

Appendix 1

Committee Report

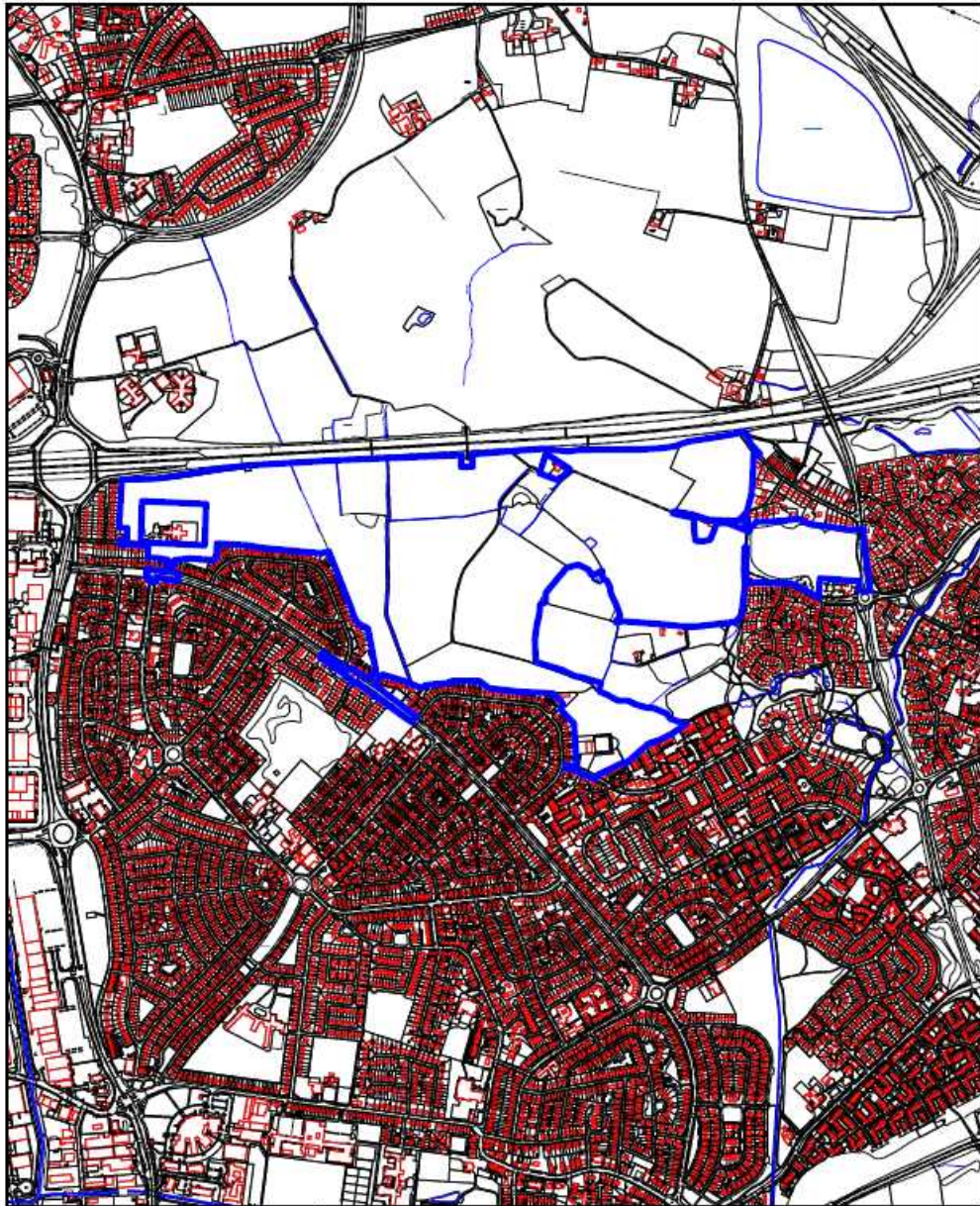
DEVELOPMENT MANAGEMENT COMMITTEE

Thursday 23rd February 2017

Start 18:30

<u>Item</u>	<u>Page</u>	<u>App number</u>	<u>App Location/Description</u>	<u>Recommendation</u>
1	2	2016/28492	<p>Land at Peel Hall; Land South of M62 bounded by, Elm Road; Birch Avenue; Poplars Avenue; Newhaven Road; Windermere Avenue, Grasmere Avenue; Merewood Close, Osprey Close Lockerbie Close, Ballater Drive and Mill Lane, Poplars & Hulme, Warrington</p> <p>Major Development: Outline planning application for a new mixed use neighbourhood comprising residential institution (residential care home - Use Class C2); up to 1200 dwelling houses and apartments (Use Class C3); local centre including food store up to 2000 square metres (Use Class A1); financial & professional services; restaurants and cafes; drinking establishments; hot food takeaways (Use Classes A2-A5 inclusive); units within Use Class D1 (non-residential institution) of up to 600 sq m total with no single unit of more than 200 sq m; and family restaurant/ pub of up to 800 sq m (Use Classes A3/A4); employment uses (research; assembly and light manufacturing - Use Class B1); primary school; open space including sports pitches with ancillary facilities; means of access (including the demolition of 344; 346; 348; 458 and 460 Poplars Avenue) and supporting infrastructure. (All detailed matters other than access reserved for subsequent approval.) (Application is accompanied by an Environmental Impact Assessment)</p>	Refuse

2	52	2016/28807	Land Bounded By Pewterspear Green Road, Ashford Drive, Stretton, Warrington Outline Application (Major) - Outline planning application for up to 180 residential dwellings (access only - all detailed matters are reserved for subsequent approval).	Approve
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WARRINGTON
Borough Council



Warrington Borough Council Planning Department



2016/28492
DMC Thursday 23rd February 2017

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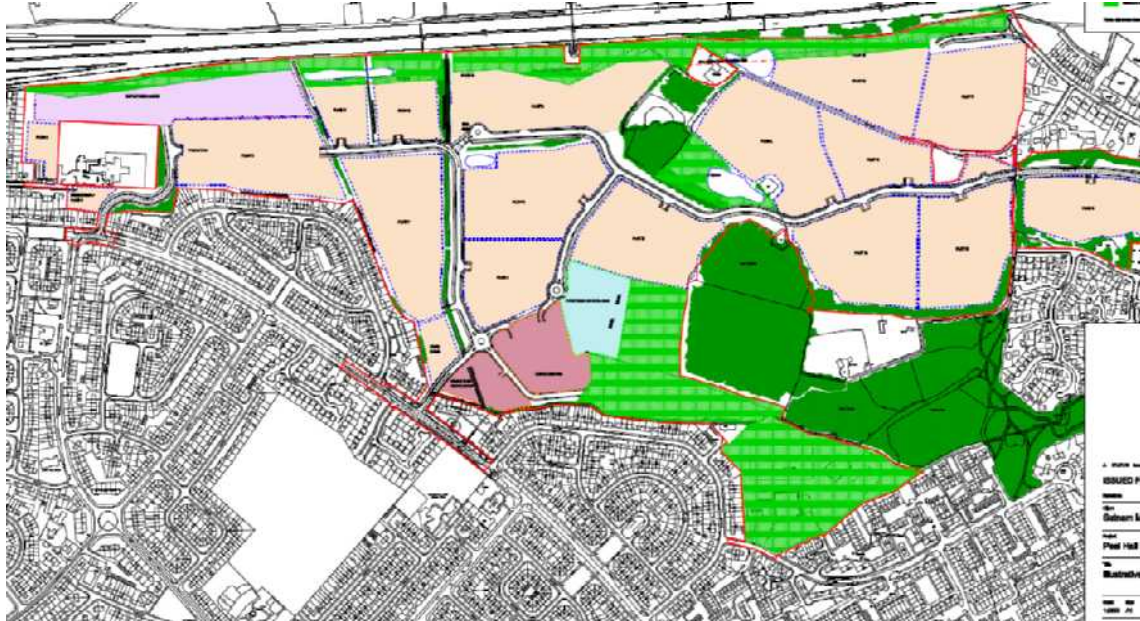
DEVELOPMENT CONTROL COMMITTEE DATE 23rd February 2017

ITEM 1

Application Number:	2016/28492
Location:	Land at Peel Hall; Land South of M62 bounded by, Elm Road: Birch Avenue; Poplars Avenue; Newhaven Road; Windermere Avenue, Grasmere Avenue; Merewood Close, Osprey Close Lockerbie Close, Ballater Drive and Mill Lane, Poplars & Hulme, Warrington
Ward:	Poplars and Hulme, Poulton North
Development	Major Development: Outline planning application for a new mixed use neighbourhood comprising residential institution (residential care home - Use Class C2); up to 1200 dwelling houses and apartments (Use Class C3); local centre including food store up to 2000 square metres (Use Class A1); financial & professional services; restaurants and cafes; drinking establishments; hot food takeaways (Use Classes A2-A5 inclusive); units within Use Class D1 (non residential institution) of up to 600 sq m total with no single unit of more than 200 sq m; and family restaurant/ pub of up to 800 sq m (Use Classes A3/A4); employment uses (research; assembly and light manufacturing - Use Class B1); primary school; open space including sports pitches with ancillary facilities; means of access (including the demolition of 344; 346; 348; 458 and 460 Poplars Avenue) and supporting infrastructure. (All detailed matters other than access reserved for subsequent approval.) (Application is accompanied by an Environmental Impact Assessment).
Date Registered:	15-Aug-2016
Applicant:	Satnam Millennium Ltd
8/13/16 Week Expiry Date:	04-Dec-2016

Executive Summary

The proposal is an outline application for up to 1,200 new homes together with a new neighbourhood comprising the mix of uses set out in the full description of development above.



Extract from submitted illustrative Masterplan, showing areas proposed for residential and other development

In principle, the proposal is undoubtedly capable of bringing significant potential benefits as a sustainable “urban extension” to the northern edge of Warrington, without intruding into Green Belt. It is therefore important to consider the application on its own merits and in the wider context in order to ensure that a truly sustainable balance of new homes, jobs, local services and supporting social and other infrastructure could potentially be delivered. It is considered that the application could potentially make a valuable contribution in these regards, and proposes the following:

- The delivery of up to 1,200 new homes, including a minimum of 30 per cent of site capacity to be affordable housing, to include Starter Homes; discount purchase and rented accommodation
- A new local centre, including a food store, eateries and services to serve the new homes as well as adding to choice and availability for existing residents across north Warrington;
- The delivery of local highways improvements aimed at mitigating the new vehicular trips generated by the development and to improve the wider local highway network in north Warrington
- A travel plan bus pass system for new residents and cycle voucher scheme
- The reservation of a suitable site for a new primary school adjacent to the proposed local centre shown on the submitted Masterplan, or a financial contribution to the expansion and improvement or other

- primary schools in the area, or a combination of both
- The provision of a new 100 bedroom care home for the elderly
- The replacement of the existing playing fields (ie the Homes and Communities land at Blackbrook Avenue) on a like-for-like basis elsewhere within the development site
- The laying out of new playing fields on the Council's land at Windermere Avenue prior to the closure of the Mill Lane playing fields
- The landforming and planting of a substantial lands cape buffer to the northern edge of the site, alongside the M62, with public access

Members will be aware that - in the absence of a confirmed housing target figure for the Borough or a demonstrable five year housing land supply, the National Planning Policy Framework (NPPF) makes it clear that there should be a presumption in favour of sustainable development.

The proposal is considered to be a sustainable urban extension, albeit onto "greenfield" land, which would bring investment, new housing and other new activity and facilities into an area bounded by parts of Warrington which are among the 10, 20 and 30 per cent most deprived in England. No development is proposed within the confines of the existing Peel Hall Park area.

By reason of the scale and range of the proposals, the scheme clearly has the potential to deliver substantial transformational benefits. The proposal reinforces the evidence that Warrington is capable of attracting large scale new mixed use development, and is a desirable location of choice for land developers, businesses and for those wishing to base themselves in Warrington, as new or re-locating residents.

The potential impact of the proposal obviously includes that of access and impacts on the existing road and transport infrastructure. Assessment of these impacts has been the subject of detailed work and review by the applicant and by the Council's teams. Following work by both parties to assess and to formulate potential mitigation measures to support the scheme with new or improved infrastructure and/ or other transport-related measures since before the submission of the application, such mitigation has not been finalised or agreed. In these regards, it is considered that insufficient information has been submitted to enable the local planning authority to confirm that the potential impacts of the proposed development on the transport network would not be severe - should the full development proceed. In the absence of adequate information to accurately forecast potential impact, it is not considered possible to design and deliver suitable mitigation. The insufficiency of such information also does not make it possible to accurately model the impacts on air quality or road noise. In the absence of the known financial costs of mitigation, it is not clear either whether the proposed development could be reasonably expected to bear the costs of delivering the range of other measures required by the Council's Planning Obligations SPD, as set out in this report. Nonetheless, the range of "social infrastructure" requirements expected by Core Strategy policies and by the adopted Planning Obligations SPD – namely schools places, health care and

sport and recreation provision - are not considered to have been met. Failure to provide such contributions are considered to detract from the overall sustainability of the scheme, in conflict with the thrust of the National Planning Policy Framework, and in particular paragraphs 7 (second bullet point) and 8. The refusal of planning permission is recommended in the light of this, as it is considered that without known and agreed mitigation, the potential benefits of granting permission would be significantly and demonstrably outweighed by the negative effects of the likely impacts.

Human Rights

The courts have held that in planning matters - as there are inherent measures to protect an individual's interests - it is unlikely that a planning decision will result in such an impact that the harm caused is disproportionate to the goal to be achieved. This application should be considered in the light of the provisions of the Human Rights Act 1998. Under Article 6, the applicants [and those third parties, including local residents, who have made representations] have the right to a fair hearing - and to this end the Committee must give full consideration to their comments. Article 8 and Protocol 1 Article 1 confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the adopted Warrington UDP and the emerging Local Plan Core Strategy for Warrington, the Strategic Director for Economic Regeneration, Growth & Environment has concluded that some rights conferred by these Articles on the applicant(s)/objectors/residents and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the wider public interest - and on the basis of the planning merits of the development proposal. He believes that any restriction on these rights - posed either by the grant or refusal of the application - would be within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Reason for Referral to Development Management Committee (DMC)

It is considered expedient and appropriate to refer this application to DMC by reason of the significant scale of the proposal. The application is "major" according to the government's classification, and has attracted a high number of objections.

Application

This is an outline application – with details of access to be determined now. The proposals show the general extent and availability of areas for landscaping – although the detailed treatment of landscaping is a reserved matter. The general proposed extent and distribution of land in the each of the proposed uses is also shown for illustrative purposes. Also shown for illustrative purposes are suggested layouts for each of the phases and sub-phases. Understandably, there is very little certainty over the detailed final form of the proposed development at this point in time. This is because the

applicant will seek to put the site on the open market should outline permission be forthcoming - with the intention that individual volume housebuilders and other developers will then put forward their own detailed schemes for each part of the Masterplan area.. At this stage, the applicant is seeking an outline permission which is as “open” and consequently as flexible as possible – in terms of details of layout, landscaping *et cetera*. Notwithstanding this, 840 open market houses and 360 affordable homes have been proposed by the applicant.

The application has been submitted with an Environmental Statement, as the project is subject to Environmental Impact Assessment (EIA), and with a comprehensive suite of other documents and supporting material, as follows:

- Detailed access plans covering Birch Avenue; Poplars Avenue West; Blackbrook Avenue; Mill Lane; Poplars Avenue; Grasmere Avenue;
- Environmental Statement (3 volumes including non-technical summary)
- Design and Access Statement
- Planning Context Assessment Report
- Transport Assessment
- Landscape and Visual Assessment Report
- Ecology Reports
- Retail Assessment
- Phase One Desk Study Report
- Technical Paper on Housing Issues
- Flood Risk Assessment
- Utilities Report
- Air Quality Assessment
- Noise Assessment
- Archaeology Assessment
- Pre-Application advice letter
- Draft Heads of Terms for S106 agreement
- Statement of Community Involvement
- Parameters plan
- Landscape Masterplan (illustrative)
- Site Masterplan (illustrative)
- Layout for local centre, family pub and school (illustrative)
- Sports and recreation plan (illustrative)

Site

No part of the application site is allocated for any particular use or purpose by the Local Plan Core Strategy for Warrington.

No development is proposed within the confines of the existing Peel Hall Park area.

No part of the site is Green Belt. The entire 69 hectare site is within the confines of the built up area boundary of Warrington.

In general terms, the 69 ha site is bounded by the urban area of Warrington to the west, south and east, and the M62 to the north. Approximately 4 ha of the site is Council operated recreational open space.

The great majority of the site has not been previously developed, is therefore “greenfield” and is composed of largely dis-used arable fields sub-divided by ditches and largely fragmented hedgerows. There are some relatively small stands of mature broad-leaved plantation woodland and several small ponds. There are substantial stands of immature broad-leaved woodland on the southern boundary of the site. The open fields have been ploughed and left to grow and are now composed of a mix of grasses and tall herbs. The lack of land management has also allowed scrub saplings to establish here and in certain areas the cessation of management has also allowed the growth of common reed.

In contrast to the rest of the site, the easternmost part includes a recreational area with playing fields, formal footpaths and is landscaped with immature woodland and shrubs.

The northern boundary is largely formed by the M62, while to the south, west and east the land is predominantly residential housing – the exception being Radley Wood and the grounds and houses at the end of Radley Lane.



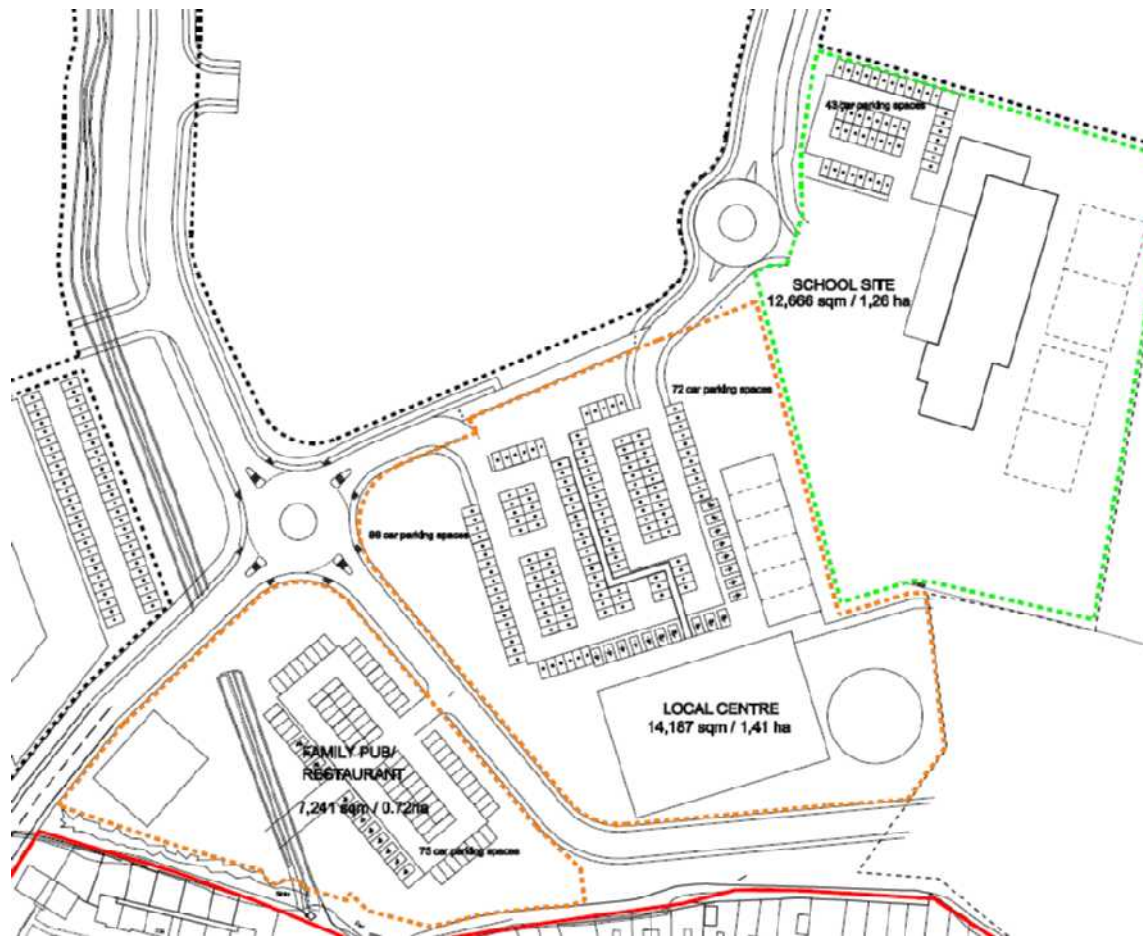
The application site “red edge” boundary



Extent of Application Site

Elements of the Proposals

Satnam propose 30 per cent of total site capacity as affordable housing, with at least half of that being in the form of Starter Homes – with the remainder as shared ownership and/or rented housing. The focus of the new community would be a local centre - serviced from Poplars Avenue - with an anchor food store, and smaller units comprising retail; services; fast food; restaurant; health care uses and family pub/ restaurant.



Illustrative plans for local centre, family pub and school layout

It is proposed to re-locate the Mill Lane playing fields close to the edge of the site with the Council’s Windermere Avenue recreation area - to deliver a significant new sporting facility to help serve northern Warrington. Site specific proposals such as this, although relating to the layout of the part of the application site, could be set as a “parameter” as part of this application – so that it would inform the detailed, “reserved matters” proposals later.

Satnam propose the re-provision of the Mill Lane pitches on a like-for-like basis in terms of the number playing pitches and site area – but to a higher standard than the current provision- and would be linked to the Council-owned Radley Common recreation area at Windermere Avenue. It is intended that these two facilities would combine to create a new, high quality facility for outdoor sports in north Warrington.



General arrangement of re-located & improved sports provision

Similarly, the proposed local centre is shown near the southern edge of the application site, near to existing residential development on Newhaven Road, Poplars Avenue and Windermere Avenue – so that these facilities would occupy quite a central location between large areas of existing and proposed housing. It is the applicant’s intention to bring the local centre forward early in the development of the site, so as to deliver the benefits of new shops *et cetera* as soon as possible.

The site for the proposed primary school would be next to the local centre. The provision of employment land in the extreme north west of the site, seeks to take advantage of the ability of potentially larger buildings to act as noise shields for other neighbouring uses, with the potential to benefit residents of Elm Road and Birch Avenue, as well as some of the proposed new housing. Satnam suggest a range of potential activities such as research and assembly and light manufacturing - rather than offices – in small and medium size units, not exceeding 500 sq m.

Satnam propose a network of open space within and surrounding the site, which would extend northwards from Peel Hall Park, through the centre of the site and then east/ west along the M62, feeding into the surrounding areas. This open space would provide a network of areas for a range of passive and active recreational pursuits.

Satnam set out that the proposals could bring opportunities to improve the following:

- Market housing choice

- Affordable housing choice
- Local employment
- Local retail centre and other services
- Education improvements (financial contributions to secondary schools in the area and new primary school accommodation)
- Recreational, informal and formal sports provision and community facilities
- Bus service improvements
- Health care improvements

Relevant Application History

Outline applications for housing across the Peel Hall site were withdrawn by Satnam in August 2002.

An outline planning application for up to 150 dwellings in the north eastern section of Peel Hall, off Mill Lane (2012/20610) was the subject of a non-determination appeal decision in July 2013. The appeal was dismissed, the Inspector agreeing with the Council that this site was too far from local amenities and facilities and - since there was no need for additional housing to be released at that time - the proposal should be resisted.

Planning Policies

National Planning Policy Framework

Matters relating to the delivery of sustainable housing and other forms of development.

Paragraphs 12; 13; 14; 17; 47; 49; 72; 73; and 74 of NPPF have been identified by the applicant as of particular relevance.

Local Plan Core Strategy

CS1 – Overall Spatial Strategy – Delivering Sustainable Development

CS2 - Overall Spatial Strategy - Quantity and Distribution of Development

CS3 - Overall Spatial Strategy – Maintaining a 10 Year Forward Supply of Housing Land

CS4 – Overall Spatial Strategy - Transport

CS8 – Omega and Lingley Mere

QE1 – Decentralised energy Networks and Low Carbon Development

QE3 – Green Infrastructure

QE4 – Flood Risk

QE5 – Biodiversity and Geodiversity

QE6 – Environment and Amenity Protection

QE7 – Ensuring a High Quality Place

MP1 – General Transport Principles

MP3 – Active Travel

MP4 – Public Transport

MP6 – Transport Infrastructure

MP7 – Transport Assessments and travel Plans

MP10 - Infrastructure

PV1 – Development in Existing Employment Areas

SN1 – Distribution and Nature of New Housing
SN2 – Securing Mixed and Inclusive Neighbourhoods
SN4 – Hierarchy of Centres
SN7 – Enhancing Health and Well-being

Supplementary Planning Documents

Design and Construction
Environmental Protection
Standards for Parking in New Development

Notification Responses

Warrington North Labour Party (WNLP)

During the summer of 2016 WNLP consulted with residents on the application; collated these responses and has submitted them for consideration at DMC.

WNLP seek the Council's commitment to:

- (a) Logging each of these objections as part of the planning consultation process;
- (b) Informing, in writing, each individual objector of any forthcoming meetings of the Development Management Committee at which the Peel Hall application will be discussed/determined; and
- (c) In the case of members of the Development Management Committee, taking account of the views and comments submitted by residents in respect of this application.

Ward Councillors

Objection from Cllr Cathy Mitchell and Cllr T O'Neill:

1. The proposed access arrangement to serve the proposed development are inadequate and will cause severe traffic problems and congestion in the narrow roads leading to the development; some of the access roads are already narrowed by parked cars belonging to the properties there. This would give rise to significant difficulties to both residents and emergency vehicles attempting to reach or leave the proposed development.
2. For such a major development, the number of access points is woefully inadequate.
3. There are insufficient safe pedestrian access points to serve such a large development.
4. Traffic generated by 1200 new homes plus commercial outlets would cause significant negative impact on highway safety and would cause traffic gridlock throughout Winwick Village; the roads through Winwick are already critically overloaded.

5. There would be inadequate provision of open space / sports facilities for all of the surrounding areas which would be affected by this development. In fact, green space already available for local residents within walking distance of their homes would be lost.
6. In the area of this proposed development, school places are already oversubscribed. It is unclear whether the phasing of the school in this development will satisfy the requirements of the number of children accommodated in the new 1200 homes.
7. The proximity of the proposed development to the motorway means that the air quality in the area is already poor. Increased development will simply exacerbate the situation.
8. In light of the above, non-exhaustive, list of difficulties relating to the development proposed by Satnam, we would urge that the application for outline planning permission be refused.

Objection from Cllr R Purnell objects:

My main objection to the plans proposed by Satnam is their effect on the local infra structure. The roads in this area will not sustain the increased traffic the development would bring. As a resident of the area I see first-hand the traffic chaos in the area at peak times, which are increasing week on week. As arterial roads in the area become more congested more and more residential roads are being used as rat runs and diversions. I also have serious concerns regarding the environmental impact of the development. Developing the area would detrimentally affect local wildlife, which has been flourishing for a number of years.

Parish Council (s)

Poulton with Fearnhead Parish Council: Object:-

1. Contrary to policies which support regeneration and restructuring of older parts of the town
2. Contrary to policies to prevent expansion into open land.
3. No evidence to promote a significant development of a greenfield site
4. The development is not led by a proper planning process and is piecemeal
5. Transport issues in the area would be exacerbated by the large scale development
6. The site is poorly located to public transport and local amenities
7. The alternative to the original proposal to use Mill Lane is totally inadequate to service the site nor are any of the other alternatives

Winwick Parish Council: The parish council wish to lodge what they refer to as an initial objection, on three grounds:

- 1) In relation to land use the Council is not convinced that the release of this site is required in order to meet the reasonable housing needs within the Borough. The Parish Council has however asked the Borough Council to confirm its position on what it considers to be a reasonable housing need

given the challenge that was made to its proposed core strategy and is in effect seeking an update from the Borough in relation to its view on the need to release this site. The Council is extremely concerned (see points 2 and 3) that the release of this site would have a negative impact on; the local highway network, local ecology around its Radley Common and Radley Wood reserves and the local 'greenbelt' and 'greenfield' land within the Parish

2) The applicant's traffic study appears to do little more at this stage than present some junction designs. The Council is very concerned in relation to the detail of the traffic and highways information supplied. The Council is concerned that given the lack of public transport links to the site the impact on local roads and the wider network would be unacceptable at peak flows and would fail any basic sustainability test under the NPPF. Those heading south will cause a severe strain on small local roads and those heading west and north can only do so by using parts of the network that are already congested (Birchwood Way) or have a poor safety record (Delph Lane). Those heading west will be using a junction off the A49 that does not meet modern highway's standards. The applicant seeks to mitigate this impact by offering bus infrastructure but there is no guarantee an operator would run services along this infrastructure given such services are deregulated

3) Ecological impact: The Parish Council owns and manages two land assets in the area (Radley Wood and Radley Common) as nature reserves as such there are many species of bird including raptors that nest in our assets but forage for food across the current area proposed for development. This does not appear to have been accounted for in the ecological report. The Council also disputes the findings of some of the surveys as species marked as absent have been recorded as present by our local volunteers. As a minimum, the applicant's experts should be asked to obtain the species lists known to be present and reconsider the impact of the development on local species. The Council would like to reserve right to comment further as more information on these three areas becomes available and does not rule out commissioning its own studies into these issues.

Neighbours – Objections from circa 2250 individuals, which are summarised under the following headings. It is acknowledged that circa 2000 of these objections were received on standards forms, via Warrington North Labour Party, and includes some duplicates.

NB: Individual grounds of objection are demarcated with the # symbol, and are grouped together under the following headings:-

Principle; Need

Warrington has enough housing already and it is not required in this area # already local shops and schools in place, what is the requirement to add more # this is the only remaining greenspace/farmland in Warrington North # there is significant land already set aside for development; this area is used often for children to play on, dog walkers and nature lovers # there are many brownfield sites suitable for development across Warrington # nothing to do with satisfying housing demand and everything to do with Satnam making a

profit out of cheap land # north Warrington has already contributed more than its fair share to the economy of the town # no shortage of housing for sale at all price points # north Warrington is at saturation point # more pubs and takeaways are not needed #

Highways/ Traffic

Access arrangements are not deliverable or sustainable # applicant does not own and is not in discussion with relevant owners to guarantee sustainable delivery # without access through the playing fields the whole development becomes piecemeal planning # safety risk along Peel Cottage Lane and Radley Lane as pedestrians would compete with vehicles for extremely limited access with inadequate visibility # appeal inspector recognised that footway/ cycleway links to Radley Lane would be unattractive to users in winter and after dark # this would be worse if proposal would give access to 850 new dwellings to a small country lane, single width, no street lighting, no drainage, no pavements, is unsuitable for pushchairs or wheelchairs; subject to flooding; pedestrian conflict with traffic travelling through Radley Lane to Peel Cottage Lane and to Peel Hall Farmhouse/Kennels and vehicles using Peel Cottage lay-by as a turning point # if allowed, primary school age children would walk over Peel Cottage Lane and onto Radley Lane # no changes for this area which was dismissed at appeal # three arm roundabout would mean four major access roads competing for access within a distance of 180 metres # 700 dwellings etc. using one access point in such close proximity to a further 150 dwellings joining the same road would compromise highway safety #

Delph Lane and Winwick village and Mill Lane/ Enfield Park Road/ Crab Lane could not cope with traffic flow # design and layout of road network and proposed pedestrian/ cycle access are flawed and will not promote pedestrian safety # all passing points on Peel Cottage Lane and Radley Lane are proposed for removal; these have been used for 25 years; without these the vehicles would need to reverse 150 metres to the junction with Mill Lane and then reverse into Mill Lane at the T junction # no reference in submitted safety audit to audit at Radley Lane/Peel Cottage Lane which is only access to Peel Hall Farmhouse/Boarding Kennels and is subject to a restrictive covenant # significant highway and pedestrian safety issues on the proposed access road and at the junction of Mill Lane and Radley Lane # Elm Road is too narrow and already suffers # significantly with tight approach angles and narrow routes through; any increase in traffic is sure to damage both vehicles and property # the local infrastructure off the motorway junction to the town centre already struggles with the enormous levels of traffic # any incident on the motorway or across town can add significant delays both in and out of Warrington; Elm Road & Birch Avenue are already at the mercy of the motorway traffic, surrounding businesses and residents # traffic from 1200 new dwellings gives and extra 712 cars am and 776 cars pm; this would adversely affect highway safety to all areas of the development including Houghton Green Village, Cinnamon Brow, Poplars and Hulme, Winwick Village, Croft Village, Fearnhead # increased congestion would deter future investors in the Borough

Sport/ Recreation; Playing Fields; Open Space

Proposal to move playing fields from Mill Lane to Windermere Avenue is the same as the 2013 appeal proposal for 150 dwellings off Mill Lane # current proposal is not increasing the number of pitches/ open space # 3000 more people squashed in with less open space # irreparable loss of green space # existing provision at Mill Lane is not owned by the applicant and the Council have confirmed that they have negotiated a 7 year lease for the fields to continue in their present use# no increase in number of sports pitches to accommodate 576 extra children # insufficient sports pitches/ open space for all areas affected by the development #

Nature Conservation; Ecology

Loss of wildlife, habitat and greenery # children love to watch wildlife # many varied and often rare species of wildlife and birds # Satnam have already started ripping out trees and shrubs when birds were nesting #

Archaeology

I am not aware that any archaeological surveys have been undertaken; this site is adjacent to a major Civil War battle site # a number of early modern pathways and cottages (dating to the eighteenth century) at the Houghton Green side of the site #

Air Pollution/ Noise

Increase in traffic will increase pollution# people who live within 500 m of a motorway grow up with significantly reduced lung capacity and even children who never experienced asthma are at risk # this is the last green lung # building so close to M62 is thoughtless and selfish

Drainage/ Flood Risk

It is highly likely that this will affect local drainage, increasing the flood risk as this land is low lying # increased pressure on poor drainage system #

Schools

By year ten of the development, 984 dwellings would be completed before the primary school; this is not sustainable development # in the 9 years before completion of the school, which school will the children attend # already a shortage of primary school places # 2013 appeal inspector noted that nearest primary school was 1275m from centre of the 150 dwelling site and so would only score 9 out of 35 according to a good practice example # strain on infrastructure provision # unacceptable phasing for school build to accommodate 576 extra school children in an area already oversubscribed

Other Services

Added pressure on GPs, dentists, hospitals, refuse collection and other services would be immense # will have a large effect on the community like our bus routes, schools, roads, doctors and traffic

Other Matters

Area cannot cope with many years of construction traffic, noise and activity # don't understand why Satnam are constantly trying to get planning permission

for this same area over and over again when they have been refused so many times # Warrington has too many bars and fast food places as it is # the proposal to build yet another fast food outlet is outrageous when surely it is our duty to be addressing growing obesity and its associated diseases such as diabetes; for many low income families in the area who don't own a vehicle Peel Hall provides an opportunity to walk and improve fitness, the last thing they need is another fast food outlet # yet another pub in the area will decrease security # a number of early modern pathways and cottages (dating to the eighteenth century) at the Houghton Green side of the site # would spoil views # contrary to Warrington's Health and Well-being Strategy (2015-2018)# Poor planning to allow the development without confirmation of land ownership

Two comments of support for the proposal have been received:-
Decent site for housing as long as traffic is thought about # there is a real need for housing # very few people use this park even in summer # it'll make a few bob for the Council, no cuts#

Consultation Responses

WBC Highways – In early August 2016, the applicant agreed to submit, by 14th October 2016, an Addendum TA which would detail, amongst other things, the impact of the development traffic and the full extent of proposed mitigation. The Planning Authority agreed to extend this deadline until 18th November 2016 and again, finally, until 2nd December 2016.

The current position is that whilst a Local Model Validation Report (LMVR) for the base model has been submitted by Satnam (on 6th January 2017), this does not progress matters significantly further as a number of issues will need to be addressed before this report can be signed off. The information needed for the Council to meaningfully assess the proposal was to be contained in the Addendum TA, which was to include an analysis of the impact of the development on the wider highway network in 2019 and 2029 and the full extent of proposed mitigation.

It is considered that a significant amount (realistically several months) of work is needed to complete the following stages of assessment:

Highways review and agree the revised, resubmitted base year LMVR;

- Applicant to then apply future year flows and development traffic to the model to identify 'with-scheme' operation and where relevant junctions where further detailed analysis would be required;
- WBC to review and agree any such locations;
- Where necessary, the applicant will identify mitigation options and agree with WBC.
- Applicant to undertake detailed analysis of junctions with mitigation;
- Subject to WBC approval, applicant to re-run network model to include agreed mitigation;
- Design of, and safety audit of mitigation measures at junctions by applicant, following by costing of measures;

- Applicant to address remaining detailed layout comments raised by Highways.

Notwithstanding the information submitted by Satnam on the 6th January, there is still no agreed forecast year model or proposed mitigation measures and this still falls short of what is required for the Highways team to make a meaningful assessment - or to have an understanding of what potential financial contribution might be required.

Moreover, this work would cover only physical 'highways' infrastructure – the model output would also have to inform the level of sustainable transport / Travel Plan requirements et cetera. Also, as set out elsewhere in this report, without certainty concerning the required mitigation measures it is also not possible to confirm air quality / noise impacts.

Detailed advice from the Council's Highways/ Transportation team is set out below in Appendix 1.

WBC Environmental Protection – Cannot support the proposal due to lack of information to assess noise and air quality effects.

WBC Schools – In summary, in addition to suitable land within the application site to accommodate a primary school, the build cost of a new one form entry primary school is needed to meet demand. The expansion of at least one existing primary school in the area is also required. In addition, funding for the expansion of one or a number of existing high schools would be needed.

WBC Public Health - The Council's Public Health Team have concluded that a financial contribution of £759,600 is required. This is based on the formula set out in the Planning Obligations Supplementary Planning Document (SPD), but excluding the provision of additional community space. The community space has been excluded as the Clinical Commissioning Group are seeking to expand existing facilities - rather than to provide a new hub. This gives a cost per dwelling of £633 - as opposed to the £943 set out in the draft SPD.

£633 x 1,200 homes = £759,600.

This money would be used to expand the existing practices at Padgate and Fearnhead.

WBC Flood Risk (Local Lead Flood Authority) – No objection, subject to conditions.

WBC Nature Conservation – Advise, in summary, as follows:-
Being an outline application, and the limited availability of information concerning the quantity and quality of Green Infrastructure (GI) that may finally be incorporated into the scheme makes it difficult to assess whether off-site compensation for ecological impacts should be made a *requirement* of any approval that may be granted to the application, and if so how much and of what quality this off-set should take.

The Illustrative Masterplan shows an application site dominated by built development plots, although it ought to be possible to incorporate GI into these plots.

The species and habitat assemblage present is not exceptional, although the site forms an un-fragmented large area of semi-natural habitat that does have some local ecological value that the Council should be looking to retain (NPPF para. 109.) For the level of distinctiveness of the habitats present, (low), taken with the condition of the habitats (moderate) and the difficulty of providing replacement habitats (low) and using a Biodiversity off-setting matrix I would expect about 12% of the site to incorporate habitats and features of value for wildlife. On this measure between 7-8 ha of the site should in my view be set aside as meaningful GI that could be managed with wildlife conservation as a primary 'ecosystem service'. Currently, although approx. 14 ha of the site is shown on the Masterplan as greenspace, more than a third of this is formal sports pitches and public open space that will have limited ecological value, and the landscape buffer along the northern boundary abutting the motorway will also have limited wildlife value, so in my view there is currently a habitat deficit within the site.

I would accept that there will be scope to incorporate further GI into the development plots shown on the Masterplan, which would deliver the required GI provision, and the applicant has indicated that landscape 'buffer zones' and 'wildlife corridors' will be incorporated into more detailed proposals. I would therefore re-iterate part of my previous response to the application –

- That space be set aside [within the site] for a new, un-fragmented area of semi-natural greenspace that could be managed for people and wildlife.
- That a comprehensive, holistic Landscape and Habitat Creation and Management Plan should be prepared for the site. Once agreed, this Plan should be implemented in full. The Plan should include biodiversity enhancement measures and proposals to retain and/or create meaningful green corridors through the site to allow for species movement.
- That important habitat features (hedgerows, trees, woodlands, ponds and water courses) should be retained and protected as part of the scheme, or if lost, replaced. The Radley Plantation woodland and the Spa Brook should be 'buffered' with landscape screens of 8 -- 10 metres.

Providing these recommendations are adopted the required ecological compensation could be delivered on-site I would not consider that off-site compensation would be required.

The consultants working on behalf of the applicant have suggested conditions relating to Landscape and Ecology. While regarding these conditions as

reasonable I have suggested some additions/amendments.

WBC Social Regeneration – No objection. Support possibilities of job and training opportunities during construction phases and the use of local labour and supplier linkages.

WBC Archaeology – No objection subject to condition:

“No development shall take place within the area indicated until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the local planning authority. The work shall be carried out strictly in accordance with the approved scheme.”

Sport England (SE) – No objection, subject to conditions, as set out in Appendix 2 below:

Environment Agency (EA) – No objection in principle, subject to conditions. The EA have no objection in principle and welcome the aspirations to retain and enhance key wildlife corridors, and integrate new sustainable drainage systems as part of overall scheme.

By condition, the EA request that a scheme be agreed to ensure that the landscape within the site is managed in such a way as to protect the ecological value of the site including the Spa Brook watercourse and interconnected pond landscape.

United Utilities (UU) – No objection in principle.

Following discussion of the proposed development with the Lead Local Flood Authority (LLFA) at Warrington Borough Council, UU has no objection to the planning application at this stage. In accordance with good practice, UU suggests that if the Council is minded to grant planning permission that the approved plans are clearly referenced within the decision notice within a condition to avoid any ambiguity.

UU do not wish to object to the scheme, and have suggested a number of conditions aimed at ensuring foul and surface water drainage remain a key consideration as the design and layout of the scheme develops. These will be requested by the LLFA who would have the responsibility for advising on the discharge of the majority of the conditions, should planning permission be granted. The conditions reflect the strategic nature of the proposed development.

Highways England (HE) – HE have made a holding recommendation which currently expires on 14th March 2017.

Health and Safety Executive – Do not advise against the grant of planning permission on safety grounds.

Woodland Trust (WT) – Following discussions with the applicant’s agents, the WT have withdrawn their initial objections concerning potential impact (on Radley Plantation) on the basis of the revised arrangements for buffer planting around the edge of Radley Plantation.

If approved, the Trust requests a commitment from the developer to provide funding to mitigate the effects of increased public usage of their site. It is unlikely that this request would meet the tests concerning the strict need for S106 contributions in NPPF (para 204).



Observations

Principle

Members are aware that the overall Local Plan housing target was quashed by the High Court in February 2015 – and that in the absence of a housing target the Council is not currently able to demonstrate a 5 year housing land supply.

Until the Council can demonstrate a 5 year housing supply, paragraph 49 of the National Planning Policy Framework (NPPF) confirms that relevant policies for the supply of housing should not be considered up-to-date. This means that presumption in favour of sustainable development as set out in paragraph 14 of the NPPF applies.

Notwithstanding the High Court ruling, the ability of this proposal at Peel Hall to accommodate supporting land uses and the absence of a demonstrable five year housing supply means that the use of the site for residential development is considered acceptable – as a matter of principle.

The application has no particular designation for use or development according to the Proposals Map which accompanies the Local Plan Core Strategy for Warrington. No part of the site is in Green Belt and the site is regarded as being within the general built up extent of Warrington, rather than

in countryside, insofar as the Core Strategy is concerned.

The land is “greenfield”, in the sense that it has not been previously developed. Following the quashing of the Borough’s housing target however, the Council currently does not have an up-to-date “locally appropriate target”, as required by NPPF, in terms of the proportion of new housing to be built on previously developed land. In these circumstances, it is considered that that presumption in favour of sustainable development as set out in paragraph 14 of the NPPF applies.

The 2016 Strategic Housing Land Availability Assessment (SHLAA) concluded that Peel Hall is a suitable, available and achievable residential site for immediate development, and anticipates housing completions from the site within the next five year period.

Historically, in the Warrington New Town Outline Plan and the Padgate District Area Plan, Peel Hall was shown partly as residential, partly as open space. Peel Hall has previously also had some recognition – in local plan making – as its previous notation as an “Area of Search” or “Strategic Location” for future development during the course of the Warrington Borough Local Plan; the First Deposit Draft UDP and the draft of the current Core Strategy.

It is acknowledged that extensive areas of green infrastructure and soft landscaping would be provided as part of the proposal, but that large areas of green open space – albeit largely in private ownership and control – would also become developed. The Masterplan shows clear scope to retain the existing greenway network and routes, shown as part of policy MP3 in the Core Strategy, through the site - so that public access would be provided between the proposed new areas of open space within the site; with the proposed new development itself; and with the nearby parts of the existing urban areas of Warrington.

With regard to the retail, hot food and hotel uses, it is considered that the proposals satisfy the requirements of the sequential and impact tests, as set out in the NPPF and policy SN5 of the Core Strategy. The assessment demonstrates that there are no sequentially preferable sites and there would be no significant adverse impacts as a result of the proposals.

Affordable Housing

The Council’s affordable housing policy in the context of the Peel Hall site has a requirement for 30% affordable housing provision of which half should be affordable housing for rent and half for intermediate provision. The Council’s Planning Obligations SPD has confirmed that the Council will accept Starter Homes to contribute towards affordable housing provision as part of the intermediate proportion of provision. The SPD also reconfirms the Council’s requirement for rented affordable housing, reflecting the findings of the 2016 Mid-Mersey Strategic Housing Market Assessment.

The application proposes 30% affordable housing of which 50% will be starter homes and 50% affordable for rent. This is conditional to the requirements of the forthcoming Starter Homes regulations. If the regulations require a higher percentage of Starter Homes to be provided on site then this will result in a corresponding decrease in affordable homes for rent. The applicant has also confirmed the final mix of affordable housing will be dependent on the financial arrangements and settlements for tenure types available to Housing Associations at the time of the particular development phase.

In the period since the applicant confirmed their affordable housing offer, the Government has published its Housing White Paper. This is proposing a broader approach to affordable housing provision, including recognition of the importance of rented affordable homes as well as promoting low cost home ownership. The Government has also confirmed that whilst it will support the development of Starter Homes as a mainstream home ownership product, it has decided not to implement a compulsory Starter Homes requirement at this point in time.

This means that the Starter Homes regulations when published are unlikely to require a change to the applicant's affordable housing offer.

The applicant's affordable housing offer is therefore considered to be compliant with the Council's planning policy, subject to ensuring that any variation in the affordable housing provision of individual phases does not comprise the affordable housing provision of the overall development.

Highways & Transportation Matters

Notwithstanding the information submitted by Satnam, there is still no agreed forecast year model or proposed mitigation measures and this falls short of what is required for the Highways team to make a meaningful assessment of impact - or to have an understanding of what potential financial contribution might be required to provide mitigation.

Moreover, modelling and forecasting work would cover only the potential, physical 'highways' infrastructure – the model output would also have to inform the level of sustainable transport / Travel Plan requirements et cetera. Also, as set out elsewhere in this report, without certainty concerning the required mitigation measures it is also not possible to confirm air quality / noise impacts.

Detailed advice from the Council's Highways/ Transportation team is set out below in Appendix 1.

Environmental Matters

The Council's Environmental Protection (EP) team gave detailed advice in the proposal at pre-application stage, and at a meeting in January 2016 with the applicant regarding requirements in relation to environmental protection matters including air quality, noise and contaminated land.

The below is a summary of the advice of the EP team with regard to the application which has now been made:-

Air Quality: An air quality assessment has been provided with the application. Queries have been raised by the Council's Transport team regarding the traffic assessment provided. Until these queries have been addressed and the traffic assessment has been agreed, then a suitable air quality assessment based on an agreed traffic forecast cannot be produced. When agreed traffic data has been provided, the consultant carrying out the air quality assessment should contact the EP team to agree the scope and methodology. Until an acceptable air quality assessment is provided then the EP team cannot confirm that the impact of the proposal would be acceptable in terms of its air quality effects.

Noise: There are two elements of potential noise impact; namely the impact of noise from the existing local road network (primarily the motorway network) that would affect amenity of future occupiers – and secondly the potential, slighter impact from the finished development affecting residential properties along the access routes.

It is anticipated that conditions could be used to ensure that noise from the motorway network could be suitably attenuated, and that the proposed layout of new dwellings *et cetera* could also be undertaken with this in mind. The EP team cannot recommend approval of the application until such time that suitable traffic assessment data is available – to potentially confirm that the impact of traffic generated by the proposed new development itself is acceptable. The EP team advise that the contribution to noise levels from traffic travelling to and from the proposed development is likely to be slight – but that in the absence of agreed traffic data – they can not confirm that there would not be an unacceptable impact on the living conditions of those living in existing properties along the main access routes to the proposed development.

It is considered that a condition to ensure adequate noise attenuation for new properties – in terms of maximum permitted internal noise levels in new dwellings and external amenity areas – could be applied to mitigate potential harm in this particular regard.

In terms of construction noise, controls can be imposed to control overall noise impacts from the construction process and to mitigate potential harm via a condition.

In terms of the impacts on noise arising from new traffic flows from this development – the increase in noise presented so far is likely to be lower than the threshold of perception in the worst cases but the actual levels cannot be stated at this time based on lack of agreed traffic data to inform noise predictions.

Land Quality; External Lighting; Details of Food Premises Cooking Equipment; Subject to conditions and assessment of detailed layout *et cetera* as part of reserved matters application, there is no objection on these grounds.

Public Health

According to the Council's adopted Planning Obligations Supplementary Planning Document (SPD), a financial contribution of £759,600 would be generated by a housing development of the size proposed. This figure is based on the formula set out in the SPD, but excluding the provision of additional community space. The community space has been excluded as the Clinical Commissioning Group are seeking to expand existing facilities - rather than to provide a new hub.

Overall therefore, this gives a cost per dwelling of £633 - as opposed to the £943 set out in the SPD (i.e. £633 x 1,200 homes = £759,600). This finance would be used to expand the existing practices in Padgate and Fearnhead. The development is also providing a site for a residential care home, to provide specialised accommodation for the elderly - potentially for 100 beds. According to the Council's 2016 Strategic Housing Market Assessment (SHMA), there is a need for an additional 60 bed spaces per annum of such specialist care provision, reflecting Warrington's ageing population. The development is therefore making a positive contribution to meeting this need.

Schools

The following primary schools are within 1 mile of the Peel Hall site:- Brook Acre CP; Cinnamon Brow CE; St Bridget's; Meadowside CP; St Margarets CE; St Andrews CE; St Stephen's ; Winwick CE.

Whilst the Council's projections for primary school places are only valid for four years, the primary schools listed above have historically been relatively full and are likely to remain so. There is also only limited spare capacity in primary schools that are within 1 – 2 miles of the proposed development. In this context, any housing development has the potential to impact on these existing schools. To provide phasing for additional school capacity, therefore, details of the rate at which new dwellings would be built and occupied would need to be agreed.

The Council's schools team have advised that the Council should seek to secure land for a new primary school on the Peel Hall site at no cost to the Council, and that land for a one form entry primary school would be sufficient. In addition, the Council should also seek a financial contribution for the construction of a new 1.0FE primary school on the site and for the expansion of at least 1 nearby existing primary school by 0.5FE.

Whilst Satnam have agreed to the principle of the reservation of a site suitable for a primary school within the site, or a financial contribution towards the expansion and improvement of other primary schools in the area – or a combination of both – Satnam have not agreed to fund the construction of a new primary school.

The impact of the proposed housing at Peel Hall cannot be mitigated solely by the expansion of existing local schools. Currently there are 8 primary schools within 1 mile of the development and only 2 of these could be comfortably expanded (by up to 0.5 form entry), with the 3 nearest schools all being unsuitable for expansion. Also, only 2 of these schools are non-faith, with the

4 nearest to the site all being faith schools, so it would be beneficial for the provision of a non-faith school to serve the needs of the development. In these circumstances, a new build primary school would be required in addition to the expansion of at least one existing school – the cost of which would be circa £4.5 million.

The following high schools are within 3 miles of the Peel Hall site:- Birchwood High Academy; Cardinal Newman; University Academy (formerly Padgate High School); Sir Thomas Boteler CE; St Gregory's; Beamont Academy; The Kings Free School; University Technology College. Satnam have suggested that the mitigation of impact on secondary school provision should take the form of financial contributions to the expansion and improvement of existing secondary schools in the area.

The Council's schools team have advised that a new high school would not be needed – provided that the expansion of one or a number of existing high schools took place. To provide phasing for additional school capacity, details of the rate at which new dwellings would be built and occupied would need to be agreed.

The cost for high school places, to be provided at expanded nearby schools would be circa £3.5 million.

The Proposed Mixed Use Hub

These uses are “town centre uses”, according to the NPPF – and so the sequential and impact test have been applied. The key local policies in this regard are CS2, CS8 and SN5.

CS2 aims to ensure that defined centres – such as local and neighbourhood retail centres – maintain their role and status by being the focus for further retail development, and by strictly controlling inappropriate out of centre retail development.

The applicant has set out that the proposed scale of the proposed local centre is appropriate and would not undermine the status of any existing centres. It is set out by the applicant also that the role of the hub should take account of the need to support the significant residential development now proposed, as well as – potentially – some of the future operators of the new businesses. The provision of a range of shops, services and food & drink uses within the centre would provide a focus for both the future residents of the Peel Hall development and for the nearby large existing residential areas of Warrington. The sequential test is set out in the submitted retail statement. It is argued that there is a need to provide a range of complementary uses, to support the proposed mixed use development at Peel Hall and to ensure a sustainable form of development. The case is made that the new centre would have wider benefits, and so it would not be appropriate to disaggregate any standalone elements of the proposed scheme, by re-locating them to an alternative (sequentially preferable) location. Overall, it is accepted that the proposals could not be accommodated at a sequentially preferable site elsewhere.

In terms of potential impact on existing centres, the assessment concludes that the proposed retail uses would draw trade primarily from within the proposed development itself, and then goes on to assess the potential impact based on the considerations in paragraph 26 of the NPPF – including the impact on existing, committed and planned public and private investment and impact on town centre vitality and viability. The NPPF impact assessment concludes that the scheme will not have an unacceptable impact on any of the defined centres in the catchment area, or any other centre. The proposed local centre, potentially including a food store would inevitably divert some trade from centres in north Warrington. However, it is acknowledged that the retail impact of the application scheme is not at a level that will undermine the performance and viability of other stores or of other centres as a whole.

It is agreed that, overall, the trade impacts of the proposed retail development at Peel Hall would be capable of delivering the scale and type of ancillary facilities required to support an urban extension of this size.

Nature Conservation Matters

In liaison with the applicant's ecologist, both the Council's ecologist and the Woodland Trust have referred to the need for a physical buffer zone – albeit of differing depths – which may impact on the developable area of the Peel Hall site – and possibly therefore the total number of dwellings which potentially might be accommodated.

The Council's ecologist has re-iterated that:-

- space be set aside within the site for a new, un-fragmented area of semi-natural greenspace that could be managed for people and wildlife.
- a comprehensive, holistic Landscape and Habitat Creation and Management Plan should be prepared for the site. Once agreed, this Plan should be implemented in full. The Plan should include biodiversity enhancement measures and proposals to retain and/or create meaningful green corridors through the site to allow for species movement.
- Important habitat features (hedgerows, trees, woodlands, ponds and water courses) should be retained and protected as part of the scheme, or if lost, replaced. - Radley Plantation woodland and the Spa Brook should be 'buffered' with landscape screens of 8 - 10 metres.

The Council's ecologist goes on to stress that if these recommendations are adopted then the required ecological compensation could be delivered on-site and that he would not consider that off-site compensation would be required. The following conditions – which the Council generally sees as reasonable – have been the subject of discussion with the applicant:-

“No development shall take place on any individual phase until an Ecological Protection Plan for Construction has been submitted to and approved in writing by the Local Planning Authority. The Plan shall include:

- A. An appropriate scale plan showing habitats to be created and/or retained and ecological protection zones where construction activities are*

restricted and where protective measures will be installed or implemented.

B. Details of ecological features of importance such as mature trees, woodland, hedgerows, ponds and protected species including bats that will be retained and protected, or if lost, compensated.

C. Details of protective measures (both physical measures and sensitive working practices) to avoid harmful impacts during construction. These to include measures relating to the protection of breeding birds, mammals and amphibians, the throughput of construction and other vehicular traffic, timing of operational activities; the erection of protective fencing at agreed distances from sensitive habitats and wildlife areas.

D. Details of ecology enhancement proposals within the wildlife corridor including details of the wetland areas.

E. A timetable to show phasing of construction activities to avoid periods of the year when activities could be most harmful, including the optimal bird nesting season and other wildlife breeding or hibernation seasons or times at which habitats may be most sensitive for example when setting seed.

F. Persons responsible for;

(a) Compliance with legal consents relating to nature conservation;

(b) Compliance with planning conditions relating to nature conservation;

(c) Installation of physical protection measures during construction;

(d) Implementation of sensitive working practices during construction.

(e) Regular inspection and maintenance of physical protection measures and monitoring of working practices during construction;

(f) Provision of training and information about the importance of ecological protection zones to all personnel on site.

(g) Species monitoring- All construction activities shall be implemented in accordance with the approved details and timing of the plan unless otherwise approved in writing by the Local Planning Authority.

2 - *No development shall take place until a scheme for the provision and management of the 8 metre buffer zones around the watercourses and the Radcliffe plantation woodland has been submitted to and approved in writing by the local planning authority. The buffer zone shall be implemented in accordance with the approved details and retained as such thereafter.*

3 - *As part of the reserved matters application (s), a landscape and habitat creation and management plan for each phase shall be submitted to and approved by the local planning authority. The plan shall make reference to:*

i. Description and evaluation of the features to be managed;

ii. Ecological trends and constraints on site that may influence management;

iii. Aims and objectives of management;

iv. Appropriate management options for achieving aims and objectives;

v. Prescriptions for management actions;

vi. Preparation of a work schedule (including a 5 yr project register, an

annual work plan and the means by which the plan will be rolled forward annually);

- vii. Personnel responsible for implementation of the plan;
- viii. Monitoring and remedial / contingencies measures triggered by monitoring. The plan shall be carried out as approved, unless otherwise approved in writing by the local planning authority.



Pond Locations (blue annotations)

Public Open/ Children's Play Space/ Sport and Recreation

It is accepted that extensive areas of green infrastructure and soft landscaping would be provided as part of the proposal, but that large areas of green open space – albeit largely in private ownership and control – would become developed. The impact on each type of provision is set out as follows:-

Equipped children's play provision; there is currently a deficit of 2.25 ha in Poplars & Hulme Ward. Given that the site is relatively self-contained - being enclosed by the M62 to the north, main distributor roads to the west and east and the rear of the residential area of Orford to the south - and that there are only a few equipped play sites within the aspirational accessibility standards employed by the Council (which would be accessible to the south east part of the application site), the preference would be for new, on-site provision.

Based on the standard of 0.25Ha/1000 population, contained in the Open Space Audit (2015) the requirement at the Peel Hall site would be for the equivalent of 0.7Ha of equipped play space, in a combination of Local and Neighbourhood Equipped Areas of Play (LEAPs/ NEAPs) distributed across the northern and western portion of the site.

The Council's preference would be for the developer to take on the responsibility for the management and maintenance of any new open space – and so the design and future management/maintenance arrangements of the provision is considered capable of being agreed in detail with the Council as part of S106 Agreement.

Formal public open space; there is a deficit in the Poplar & Hulme ward, according to the Council's standards (i.e. a 2.8 ha deficit in informal play space and a 9.5 ha deficit in natural/ semi natural greenspace). However, there are surpluses in some typologies – for example a 3.89 ha surplus for Parks & Gardens.

A 1200 dwelling scheme at Peel Hall would result in increased deficits or changes from surpluses to deficits of all types of open space in the Poplar and Hulme Ward.

A development of 1200 homes would require a total of 11.44 ha of Public Open Space, comprising 1.52ha of informal play space; 4.4ha of Parks and Gardens and 5.52ha of natural/semi-natural green space, based on the Council's standards.

However, there are two substantial areas (11.51ha) of parks and gardens (Site Refs: 243 – Peel Hall Park and 762 – Hulme Park), a large area of natural/semi-natural open space (6.46ha) (Site Ref: 249 – Radley Common) and a small area (0.59ha) of informal play space (Site Ref: 250 - Orford Community Centre) in close proximity to the application site that are available to the public. All of which are within the Council's accessibility standards to at least elements of the southern part of development site.

Accordingly, it is not considered necessary to meet the full requirement for informal play, parks and gardens and natural/semi-natural green space but some provision (in the order of 3ha) should be provided to serve the northern and central portions of the development site. This should predominantly consist of informal play space (and be in addition to the equipped play space). The general distribution of green space shown on the Master Plan (Drg no. 140367-D-001 Rev A) is acceptable as a matter of principle.

Sport and Recreation; The local planning authority have sought to establish if the Council's sport/ recreation provider (Livewire) are supportive of the Peel Hall proposals - in the light of advice from the Council's Environment Services Manager (Parks and Green Spaces) and Sport England.

In terms of the Artificial Grass Pitch (AGP), Livewire will be guided by the Council's Playing Pitch Strategy Action Plan (PPSAP). The PPSAP will

identify strategic locations where they feel AGPs should be sited. The Football Association (who would be the primary source of partnership funding) are clear that they prefer AGPs to be located in an area of need, but most importantly at sites where infrastructure - in terms of access, car parking and management of facilities - already exists. (That way, the required funding would be less - as it would only relate to pitch works and not other elements such as building a car park etc.)

The Playing Pitch Strategy is likely to confirm a need for an additional ten AGPs across Warrington to meet demand – but these will be in as-yet-to-be-identified strategic location, which may include Rylands Sports Club; Dallam Recreation Ground/ Bewsey and Dallam Hub; and Orford Jubilee Neighbourhood Hub (2nd pitch) near to the Peel Hall site – but not the Peel Hall site itself.

In terms of the grass pitches; the principle of the proposed improvements to the existing pitch at Radley Common is welcome, alongside the creation of additional pitches and ancillary facilities, based on these being available for community use. The specific pitch types required (e.g. mini, junior, senior pitches) etc, needs to be informed by the Playing Pitch Strategy. It is likely that Livewire can only confirm this later in 2017 - once the needs assessment has been finalised and their Playing Pitch Strategy Action Plan is developed. Whilst the potential delivery of public open space, recreation and sports facility provision is therefore currently not resolved, it is considered that the proposed provision of the following is acceptable as a matter of principle and capable of mitigating the likely impact of the proposed development, in the light of other existing sports and recreation provision in north Warrington:

- Delivery of a combination of LEAP's and NEAP's distributed across the northern and western portion of the application site along with details of the management and maintenance arrangements;
- Delivery of approximately 3ha of POS, predominantly comprising informal play space, along with details of the management and maintenance arrangements;
- The creation of a replacement playing field immediately to the north of Windermere Avenue (Radley Common) to replace the existing playing fields at Mill Lane;
- Potential improvements in the quality of existing facilities to improve their capacity – such as:
 - potential Improvements to Windermere Avenue (Radley Common) itself that would see the creation of:
 - 1 full size Artificial Grass Pitch (AGP)
 - 1 adult football pitch
 - 1 junior pitch
 - Changing facilities and car parking
- The potential for a contribution from the applicant to help finance the Bewsey & Dallam Hub project in order to mitigate the impact of the development on the level of swimming pool provision in the Central Neighbourhood

Sport England has no objection to the principle of the proposed development, subject to the delivery of measures and contributions set out in their detailed advice – Appendix 2 below.

Section 106 Matters and Other Deliverables

As a result of the inability of the Council and the applicant to identify and agree Highway/ Transport mitigation measures – and consequently the potential cost of such measures – there is little basis to enable agreement of the total potential financial contributions towards required social infrastructure (i.e. schools, health care, sports/ recreation, affordable housing) which might be borne by the development. In summary, however, the up-to-date positions are as follows:-

Affordable housing: The generalities of potential provision (as set out above) are agreed with Satnam - subject to ensuring that any variation in the affordable housing provision of individual phases does not comprise the affordable housing provision of the overall development.

Schools: Satnam have set out that they agree in principle to reserve a site for a primary school within the proposed development and/ or a contribution to the possible expansion and improvement of other primary schools in the area. Satnam have also made the offer to contribute financially to the possible expansion of secondary schools in the area. Overall however, as set out above, advice from the Council's school's team is that developer contributions for a new build primary school – rather than solely the provision of land for this – is required, together with financial contributions towards the expansion of one nearby primary school and secondary schools. The combined cost of this would be approximately £7.97 million, and this has not been agreed with the applicant.

Health: Based on the Council's adopted Planning Obligations SPD, a financial contribution of £ 759, 600 would be required to expand existing health practices in Padgate and Fearnhead. This has not been agreed with Satnam, primarily because no specific schemes of expansion have yet been identified. The aspiration of the Clinical Commissioning Group is to facilitate some amalgamation of existing practices, so it is anticipated that the required SPD contribution would help to finance this.

Sport and Recreation: Satnam have set out that the development would deliver;

- the laying out of new paying fields on the Council's land at Windermere Avenue, prior to the closure of the Mill Lane playing fields
- the laying out and creation of the remainder of the agreed scheme for the Council's land at Windermere Avenue and;
- the laying out of the replacement playing fields within the site prior to the occupation of the 150th house on the site (so all formal open sports space is laid out and improved facilities provided at that stage).

Satnam also undertake to potentially create a new open space area and planted buffer to the north of the site alongside the M62 and to use a

management company or fund the Council to deliver maintenance. As set out in detail above, whilst the potential delivery of public open space, recreation and sports facility provision is currently not resolved, subject to the delivery of the measures identified by the Council it is considered that the likely impact of the proposed development is capable of being suitably mitigated.

Satnam have agreed to provide the necessary equipped play provision and to the provision of circa 3 ha of public open space. In terms of sports pitches, there is some agreement with Satnam that adequate provision could potentially be made. However, detailed agreement has not been reached as to the full delivery of the improvements proposed at Windermere Avenue (ie 1 full size Artificial Grass Pitch (AGP); 1 adult football pitch; 1 junior pitch; changing facilities and car parking) nor for a potential contribution from the applicant to help finance the Bewsey & Dallam Hub project - in order to mitigate the impact of the development on the level of swimming pool provision in the Central Neighbourhood.

The total level of funding required for these projects is not yet known, and so agreement between the Council and the applicant has not been possible. In terms of provision for health care, sport & recreation facilities and school places it is recognised that further detailed discussion with Satnam may potentially reduce areas of known disagreement.

Conclusions: Whether the potential benefits outweigh potential harm

Very substantial, positive weight is given to the range of potential benefits which the proposed development might bring.

The proposal is considered to potentially be capable of forming a sustainable urban extension, albeit onto “greenfield” land, which would bring investment, new housing and other new activity and facilities near to areas of Warrington ranked in the bottom 10, 20 and 30 per cent of the most deprived in England. There is considered to be, therefore, the potential for very substantial, positive transformational change.

The principle of a substantial amount of new housing on part or all of the application site has been mooted in various development plan drafts in the past, and finds expression now in the 2016 SHLAA, against the background of housing need in the Borough – where an adequate five year supply of housing cannot currently be demonstrated.

Notwithstanding this housing land supply position, it cannot be shown that the impact of the quantum of development proposed on the transport/ road network, can be adequately mitigated, nor that the information and modelling conducted by the applicant is sufficient to conclude that such mitigation could be delivered.

The absence of adequate or sufficiently progressed traffic/ transport modelling means it is not possible to be clear on the total potential financial cost to the applicant of possible highways/ transport mitigation. The insufficiency of such information also does not make it possible to accurately model the impacts on

air quality or road noise. In the absence of the known financial costs of mitigation, it is not clear either whether the proposed development could be reasonably expected to bear the costs of delivering the range of other measures required by the Council's Planning Obligations SPD, as set out in this report. Nonetheless, the range of "social infrastructure" requirements expected by Core Strategy policies and by the adopted Planning Obligations SPD – namely schools places, health care and sport and recreation provision - are not considered to have been met. Failure to provide such contributions are considered to detract from the overall sustainability of the scheme, in conflict with the thrust of the National Planning Policy Framework, and in particular paragraphs 7 (second bullet point) and 8.

Overall therefore it is considered that without known and agreed mitigation, the potential benefits of granting outline planning permission would be significantly and demonstrably outweighed by the negative effects of the likely impacts.

Recommendation

It is recommended that outline planning permission is refused, on the grounds set out below.

Should Members elect to approve the application, the matter would then be referred to the National Planning Casework Unit (NPCU) - as a Departure application – under the Town and Country Planning (Consultation) (England) Direction 2009.

Reason for Refusal 1

It is considered that insufficient information has been submitted to enable the local planning authority to confirm that the potential impacts of the proposed development on the transport network would not be severe, in the terms set out in paragraph 32 of the National Planning Policy Framework. In the absence of adequate information to accurately forecast potential impact, it is not considered possible to design and deliver suitable highways/ transport mitigation nor, consequently, to confirm that the proposal would be acceptable in terms of its air quality and traffic noise effects. The submitted information contains no agreed base year model, forecast year models, or Local Model Validation Report. In these circumstances, therefore, the local planning authority cannot confirm that there would not be serious conflict with the following policies in the Local Plan Core Strategy for Warrington:

- CS1 (seventh and eleventh bullets);
- QE6 (fifth, sixth and tenth bullet);
- QE7 (third bullet);
- MP1 (All bullets);
- MP3;
- MP4;
- MP7 (both bullets);
- MP10 (first, second and third bullets).

Reason for Refusal 2

The proposal would not deliver the range of measures required to support a development of this nature and scale, with regard to the provision of school places; healthcare facilities and sport and recreation provision required by the Council's adopted Planning Obligations Supplementary Planning Document, in support of policies CS1 (second and seventh bullet points) and MP10 (first, second and third bullets) of the Local Plan Core Strategy for Warrington. In the absence of such provision it is considered that the proposed development would not be sustainable in the sense intended by paragraph 7 (second bullet) of the National Planning Policy Framework.

Appendix 1
Advice from the Council's Highways/ Transportation Team

General

In early August 2016 when the planning application was submitted a Transport Assessment (TA) was included. This TA however did not include the detailed appraisal information the applicant had agreed to provide. Following this, the applicant agreed to submit, by 14th October, an Addendum Transport Assessment (TA) which would detail, amongst other things, the impact of the development traffic and the full extent of proposed mitigation. The Planning Authority agreed to extend this deadline until 18th November and again, finally, until 2nd December.

The current position is that the Addendum TA has not been submitted, there is no agreed base year model, no forecast year models, no approved Local Model Validation Report (LMVR) or mitigation measures and this falls very short of what is required for Highways to make informed transport comments.

As this critical information has yet to be provided, the Highways comments herein should be seen as a review of part 1 of the TA and the scheme proposals that have been formally submitted.

1 - Comments on Transport Assessment:

The TA states the assessment is presented for the agreed assessment year of 2019, assuming the full build-out of the site. However, in Section 5.2 (Development Phasing & Construction Traffic) the TA states *"It is anticipated at this stage that the development will come forward in 12 phases over a 12 year period with typically around 100 residential units being constructed each year, with the relocated sports pitches in year 1, the local centre and care home opening at the end of year 2, the primary school by the end of year 10 and the distributor road being completed by the end of year 9."*

Highways would raise two concerns relating to this. Firstly; if the assessment assumes the full build out, the assessment year should be 2028, rather than 2019. Using a 2019 assessment year would exclude a significant amount of background traffic growth and would possibly under report operational levels. Secondly, it is noted that there is no reference in the TA to the assessment of any other years, or indeed of any other scenarios. Typically, an assessment of a +5 or +10 year after opening is required, but no information appears to have (yet) been included.

Furthermore, as the build period is so elongated, with several elements of the overall scheme programmed to be completed at the latter stages of the build, there is a clear impact on other key assumptions made in the TA and a clear need for intermediate assessments.

Highways will therefore require additional assessments to be undertaken on the most likely scenario(s). Highways will confirm these scenarios following

submission of the second TA.

Highways note that the scheme proposes no internal to internal area movements as there will be no physical means of doing so. In latter sections of the TA the concept of internal trips is discussed and the resultant discounting of trip rates to reflect the likely internal trips (i.e. home to school or home to local centre). The lack of internal linkages means that any trip starting in one area and travelling to another area must therefore utilise the external highway network. This undermines the principle of the discounting assumptions and means these trips must therefore be included in the assessment as they will impact on the highway.

Proposed Bus Access

The TA presents proposals for the internal bus routes which will link the various areas of the site, but will introduce a bus gate to control this interlinkage. Highways note that as the application is outline, the detail of the internal area is indicative at this time and is likely to change as the scheme develops.

Trip Generation & Trip Rates

Technical Note 02 presents the assumptions used to derive the trip rates for the different elements of the scheme.

The residential trip rates used have been derived based on 85th percentile rates from the TRICs database. However, the remaining trip rates appear to be average trip rates. Justification of this trip rates particularly in relation to other similar developments will be required to be provided to support the use of non-85th percentile rates.

Whilst the TA states a robust set of assumptions have been adopted, the following stages of the assessment appear to downscale any robustness. Hence, starting with 85th percentile ensures at least a robust starting point.

Trip Discounting

TN06 details the assumptions made on trip discounting. Firstly on this aspect, we would comment that no evidence has been provided to support these key assumptions. Secondly, we would also note that without any certainty of where the key internal facilities will be located within the scheme (given this is an outline application), we would question whether these assumptions can be made without further information (e.g. the 10% external pass-by trips for the food-store may not be realistic if it is inconveniently located or of more concern, if it were located on the periphery of the development, it may attract trips from the external area).

We note that the discounting of trip rates has been done for both the residential trip *AND* the attractors, and would question whether this is correct. We would expect the residential trip rates to remain at 100% and the other elements that might be associated with a trip to / from the residential origin / destination to be discounted.

The TA states that the full-build out of the site may extend to a 10-year period. Given this length of construction period, Highways would require a phased based assessment to determine the intermediate impacts on the local network and sensitivity tests on the trip generation and discounting. This is important because of the length of build and the risk that full-build out will not be achieved. The operation of the network must be safeguarded therefore against any mid-build out changes.

Related to this, we also note that the school is not proposed to be developed until Year-10 and the internal estate road not completed until Year 9. Highways would also require some form of sensitivity assessment to identify what the short / medium term impact of the scheme would be without these two elements. As the school will not be operational until year 10, the sensitivity test must address how the network would operate without the school and with residents travelling to / from other schools in the area.

Similarly, the lack of internal connectivity will significantly affect the assumptions on discounting as there will be a need for development traffic to utilise the external network. These trips must therefore be included as new trips and not unilaterally removed from the network.

Trip Distribution

Highways understand the trip distribution component of the TA has been updated and the submitted information has now been superseded. However, notwithstanding this, Highways would request clarification of what the A49 zone that has been referred to represents. It is unclear whether this refers to the north / south / central as other zones exist in the model that could duplicate this.

It is noted that a number of the destination zones would share similar routes. Highways request clarification on how has this been allowed for?

Section 7.6 states this is the manual interpretation of the gravity model results. It would be helpful to see the model results to allow Highways to review this interpretation.

It would be beneficial if a drawing / figure could be provided that illustrates the routes that have been assumed to be taken between the zones and the development.

Traffic Flows

Traffic flows are only provided for the immediate site access junctions. No information is provided to identify how the development traffic travels onwards from the site to the wider area (and vice-versa). This is a fundamental omission as there is no way for the LHA to understand the routing of traffic to / from the site access points. For instance in Figure 8.7, the majority of the traffic movements are to / from the east. There is no way of identifying where the traffic that turns left out of the site then goes to or indeed whether this is reasonable.

Highways will therefore require an overall flow diagram to be provided, showing the forecast traffic flows for the full area, rather than junction specific diagrams, which are of limited value without the wider context.

Assessment Periods

Given the extensive and significant retail activity on the A49 corridor, the TA should include consideration of the Saturday peak period.

Further to comments made on the assessment year that has been presented in the TA, Highways will require the following scenarios to be assessed, either by use of sensitivity tests, or by revising the main case:

- AM, PM and Saturday* Peak periods
- Do-Minimum (background traffic + growth + committed developments)
- Do-Something (Do-minimum + development trips)
- DM and DS Year of Opening
- DM and DS year of Opening +5yrs

**Unless it can be demonstrated the Saturday impact would be no worse than the weekday day peak period.*

Highways note there may be technical reasons that prevent or limit the modelling of the future year scenario (+5 years). Whilst the reasons for this are understood, Highways will still require the assessment of a future year (possibly by applying additional background growth to the 2028 assessment) to have surety of the future operation of the network with the scheme in place.

Capacity Assessments

The TA presents the results of capacity based assessments for the site access junctions. These assessments are based on existing traffic flows growthed to 2019 and with development traffic added based on manual assumptions. Whilst these results provide an indication of how the site access junctions may operate, there is no certainty that the final model flows will generate similar traffic flows. The value of these assessments is therefore limited.

As stated earlier, Highways will / may require assessments to be undertaken and provided for further, additional locations, where traffic flows are predicted to increase in excess of an agreed threshold. As with many other aspects, the full range of required junction capacity assessments will not be known until the network model data is available. Highways will therefore require 'difference plots' (or similar) to be provided when the modelled data is available to allow this review to take place.

As stated elsewhere in this note, the assessment of a 2019 scenario is at odds with the statements elsewhere that the scheme is unlikely to be fully complete for 12-years. Any assessments should therefore in theory take account of the equivalent period of background traffic growth.

2 - Comments on Proposed Access Junction Arrangements

Junction Proposals - General

Displays demonstrating satisfactory visibility will be required for each new junction / access.

All new junctions / accesses should be provided with dropped kerbs and tactile paving.

Across the scheme there are numerous locations where existing street furniture and / or service or telecoms apparatus will need to be relocated to facilitate the proposals. Any relocation of such equipment must be undertaken at the applicant's expense at nil cost to the Council.

Poplars Avenue (Western Access)

Highways are concerned with the proposal to modify the Cotswold Road / Poplar Avenue bend. This modification is a relaxation of the curve rather than widening and may encourage greater speeds around this corner where forward visibility is already constrained by parked vehicles – a situation that appears likely to be exacerbated by the proposal to introduce a parking bay. Highways also note that the footway in the location of the proposed changes to the kerb appears to contain utilities and / or telecoms apparatus and that this may therefore need to be diverted (at the applicant's expense at nil cost to the Council).

The area around the Cotswold Road / Poplars Avenue bend is extremely heavily parked, with significant on-street and on-verge parking. The introduction of a new junction in this location will have a significant impact by removing a large amount of space currently used for parking. To attempt to compensate for this the proposals include the provision of new parking areas. However, the number of re-provided spaces would not appear to off-set the lost parking area. A row of parking bays, are shown in the stub-end on the western side of the bend. The ability of vehicles to safely enter and exit these bays and re-join the carriageway in a forward gear will need to be demonstrated as the layout of this parking area in relation to the carriageway appears onerous.

A parking layby is proposed on the southern kerb of Poplars Avenue. Highways are concerned that vehicles parked in this layby would affect the forward visibility around the bend and would also affect visibility from the proposed access arm. Highways will therefore require satisfactory forward visibility to be demonstrated.

It should be noted that parking spaces must be designed to the minimum dimensions of 2.5m x 5m with a minimum aisle width of 6m.

Parking prohibition Traffic Regulation Orders (TROs) are proposed around the new access junction. Whilst the reason for these TROs is understood, Highways are concerned about the impact these restrictions will have on parking and that this may force parking to occur in more unsuitable locations.

Furthermore, the introduction of such TROs would be subject to public consultation and given the significant impact these restrictions would have on parking, public objection is likely to be high.

It is also noted that the TROs are shown along the front edge of the proposed parking bays. This would mean vehicles could not legally park in the bays as the TRO is effective to the back of the footway.

Poplar Avenue Central (Residential, Care Home and Local Centre Junction)

Poplar Avenue in the vicinity of Brathay Close and the proposed new access junction (residential, care home and local centre junction) is heavily parked on the northern kerb as a result of the adjacent apartment blocks having no off-street parking. The junction proposals will impact on existing parking and the relocated bus stop and may impact of the operation of both.

Highways are concerned the proposals may lead to an increase in parking on the verge / grassed area. It is noted that a new parking bay is proposed on the southern side of the carriageway, but we are concerned this is unlikely to be used given the location in relation to the apartments.

The right turn movement into the new access road will be provided with a ghost island right turn bay. Highways would require the right turn lane to be of sufficient width such that a large vehicle could wait in the right turn bay and a large vehicle could safely pass either side of the waiting vehicle. The plans of this location do not show the resultant lane widths and we would request the plan be annotated to show this information.

We also note that the hatching for the ghost island on the western side of the junction overlaps with the junction of Brathay Close. Whilst such carriageway marking can be crossed (where necessary) this overlap is not ideal as it could result in driver confusion and will result in accelerated wear of the markings and increased maintenance costs.

The proposals involve the widening of Poplars Avenue to incorporate the ghost island right turn. This widening and the introduction of the parking layby appear to impact on existing services / telecoms apparatus in the southern verge.

The proposed relocated signal controlled (Pelican) crossing appears to be incorrectly shown, with the traffic stop-lines too close to the crossing studs. This should be revised accordingly.

Mill Lane Access (150 residential dwellings)

The scheme plans indicate that the existing alignment of Mill Lane is to be stopped up. A Section 247 agreement will therefore need to be entered into to stop-up the existing highway and a Section 38 agreement entered into to adopt the realigned highway. The highway must therefore be designed to adoptable standards.

It is not clear what the shared surface concept as referred to on the scheme plans is. Highways preference would be for a conventional junction, with a raised table (as shown), with defined priority to one of the arms - preferably the new access having priority over the northern section of Mill Lane.

The northern realigned section appears very narrow considering it *may* need to accommodate 2-way traffic movements, particularly turning through the bend. Highways would require this section to be provided to meet adoptable standards and to accommodate all potential vehicles that may use it up to and including refuse vehicles and articulated HGVs.

Mill Lane New Roundabout

The layout of the proposed roundabout may be subject to change pending the results of the capacity assessments in the second TA, however Highways have the following comments on the proposed layout:

The deflection through the roundabout from the northern arm (in a southbound direction) should be increased. The single lane approach southbound and the angle of approach mean drivers may be tempted to 'straight-line' the junction.

The alignment and positioning of the new development (northwestern) arm means that the northwest to north movement may be onerous given the radius of the turn, particularly for large vehicles. Swept path assessment will be required to demonstrate that all vehicles can negotiate the roundabout in a safe manner.

The new roundabout would also significantly affect the visibility of northbound vehicles for drivers waiting to turn out of the Mill Lane junction, given the acute angle exiting the roundabout.

The capacity modelling of the junction does not appear to have taken account of the unequal lane usage that is likely to occur on each arm. On each arm there is a strong bias in traffic movements which if not modelled correctly can lead to the model overestimating available capacity. This aspect should be addressed when the junction model is re-run with the final model flows.

Birch Avenue Access

The proposals for this access involve the provision of two replacement parking bays. The access road is shown as 4.8m width. This will need to be a 6m minimum width as the access road will need to act as the aisle to accommodate manoeuvres from the parking bays.

Satisfactory visibility splays will need to be demonstrated for this junction. Highways are concerned that the proposed parking area on Birch Avenue will significantly restrict the visibility from the new access arm.

Confirmation should also be provided of what purpose the "proposed shared surface access" to the east will provide.

Proposed Access Junctions – Road Safety Audit (Stage 1)

It is noted that the safety issues identified in the Stage 1 Road Safety Audit appear not to have been incorporated in the scheme proposals. It is also noted that at the time of writing no Designers Response reports have been prepared by the applicant's consultants.

Until the matters raised within the audit have been addressed to the satisfaction of the audit team (separate to the Highways Development Control team), the scheme proposals cannot be accepted.

Summary & Conclusion:

This Highways response presents the review of the submitted Transport Assessment (TA), which was part 1 of the overall assessment that was to eventually include network modelling information on which the final assessment was to be undertaken. As the inclusion of the network model traffic data is critical to allowing a full and comprehensive assessment to be undertaken, the Highways comments herein should be seen as a review of part 1 of the TA alone.

The review of this initial TA has identified a number of matters that require clarification or amendment. To date no formal response has been received on these points.

In early August 2016, the applicant agreed to submit, by 14th October 2016, an Addendum TA which would detail, amongst other things, the impact of the development traffic and the full extent of proposed mitigation. The Planning Authority agreed to extend this deadline until 18th November 2016 and again, finally, until 2nd December 2016.

The current position is that whilst a Local Model Validation Report (LMVR) for the base model has been submitted by Satnam (on 6th January 2017), this does not progress matters significantly further as a number of issues will need to be addressed before this report can be signed off. The information needed for the Council to meaningfully assess the proposal was to be contained in the Addendum TA, which was to include an analysis of the impact of the development on the wider highway network in 2019 and 2029 and the full extent of proposed mitigation.

It is considered that a significant amount (realistically several months) work is needed, to complete the following stages of assessment:

- Highways review and agree the revised, resubmitted base year LMVR;
- Applicant to then apply future year flows and development traffic to the model to identify 'with-scheme' operation and where relevant junctions where further detailed analysis would be required;
- WBC to review and agree any such locations;
- Where necessary, the applicant will identify mitigation options and agree with WBC.
- Applicant to undertake detailed analysis of junctions with mitigation;

- Subject to WBC approval, applicant to re-run network model to include agreed mitigation;
- Design of, and safety audit of mitigation measures at junctions by applicant, following by costing of measures;
- Applicant to address remaining detailed layout comments raised by Highways.

Notwithstanding the information submitted by Satnam on the 6th January, there is still no agreed forecast year model or proposed mitigation measures and this still falls short of what is required for the Highways team to make a meaningful assessment - or to have an understanding of what potential financial contribution might be required.

Moreover, this work would cover only physical 'highways' infrastructure – the model output would also have to inform the level of sustainable transport / Travel Plan requirements et cetera. Also, as set out elsewhere in this report, without certainty concerning the required mitigation measures it is also not possible to confirm air quality / noise impacts.

WBC Highways have no alternative therefore, but to formally object to the scheme proposals due to insufficient information.

Appendix 2

Advice from Sport England

Sport England raises no objection to this application subject to conditions requiring the following matters be addressed prior to any reserved matters application being submitted:

1. Agronomy Report and pitch specifications to meet the Football Associations Performance Quality Standards for the replacement playing field area.
2. Sports Strategy to demonstrate the qualitative improvements to the existing site at Windermere Avenue (Radley Common) will:
 - a. provide the capacity and right pitch facility mix to accommodate the additional demand generated from the housing development
 - b. Meet paragraph 74(iii) of NPPF and Sport England Policy Exception E2 and E5 in the event any ancillary facilities and artificial grass pitches are proposed
 - c. Detailed scale plans of the qualitative improvements at Windermere
3. Management and Maintenance Scheme for the replacement site and Windermere Avenue

Sport England would also wish to be consulted on the wording of the sports section of the s106 agreement.

An assessment of the proposal and wording of the conditions is set out below.

The Proposal and Impact on Playing Fields

The proposal for playing field is in two parts:

- Creation of a replacement playing field immediately to the north of Windermere Avenue (Radley Common). This area of playing field will replace the existing site at Mill Lane.
- Qualitative improvements to Windermere Avenue (Radley Common). Although no information has been provided to confirm what those improvements will be pre application correspondence and appendix 6 of the Planning Statement suggests they will be the same as previous planning application 2012/20610. This will see the creation of:
 - 1 full size Artificial Grass Pitch
 - 1 adult football pitch
 - 1 junior pitch
 - Changing facilities and car parking
 -

Mill Lane Replacement Sites

The replacement area to the north of Windermere Avenue has been measured at 3.2ha in area with indicative pitch layouts accommodating two full sized football pitches (60m x 100m excluding run off) and one junior pitch (37m x 27m excluding run off). Relocating the playing field to the north of Windermere Avenue would create a sustainable and functional solution to provide a sporting hub that would benefit from economies of scale, and meet both the quantity and quality requirements of both paragraph 74(ii) of NPPF

and Sport England policy.

However, it is not known what the underlying ground conditions of the proposed playing field site is and whether it is feasible to create new playing field that meets the required performance standards. An Agronomy Report identifying the soil and drainage conditions with recommendations for a schedule of works and costs will be required to ensure the proposed replacement playing field can be implemented. Based on the findings of the Agronomy Report pitch specifications should be provided that meet the Football Associations Performance Quality Standards. In addition consultation with the Football Association and Council should identify what pitch sizes are required to meet the requirements of the existing pitch users relocated from Mill Lane.

Should the findings of the Agronomy Report on this site show construction of a playing field is not feasible then the applicant will need to provide an alternative replacement site within the locality. In the event this happens the applicant should consult with the Council and Football Association to identify an appropriate site.

It is unclear from the s106 Heads of Terms whether the applicant intends to manage and maintain the site or whether the land will be transferred to the Council to manage and maintain as part of the wider Windermere Avenue site. It is important that once the works are carried out there will be an organisation in place to carry out the management and maintenance of the site.

It is also not clear whether the term “laying out of the playing fields” within part 1(a) and 1(b) of the s106 Heads of Terms is the responsibility of the applicant to implement or whether a contribution will be paid to the Council. If the latter then the contribution should be based on the findings and schedule of works with associated costs contained within the Agronomy Report.

It is noted the implementation of the replacement playing field prior to development of the existing site at Mill Lane has been included within the s106 Heads of Terms. This is welcomed and Sport England would like to be consulted on the final wording.

Windermere Avenue/Radley Common Improvements

The information provided by the applicant at pre application stage and within Appendix 6 of the Planning Statement suggests the scheme for improvements to this site are identical to those presented with a previous planning application ref: 2012/20610. Although this application was dismissed at appeal Sport England did not object to the principle subject to further information and consultation being carried out prior to a reserved matters application being submitted. The improvements are considered to create additional capacity within the site to meet the additional demand for sport arising from the housing development. Sport England would not consider the improvements alone as mitigation for the loss of playing field because these are qualitative improvements only and do not provide a quantity replacement as required by paragraph 74(ii) of NPPF and Sport England’s Policy Exception E4.

A Sports Strategy for the site should be prepared to show how improvements will:

- provide the capacity and right pitch facility mix to accommodate the additional demand generated from the housing development
- Meet paragraph 74(iii) of NPPF and Sport England Policy Exception E2 and E5 in the event any ancillary facilities and artificial grass pitches are proposed

Although an Artificial Grass Pitch (AGP) contributes to the supply of pitches in the area, it is a fixed structure that cannot be relocated and resized like a grass pitch can. For that reason there must be a clearly defined strategic need for the AGP with clearly defined sporting benefits that outweigh the loss of natural turf playing field. The applicant is strongly advised to liaise with the Council, Live Wire and the pitch sport national governing bodies, in particular the Football Association, Rugby League and Rugby Union. Sport England has provided an advisory note to assist the applicant when gathering information for the Sports Strategy.

Once the Sports Strategy has been undertaken and agreed with the Council, Live Wire and NGB's, and after consultation with Sport England, detailed scale plans of the site should be submitted. Ideally the plans should include technical specifications of all planned improvements although this can be submitted as part of the reserved matters application if required:

- Ancillary facilities – elevations, floor plans with dimensions
- Artificial Grass Pitch/MUGA – cross sections showing sub layer depths and materials, drainage, dimensions, pitch markings, fence height and materials, sports lighting to include Lighting Assessment and Noise Assessment
- Natural Turf pitches – pitch specifications including drainage plans

Any ancillary facilities will need to meet the following exception to Sport England Policy:

'E2 - The proposed development is ancillary to the principal use of the site as a playing field or playing fields, and does not affect the quantity or quality of pitches or adversely affect their use'.

Sport England has provided guidance on the planning implications of sports lighting and noise which the applicant should refer to when developing the Sport Strategy.

Consultation with National Governing Bodies of Sport

Under the terms of a Memorandum of Understanding Sport England has with the main pitch sport national governing bodies the Football Association (FA) and Rugby Football League have been consulted.

The Regional FA Facilities and Investment Manager has provided the following information on existing use of Mill Lane and comments on the proposal:

1. According to recent data collection we have Winwick Athletic as using the Peel Hall Park for their U13s girls team (match play) and then a further 8 teams aged U8s – U14s using the site for training purposes.

2. The FA supports the proposal in principle notwithstanding the missing technical information. However the PPS for Warrington is currently in development and therefore we would request any proposals for full size 3G FTPs are fed in to this process and action planning to ensure the strategic location is correct. There is a need for up to 5 additional full size 3G pitches in Warrington however the exact locations have not been explored fully. It would be a concern to see a standalone 3G pitch in an isolated area. Evidence and experience suggest these type of pitches need to be situated close to buildings, changing rooms and parking to ensure they are secure.

The national RFL Facilities Manager has commented that if improvements are made to Windermere Avenue there are two local clubs who could benefit especially if any planned AGP had a rugby compliant shockpad.

Health and Well Being

Sport England would wish to see the principles contained within the document 'Active Design' incorporated into this proposal.

We believe that being active should be an intrinsic part of everyone's daily life – and the design of where we live and work plays a vital role in keeping us active. Good design should contribute positively to making places better for people and create environments that make the active choice the easy choice for people and communities. That's why Sport England, in partnership with Public Health England, has produced the Active Design Guidance. This guidance builds on the original Active Design (2007) objectives of improving accessibility, enhancing amenity and increasing awareness, and sets out the Ten Principles of Active Design.

Ten principles

The ten principles have been developed to inspire and inform the layout of cities, towns, villages, neighbourhoods, buildings, streets and open spaces, to promote sport and active lifestyles.

The guide features an innovative set of guidelines to get more people moving through suitable design and layout. It includes a series of case studies setting out practical real-life examples of the principles in action to encourage planners, urban designers, developers and health professionals to create the right environment to help people get more active, more often.

The Active Design Principles are aimed at contributing towards the Governments desire for the planning system to promote healthy communities through good urban design.

Given the above assessment, Sport England does not wish to raise an objection to this application as it is considered to broadly meet paragraph 74(ii) of NPPF and Sport England Policy Exception E4. The absence of an objection is subject to the following condition(s) being attached to the decision notice should the local planning authority be minded to approve the application:

Conditions Suggested by Sport England

- a) Prior to any reserved matters application being submitted the following documents have been submitted to and approved in writing by the Local Planning Authority, after consultation with Sport England:

i) Agronomy Report containing a detailed assessment of ground conditions (including drainage and topography) of the land proposed for the playing field which identifies constraints which could affect playing field quality; and

ii) Based on the results of the assessment to be carried out pursuant to (i) above, a detailed scheme which ensures that the playing field will be provided to the Football Associations Performance Quality Standards. The scheme shall include a written specification and detailed plans of soils structure, proposed drainage, cultivation and other operations associated with grass and sports turf establishment and a programme of implementation.

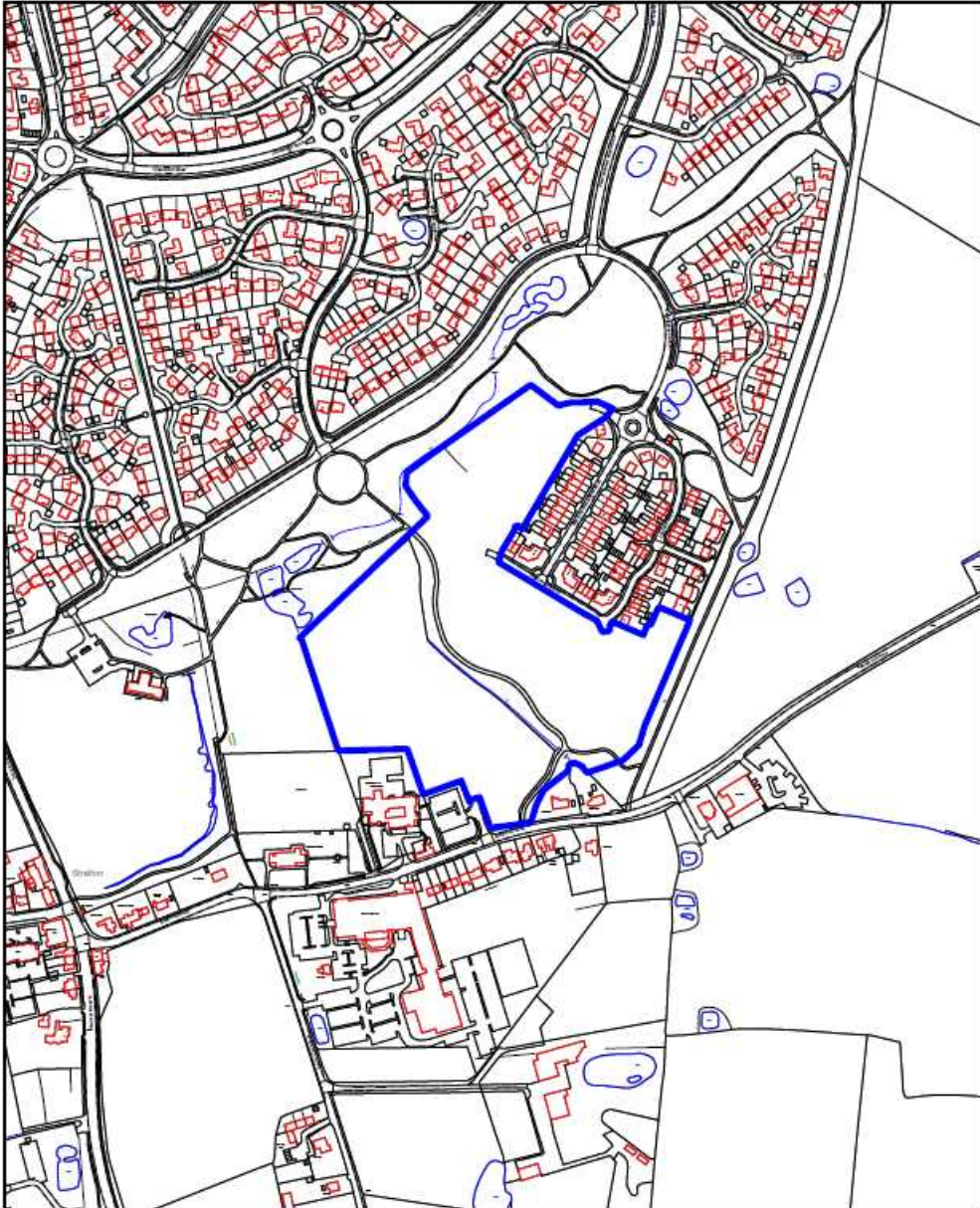
(b) The approved scheme shall be carried out in full and implemented prior to commencement of development of the existing Mill Lane playing fields. The land shall thereafter be maintained in accordance with the scheme and made available for playing field use in accordance with the scheme. The applicant is advised that the scheme should comply with the relevant industry Technical Guidance, including guidance published by Sport England, National Governing Bodies for Sport. Particular attention is drawn to the Football Associations 'Grass Pitch Quality Performance Standard' guidance note

Prior to any reserved matters application being submitted a Sports Strategy shall be prepared in consultation with Sport England and has been submitted to and approved in writing by the Local Planning Authority. The Strategy shall apply to the planned improvements at Windermere Avenue/Radley Common and include details of strategic need and sporting benefits of each pitch type and ancillary facility. Based on the agreed findings of the Strategy a scale plan shall be submitted to and approved by the Local Planning Authority, after consultation with Sport England showing the location and dimensions of each sports facility and pitch.

Prior to any reserved matters application being submitted, a Management and Maintenance Scheme for the replacement and improved sports facilities at Windermere Avenue/Radley Common including management responsibilities, a maintenance schedule and a mechanism for review shall be submitted to and approved in writing by the Local Planning Authority, after consultation with Sport England. For Artificial Grass Pitches a sinking fund and timescale for replacing the carpet shall be included. The measures set out in the approved scheme shall be complied with in full, with effect from commencement of use of the Windermere Avenue/Radley Common sports facilities.

Sport England would also like to be notified of the outcome of the application through the receipt of a copy of the decision notice.

The absence of an objection to this application in the context of the Town and Country Planning Act, does not in any way commit Sport England or any National Governing Body of Sport to support for any related funding application.



WARRINGTON
Borough Council



Warrington Borough Council Planning Department



2016/28807
DMC 23rd February 2017

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DEVELOPMENT CONTROL COMMITTEE DATE 23rd February 2017

ITEM 2

Application Number:	2016/28807
Location:	Land Bounded By Pewterspear Green Road, Ashford Drive, Stretton, Warrington
Ward:	Appleton
Development	Outline Application (Major) - Outline planning application for up to 180 residential dwellings (access only - all detailed matters are reserved for subsequent approval).
Date Registered:	09-Sep-2016
Applicant:	Homes and Communities Agency
8/13/16 Week Expiry Date:	08-Dec-2016

Reason for Referral

Objection from Stretton Parish Council; Appleton Parish Council and Stockton Heath Parish Council. In addition, the proposal is a major application and has more than ten objections.

Human Rights

The relevant provisions of the Human Rights Act 1998 and the European Convention on Human Rights have been taken into account in the preparation of this report, particularly the implications arising from the following rights:-

Article 8 - The right to respect for private and family life, home and correspondence.

Article 1 of Protocol 1 - The right of peaceful enjoyment of possessions and protection of property.

Site and Proposal

The application site is comprised of open fields between Pewterspear Green Road / Henbury Gardens / Stretton Road. A network of, footpaths/cycleways run through the site, connecting to the adjacent residential developments and green network. The site is not in Green Belt, and is unallocated in the Local Plan Core Strategy Policies Map.

The land was originally acquired by the Commission for New Towns and has

consent under section 7(1) of the New Town Act 1981, for residential development. The land is in the control of the Homes and Communities Agency (HCA) which is an executive non-departmental public body sponsored by the Department of Communities.

The application is in outline form for up to 180 residential dwellings, including access as a detailed matter for consideration. All other matters i.e. scale, layout, appearance and landscaping are reserved for later consideration. The scheme would comprise of two distinct parcels, divided by the existing footway/cycleway which runs almost centrally through the site.

Up to 103 dwellings would be accessed from Pewterspear Green Road / Ashford Drive / Henbury Gardens to the north east; and up to 77 dwellings from Stretton Road to the southwest. Road stubs are already in place from other phases of development in order to facilitate access.

Relevant Planning History

2007/10668 Proposed construction of new footpath / cycleway
Approved with conditions 03/07/2007

New Town Act 1981 section 7(1) consent for residential development.

Planning Policies

National Planning Policy Framework

Paragraph 14 of the NPPF states:

At the heart of the NPPF is a presumption in favour of sustainable development which should be seen as a golden thread running through plan-making and decision-taking.

For decision-taking this means:

- Approving development proposals that accord with the development plan without delay; and
- Where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:
 - Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or
 - Specific policies in this Framework indicate development should be restricted.

Paragraph 17 sets out the core planning principles which should underpin both plan-making and decision-taking, and these include, amongst other things:

- Proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made objectively to identify and meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth
- Always seek to secure high quality design and a good standard of amenity

for all existing and future occupants of land and buildings

- Encourage the effective use of land by reusing land that has been previously developed (brownfield land) provided that it is not of high environmental value
- Actively manage patterns of growth to make the fullest possible use of public transport, walking, and cycling, and focus significant development which are or can be made sustainable

At paragraph 47 the NPPF advises Local Planning Authorities to boost significantly the supply of housing.

Paragraph 49 states that housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites.

Relevant sections of the Framework include:

Achieving Sustainable Development

Core Planning Principles

Chapter 4 – Promoting Sustainable Transport

Chapter 6 – Delivering A Wide Choice of High Quality Homes

Chapter 7 – Requiring Good Design

Chapter 8 – Promoting Healthy Communities

Chapter 10 – Meeting the Challenge of Climate Change, Flooding and Coastal Change

Chapter 11 – Conserving and Enhancing the Natural Environment

Chapter 12 – Conserving and Enhancing the Historic Environment

Local Plan Core Strategy (adopted 2014)

CS1 (Overall Spatial Strategy – Deliver Sustainable Development)

CS2 (Overall Spatial Strategy and Distribution of Development)

CS4 (Overall Spatial Strategy – Transport)

SN1 (Distribution and Nature of New Housing)

SN2 (Securing Mixed and Inclusive Neighbourhoods)

QE3 (Green Infrastructure)

QE4 (Flood Risk)

QE5 (Biodiversity and Geodiversity).

QE6 (Environment and Amenity Protection)

QE7 (Ensuring a High Quality Place)

QE8 (Historic Environment)

SN7 (Enhancing Health and Wellbeing)

MP1 (General Transport Principles)

MP4 (Public Transport)

MP7 (Transport Assessments and Travel Plans)

MP10 (Infrastructure)

PV3 (Strengthening the Borough's Workforce)

Other Material Considerations

Planning Practice Guidance

Supplementary Planning Document 'Design and Construction'

Supplementary Planning Document 'Environmental Protection' (May 2013)
Supplementary Planning Document 'Standards for Parking in New
Development' (March 2015)
Supplementary Planning Document: Planning Obligations (2017)
Warrington Means Business

Consultation Responses

Highways

No objection to the application subject to a funding mechanism to secure funding to enhance sustainable transport measures in the area of the scheme.

As a minimum, a contribution is required to the upgrade of bus service number 8 to improve the service to a peak time 30-minute frequency, off-peak hourly frequency and to extend evening service times. The cost of this service improvement would be proportionally split between this application and two further major housing applications, as each scheme would require significant public transport support and all would benefit from this specific route enhancement. This contribution will cover a 5-year period, split equally per year.

A sum of approximately £110,000 is required to enhance bus service number 8 to provide half hour service frequencies in the AM and PM peak periods and an hourly service in the off-peak period.

Specific contributions would also be required from this applicant to provide two new bus shelters to upgrade the existing provision adjacent to the Stretton Road access.

A sum of approximately £10,000 will be required to provide two bus shelters and associated hardstanding on Stretton Road adjacent to the applicant site. This sum is an approximation and may change subject to hardstanding / foundation requirements and readily available services connection points that can only be confirmed at the detailed design stage.

Education

Financial contributions for the following are required:

Primary provision: £671/706

Secondary provision: £523,940

Public Health

Financial contribution of £138,780 required.

Based on the formula of to £771 per dwelling x 180 dwellings.

Sports and Recreation

Equipped play – Delivery of provision (aligned to one LEAP including 20 metre buffer) on the application site

Built Sports Facilities – Financial contribution of £140,510 to enhance facilities at Broomfields Leisure Centre.

Pitch and non-pitch sports – No contributions required

Environmental Protection

In summary there are no objections subject to the following conditions:

- Land contamination conditions (characterisation, remediation and verification)
- Noise insulation scheme for proposed dwellings to the south of the site
- Submission of a Construction Environment Management Plan (CEMP).

Flood Risk Team

No objection subject to a condition for the detailed design of the surface water drainage layout and attenuation.

Trees

No objection subject to a condition requiring the submission of a tree protection scheme and construction methodology in accordance with BS: 5837:2012. This shall also include all retained vegetation both within and adjacent to the site that has the potential to be affected by the development in addition to details of construction of hard surface and finished levels within root protection areas.

Ecology

No objection subject to the following conditions:

- No vegetation clearance between 1st March – 31st August
- Method statement for the eradication of *Gunnera Tinctoria* (invasive species)
- Details to be included in a Construction Environmental Management Plan – Tree protection measures and protection of the ditch from spillages, dust and debris
- Landscape and ecological management plan – to include 0.9 hectares of ecological habitat and the following:
 - Descriptions and evaluation of features to be retained and enhanced
 - A plan showing new areas of species rich grassland and wetland
 - Full species/seed mixes for habitat creation areas
 - Details of the location of bat and bird boxes including the height off the ground and aspect
 - Details of the organisation(s) responsible for implementation and management
- Re-assessment if the development does not commence before 1st March 2018.

Archaeology

No objection subject to a programme of archaeological works (for a specific area of the site as identified in the consultation response).

United Utilities

No objection subject to the following conditions:

- (i) Foul and surface water shall be drained on separate systems.
- (ii) Drainage in accordance with the principles set out in the Flood Risk Assessment
- (iii) Sustainable drainage management and maintenance plan

Notification Responses

Ward Councillor (s):

Cllr Judith Wheeler – objection:

“I am expressing concerns that this application does not address the impact of 180 houses and associated vehicle traffic on the wider transport network. There is no evidence to show what effect these extra vehicles will have on the exit points of Stretton Road/London Road; Lyons Lane/London Road and Lumb Brook Road/Grappenhall Road. All these are congestion points and busy at most times of the day. Equally there is no evidence to show what effect additional houses will have on London Road and Stockton Heath where a journey of a mile through the village can take up to 30 minutes. Stress is laid on the sustainability of this development due to the local bus service. There is a bus service but it is hourly at best, has ceased by 7pm in the evenings and doesn't run on Sundays. I fail to see how this is sustainable for anyone apart from those who have the leisure to use it during the day when deadlines do not matter. This development is aimed at families - who use cars - and to working adults who will work in many different areas which are not served by a local bus network. As local Councillors we dread every round of network changes in case of even more severe cuts to the No 46 and the services for Appleton Thorn and Stretton. What is most concerning is that we know that this application is the first of three in the area which will eventually lead to nearly 1000 houses in the area - all using the exit roads previously mentioned but we are being asked to consider them individually, thus the impact of the eventual traffic increase is minimised and will appear more 'acceptable'. So I cannot support this application knowing that is opening up the floodgates of more traffic without any evidence of amelioration measures”.

Cllr Brian Axcell – objection:

“The proposed development is for 180 homes on a green field site at the edge of town, where there is no adequate bus service and where there are no amenities. This means that almost all activities by residents away from home will require the use of a car. When this area was first proposed for development more than 20 years ago, one might have expected one or two cars per household. Now the norm is one car per adult. This means that in excess of 400 cars would be added to an already-congested network.

There is serious congestion at the traffic lights in Stretton at peak times. Stockton Heath is now congested throughout the day. There is serious congestion at Lumb Brook Bridge at peak times.

This planning application should not be considered in isolation and it is premature to do so. The Homes and Communities Agency has announced proposals to build 375 houses at Appleton Cross and 400 houses at Grappenhall Heys. This means that there would be nearly 1000 new homes from the three developments and considerably more than 2000 cars coming onto the road network. HCA has not proposed any highway improvements to allow vehicles to by-pass the congestion hotspots mentioned above. At the very least the decision on the Stretton proposal should be deferred until the other planning applications are submitted, presumably in a few months' time.

In conclusion, I object to major developments on green field sites on the edge of the town where there are no amenities. They can only make Warrington's traffic congestion problems worse!"

Parish Council

Stretton Parish Council object to the application and their comments are below.

Firstly, the number of documents submitted as part of this application was significant, with multiple reports and hundreds of pages of documentation. Due to the specialist nature of some of the reports, it would be difficult to imagine all interested parties fully understood the terminology used or indeed have the time to read all documentation submitted in detail. To allow only 21 days for such a large development does not seem appropriate, although the Council appreciates the extension agreed by WBC in considering the application and submitting this response.

The application made is for up to 180 homes (Design and Access Statement suggests mix of 36 x 2 bed terraced/semi-detached affordable homes; 90 x 3 beds and 54 x 4 beds), which seems to be higher than the average UK density for 7.5 hectares. As such, there is concern that the road access points are insufficient to cater for an increase in traffic. For example, Stretton Road could realistically expect an additional 100 cars (60 houses) using the proposed access road, which is already congested at peak school drop off/pick up times, due to insufficient car park spaces, with numerous cars parked on pavements around the entrance.

Stretton Councillors have experienced this car park at school drop off times and do not feel that it is currently fit for purpose, as such any increase is unwelcome. However, despite the above, the report states that they "do not see any issues with obstructive parking at school pick-up/drop off times". Therefore, we would formally request that the applicant consider the wider implications on this access, liaising with owners PGT to alleviate the issues – e.g. enlarged car park to be modified to incorporate separate "in/out" entrance lanes coupled with double yellow lines along the more dangerous areas, to improve the flow of traffic.

The impact on Stretton Road will also be significant. Again, at peak times traffic waiting at the Stretton Road/London Road traffic lights can back up past the school and the access road to the proposed development. This will

exacerbate current issues with increased traffic looking to exit this road. The Highways Statement identifies peak traffic flows at each of the major junctions and notes "Stretton Road is currently close to capacity".

As such, we would formally request that WBC undertake its own report on the above points, taking into account the wider impact on adjoining roads (London Road travelling to Stockton Heath, London Road to Jct 10 of M56, Stretton Road towards Appleton Thorn).

In terms of public transport/pedestrians, the current bus stops are outside St Matthew's C of E School. These buses stop the flow of traffic along Stretton Road. We would formally request that the applicant consider the creation of a pull-in bus stop to replace the current kerbside arrangement outside of the school and consider rebuilding the existing footpaths from outside St Matthew's Church to the footpath which cuts through the proposed site. Both footpaths on the eastern side of the school (either side of the spur road into the HCA land) are wide enough to accommodate a pull-in for buses and still provide adequate pavement space. Additionally, the creation of a pedestrian crossing with lights across Stretton Road would allow safer access to the school for residents on the South side of the road.

The planning application also incorporates 2.5 storey houses – this was queried by the PC as only 2 storey houses had previously been advised. Delyse Bailey, HCA confirmed that the height of the 2.5 storey houses were the same as 2 storey. Therefore, this issue was set aside.

In summary, in view of the above comments Stretton Parish Council formally object to this application.

Appleton Parish Council

Main issues raised:

- Local infrastructure needs upgrading
- Impact of traffic from three HCS sites
- Cumulative impact of all housing developments – busy road network does not have the capacity to cope with additional traffic
- Road and traffic management improvements are essential
- Junction improvements, Howshoots link, new link to motorway to be funded by the HCA / developers and prior to any development commencing
- Health and education resources need addressing – new medical centre is required

Stockton Heath Parish Council

Main issues raised:

- All three HCA sites should be considered at the same time so that the impact on the immediate and surrounding areas including Stockton Heath can be addressed.
- Stockton Heath is already badly affected by traffic congestion and parking issues and the proposals will exacerbate this situation.

- The required infrastructure for new roads, schools, doctors and shops should be included in the plans or any permission be conditional on these fundamentals being implemented.
- Expansion of the bus network is vital and essential to service these new developments and reduce congestion; and to encourage usage one year free bus passes should be issued to new residents.

Neighbours

The application was publicised by way of the erection of site notices throughout the site and boundary; press notice; and neighbour letters.

At the time of report preparation, approximately 75 objections have been received in relation to the proposed development.

Full comments are available to view on the Council's website, however the key issues raised are summarised below under the respective headings.

It should be noted that a large number of objections raise issues specifically in relation to other HCA sites in the area, namely Grappenhall Heys and Appleton Thorn. At the time of report preparation, no planning applications have been submitted to the Local Planning Authority for these sites. The current application relates solely to the proposed development at land at Pewterspear Green, and it is the comments pertinent to this application that will be considered in this report.

Type of housing

Excessive proportion of starter homes
 Concerns over the mix of housing proposed
 2 bed housing is out of scale with the surrounding area

Construction

Disruption during construction – traffic, noise, dust, disturbance

Open space

Loss of open / green space
 Loss of recreational areas for walking, exercise, leisure activities
 A full impact assessment of community facilities is required

Design

No details of the design or appearance of the dwellings
 Visual impacts - adverse impacts on the surrounding skyline
 Poor standard of design

Design should take into account local character, local needs and local problems and not prescriptive design guides inappropriate housing numbers dictated by current political parties

Proposed density is too high

Out-of-keeping with the type of housing / scale in the area / Negative impact on character of the area

The scheme should be reduced to 150 units

The proposal should not repeat the mistakes of the adjacent Ashford Drive development

Highways

Existing traffic issues on the surrounding network / Increased traffic / congestion / travel times - various numbers of additional cars highlighted in objections as between 350 to 500 / estimates of increased traffic are unrealistic

Effect on traffic in surrounding areas / congestion

No public transport in the area / Loss of bus service in the area –bus is not a viable transport option

Existing congestion and parking problems along Ashford Drive / Pewterspear Green Road - cars often double parked, no driveways or parking for existing residents

Inadequate access

Inability of refuse and service vehicles to access the site / Insufficient width of existing roads to accommodate additional vehicles / Ashford Drive was designed to be a cul-de-sac and is not fit to serve the development
Location of access close to the primary school and car park

Cumulative impacts from other developments proposed in the area

Risk of accidents

Capacity issues / impact on junctions in the area

Inadequate parking proposed

The Stretton Road access is almost opposite the Park Royal delivery bay at the rear of the hotel which is a potential hazard /inadequate sight lines of Stretton Road access

Impact on safety of existing network of footpaths / cycleway

Safety of school children at St Matthews Primary School

No highway improvements are proposed

The absence of a new link road in the area

The application should consider the implications of the Runcorn –Widnes Bridge toll and the increased usage of the Manchester Ship Canal
Lack of parking in the village

Traffic associated with football parking at weekends and mid-week evenings
Contributions towards free travel for up to 4 people per household is required
Contributions to divert A49 signage for non-local traffic to use an improved link into the A56 from Daresbury, to the new Mersey bridges, to Slutchers Lane and then the second Mersey crossing.

Ecology

Loss of ecological habitats

Impact on rare and endangered species

Waste

What are the proposals to deal with additional waste?

Trees

Loss of trees

Amenity

Proposed development would be overbearing / unneighbourly / oppressive to surrounding houses and areas

Increased pollution in the area – noise / air – impact on health

Adverse impacts on residential amenities of existing residents

Unneighbourly form of development

Noise and disturbance from additional houses and vehicles

Services

No capacity at / or additional strain on local services such as health care, schools, social care, dentists, tips, emergency services

The houses should not be built until further facilities are provided

Archaeology

Roman remains would be destroyed

Drainage

Viability of drainage systems to cope with increased developed areas

Policy

Loss of Green Belt land

The development is unsustainable

The site is Greenfield / contrary to LPCS policy CS2

Brownfield sites should be developed first – a number of sites have been put forward.

The land within the application site does not form part of the Local Plan Core Strategy (LPCS)

Other matters

Loss of view

Loss of property values

The application is premature and should not be considered in isolation from other HCA development coming forward.

Housing development should be distributed throughout the Borough and not just in the south

Money grabbing exercise by the HCA

The Council holds no value to its residents

Commitments made in previous applications in the area have never been brought forward

Proposal would attract housing association and lower income residents and an entirely different type of individuals which will pose a risk to existing residents

Lack of strategic and holistic planning

Consultation

Lack of consultation / communication to residents

The proposal have not been made fully available for viewing or comment

Appraisal

Principle

The National Planning Policy Framework is clear in its intention to boost significantly the supply of new housing and emphasises that housing applications should be considered in the context of the presumption in favour of sustainable development.

The Council cannot demonstrate a 5 year housing land supply and therefore any relevant policies for the supply of housing as contained in the Local Plan Core Strategy are not to be considered up-to-date. (This includes the targets set out in Local Plan Core Strategy policy CS2 for at least 80% of all new homes in the Borough to be delivered on previously developed land; and the focus of Inner Warrington for the delivery of new residential development at around 60%.)

The land was originally acquired by the Commission for New Towns and has a previous consent under section 7(1) of the New Town Act 1981. This consent is not time limited, and gives consent for the principle of residential development on the site. The site is also included in the Council's housing land supply and is identified in the Strategic Housing Land Availability Assessment (Ref 1650) as suitable, available and achievable.

The NPPF provides that where relevant policies are out-of-date planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework. Local Plan Core Strategy policy CS1 is consistent with this approach.

The principle of residential development on this site has previously been accepted as part of the 1981 Act. The principle of the development is acceptable in policy terms, subject to other considerations set out in the report.

Prematurity

A number of objections consider that the application is premature and that it should be determined at the same time as and when other HCA sites come forward (sites at Grappenhall Heys and Appleton Thorn). At the time of report preparation, the Local Planning Authority is not in receipt of any planning applications for these sites.

The Framework is clear that in the absence of a five year housing land supply, the relevant policies contained in the LPCS are up-to-date. LPAs are required to boost significantly the supply of housing and to maintain a five year supply of deliverable housing sites. The application site is included in the Council's housing land supply and is identified in the Strategic Housing Land Availability Assessment (Ref 1650) as suitable, available and achievable.

Officers do not consider that the application is premature, as making a decision as to the principle of residential development now – either for

approval or refusal – would not substantially prejudice the delivery of core strategy policies, in its own right. In terms of the principle of the delivery of housing at the site, the proposal can be considered on its own merits and does not need to wait for the submission of applications on other HCA sites..

Statement of Community Involvement (SCI)

The application has been advertised by Site Notice, Press Notice and by individual letters in accordance with the Development Management Procedure Order 2015. The public consultation carried out by the Local Planning Authority has been set out earlier in the report.

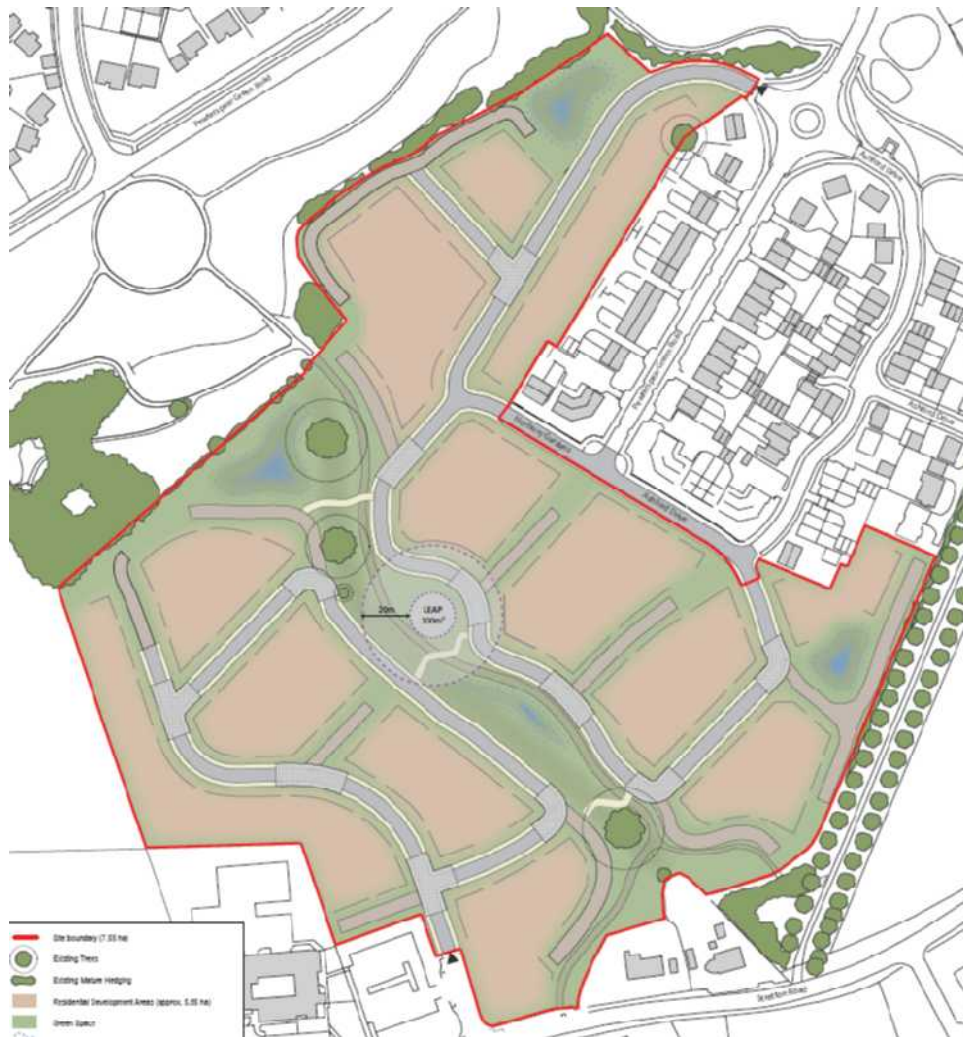
The Council's Statement of Community Involvement encourages developers to engage with the community prior to the submission of major planning applications. Between 2015-2016 the applicant has engaged in a number of discussions with the Council, the Parish Council and a public consultation event on 22 June 2016.

It is considered that suitable and proportionate community consultation has been undertaken.

Designation of land

The application site is not designated as Green Belt, as shown on the LPCS Policies Map. As such, Green Belt policies are not applicable in the determination of this application.

The site is unallocated and is not designated as public open space. The majority of the land not publicly accessible, being fenced off and sign posted as private land. The existing footways/cycleways which run through the site would be retained as part of the proposed development. Therefore there would be no loss of public open space or footway/cycleway links as part of this application. This is shown below on the illustrative masterplan:



The land is greenfield which is a reason for objection in a significant number of neighbour comments received. Many objections state that brownfield land should be developed first, and a number of brownfield sites located in the Borough have been suggested, including Stretton airfield and Mr Smiths, amongst others.

The land is “greenfield”, in the sense that it has not been previously developed. Following the quashing of the Borough’s housing target however, the Council currently does not have an up-to-date “locally appropriate target”, as required by NPPF, in terms of the proportion of new housing to be built on previously developed land. In these circumstances, it is considered that that presumption in favour of sustainable development as set out in paragraph 14 of the NPPF applies.

Design

Whilst some objections refer to the lack of detail in the application, the poor standard of design, out-of-scale / out-of-keeping with the character and appearance of the area; the application is in outline form. Accordingly, detailed matters such as layout, scale and appearance are currently unknown

and are reserved for later consideration.

An indicative site plan has been submitted for illustrative purposes to provide an example of how up to 180 dwellings could be achieved on the site. It incorporates the green corridor which runs almost centrally through the site, maintaining existing footpath networks and demonstrating linkages throughout the application site and to the wider area and green space at Pewterspear Green.

The site would essentially be divided into two parcels, with the western side have a sole vehicular access from Stretton Road, and the eastern side being served via the access points currently laid out off the Pewterspear Green Road roundabout and Henbury Gardens/Ashford Drive.

The site covers an area of approximately 7.5 hectares, although the developable area would equate to around 5.65 hectares, taking into account open space and hard infrastructure provision for example roads, footways etc. The average density of the developable area would be 32 units per hectare, although this would vary across the site to accommodate a mix of housing types. This is shown on the illustrative masterplan. When considering the site as a whole i.e. 7.5 hectares, this would equate to a density of 24 units per hectare. The proposed density is acceptable given surrounding densities, although the development at Henbury Gardens /Ashford Drive is higher.

It is considered that the application demonstrates that the site could satisfactorily accommodate up to 180 residential units and that the proposed density of development is acceptable.

The access points into the site are for detailed consideration as part of this outline application. The infrastructure to facilitate the site has been completed as part of previous phases of development as part of the New Town approval and subsequent applications. The illustrative plan shows a layout that would follow the prevailing pattern of development in the area, however this is not a matter for consideration at this stage.

The proposal would result in a change in landscape character of the site through the loss of open fields. There is no doubt that there would be a visual impact from sensitive receptors within and adjacent to the site due to the introduction of residential development on a site which is currently open. A visual key receptor is the footpath/cycleway which runs through the site, however the proposed central green corridor which would follow the route of the footpath, in addition to landscaping and further planting would provide mitigation.

Properties fronting the application suite at Henbury Gardens/Ashford Drive would be highly sensitive to the visual change, as a result of their relationship with the application site and the views of open fields currently afforded to these properties. The magnitude of the visual change is identified in the Landscape and Visual Impact Assessment is categorised as high. Although the impact is recognised in visual assessment terms, the loss of existing

private views through the introduction of residential development adjacent to an existing residential estate is not a sufficient reason for refusal on planning grounds. Matters such as separation distances, scale, siting and relationship of proposed dwellings with existing properties would be controlled at detailed design stage, and is reference in the 'amenity' section of this report.

In terms of overall impact, the application seeks to retain the majority of trees and hedgerow to the boundaries, which would provide some screening in the short term. In the longer term, a robust landscaping scheme with additional tree planting would provide further mitigation through screening/softening of the views once the planting matures.

In landscape and visual impact terms, whilst there are some recognised effects through the development of open land, the site is not isolated and forms the residential edge of the urban area. The proposed residential development is not uncharacteristic of the area and it not is not in itself uncharacteristic of the area, which is predominantly residential.

Amenity

The application is in outline form (including access), with matters such as scale, layout and appearance being reserved for later approval. The submitted illustrative masterplan shows one possible way in which the site could be developed.

A number of objections have been received in relation to the overbearing impacts, loss of privacy, overlooking impacts and the oppressive nature of the proposal on existing residential properties. Any layout would need to achieve appropriate separation distances between existing and proposed dwellings, and this would be secured at the Reserved Matters stage once full design details are known.

Comments have also raised that the proposal would be an unneighbourly form of development, however residential development would be compatible with the surrounding land use which is residential. The level of activity associated with the proposed development would be wholly residential in nature and is not a form of development that would be considered unneighbourly in this area.

The application is accompanied by an acoustic report which identifies that elevated noise levels exist along the Stretton Road edge of the site, due to the road itself and the presence of the M56 motorway to the south. Environmental Protection advise that mitigation measures / noise insulation would be required for those properties along the edge of the site. As the application is in outline form and the detailed design is currently unknown, a phased noise condition has been recommended. Environmental Protection advise that no significant mitigation will be required to the north of the site. Subject to the recommended noise condition, future occupiers of the proposed development would not be adversely affected by noise associated with the proximity to the motorway.

Air quality impacts have also been raised in objections, however air quality at the location of the development is significantly below the limits set nationally, and based on health grounds. Environmental Protection have considered the impact of the proposed development on air quality and have scoped out any adverse air quality impacts.

Whilst objections concerns impacts of the development during construction, in particular noise, dust and disturbance, such matters would be controlled by way of a Construction Environmental Management Plan, as recommended by the Environmental Protection Officer. Noise associated post-development would be of general domestic activity and therefore it is not considered that the proposal would result in adverse impacts of noise and disturbance to the detriment of neighbouring residential amenity.

Housing Mix and Affordable Housing

Local Plan Core Strategy (LPCS) policy SN2 seeks to ensure a mix of housing types and tenures to help secure mixed and inclusive neighbourhoods. Further detail is provided in the Planning Obligations SPD. This is consistent with the Framework at paragraph 50 which seeks to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities.

The submitted planning documentation identifies a mix of housing, although this is not a detailed consideration at the stage. This suggested mix is set out below: in the form of:

2-bedroom properties: 36 units (20 per cent of total units)

3-bedroom properties: 90 units (50 per cent of total units)

4-bedroom properties: 54 units (30 per cent of total units)

Policy SN2 requires 30% affordable housing provision on this site of which 50% should be affordable for rent and 50% intermediate. Since the LPCS was adopted, the Housing and Planning Act 2016 been published and the National Planning Practice Guidance (NPPG) has been updated in respect of planning obligations. The Council's Supplementary Planning Document: Planning Obligations has now been adopted and this takes into account the new legislation and guidance and is a material consideration in the determination of this application.

For the purposes of Policy SN2, the Planning Obligations SPD confirms that Starter Homes are considered to be an Intermediate form of affordable housing. The SPF also reaffirms that the Council will continue to seek to secure the provision of affordable rented housing as well as fulfilling its duty to promote Starter Homes.

The application proposes 40% Starter Homes, with no affordable rent provision. There is a clear need for affordable rent provision in the Borough. As such the proposal does not accord with the SPD or LPCS policy SN2.

In line with paragraph 14 of the National Planning Policy Framework, it is

therefore necessary to consider whether or not the non-compliance with policy SN2 in terms of not delivering affordable rent provision but delivering intermediate provision in excess of the policy requirement, is an adverse impact that would significantly and demonstrably outweigh the benefits.

Although the Housing White Paper is now proposing a broader approach to affordable housing provision, including recognition of the importance of rented affordable homes as well as promoting low cost home ownership, Starter Homes remain Starter Homes are high on the Government's agenda and the Act places a duty on Local Planning Authorities to promote the supply of Starter Homes in their area. The scheme would deliver up to 72 intermediate affordable housing units which would widen opportunities for home ownership, in particular in the south of the Borough where property values are high in this area. This is a clear benefit of the scheme.

The application would make a significant contribution to the Council's housing land supply with the delivery of up to 180 homes. The Framework is clear that Local Planning Authorities should boost significantly the supply of housing and that housing applications should be considered in the context of the presumption in favour of sustainable development.

Significant financial contributions would be secured via a s106 agreement towards education, sports facilities, primary care and public transport. Whilst the contributions are necessary to mitigate the impacts of the scheme, they are clear benefits.

In addition, the HCA are committed to working with the council on the Authority's wider growth and regeneration aspirations for the borough as outlined in the approved City Centre Masterplan and Warrington means Business (Version 2). As part of The Warrington Growth Pilot (Local Growth Fund 1) the government / HCA committed to use such public sector land assets to enable the development of brownfield / regeneration areas in Warrington. The development of the application site for housing would therefore have wider benefits of investment in Warrington, and is an additional benefit of the scheme.

The policy requirement for affordable rented units would not be met by this application, which is a disadvantage of the scheme. However it is not considered that this would be an adverse impact which would outweigh the benefits of the scheme, which is acceptable in all other manners.

The delivery of 40% Starter Homes would be secured via s106 agreement.

Trees

The Council's Tree Officer has assessed the application and advises that the submitted Tree Report is comprehensive in its findings. The proposal seeks to retain the better quality specimen trees held within the site, although some groups of trees/vegetation would be lost, there wider amenity value is relatively limited.

Tree protection measures have only been considered for trees within the site, and therefore further information would be required for off-site trees which have the potential to be affected.

The Tree Officer raises no objection to the proposed development, subject to a condition requiring the submission of a scheme for tree protection and construction methodology in accordance with BS 5837:2012 which should include all retained vegetation both within and adjoining the site that have the potential to be affected by the development, including details of construction of hard surface and finished levels within Root Protection Areas.

Landscaping is a Reserved Matter, and landscaping details, including size, quantity and locations of plantings would be considered at a later date and would mitigate any loss of trees identified above.

Education

There is insufficient capacity in the area for primary and secondary provision when taking into account committed housing developments and sites which form part of the Council's five year housing land supply. The following financial contributions are therefore required for education and would be used to create capacity in the area:

Primary provision:
£671,706

Secondary provision:
£523,940

This would mitigate the impact of the proposal on primary and secondary schools in the area and would be secured by a s106 legal agreement. This would accord with LPCS policy MP10; the Planning Obligations SPD; and the Framework at paragraph 72.

Public Health

There is insufficient capacity for primary care in the area when taking into account committed housing developments and sites which form part of the Council's five year housing land supply. A financial contribution of £138,780 is required towards the delivery of primary care facilities in the area. This would mitigate the impact of the proposal on primary care and would be secured by a s106 legal agreement. This would accord with LPCS policy SN7 and the Planning Obligations SPD.

Public Open Space, Pitch Sports and Recreation

There is a deficit of equipped play sites in the area and therefore there is a requirement for the application to provide an area of equipped play within the development. In this case, the requirement is for a Local Equipped Area for Play (LEAP) equating to a size of 400sqm, including a 20 metre buffer zone.

The illustrative masterplan provides a LEAP centrally within the site, which has the potential to be easily accessed by all parts of the development,

including connectivity with wider areas of green space, sport or recreation.

There is no requirement for the application to provide public open space as the application is in close proximity/accessible to a number of formal areas of open space in the area, for example Pewterspear Green Road Park and Linear Park.

Within the Hatton, Stretton and Walton Ward, where there is a large surplus of sports pitch provision in quantitative terms and as such there is no requirement for the application to contribute towards sports provision.

The Council's Sports Facilities Strategic Needs Assessment (April 2015) identifies a requirement to reduce the large waiting lists for junior swimming lessons across the borough. The proposed development of up to 180 dwellings would create additional demand on sports facilities in the area. Broomfields Leisure Centre is located under 2 miles from the application site and provides a wide range of sport, leisure, health and learning facilities. It is however identified as being of poor quality, in need of enhancing and is running close to capacity. The Sport England – Sports Facility Calculator (SFC) indicates that the development would generate additional demand for facilities, which is calculated at £140,510.

The financial contribution of £140,510 would mitigate the impacts of the development in terms of additional demand generated for sports facilities, and would be secured by a s106 legal agreement.

Subject to connectivity to the nearby open space, the provision of a LEAP, and a financial contribution to enhance existing facilities at Broomfields Leisure Centre, the proposal would comply with LPCS policies QE3, CS1 (bullet points 11 and 13), and SN7; the Planning Obligations SPD; and the Framework at paragraph 73

Ecology

Neighbouring objections are concerned regarding the loss of ecological habitat and the impact on protected species. The application is accompanied by an Ecological Appraisal which is informed by a desk study to gather pre-existing ecological records; and an extended Phase 1 habitat survey and targeted botanical, great crested newt and water vole surveys. The survey provides that the site has limited potential to support protected and notable species, primarily due to the regular management of the improved and semi-improved grassland habitats that cover the majority of the site. The report also confirms the absence of great crested newts and water voles from the site and surrounding habitats.

The report recognises that three trees (TN2, 3 and 4) were identified that are potentially suitable for use by roosting bats, with habitats around the site margins and central ditch also considered of low suitability for foraging and commuting bats. These individual trees are not identified for removal and would be protected by way of a tree protection condition. The report also provides that scattered trees and hedgerows around the site boundaries also

provide some limited extents of habitat potentially suitable for use by nesting birds.

The Council's appointed ecologist at GMEU has assessed the application and advises that the ecological constraint identified include the scale of greenspace lost, nesting birds, and invasive species. GMEU advise that these issues are not if sufficient ecological value to justify refusal and a number of conditions are recommended in order to mitigate the impact of the development. These are summarised below:

- No vegetation clearance between 1st March – 31st August
- Method statement for the eradication of *Gunnera Tinctoria* (invasive species)
- Details to be included in a Construction Environmental Management Plan – Tree protection measures and protection of the ditch from spillages, dust and debris
- Landscape and ecological management plan – to include 0.9 hectares of ecological habitat and the following:
 - Descriptions and evaluation of features to be retained and enhanced
 - A plan showing new areas of species rich grassland and wetland
 - Full species/seed mixes for habitat creation areas
 - Details of the location of bat and bird boxes including the height off the ground and aspect
 - Details of the organisation(s) responsible for implementation and management
- Re-assessment if the development does not commence before 1st March 2018.

Whilst a condition has been advised to include tree protection measures within the CEMP, these details will be required by a separate condition, as recommended by the Council's Tree Officer.

Re-assessment of the site has been advised if works do not commence before 1st March 2018. This would be difficult to secure by condition, given the trigger of just one year and the timeframes associated with largescale residential developments. As such it is considered to be more appropriate and reasonable to require any future Reserved Matters applications to be submitted with an updated ecological survey.

Although loss of ecological habitat and impact on endangered species has been raised in the public objections received, the submitted ecological appraisal has been carried out by a suitably qualified ecologist and the findings are acceptable to GMEU (the Council's appointed ecologist).

An ecological management plan would be required and this would be expected to include, among other things, the provision of 0.9 hectares of high quality ecological habitat. This would ensure that any habitat lost by the proposal is mitigated in the interests of biodiversity enhancement.

Having regard to the submitted ecological appraisal and the advice and recommended conditions from GMEU, the proposed development would not

adversely affect nature conservation interests and would accord with Local Plan Core Strategy policies QE3 and QE5; and the Framework at paragraph 109.

Flood Risk and Drainage

A number of neighbour objections from the existing estate adjacent to the site have raised issues in relation to the drainage capacity of the area and the inadequacies of the drainage infrastructure.

The site is situated within Flood Zone 1 and a Flood Risk Assessment (FRA) is required due to the size of the site. A Sequential Test is not required as the site is located within Flood Zone 1 (defined as a 'Low Probability' of flooding) and is therefore sequentially preferable. Furthermore, an Exception Test is not applicable as in accordance with PPG Table 3, the development is appropriate for Flood Zone 1

The FRA has been assessed by the Council's Flood Risk Team and United Utilities. There is no objection to the proposal from both consultees and whilst UU are satisfied with the outline drainage strategy proposed, the Council's Flood Risk Team require a detailed design for the surface water drainage layout and attenuation. This would be secured by condition.

Conditions would be attached for foul and surface water to be drained on separate systems, and for a sustainable drainage management and maintenance plan. This would accord with Local Plan policies QE4 and QE6, the Framework and Planning Practice Guidance.

Heritage

The Cheshire Archaeology Planning Advisory Service (CAPAS) advise that the site is situated to the north east of the junction of two Roman roads which are recorded in the Cheshire Historic Environment Records, with the course of one of the roads having run along the south limits of the application area. CAPAS suggest however that the archaeological significance of the road is not sufficient to generate an archaeological objection to the development or to justify further pre-determination archaeological work. A programme of works is however recommended by CAPAS for specific areas of the site which are illustrated on the extract below with cross hatching:



CAPAS advise that the remainder of the application site has very little archaeological potential and therefore no further archaeological mitigation is recommended.

Although neighbour objections state that the proposed development would destroy Roman remains, CAPAS are satisfied that a programme of works for the specified area would be sufficient, it is not considered that the proposal would be detrimental to archaeological interests.

The nearest heritage asset to the site is the Church of St Matthew which is a Grade II listed building; and the locally listed war memorial. The Church lies some 100 metres to the southwest of the application site boundary and would be separated from the site by the existing open playing fields and ST Matthews School, including the grouping of trees which form an established boundary. These trees are also protected by way of a Tree Preservation Order. In addition the site would be landscaped, again a reserved matter, and this would ensure a level of further screening to the site. It is not considered that the development of the application site for housing would adversely affect the setting of the heritage asset or its conservation, and would be subject to appropriate detailed design at reserved matters stage.

Subject to the recommended condition, the proposal would comply with Local Plan policy QE8.

Land Quality

A contaminated land desk study has been submitted as part of the application, which identifies that further investigation will be required to fully characterise the site. Environmental Protection have requested conditions for

a characterisation & remediation Strategy and verification. Subject to the recommended conditions, the proposal would comply with Local Plan Core Strategy policy QE6 (Environment and Amenity Protection) in respect of land quality.

Highways

The scheme would comprise of two separate elements, divided by the existing footway/cycleway which runs almost centrally through the site. The split would be up to 103 dwellings being accessed from Pewterspear Green Road / Ashford Drive / Henbury Gardens to the north east; and up to 77 dwellings being access from Stretton Road to the southwest. Road stubs are already in place from other phases of development in order to facilitate access. The access points are identified on the extract below:



Plans have been submitted for each of the access points, which demonstrate visibility plays. Highways are satisfied that that the necessary levels of visibility can be achieved at each location. The plans also demonstrate how the site would be connected to the adopted highway and this would accord with adoptable standards with a 5.5 metre carriageway and footways of a minimum

2 metres in width on either side.

A number of objections refer to insufficient width of Ashford Drive to support the development with some comments that Ashford Drive was designed as a cul-de-sac. The junction stub-ends are already in place to serve the development due to the intention to develop the land as part of the New Town. Highways have assessed the accesses and the connecting roads of Henbury Gardens/Ashford Drive, and as detailed above no objections have been raised.

Highways do however advise that localised widening of the highway at Henbury Gardens would be required and this could be secured by condition. Other points such as the removal of areas of block paving at the Ashford Drive roundabout and dropped kerb pedestrian crossings would be achieved through a section 278 agreement.

Highways comment that the internal road network would need to be designed and constructed to an adoptable standard and main routes should meet the 'Major Residential Access Road' standards. This would be secured at reserved matters stage when the detailed site layout is determined, including the application of parking standards and 'private roads'.

Objections also highlight that the access to Stretton Road is currently used as informal parking in relation to school pick up/drop off for St Matthews Primary School. The opening of the access from the site to Stretton Road will mean that the informal parking that occurs would no longer be available. Highways comment that it would be advantageous if the future layout of the scheme could include a parking layby. The LPA would seek to achieve this at the reserved matters stage.

During the course of the application process, a revised Transport Assessment has been submitted due to concerns in relation to a number of assumptions that were made in the original assessment. The revised Transport Assessment is now deemed acceptable to Highways.

Highways consider that the identified trip generation rates of the proposed development are acceptable and sufficiently robust. Capacity assessments at a number of junctions have been carried out to identify any impacts of the scheme and the modelling contained in the revised TA is to the satisfaction of Highways. Although a number of neighbour objections consider that other junctions and infrastructure in the area should be considered within the assessment, the scope of the TA has been agreed with Highways. The following key junctions were assessed and their impacts identified:

Junction of London Road/Stretton Road

The TA concludes that the without the development, the junction would already be operating at or just over capacity and that when the relevant development traffic associated with the current application is added to this junction, whilst the operation does deteriorate, this is not of a materially significant level. The TA also infers it is likely that with the junction operating

at these predicted levels, traffic would arguably avoid this junction and choose lighter trafficked alternative routes.

Junction of Pewterspear Green Road / Dippingbrook Lane:

The TA indicates that there is sufficient spare capacity at this location to accommodate the development traffic satisfactorily.

Junction of Longwood Road / Littlecote Gardens:

The TA indicates that there is sufficient spare capacity at this location to accommodate the development traffic satisfactorily.

Junction of London Road (A49) / Longwood Road:

The TA indicates that whilst the junction is predicted to operate at the upper limits of capacity, the addition of the development traffic will not have a materially significant impact.

Junction of A49 / M56 Junction 10:

The TA indicates that whilst the junction is predicted to operate at the upper limits of capacity, the addition of the development traffic will not have a materially significant impact.

A high number of objections raise a wide range of highways related matters, with key issues including over-capacity/congestion of the surrounding network and junctions, increased traffic, increased travel times, no highways improvements/ new infrastructure proposed as part of the application, and that there are no suitable public transport alternatives.

It is clear that the junction assessments identify that London Road. Stretton Road junction would be over capacity, however not to a significant degree, and that the junctions of London Road (A49) / Longwood Road and A49 / M56 Junction 10 would operate at the upper limits of capacity. The junctions of Pewterspear Green Road / Dippingbrook Lane and Longwood Road / Littlecote Gardens would have sufficient spare capacity to accommodate the additional traffic which would arise as a result of the proposed development.

However, the advice of Highways is that no formal junction mitigation is required as part of this application as the impact would not be severe. Highways do however make it clear that in relation to the junction of London Road/Stretton Road, any further major developments in the area are likely to result in an unacceptable impact on this junction and therefore mitigation would be required as part of future schemes. This would however be determined at the relevant time an application comes forward.

As part of this application, Highways specify the need to enhance sustainable transport measures in the area of the scheme. Highways recommend a contribution towards the upgrade of bus service number 8 to improve the service to a peak time 30-minute frequency, off-peak hourly frequency and to extend evening service times. The cost of this service improvement would be proportionally split between this application and two further major housing applications, as each scheme would require significant public transport

support and all would benefit from this specific route enhancement. This contribution will cover a 5-year period, split equally per year.

A sum of approximately £110,000 is required to enhance bus service number 8 to provide half hour service frequencies in the AM and PM peak periods and an hourly service in the off-peak period.

Highways also require a financial contribution to provide two new bus shelters to upgrade the existing provision adjacent to the Stretton Road access.

A sum of approximately £10,000 will be required to provide two bus shelters and associated hardstanding on Stretton Road adjacent to the applicant site. This sum is an approximation and may change subject to hardstanding / foundation requirements and readily available services connection points that can only be confirmed at the detailed design stage.

A particular objection from St Matthews Primary School does however relate to the proximity of the existing bus stop with the Stretton Road access and that this would be hazardous with the increased traffic from the development. Highways are however satisfied with the relationship of the bus stop with the access and the number of trips that would be generated from the development at peak times. It should also be noted that the access at Stretton Road would serve less than half of the proposed development. As requested, highways have looked into the relocation of the bus stop, however do not consider that this would be a feasible option. To the west the footpath terminates at approximately 25 metres from the stop; and relocation to the east is not an option due to the need to ensure visibility splays are kept clear and due to the number of driveways on the southern side of Stretton Road which would prevent westbound buses stopping in this location. Ultimately, Highways are satisfied with the relationship of the Stretton Road access and the existing bus stop next to the school and the levels of increased traffic that would be generated at this junction. A reason for refusal on these grounds could not be warranted.

To conclude, the improvements to sustainable transport as identified in this report would assist in reducing reliance of the car and would aim to make public transport a viable alternative. This would seek to mitigate the impacts of the development and would be secured by way of a s106 legal agreement. This would accord with the LPCS policies MP1, MP3, MP4, MP7, CS4 and QE3; and the Planning Obligations SPD.

In the absence of an objection from Highways and with the measures that would be secured via a s106 agreement, it is not considered that the proposed development would result in severe transport impacts in the context of the NPPF (paragraph 32) to warrant refusal of the application. The proposed development is therefore considered to be acceptable in highways safety terms, having regard to LPCS policies QE6 (bullet point 10), CS1 (bullet point 11) and MP3.

Planning Obligations

The following financial contributions would be required in order to mitigate the impacts of the proposal:

- A financial contribution of £138,780 is required towards primary care in the area.
- A financial contribution towards education:

Primary provision:

£671,706

Secondary provision:

£523,940

- Financial contribution of £140,510 to enhance built sports facilities at Broomfields Leisure Centre.
- A sum of approximately £110,000 is required to enhance bus service number 8 to provide half hour service frequencies in the AM and PM peak periods and an hourly service in the off-peak period.
- A sum of approximately £10,000 will be required to provide two bus shelters and associated hardstanding on Stretton Road adjacent to the applicant site. This sum is an approximation and may change subject to hardstanding / foundation requirements and readily available services connection points that can only be confirmed at the detailed design stage.

The delivery of 40% starter homes would also be secured via a s106 legal agreement and would set out a mechanism for their delivery as part of the scheme.

Other Matters

Loss of property value - This is not a material planning consideration in the determination of this application.

Loss of view - This is not a material planning consideration in the determination of this application.

A number of objections

Waste – Waste collection would be in line with the Council's waste services.

Risk to existing residents due to housing association and lower income residents – it unclear how future occupiers of the development would pose a risk to existing residents.

Conclusions

The delivery of up to 180 would make a significant contribution to the Council's supply of housing land, and is suitable, available and deliverable.

Although there are shortfalls in the application, in terms of the absence of affordable rent provision and capacity impacts at key junctions in the area; these impacts are clearly outweighed by wider benefits in particular housing delivery, and/or mitigation measures which would be secured by a s106 agreement. In the context of the Framework at paragraph 14, there are no identified adverse impacts which would significantly and demonstrably outweigh the benefits of planning permission being granted. The application would accord with the Framework in its clear intention to boost significantly the supply of new housing and the presumption in favour of sustainable development, having regard to the economic, social and environmental dimensions. The application is therefore recommended for approval accordingly, subject to conditions and a s106 legal agreements to deliver the identified planning obligations.

Recommendation

Approve subject to Section 106 Agreement

Conditions & Reasons

1. The development hereby approved shall be commenced before the expiration of three years from the date of this permission or two years from the approval of the last of the reserved matters as defined by condition 3 below, whichever is the later.

Reason: To ensure that the Local Planning Authority retains the right to review unimplemented permissions and to comply with Section 92 (as amended) of the Town & Country Planning Act 1990

2. The development hereby permitted shall not be carried out otherwise than in strict accordance with the submitted plans, insofar as they relate to access, and any subsequently approved reserved matters:

Drawing number 50551 SK(90)08 Location Plan

Drawing number 35503/5501/001 Rev A – Site Access Stretton Road (received by the Local Planning Authority on 08/02/2017)

Drawing number 35503/5501/002 Rev B – Site Access Pewterspear Green Road (received by the Local Planning Authority on 07/02/2017)

Drawing number 35503/5501/011 Site Access Pewterspear Green Roundabout (received by the Local Planning Authority on 07/02/2017)

Reason: For the avoidance of doubt and to define the permission.

3. a) Details of the reserved matters set out below (“the reserved matters”) shall be submitted to the Local Planning Authority for approval within three years from the day of this permission:

Layout

Scale

Appearance

Landscaping

b) The reserved matters shall be carried out as approved.

c) Approval of all reserved matters shall be obtained from the Local Planning Authority in writing before any development is commenced.

Reason: To enable the Local Planning Authority to control the development in detail and to comply with Section 92 (as amended) of the Town & Country Planning Act 1990.

4. The details submitted in pursuance of condition 3 of this consent shall include plans showing existing and proposed levels across the site and including finished slab levels of all proposed buildings. Proposed plans shall include a level (e.g. highway or footpath) adjacent to the site that will remain fixed/ unchanged and shall include levels adjoining the site.

Reason: No details of these matters have been submitted with the application and bearing in mind the topography of the site and in the interests of neighbouring residential amenity. In accordance with Local Plan Core Strategy (2014) policy QE6 (Environment and Amenity Protection)

5. No development on any individual phase (other than demolition and site clearance works) shall take place until the steps in Sections A and B below are undertaken:

A: CHARACTERISATION: With specific consideration to human health, controlled waters and wider environmental factors, the following documents must be provided (as necessary) to characterise the site in terms of potential risk to sensitive receptors:

- Preliminary Risk Assessment (PRA or Desk Study)
- Generic Quantitative Risk Assessment (GQRA) informed by a Intrusive Site Investigation
- Detailed Quantitative Risk Assessment (DQRA)
- Remedial Options Appraisal

Completing a PRA is the minimum requirement. DQRA should only to be submitted if GQRA findings require it.

B: SUBMISSION OF A REMEDIATION & VERIFICATION STRATEGY:

As determined by the findings of Section A above, a remediation strategy (if required) and verification (validation) strategy shall submitted in writing to and agreed with the LPA. This strategy shall ensure the site is suitable for the intended use and mitigate risks to identified receptors. This strategy should be derived from a Remedial Options Appraisal and must detail the proposed remediation measures/objectives and how proposed remedial measures will be verified.

The actions required in Sections A and B shall adhere to the following guidance: CLR11 (Environment Agency/DEFRA, 2004); BS10175 (British Standards Institution, 2011); C665 (CIRIA, 2007).

Reason: To mitigate risks posed by land contamination to human health, controlled water and wider environmental receptors on the site (and in the vicinity) during development works and after completion. In accordance with Local Plan Core Strategy (2014) policy QE6; the Framework at paragraph 121; and Supplementary Planning Document: Environmental Protection Section 4.

6. The development shall not be taken into use on any individual phase until the following requirements have been met and required information submitted to and approved by the Local Planning Authority (LPA):

A: REMEDIATION & VERIFICATION: Remediation (if required) and verification shall be carried out in accordance with an approved strategy. Following completion of all remediation and verification measures, a Verification Report must be submitted to the LPA for approval.

B: REPORTING OF UNEXPECTED CONTAMINATION: All unexpected or previously-unidentified contamination encountered during development works must be reported immediately to the LPA and works halted within the affected area(s). Prior to site works recommencing in the affected area(s), the contamination must be characterised by intrusive investigation, risk assessed (with remediation/verification measures proposed as necessary) and a revised remediation and verification strategy submitted in writing and agreed by the LPA.

C: LONG-TERM MONITORING & MAINTENANCE: If required in the agreed remediation or verification strategy, all monitoring and/or maintenance of remedial measures shall be carried out in accordance with the approved details.

The site shall not be taken into use until remediation and verification are completed. The actions required to be carried out in Sections A to C above shall adhere to the following guidance: CLR11 (Environment Agency/DEFRA, 2004); BS10175 (British Standards Institution, 2011); C665 (CIRIA, 2007).

Reason: To mitigate risks posed by land contamination to human health, controlled water and wider environmental receptors on the site (and in the vicinity) during development works and after completion. In accordance with Local Plan Core Strategy (2014) policy QE6; the Framework at paragraph 121; and Supplementary Planning Document: Environmental Protection Section 4.

7. Prior to the commencement of the development of any individual phase, a scheme for insulating the building(s) envelope from noise sources both within and outside the properties shall be submitted to and approved in writing by the Local Planning Authority.

This scheme shall detail the mitigation measures necessary to achieve the internal noise levels set out below and include noise from any transportation, industrial, commercial and entertainment noise.

The following noise levels will need to be achieved in habitable rooms and outdoor areas as set out in BS8233:2014

Daytime Noise (07:00-23:00) Living Rooms & Bedrooms - 35 dB LAeq, 16hr

Daytime Noise (07:00-23:00) Dining Areas - 40 dB LAeq, 16hr

Daytime Noise (07:00-23:00) Outdoor Amenity Areas - 50 dB LAeq, 16hr

55dB LAeq, 16hr can be accepted in exceptional cases where normal mitigation cannot reach the 50dB level.

Night time Noise (23:00 – 07:00) Bedrooms - 30 dB LAeq, 8hr,

Night time noise (23.00 – 07.00) Bedrooms - 45dBLAmax no more than 10-15 times per night (WHO guidelines)

These levels must be capable of being achieved with windows open. For the purposes of calculation and unless specific window attenuation calculations are provided, noise reduction through a partially open window should be assumed to be 15dBA. If the above levels cannot be achieved with open windows, then the scheme must also include provisions for forced acoustically protected ventilation that will not compromise the acoustic performance of any proposals.

Reason: To ensure a satisfactory standard of living environment for future occupiers of the development due to the effects of nearby motorway noise. In accordance with Local Plan Core Strategy (2014) policy QE6; the Framework at paragraph 121; and Supplementary Planning Document: Environmental Protection Section 4.

In accordance with: Policy QE6 of the Adopted Local Plan Core Strategy (July 2014); and Paragraph 123 of the National Planning Policy Framework (March 2012); and Section 6 of the Environmental Protection Supplementary Planning Document (May 2013)

8. Foul and surface water shall be drained on separate systems.

Reason: To secure proper drainage and to manage the risk of flooding and pollution in accordance with Local Plan Core Strategy (2014) policies QE4 and QE6 (Environment and Amenity Protection), the Framework and Planning Practice Guidance

9. Prior to the commencement of any development, a detailed surface water drainage and attenuation scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions, shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To promote sustainable development, to secure proper drainage and to manage the risk of flooding and pollution in accordance with Local Plan Core Strategy (2014) policies QE4 and QE6 (Environment and Amenity Protection), the Framework and Planning Practice Guidance.

10. Prior to the completion of the development a sustainable drainage management and maintenance plan for the lifetime of the development shall be submitted to and agreed in writing by the Local Planning Authority. The sustainable drainage management and maintenance plan shall include as a minimum:
 - a. The arrangements for adoption by an appropriate public body or statutory undertaker, or, management and maintenance by a Management Company; and
 - b. Arrangements for inspection and ongoing maintenance of all elements of the sustainable drainage system to secure the operation of the surface water drainage scheme throughout its lifetime.

The development shall subsequently be maintained and managed in accordance with the approved plan.

Reason: To ensure that a managing body is in place and to manage flooding and pollution during the lifetime of the development. In accordance with Local Plan Core Strategy (2014) policy QE4, the Framework and Planning Practice Guidance.

11. No development or site works shall take place within the southern section of the site (as shown hatched on the plan which is attached to this decision notice) until a programme of archaeological work in accordance with a written scheme of investigation is submitted to and approved in writing by the Local Planning Authority. Any development or works in this area shall be carried out in strict accordance with the approved programme.

Reason: To ensure that archaeological interests at the safeguarded and recorded, in accordance with the Framework at paragraph 141 and Local Plan Core Strategy (2014) policy QE8.

12. No site or earthworks shall take place until a method statement for the avoidance, control and/or eradication of *Gunnera tinctoria* has been submitted to and approved in writing by the Local Planning Authority. Any site or earthwork shall be carried out in accordance with the approved method statement.

Reason: *Gunnera tinctoria* is an invasive species listed under Schedule 9 Part 2 of the Wildlife & Countryside Act where it is an offense to introduce, plant, or cause to grow this species.

13. Tree felling, vegetation clearance works, demolition work or other works that may affect nesting birds shall not be undertaken between 1st March and 31st July inclusive, unless the absence of nesting birds has been confirmed by further surveys or inspections approved by the Local Planning Authority.

Reason: In order to avoid adverse impacts on nesting birds and to comply with the Wildlife and Countryside Act 1981 (as amended)] and the Framework.

14. Prior to the commencement of the development hereby approved, full details for the provision of 0.9 hectares of ecological habitat to be provided within the application site and to be incorporated within the development, shall be submitted to and approved in writing by the Local Planning Authority.

The ecological habitat shall be provided in full accordance with the approved scheme and the approved Ecological Management Plan (condition 15)

Reason: In the interests of net biodiversity gains and safeguarding nature conservation. In accordance with Local Plan Core Strategy (2014) CS1 (bullet point 9), QE3, QE5, MP10 and the Framework at paragraph 109.

15. Prior to the completion of the development hereby approved, an ecological management plan for 0.9 hectares of ecological habitat shall be submitted to and approved in writing by the Local Planning Authority. This shall include the following:
 - Descriptions and evaluation of features to be retained and enhanced
 - A plan showing new areas of species rich grassland and wetland
 - Full species/seed mixes for habitat creation areas
 - Details of the type and location of bat and bird boxes, including the height off the ground and aspect
 - Details of the organisation(s) responsible for implementation and management
 - A timeframe for the delivery of the ecological habitat and the implementation of the approved ecological management plan

The ecological habitat shall be implemented in accordance with the approved plan and subsequently retained as such thereafter.

Reason: In the interests of net biodiversity gains and safeguarding nature conservation. In accordance with Local Plan Core Strategy

(2014) CS1 (bullet point 9), QE3, QE5, MP10 and the Framework at paragraph 109
QE5, MP10 and the Framework at paragraph 109.

16. An updated Ecological Appraisal shall be submitted with any Reserved Matters application.

Reason: In the interest of protected species and nature conservation, to comply with Local Plan Core Strategy (2014) policies CS1 (bullet point 9) and QE5 and the Framework at paragraph 109.

17. Prior to the commencement of the development hereby approved, a scheme for the protection of all trees/ shrubs/ and vegetation to be retained both within and adjoining the site shall be submitted to and approved in writing by the Local Planning Authority. This scheme shall also include a construction methodology for development and hardstanding within root protection areas and the installation of foundations, utility services and drainage systems in relation to root protection areas, in accordance with BS 5837:2012. Proposed materials, excavation depths and finished levels shall also be detailed in the scheme. The development shall be completed in accordance with the approved scheme and protection measures being in place for the duration of construction works.

Reason: In the interests of safeguarding trees during construction and as part of the development; and to protect the visual amenities of the area. To accord with Local Plan Core Strategy (2014) policy QE7 and Supplementary Planning Document: Design and Construction.

18. Prior to the commencement of the development hereby approved, full details for the provision of a 400sqm LEAP (local equipped area of play) with 20 metre buffer zone to be provided as part of the development shall be submitted to and approved in writing by the Local Planning Authority.

The LEAP shall be provided in accordance with the approved details and made available for use prior to completion of the dwellings, unless any variation to the timeframe is agreed in writing by the Local Planning Authority.

Reason: To ensure that the LEAP is delivered as part of the development to serve future occupiers and due to a deficiency of equipped play in the area, where the development will create additional demand. In accordance with Local Plan Core Strategy (2014) policies QE3, CS1 (bullet points 11 and 13), and SN7; the Planning Obligations SPD; and the Framework at paragraph 73

19. No development shall commence until a local employment scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall outline the means of maximising the local impact from the development in terms of contracting and supply chain opportunities for local businesses and job opportunities for the local community / residents. The approved employment scheme shall be fully implemented.

Reason: To maximise the benefits of the development in terms of the local economy and to comply with Local Plan Core Strategy (2014) policy PV3.

20. Prior to the commencement of any works on site on any individual phase, a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority.

The CEMP shall review all construction operations proposed on that phase of the site and shall cover as a minimum the following areas of work on a phase by phase basis, identifying appropriate mitigation measures as necessary:

Proposed locations of Site Compound Areas

Proposed Routing of deliveries to Site Compounds or deliveries direct to site

Proposed delivery hours to site

Proposed Construction Hours

Acoustic mitigation measures

Control of Dust and Air Quality on site

Protection of the existing ditch on site from spillages, dust and debris

Consideration for joining a Considerate Contractors Scheme

The CEMP shall consider in each case issues relating to dust, odour, control of waste materials and vibration.

The management plan shall include a restriction on HGV construction vehicles moving to / from the site during school start and end times.

The approved scheme shall be implemented in full on each relevant phase, unless any variation to the CEMP is varied in writing by the Local Planning Authority.

Reason: In the interests of protecting the residential amenity of nearby residents during construction from adverse impacts associated with noise, dust, air quality and construction related activities. In accordance with Local Plan Core Strategy (2014) policy QE6; the Framework at Paragraph 123; and Supplementary Planning Document: Environmental Protection Sections 3 and 6.

21. Prior to the commencement of the development hereby, a scheme to

widen Henbury Gardens to accommodate a large refuse vehicle shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved scheme.

Reason: To ensure that a refuse vehicle can be satisfactorily accommodated in this location without detriment to the safety of other road users or the free flow of all modes of transport. In accordance with Local Plan Core Strategy (2014) policies QE6 and CS1 (bullet point 11) and Supplementary Planning Document: Parking Standards in New Development.

Appendix 2

Decision Notice

Town and Country Planning Act 1990

Mr Colin Griffiths,
Satnam Planning Services
17, Imperial Square
Cheltenham
Glous
GL50 1QZ

Professor Steven
Broomhead
Chief Executive

3rd Floor New Town
House
Buttermarket Street
Warrington
WA1 2NH

devcontrol@warrington.gov.uk

01925 442819

Application for Planning Permission Accompanied by an Environmental Assessment

NOTICE OF DECISION ON PLANNING APPLICATION

Application Number: 2016/28492

PROPOSAL:	Major Development: Outline planning application for a new mixed use neighbourhood comprising residential institution (residential care home - Use Class C2); up to 1200 dwelling houses and apartments (Use Class C3); local centre including food store up to 2000 square metres (Use Class A1); financial & professional services; restaurants and cafes; drinking establishments; hot food takeaways (Use Classes A2-A5 inclusive); units within Use Class D1 (non residential institution) of up to 600 sq m total with no single unit of more than 200 sq m; and family restaurant/ pub of up to 800 sq m (Use Classes A3/A4); employment uses (research; assembly and light manufacturing - Use Class B1); primary school; open space including sports pitches with ancillary facilities; means of access (including the demolition of 344; 346; 348; 458 and 460 Poplars Avenue) and supporting infrastructure. (All detailed matters other than access reserved for subsequent approval.) (Application is accompanied by an Environmental Impact Assessment).
LOCATION:	Land at Peel Hall; Land South of M62 bounded by, Elm Road; Birch Avenue; Poplars Avenue; Newhaven Road; Windermere Avenue, Grasmere Avenue; Merewood Close, Osprey Close Lockerbie Close, Ballater Drive and Mill Lane, Poplars & Hulme, Warrington



DECISION: THE BOROUGH COUNCIL HAS DECIDED TO **REFUSE** PERMISSION FOR THE FOLLOWING REASON(S);

REASON(S)

- 1) It is considered that insufficient information has been submitted to enable the local planning authority to confirm that the potential impacts of the proposed development on the transport network would not be severe, in the terms set out in paragraph 32 of the National Planning Policy Framework. In the absence of adequate information to accurately forecast potential impact, it is not considered possible to design and deliver suitable highways/ transport mitigation nor, consequently, to confirm that the proposal would be acceptable in terms of its air quality and traffic noise effects. The submitted information contains no agreed base year model, forecast year models, or Local Model Validation Report. In these circumstances, therefore, the local planning authority can not confirm that there would not be serious conflict with the following policies in the Local Plan Core Strategy for Warrington:
 - CS1 (seventh and eleventh bullets);
 - QE6 (fifth, sixth and tenth bullet);
 - QE7 (third bullet);
 - MP1 (All bullets);
 - MP3;
 - MP4;
 - MP7 (both bullets);
 - MP10 (first, second and third bullets).

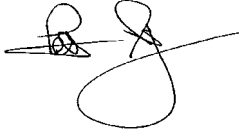
- 2) The proposal would not deliver the range of measures required to support a development of this nature and scale, with regard to the provision of school places; healthcare facilities and sport and recreation provision required by the Council's adopted Planning Obligations Supplementary Planning Document, in support of policies CS1 (second and seventh bullet points) and MP10 (first, second and third bullets) of the Local Plan Core Strategy for Warrington. In the absence of such provision it is considered that the proposed development would not be sustainable in the sense intended by paragraph 7 (second bullet) of the National Planning Policy Framework.

IMPORTANT

Please read the guidance notes enclosed with this decision notice to help you understand the decision, your rights and other things you may have to do.

DATED: 24-Feb-2017

SIGNED:

A handwritten signature in black ink, appearing to read 'Pete Astley', with a long horizontal stroke extending to the right.

Pete Astley
Assistant Director
Regulation & Public Protection

NOTES

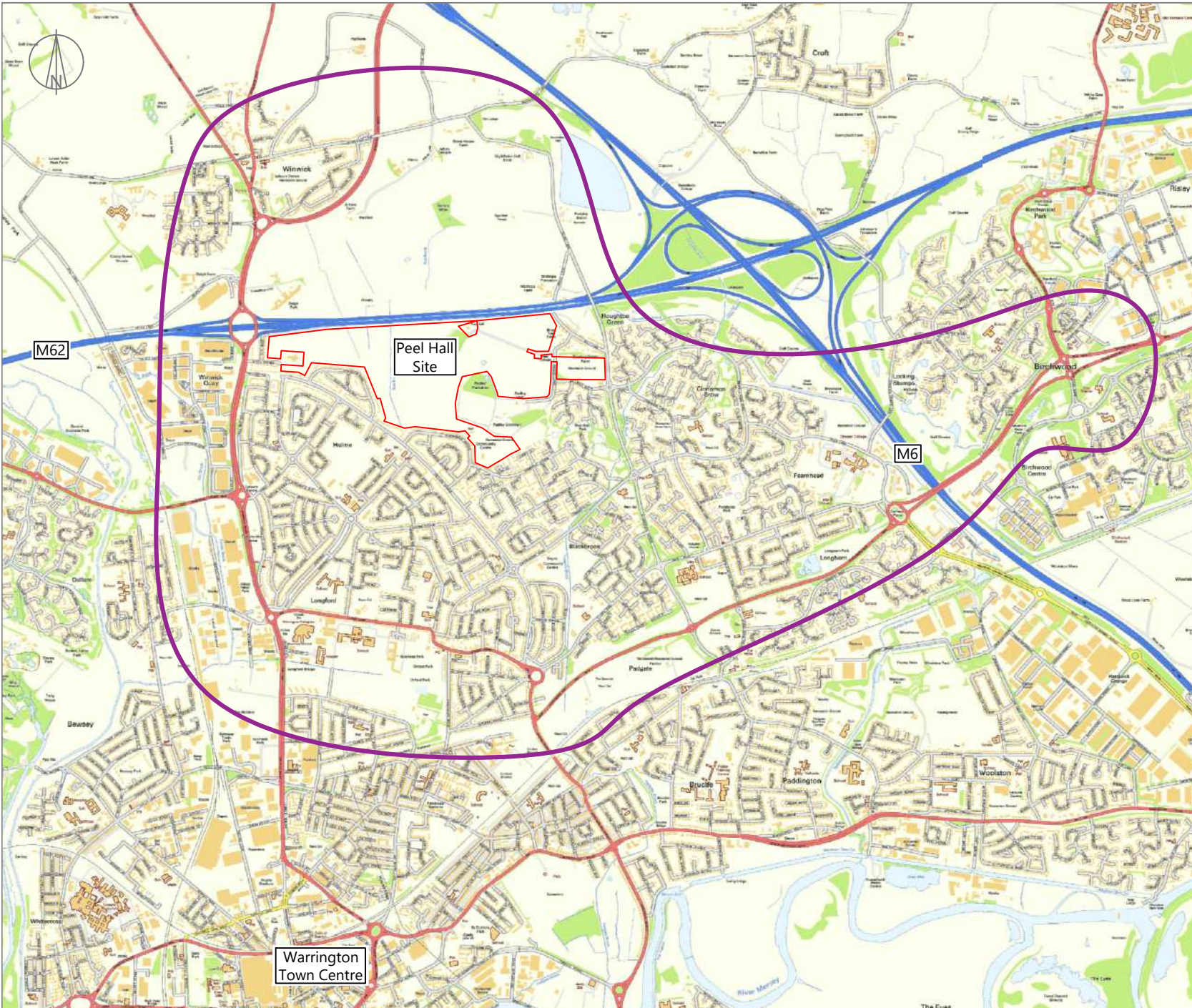
1. This decision is not an approval under the Building Regulations, nor is it a Listed Building or Conservation Area Consent for demolition or other works, consent to display advertisements, consent to lop or fell protected Trees (unless immediately required in connection with the carrying out of the development and the Council has confirmed in writing that all conditions relating to details which affect trees have been satisfied), or authority to close/divert a public right of way. It relates to the development described. Carrying out of a different form of development could result in enforcement action. You should therefore seek advice in writing on any proposed amendment or alteration.
2. The formation or alteration of footway crossings and other highway works must be to the specification of the Council as Highway Authority. Please refer to the Highways Department at New Town House, Buttermarket Street, Warrington prior to commencement.
3. The granting of planning permission should not be taken as indicating that the requirements of legislation concerned with public health, public safety, and pollution control or food hygiene have been satisfied. Please refer to the Environmental Health Section at New Town House, Buttermarket Street, Warrington prior to commencement.
4. The opening of a place of work, premises into which the public will go or an educational facility gives rise to a legal duty to make provision for the needs of the disabled.
5. If you are aggrieved by the decision of your local planning authority to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the Secretary of State under section 78 of the Town and Country Planning Act 1990.
6. If this is a decision to refuse planning permission for a householder application or for a minor commercial application, if you want to appeal against your local planning authority's decision then you must do so within 12 weeks of the date of this notice. This process **does not** apply to any in circumstances where an appeal against the refusal to grant listed building consent or conservation area consent is submitted at the same time as an appeal against the refusal to grant planning permission.
7. If this decision relates to the same or substantially the same land and development as is or subsequently becomes the subject of an enforcement notice, if you want to appeal against your local

planning authority's decision on your application, then you must do so within 28 days of the date of this notice, or within 12 weeks in the case of a householder or minor commercial application of the date of this notice whichever period expires sooner.

8. You can appeal to the Planning Inspectorate against the decision, including any conditions imposed by the Council (your formal rights are set out below). If you wish to appeal, you should do so by writing to The Planning Inspectorate, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN or online at www.planningportal.gov.uk/pcs within 6 months of the decision date.
9. If this decision relates to the same or substantially the same land and development as is or subsequently becomes the subject of an enforcement notice, if you want to appeal against your local planning authority's decision on your application, then you must do so within 28 days of the date of this notice, or within 6 months of the date of this notice whichever period expires sooner.
10. The Secretary of State can allow a longer period for giving notice of an appeal but will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal. The Secretary of State need not consider an appeal if it seems to the Secretary of State that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.
11. If you feel your application was not dealt with properly, you can write to The Executive Director for Economic Regeneration, Growth & Environment who will investigate in accordance with the Council's complaints procedure.


Appendix 3

The Study Area



NOTES:
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KEY:

Study Area 

ISSUE	REASON FOR REVISION	DATE

PROJECT: PEEL HALL, WARRINGTON		
CLIENT: SATNAM MILLENNIUM LTD		
PROJECT REFERENCE: 1107	DRAWING NUMBER: ES T1	SCALE: NOT TO SCALE

HighgateTransportation
www.highgatetransportation.co.uk
 First Floor, 43-45 Park Street
 Bristol BS1 5NL
 0117 934 9121
 © Highgate Transportation Limited

TITLE: ASSESSMENT STUDY AREA		
DATE: 24/01/18	DRAWN BY: FB	CHECKED: DT

Appendix 4

Meeting Notes (WBC and HE)

NOTE OF MEETING

PROJECT: Peel Hall, Warrington

DATE: 19th January 2016

HELD: AECOM, 6th Floor, No.1 New York Street, Manchester @ 14:30.

PRESENT:	Shaun Reynolds	Highways England
	Simon Clarke	Highways England
	Frank Mohan	AECOM
	Catherine Zoeflig	AECOM
	Michelle Zenner	Warrington Borough Council
	Richard Flood	Warrington Borough Council
	Dave Tighe	Highgate Transportation
	Fiona Bennett	Highgate Transportation

-
1. DT provided a summary to the history of the site, recapped the scoping meeting from June 2014 and the set out the current development profile and access strategy and explained that the applicant has now secured all points of access. It was explained that the planning application would be for outline consent but with full approval on the access strategy.
 2. It was agreed that all parties will work together and that a step-by-step approach was favoured by all.
 3. Trip Rates:
 - TRICS to be used, with validation from local surveys.
 - FB to circulate 2014 and 2015 traffic surveys to all parties and produce a trip rate report for agreement, which will feed into the scoping report.
 - CZ to provide the latest Omega TA trip rates to HTP.
 4. Modelling:
 - FM explained that the Highways England VISSIM model has not been progressed beyond the March 2015 report. HE/AECOM to progress.
 - SR proposed that the use of one model, rather than two, would keep the modelling together.
 - It was agreed by all parties that the use of the VISSIM model would be beneficial.

- WBC and HTP to discuss and agree on the additional points of coverage required for the local highway network. The area further east, linking the site to Birchwood, would be favourable.
 - As assessment work progresses it may be prudent that consideration is given to different access scenarios such as a through-route across the site.
 - SR reiterated that the VISSIM model was to be extended at the developer's expense and that AECOM will act as modellers. AECOM and HTP to liaise.
 - It was agreed that, further to a review of the current traffic surveys, there may be a need to commission additional surveys between the site and Birchwood.
 - It was agreed that the 2014 and 2015 traffic surveys are still valid for use.
 - MZ confirmed that WBC has ATC data for the A49.
 - SR confirmed that the HE has traffic data for the SRN.
 - SR will consider if further diverge assessments will be required for Junction 9 of the M62.
 - It was discussed that the HE would like to see modelling carried out for opening year, plus full build-out for mitigation tests and then 10 years hence (the latter with no further mitigation required). *MZ has confirmed that WBC will be happy with these modelling years.*
 - WBC to consider other modelling years.
5. Network constraints and future plans:
- SR explained that the M62 network is quite full and depending on traffic distribution Junction 21 of the M6 (to the south) may need to be included within the scoping area and so could J22 (to the north).
 - MZ stressed that the A49 is also quite full.
 - SR mentioned Smart Motorways and Ramp Metering in terms of current and future plans for this section of the SRN.
 - There may be a need to consider future plans for the Croft Interchange (J21A M6/J10 M62).
 - *SR has confirmed that HE policy states that no mitigation works are allowed within the HE highways boundary.*
6. Committed developments:
- MZ/RF to provide more information. MZ has confirmed that Mike Davies (Planning) should be contacted to obtain a full picture of committed development in the area.

7. Mitigation:
 - MZ said that WBC will seek to ensure that the traffic generated from the development is mitigated.
 - MZ said that no specific measures identified for this area of Warrington at this time, but mentioned that WBC may want to look at the Fordton junction with A49.
 - DT asked WBC to also consider potential mitigation measures.
8. Other matters:
 - SR requested interface details on proposed boundary treatment along northern edge of site. HE require that the risk of pedestrian intrusion is minimised and that vehicle restraint is considered and accounted for. The HE will not fund any additional vehicle restraint systems required as part of this development. DT anticipated bunding along the boundary.
 - SR asked if the 50m buffer was wide enough and for this to be investigated.
 - SR/SC to check policy/ guidance regarding the location of the proposed balancing ponds in close proximity to the SRN where not protected from boundary treatment.
9. Next meeting end of February – date to be confirmed.

NOTE OF MEETING

PROJECT: Peel Hall, Warrington

DATE: 8th March 2016

HELD: WBC, New Town House, Warrington @ 14:00.

PRESENT:	Richard Flood	Warrington Borough Council
	Michelle Zenner	Warrington Borough Council
	Dave Tighe	Highgate Transportation
	Fiona Bennett	Highgate Transportation

-
1. DT explained the latest development profile and set out that we are awaiting the latest masterplan for circulation. RF expressed his desire for all parties to work together, whilst each being sympathetic to the desires and pressures of each other's clients.
 - DT explained that the previously identified retirement homes are now included as part of the 1,200 dwellings and will be treated as ordinary dwellings for trip rate purposes. There is now a separate care home facility of 100-beds.
 - MZ expressed the need to ensure that appropriate and desirable walking and cycling links are included within the masterplan, including those for recreational use. DT said that each parcel/use would be assessed accordingly
 - WBC happy with splitting the local centre and food store car parks, back-to-back with good pedestrian linkages – but no vehicular through route. DT explained that this would make access simpler from the eastern part of the development and that car parks would be designed to have sufficient capacity to accommodate some of the school drop off requirement.
 - The principle of providing school drop-off and collection car parking and turn around facilities on the end of the access road that serves the primary school was agreed. MZ proposed localised widening (e.g. 7.5m) of this access road. FB to investigate accordingly. It is unlikely that green verges will be provided on the road past the school and TROs and Keep Clear markings could assist with the further control of parking in front of the school if required.
 - It was discussed that staff parking would be provided on the school site (and coach turn around facilities), but a travel plan will be required to encourage non-car modes of travel. It was agreed that a 2-form entry school would be assumed for within the TA modelling and that this will result in some external trips.
 - It was agreed that good pedestrian links to the school should be created, but that no desirable pedestrian links will be made between the school and Windermere Avenue in order to prevent this area becoming an attractive drop-off and collection area.

2. Accesses:

- Blackbrook Avenue/Mill Lane – southbound deflection on Mill Lane to be checked. Vehicle tracking to be issued to WBC.
- Radley Lane – DT gave background to proposals that resulted from the recent public consultation. MZ requested that it be modified to reflect their design guide. FB agreed to modify the alignment and show vehicle tracking.
- Poplars Avenue (central) – DT explained changes that are planned re: bus stop location and controlled crossing to both switch sides further to Network Warrington meeting. Discussion held over detail of controlled pedestrian crossing. FB to rework and issue with tracking.
- Proposed parking areas at Poplars Avenue well received by WBC.
- Grasmere Avenue – segregated footway to be highlighted.
- Poplars Avenue (west) – Tracking at Cotswold Road/Poplars Avenue corner to be provided. Tracking to focus on large vans and rigid vehicles.
- Birch Avenue – alternative parking area options to be drawn up.
- Mill Lane – FB to reconsider the need for the off-road cycle facility. FB to provide tracking at the third party access and tweak radii as required.
- Peel Cottage Lane – MZ to investigate the requirements for service strips. HTP to investigate existing refuse collection to Peel Hall Cottage.

3. Phasing:

- DT ran through initial phasing plan and set out that phasing would be dealt with in detail in the TA.
- WBC are not able to make a decision on the quantum of development loading onto Poplars Avenue until modelling results are in.

4. Bus strategy:

- DT explained that we have worked up a comprehensive bus strategy with Network Warrington which includes for extension to existing services during early phases of development and a flagship route from the town centre, through the site, to Birchwood.
- WBC are happy for us to speak directly to their colleague Alyn Jones.

5. Trip Rates:

- MZ recommended that food store trip rates to be based on the generic category within TRICS rather than the discount food store option. FB to run a comparison test.
- Future reports for comment to be sent directly to Gavin Coupe at ATKINS copying in MZ and RF.
- FB set out that there will be a trip rate note that includes for trip rates over the morning and afternoon peak periods (0700-0930 and 1600-1830 respectively), to assist AECOM with modelling the peak hours.

- DT set out that a level of development trip rates will be internalised due to the location of Primary school and local centre facilities, and also subject to a discount factor yet to be proposed to account for, for example, the proposed bus strategy (which includes bus passes to new residents).
6. Committed development:
- FB summarised these as: Land at Benson Road (2015/26220), Birchwood Shopping Centre (2015/25880), Birchwood Park (2015/26044) and Calver Park (2015/26685).
 - MZ agreed to send through her highway consultation responses on these. (Received – thank you).
 - It was agreed that the B&Q extension at Winwick (2015/26628) did not need to be included under committed developments as it is considered that this will not have a peak hour weekday impact in real terms.
7. Spine Road as a through-route scenario:
- RF requested that the scenario that has the spine road as a through route and the links to Winwick Road be considered (i.e. removes/relocates the existing closure and creates a signalled junction with Winwick Road) as this would help reduce the impact on Long Lane/A49 junction from development traffic. RF said that this is something that officers need to be able to demonstrate to Members has been considered in detail.
 - A discussion took place regarding the implications and achievability of this and HTP agreed to carry out some further investigation.
8. Any other business
- Growth factors were discussed. WBC advised that the same mechanism used for growing existing network flows used in the Omega application should be applied to the Peel Hall application.
 - The AECOM modelling timescale and the TA program was discussed. RF/MZ strongly advised against an interim TA being submitted with the planning application given their experience with the Omega application and stressed that they would push for the application not to be validated if all the modelling work was not completed.
 - It was noted that the Omega application will not go to committee until after the May 2016 elections.
 - MZ said that the number of planning applications had more than doubled and that officer response times had increased accordingly. RF said that there may be a new protocol introduced to help manage the resources available. DT/FB said they appreciated the time and cooperation received to date.

NOTE OF MEETING

PROJECT: Peel Hall, Warrington

DATE: 12th September 2016

HELD: AECOM, 6th Floor, No.1 New York Street, Manchester @ 14:00.

PRESENT:	Shaun Reynolds	Highways England
	Simon Clarke	Highways England
	Alistair Johnson	AECOM
	Catherine Zoeflig	AECOM
	Richard Flood	Warrington Borough Council
	Andrew Oates	Warrington Borough Council
	Gavin Coupe	Atkins
	Dave Tighe	Highgate Transportation
	Fiona Bennett	Highgate Transportation

DT opened the meeting and explained that the scope of the meeting was to review the VISSIM modelling, but that it would be also useful to discuss the emerging comments on the various technical notes that have been submitted since the spring and from the TA submitted in June 2016.

1. DT also explained that the base AM and PM (2015) VISSIM models would be issued to GC for audit. (GC said that as it is a large model, he would review upon arrival and provide an estimation of timescales for the audit.) It was agreed that GC and AJ were to converse directly over the VISSIM modelling, ensuring that all parties are kept abreast of changes moving forward.
2. CZ explained that we have a good base model that we are comfortable with and that reflects the existing situation on the network.
3. AJ explained that the network is as per that agreed with Warrington following the joint meeting on 19th January 2016.
4. AJ ran the base (2015) AM model, which he confirmed was converged to 100%, and explained the following:
 - Dynamic assignment was used, in which route choice is made within the VISSIM model whilst it is running, and not prescribed by the modeller.
 - The model has had to be coded to represent the aggressive driver behaviours observed on the busy Warrington network.
 - Multiple site visits were carried out, particularly to the signal junctions, to observe on-site timings, traffic build-up and driver behaviour.

- The original base matrices were taken from the 2008 Warrington Borough Council (WBC) VISUM model and calibrated by on-site survey data from 2014, 2015 and 2016 counts.
 - The journey times/routes were previously agreed with WBC.
 - HGVs were observed on the minor routes throughout the network.
 - Base model outputs taken from 5 seeds (seeds 5, 10, 15, 20 and 25).
 - AM modelling covers 0700-0930 and 1600-1830 (15 minute intervals).
 - Weekday peaks modelled only.
 - Very large and complex modelling network.
 - Post meeting note: Two of the journey times did not validate (westbound movement on the A50 in the morning peak and southbound movement on the A49 in the afternoon peak period).
5. RF queried the validation of Sandy Lane West junction as on site experience is that queues build up and block back to the Cotswold Road roundabout. AJ explained that he undertook many site visits and that different runs will show slightly different variations, but that queueing back along Sandy Lane West does occur within the modelling; it builds up and dissipates at various times within the base model.
 6. GC queried the behaviour of vehicles on the M62 network eastbound. AJ explained that the VISSIM model has been taken from the large HE VISSIM model of the motorway network and SR explained that the slowing traffic was likely due to the M6 merge slip eastbound at Junction 10/Croft Interchange.
 7. AJ presented the base (2015) PM model, which also further demonstrated the rise and fall of traffic at the Sandy Lane West arm of its junction with the A49.
 8. AJ explained that the AM 2019 scenarios are still not converged due to the level of committed development traffic and growthed traffic.
 9. The PM 2019 Do Minimum model was run. GC commented that he noted queueing off the network i.e. at Birchwood (Oakwood Gate) and AJ confirmed that not all vehicles are able to filter through onto the network at this point. AJ also explained that the signal timings in the Do Something mirror those modelled in the Do Minimum. GC suggested lengthening of the links where queueing off the network occurs.
 10. GC also raised the possibility that it may be that some of the development traffic and other traffic in the 2019 scenario is outside the model during the peak hours, queueing to get in. This and potential effects will be considered further following audit.
 11. AJ then ran the PM 2019 Do Something model. He explained that the development traffic was represented by the small green vehicle markers and that it can be seen that there are only a few development vehicles making up each junction queue, with the Sandy Lane West junction having a slightly higher percentage of development vehicles likely due to the proximity to the development as well as to the A49 and M62.

12. AJ explained that costs have been put into the base model on links to reflect current behaviour through residential roads. GC suggested that details of the costs need to be in the LMVR
13. The Cotswold Road link into Poplars Avenue is currently not modelled as a link, but has zones loading to and from the adjacent links and also enables development traffic to load onto it in either direction. AJ confirmed that this is as per the agreed scope. (AECOM modelling scope issued to WBC 1st April 2016 attached for reference). WBC raised concern over the routing of traffic in this location. It is agreed that this would be picked up in the audit process.
14. DT raised concerns over the following:
 - Currently we are not getting a feel for impact of the development on the network.
 - There is a lot of committed development traffic and background growth traffic on the network that is currently prohibiting the VISSIM model from operating in future years.
 - A dialogue needs to be started now to set out sensitivity tests going forward. AO set out that WBC would want to see modelling of phased impact of development over a series of years.
15. In terms of sensitivity testing, RF said that it would be ever so helpful if one of the scenarios to be addressed could be a through route for all traffic across the site, providing a link between the new roundabout on Blackbrook Avenue and Poplars Avenue in the vicinity of the proposed employment access and linking through along Poplars Avenue i.e. removing the existing closure. The existing A49 junction would be modified to include traffic signals. This is understood to be a key issue with Members and therefore if not tested RF will have difficulty persuading Members to accept the impact of the development on the immediate residential network. This will be addressed following the audit of the base model.
16. CZ proposed moving forward with the good base model (further to audit) and adding development traffic, then add growth incrementally.
17. A discussion was held over the OMEGA traffic flows and why it was not originally included within the VISSIM modelling as a committed development. In summary:
 - The OMEGA January TA showed only 0.2% of traffic coming off M62 at Junction 9 and travelling south.
 - The use of high motorway growth rates on all links within the model is considered to include any OMEGA traffic that would potentially flow through the network modelled, and the level of committed development trips added onto the network is very high in any event.
 - Committed developments were confirmed in WBC meeting of 8th March 2016 and previous correspondence with Michelle Zenner and Mike Davies from 9th and 10th February 2016.

18. Overall it was agreed that it would be prudent to review the acceptable growth rates to be used. CZ to provide latest OMEGA development traffic flows from the OMEGA VISSIM output files (i.e. the 0.2% to/from Winwick Road South as shown in the OMEGA January 2016 TA, or most recent figures if applicable) so that the OMEGA flows can be considered in more detail by all. The actual vehicle numbers generated by OMEGA to/from the M62 East would also be helpful (shown as 19.6% in the OMEGA January 2016 TA).
19. SR set out that there should be realistic levels of growth within the model and that the HE would be happy to look at discounting growth. GC asked to assist in process.
20. RF specified that any assumptions used in discounting growth would need to be justified.
21. SR advised that HE will look at sensitivity tests and it is understood that they would instruct Atkins to carry these out.
22. DT recalled the comments from the planning officer at the OMEGA committee meeting that it was not for the development to solve existing highway problems but to mitigate its own impact.
23. Trip rates were discussed, and the methodology adopted by HTP in setting out development trip rates was put forward. DT set out that the general approach was to follow the OMEGA process and parameters wherever possible/appropriate. HTP stated that overall they are putting comparably more trips on network than the OMEGA application did e.g. the difference in the actual number of trips assumed for the food store and local centre.
24. DT reiterated that the masterplan is illustrative. HTP will provide an example sketch of the proposed local centre car park layout (ref: 140367-D-003/C - attached). The Design and Access statement also shows the intention of a no-vehicular through route through the local centre car park on page 35 (Section 8 – Access). DT explained that the client would be happy to accept a condition to secure this.
25. It was discussed that the school is likely to be a single form entry, but HTP have modelled for a two-form entry to ensure robustness. DT explained that we are not getting a response from the education departments at WBC as to what level of primary school provision they need. It was agreed that DT would ask Satnam for the latest email correspondence with the education authority and provide this to RF so that RF can apply pressure to bottom-out the primary school provision on site and inform the trip rates and discounting process. (Post meeting note: Agreed between DT and RF 15/09/16)
26. AO stated that the discounting of trips associated with the school and local centre was a vital element that needed to be supported with evidence. It was agreed that this would be looked at by HTP in more detail as a sensitivity test.
27. Winwick B&Q was discussed. HTP set out that the previous agreement with WBC to not include it within the committed development assessment was based on a review of the application's TA, WBC highways response to that application and discussions with WBC held at the meeting on 8th March 2016. The evidence for this was also supplied in TN/10

on committed developments (attached). HTP to ensure all supporting text/technical notes contained with the October TA submission.

28. The bus gate design was discussed and it was agreed that cycle and NMU needs will be considered in the design. DT explained that it is an outline application. RF explained that as it will be adopted by the highways authority it needs to be agreed with them – WBC would be looking to use ANPR and therefore physical measures would be unlikely. RF to send through further thoughts on bus gate design. DT said happy to accept a condition to secure this.
29. HTP to send HE a hard copy of the June TA.
30. Going forward, hard copies of TA addendum to be issued as follows:
 - 1x HE (SR)
 - 2x WBC (RF)
 - 1x ATKINS (GC)
31. GC to email comments on gravity model to AJ copying in FB.
32. RF to supply WBC comments on the 14th October deadline for TA addendum in light of current modelling situation.
33. AO response to TA to be submitted to Mike Davies and likely sent out by end of this week.
34. Further to the meeting RF suggested that the OMEGA application was different in that the development traffic did not all filter through a constrained residential network; they had new infrastructure to tie-into within the OMEGA site. DT said that in principle the developments were very similar in terms of content, but as always the impact is specific to the sites specific location.
35. In terms of summarising the modelling strategy moving forward:
 - HE want 2019 (all development - to assess the proposals) and 2029 (all development for their own benefit in terms of forward programming). This is what was agreed at our January meeting. This will need an agreed constrained level of growth. Mitigation would only be based on 2019 modelling outputs.
 - WBC would like phased modelling to represent the phases of development build-out. This is to be agreed on moving forward.
36. Further points:
 - AO to provide refuse vehicle dimensions for tracking.
 - AO/RF to confirm the availability of Saturday traffic flow data.
 - RF to check if there are any further phases planned for the Birchwood pinch-point junction (Oakwood Gate). (Post meeting note: RF supplied details 15/09/16)

NOTE OF MEETING

PROJECT: Peel Hall, Warrington

DATE: 22nd March 2017

HELD: Warrington BC, New Town House @ 10:00.

PRESENT:	Richard Flood	WBC
	Andy Oates	WBC
	Mike Davies	WBC
	Colin Griffiths	Satnam
	Dave Tighe	Highgate Transportation
	Fiona Bennett	Highgate Transportation

-
1. HTP asked if WBC would audit the VISSIM information submitted on 6th January. WBC didn't consider it necessary as now moving to SATURN.
 2. The use of SATURN to move forward with the modelling was agreed with WBC. However WBC highway officers do not agree to the use of the network already completed within their SATURN model as the WBC SATURN model has not yet been validated (latest estimate, the model will be ready by September 2017). Therefore the Satnam team will build a SATURN model from scratch.
 3. HTP and Satnam confirmed that they have instructed AECOM to carry out the Peel Hall SATURN model, using the same modelling team as used for the VISSIM modelling i.e. separate from the team preparing the WBC SATURN modelling. Therefore no conflict of interest for the AECOM team arises.

Scenario testing

4. Years of assessment had previously been set out as 2019 and 2029 (both with all development). However, HTP proposed the following for moving forward:
 - a. Based on now being one year further on, an opening year of 2020 is more appropriate.
 - b. The phasing programme has been revised to reflect a ten year build out, and confirmed based on housing numbers. Therefore an assessment year of 'opening year plus 10 years after' is considered appropriate to assess the forecast traffic impact from the whole development.
 - c. An interim year has previously been requested by WBC, as set out in their consultation response, to assess the development for a mid-build scenario without the spine road in place and thereby all traffic must use the external road network to access the local centre facilities.

- d. The current phasing schedule sets out end of year five for the initial section of the spine road link to be provided. It is therefore considered that five years after opening (2025) is appropriate to be modelled but without putting the initial link for the spine road in; this would be for circa 600 dwellings.
5. Therefore the SATURN modelling years of assessment are proposed as 2025 and 2031. These were agreed with WBC as reasonable and consistent.
6. WBC are keen to see a link road scenario through the site tested. HTP confirmed that this was a scenario we would be looking to include as a sensitivity test. It was confirmed by CG that if this road was a priority for WBC, Satnam would not build the road as it would serve wider needs, but would instead assist the council in achieving it as far as current land ownership allowed. It was made clear that other residential properties would have to be acquired to facilitate this route onto Poplars Avenue and these would have to be acquired by the council as they are operated by a housing association.

Work Stages

7. HTP tabled a preliminary schedule of work stages (see attached) for the proposed SATURN modelling. It was agreed that this was broadly similar to that set out by WBC (albeit for VISSIM) and reasonable.
8. WBC had concerns over the iterative nature and the amount of audit work likely to arise for the pre-app stage as a model audit was outside the normal scope of a pre-app and as such would not usually be carried out until after submission of a planning application.
9. On that basis, WBC do not intend to review the SATURN base model as part of the pre-app, or the outputs at each stage, and therefore the Satnam team can carry out this work without staged checking by WBC, as WBC had confidence in AECOM. It was agreed that there was no overriding need for the step by step review.
10. It was discussed that a follow up meeting would be arranged for three months' time (June 2017) to update WBC on progress and discuss impact and anticipated mitigation.
11. HTP to keep WBC updated on progress periodically.
12. WBC agreed to supply a response within the next two weeks regarding an indication of the level of engagement they consider reasonable as part of this pre-app process (and fee).

Timescales

13. HTP estimate that with the modelling required and step by step review by WBC, the TA would be ready by September 2017.
14. Appeal to be lodged by August 2017 for refused application. Inquiry expected within six months of this, hence late 2017 date likely. If WBC require an opportunity to reconsider a second application prior to the inquiry therefore, it would have to be submitted in late July 2017.

15. Agreed between CG and MD that any second application would ideally be considered at committee in October 2017. A speedy resolution of S106 arising from any favourable committee decision will be required, and it was agreed that a draft S106 should be submitted with the application and be in a position ready to sign immediately following committee.

Mitigation Measures

16. HTP asked if WBC, as local highway authority, had a feel for mitigation measures to protect the area to the south of Poplars Avenue. WBC were unwilling to provide any advice or comment until they have considered the modelling results.

Planning Issues

17. EDUCATION: CG to feedback to MD once advice is received Education.
18. OPENSOURCE: MD to feedback once he has further input from within the council.
19. HEALTH CONTRIBUTIONS: CG to respond.
20. ECOLOGY: updates ongoing and MD emphasised that an agreed position with GMEU and WBC was required for resubmitted application.
21. AFFORDABLE HOUSING: position agreed.
22. AIR QUALITY: MD suggested that AQ be relooked to ensure it takes on board the most recent reports from WHO etc.
23. SECTION 106: draft to be submitted with second application and/or worked up prior to inquiry.
24. CONDITIONS: CG to prepare a list and send to MD when appropriate.
25. VIABILITY: MD noted that if Satnam were to raise viability points then a viability appraisal was required with the application.
26. LOCAL PLAN: the SATURN model is being prepared by WBC to test possible Local Plan allocations; CG to liaise with MB regarding general progress on Local Plan.

Actions

- i. AO to feedback on work tasks WBC can do for the pre-app, and timescales.
- ii. HTP to confirm to AECOM to continue with SATURN from scratch.
- iii. Next meeting scheduled for June 2017.
- iv. Information to be sent to WBC as work produced.

END OF MEETING

NOTE OF MEETING

PROJECT: Peel Hall, Warrington

DATE: 9th January 2018

HELD: Warrington BC, New Town House, Buttermarket Street, Warrington WA1 2NH @ 11:30.

PRESENT:	Mike Taylor	WBC
	Alan Dicken	WBC
	Mike Davies	WBC
	Andy Carpenter	WSP
	Colin Wright	WSP
	Dave Tighe	Highgate Transportation
	Fiona Bennett	Highgate Transportation

SATURN

1. DT/FB set out that they want to agree as much as possible in advance of the inquiry but do have a concern of being asked to revisit and justify some of the modelling parameters that were set out and provided in 2016, including those that arose from the agreement to follow what had been used to support the Omega application.
2. MD said that WBC need to be in position to re-advertise the application as soon as the completed TA (and the additional EIA material also requested by PINS) are submitted by the end of January. FB confirmed that our full Transport Assessment would be provided by the end of January.
3. MD was anxious that any subsequent sensitivity testing should result in limited change.
4. AD/MT recalled that the VISSIM model was never fully validated and that the SATURN model is predicated on some of the VISSIM assumptions.
5. DT/FB said that the VISSIM model was on the cusp of being validated early 2017.
6. In terms of the SATURN modelling CW asked:
 - That the use of the OD data in the Peel Hall SATURN model is checked against the OD data in WBCs recently validated SATURN base model.
 - For further checks to be carried out on the A574 link as whilst the flows were acceptable, the journey time was quicker than expected and suggested AECOM look at turning movements and network coding at the relevant junctions along the link. FB confirmed that AECOM had carried out checks and were happy the base model validated satisfactorily. DT/FB agreed to provide SATURN model files to assist in any review work by WSP.
 - DT/FB suggested that a future meeting may be beneficial between WSP and AECOM, and are happy to arrange if required.

7. Discussion regarding the Forecasting Report took place, the key points were:
 - CW asked for further information around how background growth and committed developments had been modelled.
 - A discussion took place regarding the alternative approaches to growth that could have been taken i.e. i) reduce background growth to maximise development impact, or ii) use the growth levels to flush out which junctions have the potential to require additional mitigation. In 2016 it was agreed that the VISSIM work would progress on the basis of the higher growth rates and adding on the agreed committed development that was not already accounted for. This follows the approach by Omega (apply motorway growth and then discount) upon which the 2016 modelling work was agreed and progressed at the request of WBC/HE.
 - FB suggested sensitivity testing could be carried out to understand the impact of applying different growth rates.
 - MT/AC raised the issue of how trip rates had been applied and discounting of trips treated in the forecast model. FB/DT set out that the approach followed that agreed for Omega and as requested by WBC/HE.
 - CW asked whether a Gravity Model or Proxy Zones methodology had been used from the development trip distribution. He shared a concern that the proportion of short range trips from the developments in the model was too high when compared to Journey To Work data from current census, and thus diluting the impact of the development trips on the wider network. FB to confirm.
 - CW suggested that a comparison with Trafficmaster data for journey times on Poplars Avenue could be considered.
8. AD stated that the recently completed WMMTM SATURN base model was available for third party use and further information could be provided at a cost to HTP on request.
9. DT/FB said that most of the parameter queries raised stem from discussions in 2016 between ourselves, AECOM and WBC and Atkins that allowed the VISSIM modelling work to proceed. DT/FB agreed to respond to the points raised above as requested.
10. DT/FB stated that from discussions with AECOM it is considered that given the extensive modelling that has taken place covering this area of Warrington, any changes to the parameters are not likely to significantly change the level of flows at any given location or the potential mitigation works to be considered and tested.

Actions:

- A. WBC and WSP to provide response on HTP comments received to date on the SATURN base model and Forecasting report by close of play Friday 12/01/18**
- B. WBC to consider provisionally what additional junctions they may wish to be considered for mitigation. To be provided by 19th January 2018.**
- C. HTP to provide clarification on whether further tests were undertaken on the VISUM OD flows prior to use in the VISSIM and SATURN modelling; what committed developments were added to the v7.2 TEMPRO background growth; whether a Gravity Model has actually been produced or if this term referred to the use of proxy zones; if further analysis has been completed on the turning flows at the College Place roundabout.**
- D. HTP to confirm if they wish to be provided with the OD matrix information from WBC's recently validated base SATURN model. [Post meeting note – this information was requested on 10th January 2018].**

Potential Mitigation Measures

11. DT/FB stated a desire to agree locations to be considered for mitigation and tabled a number of proposals.
12. MT stated that any comments made by WBC on the proposed plans would have to be caveated and would be provisional only, and may be subject to further comment.
13. The proposals tabled by HTP comprised:
 - Hilden Road/Orford Green Roundabout. Proposals to increase highway capacity by changes which would reverse some previous measures implemented by WBC to reduce capacity. AD/MT to investigate history and need for existing measures.
 - Capesthorpe Road/Poplars Avenue Roundabout. Scheme to increase roundabout capacity through measures on entry/exits and reduced roundabout dimensions.
 - Crab Lane/Enfield Park Road. Introduction of traffic signal control
 - Sandy Lane West/A49. Widening on approach to roundabout junction from Sandy Lane West. Requires land believed to be in WBC ownership. DT/FB confirmed that this has previously been discussed with WBC.
 - Option B scheme based on through route from within site emerging onto A49 with new traffic signal junction at Poplars Avenue. MT highlighted that initial issues would include the impact on bus routing and the impacts on local movements as a result of the proposed one-way systems.

14. AD/MT confirmed that they would review the preliminary mitigation measure tabled and the proposed A49 access junction (Option B through route scenario) and provide comments by the end of week commencing 15th January 2018. It was also confirmed that the details for the future schemes at the College Place Roundabout and Oakwood Gate Roundabout are progressing and as soon as information is available will be provided for use in the future year modelling, together with the latest signal timing data for the recently improved Insall Road/Blackbrook Avenue junction.
15. CW/AC queried that one of the A49 junctions should be investigated further. AD also confirmed that, WBC would consider provisionally what additional junctions they may wish to be considered for mitigation.

Actions:

- E. AD/MT to confirm background on the current layout at the A50 Orford Road/Hilden Road roundabout and provide provisional comments on the other potential mitigation measures and the Option B plan for A49 Junction tabled. This information to be provided by 19th January 2018.**
- F. FB/DT to circulate electronic copies of the potential mitigation plans and the proposed A49/Poplars Avenue access junction. [Post meeting note – circulated on 10th January 2018]**

Framework Travel Plan

16. DT/FB confirmed that the Transport Assessment will be accompanied by a Framework Travel Plan. At this stage it is an umbrella document and that individual Travel Plans are expected to be subject to a future planning condition.
17. AD confirmed that the Council can assist in the delivery of travel plans measures for large developments, both residential and commercial and agreed to send examples of service provided by WBC to HTp.

Action:

- G. AD to confirm the Travel Plan services that WBC offer in respect of major developments.**

Transport Assessment

18. FB/DT confirmed that the full Transport Assessment will be issued by the end of January 2018. This is as set out in the programme discussed in October.
19. MT advised HTp to consider previous comments raised by Andy Oates on a previous version of the TA. This included consideration of other junctions and the impact of the scheme on the network at weekends, particularly on the A49 corridor. FB/DT confirmed that this was being considered.

Sensitivity Testing

20. Following the submission of the Transport Assessment there may be a period of sensitivity testing. MD was concerned that this may require additional advertising if significant changes or additional mitigation measures came forward, and noted that his programme did not include time for this second consultation.
21. DT/FB advised that it is not considered likely that the sensitivity tests will significantly alter the level of impact or the mitigation proposed.

Statement of Common Ground

22. It was agreed that a Statement of Common Ground on Highway Matters would be jointly produced following submission of the Transport Assessment.

AOB

Next meeting date to be first half of week commencing 12th February 2018 – all to circulate availability.

Meeting/discussion with WSP and AECOM to be arranged by HTP as appropriate.

Appendix 5

WBC Consultation Response and HTP Response

Economic Regeneration, Growth & Environment Internal Memorandum

To: Mike Davies

From: Andy Oates

Date: 05/12/2016

Ref: 2016/28492

Land at Peel Hall; Land South of M62 bounded by, Elm Road: Birch Avenue; Poplars Avenue; Newhaven Road; Windermere Avenue, Grasmere Avenue; Merewood Close, Osprey Close Lockerbie Close, Ballater Drive and Mill Lane, Poplars & Hulme, Warrington

Highways Response: Objection Raised (Insufficient Information)

We understand the application is an outline planning application for a new mixed use neighbourhood comprising residential institution (residential care home - Use Class C2); up to 1200 dwelling houses and apartments (Use Class C3); local centre including food store up to 2000 square metres (Use Class A1); financial & professional services; restaurants and cafes; drinking establishments; hot food takeaways (Use Classes A2-A5 inclusive); units within Use Class D1 (non-residential institution) of up to 600 sq m total with no single unit of more than 200 sq m; and family restaurant/ pub of up to 800 sq m (Use Classes A3/A4); employment uses (research; assembly and light manufacturing - Use Class B1); primary school; open space including sports pitches with ancillary facilities; means of access and supporting infrastructure. (All detailed matters other than access reserved for subsequent approval.) (Application is accompanied by an Environmental Impact Assessment).

The following response from the Highways Development Control team addresses the Transport Assessment (TA) submitted as part of the application, and the details of the site layout and supporting infrastructure.

General

The submitted TA was part 1 of the overall assessment that was to eventually include network modelling information on which the final assessment was to be undertaken. As the inclusion of the network model traffic data is critical to allowing a full and comprehensive assessment to be undertaken, the Highways comments herein should be seen as a review of part 1 of the TA alone.

In early August 2016, the applicant agreed to submit, by 14th October, an Addendum TA which would detail, amongst other things, the impact of the development traffic and the full extent of proposed mitigation. The Planning Authority agreed to extend this deadline until 18th November and again, finally, until 2nd December.

The current position is that there is no agreed base year model, forecast year models, Local Model Validation Report or mitigation measures and this falls very short of what is required for Highways to make informed transport comments

1 - Comments on Transport Assessment:

The TA states the assessment is presented for the agreed assessment year of 2019, assuming the full build-out of the site. However, in Section 5.2 (Development Phasing & Construction Traffic) the TA states *“It is anticipated at this stage that the development will come forward in 12 phases over a 12 year period with typically around 100 residential units being constructed each year, with the relocated sports pitches in year 1, the local centre and care home opening at the end of year 2, the primary school by the end of year 10 and the distributor road being completed by the end of year 9.”*

Highways would raise two concerns relating to this. Firstly; if the assessment assumes the full build out, the assessment year should be 2028, rather than 2019. Using a 2019 assessment year would exclude a significant amount of background traffic growth and would possibly under report operational levels. Secondly, it is noted that there is no reference in the TA to the assessment of any other years, or indeed of any other scenarios. Typically, an assessment of a +5 or +10 year after opening is required, but no information appears to have (yet) been included.

Furthermore, as the build period is so elongated, with several elements of the overall scheme programmed to be completed at the latter stages of the build, there is a clear impact on other key assumptions made in the TA and a clear need for intermediate assessments.

Highways will therefore require additional assessments to be undertaken on the most likely scenario(s). Highways will confirm these scenarios following submission of the second TA.

Highways note that the scheme proposes no internal area to internal area movements as there will be no physical means of doing so. In latter sections of the TA the concept of internal trips is discussed and the resultant discounting of trip rates to reflect the likely internal trips (i.e. home to school or home to local centre). The lack of internal linkages means that any trip starting in one area and travelling to another area must therefore utilise the external highway network. This undermines the principle of the discounting assumptions and means these trips must therefore be included in the assessment as they will impact on the highway.

Proposed Bus Access

The TA presents proposals for the internal bus routes which will link the various areas of the site, but will introduce a bus gate to control this interlinkage. Highways note that as the application is outline, the detail of the internal area is indicative at this time and is likely to change as the scheme develops.

Trip Generation & Trip Rates

Technical Note 02 presents the assumptions used to derive the trip rates for the different elements of the scheme.

The residential trip rates used have been derived based on 85th percentile rates from the TRICs database. However, the remaining trip rates appear to be average trip rates. Justification of this trip rates particularly in relation to other similar developments will be required to be provided to support the use of non-85th percentile rates.

Whilst the TA states a robust set of assumptions have been adopted, the following stages of the assessment appear to downscale any robustness. Hence, starting with 85th percentile ensures at least a robust starting point.

Trip Discounting

TN06 details the assumptions made on trip discounting. Firstly on this aspect, we would comment that no evidence has been provided to support these key assumptions. Secondly, we would also note that without any certainty of where the key internal facilities will be located within the scheme (given this is an outline application), we would question whether these assumptions can be made without further information (e.g. the 10% external pass-by trips for the food-store may not be realistic if it is inconveniently located or of more concern, if it were located on the periphery of the development, it may attract trips from the external area).

We note that the discounting of trip rates has been done for both the residential trip *AND* the attractors, and would question whether this is correct. We would expect the residential trip rates to remain at 100% and the other elements that might be associated with a trip to / from the residential origin / destination to be discounted.

The TA states that the full-build out of the site may extend to a 10-year period. Given this length of construction period, Highways would require a phased based assessment to determine the intermediate impacts on the local network and sensitivity tests on the trip generation and discounting. This is important because of the length of build and the risk that full-build out will not be achieved. The operation of the network must be safeguarded therefore against any mid-build out changes.

Related to this, we also note that the school is not proposed to be developed until Year-10 and the internal estate road not completed until Year 9. Highways would also require some form of sensitivity assessment to identify what the short / medium term impact of the scheme would be without these two elements. As the school will not be operational until year 10, the sensitivity test must address how the network would operate without the school and with residents travelling to / from other schools in the area.

Similarly, the lack of internal connectivity will significantly affect the assumptions on discounting as there will be a need for development traffic to utilise the external network. These trips must therefore be included as new trips and not unilaterally removed from the network.

Trip Distribution

Highways understand the trip distribution component of the TA has been updated and the submitted information has now been superseded. However, notwithstanding this, Highways would request clarification of what the A49 zone that has been referred to represents. It is unclear whether this refers to the north / south / central as other zones exist in the model that could duplicate this.

It is noted that a number of the destination zones would share similar routes. Highways request clarification on how has this been allowed for?

Section 7.6 states this is the manual interpretation of the gravity model results. It would be helpful to see the model results to allow Highways to review this interpretation.

It would be beneficial if a drawing / figure could be provided that illustrates the routes that have been assumed to be taken between the zones and the development.

Traffic Flows

Traffic flows are only provided for the immediate site access junctions. No information is provided to identify how the development traffic travels onwards from the site to the wider area (and vice-versa). This is a fundamental omission as there is no way for the LHA to understand the routing of traffic to / from the site access points. For instance in Figure 8.7, the majority of the traffic movements are to / from the east. There is no way

of identifying where the traffic that turns left out of the site then goes to or indeed whether this is reasonable.

Highways will therefore require an overall flow diagram to be provided, showing the forecast traffic flows for the full area, rather than junction specific diagrams, which are of limited value without the wider context.

Assessment Periods

Given the extensive and significant retail activity on the A49 corridor, the TA should include consideration of the Saturday peak period.

Further to comments made on the assessment year that has been presented in the TA, Highways will require the following scenarios to be assessed, either by use of sensitivity tests, or by revising the main case:

- AM, PM and Saturday* Peak periods
- Do-Minimum (background traffic + growth + committed developments)
- Do-Something (Do-minimum + development trips)
- DM and DS Year of Opening
- DM and DS year of Opening +5yrs

**Unless it can be demonstrated the Saturday impact would be no worse than the weekday day peak period.*

Highways note there may be technical reasons that prevent or limit the modelling of the future year scenario (+5 years). Whilst the reasons for this are understood, Highways will still require the assessment of a future year (possibly by applying additional background growth to the 2028 assessment) to have surety of the future operation of the network with the scheme in place.

Capacity Assessments

The TA presents the results of capacity based assessments for the site access junctions. These assessments are based on existing traffic flows growthed to 2019 and with development traffic added based on manual assumptions. Whilst these results provide an indication of how the site access junctions may operate, there is no certainty that the final model flows will generate similar traffic flows. The value of these assessments is therefore limited.

As stated earlier, Highways will / may require assessments to be undertaken and provided for further, additional locations, where traffic flows are predicted to increase in excess of an agreed threshold. As with many other aspects, the full range of required junction capacity assessments will not be known until the network model data is available. Highways will therefore require 'difference plots' (or similar) to be provided when the modelled data is available to allow this review to take place.

As stated elsewhere in this note, the assessment of a 2019 scenario is at odds with the statements elsewhere that the scheme is unlikely to be fully complete for 12-years. Any assessments should therefore in theory take account of the equivalent period of background traffic growth.

2 - Comments on Proposed Access Junction Arrangements

Junction Proposals - General

Splays demonstrating satisfactory visibility will be required for each new junction / access.

All new junctions / accesses should be provided with dropped kerbs and tactile paving.

Across the scheme there are numerous locations where existing street furniture and / or service or telecoms apparatus will need to be relocated to facilitate the proposals. Any relocation of such equipment must be undertaken at the applicant's expense at nil cost to the Council.

Poplars Avenue (Western Access)

Highways are concerned with the proposal to modify the Cotswold Road / Poplar Avenue bend. This modification is a relaxation of the curve rather than widening and may encourage greater speeds around this corner where forward visibility is already constrained by parked vehicles – a situation that appears likely to be exacerbated by the proposal to introduce a parking bay. Highways also note that the footway in the location of the proposed changes to the kerb appears to contain utilities and / or telecoms apparatus and that this may therefore need to be diverted (at the applicant's expense at nil cost to the Council).

The area around the Cotswold Road / Poplars Avenue bend is extremely heavily parked, with significant on-street and on-verge parking. The introduction of a new junction in this location will have a significant impact by removing a large amount of space currently used for parking. To compensate for this the proposals include the provision of new parking areas. However, the number of re-provided spaces would not appear to off-set the lost parking area. A row of parking bays are shown in the stub-end on the western side of the bend. The ability of vehicles to safely enter and exit these bays and re-join the carriageway in a forward gear will need to be demonstrated as the layout of this parking area in relation to the carriageway appears onerous.

A parking layby is proposed on the southern kerb of Poplars Avenue. Highways are concerned that vehicles parked in this layby would affect the forward visibility around the bend and would also affect visibility from the proposed access arm. Highways will therefore require satisfactory forward visibility to be demonstrated.

It should be noted that parking spaces must be designed to the minimum dimensions of 2.5m x 5m with a minimum aisle width of 6m.

Parking prohibition Traffic Regulation Orders (TROs) are proposed around the new access junction. Whilst the reason for these TROs is understood, Highways are concerned about the impact these restrictions will have on parking and that this may force parking to occur in more unsuitable locations. Furthermore, the introduction of such TROs would be subject to public consultation and given the significant impact these restrictions would have on parking, public objection is likely to be high.

It is also noted that the TROs are shown along the front edge of the proposed parking bays. This would mean vehicles could not legally park in the bays as the TRO is effective to the back of the footway.

Poplar Avenue Central (Residential, Care Home and Local Centre Junction)

Poplar Avenue in the vicinity of Brathay Close and the proposed new access junction (residential, care home and local centre junction) is heavily parked on the northern kerb as a result of the adjacent apartment blocks having no off-street parking. The junction proposals will impact on existing parking and the relocated bus stop and may impact of the operation of both.

Highways are concerned the proposals may lead to an increase in parking on the verge / grassed area. It is noted that a new parking bay is proposed on the southern side of the carriageway, but we are concerned this is unlikely to be used given the location in relation to the apartments.

The right turn movement into the new access road will be provided with a ghost island right turn bay. Highways would require the right turn lane to be of sufficient width such that a large vehicle could wait in the right turn bay and a large vehicle could safely pass either side of the waiting vehicle. The plans of this location do not show the resultant lane widths and we would request the plan be annotated to show this information.

We also note that the hatching for the ghost island on the western side of the junction overlaps with the junction of Brathay Close. Whilst such carriageway marking can be crossed (where necessary) this overlap is not ideal as it could result in driver confusion and will result in accelerated wear of the markings and increased maintenance costs.

The proposals involve the widening of Poplars Avenue to incorporate the ghost island right turn. This widening and the introduction of the parking layby appear to impact on existing services / telecoms apparatus in the southern verge.

The proposed relocated signal controlled (Pelican) crossing appears to be incorrectly shown, with the traffic stop-lines too close to the crossing studs. This should be revised accordingly.

Mill Lane Access (150 residential dwellings)

The scheme plans indicate that the existing alignment of Mill Lane is to be stopped up. A Section 278 agreement will therefore need to be entered into to stop-up the existing highway and a Section 38 agreement entered into to adopt the realigned highway. The highway must therefore be designed to adoptable standards.

It is not clear what the shared surface concept as referred to on the scheme plans is. Highways preference would be for a conventional junction, with a raised table (as shown), with defined priority to one of the arms - preferably the new access having priority over the northern section of Mill Lane.

The northern realigned section appears very narrow considering it *may* need to accommodate 2-way traffic movements, particularly turning through the bend. Highways would require this section to be provided to meet adoptable standards and to accommodate all potential vehicles that may use it up to and including refuse vehicles and articulated HGVs.

Mill Lane New Roundabout

The layout of the proposed roundabout may be subject to change pending the results of the capacity assessments in the second TA, however Highways have the following comments on the proposed layout:

The deflection through the roundabout from the northern arm (in a southbound direction) should be increased. The single lane approach southbound and the angle of approach mean drivers may be tempted to 'straight-line' the junction.

The alignment and positioning of the new development (northwestern) arm means that the northwest to north movement may be onerous given the radius of the turn, particularly for large vehicles. Swept path assessment will be required to demonstrate that all vehicles can negotiate the roundabout in a safe manner.

The new roundabout would also significantly affect the visibility of northbound vehicles for drivers waiting to turn out of the Mill Lane junction, given the acute angle exiting the roundabout.

The capacity modelling of the junction does not appear to have taken account of the unequal lane usage that is likely to occur on each arm. On each arm there is a strong bias in traffic movements which if not modelled correctly can lead to the model

overestimating available capacity. This aspect should be addressed when the junction model is re-run with the final model flows.

Birch Avenue Access

The proposals for this access involve the provision of two replacement parking bays. The access road is shown as 4.8m width. This will need to be a 6m minimum width as the access road will need to act as the aisle to accommodate manoeuvres from the parking bays.

Satisfactory visibility splays will need to be demonstrated for this junction. Highways are concerned that the proposed parking area on Birch Avenue will significantly restrict the visibility from the new access arm.

Confirmation should also be provided of what purpose the “proposed shared surface access” to the east will provide.

Proposed Access Junctions – Road Safety Audit (Stage 1)

It is noted that the safety issues identified in the Stage 1 Road Safety Audit appear not to have been incorporated in the scheme proposals. It is also noted that at the time of writing no Designers Response reports have been prepared by the applicant’s consultants.

Until the matters raised within the audit have been addressed to the satisfaction of the audit team (separate to the Highways Development Control team), the scheme proposals cannot be accepted.

Summary:

This Highways response presents the review of the submitted Transport Assessment (TA), which was part 1 of the overall assessment that was to eventually include network modelling information on which the final assessment was to be undertaken. As the inclusion of the network model traffic data is critical to allowing a full and comprehensive assessment to be undertaken, the Highways comments herein should be seen as a review of part 1 of the TA alone.

The review of this initial TA has identified a number of matters that require clarification or amendment. To date no formal response has been received on these points.

In early August 2016, the applicant agreed to submit, by 14th October 2016, an Addendum TA which would detail, amongst other things, the impact of the development traffic and the full extent of proposed mitigation. The Planning Authority agreed to extend this deadline until 18th November and again, finally, until 2nd December.

The current position is that there is no agreed base year model, forecast year models, Local Model Validation Report or mitigation measures and this falls very short of what is required for Highways to make informed transport comments. Highways have no alternative therefore, but to formally object to the scheme proposals due to insufficient information.

Andy Oates
Team Leader - Transport Development Control

**HTp RESPONSE TO WBC HIGHWAYS CONSULTATION DATED 05/12/16 AND
BASED ON WBC COMMENTS DATED 21/09/16**

PROJECT: Peel Hall, Warrington

REF.: 2016/28492

Land at Peel Hall; Land South of M62 bounded by, Elm Road; Birch Avenue; Poplars Avenue; Newhaven Road; Windermere Avenue, Grasmere Avenue; Merewood Close, Osprey Close Lockerbie Close, Ballater Drive and Mill Lane, Poplars & Hulme, Warrington

Highgate Tp response appears as italics

General

The submitted TA was part 1 of the overall assessment that was to eventually include network modelling information on which the final assessment was to be undertaken. As the inclusion of the network model traffic data is critical to allowing a full and comprehensive assessment to be undertaken, the Highways comments herein should be seen as a review of part 1 of the TA alone.

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The current position is that there is no agreed base year model, forecast year models, Local Model Validation Report or mitigation measures and this falls very short of what is required for Highways to make informed transport comments.

We were surprised that officers decided to issue their consultation response on 5th December 2016 as work was in progress to respond to what they had asked us to carry out relating to the wider highway network. Officers were fully aware of the time taken for each iteration of the VISSIM model that they had requested. The agreed approach was to mirror the process carried out for the OMEGA application and on that basis the understanding was that the transportation assessment work would be carried out through to late spring if necessary.

Officers had been advised during the VISSIM review process that their comments on the first part of the transport assessment would be wrapped up within the next iteration of the Transport Assessment, and that generally the comments would either be allowed for or had been superseded by subsequent work. In this context, we comment on the points raise below.

Subsequently, a pre application meeting was held with officers in March 2017 and it was agreed that we would switch our assessment from VISSIM to SATURN.

1 - Comments on Transport Assessment:

- 1.1 The TA states the assessment is presented for the agreed assessment year of 2019, assuming the full build-out of the site. However, in Section 5.2 (Development Phasing & Construction Traffic) the TA states *"It is anticipated at this stage that the development will come forward in 12 phases over a 12 year period with typically around 100 residential units being constructed each year, with the relocated sports pitches in year 1, the local centre and care home opening at the end of year 2, the primary school by the end of year 10 and the distributor road being completed by the end of year 9."*

Highways would raise two concerns relating to this. Firstly; if the assessment assumes the full build out, the assessment year should be 2028, rather than 2019. Using a 2019 assessment year would exclude a significant amount of background traffic growth and would possibly under report operational levels. Secondly, it is noted that there is no reference in the TA to the assessment of any other years, or indeed of any other scenarios. Typically, an assessment of a +5 or +10 year after opening is required, but no information appears to have (yet) been included.

Furthermore, as the build period is so elongated, with several elements of the overall scheme programmed to be completed at the latter stages of the build, there is a clear impact on other key assumptions made in the TA and a clear need for intermediate assessments.

Highways will therefore require additional assessments to be undertaken on the most likely scenario(s). Highways will confirm these scenarios following submission of the second TA.

The approach in the TA is the approach that was agreed at the HE/WBC scoping meeting in January 2016. We always envisaged that once the assessment parameters had been agreed, sensitivity tests for additional years with phased build-out would be carried out.

At the pre-app meeting in March 2017 it was agreed that a 10 year build-out programme would be suitable for the transport assessment work. It was also agreed that the 2019 assessment would become 2021, and that an intermediate assessment would be carried out for 2025 with a final assessment in 2030. This has been reflected in the subsequent SATURN modelling.

- 1.2 Highways note that the scheme proposes no internal area to internal area movements as there will be no physical means of doing so. In latter sections of the TA the concept of internal trips is discussed and the resultant discounting of trip rates to reflect the likely internal trips (i.e. home to school or home to local centre). The lack of internal linkages means that any trip starting in one area and travelling to another area must therefore utilise the external highway network. This undermines the principle of the discounting assumptions and means these trips must therefore be included in the assessment as they will impact on the highway.

Highway officer's did not realise that the local centre car park can be accessed from anywhere in the development by car without resorting to the external network (apart from Mill Lane and Birch Avenue). However these two areas are connected to the rest of the site through sustainable links.

Proposed Bus Access

- 1.3 The TA presents proposals for the internal bus routes which will link the various areas of the site, but will introduce a bus gate to control this interlinkage. Highways note that as the application is outline, the detail of the internal area is indicative at this time and is likely to change as the scheme develops.

Trip Generation & Trip Rates

- 1.4 Technical Note 02 presents the assumptions used to derive the trip rates for the different elements of the scheme.

The residential trip rates used have been derived based on 85th percentile rates from the TRICs database. However, the remaining trip rates appear to be average trip rates. Justification of this trip rates particularly in relation to other similar developments will be required to be provided to support the use of non-85th percentile rates.

Whilst the TA states a robust set of assumptions have been adopted, the following stages of the assessment appear to downscale any robustness. Hence, starting with 85th percentile ensures at least a robust starting point.

85% percentile trip rates are not available for every use class and it is a matter of judgement as to how robust the trip rates are. 85% percentile rates are only available for residential use, which is of course the predominant use proposed.

The residential and care home trip rates mirror that agreed for use with the Omega site.

Furthermore, although average trip rates were used for the B1(c) land uses, sensitivity tests were carried out and these rates were used as they were higher. Also, higher trip rates for the food store were used in the Peel Hall assessment than compared to the Omega application.

Trip Discounting

- 1.5 TN06 details the assumptions made on trip discounting. Firstly on this aspect, we would comment that no evidence has been provided to support these key assumptions. Secondly, we would also note that without any certainty of where the key internal facilities will be located within the scheme (given this is an outline application), we would question whether these assumptions can be made without further information (e.g. the 10% external pass-by trips for the food-store may not be realistic if it is inconveniently located or of more concern, if it were located on the periphery of the development, it may attract trips from the external area).

Although illustrative at this stage, realistically the retail centre will be located in a convenient location, and the assumptions include for trips from the area external to the Peel Hall site.

- 1.5 We note that the discounting of trip rates has been done for both the residential trip AND the attractors, and would question whether this is correct. We would expect the residential trip rates to remain at 100% and the other elements that might be associated with a trip to / from the residential origin / destination to be discounted.

There are two ways of approaching this, both are valid, and the above is the approach we have taken.

However, a sensitivity test was carried out and showed no material difference. Nevertheless, we have proceeded on the basis of the highway officer's preference.

- 1.6 The TA states that the full-build out of the site may extend to a 10-year period. Given this length of construction period, Highways would require a phased based assessment to determine the intermediate impacts on the local network and sensitivity tests on the trip generation and discounting. This is important because of the length of build and the risk that full-build out will not be achieved. The operation of the network must be safeguarded therefore against any mid-build out changes.

This was always envisaged as part of the sensitivity testing, and as agreed at the pre-app meeting we have proceeded with modelling for an intermediate year of 2025, for part build-out (600 dwellings) with no internal linkages to the local centre.

- 1.7 Related to this, we also note that the school is not proposed to be developed until Year-10 and the internal estate road not completed until Year 9. Highways would also require some form of sensitivity assessment to identify what the short / medium term impact of the scheme would be without these two elements. As the school will not be operational until year 10, the sensitivity test must address how the network would operate without the school and with residents travelling to / from other schools in the area.

A sensitivity test using 100% residential trips would address the above, and this will be included within the updated Transport Assessment as set out above.

- 1.8 Similarly, the lack of internal connectivity will significantly affect the assumptions on discounting as there will be a need for development traffic to utilise the external network. These trips must therefore be included as new trips and not unilaterally removed from the network.

This is addressed above.

It should be noted that internal connectivity for sustainable travel modes i.e. walking, cycling and bus travel is shown within the illustrative masterplan and would be secured through future reserved matters applications.

Trip Distribution

- 1.9 Highways understand the trip distribution component of the TA has been updated and the submitted information has now been superseded. However, notwithstanding this, Highways would request clarification of what the A49 zone that has been referred to represents. It is unclear whether this refers to the north / south / central as other zones exist in the model that could duplicate this.

This comment was superseded by subsequent work.

- 1.10 It is noted that a number of the destination zones would share similar routes. Highways request clarification on how has this been allowed for?

This comment was superseded by subsequent work.

- 1.11 Section 7.6 states this is the manual interpretation of the gravity model results. It would be helpful to see the model results to allow Highways to review this interpretation.

It would be beneficial if a drawing / figure could be provided that illustrates the routes that have been assumed to be taken between the zones and the development.

This comment was superseded by subsequent work.

Traffic Flows

- 1.12 Traffic flows are only provided for the immediate site access junctions. No information is provided to identify how the development traffic travels onwards from the site to the wider area (and vice-versa). This is a fundamental omission as there is no way for the LHA to understand the routing of traffic to / from the site access points. For instance in Figure 8.7, the majority of the traffic movements are to / from the east. There is no way of identifying where the traffic that turns left out of the site then goes to or indeed whether this is reasonable.

Highways will therefore require an overall flow diagram to be provided, showing the forecast traffic flows for the full area, rather than junction specific diagrams, which are of limited value without the wider context.

It was made clear within the Transport Assessment that this was to be addressed in further reports.

Assessment Periods

- 1.13 Given the extensive and significant retail activity on the A49 corridor, the TA should include consideration of the Saturday peak period.

A review of the weekend peak periods will form part of the sensitivity testing.

- 1.14 Further to comments made on the assessment year that has been presented in the TA, Highways will require the following scenarios to be assessed, either by use of sensitivity tests, or by revising the main case:

- AM, PM and Saturday* Peak periods
- Do-Minimum (background traffic + growth + committed developments)
- Do-Something (Do-minimum + development trips)
- DM and DS Year of Opening

**Unless it can be demonstrated the Saturday impact would be no worse than the weekday day peak period.*

- DM and DS year of Opening +5yrs

Highways note there may be technical reasons that prevent or limit the modelling of the future year scenario (+5 years). Whilst the reasons for this are understood, Highways will still require the assessment of a future year (possibly by applying additional background growth to the 2028 assessment) to have surety of the future operation of the network with the scheme in place.

This is in part superseded however the thrust of what is being asked for forms part of the continuing work.

Capacity Assessments

- 1.15 The TA presents the results of capacity based assessments for the site access junctions. These assessments are based on existing traffic flows growthed to 2019 and with development traffic added based on manual assumptions. Whilst these results provide an indication of how the site access junctions may operate, there is no certainty that the final model flows will generate similar traffic flows. The value of these assessments is therefore limited.

- 1.16 As stated earlier, Highways will / may require assessments to be undertaken and provided for further, additional locations, where traffic flows are predicted to increase in excess of an agreed threshold. As with many other aspects, the full range of required junction capacity assessments will not be known until the network model

data is available. Highways will therefore require 'difference plots' (or similar) to be provided when the modelled data is available to allow this review to take place.

As stated elsewhere in this note, the assessment of a 2019 scenario is at odds with the statements elsewhere that the scheme is unlikely to be fully complete for 12-years. Any assessments should therefore in theory take account of the equivalent period of background traffic growth.

This is in part superseded, however the thrust of what is being asked for forms part of the continuing work.

2 - Comments on Proposed Access Junction Arrangements

Junction Proposals - General

- 2.1 Splays demonstrating satisfactory visibility will be required for each new junction / access.

All new junctions / accesses should be provided with dropped kerbs and tactile paving.

Across the scheme there are numerous locations where existing street furniture and / or service or telecoms apparatus will need to be relocated to facilitate the proposals. Any relocation of such equipment must be undertaken at the applicant's expense at nil cost to the Council.

This is a comment that typically would be expected to be received during the consultation process and a full set of access drawings modified to reflect the Road Safety Audit and highway officer comments will be provided as part of the next iteration of the Transport Assessment as previously advised.

Poplars Avenue (Western Access)

- 2.2 Highways are concerned with the proposal to modify the Cotswold Road / Poplar Avenue bend. This modification is a relaxation of the curve rather than widening and may encourage greater speeds around this corner where forward visibility is already constrained by parked vehicles – a situation that appears likely to be exacerbated by the proposal to introduce a parking bay. Highways also note that the footway in the location of the proposed changes to the kerb appears to contain utilities and / or telecoms apparatus and that this may therefore need to be diverted (at the applicant's expense at nil cost to the Council).

The area around the Cotswold Road / Poplars Avenue bend is extremely heavily parked, with significant on-street and on-verge parking. The introduction of a new junction in this location will have a significant impact by removing a large amount of space currently used for parking. To compensate for this the proposals include the provision of new parking areas. However, the number of re-provided spaces would not appear to off-set the lost parking area. A row of parking bays are shown in the stub-end on the western side of the bend. The ability of vehicles to safely enter and exit these bays and re-join the carriageway in a forward gear will need to be demonstrated as the layout of this parking area in relation to the carriageway appears onerous.

A parking layby is proposed on the southern kerb of Poplars Avenue. Highways are concerned that vehicles parked in this layby would affect the forward visibility around the bend and would also affect visibility from the proposed access arm. Highways will therefore require satisfactory forward visibility to be demonstrated.

It should be noted that parking spaces must be designed to the minimum dimensions of 2.5m x 5m with a minimum aisle width of 6m.

Parking prohibition Traffic Regulation Orders (TROs) are proposed around the new access junction. Whilst the reason for these TROs is understood, Highways are concerned about the impact these restrictions will have on parking and that this may force parking to occur in more unsuitable locations. Furthermore, the introduction of such TROs would be subject to public consultation and given the significant impact these restrictions would have on parking, public objection is likely to be high.

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Satisfactory visibility splays will need to be demonstrated for this junction. Highways are concerned that the proposed parking area on Birch Avenue will significantly restrict the visibility from the new access arm.

Confirmation should also be provided of what purpose the "proposed shared surface access" to the east will provide.

All the above will be addressed to reflect the points raised in the Road Safety Audit and highway officer comments in the next iteration of the Transport Assessment as previously advised.

Proposed Access Junctions – Road Safety Audit (Stage 1)

- 2.7 It is noted that the safety issues identified in the Stage 1 Road Safety Audit appear not to have been incorporated in the scheme proposals. It is also noted that at the time of writing no Designers Response reports have been prepared by the applicant's consultants.

Until the matters raised within the audit have been addressed to the satisfaction of the audit team (separate to the Highways Development Control team), the scheme proposals cannot be accepted.

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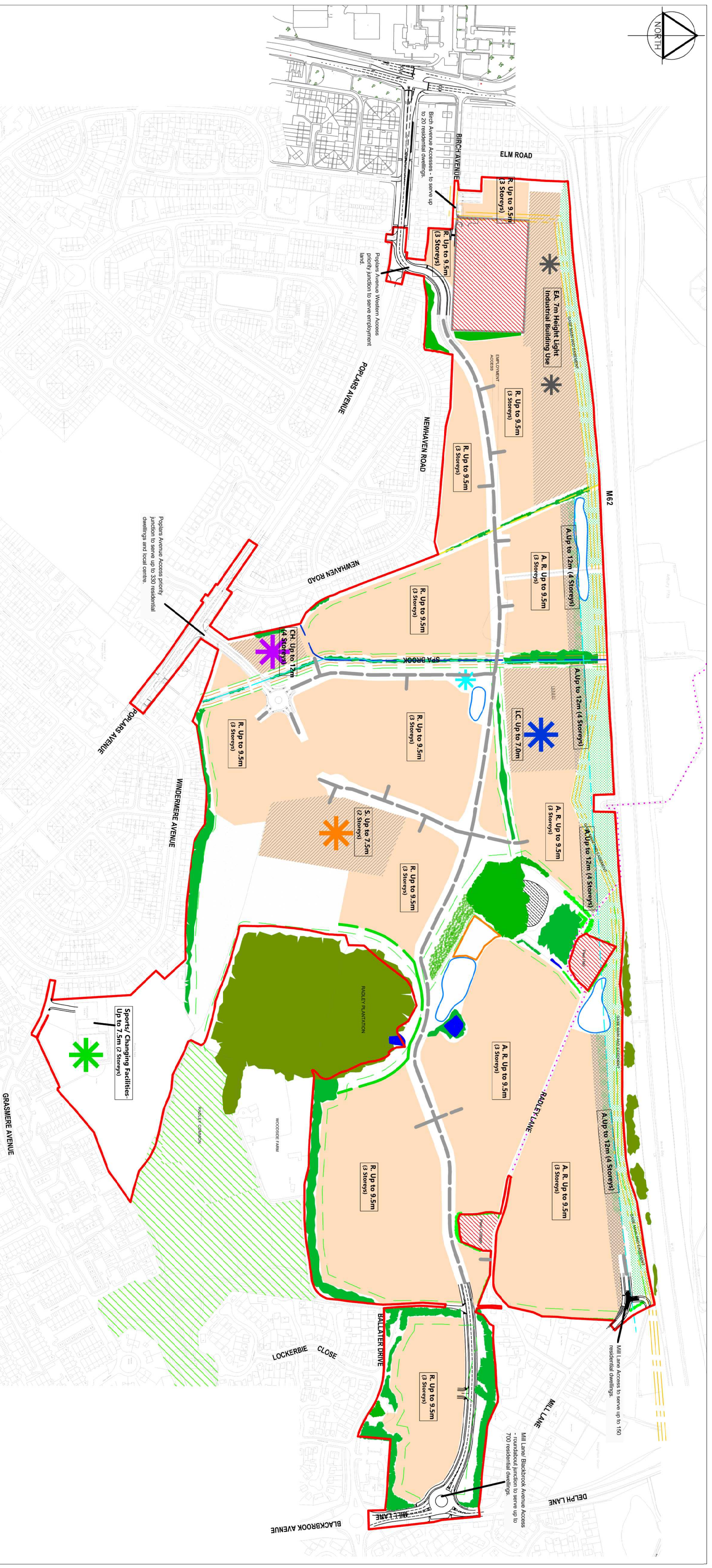
Dated: 2nd October 2017

Appendix 6

Option A Parameters Plan (Revision Y)

Appendix 7

Option B Parameters Plan (Revision B)



KEYS

- | | | | | | | | | | | | | | | | | |
|--|--|--|---|--|---|--|---|--|-----|------------------------------|--|--|--|---------------------------------------|--|--|
| | Site Boundary | | Boundary between the historic townships of Artbury and Winwick (Important Hedgerow) | | Existing Culvert | | 10m Foraging bar corridor | | CH. | Location for Care Home | | Location for Community Facility | | Proposed Tree/ Shrub Planting | | Agreed Buffer with Woodland Trust to Redley |
| | Areas within Site boundary and excluded from the development | | Peel Hall Manor Farm Wheat Area (Archaeological Feature) | | Existing hedgerows to be retained | | 40m Bufferzone to M62 (Air Quality & Noise) | | LC. | Location for Local Centre | | Location for Bus Gate | | Existing areas of off site vegetation | | Area suitable for apartments with mechanical ventilation |
| | Public right of way | | Gas Main and Easement | | Existing areas of woodland trees and vegetation to be retained. | | Developable Land to include for pedestrian and cycle links between plots. | | EA. | Location for Employment Area | | Proposed Sports Pitches/ Public Open Space | | Proposed wildlife corridor | | Radley Common |
| | Boundary between the historic townships of Artbury and Houghton (Important Hedgerow) | | 8m Water Vole buffer zone to Spa Brook. | | Existing areas of woodland trees and vegetation to be retained. | | Indicative Road Line | | S. | Location for Primary School | | Proposed Sports Pitches/ Public Open Space | | Proposed wildlife corridor | | Radley Common |

PEEL HALL, WARRINGTON

Parameters Plan - Option B

FIGURE APP 6B

*Note: Heights shown are proposed from ground level. Heights shown are fixed and take precedent over number of storeys shown.

PEEL HALL, WARRINGTON

The Parameters Plan - Option B

Client: Satnam Millennium Ltd

Date: September 2017

Drawn: DS

Checked: DA/ DS

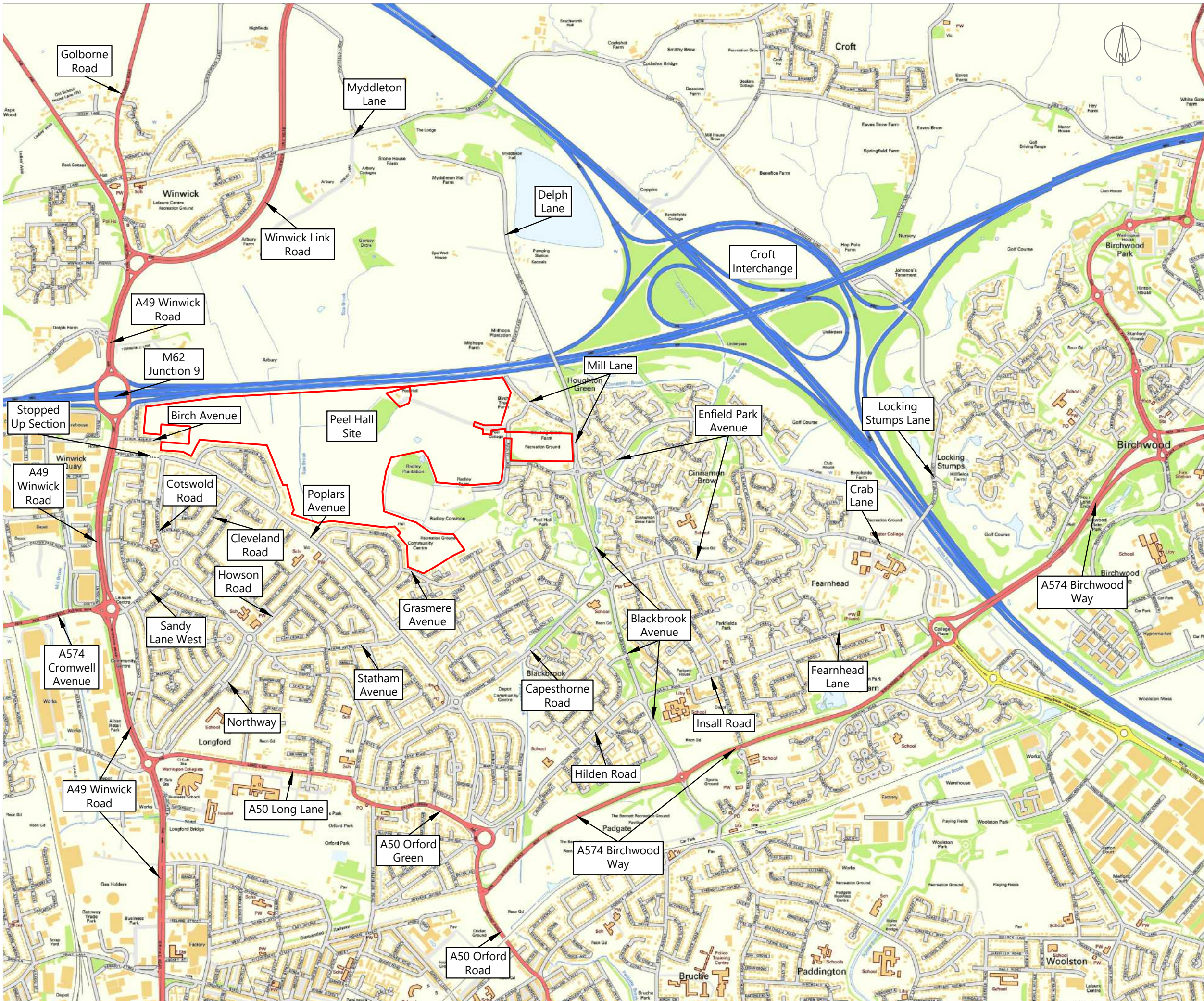
Scale: 1:2,500@A1

Drawing No: 1820_30

Revised: R

Appendix 8

Existing Site Plan and Local Highway Network



NOTES:
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ISSUE	REASON FOR REVISION	DATE

PROJECT:
**PEEL HALL,
WARRINGTON**

CLIENT:
**SATNAM MILLENNIUM
LTD**

PROJECT REFERENCE:	DRAWING NUMBER:	SCALE:
1107	100	NOT TO SCALE

HighgateTransportation
www.highgatetransportation.co.uk
Box 13, 42 Triangle West
Park Street, Bristol BS8 1ES
07973 375 937 / 07595 892 217
© Highgate Transportation Limited

TITLE:
**EXISTING HIGHWAY NETWORK
WITHIN STUDY AREA**

DATE:	DRAWN BY:	CHECKED:
10/01/18	FB	DT

Appendix 9

Existing Traffic Flows

Existing traffic flow data contained on USB copy

Appendix 10

WBC ATC Data

17:00	762	856	951	976	973	985	1114	1268	1763
18:00	812	973	1078	1104	1101	1112	1268	1763	1715
19:00	1481	1705	1811	1811	1807	1811	1808	1803	1811
20:00	397	414	405	406	412	403	379	419	383
21:00	291	288	287	274	285	272	218	210	205
22:00	119	114	105	104	103	102	104	104	103
23:00	184	205	211	207	205	194	158	158	157

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	5-day Av.	7-day Av.
AM peak period 7:00am - 9:00am	2699	2561	2420	2734	2694	1562	941	2628	2234
Traditional AM peak hour	879	927	881	904	932	551	296	905	763
PM peak period 16:00am - 18:00am	4311	4304	4487	4779	4827	5052	4857	4582	4688
Traditional PM peak hour	2318	2311	1981	2020	2077	1977	1605	2188	2188
Daytime 12 Hour Period: 07:00am - 18:00am	12481	12338	12351	12613	12619	12291	929	7891	12120
24 Hour	12481	12338	12351	12613	12619	12291	929	7891	12120

Generation:
 5.6.4382 - 2.5982
 148 on South Main
 148 on North Main

17:00	481	531	600	613	501	579	271	480	473
18:00	529	589	551	622	624	608	261	543	480
19:00	441	424	511	460	461	309	208	480	402
20:00	220	280	312	248	308	373	312	274	241
21:00	151	208	241	224	215	149	85	210	181
22:00	121	149	181	159	151	101	51	103	103
23:00	83	106	106	92	120	97	41	90	95

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	5-day Av.	7-day Av.
AM peak period 7:00am - 9:00am	2775	2711	2806	2881	2782	1310	547	2751	2332
Traditional AM peak hour	1002	1004	965	1002	992	440	131	1011	804
PM peak period 16:00am - 18:00am	3963	3835	3872	4309	4098	4885	4308	4135	4201
Traditional PM peak hour	1861	1876	1806	1879	1711	1505	941	1833	1838
Daytime 12 Hour Period: 07:00am - 18:00am	10089	10175	10167	11083	10611	849	531	11097	10703
24 Hour	10089	10175	10167	11083	10611	849	531	11097	10703

17:00	529	612	770	821	842	807	814	868	873
18:00	654	761	724	828	788	777	712	773	808
19:00	413	581	551	674	588	399	224	602	510
20:00	454	471	498	548	438	294	173	473	405
21:00	231	289	310	347	308	183	101	304	205
22:00	124	174	208	176	181	119	61	203	171
23:00	101	111	97	72	101	78	61	77	75

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	5-day Av.	7-day Av.
AM peak period 7:00am - 9:00am	1800	1793	1733	1880	1812	963	637	1808	1520
Traditional AM peak hour	578	599	552	580	600	314	192	581	487
PM peak period 16:00am - 18:00am	4178	4203	4448	4969	5202	4843	4276	4020	4538
Traditional PM peak hour	1954	2008	2008	2753	2764	2337	1760	2438	2337
Daytime 12 Hour Period: 07:00am - 18:00am	10574	10779	10588	12284	12243	9893	7823	11044	10567
24 Hour	10574	10779	10588	12284	12243	9893	7823	11044	10567

17:00	603	609	779	1002	941	821	631	841	811
18:00	719	671	651	764	614	594	524	724	652
19:00	612	612	677	674	602	511	342	632	572
20:00	469	511	514	514	461	298	158	481	481
21:00	303	388	401	401	417	254	138	418	383
22:00	149	214	268	218	218	112	58	208	212
23:00	118	144	158	138	218	201	92	152	151

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	5-day Av.	7-day Av.
AM peak period 7:00am - 9:00am	1862	1853	1768	2027	1870	1141	896	1876	1611
Traditional AM peak hour	588	656	598	648	642	372	252	626	536
PM peak period 16:00am - 18:00am	4249	4292	4252	4974	4956	4773	4384	4545	4355
Traditional PM peak hour	2117	2028	2102	2827	2732	2214	1816	2499	2316
Daytime 12 Hour Period: 07:00am - 18:00am	10574	10779	10588	12284	12243	9893	7823	11044	10567
24 Hour	10574	10779	10588	12284	12243	9893	7823	11044	10567


17:00	670	670	850	1073	1013	883	683	943	893
18:00	811	800	877	974	874	783	613	943	873
19:00	604	604	677	674	602	511	342	632	572
20:00	469	511	514	514	461	298	158	481	481
21:00	303	388	401	401	417	254	138	418	383
22:00	149	214	268	218	218	112	58	208	212
23:00	118	144	158	138	218	201	92	152	151

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	5-day Av.	7-day Av.
AM peak period 7:00am - 9:00am	9142	8936	8507	9522	9178	4895	3021	9063	7617
Traditional AM peak hour	3040	3276	2996	3134	3146	1677	848	3122	2590
PM peak period 16:00am - 18:00am	16021	16034	17042	19031	19043	19513	17823	17862	18096
Traditional PM peak hour	7823	8783	8153	9653	9754	8213	6173	8883	8405
Daytime 12 Hour Period: 07:00am - 18:00am	33888	34335	33754	38512	38585	32731	27018	35815	34118
24 Hour	33888	34335	33754	38512	38585	32731	27018	35815	34118

Appendix 11

Accident Records




WARRINGTON
 Borough Council
 Economic Regeneration, Growth and Environment Directorate
 Transport and Operations
 New Town House, Buttermarket Street, Warrington WA1 2NH

Rev.	Revision Details	Rev. by	Chk. by	Date

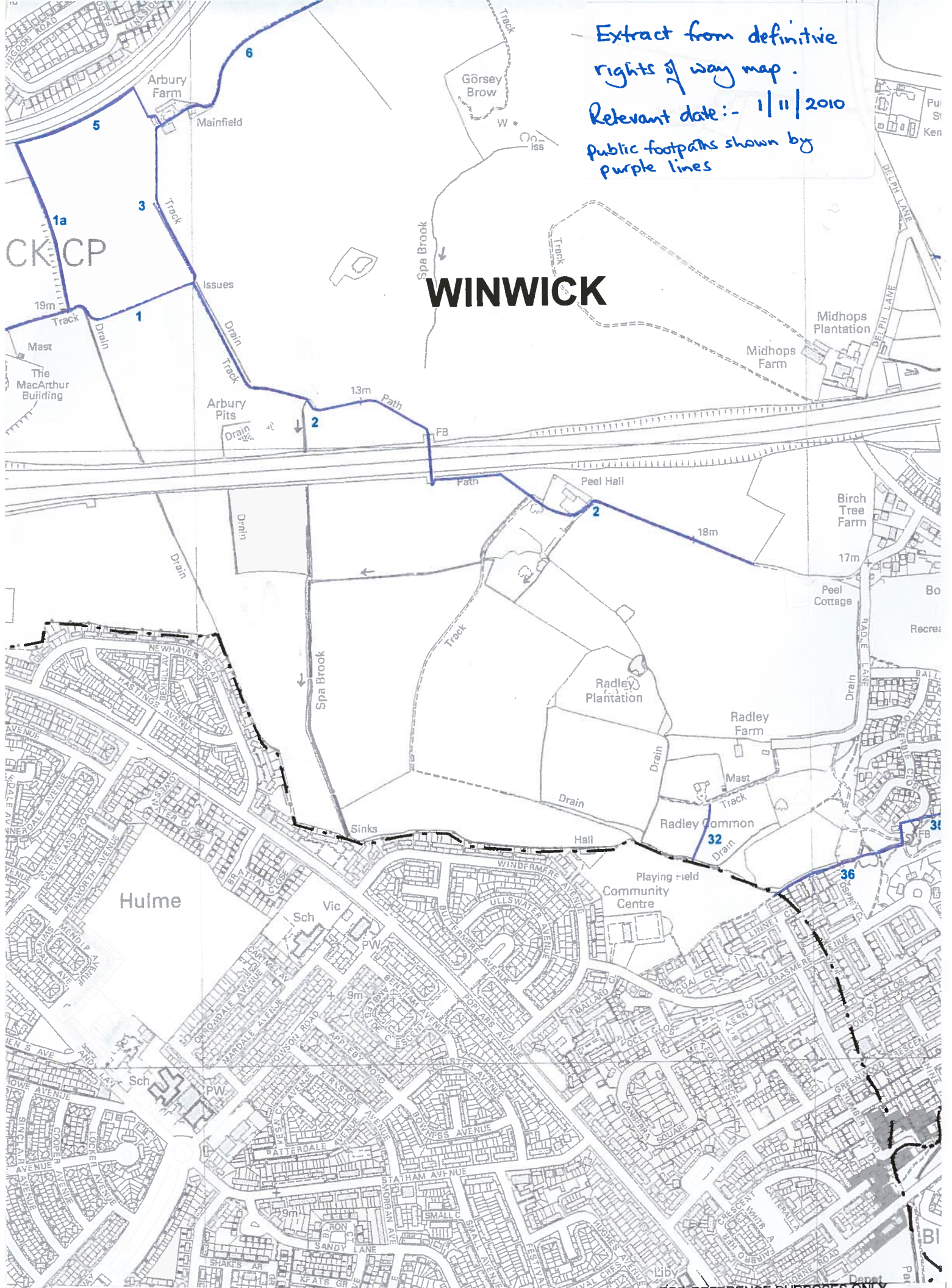
COLLISION DATA
POPULARS & HULME
 Drawing Title
5 YEARS

Drawn by	HE	e-mail	E_MAIL
Approved by	JF	Telephone	01925 44EXTN
Date	JAN-2018	Fax	01925 44FAX
Scale	NTS	Drawing No.	
			Phase / Revision

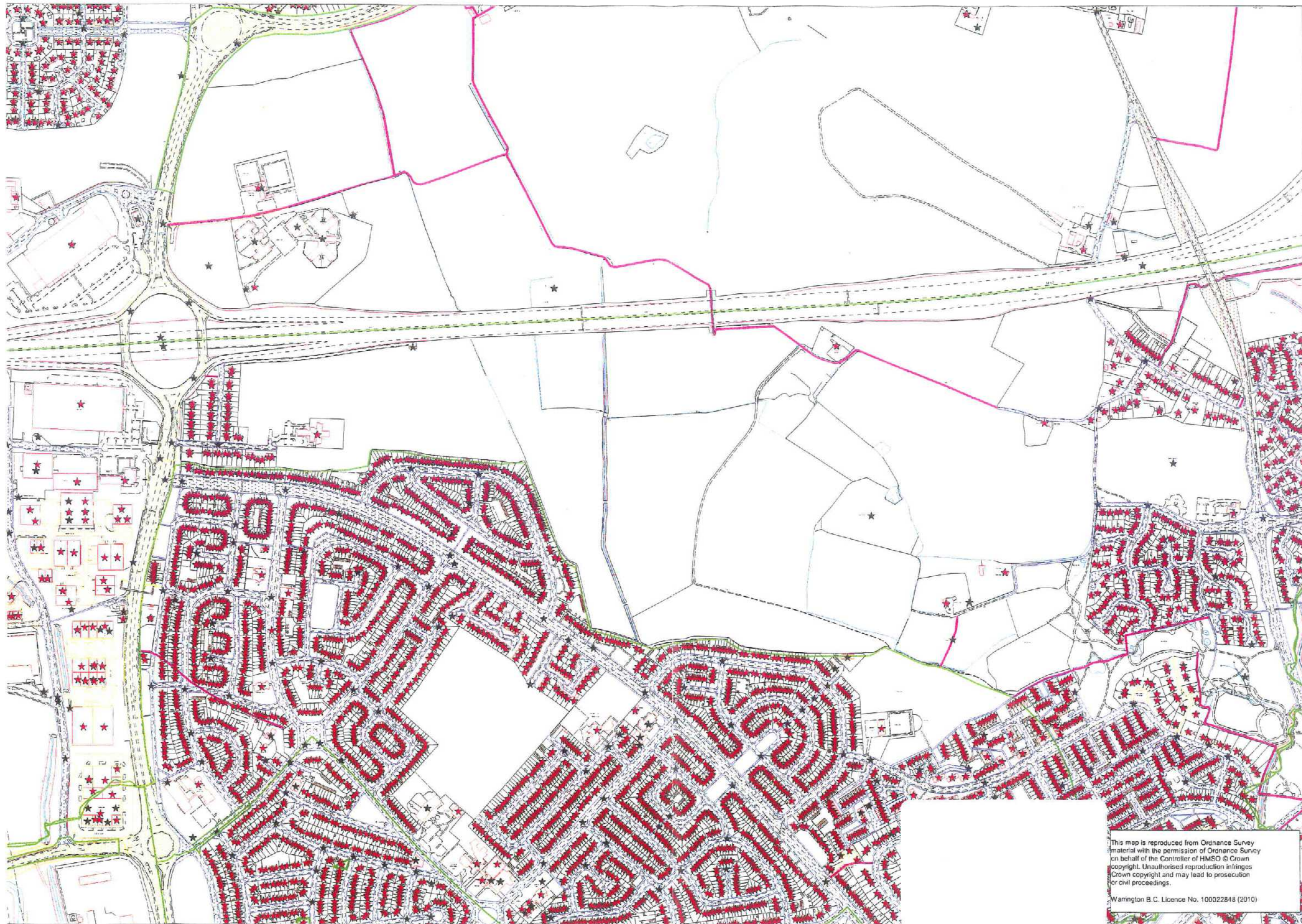
Appendix 12

Public Rights of Way Plan

Extract from definitive rights of way map.
Relevant date:- 1/11/2010
public footpaths shown by purple lines



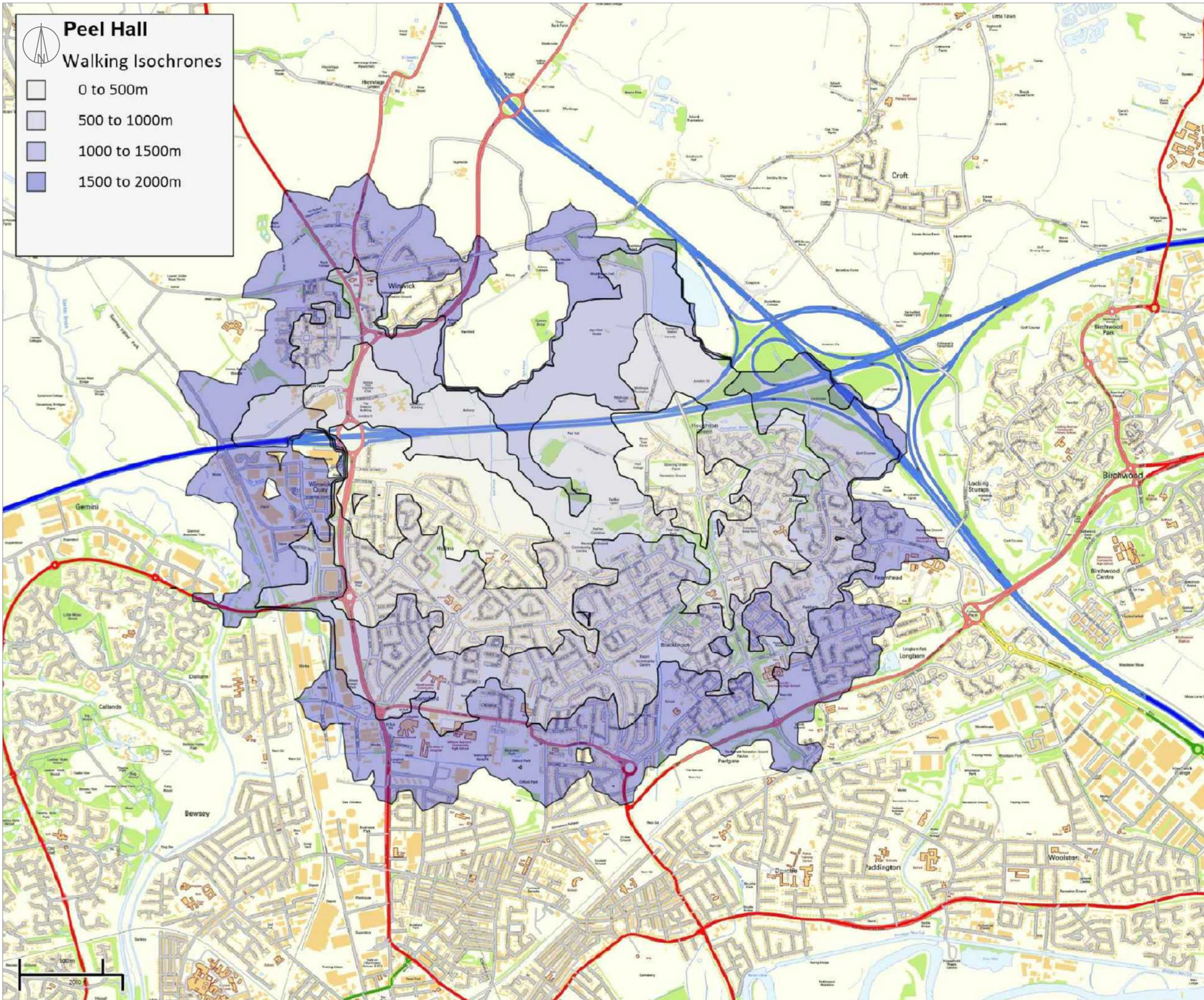
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Appendix 13

Walking Isochrones Plan



Peel Hall
Walking Isochrones

- 0 to 500m
- 500 to 1000m
- 1000 to 1500m
- 1500 to 2000m

NOTES:
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ISSUE	REASON FOR REVISION	DATE

PROJECT:
**PEEL HALL,
WARRINGTON**

CLIENT:
**SATNAM MILLENNIUM
LTD**

PROJECT REFERENCE:	DRAWING NUMBER:	SCALE:
1107	35	SCALE SHOWN

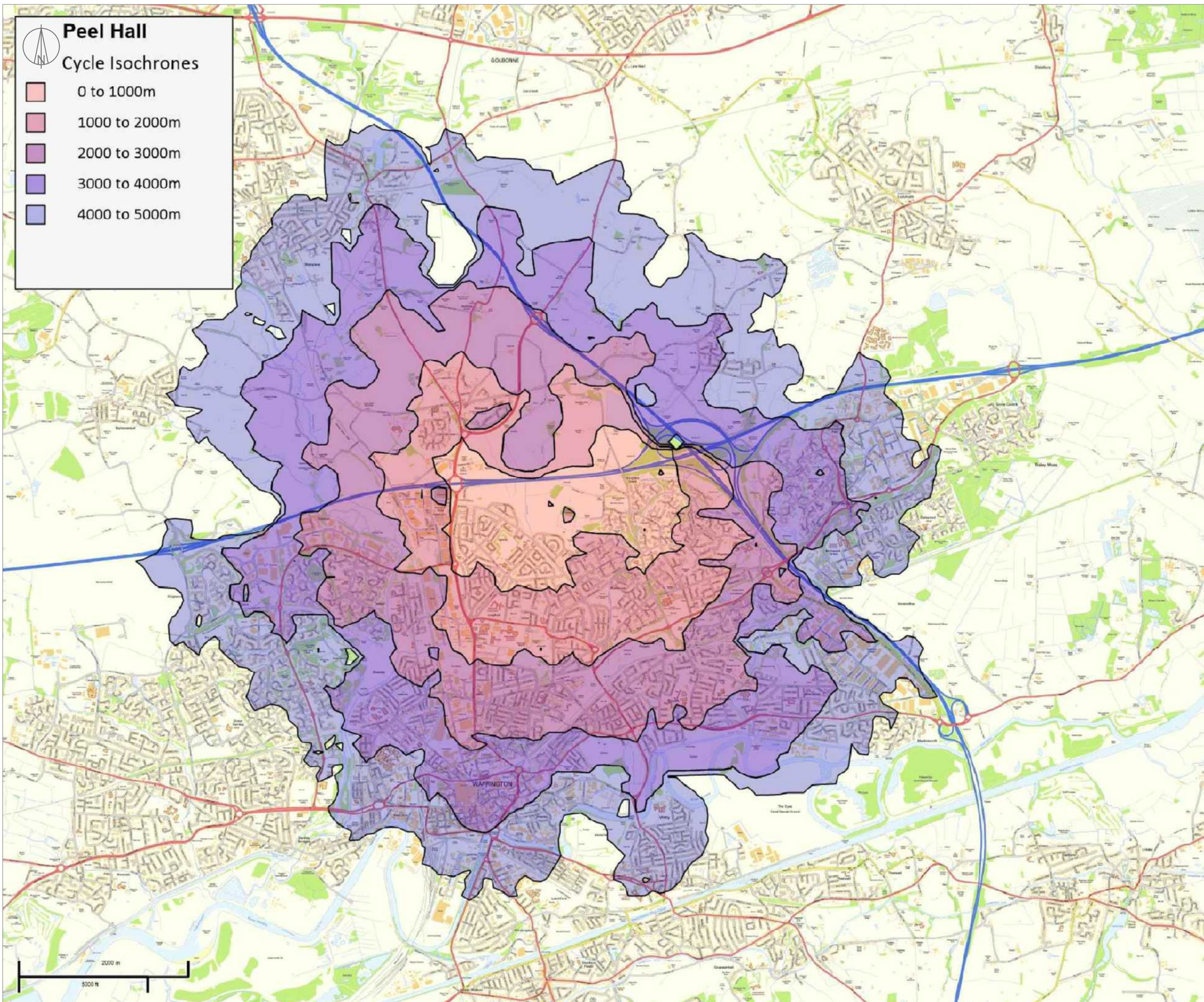
Highgate*Transportation*
www.highgatetransportation.co.uk
Box 13, 42 Triangle West
Park Street, Bristol BS8 1ES
07973 375 937 / 07595 892 217
© Highgate Transportation Limited

TITLE:
WALKING ISOCHRONES

DATE:	DRAWN BY:	CHECKED:
30/06/16	FB	DT

Appendix 14

Cycle Isochrones Plan and WBC Cycle Route Plan



Peel Hall
Cycle Isochrones

- 0 to 1000m
- 1000 to 2000m
- 2000 to 3000m
- 3000 to 4000m
- 4000 to 5000m

NOTES:
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ISSUE	REASON FOR REVISION	DATE

PROJECT:
**PEEL HALL,
WARRINGTON**

CLIENT:
**SATNAM MILLENNIUM
LTD**

PROJECT REFERENCE:	DRAWING NUMBER:	SCALE:
1107	36	SCALE SHOWN

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TITLE:
CYCLING ISOCHRONES

DATE:	DRAWN BY:	CHECKED:
30/06/16	FB	DT



Produced by Warrington Cycle Forum, a partnership between Warrington Borough Council, Warrington Cycle Club and other interested parties. Funded by Sustainable Transport Fund, Warrington's Local

WARRINGTON
Borough Council

Every effort has been taken to provide an accurate and useful guide. If you have any comments on the guide please contact us:
Transport for Warrington
New Town House
Warrington WA1 2RH
tfor@warrington.gov.uk

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www.sustrans.org.uk
www.footprint.com
www.mapbox.com

WARRINGTON BOROUGH COUNCIL
WARRINGTON BOROUGH COUNCIL
WARRINGTON BOROUGH COUNCIL

How to use this guide...

The Warrington Cycle Map has been created to assist all cyclists with planning the best route for your journey.

Cyclability gradations, in increasing difficulty

Route graded → Increasing difficulty

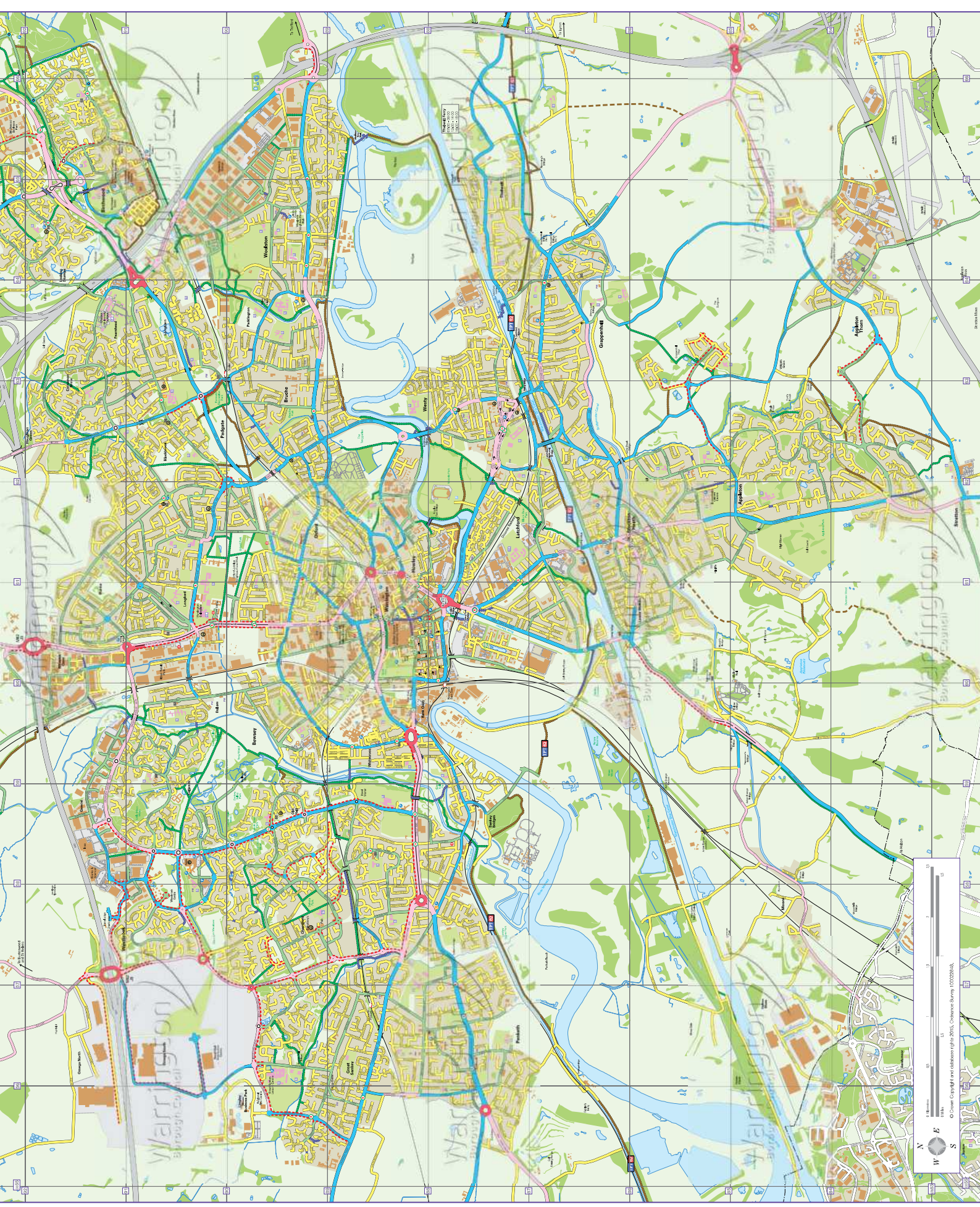
1 2 3 4 5

The road network shown on the map is graded according to its suitability for cycling. The route number you should lead up your confidence and basic skills on the yellow roads where traffic is lighter and speeds are low.

As your cycling skills increase, so you can explore the green roads. When you are able to deal with heavier and faster traffic you can explore the blue roads. The red roads are shared with pedestrians, please be considerate; make sure that others are aware of you, and pass slowly leaving as much room as possible. In all cases of shared and unshared cycling the right of way remains with the pedestrian.

Key

- Cyclability gradations, in increasing experience
 - 1 2 3 4 5
- Tarmac surfaced cycle paths
- Unsurfaced cycle paths
- Bridleway
- Restaurant links
- One-way cycle path
- One way
- One way with contra flow cycling permitted
- National Cycle Network route number
- Railway station
- Bus interchange
- Schools
- Colleges
- Hospital
- Places of worship
- Library
- Supermarket
- Post office
- Cycle parking
- Bridge
- Pedestrian crossing
- Toucan crossing



Appendix 15

Greenway Network



LPCS Area Boundaries
 PolicyRef N/A
 PolicyName N/A
 Description North Area Boundary
 APASRef 3.0

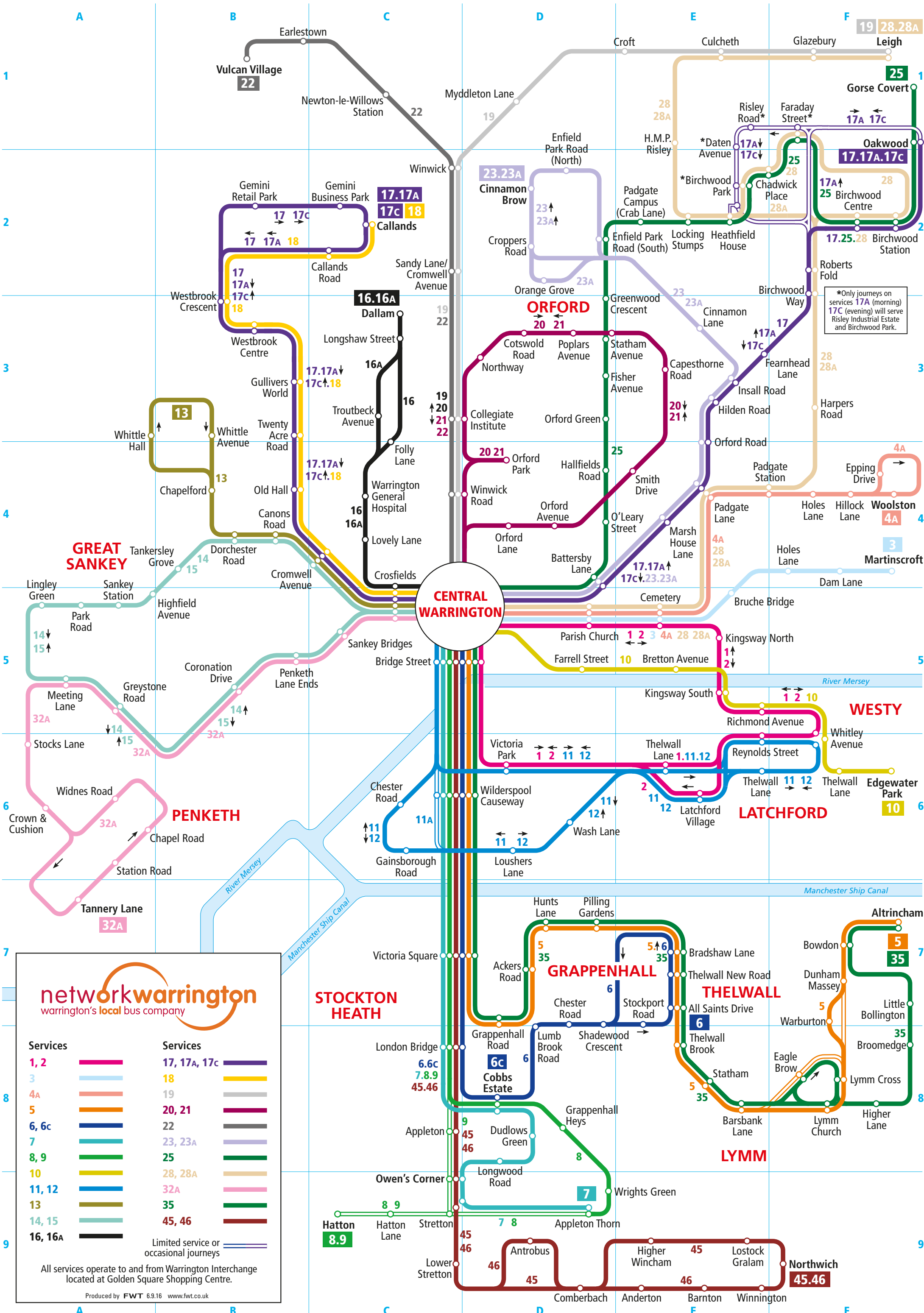
LPCS MP3 Active Travel Greenway Network
 PolicyRef MP3
 PolicyName Active Travel
 Description Rights Of Way / Greenway Network
 APASRef 7.0

Warrington Borough Boundary
 Name WARRINGTON
 Hectares 18237

Appendix 16

Existing Bus Services and Routes

This map shows services that operate on Monday to Saturday between 7am and 7pm. We operate a number of other services not shown, these are either infrequent or run only during the mornings, evenings or on Sundays.



*Only journeys on services 17A (morning) 17C (evening) will serve Risley Industrial Estate and Birchwood Park.

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warrington's local bus company

Services	Services
1, 2	17, 17A, 17C
3	18
4A	19
5	20, 21
6, 6c	22
7	23, 23A
8, 9	25
10	28, 28A
11, 12	32A
13	35
14, 15	45, 46
16, 16A	

Limited service or occasional journeys

All services operate to and from Warrington Interchange located at Golden Square Shopping Centre.

Produced by FWT 6.9.16 www.fwt.co.uk

Bus Timetable Information – January 2018

Service Number	Stop	Route	Operator	Weekday Daytime Frequency	Saturday Frequency	Sunday Frequency
Mill Lane Accesses						
23/23A	Enfield Park Rd (Shetland CI)	Warrington Interchange - Padgate - Insall Rd - Cinnamon Brow - Orange Grove (23A only) - Cinnamon Brow - Enfield Park Rd	Network Warrington	Every 30 minutes First Bus c0715 Last Bus c1831	Every 30 minutes First Bus 0802 Last Bus 1824	No Service
25	Enfield Park Rd (Shetland CI)	Warrington Interchange - Statham Avenue - Crab Lane - Birchwood - Gorse Covert	Network Warrington	Every 20-30 minutes First bus c0655 Last bus c1955	Every 30 minutes First Bus c0653 Last Bus c1844	No Service
25A	Enfield Park Rd (Shetland CI)	Warrington Interchange - O'Leary Street - Statham Avenue - Greenwood Crescent - Enfield Park Road - Cinnamon Brow	Network Warrington	Hourly First Bus c0525 Last Bus c0625	No Service	No Service
26/27 26E/27E	Enfield Park Rd (Shetland CI)	Warrington Interchange - O'Leary Street - Statham Avenue - Greenwood Crescent - Enfield Park Road - Cinnamon Brow	Network Warrington	Every 30 minutes First bus c1911 Last bus c2313	Every 30 minutes First bus c1911 Last bus c2313	Every 2 Hours First Bus c0934 Last Bus c1853
Poplars Avenue, Central Access						
20/20A	Poplars Avenue	Warrington Interchange - Winwick Road/ General Hospital (20A) – Cotswold Road - Poplars Avenue - Orford Avenue - Warrington Interchange	Network Warrington	Every 12 – 15 minutes First Bus c0635 Last Bus c1900	Every 12 – 25 minutes First Bus c0705 Last Bus c1900	Hourly First Bus c0935 Last Bus c1735
21/21A	Poplars Avenue	Warrington Interchange - Orford Avenue - Poplars Avenue - Longford - Winwick Road/ General Hospital (21A) – Warrington Interchange	Network Warrington	Every 12 – 15 minutes First Bus c0523 Last Bus c2312	Every 12 minutes First Bus c0627 Last Bus c2312	Every 30 minutes First Bus c0914 Last Bus c1744
25A	Poplars Avenue (nr Statham Avenue)	<i>(Frequency as detailed above)</i>				

Bus Timetable Information – January 2018

Service Number	Stop	Route	Operator	Weekday Daytime Frequency	Saturday Frequency	Sunday Frequency
Poplars Avenue, Central Access continued						
26/27/ 26E/27E	Poplars Avenue (nr Statham Avenue)	<i>(Frequency as detailed above)</i>				
27	Poplars Avenue (nr Statham Avenue)	<i>(Frequency as detailed above)</i>				
Poplars Avenue near Cotswold Road						
20/20A	<i>(As detailed above)</i>					
21/21A	<i>(As detailed above)</i>					
Birch Avenue at A49						
19	Winwick Rd	Leigh - Culcheth - Winwick - Winwick Road - Warrington Interchange	Network Warrington	Approx. Hourly First Bus c0724 Last Bus c2000	Hourly First Bus c0744 Last Bus c1831	Hourly First Bus c0943 Last Bus c1738
22/22E	Winwick Road	Vulcan (22 only) - Earlestown - Newton le Willows - Winwick - Winwick Road - Warrington Interchange	Network Warrington	Hourly First Bus c0731 Last Bus c2252	Hourly First Bus c0835 Last Bus c2252	Hourly First Bus c0928 Last Bus c1808
329	Winwick Road	St Helens - Winwick - Warrington	Arriva	Every 30 minutes First Bus c0645 Last Bus c1824	Every 30 minutes First Bus c0725 Last Bus c1854	Every 30 Minutes First Bus c0944 Last Bus c1744
360	Winwick Road	Warrington - Winwick - Newton le Willows - Platt Bridge Warrington Road - Wigan	Arriva	Every 30 minutes First Bus c0709 Last Bus c1840	Every 30 minutes First Bus c0824 Last Bus c1834	No Service

Services 26/27 operate on Sundays

Services 26E/27E operate on evenings Monday to Saturday



WARRINGTON'S LOCAL BUS COMPANY

It's easy to get in touch with us...
 Visit our website: www.networkwarrington.co.uk T: 01928 632576
 Pop in to our Travel Centre on Warrington Interchange

networkwarrington
 warrington's local bus company

20 21
 including services 20A, 21A & 21B

- LONGFORD
- POPLARS AVENUE
- ORFORD
- WARRINGTON

Bus times

Map

from 18 September 2017

networkwarrington
 warrington's local bus company

BUS TIMETABLE

WARRINGTON - LONGFORD/ORFORD (CIRCULAR) VIA ORFORD PARK CENTRE

20

WARRINGTON - LONGFORD/ORFORD (CIRCULAR) VIA WARRINGTON HOSPITAL & DALLAM

20A

MONDAY TO FRIDAY [excluding Public Holidays]

Service No.	20A	20A	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	
Warrington, Interchange [4]	0617	0645	0702	0714	0726	0738	0750	0802	0814	0826	0838	0853	0905	1535	1547	1559	1611	1623	1635	1647		
Winwick Road, McDonalds			0705	0717	0729	0741	0753	0805	0817	0829	0841	0856	0908	1539	1551	1603	1615	1627	1639	1651		
Orford Park Centre			0710	0722	0734	0746	0758	0810	0822	0834	0846	0901	0913	1545	1557	1609	1621	1633	1645	1657		
Winwick Road, Collegiate Inst			0712	0724	0736	0748	0800	0812	0824	0836	0848	0903	0915	1547	1559	1611	1623	1635	1647	1659		
General Hospital	0622	0650																				
Folly Lane, Tyrol House	0624	0652																				
Dallam, Harrison Square	0627	0655																				
Longford, Cotswold Road	0633	0701	0718	0730	0742	0754	0806	0818	0830	0842	0854	0909	0921	1553	1605	1617	1629	1641	1653	1705		
Poplars Avenue, Cleveland Road	0635	0703	0720	0732	0744	0756	0808	0820	0832	0844	0856	0911	0923	1555	1607	1619	1631	1643	1655	1707		
Orford Avenue	0641	0709	0727	0739	0751	0803	0815	0827	0839	0851	0903	0918	0930	1602	1614	1626	1638	1650	1702	1714		
Warrington, Interchange	0651	0719	0739	0751	0803	0815	0827	0839	0851	0903	0915	0927	0938	1612	1624	1636	1648	1700	1712	1724		

and then at frequent intervals until

Service No.	20	20	20	20	20	20	20	20
Warrington, Interchange [4]	1659	1711	1723	1735	1747	1800	1815	1845
Winwick Road, McDonalds	1703	1715	1727	1739	1751	1804	1818	1848
Orford Park Centre	1709	1721	1733	1745	1757	1810	1821	1851
Winwick Road, Collegiate Inst	1711	1723	1735	1747	1759	1812	1823	1853
Longford, Cotswold Road	1717	1729	1741	1753	1805	1818	1828	1858
Poplars Avenue, Cleveland Road	1719	1731	1743	1755	1807	1820	1830	1900
Orford Avenue	1726	1738	1750	1802	1814	1827	1836	1906
Warrington, Interchange	1736	1748	1800	1812	1824	1835	1842	1912

WARRINGTON - LONGFORD/ORFORD (CIRCULAR) VIA ORFORD PARK CENTRE

20

WARRINGTON - LONGFORD/ORFORD (CIRCULAR) VIA WARRINGTON HOSPITAL & DALLAM

20A

SATURDAY

Service No.	20A	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20		
Warrington, Interchange [4]	0645	0730	0800	0824	0848	0906	18	30	42	54	06	1730	1742	1754	1815	1845						
Winwick Road, McDonalds		0733	0803	0827	0851	0909	21	33	45	57	09	1733	1745	1757	1818	1848						
Orford Park Centre		0736	0808	0832	0856	0914	26	38	50	02	14	1738	1750	1802	1821	1851						
Winwick Road, Collegiate Inst		0738	0810	0834	0858	0916	28	40	52	04	16	1740	1752	1804	1823	1853						
General Hospital	0652																					
Folly Lane, Tyrol House	0654																					
Dallam, Harrison Square	0657																					
Longford, Cotswold Road	0703	0743	0816	0840	0904	0922	34	46	58	10	22	1746	1758	1809	1828	1858						
Poplars Avenue, Cleveland Road	0705	0745	0818	0842	0906	0924	36	48	00	12	24	1748	1800	1811	1830	1900						
Orford Avenue	0711	0751	0825	0849	0913	0931	43	55	07	19	31	1755	1806	1817	1836	1906						
Warrington, Interchange	0717	0757	0833	0857	0921	0939	51	03	15	27	39	1803	1812	1823	1842	1912						

and then at these minutes past each HOUR until

WARRINGTON - LONGFORD/ORFORD (CIRCULAR) VIA ORFORD PARK CENTRE

20

WARRINGTON - LONGFORD/ORFORD (CIRCULAR) VIA WARRINGTON HOSPITAL & DALLAM

20A

SUNDAY & PUBLIC HOLIDAYS

Service No.	20A	20	20A	20	20	20A
Warrington, Interchange [4]	0915	0945	15	45	1645	1715
Winwick Road, McDonalds		0948		48	1648	
Orford Park Centre		0952		52	1652	
Winwick Road, Collegiate Inst		0954		54	1654	
General Hospital	0922		22			1722
Folly Lane, Tyrol House	0924		24			1724
Dallam, Harrison Square	0927		27			1727
Longford, Cotswold Road	0933	1000	33	00	1700	1733
Poplars Avenue, Cleveland Road	0935	1002	35	02	1702	1735
Orford Avenue	0942	1009	42	09	1709	1742
Warrington, Interchange	0949	1016	49	16	1716	1749

minutes past each HOUR until

and then at these

WARRINGTON - ORFORD/LONGFORD (CIRCULAR) VIA ORFORD PARK CENTRE

21

WARRINGTON - ORFORD/LONGFORD (CIRCULAR) VIA DALLAM - WARRINGTON HOSPITAL

21A

WARRINGTON - ORFORD/LONGFORD (CIRCULAR)

21E

MONDAY TO FRIDAY [excluding Public Holidays]

Service No.	21A	21A	21A	21A	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	
Warrington, Interchange [3]	0510	0540	0610	0640	0658	0710	0722	0734	0746	0758	0810	0822	0834	0846	0858	0910				
Orford Avenue	0516	0546	0616	0646	0705	0717	0729	0741	0753	0805	0817	0829	0841	0853	0905	0917				
Poplars Avenue, Cleveland Road	0523	0553	0623	0653	0712	0724	0736	0748	0800	0812	0824	0836	0848	0900	0912	0924				
Longford, Cotswold Road	0525	0555	0625	0655	0714	0726	0738	0750	0802	0814	0826	0838	0850	0902	0914	0926				
Winwick Road, Collegiate Inst					0720	0732	0744	0756	0808	0820	0832	0844	0856	0908	0920	0932				
Orford Park Centre					0723	0735	0747	0759	0811	0823	0835	0847	0859	0911	0923	0934				
WINWICK ROAD, McDonalds					0729	0741	0753	0805	0817	0829	0841	0853	0905	0917	0929	0939				
Dallam, Harrison Square	0531	0601	0631	0701																
Folly Lane, Tyrol House	0532	0602	0632	0702																
General Hospital	0534	0604	0634	0704																
Warrington, Interchange	0544	0614	0644	0714	0733	0745	0757	0809	0821	0833	0845	0857	0909	0921	0933	0943				

minutes past each HOUR until

and then at frequent intervals until

Service No.	21	21	21	21	21	21	21	21	21	21	21	21	21E	21E	21E	21E	21E
Warrington, Interchange [3]	1618	1630	1642	1654	1706	1718	1730	1742	1754	1806	1818	1830	1900	2000	2100	2200	2300
Orford Avenue	1626	1638	1650	1702	1714	1726	1738	1750	1802	1814	1826	1838	1906	2006	2106	2206	2306
Poplars Avenue, Cleveland Road	1634	1646	1658	1710	1722	1734	1746	1758	1810	1822	1834	1846	1912	2012	2112	2212	2312
Longford, Cotswold Road	1636	1648	1700	1712	1724	1736	1748	1800	1812	1824	1836	1848	1913	2013	2113	2213	2313
Winwick Road, Collegiate Inst	1642	1654	1706	1718	1730	1742	1754	1806	1818	1830	1842	1854					
Orford Park Centre	1644	1656	1708	1720	1732	1744	1756	1808	1820	1832	1844	1856					
WINWICK ROAD, McDonalds	1649	1701	1713	1725	1737	1749	1801	1813	1825	1837	1849	1901					
Orford Avenue													1919	2019	2119	2219	2319
Warrington, Interchange	1653	1705	1717	1729	1741	1753	1805	1817	1829	1840	1852	1904	1925	2025	2125	2225	2325

WARRINGTON - ORFORD/LONGFORD (CIRCULAR) VIA ORFORD PARK CENTRE

21

WARRINGTON - ORFORD/LONGFORD (CIRCULAR) VIA DALLAM - WARRINGTON HOSPITAL

21A

WARRINGTON - ORFORD/LONGFORD (CIRCULAR)

21E

SATURDAY

Service No.	21A	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21E	21E
Warrington, Interchange [3]	0613	0715	0745	0812	0836	0900											
Orford Avenue	0620	0721	0751	0819	0843	0907											
Poplars Avenue, Cleveland Road	0627	0727	0757	0826	0850	0914											
Longford, Cotswold Road	0629	0729	0759	0828	0852	0916											
Winwick Road, Collegiate Inst		0734	0804	0834	0858	0922											
Orford Park Centre		0736	0806	0836	0900	0924											
Winwick Road, McDonalds		0739	0811	0841	0905	0929											
O'Leary Street																1919	
Dallam, Harrison Square	0635																
Folly Lane, Tyrol House	0636																
General Hospital	0638																
Warrington, Interchange	0647	0742	0815	0845	0909	0933											

minutes past each HOUR until

and then every HOUR until

SUNDAY & PUBLIC HOLIDAYS

Service No.	21A	21	21A	21	21A	21
Warrington, Interchange [3]	0900	0930	00	30	1700	1730
Orford Avenue	0907	0937	07	37	1707	1737
Poplars Avenue, Cleveland Road	0914	0944	14	44	1714	1744
Longford, Cotswold Road	0916	0946	16	46	1716	1746
Winwick Road, Collegiate Inst		0952		52		1752
Orford Park Centre		0954		54		1754
Winwick Road, McDonalds		0958		58		1758
Dallam, Harrison Square	0922		22		1722	
Folly Lane, Tyrol House	0925		25		1725	
General Hospital	0927		27		1727	
Warrington, Interchange	0934	1001	34	01	1734	1801

and
then
at
thesemin-
utes
past
each
HOUR
until

BUS TIMETABLE

23 CINNAMON BROW - WARRINGTON VIA PADGATE

23A ORANGE GROVE - CINNAMON BROW - WARRINGTON VIA PADGATE

MONDAY TO FRIDAY [excluding Public Holidays]

	23	23	23	23	23A	23		23A	23	23A	23	23A	23	23	23	23	23	23	
Orange Grove, Avery Close	-	-	-	-	0932	-		28	-		1428	-	1530	-	-	-	-	-	
Cinnamon Lane North	0715	0749	0826	0859	0935	0958	and then at these	31	01	mins	1431	1501	1533	1603	1633	1708	1738	1808	1831
Cinnamon Brow, Millhouse Rdbt	0716	0750	0827	0900	0936	0959		32	02	past	1432	1502	1534	1604	1634	1709	1739	1809	1832
Enfield Park Rd, Stirrup Cl	0718	0752	0829	0902	0938	1001		34	04	each	1434	1504	1536	1606	1636	1711	1741	1811	1834
Insall Road, Valiant Close	0721	0755	0832	0905	0941	1004		37	07	hour	1437	1507	1539	1609	1639	1714	1744	1814	1837
Padgate Stores	0727	0801	0838	0911	0948	1011		43	13	until	1443	1513	1545	1615	1645	1720	1750	1820	1843
Warrington, Interchange	0738	0816	0853	0922	1001	1024		54	24		1454	1526	1558	1628	1658	1733	1803	1833	1854

23 WARRINGTON - CINNAMON BROW VIA PADGATE

23A WARRINGTON - CINNAMON BROW VIA PADGATE - ORANGE GROVE

MONDAY TO FRIDAY [excluding Public Holidays]

	23	23	23	23	23A	23	23A		23	23A	23	23A	23	23	23	23	23	23	
Warrington, Interchange [13]	0655	0728	0805	0838	0910	0937	1006	and then at every	40	06		1440	1506	1540	1610	1645	1715	1745	1810
Padgate Stores	0706	0740	0817	0850	0922	0949	1018		52	18	mins	1452	1520	1554	1624	1659	1729	1759	1822
Insall Road, Valiant Close	0712	0746	0823	0856	0928	0955	1024		58	24	past	1458	1526	1600	1630	1705	1735	1805	1828
Orange Grove, Avery Close					0932		1028			28	each		1530						
Cinnamon Lane North	0715	0749	0826	0859	0935	0958	1031		01	31	hour	1501	1533	1603	1633	1708	1738	1808	1831
Cinnamon Brow, Millhouse Rdbt	0716	0750	0827	0900	0936	0959	1032		02	32	until	1502	1534	1604	1634	1709	1739	1809	1832
Enfield Park Rd, Stirrup Cl	0718	0752	0829	0902	0938	1001	1034	04	34		1504	1536	1606	1636	1711	1741	1811	1834	

23 CINNAMON BROW - WARRINGTON

23A ORANGE GROVE - CINNAMON BROW - WARRINGTON VIA PADGATE

SATURDAY

	23	23	23	23A	23	23A		23	23A	23	23	23	23	23	23	
Orange Grove, Avery Close	-	-	-	0928	-	28		-	1528	-	-	-	-	-	-	
Cinnamon Lane North	0802	0831	0901	0931	and then at every	01	31	mins	1501	1531	1557	1627	1657	1727	1756	1824
Cinnamon Brow, Millhouse Rdbt	0803	0832	0902	0932		02	32	past	1502	1532	1558	1628	1658	1728	1757	1825
Enfield Park Rd, Stirrup Cl	0805	0834	0904	0934		04	34	each	1504	1534	1600	1630	1700	1730	1759	1827
Insall Road, Valiant Close	0808	0837	0907	0937		07	37	hour	1507	1537	1603	1633	1703	1733	1802	1830
Padgate Stores	0813	0843	0913	0943		13	43	until	1513	1543	1609	1639	1709	1739	1807	1835
Warrington, Interchange	0824	0854	0924	0954		24	54		1524	1554	1620	1650	1720	1750	1817	1845

23 WARRINGTON - CINNAMON BROW VIA PADGATE

23A WARRINGTON - CINNAMON BROW VIA PADGATE - ORANGE GROVE

SATURDAY

	23	23	23	23A	23	23A		23	23A	23	23	23	23	23	23	
Warrington, Interchange [13]	0743	0810	0840	0906	and then at these	40	06		1440	1506	1536	1606	1636	1706	1735	1805
Padgate Stores	0754	0822	0852	0918		52	18	mins	1452	1518	1548	1618	1648	1718	1747	1816
Insall Road, Valiant Close	0759	0828	0858	0924		58	24	past	1458	1524	1554	1624	1654	1724	1753	1821
Orange Grove, Avery Close				0928			28	each		1528						
Cinnamon Lane North	0802	0831	0901	0931		01	31	hour	1501	1531	1557	1627	1657	1727	1756	1824
Cinnamon Brow, Millhouse Rdbt	0803	0832	0902	0932		02	32	until	1502	1532	1558	1628	1658	1728	1757	1825
Enfield Park Rd, Stirrup Cl	0805	0834	0904	0934	04	34		1504	1534	1600	1630	1700	1730	1759	1827	

26E CINNAMON BROW - WARRINGTON VIA WINWICK ROAD**27E CINNAMON BROW - WARRINGTON VIA ORFORD****MONDAY TO FRIDAY** [excluding Public Holidays]

	27E	27E	26E	27E	26E	27E	26E	27E	26E
Cinnamon Brow, Millhouse Rdbt	1911	1941	2010	2041	2110	2143	2213	2243	2313
Enfield Park Rd, Stirrup Cl	1913	1943	2012	2043	2112	2145	2215	2245	2315
Insall Road, Valiant Close	1915	1945		2045		2147		2247	
Greenwood Crescent, Merrick Cl			2013		2113		2216		2316
Statham Avenue, Kirkstone Av			2016		2116		2219		2319
Winwick Road, Collegiate Inst			2018		2118		2221		2321
Orford Park Centre			2019		2119		2222		2322
O'Leary Street	1919	1949		2049		2151		2251	-
Warrington, Interchange	1926	1956	2027	2056	2127	2156	2228	2256	-

26E WARRINGTON - CINNAMON BROW VIA WINWICK ROAD**27E WARRINGTON - CINNAMON BROW VIA ORFORD****MONDAY TO FRIDAY** [excluding Public Holidays]

					@@		@@		@@
	27E	26E	27E	26E	27E	26E	27E	26E	27E
Warrington, Interchange	1854	1923	1954	2023	2054	2127	2159	2227	2259
Orford Park Centre		1929		2029		2133		2233	
Winwick Road, Collegiate Inst		1930		2030		2134		2234	
O'Leary Street	1901		2001		2101		2206		2306
Insall Rd, Valiant Cl	1906		2006		2106		2210		2310
Statham Avenue, Kirkstone Av		1933		2033		2136		2236	
Greenwood Crescent, Merrick Cl		1937		2038		2140		2240	
Cinnamon Brow, Millhouse Rdbt	1911	1941	2010	2041	2110	2143	2213	2243	2313

@@ Does NOT operate via Rylands Street or Academy Way.

26E CINNAMON BROW - WARRINGTON VIA WINWICK ROAD**27E CINNAMON BROW - WARRINGTON VIA ORFORD****SATURDAY**

	27E	27E	26E	27E	26E	27E	26E	27E	26E
Cinnamon Brow, Millhouse Rdbt	1911	1941	2010	2041	2110	2143	2213	2243	2313
Enfield Park Rd, Stirrup Cl	1913	1943	2012	2043	2112	2145	2215	2245	2315
Insall Road, Valiant Close	1915	1945		2045		2147		2247	
Greenwood Crescent, Merrick Cl			2013		2113		2216		2316
Statham Avenue, Kirkstone Av			2016		2116		2219		2319
O'Leary Street	1919	1949		2049		2151		2251	
Winwick Road, Collegiate Inst			2018		2118		2221		2321
Orford Park Centre			2019						
Warrington, Interchange	1926	1956	2027	2056	2126	2156	2227	2256	-

26E WARRINGTON - CINNAMON BROW VIA WINWICK ROAD**27E WARRINGTON - CINNAMON BROW VIA ORFORD****SATURDAY**

					@@		@@		@@
	27E	26E	27E	26E	27E	26E	27E	26E	27E
Warrington, Interchange [14]	1854	1923	1954	2023	2054	2129	2159	2229	2259
Orford Park Centre		1929							
Winwick Road, Collegiate Inst		1930		2028		2134		2234	
O'Leary Street	1901		2001		2101		2206		2306
Statham Avenue, Kirkstone Av		1933		2031		2136		2236	
Greenwood Crescent, Merrick Cl		1937		2036		2140		2240	
Insall Rd, Valiant Cl	1906		2006		2106		2210		2310
Cinnamon Brow, Millhouse Rdbt	1911	1941	2010	2041	2110	2143	2213	2243	2313

26 GORSE COVERT - WARRINGTON VIA BIRCHWOOD - LOCKING STUMPS - CINNAMON BROW - ORFORD

27 GORSE COVERT - WARRINGTON VIA BIRCHWOOD - LOCKING STUMPS - FEARNHEAD - ORFORD

SUNDAY & PUBLIC HOLIDAYS

	27	26	27	26	27	26	27	26	27	26
Gorse Covert, Spar Store	0908	1026	1124	1226	1324	1426	1524	1626	1724	1826
Oakwood, Keyes Close	0914	1032	1130	1232	1330	1432	1530	1632	1730	1832
Birchwood, Railway Station	0919	1037	1135	1237	1335	1437	1535	1637	1735	1837
Birchwood Centre	0920	1038	1136	1238	1336	1438	1536	1638	1736	1838
Heathfield House	0925	1043	1141	1243	1341	1443	1541	1643	1741	1843
Locking Stumps, Copperfield Cl	0928	1046	1144	1246	1344	1446	1544	1646	1744	1846
Crab Lane, Uni of Chester	0932	1050	1148	1250	1348	1450	1548	1650	1748	1850
Enfield Park Rd, Shetland Cl		1053		1253		1453		1653		1853
Greenwood Crescent, Merrick Cl		1055		1255		1455		1655		1855
Enfield Park Rd, Stirrup Cl	0934		1150		1350		1550		1750	
Insall Road, Valiant Close	0937		1153		1353		1553		1753	
Statham Avenue, Kirkstone Av	0942	1058	1158	1258	1358	1458	1558	1658	1758	1858
O'Leary Street	0948	1104	1204	1304	1404	1504	1604	1704	1804	1904
Warrington, Interchange	0954	1110	1210	1310	1410	1510	1610	1710	1810	1910

26 WARRINGTON - GORSE COVERT VIA ORFORD - CINNAMON BROW - LOCKING STUMPS - BIRCHWOOD

27 WARRINGTON - GORSE COVERT VIA ORFORD - FEARNHEAD - LOCKING STUMPS - BIRCHWOOD

SUNDAY & PUBLIC HOLIDAYS

	26	27	26	27	26	27	26	27	26	27
Warrington, Interchange [14]	0825	0941	1041	1141	1241	1341	1441	1541	1641	1741
O'Leary Street	0833	0949	1049	1149	1249	1349	1449	1549	1649	1749
Statham Avenue, Kirkstone Av	0839	0955	1055	1155	1255	1355	1455	1555	1655	1755
Greenwood Crescent, Merrick Cl	0842		1058		1258		1458		1658	
Enfield Park Rd, Shetland Cl	0844		1100		1300		1500		1700	
Insall Road, Valiant Close		1000		1200		1400		1600		1800
Enfield Park Rd, Stirrup Cl		1003		1203		1403		1603		1803
Crab Lane, Uni of Chester	0847	1005	1103	1205	1303	1405	1503	1605	1703	1805
Locking Stumps, Copperfield Cl	0851	1009	1107	1209	1307	1409	1507	1609	1707	1809
Heathfield House	0854	1012	1110	1212	1310	1412	1510	1612	1710	1812
Birchwood Centre	0859	1017	1115	1217	1315	1417	1515	1617	1715	1817
Birchwood, Railway Station	0901	1019	1117	1219	1317	1419	1517	1619	1717	1819
Oakwood, Keyes Close	0905	1023	1121	1223	1321	1423	1521	1623	1721	1823
Gorse Covert, Spar Store	0908	1026	1124	1226	1324	1426	1524	1626	1724	1826

25A CINNAMON BROW - WARRINGTON VIA ORFORD

MONDAY TO FRIDAY [excluding Public Holidays]

Cinnamon Brow, Millhouse Rdbt	0525	0625
Enfield Park Road, Stirrup Cl	0527	0627
Greenwood Crescent, Merrick Cl	0529	0629
Statham Avenue, Kirkstone Av	0531	0631
O'Leary Street	0536	0636
Warrington, Interchange	0542	0642

25A WARRINGTON - CINNAMON BROW VIA ORFORD

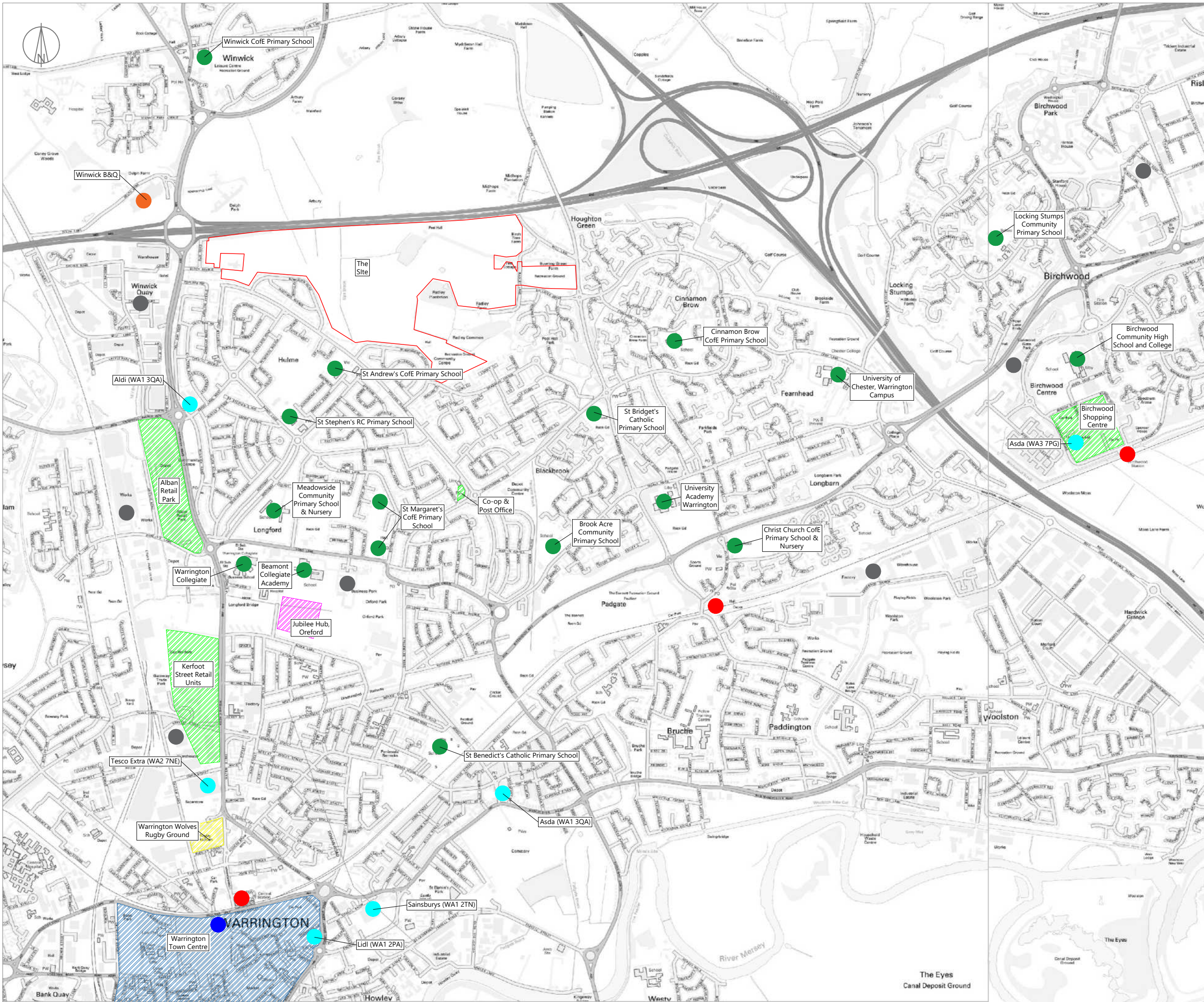
MONDAY TO FRIDAY [excluding Public Holidays]

	D
Warrington, Interchange [14]	- 0607
Wilderspool, St James Church	0509
O'Leary Street	0514 0614
Statham Avenue, Kirkstone Avenue	0520 0620
Greenwood Crescent, Merrick Close	0522 0622
Cinnamon Lane North	0524 0624
Cinnamon Brow, Enfield Pk Rd, Shetland Cl	0525 0625

D From Wilderspool, St James Church (at 0509) via Warrington Bridge and Mersey Street to Fennel Street.

Appendix 17

Plan of Local Services and Amenities



NOTES:
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Site boundary shown as approximate only.

- KEY:
- Supermarket ●
 - Education ●
 - Rail Station ●
 - Warrington Bus Station ●
 - Retail Park ●
 - Business Park/Employment ●

ISSUE	REASON FOR REVISION	DATE

PROJECT:
**PEEL HALL,
 WARRINGTON**

CLIENT:
**SATNAM MILLENNIUM
 LTD**

PROJECT REFERENCE: 1107	DRAWING NUMBER: 37	SCALE: NOT TO SCALE
----------------------------	-----------------------	------------------------

Highgate*Transportation*
www.highgatetransportation.co.uk
 Box 13, 42 Triangle West
 Park Street, Bristol BS8 1ES
 07973 375 937 / 07595 892 217
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TITLE:
LOCAL SERVICES AND AMENITIES

DATE: 30/06/16	DRAWN BY: FB	CHECKED: DT
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Appendix 18

Warrington LTP3 and DGN2



ONE WARRINGTON : ONE FUTURE
Making it happen

Warrington Borough Council
Local Transport Plan 3
Strategy

March 2011

2.0 Active Travel

2.1 Evidence, Issues & Challenges

2.1.1 Warrington's compact size and fairly flat terrain generally gives good potential for local journeys to be made by **walking and cycling**.

2.1.2 Walking (including use of wheelchairs and mobility scooters) is an essential part of our day-to-day journeys; either on its own for shorter journeys or as part of journeys using cars, bicycles or public transport. However nationally, the number of walking trips made per person has fallen by around 24% over the last 10 years. The scope for local journeys to be made by walking is good in both the central area of Warrington and in some of the older residential areas. However in outer semi-rural areas and in some New Town developments the potential for walking can be limited by a lack of footways alongside roads.



2.1.3 Although bicycle ownership in the town is quite high, especially amongst children, the fear of the speed of traffic is one factor which deters people from cycling and speed reduction is covered in further detail in Section 6.0 'Safety & Security' and more specifically policy SS10 which relates to 20mph speed limits. Training is also important for encouraging cycling and this is covered in Section 5.0 'Smarter Choices'.

2.1.4 The **Warrington Cycle Map** shows the highway network graded according to the level of skill and experience required of the cyclist and this gives a useful indication of the coverage of the network. However there are gaps; routes need to cross motorways, railways and waterways and this can force cyclists to use roads graded at higher levels of difficulty. Access through the town centre is also complicated by the current ban on cycling in the pedestrianised area.

2.1.5 '**Greenways**' is a term used to describe a largely off-road network of attractive routes for getting around on foot, in a wheelchair or mobility scooter, on a bike and where appropriate on horseback. They connect people to facilities and open spaces in and around towns and originate from the late 1990's when pilot programmes of Greenways & Quiet Lanes were launched by the Countryside Agency (see current Natural England website for more information). The Greenway network within the borough includes the following routes:

- Trans-Pennine Trail;
- River Mersey Towpaths;
- Sankey Canal Trail;
- Woolston New Cut / Farrell Street; and
- the Bridgewater Canal Towpath.

2.1.6 The Bridgewater Canal Towpath is currently a public right of way for pedestrians only, but the Bridgewater Canal Trust is seeking to upgrade this to a permissive shared route (The Bridgewater Way) for both pedestrians and cyclists. If successful, this will provide an off-road route linking Warrington with neighbouring areas in Wigan, Trafford, Halton, Salford, Cheshire East and Cheshire West and Chester.

2.1.7 The Trans-Pennine Trail is part of the National Cycle Network (NCN) developed by the charity Sustrans and provides a signed route from Southport/Liverpool to Hull. Roughly three quarters of the Trail through Warrington is on un-surfaced traffic free paths and is not currently maintained as part of the highway network.

2.1.8 **Rights of Way** include public footpaths, bridleways, byways and roads used as public paths. The Warrington Rights of Way Improvement Plan (ROWIP) created in 2006, looked at the Rights of Way network; identified issues facing users; and set objectives along with aspirations for actions to address these issues. Although the lifespan of the ROWIP was originally aligned with that of the second LTP (2006-2011), much of the analysis, issues and aspirations are still current. **For this reason we are proposing to retain the existing ROWIP as a supporting document for LTP3.** We will also continue to review progress on delivering ROWIP actions and aspirations on an annual basis.

2.1.9 The Transport White Paper 'Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen' published in January 2011 was explicit in identifying the challenges facing local transport as excess delay is costing our urban economies £11 billion per annum and carbon emissions impose costs to society of up to £4 billion per annum. The costs to public health are even greater at up to £25 billion per year on the costs of physical inactivity, air quality and noise and £9 billion on road traffic accidents. With around two-thirds of all journeys being less than 5 miles in length, many of these could be easily walked or cycled. Encouraging sustainable travel choices for such journeys would assist economic growth, reduce congestion, cut carbon emissions, improve health as well as improve accessibility to key services and amenities. We understand that it is not feasible to make every journey on foot or by bike, but providing people with a choice of sustainable transport options can help make a real difference in Warrington.

2.1.10 To improve sustainable travel options, consideration needs to be given to how well people can interchange between different modes of transport. Active Travel modes are generally for shorter journeys under 5 miles, but can play a critical role in providing more sustainable alternatives for longer distance trips. For instance, the quality of pedestrian and cycle networks linking to rail stations, and other facilities such as secure parking, can be crucial in supporting sustainable travel choices. Section 3 includes a policy which relates to improving interchange between different modes of transport through the provision of facilities and joint working with operators and partners.



Figure 2.1 - Active Travel – Headline Facts & Issues

- 18% of commuters who live in Warrington travel less than 2km to work and 26% travel less than 5km to work.
- Statistics for car trips indicate that around 20% of car journeys are under 1 mile, 57% are under 2 miles and 78% are under 5 miles
- The number of people cycling in Warrington has increased, in 2009 an additional 500 cyclists were recorded at sites compared to the number recorded in 2004
- For some people in Warrington walking is a very important mode of transport and particularly for those without access to a car (21% of households)
- The Rights of Way Improvement Plan (ROWIP) identifies the following cross-cutting issues: managing user conflicts; developing a strategic and local network for all users; enhancing and maintaining network condition for all users; greater use of the network; and better internal and external communication.
- Neighbourhood Area Profiles (2009) show that Central Warrington has the highest percentage of residents in the borough classed as overweight or obese (57%) and the highest percentage of residents reporting a sedentary lifestyle (52%).

Figure 2.2 - Active Travel – Key Challenges

Give priority to providing for and encouraging walking and cycling for day-to-day 'utility' trips.

Create and promote a cycle network that will encourage more people to cycle.

Encourage 'new' and 'returning' cyclists in order to increase the level of cycling within Warrington.

Work with stakeholders to encourage walking and cycling to school.










Facilitate and promote active travel for health benefits – particularly in disadvantaged areas.

Ensure that walking, and cycling options are publicised and promoted.

Work with partners to facilitate and encourage travel to employment sites and other services by public transport, walking or cycling using existing services and routes.

Seek to continue to provide 'Bikeability' training to 10yr olds and seek to extend Bikeability training other age groups.

Table 2.1 Policies and Actions for Active Travel

Warrington Borough Council will ...	CO ₂	One Warrington Ambitions				
AT1: Develop a comprehensive borough-wide network of walking and cycling routes utilising quiet roads, cycle paths, off-road routes and cycle-friendly highway links, which connect to employment, key services and amenities as well as opportunities for recreation.		■	■	■	■	■
AT2: Ensure that routes in the network are convenient, accessible, safe and attractive to users.		■	■	■	■	■
AT3: Establish policies in the Local Development Framework that support making journeys by Active Travel by encouraging development to be sited in sustainable locations and to contribute to development of walking and cycling networks and facilities.		■	■	■	■	■
AT4: Ensure that Travel Plans submitted at the planning application stage of the Development Control process fully consider the role of physical measures to support walking and cycling.		■	■	■	■	■
AT5: Require comprehensive cycle audits to be carried out at the planning application stage of the Development Control process for relevant highway and land-use development proposals.		■	■	■	■	■
AT6: When designing for both pedestrians and cyclists or when making changes to the highway network, seek to follow the guidelines set out in DfT Local Transport Note 2/08 (Cycle Infrastructure Design), Manual for Streets 1 & 2 and any subsequent documents, including specified hierarchies for types of design.		■	■	■	■	■
AT7: Seek to minimise potential conflict between different categories of Active Travel users and ensure that facilities introduced to benefit one category of user are not detrimental to the convenience, accessibility or safety of other users.		■	■	■	■	■
AT8: Maintain pedestrian and cycle facilities to appropriate standards in accordance with the Transport Asset Management Plan and policies for highway maintenance.		■	■	■	■	■
AT9: Seek to implement the goals identified within the Rights of Way Improvement Plan.		■	■	■	■	■

Short Term Actions	Longer Term Actions
<ul style="list-style-type: none"> • Ensure that land-use developments do not sever or reduce access to existing routes, and where appropriate include measures to improve access. • Require new developments to provide facilities for walking and cycling within the site and where appropriate contribute towards improvements in the wider area. • Ensure that new developments provide good walking and cycling access to public transport stops and interchanges. • Carry out audits of key links on the pedestrian network with the aim of identifying physical deterrents to walking and developing measures to address these. Priority will be given to the following locations: <ul style="list-style-type: none"> ○ Routes within and linking to Warrington Town Centre. ○ Routes to/from Public Transport Interchanges. ○ Routes within and linking to District Centres. • Work with partners, to provide information to the public on Active Travel networks and facilities in the borough. • Improve signage of Active Travel networks and facilities in the borough • Provide advice on desirable standards for cycle parking provided at major new developments for inclusion in the Local Development Framework (LDF). 	<ul style="list-style-type: none"> • Implement physical measures to improve the connectivity of routes making up the cycling network, concentrating on providing 'missing links' and 'closing gaps' • Implement physical measures to improve the pedestrian network and remove barriers/deterrents to walking. • Implement physical measures to improve safety, access and journey times for Active Travel users. • Work with partners to improve cycle parking facilities in key public places, with priority being given to the following locations: <ul style="list-style-type: none"> ○ Warrington Town Centre. ○ Public Transport Interchanges. ○ Schools, Colleges and Educational Establishments. ○ Hospitals, Medical Centres and Health Facilities. ○ Libraries. ○ Leisure and Community Centres. ○ Other Public Buildings. • Work with partners to create and improve facilities at public transport interchanges which make interchange between walking (including wheelchair users and mobility scooters), cycling and public transport easier, quicker and safer.

3.0 Public Transport

3.1 Evidence, Issues & Challenges

Local Bus

3.1.1 Over 90% of local bus services in the borough are provided by the Council-owned operator **Warrington Borough Transport (WBT)**. The remaining services in the Borough, which are generally cross-boundary, are run by a range of different operators.

3.1.2 Local bus operators including WBT run bus services on a commercial basis and rely on revenue from passenger fares to sustain their business. If passenger numbers on a route are too low to be commercially viable, local bus operators can amend or withdraw the service. Local Authorities such as Warrington Borough Council do however have the power to secure socially necessary bus services and through competitive tender, can engage a commercial bus operator to run a bus service in return for payment from the Council. This payment acts as a financial subsidy, enabling the service to run which otherwise would not be possible on a commercial basis.

3.1.3 Warrington currently has a relatively small budget to secure **socially necessary bus services**. Whilst the overall Council budget in 2010/11 was around £1.4million, the vast majority of this (over £1.1million) was spent on providing bus services to schools and colleges, leaving the remainder to be spent largely on providing financial subsidy to evening and rural bus services, which often do not carry sufficient passengers to be financially viable.

3.1.4 The bus network in Warrington runs largely on a 'hub and spoke' pattern with Warrington Bus Interchange acting as the 'hub' and routes radiating out like 'spokes' from the town centre. Although this is very effective for most journeys into the town centre, the pattern does require users to travel into the centre and back out again for cross-town journeys. This is a particularly significant issue and barrier for residents living in areas to the north of the town centre seeking to travel east/west to the Birchwood, Gemini and Omega developments. This characteristic also results in most bus trips from within Warrington requiring an interchange in the town centre to access Warrington General Hospital, a key destination for employment, patients and visitors.

3.1.5 Warrington Borough Transport (WBT) was awarded **Bus Operator of the Year** in 2008 in acknowledgement of how WBT has transformed the quality of bus travel in Warrington with its innovative local marketing initiatives and continued investment in vehicles. Indeed, all its vehicles will be low floor from March 2011. WBT also works closely with the Council to ensure good standards of bus service information and on improving bus punctuality and reliability. All this is reflected in a consistent increase in bus patronage which has remained above the national average.



Rail

3.1.6 The borough is crossed by three rail lines carrying passenger services and has a broad range of both regional and national destinations served by rail:

- Westcoast Mainline: connects London with the West Midlands, North West England and Scotland. Warrington Bank Quay station provides access to these services.
- Liverpool-Manchester (Chat Moss): runs across the northern tip of the borough. There are no stations within Warrington on this line however North Wales to Manchester services use the Chat Moss line after calling at Warrington Bank Quay. Outside Warrington, Newton-le-Willows station provides access to services on this line and attracts passengers from the northern part of the borough.
- Liverpool-Manchester (CLC): runs through the middle of the borough. Warrington Central and Birchwood are the main Warrington stations on this line but selected services also stop at the smaller stations of Sankey for Penketh, Glazebrook and Padgate.

3.1.7 Warrington Borough Council does not have any direct influence over rail services but during previous LTPs has actively supported station operators in making improvements at both Warrington Bank Quay and Warrington Central. Warrington Bank Quay was originally identified for a further multi million pound investment under the previous government's 'Better Stations' initiative but financial support for this has now been withdrawn meaning there is uncertainty about whether further improvements can be secured.



3.1.8 Future opportunities to increase the frequency of passenger rail services or the capacity of passenger trains will depend very much on what happens nationally with rail investment and franchising. The Coalition Government has committed to improvements to the track between Manchester and Leeds including the full electrification of the Chat Moss line. Similarly we currently do not know what investment will be available to improve rail network capacity at 'bottlenecks' into Manchester.

3.1.9 It is important that Warrington continues to work with adjoining local planning and transport authorities to press for improvements to the rail network in the North. Many of the issues such as passenger overcrowding or pinch points on the rail network impact on a wide range of authorities and as such there is a clear common interest in seeing investment brought forward on a series of capacity and infrastructure improvements referred to by NWDA and Network Rail as the 'Northern Hub'.

3.1.10 The Coalition Government has made a clear commitment to the development of a high speed rail network as part of their ambition to achieve a low carbon economy and this may present opportunities for Warrington in the future. The government company HS2 is currently looking at options for **high speed rail** north of Birmingham and is due to undertake a major public consultation exercise on plans for the first phase between London and the West Midlands Conurbation.

3.1.11 The proposals are expected to take some years to come to fruition with the London-Birmingham section expected to be delivered by 2025. The Council will ensure that it continues to work closely with other stakeholders in the rail industry to ensure that HS2 provides the maximum possible benefit for Warrington when plans are made to extend high speed rail north of Birmingham.

Other forms of Public Transport

3.1.12 There are currently no **Light Rapid Transit** (LRT¹) services such as tram or guided/express bus operating in the Borough. There may be opportunities to develop LRT services in the future but given constraints on public sector spending, any future development of LRT would be heavily reliant on private sector investment.

3.1.13 National Express **coaches** call at the Warrington Bus Interchange and offer commercial coach travel to the following destinations: London, Manchester, Liverpool, Edinburgh, West Yorkshire, North Yorkshire, the North East, Birmingham, the East Midlands, Cambridge, Chester and Wrexham, with a summer only service to Skegness.

3.1.14 Two regional **airports** act as gateways to international travel: Manchester Airport and Liverpool John Lennon Airport (JLA). Both are within easy travelling distance of Warrington and take roughly 30 minutes by car when traffic conditions are good. There are direct train services from Warrington to Liverpool South Parkway; the nearest station to JLA where passengers then have to transfer to bus or taxi. Warrington to Manchester Airport requires users to change trains in Manchester but the station itself is adjacent to the airport terminals.

3.1.15 Until recently a commercial hourly express coach service, the X2, ran from Piccadilly Station to Liverpool Lime Street Station via Manchester Airport, Warrington, Widnes and Liverpool John Lennon Airport. Unfortunately the service was subsequently withdrawn due to journey time reliability issues, but the need to improve cross-boundary transport opportunities remains.

3.1.16 There are currently 154 **taxis** and over 400 **private hire** vehicles operating in Warrington. Warrington Borough Council licences these vehicles and is able to work with operators to develop provision that complements the main public transport modes of local bus and rail. The Council currently has a policy of 'managed-growth' regarding the number of taxi licences with growth only allowed where this would increase the availability of accessible vehicles.

3.1.17 **Warrington Community Transport (WCT)** is the main provider of demand responsive accessible transport services such as Dial-a-Ride. WCT relies heavily on funding from the Council to maintain its operations. There are also two partly demand responsive rural services provided by another operator through Rural Bus Subsidy Grant (RBSG) funding; these serve the Glazebrook, Glazebury, Kenyon, Croft, Lymm, Statham and Broomeedge areas.

3.1.18 The Council has an integrated approach to **Social Transport** provision, co-ordinating access to social care, education and community services through the use of an in-house fleet complemented by contracts with local operators. This ensures a high quality of service whilst ensuring efficient use of resources.

¹ LRT is a collective term which covers tram, tram/train and guided express bus

Figure 3.1 - Public Transport – Headline Facts & Issues

- During the day, 1 out of 4 Warrington residents have the potential to reach the town centre by bus within 20 minutes.
- Since 2004/5, annual passenger numbers on Warrington buses have risen by 28% to a figure of 11.2 million in 2009/10. This is strong improvement compared to national growth of 13% during the same period.
- Rail services from Warrington Central and Birchwood provide a daytime Mon-Fri frequency of 3-4 trains per hour to Liverpool and Manchester.
- Growth in rail patronage in the North West has been greater than average. Warrington Bank Quay and Warrington Central are amongst the top 20 busiest stations in Greater Manchester, Cheshire and Merseyside.
- Warrington Bank Quay is the first stop north from London on Virgin Train's services to Scotland and has a journey time of 1 hour 46 minutes to London.
- Warrington has around 1200 bus stops, 445 of which are built with raised kerbs and are therefore fully accessible for low floor vehicles.
- Over crowding on trains into Manchester from Warrington Central is such that in the AM peak, seat occupancy is between 100 and 125% (Network Rail 2007).
- Warrington Community Transport has over 3,000 members and handled 32,800 journey bookings in 2009/10. Services operate throughout Warrington seven days a week (except Bank Holidays) 08.30 - 17.00hrs and are provided by 10 employees and 21 volunteers.
- Warrington Borough Council funds a range of public transport initiatives including:
 - Local school bus services - £1.1m
 - Warrington Bus Interchange - £300,000
 - Supported bus services - £230,000
 - Dial a Ride - £180,000
- In Warrington the annual cost of Concessionary Travel² by bus is £3.8m.

² The costs of concessionary travel are grant funded by central government

Figure 3.2 - Public Transport – Key Challenges

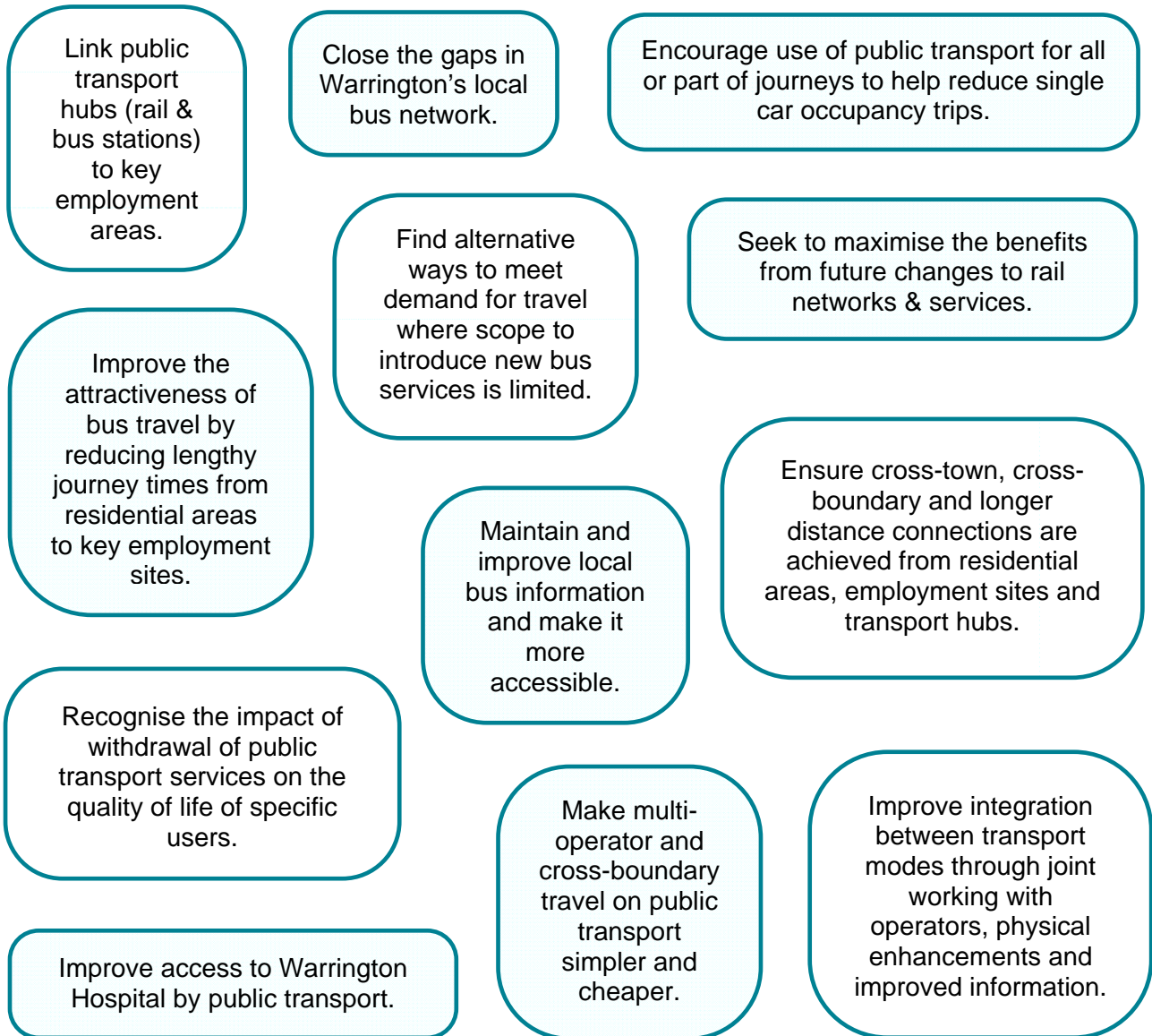













Table 3.1 - Policies and Actions for Public Transport

Warrington Borough Council will ...	CO ₂	One Warrington Ambitions				
PT1: Seek to maintain a core strategic public transport network linking key residential areas of the borough with employment sites and key local services.		■	■	■	■	■
PT2: Give priority to supporting public transport services which enable disadvantaged groups and communities to access employment sites and key local services.		■	■	■	■	■
PT3: Consider the impact of key decisions made by the Authority on the ability of residents to access services and on possible need for public transport changes or enhancements to facilitate this.		■	■	■	■	■
PT4: Establish policies in the Local Development Framework that support making journeys by Public Transport by encouraging development to be located in sustainable locations where access to public transport is good and to contribute to the development of Public Transport services and facilities.		■	■	■	■	■
PT5: Maintain and seek to improve the provision of local bus information and make maximum use of electronic technology to provide convenient information to public transport users.		■	■	■	■	■
PT6: Seek to ensure that the environment at public transport stops and interchanges is designed to minimise opportunities for anti-social behaviour and increase passengers sense of personal security.		■	■	■	■	■
PT7: Ensure that new public transport infrastructure complies with the requirement of the Disability Discrimination Act (DDA).		■	■	■	■	■
PT8: Maintain a policy of managed growth of Hackney Carriage Licences to ensure sufficient capacity of accessible vehicles in line with The Equality Act 2010.		■	■	■	■	■
PT9: Seek to ensure that improvements to the national rail network are positive for Warrington and maximise opportunities that arise to improve rail passenger and freight services.		■	■	■	■	■
PT10: Seek to improve integration between modes of transport through joint working with transport operators and authorities and through provision of interchange facilities.		■	■	■	■	■
PT11: Seek to improve cross boundary travel by public transport through joint working with transport operators and authorities.		■	■	■	■	■

Short Term Actions	Longer Term Actions
<ul style="list-style-type: none"> • Continue to invest in small scale physical improvements to the public transport network, such as at bus stops and rail stations. • Through the Development Control process, ensure that new developments have good access to public transport networks and seek contributions to improved services and infrastructure where appropriate. • Work with partners to improve links between public transport interchanges and key employment areas in the borough. • Work with partners from all sectors to improve access to Warrington Hospital by public transport. • Continue to work with partners to facilitate and promote use of public transport services by 16-19 year olds. • Work with partners to explore opportunities for greater co-ordination and integration of door-to-door transport services. • Work directly with the community and third sector organisations to engage them in the development and provision of public transport. • Work with partners to press for improvements which will benefit rail access to and from destinations within the borough. 	<ul style="list-style-type: none"> • Work with partners to identify the gaps in the local bus network and develop innovative alternatives to meet travel demands where scope or ability to support new or enhanced conventional services is limited. • In securing socially necessary transport, encourage the use of lower-emission public transport vehicles by giving priority to companies that use higher Euro standard engine vehicles. • Work with partners to create and improve facilities at public transport interchanges which support the use of multiple modes of transport (rail, bus, cycle, car, taxi, walking) to make journeys. • Implement physical measures to improve the Disability Discrimination Act (DDA) compliance of existing public transport infrastructure. • Identify opportunities to encourage ticket interoperability and explore the potential contribution of electronic technology such as smartcard ticketing. • Work with partners to maintain and improve the reliability and punctuality of the public transport networks and implement physical measures to give public transport priority where appropriate. • Work with partners to explore opportunities to improve cross town journeys; making them simpler, easier and quicker and investigate the feasibility of creating orbital and cross-town bus routes. • Work with partners to investigate opportunities to improve cross boundary access by public transport to major employment sites.

4.0 Managing Motorised Travel

4.1 Evidence, Issues & Challenges

4.1.1 Managing Motorised Travel in LTP3 recognises the need for policies and actions which support the sustainable use of cars, motorcycles and road-based freight in a manner which is consistent with achieving our overall objectives.

4.1.2 Secretary of State for Transport, Rt Hon Philip Hammond stated that *‘For short-distance urban travel, our challenge is to make public transport or low-impact modes such as walking and cycling the most attractive options. But for intermediate journeys involving complex routing across rural and suburban areas, there is no realistic prospect of displacing the car through persuasion ... Whether we like it or not, the ability to travel point-to-point on an individually-tailored timetable is one of the great quality-of-life gains of the second half of the 20th century – and not one that people will give up without a fight³’*. This reflects the growing recognition that for some users and for some journeys, the car remains a very necessary form of transport.

4.1.3 Warrington is a car dependant town; it has a lower percentage of households without access to a vehicle (21%) than the rest of the UK (27%) or North West (30%) and has a higher percentage of households with more than one vehicle. Breaking the connection between households owning/having access to a vehicle and the automatic choice of this mode for journeys is a key challenge for the future and links closely with Smarter Choices.



4.1.4 The availability, cost and quality of **parking** can be a key influence on the use of motorised vehicles and on the economic success of specific locations. Warrington Borough Council has direct control over only a small proportion of the off-street parking spaces in the borough and will need to develop parking policies and actions in partnership with the private companies and employers who control the majority of spaces.

4.1.5 Although a key objective of LTP3 is to reduce the need to travel by car, we also need to recognise that some journeys do not have a viable public transport or active travel alternative. **Park-and-Ride** may have a role to play in capturing these trips as they enter the borough, transferring users from motorised to public transport. Given Warrington's proximity to the national motorway network and the volume of cross-boundary trips, strategic Park-and-Ride sites around motorway junctions which provide opportunity for express coach services to destinations such as Manchester and Liverpool and direct bus services to destinations such as Warrington town centre and key employment sites could prove successful.

³ Speech to the IBM START Conference: Business Summit 10/09/2010

4.1.6 Increasing emphasis is being given to ways in which drivers can run more fuel efficient vehicles, or electric vehicles which reduce the impact on climate change and reduce emissions. The new government White Paper, 'Creating Growth, Cutting Carbon' sets out that the government will support the market for **electric and other ultra-low emission vehicles**. In Warrington, the Council is to shortly install the first electric charging point in the Town Centre.



4.1.7 '**Car sharing**' where people travel together in the same vehicle to make journeys rather than travelling in separate vehicles is one way in which motorised travel can be made more sustainable. The Council needs to consider the scope for encouraging car sharing and the measures which may be required to make this happen. Car sharing is one of the options which could be promoted as part of Smarter Choices campaigns. Parking spaces for 'park-and-share' users could form part of the facilities offered at strategic Park-and-Ride sites aimed at capturing cross boundary trips.

4.1.8 **Demand management** measures seek to reduce demand or redistribute it to higher capacity locations or less congested times of day. The London Congestion Charge is a well-known example of demand management. Warrington Borough Council does not currently have any plans to investigate or introduce congestion charging but we do propose to explore how parking charges may be used to influence demand.

4.1.9 Traditionally the focus on **motorcycling** has been from the point of view of improving safety as statistics show that motorcyclists are more likely to be involved in a fatal collision than other road users. However in considering the wider objectives of LTP3, it is important to recognise that motorcycles contribute less to emissions and congestion than single occupancy cars and therefore are a legitimate travel option. In considering the needs of motorcyclists, there is a wide range of machines in use from small engine 'twist-and-go' scooters to large engine touring bikes. 'Powered Two Wheelers' is a collective term which is used to reflect this range of machines.

4.1.10 Managing the movement of **freight** in/out and through the borough is an important issue for Warrington particularly as a number of large freight distribution or 'logistics' companies have developed bases in the borough, attracted by good access to the motorway network which surrounds Warrington. Congestion and incidents on the motorway also impact on the amount of freight traffic travelling through the borough as strategic traffic including Heavy Goods Vehicles (HGVs) are regularly displaced onto local roads.



4.1.11 Warrington has existing **rail freight** operations mainly located to the north and south of Warrington Bank Quay station and there are proposals for future large-scale rail based multimodal freight distribution centres in areas adjoining the borough. However opportunities to increase the amount of freight carried by rail are constrained by available capacity on the busy Westcoast Mainline and by the need for freight trains using the Arpley line to turnabout in Latchford.

4.1.12 The **Manchester Ship Canal** runs east-west through Warrington and connects the Port of Liverpool with Salford Quays. The Ship Canal provides a unique 44 mile seaway for “big ships” and the owner, Peel Ports, is keen to develop the commercial potential of the Ship Canal. Peel Ports is investing in a multi-million pound inland intermodal freight terminal at Port Salford and expects other port developments along the canal to stimulate further growth in waterborne freight. In principal, transferring freight trips from road to water has clear environmental and social benefits. However there is a local impact in Warrington associated with the swing road bridges (A56/A5060, A49 & A50) which have to be opened to allow ships to pass along the Canal. Bridge swings disrupt local transport movements (including public transport and active travel) and cause traffic congestion which has economic and environmental costs.



4.1.13 Warrington Borough Council and Manchester Ship Canal Company have for some years now been working together to consider the impact of bridge swings on local roads. Currently both partners are looking to integrate our information and control systems and produce jointly agreed processes to allow us to manage the network and provide real time information to road users. It is proposed that these joint protocols are formalised in a Memorandum of Understanding.

Figure 4.1 - Managing Motorised Travel – Headline Facts & Issues

- Warrington has a higher percentage of households with 2 or more vehicles (36%) than the rest of the North West (27%) or UK (30%).
- Warrington attracts more journeys to work (97,078) each day than it generates (85,813) and is the 8th largest attractor of work trips in Greater Manchester, Merseyside & Cheshire.
- Warrington has a higher percentage of people commuting over 20km to work in (17%) or out (18%) of the borough than the rest of the North West (10% & 14%).
- 39% of off-street parking spaces in the town centre are privately owned by non-retail businesses, 27% are owned by retail businesses and available to customers/staff and 26% are privately operated public parking spaces. The majority of these spaces (96% to 99%) are offered free of charge. Warrington Borough Council only controls 7% of off-street parking spaces.
- Charges for Long Stay Parking (over 4 hours) in Warrington town centre are comparatively low compared to other adjoining locations with park and ride services. Examples of the range of costs:

Warrington £2.20 - £4.00	Chester £4.00 - £5.90
Manchester £5.00 - £15.00	Liverpool £5.00 - £9.00
- Rail and waterborne freight typically produces 75% less CO₂ per tonne kilometre than an articulated Heavy Goods Vehicle (HGV).



Figure 4.2 - Managing Motorised Travel – Key Challenges

Encourage behaviour which makes sustainable use of motorised vehicles.

Balance the provision of short and long term parking in a way which supports the vitality of retail centres whilst discouraging single-occupancy car use.

Break the link between car/vehicle availability and automatic choice of this mode for journeys.

Encourage drivers of Heavy Goods Vehicles (HGVs) to use appropriate routes.

Consider how charges and levies might be used to reduce parking demand and discourage single-occupancy car use.

Consider how Park and Ride services may help improve sustainable use of motorised vehicles for cross boundary journeys.






Support the principle of freight switching from road to rail or inland waterways whilst being mindful of the impact of Ship Canal bridge swings on Warrington.

Recognise the possible role of Powered-Two-Wheelers in addressing congestion/emissions and facilitate their safe use.

Make freight train movements to/from the Arpley line easier.



Table 4.1 - Policies and Actions for Managing Motorised Travel

Warrington Borough Council will ...		CO ₂	One Warrington Ambitions			
MT1: Consider the role of charges and controls in seeking to manage the demand for parking and discourage unnecessary single-occupancy car use.						
MT2: Balance the provision of short-stay and long-stay public parking provided by Warrington Borough Council so that it supports the vitality of retail centres whilst encouraging use of more sustainable travel modes.						
MT3: Deal with requests for the provision of 'Residents Only' parking schemes in accordance with approved council policy for new and existing schemes.						
MT4: Seek to ensure that Heavy Goods Vehicles (HGVs) use appropriate routes within the borough.						
MT5: Seek to ensure delivery of goods by road to businesses in the town centre and other key locations in the borough can be made efficiently and with minimal disruption to traffic flows on key sensitive routes.						
MT6: Support the principle of encouraging freight to switch from using road to rail or inland waterways where this would result in a reduction in carbon emissions from transport at a strategic and local level.						
MT7: Seek to develop park and ride provision in Warrington which provides the opportunity to intercept car trips to destinations in and outside Warrington onto more sustainable forms of travel, including rail, bus, coach, car-share and bike.						
Short Term Actions		Longer Term Actions				
<ul style="list-style-type: none"> Undertake regular monitoring of parking stock availability, usage, and prices of both on and off-street public parking. Review provision for disabled parking in Warrington with the aim of ensuring that there is an appropriate supply of spaces 		<ul style="list-style-type: none"> Work with partners to provide facilities for electric motorised vehicles including charging points and priority parking. Provide highway and parking infrastructure which facilitates 				

<p>close to key facilities whilst maintaining efficient passage of traffic on key sensitive routes.</p> <ul style="list-style-type: none"> • Develop an effective working relationship with companies providing public parking in Warrington and work together to improve the quality, safety, and security of parking offered. • Provide advice on desirable standards for parking provided at major new developments for inclusion in the Local Development Framework (LDF). • Review all aspects of off and on-street parking provision in Warrington Town Centre and consider if charges should be introduced for the use of on-street parking as part of overall management of parking . • Consider whether to allow Power Two Wheelers to use bus/taxi priority lanes provided in Warrington. • Work with partners to develop a strategic routing strategy for Heavy Goods Vehicle (HGV) traffic through the borough. • Support the principle of providing appropriately located, good quality Heavy Goods Vehicle (HGV) parking facilities in and around Warrington. • Consider the application of Residents' Parking Policy to existing schemes. • Support the pilot installation of electric vehicle charging points in Warrington town centre. 	<p>car-sharing as an alternative to single occupancy car trips.</p> <ul style="list-style-type: none"> • Develop facilities for safe and secure parking for Powered Two Wheelers at town and local centres. • Work with partners to identify opportunities for bus or light rapid transit park-and-ride at a local, borough and sub-regional level and develop proposals for appropriate sites. • Work with rail industry partners to investigate opportunities for rail based park-and-ride in Warrington. • Implement measures to enable efficient delivery of goods to businesses in Warrington Town Centre. • Implement measures to support strategic routing of Heavy Goods Vehicles. • Work with the freight industry to promote use of rail and inland waterways for the distribution of freight and the development of rail and inland water freight facilities. • Consider how future charges and controls could be used in the long term to discourage single-occupancy car use. • Work with businesses and developers to roll out an electric vehicle charging network across the borough - dependant on the success of the town centre pilot scheme.
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DGN2: Travel Plans

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Travel Plans

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1. Introduction

- 1.1. This advice sets out Warrington Borough Council's requirements for Travel Plans and identifies where they are required in support of a planning application. It is strongly advised that applicants contact the Council's Travel Plan Officer for advice before developing a travel plan as local requirements may vary from national guidance.
- 1.2. Travel Plans are an integral part of national policy on sustainable transport. The implementation of travel plans in Warrington will help to achieve national and local targets to reduce congestion, improve air quality and promote healthier travel.
- 1.3. The National Planning Policy Framework published in March 2012 requires submission of Travel Plans alongside planning applications for developments which generate significant amounts of movement. Warrington's Local Plan Core Strategy gives more local guidance and requirements.
- 1.4. In order to be effective a Travel Plan must be written in a straight forward manner that can be understood by a non-transport planning professional. The plan does not require excessive amounts of national and local planning policy to be stated, but rather should concentrate on information directly relevant to the site, should be as concise as possible, and must have a clear implementation plan including responsibilities and timetable. Further guidance is provided in sections 3 and 4 of this document.
- 1.5. The Council may be able to offer a service to prepare an appropriate travel plan, work with occupiers of the site to implement the travel plan, and to monitor the plan. If developers are interested in this service they should approach the Council's Travel Plan Officer to discuss options. Planning obligations may be entered into, where appropriate, for this comprehensive travel planning service.



2. Background Information

What is a Travel Plan?

- 2.1. A Travel Plan is a package of measures to assist in managing the transport needs of an organisation. A successful Travel Plan will offer users of an organisation or business a choice of travel modes to and from the site to encourage more sustainable patterns of movement. Local Authorities are encouraged to promote the use of Travel Plans to assist in wider aims of reducing pollution, congestion and improving health.
- 2.2. A Travel Plan must contain an action plan detailing which measures will be promoted as alternative modes of travel for commuting, school journeys (if applicable) and business trips. These may include bus, train, cycling, walking, motorcycling or car sharing. This may also apply to journeys made during the course of work or to visitors and customers to a site where a travel plan can realistically influence these journeys.
- 2.3. Travel Plans consist of two stages; development and implementation.
 - The **development** stage involves analysis of and consultation on site-specific issues, determining which measures are required, and the production of an action plan.
 - The **implementation** stage is an ongoing process, ensuring the actions are put into operation, monitoring their effectiveness, and revising where necessary.

Objectives of a Travel Plan

- 2.4. The main objective of a Travel Plan is to enable and encourage users of a development to reduce their single occupancy car travel to the site.
- 2.5. A Travel Plan is better viewed in terms of an ongoing process rather than a one-off document. A successful Travel Plan will benefit from continual monitoring (e.g. staff surveys), review and adjustment over time. It requires integration into other management procedures and demonstration of high-level management commitment.

The Benefits of a Travel Plan

- 2.6. Whilst a Travel Plan will clearly help to reduce congestion and traffic related pollution for residents in the Borough, there are also benefits to organisations, namely:
 - producing cash savings, particularly where there is a constrained or congested site, car parking costs are high, or parking areas could be put to higher value use;
 - improving competitive advantage, they can help employee recruitment and retention, create a better image and improve public relations, reduce employee stress through healthier forms of travel, encourage flexible working practices and produce a fair approach to travel subsidy; and
 - offer a wider choice of travel mode for all those travelling to and from the site.

Local Policy on Travel Plans

- 2.7. The promotion and implementation of Travel Plans is a policy objective in the Local Transport Plan (LTP) for Warrington. The LTP quotes that “the Council is concerned that proposals for new building developments take full account of the need to encourage more sustainable transport solutions.” Local and national initiatives and targets to reduce road traffic, promote public transport, walking and cycling are also set out.
- 2.8. Warrington’s Local Plan Core Strategy states...“Applications for major developments, developments that are not consistent with the Local Planning Framework or developments that raise specific issues in a locality that consist of housing, employment, retail, leisure, and service uses must be accompanied by a Transport Assessment, Transport Statement, and Travel Plan in accordance with National Planning Policy and national guidance on transport assessments.”

When is a Travel Plan required with a Planning Application?

- 2.9. In addition to the guidance in 2.8 above, developers are encouraged to consult with the Council at an early stage, preferably before submission of an outline or detailed planning application, as to whether a Travel Plan is required. This consultation is important as it may influence the design of any final scheme.
- 2.10. The Department for Transport’s Good Practice Guide outlines the four different types of Travel Plan and determines which is appropriate for which circumstance:

Area-wide travel plan
For use in rural areas or complex large developments in existing developed areas. Can ensure that proposed development creates effective, integrated, sustainable access.
Framework travel plan
For large mixed-use developments with multiple occupants or mixed uses. Overall outcomes, targets and indicators are shared and administered centrally. Sets the parameters for the individual uses/elements that should prepare their own subsidiary travel plans which are in line with the framework travel plan.
Interim travel plan
For when it is not possible to identify all the outcomes or measures and/or where the uses and end users are unknown. Covers all main elements and fixes a time-frame and commitment for completion of the full travel plan.
Full travel plan
The expected standard choice, when location, use and end users are known.
Travel plan statement
For small applications, when a full travel plan is not justified, a travel plan statement can be used to deal with any issues that arise from the transport statement.

Section 106 Agreements

2.11. A developer may be required to enter into an Agreement with the Council made under Section 106 of the Town and Country Planning Act 1990. This could include:

- A financial contribution
- A requirement to produce a Travel Plan
- Monitoring requirements

3. Developing a Travel Plan

- 3.1. It is strongly advised that contact is made with the Council's Travel Plan Officer at the earliest opportunity as advice will be given on the best approach to take, and support may be available to assist with the development and implementation of the Travel Plan. This can save the developer time and money commissioning an alternative, and is likely to lead to a quicker decision.

Appointment of a Travel Plan Co-ordinator (TPC)

- 3.2. The Developer or Occupier must supply to the Council the name of the appointed person from within the organisation responsible for the success and running of the Travel Plan, known as the Travel Plan Co-ordinator. The post needs to be of sufficient seniority to undertake tasks associated with the post, however the appointment need not necessarily be a new one but instead a case of extending the job profile of an existing employee (this will depend on the scale of the development and size of the organisation).
- 3.3. The role of the Travel Plan Co-ordinator will be to manage the Travel Plan, liaise with the Council and provide monitoring information when agreed. Depending on the elements in the Action Plan, the job description also requires to include some or all of the following:-
- to promote and encourage the use of non-car travel modes, including publicity;
 - to ensure that all relevant information is provided to all users of the site, and that up to date information is clearly displayed on the noticeboards or via the intranet if applicable;
 - to arrange and record surveys of car park usage as required by the Council;
 - to co-ordinate car sharing arrangements in whatever manner the organisation has decided upon;
 - to arrange for either full or snapshot travel surveys to be undertaken of all users of the site, at intervals agreed with the Council;
 - to liaise with public transport operators and officers of the Planning and Transport authorities and arrange regular meetings with all interested parties;
 - to organise the flow of information to educate existing and new staff.

(NOTE: Support and advice will be available from relevant WBC officers throughout)

- 3.4. The following are suggested steps to be taken when developing a Travel Plan. For ease of assessment it is recommended that the applicant sets out the Travel Plan as shown below. Best practice suggests that a panel be set up to advance travel plan development and its future implementation. This should consist of the travel plan co-ordinator, decision-makers and any other interested parties.

STEP 1 – Site Audit

- 3.5. This is an essential part of preparing a Travel Plan. It is a tool for methodically assessing transport facilities on the site and transport links to it. In the process of carrying out a site

audit, a list of actions to make it easier and more attractive to travel to the site on foot, by public transport and bicycle is drawn up for use in a Travel Plan.

STEP 2 – Travel Survey

- 3.6. A survey of travel modes of users of the site (usually staff but may include others such as patients/students/pupils depending on type of development) should be undertaken. The aim of the survey is to collect data on current transport methods and determine which alternative modes are required and are likely to be acceptable and most effective. The survey should include the following questions:
- How far do you travel to work (one way)?
 - How long does it normally take you to get to work?
 - How do you usually travel to work?
 - Why do you currently travel to work in this way?
 - If driving, is there anything that would make you change how you travel?
 - Please enter your full home postcode
 - Any other aspect of travel the organisation might require information on.
- 3.7. The most effective method of conducting the survey should be selected, and an attempt should be made to ensure maximum return by offering, for example, entry into a prize draw for participants. Thought should be given as to whether electronic or hard copy distribution will elicit the highest return.



Our travel patterns are complex;
help us understand them better.

STEP 3 – Drafting the Travel Plan

- 3.8. The Travel Plan should then be drawn up and relevant measures included, based on the survey data collected. Components required in a Travel Plan are outlined below.

STEP 4 – Submission and Evaluation of a Travel Plan

- 3.9. The Travel Plan will be evaluated by the Council's Travel Plan Officer, and when approved the Travel Plan will be passed to the Planning Case Officer for discharge of the planning condition.

4. Components of a Travel Plan

- 4.1. It is recognised that a Travel Plan will be unique to any site and a variety of initiatives may be adopted. However the following list gives an idea of what should be included in a quality plan to make it as effective as possible.

NOTE: The Council does not require excessive national and local policy to be outlined within the Travel Plan. The Plan needs to be as concise and user-friendly as possible as it will often be implemented by non-transport professionals.

Introduction

- 4.2. Purpose of travel plan (one to two paragraphs are sufficient). This should provide an overview of the site and introduces the organisation. It should set out reasons for the travel plan and refer to the relevant national and local policy background.

Audit: Facts and Figures

- 4.3. A table or bullet points including site address and location, building size, site opening date, employee numbers, shift patterns or business hours, purpose of site, number and location of car parking spaces, cycle parking spaces, shower and locker facilities, bus facilities, rail facilities, motorbike parking, etc.

Travel Survey

- 4.4. Show the results preferably, or an outline of how and when one will be undertaken.

Promoting Travel Choices – package of measures

- 4.5. A clear description of the measures planned to enable and encourage cycling, walking, bus and train use, car sharing, etc. This should only include items that WILL be done, not that could be done. It should include measures with tangible outputs – e.g. cycle storage if necessary.
- 4.6. A useful tool is a personal travel induction pack for each staff member moving to the new site which could include a site-map, cycle map, and appropriate bus or train timetable. Research suggests that the most successful plans incorporate a broad range of measures, both ‘carrots’ and ‘sticks’ with incentives introduced first.

Aims and Targets

- 4.7. Sets out in broad terms what the above measures are seeking to achieve and how these will be evaluated or measured to demonstrate success or a need to adjust to ensure future positive outcomes.

Marketing Strategy

- 4.8. Describe how the plan will be implemented on an ongoing basis including how the plan will be funded, together with a strategy for communicating the travel plan to all site users, including:
- raising awareness of sustainable travel options;
 - promoting individual measures and initiatives;
 - distribution of travel information from the outset (or even in advance if workforce is already in place elsewhere) and on an ongoing basis.
 - a monthly promotional event in a communal area such as the staff canteen

Management Strategy

- 4.9. Specifically to show commitment and buy-in from the developer or occupier. The travel plan must have a robust strategy for its implementation that is appropriate for the location and which considers the long term sustainability of the plan. This should include:
- details of who is responsible for implementing and managing the travel plan, both before and after occupation;
 - appointment of a travel plan coordinator, time allocated to this position, when to be appointed and how the coordinator will be managed, full contact details if available or interim contact details where applicable;
 - other management arrangements to steer the plan, both before and after occupation
 - a systematic approach to monitoring and review, at least annually.

Action Plan

- 4.10. The most important section: usually in a table format with the minimum headings of 'Action', 'Who leads', 'Timescale', 'Budget'. Generally a 12 month plan will be appropriate, to be reviewed and updated annually following annual survey results. The Plan will set out the actions to be implemented to reduce single occupancy car travel. They should be realistic and achievable but also stretching enough to drive progress.

Commitment

- 4.11. The implementation of initiatives within the Action Plan above is the most essential part of the process. Without effective implementation of initiatives, a travel plan is likely to be no more than a paper exercise, hence it is important to name those responsible for the implementation and to ensure they understand their duties.

Evidence of commitment to the Travel Plan by the occupier of the site is essential. The document should be signed off by someone in authority in the organisation it is written for to give confidence that it will be implemented.

5. Assessment Criteria

- 5.1. The Travel Plan will be assessed by the Council based upon the inclusion of the components above and the potential to lessen the transport implications of the development and bring about a change in modal share.
- 5.2. Any plans that do not include realistic measures and management criteria to enable implementation will be rejected and returned with suggested improvements.
- 5.3. Travel Plans which are considered credible will be accepted, added to the Council's database for monitoring and offered practical support to help with the implementation stages.

Appendix 19

Warrington Design Guide Extract – Road Hierarchy

FOREWORD

It is acknowledged that increasing levels of traffic, nationally and locally, cannot be sustained and that a change to provide sustainable development is required. The location and nature of development affects the amount and method of travel and is itself influenced by the accessibility of transport infrastructure and transport policy.

The Local Transport Plan 2006-2011 for Warrington sets out the Council's policies, strategies and programmes for developing an integrated transport system in the borough. It identifies five transport priorities: Tackling Congestion; Delivering Accessibility, Safer Roads, Better Air Quality and Improving Quality of Life that will be targeted throughout the 5-year period of the plan and beyond. A key part in achieving these priorities is the development of an integrated transport system, with walking, cycling and public transport being the three key modes of transport that will be target for promotion and investment. It is therefore vitally important that new developments are designed with these five shared transport priorities in mind and that they are designed to be accessible on foot, cycle and public transport, thereby reducing the reliance on the private car.

This approach to mode of travel closely reflects the need to develop estate road layouts that put safety and accessibility for pedestrian and cyclists high in the design process.

Creating good estate layouts is important in that it shapes the environment in which we all live. It is important that a balanced approach is taken in designing layouts, which encourage creativity in design. Roads, best thought of as streets, should be seen as part of the overall urban design and their layout will play an important part in creating surroundings which are safe, convenient, nuisance free, visually attractive and economical to construct and maintain. They must not dominate the design process but safety for all road users remains of prime importance and therefore a need to provide certain minimum/maximum standards that will ensure that safety is not compromised. Other than providing for the minimum/maximum standards, the designer is not constrained to providing definitive or prescriptive types of layout and we actively wish to encourage the creation of innovative and individual layouts to suit particular sites.

There is never a perfect time to introduce new local design guidance as new advice and sharing of best practice constantly emerges which inevitably continually shapes and changes the emphasis on some aspects of the street layout. This revised design guide therefore takes on board the significant changes in approach brought about by policies which relate to sustainability, reduced reliance on the private motor car, and in turn, car parking provision. A key factor in encouraging more walking and cycling is improving road safety through the control of vehicle speeds. For this reason new estate roads are being designed to constrain speeds to 20mph or less, with the aim that they can be designated as 20mph Zones upon completion where considered appropriate.

The information in this Design Guide is aimed at successfully and sympathetically balancing the range of design elements in order to make the difference between a poor or mediocre, though functionally acceptable design and an environmentally successful one.

The document will be kept under review to ensure that it keeps pace with best practice, operational experiences, national research and policy initiatives and other relevant changes in circumstances.

1.0 INTRODUCTION

- 1.1 The guide reflects changes to government planning policy and guidance, particularly Planning Policy Statement 1: Delivering Sustainable Development (PPS1) & Planning Policy Statement 3: Housing PPS3). In addition, it also complements Planning Policy Guidance 13: Transport (PPG13), Guidance on Transport Assessment and Manual for Streets (MfS), all of which highlight the need to encourage maximum flexibility in creating sustainable and well designed residential, commercial and industrial areas. It is important to note that Manual for Streets published, March 2007 replaces Design Bulletin 32 and Places, Streets and Movement.
- 1.2 The guide describes the Council's planning policy framework and the process for obtaining planning permission. It provides a framework for detailed guidance at a local level, gives examples of successful design and useful checklists for inspiration and helps make sense of the many complex issues that have to be considered in preparing development proposals.
- 1.3 The design guide applies to all types of development, large or small, urban or rural, commercial or residential, private or public and concentrates on the transport and highway issues of planning applications and is only part of providing good design and should be read in conjunction with other planning guidance documents.
- 1.4 Safety for all road users remains of prime importance and therefore the need to provide certain minimum/maximum standards which will ensure that road safety is not compromised and that roads, footpaths and cycle tracks are fit for their intended purpose and can be maintained that way.
- 1.5 Greater emphasis has also been placed on provisions for pedestrians, cyclists and public transport. Speed control and the introduction of 20mph Zones feature more strongly, since the safety of all road users remains of paramount importance. It is only by reducing vehicle speeds that greater flexibility can be exercised in the application of highway design principles, and this can help with the aim of raising the overall standard of the layout.
- 1.6 There are a number of statutory procedures with which developers must be fully familiar, since they can affect both the cost and the programme of a development, as well as its eventual adoption. Part 3 covers these in detail, and particular attention needs to be paid to the sections on the Advance Payments Code, works required within the existing highway, Sections 38 and 278 Agreements, inspection procedures and 20mph Zones and the Traffic Regulation Orders require in connection with them.

2.0 POLICIES

- 2.1 The Design Guide supplements national and regional guidance, and aims to meet the transport and highways policy objectives in the Council's Local Transport Plan 2006-2011, Unitary Development Plan (Adopted January, 2006) and ultimately, Local Development Framework Plans.
- 2.2 In March 2006 the Council established through its Local Transport Plan for 2006 to 2011 its priorities for transport, based upon those agreed by the Department for Transport and the Local Government Association:
- Tackling Congestion;
 - Delivering Accessibility;
 - Safer Roads;
 - Better Air Quality;
 - Improving Quality of Life.

These five transport priorities will help deliver the Council's strategic vision for transport: "...we will develop an accessible, integrated, affordable, inclusive and safer transport network for Warrington, which will help deliver social inclusion, sustainable economic regeneration and environmental improvement within our community." It is developments that help to deliver on the strategic vision and the five priorities for transport that will be promoted by the Council, with the emphasis on the promotion of developments within urban areas.

- 2.3 The Council will not expect a rigid adherence to every guideline. Instead they will be used to assess if there are any significant design or planning disadvantages to a scheme and whether these are important individually or collectively to justify refusal of planning permission.
- 2.4 The Council will promote developments within urban areas in locations, which are highly accessible to public transport and other modes such as walking and cycling. Major developments which are high traffic generators will be required to assess its public transport accessibility and if necessary upgrade or provide public transport services to serve the development. Large commercial/industrial, school and hospital developments will also be required to produce their own Travel Plans, setting targets and measures to achieve modal shift for employees away from car borne travel. Provision for the pedestrian and cyclist needs to be considered and appropriately designed roads and routes provided where necessary. Links to existing cycle/pedestrian networks should also normally be provided.
- 2.5 In instances where the additional traffic generated by development proposals would have an adverse impact on the highway network in the vicinity of the development or beyond, a planning obligation may be sought to negate the impact of such development. Planning obligations, in line with the Supplementary Planning Document, would only be sought in instances where improvements are seen to be of benefit to the general public and may take the form of road or public transport improvements and/or financial contributions. Any highway or transport infrastructure required to support the development must integrate with the existing infrastructure and be built in a way that enhances the quality of a development.

3.0 DESIGN PRINCIPLES

3.1 The design of roads within residential developments should be made to fit around the desired form of the residential layout and must not dominate it. However, it is still important that a hierarchy of roads is developed which puts traffic on appropriate routes whilst avoiding the creation of attractive routes for non access traffic. Road safety and maintenance of the operational efficiency of the local highway network are fundamental to the design of all roads, therefore the design of residential roads should influence drivers to respond to their surroundings and be aware of the speed that they are travelling along it. This can be achieved by the use of different road types, which have different functions, characteristics and standards.

3.2 In developing a framework for new layouts, priorities for all movements need to be established. Priority should be given to walking, public transport and cycling before the single occupancy car. The needs of people with disabilities should also receive particular attention and by so doing making movement easier for everyone. Developments should be designed to emphasize a sense of place and community, with routes for the movement of people established which would enhance those qualities. It is essential to provide certain standards in the interests of road safety and future maintenance and the characteristics and specifications of residential roads with different functions reflect this. However, it is emphasised that innovative and imaginative design solutions are actively encouraged and will be given due consideration. To encourage maximum flexibility developers should follow the main changes in the approach to street design recommended by MfS, which are as follows:

- applying a user hierarchy to the design process with pedestrians at the top;
- emphasising a collaborative approach to the delivery of streets;
- recognising the importance of the community function of streets as spaces for social interaction;
- promoting an inclusive environment that recognises the needs of people of all ages and abilities;
- reflecting and supporting pedestrian desire lines in networks and detailed designs;
- developing masterplans and preparing design codes that implement them for larger-scale developments, and using design and access statements for all scales of development;
- creating networks of streets that provide permeability and connectivity to main destinations and a choice of routes;
- moving away from hierarchies of standard road types based on traffic flows and/or the number of buildings served;
- developing street character types on a location-specific basis with reference to both the place and movement functions for each street;
- encouraging innovation with a flexible approach to street layouts and the use of locally distinctive, durable and maintainable materials and street furniture;

4.0 ROAD DESIGN AND STANDARDS

- 4.1 The layout and design of roads and footpaths within any new residential and commercial/industrial development form an integral part of the overall design concept and therefore cannot be considered in isolation. In line with an integrated transport policy, the concept of road hierarchy has been adopted within residential and commercial/industrial estates, from a small-scale cul-de-sac where pedestrian movements are predominant and vehicle speeds are restricted, to distributor roads catering for the free flow of the largest of vehicles.
- 4.2 The design of the estate using this hierarchy should prevent areas where people live or work being intruded upon by traffic from outside their immediate area whilst maintaining ease of access for residents, visitors and service vehicles to their homes and workplaces. The Guide is not intended to present a rigid set of rules to be followed in the design of layouts or to present standard layouts that can be applied but gives guidance on flexibility of use and where in some cases, minimum or maximum standards must be met.
- 4.3 There are several issues to consider when designing a residential layout and amongst these are:
- Function;
 - Street widths and components;
 - Junctions;
 - Features for controlling vehicle speeds;
 - Forward visibility on links;
 - Visibility splays at junctions;
 - Servicing;
 - Parking.
- 4.4 The road hierarchy for different types of roads require different road widths to accommodate its intended use and there are various factors that need to be considered in determining appropriate street widths. In most cases within residential areas, the road width will vary between 4.8m and 5.5m. Some of the factors to be considered are:
- The level of vehicular traffic and pedestrian activity;
 - Whether parking is to be allowed on-street and its distribution, occupation and enforcement;
 - The design speed for the road;
 - Whether any traffic measures such as traffic calming are to be included.
- 4.5 In lightly trafficked streets, carriageways may be narrowed over short lengths to a single lane as a traffic calming feature. In such single working sections of the street measures should be taken to prevent parking with a maximum width of 3.5m between constraining vertical features such as bollards. In certain circumstances this may be reduced to a minimum of 2.75m, which will still allow for the occasional large vehicles. In most cases widths between 3.1m and 3.9m should be avoided since they could result in drivers trying to squeeze past cyclists.

Figure 1: Road Hierarchy



4.6 District Distributor Roads

Distributor roads provide for the movement of vehicles between the different districts of a town or urban area. They will normally be designed in accordance with the Design Manual for Roads and Bridges (DMRB) issued by the Highways Agency, an executive agency of the Department for Transport (DfT). They are beyond the scope of this design guide and reference should be made to the appropriate national standards and Technical Advice/Design Notes.

4.7 Local Distributor Roads

Local distributor roads form the links between residential access roads and the district distributor roads. The function of the distributor road is to distribute access traffic and provide bus routes to residential developments. Where a speed limit of 30mph applies, direct frontage access is permitted on the distributor road as long as the daily traffic flow is no more than 10,000 vehicles. The roads will normally be designed in accordance with DMRB after referring to the local parameters as follows:

Table 1: Local Distributor Road Summary Design Parameters

	Typical Parameter	Notes
Provides access to:	Major residential roads, Minor access roads, Shared surface roads	
Serves	Over 300 dwellings	
Anticipated vehicle types	HGVs and all other types (assessment of likelihood of HGVs should be made depending on type of development and context of area)	Mandatory parameter range is pantechnicon
Min carriageway width	6.75m	
Min centreline radius	40m	
Design Speed	30 mph	
Distance between speed restraint features	80m to 120m	
Frontage access	Yes	Direct access will not be permitted within 20m of its junction with a classified road.
Footway	Minimum width 2.0m	Provided on both sides
Segregated cycle track	Optimum width 3.0m. Minimum 3.5m if combined with footway (assuming facility open on both sides)	Required on both sides. Transition between on & off street treatment at side roads/junctions require careful design
Verge	Required on both sides between carriageway edge and cycleway/footway. Minimum 1.5m wide	
Min forward visibility	60m	
Junction visibility - x	4.5m	
Junction visibility - y	90m	May be reduced if it can be demonstrated that vehicle speeds will be less than 30 mph
Min junction spacing - adjacent	90m	

Table 1: Local Distributor Road Summary Design Parameters (cont'd)

	Typical Parameter	Notes
Min junction spacing - opposite	45m	
Max gradient	1 in 12 (8.33 %)	Gradient may only be increased due to local topography
Min gradient	1 in 150 (0.67 %)	
Vertical curve min K value	6.5	May be reduced subject to a minimum curve length of 30m
Kerb radius	10m	
Kerb height	125mm	

4.8 Major Residential Access Roads

Access roads form the major part of residential road networks and provide direct access to individual dwellings and parking spaces (for properties with direct frontage access in sensitive locations, on site turning areas may be requested) and often links several residential areas to a local distributor road. They may serve between 50 and 300 dwellings (or equivalent mixed uses) including those located on other access roads feeding onto it. It should preferably have two points of access or take the form of a loop road with a short connection to a single point of access and a secondary emergency access link. Any through route must be designed so as it discourages non-essential through traffic. Cul-de-sac may be permitted on sites, which are too small to accommodate a loop road, or on sites where existing allocated or consented land is involved. Any such roads should however serve no more than 150 dwellings. The design speed for this access road is 20mph.

Table 2: Major Residential Access Road Summary Design Parameters

	Typical Parameter	Notes
Provides access to:	Minor Residential Access roads Shared Surface roads Private drives	
Gains access from	Classified Roads & Local Distributor	
Serve	Between 50 and 300 dwellings	
Anticipated vehicle types	Low pantechnicon, refuse vehicle, fire tender, car	Recommended parameter range is pantechnicon
Turning head	Yes, if cul-de-sac	
Frontage access	Yes	Direct access will not be permitted within 20m of its junction with a classified or Distributor road
Min carriageway width	5.5m	(6.0m for Bus Routes)
Min centreline radius	20m	
Design Speed	20 mph	25mph may be considered where vehicles would have to travel over a kilometre (0.6 miles) by '20 mph' roads.
Distance between speed restraint features	Between 60m and 80m	See advice on speed restraint features
Footway	Minimum width 2.0m	Required on both sides
Segregated cycle track	Optimum width 3.0m. Minimum 3.5m if combined with footway (assuming facility open on both sides)	Required on at least one side or both sides where appropriate. May not be required if design speed is demonstrably 20mph and or a large no of side junctions/drives interrupt route

Table 2: Major Residential Access Road Summary Design Parameters (cont'd)

	Typical Parameter	Notes
Verge	Required on both sides between carriageway edge and cycleway/footway. Minimum 1.5m wide	
Min forward visibility	35m	
Junction visibility – x	4.5m	May be reduced to 2.4m if side road is minor access road or lower category
Junction visibility – y	70m	May be reduced if it can be demonstrated that vehicle speeds will be less than 20 mph
Min junction spacing – adjacent	60m	May be reduced to 30m dependent on vehicle speed
Min spacing – junction opposite R/L	15m	Cross roads should be avoided, unless other features such as a roundabout is provided
Min spacing – junction opposite L/R	30m	
Max gradient	1 in 12 (8.33 %)	Gradient may only be increased due to local topography
Min gradient	1 in 150 (0.67 %)	
Vertical curve min K value	4	May be reduced subject to a minimum curve length of 25m
Kerb radius	6m	
Kerb height	125mm	

4.9 Minor Residential Access Roads

Minor residential access roads generally serve up to 100 dwellings including those in other residential areas which feed onto it and give direct frontage access to dwellings. It can either be a through road or a Cul-de-sac. If a cul-de-sac it should serve not more than 50 dwellings and have a secondary link for pedestrians and cyclists, capable of being used by emergency vehicles. (See 4.19 for further details). The design speed of this access road is 20mph.

Table 3: Minor Residential Access Roads Summary Design Parameters

	Typical Parameter	Notes
Provides access to:	Shared Surface roads Private drives	
Serve	Up to 50 dwellings	
Turning head	Yes, if cul-de-sac	
Anticipated vehicle types	Low pantechnicon, refuse vehicle, fire tender, car	Recommended parameter range is refuse vehicle
Frontage access	Yes	Direct access will not be permitted within 20m of its junction with a classified or Distributor road
Min carriageway width	4.8m	
Min centreline radius	15m	
Design Speed	20 mph	
Distance between speed restraint features	40m to 60m	
Footway	Minimum width 2.0m	Required on both sides where there is frontage access
Cycleway	No separate provision	
Verge	Required on both sides if no footway provided. Min width 2m	
Min forward visibility	25m	
Junction visibility - x	2.4m	
Junction visibility - y	60m	May be reduced if it can be demonstrated that vehicle speeds will be less than 20 mph
Min junction spacing – adjacent	30m	
Min spacing – junction opposite R/L	15m	Cross roads should be avoided, unless other features such as a roundabout is provided
Min spacing – junction opposite L/R	15m	
Max gradient	1 in 12 (8.33 %)	
Min gradient	1 in 150 (0.67 %)	
Vertical curve min K value	2	May be reduced subject to a minimum curve length of 20m
Kerb radius	6m or 4m	
Kerb height	125mm	

4.10 Shared Surface Roads

The primary purpose of these roads is to provide direct access to dwellings with shared use by vehicles and pedestrians. They are engineered with low traffic speeds and help create a sense of community. Since pedestrians and vehicles share the same surface it is most important that all road users are made aware of the separate and distinctive nature of these roads. The distinction between other residential estate roads must be made, not only by the presence of traffic calming measures, but also by the use of differing carriageway surfacing materials subject to the approval of the Local Highway Authority. It is not appropriate to provide formal footways adjacent to the shared surface road and therefore any road where footway links are required will need to be designed as Minor Access Road.

Table 4: Shared Surface Roads Summary Design Parameters

	Typical parameter	Notes
Provides access to:	Shared Surface roads Private drives	
Serve	Up to 50 dwellings if formed as a loop road	25 dwellings if formed as a cul-de-sac
Turning head	Yes, if cul-de-sac	
Anticipated vehicle types	Low pantechnicon, refuse vehicle, fire tender, car	Recommended parameter range is refuse vehicle
Frontage access	Yes	
Min carriageway width	4.8m total width	5.5m with frontage access
Min centreline radius	15m	
Design Speed	Below 20 mph	
Distance between speed restraint features	40m	
Footway	No separate provision	
cycleway	No separate provision	
Verge	Required on both sides. Min width 2m	
Min forward visibility	25m. Overrun widening on bend if required	
Junction visibility - x	2.4m	
Junction visibility - y	45m	
Min junction spacing – adjacent	30m	
Min spacing – junction opposite R/L	15m	Cross roads should be avoided, unless other features such as a roundabout is provided
Min spacing – junction opposite L/R	15m	
Max gradient	1 in 12 (8.33 %)	
Min gradient	1 in 150 (0.67 %)	
Kerb radius	6m or 4m	
Kerb height	25mm	

Appendix 20

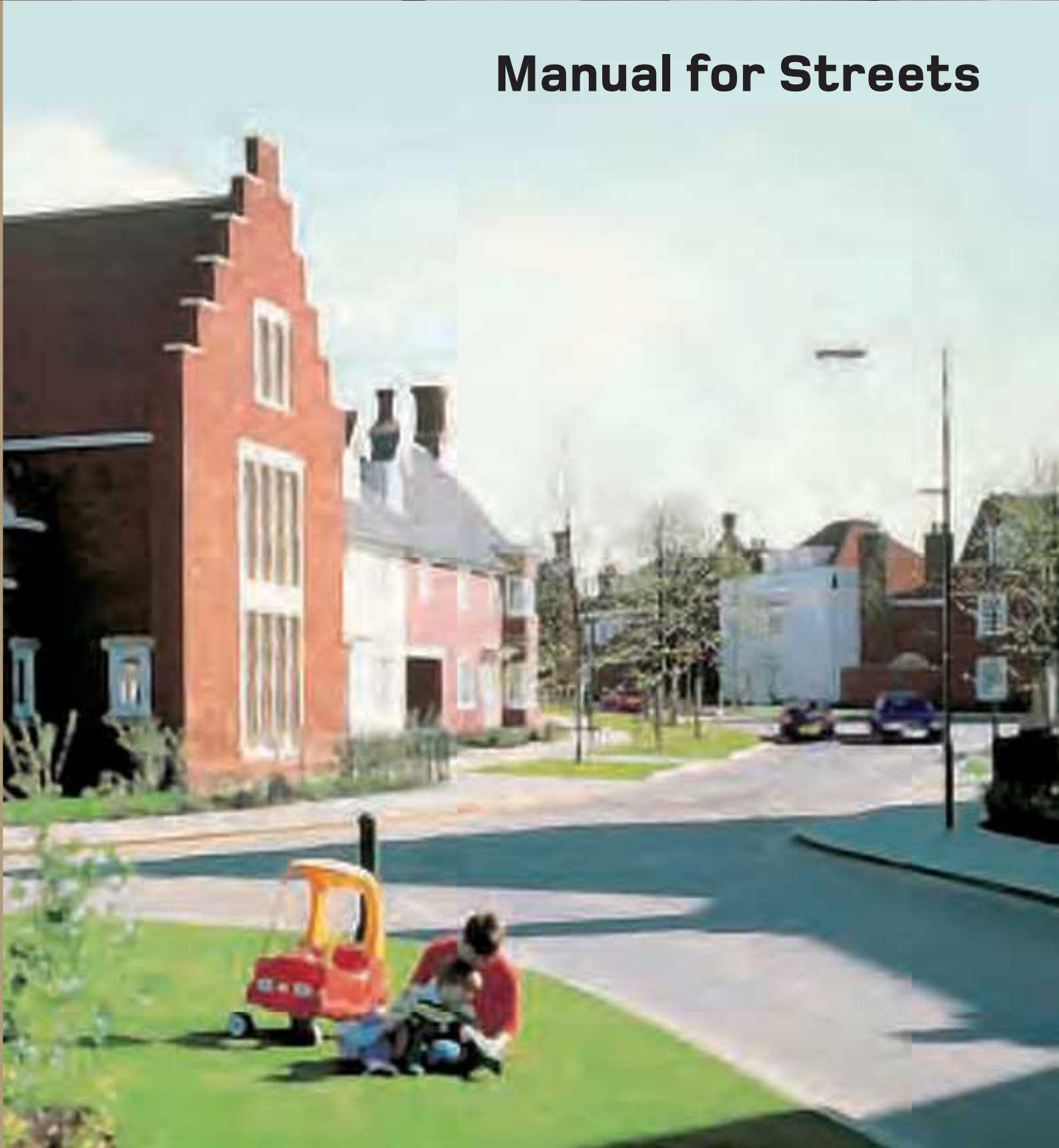
Manual for Streets and Manual for Streets 2 Extracts



Department for
Transport



Manual for Streets



Chapter aims

- Set out the design process in broad terms and reinforce the importance of collaborative working.
- Demonstrate the advantages of local authorities following a Development Team approach and emphasise the benefits of the developer engaging with the team at an early stage in the design process.
- Look at the key principles within the design process, and the use of design codes.
- Introduce a user hierarchy where pedestrians are considered first in the design process.
- Recommend a new approach to street and safety audits.

3.1 Introduction

3.1.1 The life of a scheme, from conception to implementation and beyond, can be broken down into seven key stages, as shown in Fig. 3.1.

3.1.2 This seven-stage process is generally applicable to all schemes, from large new developments, through to smaller infill schemes and improvements to existing streets. The key aspects are that:

- design decisions reflect current policies;
- policies are interpreted on a case-by-case basis and are used to define objectives; and
- scheme designs are tested against these objectives before approval is given to their implementation.

3.1.3 The process is a general one and should be applied in a way appropriate to the size and importance of the proposal. For example, the design stage refers to the desirability of preparing a masterplan for large schemes. This is unlikely to be the case for smaller developments and improvement schemes for existing streets which are likely to be less complex, and, in some cases, a scheme layout is generally all that is required.



Figure 3.1 The seven key stages in the life of a scheme.

3.2 Integrated street design – a streamlined approach

3.2.1 The developer's design team needs to engage with several departments within the local planning and highway authorities in order to identify all the relevant issues. It is therefore recommended that planning and highway authorities, together with other public agencies, such as those responsible for waste collection and drainage, coordinate their activities to ensure that they do not give contradictory advice or impose conflicting conditions on the developer and the design team (Fig. 3.2).



Figure 3.2 Multi-disciplinary collaborative planning helps identify all the relevant issues.

Case study

Walsall: the Development Team approach



Walsall Council has successfully run a Development Team for some years. Developers submitting major planning applications benefit from meetings with officials representing a broad range of disciplines. They cover Highways, Pollution Control, Housing Services, Building Control, Development Control, Ecology, Landscape and Arboriculture (officials for these disciplines are always present), and Leisure Services, Education and the Environment Agency (officials for these disciplines are brought in as required).

From a list of available time slots at least 10 days in advance, applicants book a meeting with the Development Team, submitting their preliminary proposals at the same time. This gives ample opportunity for initial consideration of the application, including site visits if necessary.

At the meeting, developers present their proposal to the Development Team where they receive initial comments and advice. The Team provides a formal, written, fully considered response within three weeks.

Significant advantages of this approach are that the developers can plan their presentation to suit their development programme and the Team can offer advice on key elements of the proposal at an early stage, thus minimising the need for costly changes later on.

3.2.2 Local authorities should enable developers to engage effectively with individual departments by establishing a single point of contact. Some local authorities have created development teams so that all council departments with an interest in street design work together during the design and approval process (see 'Walsall case study box'). Authorities that have adopted a similar approach for larger schemes include North Somerset District Council and Oxfordshire County Council in association with the District Councils. This has clear advantages when dealing with large or small development proposals. The same approach can be adopted by local authorities internally when considering improvements to existing streets.

3.2.3 The benefits of an integrated approach applies to all stages in the process, up to and including planning how the street will be maintained in future.

3.3 Steps in the design process

3.3.1 The seven-stage process will need to be tailored to particular situations, depending on the type and complexity of the scheme. It is therefore recommended that, at the outset, a project plan is drawn up by the developer and agreed with stakeholders. The plan should include a flow chart diagram and an indication of the level and scope of information required at each stage.

3.3.2 Consultation with the public (including organisations representing particular groups) is not shown as a single, discrete stage. Public consultation should take place at appropriate points in the process. The timing and number of public consultation events will vary depending on the size and complexity of the scheme.

3.3.3 Where schemes are significant because of their size, the site or other reasons, local planning authorities and developers are encouraged to submit them to the Commission for Architecture and the Built Environment (CABE) for Design Review at the earliest opportunity.¹ Design Review is a free advice service offering expert, independent assessments of schemes.

3.3.4 Table 3.1 shows how the process can be applied. It should be noted that these steps are indicative and will vary in detail from scheme to scheme.

3.4 Stage 1: policy review

3.4.1 Street designs should generally be consistent with national, regional and local policy. The process begins with a review of relevant planning and transportation policies, and the identification of the required key design principles.

3.4.2 The starting point for the review of local policy is the Local Development Framework. The Local Transport Plan will need to be considered and authorities may also have prepared a Public

¹ Communities and Local Government (2006) *Circular 1/06 Guidance on Changes to the Development Control System*. London: TSO, paragraph 76.

Manual for Streets 2




Wider Application of the Principles

Section B

Detailed Design Issues





Section B of MfS2 provides guidance on geometric and other parameters for new and improved highways. Although numerical values are given in this section, designers are encouraged to take a flexible approach to its interpretation and application, thinking through for themselves the likely outcome of any course of action based on experience and local circumstances.

This section is divided into chapters by area of the highway (carriageway, footway etc) and by design elements (junctions, street furniture etc).

However, in preparing schemes, designers should consider the layout in totality, including the relationship of the highway to its surroundings, both in urban and rural areas.



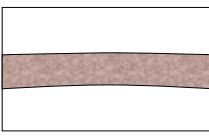






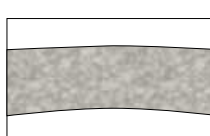


The highway should not be seen in isolation or simply as a piece of infrastructure. The best highway designs respect their surroundings - the buildings, open space and pedestrian/cycle routes that pass through an area.

Appendix 21

Landscape Component Plans (Illustrative Only)





Key:

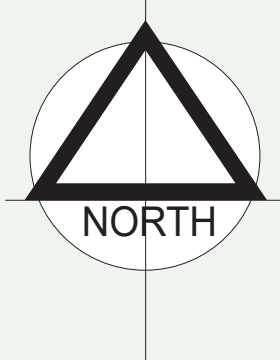
	Existing Trees and Vegetation to be retained		Developable Land		Proposed Pedestrian Pavements (indicative route)		Existing Housing
	Proposed Tree/ Shrub Planting		M62 Motorway		Public Right of Way		Proposed Waterbodies
	Proposed sport pitches/ public open space		Proposed Roads (indicative route)		Proposed footpath network		Areas of existing vegetation to be removed

PEEL HALL, WARRINGTON



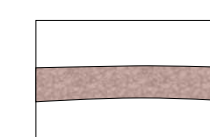






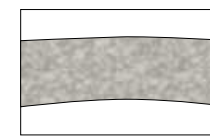
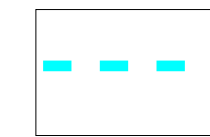
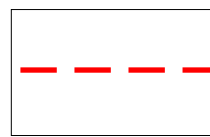
Indicative Landscape Components Plan- Option A

APPENDIX LND 10

Project PEEL HALL, WARRINGTON		
Title Indicative Landscape Components Plan- Option A		
Client Satham Millennium Ltd		
Date October 2017	Scale 1:2,500@A1	
Drawn SW	Drawing No. 1820_25	
Checked DA/ DS	Revision N	
		
<small>© Appletons 17 Chorley Old Road, Bolton BL1 3AD Tel: 01204 393006. Fax: 01204 388792 Web: www.appletons.uk.com Email: info@appletons.uk.com</small>		





Key:

	Existing Trees and Vegetation to be retained		Developable Land		Proposed Pedestrian Pavements (indicative route)		Existing Housing
	Proposed Tree/ Shrub Planting		M62 Motorway		Public Right of Way		Proposed Waterbodies
	Proposed sport pitches/ public open space		Proposed Roads (indicative route)		Proposed footpath network		Areas of existing vegetation to be removed

PEEL HALL, WARRINGTON

Indicative Landscape Components Plan- Option B

APPENDIX LND 11

Project PEEL HALL, WARRINGTON		
Title Indicative Landscape Components Plan- Option B		
Client Satnam Millennium Ltd		
Date September 2017	Scale 1:2,500@A1	
Drawn SW	Drawing No. 1820_29	
Checked DA/ DS	Revision -	
		<small>©Appletons 17 Chorley Old Road, Bolton BL1 3AD Tel: 01204 393006. Fax: 01204 388792 Web: www.appletons.uk.com Email: info@appletons.uk.com</small>

Appendix 22

Bus Gate Examples in Current Use



<http://www.csea.ie/projects/transportation-engineering/public-transport/ballycoolin-automated-bus-gate.html>



Bus Gate Example



Appendix 23

Warrington Design Guide Extract – Parking Guidelines



Warrington Borough Council Standards for Parking in New Development

March 2015

Standards for Parking in New Development

Table 2: Key elements of the residential parking standards calculation

Calculation factor	Source	Factor
Additional residential demand	2011 Census data on rates of car ownership in owner occupied houses and flats in Warrington.	Various rates applied depending on the number of bedrooms and type of property.
Future years growth	DfT TEMPRO car ownership forecast rate applied to rates of car ownership as per DCLG "Residential Car Parking Research" 2007.	Growth rate has been applied to rates shown through to 2031.
Visitor parking	DCLG "Residential Car Parking Research" 2007 recommended provision used.	0.2 additional unallocated spaces per dwelling.
Garage parking	Additional unallocated parking spaces required due to under-use of garages for parking. See later section on garage dimensions for details.	0.6 additional unallocated parking spaces per garage.

Table 3: Residential parking standards – developments of more than 5 dwellings outside of the town centre

Dwelling type	Minimum number and form of parking spaces required per dwelling
1 bed flats	1 allocated space + 0.3 unallocated spaces
1 bed houses / 2 bed flats	1 allocated space + 0.4 unallocated spaces
2 bed houses	2 allocated spaces + 0.2 unallocated spaces
3 bed houses / 3 bed flats	2 allocated space + 0.3 unallocated spaces
4+ bed houses	3 allocated space + 0.3 unallocated spaces

The minimum number of spaces given above will meet the needs of residents and visitors.

Allocated spaces are those that are dedicated to drivers from a particular unit or dwelling – and often sold as part of the dwelling. Allocated residential parking requirements should always be provided off-street.

Unallocated spaces can be provided in communal parking areas and are to be available for all. Unallocated spaces are a more efficient use of space because different drivers/visitors can utilise each space through the course of a day.

Where developers will be constructing new highway as part of their development, it will also be possible to incorporate unallocated on-street parking into the street design.

Where a development is immediately adjacent to existing highway, this too may have the potential to accommodate a limited amount of the required unallocated on-street parking – however the onus will be on the developer to demonstrate suitable highway design and capacity immediately adjacent to the site.

Refer to paragraphs 2.11-2.16 and 4.16-4.22 for on-street parking capacity and highway design requirements.

Garages should not be included in the calculations unless the garage is of minimum size and additional unallocated parking can be accommodated (see paragraphs 4.24 - 4.27 for details).

3.22 Where a calculation result is not a whole number, the number of parking spaces provided should be rounded up to the nearest whole number. For example, a development of 9x 2 bedroom flats each with one allocated space, will be require 4 unallocated spaces for use of all residents and visitors ($0.4 \times 9 = 3.6$, rounded up to 4).

3.23 Where developers are unable to accommodate these parking standards, they may opt to provide any combination of allocated or unallocated parking spaces in accordance with the alternative standards table in **Appendix D**.

3.24 A calculation spreadsheet is available to assist with the required calculations for complex developments – developers may be requested to submit a completed calculation sheet for their development as part of the Transport Assessment. Example calculations for mixed developments of houses and flats are set out in **Appendix E**.

Standards for Parking in New Development

Residential disabled parking allocation

PS9

A minimum of 5% of total unallocated off-street parking spaces within a residential development are to be designated disabled parking. These must be provided in convenient locations.

3.28 Where possible developers are encouraged to include 4% enlarged standard spaces (3.6x6m) to allow future expansion of the number of designated spaces if demand arises.

3.29 Spaces designated for disabled visitors should not be conveyed to individual owners to ensure that the space remains available for all disabled users in perpetuity.

Bicycle and motorcycle/scooter/moped parking

PS10

Bicycle and motorcycle/scooter/moped parking should meet the standards set out in **Appendix A**.

3.30 Standards are set out in the “bicycles” and “motorcycles” columns in **Appendix A** and detailed design information for weather protection and security is contained within the Design Guide. “Secure by Design” principles should be adopted where possible.

Other types of parking

PS11

Specific criteria for other types of parking (including coach parking, taxis, deliveries, parking for mobility scooters and drop-off spaces) are included within the “other considerations” column in **Appendix A**.

Infrastructure for electric vehicles

3.31 The council recognises that electric or hybrid electric/oil fuel powered vehicles currently only form a small proportion of the total number of vehicles on the road. However, it is anticipated that such vehicles will become more popular as technology advances and vehicles become less expensive. It is therefore important for future development to be able to accommodate electric vehicles recharging facilities.

PS12

Residential and some non-residential development types will be expected to provide infrastructure for electric vehicles where viable and deliverable – as identified in **Appendix A**.

3.32 Detailed specification for electric vehicle charging points and requirements to enable spaces to easily retrofit are contained within the Design Guide.



4.11 In locations where the demand for parking is likely to be high from non-residents (e.g. town centres or near hospitals) it may be necessary to operate some form of car park management (e.g. barrier control or permits) to ensure the development is not used by outside parties.

Pedestrian and cycling realm

PS15

Car park layouts need to fully consider the needs of pedestrians and cyclists.

4.12 Routes from off-site public footpaths, footways and cycle paths to building entrances should follow expected desire lines and be as direct as possible – i.e. the car park should not act as a barrier to access for those arriving by foot or cycle.

4.13 Pedestrian routes need to be direct, level, and should emphasis pedestrian priority. Cars should not be able to overhang footpaths or cycle paths and entrances to car parks need to ensure pedestrians are able to cross safely.

Parking space dimensions

PS16

The standard off-street parking bay dimension is 2.5 x 5m.

Refer to the Design Guide for details of on-street parking bay dimensions.

4.14 The increased bay size is to reflect the increasing number of larger family cars and vans in circulation, and the trend towards parking work vehicles at home overnight.

4.15 Example layout details will be illustrated in the Design Guide alongside other detailed specifications for different parking arrangements.

On-street parking

4.16 On-street parking to meet a proportion of unallocated parking demand can sometimes be efficient and can increase the activity and safety of the street. Conversely, poorly designed or inadequately considered on-street parking can be detrimental to road safety.

PS17

On-street parking directly adjacent to new developments can be counted towards the unallocated parking provision of dwellings – provided that the carriageway is of sufficient width and is designed specifically to accommodate parking, ensure visibility, and prevent obstruction. On-street parking will not be permitted where provision would compromise potential future highway improvement plans (e.g. potential introduction of cycle facilities, traffic calming, bus lanes etc).

4.17 Allocated residential parking requirements should always be provided off-street. In addition, developers will be required to demonstrate capacity (as per paragraphs 2.11-2.16) – particularly in areas where on-street spaces are in demand from other uses in the area.

4.18 In the case of roads where parking will be on one side, the road should be a minimum of 5.5 metres wide and where parking will be on both sides the road width should be a minimum of 7.5 metres wide.



Appendix A Parking Standards

The parking standards represent the required level of parking for each use class, considered appropriate and reasonable, according to location and type of use. Standards for residential development, disabled parking, bicycle parking and motorcycle parking are set as minimum standards, a higher provision may be required if the needs of a particular development or location indicate this to be appropriate.

Standards should be calculated using the **Gross Floor Area (External)** of the development unless otherwise stated

Row ID	Use Class	Specific Land Use	Area A (town centre)	Area B (all other areas)	Disabled parking (minimum standard)	Bicycles (minimum standard)	Motorcycles (minimum standard)	Other considerations
1	A1 Shops	Food retail	1 space per 17 sqm	1 space per 16 sqm	Standard allocation for "shopping, leisure and recreation" (see table below)	1 space per 140 sqm (minimum of 2 spaces)	1 space per 350 sqm (minimum of 2 spaces)	Space for unloading and loading and layout that allows exit in forward gear. In exceptional circumstances, in the town centre and within district centres, the council will consider provision below the standards – each application to be judged on its merits, 5% of spaces to be covered by electric vehicle charging point or enabled for simple retro-fitting at a later date.
2		Non-food retail	1 space per 23 sqm	1 space per 22 sqm	Standard allocation for "shopping, leisure and recreation" (see table below)	1 space per 200 sqm (minimum of 2 spaces)	1 space per 500 sqm (minimum of 2 spaces)	Space for unloading and loading and layout that allows exit in forward gear. In exceptional circumstances, in the town centre and within district centres, the council will consider provision below the standards – each application to be judged on its merits, 5% of spaces to be covered by electric vehicle charging point or enabled for simple retro-fitting at a later date.

Standards for Parking in New Development

Row ID	Use Class	Specific Land Use	Area A (town centre)	Area B (all other areas)	Disabled parking (minimum standard)	Bicycles (minimum standard)	Motorcycles (minimum standard)	Other considerations
3	A2 Financial & Professional Services	Banks/building societies, betting offices, estate and employment agencies, professional and financial services	1 space per 28 sqm	1 space per 25 sqm	Standard allocation for "shopping, leisure and recreation" (see table below)	1 space per 200 sqm (minimum of 2 spaces)	1 space per 500 sqm (minimum of 2 spaces)	In exceptional circumstances, in the town centre and within district centres, the council will consider provision below the standards – each application to be judged on its merits.
4	A3 & A5 Restaurants, Cafes, Hot Food Takeaways	Restaurants, cafes, snack bars, Fast food and drive through takeaways.	1 space per 9 sqm of public floor area	1 space per 7 sqm of public floor area	Standard allocation for "shopping, leisure and recreation" (see table below)	1 space per 50 sqm (minimum of 2 spaces)	1 space per 125 sqm (minimum of 2 spaces)	Space for unloading and loading and layout that allows exit in forward gear. Coach and taxi parking and drop-off to be negotiated on a case-by-case basis. In exceptional circumstances, in the town centre and within district centres, the council will consider provision below the standards – each application to be judged on its merits.
5	A4 Drinking Establishments	Public houses, wine bars, other drinking establishments	1 space per 9 sqm of public floor area	1 space per 7 sqm of public floor area	Standard allocation for "shopping, leisure and recreation" (see table below)	1 space per 50 sqm (minimum of 2 spaces)	1 space per 125 sqm (minimum of 2 spaces)	Space for unloading and loading and layout that allows exit in forward gear. Coach and taxi parking and drop-off to be negotiated on a case-by-case basis. In exceptional circumstances, in the town centre and within district centres, the council will consider provision below the standards – each application to be judged on its merits.
6	B1 Business / Offices	Stand-alone offices, business parks, research and development, call centres	1 space per 35 sqm	1 space per 26 sqm (stand-alone offices and business parks) 1 space per 20 sqm (Exceptional maximum standard where a travel plan is to be delivered that demonstrates an exceptionally high level of quality, commitment to delivery and availability of alternative modes – see paragraphs 2.7 - 2.9 in the SPD for details).	Standard allocation (see table below)	1 space per 200 sqm (minimum of 2 spaces)	1 space per 750 sqm (minimum of 2 spaces)	5% of spaces to be covered by electric vehicle charging point or enabled for simple retro-fitting at a later date. Negotiation of standards for call centres may be necessary due to shift patterns.

Standards for Parking in New Development

Row ID	Use Class	Specific Land Use	Area A (town centre)	Area B (all other areas)	Disabled parking (minimum standard)	Bicycles (minimum standard)	Motorcycles (minimum standard)	Other considerations
7	B2 General Industry	General industry	1 space per 48 sqm	1 space per 60 sqm 1 space per 48 sqm (Exceptional maximum standard where a travel plan is to be delivered that demonstrates an exceptionally high level of quality, commitment to delivery and availability of alternative modes – see paragraphs 2.7 - 2.9 in the SPD for details).	Standard allocation (see table below)	1 space per 450 sqm (minimum of 2 spaces)	1 space per 1000 sqm (minimum of 2 spaces)	Space for unloading and loading and layout that allows exit in forward gear. 5% of spaces to be covered by electric vehicle charging point or enabled for simple retro-fitting at a later date.
8	B8 Storage and Distribution	Storage and Distribution	1 space per 100 sqm	1 space per 120 sqm 1 space per 100 sqm (Exceptional maximum standard where a travel plan is to be delivered that demonstrates an exceptionally high level of quality, commitment to delivery and availability of alternative modes – see paragraphs 2.7 - 2.9 in the SPD for details).	Standard allocation (see table below)	1 space per 350 sqm (minimum of 2 spaces)	1 space per 2000 sqm (minimum of 2 spaces)	Space for unloading and loading and layout that allows exit in forward gear.
9	C1 Hotels	Hotels, boarding and guesthouses	1 space per bedroom	1 space per bedroom	Standard allocation (see table below)	1 space per 10 guest rooms (minimum of 2 spaces)	1 space per 25 guest rooms (minimum of 2 spaces)	Parking allocation covers staff parking. Coach drop-off to be provided (hotels only). Coach and taxi parking to be negotiated on a case-by-case basis. 5% of spaces to be covered by electric vehicle charging point or enabled for simple retro-fitting at a later date.
10	C2 Hospitals	Hospitals	As Area B	Staff patients and visitors accommodation for long stay patients (elderly or mentally ill) 2 spaces for every 3 beds + Day places for elderly or mentally ill 2 spaces for every 3 places + Other accommodation 1 space per bed + Outpatient and accident/emergency facilities 1 space for every 4 anticipated daily attendances	Up to 200 bays: 3 bays or 6% of total capacity whichever is greater Over 200 bays: 4 bays plus 4% of total capacity	1 space per 10 staff (minimum of 2 spaces)	1 space per 20 staff (minimum of 2 spaces)	Allocation is starting point for discussion. 5% of spaces to be covered by electric vehicle charging point or enabled for simple retro-fitting at a later date. Ambulance parking spaces to be provided in addition to emergency facilities.

Standards for Parking in New Development

Row ID	Use Class	Specific Land Use	Area A (town centre)	Area B (all other areas)	Disabled parking (minimum standard)	Bicycles/minimum standard	Motorcycles (minimum standard)	Other considerations
11	C2 Residential Institutions	Residential care homes, nursing homes	1 per 3 beds	1 space per resident staff + 1 space per 2 non-resident staff + 1 space per 3 beds for visitors /care workers	Standard allocation (see table below) (Minimum of 2 spaces)	1 space per 40 beds (minimum of 2 spaces)	1 space per 100 beds (minimum of 2 spaces)	Space for ambulance, minibus or van. 5% of spaces to be covered by electric vehicle charging point or enabled for simple retro-fitting at a later date.
12		Independent living housing (Category ii housing, domiciliary care / community living) and sheltered accommodation	To be determined on a site-by-site basis	1 space per 2 residential units/dwellings + 1 space per resident staff + 1 space per 5 residential dwellings for visitors/care workers	Standard allocation (see table below) (minimum of 2 spaces)	1 space per 15 units/dwellings (minimum of 2 spaces)	1 space per 50 beds (minimum of 2 spaces)	Space for ambulance, minibus or van. For continuing care a combination of independent living and Extra Care Living will usually be applied. Consideration should be given to the safe storage of and charging point locations for mobility scooters when designing retirement/sheltered housing developments.
13	C3 Dwelling Houses	Extra Care Housing	To be determined on a site-by-site basis	1 space per 4 residential dwellings + 1 space per resident staff + 1 space per 5 residential units/dwellings for visitors/care workers	Standard allocation (see table below) (minimum of 2 spaces)	1 space per 40 units/dwellings (minimum of 2 spaces)	1 space per 50 beds (minimum of 2 spaces)	Space for ambulance, minibus or van. For continuing care a combination of independent living and Extra Care Housing will usually be applied. Consideration should be given to the safe storage of and charging point locations for mobility scooters when designing retirement/sheltered housing developments.
14		Residential schools & colleges	1 per 4 beds	1 per 4 staff plus 1 per 4 beds for pupils over driving age	Standard allocation (see table below)	1 space per 20 beds (minimum of 2 spaces)	1 space per 50 beds (minimum of 2 spaces)	
15		"Car free" residential developments	N/A	N/A	To be determined on a site-by-site basis	To be determined on a site-by-site basis	To be determined on a site-by-site basis	Acceptability of car free developments is to be determined through a transport assessment. Car free residential developments are unlikely to be acceptable in Area B.



Row ID	Use Class	Specific Land Use	Area A (town centre)	Area B (all other areas)	Disabled parking (minimum standard)	Bicycles (minimum standard)	Motorcycles (minimum standard)	Other considerations														
16	C3 Dwelling Houses	5 dwellings or less (houses and flats, including residential domestic improvement / extension)	One space per dwelling	<table border="1"> <thead> <tr> <th>Dwelling type</th> <th>Minimum number of parking spaces</th> </tr> </thead> <tbody> <tr> <td>1 bed flats</td> <td>1 allocated space per dwelling</td> </tr> <tr> <td>1 bed houses / 2 bed flats</td> <td>1 allocated space per dwelling</td> </tr> <tr> <td>2 bed houses</td> <td>2 allocated spaces per dwelling</td> </tr> <tr> <td>3 bed houses / 3 bed flats</td> <td>2 allocated spaces per dwelling</td> </tr> <tr> <td>4+ bed houses</td> <td>3 allocated spaces per dwelling</td> </tr> <tr> <td colspan="2">Visitor Parking: 1 visitor space will be required for each development in addition to the minimum above.</td> </tr> </tbody> </table> <p>See pages 8 – 9 in the SPD for further details.</p>	Dwelling type	Minimum number of parking spaces	1 bed flats	1 allocated space per dwelling	1 bed houses / 2 bed flats	1 allocated space per dwelling	2 bed houses	2 allocated spaces per dwelling	3 bed houses / 3 bed flats	2 allocated spaces per dwelling	4+ bed houses	3 allocated spaces per dwelling	Visitor Parking: 1 visitor space will be required for each development in addition to the minimum above.		By negotiation with council officers	<p>Flats: 1 space per dwelling</p> <p>Houses: 1 space per bedroom – provision within storage room, garage or via access to rear garden to be demonstrated.</p>	By negotiation with council officers	<p>Refer to Design Guide for garage specifications.</p> <p>Each dwelling with on-plot parking to be provided with external electric vehicle charging point.</p> <p>In communal parking arrangements 5% of unallocated spaces to be covered by electric vehicle charging point. Refer to Design Guide for specifications.</p>
Dwelling type	Minimum number of parking spaces																					
1 bed flats	1 allocated space per dwelling																					
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3 bed houses / 3 bed flats	2 allocated spaces per dwelling																					
4+ bed houses	3 allocated spaces per dwelling																					
Visitor Parking: 1 visitor space will be required for each development in addition to the minimum above.																						

Standards for Parking in New Development

Row ID	Use Class	Specific Land Use	Area A (town centre)	Area B (all other areas)	Disabled parking (minimum standard)	Bicycles (minimum standard)	Motorcycles (minimum standard)	Other considerations														
17	C3 Dwelling Houses	More than 5 dwellings (houses and flats)	One space per dwelling	<table border="1"> <thead> <tr> <th>Dwelling Type</th> <th>Minimum number and form of parking spaces required per dwelling</th> </tr> </thead> <tbody> <tr> <td>1 bed flats</td> <td>1 allocated space +0.3 unallocated spaces</td> </tr> <tr> <td>1 bed houses / 2 bed flats</td> <td>1 allocated space +0.4 unallocated spaces</td> </tr> <tr> <td>2 bed houses</td> <td>2 allocated spaces +0.2 unallocated spaces</td> </tr> <tr> <td>3 bed houses / 3 bed flats</td> <td>2 allocated spaces +0.3 unallocated spaces</td> </tr> <tr> <td>4+ bed houses</td> <td>3 allocated spaces +0.3 unallocated spaces</td> </tr> <tr> <td colspan="2">The minimum number of spaces given above will meet the needs of residents and visitors</td> </tr> </tbody> </table> <p>See page 9-10 of the SPD for further details.</p>	Dwelling Type	Minimum number and form of parking spaces required per dwelling	1 bed flats	1 allocated space +0.3 unallocated spaces	1 bed houses / 2 bed flats	1 allocated space +0.4 unallocated spaces	2 bed houses	2 allocated spaces +0.2 unallocated spaces	3 bed houses / 3 bed flats	2 allocated spaces +0.3 unallocated spaces	4+ bed houses	3 allocated spaces +0.3 unallocated spaces	The minimum number of spaces given above will meet the needs of residents and visitors		<p>5% of total unallocated parking provision to be provided as unallocated disabled spaces</p> <p>4% of total unallocated car park capacity as enlarged standard spaces (3.6x6m)</p>	<p>Flats: 1 space per dwelling</p> <p>Houses: 1 space per bedroom – provision within storage room, garage or via access to rear garden if be demonstrated.</p>	<p>3% of total unallocated parking provision.</p>	<p>Refer to Design Guide for garage specifications.</p> <p>Each dwelling with on-plot parking to be provided with external electric vehicle charging point.</p> <p>In communal parking arrangements 5% of unallocated spaces to be covered by electric vehicle charging point. Refer to Design Guide for specifications.</p> <p>See calculation EXCEL sheet for assistance with calculations.</p>
Dwelling Type	Minimum number and form of parking spaces required per dwelling																					
1 bed flats	1 allocated space +0.3 unallocated spaces																					
1 bed houses / 2 bed flats	1 allocated space +0.4 unallocated spaces																					
2 bed houses	2 allocated spaces +0.2 unallocated spaces																					
3 bed houses / 3 bed flats	2 allocated spaces +0.3 unallocated spaces																					
4+ bed houses	3 allocated spaces +0.3 unallocated spaces																					
The minimum number of spaces given above will meet the needs of residents and visitors																						
18	C4 Houses of Multiple Occupation	Houses of multiple occupation	To be determined on a site-by-site basis	To be determined on a site-by-site basis	To be determined on a site-by-site basis	To be determined on a site-by-site basis	To be determined on a site-by-site basis	Developers will need to demonstrate that sufficient on- or off-street parking is available and that there will be no detriment to local residential amenity														
19	D1 Non-residential Institutions	Clinics and health centres (excludes hospitals)	1 space per 2 staff plus 3 per consulting room	1 space per 2 staff plus 4 per consulting room	To be determined on a site-by-site basis	2 spaces per consulting room (minimum of 2 spaces)	1 space per 2 consulting rooms (minimum of 2 spaces)	<p>Priority must be given to operational needs and people with mobility problems.</p> <p>Space for ambulance, minibus or van.</p> <p>Parking allocations cover staff and visitor demand.</p>														

Standards for Parking in New Development

Row ID	Use Class	Specific Land Use	Area A (town centre)	Area B (all other areas)	Disabled parking (minimum standard)	Bicycles (minimum standard)	Motorcycles (minimum standard)	Other considerations
20		Creches, day nurseries and day centres	1 space per 1 member of staff	1 space per 1 member of staff + 1 space per 4 day care attendees	Standard allocation (see table below)	1 space per 4 staff and 1 per 200 sqm for visitors (minimum of 2 spaces)	1 space per 20 staff	In exceptional circumstances, in the town centre and within district centres, the council will consider provision below the standards – each application to be judged on its merits. Coach parking and drop-off to be negotiated on a case-by-case basis. Drop-off spaces to be determined on a case-by-case basis. Day care centres may require spaces for attendees (1 space per 4 attendees).
21		Schools (primary and secondary)	1 space per classroom	3 spaces per classroom	Standard allocation (see table below)	1 space per 10 staff plus Primary: 1 space per 30 students Secondary: 1 space per 15 students	1 space per 20 staff	1 coach drop-off to be provided. Coach parking to be negotiated on a case-by-case basis (based on demand for school buses), a) Classrooms include any teaching space within a school including such things as gyms, science rooms, drama studios etc. b) These standards are the starting point but account should be taken of variations between primary and secondary schools and those with Sixth Forms. c) Account must be taken of previous provision at any schools that may be replaced by the new facilities. d) Drop-off spaces to be determined on a case-by-case basis. Suitability of proposed drop off provision (on- or off-street) to be demonstrated.

Standards for Parking in New Development

Row ID	Use Class	Specific Land Use	Area A (town centre)	Area B (all other areas)	Disabled parking (minimum standard)	Bicycles (minimum standard)	Motorcycles (minimum standard)	Other considerations
22		Higher and further education	1 space per 2 staff	1 space per 2 staff + 1 space per 15 students	Standard allocation (see table below)	1 space per 10 staff plus 1 space per 15 students	1 space per 20 staff plus 1 space per 30 students	1 coach drop-off to be provided. Coach parking to be negotiated on a case-by-case basis.
23		Art galleries, museums, libraries	1 space per 40 sqm	1 space per 25 sqm	Standard allocation for "shopping, leisure and recreation" (see table below)	1 space per 200 sqm (minimum of 2 spaces)	1 space per 500 sqm (minimum of 2 spaces)	1 coach drop-off to be provided. Coach parking to be negotiated on a case-by-case basis.
24		Halls and places of worship or religious instruction	1 space per 10 sqm	1 space per 6 sqm	Standard allocation for "religious buildings and crematoria" (see table below)	1 space per 50 sqm (minimum of 2 spaces)	1 space per 125 sqm (minimum of 2 spaces)	-
25	D2 Assembly and Leisure	Cinemas, bingo and casinos, conference centres, music and concert halls	1 space per 10 seats (may be reduced in negotiation with Council Officers)	1 space per 6 seats	Standard allocation for "shopping, leisure and recreation" (see table below).	1 space per 20 seats (minimum of 2 spaces)	1 space per 50 seats (minimum of 2 spaces)	1 coach drop-off to be provided. Coach parking to be negotiated on a case-by-case basis. Parking requirements for meeting rooms within conference centres to be determined on a case-by-case basis
26		General leisure/sports centres; dance halls (but not night clubs), swimming baths, skating rinks and gymnasiums	1 space per 25 sqm (may be reduced in negotiation with Council Officers)	1 space per 23 sqm	Standard allocation for "shopping, leisure and recreation" (see table below) and refer to Accessible Sports Facilities published by Sport England where relevant.	1 space per 20 seats (minimum of 2 spaces)	1 space per 50 seats (minimum of 2 spaces)	1 coach drop-off to be provided. Coach parking to be negotiated on a case-by-case basis. Where development is expected to accommodate match days and tournaments additional over-flow parking may be required.
27		Stadia / spectator seating / sports pitches	To be determined through a transport assessment	To be determined through a transport assessment	Standard allocation for "shopping, leisure and recreation" (see table below) and refer to Accessible Sports Facilities published by Sport England where relevant.	To be determined through a transport assessment	To be determined through a transport assessment	Coach parking to be negotiated on a case-by-case basis. Need to demonstrate suitable parking arrangements are provided or can be secured.

Row ID	Use Class	Specific Land Use	Area A (town centre)	Area B (all other areas)	Disabled parking (minimum standard)	Bicycles (minimum standard)	Motorcycles (minimum standard)	Other considerations
28	Miscellaneous/ Sui Generis:-	Theatres	1 space per 10 seats (may be reduced in negotiation with Council Officers)	1 space per 6 seats	Standard allocation for "shopping, leisure and recreation" (see table below)	1 space per 20 seats (minimum of 2 spaces)	1 space per 50 seats (minimum of 2 spaces)	These facilities should only be provided where there is a choice of mode of transport. Adequate turning and loading facilities for a coach/torry will be required. Coach and taxi drop-off to be negotiated on a case-by-case basis.
29		Motor car showrooms	To be determined case-by-case	To be determined case-by-case	Standard allocation (see table below)	To be determined case-by-case	To be determined case-by-case	Adequate turning and loading facilities will be required for high capacity car transporter vehicles.
30		Petrol filling stations	To be determined case-by-case	To be determined case-by-case	Standard allocation (see table below)	To be determined case-by-case	To be determined case-by-case	Retail units at petrol station should be provided with a separate parking area that accords to A1 standards. Two electric vehicle charging points are required for every new filling station.
31		Garden centres	To be determined case-by-case	Enclosed display and sales area 1 space per 15 sqm + Outdoor display areas 1 space per 50 sqm	Standard allocation for "shopping, leisure and recreation" (see table below)	1 space per 200 sqm	1 space per 500 sqm (minimum of 2 spaces)	
32		Amusement arcades	To be determined case-by-case	1 space per 22 sqm	Standard allocation (see table below)	To be determined case-by-case	To be determined case-by-case	
33		Sunbed centres	To be determined case-by-case	1 space per 2 staff + 1 space per 2 beds	Standard allocation (see table below)	To be determined case-by-case	To be determined case-by-case	
34		Cattery & Kennels	1 space per 4 pens	1 space per 4 pens	Standard allocation (see table below)	To be determined case-by-case	To be determined case-by-case	

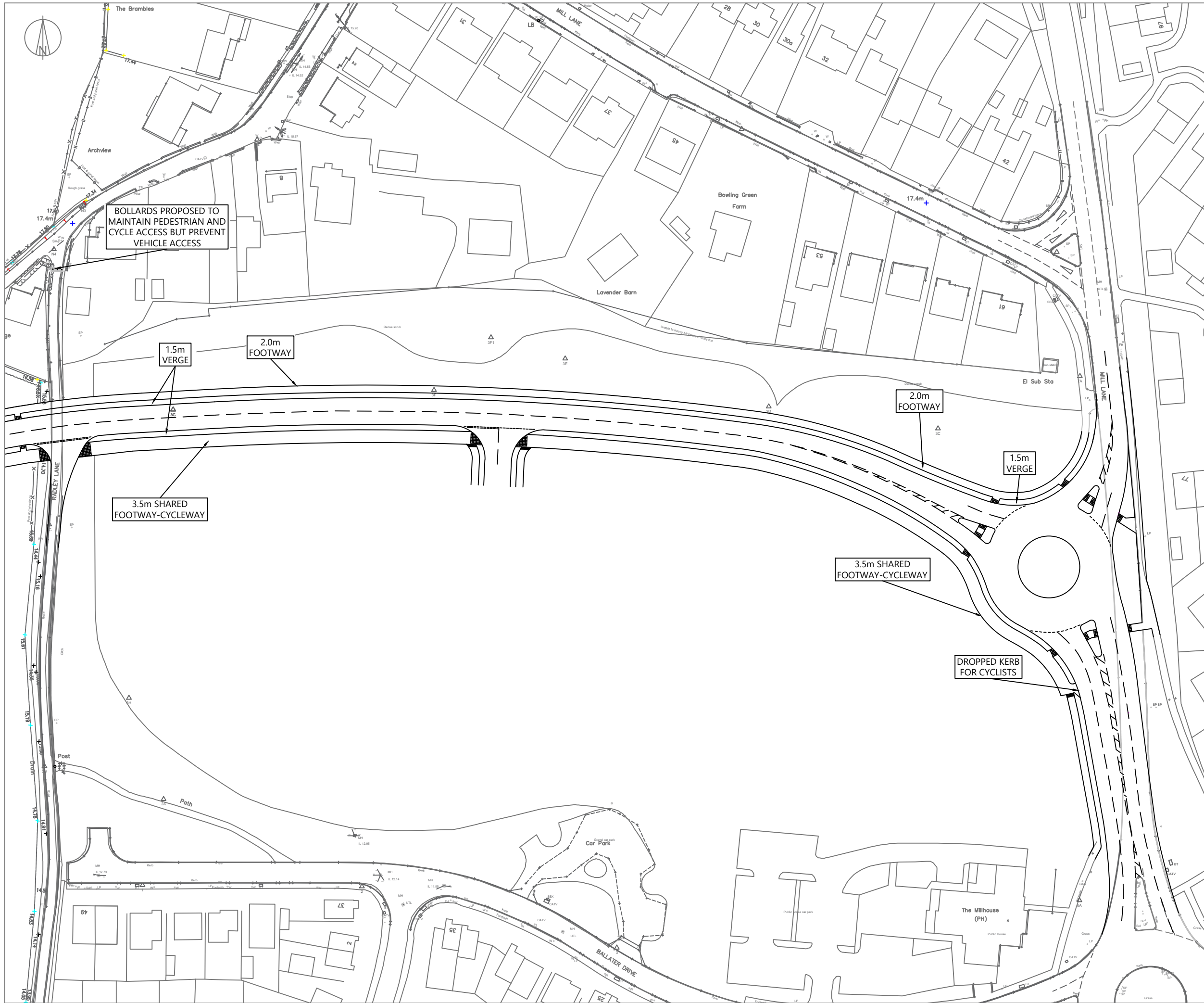
Standards for Parking in New Development

Table 2: Minimum standards for disabled parking

Size of car park	Visitors	Enlarged standard spaces (3.6x6m)
Fewer than 10 bays	By negotiation with council officers – one space minimum	
Standard allocation	5% of total car park capacity	5% of total car park capacity
Shopping, leisure and recreation	6% of total car park capacity	4% of total car park capacity
Religious buildings and crematoria	Minimum 2 spaces or 6 per cent of total car park capacity (whichever is greater)	4% of total car park capacity
Sports facilities	Refer to Accessible Sports Facilities published by Sport England for detailed guidance relating to different types of sports facilities	
All facilities	Where space permits, provide an additional large designated bay (4.8 x 8m) for commercial vehicles with side and rear hoists.	
	Where the function of the building means that a larger number of disabled people are expected, the numbers should be increased in order to meet anticipated need.	
	Where the occupier of the development is known, one additional space should be provided for each employee who is a disabled motorist.	
Residential	<p>For developments of more than 5 dwellings:</p> <p>5% of total unallocated parking provision to be provided as unallocated disabled spaces.</p> <p>4% of total unallocated car park capacity as enlarged standard spaces (3.6x6m).</p>	

Appendix 24

Proposed Mill Lane/Blackbrook Avenue Access Set of Drawings



NOTES:
 Drawing based on Powers & Tiltman topographical survey 6297/01 dated 25/07/11 and Geomatic Surveys Ltd topographical survey 01532/01 dated 27/07/15.

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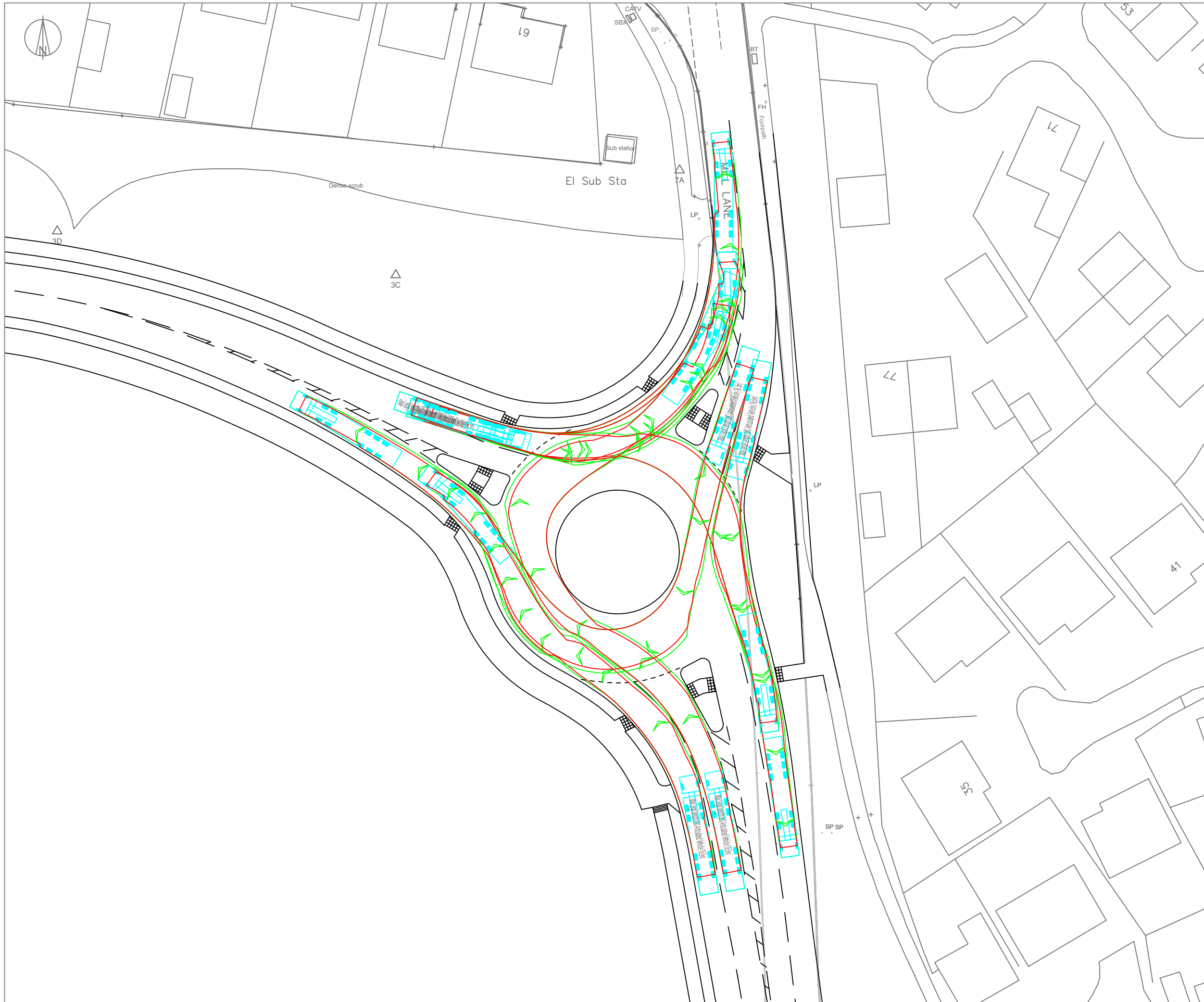
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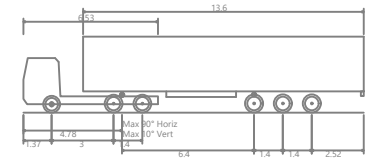
TITLE:
**PROPOSED MAIN SITE ACCESS AT
 BLACKBROOK AVENUE**

DATE:	DRAWN BY:	CHECKED:
17/01/18	FB	DT



NOTES:
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Max Legal Length (UK) Articulated Vehicle (16.5m) 16,500m
 Overall Length 2,550m
 Overall Width 3,681m
 Min Body Ground Clearance 0,411m
 Max Track Width 2,500m
 Lock to lock time 6,00s
 Kerb to Kerb Turning Radius 6,530m

ISSUE	REASON FOR REVISION	DATE

PROJECT:
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PROJECT REFERENCE:	DRAWING NUMBER:	SCALE:
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TITLE:
**PROPOSED MAIN SITE ACCESS AT
 BLACKBROOK AVENUE SWEEP PATH
 ANALYSIS**

DATE:	DRAWN BY:	CHECKED:
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NOTES:
 Drawing based on Powers & Tiltman topographical survey 6297/01 dated 25/07/11 and Geomatic Surveys Ltd topographical survey 01532/01 dated 27/07/15.

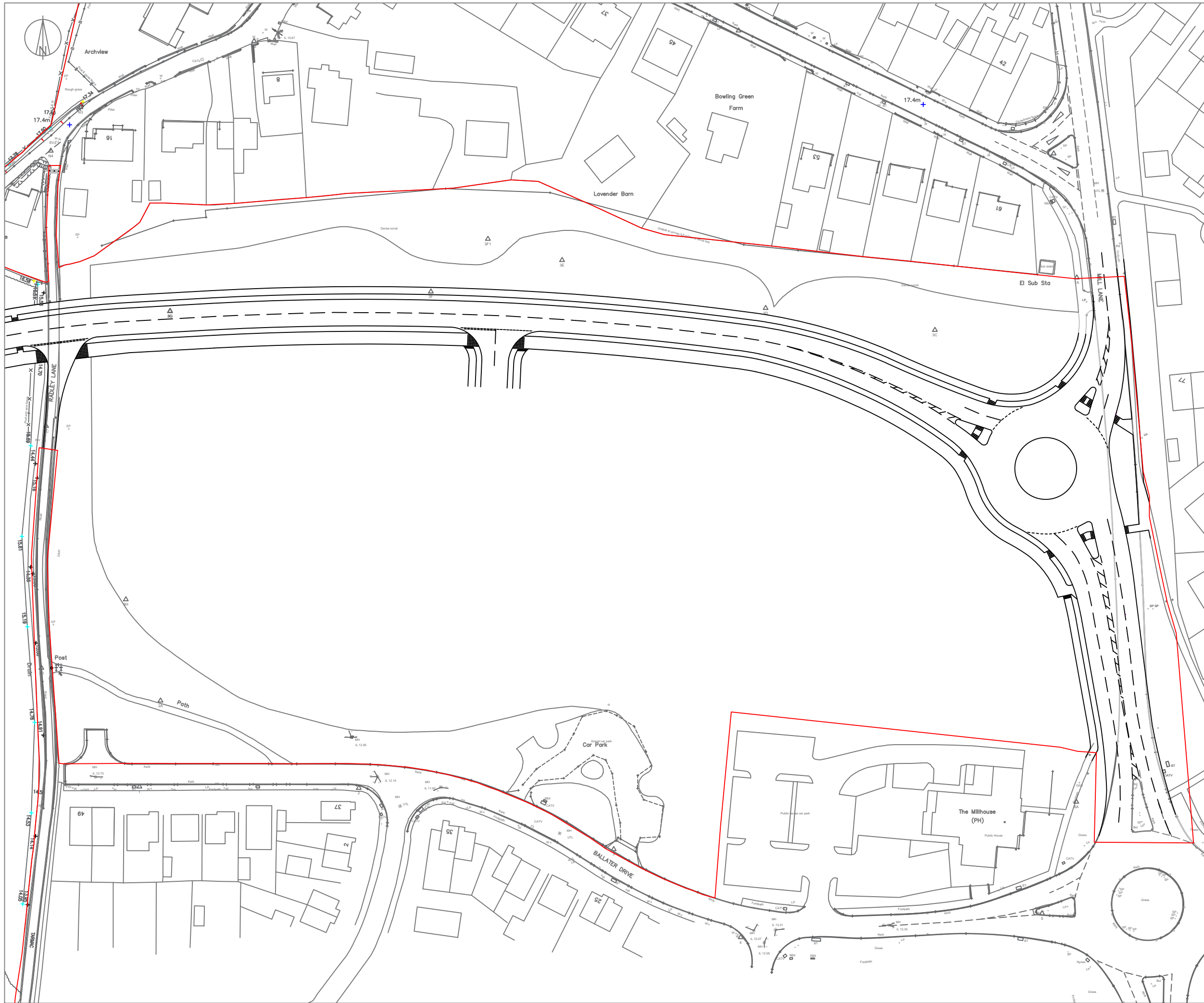
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TITLE: PROPOSED MAIN SITE ACCESS AT BLACKBROOK AVENUE VISIBILITY		
DATE: 17/01/18	DRAWN BY: FB	CHECKED: DT



NOTES:
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PROJECT REFERENCE: 1107	DRAWING NUMBER: 86	SCALE: 1:1,000 @ A3
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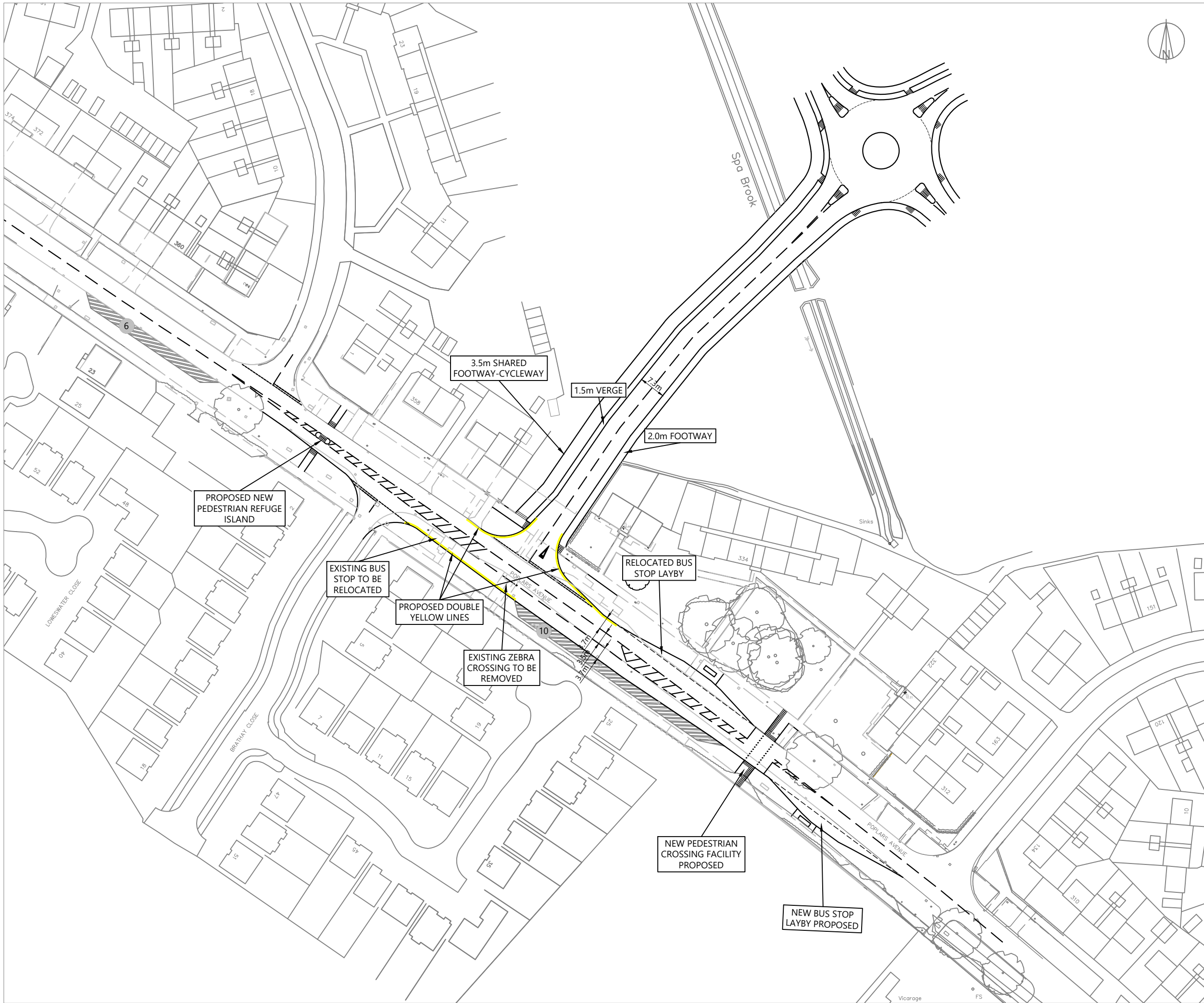
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TITLE:
**PROPOSED MAIN SITE ACCESS AT
 BLACKBROOK AVENUE RED LINE BOUNDARY**

DATE: 04/01/18	DRAWN BY: FB	CHECKED: DT
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Appendix 25

Proposed Poplars Avenue Access (*central*) Set of Drawings



NOTES:
 Drawing based on Appletons plan 140367-B-001G dated January 2016.
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 KEY:
 Parking Areas (number of cars that can be accommodated) **6**

ISSUE	REASON FOR REVISION	DATE

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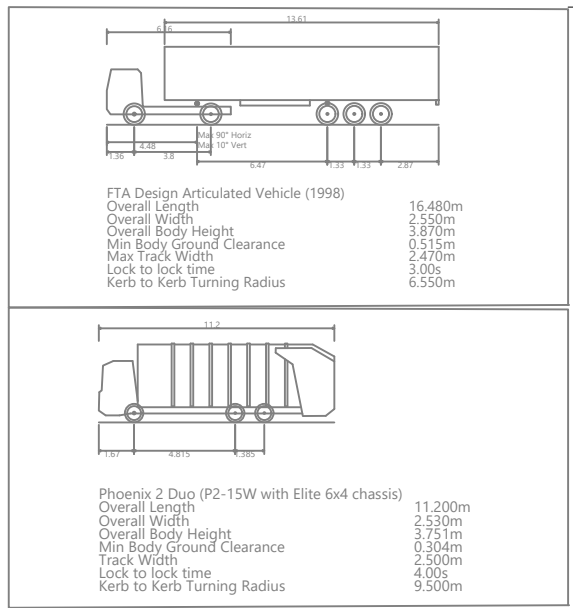
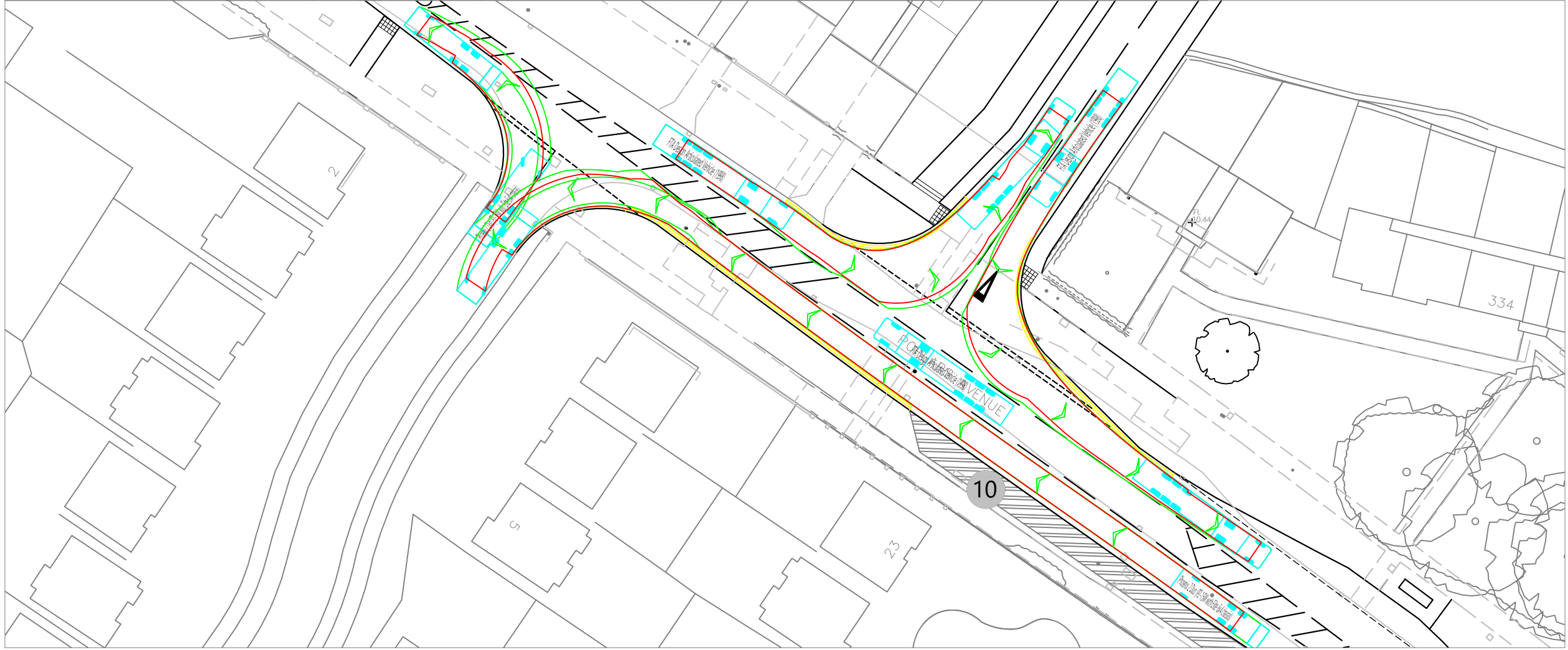
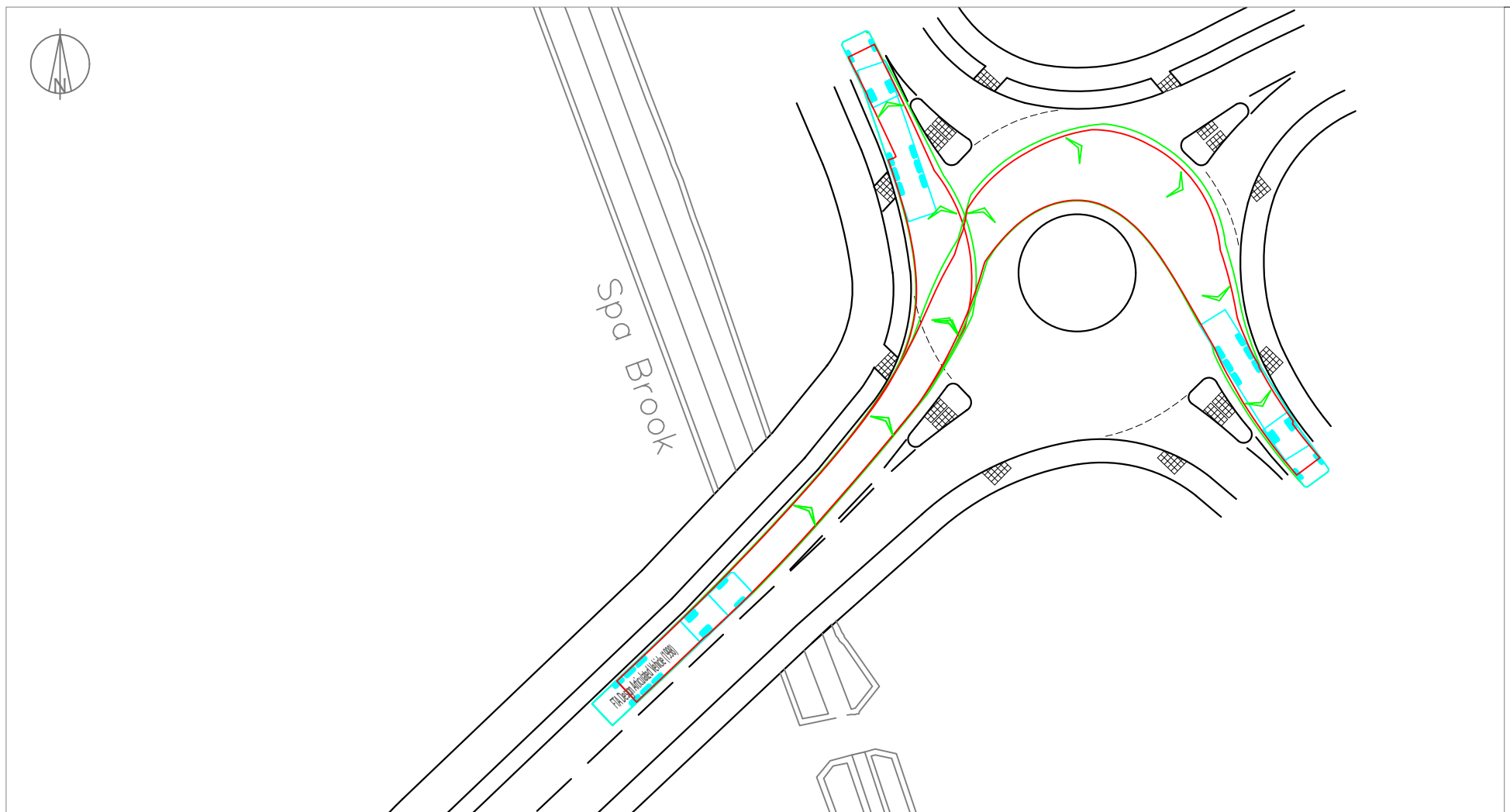
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TITLE:
**PROPOSED ACCESS FROM POPLARS AVENUE
 TO RESIDENTIAL LAND AND LOCAL CENTRE**

DATE: 03/02/17	DRAWN BY: FB	CHECKED: DT
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NOTES:
Drawing based on Appletons plan 140367-B-001G dated January 2016.
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KEY:
Parking Areas (number of cars that can be accommodated) **6**

ISSUE	REASON FOR REVISION	DATE

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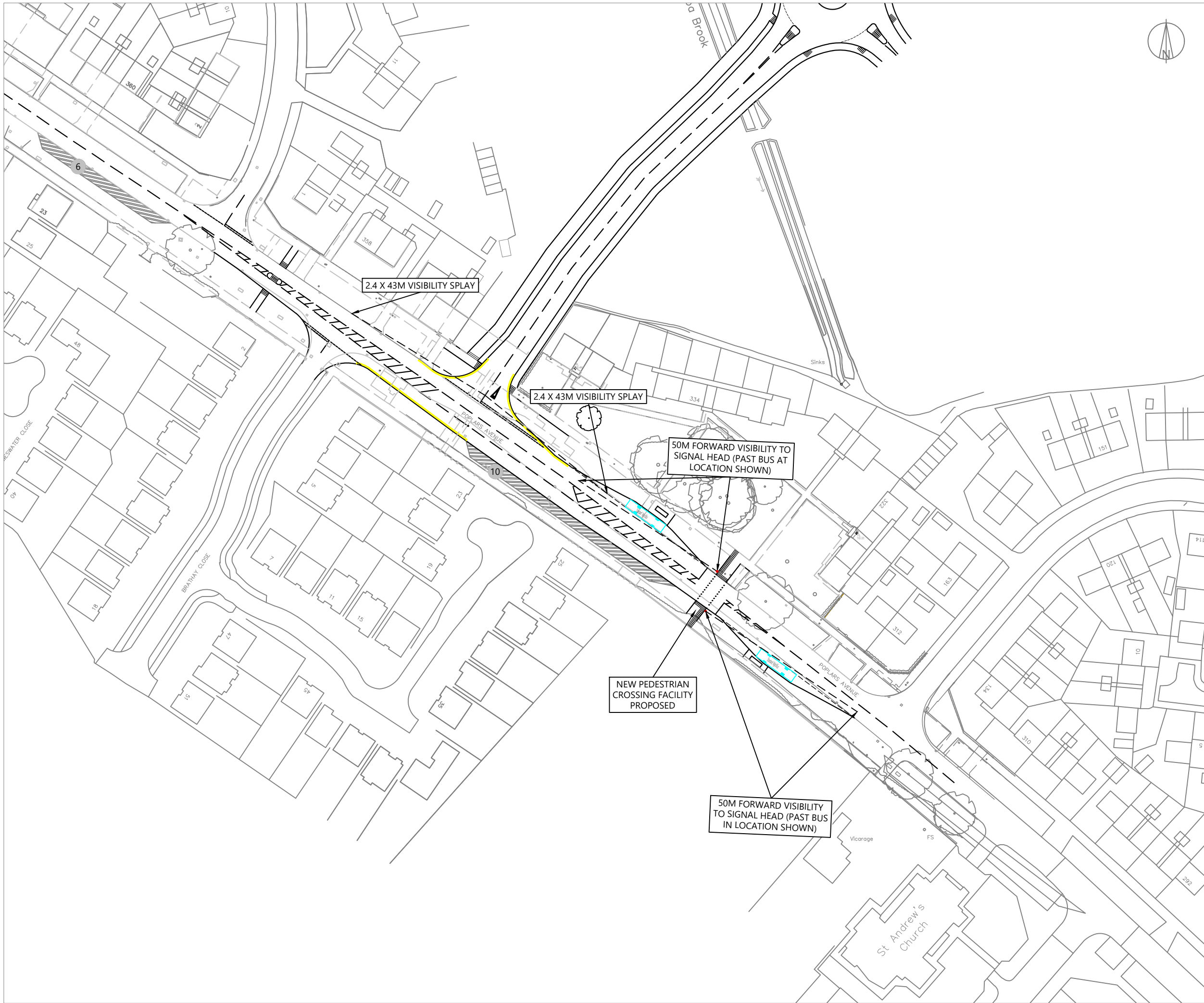
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PROJECT REFERENCE: 1107	DRAWING NUMBER: TR12	SCALE: 1:500 @ A3
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TITLE:
**SWEPT PATH ANALYSIS OF PROPOSED
ACCESS FROM POPLARS AVENUE TO
RESIDENTIAL LAND AND LOCAL CENTRE**

DATE: 04/02/17	DRAWN BY: BL	CHECKED: FB
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NOTES:
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 KEY:
 Parking Areas (number of cars that can be accommodated) **6**

ISSUE	REASON FOR REVISION	DATE

PROJECT:
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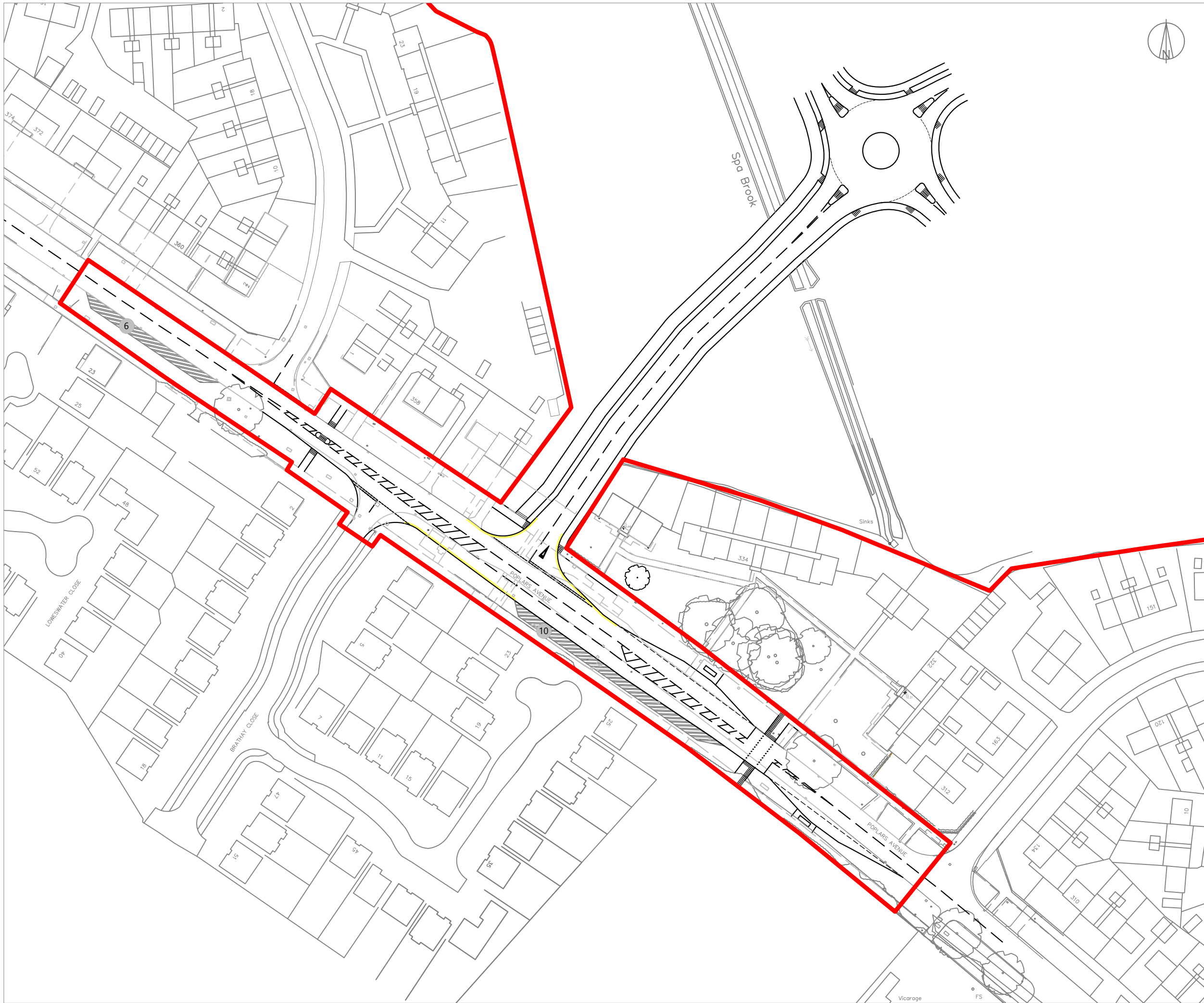
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TITLE:
**PROPOSED ACCESS FROM POPLARS AVENUE
 (CENTRAL) VISIBILITY**

DATE:	DRAWN BY:	CHECKED:
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 KEY:
 Parking Areas (number of cars that can be accommodated) **6**

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PROJECT REFERENCE: 1107	DRAWING NUMBER: 84	SCALE: 1:1,000 @ A3
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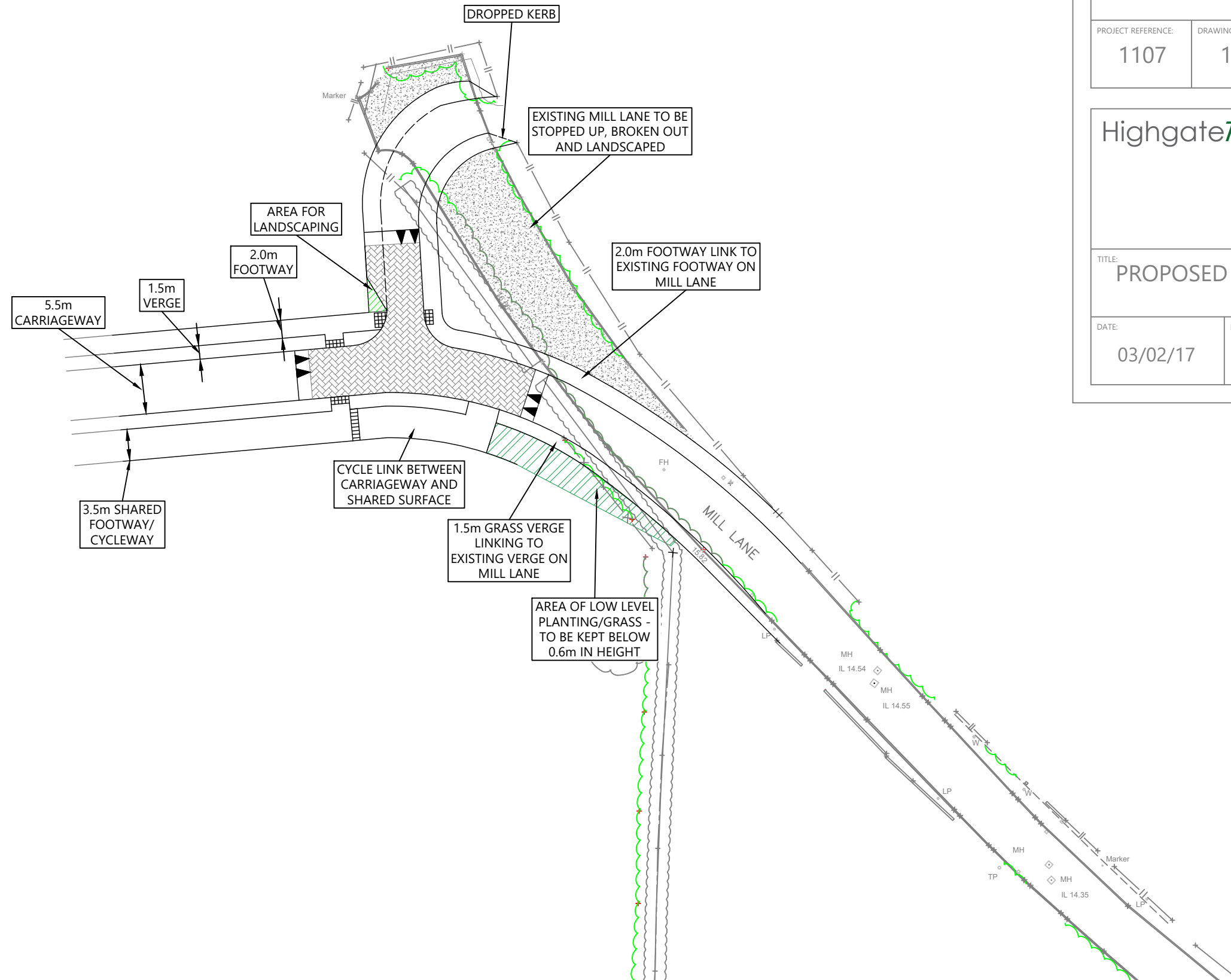
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TITLE: **PROPOSED ACCESS FROM POPLARS AVENUE TO RESIDENTIAL LAND AND LOCAL CENTRE RED LINE BOUNDARY**

DATE: 04/01/18	DRAWN BY: FB	CHECKED: DT
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Appendix 26

Proposed Mill Lane Access Set of Drawings



Drawing based on Powers & Tiltman
topographical survey 6297_01 dated
25/07/11.

PROJECT:

PEEL HALL,
WARRINGTON

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PROJECT REFERENCE:

1107

DRAWING NUMBER:

11/L

SCALE:

1:500 @A3

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TITLE:

PROPOSED ACCESS AT MILL
LANE

DATE:

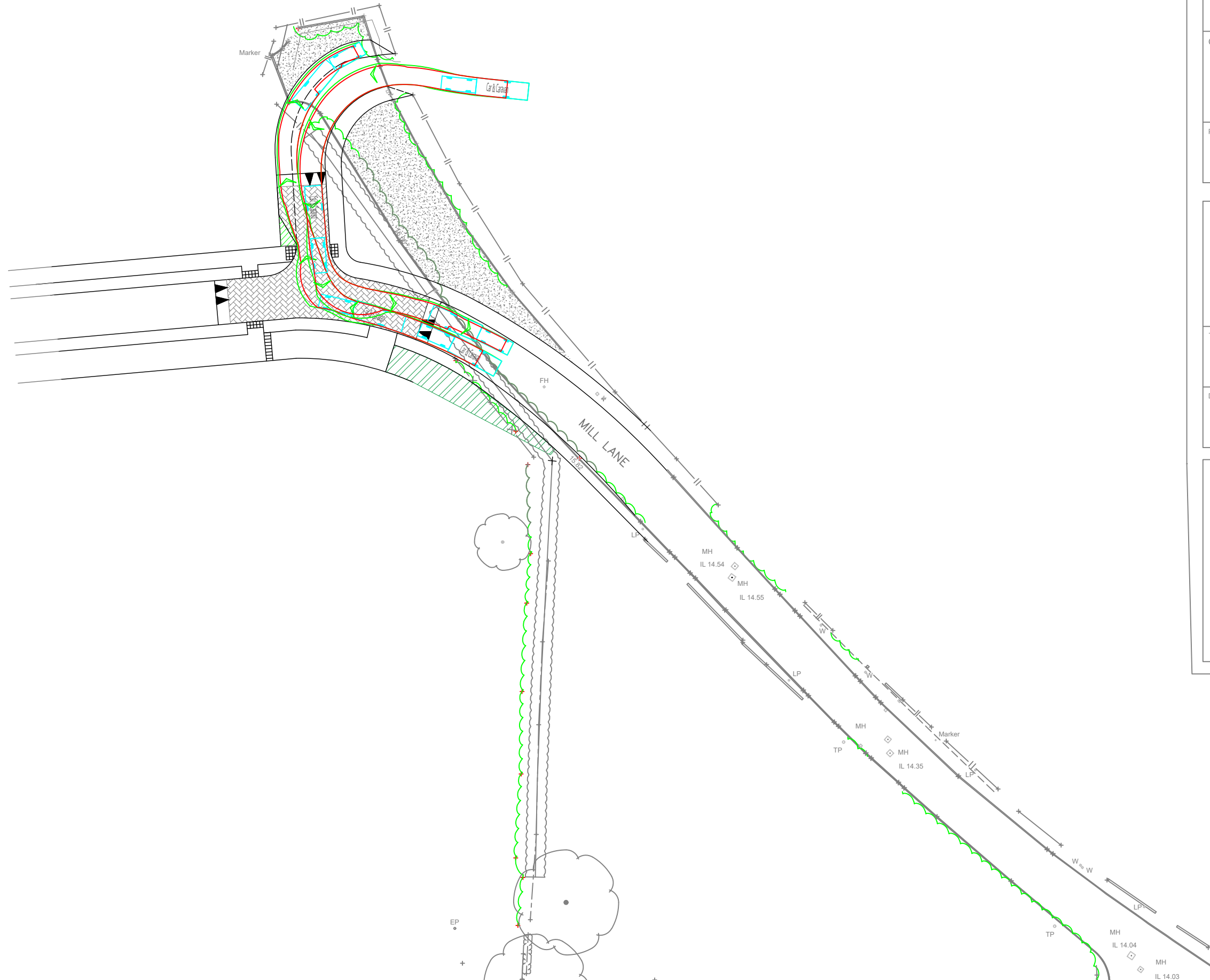
03/02/17

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topographical survey 6297_01 dated
25/07/11.

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LANE**

DATE:

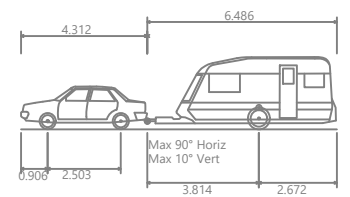
03/02/17

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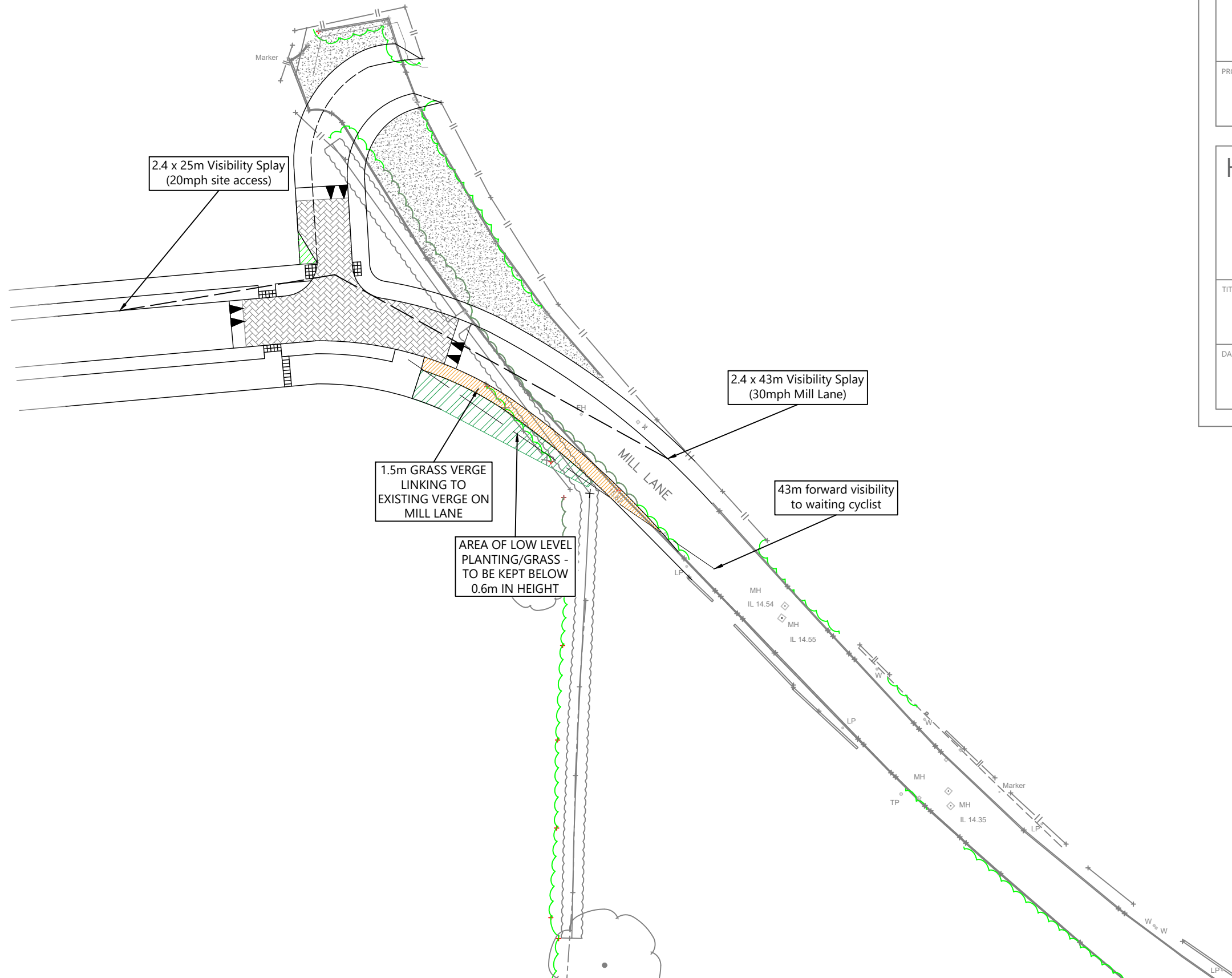
BL

CHECKED:

DT



Car & Caravan	10.805m
Overall Length	2.130m
Overall Width	2.473m
Overall Body Height	0.201m
Min Body Ground Clearance	2.130m
Max Track Width	4.00s
Lock to lock time	5.042m
Kerb to Kerb Turning Radius	



Drawing based on Powers & Tiltman topographical survey 6297_01 dated 25/07/11.

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PROJECT REFERENCE:

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81

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TITLE:

PROPOSED ACCESS AT MILL
LANE VISIBILITY

DATE:

04/01/18

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TITLE:

PROPOSED ACCESS AT MILL
LANE RED LINE BOUNDARY

DATE:

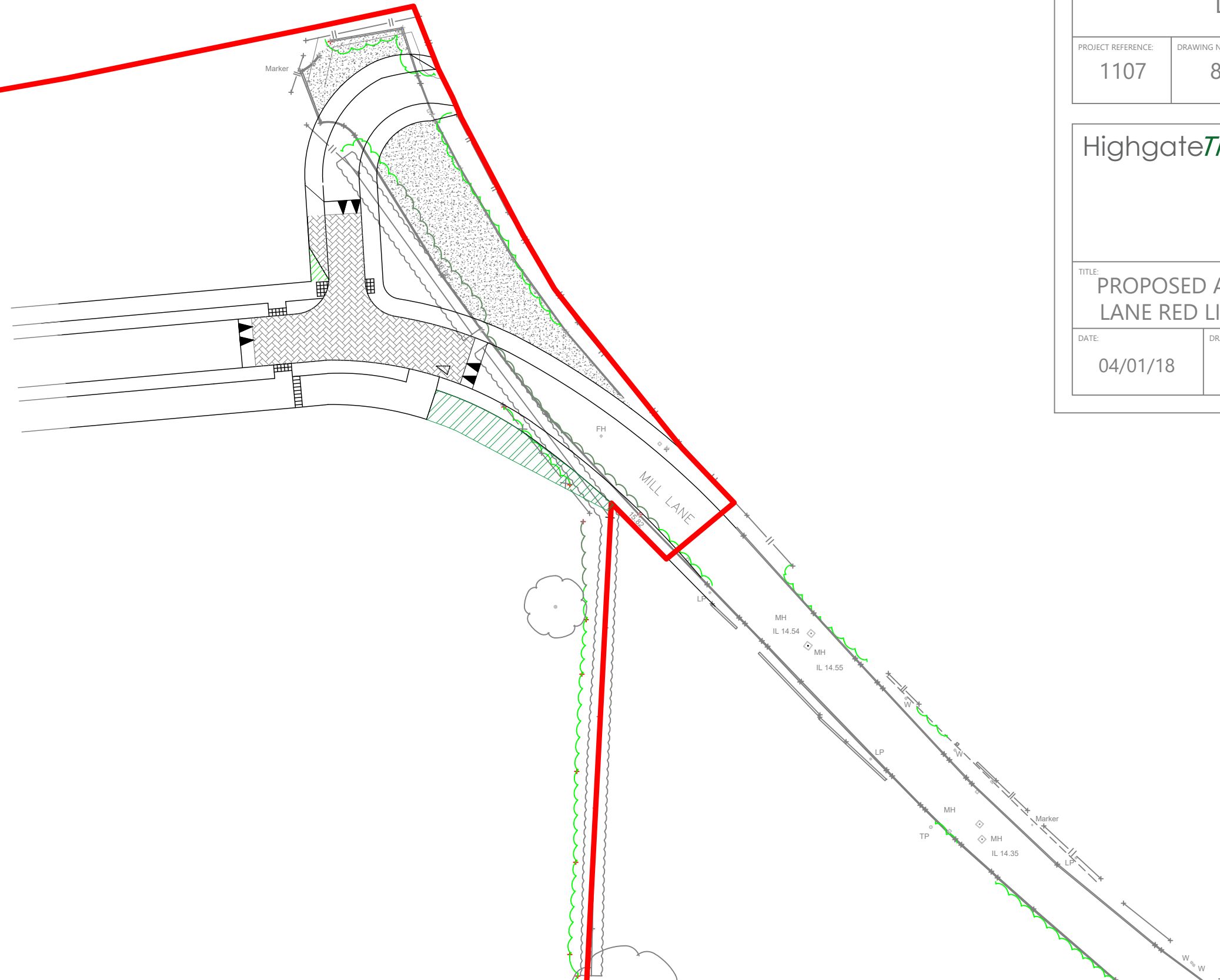
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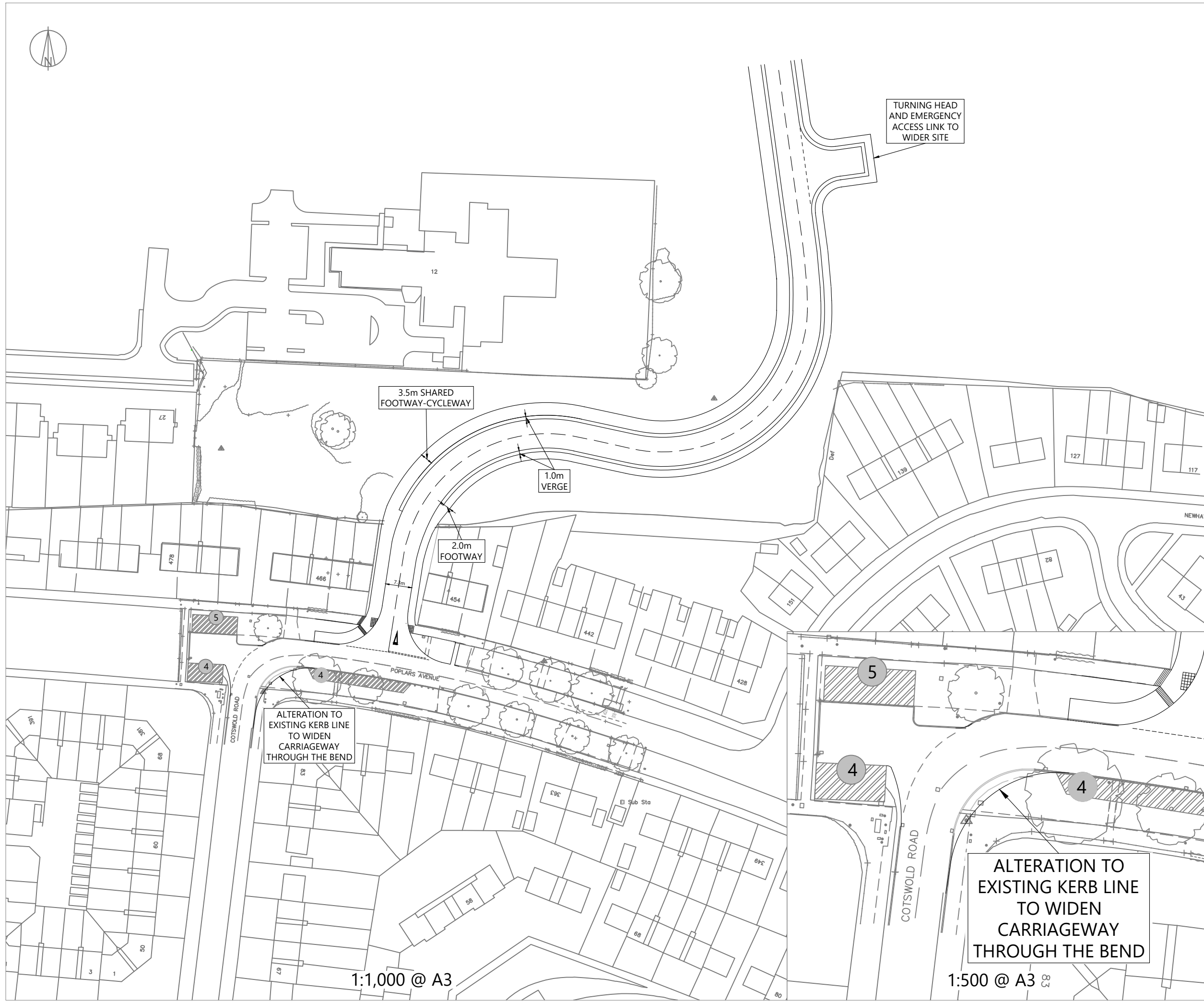
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Appendix 27

Proposed Poplars Avenue Access (*west*) Set of Drawings



NOTES:
Drawing based on Geomatic Surveys Ltd topographical survey 01532/01 dated 27/07/15.

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KEY:

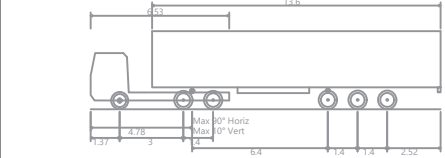
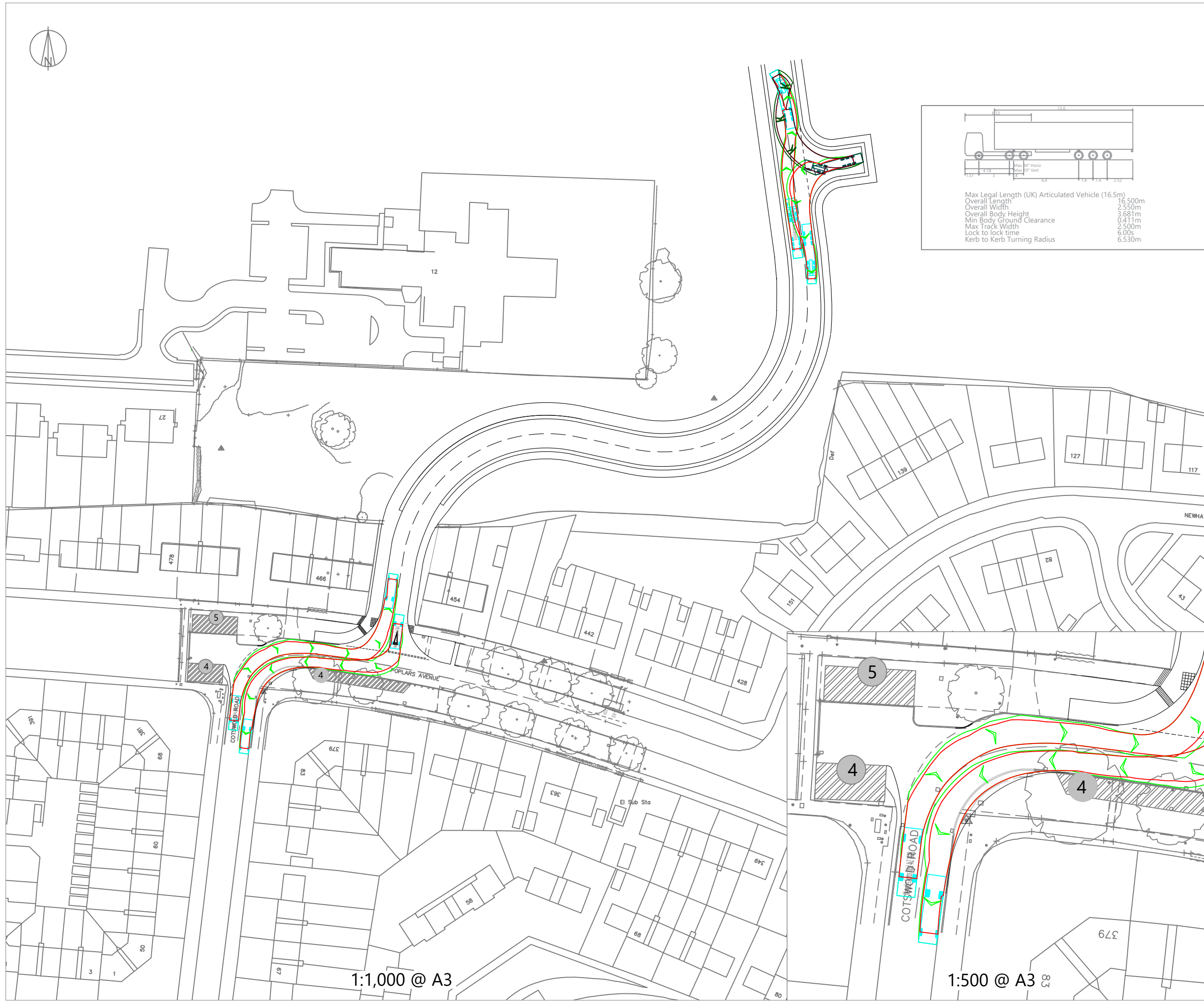
Parking Areas (number of cars that can be accommodated) **6**

ISSUE	REASON FOR REVISION	DATE

PROJECT:	PEEL HALL, WARRINGTON	
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TITLE: PROPOSED ACCESS TO EMPLOYMENT LAND AT POPLARS AVENUE		
DATE:	DRAWN BY:	CHECKED:
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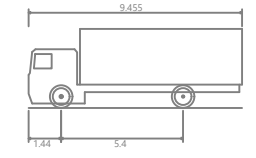


Max Legal Length (UK) Articulated Vehicle (16.5m)
 Overall Length 16.500m
 Overall Width 2.550m
 Overall Body Height 3.681m
 Min Body Ground Clearance 0.411m
 Max Track Width 2.500m
 Lock to lock time 6.00s
 Kerb to Kerb Turning Radius 6.530m

NOTES:
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KEY:
 Parking Areas (number of cars that can be accommodated) **6**



Mercedes Actros Rigid 4x2 1836L
 Overall Length 9.455m
 Overall Width 2.494m
 Overall Body Height 3.495m
 Min Body Ground Clearance 0.200m
 Track Width 2.494m
 Lock to lock time 5.00s
 Wall to Wall Turning Radius 10.250m

ISSUE	REASON FOR REVISION	DATE

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PROJECT REFERENCE:	DRAWING NUMBER:	SCALE:
1107	TR09	AS SHOWN

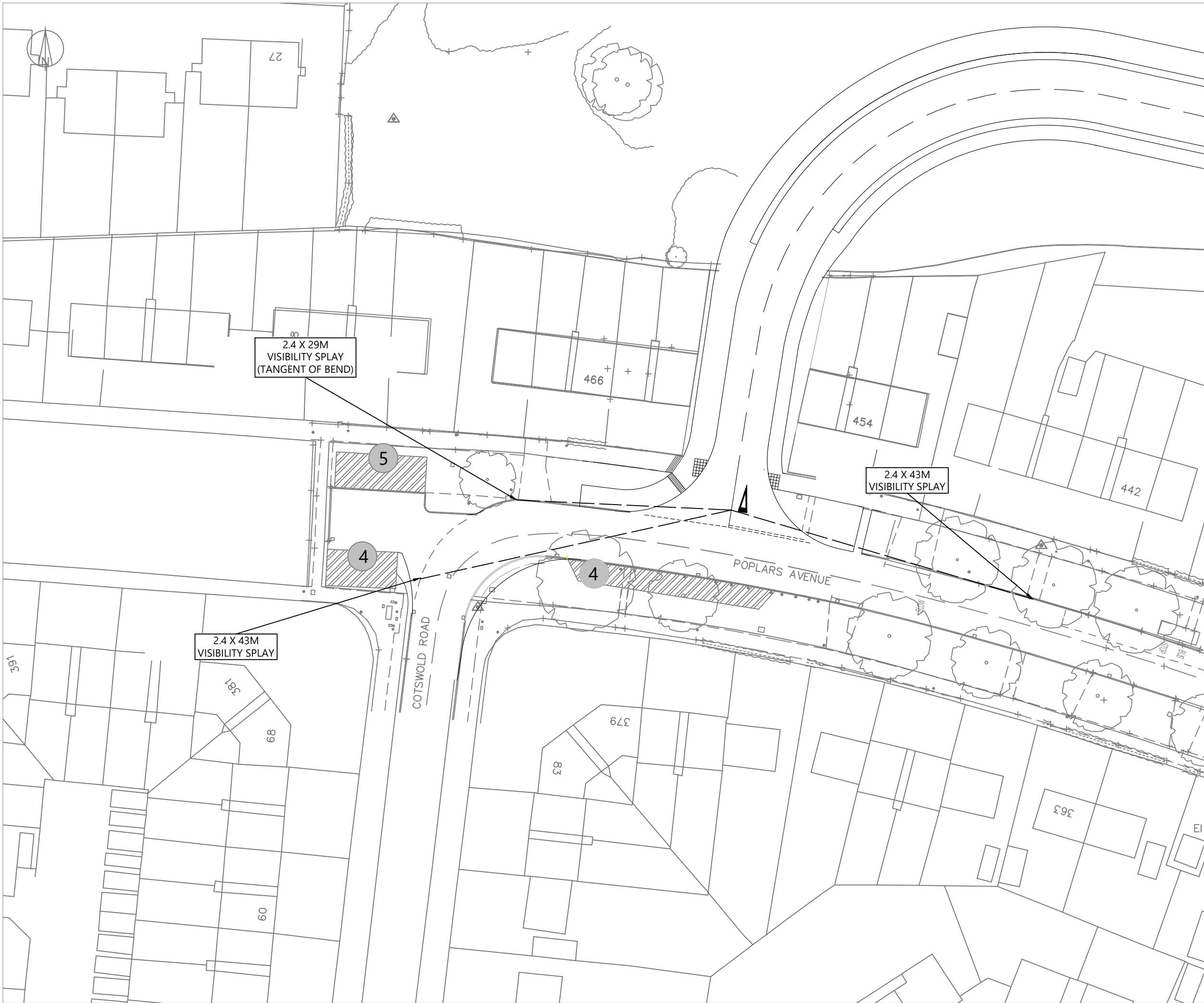
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 AT POPLARS AVENUE SWEEP PATH ANALYSIS**

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1:1,000 @ A3

1:500 @ A3



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KEY:
 Parking Areas (number of cars that can be accommodated) **6**

ISSUE	REASON FOR REVISION	DATE

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 WARRINGTON**

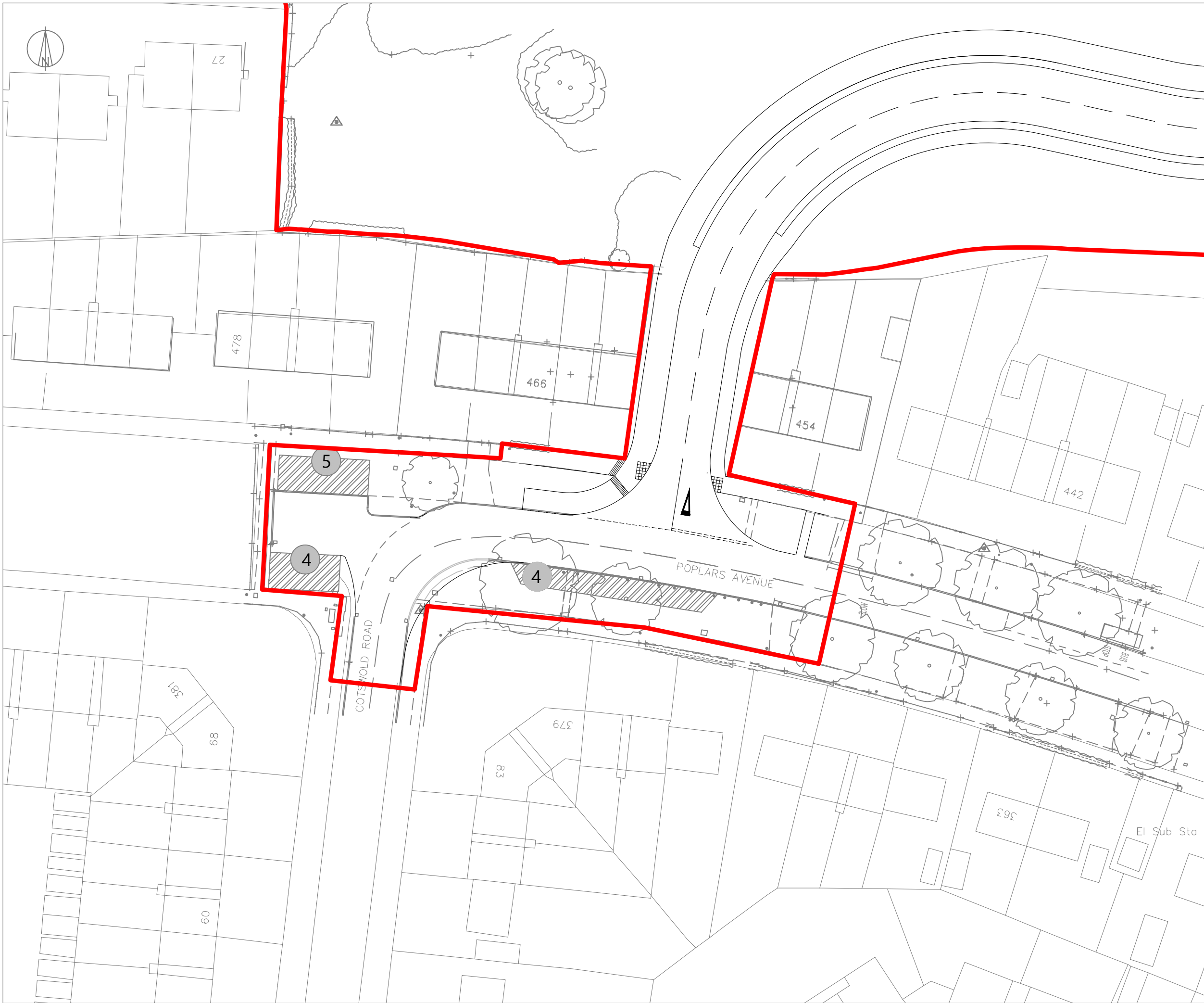
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PROJECT REFERENCE: 1107	DRAWING NUMBER: 87	SCALE: 1:500 @ A3
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TITLE:
**PROPOSED ACCESS TO EMPLOYMENT LAND
 AT POPLARS AVENUE VISIBILITY**

DATE: 04/01/18	DRAWN BY: BL	CHECKED: FB
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NOTES:
 Drawing based on Geomatic Surveys Ltd topographical survey 01532/01 dated 27/07/15.

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KEY:
 Parking Areas (number of cars that can be accommodated) **6**

ISSUE	REASON FOR REVISION	DATE

PROJECT:
**PEEL HALL,
 WARRINGTON**

CLIENT:
**SATNAM MILLENNIUM
 LTD**

PROJECT REFERENCE:	DRAWING NUMBER:	SCALE:
1107	88	1:500 @ A3

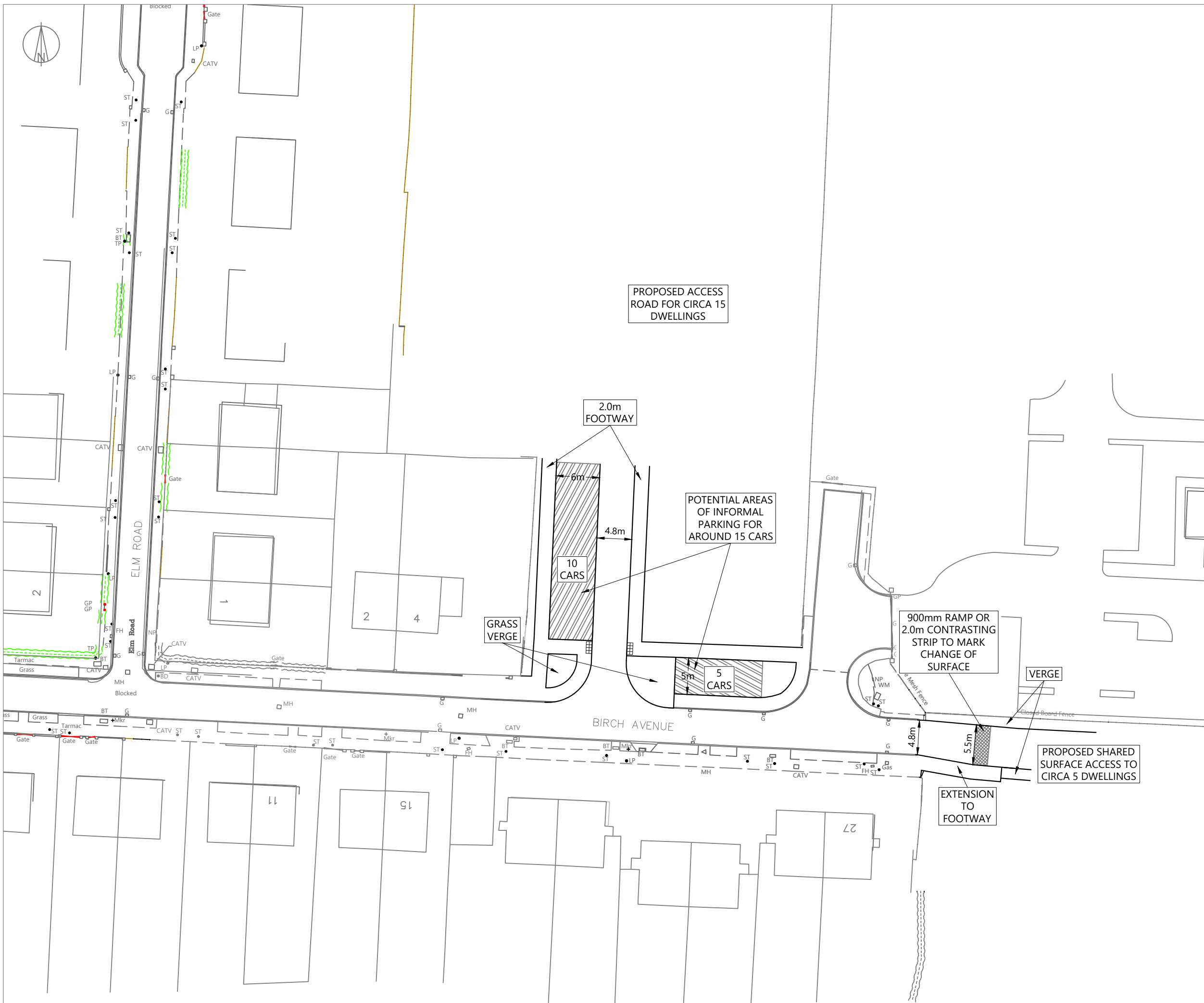
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TITLE:
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 LAND AT POPLARS AVENUE
 RED LINE BOUNDARY**

DATE:	DRAWN BY:	CHECKED:
04/01/18	FB	DT

Appendix 28

Proposed Birch Avenue Accesses Set of Drawings



NOTES:
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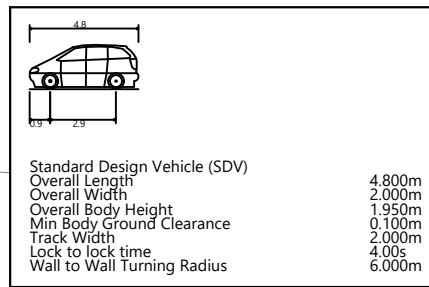
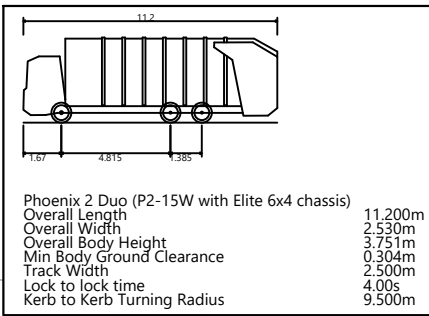
ISSUE	REASON FOR REVISION	DATE

PROJECT:	PEEL HALL, WARRINGTON	
CLIENT:	SATNAM MILLENNIUM LTD	
PROJECT REFERENCE:	DRAWING NUMBER:	SCALE:
1107	08/P	1:500 @ A3

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 LAND AT BIRCH AVENUE**

DATE:	DRAWN BY:	CHECKED:
03/02/17	FB	DT



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PROJECT:	PEEL HALL, WARRINGTON	
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1107	TR08/A	1:250 @ A3

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TITLE:	SWEPT PATHS BIRCH AVENUE	
DATE:	DRAWN BY:	CHECKED:
03/02/17	FB	DT



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ISSUE	REASON FOR REVISION	DATE

PROJECT:
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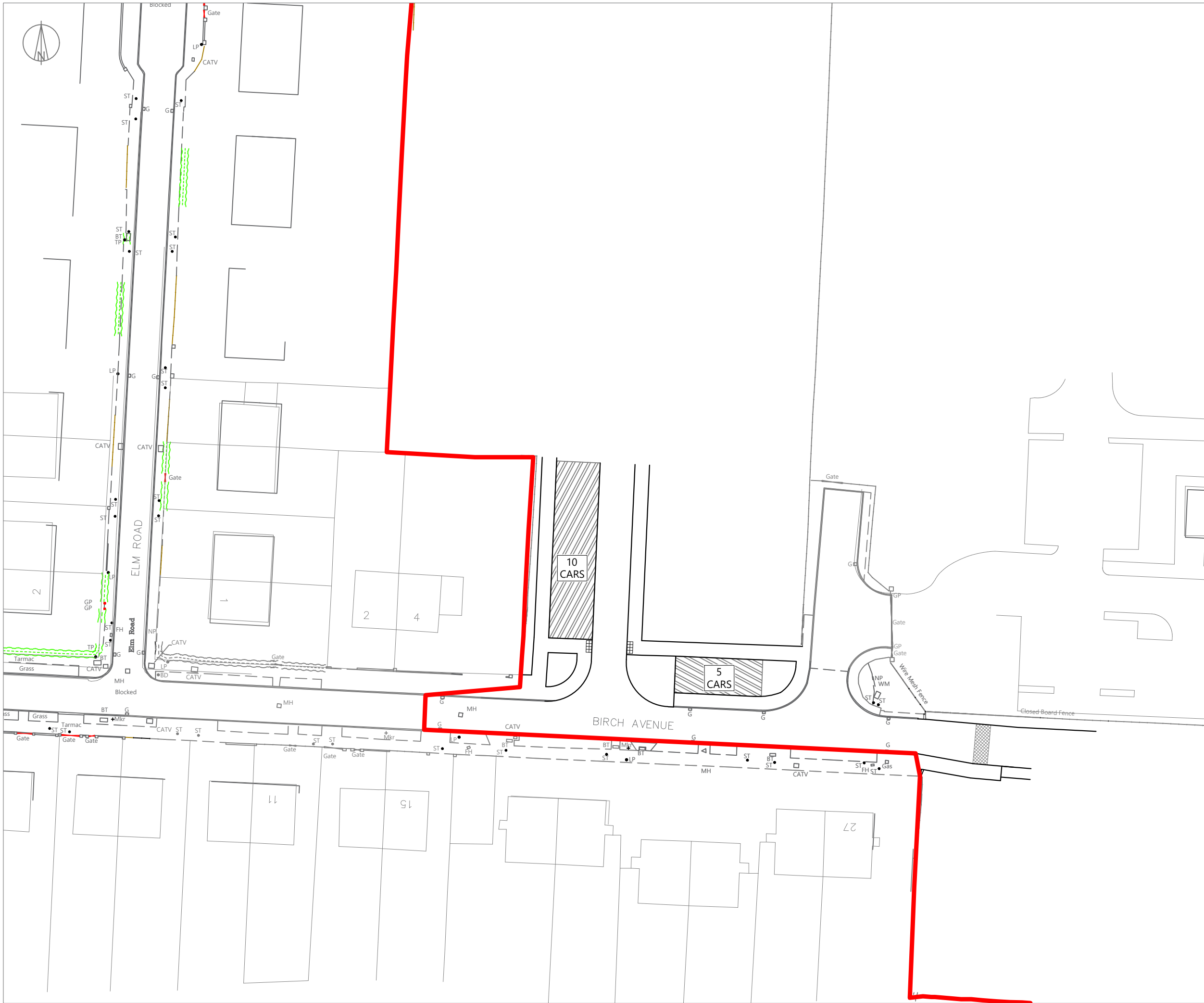
CLIENT:
**SATNAM MILLENNIUM
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PROJECT REFERENCE:	DRAWING NUMBER:	SCALE:
1107	91	1:500 @ A3

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TITLE:
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 AT BIRCH AVENUE VISIBILITY**

DATE:	DRAWN BY:	CHECKED:
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PROJECT:
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PROJECT REFERENCE:	DRAWING NUMBER:	SCALE:
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TITLE: **PROPOSED ACCESS TO RESIDENTIAL
 LAND AT BIRCH AVENUE
 RED LINE BOUNDARY**

DATE:	DRAWN BY:	CHECKED:
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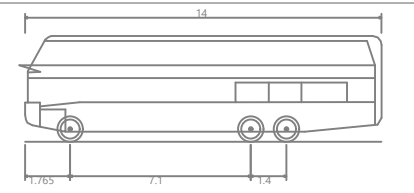
Appendix 29

Proposed Grasmere Avenue Access Set of Drawings



NOTES:
 Drawing based on Geomatic Surveys Ltd topographical survey 01532/01 dated 27/07/15.

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Plaxton Elite 14m Coach	
Overall Length	14.000m
Overall Width	2.500m
Overall Body Height	4.157m
Min Body Ground Clearance	0.397m
Max Track Width	2.487m
Lock to lock time	5.00s
Wall to Wall Turning Radius	12.500m

ISSUE	REASON FOR REVISION	DATE

PROJECT:
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PROJECT REFERENCE:	DRAWING NUMBER:	SCALE:
1107	TR30/E	1:500 @ A3

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TITLE:
**SWEPT PATH ANALYSIS AT
 GRASMERE AVENUE ACCESS**

DATE:	DRAWN BY:	CHECKED:
15/01/18	BL	FB



NOTES:
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PROJECT:
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PROJECT REFERENCE: 1107	DRAWING NUMBER: 89	SCALE: 1:500 @ A3
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TITLE:
**PROPOSED ALTERATIONS TO EXISTING
 ACCESS AT GRASMERE AVENUE VISIBILITY**

DATE: 16/01/18	DRAWN BY: BL	CHECKED: FB
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NOTES:
 Drawing based on Geomatic Surveys Ltd topographical survey 01532/01 dated 27/07/15.
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PROJECT:
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CLIENT:
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PROJECT REFERENCE: 1107	DRAWING NUMBER: 90	SCALE: 1:500 @ A3
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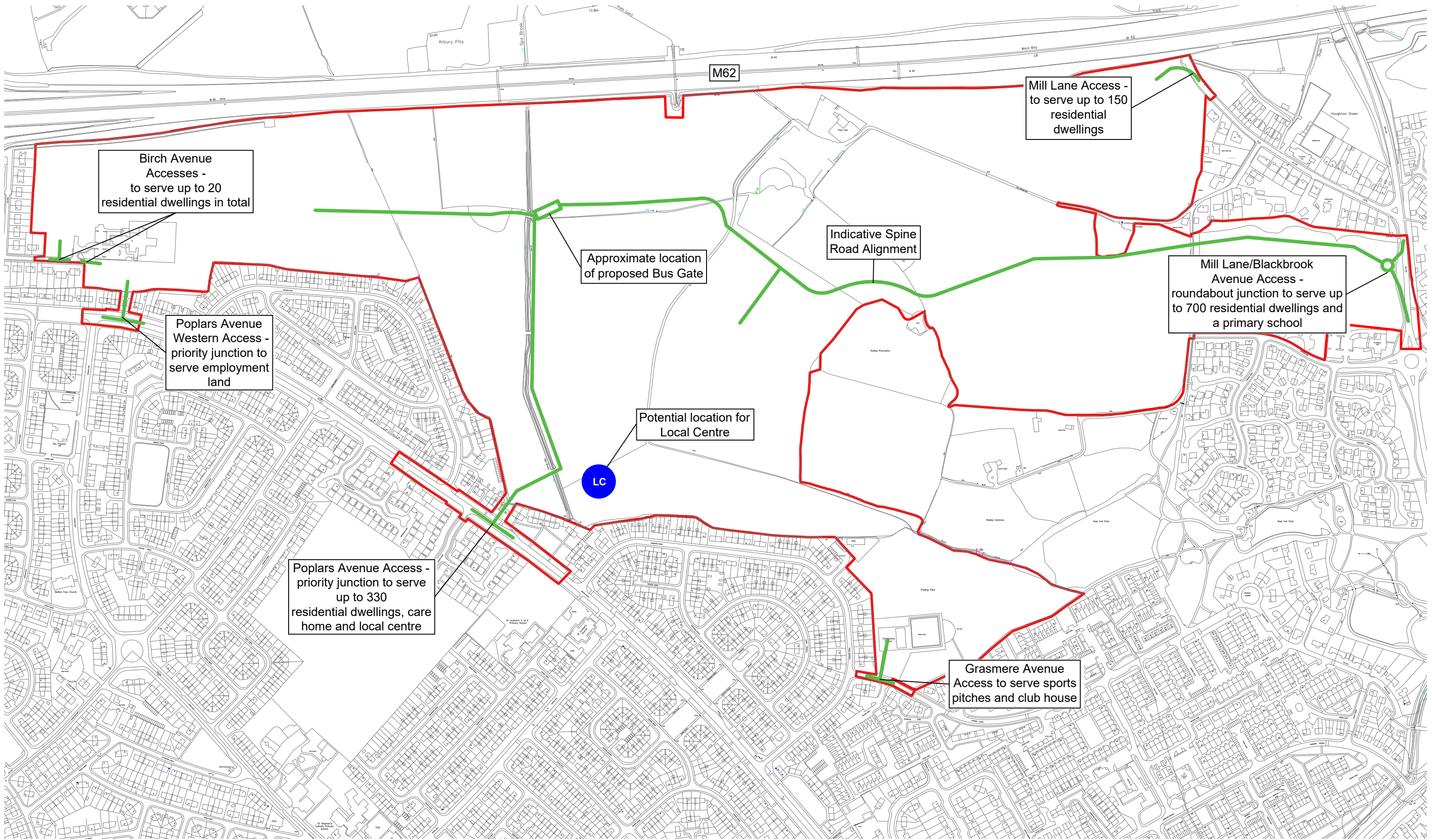
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TITLE: **PROPOSED ALTERATIONS TO EXISTING
 ACCESS AT GRASMERE AVENUE
 RED LINE BOUNDARY**

DATE: 04/01/18	DRAWN BY: FB	CHECKED: DT
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Appendix 30

Illustrative Internal Road Layout Option A



NOTES:
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G	Update to location of local centre	16/01/18
F	Amendment to annotation	10/05/17
E	Amendment to annotations	10/05/16
D	Amendment to bus gate location	04/05/16
C	Amendment to dwelling numbers at access points	12/04/16
B	Alteration to dwelling numbers at access points	04/03/16
A	Reduction in number of dwellings shown off Birch Avenue	19/02/16
ISSUE	REASON FOR REVISION	DATE
DATE:	DRAWN BY:	CHECKED:
12/01/15	FB	DT

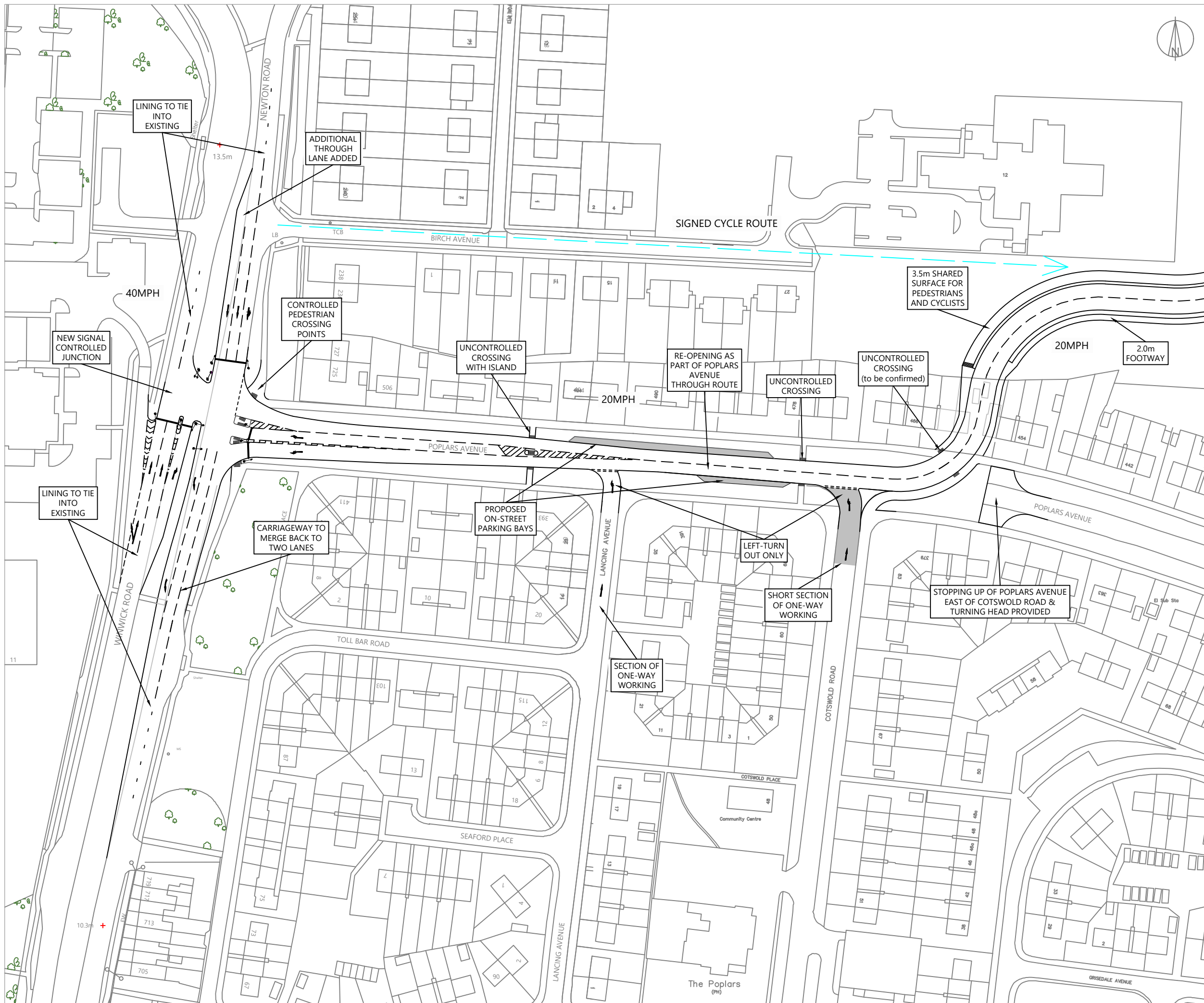
PROJECT:	PEEL HALL, WARRINGTON
CLIENT:	SATNAM

TITLE:	PROPOSED ACCESS POINTS AND INDICATIVE SPINE ROAD		
PROJECT REFERENCE:	DRAWING NUMBER:	SCALE:	
1107	19	Not to scale	

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Appendix 31

Proposed A49 Signalised Junction with Poplars Avenue



NOTES:
Drawing based on Appletons Opportunities & Constraints plan 1820_21 dated 21/10/14.

KEY
New on-street parking bays 

ISSUE	REASON FOR REVISION	DATE

PROJECT:
**PEEL HALL,
WARRINGTON**

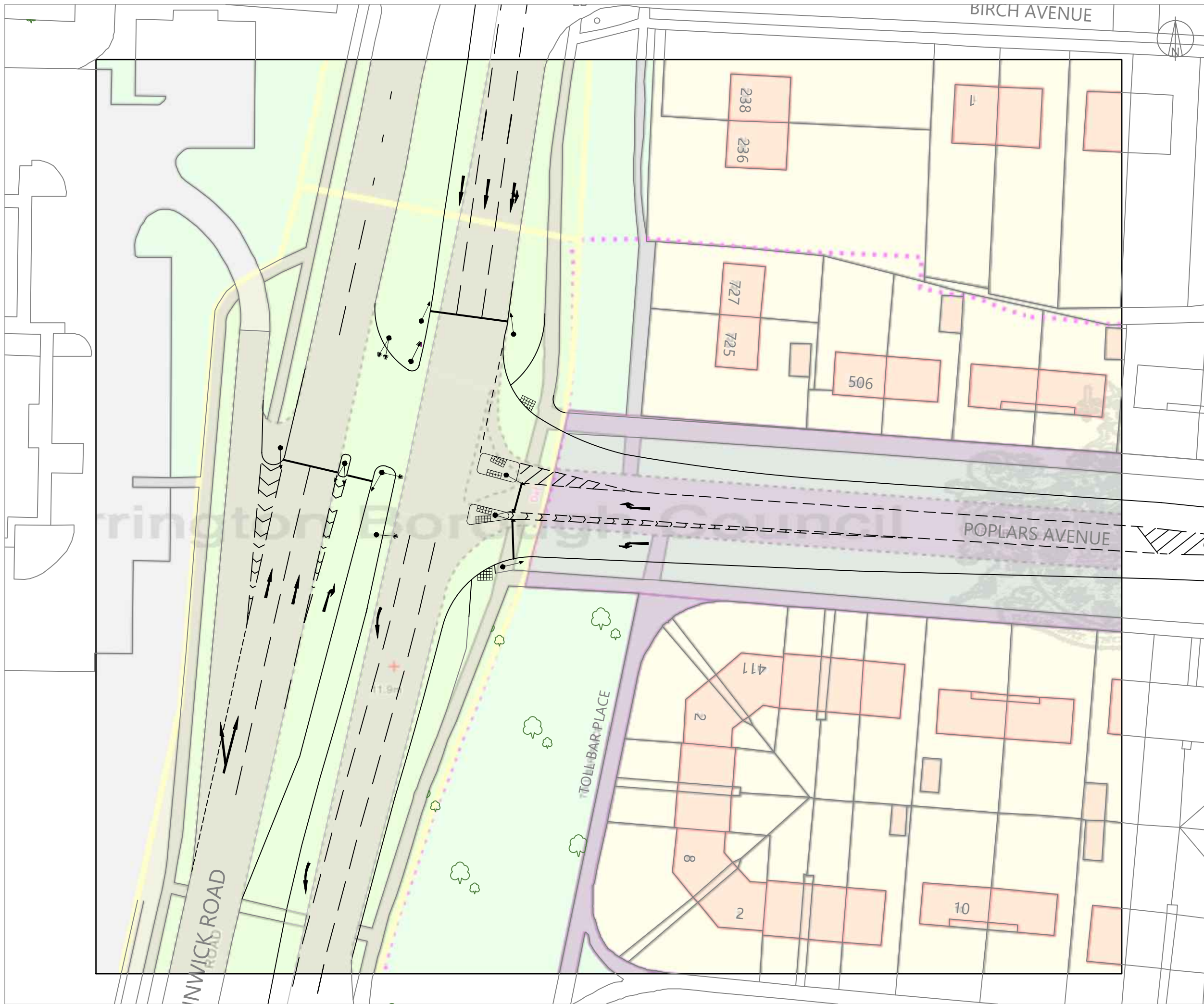
CLIENT:
**SATNAM MILLENNIUM
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PROJECT REFERENCE: 1107	DRAWING NUMBER: 52/F	SCALE: 1:1,250 @ A3
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TITLE:
**PEEL HALL PROPOSED ALIGNMENT
FOR THROUGH ROUTE TO A49**

DATE: 26/01/18	DRAWN BY: BL	CHECKED: FB
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PROJECT:
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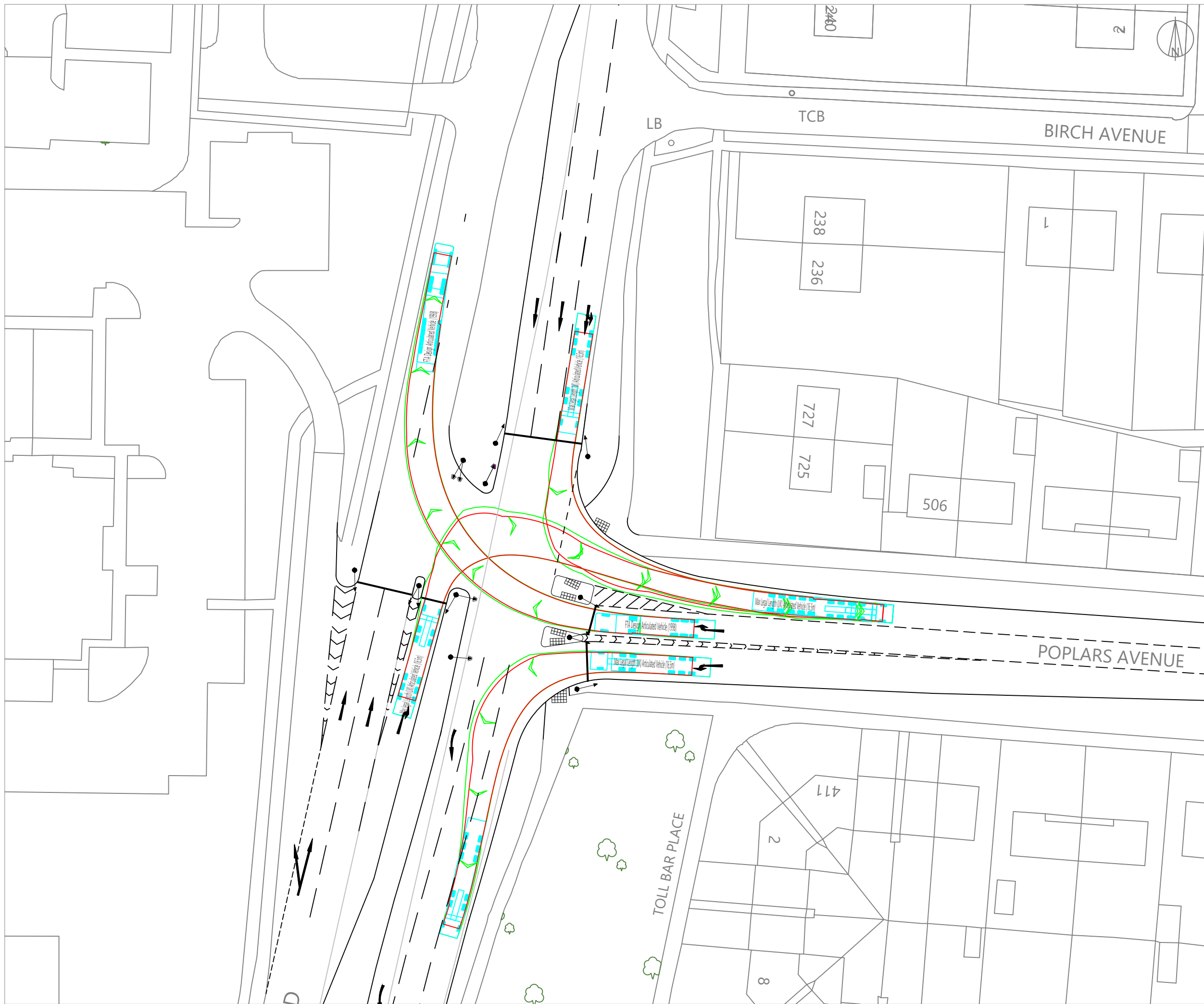
CLIENT:
**SATNAM MILLENNIUM
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PROJECT REFERENCE:	DRAWING NUMBER:	SCALE:
1107	95	1:500 @ A3

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TITLE:
**A49/THROUGH ROUTE HIGHWAY
 OWNERSHIP**

DATE:	DRAWN BY:	CHECKED:
31/01/18	BL	FB



NOTES:
Drawing based on Appletons Opportunities & Constraints plan 1820_21 dated 21/10/14.

FTA Design Articulated Vehicle (1998)	16.480m
Overall Length	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.550m

ISSUE	REASON FOR REVISION	DATE

PROJECT:
**PEEL HALL,
WARRINGTON**

CLIENT:
**SATNAM MILLENNIUM
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PROJECT REFERENCE: 1107	DRAWING NUMBER: TR52	SCALE: 1:500 @ A3
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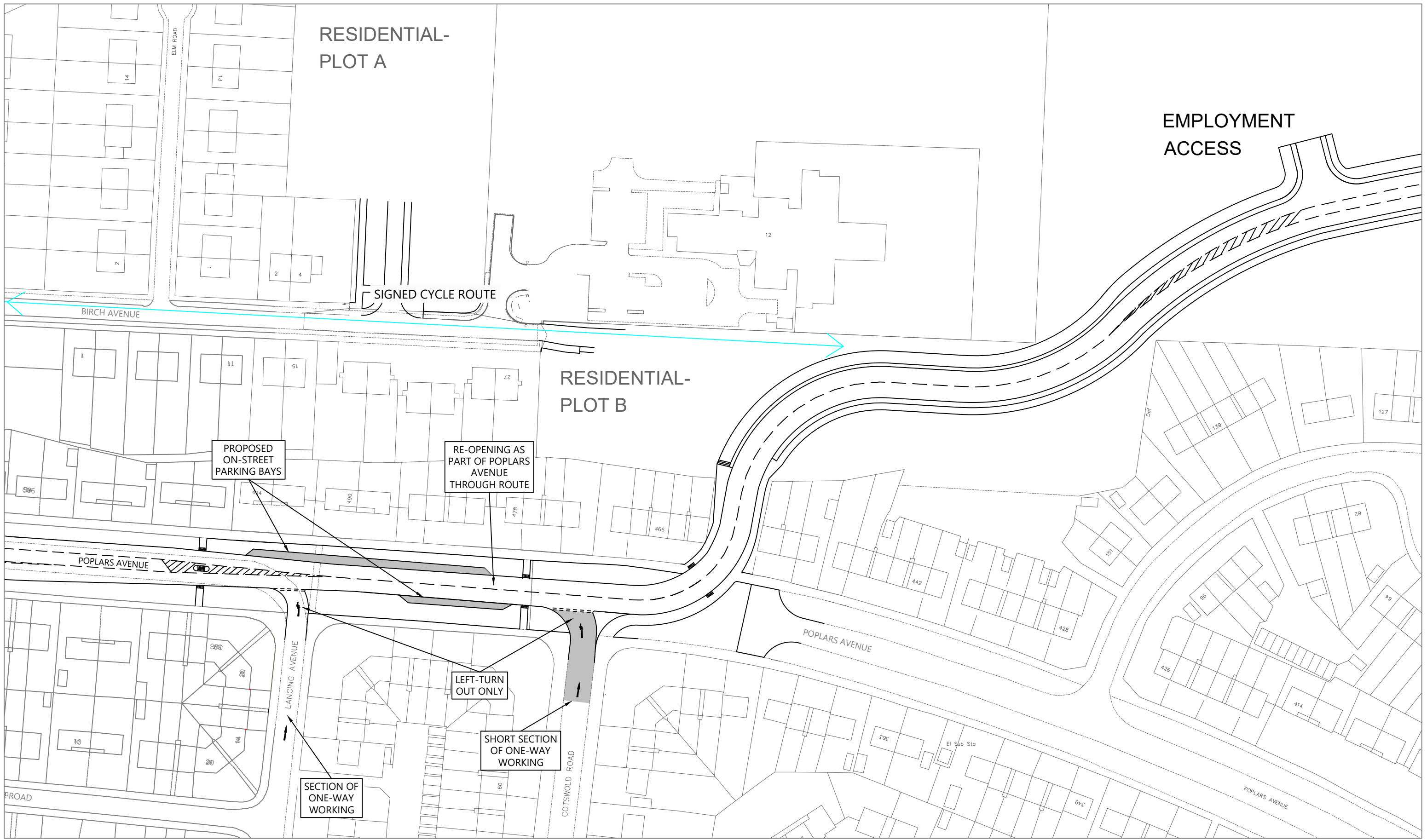
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TITLE:
**SWEPT PATH AT PROPOSED SIGNALISED
JUNCTION OF A49/POPLARS AVENUE**

DATE: 16/01/18	DRAWN BY: BL	CHECKED BY: FB
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Appendix 32

Cotswold Road/Poplars Avenue Access Option B



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ISSUE	REASON FOR REVISION	DATE
DATE:	DRAWN BY:	CHECKED:
26/01/18	FB	DT

PROJECT:
PEEL HALL, WARRINGTON

CLIENT:
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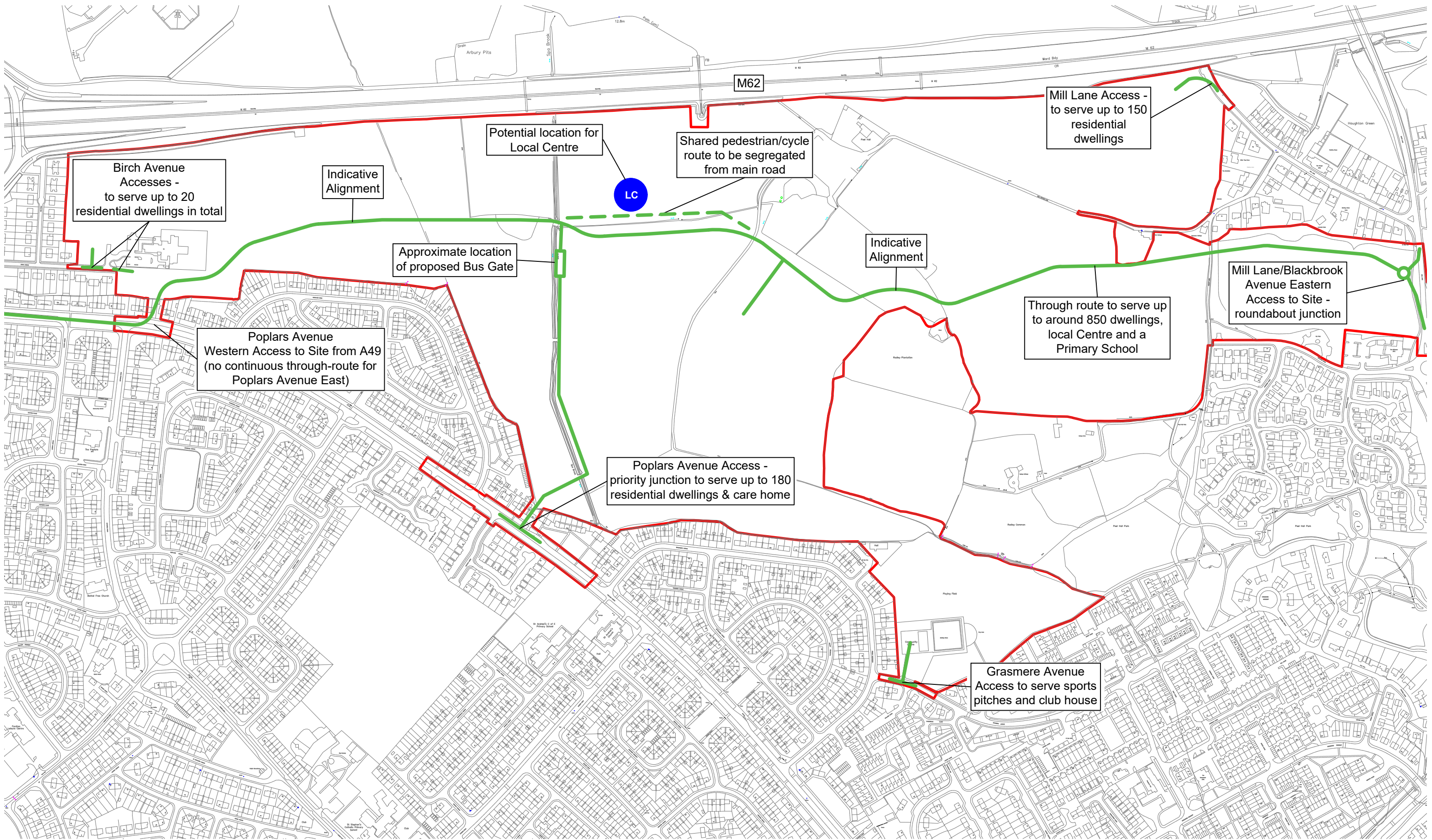
TITLE:
WESTERN ACCESS AT POPLARS AVENUE - THROUGH ROUTE

PROJECT REFERENCE: 1107
 DRAWING NUMBER: 46/B
 SCALE: 1:1,000 @ A3

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Appendix 33

Illustrative Internal Road Layout Option B



NOTES:
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A	Update to location of local centre	16/01/18
ISSUE	REASON FOR REVISION	DATE
DATE:	DRAWN BY:	CHECKED:
01/07/17	FB	DT

PROJECT:	PEELL HALL, WARRINGTON
CLIENT:	SATNAM MILLENNIUM LTD

TITLE:	INDICATIVE THROUGH ROUTE AND ACCESS POINTS	
PROJECT REFERENCE:	DRAWING NUMBER:	SCALE:
1107	43	Not to scale

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Appendix 34

Road Safety Audit Stage 1 2016 and Designer's Response



SA478 PEEL HALL

ACCESS PROPOSAL (6 JUNCTIONS)

Stage 1 Safety Audit

Warrington Borough Council
Environment & Regeneration
Traffic Management, Road Safety & Highways Adoptions
New Town House
Buttermarket Street
Warrington
WA1 2NH

STAGE 1 SAFETY AUDIT

PEEL HALL (NORTH OF POPLARS AVENUE)

1.0 Introduction

This report results from a Stage 1 Safety audit carried out on roads surrounding Peel Hall. The scheme involved the proposal for six potential access points and was at the request of Ms Fiona Bennett of Highgate Transportation Ltd, Box13, 42 Triangle West, Park Street, Bristol, BS8 1ES.

The Audit Team was:

Jamie Fisher MIHE - Audit Team Leader
Principal Highway Engineer
Traffic Management, Road Safety & Highways Adoptions

Mark Tune – Audit Team Member
Team Manager
Traffic Management, Road Safety & Highways Adoptions

The audit comprised an examination of the documents provided by Fiona Bennett listed below:-

Project Number	Drawing Number	Title
	HTp1107 08N	Birch Avenue Access
	HTp1107 09K	Poplars Avenue West Access
	HTp1107 10K	Blackbrook Avenue Access
	HTp1107 11J	Mill Lane Access
	HTp1107 12O	Poplars Avenue Central Access
	HTp1107 30E	Grasmere Avenue Access

A visit to the site was made on the afternoon of 8 June 2016.

The Terms of Reference of the audit are as described in Chapter 2 of HD 19/03 Design Manual for Roads and Bridges (DMRB) 5.2.2 and DMRB HA 42/94 5.2.3. In addition guidance is taken from The Institution of Highways and Transportation (IHT) Guidelines for The Safety Audit of Highways.

The team has examined and reported only on the road safety implications of the scheme as presented and has not examined verified the compliance of the designs to any other criteria.

2.0 Auditors Comments

Location: Birch Avenue

2.1 Problem

Given that this proposed access road will receive substantial use the inter-visibility through the junction should not be hindered by parked vehicles both on and off carriageway. Masked vehicles may result in side or head on impaction junction collisions.

Recommendation

Restrict on and off road parking about the junction to maximise visibility.

2.2 Problem

Given the proposed informal 10 space off road parking 4.8m of carriageway would not allow sufficient avoidance manoeuvring of vehicles exiting the parking area. This may lead to side impact or head on collision occurrence.

Recommendation

Maintain 5.5m carriageway width at this point.

2.3 Problem

There is overhanging hedge line at the boundary of No.4 Birch Avenue that will restrict visibility of the junction. This may lead to turning vehicle conflicts.

Recommendation

Have hedge line set back or removed.

2.4 Problem

The width of Birch Avenue with the addition of on street parking results in a very narrow carriageway that is unsuitable for substantial addition of through traffic. This may lead to head on and glancing collisions.

Recommendation

Consider volume of additional traffic in relation to guidance in Manual for Streets and make alterations accordingly.

Location: Poplars Avenue West

2.5 Problem

The proposed 4 bay parking opposite the junction would not be legally accessible due to the proposed double yellow line provision. This type of parking restriction is enforceable to the back of the footpath at this location. This will force parking to migrate without proper management and may result in collision occurrence elsewhere on Poplars Avenue.

Recommendation

Provide alternate parking location or consider the requirement of the proposed parking restrictions about the junction.

2.6 Problem

The close proximity of the proposed junction to the existing bend may result in emerging vehicle conflicts with approaching traffic due to restricted visibility of the bend to the west.

Recommendation

Ensure that visibility splays agree with the Design Manual for Roads and Bridges (DMRB) for the intended / existing speed limit (taking into account the existing off street parking occurrence and trees).

Location: Blackbrook Avenue

2.7 Problem

The proposed roundabout offsets approaching traffic heading northbound to Mill Lane. This will reduce forward visibility for vehicles exiting Mill Lane and may result in side impact collisions.

Recommendation

Ensure that the forward visibility from Mill Lane is in adherence to the standards set in the DMRB.

2.8 Problem

The short section of carriageway created between the existing Enfield Park Round roundabout and the proposed roundabout is likely to cause queuing traffic to back up through the proposed junction during peak hours. This may result in the northbound access being restricted, aggressive driving and/or side impact collisions.

Recommendation

Assess the present and expected traffic flow requirements as part of the Transport Assessment Report for this proposal and ensure that the proposals do not have a negative impact on the road network.

2.9 Problem

The southbound approach to the proposed roundabout has little deflection to slow entry vehicle speeds. This will promote higher speed of southbound through traffic leading to potential side impact and tail end collisions.

Recommendation

Provision a greater deflection in the southbound approach to the roundabout.

2.10 Problem

The straight line pedestrian crossing alignments shown on the south side, southbound carriageway of the proposed roundabout increase pedestrian time in the live carriageway, raising the risk of vehicle strikes.

Recommendation

Ensure that all pedestrian crossing points are perpendicular to the kerb to reduce the width of requires carriageway crossing.

Location: Mill Lane

2.11 Problem

Visibility at the termination point of the proposed shared surface will be restricted by the existing hedge and bend to the south east. This may result in cyclists being struck by passible vehicles on crossing at this point.

Recommendation

Ensure adequate visibility splays are provisioned to allow inter-visibility between approaching drivers and cyclists.

2.12 Problem

Although the northbound route from the proposed junction is for very lightly traffic access the proposed width of the carriageway would restrict passing vehicles potentially leading to side or head on conflicts.

Recommendation

With little footfall requirements the removal of one of the proposed footpaths would allow a wider access road construction reducing the risk of vehicle conflicts.

2.13 Problem

The proposed tabled junction may cause adverse camber for long or trailed vehicles turning north onto the access road. This may result in loss of loads taking into account that the horse fields may be retained.

Recommendation

Track such vehicles through the junction and consider alternative forms of traffic calming if deemed necessary.

Location: Poplars Avenue Central

2.14 Problem

The proposed relocated bus stop layby is depicted with the shelter to the rear of the provision which is away from the alighting area that the bus will pull up to. This may cause trips or falls by pedestrians rushing to the pickup point.

Recommendation

Relocate the shelter to the alighting point that a bus would pull up to in the layby.

2.15 Problem

The proposed right turn filter lane on Poplars Avenue to feed the proposed junction will be an ideal overtaking opportunity for through traffic in both directions which may result in head on collisions.

Recommendation

Provision traffic or refuge islands to protect the right turn lane and restrict vehicles from overtaking.

2.16 Problem

The stop lines for the relocated controlled crossing provision to the south east of the proposed junction would seem close proximity to the crossing studs. This reduces the safety margin for vehicles to stop potentially conflicting with pedestrians. The Borough standard between stop line to stud line on controlled crossings is 3m to maximise this safety margin.

Recommendation

Ensure that all crossing stop lines are set back 3m from the stud line. This may affect the positioning of the bus laybys to allow signal post positioning.

2.17 Problem

Tactile paving is not shown on either verge of the proposed uncontrolled crossing provision between Brathay Close and Newhaven Road. This may lead to confusion for visually impaired pedestrians.

Recommendation

Ensure tactile paving is provisioned at all dropped pedestrian crossing points.

2.18 Problem

There are existing trees close to the location of the proposed controlled crossing relocation which may reduce the visibility of the signal heads to oncoming traffic. Late signal appreciation may result in collisions with pedestrians or rear end shunts.

Recommendation

Ensure that forward visibility of signal heads is within the guidance set in the DMRB TD9/93 Table 3 taking into account the roads design speed.

2.19 Problem

The proposed exclusion of parking restrictions between the 10 space layby and the junction with Brathay Close may result in obstructive parking particularly with the introduction of a traffic island to protect the right turn filter lane. This may result in collision with the island and/or parked vehicles and would specifically restrict through access.

Recommendation

Extend junction protection to the south side of Poplars Avenue between the 10 space layby and the junction with Brathay Close.

Location: Grasmere Avenue

2.20 Problem

Parking on Windermere Avenue may lead to access obstruction or impatient overtaking that may result in a head on or avoidance manoeuvre collision.

Recommendation

If access road must be provisioned on Grasmere Avenue the parking restrictions should be introduced on Windermere Avenue to the junction with Poplars Avenue to maintain through access.

2.21 Problem

Although Mallard Close is lightly trafficked the staggered junction proposal may lead to vehicles merging from opposite side roads resulting in head on or side impact collisions.

Recommendation

Consider removal of the stagger for a standard cross road junction or offset the stagger further.

2.22 Problem

The high sided boundary fence to no 37 Windermere Avenue will restrict the inter-visibility of the proposed junction to the right on exit. This may lead to side impact collisions with passing vehicles.

Recommendation

Reduce the height of the boundary fence or set the junction further away from this boundary line to ensure visibility splay to TD 42/95 of the DMRB (Vol6 SEC2 Part6 Ch7).

3.0 Auditors Statement

We certify that we have examined the drawings and documents listed. The examination has been carried out with the sole purpose of identifying any features of the design that could be removed or modified in order to improve the safety of the scheme. The problems identified have been noted in this report together with associated safety improvement suggestions that we recommend should be studied for implementation. No one on the Audit Team has been involved with the scheme design.

Audit Team Leader

Jamie Fisher MIHE
Principal Highway Engineer
Traffic Management, Road Safety & Highways Adoptions

Signed: 
Date: 16 June 2016

Audit Team Members

Mark Tune
Team Manager
Traffic Management, Road Safety & Highways Adoptions

Signed: 
Date: 16 June 2016

RSA1 DESIGNERS RESPONSE

PROJECT: Peel Hall, Warrington

RSA DATE: June 2016

RSA REF.: SA478 Peel Hall

Access Location - Birch Avenue

Para. No.	Problem	Recommendation	Designers Response
2.1	Given that this proposed access road will received substantial use the inter-visibility through the junction should not be hindered by parking vehicles both on and off carriageway. Masked vehicles may result in side or head on impact junction collisions.	Restrict on and off road parking about the junction to maximise visibility.	It is not considered that 20 dwellings (combined total accessed from these two junctions) can be classified as substantial use. In terms of visibility splays, ref: HTP/1107/91, it can be seen that the parked vehicles should not obstruct visibility. Furthermore, this road is subject to a 20mph speed limit and it is reasonable to assume that in this location vehicles would be travelling at even lower speeds than this.
2.2	Given the proposed informal 10 space off road parking 4.8m of carriageway would not allow sufficient avoidance manoeuvring of vehicles exiting the parking area. This may lead to side impact or head on collision occurrence.	Maintain 5.5m carriageway width at this point.	The parking spaces are set back at a greater depth (6.0m) than the required 4.8m specified, therefore combined with the 4.8m carriageway width this enables cars to manoeuvre safely (as shown on the swept path plan HTP/1107/TR08/A). Furthermore, this is an access road for only circa 15 houses, and should generally be no wider than the main access road, Birch Avenue (also 4.8m wide).
2.3	There is overhanging hedge line at the boundary of No.4 Birch Avenue that will restrict visibility of the	Have the hedge line set back or removed.	Overhanging vegetation to be removed and where within client control the hedge line is to be set back. The visibility splays are shown on plan HTP/1107/91.

	junctions. This may lead to turning vehicle conflicts.		
2.4	The width of Birch Avenue with the addition of on street parking results in a very narrow carriageway that is unsuitable for substantial addition of through traffic. This may lead to head on and glancing collisions.	Consider volume of additional traffic in relation to guidance in Manual for Streets and make alterations accordingly.	The additional volume of through traffic on Birch Avenue forecast to arise from the 20 dwellings is not considered to be substantial, based on the agreed trip rates in the busiest peak hour (PM) of: Arrivals 0.495 (10 vehicle trips) and Departures 0.307 (6 vehicle trips), which gives a total of an additional 16 vehicles in the peak hour, which equates to around one vehicle every four minutes. Furthermore, the forward visibility along Birch Avenue is good, reducing the likelihood of head-on collisions occurring, coupled with the low vehicle speeds.

Access Location - Poplars Avenue West

Para. No.	Problem	Recommendation	Designers Response
2.5	The proposed 4 bay parking opposite the junction would not be legally accessible due to the proposed double yellow line provision. This type of parking restriction is enforceable to the back of the footpath at this location. This will force parking to migrate without proper management and may result in collision occurrence elsewhere on poplars Avenue.	Provide alternative parking location or consider the requirement of the proposed parking restrictions about the junctions.	It is accepted that by retaining the parking bay, this negates the need for the TRO. Therefore the double yellow lines have been omitted from the revised scheme. See plan ref: HTP/1107/09/M. Further to correspondence with the Highway Officer, all proposed yellow lining at this junction has been removed.
2.6	The close proximity of the proposed junction to the existing bend may result in emerging vehicle conflict with approaching traffic due to restricted visibility of the bend to the west.	Ensure that visibility splays agree with the Design Manual for Roads and Bridges for the intended/existing speed limit (taking into account the existing off street parking occurrence and trees).	This section of Cotswold Road and Poplars Avenue is subject to a 20mph speed limit within an urban area and therefore Manual for Streets applies. Visibility splays shown on plan HTP/1107/87, however for robustness 2.4 x 43m visibility splays (commensurate to 30mph) have been demonstrated as achievable. Swept plan analysis has been provided on plan ref: HTP/1107/TR09 which demonstrates that two no. 9.5m rigid vehicles can pass on the bend of Cotswold Road/Poplars Avenue. Plan ref: HTP/1107/09/M demonstrates that it has been proposed to ease the inside radius of the existing bend to assist large vehicles. Other minor kerb amendments have been made in the vicinity of the existing parking area adjacent to the bend. The parking area has an aisle width of circa 8.4m with a depth of 5.0m for the parking bays.

Access Location - Blackbrook Avenue

Para. No.	Problem	Recommendation	Designers Response
2.7	The proposed roundabout offsets approaching traffic heading northbound to Mill lane. This will reduce forward visibility for vehicles existing Mill Lane and may result in side impact collisions.	Ensure that the forward visibility from Mill Lane is in adherence to the standards set out in the Design Manual for Roads and Bridges.	Visibility splays are shown on plan HTp/1107/85. Vehicle speeds exiting the roundabout are unlikely to be above 20mph. 2.4 x 50m visibility splay towards the roundabout from Mill Lane which is one step below the DMRB visibility splay for 50kph (30mph). 2x4 x 61m to the junction is also shown. Due to the existing road alignment of Mill Lane (north-south) in this location from the existing Blackbrook Avenue roundabout, existing vehicle approach speeds to the Mill Lane priority junction will be higher than with the proposed roundabout.
2.8	The short section of carriageway created between the existing Enfield Park Road roundabout and the proposed roundabout is likely to cause queuing traffic to back up through the proposed junction during peak hours. This may result in the northbound access being restricted, aggressive driving and/or side impact collisions.	Assess the present and expected traffic flow requirements as part of the Transport Assessment Report for this proposal and ensure that the proposals do not have a negative impact on the road network.	The proposals include for a two lane approach on this section of realigned carriageway in both directions in order to accommodate additional queuing traffic. The SATURN modelling demonstrates that there will be no capacity issues on the existing roundabout to the south, and the proposed roundabout will not cause queuing traffic to back up through either junction during peak hours. Notwithstanding the above, the carriageway section is a minimum of 90 metres in length.
2.9	The southbound approach to the proposed roundabout has little deflection to slow entry vehicle speeds. This will promote higher speed of southbound through traffic leading to potential side impact and tail end collisions.	Provide a greater deflection in the southbound approach to the roundabout.	The deflection was relaxed following discussion with highway officers in Spring 2016. Notwithstanding this, a revised plan has been provided, HTp/1107/10/M, which increases deflection for southbound vehicles.

2.10	The straight line pedestrian crossing alignments shown on the south side, southbound carriageway of the proposed roundabout increase pedestrian time in the live carriageway, raising the risk of vehicle strikes.	Ensure that all pedestrian crossing points are perpendicular to the kerb to reduce the width of required carriageway crossing.	Agreed. Pedestrian crossings have been reviewed and amended where necessary as shown on plan HTP/1107/10/M.
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Access Location – Mill Lane

Para. No.	Problem	Recommendation	Designers Response
2.11	Visibility at the termination point of the proposed shared surface will be restricted by the existing hedge and bend to the south east. This may result in cyclists being struck by passing vehicles on the crossing point.	Ensure adequate visibility splays are provisioned to allow inter-visibility between approaching drivers and cyclists.	Drawing HTP/1107/11/L demonstrates that vegetation is to be cut back and maintained to below 0.6m in height to ensure adequate visibility of 43m. The access road will be 20mph. Visibility splays are shown on plan HTP/1107/81 for cyclists leaving the shared cycle route and for the vehicles entering the junction from the north.
2.12	Although the northbound route from the proposed junction is for very lightly traffic access the proposed width of the carriageway would restrict passing vehicles potentially leading to side or head on conflicts.	With little footfall requirements the removal of one of the proposed footpaths would allow a wider access road construction reducing the risk of vehicle conflicts.	Please see revised access proposals on plan HTP/1107/11/L and swept path analysis on HTP/1107/TR11.
2.13	The proposed tabled junction may cause adverse camber for long or trailers vehicles turning north onto the access road. This may result in loss of loads taking into account that the horse fields may be retained.	Track such vehicles through the junction and consider alternative forms of traffic calming if deemed necessary.	As above. The table has been extended to accommodate a 'car and caravan' (equivalent to a vehicle pulling a horsebox).

Access Location – Poplars Avenue Central

Para. No.	Problem	Recommendation	Designers Response
2.14	The proposed relocated bus stop layby is depicted with the shelter to the rear of the provision which is away from the alighting area that the bus will pull up to. This may cause trips or falls by pedestrians rushing to the pickup point.	Relocate the shelter to the alighting point that a bus would pull up to in the layby.	Relocation of shelter shown on plan HTp/1107/12/R.
2.15	The proposed right turn filter lane on Poplars Avenue to feed the proposed junction will be an ideal overtaking opportunity for through-traffic in both directions which may result in head on collisions.	Provide traffic or refuge islands to protect the right turn lane and restrict vehicles from overtaking.	We do not agree that traffic splitter islands are required where suggested as to the west we have a pedestrian island prior to the junction with Brathay Close, and to the east there is the signalised pedestrian crossing.
2.16	The stop lines for the relocated controlled crossing provision to the south east of the proposed junction would seem in close proximity to the crossing study. This reduces the safety margin for vehicles to stop potentially conflicting with pedestrians. The Borough standard between stop line to stud line on controlled crossings is 3m to maximise this safety margin.	Ensure that all crossing stop lines are set back 3m from the stud line. This may affect the positioning of the bus laybys to allow signal post positioning.	Dimensions checked and updated where necessary on plan HTp/1107/12/R.
2.17	Tactile paving is not shown on either verge of the proposed uncontrolled	Ensure tactile paving is provisioned at all	Tactile paving provided for the crossing at Brathay Close on plan HTp/1107/12/R.

	crossing provision between Brathay Close and Newhaven road. This may lead to confusion for visually impaired pedestrians.	dropped pedestrian crossing points.	
2.18	There are existing trees close to the location of the proposed controlled crossing relocation which may reduce the visibility of the signal heads to oncoming traffic. Late signal appreciation may result in collisions with pedestrians or rear end shunts.	Ensure that forward visibility of signal heads is within the guidance set in the Design Manual for Roads and Bridges TD 9/93 Table 3 taking into account the roads design speed.	Visibility shown on plan HTP/1107/83, and tree locations highlighted. Road is subject to 30mph speed limit in this location. Forward visibility to the signal heads is shown and demonstrated to be in excess of 50m even with a bus stationary in the bus stops at the locations shown.
2.19	The proposed exclusion of parking restrictions between the 10 space layby and the junction with Brathay Close may result in obstructive parking particularly with the introduction of a traffic island to protect the right turn filter lane. This may result in collision with the island and/or parked vehicles and would specifically restrict through access.	Extend junction protection to the south side of Poplars Avenue between the 10 space layby and the junction with Brathay Close.	Extension to junction protection markings shown on plan HTP/1107/12/R as an option to be considered by WBC highway officers.

Access Location – Grasmere Avenue

Para. No.	Problem	Recommendation	Designers Response
2.20	Parking on Windermere Avenue may lead to access obstruction or impatient overtaking that may result in a head on or avoidance manoeuvre collision.	If access road must be provisioned on Grasmere Avenue the parking restrictions should be introduced on Windermere Avenue to the junction with Poplars Avenue to maintain through access.	Current plan ref: HTP/1107/30/H. This access is currently an existing access serving playing fields with a small leisure facility (changing rooms, bowl club, etc.) and as such already experiences a level of traffic movement. Whilst it is acknowledged that there is likely to be an increase in traffic movements at the location as a result of the proposed improvements to the existing facilities, there will a very limited level of peak hour trips (if any). Vehicle speeds on Grasmere Avenue and Windermere Avenue in this location are low and therefore the likelihood of collisions is very low.
2.21	Although Mallard Close is lightly trafficked the staggered junction proposal may lead to vehicles merging from opposite site roads resulting in head on or side impact collisions.	Consider removal of the stagger for a standard cross road junction or offset the stagger further.	As set out above, this is an existing access and the proposals are for improvement works to the playing fields and facilities. No housing is proposed off this access. There will be limited increase in vehicular movements, particularly during peak hours; therefore it is considered that likelihood of vehicular conflict will be low.
2.22	The high sided boundary fence to No.37 Windermere Avenue will restrict the inter-visibility of the proposed junction to the right on exit. This may lead to side impact collisions with passing vehicles.	Reduce the height of the boundary fence or set the junction further away from this boundary line to ensure visibility splay to TD 42/95 to the Design Manual for Roads and Bridges (vol.6, SEC2, Part6, Ch7).	This is not a proposed junction, but an existing junction. The visibility splay is demonstrated on plan HTP/1107/89, of 43m to the east and to the junction with Windermere Road in the west.

Appendix 35

Road Safety Audit Stage 1 2018 and Designer's Response

**Land at Peel Hall, Warrington
Access Strategy (Provision of or Modifications to 12 Junctions)
Road Safety Audit Stage 1**

Report No 16/2018

January 2018

***Alan Consultancy Ltd
Road Safety and Traffic Consultants***

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1. Introduction

1.1 This report results from a Stage 1 Road Safety Audit carried out on the provision of or modifications to 12 junctions associated with the Access Strategy at Peel Hall, Warrington at the request of Highgate Transportation Limited, First Floor, 43 -45 Park Street, Bristol, BS1 5NL. The Road Safety Audit was carried out in January 2018.

1.2 The Road Safety Audit Team membership was as follows:

Alan Rookes	IEng, FCIHT, FSoRSA, RegRSA (IHE) Director, Alan Consultancy Limited (Certificate of Competency in Road Safety Audit gained January 2013)
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J Kevin Nicholson	BSc, CMaths, MCIHT, FSoRSA Independent Consultant (Certificate of Competency in Road Safety Audit gained May 2015)
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1.3 The Road Safety Audit took place on-site on 20th January 2018. The Road Safety Audit was undertaken in accordance with the instructions received from Highgate Transportation Limited. The Road Safety Audit comprised of an examination of the documents provided as listed in the Annex. The documents consisted of drawings detailing the proposed highway arrangements, other related drawings, a Stage 1 Road Safety Audit undertaken in June 2016 and its associated Designers Response, Technical Notes detailing Vehicular Trips and the Through Route Scenario and existing and predicted traffic flows. The Audit Team visited the site on 20th January 2018 between 1330 and 1530 hours. During the site visit it was raining and the existing road surface was wet. Traffic conditions were fairly heavy.

1.4 The terms of reference of the Road Safety Audit are as described in HD 19/15. The Road Safety Audit Team has reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the design to any other criteria.

1.5 All comments and recommendations are referenced to the preliminary design drawings and the locations are indicated on the attached A4 plan.

1.6 The overall Access Strategy relates to the development of land at Peel Hall. The Audit, however, only sought to address the proposed provision of or modifications to 12 junctions at and near to the development site. The junctions, with their scheme reference number (where known) were as follows:

- A49/Birch Avenue;
- Birch Avenue (Junction No 08);
- Poplars Avenue (Junction No 09);
- Blackbrook Avenue (Junction 10);
- Mill Lane (Junction No 11);
- Poplars Avenue (Junction No 12);
- Grasmere Avenue (Junction No 30);
- A49/Poplars Avenue (Junction No 52);
- Crab Lane/Enfield Park Road (Junction No 70);

- Capesthorne Road/Poplars Avenue (Junction No 71);
- 1450/Hilden Road/Poplars Avenue (Junction No 72); and
- A49/Sandy Lane West (Junction No 74).

- 1.7 In accordance with paragraph 2.20 of HD 19/15, the Road Safety Audit Team has noted that recommendations to make significant changes to the scheme are unlikely to be acceptable.
- 1.8 Some items in Section 3 refer to issues that would usually be evaluated as part of a Stage 2 (detailed design) Road Safety Audit. However, notwithstanding that this is a Stage 1 Audit, those issues are raised in order that they can be given due consideration as the detailed design progresses.

2. Items Raised in Stage 1 Audit Undertaken in June 2016

- 2.1 The Road Safety aspects of the 6 Site Access Junctions (Junctions No 08, 09, 10, 11, 12 and 30) were the subject of comment in the June 2016 Stage 1 Road Safety Audit report produced by Warrington Borough Council.
- 2.2 The other 6 junctions are potential mitigation measures and/or relate to the Option B access drawings. These junctions were not referenced in the 2016 Road Safety Audit.
- 2.3 All issues raised in the original Stage 1 Road Safety Audit have been resolved.

3 Items Raised at this Stage 1 Road Safety Audit

3.1 The Junctions

3.1.1 Problem

Location: Poplars Avenue/Cotswold Road Junction (Junction 09), Blackbrook Avenue Roundabout (Junction No 10), Mill Lane (Junction 11), Grasmere Avenue (Junction 30), A49/Poplars Avenue Junction (Junction 52), Crab Lane/Enfield Park Road Junction (Junction 70), Capesthorpe Road/Poplars Avenue Roundabout (Junction 71), A50/Hilden Road/Poplars Avenue Roundabout (Junction 72) and A49/Sandy Lane West Junction (Junction 74). (*Drawings No 1107 09/M, 1107 10/N, 1107 11/L, 1107 30/H, 1107 53/E, 1107 70, 1107 71, 1107 72 and 1107 74*)

Summary: Loss of control collisions could occur where the carriageway has been widened or realigned.

At each of the above junctions the proposals involve the construction of areas of new carriageway abutting existing surfaces. If the joints are not smooth and clean or the new surface has a significantly different PSV from the existing, drivers could lose control of their vehicles in wet conditions due to differential grip.

Recommendation

Ensure that the interfaces between the existing and new surfaces are structurally secure, clean and sound. In addition, provide a wearing course on the new sections of carriageway with a similar wet skid resistance to the existing surface, assuming that the existing surface is above investigatory levels.

3.1.2 Problem

Location: Blackbrook Avenue Roundabout (Junction 10). (*Drawing No 1107 TR10A*)

Summary: Vehicles entering the roundabout from lane two from the southern and western approaches could be squeezed out by others entering from lane one resulting in vehicle/vehicle collisions or collisions with the central island.

When travelling south to north and west to south traffic entering the roundabout from lane one of both western arms will tend to move to their right towards the central circular island of the roundabout. In doing so they will squeeze out vehicles undertaking the same turning movements from lane two of both approaches resulting in vehicle/vehicle collisions on the circulatory carriageway or the vehicle from lane two collided with the central circular island itself.

Recommendations

1. *Realign both entries so that the approach splitter islands direct lane two traffic off the central circular island, with an associated adjustment to the alignment of lane one; and*

2. *Provide lane destination arrows on the roundabout approaches to encourage 'correct lane' use.*

3.1.3 Problem

Location: A49/Poplars Avenue Junction (Junction 52). (*Drawing No 1107 TR52*)

Summary: The higher speed A49 approaches could result in shunt type collisions on the approaches to the traffic signals

Traffic on both A49 approaches tend to travel at higher speeds and as a result may have to brake sharply when the signals change and/or other vehicles slow or stop. Sharp braking could lead to rear end shunt type collisions.

Recommendation

Provide high friction surfacing on both A49 approaches to the signal controlled junction.

3.1.4 Problem

Location: Crab Lane/Enfield Park Road Junction (Junction 70). (*Drawing No 1107 70*)

Summary: The higher speed approaches could result in shunt type collisions on the approaches to the traffic signals

Traffic on all three approaches to this junction tends to travel at higher speeds and as a result may have to brake sharply when the signals change and/or other vehicles slow or stop. Sharp braking could lead to rear end shunt type collisions.

Recommendation

Provide high friction surfacing on both all three approaches to the signal controlled junction.

3.1.5 Problem

Location: Crab Lane/Enfield Park Road Junction (Junction 70). (*Drawing No 1107 70*)

Summary: Foliage from adjacent trees and the hedge could obscure the traffic signals on the western side of the junction. Drivers may consequently not see the signal and be involved in overshoot or turning vehicle collisions.

During the growing season foliage from the trees and hedge on the western side of Enfield Park Road may obscure a driver's view of primary signal head facing northbound traffic. If a driver does not see a signal head, they may continue without stopping resulting in overshoot or turning vehicle collisions.

Recommendation

Cut back, or if feasible remove, the foliage to provide a clear view of the signals.

3.1.6 Problem

Location: Winwick Road arm of the A49/Sandy Lane West Junction (Junction No 74). *(Drawing No 1107 74)*

Summary: Visibility to the right for vehicles emerging from Winwick Road will be impaired. Turning vehicle collisions could consequently occur.

Setting back the give way line as proposed on Winwick Road will result in significantly reduced visibility to the right for emerging vehicles. This situation will be worsened as traffic approaching the signalized roundabout from Sandy Lane West will be breaking out into the three lanes on the immediate approach to signals. Turning vehicle collisions are likely to occur at this point due to the restricted visibility.

Recommendation

Do not set back the give way line as proposed.

3.1.7 Problem

Location: Sandy Lane West entry to the A49/Sandy Lane West Junction (Junction No 74). *(Drawing No 1107 74)*

Summary: During peak traffic conditions drivers may seek to turn left onto the A49 from lane two across the path of vehicles crossing the junction from lane one. Turning vehicle collisions may consequently occur.

During peak traffic conditions when vehicles could be queuing and drivers seeking to take any advantage, those drivers wishing to enter the southern arm of A49 Winwick Road from Sandy Lane West may seek to turn left from lane two of the approach. In doing so they may cross the path of another vehicle travelling straight across the junction from lane one, resulting in turning vehicle collisions.

Recommendation

Modify the layout to discourage this potential manoeuvre.

3.1.8 Problem

Location: Circulatory Carriageway of the A49/Sandy Lane West Junction (Junction No 7452). *(Drawing No 1107 74)*

Summary: There is a pinch point on lane one of the circulatory carriageway adjacent to the central reserve of the A49 Winwick Road southern arm. Traffic using lane one may collide with the central reserve or collide with a vehicle in lane two.

In lane one of the circulatory carriageway a pinch point exists on the eastern side of central reserve of the A49 Winwick Road southern arm. Drivers, especially those in larger vehicles, may consequently either collide with the central reserve or move across into lane two potentially colliding with another vehicle in that lane.

Recommendation

Modify the layout to provide a consistent width to lane one.

3.2 Non-Motorised Users (NMU's)

3.2.1 Problem

Location: Poplars Avenue at the proposed Pedestrian Crossing near its western junction with Windermere Avenue (Junction No 12). (*Drawing No 1107 12/Q*)

Summary: Buses stopped in the proposed bus bays will cut off visibility of pedestrians approaching the crossing. Vehicle/pedestrian collisions could consequently occur.

The proposed bus bays are positioned on the approach to the pedestrian crossing within the crossing control area. A bus stopped in either bay could curtail the view of an approaching driver and as a result they may not see a pedestrian approaching the crossing or seeking to cross. Vehicle/pedestrian collisions could consequently occur.

Recommendation

Reposition the bus bays to a point on the exit sides of the pedestrian crossing.

3.2.2 Problem

Location: Roundabout on the Residential Land and Local Centre Link from Poplars Avenue (Junction No 12). (*Drawing No 1107 12/Q*)

Summary: The splitter island on the western arm is too narrow to accommodate cyclists.

Cyclists using the shared footway/cycleway on the western side of the link road between Poplars Avenue and the roundabout may seek to continue their journey utilizing the splitter island on the western side of the roundabout. The proposed splitter island is, however, of insufficient width to accommodate a bicycle clear of the carriageway. Passing vehicles may consequently collide with the bicycle overhanging the island.

Recommendation

Widen the splitter island.

3.2.3 Problem

Location: A49/Poplars Avenue Junction (Junction No 52). (*Drawing No 1107 TR52*)

Summary: The more southerly triangular shaped splitter island on Poplars Avenue is too narrow to accommodate cyclists.

Cyclists using the shared footway/cycleway on the eastern side of the A49 may seek to continue their journey utilizing the splitter islands on Poplars Avenue. The proposed more southerly splitter island is, however, of insufficient width to accommodate a bicycle clear of the carriageway. Passing vehicles may consequently collide with a bicycle overhanging the island.

In addition, the island may be too small to accommodate a double headed signal installation and consequently vehicles may collide with signal heads as they pass.

Recommendation

Widen the splitter island.

3.2.4 Problem

Location: A49/Poplars Avenue Junction (Junction No 52). (*Drawing No 1107 TR52*)

Summary: Cyclists appear to be crossing the A49 carriageway at the junction. The lack of a crossing facility may lead to vehicle/cyclist collisions.

There is evidence of cycle movements across the eastern verge of the A49 on the northern side of the junction suggesting that cyclists are crossing the A49 carriageway at this point. The attractors on the western side of the A49 may also encourage similar pedestrian movements. No proposals exist, however, to assist these movements if they do occur and hence vehicle/cyclist and/or vehicle/pedestrian collisions may occur.

Recommendation

Review the necessity for a cyclist and/or pedestrian crossing facility on the A49 and provide a crossing place if appropriate.

3.2.5 Problem

Location: A49/Poplars Avenue Junction (Junction No 52). (*Drawing No 1107 TR52*)

Summary: The proximity of the vehicle Stop Lines on the Poplar Avenue arm are too close to the pedestrian crossing places. This could lead to vehicles striking pedestrian.

The distance between the pedestrian crossing studs on the Poplar Avenue arm and the vehicle Stop Lines are not specified. Collisions can occur at signal controlled crossings because drivers of high fronted vehicles can pull away unaware of the presence of pedestrians who cross close to their vehicle.

Recommendation

Provide a 3m gap between the Stop Lines and the pedestrian crossing place

3.2.6 Problem

Location: A49/Sandy Lane West Junction (Junction No 74). (*Drawing No 1107 74*)

Summary: The proximity of the vehicle Stop Lines on the Sandy Lane West are too close to the pedestrian crossing places. This could lead to vehicles striking pedestrian.

The distance between the pedestrian crossing studs on the Sandy Lane West arm and the vehicle Stop Lines are not specified. Collisions can occur at signal controlled crossings because drivers of high fronted vehicles can pull away unaware of the presence of pedestrians who cross close to their vehicle.

Recommendation

Provide a 3m gap between the Stop Lines and the pedestrian crossing place.

3.3 Signing and Lighting

3.3.1 Problem

Location: Birch Avenue (Junction 08). (*Drawing No 1107 08/P*)

Summary: If provided, drivers and riders may not recognise the ramp near No 27 Birch Avenue and lose control of their vehicle.

As there are no other ramps or humps on Birch Avenue, drivers or riders may not recognise the presence of the proposed ramp at the change of surfacing near No 27 Birch Avenue, especially in the dark or in poor weather conditions. Drivers or riders could consequently lose control of the vehicle and collide with other road users or roadside features.

Recommendation

If a ramp is provided, provide hump warning signs in advance of the feature and 'sharks teeth' markings on the ramp.

3.3.2 Problem

Location: Mill Lane (Junction 11). (*Drawing No 1107 11/L*)

Summary: Drivers and riders may not recognise the raised table and lose control of their vehicle.

As there are no other raised tables or humps Mill Lane, drivers or riders may not recognise the presence of the proposed table at the junction, especially in the dark or in poor weather conditions. Drivers or riders could consequently lose control of the vehicle on the tables ramps and collide with other road users or roadside features.

Recommendation

Provide hump warning signs on the approaches to the raised table.

4. Audit Team Statement

We certify that this Road Safety Audit has been carried out in accordance with HD 19/15.

Road Safety Audit Team Leader

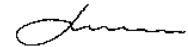
Alan Rookes IEng, FCIHT, FSoRSA, Signed
RegRSA(IHE)
Director
Alan Consultancy Limited



Date 25th January 2018

Road Safety Audit Team Member

J Kevin Nicholson BSc, CMaths, Signed
MCIHT, FSoRSA
Independent Consultant



Date 25th January 2018

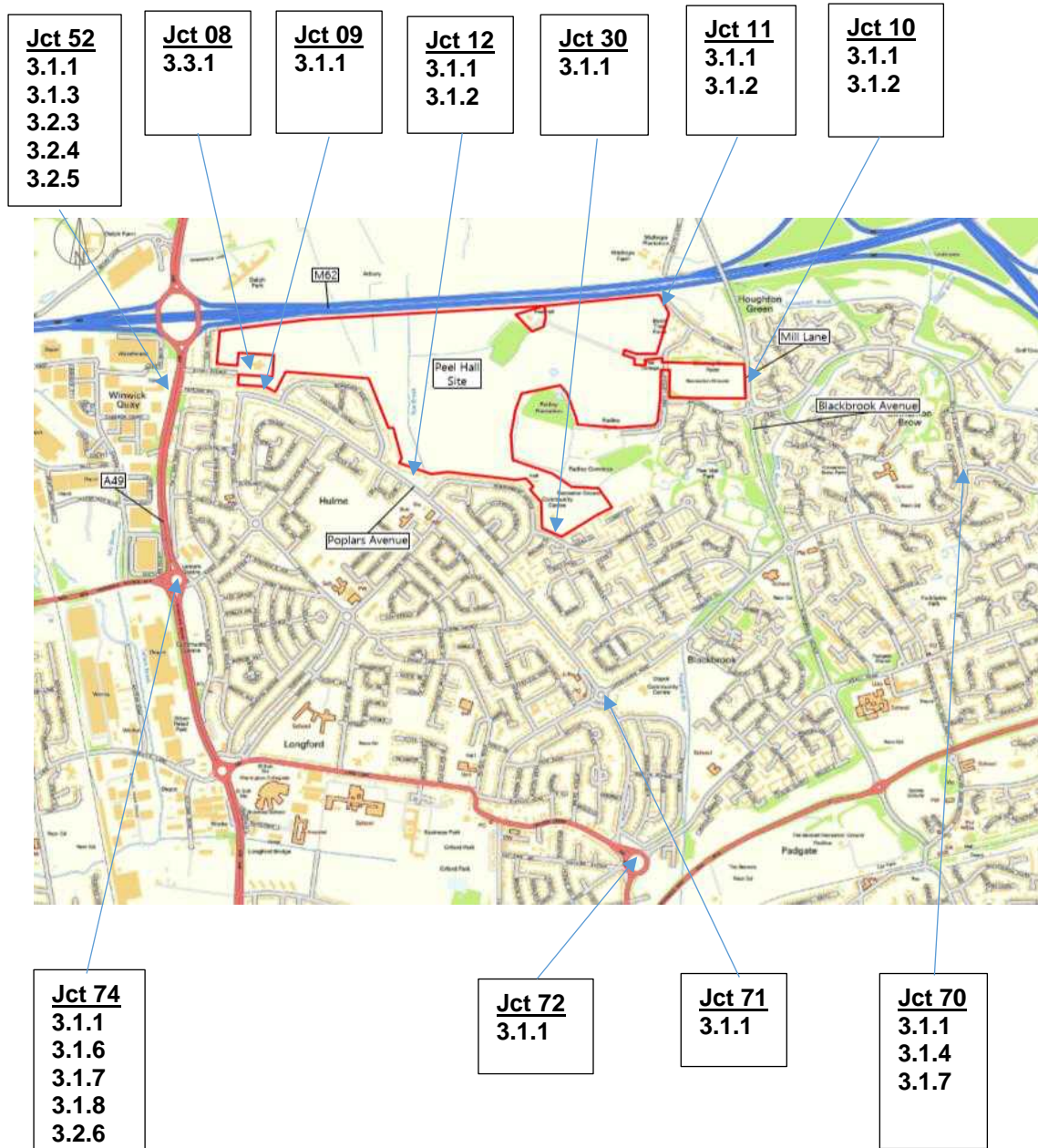
Annex: List of Documents Provided for this Stage 1 Road Safety Audit

Document/Drawing Reference No	Title	Date
1107 08/P	Proposed Access to Residential Land at Birch Avenue	03/02/17
1107 09/M	Proposed Access to Employment Land at Poplars Avenue	03/02/17
1107 10/N	Proposed Main Site Access at Blackbrook Avenue	17/01/18
1107 11/L	Proposed Access at Mill Lane	03/02/17
1107 12/Q	Proposed Access from Poplars Avenue to Residential Land and Local Centre	03/02/17
1107 19/G	Proposed Access Points and Indicative Spine Road	12/01/15
1107 30/H	Proposed Alterations to Existing Access at Grasmere Avenue	15/01/18
1107 43/A	Indicative Through Route and Access Points	01/07/17
1107 52/E	Peel Hall Proposed Alignment for Through Route to A49	13/06/17
1107 70	Peel Hall Potential Mitigation – Crab Lane/Enfield Park Road	20/12/17
1107 71	Peel Hall Mitigation – Capesthorne Road/Poplars Avenue	19/12/17
1107 72	Peel Hall Potential Mitigation – A50/Hilden Road/Poplars Avenue with Potential Improvements	20/12/17
1107 74	Peel Hall Mitigation – Sandy Lane West/A49	20/12/17
1107 79	Peel Hall Mitigation – A49/Birch Avenue	22/12/17
1107 81	Proposed Access at Mill Lane Visibility	04/01/18
1107 83	Proposed Access from Poplars Avenue (Central) Visibility	04/01/18
1107 85	Proposed Main Site Access at Blackbrook Avenue Visibility	

1107 87	Proposed Access to Employment Land at Poplars Avenue Visibility	04/01/18
1107 89	Proposed Alterations to Existing Access at Grasmere Avenue Visibility	16/01/18
1107 91	Proposed Access to Residential Land at Birch Avenue Visibility	04/01/18
1107 93	Location Plan for RSA	17/01/18
1107 TR08/A	Swept Paths Birch Avenue	03/02/17
1107 TR09	Proposed Access to Employment Land at Poplars Avenue Swept Path Analysis	04/01/18
1107 TR10A	Proposed Main Site Access at Blackbrook Avenue Swept Path Analysis	17/01/18
1107 TR11	Proposed Access at Mill Lane	03/02/17
1107 TR12	Proposed Access from Poplars Avenue to Residential Land and Local Centre	04/02/17
1107 TR30/E	Swept Path Analysis at Grasmere Avenue Access	15/01/18
1107 TR52	Swept Path at Proposed Signalised Junction of A49/Poplars Avenue	16/01/18
1107 70/A	Peel Hall Potential Mitigation – Crab Lane/Enfield Park Road Tracking	20/12/17
1107 TR71	Peel Hall Mitigation – Capesthorne Road/Poplars Avenue Swept Path Analysis	19/12/17
1107 TR72	Peel Hall Potential Mitigation – A50/Hilden Road/Poplars Avenue with Potential Improvements Tracking	20/12/17
1107 TR74	Peel Hall Mitigation – Sandy Lane West/A49	20/12/17
Unnumbered (OS Extract)	Site Location Plan	Undated
Unnumbered	SA478 Peel Hall Access Proposal (6 Junctions) Stage 1 Safety Audit	16/06/16
HTp/1107/DR/121216	RSA1 Designers Response	12/1/216

HTp/1107/TN/19	Land at Peel Hall, Warrington – Technical Note – Peel Hall Vehicular Trips	May 2017
HTp/1107/TN/21/A	Land at Peel Hall, Warrington – Technical Note – Through Route Scenario	July 2017
Unnumbered (AECOM document)	SATURN Modelling Results	28/09/17
Unnumbered	Final Flows for Issue 04092017 – Updated 22.12.17	22/12/17
Email from Highgate Transportation Ltd to Alan Consultancy Ltd	Peel Hall, Warrington RSA	17/01/18
Email from Highgate Transportation Ltd to Alan Consultancy Ltd	Peel Hall, Warrington RSA	17/01/18
Email from Highgate Transportation Ltd to Alan Consultancy Ltd	Peel Hall, Warrington RSA	18/01/18

Reference Plan



RSA1 DESIGNERS RESPONSE

PROJECT: Peel Hall, Warrington

RSA DATE: January 2018

RSA REF.: 16/2018 - Land at Peel Hall, Warrington

The Junctions

Para. No.	Problem	Recommendation	Designers Response
3.1.1	At all junctions the proposals involve the construction of areas of new carriageway abutting existing surfaces. If the joints are not smooth and clean or the new surface has a significantly different PSV from the existing, drivers could lose control of their vehicles in wet conditions due to differential grip.	Ensure that the interfaces between the existing and new surfaces are structurally secure, clean and sound. In addition, provide a wearing course on the new sections of carriageway with a similar wet skid resistance to the existing surface, assuming that the existing surface is above investigatory levels.	Accepted.

Para. No.	Problem	Recommendation	Designers Response
3.1.2	<p>Blackbrook Avenue Roundabout (Junction 10). (Drawing No 1107 TR10A).</p> <p>When travelling south to north and west to south traffic entering the roundabout from lane one of both western arms will tend to move to their right towards the central circular island of the roundabout. In doing so they will squeeze out vehicles undertaking the same turning movements from lane two of both approaches resulting in vehicle/vehicle collisions on the circulatory carriageway or the vehicle from lane two collided with the central circular island itself.</p>	<p>1. Realign both entries so that the approach splitter islands direct lane two traffic off the central circular island, with an associated adjustment to the alignment of lane one; and</p> <p>2. Provide lane destination arrows on the roundabout approaches to encourage 'correct lane' use.</p>	1 & 2 – Noted, this will be provided for the Stage 2 RSA / at detailed design stage.
3.1.3	<p>A49/Poplars Avenue Junction (Junction 52). (Drawing No 1107 TR52).</p> <p>Traffic on both A49 approaches tend to travel at higher speeds and as a result may have to brake sharply when the signals change and/or other vehicles slow or stop. Sharp braking could lead to rear end shunt type collisions.</p>	Provide high friction surfacing on both A49 approaches to the signal controlled junction.	Noted.
3.1.4	<p>Crab Lane/Enfield Park Road Junction (Junction 70). (Drawing No 1107 70)</p> <p>Traffic on all three approaches to this junction tends to travel at higher speeds and as a result may have to brake sharply when the signals change and/or other vehicles slow or stop. Sharp braking could lead to rear end shunt type collisions.</p>	Provide high friction surfacing on both all three approaches to the signal controlled junction.	Noted.

Para. No.	Problem	Recommendation	Designers Response
3.1.5	<p>Crab Lane/Enfield Park Road Junction (Junction 70). (Drawing No 1107 70)</p> <p>During the growing season foliage from the trees and hedge on the western side of Enfield Park Road may obscure a driver's view of primary signal head facing northbound traffic. If a driver does not see a signal head, they may continue without stopping resulting in overshoot or turning vehicle collisions.</p>	Cut back, or if feasible remove, the foliage to provide a clear view of the signals.	Noted.
3.1.6	<p>Winwick Road arm of the A49/Sandy Lane West Junction (Junction No 74). (Drawing No 1107 74)</p> <p>Setting back the give way line as proposed on Winwick Road will result in significantly reduced visibility to the right for emerging vehicles. This situation will be worsened as traffic approaching the signalized roundabout from Sandy Lane West will be breaking out into the three lanes on the immediate approach to signals. Turning vehicle collisions are likely to occur at this point due to the restricted visibility.</p>	Do not set back the give way line as proposed.	<p>These proposed junction mitigation works have been revised to improve visibility from the minor Winwick Road arm, and also to ensure that all works are contained to highway owned land.</p> <p>The visibility splay to the right along Sandy Lane West has been shown as achievable in excess of 25m in accordance with the 20mph signed speed limit along this road.</p>

Para. No.	Problem	Recommendation	Designers Response
3.1.7	<p>Sandy Lane West entry to the A49/Sandy Lane West Junction (Junction No 74). (Drawing No 1107 74)</p> <p>During peak traffic conditions when vehicles could be queuing and drivers seeking to take any advantage, those drivers wishing to enter the southern arm of A49 Winwick Road from Sandy Lane West may seek to turn left from lane two of the approach. In doing so they may cross the path of another vehicle travelling straight across the junction from lane one, resulting in turning vehicle collisions.</p>	<p>Modify the layout to discourage this potential manoeuvre.</p>	<p>The proposed road markings will direct traffic to the appropriate destinations. It should be noted that the demand for left turning manoeuvres from Sandy Lane West to A49 southbound is low compared to other movements from this arm.</p>
3.1.8	<p>Circulatory Carriageway of the A49/Sandy Lane West Junction (Junction No 7452). (Drawing No 1107 74)</p> <p>In lane one of the circulatory carriageway a pinch point exists on the eastern side of central reserve of the A49 Winwick Road southern arm. Drivers, especially those in larger vehicles, may consequently either collide with the central reserve or move across into lane two potentially colliding with another vehicle in that lane.</p>	<p>Modify the layout to provide a consistent width to lane one.</p>	<p>This drawing has been modified as is included within the TA.</p>

Non-motorised users (NMUs)

Para. No.	Problem	Recommendation	Designers Response
3.2.1	<p>Poplars Avenue at the proposed Pedestrian Crossing near its western junction with Windermere Avenue (Junction No 12). (Drawing No 1107 12/Q)</p> <p>The proposed bus bays are positioned on the approach to the pedestrian crossing within the crossing control area. A bus stopped in either bay could curtail the view of an approaching driver and as a result they may not see a pedestrian approaching the crossing or seeking to cross. Vehicle/pedestrian collisions could consequently occur.</p>	Reposition the bus bays to a point on the exit sides of the pedestrian crossing.	Offside primary signal heads will be provided to overcome this issue.
3.2.2	<p>Roundabout on the Residential Land and Local Centre Link from Poplars Avenue (Junction No 12). (Drawing No 1107 12/Q)</p> <p>Cyclists using the shared footway/cycleway on the western side of the link road between Poplars Avenue and the roundabout may seek to continue their journey utilizing the splitter island on the western side of the roundabout. The proposed splitter island is, however, of insufficient width to accommodate a bicycle clear of the carriageway. Passing vehicles may consequently collide with the bicycle overhanging the island.</p>	Widen the splitter island.	This is not a crossing point for cyclists, notwithstanding this the splitter island measures 2m in width, which is suitable for cyclists.

Para. No.	Problem	Recommendation	Designers Response
3.2.3	<p>A49/Poplars Avenue Junction (Junction No 52). (Drawing No 1107 TR52)</p> <p>Cyclists using the shared footway/cycleway on the eastern side of the A49 may seek to continue their journey utilizing the splitter islands on Poplars Avenue. The proposed more southerly splitter island is, however, of insufficient width to accommodate a bicycle clear of the carriageway. Passing vehicles may consequently collide with a bicycle overhanging the island. In addition, the island may be too small to accommodate a double headed signal installation and consequently vehicles may collide with signal heads as they pass.</p>	Widen the splitter island.	All splitter islands at the proposed junction are at least 2m wide at the centre, which is considered suitable for cyclists.
3.2.4	<p>A49/Poplars Avenue Junction (Junction No 52). (Drawing No 1107 TR52)</p> <p>There is evidence of cycle movements across the eastern verge of the A49 on the northern side of the junction suggesting that cyclists are crossing the A49 carriageway at this point. The attractors on the western side of the A49 may also encourage similar pedestrian movements. No proposals exist, however, to assist these movements if they do occur and hence vehicle/cyclist and/or vehicle/pedestrian collisions may occur.</p>	Review the necessity for a cyclist and/or pedestrian crossing facility on the A49 and provide a crossing place if appropriate.	It is proposed that, as part of these works, tactile paving and widening could be provided to the existing uncontrolled crossing circa 60m to the south of this junction, in the vicinity of the southbound bus stop,

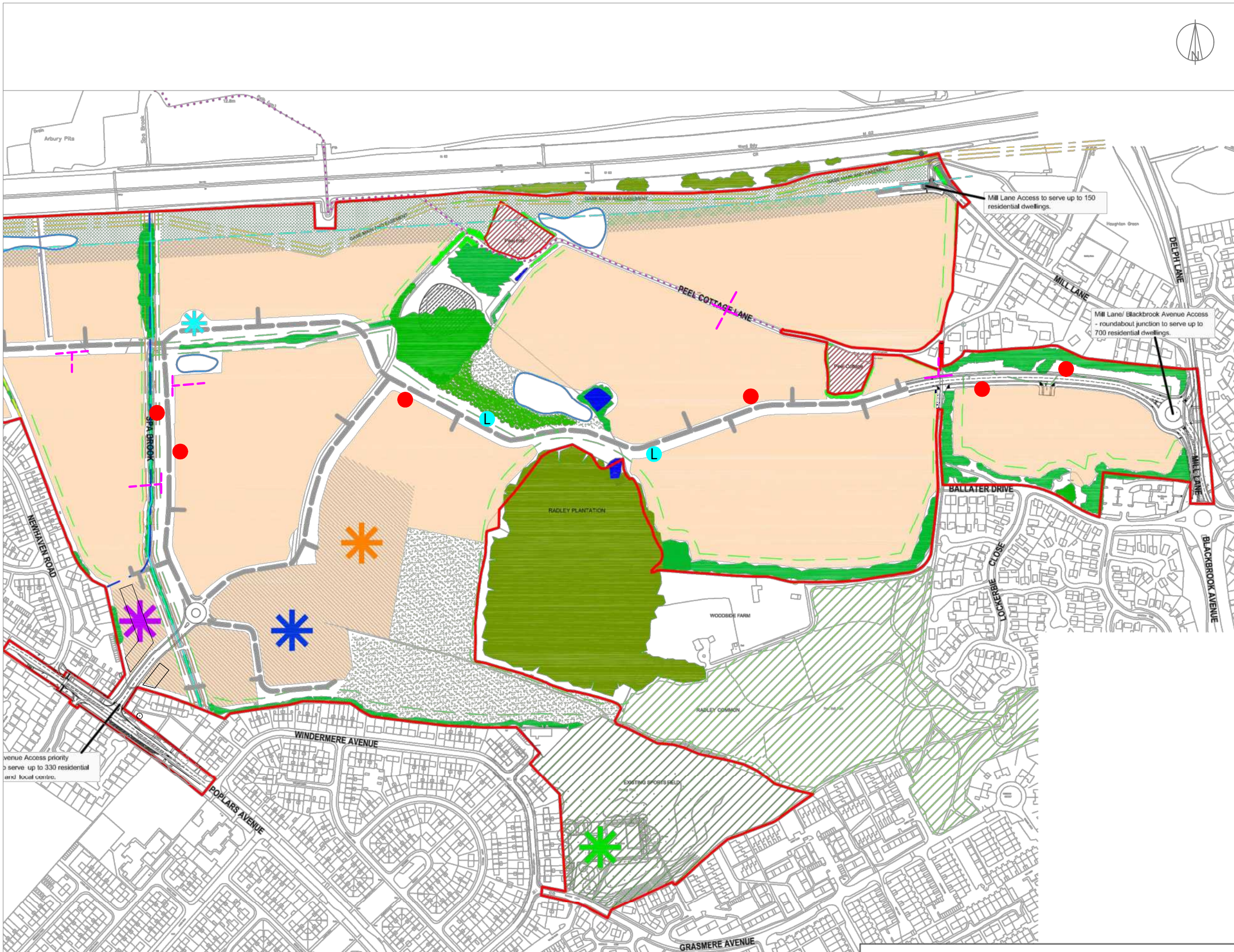
Para. No.	Problem	Recommendation	Designers Response
3.2.5	<p>A49/Poplars Avenue Junction (Junction No 52). (Drawing No 1107 TR52)</p> <p>The distance between the pedestrian crossing studs on the Poplar Avenue arm and the vehicle Stop Lines are not specified. Collisions can occur at signal controlled crossings because drivers of high fronted vehicles can pull away unaware of the presence of pedestrians who cross close to their vehicle.</p>	Provide a 3m gap between the Stop Lines and the pedestrian crossing place	Accepted. This has been provided on the revised drawing within the TA.
3.2.6	<p>A49/Sandy Lane West Junction (Junction No 74). (Drawing No 1107 74)</p> <p>The distance between the pedestrian crossing studs on the Sandy Lane West arm and the vehicle Stop Lines are not specified. Collisions can occur at signal controlled crossings because drivers of high fronted vehicles can pull away unaware of the presence of pedestrians who cross close to their vehicle.</p>	Provide a 3m gap between the Stop Lines and the pedestrian crossing place.	The stop line will be provided as per the existing situation.

Signing and Lighting

Para. No.	Problem	Recommendation	Designers Response
3.3.1	<p>Birch Avenue (Junction 08). (Drawing No 1107 08/P)</p> <p>As there are no other ramps or humps on Birch Avenue, drivers or riders may not recognise the presence of the proposed ramp at the change of surfacing near No 27 Birch Avenue, especially in the dark or in poor weather conditions. Drivers or riders could consequently lose control of the vehicle and collide with other road users or roadside features.</p>	<p>If a ramp is provided, provide hump warning signs in advance of the feature and 'sharks teeth' markings on the ramp.</p>	<p>Accepted. Will be considered further at detailed design stage.</p>
3.3.2	<p>Mill Lane (Junction 11). (Drawing No 1107 11/L)</p> <p>As there are no other raised tables or humps Mill Lane, drivers or riders may not recognise the presence of the proposed table at the junction, especially in the dark or in poor weather conditions. Drivers or riders could consequently lose control of the vehicle on the tables ramps and collide with other road users or roadside features.</p>	<p>Provide hump warning signs on the approaches to the raised table.</p>	<p>Accepted. Will be considered further at detailed design stage.</p>

Appendix 36

Proposed Bus Stop Locations



NOTES:
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 Drawing based on Appletons Parameters Plan (Revision W).

Indicative only

- KEY:
- Proposed Bus Stop Location ●
 - Proposed Lay-by Bus Stop L
 - Indicative Additional Pedestrian Routes ---

ISSUE	REASON FOR REVISION	DATE

PROJECT:
**PEEL HALL,
 WARRINGTON**

CLIENT:
**SATNAM MILLENNIUM
 LTD**

PROJECT REFERENCE:	DRAWING NUMBER:	SCALE:
1107	32	NOT TO SCALE

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 Park Street, Bristol BS8 1ES
 07973 375 937 / 07595 892 217
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TITLE:
**POTENTIAL LOCATIONS FOR PROPOSED BUS
 STOPS ALONG THE SPINE ROAD**

DATE:	DRAWN BY:	CHECKED:
30/06/16	FB	DT

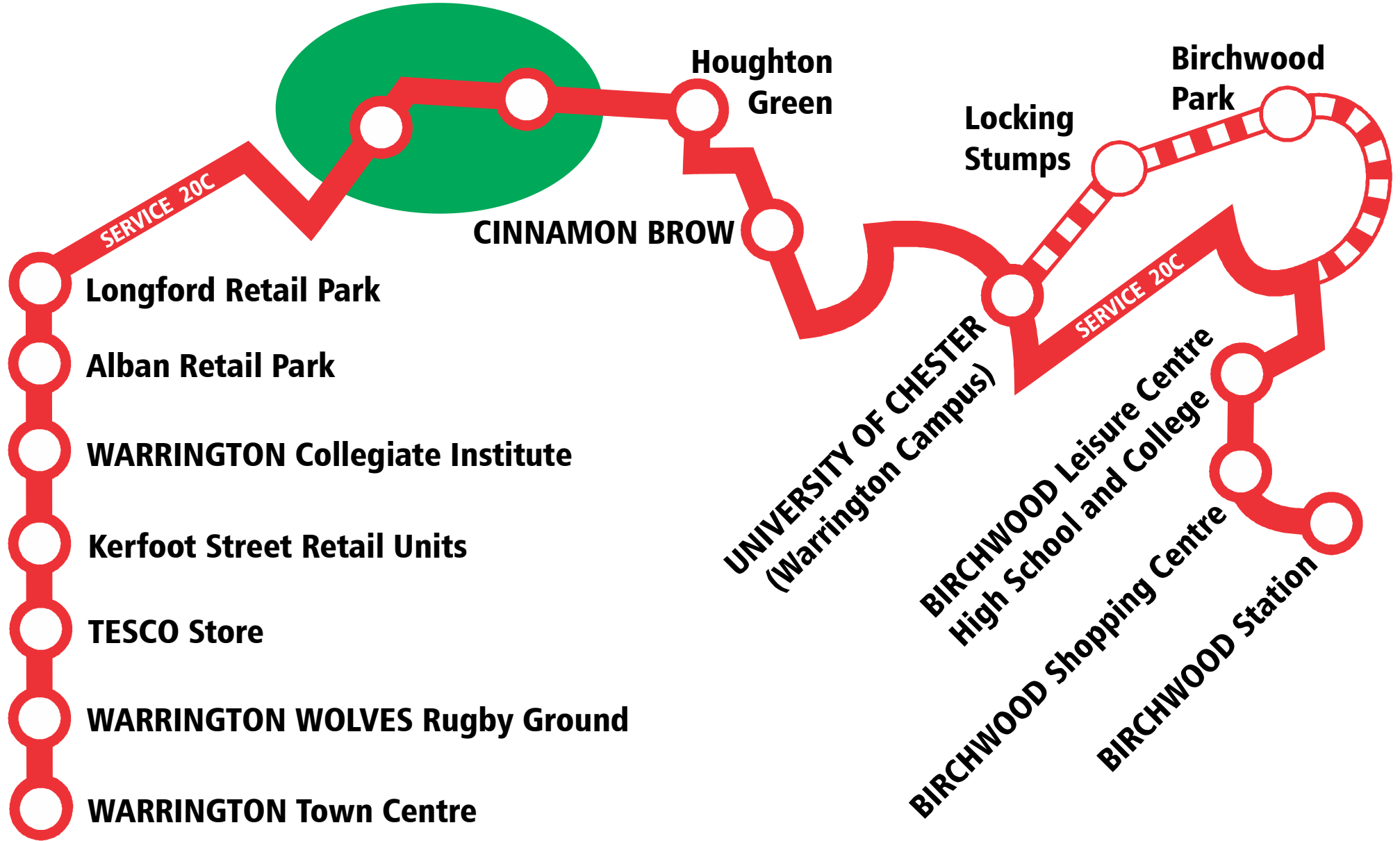
Appendix 37

Network Warrington Proposed Bus Route Diagrams and Timetable Information

LATER PHASES

Post - Spine Road

PEEL HALL DEVELOPMENT



Option 3 - Service 20C - half-hourly frequency

Monday to Friday

Code:	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3						
Warrington Bus Interchange	06:30	07:00	07:30	08:00	08:30	09:00	09:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:30	17:00	17:30	18:15
Winwick Road, Sandy Lane West	06:37	07:07	07:38	08:08	08:38	09:08	09:38	10:08	10:38	11:08	11:38	12:08	12:38	13:08	13:38	14:08	14:38	15:08	15:38	16:08	16:38	17:08	17:38	18:22
Poplar's Avenue, Brathay Close	06:40	07:10	07:42	08:12	08:42	09:12	09:42	10:12	10:42	11:12	11:42	12:12	12:42	13:12	13:42	14:12	14:42	15:12	15:42	16:12	16:42	17:12	17:42	18:25
Peel Hall, Phase 1A	06:43	07:13	07:46	08:16	08:46	09:16	09:46	10:16	10:46	11:16	11:46	12:16	12:46	13:16	13:46	14:16	14:46	15:16	15:46	16:16	16:46	17:16	17:46	18:28
Cinnamon Brow, Shetland Close	06:49	07:19	07:50	08:20	08:50	09:20	09:50	10:20	10:50	11:20	11:50	12:20	12:50	13:20	13:50	14:20	14:50	15:20	15:50	16:20	16:50	17:20	17:50	
Cinnamon Brow, Stirrup Close	06:51	07:21	07:54	08:24	08:54	09:24	09:54	10:24	10:54	11:24	11:54	12:24	12:54	13:24	13:54	14:24	14:54	15:24	15:54	16:24	16:54	17:24	17:54	
Birchwood Shopping Centre	06:58	07:28	07:58	08:28	08:58	09:28	09:58	10:28	10:58	11:28	11:58	12:28	12:58	13:28	13:58	14:28	14:58	15:28	15:58	16:28	16:58	17:28	17:58	
Birchwood Station	07:00	07:30	08:02	08:32	09:02	09:32	10:02	10:32	11:02	11:32	12:02	12:32	13:02	13:32	14:02	14:32	15:02	15:32	16:02	16:32	17:02	17:32	18:02	

Code:	1	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2						
Birchwood Station	06:45	07:15	07:45	08:15	08:45	09:15	09:45	10:15	10:45	11:15	11:45	12:15	12:45	13:15	13:45	14:15	14:45	15:15	15:45	16:15	16:45	17:15	17:45	18:15
Birchwood Shopping Centre	06:47	07:17	07:47	08:17	08:47	09:17	09:47	10:17	10:47	11:17	11:47	12:17	12:47	13:17	13:47	14:17	14:47	15:17	15:47	16:17	16:47	17:17	17:47	18:17
Cinnamon Brow, Stirrup Close	06:55	07:25	07:55	08:25	08:55	09:25	09:55	10:25	10:55	11:25	11:55	12:25	12:55	13:25	13:55	14:25	14:55	15:25	15:55	16:25	16:55	17:25	17:55	18:25
Cinnamon Brow, Shetland Close	06:58	07:28	07:58	08:28	08:58	09:28	09:58	10:28	10:58	11:28	11:58	12:28	12:58	13:28	13:58	14:28	14:58	15:28	15:58	16:28	16:58	17:28	17:58	18:28
Peel Hall, Phase 1A	07:05	07:35	08:06	08:36	09:06	09:36	10:06	10:36	11:06	11:36	12:06	12:36	13:06	13:36	14:06	14:36	15:06	15:36	16:06	16:36	17:06	17:36	18:06	18:35
Poplar's Avenue, Brathay Close	07:07	07:39	08:10	08:40	09:09	09:39	10:09	10:39	11:09	11:39	12:09	12:39	13:09	13:39	14:09	14:39	15:10	15:40	16:10	16:40	17:10	17:40	18:10	18:37
Winwick Road, Sandy Lane West	07:10	07:43	08:14	08:44	09:13	09:43	10:13	10:43	11:13	11:43	12:13	12:43	13:13	13:43	14:13	14:43	15:14	15:44	16:14	16:44	17:14	17:44	18:14	18:40
Warrington Bus Interchange	07:19	07:53	08:25	08:55	09:23	09:53	10:23	10:53	11:23	11:53	12:23	12:53	13:23	13:53	14:23	14:53	15:25	15:55	16:25	16:55	17:25	17:55	18:25	18:49

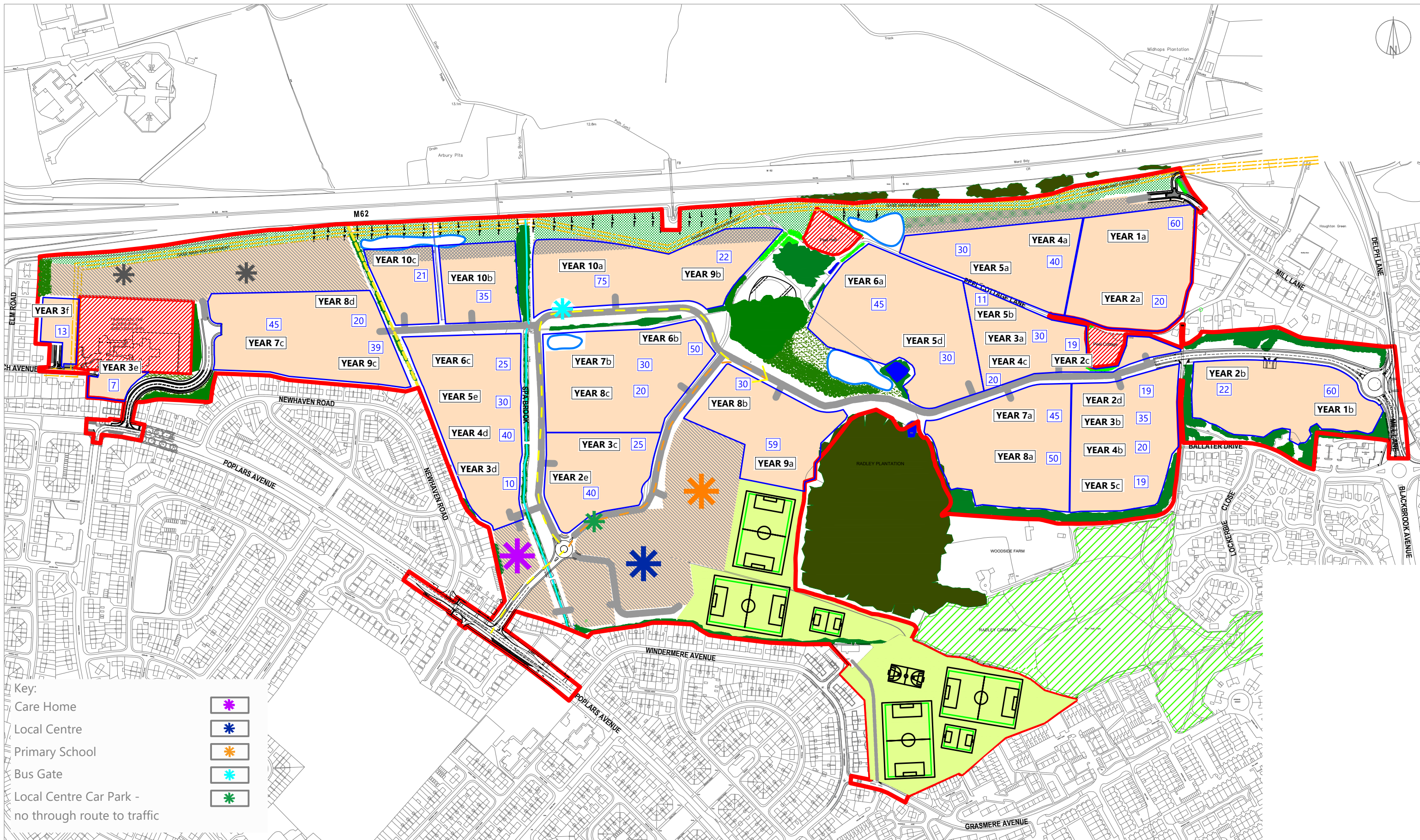
Options 3 & 4 - Service 20C - half-hourly frequency

Saturday

Code:	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1			
Warrington Bus Interchange	07:50	08:00	08:30	09:00	09:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:30	17:00	17:30	18:15
Winwick Road, Sandy Lane West	07:58	08:08	08:38	09:08	09:38	10:08	10:38	11:08	11:38	12:08	12:38	13:08	13:38	14:08	14:38	15:08	15:38	16:08	16:38	17:08	17:38	18:22
Poplar's Avenue, Brathay Close	07:42	08:12	08:42	09:12	09:42	10:12	10:42	11:12	11:42	12:12	12:42	13:12	13:42	14:12	14:42	15:12	15:42	16:12	16:42	17:12	17:42	18:25
Peel Hall, Phase 1A	07:46	08:16	08:46	09:16	09:46	10:16	10:46	11:16	11:46	12:16	12:46	13:16	13:46	14:16	14:46	15:16	15:46	16:16	16:46	17:16	17:46	18:28
Cinnamon Brow, Shetland Close	07:50	08:20	08:50	09:20	09:50	10:20	10:50	11:20	11:50	12:20	12:50	13:20	13:50	14:20	14:50	15:20	15:50	16:20	16:50	17:20	17:50	
Cinnamon Brow, Stirrup Close	07:54	08:24	08:54	09:24	09:54	10:24	10:54	11:24	11:54	12:24	12:54	13:24	13:54	14:24	14:54	15:24	15:54	16:24	16:54	17:24	17:54	
Birchwood Shopping Centre	07:58	08:28	08:58	09:28	09:58	10:28	10:58	11:28	11:58	12:28	12:58	13:28	13:58	14:28	14:58	15:28	15:58	16:28	16:58	17:28	17:58	
Birchwood Station	08:02	08:32	09:02	09:32	10:02	10:32	11:02	11:32	12:02	12:32	13:02	13:32	14:02	14:32	15:02	15:32	16:02	16:32	17:02	17:32	18:02	
Code:	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3
Birchwood Station	07:45	08:15	08:45	09:15	09:45	10:15	10:45	11:15	11:45	12:15	12:45	13:15	13:45	14:15	14:45	15:15	15:45	16:15	16:45	17:15	17:45	18:15
Birchwood Shopping Centre	07:47	08:17	08:47	09:17	09:47	10:17	10:47	11:17	11:47	12:17	12:47	13:17	13:47	14:17	14:47	15:17	15:47	16:17	16:47	17:17	17:47	18:17
Cinnamon Brow, Stirrup Close	07:55	08:25	08:55	09:25	09:55	10:25	10:55	11:25	11:55	12:25	12:55	13:25	13:55	14:25	14:55	15:25	15:55	16:25	16:55	17:25	17:55	18:25
Cinnamon Brow, Shetland Close	07:58	08:28	08:58	09:28	09:58	10:28	10:58	11:28	11:58	12:28	12:58	13:28	13:58	14:28	14:58	15:28	15:58	16:28	16:58	17:28	17:58	18:28
Peel Hall, Phase 1A	08:06	08:36	09:06	09:36	10:06	10:36	11:06	11:36	12:06	12:36	13:06	13:36	14:06	14:36	15:06	15:36	16:06	16:36	17:06	17:36	18:06	18:35
Poplar's Avenue, Brathay Close	08:10	08:40	09:09	09:39	10:09	10:39	11:09	11:39	12:09	12:39	13:09	13:39	14:09	14:39	15:10	15:40	16:10	16:40	17:10	17:40	18:10	18:37
Winwick Road, Sandy Lane West	08:14	08:44	09:13	09:43	10:13	10:43	11:13	11:43	12:13	12:43	13:13	13:43	14:13	14:43	15:14	15:44	16:14	16:44	17:14	17:44	18:14	18:40
Warrington Bus Interchange	08:25	08:55	09:23	09:53	10:23	10:53	11:23	11:53	12:23	12:53	13:23	13:53	14:23	14:53	15:25	15:55	16:25	16:55	17:25	17:55	18:25	18:49

Appendix 38

Indicative Phasing Plan Option A



- Key:
- Care Home
 - Local Centre
 - Primary School
 - Bus Gate
 - Local Centre Car Park - no through route to traffic



NOTES:
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 KEY:
 Indicative Year Numbering
 Indicative Number of units Completed at Year End
 Initial Bus Link
 End Bus Link



Phasing subject to detailed phasing plan to be submitted at Reserved Matters stage

ISSUE	REASON FOR REVISION	DATE
DATE:	DRAWN BY:	CHECKED:
11/05/17	FB	FB

PROJECT: **PEEL HALL, WARRINGTON**

CLIENT: **SATNAM MILLENNIUM LTD**

TITLE: **INDICATIVE HIGHWAYS BUILD OUT PLAN**

PROJECT REFERENCE:	DRAWING NUMBER:	SCALE:
1107	27/G	NOT TO SCALE

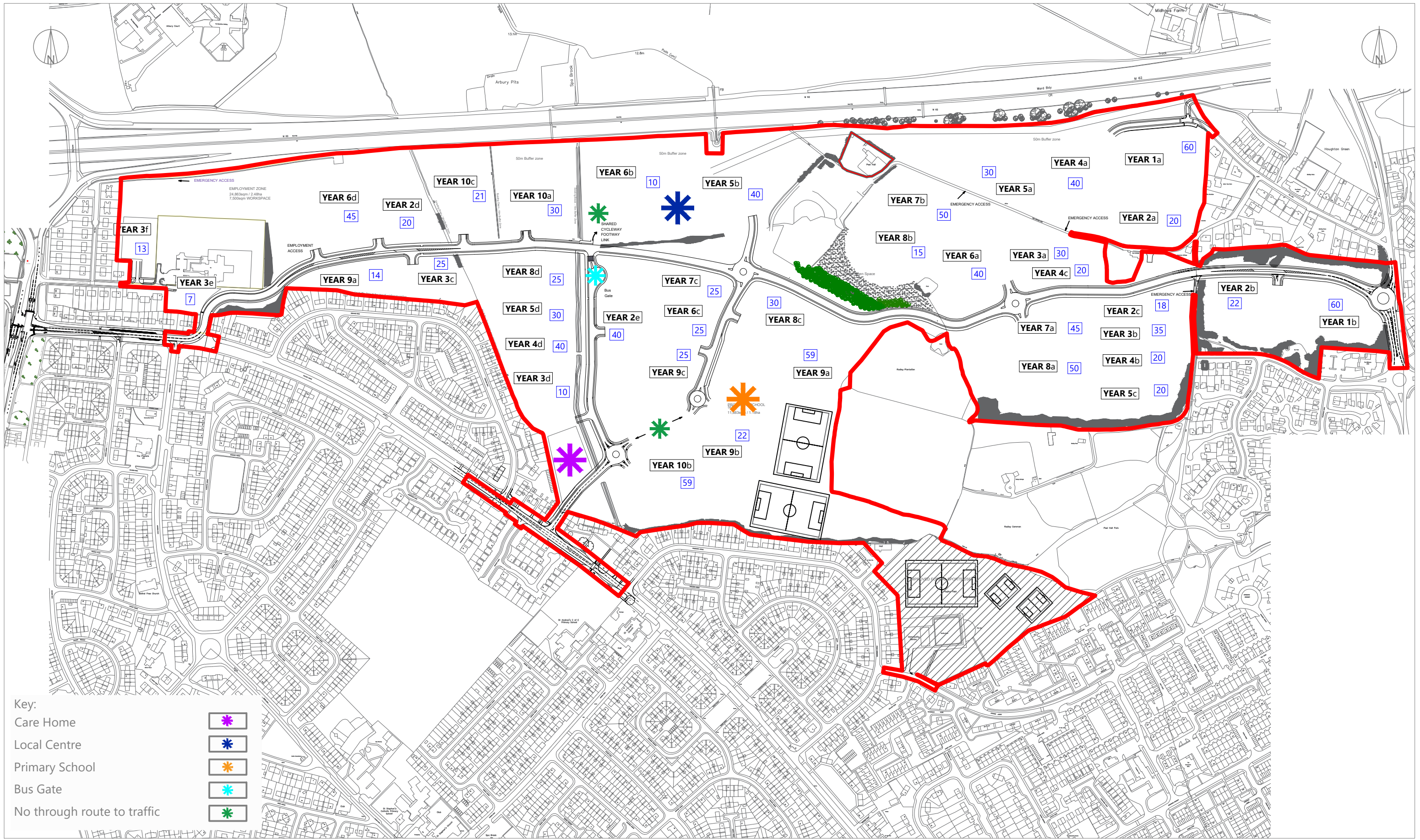
HighgateTransportation






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Box 13, 42 Triangle West
 Park Street, Bristol BS8 1ES
 07973 375 937 / 07595 892 217
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Appendix 39

Indicative Phasing Plan Option B



- Key:
- Care Home 
 - Local Centre 
 - Primary School 
 - Bus Gate 
 - No through route to traffic 

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 Bristol BS1 5NL
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 KEY:
 Indicative Year Numbering 
 Indicative Number of units Completed at Year End 

Phasing subject to detailed phasing plan to be submitted at Reserved Matters stage

ISSUE	REASON FOR REVISION	DATE
DATE:	DRAWN BY:	CHECKED:
20/10/17	FB	DT

PROJECT: **PEEL HALL, WARRINGTON**
 CLIENT: **SATNAM MILLENNIUM LTD**

TITLE: **INDICATIVE HIGHWAYS BUILD OUT PLAN - THROUGH ROUTE**
 PROJECT REFERENCE: 1107
 DRAWING NUMBER: 57
 SCALE: NOT TO SCALE

Appendix 40

TRICS Output Reports

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	EX ESSEX	1 days
	SC SURREY	1 days
03	SOUTH WEST	
	CW CORNWALL	1 days
	DC DORSET	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	2 days
	SF SUFFOLK	4 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	3 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	3 days
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	2 days
	WM WEST MIDLANDS	3 days
	WO WORCESTERSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	7 days
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	4 days
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	CB CUMBRIA	2 days
	TW TYNE & WEAR	1 days

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

Filtering Stage 2 selection:

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

Parameter: Number of dwellings
 Actual Range: 6 to 237 (units:)
 Range Selected by User: 6 to 4334 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/06 to 23/01/14

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

Selected survey days:

Monday	9 days
Tuesday	14 days
Wednesday	8 days
Thursday	6 days
Friday	9 days

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

Selected survey types:

Manual count	46 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	23
Edge of Town	21

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	38
Out of Town	1
No Sub Category	7

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

Filtering Stage 3 selection:

Use Class:

C3 45 days

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

Filtering Stage 3 selection (Cont.):

Population within 1 mile:

1,001 to 5,000	7 days
5,001 to 10,000	14 days
10,001 to 15,000	4 days
15,001 to 20,000	11 days
20,001 to 25,000	5 days
25,001 to 50,000	5 days

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

Population within 5 miles:

5,001 to 25,000	4 days
25,001 to 50,000	4 days
50,001 to 75,000	2 days
75,001 to 100,000	9 days
100,001 to 125,000	9 days
125,001 to 250,000	8 days
250,001 to 500,000	9 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	14 days
1.1 to 1.5	30 days
1.6 to 2.0	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:

Yes	1 days
No	45 days

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

LIST OF SITES relevant to selection parameters

1	CA-03-A-04	DETACHED		CAMBRIDGESHIRE
	THORPE PARK ROAD			
	PETERBOROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		9	
	Survey date:	TUESDAY	18/10/11	Survey Type: MANUAL
2	CB-03-A-03	SEMI DETACHED		CUMBRIA
	HAWKSHEAD AVENUE			
	WORKINGTON			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		40	
	Survey date:	THURSDAY	20/11/08	Survey Type: MANUAL
3	CB-03-A-04	SEMI DETACHED		CUMBRIA
	MOORCLOSE ROAD			
	SALTERBACK			
	WORKINGTON			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:		82	
	Survey date:	FRIDAY	24/04/09	Survey Type: MANUAL
4	CH-03-A-02	HOUSES/FLATS		CHESHIRE
	SYDNEY ROAD			
	CREWE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		174	
	Survey date:	TUESDAY	14/10/08	Survey Type: MANUAL
5	CH-03-A-05	DETACHED		CHESHIRE
	SYDNEY ROAD			
	SYDNEY			
	CREWE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		17	
	Survey date:	TUESDAY	14/10/08	Survey Type: MANUAL
6	CH-03-A-06	SEMI-DET./BUNGALOWS		CHESHIRE
	CREWE ROAD			
	CREWE			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:		129	
	Survey date:	TUESDAY	14/10/08	Survey Type: MANUAL
7	CH-03-A-08	DETACHED		CHESHIRE
	WHITCHURCH ROAD			
	BOUGHTON HEATH			
	CHESTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		11	
	Survey date:	TUESDAY	22/05/12	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	CW-03-A-02 BOSVEAN GARDENS	SEMI D./DETACHED		CORNWALL
	TRURO Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Number of dwellings:	73		
	Survey date: TUESDAY	18/09/07		Survey Type: MANUAL
9	DC-03-A-01 ISAACS CLOSE	DETACHED		DORSET
	POOLE Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Number of dwellings:	51		
	Survey date: WEDNESDAY	16/07/08		Survey Type: MANUAL
10	ES-03-A-02 SOUTH COAST ROAD	PRIVATE HOUSING		EAST SUSSEX
	PEACEHAVEN Edge of Town Residential Zone			
	Total Number of dwellings:	37		
	Survey date: FRIDAY	18/11/11		Survey Type: MANUAL
11	EX-03-A-01 MILTON ROAD CORRINGHAM STANFORD-LE-HOPE	SEMI -DET.		ESSEX
	Edge of Town Residential Zone			
	Total Number of dwellings:	237		
	Survey date: TUESDAY	13/05/08		Survey Type: MANUAL
12	GM-03-A-10 BUTT HILL DRIVE PRESTWICH MANCHESTER	DETACHED/SEMI		GREATER MANCHESTER
	Edge of Town Residential Zone			
	Total Number of dwellings:	29		
	Survey date: WEDNESDAY	12/10/11		Survey Type: MANUAL
13	LC-03-A-30 WATSON ROAD	SEMI -DETACHED		LANCASHIRE
	BLACKPOOL Edge of Town Centre Residential Zone			
	Total Number of dwellings:	24		
	Survey date: FRIDAY	14/06/13		Survey Type: MANUAL
14	LN-03-A-01 BRANT ROAD BRACEBRIDGE LINCOLN	MIXED HOUSES		LINCOLNSHIRE
	Edge of Town Residential Zone			
	Total Number of dwellings:	150		
	Survey date: TUESDAY	15/05/07		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15	LN-03-A-02	MIXED HOUSES		LINCOLNSHIRE
	HYKEHAM ROAD			
	LINCOLN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		186	
	Survey date:	MONDAY	14/05/07	Survey Type: MANUAL
16	LN-03-A-03	SEMI DETACHED		LINCOLNSHIRE
	ROOKERY LANE			
	BOULTHAM			
	LINCOLN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		22	
	Survey date:	TUESDAY	18/09/12	Survey Type: MANUAL
17	MS-03-A-03	DETACHED		MERSEYSIDE
	BEMPTON ROAD			
	OTTERSPOOL			
	LIVERPOOL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		15	
	Survey date:	FRIDAY	21/06/13	Survey Type: MANUAL
18	NF-03-A-01	SEMI DET. & BUNGALOWS		NORFOLK
	YARMOUTH ROAD			
	CAISTER-ON-SEA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		27	
	Survey date:	TUESDAY	16/10/12	Survey Type: MANUAL
19	NF-03-A-02	HOUSES & FLATS		NORFOLK
	DEREHAM ROAD			
	NORWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		98	
	Survey date:	MONDAY	22/10/12	Survey Type: MANUAL
20	NT-03-A-03	SEMI DETACHED		NOTTINGHAMSHIRE
	B6018 SUTTON ROAD			
	KIRKBY-IN-ASHFIELD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		166	
	Survey date:	WEDNESDAY	28/06/06	Survey Type: MANUAL
21	NY-03-A-03	PRIVATE HOUSING		NORTH YORKSHIRE
	NEW ROW			
	BOROUGHBRIDGE			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:		14	
	Survey date:	MONDAY	15/09/08	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

22	NY-03-A-06	BUNGALOWS & SEMI DET.		NORTH YORKSHIRE
		HORSEFAIR		
		BOROUGHBRIDGE		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total Number of dwellings:	115	
		Survey date: FRIDAY	14/10/11	Survey Type: MANUAL
23	NY-03-A-07	DETACHED & SEMI DET.		NORTH YORKSHIRE
		CRAVEN WAY		
		BOROUGHBRIDGE		
		Edge of Town		
		No Sub Category		
		Total Number of dwellings:	23	
		Survey date: TUESDAY	18/10/11	Survey Type: MANUAL
24	NY-03-A-08	TERRACED HOUSES		NORTH YORKSHIRE
		NICHOLAS STREET		
		YORK		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total Number of dwellings:	21	
		Survey date: MONDAY	16/09/13	Survey Type: MANUAL
25	NY-03-A-09	MIXED HOUSING		NORTH YORKSHIRE
		GRAMMAR SCHOOL LANE		
		NORTHALLERTON		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total Number of dwellings:	52	
		Survey date: MONDAY	16/09/13	Survey Type: MANUAL
26	NY-03-A-10	HOUSES AND FLATS		NORTH YORKSHIRE
		BOROUGHBRIDGE ROAD		
		RIPON		
		Edge of Town		
		No Sub Category		
		Total Number of dwellings:	71	
		Survey date: TUESDAY	17/09/13	Survey Type: MANUAL
27	NY-03-A-11	PRIVATE HOUSING		NORTH YORKSHIRE
		HORSEFAIR		
		BOROUGHBRIDGE		
		Edge of Town		
		Residential Zone		
		Total Number of dwellings:	23	
		Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL
28	SC-03-A-04	DETACHED & TERRACED		SURREY
		HIGH ROAD		
		BYFLEET		
		Edge of Town		
		Residential Zone		
		Total Number of dwellings:	71	
		Survey date: THURSDAY	23/01/14	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

29	SF-03-A-01	SEMI DETACHED		SUFFOLK
	A1156 FELIXSTOWE ROAD			
	RACECOURSE			
	IPSWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		77	
	Survey date:	WEDNESDAY	23/05/07	Survey Type: MANUAL
30	SF-03-A-02	SEMI DET./TERRACED		SUFFOLK
	STOKE PARK DRIVE			
	MAIDENHALL			
	IPSWICH			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		230	
	Survey date:	THURSDAY	24/05/07	Survey Type: MANUAL
31	SF-03-A-03	MIXED HOUSES		SUFFOLK
	BARTON HILL			
	FORNHAM ST MARTIN			
	BURY ST EDMUNDS			
	Edge of Town			
	Out of Town			
	Total Number of dwellings:		101	
	Survey date:	MONDAY	15/05/06	Survey Type: MANUAL
32	SF-03-A-04	DETACHED & BUNGALOWS		SUFFOLK
	NORMANSTON DRIVE			
	LOWESTOFT			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		7	
	Survey date:	TUESDAY	23/10/12	Survey Type: MANUAL
33	SH-03-A-03	DETACHED		SHROPSHIRE
	SOMERBY DRIVE			
	BICTON HEATH			
	SHREWSBURY			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:		10	
	Survey date:	FRIDAY	26/06/09	Survey Type: MANUAL
34	SH-03-A-04	TERRACED		SHROPSHIRE
	ST MICHAEL'S STREET			
	SHREWSBURY			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:		108	
	Survey date:	THURSDAY	11/06/09	Survey Type: MANUAL
35	SH-03-A-05	SEMI-DETACHED/TERRACED		SHROPSHIRE
	SANDCROFT			
	SUTTON HILL			
	TELFORD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		54	
	Survey date:	THURSDAY	24/10/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

36	ST-03-A-05	TERRACED & DETACHED		STAFFORDSHIRE
	WATERMEET GROVE			
	ETRURIA			
	STOKE-ON-TRENT			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		14	
	Survey date:	WEDNESDAY	26/11/08	Survey Type: MANUAL
37	SY-03-A-01	SEMI DETACHED HOUSES		SOUTH YORKSHIRE
	A19 BENTLEY ROAD			
	BENTLEY RISE			
	DONCASTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		54	
	Survey date:	WEDNESDAY	18/09/13	Survey Type: MANUAL
38	TW-03-A-02	SEMI-DETACHED		TYNE & WEAR
	WEST PARK ROAD			
	GATESHEAD			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		16	
	Survey date:	MONDAY	07/10/13	Survey Type: MANUAL
39	WK-03-A-01	TERRACED/SEMI /DET.		WARWICKSHIRE
	ARLINGTON AVENUE			
	LEAMINGTON SPA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		6	
	Survey date:	FRIDAY	21/10/11	Survey Type: MANUAL
40	WK-03-A-02	BUNGALOWS		WARWICKSHIRE
	NARBERTH WAY			
	POTTERS GREEN			
	COVENTRY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		17	
	Survey date:	THURSDAY	17/10/13	Survey Type: MANUAL
41	WL-03-A-01	SEMI D./TERRACED W. BASSETT		WILTSHIRE
	MAPLE DRIVE			
	WOOTTON BASSETT			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		99	
	Survey date:	MONDAY	02/10/06	Survey Type: MANUAL
42	WM-03-A-01	TERRACED		WEST MIDLANDS
	FOLESHILL ROAD			
	FOLESHILL			
	COVENTRY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		79	
	Survey date:	FRIDAY	03/02/06	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

43	WM-03-A-02 HEATH STREET	DETACHED & SEMI DET.		WEST MIDLANDS
	STOURBRIDGE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		12	
	Survey date: WEDNESDAY		26/04/06	Survey Type: MANUAL
44	WM-03-A-03 BASELEY WAY	MIXED HOUSING		WEST MIDLANDS
	ROWLEYS GREEN			
	COVENTRY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		84	
	Survey date: MONDAY		24/09/07	Survey Type: MANUAL
45	WO-03-A-02 MEADOWHILL ROAD	SEMI DETACHED		WORCESTERSHIRE
	REDDITCH			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:		48	
	Survey date: TUESDAY		02/05/06	Survey Type: MANUAL
46	WO-03-A-03 BLAKEBROOK	DETACHED		WORCESTERSHIRE
	BLAKEBROOK			
	KIDDERMINSTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		138	
	Survey date: FRIDAY		05/05/06	Survey Type: MANUAL

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

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES

Ranking Type: ARRIVALS Time Range: 08:00-09:00

15th Percentile = No. 39 ES-03-A-02 Arr: 0.081

85th Percentile = No. 8 CB-03-A-03 Arr: 0.225

Median Values

Arrivals: 0.143

Departures: 0.322

Totals: 0.465

Mean Values

Arrivals: 0.159

Departures: 0.416

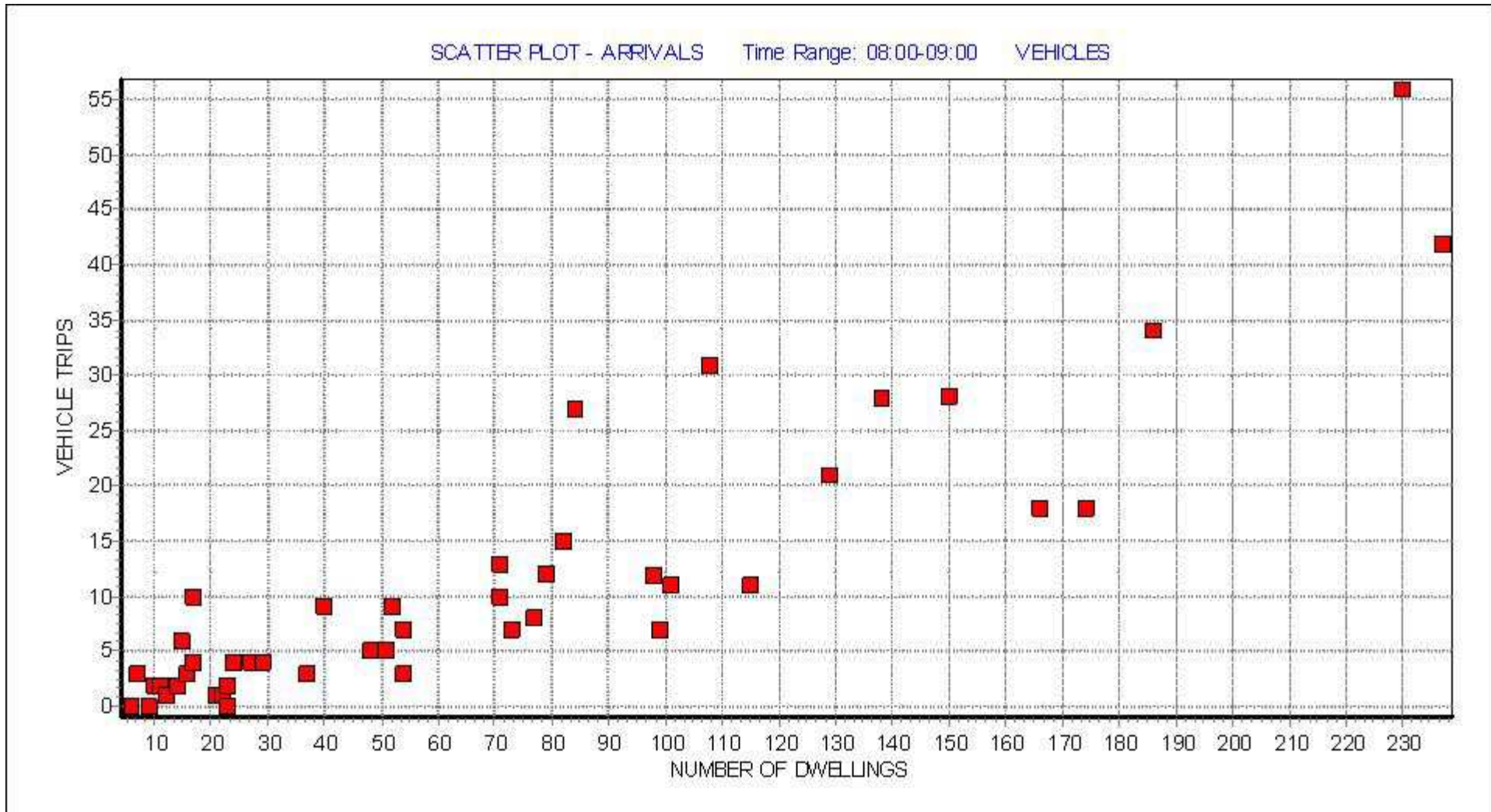
Totals: 0.575

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Arrivals)			Travel Plan
								Arrivals	Departures	Totals	
1	WK-03-A-02	BUNGALOWS	COVENTRY	WARWICKSHIRE	17	Thu	17/10/13	0.588	0.353	0.941	
2	SF-03-A-04	DETACHED & BUN	LOWESTOFT	SUFFOLK	7	Tue	23/10/12	0.429	0.571	1.000	
3	MS-03-A-03	DETACHED	LIVERPOOL	MERSEYSIDE	15	Fri	21/06/13	0.400	0.933	1.333	
4	WM-03-A-03	MIXED HOUSING	COVENTRY	WEST MIDLANDS	84	Mon	24/09/07	0.321	0.405	0.726	
5	SH-03-A-04	TERRACED	SHREWSBURY	SHROPSHIRE	108	Thu	11/06/09	0.287	0.454	0.741	
6	SF-03-A-02	SEMI DET./TERR	IPSWICH	SUFFOLK	230	Thu	24/05/07	0.243	0.491	0.734	
7	CH-03-A-05	DETACHED	CREWE	CHESHIRE	17	Tue	14/10/08	0.235	0.588	0.823	
8	CB-03-A-03	SEMI DETACHED	WORKINGTON	CUMBRIA	40	Thu	20/11/08	0.225	0.450	0.675	
9	WO-03-A-03	DETACHED	KIDDERMINSTER	WORCESTERSHIRE	138	Fri	05/05/06	0.203	0.543	0.746	
10	SH-03-A-03	DETACHED	SHREWSBURY	SHROPSHIRE	10	Fri	26/06/09	0.200	0.500	0.700	
11	TW-03-A-02	SEMI-DETACHED	GATESHEAD	TYNE & WEAR	16	Mon	07/10/13	0.188	0.438	0.626	
12	LN-03-A-01	MIXED HOUSES	LINCOLN	LINCOLNSHIRE	150	Tue	15/05/07	0.187	0.440	0.627	
13	NY-03-A-10	HOUSES AND FLA	RIPON	NORTH YORKSHIRE	71	Tue	17/09/13	0.183	0.521	0.704	
14	CB-03-A-04	SEMI DETACHED	WORKINGTON	CUMBRIA	82	Fri	24/04/09	0.183	0.366	0.549	
15	LN-03-A-02	MIXED HOUSES	LINCOLN	LINCOLNSHIRE	186	Mon	14/05/07	0.183	0.425	0.608	
16	CH-03-A-08	DETACHED	CHESTER	CHESHIRE	11	Tue	22/05/12	0.182	0.455	0.637	
17	EX-03-A-01	SEMI-DET.	STANFORD-LE-HOPE	ESSEX	237	Tue	13/05/08	0.177	0.523	0.700	
18	NY-03-A-09	MIXED HOUSING	NORTHALLERTON	NORTH YORKSHIRE	52	Mon	16/09/13	0.173	0.212	0.385	
19	LC-03-A-30	SEMI-DETACHED	BLACKPOOL	LANCASHIRE	24	Fri	14/06/13	0.167	0.458	0.625	
20	CH-03-A-06	SEMI-DET./BUNG	CREWE	CHESHIRE	129	Tue	14/10/08	0.163	0.240	0.403	
21	WM-03-A-01	TERRACED	COVENTRY	WEST MIDLANDS	79	Fri	03/02/06	0.152	0.418	0.570	
22	NF-03-A-01	SEMI DET. & BU	CAISTER-ON-SEA	NORFOLK	27	Tue	16/10/12	0.148	0.296	0.444	
23	ST-03-A-05	TERRACED & DET	STOKE-ON-TRENT	STAFFORDSHIRE	14	Wed	26/11/08	0.143	0.500	0.643	
24	NY-03-A-03	PRIVATE HOUSIN	BOROUGHBRIDGE	NORTH YORKSHIRE	14	Mon	15/09/08	0.143	0.143	0.286	
25	SC-03-A-04	DETACHED & TER	BYFLEET	SURREY	71	Thu	23/01/14	0.141	0.352	0.493	
26	GM-03-A-10	DETACHED/SEMI	MANCHESTER	GREATER MANCHESTER	29	Wed	12/10/11	0.138	0.759	0.897	
27	SH-03-A-05	SEMI-DETACHED/	TELFORD	SHROPSHIRE	54	Thu	24/10/13	0.130	0.370	0.500	
28	NF-03-A-02	HOUSES & FLATS	NORWICH	NORFOLK	98	Mon	22/10/12	0.122	0.347	0.469	
29	SF-03-A-03	MIXED HOUSES	BURY ST EDMUNDS	SUFFOLK	101	Mon	15/05/06	0.109	0.554	0.663	
30	NT-03-A-03	SEMI DETACHED	KIRKBY-IN-ASHFIELD	NOTTINGHAMSHIRE	166	Wed	28/06/06	0.108	0.313	0.421	
31	WO-03-A-02	SEMI DETACHED	REDDITCH	WORCESTERSHIRE	48	Tue	02/05/06	0.104	0.333	0.437	
32	SF-03-A-01	SEMI DETACHED	IPSWICH	SUFFOLK	77	Wed	23/05/07	0.104	0.416	0.520	

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Arrivals)			Travel Plan
								Arrivals	Departures	Totals	
33	CH-03-A-02	HOUSES/FLATS	CREWE	CHESHIRE	174	Tue	14/10/08	0.103	0.374	0.477	
34	DC-03-A-01	DETACHED	POOLE	DORSET	51	Wed	16/07/08	0.098	0.373	0.471	
35	CW-03-A-02	SEMI D./DETATC	TRURO	CORNWALL	73	Tue	18/09/07	0.096	0.329	0.425	
36	NY-03-A-06	BUNGALOWS & SE	BOROUGHBRIDGE	NORTH YORKSHIRE	115	Fri	14/10/11	0.096	0.400	0.496	
37	NY-03-A-07	DETACHED & SEM	BOROUGHBRIDGE	NORTH YORKSHIRE	23	Tue	18/10/11	0.087	0.391	0.478	
38	WM-03-A-02	DETACHED & SEM	STOURBRIDGE	WEST MIDLANDS	12	Wed	26/04/06	0.083	0.250	0.333	
39	ES-03-A-02	PRIVATE HOUSIN	PEACEHAVEN	EAST SUSSEX	37	Fri	18/11/11	0.081	0.405	0.486	Yes
40	WL-03-A-01	SEMI D./TERRAC	WOOTTON BASSETT	WILTSHIRE	99	Mon	02/10/06	0.071	0.333	0.404	
41	SY-03-A-01	SEMI DETACHED	DONCASTER	SOUTH YORKSHIRE	54	Wed	18/09/13	0.056	0.389	0.445	
42	NY-03-A-08	TERRACED HOUSE	YORK	NORTH YORKSHIRE	21	Mon	16/09/13	0.048	0.286	0.334	
43	LN-03-A-03	SEMI DETACHED	LINCOLN	LINCOLNSHIRE	22	Tue	18/09/12	0.045	0.364	0.409	
44	NY-03-A-11	PRIVATE HOUSIN	BOROUGHBRIDGE	NORTH YORKSHIRE	23	Wed	18/09/13	0.000	0.565	0.565	
45	CA-03-A-04	DETACHED	PETERBOROUGH	CAMBRIDGESHIRE	9	Tue	18/10/11	0.000	0.333	0.333	
46	WK-03-A-01	TERRACED/SEMI/	LEAMINGTON SPA	WARWICKSHIRE	6	Fri	21/10/11	0.000	0.167	0.167	

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.



This graph is a visual representation of the correlation between the selected trip rate calculation parameter and the rank order trip rates generated by each individual survey day in the selected set. The range of the trip rate parameter is shown along the x axis, with the level of trips shown on the y axis. The selected time range used to create the rank order list from which the graph is derived is displayed at the top of the graph (unless the peak period irrespective of time range has been selected). A line of best fit is sometimes displayed in the graph, should it be selected for inclusion by the user.

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	EX ESSEX	1 days
	SC SURREY	1 days
03	SOUTH WEST	
	CW CORNWALL	1 days
	DC DORSET	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	2 days
	SF SUFFOLK	4 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	3 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	3 days
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	2 days
	WM WEST MIDLANDS	3 days
	WO WORCESTERSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	7 days
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	4 days
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	CB CUMBRIA	2 days
	TW TYNE & WEAR	1 days

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

Filtering Stage 2 selection:

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

Parameter: Number of dwellings
 Actual Range: 6 to 237 (units:)
 Range Selected by User: 6 to 4334 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/06 to 23/01/14

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

Selected survey days:

Monday	9 days
Tuesday	14 days
Wednesday	8 days
Thursday	6 days
Friday	9 days

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

Selected survey types:

Manual count	46 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	23
Edge of Town	21

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	38
Out of Town	1
No Sub Category	7

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

Filtering Stage 3 selection:

Use Class:

C3 45 days

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

Filtering Stage 3 selection (Cont.):

Population within 1 mile:

1,001 to 5,000	7 days
5,001 to 10,000	14 days
10,001 to 15,000	4 days
15,001 to 20,000	11 days
20,001 to 25,000	5 days
25,001 to 50,000	5 days

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

Population within 5 miles:

5,001 to 25,000	4 days
25,001 to 50,000	4 days
50,001 to 75,000	2 days
75,001 to 100,000	9 days
100,001 to 125,000	9 days
125,001 to 250,000	8 days
250,001 to 500,000	9 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	14 days
1.1 to 1.5	30 days
1.6 to 2.0	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:

Yes	1 days
No	45 days

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

LIST OF SITES relevant to selection parameters

1	CA-03-A-04	DETACHED		CAMBRIDGESHIRE
	THORPE PARK ROAD			
	PETERBOROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		9	
	Survey date:	TUESDAY	18/10/11	Survey Type: MANUAL
2	CB-03-A-03	SEMI DETACHED		CUMBRIA
	HAWKSHEAD AVENUE			
	WORKINGTON			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		40	
	Survey date:	THURSDAY	20/11/08	Survey Type: MANUAL
3	CB-03-A-04	SEMI DETACHED		CUMBRIA
	MOORCLOSE ROAD			
	SALTERBACK			
	WORKINGTON			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:		82	
	Survey date:	FRIDAY	24/04/09	Survey Type: MANUAL
4	CH-03-A-02	HOUSES/FLATS		CHESHIRE
	SYDNEY ROAD			
	CREWE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		174	
	Survey date:	TUESDAY	14/10/08	Survey Type: MANUAL
5	CH-03-A-05	DETACHED		CHESHIRE
	SYDNEY ROAD			
	SYDNEY			
	CREWE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		17	
	Survey date:	TUESDAY	14/10/08	Survey Type: MANUAL
6	CH-03-A-06	SEMI-DET./BUNGALOWS		CHESHIRE
	CREWE ROAD			
	CREWE			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:		129	
	Survey date:	TUESDAY	14/10/08	Survey Type: MANUAL
7	CH-03-A-08	DETACHED		CHESHIRE
	WHITCHURCH ROAD			
	BOUGHTON HEATH			
	CHESTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		11	
	Survey date:	TUESDAY	22/05/12	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	CW-03-A-02 BOSVEAN GARDENS	SEMI D./DETACHED		CORNWALL
	TRURO Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Number of dwellings:		73	
	Survey date: TUESDAY		18/09/07	Survey Type: MANUAL
9	DC-03-A-01 ISAACS CLOSE	DETACHED		DORSET
	POOLE Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Number of dwellings:		51	
	Survey date: WEDNESDAY		16/07/08	Survey Type: MANUAL
10	ES-03-A-02 SOUTH COAST ROAD	PRIVATE HOUSING		EAST SUSSEX
	PEACEHAVEN Edge of Town Residential Zone			
	Total Number of dwellings:		37	
	Survey date: FRIDAY		18/11/11	Survey Type: MANUAL
11	EX-03-A-01 MILTON ROAD CORRINGHAM STANFORD-LE-HOPE	SEMI -DET.		ESSEX
	Edge of Town Residential Zone			
	Total Number of dwellings:		237	
	Survey date: TUESDAY		13/05/08	Survey Type: MANUAL
12	GM-03-A-10 BUTT HILL DRIVE PRESTWICH MANCHESTER	DETACHED/SEMI		GREATER MANCHESTER
	Edge of Town Residential Zone			
	Total Number of dwellings:		29	
	Survey date: WEDNESDAY		12/10/11	Survey Type: MANUAL
13	LC-03-A-30 WATSON ROAD	SEMI -DETACHED		LANCASHIRE
	BLACKPOOL Edge of Town Centre Residential Zone			
	Total Number of dwellings:		24	
	Survey date: FRIDAY		14/06/13	Survey Type: MANUAL
14	LN-03-A-01 BRANT ROAD BRACEBRIDGE LINCOLN	MIXED HOUSES		LINCOLNSHIRE
	Edge of Town Residential Zone			
	Total Number of dwellings:		150	
	Survey date: TUESDAY		15/05/07	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15	LN-03-A-02 HYKEHAM ROAD	MIXED HOUSES		LINCOLNSHIRE
	LINCOLN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		186	
	Survey date: MONDAY		14/05/07	Survey Type: MANUAL
16	LN-03-A-03 ROOKERY LANE	SEMI DETACHED		LINCOLNSHIRE
	BOULTHAM			
	LINCOLN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		22	
	Survey date: TUESDAY		18/09/12	Survey Type: MANUAL
17	MS-03-A-03 BEMPTON ROAD	DETACHED		MERSEYSIDE
	OTTERSPOOL			
	LIVERPOOL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		15	
	Survey date: FRIDAY		21/06/13	Survey Type: MANUAL
18	NF-03-A-01 YARMOUTH ROAD	SEMI DET. & BUNGALOWS		NORFOLK
	CAISTER-ON-SEA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		27	
	Survey date: TUESDAY		16/10/12	Survey Type: MANUAL
19	NF-03-A-02 DEREHAM ROAD	HOUSES & FLATS		NORFOLK
	NORWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		98	
	Survey date: MONDAY		22/10/12	Survey Type: MANUAL
20	NT-03-A-03 B6018 SUTTON ROAD	SEMI DETACHED		NOTTINGHAMSHIRE
	KIRKBY-IN-ASHFIELD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		166	
	Survey date: WEDNESDAY		28/06/06	Survey Type: MANUAL
21	NY-03-A-03 NEW ROW	PRIVATE HOUSING		NORTH YORKSHIRE
	BOROUGHBRIDGE			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:		14	
	Survey date: MONDAY		15/09/08	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

22	NY-03-A-06	BUNGALOWS & SEMI DET.		NORTH YORKSHIRE
		HORSEFAIR		
		BOROUGHBRIDGE		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total Number of dwellings:	115	
		Survey date: FRIDAY	14/10/11	Survey Type: MANUAL
23	NY-03-A-07	DETACHED & SEMI DET.		NORTH YORKSHIRE
		CRAVEN WAY		
		BOROUGHBRIDGE		
		Edge of Town		
		No Sub Category		
		Total Number of dwellings:	23	
		Survey date: TUESDAY	18/10/11	Survey Type: MANUAL
24	NY-03-A-08	TERRACED HOUSES		NORTH YORKSHIRE
		NICHOLAS STREET		
		YORK		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total Number of dwellings:	21	
		Survey date: MONDAY	16/09/13	Survey Type: MANUAL
25	NY-03-A-09	MIXED HOUSING		NORTH YORKSHIRE
		GRAMMAR SCHOOL LANE		
		NORTHALLERTON		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total Number of dwellings:	52	
		Survey date: MONDAY	16/09/13	Survey Type: MANUAL
26	NY-03-A-10	HOUSES AND FLATS		NORTH YORKSHIRE
		BOROUGHBRIDGE ROAD		
		RIPON		
		Edge of Town		
		No Sub Category		
		Total Number of dwellings:	71	
		Survey date: TUESDAY	17/09/13	Survey Type: MANUAL
27	NY-03-A-11	PRIVATE HOUSING		NORTH YORKSHIRE
		HORSEFAIR		
		BOROUGHBRIDGE		
		Edge of Town		
		Residential Zone		
		Total Number of dwellings:	23	
		Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL
28	SC-03-A-04	DETACHED & TERRACED		SURREY
		HIGH ROAD		
		BYFLEET		
		Edge of Town		
		Residential Zone		
		Total Number of dwellings:	71	
		Survey date: THURSDAY	23/01/14	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

29	SF-03-A-01	SEMI DETACHED		SUFFOLK
	A1156 FELIXSTOWE ROAD			
	RACECOURSE			
	IPSWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		77	
	Survey date:	WEDNESDAY	23/05/07	Survey Type: MANUAL
30	SF-03-A-02	SEMI DET./TERRACED		SUFFOLK
	STOKE PARK DRIVE			
	MAIDENHALL			
	IPSWICH			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		230	
	Survey date:	THURSDAY	24/05/07	Survey Type: MANUAL
31	SF-03-A-03	MIXED HOUSES		SUFFOLK
	BARTON HILL			
	FORNHAM ST MARTIN			
	BURY ST EDMUNDS			
	Edge of Town			
	Out of Town			
	Total Number of dwellings:		101	
	Survey date:	MONDAY	15/05/06	Survey Type: MANUAL
32	SF-03-A-04	DETACHED & BUNGALOWS		SUFFOLK
	NORMANSTON DRIVE			
	LOWESTOFT			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		7	
	Survey date:	TUESDAY	23/10/12	Survey Type: MANUAL
33	SH-03-A-03	DETACHED		SHROPSHIRE
	SOMERBY DRIVE			
	BICTON HEATH			
	SHREWSBURY			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:		10	
	Survey date:	FRIDAY	26/06/09	Survey Type: MANUAL
34	SH-03-A-04	TERRACED		SHROPSHIRE
	ST MICHAEL'S STREET			
	SHREWSBURY			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:		108	
	Survey date:	THURSDAY	11/06/09	Survey Type: MANUAL
35	SH-03-A-05	SEMI-DETACHED/TERRACED		SHROPSHIRE
	SANDCROFT			
	SUTTON HILL			
	TELFORD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		54	
	Survey date:	THURSDAY	24/10/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

36	ST-03-A-05	TERRACED & DETACHED		STAFFORDSHIRE
	WATERMEET GROVE			
	ETRURIA			
	STOKE-ON-TRENT			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		14	
	Survey date:	WEDNESDAY	26/11/08	Survey Type: MANUAL
37	SY-03-A-01	SEMI DETACHED HOUSES		SOUTH YORKSHIRE
	A19 BENTLEY ROAD			
	BENTLEY RISE			
	DONCASTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		54	
	Survey date:	WEDNESDAY	18/09/13	Survey Type: MANUAL
38	TW-03-A-02	SEMI-DETACHED		TYNE & WEAR
	WEST PARK ROAD			
	GATESHEAD			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		16	
	Survey date:	MONDAY	07/10/13	Survey Type: MANUAL
39	WK-03-A-01	TERRACED/SEMI /DET.		WARWICKSHIRE
	ARLINGTON AVENUE			
	LEAMINGTON SPA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		6	
	Survey date:	FRIDAY	21/10/11	Survey Type: MANUAL
40	WK-03-A-02	BUNGALOWS		WARWICKSHIRE
	NARBERTH WAY			
	POTTERS GREEN			
	COVENTRY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		17	
	Survey date:	THURSDAY	17/10/13	Survey Type: MANUAL
41	WL-03-A-01	SEMI D./TERRACED W. BASSETT		WILTSHIRE
	MAPLE DRIVE			
	WOOTTON BASSETT			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		99	
	Survey date:	MONDAY	02/10/06	Survey Type: MANUAL
42	WM-03-A-01	TERRACED		WEST MIDLANDS
	FOLESHILL ROAD			
	FOLESHILL			
	COVENTRY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		79	
	Survey date:	FRIDAY	03/02/06	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

43	WM-03-A-02 HEATH STREET	DETACHED & SEMI DET.		WEST MIDLANDS
	STOURBRIDGE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		12	
	Survey date: WEDNESDAY		26/04/06	Survey Type: MANUAL
44	WM-03-A-03 BASELEY WAY	MIXED HOUSING		WEST MIDLANDS
	ROWLEYS GREEN			
	COVENTRY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		84	
	Survey date: MONDAY		24/09/07	Survey Type: MANUAL
45	WO-03-A-02 MEADOWHILL ROAD	SEMI DETACHED		WORCESTERSHIRE
	REDDITCH			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:		48	
	Survey date: TUESDAY		02/05/06	Survey Type: MANUAL
46	WO-03-A-03 BLAKEBROOK	DETACHED		WORCESTERSHIRE
	BLAKEBROOK			
	KIDDERMINSTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		138	
	Survey date: FRIDAY		05/05/06	Survey Type: MANUAL

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

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES

Ranking Type: DEPARTURES Time Range: 08:00-09:00

15th Percentile = No. 39 NT-03-A-03 Dep: 0.313

85th Percentile = No. 8 EX-03-A-01 Dep: 0.523

Median Values

Arrivals: 0.209

Departures: 0.403

Totals: 0.611

Mean Values

Arrivals: 0.159

Departures: 0.416

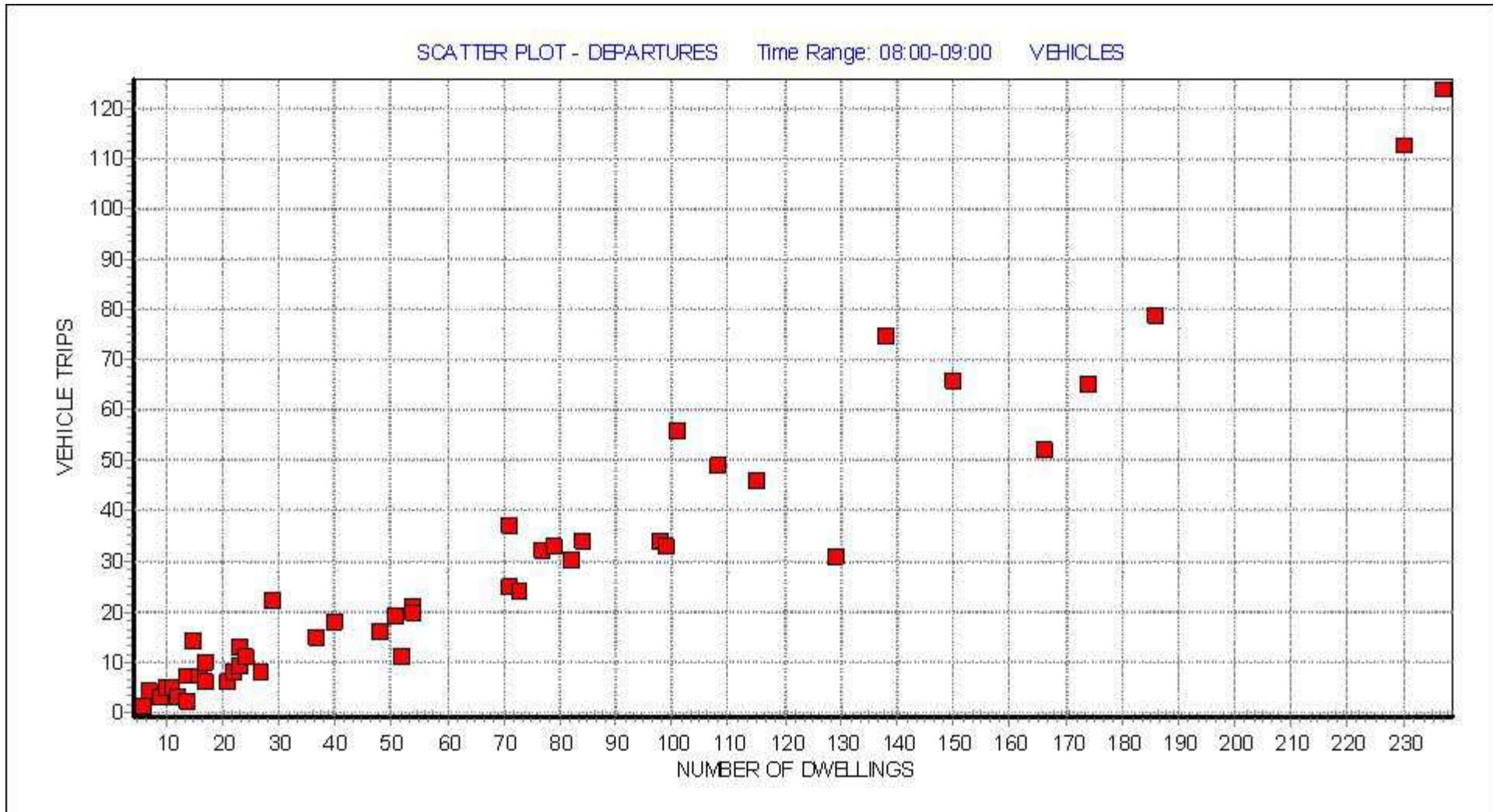
Totals: 0.575

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Departures)			Travel Plan
								Arrivals	Departures	Totals	
1	MS-03-A-03	DETACHED	LIVERPOOL	MERSEYSIDE	15	Fri	21/06/13	0.400	0.933	1.333	
2	GM-03-A-10	DETACHED/SEMI	MANCHESTER	GREATER MANCHESTER	29	Wed	12/10/11	0.138	0.759	0.897	
3	CH-03-A-05	DETACHED	CREWE	CHESHIRE	17	Tue	14/10/08	0.235	0.588	0.823	
4	SF-03-A-04	DETACHED & BUN	LOWESTOFT	SUFFOLK	7	Tue	23/10/12	0.429	0.571	1.000	
5	NY-03-A-11	PRIVATE HOUSIN	BOROUGHBRIDGE	NORTH YORKSHIRE	23	Wed	18/09/13	0.000	0.565	0.565	
6	SF-03-A-03	MIXED HOUSES	BURY ST EDMUNDS	SUFFOLK	101	Mon	15/05/06	0.109	0.554	0.663	
7	WO-03-A-03	DETACHED	KIDDERMINSTER	WORCESTERSHIRE	138	Fri	05/05/06	0.203	0.543	0.746	
8	EX-03-A-01	SEMI-DET.	STANFORD-LE-HOPE	ESSEX	237	Tue	13/05/08	0.177	0.523	0.700	
9	NY-03-A-10	HOUSES AND FLA	RIPON	NORTH YORKSHIRE	71	Tue	17/09/13	0.183	0.521	0.704	
10	SH-03-A-03	DETACHED	SHREWSBURY	SHROPSHIRE	10	Fri	26/06/09	0.200	0.500	0.700	
11	ST-03-A-05	TERRACED & DET	STOKE-ON-TRENT	STAFFORDSHIRE	14	Wed	26/11/08	0.143	0.500	0.643	
12	SF-03-A-02	SEMI DET./TERR	IPSWICH	SUFFOLK	230	Thu	24/05/07	0.243	0.491	0.734	
13	LC-03-A-30	SEMI-DETACHED	BLACKPOOL	LANCASHIRE	24	Fri	14/06/13	0.167	0.458	0.625	
14	CH-03-A-08	DETACHED	CHESTER	CHESHIRE	11	Tue	22/05/12	0.182	0.455	0.637	
15	SH-03-A-04	TERRACED	SHREWSBURY	SHROPSHIRE	108	Thu	11/06/09	0.287	0.454	0.741	
16	CB-03-A-03	SEMI DETACHED	WORKINGTON	CUMBRIA	40	Thu	20/11/08	0.225	0.450	0.675	
17	LN-03-A-01	MIXED HOUSES	LINCOLN	LINCOLNSHIRE	150	Tue	15/05/07	0.187	0.440	0.627	
18	TW-03-A-02	SEMI-DETACHED	GATESHEAD	TYNE & WEAR	16	Mon	07/10/13	0.188	0.438	0.626	
19	LN-03-A-02	MIXED HOUSES	LINCOLN	LINCOLNSHIRE	186	Mon	14/05/07	0.183	0.425	0.608	
20	WM-03-A-01	TERRACED	COVENTRY	WEST MIDLANDS	79	Fri	03/02/06	0.152	0.418	0.570	
21	SF-03-A-01	SEMI DETACHED	IPSWICH	SUFFOLK	77	Wed	23/05/07	0.104	0.416	0.520	
22	ES-03-A-02	PRIVATE HOUSIN	PEACEHAVEN	EAST SUSSEX	37	Fri	18/11/11	0.081	0.405	0.486	Yes
23	WM-03-A-03	MIXED HOUSING	COVENTRY	WEST MIDLANDS	84	Mon	24/09/07	0.321	0.405	0.726	
24	NY-03-A-06	BUNGALOWS & SE	BOROUGHBRIDGE	NORTH YORKSHIRE	115	Fri	14/10/11	0.096	0.400	0.496	
25	NY-03-A-07	DETACHED & SEM	BOROUGHBRIDGE	NORTH YORKSHIRE	23	Tue	18/10/11	0.087	0.391	0.478	
26	SY-03-A-01	SEMI DETACHED	DONCASTER	SOUTH YORKSHIRE	54	Wed	18/09/13	0.056	0.389	0.445	
27	CH-03-A-02	HOUSES/FLATS	CREWE	CHESHIRE	174	Tue	14/10/08	0.103	0.374	0.477	
28	DC-03-A-01	DETACHED	POOLE	DORSET	51	Wed	16/07/08	0.098	0.373	0.471	
29	SH-03-A-05	SEMI-DETACHED/	TELFORD	SHROPSHIRE	54	Thu	24/10/13	0.130	0.370	0.500	
30	CB-03-A-04	SEMI DETACHED	WORKINGTON	CUMBRIA	82	Fri	24/04/09	0.183	0.366	0.549	
31	LN-03-A-03	SEMI DETACHED	LINCOLN	LINCOLNSHIRE	22	Tue	18/09/12	0.045	0.364	0.409	
32	WK-03-A-02	BUNGALOWS	COVENTRY	WARWICKSHIRE	17	Thu	17/10/13	0.588	0.353	0.941	

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Departures)			Travel Plan
								Arrivals	Departures	Totals	
33	SC-03-A-04	DETACHED & TER	BYFLEET	SURREY	71	Thu	23/01/14	0.141	0.352	0.493	
34	NF-03-A-02	HOUSES & FLATS	NORWICH	NORFOLK	98	Mon	22/10/12	0.122	0.347	0.469	
35	WO-03-A-02	SEMI DETACHED	REDDITCH	WORCESTERSHIRE	48	Tue	02/05/06	0.104	0.333	0.437	
36	WL-03-A-01	SEMI D./TERRAC	WOOTTON BASSETT	WILTSHIRE	99	Mon	02/10/06	0.071	0.333	0.404	
37	CA-03-A-04	DETACHED	PETERBOROUGH	CAMBRIDGESHIRE	9	Tue	18/10/11	0.000	0.333	0.333	
38	CW-03-A-02	SEMI D./DETATC	TRURO	CORNWALL	73	Tue	18/09/07	0.096	0.329	0.425	
39	NT-03-A-03	SEMI DETACHED	KIRKBY-IN-ASHFIELD	NOTTINGHAMSHIRE	166	Wed	28/06/06	0.108	0.313	0.421	
40	NF-03-A-01	SEMI DET. & BU	CAISTER-ON-SEA	NORFOLK	27	Tue	16/10/12	0.148	0.296	0.444	
41	NY-03-A-08	TERRACED HOUSE	YORK	NORTH YORKSHIRE	21	Mon	16/09/13	0.048	0.286	0.334	
42	WM-03-A-02	DETACHED & SEM	STOURBRIDGE	WEST MIDLANDS	12	Wed	26/04/06	0.083	0.250	0.333	
43	CH-03-A-06	SEMI-DET./BUNG	CREWE	CHESHIRE	129	Tue	14/10/08	0.163	0.240	0.403	
44	NY-03-A-09	MIXED HOUSING	NORTHALLERTON	NORTH YORKSHIRE	52	Mon	16/09/13	0.173	0.212	0.385	
45	WK-03-A-01	TERRACED/SEMI/	LEAMINGTON SPA	WARWICKSHIRE	6	Fri	21/10/11	0.000	0.167	0.167	
46	NY-03-A-03	PRIVATE HOUSIN	BOROUGHBRIDGE	NORTH YORKSHIRE	14	Mon	15/09/08	0.143	0.143	0.286	

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.



TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	EX ESSEX	1 days
	SC SURREY	1 days
03	SOUTH WEST	
	CW CORNWALL	1 days
	DC DORSET	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	2 days
	SF SUFFOLK	4 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	3 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	3 days
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	2 days
	WM WEST MIDLANDS	3 days
	WO WORCESTERSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	7 days
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	4 days
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	CB CUMBRIA	2 days
	TW TYNE & WEAR	1 days

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

Filtering Stage 2 selection:

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

Parameter: Number of dwellings
 Actual Range: 6 to 237 (units:)
 Range Selected by User: 6 to 4334 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/06 to 23/01/14

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

Selected survey days:

Monday	9 days
Tuesday	14 days
Wednesday	8 days
Thursday	6 days
Friday	9 days

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

Selected survey types:

Manual count	46 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	23
Edge of Town	21

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	38
Out of Town	1
No Sub Category	7

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

Filtering Stage 3 selection:

Use Class:

C3 45 days

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

Filtering Stage 3 selection (Cont.):

Population within 1 mile:

1,001 to 5,000	7 days
5,001 to 10,000	14 days
10,001 to 15,000	4 days
15,001 to 20,000	11 days
20,001 to 25,000	5 days
25,001 to 50,000	5 days

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

Population within 5 miles:

5,001 to 25,000	4 days
25,001 to 50,000	4 days
50,001 to 75,000	2 days
75,001 to 100,000	9 days
100,001 to 125,000	9 days
125,001 to 250,000	8 days
250,001 to 500,000	9 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	14 days
1.1 to 1.5	30 days
1.6 to 2.0	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:

Yes	1 days
No	45 days

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

LIST OF SITES relevant to selection parameters

1	CA-03-A-04	DETACHED		CAMBRIDGESHIRE
	THORPE PARK ROAD			
	PETERBOROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		9	
	Survey date:	TUESDAY	18/10/11	Survey Type: MANUAL
2	CB-03-A-03	SEMI DETACHED		CUMBRIA
	HAWKSHEAD AVENUE			
	WORKINGTON			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		40	
	Survey date:	THURSDAY	20/11/08	Survey Type: MANUAL
3	CB-03-A-04	SEMI DETACHED		CUMBRIA
	MOORCLOSE ROAD			
	SALTERBACK			
	WORKINGTON			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:		82	
	Survey date:	FRIDAY	24/04/09	Survey Type: MANUAL
4	CH-03-A-02	HOUSES/FLATS		CHESHIRE
	SYDNEY ROAD			
	CREWE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		174	
	Survey date:	TUESDAY	14/10/08	Survey Type: MANUAL
5	CH-03-A-05	DETACHED		CHESHIRE
	SYDNEY ROAD			
	SYDNEY			
	CREWE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		17	
	Survey date:	TUESDAY	14/10/08	Survey Type: MANUAL
6	CH-03-A-06	SEMI-DET./BUNGALOWS		CHESHIRE
	CREWE ROAD			
	CREWE			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:		129	
	Survey date:	TUESDAY	14/10/08	Survey Type: MANUAL
7	CH-03-A-08	DETACHED		CHESHIRE
	WHITCHURCH ROAD			
	BOUGHTON HEATH			
	CHESTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		11	
	Survey date:	TUESDAY	22/05/12	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	CW-03-A-02 BOSVEAN GARDENS	SEMI D./DETACHED		CORNWALL
	TRURO			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		73	
	Survey date: TUESDAY		18/09/07	Survey Type: MANUAL
9	DC-03-A-01 ISAACS CLOSE	DETACHED		DORSET
	POOLE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		51	
	Survey date: WEDNESDAY		16/07/08	Survey Type: MANUAL
10	ES-03-A-02 SOUTH COAST ROAD	PRIVATE HOUSING		EAST SUSSEX
	PEACEHAVEN			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		37	
	Survey date: FRIDAY		18/11/11	Survey Type: MANUAL
11	EX-03-A-01 MILTON ROAD	SEMI -DET.		ESSEX
	CORRINGHAM			
	STANFORD-LE-HOPE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		237	
	Survey date: TUESDAY		13/05/08	Survey Type: MANUAL
12	GM-03-A-10 BUTT HILL DRIVE	DETACHED/SEMI		GREATER MANCHESTER
	PRESTWICH			
	MANCHESTER			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		29	
	Survey date: WEDNESDAY		12/10/11	Survey Type: MANUAL
13	LC-03-A-30 WATSON ROAD	SEMI -DETACHED		LANCASHIRE
	BLACKPOOL			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:		24	
	Survey date: FRIDAY		14/06/13	Survey Type: MANUAL
14	LN-03-A-01 BRANT ROAD	MIXED HOUSES		LINCOLNSHIRE
	BRACEBRIDGE			
	LINCOLN			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		150	
	Survey date: TUESDAY		15/05/07	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15	LN-03-A-02 HYKEHAM ROAD	MIXED HOUSES		LINCOLNSHIRE
	LINCOLN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		186	
	Survey date: MONDAY		14/05/07	Survey Type: MANUAL
16	LN-03-A-03 ROOKERY LANE BOULTHAM	SEMI DETACHED		LINCOLNSHIRE
	LINCOLN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		22	
	Survey date: TUESDAY		18/09/12	Survey Type: MANUAL
17	MS-03-A-03 BEMPTON ROAD OTTERSPOOL	DETACHED		MERSEYSIDE
	LIVERPOOL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		15	
	Survey date: FRIDAY		21/06/13	Survey Type: MANUAL
18	NF-03-A-01 YARMOUTH ROAD	SEMI DET. & BUNGALOWS		NORFOLK
	CAISTER-ON-SEA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		27	
	Survey date: TUESDAY		16/10/12	Survey Type: MANUAL
19	NF-03-A-02 DEREHAM ROAD	HOUSES & FLATS		NORFOLK
	NORWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		98	
	Survey date: MONDAY		22/10/12	Survey Type: MANUAL
20	NT-03-A-03 B6018 SUTTON ROAD	SEMI DETACHED		NOTTINGHAMSHIRE
	KIRKBY-IN-ASHFIELD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		166	
	Survey date: WEDNESDAY		28/06/06	Survey Type: MANUAL
21	NY-03-A-03 NEW ROW	PRIVATE HOUSING		NORTH YORKSHIRE
	BOROUGHBRIDGE			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:		14	
	Survey date: MONDAY		15/09/08	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

22	NY-03-A-06	BUNGALOWS & SEMI DET.		NORTH YORKSHIRE
	HORSEFAIR			
	BOROUGHBRIDGE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	115		
	Survey date: FRIDAY	14/10/11		Survey Type: MANUAL
23	NY-03-A-07	DETACHED & SEMI DET.		NORTH YORKSHIRE
	CRAVEN WAY			
	BOROUGHBRIDGE			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	23		
	Survey date: TUESDAY	18/10/11		Survey Type: MANUAL
24	NY-03-A-08	TERRACED HOUSES		NORTH YORKSHIRE
	NICHOLAS STREET			
	YORK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	21		
	Survey date: MONDAY	16/09/13		Survey Type: MANUAL
25	NY-03-A-09	MIXED HOUSING		NORTH YORKSHIRE
	GRAMMAR SCHOOL LANE			
	NORTHALLERTON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	52		
	Survey date: MONDAY	16/09/13		Survey Type: MANUAL
26	NY-03-A-10	HOUSES AND FLATS		NORTH YORKSHIRE
	BOROUGHBRIDGE ROAD			
	RIPON			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	71		
	Survey date: TUESDAY	17/09/13		Survey Type: MANUAL
27	NY-03-A-11	PRIVATE HOUSING		NORTH YORKSHIRE
	HORSEFAIR			
	BOROUGHBRIDGE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	23		
	Survey date: WEDNESDAY	18/09/13		Survey Type: MANUAL
28	SC-03-A-04	DETACHED & TERRACED		SURREY
	HIGH ROAD			
	BYFLEET			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	71		
	Survey date: THURSDAY	23/01/14		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

29	SF-03-A-01	SEMI DETACHED		SUFFOLK
	A1156 FELIXSTOWE ROAD			
	RACECOURSE			
	IPSWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		77	
	Survey date:	WEDNESDAY	23/05/07	Survey Type: MANUAL
30	SF-03-A-02	SEMI DET./TERRACED		SUFFOLK
	STOKE PARK DRIVE			
	MAIDENHALL			
	IPSWICH			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		230	
	Survey date:	THURSDAY	24/05/07	Survey Type: MANUAL
31	SF-03-A-03	MIXED HOUSES		SUFFOLK
	BARTON HILL			
	FORNHAM ST MARTIN			
	BURY ST EDMUNDS			
	Edge of Town			
	Out of Town			
	Total Number of dwellings:		101	
	Survey date:	MONDAY	15/05/06	Survey Type: MANUAL
32	SF-03-A-04	DETACHED & BUNGALOWS		SUFFOLK
	NORMANSTON DRIVE			
	LOWESTOFT			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		7	
	Survey date:	TUESDAY	23/10/12	Survey Type: MANUAL
33	SH-03-A-03	DETACHED		SHROPSHIRE
	SOMERBY DRIVE			
	BICTON HEATH			
	SHREWSBURY			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:		10	
	Survey date:	FRIDAY	26/06/09	Survey Type: MANUAL
34	SH-03-A-04	TERRACED		SHROPSHIRE
	ST MICHAEL'S STREET			
	SHREWSBURY			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:		108	
	Survey date:	THURSDAY	11/06/09	Survey Type: MANUAL
35	SH-03-A-05	SEMI-DETACHED/TERRACED		SHROPSHIRE
	SANDCROFT			
	SUTTON HILL			
	TELFORD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		54	
	Survey date:	THURSDAY	24/10/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

36	ST-03-A-05	TERRACED & DETACHED		STAFFORDSHIRE
		WATERMEET GROVE		
		ETRURIA		
		STOKE-ON-TRENT		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total Number of dwellings:	14	
		Survey date: WEDNESDAY	26/11/08	Survey Type: MANUAL
37	SY-03-A-01	SEMI DETACHED HOUSES		SOUTH YORKSHIRE
		A19 BENTLEY ROAD		
		BENTLEY RISE		
		DONCASTER		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total Number of dwellings:	54	
		Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL
38	TW-03-A-02	SEMI-DETACHED		TYNE & WEAR
		WEST PARK ROAD		
		GATESHEAD		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total Number of dwellings:	16	
		Survey date: MONDAY	07/10/13	Survey Type: MANUAL
39	WK-03-A-01	TERRACED/SEMI /DET.		WARWICKSHIRE
		ARLINGTON AVENUE		
		LEAMINGTON SPA		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total Number of dwellings:	6	
		Survey date: FRIDAY	21/10/11	Survey Type: MANUAL
40	WK-03-A-02	BUNGALOWS		WARWICKSHIRE
		NARBERTH WAY		
		POTTERS GREEN		
		COVENTRY		
		Edge of Town		
		Residential Zone		
		Total Number of dwellings:	17	
		Survey date: THURSDAY	17/10/13	Survey Type: MANUAL
41	WL-03-A-01	SEMI D./TERRACED W. BASSETT		WILTSHIRE
		MAPLE DRIVE		
		WOOTTON BASSETT		
		Edge of Town		
		Residential Zone		
		Total Number of dwellings:	99	
		Survey date: MONDAY	02/10/06	Survey Type: MANUAL
42	WM-03-A-01	TERRACED		WEST MIDLANDS
		FOLESHILL ROAD		
		FOLESHILL		
		COVENTRY		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total Number of dwellings:	79	
		Survey date: FRIDAY	03/02/06	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

43	WM-03-A-02 HEATH STREET	DETACHED & SEMI DET.		WEST MIDLANDS
	STOURBRIDGE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 12 Survey date: WEDNESDAY 26/04/06			
44	WM-03-A-03 BASELEY WAY ROWLEYS GREEN COVENTRY	MIXED HOUSING		WEST MIDLANDS
	Edge of Town Residential Zone Total Number of dwellings: 84 Survey date: MONDAY 24/09/07			
45	WO-03-A-02 MEADOWHILL ROAD	SEMI DETACHED		WORCESTERSHIRE
	REDDITCH Edge of Town No Sub Category Total Number of dwellings: 48 Survey date: TUESDAY 02/05/06			
46	WO-03-A-03 BLAKEBROOK BLAKEBROOK KIDDERMINSTER	DETACHED		WORCESTERSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 138 Survey date: FRIDAY 05/05/06			

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.

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES

Ranking Type: ARRIVALS Time Range: 17:00-18:00

15th Percentile = No. 39 SH-03-A-05 Arr: 0.241

85th Percentile = No. 8 LN-03-A-02 Arr: 0.495

Median Values

Arrivals: 0.402

Departures: 0.338

Totals: 0.740

Mean Values

Arrivals: 0.374

Departures: 0.199

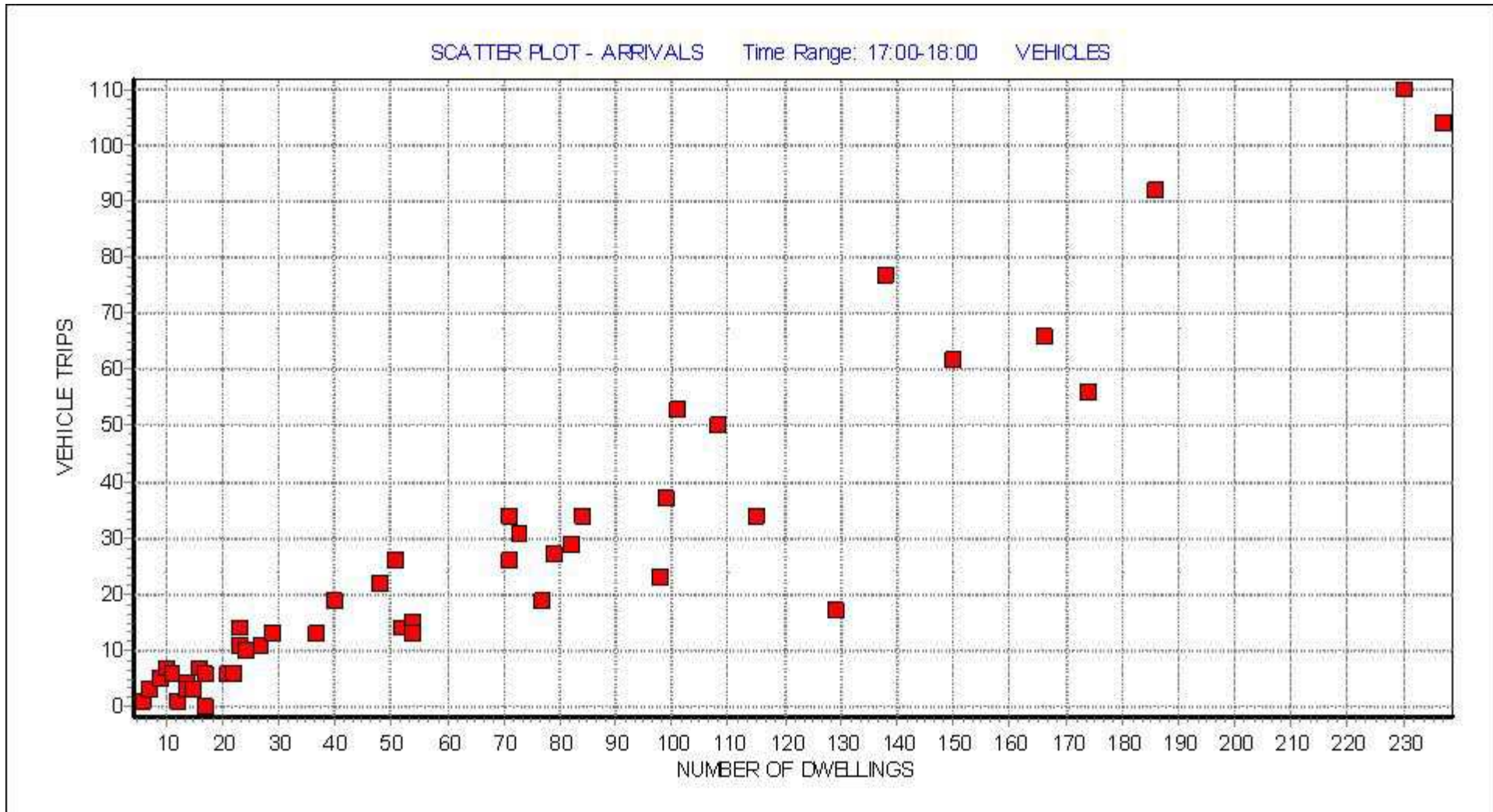
Totals: 0.574

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Arrivals)			Travel Plan
								Arrivals	Departures	Totals	
1	SH-03-A-03	DETACHED	SHREWSBURY	SHROPSHIRE	10	Fri	26/06/09	0.700	0.600	1.300	
2	NY-03-A-11	PRIVATE HOUSIN	BOROUGHBRIDGE	NORTH YORKSHIRE	23	Wed	18/09/13	0.609	0.130	0.739	
3	WO-03-A-03	DETACHED	KIDDERMINSTER	WORCESTERSHIRE	138	Fri	05/05/06	0.558	0.319	0.877	
4	CA-03-A-04	DETACHED	PETERBOROUGH	CAMBRIDGESHIRE	9	Tue	18/10/11	0.556	0.222	0.778	
5	CH-03-A-08	DETACHED	CHESTER	CHESHIRE	11	Tue	22/05/12	0.545	0.273	0.818	
6	SF-03-A-03	MIXED HOUSES	BURY ST EDMUNDS	SUFFOLK	101	Mon	15/05/06	0.525	0.228	0.753	
7	DC-03-A-01	DETACHED	POOLE	DORSET	51	Wed	16/07/08	0.510	0.333	0.843	
8	LN-03-A-02	MIXED HOUSES	LINCOLN	LINCOLNSHIRE	186	Mon	14/05/07	0.495	0.355	0.850	
9	NY-03-A-10	HOUSES AND FLA	RIPON	NORTH YORKSHIRE	71	Tue	17/09/13	0.479	0.099	0.578	
10	NY-03-A-07	DETACHED & SEM	BOROUGHBRIDGE	NORTH YORKSHIRE	23	Tue	18/10/11	0.478	0.261	0.739	
11	SF-03-A-02	SEMI DET./TERR	IPSWICH	SUFFOLK	230	Thu	24/05/07	0.478	0.248	0.726	
12	CB-03-A-03	SEMI DETACHED	WORKINGTON	CUMBRIA	40	Thu	20/11/08	0.475	0.250	0.725	
13	SH-03-A-04	TERRACED	SHREWSBURY	SHROPSHIRE	108	Thu	11/06/09	0.463	0.296	0.759	
14	WO-03-A-02	SEMI DETACHED	REDDITCH	WORCESTERSHIRE	48	Tue	02/05/06	0.458	0.229	0.687	
15	GM-03-A-10	DETACHED/SEMI	MANCHESTER	GREATER MANCHESTER	29	Wed	12/10/11	0.448	0.103	0.551	
16	EX-03-A-01	SEMI-DET.	STANFORD-LE-HOPE	ESSEX	237	Tue	13/05/08	0.439	0.274	0.713	
17	TW-03-A-02	SEMI-DETACHED	GATESHEAD	TYNE & WEAR	16	Mon	07/10/13	0.438	0.063	0.500	
18	SF-03-A-04	DETACHED & BUN	LOWESTOFT	SUFFOLK	7	Tue	23/10/12	0.429	0.143	0.572	
19	CW-03-A-02	SEMI D./DETATC	TRURO	CORNWALL	73	Tue	18/09/07	0.425	0.219	0.644	
20	LC-03-A-30	SEMI-DETACHED	BLACKPOOL	LANCASHIRE	24	Fri	14/06/13	0.417	0.208	0.625	
21	LN-03-A-01	MIXED HOUSES	LINCOLN	LINCOLNSHIRE	150	Tue	15/05/07	0.413	0.213	0.626	
22	NF-03-A-01	SEMI DET. & BU	CAISTER-ON-SEA	NORFOLK	27	Tue	16/10/12	0.407	0.148	0.555	
23	WM-03-A-03	MIXED HOUSING	COVENTRY	WEST MIDLANDS	84	Mon	24/09/07	0.405	0.369	0.774	
24	NT-03-A-03	SEMI DETACHED	KIRKBY-IN-ASHFIELD	NOTTINGHAMSHIRE	166	Wed	28/06/06	0.398	0.307	0.705	
25	WL-03-A-01	SEMI D./TERRAC	WOOTTON BASSETT	WILTSHIRE	99	Mon	02/10/06	0.374	0.141	0.515	
26	SC-03-A-04	DETACHED & TER	BYFLEET	SURREY	71	Thu	23/01/14	0.366	0.099	0.465	
27	CB-03-A-04	SEMI DETACHED	WORKINGTON	CUMBRIA	82	Fri	24/04/09	0.354	0.207	0.561	
28	CH-03-A-05	DETACHED	CREWE	CHESHIRE	17	Tue	14/10/08	0.353	0.412	0.765	
29	ES-03-A-02	PRIVATE HOUSIN	PEACEHAVEN	EAST SUSSEX	37	Fri	18/11/11	0.351	0.000	0.351	Yes
30	WM-03-A-01	TERRACED	COVENTRY	WEST MIDLANDS	79	Fri	03/02/06	0.342	0.203	0.545	
31	CH-03-A-02	HOUSES/FLATS	CREWE	CHESHIRE	174	Tue	14/10/08	0.322	0.236	0.558	
32	NY-03-A-06	BUNGALOWS & SE	BOROUGHBRIDGE	NORTH YORKSHIRE	115	Fri	14/10/11	0.296	0.174	0.470	

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Arrivals)			Travel Plan
								Arrivals	Departures	Totals	
33	ST-03-A-05	TERRACED & DET	STOKE-ON-TRENT	STAFFORDSHIRE	14	Wed	26/11/08	0.286	0.214	0.500	
34	NY-03-A-08	TERRACED HOUSE	YORK	NORTH YORKSHIRE	21	Mon	16/09/13	0.286	0.048	0.334	
35	SY-03-A-01	SEMI DETACHED	DONCASTER	SOUTH YORKSHIRE	54	Wed	18/09/13	0.278	0.056	0.334	
36	LN-03-A-03	SEMI DETACHED	LINCOLN	LINCOLNSHIRE	22	Tue	18/09/12	0.273	0.045	0.318	
37	NY-03-A-09	MIXED HOUSING	NORTHALLERTON	NORTH YORKSHIRE	52	Mon	16/09/13	0.269	0.192	0.461	
38	SF-03-A-01	SEMI DETACHED	IPSWICH	SUFFOLK	77	Wed	23/05/07	0.247	0.169	0.416	
39	SH-03-A-05	SEMI -DETACHED/	TELFORD	SHROPSHIRE	54	Thu	24/10/13	0.241	0.130	0.371	
40	NF-03-A-02	HOUSES & FLATS	NORWICH	NORFOLK	98	Mon	22/10/12	0.235	0.143	0.378	
41	NY-03-A-03	PRIVATE HOUSIN	BOROUGHBRIDGE	NORTH YORKSHIRE	14	Mon	15/09/08	0.214	0.143	0.357	
42	MS-03-A-03	DETACHED	LIVERPOOL	MERSEYSIDE	15	Fri	21/06/13	0.200	0.200	0.400	
43	WK-03-A-01	TERRACED/SEMI/	LEAMINGTON SPA	WARWICKSHIRE	6	Fri	21/10/11	0.167	0.000	0.167	
44	CH-03-A-06	SEMI-DET./BUNG	CREWE	CHESHIRE	129	Tue	14/10/08	0.132	0.140	0.272	
45	WM-03-A-02	DETACHED & SEM	STOURBRIDGE	WEST MIDLANDS	12	Wed	26/04/06	0.083	0.333	0.416	
46	WK-03-A-02	BUNGALOWS	COVENTRY	WARWICKSHIRE	17	Thu	17/10/13	0.000	0.000	0.000	

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.



This graph is a visual representation of the correlation between the selected trip rate calculation parameter and the rank order trip rates generated by each individual survey day in the selected set. The range of the trip rate parameter is shown along the x axis, with the level of trips shown on the y axis. The selected time range used to create the rank order list from which the graph is derived is displayed at the top of the graph (unless the peak period irrespective of time range has been selected). A line of best fit is sometimes displayed in the graph, should it be selected for inclusion by the user.

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	EX ESSEX	1 days
	SC SURREY	1 days
03	SOUTH WEST	
	CW CORNWALL	1 days
	DC DORSET	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	2 days
	SF SUFFOLK	4 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	3 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	3 days
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	2 days
	WM WEST MIDLANDS	3 days
	WO WORCESTERSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	7 days
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	4 days
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	CB CUMBRIA	2 days
	TW TYNE & WEAR	1 days

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

Filtering Stage 2 selection:

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

Parameter: Number of dwellings
 Actual Range: 6 to 237 (units:)
 Range Selected by User: 6 to 4334 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/06 to 23/01/14

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

Selected survey days:

Monday	9 days
Tuesday	14 days
Wednesday	8 days
Thursday	6 days
Friday	9 days

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

Selected survey types:

Manual count	46 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	23
Edge of Town	21

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	38
Out of Town	1
No Sub Category	7

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

Filtering Stage 3 selection:

Use Class:

C3 45 days

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

Filtering Stage 3 selection (Cont.):

Population within 1 mile:

1,001 to 5,000	7 days
5,001 to 10,000	14 days
10,001 to 15,000	4 days
15,001 to 20,000	11 days
20,001 to 25,000	5 days
25,001 to 50,000	5 days

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

Population within 5 miles:

5,001 to 25,000	4 days
25,001 to 50,000	4 days
50,001 to 75,000	2 days
75,001 to 100,000	9 days
100,001 to 125,000	9 days
125,001 to 250,000	8 days
250,001 to 500,000	9 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	14 days
1.1 to 1.5	30 days
1.6 to 2.0	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:

Yes	1 days
No	45 days

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

LIST OF SITES relevant to selection parameters

1	CA-03-A-04	DETACHED		CAMBRIDGESHIRE
	THORPE PARK ROAD			
	PETERBOROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		9	
	Survey date:	TUESDAY	18/10/11	Survey Type: MANUAL
2	CB-03-A-03	SEMI DETACHED		CUMBRIA
	HAWKSHEAD AVENUE			
	WORKINGTON			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		40	
	Survey date:	THURSDAY	20/11/08	Survey Type: MANUAL
3	CB-03-A-04	SEMI DETACHED		CUMBRIA
	MOORCLOSE ROAD			
	SALTERBACK			
	WORKINGTON			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:		82	
	Survey date:	FRIDAY	24/04/09	Survey Type: MANUAL
4	CH-03-A-02	HOUSES/FLATS		CHESHIRE
	SYDNEY ROAD			
	CREWE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		174	
	Survey date:	TUESDAY	14/10/08	Survey Type: MANUAL
5	CH-03-A-05	DETACHED		CHESHIRE
	SYDNEY ROAD			
	SYDNEY			
	CREWE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		17	
	Survey date:	TUESDAY	14/10/08	Survey Type: MANUAL
6	CH-03-A-06	SEMI-DET./BUNGALOWS		CHESHIRE
	CREWE ROAD			
	CREWE			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:		129	
	Survey date:	TUESDAY	14/10/08	Survey Type: MANUAL
7	CH-03-A-08	DETACHED		CHESHIRE
	WHITCHURCH ROAD			
	BOUGHTON HEATH			
	CHESTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		11	
	Survey date:	TUESDAY	22/05/12	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	CW-03-A-02 BOSVEAN GARDENS	SEMI D./DETACHED		CORNWALL
	TRURO			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		73	
	Survey date: TUESDAY		18/09/07	Survey Type: MANUAL
9	DC-03-A-01 ISAACS CLOSE	DETACHED		DORSET
	POOLE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		51	
	Survey date: WEDNESDAY		16/07/08	Survey Type: MANUAL
10	ES-03-A-02 SOUTH COAST ROAD	PRIVATE HOUSING		EAST SUSSEX
	PEACEHAVEN			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		37	
	Survey date: FRIDAY		18/11/11	Survey Type: MANUAL
11	EX-03-A-01 MILTON ROAD	SEMI -DET.		ESSEX
	CORRINGHAM			
	STANFORD-LE-HOPE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		237	
	Survey date: TUESDAY		13/05/08	Survey Type: MANUAL
12	GM-03-A-10 BUTT HILL DRIVE	DETACHED/SEMI		GREATER MANCHESTER
	PRESTWICH			
	MANCHESTER			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		29	
	Survey date: WEDNESDAY		12/10/11	Survey Type: MANUAL
13	LC-03-A-30 WATSON ROAD	SEMI -DETACHED		LANCASHIRE
	BLACKPOOL			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:		24	
	Survey date: FRIDAY		14/06/13	Survey Type: MANUAL
14	LN-03-A-01 BRANT ROAD	MIXED HOUSES		LINCOLNSHIRE
	BRACEBRIDGE			
	LINCOLN			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		150	
	Survey date: TUESDAY		15/05/07	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15	LN-03-A-02 HYKEHAM ROAD	MIXED HOUSES		LINCOLNSHIRE
	LINCOLN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		186	
	Survey date: MONDAY		14/05/07	Survey Type: MANUAL
16	LN-03-A-03 ROOKERY LANE	SEMI DETACHED		LINCOLNSHIRE
	BOULTHAM			
	LINCOLN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		22	
	Survey date: TUESDAY		18/09/12	Survey Type: MANUAL
17	MS-03-A-03 BEMPTON ROAD	DETACHED		MERSEYSIDE
	OTTERSPOOL			
	LIVERPOOL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		15	
	Survey date: FRIDAY		21/06/13	Survey Type: MANUAL
18	NF-03-A-01 YARMOUTH ROAD	SEMI DET. & BUNGALOWS		NORFOLK
	CAISTER-ON-SEA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		27	
	Survey date: TUESDAY		16/10/12	Survey Type: MANUAL
19	NF-03-A-02 DEREHAM ROAD	HOUSES & FLATS		NORFOLK
	NORWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		98	
	Survey date: MONDAY		22/10/12	Survey Type: MANUAL
20	NT-03-A-03 B6018 SUTTON ROAD	SEMI DETACHED		NOTTINGHAMSHIRE
	KIRKBY-IN-ASHFIELD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		166	
	Survey date: WEDNESDAY		28/06/06	Survey Type: MANUAL
21	NY-03-A-03 NEW ROW	PRIVATE HOUSING		NORTH YORKSHIRE
	BOROUGHBRIDGE			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:		14	
	Survey date: MONDAY		15/09/08	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

22	NY-03-A-06	BUNGALOWS & SEMI DET.		NORTH YORKSHIRE
		HORSEFAIR		
		BOROUGHBRIDGE		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total Number of dwellings:	115	
		Survey date: FRIDAY	14/10/11	Survey Type: MANUAL
23	NY-03-A-07	DETACHED & SEMI DET.		NORTH YORKSHIRE
		CRAVEN WAY		
		BOROUGHBRIDGE		
		Edge of Town		
		No Sub Category		
		Total Number of dwellings:	23	
		Survey date: TUESDAY	18/10/11	Survey Type: MANUAL
24	NY-03-A-08	TERRACED HOUSES		NORTH YORKSHIRE
		NICHOLAS STREET		
		YORK		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total Number of dwellings:	21	
		Survey date: MONDAY	16/09/13	Survey Type: MANUAL
25	NY-03-A-09	MIXED HOUSING		NORTH YORKSHIRE
		GRAMMAR SCHOOL LANE		
		NORTHALLERTON		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total Number of dwellings:	52	
		Survey date: MONDAY	16/09/13	Survey Type: MANUAL
26	NY-03-A-10	HOUSES AND FLATS		NORTH YORKSHIRE
		BOROUGHBRIDGE ROAD		
		RIPON		
		Edge of Town		
		No Sub Category		
		Total Number of dwellings:	71	
		Survey date: TUESDAY	17/09/13	Survey Type: MANUAL
27	NY-03-A-11	PRIVATE HOUSING		NORTH YORKSHIRE
		HORSEFAIR		
		BOROUGHBRIDGE		
		Edge of Town		
		Residential Zone		
		Total Number of dwellings:	23	
		Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL
28	SC-03-A-04	DETACHED & TERRACED		SURREY
		HIGH ROAD		
		BYFLEET		
		Edge of Town		
		Residential Zone		
		Total Number of dwellings:	71	
		Survey date: THURSDAY	23/01/14	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

29	SF-03-A-01	SEMI DETACHED		SUFFOLK
	A1156 FELIXSTOWE ROAD			
	RACECOURSE			
	IPSWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		77	
	Survey date:	WEDNESDAY	23/05/07	Survey Type: MANUAL
30	SF-03-A-02	SEMI DET./TERRACED		SUFFOLK
	STOKE PARK DRIVE			
	MAIDENHALL			
	IPSWICH			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		230	
	Survey date:	THURSDAY	24/05/07	Survey Type: MANUAL
31	SF-03-A-03	MIXED HOUSES		SUFFOLK
	BARTON HILL			
	FORNHAM ST MARTIN			
	BURY ST EDMUNDS			
	Edge of Town			
	Out of Town			
	Total Number of dwellings:		101	
	Survey date:	MONDAY	15/05/06	Survey Type: MANUAL
32	SF-03-A-04	DETACHED & BUNGALOWS		SUFFOLK
	NORMANSTON DRIVE			
	LOWESTOFT			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		7	
	Survey date:	TUESDAY	23/10/12	Survey Type: MANUAL
33	SH-03-A-03	DETACHED		SHROPSHIRE
	SOMERBY DRIVE			
	BICTON HEATH			
	SHREWSBURY			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:		10	
	Survey date:	FRIDAY	26/06/09	Survey Type: MANUAL
34	SH-03-A-04	TERRACED		SHROPSHIRE
	ST MICHAEL'S STREET			
	SHREWSBURY			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:		108	
	Survey date:	THURSDAY	11/06/09	Survey Type: MANUAL
35	SH-03-A-05	SEMI-DETACHED/TERRACED		SHROPSHIRE
	SANDCROFT			
	SUTTON HILL			
	TELFORD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		54	
	Survey date:	THURSDAY	24/10/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

36	ST-03-A-05	TERRACED & DETACHED		STAFFORDSHIRE
		WATERMEET GROVE		
		ETRURIA		
		STOKE-ON-TRENT		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total Number of dwellings:	14	
		Survey date: WEDNESDAY	26/11/08	Survey Type: MANUAL
37	SY-03-A-01	SEMI DETACHED HOUSES		SOUTH YORKSHIRE
		A19 BENTLEY ROAD		
		BENTLEY RISE		
		DONCASTER		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total Number of dwellings:	54	
		Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL
38	TW-03-A-02	SEMI-DETACHED		TYNE & WEAR
		WEST PARK ROAD		
		GATESHEAD		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total Number of dwellings:	16	
		Survey date: MONDAY	07/10/13	Survey Type: MANUAL
39	WK-03-A-01	TERRACED/SEMI /DET.		WARWICKSHIRE
		ARLINGTON AVENUE		
		LEAMINGTON SPA		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total Number of dwellings:	6	
		Survey date: FRIDAY	21/10/11	Survey Type: MANUAL
40	WK-03-A-02	BUNGALOWS		WARWICKSHIRE
		NARBERTH WAY		
		POTTERS GREEN		
		COVENTRY		
		Edge of Town		
		Residential Zone		
		Total Number of dwellings:	17	
		Survey date: THURSDAY	17/10/13	Survey Type: MANUAL
41	WL-03-A-01	SEMI D./TERRACED W. BASSETT		WILTSHIRE
		MAPLE DRIVE		
		WOOTTON BASSETT		
		Edge of Town		
		Residential Zone		
		Total Number of dwellings:	99	
		Survey date: MONDAY	02/10/06	Survey Type: MANUAL
42	WM-03-A-01	TERRACED		WEST MIDLANDS
		FOLESHILL ROAD		
		FOLESHILL		
		COVENTRY		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total Number of dwellings:	79	
		Survey date: FRIDAY	03/02/06	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

43	WM-03-A-02 HEATH STREET	DETACHED & SEMI DET.		WEST MIDLANDS
	STOURBRIDGE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		12	
	Survey date: WEDNESDAY		26/04/06	Survey Type: MANUAL
44	WM-03-A-03 BASELEY WAY	MIXED HOUSING		WEST MIDLANDS
	ROWLEYS GREEN			
	COVENTRY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		84	
	Survey date: MONDAY		24/09/07	Survey Type: MANUAL
45	WO-03-A-02 MEADOWHILL ROAD	SEMI DETACHED		WORCESTERSHIRE
	REDDITCH			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:		48	
	Survey date: TUESDAY		02/05/06	Survey Type: MANUAL
46	WO-03-A-03 BLAKEBROOK	DETACHED		WORCESTERSHIRE
	BLAKEBROOK			
	KIDDERMINSTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		138	
	Survey date: FRIDAY		05/05/06	Survey Type: MANUAL

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

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 VEHICLES

Ranking Type: DEPARTURES Time Range: 17:00-18:00

15th Percentile = No. 39 SC-03-A-04 Dep: 0.099

85th Percentile = No. 8 NT-03-A-03 Dep: 0.307

Median Values

Arrivals: 0.348

Departures: 0.205

Totals: 0.553

Mean Values

Arrivals: 0.374

Departures: 0.199

Totals: 0.574

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Departures)			Travel Plan
								Arrivals	Departures	Totals	
1	SH-03-A-03	DETACHED	SHREWSBURY	SHROPSHIRE	10	Fri	26/06/09	0.700	0.600	1.300	
2	CH-03-A-05	DETACHED	CREWE	CHESHIRE	17	Tue	14/10/08	0.353	0.412	0.765	
3	WM-03-A-03	MIXED HOUSING	COVENTRY	WEST MIDLANDS	84	Mon	24/09/07	0.405	0.369	0.774	
4	LN-03-A-02	MIXED HOUSES	LINCOLN	LINCOLNSHIRE	186	Mon	14/05/07	0.495	0.355	0.850	
5	DC-03-A-01	DETACHED	POOLE	DORSET	51	Wed	16/07/08	0.510	0.333	0.843	
6	WM-03-A-02	DETACHED & SEM	STOURBRIDGE	WEST MIDLANDS	12	Wed	26/04/06	0.083	0.333	0.416	
7	WO-03-A-03	DETACHED	KIDDERMINSTER	WORCESTERSHIRE	138	Fri	05/05/06	0.558	0.319	0.877	
8	NT-03-A-03	SEMI DETACHED	KIRKBY-IN-ASHFIELD	NOTTINGHAMSHIRE	166	Wed	28/06/06	0.398	0.307	0.705	
9	SH-03-A-04	TERRACED	SHREWSBURY	SHROPSHIRE	108	Thu	11/06/09	0.463	0.296	0.759	
10	EX-03-A-01	SEMI-DET.	STANFORD-LE-HOPE	ESSEX	237	Tue	13/05/08	0.439	0.274	0.713	
11	CH-03-A-08	DETACHED	CHESTER	CHESHIRE	11	Tue	22/05/12	0.545	0.273	0.818	
12	NY-03-A-07	DETACHED & SEM	BOROUGHBRIDGE	NORTH YORKSHIRE	23	Tue	18/10/11	0.478	0.261	0.739	
13	CB-03-A-03	SEMI DETACHED	WORKINGTON	CUMBRIA	40	Thu	20/11/08	0.475	0.250	0.725	
14	SF-03-A-02	SEMI DET./TERR	IPSWICH	SUFFOLK	230	Thu	24/05/07	0.478	0.248	0.726	
15	CH-03-A-02	HOUSES/FLATS	CREWE	CHESHIRE	174	Tue	14/10/08	0.322	0.236	0.558	
16	WO-03-A-02	SEMI DETACHED	REDDITCH	WORCESTERSHIRE	48	Tue	02/05/06	0.458	0.229	0.687	
17	SF-03-A-03	MIXED HOUSES	BURY ST EDMUNDS	SUFFOLK	101	Mon	15/05/06	0.525	0.228	0.753	
18	CA-03-A-04	DETACHED	PETERBOROUGH	CAMBRIDGESHIRE	9	Tue	18/10/11	0.556	0.222	0.778	
19	CW-03-A-02	SEMI D./DETATC	TRURO	CORNWALL	73	Tue	18/09/07	0.425	0.219	0.644	
20	ST-03-A-05	TERRACED & DET	STOKE-ON-TRENT	STAFFORDSHIRE	14	Wed	26/11/08	0.286	0.214	0.500	
21	LN-03-A-01	MIXED HOUSES	LINCOLN	LINCOLNSHIRE	150	Tue	15/05/07	0.413	0.213	0.626	
22	LC-03-A-30	SEMI-DETACHED	BLACKPOOL	LANCASHIRE	24	Fri	14/06/13	0.417	0.208	0.625	
23	CB-03-A-04	SEMI DETACHED	WORKINGTON	CUMBRIA	82	Fri	24/04/09	0.354	0.207	0.561	
24	WM-03-A-01	TERRACED	COVENTRY	WEST MIDLANDS	79	Fri	03/02/06	0.342	0.203	0.545	
25	MS-03-A-03	DETACHED	LIVERPOOL	MERSEYSIDE	15	Fri	21/06/13	0.200	0.200	0.400	
26	NY-03-A-09	MIXED HOUSING	NORTHALLERTON	NORTH YORKSHIRE	52	Mon	16/09/13	0.269	0.192	0.461	
27	NY-03-A-06	BUNGALOWS & SE	BOROUGHBRIDGE	NORTH YORKSHIRE	115	Fri	14/10/11	0.296	0.174	0.470	
28	SF-03-A-01	SEMI DETACHED	IPSWICH	SUFFOLK	77	Wed	23/05/07	0.247	0.169	0.416	
29	NF-03-A-01	SEMI DET. & BU	CAISTER-ON-SEA	NORFOLK	27	Tue	16/10/12	0.407	0.148	0.555	
30	SF-03-A-04	DETACHED & BUN	LOWESTOFT	SUFFOLK	7	Tue	23/10/12	0.429	0.143	0.572	
31	NF-03-A-02	HOUSES & FLATS	NORWICH	NORFOLK	98	Mon	22/10/12	0.235	0.143	0.378	
32	NY-03-A-03	PRIVATE HOUSIN	BOROUGHBRIDGE	NORTH YORKSHIRE	14	Mon	15/09/08	0.214	0.143	0.357	

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Departures)			Travel Plan
								Arrivals	Departures	Totals	
33	WL-03-A-01	SEMI D./TERRAC	WOOTTON BASSETT	WILTSHIRE	99	Mon	02/10/06	0.374	0.141	0.515	
34	CH-03-A-06	SEMI-DET./BUNG	CREWE	CHESHIRE	129	Tue	14/10/08	0.132	0.140	0.272	
35	NY-03-A-11	PRIVATE HOUSIN	BOROUGHBRIDGE	NORTH YORKSHIRE	23	Wed	18/09/13	0.609	0.130	0.739	
36	SH-03-A-05	SEMI-DETACHED/	TELFORD	SHROPSHIRE	54	Thu	24/10/13	0.241	0.130	0.371	
37	GM-03-A-10	DETACHED/SEMI	MANCHESTER	GREATER MANCHESTER	29	Wed	12/10/11	0.448	0.103	0.551	
38	NY-03-A-10	HOUSES AND FLA	RIPON	NORTH YORKSHIRE	71	Tue	17/09/13	0.479	0.099	0.578	
39	SC-03-A-04	DETACHED & TER	BYFLEET	SURREY	71	Thu	23/01/14	0.366	0.099	0.465	
40	TW-03-A-02	SEMI-DETACHED	GATESHEAD	TYNE & WEAR	16	Mon	07/10/13	0.438	0.063	0.500	
41	SY-03-A-01	SEMI DETACHED	DONCASTER	SOUTH YORKSHIRE	54	Wed	18/09/13	0.278	0.056	0.334	
42	NY-03-A-08	TERRACED HOUSE	YORK	NORTH YORKSHIRE	21	Mon	16/09/13	0.286	0.048	0.334	
43	LN-03-A-03	SEMI DETACHED	LINCOLN	LINCOLNSHIRE	22	Tue	18/09/12	0.273	0.045	0.318	
44	ES-03-A-02	PRIVATE HOUSIN	PEACEHAVEN	EAST SUSSEX	37	Fri	18/11/11	0.351	0.000	0.351	Yes
45	WK-03-A-01	TERRACED/SEMI/	LEAMINGTON SPA	WARWICKSHIRE	6	Fri	21/10/11	0.167	0.000	0.167	
46	WK-03-A-02	BUNGALOWS	COVENTRY	WARWICKSHIRE	17	Thu	17/10/13	0.000	0.000	0.000	

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

Calculation Reference: AUDIT-355901-160321-0351

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL VEHICLES

Selected regions and areas:

03 SOUTH WEST	
DC DORSET	1 days
06 WEST MIDLANDS	
WK WARWICKSHIRE	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
WY WEST YORKSHIRE	1 days

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

Filtering Stage 2 selection:

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

Parameter: Number of residents
Actual Range: 32 to 58 (units:)
Range Selected by User: 17 to 180 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/07 to 24/10/13

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	1 days
Wednesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
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This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	3
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This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:

C2 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®.

Population within 1 mile:

5,001 to 10,000 1 days
20,001 to 25,000 1 days
25,001 to 50,000 1 days

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

Population within 5 miles:

75,001 to 100,000 1 days
250,001 to 500,000 1 days
500,001 or More 1 days

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

Car ownership within 5 miles:

0.6 to 1.0 2 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 3 days

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

LIST OF SITES relevant to selection parameters

1	DC-05-F-02	NURSING HOME		DORSET
	WHARNCLIFFE ROAD			
	BOSCOMBE			
	BOURNEMOUTH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:	43		
	Survey date: WEDNESDAY	16/07/08		Survey Type: MANUAL
2	WK-05-F-01	NURSING HOME		WARWICKSHIRE
	CLARENDON SQUARE			
	LEAMINGTON SPA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:	32		
	Survey date: THURSDAY	25/10/12		Survey Type: MANUAL
3	WY-05-F-01	NURSING HOME		WEST YORKSHIRE
	CLIFF ROAD			
	HYDE PARK			
	LEEDS			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:	58		
	Survey date: TUESDAY	15/06/10		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 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	44	0.075	3	44	0.083	3	44	0.158
08:00 - 09:00	3	44	0.068	3	44	0.068	3	44	0.136
09:00 - 10:00	3	44	0.090	3	44	0.038	3	44	0.128
10:00 - 11:00	3	44	0.083	3	44	0.090	3	44	0.173
11:00 - 12:00	3	44	0.098	3	44	0.113	3	44	0.211
12:00 - 13:00	3	44	0.060	3	44	0.060	3	44	0.120
13:00 - 14:00	3	44	0.105	3	44	0.068	3	44	0.173
14:00 - 15:00	3	44	0.068	3	44	0.075	3	44	0.143
15:00 - 16:00	3	44	0.053	3	44	0.075	3	44	0.128
16:00 - 17:00	3	44	0.068	3	44	0.053	3	44	0.121
17:00 - 18:00	3	44	0.083	3	44	0.113	3	44	0.196
18:00 - 19:00	3	44	0.098	3	44	0.105	3	44	0.203
19:00 - 20:00	3	44	0.053	3	44	0.068	3	44	0.121
20:00 - 21:00	2	45	0.011	2	45	0.044	2	45	0.055
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.013			1.053			2.066

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: 32 - 58 (units:)
 Survey date date range: 01/01/07 - 24/10/13
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 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 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL TAXIS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	44	0.000	3	44	0.000	3	44	0.000
08:00 - 09:00	3	44	0.000	3	44	0.000	3	44	0.000
09:00 - 10:00	3	44	0.000	3	44	0.000	3	44	0.000
10:00 - 11:00	3	44	0.000	3	44	0.000	3	44	0.000
11:00 - 12:00	3	44	0.008	3	44	0.008	3	44	0.016
12:00 - 13:00	3	44	0.008	3	44	0.008	3	44	0.016
13:00 - 14:00	3	44	0.015	3	44	0.015	3	44	0.030
14:00 - 15:00	3	44	0.008	3	44	0.008	3	44	0.016
15:00 - 16:00	3	44	0.008	3	44	0.008	3	44	0.016
16:00 - 17:00	3	44	0.008	3	44	0.008	3	44	0.016
17:00 - 18:00	3	44	0.000	3	44	0.000	3	44	0.000
18:00 - 19:00	3	44	0.008	3	44	0.008	3	44	0.016
19:00 - 20:00	3	44	0.008	3	44	0.008	3	44	0.016
20:00 - 21:00	2	45	0.000	2	45	0.000	2	45	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.071			0.071			0.142

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: 32 - 58 (units:)
 Survey date date range: 01/01/07 - 24/10/13
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 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 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL OGVS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	44	0.015	3	44	0.015	3	44	0.030
08:00 - 09:00	3	44	0.000	3	44	0.000	3	44	0.000
09:00 - 10:00	3	44	0.000	3	44	0.000	3	44	0.000
10:00 - 11:00	3	44	0.023	3	44	0.008	3	44	0.031
11:00 - 12:00	3	44	0.015	3	44	0.023	3	44	0.038
12:00 - 13:00	3	44	0.000	3	44	0.008	3	44	0.008
13:00 - 14:00	3	44	0.000	3	44	0.000	3	44	0.000
14:00 - 15:00	3	44	0.000	3	44	0.000	3	44	0.000
15:00 - 16:00	3	44	0.000	3	44	0.000	3	44	0.000
16:00 - 17:00	3	44	0.000	3	44	0.000	3	44	0.000
17:00 - 18:00	3	44	0.000	3	44	0.000	3	44	0.000
18:00 - 19:00	3	44	0.000	3	44	0.000	3	44	0.000
19:00 - 20:00	3	44	0.000	3	44	0.000	3	44	0.000
20:00 - 21:00	2	45	0.000	2	45	0.000	2	45	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.053			0.054			0.107

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: 32 - 58 (units:)
 Survey date date range: 01/01/07 - 24/10/13
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 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 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL PSVS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	44	0.000	3	44	0.000	3	44	0.000
08:00 - 09:00	3	44	0.000	3	44	0.008	3	44	0.008
09:00 - 10:00	3	44	0.000	3	44	0.000	3	44	0.000
10:00 - 11:00	3	44	0.000	3	44	0.000	3	44	0.000
11:00 - 12:00	3	44	0.000	3	44	0.000	3	44	0.000
12:00 - 13:00	3	44	0.000	3	44	0.000	3	44	0.000
13:00 - 14:00	3	44	0.000	3	44	0.000	3	44	0.000
14:00 - 15:00	3	44	0.008	3	44	0.000	3	44	0.008
15:00 - 16:00	3	44	0.000	3	44	0.008	3	44	0.008
16:00 - 17:00	3	44	0.000	3	44	0.000	3	44	0.000
17:00 - 18:00	3	44	0.000	3	44	0.000	3	44	0.000
18:00 - 19:00	3	44	0.000	3	44	0.000	3	44	0.000
19:00 - 20:00	3	44	0.000	3	44	0.000	3	44	0.000
20:00 - 21:00	2	45	0.000	2	45	0.000	2	45	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.016			0.024

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: 32 - 58 (units:)
 Survey date date range: 01/01/07 - 24/10/13
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 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 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL CYCLISTS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	44	0.000	3	44	0.000	3	44	0.000
08:00 - 09:00	3	44	0.008	3	44	0.008	3	44	0.016
09:00 - 10:00	3	44	0.008	3	44	0.008	3	44	0.016
10:00 - 11:00	3	44	0.000	3	44	0.000	3	44	0.000
11:00 - 12:00	3	44	0.000	3	44	0.000	3	44	0.000
12:00 - 13:00	3	44	0.000	3	44	0.000	3	44	0.000
13:00 - 14:00	3	44	0.000	3	44	0.000	3	44	0.000
14:00 - 15:00	3	44	0.000	3	44	0.000	3	44	0.000
15:00 - 16:00	3	44	0.023	3	44	0.023	3	44	0.046
16:00 - 17:00	3	44	0.000	3	44	0.000	3	44	0.000
17:00 - 18:00	3	44	0.030	3	44	0.023	3	44	0.053
18:00 - 19:00	3	44	0.000	3	44	0.000	3	44	0.000
19:00 - 20:00	3	44	0.000	3	44	0.000	3	44	0.000
20:00 - 21:00	2	45	0.000	2	45	0.000	2	45	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.069			0.062			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.

Parameter summary

Trip rate parameter range selected: 32 - 58 (units:)
 Survey date date range: 01/01/07 - 24/10/13
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 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 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	44	0.090	3	44	0.083	3	44	0.173
08:00 - 09:00	3	44	0.098	3	44	0.083	3	44	0.181
09:00 - 10:00	3	44	0.090	3	44	0.045	3	44	0.135
10:00 - 11:00	3	44	0.113	3	44	0.128	3	44	0.241
11:00 - 12:00	3	44	0.120	3	44	0.143	3	44	0.263
12:00 - 13:00	3	44	0.053	3	44	0.045	3	44	0.098
13:00 - 14:00	3	44	0.135	3	44	0.068	3	44	0.203
14:00 - 15:00	3	44	0.083	3	44	0.090	3	44	0.173
15:00 - 16:00	3	44	0.060	3	44	0.098	3	44	0.158
16:00 - 17:00	3	44	0.068	3	44	0.083	3	44	0.151
17:00 - 18:00	3	44	0.083	3	44	0.150	3	44	0.233
18:00 - 19:00	3	44	0.135	3	44	0.135	3	44	0.270
19:00 - 20:00	3	44	0.060	3	44	0.083	3	44	0.143
20:00 - 21:00	2	45	0.022	2	45	0.056	2	45	0.078
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1,210			1,290			2,500

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.

Parameter summary

Trip rate parameter range selected: 32 - 58 (units:)
 Survey date date range: 01/01/07 - 24/10/13
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 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 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	44	0.060	3	44	0.023	3	44	0.083
08:00 - 09:00	3	44	0.030	3	44	0.023	3	44	0.053
09:00 - 10:00	3	44	0.038	3	44	0.015	3	44	0.053
10:00 - 11:00	3	44	0.053	3	44	0.030	3	44	0.083
11:00 - 12:00	3	44	0.030	3	44	0.045	3	44	0.075
12:00 - 13:00	3	44	0.038	3	44	0.068	3	44	0.106
13:00 - 14:00	3	44	0.023	3	44	0.023	3	44	0.046
14:00 - 15:00	3	44	0.023	3	44	0.023	3	44	0.046
15:00 - 16:00	3	44	0.015	3	44	0.045	3	44	0.060
16:00 - 17:00	3	44	0.015	3	44	0.038	3	44	0.053
17:00 - 18:00	3	44	0.000	3	44	0.015	3	44	0.015
18:00 - 19:00	3	44	0.023	3	44	0.000	3	44	0.023
19:00 - 20:00	3	44	0.023	3	44	0.045	3	44	0.068
20:00 - 21:00	2	45	0.000	2	45	0.022	2	45	0.022
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.371			0.415			0.786

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: 32 - 58 (units:)
 Survey date date range: 01/01/07 - 24/10/13
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 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 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	44	0.038	3	44	0.000	3	44	0.038
08:00 - 09:00	3	44	0.015	3	44	0.030	3	44	0.045
09:00 - 10:00	3	44	0.000	3	44	0.000	3	44	0.000
10:00 - 11:00	3	44	0.008	3	44	0.000	3	44	0.008
11:00 - 12:00	3	44	0.015	3	44	0.000	3	44	0.015
12:00 - 13:00	3	44	0.000	3	44	0.008	3	44	0.008
13:00 - 14:00	3	44	0.008	3	44	0.000	3	44	0.008
14:00 - 15:00	3	44	0.015	3	44	0.030	3	44	0.045
15:00 - 16:00	3	44	0.000	3	44	0.008	3	44	0.008
16:00 - 17:00	3	44	0.000	3	44	0.008	3	44	0.008
17:00 - 18:00	3	44	0.008	3	44	0.000	3	44	0.008
18:00 - 19:00	3	44	0.000	3	44	0.000	3	44	0.000
19:00 - 20:00	3	44	0.030	3	44	0.000	3	44	0.030
20:00 - 21:00	2	45	0.011	2	45	0.022	2	45	0.033
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.148			0.106			0.254

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: 32 - 58 (units:)
 Survey date date range: 01/01/07 - 24/10/13
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 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 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	44	0.000	3	44	0.000	3	44	0.000
08:00 - 09:00	3	44	0.000	3	44	0.000	3	44	0.000
09:00 - 10:00	3	44	0.000	3	44	0.000	3	44	0.000
10:00 - 11:00	3	44	0.000	3	44	0.000	3	44	0.000
11:00 - 12:00	3	44	0.000	3	44	0.000	3	44	0.000
12:00 - 13:00	3	44	0.000	3	44	0.000	3	44	0.000
13:00 - 14:00	3	44	0.000	3	44	0.000	3	44	0.000
14:00 - 15:00	3	44	0.000	3	44	0.000	3	44	0.000
15:00 - 16:00	3	44	0.000	3	44	0.000	3	44	0.000
16:00 - 17:00	3	44	0.000	3	44	0.000	3	44	0.000
17:00 - 18:00	3	44	0.000	3	44	0.000	3	44	0.000
18:00 - 19:00	3	44	0.000	3	44	0.000	3	44	0.000
19:00 - 20:00	3	44	0.000	3	44	0.000	3	44	0.000
20:00 - 21:00	2	45	0.000	2	45	0.000	2	45	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected: 32 - 58 (units:)
 Survey date date range: 01/01/07 - 24/10/13
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 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 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL COACH PASSENGERS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	44	0.000	3	44	0.000	3	44	0.000
08:00 - 09:00	3	44	0.000	3	44	0.000	3	44	0.000
09:00 - 10:00	3	44	0.000	3	44	0.000	3	44	0.000
10:00 - 11:00	3	44	0.000	3	44	0.000	3	44	0.000
11:00 - 12:00	3	44	0.000	3	44	0.000	3	44	0.000
12:00 - 13:00	3	44	0.000	3	44	0.000	3	44	0.000
13:00 - 14:00	3	44	0.000	3	44	0.000	3	44	0.000
14:00 - 15:00	3	44	0.000	3	44	0.000	3	44	0.000
15:00 - 16:00	3	44	0.000	3	44	0.000	3	44	0.000
16:00 - 17:00	3	44	0.000	3	44	0.000	3	44	0.000
17:00 - 18:00	3	44	0.000	3	44	0.000	3	44	0.000
18:00 - 19:00	3	44	0.000	3	44	0.000	3	44	0.000
19:00 - 20:00	3	44	0.000	3	44	0.000	3	44	0.000
20:00 - 21:00	2	45	0.000	2	45	0.000	2	45	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected: 32 - 58 (units:)
 Survey date date range: 01/01/07 - 24/10/13
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 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 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	44	0.038	3	44	0.000	3	44	0.038
08:00 - 09:00	3	44	0.015	3	44	0.030	3	44	0.045
09:00 - 10:00	3	44	0.000	3	44	0.000	3	44	0.000
10:00 - 11:00	3	44	0.008	3	44	0.000	3	44	0.008
11:00 - 12:00	3	44	0.015	3	44	0.000	3	44	0.015
12:00 - 13:00	3	44	0.000	3	44	0.008	3	44	0.008
13:00 - 14:00	3	44	0.008	3	44	0.000	3	44	0.008
14:00 - 15:00	3	44	0.015	3	44	0.030	3	44	0.045
15:00 - 16:00	3	44	0.000	3	44	0.008	3	44	0.008
16:00 - 17:00	3	44	0.000	3	44	0.008	3	44	0.008
17:00 - 18:00	3	44	0.008	3	44	0.000	3	44	0.008
18:00 - 19:00	3	44	0.000	3	44	0.000	3	44	0.000
19:00 - 20:00	3	44	0.030	3	44	0.000	3	44	0.030
20:00 - 21:00	2	45	0.011	2	45	0.022	2	45	0.033
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.148			0.106			0.254

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: 32 - 58 (units:)
 Survey date date range: 01/01/07 - 24/10/13
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 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 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	44	0.188	3	44	0.105	3	44	0.293
08:00 - 09:00	3	44	0.150	3	44	0.143	3	44	0.293
09:00 - 10:00	3	44	0.135	3	44	0.068	3	44	0.203
10:00 - 11:00	3	44	0.173	3	44	0.158	3	44	0.331
11:00 - 12:00	3	44	0.165	3	44	0.188	3	44	0.353
12:00 - 13:00	3	44	0.090	3	44	0.120	3	44	0.210
13:00 - 14:00	3	44	0.165	3	44	0.090	3	44	0.255
14:00 - 15:00	3	44	0.120	3	44	0.143	3	44	0.263
15:00 - 16:00	3	44	0.098	3	44	0.173	3	44	0.271
16:00 - 17:00	3	44	0.083	3	44	0.128	3	44	0.211
17:00 - 18:00	3	44	0.120	3	44	0.188	3	44	0.308
18:00 - 19:00	3	44	0.158	3	44	0.135	3	44	0.293
19:00 - 20:00	3	44	0.113	3	44	0.128	3	44	0.241
20:00 - 21:00	2	45	0.033	2	45	0.100	2	45	0.133
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1,791			1,867			3,658

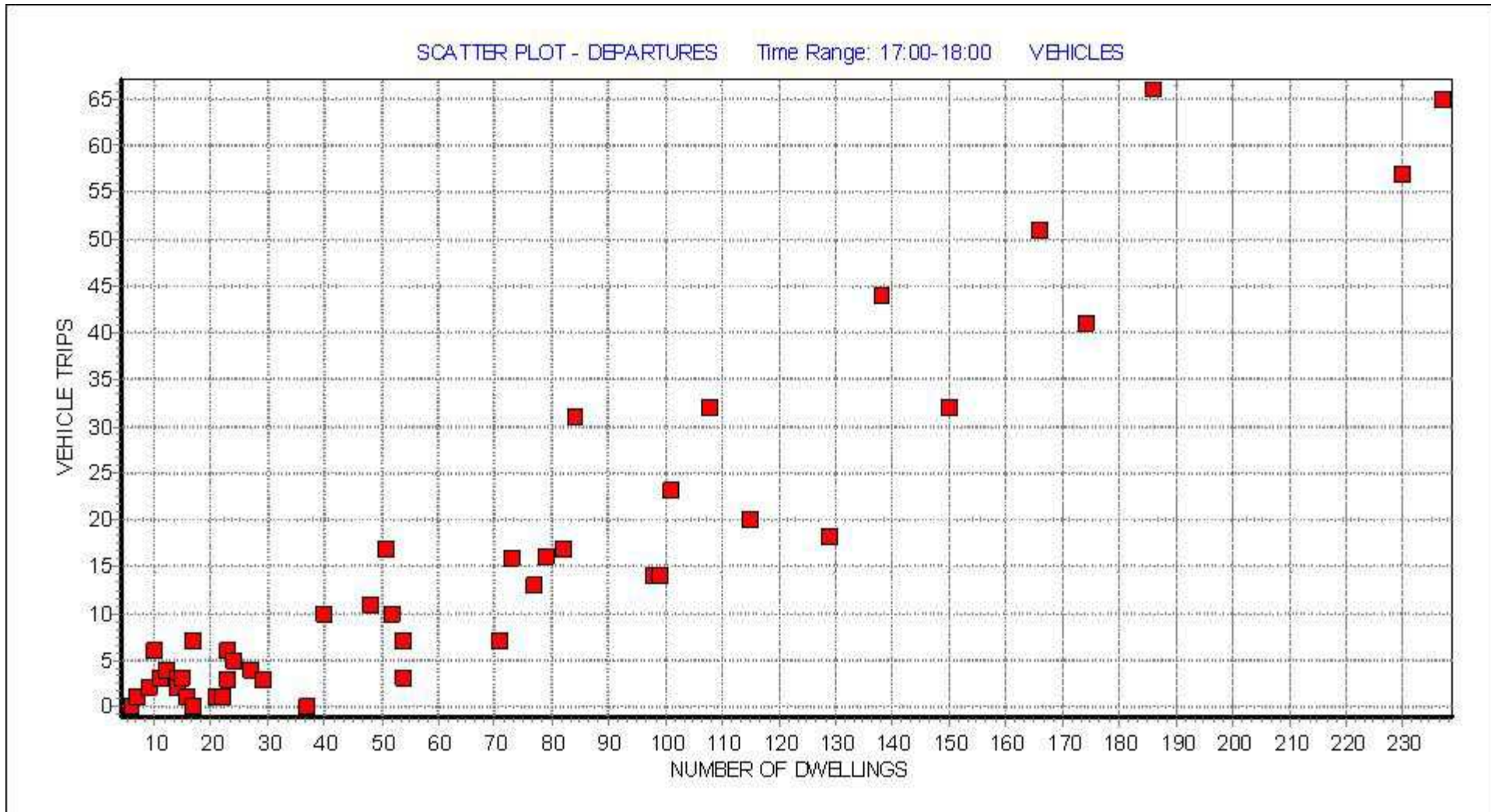
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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: 32 - 58 (units:)
 Survey date date range: 01/01/07 - 24/10/13
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 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.



This graph is a visual representation of the correlation between the selected trip rate calculation parameter and the rank order trip rates generated by each individual survey day in the selected set. The range of the trip rate parameter is shown along the x axis, with the level of trips shown on the y axis. The selected time range used to create the rank order list from which the graph is derived is displayed at the top of the graph (unless the peak period irrespective of time range has been selected). A line of best fit is sometimes displayed in the graph, should it be selected for inclusion by the user.

Calculation Reference: AUDIT-355901-160321-0351

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL VEHICLES

Selected regions and areas:

03 SOUTH WEST	
DC DORSET	1 days
06 WEST MIDLANDS	
WK WARWICKSHIRE	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
WY WEST YORKSHIRE	1 days

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

Filtering Stage 2 selection:

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

Parameter: Number of residents
Actual Range: 32 to 58 (units:)
Range Selected by User: 17 to 180 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/07 to 24/10/13

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	1 days
Wednesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
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This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	3
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This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:

C2 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®.

Population within 1 mile:

5,001 to 10,000 1 days
20,001 to 25,000 1 days
25,001 to 50,000 1 days

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

Population within 5 miles:

75,001 to 100,000 1 days
250,001 to 500,000 1 days
500,001 or More 1 days

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

Car ownership within 5 miles:

0.6 to 1.0 2 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 3 days

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

LIST OF SITES relevant to selection parameters

1	DC-05-F-02	NURSING HOME		DORSET
	WHARNCLIFFE ROAD			
	BOSCOMBE			
	BOURNEMOUTH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:	43		
	Survey date: WEDNESDAY	16/07/08		Survey Type: MANUAL
2	WK-05-F-01	NURSING HOME		WARWICKSHIRE
	CLARENDON SQUARE			
	LEAMINGTON SPA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:	32		
	Survey date: THURSDAY	25/10/12		Survey Type: MANUAL
3	WY-05-F-01	NURSING HOME		WEST YORKSHIRE
	CLIFF ROAD			
	HYDE PARK			
	LEEDS			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:	58		
	Survey date: TUESDAY	15/06/10		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 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	44	0.075	3	44	0.083	3	44	0.158
08:00 - 09:00	3	44	0.068	3	44	0.068	3	44	0.136
09:00 - 10:00	3	44	0.090	3	44	0.038	3	44	0.128
10:00 - 11:00	3	44	0.083	3	44	0.090	3	44	0.173
11:00 - 12:00	3	44	0.098	3	44	0.113	3	44	0.211
12:00 - 13:00	3	44	0.060	3	44	0.060	3	44	0.120
13:00 - 14:00	3	44	0.105	3	44	0.068	3	44	0.173
14:00 - 15:00	3	44	0.068	3	44	0.075	3	44	0.143
15:00 - 16:00	3	44	0.053	3	44	0.075	3	44	0.128
16:00 - 17:00	3	44	0.068	3	44	0.053	3	44	0.121
17:00 - 18:00	3	44	0.083	3	44	0.113	3	44	0.196
18:00 - 19:00	3	44	0.098	3	44	0.105	3	44	0.203
19:00 - 20:00	3	44	0.053	3	44	0.068	3	44	0.121
20:00 - 21:00	2	45	0.011	2	45	0.044	2	45	0.055
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.013			1.053			2.066

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: 32 - 58 (units:)
 Survey date date range: 01/01/07 - 24/10/13
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 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 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL TAXIS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	44	0.000	3	44	0.000	3	44	0.000
08:00 - 09:00	3	44	0.000	3	44	0.000	3	44	0.000
09:00 - 10:00	3	44	0.000	3	44	0.000	3	44	0.000
10:00 - 11:00	3	44	0.000	3	44	0.000	3	44	0.000
11:00 - 12:00	3	44	0.008	3	44	0.008	3	44	0.016
12:00 - 13:00	3	44	0.008	3	44	0.008	3	44	0.016
13:00 - 14:00	3	44	0.015	3	44	0.015	3	44	0.030
14:00 - 15:00	3	44	0.008	3	44	0.008	3	44	0.016
15:00 - 16:00	3	44	0.008	3	44	0.008	3	44	0.016
16:00 - 17:00	3	44	0.008	3	44	0.008	3	44	0.016
17:00 - 18:00	3	44	0.000	3	44	0.000	3	44	0.000
18:00 - 19:00	3	44	0.008	3	44	0.008	3	44	0.016
19:00 - 20:00	3	44	0.008	3	44	0.008	3	44	0.016
20:00 - 21:00	2	45	0.000	2	45	0.000	2	45	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.071			0.071			0.142

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: 32 - 58 (units:)
 Survey date date range: 01/01/07 - 24/10/13
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 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 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL OGVS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	44	0.015	3	44	0.015	3	44	0.030
08:00 - 09:00	3	44	0.000	3	44	0.000	3	44	0.000
09:00 - 10:00	3	44	0.000	3	44	0.000	3	44	0.000
10:00 - 11:00	3	44	0.023	3	44	0.008	3	44	0.031
11:00 - 12:00	3	44	0.015	3	44	0.023	3	44	0.038
12:00 - 13:00	3	44	0.000	3	44	0.008	3	44	0.008
13:00 - 14:00	3	44	0.000	3	44	0.000	3	44	0.000
14:00 - 15:00	3	44	0.000	3	44	0.000	3	44	0.000
15:00 - 16:00	3	44	0.000	3	44	0.000	3	44	0.000
16:00 - 17:00	3	44	0.000	3	44	0.000	3	44	0.000
17:00 - 18:00	3	44	0.000	3	44	0.000	3	44	0.000
18:00 - 19:00	3	44	0.000	3	44	0.000	3	44	0.000
19:00 - 20:00	3	44	0.000	3	44	0.000	3	44	0.000
20:00 - 21:00	2	45	0.000	2	45	0.000	2	45	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.053			0.054			0.107

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: 32 - 58 (units:)
 Survey date date range: 01/01/07 - 24/10/13
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 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 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL PSVS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	44	0.000	3	44	0.000	3	44	0.000
08:00 - 09:00	3	44	0.000	3	44	0.008	3	44	0.008
09:00 - 10:00	3	44	0.000	3	44	0.000	3	44	0.000
10:00 - 11:00	3	44	0.000	3	44	0.000	3	44	0.000
11:00 - 12:00	3	44	0.000	3	44	0.000	3	44	0.000
12:00 - 13:00	3	44	0.000	3	44	0.000	3	44	0.000
13:00 - 14:00	3	44	0.000	3	44	0.000	3	44	0.000
14:00 - 15:00	3	44	0.008	3	44	0.000	3	44	0.008
15:00 - 16:00	3	44	0.000	3	44	0.008	3	44	0.008
16:00 - 17:00	3	44	0.000	3	44	0.000	3	44	0.000
17:00 - 18:00	3	44	0.000	3	44	0.000	3	44	0.000
18:00 - 19:00	3	44	0.000	3	44	0.000	3	44	0.000
19:00 - 20:00	3	44	0.000	3	44	0.000	3	44	0.000
20:00 - 21:00	2	45	0.000	2	45	0.000	2	45	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.016			0.024

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: 32 - 58 (units:)
 Survey date date range: 01/01/07 - 24/10/13
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 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 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL CYCLISTS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	44	0.000	3	44	0.000	3	44	0.000
08:00 - 09:00	3	44	0.008	3	44	0.008	3	44	0.016
09:00 - 10:00	3	44	0.008	3	44	0.008	3	44	0.016
10:00 - 11:00	3	44	0.000	3	44	0.000	3	44	0.000
11:00 - 12:00	3	44	0.000	3	44	0.000	3	44	0.000
12:00 - 13:00	3	44	0.000	3	44	0.000	3	44	0.000
13:00 - 14:00	3	44	0.000	3	44	0.000	3	44	0.000
14:00 - 15:00	3	44	0.000	3	44	0.000	3	44	0.000
15:00 - 16:00	3	44	0.023	3	44	0.023	3	44	0.046
16:00 - 17:00	3	44	0.000	3	44	0.000	3	44	0.000
17:00 - 18:00	3	44	0.030	3	44	0.023	3	44	0.053
18:00 - 19:00	3	44	0.000	3	44	0.000	3	44	0.000
19:00 - 20:00	3	44	0.000	3	44	0.000	3	44	0.000
20:00 - 21:00	2	45	0.000	2	45	0.000	2	45	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.069			0.062			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.

Parameter summary

Trip rate parameter range selected: 32 - 58 (units:)
 Survey date date range: 01/01/07 - 24/10/13
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 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 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	44	0.090	3	44	0.083	3	44	0.173
08:00 - 09:00	3	44	0.098	3	44	0.083	3	44	0.181
09:00 - 10:00	3	44	0.090	3	44	0.045	3	44	0.135
10:00 - 11:00	3	44	0.113	3	44	0.128	3	44	0.241
11:00 - 12:00	3	44	0.120	3	44	0.143	3	44	0.263
12:00 - 13:00	3	44	0.053	3	44	0.045	3	44	0.098
13:00 - 14:00	3	44	0.135	3	44	0.068	3	44	0.203
14:00 - 15:00	3	44	0.083	3	44	0.090	3	44	0.173
15:00 - 16:00	3	44	0.060	3	44	0.098	3	44	0.158
16:00 - 17:00	3	44	0.068	3	44	0.083	3	44	0.151
17:00 - 18:00	3	44	0.083	3	44	0.150	3	44	0.233
18:00 - 19:00	3	44	0.135	3	44	0.135	3	44	0.270
19:00 - 20:00	3	44	0.060	3	44	0.083	3	44	0.143
20:00 - 21:00	2	45	0.022	2	45	0.056	2	45	0.078
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1,210			1,290			2,500

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.

Parameter summary

Trip rate parameter range selected: 32 - 58 (units:)
 Survey date date range: 01/01/07 - 24/10/13
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 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 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	44	0.060	3	44	0.023	3	44	0.083
08:00 - 09:00	3	44	0.030	3	44	0.023	3	44	0.053
09:00 - 10:00	3	44	0.038	3	44	0.015	3	44	0.053
10:00 - 11:00	3	44	0.053	3	44	0.030	3	44	0.083
11:00 - 12:00	3	44	0.030	3	44	0.045	3	44	0.075
12:00 - 13:00	3	44	0.038	3	44	0.068	3	44	0.106
13:00 - 14:00	3	44	0.023	3	44	0.023	3	44	0.046
14:00 - 15:00	3	44	0.023	3	44	0.023	3	44	0.046
15:00 - 16:00	3	44	0.015	3	44	0.045	3	44	0.060
16:00 - 17:00	3	44	0.015	3	44	0.038	3	44	0.053
17:00 - 18:00	3	44	0.000	3	44	0.015	3	44	0.015
18:00 - 19:00	3	44	0.023	3	44	0.000	3	44	0.023
19:00 - 20:00	3	44	0.023	3	44	0.045	3	44	0.068
20:00 - 21:00	2	45	0.000	2	45	0.022	2	45	0.022
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.371			0.415			0.786

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: 32 - 58 (units:)
 Survey date date range: 01/01/07 - 24/10/13
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 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 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	44	0.038	3	44	0.000	3	44	0.038
08:00 - 09:00	3	44	0.015	3	44	0.030	3	44	0.045
09:00 - 10:00	3	44	0.000	3	44	0.000	3	44	0.000
10:00 - 11:00	3	44	0.008	3	44	0.000	3	44	0.008
11:00 - 12:00	3	44	0.015	3	44	0.000	3	44	0.015
12:00 - 13:00	3	44	0.000	3	44	0.008	3	44	0.008
13:00 - 14:00	3	44	0.008	3	44	0.000	3	44	0.008
14:00 - 15:00	3	44	0.015	3	44	0.030	3	44	0.045
15:00 - 16:00	3	44	0.000	3	44	0.008	3	44	0.008
16:00 - 17:00	3	44	0.000	3	44	0.008	3	44	0.008
17:00 - 18:00	3	44	0.008	3	44	0.000	3	44	0.008
18:00 - 19:00	3	44	0.000	3	44	0.000	3	44	0.000
19:00 - 20:00	3	44	0.030	3	44	0.000	3	44	0.030
20:00 - 21:00	2	45	0.011	2	45	0.022	2	45	0.033
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.148			0.106			0.254

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: 32 - 58 (units:)
 Survey date date range: 01/01/07 - 24/10/13
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 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 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	44	0.000	3	44	0.000	3	44	0.000
08:00 - 09:00	3	44	0.000	3	44	0.000	3	44	0.000
09:00 - 10:00	3	44	0.000	3	44	0.000	3	44	0.000
10:00 - 11:00	3	44	0.000	3	44	0.000	3	44	0.000
11:00 - 12:00	3	44	0.000	3	44	0.000	3	44	0.000
12:00 - 13:00	3	44	0.000	3	44	0.000	3	44	0.000
13:00 - 14:00	3	44	0.000	3	44	0.000	3	44	0.000
14:00 - 15:00	3	44	0.000	3	44	0.000	3	44	0.000
15:00 - 16:00	3	44	0.000	3	44	0.000	3	44	0.000
16:00 - 17:00	3	44	0.000	3	44	0.000	3	44	0.000
17:00 - 18:00	3	44	0.000	3	44	0.000	3	44	0.000
18:00 - 19:00	3	44	0.000	3	44	0.000	3	44	0.000
19:00 - 20:00	3	44	0.000	3	44	0.000	3	44	0.000
20:00 - 21:00	2	45	0.000	2	45	0.000	2	45	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected: 32 - 58 (units:)
 Survey date date range: 01/01/07 - 24/10/13
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 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 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL COACH PASSENGERS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	44	0.000	3	44	0.000	3	44	0.000
08:00 - 09:00	3	44	0.000	3	44	0.000	3	44	0.000
09:00 - 10:00	3	44	0.000	3	44	0.000	3	44	0.000
10:00 - 11:00	3	44	0.000	3	44	0.000	3	44	0.000
11:00 - 12:00	3	44	0.000	3	44	0.000	3	44	0.000
12:00 - 13:00	3	44	0.000	3	44	0.000	3	44	0.000
13:00 - 14:00	3	44	0.000	3	44	0.000	3	44	0.000
14:00 - 15:00	3	44	0.000	3	44	0.000	3	44	0.000
15:00 - 16:00	3	44	0.000	3	44	0.000	3	44	0.000
16:00 - 17:00	3	44	0.000	3	44	0.000	3	44	0.000
17:00 - 18:00	3	44	0.000	3	44	0.000	3	44	0.000
18:00 - 19:00	3	44	0.000	3	44	0.000	3	44	0.000
19:00 - 20:00	3	44	0.000	3	44	0.000	3	44	0.000
20:00 - 21:00	2	45	0.000	2	45	0.000	2	45	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected: 32 - 58 (units:)
 Survey date date range: 01/01/07 - 24/10/13
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 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 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	44	0.038	3	44	0.000	3	44	0.038
08:00 - 09:00	3	44	0.015	3	44	0.030	3	44	0.045
09:00 - 10:00	3	44	0.000	3	44	0.000	3	44	0.000
10:00 - 11:00	3	44	0.008	3	44	0.000	3	44	0.008
11:00 - 12:00	3	44	0.015	3	44	0.000	3	44	0.015
12:00 - 13:00	3	44	0.000	3	44	0.008	3	44	0.008
13:00 - 14:00	3	44	0.008	3	44	0.000	3	44	0.008
14:00 - 15:00	3	44	0.015	3	44	0.030	3	44	0.045
15:00 - 16:00	3	44	0.000	3	44	0.008	3	44	0.008
16:00 - 17:00	3	44	0.000	3	44	0.008	3	44	0.008
17:00 - 18:00	3	44	0.008	3	44	0.000	3	44	0.008
18:00 - 19:00	3	44	0.000	3	44	0.000	3	44	0.000
19:00 - 20:00	3	44	0.030	3	44	0.000	3	44	0.030
20:00 - 21:00	2	45	0.011	2	45	0.022	2	45	0.033
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.148			0.106			0.254

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: 32 - 58 (units:)
 Survey date date range: 01/01/07 - 24/10/13
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 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 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	44	0.188	3	44	0.105	3	44	0.293
08:00 - 09:00	3	44	0.150	3	44	0.143	3	44	0.293
09:00 - 10:00	3	44	0.135	3	44	0.068	3	44	0.203
10:00 - 11:00	3	44	0.173	3	44	0.158	3	44	0.331
11:00 - 12:00	3	44	0.165	3	44	0.188	3	44	0.353
12:00 - 13:00	3	44	0.090	3	44	0.120	3	44	0.210
13:00 - 14:00	3	44	0.165	3	44	0.090	3	44	0.255
14:00 - 15:00	3	44	0.120	3	44	0.143	3	44	0.263
15:00 - 16:00	3	44	0.098	3	44	0.173	3	44	0.271
16:00 - 17:00	3	44	0.083	3	44	0.128	3	44	0.211
17:00 - 18:00	3	44	0.120	3	44	0.188	3	44	0.308
18:00 - 19:00	3	44	0.158	3	44	0.135	3	44	0.293
19:00 - 20:00	3	44	0.113	3	44	0.128	3	44	0.241
20:00 - 21:00	2	45	0.033	2	45	0.100	2	45	0.133
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1,791			1,867			3,658

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: 32 - 58 (units:)
 Survey date date range: 01/01/07 - 24/10/13
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 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.

Calculation Reference: AUDIT-355901-160311-0313

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : A - FOOD SUPERSTORE
MULTI-MODAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DV DEVON	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days

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

Filtering Stage 2 selection:

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

Parameter: Gross floor area
Actual Range: 1700 to 5000 (units: sqm)
Range Selected by User: 800 to 5000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/07 to 19/07/13

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:

Friday 3 days

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

Selected survey types:

Manual count 3 days
Directional ATC Count 0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Residential Zone 3

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

Filtering Stage 3 selection:

Use Class:

A1 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®.

Population within 1 mile:

15,001 to 20,000 1 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:

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 1 days

1.1 to 1.5 2 days

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

Petrol filling station:

PFS is present at the site and is included in the count 1 days

PFS is present at the site but is excluded from the count 0 days

There is no PFS at the site 2 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 3 days

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

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
 MULTI-MODAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	3850	1.801	3	3850	1.082	3	3850	2.883
08:00 - 09:00	3	3850	4.615	3	3850	3.030	3	3850	7.645
09:00 - 10:00	3	3850	6.736	3	3850	5.108	3	3850	11.844
10:00 - 11:00	3	3850	7.835	3	3850	6.727	3	3850	14.562
11:00 - 12:00	3	3850	7.965	3	3850	8.026	3	3850	15.991
12:00 - 13:00	3	3850	7.784	3	3850	7.931	3	3850	15.715
13:00 - 14:00	3	3850	7.723	3	3850	7.342	3	3850	15.065
14:00 - 15:00	3	3850	7.818	3	3850	8.407	3	3850	16.225
15:00 - 16:00	3	3850	7.342	3	3850	7.784	3	3850	15.126
16:00 - 17:00	3	3850	8.121	3	3850	7.697	3	3850	15.818
17:00 - 18:00	3	3850	9.056	3	3850	9.550	3	3850	18.606
18:00 - 19:00	3	3850	7.108	3	3850	8.502	3	3850	15.610
19:00 - 20:00	3	3850	6.113	3	3850	6.632	3	3850	12.745
20:00 - 21:00	3	3850	2.944	3	3850	4.225	3	3850	7.169
21:00 - 22:00	3	3850	1.126	3	3850	2.190	3	3850	3.316
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			94.087			94.233			188.320

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: 1700 - 5000 (units: sqm)
 Survey date date range: 01/01/07 - 19/07/13
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 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 01 - RETAIL/A - FOOD SUPERSTORE
 MULTI-MODAL TAXIS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	3850	0.043	3	3850	0.035	3	3850	0.078
08:00 - 09:00	3	3850	0.009	3	3850	0.009	3	3850	0.018
09:00 - 10:00	3	3850	0.061	3	3850	0.052	3	3850	0.113
10:00 - 11:00	3	3850	0.113	3	3850	0.104	3	3850	0.217
11:00 - 12:00	3	3850	0.199	3	3850	0.182	3	3850	0.381
12:00 - 13:00	3	3850	0.113	3	3850	0.078	3	3850	0.191
13:00 - 14:00	3	3850	0.139	3	3850	0.147	3	3850	0.286
14:00 - 15:00	3	3850	0.121	3	3850	0.130	3	3850	0.251
15:00 - 16:00	3	3850	0.139	3	3850	0.121	3	3850	0.260
16:00 - 17:00	3	3850	0.078	3	3850	0.087	3	3850	0.165
17:00 - 18:00	3	3850	0.139	3	3850	0.113	3	3850	0.252
18:00 - 19:00	3	3850	0.078	3	3850	0.147	3	3850	0.225
19:00 - 20:00	3	3850	0.061	3	3850	0.069	3	3850	0.130
20:00 - 21:00	3	3850	0.061	3	3850	0.061	3	3850	0.122
21:00 - 22:00	3	3850	0.035	3	3850	0.052	3	3850	0.087
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.389			1.387			2.776

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: 1700 - 5000 (units: sqm)
 Survey date date range: 01/01/07 - 19/07/13
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 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 01 - RETAIL/A - FOOD SUPERSTORE
 MULTI-MODAL OGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	3850	0.017	3	3850	0.026	3	3850	0.043
08:00 - 09:00	3	3850	0.043	3	3850	0.035	3	3850	0.078
09:00 - 10:00	3	3850	0.061	3	3850	0.052	3	3850	0.113
10:00 - 11:00	3	3850	0.009	3	3850	0.043	3	3850	0.052
11:00 - 12:00	3	3850	0.017	3	3850	0.026	3	3850	0.043
12:00 - 13:00	3	3850	0.017	3	3850	0.017	3	3850	0.034
13:00 - 14:00	3	3850	0.000	3	3850	0.009	3	3850	0.009
14:00 - 15:00	3	3850	0.000	3	3850	0.000	3	3850	0.000
15:00 - 16:00	3	3850	0.009	3	3850	0.017	3	3850	0.026
16:00 - 17:00	3	3850	0.017	3	3850	0.000	3	3850	0.017
17:00 - 18:00	3	3850	0.026	3	3850	0.035	3	3850	0.061
18:00 - 19:00	3	3850	0.009	3	3850	0.009	3	3850	0.018
19:00 - 20:00	3	3850	0.017	3	3850	0.009	3	3850	0.026
20:00 - 21:00	3	3850	0.000	3	3850	0.009	3	3850	0.009
21:00 - 22:00	3	3850	0.000	3	3850	0.000	3	3850	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.242			0.287			0.529

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: 1700 - 5000 (units: sqm)
 Survey date date range: 01/01/07 - 19/07/13
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 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 01 - RETAIL/A - FOOD SUPERSTORE
 MULTI-MODAL PSVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	3850	0.000	3	3850	0.000	3	3850	0.000
08:00 - 09:00	3	3850	0.000	3	3850	0.000	3	3850	0.000
09:00 - 10:00	3	3850	0.000	3	3850	0.000	3	3850	0.000
10:00 - 11:00	3	3850	0.000	3	3850	0.000	3	3850	0.000
11:00 - 12:00	3	3850	0.000	3	3850	0.000	3	3850	0.000
12:00 - 13:00	3	3850	0.000	3	3850	0.000	3	3850	0.000
13:00 - 14:00	3	3850	0.000	3	3850	0.000	3	3850	0.000
14:00 - 15:00	3	3850	0.000	3	3850	0.000	3	3850	0.000
15:00 - 16:00	3	3850	0.000	3	3850	0.000	3	3850	0.000
16:00 - 17:00	3	3850	0.000	3	3850	0.000	3	3850	0.000
17:00 - 18:00	3	3850	0.000	3	3850	0.000	3	3850	0.000
18:00 - 19:00	3	3850	0.000	3	3850	0.000	3	3850	0.000
19:00 - 20:00	3	3850	0.000	3	3850	0.000	3	3850	0.000
20:00 - 21:00	3	3850	0.000	3	3850	0.000	3	3850	0.000
21:00 - 22:00	3	3850	0.000	3	3850	0.000	3	3850	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected: 1700 - 5000 (units: sqm)
 Survey date date range: 01/01/07 - 19/07/13
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
 MULTI-MODAL CYCLISTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	3850	0.017	3	3850	0.000	3	3850	0.017
08:00 - 09:00	3	3850	0.035	3	3850	0.017	3	3850	0.052
09:00 - 10:00	3	3850	0.017	3	3850	0.009	3	3850	0.026
10:00 - 11:00	3	3850	0.017	3	3850	0.009	3	3850	0.026
11:00 - 12:00	3	3850	0.069	3	3850	0.043	3	3850	0.112
12:00 - 13:00	3	3850	0.026	3	3850	0.069	3	3850	0.095
13:00 - 14:00	3	3850	0.052	3	3850	0.035	3	3850	0.087
14:00 - 15:00	3	3850	0.017	3	3850	0.009	3	3850	0.026
15:00 - 16:00	3	3850	0.061	3	3850	0.078	3	3850	0.139
16:00 - 17:00	3	3850	0.069	3	3850	0.035	3	3850	0.104
17:00 - 18:00	3	3850	0.035	3	3850	0.052	3	3850	0.087
18:00 - 19:00	3	3850	0.009	3	3850	0.035	3	3850	0.044
19:00 - 20:00	3	3850	0.026	3	3850	0.017	3	3850	0.043
20:00 - 21:00	3	3850	0.000	3	3850	0.009	3	3850	0.009
21:00 - 22:00	3	3850	0.009	3	3850	0.026	3	3850	0.035
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.459			0.443			0.902

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: 1700 - 5000 (units: sqm)
 Survey date date range: 01/01/07 - 19/07/13
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
 MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	3850	2.095	3	3850	1.169	3	3850	3.264
08:00 - 09:00	3	3850	5.645	3	3850	3.610	3	3850	9.255
09:00 - 10:00	3	3850	8.667	3	3850	6.268	3	3850	14.935
10:00 - 11:00	3	3850	10.970	3	3850	8.468	3	3850	19.438
11:00 - 12:00	3	3850	11.091	3	3850	11.117	3	3850	22.208
12:00 - 13:00	3	3850	10.823	3	3850	10.615	3	3850	21.438
13:00 - 14:00	3	3850	11.056	3	3850	9.974	3	3850	21.030
14:00 - 15:00	3	3850	10.779	3	3850	12.017	3	3850	22.796
15:00 - 16:00	3	3850	10.494	3	3850	11.411	3	3850	21.905
16:00 - 17:00	3	3850	11.351	3	3850	10.580	3	3850	21.931
17:00 - 18:00	3	3850	12.416	3	3850	13.437	3	3850	25.853
18:00 - 19:00	3	3850	10.173	3	3850	12.346	3	3850	22.519
19:00 - 20:00	3	3850	8.900	3	3850	9.463	3	3850	18.363
20:00 - 21:00	3	3850	4.242	3	3850	6.199	3	3850	10.441
21:00 - 22:00	3	3850	1.524	3	3850	3.169	3	3850	4.693
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			130.226			129.843			260.069

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.

Parameter summary

Trip rate parameter range selected: 1700 - 5000 (units: sqm)
 Survey date date range: 01/01/07 - 19/07/13
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
 MULTI-MODAL PEDESTRIANS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	3850	0.190	3	3850	0.087	3	3850	0.277
08:00 - 09:00	3	3850	0.952	3	3850	0.918	3	3850	1.870
09:00 - 10:00	3	3850	1.203	3	3850	0.952	3	3850	2.155
10:00 - 11:00	3	3850	1.913	3	3850	1.602	3	3850	3.515
11:00 - 12:00	3	3850	1.481	3	3850	1.342	3	3850	2.823
12:00 - 13:00	3	3850	2.528	3	3850	2.753	3	3850	5.281
13:00 - 14:00	3	3850	1.714	3	3850	1.879	3	3850	3.593
14:00 - 15:00	3	3850	1.022	3	3850	1.013	3	3850	2.035
15:00 - 16:00	3	3850	1.758	3	3850	1.636	3	3850	3.394
16:00 - 17:00	3	3850	1.602	3	3850	1.593	3	3850	3.195
17:00 - 18:00	3	3850	1.273	3	3850	1.212	3	3850	2.485
18:00 - 19:00	3	3850	0.900	3	3850	1.022	3	3850	1.922
19:00 - 20:00	3	3850	0.623	3	3850	0.918	3	3850	1.541
20:00 - 21:00	3	3850	0.372	3	3850	0.528	3	3850	0.900
21:00 - 22:00	3	3850	0.173	3	3850	0.199	3	3850	0.372
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			17.704			17.654			35.358

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: 1700 - 5000 (units: sqm)
 Survey date date range: 01/01/07 - 19/07/13
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 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 01 - RETAIL/A - FOOD SUPERSTORE
 MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	3850	0.017	3	3850	0.009	3	3850	0.026
08:00 - 09:00	3	3850	0.035	3	3850	0.035	3	3850	0.070
09:00 - 10:00	3	3850	0.069	3	3850	0.017	3	3850	0.086
10:00 - 11:00	3	3850	0.078	3	3850	0.035	3	3850	0.113
11:00 - 12:00	3	3850	0.087	3	3850	0.052	3	3850	0.139
12:00 - 13:00	3	3850	0.156	3	3850	0.026	3	3850	0.182
13:00 - 14:00	3	3850	0.052	3	3850	0.087	3	3850	0.139
14:00 - 15:00	3	3850	0.043	3	3850	0.078	3	3850	0.121
15:00 - 16:00	3	3850	0.113	3	3850	0.052	3	3850	0.165
16:00 - 17:00	3	3850	0.035	3	3850	0.069	3	3850	0.104
17:00 - 18:00	3	3850	0.052	3	3850	0.087	3	3850	0.139
18:00 - 19:00	3	3850	0.113	3	3850	0.139	3	3850	0.252
19:00 - 20:00	3	3850	0.087	3	3850	0.147	3	3850	0.234
20:00 - 21:00	3	3850	0.078	3	3850	0.087	3	3850	0.165
21:00 - 22:00	3	3850	0.009	3	3850	0.061	3	3850	0.070
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.024			0.981			2.005

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: 1700 - 5000 (units: sqm)
 Survey date date range: 01/01/07 - 19/07/13
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 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 01 - RETAIL/A - FOOD SUPERSTORE
 MULTI-MODAL TOTAL RAIL PASSENGERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	3850	0.000	3	3850	0.000	3	3850	0.000
08:00 - 09:00	3	3850	0.000	3	3850	0.000	3	3850	0.000
09:00 - 10:00	3	3850	0.000	3	3850	0.000	3	3850	0.000
10:00 - 11:00	3	3850	0.000	3	3850	0.000	3	3850	0.000
11:00 - 12:00	3	3850	0.000	3	3850	0.000	3	3850	0.000
12:00 - 13:00	3	3850	0.000	3	3850	0.000	3	3850	0.000
13:00 - 14:00	3	3850	0.000	3	3850	0.000	3	3850	0.000
14:00 - 15:00	3	3850	0.000	3	3850	0.000	3	3850	0.000
15:00 - 16:00	3	3850	0.000	3	3850	0.000	3	3850	0.000
16:00 - 17:00	3	3850	0.000	3	3850	0.000	3	3850	0.000
17:00 - 18:00	3	3850	0.000	3	3850	0.000	3	3850	0.000
18:00 - 19:00	3	3850	0.000	3	3850	0.000	3	3850	0.000
19:00 - 20:00	3	3850	0.000	3	3850	0.000	3	3850	0.000
20:00 - 21:00	3	3850	0.000	3	3850	0.000	3	3850	0.000
21:00 - 22:00	3	3850	0.000	3	3850	0.000	3	3850	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected: 1700 - 5000 (units: sqm)
 Survey date date range: 01/01/07 - 19/07/13
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 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 01 - RETAIL/A - FOOD SUPERSTORE
 MULTI-MODAL COACH PASSENGERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	3850	0.000	3	3850	0.000	3	3850	0.000
08:00 - 09:00	3	3850	0.000	3	3850	0.000	3	3850	0.000
09:00 - 10:00	3	3850	0.000	3	3850	0.000	3	3850	0.000
10:00 - 11:00	3	3850	0.000	3	3850	0.000	3	3850	0.000
11:00 - 12:00	3	3850	0.000	3	3850	0.000	3	3850	0.000
12:00 - 13:00	3	3850	0.000	3	3850	0.000	3	3850	0.000
13:00 - 14:00	3	3850	0.000	3	3850	0.000	3	3850	0.000
14:00 - 15:00	3	3850	0.000	3	3850	0.000	3	3850	0.000
15:00 - 16:00	3	3850	0.000	3	3850	0.000	3	3850	0.000
16:00 - 17:00	3	3850	0.000	3	3850	0.000	3	3850	0.000
17:00 - 18:00	3	3850	0.000	3	3850	0.000	3	3850	0.000
18:00 - 19:00	3	3850	0.000	3	3850	0.000	3	3850	0.000
19:00 - 20:00	3	3850	0.000	3	3850	0.000	3	3850	0.000
20:00 - 21:00	3	3850	0.000	3	3850	0.000	3	3850	0.000
21:00 - 22:00	3	3850	0.000	3	3850	0.000	3	3850	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected: 1700 - 5000 (units: sqm)
 Survey date date range: 01/01/07 - 19/07/13
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 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 01 - RETAIL/A - FOOD SUPERSTORE
 MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	3850	0.017	3	3850	0.009	3	3850	0.026
08:00 - 09:00	3	3850	0.035	3	3850	0.035	3	3850	0.070
09:00 - 10:00	3	3850	0.069	3	3850	0.017	3	3850	0.086
10:00 - 11:00	3	3850	0.078	3	3850	0.035	3	3850	0.113
11:00 - 12:00	3	3850	0.087	3	3850	0.052	3	3850	0.139
12:00 - 13:00	3	3850	0.156	3	3850	0.026	3	3850	0.182
13:00 - 14:00	3	3850	0.052	3	3850	0.087	3	3850	0.139
14:00 - 15:00	3	3850	0.043	3	3850	0.078	3	3850	0.121
15:00 - 16:00	3	3850	0.113	3	3850	0.052	3	3850	0.165
16:00 - 17:00	3	3850	0.035	3	3850	0.069	3	3850	0.104
17:00 - 18:00	3	3850	0.052	3	3850	0.087	3	3850	0.139
18:00 - 19:00	3	3850	0.113	3	3850	0.139	3	3850	0.252
19:00 - 20:00	3	3850	0.087	3	3850	0.147	3	3850	0.234
20:00 - 21:00	3	3850	0.078	3	3850	0.087	3	3850	0.165
21:00 - 22:00	3	3850	0.009	3	3850	0.061	3	3850	0.070
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.024			0.981			2.005

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: 1700 - 5000 (units: sqm)
 Survey date date range: 01/01/07 - 19/07/13
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
 MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	3850	2.320	3	3850	1.264	3	3850	3.584
08:00 - 09:00	3	3850	6.667	3	3850	4.580	3	3850	11.247
09:00 - 10:00	3	3850	9.957	3	3850	7.247	3	3850	17.204
10:00 - 11:00	3	3850	12.978	3	3850	10.113	3	3850	23.091
11:00 - 12:00	3	3850	12.727	3	3850	12.554	3	3850	25.281
12:00 - 13:00	3	3850	13.532	3	3850	13.463	3	3850	26.995
13:00 - 14:00	3	3850	12.874	3	3850	11.974	3	3850	24.848
14:00 - 15:00	3	3850	11.861	3	3850	13.117	3	3850	24.978
15:00 - 16:00	3	3850	12.424	3	3850	13.177	3	3850	25.601
16:00 - 17:00	3	3850	13.056	3	3850	12.277	3	3850	25.333
17:00 - 18:00	3	3850	13.775	3	3850	14.788	3	3850	28.563
18:00 - 19:00	3	3850	11.195	3	3850	13.541	3	3850	24.736
19:00 - 20:00	3	3850	9.636	3	3850	10.545	3	3850	20.181
20:00 - 21:00	3	3850	4.693	3	3850	6.823	3	3850	11.516
21:00 - 22:00	3	3850	1.714	3	3850	3.455	3	3850	5.169
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			149.409			148.918			298.327

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: 1700 - 5000 (units: sqm)
 Survey date date range: 01/01/07 - 19/07/13
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 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.

Calculation Reference: AUDIT-355901-160311-0339

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : I - SHOPPING CENTRE - LOCAL SHOPS
 MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	GS GLOUCESTERSHIRE	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WM WEST MIDLANDS	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	2 days
09	NORTH	
	TV TEES VALLEY	2 days
	TW TYNE & WEAR	1 days

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

Filtering Stage 2 selection:

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

Parameter: Gross floor area
 Actual Range: 260 to 1840 (units: sqm)
 Range Selected by User: 240 to 1890 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/07 to 28/10/14

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

Selected survey days:

Monday	2 days
Tuesday	4 days
Wednesday	2 days
Thursday	4 days
Friday	2 days

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

Selected survey types:

Manual count	14 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	3
Neighbourhood Centre (PPS6 Local Centre)	9

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

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

Filtering Stage 3 selection:

Use Class:

A1 12 days

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

Population within 1 mile:

5,001 to 10,000 2 days
10,001 to 15,000 1 days
15,001 to 20,000 5 days
20,001 to 25,000 2 days
25,001 to 50,000 4 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 2 days
75,001 to 100,000 1 days
100,001 to 125,000 3 days
125,001 to 250,000 3 days
250,001 to 500,000 5 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 5 days
1.1 to 1.5 9 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.

Petrol filling station:

Included in the survey count 0 days
Excluded from count or no filling station 14 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 14 days

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

LIST OF SITES relevant to selection parameters

1	CH-01-I-02 LOCAL SHOPS CHRISTLETON ROAD BOUGHTON HEATH CHESTER Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 260 sqm Survey date: TUESDAY 15/05/12	CESHIRE	Survey Type: MANUAL
2	CH-01-I-03 LOCAL SHOPS MILL LANE BACHE CHESTER Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 365 sqm Survey date: THURSDAY 17/05/12	CESHIRE	Survey Type: MANUAL
3	EX-01-I-01 LOCAL SHOPS PYRLES LANE LOUGHTON Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 650 sqm Survey date: THURSDAY 22/11/07	ESSEX	Survey Type: MANUAL
4	GS-01-I-01 LOCAL SHOPS SALISBURY AVENUE WARDEN HILL CHELTENHAM Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 525 sqm Survey date: MONDAY 26/04/10	GLOUCESTERSHIRE	Survey Type: MANUAL
5	HC-01-I-02 LOCAL SHOPS OLIVER'S BATTERY ROAD S. OLIVERS BATTERY WINCHESTER Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 1605 sqm Survey date: TUESDAY 20/11/07	HAMPSHIRE	Survey Type: MANUAL
6	LE-01-I-02 LOCAL SHOPS RYDER ROAD LEICESTER Edge of Town Residential Zone Total Gross floor area: 550 sqm Survey date: TUESDAY 28/10/14	LEICESTERSHIRE	Survey Type: MANUAL
7	NR-01-I-01 LOCAL SHOPS OCCUPATION ROAD CORBY Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 755 sqm Survey date: WEDNESDAY 19/11/08	NORTHAMPTONSHIRE	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	NY-01-I-01 LOCAL SHOPS NEWLANDS PARK DRIVE SCARBOROUGH Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 1200 sqm Survey date: FRIDAY 28/09/07	NORTH YORKSHIRE Survey Type: MANUAL
9	SH-01-I-02 LOCAL SHOPS WREKIN DRIVE DONNINGTON TELFORD Edge of Town Residential Zone Total Gross floor area: 900 sqm Survey date: THURSDAY 24/10/13	SHROPSHIRE Survey Type: MANUAL
10	TV-01-I-03 LOCAL SHOPS ACKLAM ROAD ACKLAM MIDDLESBROUGH Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 1840 sqm Survey date: FRIDAY 04/10/13	TEES VALLEY Survey Type: MANUAL
11	TV-01-I-04 LOCAL SHOPS CARGO FLEET LANE ORMESBY MIDDLESBROUGH Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 585 sqm Survey date: MONDAY 07/10/13	TEES VALLEY Survey Type: MANUAL
12	TW-01-I-02 LOCAL SHOPS DURHAM ROAD BARNES PARK SUNDERLAND Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 540 sqm Survey date: WEDNESDAY 21/11/12	TYNE & WEAR Survey Type: MANUAL
13	WM-01-I-01 LOCAL SHOPS HOLYHEAD ROAD COVENTRY Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 1550 sqm Survey date: THURSDAY 27/09/07	WEST MIDLANDS Survey Type: MANUAL
14	WM-01-I-02 LOCAL SHOPS MARSHALL LAKE ROAD SHIRLEY SOLIHULL Edge of Town Commercial Zone Total Gross floor area: 515 sqm Survey date: TUESDAY 18/09/07	WEST MIDLANDS 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 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
 MULTI-MODAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	540	1.296	1	540	1.296	1	540	2.592
07:00 - 08:00	14	846	4.257	14	846	3.792	14	846	8.049
08:00 - 09:00	14	846	5.025	14	846	4.780	14	846	9.805
09:00 - 10:00	14	846	5.701	14	846	5.211	14	846	10.912
10:00 - 11:00	14	846	5.811	14	846	5.405	14	846	11.216
11:00 - 12:00	14	846	5.929	14	846	5.845	14	846	11.774
12:00 - 13:00	14	846	7.382	14	846	7.061	14	846	14.443
13:00 - 14:00	14	846	6.639	14	846	6.596	14	846	13.235
14:00 - 15:00	14	846	5.718	14	846	5.904	14	846	11.622
15:00 - 16:00	14	846	5.473	14	846	5.887	14	846	11.360
16:00 - 17:00	14	846	5.735	14	846	5.828	14	846	11.563
17:00 - 18:00	14	846	6.039	14	846	6.495	14	846	12.534
18:00 - 19:00	14	846	5.819	14	846	6.098	14	846	11.917
19:00 - 20:00	12	935	4.806	12	935	4.833	12	935	9.639
20:00 - 21:00	11	874	3.548	11	874	3.892	11	874	7.440
21:00 - 22:00	6	823	3.846	6	823	4.433	6	823	8.279
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			83.024			83.356			166.380

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: 260 - 1840 (units: sqm)
 Survey date date range: 01/01/07 - 28/10/14
 Number of weekdays (Monday-Friday): 14
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 2

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	540	0.000	1	540	0.000	1	540	0.000
07:00 - 08:00	14	846	0.000	14	846	0.000	14	846	0.000
08:00 - 09:00	14	846	0.068	14	846	0.059	14	846	0.127
09:00 - 10:00	14	846	0.101	14	846	0.101	14	846	0.202
10:00 - 11:00	14	846	0.059	14	846	0.068	14	846	0.127
11:00 - 12:00	14	846	0.101	14	846	0.101	14	846	0.202
12:00 - 13:00	14	846	0.101	14	846	0.093	14	846	0.194
13:00 - 14:00	14	846	0.059	14	846	0.068	14	846	0.127
14:00 - 15:00	14	846	0.051	14	846	0.051	14	846	0.102
15:00 - 16:00	14	846	0.084	14	846	0.068	14	846	0.152
16:00 - 17:00	14	846	0.068	14	846	0.068	14	846	0.136
17:00 - 18:00	14	846	0.034	14	846	0.042	14	846	0.076
18:00 - 19:00	14	846	0.101	14	846	0.068	14	846	0.169
19:00 - 20:00	12	935	0.036	12	935	0.089	12	935	0.125
20:00 - 21:00	11	874	0.021	11	874	0.021	11	874	0.042
21:00 - 22:00	6	823	0.020	6	823	0.000	6	823	0.020
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.904			0.897			1.801

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: 260 - 1840 (units: sqm)
 Survey date date range: 01/01/07 - 28/10/14
 Number of weekdays (Monday-Friday): 14
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 2

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
 MULTI-MODAL OGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	540	0.000	1	540	0.000	1	540	0.000
07:00 - 08:00	14	846	0.118	14	846	0.084	14	846	0.202
08:00 - 09:00	14	846	0.118	14	846	0.093	14	846	0.211
09:00 - 10:00	14	846	0.177	14	846	0.194	14	846	0.371
10:00 - 11:00	14	846	0.118	14	846	0.101	14	846	0.219
11:00 - 12:00	14	846	0.093	14	846	0.110	14	846	0.203
12:00 - 13:00	14	846	0.127	14	846	0.144	14	846	0.271
13:00 - 14:00	14	846	0.101	14	846	0.127	14	846	0.228
14:00 - 15:00	14	846	0.084	14	846	0.059	14	846	0.143
15:00 - 16:00	14	846	0.059	14	846	0.051	14	846	0.110
16:00 - 17:00	14	846	0.093	14	846	0.076	14	846	0.169
17:00 - 18:00	14	846	0.034	14	846	0.042	14	846	0.076
18:00 - 19:00	14	846	0.017	14	846	0.051	14	846	0.068
19:00 - 20:00	12	935	0.009	12	935	0.009	12	935	0.018
20:00 - 21:00	11	874	0.000	11	874	0.000	11	874	0.000
21:00 - 22:00	6	823	0.020	6	823	0.020	6	823	0.040
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.168			1.161			2.329

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: 260 - 1840 (units: sqm)
 Survey date date range: 01/01/07 - 28/10/14
 Number of weekdays (Monday-Friday): 14
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 2

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
 MULTI-MODAL PSVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	540	0.000	1	540	0.000	1	540	0.000
07:00 - 08:00	14	846	0.034	14	846	0.034	14	846	0.068
08:00 - 09:00	14	846	0.000	14	846	0.000	14	846	0.000
09:00 - 10:00	14	846	0.000	14	846	0.000	14	846	0.000
10:00 - 11:00	14	846	0.017	14	846	0.017	14	846	0.034
11:00 - 12:00	14	846	0.008	14	846	0.008	14	846	0.016
12:00 - 13:00	14	846	0.008	14	846	0.008	14	846	0.016
13:00 - 14:00	14	846	0.008	14	846	0.008	14	846	0.016
14:00 - 15:00	14	846	0.008	14	846	0.000	14	846	0.008
15:00 - 16:00	14	846	0.000	14	846	0.008	14	846	0.008
16:00 - 17:00	14	846	0.017	14	846	0.017	14	846	0.034
17:00 - 18:00	14	846	0.000	14	846	0.000	14	846	0.000
18:00 - 19:00	14	846	0.000	14	846	0.000	14	846	0.000
19:00 - 20:00	12	935	0.000	12	935	0.000	12	935	0.000
20:00 - 21:00	11	874	0.000	11	874	0.000	11	874	0.000
21:00 - 22:00	6	823	0.040	6	823	0.040	6	823	0.080
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.140			0.140			0.280

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: 260 - 1840 (units: sqm)
 Survey date date range: 01/01/07 - 28/10/14
 Number of weekdays (Monday-Friday): 14
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 2

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
 MULTI-MODAL CYCLISTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	540	0.185	1	540	0.000	1	540	0.185
07:00 - 08:00	14	846	0.228	14	846	0.186	14	846	0.414
08:00 - 09:00	14	846	0.177	14	846	0.169	14	846	0.346
09:00 - 10:00	14	846	0.144	14	846	0.144	14	846	0.288
10:00 - 11:00	14	846	0.135	14	846	0.110	14	846	0.245
11:00 - 12:00	14	846	0.118	14	846	0.135	14	846	0.253
12:00 - 13:00	14	846	0.076	14	846	0.076	14	846	0.152
13:00 - 14:00	14	846	0.127	14	846	0.135	14	846	0.262
14:00 - 15:00	14	846	0.144	14	846	0.177	14	846	0.321
15:00 - 16:00	14	846	0.279	14	846	0.220	14	846	0.499
16:00 - 17:00	14	846	0.304	14	846	0.262	14	846	0.566
17:00 - 18:00	14	846	0.127	14	846	0.169	14	846	0.296
18:00 - 19:00	14	846	0.279	14	846	0.296	14	846	0.575
19:00 - 20:00	12	935	0.098	12	935	0.116	12	935	0.214
20:00 - 21:00	11	874	0.010	11	874	0.042	11	874	0.052
21:00 - 22:00	6	823	0.202	6	823	0.162	6	823	0.364
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.633			2.399			5.032

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: 260 - 1840 (units: sqm)
 Survey date date range: 01/01/07 - 28/10/14
 Number of weekdays (Monday-Friday): 14
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 2

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
 MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	540	1.481	1	540	1.481	1	540	2.962
07:00 - 08:00	14	846	4.992	14	846	4.299	14	846	9.291
08:00 - 09:00	14	846	6.419	14	846	5.963	14	846	12.382
09:00 - 10:00	14	846	6.833	14	846	6.258	14	846	13.091
10:00 - 11:00	14	846	7.196	14	846	6.579	14	846	13.775
11:00 - 12:00	14	846	7.264	14	846	7.323	14	846	14.587
12:00 - 13:00	14	846	9.181	14	846	8.843	14	846	18.024
13:00 - 14:00	14	846	8.083	14	846	8.193	14	846	16.276
14:00 - 15:00	14	846	7.204	14	846	7.424	14	846	14.628
15:00 - 16:00	14	846	7.323	14	846	7.914	14	846	15.237
16:00 - 17:00	14	846	7.407	14	846	7.686	14	846	15.093
17:00 - 18:00	14	846	7.965	14	846	8.598	14	846	16.563
18:00 - 19:00	14	846	7.813	14	846	8.133	14	846	15.945
19:00 - 20:00	12	935	6.491	12	935	6.607	12	935	13.098
20:00 - 21:00	11	874	4.745	11	874	5.005	11	874	9.750
21:00 - 22:00	6	823	5.040	6	823	5.304	6	823	10.344
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			105.436			105.610			211.046

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: 260 - 1840 (units: sqm)
 Survey date date range: 01/01/07 - 28/10/14
 Number of weekdays (Monday-Friday): 14
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 2

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
 MULTI-MODAL PEDESTRIANS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	540	4.259	1	540	3.333	1	540	7.592
07:00 - 08:00	14	846	3.201	14	846	2.644	14	846	5.845
08:00 - 09:00	14	846	6.943	14	846	7.171	14	846	14.114
09:00 - 10:00	14	846	5.160	14	846	4.772	14	846	9.932
10:00 - 11:00	14	846	4.814	14	846	4.730	14	846	9.544
11:00 - 12:00	14	846	4.535	14	846	4.248	14	846	8.783
12:00 - 13:00	14	846	6.233	14	846	6.090	14	846	12.323
13:00 - 14:00	14	846	5.076	14	846	5.135	14	846	10.211
14:00 - 15:00	14	846	4.721	14	846	4.916	14	846	9.637
15:00 - 16:00	14	846	6.959	14	846	7.095	14	846	14.054
16:00 - 17:00	14	846	4.949	14	846	5.456	14	846	10.405
17:00 - 18:00	14	846	4.476	14	846	4.899	14	846	9.375
18:00 - 19:00	14	846	3.302	14	846	3.784	14	846	7.086
19:00 - 20:00	12	935	3.308	12	935	3.593	12	935	6.901
20:00 - 21:00	11	874	2.060	11	874	2.373	11	874	4.433
21:00 - 22:00	6	823	2.611	6	823	2.996	6	823	5.607
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			72.607			73.235			145.842

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: 260 - 1840 (units: sqm)
 Survey date date range: 01/01/07 - 28/10/14
 Number of weekdays (Monday-Friday): 14
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 2

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
 MULTI-MODAL BUS/TRAM PASSENGERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	540	0.741	1	540	1.111	1	540	1.852
07:00 - 08:00	14	846	0.068	14	846	0.084	14	846	0.152
08:00 - 09:00	14	846	0.093	14	846	0.169	14	846	0.262
09:00 - 10:00	14	846	0.059	14	846	0.025	14	846	0.084
10:00 - 11:00	14	846	0.144	14	846	0.127	14	846	0.271
11:00 - 12:00	14	846	0.253	14	846	0.313	14	846	0.565
12:00 - 13:00	14	846	0.211	14	846	0.169	14	846	0.380
13:00 - 14:00	14	846	0.253	14	846	0.144	14	846	0.397
14:00 - 15:00	14	846	0.253	14	846	0.144	14	846	0.397
15:00 - 16:00	14	846	0.287	14	846	0.093	14	846	0.380
16:00 - 17:00	14	846	0.135	14	846	0.118	14	846	0.253
17:00 - 18:00	14	846	0.144	14	846	0.101	14	846	0.245
18:00 - 19:00	14	846	0.076	14	846	0.118	14	846	0.194
19:00 - 20:00	12	935	0.125	12	935	0.080	12	935	0.205
20:00 - 21:00	11	874	0.062	11	874	0.073	11	874	0.135
21:00 - 22:00	6	823	0.223	6	823	0.162	6	823	0.385
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.127			3.030			6.157

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: 260 - 1840 (units: sqm)
 Survey date date range: 01/01/07 - 28/10/14
 Number of weekdays (Monday-Friday): 14
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 2

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
 MULTI-MODAL TOTAL RAIL PASSENGERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	540	0.000	1	540	0.000	1	540	0.000
07:00 - 08:00	14	846	0.017	14	846	0.008	14	846	0.025
08:00 - 09:00	14	846	0.008	14	846	0.008	14	846	0.016
09:00 - 10:00	14	846	0.008	14	846	0.008	14	846	0.016
10:00 - 11:00	14	846	0.000	14	846	0.000	14	846	0.000
11:00 - 12:00	14	846	0.000	14	846	0.000	14	846	0.000
12:00 - 13:00	14	846	0.008	14	846	0.008	14	846	0.016
13:00 - 14:00	14	846	0.034	14	846	0.025	14	846	0.059
14:00 - 15:00	14	846	0.000	14	846	0.000	14	846	0.000
15:00 - 16:00	14	846	0.000	14	846	0.017	14	846	0.017
16:00 - 17:00	14	846	0.000	14	846	0.000	14	846	0.000
17:00 - 18:00	14	846	0.000	14	846	0.000	14	846	0.000
18:00 - 19:00	14	846	0.017	14	846	0.017	14	846	0.034
19:00 - 20:00	12	935	0.000	12	935	0.000	12	935	0.000
20:00 - 21:00	11	874	0.000	11	874	0.000	11	874	0.000
21:00 - 22:00	6	823	0.000	6	823	0.000	6	823	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.092			0.091			0.183

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: 260 - 1840 (units: sqm)
 Survey date date range: 01/01/07 - 28/10/14
 Number of weekdays (Monday-Friday): 14
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 2

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
 MULTI-MODAL COACH PASSENGERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	540	0.000	1	540	0.000	1	540	0.000
07:00 - 08:00	14	846	0.034	14	846	0.034	14	846	0.068
08:00 - 09:00	14	846	0.000	14	846	0.000	14	846	0.000
09:00 - 10:00	14	846	0.000	14	846	0.000	14	846	0.000
10:00 - 11:00	14	846	0.017	14	846	0.017	14	846	0.034
11:00 - 12:00	14	846	0.008	14	846	0.008	14	846	0.016
12:00 - 13:00	14	846	0.008	14	846	0.008	14	846	0.016
13:00 - 14:00	14	846	0.008	14	846	0.008	14	846	0.016
14:00 - 15:00	14	846	0.000	14	846	0.000	14	846	0.000
15:00 - 16:00	14	846	0.000	14	846	0.000	14	846	0.000
16:00 - 17:00	14	846	0.008	14	846	0.008	14	846	0.016
17:00 - 18:00	14	846	0.000	14	846	0.000	14	846	0.000
18:00 - 19:00	14	846	0.000	14	846	0.000	14	846	0.000
19:00 - 20:00	12	935	0.000	12	935	0.000	12	935	0.000
20:00 - 21:00	11	874	0.000	11	874	0.000	11	874	0.000
21:00 - 22:00	6	823	0.040	6	823	0.121	6	823	0.161
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.123			0.204			0.327

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: 260 - 1840 (units: sqm)
 Survey date date range: 01/01/07 - 28/10/14
 Number of weekdays (Monday-Friday): 14
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 2

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	540	0.741	1	540	1.111	1	540	1.852
07:00 - 08:00	14	846	0.118	14	846	0.127	14	846	0.245
08:00 - 09:00	14	846	0.101	14	846	0.177	14	846	0.278
09:00 - 10:00	14	846	0.068	14	846	0.034	14	846	0.102
10:00 - 11:00	14	846	0.160	14	846	0.144	14	846	0.304
11:00 - 12:00	14	846	0.262	14	846	0.321	14	846	0.583
12:00 - 13:00	14	846	0.228	14	846	0.186	14	846	0.414
13:00 - 14:00	14	846	0.296	14	846	0.177	14	846	0.473
14:00 - 15:00	14	846	0.253	14	846	0.144	14	846	0.397
15:00 - 16:00	14	846	0.287	14	846	0.110	14	846	0.397
16:00 - 17:00	14	846	0.144	14	846	0.127	14	846	0.271
17:00 - 18:00	14	846	0.144	14	846	0.101	14	846	0.245
18:00 - 19:00	14	846	0.093	14	846	0.135	14	846	0.228
19:00 - 20:00	12	935	0.125	12	935	0.080	12	935	0.205
20:00 - 21:00	11	874	0.062	11	874	0.073	11	874	0.135
21:00 - 22:00	6	823	0.263	6	823	0.283	6	823	0.546
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.345			3.330			6.675

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: 260 - 1840 (units: sqm)
 Survey date date range: 01/01/07 - 28/10/14
 Number of weekdays (Monday-Friday): 14
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 2

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
 MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	540	6.667	1	540	5.926	1	540	12.593
07:00 - 08:00	14	846	8.539	14	846	7.255	14	846	15.794
08:00 - 09:00	14	846	13.640	14	846	13.480	14	846	27.120
09:00 - 10:00	14	846	12.204	14	846	11.208	14	846	23.412
10:00 - 11:00	14	846	12.306	14	846	11.563	14	846	23.868
11:00 - 12:00	14	846	12.179	14	846	12.027	14	846	24.206
12:00 - 13:00	14	846	15.718	14	846	15.194	14	846	30.912
13:00 - 14:00	14	846	13.581	14	846	13.640	14	846	27.221
14:00 - 15:00	14	846	12.323	14	846	12.660	14	846	24.983
15:00 - 16:00	14	846	14.848	14	846	15.338	14	846	30.186
16:00 - 17:00	14	846	12.804	14	846	13.530	14	846	26.334
17:00 - 18:00	14	846	12.711	14	846	13.767	14	846	26.478
18:00 - 19:00	14	846	11.486	14	846	12.348	14	846	23.834
19:00 - 20:00	12	935	10.022	12	935	10.397	12	935	20.419
20:00 - 21:00	11	874	6.878	11	874	7.492	11	874	14.370
21:00 - 22:00	6	823	8.117	6	823	8.745	6	823	16.862
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			184.023			184.569			368.592

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: 260 - 1840 (units: sqm)
 Survey date range: 01/01/07 - 28/10/14
 Number of weekdays (Monday-Friday): 14
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 2

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

Calculation Reference: AUDIT-355901-160311-0301

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : C - DISCOUNT FOOD STORES
MULTI-MODAL VEHICLES

Selected regions and areas:

05	EAST MIDLANDS	
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	2 days

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

Filtering Stage 2 selection:

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

Parameter: Gross floor area
Actual Range: 1165 to 1900 (units: sqm)
Range Selected by User: 1165 to 1900 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/07 to 27/11/12

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	1 days
Wednesday	2 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 undertaken using machines.

Selected Locations:

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

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

Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	2
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.

Filtering Stage 3 selection:

Use Class:

A1 4 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:

10,001 to 15,000 2 days
25,001 to 50,000 2 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 1 days
100,001 to 125,000 1 days
500,001 or More 2 days

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

Car ownership within 5 miles:

0.6 to 1.0 2 days
1.1 to 1.5 2 days

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

Petrol filling station:

Included in the survey count 0 days
Excluded from count or no filling station 4 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

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.

LIST OF SITES relevant to selection parameters

1	MS-01-C-02	ALDI		MERSEYSIDE
	SMITHDOWN ROAD			
	WAVERTREE			
	LIVERPOOL			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Gross floor area:		1200 sqm	
	Survey date:	MONDAY	18/06/07	Survey Type: MANUAL
2	MS-01-C-03	ALDI		MERSEYSIDE
	LAUREL ROAD			
	ELM PARK			
	LIVERPOOL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:		1165 sqm	
	Survey date:	WEDNESDAY	20/06/07	Survey Type: MANUAL
3	NR-01-C-01	ALDI		NORTHAMPTONSHIRE
	DALTON ROAD			
	CORBY			
	Edge of Town			
	Industrial Zone			
	Total Gross floor area:		1345 sqm	
	Survey date:	WEDNESDAY	19/11/08	Survey Type: MANUAL
4	SH-01-C-01	LIDL		SHROPSHIRE
	CASTLE STREET			
	HADLEY			
	TELFORD			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Gross floor area:		1900 sqm	
	Survey date:	TUESDAY	16/06/09	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 01 - RETAIL/C - DISCOUNT FOOD STORES
 MULTI-MODAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1550	0.161	2	1550	0.097	2	1550	0.258
08:00 - 09:00	4	1403	0.660	4	1403	0.321	4	1403	0.981
09:00 - 10:00	4	1403	2.175	4	1403	1.533	4	1403	3.708
10:00 - 11:00	4	1403	3.369	4	1403	3.298	4	1403	6.667
11:00 - 12:00	4	1403	3.280	4	1403	3.173	4	1403	6.453
12:00 - 13:00	4	1403	3.547	4	1403	3.529	4	1403	7.076
13:00 - 14:00	4	1403	3.725	4	1403	3.369	4	1403	7.094
14:00 - 15:00	4	1403	3.690	4	1403	3.512	4	1403	7.202
15:00 - 16:00	4	1403	3.547	4	1403	3.815	4	1403	7.362
16:00 - 17:00	4	1403	3.226	4	1403	3.476	4	1403	6.702
17:00 - 18:00	4	1403	2.799	4	1403	3.280	4	1403	6.079
18:00 - 19:00	4	1403	2.389	4	1403	2.745	4	1403	5.134
19:00 - 20:00	4	1403	0.891	4	1403	1.301	4	1403	2.192
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			33.459			33.449			66.908

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: 1165 - 1900 (units: sqm)
 Survey date date range: 01/01/07 - 27/11/12
 Number of weekdays (Monday-Friday): 4
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

MULTI-MODAL TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1550	0.000	2	1550	0.000	2	1550	0.000
08:00 - 09:00	4	1403	0.018	4	1403	0.018	4	1403	0.036
09:00 - 10:00	4	1403	0.000	4	1403	0.000	4	1403	0.000
10:00 - 11:00	4	1403	0.036	4	1403	0.036	4	1403	0.072
11:00 - 12:00	4	1403	0.053	4	1403	0.053	4	1403	0.106
12:00 - 13:00	4	1403	0.089	4	1403	0.071	4	1403	0.160
13:00 - 14:00	4	1403	0.071	4	1403	0.089	4	1403	0.160
14:00 - 15:00	4	1403	0.089	4	1403	0.053	4	1403	0.142
15:00 - 16:00	4	1403	0.071	4	1403	0.089	4	1403	0.160
16:00 - 17:00	4	1403	0.089	4	1403	0.071	4	1403	0.160
17:00 - 18:00	4	1403	0.018	4	1403	0.036	4	1403	0.054
18:00 - 19:00	4	1403	0.018	4	1403	0.036	4	1403	0.054
19:00 - 20:00	4	1403	0.000	4	1403	0.000	4	1403	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.552			0.552			1.104

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: 1165 - 1900 (units: sqm)
 Survey date date range: 01/01/07 - 27/11/12
 Number of weekdays (Monday-Friday): 4
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
 MULTI-MODAL OGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1550	0.000	2	1550	0.000	2	1550	0.000
08:00 - 09:00	4	1403	0.018	4	1403	0.018	4	1403	0.036
09:00 - 10:00	4	1403	0.018	4	1403	0.018	4	1403	0.036
10:00 - 11:00	4	1403	0.018	4	1403	0.018	4	1403	0.036
11:00 - 12:00	4	1403	0.053	4	1403	0.053	4	1403	0.106
12:00 - 13:00	4	1403	0.000	4	1403	0.000	4	1403	0.000
13:00 - 14:00	4	1403	0.000	4	1403	0.000	4	1403	0.000
14:00 - 15:00	4	1403	0.000	4	1403	0.000	4	1403	0.000
15:00 - 16:00	4	1403	0.018	4	1403	0.018	4	1403	0.036
16:00 - 17:00	4	1403	0.000	4	1403	0.000	4	1403	0.000
17:00 - 18:00	4	1403	0.000	4	1403	0.000	4	1403	0.000
18:00 - 19:00	4	1403	0.018	4	1403	0.018	4	1403	0.036
19:00 - 20:00	4	1403	0.000	4	1403	0.000	4	1403	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.143			0.143			0.286

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: 1165 - 1900 (units: sqm)
 Survey date date range: 01/01/07 - 27/11/12
 Number of weekdays (Monday-Friday): 4
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
 MULTI-MODAL PSVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1550	0.000	2	1550	0.000	2	1550	0.000
08:00 - 09:00	4	1403	0.000	4	1403	0.000	4	1403	0.000
09:00 - 10:00	4	1403	0.000	4	1403	0.000	4	1403	0.000
10:00 - 11:00	4	1403	0.000	4	1403	0.000	4	1403	0.000
11:00 - 12:00	4	1403	0.000	4	1403	0.000	4	1403	0.000
12:00 - 13:00	4	1403	0.000	4	1403	0.000	4	1403	0.000
13:00 - 14:00	4	1403	0.000	4	1403	0.000	4	1403	0.000
14:00 - 15:00	4	1403	0.000	4	1403	0.000	4	1403	0.000
15:00 - 16:00	4	1403	0.000	4	1403	0.000	4	1403	0.000
16:00 - 17:00	4	1403	0.000	4	1403	0.000	4	1403	0.000
17:00 - 18:00	4	1403	0.000	4	1403	0.000	4	1403	0.000
18:00 - 19:00	4	1403	0.000	4	1403	0.000	4	1403	0.000
19:00 - 20:00	4	1403	0.000	4	1403	0.000	4	1403	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected: 1165 - 1900 (units: sqm)
 Survey date date range: 01/01/07 - 27/11/12
 Number of weekdays (Monday-Friday): 4
 Number of Saturdays: 0
 Number of Sundays: 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 01 - RETAIL/C - DISCOUNT FOOD STORES
 MULTI-MODAL CYCLISTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1550	0.000	2	1550	0.000	2	1550	0.000
08:00 - 09:00	4	1403	0.000	4	1403	0.000	4	1403	0.000
09:00 - 10:00	4	1403	0.000	4	1403	0.000	4	1403	0.000
10:00 - 11:00	4	1403	0.000	4	1403	0.000	4	1403	0.000
11:00 - 12:00	4	1403	0.107	4	1403	0.053	4	1403	0.160
12:00 - 13:00	4	1403	0.018	4	1403	0.036	4	1403	0.054
13:00 - 14:00	4	1403	0.036	4	1403	0.053	4	1403	0.089
14:00 - 15:00	4	1403	0.089	4	1403	0.089	4	1403	0.178
15:00 - 16:00	4	1403	0.053	4	1403	0.018	4	1403	0.071
16:00 - 17:00	4	1403	0.089	4	1403	0.089	4	1403	0.178
17:00 - 18:00	4	1403	0.125	4	1403	0.160	4	1403	0.285
18:00 - 19:00	4	1403	0.000	4	1403	0.018	4	1403	0.018
19:00 - 20:00	4	1403	0.000	4	1403	0.000	4	1403	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.517			0.516			1.033

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: 1165 - 1900 (units: sqm)
 Survey date date range: 01/01/07 - 27/11/12
 Number of weekdays (Monday-Friday): 4
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
 MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1550	0.226	2	1550	0.097	2	1550	0.323
08:00 - 09:00	4	1403	0.820	4	1403	0.357	4	1403	1.177
09:00 - 10:00	4	1403	2.870	4	1403	1.800	4	1403	4.670
10:00 - 11:00	4	1403	4.795	4	1403	4.474	4	1403	9.269
11:00 - 12:00	4	1403	4.670	4	1403	4.599	4	1403	9.269
12:00 - 13:00	4	1403	5.330	4	1403	5.223	4	1403	10.553
13:00 - 14:00	4	1403	5.187	4	1403	4.813	4	1403	10.000
14:00 - 15:00	4	1403	5.365	4	1403	5.152	4	1403	10.517
15:00 - 16:00	4	1403	5.561	4	1403	5.936	4	1403	11.497
16:00 - 17:00	4	1403	4.545	4	1403	4.955	4	1403	9.500
17:00 - 18:00	4	1403	4.207	4	1403	4.848	4	1403	9.055
18:00 - 19:00	4	1403	3.743	4	1403	4.367	4	1403	8.110
19:00 - 20:00	4	1403	1.462	4	1403	2.121	4	1403	3.583
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			48.781			48.742			97.523

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: 1165 - 1900 (units: sqm)
 Survey date date range: 01/01/07 - 27/11/12
 Number of weekdays (Monday-Friday): 4
 Number of Saturdays: 0
 Number of Sundays: 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 01 - RETAIL/C - DISCOUNT FOOD STORES
 MULTI-MODAL PEDESTRIANS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1550	0.161	2	1550	0.065	2	1550	0.226
08:00 - 09:00	4	1403	0.232	4	1403	0.143	4	1403	0.375
09:00 - 10:00	4	1403	1.070	4	1403	0.980	4	1403	2.050
10:00 - 11:00	4	1403	1.854	4	1403	1.676	4	1403	3.530
11:00 - 12:00	4	1403	1.515	4	1403	1.319	4	1403	2.834
12:00 - 13:00	4	1403	1.889	4	1403	1.943	4	1403	3.832
13:00 - 14:00	4	1403	1.658	4	1403	1.551	4	1403	3.209
14:00 - 15:00	4	1403	1.266	4	1403	1.693	4	1403	2.959
15:00 - 16:00	4	1403	2.139	4	1403	1.907	4	1403	4.046
16:00 - 17:00	4	1403	2.513	4	1403	1.889	4	1403	4.402
17:00 - 18:00	4	1403	1.729	4	1403	1.961	4	1403	3.690
18:00 - 19:00	4	1403	1.176	4	1403	1.836	4	1403	3.012
19:00 - 20:00	4	1403	0.374	4	1403	0.446	4	1403	0.820
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			17.576			17.409			34.985

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: 1165 - 1900 (units: sqm)
 Survey date date range: 01/01/07 - 27/11/12
 Number of weekdays (Monday-Friday): 4
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
 MULTI-MODAL BUS/TRAM PASSENGERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1550	0.000	2	1550	0.000	2	1550	0.000
08:00 - 09:00	4	1403	0.053	4	1403	0.000	4	1403	0.053
09:00 - 10:00	4	1403	0.143	4	1403	0.143	4	1403	0.286
10:00 - 11:00	4	1403	0.321	4	1403	0.339	4	1403	0.660
11:00 - 12:00	4	1403	0.160	4	1403	0.143	4	1403	0.303
12:00 - 13:00	4	1403	0.232	4	1403	0.196	4	1403	0.428
13:00 - 14:00	4	1403	0.160	4	1403	0.089	4	1403	0.249
14:00 - 15:00	4	1403	0.089	4	1403	0.267	4	1403	0.356
15:00 - 16:00	4	1403	0.214	4	1403	0.125	4	1403	0.339
16:00 - 17:00	4	1403	0.160	4	1403	0.178	4	1403	0.338
17:00 - 18:00	4	1403	0.053	4	1403	0.053	4	1403	0.106
18:00 - 19:00	4	1403	0.053	4	1403	0.089	4	1403	0.142
19:00 - 20:00	4	1403	0.000	4	1403	0.018	4	1403	0.018
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.638			1.640			3.278

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: 1165 - 1900 (units: sqm)
 Survey date date range: 01/01/07 - 27/11/12
 Number of weekdays (Monday-Friday): 4
 Number of Saturdays: 0
 Number of Sundays: 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 01 - RETAIL/C - DISCOUNT FOOD STORES
 MULTI-MODAL TOTAL RAIL PASSENGERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1550	0.000	2	1550	0.000	2	1550	0.000
08:00 - 09:00	4	1403	0.000	4	1403	0.000	4	1403	0.000
09:00 - 10:00	4	1403	0.000	4	1403	0.000	4	1403	0.000
10:00 - 11:00	4	1403	0.000	4	1403	0.000	4	1403	0.000
11:00 - 12:00	4	1403	0.000	4	1403	0.000	4	1403	0.000
12:00 - 13:00	4	1403	0.000	4	1403	0.000	4	1403	0.000
13:00 - 14:00	4	1403	0.000	4	1403	0.000	4	1403	0.000
14:00 - 15:00	4	1403	0.000	4	1403	0.000	4	1403	0.000
15:00 - 16:00	4	1403	0.000	4	1403	0.000	4	1403	0.000
16:00 - 17:00	4	1403	0.000	4	1403	0.000	4	1403	0.000
17:00 - 18:00	4	1403	0.000	4	1403	0.000	4	1403	0.000
18:00 - 19:00	4	1403	0.000	4	1403	0.000	4	1403	0.000
19:00 - 20:00	4	1403	0.000	4	1403	0.000	4	1403	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected: 1165 - 1900 (units: sqm)
 Survey date date range: 01/01/07 - 27/11/12
 Number of weekdays (Monday-Friday): 4
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
 MULTI-MODAL COACH PASSENGERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1550	0.000	2	1550	0.000	2	1550	0.000
08:00 - 09:00	4	1403	0.000	4	1403	0.000	4	1403	0.000
09:00 - 10:00	4	1403	0.000	4	1403	0.000	4	1403	0.000
10:00 - 11:00	4	1403	0.000	4	1403	0.000	4	1403	0.000
11:00 - 12:00	4	1403	0.000	4	1403	0.000	4	1403	0.000
12:00 - 13:00	4	1403	0.000	4	1403	0.000	4	1403	0.000
13:00 - 14:00	4	1403	0.000	4	1403	0.000	4	1403	0.000
14:00 - 15:00	4	1403	0.000	4	1403	0.000	4	1403	0.000
15:00 - 16:00	4	1403	0.000	4	1403	0.000	4	1403	0.000
16:00 - 17:00	4	1403	0.000	4	1403	0.000	4	1403	0.000
17:00 - 18:00	4	1403	0.000	4	1403	0.000	4	1403	0.000
18:00 - 19:00	4	1403	0.000	4	1403	0.000	4	1403	0.000
19:00 - 20:00	4	1403	0.000	4	1403	0.000	4	1403	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected: 1165 - 1900 (units: sqm)
 Survey date date range: 01/01/07 - 27/11/12
 Number of weekdays (Monday-Friday): 4
 Number of Saturdays: 0
 Number of Sundays: 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 01 - RETAIL/C - DISCOUNT FOOD STORES
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1550	0.000	2	1550	0.000	2	1550	0.000
08:00 - 09:00	4	1403	0.053	4	1403	0.000	4	1403	0.053
09:00 - 10:00	4	1403	0.143	4	1403	0.143	4	1403	0.286
10:00 - 11:00	4	1403	0.321	4	1403	0.339	4	1403	0.660
11:00 - 12:00	4	1403	0.160	4	1403	0.143	4	1403	0.303
12:00 - 13:00	4	1403	0.232	4	1403	0.196	4	1403	0.428
13:00 - 14:00	4	1403	0.160	4	1403	0.089	4	1403	0.249
14:00 - 15:00	4	1403	0.089	4	1403	0.267	4	1403	0.356
15:00 - 16:00	4	1403	0.214	4	1403	0.125	4	1403	0.339
16:00 - 17:00	4	1403	0.160	4	1403	0.178	4	1403	0.338
17:00 - 18:00	4	1403	0.053	4	1403	0.053	4	1403	0.106
18:00 - 19:00	4	1403	0.053	4	1403	0.089	4	1403	0.142
19:00 - 20:00	4	1403	0.000	4	1403	0.018	4	1403	0.018
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.638			1.640			3.278

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: 1165 - 1900 (units: sqm)
 Survey date date range: 01/01/07 - 27/11/12
 Number of weekdays (Monday-Friday): 4
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
 MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1550	0.387	2	1550	0.161	2	1550	0.548
08:00 - 09:00	4	1403	1.105	4	1403	0.499	4	1403	1.604
09:00 - 10:00	4	1403	4.082	4	1403	2.923	4	1403	7.005
10:00 - 11:00	4	1403	6.970	4	1403	6.488	4	1403	13.458
11:00 - 12:00	4	1403	6.453	4	1403	6.114	4	1403	12.567
12:00 - 13:00	4	1403	7.469	4	1403	7.398	4	1403	14.867
13:00 - 14:00	4	1403	7.041	4	1403	6.506	4	1403	13.547
14:00 - 15:00	4	1403	6.809	4	1403	7.201	4	1403	14.010
15:00 - 16:00	4	1403	7.968	4	1403	7.986	4	1403	15.954
16:00 - 17:00	4	1403	7.308	4	1403	7.112	4	1403	14.420
17:00 - 18:00	4	1403	6.114	4	1403	7.023	4	1403	13.137
18:00 - 19:00	4	1403	4.973	4	1403	6.310	4	1403	11.283
19:00 - 20:00	4	1403	1.836	4	1403	2.585	4	1403	4.421
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			68.515			68.306			136.821

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: 1165 - 1900 (units: sqm)
 Survey date date range: 01/01/07 - 27/11/12
 Number of weekdays (Monday-Friday): 4
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

Calculation Reference: AUDIT-355901-160310-0318

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : D - INDUSTRIAL ESTATE
MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES	EAST SUSSEX 1 days
04	EAST ANGLIA	
	CA	CAMBRIDGESHIRE 3 days

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

Filtering Stage 2 selection:

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

Parameter: Gross floor area
Actual Range: 4133 to 6625 (units: sqm)
Range Selected by User: 1758 to 10000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/07 to 02/12/14

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

Selected survey days:

Tuesday	2 days
Thursday	2 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 undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	4
------------------------------------	---

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

Selected Location Sub Categories:

Industrial Zone	2
No Sub Category	2

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

Filtering Stage 3 selection:

Use Class:

B1 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®.

Population within 1 mile:

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

125,001 to 250,000 3 days
250,001 to 500,000 1 days

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

Car ownership within 5 miles:

0.6 to 1.0 1 days
1.1 to 1.5 2 days
1.6 to 2.0 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.

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	4871	0.175	4	4871	0.041	4	4871	0.216
07:30 - 08:00	4	4871	0.513	4	4871	0.123	4	4871	0.636
08:00 - 08:30	4	4871	0.488	4	4871	0.252	4	4871	0.740
08:30 - 09:00	4	4871	0.431	4	4871	0.262	4	4871	0.693
09:00 - 09:30	4	4871	0.354	4	4871	0.272	4	4871	0.626
09:30 - 10:00	4	4871	0.395	4	4871	0.293	4	4871	0.688
10:00 - 10:30	4	4871	0.359	4	4871	0.334	4	4871	0.693
10:30 - 11:00	4	4871	0.318	4	4871	0.359	4	4871	0.677
11:00 - 11:30	4	4871	0.364	4	4871	0.323	4	4871	0.687
11:30 - 12:00	4	4871	0.293	4	4871	0.349	4	4871	0.642
12:00 - 12:30	4	4871	0.318	4	4871	0.364	4	4871	0.682
12:30 - 13:00	4	4871	0.380	4	4871	0.328	4	4871	0.708
13:00 - 13:30	4	4871	0.298	4	4871	0.328	4	4871	0.626
13:30 - 14:00	4	4871	0.246	4	4871	0.221	4	4871	0.467
14:00 - 14:30	4	4871	0.267	4	4871	0.216	4	4871	0.483
14:30 - 15:00	4	4871	0.287	4	4871	0.308	4	4871	0.595
15:00 - 15:30	4	4871	0.282	4	4871	0.462	4	4871	0.744
15:30 - 16:00	4	4871	0.267	4	4871	0.298	4	4871	0.565
16:00 - 16:30	4	4871	0.221	4	4871	0.298	4	4871	0.519
16:30 - 17:00	4	4871	0.252	4	4871	0.370	4	4871	0.622
17:00 - 17:30	4	4871	0.185	4	4871	0.364	4	4871	0.549
17:30 - 18:00	4	4871	0.077	4	4871	0.257	4	4871	0.334
18:00 - 18:30	4	4871	0.067	4	4871	0.216	4	4871	0.283
18:30 - 19:00	4	4871	0.031	4	4871	0.056	4	4871	0.087
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			6.868			6.694			13.562

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:	4133 - 6625 (units: sqm)
Survey date date range:	01/01/07 - 02/12/14
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	9

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 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

MULTI-MODAL TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	4871	0.000	4	4871	0.000	4	4871	0.000
07:30 - 08:00	4	4871	0.010	4	4871	0.000	4	4871	0.010
08:00 - 08:30	4	4871	0.015	4	4871	0.010	4	4871	0.025
08:30 - 09:00	4	4871	0.005	4	4871	0.005	4	4871	0.010
09:00 - 09:30	4	4871	0.000	4	4871	0.000	4	4871	0.000
09:30 - 10:00	4	4871	0.000	4	4871	0.000	4	4871	0.000
10:00 - 10:30	4	4871	0.005	4	4871	0.000	4	4871	0.005
10:30 - 11:00	4	4871	0.000	4	4871	0.000	4	4871	0.000
11:00 - 11:30	4	4871	0.000	4	4871	0.010	4	4871	0.010
11:30 - 12:00	4	4871	0.000	4	4871	0.010	4	4871	0.010
12:00 - 12:30	4	4871	0.021	4	4871	0.000	4	4871	0.021
12:30 - 13:00	4	4871	0.000	4	4871	0.005	4	4871	0.005
13:00 - 13:30	4	4871	0.000	4	4871	0.015	4	4871	0.015
13:30 - 14:00	4	4871	0.005	4	4871	0.000	4	4871	0.005
14:00 - 14:30	4	4871	0.000	4	4871	0.000	4	4871	0.000
14:30 - 15:00	4	4871	0.000	4	4871	0.000	4	4871	0.000
15:00 - 15:30	4	4871	0.015	4	4871	0.005	4	4871	0.020
15:30 - 16:00	4	4871	0.005	4	4871	0.015	4	4871	0.020
16:00 - 16:30	4	4871	0.010	4	4871	0.005	4	4871	0.015
16:30 - 17:00	4	4871	0.005	4	4871	0.010	4	4871	0.015
17:00 - 17:30	4	4871	0.015	4	4871	0.010	4	4871	0.025
17:30 - 18:00	4	4871	0.000	4	4871	0.010	4	4871	0.010
18:00 - 18:30	4	4871	0.000	4	4871	0.000	4	4871	0.000
18:30 - 19:00	4	4871	0.010	4	4871	0.010	4	4871	0.020
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.121			0.120			0.241

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:	4133 - 6625 (units: sqm)
Survey date date range:	01/01/07 - 02/12/14
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	9

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 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	4871	0.005	4	4871	0.005	4	4871	0.010
07:30 - 08:00	4	4871	0.021	4	4871	0.005	4	4871	0.026
08:00 - 08:30	4	4871	0.031	4	4871	0.026	4	4871	0.057
08:30 - 09:00	4	4871	0.036	4	4871	0.031	4	4871	0.067
09:00 - 09:30	4	4871	0.036	4	4871	0.041	4	4871	0.077
09:30 - 10:00	4	4871	0.046	4	4871	0.036	4	4871	0.082
10:00 - 10:30	4	4871	0.046	4	4871	0.031	4	4871	0.077
10:30 - 11:00	4	4871	0.026	4	4871	0.062	4	4871	0.088
11:00 - 11:30	4	4871	0.036	4	4871	0.026	4	4871	0.062
11:30 - 12:00	4	4871	0.015	4	4871	0.021	4	4871	0.036
12:00 - 12:30	4	4871	0.015	4	4871	0.021	4	4871	0.036
12:30 - 13:00	4	4871	0.026	4	4871	0.015	4	4871	0.041
13:00 - 13:30	4	4871	0.015	4	4871	0.015	4	4871	0.030
13:30 - 14:00	4	4871	0.015	4	4871	0.010	4	4871	0.025
14:00 - 14:30	4	4871	0.026	4	4871	0.010	4	4871	0.036
14:30 - 15:00	4	4871	0.010	4	4871	0.026	4	4871	0.036
15:00 - 15:30	4	4871	0.026	4	4871	0.036	4	4871	0.062
15:30 - 16:00	4	4871	0.015	4	4871	0.026	4	4871	0.041
16:00 - 16:30	4	4871	0.000	4	4871	0.010	4	4871	0.010
16:30 - 17:00	4	4871	0.026	4	4871	0.021	4	4871	0.047
17:00 - 17:30	4	4871	0.015	4	4871	0.015	4	4871	0.030
17:30 - 18:00	4	4871	0.010	4	4871	0.010	4	4871	0.020
18:00 - 18:30	4	4871	0.005	4	4871	0.015	4	4871	0.020
18:30 - 19:00	4	4871	0.000	4	4871	0.005	4	4871	0.005
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.502			0.519			1.021

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

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

Parameter summary

Trip rate parameter range selected:	4133 - 6625 (units: sqm)
Survey date date range:	01/01/07 - 02/12/14
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	9

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 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

MULTI-MODAL PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	4871	0.000	4	4871	0.000	4	4871	0.000
07:30 - 08:00	4	4871	0.000	4	4871	0.000	4	4871	0.000
08:00 - 08:30	4	4871	0.000	4	4871	0.000	4	4871	0.000
08:30 - 09:00	4	4871	0.000	4	4871	0.000	4	4871	0.000
09:00 - 09:30	4	4871	0.000	4	4871	0.000	4	4871	0.000
09:30 - 10:00	4	4871	0.000	4	4871	0.000	4	4871	0.000
10:00 - 10:30	4	4871	0.000	4	4871	0.000	4	4871	0.000
10:30 - 11:00	4	4871	0.000	4	4871	0.000	4	4871	0.000
11:00 - 11:30	4	4871	0.000	4	4871	0.000	4	4871	0.000
11:30 - 12:00	4	4871	0.000	4	4871	0.000	4	4871	0.000
12:00 - 12:30	4	4871	0.000	4	4871	0.000	4	4871	0.000
12:30 - 13:00	4	4871	0.000	4	4871	0.000	4	4871	0.000
13:00 - 13:30	4	4871	0.000	4	4871	0.000	4	4871	0.000
13:30 - 14:00	4	4871	0.000	4	4871	0.000	4	4871	0.000
14:00 - 14:30	4	4871	0.000	4	4871	0.000	4	4871	0.000
14:30 - 15:00	4	4871	0.000	4	4871	0.000	4	4871	0.000
15:00 - 15:30	4	4871	0.000	4	4871	0.000	4	4871	0.000
15:30 - 16:00	4	4871	0.000	4	4871	0.000	4	4871	0.000
16:00 - 16:30	4	4871	0.000	4	4871	0.000	4	4871	0.000
16:30 - 17:00	4	4871	0.000	4	4871	0.000	4	4871	0.000
17:00 - 17:30	4	4871	0.000	4	4871	0.000	4	4871	0.000
17:30 - 18:00	4	4871	0.000	4	4871	0.000	4	4871	0.000
18:00 - 18:30	4	4871	0.000	4	4871	0.000	4	4871	0.000
18:30 - 19:00	4	4871	0.000	4	4871	0.000	4	4871	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected:	4133 - 6625 (units: sqm)
Survey date date range:	01/01/07 - 02/12/14
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	9

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 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	4871	0.000	4	4871	0.000	4	4871	0.000
07:30 - 08:00	4	4871	0.015	4	4871	0.000	4	4871	0.015
08:00 - 08:30	4	4871	0.000	4	4871	0.000	4	4871	0.000
08:30 - 09:00	4	4871	0.010	4	4871	0.005	4	4871	0.015
09:00 - 09:30	4	4871	0.005	4	4871	0.000	4	4871	0.005
09:30 - 10:00	4	4871	0.000	4	4871	0.000	4	4871	0.000
10:00 - 10:30	4	4871	0.000	4	4871	0.000	4	4871	0.000
10:30 - 11:00	4	4871	0.000	4	4871	0.000	4	4871	0.000
11:00 - 11:30	4	4871	0.000	4	4871	0.000	4	4871	0.000
11:30 - 12:00	4	4871	0.000	4	4871	0.000	4	4871	0.000
12:00 - 12:30	4	4871	0.000	4	4871	0.000	4	4871	0.000
12:30 - 13:00	4	4871	0.000	4	4871	0.000	4	4871	0.000
13:00 - 13:30	4	4871	0.000	4	4871	0.010	4	4871	0.010
13:30 - 14:00	4	4871	0.000	4	4871	0.000	4	4871	0.000
14:00 - 14:30	4	4871	0.000	4	4871	0.000	4	4871	0.000
14:30 - 15:00	4	4871	0.000	4	4871	0.000	4	4871	0.000
15:00 - 15:30	4	4871	0.010	4	4871	0.010	4	4871	0.020
15:30 - 16:00	4	4871	0.000	4	4871	0.010	4	4871	0.010
16:00 - 16:30	4	4871	0.000	4	4871	0.000	4	4871	0.000
16:30 - 17:00	4	4871	0.000	4	4871	0.005	4	4871	0.005
17:00 - 17:30	4	4871	0.010	4	4871	0.015	4	4871	0.025
17:30 - 18:00	4	4871	0.000	4	4871	0.005	4	4871	0.005
18:00 - 18:30	4	4871	0.000	4	4871	0.000	4	4871	0.000
18:30 - 19:00	4	4871	0.000	4	4871	0.000	4	4871	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.050			0.060			0.110

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:	4133 - 6625 (units: sqm)
Survey date date range:	01/01/07 - 02/12/14
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	9

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 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
 MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	4871	0.205	4	4871	0.051	4	4871	0.256
07:30 - 08:00	4	4871	0.606	4	4871	0.159	4	4871	0.765
08:00 - 08:30	4	4871	0.595	4	4871	0.293	4	4871	0.888
08:30 - 09:00	4	4871	0.503	4	4871	0.328	4	4871	0.831
09:00 - 09:30	4	4871	0.416	4	4871	0.359	4	4871	0.775
09:30 - 10:00	4	4871	0.482	4	4871	0.334	4	4871	0.816
10:00 - 10:30	4	4871	0.411	4	4871	0.411	4	4871	0.822
10:30 - 11:00	4	4871	0.400	4	4871	0.436	4	4871	0.836
11:00 - 11:30	4	4871	0.452	4	4871	0.441	4	4871	0.893
11:30 - 12:00	4	4871	0.354	4	4871	0.411	4	4871	0.765
12:00 - 12:30	4	4871	0.359	4	4871	0.416	4	4871	0.775
12:30 - 13:00	4	4871	0.462	4	4871	0.359	4	4871	0.821
13:00 - 13:30	4	4871	0.375	4	4871	0.380	4	4871	0.755
13:30 - 14:00	4	4871	0.303	4	4871	0.272	4	4871	0.575
14:00 - 14:30	4	4871	0.313	4	4871	0.252	4	4871	0.565
14:30 - 15:00	4	4871	0.334	4	4871	0.385	4	4871	0.719
15:00 - 15:30	4	4871	0.318	4	4871	0.616	4	4871	0.934
15:30 - 16:00	4	4871	0.328	4	4871	0.390	4	4871	0.718
16:00 - 16:30	4	4871	0.277	4	4871	0.359	4	4871	0.636
16:30 - 17:00	4	4871	0.293	4	4871	0.441	4	4871	0.734
17:00 - 17:30	4	4871	0.282	4	4871	0.488	4	4871	0.770
17:30 - 18:00	4	4871	0.139	4	4871	0.334	4	4871	0.473
18:00 - 18:30	4	4871	0.092	4	4871	0.257	4	4871	0.349
18:30 - 19:00	4	4871	0.031	4	4871	0.062	4	4871	0.093
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			8.330			8.234			16.564

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:	4133 - 6625 (units: sqm)
Survey date date range:	01/01/07 - 02/12/14
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	9

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 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	4871	0.000	4	4871	0.000	4	4871	0.000
07:30 - 08:00	4	4871	0.031	4	4871	0.026	4	4871	0.057
08:00 - 08:30	4	4871	0.082	4	4871	0.010	4	4871	0.092
08:30 - 09:00	4	4871	0.021	4	4871	0.010	4	4871	0.031
09:00 - 09:30	4	4871	0.010	4	4871	0.026	4	4871	0.036
09:30 - 10:00	4	4871	0.015	4	4871	0.015	4	4871	0.030
10:00 - 10:30	4	4871	0.005	4	4871	0.015	4	4871	0.020
10:30 - 11:00	4	4871	0.010	4	4871	0.000	4	4871	0.010
11:00 - 11:30	4	4871	0.010	4	4871	0.010	4	4871	0.020
11:30 - 12:00	4	4871	0.010	4	4871	0.005	4	4871	0.015
12:00 - 12:30	4	4871	0.031	4	4871	0.031	4	4871	0.062
12:30 - 13:00	4	4871	0.036	4	4871	0.026	4	4871	0.062
13:00 - 13:30	4	4871	0.026	4	4871	0.015	4	4871	0.041
13:30 - 14:00	4	4871	0.015	4	4871	0.026	4	4871	0.041
14:00 - 14:30	4	4871	0.010	4	4871	0.005	4	4871	0.015
14:30 - 15:00	4	4871	0.005	4	4871	0.005	4	4871	0.010
15:00 - 15:30	4	4871	0.021	4	4871	0.000	4	4871	0.021
15:30 - 16:00	4	4871	0.005	4	4871	0.021	4	4871	0.026
16:00 - 16:30	4	4871	0.026	4	4871	0.021	4	4871	0.047
16:30 - 17:00	4	4871	0.021	4	4871	0.015	4	4871	0.036
17:00 - 17:30	4	4871	0.005	4	4871	0.077	4	4871	0.082
17:30 - 18:00	4	4871	0.000	4	4871	0.010	4	4871	0.010
18:00 - 18:30	4	4871	0.005	4	4871	0.000	4	4871	0.005
18:30 - 19:00	4	4871	0.005	4	4871	0.000	4	4871	0.005
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.405			0.369			0.774

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:	4133 - 6625 (units: sqm)
Survey date date range:	01/01/07 - 02/12/14
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	9

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 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
 MULTI-MODAL BUS/TRAM PASSENGERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	4871	0.015	4	4871	0.000	4	4871	0.015
07:30 - 08:00	4	4871	0.021	4	4871	0.000	4	4871	0.021
08:00 - 08:30	4	4871	0.036	4	4871	0.000	4	4871	0.036
08:30 - 09:00	4	4871	0.021	4	4871	0.000	4	4871	0.021
09:00 - 09:30	4	4871	0.015	4	4871	0.000	4	4871	0.015
09:30 - 10:00	4	4871	0.015	4	4871	0.000	4	4871	0.015
10:00 - 10:30	4	4871	0.005	4	4871	0.000	4	4871	0.005
10:30 - 11:00	4	4871	0.000	4	4871	0.005	4	4871	0.005
11:00 - 11:30	4	4871	0.000	4	4871	0.005	4	4871	0.005
11:30 - 12:00	4	4871	0.005	4	4871	0.000	4	4871	0.005
12:00 - 12:30	4	4871	0.010	4	4871	0.000	4	4871	0.010
12:30 - 13:00	4	4871	0.000	4	4871	0.000	4	4871	0.000
13:00 - 13:30	4	4871	0.005	4	4871	0.010	4	4871	0.015
13:30 - 14:00	4	4871	0.005	4	4871	0.000	4	4871	0.005
14:00 - 14:30	4	4871	0.000	4	4871	0.010	4	4871	0.010
14:30 - 15:00	4	4871	0.000	4	4871	0.005	4	4871	0.005
15:00 - 15:30	4	4871	0.005	4	4871	0.005	4	4871	0.010
15:30 - 16:00	4	4871	0.000	4	4871	0.010	4	4871	0.010
16:00 - 16:30	4	4871	0.000	4	4871	0.015	4	4871	0.015
16:30 - 17:00	4	4871	0.000	4	4871	0.015	4	4871	0.015
17:00 - 17:30	4	4871	0.000	4	4871	0.041	4	4871	0.041
17:30 - 18:00	4	4871	0.000	4	4871	0.021	4	4871	0.021
18:00 - 18:30	4	4871	0.000	4	4871	0.010	4	4871	0.010
18:30 - 19:00	4	4871	0.000	4	4871	0.005	4	4871	0.005
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.158			0.157			0.315

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:	4133 - 6625 (units: sqm)
Survey date date range:	01/01/07 - 02/12/14
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	9

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 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
 MULTI-MODAL TOTAL RAIL PASSENGERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	4871	0.000	4	4871	0.000	4	4871	0.000
07:30 - 08:00	4	4871	0.005	4	4871	0.000	4	4871	0.005
08:00 - 08:30	4	4871	0.005	4	4871	0.000	4	4871	0.005
08:30 - 09:00	4	4871	0.005	4	4871	0.000	4	4871	0.005
09:00 - 09:30	4	4871	0.000	4	4871	0.000	4	4871	0.000
09:30 - 10:00	4	4871	0.015	4	4871	0.000	4	4871	0.015
10:00 - 10:30	4	4871	0.000	4	4871	0.000	4	4871	0.000
10:30 - 11:00	4	4871	0.000	4	4871	0.000	4	4871	0.000
11:00 - 11:30	4	4871	0.005	4	4871	0.000	4	4871	0.005
11:30 - 12:00	4	4871	0.000	4	4871	0.000	4	4871	0.000
12:00 - 12:30	4	4871	0.000	4	4871	0.000	4	4871	0.000
12:30 - 13:00	4	4871	0.000	4	4871	0.000	4	4871	0.000
13:00 - 13:30	4	4871	0.000	4	4871	0.000	4	4871	0.000
13:30 - 14:00	4	4871	0.000	4	4871	0.005	4	4871	0.005
14:00 - 14:30	4	4871	0.000	4	4871	0.000	4	4871	0.000
14:30 - 15:00	4	4871	0.000	4	4871	0.000	4	4871	0.000
15:00 - 15:30	4	4871	0.000	4	4871	0.000	4	4871	0.000
15:30 - 16:00	4	4871	0.000	4	4871	0.005	4	4871	0.005
16:00 - 16:30	4	4871	0.000	4	4871	0.010	4	4871	0.010
16:30 - 17:00	4	4871	0.000	4	4871	0.005	4	4871	0.005
17:00 - 17:30	4	4871	0.000	4	4871	0.010	4	4871	0.010
17:30 - 18:00	4	4871	0.000	4	4871	0.000	4	4871	0.000
18:00 - 18:30	4	4871	0.000	4	4871	0.005	4	4871	0.005
18:30 - 19:00	4	4871	0.000	4	4871	0.000	4	4871	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.035			0.040			0.075

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:	4133 - 6625 (units: sqm)
Survey date date range:	01/01/07 - 02/12/14
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	9

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 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
 MULTI-MODAL COACH PASSENGERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	4871	0.000	4	4871	0.000	4	4871	0.000
07:30 - 08:00	4	4871	0.000	4	4871	0.000	4	4871	0.000
08:00 - 08:30	4	4871	0.000	4	4871	0.000	4	4871	0.000
08:30 - 09:00	4	4871	0.000	4	4871	0.000	4	4871	0.000
09:00 - 09:30	4	4871	0.000	4	4871	0.000	4	4871	0.000
09:30 - 10:00	4	4871	0.000	4	4871	0.000	4	4871	0.000
10:00 - 10:30	4	4871	0.000	4	4871	0.000	4	4871	0.000
10:30 - 11:00	4	4871	0.000	4	4871	0.000	4	4871	0.000
11:00 - 11:30	4	4871	0.000	4	4871	0.000	4	4871	0.000
11:30 - 12:00	4	4871	0.000	4	4871	0.000	4	4871	0.000
12:00 - 12:30	4	4871	0.000	4	4871	0.000	4	4871	0.000
12:30 - 13:00	4	4871	0.000	4	4871	0.000	4	4871	0.000
13:00 - 13:30	4	4871	0.000	4	4871	0.000	4	4871	0.000
13:30 - 14:00	4	4871	0.000	4	4871	0.000	4	4871	0.000
14:00 - 14:30	4	4871	0.000	4	4871	0.000	4	4871	0.000
14:30 - 15:00	4	4871	0.000	4	4871	0.000	4	4871	0.000
15:00 - 15:30	4	4871	0.000	4	4871	0.000	4	4871	0.000
15:30 - 16:00	4	4871	0.000	4	4871	0.000	4	4871	0.000
16:00 - 16:30	4	4871	0.000	4	4871	0.000	4	4871	0.000
16:30 - 17:00	4	4871	0.000	4	4871	0.000	4	4871	0.000
17:00 - 17:30	4	4871	0.000	4	4871	0.000	4	4871	0.000
17:30 - 18:00	4	4871	0.000	4	4871	0.000	4	4871	0.000
18:00 - 18:30	4	4871	0.000	4	4871	0.000	4	4871	0.000
18:30 - 19:00	4	4871	0.000	4	4871	0.000	4	4871	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected:	4133 - 6625 (units: sqm)
Survey date date range:	01/01/07 - 02/12/14
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	9

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 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
 MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	4871	0.015	4	4871	0.000	4	4871	0.015
07:30 - 08:00	4	4871	0.026	4	4871	0.000	4	4871	0.026
08:00 - 08:30	4	4871	0.041	4	4871	0.000	4	4871	0.041
08:30 - 09:00	4	4871	0.026	4	4871	0.000	4	4871	0.026
09:00 - 09:30	4	4871	0.015	4	4871	0.000	4	4871	0.015
09:30 - 10:00	4	4871	0.031	4	4871	0.000	4	4871	0.031
10:00 - 10:30	4	4871	0.005	4	4871	0.000	4	4871	0.005
10:30 - 11:00	4	4871	0.000	4	4871	0.005	4	4871	0.005
11:00 - 11:30	4	4871	0.005	4	4871	0.005	4	4871	0.010
11:30 - 12:00	4	4871	0.005	4	4871	0.000	4	4871	0.005
12:00 - 12:30	4	4871	0.010	4	4871	0.000	4	4871	0.010
12:30 - 13:00	4	4871	0.000	4	4871	0.000	4	4871	0.000
13:00 - 13:30	4	4871	0.005	4	4871	0.010	4	4871	0.015
13:30 - 14:00	4	4871	0.005	4	4871	0.005	4	4871	0.010
14:00 - 14:30	4	4871	0.000	4	4871	0.010	4	4871	0.010
14:30 - 15:00	4	4871	0.000	4	4871	0.005	4	4871	0.005
15:00 - 15:30	4	4871	0.005	4	4871	0.005	4	4871	0.010
15:30 - 16:00	4	4871	0.000	4	4871	0.015	4	4871	0.015
16:00 - 16:30	4	4871	0.000	4	4871	0.026	4	4871	0.026
16:30 - 17:00	4	4871	0.000	4	4871	0.021	4	4871	0.021
17:00 - 17:30	4	4871	0.000	4	4871	0.051	4	4871	0.051
17:30 - 18:00	4	4871	0.000	4	4871	0.021	4	4871	0.021
18:00 - 18:30	4	4871	0.000	4	4871	0.015	4	4871	0.015
18:30 - 19:00	4	4871	0.000	4	4871	0.005	4	4871	0.005
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.194			0.199			0.393

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:	4133 - 6625 (units: sqm)
Survey date date range:	01/01/07 - 02/12/14
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	9

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 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	4871	0.221	4	4871	0.051	4	4871	0.272
07:30 - 08:00	4	4871	0.678	4	4871	0.185	4	4871	0.863
08:00 - 08:30	4	4871	0.719	4	4871	0.303	4	4871	1.022
08:30 - 09:00	4	4871	0.559	4	4871	0.344	4	4871	0.903
09:00 - 09:30	4	4871	0.447	4	4871	0.385	4	4871	0.832
09:30 - 10:00	4	4871	0.529	4	4871	0.349	4	4871	0.878
10:00 - 10:30	4	4871	0.421	4	4871	0.426	4	4871	0.847
10:30 - 11:00	4	4871	0.411	4	4871	0.441	4	4871	0.852
11:00 - 11:30	4	4871	0.467	4	4871	0.457	4	4871	0.924
11:30 - 12:00	4	4871	0.370	4	4871	0.416	4	4871	0.786
12:00 - 12:30	4	4871	0.400	4	4871	0.447	4	4871	0.847
12:30 - 13:00	4	4871	0.498	4	4871	0.385	4	4871	0.883
13:00 - 13:30	4	4871	0.405	4	4871	0.416	4	4871	0.821
13:30 - 14:00	4	4871	0.323	4	4871	0.303	4	4871	0.626
14:00 - 14:30	4	4871	0.323	4	4871	0.267	4	4871	0.590
14:30 - 15:00	4	4871	0.339	4	4871	0.395	4	4871	0.734
15:00 - 15:30	4	4871	0.354	4	4871	0.631	4	4871	0.985
15:30 - 16:00	4	4871	0.334	4	4871	0.436	4	4871	0.770
16:00 - 16:30	4	4871	0.303	4	4871	0.405	4	4871	0.708
16:30 - 17:00	4	4871	0.313	4	4871	0.482	4	4871	0.795
17:00 - 17:30	4	4871	0.298	4	4871	0.631	4	4871	0.929
17:30 - 18:00	4	4871	0.139	4	4871	0.370	4	4871	0.509
18:00 - 18:30	4	4871	0.098	4	4871	0.272	4	4871	0.370
18:30 - 19:00	4	4871	0.036	4	4871	0.067	4	4871	0.103
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			8.985			8.864			17.849

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.

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Parameter summary

Trip rate parameter range selected:	4133 - 6625 (units: sqm)
Survey date date range:	01/01/07 - 02/12/14
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	9

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.

Calculation Reference: AUDIT-355901-160310-0315

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : C - INDUSTRIAL UNIT
MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HF	HERTFORDSHIRE 1 days
06	WEST MIDLANDS	
	WM	WEST MIDLANDS 1 days

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

Filtering Stage 2 selection:

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

Parameter: Gross floor area
Actual Range: 1800 to 5070 (units: sqm)
Range Selected by User: 1100 to 10000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/07 to 22/10/13

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	1 days
Thursday	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 undertaken using machines.

Selected Locations:

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

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

Selected Location Sub Categories:

Industrial Zone	2
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This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:

B1 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®.

Population within 1 mile:

10,001 to 15,000 1 days

25,001 to 50,000 1 days

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

Population within 5 miles:

125,001 to 250,000 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.

LIST OF SITES relevant to selection parameters

- | | | |
|---|---|--|
| 1 | HF-02-C-01 INDUSTRIAL UNIT
BRIDGE ROAD EAST

WELWYN GARDEN CITY
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 1800 sqm
Survey date: THURSDAY 17/07/08 | HERTFORDSHIRE

Survey Type: MANUAL |
| 2 | WM-02-C-03 INDUSTRIAL GLASS
DOWNING STREET

SMETHWICK
Edge of Town
Industrial Zone
Total Gross floor area: 5070 sqm
Survey date: TUESDAY 06/11/12 | WEST MIDLANDS

Survey Type: MANUAL |

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BR-02-C-01	No B1c
DC-02-C-07	Not B1c
HE-02-C-01	No B1c
HE-02-C-02	No B1c

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
 MULTI-MODAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	2	3435	0.073	2	3435	0.000	2	3435	0.073
07:30 - 08:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
08:00 - 08:30	2	3435	0.058	2	3435	0.058	2	3435	0.116
08:30 - 09:00	2	3435	0.233	2	3435	0.087	2	3435	0.320
09:00 - 09:30	2	3435	0.335	2	3435	0.073	2	3435	0.408
09:30 - 10:00	2	3435	0.116	2	3435	0.044	2	3435	0.160
10:00 - 10:30	2	3435	0.044	2	3435	0.073	2	3435	0.117
10:30 - 11:00	2	3435	0.087	2	3435	0.058	2	3435	0.145
11:00 - 11:30	2	3435	0.073	2	3435	0.073	2	3435	0.146
11:30 - 12:00	2	3435	0.073	2	3435	0.073	2	3435	0.146
12:00 - 12:30	2	3435	0.073	2	3435	0.087	2	3435	0.160
12:30 - 13:00	2	3435	0.044	2	3435	0.044	2	3435	0.088
13:00 - 13:30	2	3435	0.044	2	3435	0.102	2	3435	0.146
13:30 - 14:00	2	3435	0.087	2	3435	0.029	2	3435	0.116
14:00 - 14:30	2	3435	0.087	2	3435	0.058	2	3435	0.145
14:30 - 15:00	2	3435	0.015	2	3435	0.044	2	3435	0.059
15:00 - 15:30	2	3435	0.029	2	3435	0.087	2	3435	0.116
15:30 - 16:00	2	3435	0.116	2	3435	0.044	2	3435	0.160
16:00 - 16:30	2	3435	0.058	2	3435	0.058	2	3435	0.116
16:30 - 17:00	2	3435	0.029	2	3435	0.335	2	3435	0.364
17:00 - 17:30	2	3435	0.029	2	3435	0.087	2	3435	0.116
17:30 - 18:00	2	3435	0.029	2	3435	0.247	2	3435	0.276
18:00 - 18:30	2	3435	0.000	2	3435	0.029	2	3435	0.029
18:30 - 19:00	2	3435	0.000	2	3435	0.015	2	3435	0.015
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.732			1.805			3.537

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:	1800 - 5070 (units: sqm)
Survey date date range:	01/01/07 - 22/10/13
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	4

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 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

MULTI-MODAL TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
07:30 - 08:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
08:00 - 08:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
08:30 - 09:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
09:00 - 09:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
09:30 - 10:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
10:00 - 10:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
10:30 - 11:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
11:00 - 11:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
11:30 - 12:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
12:00 - 12:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
12:30 - 13:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
13:00 - 13:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
13:30 - 14:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
14:00 - 14:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
14:30 - 15:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
15:00 - 15:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
15:30 - 16:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
16:00 - 16:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
16:30 - 17:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
17:00 - 17:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
17:30 - 18:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
18:00 - 18:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
18:30 - 19:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected:	1800 - 5070 (units: sqm)
Survey date date range:	01/01/07 - 22/10/13
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	4

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 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
07:30 - 08:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
08:00 - 08:30	2	3435	0.029	2	3435	0.029	2	3435	0.058
08:30 - 09:00	2	3435	0.044	2	3435	0.044	2	3435	0.088
09:00 - 09:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
09:30 - 10:00	2	3435	0.029	2	3435	0.000	2	3435	0.029
10:00 - 10:30	2	3435	0.015	2	3435	0.044	2	3435	0.059
10:30 - 11:00	2	3435	0.015	2	3435	0.015	2	3435	0.030
11:00 - 11:30	2	3435	0.015	2	3435	0.015	2	3435	0.030
11:30 - 12:00	2	3435	0.029	2	3435	0.015	2	3435	0.044
12:00 - 12:30	2	3435	0.000	2	3435	0.029	2	3435	0.029
12:30 - 13:00	2	3435	0.015	2	3435	0.000	2	3435	0.015
13:00 - 13:30	2	3435	0.015	2	3435	0.029	2	3435	0.044
13:30 - 14:00	2	3435	0.000	2	3435	0.015	2	3435	0.015
14:00 - 14:30	2	3435	0.015	2	3435	0.000	2	3435	0.015
14:30 - 15:00	2	3435	0.015	2	3435	0.015	2	3435	0.030
15:00 - 15:30	2	3435	0.000	2	3435	0.015	2	3435	0.015
15:30 - 16:00	2	3435	0.015	2	3435	0.000	2	3435	0.015
16:00 - 16:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
16:30 - 17:00	2	3435	0.000	2	3435	0.015	2	3435	0.015
17:00 - 17:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
17:30 - 18:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
18:00 - 18:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
18:30 - 19:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.251			0.280			0.531

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:	1800 - 5070 (units: sqm)
Survey date date range:	01/01/07 - 22/10/13
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	4

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 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

MULTI-MODAL PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
07:30 - 08:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
08:00 - 08:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
08:30 - 09:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
09:00 - 09:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
09:30 - 10:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
10:00 - 10:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
10:30 - 11:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
11:00 - 11:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
11:30 - 12:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
12:00 - 12:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
12:30 - 13:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
13:00 - 13:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
13:30 - 14:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
14:00 - 14:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
14:30 - 15:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
15:00 - 15:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
15:30 - 16:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
16:00 - 16:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
16:30 - 17:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
17:00 - 17:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
17:30 - 18:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
18:00 - 18:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
18:30 - 19:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected:	1800 - 5070 (units: sqm)
Survey date date range:	01/01/07 - 22/10/13
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	4

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 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
07:30 - 08:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
08:00 - 08:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
08:30 - 09:00	2	3435	0.029	2	3435	0.000	2	3435	0.029
09:00 - 09:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
09:30 - 10:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
10:00 - 10:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
10:30 - 11:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
11:00 - 11:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
11:30 - 12:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
12:00 - 12:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
12:30 - 13:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
13:00 - 13:30	2	3435	0.000	2	3435	0.015	2	3435	0.015
13:30 - 14:00	2	3435	0.015	2	3435	0.000	2	3435	0.015
14:00 - 14:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
14:30 - 15:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
15:00 - 15:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
15:30 - 16:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
16:00 - 16:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
16:30 - 17:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
17:00 - 17:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
17:30 - 18:00	2	3435	0.000	2	3435	0.029	2	3435	0.029
18:00 - 18:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
18:30 - 19:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.044			0.044			0.088

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:	1800 - 5070 (units: sqm)
Survey date date range:	01/01/07 - 22/10/13
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	4

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 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
 MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	2	3435	0.102	2	3435	0.000	2	3435	0.102
07:30 - 08:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
08:00 - 08:30	2	3435	0.058	2	3435	0.058	2	3435	0.116
08:30 - 09:00	2	3435	0.262	2	3435	0.102	2	3435	0.364
09:00 - 09:30	2	3435	0.364	2	3435	0.073	2	3435	0.437
09:30 - 10:00	2	3435	0.131	2	3435	0.044	2	3435	0.175
10:00 - 10:30	2	3435	0.044	2	3435	0.073	2	3435	0.117
10:30 - 11:00	2	3435	0.116	2	3435	0.073	2	3435	0.189
11:00 - 11:30	2	3435	0.087	2	3435	0.087	2	3435	0.174
11:30 - 12:00	2	3435	0.102	2	3435	0.073	2	3435	0.175
12:00 - 12:30	2	3435	0.073	2	3435	0.087	2	3435	0.160
12:30 - 13:00	2	3435	0.058	2	3435	0.058	2	3435	0.116
13:00 - 13:30	2	3435	0.058	2	3435	0.102	2	3435	0.160
13:30 - 14:00	2	3435	0.087	2	3435	0.029	2	3435	0.116
14:00 - 14:30	2	3435	0.087	2	3435	0.058	2	3435	0.145
14:30 - 15:00	2	3435	0.015	2	3435	0.044	2	3435	0.059
15:00 - 15:30	2	3435	0.029	2	3435	0.087	2	3435	0.116
15:30 - 16:00	2	3435	0.131	2	3435	0.058	2	3435	0.189
16:00 - 16:30	2	3435	0.058	2	3435	0.058	2	3435	0.116
16:30 - 17:00	2	3435	0.029	2	3435	0.408	2	3435	0.437
17:00 - 17:30	2	3435	0.029	2	3435	0.102	2	3435	0.131
17:30 - 18:00	2	3435	0.029	2	3435	0.262	2	3435	0.291
18:00 - 18:30	2	3435	0.000	2	3435	0.029	2	3435	0.029
18:30 - 19:00	2	3435	0.000	2	3435	0.015	2	3435	0.015
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.949			1.980			3.929

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:	1800 - 5070 (units: sqm)
Survey date date range:	01/01/07 - 22/10/13
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	4

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 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
 MULTI-MODAL PEDESTRIANS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
07:30 - 08:00	2	3435	0.000	2	3435	0.015	2	3435	0.015
08:00 - 08:30	2	3435	0.029	2	3435	0.000	2	3435	0.029
08:30 - 09:00	2	3435	0.029	2	3435	0.000	2	3435	0.029
09:00 - 09:30	2	3435	0.029	2	3435	0.000	2	3435	0.029
09:30 - 10:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
10:00 - 10:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
10:30 - 11:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
11:00 - 11:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
11:30 - 12:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
12:00 - 12:30	2	3435	0.000	2	3435	0.015	2	3435	0.015
12:30 - 13:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
13:00 - 13:30	2	3435	0.029	2	3435	0.044	2	3435	0.073
13:30 - 14:00	2	3435	0.015	2	3435	0.029	2	3435	0.044
14:00 - 14:30	2	3435	0.000	2	3435	0.029	2	3435	0.029
14:30 - 15:00	2	3435	0.000	2	3435	0.015	2	3435	0.015
15:00 - 15:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
15:30 - 16:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
16:00 - 16:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
16:30 - 17:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
17:00 - 17:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
17:30 - 18:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
18:00 - 18:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
18:30 - 19:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.131			0.147			0.278

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:	1800 - 5070 (units: sqm)
Survey date date range:	01/01/07 - 22/10/13
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	4

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 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
 MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
07:30 - 08:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
08:00 - 08:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
08:30 - 09:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
09:00 - 09:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
09:30 - 10:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
10:00 - 10:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
10:30 - 11:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
11:00 - 11:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
11:30 - 12:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
12:00 - 12:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
12:30 - 13:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
13:00 - 13:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
13:30 - 14:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
14:00 - 14:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
14:30 - 15:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
15:00 - 15:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
15:30 - 16:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
16:00 - 16:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
16:30 - 17:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
17:00 - 17:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
17:30 - 18:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
18:00 - 18:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
18:30 - 19:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected:	1800 - 5070 (units: sqm)
Survey date date range:	01/01/07 - 22/10/13
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	4

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 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
07:30 - 08:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
08:00 - 08:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
08:30 - 09:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
09:00 - 09:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
09:30 - 10:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
10:00 - 10:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
10:30 - 11:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
11:00 - 11:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
11:30 - 12:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
12:00 - 12:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
12:30 - 13:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
13:00 - 13:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
13:30 - 14:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
14:00 - 14:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
14:30 - 15:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
15:00 - 15:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
15:30 - 16:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
16:00 - 16:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
16:30 - 17:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
17:00 - 17:30	2	3435	0.000	2	3435	0.015	2	3435	0.015
17:30 - 18:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
18:00 - 18:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
18:30 - 19:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			0.015			0.015

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:	1800 - 5070 (units: sqm)
Survey date date range:	01/01/07 - 22/10/13
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	4

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 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
 MULTI-MODAL COACH PASSENGERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
07:30 - 08:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
08:00 - 08:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
08:30 - 09:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
09:00 - 09:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
09:30 - 10:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
10:00 - 10:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
10:30 - 11:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
11:00 - 11:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
11:30 - 12:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
12:00 - 12:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
12:30 - 13:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
13:00 - 13:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
13:30 - 14:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
14:00 - 14:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
14:30 - 15:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
15:00 - 15:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
15:30 - 16:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
16:00 - 16:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
16:30 - 17:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
17:00 - 17:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
17:30 - 18:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
18:00 - 18:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
18:30 - 19:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected:	1800 - 5070 (units: sqm)
Survey date date range:	01/01/07 - 22/10/13
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	4

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 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
07:30 - 08:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
08:00 - 08:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
08:30 - 09:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
09:00 - 09:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
09:30 - 10:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
10:00 - 10:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
10:30 - 11:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
11:00 - 11:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
11:30 - 12:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
12:00 - 12:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
12:30 - 13:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
13:00 - 13:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
13:30 - 14:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
14:00 - 14:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
14:30 - 15:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
15:00 - 15:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
15:30 - 16:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
16:00 - 16:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
16:30 - 17:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
17:00 - 17:30	2	3435	0.000	2	3435	0.015	2	3435	0.015
17:30 - 18:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
18:00 - 18:30	2	3435	0.000	2	3435	0.000	2	3435	0.000
18:30 - 19:00	2	3435	0.000	2	3435	0.000	2	3435	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			0.015			0.015

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:	1800 - 5070 (units: sqm)
Survey date date range:	01/01/07 - 22/10/13
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	4

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 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	2	3435	0.102	2	3435	0.000	2	3435	0.102
07:30 - 08:00	2	3435	0.000	2	3435	0.015	2	3435	0.015
08:00 - 08:30	2	3435	0.087	2	3435	0.058	2	3435	0.145
08:30 - 09:00	2	3435	0.320	2	3435	0.102	2	3435	0.422
09:00 - 09:30	2	3435	0.393	2	3435	0.073	2	3435	0.466
09:30 - 10:00	2	3435	0.131	2	3435	0.044	2	3435	0.175
10:00 - 10:30	2	3435	0.044	2	3435	0.073	2	3435	0.117
10:30 - 11:00	2	3435	0.116	2	3435	0.073	2	3435	0.189
11:00 - 11:30	2	3435	0.087	2	3435	0.087	2	3435	0.174
11:30 - 12:00	2	3435	0.102	2	3435	0.073	2	3435	0.175
12:00 - 12:30	2	3435	0.073	2	3435	0.102	2	3435	0.175
12:30 - 13:00	2	3435	0.058	2	3435	0.058	2	3435	0.116
13:00 - 13:30	2	3435	0.087	2	3435	0.160	2	3435	0.247
13:30 - 14:00	2	3435	0.116	2	3435	0.058	2	3435	0.174
14:00 - 14:30	2	3435	0.087	2	3435	0.087	2	3435	0.174
14:30 - 15:00	2	3435	0.015	2	3435	0.058	2	3435	0.073
15:00 - 15:30	2	3435	0.029	2	3435	0.087	2	3435	0.116
15:30 - 16:00	2	3435	0.131	2	3435	0.058	2	3435	0.189
16:00 - 16:30	2	3435	0.058	2	3435	0.058	2	3435	0.116
16:30 - 17:00	2	3435	0.029	2	3435	0.408	2	3435	0.437
17:00 - 17:30	2	3435	0.029	2	3435	0.116	2	3435	0.145
17:30 - 18:00	2	3435	0.029	2	3435	0.291	2	3435	0.320
18:00 - 18:30	2	3435	0.000	2	3435	0.029	2	3435	0.029
18:30 - 19:00	2	3435	0.000	2	3435	0.015	2	3435	0.015
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.123			2.183			4.306

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:	1800 - 5070 (units: sqm)
Survey date date range:	01/01/07 - 22/10/13
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	4

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.

Calculation Reference: AUDIT-355901-160303-0325

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
Category : A - PRIMARY
MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST SC SURREY	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE NE NORTH EAST LINCOLNSHIRE	1 days
08	NORTH WEST MS MERSEYSIDE	1 days

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

Filtering Stage 2 selection:

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

Parameter: Number of pupils
Actual Range: 147 to 414 (units:)
Range Selected by User: 92 to 450 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/07 to 20/05/14

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

Selected survey days:

Tuesday	1 days
Thursday	2 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Residential Zone	2
Village	1

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

Filtering Stage 3 selection:

Use Class:

D1 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®.

Population within 1 mile:

1,001 to 5,000 1 days
5,001 to 10,000 2 days

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

Population within 5 miles:

5,001 to 25,000 1 days
75,001 to 100,000 1 days
250,001 to 500,000 1 days

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

Car ownership within 5 miles:

0.6 to 1.0 1 days
1.1 to 1.5 2 days

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

Travel Plan:

Yes 1 days
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.

LIST OF SITES relevant to selection parameters

1	MS-04-A-02 PRIMARY SCHOOL BOOKER AVENUE ALVERTON LIVERPOOL Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 264 Survey date: THURSDAY 13/06/13	MERSEYSIDE Survey Type: MANUAL
2	NE-04-A-01 PRIMARY SCHOOL SUNNINGDALE ROAD SCUNTHORPE Edge of Town Residential Zone Total Number of pupils: 147 Survey date: TUESDAY 20/05/14	NORTH EAST LINCOLNSHIRE Survey Type: MANUAL
3	SC-04-A-01 PRIMARY SCHOOL SCHOOL LANE PIRBRIGHT NEAR WOKING Neighbourhood Centre (PPS6 Local Centre) Village Total Number of pupils: 414 Survey date: THURSDAY 22/11/12	SURREY 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 04 - EDUCATION/A - PRIMARY
 MULTI-MODAL VEHICLES
 Calculation factor: 1 PUPILS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	275	0.057	3	275	0.023	3	275	0.080
08:00 - 09:00	3	275	0.269	3	275	0.189	3	275	0.458
09:00 - 10:00	3	275	0.048	3	275	0.056	3	275	0.104
10:00 - 11:00	3	275	0.015	3	275	0.010	3	275	0.025
11:00 - 12:00	3	275	0.027	3	275	0.013	3	275	0.040
12:00 - 13:00	3	275	0.018	3	275	0.025	3	275	0.043
13:00 - 14:00	3	275	0.025	3	275	0.041	3	275	0.066
14:00 - 15:00	3	275	0.050	3	275	0.024	3	275	0.074
15:00 - 16:00	3	275	0.120	3	275	0.148	3	275	0.268
16:00 - 17:00	3	275	0.116	3	275	0.165	3	275	0.281
17:00 - 18:00	3	275	0.045	3	275	0.063	3	275	0.108
18:00 - 19:00	3	275	0.040	3	275	0.030	3	275	0.070
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.830			0.787			1.617

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: 147 - 414 (units:)
 Survey date date range: 01/01/07 - 20/05/14
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 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 04 - EDUCATION/A - PRIMARY
 MULTI-MODAL TAXIS
 Calculation factor: 1 PUPILS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	275	0.000	3	275	0.000	3	275	0.000
08:00 - 09:00	3	275	0.002	3	275	0.002	3	275	0.004
09:00 - 10:00	3	275	0.002	3	275	0.001	3	275	0.003
10:00 - 11:00	3	275	0.000	3	275	0.001	3	275	0.001
11:00 - 12:00	3	275	0.001	3	275	0.000	3	275	0.001
12:00 - 13:00	3	275	0.000	3	275	0.001	3	275	0.001
13:00 - 14:00	3	275	0.000	3	275	0.000	3	275	0.000
14:00 - 15:00	3	275	0.000	3	275	0.000	3	275	0.000
15:00 - 16:00	3	275	0.001	3	275	0.001	3	275	0.002
16:00 - 17:00	3	275	0.000	3	275	0.000	3	275	0.000
17:00 - 18:00	3	275	0.000	3	275	0.000	3	275	0.000
18:00 - 19:00	3	275	0.000	3	275	0.000	3	275	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.006			0.012

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

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

Parameter summary

Trip rate parameter range selected: 147 - 414 (units:)
 Survey date date range: 01/01/07 - 20/05/14
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
 MULTI-MODAL OGVS
 Calculation factor: 1 PUPILS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	275	0.000	3	275	0.000	3	275	0.000
08:00 - 09:00	3	275	0.000	3	275	0.000	3	275	0.000
09:00 - 10:00	3	275	0.000	3	275	0.000	3	275	0.000
10:00 - 11:00	3	275	0.000	3	275	0.000	3	275	0.000
11:00 - 12:00	3	275	0.001	3	275	0.001	3	275	0.002
12:00 - 13:00	3	275	0.000	3	275	0.000	3	275	0.000
13:00 - 14:00	3	275	0.001	3	275	0.001	3	275	0.002
14:00 - 15:00	3	275	0.000	3	275	0.000	3	275	0.000
15:00 - 16:00	3	275	0.000	3	275	0.000	3	275	0.000
16:00 - 17:00	3	275	0.000	3	275	0.000	3	275	0.000
17:00 - 18:00	3	275	0.000	3	275	0.000	3	275	0.000
18:00 - 19:00	3	275	0.000	3	275	0.000	3	275	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.002			0.004

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: 147 - 414 (units:)
 Survey date date range: 01/01/07 - 20/05/14
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 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 04 - EDUCATION/A - PRIMARY
 MULTI-MODAL PSVS
 Calculation factor: 1 PUPILS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	275	0.000	3	275	0.000	3	275	0.000
08:00 - 09:00	3	275	0.000	3	275	0.000	3	275	0.000
09:00 - 10:00	3	275	0.000	3	275	0.000	3	275	0.000
10:00 - 11:00	3	275	0.000	3	275	0.000	3	275	0.000
11:00 - 12:00	3	275	0.000	3	275	0.000	3	275	0.000
12:00 - 13:00	3	275	0.000	3	275	0.000	3	275	0.000
13:00 - 14:00	3	275	0.000	3	275	0.000	3	275	0.000
14:00 - 15:00	3	275	0.000	3	275	0.000	3	275	0.000
15:00 - 16:00	3	275	0.000	3	275	0.000	3	275	0.000
16:00 - 17:00	3	275	0.000	3	275	0.000	3	275	0.000
17:00 - 18:00	3	275	0.000	3	275	0.000	3	275	0.000
18:00 - 19:00	3	275	0.000	3	275	0.000	3	275	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected: 147 - 414 (units:)
 Survey date date range: 01/01/07 - 20/05/14
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
 MULTI-MODAL CYCLISTS
 Calculation factor: 1 PUPILS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	275	0.007	3	275	0.000	3	275	0.007
08:00 - 09:00	3	275	0.015	3	275	0.004	3	275	0.019
09:00 - 10:00	3	275	0.002	3	275	0.004	3	275	0.006
10:00 - 11:00	3	275	0.000	3	275	0.001	3	275	0.001
11:00 - 12:00	3	275	0.000	3	275	0.000	3	275	0.000
12:00 - 13:00	3	275	0.000	3	275	0.000	3	275	0.000
13:00 - 14:00	3	275	0.000	3	275	0.000	3	275	0.000
14:00 - 15:00	3	275	0.000	3	275	0.001	3	275	0.001
15:00 - 16:00	3	275	0.007	3	275	0.005	3	275	0.012
16:00 - 17:00	3	275	0.001	3	275	0.016	3	275	0.017
17:00 - 18:00	3	275	0.000	3	275	0.002	3	275	0.002
18:00 - 19:00	3	275	0.000	3	275	0.000	3	275	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.032			0.033			0.065

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: 147 - 414 (units:)
 Survey date date range: 01/01/07 - 20/05/14
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 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 04 - EDUCATION/A - PRIMARY
 MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 1 PUPILS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	275	0.079	3	275	0.036	3	275	0.115
08:00 - 09:00	3	275	0.469	3	275	0.210	3	275	0.679
09:00 - 10:00	3	275	0.074	3	275	0.038	3	275	0.112
10:00 - 11:00	3	275	0.018	3	275	0.012	3	275	0.030
11:00 - 12:00	3	275	0.029	3	275	0.016	3	275	0.045
12:00 - 13:00	3	275	0.019	3	275	0.027	3	275	0.046
13:00 - 14:00	3	275	0.029	3	275	0.051	3	275	0.080
14:00 - 15:00	3	275	0.029	3	275	0.028	3	275	0.057
15:00 - 16:00	3	275	0.132	3	275	0.240	3	275	0.372
16:00 - 17:00	3	275	0.093	3	275	0.287	3	275	0.380
17:00 - 18:00	3	275	0.045	3	275	0.092	3	275	0.137
18:00 - 19:00	3	275	0.081	3	275	0.032	3	275	0.113
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.097			1.069			2.166

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: 147 - 414 (units:)
 Survey date date range: 01/01/07 - 20/05/14
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 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 04 - EDUCATION/A - PRIMARY
 MULTI-MODAL PEDESTRIANS
 Calculation factor: 1 PUPILS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	275	0.025	3	275	0.002	3	275	0.027
08:00 - 09:00	3	275	0.778	3	275	0.280	3	275	1.058
09:00 - 10:00	3	275	0.058	3	275	0.073	3	275	0.131
10:00 - 11:00	3	275	0.006	3	275	0.001	3	275	0.007
11:00 - 12:00	3	275	0.025	3	275	0.035	3	275	0.060
12:00 - 13:00	3	275	0.018	3	275	0.024	3	275	0.042
13:00 - 14:00	3	275	0.006	3	275	0.011	3	275	0.017
14:00 - 15:00	3	275	0.025	3	275	0.016	3	275	0.041
15:00 - 16:00	3	275	0.288	3	275	0.647	3	275	0.935
16:00 - 17:00	3	275	0.042	3	275	0.144	3	275	0.186
17:00 - 18:00	3	275	0.008	3	275	0.012	3	275	0.020
18:00 - 19:00	3	275	0.008	3	275	0.007	3	275	0.015
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.287			1.252			2.539

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

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

Parameter summary

Trip rate parameter range selected: 147 - 414 (units:)
 Survey date date range: 01/01/07 - 20/05/14
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
 MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	275	0.000	3	275	0.000	3	275	0.000
08:00 - 09:00	3	275	0.018	3	275	0.000	3	275	0.018
09:00 - 10:00	3	275	0.000	3	275	0.000	3	275	0.000
10:00 - 11:00	3	275	0.000	3	275	0.000	3	275	0.000
11:00 - 12:00	3	275	0.000	3	275	0.000	3	275	0.000
12:00 - 13:00	3	275	0.000	3	275	0.000	3	275	0.000
13:00 - 14:00	3	275	0.000	3	275	0.000	3	275	0.000
14:00 - 15:00	3	275	0.000	3	275	0.000	3	275	0.000
15:00 - 16:00	3	275	0.000	3	275	0.013	3	275	0.013
16:00 - 17:00	3	275	0.000	3	275	0.001	3	275	0.001
17:00 - 18:00	3	275	0.000	3	275	0.001	3	275	0.001
18:00 - 19:00	3	275	0.000	3	275	0.000	3	275	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.018			0.015			0.033

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: 147 - 414 (units:)
 Survey date date range: 01/01/07 - 20/05/14
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
 MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	275	0.001	3	275	0.000	3	275	0.001
08:00 - 09:00	3	275	0.001	3	275	0.000	3	275	0.001
09:00 - 10:00	3	275	0.000	3	275	0.000	3	275	0.000
10:00 - 11:00	3	275	0.000	3	275	0.000	3	275	0.000
11:00 - 12:00	3	275	0.000	3	275	0.000	3	275	0.000
12:00 - 13:00	3	275	0.000	3	275	0.000	3	275	0.000
13:00 - 14:00	3	275	0.000	3	275	0.000	3	275	0.000
14:00 - 15:00	3	275	0.000	3	275	0.000	3	275	0.000
15:00 - 16:00	3	275	0.000	3	275	0.002	3	275	0.002
16:00 - 17:00	3	275	0.000	3	275	0.000	3	275	0.000
17:00 - 18:00	3	275	0.000	3	275	0.000	3	275	0.000
18:00 - 19:00	3	275	0.000	3	275	0.000	3	275	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.002			0.004

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: 147 - 414 (units:)
 Survey date date range: 01/01/07 - 20/05/14
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
 MULTI-MODAL COACH PASSENGERS
 Calculation factor: 1 PUPILS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	275	0.000	3	275	0.000	3	275	0.000
08:00 - 09:00	3	275	0.000	3	275	0.000	3	275	0.000
09:00 - 10:00	3	275	0.000	3	275	0.000	3	275	0.000
10:00 - 11:00	3	275	0.000	3	275	0.000	3	275	0.000
11:00 - 12:00	3	275	0.000	3	275	0.000	3	275	0.000
12:00 - 13:00	3	275	0.000	3	275	0.000	3	275	0.000
13:00 - 14:00	3	275	0.000	3	275	0.000	3	275	0.000
14:00 - 15:00	3	275	0.000	3	275	0.000	3	275	0.000
15:00 - 16:00	3	275	0.000	3	275	0.000	3	275	0.000
16:00 - 17:00	3	275	0.000	3	275	0.000	3	275	0.000
17:00 - 18:00	3	275	0.000	3	275	0.000	3	275	0.000
18:00 - 19:00	3	275	0.000	3	275	0.000	3	275	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected: 147 - 414 (units:)
 Survey date date range: 01/01/07 - 20/05/14
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
 MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	275	0.001	3	275	0.000	3	275	0.001
08:00 - 09:00	3	275	0.019	3	275	0.000	3	275	0.019
09:00 - 10:00	3	275	0.000	3	275	0.000	3	275	0.000
10:00 - 11:00	3	275	0.000	3	275	0.000	3	275	0.000
11:00 - 12:00	3	275	0.000	3	275	0.000	3	275	0.000
12:00 - 13:00	3	275	0.000	3	275	0.000	3	275	0.000
13:00 - 14:00	3	275	0.000	3	275	0.000	3	275	0.000
14:00 - 15:00	3	275	0.000	3	275	0.000	3	275	0.000
15:00 - 16:00	3	275	0.000	3	275	0.016	3	275	0.016
16:00 - 17:00	3	275	0.000	3	275	0.001	3	275	0.001
17:00 - 18:00	3	275	0.000	3	275	0.001	3	275	0.001
18:00 - 19:00	3	275	0.000	3	275	0.000	3	275	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.018			0.038

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: 147 - 414 (units:)
 Survey date date range: 01/01/07 - 20/05/14
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
 MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 PUPILS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	275	0.113	3	275	0.039	3	275	0.152
08:00 - 09:00	3	275	1.281	3	275	0.493	3	275	1.774
09:00 - 10:00	3	275	0.135	3	275	0.114	3	275	0.249
10:00 - 11:00	3	275	0.024	3	275	0.015	3	275	0.039
11:00 - 12:00	3	275	0.055	3	275	0.051	3	275	0.106
12:00 - 13:00	3	275	0.038	3	275	0.051	3	275	0.089
13:00 - 14:00	3	275	0.035	3	275	0.062	3	275	0.097
14:00 - 15:00	3	275	0.055	3	275	0.045	3	275	0.100
15:00 - 16:00	3	275	0.428	3	275	0.908	3	275	1.336
16:00 - 17:00	3	275	0.137	3	275	0.448	3	275	0.585
17:00 - 18:00	3	275	0.053	3	275	0.108	3	275	0.161
18:00 - 19:00	3	275	0.090	3	275	0.039	3	275	0.129
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.444			2.373			4.817

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: 147 - 414 (units:)
 Survey date date range: 01/01/07 - 20/05/14
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 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.

Calculation Reference: AUDIT-355901-160129-0114

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : C - PUB/RESTAURANT
 MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	CW CORNWALL	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	ST STAFFORDSHIRE	1 days
09	NORTH	
	TV TEES VALLEY	1 days

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

Filtering Stage 2 selection:

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

Parameter: Gross floor area
 Actual Range: 285 to 1400 (units: sqm)
 Range Selected by User: 270 to 2000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/07 to 25/05/14

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

Selected survey days:

Wednesday 1 days
 Friday 6 days

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

Selected survey types:

Manual count 7 days
 Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 4
 Edge of Town 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
 No Sub Category 5

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

Filtering Stage 3 selection:

Use Class:

A3	1 days
A4	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	2 days
10,001 to 15,000	2 days
15,001 to 20,000	1 days
25,001 to 50,000	2 days

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

Population within 5 miles:

5,001 to 25,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	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	2 days
1.1 to 1.5	4 days
2.1 to 2.5	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	7 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1	CW-06-C-01 FORE STREET POOL CAMBORNE Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 285 sqm Survey date: FRIDAY 21/09/07	PUB/RESTAURANT	CORNWALL	Survey Type: MANUAL
2	EX-06-C-02 LONDON ROAD STANWAY COLCHESTER Edge of Town No Sub Category Total Gross floor area: 450 sqm Survey date: FRIDAY 08/11/13	HARVESTER	ESSEX	Survey Type: MANUAL
3	HC-06-C-02 BOURNEMOUTH ROAD AMPFIELD EASTLEIGH Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 450 sqm Survey date: FRIDAY 16/11/07	BEEFEATER	HAMPSHIRE	Survey Type: MANUAL
4	NT-06-C-02 MANSFIELD ROAD DAYBROOK NOTTINGHAM Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 1185 sqm Survey date: FRIDAY 18/05/07	PUB/RESTAURANT	NOTTINGHAMSHIRE	Survey Type: MANUAL
5	SH-06-C-02 WELSHPOOL ROAD SHELTON SHREWSBURY Edge of Town No Sub Category Total Gross floor area: 1400 sqm Survey date: FRIDAY 26/06/09	HUNGRY HORSE	SHROPSHIRE	Survey Type: MANUAL
6	ST-06-C-01 STONE ROAD TRENTHAM STOKE-ON-TRENT Edge of Town Residential Zone Total Gross floor area: 720 sqm Survey date: WEDNESDAY 23/10/13	HARVESTER	STAFFORDSHIRE	Survey Type: MANUAL
7	TV-06-C-01 MARTON ROAD MIDDLESBROUGH Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 1200 sqm Survey date: FRIDAY 21/09/07	PUB/RES.	TEES VALLEY	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 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
 MULTI-MODAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	7	813	0.316	7	813	0.228	7	813	0.544
11:00 - 12:00	7	813	1.248	7	813	0.527	7	813	1.775
12:00 - 13:00	7	813	2.917	7	813	1.248	7	813	4.165
13:00 - 14:00	7	813	2.355	7	813	2.056	7	813	4.411
14:00 - 15:00	7	813	1.195	7	813	2.724	7	813	3.919
15:00 - 16:00	7	813	1.142	7	813	1.336	7	813	2.478
16:00 - 17:00	7	813	1.828	7	813	1.195	7	813	3.023
17:00 - 18:00	7	813	2.847	7	813	1.845	7	813	4.692
18:00 - 19:00	7	813	3.023	7	813	2.513	7	813	5.536
19:00 - 20:00	7	813	3.023	7	813	2.724	7	813	5.747
20:00 - 21:00	7	813	1.880	7	813	2.408	7	813	4.288
21:00 - 22:00	7	813	1.037	7	813	2.056	7	813	3.093
22:00 - 23:00	7	813	0.492	7	813	1.670	7	813	2.162
23:00 - 24:00	7	813	0.211	7	813	1.160	7	813	1.371
Total Rates:			23.514			23.690			47.204

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: 285 - 1400 (units: sqm)
 Survey date date range: 01/01/07 - 25/05/14
 Number of weekdays (Monday-Friday): 7
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

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 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
 MULTI-MODAL TAXIS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	7	813	0.000	7	813	0.000	7	813	0.000
11:00 - 12:00	7	813	0.018	7	813	0.018	7	813	0.036
12:00 - 13:00	7	813	0.053	7	813	0.035	7	813	0.088
13:00 - 14:00	7	813	0.018	7	813	0.018	7	813	0.036
14:00 - 15:00	7	813	0.018	7	813	0.018	7	813	0.036
15:00 - 16:00	7	813	0.018	7	813	0.018	7	813	0.036
16:00 - 17:00	7	813	0.000	7	813	0.000	7	813	0.000
17:00 - 18:00	7	813	0.088	7	813	0.070	7	813	0.158
18:00 - 19:00	7	813	0.035	7	813	0.053	7	813	0.088
19:00 - 20:00	7	813	0.141	7	813	0.141	7	813	0.282
20:00 - 21:00	7	813	0.070	7	813	0.070	7	813	0.140
21:00 - 22:00	7	813	0.105	7	813	0.088	7	813	0.193
22:00 - 23:00	7	813	0.176	7	813	0.193	7	813	0.369
23:00 - 24:00	7	813	0.105	7	813	0.105	7	813	0.210
Total Rates:			0.845			0.827			1.672

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: 285 - 1400 (units: sqm)
 Survey date date range: 01/01/07 - 25/05/14
 Number of weekdays (Monday-Friday): 7
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
 MULTI-MODAL OGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	7	813	0.018	7	813	0.018	7	813	0.036
11:00 - 12:00	7	813	0.088	7	813	0.053	7	813	0.141
12:00 - 13:00	7	813	0.000	7	813	0.018	7	813	0.018
13:00 - 14:00	7	813	0.000	7	813	0.000	7	813	0.000
14:00 - 15:00	7	813	0.000	7	813	0.018	7	813	0.018
15:00 - 16:00	7	813	0.035	7	813	0.035	7	813	0.070
16:00 - 17:00	7	813	0.018	7	813	0.018	7	813	0.036
17:00 - 18:00	7	813	0.000	7	813	0.000	7	813	0.000
18:00 - 19:00	7	813	0.018	7	813	0.018	7	813	0.036
19:00 - 20:00	7	813	0.000	7	813	0.000	7	813	0.000
20:00 - 21:00	7	813	0.000	7	813	0.000	7	813	0.000
21:00 - 22:00	7	813	0.000	7	813	0.000	7	813	0.000
22:00 - 23:00	7	813	0.000	7	813	0.000	7	813	0.000
23:00 - 24:00	7	813	0.000	7	813	0.000	7	813	0.000
Total Rates:			0.177			0.178			0.355

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: 285 - 1400 (units: sqm)
 Survey date date range: 01/01/07 - 25/05/14
 Number of weekdays (Monday-Friday): 7
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
 MULTI-MODAL PSVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	7	813	0.000	7	813	0.000	7	813	0.000
11:00 - 12:00	7	813	0.035	7	813	0.000	7	813	0.035
12:00 - 13:00	7	813	0.000	7	813	0.000	7	813	0.000
13:00 - 14:00	7	813	0.018	7	813	0.035	7	813	0.053
14:00 - 15:00	7	813	0.000	7	813	0.000	7	813	0.000
15:00 - 16:00	7	813	0.000	7	813	0.000	7	813	0.000
16:00 - 17:00	7	813	0.000	7	813	0.018	7	813	0.018
17:00 - 18:00	7	813	0.000	7	813	0.000	7	813	0.000
18:00 - 19:00	7	813	0.000	7	813	0.000	7	813	0.000
19:00 - 20:00	7	813	0.000	7	813	0.000	7	813	0.000
20:00 - 21:00	7	813	0.000	7	813	0.000	7	813	0.000
21:00 - 22:00	7	813	0.000	7	813	0.000	7	813	0.000
22:00 - 23:00	7	813	0.000	7	813	0.000	7	813	0.000
23:00 - 24:00	7	813	0.000	7	813	0.000	7	813	0.000
Total Rates:			0.053			0.053			0.106

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: 285 - 1400 (units: sqm)
 Survey date date range: 01/01/07 - 25/05/14
 Number of weekdays (Monday-Friday): 7
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
 MULTI-MODAL CYCLISTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	7	813	0.000	7	813	0.000	7	813	0.000
11:00 - 12:00	7	813	0.018	7	813	0.018	7	813	0.036
12:00 - 13:00	7	813	0.018	7	813	0.000	7	813	0.018
13:00 - 14:00	7	813	0.000	7	813	0.000	7	813	0.000
14:00 - 15:00	7	813	0.018	7	813	0.018	7	813	0.036
15:00 - 16:00	7	813	0.018	7	813	0.000	7	813	0.018
16:00 - 17:00	7	813	0.018	7	813	0.035	7	813	0.053
17:00 - 18:00	7	813	0.000	7	813	0.000	7	813	0.000
18:00 - 19:00	7	813	0.000	7	813	0.000	7	813	0.000
19:00 - 20:00	7	813	0.035	7	813	0.000	7	813	0.035
20:00 - 21:00	7	813	0.018	7	813	0.053	7	813	0.071
21:00 - 22:00	7	813	0.018	7	813	0.035	7	813	0.053
22:00 - 23:00	7	813	0.000	7	813	0.000	7	813	0.000
23:00 - 24:00	7	813	0.000	7	813	0.000	7	813	0.000
Total Rates:			0.161			0.159			0.320

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: 285 - 1400 (units: sqm)
 Survey date date range: 01/01/07 - 25/05/14
 Number of weekdays (Monday-Friday): 7
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	7	813	0.439	7	813	0.334	7	813	0.773
11:00 - 12:00	7	813	1.845	7	813	0.650	7	813	2.495
12:00 - 13:00	7	813	5.677	7	813	2.021	7	813	7.698
13:00 - 14:00	7	813	4.359	7	813	3.743	7	813	8.102
14:00 - 15:00	7	813	2.144	7	813	5.220	7	813	7.364
15:00 - 16:00	7	813	2.144	7	813	2.355	7	813	4.499
16:00 - 17:00	7	813	3.322	7	813	2.091	7	813	5.413
17:00 - 18:00	7	813	4.938	7	813	3.199	7	813	8.137
18:00 - 19:00	7	813	6.520	7	813	4.534	7	813	11.054
19:00 - 20:00	7	813	5.747	7	813	5.712	7	813	11.459
20:00 - 21:00	7	813	3.902	7	813	4.728	7	813	8.630
21:00 - 22:00	7	813	1.828	7	813	3.884	7	813	5.712
22:00 - 23:00	7	813	0.721	7	813	3.163	7	813	3.884
23:00 - 24:00	7	813	0.211	7	813	2.355	7	813	2.566
Total Rates:			43.797			43.989			87.786

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: 285 - 1400 (units: sqm)
 Survey date date range: 01/01/07 - 25/05/14
 Number of weekdays (Monday-Friday): 7
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
 MULTI-MODAL PEDESTRIANS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	7	813	0.070	7	813	0.000	7	813	0.070
11:00 - 12:00	7	813	0.510	7	813	0.123	7	813	0.633
12:00 - 13:00	7	813	0.984	7	813	0.422	7	813	1.406
13:00 - 14:00	7	813	0.896	7	813	1.336	7	813	2.232
14:00 - 15:00	7	813	0.492	7	813	0.879	7	813	1.371
15:00 - 16:00	7	813	0.439	7	813	0.264	7	813	0.703
16:00 - 17:00	7	813	0.422	7	813	0.193	7	813	0.615
17:00 - 18:00	7	813	0.685	7	813	0.492	7	813	1.177
18:00 - 19:00	7	813	0.967	7	813	0.615	7	813	1.582
19:00 - 20:00	7	813	0.967	7	813	0.510	7	813	1.477
20:00 - 21:00	7	813	0.967	7	813	0.475	7	813	1.442
21:00 - 22:00	7	813	0.422	7	813	0.967	7	813	1.389
22:00 - 23:00	7	813	0.105	7	813	0.668	7	813	0.773
23:00 - 24:00	7	813	0.018	7	813	0.721	7	813	0.739
Total Rates:			7.944			7.665			15.609

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: 285 - 1400 (units: sqm)
 Survey date date range: 01/01/07 - 25/05/14
 Number of weekdays (Monday-Friday): 7
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
 MULTI-MODAL BUS/TRAM PASSENGERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	7	813	0.018	7	813	0.000	7	813	0.018
11:00 - 12:00	7	813	0.123	7	813	0.018	7	813	0.141
12:00 - 13:00	7	813	0.176	7	813	0.000	7	813	0.176
13:00 - 14:00	7	813	0.070	7	813	0.070	7	813	0.140
14:00 - 15:00	7	813	0.053	7	813	0.053	7	813	0.106
15:00 - 16:00	7	813	0.000	7	813	0.123	7	813	0.123
16:00 - 17:00	7	813	0.000	7	813	0.000	7	813	0.000
17:00 - 18:00	7	813	0.018	7	813	0.070	7	813	0.088
18:00 - 19:00	7	813	0.000	7	813	0.018	7	813	0.018
19:00 - 20:00	7	813	0.000	7	813	0.000	7	813	0.000
20:00 - 21:00	7	813	0.000	7	813	0.053	7	813	0.053
21:00 - 22:00	7	813	0.000	7	813	0.000	7	813	0.000
22:00 - 23:00	7	813	0.000	7	813	0.000	7	813	0.000
23:00 - 24:00	7	813	0.000	7	813	0.000	7	813	0.000
Total Rates:			0.458			0.405			0.863

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: 285 - 1400 (units: sqm)
 Survey date date range: 01/01/07 - 25/05/14
 Number of weekdays (Monday-Friday): 7
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

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 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
 MULTI-MODAL TOTAL RAIL PASSENGERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	7	813	0.000	7	813	0.000	7	813	0.000
11:00 - 12:00	7	813	0.000	7	813	0.000	7	813	0.000
12:00 - 13:00	7	813	0.000	7	813	0.000	7	813	0.000
13:00 - 14:00	7	813	0.000	7	813	0.000	7	813	0.000
14:00 - 15:00	7	813	0.000	7	813	0.000	7	813	0.000
15:00 - 16:00	7	813	0.000	7	813	0.000	7	813	0.000
16:00 - 17:00	7	813	0.000	7	813	0.000	7	813	0.000
17:00 - 18:00	7	813	0.000	7	813	0.000	7	813	0.000
18:00 - 19:00	7	813	0.000	7	813	0.000	7	813	0.000
19:00 - 20:00	7	813	0.000	7	813	0.000	7	813	0.000
20:00 - 21:00	7	813	0.000	7	813	0.000	7	813	0.000
21:00 - 22:00	7	813	0.000	7	813	0.000	7	813	0.000
22:00 - 23:00	7	813	0.000	7	813	0.000	7	813	0.000
23:00 - 24:00	7	813	0.000	7	813	0.000	7	813	0.000
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected: 285 - 1400 (units: sqm)
 Survey date date range: 01/01/07 - 25/05/14
 Number of weekdays (Monday-Friday): 7
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
 MULTI-MODAL COACH PASSENGERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	7	813	0.000	7	813	0.000	7	813	0.000
11:00 - 12:00	7	813	0.000	7	813	0.000	7	813	0.000
12:00 - 13:00	7	813	0.000	7	813	0.000	7	813	0.000
13:00 - 14:00	7	813	0.000	7	813	0.000	7	813	0.000
14:00 - 15:00	7	813	0.000	7	813	0.000	7	813	0.000
15:00 - 16:00	7	813	0.000	7	813	0.000	7	813	0.000
16:00 - 17:00	7	813	0.000	7	813	0.000	7	813	0.000
17:00 - 18:00	7	813	0.000	7	813	0.000	7	813	0.000
18:00 - 19:00	7	813	0.000	7	813	0.000	7	813	0.000
19:00 - 20:00	7	813	0.000	7	813	0.000	7	813	0.000
20:00 - 21:00	7	813	0.000	7	813	0.000	7	813	0.000
21:00 - 22:00	7	813	0.000	7	813	0.000	7	813	0.000
22:00 - 23:00	7	813	0.000	7	813	0.000	7	813	0.000
23:00 - 24:00	7	813	0.000	7	813	0.000	7	813	0.000
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected: 285 - 1400 (units: sqm)
 Survey date date range: 01/01/07 - 25/05/14
 Number of weekdays (Monday-Friday): 7
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

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 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
 MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	7	813	0.018	7	813	0.000	7	813	0.018
11:00 - 12:00	7	813	0.123	7	813	0.018	7	813	0.141
12:00 - 13:00	7	813	0.176	7	813	0.000	7	813	0.176
13:00 - 14:00	7	813	0.070	7	813	0.070	7	813	0.140
14:00 - 15:00	7	813	0.053	7	813	0.053	7	813	0.106
15:00 - 16:00	7	813	0.000	7	813	0.123	7	813	0.123
16:00 - 17:00	7	813	0.000	7	813	0.000	7	813	0.000
17:00 - 18:00	7	813	0.018	7	813	0.070	7	813	0.088
18:00 - 19:00	7	813	0.000	7	813	0.018	7	813	0.018
19:00 - 20:00	7	813	0.000	7	813	0.000	7	813	0.000
20:00 - 21:00	7	813	0.000	7	813	0.053	7	813	0.053
21:00 - 22:00	7	813	0.000	7	813	0.000	7	813	0.000
22:00 - 23:00	7	813	0.000	7	813	0.000	7	813	0.000
23:00 - 24:00	7	813	0.000	7	813	0.000	7	813	0.000
Total Rates:			0.458			0.405			0.863

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: 285 - 1400 (units: sqm)
 Survey date date range: 01/01/07 - 25/05/14
 Number of weekdays (Monday-Friday): 7
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
 MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	7	813	0.527	7	813	0.334	7	813	0.861
11:00 - 12:00	7	813	2.496	7	813	0.808	7	813	3.304
12:00 - 13:00	7	813	6.854	7	813	2.443	7	813	9.297
13:00 - 14:00	7	813	5.325	7	813	5.149	7	813	10.474
14:00 - 15:00	7	813	2.707	7	813	6.169	7	813	8.876
15:00 - 16:00	7	813	2.601	7	813	2.742	7	813	5.343
16:00 - 17:00	7	813	3.761	7	813	2.320	7	813	6.081
17:00 - 18:00	7	813	5.641	7	813	3.761	7	813	9.402
18:00 - 19:00	7	813	7.487	7	813	5.167	7	813	12.654
19:00 - 20:00	7	813	6.749	7	813	6.221	7	813	12.970
20:00 - 21:00	7	813	4.886	7	813	5.308	7	813	10.194
21:00 - 22:00	7	813	2.267	7	813	4.886	7	813	7.153
22:00 - 23:00	7	813	0.826	7	813	3.831	7	813	4.657
23:00 - 24:00	7	813	0.228	7	813	3.076	7	813	3.304
Total Rates:			52.355			52.215			104.570

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: 285 - 1400 (units: sqm)
 Survey date date range: 01/01/07 - 25/05/14
 Number of weekdays (Monday-Friday): 7
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

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.

Calculation Reference: AUDIT-355901-160725-0706

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : A - OFFICE
 MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	KC KENT	3 days
	SC SURREY	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
09	NORTH	
	DH DURHAM	2 days
	TW TYNE & WEAR	3 days

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

Filtering Stage 2 selection:

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

Parameter: Gross floor area
 Actual Range: 1500 to 8000 (units: sqm)
 Range Selected by User: 1100 to 10000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 26/11/15

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

Selected survey days:

Monday	3 days
Tuesday	6 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	12 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	6
Edge of Town	6

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

Selected Location Sub Categories:

Industrial Zone	4
Commercial Zone	3
Residential Zone	4
Built-Up Zone	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.

Filtering Stage 3 selection:

Use Class:

B1 12 days

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

Population within 1 mile:

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

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

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	3 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	3 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	6 days
1.1 to 1.5	5 days

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

Travel Plan:

Yes	4 days
No	8 days

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

LIST OF SITES relevant to selection parameters

1	DH-02-A-01 BRINKBURN ROAD	RPMI OFFICES	DURHAM
	DARLINGTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 3372 sqm Survey date: FRIDAY 05/11/10		Survey Type: MANUAL
2	DH-02-A-02 DURHAM ROAD BOWBURN NEAR DURHAM Edge of Town Industrial Zone Total Gross floor area: 2000 sqm Survey date: TUESDAY 27/11/12	CONSTRUCTION COMPANY	DURHAM
			Survey Type: MANUAL
3	KC-02-A-06 FOREST ROAD CAMDEN PARK TUNBRIDGE WELLS Edge of Town Residential Zone Total Gross floor area: 5677 sqm Survey date: TUESDAY 01/12/09	LAND REGISTRY	KENT
			Survey Type: MANUAL
4	KC-02-A-07 KAVELIN WAY HENWOOD IND. ESTATE ASHFORD Edge of Town Commercial Zone Total Gross floor area: 2525 sqm Survey date: MONDAY 05/12/11	KCC HIGHWAYS REG.	KENT
			Survey Type: MANUAL
5	KC-02-A-08 ST MICHAEL'S CLOSE CLAY WOOD AYLESFORD Edge of Town Industrial Zone Total Gross floor area: 3168 sqm Survey date: MONDAY 28/11/11	KCC HIGHWAYS REG. OFFICE	KENT
			Survey Type: MANUAL
6	LC-02-A-09 FURTHERGATE	OFFICES	LANCASHIRE
	BLACKBURN Suburban Area (PPS6 Out of Centre) Built-Up Zone Total Gross floor area: 2600 sqm Survey date: TUESDAY 04/06/13		Survey Type: MANUAL
7	SC-02-A-15 BOXGROVE ROAD	ACCOUNTANTS	SURREY
	GUILDFORD Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 1896 sqm Survey date: TUESDAY 05/10/10		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	SF-02-A-01 BEETONS WAY	COUNCIL OFFICES	SUFFOLK
	BURY ST. EDMUNDS Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 8000 sqm Survey date: MONDAY 27/09/10		
9	TW-02-A-03 KINGFISHER BOULEVARD LEMINGTON NEWCASTLE UPON TYNE	DEVELOPMENT AGENCY	TYNE & WEAR
	Edge of Town Commercial Zone Total Gross floor area: 6480 sqm Survey date: THURSDAY 11/12/08		
10	TW-02-A-04 EARLSWAY TEAM VALLEY TRAD. EST. GATESHEAD	HOUSING CO.	TYNE & WEAR
	Edge of Town Industrial Zone Total Gross floor area: 2500 sqm Survey date: TUESDAY 29/09/09		
11	TW-02-A-05 DELTA BANK ROAD METRO RIVERSIDE PARK GATESHEAD	TELEVISION CO.	TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Commercial Zone Total Gross floor area: 1500 sqm Survey date: TUESDAY 29/09/09		
12	WY-02-A-03 VICTORIA ROAD HEADINGLEY LEEDS	OFFICE	WEST YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 2696 sqm Survey date: THURSDAY 17/06/10		

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 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	12	3535	0.266	12	3535	0.035	12	3535	0.301
07:30 - 08:00	12	3535	0.467	12	3535	0.085	12	3535	0.552
08:00 - 08:30	12	3535	0.804	12	3535	0.137	12	3535	0.941
08:30 - 09:00	12	3535	1.106	12	3535	0.123	12	3535	1.229
09:00 - 09:30	12	3535	0.905	12	3535	0.198	12	3535	1.103
09:30 - 10:00	12	3535	0.512	12	3535	0.248	12	3535	0.760
10:00 - 10:30	12	3535	0.288	12	3535	0.179	12	3535	0.467
10:30 - 11:00	12	3535	0.186	12	3535	0.205	12	3535	0.391
11:00 - 11:30	12	3535	0.212	12	3535	0.207	12	3535	0.419
11:30 - 12:00	12	3535	0.198	12	3535	0.196	12	3535	0.394
12:00 - 12:30	12	3535	0.243	12	3535	0.323	12	3535	0.566
12:30 - 13:00	12	3535	0.340	12	3535	0.347	12	3535	0.687
13:00 - 13:30	12	3535	0.347	12	3535	0.297	12	3535	0.644
13:30 - 14:00	12	3535	0.340	12	3535	0.217	12	3535	0.557
14:00 - 14:30	12	3535	0.224	12	3535	0.200	12	3535	0.424
14:30 - 15:00	12	3535	0.205	12	3535	0.309	12	3535	0.514
15:00 - 15:30	12	3535	0.156	12	3535	0.328	12	3535	0.484
15:30 - 16:00	12	3535	0.189	12	3535	0.323	12	3535	0.512
16:00 - 16:30	12	3535	0.170	12	3535	0.644	12	3535	0.814
16:30 - 17:00	12	3535	0.134	12	3535	0.750	12	3535	0.884
17:00 - 17:30	12	3535	0.130	12	3535	1.174	12	3535	1.304
17:30 - 18:00	12	3535	0.073	12	3535	0.663	12	3535	0.736
18:00 - 18:30	12	3535	0.035	12	3535	0.368	12	3535	0.403
18:30 - 19:00	12	3535	0.019	12	3535	0.196	12	3535	0.215
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			7.549			7.752			15.301

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:	1500 - 8000 (units: sqm)
Survey date date range:	01/01/08 - 26/11/15
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	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 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL TAXIS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	12	3535	0.005	12	3535	0.005	12	3535	0.010
07:30 - 08:00	12	3535	0.017	12	3535	0.017	12	3535	0.034
08:00 - 08:30	12	3535	0.009	12	3535	0.009	12	3535	0.018
08:30 - 09:00	12	3535	0.009	12	3535	0.009	12	3535	0.018
09:00 - 09:30	12	3535	0.009	12	3535	0.012	12	3535	0.021
09:30 - 10:00	12	3535	0.026	12	3535	0.021	12	3535	0.047
10:00 - 10:30	12	3535	0.005	12	3535	0.009	12	3535	0.014
10:30 - 11:00	12	3535	0.002	12	3535	0.002	12	3535	0.004
11:00 - 11:30	12	3535	0.014	12	3535	0.014	12	3535	0.028
11:30 - 12:00	12	3535	0.005	12	3535	0.005	12	3535	0.010
12:00 - 12:30	12	3535	0.002	12	3535	0.002	12	3535	0.004
12:30 - 13:00	12	3535	0.000	12	3535	0.000	12	3535	0.000
13:00 - 13:30	12	3535	0.007	12	3535	0.007	12	3535	0.014
13:30 - 14:00	12	3535	0.005	12	3535	0.002	12	3535	0.007
14:00 - 14:30	12	3535	0.005	12	3535	0.005	12	3535	0.010
14:30 - 15:00	12	3535	0.005	12	3535	0.005	12	3535	0.010
15:00 - 15:30	12	3535	0.007	12	3535	0.009	12	3535	0.016
15:30 - 16:00	12	3535	0.009	12	3535	0.005	12	3535	0.014
16:00 - 16:30	12	3535	0.002	12	3535	0.007	12	3535	0.009
16:30 - 17:00	12	3535	0.000	12	3535	0.000	12	3535	0.000
17:00 - 17:30	12	3535	0.012	12	3535	0.009	12	3535	0.021
17:30 - 18:00	12	3535	0.005	12	3535	0.007	12	3535	0.012
18:00 - 18:30	12	3535	0.002	12	3535	0.002	12	3535	0.004
18:30 - 19:00	12	3535	0.000	12	3535	0.000	12	3535	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.162			0.163			0.325

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:	1500 - 8000 (units: sqm)
Survey date date range:	01/01/08 - 26/11/15
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	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 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL OGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	12	3535	0.002	12	3535	0.000	12	3535	0.002
07:30 - 08:00	12	3535	0.002	12	3535	0.002	12	3535	0.004
08:00 - 08:30	12	3535	0.000	12	3535	0.002	12	3535	0.002
08:30 - 09:00	12	3535	0.002	12	3535	0.000	12	3535	0.002
09:00 - 09:30	12	3535	0.007	12	3535	0.007	12	3535	0.014
09:30 - 10:00	12	3535	0.002	12	3535	0.005	12	3535	0.007
10:00 - 10:30	12	3535	0.009	12	3535	0.009	12	3535	0.018
10:30 - 11:00	12	3535	0.002	12	3535	0.000	12	3535	0.002
11:00 - 11:30	12	3535	0.017	12	3535	0.012	12	3535	0.029
11:30 - 12:00	12	3535	0.005	12	3535	0.009	12	3535	0.014
12:00 - 12:30	12	3535	0.000	12	3535	0.002	12	3535	0.002
12:30 - 13:00	12	3535	0.005	12	3535	0.002	12	3535	0.007
13:00 - 13:30	12	3535	0.002	12	3535	0.005	12	3535	0.007
13:30 - 14:00	12	3535	0.002	12	3535	0.002	12	3535	0.004
14:00 - 14:30	12	3535	0.005	12	3535	0.002	12	3535	0.007
14:30 - 15:00	12	3535	0.000	12	3535	0.000	12	3535	0.000
15:00 - 15:30	12	3535	0.005	12	3535	0.007	12	3535	0.012
15:30 - 16:00	12	3535	0.007	12	3535	0.005	12	3535	0.012
16:00 - 16:30	12	3535	0.009	12	3535	0.007	12	3535	0.016
16:30 - 17:00	12	3535	0.005	12	3535	0.005	12	3535	0.010
17:00 - 17:30	12	3535	0.000	12	3535	0.005	12	3535	0.005
17:30 - 18:00	12	3535	0.000	12	3535	0.000	12	3535	0.000
18:00 - 18:30	12	3535	0.002	12	3535	0.000	12	3535	0.002
18:30 - 19:00	12	3535	0.000	12	3535	0.000	12	3535	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.090			0.088			0.178

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:	1500 - 8000 (units: sqm)
Survey date date range:	01/01/08 - 26/11/15
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	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 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL PSVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	12	3535	0.002	12	3535	0.002	12	3535	0.004
07:30 - 08:00	12	3535	0.002	12	3535	0.002	12	3535	0.004
08:00 - 08:30	12	3535	0.005	12	3535	0.002	12	3535	0.007
08:30 - 09:00	12	3535	0.007	12	3535	0.002	12	3535	0.009
09:00 - 09:30	12	3535	0.002	12	3535	0.002	12	3535	0.004
09:30 - 10:00	12	3535	0.002	12	3535	0.002	12	3535	0.004
10:00 - 10:30	12	3535	0.002	12	3535	0.002	12	3535	0.004
10:30 - 11:00	12	3535	0.002	12	3535	0.002	12	3535	0.004
11:00 - 11:30	12	3535	0.002	12	3535	0.002	12	3535	0.004
11:30 - 12:00	12	3535	0.002	12	3535	0.002	12	3535	0.004
12:00 - 12:30	12	3535	0.002	12	3535	0.002	12	3535	0.004
12:30 - 13:00	12	3535	0.002	12	3535	0.002	12	3535	0.004
13:00 - 13:30	12	3535	0.002	12	3535	0.002	12	3535	0.004
13:30 - 14:00	12	3535	0.002	12	3535	0.002	12	3535	0.004
14:00 - 14:30	12	3535	0.002	12	3535	0.002	12	3535	0.004
14:30 - 15:00	12	3535	0.002	12	3535	0.002	12	3535	0.004
15:00 - 15:30	12	3535	0.002	12	3535	0.002	12	3535	0.004
15:30 - 16:00	12	3535	0.002	12	3535	0.002	12	3535	0.004
16:00 - 16:30	12	3535	0.002	12	3535	0.002	12	3535	0.004
16:30 - 17:00	12	3535	0.002	12	3535	0.002	12	3535	0.004
17:00 - 17:30	12	3535	0.000	12	3535	0.002	12	3535	0.002
17:30 - 18:00	12	3535	0.002	12	3535	0.002	12	3535	0.004
18:00 - 18:30	12	3535	0.000	12	3535	0.002	12	3535	0.002
18:30 - 19:00	12	3535	0.002	12	3535	0.002	12	3535	0.004
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.052			0.048			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.

Parameter summary

Trip rate parameter range selected:	1500 - 8000 (units: sqm)
Survey date date range:	01/01/08 - 26/11/15
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	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 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL CYCLISTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	12	3535	0.002	12	3535	0.000	12	3535	0.002
07:30 - 08:00	12	3535	0.005	12	3535	0.000	12	3535	0.005
08:00 - 08:30	12	3535	0.014	12	3535	0.000	12	3535	0.014
08:30 - 09:00	12	3535	0.014	12	3535	0.000	12	3535	0.014
09:00 - 09:30	12	3535	0.005	12	3535	0.000	12	3535	0.005
09:30 - 10:00	12	3535	0.000	12	3535	0.000	12	3535	0.000
10:00 - 10:30	12	3535	0.000	12	3535	0.000	12	3535	0.000
10:30 - 11:00	12	3535	0.002	12	3535	0.000	12	3535	0.002
11:00 - 11:30	12	3535	0.002	12	3535	0.000	12	3535	0.002
11:30 - 12:00	12	3535	0.002	12	3535	0.000	12	3535	0.002
12:00 - 12:30	12	3535	0.000	12	3535	0.000	12	3535	0.000
12:30 - 13:00	12	3535	0.000	12	3535	0.000	12	3535	0.000
13:00 - 13:30	12	3535	0.000	12	3535	0.002	12	3535	0.002
13:30 - 14:00	12	3535	0.002	12	3535	0.005	12	3535	0.007
14:00 - 14:30	12	3535	0.000	12	3535	0.000	12	3535	0.000
14:30 - 15:00	12	3535	0.000	12	3535	0.000	12	3535	0.000
15:00 - 15:30	12	3535	0.000	12	3535	0.000	12	3535	0.000
15:30 - 16:00	12	3535	0.002	12	3535	0.002	12	3535	0.004
16:00 - 16:30	12	3535	0.007	12	3535	0.005	12	3535	0.012
16:30 - 17:00	12	3535	0.000	12	3535	0.014	12	3535	0.014
17:00 - 17:30	12	3535	0.000	12	3535	0.009	12	3535	0.009
17:30 - 18:00	12	3535	0.000	12	3535	0.017	12	3535	0.017
18:00 - 18:30	12	3535	0.000	12	3535	0.002	12	3535	0.002
18:30 - 19:00	12	3535	0.000	12	3535	0.000	12	3535	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.057			0.056			0.113

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:	1500 - 8000 (units: sqm)
Survey date date range:	01/01/08 - 26/11/15
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	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 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	12	3535	0.297	12	3535	0.035	12	3535	0.332
07:30 - 08:00	12	3535	0.507	12	3535	0.075	12	3535	0.582
08:00 - 08:30	12	3535	0.875	12	3535	0.118	12	3535	0.993
08:30 - 09:00	12	3535	1.226	12	3535	0.127	12	3535	1.353
09:00 - 09:30	12	3535	0.976	12	3535	0.219	12	3535	1.195
09:30 - 10:00	12	3535	0.545	12	3535	0.276	12	3535	0.821
10:00 - 10:30	12	3535	0.323	12	3535	0.193	12	3535	0.516
10:30 - 11:00	12	3535	0.205	12	3535	0.219	12	3535	0.424
11:00 - 11:30	12	3535	0.238	12	3535	0.226	12	3535	0.464
11:30 - 12:00	12	3535	0.233	12	3535	0.250	12	3535	0.483
12:00 - 12:30	12	3535	0.259	12	3535	0.361	12	3535	0.620
12:30 - 13:00	12	3535	0.403	12	3535	0.391	12	3535	0.794
13:00 - 13:30	12	3535	0.403	12	3535	0.349	12	3535	0.752
13:30 - 14:00	12	3535	0.415	12	3535	0.243	12	3535	0.658
14:00 - 14:30	12	3535	0.283	12	3535	0.240	12	3535	0.523
14:30 - 15:00	12	3535	0.226	12	3535	0.330	12	3535	0.556
15:00 - 15:30	12	3535	0.156	12	3535	0.377	12	3535	0.533
15:30 - 16:00	12	3535	0.196	12	3535	0.340	12	3535	0.536
16:00 - 16:30	12	3535	0.198	12	3535	0.724	12	3535	0.922
16:30 - 17:00	12	3535	0.153	12	3535	0.811	12	3535	0.964
17:00 - 17:30	12	3535	0.139	12	3535	1.316	12	3535	1.455
17:30 - 18:00	12	3535	0.075	12	3535	0.703	12	3535	0.778
18:00 - 18:30	12	3535	0.042	12	3535	0.398	12	3535	0.440
18:30 - 19:00	12	3535	0.021	12	3535	0.207	12	3535	0.228
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			8.394			8.528			16.922

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

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

Parameter summary

Trip rate parameter range selected:	1500 - 8000 (units: sqm)
Survey date date range:	01/01/08 - 26/11/15
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	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 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL PEDESTRIANS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	12	3535	0.014	12	3535	0.000	12	3535	0.014
07:30 - 08:00	12	3535	0.033	12	3535	0.000	12	3535	0.033
08:00 - 08:30	12	3535	0.094	12	3535	0.005	12	3535	0.099
08:30 - 09:00	12	3535	0.139	12	3535	0.026	12	3535	0.165
09:00 - 09:30	12	3535	0.097	12	3535	0.042	12	3535	0.139
09:30 - 10:00	12	3535	0.073	12	3535	0.040	12	3535	0.113
10:00 - 10:30	12	3535	0.066	12	3535	0.038	12	3535	0.104
10:30 - 11:00	12	3535	0.026	12	3535	0.092	12	3535	0.118
11:00 - 11:30	12	3535	0.042	12	3535	0.057	12	3535	0.099
11:30 - 12:00	12	3535	0.047	12	3535	0.068	12	3535	0.115
12:00 - 12:30	12	3535	0.132	12	3535	0.212	12	3535	0.344
12:30 - 13:00	12	3535	0.198	12	3535	0.177	12	3535	0.375
13:00 - 13:30	12	3535	0.172	12	3535	0.158	12	3535	0.330
13:30 - 14:00	12	3535	0.196	12	3535	0.094	12	3535	0.290
14:00 - 14:30	12	3535	0.127	12	3535	0.066	12	3535	0.193
14:30 - 15:00	12	3535	0.047	12	3535	0.050	12	3535	0.097
15:00 - 15:30	12	3535	0.026	12	3535	0.040	12	3535	0.066
15:30 - 16:00	12	3535	0.031	12	3535	0.054	12	3535	0.085
16:00 - 16:30	12	3535	0.017	12	3535	0.073	12	3535	0.090
16:30 - 17:00	12	3535	0.045	12	3535	0.073	12	3535	0.118
17:00 - 17:30	12	3535	0.012	12	3535	0.118	12	3535	0.130
17:30 - 18:00	12	3535	0.012	12	3535	0.064	12	3535	0.076
18:00 - 18:30	12	3535	0.005	12	3535	0.040	12	3535	0.045
18:30 - 19:00	12	3535	0.002	12	3535	0.005	12	3535	0.007
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.653			1.592			3.245

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:	1500 - 8000 (units: sqm)
Survey date date range:	01/01/08 - 26/11/15
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	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 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	12	3535	0.009	12	3535	0.000	12	3535	0.009
07:30 - 08:00	12	3535	0.017	12	3535	0.000	12	3535	0.017
08:00 - 08:30	12	3535	0.066	12	3535	0.000	12	3535	0.066
08:30 - 09:00	12	3535	0.064	12	3535	0.000	12	3535	0.064
09:00 - 09:30	12	3535	0.035	12	3535	0.000	12	3535	0.035
09:30 - 10:00	12	3535	0.024	12	3535	0.000	12	3535	0.024
10:00 - 10:30	12	3535	0.012	12	3535	0.000	12	3535	0.012
10:30 - 11:00	12	3535	0.009	12	3535	0.000	12	3535	0.009
11:00 - 11:30	12	3535	0.005	12	3535	0.002	12	3535	0.007
11:30 - 12:00	12	3535	0.000	12	3535	0.000	12	3535	0.000
12:00 - 12:30	12	3535	0.009	12	3535	0.005	12	3535	0.014
12:30 - 13:00	12	3535	0.000	12	3535	0.005	12	3535	0.005
13:00 - 13:30	12	3535	0.000	12	3535	0.009	12	3535	0.009
13:30 - 14:00	12	3535	0.007	12	3535	0.007	12	3535	0.014
14:00 - 14:30	12	3535	0.002	12	3535	0.024	12	3535	0.026
14:30 - 15:00	12	3535	0.000	12	3535	0.009	12	3535	0.009
15:00 - 15:30	12	3535	0.000	12	3535	0.005	12	3535	0.005
15:30 - 16:00	12	3535	0.005	12	3535	0.005	12	3535	0.010
16:00 - 16:30	12	3535	0.000	12	3535	0.026	12	3535	0.026
16:30 - 17:00	12	3535	0.002	12	3535	0.071	12	3535	0.073
17:00 - 17:30	12	3535	0.000	12	3535	0.042	12	3535	0.042
17:30 - 18:00	12	3535	0.000	12	3535	0.085	12	3535	0.085
18:00 - 18:30	12	3535	0.000	12	3535	0.042	12	3535	0.042
18:30 - 19:00	12	3535	0.000	12	3535	0.005	12	3535	0.005
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.266			0.342			0.608

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:	1500 - 8000 (units: sqm)
Survey date date range:	01/01/08 - 26/11/15
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	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 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	12	3535	0.002	12	3535	0.000	12	3535	0.002
07:30 - 08:00	12	3535	0.002	12	3535	0.000	12	3535	0.002
08:00 - 08:30	12	3535	0.005	12	3535	0.000	12	3535	0.005
08:30 - 09:00	12	3535	0.000	12	3535	0.000	12	3535	0.000
09:00 - 09:30	12	3535	0.000	12	3535	0.002	12	3535	0.002
09:30 - 10:00	12	3535	0.000	12	3535	0.000	12	3535	0.000
10:00 - 10:30	12	3535	0.000	12	3535	0.000	12	3535	0.000
10:30 - 11:00	12	3535	0.000	12	3535	0.000	12	3535	0.000
11:00 - 11:30	12	3535	0.000	12	3535	0.000	12	3535	0.000
11:30 - 12:00	12	3535	0.002	12	3535	0.000	12	3535	0.002
12:00 - 12:30	12	3535	0.002	12	3535	0.000	12	3535	0.002
12:30 - 13:00	12	3535	0.000	12	3535	0.000	12	3535	0.000
13:00 - 13:30	12	3535	0.000	12	3535	0.000	12	3535	0.000
13:30 - 14:00	12	3535	0.000	12	3535	0.000	12	3535	0.000
14:00 - 14:30	12	3535	0.000	12	3535	0.000	12	3535	0.000
14:30 - 15:00	12	3535	0.000	12	3535	0.000	12	3535	0.000
15:00 - 15:30	12	3535	0.000	12	3535	0.002	12	3535	0.002
15:30 - 16:00	12	3535	0.000	12	3535	0.005	12	3535	0.005
16:00 - 16:30	12	3535	0.000	12	3535	0.000	12	3535	0.000
16:30 - 17:00	12	3535	0.000	12	3535	0.007	12	3535	0.007
17:00 - 17:30	12	3535	0.000	12	3535	0.005	12	3535	0.005
17:30 - 18:00	12	3535	0.000	12	3535	0.000	12	3535	0.000
18:00 - 18:30	12	3535	0.000	12	3535	0.000	12	3535	0.000
18:30 - 19:00	12	3535	0.000	12	3535	0.000	12	3535	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.013			0.021			0.034

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Parameter summary

Trip rate parameter range selected:	1500 - 8000 (units: sqm)
Survey date date range:	01/01/08 - 26/11/15
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	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 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL COACH PASSENGERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	12	3535	0.000	12	3535	0.000	12	3535	0.000
07:30 - 08:00	12	3535	0.000	12	3535	0.000	12	3535	0.000
08:00 - 08:30	12	3535	0.000	12	3535	0.000	12	3535	0.000
08:30 - 09:00	12	3535	0.000	12	3535	0.000	12	3535	0.000
09:00 - 09:30	12	3535	0.000	12	3535	0.000	12	3535	0.000
09:30 - 10:00	12	3535	0.000	12	3535	0.000	12	3535	0.000
10:00 - 10:30	12	3535	0.000	12	3535	0.000	12	3535	0.000
10:30 - 11:00	12	3535	0.000	12	3535	0.000	12	3535	0.000
11:00 - 11:30	12	3535	0.000	12	3535	0.000	12	3535	0.000
11:30 - 12:00	12	3535	0.000	12	3535	0.000	12	3535	0.000
12:00 - 12:30	12	3535	0.000	12	3535	0.000	12	3535	0.000
12:30 - 13:00	12	3535	0.000	12	3535	0.000	12	3535	0.000
13:00 - 13:30	12	3535	0.000	12	3535	0.000	12	3535	0.000
13:30 - 14:00	12	3535	0.000	12	3535	0.000	12	3535	0.000
14:00 - 14:30	12	3535	0.000	12	3535	0.000	12	3535	0.000
14:30 - 15:00	12	3535	0.000	12	3535	0.000	12	3535	0.000
15:00 - 15:30	12	3535	0.000	12	3535	0.000	12	3535	0.000
15:30 - 16:00	12	3535	0.000	12	3535	0.000	12	3535	0.000
16:00 - 16:30	12	3535	0.000	12	3535	0.000	12	3535	0.000
16:30 - 17:00	12	3535	0.000	12	3535	0.000	12	3535	0.000
17:00 - 17:30	12	3535	0.000	12	3535	0.000	12	3535	0.000
17:30 - 18:00	12	3535	0.000	12	3535	0.000	12	3535	0.000
18:00 - 18:30	12	3535	0.000	12	3535	0.000	12	3535	0.000
18:30 - 19:00	12	3535	0.000	12	3535	0.000	12	3535	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected:	1500 - 8000 (units: sqm)
Survey date date range:	01/01/08 - 26/11/15
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	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 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	12	3535	0.012	12	3535	0.000	12	3535	0.012
07:30 - 08:00	12	3535	0.019	12	3535	0.000	12	3535	0.019
08:00 - 08:30	12	3535	0.071	12	3535	0.000	12	3535	0.071
08:30 - 09:00	12	3535	0.064	12	3535	0.000	12	3535	0.064
09:00 - 09:30	12	3535	0.035	12	3535	0.002	12	3535	0.037
09:30 - 10:00	12	3535	0.024	12	3535	0.000	12	3535	0.024
10:00 - 10:30	12	3535	0.012	12	3535	0.000	12	3535	0.012
10:30 - 11:00	12	3535	0.009	12	3535	0.000	12	3535	0.009
11:00 - 11:30	12	3535	0.005	12	3535	0.002	12	3535	0.007
11:30 - 12:00	12	3535	0.002	12	3535	0.000	12	3535	0.002
12:00 - 12:30	12	3535	0.012	12	3535	0.005	12	3535	0.017
12:30 - 13:00	12	3535	0.000	12	3535	0.005	12	3535	0.005
13:00 - 13:30	12	3535	0.000	12	3535	0.009	12	3535	0.009
13:30 - 14:00	12	3535	0.007	12	3535	0.007	12	3535	0.014
14:00 - 14:30	12	3535	0.002	12	3535	0.024	12	3535	0.026
14:30 - 15:00	12	3535	0.000	12	3535	0.009	12	3535	0.009
15:00 - 15:30	12	3535	0.000	12	3535	0.007	12	3535	0.007
15:30 - 16:00	12	3535	0.005	12	3535	0.009	12	3535	0.014
16:00 - 16:30	12	3535	0.000	12	3535	0.026	12	3535	0.026
16:30 - 17:00	12	3535	0.002	12	3535	0.078	12	3535	0.080
17:00 - 17:30	12	3535	0.000	12	3535	0.047	12	3535	0.047
17:30 - 18:00	12	3535	0.000	12	3535	0.085	12	3535	0.085
18:00 - 18:30	12	3535	0.000	12	3535	0.042	12	3535	0.042
18:30 - 19:00	12	3535	0.000	12	3535	0.005	12	3535	0.005
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.281			0.362			0.643

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:	1500 - 8000 (units: sqm)
Survey date date range:	01/01/08 - 26/11/15
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	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 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	12	3535	0.325	12	3535	0.035	12	3535	0.360
07:30 - 08:00	12	3535	0.563	12	3535	0.075	12	3535	0.638
08:00 - 08:30	12	3535	1.054	12	3535	0.123	12	3535	1.177
08:30 - 09:00	12	3535	1.443	12	3535	0.153	12	3535	1.596
09:00 - 09:30	12	3535	1.113	12	3535	0.264	12	3535	1.377
09:30 - 10:00	12	3535	0.641	12	3535	0.316	12	3535	0.957
10:00 - 10:30	12	3535	0.401	12	3535	0.231	12	3535	0.632
10:30 - 11:00	12	3535	0.243	12	3535	0.311	12	3535	0.554
11:00 - 11:30	12	3535	0.288	12	3535	0.285	12	3535	0.573
11:30 - 12:00	12	3535	0.285	12	3535	0.318	12	3535	0.603
12:00 - 12:30	12	3535	0.403	12	3535	0.578	12	3535	0.981
12:30 - 13:00	12	3535	0.601	12	3535	0.573	12	3535	1.174
13:00 - 13:30	12	3535	0.575	12	3535	0.519	12	3535	1.094
13:30 - 14:00	12	3535	0.620	12	3535	0.349	12	3535	0.969
14:00 - 14:30	12	3535	0.413	12	3535	0.330	12	3535	0.743
14:30 - 15:00	12	3535	0.273	12	3535	0.389	12	3535	0.662
15:00 - 15:30	12	3535	0.182	12	3535	0.424	12	3535	0.606
15:30 - 16:00	12	3535	0.233	12	3535	0.406	12	3535	0.639
16:00 - 16:30	12	3535	0.222	12	3535	0.828	12	3535	1.050
16:30 - 17:00	12	3535	0.200	12	3535	0.976	12	3535	1.176
17:00 - 17:30	12	3535	0.151	12	3535	1.490	12	3535	1.641
17:30 - 18:00	12	3535	0.087	12	3535	0.868	12	3535	0.955
18:00 - 18:30	12	3535	0.047	12	3535	0.483	12	3535	0.530
18:30 - 19:00	12	3535	0.024	12	3535	0.217	12	3535	0.241
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			10.387			10.541			20.928

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.

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Parameter summary

Trip rate parameter range selected:	1500 - 8000 (units: sqm)
Survey date date range:	01/01/08 - 26/11/15
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	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 CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : F - WAREHOUSING (COMMERCIAL)
 VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
09	NORTH	
	CB CUMBRIA	1 days
	TV TEES VALLEY	1 days

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

Filtering Stage 2 selection:

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

Parameter: Gross floor area
 Actual Range: 387 to 4700 (units: sqm)
 Range Selected by User: 387 to 10000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 18/09/15

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

Selected survey days:

Tuesday	3 days
Wednesday	1 days
Friday	1 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Industrial Zone	4
Commercial Zone	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.

Filtering Stage 3 selection:

Use Class:

B8 4 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 2 days
10,001 to 15,000 1 days
25,001 to 50,000 2 days

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

Population within 5 miles:

5,001 to 25,000 2 days
125,001 to 250,000 1 days
250,001 to 500,000 1 days
500,001 or More 1 days

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

Car ownership within 5 miles:

0.6 to 1.0 3 days
1.1 to 1.5 2 days

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

Travel Plan:

No 5 days

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

LIST OF SITES relevant to selection parameters

1	CB-02-F-01	DOMINO'S PIZZA	CUMBRIA
	COWPER ROAD		
	GILWILLY IND. ESTATE		
	PENRITH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	2950 sqm	
	Survey date: TUESDAY	10/06/14	Survey Type: MANUAL
2	DS-02-F-01	ARMADILLO S. STORAGE	DERBYSHIRE
	FORRESTERS BUSINESS P..		
	SINFIN LANE		
	DERBY		
	Edge of Town Centre		
	Commercial Zone		
	Total Gross floor area:	1900 sqm	
	Survey date: TUESDAY	05/07/11	Survey Type: MANUAL
3	SF-02-F-03	ROAD HAULAGE	SUFFOLK
	CENTRAL AVENUE		
	WARREN HEATH		
	IPSWICH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4700 sqm	
	Survey date: FRIDAY	18/09/15	Survey Type: MANUAL
4	TV-02-F-03	ELECTRICAL COMPONENTS	TEES VALLEY
	UNIT 8,NAVIGATOR COURT		
	STOCKTON-ON-TEES		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	387 sqm	
	Survey date: TUESDAY	28/06/11	Survey Type: MANUAL
5	WM-02-F-01	LEGETT LOGIS.	WEST MIDLANDS
	SAMPSON ROAD NORTH		
	BIRMINGHAM		
	Edge of Town Centre		
	Industrial Zone		
	Total Gross floor area:	4000 sqm	
	Survey date: WEDNESDAY	17/06/09	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 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
 VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	2950	0.000	1	2950	0.000	1	2950	0.000
05:30 - 06:00	1	2950	0.102	1	2950	0.000	1	2950	0.102
06:00 - 06:30	1	2950	0.034	1	2950	0.000	1	2950	0.034
06:30 - 07:00	1	2950	0.102	1	2950	0.034	1	2950	0.136
07:00 - 07:30	5	2787	0.108	5	2787	0.050	5	2787	0.158
07:30 - 08:00	5	2787	0.115	5	2787	0.065	5	2787	0.180
08:00 - 08:30	5	2787	0.100	5	2787	0.079	5	2787	0.179
08:30 - 09:00	5	2787	0.201	5	2787	0.086	5	2787	0.287
09:00 - 09:30	5	2787	0.079	5	2787	0.086	5	2787	0.165
09:30 - 10:00	5	2787	0.100	5	2787	0.065	5	2787	0.165
10:00 - 10:30	5	2787	0.129	5	2787	0.115	5	2787	0.244
10:30 - 11:00	5	2787	0.079	5	2787	0.100	5	2787	0.179
11:00 - 11:30	5	2787	0.108	5	2787	0.129	5	2787	0.237
11:30 - 12:00	5	2787	0.108	5	2787	0.050	5	2787	0.158
12:00 - 12:30	5	2787	0.165	5	2787	0.122	5	2787	0.287
12:30 - 13:00	5	2787	0.108	5	2787	0.079	5	2787	0.187
13:00 - 13:30	5	2787	0.144	5	2787	0.158	5	2787	0.302
13:30 - 14:00	5	2787	0.122	5	2787	0.086	5	2787	0.208
14:00 - 14:30	5	2787	0.129	5	2787	0.129	5	2787	0.258
14:30 - 15:00	5	2787	0.122	5	2787	0.129	5	2787	0.251
15:00 - 15:30	5	2787	0.100	5	2787	0.129	5	2787	0.229
15:30 - 16:00	5	2787	0.057	5	2787	0.136	5	2787	0.193
16:00 - 16:30	5	2787	0.065	5	2787	0.093	5	2787	0.158
16:30 - 17:00	5	2787	0.079	5	2787	0.158	5	2787	0.237
17:00 - 17:30	5	2787	0.065	5	2787	0.129	5	2787	0.194
17:30 - 18:00	5	2787	0.022	5	2787	0.122	5	2787	0.144
18:00 - 18:30	5	2787	0.050	5	2787	0.072	5	2787	0.122
18:30 - 19:00	5	2787	0.029	5	2787	0.057	5	2787	0.086
19:00 - 19:30	1	2950	0.169	1	2950	0.102	1	2950	0.271
19:30 - 20:00	1	2950	0.034	1	2950	0.102	1	2950	0.136
20:00 - 20:30	1	2950	0.034	1	2950	0.034	1	2950	0.068
20:30 - 21:00	1	2950	0.068	1	2950	0.102	1	2950	0.170
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.927			2.798			5.725

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:	387 - 4700 (units: sqm)
Survey date date range:	01/01/08 - 18/09/15
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	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 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	2950	0.000	1	2950	0.000	1	2950	0.000
05:30 - 06:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
06:00 - 06:30	1	2950	0.000	1	2950	0.000	1	2950	0.000
06:30 - 07:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
07:00 - 07:30	5	2787	0.000	5	2787	0.000	5	2787	0.000
07:30 - 08:00	5	2787	0.000	5	2787	0.000	5	2787	0.000
08:00 - 08:30	5	2787	0.000	5	2787	0.000	5	2787	0.000
08:30 - 09:00	5	2787	0.000	5	2787	0.000	5	2787	0.000
09:00 - 09:30	5	2787	0.000	5	2787	0.000	5	2787	0.000
09:30 - 10:00	5	2787	0.000	5	2787	0.000	5	2787	0.000
10:00 - 10:30	5	2787	0.000	5	2787	0.000	5	2787	0.000
10:30 - 11:00	5	2787	0.000	5	2787	0.000	5	2787	0.000
11:00 - 11:30	5	2787	0.000	5	2787	0.000	5	2787	0.000
11:30 - 12:00	5	2787	0.000	5	2787	0.000	5	2787	0.000
12:00 - 12:30	5	2787	0.000	5	2787	0.000	5	2787	0.000
12:30 - 13:00	5	2787	0.000	5	2787	0.000	5	2787	0.000
13:00 - 13:30	5	2787	0.000	5	2787	0.000	5	2787	0.000
13:30 - 14:00	5	2787	0.000	5	2787	0.000	5	2787	0.000
14:00 - 14:30	5	2787	0.000	5	2787	0.000	5	2787	0.000
14:30 - 15:00	5	2787	0.000	5	2787	0.000	5	2787	0.000
15:00 - 15:30	5	2787	0.000	5	2787	0.000	5	2787	0.000
15:30 - 16:00	5	2787	0.000	5	2787	0.000	5	2787	0.000
16:00 - 16:30	5	2787	0.000	5	2787	0.000	5	2787	0.000
16:30 - 17:00	5	2787	0.000	5	2787	0.000	5	2787	0.000
17:00 - 17:30	5	2787	0.000	5	2787	0.000	5	2787	0.000
17:30 - 18:00	5	2787	0.000	5	2787	0.000	5	2787	0.000
18:00 - 18:30	5	2787	0.000	5	2787	0.000	5	2787	0.000
18:30 - 19:00	5	2787	0.000	5	2787	0.000	5	2787	0.000
19:00 - 19:30	1	2950	0.000	1	2950	0.000	1	2950	0.000
19:30 - 20:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
20:00 - 20:30	1	2950	0.000	1	2950	0.000	1	2950	0.000
20:30 - 21:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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Parameter summary

Trip rate parameter range selected:	387 - 4700 (units: sqm)
Survey date date range:	01/01/08 - 18/09/15
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	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 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	2950	0.000	1	2950	0.000	1	2950	0.000
05:30 - 06:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
06:00 - 06:30	1	2950	0.034	1	2950	0.000	1	2950	0.034
06:30 - 07:00	1	2950	0.034	1	2950	0.000	1	2950	0.034
07:00 - 07:30	5	2787	0.029	5	2787	0.036	5	2787	0.065
07:30 - 08:00	5	2787	0.022	5	2787	0.036	5	2787	0.058
08:00 - 08:30	5	2787	0.029	5	2787	0.029	5	2787	0.058
08:30 - 09:00	5	2787	0.079	5	2787	0.043	5	2787	0.122
09:00 - 09:30	5	2787	0.043	5	2787	0.036	5	2787	0.079
09:30 - 10:00	5	2787	0.036	5	2787	0.022	5	2787	0.058
10:00 - 10:30	5	2787	0.050	5	2787	0.029	5	2787	0.079
10:30 - 11:00	5	2787	0.036	5	2787	0.057	5	2787	0.093
11:00 - 11:30	5	2787	0.086	5	2787	0.086	5	2787	0.172
11:30 - 12:00	5	2787	0.029	5	2787	0.029	5	2787	0.058
12:00 - 12:30	5	2787	0.057	5	2787	0.014	5	2787	0.071
12:30 - 13:00	5	2787	0.065	5	2787	0.029	5	2787	0.094
13:00 - 13:30	5	2787	0.079	5	2787	0.036	5	2787	0.115
13:30 - 14:00	5	2787	0.072	5	2787	0.029	5	2787	0.101
14:00 - 14:30	5	2787	0.093	5	2787	0.043	5	2787	0.136
14:30 - 15:00	5	2787	0.072	5	2787	0.029	5	2787	0.101
15:00 - 15:30	5	2787	0.065	5	2787	0.050	5	2787	0.115
15:30 - 16:00	5	2787	0.022	5	2787	0.022	5	2787	0.044
16:00 - 16:30	5	2787	0.036	5	2787	0.043	5	2787	0.079
16:30 - 17:00	5	2787	0.043	5	2787	0.029	5	2787	0.072
17:00 - 17:30	5	2787	0.014	5	2787	0.036	5	2787	0.050
17:30 - 18:00	5	2787	0.000	5	2787	0.065	5	2787	0.065
18:00 - 18:30	5	2787	0.007	5	2787	0.022	5	2787	0.029
18:30 - 19:00	5	2787	0.007	5	2787	0.043	5	2787	0.050
19:00 - 19:30	1	2950	0.000	1	2950	0.102	1	2950	0.102
19:30 - 20:00	1	2950	0.000	1	2950	0.102	1	2950	0.102
20:00 - 20:30	1	2950	0.000	1	2950	0.034	1	2950	0.034
20:30 - 21:00	1	2950	0.000	1	2950	0.068	1	2950	0.068
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.139			1.199			2.338

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:	387 - 4700 (units: sqm)
Survey date date range:	01/01/08 - 18/09/15
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	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 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	2950	0.000	1	2950	0.000	1	2950	0.000
05:30 - 06:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
06:00 - 06:30	1	2950	0.000	1	2950	0.000	1	2950	0.000
06:30 - 07:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
07:00 - 07:30	5	2787	0.000	5	2787	0.000	5	2787	0.000
07:30 - 08:00	5	2787	0.000	5	2787	0.000	5	2787	0.000
08:00 - 08:30	5	2787	0.000	5	2787	0.000	5	2787	0.000
08:30 - 09:00	5	2787	0.000	5	2787	0.000	5	2787	0.000
09:00 - 09:30	5	2787	0.000	5	2787	0.000	5	2787	0.000
09:30 - 10:00	5	2787	0.000	5	2787	0.000	5	2787	0.000
10:00 - 10:30	5	2787	0.000	5	2787	0.000	5	2787	0.000
10:30 - 11:00	5	2787	0.000	5	2787	0.000	5	2787	0.000
11:00 - 11:30	5	2787	0.000	5	2787	0.000	5	2787	0.000
11:30 - 12:00	5	2787	0.000	5	2787	0.000	5	2787	0.000
12:00 - 12:30	5	2787	0.000	5	2787	0.000	5	2787	0.000
12:30 - 13:00	5	2787	0.000	5	2787	0.000	5	2787	0.000
13:00 - 13:30	5	2787	0.000	5	2787	0.000	5	2787	0.000
13:30 - 14:00	5	2787	0.000	5	2787	0.000	5	2787	0.000
14:00 - 14:30	5	2787	0.000	5	2787	0.000	5	2787	0.000
14:30 - 15:00	5	2787	0.000	5	2787	0.000	5	2787	0.000
15:00 - 15:30	5	2787	0.000	5	2787	0.000	5	2787	0.000
15:30 - 16:00	5	2787	0.000	5	2787	0.000	5	2787	0.000
16:00 - 16:30	5	2787	0.000	5	2787	0.000	5	2787	0.000
16:30 - 17:00	5	2787	0.000	5	2787	0.000	5	2787	0.000
17:00 - 17:30	5	2787	0.000	5	2787	0.000	5	2787	0.000
17:30 - 18:00	5	2787	0.000	5	2787	0.000	5	2787	0.000
18:00 - 18:30	5	2787	0.000	5	2787	0.000	5	2787	0.000
18:30 - 19:00	5	2787	0.000	5	2787	0.000	5	2787	0.000
19:00 - 19:30	1	2950	0.000	1	2950	0.000	1	2950	0.000
19:30 - 20:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
20:00 - 20:30	1	2950	0.000	1	2950	0.000	1	2950	0.000
20:30 - 21:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected:	387 - 4700 (units: sqm)
Survey date date range:	01/01/08 - 18/09/15
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	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 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	2950	0.000	1	2950	0.000	1	2950	0.000
05:30 - 06:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
06:00 - 06:30	1	2950	0.000	1	2950	0.000	1	2950	0.000
06:30 - 07:00	1	2950	0.034	1	2950	0.000	1	2950	0.034
07:00 - 07:30	5	2787	0.000	5	2787	0.000	5	2787	0.000
07:30 - 08:00	5	2787	0.007	5	2787	0.000	5	2787	0.007
08:00 - 08:30	5	2787	0.007	5	2787	0.000	5	2787	0.007
08:30 - 09:00	5	2787	0.007	5	2787	0.000	5	2787	0.007
09:00 - 09:30	5	2787	0.000	5	2787	0.000	5	2787	0.000
09:30 - 10:00	5	2787	0.000	5	2787	0.000	5	2787	0.000
10:00 - 10:30	5	2787	0.000	5	2787	0.000	5	2787	0.000
10:30 - 11:00	5	2787	0.000	5	2787	0.000	5	2787	0.000
11:00 - 11:30	5	2787	0.000	5	2787	0.000	5	2787	0.000
11:30 - 12:00	5	2787	0.000	5	2787	0.000	5	2787	0.000
12:00 - 12:30	5	2787	0.000	5	2787	0.000	5	2787	0.000
12:30 - 13:00	5	2787	0.000	5	2787	0.000	5	2787	0.000
13:00 - 13:30	5	2787	0.000	5	2787	0.007	5	2787	0.007
13:30 - 14:00	5	2787	0.007	5	2787	0.000	5	2787	0.007
14:00 - 14:30	5	2787	0.000	5	2787	0.000	5	2787	0.000
14:30 - 15:00	5	2787	0.000	5	2787	0.007	5	2787	0.007
15:00 - 15:30	5	2787	0.000	5	2787	0.007	5	2787	0.007
15:30 - 16:00	5	2787	0.000	5	2787	0.007	5	2787	0.007
16:00 - 16:30	5	2787	0.000	5	2787	0.000	5	2787	0.000
16:30 - 17:00	5	2787	0.000	5	2787	0.000	5	2787	0.000
17:00 - 17:30	5	2787	0.000	5	2787	0.007	5	2787	0.007
17:30 - 18:00	5	2787	0.000	5	2787	0.000	5	2787	0.000
18:00 - 18:30	5	2787	0.000	5	2787	0.000	5	2787	0.000
18:30 - 19:00	5	2787	0.000	5	2787	0.000	5	2787	0.000
19:00 - 19:30	1	2950	0.000	1	2950	0.000	1	2950	0.000
19:30 - 20:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
20:00 - 20:30	1	2950	0.000	1	2950	0.000	1	2950	0.000
20:30 - 21:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.062			0.035			0.097

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.

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Parameter summary

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Survey date date range:	01/01/08 - 18/09/15
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	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.