

# **Transport Statement**

**Proposed Residential Development  
Greenbooth Road, Norden**

**Prepared for: Norden Developments Limited**

**August 2020**

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**Prepared by:** LB

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**Checked by:** PT

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## **1.0 INTRODUCTION**

### **General**

- 1.1 SCP are instructed by Norden Developments Limited to provide highway, traffic and transport advice in connection with an outline planning application for up to 56 dwellings on a site located to the north of the A680 Edenfield Road, Norden.

### **Planning Background**

- 1.2 The application site forms part of a larger site which was subject to the following planning applications:-
- Local Planning Application (LPA) Reference: D48213 – “*Residential Development (Resubmission Of D44077)*” for up to a maximum of 186 dwellings. The application was granted planning permission in March 2007; and
  - LPA Reference: 10/D53056 – “*Application For A New Planning Permission To Replace Extant Planning Permission D48213 For Residential Development*”. The application was granted planning permission in May 2010.
- 1.3 A Transport Assessment (TA) dated March 2005 was submitted in support of planning application D48213 which assessed the impact of the proposed development on the local transport network. The TA concluded that the proposed developments could be safely accessed, are suitably located and can be accommodated without detriment to the operational capacity or safety of the local highway. Rochdale Metropolitan Borough Council (RMBC), as highway authority reviewed the document and had no objection subject to a number of conditions.
- 1.4 The principle of residential development on this site has therefore previously been established.

### **Purpose and Structure of Report**

- 1.5 This Transport Statement (TS) has been produced to support the planning application and demonstrate to the Local Planning and Highway Authority that the development is satisfactory from a highway safety, traffic and access perspective.
- 1.6 The TS has been prepared in accordance with the now superseded Department for Transport’s (DfT’s) March 2007 “Guidance on Transport Assessment” document and gives due regard to the National Planning Policy Framework (NPPF) and the National Planning Policy Guidance (NPPG), with the structure of the report summarised below:-

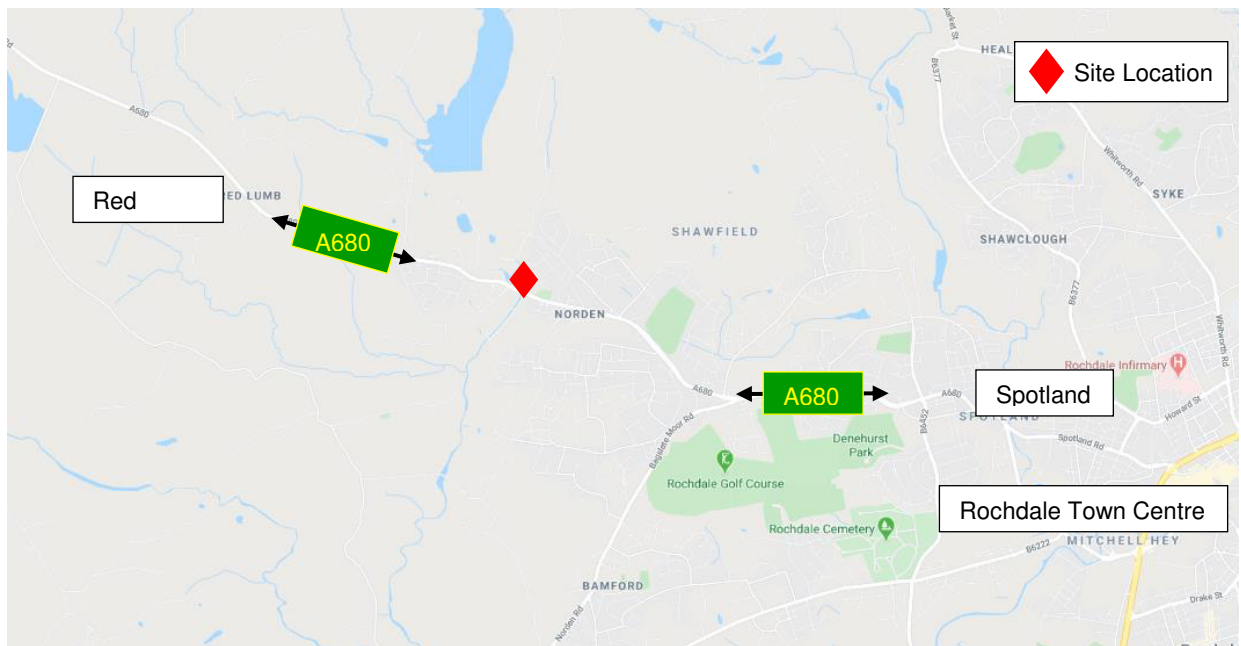
- Chapter 2 – describes in detail the site location, local transport network and existing use of the site;
- Chapter 3 – defines the development proposals including the proposed access, servicing arrangements and car parking;
- Chapter 4 – considers the location of the site with regard to the existing local sustainable transport infrastructure;
- Chapter 5 – presents estimates of the trip generating potential of the existing and proposed uses of the site along with a summary of impact of the development on the local highway network; and
- Chapter 6 – provides the summary and conclusions to the above chapters.

## 2.0 EXISTING CONDITIONS

### Site Location and Composition

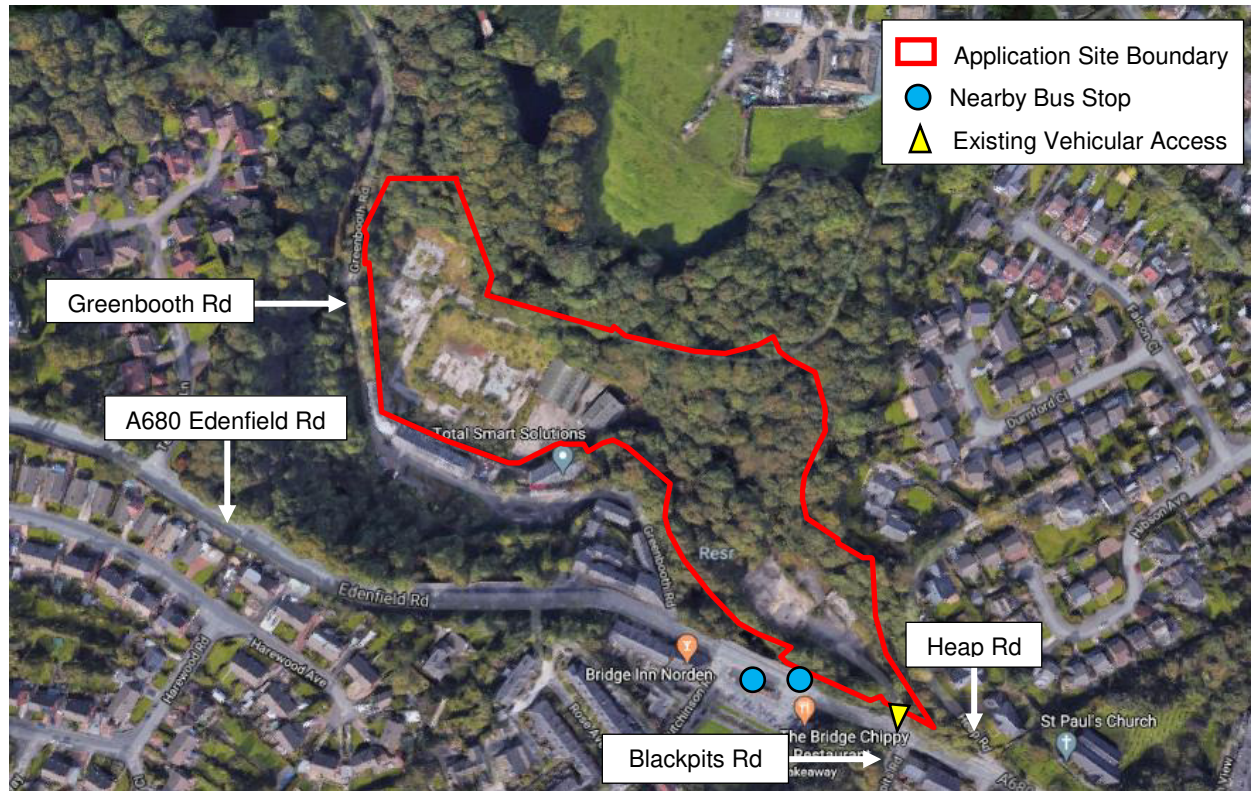
- 2.1 The site is located in Norden, approximately 3.5km to the west of Rochdale Town Centre.
- 2.2 The location of the application site in relation to the wider highway network is shown on **Figure 2.1** below:-

**Figure 2.1 – Site Location – Wider Highway Network**



2.3 The site location in a more local context is shown on **Figure 2.2** below.

**Figure 2.2 – Site Location – Local Highway Network**



- 2.4 The application site is bounded by the A680 Edenfield Road and Greenbooth Road to the south-west, woodland to the north and a detached residential dwelling and Heap Road to the east.
- 2.5 The site comprises woodlands and previously developed land including areas of hard standing and industrial units for distribution and storage. The site was previously occupied by a large milling factory and whilst some of the industrial units have been demolished, there is currently an industrial unit with a GFA of approximately 400sqm and a vehicle repair centre with a GFA of approximately 240sqm.
- 2.6 Vehicular access to the site is currently provided along the A680 Edenfield Road via a gated priority access and forms a priority cross roads with Blackpits Road as shown on **Figure 2.3** below:

**Figure 2.3 – Existing Application Site Access Arrangement**



### **Local Transport Network**

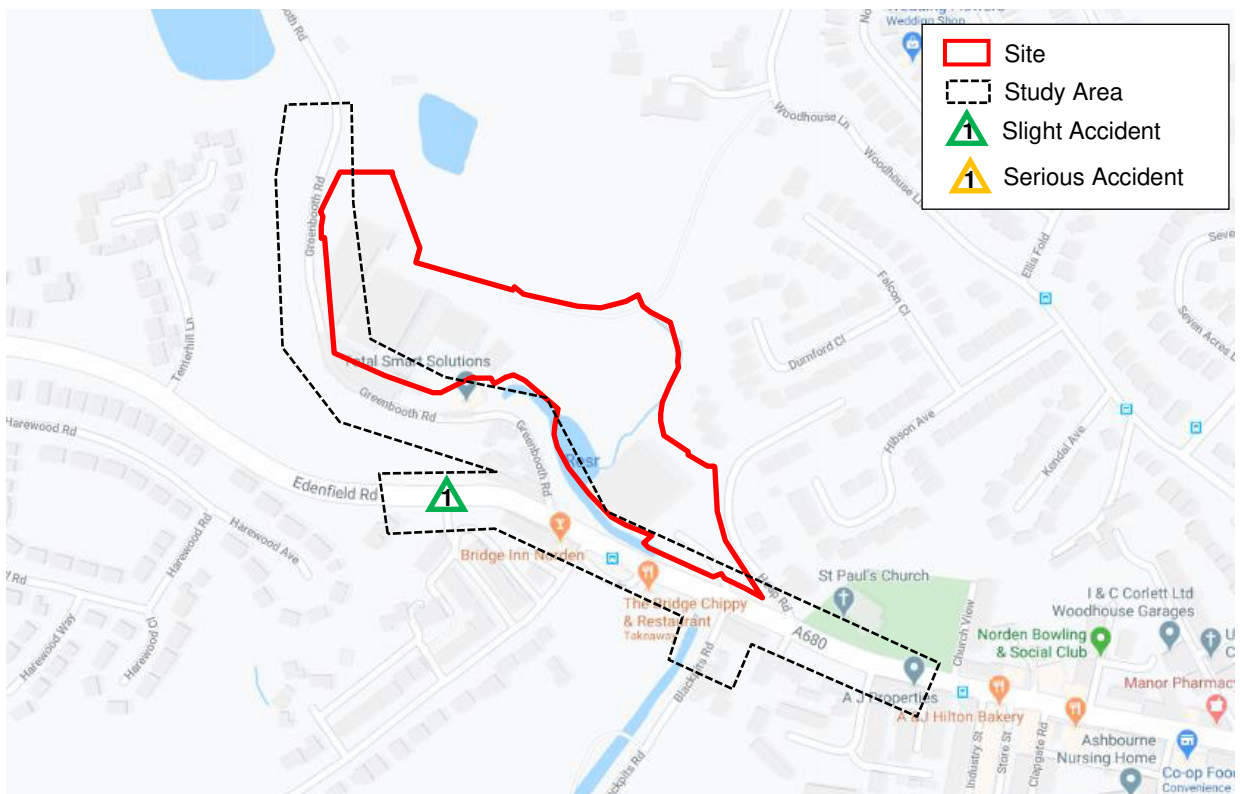
- 2.7 The A680 Edenfield Road is located to the south of the site and is a distributor road which provides a link between the A58 in Rochdale Town Centre and Bury Road in Edenfield.
- 2.8 Within the vicinity of the site, the A680 Edenfield Road has a carriageway width of approximately 8.0m – 11.8m and benefits footways and street lighting on both sides of the carriageway.
- 2.9 Within the vicinity of the site, the A680 Edenfield Road is subject to a mandatory speed limit of 30mph.
- 2.10 Blackpits Road is located to the south-east of the site and is predominantly a residential cul-de-sac which provides access to a mixture of apartment blocks and terraced dwellings, however access is also provided to St Pauls Parish Hall.
- 2.11 Within the vicinity of the site, Blackpits Road has a carriageway width of approximately 6.0m and benefits footways and street lighting on the south-eastern side of the carriageway.
- 2.12 Greenbooth Road is located to the south-west of the site and is a cobbled cul-de-sac which provides access to a mixture of residential and industrial uses.
- 2.13 Within the vicinity of the site, Greenbooth Road has a carriageway width of approximately 5.0m.

### **Road Safety**

2.14 The Planning Practice Guidance (PPG) 'Transport evidence bases in plan making and decision taking' document states that, "Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works or traffic management measures will help to alleviate the problems".

2.15 In order to identify critical locations on the network with a poor accident record, the personal injury accident data has been obtained from CrashMap for the most recently available five year period ending 31<sup>st</sup> December 2019. The location and severity of the accidents is shown on **Figure 2.4** below.

**Figure 2.4 – Road Safety Plan**



Source: Crashmap

2.16 The key points from the accident data analysis are as follows:

- No accidents occurred along the sites frontage along either the A680 Edenfield Road or Glenbrook Road, including the existing site access;
- One accident occurred at the A680 Edenfield Road/Lancaster Terrace junction which was of slight severity.

- 2.17 Whilst any accident is regrettable, one accident over a five year period does not lead to any significant concerns or demonstrate any discernible pattern that could be affected by the development proposals.

### **3.0 PROPOSED DEVELOPMENT**

#### **Overview**

- 3.1 The application is in outline and the proposed development will provide up to 56 dwellings comprising a notional mix of 18no. 3 bedroom houses and 38no. 4 bedroom houses. The development proposals are shown on the site layout plan presented in **Appendix A**.

#### **Proposed Access Arrangements**

- 3.2 Vehicular access to the development will be provided from the A680 Edenfield Rd approximately 40m to the west of the existing site access. The proposed access will provide typical residential standards and provide a 5.5m wide carriageway, 2m footways on both sides of the access road and 6m radii.
- 3.3 The proposed site access arrangement is shown on Drawing Number SCP/200476/SK01 presented in **Appendix B**.
- 3.4 This site access provides visibility splays that have an 'x' (minor arm setback distance) of 2.4m and a 'y' (major road visibility) distance of over 43m in both directions, which is in accordance with the visibility requirements set out in the Manual for Streets (MfS) for a 30mph road.
- 3.5 Swept path analysis of the site access is shown on Drawing Number SCP/200476/ATR01 presented in **Appendix B**.
- 3.6 Pedestrian and cycle access to the site will be provided at the same location as the vehicular accesses. In addition, an emergency access will be provided along Greenbooth Road on the western section of the site, which will also provide pedestrian/cycle access.
- 3.7 The existing access along the A680 Edenfield Rd will be closed.

#### **Servicing**

- 3.8 The internal road network will be designed to ensure the movements of service and refuse vehicles can be accommodated without allowing their requirements to dominate the layout.

#### **Car Parking**

- 3.9 The parking provided will be provided in accordance with the maximum standards recommended in RMBC's Rochdale Adopted Core Strategy (October 2016) document which are summarised in the table below:

|             | Maximum Vehicle Parking | Cycle Parking           |
|-------------|-------------------------|-------------------------|
| 2+ Bedrooms | 2 spaces                | 1 space per 5 dwellings |

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## **4.0 ACCESSIBILITY OF THE SITE**

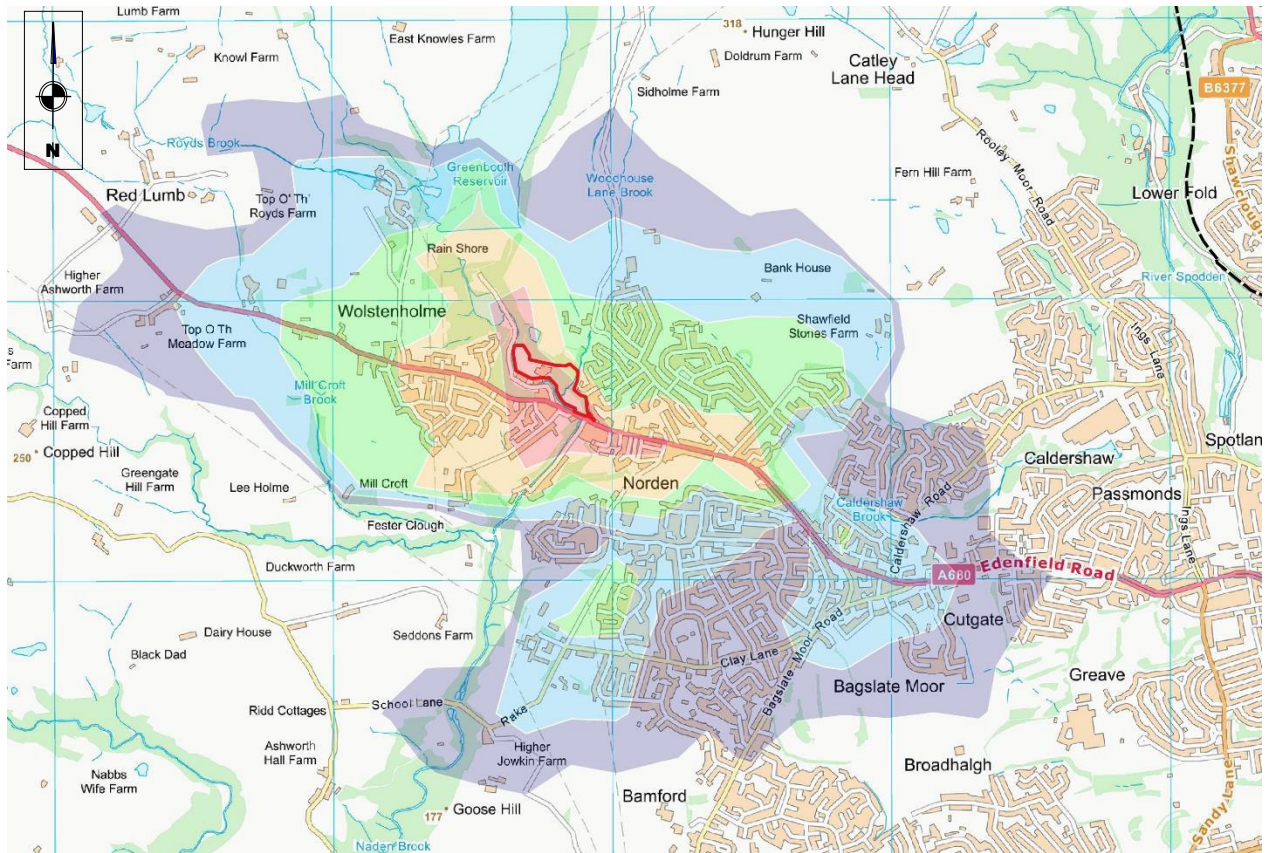
### **Overview**

- 4.1 This chapter presents a review of the accessibility of the site by walking, cycling and public transport modes.

### **Pedestrians**

- 4.2 The MfS states that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, it goes on to state that this is not an upper limit and that walking offers the greatest potential to replace short car trips, particularly those under 2km.
- 4.3 The pedestrian accessibility of the development has been modelled using Geographical Information System (GIS) software to produce isochrones mapping. The purpose of the isochrones is to demonstrate the areas within an acceptable walk distance of the site.
- 4.4 The 2km walk distance isochrones is shown on **Figure 4.1** overleaf:-

**Figure 4.1 – Walk Accessibility**



4.5 As can be seen from the above, Norden and Cutgate are within an acceptable walking distance which provide a wide range of facilities and offers numerous opportunities for non-motorised access to a high number of facilities. A summary of some of these facilities within a 2km walk distance of the site are summarised below:-

**Education** – Norden Community Primary School, Whittaker Moss Primary School, St Vincent's RC Primary School, Caldershaw Primary School.

**Retail** – Tesco Express, Co-op Food.

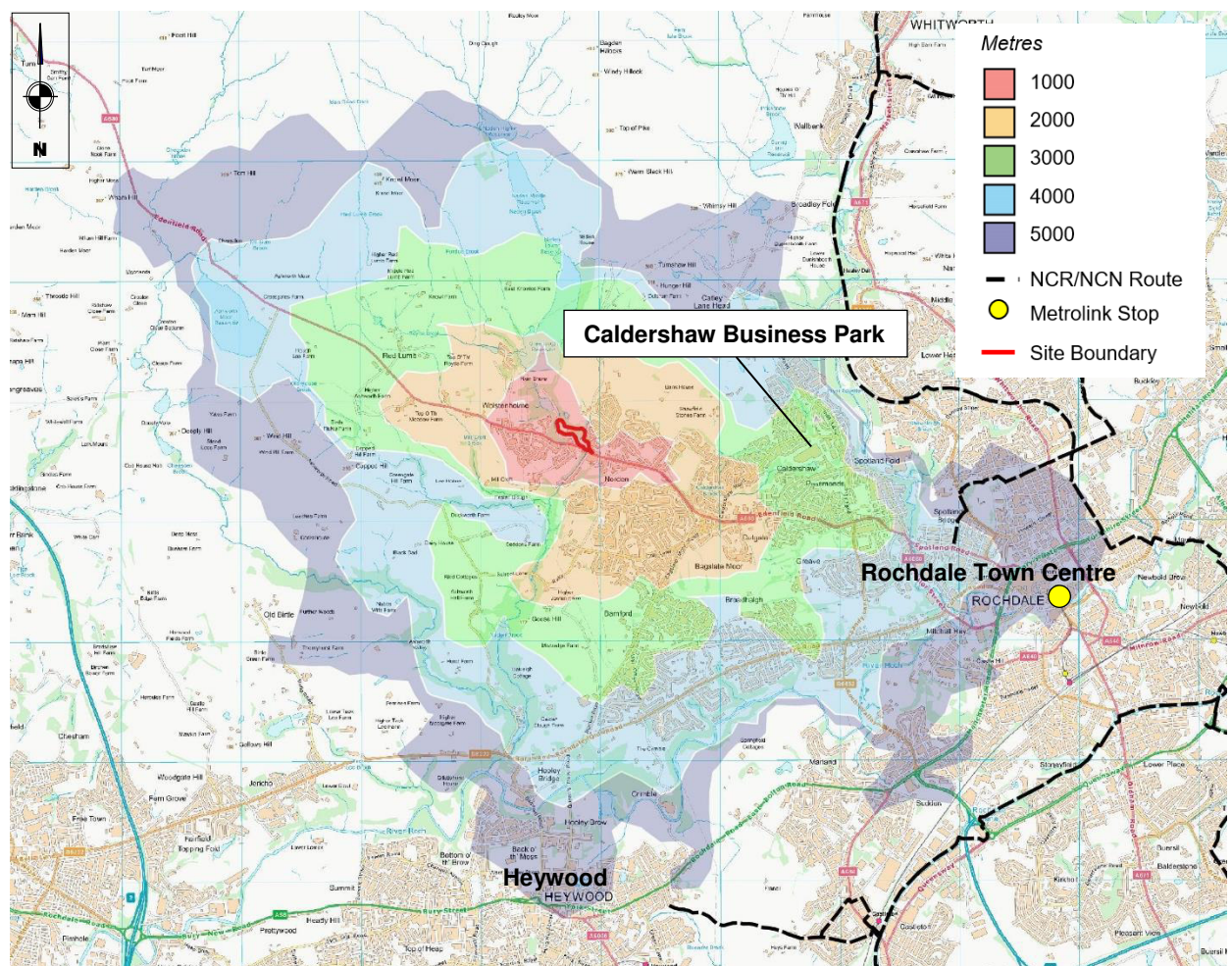
**Leisure** – Norden Jubilee Park, Norden Valley & Greenbooth Reservoir, Norden Cricket Club, Norden Bowling and Social Club, Rochdale Golf Club, East St. Personal Training Gym Rochdale.

4.6 Off-site pedestrian facilities within the surrounding area are generally good and local roads benefit from footways and lighting on both sides.

## Cyclists

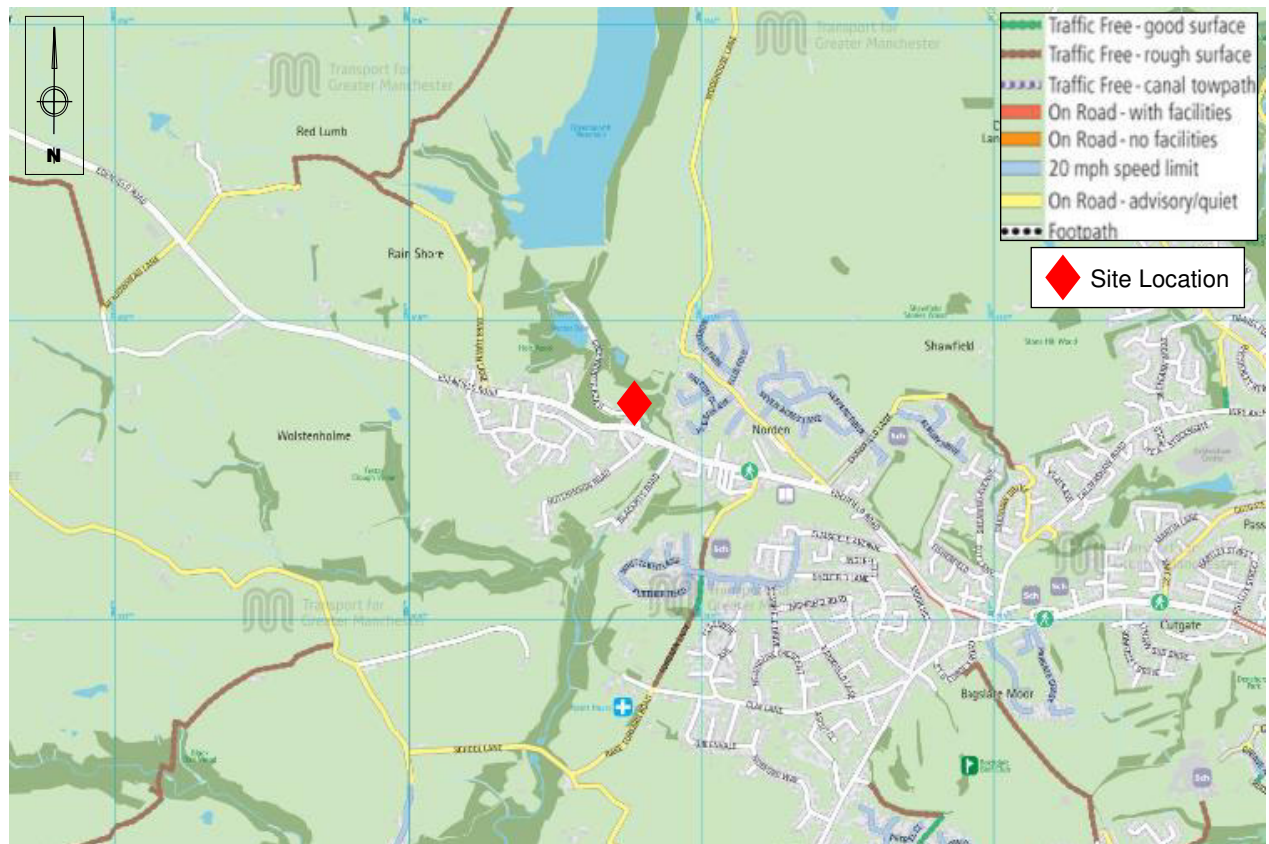
- 4.7 Transport Policy identifies that cycling represents a realistic and healthy option to use of the private car for making journeys up to 5000m as a whole journey or as part of a longer journey by public transport.
- 4.8 **Figure 4.2** below illustrates the 5km cycle catchment of the site, which is equivalent to a 25 minute cycle. This demonstrates that Caldershaw Business Park, Heywood, Rochdale Town Centre are within an acceptable cycle distance of the site.

**Figure 4.2 – Cycle Accessibility**



- 4.9 The Greater Manchester Cycle Map on the TfGM website shows nearby local cycle routes, including Woodhouse Lane and Overtown Lane which provide access to Newtown via a mixture of traffic free routes and on road advisory/quiet route, as shown on **Figure 4.3** overleaf.

**Figure 4.3 – TfGM's Greater Manchester Cycle Map**



## Public Transport

- 4.10 In terms of bus services, the Chartered Institute of Highways & Transportation's (CIHT's) "Guidelines for Planning for Public Transport in Developments" document identifies, at section 6.20, that "Bus stops are located to minimise passengers' walking distance to their final destination. The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m."
- 4.11 The nearest bus stops to the site are located along the sites frontage along the A680 Edenfield Road, and are therefore well within the recommended walking distance. A summary of the services provided from these stops are summarised in **Table 4.1** below:-

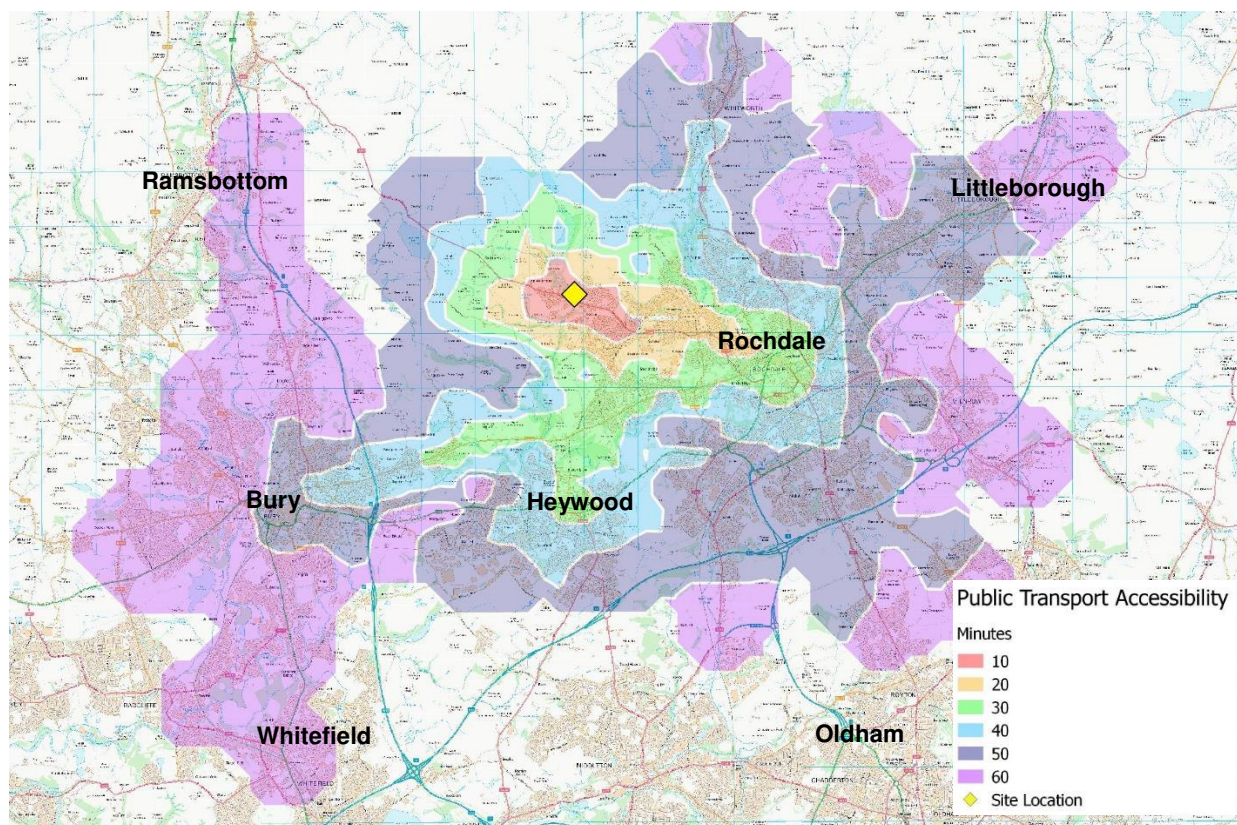
**Table 4.1 – Bus Timetable Summary**

| Service Number | Route                                     | Average Frequency                          |            |            |
|----------------|-------------------------------------------|--------------------------------------------|------------|------------|
|                |                                           | Mon-Fri                                    | Sat        | Sun        |
| 162            | Norden - Langley - Middleton - Manchester | 3 outbound Am and 4 inbound PM services    | No Service | No Service |
| 880            | Norden - St Cuthbert's High School        | One outbound Am and one inbound PM service | No Service | No Service |
| R2             | Rochdale - Norden - Heywood - Bury        | 60 mins                                    | 60 mins    | 60 mins    |
| R8             | Rochdale - Bamford - Norden               | 60 mins                                    | 60 mins    | 60 mins    |

N.B. At the time of writing this report bus services are subject to COVID-19 operational timetabling.

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- 4.12 In summary, the bus services at the nearby bus stops provide connections to destinations including the Rochdale Town Centre, Bury Town Centre, Middleton and Manchester which provide further services and connections throughout Greater Manchester.
- 4.13 The nearest Metrolink Station is Rochdale Interchange which is located approximately 4.7km to the south-east of the site. Rochdale Interchange is located opposite the Rochdale Town Centre Cycle Hub which provides sheltered and secure cycle parking for up to 26 bikes between 06:00-23:59.
- 4.14 Direct access to Rochdale Interchange is also provided via the bus services which are served the nearby bus stops along the A680 Edenfield Road.
- 4.15 Rochdale Interchange Metrolink provides direct services to Oldham, Manchester Victoria, Manchester Shudehill, Chorlton and Didsbury, amongst others.
- 4.16 Trams run on the Metrolink network run between approximately 0600 to 0030 Mondays to Thursdays, with the last trams running later on Fridays and Saturdays. On Sundays, trams start later and finish earlier in a time range of approximately 0700 to 2230. Frequencies may be reduced during the COVID-19 period and subject to change.
- 4.17 The nearest railway station is Rochdale Railway Station in the town centre and is located approximately 5.5km to the south-east of the site.
- 4.18 The station is served by a variety of frequent train services throughout the week providing links to various locations including Chester, Leeds, Warrington, Runcorn, Blackburn and Manchester City Centre.
- 4.19 **Figure 4.3** overleaf indicates a 60 minute public transport journey from the site, which includes the time to walk to the bus stop, Metrolink or train station. The analysis demonstrates that it is possible to reach areas of Littleborough, Bury and Heywood, amongst others, in an acceptable 60 minute commute time.
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**Figure 4.3 – Public Transport Accessibility**



4.20 In summary the application site is well located to encourage other modes of travel other than the private car.

## **5.0 ANTICIPATED TRANSPORT IMPACT**

### **Overview**

- 5.1 This chapter sets out the methodology used to estimate the number of trips generated by the existing uses of the site in comparison to the proposed uses of the site and draws conclusions on the anticipated impact of the development on the local highway network.

### **Trip Generating - Existing Use of the Site**

#### General

- 5.2 As set out earlier in Chapter 2, the application site currently features an industrial unit with a GFA of approximately 400sqm and a vehicle repair centre with a GFA of approximately 240sqm.

#### Existing Industrial Unit

- 5.3 In order to estimate the trip generating potential of the existing industrial unit, average trip rates from the industry-standard TRICS Database (V7.7.1) have been obtained. The selection criteria for the TRICS based trip rates is as follows:-
- i) Employment;
  - ii) Industrial Units;
  - iii) Multi modal surveys;
  - iv) Sites in Greater London and Ireland excluded;
  - v) Selection by GFA;
  - vi) Weekday surveys only; and
  - vii) Only sites in 'suburban area', 'edge of town' and 'neighbourhood centre' locations selected.
- 5.4 The multi modal TRICS outputs for the existing site are presented in **Appendix C** and are summarised in **Table 5.1** overleaf:-

**Table 5.1 – Estimated Trip Rates (Per 100 sqm) Associated with the Existing Industrial Unit**

| Mode                                                 | Weekday AM Peak Hour (08:00 to 09:00) |            | Weekday PM Peak Hour (17:00 to 18:00) |            |
|------------------------------------------------------|---------------------------------------|------------|---------------------------------------|------------|
|                                                      | Arrivals                              | Departures | Arrivals                              | Departures |
| Trip Rate (Vehicles)                                 | 0.581                                 | 0.188      | 0.120                                 | 0.701      |
| Trip Generation (based on approximate GFA of 400sqm) | 2                                     | 1          | 1                                     | 3          |

#### Existing Vehicle Repair Garage

- 5.5 In order to estimate the trip generating potential of the existing vehicle repair garage, average trip rates from the industry-standard TRICS Database (V7.7.1) have been obtained. The selection criteria for the TRICS based trip rates is as follows:-
- i) Employment;
  - ii) Vehicle Repair Garage (Slo Fit);
  - iii) Vehicle surveys;
  - iv) Sites in Greater London and Ireland excluded;
  - v) Selection by GFA;
  - vi) Weekday surveys only; and
  - vii) Only sites in 'suburban area', 'edge of town' and 'neighbourhood centre' locations selected.
- 5.6 The multi modal TRICS outputs for the existing site are presented in **Appendix D** and are summarised in **Table 5.2** overleaf:

**Table 5.2 – Estimated Trip Rates (Per 100 sqm) Associated with the Existing Vehicle Repair Garage**

| Mode                                                 | Weekday AM Peak Hour (08:00 to 09:00) |            | Weekday PM Peak Hour (17:00 to 18:00) |            |
|------------------------------------------------------|---------------------------------------|------------|---------------------------------------|------------|
|                                                      | Arrivals                              | Departures | Arrivals                              | Departures |
| Trip Rate (Vehicles)                                 | 2.070                                 | 1.093      | 1.208                                 | 2.103      |
| Trip Generation (based on approximate GFA of 240sqm) | 5                                     | 3          | 3                                     | 5          |

### Trip Generating - Proposed Use of the Site

5.7 In order to estimate the trip generating potential of the proposed residential use, average trip rates from the industry-standard TRICS Database (V7.7.1) have been obtained. The selection criteria for the TRICS-based trip rates is as follows:-

- i) Residential;
- ii) Houses Privately Owned;
- iii) Multi modal surveys;
- iv) Sites in Greater London and Ireland excluded;
- v) Selection by number of dwellings;
- vi) Weekday surveys only; and
- vii) Only sites in 'suburban area' 'edge of town' and 'neighbourhood centre' locations selected.

5.8 The TRICS outputs are presented in **Appendix E** and are summarised in **Table 5.3** below:-

**Table 5.3 – Proposed Residential Development Trip Rates**

| Mode             | Weekday AM Peak Hour (08:00 to 09:00) |            | Weekday PM Peak Hour (17:00 to 18:00) |            |
|------------------|---------------------------------------|------------|---------------------------------------|------------|
|                  | Arrivals                              | Departures | Arrivals                              | Departures |
| Vehicles         | 0.139                                 | 0.365      | 0.330                                 | 0.156      |
| Cyclists         | 0.006                                 | 0.023      | 0.017                                 | 0.009      |
| Pedestrians      | 0.059                                 | 0.182      | 0.074                                 | 0.041      |
| Public Transport | 0.001                                 | 0.043      | 0.027                                 | 0.006      |

- 5.9 The above trip rates have been applied to the proposed maximum 56 dwellings to determine the trip generation for the proposed development, as summarised in **Table 5.4** below.

**Table 5.4 – Proposed Residential Development Trip Generation**

| Mode             | Weekday AM Peak Hour (08:00 to 09:00) |            | Weekday PM Peak Hour (17:00 to 18:00) |            |
|------------------|---------------------------------------|------------|---------------------------------------|------------|
|                  | Arrivals                              | Departures | Arrivals                              | Departures |
| Vehicles         | 8                                     | 20         | 18                                    | 9          |
| Cyclists         | 0                                     | 1          | 1                                     | 1          |
| Pedestrians      | 3                                     | 10         | 4                                     | 2          |
| Public Transport | 0                                     | 2          | 2                                     | 0          |

### Net Trip Generation

- 5.10 In planning terms, the net peak hour trip generating potential of the scheme is equal to the number of trips that could be generated by the existing uses subtracted from the number of trips that could be generated by the proposed development. This is summarised in **Table 5.5** below:

**Table 5.5 – Net Development Trip Generation (Vehicles)**

| Mode                             | Weekday AM Peak Hour (08:00 to 09:00) |            | Weekday PM Peak Hour (17:00 to 18:00) |            |
|----------------------------------|---------------------------------------|------------|---------------------------------------|------------|
|                                  | Arrivals                              | Departures | Arrivals                              | Departures |
| Existing Industrial Unit         | 2                                     | 1          | 1                                     | 3          |
| Existing Vehicle Repair Garage   | 5                                     | 3          | 3                                     | 5          |
| Proposed Residential Development | 8                                     | 20         | 18                                    | 9          |
| Net Trip Generation              | 1                                     | 16         | 14                                    | 1          |

- 5.11 Based on the trip net trip generation, the proposed development will result in an increase of 17 two-way vehicles during the AM peak hour and an increase of 15 two-way vehicles during the PM peak hour.
- 5.12 Volumetrically, this equates to an additional vehicle movement once every 3.5 minutes or so in the AM peak hours and once every 4 minutes or so in the PM peak hour. The effect of this additional traffic on the local highway network will be barely perceptible during the peak hours.
- 5.13 In addition, the proposed development will result in the removal of heavy industrial vehicles from the local highway network.

## **6.0 SUMMARY AND CONCLUSION**

- 6.1 SCP are instructed to provide highway, traffic and transport advice in connection with an outline planning application to construct 56 dwellings on a site located to the north of the A680 Edenfield Road, Norden.
- 6.2 This Transport Statement (TS) has been produced to support the planning application and demonstrate to the Local Planning and Highway Authority that the development is satisfactory from a highway safety, traffic and access perspective.
- 6.3 Vehicular access to the development will be provided from the A680 Edenfield Rd approximately 40m to the west of the existing site access. The access will provide typical residential standards and provide adequate levels of visibility.
- 6.4 Pedestrian and cycle access to the site will be provided at the same location as the vehicular accesses. In addition, an emergency access will be provided along Greenbooth Road on the western section of the site, which will also provide pedestrian/cycle access.
- 6.5 The existing access along the A680 Edenfield Rd will be closed.
- 6.6 The personal injury accident data for the most recently available five year period in the vicinity of the site has been reviewed and does not represent a material concern in the context of the proposed development.
- 6.7 The proposed development has been found to be well located to encourage travel by sustainable modes. In particular, the site is within walking distance of Norden and Cutgate which provides a wide range of everyday facilities.
- 6.8 It is estimated that the proposed residential development would generate an increase of 17 two-way vehicles during the AM peak hour and an increase of 15 two-way vehicles during the PM peak hour when compared to the existing industrial and vehicle repair garage uses.
- 6.9 Volumetrically, this equates to an additional vehicle movement once every 3.5 minutes or so in the AM peak hours and once every 4 minutes or so in the PM peak hour. The effect of this additional traffic on the local highway network will be barely perceptible during the peak hours.
- 6.10 Having regard to the above, it is concluded that there is no highway-related reason to withhold planning permission for the scheme and the proposed development is therefore commended for approval.

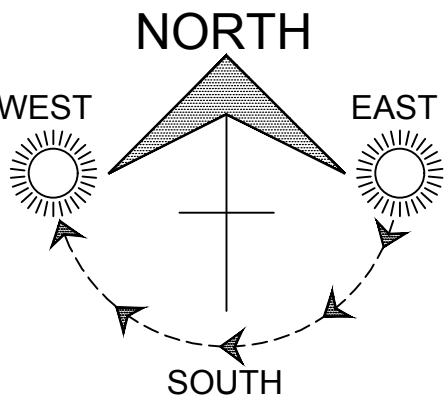
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## **APPENDIX A**



| SCHEDULE OF ACCOMMODATION |                      |          |    |           |
|---------------------------|----------------------|----------|----|-----------|
| CULCHETH                  | 3 BED SEMI HOUSE     | 860sqft  | 8  | 6880sqft  |
| CULCHETH                  | 3 BED DETACHED HOUSE | 901sqft  | 4  | 3604sqft  |
| WINDLE                    | 3 BED DETACHED HOUSE | 901sqft  | 3  | 2703sqft  |
| KINGSLEIGH                | 3 BED DETACHED HOUSE | 909sqft  | 3  | 2727sqft  |
| WHALLEY 2                 | 4 BED DETACHED HOUSE | 1152sqft | 17 | 19584sqft |
| HARTFORD                  | 4 BED DETACHED HOUSE | 1281sqft | 8  | 10248sqft |
| HAIGH                     | 4 BED DETACHED HOUSE | 1468sqft | 1  | 1468sqft  |
| WILLASTON                 | 4 BED DETACHED HOUSE | 1479sqft | 5  | 7395sqft  |
| BRETHERTON                | 4 BED DETACHED HOUSE | 1500sqft | 1  | 1500sqft  |
| FORMBY                    | 4 BED DETACHED HOUSE | 1567sqft | 5  | 7835sqft  |
| FORMBY DG                 | 4 BED DETACHED HOUSE | 1567sqft | 1  | 1567sqft  |
| TOTAL                     |                      |          | 56 | 65571sqft |

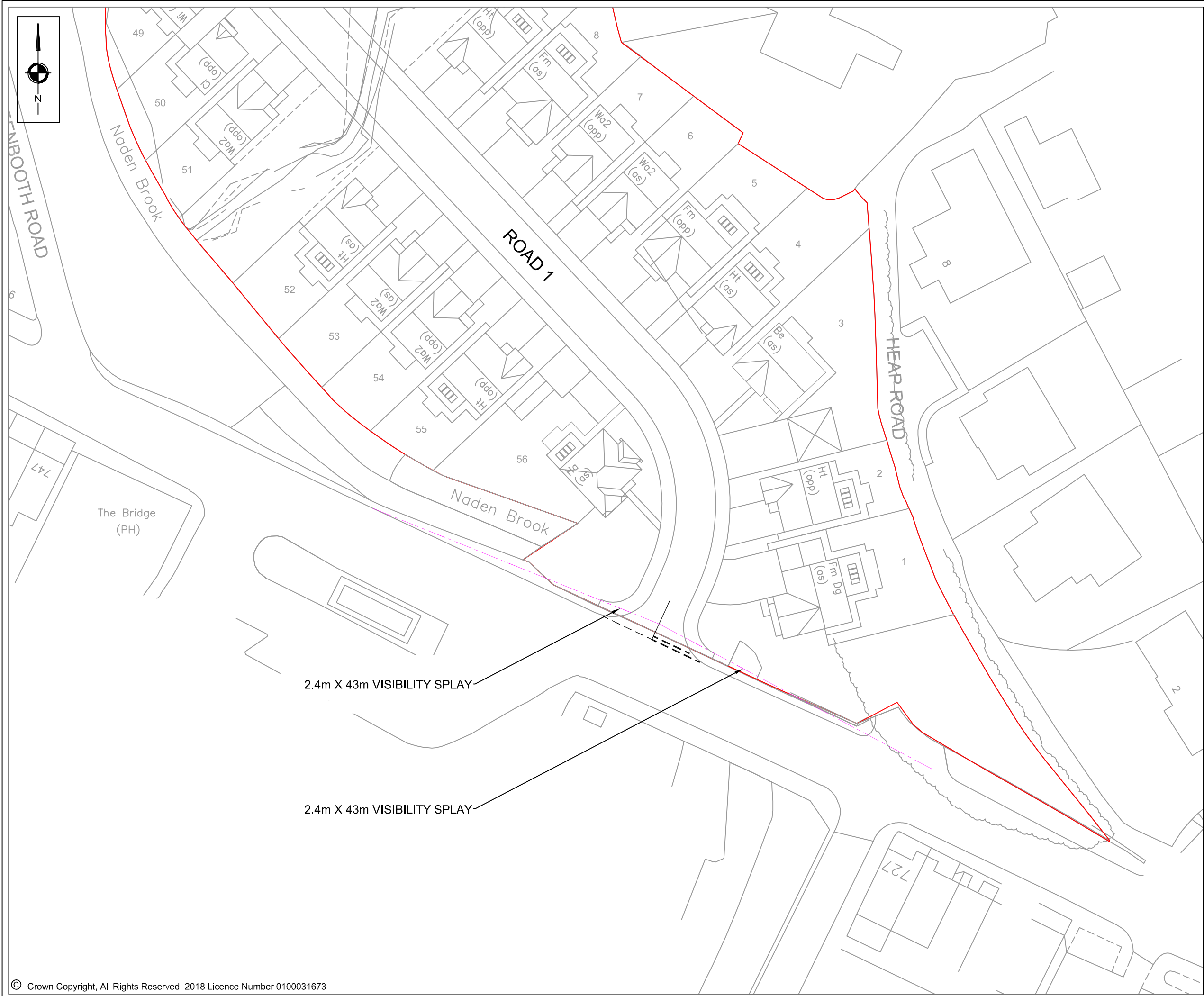
|                                 |                  |
|---------------------------------|------------------|
| GROSS SITE AREA:                | 6.56 Acres       |
| LANDSCAPED/UNDEVELOPABLE AREAS: | 1.93 Acres       |
| NETT SITE AREA:                 | 4.63 Acres       |
| GROSS DENSITY:                  | 8.54 Units/Acre  |
| NETT DENSITY:                   | 12.10 Units/Acre |
| TOTAL FOOTAGE:                  | 65571 Sqft       |
| GROSS FOOTAGE:                  | 9996 Sqft/Acre   |
| NETT FOOTAGE:                   | 14162 Sqft/Acre  |



| REV.                                                                                  | DESCRIPTION | INT.         | DATE     |
|---------------------------------------------------------------------------------------|-------------|--------------|----------|
|  |             |              |          |
| PROJECT                                                                               |             |              |          |
| GREENBOOTH ROAD,<br>NORDEN, ROCHDALE                                                  |             |              |          |
| DRAWING TITLE                                                                         |             |              |          |
| PLANNING LAYOUT                                                                       |             |              |          |
| JOB NUMBER                                                                            |             | -            | REV      |
| DRAWING NUMBER                                                                        |             | 102          | -        |
| DRAWN                                                                                 |             | JSM 09.12.19 | SCALE    |
| CHECKED                                                                               |             | -            | 1:500 A1 |

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## **APPENDIX B**



NOTES

REVISIONS

| REV | DESCRIPTION | DATE | BY |
|-----|-------------|------|----|
| -   | -           | -    | -  |

S|C|P

Transportation Planning : Infrastructure Design

Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400, www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name:

NORDEN DEVELOPMENTS LIMITED

Project Title:

GREENBOOTH ROAD, NORDEN, ROCHDALE

Drawing Title:

VISIBILITY SPLAYS

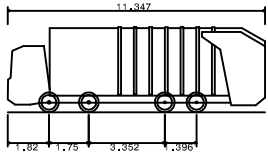
|                             |                                   |
|-----------------------------|-----------------------------------|
| Drawn By: <div>BH</div>     | Date: <div>30.07.2020</div>       |
| Checked: <div>LB</div>      | Scale: <div>1:500 @ A3</div>      |
| Status: <div>PLANNING</div> | Approved/Unapproved: <div>-</div> |

|                                        |                   |
|----------------------------------------|-------------------|
| Drawing No. <div>SCP/200476/SK01</div> | Rev. <div>-</div> |
|----------------------------------------|-------------------|



1:1000

NOTES



|                               |         |
|-------------------------------|---------|
| Large Refuse Vehicle (4 axle) |         |
| Overall Length                | 11.347m |
| Overall Width                 | 2.500m  |
| Overall Body Height           | 3.751m  |
| Min Body Ground Clearance     | 0.304m  |
| Track Width                   | 2.500m  |
| Lock to lock time             | 6.00s   |
| Wall to Wall Turning Radius   | 11.330m |

REVISIONS

| REV | DESCRIPTION | DATE | BY |
|-----|-------------|------|----|
| -   | -           | -    | -  |

**S|C|P**

Transportation Planning : Infrastructure Design

Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400,  
www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name:

NORDEN DEVELOPMENTS LIMITED

Project Title:

GREENBOOTH ROAD,  
NORDEN, ROCHDALE

Drawing Title:

SWEPT PATH ANALYSIS  
- REFUSE VEHICLE

Drawn By:

BH

Date:

30.07.2020

Checked:

LB

Scale:

1:500 @ A3  
UNLESS SHOWN

Status:

PLANNING

Approved/Unapproved:

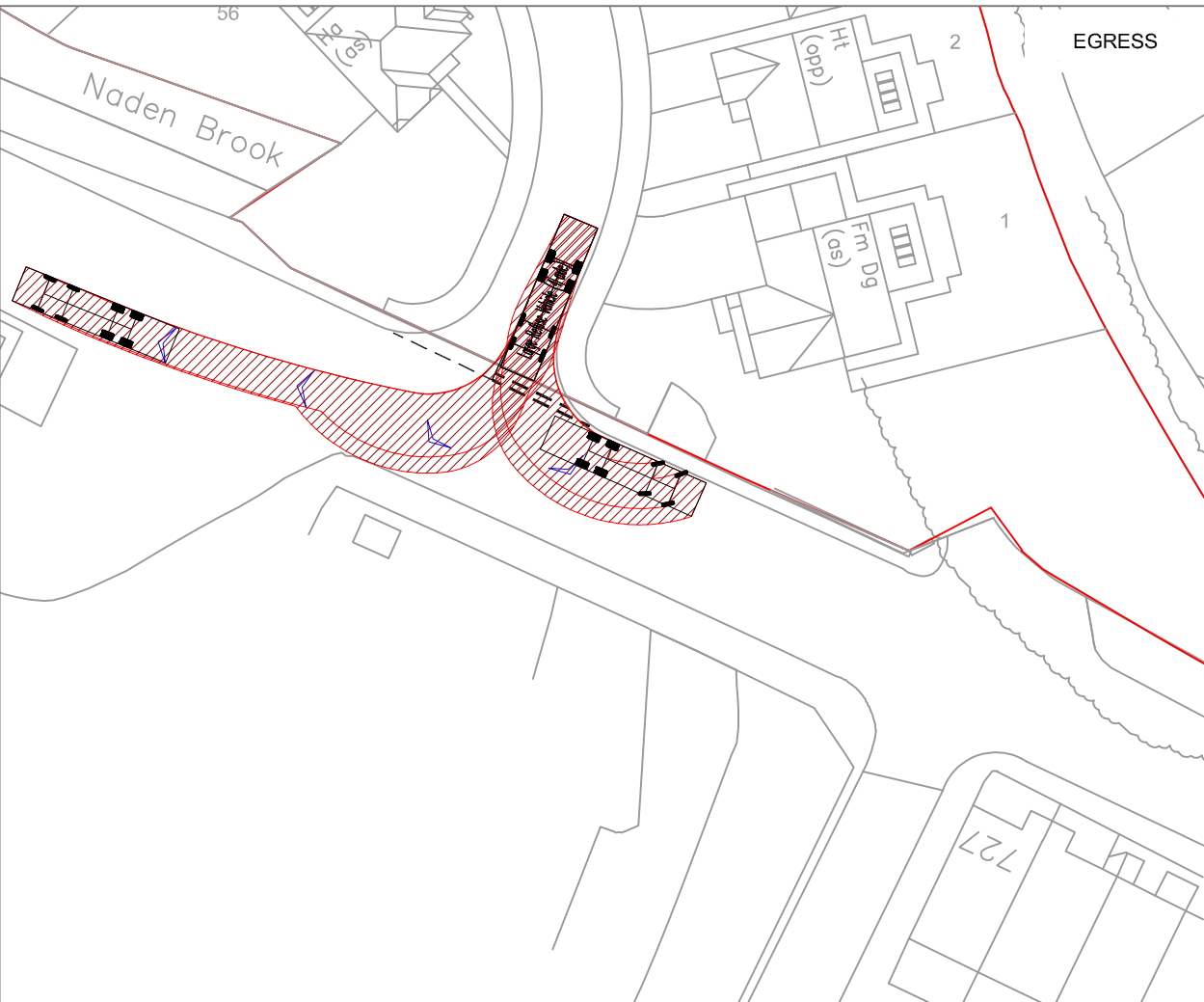
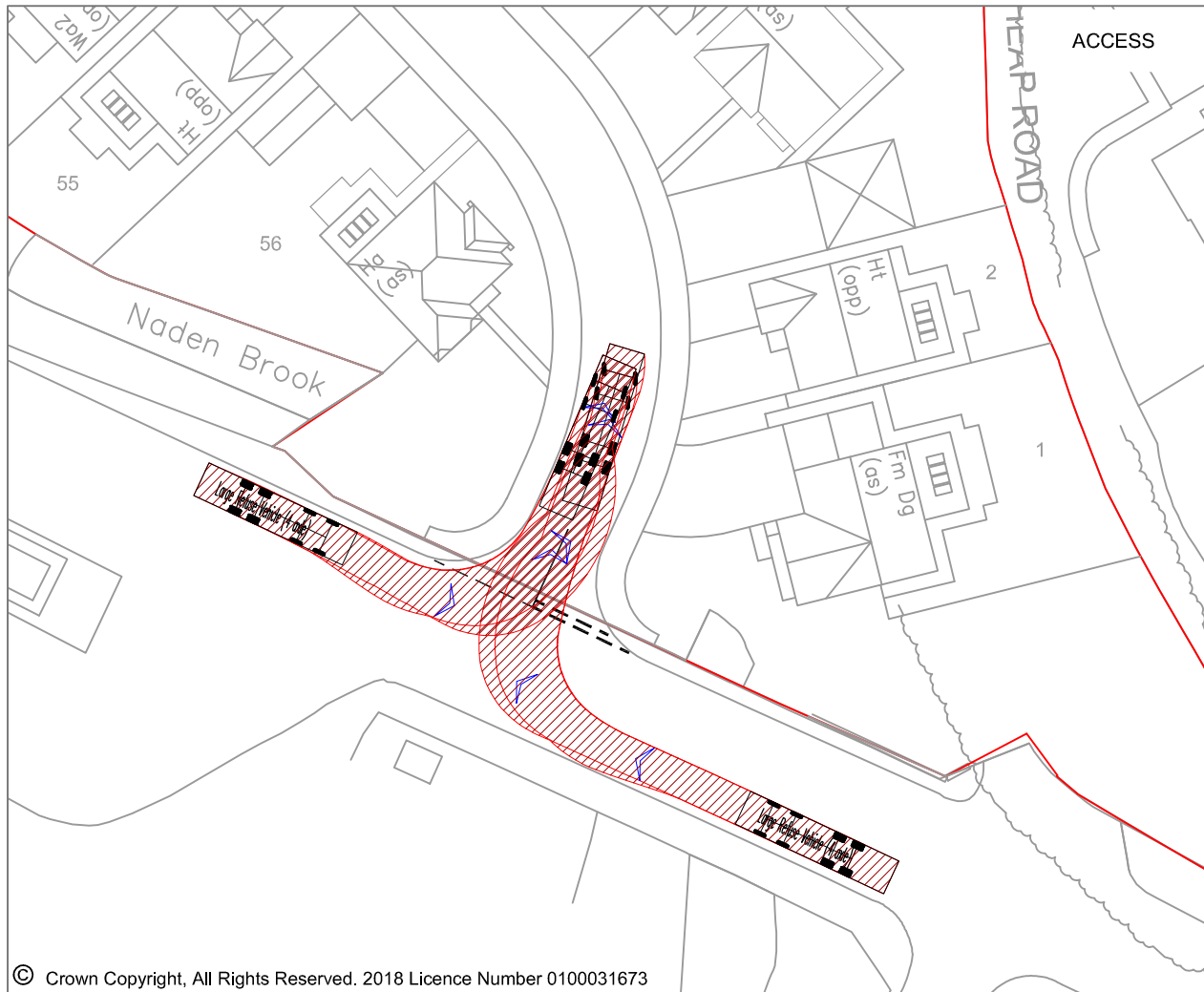
-

Drawing No.

SCP/200476/ATR01

Rev.

-



**S|C|P**

## **APPENDIX C**

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use : 02 - EMPLOYMENT  
 Category : C - INDUSTRIAL UNIT

**MULTI-MODAL VEHICLES**Selected regions and areas:

|                         |        |
|-------------------------|--------|
| <b>02 SOUTH EAST</b>    |        |
| HF HERTFORDSHIRE        | 1 days |
| <b>03 SOUTH WEST</b>    |        |
| BR BRISTOL CITY         | 1 days |
| <b>06 WEST MIDLANDS</b> |        |
| HE HEREFORDSHIRE        | 1 days |
| <b>10 WALES</b>         |        |
| CF CARDIFF              | 1 days |

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

**Primary Filtering selection:**

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

Parameter: Gross floor area  
 Actual Range: 1068 to 1880 (units: sqm)  
 Range Selected by User: 200 to 2000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/06 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:

|          |        |
|----------|--------|
| Monday   | 1 days |
| Tuesday  | 2 days |
| Thursday | 1 days |

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

Selected survey types:

|                       |        |
|-----------------------|--------|
| Manual count          | 4 days |
| Directional ATC Count | 0 days |

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*

Selected Locations:

|                                    |   |
|------------------------------------|---|
| Suburban Area (PPS6 Out of Centre) | 3 |
| 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 | 3 |
| 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.*

**Secondary Filtering selection:**Use Class:

|    |        |
|----|--------|
| B1 | 2 days |
| B2 | 2 days |

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

**Secondary Filtering selection (Cont.):**Population within 1 mile:

|                  |        |
|------------------|--------|
| 10,001 to 15,000 | 1 days |
| 25,001 to 50,000 | 3 days |

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

Population within 5 miles:

|                    |        |
|--------------------|--------|
| 50,001 to 75,000   | 1 days |
| 125,001 to 250,000 | 1 days |
| 250,001 to 500,000 | 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 | 3 days |

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

Travel Plan:

|    |        |
|----|--------|
| No | 4 days |
|----|--------|

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

PTAL Rating:

|                 |        |
|-----------------|--------|
| No PTAL Present | 4 days |
|-----------------|--------|

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

LIST OF SITES relevant to selection parameters

|          |                                    |                           |                      |
|----------|------------------------------------|---------------------------|----------------------|
| <b>1</b> | <b>BR-02-C-01</b>                  | <b>MECH. ENGINEERS</b>    | <b>BRISTOL CITY</b>  |
|          | NOVERS HILL                        |                           |                      |
|          | BRISTOL                            |                           |                      |
|          | BEDMINSTER                         |                           |                      |
|          | Suburban Area (PPS6 Out of Centre) |                           |                      |
|          | Industrial Zone                    |                           |                      |
|          | Total Gross floor area:            | 1100 sqm                  |                      |
|          | Survey date: MONDAY                | 19/10/09                  | Survey Type: MANUAL  |
| <b>2</b> | <b>CF-02-C-01</b>                  | <b>PLASTICS COMPANY</b>   | <b>CARDIFF</b>       |
|          | PARC-TY-GLAS                       |                           |                      |
|          | CARDIFF                            |                           |                      |
|          | LLANISHEN                          |                           |                      |
|          | Suburban Area (PPS6 Out of Centre) |                           |                      |
|          | Industrial Zone                    |                           |                      |
|          | Total Gross floor area:            | 1068 sqm                  |                      |
|          | Survey date: TUESDAY               | 24/10/06                  | Survey Type: MANUAL  |
| <b>3</b> | <b>HE-02-C-02</b>                  | <b>THERMAL PROCESSING</b> | <b>HEREFORDSHIRE</b> |
|          | COLLEGE ROAD                       |                           |                      |
|          | HEREFORD                           |                           |                      |
|          | BURCOTT                            |                           |                      |
|          | Edge of Town                       |                           |                      |
|          | Commercial Zone                    |                           |                      |
|          | Total Gross floor area:            | 1880 sqm                  |                      |
|          | Survey date: TUESDAY               | 22/10/13                  | Survey Type: MANUAL  |
| <b>4</b> | <b>HF-02-C-01</b>                  | <b>INDUSTRIAL UNIT</b>    | <b>HERTFORDSHIRE</b> |
|          | 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                  | 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/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 - 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 | 4        | 1462        | 0.239        | 4          | 1462        | 0.017        | 4        | 1462        | 0.256        |
| 08:00 - 09:00 | <b>4</b> | <b>1462</b> | <b>0.581</b> | 4          | 1462        | 0.188        | 4        | 1462        | 0.769        |
| 09:00 - 10:00 | 4        | 1462        | 0.359        | 4          | 1462        | 0.291        | 4        | 1462        | 0.650        |
| 10:00 - 11:00 | 4        | 1462        | 0.274        | 4          | 1462        | 0.205        | 4        | 1462        | 0.479        |
| 11:00 - 12:00 | 4        | 1462        | 0.222        | 4          | 1462        | 0.308        | 4        | 1462        | 0.530        |
| 12:00 - 13:00 | 4        | 1462        | 0.188        | 4          | 1462        | 0.256        | 4        | 1462        | 0.444        |
| 13:00 - 14:00 | 4        | 1462        | 0.291        | 4          | 1462        | 0.171        | 4        | 1462        | 0.462        |
| 14:00 - 15:00 | 4        | 1462        | 0.154        | 4          | 1462        | 0.120        | 4        | 1462        | 0.274        |
| 15:00 - 16:00 | 4        | 1462        | 0.342        | 4          | 1462        | 0.410        | 4        | 1462        | 0.752        |
| 16:00 - 17:00 | 4        | 1462        | 0.154        | 4          | 1462        | 0.274        | 4        | 1462        | 0.428        |
| 17:00 - 18:00 | 4        | 1462        | 0.120        | <b>4</b>   | <b>1462</b> | <b>0.701</b> | <b>4</b> | <b>1462</b> | <b>0.821</b> |
| 18:00 - 19:00 | 4        | 1462        | 0.085        | 4          | 1462        | 0.137        | 4        | 1462        | 0.222        |
| 19:00 - 20:00 |          |             |              |            |             |              |          |             |              |
| 20:00 - 21:00 |          |             |              |            |             |              |          |             |              |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 3.009        |            |             | 3.078        |          |             | 6.087        |

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

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

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#### Parameter summary

|                                               |                          |
|-----------------------------------------------|--------------------------|
| Trip rate parameter range selected:           | 1068 - 1880 (units: sqm) |
| Survey date range:                            | 01/01/06 - 22/10/13      |
| Number of weekdays (Monday-Friday):           | 4                        |
| Number of Saturdays:                          | 0                        |
| Number of Sundays:                            | 0                        |
| Surveys automatically removed from selection: | 1                        |
| Surveys manually removed from selection:      | 0                        |

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

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 - 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 | 4        | 1462        | 0.000        | 4          | 1462        | 0.000        | 4        | 1462        | 0.000        |
| 08:00 - 09:00 | <b>4</b> | <b>1462</b> | <b>0.068</b> | 4          | 1462        | 0.017        | <b>4</b> | <b>1462</b> | <b>0.085</b> |
| 09:00 - 10:00 | 4        | 1462        | 0.000        | 4          | 1462        | 0.000        | 4        | 1462        | 0.000        |
| 10:00 - 11:00 | 4        | 1462        | 0.000        | 4          | 1462        | 0.000        | 4        | 1462        | 0.000        |
| 11:00 - 12:00 | 4        | 1462        | 0.000        | 4          | 1462        | 0.000        | 4        | 1462        | 0.000        |
| 12:00 - 13:00 | 4        | 1462        | 0.000        | 4          | 1462        | 0.000        | 4        | 1462        | 0.000        |
| 13:00 - 14:00 | 4        | 1462        | 0.017        | 4          | 1462        | 0.017        | 4        | 1462        | 0.034        |
| 14:00 - 15:00 | 4        | 1462        | 0.000        | 4          | 1462        | 0.000        | 4        | 1462        | 0.000        |
| 15:00 - 16:00 | 4        | 1462        | 0.000        | 4          | 1462        | 0.000        | 4        | 1462        | 0.000        |
| 16:00 - 17:00 | 4        | 1462        | 0.000        | 4          | 1462        | 0.017        | 4        | 1462        | 0.017        |
| 17:00 - 18:00 | 4        | 1462        | 0.000        | <b>4</b>   | <b>1462</b> | <b>0.051</b> | 4        | 1462        | 0.051        |
| 18:00 - 19:00 | 4        | 1462        | 0.000        | 4          | 1462        | 0.017        | 4        | 1462        | 0.017        |
| 19:00 - 20:00 |          |             |              |            |             |              |          |             |              |
| 20:00 - 21:00 |          |             |              |            |             |              |          |             |              |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 0.085        |            |             | 0.119        |          |             | 0.204        |

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.

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 - 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 | 4        | 1462        | 0.034        | 4          | 1462        | 0.000        | 4        | 1462        | 0.034        |
| 08:00 - 09:00 | 4        | 1462        | 0.068        | 4          | 1462        | 0.000        | 4        | 1462        | 0.068        |
| 09:00 - 10:00 | 4        | 1462        | 0.034        | 4          | 1462        | 0.000        | 4        | 1462        | 0.034        |
| 10:00 - 11:00 | 4        | 1462        | 0.000        | 4          | 1462        | 0.017        | 4        | 1462        | 0.017        |
| 11:00 - 12:00 | 4        | 1462        | 0.000        | 4          | 1462        | 0.000        | 4        | 1462        | 0.000        |
| 12:00 - 13:00 | 4        | 1462        | 0.017        | 4          | 1462        | 0.034        | 4        | 1462        | 0.051        |
| 13:00 - 14:00 | <b>4</b> | <b>1462</b> | <b>0.103</b> | <b>4</b>   | <b>1462</b> | <b>0.120</b> | <b>4</b> | <b>1462</b> | <b>0.223</b> |
| 14:00 - 15:00 | 4        | 1462        | 0.000        | 4          | 1462        | 0.051        | 4        | 1462        | 0.051        |
| 15:00 - 16:00 | 4        | 1462        | 0.000        | 4          | 1462        | 0.000        | 4        | 1462        | 0.000        |
| 16:00 - 17:00 | 4        | 1462        | 0.000        | 4          | 1462        | 0.000        | 4        | 1462        | 0.000        |
| 17:00 - 18:00 | 4        | 1462        | 0.000        | 4          | 1462        | 0.051        | 4        | 1462        | 0.051        |
| 18:00 - 19:00 | 4        | 1462        | 0.000        | 4          | 1462        | 0.000        | 4        | 1462        | 0.000        |
| 19:00 - 20:00 |          |             |              |            |             |              |          |             |              |
| 20:00 - 21:00 |          |             |              |            |             |              |          |             |              |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 0.256        |            |             | 0.273        |          |             | 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.

**S|C|P**

## **APPENDIX D**

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use : 15 - VEHICLE SERVICES  
 Category : A - VEHICLE REPAIR GARAGE (SLOW FIT)

**VEHICLES**Selected regions and areas:

|           |                      |                             |
|-----------|----------------------|-----------------------------|
| <b>02</b> | <b>SOUTH EAST</b>    |                             |
|           | HF                   | HERTFORDSHIRE 1 days        |
|           | WN                   | WINDSOR & MAIDENHEAD 1 days |
| <b>05</b> | <b>EAST MIDLANDS</b> |                             |
|           | LE                   | LEICESTERSHIRE 1 days       |
| <b>09</b> | <b>NORTH</b>         |                             |
|           | TW                   | TYNE & WEAR 1 days          |
| <b>11</b> | <b>SCOTLAND</b>      |                             |
|           | AD                   | ABERDEEN CITY 1 days        |

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

**Primary Filtering selection:**

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

Parameter: Gross floor area  
 Actual Range: 136 to 580 (units: sqm)  
 Range Selected by User: 120 to 600 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/04 to 28/06/19

*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 |
| Friday  | 3 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:

|                                    |   |
|------------------------------------|---|
| Suburban Area (PPS6 Out of Centre) | 2 |
| 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:

|                  |   |
|------------------|---|
| Industrial Zone  | 3 |
| Residential Zone | 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.*

**Secondary Filtering selection:**Use Class:

|           |        |
|-----------|--------|
| n/a       | 2 days |
| Not Known | 3 days |

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

Population within 1 mile:

|                  |        |
|------------------|--------|
| 5,001 to 10,000  | 1 days |
| 10,001 to 15,000 | 1 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 |
| 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 | 2 days |
| 1.1 to 1.5 | 3 days |

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

Travel Plan:

|    |        |
|----|--------|
| No | 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.*

PTAL Rating:

|                 |        |
|-----------------|--------|
| No PTAL Present | 5 days |
|-----------------|--------|

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

LIST OF SITES relevant to selection parameters

|          |                                    |                                  |  |                                 |
|----------|------------------------------------|----------------------------------|--|---------------------------------|
| <b>1</b> | <b>AD-15-A-01</b>                  | <b>GARAGE</b>                    |  | <b>ABERDEEN CITY</b>            |
|          | 12 WAVERLY PLACE                   |                                  |  |                                 |
|          | ABERDEEN                           |                                  |  |                                 |
|          | Suburban Area (PPS6 Out of Centre) |                                  |  |                                 |
|          | Residential Zone                   |                                  |  |                                 |
|          | Total Gross floor area:            | 136 sqm                          |  |                                 |
|          | Survey date: MONDAY                | 21/05/12                         |  | Survey Type: MANUAL             |
| <b>2</b> | <b>HF-15-A-01</b>                  | <b>GARAGE</b>                    |  | <b>HERTFORDSHIRE</b>            |
|          | LEYDEN ROAD                        |                                  |  |                                 |
|          | STEVENAGE                          |                                  |  |                                 |
|          | Edge of Town                       |                                  |  |                                 |
|          | Industrial Zone                    |                                  |  |                                 |
|          | Total Gross floor area:            | 290 sqm                          |  |                                 |
|          | Survey date: FRIDAY                | 28/06/19                         |  | Survey Type: MANUAL             |
| <b>3</b> | <b>LE-15-A-01</b>                  | <b>GARAGE</b>                    |  | <b>LEICESTERSHIRE</b>           |
|          | FLECKNEY ROAD                      |                                  |  |                                 |
|          | NEAR LEICESTER                     |                                  |  |                                 |
|          | KIBWORTH BEAUCHAMP                 |                                  |  |                                 |
|          | Edge of Town                       |                                  |  |                                 |
|          | Residential Zone                   |                                  |  |                                 |
|          | Total Gross floor area:            | 333 sqm                          |  |                                 |
|          | Survey date: TUESDAY               | 10/05/05                         |  | Survey Type: MANUAL             |
| <b>4</b> | <b>TW-15-A-01</b>                  | <b>COMMERCIAL VEHICLE GARAGE</b> |  | <b>TYNE &amp; WEAR</b>          |
|          | HENDON STREET                      |                                  |  |                                 |
|          | SUNDERLAND                         |                                  |  |                                 |
|          | HENDON                             |                                  |  |                                 |
|          | Edge of Town                       |                                  |  |                                 |
|          | Industrial Zone                    |                                  |  |                                 |
|          | Total Gross floor area:            | 400 sqm                          |  |                                 |
|          | Survey date: FRIDAY                | 24/05/19                         |  | Survey Type: MANUAL             |
| <b>5</b> | <b>WN-15-A-01</b>                  | <b>GARAGE</b>                    |  | <b>WINDSOR &amp; MAIDENHEAD</b> |
|          | CORDWALLIS STREET                  |                                  |  |                                 |
|          | MAIDENHEAD                         |                                  |  |                                 |
|          | Suburban Area (PPS6 Out of Centre) |                                  |  |                                 |
|          | Industrial Zone                    |                                  |  |                                 |
|          | Total Gross floor area:            | 580 sqm                          |  |                                 |
|          | Survey date: FRIDAY                | 23/11/12                         |  | Survey Type: MANUAL             |

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

TRIP RATE for Land Use 15 - VEHICLE SERVICES/A - VEHICLE REPAIR GARAGE (SLOW FIT)

**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        | 400        | 0.250        | 1          | 400        | 0.000        | 1        | 400        | 0.250        |
| 07:00 - 08:00 | 4        | 352        | 0.498        | 4          | 352        | 0.071        | 4        | 352        | 0.569        |
| 08:00 - 09:00 | 5        | 348        | 2.070        | 5          | 348        | 1.093        | 5        | 348        | 3.163        |
| 09:00 - 10:00 | <b>5</b> | <b>348</b> | <b>2.300</b> | 5          | 348        | 1.610        | <b>5</b> | <b>348</b> | <b>3.910</b> |
| 10:00 - 11:00 | 5        | 348        | 1.380        | 5          | 348        | 1.035        | 5        | 348        | 2.415        |
| 11:00 - 12:00 | 5        | 348        | 1.553        | 5          | 348        | 1.208        | 5        | 348        | 2.761        |
| 12:00 - 13:00 | 5        | 348        | 1.495        | 5          | 348        | 1.783        | 5        | 348        | 3.278        |
| 13:00 - 14:00 | 5        | 348        | 1.265        | 5          | 348        | 1.495        | 5        | 348        | 2.760        |
| 14:00 - 15:00 | 5        | 348        | 1.553        | 5          | 348        | 1.610        | 5        | 348        | 3.163        |
| 15:00 - 16:00 | 5        | 348        | 1.380        | 5          | 348        | 1.323        | 5        | 348        | 2.703        |
| 16:00 - 17:00 | 5        | 348        | 1.093        | 5          | 348        | 1.840        | 5        | 348        | 2.933        |
| 17:00 - 18:00 | 5        | 348        | 1.208        | <b>5</b>   | <b>348</b> | <b>2.013</b> | 5        | 348        | 3.221        |
| 18:00 - 19:00 | 5        | 348        | 0.058        | 5          | 348        | 0.460        | 5        | 348        | 0.518        |
| 19:00 - 20:00 |          |            |              |            |            |              |          |            |              |
| 20:00 - 21:00 |          |            |              |            |            |              |          |            |              |
| 21:00 - 22:00 |          |            |              |            |            |              |          |            |              |
| 22:00 - 23:00 |          |            |              |            |            |              |          |            |              |
| 23:00 - 24:00 |          |            |              |            |            |              |          |            |              |
| Total Rates:  | 16.103   |            |              | 15.541     |            |              | 31.644   |            |              |

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

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

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**Parameter summary**

|                                               |                        |
|-----------------------------------------------|------------------------|
| Trip rate parameter range selected:           | 136 - 580 (units: sqm) |
| Survey date range:                            | 01/01/04 - 28/06/19    |
| Number of weekdays (Monday-Friday):           | 5                      |
| Number of Saturdays:                          | 0                      |
| Number of Sundays:                            | 0                      |
| Surveys automatically removed from selection: | 0                      |
| Surveys manually removed from selection:      | 0                      |

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

**S|C|P**

**APPENDIX E**

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use : 03 - RESIDENTIAL  
 Category : A - HOUSES PRIVATELY OWNED

**MULTI-MODAL VEHICLES**Selected regions and areas:

|           |                                           |        |
|-----------|-------------------------------------------|--------|
| <b>02</b> | <b>SOUTH EAST</b>                         |        |
|           | ES EAST SUSSEX                            | 1 days |
|           | HC HAMPSHIRE                              | 3 days |
|           | KC KENT                                   | 2 days |
|           | SC SURREY                                 | 1 days |
|           | WS WEST SUSSEX                            | 3 days |
| <b>03</b> | <b>SOUTH WEST</b>                         |        |
|           | DC DORSET                                 | 1 days |
|           | DV DEVON                                  | 3 days |
|           | SM SOMERSET                               | 3 days |
|           | WL WILTSHIRE                              | 1 days |
| <b>04</b> | <b>EAST ANGLIA</b>                        |        |
|           | CA CAMBRIDGESHIRE                         | 1 days |
|           | NF NORFOLK                                | 4 days |
|           | SF SUFFOLK                                | 2 days |
| <b>05</b> | <b>EAST MIDLANDS</b>                      |        |
|           | LE LEICESTERSHIRE                         | 1 days |
| <b>06</b> | <b>WEST MIDLANDS</b>                      |        |
|           | SH SHROPSHIRE                             | 1 days |
|           | WM WEST MIDLANDS                          | 1 days |
| <b>07</b> | <b>YORKSHIRE &amp; NORTH LINCOLNSHIRE</b> |        |
|           | NY NORTH YORKSHIRE                        | 2 days |
|           | SY SOUTH YORKSHIRE                        | 1 days |
| <b>08</b> | <b>NORTH WEST</b>                         |        |
|           | CH CHESHIRE                               | 1 days |
| <b>09</b> | <b>NORTH</b>                              |        |
|           | DH DURHAM                                 | 2 days |
| <b>10</b> | <b>WALES</b>                              |        |
|           | PS POWYS                                  | 1 days |
| <b>11</b> | <b>SCOTLAND</b>                           |        |
|           | FA FALKIRK                                | 1 days |
|           | HI HIGHLAND                               | 1 days |

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

**Primary Filtering selection:**

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

Parameter: No of Dwellings  
 Actual Range: 27 to 116 (units: )  
 Range Selected by User: 25 to 120 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 19/11/19

*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    | 7 days  |
| Tuesday   | 8 days  |
| Wednesday | 8 days  |
| Thursday  | 10 days |
| Friday    | 4 days  |

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

Selected survey types:

|                       |         |
|-----------------------|---------|
| Manual count          | 37 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)       | 17 |
| Edge of Town                             | 14 |
| Neighbourhood Centre (PPS6 Local Centre) | 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:

|                  |    |
|------------------|----|
| Residential Zone | 31 |
| Village          | 5  |
| No Sub Category  | 1  |

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

**Secondary Filtering selection:**

Use Class:

|    |         |
|----|---------|
| C3 | 37 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:

|                  |         |
|------------------|---------|
| 1,000 or Less    | 1 days  |
| 1,001 to 5,000   | 5 days  |
| 5,001 to 10,000  | 10 days |
| 10,001 to 15,000 | 4 days  |
| 15,001 to 20,000 | 9 days  |
| 20,001 to 25,000 | 3 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   | 5 days  |
| 50,001 to 75,000   | 5 days  |
| 75,001 to 100,000  | 8 days  |
| 100,001 to 125,000 | 1 days  |
| 125,001 to 250,000 | 11 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 | 5 days  |
| 1.1 to 1.5 | 31 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 | 9 days  |
| No  | 28 days |

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

PTAL Rating:

|                 |         |
|-----------------|---------|
| No PTAL Present | 37 days |
|-----------------|---------|

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

LIST OF SITES relevant to selection parameters

|          |                                                        |                                     |                       |
|----------|--------------------------------------------------------|-------------------------------------|-----------------------|
| <b>1</b> | <b>CA-03-A-05</b>                                      | <b>DETACHED HOUSES</b>              | <b>CAMBRIDGESHIRE</b> |
|          | EASTFIELD ROAD<br>PETERBOROUGH                         |                                     |                       |
|          | Suburban Area (PPS6 Out of Centre)<br>Residential Zone |                                     |                       |
|          | Total No of Dwellings:                                 | 28                                  |                       |
|          | Survey date: MONDAY                                    | 17/10/16                            | Survey Type: MANUAL   |
| <b>2</b> | <b>CH-03-A-10</b>                                      | <b>SEMI-DETACHED &amp; TERRACED</b> | <b>CHESHIRE</b>       |
|          | MEADOW DRIVE<br>NORTHWICH<br>BARNTON                   |                                     |                       |
|          | Edge of Town<br>Residential Zone                       |                                     |                       |
|          | Total No of Dwellings:                                 | 40                                  |                       |
|          | Survey date: TUESDAY                                   | 04/06/19                            | Survey Type: MANUAL   |
| <b>3</b> | <b>DC-03-A-08</b>                                      | <b>BUNGALOWS</b>                    | <b>DORSET</b>         |
|          | HURSTDENE ROAD<br>BOURNEMOUTH<br>CASTLE LANE WEST      |                                     |                       |
|          | Edge of Town<br>Residential Zone                       |                                     |                       |
|          | Total No of Dwellings:                                 | 28                                  |                       |
|          | Survey date: MONDAY                                    | 24/03/14                            | Survey Type: MANUAL   |
| <b>4</b> | <b>DH-03-A-01</b>                                      | <b>SEMI DETACHED</b>                | <b>DURHAM</b>         |
|          | GREENFIELDS ROAD<br>BISHOP AUCKLAND                    |                                     |                       |
|          | Suburban Area (PPS6 Out of Centre)<br>Residential Zone |                                     |                       |
|          | Total No of Dwellings:                                 | 50                                  |                       |
|          | Survey date: TUESDAY                                   | 28/03/17                            | Survey Type: MANUAL   |
| <b>5</b> | <b>DH-03-A-03</b>                                      | <b>SEMI-DETACHED &amp; TERRACED</b> | <b>DURHAM</b>         |
|          | PILGRIMS WAY<br>DURHAM                                 |                                     |                       |
|          | Edge of Town<br>Residential Zone                       |                                     |                       |
|          | Total No of Dwellings:                                 | 57                                  |                       |
|          | Survey date: FRIDAY                                    | 19/10/18                            | Survey Type: MANUAL   |
| <b>6</b> | <b>DV-03-A-01</b>                                      | <b>TERRACED HOUSES</b>              | <b>DEVON</b>          |
|          | BRONSHILL ROAD<br>TORQUAY                              |                                     |                       |
|          | Suburban Area (PPS6 Out of Centre)<br>Residential Zone |                                     |                       |
|          | Total No of Dwellings:                                 | 37                                  |                       |
|          | Survey date: WEDNESDAY                                 | 30/09/15                            | Survey Type: MANUAL   |
| <b>7</b> | <b>DV-03-A-02</b>                                      | <b>HOUSES &amp; BUNGALOWS</b>       | <b>DEVON</b>          |
|          | MILLHEAD ROAD<br>HONITON                               |                                     |                       |
|          | Suburban Area (PPS6 Out of Centre)<br>Residential Zone |                                     |                       |
|          | Total No of Dwellings:                                 | 116                                 |                       |
|          | Survey date: FRIDAY                                    | 25/09/15                            | Survey Type: MANUAL   |
| <b>8</b> | <b>DV-03-A-03</b>                                      | <b>TERRACED &amp; SEMI DETACHED</b> | <b>DEVON</b>          |
|          | LOWER BRAND LANE<br>HONITON                            |                                     |                       |
|          | Suburban Area (PPS6 Out of Centre)<br>Residential Zone |                                     |                       |
|          | Total No of Dwellings:                                 | 70                                  |                       |
|          | Survey date: MONDAY                                    | 28/09/15                            | Survey Type: MANUAL   |

LIST OF SITES relevant to selection parameters (Cont.)

|           |                                    |                                     |                     |
|-----------|------------------------------------|-------------------------------------|---------------------|
| <b>9</b>  | <b>ES-03-A-05</b>                  | <b>MIXED HOUSES &amp; FLATS</b>     | <b>EAST SUSSEX</b>  |
|           | RATTLE ROAD                        |                                     |                     |
|           | NEAR EASTBOURNE                    |                                     |                     |
|           | STONE CROSS                        |                                     |                     |
|           | Edge of Town                       |                                     |                     |
|           | Residential Zone                   |                                     |                     |
|           | Total No of Dwellings:             | 99                                  |                     |
|           | Survey date: WEDNESDAY             | 05/06/19                            | Survey Type: MANUAL |
| <b>10</b> | <b>FA-03-A-01</b>                  | <b>SEMI-DETACHED/TERRACED</b>       | <b>FALKIRK</b>      |
|           | MANDELA AVENUE                     |                                     |                     |
|           | FALKIRK                            |                                     |                     |
|           | Suburban Area (PPS6 Out of Centre) |                                     |                     |
|           | Residential Zone                   |                                     |                     |
|           | Total No of Dwellings:             | 37                                  |                     |
|           | Survey date: THURSDAY              | 30/05/13                            | Survey Type: MANUAL |
| <b>11</b> | <b>HC-03-A-21</b>                  | <b>TERRACED &amp; SEMI-DETACHED</b> | <b>HAMPSHIRE</b>    |
|           | PRIESTLEY ROAD                     |                                     |                     |
|           | BASINGSTOKE                        |                                     |                     |
|           | HOUNDMILLS                         |                                     |                     |
|           | Edge of Town                       |                                     |                     |
|           | Residential Zone                   |                                     |                     |
|           | Total No of Dwellings:             | 39                                  |                     |
|           | Survey date: TUESDAY               | 13/11/18                            | Survey Type: MANUAL |
| <b>12</b> | <b>HC-03-A-22</b>                  | <b>MIXED HOUSES</b>                 | <b>HAMPSHIRE</b>    |
|           | BOW LAKE GARDENS                   |                                     |                     |
|           | NEAR EASTLEIGH                     |                                     |                     |
|           | BISHOPSTOKE                        |                                     |                     |
|           | Edge of Town                       |                                     |                     |
|           | Residential Zone                   |                                     |                     |
|           | Total No of Dwellings:             | 40                                  |                     |
|           | Survey date: WEDNESDAY             | 31/10/18                            | Survey Type: MANUAL |
| <b>13</b> | <b>HC-03-A-23</b>                  | <b>HOUSES &amp; FLATS</b>           | <b>HAMPSHIRE</b>    |
|           | CANADA WAY                         |                                     |                     |
|           | LIPHOOK                            |                                     |                     |
|           | Suburban Area (PPS6 Out of Centre) |                                     |                     |
|           | Residential Zone                   |                                     |                     |
|           | Total No of Dwellings:             | 62                                  |                     |
|           | Survey date: TUESDAY               | 19/11/19                            | Survey Type: MANUAL |
| <b>14</b> | <b>HI-03-A-14</b>                  | <b>SEMI-DETACHED &amp; TERRACED</b> | <b>HIGHLAND</b>     |
|           | KING BRUDE ROAD                    |                                     |                     |
|           | INVERNESS                          |                                     |                     |
|           | SCORGUIE                           |                                     |                     |
|           | Suburban Area (PPS6 Out of Centre) |                                     |                     |
|           | Residential Zone                   |                                     |                     |
|           | Total No of Dwellings:             | 40                                  |                     |
|           | Survey date: WEDNESDAY             | 23/03/16                            | Survey Type: MANUAL |
| <b>15</b> | <b>KC-03-A-03</b>                  | <b>MIXED HOUSES &amp; FLATS</b>     | <b>KENT</b>         |
|           | HYTHE ROAD                         |                                     |                     |
|           | ASHFORD                            |                                     |                     |
|           | WILLESBOROUGH                      |                                     |                     |
|           | Suburban Area (PPS6 Out of Centre) |                                     |                     |
|           | Residential Zone                   |                                     |                     |
|           | Total No of Dwellings:             | 51                                  |                     |
|           | Survey date: THURSDAY              | 14/07/16                            | Survey Type: MANUAL |
| <b>16</b> | <b>KC-03-A-04</b>                  | <b>SEMI-DETACHED &amp; TERRACED</b> | <b>KENT</b>         |
|           | KILN BARN ROAD                     |                                     |                     |
|           | AYLESFORD                          |                                     |                     |
|           | DITTON                             |                                     |                     |
|           | Edge of Town                       |                                     |                     |
|           | Residential Zone                   |                                     |                     |
|           | Total No of Dwellings:             | 110                                 |                     |
|           | Survey date: FRIDAY                | 22/09/17                            | Survey Type: MANUAL |

LIST OF SITES relevant to selection parameters (Cont.)

|           |                                          |                                  |                        |
|-----------|------------------------------------------|----------------------------------|------------------------|
| <b>17</b> | <b>LE-03-A-02</b>                        | <b>DETACHED &amp; OTHERS</b>     | <b>LEICESTERSHIRE</b>  |
|           | MELBOURNE ROAD                           |                                  |                        |
|           | IBSTOCK                                  |                                  |                        |
|           | Neighbourhood Centre (PPS6 Local Centre) |                                  |                        |
|           | Village                                  |                                  |                        |
|           | Total No of Dwellings:                   | 85                               |                        |
|           | Survey date: THURSDAY                    | 28/06/18                         | Survey Type: MANUAL    |
| <b>18</b> | <b>NF-03-A-01</b>                        | <b>SEMI DET. &amp; BUNGALOWS</b> | <b>NORFOLK</b>         |
|           | YARMOUTH ROAD                            |                                  |                        |
|           | CAISTER-ON-SEA                           |                                  |                        |
|           | Suburban Area (PPS6 Out of Centre)       |                                  |                        |
|           | Residential Zone                         |                                  |                        |
|           | Total No of Dwellings:                   | 27                               |                        |
|           | Survey date: TUESDAY                     | 16/10/12                         | Survey Type: MANUAL    |
| <b>19</b> | <b>NF-03-A-02</b>                        | <b>HOUSES &amp; FLATS</b>        | <b>NORFOLK</b>         |
|           | DEREHAM ROAD                             |                                  |                        |
|           | NORWICH                                  |                                  |                        |
|           | Suburban Area (PPS6 Out of Centre)       |                                  |                        |
|           | Residential Zone                         |                                  |                        |
|           | Total No of Dwellings:                   | 98                               |                        |
|           | Survey date: MONDAY                      | 22/10/12                         | Survey Type: MANUAL    |
| <b>20</b> | <b>NF-03-A-04</b>                        | <b>MIXED HOUSES</b>              | <b>NORFOLK</b>         |
|           | NORTH WALSHAM ROAD                       |                                  |                        |
|           | NORTH WALSHAM                            |                                  |                        |
|           | Edge of Town                             |                                  |                        |
|           | Residential Zone                         |                                  |                        |
|           | Total No of Dwellings:                   | 70                               |                        |
|           | Survey date: WEDNESDAY                   | 18/09/19                         | Survey Type: MANUAL    |
| <b>21</b> | <b>NF-03-A-05</b>                        | <b>MIXED HOUSES</b>              | <b>NORFOLK</b>         |
|           | HEATH DRIVE                              |                                  |                        |
|           | HOLT                                     |                                  |                        |
|           | Edge of Town                             |                                  |                        |
|           | Residential Zone                         |                                  |                        |
|           | Total No of Dwellings:                   | 40                               |                        |
|           | Survey date: THURSDAY                    | 19/09/19                         | Survey Type: MANUAL    |
| <b>22</b> | <b>NY-03-A-09</b>                        | <b>MIXED HOUSING</b>             | <b>NORTH YORKSHIRE</b> |
|           | GRAMMAR SCHOOL LANE                      |                                  |                        |
|           | NORTHALLERTON                            |                                  |                        |
|           | Suburban Area (PPS6 Out of Centre)       |                                  |                        |
|           | Residential Zone                         |                                  |                        |
|           | Total No of Dwellings:                   | 52                               |                        |
|           | Survey date: MONDAY                      | 16/09/13                         | Survey Type: MANUAL    |
| <b>23</b> | <b>NY-03-A-10</b>                        | <b>HOUSES AND FLATS</b>          | <b>NORTH YORKSHIRE</b> |
|           | BOROUGHBRIDGE ROAD                       |                                  |                        |
|           | RIPON                                    |                                  |                        |
|           | Edge of Town                             |                                  |                        |
|           | No Sub Category                          |                                  |                        |
|           | Total No of Dwellings:                   | 71                               |                        |
|           | Survey date: TUESDAY                     | 17/09/13                         | Survey Type: MANUAL    |
| <b>24</b> | <b>PS-03-A-02</b>                        | <b>DETACHED/SEMI-DETACHED</b>    | <b>POWYS</b>           |
|           | GUNROG ROAD                              |                                  |                        |
|           | WELSHPOOL                                |                                  |                        |
|           | Suburban Area (PPS6 Out of Centre)       |                                  |                        |
|           | Residential Zone                         |                                  |                        |
|           | Total No of Dwellings:                   | 28                               |                        |
|           | Survey date: MONDAY                      | 11/05/15                         | Survey Type: MANUAL    |

LIST OF SITES relevant to selection parameters (Cont.)

|           |                                                                                                                                    |                                     |                        |
|-----------|------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|------------------------|
| <b>25</b> | <b>SC-03-A-04</b>                                                                                                                  | <b>DETACHED &amp; TERRACED</b>      | <b>SURREY</b>          |
|           | HIGH ROAD<br>BYFLEET                                                                                                               |                                     |                        |
|           | Edge of Town<br>Residential Zone<br>Total No of Dwellings:                                                                         | 71                                  |                        |
|           | Survey date: THURSDAY                                                                                                              | 23/01/14                            | Survey Type: MANUAL    |
| <b>26</b> | <b>SF-03-A-06</b>                                                                                                                  | <b>DETACHED &amp; SEMI-DETACHED</b> | <b>SUFFOLK</b>         |
|           | BURY ROAD<br>KENTFORD                                                                                                              |                                     |                        |
|           | Neighbourhood Centre (PPS6 Local Centre)<br>Village<br>Total No of Dwellings:                                                      | 38                                  |                        |
|           | Survey date: FRIDAY                                                                                                                | 22/09/17                            | Survey Type: MANUAL    |
| <b>27</b> | <b>SF-03-A-07</b>                                                                                                                  | <b>MIXED HOUSES</b>                 | <b>SUFFOLK</b>         |
|           | FOXHALL ROAD<br>IPSWICH                                                                                                            |                                     |                        |
|           | Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total No of Dwellings:                                                   | 73                                  |                        |
|           | Survey date: THURSDAY                                                                                                              | 09/05/19                            | Survey Type: MANUAL    |
| <b>28</b> | <b>SH-03-A-05</b>                                                                                                                  | <b>SEMI-DETACHED/TERRACED</b>       | <b>SHROPSHIRE</b>      |
|           | SANDCROFT<br>TELFORD<br>SUTTON HILL<br>Edge of Town<br>Residential Zone<br>Total No of Dwellings:                                  | 54                                  |                        |
|           | Survey date: THURSDAY                                                                                                              | 24/10/13                            | Survey Type: MANUAL    |
| <b>29</b> | <b>SM-03-A-01</b>                                                                                                                  | <b>DETACHED &amp; SEMI</b>          | <b>SOMERSET</b>        |
|           | WEMBDON ROAD<br>BRIDGWATER<br>NORTHFIELD<br>Edge of Town<br>Residential Zone<br>Total No of Dwellings:                             | 33                                  |                        |
|           | Survey date: THURSDAY                                                                                                              | 24/09/15                            | Survey Type: MANUAL    |
| <b>30</b> | <b>SM-03-A-02</b>                                                                                                                  | <b>MIXED HOUSES</b>                 | <b>SOMERSET</b>        |
|           | HYDE LANE<br>NEAR TAUNTON<br>CREECH SAINT MICHAEL<br>Neighbourhood Centre (PPS6 Local Centre)<br>Village<br>Total No of Dwellings: | 42                                  |                        |
|           | Survey date: TUESDAY                                                                                                               | 25/09/18                            | Survey Type: MANUAL    |
| <b>31</b> | <b>SM-03-A-03</b>                                                                                                                  | <b>MIXED HOUSES</b>                 | <b>SOMERSET</b>        |
|           | HYDE LANE<br>NEAR TAUNTON<br>CREECH ST MICHAEL<br>Neighbourhood Centre (PPS6 Local Centre)<br>Village<br>Total No of Dwellings:    | 41                                  |                        |
|           | Survey date: TUESDAY                                                                                                               | 25/09/18                            | Survey Type: MANUAL    |
| <b>32</b> | <b>SY-03-A-01</b>                                                                                                                  | <b>SEMI DETACHED HOUSES</b>         | <b>SOUTH YORKSHIRE</b> |
|           | A19 BENTLEY ROAD<br>DONCASTER<br>BENTLEY RISE<br>Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total No of Dwellings:  | 54                                  |                        |
|           | Survey date: WEDNESDAY                                                                                                             | 18/09/13                            | Survey Type: MANUAL    |

LIST OF SITES relevant to selection parameters (Cont.)

|           |                                          |                             |                      |
|-----------|------------------------------------------|-----------------------------|----------------------|
| <b>33</b> | <b>WL-03-A-02</b>                        | <b>SEMI DETACHED</b>        | <b>WILTSHIRE</b>     |
|           | HEADLANDS GROVE                          |                             |                      |
|           | SWINDON                                  |                             |                      |
|           | Suburban Area (PPS6 Out of Centre)       |                             |                      |
|           | Residential Zone                         |                             |                      |
|           | Total No of Dwellings:                   | 27                          |                      |
|           | Survey date: THURSDAY                    | 22/09/16                    | Survey Type: MANUAL  |
| <b>34</b> | <b>WM-03-A-04</b>                        | <b>TERRACED HOUSES</b>      | <b>WEST MIDLANDS</b> |
|           | OSBORNE ROAD                             |                             |                      |
|           | COVENTRY                                 |                             |                      |
|           | EARLSDON                                 |                             |                      |
|           | Neighbourhood Centre (PPS6 Local Centre) |                             |                      |
|           | Residential Zone                         |                             |                      |
|           | Total No of Dwellings:                   | 39                          |                      |
|           | Survey date: MONDAY                      | 21/11/16                    | Survey Type: MANUAL  |
| <b>35</b> | <b>WS-03-A-05</b>                        | <b>TERRACED &amp; FLATS</b> | <b>WEST SUSSEX</b>   |
|           | UPPER SHOREHAM ROAD                      |                             |                      |
|           | SHOREHAM BY SEA                          |                             |                      |
|           | Suburban Area (PPS6 Out of Centre)       |                             |                      |
|           | Residential Zone                         |                             |                      |
|           | Total No of Dwellings:                   | 48                          |                      |
|           | Survey date: WEDNESDAY                   | 18/04/12                    | Survey Type: MANUAL  |
| <b>36</b> | <b>WS-03-A-07</b>                        | <b>BUNGALOWS</b>            | <b>WEST SUSSEX</b>   |
|           | EMMS LANE                                |                             |                      |
|           | NEAR HORSHAM                             |                             |                      |
|           | BROOKS GREEN                             |                             |                      |
|           | Neighbourhood Centre (PPS6 Local Centre) |                             |                      |
|           | Village                                  |                             |                      |
|           | Total No of Dwellings:                   | 57                          |                      |
|           | Survey date: THURSDAY                    | 19/10/17                    | Survey Type: MANUAL  |
| <b>37</b> | <b>WS-03-A-10</b>                        | <b>MIXED HOUSES</b>         | <b>WEST SUSSEX</b>   |
|           | TODDINGTON LANE                          |                             |                      |
|           | LITTLEHAMPTON                            |                             |                      |
|           | WICK                                     |                             |                      |
|           | Edge of Town                             |                             |                      |
|           | Residential Zone                         |                             |                      |
|           | Total No of Dwellings:                   | 79                          |                      |
|           | Survey date: WEDNESDAY                   | 07/11/18                    | Survey Type: MANUAL  |

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

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

**MULTI-MODAL VEHICLES****Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

| Time Range    | ARRIVALS  |             |              | DEPARTURES |             |              | TOTALS    |             |              |
|---------------|-----------|-------------|--------------|------------|-------------|--------------|-----------|-------------|--------------|
|               | No. Days  | Ave. DWELLS | Trip Rate    | No. Days   | Ave. DWELLS | Trip Rate    | No. Days  | Ave. DWELLS | Trip Rate    |
| 00:00 - 01:00 |           |             |              |            |             |              |           |             |              |
| 01:00 - 02:00 |           |             |              |            |             |              |           |             |              |
| 02:00 - 03:00 |           |             |              |            |             |              |           |             |              |
| 03:00 - 04:00 |           |             |              |            |             |              |           |             |              |
| 04:00 - 05:00 |           |             |              |            |             |              |           |             |              |
| 05:00 - 06:00 |           |             |              |            |             |              |           |             |              |
| 06:00 - 07:00 |           |             |              |            |             |              |           |             |              |
| 07:00 - 08:00 | 37        | 55          | 0.075        | 37         | 55          | 0.298        | 37        | 55          | 0.373        |
| 08:00 - 09:00 | 37        | 55          | 0.139        | <b>37</b>  | <b>55</b>   | <b>0.365</b> | <b>37</b> | <b>55</b>   | <b>0.504</b> |
| 09:00 - 10:00 | 37        | 55          | 0.154        | 37         | 55          | 0.182        | 37        | 55          | 0.336        |
| 10:00 - 11:00 | 37        | 55          | 0.131        | 37         | 55          | 0.164        | 37        | 55          | 0.295        |
| 11:00 - 12:00 | 37        | 55          | 0.150        | 37         | 55          | 0.166        | 37        | 55          | 0.316        |
| 12:00 - 13:00 | 37        | 55          | 0.160        | 37         | 55          | 0.158        | 37        | 55          | 0.318        |
| 13:00 - 14:00 | 37        | 55          | 0.170        | 37         | 55          | 0.172        | 37        | 55          | 0.342        |
| 14:00 - 15:00 | 37        | 55          | 0.164        | 37         | 55          | 0.183        | 37        | 55          | 0.347        |
| 15:00 - 16:00 | 37        | 55          | 0.247        | 37         | 55          | 0.167        | 37        | 55          | 0.414        |
| 16:00 - 17:00 | 37        | 55          | 0.284        | 37         | 55          | 0.173        | 37        | 55          | 0.457        |
| 17:00 - 18:00 | <b>37</b> | <b>55</b>   | <b>0.330</b> | 37         | 55          | 0.156        | 37        | 55          | 0.486        |
| 18:00 - 19:00 | 37        | 55          | 0.250        | 37         | 55          | 0.144        | 37        | 55          | 0.394        |
| 19:00 - 20:00 |           |             |              |            |             |              |           |             |              |
| 20:00 - 21:00 |           |             |              |            |             |              |           |             |              |
| 21:00 - 22:00 |           |             |              |            |             |              |           |             |              |
| 22:00 - 23:00 |           |             |              |            |             |              |           |             |              |
| 23:00 - 24:00 |           |             |              |            |             |              |           |             |              |
| Total Rates:  | 2.254     |             |              | 2.328      |             |              | 4.582     |             |              |

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

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

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**Parameter summary**

|                                               |                     |
|-----------------------------------------------|---------------------|
| Trip rate parameter range selected:           | 27 - 116 (units: )  |
| Survey date range:                            | 01/01/12 - 19/11/19 |
| Number of weekdays (Monday-Friday):           | 37                  |
| Number of Saturdays:                          | 0                   |
| Number of Sundays:                            | 0                   |
| Surveys automatically removed from selection: | 4                   |
| Surveys manually removed from selection:      | 0                   |

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

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

**MULTI-MODAL CYCLISTS****Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

| Time Range    | ARRIVALS  |             |              | DEPARTURES |             |              | TOTALS    |             |              |
|---------------|-----------|-------------|--------------|------------|-------------|--------------|-----------|-------------|--------------|
|               | No. Days  | Ave. DWELLS | Trip Rate    | No. Days   | Ave. DWELLS | Trip Rate    | No. Days  | Ave. DWELLS | Trip Rate    |
| 00:00 - 01:00 |           |             |              |            |             |              |           |             |              |
| 01:00 - 02:00 |           |             |              |            |             |              |           |             |              |
| 02:00 - 03:00 |           |             |              |            |             |              |           |             |              |
| 03:00 - 04:00 |           |             |              |            |             |              |           |             |              |
| 04:00 - 05:00 |           |             |              |            |             |              |           |             |              |
| 05:00 - 06:00 |           |             |              |            |             |              |           |             |              |
| 06:00 - 07:00 |           |             |              |            |             |              |           |             |              |
| 07:00 - 08:00 | 37        | 55          | 0.008        | 37         | 55          | 0.017        | 37        | 55          | 0.025        |
| 08:00 - 09:00 | 37        | 55          | 0.006        | <b>37</b>  | <b>55</b>   | <b>0.023</b> | <b>37</b> | <b>55</b>   | <b>0.029</b> |
| 09:00 - 10:00 | 37        | 55          | 0.001        | 37         | 55          | 0.009        | 37        | 55          | 0.010        |
| 10:00 - 11:00 | 37        | 55          | 0.004        | 37         | 55          | 0.004        | 37        | 55          | 0.008        |
| 11:00 - 12:00 | 37        | 55          | 0.003        | 37         | 55          | 0.005        | 37        | 55          | 0.008        |
| 12:00 - 13:00 | 37        | 55          | 0.005        | 37         | 55          | 0.005        | 37        | 55          | 0.010        |
| 13:00 - 14:00 | 37        | 55          | 0.004        | 37         | 55          | 0.001        | 37        | 55          | 0.005        |
| 14:00 - 15:00 | 37        | 55          | 0.005        | 37         | 55          | 0.003        | 37        | 55          | 0.008        |
| 15:00 - 16:00 | 37        | 55          | 0.016        | 37         | 55          | 0.007        | 37        | 55          | 0.023        |
| 16:00 - 17:00 | 37        | 55          | 0.013        | 37         | 55          | 0.005        | 37        | 55          | 0.018        |
| 17:00 - 18:00 | <b>37</b> | <b>55</b>   | <b>0.017</b> | 37         | 55          | 0.009        | 37        | 55          | 0.026        |
| 18:00 - 19:00 | 37        | 55          | 0.010        | 37         | 55          | 0.006        | 37        | 55          | 0.016        |
| 19:00 - 20:00 |           |             |              |            |             |              |           |             |              |
| 20:00 - 21:00 |           |             |              |            |             |              |           |             |              |
| 21:00 - 22:00 |           |             |              |            |             |              |           |             |              |
| 22:00 - 23:00 |           |             |              |            |             |              |           |             |              |
| 23:00 - 24:00 |           |             |              |            |             |              |           |             |              |
| Total Rates:  |           |             | 0.092        |            |             | 0.094        |           |             | 0.186        |

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

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

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

**MULTI-MODAL PEDESTRIANS****Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

| Time Range    | ARRIVALS  |             |              | DEPARTURES |             |              | TOTALS    |             |              |
|---------------|-----------|-------------|--------------|------------|-------------|--------------|-----------|-------------|--------------|
|               | No. Days  | Ave. DWELLS | Trip Rate    | No. Days   | Ave. DWELLS | Trip Rate    | No. Days  | Ave. DWELLS | Trip Rate    |
| 00:00 - 01:00 |           |             |              |            |             |              |           |             |              |
| 01:00 - 02:00 |           |             |              |            |             |              |           |             |              |
| 02:00 - 03:00 |           |             |              |            |             |              |           |             |              |
| 03:00 - 04:00 |           |             |              |            |             |              |           |             |              |
| 04:00 - 05:00 |           |             |              |            |             |              |           |             |              |
| 05:00 - 06:00 |           |             |              |            |             |              |           |             |              |
| 06:00 - 07:00 |           |             |              |            |             |              |           |             |              |
| 07:00 - 08:00 | 37        | 55          | 0.016        | 37         | 55          | 0.056        | 37        | 55          | 0.072        |
| 08:00 - 09:00 | 37        | 55          | 0.059        | <b>37</b>  | <b>55</b>   | <b>0.182</b> | <b>37</b> | <b>55</b>   | <b>0.241</b> |
| 09:00 - 10:00 | 37        | 55          | 0.073        | 37         | 55          | 0.057        | 37        | 55          | 0.130        |
| 10:00 - 11:00 | 37        | 55          | 0.037        | 37         | 55          | 0.052        | 37        | 55          | 0.089        |
| 11:00 - 12:00 | 37        | 55          | 0.041        | 37         | 55          | 0.041        | 37        | 55          | 0.082        |
| 12:00 - 13:00 | 37        | 55          | 0.048        | 37         | 55          | 0.039        | 37        | 55          | 0.087        |
| 13:00 - 14:00 | 37        | 55          | 0.037        | 37         | 55          | 0.039        | 37        | 55          | 0.076        |
| 14:00 - 15:00 | 37        | 55          | 0.037        | 37         | 55          | 0.045        | 37        | 55          | 0.082        |
| 15:00 - 16:00 | <b>37</b> | <b>55</b>   | <b>0.144</b> | 37         | 55          | 0.082        | 37        | 55          | 0.226        |
| 16:00 - 17:00 | 37        | 55          | 0.081        | 37         | 55          | 0.046        | 37        | 55          | 0.127        |
| 17:00 - 18:00 | 37        | 55          | 0.074        | 37         | 55          | 0.041        | 37        | 55          | 0.115        |
| 18:00 - 19:00 | 37        | 55          | 0.051        | 37         | 55          | 0.037        | 37        | 55          | 0.088        |
| 19:00 - 20:00 |           |             |              |            |             |              |           |             |              |
| 20:00 - 21:00 |           |             |              |            |             |              |           |             |              |
| 21:00 - 22:00 |           |             |              |            |             |              |           |             |              |
| 22:00 - 23:00 |           |             |              |            |             |              |           |             |              |
| 23:00 - 24:00 |           |             |              |            |             |              |           |             |              |
| Total Rates:  |           |             | 0.698        |            |             | 0.717        |           |             | 1.415        |

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

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

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

**MULTI-MODAL PUBLIC TRANSPORT USERS****Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

| Time Range    | ARRIVALS  |             |              | DEPARTURES |             |              | TOTALS    |             |              |
|---------------|-----------|-------------|--------------|------------|-------------|--------------|-----------|-------------|--------------|
|               | No. Days  | Ave. DWELLS | Trip Rate    | No. Days   | Ave. DWELLS | Trip Rate    | No. Days  | Ave. DWELLS | Trip Rate    |
| 00:00 - 01:00 |           |             |              |            |             |              |           |             |              |
| 01:00 - 02:00 |           |             |              |            |             |              |           |             |              |
| 02:00 - 03:00 |           |             |              |            |             |              |           |             |              |
| 03:00 - 04:00 |           |             |              |            |             |              |           |             |              |
| 04:00 - 05:00 |           |             |              |            |             |              |           |             |              |
| 05:00 - 06:00 |           |             |              |            |             |              |           |             |              |
| 06:00 - 07:00 |           |             |              |            |             |              |           |             |              |
| 07:00 - 08:00 | 37        | 55          | 0.001        | 37         | 55          | 0.034        | 37        | 55          | 0.035        |
| 08:00 - 09:00 | 37        | 55          | 0.001        | <b>37</b>  | <b>55</b>   | <b>0.043</b> | <b>37</b> | <b>55</b>   | <b>0.044</b> |
| 09:00 - 10:00 | 37        | 55          | 0.004        | 37         | 55          | 0.016        | 37        | 55          | 0.020        |
| 10:00 - 11:00 | 37        | 55          | 0.011        | 37         | 55          | 0.011        | 37        | 55          | 0.022        |
| 11:00 - 12:00 | 37        | 55          | 0.006        | 37         | 55          | 0.007        | 37        | 55          | 0.013        |
| 12:00 - 13:00 | 37        | 55          | 0.011        | 37         | 55          | 0.012        | 37        | 55          | 0.023        |
| 13:00 - 14:00 | 37        | 55          | 0.004        | 37         | 55          | 0.002        | 37        | 55          | 0.006        |
| 14:00 - 15:00 | 37        | 55          | 0.011        | 37         | 55          | 0.007        | 37        | 55          | 0.018        |
| 15:00 - 16:00 | 37        | 55          | 0.026        | 37         | 55          | 0.010        | 37        | 55          | 0.036        |
| 16:00 - 17:00 | 37        | 55          | 0.021        | 37         | 55          | 0.004        | 37        | 55          | 0.025        |
| 17:00 - 18:00 | 37        | 55          | 0.027        | 37         | 55          | 0.006        | 37        | 55          | 0.033        |
| 18:00 - 19:00 | <b>37</b> | <b>55</b>   | <b>0.033</b> | 37         | 55          | 0.002        | 37        | 55          | 0.035        |
| 19:00 - 20:00 |           |             |              |            |             |              |           |             |              |
| 20:00 - 21:00 |           |             |              |            |             |              |           |             |              |
| 21:00 - 22:00 |           |             |              |            |             |              |           |             |              |
| 22:00 - 23:00 |           |             |              |            |             |              |           |             |              |
| 23:00 - 24:00 |           |             |              |            |             |              |           |             |              |
| Total Rates:  |           |             | 0.156        |            |             | 0.154        |           |             | 0.310        |

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.