

Proposed Residential Dwellings

Stable Hills, Rochdale

Prepared By: **C Thomson**

Approved By: **J Ibbotson**

SCP/17197/TN01 – 04 August 2017

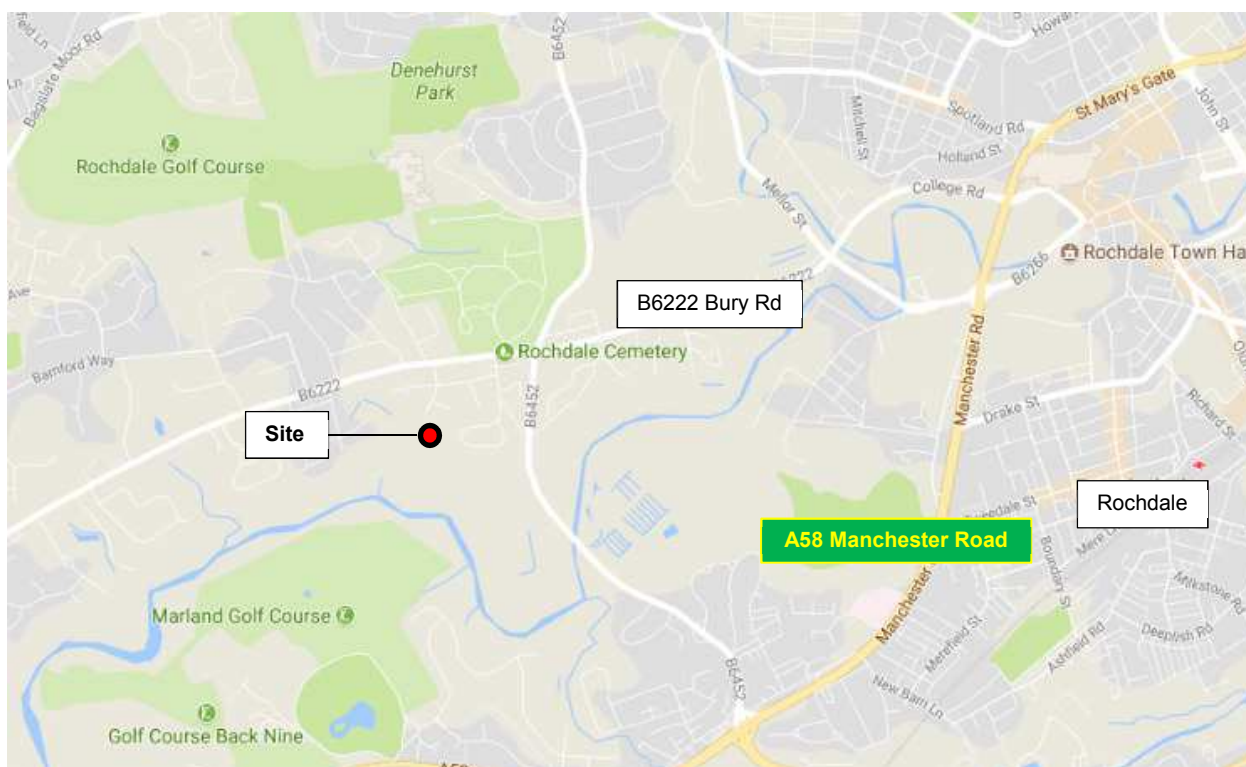
1.0 INTRODUCTION

- 1.1 This Technical Note has been prepared by SCP to accompany a planning application for the proposed development of two residential dwellings on land to the south of the Stable Hills property, located off Chadwick Hall Road, Rochdale.

Site Location

- 1.2 The site is located approximately 2.0km east of Rochdale town centre and **Figure 1.1** below shows the site location.

Figure 1.1 – Site Location Plan: Wider Context



Source: Google Maps

- 1.3 The site location is shown in relation to the local highway network at **Figure 1.2** below.

Figure 1.2 – Site Location Plan: Local Context



Source: Google Maps

Planning History

- 1.4 The site currently comprises a single residential dwelling, stables and surrounding grounds. Planning consent has been granted (Planning Reference Number: 16/00767/FUL) by Rochdale Borough Council (RBC) for the demolition of the existing stables and the erection of a detached dwelling in its place.
- 1.5 Additionally, a planning application for the demolition of an existing dwelling and erection of a new 2/3 storey dwelling with associated pool house and landscaping (Reference: 08/D51571) was approved with conditions in February 2009. Although this application has since expired. This planning application approved the new access road running in a north – south direction from the Stable Hills property along the eastern site boundary, which therefore demonstrates that a proposed access in this location has previously been considered acceptable in planning terms.

Scope of Report

- 1.6 A site meeting was held on the 16th May 2017 between Guardian Construction Limited, SCP and Rochdale Metropolitan Borough Council (RMBC). The scope of this Technical Note (TN) was discussed at this meeting and agreed upon; see **Appendix 1** for the correspondence between SCP and RMBC.
- 1.7 SCP have been appointed to prepare this TN to accompany the planning application for the proposals.

2.0 EXISTING CONDITIONS

General

- 2.1 The site location is shown on **Figures 1.1** and **1.2** earlier and is situated off Chadwick Hall Road, Rochdale via a private shared road that currently serves four dwellings.

Existing Site

- 2.2 Stable Hills is the only dwelling on the existing site, however, as stated earlier in this TN, the applicant has recently secured planning permission for the demolition of the existing stable buildings and the erection of a second dwelling on the site.
- 2.3 The sites access driveway has recently been widened to approximately 4.5m to accommodate two vehicles in opposing directions without causing any vehicular conflict. Drawing number SCP/17197/ATR03 at **Appendix 2** illustrates that two large cars can easily pass each other if required.
- 2.4 **Figure 2.1** below shows the recently widened access driveway.

Figure 2.1 – Widened Access Driveway



Local Highway Network

Chadwick Hall Road

- 2.5 Chadwick Hall Road is a residential road that serves a number of residential cul-de-sacs as well as the private shared road that currently serves the site. Chadwick Hall Road is subject to a 30mph speed limit and connects to the B6222 Bury Road which links Bury to Rochdale.
- 2.6 Chadwick Hall Road has a carriageway width which measures approximately 5.0m wide and it benefits from wide footways and regularly spaced lighting columns.

3.0 PROPOSED DEVELOPMENT

Access Strategy

- 3.1 Vehicular and pedestrian access into the site will be provided from Chadwick Hall Road, via the existing widened driveway which will be retained.
- 3.2 A new access driveway will be constructed to the south and east of the existing Stable Hills property; this new access road will serve the proposed dwellings; see the site layout plan at **Appendix 3**.

Incidence of Conflict

- 3.3 The private shared road south of Chadwick Hall Road measures approximately 15m in length and 3.2m (minimum) in width and is therefore only wide enough for one vehicle before it opens into the courtyard / Chadwick Hall Road.
- 3.4 The likely incidence of conflict between two opposing vehicles meeting on the 15m section of single-track is very low. This has been calculated empirically, as shown in **Appendix 4** which indicates that 76.9 days, on average would need to pass before a vehicle meets another oncoming vehicle.
- 3.5 Nonetheless, there is good visibility between two vehicles and drivers in reality would make a safe judgement on when to set off without causing any conflict or need to reverse.

Refuse Collection Strategy

- 3.6 Refuse collection of the existing four dwellings currently takes place from the highway, at the southern end of Chadwick Hall Road by the courtyard where the driveways connecting the four existing dwellings meet.
- 3.7 There are no plans for this to change following approval of the additional two dwellings and there will be no increase in the frequency of refuse collection as a result of the additional dwellings.
- 3.8 A collection point for all of the existing and proposed dwellings off the private shared driveway will be provided to the north-west of the site in the shared courtyard.

Emergency Vehicle Access

- 3.9 Drawing numbers SCP/17197/ATR01 and ATR02 at **Appendix 5** illustrates the swept path analysis of a fire tender vehicle. These drawings illustrate that an 8.68m fire tender can access the site, turn within the site and leave the site in a forward gear.
- 3.10 This meets the standards set out within the Manual for Streets which states that there must be vehicle access for a pump appliance within 45m of all dwellings and that the fire service should not have to reverse more than 20m.

4.0 TRIP GENERATION

4.1 In order to estimate the trip generating potential of the proposed dwellings, average trip rates from the industry-standard TRICS Database (V7.4.1) 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, Ireland excluded;
- v) Selection by number of dwellings (6-10);
- vi) Weekday surveys only; and
- vii) Only sites in 'suburban area' and 'Edge of Town' locations have been selected.

4.2 The multi modal TRICS outputs for the proposed dwellings are presented in **Appendix 6** and are summarised in **Table 4.1** below.

Table 4.1 - Estimated Trip Rates (Per Dwelling) Associated With the Proposed Development

Mode	Weekday AM Peak Hour (08:00 to 09:00)		Weekday PM Peak Hour (17:00 to 18:00)	
	Arrivals	Departures	Arrivals	Departures
Vehicles	0.224	0.345	0.466	0.276
Cycles	0.034	0.034	0.000	0.000
Pedestrians	0.052	0.431	0.155	0.000
Pub. Trans.	0.000	0.000	0.000	0.000

4.3 The estimated trip generation associated with the two proposed dwellings are therefore summarised in **Table 4.2** below.

Table 4.2 – Estimated Trip Generation – Two Dwellings

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	1	1	1
Cycles	0	0	0	0
Pedestrians	0	1	0	0
Pub. Trans.	0	0	0	0

- 4.4 As shown above, it is estimated that the scheme will generate a total of 1-2 two-way vehicle movements in both the AM and PM peak hours.
- 4.5 The effect of this additional traffic on the local highway network will be imperceptible during the peak hours.
- 4.6 Having regard to this, it is therefore considered that no further detailed assessment of the local highway network is required and that the traffic impact of the scheme is acceptable in planning terms.

5.0 CONCLUSION

- 5.1 Following the analysis presented in this TN, it is considered that there should be no highway related reason to withhold planning permission and the scheme is therefore commended to RMBC for approval.

S|C|P

APPENDIX 1

Joanne Ibbotson

From: John Gillighan WN <john.gillighan@rochdale.gov.uk>
Sent: 17 May 2017 11:34
To: Joanne Ibbotson
Cc: Chris Grieves
Subject: RE: Stable Hills Scoping

Joanne,

I can confirm the scope of the Technical Note is acceptable and should address the Highways Concerns at this location.

Regards,

John Gillighan WN

Senior Engineer (Highways)
Highways, Property & Strategic Housing



☎ 01706 924607

✉ john.gillighan@rochdale.gov.uk

Rochdale Borough Council
Floor 2, Number One Riverside
Smith Street, Rochdale, OL16 1XU

To access our services go to www.rochdale.gov.uk
For news and social media updates go to www.rochdale.gov.uk/news

From: Joanne Ibbotson [mailto:Joanne.Ibbotson@scptransport.co.uk]
Sent: 17 May 2017 10:54
To: John Gillighan WN
Cc: Chris Grieves
Subject: Stable Hills Scoping

John,

It was nice to meet you yesterday.

After visiting the site and our discussions, I anticipate a Technical Note to be sufficient for planning.

The Technical Note is anticipated to include the following for the proposed dwellings:

- Access strategy
- Refuse collection strategy
- Swept path analysis of a refuse vehicle and a large car
- Proposed trip generation, including potential for vehicle conflict

Please let me know if I have missed anything.

Kind regards,

Joanne

Joanne Ibbotson
Principal Transport Planner
On behalf of



Transportation Planning : Infrastructure Design

Colwyn Chambers • 19 York St • Manchester • M2 3BA

Tel 0161 8324400

Email: Joanne.Ibbotson@scptransport.co.uk

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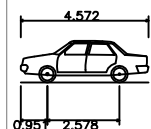
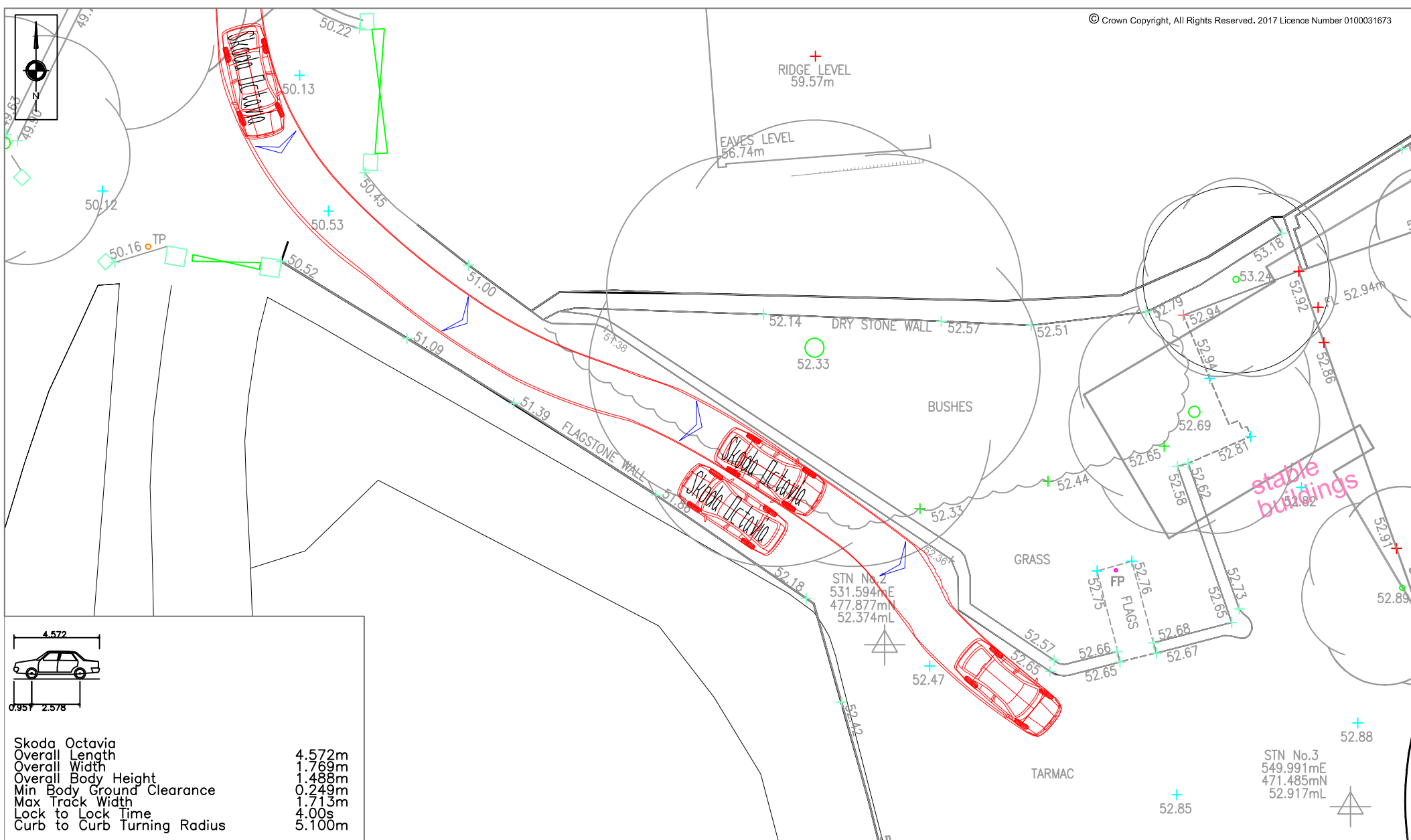
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APPENDIX 2



Skoda Octavia
 Overall Length 4.572m
 Overall Width 1.769m
 Overall Body Height 1.488m
 Min Body Ground Clearance 0.249m
 Max Track Width 1.713m
 Lock to Lock Time 4.00s
 Curb to Curb Turning Radius 5.100m



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

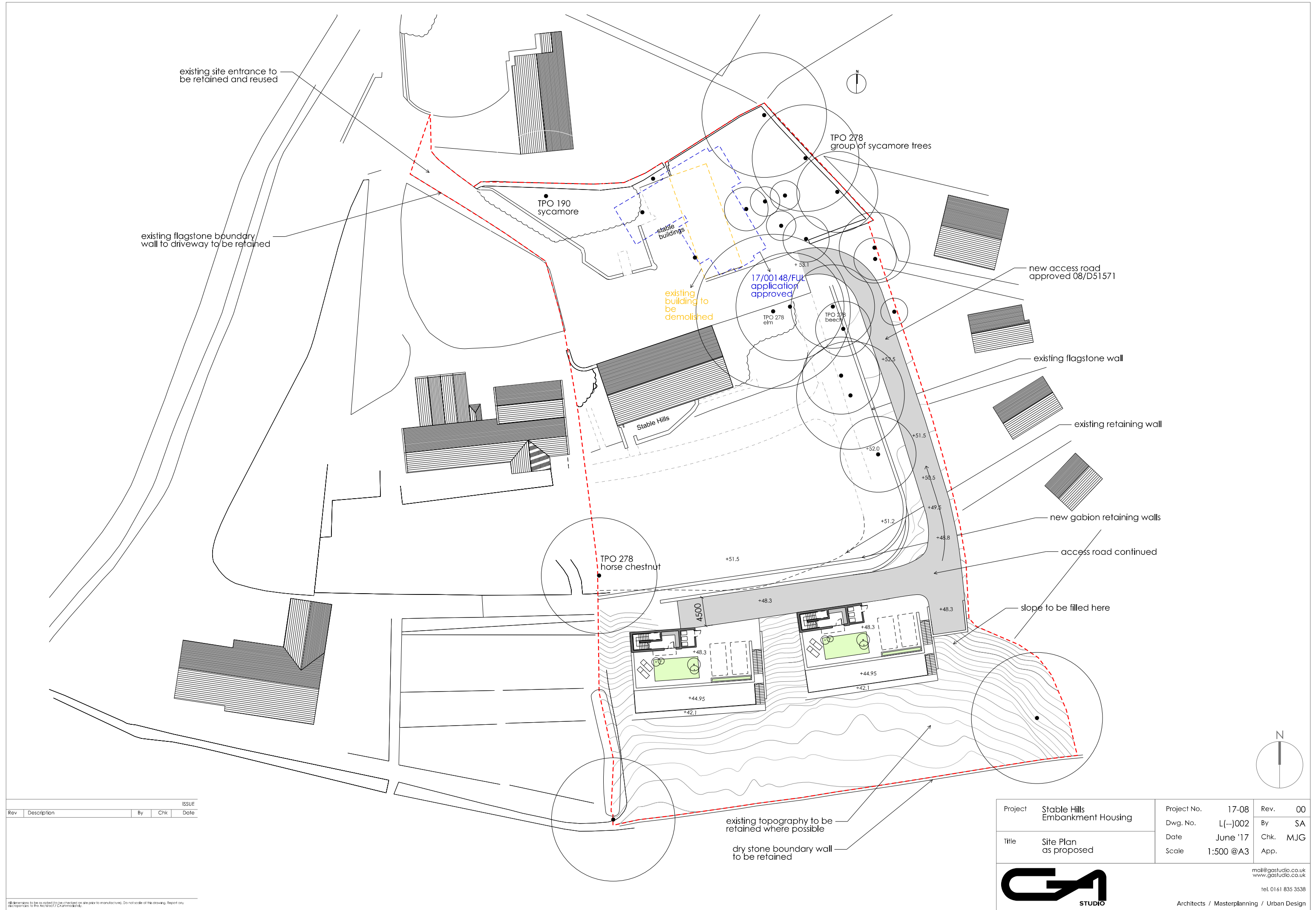
Project Title
 GUARDIAN CONSTRUCTION LTD
 STABLE HILLS, ROCHDALE

Drawing Title
 SWEPT PATH ANALYSIS -
 LARGE CAR

Scale	1:200 @ A4	By	BA	Rev	Description	Date	By	Drawing No.
Date	25.07.2017	Checked	JL	-	-	-	-	SCP/17197/ATR03
Approved/ Unapproved	-	Status	PLANNING	-	-	-	-	Revision
				-	-	-	-	-

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APPENDIX 3



ISSUE				
Rev	Description	By	Chk	Date

All dimensions to be as noted (to be checked on site prior to manufacture). Do not scale the drawing. Report any discrepancies to the Architect / CA immediately.

Project	Stable Hills Embankment Housing	Project No.	17-08	Rev.	00
		Dwg. No.	L(-)002	By	SA
		Date	June '17	Chk.	MJG
Title	Site Plan as proposed	Scale	1:500 @ A3	App.	



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Architects / Masterplanning / Urban Design

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APPENDIX 4

This sheet provides an estimation of the chances of two vehicles meeting along the narrow section of the private road off Chadwick Hall Road.

Firstly, it is important to establish the length of time that a journey along the proposed single track section of the road takes.

If the average vehicle speed = 20 mph
 this equals 8.9408 metres per second
 If the proposed single track section of the road = 15 m in length
 then each journey along it takes 1.68 seconds

Using the above figures, it is important to establish the chances in any given second of a day of a single vehicle movement occurring on the affected section of road. This equals the number of seconds in a day divided by the time it takes for a single vehicle to pass along the road.

This = 86400 / 1.68
 which = a one in 51499.008 chance, per second

If the following traffic movements are predicted to occur along the access during each day with the development in place:-

DAILY
00:00 - 24:00

Northbound	Southbound
21	19

then the chances of a movement (in any given second) in each day of a vehicle travelling in each direction are as follows:-

DAILY
00:00 - 24:00

Northbound	Southbound	
A one in 2452	2710	chance

Therefore, the chances (in any given second) in each day of two opposing vehicles meeting along the access road is as follows:-

DAILY
00:00 - 24:00
 A one in 6646987.03 chance

Therefore, assuming these vehicle flows remain constant in each day for a prolonged length of time then the following number of days would need to pass before a vehicle meets another oncoming vehicle:-

DAILY
00:00 - 24:00
 76.9



**Calculation to derive the likely incidence of conflict
 at the private driveway**

**Proposed Residential Development, Stable Hills,
 Rochdale**

Appendix 4

Job Number: 17197

Aug-17

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APPENDIX 5



SCP 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 GUARDIAN CONSTRUCTION LTD	Drawing Title SWEPT PATH ANALYSIS - FIRE TENDER, INBOUND AND TURNING ON SITE	Scale 1:500 @ A3	By BA	Drawing No. SCP/17197/ATR01
	Project Title STABLE HILLS, ROCHDALE		Date 25.07.2017	Checked JI	
			Approved/Unapproved -	Status PLANNING	Revision B



SCP 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 GUARDIAN CONSTRUCTION LTD	Drawing Title SWEPT PATH ANALYSIS - FIRE TENDER, OUTBOUND	Scale 1:500 @ A3	By BA	Drawing No. SCP/17197/ATR02
	Project Title STABLE HILLS, ROCHDALE		Date 25.07.2017	Checked JI	
			Approved/Unapproved -	Status PLANNING	
				Revision A	

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APPENDIX 6

Calculation Reference: AUDIT-726001-170713-0752

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL VEHICLESSelected regions and areas:

04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WK WARWICKSHIRE	1 days
11	SCOTLAND	
	AG ANGUS	1 days
	HI HIGHLAND	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
 Actual Range: 6 to 10 (units:)
 Range Selected by User: 6 to 10 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 16/09/15

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

Selected survey days:

Tuesday	3 days
Wednesday	1 days
Thursday	1 days
Friday	2 days

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	4
Edge of Town	3

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

Selected Location Sub Categories:

Residential Zone	6
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	6 days
----	--------

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

Population within 1 mile:

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

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

Population within 5 miles:

25,001 to 50,000	2 days
75,001 to 100,000	3 days
125,001 to 250,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	4 days

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

Travel Plan:

No	7 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	7 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	AG-03-A-01	BUNGALOWS/ DET.	ANGUS
	KEPTIE ROAD		
	ARBROATH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	7	
	Survey date: <i>TUESDAY</i>	22/05/12	Survey Type: <i>MANUAL</i>
2	CA-03-A-04	DETACHED	CAMBRI DGESHI RE
	THORPE PARK ROAD		
	PETERBOROUGH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	9	
	Survey date: <i>TUESDAY</i>	18/10/11	Survey Type: <i>MANUAL</i>
3	HI-03-A-13	HOUSING	HI GH LAND
	KINGSMILLS ROAD		
	INVERNESS		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	9	
	Survey date: <i>THURSDAY</i>	21/05/09	Survey Type: <i>MANUAL</i>
4	NF-03-A-03	DETACHED HOUSES	NORFOLK
	HALING WAY		
	THETFORD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	10	
	Survey date: <i>WEDNESDAY</i>	16/09/15	Survey Type: <i>MANUAL</i>
5	SF-03-A-04	DETACHED & BUNGALOWS	SUFFOLK
	NORMANSTON DRIVE		
	LOWESTOFT		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	7	
	Survey date: <i>TUESDAY</i>	23/10/12	Survey Type: <i>MANUAL</i>
6	SH-03-A-03	DETACHED	SHROPSHI RE
	SOMERBY DRIVE		
	BICTON HEATH		
	SHREWSBURY		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	10	
	Survey date: <i>FRIDAY</i>	26/06/09	Survey Type: <i>MANUAL</i>
7	WK-03-A-01	TERRACED/ SEMI / DET.	WARWI CKSHI RE
	ARLINGTON AVENUE		
	LEAMINGTON SPA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	6	
	Survey date: <i>FRIDAY</i>	21/10/11	Survey Type: <i>MANUAL</i>

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

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	7	8	0.103	7	8	0.190	7	8	0.293
08:00 - 09:00	7	8	0.224	7	8	0.345	7	8	0.569
09:00 - 10:00	7	8	0.086	7	8	0.345	7	8	0.431
10:00 - 11:00	7	8	0.207	7	8	0.138	7	8	0.345
11:00 - 12:00	7	8	0.138	7	8	0.241	7	8	0.379
12:00 - 13:00	7	8	0.224	7	8	0.224	7	8	0.448
13:00 - 14:00	7	8	0.241	7	8	0.276	7	8	0.517
14:00 - 15:00	7	8	0.276	7	8	0.241	7	8	0.517
15:00 - 16:00	7	8	0.310	7	8	0.259	7	8	0.569
16:00 - 17:00	7	8	0.259	7	8	0.241	7	8	0.500
17:00 - 18:00	7	8	0.466	7	8	0.276	7	8	0.742
18:00 - 19:00	7	8	0.207	7	8	0.241	7	8	0.448
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.741			3.017			5.758

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

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

Parameter summary

Trip rate parameter range selected:	6 - 10 (units:)
Survey date range:	01/01/09 - 16/09/15
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/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	7	8	0.000	7	8	0.069	7	8	0.069
08:00 - 09:00	7	8	0.034	7	8	0.034	7	8	0.068
09:00 - 10:00	7	8	0.000	7	8	0.017	7	8	0.017
10:00 - 11:00	7	8	0.017	7	8	0.017	7	8	0.034
11:00 - 12:00	7	8	0.017	7	8	0.017	7	8	0.034
12:00 - 13:00	7	8	0.017	7	8	0.017	7	8	0.034
13:00 - 14:00	7	8	0.017	7	8	0.000	7	8	0.017
14:00 - 15:00	7	8	0.000	7	8	0.000	7	8	0.000
15:00 - 16:00	7	8	0.069	7	8	0.000	7	8	0.069
16:00 - 17:00	7	8	0.034	7	8	0.000	7	8	0.034
17:00 - 18:00	7	8	0.000	7	8	0.000	7	8	0.000
18:00 - 19:00	7	8	0.000	7	8	0.000	7	8	0.000
19:00 - 20:00	1	7	0.000	1	7	0.000	1	7	0.000
20:00 - 21:00	1	7	0.000	1	7	0.000	1	7	0.000
21:00 - 22:00	1	7	0.000	1	7	0.000	1	7	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.205			0.171			0.376

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

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

Parameter summary

Trip rate parameter range selected:	6 - 10 (units:)
Survey date range:	01/01/09 - 16/09/15
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/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	7	8	0.069	7	8	0.121	7	8	0.190
08:00 - 09:00	7	8	0.052	7	8	0.431	7	8	0.483
09:00 - 10:00	7	8	0.034	7	8	0.069	7	8	0.103
10:00 - 11:00	7	8	0.052	7	8	0.069	7	8	0.121
11:00 - 12:00	7	8	0.069	7	8	0.034	7	8	0.103
12:00 - 13:00	7	8	0.121	7	8	0.138	7	8	0.259
13:00 - 14:00	7	8	0.069	7	8	0.069	7	8	0.138
14:00 - 15:00	7	8	0.190	7	8	0.155	7	8	0.345
15:00 - 16:00	7	8	0.241	7	8	0.103	7	8	0.344
16:00 - 17:00	7	8	0.172	7	8	0.052	7	8	0.224
17:00 - 18:00	7	8	0.155	7	8	0.000	7	8	0.155
18:00 - 19:00	7	8	0.121	7	8	0.069	7	8	0.190
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.345			1.310			2.655

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

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

Parameter summary

Trip rate parameter range selected:	6 - 10 (units:)
Survey date range:	01/01/09 - 16/09/15
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/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	7	8	0.000	7	8	0.000	7	8	0.000
08:00 - 09:00	7	8	0.000	7	8	0.000	7	8	0.000
09:00 - 10:00	7	8	0.000	7	8	0.000	7	8	0.000
10:00 - 11:00	7	8	0.000	7	8	0.000	7	8	0.000
11:00 - 12:00	7	8	0.000	7	8	0.000	7	8	0.000
12:00 - 13:00	7	8	0.000	7	8	0.000	7	8	0.000
13:00 - 14:00	7	8	0.000	7	8	0.000	7	8	0.000
14:00 - 15:00	7	8	0.000	7	8	0.000	7	8	0.000
15:00 - 16:00	7	8	0.000	7	8	0.000	7	8	0.000
16:00 - 17:00	7	8	0.017	7	8	0.000	7	8	0.017
17:00 - 18:00	7	8	0.000	7	8	0.000	7	8	0.000
18:00 - 19:00	7	8	0.000	7	8	0.000	7	8	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.017			0.000			0.017

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

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Parameter summary

Trip rate parameter range selected: 6 - 10 (units:)
 Survey date range: 01/01/09 - 16/09/15
 Number of weekdays (Monday-Friday): 7
 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.