INGENT
CONSULTING ENGINEERS

Land north of Eldridge Close, Stickling Green, Clavering, Essex - Transport Statement

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CONTENTS

REV	PURPOSE	AUTHOR	APPROVED	DATE
A	FOLLOWING SITE REVISION	KA	RW	13/05/22
B	REDUCTION IN SITE NUMBERS	RW	RW	29/09/23

1 INTRODUCTION

1.1 Ingent Consulting Engineers (ICE) were engaged by Richstone Properties Ltd (applicant) to advise on transport aspects for a proposed development of 28no residential dwellings (Class use C3) on land north of Eldridge Close, Stickling Green, Clavering, Essex (Site). Based on a desktop-study, this Transport Statement (TS) supports an outline planning application for consideration by Local Planning Authority, Uttlesford District Council (UDC) and Local Highway Authority, Essex County Council (ECC).

1.2 The proposed residential development located north of Clavering Village is to be sited on a 1.347 hectare of existing greenfield land.

1.3 The proposed residential development with access road shall extend adjacent north of the existing residential area Eldridge Close to serve 28no residential dwellings comprising of 1 - 4no bedroom houses and flats, with private off-road parking.

1.4 The development shall also include recreational features such as public open space, pond, and Public Right of Way connection.

1.5 The content of this TS is in accordance with UK Government planning guidance published 6 March 2014 and structured as follows: -

- **Chapter 2** details the existing conditions including site locality and existing infrastructure;
- **Chapter 3** relates the proposed development with national and local planning policies;
- **Chapter 4** outlines the proposed development; and
- **Chapter 5** Conclusion.

2 EXISTING CONDITIONS

Site Location

2.1 The land north of Eldridge Close (Site), Clavering is located 600m east of the hamlet namely Stickling Green and 1.2km north from the village centre of Clavering. The greenfield site is located approximately 10km south-east and north of towns Saffron Walden and Bishop Stortford and currently used for agricultural purposes.

2.2 The Site is bound by a residential and greenfield land, with a commercial and industrial area named 'Britannica Works' located adjacent south-east. A Site location plan is shown in **.**

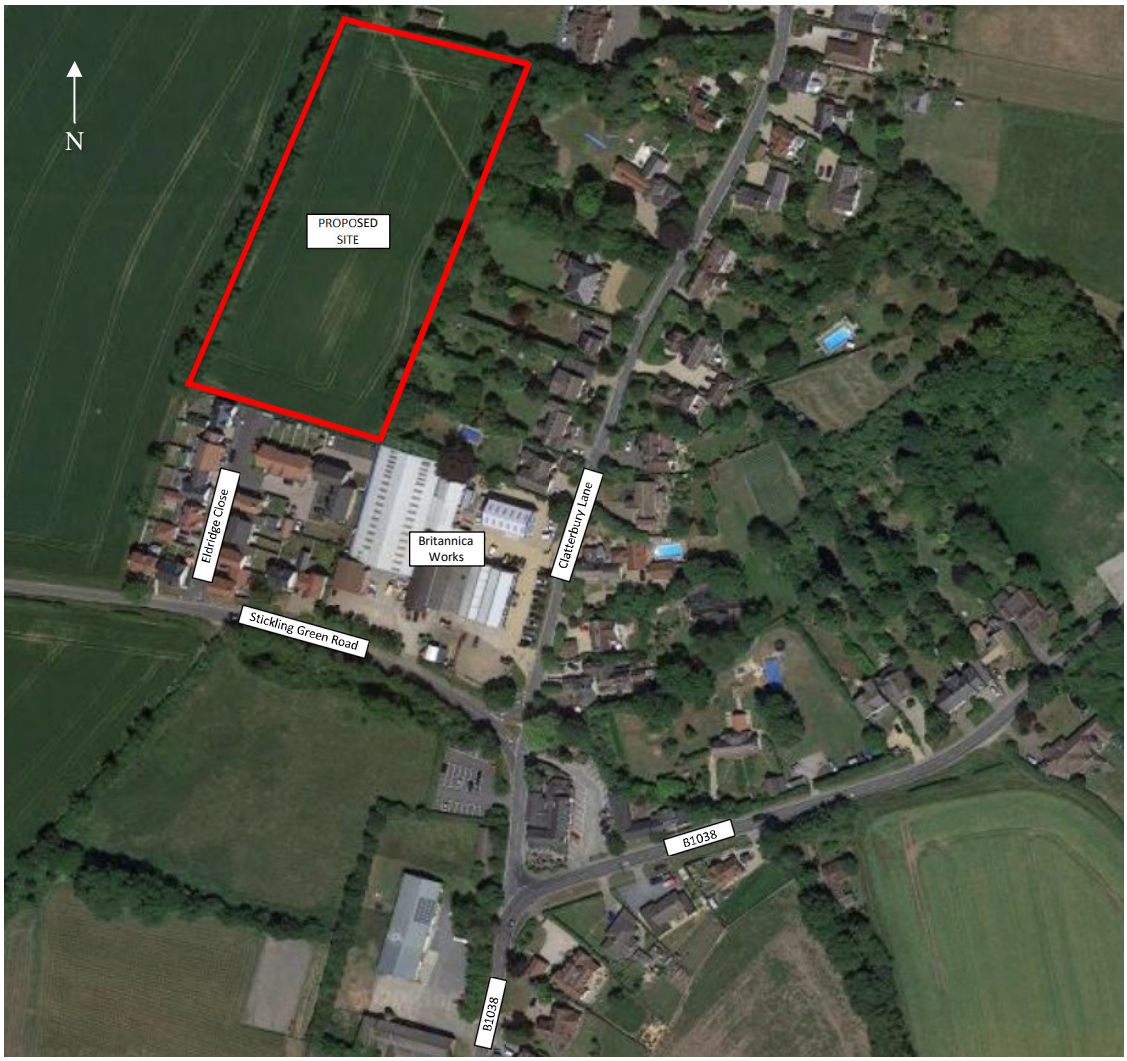

Figure 1: Location plan of the proposed site.

Local Highway Network

2.3 The Site is currently accessible from Eldridge Close and connects with the surrounding highway network via a priority junction at Stickling Green road, an unclassified 7-metre-wide carriageway, linking Clavering with the hamlet Stickling Green to the west. Stickling Green road is mainly used by local-traffic and reduces in road width west of Eldridge Close.

2.4 Approximately 200 metres east of the Site, via Clatterbury Lane, the B1038 traverses through Clavering providing links to the large village of Newport 5km east and other surrounding towns and villages via unclassified roads.

2.5 Eldridge Close is currently posted as a 30mph area upon entering from Stickling Green road. The posted speed restriction along Stickling Green road is 40mph with no centre-line markings present and reduces to 30mph approaching Clatterbury Lane.

2.6 Street lighting is not present in the Clavering area.

Road Safety Review

2.7 Referring to 'CrashMap' summary data shown in Figure 2, Stickling Green road over the past five years (60 months up to December 2019) revealed zero personal injury accidents (PIA), therefore, no highway remedial measures will be considered as part of this TS.

Figure 2: PIA locations in Site vicinity over the past 5 years.

Pedestrian Provisions

2.8 Walking offers a realistic option for the journey to work or study for many and is generally considered a viable travel choice for short distances of around 800m and offers the greatest potential to replace car trips less than 2km.

2.9 In terms of journey purpose, local trips on foot are likely to relate to short shopping trips, access local facilities, trips to school, local visiting, and trips to bus stops as part of linked trips to destinations further afield.

2.10 Eldridge Close has pedestrian footways on both sides of the carriageway linking with a footway along the northern side of Stickling Green road stretching east 165 metres to Clatterbury Lane. From Clatterbury Lane, pedestrians can traverse Clavering via a footway or on-road where footways discontinue. There is no footway present along Stickling Green road beyond Eldridge Close towards Stickling Green.

2.11 A Public Rights of Way (PROW no.19) traverses through the Site from Clatterbury Lane providing an alternate pedestrian route to Clavering and surrounding villages as shown in Figure 3.

Figure 3: Public Rights of Way (PROW) in the Site area.

2.12 The footways in the Site area provide pedestrian links to bus stops 230 metres east of the Site along Clatterbury Lane.

2.13 The Site benefits from pedestrian footways along Eldridge Close, Stickling Green road and the PROW, however, the installation of street lighting in the area would improve pedestrian safety, particularly as pedestrians are required to traverse along the carriageway where no footways are present.

Cycling

2.14 Cycle use is considered a feasible means of transport over short to medium distances, typically for journeys less than five kilometres. Cycling is influenced by similar factors as walking but will also be influenced by route conditions, route topography, traffic levels and secure cycle parking at journey's end.

2.15 The walking and cycling advocacy charity 'Sustrans' maintain the national cycle network (NCN), a series of traffic-free paths and quiet, on-road cycling and walking routes, that connect to every major town and city.

2.16 NCN 11 traverses through Clavering and along Clatterbury Lane linking Clavering with Stansted Mountfitchet to the south, Saffron Walden to the north, and beyond to Wiggenhall St Germans in Norfolk through the Fens. Additional NCN routes i.e. NCN50 is accessible via NCN11.

2.17 Figure 4 highlights the proximity of the national and local cycle network relative to the Site.

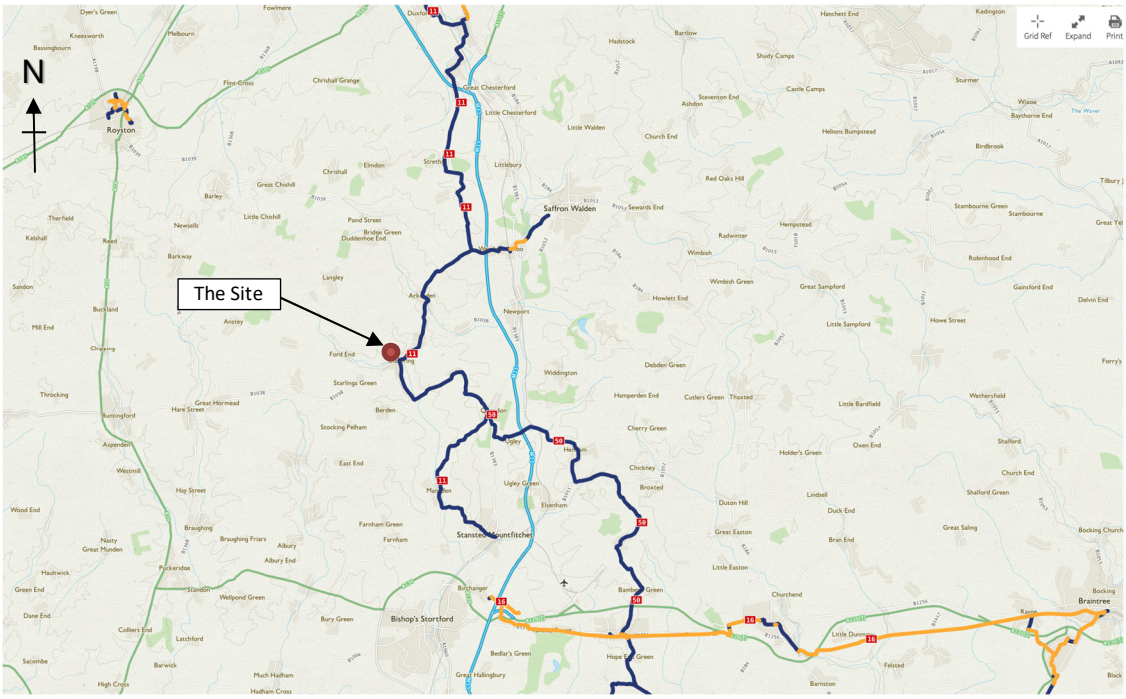

Figure 4: National Cycle Network (Source: www.sustrans.org.uk)

2.18 The Site has connectivity to the local and national cycle network and although a dedicated on-road cycle lane is not present, it is envisaged cycle traffic will use the existing highway network, with its low-speed and low-traffic environment.

Public Transport

2.19 Bus routes 306 and 446 provide limited weekday services to the local area including Saffron Walden, Bishop Stortford and Newport with bus stops accessible along Clatterbury Lane and outside 'The Cricketers' public house, 230 metres and 280 metres from the Site respectively.

2.20 The above bus stop locations are currently not identified by flag signs, seating, or shelter provisions.

Train Services

2.21 Located 5.4km east of the Site, Newport Train Station is a 7-minute car journey along the B1038. Operated by Abellio Greater Anglia, the station operates a frequent service between Cambridge North and London Liverpool Street, with travel times approximately 30-minutes and 60-minutes respectively.

Local Services and Facilities

2.22 To minimise car journeys and promote sustainable travel, key services and facilities should exist within walking/cycling distance of a residential development site. According to guidelines issued by the *Institute of Highways and Transportation*, around 800 metres is within a sensible walking distance to local amenities and offers the greatest potential to replace car trips less than 2km. With regards to cycling, the relevant guidance states that cycling has the potential to substitute car journeys under 5km. For this assessment, distances of 800m, 2km and 5km have been used for walking and cycling accessibility respectively.

2.23 Services within walking and/or cycling distance of a residential development should include: -

- community buildings / local meeting places;
- education and library services;
- health and social care services;
- shop/market selling food and fresh groceries;
- communication services, such as public internet access and post office;
- public houses; and
- places of worship.

2.24 Guidelines recommend new developments should have access to suitable public transport facilities. With a single bus service operating in the morning and afternoon, the Site, and Clavering, would benefit from increased services from the nearest bus

stops.

2.25 A summary of services and facilities within an accessible walking/cycling distance from the Site is provided in Table 1. Distances are measured from the Site centroid utilising the proposed Site access onto Eldridge Close and footway connections to surrounding infrastructure.

Service / Facility	Distance from Site			Accessible by Public Transport
	≤ 800m	≤ 2 km	≤ 5 km	
Community facilities				
Clavering Village Hall	Yes	-	-	-
Education and Library Services				
Clavering Primary School	No	Yes	-	-
Bishop's Stortford High School	No	No	No	Yes
Saffron Walden Library	No	No	No	No
Health and Social Care Services				
Newport Surgery	No	No	Yes	-
Newport Pharmacy	No	No	Yes	-
The Walden Dental Clinic, Saffron Walden	No	No	No	No
Shops & Communication Services				
NISA Supermarket	No	No	Yes	-
Clavering Post Office	No	No	Yes	-
Public Houses				
The Cricketers Public House	Yes	-	-	-
Places of Worship				
St Mary & St Clement Church	No	No	Yes	-

Table 1: Summary of accessible services and facilities in the surrounding area.

2.26 Table 1 demonstrates most facilities in the village are accessible by cycling or bus, within a 5 km radius of the Site. With limited bus services available in Clavering, it is likely residents will travel to facilities in neighbouring towns by private car.

3 POLICY REVIEW

Overview

3.1 This section reviews the national and local transport planning policies relevant to the Site.

National Planning Policy Framework - February 2019 (NPPF)

3.2 Paragraph 102 states: -

'Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) the potential impacts of development on transport networks can be addressed;

b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed, and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.'

3.3 It is envisaged vehicle trips generated from the proposed small-scale residential development shall have an insignificant impact on the local and surrounding road network.

3.4 A two-metre-wide footway shall be incorporated as part of the proposed site access road connecting with the existing PROW and pedestrian footway along Eldridge Close. The access road horizontal alignment and carriageway narrowing at the Site entry on Eldridge Close shall emphasise a low-speed environment, potentially encouraging pedestrian, and cycle trips to local facilities by Site residents.

3.5 Applying a reduction to residential trips associated with the 28no residential development based on local car ownership levels was considered immaterial therefore not used in this TS.

3.6 It is envisaged residents in the area, including Eldridge Close, shall benefit using the proposed public open space and PROW within the proposed development, potentially altering the pedestrian and cycling trip pattern behaviour in the area.

3.7 Each of the proposed 28no residential dwellings shall include adequate parking capacity under local design guide 'Essex County Councils Design Guide (2018)' (EDG), to deter on-street parking. Adequate sheltered cycle parking within each property shall be incorporated, potentially encouraging residents to use more sustainable modes of transport when travelling in the local area.

3.8 Chapter 9 'Promoting sustainable transport' paragraph 110 states: '*In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users; and

c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.'

3.9 Paragraph 111 also states: - *'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*.'

3.10 Paragraph 113 further states: - *'All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.'*

3.11 The Site is expected to generate low vehicle trips therefore, any traffic increase would be insignificant thus having a negligible impact on the surrounding highway network. Consequently, a Travel Plan will not be required as part of the Site planning proposal.

3.12 The Site shall provide a pedestrian connection to existing footway provisions including Eldridge Close and Clatterbury Lane. The proposed access road shall cater for delivery

and emergency vehicles with a turning facility in accordance with EDG located where the access road terminates to the north of the site.

Uttlesford Local Plan (ULP) – Adopted January 2005

3.13 Uttlesford District Council is currently preparing a revised Local Plan highlighting ways of providing sustainable growths and benefits for the district. The currently active ULP states: -

Policy H3 – New Houses within Development limits states: 'Infilling with new houses will be permitted on land in each of the following settlements if the development would be compatible with the character of the settlement and, depending on the location of the site, its countryside setting. This will be in addition to the sites specifically allocated as urban extensions and settlement expansions. Windfall sites will be permitted if they meet all the following relevant criteria: Clavering (Incl. Hill Green)'

b) The site has reasonable accessibility to jobs, shops and services by modes other than the car, or there is potential for improving such accessibility;

c) Existing infrastructure has the capacity to absorb further development, or there is potential for its capacity to be increased as necessary;

d) Development would support local services and facilities.'

3.14 The proposed development shall adjoin the current residential development along Eldridge Close and residents will be within walking/cycling distance to local employment opportunities in the Clavering area including the neighbouring commercial/industrial area, public houses, and shops. Essential facilities are present in the Clavering area and within walking and cycling distance of the Site therefore, it is envisaged residents will support local services and facilities as new, or as part of linked trips.

3.15 The proposed redevelopment may develop a slight increase in vehicle trips generated onto the existing local highway, however, as this TS will later outline, the increase in Site trips should be insignificant and certainly accommodated within the existing surrounding highway network capacity.

Summary

3.16 The proposed residential development for 28no dwellings adheres to policies and strategies advocated by national and local government.

4 PROPOSED DEVELOPMENT

Schedule of Accommodation

4.1 The proposed 1.347 hectare site shall provide residential accommodation (Class use C3) consisting of the following: -

- 28no, 1-4no bedroom, residential houses and flats with private driveways;
- An access road continuing from Eldridge Close;
- Public open space;
- Recreation pond; and
- Public Right of Way route connection.

Trip generation

4.2 Using the industries standard TRICS (v7.1.3) trip rate database, the vehicle trip generation for the proposed residential development is derived. Survey sites with similar characteristics to the proposed Site have been identified and selected using the following selection criteria, refer to **Appendix B** : -

- Residential – Houses Privately Owned only;
- Survey sites within England and Wales only (excluding Greater London);
- Residential developments between 7 and 230 units in size;
- Sites in Suburban and Edge of Town only; and
- Weekday surveys only;
- Sites not in close proximity to good bus services; and
- Surveys undertaken within the last 10 years.

4.3 Whilst a proportion of the Site development is expected to include 'affordable housing', 'privately-owned housing' was selected in the TRICS analysis to account for the higher number of vehicle trips typically associated with this type of dwelling, therefore providing a robust assessment.

4.4 Table 2 details forecast new vehicle trips based on 28no residential units in a similar environment to the proposed.

	AM peak period (0800 – 0900hrs) *		PM peak period (1700 – 1800hrs) *	
	Inbound	Outbound	Inbound	Outbound
Vehicle trip rate	0.186	0.464	0.432	0.214
Vehicle trips (one way)	6	13	13	6
Vehicle trips (two-way)	19		19	

Table 2: Proposed vehicle trip forecasts during peak periods. *Vehicular development peak from TRICS.

4.5 Using the above, the proposed development is expected to add 19 two-way vehicle trips to the highway network, with a predominant traffic volume of 13 vehicles leaving the development between 0800 – 0900hrs and 13 vehicles arriving during the 1700-1800hrs. The peak traffic volume equates to 1-2 vehicles entering or leaving the Site every 5 minutes.

4.6 Based on low housing density in Stickling Green, it is expected Stickling Green road carries low traffic volumes and expected to have sufficient capacity to accommodate the additional 19-two-way trips forecast from the proposed development. In conclusion, Site traffic will have an insignificant impact on the surrounding highway network including Eldridge Close and Stickling Green road, thus not requiring any mitigation measures due to the development impact.

Site Access & Residential Parking

4.7 The proposed Site will have vehicle access continuing north from the existing Eldridge Close via Stickling Green road as shown in dwg no: 18/17/22 in **Appendix A**.

4.8 The Sites new access road shall comprise of a gateway feature from Eldridge Close with a two-way carriageway and adjacent footway leading to the proposed residential area. All carriageway characteristics such as radii, widths, sight, and driveway visibility shall comply with EDG.

4.9 Off-road private parking provisions shall accommodate minimum car parking requirements in accordance with EDG for residential dwellings with 1-4no bedrooms, thus discouraging on-street parking, with vehicles able to access/egress each dwelling access in a forward gear.

4.10 The layout shall be designed to accommodate all vehicle movements including refuse and fire rescue vehicles.

Pedestrians and Cyclists

4.11 Pedestrian footways within the Site shall provide pedestrian links to existing infrastructure and public transport facilities. Cycle access shall be achieved via the Site's vehicular access road and PROW.

4.12 Pedestrian access to the Site shall be feasible via a minimum 2-metre-wide footway adjacent to the development access road and via the PROW. The proposed footway infrastructure is shown in dwg no: 18/17/22 in **Appendix A**.

4.13 The proposed redevelopment is not considered to have any undesirable effects on pedestrian movements in the area and shall provide connectivity to the surrounding pedestrian network.

Public Transport

4.14 The proximity of the site to existing bus stops ensures that access to local services is well within acceptable walking distances. Improvements to the bus stop facilities i.e. shelters, seating, and increased bus services could be considered as part of a wider access strategy by UDC and ECC.

Waste collection and servicing

4.15 It is envisaged the domestic general and recycling waste for the proposed development shall be collected by similar vehicles and included as an extension within the current schedule along Eldridge Close.

4.16 It is understood domestic general and recycling waste shall be collected by a refuse vehicle within the Site utilising the proposed access road.

4.17 The existing highway network and the proposed Site shall satisfactorily accommodate service vehicle movements associated with larger vehicles such as those collecting household waste, delivery vehicles, or emergency service vehicles.

5 CONCLUSION

5.1 Ingent Consulting Engineers (ICE) were engaged by Richstone Properties Ltd (applicant) to advise on transport aspects for a proposed development of 28no residential dwellings, comprising of 1 - 4no bedroom houses and flats (Class use C3) on land north of Eldridge Close, Stickling Green, Clavering, Essex (Site). Based on a desktop-study, this Transport Statement (TS) supports an outline planning application for consideration by Local Planning Authority, Uttlesford District Council (UDC) and Local Highway Authority, Essex County Council (ECC).

5.2 The proposed redevelopment is not considered to have any undesirable effects on pedestrian movements in the area and shall provide connectivity to the surrounding pedestrian network.

5.3 The proximity of the site to existing bus stops ensures that access to local services is well within acceptable walking distances. Improvements to the bus stop facilities i.e. shelters, seating, and increased bus services could be considered as part of a wider access strategy by UDC and ECC.

5.4 The Site is adjacent to a local and national cycle network and where a formal cycle lane is not present. It is envisaged cycle traffic will use the existing highway network, with its low-speed and low-traffic environment.

5.5 Collision data 'CrashMap' revealed over the past five years (60 months up to December 2019) Stickling Green road experienced zero personal injury accidents (PIA), therefore, no highway remedial measures will be considered as part of this TS.

5.6 The 28no dwelling residential development satisfies transport-related policies and strategies advocated by national and local government.

5.7 Based on low housing density in Stickling Green, it is expected Stickling Green road to carry low traffic volumes and expected to have sufficient capacity to accommodate the additional 19-two-way trips forecast from the proposed development. In conclusion, Site traffic will have an insignificant impact on the surrounding highway network including Eldridge Close and Stickling Green road, thus not requiring any mitigation measures due to the development impact.

5.8 The Sites new access road shall comprise of a gateway feature from Eldridge Close with a two-way carriageway and adjacent footway leading to the proposed residential area. All carriageway characteristics such as radii, widths, sight, and driveway visibility shall comply with EDG.

5.9 The Site shall accommodate service vehicle movements associated with larger vehicles such as those collecting household waste, delivery vehicles, or emergency service vehicles.

5.10 Considering the information and analysis contained within this transport statement, a negligible traffic impact on the local highway network is forecast, with sustainable connectivity in the area to local facilities. Therefore, it is understood this Site is feasible and considered acceptable on highways or transport grounds, thus not requiring any highway mitigation measures resulting from the development impact.

APPENDIX A – PROPOSED SITE PLAN (DWG NO: 18/17/22)

Do not scale from this drawing.
All information shown is to be checked on site for accuracy and fit. Any discrepancies or omissions to be reported to Arcady Architects immediately.

KEY

PROPOSED TREE

EXISTING CLUSTER OF TREES

ROOT PROTECTION AREA

SITE PLAN BASED UPON
TOPOGRAPHICAL SURVEY PREPARED BY:
SUNSHINE SURVEY LTD
REF: GY/3401

ILLUSTRATIVE SITE PLAN

1:500 SCALE - METRES (A1 SHEET)

0 5 10 15 20 30 40 50

REVISION:	DATE:	DRAWN:

PROJECT:
LAND NORTH OF ELDRIDGE CLOSE,
STICKLING GREEN,CLAVERING

TITLE:
ILLUSTRATIVE SITE PLAN

SCALE:	DATE:	DRAWN:	CHKD:
1:500	AUG 23	CW	

No. 18/17/22 REV.

Unit 4 | Phillows Barns | Hammonds Road
Little Baddow | Essex | CM3 4BG
Tel: 01245 464681 | www.arcadyarchitects.co.uk

ARCADY ARCHITECTS

APPENDIX B – TRICS DATA

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

04 EAST ANGLIA

NF	NORFOLK	2 days
SF	SUFFOLK	3 days

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

Filtering Stage 2 selection:

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

Parameter:	Number of dwellings
Actual Range:	7 to 230 (units:)
Range Selected by User:	7 to 250 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/06 to 23/10/12

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

Selected survey days:

Monday	2 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	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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	2

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

Selected Location Sub Categories:

Residential Zone	4
Out of Town	1

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

Filtering Stage 3 selection:

Use Class:

C3	5 days

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

Population within 1 mile:

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

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

Population within 5 miles:

50,001 to 75,000	2 days
75,001 to 100,000	1 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	2 days

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

Travel Plan:

No	5 days

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

LIST OF SITES relevant to selection parameters

1 **NF-03-A-01** **SEMI DET. & BUNGALOWS** **NORFOLK**
YARMOUTH ROAD

CAISTER-ON-SEA
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 27
Survey date: TUESDAY 16/10/12 Survey Type: MANUAL

2 **NF-03-A-02** **HOUSES & FLATS** **NORFOLK**
DEREHAM ROAD

NORWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 98
Survey date: MONDAY 22/10/12 Survey Type: MANUAL

3 **SF-03-A-02** **SEMI DET./TERRACED** **SUFFOLK**
STOKE PARK DRIVE
MAIDENHALL
IPSWICH
Edge of Town
Residential Zone
Total Number of dwellings: 230
Survey date: THURSDAY 24/05/07 Survey Type: MANUAL

4 **SF-03-A-03** **MIXED HOUSES** **SUFFOLK**
BARTON HILL
FORNHAM ST MARTIN
BURY ST EDMUNDS
Edge of Town
Out of Town
Total Number of dwellings: 101
Survey date: MONDAY 15/05/06 Survey Type: MANUAL

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: TUESDAY 23/10/12 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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
SF-03-A-01	Close proximity to good service bus route

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

MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	93	0.093	5	93	0.300	5	93	0.393
08:00 - 09:00	5	93	0.186	**5**	**93**	**0.464**	**5**	**93**	**0.650**
09:00 - 10:00	5	93	0.207	5	93	0.248	5	93	0.455
10:00 - 11:00	5	93	0.158	5	93	0.210	5	93	0.368
11:00 - 12:00	5	93	0.218	5	93	0.186	5	93	0.404
12:00 - 13:00	5	93	0.201	5	93	0.194	5	93	0.395
13:00 - 14:00	5	93	0.197	5	93	0.201	5	93	0.398
14:00 - 15:00	5	93	0.194	5	93	0.190	5	93	0.384
15:00 - 16:00	5	93	0.330	5	93	0.205	5	93	0.535
16:00 - 17:00	5	93	0.341	5	93	0.240	5	93	0.581
17:00 - 18:00	**5**	**93**	**0.432**	5	93	0.214	5	93	0.646
18:00 - 19:00	5	93	0.283	5	93	0.251	5	93	0.534
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.840			2.903			5.743

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:	7 - 230 (units:)
Survey date date range:	01/01/06 - 23/10/12
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

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

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

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	93	0.000	5	93	0.000	5	93	0.000
08:00 - 09:00	5	93	0.006	5	93	0.009	5	93	0.015
09:00 - 10:00	5	93	0.006	5	93	0.004	5	93	0.010
10:00 - 11:00	**5**	**93**	**0.009**	**5**	**93**	**0.011**	**5**	**93**	**0.020**
11:00 - 12:00	5	93	0.002	5	93	0.002	5	93	0.004
12:00 - 13:00	5	93	0.000	5	93	0.002	5	93	0.002
13:00 - 14:00	5	93	0.002	5	93	0.000	5	93	0.002
14:00 - 15:00	5	93	0.006	5	93	0.006	5	93	0.012
15:00 - 16:00	5	93	0.004	5	93	0.000	5	93	0.004
16:00 - 17:00	5	93	0.002	5	93	0.006	5	93	0.008
17:00 - 18:00	5	93	0.006	5	93	0.002	5	93	0.008
18:00 - 19:00	5	93	0.000	5	93	0.000	5	93	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.043			0.042			0.085

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:	7 - 230 (units:)
Survey date date range:	01/01/06 - 23/10/12
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

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

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

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	93	0.006	**5**	**93**	**0.009**	**5**	**93**	**0.015**
08:00 - 09:00	5	93	0.004	5	93	0.002	5	93	0.006
09:00 - 10:00	5	93	0.002	5	93	0.006	5	93	0.008
10:00 - 11:00	5	93	0.000	5	93	0.000	5	93	0.000
11:00 - 12:00	5	93	0.002	5	93	0.004	5	93	0.006
12:00 - 13:00	5	93	0.004	5	93	0.002	5	93	0.006
13:00 - 14:00	5	93	0.004	5	93	0.009	5	93	0.013
14:00 - 15:00	5	93	0.004	5	93	0.004	5	93	0.008
15:00 - 16:00	5	93	0.002	5	93	0.002	5	93	0.004
16:00 - 17:00	**5**	**93**	**0.009**	5	93	0.002	5	93	0.011
17:00 - 18:00	5	93	0.002	5	93	0.004	5	93	0.006
18:00 - 19:00	5	93	0.000	5	93	0.000	5	93	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.039			0.044			0.083

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:	7 - 230 (units:)
Survey date date range:	01/01/06 - 23/10/12
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

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

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

MULTI-MODAL PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	93	0.000	5	93	0.000	5	93	0.000
08:00 - 09:00	5	93	0.000	5	93	0.000	5	93	0.000
09:00 - 10:00	5	93	0.000	5	93	0.000	5	93	0.000
10:00 - 11:00	5	93	0.000	5	93	0.000	5	93	0.000
11:00 - 12:00	5	93	0.000	5	93	0.000	5	93	0.000
12:00 - 13:00	5	93	0.000	5	93	0.000	5	93	0.000
13:00 - 14:00	5	93	0.000	5	93	0.000	5	93	0.000
14:00 - 15:00	5	93	0.000	5	93	0.000	5	93	0.000
15:00 - 16:00	5	93	0.000	5	93	0.000	5	93	0.000
16:00 - 17:00	5	93	0.000	5	93	0.000	5	93	0.000
17:00 - 18:00	5	93	0.000	5	93	0.000	5	93	0.000
18:00 - 19:00	5	93	0.000	5	93	0.000	5	93	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected:	7 - 230 (units:)
Survey date date range:	01/01/06 - 23/10/12
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

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

TRIP RATE for Land Use 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	5	93	0.004	5	93	0.011	5	93	0.015
08:00 - 09:00	5	93	0.009	5	93	0.019	5	93	0.028
09:00 - 10:00	5	93	0.002	5	93	0.006	5	93	0.008
10:00 - 11:00	5	93	0.002	5	93	0.006	5	93	0.008
11:00 - 12:00	5	93	0.013	5	93	0.009	5	93	0.022
12:00 - 13:00	5	93	0.013	5	93	0.009	5	93	0.022
13:00 - 14:00	5	93	0.006	5	93	0.011	5	93	0.017
14:00 - 15:00	5	93	0.004	5	93	0.006	5	93	0.010
15:00 - 16:00	**5**	**93**	**0.048**	**5**	**93**	**0.032**	**5**	**93**	**0.080**
16:00 - 17:00	5	93	0.017	5	93	0.013	5	93	0.030
17:00 - 18:00	5	93	0.022	5	93	0.017	5	93	0.039
18:00 - 19:00	5	93	0.019	5	93	0.011	5	93	0.030
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.159			0.150			0.309

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:	7 - 230 (units:)
Survey date date range:	01/01/06 - 23/10/12
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

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

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	93	0.106	5	93	0.339	5	93	0.445
08:00 - 09:00	5	93	0.235	**5**	**93**	**0.719**	**5**	**93**	**0.954**
09:00 - 10:00	5	93	0.257	5	93	0.317	5	93	0.574
10:00 - 11:00	5	93	0.220	5	93	0.274	5	93	0.494
11:00 - 12:00	5	93	0.279	5	93	0.227	5	93	0.506
12:00 - 13:00	5	93	0.251	5	93	0.238	5	93	0.489
13:00 - 14:00	5	93	0.255	5	93	0.272	5	93	0.527
14:00 - 15:00	5	93	0.259	5	93	0.240	5	93	0.499
15:00 - 16:00	5	93	0.538	5	93	0.276	5	93	0.814
16:00 - 17:00	5	93	0.473	5	93	0.365	5	93	0.838
17:00 - 18:00	**5**	**93**	**0.557**	5	93	0.283	5	93	0.840
18:00 - 19:00	5	93	0.387	5	93	0.367	5	93	0.754
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.817			3.917			7.734

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:	7 - 230 (units:)
Survey date date range:	01/01/06 - 23/10/12
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

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

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	93	0.045	5	93	0.060	5	93	0.105
08:00 - 09:00	5	93	0.082	**5**	**93**	**0.177**	5	93	0.259
09:00 - 10:00	5	93	0.063	5	93	0.082	5	93	0.145
10:00 - 11:00	5	93	0.071	5	93	0.045	5	93	0.116
11:00 - 12:00	5	93	0.050	5	93	0.084	5	93	0.134
12:00 - 13:00	5	93	0.063	5	93	0.058	5	93	0.121
13:00 - 14:00	5	93	0.039	5	93	0.024	5	93	0.063
14:00 - 15:00	5	93	0.082	5	93	0.058	5	93	0.140
15:00 - 16:00	**5**	**93**	**0.240**	5	93	0.106	**5**	**93**	**0.346**
16:00 - 17:00	5	93	0.095	5	93	0.082	5	93	0.177
17:00 - 18:00	5	93	0.080	5	93	0.067	5	93	0.147
18:00 - 19:00	5	93	0.058	5	93	0.076	5	93	0.134
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.968			0.919			1.887

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:	7 - 230 (units:)
Survey date date range:	01/01/06 - 23/10/12
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

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

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

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	93	0.002	5	93	0.017	5	93	0.019
08:00 - 09:00	5	93	0.006	5	93	0.022	5	93	0.028
09:00 - 10:00	5	93	0.006	5	93	0.015	5	93	0.021
10:00 - 11:00	5	93	0.004	5	93	0.013	5	93	0.017
11:00 - 12:00	5	93	0.002	5	93	0.017	5	93	0.019
12:00 - 13:00	5	93	0.006	5	93	0.015	5	93	0.021
13:00 - 14:00	5	93	0.006	5	93	0.000	5	93	0.006
14:00 - 15:00	5	93	0.017	5	93	0.004	5	93	0.021
15:00 - 16:00	5	93	0.017	5	93	0.017	5	93	0.034
16:00 - 17:00	5	93	0.037	5	93	0.006	5	93	0.043
17:00 - 18:00	**5**	**93**	**0.039**	**5**	**93**	**0.024**	**5**	**93**	**0.063**
18:00 - 19:00	5	93	0.011	5	93	0.002	5	93	0.013
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.153			0.152			0.305

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:	7 - 230 (units:)
Survey date date range:	01/01/06 - 23/10/12
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

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

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

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	93	0.000	5	93	0.000	5	93	0.000
08:00 - 09:00	5	93	0.000	5	93	0.000	5	93	0.000
09:00 - 10:00	5	93	0.000	5	93	0.000	5	93	0.000
10:00 - 11:00	5	93	0.000	5	93	0.000	5	93	0.000
11:00 - 12:00	5	93	0.000	5	93	0.000	5	93	0.000
12:00 - 13:00	5	93	0.000	5	93	0.000	5	93	0.000
13:00 - 14:00	5	93	0.000	5	93	0.000	5	93	0.000
14:00 - 15:00	5	93	0.000	5	93	0.000	5	93	0.000
15:00 - 16:00	5	93	0.000	5	93	0.000	5	93	0.000
16:00 - 17:00	5	93	0.000	5	93	0.000	5	93	0.000
17:00 - 18:00	5	93	0.000	5	93	0.000	5	93	0.000
18:00 - 19:00	5	93	0.000	5	93	0.000	5	93	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected:	7 - 230 (units:)
Survey date date range:	01/01/06 - 23/10/12
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

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

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

MULTI-MODAL COACH PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	93	0.000	5	93	0.000	5	93	0.000
08:00 - 09:00	5	93	0.000	5	93	0.000	5	93	0.000
09:00 - 10:00	5	93	0.000	5	93	0.000	5	93	0.000
10:00 - 11:00	5	93	0.000	5	93	0.000	5	93	0.000
11:00 - 12:00	5	93	0.000	5	93	0.000	5	93	0.000
12:00 - 13:00	5	93	0.000	5	93	0.000	5	93	0.000
13:00 - 14:00	5	93	0.000	5	93	0.000	5	93	0.000
14:00 - 15:00	5	93	0.000	5	93	0.000	5	93	0.000
15:00 - 16:00	5	93	0.000	5	93	0.000	5	93	0.000
16:00 - 17:00	5	93	0.000	5	93	0.000	5	93	0.000
17:00 - 18:00	5	93	0.000	5	93	0.000	5	93	0.000
18:00 - 19:00	5	93	0.000	5	93	0.000	5	93	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected:	7 - 230 (units:)
Survey date date range:	01/01/06 - 23/10/12
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

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

TRIP RATE for Land Use 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	5	93	0.002	5	93	0.017	5	93	0.019
08:00 - 09:00	5	93	0.006	5	93	0.022	5	93	0.028
09:00 - 10:00	5	93	0.006	5	93	0.015	5	93	0.021
10:00 - 11:00	5	93	0.004	5	93	0.013	5	93	0.017
11:00 - 12:00	5	93	0.002	5	93	0.017	5	93	0.019
12:00 - 13:00	5	93	0.006	5	93	0.015	5	93	0.021
13:00 - 14:00	5	93	0.006	5	93	0.000	5	93	0.006
14:00 - 15:00	5	93	0.017	5	93	0.004	5	93	0.021
15:00 - 16:00	5	93	0.017	5	93	0.017	5	93	0.034
16:00 - 17:00	5	93	0.037	5	93	0.006	5	93	0.043
17:00 - 18:00	**5**	**93**	**0.039**	**5**	**93**	**0.024**	**5**	**93**	**0.063**
18:00 - 19:00	5	93	0.011	5	93	0.002	5	93	0.013
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.153			0.152			0.305

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:	7 - 230 (units:)
Survey date date range:	01/01/06 - 23/10/12
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

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

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

MULTI-MODAL TOTAL PEOPLE

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	5	93	0.158	5	93	0.428	5	93	0.586
08:00 - 09:00	5	93	0.333	**5**	**93**	**0.937**	5	93	1.270
09:00 - 10:00	5	93	0.328	5	93	0.421	5	93	0.749
10:00 - 11:00	5	93	0.298	5	93	0.339	5	93	0.637
11:00 - 12:00	5	93	0.343	5	93	0.337	5	93	0.680
12:00 - 13:00	5	93	0.333	5	93	0.320	5	93	0.653
13:00 - 14:00	5	93	0.307	5	93	0.307	5	93	0.614
14:00 - 15:00	5	93	0.363	5	93	0.309	5	93	0.672
15:00 - 16:00	**5**	**93**	**0.842**	5	93	0.432	**5**	**93**	**1.274**
16:00 - 17:00	5	93	0.622	5	93	0.467	5	93	1.089
17:00 - 18:00	5	93	0.698	5	93	0.391	5	93	1.089
18:00 - 19:00	5	93	0.475	5	93	0.456	5	93	0.931
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.100			5.144			10.244

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:	7 - 230 (units:)
Survey date date range:	01/01/06 - 23/10/12
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

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