



Transport Statement

Okell Drive, Knowsley

Finley James Developments

Prepared by:

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SLR Project No.: VN232835

20 October 2023

Revision: 01a

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
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Basis of Report

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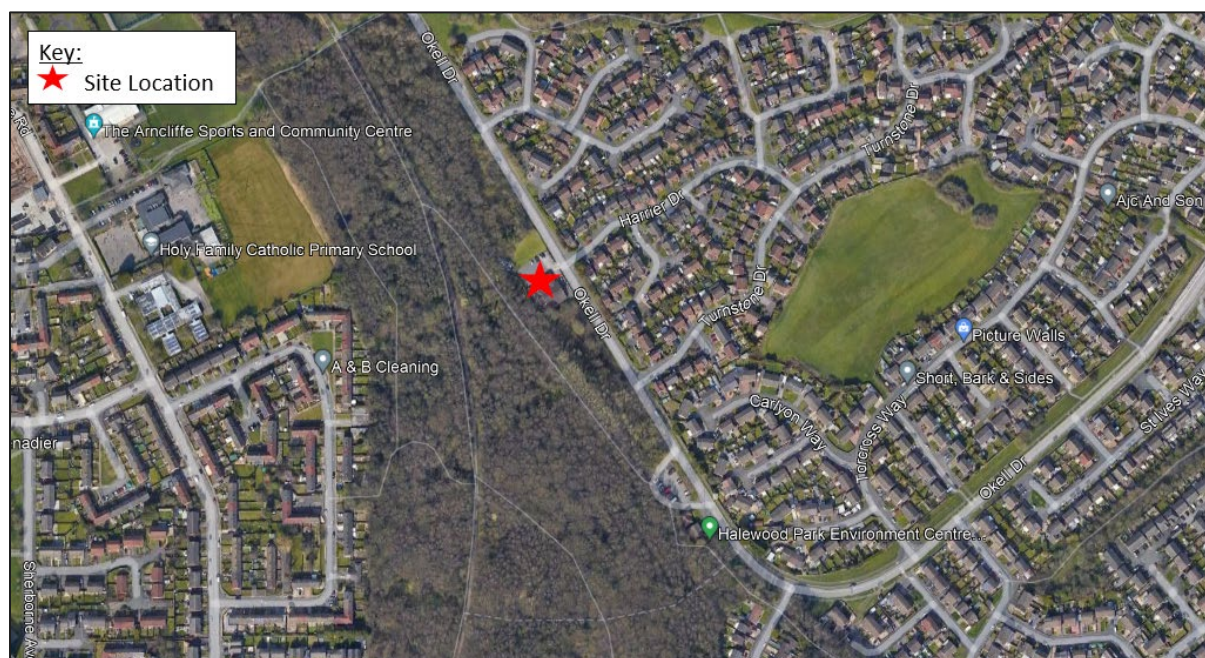


1.0 Introduction

1.1 Background

- 1.1.1 SLR have been instructed by Finley James Developments to provide highways and transport advice in support of a planning application for a residential development on land to the west of Okell Drive in Knowsley.
- 1.1.2 The site lies within the public administration of Knowsley Metropolitan Borough Council (KMBC) who are both the Local Planning and Highway Authority. KMBC is supported by the Liverpool City Region Combined Authority in their capacity as the regional transport body.
- 1.1.3 The site is currently vacant and was formerly occupied as a Country Club function room, off license store and barber shop with associated car parking and access directly from Okell Drive.
- 1.1.4 The site is located to the west of Okell Drive and sits directly adjacent to Harrier Drive. An ariel view of the site location is shown below in **Figure A**.

Figure A: Site Location



- 1.1.5 As seen from **Figure A** the site is bordered by an extensive residential neighbourhood within Halewood to the east and to the west is a long stretch of mature woodland that forms part of the Halewood Park Triangle.
- 1.1.6 There is an existing vehicle access from the site that runs onto Okell Drive as a footway crossover priority-controlled arrangement. This access has previously accommodated regular vehicle movements associated with the sites historic operation.



1.2 Report Detail

1.2.1 The planning application proposes a residential development comprising of 9 residential swellings, with primary vehicle access using the existing location on Okell Drive.

1.2.2 Following this introduction, the report provides the following information:

- **Section 2: Baseline Conditions** – Provides a review of the baseline conditions of the site, local highway network and accident data record;
- **Section 3: Site Accessibility Review** – Provides a review of the opportunities to travel by active and shared modes of travel;
- **Section 4 – Proposed Development and Trip Forecast** – Describes the development proposals, including build proposals, access arrangements, parking, servicing and indicative trip forecast; and
- **Section 5: Summary and Conclusions** – Summarises the report and sets out its conclusions.



2.0 Baseline Conditions

2.1 Existing Site Location

- 2.1.1 The site is located to the west of Okell Drive, within the residential community of Halewood.
- 2.1.2 The site is currently vacant and was formerly occupied as a Country Club function room, off license store and barber shop.
- 2.1.3 It is bound by residential development to the east and to the west is a long stretch of mature woodland that forms part of the Halewood Park Triangle.

2.2 Surrounding Highway Network

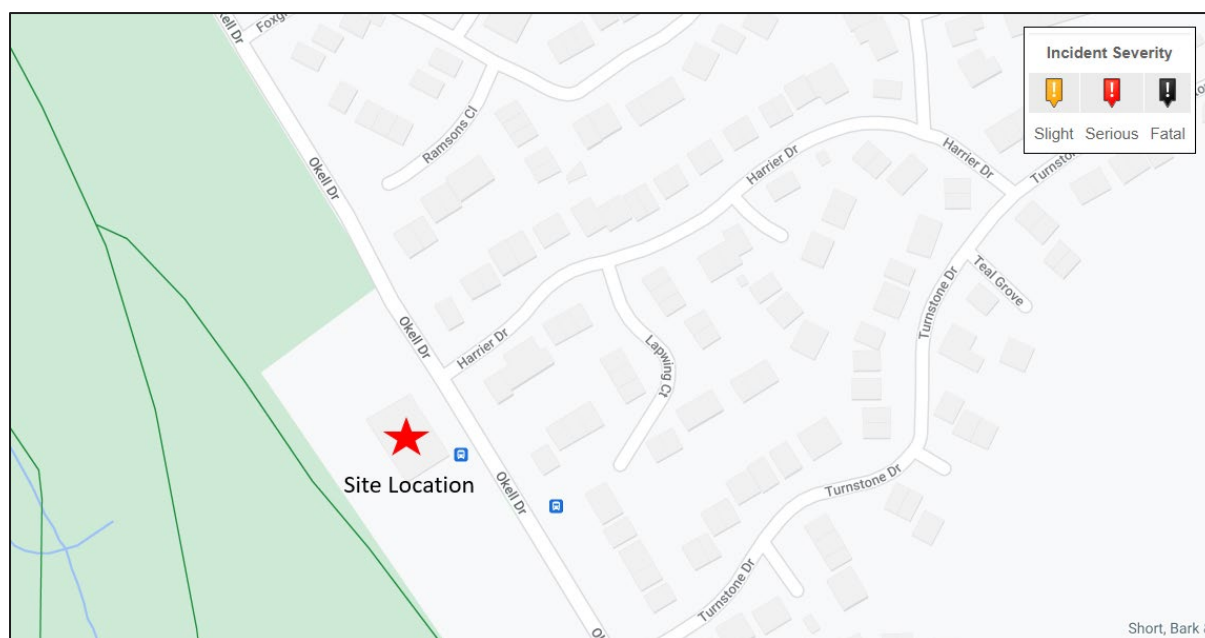
- 2.2.1 Okell Drive forms a key link through the surrounding residential area. In the vicinity of the site Okell Drive forms a single carriageway alignment, subject to a 30mph speed limit and is approximately 7.2m in width.
- 2.2.2 Traffic calming in the form of cushions and localised carriageway narrowings are provided on Okell Drive, with a red and white hatched central marking to help separate traffic in both directions and 'SLOW' markings.
- 2.2.3 Street lit footways are provided on both sides of the carriageway.
- 2.2.4 Connections are provided to the surrounding residential area at priority controlled junctions that facilitate permeability.

Road Safety Review

- 2.2.5 A review of accident records for the local highway network has been undertaken using data available from the Crashmap website. Crashmap uses data collected by the police about road traffic crashes occurring on British roads where someone is injured.
- 2.2.6 The collision analysis has been undertaken for the network in the vicinity of the site covering the most recent five-year period for which data is available. The collision data in the vicinity of the site is presented in **Figure B**.



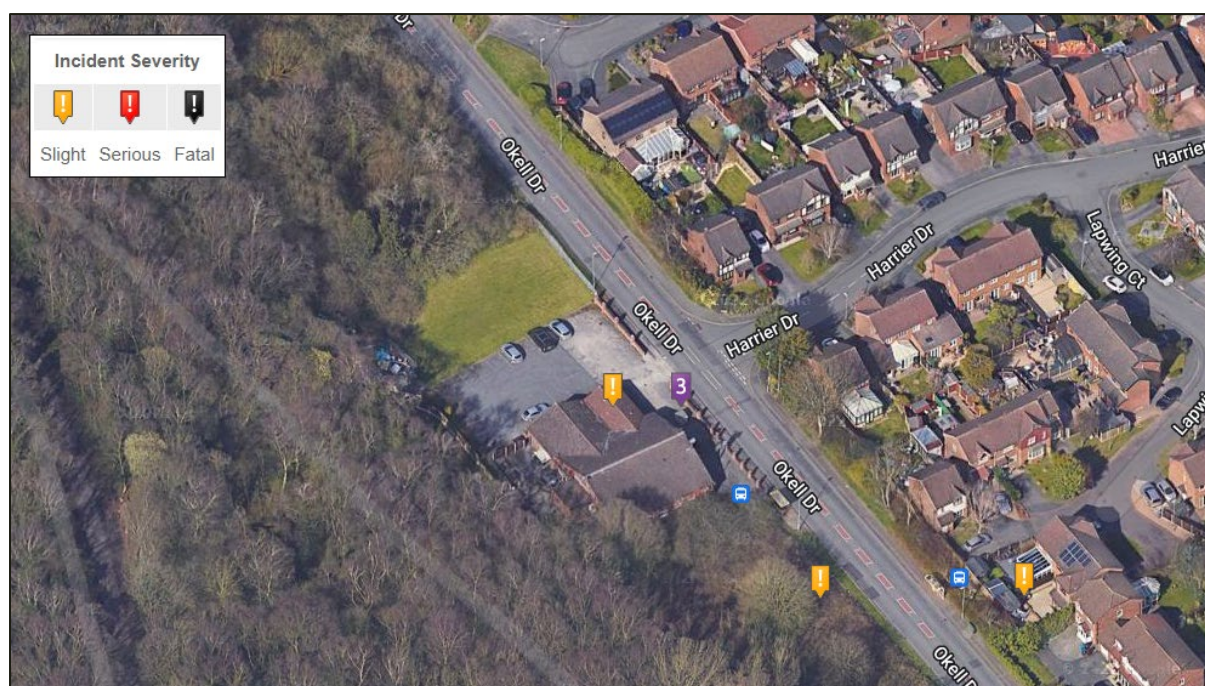
Figure B: Accident Data between 2017 to 2021



2.2.7 As shown in **Figure B**, no collisions were recorded in the vicinity of the site in the most recent five-year period. As such, there are no known highway design features on the local highway network that might be contributing to the occurrence of accidents.

2.2.8 An assessment of the site beyond the most recent five period has also been undertaken to understand accident activity during the previous site operation. This is shown below in **Figure C**.

Figure C: Accident Data Beyond 5 Years



- 2.2.9 **Figure C** reveals that there were three slight incidents between the year of 2004 to 2012 and one serious incident in 2005 near to the vicinity of the site access.
- 2.2.10 As there have only been four accidents occurring over a 9-year period, this is seen to be a very low incident rate and not indicative of any highway safety issues.



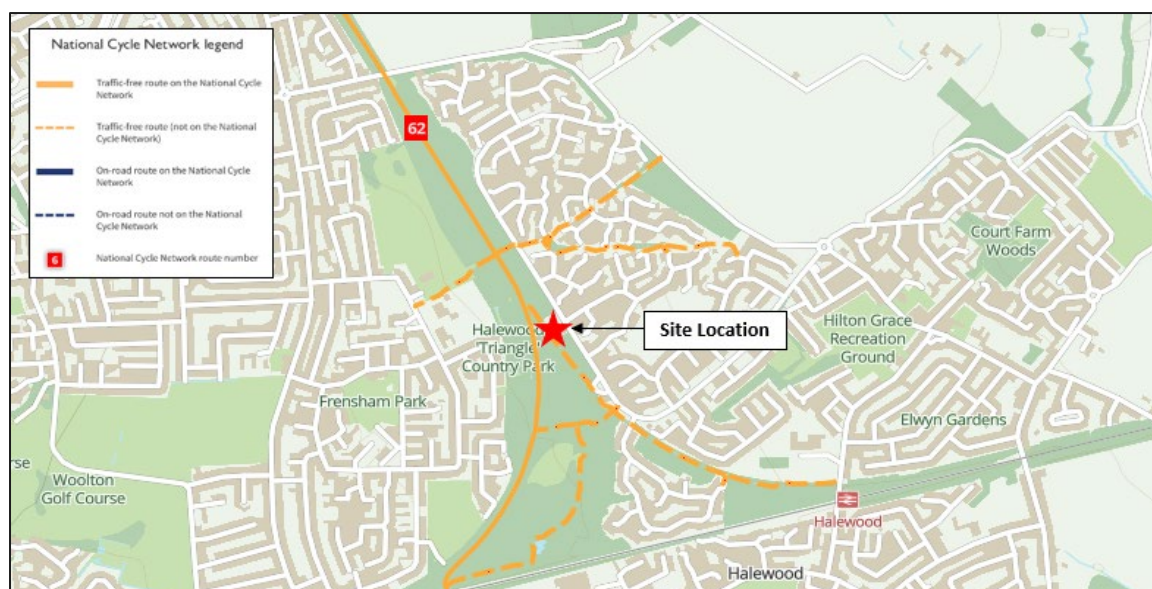
- 3.1.4 As seen within **Figure D** there are a variety of local amenities within a 2km walking distance. The following amenities include primary schools, secondary schools, a nursery, cafe, post office, health centre, pharmacy, a library, a community centre, a Sainsbury's, Aldi and Tesco supermarket, public houses, churches and two sports centres.
- 3.1.5 Street lit footways are provided within the vicinity of the site and along neighbouring roads. A zebra crossing is featured to the north of the site, adjacent to a Public Right of Way that connects pedestrians with the northern and eastern end of Halewood, the Halewood Park Triangle and TransPennine Trail and Woolton to the west. Movement across roads are additionally supported with dropped kerbs at junctions.
- 3.1.6 The Halewood Park Triangle is a link for residents choosing to walk. This route is part of the Liverpool Loop Line and TransPennine Trail and is also a good off-road option into local areas within Halewood, Hunt's Cross, Belle Vale, Broad Green, Speke, Orrell Park, Aintree and Walton.
- 3.1.7 Halewood and Hunts Cross Railway Station are available on foot using this path, offering a multimodal option for residents. To access Halewood Park there is an entrance at both ends of the site which can be reached within a less than 260m walk. This equates to a 2 to 3 minute journey on foot.
- 3.1.8 The site therefore provides an excellent opportunity for journeys to be undertaken on foot.

Cycling

- 3.1.9 Cycling is becoming an increasingly popular mode of transport and is an effective mode for short trips.
- 3.1.10 The DfT's Local Transport Note 1/20 identifies that many utility cycle journeys are under 3 miles (approximately 5km) although for commuters a trip distance of over 5 miles is not uncommon.
- 3.1.11 Consequently, cycling has the potential to replace short car journeys, particularly those under 5km. At a leisurely cycle speed of 10mph this would equate to a journey of around 25 minutes.
- 3.1.12 A 5km radius from the site includes local areas such as Woolton, Belle Vale, Hunts Cross, Tarbock Green, Allerton, Garston, Speke and the fringes of Widnes and Huyton. Within these communities is a wider range in amenities and other employment opportunities.
- 3.1.13 As previously noted, the Halewood Park Triangle includes a link to the Liverpool Loop Line and TransPennine Trail which is supported by Sustrans as National Cycle Network (NCN) Route 62. The route comprises of a mixture of traffic free and on road paths, which provides links to Fleetwood, Widnes, Southport, Preston, Blackpool, Warrington, and Manchester. **Figure E** illustrates the alignment of the route.



Figure E: Extract from Sustrans (NCN Route 62)



3.1.14 The site location is therefore considered accessible by bicycle, for a variety of journey purposes.

3.2 Shared Travel Accessibility

Bus

3.2.1 The nearest bus stops are located on Okell Drive. These are positioned less than 100m from the site access. Both the northbound and southbound stops include a shelter, seating and timetable information.

3.2.2 **Table A** provides a summary of the frequency in key bus services that operate on Okell Drive.

Table A: Frequency of Bus Services in the Vicinity of the Site

Service No.	Route	Approximate Frequency (services per hour)					
		Mon – Fri				Sat	Sun
		AM Peak	Midday	PM Peak	Evening		
76	Liverpool - Halewood	2	2	2	1	1	1
79	Liverpool - Halewood	6	7	8	1	5	3
188	Belle Vale and Halewood circular via Netherley, Halewood and Hunts Cross	1	1	1	1	1	1



- 3.2.3 As seen in **Table A** the Okell Street bus stops serve three frequent bus services, providing connection to Woolton, Allerton, Wavertree, Belle Vale, Hunts Cross, and Liverpool City Centre.
- 3.2.4 Within Liverpool City Centre, a wider range of bus routes can be accessed. The local network of buses running from Liverpool City Centre and route lines are shown below in **Figure F**.

Figure F: Extract from Merseytravel Liverpool Area Bus Network



Rail

- 3.2.5 Halewood Railway Station is located approximately 1.1km southeast of the site. This can be reached within a 14 minute walk by using the footway to the west of the site within Halewood Park. Alternatively, the No. 76, 79 and 188 bus services run near to the station and provides services every 8 minutes to hourly.
- 3.2.6 Halewood Railway Station provides links to Liverpool Lime Street and Warrington Central, whilst also connecting with a range of local destinations along the way.



4.0 Development Proposals

4.1 Development Scale

- 4.1.1 The proposals include the demolition of the existing building on the site and erection of 9 residential dwellings with associated parking.
- 4.1.2 The layout of the proposed development is shown in **Appendix A**.

4.2 Site Access

- 4.2.1 Site access will be achieved using the existing site access location on Okell Drive. The existing footway crossover arrangement will be replaced with a more formal junction including a 6m wide carriageway, 6m radii and 2m footways on either side.
- 4.2.2 Sightlines at the existing access are in excess of 43m which is referenced as being adequate for 30mph roads. Existing sight lines will be retained.
- 4.2.3 A general arrangement of the access is shown in **Appendix B**.

4.3 Internal Site Layout and Parking

- 4.3.1 Footways are provided within the site facilitating connections to the existing footways and infrastructure offsite.
- 4.3.2 Each dwelling will be allocated with two dedicated parking spaces. This is in the form of either on plot parking, and or dedicated bays incorporated into the public realm.
- 4.3.3 The level of parking provided for each dwelling is considered appropriate for the scale of development.
- 4.3.4 The site layout has been designed in such a manner to ensure that service vehicles (i.e., refuse collections) can be accommodated.
- 4.3.5 A large refuse vehicle of 11.5m in length will be able to enter and exit the site in forward gear, as demonstrated in **Appendix C**.
- 4.3.6 Given the residential nature of the development, it is expected that the site will also be able to accommodate a delivery vehicle when making trips to serve individual dwellings.
- 4.3.7 This vehicle will be smaller than the assessed refuse vehicle and as such will be able to also undertake the same turning manoeuvre as performed by a refuse vehicle in order to exit the site in forward gear.

4.4 Indicative Trip Impact

- 4.4.1 To determine the potential traffic generation of the proposed residential development, the TRICS database has been interrogated using the 'Residential/A – Houses Privately Owned' range for sites with similar location and accessibility characteristics.



- 4.4.2 The average trip generation associated with the proposed development is summarised in **Table B**, with full outputs provided in **Appendix D**.

Table B: Proposed Residential Vehicular Trip Generation

Time Period	Trip Rate (per 1 no. dwelling)			Number of Trips (9 no. dwellings)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
08:00-09:00	0.135	0.317	0.452	1	3	4
17:00-18:00	0.330	0.163	0.493	3	1	4

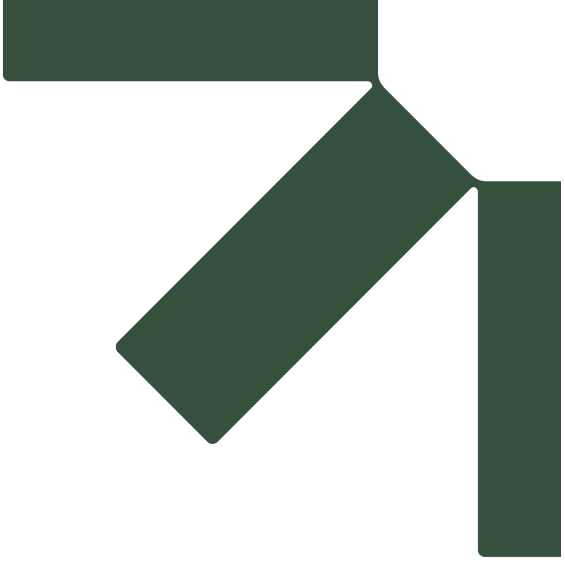
- 4.4.3 **Table B** reveals the proposed development could generate a total of 4 vehicle movements in both the AM and PM peak period respectively (08:00am – 09:00am and 17:00pm – 18:00pm).
- 4.5 As outlined, the site was previously occupied by a Country Club, off license and a barber shop. The trips generated for the site would have included a mixture of both smaller vehicles, delivery vehicles and HGVs.
- 4.6 Having regard to the above, the movements that were previously generated by the former land uses would be removed from the network as a result of the proposed development, and therefore the net impact overall will be lower than that presented in **Table B** above.
- 4.7 On this basis, it is considered that the proposed development, and associated trip generation, is unlikely to have a significant detrimental impact upon the safe or efficient operation of the local highway network in the immediate vicinity of the site.



5.0 Summary and Conclusions

- 5.1.1 SLR have been instructed by Finley James Developments to provide highways and transport advice in support of a planning application for a residential development on land to the west of Okell Drive in Knowsley.
- 5.1.2 The planning application proposes a residential development comprising of 9 residential dwellings, with primary vehicle access using the existing priority-controlled access location onto Okell Drive.
- 5.1.3 A description of the site location, existing local highway network and sustainable transport options within the assessment study area has been presented, as well as a road safety review. This demonstrates that the local roads are suitable for those traveling to and from the proposed development, and that there are no known safety concerns on roads in the vicinity of the site.
- 5.1.4 A description of the proposed development, access arrangements, and parking provision has been provided. This shows that the existing vehicle access to Okell Road would remain suitable for the proposed use, a large refuse vehicle of 11.5m can enter and leave the site in forward gear and that appropriate parking is provided.
- 5.1.5 The number of trips that have been forecasted for the proposed use of the site have been calculated and demonstrated to be negligible in relation to existing traffic flows on the local highway network.
- 5.1.6 Overall, it is considered that the proposed development would not significantly change the characteristics of the local highway network.





Appendix A Proposed Site Layout

Transport Statement

Okell Drive, Knowsley

Finley James Developments

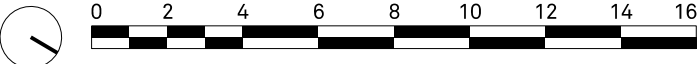
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12th October 2023



Notes

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KEY PLAN



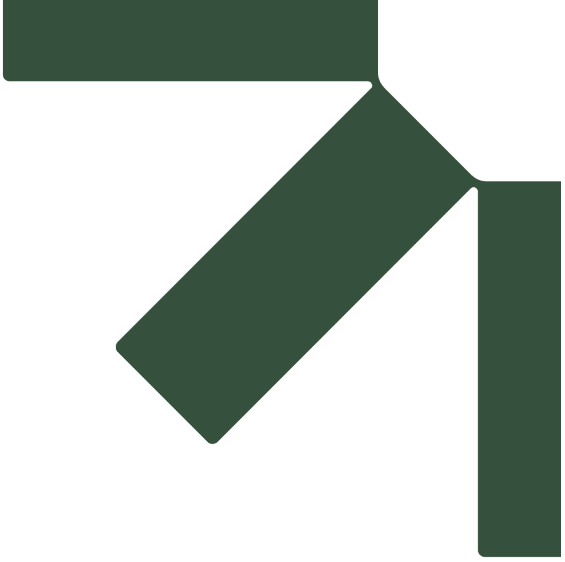
P02	20.10.2023	RB	RB	Floor level added
P01	28.08.2023	RB	RB	First Issue
Rev: Date:		By: Chk By:		Rev Note:

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FCH

Project Title				Rev
Okell Drive, Knowsley				P02
Client				Drawn By
MID Developments				RB
Drawing Title				Checked By
Proposed Site Plan				RB
Drawing No.				
P23036-FCH-XX-XX-DR-A-1210				
Status	Issue suitable for:	Date		
S2	Information	09.04.23		
Job No.	Drawing Stage	Scale		
P23-036	Planning	1:200 @ A2		



Appendix B Visibility Splays and Access Arrangements

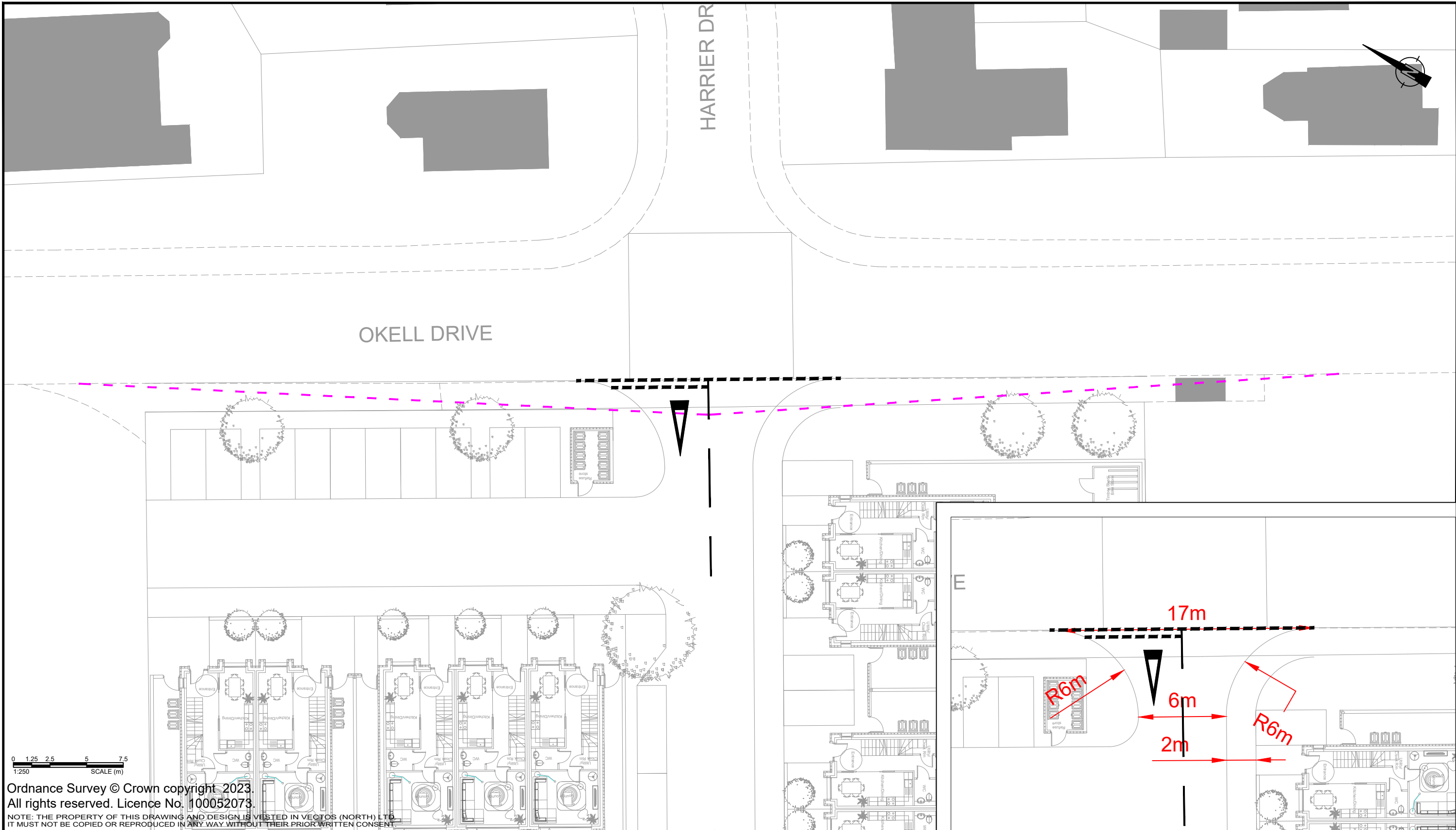
Transport Statement

Okell Drive, Knowsley

Finley James Developments

SLR Project No.: VN232835

12th October 2023



0 1.25 2.5 5 7.5
1:250 SCALE (m)

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REV.	DETAILS	DRAWN	CHECKED	DATE

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.



2.4m x 43m visibility splay in
accordance with Manual for
Streets guidelines for 30mph road

Okell Drive, Knowsley

Finley James Developments Ltd

Visibility Splay Assessment & Dimensions -
Site Access Junction



4th Floor Oxford Place
61 Oxford Street
Manchester
M1 6EQ
t: 0161 228 1008
e: manchester@vectos.co.uk

DRAWN: CG	CHECKED: AT	DATE: 05.10.23	SCALES: 1:250 at A3	DRAWING NUMBER: VN232835 - D100	REVISION: .
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Appendix C Tracking Assessment: Large Refuse Vehicle (11.5m)

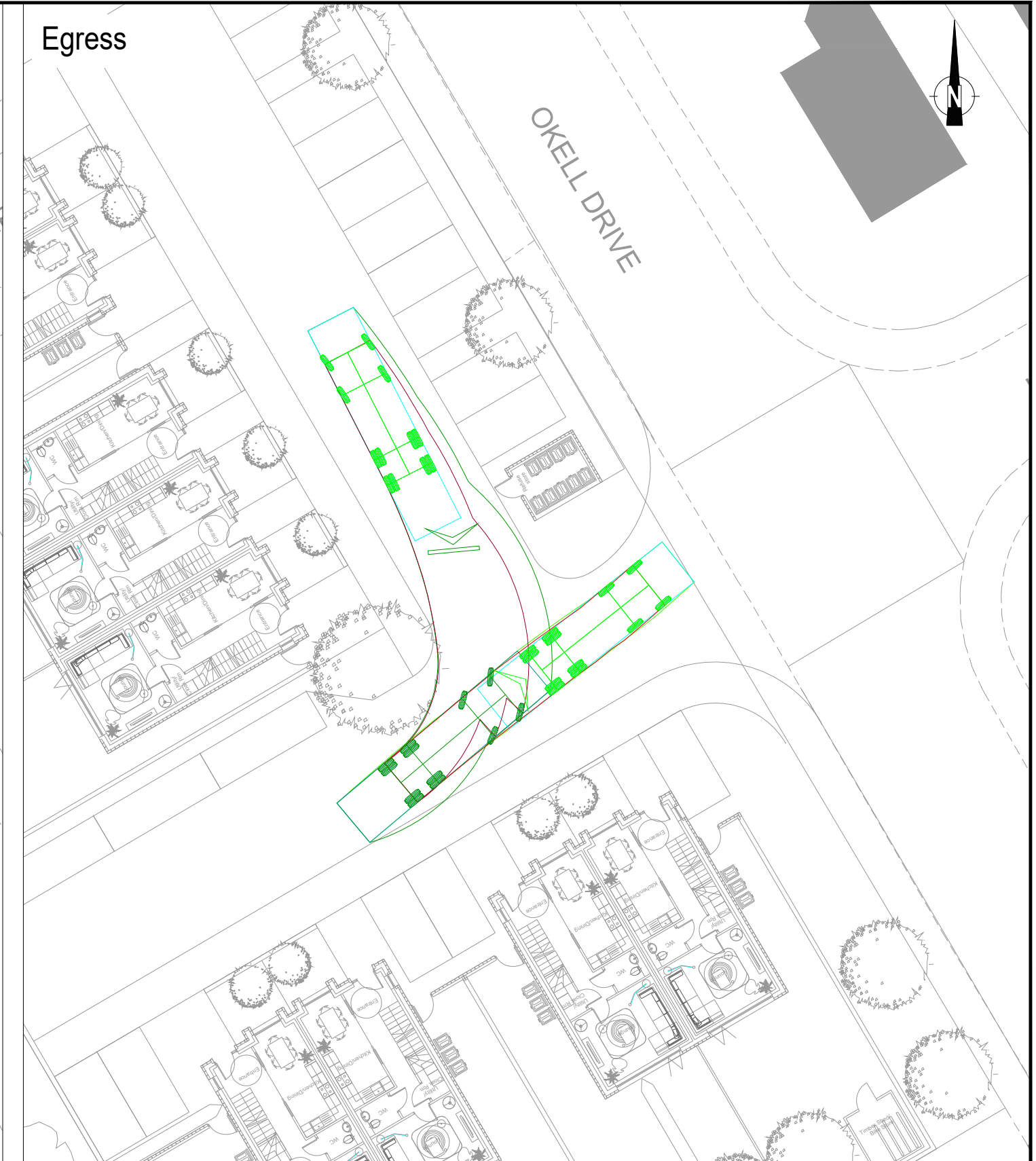
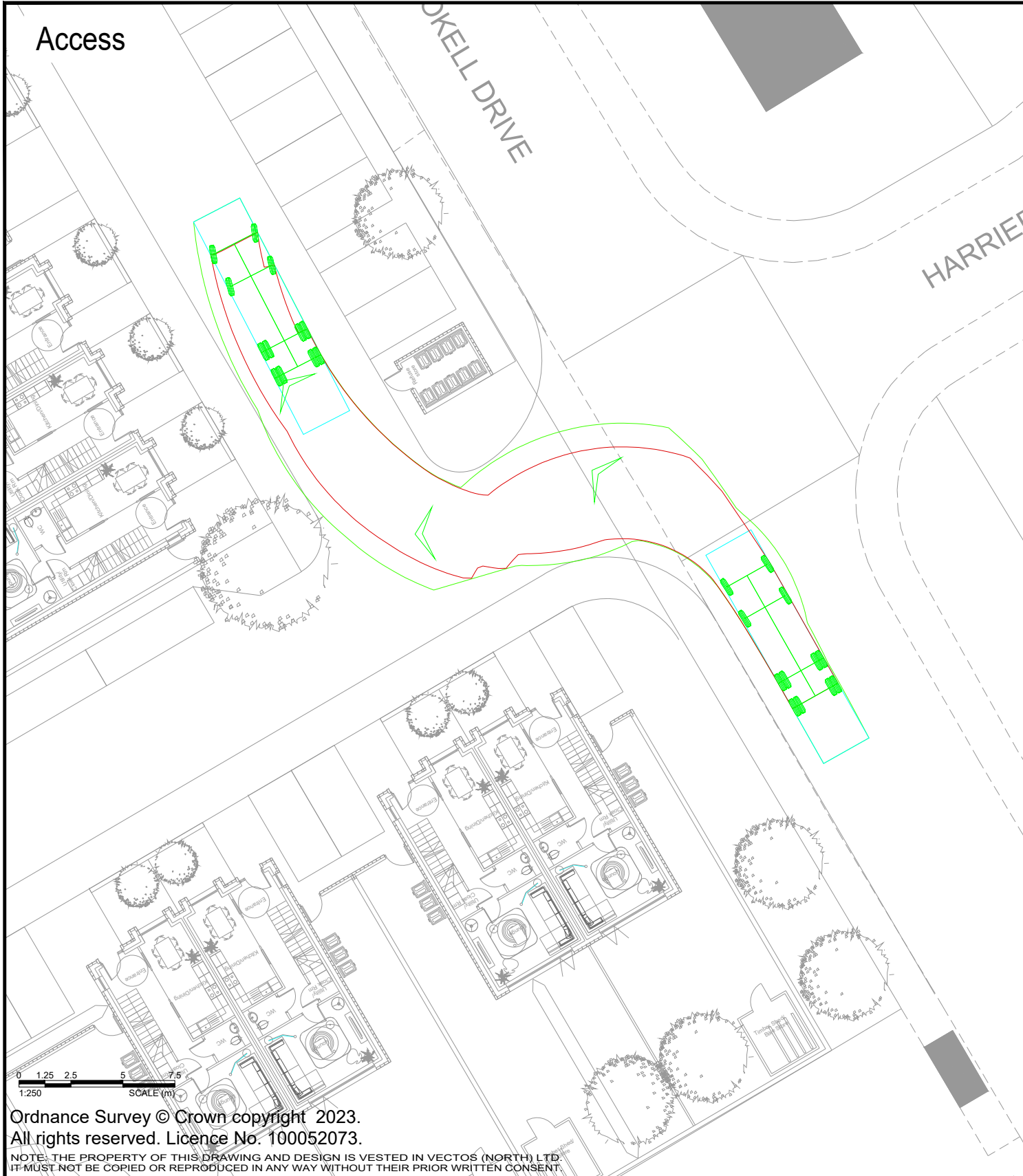
Transport Statement

Okell Drive, Knowsley

Finley James Developments

SLR Project No.: VN232835

12th October 2023



REV.	DETAILS	DRAWN	CHECKED	DATE

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11.5m Large Refuse Vehicle (4 axle)
Overall Length 11.500m
Overall Width 2.500m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 6.00s
Wall to Wall Turning Radius 11.330m

Okell Drive, Knowsley

Swept Path Analysis - Internal Reverse Manoeuvre
Refuse Lorry

DRAWN: CG	CHECKED: AT	DATE: 05.10.23	SCALES: 1:250 at A3
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DRAWING NUMBER: P3627 - TR101	REVISION: .
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Appendix D TRICS Output

Transport Statement

Okell Drive, Knowsley

Finley James Developments

SLR Project No.: VN232835

12th October 2023

Calculation Reference: AUDIT-715001-231009-1012

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
	HF HERTFORDSHIRE	1 days
	KC KENT	1 days
03	SOUTH WEST	
	DC DORSET	2 days
	DV DEVON	2 days
04	EAST ANGLIA	
	NF NORFOLK	10 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
10	WALES	
	PS POWYS	1 days
11	SCOTLAND	
	AS ABERDEENSHIRE	1 days

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

Vectos (North) Limited 4th Floor, Oxford Place, 61 Oxford St Manchester

Licence No: 715001

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 10 to 181 (units:)
Range Selected by User: 5 to 200 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 29/06/23

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

Selected survey days:

Monday	3 days
Tuesday	5 days
Wednesday	7 days
Thursday	3 days
Friday	2 days

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

Selected survey types:

Manual count	15 days
Directional ATC Count	5 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	16

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	17
Out of Town	1
No Sub Category	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	17 days - Selected
Servicing vehicles Excluded	69 days - Selected

Secondary Filtering selection:**Use Class:**

C3 20 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	7 days
5,001 to 10,000	8 days
10,001 to 15,000	5 days

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

Population within 5 miles:

5,001 to 25,000	12 days
25,001 to 50,000	8 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	16 days
1.6 to 2.0	2 days

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

Travel Plan:

Yes	13 days
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	20 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	AS-03-A-02 FARROCHIE ROAD STONEHAVEN	MIXED HOUSES		ABERDEENSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		131	
	Survey date: WEDNESDAY		20/04/22	Survey Type: MANUAL
2	DC-03-A-09 A350 SHAFTESBURY	MIXED HOUSES		DORSET
	Edge of Town No Sub Category Total No of Dwellings:		50	
	Survey date: FRIDAY		19/11/21	Survey Type: MANUAL
3	DC-03-A-10 ADDISON CLOSE GILLINGHAM	MIXED HOUSES		DORSET
	Edge of Town Residential Zone Total No of Dwellings:		26	
	Survey date: WEDNESDAY		09/11/22	Survey Type: MANUAL
4	DV-03-A-02 MILLHEAD ROAD HONITON	HOUSES & BUNGALOWS		DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		116	
	Survey date: FRIDAY		25/09/15	Survey Type: MANUAL
5	DV-03-A-03 LOWER BRAND LANE HONITON	TERRACED & SEMI DETACHED		DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		70	
	Survey date: MONDAY		28/09/15	Survey Type: MANUAL
6	HC-03-A-23 CANADA WAY LIPHOOK	HOUSES & FLATS		HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		62	
	Survey date: TUESDAY		19/11/19	Survey Type: MANUAL
7	HF-03-A-03 HARE STREET ROAD BUNTINGFORD	MIXED HOUSES		HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		160	
	Survey date: MONDAY		08/07/19	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	KC-03-A-10 HEADCORN ROAD STAPLEHURST	MIXED HOUSES		KENT
	Edge of Town Residential Zone Total No of Dwellings:		106	
	Survey date: TUESDAY		09/05/23	Survey Type: MANUAL
9	NF-03-A-03 HALING WAY THETFORD	DETACHED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		10	
	Survey date: WEDNESDAY		16/09/15	Survey Type: MANUAL
10	NF-03-A-10 HUNSTANTON ROAD HUNSTANTON	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		17	
	Survey date: WEDNESDAY		12/09/18	Survey Type: DIRECTIONAL ATC COUNT
11	NF-03-A-16 NORWICH COMMON WYMONDHAM	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		138	
	Survey date: TUESDAY		20/10/15	Survey Type: DIRECTIONAL ATC COUNT
12	NF-03-A-26 HEATH DRIVE HOLT	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		91	
	Survey date: WEDNESDAY		22/09/21	Survey Type: DIRECTIONAL ATC COUNT
13	NF-03-A-32 HUNSTANTON ROAD HUNSTANTON	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		164	
	Survey date: WEDNESDAY		21/09/22	Survey Type: DIRECTIONAL ATC COUNT
14	NF-03-A-33 LONDON ROAD ATTLEBOROUGH	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		143	
	Survey date: THURSDAY		29/09/22	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15	NF-03-A-34 NORWICH ROAD SWAFFHAM	MIXED HOUSES		NORFOLK
	Edge of Town Out of Town Total No of Dwellings:		80	
	Survey date: TUESDAY		27/09/22	Survey Type: MANUAL
16	NF-03-A-36 LONDON ROAD WYMONDHAM	MIXED HOUSES		NORFOLK
	Edge of Town No Sub Category Total No of Dwellings:		75	
	Survey date: THURSDAY		29/09/22	Survey Type: MANUAL
17	NF-03-A-37 GREENFIELDS ROAD DEREHAM	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		44	
	Survey date: TUESDAY		27/09/22	Survey Type: MANUAL
18	NF-03-A-48 BRANDON ROAD SWAFFHAM	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		181	
	Survey date: THURSDAY		19/09/19	Survey Type: DIRECTIONAL ATC COUNT
19	NY-03-A-14 PALACE ROAD RIPON	DETACHED & BUNGALOWS		NORTH YORKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		45	
	Survey date: WEDNESDAY		18/05/22	Survey Type: MANUAL
20	PS-03-A-02 GUNROG ROAD WELSHPOOL	DETACHED / SEMI-DETACHED		POWYS
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		28	
	Survey date: MONDAY		11/05/15	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
KC-03-A-09	Survey Undertaken during Covid-19

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TOTAL 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	20	87	0.081	20	87	0.298	20	87	0.379
08:00 - 09:00	20	87	0.135	20	87	0.317	20	87	0.452
09:00 - 10:00	20	87	0.149	20	87	0.170	20	87	0.319
10:00 - 11:00	20	87	0.135	20	87	0.169	20	87	0.304
11:00 - 12:00	20	87	0.150	20	87	0.151	20	87	0.301
12:00 - 13:00	20	87	0.161	20	87	0.149	20	87	0.310
13:00 - 14:00	20	87	0.161	20	87	0.152	20	87	0.313
14:00 - 15:00	20	87	0.170	20	87	0.179	20	87	0.349
15:00 - 16:00	20	87	0.254	20	87	0.169	20	87	0.423
16:00 - 17:00	20	87	0.263	20	87	0.178	20	87	0.441
17:00 - 18:00	20	87	0.330	20	87	0.163	20	87	0.493
18:00 - 19:00	20	87	0.263	20	87	0.165	20	87	0.428
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.252			2.260			4.512

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

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

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Parameter summary

Trip rate parameter range selected:

10 - 181 (units:)

Survey date date range:

01/01/15 - 29/06/23

Number of weekdays (Monday-Friday):

24

Number of Saturdays:

0

Number of Sundays:

0

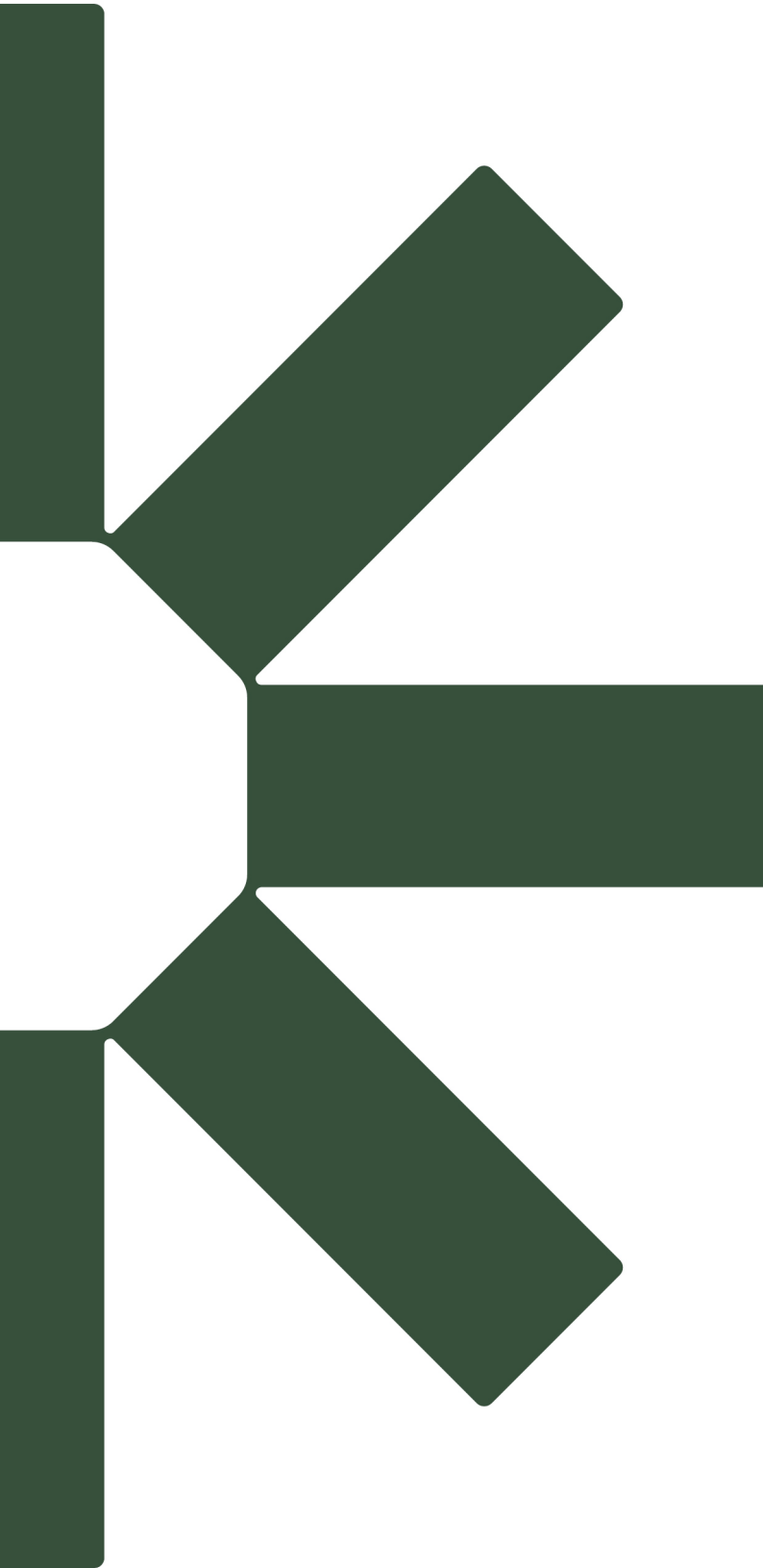
Surveys automatically removed from selection:

8

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.



Making Sustainability Happen