

Gaywood Green

Transport Statement

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Gaywood Avenue
Liverpool
L32 6QT

Control Sheet

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Drawings

Drawing 084571-CUR-XX-00-D-TP-75001 – Proposed Access Arrangement
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Appendices

Appendix A – Proposed Site Layout

Appendix B – Livv Parking Data

Appendix C – Accessibility Assessment Form

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1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed by GWP Architecture on behalf of Livv Housing Group to provide transport and highways advice in relation to a planning application for a residential development near Kirkby.
- 1.1.2 The proposed scheme will provide a mix of flats and houses, totalling 79 dwellings.
- 1.1.3 The proposed site layout is provided in **Appendix A**.

1.2 Policy Context

- 1.2.1 Paragraph 116 of the National Planning Policy Framework (2024) states that:

“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, following mitigation, would be severe, taking into account all reasonable future scenarios.”

- 1.2.2 In addition to the NPPF, National Planning Practice Guidance (NPPG) clarifies the over-arching principles on Travel Plans, Transport Assessments and Transport Statements, provides potential benefits of the documents, and re-iterates the circumstances in which either document would usually be required.
- 1.2.3 The relevant adopted Development Plan Documents for Knowsley Metropolitan Borough Council (KMBC) are the Local Plan Core Strategy (adopted in 2016) and the saved policies of the Unitary Development Plan (originally adopted in 2006). The Ensuring a Choice of Travel Supplementary Planning Document (SPD) (adopted in 2010) is a material consideration that is intended to provide additional information to assist with the interpretation and implementation of the Development Plan.
- 1.2.1 This TS will demonstrate that safe and suitable access to the site will be achieved, the site is an accessible area, and that there would not be a severe impact on the surrounding road network. As such, the proposed development is considered to be in accordance with national and local transport policies and guidance.

1.3 Purpose of the Report

- 1.3.1 This Transport Statement (TS) has been prepared to inform Highway Officers at KMBC as the Local Highway Authority (LHA) of the development proposals and their potential impact on the surrounding area from a traffic and transportation perspective.
- 1.3.2 The TS is supported by a range of appendices, with access drawings showing visibility splays and swept path assessments.

1.4 Scope of the Report

- 1.4.1 The scope of this report is consistent with the guidance and recommendations set out in Local and National planning policy.
- 1.4.2 On this basis, the TS contains the following:
- Details of the existing use and the development proposals, together with a proposed site layout plan;
 - A review of highway safety within the vicinity of the site for the most recent five years;
 - An audit of accessibility by all modes of travel including walking, cycling, and public transport;
 - Drawings showing the site access proposals, vehicle tracking and visibility splays;
 - Details of proposed parking arrangements and justification for the provision;
 - Details of future vehicular trips and commentary on any highway impacts; and
 - A review of the relevant local and national transport planning policy.

1.5 Structure of the Report

- 1.5.1 Following this introduction, **Section 2** of the report provides a comprehensive description of the existing site and its location. This includes the local highway network and facilities for pedestrians, cyclists and public transport users.
- 1.5.2 **Section 2** also reviews the local area in terms of highways safety by way of obtaining records of collisions adjacent to the site over the most recent five-year period available.
- 1.5.3 **Section 3** gives an overview of the development proposals including details on proposed access, parking provision, and a refuse strategy.
- 1.5.4 **Section 4** considers the site's accessibility by sustainable modes of transport, including walking, cycling and public transport.
- 1.5.5 **Section 5** outlines the traffic forecasting methodology used to establish the likely traffic generation associated with the development proposals, and the highway impact.
- 1.5.6 **Section 6** provides a report summary and conclusion.

2.0 Existing Situation

2.1 Site Location

2.1.1 The site is located in Knowsley, less than a kilometre to the west of Kirkby Industrial Park and c. 1.3 km to the southeast of Kirkby town centre.

2.1.2 The site is bound by Broad Lane to the northwest, houses to the east and south, and Gaywood Avenue to the south.

2.1.3 **Figure 2.1** below shows the site in a local context relating to the local highway network:

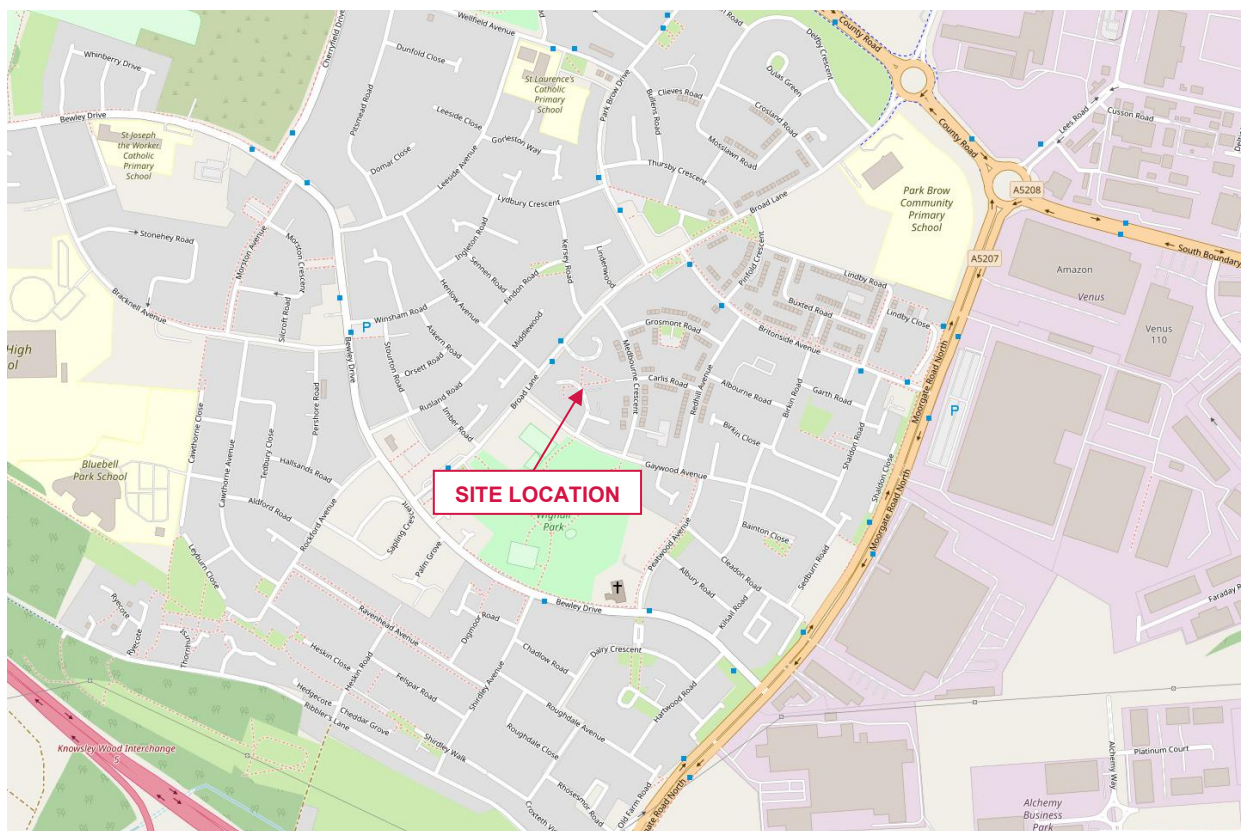


Figure 2.1 – Site Location
(Source: OpenStreetMap, 2023)

2.1.4 **Plan 084571-CUR-XX-XX-G-TP-06001** to the rear of the report illustrates the location of the site in relation to the surrounding areas, and **Plan 084571-CUR-XX-XX-G-TP-06002** to the rear of the report shows the site in a more local context relating to the local highway network.

2.2 Existing Use and Access

2.2.1 The site currently comprises four tower blocks, as shown below. All are 11 storeys tall. Together the blocks provide 257 flats, but all are currently vacant.



Figure 2.2 – Aerial View of Existing Site
(Source: Google Earth, 2022)

2.2.2 Vehicular access is provided to two of the tower blocks from Gaywood Avenue, whilst the other are accessed from Broad Lane. Various footpaths within the site link all the tower blocks and access points. Both access junctions are priority controlled.

2.2.3 There are several unmarked car parks within the site.

2.3 Surrounding Highway Network

2.3.1 **Table 2.1** below presents the key characteristics of the roads immediately surrounding the site:

Road Name	Speed Limit	Street Lighting	Pedestrian Infrastructure	Cyclist Infrastructure	Restrictions / Parking / Loading Provision
Broad Lane	20mph	Yes	At least 2m wide footways Zebra crossing across Broad Lane in vicinity of junction with Park Brow Drive to north, pelican crossing across Broad Lane in vicinity of junction with Imber Road	Shared footway / cycleway on approaches to Broad / A5208 / Arbour Lane roundabout None elsewhere	None
Gaywood Avenue	20mph	Yes	At least 2m wide footways	None	None
Medbourne Crescent	20mph	Yes	At least 2m wide footways	None	None

Table 2.1 – Surrounding Highway Network Summary

2.4 Highway Safety

- 2.4.1 Collision data for the highway network adjacent to the site has been obtained from the Crashmap reported road incidents database for the most recent five years (2019 – 2023 inclusive). The incidents recorded in the study area are shown by **Figure 2.3**:

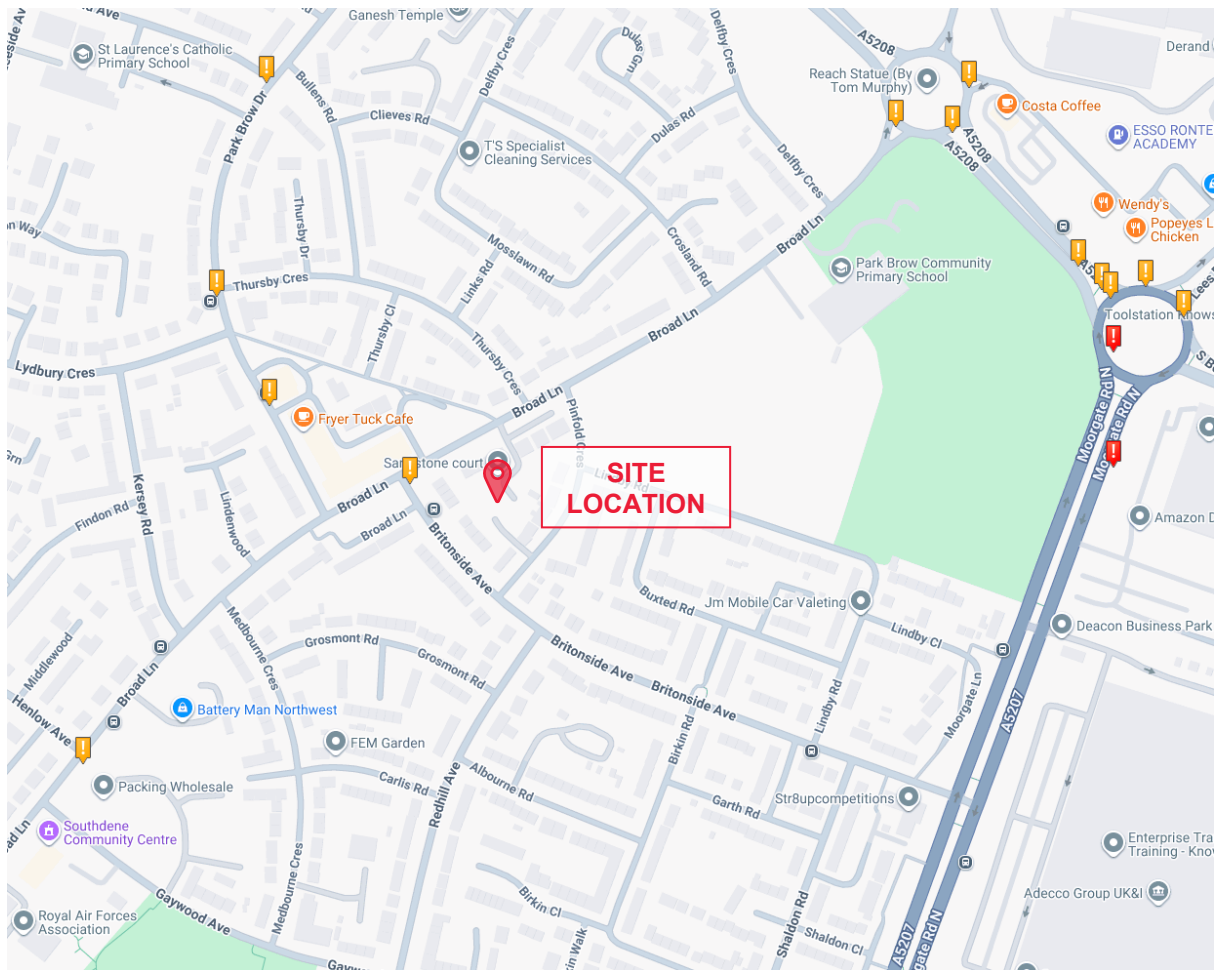


Figure 2.3 – Area Assessed for Collision Data (5 years)
(Source: Crashmap, 2025)

- 2.4.2 There has been a total of 15 collisions in the latest five-year period available, 13 of which were 'slight' severity incidents and two of which were 'serious'.
- 2.4.3 No significant correlations have been identified to suggest that highway condition, layout or design were significant contributory factors in any of the collisions. It is not considered that there is an existing safety issue that is likely to be exacerbated by the proposed development.

3.0 Development Proposals

3.1 Overview of Proposals

3.1.1 The development quantum is as follows:

- 30 houses, comprising:
 - 2-bed / 3-person – 15no.;
 - 3-bed / 4-person – 12no.;
 - 4-bed / 6-person – 3no.;
- 49 flats, comprising:
 - 1-bed / 2-person (Inspired Living) – 6no.;
 - 2-bed / 3-person (Inspired Living) – 6no.;
 - 1-bed / 2-person – 28no.;
 - 2-bed / 3-person – 9no.

3.1.2 The flats in Block B will be 'Inspired Living' for elderly residents, while the rest – in Block A – will be for all ages. There will be a mix of 1- and 2-bed flats in both buildings.

3.1.3 The proposed site layout is provided in **Appendix A**.

3.2 Proposed Access

3.2.1 The existing accesses from Broad Lane and Gaywood Avenue will be retained. There is potential to provide dropped kerbs and tactile paving across the access junctions. Both 6m-wide roads will extend into the site with 2m-wide footways on each side.

3.2.2 This access arrangement is shown in **Drawing 084571-CUR-XX-00-D-TP-75001** at the rear of this report. The drawing also shows that visibility splays of 2.4m x 25m can be achieved at the Gaywood Avenue access junction. These splays are commensurate with Manual for the Streets (MfS) standards for roads with a 20mph speed limit.

3.2.3 There is an existing 17.9m-long marked bus stop to the south of the Broad Lane access road. When the bus stop is not in use visibility splays of 2.4m x 25m can be achieved, but this is reduced to a minimum of 2.4m x 16.5m to the south when the bus stop is in use (broadly in line with speeds of 15mph).

3.2.4 It is noted that both the access junction and bus stop are existing, and the number of dwellings accessed off the junction will be lower under the proposed development than in the existing situation. The proposed development is expected to generate half as many vehicular trips in both the AM and PM peak hours and throughout the day as the existing tower blocks could have (see **Tables 5.2 and 5.4**). There is, however, the potential to consider relocating or shortening the bus stop.

- 3.2.5 The access roads will not meet in order to prevent rat-running through the site and minimise vehicular dominance. A 3m footway / cycleway will be provided along the main arterial route within the site. At the south, this starts from the end of the existing highway / beginning of the shared surface due to existing constraints (the existing dwellings and retaining walls).
- 3.2.6 Steps will be provided down to Broad Lane and Gaywood Avenue adjacent to Block A to minimise walking distances and maximise the permeability of the site.
- 3.2.7 Shared drives will branch off the access roads and will generally be 6m-wide.
- 3.2.8 **Drawing 084571-CUR-XX-00-D-TP-05001** at the rear of this report demonstrates that an 11.2m refuse vehicle can safely ingress and egress from the site in forward gear. The bins for houses and flats are shown on the drawing, along with drag distances for residents and refuse workers.
- 3.2.9 Informal bin collection areas will be provided where there is available land to minimise the drag distances for refuse workers from some houses. Curtins has advised that information boards are installed at these locations and leaflets / letters shared with residents to encourage uptake.
- 3.2.10 **Drawing 084571-CUR-XX-00-D-TP-05002** at the rear of this report demonstrates that an 7.7m fire tender can safely ingress and egress from the site in forward gear.
- 3.2.11 **Drawing 084571-CUR-XX-00-D-TP-05003** at the rear of this report demonstrates that a large car can safely ingress and egress from the site in forward gear, and utilise all spaces with minimal manoeuvring.

3.3 Proposed Parking

Parking Standards

- 3.3.1 Knowsley Council's parking standards are set by the Ensuring a Choice of Travel Supplementary Planning Document (SPD), adopted in 2010. Parking standards relevant to the proposed development are reproduced in **Table 3.1** below. The standards are a maximum for cars and minimum for cycles:

Bedrooms	All Cars		Disabled Cars	Cycles
	Town Centre	Elsewhere		
1	0.5 – 1	1	Negotiated on a case-by-case basis	1 allocated, 1 communal
2-3	1.5	2		2 allocated, 1 communal
4+	2	3		4 allocated, 2 communal

Table 3.1 – Knowsley Council Parking Standards

- 3.3.2 The above standards are for houses only; the council does not have adopted parking standards for flats.

- 3.3.3 The site is located approximately 1km from Kirkby town centre as the crow flies, so the 'Elsewhere' car parking standards apply.
- 3.3.4 Knowsley Council's Accessibility Assessment Form awards additional points for developments providing less than 75% of the parking standard (i.e. no spaces for 1-beds, 1 space for 2- to 3-beds, and 2 spaces for 4 or more beds).
- 3.3.5 The SPD states that electric vehicle charging infrastructure is required but does not specify any level.
- 3.3.6 It is noted that the parking standards are 15 years old and pre-date the National Planning Policy Framework (first published in 2012) so do not reflect trends in travel behaviours and patterns or the growing emphasis on active, sustainable, and low carbon travel.
- 3.3.7 Curtins sought advice from Highways Officers at Knowsley Council on their current expectations of parking provision, receiving the following response in October 2023:

"The standards remain in place. I would however suggest that a separate requirement for unallocated (visitor) cycle parking is no longer required for houses. We seek 1 cycle space per bedroom for flats and some of this should be available for visitors.

The car parking standards for houses are those shown, and these are expected to be provided in curtilage. We do not have an unallocated parking policy. For apartments, we accept a rate of 1 space for 1 bedroom, 1.5 spaces for 2+ bedrooms per apartment, where they are genuinely unallocated (accounting for a higher utilisation)."

- 3.3.8 This would equate to a provision of c. 57 unallocated parking spaces for the 49 flats.
- 3.3.9 The National Model Design Code – Part 2 (DLUHC, 2021) expresses a preference for unallocated car parking over allocated parking, stating that:

"Unallocated spaces are an efficient way to provide parking. A scheme provides for the average rather than the maximum level of car ownership. Its flexibility of use enables it to accommodate residents and visitors throughout the day."

Local Car Ownership

- 3.3.10 Noting the datedness of the adopted parking standards, GWP Architecture presented a summary of 2021 Census dataset RM001 showing the average car ownership by accommodation type and number of usual adult residents – which suggests that much provision much lower than the adopted standards would be suitable – to Planning and Highways Officers as part of a pre-application meeting in October 2023.
- 3.3.11 Officers requested further information on Livv's experience of end-user use regarding parking.

3.3.12 Following these scoping discussions, dataset CT21_0272_Census 2021 was released in July 2024, detailing car or van availability by accommodation type by tenure by number of bedrooms at the local authority level. **Table 3.3** below summarises this for houses and flats (all tenure types) in Knowsley, with Curtins having calculated the total number of vehicles and the resulting average level of car ownership by number of bedrooms.

Number of Bedrooms	Average Number of Cars or Vans Per Household ¹		Proportion of Households with No Cars / Vans	
	Houses	Flats	Houses	Flats
1	N/A	0.25	N/A	76%
2	0.74	0.51	42%	55%
3	1.09	N/A	27%	N/A
4	1.56	N/A	13%	N/A

Table 3.2 – Car Ownership by Accommodation Type and Number of Bedrooms (2021)

(Source: Office for National Statistics)

3.3.13 As can be seen above, all proposed dwelling types / sizes can be expected to own one or fewer cars, except the 4-bed houses which Census data indicates would have access to less than two cars each.

3.3.14 Based on this data, the residents of the 49 flats can be expected to own c. 16 cars or vans.

3.3.15 As noted in **Section 3.1**, the 12 flats in Block B will be for elderly residents. **Figure 3.1** below details car ownership levels for selected household compositions, derived from dataset DC1401EW of the 2011 Census for Knowsley:

¹ It has been assumed that each household with four or more cars or vans had four such vehicles in order to calculate the averages.

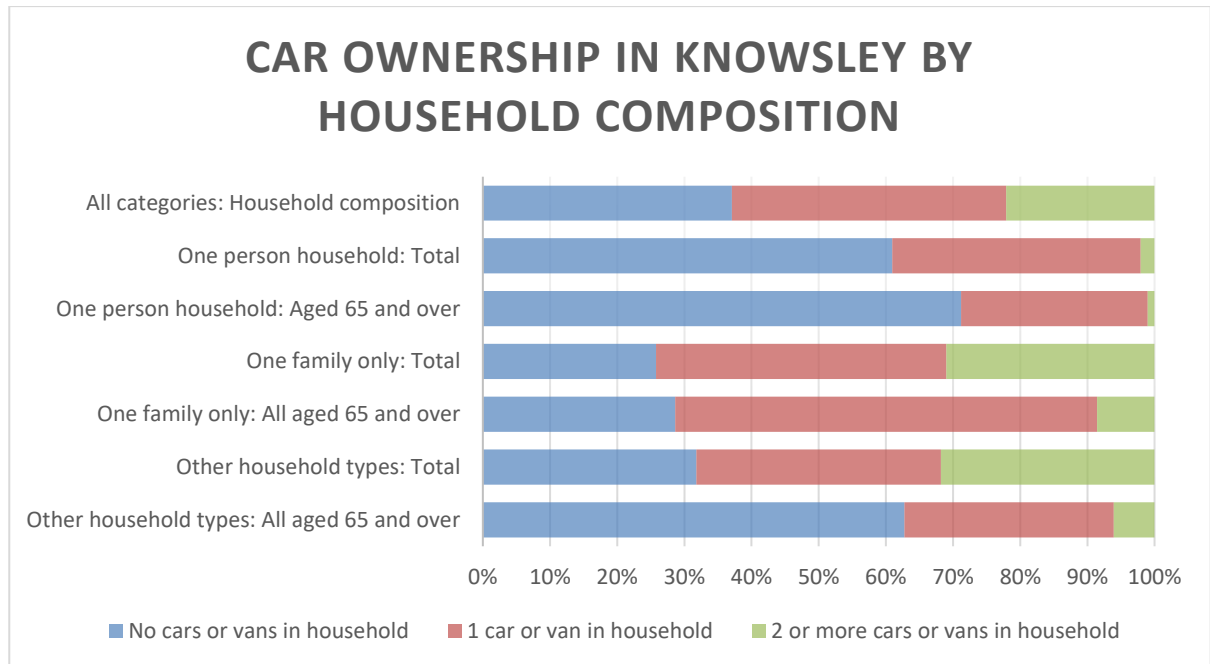


Figure 3.1 – Car Ownership in Knowsley by Household Composition (2011)

3.3.16 As can be seen above, car ownership is generally much lower in over-65s households.

3.3.17 Further to Census data, the client has provided data on the usage of car parking at existing Livv apartment blocks in Knowsley (see **Appendix B**). These existing apartment blocks all have a similar level of accessibility to the site so are considered suitable proxies. **Table 3.3** below summarises this:

Name	Maximum Parking Accumulation		
	Number	As percent of number of parking spaces	As percent of number of apartments
Knowsley Heights	5	18%	4%
Bluebell	26	53%	26%
Quarry Drive	38	58%	21%
Watch Factory	33	87%	42%

Table 3.3 – Summary of Parking Accumulation at Existing Apartment Blocks

(Source: Livv Housing Group and GWP Architecture, 2025)

3.3.18 Livv's existing blocks provide between 0.22 and 0.49 parking spaces per flat, but surveys show these car parks are often well below capacity.

3.3.19 As can be seen above, the maximum number of vehicles parked recorded was between 4% and 42% relative to the number of apartments for each existing apartment block.

Proposed Car Parking

- 3.3.20 The minimum proposed car parking provision for the houses is 1 space for 2-beds, and 2 spaces for 3- and 4-beds. Opportunities have been taken to provide an additional space for most 2-beds down the side of the house, where the layout allows.
- 3.3.21 This level of provision is in accordance with the adopted parking standards for all 3-bed houses, and some 2-beds. The provision of 1 space for some 2-bed houses and 2 for 4-beds is in line with data from the 2021 Census (which is significantly more up to date than the 15-years-old parking standards), so is considered sufficient.
- 3.3.22 The parking provision for the flats is as follows:
- Block A – 21 spaces for 37 flats (28no. 1-beds, 9no. 2-beds); and
 - Block B (Inspired Living) – 6 spaces for 12 flats (6no. 1-beds, 6no. 2-beds).
- 3.3.23 In total, this equates to 55% parking provision relative to the number of apartments.
- 3.3.24 This level of provision is in excess of the level suggested by 2021 Census data (especially when the lower ownership levels for the elderly living are considered) and the parking counts of existing Livv apartment blocks in Knowsley (both data sources which are significantly more up to date than the 15-years-old parking standards), so is considered sufficient.
- 3.3.25 Livv's housing management team are supportive of the proposed parking provision at Gaywood and consider this consistent with the requirements and car ownership of customers taking up affordable housing from Property Pool Plus.
- 3.3.26 Livv's Allocations team will also ensure prospective tenants are aware of the parking provision to be provided and this will be actively managed through the allocation of homes and as part of the ongoing customer support offered to residents who are renting properties. Prospective residents would decide whether to purchase / rent a property in consideration of this. The levels of parking on site would act as an initiative to encourage alternative modes of transport.
- 3.3.27 Whether the parking spaces for the flats will be allocated or unallocated has not been fully determined at this stage; however, the architect has indicated they will be unallocated in line with the Council's preference.
- 3.3.28 In accordance with Building Regulations, all parking spaces for Block A will have EV chargers, conduits will be provided for future provision at Block B, and all spaces within the curtilage of the houses will have EV chargers installed with conduits for any other spaces.

Proposed Cycle / Scooter Parking

- 3.3.29 Purpose-built timber cycle sheds will be provided in the gardens of all houses.
- 3.3.30 As requested by Knowsley Planning, there will be internal ground-floor stores within each apartment block, providing 1 cycle parking space per flat in Block A and 1 scooter space per flat in Block B.
- 3.3.31 There will also be eight Sheffield stands (providing space for 16 cycles) located adjacent to Block A.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

- 4.1.1 A key element of national and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.
- 4.1.2 The accessibility of the proposed development is considered in this context for the following modes of travel:
- Pedestrian Accessibility;
 - Cycle Accessibility; and
 - Public Transport Accessibility.

4.2 Accessibility Assessment Form

- 4.2.1 Knowsley Council requires the accessibility of sites to be assessed using its Accessibility Assessment Form. The assessment scores for a proposed development will be reviewed and compared by the Council to minimum accessibility scores which have been developed with other authorities and partners on Merseyside. If it is considered necessary, the Council will use this comparison as a basis for seeking further modifications to applications or refusing the application. It is recommended that developers use the scoring system to improve the design of their proposed development before a planning application is submitted.
- 4.2.2 The proposed development comprises 79 dwellings, so is classified as large (50 – 80 units) by the Ensuring a Choice of Travel Supplementary Planning Document (2010). The requirements of large and major residential developments in located in 'other urban area' are as follows: 4 points for walking, 5 points for cycling, 5 points for public transport, 1 point for vehicle access / parking.
- 4.2.3 The completed Accessibility Assessment Form is provided in **Appendix C**.

4.3 Pedestrian Accessibility

- 4.3.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities.
- 4.3.2 The National Design Guide (NDG, published by DLUHC, 2021) says that well designed places / neighbourhoods are walkable, which is defined "*Local facilities are within walking distance, generally considered to be no more than a 10 minute walk (800m radius).*"
- 4.3.3 Despite the NDG characterising 800m as a maximum acceptable walking distance, the DfT's National Travel Survey Datasets provide empirical evidence to demonstrate people are willing to walk further.

This is reflected in Manual for Streets guidance (MfS, published by the DfT, 2007) which states an 800m catchment should not be “...an upper limit” and that walking “...offers the greatest potential to replace short car trips, particularly those under 2 km.” The Chartered Institution for Highways and Transportation (CIHT) produced a document in 2000 titled ‘Guidelines for Providing for Journeys on Foot’ which provides catchments more in line with those reported in the NTS. The suggested CIHT walking distances are reproduced in **Table 4.1** below:

CIHT Category	Town Centres (m)	Commuting/School/ Sightseeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Table 4.1 – CIHT Recommended Walking Distances

- 4.3.4 The average pedestrian can walk approximately 400m every five minutes, based on the CIHT document ‘Planning for Walking’ (2015).
- 4.3.5 To assist in summarising the accessibility of the site by foot, an indicative pedestrian catchment plan has been produced. **Plan 084571-CUR-XX-XX-G-TP-06003** shows distances of 500m, 1,000m and 2,000m which are termed ‘Desirable’, ‘Acceptable’ and the ‘Preferred Maximum’ by the CIHT for commuting trips; which are considered a good approximation for trips associated with the development.
- 4.3.6 Immediately adjacent to the site, Southdene Community Centre and Wignall Park, which provides nearly five hectares of green spaces and includes a skate park, can be accessed across Gaywood Avenue. There is also a nursery next to the community centre. Several amenities can be accessed at the southern end of Broad Lane (but within the 500m walking catchment), including a post office, pharmacy, newsagents, takeaways, convenience store, salon, and café. Similar amenities within 500m are also available around the Broad Lane / Park Brow Drive junction.
- 4.3.7 Further amenities are available within the 1,000m walking distance, such as several schools and places of worship. Slightly beyond the boundary of the 1,000m catchment, two gyms (Kirkby Leisure Centre and David Lloyd Knowsley) can be accessed.
- 4.3.8 Within the 2,000m walking catchment, residents could reach Kirkby town centre, including the bus station, to the north-west, and the many industrial units to the east.
- 4.3.9 It is considered that the site is situated within a highly accessible area, with a number of complimentary uses within walking distance.

4.4 Cycle Accessibility

- 4.4.1 Cycling is a cheap, efficient, and healthy way to travel. Cycling also provides a predictable arrival time which depending on location, can be quicker than driving or using public transport, and is subject to fewer delays.
- 4.4.2 In order to assist in assessing the accessibility of the site by cycle, **Plan 084571-CUR-XX-XX-G-TP-06004** presents 5.5km and 8km cycle catchments for the site, along with the National Cycle Network Routes available within these ranges.
- 4.4.3 The average cycling trip length was 5,300m in 2019 and 5,730m in 2022 (based on National Travel Survey dataset NTS9910a). The average length has been between 5.0km and 6.0km every year from 2012/13 to 2022, except 2014/15 and 2020.
- 4.4.4 National Travel Survey statistics demonstrate that 82% and 80% of cycling trips were under 5 miles / 8km in 2019 and 2022, respectively. This distance is also referenced by both the National Model Design Code – Part 2 (DLUHC, 2021) and LTN1/20.
- 4.4.5 The average cyclist travels at approximately 12mph, according to CD195 of the Design Manual for Roads and Bridges, so they could travel 5.5km and 8km in approximately 17 and 25 minutes, respectively.
- 4.4.6 The 5.5km catchment encompasses Kirkby including key transport links, and the surrounding residential areas such as Fazakerly and Croxteth. The 8km catchment extends as far as Aintree to the west, Maghull to the north-west, the edge of St Helens to the east, the edge of Huyton-with-roby to the south, and the edge of Liverpool to the south-west.
- 4.4.7 National Cycle Network Route 862 can be reached within a c. 750m cycle from the site, providing links to Stockbridge Village to the south and Kirkby train station to the north. NCN Route 62 is also located within the 8km catchment.
- 4.4.8 Furthermore, the development will provide secure cycle parking spaces to encourage cycling.
- 4.4.9 The site is therefore ideally placed to take advantage of the cycle connections around Knowsley, and it is considered that cycling is a realistic mode of travel to and from the site.

4.5 Public Transport Accessibility

- 4.5.1 **Plan 084571-CUR-XX-XX-G-TP-06005** demonstrates the areas accessible via public transport within 20, 40 and 60 minutes of the site. The locations accessible within the above times include:
- 20 minutes – Kirkby and various residential and employment areas surrounding the site;

- 40 minutes – various areas of Liverpool (Everton, Anfield, Norris Green), Croxteth, Huyton-with-roby, Old Roan, Fazakerly; and
- 60 minutes – Skelmersdale, St Helens, Broad Green, Liverpool city centre, Birkenhead, Maghull, Holt Green, edge of Ormskirk.

4.5.2 The National Model Design Code – Part 2 (DLUHC, 2021) states: “*Generally, people are prepared to walk further to a railway station or tram stop (10 minutes) than to a bus stop (5 minutes).*” These walking times equate to distances of 800m and 400m, respectively.

4.5.3 The ‘Buses in Urban Developments’ (CIHT, 2018) guidance document recommends distances for urban developments as reproduced in **Table 4.3** below.

Situation	Maximum Walking Distance (m)
Core bus corridors with two or more high-frequency services	500
Single high-frequency routes (every 12 minutes or better)	400
Less frequent routes	300
Town/city centres	250

Table 4.2 – CIHT Maximum Suggested Walking Distances to Bus Stops

4.5.4 The nearest bus stops ‘Henlow Avenue’ and ‘Kersey Road’ on Broad Lane are located within a c. 150m walking distance from the centre of the site. Slightly further afield, residents could access the ‘Broad Lane’ and ‘Redhill Avenue’ stops on Britonside Avenue within c. 400 – 600m walking distances from the centre of the site.

4.5.5 **Table 4.3** details the services that call at this stop, and their associated frequencies:

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
Broad Lane				
14	Liverpool – Kirkby – Moorfield	1 per day in AM to Kirkby; 3 per day in AM to Liverpool	1 per day in AM to Kirkby; 4 per day in AM to Liverpool	None
17A	Liverpool – Aintree Hospital - Kirkby	1	1	1
97	Kirkby Station – Southdene – Kirkby Industrial Estate – Kirkby Station (southbound only)	2	2	None
133	Kirkby – Ashworth Hospital - Waterloo	2 in PM to Kirkby; 1 in AM to Waterloo	2 in PM to Kirkby; 1 in AM to Waterloo	None
Britonside Avenue				

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
14A	Liverpool – Kirkby – Tower Hill	2	2	2
217 / 217A	(Bootle –) Kirkby – Huyton or Halewood	2	2	1

Table 4.3 – Summary of Nearby Bus Service Frequencies

- 4.5.6 It is noted that the provision of bus services will change over time in response to current circumstances. The bus times are accurate at the time of writing, whereas up-to-date bus times can be found on Merseytravel’s website: <https://www.merseytravel.gov.uk/timetables/#bus>.
- 4.5.7 Beyond the recommended walking distance, residents would be able to access further services. The northbound stops on the A5207 are also served by routes 14X, 17X, 97A, 217, 217A, and 898, while the southbound stops are served by route 3, 3A, 14A, 217, 217A, and 899.
- 4.5.8 It is considered that the site is accessible by bus.

4.6 Summary

- 4.6.1 It is considered the site is accessible by sustainable modes of transport, which are also usable by those with limited mobility and are wheelchair accessible. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are a number of public transport opportunities within acceptable walking distance of the site.

5.0 Traffic Forecasting and Highway Impact

5.1 Introduction

5.1.1 The following section contains trip generation analysis based on the proposed development during the weekday AM and PM peak hours.

5.1.2 In order to undertake the assessment, the TRICS database has been used. TRICS is the industry recognised tool for calculating the anticipated future trip demand of a proposed development. The database contains multi-modal surveys of varying land uses in multiple destinations across the UK, including residential land uses.

5.2 Extant Trip Generation

5.2.1 The site is occupied by four tower blocks providing circa 257 flats. All are currently vacant, so do not generate any trips.

5.2.2 For reference, the trips associated with the tower when in use have been estimated using multi-modal peak hour trip rates obtained from surveys of sites of a similar size and nature. The full search criteria used in the TRICS database are presented in **Appendix D**, applying the following criteria:

- Land Use: Private Flats
- Regions: Great Britain, excluding Greater London;
- Location Type: Suburban Area and Edge of Town Centre; and
- Range: 10 to 200 dwellings.

5.2.3 **Table 5.1** below summarises this. All trip rates are per 1 dwelling:

Flat Trip Rates	AM (08:00 – 09:00)			PM (17:00 – 18:00)			Daily		
	Arrive	Depart	Total	Arrive	Depart	Total	Arrive	Depart	Total
Vehicles	0.05	0.186	0.236	0.153	0.074	0.227	0.99	1.088	2.078
Cyclists	0.002	0.023	0.025	0.011	0.008	0.019	0.058	0.063	0.121
Pedestrians	0.025	0.15	0.175	0.116	0.051	0.167	0.659	0.735	1.394
Public Transport	0	0.07	0.07	0.059	0.005	0.064	0.21	0.257	0.467

Table 5.1 – Private Flats Multi-Modal Trip Rates and Split

5.2.4 From **Table 5.1** above, the total number of trips that could be generated by the current uses can be found. This is provided in **Table 5.2**:

Flat Trip Generation	AM (08:00 – 09:00)			PM (17:00 – 18:00)			Daily		
	Arrive	Depart	Total	Arrive	Depart	Total	Arrive	Depart	Total
Vehicles	13	48	61	39	19	58	254	280	534
Cyclists	1	6	6	3	2	5	15	16	31
Pedestrians	6	39	45	30	13	43	169	189	358
Public Transport	0	18	18	15	1	16	54	66	120

Table 5.2 – Historical Trip Generation

- 5.2.5 The number of vehicle trips generated by the existing tower blocks could equate to 61 and 58 two-way movements respectively in the normal AM and PM peak periods (08:00 – 09:00 and 17:00 – 18:00), while there could be over 500 trips throughout a day.

5.3 Forecasted Trip Generation

- 5.3.1 The proposed development comprises 30 houses and 49 flats.
- 5.3.2 The level of trips generated by the site has been estimated using modal splits and trip rates from **Table 5.1** earlier for the flats.
- 5.3.3 Using the same TRICS filters, **Table 5.3** below summarises the resulting trip rates for houses:

House Trip Rates	AM (08:00 – 09:00)			PM (17:00 – 18:00)			Daily		
	Arrive	Depart	Total	Arrive	Depart	Total	Arrive	Depart	Total
Vehicles	0.15	0.375	0.525	0.332	0.162	0.494	2.334	2.369	4.703
Cyclists	0.006	0.019	0.025	0.01	0.005	0.015	0.075	0.077	0.152
Pedestrians	0.055	0.142	0.197	0.054	0.039	0.093	0.597	0.603	1.2
Public Transport	0.003	0.05	0.053	0.025	0.004	0.029	0.149	0.156	0.305

Table 5.3 – Private Houses Multi-Modal Trip Rates and Split

- 5.3.4 **Table 5.4** below summarises the proposed trip generation for flats, houses, and the total development:

Trip Generation	AM (08:00 – 09:00)			PM (17:00 – 18:00)			Daily		
	Arrive	Depart	Total	Arrive	Depart	Total	Arrive	Depart	Total
Flats									
Vehicles	2	9	12	7	4	11	49	53	102
Cyclists	0	1	1	1	0	1	3	3	6
Pedestrians	1	7	9	6	2	8	32	36	68
Public Transport	0	3	3	3	0	3	10	13	23

Trip Generation	AM (08:00 – 09:00)			PM (17:00 – 18:00)			Daily		
	Arrive	Depart	Total	Arrive	Depart	Total	Arrive	Depart	Total
Houses									
Vehicles	5	11	16	10	5	15	70	71	141
Cyclists	0	1	1	0	0	0	2	2	5
Pedestrians	2	4	6	2	1	3	18	18	36
Public Transport	0	2	2	1	0	1	4	5	9
Total									
Vehicles	7	20	27	17	8	26	119	124	243
Cyclists	0	2	2	1	1	1	5	5	10
Pedestrians	3	12	14	7	4	11	50	54	104
Public Transport	0	5	5	4	0	4	15	17	32

Table 5.4 – Proposed Trip Generation

- 5.3.5 The number of vehicle trips generated by the proposed development could equate to 27 and 26 two-way movements in the typical AM and PM peak periods respectively (08:00 – 09:00 and 17:00 – 18:00). There could be 243 vehicular movements associated with the proposed development throughout the day.
- 5.3.6 This is slightly less than half of the level of vehicular trips which could be generated by the existing towers.
- 5.3.7 The proposed development will have two vehicular accesses (onto Broad Lane and Gaywood Avenue), so the trips will be dispersed across them and the impact at each access will be much lower than provided above.

5.4 Highway Impact Summary

- 5.4.1 On the above basis, Curtins do not believe that capacity assessments would be required, and that the highway network would not experience any adverse traffic impact resulting from the proposed development.

6.0 Summary and Conclusions

6.1 Summary

- 6.1.1 Curtins has been appointed by GWP Architecture on behalf of Livv Housing Group to provide transport and highways advice in relation to a planning application for a residential development near Kirkby.
- 6.1.2 The proposed scheme will provide a mix of flats and houses, totalling 79 dwellings.
- 6.1.3 A review of baseline conditions and highway safety in the vicinity of the site has been undertaken. It is not considered that there is an existing highway safety issue that is likely to be exacerbated by the proposed development.
- 6.1.4 Relevant details of the proposed site layout, access, parking facilities, and servicing arrangements have been provided.
- 6.1.1 The site is accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are several public transport opportunities within acceptable walking distance of the site.
- 6.1.2 Trip generation forecasts using TRICS data have demonstrated that the number of vehicle trips generated by the proposed development could equate to 27 and 26 two-way movements in the typical AM and PM peak periods respectively (08:00 – 09:00 and 17:00 – 18:00). This is slightly less than half of the level of vehicular trips which could be generated by the existing towers.
- 6.1.3 The proposed development will have two vehicular accesses (onto Broad Lane and Gaywood Avenue), so the trips will be dispersed across them and the impact at each access will be much lower than provided above. As such, any vehicular impact would be negligible on the surrounding area in terms of highways, traffic, and transportation.
- 6.1.4 A review of relevant transport planning guidance has been undertaken. It is considered that the proposed development conforms with such policy.

6.2 Conclusions

- 6.2.1 It is Curtins' view that from a highways and transport perspective there are no reasons why the development proposals should not be granted planning approval.

Plans



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Project:

GAYWOOD GREEN

Status:

PRELIMINARY

Drg Title:

SITE LOCATION
REGIONAL VIEW

Drawn By: JM

Checked By: AF

Designed By: JM

Date: 13/11/23

Scale: NTS

Project No:

Originator:

Volume:

Level:

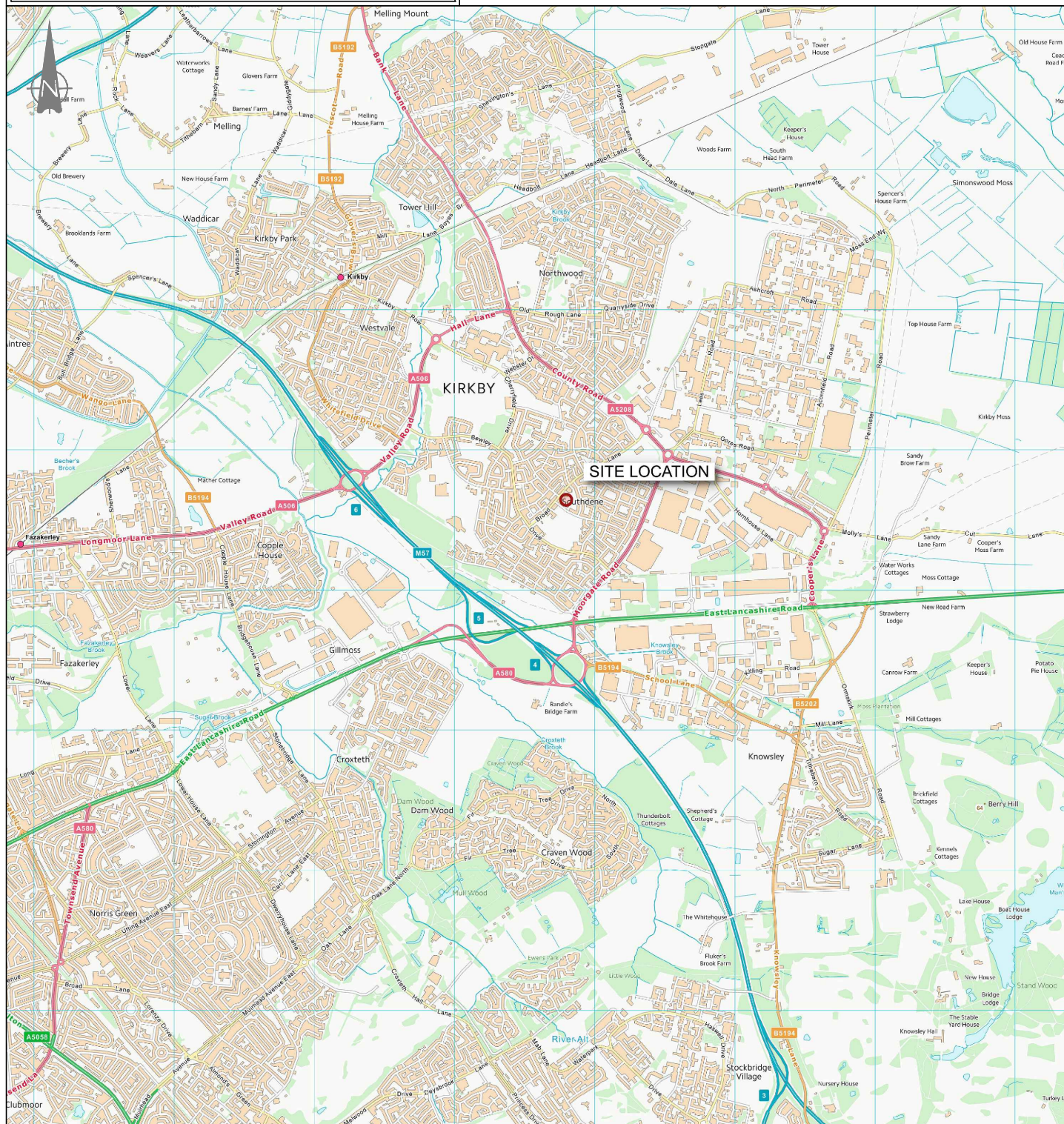
Type:

Role:

Category / Number:

Rev:

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KEY:

○ Site

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Project:

GAYWOOD GREEN

Status:

PRELIMINARY

Drg Title:

SITE LOCATION
LOCAL VIEW

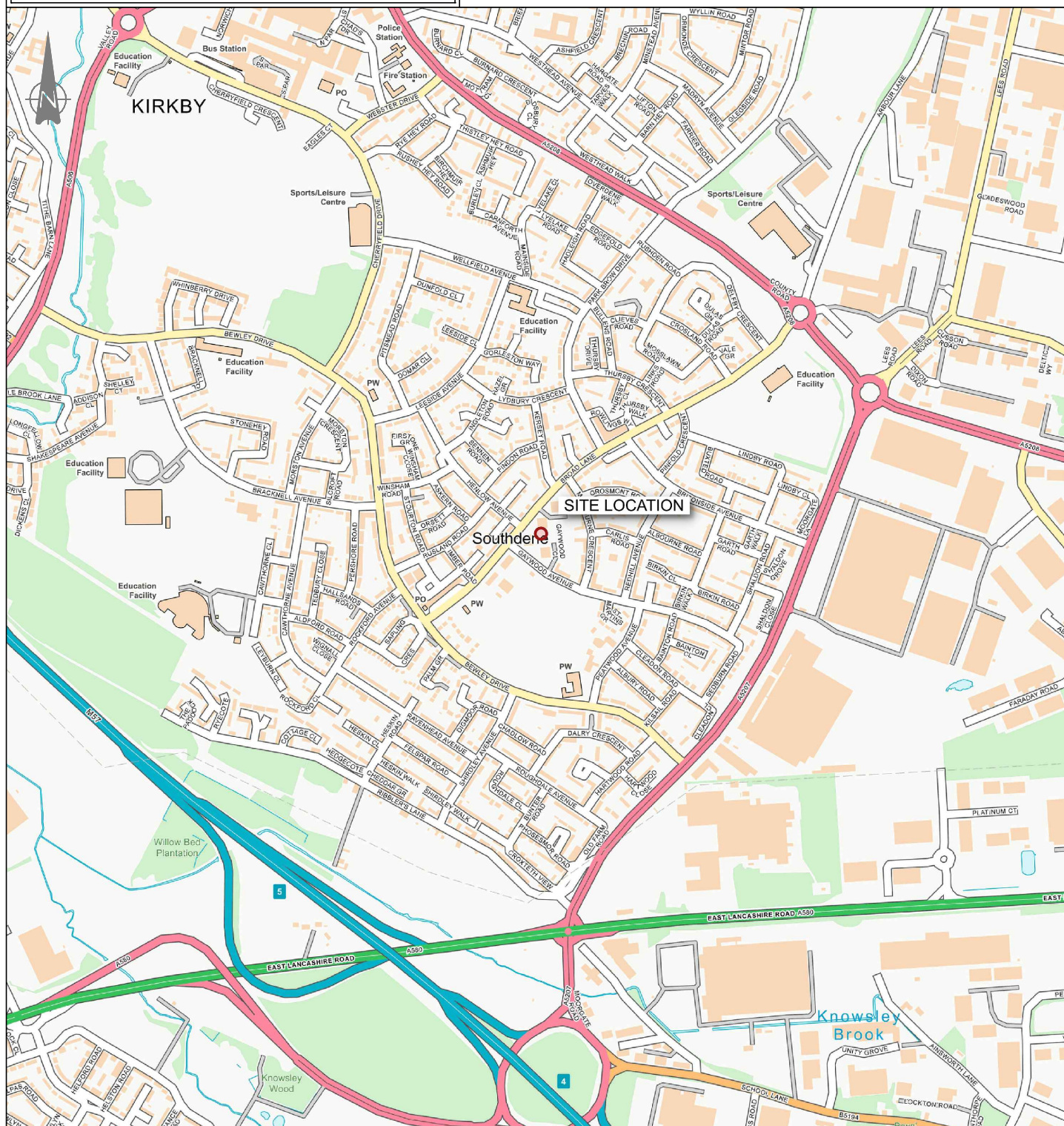
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Designed By: JM Date: 13/11/23

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

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Project:

GAYWOOD GREEN

Status:

PRELIMINARY

Drg Title:

ACCESSIBILITY
INDICATIVE WALKING CATCHMENT

Drawn By: JM

Checked By: AF

Designed By: JM

Date: 13/11/23

Scale: NTS

Project No:

Originator:

Volume:

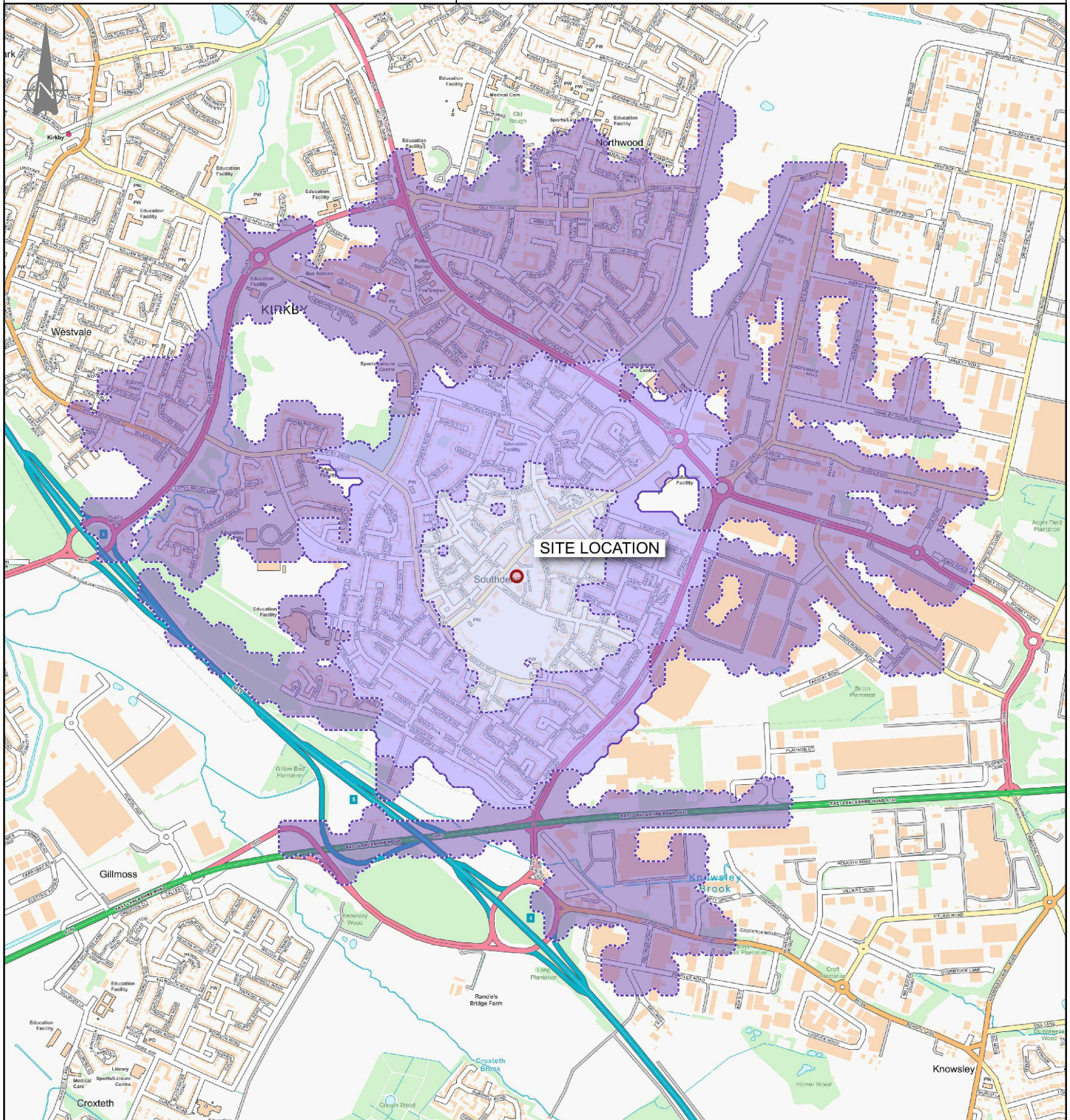
Level:

Type:

Role:

Category / Number: Rev:

84571 - CUR - XX - XX - G - TP - 06003 - P01



KEY:

Site

Walking Catchment:

500m

1000m

2000m

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Project:

GAYWOOD GREEN

Status:

PRELIMINARY

Drg Title:

ACCESSIBILITY
INDICATIVE CYCLE CATCHMENT

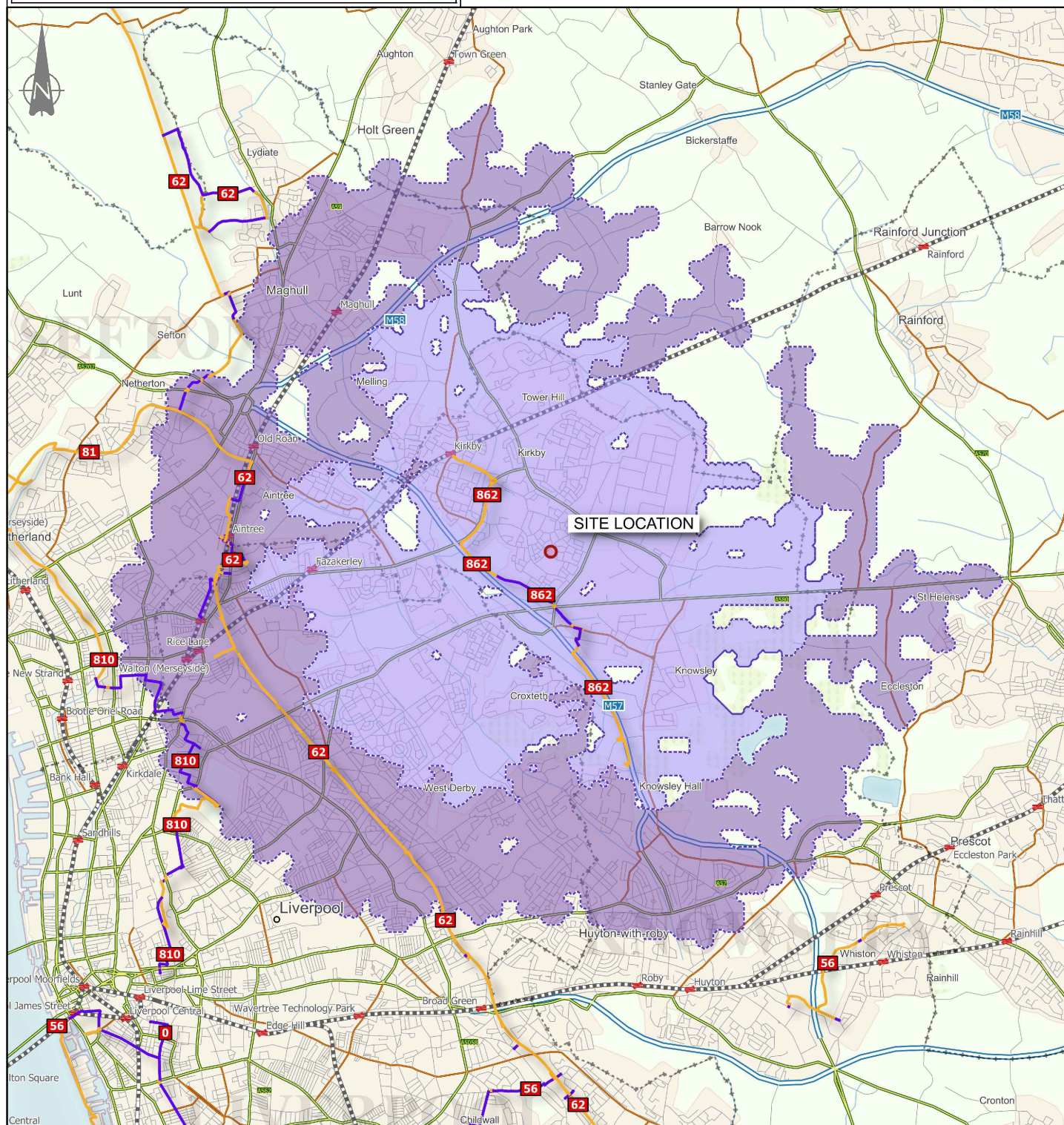
Drawn By: JM Checked By: AF

Designed By: JM Date: 13/11/23

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

84571 - CUR - XX - XX - G - TP - 06004 - P01



KEY:

○ Site
National Cycle Network:
— On Road Cycle Route
— Traffic-free Cycle Route

Cycle Catchment:

5500m
8000m

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Project:

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Status:

PRELIMINARY

Drg Title:

ACCESSIBILITY
INDICATIVE PUBLIC TRANSPORT CATCHMENT
WEEKDAY AM - OUTBOUND

Drawn By: JM

Checked By: AF

Designed By: JM

Date: 13/11/23

Scale: NTS

Project No:

Originator:

Volume:

Level:

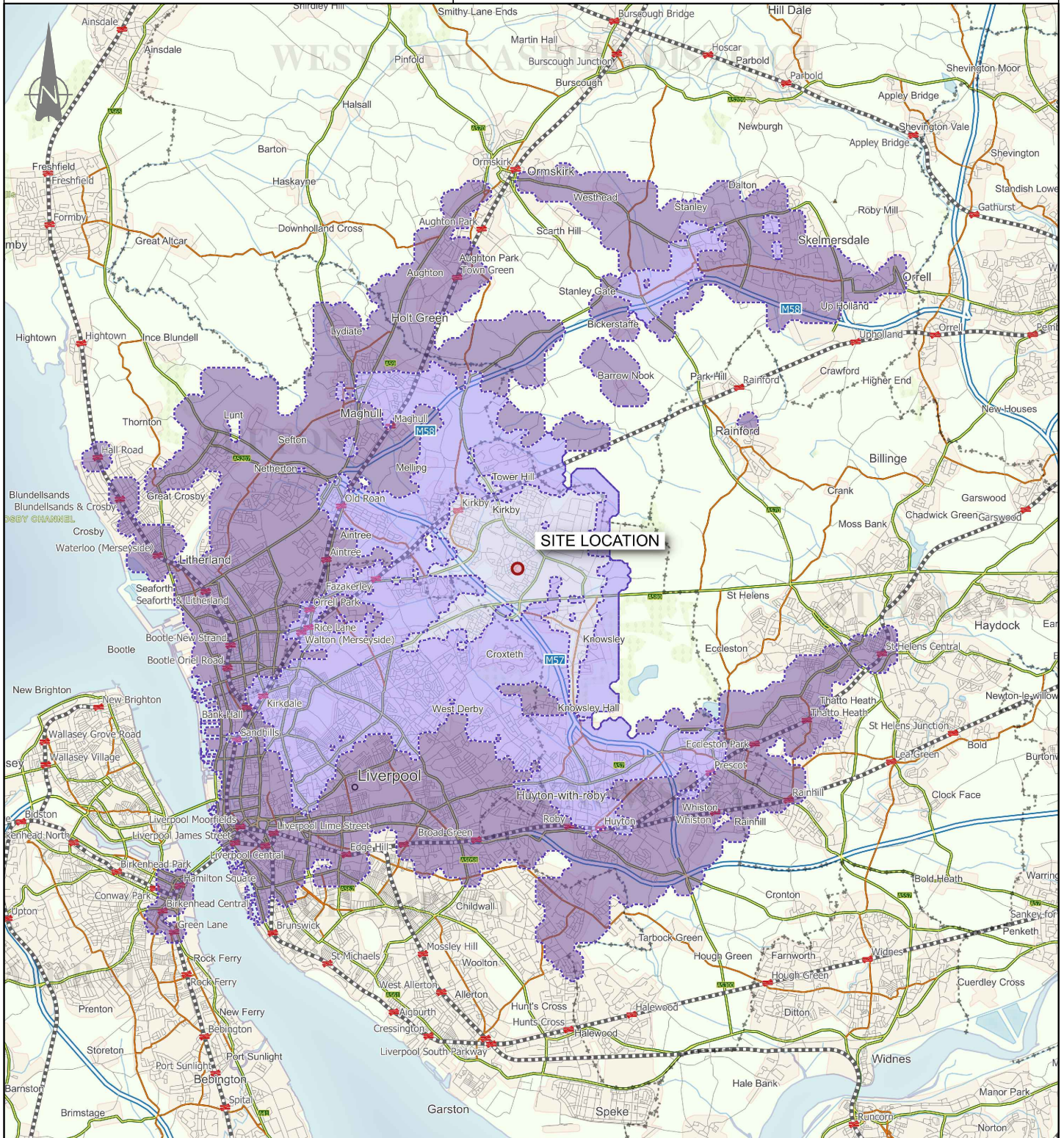
Type:

Role:

Category / Number:

Rev:

84571 - CUR - XX - XX - G - TP - 06005 - P01



KEY:



Site

Public Transport Catchment:

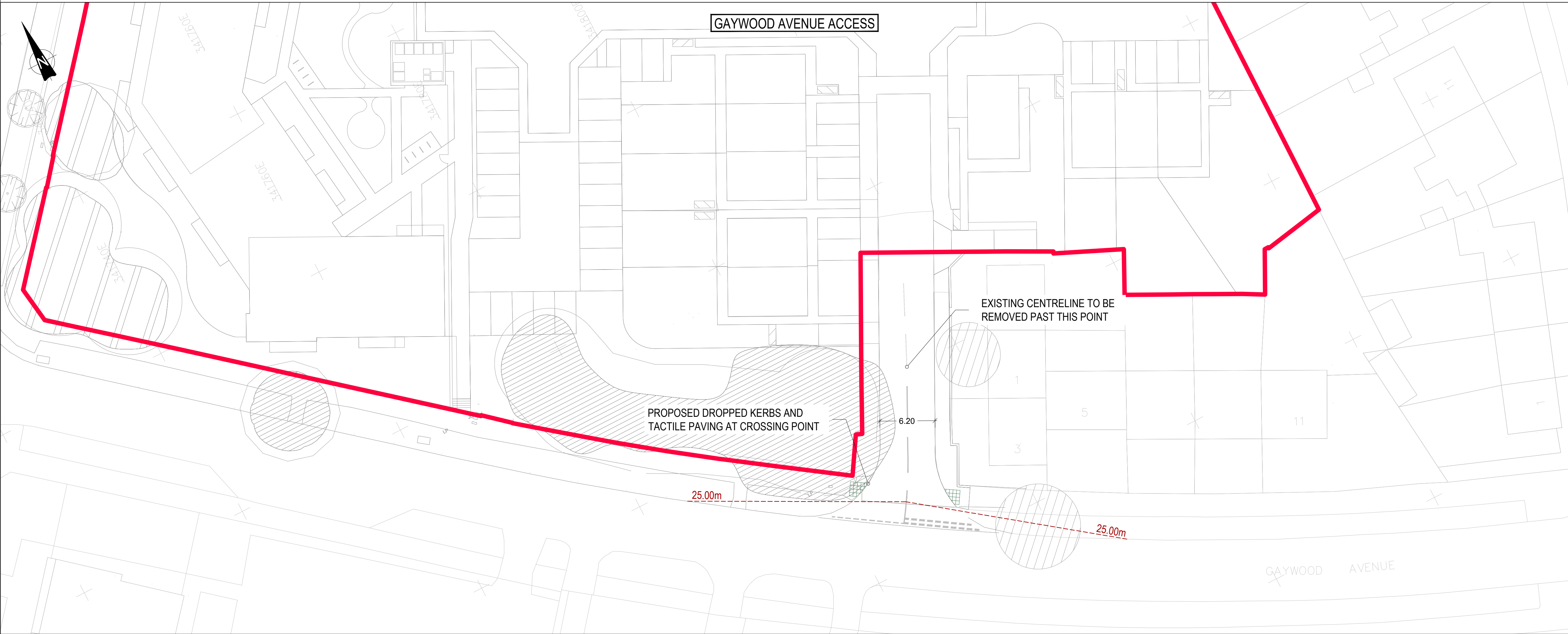
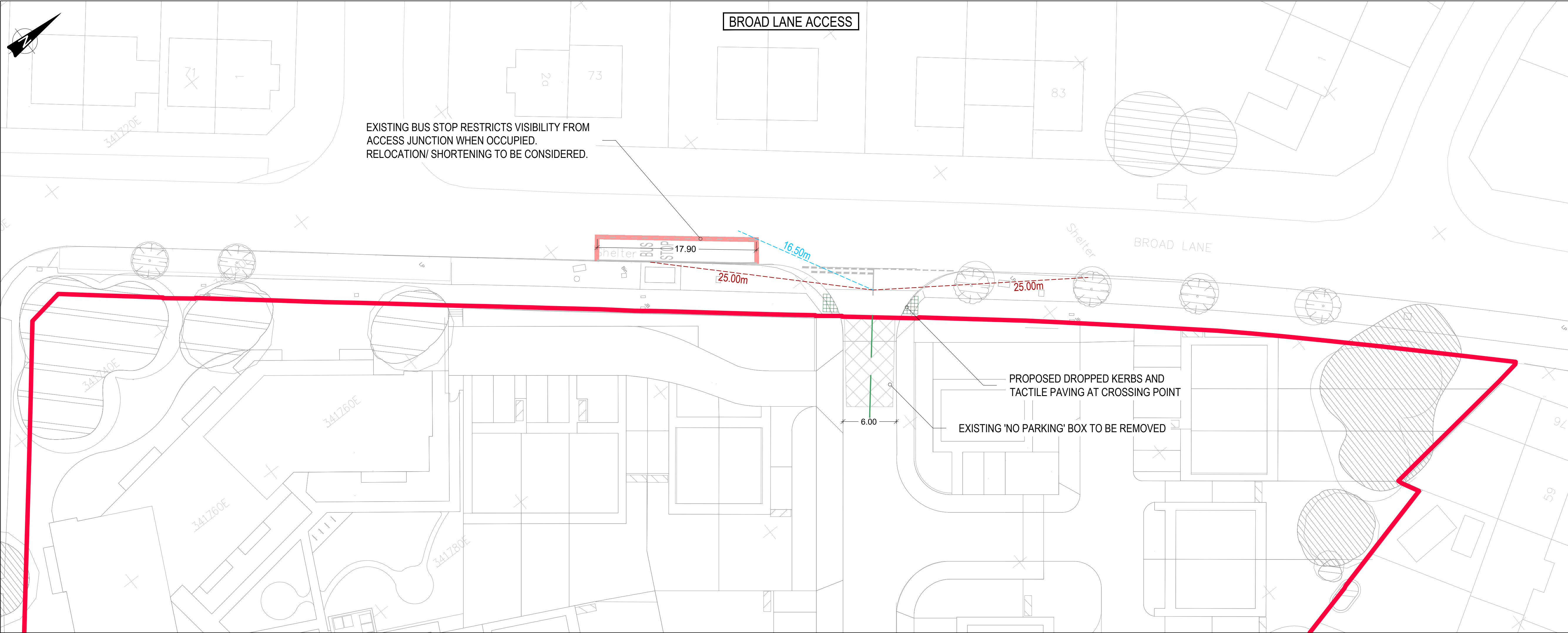
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40 minutes

60 minutes

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Drawings



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6.

DRAWING BASED ON GWP ARCHITECTURE LAYOUT.
DRAWING REF: '529/2316-GWP-01-01-D-A-(PA)-0010_Proposed Site Plan-P15'

KEY:

INDICATIVE SITE BOUNDARY (as supplied by GWP Architecture)

PROPOSED ROAD MARKINGS

EXISTING ROAD MARKINGS

2.40 x 25.00m

PROPOSED VISIBILITY SPLAYS (20mph)

2.40 x 19.50m

ACHIEVABLE VISIBILITY TO CENTRELINE

P06	Site layout updated	10/09/25	JM	AF
P05	Site layout updated	05/09/24	AF	MQ
P04	Site layout updated	29/08/24	JM	AF
P03	Site layout updated	23/05/24	JM	AF
P02	Site layout updated	24/11/23	JM	AF
Rev:	Description:	Date:	By:	Chkd:

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Status:

PRELIMINARY

Project:

GAYWOOD GREEN

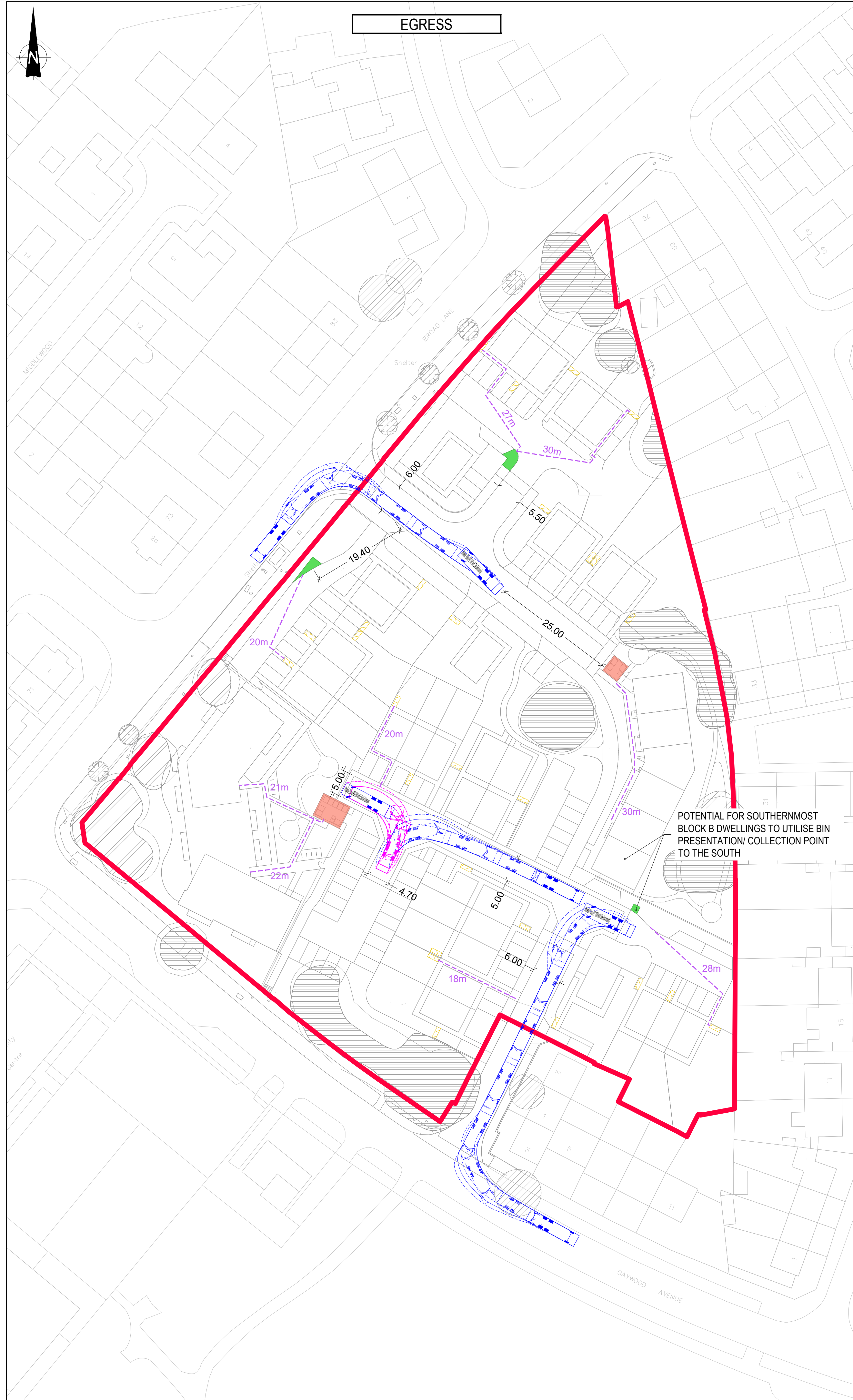
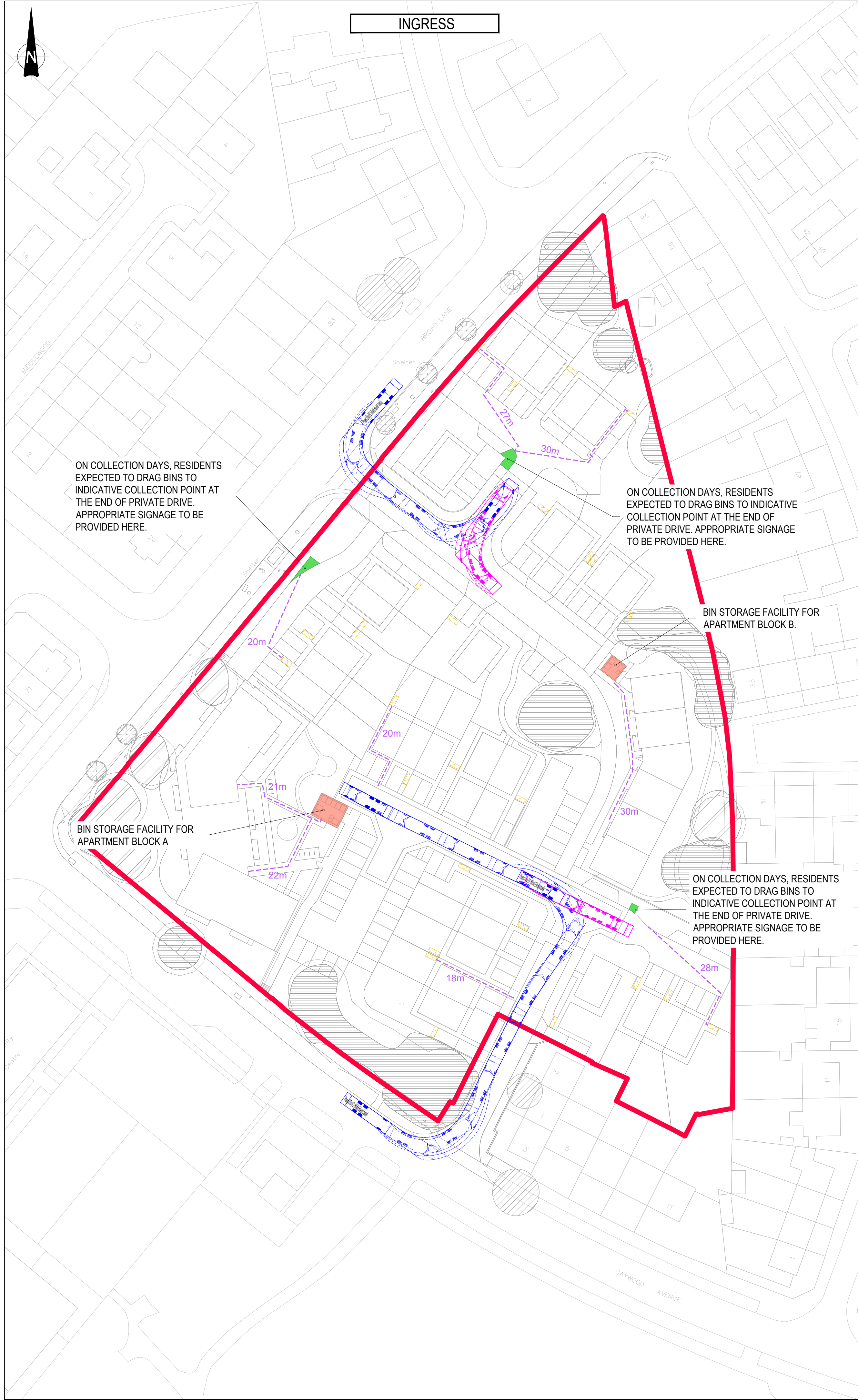
Orig Title:

ACCESS ARRANGEMENT
VISIBILITY SPLAYS

Drawn By	JM	Designed By	JM	Checked By	AF
		Date	10/11/23	Scales @ A1	1:250

Project No - Originator - Function - Spatial - Form - Discipline - Number	Revision
84571 - CUR - XX - 00 - D -TP- 75001	P06

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DRAWING REF: '529/2316-GWP-01-01-D-A-(PA)-0010_Proposed Site Plan-P15'

KEY:

- INDICATIVE SITE BOUNDARY (as supplied by GWP Architecture)
- RESIDENTIAL BIN STORAGE LOCATIONS
- ENVISAGED BIN PRESENTATION AREA (on collection days)
- SHARED BIN STORE/ COMPOUND
- RESIDENT BIN DRAG ROUTE

VEHICLE PROFILE:

Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.550m
Overall Body Height	3.751m
Bin Body Ground Clearance	2.250m
Track Width	2.500m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	9.500m

P07	Site layout updated & GWP comments received	11/09/25	JM	AF
P06	Site layout updated	28/08/25	JM	AF
P05	Site layout updated	05/09/24	AF	MQ
P04	Site layout updated	29/08/24	JM	AF
P03	Site layout updated	23/05/24	JM	AF
P02	Site layout updated	24/11/23	JM	AF

Rev: Description: Date: By: Chkd:

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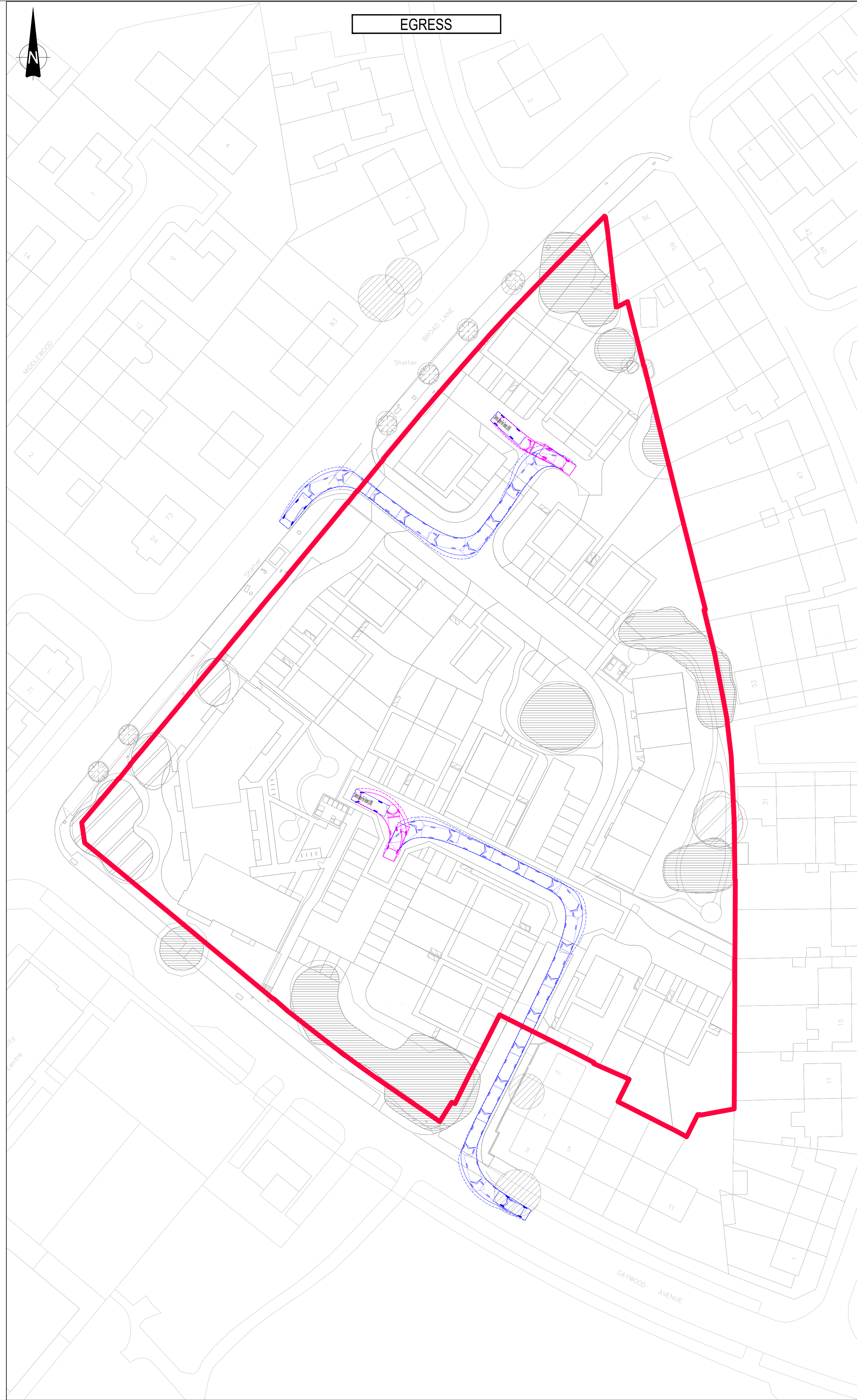
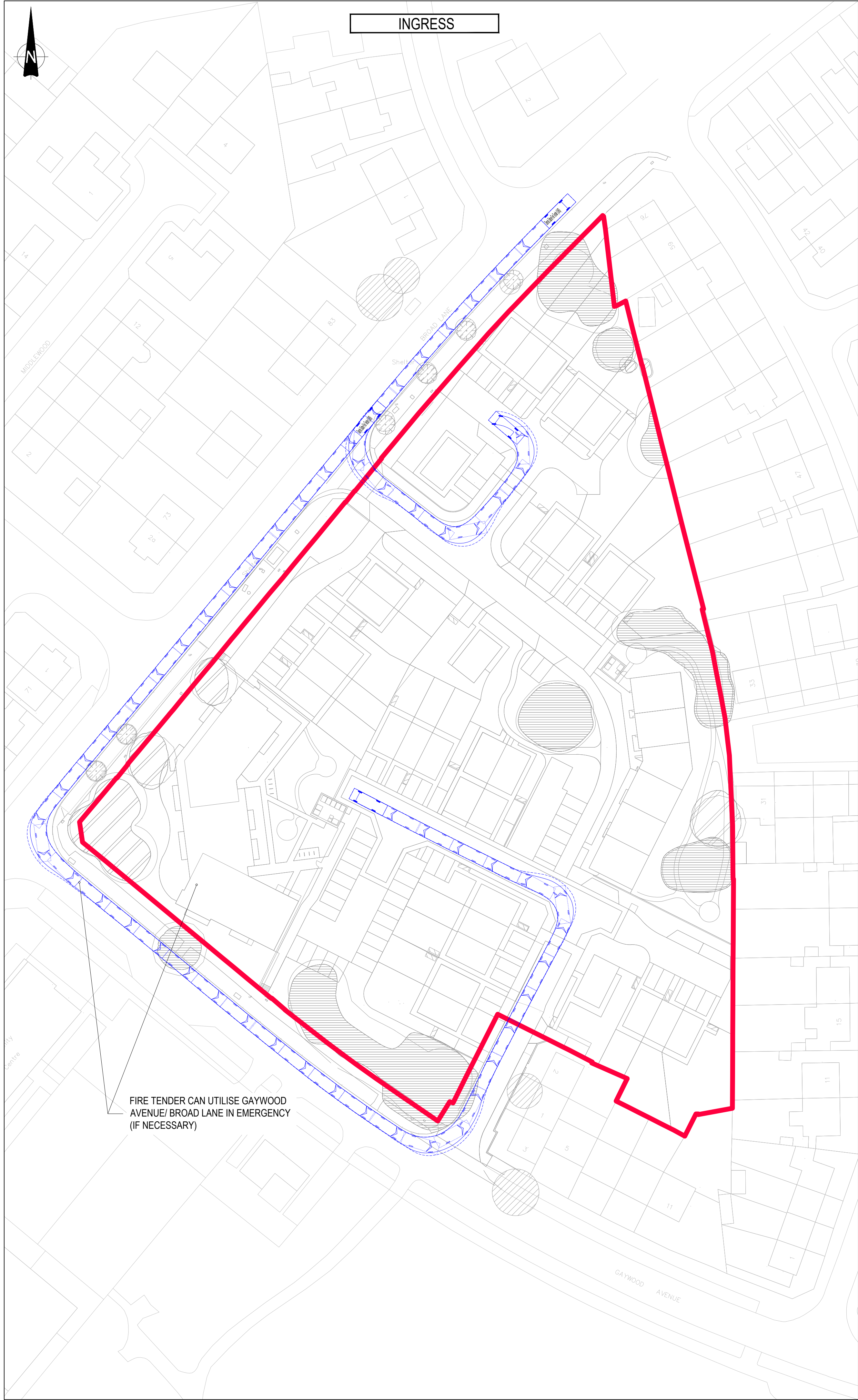
Status: PRELIMINARY

Project: GAYWOOD GREEN

Orig Title: SWEPT PATH ANALYSIS
11.2m REFUSE VEHICLE

Drawn By	JM	Designed By	JM	Checked By	AF
Date			08/11/23		
Scales @ A1			1:500		

Project No - Originator - Function - Spatial - Form - Discipline - Number	Revision
84571 - CUR - XX - 00 - D - TP- 05001	P07



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DRAWING REF: '529/2316-GWP-01-01-D-A-(PA)-0010_Proposed Site Plan-P15'
- FIRE SAFETY PRINCIPLES TO FOLLOW BUILDING REGULATIONS GUIDANCE APPROVED DOCUMENT B, VOLUME 1, SECTION 13, 2019 EDITION:

(13.1) "FOR DWELLINGHOUSES, ACCESS FOR A PUMPING APPLIANCE SHOULD BE PROVIDED TO WITHIN 45m OF ALL POINTS INSIDE THE DWELLINGHOUSE."

(13.4) "DEAD-END ACCESS ROUTES LONGER THAN 20m REQUIRE TURNING FACILITIES. FIRE AND RESCUE SERVICE VEHICLES SHOULD NOT HAVE TO REVERSE MORE THAN 20m FROM THE END OF AN ACCESS ROAD."

KEY: — INDICATIVE SITE BOUNDARY (as supplied by GWP Architecture)

VEHICLE PROFILE:

Dennis Sabre Fire Tender (LWB)

Overall Length	7.700m
Overall Width	2.430m
Overall Body Height	3.510m
Min Body Ground Clearance	0.380m
Track Width	2.380m
Lock to lock time	5.00s
Keel to Keel Turning Radius	7.400m

P03	Site layout updated	10/09/25	JM	AF
P02	Site layout updated	05/09/24	AF	MQ
Rev:	Description:	Date:	By:	Chkd:

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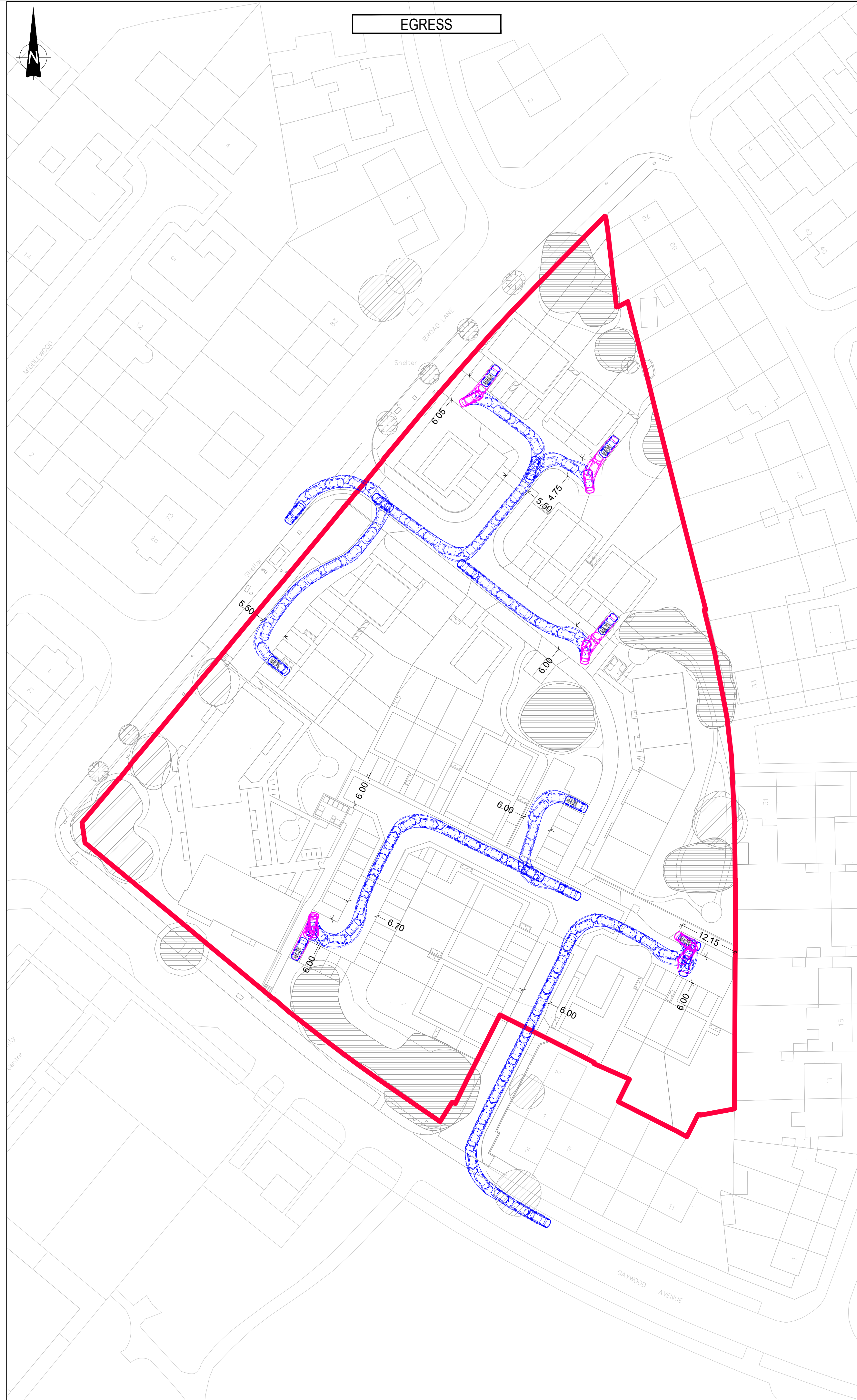
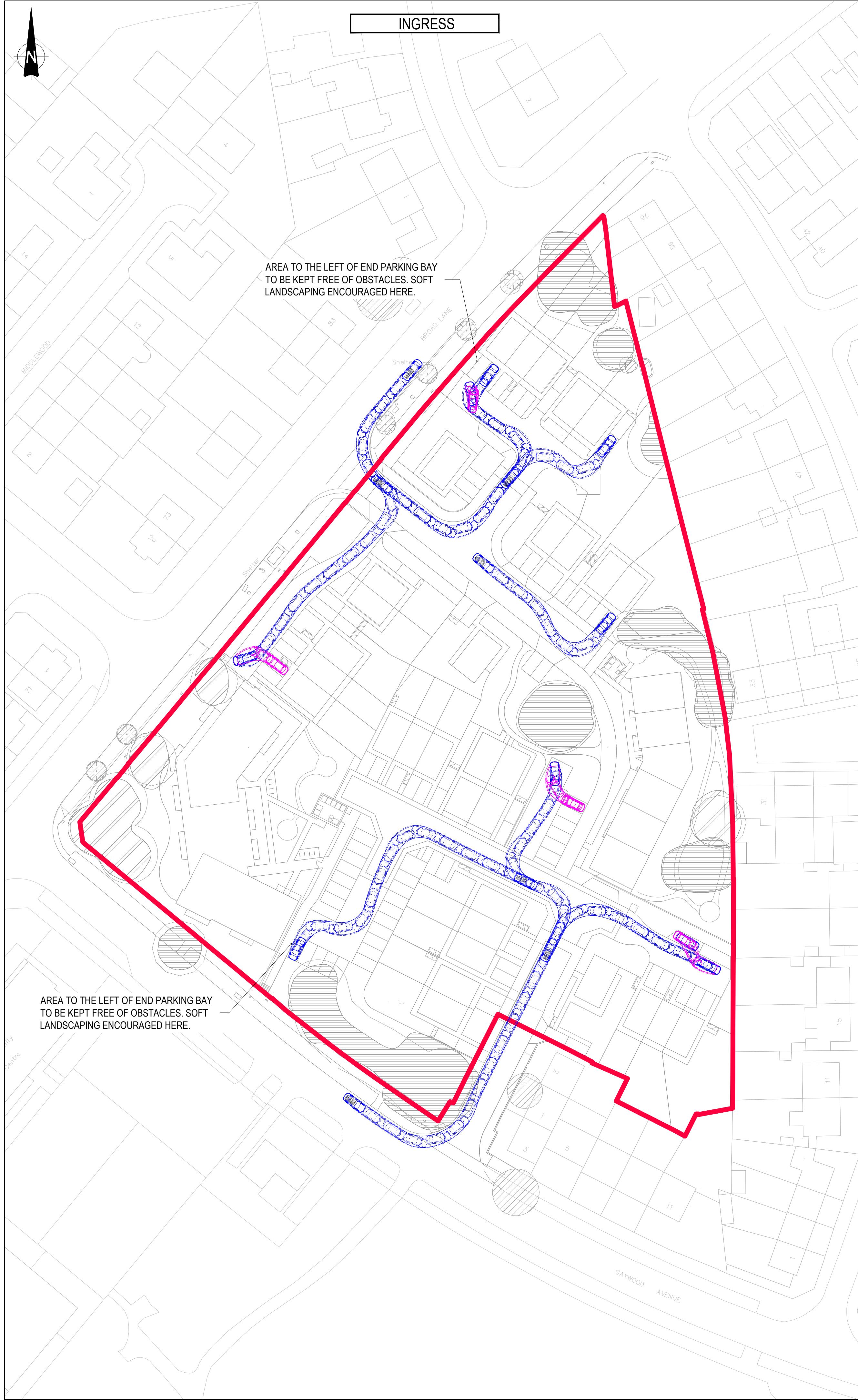
Status: PRELIMINARY

Project: GAYWOOD GREEN

Dig Title: SWEPT PATH ANALYSIS
7.7m FIRE TENDER

Drawn By	JM	Designed By	JM	Checked By	AF
		Date	29/08/24	Scales @ A1	1:500
Project No - Originator - Function - Spatial - Form - Discipline - Number					Revision
84571 - CUR - XX - 00 - D -TP- 05002					P03

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- ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
- FOR GENERAL NOTES REFER TO DRAWING.
- THE CONTENT OF THIS DRAWING IS FOR INDICATIVE INFORMATION ONLY AND NOT SUITABLE FOR CONSTRUCTION PURPOSES
- DRAWING BASED ON GWP ARCHITECTURE LAYOUT.
DRAWING REF: '529\2316-GWP-01-01-D-A-(PA)-0010_Proposed Site Plan-P15'

KEY: — INDICATIVE SITE BOUNDARY (as supplied by GWP Architecture)

VEHICLE PROFILE:

Audi A8 (2018)	4.93m
Overall Length	2.14m
Overall Width	1.45m
Overall Body Height	0.142m
Min Body Ground Clearance	1.875m
Max Track Width	4.05s
Lock to lock time	5.99m
Kern to Kern Turning Radius	

P04	Site layout updated & GWP comments received	10/09/25	JM	AF
P03	Site layout updated	28/08/25	JM	AF
P02	Site layout updated	05/09/24	AF	MQ
Rev:	Description:	Date:	By:	Chkd:

Curtins

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Civils & Structures • Transport Planning • Environmental • Infrastructure • Geotechnical • Conservation & Heritage • Principal Designer
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Status: PRELIMINARY

Project: GAYWOOD GREEN

Orig Title: SWEPT PATH ANALYSIS
LARGE CAR

Drawn By	JM	Designed By	JM	Checked By	AF
		Date	29/08/24	Scales @ A1	1:500
Project No - Originator - Function - Spatial - Form - Discipline - Number					Revision
84571 - CUR - XX - 00 - D -TP- 05003					P04

Time & Projects\84571 - Gaywood Green\QA\Production\A-Modes Drawings\TPCAD05

Appendix A – Proposed Site Layout

ACCOMMODATION SCHEDULE

2b/3p House	= 15 no. (70m2 / NDSS)
3b/4p House	= 12 no. (84m2 / NDSS)
4b/6p House (2.5 storey)	= 3 no. (112m2 / NDSS)
Sub-Total	= 30 no
Inspired Living (1b/2p)	= 6 no. (50m2 / NDSS)
Inspired Living (2b/3p)	= 6 no. (61m2 / NDSS)
Sub-Total	= 12 no
Apartments (Block A - 1b2p)	= 28 no. (50m2 / NDSS)
Apartments (Block A - 2b3p)	= 9 no. (61m2 / NDSS)
Sub-Total	= 37 no
Total Dwellings	= 79 no

Existing site access retained.
Location of existing bus stop subject to
assessment of visibility splays

Bin collection point

Existing cat b trees retained

Existing cat b trees retained

Existing access retained

Bin collection point

Existing garages to be demolished, walls with
boundary function to be replaced like for like

Adoptable road

Existing cat b trees retained

Public open space

Bin collection point
Adoptable road (shared surface)

Adoptable road

Dual aspect corner plot (SPD distances)

KEY

	2b/3p House
	3b/4p House
	4b/6p House
	Apartments (1b & 2b)

	Hard surfacing - Tarmac
	Shared Surface (Contrasted)
	Bin Stores

	Soft Landscaping - Grass
	Soft Landscaping - Shrubs/Meadow
	Existing Trees - Cat B / C
	Existing Trees - To be Removed
	New Trees
	Existing Trees (Uncategorised)

	Best Practice Distances (9/13/21m)
	Site Boundary

Site Area: 14,603m2 / 1.4603 Ha

P15	03.09.25	Update to reflect latest transport drawing update	CT	DT
P14	27.08.25	General Update	VT	DT
P13	20.08.25	General Update	MK	DT
P12	11.04.25	Masterplan updated follow client feedback	DT	RT
P11	25.03.25	Masterplan updated follow pre-app feedback	DT	RT
P10	10.09.24	General Update	JB	DT
Rev	Date	Comment	Dr	Ch



CHARTERED ARCHITECTS
INTERIOR DESIGNERS
SPACE PLANNERS
PROJECT MANAGERS
LANDSCAPE ARCHITECTS

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GWPA Ref (529)2316

Job No Livv Housing Gaywood Green

Client Livv Housing Group

Proposed Site Plan

Name	(529)2316-GWP-01-01-D-A-(PA)-0010
Scale	1:500@A1
Revision	P15
Drawn/Checked	VT / DT
First Issue	12.01.24
Drawing Status	S2 - Planning

BIMcloud - NewBIMServer - BIMcloud Basic for Archicad 26/Livv Gaywood Green - (529)2316-GWP-01-01-D-A-(PA)-0010

Appendix B – Livv Parking Data

Survey of parked cars at existing Livv apartments in Knowsley

	No. Apartments	No. of Carparking Spaces	Spaces to apartments	time	Fri 1st Aug	Sat 2nd Aug	Mon 4th Aug	Average	% of full spaces
Knowsley Heights	128	28	0.2	07.00	5	3	3	3	12% full
				13.00	5	2	3		
				20.00	1	3	5		
				av.	4	3	4		
Bluebell	101	49	0.5	07.00	16	17	14	18	37% full
				13.00	22	19	26		
				20.00	15	18	18		
				av.	18	18	19		
Quarry Drive	183	65	0.4	07.00	38	34	33	32	49% full
				13.00	30	29	33		
				20.00	28	30	34		
				av.	32	31	33		
Watch Factory	79	38	0.5	07.00	22	22	20	24	62% full
				13.00	33	24	22		
				20.00	23	27	20		
				av.	26	24	21		
Gaywood (pre demo)	264	108	0.4	43 garages; 64 surface parking					

0.4 average spaces per unit

40% average number of spaces occupied

Appendix C – Accessibility Assessment Form

Accessibility Assessment Form

Access on foot			Points	Score	Justification for Scoring
Location	Residential Development: Is the site within 800m of a district or local centre (see Accessibility Maps) OR <u>Non-residential development:</u> Is the density of existing local housing (i.e. within 800m) more than 30 houses per hectare (see Accessibility Maps)	Yes	2	2	
		No	0		
Internal layout	Does ‘circulation’ and access inside the sites reflect direct, safe and easy to use pedestrian routes for all, with priority given to pedestrians when they have to cross roads or cycle routes?	Yes	1	1	A direct traffic-free pedestrian link will be provided between the main site access roads, running alongside an area of public open space. Stairs down to Broad Lane and Gaywood Avenue will be provided adjacent to the Blocks A and C to minimise walking distances. The low traffic levels within the site (and lack of through-route) will mean pedestrian can easily traverse the site.
		No	0		
External layout	Are there barriers between site and local facilities or housing, which restrict pedestrian access? Examples include no dropped kerbs at crossings or on desire lines; steep gradients; a lack of a formal crossing where there is heavy traffic; security concerns, e.g. lack of lighting	Yes	-1	1	Across Broad Lane, there is a zebra crossing in vicinity of junction with Park Brow Drive to north, and a pelican crossing in vicinity of junction with Imber Road.
		No	1		
	Total Score			4	
	Minimum score required			4	

Comments or action needed to correct any shortfall

None needed.

Access by Cycle			Points	Score	Justification for Scoring
Location	Residential Development: Is the site within 1500m of a district or local centre (see Accessibility Maps)	Yes	2	2	
		No	0		
	Or Non-residential development: Is the density of existing local housing (e.g. within 1500m) more than 30 houses per hectare (see Accessibility Maps)				
Internal layout	Does 'circulation' and access inside the site reflect appropriate and direct cycle routes, with priority given to cyclists where they meet motor vehicles?	Yes	1	1	A 3m footway / cycleway will be provided along the main arterial route within the site. At the south, this starts from the end of the existing highway / beginning of the shared surface due to existing constraints (the existing dwellings and retaining walls).
		No	0		
External Access	Is the development within 400m of an existing or proposed designated cycle route and/ or proposes to create a link to a cycle route or develop a route.	Yes	1	-1	Site access is c. 510m from shared use footway / cycleway along A5207 Moorgate Rd N. Site access is c. 650m from shared use footway / cycleway at A5208 / Broad Lane / Arbour Lane roundabout.
		No	-1		
Other	Development includes cycle parking, shower facilities, and lockers for cyclists.	Yes	1	1	Cycle parking provided for all dwellings, and in excess of the requirement for flats. Showers provided within dwellings. Lockers not necessary as residential.
		No	0		
	Total Score			3	
	Minimum score required			5	

Comments or action needed to correct any shortfall

The site is considered suitably accessible by cycle, and off-site highways works would not be commensurate to the scale, type and location of the proposed development.

Access by Public Transport			Points	Score	Justification for Scoring
Location and access to public transport	Is the site within a 200m walk of a bus or tram stop, and/or within 400m of a rail station?	Yes	2	2	The nearest bus stops 'Henlow Avenue' and 'Kersey Road' on Broad Lane are located within a c. 150m walking distance from the centre of the site.
		No	0		
	Are there barriers on direct pedestrian routes to bus or tram stops or rail stations e.g. a lack of dropped kerbs, footpaths less than 2m wide, a lack of formal crossings and / or bus stop infrastructure.	Yes	0	0	No barriers to southbound Henlow Avenue stop. No crossing available to northbound Kersey Road stop. There is a signalised pedestrian crossing across Broad Lane to the south, but this increases the walk from c. 150m to 350m and there are no informal crossings from there to bus stops on minor junctions
		No	1		
Frequency	High (four or more bus or tram services or trains an hour)		2	1	1 bus per hour on route 17A (bidirectional) and 2 buses per hour on route 97 (unidirectional circular route). Infrequent services on routes 14 and 133.
	Medium (two or three bus or tram services or trains an hour)		1		
	Low (less than two bus or tram services or trains an hour)		0		
Other	The proposal contributes to bus priority measures serving the site	Yes	1	0	Buses will not enter the site.
		No	0		
	The proposal contributes to bus stops, bus interchange, tram facilities or bus or rail stations in the vicinity and/or provides bus stops or bus interchange in the site	Yes	1	0	There are existing bus stops of suitable quality within close proximity of the site.
		No	0		
	The proposal contributes to an existing or new supported bus service	Yes	1	0	
		No	0		
	Total Score			3	
	Minimum score required			5	

Comments or action needed to correct any shortfall

The site is considered suitably accessible by public transport, and off-site highways works would not be commensurate to the scale, type and location of the proposed development.

Parking			Points	Score	Justification for Scoring
Parking	The off-street parking provided is as advised in Section 4 for that development type	Yes	1	1	
		No	0		
	The off-street parking provided is less than 75% of the amount advised in Section 4 for that development type (or shares parking provision with another development).	Yes	2	0	Parking is provided at less than 75% of the standard for flats, but it is not possible to do so for houses as these spaces are allocated / in-curtilage.
		No	0		
	For development in controlled parking zones:				
	Is the proposal for a car free development?	Yes	1	N/A	N/A
		No	0		
	Does it support the control or removal of on-street parking spaces (inc provision of disabled spaces) or contributes to other identified measures in the local parking strategy (including car clubs)	Yes	1	N/A	N/A
No		0			
	Total Score			1	
	Minimum score required			1	

Comments or action needed to correct any shortfall.

None needed.

Appendix D – TRICS Output

Calculation Reference: AUDIT-148301-240202-0244

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	CT CENTRAL BEDFORDSHIRE	1 days
	ES EAST SUSSEX	4 days
	EX ESSEX	1 days
	HC HAMPSHIRE	7 days
	HF HERTFORDSHIRE	1 days
	KC KENT	3 days
	MW MEDWAY	1 days
	SC SURREY	1 days
	WB WEST BERKSHIRE	1 days
	WS WEST SUSSEX	5 days
03	SOUTH WEST	
	DC DORSET	2 days
	DV DEVON	2 days
	SD SWINDON	1 days
	SM SOMERSET	1 days
	TB TORBAY	1 days
04	EAST ANGLIA	
	NF NORFOLK	9 days
	PB PETERBOROUGH	1 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
09	NORTH	
	DH DURHAM	2 days
10	WALES	
	PS POWYS	1 days
	VG VALE OF GLAMORGAN	1 days
11	SCOTLAND	
	AS ABERDEENSHIRE	1 days
	HI HIGHLAND	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 10 to 195 (units:)
 Range Selected by User: 10 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 04/07/23

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	11 days
Tuesday	10 days
Wednesday	16 days
Thursday	11 days
Friday	7 days

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

Selected survey types:

Manual count	55 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	14
Edge of Town	41

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	52
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	16 days - Selected
Servicing vehicles Excluded	50 days - Selected

Secondary Filtering selection:**Use Class:**

C3 55 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	4 days
5,001 to 10,000	15 days
10,001 to 15,000	17 days
15,001 to 20,000	9 days
20,001 to 25,000	7 days
25,001 to 50,000	3 days

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

Population within 5 miles:

5,001 to 25,000	9 days
25,001 to 50,000	7 days
50,001 to 75,000	11 days
75,001 to 100,000	4 days
100,001 to 125,000	2 days
125,001 to 250,000	20 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	11 days
1.1 to 1.5	41 days
1.6 to 2.0	3 days

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

Travel Plan:

Yes	31 days
No	24 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	55 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	AC-03-A-04 LONDON ROAD NORTHWICH LEFTWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 24 Survey date: THURSDAY 06/06/19	TOWN HOUSES	CHESHIRE WEST & CHESTER	Survey Type: MANUAL
2	AS-03-A-02 FARROCHIE ROAD STONEHAVEN Edge of Town Residential Zone Total No of Dwellings: 131 Survey date: WEDNESDAY 20/04/22	MIXED HOUSES	ABERDEENSHIRE	Survey Type: MANUAL
3	CT-03-A-01 ARLESEY ROAD STOTFOLD Edge of Town Residential Zone Total No of Dwellings: 46 Survey date: WEDNESDAY 22/06/22	MIXED HOUSES	CENTRAL BEDFORDSHIRE	Survey Type: MANUAL
4	DC-03-A-09 A350 SHAFTESBURY Edge of Town No Sub Category Total No of Dwellings: 50 Survey date: FRIDAY 19/11/21	MIXED HOUSES	DORSET	Survey Type: MANUAL
5	DC-03-A-10 ADDISON CLOSE GILLINGHAM Edge of Town Residential Zone Total No of Dwellings: 26 Survey date: WEDNESDAY 09/11/22	MIXED HOUSES	DORSET	Survey Type: MANUAL
6	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCKLAND Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 50 Survey date: TUESDAY 28/03/17	SEMI DETACHED	DURHAM	Survey Type: MANUAL
7	DH-03-A-03 PILGRIMS WAY DURHAM Edge of Town Residential Zone Total No of Dwellings: 57 Survey date: FRIDAY 19/10/18	SEMI-DETACHED & TERRACED	DURHAM	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	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		
9	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		
10	ES-03-A-05 RATTLE ROAD NEAR EASTBOURNE STONE CROSS	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 99 Survey date: WEDNESDAY 05/06/19 Survey Type: MANUAL		
11	ES-03-A-07 NEW ROAD HAILSHAM HELLINGLY	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 91 Survey date: THURSDAY 07/11/19 Survey Type: MANUAL		
12	ES-03-A-08 WRESTWOOD ROAD BEXHILL	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 110 Survey date: WEDNESDAY 12/10/22 Survey Type: MANUAL		
13	ES-03-A-09 THE FAIRWAY NEWHAVEN	DETACHED & SEMI-DETACHED	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 47 Survey date: MONDAY 13/03/23 Survey Type: MANUAL		
14	EX-03-A-03 KESTREL GROVE RAYLEIGH	MIXED HOUSES	ESSEX
	Edge of Town Residential Zone Total No of Dwellings: 123 Survey date: MONDAY 27/09/21 Survey Type: MANUAL		
15	HC-03-A-21 PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS	TERRACED & SEMI-DETACHED	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 39 Survey date: TUESDAY 13/11/18 Survey Type: MANUAL		

LIST OF SITES relevant to selection parameters (Cont.)

16	HC-03-A-22	MIXED HOUSES		HAMPSHIRE
	BOW LAKE GARDENS			
	NEAR EASTLEIGH			
	BISHOPSTOKE			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	40		
	Survey date: WEDNESDAY	31/10/18	Survey Type: MANUAL	
17	HC-03-A-23	HOUSES & FLATS		HAMPSHIRE
	CANADA WAY			
	LIPHOOK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	62		
	Survey date: TUESDAY	19/11/19	Survey Type: MANUAL	
18	HC-03-A-27	MIXED HOUSES		HAMPSHIRE
	DAIRY ROAD			
	ANDOVER			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	73		
	Survey date: TUESDAY	16/11/21	Survey Type: MANUAL	
19	HC-03-A-28	MIXED HOUSES & FLATS		HAMPSHIRE
	EAGLE AVENUE			
	WATERLOOVILLE			
	LOVEDEAN			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	125		
	Survey date: MONDAY	08/11/21	Survey Type: MANUAL	
20	HC-03-A-31	MIXED HOUSES & FLATS		HAMPSHIRE
	KILN ROAD			
	LIPHOOK			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	44		
	Survey date: FRIDAY	07/10/22	Survey Type: MANUAL	
21	HC-03-A-33	MIXED HOUSES & FLATS		HAMPSHIRE
	CROW LANE			
	RINGWOOD			
	CROW			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	195		
	Survey date: TUESDAY	04/07/23	Survey Type: MANUAL	
22	HF-03-A-03	MIXED HOUSES		HERTFORDSHIRE
	HARE STREET ROAD			
	BUNTINGFORD			
	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.)

23	HI-03-A-14 KING BRUDE ROAD INVERNESS SCORGUIE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 40 Survey date: WEDNESDAY 23/03/16	SEMI-DETACHED & TERRACED	HIGHLAND	Survey Type: MANUAL
24	KC-03-A-03 HYTHE ROAD ASHFORD WILLESBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 51 Survey date: THURSDAY 14/07/16	MIXED HOUSES & FLATS	KENT	Survey Type: MANUAL
25	KC-03-A-04 KILN BARN ROAD AYLESFORD DITTON Edge of Town Residential Zone Total No of Dwellings: 110 Survey date: FRIDAY 22/09/17	SEMI-DETACHED & TERRACED	KENT	Survey Type: MANUAL
26	KC-03-A-10 HEADCORN ROAD STAPLEHURST Edge of Town Residential Zone Total No of Dwellings: 106 Survey date: TUESDAY 09/05/23	MIXED HOUSES	KENT	Survey Type: MANUAL
27	MW-03-A-02 OTTERHAM QUAY LANE RAINHAM Edge of Town Residential Zone Total No of Dwellings: 19 Survey date: MONDAY 06/06/22	MIXED HOUSES	MEDWAY	Survey Type: MANUAL
28	NF-03-A-03 HALING WAY THETFORD Edge of Town Residential Zone Total No of Dwellings: 10 Survey date: WEDNESDAY 16/09/15	DETACHED HOUSES	NORFOLK	Survey Type: MANUAL
29	NF-03-A-05 HEATH DRIVE HOLT Edge of Town Residential Zone Total No of Dwellings: 40 Survey date: THURSDAY 19/09/19	MIXED HOUSES	NORFOLK	Survey Type: MANUAL
30	NF-03-A-25 WOODFARM LANE GORLESTON-ON-SEA Edge of Town Residential Zone Total No of Dwellings: 55 Survey date: TUESDAY 21/09/21	MIXED HOUSES & FLATS	NORFOLK	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

31	NF-03-A-33	MIXED HOUSES		NORFOLK
	LONDON ROAD			
	ATTLEBOROUGH			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	143		
	Survey date: THURSDAY	29/09/22	Survey Type: MANUAL	
32	NF-03-A-34	MIXED HOUSES		NORFOLK
	NORWICH ROAD			
	SWAFFHAM			
	Edge of Town			
	Out of Town			
	Total No of Dwellings:	80		
	Survey date: TUESDAY	27/09/22	Survey Type: MANUAL	
33	NF-03-A-35	MIXED HOUSES & FLATS		NORFOLK
	REPTON AVENUE			
	NORWICH			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	116		
	Survey date: WEDNESDAY	28/09/22	Survey Type: MANUAL	
34	NF-03-A-36	MIXED HOUSES		NORFOLK
	LONDON ROAD			
	WYMONDHAM			
	Edge of Town			
	No Sub Category			
	Total No of Dwellings:	75		
	Survey date: THURSDAY	29/09/22	Survey Type: MANUAL	
35	NF-03-A-37	MIXED HOUSES		NORFOLK
	GREENFIELDS ROAD			
	DEREHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	44		
	Survey date: TUESDAY	27/09/22	Survey Type: MANUAL	
36	NF-03-A-51	SEMI-DETACHED		NORFOLK
	CITY ROAD			
	NORWICH			
	LAKENHAM			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	34		
	Survey date: TUESDAY	13/09/22	Survey Type: MANUAL	
37	NT-03-A-08	DETACHED HOUSES		NOTTINGHAMSHIRE
	WIGHAY ROAD			
	HUCKNALL			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	36		
	Survey date: MONDAY	18/10/21	Survey Type: MANUAL	
38	NY-03-A-13	TERRACED HOUSES		NORTH YORKSHIRE
	CATTERICK ROAD			
	CATTERICK GARRISON			
	OLD HOSPITAL COMPOUND			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	10		
	Survey date: WEDNESDAY	10/05/17	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

39	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	
40	PB-03-A-04 EASTFIELD ROAD PETERBOROUGH	DETACHED HOUSES		PETERBOROUGH
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	28		
	Survey date: MONDAY	17/10/16	Survey Type: MANUAL	
41	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	
42	SC-03-A-07 FOLLY HILL FARNHAM	MIXED HOUSES		SURREY
	Edge of Town Residential Zone Total No of Dwellings:	41		
	Survey date: WEDNESDAY	11/05/22	Survey Type: MANUAL	
43	SD-03-A-01 HEADLANDS GROVE SWINDON	SEMI DETACHED		SWINDON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	27		
	Survey date: THURSDAY	22/09/16	Survey Type: MANUAL	
44	SF-03-A-05 VALE LANE BURY ST EDMUNDS	DETACHED HOUSES		SUFFOLK
	Edge of Town Residential Zone Total No of Dwellings:	18		
	Survey date: WEDNESDAY	09/09/15	Survey Type: MANUAL	
45	SF-03-A-07 FOXHALL ROAD IPSWICH	MIXED HOUSES		SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	73		
	Survey date: THURSDAY	09/05/19	Survey Type: MANUAL	
46	SM-03-A-01 WEMBDON ROAD BRIDGWATER NORTHFIELD	DETACHED & SEMI		SOMERSET
	Edge of Town Residential Zone Total No of Dwellings:	33		
	Survey date: THURSDAY	24/09/15	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

47	TB-03-A-01 BRONSHILL ROAD TORQUAY	TERRACED HOUSES		TORBAY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 37 Survey date: WEDNESDAY 30/09/15 Survey Type: MANUAL			
48	VG-03-A-01 ARTHUR STREET BARRY	SEMI-DETACHED & TERRACED		VALE OF GLAMORGAN
	Edge of Town Residential Zone Total No of Dwellings: 12 Survey date: MONDAY 08/05/17 Survey Type: MANUAL			
49	WB-03-A-03 DORKING WAY READING CALCOT	MIXED HOUSES		WEST BERKSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 108 Survey date: FRIDAY 09/09/22 Survey Type: MANUAL			
50	WK-03-A-04 DALEHOUSE LANE KENILWORTH	DETACHED HOUSES		WARWICKSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 49 Survey date: FRIDAY 27/09/19 Survey Type: MANUAL			
51	WS-03-A-08 ROUNDSTONE LANE ANGMERING	MIXED HOUSES		WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 180 Survey date: THURSDAY 19/04/18 Survey Type: MANUAL			
52	WS-03-A-09 LITTLEHAMPTON ROAD WORTHING WEST DURRINGTON	MIXED HOUSES & FLATS		WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 195 Survey date: THURSDAY 05/07/18 Survey Type: MANUAL			
53	WS-03-A-14 TODDINGTON LANE LITTLEHAMPTON WICK	MIXED HOUSES		WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 117 Survey date: WEDNESDAY 20/10/21 Survey Type: MANUAL			

LIST OF SITES relevant to selection parameters (Cont.)

54	WS-03-A-17	MIXED HOUSES & FLATS	WEST SUSSEX
	SHOPWHYKE ROAD		
	CHICHESTER		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	86	
	Survey date: WEDNESDAY	01/03/23	Survey Type: MANUAL
55	WS-03-A-19	MIXED HOUSES & FLATS	WEST SUSSEX
	TURNERS HILL ROAD		
	EAST GRINSTEAD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	92	
	Survey date: MONDAY	15/05/23	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	Covid-19 restrictions
SF-03-A-09	Covid-19 restrictions
SF-03-A-10	Covid-19 restrictions
WS-03-A-12	Covid-19 restrictions
WS-03-A-13	Covid-19 restrictions

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.71

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	55	71	0.079	55	71	0.292	55	71	0.371
08:00 - 09:00	55	71	0.150	55	71	0.375	55	71	0.525
09:00 - 10:00	55	71	0.157	55	71	0.184	55	71	0.341
10:00 - 11:00	55	71	0.139	55	71	0.173	55	71	0.312
11:00 - 12:00	55	71	0.144	55	71	0.149	55	71	0.293
12:00 - 13:00	55	71	0.170	55	71	0.162	55	71	0.332
13:00 - 14:00	55	71	0.176	55	71	0.174	55	71	0.350
14:00 - 15:00	55	71	0.170	55	71	0.206	55	71	0.376
15:00 - 16:00	55	71	0.275	55	71	0.180	55	71	0.455
16:00 - 17:00	55	71	0.269	55	71	0.163	55	71	0.432
17:00 - 18:00	55	71	0.332	55	71	0.162	55	71	0.494
18:00 - 19:00	55	71	0.273	55	71	0.149	55	71	0.422
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.334			2.369			4.703

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 - 195 (units:)
Survey date date range:	01/01/15 - 04/07/23
Number of weekdays (Monday-Friday):	55
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
Surveys manually removed from selection:	5

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL 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	55	71	0.003	55	71	0.003	55	71	0.006
08:00 - 09:00	55	71	0.006	55	71	0.006	55	71	0.012
09:00 - 10:00	55	71	0.004	55	71	0.004	55	71	0.008
10:00 - 11:00	55	71	0.004	55	71	0.004	55	71	0.008
11:00 - 12:00	55	71	0.003	55	71	0.003	55	71	0.006
12:00 - 13:00	55	71	0.003	55	71	0.002	55	71	0.005
13:00 - 14:00	55	71	0.004	55	71	0.004	55	71	0.008
14:00 - 15:00	55	71	0.003	55	71	0.003	55	71	0.006
15:00 - 16:00	55	71	0.006	55	71	0.006	55	71	0.012
16:00 - 17:00	55	71	0.003	55	71	0.003	55	71	0.006
17:00 - 18:00	55	71	0.003	55	71	0.003	55	71	0.006
18:00 - 19:00	55	71	0.003	55	71	0.003	55	71	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.045			0.044			0.089		

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL 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	55	71	0.003	55	71	0.003	55	71	0.006
08:00 - 09:00	55	71	0.003	55	71	0.002	55	71	0.005
09:00 - 10:00	55	71	0.004	55	71	0.003	55	71	0.007
10:00 - 11:00	55	71	0.004	55	71	0.004	55	71	0.008
11:00 - 12:00	55	71	0.002	55	71	0.004	55	71	0.006
12:00 - 13:00	55	71	0.001	55	71	0.002	55	71	0.003
13:00 - 14:00	55	71	0.003	55	71	0.002	55	71	0.005
14:00 - 15:00	55	71	0.002	55	71	0.002	55	71	0.004
15:00 - 16:00	55	71	0.002	55	71	0.002	55	71	0.004
16:00 - 17:00	55	71	0.001	55	71	0.001	55	71	0.002
17:00 - 18:00	55	71	0.002	55	71	0.001	55	71	0.003
18:00 - 19:00	55	71	0.001	55	71	0.001	55	71	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.028			0.027			0.055

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL 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	55	71	0.001	55	71	0.001	55	71	0.002
08:00 - 09:00	55	71	0.001	55	71	0.001	55	71	0.002
09:00 - 10:00	55	71	0.000	55	71	0.000	55	71	0.000
10:00 - 11:00	55	71	0.000	55	71	0.000	55	71	0.000
11:00 - 12:00	55	71	0.000	55	71	0.000	55	71	0.000
12:00 - 13:00	55	71	0.000	55	71	0.000	55	71	0.000
13:00 - 14:00	55	71	0.000	55	71	0.000	55	71	0.000
14:00 - 15:00	55	71	0.001	55	71	0.001	55	71	0.002
15:00 - 16:00	55	71	0.001	55	71	0.001	55	71	0.002
16:00 - 17:00	55	71	0.001	55	71	0.001	55	71	0.002
17:00 - 18:00	55	71	0.001	55	71	0.000	55	71	0.001
18:00 - 19:00	55	71	0.000	55	71	0.000	55	71	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.005			0.011

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL 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	55	71	0.005	55	71	0.012	55	71	0.017
08:00 - 09:00	55	71	0.006	55	71	0.019	55	71	0.025
09:00 - 10:00	55	71	0.002	55	71	0.007	55	71	0.009
10:00 - 11:00	55	71	0.004	55	71	0.004	55	71	0.008
11:00 - 12:00	55	71	0.002	55	71	0.003	55	71	0.005
12:00 - 13:00	55	71	0.005	55	71	0.004	55	71	0.009
13:00 - 14:00	55	71	0.003	55	71	0.003	55	71	0.006
14:00 - 15:00	55	71	0.005	55	71	0.002	55	71	0.007
15:00 - 16:00	55	71	0.015	55	71	0.007	55	71	0.022
16:00 - 17:00	55	71	0.008	55	71	0.005	55	71	0.013
17:00 - 18:00	55	71	0.010	55	71	0.005	55	71	0.015
18:00 - 19:00	55	71	0.010	55	71	0.006	55	71	0.016
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.075			0.077			0.152		

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL 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	55	71	0.091	55	71	0.392	55	71	0.483
08:00 - 09:00	55	71	0.172	55	71	0.604	55	71	0.776
09:00 - 10:00	55	71	0.184	55	71	0.243	55	71	0.427
10:00 - 11:00	55	71	0.169	55	71	0.226	55	71	0.395
11:00 - 12:00	55	71	0.180	55	71	0.189	55	71	0.369
12:00 - 13:00	55	71	0.213	55	71	0.208	55	71	0.421
13:00 - 14:00	55	71	0.229	55	71	0.222	55	71	0.451
14:00 - 15:00	55	71	0.218	55	71	0.267	55	71	0.485
15:00 - 16:00	55	71	0.463	55	71	0.235	55	71	0.698
16:00 - 17:00	55	71	0.409	55	71	0.227	55	71	0.636
17:00 - 18:00	55	71	0.458	55	71	0.223	55	71	0.681
18:00 - 19:00	55	71	0.374	55	71	0.201	55	71	0.575
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	3.160			3.237			6.397		

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	55	71	0.022	55	71	0.049	55	71	0.071
08:00 - 09:00	55	71	0.055	55	71	0.142	55	71	0.197
09:00 - 10:00	55	71	0.051	55	71	0.048	55	71	0.099
10:00 - 11:00	55	71	0.029	55	71	0.042	55	71	0.071
11:00 - 12:00	55	71	0.043	55	71	0.042	55	71	0.085
12:00 - 13:00	55	71	0.043	55	71	0.034	55	71	0.077
13:00 - 14:00	55	71	0.028	55	71	0.035	55	71	0.063
14:00 - 15:00	55	71	0.039	55	71	0.036	55	71	0.075
15:00 - 16:00	55	71	0.117	55	71	0.062	55	71	0.179
16:00 - 17:00	55	71	0.068	55	71	0.039	55	71	0.107
17:00 - 18:00	55	71	0.054	55	71	0.039	55	71	0.093
18:00 - 19:00	55	71	0.048	55	71	0.035	55	71	0.083
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.597			0.603			1.200

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL 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	55	71	0.001	55	71	0.022	55	71	0.023
08:00 - 09:00	55	71	0.003	55	71	0.035	55	71	0.038
09:00 - 10:00	55	71	0.004	55	71	0.012	55	71	0.016
10:00 - 11:00	55	71	0.008	55	71	0.007	55	71	0.015
11:00 - 12:00	55	71	0.007	55	71	0.006	55	71	0.013
12:00 - 13:00	55	71	0.009	55	71	0.008	55	71	0.017
13:00 - 14:00	55	71	0.004	55	71	0.004	55	71	0.008
14:00 - 15:00	55	71	0.008	55	71	0.006	55	71	0.014
15:00 - 16:00	55	71	0.027	55	71	0.008	55	71	0.035
16:00 - 17:00	55	71	0.017	55	71	0.004	55	71	0.021
17:00 - 18:00	55	71	0.014	55	71	0.003	55	71	0.017
18:00 - 19:00	55	71	0.012	55	71	0.002	55	71	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.114			0.117			0.231

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL 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	55	71	0.001	55	71	0.014	55	71	0.015
08:00 - 09:00	55	71	0.000	55	71	0.013	55	71	0.013
09:00 - 10:00	55	71	0.000	55	71	0.004	55	71	0.004
10:00 - 11:00	55	71	0.000	55	71	0.001	55	71	0.001
11:00 - 12:00	55	71	0.000	55	71	0.000	55	71	0.000
12:00 - 13:00	55	71	0.001	55	71	0.002	55	71	0.003
13:00 - 14:00	55	71	0.001	55	71	0.001	55	71	0.002
14:00 - 15:00	55	71	0.001	55	71	0.001	55	71	0.002
15:00 - 16:00	55	71	0.001	55	71	0.000	55	71	0.001
16:00 - 17:00	55	71	0.006	55	71	0.000	55	71	0.006
17:00 - 18:00	55	71	0.010	55	71	0.001	55	71	0.011
18:00 - 19:00	55	71	0.013	55	71	0.000	55	71	0.013
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.034			0.037			0.071		

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL 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	55	71	0.000	55	71	0.001	55	71	0.001
08:00 - 09:00	55	71	0.000	55	71	0.002	55	71	0.002
09:00 - 10:00	55	71	0.000	55	71	0.000	55	71	0.000
10:00 - 11:00	55	71	0.000	55	71	0.000	55	71	0.000
11:00 - 12:00	55	71	0.000	55	71	0.000	55	71	0.000
12:00 - 13:00	55	71	0.000	55	71	0.000	55	71	0.000
13:00 - 14:00	55	71	0.000	55	71	0.000	55	71	0.000
14:00 - 15:00	55	71	0.001	55	71	0.000	55	71	0.001
15:00 - 16:00	55	71	0.001	55	71	0.000	55	71	0.001
16:00 - 17:00	55	71	0.001	55	71	0.000	55	71	0.001
17:00 - 18:00	55	71	0.000	55	71	0.000	55	71	0.000
18:00 - 19:00	55	71	0.000	55	71	0.000	55	71	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.003			0.003			0.006

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	55	71	0.002	55	71	0.037	55	71	0.039
08:00 - 09:00	55	71	0.003	55	71	0.050	55	71	0.053
09:00 - 10:00	55	71	0.004	55	71	0.016	55	71	0.020
10:00 - 11:00	55	71	0.008	55	71	0.008	55	71	0.016
11:00 - 12:00	55	71	0.007	55	71	0.006	55	71	0.013
12:00 - 13:00	55	71	0.009	55	71	0.010	55	71	0.019
13:00 - 14:00	55	71	0.005	55	71	0.004	55	71	0.009
14:00 - 15:00	55	71	0.009	55	71	0.006	55	71	0.015
15:00 - 16:00	55	71	0.029	55	71	0.008	55	71	0.037
16:00 - 17:00	55	71	0.023	55	71	0.005	55	71	0.028
17:00 - 18:00	55	71	0.025	55	71	0.004	55	71	0.029
18:00 - 19:00	55	71	0.025	55	71	0.002	55	71	0.027
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.149			0.156			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.*

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
 Total People to Total Vehicles ratio (all time periods and directions): 1.71

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	55	71	0.121	55	71	0.491	55	71	0.612
08:00 - 09:00	55	71	0.236	55	71	0.815	55	71	1.051
09:00 - 10:00	55	71	0.241	55	71	0.314	55	71	0.555
10:00 - 11:00	55	71	0.210	55	71	0.281	55	71	0.491
11:00 - 12:00	55	71	0.232	55	71	0.241	55	71	0.473
12:00 - 13:00	55	71	0.271	55	71	0.256	55	71	0.527
13:00 - 14:00	55	71	0.266	55	71	0.265	55	71	0.531
14:00 - 15:00	55	71	0.271	55	71	0.311	55	71	0.582
15:00 - 16:00	55	71	0.624	55	71	0.312	55	71	0.936
16:00 - 17:00	55	71	0.509	55	71	0.276	55	71	0.785
17:00 - 18:00	55	71	0.547	55	71	0.271	55	71	0.818
18:00 - 19:00	55	71	0.457	55	71	0.243	55	71	0.700
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.985			4.076			8.061

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL CARS
 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	55	71	0.062	55	71	0.253	55	71	0.315
08:00 - 09:00	55	71	0.124	55	71	0.337	55	71	0.461
09:00 - 10:00	55	71	0.123	55	71	0.156	55	71	0.279
10:00 - 11:00	55	71	0.103	55	71	0.137	55	71	0.240
11:00 - 12:00	55	71	0.114	55	71	0.117	55	71	0.231
12:00 - 13:00	55	71	0.140	55	71	0.132	55	71	0.272
13:00 - 14:00	55	71	0.135	55	71	0.135	55	71	0.270
14:00 - 15:00	55	71	0.145	55	71	0.172	55	71	0.317
15:00 - 16:00	55	71	0.242	55	71	0.150	55	71	0.392
16:00 - 17:00	55	71	0.243	55	71	0.140	55	71	0.383
17:00 - 18:00	55	71	0.289	55	71	0.142	55	71	0.431
18:00 - 19:00	55	71	0.244	55	71	0.134	55	71	0.378
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	1.964			2.005			3.969		

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL LGVS
 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	55	71	0.011	55	71	0.030	55	71	0.041
08:00 - 09:00	55	71	0.015	55	71	0.027	55	71	0.042
09:00 - 10:00	55	71	0.023	55	71	0.021	55	71	0.044
10:00 - 11:00	55	71	0.026	55	71	0.026	55	71	0.052
11:00 - 12:00	55	71	0.024	55	71	0.025	55	71	0.049
12:00 - 13:00	55	71	0.024	55	71	0.025	55	71	0.049
13:00 - 14:00	55	71	0.032	55	71	0.031	55	71	0.063
14:00 - 15:00	55	71	0.020	55	71	0.026	55	71	0.046
15:00 - 16:00	55	71	0.023	55	71	0.019	55	71	0.042
16:00 - 17:00	55	71	0.021	55	71	0.017	55	71	0.038
17:00 - 18:00	55	71	0.035	55	71	0.014	55	71	0.049
18:00 - 19:00	55	71	0.023	55	71	0.010	55	71	0.033
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.277			0.271			0.548

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

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

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

MULTI-MODAL MOTOR CYCLES

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	55	71	0.000	55	71	0.002	55	71	0.002
08:00 - 09:00	55	71	0.001	55	71	0.002	55	71	0.003
09:00 - 10:00	55	71	0.002	55	71	0.001	55	71	0.003
10:00 - 11:00	55	71	0.001	55	71	0.001	55	71	0.002
11:00 - 12:00	55	71	0.002	55	71	0.001	55	71	0.003
12:00 - 13:00	55	71	0.002	55	71	0.002	55	71	0.004
13:00 - 14:00	55	71	0.002	55	71	0.002	55	71	0.004
14:00 - 15:00	55	71	0.001	55	71	0.002	55	71	0.003
15:00 - 16:00	55	71	0.002	55	71	0.002	55	71	0.004
16:00 - 17:00	55	71	0.002	55	71	0.002	55	71	0.004
17:00 - 18:00	55	71	0.003	55	71	0.002	55	71	0.005
18:00 - 19:00	55	71	0.002	55	71	0.001	55	71	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.020			0.040

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.

Calculation Reference: AUDIT-148301-240202-0231

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
	NG NOTTINGHAM	2 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 30 to 184 (units:)
 Range Selected by User: 10 to 184 (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 19/04/23

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	2 days
Tuesday	3 days
Wednesday	2 days
Friday	1 days

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	7
Edge of Town	1

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

Selected Location Sub Categories:

Development Zone	1
Residential Zone	4
No Sub Category	3

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	6 days - Selected
Servicing vehicles Excluded	4 days - Selected

Secondary Filtering selection:**Use Class:**

C3	8 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	2 days
20,001 to 25,000	3 days
25,001 to 50,000	3 days

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

Population within 5 miles:

125,001 to 250,000	3 days
250,001 to 500,000	4 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	4 days

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

Travel Plan:

No	8 days
----	--------

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

PTAL Rating:

No PTAL Present	8 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	CA-03-C-03 CROMWELL ROAD CAMBRIDGE	BLOCKS OF FLATS		CAMBRIDGESHIRE
	Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings: 82 Survey date: MONDAY 18/09/17 Survey Type: MANUAL			
2	DY-03-C-03 CAESAR STREET DERBY	BLOCKS OF FLATS		DERBY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 30 Survey date: WEDNESDAY 25/09/19 Survey Type: MANUAL			
3	EB-03-C-01 MYRESIDE ROAD EDINBURGH CRAIGLOCKHART	BLOCKS OF FLATS		CITY OF EDINBURGH
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 32 Survey date: TUESDAY 26/05/15 Survey Type: MANUAL			
4	MS-03-C-02 SOUTH FERRY QUAY LIVERPOOL BRUNSWICK DOCK	BLOCKS OF FLATS		MERSEYSIDE
	Suburban Area (PPS6 Out of Centre) Development Zone Total No of Dwellings: 184 Survey date: TUESDAY 13/11/18 Survey Type: MANUAL			
5	NF-03-C-02 HALL ROAD NORWICH LAKENHAM	MIXED FLATS & HOUSES		NORFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 82 Survey date: MONDAY 18/11/19 Survey Type: MANUAL			
6	NG-03-C-01 LAWRENCE WAY NOTTINGHAM	HOUSES (SPLIT INTO FLATS)		NOTTINGHAM
	Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings: 56 Survey date: TUESDAY 08/11/16 Survey Type: MANUAL			
7	NG-03-C-02 CASTLE MARINA ROAD NOTTINGHAM	HOUSES (SPLIT INTO FLATS)		NOTTINGHAM
	Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings: 135 Survey date: WEDNESDAY 09/11/16 Survey Type: MANUAL			
8	TW-03-C-01 CAULDWELL AVENUE WHITLEY BAY MONKESEATON	BLOCKS OF FLATS		TYNE & WEAR
	Edge of Town Residential Zone Total No of Dwellings: 45 Survey date: FRIDAY 15/10/21 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
HF-03-C-01	Covid-19 restrictions
HF-03-C-05	Covid-19 restrictions

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 2.25

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	8	81	0.051	8	81	0.152	8	81	0.203
08:00 - 09:00	8	81	0.050	8	81	0.186	8	81	0.236
09:00 - 10:00	8	81	0.074	8	81	0.094	8	81	0.168
10:00 - 11:00	8	81	0.067	8	81	0.088	8	81	0.155
11:00 - 12:00	8	81	0.062	8	81	0.070	8	81	0.132
12:00 - 13:00	8	81	0.063	8	81	0.074	8	81	0.137
13:00 - 14:00	8	81	0.053	8	81	0.084	8	81	0.137
14:00 - 15:00	8	81	0.065	8	81	0.068	8	81	0.133
15:00 - 16:00	8	81	0.105	8	81	0.056	8	81	0.161
16:00 - 17:00	8	81	0.122	8	81	0.068	8	81	0.190
17:00 - 18:00	8	81	0.153	8	81	0.074	8	81	0.227
18:00 - 19:00	8	81	0.125	8	81	0.074	8	81	0.199
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.990			1.088			2.078

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:	30 - 184 (units:)
Survey date date range:	01/01/15 - 19/04/23
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	2

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS 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	8	81	0.008	8	81	0.008	8	81	0.016
08:00 - 09:00	8	81	0.002	8	81	0.002	8	81	0.004
09:00 - 10:00	8	81	0.006	8	81	0.005	8	81	0.011
10:00 - 11:00	8	81	0.002	8	81	0.003	8	81	0.005
11:00 - 12:00	8	81	0.005	8	81	0.005	8	81	0.010
12:00 - 13:00	8	81	0.002	8	81	0.000	8	81	0.002
13:00 - 14:00	8	81	0.002	8	81	0.003	8	81	0.005
14:00 - 15:00	8	81	0.003	8	81	0.003	8	81	0.006
15:00 - 16:00	8	81	0.003	8	81	0.003	8	81	0.006
16:00 - 17:00	8	81	0.002	8	81	0.002	8	81	0.004
17:00 - 18:00	8	81	0.002	8	81	0.002	8	81	0.004
18:00 - 19:00	8	81	0.008	8	81	0.008	8	81	0.016
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.045			0.044			0.089

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS 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	8	81	0.000	8	81	0.000	8	81	0.000
08:00 - 09:00	8	81	0.000	8	81	0.000	8	81	0.000
09:00 - 10:00	8	81	0.000	8	81	0.000	8	81	0.000
10:00 - 11:00	8	81	0.000	8	81	0.000	8	81	0.000
11:00 - 12:00	8	81	0.000	8	81	0.000	8	81	0.000
12:00 - 13:00	8	81	0.002	8	81	0.002	8	81	0.004
13:00 - 14:00	8	81	0.000	8	81	0.000	8	81	0.000
14:00 - 15:00	8	81	0.000	8	81	0.000	8	81	0.000
15:00 - 16:00	8	81	0.000	8	81	0.000	8	81	0.000
16:00 - 17:00	8	81	0.003	8	81	0.002	8	81	0.005
17:00 - 18:00	8	81	0.000	8	81	0.002	8	81	0.002
18:00 - 19:00	8	81	0.000	8	81	0.000	8	81	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.005			0.006			0.011

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS 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	8	81	0.000	8	81	0.000	8	81	0.000
08:00 - 09:00	8	81	0.000	8	81	0.000	8	81	0.000
09:00 - 10:00	8	81	0.000	8	81	0.000	8	81	0.000
10:00 - 11:00	8	81	0.000	8	81	0.000	8	81	0.000
11:00 - 12:00	8	81	0.000	8	81	0.000	8	81	0.000
12:00 - 13:00	8	81	0.000	8	81	0.000	8	81	0.000
13:00 - 14:00	8	81	0.000	8	81	0.000	8	81	0.000
14:00 - 15:00	8	81	0.002	8	81	0.002	8	81	0.004
15:00 - 16:00	8	81	0.000	8	81	0.000	8	81	0.000
16:00 - 17:00	8	81	0.002	8	81	0.002	8	81	0.004
17:00 - 18:00	8	81	0.000	8	81	0.000	8	81	0.000
18:00 - 19:00	8	81	0.000	8	81	0.000	8	81	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.004			0.008

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS 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	8	81	0.002	8	81	0.012	8	81	0.014
08:00 - 09:00	8	81	0.002	8	81	0.023	8	81	0.025
09:00 - 10:00	8	81	0.002	8	81	0.000	8	81	0.002
10:00 - 11:00	8	81	0.002	8	81	0.002	8	81	0.004
11:00 - 12:00	8	81	0.006	8	81	0.002	8	81	0.008
12:00 - 13:00	8	81	0.002	8	81	0.000	8	81	0.002
13:00 - 14:00	8	81	0.003	8	81	0.002	8	81	0.005
14:00 - 15:00	8	81	0.008	8	81	0.005	8	81	0.013
15:00 - 16:00	8	81	0.006	8	81	0.002	8	81	0.008
16:00 - 17:00	8	81	0.005	8	81	0.002	8	81	0.007
17:00 - 18:00	8	81	0.011	8	81	0.008	8	81	0.019
18:00 - 19:00	8	81	0.009	8	81	0.005	8	81	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.058			0.063			0.121

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS 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	8	81	0.051	8	81	0.192	8	81	0.243
08:00 - 09:00	8	81	0.057	8	81	0.272	8	81	0.329
09:00 - 10:00	8	81	0.096	8	81	0.127	8	81	0.223
10:00 - 11:00	8	81	0.084	8	81	0.115	8	81	0.199
11:00 - 12:00	8	81	0.079	8	81	0.110	8	81	0.189
12:00 - 13:00	8	81	0.093	8	81	0.094	8	81	0.187
13:00 - 14:00	8	81	0.059	8	81	0.102	8	81	0.161
14:00 - 15:00	8	81	0.084	8	81	0.077	8	81	0.161
15:00 - 16:00	8	81	0.149	8	81	0.071	8	81	0.220
16:00 - 17:00	8	81	0.161	8	81	0.079	8	81	0.240
17:00 - 18:00	8	81	0.198	8	81	0.096	8	81	0.294
18:00 - 19:00	8	81	0.158	8	81	0.098	8	81	0.256
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.269			1.433			2.702

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	81	0.015	8	81	0.096	8	81	0.111
08:00 - 09:00	8	81	0.025	8	81	0.150	8	81	0.175
09:00 - 10:00	8	81	0.046	8	81	0.088	8	81	0.134
10:00 - 11:00	8	81	0.031	8	81	0.053	8	81	0.084
11:00 - 12:00	8	81	0.029	8	81	0.040	8	81	0.069
12:00 - 13:00	8	81	0.054	8	81	0.042	8	81	0.096
13:00 - 14:00	8	81	0.037	8	81	0.045	8	81	0.082
14:00 - 15:00	8	81	0.051	8	81	0.056	8	81	0.107
15:00 - 16:00	8	81	0.077	8	81	0.043	8	81	0.120
16:00 - 17:00	8	81	0.087	8	81	0.031	8	81	0.118
17:00 - 18:00	8	81	0.116	8	81	0.051	8	81	0.167
18:00 - 19:00	8	81	0.091	8	81	0.040	8	81	0.131
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.659			0.735			1.394

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS 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	8	81	0.000	8	81	0.022	8	81	0.022
08:00 - 09:00	8	81	0.000	8	81	0.034	8	81	0.034
09:00 - 10:00	8	81	0.005	8	81	0.017	8	81	0.022
10:00 - 11:00	8	81	0.005	8	81	0.014	8	81	0.019
11:00 - 12:00	8	81	0.005	8	81	0.012	8	81	0.017
12:00 - 13:00	8	81	0.011	8	81	0.011	8	81	0.022
13:00 - 14:00	8	81	0.003	8	81	0.014	8	81	0.017
14:00 - 15:00	8	81	0.011	8	81	0.019	8	81	0.030
15:00 - 16:00	8	81	0.022	8	81	0.011	8	81	0.033
16:00 - 17:00	8	81	0.017	8	81	0.003	8	81	0.020
17:00 - 18:00	8	81	0.045	8	81	0.005	8	81	0.050
18:00 - 19:00	8	81	0.023	8	81	0.009	8	81	0.032
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.147			0.171			0.318

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS 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	8	81	0.000	8	81	0.022	8	81	0.022
08:00 - 09:00	8	81	0.000	8	81	0.036	8	81	0.036
09:00 - 10:00	8	81	0.002	8	81	0.009	8	81	0.011
10:00 - 11:00	8	81	0.000	8	81	0.003	8	81	0.003
11:00 - 12:00	8	81	0.000	8	81	0.008	8	81	0.008
12:00 - 13:00	8	81	0.000	8	81	0.000	8	81	0.000
13:00 - 14:00	8	81	0.003	8	81	0.002	8	81	0.005
14:00 - 15:00	8	81	0.000	8	81	0.000	8	81	0.000
15:00 - 16:00	8	81	0.003	8	81	0.003	8	81	0.006
16:00 - 17:00	8	81	0.005	8	81	0.002	8	81	0.007
17:00 - 18:00	8	81	0.014	8	81	0.000	8	81	0.014
18:00 - 19:00	8	81	0.036	8	81	0.002	8	81	0.038
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.063			0.087			0.150

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS 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	8	81	0.000	8	81	0.000	8	81	0.000
08:00 - 09:00	8	81	0.000	8	81	0.000	8	81	0.000
09:00 - 10:00	8	81	0.000	8	81	0.000	8	81	0.000
10:00 - 11:00	8	81	0.000	8	81	0.000	8	81	0.000
11:00 - 12:00	8	81	0.000	8	81	0.000	8	81	0.000
12:00 - 13:00	8	81	0.000	8	81	0.000	8	81	0.000
13:00 - 14:00	8	81	0.000	8	81	0.000	8	81	0.000
14:00 - 15:00	8	81	0.000	8	81	0.002	8	81	0.002
15:00 - 16:00	8	81	0.000	8	81	0.000	8	81	0.000
16:00 - 17:00	8	81	0.002	8	81	0.000	8	81	0.002
17:00 - 18:00	8	81	0.000	8	81	0.000	8	81	0.000
18:00 - 19:00	8	81	0.000	8	81	0.000	8	81	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.002			0.004

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS 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	8	81	0.000	8	81	0.043	8	81	0.043
08:00 - 09:00	8	81	0.000	8	81	0.070	8	81	0.070
09:00 - 10:00	8	81	0.006	8	81	0.026	8	81	0.032
10:00 - 11:00	8	81	0.005	8	81	0.017	8	81	0.022
11:00 - 12:00	8	81	0.005	8	81	0.020	8	81	0.025
12:00 - 13:00	8	81	0.011	8	81	0.011	8	81	0.022
13:00 - 14:00	8	81	0.006	8	81	0.015	8	81	0.021
14:00 - 15:00	8	81	0.011	8	81	0.020	8	81	0.031
15:00 - 16:00	8	81	0.025	8	81	0.014	8	81	0.039
16:00 - 17:00	8	81	0.023	8	81	0.005	8	81	0.028
17:00 - 18:00	8	81	0.059	8	81	0.005	8	81	0.064
18:00 - 19:00	8	81	0.059	8	81	0.011	8	81	0.070
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.210			0.257			0.467

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 2.25

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	8	81	0.068	8	81	0.344	8	81	0.412
08:00 - 09:00	8	81	0.084	8	81	0.515	8	81	0.599
09:00 - 10:00	8	81	0.150	8	81	0.241	8	81	0.391
10:00 - 11:00	8	81	0.121	8	81	0.186	8	81	0.307
11:00 - 12:00	8	81	0.119	8	81	0.172	8	81	0.291
12:00 - 13:00	8	81	0.159	8	81	0.147	8	81	0.306
13:00 - 14:00	8	81	0.105	8	81	0.164	8	81	0.269
14:00 - 15:00	8	81	0.153	8	81	0.158	8	81	0.311
15:00 - 16:00	8	81	0.257	8	81	0.130	8	81	0.387
16:00 - 17:00	8	81	0.276	8	81	0.116	8	81	0.392
17:00 - 18:00	8	81	0.384	8	81	0.159	8	81	0.543
18:00 - 19:00	8	81	0.317	8	81	0.153	8	81	0.470
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.193			2.485			4.678

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL CARS
 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	8	81	0.042	8	81	0.139	8	81	0.181
08:00 - 09:00	8	81	0.042	8	81	0.173	8	81	0.215
09:00 - 10:00	8	81	0.060	8	81	0.087	8	81	0.147
10:00 - 11:00	8	81	0.050	8	81	0.073	8	81	0.123
11:00 - 12:00	8	81	0.053	8	81	0.060	8	81	0.113
12:00 - 13:00	8	81	0.051	8	81	0.070	8	81	0.121
13:00 - 14:00	8	81	0.045	8	81	0.065	8	81	0.110
14:00 - 15:00	8	81	0.053	8	81	0.059	8	81	0.112
15:00 - 16:00	8	81	0.094	8	81	0.050	8	81	0.144
16:00 - 17:00	8	81	0.108	8	81	0.056	8	81	0.164
17:00 - 18:00	8	81	0.147	8	81	0.060	8	81	0.207
18:00 - 19:00	8	81	0.110	8	81	0.060	8	81	0.170
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.855			0.952			1.807

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL LGVS
 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	8	81	0.002	8	81	0.003	8	81	0.005
08:00 - 09:00	8	81	0.006	8	81	0.009	8	81	0.015
09:00 - 10:00	8	81	0.008	8	81	0.003	8	81	0.011
10:00 - 11:00	8	81	0.015	8	81	0.012	8	81	0.027
11:00 - 12:00	8	81	0.005	8	81	0.005	8	81	0.010
12:00 - 13:00	8	81	0.009	8	81	0.003	8	81	0.012
13:00 - 14:00	8	81	0.006	8	81	0.015	8	81	0.021
14:00 - 15:00	8	81	0.006	8	81	0.005	8	81	0.011
15:00 - 16:00	8	81	0.008	8	81	0.003	8	81	0.011
16:00 - 17:00	8	81	0.006	8	81	0.008	8	81	0.014
17:00 - 18:00	8	81	0.003	8	81	0.006	8	81	0.009
18:00 - 19:00	8	81	0.005	8	81	0.003	8	81	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.079			0.075			0.154

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL MOTOR CYCLES
 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	8	81	0.000	8	81	0.002	8	81	0.002
08:00 - 09:00	8	81	0.000	8	81	0.002	8	81	0.002
09:00 - 10:00	8	81	0.000	8	81	0.000	8	81	0.000
10:00 - 11:00	8	81	0.000	8	81	0.000	8	81	0.000
11:00 - 12:00	8	81	0.000	8	81	0.000	8	81	0.000
12:00 - 13:00	8	81	0.000	8	81	0.000	8	81	0.000
13:00 - 14:00	8	81	0.000	8	81	0.000	8	81	0.000
14:00 - 15:00	8	81	0.002	8	81	0.000	8	81	0.002
15:00 - 16:00	8	81	0.000	8	81	0.000	8	81	0.000
16:00 - 17:00	8	81	0.002	8	81	0.000	8	81	0.002
17:00 - 18:00	8	81	0.002	8	81	0.005	8	81	0.007
18:00 - 19:00	8	81	0.003	8	81	0.003	8	81	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.009			0.012			0.021

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

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

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