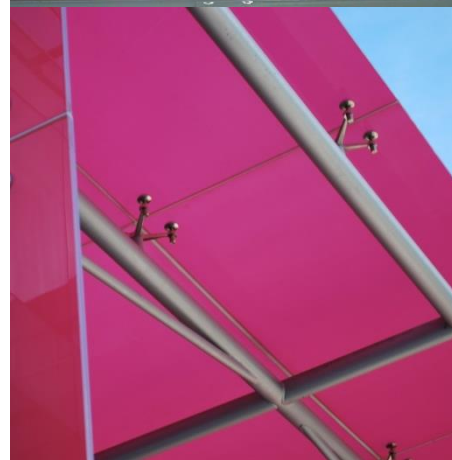
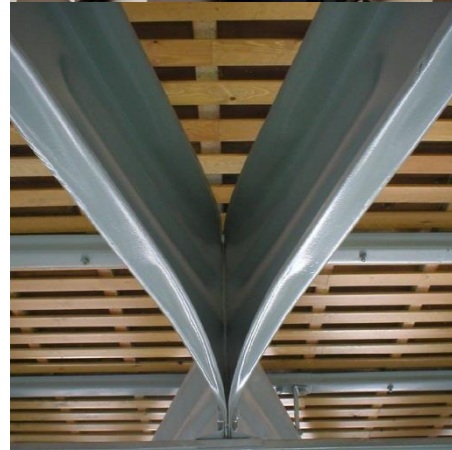


Dye House, Knowsley

Transport Statement

Curtins Ref: 082242-CUR-00-XX-RP-TP-001-P02
Revision: P02
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Client Name: Group D Developments Ltd.



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This report has been re-issued on 31st October 2023 to incorporate a change in client name (to Group D Developments Ltd.) and an updated Site Layout (Appendix A). No other contents of the report have been updated on the basis the Site Layout changes are minor.

Control Sheet

This report has been prepared for the sole benefit, use, and information for the client. The liability of Curtins with respect to the information contained in the report will not extend to any third party.

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Appendix A	– Site Layout
Appendix B	– Highway Safety Study Area
Appendix C	– CrashMap Accident Report
Appendix D	– TRICS Output

1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed on behalf of Group D Developments Ltd. to provide traffic and transportation advice in relation to a proposed development of 45 residential units (houses and apartments). The site is located on land north of Liverpool Road, Knowsley, directly east of the M57 Junction 2.
- 1.1.2 Dye House is located within an area of Knowsley that has been outlined for sustainable urban extension as part of Knowsley Local Plan Core Strategy 2016 (Local Plan Site Reference KGBS 14) therefore the residential nature of the proposals is supported in principle by Knowsley Council (KC).
- 1.1.3 The site is situated on land directly west of a Taylor Wimpey residential development called Orchard Park (19/00684/FUL). Orchard Park comprises 227 residential dwellings across 15.7 acres of land and the site is currently under construction. A new access has been built which is currently in the form of a priority arrangement with Liverpool Road, this will be further developed into a signalised arrangement once the site has become occupied. As part of this development, the existing Whitaker Garden Centre access will be closed off and reinstated with the shared footway and emergency access.

1.2 Purpose and Scope of the Report

- 1.2.1 This Transport Statement (TS) has been written in order to consider the development proposals and their potential impact on the surrounding area from a traffic and transportation perspective.
- 1.2.2 On this basis, this TS contains the following:
- A description of the highway network in the vicinity of the site;
 - A review of the accident record in the immediate vicinity of the site for a five-year period;
 - A summary of the development proposals;
 - A summary of relevant transport planning policy;
 - A review of accessibility by all sustainable modes of travel;
 - Information regarding traffic generation and trip rates; and,
 - Commentary on the highway impact associated with the development proposals.

1.3 Structure of the Report

- 1.3.1 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.
- 1.3.2 **Section 2** also reviews the local area in terms of highways safety by way of obtaining records of accidents adjacent to the site over the most recent five-year period available.

- 1.3.3 The development proposals are summarised in **Section 3**, including the proposed parking provision and access arrangements.
- 1.3.4 The accessibility of the site by sustainable modes of travel is assessed in **Section 4**.
- 1.3.5 **Section 5** outlines the traffic forecasting methodology used to establish the likely traffic generation associated with the development proposals.
- 1.3.6 Relevant local and national transport policy is summarised in **Section 6**, and the report is summarised and concluded in **Section 7**.

2.0 Site Location and Highway Layout

2.1 Site Location

2.1.1 The proposed development site is located on land north of Liverpool Road, Knowsley, L34 3LX. The application site is bound to the north and east by land associated with the Orchard Park residential estate, to the south by Liverpool Road and to the west by the M57 Junction 2.

2.1.2 **Figure 2.1** shows the site location in more detail.



Figure 2.1 – Site Location (Google Earth)

2.2 Existing Use

2.2.1 The application site currently comprises the Dye House residential property, vacant land and vegetation.

2.3 Existing Access Arrangement

2.3.1 The site currently has one vehicular access point to the existing Dye House residential building. This access takes the form of an informal left-in/left-out priority arrangement that is currently gated. The existing access point is shown on **Figure 2.2** overleaf.



Figure 2.2 – Existing Dye House Access - (Google Imagery)

2.4 Surrounding Highway Network

Liverpool Road A57

- 2.4.1 Liverpool Road runs along the southern boundary of the site, currently providing access to the existing Dye House informal priority arrangement as well as the adjacent Orchard Park residential development. The road proceeds on a general east-west alignment from Prescot to Fincham. Liverpool Road runs for approximately 4km in total length and serves numerous residential streets in Knowsley.
- 2.4.2 Liverpool Road is a dual carriageway road with three lanes and a typical width of approximately 20m, separated by a central verge. The road is subject to a 40mph speed limit, with footways and street lighting provided along both sides of the carriageway.
- 2.4.3 In the vicinity of the site, Liverpool Road benefits from existing pedestrian infrastructure such as formal crossing points in the form of green man facilities, dropped kerbs, tactile paving, pedestrian refuge islands and guardrails. An example of this infrastructure can be seen at the Liverpool Road / Manchester Road signalised junction, which is shown at **Figure 2.3** overleaf.



Figure 2.3 – Existing Liverpool Road Pedestrian Infrastructure

- 2.4.4 Along the southern border of the site, cycle markings are present on Liverpool Road, in the form of shared footway/cycleways. **Figure 2.4** below illustrates the cycling provision along Liverpool Road.



Figure 2.4 – Existing Liverpool Road Cycling Infrastructure

- 2.4.5 Bus stops are also provided along Liverpool Road, with the closest being located directly on the sites southern border. These stops provide services to St Helens and the wider Liverpool. The local public transport provisions available from the site is discussed in further detail within **Section 4**.

2.5 Highway Safety

- 2.5.1 Personal Injury Accident (PIA) data for the highway network adjacent to the site has been obtained from Crashmap for the most recent five years, the period being 2017 to 2021 (inclusive). Crashmap is a professional service which only publishes official data that is provided by the Department for Transport (DfT). This in turn is based on records submitted to them by police forces and therefore there is no longer a requirement to obtain records direct from the Police.
- 2.5.2 The Study Area considered for the Highway Safety Review is shown in **Appendix B**. A breakdown of the information is contained in **Table 2.1**.

Junction/Link	Slight	Serious	Fatal	Totals
M57	2	0	0	2
Liverpool Road/A58/Paddock Road/Huyton Lane	10	0	0	10
Liverpool Road/Manchester Road	2	0	0	2
Liverpool Road	1	0	0	1
Liverpool Road/West Street	1	0	0	1
Derby Street/Knowsley Park Lane	0	1	0	1
Knowsley Park Lane	1	0	0	1
Egerton Road	1	0	0	1
Pratt Road/Preston Avenue	1	0	0	1
Totals	19	1	0	20

Table 2.1 – Personal Injury Accident Data Summary

- 2.5.3 There has been a total of 20 accidents in the latest five-year period available, comprising 19 slight accidents and 1 serious accident. No accidents have occurred at the existing site access junction during the study period.
- 2.5.4 Whilst there have been 10 recorded collisions on the Liverpool Road, it is not seen as a particularly high number of accidents at a busy junction on the network given the five-year study period. The collisions are also dispersed evenly across various approach arms, with no clearly identifiable clusters.
- 2.5.5 The detailed accident report for the serious accident at the Derby Street/Knowsley Park Lane junction has been obtained from Crashmap (included in **Appendix C**). The incident occurred on Tuesday November 17th 2020, when a car collided with a pedestrian crossing the carriageway. The collision occurred in daylight during dry conditions. The pedestrian was crossing from the driver's offside and was masked by a parked vehicle.

2.5.6 Following a review of the accident records and the local highway network, no significant correlations have been identified to suggest that highway condition, layout or design were significant contributory factors in any of the collisions. There is no significant concentration of vehicle conditions at any single location that would suggest there is an existing safety issue that is likely to be exacerbated by the proposed development.

3.0 Development Proposals

3.1 Introduction

3.1.1 The proposals are for a proposed residential development of 45 units (houses and apartments). The site is located on land north of Liverpool Road, Knowsley, directly east of the M57 Junction 2. The development will provide 15 one-bedroom apartments, 9 two-bedroom apartments, 5 two-bedroom houses and 16 three-bedroom houses. The site layout is illustrated in **Appendix A** to the rear of the report.

3.2 Proposed Access

3.2.1 The plan in **Appendix A** shows that it is the intention is to gain access from the north-east of the development, utilising a continuation of the road network proposed as part of the adjacent Taylor Wimpey development. The proposals connect on to the proposed Orchard Park signalised junction that will serve both developments.

3.2.2 As detailed in the highway safety review, found within **Section 2** of this report, no accidents have occurred in the vicinity of the access point over the latest 5 years' worth of data available.

3.2.3 Pedestrian entrances to the scheme are shown on the plan in **Appendix A** and connect into the existing footway provisions in Orchard Park. A separate pedestrian/emergency access is provided in the south-western area of the site which ties onto existing footway provisions along the A57 Liverpool Road.

3.3 Parking Provision

3.3.1 Knowsley Council Parking Guidelines are found within the Ensuring a Choice of Travel Supplementary Planning Document (SPD). The SPD states that apartment dwellings outside of the city centre should include 1 space per dwelling. For dwelling houses the SPD states the following:

				Town Centres (Maximum)	District and Local Centre (Maximum)	Other Areas (Maximum)
All areas are Gross Floor Area unless otherwise stated						
C3	Dwelling houses	Dwelling houses	1 bedroom	0.5 to 1	1	1
			2 to 3 bedrooms	1.5	2	2
			4+ bedrooms	2	3	3

Figure 3.1 – Ensuring a Choice of Travel Supplementary Planning Document Parking Standards

- 3.3.2 There are 72 parking spaces proposed on site, which are illustrated on the site layout in **Appendix A**. It is considered that the proposed development accords with the Ensuring a Choice of Travel SPD with regards to maximum parking standards.
- 3.3.3 The scheme also provides covered and secured cycle parking with 2 stands provided for each house, and 1 stand per apartment.

3.4 Servicing

- 3.4.1 The plan in **Appendix A** illustrates the proposed location of the bin stores for the apartment buildings on site. Bins will be presented kerbside for the proposed dwelling houses. Curtins **Drawing 082242-CUR-00-XX-DR-TP-05001-P01** shows a large 11.2m refuse vehicle manoeuvring within the access to the north-east of the site from Orchard Park to the turning head in the west of the development, demonstrating that the vehicle can safely service the site in forward gear.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

4.1.1 A key element of national, regional and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. It is important to ensure that developments are not isolated but are located close to complementary land uses. 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;
- Accessibility by Cycle; and,
- Accessibility by Public Transport.

4.2 Pedestrian Accessibility

4.2.1 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. The Chartered Institution for Highways and Transportation (CIHT) document entitled '*Providing for Journeys on Foot*' suggests walking distances which are relevant to this planning application. These are reproduced in **Table 4.1**.

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

Table 4.1 – CIHT Suggested Acceptable Walking Distances

4.2.2 To assist in summarising the accessibility of the site by foot, an indicative pedestrian catchment plan has been produced. **Drawing 082242-06001** shows distances of 500m, 1,000m and 2,000m which are termed '*Desirable*', '*Acceptable*' and the '*Preferred Maximum*' by the CIHT for commuting trips.

4.2.3 The site is surrounded by an existing residential area of Prescot. This ensures that there is a good standard of pedestrian infrastructure with wide pedestrian footways and pedestrian controlled crossings. Additionally, the adjacent Orchard Park Development provides internal pedestrian infrastructure that can be utilised to access the A57 and the wider Prescot area.

- 4.2.4 Within a short 500m walk of the site there are several existing bus stops. These are discussed in greater detail within the public transport section of this chapter. Whitakers Garden Centre and Café, The Clock Face Pub, a children's play area and playing fields, The Prescott School and various residential properties can also be accessed within this catchment.
- 4.2.5 Within a 1km walk, Prescott Town Centre can be accessed. This includes amenities such as Prescott Shopping Centre, restaurants and takeaways, Heron Foods, Convenience Stores, Cables Retail Park, Knowsley Safari Park, Prescott Business Park, places of worship, public parks, Prescott Bus Station (currently undergoing £1.9m investment) and various other amenities.
- 4.2.6 Additionally, areas of Huyton can be accessed within this catchment. Further amenities are provided here such as: Kings Business Park, Huyton and Prescott Golf Club, Earlsfield Employment Park, and residential properties in Huyton.
- 4.2.7 Within a wider 2km catchment, the majority of Prescott and Huyton are now accessible, providing a wealth of further amenities that are summarised below,
- Evelyn Community Primary School.
 - Eccleston Lane Ends Primary School.
 - St Marys and St Pauls C of E Primary School.
 - St Lukes Roman Catholic Primary School.
 - Prescott Primary School.
 - Willow Street Primary School.
 - Knowsley Central School.
 - Knowsley Lane Primary School.
 - Lord Derby Academy.
 - Prescott Soccer Centre.
 - Prescott Railway Station.
 - Prescott Reservoir.
 - Knowlsey Hall.
 - King George V Playing Fields and Football Grounds.
 - Knowsley Leisure Centre and Culture Park.
- 4.2.8 It is therefore considered that the development site is highly accessible for pedestrians.

4.3 Accessibility by Cycle

- 4.3.1 In order to assist in assessing the accessibility of the site by cycle, **Drawing 082242-06002** presents an 8km cycle catchment for the site. This distance has been chosen to reflect the recommendation by Cycling England in its document 'Integrating Cycling into Development Proposals' (2008), which states the following on pg. 4:

"Most cycle journeys for non-work purposes and those to rail stations are between 0.5 and 2 miles, but many cyclists are willing to cycle much further. For work, a distance of 5 miles should be assumed."

- 4.3.2 To assist further, a 5.5km catchment has been provided. The average person in England cycled 16 times for a total distance of 54 miles in 2019, according to the Department for Transport's walking and cycling statistics. This equates to an average of 3.38 miles/ 5.43km per trip, which is rounded to a 5.5km catchment. In 2020, the average cycling trip rose to 7.1km, significantly higher than previous years likely primarily due to the covid-19 pandemic and associated restrictions on public transport. It is considered possible that in future non-pandemic years the average may stay above 5.5km – though it is expected to be closer to this distance than 7.1km – but the level cannot be predicted without official data for future years. Therefore, 5.5km has been retained for now as the average cycling distance.
- 4.3.1 All of the previously described retail, leisure and employment opportunities found within an accessible walk distance, can be reached within a short cycle journey.
- 4.3.2 The 8km catchment extends as far as Knowsley in the north, Sutton and St Helens to the east, Halewood to the south and West Derby to the west. The large residential areas of Fincham, Norris Green, Huyton, Belle Vale and Rainhill can be reached from the site via an accessible cycle ride.

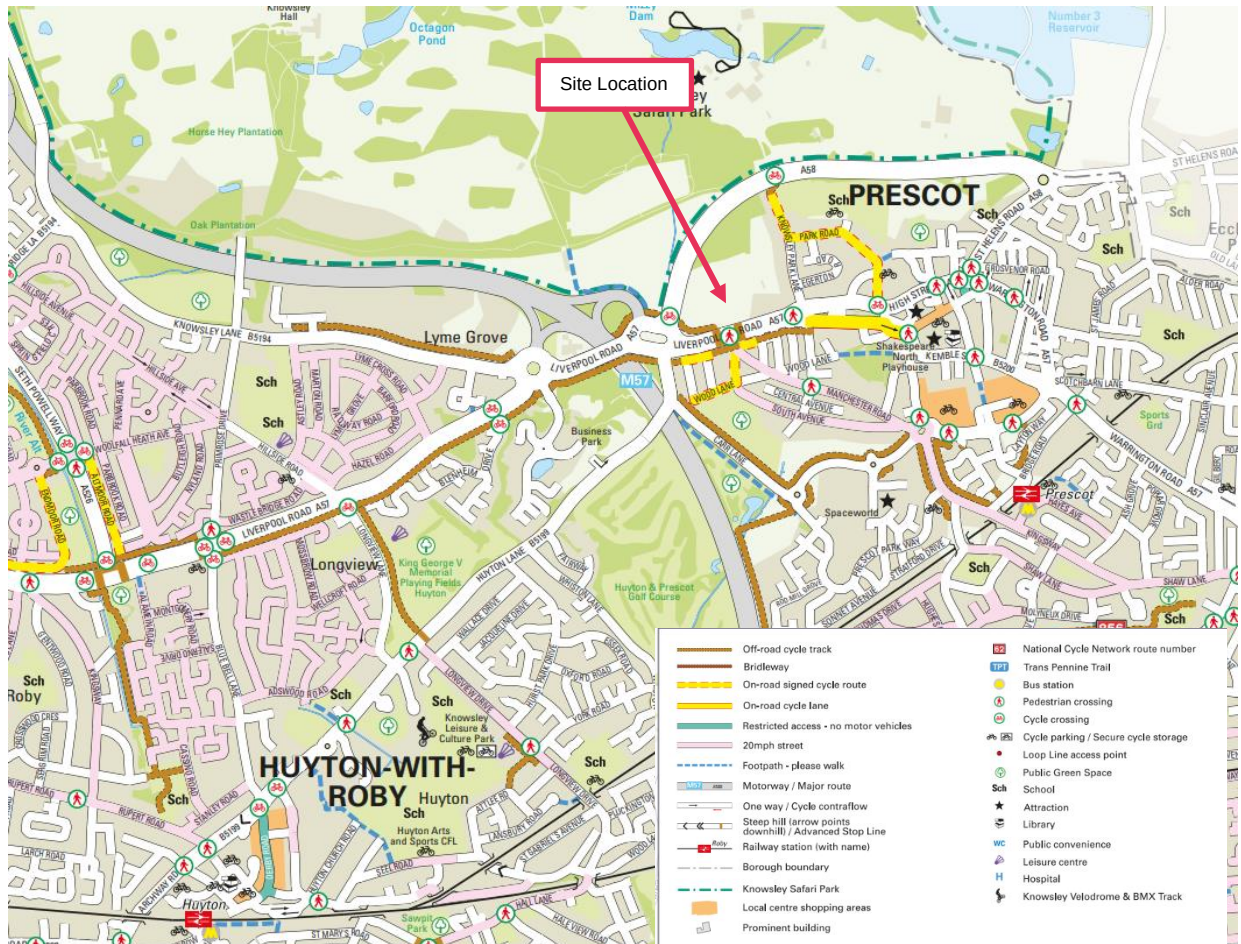


Figure 4.1 – Knowsley Cycle Map - Merseytravel

- 4.3.3 Locally, there are several cycling routes in the vicinity of the site in the form of recommended or off-road cycle tracks, such as the A57 Liverpool Road and Carr Lane. Traffic free routes from the site to Prescot and Huyton can be utilised. Reference should be made to **Figure 4.1** above which details Merseytravel's Cycle Map for the Knowsley area.
- 4.3.4 **Figure 4.2** overleaf illustrates some local examples of cycling infrastructure within the immediate vicinity of the site, along Liverpool Road.



Figure 4.2 – Shared Cycling Provision- Liverpool Road

4.3.5 National Cycle Network (NCN) Route 862 is located approximately 3.2km north-west of the site. Locally NCN Route 862 connects Stockbridge Village to Kirby, passing Southdene and Westvale on route. Additionally, NCN Route 56 can be accessed approximately 2km south-east of the site, in Whiston. This route connects Whiston to Huyton utilising traffic free routes through Stadt Moers Park.

4.3.6 Therefore, in summary, it is considered that cycling is a realistic mode of travel at the proposed development site.

4.4 Accessibility by Public Transport

4.4.1 **Drawing 082242-06003** demonstrates those areas accessible via public transport within 20, 40 and 60 minutes journey from the site. Accessibility by bus and rail are considered in further detail within the subsections below.

Bus Accessibility

4.4.2 Guidance from the Chartered Institution of Highways and Transportation (CIHT) document 'Guidelines for Planning for Public Transport in Development' indicates that ideally, a bus stop should be located within 400m from a new development.

4.4.3 The nearest pair of bus stops to the site are located along Liverpool Road, both within 100m of the centre of the site. Both stops include shelters, seating, and detailed timetable information.

- 4.4.4 **Table 4.2** details the regular services that call at the stops on Liverpool Road, and their associated frequencies.

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
10	St Helens- Liverpool	20 mins	30 mins	30 mins
289	Prescott- St Helens	-	60 mins	-
297	Kirkby- St Helens	120 mins	-	-

Table 4.2 – Summary of Bus Service Frequencies from Liverpool Road

- 4.4.5 It is noted that the provision of bus services will change over time during different seasons in the year and in response to the redevelopment of the Prescot Bus Station. The bus times are accurate at the time of writing.
- 4.4.6 The above services provide frequent access to other areas of Merseyside and given the close proximity of the bus stops it is considered that the site is highly accessible by bus.

Rail Accessibility

- 4.4.7 The Chartered Institution of Highways and Transportation (CIHT) document, 'Planning for Public Transport in Developments' notes that visitors travelling to a site by rail will typically be prepared to walk further to the site than visitors travelling by bus, with a preferred distance of 800m.
- 4.4.8 The nearest train station is Prescot Railway Station, located approximate 1.3km walk from the site. Whilst the distance exceeds the preferred walking distance, rail travel remains an option as part of a multi-modal journey. Prescot Railway Station has a 48-space car park with 3 accessible spaces and 10 secure cycle spaces. The station also includes CCTV, toilets, step-free access, and real time information.
- 4.4.9 A summary of rail services from Prescot Railway Station is summarised in **Table 4.3:**

Destination	Typical Weekday Frequency (Hourly)
Liverpool Lime Street	1
Wigan North-Western	1
Preston	1
Blackpool North	1

Table 4.3 – Summary of Rail Services from Prescot Railway Station

- 4.4.10 In light of cycle connectivity between the site and train station it is considered the site is accessible by rail.

4.5 Summary

- 4.5.1 The National Planning Policy Framework (NPPF) supports a presumption in favour of sustainable development. Within the document, Section 9 – Promoting Sustainable Transport outlines the important role that transport policies have to play in facilitating this. Paragraph 105 indicates that:

“Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.”

- 4.5.2 The site is situated within an established residential area, with a high number of complementary land uses within an acceptable walking distance of the development. The good standard of the existing pedestrian infrastructure, with formal crossing facilities, and the availability of off-road local cycle routes at short distance from the site. It has been demonstrated that the site is well served by buses, while Prescott Railway Station is also considered accessible by multi-modal travel.

5.0 Traffic Forecasting and Highway Impact

5.1 Introduction

- 5.1.1 The following section of the report details the potential trip generation associated with the development proposals.
- 5.1.2 The TRICS database (v. 7.9.1) has been interrogated for weekday surveys for residential developments. 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. The full TRICS outputs are included within **Appendix D** to the rear of this report.

5.2 Forecasted Trip Generation

- 5.2.1 The trip rates and subsequent vehicular trips associated with the proposed 21 houses and 24 apartments are provided in **Table 5.1**.

TRICS	Average TRICS Trip Rates			Proposed Development Trips		
	Arrive	Depart	Total	Arrive	Depart	Total
Houses (21)	-					
AM (08:00 – 9:00)	0.132	0.347	0.479	3	7	10
PM (17:00 – 18:00)	0.320	0.150	0.470	7	3	10
Apartments (24)	-					
AM (08:00 – 9:00)	0.063	0.189	0.252	2	5	7
PM (17:00 – 18:00)	0.173	0.082	0.255	4	2	6

Table 5.1 – Proposed Development Trip Rates and Trip Generation

- 5.2.2 The above table demonstrates the proposed development could potentially generate approximately 17-16 two-way trips in the AM and PM peaks. Volumetrically this equates to one additional vehicle every 3-4 minutes in the busier AM peak which would be totally imperceptible.

5.3 Conclusion

- 5.3.1 The proposed development sites would result in a negligible highway impact. In accordance with the NPPF, the impact of the proposed development sites would not be unacceptable or severe in terms of highway safety or highway capacity respectively.

6.0 Transport Planning Policy

6.1 National Planning Policy Framework (NPPF) 2021

- 6.1.1 The NPPF sets out the current national transport planning policy and outlines the important role that transport policies have to play in facilitating sustainable development. From the outset, the Minister for Planning's Foreword lays the foundations for current policy thinking;

"The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs".

- 6.1.2 Paragraph 11 states that at the heart of NPPF is a "presumption in favour of sustainable development". For decision making this means granting permission unless:

"...any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole."

- 6.1.3 Section 9 of the NPPF is entitled Promoting Sustainable Transport, and outlines the important role that transport policies have to play in facilitating sustainable development. The section states that:

"The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making".

- 6.1.4 Paragraph 110 of the NPPF states that:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location".*
- b) Safe and suitable access to the site can be achieved for all users, and,*
- c) Any significant impacts from the development of the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree".*

6.1.5 Paragraph 111 of the NPPF 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 would be severe”.

6.1.6 It has been demonstrated throughout this TS that the residual cumulative impacts of the proposed development would not be 'severe' from a highways and transportation perspective.

6.1.7 The proposed development accords with the NPPF due to the site benefiting from good accessibility for public transport, walking and cycling.

6.2 National Planning Practice Guidance (NPPG)

6.2.1 In addition to the NPPF, a National Planning Practice Guidance (NPPG) document has also been developed by the government. Within this document there is a specific section that clarifies the overarching principles on Travel Plans, Transport Assessments and Transport Statements.

6.2.2 Travel Plans, Transport Assessments and Statements can positively contribute to:

- Encouraging sustainable travel;
- Lessening traffic generation and its detrimental impacts;
- Reducing carbon emissions and climate impacts;
- Creating accessible, connected, inclusive communities;
- Improving health outcomes and quality of life;
- Improving road safety; and
- Reducing the need for new development to increase existing road capacity or provide new roads.

6.2.3 The guidance on Transport Assessments and Statements re-iterates the circumstances in which either document would usually be required. It is appropriate that a Transport Statement is provided for a development of this scale. The NPPG has been considered in the production of this TS.

6.3 Knowsley Local Plan Core Strategy 2016

6.3.1 The Knowsley Local Plan comprises sets out the strategic framework of development for Knowsley up to 2028 and beyond. The document provides guidance for development and regeneration for the Borough. The Local Plan outlines 9 strategic objectives as part of its vision:

- **Sustainable Economic and Employment Growth-** To encourage and maintain sustainable economic and employment growth in Knowsley, complementary to that within the wider Liverpool City Region, by accommodating employment related development, improving skills within the workforce, and promoting enterprise, entrepreneurship and innovation.
- **Well-balanced Housing Market-** To promote a well-balanced housing market throughout Knowsley by providing a sufficient quantity and mix of high quality sustainable housing in appropriate locations to meet needs and demand (including for market, affordable and supported housing).
- **Regenerate and Transform-** To regenerate and transform areas of social and economic deprivation so they become more sustainable, safer, healthier and more cohesive communities, thus narrowing the gap between the richest and poorest communities in Knowsley.
- **Distinctive, Viable and Sustainable Town Centres-** To promote distinctive, viable and sustainable town centres in Huyton, Kirkby and Prescot, by improving choice, variety and quality in their range of retail, leisure and other town centre uses, together with thriving district centres, including enhancement of those in Halewood and Stockbridge Village, and a more sustainable pattern of local centres.
- **Quality of Place-** To promote the quality of place within Knowsley by protecting historically important features and enhancing the character, quality and diversity of Knowsley's built environment, including town centres, key employment areas, residential neighbourhoods, green spaces, conservation areas, rural areas and villages, key gateways and transport routes.
- **Sustainable Transport-** To ensure new development in Knowsley encourages a reduction in the overall need to travel, and prioritises sustainable transport such as walking, cycling and public transport. This will help to ensure accessibility and linkage between housing areas and employment locations, shopping, leisure, culture, health care, education, community and sporting facilities, green spaces and other services.
- **Manage Environmental Resources-** To manage environmental resources in Knowsley prudently by focusing on sustainable development, recycling and renewable technologies, minimising pollution, reducing carbon emissions and responding to the impacts of climate change.
- **Green Infrastructure in Rural Areas-** To support and strengthen the role of Knowsley's Green Infrastructure (in rural and urban areas), promote biodiversity, and maintain the character of rural settlements including Cronton, Tarbock and Knowsley Village.
- **Promote Health and Wellbeing in Knowsley-** To address existing health inequalities and encourage enhancements to the health and wellbeing of Knowsley's residents by ensuring a health promoting environment and provision of healthy lifestyle options for those living and working in the borough.

- 6.3.2 It is considered that the proposed development is in accordance with the above objectives, and it has been demonstrated that the site is accessible by sustainable modes of transport including walking, cycling and public transport.

6.4 Merseyside Local Transport Plan

- 6.4.1 The Local Transport Plan sets out implementation plans for the medium and long term and aims to improve transport within the Merseyside region. The Third Local Transport Plan envisions the following;

“A city region committed to a low carbon future, which has a transport network and mobility culture that positively contributes to a thriving economy and the health and wellbeing of its citizens and where sustainable travel is the option of choice”.

- 6.4.2 The Local Transport Plan has six goals;

- *“Help create the right conditions for sustainable economic growth by supporting the priorities of the Liverpool City Region, the Local Enterprise Partnership and the Local Strategic Partnerships.*
- *Provide and promote a clean, low emission transport system which is resilient to changes to climate and oil availability.*
- *Ensure the transport system promotes and enables improved health and wellbeing and road safety.*
- *Ensure equality of travel opportunity for all, through a transport system that allows people to connect easily with employment, education, healthcare, other essential services and leisure and recreational opportunities.*
- *Ensure the transport network supports the economic success of the city region by the efficient movement of people and goods.*
- *Maintain our assets to a high standard.”*

- 6.4.3 As described in **Section 4** of this TS, the site is considered to be accessible by sustainable modes of transport including walking, cycling and public transport, and is therefore considered to be consistent with the objectives of the LTP.

6.5 ‘Ensuring a Choice of Travel’ SPD

- 6.5.1 The ‘Ensuring a Choice of Travel’ SPD was developed in partnership with the Merseyside Local Authorities and Merseytravel in order to provide consistent guidance to developers on access and transport requirements for new development across the wider Merseyside area. Its overall objectives are:

- Ensure a reasonable choice of access by all modes of transport to new development;
- Reduce the environmental impact of travel choices, by reducing pollution, and improving the local environment;
- Improving road safety;
- Promote healthier lifestyles by providing opportunities for people to walk or cycle for work or leisure purposes;
- Reduce the level of traffic growth and congestion on the strategic and local road network; and
- Encourage opportunities to improve the quality of development proposals by better use of space through the provision of less car parking spaces where appropriate.

6.5.2 It is considered that the proposed development is in general accordance with the above overarching objectives. Full justification for the proposed level of car parking has been provided throughout this Transport Statement. The development is situated within an accessible location.

6.6 Conclusions

6.6.1 The proposed development meets the sustainable objectives of the National Planning Policy Framework and its residual traffic impacts are not severe. The proposals are also in accordance with regional and local transport planning policies, providing a suitable level of parking and encouraging uptake in sustainable modes.

6.6.2 From a traffic and transportation perspective there are no reasons why the development proposals should not be granted planning approval.

7.0 Summary and Conclusions

7.1 Summary

- 7.1.1 Curtins has been appointed on behalf of Group D Developments Ltd. to provide traffic and transportation advice in relation to a proposed residential development of 45 units (houses and apartments). The site is located on land north of Liverpool Road, Knowsley, directly east of the M57 Junction 2.
- 7.1.2 The site is situated on land directly west of a Taylor Wimpey residential development called Orchard Park (19/00684/FUL). Orchard Park comprises 227 residential dwellings across 15.7 acres of land and the site is currently under construction. A new access has been built which is currently in the form of a priority arrangement with Liverpool Road, this will be further developed into a signalised arrangement once the site has become occupied. As part of this development, the existing Whitaker Garden Centre access will be closed off and reinstated with the shared footway and emergency access.
- 7.1.3 Following a review of the accident records in the vicinity of the site there is not significant concentration of vehicle collisions at any single location that would suggest there is an existing safety issue that is likely to be exacerbated by the proposed development.
- 7.1.4 It has been demonstrated that appropriate access and provision for vehicles, pedestrians and cyclists would be satisfactorily provided. The proposals intend to utilise the new Orchard Park development and formal a connection to its internal road network. A separate pedestrian/emergency access is to be provided directly onto the A57 Liverpool Road.
- 7.1.5 The site can be considered to be highly accessible by sustainable modes of travel. There are existing bicycle and pedestrian facilities in the vicinity of the site, and the development would be well situated to take advantage of the public transport facilities within the surrounding area.
- 7.1.6 A TRICS-based trip generation forecast exercise has been undertaken to establish the likely number of vehicular trips associated with the proposed development. It is not considered that the traffic generated by the proposed development would have a perceptible impact on the surrounding highway network.

7.2 Conclusions

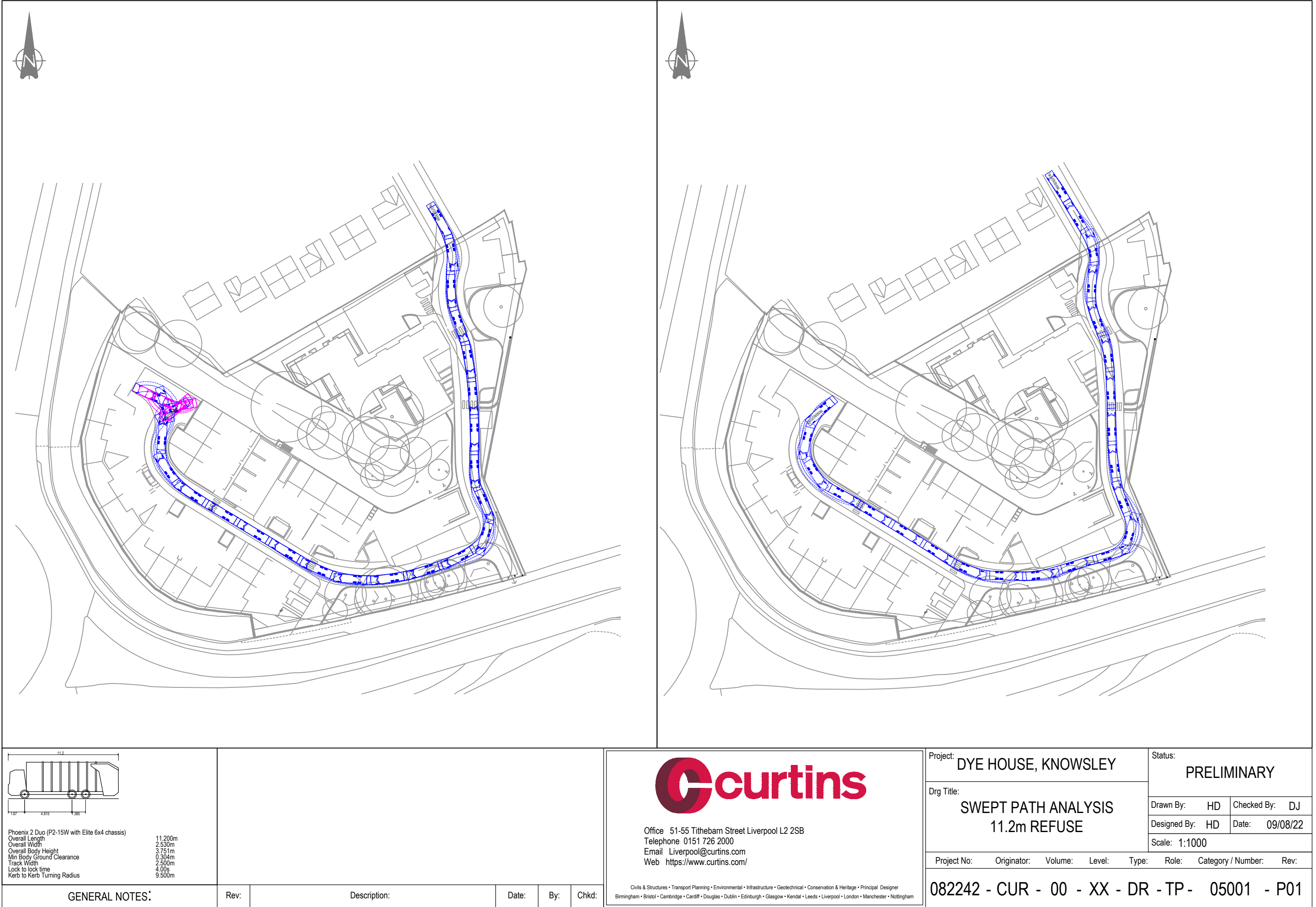
- 7.2.1 Based on the above, it is considered that the impact of the proposals could not be considered severe in the context of the NPPF, and that there are no highways and transportation reasons to refuse planning permission for the proposed development.

082242 Dye House, Knowsley

Transport Statement



Drawings



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)	
Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

GENERAL NOTES:	Rev:	Description:	Date:	By:	Chkd:
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Project: DYE HOUSE, KNOWSLEY		Status: PRELIMINARY					
Drg Title: SWEPT PATH ANALYSIS 11.2m REFUSE		Drawn By: HD	Checked By: DJ				
		Designed By: HD	Date: 09/08/22				
		Scale: 1:1000					
Project No:	Originator:	Volume:	Level:	Type:	Role:	Category / Number:	Rev:
082242 - CUR - 00 - XX - DR - TP - 05001 - P01							



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Project:

DYE HOUSE, KNOWSLEY

Status:

PRELIMINARY

Drg Title:

ACCESSIBILITY
INDICATIVE WALKING CATCHMENT

Drawn By: HD

Checked By: DJ

Designed By: HD

Date: 22/08/22

Scale: NTS

Project No:

Originator:

Volume:

Level:

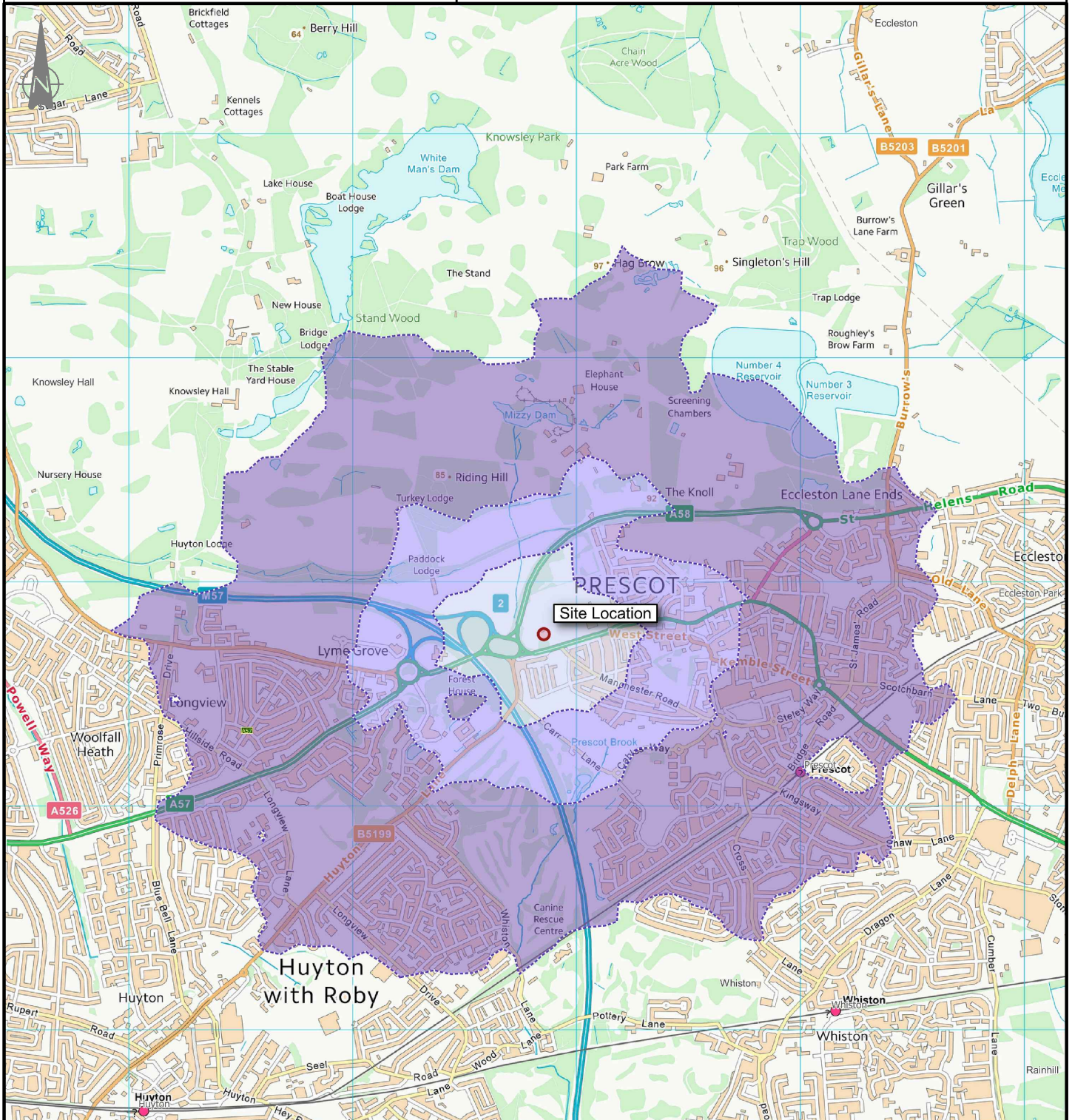
Type:

Role:

Category / Number:

Rev:

082242- CUR - 00 - XX - DR -TP - 06001 - P01



KEY: Site

Walking Catchment

2000m

1000m

500m

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Project:

DYE HOUSE, KNOWSLEY

Status:

PRELIMINARY

Drg Title:

ACCESSIBILITY
INDICATIVE CYCLE CATCHMENT

Drawn By: HD

Checked By: DJ

Designed By: HD

Date: 22/08/22

Scale: NTS

Project No:

Originator:

Volume:

Level:

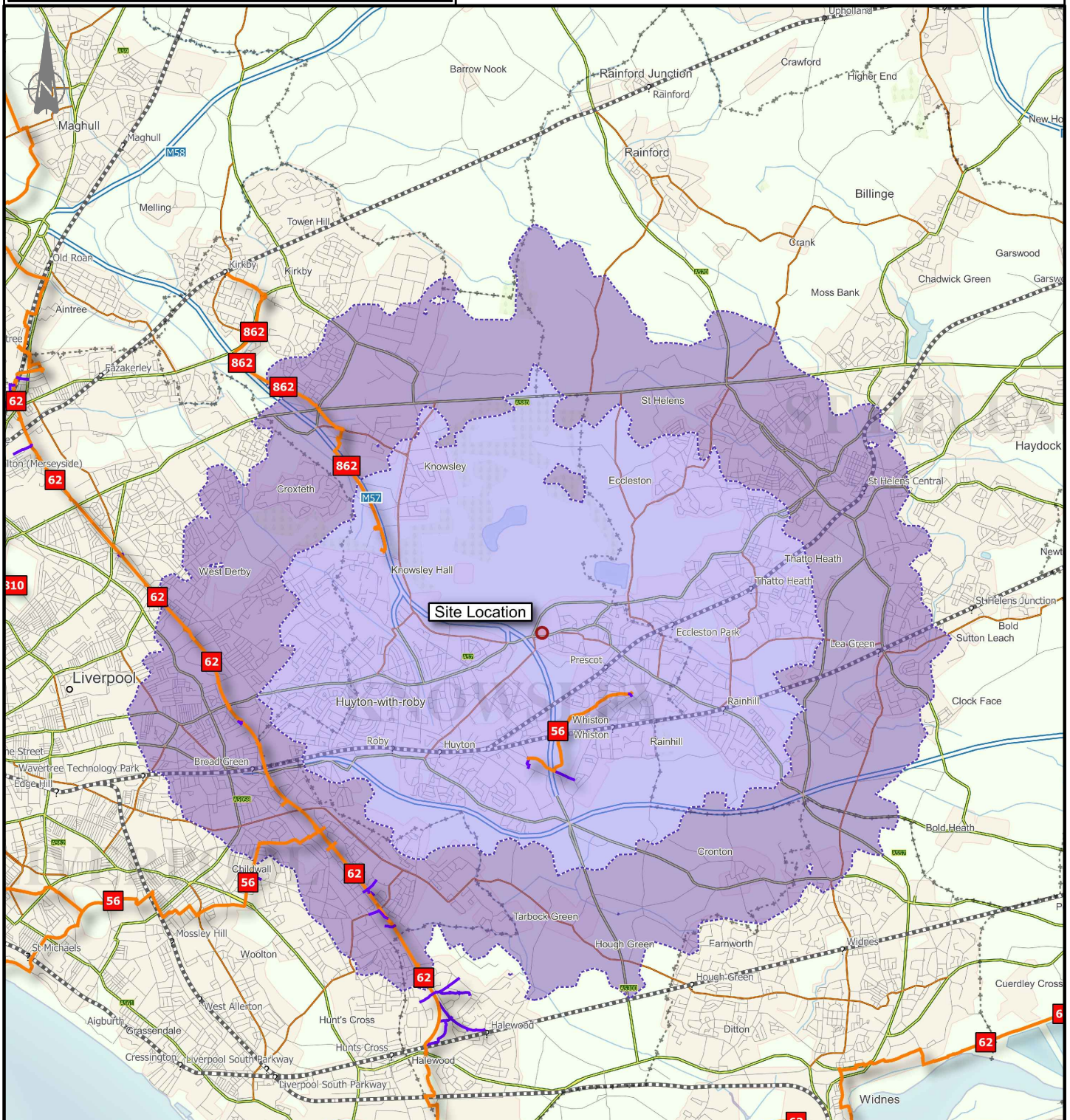
Type:

Role:

Category / Number:

Rev:

082242 - CUR - 00 - XX - DR - TP - 06002 - P01



KEY:

○ Site

Cycle Catchment

8000m

5500m

National Cycle Network (Public)

Not on Cycle Network

National Cycle Network

Regional Cycle Network

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Project:

DYE HOUSE, KNOWSLEY

Status:

PRELIMINARY

Drg Title:

ACCESSIBILITY
INDICATIVE PUBLIC
TRANSPORT CATCHMENT

Drawn By: HD

Checked By: DJ

Designed By: HD

Date: 22/08/22

Scale: NTS

Project No:

Originator:

Volume:

Level:

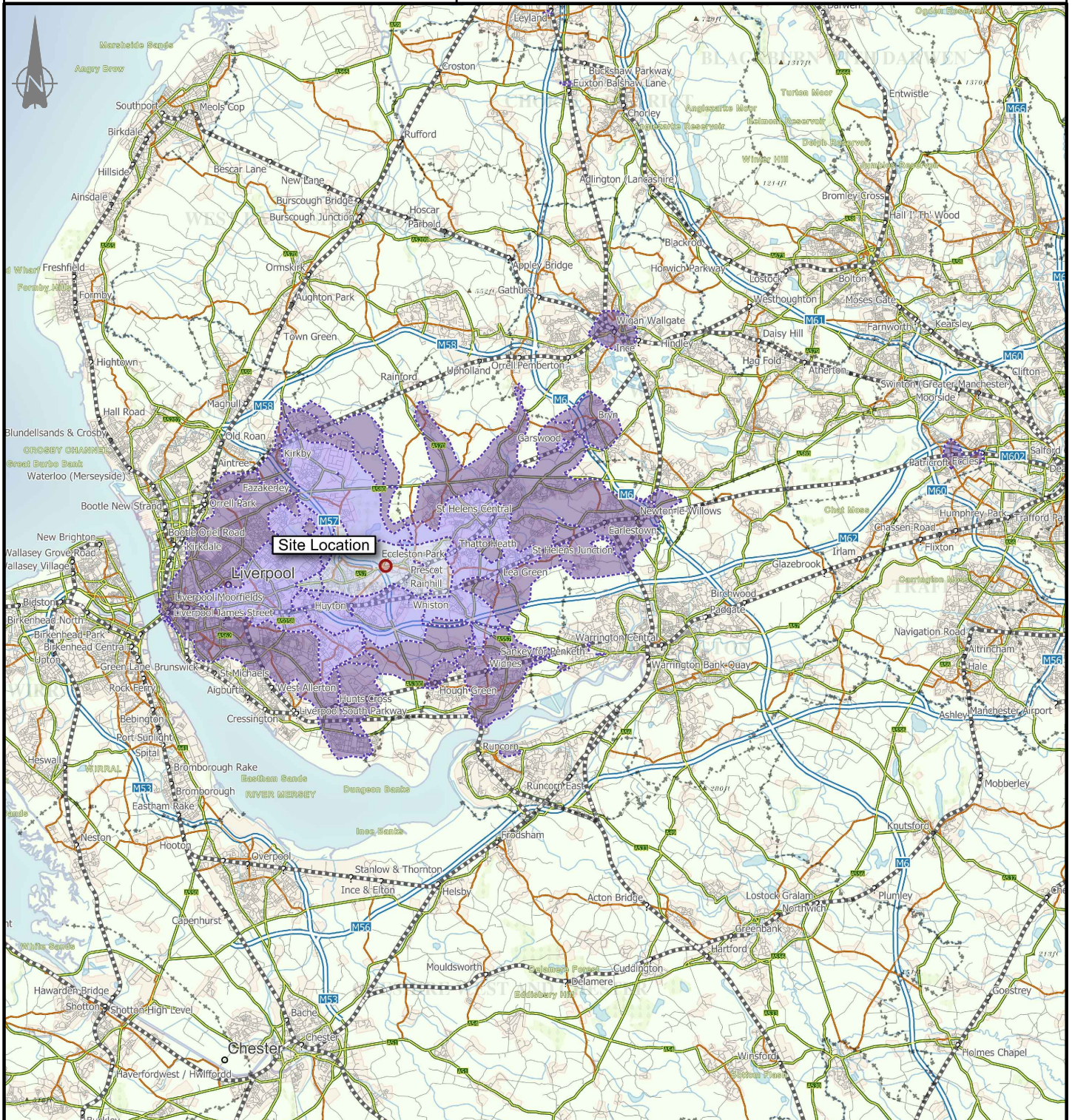
Type:

Role:

Category / Number:

Rev:

082242 - CUR - 00 - XX - DR - TP - 06003 - P01



KEY: Site Public Transport Catchment
60 minutes
40 minutes
20 minutes

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Appendix A – Site Layout

REV	DESCRIPTION	DATE	DRAWN
P09	Block C - 44.47	06.07.23	PT
P10	Units 44-45	13.07.23	PT
P11	Highways comments 14.07.23	14.07.23	PT
P12	FFLs - engineer's design	11.09.23	PT
P13	House type variant amendments	13.09.23	PT
P14	Validation - boundary	04.10.23	PT

APT-BLOCK-A:
1 NO. 18no. Apartments
8no. 2 Bed / 10no. 1 bed
2 Storey

APT-BLOCK-B:
1 NO. 6no. Apartments
1 Bed
3 Storey

HT1:
16 NO. 3 Bed
2.5 Storey

Semi-detached
and mews variants

HT2:
5 NO. 2 Bed
2 Storey

Semi-detached
and mews variants

TOTAL 45 No. UNITS
TOTAL 71 No. PARKING SPACES

-  Local Authority Access/Maintenance - 2.5m
-  Brook - 8m offset zone (top of bank)
-  Pump station - 15m offset zone
-  Refuse - 3 bins per house
-  Electric car charging point. One per house and 50% for apartment parking
-  Close boarded timber fence - 1.8m
-  Post and rail fence - 1.1m
-  Covered secure cycle storage (2no. bikes per house & 1min. per apt)

NOTES
Plot numbers denoted in black
Associated parking denoted in orange
Landscaping indicative - see landscape scheme
To be read in conjunction other supporting drawings, reports and information submitted as part of this planning application



DYE HOUSE, PRESCOT

PROPOSED SITE PLAN - ROOF

Group D Developments Ltd
4 St Paul's Sq
Liverpool
L3 9SJ
T: 0151 542 5027

DWG: GDD2020-GDA-ZZ-RF-DR-A-2220-P14
DATE: 27.07.22
SCALE: 1:500 @ A3 DRAWN: PT



-  Tree Removed
-  Tree Retained
-  Tree special measures (see supporting ARB information)

Appendix B – Highway Safety Study Area



082242 Dye House, Knowsley

Transport Statement



Appendix C – Crashmap Accident Report



Validated Data

Crash Date: Tuesday, November 17, 2020 **Time of Crash:** 2:40:00 PM **Crash Reference:** 2020052002360

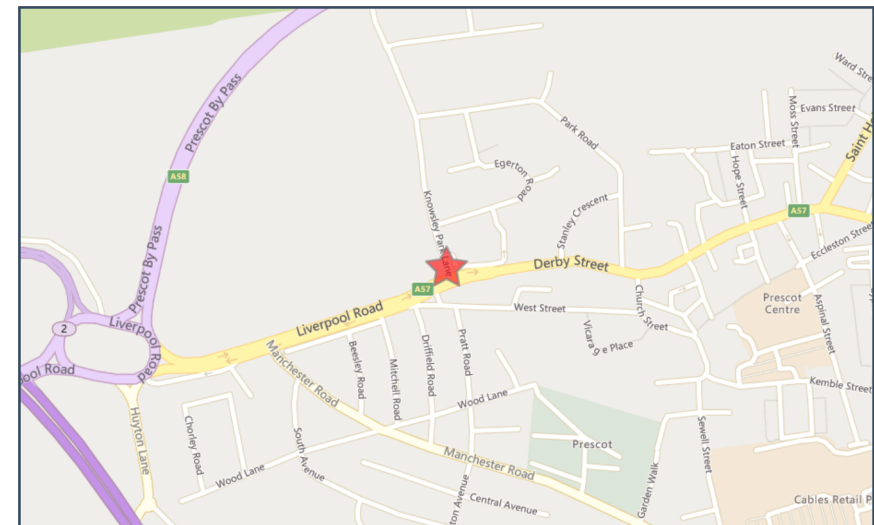
Highest Injury Severity: Serious
Highway Authority: Knowsley
Local Authority: Knowsley Metropolitan Borough
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Not at or within 20 metres of junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Not Applicable

Road Number: U0

Number of Casualties: 1

Number of Vehicles: 1

OS Grid Reference: 346201 392831



For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	15	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Taking pupil to/from school	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Pedestrian	Male	11 - 15	In carriageway, crossing elsewhere	Crossing from driver's offside - masked by parked or stationary vehicle

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services

082242 Dye House, Knowsley

Transport Statement



Appendix D – TRICS Outputs

Calculation Reference: AUDIT-148301-220808-0807

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	
	ES EAST SUSSEX	3 days
	EX ESSEX	1 days
	HC HAMPSHIRE	5 days
	HF HERTFORDSHIRE	1 days
	KC KENT	2 days
	SC SURREY	1 days
	WS WEST SUSSEX	3 days
03	SOUTH WEST	
	DC DORSET	2 days
	DV DEVON	3 days
	SM SOMERSET	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	4 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	3 days
09	NORTH	
	DH DURHAM	2 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 180 (units:)
 Range Selected by User: 6 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: 01/01/14 to 19/11/21

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	8 days
Tuesday	6 days
Wednesday	8 days
Thursday	10 days
Friday	6 days

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

Selected survey types:

Manual count	38 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)	10
Edge of Town	28

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	37
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C3	38 days
----	---------

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	1 days
5,001 to 10,000	10 days
10,001 to 15,000	11 days
15,001 to 20,000	7 days
20,001 to 25,000	5 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	5 days
25,001 to 50,000	4 days
50,001 to 75,000	7 days
75,001 to 100,000	7 days
100,001 to 125,000	1 days
125,001 to 250,000	11 days
250,001 to 500,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	8 days
1.1 to 1.5	29 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	15 days
No	23 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	38 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	CA-03-A-05 EASTFIELD ROAD PETERBOROUGH	DETACHED HOUSES	CAMBRIDGESHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 28 Survey date: MONDAY 17/10/16		Survey Type: MANUAL
2	CH-03-A-09 GREYSTOKE ROAD MACCLESFIELD HURDSFIELD	TERRACED HOUSES	CHESHIRE
	Edge of Town Residential Zone Total No of Dwellings: 24 Survey date: MONDAY 24/11/14		Survey Type: MANUAL
3	CH-03-A-10 MEADOW DRIVE NORTHWICH BARNTON	SEMI-DETACHED & TERRACED	CHESHIRE
	Edge of Town Residential Zone Total No of Dwellings: 40 Survey date: TUESDAY 04/06/19		Survey Type: MANUAL
4	CH-03-A-11 LONDON ROAD NORTHWICH LEFTWICH	TOWN HOUSES	CHESHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 24 Survey date: THURSDAY 06/06/19		Survey Type: MANUAL
5	DC-03-A-08 HURSTDENE ROAD BOURNEMOUTH CASTLE LANE WEST	BUNGALOWS	DORSET
	Edge of Town Residential Zone Total No of Dwellings: 28 Survey date: MONDAY 24/03/14		Survey Type: MANUAL
6	DC-03-A-09 A350 SHAFTESBURY	MIXED HOUSES	DORSET
	Edge of Town No Sub Category Total No of Dwellings: 50 Survey date: FRIDAY 19/11/21		Survey Type: MANUAL
7	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCKLAND	SEMI DETACHED	DURHAM
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 50 Survey date: TUESDAY 28/03/17		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	DH-03-A-03 PILGRIMS WAY DURHAM	SEMI-DETACHED & TERRACED	DURHAM
	Edge of Town Residential Zone Total No of Dwellings: 57 Survey date: FRIDAY 19/10/18		Survey Type: MANUAL
9	DV-03-A-01 BRONSHILL ROAD TORQUAY	TERRACED HOUSES	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 37 Survey date: WEDNESDAY 30/09/15		Survey Type: MANUAL
10	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
11	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
12	ES-03-A-04 NEW LYDD ROAD CAMBER	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 134 Survey date: FRIDAY 15/07/16		Survey Type: MANUAL
13	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
14	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

LIST OF SITES relevant to selection parameters (Cont.)

15	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
16	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
17	HC-03-A-22 BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE	MIXED HOUSES	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	40	
	Survey date: WEDNESDAY	31/10/18	Survey Type: MANUAL
18	HC-03-A-23 CANADA WAY LIPHOOK	HOUSES & FLATS	HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	62	
	Survey date: TUESDAY	19/11/19	Survey Type: MANUAL
19	HC-03-A-27 DAIRY ROAD ANDOVER	MIXED HOUSES	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	73	
	Survey date: TUESDAY	16/11/21	Survey Type: MANUAL
20	HC-03-A-28 EAGLE AVENUE WATERLOOVILLE LOVEDEAN	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	125	
	Survey date: MONDAY	08/11/21	Survey Type: MANUAL
21	HF-03-A-03 HARE STREET ROAD BUNTINGFORD	MIXED HOUSES	HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	160	
	Survey date: MONDAY	08/07/19	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

22	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
23	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
24	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
25	NF-03-A-04 NORTH WALSHAM ROAD NORTH WALSHAM Edge of Town Residential Zone Total No of Dwellings: 70 Survey date: WEDNESDAY 18/09/19	MIXED HOUSES	NORFOLK	Survey Type: MANUAL
26	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
27	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
28	NT-03-A-08 WIGHAY ROAD HUCKNALL Edge of Town Residential Zone Total No of Dwellings: 36 Survey date: MONDAY 18/10/21	DETACHED HOUSES	NOTTINGHAMSHIRE	Survey Type: MANUAL
29	NY-03-A-13 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	TERRACED HOUSES	NORTH YORKSHIRE	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

30	SC-03-A-04 HIGH ROAD BYFLEET	DETACHED & TERRACED		SURREY
	Edge of Town Residential Zone Total No of Dwellings:		71	
	Survey date: THURSDAY		23/01/14	Survey Type: MANUAL
31	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
32	SH-03-A-06 ELLESMERE ROAD SHREWSBURY	BUNGALOWS		SHROPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		16	
	Survey date: THURSDAY		22/05/14	Survey Type: MANUAL
33	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
34	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
35	WL-03-A-02 HEADLANDS GROVE SWINDON	SEMI DETACHED		WILTSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		27	
	Survey date: THURSDAY		22/09/16	Survey Type: MANUAL
36	WS-03-A-04 HILLS FARM LANE HORSHAM BROADBRIDGE HEATH	MIXED HOUSES		WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		151	
	Survey date: THURSDAY		11/12/14	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

37	WS-03-A-08	MIXED HOUSES	WEST SUSSEX
	ROUNDSTONE LANE		
	ANGMERING		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	180	
	Survey date: THURSDAY	19/04/18	Survey Type: MANUAL
38	WS-03-A-14	MIXED HOUSES	WEST SUSSEX
	TODDINGTON LANE		
	LITTLEHAMPTON		
	WICK		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	117	
	Survey date: WEDNESDAY	20/10/21	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-A-04	Covid
KC-03-A-09	Covid
SF-03-A-09	Covid
SF-03-A-10	Covid
WS-03-A-12	Covid
WS-03-A-13	Covid

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): 1.78

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	38	66	0.068	38	66	0.297	38	66	0.365
08:00 - 09:00	38	66	0.132	38	66	0.347	38	66	0.479
09:00 - 10:00	38	66	0.154	38	66	0.184	38	66	0.338
10:00 - 11:00	38	66	0.146	38	66	0.189	38	66	0.335
11:00 - 12:00	38	66	0.139	38	66	0.162	38	66	0.301
12:00 - 13:00	38	66	0.156	38	66	0.158	38	66	0.314
13:00 - 14:00	38	66	0.181	38	66	0.171	38	66	0.352
14:00 - 15:00	38	66	0.168	38	66	0.194	38	66	0.362
15:00 - 16:00	38	66	0.271	38	66	0.183	38	66	0.454
16:00 - 17:00	38	66	0.269	38	66	0.160	38	66	0.429
17:00 - 18:00	38	66	0.320	38	66	0.150	38	66	0.470
18:00 - 19:00	38	66	0.253	38	66	0.139	38	66	0.392
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.257			2.334			4.591

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 - 180 (units:)
 Survey date range: 01/01/14 - 19/11/21
 Number of weekdays (Monday-Friday): 38
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 7
 Surveys manually removed from selection: 6

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	38	66	0.000	38	66	0.001	38	66	0.001
08:00 - 09:00	38	66	0.004	38	66	0.004	38	66	0.008
09:00 - 10:00	38	66	0.004	38	66	0.003	38	66	0.007
10:00 - 11:00	38	66	0.004	38	66	0.005	38	66	0.009
11:00 - 12:00	38	66	0.001	38	66	0.001	38	66	0.002
12:00 - 13:00	38	66	0.002	38	66	0.002	38	66	0.004
13:00 - 14:00	38	66	0.002	38	66	0.003	38	66	0.005
14:00 - 15:00	38	66	0.002	38	66	0.002	38	66	0.004
15:00 - 16:00	38	66	0.006	38	66	0.006	38	66	0.012
16:00 - 17:00	38	66	0.003	38	66	0.003	38	66	0.006
17:00 - 18:00	38	66	0.003	38	66	0.003	38	66	0.006
18:00 - 19:00	38	66	0.002	38	66	0.002	38	66	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.033			0.035			0.068

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	38	66	0.003	38	66	0.003	38	66	0.006
08:00 - 09:00	38	66	0.004	38	66	0.003	38	66	0.007
09:00 - 10:00	38	66	0.004	38	66	0.004	38	66	0.008
10:00 - 11:00	38	66	0.005	38	66	0.004	38	66	0.009
11:00 - 12:00	38	66	0.002	38	66	0.005	38	66	0.007
12:00 - 13:00	38	66	0.001	38	66	0.001	38	66	0.002
13:00 - 14:00	38	66	0.002	38	66	0.002	38	66	0.004
14:00 - 15:00	38	66	0.002	38	66	0.003	38	66	0.005
15:00 - 16:00	38	66	0.003	38	66	0.002	38	66	0.005
16:00 - 17:00	38	66	0.001	38	66	0.001	38	66	0.002
17:00 - 18:00	38	66	0.002	38	66	0.002	38	66	0.004
18:00 - 19:00	38	66	0.001	38	66	0.001	38	66	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.030			0.031			0.061

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 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	38	66	0.000	38	66	0.000	38	66	0.000
08:00 - 09:00	38	66	0.001	38	66	0.001	38	66	0.002
09:00 - 10:00	38	66	0.000	38	66	0.000	38	66	0.000
10:00 - 11:00	38	66	0.000	38	66	0.000	38	66	0.000
11:00 - 12:00	38	66	0.000	38	66	0.000	38	66	0.000
12:00 - 13:00	38	66	0.000	38	66	0.000	38	66	0.000
13:00 - 14:00	38	66	0.000	38	66	0.000	38	66	0.000
14:00 - 15:00	38	66	0.000	38	66	0.000	38	66	0.000
15:00 - 16:00	38	66	0.001	38	66	0.001	38	66	0.002
16:00 - 17:00	38	66	0.000	38	66	0.000	38	66	0.000
17:00 - 18:00	38	66	0.000	38	66	0.000	38	66	0.000
18:00 - 19:00	38	66	0.000	38	66	0.000	38	66	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/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	38	66	0.008	38	66	0.014	38	66	0.022
08:00 - 09:00	38	66	0.007	38	66	0.014	38	66	0.021
09:00 - 10:00	38	66	0.002	38	66	0.004	38	66	0.006
10:00 - 11:00	38	66	0.004	38	66	0.004	38	66	0.008
11:00 - 12:00	38	66	0.002	38	66	0.004	38	66	0.006
12:00 - 13:00	38	66	0.006	38	66	0.004	38	66	0.010
13:00 - 14:00	38	66	0.004	38	66	0.002	38	66	0.006
14:00 - 15:00	38	66	0.004	38	66	0.003	38	66	0.007
15:00 - 16:00	38	66	0.011	38	66	0.008	38	66	0.019
16:00 - 17:00	38	66	0.007	38	66	0.007	38	66	0.014
17:00 - 18:00	38	66	0.010	38	66	0.006	38	66	0.016
18:00 - 19:00	38	66	0.008	38	66	0.005	38	66	0.013
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.073			0.075			0.148

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	38	66	0.078	38	66	0.405	38	66	0.483
08:00 - 09:00	38	66	0.153	38	66	0.547	38	66	0.700
09:00 - 10:00	38	66	0.181	38	66	0.250	38	66	0.431
10:00 - 11:00	38	66	0.179	38	66	0.251	38	66	0.430
11:00 - 12:00	38	66	0.176	38	66	0.213	38	66	0.389
12:00 - 13:00	38	66	0.201	38	66	0.206	38	66	0.407
13:00 - 14:00	38	66	0.248	38	66	0.219	38	66	0.467
14:00 - 15:00	38	66	0.220	38	66	0.261	38	66	0.481
15:00 - 16:00	38	66	0.441	38	66	0.250	38	66	0.691
16:00 - 17:00	38	66	0.414	38	66	0.232	38	66	0.646
17:00 - 18:00	38	66	0.443	38	66	0.208	38	66	0.651
18:00 - 19:00	38	66	0.363	38	66	0.193	38	66	0.556
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.097			3.235			6.332

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	38	66	0.022	38	66	0.052	38	66	0.074
08:00 - 09:00	38	66	0.054	38	66	0.126	38	66	0.180
09:00 - 10:00	38	66	0.067	38	66	0.062	38	66	0.129
10:00 - 11:00	38	66	0.046	38	66	0.066	38	66	0.112
11:00 - 12:00	38	66	0.043	38	66	0.045	38	66	0.088
12:00 - 13:00	38	66	0.038	38	66	0.037	38	66	0.075
13:00 - 14:00	38	66	0.037	38	66	0.035	38	66	0.072
14:00 - 15:00	38	66	0.045	38	66	0.042	38	66	0.087
15:00 - 16:00	38	66	0.114	38	66	0.072	38	66	0.186
16:00 - 17:00	38	66	0.070	38	66	0.046	38	66	0.116
17:00 - 18:00	38	66	0.066	38	66	0.042	38	66	0.108
18:00 - 19:00	38	66	0.050	38	66	0.041	38	66	0.091
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.652			0.666			1.318

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/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	38	66	0.002	38	66	0.018	38	66	0.020
08:00 - 09:00	38	66	0.004	38	66	0.045	38	66	0.049
09:00 - 10:00	38	66	0.004	38	66	0.015	38	66	0.019
10:00 - 11:00	38	66	0.010	38	66	0.008	38	66	0.018
11:00 - 12:00	38	66	0.008	38	66	0.008	38	66	0.016
12:00 - 13:00	38	66	0.009	38	66	0.010	38	66	0.019
13:00 - 14:00	38	66	0.005	38	66	0.004	38	66	0.009
14:00 - 15:00	38	66	0.007	38	66	0.008	38	66	0.015
15:00 - 16:00	38	66	0.031	38	66	0.011	38	66	0.042
16:00 - 17:00	38	66	0.018	38	66	0.005	38	66	0.023
17:00 - 18:00	38	66	0.016	38	66	0.004	38	66	0.020
18:00 - 19:00	38	66	0.016	38	66	0.002	38	66	0.018
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.130				0.138	0.268	

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	38	66	0.001	38	66	0.016	38	66	0.017
08:00 - 09:00	38	66	0.000	38	66	0.018	38	66	0.018
09:00 - 10:00	38	66	0.000	38	66	0.003	38	66	0.003
10:00 - 11:00	38	66	0.000	38	66	0.001	38	66	0.001
11:00 - 12:00	38	66	0.000	38	66	0.000	38	66	0.000
12:00 - 13:00	38	66	0.001	38	66	0.002	38	66	0.003
13:00 - 14:00	38	66	0.001	38	66	0.001	38	66	0.002
14:00 - 15:00	38	66	0.002	38	66	0.001	38	66	0.003
15:00 - 16:00	38	66	0.001	38	66	0.000	38	66	0.001
16:00 - 17:00	38	66	0.007	38	66	0.000	38	66	0.007
17:00 - 18:00	38	66	0.013	38	66	0.000	38	66	0.013
18:00 - 19:00	38	66	0.019	38	66	0.001	38	66	0.020
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.045				0.043	0.088	

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	38	66	0.000	38	66	0.001	38	66	0.001
08:00 - 09:00	38	66	0.000	38	66	0.001	38	66	0.001
09:00 - 10:00	38	66	0.000	38	66	0.000	38	66	0.000
10:00 - 11:00	38	66	0.000	38	66	0.000	38	66	0.000
11:00 - 12:00	38	66	0.000	38	66	0.000	38	66	0.000
12:00 - 13:00	38	66	0.000	38	66	0.000	38	66	0.000
13:00 - 14:00	38	66	0.000	38	66	0.000	38	66	0.000
14:00 - 15:00	38	66	0.000	38	66	0.000	38	66	0.000
15:00 - 16:00	38	66	0.001	38	66	0.000	38	66	0.001
16:00 - 17:00	38	66	0.000	38	66	0.000	38	66	0.000
17:00 - 18:00	38	66	0.000	38	66	0.000	38	66	0.000
18:00 - 19:00	38	66	0.000	38	66	0.000	38	66	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.002			0.003

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	38	66	0.002	38	66	0.035	38	66	0.037
08:00 - 09:00	38	66	0.004	38	66	0.063	38	66	0.067
09:00 - 10:00	38	66	0.004	38	66	0.018	38	66	0.022
10:00 - 11:00	38	66	0.010	38	66	0.009	38	66	0.019
11:00 - 12:00	38	66	0.008	38	66	0.008	38	66	0.016
12:00 - 13:00	38	66	0.010	38	66	0.012	38	66	0.022
13:00 - 14:00	38	66	0.006	38	66	0.005	38	66	0.011
14:00 - 15:00	38	66	0.009	38	66	0.009	38	66	0.018
15:00 - 16:00	38	66	0.034	38	66	0.011	38	66	0.045
16:00 - 17:00	38	66	0.025	38	66	0.005	38	66	0.030
17:00 - 18:00	38	66	0.028	38	66	0.004	38	66	0.032
18:00 - 19:00	38	66	0.035	38	66	0.003	38	66	0.038
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.175			0.182			0.357

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): 1.78

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	38	66	0.111	38	66	0.506	38	66	0.617
08:00 - 09:00	38	66	0.217	38	66	0.750	38	66	0.967
09:00 - 10:00	38	66	0.255	38	66	0.334	38	66	0.589
10:00 - 11:00	38	66	0.239	38	66	0.330	38	66	0.569
11:00 - 12:00	38	66	0.230	38	66	0.270	38	66	0.500
12:00 - 13:00	38	66	0.255	38	66	0.260	38	66	0.515
13:00 - 14:00	38	66	0.296	38	66	0.261	38	66	0.557
14:00 - 15:00	38	66	0.278	38	66	0.314	38	66	0.592
15:00 - 16:00	38	66	0.600	38	66	0.341	38	66	0.941
16:00 - 17:00	38	66	0.517	38	66	0.290	38	66	0.807
17:00 - 18:00	38	66	0.547	38	66	0.261	38	66	0.808
18:00 - 19:00	38	66	0.455	38	66	0.242	38	66	0.697
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.000			4.159			8.159

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	38	66	0.051	38	66	0.259	38	66	0.310
08:00 - 09:00	38	66	0.103	38	66	0.312	38	66	0.415
09:00 - 10:00	38	66	0.122	38	66	0.157	38	66	0.279
10:00 - 11:00	38	66	0.107	38	66	0.148	38	66	0.255
11:00 - 12:00	38	66	0.113	38	66	0.129	38	66	0.242
12:00 - 13:00	38	66	0.125	38	66	0.128	38	66	0.253
13:00 - 14:00	38	66	0.143	38	66	0.136	38	66	0.279
14:00 - 15:00	38	66	0.143	38	66	0.158	38	66	0.301
15:00 - 16:00	38	66	0.233	38	66	0.149	38	66	0.382
16:00 - 17:00	38	66	0.242	38	66	0.136	38	66	0.378
17:00 - 18:00	38	66	0.273	38	66	0.130	38	66	0.403
18:00 - 19:00	38	66	0.231	38	66	0.126	38	66	0.357
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.886			1.968			3.854

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	38	66	0.013	38	66	0.033	38	66	0.046
08:00 - 09:00	38	66	0.020	38	66	0.026	38	66	0.046
09:00 - 10:00	38	66	0.024	38	66	0.020	38	66	0.044
10:00 - 11:00	38	66	0.029	38	66	0.031	38	66	0.060
11:00 - 12:00	38	66	0.020	38	66	0.027	38	66	0.047
12:00 - 13:00	38	66	0.028	38	66	0.025	38	66	0.053
13:00 - 14:00	38	66	0.032	38	66	0.029	38	66	0.061
14:00 - 15:00	38	66	0.020	38	66	0.027	38	66	0.047
15:00 - 16:00	38	66	0.027	38	66	0.024	38	66	0.051
16:00 - 17:00	38	66	0.022	38	66	0.019	38	66	0.041
17:00 - 18:00	38	66	0.039	38	66	0.016	38	66	0.055
18:00 - 19:00	38	66	0.017	38	66	0.009	38	66	0.026
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.291			0.286			0.577

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	38	66	0.000	38	66	0.001	38	66	0.001
08:00 - 09:00	38	66	0.000	38	66	0.002	38	66	0.002
09:00 - 10:00	38	66	0.001	38	66	0.000	38	66	0.001
10:00 - 11:00	38	66	0.001	38	66	0.001	38	66	0.002
11:00 - 12:00	38	66	0.002	38	66	0.000	38	66	0.002
12:00 - 13:00	38	66	0.000	38	66	0.002	38	66	0.002
13:00 - 14:00	38	66	0.001	38	66	0.001	38	66	0.002
14:00 - 15:00	38	66	0.001	38	66	0.003	38	66	0.004
15:00 - 16:00	38	66	0.002	38	66	0.002	38	66	0.004
16:00 - 17:00	38	66	0.002	38	66	0.002	38	66	0.004
17:00 - 18:00	38	66	0.002	38	66	0.001	38	66	0.003
18:00 - 19:00	38	66	0.001	38	66	0.000	38	66	0.001
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.013			0.015			0.028

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-148301-220822-0811

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HF HERTFORDSHIRE	2 days
03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	NT NOTTINGHAMSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	RI EAST RIDING OF YORKSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	2 days
09	NORTH	
	CB CUMBRIA	2 days
	TW TYNE & WEAR	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: 9 to 184 (units:)
Range Selected by User: 6 to 215 (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: 01/01/14 to 15/10/21

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	4 days
Tuesday	5 days
Wednesday	6 days
Friday	2 days

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

Selected survey types:

Manual count	17 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)	12
Edge of Town	5

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	2
Residential Zone	11
No Sub Category	4

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

Secondary Filtering selection:

Use Class:

C3	17 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	2 days
10,001 to 15,000	4 days
20,001 to 25,000	7 days
25,001 to 50,000	3 days
50,001 to 100,000	1 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	1 days
25,001 to 50,000	1 days
50,001 to 75,000	3 days
125,001 to 250,000	6 days
250,001 to 500,000	4 days
500,001 or More	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	8 days
1.1 to 1.5	9 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	2 days
No	15 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	17 days
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This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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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	CB-03-C-02 BRIDGE LANE PENRITH	BLOCK OF FLATS		CUMBRIA
	Edge of Town No Sub Category Total No of Dwellings:		35	
	Survey date: WEDNESDAY		11/06/14	Survey Type: MANUAL
3	CB-03-C-03 LOUND STREET KENDAL	FLATS & BUNGALOWS		CUMBRIA
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		33	
	Survey date: MONDAY		09/06/14	Survey Type: MANUAL
4	DC-03-C-02 PALM COURT WEYMOUTH SPA ROAD	FLATS IN BLOCKS		DORSET
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		14	
	Survey date: FRIDAY		28/03/14	Survey Type: MANUAL
5	DS-03-C-03 CAESAR STREET DERBY	BLOCKS OF FLATS		DERBYSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		30	
	Survey date: WEDNESDAY		25/09/19	Survey Type: MANUAL
6	ES-03-C-01 OLD SHOREHAM RD BRIGHTON HOVE	BLOCK OF FLATS		EAST SUSSEX
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		71	
	Survey date: TUESDAY		26/09/17	Survey Type: MANUAL
7	HF-03-C-01 HAYLING ROAD WATFORD SOUTH OXHEY	BLOCKS OF FLATS		HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		22	
	Survey date: WEDNESDAY		09/06/21	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	HF-03-C-05	BLOCKS OF FLATS	HERTFORDSHIRE
	FERNDOWN ROAD		
	WATFORD		
	SOUTH OXHEY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	26	
	Survey date: MONDAY	07/06/21	Survey Type: MANUAL
9	MS-03-C-02	BLOCKS OF FLATS	MERSEYSIDE
	SOUTH FERRY QUAY		
	LIVERPOOL		
	BRUNSWICK DOCK		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total No of Dwellings:	184	
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL
10	MS-03-C-03	BLOCK OF FLATS	MERSEYSIDE
	MARINERS WHARF		
	LIVERPOOL		
	QUEENS DOCK		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total No of Dwellings:	9	
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL
11	NF-03-C-02	MIXED FLATS & HOUSES	NORFOLK
	HALL ROAD		
	NORWICH		
	LAKENHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	82	
	Survey date: MONDAY	18/11/19	Survey Type: MANUAL
12	NT-03-C-01	HOUSES (SPLIT INTO FLATS)	NOTTINGHAMSHIRE
	LAWRENCE WAY		
	NOTTINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total No of Dwellings:	56	
	Survey date: TUESDAY	08/11/16	Survey Type: MANUAL
13	NT-03-C-02	HOUSES (SPLIT INTO FLATS)	NOTTINGHAMSHIRE
	CASTLE MARINA ROAD		
	NOTTINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total No of Dwellings:	135	
	Survey date: WEDNESDAY	09/11/16	Survey Type: MANUAL
14	RI-03-C-01	FLATS	EAST RIDING OF YORKSHIRE
	465 PRIORY ROAD		
	HULL		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	20	
	Survey date: TUESDAY	13/05/14	Survey Type: MANUAL
15	SF-03-C-03	BLOCKS OF FLATS	SUFFOLK
	TOLLGATE LANE		
	BURY ST EDMUNDS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	30	
	Survey date: WEDNESDAY	03/12/14	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

16	SF-03-C-04	BLOCKS OF FLATS	SUFFOLK
	SAINT MARY'S ROAD		
	IPSWICH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	56	
	Survey date: WEDNESDAY	16/09/20	Survey Type: MANUAL
17	TW-03-C-01	BLOCKS OF FLATS	TYNE & WEAR
	CAULDWELL AVENUE		
	WHITLEY BAY		
	MONKESEATON		
	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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	55	0.052	17	55	0.148	17	55	0.200
08:00 - 09:00	17	55	0.063	17	55	0.189	17	55	0.252
09:00 - 10:00	17	55	0.087	17	55	0.116	17	55	0.203
10:00 - 11:00	17	55	0.070	17	55	0.094	17	55	0.164
11:00 - 12:00	17	55	0.069	17	55	0.076	17	55	0.145
12:00 - 13:00	17	55	0.077	17	55	0.084	17	55	0.161
13:00 - 14:00	17	55	0.067	17	55	0.089	17	55	0.156
14:00 - 15:00	17	55	0.076	17	55	0.082	17	55	0.158
15:00 - 16:00	17	55	0.111	17	55	0.069	17	55	0.180
16:00 - 17:00	17	55	0.122	17	55	0.080	17	55	0.202
17:00 - 18:00	17	55	0.173	17	55	0.082	17	55	0.255
18:00 - 19:00	17	55	0.138	17	55	0.088	17	55	0.226
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.105			1.197			2.302

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: 9 - 184 (units:)
Survey date range: 01/01/14 - 15/10/21
Number of weekdays (Monday-Friday): 17
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

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