

Sherston Mixed Use Development

High Level Traffic Impact Assessment

| 19 May 2017

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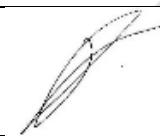
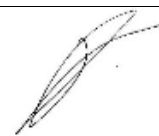
Job number 602082-22

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Document Verification

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Job title		Sherston Mixed Use Development		Job number	
				602082-22	
Document title		High Level Traffic Impact Assessment		File reference	
Document ref					
Revision	Date	Filename	Traffic Impact Assessment.docx		
Draft 1	11 May 2017	Description	First draft		
			Prepared by	Checked by	Approved by
		Name	Ed Whitney	Andrew Jenkins	Andrew Jenkins
		Signature			
		Filename			
		Description			
			Prepared by	Checked by	Approved by
		Name			
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		Filename			
		Description			
			Prepared by	Checked by	Approved by
		Name			
		Signature			
		Filename			
		Description			
			Prepared by	Checked by	Approved by
		Name			
		Signature			

Issue Document Verification with Document



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1 Introduction

This High Level Traffic Impact Assessment has been prepared by Arup, on behalf of a private Sherston Group, in order to assess the impact of a potential development at Sopworth Lane, to the west of the village of Sherston, Wiltshire proposed by the local Parish Council Steering group and supported by Wiltshire County Council and the private landowner Mr Moody

Sherston Parish Council is giving consideration to the potential development in order to establish its appropriateness for inclusion in a Neighbourhood Plan for Sherston. The potential development would develop agricultural land to the west of Sherston Village for mixed use. The development would include residential dwellings, healthcare and educational facilities and associated infrastructure.

The main purpose of this Traffic Impact Assessment is to estimate the number of vehicular trips that would be associated with the development, and further, to surmise the ability of the existing highway network to absorb these trips. It also describes off-site improvement measures which could be delivered in support of the development.

Section 2 of this report describes the current land uses at the site. It also details the context of the site.

Section 3 describes development proposals, including land use, car parking arrangements and access arrangements.

Section 4 describes the baseline traffic conditions on the public highway in the vicinity of the potential development.

Section 5 estimates the trip making characteristics associated with the site in both its existing and its proposed use. It goes on to compare impact of the development proposal in terms of traffic volumes and traffic management.

Off-site improvement measures which could be delivered in support of the proposed development are summarised in Section 6.

2 Existing Land Uses and Site Context

The proposed site is around nine acres in size and its permitted use class is as agricultural land. The proposed development site is situated to the west of the village of Sherston in Wiltshire. It is bounded by agricultural land to its west and north. Sopworth Lane runs along the southern extent of site. To its east, the site is bounded by residential properties and also Sherston Primary School.

Figures 2.1 and 2.2 below show the site and its adjacency to the existing residential, educational and agricultural land uses.

Figure 2.1 - Aerial Photograph



Figure 2.2 – Site Context Plan



3 Proposed Development

This report gives consideration to two potential development options. The quantum of development associated with each of the two Options is described in the paragraphs that follow. Site layout plans for each Option are appended to this report.

3.1 Option A – 3.9 Acres

Option A utilises only 3.9 acres of the site area, leaving the northern portion of the site undeveloped. It provides accommodation and facilities as outlined in Table 1 below. The site layout plan for Option A is appended to this report.

Table 1 – Option A – Development Quantum – 3.9 acres

Type	Number	Unit Size	Notes
2 bed affordable	6	76	
3 bed mix open market / affordable	7	93	
Independent Living	18 units		50% 1 bed (50sqm) / 50% 2 bed (60sqm) 11 allocated car parking spaces
GP surgery		550sqm	Car park – 49 spaces plus service bay
Preschool		100sqm	Plus associated play area.
Primary School			Drop off and pick up area for 180 primary school pupils
Re-provisioned wildlife garden		730sqm	Replaces the current wildlife garden adjacent to Sopworth Lane
Footpaths			Retains existing footpaths and includes new pedestrian/cycle access through Butlers Close
Leisure	2 nos. boule pitches		Create sense of place and opportunity for community recreation

3.2 Option B – 9 Acres

Option B utilises all 9 acres of the site area. It provides accommodation and facilities as outlined in Table 2 below. The site layout plan for Option B is appended to this report.

Table 2 – Option B – Development Quantum – 9 acres

Type	Number	Unit Size	Notes
2 bed affordable	9	76	
3 bed affordable	9	93	
3 bed open market	9	93	
4 bed open market	9	130	
5 bed open market	9	185	
Independent Living	18 units		50% 1 bed (50sqm) / 50% 2 bed (60sqm) 11 allocated parking spaces
GP surgery		550sqm	Car park – 49 spaces plus service bay
Preschool		100sqm	Plus associated play area.
Primary School			Drop off and pick up area for 180 pupils
Re-provisioned wildlife garden		730sqm	Replaces the current wildlife garden adjacent to Sopworth Lane
Footpaths			Retains existing footpaths and includes new pedestrian/cycle access through Butlers Close
Leisure	2 nos. boule pitches		Create sense of place and opportunity for community recreation

3.3 Access

The vehicular access to the potential development would be from Sopworth Lane, approximately 160m west of its junction with Green Lane / Knockdown Road / Court Street.

The access junction would take the form of a priority controlled 'T' junction and would be appropriate for the swept path movement of refuse and delivery vehicles.

The vehicular access from Sopworth Lane would be provided with footways on both its eastern and western side which would connect with the internal pedestrian and cycle facilities within the site.

In addition to the vehicular access point, the development would also be provided with two dedicated pedestrian / cycle access points which would connect the development with Saxon Close and with Butler's Close. The connection with Saxon Close would also act as the site's secondary / emergency access point and would be appropriate for the swept path of a fire tender vehicle.

3.4 Car Parking and Pickup / Drop Off Area

The GP surgery would be provided with a 49 space car park and a service bay. The service bay would be appropriate for use as a hard-standing for blood donation vehicles and other such peripatetic health-care facilities.

Car parking for the residential element of the potential development would be provided in accordance with local standards.

The potential development would include a school pick-up / drop-off area for use by parents and pupils of the Sherston Primary School. The school pick-up / drop-off area would also serve as the parking area for parents and staff associated with the pre-school. The pick-up / drop-off area would connect with the potential pre-school site and the existing primary school through a series of off-road footways.

The pick-up / drop-off area would not be for use by staff associated with the primary school. Staff for the primary school would continue to park at the existing parking area to the east of the primary school building. The pick-up / drop-off area shown in the site layout plans for Option A and Option B has been developed on the basis of 180 pupils at the primary school and 18 pupils at the pre-school.

4 Baseline Traffic Conditions

4.1 Traffic Flows and Speed

A site visit was undertaken in May 2017 to observe the baseline traffic conditions in the wider vicinity of the development site. The site visit took place on a Thursday during school term time.

A traffic count was undertaken which established the volume of traffic which passes along Sopworth Lane, Green Lane, Court Street and Knockdown Road at the point of their intersection (henceforth referred to as ‘the crossroads junction’).

The survey periods were selected on the basis of the primary school teaching hours, because it is considered that the primary school is one of the larger trip generators in the vicinity of the proposed development. In addition, it is understood that a number of near miss incidents involving primary school children and passing traffic have historically taken place during these periods. The school day for most pupils at the primary school typically starts at 08:45 and ends at 15:10. The traffic counts were undertaken between 08:00 – 09:15 and between 14:45 – 15:45. Peak hourly flows for each period are presented in Table 3 and Table 4 below.

Table 3 – Two Way Link Flows at Crossroads (vehicles) - 08:15 – 09:15

Road	Two- Way Flow (veh / hour)
Sopworth Lane	62
Knockdown Road	142
Green Lane	60
Court Street	164

Table 4– Two Way Link Flows at Crossroads (vehicles) - 14:45 – 15:45

Road	Two- Way Flow (veh / hour)
Sopworth Lane	55
Knockdown Road	106
Green Lane	43
Court Street	120

Generally speaking, traffic speeds were observed to be quite low – they appeared to be compliant with the 30mph speed limit – and there were no collisions or near-misses.

Traffic speeds on Green Lane in particular were observed to be low.

4.2 School Pick-up / Drop-Off

During the traffic count periods described in Section 4.1, the traffic movements associated with school pick-up / drop-off activities were observed.

Parents of pupils at the primary school are currently discouraged from parking / stopping their vehicle in the 'turning circle' to the east of the school which connects with Knockdown Road. However it was observed that a minority of parents do park / stop their vehicle within the turning circle.

The vast majority of parents who pick-up / drop-off using a vehicle do so by parking / stopping their vehicle close to the school on the public highway, and walking to the school gate.

Throughout both study periods a number of vehicles were observed to be parked within the crossroads junction. In particular vehicles were parked on the bend between Court Street and Sopworth Lane.

Such an arrangement for school pick-ups / drop-offs is considered to be suboptimal, as it involves vehicles parking within the bend of a junction, with poor inter-visibility for both motor traffic and pedestrians. In addition, children and parents must walk along unsurfaced verge areas and cross the road at informal crossing points. The arrangement is poor in terms of both traffic flow and road safety.

It was not possible to record exactly the number of vehicles that parked / stopped near the school for pick-ups / drop-offs, as no vantage point could cover all possible parking / stopping locations. However it is estimated that there were around 35 - 40 vehicles parking close to the school for pick-ups / drop-offs in each peak hour period.

5 Trip Generation and Development Impacts

5.1 Trip Generation of Proposed Development

The trip generational characteristics of the proposed development have been estimated using data obtained from the TRICS database. TRICS is an industry-standard software programme which enables trip rates for proposed developments to be identified based upon survey data relating to a number of analogous sites across the UK.

The TRICS database has been interrogated to select sites that are analogous to the proposed land-use at the site, before determining trip rates on the basis of the comparison sites. A full list of the various criteria that has been employed can be found in the TRICS outputs that are appended to this report.

The following TRICS land use categories have been employed for the various elements of the development:

Table 5 – TRICS Categories for Assessment of Proposed Development

Element of Proposed Development	TRICS Category
Housing	Residential, Houses Privately Owned
Pre-School	Nursery
GP Surgery	GP Surgery
Independent Living	Retirement Flats

It should be noted that the residential trip generation above is based on a single rate privately-owned dwellings. Fewer trips would probably be generated by the social/affordable housing element of the site, which would be at least 40% of the dwellings. Applying the rates for privately-owned dwellings regardless of ownership gives a more robust assessment of the traffic impact.

Table 6 presents the trip rates associated with the ‘typical’ peak hours 08:00-09:00 and 17:00-18:00.

Table 6 – Weekday Peak Hour Vehicle Trip Rates per Element of Development

Element of Proposed Development	AM* Arrivals	AM Departures	AM Total	PM Arrivals	PM Departures	PM Total
Housing (per dwelling)	0.14	0.53	0.67	0.6	0.368	0.97
Pre-School (per 100 sqm)	6.98	4.77	11.75	4.86	5.74	10.6
GP Surgery (per 100 sqm)	3.30	0.60	3.90	2.10	3.90	6.00
Independent Living (per dwelling)	0.11	0.11	0.22	0.05	0.07	0.19

*AM Peak is 0800-0900 and PM Peak is 17:00-18:00

Applying the trip rates presented in Table 6 to the development quantum for Option A and Option B (and presented in Table 1 and Table 2 respectively) gives the estimated peak hour vehicular trip volumes for the proposed development.

Table 7 – OPTION A - Weekday Peak Hour Vehicle Trip Volumes per Element of Development

Element of Proposed Development	AM* Arrivals	AM Departures	AM Total	PM Arrivals	PM Departures	PM Total
Housing (13 dwellings)	2	7	9	8	5	13
Pre-School (100 sqm)	7	5	12	5	6	11
GP Surgery (550 sqm)	18	3	21	12	21	33
Independent Living (18 dwellings)	7	5	12	5	6	11
Total	29	17	46	25	33	60

On the basis of the information presented in Table 7 it is estimated that Option A could generate 46 trips in the AM peak and 60 trips in the PM peak.

Table 8 – OPTION B - Weekday Peak Hour Vehicle Trip Volumes per Element of Development

Element of Proposed Development	AM* Arrivals	AM Departures	AM Total	PM Arrivals	PM Departures	PM Total
Housing (45 dwellings)	6	24	30	27	17	44
Pre-School (100 sqm)	7	5	12	5	6	11
GP Surgery (550 sqm)	18	3	21	12	21	33
Independent Living (18 dwellings)	2	2	4	1	1	3
Total	33	34	67	44	45	91

On the basis of the information presented in Table 8 it is estimated that Option B could generate 67 trips in the AM peak and 91 trips in the PM peak.

5.2 Likely Impact of Development Trips

Development trips have been assigned to the highway network on the basis of existing traffic proportions on Sopworth Lane and at the crossroads junction. This exercise has been undertaken for the AM Peak hour only, as this has been found to be the most significant hour in terms of development trips.

Having distributed the traffic in this manner it is possible to compare the impact of the development options on traffic volumes on the local highway network. The volumes shown in Table 9 and Table 10 are two-way link flows along each road at the crossroads junction.

Table 9 – Impact of Development flows for Option A – AM Peak at Crossroads Junction

Road	AM Peak - Two Way Flow at Crossroads Junction – Vehicles and % Increase		
	NO DEVELOPMENT	WITH OPTION A	% Increase
Sopworth Lane	62	85	37%
Knockdown Road	142	144	1%
Green Lane	60	68	13%
Court Street	164	177	8%

Table 10 – Impact of Development flows for Option B – AM Peak at Crossroads Junction

Road	AM Peak - Two Way Flow at Crossroads Junction – Vehicles & % Increase		
	NO DEVELOPMENT	WITH OPTION B	% Increase
Sopworth Lane	62	96	54%
Knockdown Road	142	145	2%
Green Lane	60	72	20%
Court Street	164	183	12%

Table 9 indicates that the proposed development of Option A would increase the amount of traffic travelling through the junction, in particular on the Sopworth Road and Green Lane arms, where flows are increased by a proportion in excess of 10%.

Table 10 shows that with Option B, three of the four arms would experience an increase in traffic in excess of 10%.

While the increase in traffic could be viewed as significant in percentage terms, it is considered that the actual increase in traffic in terms of volume is low, and that there is sufficient capacity on the highway network to comfortably absorb the increase.

For example, the increase in traffic volumes on the Sopworth Lane arm of the junction in Option B is 34 vehicles per hour. This amounts to around one vehicle every two minutes split over both directions. On that basis it is considered unlikely that road users would perceive the increase in traffic and that the local highway network would continue to function adequately in both development scenarios.

5.3 School Pick-Up / Drop-off

It should be noted that the impact of relocating the primary school pick-up / drop-off area into the proposed development – and accessed via the proposed site access - has not been formally assessed. It is expected however that the proposal would improve the operation of the crossroads junction as vehicles would no longer be parked within it, and that fewer parents / pupils would walk across the junction. Turning movements at the junction would change as a result of the proposal, but volumes would likely remain unchanged. On that basis, it is considered that the crossroads junction and the local highway network would continue to function adequately following a relocation of the school pick-up / drop-off area.

6 Off Site Improvements

Both of the development options considered by this report include the construction of health care and educational facilities within the site area. Should the proposals go forward to construction, the GP Surgery on the High Street in Sherston would close, and the services it provides would be delivered by the surgery within the proposed development site. As such it is considered appropriate to give consideration to measures which improve transport infrastructure for non-motorised-users between the proposed development and the centre of Sherston.

The key pedestrian / cycle routes to the proposed development from the centre of Sherston would be along Court Street, Green Lane and Sopworth Lane. The following improvement measures have been conceptualised for these routes:

- Provision of 3m wide footway / cycleway along the northern side of Sopworth Lane – connecting the site access with the existing footway on Knockdown Road. This would require the reallocation of land currently occupied by the primary school wildlife garden area;
- Relocation of the crossing point on Knockdown Road to be closer to pedestrian desire line. The crossing point is to be provided with vertical deflection, coloured anti-skid surfacing and dropped kerbs;
- Widening of the footway on the western / southern side of Court Street;
- Re-profiling of the footway on the western / southern side of Court Street to provide a more level surface for pedestrians and the mobility impaired;
- Increased footway width on the northern side of Green Lane. This will require the reallocation of the informal parking area which lies between the footway and the carriageway. It also requires the reallocation of the verge on the southern side of Green Lane to carriageway;
- Improved crossing facilities at each of the four pedestrian access points to the village common - the 'Rec'. The crossing points will be provided with coloured anti-skid surfacing, slight build-outs with wooden bollards, and dropped kerbs. The main crossing points will also be provided with vertical deflection;
- Installation of new footway on the northern side of Green Lane, from the point at which it terminates around 12m west of Antony Close, to a point just east of Antony Close. This will require the reallocation of a verge area; and
- Provision of a dropped kerb crossing from the proposed new footway on Green Lane to the existing footway on the eastern side of Antony Close.

In addition to the above improvements, traffic management measures have also been conceptualised to maintain the safe and efficient movement of vehicles on the local highway network:

- 30mph speed limit terminal to be moved to the west of the proposed access junction. Traffic calming road markings to be laid at terminal point; and
- 'No waiting' double yellow line restrictions to be laid within the crossroads junction of Sopworth Lane / Knockdown Road / Green Lane / Court Street.

The above off-site mitigation measures are shown in drawing CH001 which is appended to this note.

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7 Summary

This High Level Traffic Impact Assessment has been prepared by Arup, on behalf of the private Sherston Group, in order to assess the impact of a potential development at Sopworth Lane, to the west of the village of Sherston, Wiltshire proposed by the Sherston Parish Council, Wiltshire County Council and Private landowner.

Sherston Parish Council is giving consideration to the potential development in order to establish its appropriateness for inclusion in a Neighbourhood Plan for Sherston. The potential development would develop agricultural land to the west of Sherston Village for mixed use. The development would include residential dwellings, healthcare and educational facilities and associated infrastructure.

A site visit was undertaken in May 2017 to observe the baseline traffic conditions in the wider vicinity of the development site. A traffic count was undertaken which established the volume of traffic which passes along Sopworth Lane, Green Lane, Court Street and Knockdown Road.

The trip generation associated with the two proposed development options has been estimated using the TRICS database. The development trips have then been assigned to the highway network on the basis of existing traffic proportions on Sopworth Lane and at the crossroads junction. While the increase in traffic arising from the proposed development could be viewed as significant in percentage terms, it is considered that the actual increase in traffic in terms of volume is low. There is sufficient capacity on the highway network to comfortably absorb the increase.

It is considered that the relocation of the school pick-up / drop-off area to the proposed development site would improve the operation of the local highway network and improve pedestrian safety.

Consideration has been given to measures which improve transport infrastructure for non-motorised users between the proposed development and the centre of Sherston. In line with government policy inclusive access routes have been conceptualised to ensure that the relocation of the GP Surgery from the High Street to the West of Sherston provides ease of access for all and discourages car usage.

7.1 Conclusion

In overall conclusion it is considered that at this early stage there appears to be no significant transport issues associated with the proposed development options discussed by this Note. Therefore the development options should not be considered unviable on transport grounds. The Sherston Parish Council viability report would benefit from the inclusion of costs associated with the highway improvements and conceptualised pedestrian/cycle inclusive access along Green Lane, Court Street and Sopworth Lane. In addition, costs should be included for a new dedicated parent drop off and pick up area within the 3.9 acre site.

Appendix A

Site Layout Plans

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	NUMBER	UNIT SIZE (SQM)
2 bed affordable	6	76
3 bed open market / affordable	7	93
Independent living	18	50 / 61
GP surgery		550
Preschool		100

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Job Title Sherston NHP		Job No	
Drawing Title Concept Masterplan Opt A		Drawing No M_A_01	
Issue 02	Status For Info	Date 05/05/17	Scale @ A3 1:1000
Do not scale			© Arup



	NUMBER	UNIT SIZE (SQM)
2 bed affordable	9	76
3 bed affordable	9	93
3 bed open market	9	93
4 bed open market	9	130
5 bed open market	9	185
Independent living	18	50 / 61
GP surgery		550
Preschool		100

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Job Title		Job No	
Sherston NHP			
Drawing Title		Drawing No	
Concept Masterplan Opt B		M_B_01	
Issue	Status	Date	Scale @ A3
02	For Info	05/05/17	1:1000
Do not scale			© Arup

Appendix B

TRICS Outputs

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TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
 Category : G - GP SURGERIES

VEHICLESSelected regions and areas:

07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NO NORTH LINCOLNSHIRE	1 days
12	CONNAUGHT	
	RO ROSCOMMON	1 days
14	LEINSTER	
	WC WICKLOW	1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 200 to 450 (units: sqm)
 Range Selected by User: 40 to 750 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 28/09/16

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	1 days
Wednesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	3 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)	1
Edge of Town	2

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

Selected Location Sub Categories:

Residential Zone	2
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:

D1 3 days

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

Population within 1 mile:

5,001 to 10,000 2 days

10,001 to 15,000 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

75,001 to 100,000 1 days

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

Car ownership within 5 miles:

1.1 to 1.5 3 days

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

Travel Plan:

No 3 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 3 days

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

LIST OF SITES relevant to selection parameters

1	NO-05-G-02	GP SURGERY	NORTH LINCOLNSHIRE
	FERRY ROAD WEST		
	SCUNTHORPE		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	350 sqm	
	Survey date: THURSDAY	17/09/09	Survey Type: MANUAL
2	RO-05-G-01	GP SURGERY	ROSCOMMON
	VALLEY COURT		
	BUNNAVALLY		
	ATHLONE		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	200 sqm	
	Survey date: WEDNESDAY	24/09/14	Survey Type: MANUAL
3	WC-05-G-01	GP SURGERY	WICKLOW
	CHURCH HILL		
	WICKLOW		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	450 sqm	
	Survey date: MONDAY	18/10/10	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 05 - HEALTH/G - GP SURGERIES

VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	3	333	0.300	3	333	0.000	3	333	0.300
08:00 - 09:00	3	333	3.300	3	333	0.600	3	333	3.900
09:00 - 10:00	3	333	7.100	3	333	4.900	3	333	12.000
10:00 - 11:00	3	333	5.700	3	333	6.400	3	333	12.100
11:00 - 12:00	3	333	5.500	3	333	5.900	3	333	11.400
12:00 - 13:00	3	333	4.800	3	333	5.800	3	333	10.600
13:00 - 14:00	3	333	3.700	3	333	4.200	3	333	7.900
14:00 - 15:00	3	333	6.100	3	333	5.200	3	333	11.300
15:00 - 16:00	3	333	6.100	3	333	5.600	3	333	11.700
16:00 - 17:00	3	333	4.800	3	333	5.100	3	333	9.900
17:00 - 18:00	3	333	2.100	3	333	3.900	3	333	6.000
18:00 - 19:00	3	333	0.100	3	333	1.500	3	333	1.600
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			49.600			49.100			98.700

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

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

Parameter summary

Trip rate parameter range selected:	200 - 450 (units: sqm)
Survey date date range:	01/01/09 - 28/09/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

TAXIS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	3	333	0.000	3	333	0.000	3	333	0.000
08:00 - 09:00	3	333	0.000	3	333	0.000	3	333	0.000
09:00 - 10:00	3	333	0.000	3	333	0.000	3	333	0.000
10:00 - 11:00	3	333	0.000	3	333	0.000	3	333	0.000
11:00 - 12:00	3	333	0.200	3	333	0.200	3	333	0.400
12:00 - 13:00	3	333	0.000	3	333	0.000	3	333	0.000
13:00 - 14:00	3	333	0.100	3	333	0.100	3	333	0.200
14:00 - 15:00	3	333	0.100	3	333	0.100	3	333	0.200
15:00 - 16:00	3	333	0.000	3	333	0.000	3	333	0.000
16:00 - 17:00	3	333	0.000	3	333	0.000	3	333	0.000
17:00 - 18:00	3	333	0.000	3	333	0.000	3	333	0.000
18:00 - 19:00	3	333	0.000	3	333	0.000	3	333	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.400			0.400			0.800

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

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

Parameter summary

Trip rate parameter range selected:	200 - 450 (units: sqm)
Survey date date range:	01/01/09 - 28/09/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

OGVS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	3	333	0.000	3	333	0.000	3	333	0.000
08:00 - 09:00	3	333	0.000	3	333	0.000	3	333	0.000
09:00 - 10:00	3	333	0.000	3	333	0.000	3	333	0.000
10:00 - 11:00	3	333	0.000	3	333	0.000	3	333	0.000
11:00 - 12:00	3	333	0.000	3	333	0.000	3	333	0.000
12:00 - 13:00	3	333	0.000	3	333	0.000	3	333	0.000
13:00 - 14:00	3	333	0.000	3	333	0.000	3	333	0.000
14:00 - 15:00	3	333	0.000	3	333	0.000	3	333	0.000
15:00 - 16:00	3	333	0.000	3	333	0.000	3	333	0.000
16:00 - 17:00	3	333	0.000	3	333	0.000	3	333	0.000
17:00 - 18:00	3	333	0.000	3	333	0.000	3	333	0.000
18:00 - 19:00	3	333	0.000	3	333	0.000	3	333	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected:	200 - 450 (units: sqm)
Survey date date range:	01/01/09 - 28/09/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

PSVS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	3	333	0.000	3	333	0.000	3	333	0.000
08:00 - 09:00	3	333	0.000	3	333	0.000	3	333	0.000
09:00 - 10:00	3	333	0.000	3	333	0.000	3	333	0.000
10:00 - 11:00	3	333	0.000	3	333	0.000	3	333	0.000
11:00 - 12:00	3	333	0.000	3	333	0.000	3	333	0.000
12:00 - 13:00	3	333	0.000	3	333	0.000	3	333	0.000
13:00 - 14:00	3	333	0.000	3	333	0.000	3	333	0.000
14:00 - 15:00	3	333	0.000	3	333	0.000	3	333	0.000
15:00 - 16:00	3	333	0.000	3	333	0.000	3	333	0.000
16:00 - 17:00	3	333	0.000	3	333	0.000	3	333	0.000
17:00 - 18:00	3	333	0.000	3	333	0.000	3	333	0.000
18:00 - 19:00	3	333	0.000	3	333	0.000	3	333	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected:	200 - 450 (units: sqm)
Survey date date range:	01/01/09 - 28/09/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

CYCLISTS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	3	333	0.000	3	333	0.000	3	333	0.000
08:00 - 09:00	3	333	0.000	3	333	0.000	3	333	0.000
09:00 - 10:00	3	333	0.300	3	333	0.200	3	333	0.500
10:00 - 11:00	3	333	0.200	3	333	0.200	3	333	0.400
11:00 - 12:00	3	333	0.000	3	333	0.100	3	333	0.100
12:00 - 13:00	3	333	0.100	3	333	0.100	3	333	0.200
13:00 - 14:00	3	333	0.000	3	333	0.000	3	333	0.000
14:00 - 15:00	3	333	0.000	3	333	0.000	3	333	0.000
15:00 - 16:00	3	333	0.000	3	333	0.000	3	333	0.000
16:00 - 17:00	3	333	0.100	3	333	0.100	3	333	0.200
17:00 - 18:00	3	333	0.000	3	333	0.000	3	333	0.000
18:00 - 19:00	3	333	0.000	3	333	0.000	3	333	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.700			0.700			1.400

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

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

Parameter summary

Trip rate parameter range selected:	200 - 450 (units: sqm)
Survey date date range:	01/01/09 - 28/09/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION

Category : D - NURSERY

VEHICLESSelected regions and areas:

05	EAST MIDLANDS	
	NR NORTHAMPTONSHIRE	1 days
10	WALES	
	GW GWYNEDD	1 days
11	SCOTLAND	
	SR STIRLING	1 days
12	CONNAUGHT	
	RO ROSCOMMON	1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 182 to 500 (units: sqm)
 Range Selected by User: 109 to 500 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 24/11/14

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

Selected survey days:

Monday	2 days
Wednesday	1 days
Friday	1 days

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

Selected survey types:

Manual count	4 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)	1
Edge of Town	3

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

Selected Location Sub Categories:

Commercial Zone	1
Residential Zone	2
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:

D1	4 days
----	--------

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

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	1 days
5,001 to 10,000	1 days
25,001 to 50,000	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
75,001 to 100,000	2 days

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

Car ownership within 5 miles:

1.1 to 1.5	4 days
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This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	4 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	4 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	GW-04-D-01	NURSERY	GWYNEDD
	FFORDD GELLI MORGAN		
	PARC MENAI		
	BANGOR		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	200 sqm	
	Survey date:	MONDAY	Survey Type: MANUAL
		13/07/09	
2	NR-04-D-02	NURSERY	NORTHAMPTONSHIRE
	PARK AVENUE		
	KETTERING		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	182 sqm	
	Survey date:	WEDNESDAY	Survey Type: MANUAL
		26/09/12	
3	RO-04-D-01	NURSERY	ROSCOMMON
	PARK VIEW		
	CRUBY HILL		
	ROSCOMMON		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	500 sqm	
	Survey date:	FRIDAY	Survey Type: MANUAL
		26/09/14	
4	SR-04-D-01	NURSERY	STIRLING
	HENDERSON STREET		
	BRIDGE OF ALLAN		
	STIRLING		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	250 sqm	
	Survey date:	MONDAY	Survey Type: MANUAL
		16/06/14	

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 04 - EDUCATION/D - NURSERY

VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	4	283	1.413	4	283	0.707	4	283	2.120
08:00 - 09:00	4	283	6.979	4	283	4.770	4	283	11.749
09:00 - 10:00	4	283	3.357	4	283	3.887	4	283	7.244
10:00 - 11:00	4	283	0.530	4	283	0.530	4	283	1.060
11:00 - 12:00	4	283	0.795	4	283	0.618	4	283	1.413
12:00 - 13:00	4	283	2.650	4	283	3.180	4	283	5.830
13:00 - 14:00	4	283	1.855	4	283	1.767	4	283	3.622
14:00 - 15:00	4	283	1.855	4	283	1.148	4	283	3.003
15:00 - 16:00	4	283	0.972	4	283	1.767	4	283	2.739
16:00 - 17:00	4	283	1.855	4	283	2.208	4	283	4.063
17:00 - 18:00	4	283	4.859	4	283	5.742	4	283	10.601
18:00 - 19:00	3	311	0.000	3	311	0.966	3	311	0.966
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			27.120			27.290			54.410

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

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

Parameter summary

Trip rate parameter range selected:	182 - 500 (units: sqm)
Survey date date range:	01/01/09 - 24/11/14
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY

TAXIS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	4	283	0.000	4	283	0.000	4	283	0.000
08:00 - 09:00	4	283	0.000	4	283	0.000	4	283	0.000
09:00 - 10:00	4	283	0.000	4	283	0.000	4	283	0.000
10:00 - 11:00	4	283	0.000	4	283	0.000	4	283	0.000
11:00 - 12:00	4	283	0.088	4	283	0.088	4	283	0.176
12:00 - 13:00	4	283	0.000	4	283	0.000	4	283	0.000
13:00 - 14:00	4	283	0.000	4	283	0.000	4	283	0.000
14:00 - 15:00	4	283	0.000	4	283	0.000	4	283	0.000
15:00 - 16:00	4	283	0.000	4	283	0.000	4	283	0.000
16:00 - 17:00	4	283	0.000	4	283	0.000	4	283	0.000
17:00 - 18:00	4	283	0.000	4	283	0.000	4	283	0.000
18:00 - 19:00	3	311	0.000	3	311	0.000	3	311	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.088			0.088			0.176

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

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

Parameter summary

Trip rate parameter range selected: 182 - 500 (units: sqm)
Survey date date range: 01/01/09 - 24/11/14
Number of weekdays (Monday-Friday): 4
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY

OGVS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	4	283	0.000	4	283	0.000	4	283	0.000
08:00 - 09:00	4	283	0.000	4	283	0.000	4	283	0.000
09:00 - 10:00	4	283	0.088	4	283	0.088	4	283	0.176
10:00 - 11:00	4	283	0.088	4	283	0.000	4	283	0.088
11:00 - 12:00	4	283	0.000	4	283	0.088	4	283	0.088
12:00 - 13:00	4	283	0.088	4	283	0.088	4	283	0.176
13:00 - 14:00	4	283	0.000	4	283	0.000	4	283	0.000
14:00 - 15:00	4	283	0.000	4	283	0.000	4	283	0.000
15:00 - 16:00	4	283	0.000	4	283	0.000	4	283	0.000
16:00 - 17:00	4	283	0.000	4	283	0.000	4	283	0.000
17:00 - 18:00	4	283	0.000	4	283	0.000	4	283	0.000
18:00 - 19:00	3	311	0.000	3	311	0.000	3	311	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.264			0.264			0.528

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

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

Parameter summary

Trip rate parameter range selected: 182 - 500 (units: sqm)
Survey date date range: 01/01/09 - 24/11/14
Number of weekdays (Monday-Friday): 4
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY

PSVS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	4	283	0.000	4	283	0.000	4	283	0.000
08:00 - 09:00	4	283	0.000	4	283	0.000	4	283	0.000
09:00 - 10:00	4	283	0.000	4	283	0.000	4	283	0.000
10:00 - 11:00	4	283	0.000	4	283	0.000	4	283	0.000
11:00 - 12:00	4	283	0.000	4	283	0.000	4	283	0.000
12:00 - 13:00	4	283	0.000	4	283	0.000	4	283	0.000
13:00 - 14:00	4	283	0.000	4	283	0.000	4	283	0.000
14:00 - 15:00	4	283	0.000	4	283	0.000	4	283	0.000
15:00 - 16:00	4	283	0.000	4	283	0.000	4	283	0.000
16:00 - 17:00	4	283	0.000	4	283	0.000	4	283	0.000
17:00 - 18:00	4	283	0.000	4	283	0.000	4	283	0.000
18:00 - 19:00	3	311	0.000	3	311	0.000	3	311	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected:	182 - 500 (units: sqm)
Survey date date range:	01/01/09 - 24/11/14
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY

CYCLISTS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	4	283	0.000	4	283	0.000	4	283	0.000
08:00 - 09:00	4	283	0.265	4	283	0.177	4	283	0.442
09:00 - 10:00	4	283	0.000	4	283	0.000	4	283	0.000
10:00 - 11:00	4	283	0.000	4	283	0.000	4	283	0.000
11:00 - 12:00	4	283	0.000	4	283	0.000	4	283	0.000
12:00 - 13:00	4	283	0.000	4	283	0.000	4	283	0.000
13:00 - 14:00	4	283	0.000	4	283	0.000	4	283	0.000
14:00 - 15:00	4	283	0.000	4	283	0.000	4	283	0.000
15:00 - 16:00	4	283	0.000	4	283	0.000	4	283	0.000
16:00 - 17:00	4	283	0.088	4	283	0.088	4	283	0.176
17:00 - 18:00	4	283	0.177	4	283	0.265	4	283	0.442
18:00 - 19:00	3	311	0.000	3	311	0.000	3	311	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.530			0.530			1.060

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

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

Parameter summary

Trip rate parameter range selected:	182 - 500 (units: sqm)
Survey date date range:	01/01/09 - 24/11/14
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLESSelected regions and areas:

07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
12	CONNAUGHT	
	RO ROSCOMMON	2 days
16	ULSTER (REPUBLIC OF IRELAND)	
	CV CAVAN	1 days
	DN DONEGAL	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
 Actual Range: 7 to 80 (units:)
 Range Selected by User: 4 to 100 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 29/11/16

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

Selected survey days:

Tuesday	2 days
Wednesday	1 days
Thursday	3 days

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

Selected survey types:

Manual count	6 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:

Edge of Town	6
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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	2
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 6 days

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

Population within 1 mile:

1,001 to 5,000 6 days

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

Population within 5 miles:

5,000 or Less 3 days

5,001 to 25,000 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 1 days

1.1 to 1.5 5 days

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

Travel Plan:

No 6 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 6 days

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

LIST OF SITES relevant to selection parameters

1	CV-03-A-01	DETACHED		CAVAN
	DUBLIN ROAD			
	CAVAN			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:		37	
	Survey date: <i>TUESDAY</i>		18/12/12	Survey Type: <i>MANUAL</i>
2	DN-03-A-02	DETACHED		DONEGAL
	GLENFIN ROAD			
	BALLYBOFEY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		7	
	Survey date: <i>THURSDAY</i>		05/09/13	Survey Type: <i>MANUAL</i>
3	NY-03-A-07	DETACHED & SEMI DET.		NORTH YORKSHIRE
	CRAVEN WAY			
	BOROUGHBRIDGE			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:		23	
	Survey date: <i>TUESDAY</i>		18/10/11	Survey Type: <i>MANUAL</i>
4	NY-03-A-11	PRIVATE HOUSING		NORTH YORKSHIRE
	HORSEFAIR			
	BOROUGHBRIDGE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		23	
	Survey date: <i>WEDNESDAY</i>		18/09/13	Survey Type: <i>MANUAL</i>
5	RO-03-A-01	MIXED HOUSES		ROSCOMMON
	GALWAY ROAD			
	ROSCOMMON			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:		80	
	Survey date: <i>THURSDAY</i>		07/05/09	Survey Type: <i>MANUAL</i>
6	RO-03-A-03	DETACHED HOUSES		ROSCOMMON
	N61			
	GREATMEADOW			
	BOYLE			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:		23	
	Survey date: <i>THURSDAY</i>		25/09/14	Survey Type: <i>MANUAL</i>

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

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

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	6	32	0.057	6	32	0.187	6	32	0.244
08:00 - 09:00	6	32	0.140	6	32	0.528	6	32	0.668
09:00 - 10:00	6	32	0.244	6	32	0.394	6	32	0.638
10:00 - 11:00	6	32	0.150	6	32	0.192	6	32	0.342
11:00 - 12:00	6	32	0.207	6	32	0.181	6	32	0.388
12:00 - 13:00	6	32	0.326	6	32	0.295	6	32	0.621
13:00 - 14:00	6	32	0.425	6	32	0.420	6	32	0.845
14:00 - 15:00	6	32	0.378	6	32	0.430	6	32	0.808
15:00 - 16:00	6	32	0.368	6	32	0.326	6	32	0.694
16:00 - 17:00	6	32	0.513	6	32	0.358	6	32	0.871
17:00 - 18:00	6	32	0.601	6	32	0.368	6	32	0.969
18:00 - 19:00	6	32	0.523	6	32	0.342	6	32	0.865
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.932			4.021			7.953

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

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

Parameter summary

Trip rate parameter range selected: 7 - 80 (units:)
Survey date date range: 01/01/09 - 29/11/16
Number of weekdays (Monday-Friday): 6
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

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

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

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	6	32	0.000	6	32	0.000	6	32	0.000
08:00 - 09:00	6	32	0.000	6	32	0.000	6	32	0.000
09:00 - 10:00	6	32	0.000	6	32	0.000	6	32	0.000
10:00 - 11:00	6	32	0.005	6	32	0.000	6	32	0.005
11:00 - 12:00	6	32	0.005	6	32	0.005	6	32	0.010
12:00 - 13:00	6	32	0.005	6	32	0.005	6	32	0.010
13:00 - 14:00	6	32	0.000	6	32	0.000	6	32	0.000
14:00 - 15:00	6	32	0.000	6	32	0.000	6	32	0.000
15:00 - 16:00	6	32	0.010	6	32	0.010	6	32	0.020
16:00 - 17:00	6	32	0.010	6	32	0.010	6	32	0.020
17:00 - 18:00	6	32	0.000	6	32	0.000	6	32	0.000
18:00 - 19:00	6	32	0.005	6	32	0.010	6	32	0.015
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.040			0.040			0.080

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

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

Parameter summary

Trip rate parameter range selected: 7 - 80 (units:)
Survey date date range: 01/01/09 - 29/11/16
Number of weekdays (Monday-Friday): 6
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

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

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

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	6	32	0.000	6	32	0.005	6	32	0.005
08:00 - 09:00	6	32	0.000	6	32	0.005	6	32	0.005
09:00 - 10:00	6	32	0.000	6	32	0.000	6	32	0.000
10:00 - 11:00	6	32	0.000	6	32	0.000	6	32	0.000
11:00 - 12:00	6	32	0.000	6	32	0.000	6	32	0.000
12:00 - 13:00	6	32	0.005	6	32	0.005	6	32	0.010
13:00 - 14:00	6	32	0.005	6	32	0.005	6	32	0.010
14:00 - 15:00	6	32	0.010	6	32	0.010	6	32	0.020
15:00 - 16:00	6	32	0.000	6	32	0.000	6	32	0.000
16:00 - 17:00	6	32	0.000	6	32	0.000	6	32	0.000
17:00 - 18:00	6	32	0.000	6	32	0.005	6	32	0.005
18:00 - 19:00	6	32	0.005	6	32	0.000	6	32	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.025			0.035			0.060

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

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

Parameter summary

Trip rate parameter range selected: 7 - 80 (units:)
 Survey date date range: 01/01/09 - 29/11/16
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

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

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	6	32	0.000	6	32	0.000	6	32	0.000
08:00 - 09:00	6	32	0.005	6	32	0.005	6	32	0.010
09:00 - 10:00	6	32	0.000	6	32	0.000	6	32	0.000
10:00 - 11:00	6	32	0.000	6	32	0.000	6	32	0.000
11:00 - 12:00	6	32	0.000	6	32	0.000	6	32	0.000
12:00 - 13:00	6	32	0.000	6	32	0.000	6	32	0.000
13:00 - 14:00	6	32	0.000	6	32	0.000	6	32	0.000
14:00 - 15:00	6	32	0.000	6	32	0.000	6	32	0.000
15:00 - 16:00	6	32	0.000	6	32	0.000	6	32	0.000
16:00 - 17:00	6	32	0.005	6	32	0.005	6	32	0.010
17:00 - 18:00	6	32	0.000	6	32	0.000	6	32	0.000
18:00 - 19:00	6	32	0.000	6	32	0.000	6	32	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.010			0.010			0.020

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

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

Parameter summary

Trip rate parameter range selected: 7 - 80 (units:)
Survey date date range: 01/01/09 - 29/11/16
Number of weekdays (Monday-Friday): 6
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

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

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

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	6	32	0.000	6	32	0.021	6	32	0.021
08:00 - 09:00	6	32	0.000	6	32	0.005	6	32	0.005
09:00 - 10:00	6	32	0.000	6	32	0.005	6	32	0.005
10:00 - 11:00	6	32	0.000	6	32	0.000	6	32	0.000
11:00 - 12:00	6	32	0.010	6	32	0.005	6	32	0.015
12:00 - 13:00	6	32	0.000	6	32	0.005	6	32	0.005
13:00 - 14:00	6	32	0.000	6	32	0.000	6	32	0.000
14:00 - 15:00	6	32	0.000	6	32	0.000	6	32	0.000
15:00 - 16:00	6	32	0.026	6	32	0.010	6	32	0.036
16:00 - 17:00	6	32	0.005	6	32	0.000	6	32	0.005
17:00 - 18:00	6	32	0.010	6	32	0.000	6	32	0.010
18:00 - 19:00	6	32	0.000	6	32	0.000	6	32	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.051			0.051			0.102

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

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

Parameter summary

Trip rate parameter range selected: 7 - 80 (units:)
Survey date date range: 01/01/09 - 29/11/16
Number of weekdays (Monday-Friday): 6
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : N - RETIREMENT FLATS

VEHICLESSelected regions and areas:

02	SOUTH EAST	
	SC SURREY	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	SY SOUTH YORKSHIRE	1 days
10	WALES	
	VG VALE OF GLAMORGAN	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
 Actual Range: 28 to 46 (units:)
 Range Selected by User: 28 to 50 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 26/09/16

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

Selected survey days:

Monday 2 days
 Wednesday 2 days

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

Selected survey types:

Manual count 4 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) 2
 Edge of Town 2

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

Selected Location Sub Categories:

Residential Zone 4

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	3 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 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
15,001 to 20,000	2 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
125,001 to 250,000	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	1 days
1.1 to 1.5	3 days

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

Travel Plan:

Yes	1 days
No	3 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	4 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	NY-03-N-01	RETI REMENT FLATS	NORTH YORKSHIRE
	EASTGATE		
	PICKERING		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	30	
	Survey date: MONDAY	26/09/16	Survey Type: MANUAL
2	SC-03-N-01	RETI REMENT VILLAGE	SURREY
	WESTFIELD ROAD		
	WOKING		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	39	
	Survey date: WEDNESDAY	18/11/15	Survey Type: MANUAL
3	SY-03-N-01	RETI REMENT FLATS	SOUTH YORKSHIRE
	MOSS CLOSE		
	WICKERSLEY		
	NEAR ROTHERHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	28	
	Survey date: WEDNESDAY	19/12/12	Survey Type: MANUAL
4	VG-03-N-01	RETI REMENT FLATS	VALE OF GLAMORGAN
	BRADFORD PLACE		
	PENARTH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	46	
	Survey date: MONDAY	16/07/12	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

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	4	36	0.042	4	36	0.014	4	36	0.056
08:00 - 09:00	4	36	0.105	4	36	0.105	4	36	0.210
09:00 - 10:00	4	36	0.077	4	36	0.049	4	36	0.126
10:00 - 11:00	4	36	0.147	4	36	0.168	4	36	0.315
11:00 - 12:00	4	36	0.112	4	36	0.161	4	36	0.273
12:00 - 13:00	4	36	0.105	4	36	0.168	4	36	0.273
13:00 - 14:00	4	36	0.091	4	36	0.084	4	36	0.175
14:00 - 15:00	4	36	0.112	4	36	0.098	4	36	0.210
15:00 - 16:00	4	36	0.119	4	36	0.070	4	36	0.189
16:00 - 17:00	4	36	0.119	4	36	0.098	4	36	0.217
17:00 - 18:00	4	36	0.049	4	36	0.070	4	36	0.119
18:00 - 19:00	4	36	0.070	4	36	0.049	4	36	0.119
19:00 - 20:00	1	39	0.000	1	39	0.000	1	39	0.000
20:00 - 21:00	1	39	0.000	1	39	0.051	1	39	0.051
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.148			1.185			2.333

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

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

Parameter summary

Trip rate parameter range selected: 28 - 46 (units:)
Survey date date range: 01/01/09 - 26/09/16
Number of weekdays (Monday-Friday): 4
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

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	4	36	0.000	4	36	0.000	4	36	0.000
08:00 - 09:00	4	36	0.000	4	36	0.000	4	36	0.000
09:00 - 10:00	4	36	0.007	4	36	0.007	4	36	0.014
10:00 - 11:00	4	36	0.021	4	36	0.021	4	36	0.042
11:00 - 12:00	4	36	0.007	4	36	0.007	4	36	0.014
12:00 - 13:00	4	36	0.000	4	36	0.000	4	36	0.000
13:00 - 14:00	4	36	0.000	4	36	0.000	4	36	0.000
14:00 - 15:00	4	36	0.000	4	36	0.000	4	36	0.000
15:00 - 16:00	4	36	0.000	4	36	0.000	4	36	0.000
16:00 - 17:00	4	36	0.007	4	36	0.007	4	36	0.014
17:00 - 18:00	4	36	0.000	4	36	0.000	4	36	0.000
18:00 - 19:00	4	36	0.000	4	36	0.000	4	36	0.000
19:00 - 20:00	1	39	0.000	1	39	0.000	1	39	0.000
20:00 - 21:00	1	39	0.000	1	39	0.000	1	39	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.042			0.042			0.084

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

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

Parameter summary

Trip rate parameter range selected: 28 - 46 (units:)
Survey date date range: 01/01/09 - 26/09/16
Number of weekdays (Monday-Friday): 4
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

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	4	36	0.000	4	36	0.000	4	36	0.000
08:00 - 09:00	4	36	0.007	4	36	0.000	4	36	0.007
09:00 - 10:00	4	36	0.000	4	36	0.007	4	36	0.007
10:00 - 11:00	4	36	0.007	4	36	0.000	4	36	0.007
11:00 - 12:00	4	36	0.000	4	36	0.000	4	36	0.000
12:00 - 13:00	4	36	0.000	4	36	0.000	4	36	0.000
13:00 - 14:00	4	36	0.000	4	36	0.000	4	36	0.000
14:00 - 15:00	4	36	0.000	4	36	0.000	4	36	0.000
15:00 - 16:00	4	36	0.000	4	36	0.000	4	36	0.000
16:00 - 17:00	4	36	0.000	4	36	0.000	4	36	0.000
17:00 - 18:00	4	36	0.000	4	36	0.007	4	36	0.007
18:00 - 19:00	4	36	0.000	4	36	0.000	4	36	0.000
19:00 - 20:00	1	39	0.000	1	39	0.000	1	39	0.000
20:00 - 21:00	1	39	0.000	1	39	0.000	1	39	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014			0.014			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.

Parameter summary

Trip rate parameter range selected: 28 - 46 (units:)
Survey date date range: 01/01/09 - 26/09/16
Number of weekdays (Monday-Friday): 4
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

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	4	36	0.000	4	36	0.000	4	36	0.000
08:00 - 09:00	4	36	0.000	4	36	0.000	4	36	0.000
09:00 - 10:00	4	36	0.007	4	36	0.000	4	36	0.007
10:00 - 11:00	4	36	0.000	4	36	0.007	4	36	0.007
11:00 - 12:00	4	36	0.000	4	36	0.000	4	36	0.000
12:00 - 13:00	4	36	0.007	4	36	0.007	4	36	0.014
13:00 - 14:00	4	36	0.007	4	36	0.007	4	36	0.014
14:00 - 15:00	4	36	0.000	4	36	0.000	4	36	0.000
15:00 - 16:00	4	36	0.000	4	36	0.000	4	36	0.000
16:00 - 17:00	4	36	0.007	4	36	0.007	4	36	0.014
17:00 - 18:00	4	36	0.000	4	36	0.000	4	36	0.000
18:00 - 19:00	4	36	0.000	4	36	0.000	4	36	0.000
19:00 - 20:00	1	39	0.000	1	39	0.000	1	39	0.000
20:00 - 21:00	1	39	0.000	1	39	0.000	1	39	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.028			0.028			0.056

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

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

Parameter summary

Trip rate parameter range selected: 28 - 46 (units:)
 Survey date date range: 01/01/09 - 26/09/16
 Number of weekdays (Monday-Friday): 4
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

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	4	36	0.007	4	36	0.000	4	36	0.007
08:00 - 09:00	4	36	0.000	4	36	0.007	4	36	0.007
09:00 - 10:00	4	36	0.000	4	36	0.007	4	36	0.007
10:00 - 11:00	4	36	0.000	4	36	0.000	4	36	0.000
11:00 - 12:00	4	36	0.000	4	36	0.000	4	36	0.000
12:00 - 13:00	4	36	0.000	4	36	0.000	4	36	0.000
13:00 - 14:00	4	36	0.000	4	36	0.000	4	36	0.000
14:00 - 15:00	4	36	0.000	4	36	0.000	4	36	0.000
15:00 - 16:00	4	36	0.000	4	36	0.000	4	36	0.000
16:00 - 17:00	4	36	0.000	4	36	0.000	4	36	0.000
17:00 - 18:00	4	36	0.000	4	36	0.000	4	36	0.000
18:00 - 19:00	4	36	0.000	4	36	0.000	4	36	0.000
19:00 - 20:00	1	39	0.000	1	39	0.000	1	39	0.000
20:00 - 21:00	1	39	0.000	1	39	0.000	1	39	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.007			0.014			0.021

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

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

Parameter summary

Trip rate parameter range selected: 28 - 46 (units:)
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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.

Appendix C

Off-Site Improvements Plan

Confidential



Legend

- Site Boundary
- Proposed Highway Enhancements

01	09/05/17	BS	EW	EW
Draft				
Issue	Date	By	Chkd	Appd

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Client

Job Title
**Sherston Neighbourhood Plan
 Potential Development on
 Sopworth Lane**

Off Site Transport Improvements

Scale at A1 1:1000

Discipline **Transport Planning**

Job No **602082-22** Drawing Status **Draft**

Drawing No **CH001** Issue **01**