

## Proposed Apartments

### Dee Banks, Chester

LB/200589/TN01 – 15 December 2020

## 1.0 INTRODUCTION

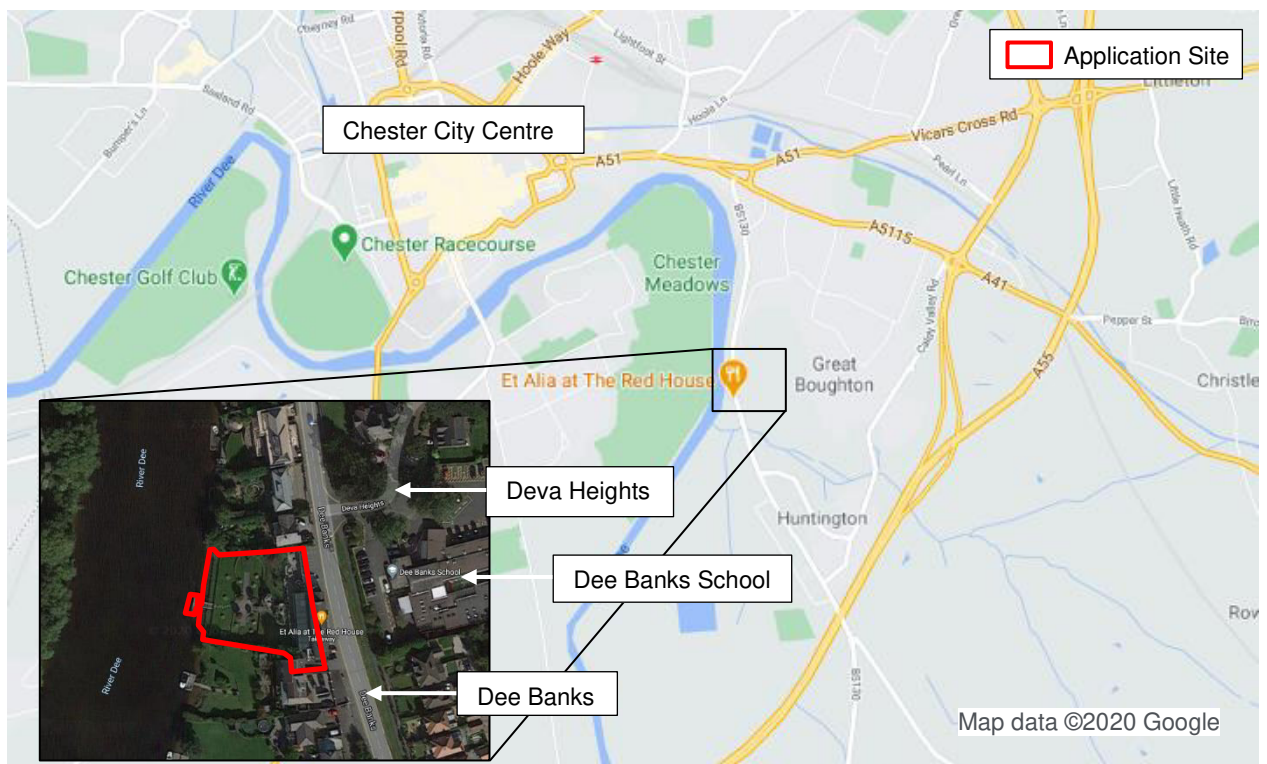
1.1 SCP have been appointed by Sterling Property Co. Limited to provide specialist transport planning and engineering advice in support of a proposed residential redevelopment of The Red House Restaurant site located to the west of Dee Banks, Chester.

## 2.0 EXISTING AND PROPOSED CONDITIONS

### Existing Conditions

2.1 The application site is located to the west of Dee Banks and directly opposite Dee Banks School, approximately 2.6km to the south-east of Chester City Centre, as shown on **Figure 2.1** below:-

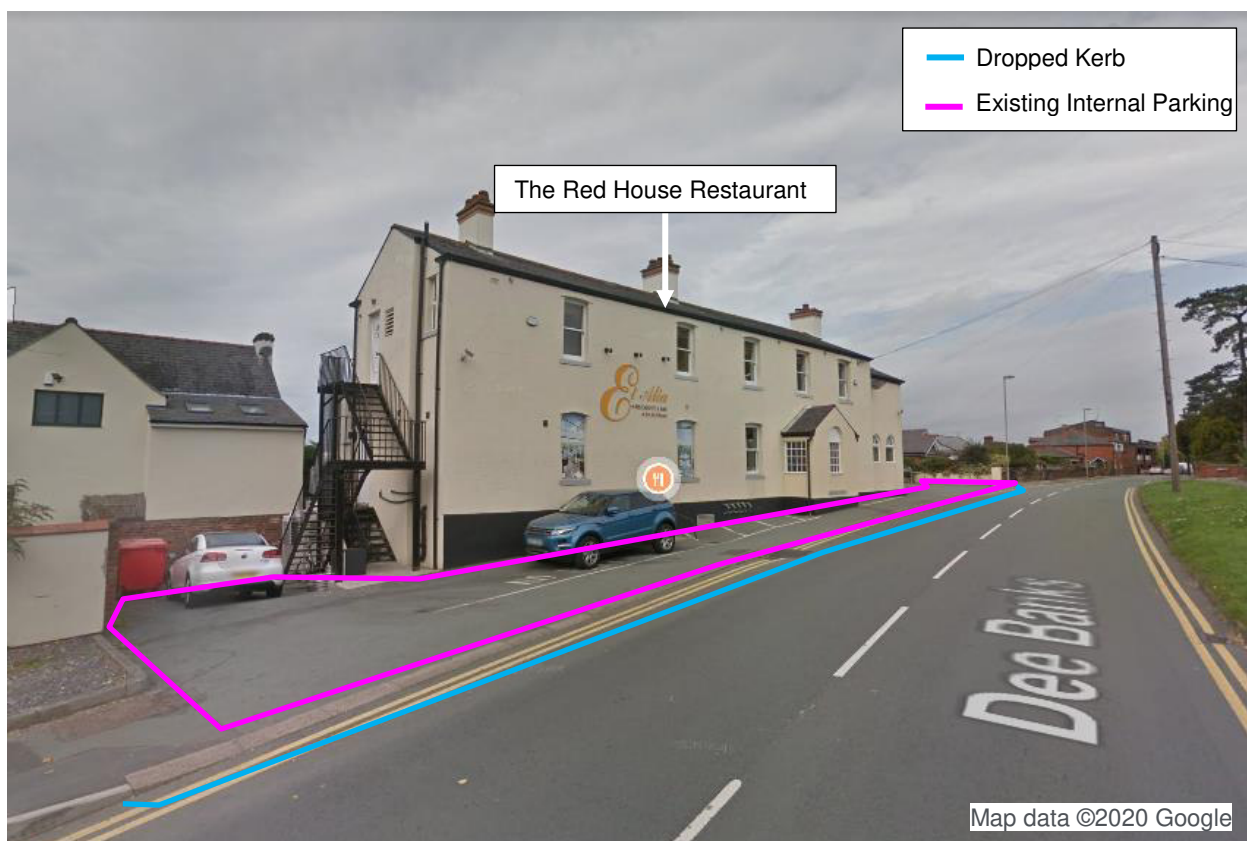
**Figure 2.1 – Site Location Plan**



2.2 The site is currently occupied by The Red House Restaurant which has a footprint area of approximately 321.1sqm.

2.3 Vehicular access to the site is currently provided along Dee Banks via a dropped kerb arrangement which extends along the entire sites frontage. This provides access to the existing parking areas located on the northern, eastern and southern sections of the site, as shown on Figure 2.2 below:-

**Figure 2.2 – Existing Site Access Arrangement along Dee Banks**



- 2.4 The existing parking areas provide a total of approximately 10 spaces, including 4 formally marked parking spaces on the northern section of the site, approximately 2-3 informal parallel parking spaces on the eastern section of the site and approximately 2-3 informal parking spaces on the southern section of the site (including double parking).
- 2.5 The existing parking does not provide a turning area within the site in order to allow vehicles to enter and leave the site in forward gear which results in vehicles currently having to reverse onto Dee Banks in order to access / leave the parking areas.
- 2.6 It is also understood that servicing to the site (deliveries / refuse collection) currently takes place from Dee Banks along the sites frontage.

### Local Highway Network

- 2.7 Dee Banks provides a link between Bachelor's Lane to the north-east and Chest Road / Caldly Valley Road to the south-east.
- 2.8 Within the immediate vicinity of the site, Dee Banks has a carriageway width of between approximately 6.3m-7.5m and benefits from a footway on both sides of the carriageway. The footway along the sites frontage along the western side of the carriageway has a dropped kerb in order to provide vehicular access to the site.
- 2.9 Within the vicinity of the site, Dee Banks benefits from street lighting and is subject to a mandatory 30mph speed limit. Dee Banks benefits from a double yellow "No Waiting at any Time" Traffic Regulation Order (TRO) along both sides of the carriageway.

### **Accessibility**

#### Pedestrians

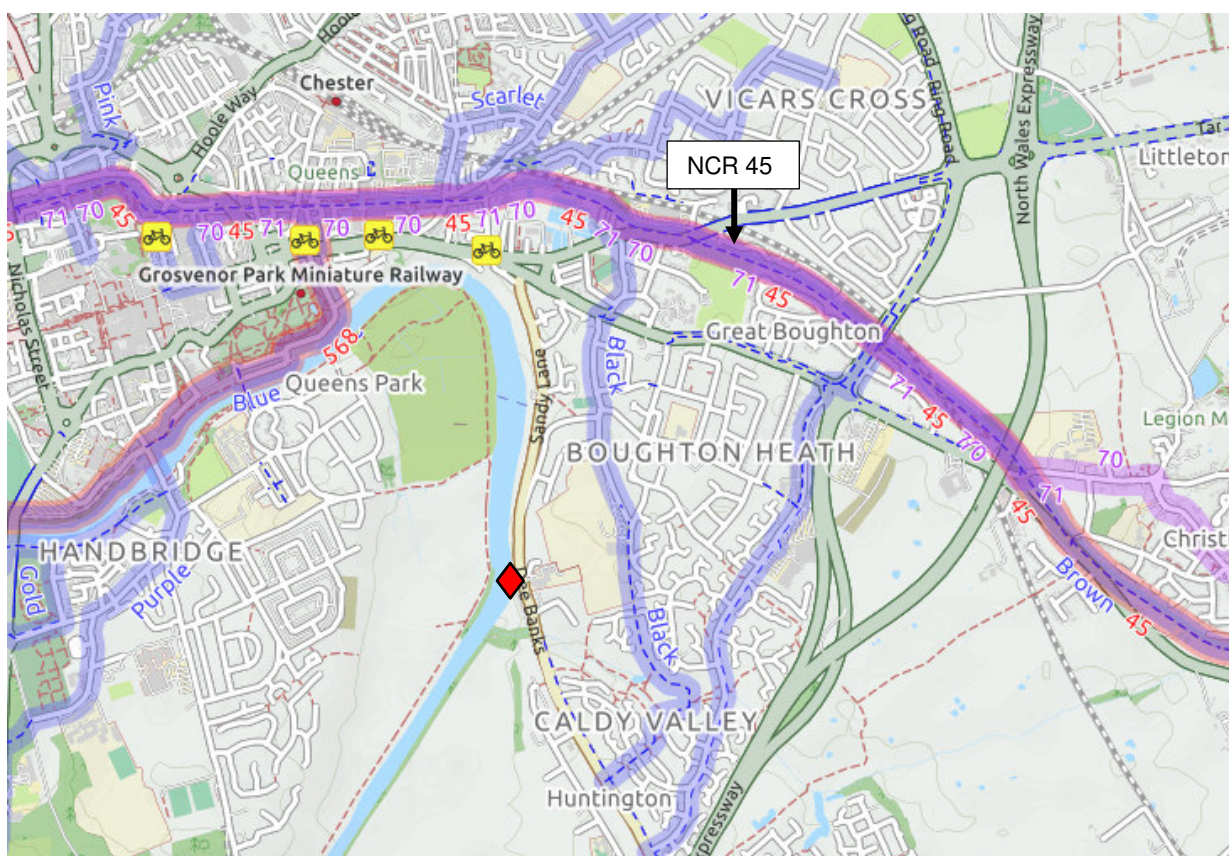
- 2.10 The Manual for Streets states that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, it goes on to state that this is not an upper limit and that walking offers the greatest potential to replace short car trips, particularly those under 2km.
- 2.11 There are numerous facilities including employment, leisure and education facilities located within walking distance of the site.
- 2.12 As mentioned previously, Dee Bank School is located directly opposite the site.
- 2.13 Huntington Centre is located approximately 1.4km walking distance of the application site. Huntington provides a number of facilities including Huntington Community Primary School, Walkers Oakfield Nursery, Huntington Village Hall and a Co-op.
- 2.14 Boughton Centre is located approximately 1.2km walking distance to the north-east of the site and provides a number of facilities including Boughton Post Office, Cherry Grove Primary School, Health Lane Medical Centre, convenience stores, banks, fast food takeouts, amongst others.
- 2.15 Caldly Valley Retail Park is located approximately 1.7km walking distance to the east of the site and provides a number of retail outlets including a Sainsburys supermarket, B&M Store and Halfords.

- 2.16 The eastern section of Chester City Centre is also within a 2km walking distance of the site and provides numerous additional facilities.
- 2.17 The surrounding footways within the vicinity of the site provide links to Huntington, Broughton, Caldly Valley Retail Park and Chester City Centre, with dropped kerbs providing at most junctions along the route in order to further assist pedestrians. Caldly Valley Nature Park provides a traffic free pedestrian route between Dee Banks and Caldly Valley Road.

### Cyclists

- 2.18 In terms of cycle provision, the site is well located for cycle routes which surround the site, as shown on **Figure 2.3** below.

**Figure 2.3 – Local Cycle Routes**



Source: Open Cycle Map

- 2.19 Caldly Nature Park provides traffic free routes which link Dee Banks to Caldly Valley Road to the south-east and Vaughans Road to the north-east. National Cycle Route (NCR) 45 runs approximately 1.1km to the north of the site and provides cycles access to Chester City Centre to the north-west.

### Public Transport

- 2.20 SCP have carried out an appraisal of the accessibility of the site by public transport. The closest bus stops are located approximately 500m-550m to the south-east of the site along Chester Road. The bus stops are served by the 5 Gold bus service which provides connections between Chester City Centre and Wrexham with up to 3 services per hour during peak hours.
- 2.21 Chester Railway Station is located approximately 2.6km to the north-west of the application site and is therefore within an acceptable cycle distance. Secure and sheltered cycle parking with CCTV is provided at the station.
- 2.22 Chester Railway Station provides frequent services throughout the week to locations including Wrexham, Crewe, Liverpool Central, Manchester Piccadilly and Manchester Airport.
- 2.23 Having regard to the above, it is therefore concluded that the site is accessible by public and non-car modes of transport.

### **Proposed Development**

#### General

- 2.24 The planning application comprises the redevelopment of the site to feature 7 apartments comprising 2no. four-bed apartments, 4no. three-bed apartments and 1no. two-bed apartment.
- 2.25 The proposed site layout plans are provided in **Appendix A**.

#### Access Arrangement

- 2.26 The existing dropped kerb / site accesses will be replaced as part of the proposals and provide a singular vehicular access along Dee Banks, serving a basement parking area. The proposed site access arrangement will include a 5.0m wide carriageway and formal kerbed radii as shown on drawing number SCP/200589/F01 Rev A provided in **Appendix B**.
- 2.27 The proposed access provides a visibility splay that has an 'x' (minor arm setback distance) of 2.4m and a 'y' (major road visibility) distance of 43m in the both the left hand and right hand directions, which exceeds the visibility requirements stated within the "*Manual for Streets*" (MfS) document for roads with a 30mph speed limit.

- 2.28 The basement parking area will comprise of a stacked parking arrangement (two parking spaces per stack and will be accessed via a car lift located to the north of the proposed site access. The lift arrangement will be designed to ensure that priority is provided for vehicles entering the site. In addition, a turning/waiting area will be provided which will allow at least two vehicles to wait while another car is using the car lift, as shown on the plan provided in [Appendix C](#).
- 2.29 As mentioned previously the existing parking does not provide a turning area within the site and results in vehicles currently having to reverse in or out of the spaces, directly onto Dee Banks. The proposed access arrangement and parking in the basement will consolidate the existing access and provide a turning area within the site which will provide a significant betterment to highway safety when compared to the existing access and parking arrangements.
- 2.30 Swept path analysis of a car using the proposed site access is shown on the plan provided on drawing number SCP/200589/ATR01 Rev A provided in [Appendix C](#).
- 2.31 The existing dropped kerb will be reinstated to full height either side of the proposed site access.
- 2.32 Cycle Access will be provided at the same location as the vehicular access.
- 2.33 Two pedestrian accesses will be provided separately from the vehicular access along Dee Banks.

#### [Parking and Servicing](#)

- 2.34 Cheshire West and Chester Council's (CWaCC) parking standards are 1 space per 1 bedroom unit, and 2 spaces for 2-3 bedroom units and 3 spaces for 4 bedroom units.
- 2.35 The proposed development will provide 24 spaces which is broadly in accordance with CWACC's parking standards.
- 2.36 Swept path analysis of a car using some of the parking spaces is shown drawing number SCP/200589/ATR02 provided in [Appendix D](#).
- 2.37 Two EVC points will also be provided.
- 2.38 Secure cycle parking for up to 7 bikes will also be provided to the north of the proposed vehicular access.
- 2.39 Refuse collection will continue to take place along Dee Banks. The proposed bin store will be located immediately to the north-west of the proposed vehicular access which is within an acceptable carry distance of Dee Banks.

## **Existing Vs Proposed Uses Traffic Generation**

- 2.40 This Chapter provides an estimation and comparison of the trip generating potential of the existing and proposed site uses during the worst-case weekday peak hours and also over the course of a typical weekday.
- 2.41 For the existing restaurant use, trip rates have been obtained from TRICS. The assessment is based on the weekday peak hours and also over the course of a typical weekday. The selection criteria for the TRICS-based trip rates is as follows:-
- i) Hotel, Food and Drink – Pub/Restaurant;
  - ii) Multi modal surveys used only;
  - iii) Sites within London and Ireland excluded;
  - iv) Sites located in Edge of Town and Residential Areas included;
  - v) Selection by GFA;
  - vi) Sites with between 140sqm and 570sqm selected; and
  - vii) Weekday surveys only.
- 2.42 A full summary of the trip rates and criteria used, along with the TRICS outputs, are presented in **Appendix E**.
- 2.43 For the proposed 7 apartments, trip rates have been obtained from TRICS. The assessment is based on the weekday peak hours and also over the course of a typical weekday. The selection criteria for the TRICS-based trip rates is as follows:-
- i) Residential – apartments privately owned;
  - ii) Multi modal surveys used only;
  - iii) Sites within London and Ireland excluded;
  - iv) Sites located in Edge of Town and Residential Areas included;
  - v) Selection by number of dwellings;
  - vi) Sites with between 4 and 16 units selected; and
  - vii) Weekday surveys only.
- 2.44 A full summary of the trip rates and criteria used, along with the TRICS outputs, are presented in **Appendix F**.
- 2.45 The trip rates obtained and the traffic generating forecasts of the existing / proposed site uses are summarised in the table below:-

<b>Traffic Generation Associated with the Existing Restaurant Use (approx. 321sqm)</b>						
	<b>Weekday AM Peak Hour (08:00 to 09:00)</b>		<b>Weekday PM Peak Hour (17:00 to 18:00)</b>		<b>Daily (00:00 to 24:00)</b>	
	<b>Arrivals</b>	<b>Departures</b>	<b>Arrivals</b>	<b>Departures</b>	<b>Arrivals</b>	<b>Departures</b>
<b>Trip Rates</b>	0	0	5.182	1.909	44.181	44.908
<b>Traffic Generation</b>	0	0	17	6	142	144
<b>Traffic Generation Associated with the Proposed Residential Development (7 apartments)</b>						
	<b>Weekday AM Peak Hour (08:00 to 09:00)</b>		<b>Weekday PM Peak Hour (17:00 to 18:00)</b>		<b>Daily (00:00 to 24:00)</b>	
	<b>Arrivals</b>	<b>Departures</b>	<b>Arrivals</b>	<b>Departures</b>	<b>Arrivals</b>	<b>Departures</b>
<b>Trip Rates</b>	0.119	0.337	0.396	0.168	2.250	2.163
<b>Traffic Generation</b>	1	2	3	1	16	15
<b>Net Traffic Generating Potential between The Existing and Proposed uses</b>						
	<b>Weekday AM Peak Hour (08:00 to 09:00)</b>		<b>Weekday PM Peak Hour (17:00 to 18:00)</b>		<b>Daily (00:00 to 24:00)</b>	
	<b>Arrivals</b>	<b>Departures</b>	<b>Arrivals</b>	<b>Departures</b>	<b>Arrivals</b>	<b>Departures</b>
<b>Traffic Generation</b>	+1	+2	-14	-5	-126	-129

2.46 As shown above, the proposed development is estimated to produce 3 two-way trips during the AM peak hour and 4 two-way trips during the PM peak hour. Volumetrically, this equates to a vehicle movement every 15-20 minutes during the peak hours on average, which will be imperceptible on the local highway network.

2.47 In net terms, the proposed residential redevelopment is also estimated to provide an increase of 3 two-way trips during the AM peak hour and a reduction of 19 two-way trips during the PM peak hour. Overall, the proposed redevelopment is predicted to reduce the daily number of two-way vehicle trips by 255.



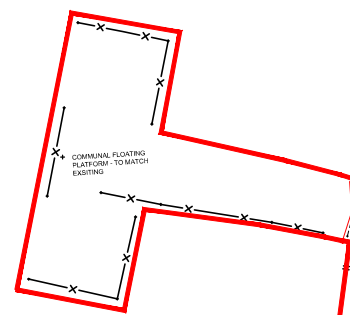
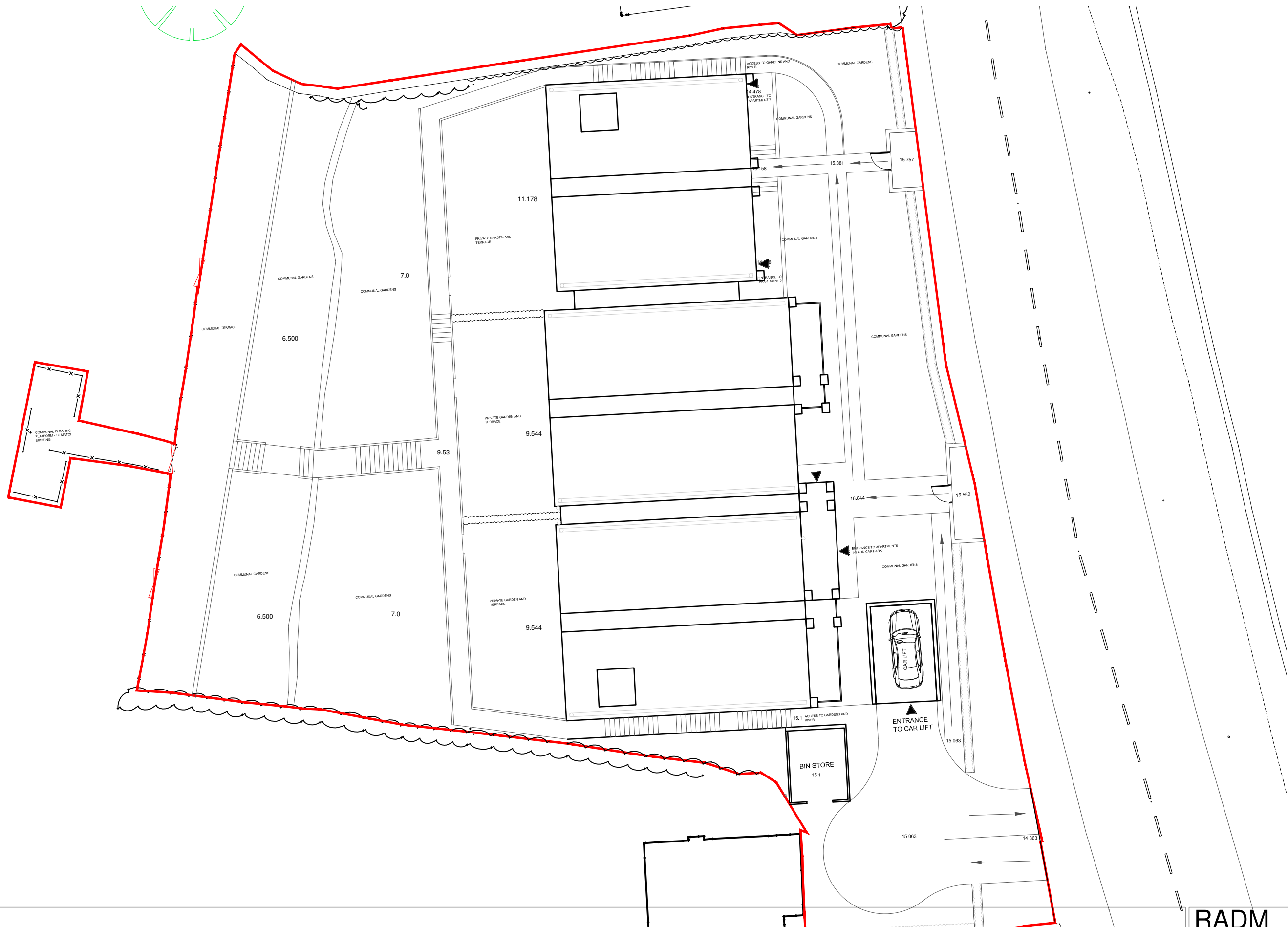
### **3.0 SUMMARY AND CONCLUSIONS**

- 3.1 SCP have been appointed by Sterling Property Co. Limited to provide specialist transport planning and engineering advice in support of a proposed residential development on a site located to the west of Dee Banks, Chester.
- 3.2 The planning application compromises the redevelopment of the site to feature 7 apartments comprising 2no. four-bed apartments, 4no. three-bed apartments and 1no. two-bed apartment.
- 3.3 The existing site access and dropped kerb arrangement will be consolidated as part of the proposals and provide a singular vehicular access along Dee Banks. The existing dropped kerb / site accesses will be replaced as part of the proposals and provide a singular vehicular access along Dee Banks, serving a basement parking area. The proposed site access arrangement will include a 5.0m wide carriageway and formal kerbed radii. The existing dropped kerb will be reinstated to full height either side of the proposed site access.
- 3.4 The proposed development will provide 24 spaces which is roughly in accordance with CWACC's parking standards. The basement parking area will comprise of a stacked parking arrangement (two parking spaces per stack and will be accessed via a car lift located to the north of the proposed site access. The lift arrangement will be designed to ensure that priority is provided for vehicles entering the site. In addition, a turning/waiting area will be provided which will allow at least two vehicles to wait while another car is using the car lift.
- 3.5 The existing parking does not provide a turning area within the site and results in vehicles currently having to reverse in or out of the spaces, directly onto Dee Banks. The proposed access arrangement and parking in the basement will consolidate the existing access and provide a turning area within the site which will provide a significant betterment to highway safety when compared to the existing access and parking arrangements.
- 2.48 Cycle Access will be provided at the same location as the vehicular access. Secure cycle parking for up to 7 bikes will also be provided to the north of the proposed vehicular access.
- 3.6 Two pedestrian accesses will be provided separately from the vehicular access along Dee Banks.
- 3.7 Refuse collection will continue to take place along Dee Banks. The proposed bin store will be located immediately to the north-west of the proposed vehicular access which is within an acceptable carry distance of Dee Banks.

- 
- 3.8 The proposed development is estimated to produce 3 two-way trips during the AM peak hour and 4 two-way trips during the PM peak hour. Volumetrically, this equates to a vehicle movement every 15-20 minutes during the peak hours on average, which will be imperceptible on the local highway network. In net terms, the proposed residential redevelopment is also estimated to provide an increase of 3 two-way trips during the AM peak hour and a reduction of 19 two-way trips during the PM peak hour. Overall, the proposed redevelopment is predicted to reduce the daily number of two-way vehicle trips by 255 when compared to the existing restaurant use.
- 3.9 The proposed redevelopment will therefore operate safely and satisfactorily from a highways perspective and it is commended to Cheshire West and Chester Council for approval.

**S|C|P**

**APPENDIX A**



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 CON: CONSTRUCTION SUR: SURVEY

REVISION / DESCRIPTION	DRAWN	CHECKED	DATE

REVISION / DESCRIPTION	DRAWN	CHECKED	DATE

REVISION / DESCRIPTION	DRAWN	CHECKED	DATE
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P2 SITE PLAN WITH LEVELS	EP	CT	11/2020
P1 SITE PLANS	EP	CT	10/2020

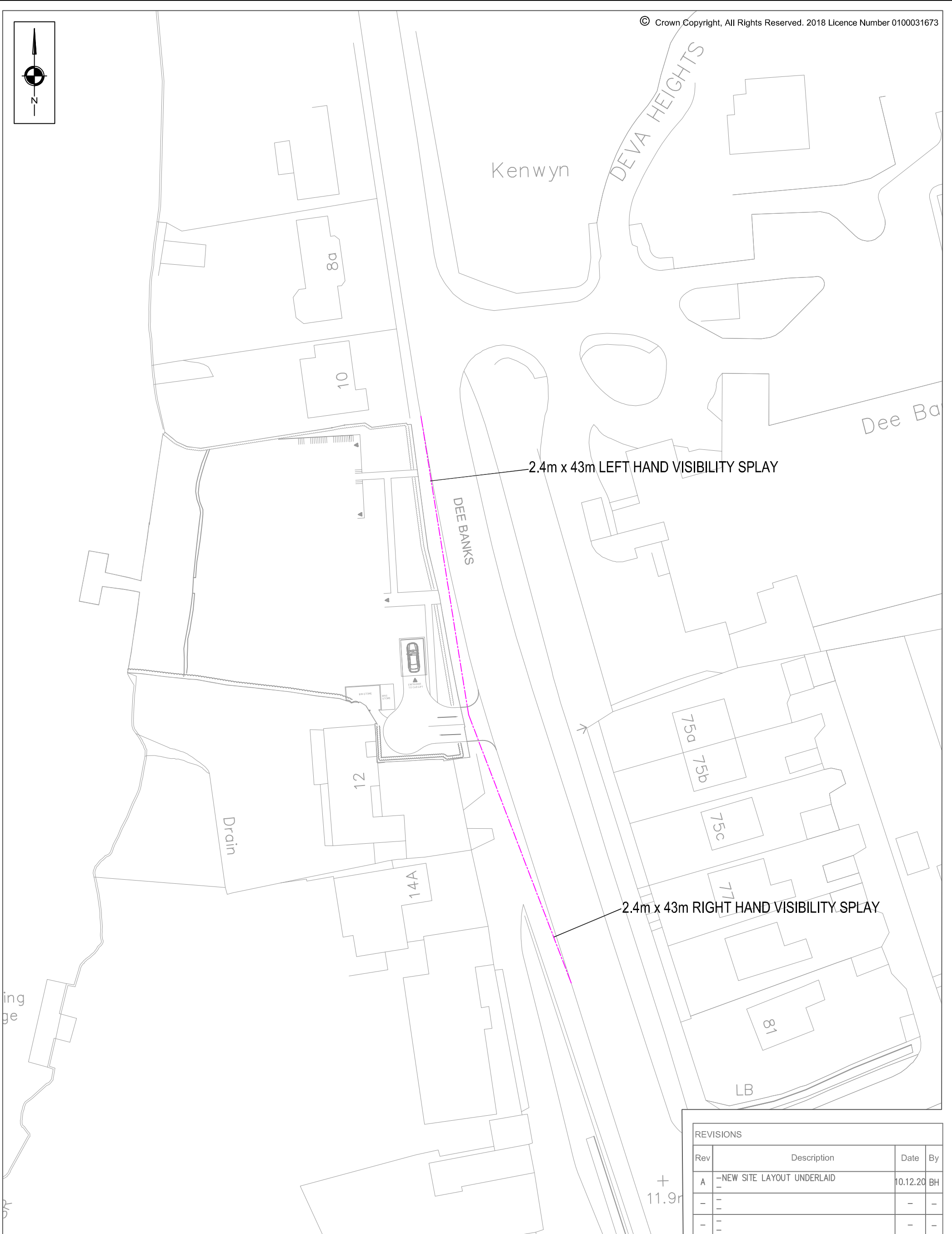
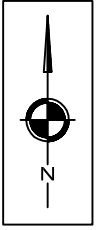
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**RADM Architects**  
 RADM Ltd  
 Mere House  
 Dee Hills Park  
 Chester, CH3 5AR  
 Telephone: 01244 350 628 Email: enquires@radm.co.uk Website: www.radm.co.uk © RADM Ltd 2015

PROJECT TITLE: The Red House, Dee Banks	JOB No: RA2004
DRAWING TITLE: Proposed Site Plan	DRAWING No: L(81)001
SCALE: 1:200 @A3	DATE: OCT 2020
STATUS: PL	REVISION: P3

**S|C|P**

**APPENDIX B**



REVISIONS			
Rev	Description	Date	By
A	-NEW SITE LAYOUT UNDERLAID	10.12.20	BH
-	-	-	-
-	-	-	-

**S | C | P**  
**Transportation Planning : Infrastructure Design**  
 Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400,  
 www.scptransport.co.uk, Email info@scptransport.co.uk

Client  
**STERLING PROPERTY CO. LIMITED**

Project Title  
**DEE BANKS, CHESTER**

Drawing Title  
**PROPOSED ACCESS ARRANGEMENT**

Scale  
**1:500 @ A3**

Date  
**01.10.2020**

Approved/  
 Unapproved  
**-**

By  
**LB**

Checked  
**PT**

Status  
**PLANNING**

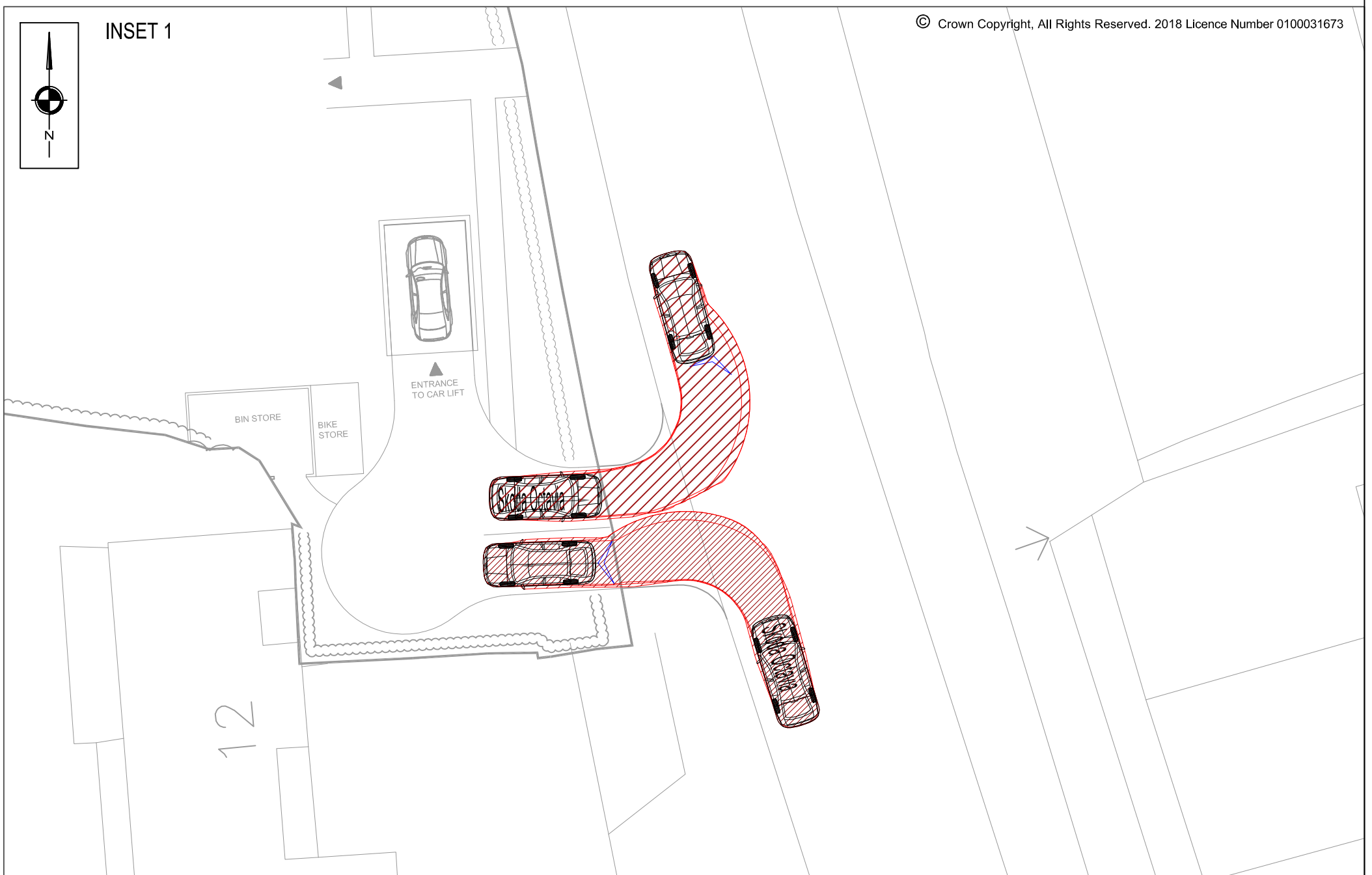
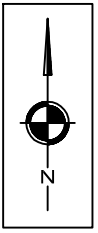
Drawing No.  
**SCP/200589/F01**

Revision  
**A**

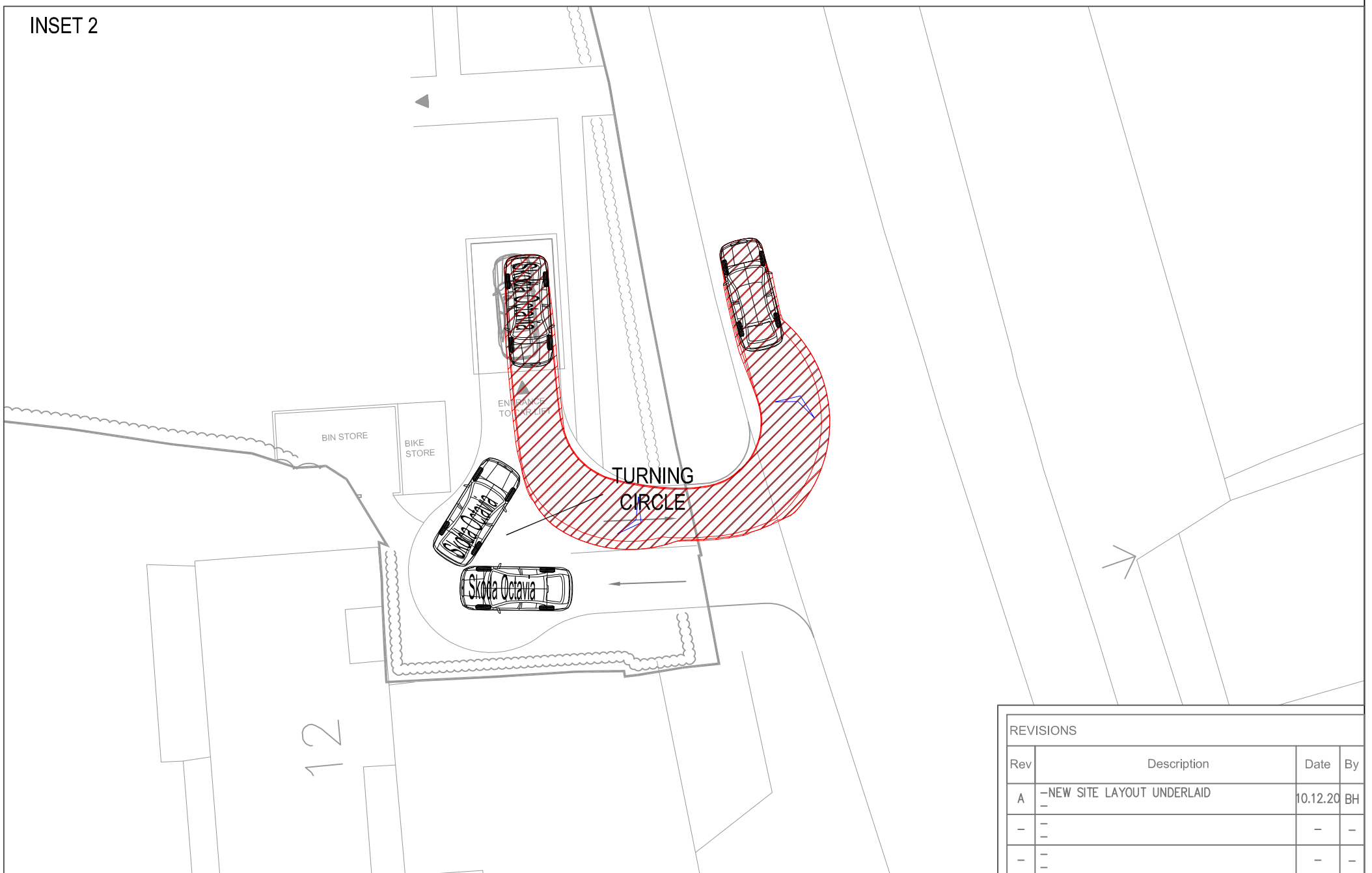
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**APPENDIX C**

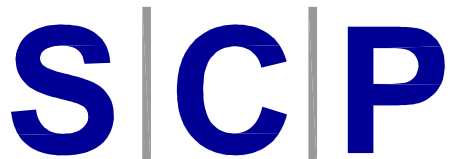
INSET 1



INSET 2



REVISIONS			
Rev	Description	Date	By
A	-NEW SITE LAYOUT UNDERLAID	10.12.20	BH
-	-	-	-
-	-	-	-



Transportation Planning : Infrastructure Design

Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400, www.scptransport.co.uk, Email info@scptransport.co.uk

Client  
**STERLING PROPERTY CO. LIMITED**  
 Project Title  
**DEE BANKS, CHESTER**

Drawing Title  
**PROPOSED ACCESS ARRANGEMENT**

Scale  
**1:200 @ A3**

Date  
**06.10.2020**

Approved/Unapproved  
**-**

By  
**MC**

Checked  
**LB**

Status  
**PLANNING**

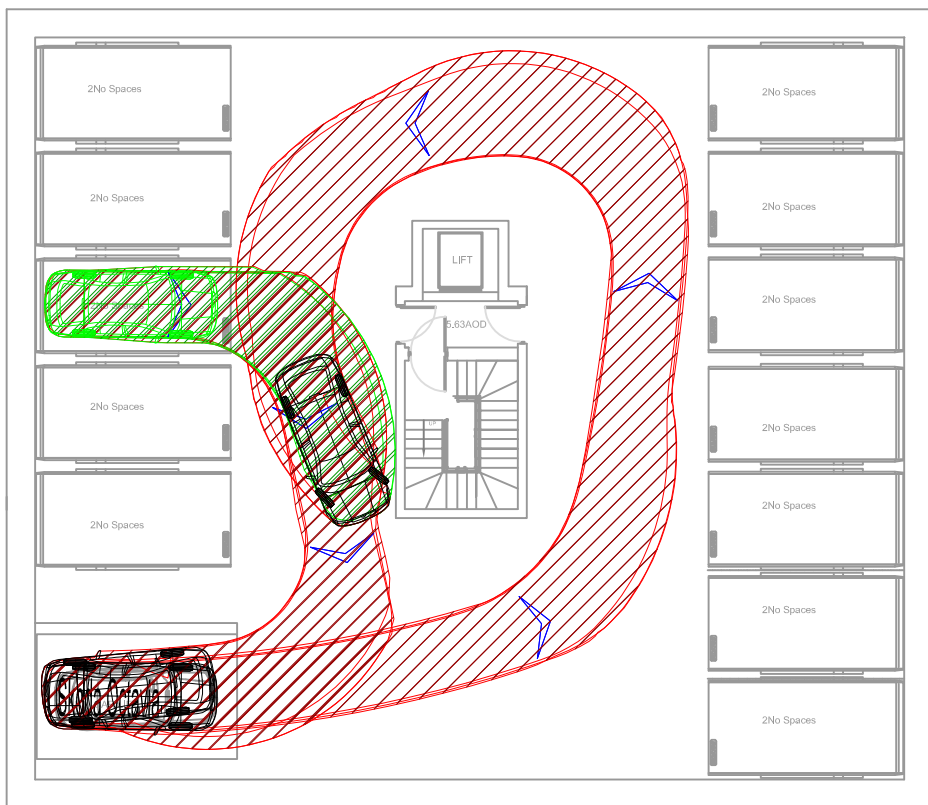
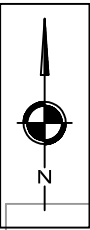
Drawing No.  
**SCP/200589/ATR01**

Revision  
**A**



**S|C|P**

**APPENDIX D**



Client  
**STERLING  
PROPERTY CO. LIMITED**

Project Title  
**DEE BANKS, CHESTER**

Drawing Title  
**PROPOSED BASEMENT  
PARKING**

Scale  
**1:200 @ A3**

Date  
**07.10.2020**

Approved/  
Unapproved  
**-**

By  
**MC**

Checked  
**LB**

Status  
**PLANNING**

Drawing No.  
**SCP/200589/ATR02**

Revision  
**-**

**S|C|P**

**APPENDIX E**

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use : 06 - HOTEL, FOOD & DRINK  
 Category : C - PUB/RESTAURANT

**MULTI-MODAL TOTAL VEHICLES**Selected regions and areas:

<b>02 SOUTH EAST</b>	
EX ESSEX	1 days
<b>06 WEST MIDLANDS</b>	
WM WEST MIDLANDS	1 days
<b>09 NORTH</b>	
DH DURHAM	1 days

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

**Primary Filtering selection:**

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

Parameter: Gross floor area  
 Actual Range: 200 to 450 (units: sqm)  
 Range Selected by User: 140 to 570 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 10/11/17

*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	1 days
Friday	2 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:

Edge of Town	3
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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:

Retail Zone	1
Out of Town	1
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:

AA	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 500m Range:

All Surveys Included

**Secondary Filtering selection (Cont.):**Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	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
100,001 to 125,000	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	2 days

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

Travel Plan:

No	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

<b>1</b>	<b>DH-06-C-02</b>	<b>PUB/RESTAURANT</b>	<b>DURHAM</b>
	STADIUM WAY		
	BISHOP AUCKLAND		
	TINDALE		
	Edge of Town		
	Retail Zone		
	Total Gross floor area:	450 sqm	
	Survey date: FRIDAY	31/03/17	Survey Type: MANUAL
<b>2</b>	<b>EX-06-C-02</b>	<b>HARVESTER</b>	<b>ESSEX</b>
	LONDON ROAD		
	COLCHESTER		
	STANWAY		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	450 sqm	
	Survey date: FRIDAY	08/11/13	Survey Type: MANUAL
<b>3</b>	<b>WM-06-C-02</b>	<b>PUB/RESTAURANT</b>	<b>WEST MIDLANDS</b>
	PENNWOOD LANE		
	WOLVERHAMPTON		
	PENN COMMON		
	Edge of Town		
	Out of Town		
	Total Gross floor area:	200 sqm	
	Survey date: TUESDAY	22/11/16	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 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

**MULTI-MODAL TOTAL 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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	367	0.818	3	367	0.727	3	367	1.545
11:00 - 12:00	3	367	2.545	3	367	1.000	3	367	3.545
12:00 - 13:00	3	367	6.000	3	367	2.818	3	367	8.818
13:00 - 14:00	3	367	3.909	3	367	4.182	3	367	8.091
14:00 - 15:00	3	367	2.000	3	367	4.545	3	367	6.545
15:00 - 16:00	3	367	2.364	3	367	2.364	3	367	4.728
16:00 - 17:00	3	367	3.000	3	367	1.727	3	367	4.727
17:00 - 18:00	3	367	5.182	3	367	1.909	3	367	7.091
18:00 - 19:00	<b>3</b>	<b>367</b>	<b>6.636</b>	3	367	4.636	<b>3</b>	<b>367</b>	<b>11.272</b>
19:00 - 20:00	3	367	5.727	3	367	5.000	3	367	10.727
20:00 - 21:00	3	367	3.273	3	367	4.727	3	367	8.000
21:00 - 22:00	3	367	1.818	3	367	4.636	3	367	6.454
22:00 - 23:00	3	367	0.818	<b>3</b>	<b>367</b>	<b>5.364</b>	3	367	6.182
23:00 - 24:00	3	367	0.091	3	367	1.273	3	367	1.364
<b>Total Rates:</b>			<b>44.181</b>			<b>44.908</b>			<b>89.089</b>

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

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

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**Parameter summary**

Trip rate parameter range selected: 200 - 450 (units: sqm)  
 Survey date range: 01/01/08 - 10/11/17  
 Number of weekdays (Monday-Friday): 3  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 1  
 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 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

**MULTI-MODAL 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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	367	0.000	3	367	0.000	3	367	0.000
11:00 - 12:00	3	367	0.000	3	367	0.000	3	367	0.000
12:00 - 13:00	<b>3</b>	<b>367</b>	<b>0.091</b>	3	367	0.000	3	367	0.091
13:00 - 14:00	3	367	0.000	<b>3</b>	<b>367</b>	<b>0.091</b>	3	367	0.091
14:00 - 15:00	3	367	0.000	3	367	0.000	3	367	0.000
15:00 - 16:00	3	367	0.000	3	367	0.000	3	367	0.000
16:00 - 17:00	3	367	0.091	3	367	0.000	3	367	0.091
17:00 - 18:00	3	367	0.000	3	367	0.000	3	367	0.000
18:00 - 19:00	3	367	0.000	3	367	0.000	3	367	0.000
19:00 - 20:00	3	367	0.000	3	367	0.000	3	367	0.000
20:00 - 21:00	3	367	0.000	3	367	0.000	3	367	0.000
21:00 - 22:00	3	367	0.091	3	367	0.091	<b>3</b>	<b>367</b>	<b>0.182</b>
22:00 - 23:00	3	367	0.000	3	367	0.091	3	367	0.091
23:00 - 24:00	3	367	0.000	3	367	0.000	3	367	0.000
Total Rates:			0.273			0.273			0.546

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

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



TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

**MULTI-MODAL PEDESTRIANS**

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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	367	0.182	3	367	0.000	3	367	0.182
11:00 - 12:00	3	367	1.000	3	367	0.273	3	367	1.273
12:00 - 13:00	3	367	0.636	3	367	0.545	3	367	1.181
13:00 - 14:00	<b>3</b>	<b>367</b>	<b>1.727</b>	<b>3</b>	<b>367</b>	<b>1.545</b>	<b>3</b>	<b>367</b>	<b>3.272</b>
14:00 - 15:00	3	367	0.182	3	367	0.727	3	367	0.909
15:00 - 16:00	3	367	0.636	3	367	0.545	3	367	1.181
16:00 - 17:00	3	367	0.545	3	367	0.636	3	367	1.181
17:00 - 18:00	3	367	0.455	3	367	0.364	3	367	0.819
18:00 - 19:00	3	367	0.818	3	367	0.455	3	367	1.273
19:00 - 20:00	3	367	0.909	3	367	0.636	3	367	1.545
20:00 - 21:00	3	367	0.182	3	367	0.273	3	367	0.455
21:00 - 22:00	3	367	0.455	3	367	0.909	3	367	1.364
22:00 - 23:00	3	367	0.091	3	367	0.909	3	367	1.000
23:00 - 24:00	3	367	0.091	3	367	0.091	3	367	0.182
Total Rates:			7.909			7.908			15.817

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

**MULTI-MODAL PUBLIC TRANSPORT USERS**

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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	367	0.091	3	367	0.000	3	367	0.091
11:00 - 12:00	3	367	0.182	3	367	0.091	3	367	0.273
12:00 - 13:00	<b>3</b>	<b>367</b>	<b>0.273</b>	3	367	0.091	<b>3</b>	<b>367</b>	<b>0.364</b>
13:00 - 14:00	3	367	0.000	<b>3</b>	<b>367</b>	<b>0.364</b>	3	367	0.364
14:00 - 15:00	3	367	0.000	3	367	0.000	3	367	0.000
15:00 - 16:00	3	367	0.182	3	367	0.000	3	367	0.182
16:00 - 17:00	3	367	0.000	3	367	0.091	3	367	0.091
17:00 - 18:00	3	367	0.000	3	367	0.000	3	367	0.000
18:00 - 19:00	3	367	0.000	3	367	0.091	3	367	0.091
19:00 - 20:00	3	367	0.000	3	367	0.000	3	367	0.000
20:00 - 21:00	3	367	0.000	3	367	0.182	3	367	0.182
21:00 - 22:00	3	367	0.000	3	367	0.000	3	367	0.000
22:00 - 23:00	3	367	0.000	3	367	0.000	3	367	0.000
23:00 - 24:00	3	367	0.000	3	367	0.000	3	367	0.000
Total Rates:			0.728			0.910			1.638

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.

**S|C|P**

**APPENDIX F**

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

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

**MULTI-MODAL TOTAL VEHICLES**Selected regions and areas:

<b>02 SOUTH EAST</b>		
HC HAMPSHIRE		1 days
OX OXFORDSHIRE		1 days
<b>03 SOUTH WEST</b>		
DC DORSET		1 days
<b>05 EAST MIDLANDS</b>		
DS DERBYSHIRE		1 days
NR NORTHAMPTONSHIRE		1 days
<b>07 YORKSHIRE &amp; NORTH LINCOLNSHIRE</b>		
RI EAST RIDING OF YORKSHIRE		1 days
<b>08 NORTH WEST</b>		
MS MERSEYSIDE		1 days

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

**Primary Filtering selection:**

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

Parameter: No of Dwellings  
 Actual Range: 8 to 20 (units: )  
 Range Selected by User: 4 to 20 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 13/11/18

*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	2 days
Friday	2 days

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

Selected survey types:

Manual count	7 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)	6
Edge of Town	1

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

Selected Location Sub Categories:

Development Zone	1
Residential Zone	5
No Sub Category	1

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

**Secondary Filtering selection:**Use Class:

C3 7 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	2 days
10,001 to 15,000	3 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days

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

Population within 5 miles:

50,001 to 75,000	3 days
100,001 to 125,000	1 days
125,001 to 250,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	4 days

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

Travel Plan:

No 7 days

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

PTAL Rating:

No PTAL Present 7 days

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

LIST OF SITES relevant to selection parameters

<b>1</b>	<b>DC-03-C-02</b>	<b>FLATS IN BLOCKS</b>	<b>DORSET</b>
	PALM COURT WEYMOUTH SPA ROAD Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 14 Survey date: FRIDAY 28/03/14		Survey Type: MANUAL
<b>2</b>	<b>DS-03-C-01</b>	<b>BLOCK OF FLATS</b>	<b>DERBYSHIRE</b>
	DRAGE STREET DERBY LITTLE CHESTER Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings: 8 Survey date: THURSDAY 25/06/09		Survey Type: MANUAL
<b>3</b>	<b>HC-03-C-02</b>	<b>FLATS</b>	<b>HAMPSHIRE</b>
	WORTING ROAD BASINGSTOKE  Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 16 Survey date: THURSDAY 21/10/10		Survey Type: MANUAL
<b>4</b>	<b>MS-03-C-03</b>	<b>BLOCK OF FLATS</b>	<b>MERSEYSIDE</b>
	MARINERS WHARF LIVERPOOL QUEENS DOCK Suburban Area (PPS6 Out of Centre) Development Zone Total No of Dwellings: 9 Survey date: TUESDAY 13/11/18		Survey Type: MANUAL
<b>5</b>	<b>NR-03-C-01</b>	<b>BLOCK OF FLATS</b>	<b>NORTHAMPTONSHIRE</b>
	ROCKINGHAM ROAD CORBY  Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 20 Survey date: FRIDAY 21/11/08		Survey Type: MANUAL
<b>6</b>	<b>OX-03-C-01</b>	<b>BLOCK OF FLATS</b>	<b>OXFORDSHIRE</b>
	OXFORD ROAD OXFORD COWLEY Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 14 Survey date: WEDNESDAY 20/10/10		Survey Type: MANUAL
<b>7</b>	<b>RI-03-C-01</b>	<b>FLATS</b>	<b>EAST RIDING OF YORKSHIRE</b>
	465 PRIORY ROAD HULL  Edge of Town Residential Zone Total No of Dwellings: 20 Survey date: TUESDAY 13/05/14		Survey Type: MANUAL

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

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

**MULTI-MODAL TOTAL VEHICLES**

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	14	0.079	7	14	0.218	7	14	0.297
08:00 - 09:00	7	14	0.119	<b>7</b>	<b>14</b>	<b>0.337</b>	7	14	0.456
09:00 - 10:00	7	14	0.119	7	14	0.178	7	14	0.297
10:00 - 11:00	7	14	0.079	7	14	0.079	7	14	0.158
11:00 - 12:00	7	14	0.119	7	14	0.099	7	14	0.218
12:00 - 13:00	7	14	0.119	7	14	0.158	7	14	0.277
13:00 - 14:00	7	14	0.109	7	14	0.089	7	14	0.198
14:00 - 15:00	7	14	0.109	7	14	0.079	7	14	0.188
15:00 - 16:00	7	14	0.119	7	14	0.079	7	14	0.198
16:00 - 17:00	7	14	0.168	7	14	0.178	7	14	0.346
17:00 - 18:00	<b>7</b>	<b>14</b>	<b>0.396</b>	7	14	0.168	<b>7</b>	<b>14</b>	<b>0.564</b>
18:00 - 19:00	7	14	0.149	7	14	0.168	7	14	0.317
19:00 - 20:00	2	15	0.333	2	15	0.200	2	15	0.533
20:00 - 21:00	2	15	0.100	2	15	0.033	2	15	0.133
21:00 - 22:00	2	15	0.133	2	15	0.100	2	15	0.233
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			2.250			2.163			4.413

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

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

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**Parameter summary**

Trip rate parameter range selected: 8 - 20 (units: )  
 Survey date range: 01/01/08 - 13/11/18  
 Number of weekdays (Monday-Friday): 7  
 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/C - FLATS PRIVATELY OWNED

**MULTI-MODAL CYCLISTS**

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	14	0.000	<b>7</b>	<b>14</b>	<b>0.010</b>	<b>7</b>	<b>14</b>	<b>0.010</b>
08:00 - 09:00	7	14	0.000	7	14	0.000	7	14	0.000
09:00 - 10:00	7	14	0.000	7	14	0.000	7	14	0.000
10:00 - 11:00	7	14	0.000	7	14	0.000	7	14	0.000
11:00 - 12:00	7	14	0.000	7	14	0.010	7	14	0.010
12:00 - 13:00	7	14	0.000	7	14	0.000	7	14	0.000
13:00 - 14:00	7	14	0.000	7	14	0.000	7	14	0.000
14:00 - 15:00	7	14	0.000	7	14	0.000	7	14	0.000
15:00 - 16:00	7	14	0.000	7	14	0.000	7	14	0.000
16:00 - 17:00	7	14	0.000	7	14	0.000	7	14	0.000
17:00 - 18:00	<b>7</b>	<b>14</b>	<b>0.010</b>	7	14	0.000	7	14	0.010
18:00 - 19:00	7	14	0.010	7	14	0.000	7	14	0.010
19:00 - 20:00	2	15	0.000	2	15	0.000	2	15	0.000
20:00 - 21:00	2	15	0.000	2	15	0.000	2	15	0.000
21:00 - 22:00	2	15	0.000	2	15	0.000	2	15	0.000
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.020			0.020			0.040

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

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



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

**MULTI-MODAL PEDESTRIANS**

Calculation factor: **1 DWELLS**

**BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	14	0.079	7	14	0.089	7	14	0.168
08:00 - 09:00	7	14	0.030	<b>7</b>	<b>14</b>	<b>0.119</b>	7	14	0.149
09:00 - 10:00	7	14	0.050	7	14	0.069	7	14	0.119
10:00 - 11:00	7	14	0.050	7	14	0.030	7	14	0.080
11:00 - 12:00	7	14	0.069	7	14	0.040	7	14	0.109
12:00 - 13:00	7	14	0.050	7	14	0.040	7	14	0.090
13:00 - 14:00	7	14	0.059	7	14	0.079	7	14	0.138
14:00 - 15:00	7	14	0.030	7	14	0.050	7	14	0.080
15:00 - 16:00	<b>7</b>	<b>14</b>	<b>0.158</b>	7	14	0.079	<b>7</b>	<b>14</b>	<b>0.237</b>
16:00 - 17:00	7	14	0.050	7	14	0.059	7	14	0.109
17:00 - 18:00	7	14	0.099	7	14	0.099	7	14	0.198
18:00 - 19:00	7	14	0.069	7	14	0.030	7	14	0.099
19:00 - 20:00	2	15	0.033	2	15	0.067	2	15	0.100
20:00 - 21:00	2	15	0.067	2	15	0.100	2	15	0.167
21:00 - 22:00	2	15	0.000	2	15	0.000	2	15	0.000
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.893			0.950			1.843

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

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

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

**MULTI-MODAL PUBLIC TRANSPORT USERS**

Calculation factor: **1 DWELLS**

**BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	14	0.010	<b>7</b>	<b>14</b>	<b>0.050</b>	<b>7</b>	<b>14</b>	<b>0.060</b>
08:00 - 09:00	7	14	0.020	7	14	0.040	7	14	0.060
09:00 - 10:00	7	14	0.010	7	14	0.010	7	14	0.020
10:00 - 11:00	7	14	0.010	7	14	0.000	7	14	0.010
11:00 - 12:00	7	14	0.010	7	14	0.010	7	14	0.020
12:00 - 13:00	7	14	0.000	7	14	0.010	7	14	0.010
13:00 - 14:00	7	14	0.000	7	14	0.000	7	14	0.000
14:00 - 15:00	7	14	0.010	7	14	0.010	7	14	0.020
15:00 - 16:00	<b>7</b>	<b>14</b>	<b>0.040</b>	7	14	0.020	7	14	0.060
16:00 - 17:00	7	14	0.020	7	14	0.020	7	14	0.040
17:00 - 18:00	7	14	0.030	7	14	0.000	7	14	0.030
18:00 - 19:00	7	14	0.030	7	14	0.010	7	14	0.040
19:00 - 20:00	2	15	0.000	2	15	0.000	2	15	0.000
20:00 - 21:00	2	15	0.000	2	15	0.000	2	15	0.000
21:00 - 22:00	2	15	0.000	2	15	0.000	2	15	0.000
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.190			0.180			0.370

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.