

## Proposed Residential Development

### Occupation Lane, Poulton-le-Fylde

MC/200717/TN01 - 30 November 2020

1. SCP have been appointed by Graham Anthony Associates to provide transport consultancy services in relation to a residential development comprising 35 caravan pitches on land adjacent to Occupation Lane, north of the A585 Mains Lane, Poulton-le-Fylde, as shown on **Figure 1**.

**Figure 1 – Site Location**



2. The land is currently a holiday park which contains 35 units comprising 15 holiday units, a further 6 recently leased as holiday units and the remaining 14 are unconfirmed residential use. It is proposed to redevelop the site into 35 caravan pitches, to replace the existing units.

3. Lancashire County Council (LCC) have confirmed that they do not have any objections to the application, however Highways England (HE) have provided a consultation response recommending that planning permission not be granted regarding the proposed development until further information is provided to allow HE to form a view on the application. A copy of the consultation response can be found at **Appendix A**.
4. This Technical Note has been prepared to provide the information requested by Highways England in terms of a comparison of the traffic movements at A585 / Occupation Lane between the site as existing and proposed, together with a review of road traffic accidents in the vicinity of the junction.
5. The survey methodology to identify the traffic movements associated with the existing units on the site was agreed between SCP and HE. A manual traffic count was conducted at the junction of the A585 Mains Lane and Occupation Lane between the hours of 7AM and 7PM on Thursday 29<sup>th</sup> October, Friday 30<sup>th</sup> October, Saturday 31<sup>st</sup> October 2020. The raw survey data is included at **Appendix B**.
6. The following trips presented in **Table 3** are taken from the manual turning count survey and highlight the number of trips that are generated from the existing site containing 35 units.

**Table 1 – Existing Trip Generation**

Date	AM Peak Hour (08:00 – 09:00)		PM Peak Hour (17:00 to 18:00)		Daily	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Thursday	1	2	1	4	34	32
Friday	4	3	7	1	49	40
Saturday	2	1	2	2	35	42

7. To calculate the likely trip generation for the proposed use of the site, the TRICS database has been used to compare the likely trip generation for holiday homes for the individual survey days of Thursday, Friday and Saturday for direct comparison to the recorded existing movements. Only ‘edge of town’ and ‘neighbourhood centre’ sites in Great Britain have been used, excluding Greater London and the TRICS data is included at **Appendix C**.
8. The proposed 35-unit static caravan park trip rates and subsequent generation are summarised in **Table 2 & 3** as follows:

**Table 2 – Vehicle Trip Rates**

Date	AM Peak Hour (08:00 – 09:00)		PM Peak Hour (17:00 to 18:00)		Daily	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Thursday Tip	0.03	0.026	0.133	0.066	1.088	0.957
Friday Tip	0.032	0.034	0.16	0.093	1.16	1.291
Saturday Tip	0.024	0.04	0.102	0.107	1.234	1.119

**Table 3 – (35 Static Caravans) Vehicle Trip Generation**

Date	AM Peak Hour (08:00 – 09:00)		PM Peak Hour (17:00 to 18:00)		Daily	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Thursday Trip	1	1	5	2	38	33
Friday Trip	1	1	6	3	41	45
Saturday Trip	1	1	4	4	43	39

9. The net traffic impact has been calculated to establish the difference between the previous use of the site and the proposed. This has been shown by **Table 4**.

**Table 4 – Net Trip Generation**

Date	AM Peak Hour (08:00 – 09:00)		PM Peak Hour (17:00 to 18:00)		Daily	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Thursday (Proposed)	1	1	5	2	38	33
Friday (Proposed)	1	1	6	3	41	45
Saturday (Proposed)	1	1	4	4	43	39
Thursday (Existing)	1	2	1	4	34	32
Friday (Existing)	4	3	7	1	49	40
Saturday (Existing)	2	1	2	2	35	42
Thursday (Net)	0	-1	4	-2	4	1
Friday (Net)	-3	-2	-1	2	-8	5
Saturday (Net)	-1	0	2	2	8	-3

10. As can be seen from the above, the redevelopment of the site would result in 1 less trip in the AM peak hour, 2 more trips in the PM peak hour, and 5 more daily trips for Thursday. The redevelopment of the site would result in 5 less trip in the AM peak hour, 1 more trip in the PM peak hour, and 3 less daily trips for Friday. The redevelopment of the site would result in 1 less trip in the AM peak hour, 4 more trips in the PM peak hour, and 5 more daily trips for Saturday.
11. The daily change in trips varies between an increase in 5 on the Thursday and Saturday and a decrease of 3 on the Friday. The overall number of trips is therefore similar at less than a vehicle movement every 2 hours each day.
12. It should be noted that the manual turning counts have been undertaken in October during the COVID19 pandemic, whilst each of the TRICS surveys is from summer and before the COVID19 pandemic. It is considered that under 'normal' circumstances unaffected by COVID19 and during the peak summer months for holiday uses that the existing number of trips would be higher than those recorded by the surveys and therefore the proposed development would generate a lower or similar trips to the existing site.
13. HE also requested that road traffic accidents recorded in the vicinity of the junction of the A585 Mains Lane / Occupation lane are analysed. In order to establish the accident record of the local highway network, data has been obtained from the Crashmap database for the most recently available five year period. A plan showing the location of the accidents is shown in **Figure 2**.

**Figure 2 - Accident locations**



*Source: Crashmap September 2020*

14. The results show that there have been no accidents during the most recent five year period available.
15. It is therefore concluded that the proposed redevelopment of the site would not result in a material intensification of traffic at the junction, where there is no recent record of safety concerns.

**S|C|P**

**APPENDIX A**





## Developments Affecting Trunk Roads and Special Roads

### Highways England Planning Response (HEPR 16-01)

### Formal Recommendation to an Application for Planning Permission

From: Alan Shepherd – Divisional Director  
Network Delivery and Development  
North West Region  
Highways England  
[planningNW@highwaysengland.co.uk](mailto:planningNW@highwaysengland.co.uk)

To: Fylde Borough Council

CC: [transportplanning@dft.gov.uk](mailto:transportplanning@dft.gov.uk)  
[growthandplanning@highwaysengland.co.uk](mailto:growthandplanning@highwaysengland.co.uk)

Council's Reference: 20/0542

Referring to the notification of a planning consultation dated 8<sup>th</sup> September 2020 for the redevelopment of a part of a chalet site to a holiday park including removal of existing lodges / chalets / buildings and construction of 35 bases for static caravan use as a holiday park open all year on land at Riverside Chalet Park, Occupation Lane, Singleton, Lancashire FY6 7RA, notice is hereby given that Highways England's formal recommendation is that we:

- ~~a) offer no objection;~~
- ~~b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – Highways England recommended Planning Conditions);~~
- c) recommend that planning permission not be granted for a specified period (see Annex A – further assessment required);
- ~~d) recommend that the application be refused (see Annex A – Reasons for recommending Refusal).~~

Highways Act Section 175B is / is not relevant to this application.<sup>1</sup>

This represents Highways England formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should you disagree with this recommendation you should consult the Secretary of State for Transport, as per the Town and Country Planning (Development Affecting Trunk Roads) Direction 2015, via [transportplanning@dft.gov.uk](mailto:transportplanning@dft.gov.uk).

<b>Signature:</b> <i>Warren Hilton</i>	<b>Date:</b> 9 <sup>th</sup> September 2020
<b>Name:</b> Warren Hilton	<b>Position:</b> Assistant Spatial Planner
<b>Highways England:</b> 8th Floor, Piccadilly Gate, Store Street, Manchester M1 2WD	

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<sup>1</sup> Where relevant, further information will be provided within Annex A.



**Annex A**    ~~Highways England recommended Planning Conditions /~~  
~~Highways England recommended further assessment required /~~  
~~Highways England recommended Refusal.~~

HIGHWAYS ENGLAND (“we”) has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

There have been no pre-application discussions prior to submission of these proposals.

**Highways England Comments and Formal Recommendation**

The current usage of the site does not enjoy planning consent and we understand that this application is to formalise usage of the site.

Access to the site is via Occupation Lane, which is a local side road access from the A585 trunk road approximately 75 metres from the centre point of the nearby Little Singleton junction. The A585 is single carriageway in either direction separated by central reserve markings and turning pocket. The road has a 40mph speed limit.

The junction of Occupation Lane with the A585 is substandard and does not reflect current design standards set out within CD123 of the Design Manual for Roads and Bridges. Occupation Lane is narrow; width estimated to be less than the standard 4 metres required, which creates the potential for conflicting movements between vehicles seeking to exit and enter Occupation Lane at the same time. This may lead to abortive turning movements into Occupation Lane from the trunk road that creates a risk of shunt-type accidents occurring. A right turn ‘pocket’ refuge for vehicles exists on the trunk road opposite Occupation Lane, which is intended for use by vehicles seeking to enter the fuel filling station opposite, but may equally be used by vehicles wishing to turn right from the trunk road into Occupation Lane – again, conflicts due to opposing turning movements may occur if two opposing vehicles wish to run right at this point at the same time.

Whilst the current site does not appear to have planning approval (this is a matter for the LPA) it has operated for many years. In seeking planning approval, what is of relevance is whether this will lead to an increase in usage of the existing substandard junction access with the trunk road – the risks associated with the existing use of the site are now a given and would be the case whether the development was approved or not and so act as a benchmark. Consequently, what matters is whether the

proposals will intensify the use of the junction and lead to a material detriment to safety.

Highways England is unable to form a view on this application as no Transport Assessment has been provided with the application that demonstrates what the current and predicted future vehicle movements on Occupation Lane are at the junction with the A585. Consequently, we request that an appropriate Transport Assessment / Statement is provided with these plans that includes an analysis of:

- The current number of vehicle movements at the junction between the A585 Mains Lane and Occupation Lane. Evidence should be provided of the total number of daily movements in and out of the junction per day (weekdays and weekends), those associated with the existing Chalets to be replaced and those expected to be generated by the proposed 35 static holiday caravan units.
- A full accident analysis of the A585 at the Occupation Lane junction over the last five years.
- A swept-path analysis should be included to demonstrate that movements of static caravans on low loaders in and out of the Occupation Lane junction can be accommodated safely.

There are also currently approximately 22 residential building units within this site accessed from the same single access on Occupation Lane. Further information is needed as to where access for these units will be taken from, as the accompanying plan does not show access to these residences.

In light of the above, Highways England formally recommends to Fylde Borough Council that this application is not determined until at least 6<sup>th</sup> November 2020. Should we be able to take a view before this date, the hold on the determination of the application may be lifted sooner.

This response represents our formal recommendations with regard to this application and has been prepared by Warren Hilton.

**S|C|P**

**APPENDIX B**



TIME	INTO Yellow Zone				INTO Other				OUT from Yellow Zone				OUT from Other				TOTAL
	CYCLE	M/CYCLE	CAR	TOTAL	CYCLE	M/CYCLE	CAR	TOTAL	CYCLE	M/CYCLE	CAR	TOTAL	CYCLE	M/CYCLE	CAR	TOTAL	
07:00-07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:15-07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:30-07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:45-08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:00-08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:15-08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:30-08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:45-09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:00-09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:15-09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:30-09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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10:30-10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45-11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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11:30-11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45-12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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15:45-16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL	0	0	27	34	0	0	31	36	0	0	26	32	0	0	31	37	

TIME	Left IN to Occupation Lane				Right IN to Occupation Lane				Left OUT from Occupation Lane				Right OUT from Occupation Lane				TOTAL											
	CYCLE	M/CYCLE	CAR	TOTAL	CYCLE	M/CYCLE	CAR	TOTAL	CYCLE	M/CYCLE	CAR	TOTAL	CYCLE	M/CYCLE	CAR	TOTAL												
07:00-07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
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10:45-11:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0												
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14:15-14:30	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0												
14:30-14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
14:45-15:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0												
Hourly Total	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0												
15:00-15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
15:15-15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
15:30-15:45	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0												
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Hourly Total	0	0	2	0	0	0	5	0	0	0	0	0	0	0	0	0												
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17:00-17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
17:15-17:30	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0												
17:30-17:45	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0												
Hourly Total	0	0	3	0	0	0	6	2	0	0	0	0	0	0	0	0												
18:00-18:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0												
18:15-18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
18:30-18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
18:45-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
Hourly Total	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0												
TOTAL	0	0	31	8	1	0	0	39	8	0	0	47	0	0	48	10	0	0	0	0	0	18	5	1	0	0	0	24





TIME	Left IN to Occupation Lane				Right IN to Occupation Lane				Left OUT from Occupation Lane				Right OUT from Occupation Lane				TOTAL	
	CYCLE	M/CYCLE	CAR	OGV1	OGV2	TOTAL	CYCLE	M/CYCLE	CAR	OGV1	OGV2	TOTAL	CYCLE	M/CYCLE	CAR	OGV1		OGV2
07:00-07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15-07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30-07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45-08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
08:00-08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15-08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30-08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45-09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
09:00-09:15	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
09:15-09:30	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
09:30-09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45-10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
10:00-10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15-10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30-10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45-11:00	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
11:00-11:15	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
11:15-11:30	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
11:30-11:45	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
11:45-12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
12:00-12:15	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
12:15-12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30-12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45-13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
13:00-13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15-13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30-13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45-14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
14:00-14:15	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
14:15-14:30	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
14:30-14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45-15:00	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
15:00-15:15	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
15:15-15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30-15:45	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
15:45-16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
16:00-16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15-16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30-16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45-17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
17:00-17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15-17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30-17:45	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
17:45-18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
18:00-18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15-18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30-18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>9</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>22</b>



**S|C|P**

**APPENDIX C**

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use : 03 - RESIDENTIAL  
 Category : J - HOLIDAY ACCOMMODATION

**TOTAL VEHICLES**Selected regions and areas:

<b>02</b>	<b>SOUTH EAST</b>	
	ES	EAST SUSSEX 1 days
<b>03</b>	<b>SOUTH WEST</b>	
	DC	DORSET 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: Number of units  
 Actual Range: 305 to 799 (units: )  
 Range Selected by User: 31 to 9700 (units: )

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 28/07/18

*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:

Thursday 2 days

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

Selected survey types:

Manual count	2 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:

Neighbourhood Centre (PPS6 Local Centre) 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:

Village 2

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

**Secondary Filtering selection:**Use Class:

Not Known 2 days

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

Population within 500m Range:

All Surveys Included

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

1,001 to 5,000	1 days
5,001 to 10,000	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	1 days
100,001 to 125,000	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	2 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:

Not Known	2 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	2 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-J-03</b>	<b>CARAVAN PARK</b>	<b>DORSET</b>
		PRESTON ROAD	
		NEAR WEYMOUTH	
		PRESTON	
		Neighbourhood Centre (PPS6 Local Centre)	
		Village	
		Total Number of units:	799
		Survey date: THURSDAY	23/08/01
			Survey Type: MANUAL
<b>2</b>	<b>ES-03-J-01</b>	<b>CARAVAN PARK</b>	<b>EAST SUSSEX</b>
		EASTBOURNE ROAD	
		EASTBOURNE	
		PEVENSEY BAY	
		Neighbourhood Centre (PPS6 Local Centre)	
		Village	
		Total Number of units:	305
		Survey date: THURSDAY	02/08/01
			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/J - HOLIDAY ACCOMMODATION

**TOTAL VEHICLES**

Calculation factor: **1 UNITS**

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	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	1	305	0.010	1	305	0.023	1	305	0.033
07:00 - 08:00	2	552	0.014	2	552	0.021	2	552	0.035
08:00 - 09:00	2	552	0.030	2	552	0.026	2	552	0.056
09:00 - 10:00	2	552	0.041	2	552	0.073	2	552	0.114
10:00 - 11:00	2	552	0.042	<b>2</b>	<b>552</b>	<b>0.116</b>	2	552	0.158
11:00 - 12:00	2	552	0.098	2	552	0.111	<b>2</b>	<b>552</b>	<b>0.209</b>
12:00 - 13:00	2	552	0.116	2	552	0.076	2	552	0.192
13:00 - 14:00	2	552	0.088	2	552	0.079	2	552	0.167
14:00 - 15:00	2	552	0.084	2	552	0.072	2	552	0.156
15:00 - 16:00	2	552	0.085	2	552	0.067	2	552	0.152
16:00 - 17:00	2	552	0.116	2	552	0.053	2	552	0.169
17:00 - 18:00	<b>2</b>	<b>552</b>	<b>0.133</b>	2	552	0.066	2	552	0.199
18:00 - 19:00	2	552	0.113	2	552	0.065	2	552	0.178
19:00 - 20:00	1	305	0.049	1	305	0.056	1	305	0.105
20:00 - 21:00	1	305	0.046	1	305	0.030	1	305	0.076
21:00 - 22:00	1	305	0.023	1	305	0.023	1	305	0.046
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			1.088			0.957			2.045

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: 305 - 799 (units: )  
 Survey date range: 01/01/00 - 28/07/18  
 Number of weekdays (Monday-Friday): 2  
 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 : J - HOLIDAY ACCOMMODATION

**TOTAL VEHICLES**Selected regions and areas:

<b>02</b>	<b>SOUTH EAST</b>	
	KC KENT	1 days
<b>03</b>	<b>SOUTH WEST</b>	
	DC DORSET	2 days
<b>06</b>	<b>WEST MIDLANDS</b>	
	SH SHROPSHIRE	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: Number of units  
 Actual Range: 115 to 799 (units: )  
 Range Selected by User: 31 to 9700 (units: )

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 28/07/18

*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:

Friday 4 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:

Edge of Town 2  
 Neighbourhood Centre (PPS6 Local Centre) 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:

Village 2  
 No Sub Category 2

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

**Secondary Filtering selection:**Use Class:

Not Known 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 500m Range:

All Surveys Included

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

1,001 to 5,000	2 days
5,001 to 10,000	2 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	2 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:

0.6 to 1.0	3 days
1.6 to 2.0	1 days

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

Travel Plan:

Not Known	3 days
No	1 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

<b>1</b>	<b>DC-03-J-03</b>	<b>CARAVAN PARK</b>	<b>DORSET</b>
	PRESTON ROAD NEAR WEYMOUTH PRESTON Neighbourhood Centre (PPS6 Local Centre) Village Total Number of units: 799 Survey date: FRIDAY 24/08/01		Survey Type: MANUAL
<b>2</b>	<b>DC-03-J-04</b>	<b>CARAVAN PARK</b>	<b>DORSET</b>
	PRESTON ROAD NEAR WEYMOUTH PRESTON Neighbourhood Centre (PPS6 Local Centre) Village Total Number of units: 353 Survey date: FRIDAY 26/07/02		Survey Type: MANUAL
<b>3</b>	<b>KC-03-J-01</b>	<b>CARAVAN PARK</b>	<b>KENT</b>
	FAVERSHAM ROAD WHITSTABLE SEASALTER Edge of Town No Sub Category Total Number of units: 334 Survey date: FRIDAY 09/08/02		Survey Type: MANUAL
<b>4</b>	<b>SH-03-J-01</b>	<b>CARAVAN PARK</b>	<b>SHROPSHIRE</b>
	WELSHPOOL ROAD SHREWSBURY BICTON HEATH Edge of Town No Sub Category Total Number of units: 115 Survey date: FRIDAY 26/06/09		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/J - HOLIDAY ACCOMMODATION

**TOTAL VEHICLES**

Calculation factor: 1 UNITS

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	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	400	0.011	4	400	0.017	4	400	0.028
08:00 - 09:00	4	400	0.032	4	400	0.034	4	400	0.066
09:00 - 10:00	4	400	0.046	4	400	0.087	4	400	0.133
10:00 - 11:00	4	400	0.056	<b>4</b>	<b>400</b>	<b>0.167</b>	4	400	0.223
11:00 - 12:00	4	400	0.073	4	400	0.156	4	400	0.229
12:00 - 13:00	4	400	0.079	4	400	0.122	4	400	0.201
13:00 - 14:00	4	400	0.069	4	400	0.098	4	400	0.167
14:00 - 15:00	4	400	0.106	4	400	0.086	4	400	0.192
15:00 - 16:00	4	400	0.111	4	400	0.097	4	400	0.208
16:00 - 17:00	4	400	0.120	4	400	0.099	4	400	0.219
17:00 - 18:00	<b>4</b>	<b>400</b>	<b>0.160</b>	4	400	0.093	<b>4</b>	<b>400</b>	<b>0.253</b>
18:00 - 19:00	4	400	0.121	4	400	0.090	4	400	0.211
19:00 - 20:00	2	225	0.065	2	225	0.058	2	225	0.123
20:00 - 21:00	2	225	0.067	2	225	0.045	2	225	0.112
21:00 - 22:00	2	225	0.029	2	225	0.024	2	225	0.053
22:00 - 23:00	1	334	0.015	1	334	0.018	1	334	0.033
23:00 - 24:00									
<b>Total Rates:</b>			1.160			1.291			2.451

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: 115 - 799 (units: )  
 Survey date range: 01/01/00 - 28/07/18  
 Number of weekdays (Monday-Friday): 5  
 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 : J - HOLIDAY ACCOMMODATION

**TOTAL VEHICLES**Selected regions and areas:

<b>02 SOUTH EAST</b>		
ES EAST SUSSEX		1 days
KC KENT		1 days
<b>03 SOUTH WEST</b>		
DC DORSET		1 days
<b>10 WALES</b>		
BG BRIDGEND		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: Number of units  
 Actual Range: 305 to 2700 (units: )  
 Range Selected by User: 31 to 9700 (units: )

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 28/07/18

*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:

Saturday 4 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:

Edge of Town 2  
 Neighbourhood Centre (PPS6 Local Centre) 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 1  
 Village 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:

Not Known 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 500m Range:

All Surveys Included

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

1,001 to 5,000	3 days
5,001 to 10,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	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	3 days
1.1 to 1.5	1 days

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

Travel Plan:

Not Known	3 days
No	1 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
-----------------	--------

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

LIST OF SITES relevant to selection parameters

<b>1</b>	<b>BG-03-J-01</b>	<b>CARAVAN PARK</b>	<b>BRIDGEND</b>
	BAY VIEW ROAD		
	PORTHCAWL		
	Edge of Town		
	Residential Zone		
	Total Number of units:	2700	
	Survey date: SATURDAY	20/09/08	Survey Type: MANUAL
<b>2</b>	<b>DC-03-J-04</b>	<b>CARAVAN PARK</b>	<b>DORSET</b>
	PRESTON ROAD		
	NEAR WEYMOUTH		
	PRESTON		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Number of units:	353	
	Survey date: SATURDAY	27/07/02	Survey Type: MANUAL
<b>3</b>	<b>ES-03-J-01</b>	<b>CARAVAN PARK</b>	<b>EAST SUSSEX</b>
	EASTBOURNE ROAD		
	EASTBOURNE		
	PEVENSEY BAY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Number of units:	305	
	Survey date: SATURDAY	04/08/01	Survey Type: MANUAL
<b>4</b>	<b>KC-03-J-01</b>	<b>CARAVAN PARK</b>	<b>KENT</b>
	FAVERSHAM ROAD		
	WHITSTABLE		
	SEASALTER		
	Edge of Town		
	No Sub Category		
	Total Number of units:	334	
	Survey date: SATURDAY	10/08/02	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/J - HOLIDAY ACCOMMODATION

**TOTAL VEHICLES**

Calculation factor: **1 UNITS**

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	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	1	305	0.016	1	305	0.013	1	305	0.029
07:00 - 08:00	4	923	0.009	4	923	0.015	4	923	0.024
08:00 - 09:00	4	923	0.024	4	923	0.040	4	923	0.064
09:00 - 10:00	4	923	0.054	4	923	0.087	4	923	0.141
10:00 - 11:00	4	923	0.083	<b>4</b>	<b>923</b>	<b>0.109</b>	4	923	0.192
11:00 - 12:00	4	923	0.099	4	923	0.082	4	923	0.181
12:00 - 13:00	4	923	0.125	4	923	0.089	4	923	0.214
13:00 - 14:00	<b>4</b>	<b>923</b>	<b>0.139</b>	4	923	0.092	<b>4</b>	<b>923</b>	<b>0.231</b>
14:00 - 15:00	4	923	0.130	4	923	0.085	4	923	0.215
15:00 - 16:00	4	923	0.117	4	923	0.082	4	923	0.199
16:00 - 17:00	4	923	0.109	4	923	0.091	4	923	0.200
17:00 - 18:00	4	923	0.102	4	923	0.107	4	923	0.209
18:00 - 19:00	4	923	0.075	4	923	0.087	4	923	0.162
19:00 - 20:00	3	1113	0.062	3	1113	0.066	3	1113	0.128
20:00 - 21:00	3	1113	0.046	3	1113	0.043	3	1113	0.089
21:00 - 22:00	3	1113	0.035	3	1113	0.025	3	1113	0.060
22:00 - 23:00	1	334	0.009	1	334	0.006	1	334	0.015
23:00 - 24:00									
<b>Total Rates:</b>			1.234			1.119			2.353

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: 305 - 2700 (units: )  
 Survey date range: 01/01/00 - 28/07/18  
 Number of weekdays (Monday-Friday): 0  
 Number of Saturdays: 5  
 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.