

Cassidy + Ashton

Proposed Residential Development
Bridge Street, Wrexham

December 2022

VN222486

Transport Statement

Report control

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Primary Author: Aalisha Sorathiya Initialled: AS
Contributor: Will Donagain Initialled: WD
Review by: Paul Whitaker Initialled: PW

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1 Introduction

Background

- 1.1 Vectos has been commissioned by Cassidy + Ashton to provide a Transport Statement to accompany a planning application for a proposed residential development in Wrexham. The proposed site is located at the corner of the Bridge Street/Brook Street junction on the edge of the city centre.
- 1.2 The development proposals seek to provide a new residential block consisting of 20 apartments. Access will be provided from Bridge Street and car parking will be provided. The proposed site layout is presented in **Appendix A**.

Planning History

- 1.3 The site has previously been subject to a planning application (Ref: P/2018/0915) for 38 residential apartments with an access on Bridge Street and dedicated car parking. The application was submitted in 2018.
- 1.4 The previous application was considered by the Council and with respect to highways, it was accepted that the new access would be designed with reference to the necessary standards, and appropriate visibility could be achieved.
- 1.5 It was also accepted that the parking provision of 19 spaces for 38 apartments would be appropriate given the city (then town) centre location and the availability of other sustainable transport options.
- 1.6 The application was subsequently refused, but not on highway safety or network impact grounds.

Report Structure

- 1.7 This Transport Statement provides information on the traffic and transportation planning aspects of the development proposals and forms supplementary information to assist in the determination of the planning application for 20 apartments on the site.
- 1.8 It outlines the existing accessibility of the site along with the predicted traffic impact of the development proposals. Following this introduction, the report provides the following information:
 - **Policy Context:** Describes relevant national and local planning policies;
 - **Baseline Conditions:** Describes the existing site and the surrounding local highway infrastructure, including analysis of accident statistics, and a sustainable accessibility review;
 - **Development Proposal:** Describes the development proposals, proposed parking, along with service access arrangements and, provides a trip generation exercise using the TRICS database to assess the proposed residential trips;
 - **Conclusion:** Provides a summary and conclusion to the Transport Statement.

2 Policy Context

National Planning Policy

Planning Policy Wales

- 2.1 Planning Policy Wales (PPW) Edition 11 was published in February 2021, and sets out the land use planning policies of the Welsh Government. It translates the Government’s commitment to sustainable development into the planning system to ensure that it plays an appropriate role in moving towards sustainability.
- 2.2 PPW is supplemented by a series of Technical Advice Notes (TANs) with procedural advice given in circulars and policy clarification letters.
- 2.3 PPW addresses each of the seven goals of the Well-being of Future Generations (Wales) Act 2015, which are:
- A Prosperous Wales
 - A Resilient Wales
 - A More Equal Wales
 - A Healthier Wales
 - A Wales of Cohesive Communities
 - A Wales of Vibrant Culture and Thriving Welsh Language
 - A Globally Responsible Wales.
- 2.4 Transport plays a key part in promoting and ensuring sustainable development and meeting each of these themes. Well-designed sustainable transport solutions can ensure access to employment, services and amenities, promotes social inclusion, and promotes a healthy society while minimising the impact of development on the environment.
- 2.5 Section 4 of PPW concerns Active and Social Places and highlights that:
- “Development proposals must seek to maximise accessibility by walking, cycling and public transport, by prioritising the provision of appropriate on-site infrastructure and, where necessary, mitigating transport impacts through provision of off-site measures, such as the development of active travel routes, bus priority infrastructure and financial support for public transport services. Importantly, sustainable transport infrastructure and services should be prioritised and put in place from the outset, before people have moved in and travel patterns have been established”.*

LLwybr Newydd: The Wales Transport Strategy 2021

- 2.6 The Wales Transport Strategy 2021 has been prepared to set out a new way of thinking that places people and climate change at the front and centre of the transport system in Wales. This is part of the aim of achieving net zero by 2050 and it states that the intention is to “change the way we travel... we need fewer cars on our roads, and more people using public transport, walking or cycling”.
- 2.7 The Strategy identifies three headline priorities for the next five years:
- **Priority 1:** Bring services to people in order to reduce the need to travel
 - **Priority 2:** Allow people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure
 - **Priority 3:** Encourage people to make the change to more sustainable transport

Technical Advice Note 18 (TAN 18): Transport

- 2.8 Technical Advice Note 18 (TAN 18) should be read in conjunction with PPW and is intended as a supplementary document. TAN 18 outlines how to integrate land use and transport planning and explains how transport impacts should be assessed and mitigated.
- 2.9 It includes advice on transport related issues when planning for new development including integration between land use planning and transport, location of development and design of development.
- 2.10 TAN 18 highlights that an efficient and sustainable transport system is a requirement for a modern, prosperous and inclusive society. However, transport, particularly road traffic, can also have negative impacts on human health and the environment. It highlights that the overarching aim of transport policy in Wales is aimed at reducing road traffic.
- 2.11 TAN 18 outlines a number of objectives to achieve sustainable transport. These objectives include:
- Promoting resource and travel efficient settlement patterns;
 - Ensuring new development is located where there is, or will be, good access by public transport, walking and cycling, minimising the need for travel and fostering social inclusion;
 - Managing parking provision;
 - Ensuring that new developments include appropriate provision for pedestrians;
 - Encouraging the location of development near other related uses to encourage multi-purpose trips;
 - Promoting cycling and walking;
 - Supporting the provision of high quality, inclusive public transport; and

- Encouraging good quality design of streets that provide a safe public realm and a distinct sense of place.

2.12 TAN 18 highlights that local authorities should seek to maximise relative accessibility rather than ensuring everyone can travel everywhere. In this instance accessibility refers to the relative ability to take up services, markets or facilities. The Welsh Government argues that focusing on accessibility is important in addressing social exclusion and for maximising choice in services, employment and recreation opportunities.

Local Policy

Wrexham County Borough Local Development Plan 2013-2028

2.13 The local development plan was adopted by the Council on 20th December 2023. As part of the local plan a vision has been formulated which focuses on making Wrexham an attractive, distinctive and accessible place. A set of objectives have been identified and among those the most relevant objective in terms of transport is Objective SO4.

2.14 The objective entails promoting active travel and use of public transport by locating new development in the most accessible and sustainable locations. It also emphasises on ensuring transport infrastructure is provided in a timely manner to enable and facilitate development.

2.15 Furthermore, the local plan provides a detailed spatial strategy to ensure that the new developments are placed in sustainable locations as identified in the settlement hierarchy.

Joint North Wales Local Transport Plan

2.16 The Joint North Wales Local Transport Plan (LTP) has been jointly prepared by the six North Wales Local Authorities of Conwy County Borough Council, Denbighshire County Council, Flintshire County Council, Gwynedd Council, Isle of Anglesey County Council and Wrexham County Borough Council. The joint authority is commonly referred to as Taith.

2.17 Taith has responsibility for the development and delivery of the LTP in North Wales. The underlying theme and objectives of the LTP are to promote policies and measures to foster and achieve improved opportunities for travel choices by non-car modes. This provides the context for specific local measures to be considered, promoted and introduced.

2.18 The LTP covers a detailed programme from 2015 to 2020 and provides a framework for schemes until 2030. It sets out a range of interventions for all modes of travel with schemes responding to the issues of transport in the region and complementing those being developed at the national level and across borders.

2.19 The LTP aims to improve connections to key destinations and markets, enhance access to employment and services, increase the level of walking and cycling, bring improved safety and security and at the same time bring benefits and minimised impacts on the environment.

Wrexham Town Centre Masterplan

- 2.20 This Masterplan was prepared by Wrexham County Borough Council to provide an evidence base for the emerging Local Development Plan and a framework with which to market the town and encourage investment.
- 2.21 The masterplan sets out the vision for town centre as “Wrexham will be an attractive, distinctive and accessible 21st century town centre where people want to live, learn, work, visit and invest.”
- 2.22 The following objectives are set to achieve the vision for the town:
- Improve the identity of the centre
 - Improve the visitor experience
 - Improve centre accessibility, both into and circulation within
 - Improve the evening economy
 - Provide opportunities for centre living
 - Accommodate the needs of a growing population
 - Provide opportunities to improve green infrastructure
- 2.23 To deliver the masterplan’s vision six complementary themes have been developed which are:
- A Place to Shop;
 - A Place to Visit;
 - A Place to Live;
 - A Place to Work;
 - Attractive and Distinctive; and
 - An Accessible Town.
- 2.24 Two themes of the Masterplan which are relevant to the proposed development in context of accessibility and transport which are A Place to Live and An Accessible Town which are detailed out below.
- 2.25 ‘A Place to Live’ theme directly contributes to the town centre living objective by delivering new homes. By increasing the town centre population and edge of centre population this creates a demand for retail, leisure, restaurant uses and other services that link into the objectives for visitor attractions, evening economy and the needs of a growing population while also supporting retail.

2.26 It also states that,

‘The town centre is a sustainable location and arguments for reduced parking requirements can be made. With close proximity to the bus station which serves as a transport hub for the County Borough, close proximity to the railway stations which have seen significant growth in usage and with great accessibility to a full range of essential services within walking distance there are excellent opportunities to reduce the reliance on cars and promote sustainable transport modes thereby reducing the car parking requirements.’

2.27 ‘An Accessible Town’ focuses on supporting a modal shift of transport to help deliver growth by supporting development that encourages the use of public transport, walking and cycling.

Local Planning Guidance Note No. 16: Parking Standards

2.28 The Council has approved a series of local planning guidance notes which amplify the Town’s development plan policy. The guidance note no. 16 was formally adopted in July 2018.

2.29 The note sets out the car parking standards with specifications like new development, extensions to existing buildings and changes of use of existing sites. It also focuses on a ‘Reduced Reliance / Car Free Housing’ approach. It goes on to state that:

“It is likely that only small-scale sites will be suitable for such developments where they are demonstrated to be within walking distance to frequent public transport and accessible to a range of employment, shopping and leisure facilities.”

3 Baseline Conditions

Site Location

3.1 The site is located on the edge of the city centre. It is surrounded by residential, commercial, and mixed-use buildings. The development is bounded to the north by Brook Street, the east by Bridge Street while, south and west are covered by existing retail blocks. The site location is identified in **Figure 3.1**.

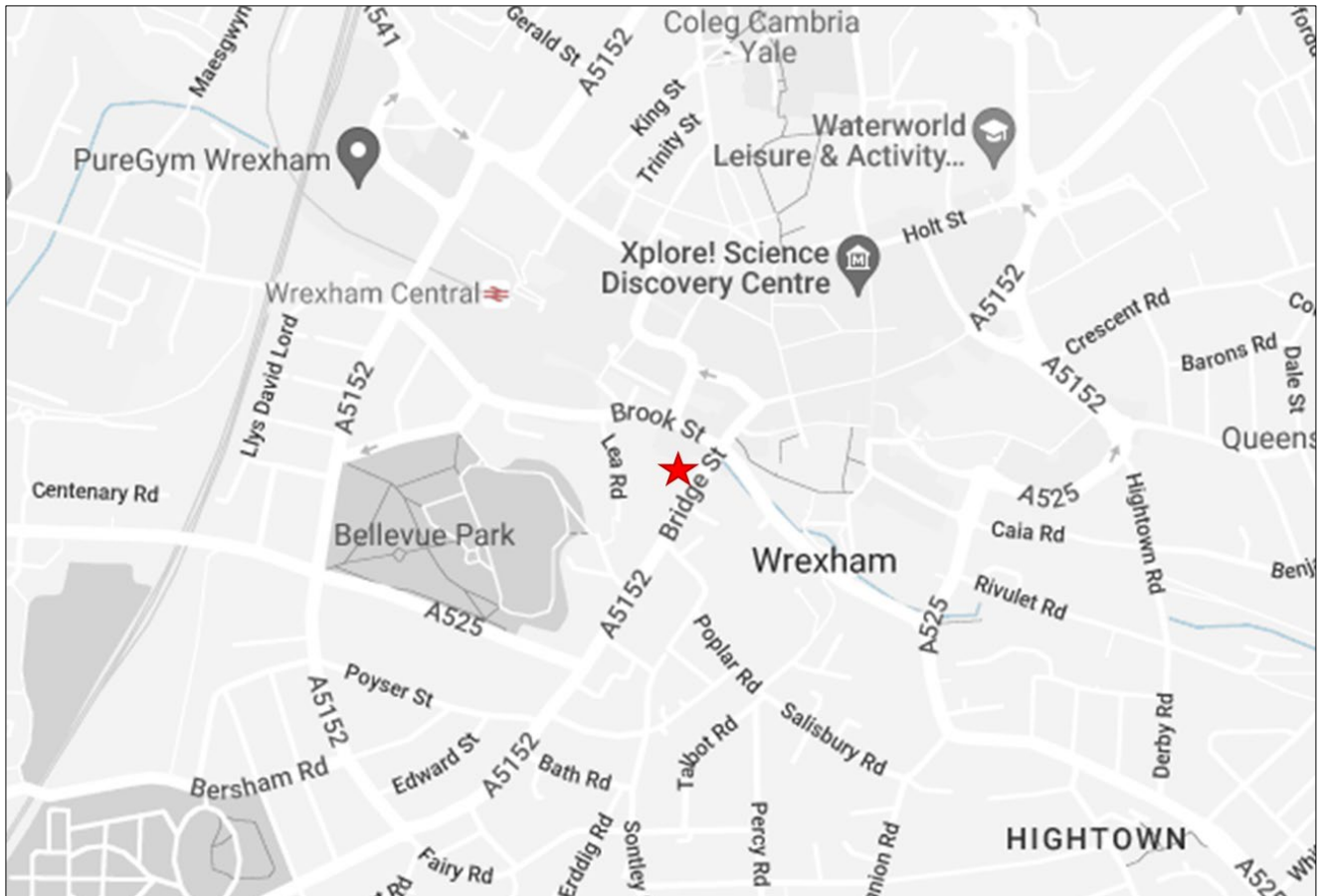


Figure 3.1: Site Location

Local Highway Network

Bridge Street

- 3.2 Bridge Street runs in north-south direction providing a direct connection into the city centre. At its southern end, Bridge Street converges the traffic to the A483 which then provides connections to the wider highway network.
- 3.3 The carriageway is typically 6 metres wide with additional width provided at junctions to separate turning movements. The street is lit and footways are provided on both sides of the road with dropped kerbs and tactile paving at junctions. It is subject to 30 mph speed limit.

3.4 Parking and loading restrictions are present on Bridge Street in the vicinity of the site. This consists of double yellow lines and loading restricted Monday through Saturday between 08:00-09:00 and 16:30-17:30.

Brook Street / St. Giles Way

3.5 Bridge Street meets Brook Street and St. Giles Way at a 4-arm traffic signal junction. The junction incorporates controlled crossing facilities and multiple lanes at the stop lines to separate turning movements.

3.6 Brook Street and St. Giles Way run generally in an east-west direction linking Wrexham central station in the west and Hightown in the east. The street caters to the mixed-use development along both sides of the road.

3.7 The street is lit and footways are provided along both the sides of the route. The street is also subject to 30 mph speed limit.

3.8 Dedicated kerbside loading facilities are provided on Brook Street, along with other parking and loading restrictions. Some formal on-street parking space is provided for a limited duration.

Highway Accident Records

3.9 Data for the most recently available 5-year period has been extracted from the CrashMap database. **Figure 3.2** shows the accident occurrences in the vicinity of the site.

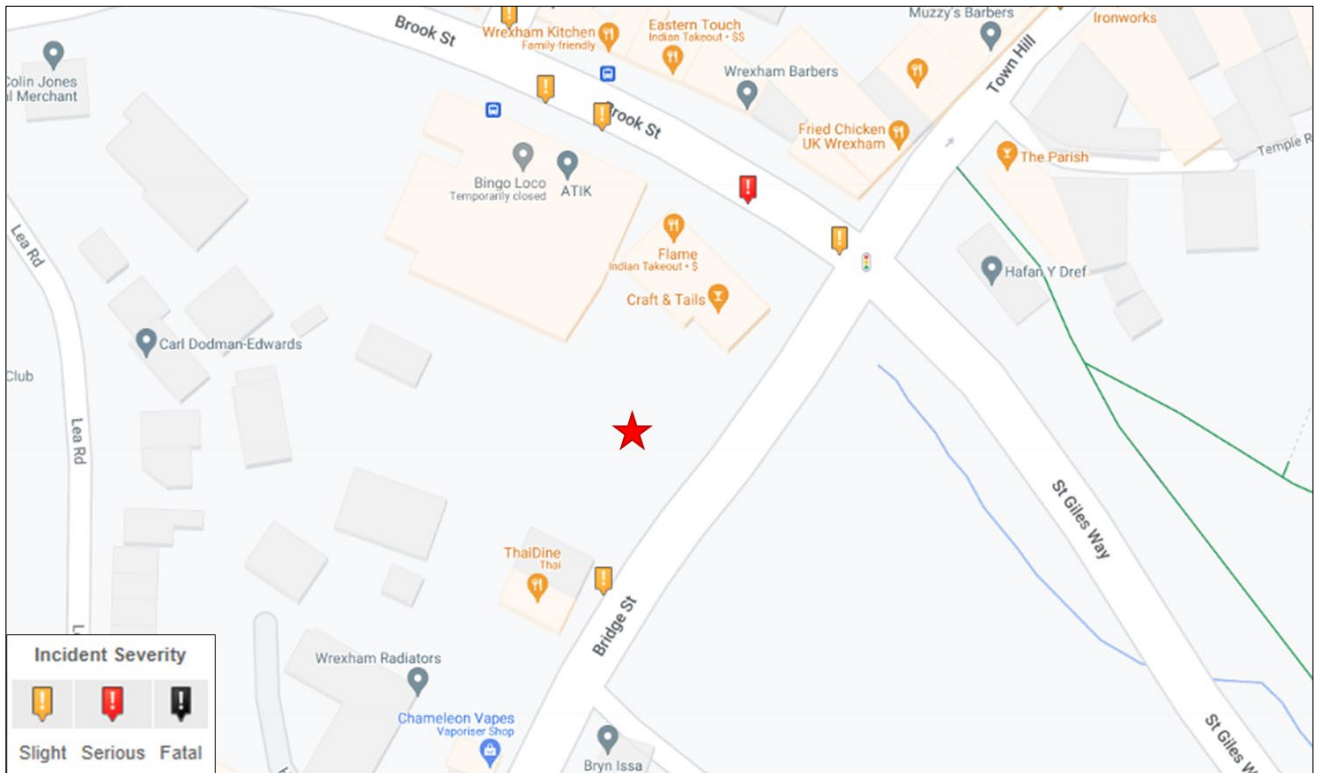


Figure 3.2: Accident records in the surrounding area

- 3.10 There have been no recorded accidents on Bridge Street in the immediate vicinity of the site, and only a single slight accident approximately 80 metres to the south. Two slight and one serious injury accidents have been recorded along Brook Street while, only one slight injury accident has been noted on signal junction with Bridge Street.
- 3.11 Overall, it is considered that there are no known highway design features that might be contributing to the occurrence of accidents in the vicinity of the site.

Sustainable Accessibility Review

Accessibility on Foot

- 3.12 As the site is situated along the edge of the city centre, many amenities are within a reasonable walking distance. **Table 3.1** shows a sample of the nearby amenities.

Table 3.1: Sample of Nearby Amenities

Purpose	Name	Walking Distance	Equivalent Time
Grocery	Co-op	320 m	4 min
	Lidl	480 m	6 min
	Iceland	320 m	4 min
	Heron Foods	350 m	5 min
Shopping	Island Green	350 m	5 min
	Overton Arcade	150 m	3 min
	Eagles Meadow	650 m	9 min
Education	St. Giles School	320 m	4 min
	Victoria CP School	600 m	8 min
	St. Mary’s Catholic Primary School	300 m	4 min
Health	Grove Road Clinic	150 m	3 min
	Plas Y Bryn Medical Centre	150 m	2 min
	Maelor Hospitals	800 m	10 min

- 3.13 As previously noted, footways are provided alongside all of the major routes into and out of the city centre, with both controlled and uncontrolled crossing facilities at key junctions to facilitate movement.

Accessibility by Cycle

- 3.14 The Wrexham Integrated Network Map seeks to provide a network of active travel routes. **Figure 3.3** shows the existing and proposed walking and cycling routes with respect to the proposed development.



Figure 3.3: Existing and proposed cycle routes with respect to site

Accessibility by Shared Travel

- 3.15 There are two bus stops located in the vicinity of the site (i.e. Brook Street and Hill Street). Both the stops are located well within the 400 metres walking distance from the site.
- 3.16 The bus service PC2 is accessible from these bus stops. The service operates from Caego to Llay Industrial Estate via Wrexham and Rhosrobin. The proposed site is also in the proximity to the Wrexham Bus Station, which is approximately 500 metres walking distance away from the site. The services accessible through bus station are listed in the following **Table 3.3**.

Table 3.3: Bus services from Bus Station

Service	Route
1	Wrexham - Chester
2/2A/2C	Oswestry - Wrexham
3/4A/4C	Wrexham - Penycae
5	Wrexham - Llangollen
5C	Bus Station - Parade Street
7&8	Wrexham - Caia Park
11/11A	Wrexham - Minera
12/12E/14	Wrexham - Brymbo
17	Wrexham - Moss
21/21E/21H	Wrexham - Summerhill
27/29	Wrexham - Mold
33/X33	Wrexham - Llay
34	Wrexham - Trevalyn
35	Wrexham - Plas Goulbourne
41/42W	Wrexham - Wrexham Industrial Estate
41B	Wrexham - HMP Berwyn
42	Wrexham - Hightown
44	Wrexham - Garden Village
146	Wrexham - Bangor - Hanmer - Wrexham
S5	Wrexham - Llangollen
T3	Barmouth - Wrexham
TL1	Wrexham - Borrass
TL2	Wrexham - Pentre Bach
TL3	Wrexham - Abenbury
T12	Machynlleth - Wrexham
X46	Wrexham - Whitchurch
X51	Denbigh - Wrexham
PC2	Gatewen - Llay Industrial Estate

3.17 The site also falls within close proximity to Wrexham Central railway station which is located to the west of the site approximately 500 metres away. The major destinations which can be accessed are Bidston, Shotton, Chester, Birmingham, Holyhead, Cardiff, Manchester, and Liverpool.

4 Development Proposal

Proposed Scale and Access

- 4.1 The proposal seeks to provide a residential building with associated parking. The residential block comprises of 20 private apartment units in which 16 are developed as 2-bedrooms units and rest as 1-bedroom. The proposed site layout is shown in **Appendix A**.
- 4.2 The development proposes one point of vehicular access through Bridge Street yet, with a separate pedestrian access also provided in Bridge Street. A direct pedestrian link is provided between the building's entrance and the footways.
- 4.3 Vehicular access is proposed at the southern end of the site which directly leads to an internal parking area. It is proposed to provide access via a footway crossover arrangement with a width of 5 metres. Visibility splays of 43m can be achieved.
- 4.4 Access to the car park will be controlled by a gate, set back from the edge of carriageway to allow a vehicle to wait off the highway before entering.

Parking Provision and Layout

- 4.5 As previously noted, the site is considered to be a sustainable location on the edge of the city centre and within proximity to the active travel and public transport networks which combine to provide excellent opportunities to reduce car dependency and promote sustainable transport modes thereby reducing the car parking requirements.
- 4.6 Given the site location on the edge of the city centre and in close proximity to a number of local retail, employment and leisure opportunities, it is considered that the majority of future residents will choose to travel by sustainable modes and car ownership will be low, thereby minimising the overall demand for car use.
- 4.7 Prospective residents will be made aware of the availability of parking when they first view an apartment, and therefore it is unlikely that they will choose to reside in this location if they have a car but cannot be allocated a parking space.
- 4.8 In addition, it is considered that there are already extensive, well-observed parking restrictions in the vicinity of the site that will discourage residents from parking on-street, thereby assisting with the overall parking management strategy.
- 4.9 The development will provide a total of 14 car parking spaces (including disabled and electric vehicle charging provision). The current proposals seek to provide provision at 70% which is considered to be appropriate.
- 4.10 It should be noted that the parking previously proposed for the 38 apartment scheme was at 50%, which the Council deemed to be acceptable.
- 4.11 Space will be provided in a secure, covered location close to the main building entrance to accommodate 20 bicycles.

4.12 Servicing and refuse collections for the site have historically been accommodated on Bridge Street, avoiding local loading restrictions. These arrangements will also be suitable for the proposed residential development. However, to provide flexibility, there is space within the car park to accommodate smaller service vehicles with space to enter, turn and exit in forward gear.

Residential Travel Information Pack

4.13 A Residential Travel Information Pack will be issued to the first occupants of each new apartment within the proposed development. This will look to promote sustainable travel modes and will contain:

- Guidance and promotional material on the use of sustainable modes of travel;
- Details on walking, cycling, buses, trains, park & ride, taxis, car sharing, car clubs, electric vehicles, electric vehicle charging, school transport, and personalised journey planning services;
- Reference to travel websites, resources and support services for each mode of travel, information provided by county, district and/or borough councils; and
- Details of local travel campaigns and networking/support groups.

Development Trip Generation

4.14 The proposal comprises of a residential development of 20 apartment units. To obtain the trip generation data for the proposed residential development, the TRICS database has been interrogated using the '03 – Residential / C- Flats Privately Owned' range for sites. The selected sites are residential housing with a similar location, accessibility characteristics and parking to dwelling ratio.

4.15 For the purpose of this assessment, the below table summarises the vehicular trips generated by the proposed residential development for weekday AM and PM peak periods. The full TRICS outputs for the proposed use are also included in **Appendix B**.

Table 4.1: Indicative Proposed Residential Development Vehicle Trip Generation

Weekday	Trip Rate per Dwelling			Trip Generation (20 Dwellings)		
	Arr	Dep	Total	Arr	Dep	Total
AM Peak (08:00-09:00)	0.05	0.18	0.23	1	4	5
PM Peak (17:00 – 18:00)	0.18	0.09	0.28	4	2	6
12 Hrs	1.06	1.12	2.18	21	22	44

4.16 As presented in **Table 4.1**, it is expected that the proposed residential development could generate a total of 5 two-ways vehicular trips during the AM peak and 6 two-way vehicular trips during the PM peak hour.

4.17 When viewed in the context of existing infrastructure, and managed parking provision in a sustainable area, it is considered that a vehicular trip generation similar to that presented in **Table 4.1** would not significantly alter the characteristics of the local highway network in the vicinity of the site.

5 Summary and Conclusion

- 5.1 Vectos has been instructed to provide highways and transport advice in relation to a proposed residential development on Bridge Street in Wrexham.
- 5.2 The development proposals seek to provide 20 apartments with associated access on Bridge Street and appropriate parking for cars and bicycles. This report can be summarised as follows:
- Site located on the edge of the city centre;
 - Local highway network in the vicinity is of an appropriate hierarchy with no known accident blackspots;
 - Site well located to encourage journeys on foot and bicycle with a range of retail, leisure and employment opportunities available within acceptable active travel distances;
 - Site is also well located to encourage trips by public transport including bus and rail to a range of destinations;
 - Access can be provided on Bridge Street in the form of a footway crossover with appropriate visibility;
 - Space provided within the site for 14 cars, 20 bicycles and small service vehicles; and
 - An indicative trip generation exercise suggests that the development could generate 5-6 vehicular trip movements in the morning and evening peak periods respectively.
- 5.3 This Transport Statement has demonstrated that the proposed development site is in a highly sustainable location, in accordance with policy guidelines, with opportunities to actively promote the use of sustainable travel modes.
- 5.4 Overall, it is considered that the development proposals would not significantly change the characteristics of the local highway network in the vicinity of the site and therefore it is concluded that the development is acceptable from a transport perspective.

Appendix A – Site Layout

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Health & Safety Notes

1. Contractor must ensure that all work on site is carried out in a safe & satisfactory manner, in accordance with Health & Safety At Work Act 1974, COSHH Regulations 2002 & requirements of C.D.M

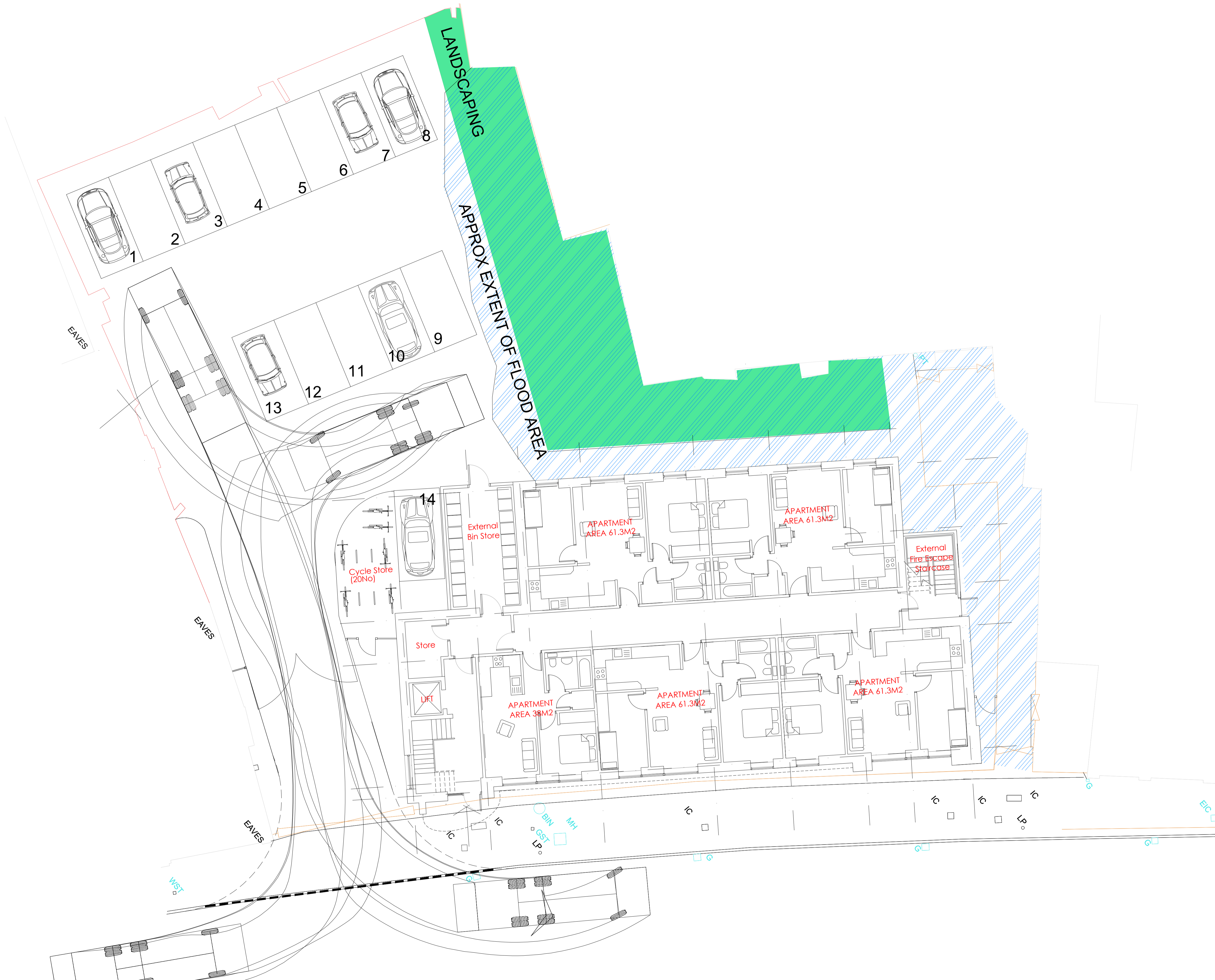


PROPOSED GROUND FLOOR PLAN.
1:50

Rev.	Description	Date
Client CB 2 Ltd		
Project Vacant land. Proposed Apartments		
Drawing Title Proposed Ground Floor Plan Bridge Street		
Drawn by	I.W.	Checked by
Status	Scale @ A1	Date
11684	PL 01	Jan 24
Job no.	11684	Rev.
11684	PL 01	1:50
Cassidy+Ashton C+A <small>www.cassidyashton.co.uk</small>		
<small>Architecture + Building Surveying + Town Planning</small> 7 East Cliff, Preston, Lancashire, PR1 3JE 01772 258 356 10 Hunters Walk, Canal Street, Chester, CH1 4EB 01244 402 900		

Health & Safety Notes

- Contractor must ensure that all work on site is carried out in a safe & satisfactory manner, in accordance with Health & Safety At Work Act 1974, COSHH Regulations 2002 & requirements of C.D.M



PROPOSED CAR PARK PLAN.
1:100

Rev.	Description	Date
Client CB 2 Ltd		
Project Vacant land. Proposed Apartments		
Drawing Title Proposed Car Park Plan Bridge Street		
Drawn by	I.W.	Checked by
Status	Scale @ A1	Date
Job no.	11684	Rev.
Dwg no.	PL 03	Date
Cassidy+Ashton C+A <small>www.cassidyashton.co.uk</small>		
<small>Architecture + Building Surveying + Town Planning 7 East Cliff, Preston, Lancashire, PR1 3JE 01772 258 356 10 Hunters Walk, Canal Street, Chester, CH1 4EB 01244 402 900</small>		

Appendix B – TRICS Output

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	CT CENTRAL BEDFORDSHIRE	3 days
	HF HERTFORDSHIRE	1 days
	PO PORTSMOUTH	1 days
03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
11	SCOTLAND	
	SR STIRLING	2 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 27 to 175 (units:)
 Range Selected by User: 6 to 493 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 28/06/22

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

Selected survey days:

Monday	1 days
Tuesday	4 days
Wednesday	2 days
Thursday	3 days
Friday	1 days

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

Selected survey types:

Manual count	11 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 Centre	11
---------------------	----

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	5
Built-Up Zone	4
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:

C3 11 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:

10,001 to 15,000	2 days
15,001 to 20,000	2 days
25,001 to 50,000	7 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	4 days
75,001 to 100,000	2 days
125,001 to 250,000	2 days
250,001 to 500,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	8 days

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

Travel Plan:

Yes	2 days
No	9 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	11 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CT-03-C-01	BLOCKS OF FLATS	CENTRAL BEDFORDSHIRE
	WING ROAD		
	LEIGHTON BUZZARD		
	LINSLADE		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	175	
	Survey date: <i>TUESDAY</i>	<i>15/05/18</i>	<i>Survey Type: MANUAL</i>
2	CT-03-C-02	BLOCKS OF FLATS	CENTRAL BEDFORDSHIRE
	STANBRIDGE ROAD		
	LEIGHTON BUZZARD		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	62	
	Survey date: <i>TUESDAY</i>	<i>15/05/18</i>	<i>Survey Type: MANUAL</i>
3	CT-03-C-03	BLOCKS OF FLATS	CENTRAL BEDFORDSHIRE
	COURT DRIVE		
	DUNSTABLE		
	Edge of Town Centre		
	No Sub Category		
	Total No of Dwellings:	146	
	Survey date: <i>TUESDAY</i>	<i>15/05/18</i>	<i>Survey Type: MANUAL</i>
4	DV-03-C-01	BLOCK OF FLATS	DEVON
	BONHAY ROAD		
	EXETER		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	27	
	Survey date: <i>MONDAY</i>	<i>10/07/17</i>	<i>Survey Type: MANUAL</i>
5	HF-03-C-03	BLOCK OF FLATS	HERTFORDSHIRE
	SHENLEY ROAD		
	BOREHAMWOOD		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	91	
	Survey date: <i>THURSDAY</i>	<i>14/11/19</i>	<i>Survey Type: MANUAL</i>
6	NF-03-C-01	BLOCKS OF FLATS	NORFOLK
	PAGE STAIR LANE		
	KING'S LYNN		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	51	
	Survey date: <i>THURSDAY</i>	<i>11/12/14</i>	<i>Survey Type: MANUAL</i>
7	PO-03-C-01	BLOCKS OF FLATS	PORTSMOUTH
	CROSS STREET		
	PORTSMOUTH		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	90	
	Survey date: <i>TUESDAY</i>	<i>05/06/18</i>	<i>Survey Type: MANUAL</i>
8	SF-03-C-01	BLOCKS OF FLATS	SUFFOLK
	STATION HILL		
	BURY ST EDMUNDS		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	85	
	Survey date: <i>THURSDAY</i>	<i>18/12/14</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	SR-03-C-01 FORTH SIDE WAY STIRLING	FLATS		STIRLING
	Edge of Town Centre No Sub Category Total No of Dwellings:		80	
	<i>Survey date: WEDNESDAY</i>		<i>18/06/14</i>	<i>Survey Type: MANUAL</i>
10	SR-03-C-02 ROSEBERRY TERRACE STIRLING	FLATS		STIRLING
	Edge of Town Centre Residential Zone Total No of Dwellings:		48	
	<i>Survey date: WEDNESDAY</i>		<i>18/06/14</i>	<i>Survey Type: MANUAL</i>
11	WM-03-C-04 GILLQUART WAY COVENTRY PARKSIDE	BLOCKS OF FLATS		WEST MIDLANDS
	Edge of Town Centre Residential Zone Total No of Dwellings:		55	
	<i>Survey date: FRIDAY</i>		<i>11/11/16</i>	<i>Survey Type: MANUAL</i>

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BE-03-C-01	Situated in Greater London
CO-03-C-01	Higher Parking to Dwelling Ratio
HO-03-C-03	Situated in Greater London
IS-03-C-05	Situated in Greater London
IS-03-C-06	Situated in Greater London
IS-03-C-07	Situated in Greater London
KI-03-C-03	Situated in Greater London
MA-03-C-01	Surveyed during Covid
MS-03-C-04	Surveyed during Covid
SA-03-C-01	Higher Parking to Dwelling Ratio
SF-03-C-05	Surveyed during Covid
SK-03-C-01	Situated in Greater London
SK-03-C-02	Situated in Greater London
SY-03-C-01	Surveyed during Covid
WF-03-C-01	Situated in Greater London
WF-03-C-02	Surveyed during Covid
WF-03-C-04	Surveyed during Covid
WF-03-C-05	Surveyed during Covid

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	83	0.041	11	83	0.160	11	83	0.201
08:00 - 09:00	11	83	0.045	11	83	0.184	11	83	0.229
09:00 - 10:00	11	83	0.056	11	83	0.075	11	83	0.131
10:00 - 11:00	11	83	0.054	11	83	0.067	11	83	0.121
11:00 - 12:00	11	83	0.059	11	83	0.079	11	83	0.138
12:00 - 13:00	11	83	0.105	11	83	0.086	11	83	0.191
13:00 - 14:00	11	83	0.059	11	83	0.078	11	83	0.137
14:00 - 15:00	11	83	0.065	11	83	0.067	11	83	0.132
15:00 - 16:00	11	83	0.082	11	83	0.053	11	83	0.135
16:00 - 17:00	11	83	0.116	11	83	0.070	11	83	0.186
17:00 - 18:00	11	83	0.182	11	83	0.093	11	83	0.275
18:00 - 19:00	11	83	0.197	11	83	0.105	11	83	0.302
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.061			1.117			2.178

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:	27 - 175 (units:)
Survey date range:	01/01/14 - 28/06/22
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	18

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

TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	83	0.002	11	83	0.003	11	83	0.005
08:00 - 09:00	11	83	0.003	11	83	0.002	11	83	0.005
09:00 - 10:00	11	83	0.001	11	83	0.002	11	83	0.003
10:00 - 11:00	11	83	0.001	11	83	0.001	11	83	0.002
11:00 - 12:00	11	83	0.003	11	83	0.003	11	83	0.006
12:00 - 13:00	11	83	0.005	11	83	0.005	11	83	0.010
13:00 - 14:00	11	83	0.000	11	83	0.000	11	83	0.000
14:00 - 15:00	11	83	0.001	11	83	0.001	11	83	0.002
15:00 - 16:00	11	83	0.001	11	83	0.001	11	83	0.002
16:00 - 17:00	11	83	0.007	11	83	0.007	11	83	0.014
17:00 - 18:00	11	83	0.004	11	83	0.003	11	83	0.007
18:00 - 19:00	11	83	0.003	11	83	0.003	11	83	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.031			0.031			0.062

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

OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	83	0.003	11	83	0.003	11	83	0.006
08:00 - 09:00	11	83	0.001	11	83	0.000	11	83	0.001
09:00 - 10:00	11	83	0.003	11	83	0.004	11	83	0.007
10:00 - 11:00	11	83	0.000	11	83	0.000	11	83	0.000
11:00 - 12:00	11	83	0.001	11	83	0.000	11	83	0.001
12:00 - 13:00	11	83	0.001	11	83	0.002	11	83	0.003
13:00 - 14:00	11	83	0.001	11	83	0.001	11	83	0.002
14:00 - 15:00	11	83	0.001	11	83	0.001	11	83	0.002
15:00 - 16:00	11	83	0.000	11	83	0.000	11	83	0.000
16:00 - 17:00	11	83	0.000	11	83	0.000	11	83	0.000
17:00 - 18:00	11	83	0.000	11	83	0.000	11	83	0.000
18:00 - 19:00	11	83	0.000	11	83	0.000	11	83	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.011			0.011			0.022

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

PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	83	0.000	11	83	0.000	11	83	0.000
08:00 - 09:00	11	83	0.000	11	83	0.000	11	83	0.000
09:00 - 10:00	11	83	0.000	11	83	0.000	11	83	0.000
10:00 - 11:00	11	83	0.000	11	83	0.000	11	83	0.000
11:00 - 12:00	11	83	0.001	11	83	0.001	11	83	0.002
12:00 - 13:00	11	83	0.000	11	83	0.000	11	83	0.000
13:00 - 14:00	11	83	0.000	11	83	0.000	11	83	0.000
14:00 - 15:00	11	83	0.000	11	83	0.000	11	83	0.000
15:00 - 16:00	11	83	0.000	11	83	0.000	11	83	0.000
16:00 - 17:00	11	83	0.000	11	83	0.000	11	83	0.000
17:00 - 18:00	11	83	0.000	11	83	0.000	11	83	0.000
18:00 - 19:00	11	83	0.000	11	83	0.000	11	83	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.001			0.002

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
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	11	83	0.002	11	83	0.009	11	83	0.011
08:00 - 09:00	11	83	0.003	11	83	0.010	11	83	0.013
09:00 - 10:00	11	83	0.001	11	83	0.000	11	83	0.001
10:00 - 11:00	11	83	0.003	11	83	0.002	11	83	0.005
11:00 - 12:00	11	83	0.004	11	83	0.004	11	83	0.008
12:00 - 13:00	11	83	0.001	11	83	0.002	11	83	0.003
13:00 - 14:00	11	83	0.002	11	83	0.001	11	83	0.003
14:00 - 15:00	11	83	0.003	11	83	0.001	11	83	0.004
15:00 - 16:00	11	83	0.004	11	83	0.001	11	83	0.005
16:00 - 17:00	11	83	0.001	11	83	0.001	11	83	0.002
17:00 - 18:00	11	83	0.010	11	83	0.004	11	83	0.014
18:00 - 19:00	11	83	0.003	11	83	0.000	11	83	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.037			0.035			0.072

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
 CARS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	83	0.030	11	83	0.143	11	83	0.173
08:00 - 09:00	11	83	0.036	11	83	0.174	11	83	0.210
09:00 - 10:00	11	83	0.043	11	83	0.062	11	83	0.105
10:00 - 11:00	11	83	0.045	11	83	0.054	11	83	0.099
11:00 - 12:00	11	83	0.037	11	83	0.059	11	83	0.096
12:00 - 13:00	11	83	0.081	11	83	0.062	11	83	0.143
13:00 - 14:00	11	83	0.047	11	83	0.063	11	83	0.110
14:00 - 15:00	11	83	0.053	11	83	0.057	11	83	0.110
15:00 - 16:00	11	83	0.068	11	83	0.042	11	83	0.110
16:00 - 17:00	11	83	0.098	11	83	0.051	11	83	0.149
17:00 - 18:00	11	83	0.164	11	83	0.085	11	83	0.249
18:00 - 19:00	11	83	0.188	11	83	0.097	11	83	0.285
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.890			0.949			1.839

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

LGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	83	0.004	11	83	0.011	11	83	0.015
08:00 - 09:00	11	83	0.004	11	83	0.008	11	83	0.012
09:00 - 10:00	11	83	0.009	11	83	0.007	11	83	0.016
10:00 - 11:00	11	83	0.008	11	83	0.012	11	83	0.020
11:00 - 12:00	11	83	0.016	11	83	0.015	11	83	0.031
12:00 - 13:00	11	83	0.018	11	83	0.015	11	83	0.033
13:00 - 14:00	11	83	0.010	11	83	0.013	11	83	0.023
14:00 - 15:00	11	83	0.010	11	83	0.008	11	83	0.018
15:00 - 16:00	11	83	0.013	11	83	0.010	11	83	0.023
16:00 - 17:00	11	83	0.012	11	83	0.013	11	83	0.025
17:00 - 18:00	11	83	0.012	11	83	0.004	11	83	0.016
18:00 - 19:00	11	83	0.004	11	83	0.004	11	83	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.120			0.120			0.240

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

MOTOR CYCLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	83	0.001	11	83	0.000	11	83	0.001
08:00 - 09:00	11	83	0.000	11	83	0.000	11	83	0.000
09:00 - 10:00	11	83	0.000	11	83	0.000	11	83	0.000
10:00 - 11:00	11	83	0.000	11	83	0.000	11	83	0.000
11:00 - 12:00	11	83	0.000	11	83	0.000	11	83	0.000
12:00 - 13:00	11	83	0.000	11	83	0.001	11	83	0.001
13:00 - 14:00	11	83	0.001	11	83	0.001	11	83	0.002
14:00 - 15:00	11	83	0.000	11	83	0.000	11	83	0.000
15:00 - 16:00	11	83	0.000	11	83	0.000	11	83	0.000
16:00 - 17:00	11	83	0.000	11	83	0.000	11	83	0.000
17:00 - 18:00	11	83	0.002	11	83	0.001	11	83	0.003
18:00 - 19:00	11	83	0.001	11	83	0.001	11	83	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.005			0.004			0.009

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.*

Contact

London

Network Building,
97 Tottenham Court Road,
London W1T 4TP.
Tel: 020 7580 7373

Bristol

5th Floor, 4 Colston Avenue,
Bristol BS1 4ST
Tel: 0117 203 5240

Cardiff

Helmont House, Churchill Way,
Cardiff CF10 2HE
Tel: 029 2072 0860

Exeter

6 Victory House,
Dean Clarke Gardens,
Exeter EX2 4AA
Tel: 01392 422 315

Birmingham

Great Charles Street,
Birmingham B3 3JY
Tel: 0121 2895 624

Manchester

Oxford Place, 61 Oxford Street,
Manchester M1 6EQ.
Tel: 0161 228 1008

Leeds

7 Park Row, Leeds LS1 5HD
Tel: 0113 512 0293

Bonn

Stockenstrasse 5, 53113,
Bonn, Germany
Tel: +49 176 8609 1360
www.vectos.eu

Registered Office

Vectos (North) Limited
Oxford Place
61 Oxford Street
Manchester M1 6EQ.
Company no. 07794057