

Technical Note

Introduction & Scope of Assessment

- 1.1 This Technical Note (TN) on highways and transport has been prepared on behalf of Domusea Developments to consider the implications of the proposed development, comprising 4 dwellings at 261 Aldwick Road, Bognor Regis.
- 1.2 This technical note has been prepared in respect of the above proposals in relation to highways safety.

Existing Site Description & Proposed Development

- 1.3 261 Aldwick Road currently consists of a single dwelling with associated parking, and two access points, which are serviced by Aldwick Road to the north. The site is located between Bognor Regis and Aldwick in West Sussex. The LPA is Chichester District Council. The surrounding area consists of residential properties.
- 1.1 The Site in relation to the regional and local highway network is illustrated at **Figure 1.1** and **Figure 1.2** respectively.
- 1.4 The proposed development scheme would replace the existing single residential dwelling with 4 residential units including highways and landscaping alterations. Existing paths and paved areas will be replaced to suit the proposed residential use.
- 1.5 Vehicular access to the site will be provided via the reconfigured existing access points.
- 1.6 The BIS Design Architects proposals drawing 1060/DPA02 Revision 1 is included within this TN in **Appendix A**.
- 1.7 The proposals include 4 private houses, consisting of 2 3-bedroom and 2 4-bedroom semi-detached dwellings, subsequently providing a parking provision of 10 spaces. The site is located in Ward Aldwick East of the Arun District, in which the West Sussex County Council parking demand calculator gives a result of 9 car parking spaces. The proposals include 8 car parking spaces and 2 visitor spaces; therefore, they meet the projected demand. Additionally, West Sussex County Council Guidance for Parking in New Residential Developments (2010) requires two cycle parking spaces per units in excess of 3-bedrooms, which will be provided.

Visibility Requirements

- 1.8 In respect of the inter-visibility between vehicles emerging from proposed residential development and traffic on Main Road, the two key elements to be assessed are the setback distance, or 'x' distance, along the minor arm and the distance a driver can see along the major road (i.e. Main Road when exiting, or 'y' distance). The 'x' distance is regarded as a function of capacity. The shorter the distance, the slower traffic will approach a give-way line. The longer the distance, the more opportunities there will be for approaching drivers to look for gaps in traffic on the major road and therefore enable them to approach at a higher speed.
- 1.9 At an 'x' distance of 2.4 metres, an approaching driver will have to slow to a virtual stop at the give way line to observe traffic on the major road without encroaching onto it. Consequently, only one vehicle at a time can safely exit from the minor road under these operating conditions. It is clearly evident that the volume of traffic emerging from the new access way will be low and therefore a 2.4 metre 'x' distance is appropriate.
- 1.10 The 'y' distance is based upon sight stopping distances (SSD's) of traffic approaching on the major arm of a junction. The speed limit of the road is used to determine the appropriate visibility or 'y' distances to the left and right along Aldwick Road for the proposed site access junctions.
- 1.11 The SSD is the distance within which drivers (on the major arm of a junction) need to be able to see ahead and stop from a given speed. In other words, SSD's are a function of vehicle speed, deceleration rate and driver reaction time. The basic formula for calculating SSD is outlined within Manual for the Streets as appropriate. Therefore, a sign posted speed of 30 mph would require a SSD of 43 meters in both directions.
- 1.12 From **Figure 1.3** it can be seen that the required 'y' distances, as detailed above, can be achieved both to the right and left of each site access without obstruction or encroaching onto land under ownership by a third party from an 'x' distance (or set-back distance) of 2.4 metres along the centre of the proposed new carriageway.

Movement & Access

- 1.13 The proposed vehicular access through the site will be by means of two reconfigured points of access provided, with one access servicing 3 of the units and the other point of access allocated for the use of the remaining unit in the northwest corner of the site.
- 1.14 The access point to the northeastern side of the site will lead to a road with a width of 4.8 metres at it widest point and 4.2m at the narrowest. This road gives access to the two houses at the southern end of the site at its furthest point and also to one of the properties to the front. Both of the visitor car parking spaces can be accessed via this road. The access point on the northwestern side of the site provides vehicular access to the remaining property at the front of the site, leading to a turning space with 2 car parking spaces.
- 1.15 Given the size of the proposed development, the number of service deliveries would be low and restricted to a weekly collection of refuse plus occasional home delivery services.

Delivery & Servicing Arrangement

- 1.16 The proposed site layout, including parking and access arrangements is provided in **Appendix A** with Swept Path Analysis of the car parking spaces shown in **Figures 1.4 and 1.5**.
- 1.17 Refuse collection vehicles will collect from the site on-street along Aldwick Road, as shown in **Figure 1.6**. Bin storage for the residential units will be allocated to the rear of each house, which can then be taken to the communal bin collection point located along the internal access road
- 1.18 In relation to refuse collection vehicles, as outlined within Manual for Streets (MfS) the bin store would result in an operative carry distance no greater than 25 metres, also shown in **Figure 1.6**.
- 1.19 Dropped kerbs will be installed on the existing footpath to accommodate pedestrian movement across the proposed reconfigured vehicular access, which has been considered in the proposed designs.

Trip Generation Analysis

- 1.20 To establish typical trips to the current site and the development proposals, the TRICS (Trip Rate Information Computer System) database version 7.4.3 has been interrogated to identify similar developments comprising of sample sites from the and Residential Houses Privately Owned dataset.
- 1.21 Sample sites for the existing and proposed uses have been selected which are located within South East and South West England, in edge of town or suburban locations surveyed between 2009 and 2017. The full TRICS output is contained within **Appendix B** of this note and summarised within **Tables 1.1 & 1.2**.

Existing Residential

- 1.22 The table below summarises the predicted level of traffic generation associated with the existing residential unit over a 12-hour (0700-1900) weekday daily profile. For this assessment, classic peak hours have also been assessed for the AM Peak (0800-0900) and PM Peak (1700-1800).

Existing Residential	AM Peak		PM Peak		Daily	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicles	0	0	0	0	2	2
Public Transport	0	0	0	0	0	0
Cycle	0	0	0	0	0	0
Pedestrians	0	0	0	0	1	1
Total	0	0	0	0	3	3

Table 1.1: Peak and Daily Trip Profile (Existing Residential)

- 1.23 From **Table 1.1** above it can be seen that during the weekday AM & PM peak hourly and daily periods, the existing permitted residential use has the ability to generate in the order of 6 daily person movements.

Proposed Residential Use

- 1.24 The table below provides a summary of the predicted weekday daily profile of multi-modal trip rates by mode of travel associated with the proposed 4 residential dwellings based on trip rates derived from the TRICS database.

Proposed Residential	AM Peak		PM Peak		Daily	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicles	1	2	2	1	9	10
Public Transport	0	0	0	0	0	0
Cycle	0	0	0	0	0	0
Pedestrians	0	1	0	0	3	3
Total	1	3	2	1	12	13

Table 1.2: Peak and Daily Trip Profile (Proposed Residential)

- 1.25 From **Table 1.2** it can be seen that during the weekday AM & PM peak hourly periods, the proposed residential development has the ability to generate in the order of 2-person trip movements.

Net Trip Generation

- 1.26 **Table 1.3** shows the net changes by all modes between the existing and proposed uses on site.

Net Change	AM Peak		PM Peak		Daily	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicles	1	2	2	1	9	10
Public Transport	0	0	0	0	0	0
Cycle	0	0	0	0	0	0
Pedestrians	0	1	0	0	2	2
Total Change	1	3	2	1	9	10

Table 1.3: Peak and Daily Trip Profile Net Changes

- 1.27 From **Table 1.3** it can be seen that the proposed C3 residential uses would result in an increase in trips in the vehicle and pedestrian modes, and no net increase in the cycle and public transport modes.
- 1.28 An overall net increase of 2 morning peak trips and 2 evening peak trips will be produced by the proposals. This level of trip attraction would be unlikely to have any material impact on surrounding highway and transport networks during these times at which network demand is at its highest.
- 1.29 Furthermore, in terms of servicing, given the size of the proposed development, the number of service deliveries would be low and restricted to a weekly collection of refuse plus occasional home delivery services.

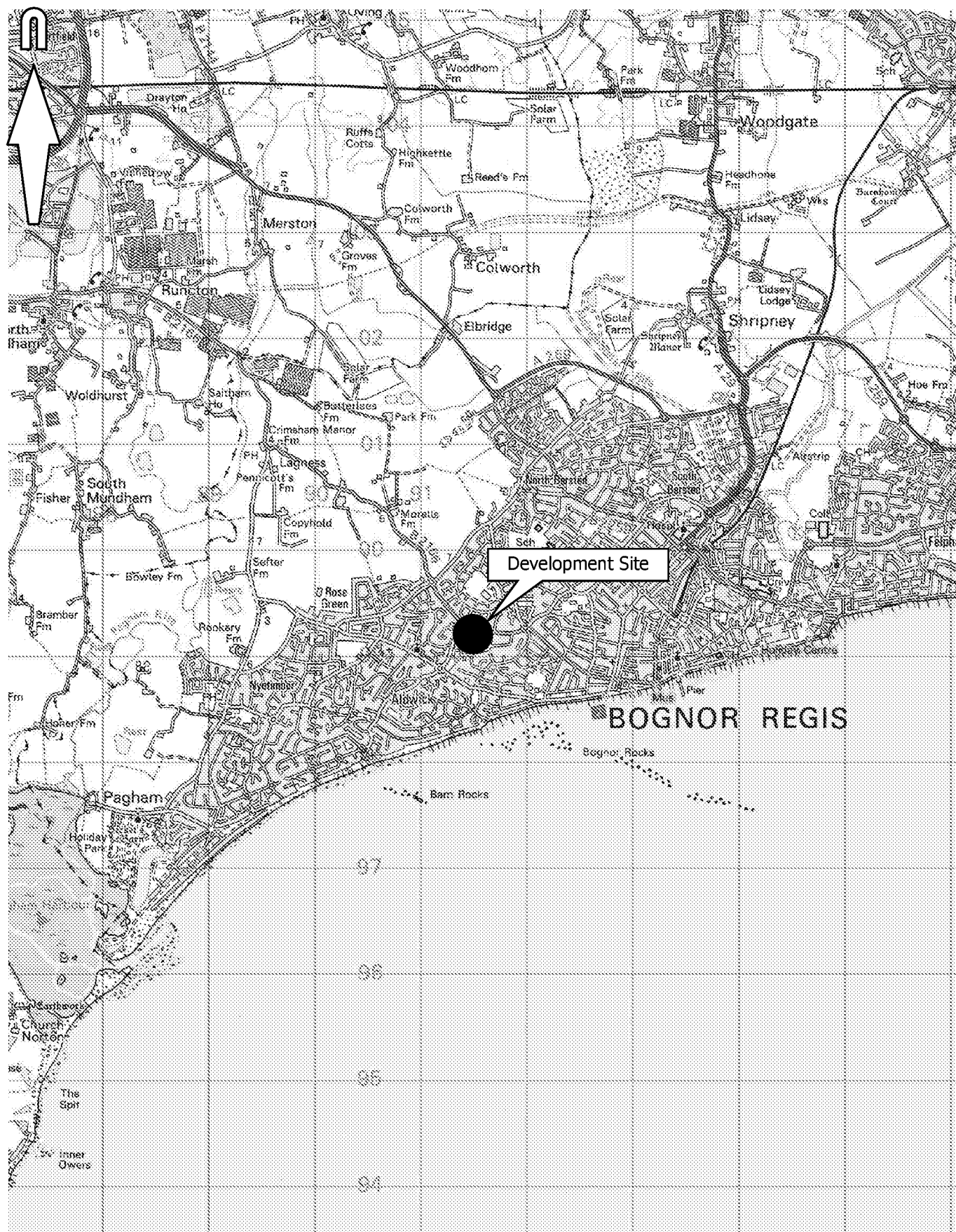
Summary and Conclusions

1.30 This Technical Note on highways and transport has been prepared on behalf of Domusea Developments to consider the trip generation implications relating to the proposed development comprising of 4 dwellings at 261 Aldwick Road, Bognor Regis. The existing site currently comprises one residential dwelling. The proposed development seeks to provide a residential scheme of 2 3-bedroom and 2 4-bedroom residential units including 10 associated parking spaces.

1.31 A summary of the findings within the Technical Note are provided below:

- Required visibility splays have been demonstrated onto Aldwick Road in accordance with relevant guidance for the posted speed limit;
- The site will provide two reconfigured points of access at either side of the site's frontage;
- The proposed residential parking provision is in accordance with local parking standards;
- Fire access, refuse collection and servicing provisions have been set out;
- Over a daily period, the proposed residential use will generate 2 morning and 2 evening peak trips; and
- The proposed scheme will incur a slight increase in vehicle trips. However, the impact on the surrounding highway network will be unlikely to cause any material harms.

1.32 On the basis of the findings within this Technical Note and in the context of the guidelines within para. 32 of the NPPF it is considered that there are no residual cumulative impacts in terms of highway safety or the operational capacity of the surrounding transport network and therefore planning permission should not be withheld on transport grounds.



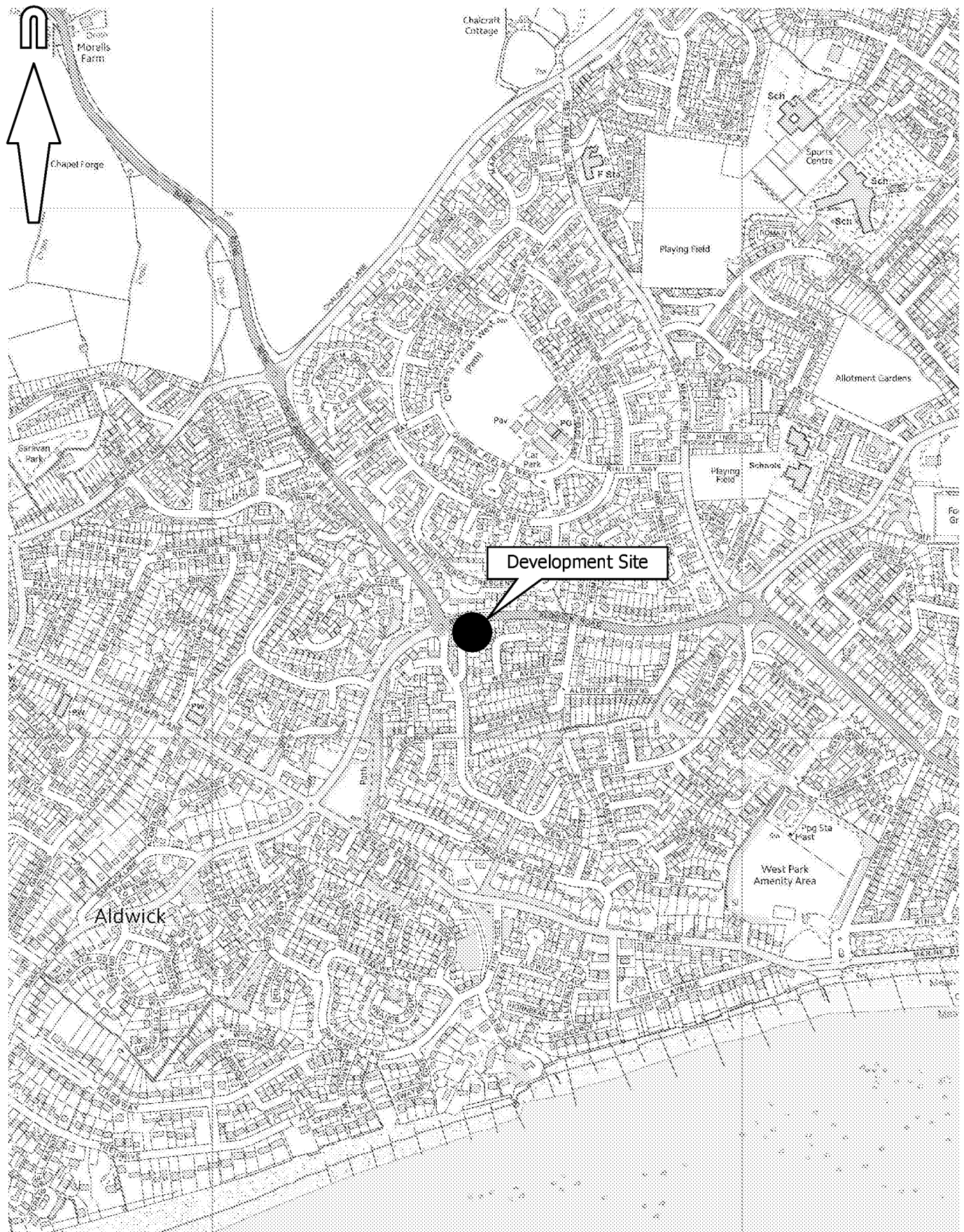
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Site in Relation to the Regional Highway Network

Scale 1:50 000

Figure 1.1



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Site in Relation to the Local Highway Network

Scale 1:10 000

Figure 1.2



Key:

----- Highway Boundary

2.4 x 43m Visibility Splay
(to centre of roundabout)

ALDWICK ROAD

2.4 x 43m Visibility Splay

2.4 x 43m Visibility Splay
(to centre of roundabout)

ALDWICK ROAD

2.4 x 43m Visibility Splay

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DOMUSEA DEVELOPMENTS

project

261 ALDWICK ROAD

title

VISIBILITY SPLAYS AT ACCESSES

scale 1:250 @ A3

drawn by JME

checked by CG

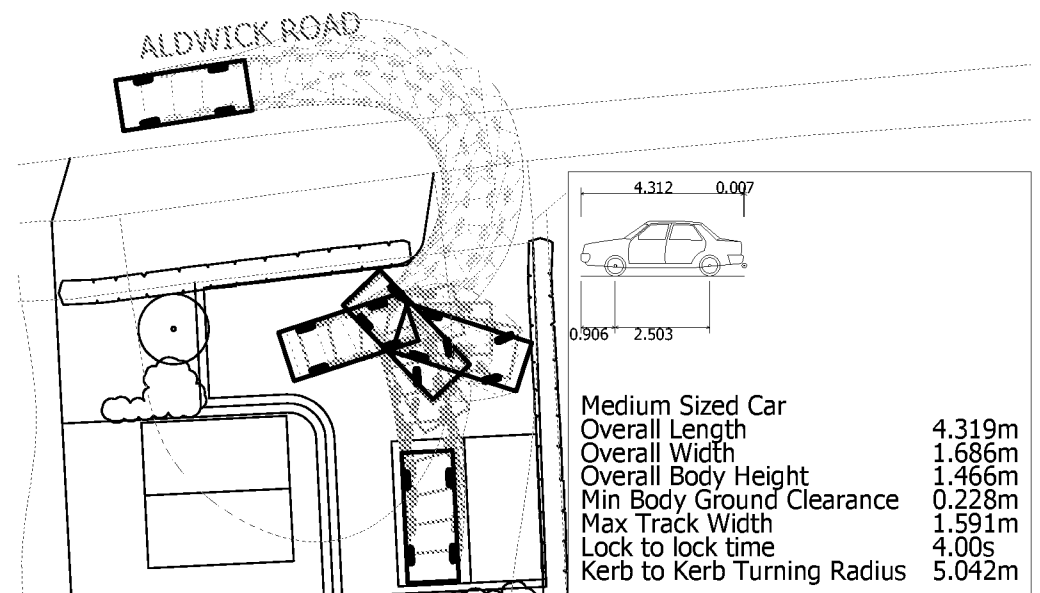
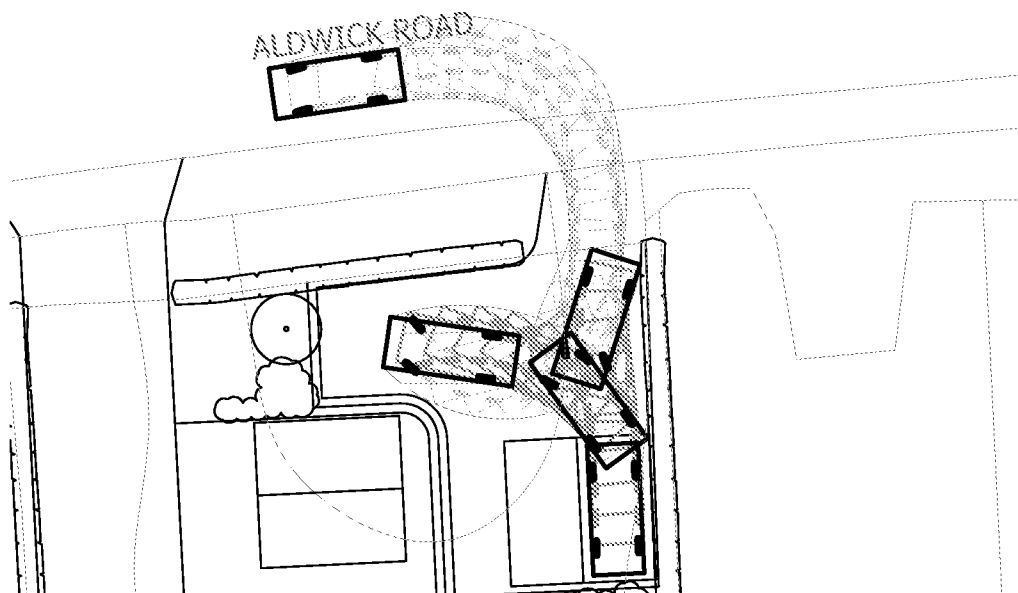
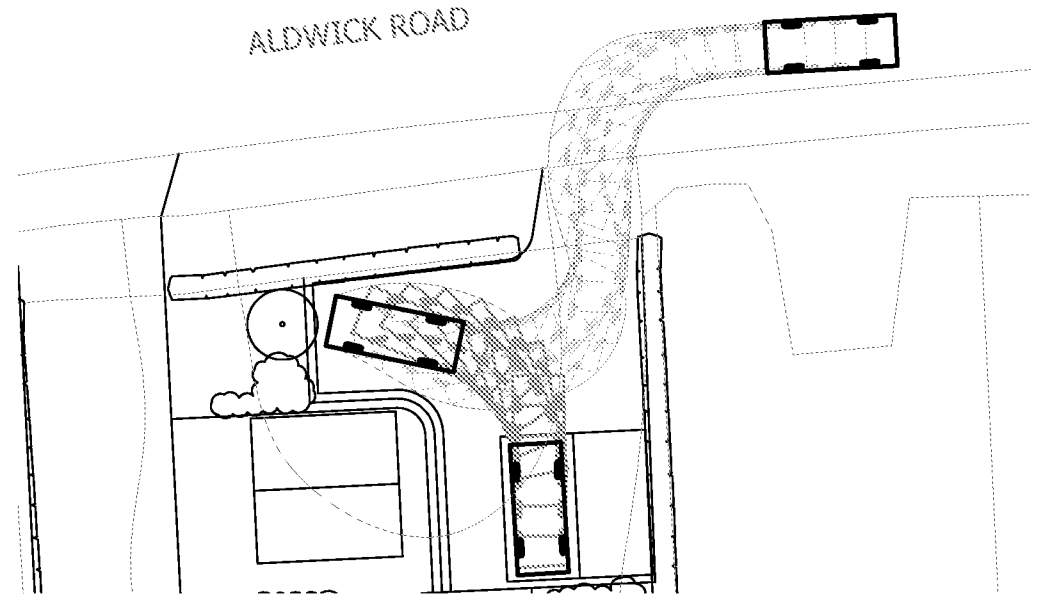
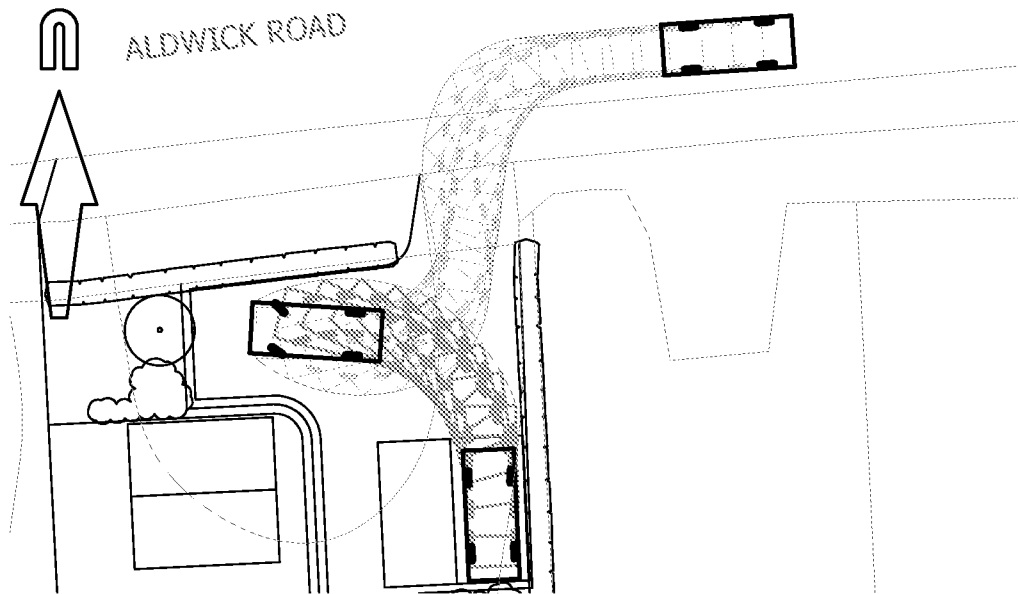
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FIGURE 1.3

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261 ALDWICK ROAD

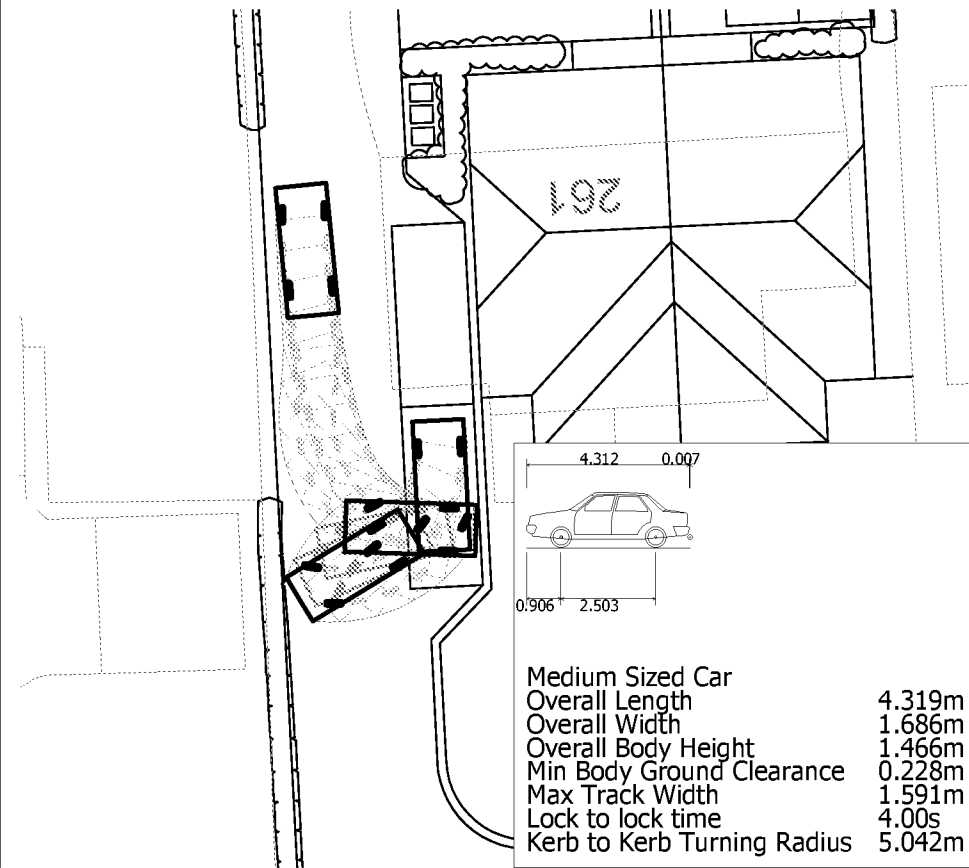
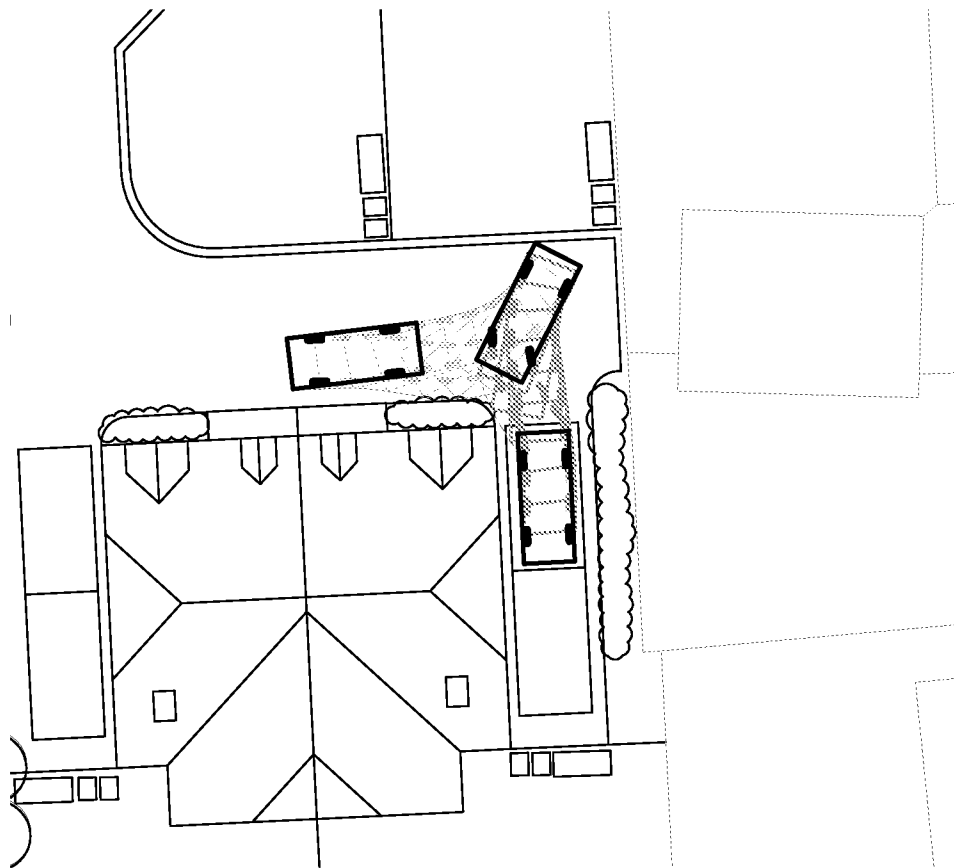
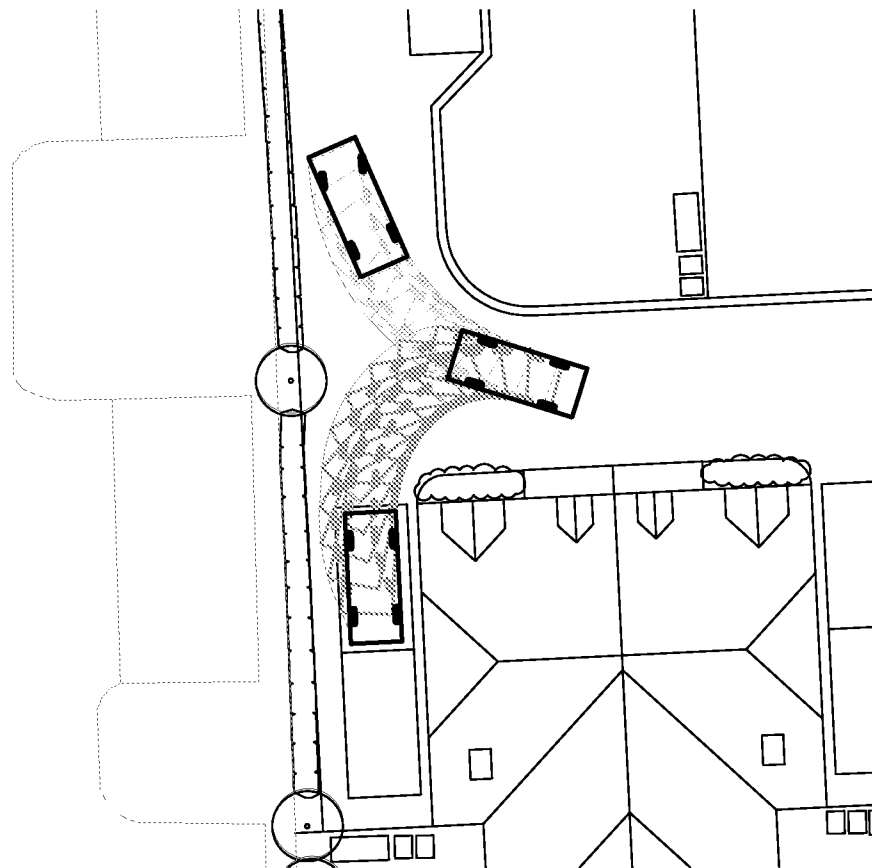
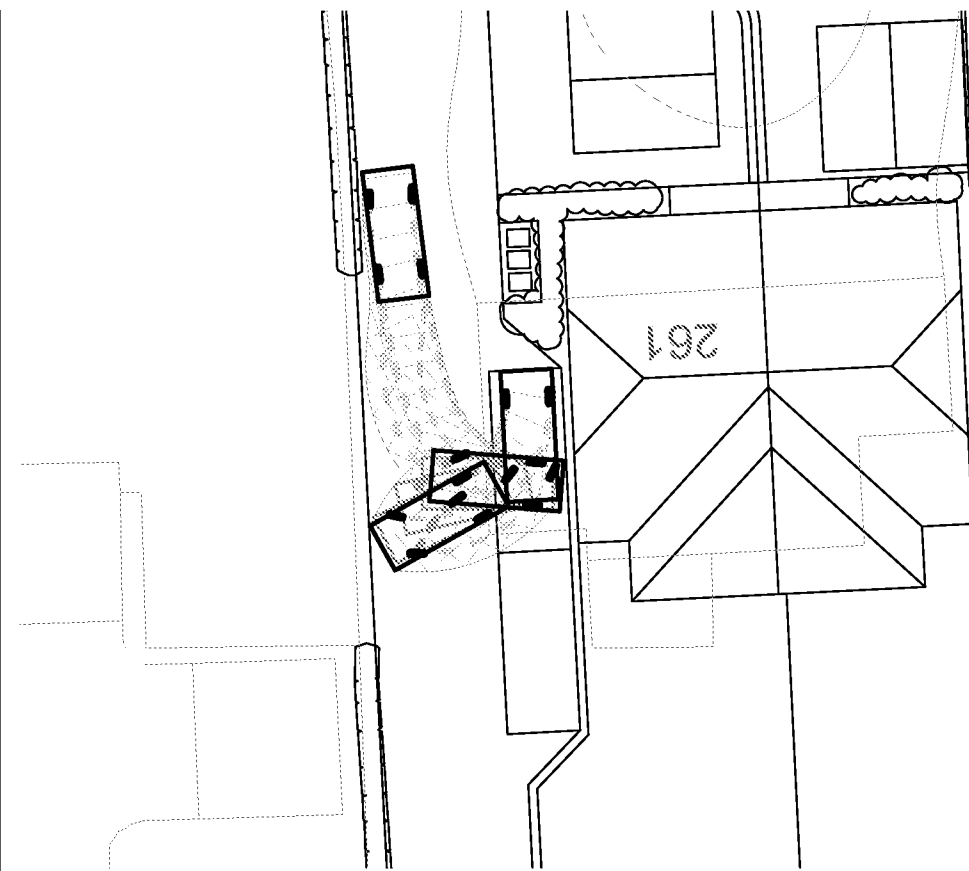
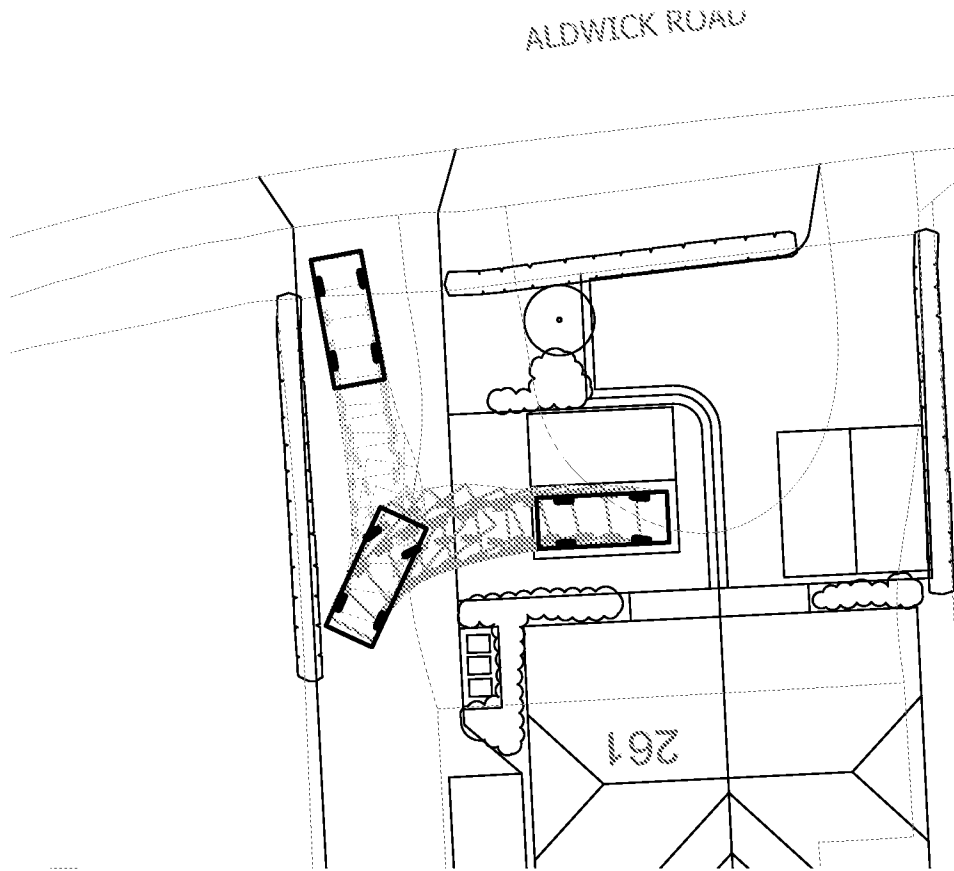
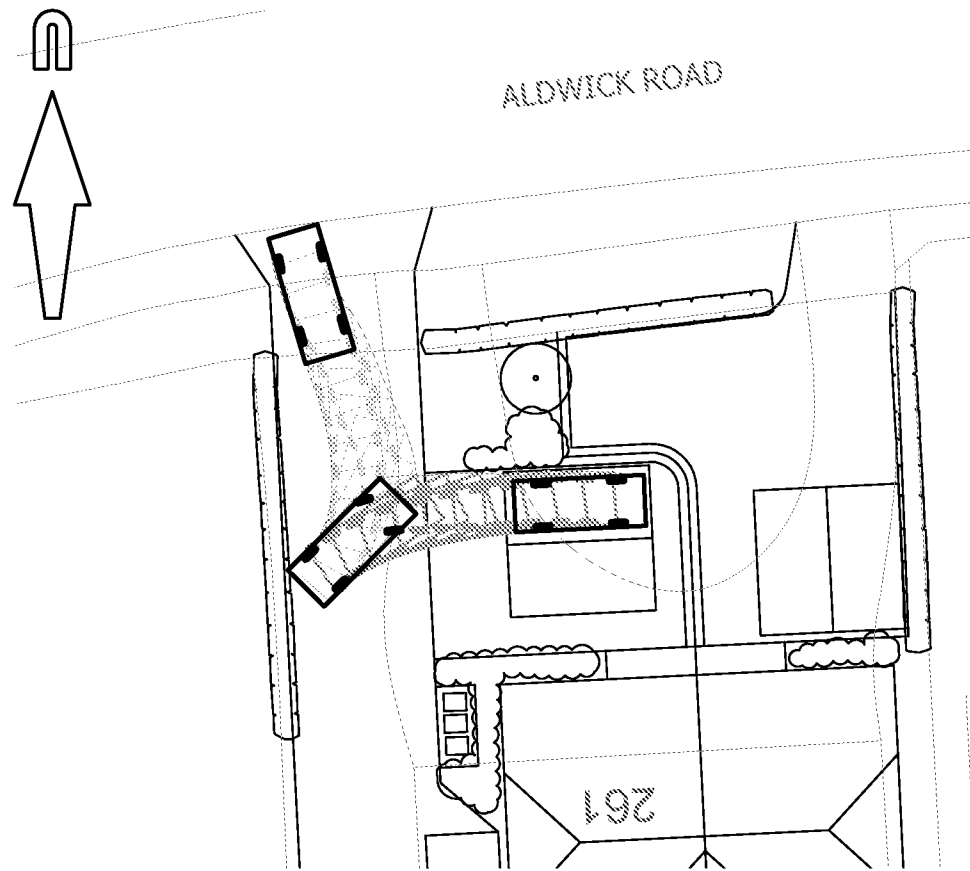
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SWEPT PATH ANALYSIS
CAR USING BAYS OUTSIDE UNIT 2

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FIGURE 1.4



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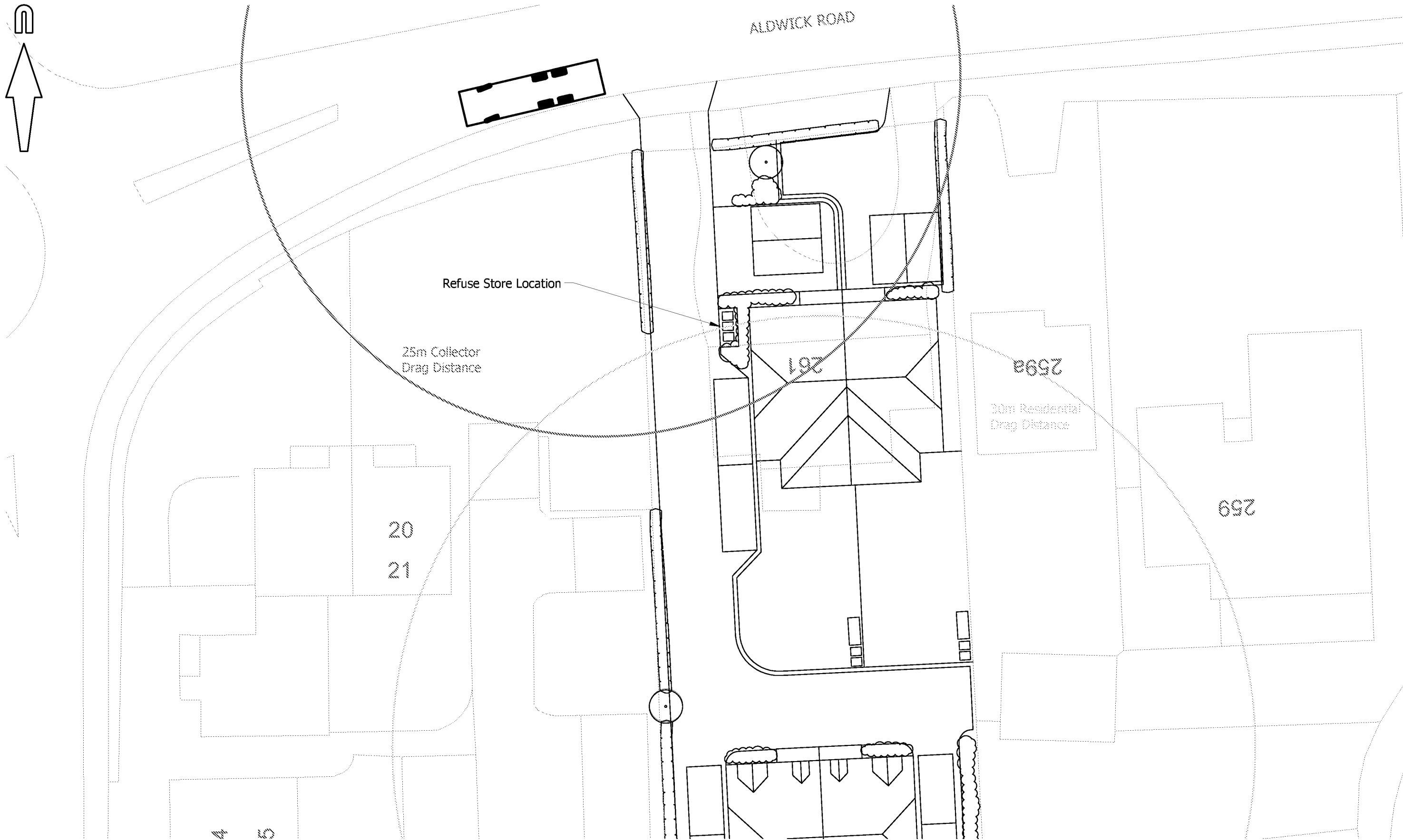
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**SWEPT PATH ANALYSIS
 CAR USING OTHER BAYS**

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FIGURE 1.5



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project
261 ALDWICK ROAD

title
REFUSE DRAG DISTANCES

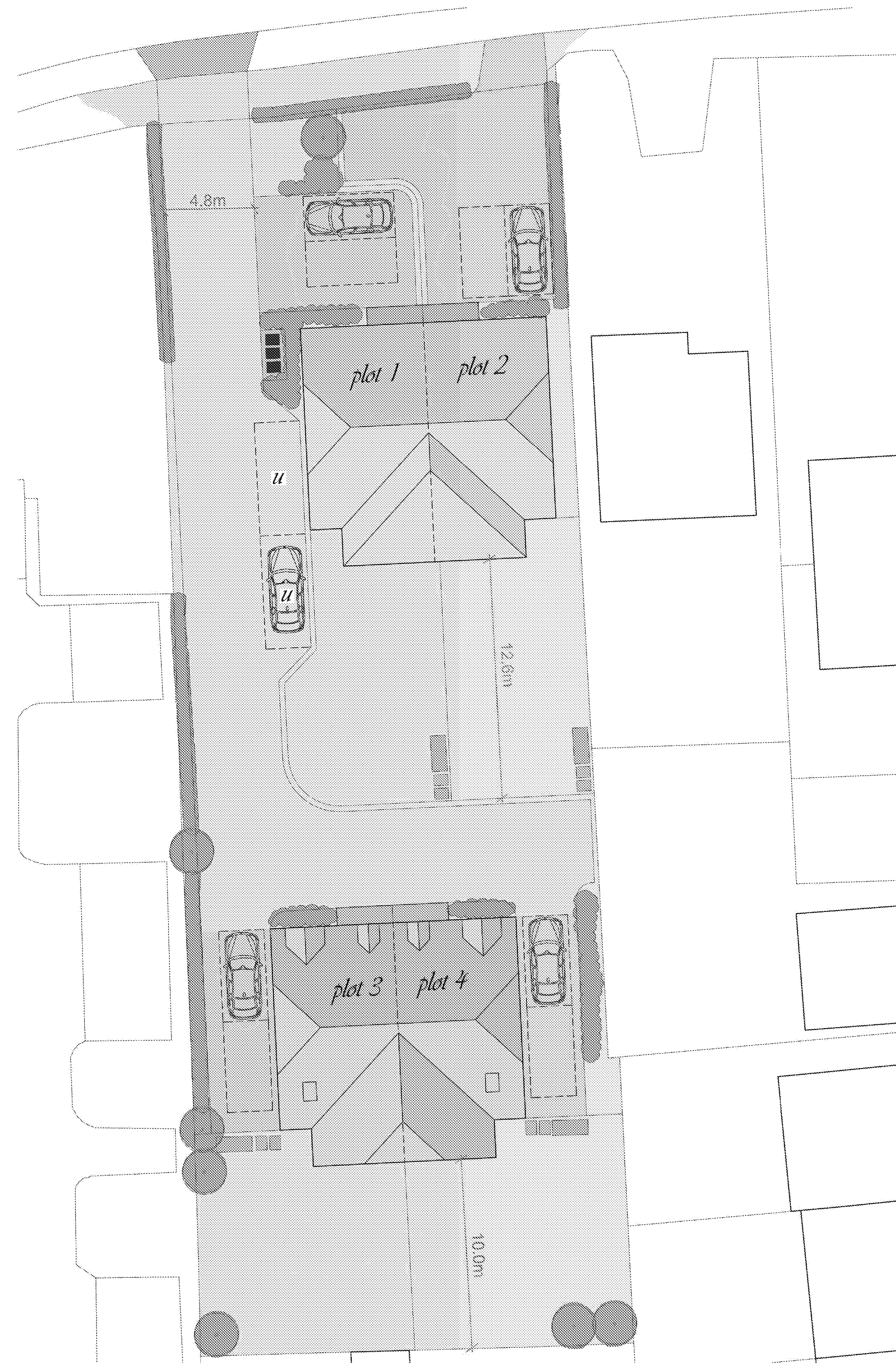
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FIGURE 1.6

APPENDIX A: Site Plans



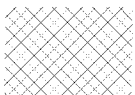
-  *bin and bike store*
-  *existing/proposed boundary hedging*
-  *proposed landscaping*
-  *parking bays (u = unallocated)*
-  *bin collection point*

plots 1 to 4 - 4 bed semi detached houses

proposed site plan

1:200@A2



-  *proposed access*
-  *proposed semi detached houses*

proposed block plan *1:500@A3*

APPENDIX B: TRICS Outputs

Calculation Reference: AUDIT-807401-180126-0101

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	1 days
	SC SURREY	1 days
	WS WEST SUSSEX	3 days
03	SOUTH WEST	
	DV DEVON	3 days
	SM SOMERSET	1 days
	WL WILTSHIRE	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
 Actual Range: 27 to 805 (units:)
 Range Selected by User: 13 to 805 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 02/03/17

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	2 days
Thursday	5 days
Friday	2 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:

Suburban Area (PPS6 Out of Centre)	6
Edge of Town	5

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

Selected Location Sub Categories:

Residential Zone	11
------------------	----

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 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	3 days
10,001 to 15,000	3 days
20,001 to 25,000	2 days
25,001 to 50,000	2 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	3 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days

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

Car ownership within 5 miles:

1.1 to 1.5	11 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	5 days
No	6 days

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

PTAL Rating:

No PTAL Present	11 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	DV-03-A-01	TERRACED HOUSES	DEVON
	BRONSHILL ROAD		
	TORQUAY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	37	
	Survey date: WEDNESDAY	30/09/15	Survey Type: MANUAL
2	DV-03-A-02	HOUSES & BUNGALOWS	DEVON
	MILLHEAD ROAD		
	HONITON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	116	
	Survey date: FRIDAY	25/09/15	Survey Type: MANUAL
3	DV-03-A-03	TERRACED & SEMI DETACHED	DEVON
	LOWER BRAND LANE		
	HONITON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	70	
	Survey date: MONDAY	28/09/15	Survey Type: MANUAL
4	ES-03-A-02	PRIVATE HOUSING	EAST SUSSEX
	SOUTH COAST ROAD		
	PEACEHAVEN		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	37	
	Survey date: FRIDAY	18/11/11	Survey Type: MANUAL
5	HC-03-A-18	HOUSES & FLATS	HAMPSHIRE
	CANADA WAY		
	LIPHOOK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	62	
	Survey date: TUESDAY	29/11/16	Survey Type: MANUAL
6	SC-03-A-04	DETACHED & TERRACED	SURREY
	HIGH ROAD		
	BYFLEET		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	71	
	Survey date: THURSDAY	23/01/14	Survey Type: MANUAL
7	SM-03-A-01	DETACHED & SEMI	SOMERSET
	WEMBDON ROAD		
	NORTHFIELD		
	BRIDGWATER		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	33	
	Survey date: THURSDAY	24/09/15	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	WL-03-A-02	SEMI DETACHED	WILTSHIRE
	HEADLANDS GROVE		
	SWINDON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	27	
	Survey date: THURSDAY	22/09/16	Survey Type: MANUAL
9	WS-03-A-04	MIXED HOUSES	WEST SUSSEX
	HILLS FARM LANE		
	BROADBRIDGE HEATH		
	HORSHAM		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	151	
	Survey date: THURSDAY	11/12/14	Survey Type: MANUAL
10	WS-03-A-05	TERRACED & FLATS	WEST SUSSEX
	UPPER SHOREHAM ROAD		
	SHOREHAM BY SEA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	48	
	Survey date: WEDNESDAY	18/04/12	Survey Type: MANUAL
11	WS-03-A-06	MIXED HOUSES	WEST SUSSEX
	ELLIS ROAD		
	S BROADBRIDGE HEATH		
	WEST HORSHAM		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	805	
	Survey date: THURSDAY	02/03/17	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/A - HOUSES PRIVATELY OWNED

MULTI-MODAL 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	132	0.091	11	132	0.358	11	132	0.449
08:00 - 09:00	11	132	0.149	11	132	0.404	11	132	0.553
09:00 - 10:00	11	132	0.167	11	132	0.181	11	132	0.348
10:00 - 11:00	11	132	0.137	11	132	0.165	11	132	0.302
11:00 - 12:00	11	132	0.154	11	132	0.159	11	132	0.313
12:00 - 13:00	11	132	0.153	11	132	0.167	11	132	0.320
13:00 - 14:00	11	132	0.166	11	132	0.164	11	132	0.330
14:00 - 15:00	11	132	0.145	11	132	0.183	11	132	0.328
15:00 - 16:00	11	132	0.259	11	132	0.169	11	132	0.428
16:00 - 17:00	11	132	0.270	11	132	0.171	11	132	0.441
17:00 - 18:00	11	132	0.358	11	132	0.161	11	132	0.519
18:00 - 19:00	11	132	0.309	11	132	0.169	11	132	0.478
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.358			2.451			4.809

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 - 805 (units:)
Survey date range:	01/01/09 - 02/03/17
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:	0

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

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

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	132	0.008	11	132	0.010	11	132	0.018
08:00 - 09:00	11	132	0.001	11	132	0.009	11	132	0.010
09:00 - 10:00	11	132	0.001	11	132	0.002	11	132	0.003
10:00 - 11:00	11	132	0.001	11	132	0.003	11	132	0.004
11:00 - 12:00	11	132	0.002	11	132	0.002	11	132	0.004
12:00 - 13:00	11	132	0.003	11	132	0.005	11	132	0.008
13:00 - 14:00	11	132	0.004	11	132	0.005	11	132	0.009
14:00 - 15:00	11	132	0.002	11	132	0.002	11	132	0.004
15:00 - 16:00	11	132	0.006	11	132	0.003	11	132	0.009
16:00 - 17:00	11	132	0.009	11	132	0.012	11	132	0.021
17:00 - 18:00	11	132	0.019	11	132	0.012	11	132	0.031
18:00 - 19:00	11	132	0.007	11	132	0.006	11	132	0.013
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.063			0.071			0.134

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	27 - 805 (units:)
Survey date range:	01/01/09 - 02/03/17
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:	0

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

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

MULTI-MODAL PEDESTRIANS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	132	0.016	11	132	0.036	11	132	0.052
08:00 - 09:00	11	132	0.025	11	132	0.167	11	132	0.192
09:00 - 10:00	11	132	0.055	11	132	0.060	11	132	0.115
10:00 - 11:00	11	132	0.045	11	132	0.043	11	132	0.088
11:00 - 12:00	11	132	0.035	11	132	0.032	11	132	0.067
12:00 - 13:00	11	132	0.033	11	132	0.033	11	132	0.066
13:00 - 14:00	11	132	0.034	11	132	0.032	11	132	0.066
14:00 - 15:00	11	132	0.034	11	132	0.049	11	132	0.083
15:00 - 16:00	11	132	0.166	11	132	0.049	11	132	0.215
16:00 - 17:00	11	132	0.089	11	132	0.043	11	132	0.132
17:00 - 18:00	11	132	0.068	11	132	0.047	11	132	0.115
18:00 - 19:00	11	132	0.043	11	132	0.037	11	132	0.080
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.643			0.628			1.271

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.

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Parameter summary

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Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	132	0.001	11	132	0.020	11	132	0.021
08:00 - 09:00	11	132	0.001	11	132	0.012	11	132	0.013
09:00 - 10:00	11	132	0.001	11	132	0.008	11	132	0.009
10:00 - 11:00	11	132	0.003	11	132	0.003	11	132	0.006
11:00 - 12:00	11	132	0.002	11	132	0.005	11	132	0.007
12:00 - 13:00	11	132	0.002	11	132	0.003	11	132	0.005
13:00 - 14:00	11	132	0.006	11	132	0.002	11	132	0.008
14:00 - 15:00	11	132	0.003	11	132	0.003	11	132	0.006
15:00 - 16:00	11	132	0.011	11	132	0.003	11	132	0.014
16:00 - 17:00	11	132	0.008	11	132	0.006	11	132	0.014
17:00 - 18:00	11	132	0.015	11	132	0.001	11	132	0.016
18:00 - 19:00	11	132	0.010	11	132	0.001	11	132	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.063			0.067			0.130

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.

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