

Technical Note

Introduction and Scope of Assessment

- 1.1 This Technical Note has been prepared on behalf of Jamie Orton to consider highways matters relating to the proposed residential development on land adjacent to Scyld, on Horsemere Green Lane, Climping. The scheme, of use class C3, comprises nine residential dwellings with associated landscaping and parking.
- 1.2 This technical note seeks to determine that the proposals are unlikely to result in any material traffic impact.

Existing Site Description and Proposed Development

- 1.3 The site is located between Littlehampton and Burndell in West Sussex. The Local Planning Authority is Arun District Council. The surrounding area consists of residential properties and farmland.
- 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 proposals include the construction of nine detached housing units, consisting of one five-bed unit, three four-bed units, three three-bed units, and two two-bed units. 22 parking spaces are to be provided in association with the units, as well as a further five visitor parking spaces.
- 1.5 The Ben Smith & Partners site plan 1111/DPA101 is attached in **Appendix A**.

Parking Provision

- 1.6 Residential parking standards are described in Supplementary Planning Guidance Complements Policy GEN12 of the Arun District Local Plan 2003, which relates to the provision of parking for new developments. These standards represent the maximum provision for parking.
- 1.7 Table 1 in this document states that, for developments of up to fifteen units:
- for each dwelling of one, two, or three bedrooms, a maximum provision of two car spaces and one visitor space should be provided; and
 - for each dwelling with four or more bedrooms, a maximum of three garages / car spaces, plus one space for visitors, should be provided.

- 1.8 In terms of operational requirements for car spaces, these are required to be provided to a size 4.8m x 2.4m to accommodate a private car of average dimensions.
- 1.9 The proposals include nine private houses with a parking provision of 27 spaces, including five visitor spaces, therefore complying with standards.

Visibility Requirements

- 1.10 Sight Stopping Distance (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 is a function of vehicle speed, deceleration rate, and driver reaction time. The basic formula for calculating SSD is outlined within Manual for Streets.
- 1.11 In respect of the inter-visibility between vehicles emerging from the proposed residential development onto Horsemere Green Lane, the two key elements to be assessed are the setback distance – or ‘x’ distance – along the minor arm (the access road), and the distance a driver can see along the major arm (Horsemere Green Lane) – the ‘y’ distance – when exiting. The ‘x’ distance is regarded as a function of capacity; the shorter the distance, the slower traffic will approach a give-way line. With greater distance, approaching drivers will have a greater opportunity to look for gaps in traffic on the major road, and therefore enable them to approach at a higher speed.
- 1.12 At an ‘x’ distance of 2.4m, 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 arm under these conditions. It is clear that the volume of traffic emerging from the site will be very low, and therefore the 2.4m ‘x’ distance is appropriate. The ‘y’ distance is based on SSDs of traffic approaching on the major arm, on Horsemere Green Lane in this case.
- 1.13 A 30mph main alignment speed is used to identify the appropriate visibility – or ‘y’ distance – to the left and right of the site accesses. Based on this speed, Manual for Streets requires an unobstructed visibility splay of 2.4m (‘x’ distance) measured back from the minor arm stop line, by 43m (‘y’ distance), taken along the main alignment nearside kerb line towards the direction of opposing traffic. All visibility splays should ensure that a vertical envelope above a minimum height of 600mm remains clear of obstruction to ensure children can be seen by turning traffic.
- 1.14 **Figure 1.3** illustrates the achievable visibility splays at the development entrance; the 2.4m x 43m splay is achievable.

Movement and Access

- 1.15 The proposed vehicular access through the site will be by means of a shared surface access road provided to a width of 4.8m, with a 1.5m footway. The refurbished residential dwelling will retain its existing access. All dwellings will be within 45 metres of the internal access road, and therefore access for fire appliances to individual properties will not be required.

Delivery and Servicing Arrangement

- 1.16 The proposed site layout, including parking and access arrangements is provided in **Appendix A** with swept path analysis of a private car accessing the site and the garages shown in **Figures 1.4** and **1.5**.
- 1.17 In relation to refuse collection, swept path analysis of a refuse collection vehicle is shown in **Figures 1.6** and **1.7**, showing the collection vehicle entering and exiting the site in a forward gear. Bin storage for the residential units will be located within the curtilage of each dwelling, to avoid refuse collection operatives having to carry bins further than 25m, the maximum carry distance defined within Manual for Streets.
- 1.18 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. **Figures 1.8** and **1.9** show the swept path of a delivery vehicle turning within the site's turning area.
- 1.19 Should a fire appliance need to attend the site, the swept path analysis of a standard fire tender is shown in **Figures 1.10** and **1.11**.

Trip Generation Analysis

- 1.20 Trip generation during the weekday morning peak (0800-0900), weekday evening peak (1700-1800), and across an entire weekday has been assessed. The peak times correspond to the times during which the baseline network demand on the surrounding highway and transportation infrastructure is at its highest.
- 1.21 It follows that, should the impact of development traffic on the local road network be considered acceptable during these periods, it would also be acceptable during other, less busy, periods of the week.

- 1.22 Trip generation associated with the current site and proposed development has been calculated with reference to the TRICS (Trip Rate Information Computer System) database. Similar privately-owned residential developments have been assessed, selected from south east England in “edge of town” or “suburban” locations, and surveyed between 2009 and 2017. The full TRICS output is contained within **Appendix B** of this note and summarised within **Table 1.1**.

Proposed Residential Use

- 1.23 **Table 1.1** summarises the anticipated multi-modal trip generation for the proposed development, including weekday peak hours and daily totals.

Proposed Residential	AM Peak		PM Peak		Daily	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicles	1	4	3	1	21	22
Public Transport	0	0	0	0	1	1
Cycle	0	0	0	0	1	1
Pedestrians	0	1	1	1	6	5
Total Persons	1	5	4	2	29	29

Table 1.1: Peak and Daily Trip Generation (Proposed C3 Residential Use)

- 1.24 As presented in **Table 1.1**, it is anticipated that the proposed development will generate six person-movements during the morning peak, and six person-movements during the evening peak; five and four of these will be made by private vehicle, respectively. Across an entire weekday, a total of 43 vehicle movements are anticipated, corresponding to 21.5 vehicle trips.

Trip Generation Summary

- 1.25 The proposed residential development is expected to generate up to five vehicle movements (or 2.5 vehicle trips) during both peak hours, equivalent to one movement every twelve minutes. Overall, the impact on the operation of the surrounding highway and transport networks is considered to be negligible.

Summary and Conclusions

- 1.1 This Technical Note has been prepared on behalf of Jamie Orton to consider highways matters relating to the proposed residential development on land adjacent to Scyld, on Horsemere Green Lane, Climping. The scheme, of use class C3, comprises nine residential dwellings with associated landscaping and parking.
- 1.26 A summary of the findings within the Technical Note are provided below:
- Required visibility splays have been demonstrated onto Horsemere Green Lane in accordance with relevant guidance for the posted speed limit;
 - The proposed residential parking provision complies 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 a combined total of 22 two-way vehicle trips;
 - The proposed use will generate up to five vehicle trips during both peak hours, equivalent to one movement every twelve minutes; and
 - Overall, the impact on the operation of the surrounding highway and transport networks is expected to be negligible.
- 1.27 In light of the above and preceding assessment, it is reasonable to conclude that the development proposals will not have any significant impact on the local transport network. They are therefore acceptable in transport planning terms and accord with the principles of sustainable development as set out within the National Planning Policy Framework (NPPF).



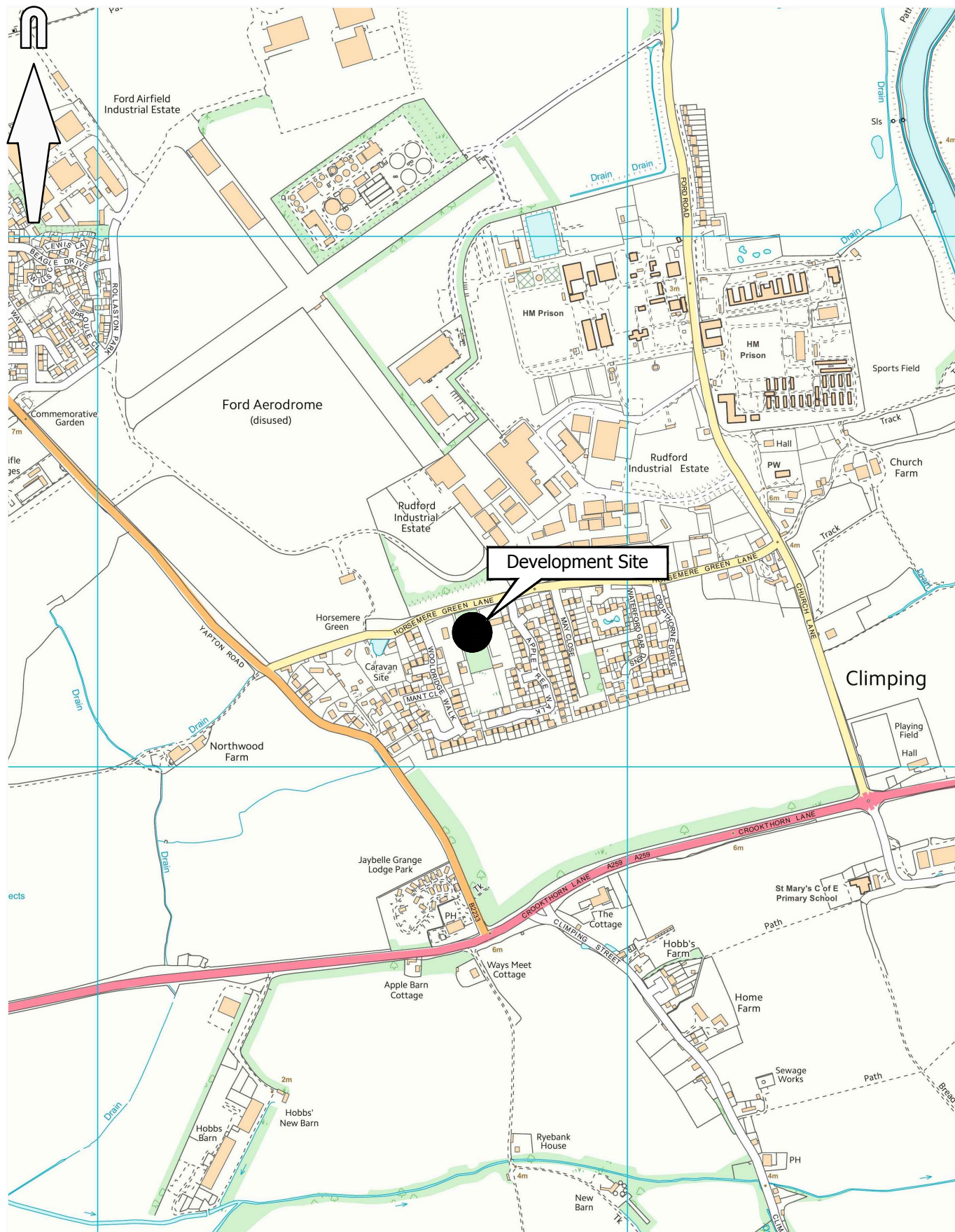
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Site in Relation to the Regional Highway Network

Scale 1:50 000

Figure 1.1



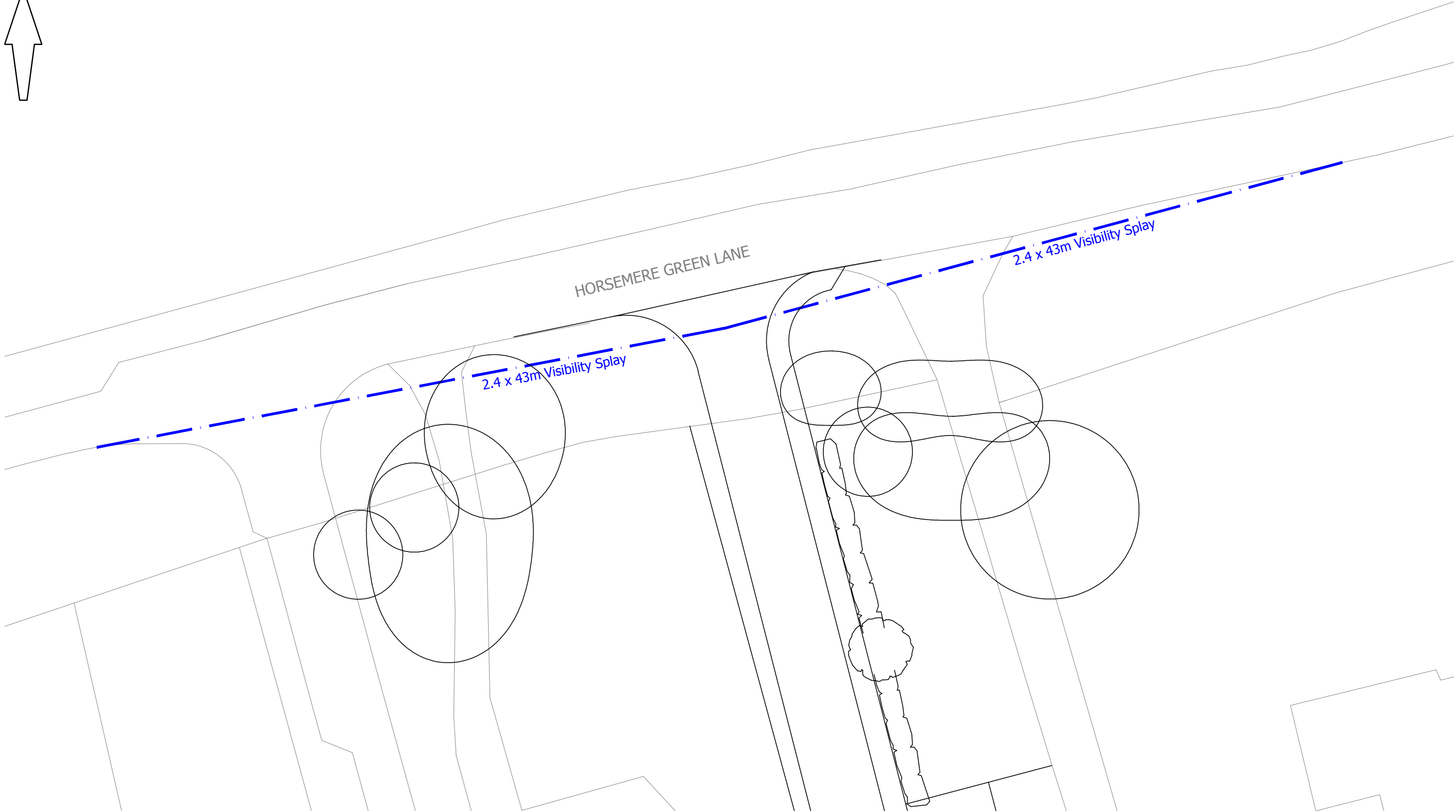
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Site in Relation to the Local Highway Network

Scale 1:10 000

Figure 1.2



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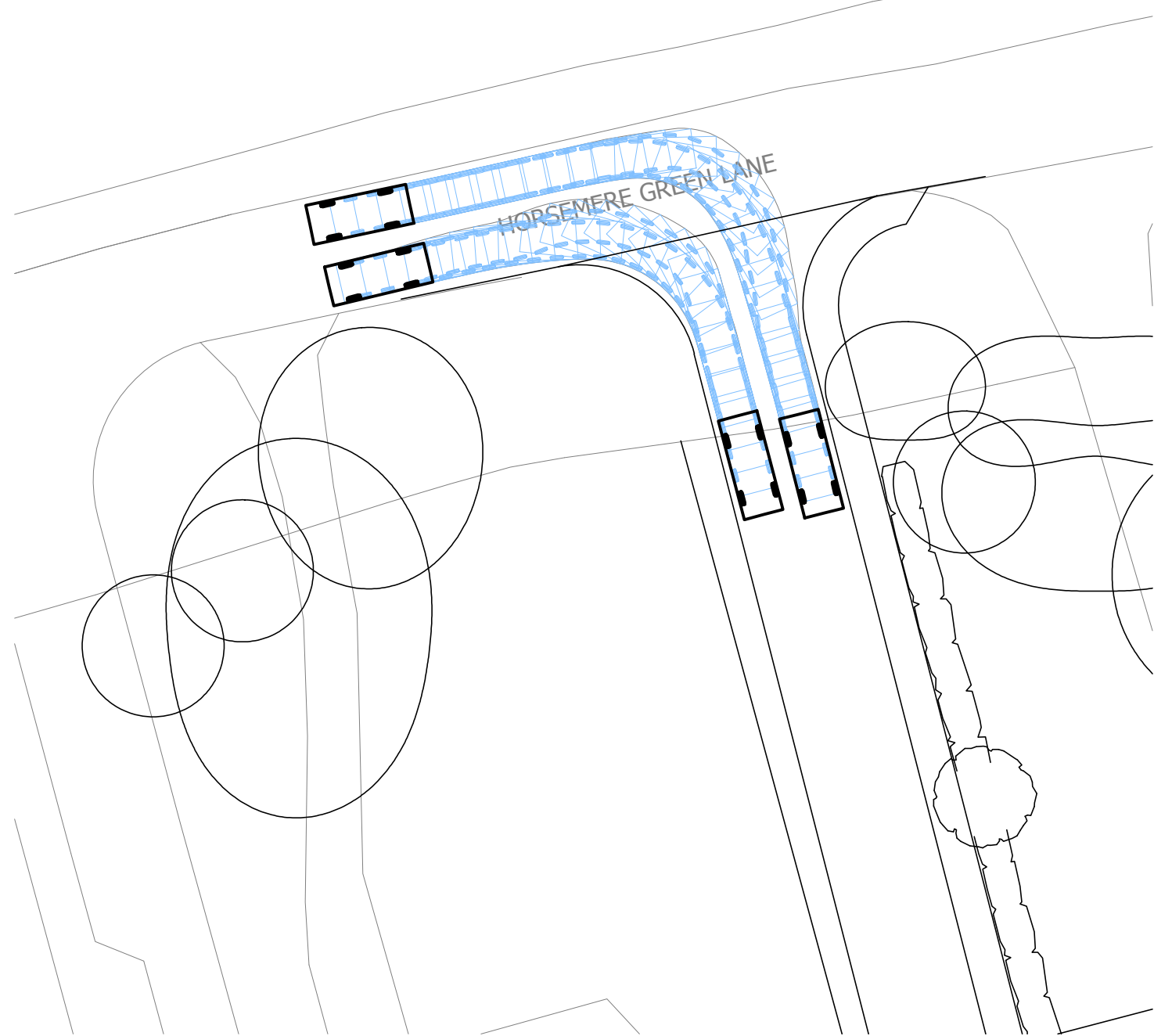
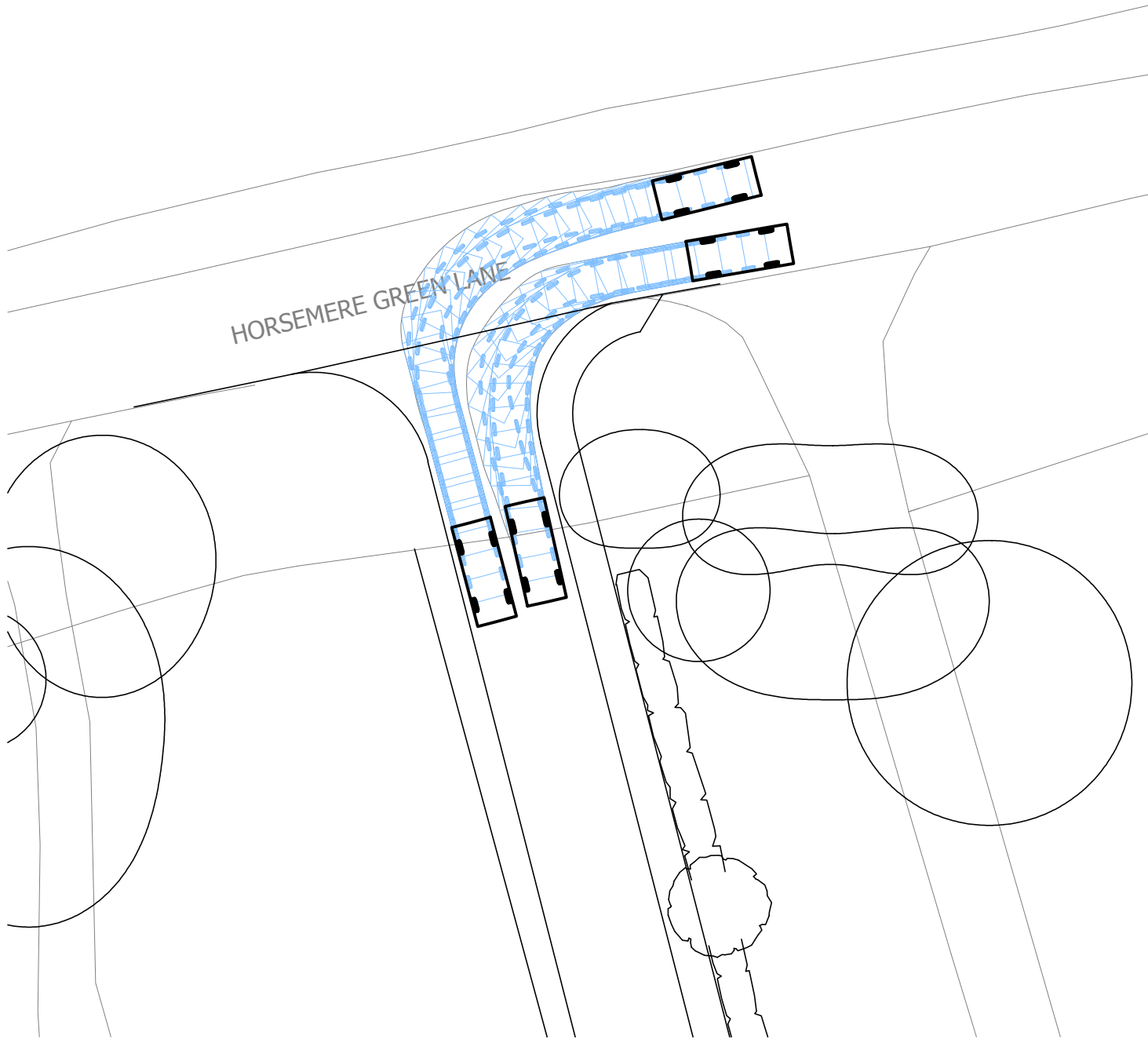
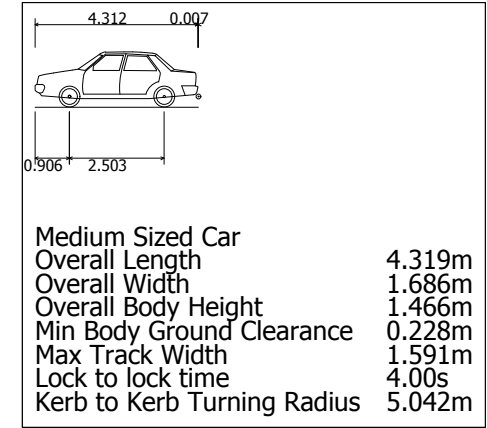
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VISIBILITY SPLAYS AT ACCESS

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FIGURE 1.3

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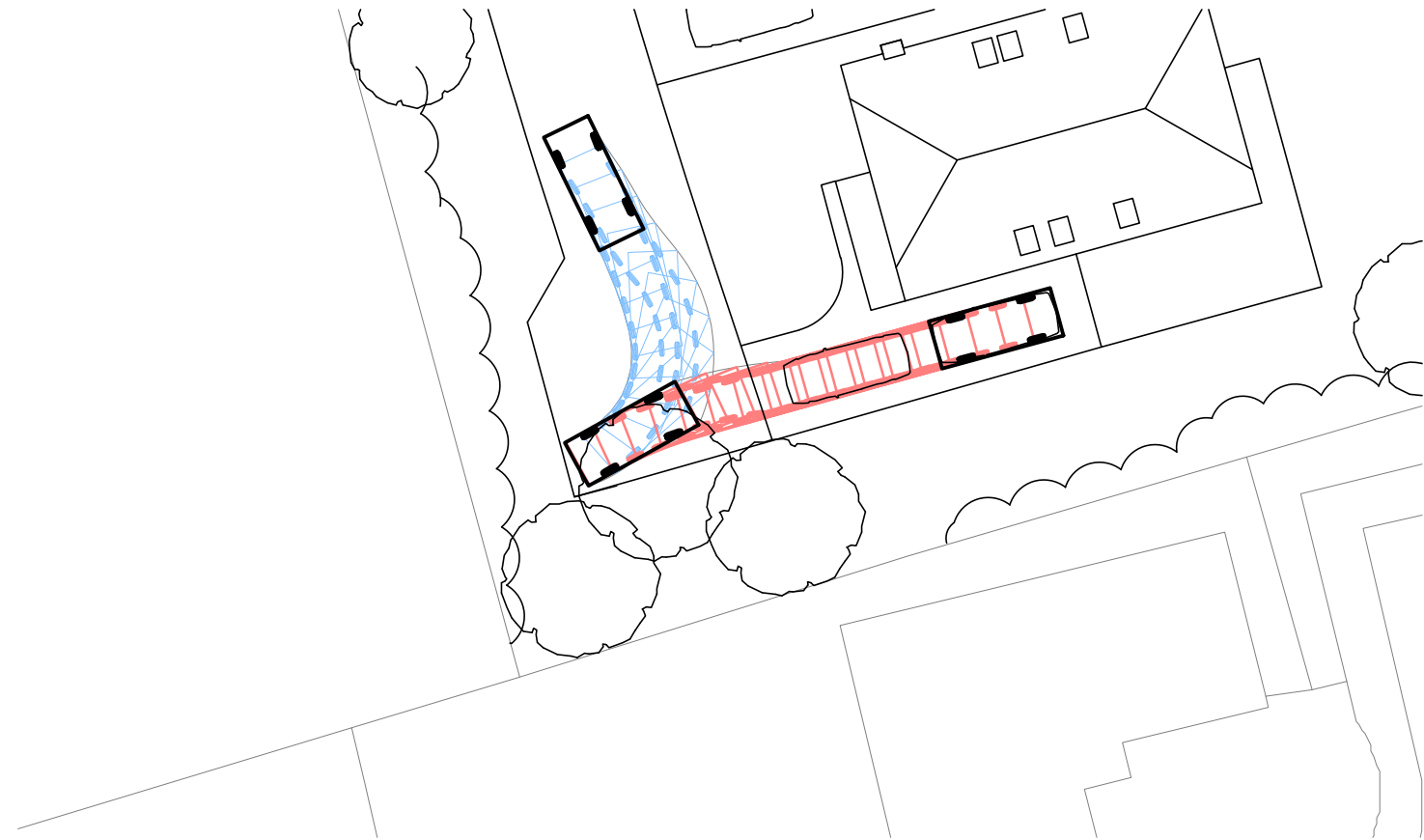
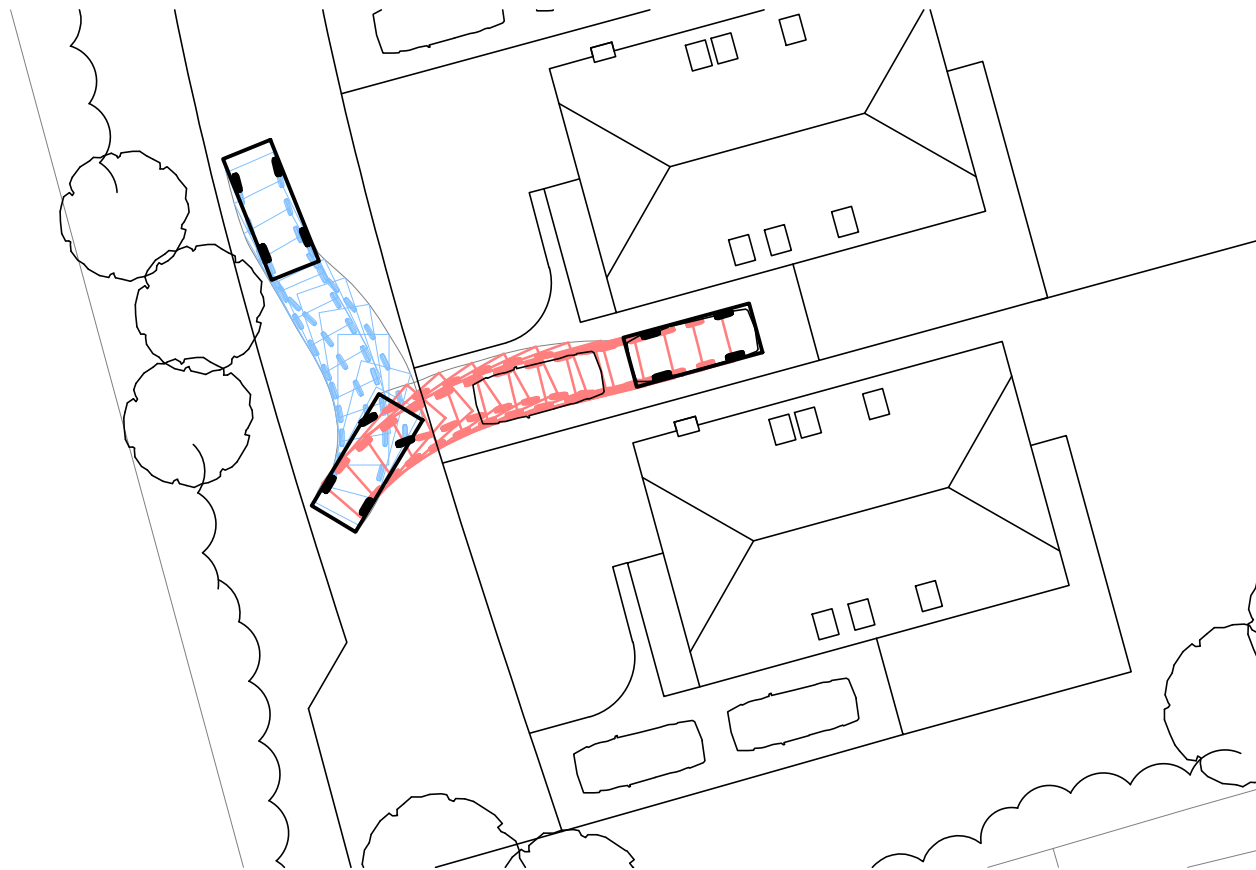
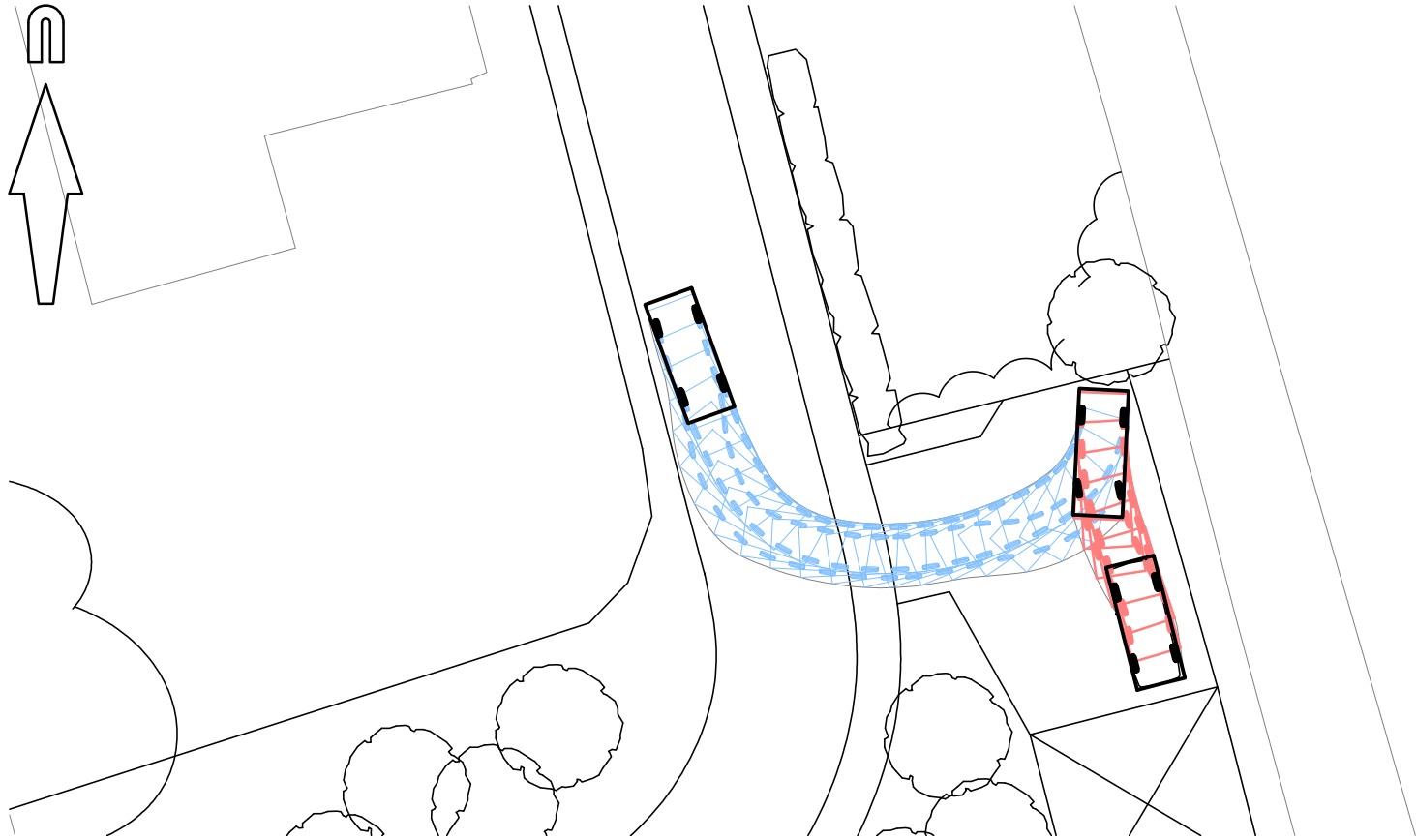
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SWEPT PATH ANALYSIS
CARS PASSING AT PASSING AREAS

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FIGURE 1.4

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SWEPT PATH ANALYSIS
 CAR USING A SELECTION OF BAYS

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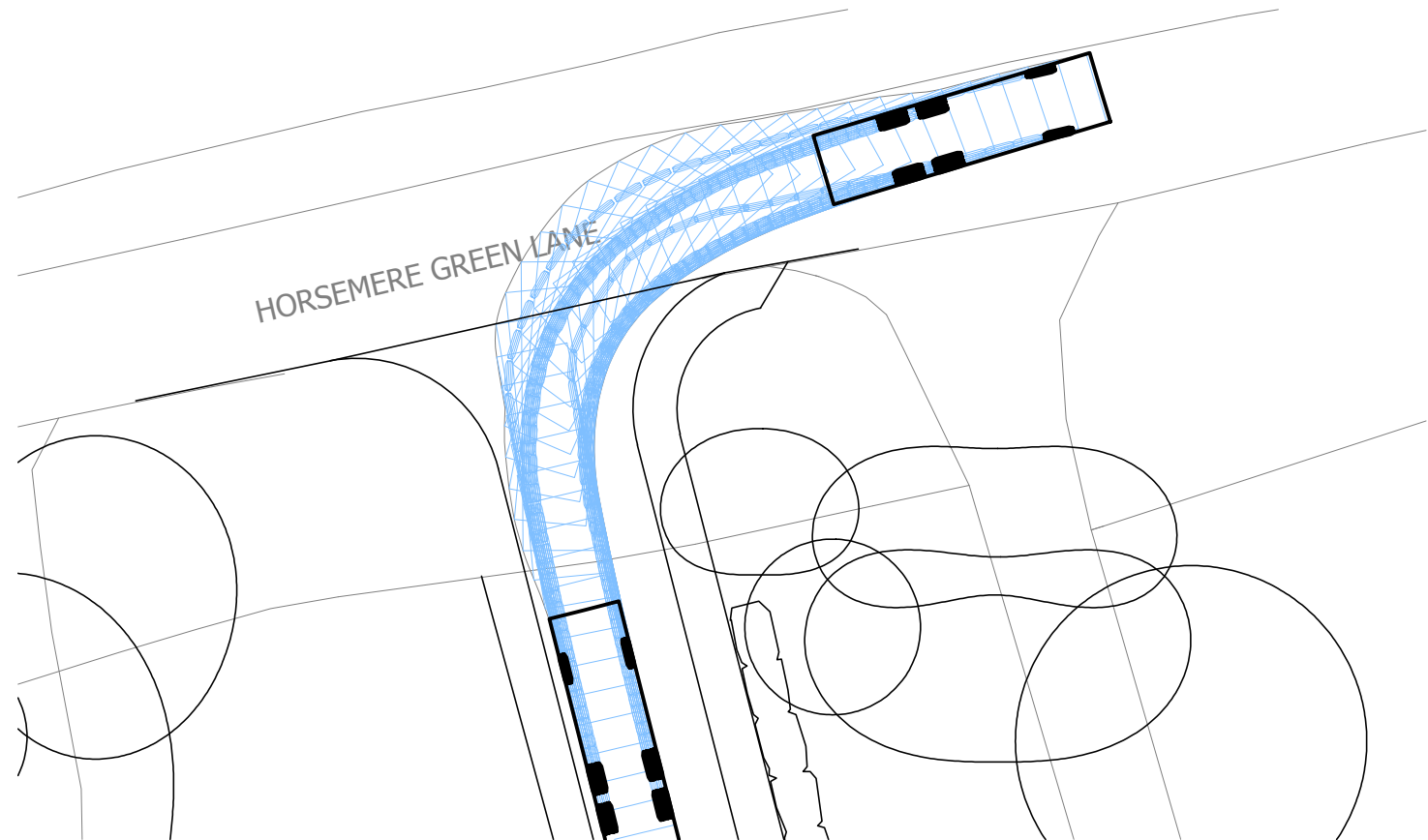
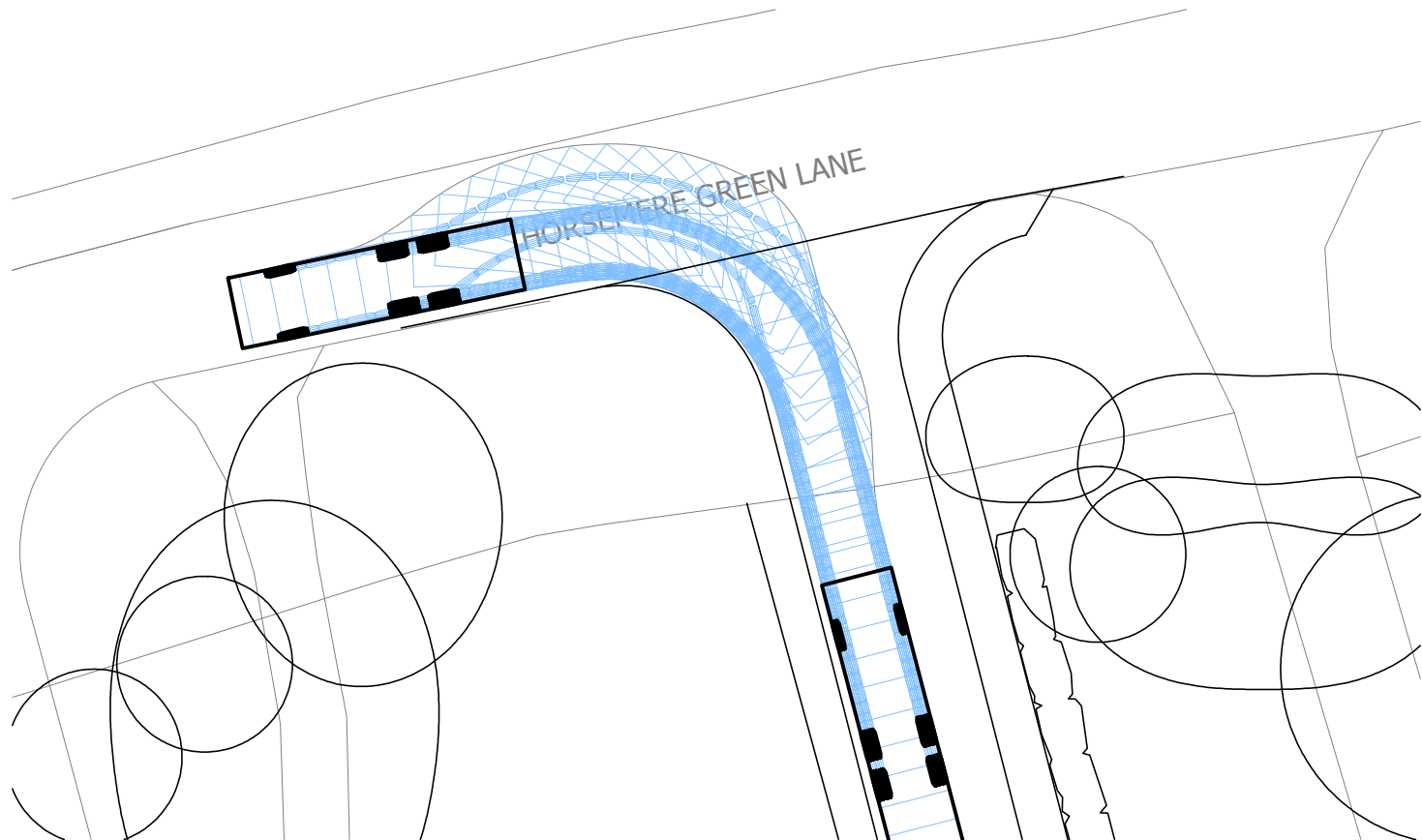
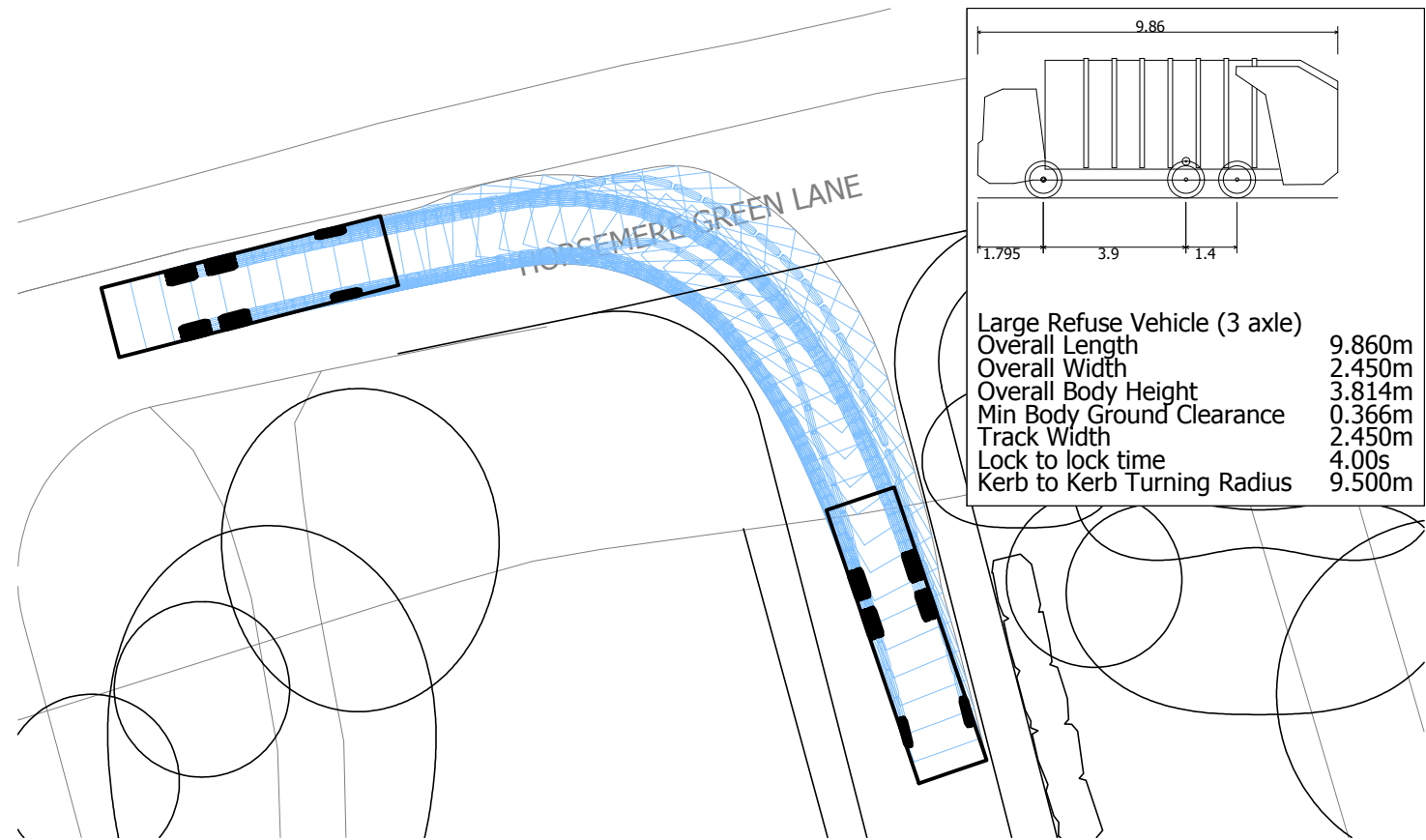
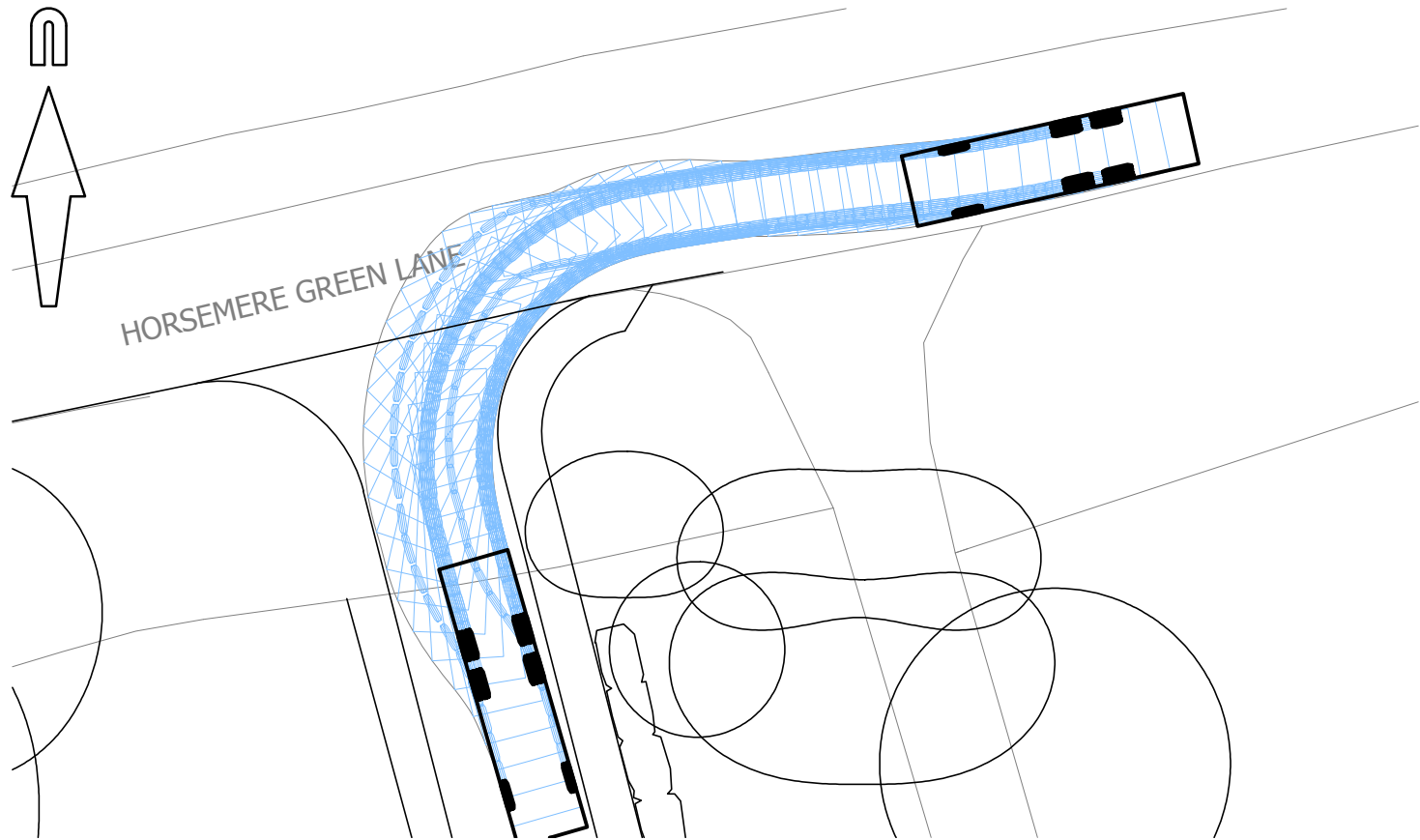
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FIGURE 1.5

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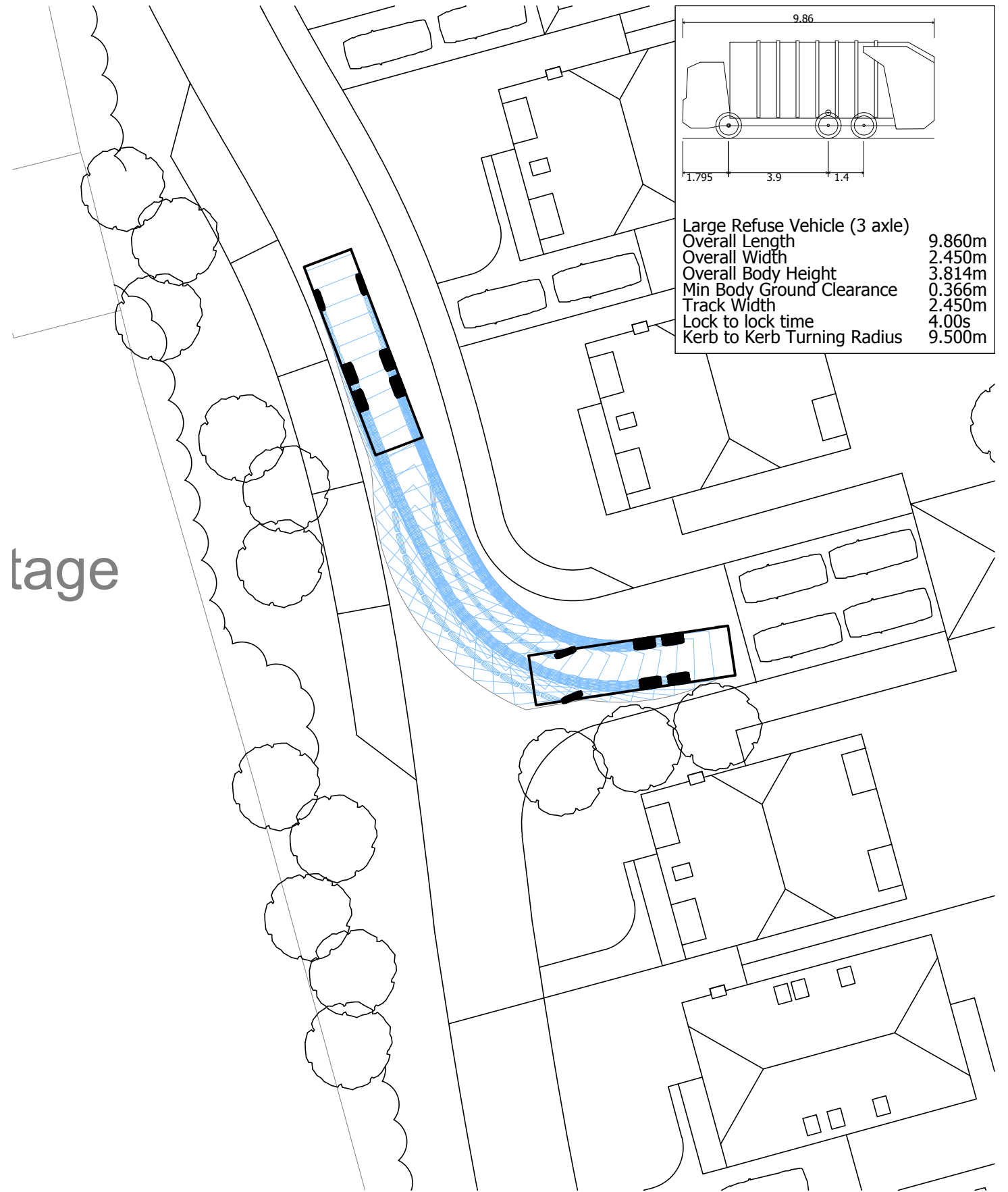
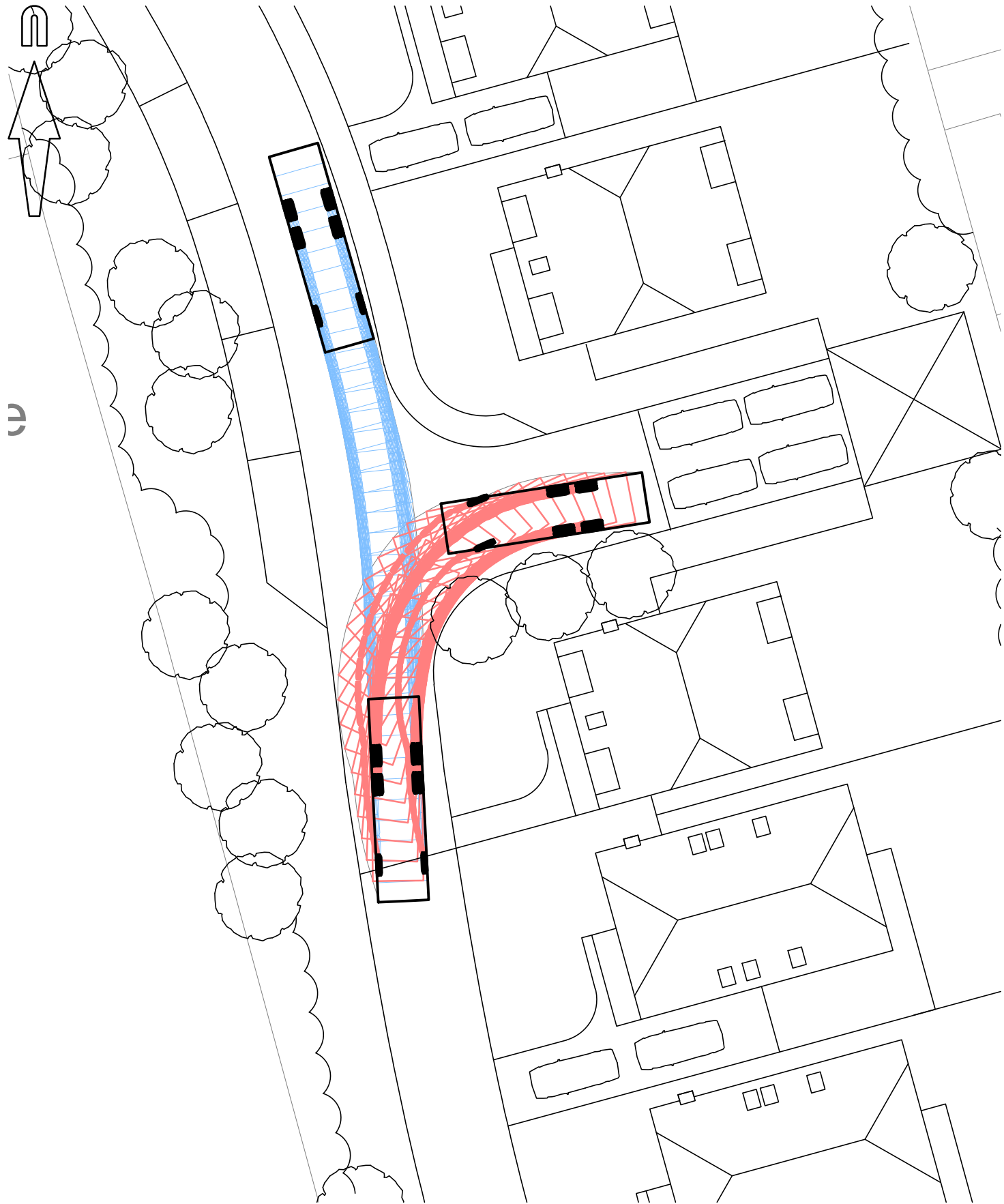
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LARGE REFUSE VEHICLE ENTERING/EXITING SITE**

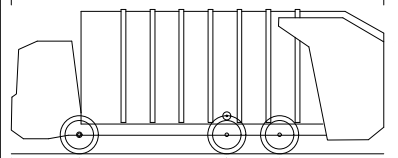
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9.86



1.7953.91.4

Large Refuse Vehicle (3 axle)

Overall Length9.860m

Overall Width2.450m

Overall Body Height3.814m

Min Body Ground Clearance0.366m

Track Width2.450m

Lock to lock time4.00s

Kerb to Kerb Turning Radius9.500m

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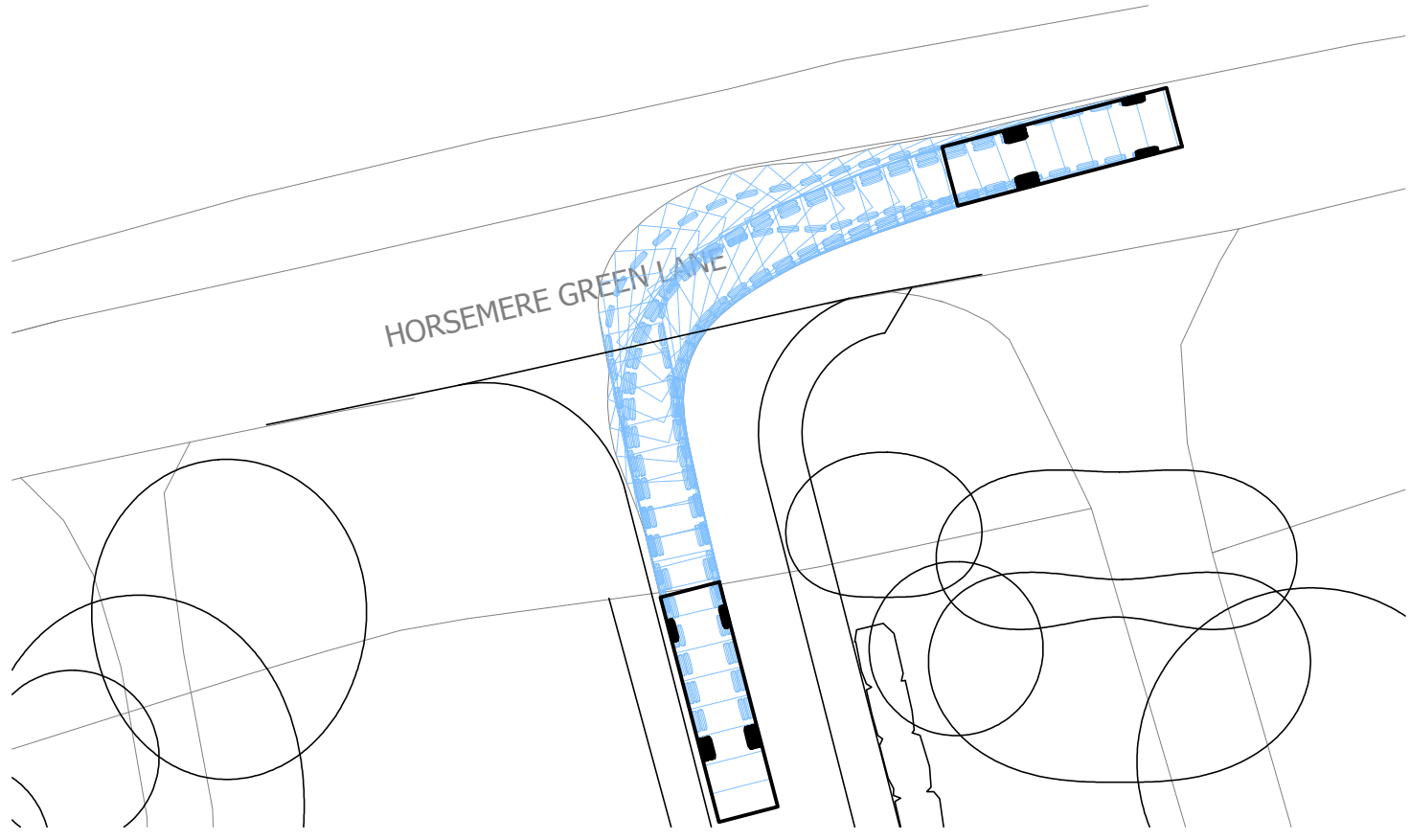
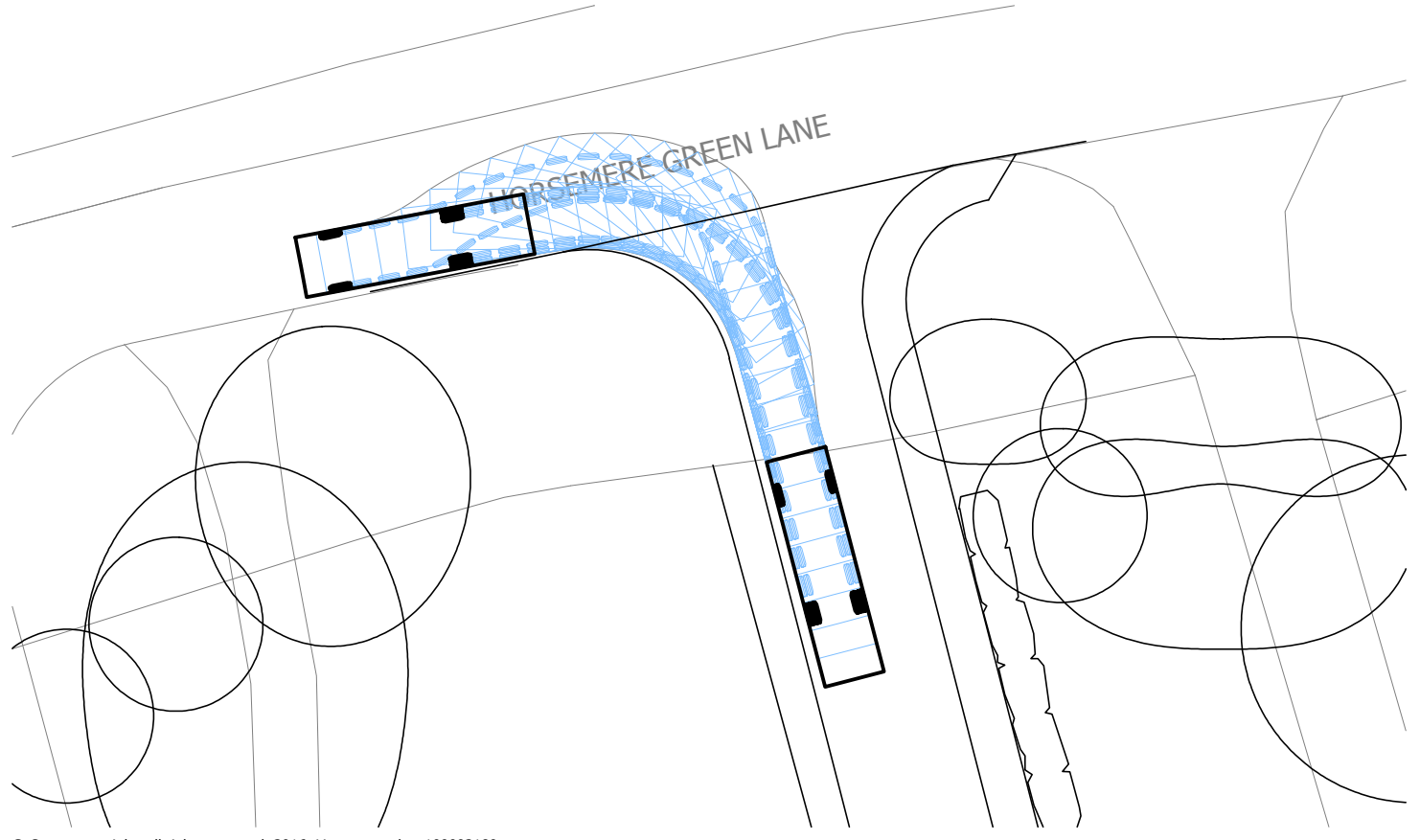
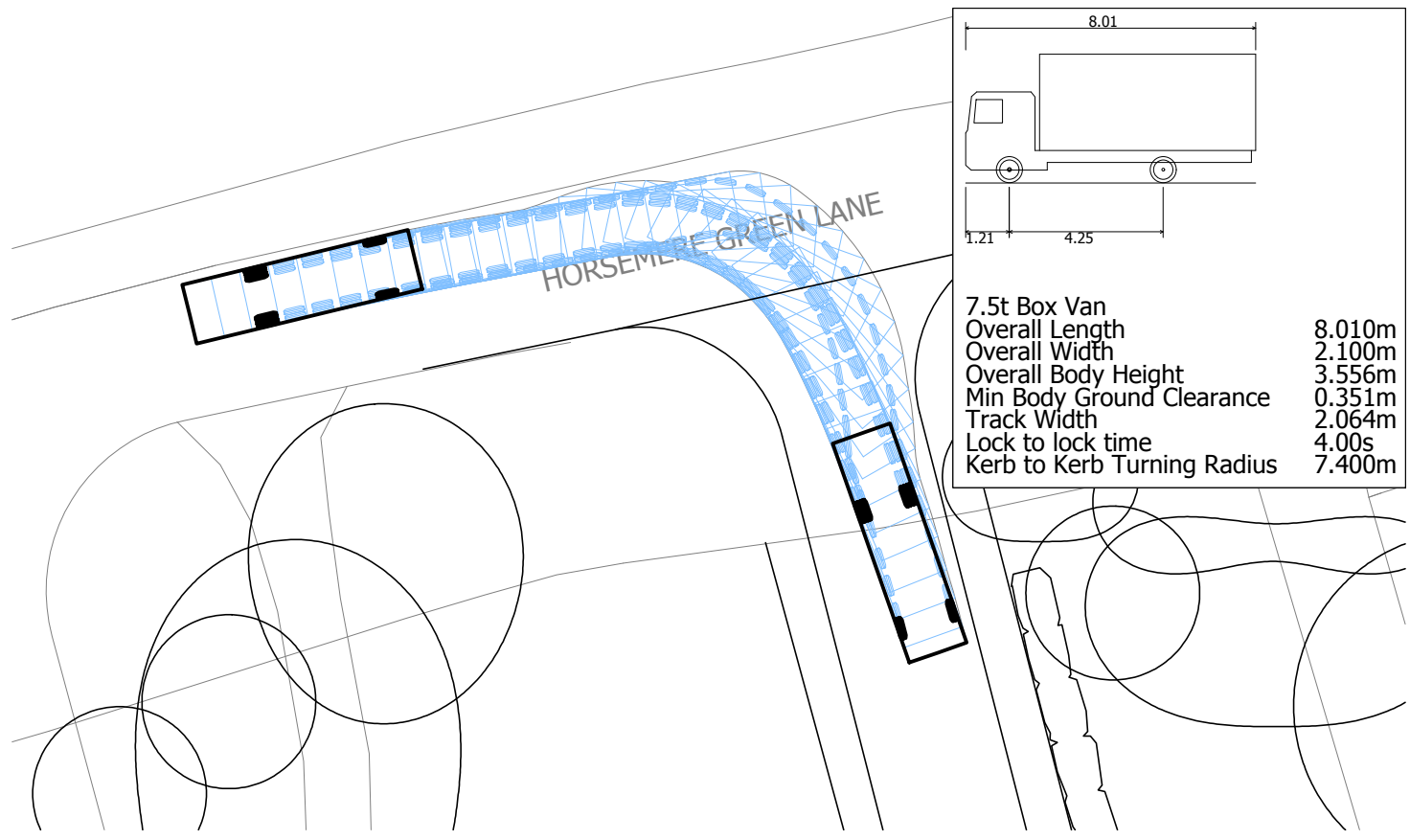
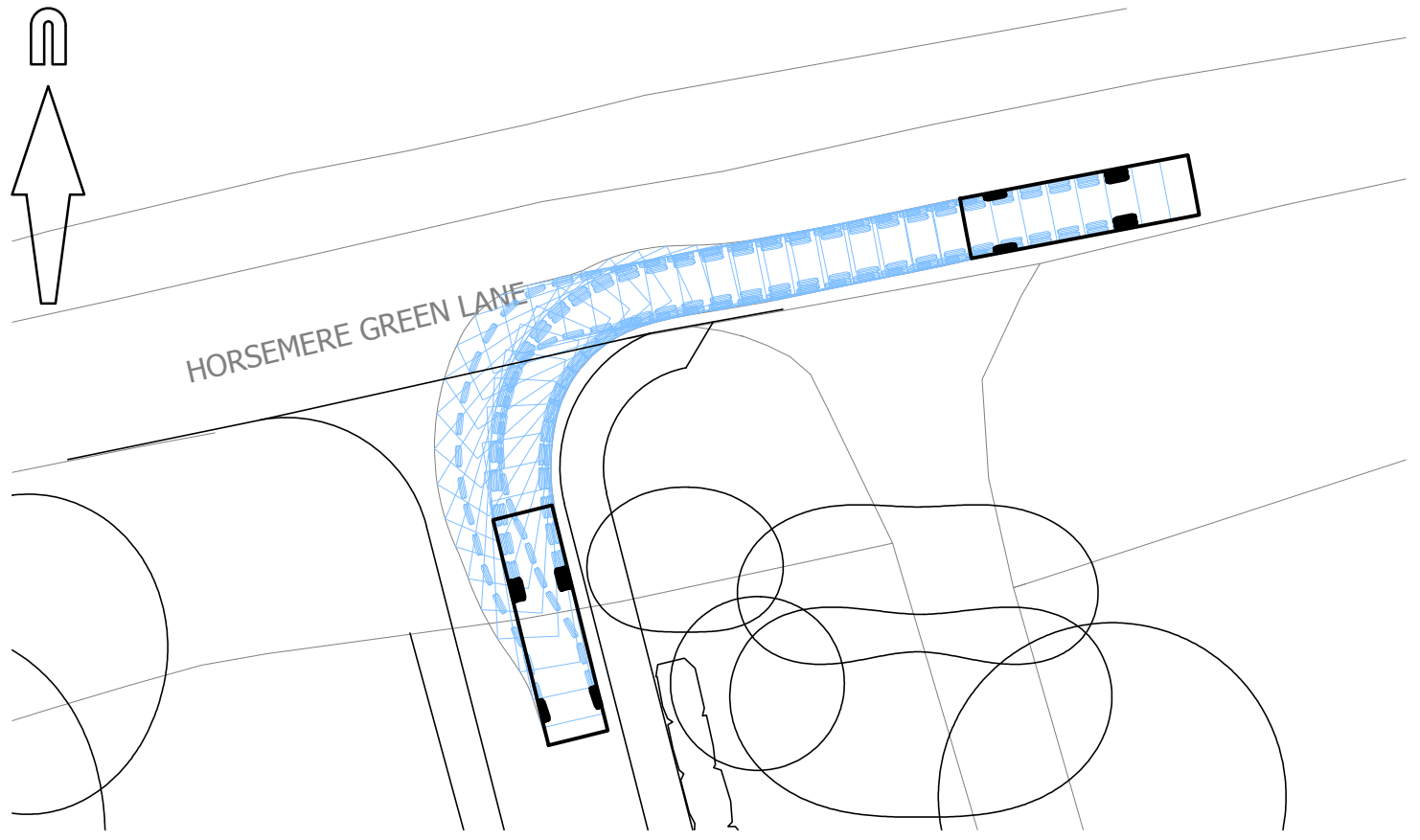
SWEPT PATH ANALYSIS
LARGE REFUSE VEHICLE TURNING ON SITE

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FIGURE 1.7

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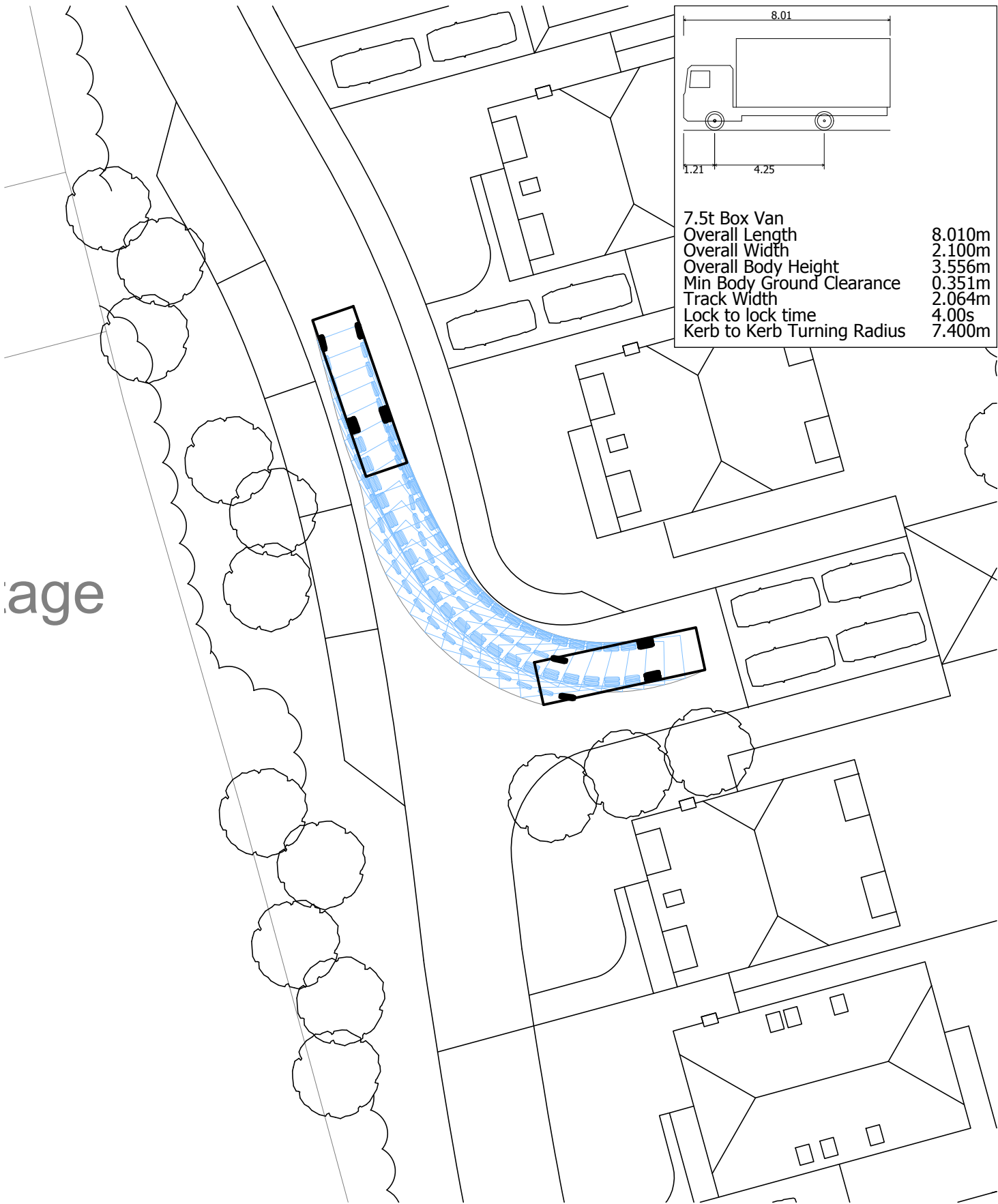
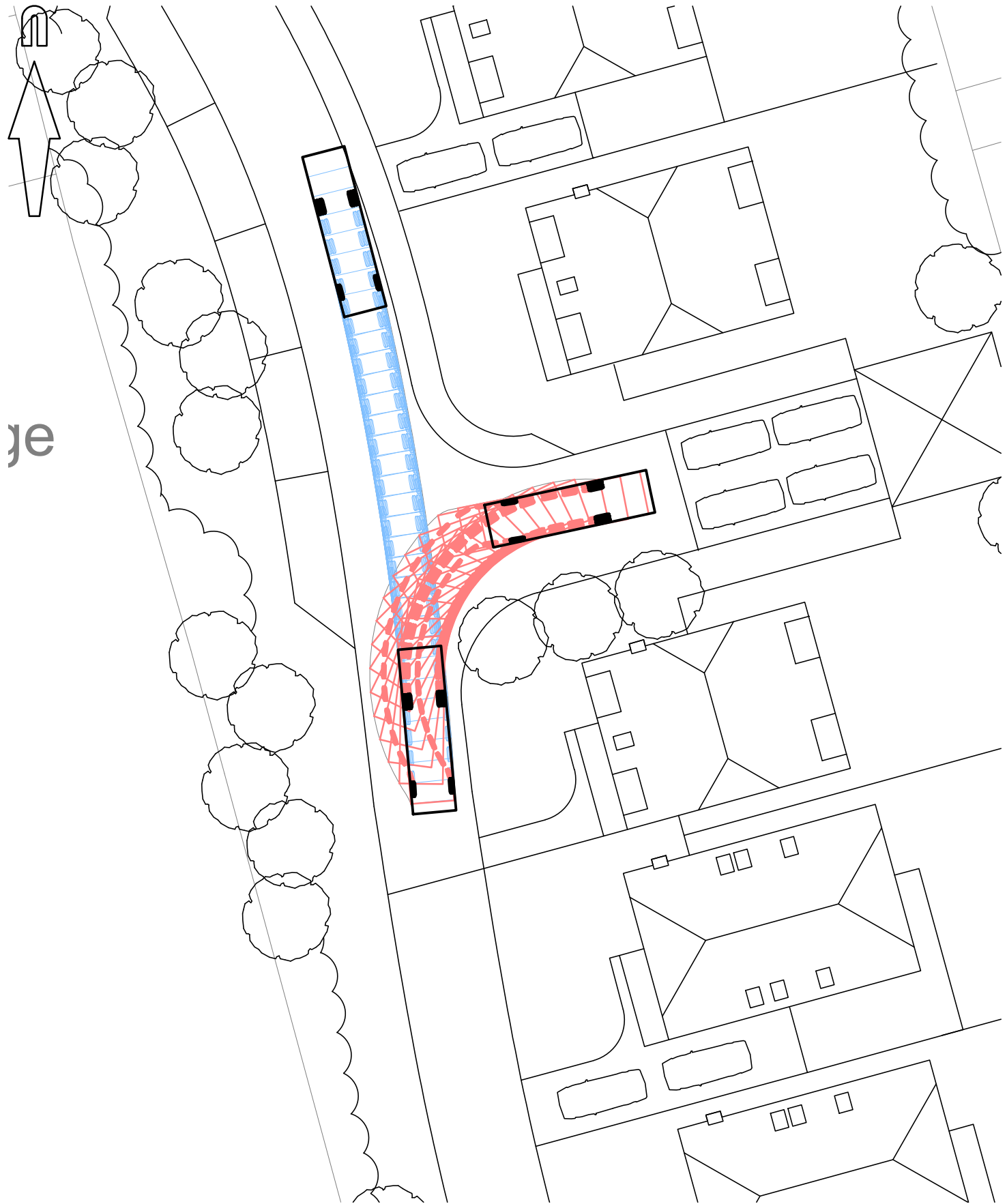
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SWEPT PATH ANALYSIS
7.5t BOX VAN ENTERING/EXITING SITE

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8.01	
7.5t Box Van	
Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

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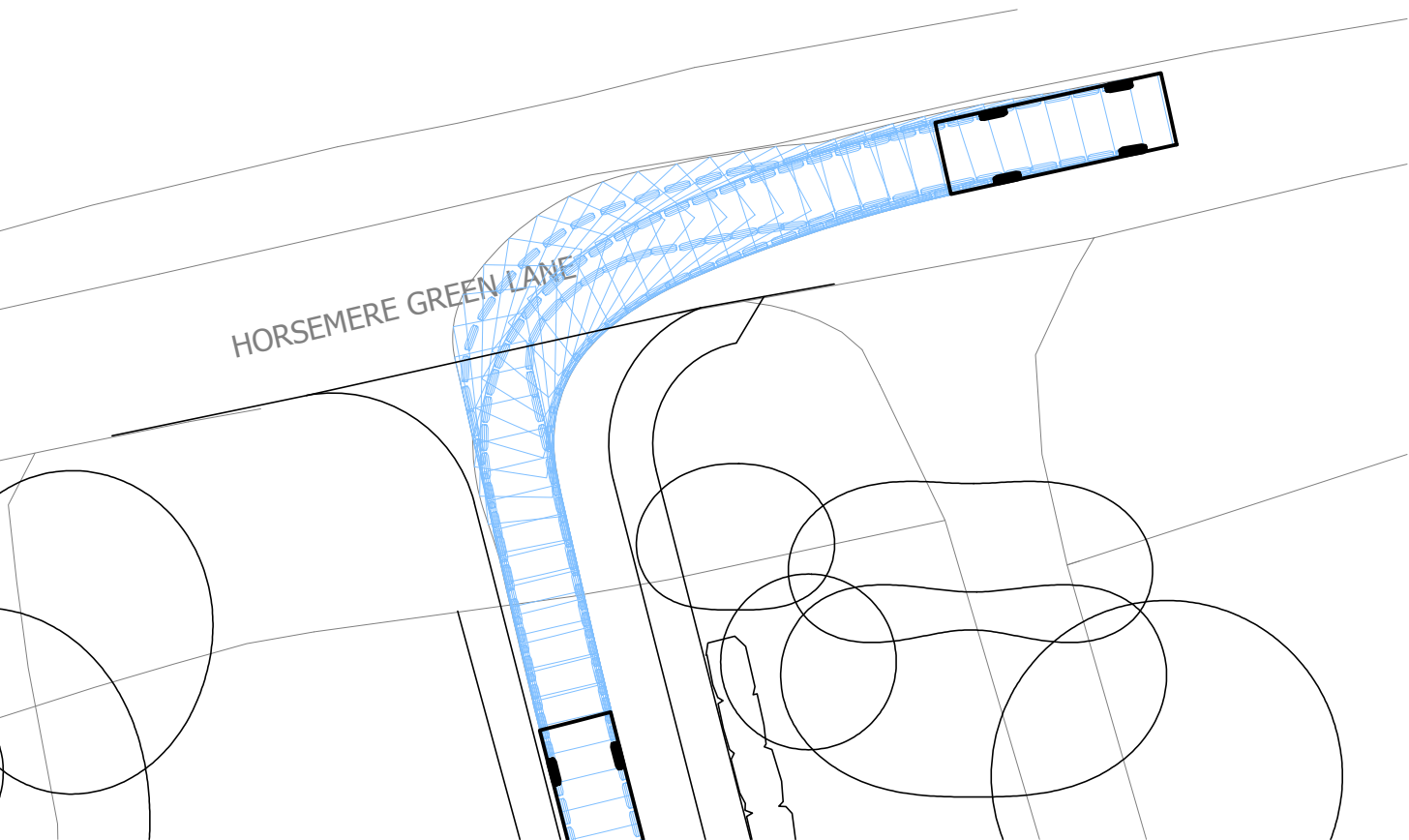
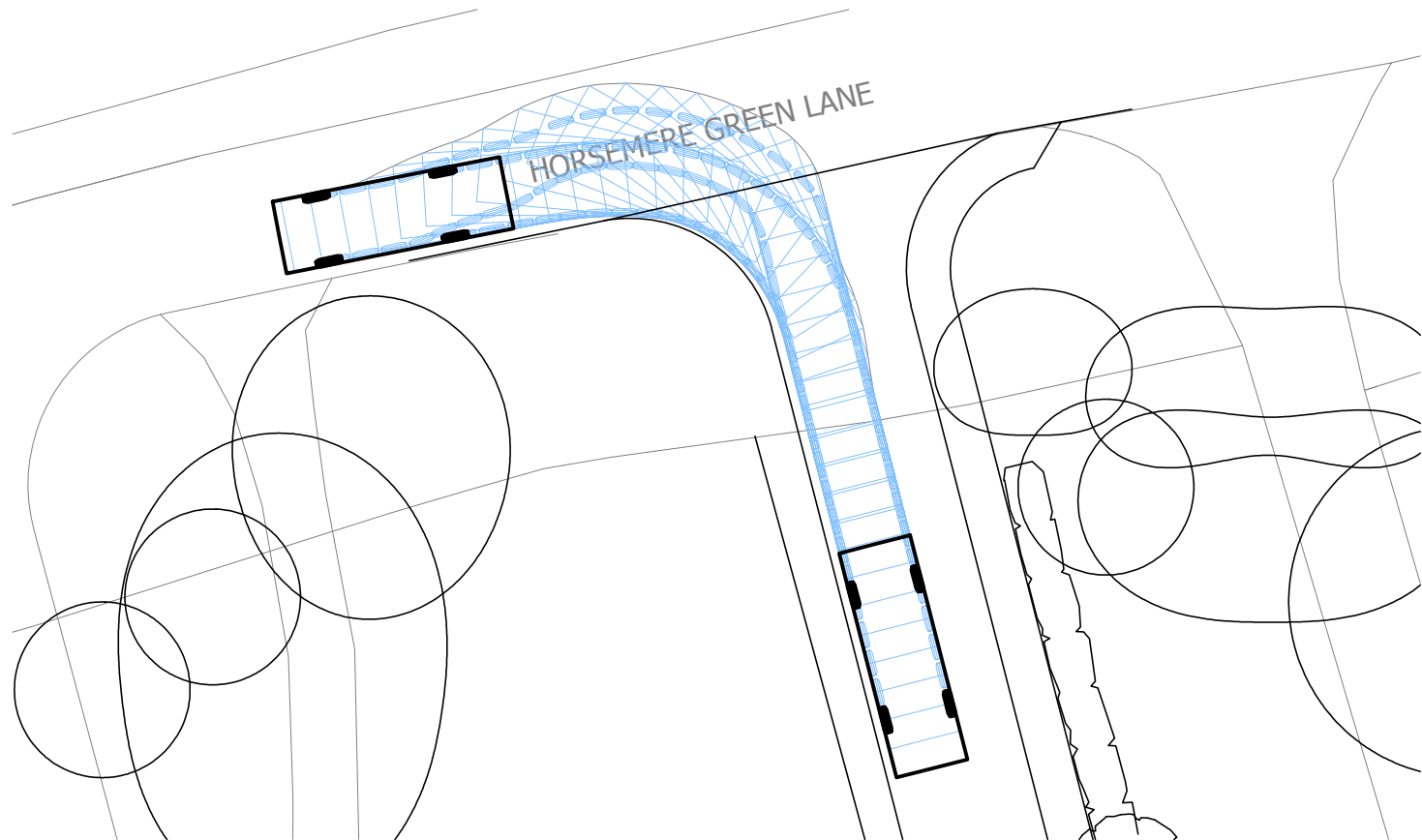
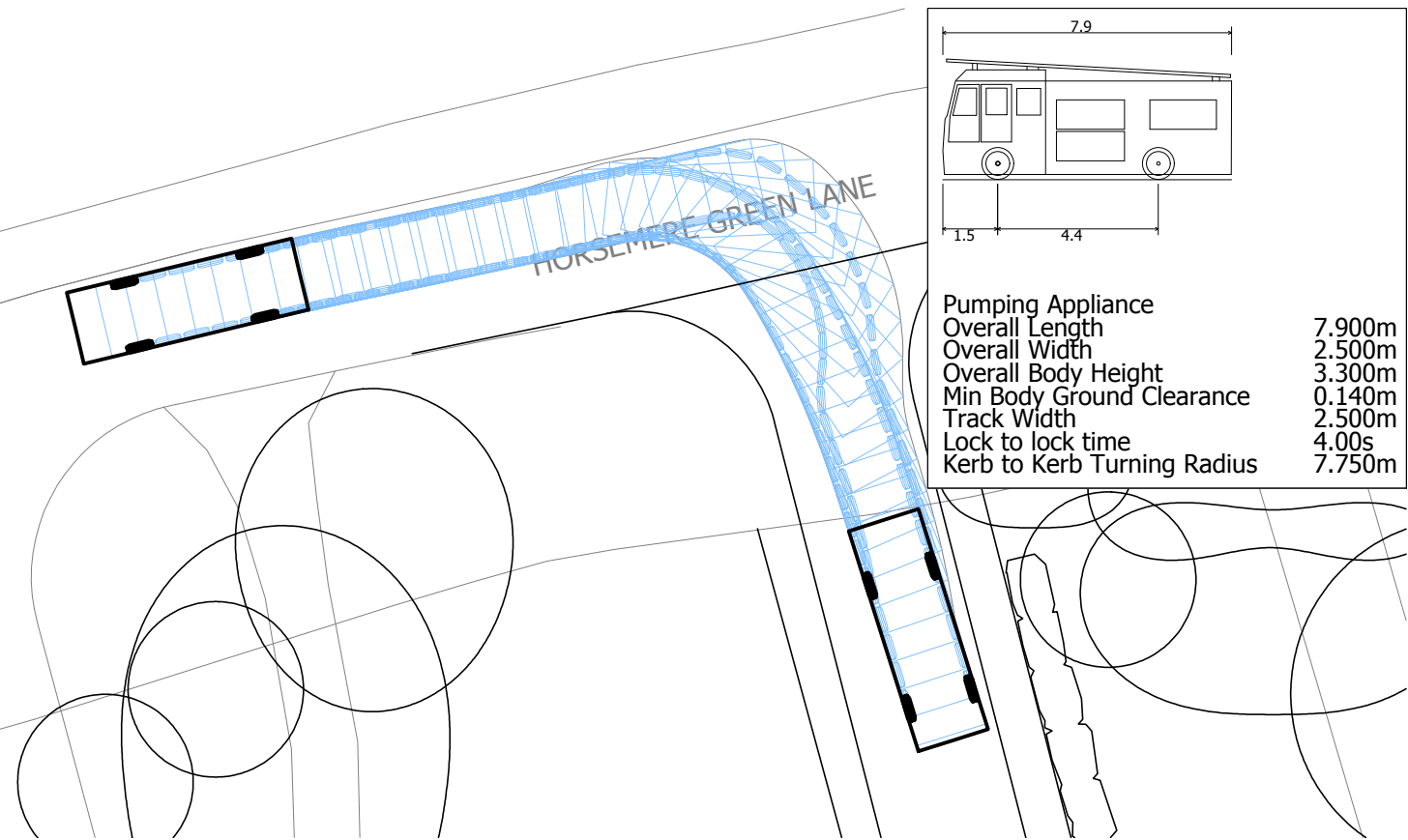
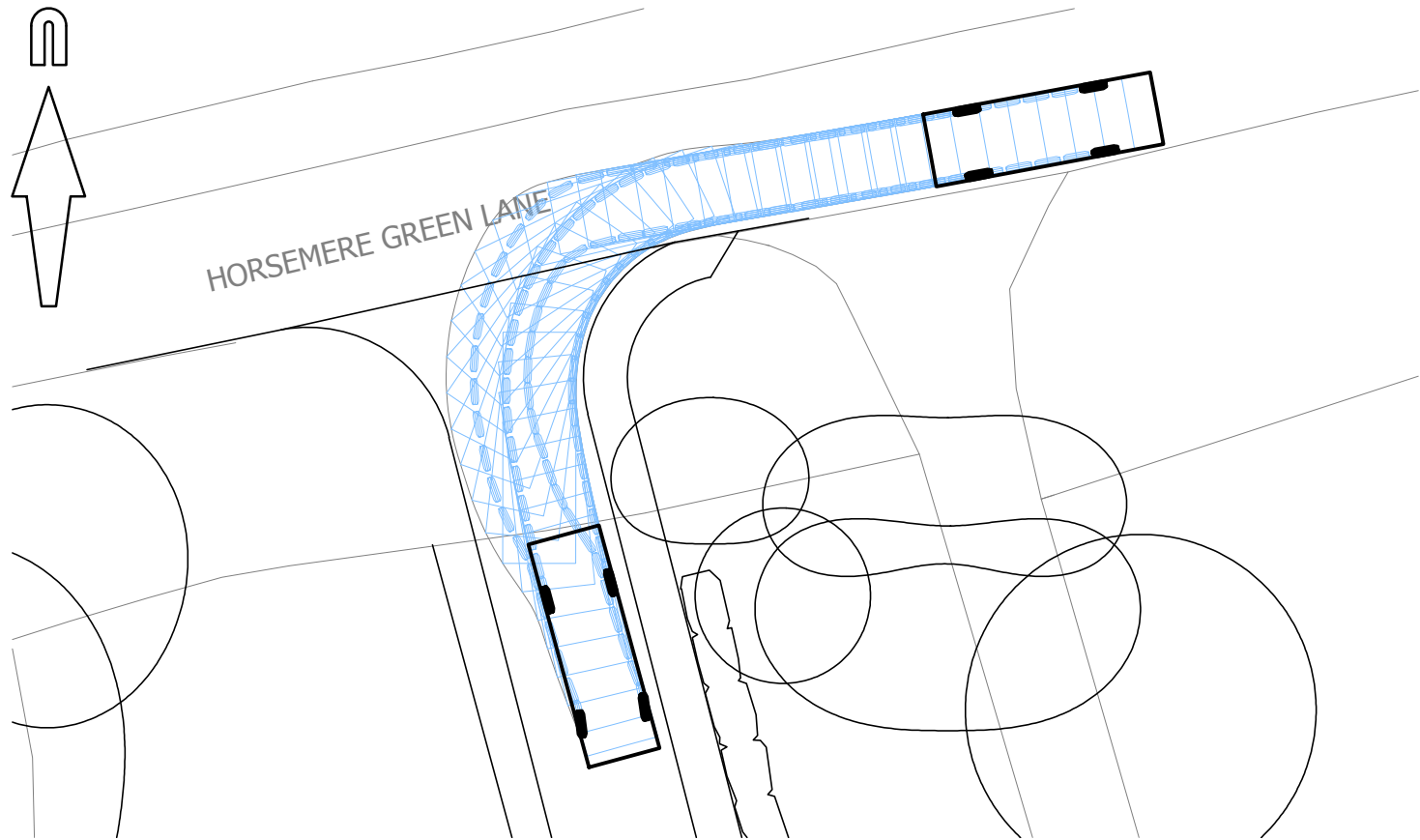
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SWEPT PATH ANALYSIS
7.5t BOX VAN TURNING ON SITE

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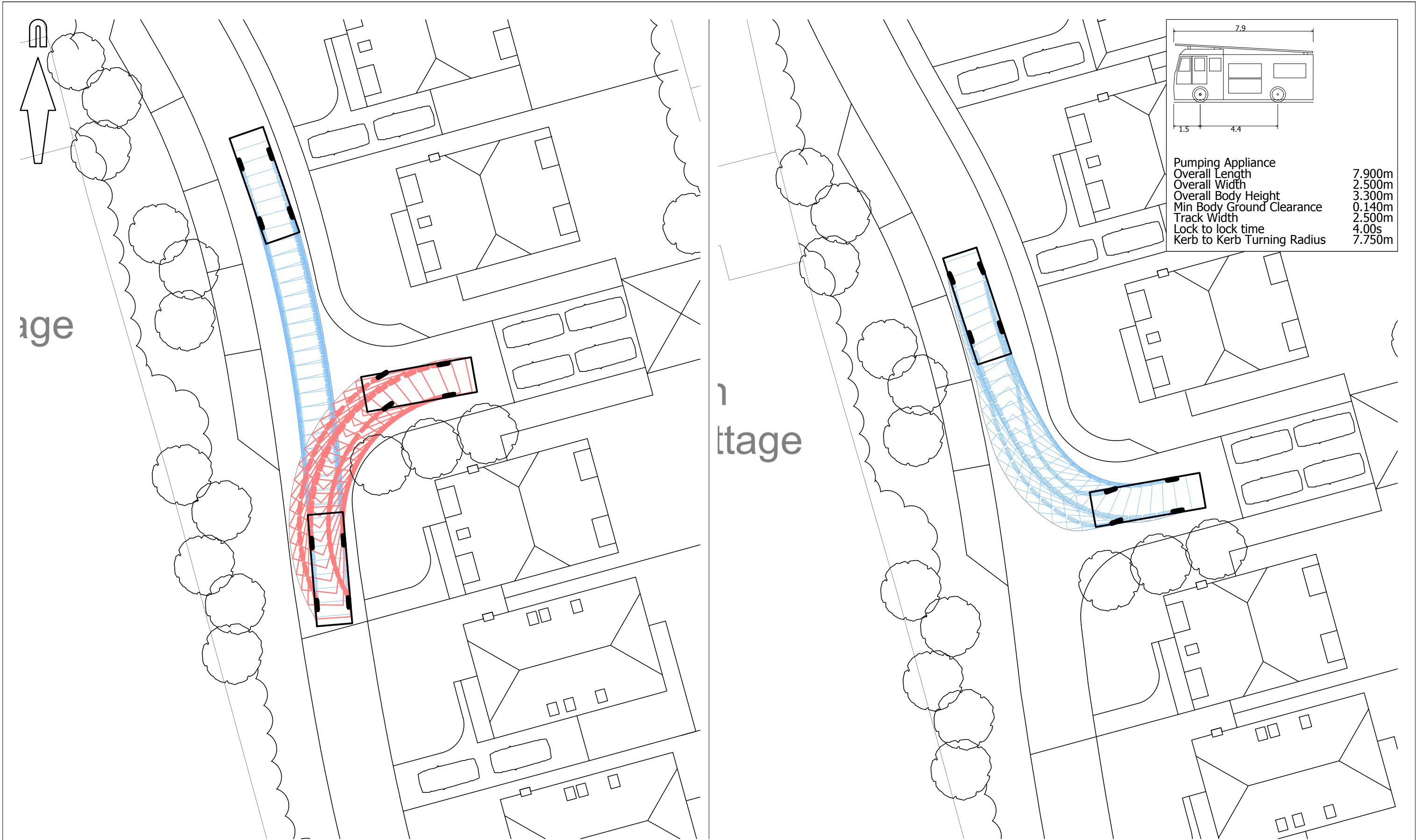
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**SWEPT PATH ANALYSIS
 PUMPING APPLIANCE ENTERING/EXITING SITE**

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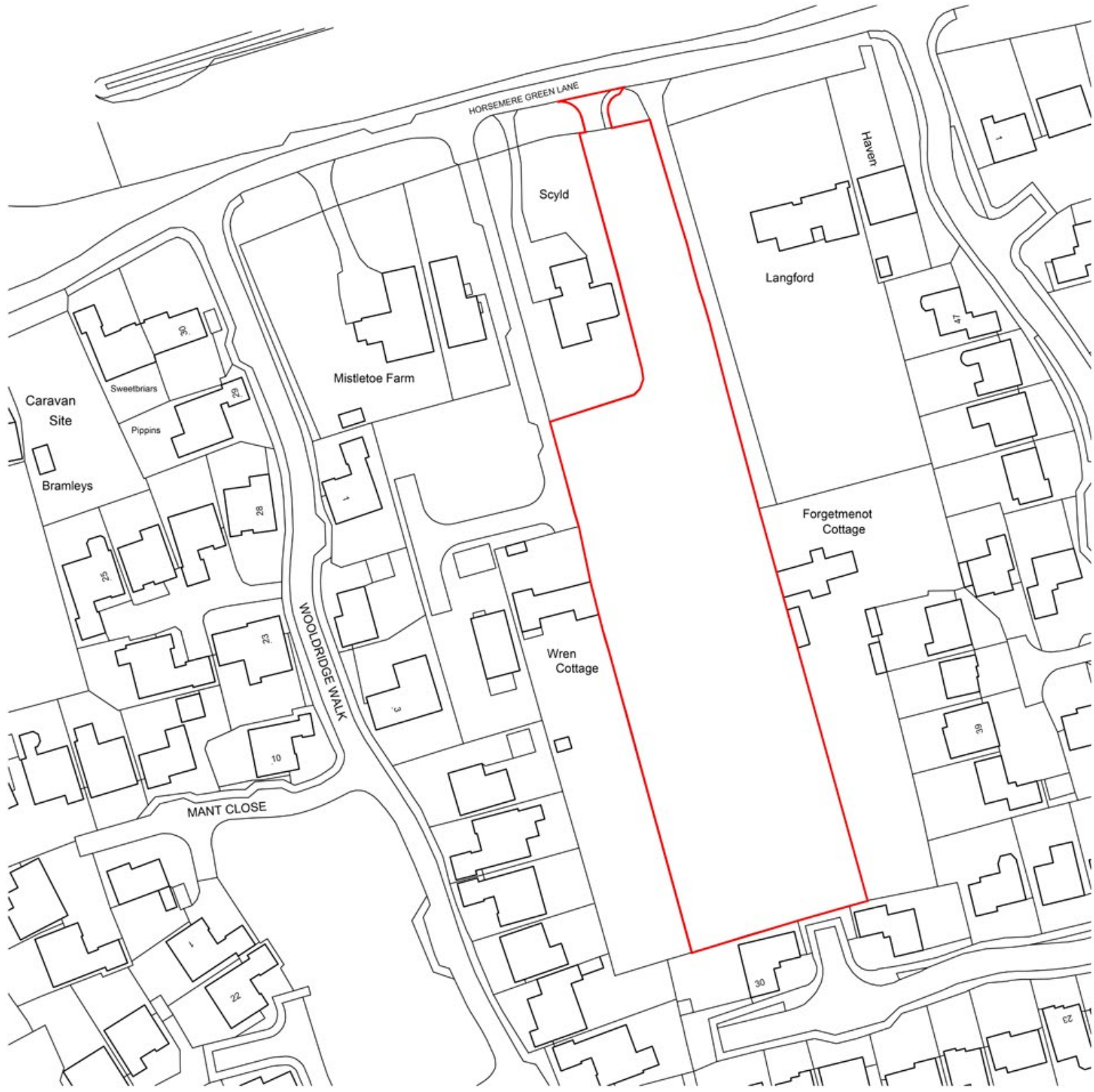


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APPENDIX A: Site Plan



Proposed Block Plan 1:500@A1



Location Plan (Existing) 1:1250@A1

All bikes and bins stored within garages (all minimum 3 x 6m internally)



APPENDIX B: TRICS Output

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED			
Site Name:	Scyld, Sussex		
Calculation Factor:	1	Dwellings	
Number of Dwellings:	9	Dwellings	

Development Scenario:	Proposed Residential		
Trip Rate for:	VEHICLES		

Time Range	ARRIVALS			DEPARTURES			TOTALS			TRIPS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	Arr.	Dep.
	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate		
00:00-01:00										0	0
01:00-02:00										0	0
02:00-03:00										0	0
03:00-04:00										0	0
04:00-05:00										0	0
05:00-06:00										0	0
06:00-07:00										0	0
07:00-08:00	7	175	0.095	7	175	0.366	7	175	0.461	1	3
08:00-09:00	7	175	0.151	7	175	0.426	7	175	0.577	1	4
09:00-10:00	7	175	0.161	7	175	0.186	7	175	0.347	1	2
10:00-11:00	7	175	0.121	7	175	0.151	7	175	0.272	1	1
11:00-12:00	7	175	0.149	7	175	0.162	7	175	0.311	1	1
12:00-13:00	7	175	0.148	7	175	0.157	7	175	0.305	1	1
13:00-14:00	7	175	0.167	7	175	0.162	7	175	0.329	2	1
14:00-15:00	7	175	0.144	7	175	0.187	7	175	0.331	1	2
15:00-16:00	7	175	0.264	7	175	0.187	7	175	0.451	2	2
16:00-17:00	7	175	0.273	7	175	0.158	7	175	0.431	2	1
17:00-18:00	7	175	0.357	7	175	0.161	7	175	0.518	3	1
18:00-19:00	7	175	0.329	7	175	0.17	7	175	0.499	3	2
19:00-20:00										0	0
20:00-21:00										0	0
21:00-22:00										0	0
22:00-23:00										0	0
23:00-24:00										0	0
Daily Trip Rates:			2.359				2.473				4.832
											21
											22

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED			
Site Name:	Scyld, Sussex		
Calculation Factor:	1	Dwellings	
Number of Dwellings:	9	Dwellings	

Development Scenario:	PROPOSED RESIDENTIAL		
Trip Rate for:	CYCLISTS		

Time Range	ARRIVALS			DEPARTURES			TOTALS			TRIPS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	Arr.	Dep.
	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate		
00:00-01:00										0	0
01:00-02:00										0	0
02:00-03:00										0	0
03:00-04:00										0	0
04:00-05:00										0	0
05:00-06:00										0	0
06:00-07:00										0	0
07:00-08:00	7	175	0.008	7	175	0.007	7	175	0.015	0	0
08:00-09:00	7	175	0.001	7	175	0.01	7	175	0.011	0	0
09:00-10:00	7	175	0.001	7	175	0.002	7	175	0.003	0	0
10:00-11:00	7	175	0.002	7	175	0.004	7	175	0.006	0	0
11:00-12:00	7	175	0.003	7	175	0.003	7	175	0.006	0	0
12:00-13:00	7	175	0.002	7	175	0.002	7	175	0.004	0	0
13:00-14:00	7	175	0.002	7	175	0.007	7	175	0.009	0	0
14:00-15:00	7	175	0.002	7	175	0.001	7	175	0.003	0	0
15:00-16:00	7	175	0.006	7	175	0.005	7	175	0.011	0	0
16:00-17:00	7	175	0.011	7	175	0.014	7	175	0.025	0	0

17:00-18:00	7	175	0.018	7	175	0.012	7	175	0.03	0	0	
18:00-19:00	7	175	0.007	7	175	0.006	7	175	0.013	0	0	
19:00-20:00										0	0	
20:00-21:00										0	0	
21:00-22:00										0	0	
22:00-23:00										0	0	
23:00-24:00										0	0	
Daily Trip Rates:			0.063				0.073				1	1

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED											
Site Name:		Scyld, Sussex									
Calculation Factor:		1	Dwellings								
Number of Dwellings:		9	Dwellings								

Development Scenario:	PROPOSED RESIDENTIAL										
Trip Rate for:	PEDESTRIANS										

Time Range	ARRIVALS			DEPARTURES			TOTALS			TRIPS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	Arr.	Dep.		
	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate				
00:00-01:00										0	0		
01:00-02:00										0	0		
02:00-03:00										0	0		
03:00-04:00										0	0		
04:00-05:00										0	0		
05:00-06:00										0	0		
06:00-07:00										0	0		
07:00-08:00	7	175	0.02	7	175	0.027	7	175	0.047	0	0		
08:00-09:00	7	175	0.02	7	175	0.158	7	175	0.178	0	1		
09:00-10:00	7	175	0.048	7	175	0.045	7	175	0.093	0	0		
10:00-11:00	7	175	0.038	7	175	0.037	7	175	0.075	0	0		
11:00-12:00	7	175	0.033	7	175	0.026	7	175	0.059	0	0		
12:00-13:00	7	175	0.033	7	175	0.033	7	175	0.066	0	0		
13:00-14:00	7	175	0.039	7	175	0.024	7	175	0.063	0	0		
14:00-15:00	7	175	0.04	7	175	0.054	7	175	0.094	0	0		
15:00-16:00	7	175	0.159	7	175	0.043	7	175	0.202	1	0		
16:00-17:00	7	175	0.077	7	175	0.044	7	175	0.121	1	0		
17:00-18:00	7	175	0.071	7	175	0.067	7	175	0.138	1	1		
18:00-19:00	7	175	0.051	7	175	0.035	7	175	0.086	0	0		
19:00-20:00										0	0		
20:00-21:00										0	0		
21:00-22:00										0	0		
22:00-23:00										0	0		
23:00-24:00										0	0		
Daily Trip Rates:			0.629				0.593				1.222	6	5

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED											
Site Name:		Scyld, Sussex									
Calculation Factor:		1	Dwellings								
Number of Dwellings:		9	Dwellings								

Development Scenario:	PROPOSED RESIDENTIAL										
Trip Rate for:	PUBLIC TRANSPORT USERS										

Time Range	ARRIVALS			DEPARTURES			TOTALS			TRIPS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	Arr.	Dep.
	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate		
00:00-01:00										0	0
01:00-02:00										0	0
02:00-03:00										0	0
03:00-04:00										0	0
04:00-05:00										0	0
05:00-06:00										0	0
06:00-07:00										0	0
07:00-08:00	7	175	0.001	7	175	0.024	7	175	0.025	0	0

08:00-09:00	7	175	0	7	175	0.011	7	175	0.011	0	0
09:00-10:00	7	175	0.002	7	175	0.008	7	175	0.01	0	0
10:00-11:00	7	175	0.002	7	175	0.006	7	175	0.008	0	0
11:00-12:00	7	175	0.002	7	175	0.004	7	175	0.006	0	0
12:00-13:00	7	175	0.001	7	175	0.003	7	175	0.004	0	0
13:00-14:00	7	175	0.007	7	175	0.002	7	175	0.009	0	0
14:00-15:00	7	175	0.004	7	175	0.001	7	175	0.005	0	0
15:00-16:00	7	175	0.013	7	175	0.002	7	175	0.015	0	0
16:00-17:00	7	175	0.01	7	175	0.005	7	175	0.015	0	0
17:00-18:00	7	175	0.016	7	175	0	7	175	0.016	0	0
18:00-19:00	7	175	0.008	7	175	0	7	175	0.008	0	0
19:00-20:00										0	0
20:00-21:00										0	0
21:00-22:00										0	0
22:00-23:00										0	0
23:00-24:00										0	0
Daily Trip Rates:			0.066			0.066			0.132	1	1

Calculation Reference: AUDIT-807401-180313-0314

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
 MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
ES	EAST SUSSEX	1 days
HC	HAMPSHIRE	1 days
KC	KENT	1 days
SC	SURREY	1 days
WS	WEST SUSSEX	3 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: 37 to 805 (units:)
 Range Selected by User: 36 to 805 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 27/11/17

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

Selected survey days:

Monday	1 days
Wednesday	1 days
Thursday	4 days
Friday	1 days

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	4

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	7
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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.

LIST OF SITES relevant to selection parameters

1	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
2	HC-03-A-19	HOUSES & FLATS	HAMPSHIRE
	CANADA WAY		
	LIPHOOK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:		62
	Survey date: MONDAY		27/11/17
			Survey Type: MANUAL
3	KC-03-A-03	MIXED HOUSES & FLATS	KENT
	HYTHE ROAD		
	WILLESBOROUGH		
	ASHFORD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:		51
	Survey date: THURSDAY		14/07/16
			Survey Type: MANUAL
4	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
5	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
6	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
7	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	7	175	0.095	7	175	0.366	7	175	0.461
08:00 - 09:00	7	175	0.151	7	175	0.426	7	175	0.577
09:00 - 10:00	7	175	0.161	7	175	0.186	7	175	0.347
10:00 - 11:00	7	175	0.121	7	175	0.151	7	175	0.272
11:00 - 12:00	7	175	0.149	7	175	0.162	7	175	0.311
12:00 - 13:00	7	175	0.148	7	175	0.157	7	175	0.305
13:00 - 14:00	7	175	0.167	7	175	0.162	7	175	0.329
14:00 - 15:00	7	175	0.144	7	175	0.187	7	175	0.331
15:00 - 16:00	7	175	0.264	7	175	0.187	7	175	0.451
16:00 - 17:00	7	175	0.273	7	175	0.158	7	175	0.431
17:00 - 18:00	7	175	0.357	7	175	0.161	7	175	0.518
18:00 - 19:00	7	175	0.329	7	175	0.170	7	175	0.499
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.359			2.473			4.832

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:	37 - 805 (units:)
Survey date date range:	01/01/09 - 27/11/17
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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 show. 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	7	175	0.008	7	175	0.007	7	175	0.015
08:00 - 09:00	7	175	0.001	7	175	0.010	7	175	0.011
09:00 - 10:00	7	175	0.001	7	175	0.002	7	175	0.003
10:00 - 11:00	7	175	0.002	7	175	0.004	7	175	0.006
11:00 - 12:00	7	175	0.003	7	175	0.003	7	175	0.006
12:00 - 13:00	7	175	0.002	7	175	0.002	7	175	0.004
13:00 - 14:00	7	175	0.002	7	175	0.007	7	175	0.009
14:00 - 15:00	7	175	0.002	7	175	0.001	7	175	0.003
15:00 - 16:00	7	175	0.006	7	175	0.005	7	175	0.011
16:00 - 17:00	7	175	0.011	7	175	0.014	7	175	0.025
17:00 - 18:00	7	175	0.018	7	175	0.012	7	175	0.030
18:00 - 19:00	7	175	0.007	7	175	0.006	7	175	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			0.073			0.136

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:	37 - 805 (units:)
Survey date range:	01/01/09 - 27/11/17
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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	7	175	0.020	7	175	0.027	7	175	0.047
08:00 - 09:00	7	175	0.020	7	175	0.158	7	175	0.178
09:00 - 10:00	7	175	0.048	7	175	0.045	7	175	0.093
10:00 - 11:00	7	175	0.038	7	175	0.037	7	175	0.075
11:00 - 12:00	7	175	0.033	7	175	0.026	7	175	0.059
12:00 - 13:00	7	175	0.033	7	175	0.033	7	175	0.066
13:00 - 14:00	7	175	0.039	7	175	0.024	7	175	0.063
14:00 - 15:00	7	175	0.040	7	175	0.054	7	175	0.094
15:00 - 16:00	7	175	0.159	7	175	0.043	7	175	0.202
16:00 - 17:00	7	175	0.077	7	175	0.044	7	175	0.121
17:00 - 18:00	7	175	0.071	7	175	0.067	7	175	0.138
18:00 - 19:00	7	175	0.051	7	175	0.035	7	175	0.086
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.629			0.593			1.222

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

Trip rate parameter range selected:	37 - 805 (units:)
Survey date date range:	01/01/09 - 27/11/17
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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 show. 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 PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	175	0.001	7	175	0.024	7	175	0.025
08:00 - 09:00	7	175	0.000	7	175	0.011	7	175	0.011
09:00 - 10:00	7	175	0.002	7	175	0.008	7	175	0.010
10:00 - 11:00	7	175	0.002	7	175	0.006	7	175	0.008
11:00 - 12:00	7	175	0.002	7	175	0.004	7	175	0.006
12:00 - 13:00	7	175	0.001	7	175	0.003	7	175	0.004
13:00 - 14:00	7	175	0.007	7	175	0.002	7	175	0.009
14:00 - 15:00	7	175	0.004	7	175	0.001	7	175	0.005
15:00 - 16:00	7	175	0.013	7	175	0.002	7	175	0.015
16:00 - 17:00	7	175	0.010	7	175	0.005	7	175	0.015
17:00 - 18:00	7	175	0.016	7	175	0.000	7	175	0.016
18:00 - 19:00	7	175	0.008	7	175	0.000	7	175	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.066			0.066			0.132

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

Trip rate parameter range selected:	37 - 805 (units:)
Survey date date range:	01/01/09 - 27/11/17
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

