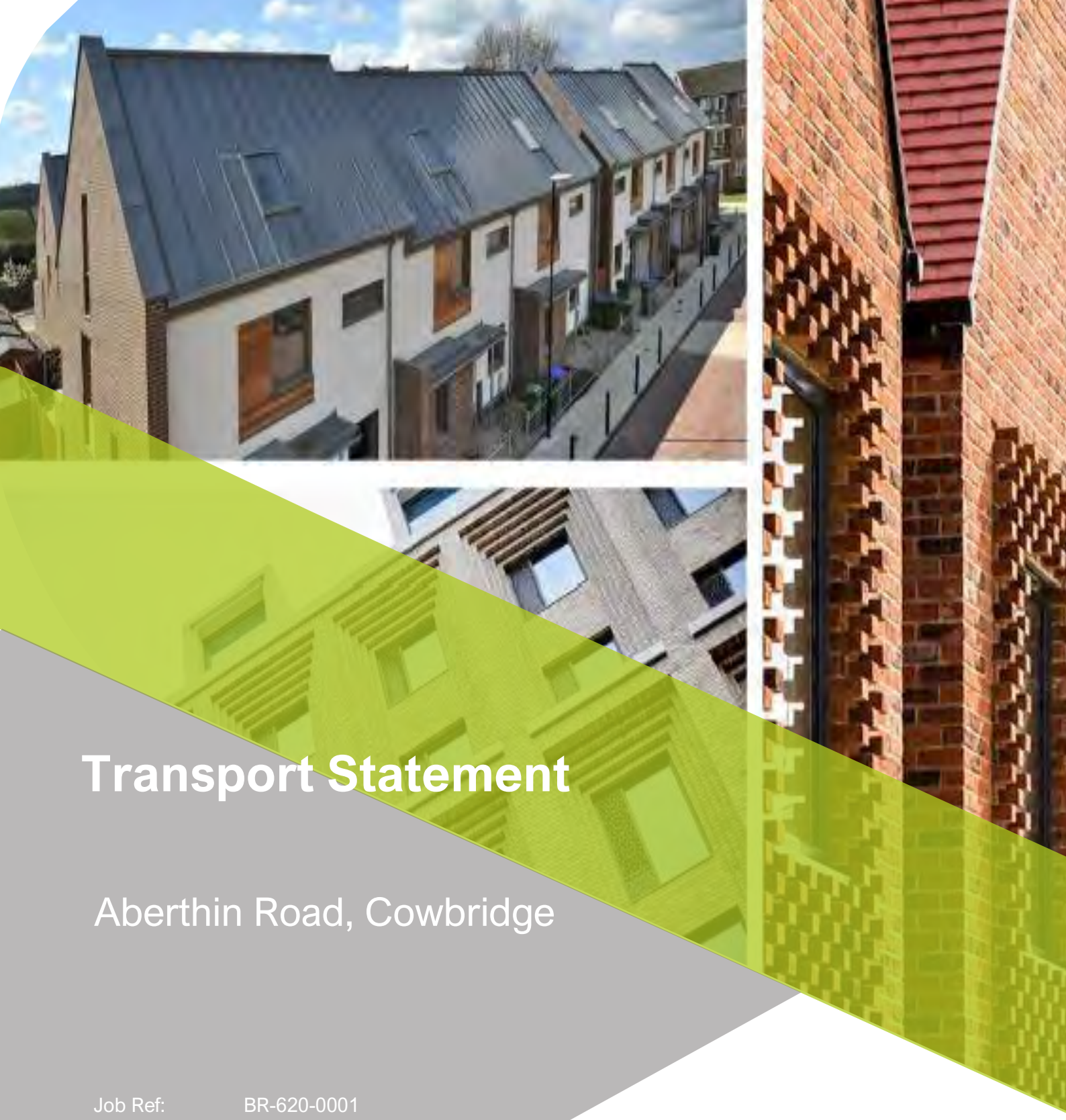

Transport Statement

Aberthin Road, Cowbridge

Job Ref:	BR-620-0001
Revision:	02
Issue Date:	20th September 2019

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Table of Contents

Figures

Tables

Appendices

1. Introduction

1.1 Background

1.1.1 Calibro has been appointed by *Hafod Housing* (herein referred to as "the Applicant") to provide an appraisal of the traffic and transport implications associated with the proposed redevelopment of an existing school on Aberthin Road, Cowbridge for a residential scheme comprising 34 social rented dwellings.

1.1.2 The application site is a brownfield parcel of land that formerly housed the Cowbridge Comprehensive School Sixth Form. It is understood that the existing school buildings are derelict and it is assumed that, in planning terms, the use of the school remains a viable planning fall-back. In this respect, it is assumed that the trip generation potential of the school buildings can be used to offset much, if not all, of the traffic generation associated with the proposed development.

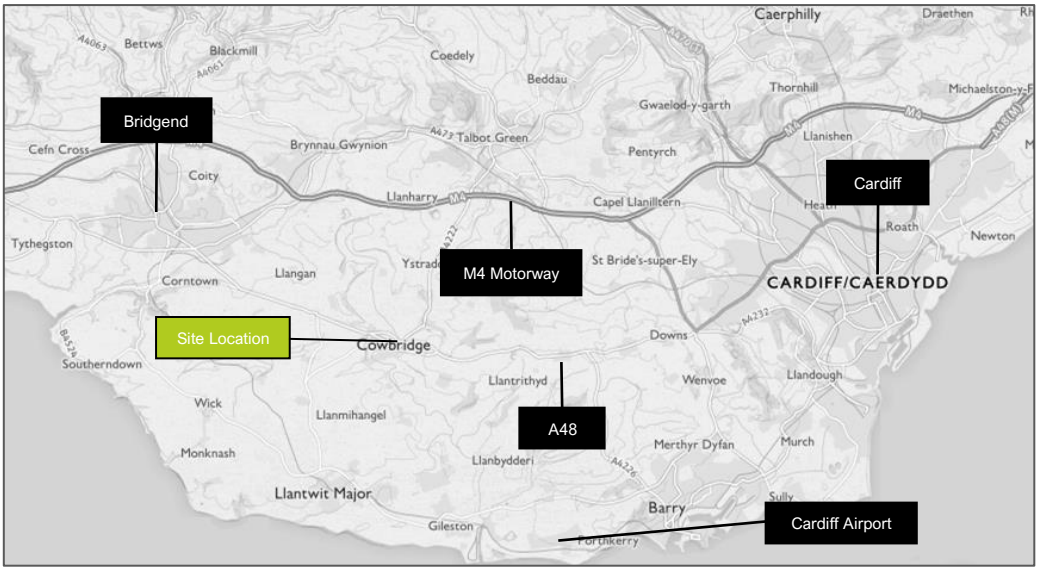
1.1.3 This report has therefore been prepared with the purpose of providing the Local Planning and Highway Authorities with an evidence base that establishes the magnitude and severity of the transport-related effects of the redevelopment, including consideration of the site's sustainability credentials. The assessment process has been undertaken with due regard to best practice and current policy, particularly in respect of Planning Policy Wales (PPW) including the Technical Advice Note 18: Transport (2007).

1.2 Site Location

1.2.1 The site is located to the western side of the A4222 Aberthin Road to the south of the A48 on the north-eastern fringe of the town of Cowbridge, Vale of Glamorgan, approximately 20 km west of Cardiff, 13 km east of Bridgend, and 14 km north-east of the Cardiff Airport

1.2.2 The application site is shown in its strategic context below.

Figure 1-1 - Strategic Site Context



1.2.3 The area of the site is approximately 0.5 hectares. It comprises school buildings with a total room area of 1,222sqm and two storeys.

1.2.4 Vehicular access to the existing site is facilitated by a vehicle crossover to the south of the existing school buildings. This provides access to the parking area located to the rear of the building which has space for around 50 vehicles.

1.2.5 The site is bound by the A48 to the north, Aberthin Road to the east, and residential dwellings on Slade Close and Millfield Drive to the south and west.

1.2.6 The application site is shown in its local context below.

Figure 1-2 - Local Site Context

1.2.7 A full description of the road network is provided at Section 4.0 of this report.

1.3 Structure of the Report

1.3.1 This report has been prepared as a Transport Statement to provide the planning and highway authorities with the evidence they require to consider the implications of a planning application for the proposed residential redevelopment of the former Cowbridge Comprehensive Sixth Form school buildings at Aberthin Road. The report constitutes the following structure:

Section 2.0: Development Proposals

This section of the report outlines the development proposals with a particular focus on transport and parking provision.

Section 3.0: Non-Car Travel Credentials

The existing non-car travel credentials of the application site are considered within this section of the report with scrutiny given to the sustainability of the site in terms of walking, cycling and public transport.

Section 4.0 Car-borne Travel Credentials

The existing car-borne travel credentials of the application site are considered within this section of the report. This includes a review of the surrounding highway network and its suitability to accommodate vehicular trips associated with the proposed development.

Section 5.0 Traffic Impact

This section of the report considers the magnitude of any traffic effects resultant from the proposed redevelopment, together with its potential significance in the context of the safe and efficient operation of the public highway network.

Section 6.0: Summary and Conclusion

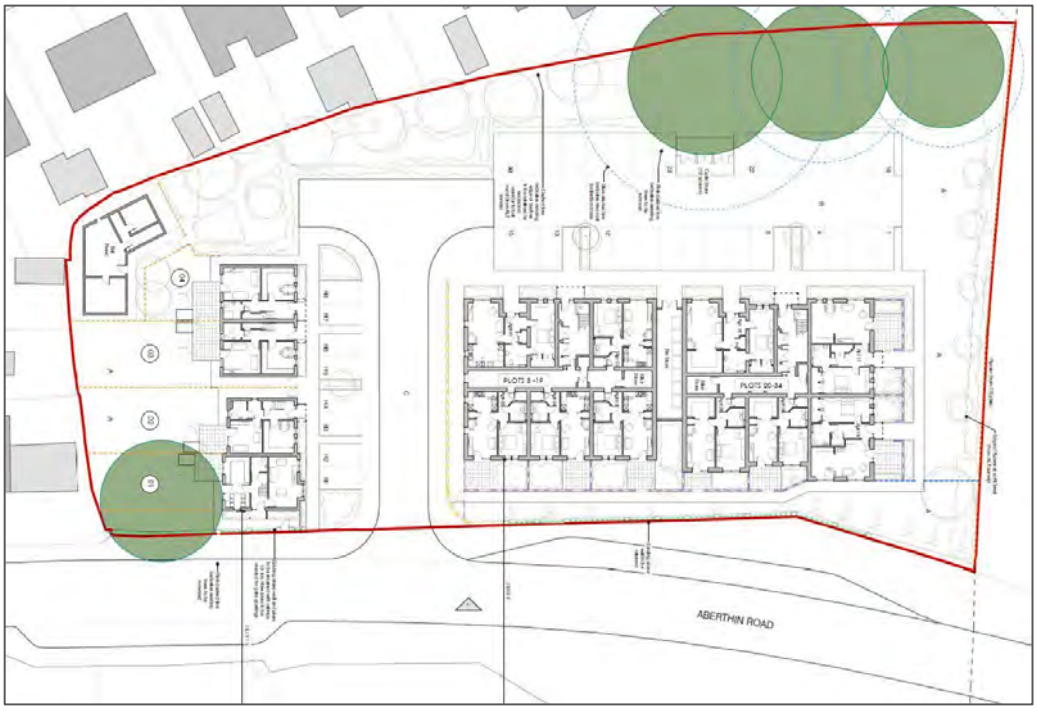
A summary of the findings and closing conclusions are provided in this section of the report.

2. Development Proposals

2.1 Application Details

2.1.1 A detailed description of the proposed development is provided in the Planning Statement prepared by LRM Planning which accompanies the planning application. However, a plan illustrating the proposed site layout is shown below and to scale at Appendix A.

Figure 2-1 – Proposed Site Layout



2.1.2 In respect of traffic and transport, the salient elements of the proposed scheme comprise the demolition of the existing buildings within the site and the redevelopment of the land to include 34 residential units comprising a mix of houses and flats, with associated parking. The accommodation schedule is summarised below:

- 1 x 2 bed house;
- 2 x 3 bed houses;
- 1 x 4 bed house;
- 24 x 1 bed apartments; and
- 6 x 2 bed apartments.

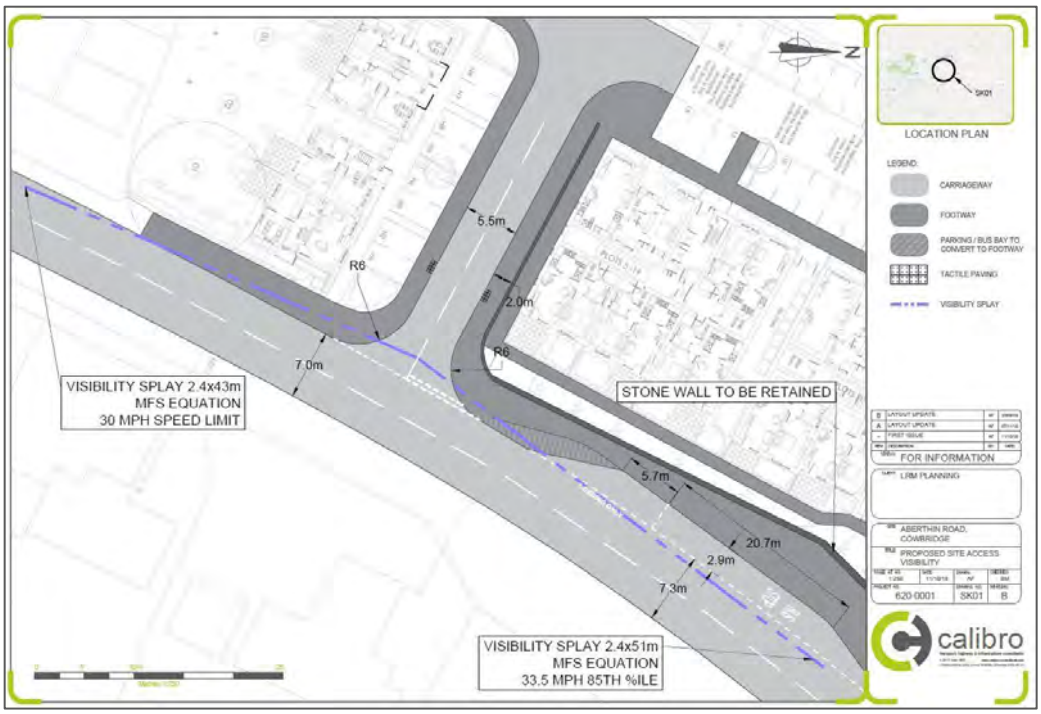
2.1.3 The houses will be provided in terraced arrangement in the southern extent of the site whereas the apartments will be arranged in two blocks in the northern part of the site.

2.2 Means of Access

Vehicular Access

2.2.1 Vehicular access is proposed to be provided via a simple priority T-junction onto Aberthin Road, as shown on the figure below which is included to scale at Appendix B.

Figure 2-2 - Proposed Site Access



2.2.2 The proposed site access road will be provided to the north of the houses and south of the flats. The access road is proposed to be 5.5-metres wide which is sufficient to accommodate two large HGV type vehicles passing. This is supported by 6.0-metre radii at the junction with Aberthin Road. The junction design broadly in accords to guidance set out within Manual for Street guidance (MfS).

2.2.3 To maximise visibility and ensure appropriate kerb radii are provided, the junction has been built out on its northern side into the existing lay-by. A small area of the southern end of the lay-by will be converted to footway. This will not impact on its safety or operation.

2.2.4 The proposals take the opportunity to formalise the lay-by using white lining. As shown on the above plan, it is proposed that a delivery bay will be provided at its southern end. This will be used for shopping deliveries to the site so that delivery vehicles do not need to enter the site.

2.2.5 The swept-path analysis included at Figure 2.3 below demonstrates that a loading bay can be incorporated in this location without detriment to arrivals and departures by buses. Furthermore, the bus stop is serviced once per hour during the day and it is therefore unlikely that deliveries to the site and bus arrivals will coincide. This will be used as a loading and parking bay for any deliveries to the site.

2.2.6 An uncontrolled pedestrian crossing point comprising dropped kerbs and tactile paving will be provided across the access road some 20-metres to the west of the junction with Aberthin Road.

2.2.7 A 2.0-metre wide footway will be provided on both sides of the access road and will connect to the footways on the western side of Aberthin Road to provide connectivity between the entrances to the buildings and the established footway network.

2.2.8 The design of the junction has also considered appropriate Stopping Sight Distances (SSD) and in this way secures visibility envelopes in accordance with recorded speeds from an ATC survey undertaken by an independent surveyor on Aberthin Road within the vicinity of the site, between Thursday 18th October 2018 and Wednesday 24th October 2018.

2.2.9 The results are summarised in the table below:

Table 2-1 - Aberthin Road ATC Speed Survey Results

Vehicle Speeds	Northbound	Southbound
Mean Speed (mph)	21.4	27.6
85th Percentile (mph)	28.5	33.3

2.2.10 Whereas Aberthin Road is subject to a 30mph speed limit within the vicinity of the site, the above data suggest that the southbound speeds were in excess of the speed limit.

2.2.11 On this basis, a 30mph design speed is appropriate for the northbound direction, for which Manual for Streets (MfS) suggests 43-metre visibility splays from a 2.4-metre set back. In respect of southbound speeds, the MfS SSD equation has been used and identifies a requirement for 51-metres, as shown on Figure 2.2 above.

2.2.12 Based on the above, it is considered that the proposed access arrangements are considered appropriate to serve the proposed redevelopment.

Pedestrian and Cycle Access

2.2.13 Under the proposals, 2.0-metre footways will be provided on both sides of the site access and will connect to the existing contiguous footway on the eastern side of Abertin Road.

2.2.14 Internal footways will provide access to the apartments and the rear of the houses as shown on the site layout above. The houses will have frontage pedestrian access onto the footway on the western side of Aberthin Road.

2.2.15 Cycle access will be via the proposed vehicular access.

2.2.16 Further details concerning the availability of pedestrian and cycle infrastructure in the locality is given at Section 3.0 of this report.

Service Arrangements

2.2.17 Refuse vehicles will serve the proposed houses via Aberthin Road mirroring the existing servicing arrangements for the houses on Aberthin Road within the vicinity of the site.

2.2.18 A bin store for the apartments will be provided within the site, as shown on the site layout plan above. It is located such that future residents of the apartments will not have to carry waste more than 30-metres to the storage point, and within 25-metres of the turning head at the end of the access road, in accordance with guidance set out within MfS.

2.2.19 To allow refuse vehicles to turn within the site, turning head, constructed to adoptable standards, will be provided at the end of the access road. As such, vehicles will be able to ingress and egress the site in a forward gear ensuring no reversing onto the highway takes place, in accordance with MfS.

2.2.20 For rigour, 10.17-metre refuse vehicle has been assumed and the below swept path analysis, included at Appendix C, demonstrates that such a vehicle can safely enter and egress the site in a forward gear.

Figure 2-3 - Swept Path Analysis of Refuse Vehicle

2.3 Car Parking Provision

2.3.1 The development proposals include the provision of a total of 38 car parking spaces to serve the development.

2.3.2 This level of car parking provision is considered appropriate on the basis that the proposed units will be social rented dwellings which are accepted to have lower rates of car ownership that privately owned or rented dwellings. Allied to this, a proportion of the social rented households are not anticipated to own a vehicle.

2.3.3 Indeed, this is evidenced by bespoke data from the 2011 Census provided by the Office of National Statistics (ONS). The data demonstrates the relationship between car ownership, tenure and number of bedrooms for dwellings within the Local Authority District (The Vale of Glamorgan) and the Middle Super Output Area (MSOA) (The Vale of Glamorgan 002) within which the site is located.

2.3.4 The raw data is included at Appendix D whilst a summary is presented in the table below.

Table 2-2 - Car Ownership Per Dwelling

Tenure Type	Number of Rooms	Vale of Glamorgan	Vale of Glamorgan 002
Owned or Shared Ownership	4 bed house	1.94	1.99
	3 bed house	1.38	1.48
	2 bed house	1.12	1.16
	1 bed apt	0.74	0.46
	2 bed apt	0.94	0.81
Social Rented	4 bed house	0.88	0.75
	3 bed house	0.75	0.96
	2 bed house	0.56	1.00
	1 bed apt	0.33	0.22
	2 bed apt	0.40	0.72
Private Rented or Living Rent Free	4 bed house	1.43	1.75
	3 bed house	0.96	1.49
	2 bed house	0.83	0.97
	1 bed apt	0.56	0.74
	2 bed apt	0.81	0.92

2.3.5 The table above clearly demonstrates that social rented apartments are associated with lower rates of car ownership than other tenure types. The above figures have been applied to the proposed schedule of accommodation and the resultant forecast car ownership associated with the development is set out in the table below.

Table 2-3 - Forecast Car Ownership

Social Rented Apartments	Vale of Glamorgan (Local Authority District)	Vale of Glamorgan 015 MSOA
1 x 4 bed house	1	1
2 x 3 bed houses	2	2
1 x 2 bed house	1	1
24 x 1 bed apts	8	5
6 x 2 bed apts	2	4
Total (34 Units)	**14**	**13**

*Note the above table is subject to rounding.

2.3.6 The above table suggests that the proposed development is forecast to be associated with a total car ownership of between 13 and 14 vehicles.

2.3.7 The Vale of Glamorgan (VoG) Local Development Plan (2011-2026) Supplementary Planning Guidance 2015: Parking Standards document suggest that one visitor parking spaces per five dwellings should be provided. This equates to a visitor parking provision of 7 spaces.

2.3.8 The evidence above suggests that a total of 21 car parking spaces are required to accommodate the parking demand from the residents and visitors associated with the development. As such, the proposed parking provision of 38 spaces is considered appropriate to serve the development.

2.3.9 Allied to the above, PPW states "*Parking provision should be informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Planning authorities must support schemes which keep parking levels down, especially off-street parking, when well designed*".

2.3.10 On the basis of the above, it is considered that the proposals are supportive of the car parking objectives set out within PPW.

2.4 Cycle Parking Provision

2.4.1 The level cycle of parking provision is set out within the VoG Parking Standards document identified above. The guidance suggests that one long-stay cycle parking stand should be provided per five bedrooms for the apartments.

2.4.2 It is proposed to provide a cycle store with space for 12 bicycles to the west of the apartment block. This exceeds the minimum suggested provision set out within the parking guidance and is therefore considered appropriate.

2.4.3 Each of the houses will be provided with a dedicated bike store in the back gardens which can be accessed via the footway to the side of each house.

3. Existing Travel Credentials

3.1 Introduction

3.1.1 The existing non-car credentials of the application site are considered within this section of the report, including the accessibility and availability of pedestrian, cycle and public transport infrastructure. All accessibility analysis outputs are included at Appendix E of this report.

3.1.2 Paragraph 4.1.8 of Planning Policy Wales (PPW) Edition 10 sets out that "*The Welsh Government is committed to reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Delivering this objective will make an important contribution to decarbonisation, improving air quality, increasing physical activity, improving the health of the nation and realising the goals of the Well-being of Future Generations Act*".

3.1.3 The document goes on to state that the panning system should facilitate developments which "*are sited in the right locations, where they can be easily accessed by sustainable modes of travel and without the need for a car*". This section demonstrates how the proposed development supports these goals.

3.2 Non-Car Travel Credentials

Accessibility by Foot

3.2.1 PPW and Transport Advice Note (TAN) 18 does not define a catchment within which travel by foot is considered feasible and the suggested maximum desirable walk distance of 2-kilometres advocated with the document entitled *'Guidelines for Providing for Journeys on Foot'* has been adopted.

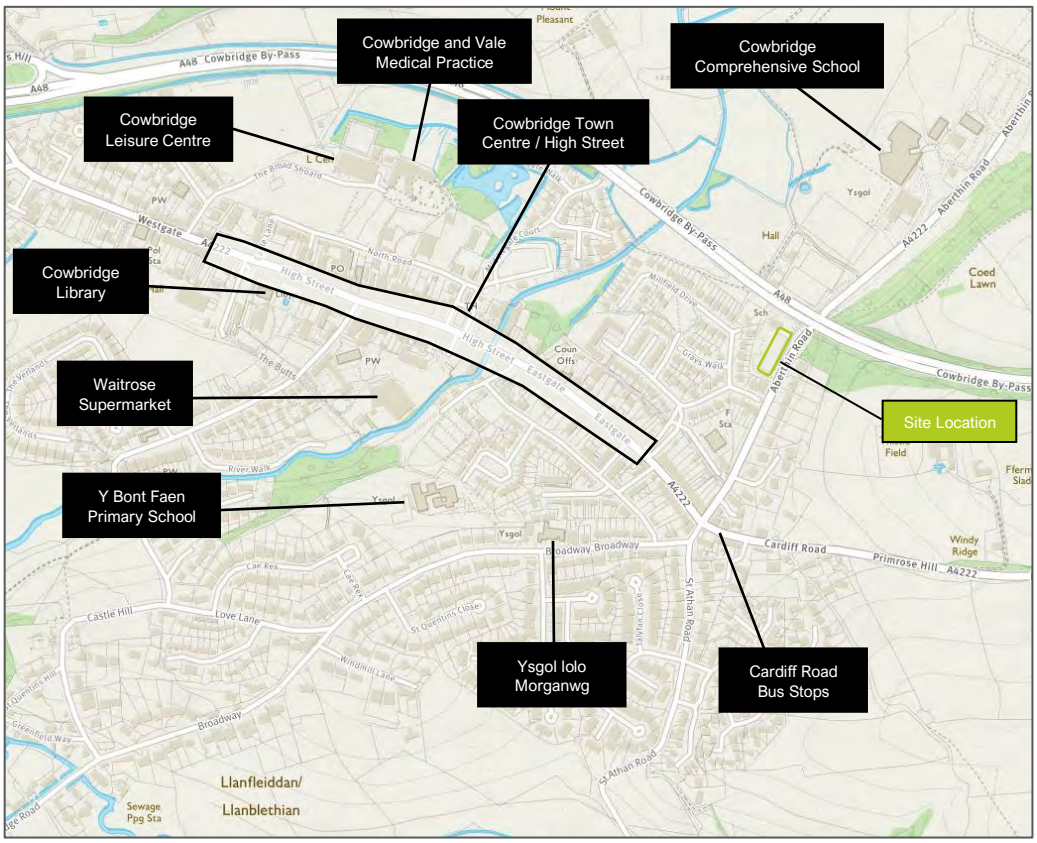
3.2.2 The scheme directly connects to the existing contiguous footway on the western side of Aberthin Road, which provides access to Cowbridge Comprehensive School and the village of Aberthin to the north of the site and takes pedestrians towards the town centre to the south. The footway measures around 1.5-metres wide and is illuminated to a modern standard by street lighting. A footway is provided intermittently on the eastern side of Aberthin Road.

3.2.3 To the south of the site, the footways on Aberthin Road connect to the wider network of footways provided throughout the town via dropped kerbs and tactile paving provided at the signalised pedestrian crossing at the junction between Aberthin Road, Cardiff Road, St Anthan Road and Eastgate.

3.2.4 The scheme is located within walking distance of a wide range of facilities and amenities which may be accessed by future residents on a daily basis.

3.2.5 Facilities and amenities located within a two-kilometre distance from the centre of the site are illustrated on the figure below:

Figure 3-1 – Local Facilities and Amenities



3.2.6 The plan above demonstrates that there are a wide range of facilities located within walking distance of the redevelopment site. These facilities include;

- Schools, including Cowbridge Comprehensive, Y Bont Faen Primary and Ysgol Iolo Morganwg;
- Bus stops, including Aberthin Road, Cardiff Road and High Street;
- Cowbridge High Street / Town Centre which includes cafes, pubs, banks, a post office, library, pharmacy/chemist, and supermarkets / convenience stores among others;
- Cowbridge and Vale Medical Practice;
- Cowbridge Leisure Centre; and
- Waitrose Supermarket.

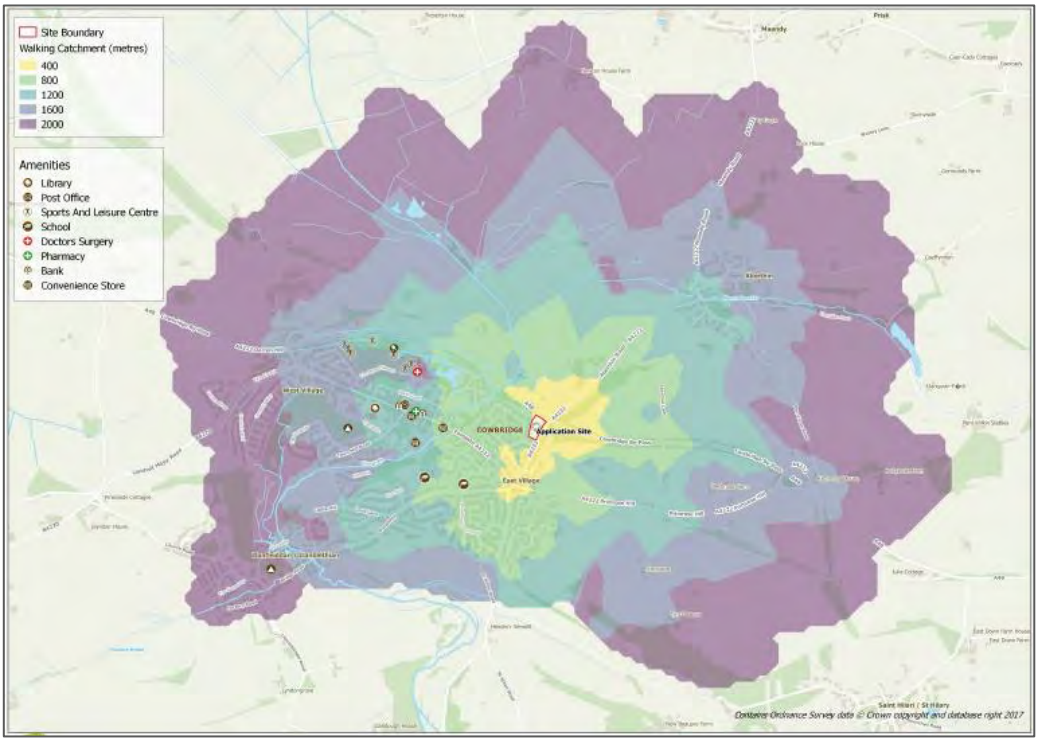
3.2.7 Additionally, major supermarkets such as Sainsbury's, Waitrose and Asda provide an online shopping / home delivery service and can deliver to the site, reducing the need for residents to travel by car.

3.2.8 A bus stop is located adjacent to the site with additional stops approximately 370-metres walking distance from the site. The bus stops and interchange lie within the maximum desirable distance of 400-metres identified by the Institute of Highways and Transportation (IHT).

3.2.9 On the basis of current infrastructure provision, a GIS-based accessibility model has been created to indicate the geographical area that is accessible from the site based on the industry standard walk-threshold of two kilometres.

3.2.10 The area accessible by walking from the site is shown on the figure below and included at Appendix E:

Figure 3-2 - Walking Catchment



3.2.11 The above figure demonstrates that the site has good walking credentials in the context of PPW. It illustrates that the bus stops located on Aberthin Road and Cardiff Road are accessible by foot and are located within 400 metres walking distance. It also shows that the entirety of the Cowbridge is accessible by foot and located within two kilometres walking distance, in addition to the village of Aberthin to the north. The site is therefore compliant with policy in terms of accessibility by foot.

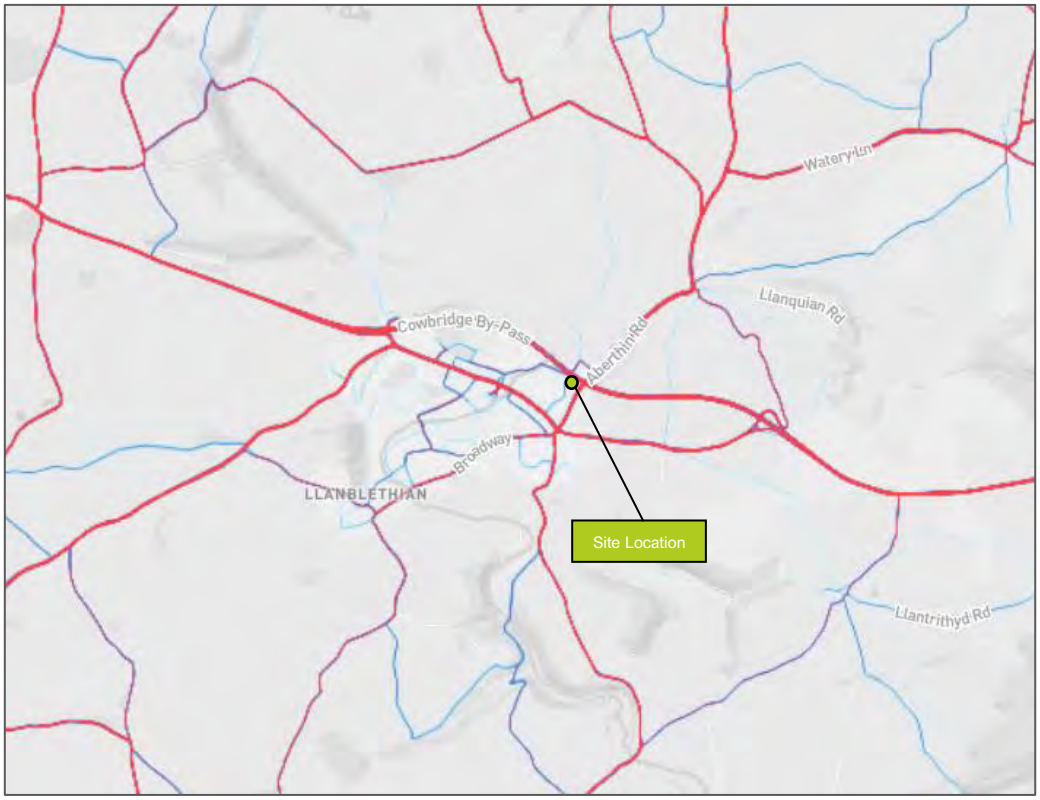
Accessibility by Bike

3.2.12 The industry-accepted distance over which cycling is feasible for most of the population is five kilometres, although it is noted that there will always be a part of the population that have a natural propensity to cycle and will be willing and able to travel further by bike.

3.2.13 Application of this threshold to the site would indicate the potential for residents to travel to all extents of the town in addition to the surrounding villages and hamlets including Graig Penllyn, Ystradowen and Llysworney.

3.2.14 Whilst there is no specific cycling infrastructure provided within Cowbridge, the roads within the cycling catchment area are considered suitable for cycling as they appear to have sufficient geometry and low vehicle speeds so that informal cycling on the carriageway is possible without detriment to highway safety. Indeed, the below extract from the Strava Heat Map demonstrates that the roads within the vicinity of the site are frequently used by cyclists.

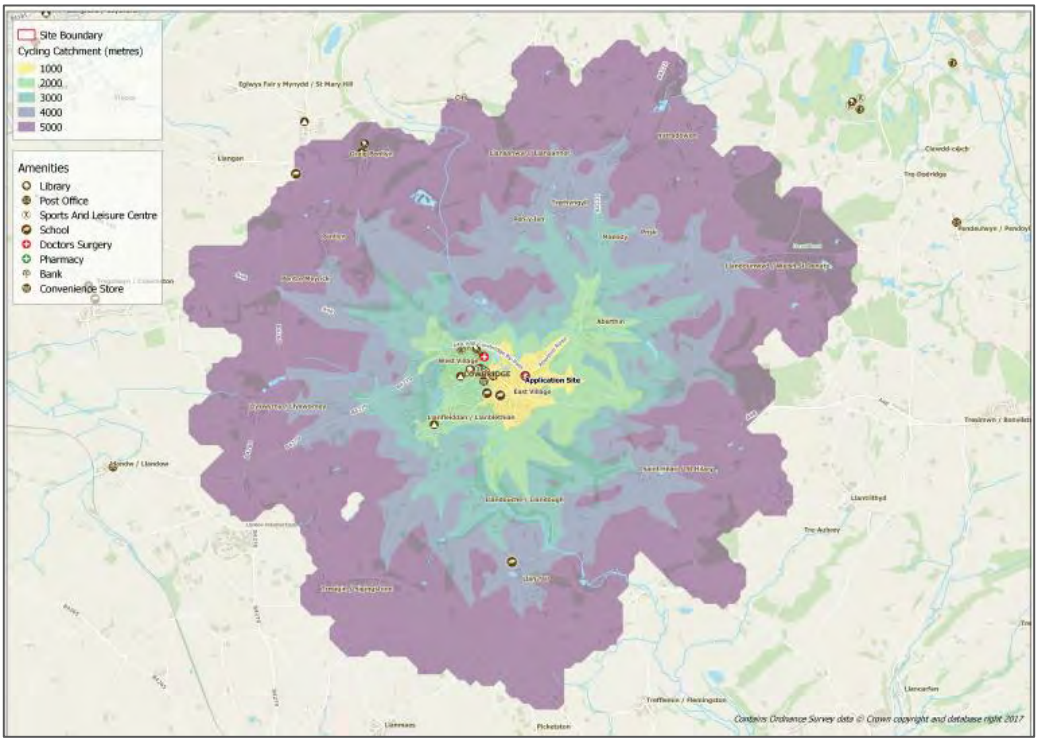
Figure 3-3 - Strava Heat Map



3.2.15 The highway safety analysis included at Section 4.3 below demonstrates that there is no adverse safety record on the roads within the vicinity of the site as a consequence of the above cycle use.

3.2.16 On the basis of the above, the resultant catchment area for cycling is shown in the below figure.

Figure 3-4 - Cycling Catchment



3.2.17 In consideration of the above, the application site is located where access by bicycle is a realistic alternative to car travel for some journeys. As such, the proposed development is acceptable in the context of its credentials to encourage journeys by bike.

Accessibility by Bus

3.2.18 It is accepted that public transport comprises two principle aspects:

1. Access to public transport which is concerned with how far the development is from the public transport network and the level of service on that network; and

2. Access by public transport which takes account of where the services go and the opportunities to access amenities located within the catchment areas served.

3.2.19 In the case of the first criterion, the nearest bus stop, named Comprehensive School, is located directly adjacent to the site at the lay-by on the western side of Aberthin Road. The stop is serviced by the number 321 bus which runs between Llanwit Major and Talbot Green.

3.2.20 The next closest bus stops, named Geoffery Ash Court, are located on Cardiff Road some 370-metres south of the site. They are served by X2 buses which runs between Porthcawl and Cardiff via Bridgend.

3.2.21 The table below summarises the services at the above bus stops.

Table 3-1 - Comprehensive School, Aberthin Road Bus Services

	Comprehensive School, Aberthin Road – Adjacent to Site					
Service	Route	Weekday			Sat	Sun
		Start	Freq. (mins)	End	Freq. (mins)	Freq. (mins)
321	Llantwit - Talbot Green	06:42	60 to 120	17:42	120	-

Table 3-2 - Geoffrey Ashe Court, Cardiff Road Bus Services

	Geoffrey Ashe Court, Cardiff Road – 350m from Site					
Service	Route	Weekday			Sat	Sun
		Start	Freq. (mins)	End	Freq. (mins)	Freq. (mins)
X2	Porthcawl - Cardiff via Bridgend	06:31	15 to 60	22:37	15 to 60	60
X2	Cardiff - Porthcawl via Bridgend	08:19	15 to 60	23:45	15 to 60	60

3.2.22 The below figures demonstrate the frequency of buses servicing the stops within the vicinity of the application site. Larger versions are included at Appendix E.

Figure 3-5 - Bus Stop Frequencies - Morning Peak Period

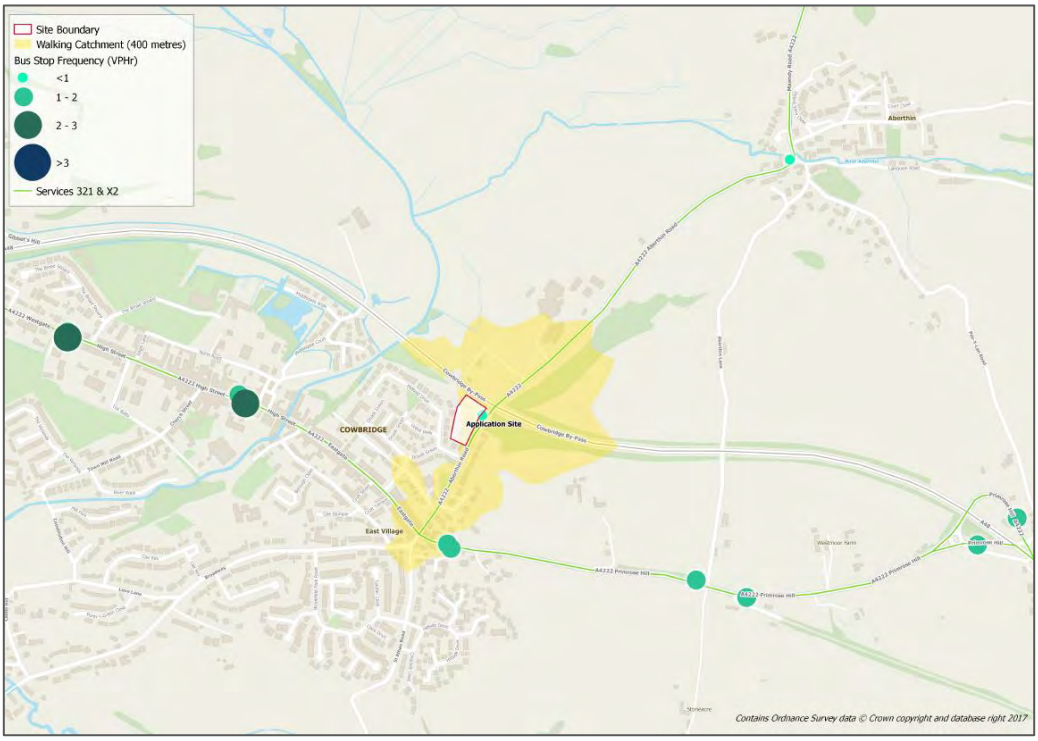
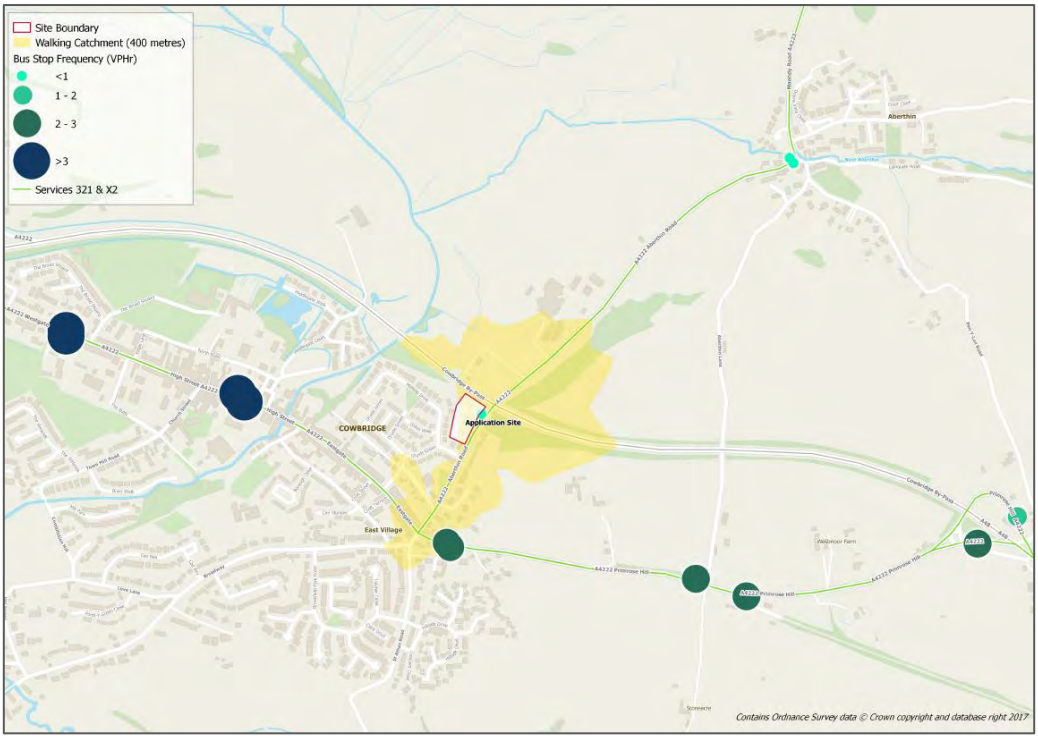


Figure 3-6 - Bus Stop Frequencies - Afternoon Peak Period



3.2.23 On the basis of the above, bus travel represents a viable alternative to car use for future residents and visitors associated with the development of the application site.

3.2.24 In consideration of the accessibility afforded by bus, an accessibility model has been created to identify the geographical catchment that is accessible within a 60-minute intermodal travel time, i.e. walk>bus>walk. This reflects the maximum commute time that is considered to be reasonable, particularly for those residents that are on the lower incomes that may be willing to travel longer distances for employment. However, it is noted that the typical length of commute in the area is 35-minutes which has also been shown.

3.2.25 An analysis of bus frequency has been undertaken for all bus stops in the locality for the Weekday morning and evening peak periods. The results are summarised on the plans below, which are provided at a larger scale at Appendix E at the rear of this report. The plans also account for the walking distance to the stops.

3.2.26 The catchment areas for the bus services during the morning and afternoon peak periods are shown in the below figures:

Figure 3-7 - Bus AM Peak Catchment

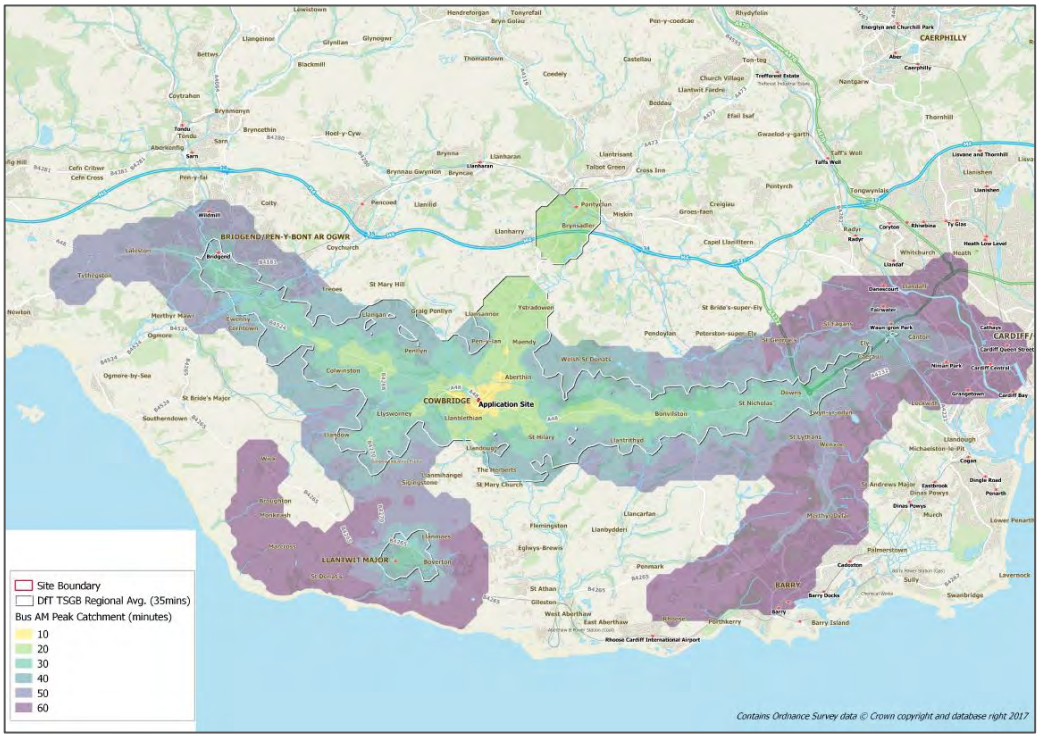
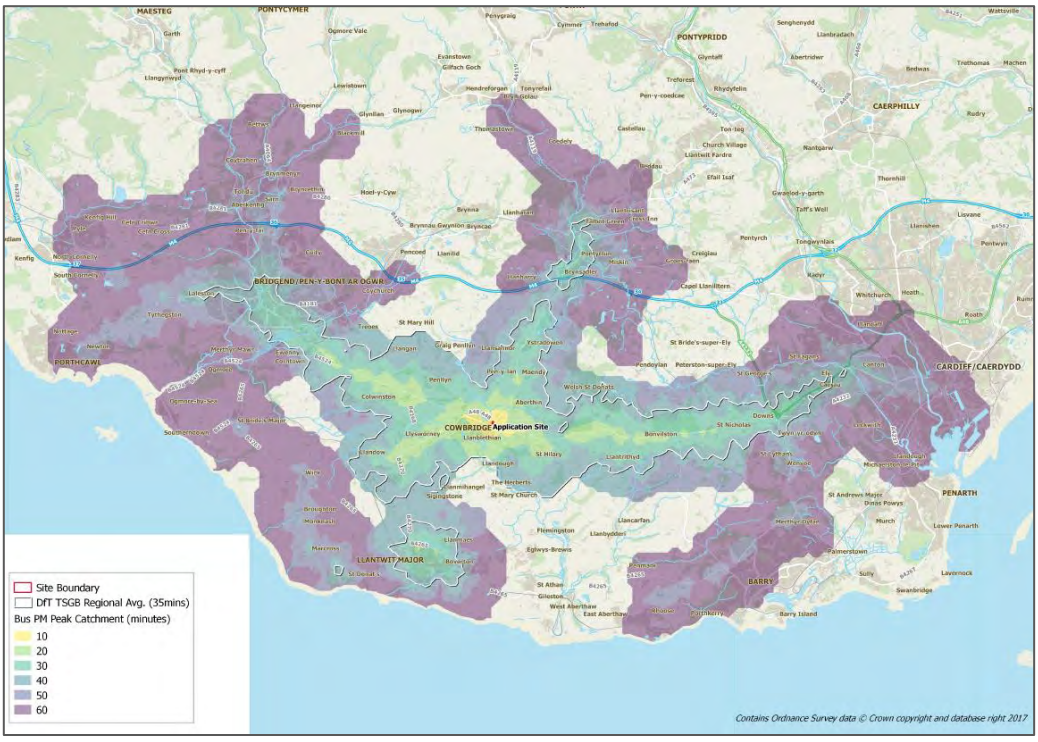


Figure 3-8 - Bus PM Peak Catchment



3.2.27 The figures above demonstrate that, a range of destinations are accessible by bus including Cardiff City Centre, Bridgend, Barry and Llanwit Major.

3.2.28 As illustrated above, a wide range of railway stations can be accessed by bus including; Cardiff Central, Barry, Pontyclun, Llanwit Major and Bridgend among others. These provide the opportunity for onward journeys to a wider range of destinations including a range of employment areas, shops and amenities, in accordance with policy.

Accessibility by Rail

3.2.29 Llanwit Major is the nearest railway station to the site located some 7.4-kilometres to the south. The station has 40 car parking spaces and 10 cycle parking spaces which are covered by CCTV. The station can also be accessed via the 321 bus service which stops at Llanwit Major Bus Station located adjacent to the railway station.

3.2.30 The station is served by hourly trains to Bridgend, Cardiff Central and Aberdare.

3.3 Section Conclusion

3.3.1 The evidence set out within this section of the report confirms that a wide range of non-car travel options would be available to the future residents of the proposed redevelopment which offer viable alternatives to trips by car.

4. Car Borne Travel Credentials

4.1 Introduction

4.1.1 This section of the report considers the road network surrounding the application site. The highway network study area therefore comprises the following links:

- A4222 Aberthin Road;
- Cardiff Road;
- St Athan Road; and
- A4222 Eastgate / High Street

4.2 A4222 Aberthin Road

4.2.1 Locally, the A4222 Aberthin Road connects Cowbridge to the village Aberthin some 1.0-kilometres to the north-east of the site.

4.2.2 Within the vicinity of the site, it is subject to a 30-mph speed limit and illuminated to a modern standard. It serves around eight private dwellings with frontage access in addition to the residential cul-de-sacs of The Paddock and Greenside.

4.2.3 A Vehicle Actuated Sign (VAS) is located on the eastern side of the road facing northbound traffic adjacent to the site.

4.2.4 A layby is located on the western side of the carriageway adjacent to the site and accommodated a bus stop which is serviced by the 321 bus which runs at a maximum frequency of once per hour. The lay-by measures approximately 50-metres in length.

4.2.5 Within the vicinity of the site, there is no central white lining but Aberthin Road measures 7.2-metres in width and can therefore safely accommodate large vehicles passing safely, in line with Manual for Streets (MfS) principles.

4.2.6 Some 260-metres to the south of the site, the A4222 Aberthin Road connects to Cardiff Road, St Athan Road and Eastgate via a signalised crossroad junction.

4.2.7 Each approach to the junction comprises one lane of around 3-metres in width and pedestrian crossing points are provided across all arms.

4.2.8 The stop lines are set back from the junction to allow large vehicles such as buses to safely turn at the junction.

4.2.9 Within the vicinity of the junction, Cardiff Road measures a minimum of 6.5-metres wide and can therefore accommodate two-way HGV traffic. It serves a small number of residential dwellings within Cowbridge in addition to eastbound and westbound bus stops located some 75-metres to the east of the signalised junction. Some 1.5-kilometres to the east of the junction with Aberthin Road, Cardiff Road connects to the A48 Cowbridge By-Pass via a slip-road junction which appears to be constructed in line with DMRB principles.

4.2.10 St Athan Road serves residential dwellings with frontage access, within the extents of the town, in addition to the residential roads of Brookfield Park Road and Hillside Drive. St Athan Road provides access to the hamlets and villages located to the south of Cowbridge such as The Herberts, St marys Church and St Athan itself, in addition to MOD St Athan. Within Cowbridge, it measures approximately 5.5-metres in width and is illuminated to a modern standard.

4.2.11 The A4222 Eastgate comprises the main road which runs through the centre of Cowbridge. Further to the east it becomes High Street.

4.2.12 Some 1.3-kilometres to the northwest of the junction with Aberthin Road, the A4222 connects to the A48 via slip-road arrangement which appears to be provided in line with DMRB principles.

4.2.13 For the majority of its length between the A48 and the Aberthin Road, the A4222 serves dwellings, shops, businesses and public buildings with frontage access. It is subject to a 30-mph speed limit and illuminated to a modern standard. Sections of on-street parking and double yellow line parking restrictions are provided along the road. Bus stops and pedestrian crossings are also present.

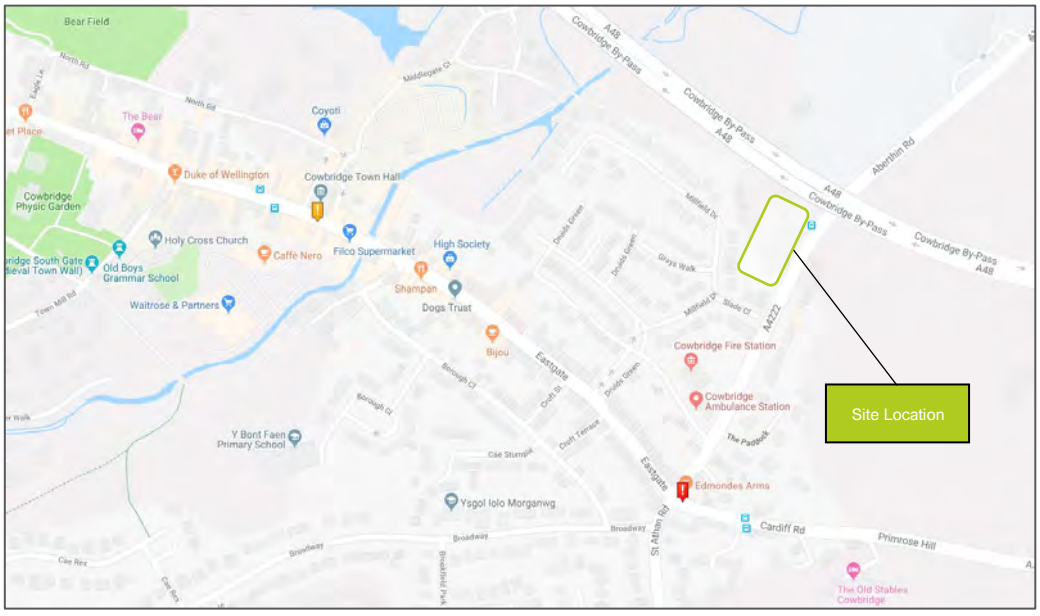
4.2.14 The A48 provides a connection to Bridgend and North Cornelly to the west of Cowbridge and to Cardiff to the east.

4.3 Highway Safety Risks

4.3.1 Road safety data has been obtained via the public database available at crashmap.co.uk for the most recent five-year period available: 2015 to 2017 inclusive. Within the vicinity of the site, no personal injury accidents (PIAs) have occurred during the most recent five-year period available. The study area comprises the links set out in the section above, as illustrated on the figure below.

4.3.2 The data demonstrates that an incident was recorded Aberthin Road / Cardiff Road / St Athan Road / Eastgate signalised crossroad junction. The incident involved one vehicle, which resulted in one serious casualty. Another incident was recorded on High Street opposite the Town Hall which involved two vehicles and resulted in one slight casualty. As illustrated by the figure below, there are no accident clusters or hotspots within the study area during the most recent 5-year period.

Figure 4-1 - PIA Accident Data



4.4 Section Conclusion

4.4.1 The proposed development benefits from easy access to the local and strategic highway network which provides good links to local, regional and national centres.

4.4.2 The analysis included above confirms that there are no inherent highway safety risks in the existing operation of the adjoining highway network and the proposed redevelopment is therefore acceptable in the context of highway safety and geometry.

5. Traffic Impact

5.1 Introduction

5.1.1 This section of the report considers the impacts of the redevelopment in the context of the magnitude and significance of the possible changes in traffic movements on the adjoining highway network.

5.2 Extant Trip Attraction Potential

5.2.1 The site comprises the Cowbridge Comprehensive Sixth Form Buildings. Whilst the premises are currently vacant, the site has a planning fall-back as a school/educational establishment with an established trip attraction potential. Should the Comprehensive School and sixth form require additional capacity, then it is probable that the site would be bought back into use.

5.2.2 The sixth form site is considered to have a greater vehicle trip attraction potential than a Primary or Secondary school given that many of the pupils would be of a driving age. In combination with this, the surrounding hinterland is relatively remote suggesting the modal split for students and staff ravelling to the site would be weighted towards the car.

5.2.3 On this basis, the extant use of the site would heavily discount the net impact of the proposed development in terms of vehicle trips. Notwithstanding, for the purpose of a robust assessment the proposed development has not been considered against the backdrop of the sixth form.

5.3 Future Trip Generation Potential

5.3.1 The proposals are for the redevelopment of the site for a social rented residential scheme comprising four houses and 30 apartments.

5.3.2 The industry standard TRICS 7.5.3 database has been used to undertake a multi-modal trip generation assessment to ascertain trip rate information based on surveys of similar sites throughout the United Kingdom.

5.3.3 The TRICS database calculates an average trip rate from a number of sites similar to the development site, which have been selected based on a range of characteristics such as geography, size and composition.

5.3.4 With regards to the proposed development, the following selection criteria was used:

Figure 5-1 - TRICS Selection Criteria - Proposed Development

Land-Use	Selection Criteria
4 Social/Affordable Houses	• 03 - Residential • B – Affordable/Local Authority Houses • Excluding sites in Ireland, Scotland & London • Suburban and Edge of Town Locations
30 Social/Affordable Flats	• 03 - Residential • D – Affordable/Local Authority Houses • Excluding sites in Ireland, Scotland & London • Suburban, Edge of Town and Neighbourhood Centre Locations

5.3.5 The raw TRICS output data is provided at Appendix F of this report. The resultant peak hour and daily trip generation rates are summarised in the table below:

Table 5-1 - Proposed Development Vehicle Trip Rates

Trip Rates	**AM Peak Hour (0800-0900)**		**PM Peak Hour (1700-1800)**		**Daily**	
Land Use	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Houses	0.162	0.313	0.192	0.131	1.85	1.909
Flats	0.074	0.108	0.162	0.122	1.57	1.542

5.3.6 The above trips rates have been applied to the proposed development and the resultant vehicle trips are set out in the table below:

Table 5-2 - Proposed Development Vehicle Trips

Trip Rates	**AM Peak Hour (0800-0900)**		**PM Peak Hour (1700-1800)**		**Daily**	
Land Use	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Houses	1	1	1	1	7	8
Flats	2	3	5	4	47	46
Total	**3**	**4**	**6**	**5**	**54**	**54**

5.3.7 The table above suggests that the proposed development is forecast to generate 7 and 11 vehicle trips in the morning and afternoon peak hours respectively. This equates to on average one additional vehicle trip every nine minutes in the morning peak period and one additional vehicle trip every five minutes in the afternoon peak period, which in its own right, is neither material nor discernible in the context of highway safety or operation.

5.3.8 The majority of development trips are likely to travel south from the site on Aberthin Road where they would encounter the signalised junction with Cardiff Road, St Athan Road and Eastgate. It is assumed that the signals would have a 120 second cycle time, which is typical of this type of junction meaning that any vehicles waiting at this junction would flush through every two minutes. On this basis, in the afternoon peak hour, the proposed development would result in one additional vehicle arriving at the junction every second cycle on average, which is considered indiscernible.

5.4 Section Conclusion

5.4.1 Based on the above, the multi-modal trips associated with the proposed development are not considered material nor discernible in the case of highway safety or the capacity of the surrounding highway network, even without consideration of the extant trip attraction potential of the sixth form college.

5.4.2 The traffic impact of the proposed redevelopment therefore cannot be considered to be severe.

6. Summary and Conclusion

6.1 Report Summary

6.1.1 Calibro has been appointed on behalf of the Applicant to consider the traffic and transportation implications of a residential redevelopment at the former sixth form building associated with Cowbridge Comprehensive on Aberthin Road. To this end, this report has considered the various transport-related effects and its findings may be summarised as follows: -

a) The proposed redevelopment will provide 34 social rented residential dwellings comprising four houses, and 30 apartments.

b) The non-car accessibility credentials of the site have been considered in Section 3.0 of this report with reference to GIS-based modelling techniques in combination with a review of the primary desire lines and availability of infrastructure. With reference to this, Calibro concludes the site is sustainable and that future residents will have the opportunity to travel to key destinations and amenities by a range of sustainable transport modes, including first tier walking and cycling. Therefore, the proposals comply with sustainability principles.

c) The existing highway network has also been appraised. The review concluded that the surrounding highway network adheres to existing design guidance and would be of a suitable standard to accommodate the immaterial number of vehicular trips generated by the scheme.

d) The trip generation potential of the proposed development was considered with the use of the industry standard TRICS database. For a robust assessment, the extant trip attraction potential of the sixth form was not considered. The assessment concluded that it is therefore unlikely that any material or severe impact would be created on the surrounding highway network.

6.2 Report Conclusion

6.2.1 In view of the above findings, it is concluded that the accessibility credentials of the proposed development set out within Section 3.0 meet with the requirements of sustainability, which underpins current planning policy. Future residents will therefore have opportunities to travel to key destinations in addition to and local facilities and amenities by a range of non-car travel, including the primary modes of walking and cycling.

6.2.2 Section 5.0 concludes that the vehicle trips associated with the proposed redevelopment are not considered material nor discernible in the case of highway safety or the capacity of the surrounding highway network.

6.2.3 It is concluded that there are no highway or transportation reasons, which should prevent the proposed redevelopment of this site.

Appendix A
Proposed Site Layout Plan

Revisions

A	Cycle store relocated, footpath to plot 4 amended	16 Sep '19

Flyover (from OS plan)

Edge of flyover at soffit level (from ALT survey)

ABERTHIN ROAD

Existing stone wall to be retained

Existing stone wall and piers to be retained with railings on top. New piers to be created for gate openings

Pink dashed line indicates existing trees to be removed

Blue dashed line indicates tree root protection zones

Dashed line indicates existing edge of bushes to be retained for ecological corridor to bat roost (from ALT survey)

Cycle Store (12 spaces)

Bin Store

Bike Store

Bat Roost

PLOTS 20-34

PLOTS 5 -19

Apt 01 Apt 02 Apt 03 Apt 04 Apt 05 Apt 16 Apt 17 Apt 18 Apt 19 Apt 20

UP

29698

28217.5

Boundary Key

- TYPE 01 - 1100mm high black powder coated steel railings
- TYPE 02 - 1800mm high timber close boarded fencing
- TYPE 03 - Proposed retaining wall in strict accordance with Structural Engineer's specification
- TYPE 04 - 1800mm high black powder coated steel railings
- TYPE 05 - 450mm high facing brick wall
- TYPE 06 - 1100mm high black powder coated steel railings above existing stone boundary wall and between existing / new stone piers

Landscape Key

- A Grass / turfed areas
- B Permeable concrete block paviours
- C Fine grade tarmac
- 450 x 450mm pre-cast concrete paving slabs
- Existing trees to be retained. Dashed line indicates root protection zone
- Existing trees to be removed
- New tree positions in accordance with Landscape Architect's design & specification
- New low level vegetation in accordance with Landscape Architect's design & specification
- 2.6m x 4.8m parking space

General Key

- 00 Plot number
- Timber garden shed (suitable for bike storage)
- 3-arm rotary clothes line
- Site Boundary - Condition of fence to be assessed and replaced with 1800mm high close boarded timber fence if needed.

NOTES

Site plan developed using detailed survey prepared by ALT Surveys ref: "156073A / 156074A" dated: 5th November 2018.

Plans are subject to imposed planning conditions and thorough drainage investigations. Position of all existing in use and redundant drainage runs to be confirmed following further investigation.

Position of any existing underground services to be confirmed following further investigation.

Refer to engineer's proposals for details of upgrading works to existing highways, proposed highways within new development and for proposed site levels and drainage details.

Refer to landscape architect's proposal for details of soft landscaping.

Ownership of all boundaries to be confirmed by client.

SCHEDULE OF ACCOMMODATION

4no. wheelchair accessible apartments
4no. 2B3P apartments
2no. 2B4P apartments
20no. 1B2P apartments
Total = 30 apartments

4no. houses (1 x 4B6P, 1 x 2B4P and 2 x 3B5P)

Total = 34 units

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Project: Aberthin Road, Cowbridge

Client: Hafod Housing

Drawing Title: Proposed Site Layout

Date: Aug '19

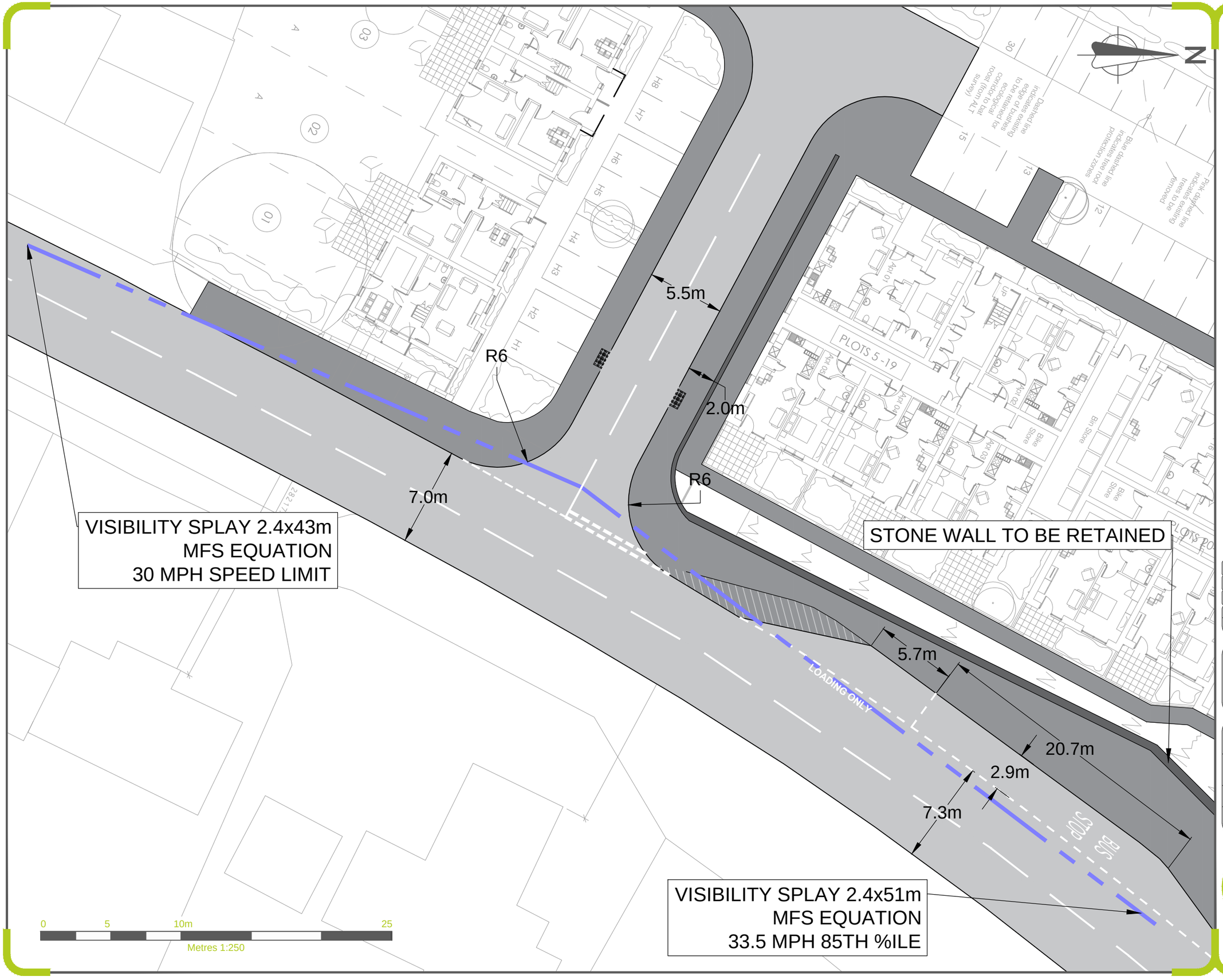
Scale: 1 : 200 @ A1

Drawing No.: 3703 / PA / 210

Rev.: A

NOTES Do not scale. All dimensions are in millimetres unless stated otherwise

Appendix B
Proposed Access Junction



LOCATION PLAN

LEGEND:

- CARRIAGEWAY
- FOOTWAY
- PARKING / BUS BAY TO CONVERT TO FOOTWAY
- TACTILE PAVING
- VISIBILITY SPLAY

REV:	DESCRIPTION:	BY:	DATE:
B	LAYOUT UPDATE	AF	20/09/19
A	LAYOUT UPDATE	AF	07/11/18
-	FIRST ISSUE	AF	11/10/18

STATUS: FOR INFORMATION

CLIENT: LRM PLANNING

SITE: ABERTHIN ROAD, COWBRIDGE

TITLE: PROPOSED SITE ACCESS VISIBILITY

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
1:250	11/10/18	AF	SM

PROJECT NO:	DRAWING NO:	REVISION:
620-0001	SK01	B

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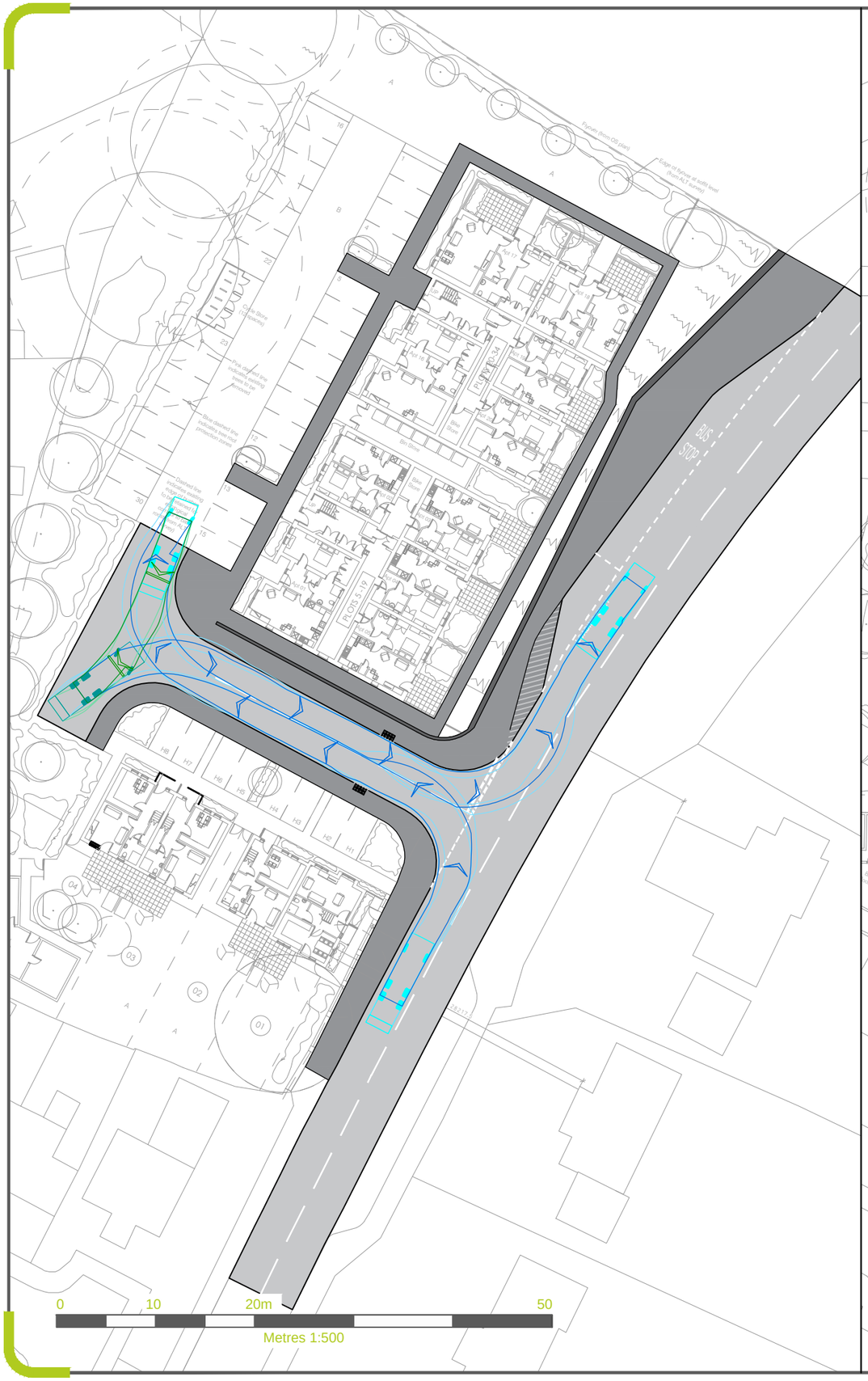
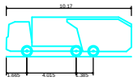
Appendix C
Swept Path Analysis



LOCATION PLAN

LEGEND:

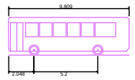


Phoenix 2 High Capacity Twin Pack 20 (with Elite 2 6x4 chassis)

Overall Length	10.170m
Overall Width	2.530m
Overall Body Height	3.211m
Min Body Ground Clearance	0.416m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	10.300m

3.5t Panel Van

Overall Length	5.339m
Overall Width	1.986m
Overall Body Height	2.565m
Min Body Ground Clearance	0.338m
Track Width	1.986m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.400m



Dart SLF 10.00m

Overall Length	9.809m
Overall Width	2.360m
Overall Body Height	3.067m
Min Body Ground Clearance	0.302m
Track Width	2.300m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	8.592m

REV:	DESCRIPTION:	BY:	DATE:
B	LAYOUT UPDATE	AF	20/09/19
A	LAYOUT UPDATE	AF	07/11/18
-	FIRST ISSUE	AF	11/10/18

STATUS: FOR INFORMATION

CLIENT: LRM PLANNING

SITE: ABERTHIN ROAD, COWBRIDGE

TITLE: SWEPT-PATH

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
1:500	11/10/18	AF	SM

PROJECT NO:	DRAWING NO:	REVISION:
620-0001	SP01	B

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Appendix D
ONS Car Ownership Data

Houses			Total: All Households (excluding caravans/temporary structures)	No cars or vans in household	1 car or van in household	2 cars or vans in household	3 cars or vans in household	4 or more cars or vans in household	Total: All Households (excluding caravans/temporary structures)	No cars or vans in household	1 car or van in household	2 cars or vans in household	3 cars or vans in household	4 or more cars or vans in household	Average Cars Per Dwelling
Total	Total: Tenure	Total: Number of bedrooms	45,489	6,832	19,343	14,664	3,491	1,159	100%	15%	43%	32%	8%	3%	1.40
		1 bedroom	753	336	343	61	9	4	100%	45%	46%	8%	1%	1%	0.67
		2 bedrooms	7,749	1,913	4,234	1,390	175	37	100%	25%	55%	18%	2%	0%	0.99
		3 bedrooms	23,128	3,979	10,840	6,729	1,296	284	100%	17%	47%	29%	6%	1%	1.27
		4 or more bedrooms	13,859	604	3,926	6,484	2,011	834	100%	4%	28%	47%	15%	6%	1.90
	Owned or Shared ownership	Total: Number of bedrooms	36,200	3,605	14,924	13,250	3,304	1,117	100%	10%	41%	37%	9%	3%	1.54
		1 bedroom	273	71	156	41	3	2	100%	26%	57%	15%	1%	1%	0.93
		2 bedrooms	5,140	917	2,920	1,107	161	35	100%	18%	57%	22%	3%	1%	1.12
		3 bedrooms	17,938	2,191	8,375	5,919	1,185	268	100%	12%	47%	33%	7%	1%	1.38
		4 or more bedrooms	12,849	426	3,473	6,183	1,955	812	100%	3%	27%	48%	15%	6%	1.94
	Social rented	Total: Number of bedrooms	3,781	1,704	1,645	366	56	10	100%	45%	44%	10%	1%	0%	0.68
		1 bedroom	328	203	116	6	2	1	100%	62%	35%	2%	1%	0%	0.42
		2 bedrooms	883	446	379	57	1	0	100%	51%	43%	6%	0%	0%	0.56
		3 bedrooms	2,327	974	1,028	273	45	7	100%	42%	44%	12%	2%	0%	0.75
		4 or more bedrooms	243	81	122	30	8	2	100%	33%	50%	12%	3%	1%	0.88
	Private rented or living rent free	Total: Number of bedrooms	5,508	1,523	2,774	1,048	131	32	100%	28%	50%	19%	2%	1%	0.98
		1 bedroom	152	62	71	14	4	1	100%	41%	47%	9%	3%	1%	0.76
		2 bedrooms	1,726	550	935	226	13	2	100%	32%	54%	13%	1%	0%	0.83
		3 bedrooms	2,863	814	1,437	537	66	9	100%	28%	50%	19%	2%	0%	0.96
		4 or more bedrooms	767	97	331	271	48	20	100%	13%	43%	35%	6%	3%	1.43
W02000238 The Vale of Glamorgan 002	Total: Tenure	Total: Number of bedrooms	2,519	195	864	1,091	276	93	100%	8%	34%	43%	11%	4%	1.69
		1 bedroom	17	3	10	3	1	0	100%	18%	59%	18%	6%	0%	1.12
		2 bedrooms	305	63	154	80	8	0	100%	21%	50%	26%	3%	0%	1.11
		3 bedrooms	884	87	393	326	63	15	100%	10%	44%	37%	7%	2%	1.46
		4 or more bedrooms	1,313	42	307	682	204	78	100%	3%	23%	52%	16%	6%	1.98
	Owned or Shared ownership	Total: Number of bedrooms	2,243	154	738	996	266	89	100%	7%	33%	44%	12%	4%	1.73
		1 bedroom	5	2	2	0	1	0	100%	40%	40%	0%	20%	0%	1.00
		2 bedrooms	221	43	108	62	8	0	100%	19%	49%	28%	4%	0%	1.16
		3 bedrooms	761	71	340	279	58	13	100%	9%	45%	37%	8%	2%	1.48
		4 or more bedrooms	1,256	38	288	655	199	76	100%	3%	23%	52%	16%	6%	1.99
	Social rented	Total: Number of bedrooms	42	13	19	9	1	0	100%	31%	45%	21%	2%	0%	0.95
		2 bedrooms	13	3	7	3	0	0	100%	23%	54%	23%	0%	0%	1.00
		3 bedrooms	25	8	11	5	1	0	100%	32%	44%	20%	4%	0%	0.96
		4 or more bedrooms	4	2	1	1	0	0	100%	50%	25%	25%	0%	0%	0.75
	Private rented or living rent free	Total: Number of bedrooms	234	28	107	86	9	4	100%	12%	46%	37%	4%	2%	1.38
		1 bedroom	12	1	8	3	0	0	100%	8%	67%	25%	0%	0%	1.17
		2 bedrooms	71	17	39	15	0	0	100%	24%	55%	21%	0%	0%	0.97
		3 bedrooms	98	8	42	42	4	2	100%	8%	43%	43%	4%	2%	1.49
		4 or more bedrooms	53	2	18	26	5	2	100%	4%	34%	49%	9%	4%	1.75

Flats															
Total	Total: Tenure	Total: Number of bedrooms	7,731	3,473	3,462	695	84	17	100%	45%	45%	9%	1%	0%	0.67
		1 bedroom	3,227	1,835	1,251	122	16	3	100%	57%	39%	4%	0%	0%	0.48
		2 bedrooms	3,856	1,467	1,895	453	35	6	100%	38%	49%	12%	1%	0%	0.76
		3 bedrooms	559	152	288	93	22	4	100%	27%	52%	17%	4%	1%	0.99
		4 or more bedrooms	89	19	28	27	11	4	100%	21%	31%	30%	12%	4%	1.47
	Owned or Shared ownership	Total: Number of bedrooms	2,311	607	1,296	350	48	10	100%	26%	56%	15%	2%	0%	0.94
		1 bedroom	526	190	291	36	8	1	100%	36%	55%	7%	2%	0%	0.74
		2 bedrooms	1,501	383	852	241	20	5	100%	26%	57%	16%	1%	0%	0.94
		3 bedrooms	242	32	140	55	13	2	100%	13%	58%	23%	5%	1%	1.23
		4 or more bedrooms	42	2	13	18	7	2	100%	5%	31%	43%	17%	5%	1.86
	Social rented	Total: Number of bedrooms	2,572	1,700	808	59	3	2	100%	66%	31%	2%	0%	0%	0.37
		1 bedroom	1,487	1,021	449	16	0	1	100%	69%	30%	1%	0%	0%	0.33
		2 bedrooms	950	605	310	33	2	0	100%	64%	33%	3%	0%	0%	0.40
		3 bedrooms	128	70	47	9	1	1	100%	55%	37%	7%	1%	1%	0.56
		4 or more bedrooms	7	4	2	1	0	0	100%	57%	29%	14%	0%	0%	0.57
	Private rented or living rent free	Total: Number of bedrooms	2,848	1,166	1,358	286	33	5	100%	41%	48%	10%	1%	0%	0.72
		1 bedroom	1,214	624	511	70	8	1	100%	51%	42%	6%	1%	0%	0.56
		2 bedrooms	1,405	479	733	179	13	1	100%	34%	52%	13%	1%	0%	0.81
		3 bedrooms	189	50	101	29	8	1	100%	26%	53%	15%	4%	1%	0.99
		4 or more bedrooms	40	13	13	8	4	2	100%	33%	33%	20%	10%	5%	1.23
W02000238 The Vale of Glamorgan 002	Total: Tenure	Total: Number of bedrooms	193	75	90	21	7	0	100%	39%	47%	11%	4%	0%	0.79
		1 bedroom	80	48	28	3	1	0	100%	60%	35%	4%	1%	0%	0.46
		2 bedrooms	92	27	53	11	1	0	100%	29%	58%	12%	1%	0%	0.85
		3 bedrooms	14	0	7	6	1	0	100%	0%	50%	43%	7%	0%	1.57
		4 or more bedrooms	7	0	2	1	4	0	100%	0%	29%	14%	57%	0%	2.29
	Owned or Shared ownership	Total: Number of bedrooms	47	17	20	8	2	0	100%	36%	43%	17%	4%	0%	0.89
		1 bedroom	13	7	6	0	0	0	100%	54%	46%	0%	0%	0%	0.46
		2 bedrooms	26	10	11	5	0	0	100%	38%	42%	19%	0%	0%	0.81
		3 bedrooms	5	0	1	3	1	0	100%	0%	20%	60%	20%	0%	2.00
		4 or more bedrooms	3	0	2	0	1	0	100%	0%	67%	0%	33%	0%	1.67
	Social rented	Total: Number of bedrooms	58	36	19	2	1	0	100%	62%	33%	3%	2%	0%	0.45
		1 bedroom	36	29	6	1	0	0	100%	81%	17%	3%	0%	0%	0.22
		2 bedrooms	18	7	10	0	1	0	100%	39%	56%	0%	6%	0%	0.72
		3 bedrooms	4	0	3	1	0	0	100%	0%	75%	25%	0%	0%	1.25
	Private rented or living rent free	Total: Number of bedrooms	88	22	51	11	4	0	100%	25%	58%	13%	5%	0%	0.97
		1 bedroom	31	12	16	2	1	0	100%	39%	52%	6%	3%	0%	0.74
		2 bedrooms	48	10	32	6	0	0	100%	21%	67%	13%	0%	0%	0.92
		3 bedrooms	5	0	3	2	0	0	100%	0%	60%	40%	0%	0%	1.40
		4 or more bedrooms	4	0	0	1	3	0	100%	0%	0%	25%	75%	0%	2.75

Appendix E
Accessibility Analysis

Site Boundary

Walking Catchment (metres)

- 400
- 800
- 1200
- 1600
- 2000

Amenities

- Library
- Post Office
- Sports And Leisure Centre
- School
- Doctors Surgery
- Pharmacy
- Bank
- Convenience Store

Application Site

calibro
transport, highway & infrastructure consultants

BR-620-0001 Aberthin Road, Cowbridge

Walking Catchment

Site Boundary

Cycling Catchment (metres)

- 1000
- 2000
- 3000
- 4000
- 5000

Amenities

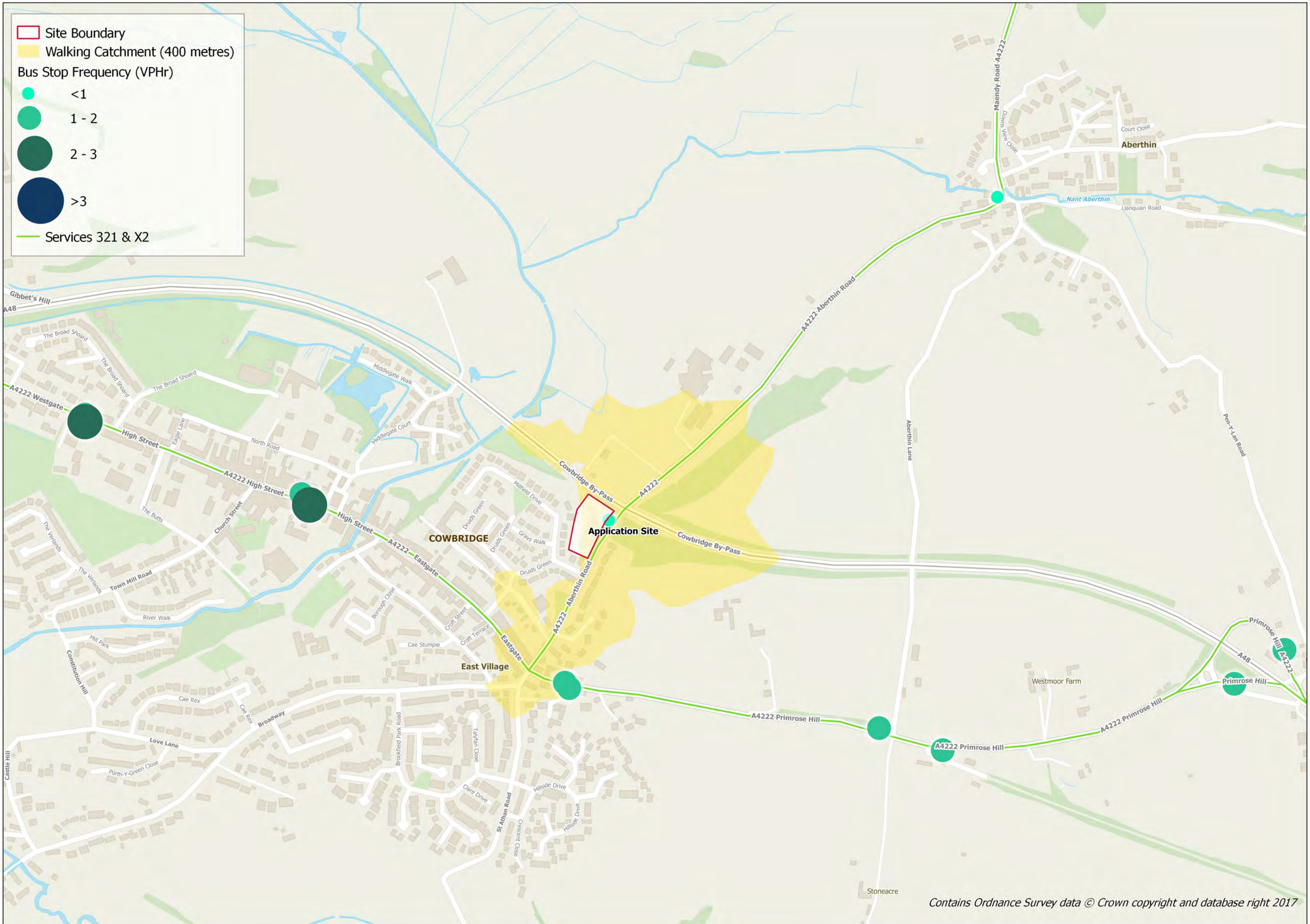
- Library
- Post Office
- Sports And Leisure Centre
- School
- Doctors Surgery
- Pharmacy
- Bank
- Convenience Store

Application Site

calibro
transport, highway & infrastructure consultants

BR-620-0001 Aberthin Road, Cowbridge

Cycling Catchment



calibro
transport, highway & infrastructure consultants

BR-620-0001 Aberthin Road, Cowbridge

Bus Stop Frequencies & Local Service Routes, AM Peak

Site Boundary
Walking Catchment (400 metres)
Bus Stop Frequency (VPHr)
<1
1 - 2
2 - 3
>3
Services 321 & X2

A4222
A4222 Westgate
A4222 Aberthin Road
Maendy Road A4222
Aberthin
Court Close
Downs View Close
Nant Aberthin
Llanquian Road
The Broad Shoard
Middlegate Walk
Middlegate Court
Eagle Lane
North Road
High Street A4222
High Street
A4222 Eastgate
Eastgate
COWBRIDGE
Application Site
Cowbridge By-Pass
Millfield Drive
Druids Green
Grays Walk
The Butts
Church Street
The Verlands
Town Mill Road
River Walk
Mill Park
Borough Close
Croft Street
Croft Terrace
Cae Stumpie
East Village
Constitution Hill
Cae Rex
Broadway
Love Lane
Porth-Y-Green Close
Castle Hill
Brookfield Park Road
Talyfan Close
Clare Drive
St Athan Road
Crescent Close
Hillside Drive
Aberthin Lane
Pen-Y-Lan Road
Primrose Hill
A48
Westmoor Farm
A4222 Primrose Hill
Stoneacre

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BR-620-0001 Aberthin Road, Cowbridge

Bus Stop Frequencies & Local Service Routes, PM Peak

Site Boundary
DfT TSGB Regional Avg. (35mins)
Bus AM Peak Catchment (minutes)
10
20
30
40
50
60

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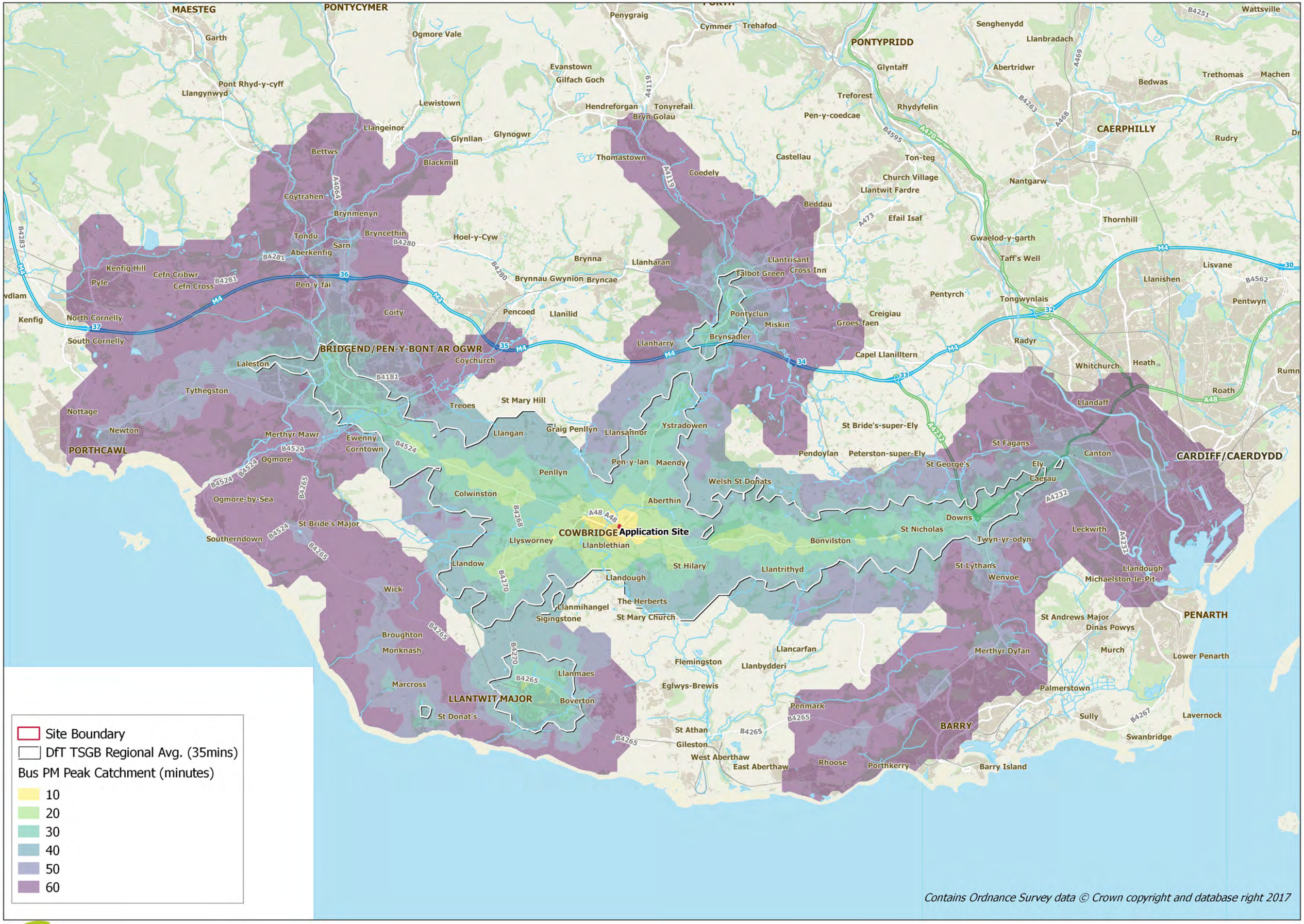
BR-620-0001 Aberthin Road, Cowbridge

Bus AM Peak Catchment



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BR-620-0001 Aberthin Road, Cowbridge

Bus PM Peak Catchment

Appendix F
TRICS Outputs

Calculation Reference: AUDIT-861401-181009-1022

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL VEHICLES

Selected regions and areas:

07	YORKSHIRE & NORTH LINCOLNSHIRE		
	WY	WEST YORKSHIRE	2 days
08	NORTH WEST		
	MS	MERSEYSIDE	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: 16 to 54 (units:)
Range Selected by User: 14 to 280 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 19/09/13

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

Selected survey days:

Tuesday	2 days
Thursday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	2

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

Selected Location Sub Categories:

Residential Zone	2
Built-Up Zone	1

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

Secondary Filtering selection:

Use Class:

C3	3 days

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
75,001 to 100,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days

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

Travel Plan:

No	3 days

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

PTAL Rating:

No PTAL Present	3 days

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

LIST OF SITES relevant to selection parameters

1	MS-03-B-01	TERRACED		MERSEYSIDE
	TARBOCK ROAD			
	LIVERPOOL			
	SPEKE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		16	
	Survey date: TUESDAY		*18/06/13*	*Survey Type: MANUAL*
2	WY-03-B-02	MIXED HOUSES		WEST YORKSHIRE
	WHITEACRE STREET			
	HUDDERSFIELD			
	DEIGHTON			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		54	
	Survey date: TUESDAY		*17/09/13*	*Survey Type: MANUAL*
3	WY-03-B-03	TERRACED HOUSES		WEST YORKSHIRE
	LINCOLN GREEN ROAD			
	LEEDS			
	Suburban Area (PPS6 Out of Centre)			
	Built-Up Zone			
	Total Number of dwellings:		29	
	Survey date: THURSDAY		*19/09/13*	*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/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3	33	0.081	3	33	0.091	3	33	0.172
08:00 - 09:00	3	33	0.162	3	33	0.313	3	33	0.475
09:00 - 10:00	3	33	0.263	3	33	0.283	3	33	0.546
10:00 - 11:00	3	33	0.162	3	33	0.172	3	33	0.334
11:00 - 12:00	3	33	0.121	3	33	0.111	3	33	0.232
12:00 - 13:00	3	33	0.131	3	33	0.131	3	33	0.262
13:00 - 14:00	3	33	0.101	3	33	0.101	3	33	0.202
14:00 - 15:00	3	33	0.182	3	33	0.131	3	33	0.313
15:00 - 16:00	3	33	0.182	3	33	0.192	3	33	0.374
16:00 - 17:00	3	33	0.101	3	33	0.172	3	33	0.273
17:00 - 18:00	3	33	0.192	3	33	0.131	3	33	0.323
18:00 - 19:00	3	33	0.172	3	33	0.081	3	33	0.253
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.850			1.909			3.759

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.*

Parameter summary

Trip rate parameter range selected:	16 - 54 (units:)
Survey date date range:	01/01/10 - 19/09/13
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3	33	0.000	3	33	0.000	3	33	0.000
08:00 - 09:00	3	33	0.010	3	33	0.010	3	33	0.020
09:00 - 10:00	3	33	0.040	3	33	0.030	3	33	0.070
10:00 - 11:00	3	33	0.020	3	33	0.040	3	33	0.060
11:00 - 12:00	3	33	0.040	3	33	0.040	3	33	0.080
12:00 - 13:00	3	33	0.030	3	33	0.020	3	33	0.050
13:00 - 14:00	3	33	0.000	3	33	0.010	3	33	0.010
14:00 - 15:00	3	33	0.030	3	33	0.020	3	33	0.050
15:00 - 16:00	3	33	0.020	3	33	0.020	3	33	0.040
16:00 - 17:00	3	33	0.020	3	33	0.020	3	33	0.040
17:00 - 18:00	3	33	0.010	3	33	0.010	3	33	0.020
18:00 - 19:00	3	33	0.020	3	33	0.020	3	33	0.040
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.240			0.240			0.480

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/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3	33	0.000	3	33	0.000	3	33	0.000
08:00 - 09:00	3	33	0.010	3	33	0.030	3	33	0.040
09:00 - 10:00	3	33	0.010	3	33	0.010	3	33	0.020
10:00 - 11:00	3	33	0.010	3	33	0.000	3	33	0.010
11:00 - 12:00	3	33	0.000	3	33	0.000	3	33	0.000
12:00 - 13:00	3	33	0.000	3	33	0.000	3	33	0.000
13:00 - 14:00	3	33	0.000	3	33	0.000	3	33	0.000
14:00 - 15:00	3	33	0.000	3	33	0.000	3	33	0.000
15:00 - 16:00	3	33	0.030	3	33	0.010	3	33	0.040
16:00 - 17:00	3	33	0.000	3	33	0.010	3	33	0.010
17:00 - 18:00	3	33	0.010	3	33	0.000	3	33	0.010
18:00 - 19:00	3	33	0.000	3	33	0.000	3	33	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.070			0.060			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.

*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/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3	33	0.081	3	33	0.121	3	33	0.202
08:00 - 09:00	3	33	0.232	3	33	0.455	3	33	0.687
09:00 - 10:00	3	33	0.364	3	33	0.394	3	33	0.758
10:00 - 11:00	3	33	0.222	3	33	0.283	3	33	0.505
11:00 - 12:00	3	33	0.152	3	33	0.141	3	33	0.293
12:00 - 13:00	3	33	0.172	3	33	0.182	3	33	0.354
13:00 - 14:00	3	33	0.121	3	33	0.141	3	33	0.262
14:00 - 15:00	3	33	0.283	3	33	0.182	3	33	0.465
15:00 - 16:00	3	33	0.283	3	33	0.293	3	33	0.576
16:00 - 17:00	3	33	0.162	3	33	0.273	3	33	0.435
17:00 - 18:00	3	33	0.242	3	33	0.141	3	33	0.383
18:00 - 19:00	3	33	0.253	3	33	0.121	3	33	0.374
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.567			2.727			5.294

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/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3	33	0.040	3	33	0.091	3	33	0.131
08:00 - 09:00	3	33	0.081	3	33	0.455	3	33	0.536
09:00 - 10:00	3	33	0.152	3	33	0.162	3	33	0.314
10:00 - 11:00	3	33	0.162	3	33	0.202	3	33	0.364
11:00 - 12:00	3	33	0.121	3	33	0.192	3	33	0.313
12:00 - 13:00	3	33	0.222	3	33	0.111	3	33	0.333
13:00 - 14:00	3	33	0.091	3	33	0.091	3	33	0.182
14:00 - 15:00	3	33	0.182	3	33	0.172	3	33	0.354
15:00 - 16:00	3	33	0.424	3	33	0.182	3	33	0.606
16:00 - 17:00	3	33	0.141	3	33	0.152	3	33	0.293
17:00 - 18:00	3	33	0.364	3	33	0.253	3	33	0.617
18:00 - 19:00	3	33	0.202	3	33	0.182	3	33	0.384
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.182			2.245			4.427

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/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3	33	0.000	3	33	0.010	3	33	0.010
08:00 - 09:00	3	33	0.000	3	33	0.081	3	33	0.081
09:00 - 10:00	3	33	0.010	3	33	0.020	3	33	0.030
10:00 - 11:00	3	33	0.000	3	33	0.000	3	33	0.000
11:00 - 12:00	3	33	0.000	3	33	0.000	3	33	0.000
12:00 - 13:00	3	33	0.000	3	33	0.000	3	33	0.000
13:00 - 14:00	3	33	0.020	3	33	0.000	3	33	0.020
14:00 - 15:00	3	33	0.010	3	33	0.010	3	33	0.020
15:00 - 16:00	3	33	0.061	3	33	0.010	3	33	0.071
16:00 - 17:00	3	33	0.000	3	33	0.010	3	33	0.010
17:00 - 18:00	3	33	0.051	3	33	0.000	3	33	0.051
18:00 - 19:00	3	33	0.010	3	33	0.000	3	33	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.162			0.141			0.303

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/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3	33	0.000	3	33	0.010	3	33	0.010
08:00 - 09:00	3	33	0.000	3	33	0.081	3	33	0.081
09:00 - 10:00	3	33	0.010	3	33	0.020	3	33	0.030
10:00 - 11:00	3	33	0.000	3	33	0.000	3	33	0.000
11:00 - 12:00	3	33	0.000	3	33	0.000	3	33	0.000
12:00 - 13:00	3	33	0.000	3	33	0.000	3	33	0.000
13:00 - 14:00	3	33	0.020	3	33	0.000	3	33	0.020
14:00 - 15:00	3	33	0.010	3	33	0.010	3	33	0.020
15:00 - 16:00	3	33	0.061	3	33	0.010	3	33	0.071
16:00 - 17:00	3	33	0.000	3	33	0.010	3	33	0.010
17:00 - 18:00	3	33	0.051	3	33	0.000	3	33	0.051
18:00 - 19:00	3	33	0.010	3	33	0.000	3	33	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.162			0.141			0.303

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/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3	33	0.121	3	33	0.222	3	33	0.343
08:00 - 09:00	3	33	0.323	3	33	1.020	3	33	1.343
09:00 - 10:00	3	33	0.535	3	33	0.586	3	33	1.121
10:00 - 11:00	3	33	0.394	3	33	0.485	3	33	0.879
11:00 - 12:00	3	33	0.273	3	33	0.333	3	33	0.606
12:00 - 13:00	3	33	0.394	3	33	0.293	3	33	0.687
13:00 - 14:00	3	33	0.232	3	33	0.232	3	33	0.464
14:00 - 15:00	3	33	0.475	3	33	0.364	3	33	0.839
15:00 - 16:00	3	33	0.798	3	33	0.495	3	33	1.293
16:00 - 17:00	3	33	0.303	3	33	0.444	3	33	0.747
17:00 - 18:00	3	33	0.667	3	33	0.394	3	33	1.061
18:00 - 19:00	3	33	0.465	3	33	0.303	3	33	0.768
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.980			5.171			10.151

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/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL LGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3	33	0.010	3	33	0.000	3	33	0.010
08:00 - 09:00	3	33	0.000	3	33	0.010	3	33	0.010
09:00 - 10:00	3	33	0.010	3	33	0.010	3	33	0.020
10:00 - 11:00	3	33	0.000	3	33	0.010	3	33	0.010
11:00 - 12:00	3	33	0.010	3	33	0.010	3	33	0.020
12:00 - 13:00	3	33	0.000	3	33	0.000	3	33	0.000
13:00 - 14:00	3	33	0.000	3	33	0.000	3	33	0.000
14:00 - 15:00	3	33	0.000	3	33	0.010	3	33	0.010
15:00 - 16:00	3	33	0.010	3	33	0.010	3	33	0.020
16:00 - 17:00	3	33	0.000	3	33	0.010	3	33	0.010
17:00 - 18:00	3	33	0.010	3	33	0.000	3	33	0.010
18:00 - 19:00	3	33	0.020	3	33	0.000	3	33	0.020
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.070			0.070			0.140

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/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL MOTOR CYCLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3	33	0.000	3	33	0.000	3	33	0.000
08:00 - 09:00	3	33	0.000	3	33	0.010	3	33	0.010
09:00 - 10:00	3	33	0.000	3	33	0.000	3	33	0.000
10:00 - 11:00	3	33	0.000	3	33	0.000	3	33	0.000
11:00 - 12:00	3	33	0.000	3	33	0.000	3	33	0.000
12:00 - 13:00	3	33	0.000	3	33	0.000	3	33	0.000
13:00 - 14:00	3	33	0.010	3	33	0.000	3	33	0.010
14:00 - 15:00	3	33	0.000	3	33	0.000	3	33	0.000
15:00 - 16:00	3	33	0.000	3	33	0.000	3	33	0.000
16:00 - 17:00	3	33	0.000	3	33	0.000	3	33	0.000
17:00 - 18:00	3	33	0.000	3	33	0.000	3	33	0.000
18:00 - 19:00	3	33	0.000	3	33	0.000	3	33	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.010			0.010			0.020

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.*

Calculation Reference: AUDIT-861401-181009-1038

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
	HC	HAMPSHIRE	1 days
	OX	OXFORDSHIRE	1 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
	NT	NOTTINGHAMSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	1 days
10	WALES		
	CF	CARDIFF	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: 6 to 30 (units:)
Range Selected by User: 6 to 191 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 07/10/16

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	2 days
Wednesday	1 days
Thursday	2 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	5
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Residential Zone	7

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

Secondary Filtering selection:

Use Class:

C3	7 days

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

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	3 days
50,001 to 100,000	1 days

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

Population within 5 miles:

100,001 to 125,000	1 days
125,001 to 250,000	3 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	5 days
1.1 to 1.5	2 days

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

Travel Plan:

No	7 days

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

PTAL Rating:

No PTAL Present	7 days

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

LIST OF SITES relevant to selection parameters

1	CF-03-D-01	BLOCKS OF FLATS		CARDIFF
	TYN-Y-PARC ROAD			
	CARDIFF			
	WHITCHURCH			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Number of dwellings:		24	
	Survey date: FRIDAY		*07/10/16*	*Survey Type: MANUAL*
2	CH-03-D-01	BLOCK OF FLATS		CHESHIRE
	HEATH LANE			
	CHESTER			
	BOUGHTON HEATH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		30	
	Survey date: THURSDAY		*24/05/12*	*Survey Type: MANUAL*
3	ES-03-D-06	FLATS & HOUSES		EAST SUSSEX
	WELLINGTON ROAD			
	BRIGHTON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		15	
	Survey date: THURSDAY		*16/10/14*	*Survey Type: MANUAL*
4	HC-03-D-05	BLOCK OF FLATS		HAMPSHIRE
	WORTING ROAD			
	BASINGSTOKE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		29	
	Survey date: MONDAY		*18/10/10*	*Survey Type: MANUAL*
5	LN-03-D-02	FLATS		LINCOLNSHIRE
	ADDISON DRIVE			
	LINCOLN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		22	
	Survey date: WEDNESDAY		*01/07/15*	*Survey Type: MANUAL*
6	NT-03-D-02	BLOCK OF FLATS		NOTTINGHAMSHIRE
	WATCOMBE ROAD			
	NOTTINGHAM			
	CARRINGTON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		22	
	Survey date: TUESDAY		*23/06/15*	*Survey Type: MANUAL*
7	OX-03-D-01	FLATS		OXFORDSHIRE
	FAIRLAWN END			
	OXFORD			
	UPPER WOLVERCOTE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		6	
	Survey date: TUESDAY		*05/10/10*	*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/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	21	0.054	7	21	0.095	7	21	0.149
08:00 - 09:00	7	21	0.074	7	21	0.108	7	21	0.182
09:00 - 10:00	7	21	0.088	7	21	0.108	7	21	0.196
10:00 - 11:00	7	21	0.088	7	21	0.142	7	21	0.230
11:00 - 12:00	7	21	0.061	7	21	0.047	7	21	0.108
12:00 - 13:00	7	21	0.068	7	21	0.088	7	21	0.156
13:00 - 14:00	7	21	0.095	7	21	0.068	7	21	0.163
14:00 - 15:00	7	21	0.115	7	21	0.088	7	21	0.203
15:00 - 16:00	7	21	0.088	7	21	0.101	7	21	0.189
16:00 - 17:00	7	21	0.155	7	21	0.081	7	21	0.236
17:00 - 18:00	7	21	0.162	7	21	0.122	7	21	0.284
18:00 - 19:00	7	21	0.122	7	21	0.122	7	21	0.244
19:00 - 20:00	2	18	0.114	2	18	0.086	2	18	0.200
20:00 - 21:00	2	18	0.200	2	18	0.200	2	18	0.400
21:00 - 22:00	2	18	0.086	2	18	0.086	2	18	0.172
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.570			1.542			3.112

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.*

Parameter summary

Trip rate parameter range selected:	6 - 30 (units:)
Survey date date range:	01/01/10 - 07/10/16
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	21	0.007	7	21	0.007	7	21	0.014
08:00 - 09:00	7	21	0.020	7	21	0.020	7	21	0.040
09:00 - 10:00	7	21	0.000	7	21	0.000	7	21	0.000
10:00 - 11:00	7	21	0.000	7	21	0.000	7	21	0.000
11:00 - 12:00	7	21	0.000	7	21	0.000	7	21	0.000
12:00 - 13:00	7	21	0.007	7	21	0.007	7	21	0.014
13:00 - 14:00	7	21	0.020	7	21	0.020	7	21	0.040
14:00 - 15:00	7	21	0.014	7	21	0.014	7	21	0.028
15:00 - 16:00	7	21	0.014	7	21	0.014	7	21	0.028
16:00 - 17:00	7	21	0.007	7	21	0.007	7	21	0.014
17:00 - 18:00	7	21	0.014	7	21	0.007	7	21	0.021
18:00 - 19:00	7	21	0.020	7	21	0.027	7	21	0.047
19:00 - 20:00	2	18	0.000	2	18	0.000	2	18	0.000
20:00 - 21:00	2	18	0.000	2	18	0.000	2	18	0.000
21:00 - 22:00	2	18	0.000	2	18	0.000	2	18	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.123			0.123			0.246

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	21	0.000	7	21	0.000	7	21	0.000
08:00 - 09:00	7	21	0.014	7	21	0.000	7	21	0.014
09:00 - 10:00	7	21	0.007	7	21	0.020	7	21	0.027
10:00 - 11:00	7	21	0.007	7	21	0.007	7	21	0.014
11:00 - 12:00	7	21	0.000	7	21	0.000	7	21	0.000
12:00 - 13:00	7	21	0.000	7	21	0.000	7	21	0.000
13:00 - 14:00	7	21	0.000	7	21	0.000	7	21	0.000
14:00 - 15:00	7	21	0.007	7	21	0.007	7	21	0.014
15:00 - 16:00	7	21	0.007	7	21	0.007	7	21	0.014
16:00 - 17:00	7	21	0.000	7	21	0.000	7	21	0.000
17:00 - 18:00	7	21	0.007	7	21	0.007	7	21	0.014
18:00 - 19:00	7	21	0.000	7	21	0.000	7	21	0.000
19:00 - 20:00	2	18	0.000	2	18	0.000	2	18	0.000
20:00 - 21:00	2	18	0.000	2	18	0.000	2	18	0.000
21:00 - 22:00	2	18	0.000	2	18	0.000	2	18	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.049			0.048			0.097

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	21	0.000	7	21	0.014	7	21	0.014
08:00 - 09:00	7	21	0.007	7	21	0.020	7	21	0.027
09:00 - 10:00	7	21	0.000	7	21	0.007	7	21	0.007
10:00 - 11:00	7	21	0.007	7	21	0.000	7	21	0.007
11:00 - 12:00	7	21	0.007	7	21	0.000	7	21	0.007
12:00 - 13:00	7	21	0.000	7	21	0.000	7	21	0.000
13:00 - 14:00	7	21	0.000	7	21	0.000	7	21	0.000
14:00 - 15:00	7	21	0.000	7	21	0.000	7	21	0.000
15:00 - 16:00	7	21	0.007	7	21	0.007	7	21	0.014
16:00 - 17:00	7	21	0.000	7	21	0.007	7	21	0.007
17:00 - 18:00	7	21	0.014	7	21	0.000	7	21	0.014
18:00 - 19:00	7	21	0.000	7	21	0.000	7	21	0.000
19:00 - 20:00	2	18	0.000	2	18	0.000	2	18	0.000
20:00 - 21:00	2	18	0.000	2	18	0.000	2	18	0.000
21:00 - 22:00	2	18	0.000	2	18	0.000	2	18	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.042			0.055			0.097

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	21	0.068	7	21	0.128	7	21	0.196
08:00 - 09:00	7	21	0.081	7	21	0.169	7	21	0.250
09:00 - 10:00	7	21	0.101	7	21	0.128	7	21	0.229
10:00 - 11:00	7	21	0.122	7	21	0.209	7	21	0.331
11:00 - 12:00	7	21	0.068	7	21	0.068	7	21	0.136
12:00 - 13:00	7	21	0.108	7	21	0.115	7	21	0.223
13:00 - 14:00	7	21	0.101	7	21	0.101	7	21	0.202
14:00 - 15:00	7	21	0.182	7	21	0.135	7	21	0.317
15:00 - 16:00	7	21	0.128	7	21	0.128	7	21	0.256
16:00 - 17:00	7	21	0.270	7	21	0.155	7	21	0.425
17:00 - 18:00	7	21	0.196	7	21	0.216	7	21	0.412
18:00 - 19:00	7	21	0.182	7	21	0.196	7	21	0.378
19:00 - 20:00	2	18	0.200	2	18	0.171	2	18	0.371
20:00 - 21:00	2	18	0.371	2	18	0.486	2	18	0.857
21:00 - 22:00	2	18	0.143	2	18	0.029	2	18	0.172
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.321			2.434			4.755

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	21	0.014	7	21	0.034	7	21	0.048
08:00 - 09:00	7	21	0.027	7	21	0.115	7	21	0.142
09:00 - 10:00	7	21	0.088	7	21	0.101	7	21	0.189
10:00 - 11:00	7	21	0.122	7	21	0.169	7	21	0.291
11:00 - 12:00	7	21	0.095	7	21	0.122	7	21	0.217
12:00 - 13:00	7	21	0.081	7	21	0.074	7	21	0.155
13:00 - 14:00	7	21	0.074	7	21	0.101	7	21	0.175
14:00 - 15:00	7	21	0.101	7	21	0.095	7	21	0.196
15:00 - 16:00	7	21	0.257	7	21	0.108	7	21	0.365
16:00 - 17:00	7	21	0.061	7	21	0.061	7	21	0.122
17:00 - 18:00	7	21	0.095	7	21	0.074	7	21	0.169
18:00 - 19:00	7	21	0.047	7	21	0.047	7	21	0.094
19:00 - 20:00	2	18	0.257	2	18	0.029	2	18	0.286
20:00 - 21:00	2	18	0.086	2	18	0.000	2	18	0.086
21:00 - 22:00	2	18	0.057	2	18	0.029	2	18	0.086
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.462			1.159			2.621

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	21	0.000	7	21	0.034	7	21	0.034
08:00 - 09:00	7	21	0.000	7	21	0.020	7	21	0.020
09:00 - 10:00	7	21	0.000	7	21	0.014	7	21	0.014
10:00 - 11:00	7	21	0.014	7	21	0.034	7	21	0.048
11:00 - 12:00	7	21	0.014	7	21	0.007	7	21	0.021
12:00 - 13:00	7	21	0.014	7	21	0.020	7	21	0.034
13:00 - 14:00	7	21	0.020	7	21	0.007	7	21	0.027
14:00 - 15:00	7	21	0.027	7	21	0.034	7	21	0.061
15:00 - 16:00	7	21	0.020	7	21	0.014	7	21	0.034
16:00 - 17:00	7	21	0.054	7	21	0.007	7	21	0.061
17:00 - 18:00	7	21	0.014	7	21	0.000	7	21	0.014
18:00 - 19:00	7	21	0.020	7	21	0.007	7	21	0.027
19:00 - 20:00	2	18	0.000	2	18	0.029	2	18	0.029
20:00 - 21:00	2	18	0.000	2	18	0.000	2	18	0.000
21:00 - 22:00	2	18	0.029	2	18	0.000	2	18	0.029
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.226			0.227			0.453

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	21	0.000	7	21	0.034	7	21	0.034
08:00 - 09:00	7	21	0.000	7	21	0.020	7	21	0.020
09:00 - 10:00	7	21	0.000	7	21	0.014	7	21	0.014
10:00 - 11:00	7	21	0.014	7	21	0.034	7	21	0.048
11:00 - 12:00	7	21	0.014	7	21	0.007	7	21	0.021
12:00 - 13:00	7	21	0.014	7	21	0.020	7	21	0.034
13:00 - 14:00	7	21	0.020	7	21	0.007	7	21	0.027
14:00 - 15:00	7	21	0.027	7	21	0.034	7	21	0.061
15:00 - 16:00	7	21	0.020	7	21	0.014	7	21	0.034
16:00 - 17:00	7	21	0.054	7	21	0.007	7	21	0.061
17:00 - 18:00	7	21	0.014	7	21	0.000	7	21	0.014
18:00 - 19:00	7	21	0.020	7	21	0.007	7	21	0.027
19:00 - 20:00	2	18	0.000	2	18	0.029	2	18	0.029
20:00 - 21:00	2	18	0.000	2	18	0.000	2	18	0.000
21:00 - 22:00	2	18	0.029	2	18	0.000	2	18	0.029
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.226			0.227			0.453

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	21	0.081	7	21	0.209	7	21	0.290
08:00 - 09:00	7	21	0.115	7	21	0.324	7	21	0.439
09:00 - 10:00	7	21	0.189	7	21	0.250	7	21	0.439
10:00 - 11:00	7	21	0.264	7	21	0.412	7	21	0.676
11:00 - 12:00	7	21	0.182	7	21	0.196	7	21	0.378
12:00 - 13:00	7	21	0.203	7	21	0.209	7	21	0.412
13:00 - 14:00	7	21	0.196	7	21	0.209	7	21	0.405
14:00 - 15:00	7	21	0.311	7	21	0.264	7	21	0.575
15:00 - 16:00	7	21	0.412	7	21	0.257	7	21	0.669
16:00 - 17:00	7	21	0.385	7	21	0.230	7	21	0.615
17:00 - 18:00	7	21	0.318	7	21	0.291	7	21	0.609
18:00 - 19:00	7	21	0.250	7	21	0.250	7	21	0.500
19:00 - 20:00	2	18	0.457	2	18	0.229	2	18	0.686
20:00 - 21:00	2	18	0.457	2	18	0.486	2	18	0.943
21:00 - 22:00	2	18	0.229	2	18	0.057	2	18	0.286
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.049			3.873			7.922

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL Servicing Vehicles
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	21	0.000	7	21	0.000	7	21	0.000
08:00 - 09:00	7	21	0.000	7	21	0.000	7	21	0.000
09:00 - 10:00	7	21	0.014	7	21	0.014	7	21	0.028
10:00 - 11:00	7	21	0.000	7	21	0.000	7	21	0.000
11:00 - 12:00	7	21	0.000	7	21	0.000	7	21	0.000
12:00 - 13:00	7	21	0.000	7	21	0.000	7	21	0.000
13:00 - 14:00	7	21	0.000	7	21	0.000	7	21	0.000
14:00 - 15:00	7	21	0.007	7	21	0.007	7	21	0.014
15:00 - 16:00	7	21	0.014	7	21	0.014	7	21	0.028
16:00 - 17:00	7	21	0.000	7	21	0.000	7	21	0.000
17:00 - 18:00	7	21	0.000	7	21	0.000	7	21	0.000
18:00 - 19:00	7	21	0.000	7	21	0.000	7	21	0.000
19:00 - 20:00	2	18	0.000	2	18	0.000	2	18	0.000
20:00 - 21:00	2	18	0.000	2	18	0.000	2	18	0.000
21:00 - 22:00	2	18	0.000	2	18	0.000	2	18	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.035			0.035			0.070

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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