

1.0 INTRODUCTION

1.1 Overview

- 1.1.1 Axis have been appointed by R.A. Fisk & Associates Ltd. to provide highways and transport advice in relation to a full planning application for the development of a three-bedroom detached dwelling ('the Proposed Development'), located on land at the corner of the A665 Higher Lane / Parr Hill, in Whitefield, Bury ('the Site').
- 1.1.2 The purpose of this Highways Technical Note (HTN) is to inform Bury Council, which is the relevant Local Planning Authority (LPA) and Local Highway Authority (LHA), of the anticipated highways and transport-related matters associated with the Proposed Development.

1.2 Report Structure

- 1.2.1 The remainder of this HTN is structured as follows:
- i) **Chapter 2** describes the existing conditions on and around the Site, including the Site location, the local highway network, and a review of the accident data on the local highway network;
 - ii) **Chapter 3** describes the Proposed Development in detail, including reference to the proposed access, parking and servicing arrangements;
 - iii) **Chapter 4** forecasts the likely traffic generating potential of the Proposed Development; and
 - iv) **Chapter 5** summarises and concludes the report.

2.0 EXISTING CONDITIONS

2.1 Introduction

2.1.1 This section of the HTN describes the existing conditions on and around the Site, focussing on the Site location, its existing use, access arrangements and the local highway network, including its accident record.

2.2 Site Location

2.2.1 The Site is located on the corner of the A665 Higher Lane and Parr Hill, in Whitefield, approximately 5.5km to the south of Bury Town Centre.

2.2.2 The location of the Site is shown on **Image 2.1** in the context of the local highway network.

Image 2.1 – Site Location (Local Context)



2.3 Existing Use and Access Arrangements

2.3.1 The Site currently incorporates a vacant area of land in addition to nine car parking spaces and an access road, the latter of which serves the loading area associated with Whitefield Golf Club.

2.3.2 Access to the Site is achieved directly from Parr Hill to the south and west of the Site.

2. The proposal would result in the loss of existing parking and servicing facilities for Whitefield Golf Club, which is likely to lead to overspill parking and carrying out manoeuvres on the adjacent adopted highway and private shared access, to the detriment of highway safety and the free flow of traffic on the adjacent classified road.”

- 2.4.3 Planning application 64911 was subsequently refused planning permission by the LPA at Bury Council on 29th July 2020. The above comments made by the LHA were cited as reasons for refusal within the Decision Notice (i.e. refusal reasons 3 and 4).
- 2.4.4 The highway-related reasons for refusal have been considered in respect of the current proposal, and are discussed in **Chapter 3** of this HTN report with respect to the proposed access and parking arrangements.

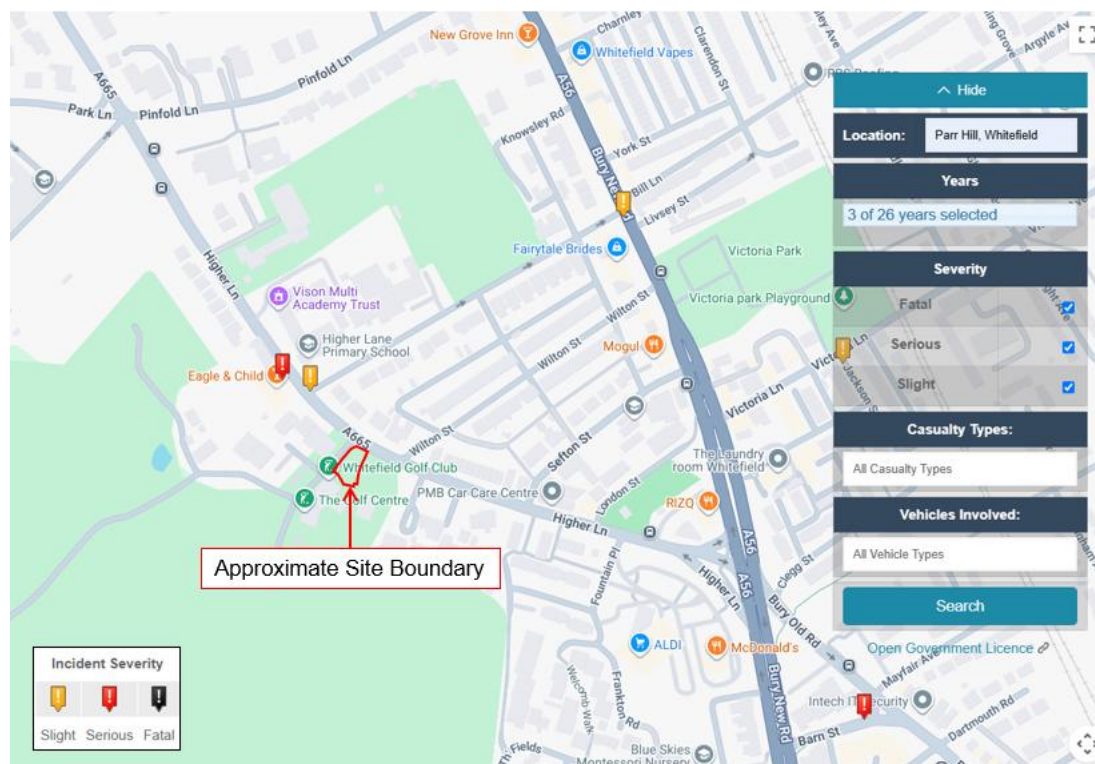
2.5 Local Highway Network

- 2.5.1 The A665 Higher Lane borders the Site to the north and runs in a general south-east / north-west alignment between the B6473 Radcliffe New Road to the north and the A56 Bury New Road to the south.
- 2.5.2 Within the vicinity of the Site, Higher Lane comprises a single-lane, two-way carriageway (circa 8.7m wide in total), with footways on both sides. It is subject to a 30mph speed limit.
- 2.5.3 A no-stopping Traffic Regulation Order (TRO) regime is in place along the southern side of the carriageway which restricts loading outside of the specified times (between 07:30-09:30 and 16:00-18:30, Monday – Friday).
- 2.5.4 At the north-western corner of the Site, Higher Lane forms a priority-controlled junction with Parr Hill. Parr Hill is a private road which provides access to the Site, Whitefield Golf Course, and the Hickory Grange residential development.
- 2.5.5 Within the first circa 25m section from its junction with the A665 Higher Lane, Parr Hill comprises a circa 5.5m wide carriageway with footways on both sides. There are double yellow line restrictions along the south-eastern side of the carriageway, and these restrictions extend along both sides of the carriageway as the road continues to the golf course.

2.6 Highway Safety

- 2.6.1 Personal Injury Accident (PIA) data for the highway network adjacent to the Site has been obtained from the online CrashMap resource (www.crashmap.co.uk). Data has been extracted for the most recently available complete 3-year period, which is 2022-2024 inclusive. The location and severity of the accidents are shown on **Image 2.3**.

Image 2.3 – CrashMap Extract (2022-2024 Inclusive)



- 2.6.2 Review of **Image 2.3** demonstrates that no accidents have been recorded within the immediate vicinity of the Site along Higher Lane, or at its junction with Parr Hill.
- 2.6.3 The closest accidents have been recorded to the north-west of the Site along Higher Lane, within the vicinity of its junction with Edgerton Road. One 'slight' and one 'serious severity accident was recorded.
- 2.6.4 Overall, a total of two accidents in three years is not considered to present a material cause for concern in the context of the Proposed Development. Moreover, the accident record does not indicate any concentration of accidents or unusual patterns when compared to the wider highway network.

3.0 PROPOSED DEVELOPMENT

3.1 Overview

3.1.1 This planning application seeks full planning permission for the erection of a 3-bedroom detached dwelling.

3.1.2 The proposed site plan is contained in **Appendix A** to the rear of this report.

3.2 Proposed Parking and Site Access Arrangements

3.2.1 Bury Council's currently adopted parking standards are contained in their Supplementary Planning Document 11 (SPD11), '*Parking Standards in Bury*' (June 2025).

3.2.2 The plan in Appendix 1 of SPD11 identifies the Site as being located within Zone 3, and the associated parking standard for two- and three-bedroom dwellings is 2 spaces per dwelling.

3.2.3 As shown on the proposed site plan in **Appendix A**, two parking spaces are proposed at the north-western corner of the Site in accordance with the adopted parking standards.

3.2.4 These spaces are proposed within the footprint of three existing parking bays, and are proposed to be accessed via a dropped kerb arrangement directly from Parr Hill.

3.2.5 The proposed parking and access arrangements have been considered in relation to the highway-related reasons for refusal of application 64911 (see **Section 2.4**). They are considered to be acceptable on the following (not exclusive) grounds:



- i) As identified above and shown on **Image 3.1** below, the 2no. parking spaces for the proposed dwelling are located within the footprint of 3no. existing parking spaces that have been in continuous use for over 10 years. These spaces are currently used on an informal and unrestricted basis, with the potential for a high turnover and multiple vehicle movements. The Proposed Development would reduce the number of parking spaces that are accessed at this location (i.e. by 1no. space), and their usage would be restricted to the residents of the proposed dwelling. As a result, the Proposed Development is likely to reduce the frequency of vehicle manoeuvres at this location, thus providing a more controlled and safer access arrangement.

Image 3.1 – Existing Parking Spaces to the North-West of the Site



- ii) The Proposed Development would also remove the 6no. existing parking spaces that are located to the south of the Site. This would further reduce the overall number of vehicles accessing and manoeuvring in this area.
- iii) It should be noted here that the 9no. existing car parking spaces located within the Site are not associated with Whitefield Golf Club. The highway-related reason for refusal of application 64911 (i.e. refusal reason 4), relating to the alleged loss of parking for the golf club, was therefore based on an incorrect assumption and that part of the Decision Notice was therefore flawed.

-
- iv) Moreover, the traffic and parking demands associated with the Proposed Development would be approximately half of those that could have been generated by the previously proposed development of two dwellings (ref. 64911). Accordingly, the highway-related reasons for refusal associated with application 64911 are not directly applicable to this new planning application, notwithstanding the point made in iii) above. The traffic generation forecasts associated with the Proposed Development are set out in **Chapter 4** of this HTN.
 - v) **Section 2.6** of this HTN analyses the accident record on the local highway network for the most recently available complete 3-year period (2022–2024 inclusive), concluding that no accidents have been reported within the immediate vicinity of the Site, or the Higher Lane / Parr Hill junction, during this period. A further review of historical records indicates that no accidents have been recorded along Parr Hill, or at its junction with Higher Lane, for the past 23 years, with the last accident being reported in October 2002 as 'slight' in severity. Given that the Proposed Development would reduce the number of parking spaces along Parr Hill and naturally regulate their use, it is considered to present an overall betterment in the safety and operation of the local highway network by reducing vehicle manoeuvres and the potential for associated conflicts.
 - vi) In order to maximise visibility between vehicles using the car parking spaces and vehicles turning left onto Parr Hill from Higher Lane, the planting and boundary treatment would be kept to a low level, and can be maintained as such by means of a suitably worded planning condition. No such controls currently exist at the Site, and the Proposed Development would therefore ensure that appropriate visibility is achieved and retained in perpetuity.
 - vii) **Drawing Number 5364-ATR01** in **Appendix B** demonstrates the ability of a large car to access the proposed parking spaces safely and satisfactorily.
- 3.2.6 Overall, it is considered that the Proposed Development would result in an overall betterment to the safety and operation of the local highway network when having regard to the potential reduction in vehicle movements surrounding the Site, and the controlled use of the parking spaces associated with the proposed dwelling. The proposed access and parking arrangements are therefore considered to be acceptable.

- 3.2.7 It should also be noted that the Proposed Development will not result in any changes to the access road to the south of the Site, which serves the loading area associated with Whitefield Golf Club.

3.3 Proposed Cycle Parking Arrangements

- 3.3.1 Bury Council's adopted cycle parking standards are also contained in their SPD11, '*Parking Standards in Bury*' (June 2025).

- 3.3.2 Table 5 (Cycle parking standards for Residential Development) of SPD11 sets out the following cycle parking requirement for dwellinghouses:

'1 secured, covered cycle storage space per bedroom (If no garage or secure area is provided within curtilage of dwelling).'

- 3.3.3 There is more than sufficient spare within the curtilage of the proposed dwelling to provide sufficient space for the storage of three bikes in accordance with Bury Council's adopted standards.

3.4 Proposed Servicing Arrangements

- 3.4.1 The proposed site plan in **Appendix A** shows the location of the proposed bin storage area, which will be accessible via a pedestrian gate off Parr Hill.

- 3.4.2 On refuse collection days (once per week), residents will be responsible for transporting their bins to the proposed temporary bin collection area, along the western boundary of the Site.

- 3.4.3 Refuse collection vehicles will collect the bins directly from Parr Hill, and would utilise the existing access road within the southern part of the Site to turn around and egress Parr Hill again in a forward gear. This is demonstrated on **Drawing Number 5364-ATR02** in **Appendix B**. Residents will be responsible for returning their bins to their dwellings once collections have taken place.

- 3.4.4 Due to the lightly trafficked nature of Parr Hill, in addition to the infrequency of refuse vehicles servicing the Site (circa once per week), this arrangement is not considered to pose a detrimental impact on the operation of the local highway network.



4.0 TRAFFIC GENERATION AND DISTRIBUTION FORECASTS

4.1 Overview

4.1.1 This Chapter of the HTN forecasts the traffic-generating potential of the Proposed Development with reference to trip rates obtained from the industry-standard TRICS database.

4.2 Proposed Use Traffic Generation

4.2.1 For the purpose of obtaining trip rates for the Proposed Development, the following search criteria has been applied within the TRICS database:

- i) TRICS land use category – “Residential – Houses Privately Owned”;
- ii) Mainland Britain sites only (excluding Greater London);
- iii) Weekday surveys only;
- iv) Location types: “Suburban Area”;
- v) Selection by number of dwellings; and
- vi) Date range: 01/01/2010 – 17/09/2024.

4.2.2 The full TRICS outputs are contained in **Appendix C** and **Table 5.1** summarises the weekday peak hour vehicle trip rates / trip generation forecasts (per 1 dwelling).

Table 5.1 – Vehicle Trip Rates / Traffic Generation Forecasts – Proposed Dwelling

Time Period	Proposed Use Trip Rates / Traffic Generation (1 dwelling)
	Total
08:00-09:00	1
17:00-18:00	1
Daily	6

4.2.3 As shown in **Table 5.1**, the Proposed Development is forecast to generate a total of 1 two-way vehicle trip in the weekday AM and PM peak hours, respectively. When assessed on a daily basis, the Proposed Development could generate 6 two-way vehicle trips.

4.2.4 The Proposed Development is therefore considered to be acceptable from a trip generation and traffic impact perspective, and this level of additional vehicle movement would be well within the normal daily fluctuations of traffic across the local highway network and would be imperceptible to the casual observer.

5.0 SUMMARY AND CONCLUSIONS

5.1 Summary

- 5.1.1 Axis have been appointed by R.A. Fisk & Associates Ltd. to provide highways and transport advice in relation to a full planning application for the development of a three-bedroom detached dwelling, located on land at the corner of the A665 Higher Lane / Parr Hill, in Whitefield, Bury.
- 5.1.2 The Site currently incorporates a vacant area of land in addition to nine car parking spaces and an access road, the latter of which serves the loading area associated with Whitefield Golf Club. Access to the Site is achieved directly from Parr Hill to the south and west of the Site.
- 5.1.3 In November 2019, a planning application was submitted to Bury Council for the erection of 2no. semi-detached dwellings at the Site (ref. 64911). The planning application was subsequently refused planning permission by the LPA at Bury Council on 29th July 2020. The highway-related reasons for refusal have been considered in respect of the current proposal.
- 5.1.4 PIA data for the highway network adjacent to the Site has been analysed for the most recently available complete 3-year period (2021-2023 inclusive). The accident record does not indicate any concentration of accidents or unusual patterns when compared to the wider highway network, and road safety does not therefore present a cause for concern in the context of the Proposed Development.
- 5.1.5 Two parking spaces are proposed at the north-western corner of the Site, and this level of provision accords with the currently adopted car parking standards set out in SPD11, '*Parking Standards in Bury*' (June 2025). The car parking spaces would be located within the footprint of three existing car parking spaces, and would be accessed directly from Parr Hill.
- 5.1.6 The proposed parking and access arrangements have been considered in relation to the highway-related reasons for refusal of application 64911 and it has been demonstrated that the Proposed Development has the potential to result in an overall betterment to the safety and operation of the local highway network, when having regard to the likely reduction in vehicle movements surrounding the Site, and the controlled usage of the proposed parking spaces.



5.1.7 Refuse collection would take place directly from Parr Hill. Due to the lightly trafficked nature of Parr Hill, and the infrequency of refuse vehicles servicing the Site (circa once per week), this arrangement is not considered to pose a detrimental impact on the operation of the local highway network.

5.1.8 Chapter 4 of this HTN forecasts the traffic generating potential of the Proposed Development with reference to trip rates obtained from the industry-standard TRICS database. This demonstrates that the Site could generate up to 1 two-way vehicle trip in the weekday AM and PM peak hours, respectively, and up to around 6 two-way vehicle movements over the course of an average weekday.

5.2 Conclusions

5.2.1 With regards to the evidence presented within this report, the Proposed Development is considered to pass the test set out in Paragraph 116 of the NPPF which states that developments should only be prevented or refused if the traffic impacts on the road network would be 'severe'.

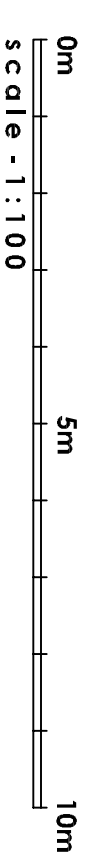
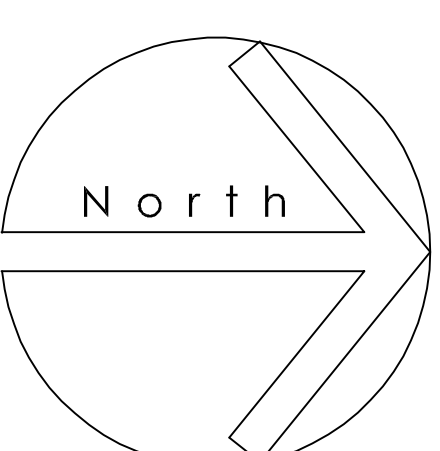
5.2.2 Therefore, it is considered that there should be no reason to withhold planning permission from a transport perspective.



Appendix A – Proposed Site Plan



- do not scale dimensions from this drawing
- all dimensions to be checked on-site and discrepancies to be reported to the architects



rev	description	by	date

client

project
Proposed Dwelling
Parr Hill off Higher Lane
Whitefield

Proposed Site Plan

drawing number

revision

3550-04

[illegible]

scale
1:100@A2

date
August 2025

drawn by

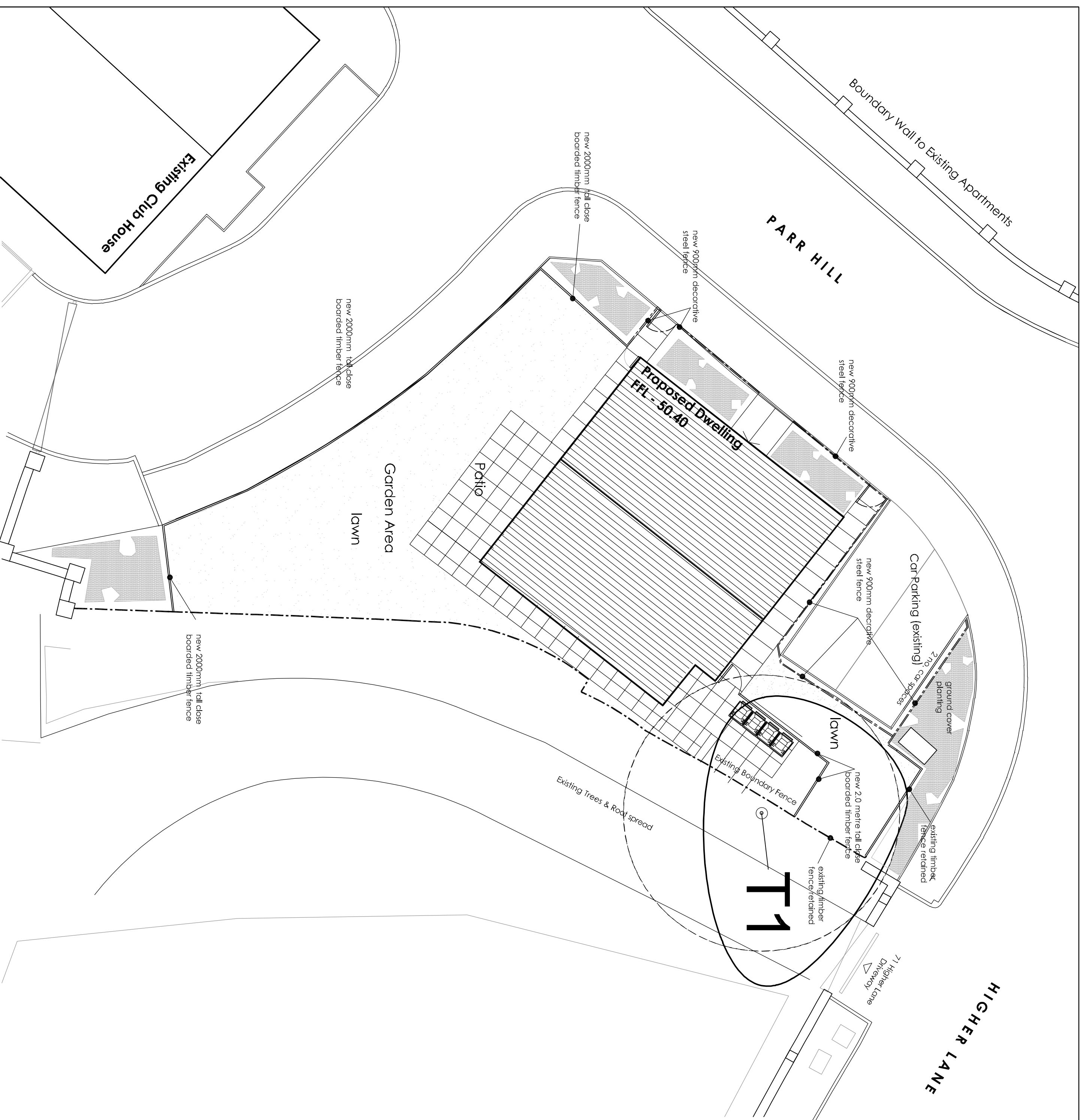
status:

DE

Planning

fisk
& associates
architects

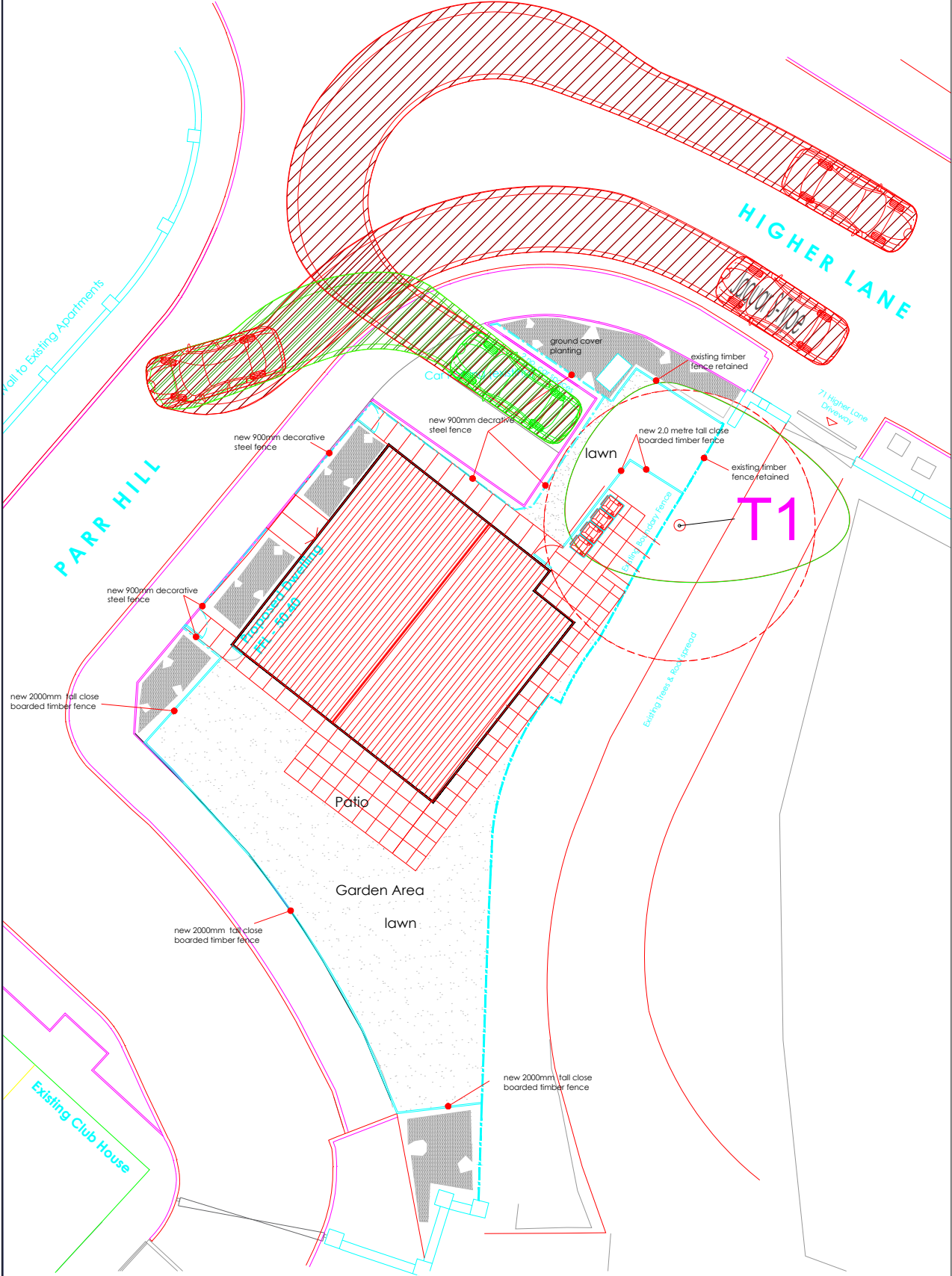
20 chorley road, swinton, manchester, m27 5qj
t - 0161 793 5300 e - info@rafisk.co.uk



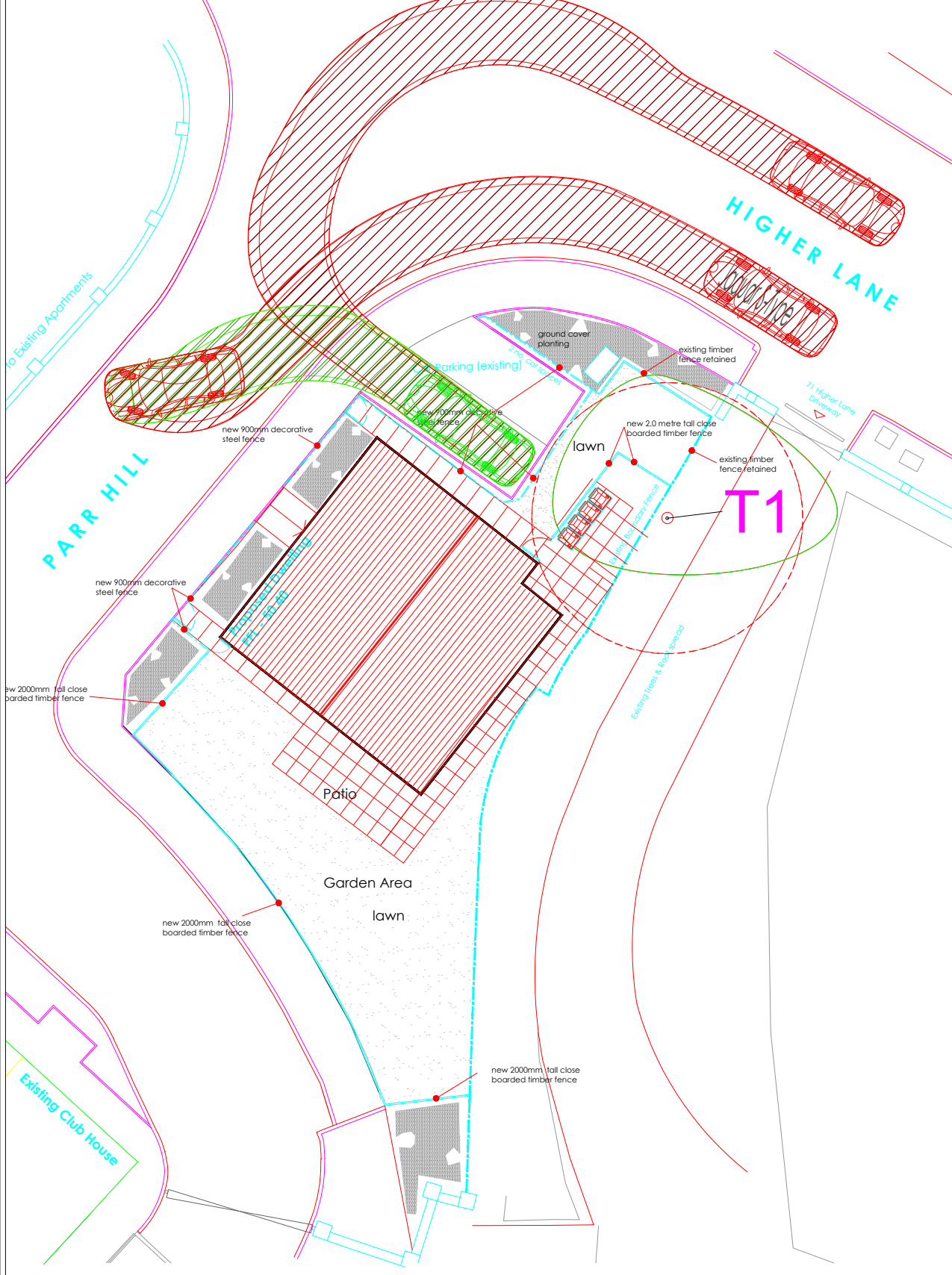
Appendix B – Swept Path Analysis Drawings



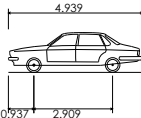
Northern Parking Space



Southern Parking Space



Design Vehicle:



Jaguar S-Type	
Overall Length	4.939m
Overall Width	1.878m
Overall Body Height	1.474m
Min Body Ground Clearance	0.259m
Max Track Width	1.544m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.000m

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Client

R.A. Fisk & Associates Ltd.

Project

Land off Parr Hill, Whitefield, Bury

Drawing Title

Swept Path Analysis - Proposed Car Parking Spaces

Scale

1:200 @A3

Date

21-10-2025

status

Preliminary

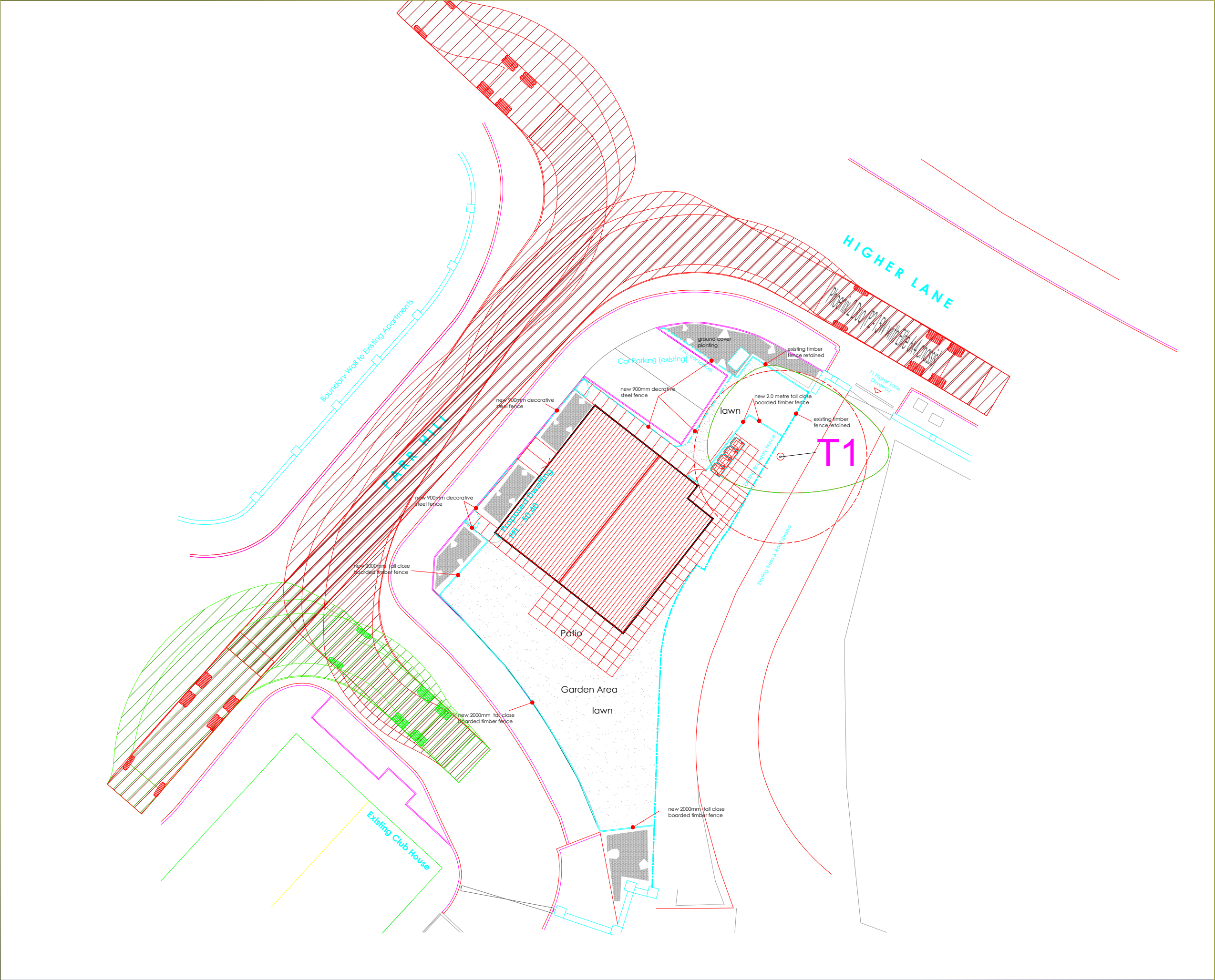
Drawn Checked

AB AB

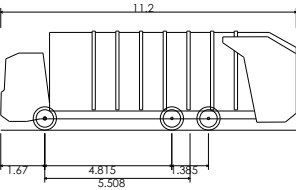
Dwg no

ev

5364-ATR01



Design Vehicle:



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)	11.200m
Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

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Client

R.A. Fisk & Associates Ltd.

Project

Land off Parr Hill, Whitefield, Bury

Drawing Title

Swept Path Analysis - Refuse
Collection Vehicle

Scale

1:200 @A3

Date

21-10-2025

Dwg no

5364-ATR02

Status

Preliminary

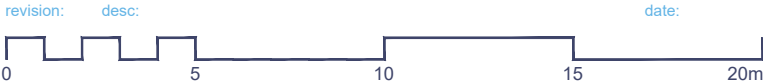
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Rev



Appendix C – TRICS Outputs



Audit Code: b21a58c7-1fb1-4312-a9d7-09985370f883

Filtering Summary:

Land Use: 03/A RESIDENTIAL/HOUSES PRIVATELY OWNED

Selected Trip Rate Calculation Parameter Range: 4 - 10 DWELLS

Actual Trip Rate Calculation Parameter Range: 4 - 1817 DWELLS

Date Range: Minimum: 01/01/2010 Maximum: 17/09/2024

Parking Spaces Range: All Surveys Selected

Parking Spaces Per Dwelling Range: All Surveys Selected

Bedrooms Per Dwelling Range: All Surveys Selected

Percentage of Dwellings Privately Owned: All Surveys Selected

Population Within 500m Range: 297 1075

Days of the week selected:

Tuesday	3
Wednesday	1

Main Location Types selected:

Suburban Area (PPS6 Out of Centre)	4
------------------------------------	---

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	4
----------------------------	---

Population <1 Mile ranges selected:

1,001 to 5,000	1
15,001 to 20,000	2
20,001 to 25,000	1

Audit Code: b21a58c7-1fb1-4312-a9d7-09985370f883

Population <5 Mile ranges selected:

125,001 to 250,000	1
25,001 to 50,000	1
50,001 to 75,000	1
75,001 to 100,000	1

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	2
1.1 to 1.5	2

PTAL Rating:

No PTAL Present	4
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Audit Code: b21a58c7-1fb1-4312-a9d7-09985370f883

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

04	EAST ANGLIA		
	PB	PETERBOROUGH	1 day
	SF	SUFFOLK	1 day
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 day
11	SCOTLAND		
	AG	ANGUS	1 day

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

Audit Code: b21a58c7-1fb1-4312-a9d7-09985370f883

Primary Filtering Selection:

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

Parameter:	DWELLS
Actual Range:	4 to 1817 (units:DWELLS)
Range Selected by User:	4 to 10 (units:DWELLS)
Parking Spaces Range:	6 - 2604

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/10 to 17/09/24

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

Selected survey days:

Friday	1 days
Tuesday	3 days
Wednesday	1 days

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

Selected survey types:

Manual count	5
Direction ATC Count	0

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	5 days
------------------------------------	--------

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

Selected Location Sub Categories:

Residential Zone	5 days
------------------	--------

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.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	5 days
-----------------------------	--------

Audit Code: b21a58c7-1fb1-4312-a9d7-09985370f883

Secondary Filtering Selection:

Use Class:

C3	5 surveys
----	-----------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

297 - 8990

Population within 1 mile:

1,001 to 5,000	1 surveys
15,001 to 20,000	2 surveys
20,001 to 25,000	1 surveys
25,001 to 50,000	1 surveys

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

Population within 5 miles:

125,001 to 250,000	2 surveys
25,001 to 50,000	1 surveys
50,001 to 75,000	1 surveys
75,001 to 100,000	1 surveys

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 surveys
1.1 to 1.5	2 surveys

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.

Audit Code: b21a58c7-1fb1-4312-a9d7-09985370f883

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 5 surveys

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 5 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

Audit Code: b21a58c7-1fb1-4312-a9d7-09985370f883

1 KEPTIE ROAD ARBROATH Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 0.68 hect Survey date: Tuesday 22/05/2012	AG-03-A-01	BUNGALOWS/DET.	ANGUS Survey Type: Unknown
2 CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 0.3 hect Survey date: Wednesday 10/05/2017	NY-03-A-13	TERRACED HOUSES	NORTH YORKSHIRE Survey Type: Unknown
3 PETERBOROUGH THORPE PARK ROAD Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 0.48 hect Survey date: Tuesday 18/10/2011	PB-03-A-03	DETACHED	PETERBOROUGH Survey Type: Unknown
4 NORMANSTON DRIVE LOWESTOFT Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 0.59 hect Survey date: Tuesday 23/10/2012	SF-03-A-04	DETACHED & BUNGALOWS	SUFFOLK Survey Type: Unknown
5 ARLINGTON AVENUE LEAMINGTON SPA Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 0.1 hect Survey date: Friday 21/10/2011	WK-03-A-01	TERRACED/SEMI/DET.	WARWICKSHIRE Survey Type: Unknown

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
WF-03-A-02	06-06-2019	Site in Greater London

Audit Code: b21a58c7-1fb1-4312-a9d7-09985370f883

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

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	5	8	0.128	0.410	0.538
08:00-09:00	5	8	0.179	0.436	0.615
09:00-10:00	5	8	0.154	0.282	0.436
10:00-11:00	5	8	0.179	0.128	0.307
11:00-12:00	5	8	0.077	0.154	0.231
12:00-13:00	5	8	0.231	0.179	0.410
13:00-14:00	5	8	0.282	0.385	0.667
14:00-15:00	5	8	0.282	0.256	0.538
15:00-16:00	5	8	0.231	0.205	0.436
16:00-17:00	5	8	0.359	0.256	0.615
17:00-18:00	5	8	0.385	0.231	0.616
18:00-19:00	5	8	0.128	0.103	0.231
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.615	3.025	5.640

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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Audit Code: b21a58c7-1fb1-4312-a9d7-09985370f883

Parameter Summary:

Trip rate parameter range selected:	4 - 10 (units: DWELLS)
Survey date date range:	18/10/2011 - 10/05/2017
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

Audit Code: b21a58c7-1fb1-4312-a9d7-09985370f883

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

Total People

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	5	8	0.333	0.744	1.077
08:00-09:00	5	8	0.231	0.872	1.103
09:00-10:00	5	8	0.205	0.487	0.692
10:00-11:00	5	8	0.308	0.308	0.616
11:00-12:00	5	8	0.205	0.231	0.436
12:00-13:00	5	8	0.359	0.308	0.667
13:00-14:00	5	8	0.410	0.615	1.025
14:00-15:00	5	8	0.590	0.385	0.975
15:00-16:00	5	8	0.615	0.487	1.102
16:00-17:00	5	8	0.744	0.513	1.257
17:00-18:00	5	8	0.692	0.333	1.025
18:00-19:00	5	8	0.282	0.205	0.487
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			4.974	5.488	10.462

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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Audit Code: b21a58c7-1fb1-4312-a9d7-09985370f883

Parameter Summary:

Trip rate parameter range selected:	4 - 10 (units: DWELLS)
Survey date date range:	18/10/2011 - 10/05/2017
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

Audit Code: b21a58c7-1fb1-4312-a9d7-09985370f883

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

Cyclists

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	5	8	0.000	0.103	0.103
08:00-09:00	5	8	0.000	0.026	0.026
09:00-10:00	5	8	0.000	0.026	0.026
10:00-11:00	5	8	0.026	0.026	0.052
11:00-12:00	5	8	0.026	0.026	0.052
12:00-13:00	5	8	0.000	0.000	0.000
13:00-14:00	5	8	0.026	0.000	0.026
14:00-15:00	5	8	0.000	0.000	0.000
15:00-16:00	5	8	0.103	0.000	0.103
16:00-17:00	5	8	0.051	0.000	0.051
17:00-18:00	5	8	0.000	0.000	0.000
18:00-19:00	5	8	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.232	0.207	0.439

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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Audit Code: b21a58c7-1fb1-4312-a9d7-09985370f883

Parameter Summary:

Trip rate parameter range selected:	4 - 10 (units: DWELLS)
Survey date date range:	18/10/2011 - 23/10/2012
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

Audit Code: b21a58c7-1fb1-4312-a9d7-09985370f883

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

PSVs

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	5	8	0.000	0.000	0.000
08:00-09:00	5	8	0.000	0.000	0.000
09:00-10:00	5	8	0.000	0.000	0.000
10:00-11:00	5	8	0.000	0.000	0.000
11:00-12:00	5	8	0.000	0.000	0.000
12:00-13:00	5	8	0.000	0.000	0.000
13:00-14:00	5	8	0.000	0.000	0.000
14:00-15:00	5	8	0.000	0.000	0.000
15:00-16:00	5	8	0.000	0.000	0.000
16:00-17:00	5	8	0.000	0.000	0.000
17:00-18:00	5	8	0.000	0.000	0.000
18:00-19:00	5	8	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

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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Audit Code: b21a58c7-1fb1-4312-a9d7-09985370f883

Parameter Summary:

Trip rate parameter range selected:	4 - 10 (units: DWELLS)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

Audit Code: b21a58c7-1fb1-4312-a9d7-09985370f883

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

OGVs

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	5	8	0.000	0.000	0.000
08:00-09:00	5	8	0.026	0.026	0.052
09:00-10:00	5	8	0.026	0.026	0.052
10:00-11:00	5	8	0.000	0.000	0.000
11:00-12:00	5	8	0.000	0.000	0.000
12:00-13:00	5	8	0.000	0.000	0.000
13:00-14:00	5	8	0.000	0.000	0.000
14:00-15:00	5	8	0.000	0.000	0.000
15:00-16:00	5	8	0.000	0.000	0.000
16:00-17:00	5	8	0.000	0.000	0.000
17:00-18:00	5	8	0.000	0.000	0.000
18:00-19:00	5	8	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.052	0.052	0.104

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Audit Code: b21a58c7-1fb1-4312-a9d7-09985370f883

Parameter Summary:

Trip rate parameter range selected:	4 - 10 (units: DWELLS)
Survey date date range:	23/10/2012 - 23/10/2012
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

Audit Code: b21a58c7-1fb1-4312-a9d7-09985370f883

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

Taxis

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	5	8	0.000	0.000	0.000
08:00-09:00	5	8	0.026	0.026	0.052
09:00-10:00	5	8	0.000	0.000	0.000
10:00-11:00	5	8	0.000	0.000	0.000
11:00-12:00	5	8	0.000	0.000	0.000
12:00-13:00	5	8	0.000	0.000	0.000
13:00-14:00	5	8	0.000	0.000	0.000
14:00-15:00	5	8	0.000	0.000	0.000
15:00-16:00	5	8	0.000	0.000	0.000
16:00-17:00	5	8	0.000	0.000	0.000
17:00-18:00	5	8	0.000	0.000	0.000
18:00-19:00	5	8	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.026	0.026	0.052

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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Audit Code: b21a58c7-1fb1-4312-a9d7-09985370f883

Parameter Summary:

Trip rate parameter range selected:	4 - 10 (units: DWELLS)
Survey date date range:	10/05/2017 - 10/05/2017
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

Audit Code: b21a58c7-1fb1-4312-a9d7-09985370f883

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

Cars

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	5	8	0.103	0.154	0.257
08:00-09:00	5	8	0.026	0.154	0.180
09:00-10:00	5	8	0.051	0.026	0.077
10:00-11:00	5	8	0.026	0.026	0.052
11:00-12:00	5	8	0.000	0.051	0.051
12:00-13:00	5	8	0.103	0.000	0.103
13:00-14:00	5	8	0.077	0.077	0.154
14:00-15:00	5	8	0.103	0.128	0.231
15:00-16:00	5	8	0.026	0.000	0.026
16:00-17:00	5	8	0.103	0.077	0.180
17:00-18:00	5	8	0.051	0.051	0.102
18:00-19:00	5	8	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.669	0.744	1.413

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Audit Code: b21a58c7-1fb1-4312-a9d7-09985370f883

Parameter Summary:

Trip rate parameter range selected:	4 - 10 (units: DWELLS)
Survey date range:	10/05/2017 - 10/05/2017
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

Audit Code: b21a58c7-1fb1-4312-a9d7-09985370f883

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

LGVs

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	5	8	0.000	0.051	0.051
08:00-09:00	5	8	0.000	0.000	0.000
09:00-10:00	5	8	0.000	0.000	0.000
10:00-11:00	5	8	0.000	0.000	0.000
11:00-12:00	5	8	0.000	0.000	0.000
12:00-13:00	5	8	0.026	0.026	0.052
13:00-14:00	5	8	0.000	0.000	0.000
14:00-15:00	5	8	0.000	0.000	0.000
15:00-16:00	5	8	0.026	0.026	0.052
16:00-17:00	5	8	0.051	0.000	0.051
17:00-18:00	5	8	0.000	0.000	0.000
18:00-19:00	5	8	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.103	0.103	0.206

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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Audit Code: b21a58c7-1fb1-4312-a9d7-09985370f883

Parameter Summary:

Trip rate parameter range selected:	4 - 10 (units: DWELLS)
Survey date date range:	10/05/2017 - 10/05/2017
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

Audit Code: b21a58c7-1fb1-4312-a9d7-09985370f883

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

Motorcycles

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	5	8	0.000	0.000	0.000
08:00-09:00	5	8	0.000	0.000	0.000
09:00-10:00	5	8	0.000	0.000	0.000
10:00-11:00	5	8	0.000	0.000	0.000
11:00-12:00	5	8	0.000	0.000	0.000
12:00-13:00	5	8	0.000	0.000	0.000
13:00-14:00	5	8	0.000	0.000	0.000
14:00-15:00	5	8	0.000	0.000	0.000
15:00-16:00	5	8	0.000	0.000	0.000
16:00-17:00	5	8	0.000	0.000	0.000
17:00-18:00	5	8	0.000	0.000	0.000
18:00-19:00	5	8	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

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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Audit Code: b21a58c7-1fb1-4312-a9d7-09985370f883

Parameter Summary:

Trip rate parameter range selected:	4 - 10 (units: DWELLS)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

Audit Code: b21a58c7-1fb1-4312-a9d7-09985370f883

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

Vehicle Occupants

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	5	8	0.205	0.462	0.667
08:00-09:00	5	8	0.231	0.564	0.795
09:00-10:00	5	8	0.205	0.385	0.590
10:00-11:00	5	8	0.256	0.205	0.461
11:00-12:00	5	8	0.077	0.128	0.205
12:00-13:00	5	8	0.282	0.205	0.487
13:00-14:00	5	8	0.282	0.462	0.744
14:00-15:00	5	8	0.436	0.359	0.795
15:00-16:00	5	8	0.282	0.308	0.590
16:00-17:00	5	8	0.513	0.462	0.975
17:00-18:00	5	8	0.487	0.282	0.769
18:00-19:00	5	8	0.154	0.103	0.257
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.410	3.925	7.335

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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Audit Code: b21a58c7-1fb1-4312-a9d7-09985370f883

Parameter Summary:

Trip rate parameter range selected:	4 - 10 (units: DWELLS)
Survey date date range:	18/10/2011 - 10/05/2017
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

Audit Code: b21a58c7-1fb1-4312-a9d7-09985370f883

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

Pedestrians

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	5	8	0.051	0.179	0.230
08:00-09:00	5	8	0.000	0.282	0.282
09:00-10:00	5	8	0.000	0.077	0.077
10:00-11:00	5	8	0.026	0.077	0.103
11:00-12:00	5	8	0.103	0.077	0.180
12:00-13:00	5	8	0.077	0.103	0.180
13:00-14:00	5	8	0.103	0.154	0.257
14:00-15:00	5	8	0.154	0.026	0.180
15:00-16:00	5	8	0.231	0.154	0.385
16:00-17:00	5	8	0.179	0.051	0.230
17:00-18:00	5	8	0.205	0.000	0.205
18:00-19:00	5	8	0.128	0.103	0.231
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.257	1.283	2.540

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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Audit Code: b21a58c7-1fb1-4312-a9d7-09985370f883

Parameter Summary:

Trip rate parameter range selected:	4 - 10 (units: DWELLS)
Survey date date range:	18/10/2011 - 10/05/2017
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

Audit Code: b21a58c7-1fb1-4312-a9d7-09985370f883

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

Public Transport Users

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	5	8	0.077	0.000	0.077
08:00-09:00	5	8	0.000	0.000	0.000
09:00-10:00	5	8	0.000	0.000	0.000
10:00-11:00	5	8	0.000	0.000	0.000
11:00-12:00	5	8	0.000	0.000	0.000
12:00-13:00	5	8	0.000	0.000	0.000
13:00-14:00	5	8	0.000	0.000	0.000
14:00-15:00	5	8	0.000	0.000	0.000
15:00-16:00	5	8	0.000	0.026	0.026
16:00-17:00	5	8	0.000	0.000	0.000
17:00-18:00	5	8	0.000	0.051	0.051
18:00-19:00	5	8	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.077	0.077	0.154

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Audit Code: b21a58c7-1fb1-4312-a9d7-09985370f883

Parameter Summary:

Trip rate parameter range selected:	4 - 10 (units: DWELLS)
Survey date date range:	10/05/2017 - 10/05/2017
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

Audit Code: b21a58c7-1fb1-4312-a9d7-09985370f883

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

Bus/Tram Passengers

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	5	8	0.077	0.000	0.077
08:00-09:00	5	8	0.000	0.000	0.000
09:00-10:00	5	8	0.000	0.000	0.000
10:00-11:00	5	8	0.000	0.000	0.000
11:00-12:00	5	8	0.000	0.000	0.000
12:00-13:00	5	8	0.000	0.000	0.000
13:00-14:00	5	8	0.000	0.000	0.000
14:00-15:00	5	8	0.000	0.000	0.000
15:00-16:00	5	8	0.000	0.026	0.026
16:00-17:00	5	8	0.000	0.000	0.000
17:00-18:00	5	8	0.000	0.051	0.051
18:00-19:00	5	8	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.077	0.077	0.154

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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Audit Code: b21a58c7-1fb1-4312-a9d7-09985370f883

Parameter Summary:

Trip rate parameter range selected:	4 - 10 (units: DWELLS)
Survey date date range:	10/05/2017 - 10/05/2017
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

Audit Code: b21a58c7-1fb1-4312-a9d7-09985370f883

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

Coach Passengers

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	5	8	0.000	0.000	0.000
08:00-09:00	5	8	0.000	0.000	0.000
09:00-10:00	5	8	0.000	0.000	0.000
10:00-11:00	5	8	0.000	0.000	0.000
11:00-12:00	5	8	0.000	0.000	0.000
12:00-13:00	5	8	0.000	0.000	0.000
13:00-14:00	5	8	0.000	0.000	0.000
14:00-15:00	5	8	0.000	0.000	0.000
15:00-16:00	5	8	0.000	0.000	0.000
16:00-17:00	5	8	0.000	0.000	0.000
17:00-18:00	5	8	0.000	0.000	0.000
18:00-19:00	5	8	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

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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Audit Code: b21a58c7-1fb1-4312-a9d7-09985370f883

Parameter Summary:

Trip rate parameter range selected:	4 - 10 (units: DWELLS)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

Audit Code: b21a58c7-1fb1-4312-a9d7-09985370f883

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

Total Rail Passengers

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	5	8	0.000	0.000	0.000
08:00-09:00	5	8	0.000	0.000	0.000
09:00-10:00	5	8	0.000	0.000	0.000
10:00-11:00	5	8	0.000	0.000	0.000
11:00-12:00	5	8	0.000	0.000	0.000
12:00-13:00	5	8	0.000	0.000	0.000
13:00-14:00	5	8	0.000	0.000	0.000
14:00-15:00	5	8	0.000	0.000	0.000
15:00-16:00	5	8	0.000	0.000	0.000
16:00-17:00	5	8	0.000	0.000	0.000
17:00-18:00	5	8	0.000	0.000	0.000
18:00-19:00	5	8	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter Summary:

Trip rate parameter range selected:	4 - 10 (units: DWELLS)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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