



Wirral Local Plan: Option 2B Single Urban Extension

Transport & Accessibility Review

14 January 2020

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1 Introduction

Mott MacDonald have been commissioned by Wirral Council to assess the area of land west of Barnston Road, Heswall identified under Option 2B of the Council's Local Plan Issues and Options paper (January 29029) as a potential Single Urban Extension. This assessment builds on the previous work undertaken by Mott MacDonald in 2018/2019, reviewing Green Belt sites across Wirral (ref. 393093/01/D).

The assessment considers key information such as indicative dwelling capacity, potential trip generation, high level site considerations and general accessibility to the site. The previous work culminated in the development of a series of proformas for each Green Belt parcel, which included details on the following:

- Access to basic amenities.
- Public transport access to main settlements.
- Integration with surrounding area.
- The ease of deliverability.
- Cost estimates.
- Key considerations to bring forward the site.

This report incorporates the above details, but instead of producing a short 2-page proforma, a transport and accessibility review has been undertaken with the findings outlined within this document.

The structure of the report is as follows:

- **Section 2 Single Urban Extension details:** Provides a summary of the site location, development quantum for the site and the traffic generation this will produce.
- **Section 3 Existing conditions:** Reviews the existing transport and accessibility conditions for the site.
- **Section 4 Access strategy:** Outlines the access strategy that is recommended to support access and transport connectivity for the Single Urban Extension.
- **Section 5 Summary:** Provides a summary of the report outlining the key recommendations.

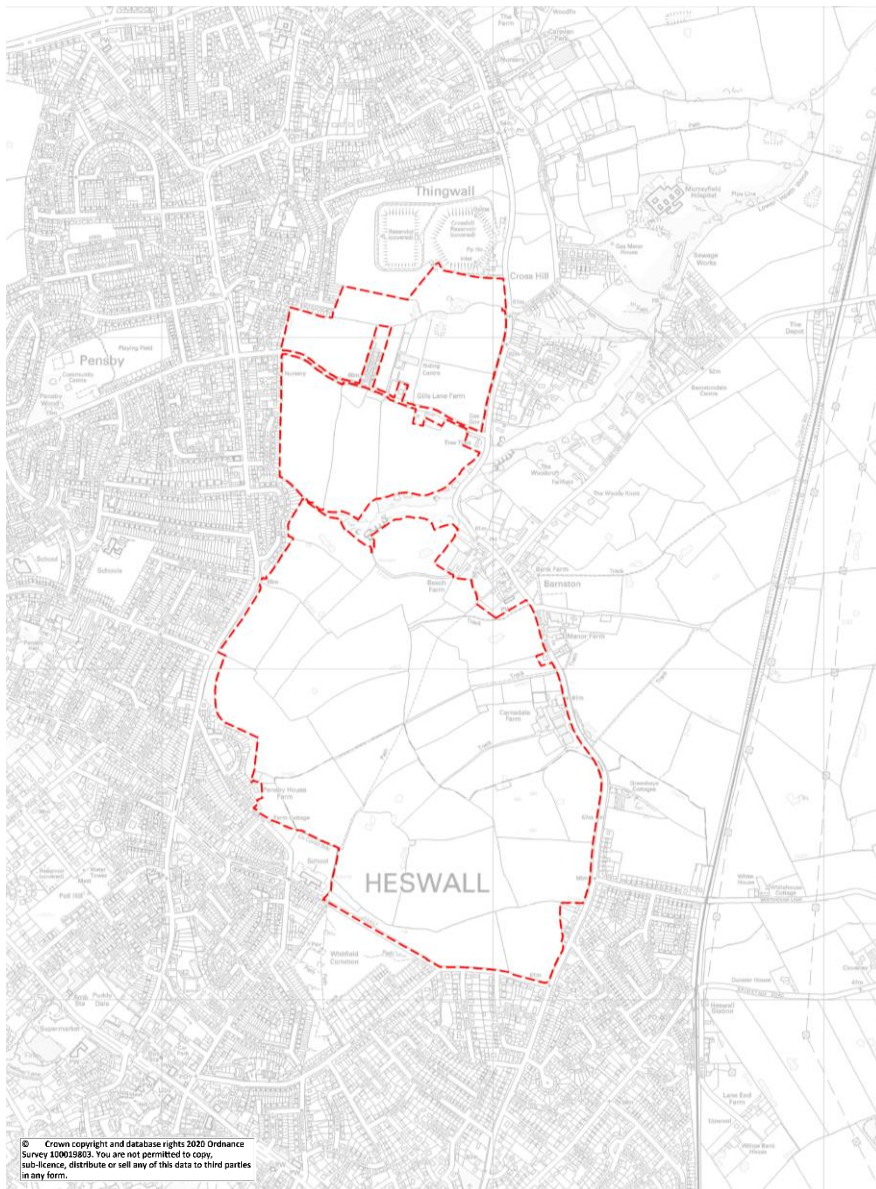
2 Single Urban Extension details

2.1 Location and size

The Single Urban Extension site is located in the west of Wirral, covering the eastern edge of Heswall and Pensby. The site lies within the wards of Heswall and Pensby & Thingwall. The village of Barnston lies to the east of the site. The site covers a total of 155.98 ha with an indicative capacity of 2,584 dwellings.

Figure 2.1 shows the red line boundary of the site within Heswall.

Figure 2.1: Red line boundary



Source: Mott MacDonald

2.2 Trip generation

The trip generation for the site has been calculated using TRICS, the industry standard tool to calculate trip rates for developments. The below trips have been calculated for privately owned residential developments. Trips rates have been calculated for vehicles, cyclists and pedestrians. This is to account for pedestrians and cyclists. The TRICS outputs are contained within Appendix B.

The number of trips has been broken down by arrivals (Arr) and departures (Dep) for the AM Peak (08:00 -09:00) and PM Peak (17:00-18:00). This is based on the delivery of 2,584 dwellings. The expected number of trips generated in the AM and PM peak times for vehicle, cyclist and pedestrian trips to and from the site are shown in the below.

Table 2.1: Trip generation

Potential Generation	Vehicles		Cyclists		Pedestrians	
	Arr	Dep	Arr	Dep	Arr	Dep
AM Trips (08:00 – 09:00)	333	933	13	41	109	349
PM Trips (17:00 – 18:00)	842	398	36	21	165	101

The above results show that the number of vehicle trips the Single Urban Extension will generate is high and therefore further assessment of off-site traffic impact is required. This is currently being undertaken by Mott MacDonald through a strategic transport modelling commission using the Wirral Traffic Model (WTM) to explore the transport impacts of all Local Plan options.

The final outputs of this work will be contained in the final modelling report to determine potential highway impacts and further work will be undertaken to identify the level of highway improvements required to unlock the potential Local Plan options.

2.3 High level considerations

Within the site boundary there are multiple small water courses, as well as wider drainage infrastructure that must be considered. To the north of the site boundary is a covered reservoir, to which a suitable buffer should be provided from the reservoir for the Single Urban Extension.

The site also features varying topography which must be overcome to facilitate development. Additionally, a woodland area runs through the centre of the site and will limit development in this area and constrain highway infrastructure within the internal site layout.

3 Existing conditions

3.1 Introduction

This section reviews the existing transport and accessibility conditions that currently serve the site. The review includes an assessment of existing highway conditions, traffic congestion and road traffic collisions. There is also an assessment of public transport and walking and cycling connectivity for the site and a high-level review of the site's access to amenities.

3.2 Highways

The site is bounded by the A551 Barnston Road on the east side and the B5138 Pensby Road on the west side. Both of these are single carriageway roads which run north-south linking Woodchurch and the M53 to Heswall. The A551 Barnston Road (Figure 3.1) has a 40mph speed limit and features several bends and gradients due to the topography of the area. Footway provision is limited to specific parts of the route. The road runs through the centre of Barnston linking to Arrowe Park Road in the north to the A540 Chester Road in the south.

The B5138 Pensby Road (Figure 3.2) features a speed limit of 30mph and runs from the A540 Chester Road in the centre of Heswall to the Arrowe Park Road junction where it also meets the A551 Barnston Road. The road features residential and retail properties along its frontage with footways along the majority of the route along with access to properties.

Figure 3.1: A551 Barnston Road



Source: Google

Figure 3.2: B5138 Pensby Road



Source: Google

Whitfield Lane/Milner Road runs along the southern perimeter of the site as shown in Figure 3.3. The route is a narrow single carriageway road with footways on only one side. Gills Lane runs east-west through the centre of the site. Gills Lane as shown in Figure 3.4 is a small, narrow road that lacks road markings or footways.

The site is bounded by Downham Road North to the south-west which links the B5138 Pensby Road in the north with Whitfield Lane and Downham Road South to the south. The road is a 20mph single carriageway road and features residential frontages and on-street parking. The road also features rising topography which increases as the road travels northwards to the B5138 Pensby Road.

Figure 3.3: Whitfield Lane



Source: Google

Figure 3.4: Gills Lane



Source: Google

The wider highway network which serves the west of Wirral experiences a few pinch points in the area close to the site. These pinch points experience increased congestion and delay during peak periods as increased traffic volumes are observed. These junctions include along the A540 in Heswall at the junction with Barnston Road and within the centre of the town at junctions with the B5138 Pensby Road and Rocky Lane.

Further north, the junction of the A551 Barnston Road and Thingwall Road East and northwards to Arrowe Park Hospital to the junction with the A552 Woodchurch Road also experience congestion during peak hours. These junctions will be assessed within the transport modelling that is currently being undertaken by Mott MacDonald, as summarised in Section 2.

A review of Crash Map shows that there are several clusters of road traffic collisions (RTCs) in the area, which are primarily on the A551 Barnston Road and the B5138 Pensby Road. There are 3 clusters on the B5138 Pensby Road at the junctions with Irby Road, Rosemead Avenue and Fishers Lane. Of these RTCs, the majority are slight in severity, however a small number are considered serious including 2 at the junction with Irby Road.

The A551 Barnston Road records RTCs along the perimeter of the site, with a cluster within the village of Barnston notable. These recorded RTCs are considered more serious in general with 3 in Barnston itself. As well as this, 2 RTCs have resulted in a fatality. These were recorded at the junction with Storeton Lane, and further south at the junction with Milner Road. The varying gradients and winding layout of the A551 Barnston Road may have been a contributory factor in RTCs recorded along the route.

3.3 Bus

The wider Heswall area in which the site is situated, is well served by bus services. In the area around the site there are over 20 bus stops located within reasonable proximity. The services which operate through these stops around the site are summarised in Table 3.1 below.

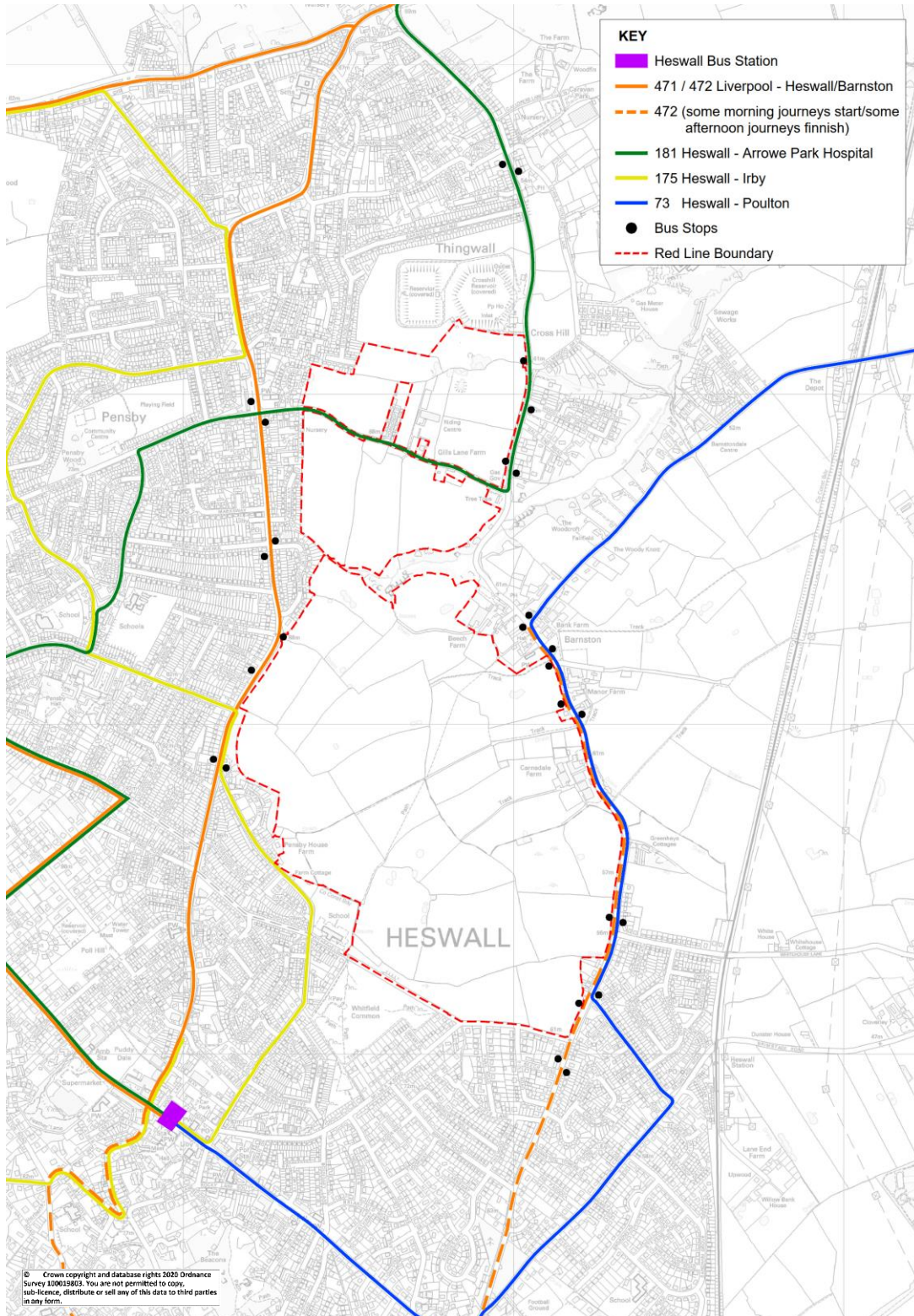
Table 3.1: Bus frequencies

Service	Operator	Frequency of service (per hour)		
		Weekday daytime	Weekday evening and Saturday	Sunday
471 Liverpool to Heswall	Stagecoach / Arriva	3	2	2
472 Liverpool to Barnston	Stagecoach / Arriva	3	2	2
175 Heswall to Irby	Merseytravel	1	1 (Saturdays)	0
73 Heswall to Poulton	Merseytravel	1	1 (Saturdays)	0
181 Heswall to Arroe Park Hospital	Merseytravel	1	1 (Saturdays)	0

Source: Merseytravel

Figure 3.5 overleaf shows the routes for each service which has been outlined above.

Figure 3.5: Bus routes



Source: Mott MacDonald

3.4 Rail

Heswall rail station is located on the A5137 Brimstage Road. The station is situated a considerable distance from Heswall town centre. From the Single Urban Extension, the station is much more accessible, located approximately 500m to the south-east of the site's perimeter.

The station is situated on the Borderlands Line operated by Transport for Wales. Services run between Bidston and Wrexham Central hourly in both directions every day between 07:00 and 19:00. Services during evenings and during certain times on Sundays are more infrequent, operating a service in each direction every 2 hours.

Under the current franchise commitments from Transport for Wales, this service is to be upgraded to a half hourly frequency in each direction with longer operating hours and a more frequent Sunday service. There are also ultimate aspirations to incorporate the line into the Merseyrail Electrics network with frequent services to Liverpool city centre.

Heswall rail station features step-free access for disabled users and has a small 16-space car park which is free for rail users. The station is not staffed and does not feature a booking office.

3.5 Walking and cycling

A public footpath traverses the southern part of the site, between Barnston and Whitfield Lane. The route crosses existing farmland, originating from the A551 Barnston Road at Christ Church and linking to Whitfield Lane adjacent to Heswall Primary School.

Many of the highways in the area to the west feature footways on both sides of the carriageway, notably the B5138 Pensby Road, supporting pedestrian movement in the predominately residential areas.

Barnston features footways within the village centre on the A551, but as the route leaves the village in both directions, the level of footway provision reduces. Often along the A551 Barnston Road in more isolated sections, footways are narrow and provided on 1 side of the carriageway only.

Gills Lane does not feature footways on either side of the route. Further south along Whitfield Lane and Milner Road, footways are only provided on one side of the road supporting residential access.

There are suggested cycle routes along B5138 Pensby Road, Gills Lane, Milner Road and parts of A551 Barnston Road. Designated cycle lanes are not marked, but the level and speed of traffic on these roads present opportunities for cycling in the area. The extent of cycling facilities in the area is shown in Figure 3.6 below.

Figure 3.6: West Wirral cycle network



Source: Wirral Council

3.6 Local amenities

Due to the site's proximity to Heswall, there are several primary schools and 1 secondary school situated within the surrounding area. From the centre of the site, Heswall Primary School falls within a 10-minute walk. Further schools in the area, are accessible within 20 minutes via

walking and cycling. The nearest GP surgery is within a 15-minute walk and is located in Heswall town centre. The town centre provides several retail and leisure facilities with additional services also available along the B5138 Pensby Road. All of these sites are within 15 minutes cycling time of the site.

Existing public transport services via rail and bus are moderate as outlined previously. Rail access links Heswall to Bidston for connectivity with Merseyrail services, and to Wrexham Central via Deeside and North East Wales. Rail services are limited to every hour at most, with Heswall station within 15 minutes walking distance from the southern part of the site.

With regards bus services, as shown in Table 3.1, only service 471/472 Heswall to Liverpool supports regional connectivity in the area, all other services operate more local and less frequent routes. The 471/472 service operates at a frequency up to 6 times an hour during daytimes, linking Heswall and Liverpool via Birkenhead. The route serves bus stops along the B5138 Pensby Road west of the site, with some services (472) running through Heswall to start and end in Barnston, east of the site.

3.7 Summary

In summary, the site benefits from a reasonable standard of accessibility via existing highways, public transport and walking and cycling. The site is served by a bus route linking to Birkenhead and Liverpool, and several local routes. Rail is also available via Heswall rail station which is a short walk to the south-east of the site. The wider area centred around Heswall features several basic amenities which can be accessed via walking and cycling from the site.

4 Access strategy

4.1 Introduction

This section builds on the baseline review that has been undertaken in the previous section to develop an outline access strategy that could be adopted to deliver Option 2B.

The strategy considers highway access and proposes an outline highway network including proposed junctions that would be required. In addition, the strategy considers how the site can be served by public transport and recommends improvements to better connect the site to the wider area via walking and cycling. High level costs for transport site access works are also provided within this section

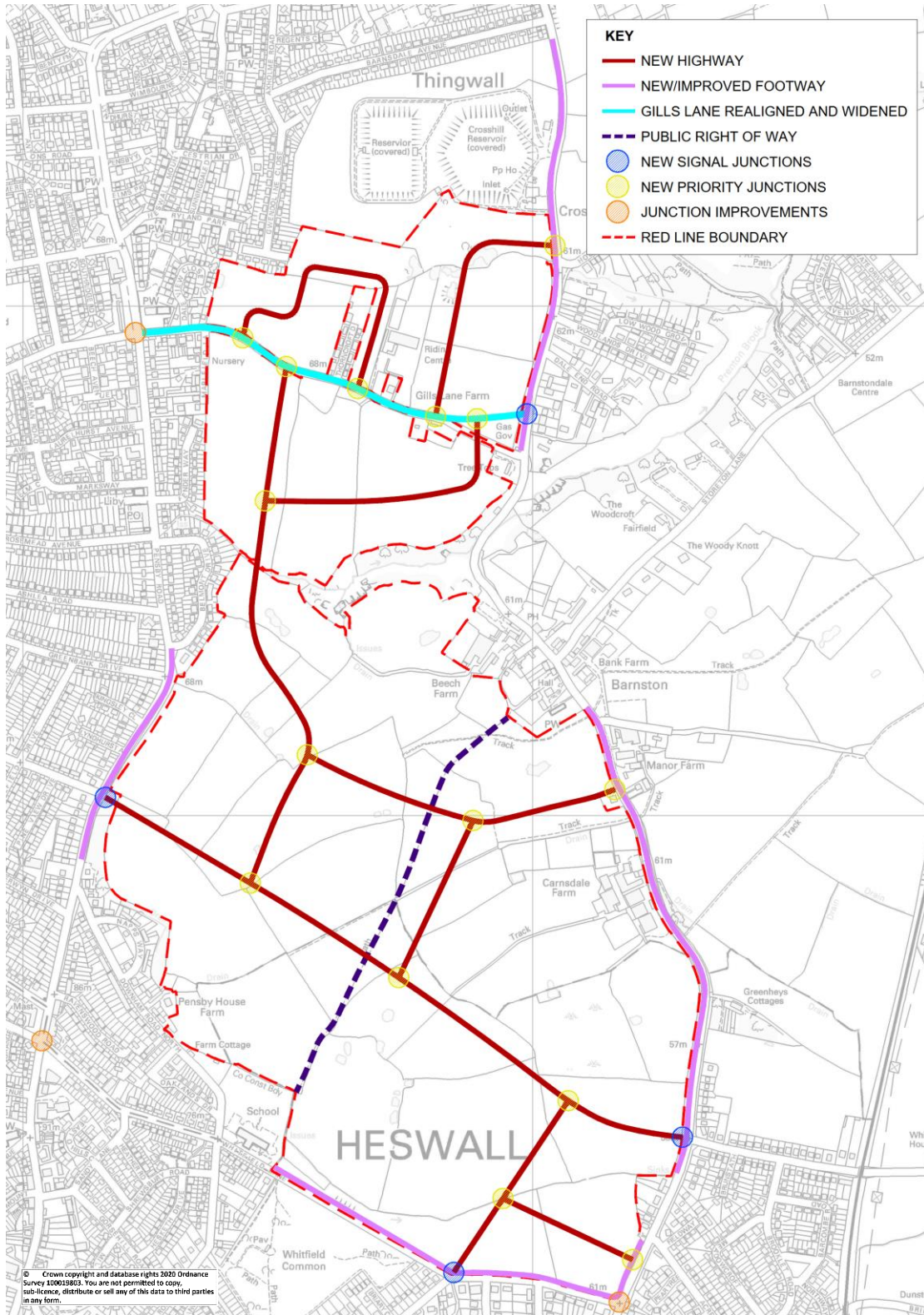
4.2 Highway layout

The proposed highway layout and access recommendations are shown within the sketch provided in Figure 4.1. Within this layout, the internal highway network has been developed to unlock the site for development and ensure the site can be delivered as a whole Single Urban Extension or brought forward in a phased approach.

The layout is designed to maintain internal circulation prescribes several recommendations for site access provisions and proposed improvements to existing junctions and highways in the area.

A more detailed plan of Figure 4.1 which includes concept design recommendations for the proposed highway layout and junction form is provided in Appendix A.

Figure 4.1: Proposed site layout and highway recommendations



Source: Mott MacDonald

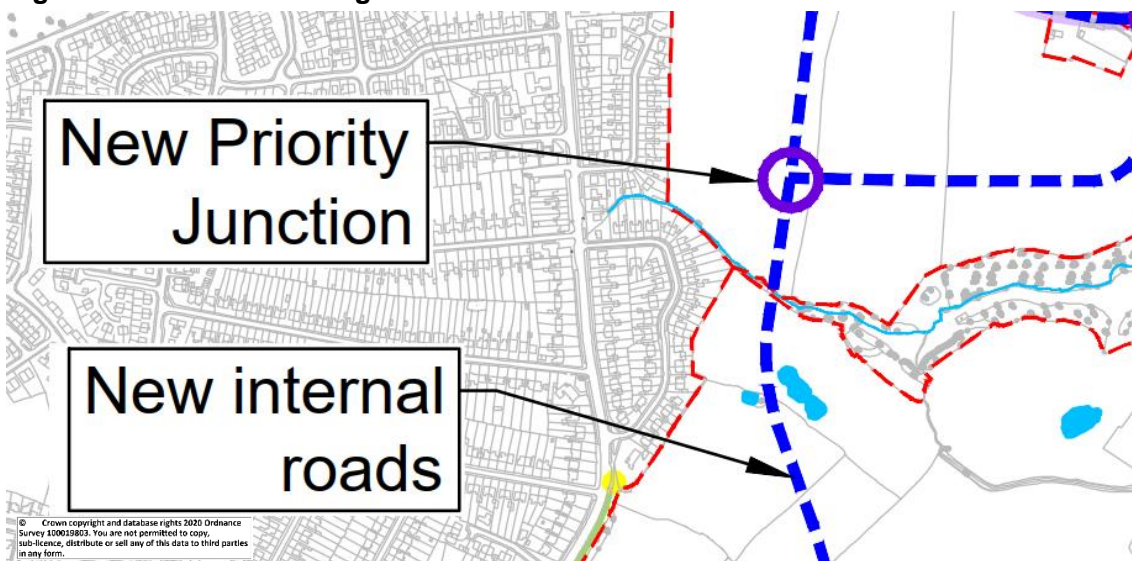
The proposed internal highway layout looks to create east-west routes through the site that would connect existing streets such as Whitehouse Lane through to Kylemore Drive. This would be supported by the realignment and upgrade of Gills Lane to provide additional connectivity through the site. These routes would be designed to provide private routes through the highway network in the area.

Gills Lane would benefit from upgrade works to accommodate increased vehicle demand and provide more pedestrian provisions. To the south, Milner Road/Whitfield Lane would benefit from footway improvements and cutting of hedges to ensure these do not encroach on the highway, with potential to increase the width of the carriageway along the route.

From the east-west roads, several roads within the internal site network would serve to unlock various parts of the Single Urban Extension and create new opportunities for low-speed neighbourhood streets to be developed. These roads would provide internal circulation within the site. The internal layout is consistent with the wider Heswall area to ensure the site can integrate with the surrounding area.

The internal north-south route through the site should be aligned away from the existing woodland which runs through the centre of the site, west of Barnston as shown in Figure 4.2.

Figure 4.2: Internal road alignment to avoid Woodland



Source: Mott MacDonald

Prenton Brook runs through the woodland area and further consideration will be required for potential flood risks, exacerbating existing risk and the requirement for suitable mitigation measures such as appropriate drainage and SUDS provisions.

To integrate the internal network with the wider highway network, several signalised junctions would be required. These junctions should be located at the following locations:

- A551 Barnston Road/Gills Lane.
- Kylemore Drive/B5138 Pensby Road/Proposed internal road.
- Milner Road/Whitfield Lane/Proposed internal road.
- A551 Barnston Road/Whitehouse Lane/Proposed internal road.

These junctions form the primary site access points to the site and are shown in more detail within Appendix A.

In addition to the above junctions, the existing junctions would require upgrading to accommodate increased vehicle demand in the area:

- B5138 Pensby Road/Fishers Lane/Gills Lane.
- B5138 Pensby Road/Grange Road/Whitfield Lane.
- A551 Barnston Road/Milner Road.

Throughout the site and linking to the wider highway network, there are proposed priority junctions which would accommodate lower levels of traffic demand and serve to support access to the site from the wider area, and within the site, enabling connectivity between sites within the Single Urban Extension. These priority junctions have been developed as 3-arms to avoid any 4-arm crossroads and maintain a high standard of road safety.

Storeton Lane to the east of the site is constrained by private properties along the highway limiting options for carriageway widening, particularly within Barnston at the junction with the A551 Barnston Road. Therefore, as development comes forward at the Single Urban Extension, highway capacity should be provided along roads as identified above to discourage vehicle traffic from using Storeton Lane.

A further recommendation would be to lower the speed limit along the A551 Barnston Road from 40mph to 30mph as vehicle traffic and pedestrian demand increases in the area. This road would benefit from lower highway speeds given the gradient changes and winding nature of the road. This would support improvements to road safety standards along the route in which several RTCs were noted in Section 3.

4.3 Public transport

The local bus services within the area would, as a minimum, serve the single urban extension as at present via the B5138 Pensby Road or the A551 Barnston Road (dependent on the specific service), with the opportunity to increase the route length to cover parts of the internal road network. These services could also benefit from increased frequencies should there be demand for this as a result of potential development under Option 2B.

For example, the site's boundary is served by Stagecoach/Arriva's 471/472 service between Heswall and Liverpool. The 472 services run west along the B5318 Pensby Road serving Heswall bus station and then beyond to/from Barnston. There is potential for this service to modify its route to serve the site and create a link from Barnston back through towards Heswall.

4.4 Walking and cycling

Walking and cycling will be important to create a sustainable site that is well-integrated with the wider Heswall area. From the site, there should be a strong provision of filtered permeability for pedestrians and cyclists along the site's perimeter. This would be important for linking between the residential communities to the west and south, and the Single Urban Extension site. These links would ensure the site connects easily with amenities in the wider area and does not create cul-de-sacs for pedestrians and cyclists. This would ensure car demand for short journeys is not the most convenient mode.

Walking and cycling links to Heswall rail station and bus station and bus stops in the vicinity should be encompassed within the site to ensure there is clear wayfinding and direct routes for pedestrians and cyclists to access these public transport services.

Within the site, there should be a high-quality pedestrian environment with narrower carriageways to promote slower vehicle speeds and support road safety. Surrounding the site, footway improvements and lighting improvements would be required to improved pedestrian safety along the A551 Barnston Road, Gills Lane, Whitfield Lane/Milner Road and the B5138 Pensby Road. The key areas for footway improvements are shown in Figure 4.1. The existing Public Right of Way which runs between Barnston and Heswall Primary School would be maintained to support pedestrian connectivity off-road. The proposed internal highway layout should be outlined away from this route, with any crossing points required to feature high-quality pedestrian facilities.

4.5 Costs and deliverability

An indicative cost breakdown has been produced for the required highway works required to deliver the Single Urban Extension. The high-level cost estimates provided in Table 4.1 include required site access junctions (signalised and priority) as well as any mitigation measures needed on surrounding roads and junctions adjacent to the site.

The cost breakdown does not account for any off-site mitigation which may be identified within the wider Wirral Local Plan modelling which is currently underway. The breakdown also does not account for internal highway works within the site. In total, construction costs are estimated to be £6.9m and once fees and risk (£2.76m) are added, the total indicative cost is £9.66m.

The high-level cost estimates provided in the above table represent indicative costs that has several exemptions which have not been included in the cost breakdown in Table 4.1 below. These exemptions include utilities, land acquisition and ground conditions. Therefore, the final cost is expected to fall into the high cost category, greater than **£10 million**.

Table 4.1: Indicative cost breakdown

Works breakdown	Cost
Site access junctions	£3,600,000
Junction improvements	£900,000
Footways	£700,000
Street lighting	£300,000
Gills Lane upgrade	£1,300,000
Bus Stop Improvements	£100,000
Construction Total	£6,900,000
Fees and risk	£2,760,000
Total	£9,660,000

With regards ease of deliverability, it has been estimated that this site would receive an amber ranking, meaning 5 – 10 years to deliver the Single Urban Extension.

4.6 Summary

In summary, the site would require a series of highway improvements surrounding the site, particularly on the A551 Barnston Road and B5138 Pensby Road to ensure the area can accommodate an increase in vehicle trips and there is a high standard of road safety for the increased number of pedestrians and cyclists in the area. There is also potential to reroute bus routes through the site to improve public transport accessibility. Additionally, walking and cycling infrastructure surrounding the site should be provided to ensure the site is well-integrated with the surrounding area and active travel is the most convenient mode for short trips in the area.

5 Summary

This report has reviewed the transport and access arrangements that are currently available in the area surrounding a Single Urban Extension to the east of Heswall. This report considers the existing conditions serving the site and outlines recommendations for an access strategy that would require further development to deliver the site.

The access strategy provides an indicative highway layout for the internal site and how this would connect with the wider network. This includes recommendations on junction form and footway improvements. Public transport accessibility has also been outlined with options to reroute bus services to serve the site recommended. More detailed modelling would be required and a full review of collision data in the area to explore the impacts of the access strategy in greater detail.

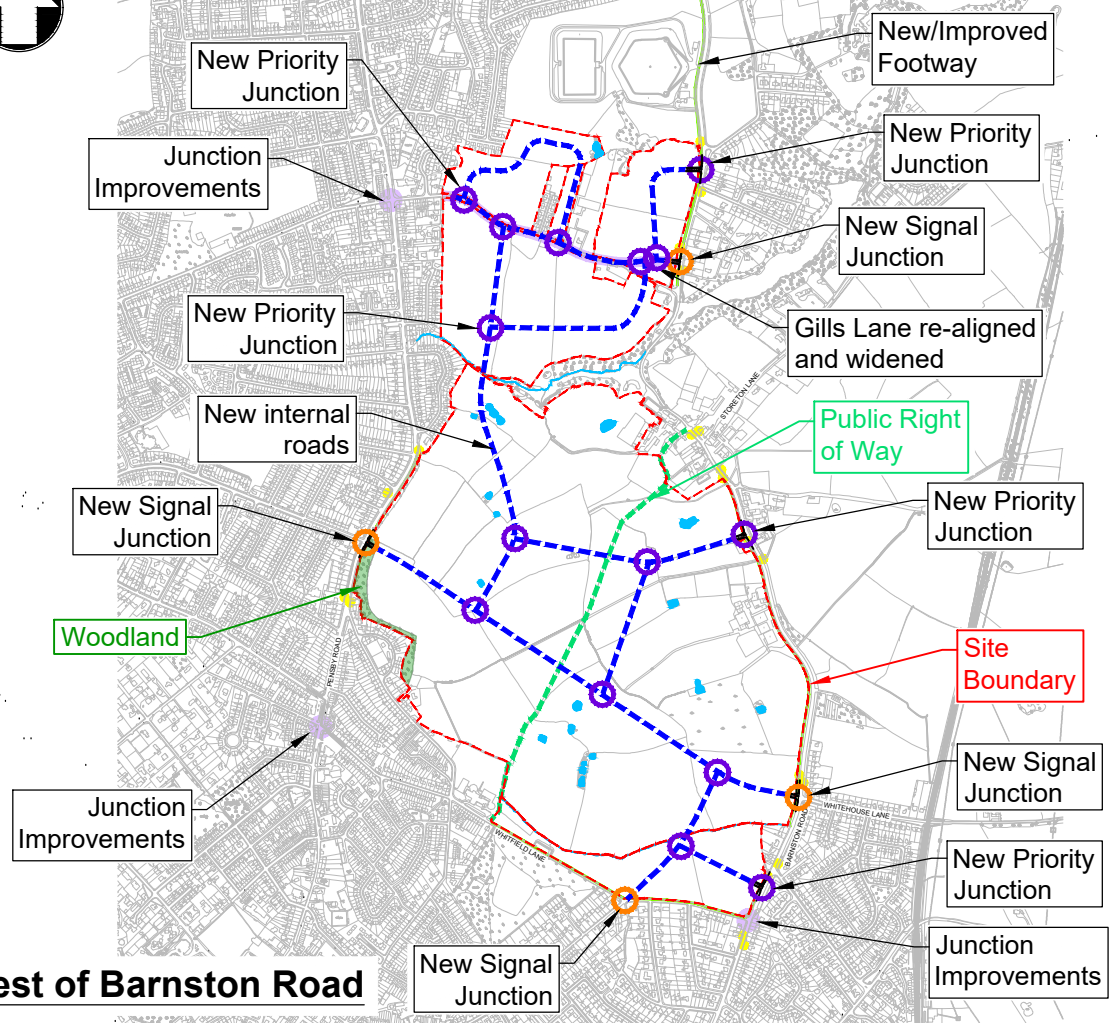
Additionally, how the site integrates with the wider area through walking and cycling has been considered, with a focus on improving the permeability of the site for pedestrians and cyclists to move to/from and around the site. This includes access to public transport hubs and local amenities situated in Heswall.

In summary, the key recommendations would see the provision of several new signalised junctions to provide site access and upgrades to existing junctions in the area to accommodate increased vehicle trips. This would be supported by improvements to footways and lighting on the highway network surrounding the site namely the A551 Barnston Road and B5138 Pensby Road. Further improvements to public transport services and active travel connectivity would enhance accessibility for the site, improving the level of deliverability for the site.

The Single Urban Extension could be delivered in the medium term between 5 and 10 years with indicative cost estimates for transport site access works and mitigation on the existing highway network in the immediate area estimated to exceed £10 million when several exemptions are accounted for. However, the results of the traffic modelling for the Single Urban Extension which is currently being undertaken by Mott MacDonald will provide further detail on the potential wider impacts of the Single Urban Extension and present the opportunity to more accurately develop on the site access strategy that has been outlined in this report.

A. Highway layout concept design

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West of Barnston Road

B. TRICs outputs

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	3 days
	HC HAMPSHIRE	3 days
	HF HERTFORDSHIRE	1 days
	KC KENT	6 days
	SC SURREY	1 days
	WS WEST SUSSEX	7 days
03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	3 days
	SM SOMERSET	3 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 days
	NF NORFOLK	3 days
	SF SUFFOLK	4 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LE LEICESTERSHIRE	1 days
	LN LINCOLNSHIRE	2 days
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
	ST STAFFORDSHIRE	2 days
	WK WARWICKSHIRE	2 days
	WM WEST MIDLANDS	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	2 days
	NY NORTH YORKSHIRE	7 days
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	4 days
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	DH DURHAM	3 days
	TW TYNE & WEAR	1 days
10	WALES	
	PS POWYS	2 days
	VG VALE OF GLAMORGAN	1 days
11	SCOTLAND	
	AG ANGUS	1 days
	FA FALKIRK	2 days
	HI HIGHLAND	1 days
	PK PERTH & KINROSS	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 918 (units:)
Range Selected by User: 6 to 918 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 08/07/19

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	18 days
Tuesday	19 days
Wednesday	16 days
Thursday	15 days
Friday	12 days
Saturday	1 days

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

Selected survey types:

Manual count	81 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	8
Suburban Area (PPS6 Out of Centre)	33
Edge of Town	31
Neighbourhood Centre (PPS6 Local Centre)	9

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	71
Village	7
No Sub Category	3

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 81 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:

1,000 or Less	2 days
1,001 to 5,000	12 days
5,001 to 10,000	16 days
10,001 to 15,000	19 days
15,001 to 20,000	14 days
20,001 to 25,000	8 days
25,001 to 50,000	10 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

5,001 to 25,000	12 days
25,001 to 50,000	8 days
50,001 to 75,000	11 days
75,001 to 100,000	16 days
100,001 to 125,000	3 days
125,001 to 250,000	21 days
250,001 to 500,000	9 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	22 days
1.1 to 1.5	55 days
1.6 to 2.0	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:

Yes	14 days
No	67 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	81 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	AG-03-A-01 KEPTIE ROAD ARBROATH	BUNGALOWS/DET.	ANGUS
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 7 <i>Survey date: TUESDAY 22/05/12</i>		<i>Survey Type: MANUAL</i>
2	CA-03-A-04	DETACHED	CAMBRI D GESH I RE
	PETERBOROUGH THORPE PARK ROAD Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 9 <i>Survey date: TUESDAY 18/10/11</i>		<i>Survey Type: MANUAL</i>
3	CA-03-A-05	DETACHED HOUSES	CAMBRI D GESH I RE
	EASTFIELD ROAD PETERBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 28 <i>Survey date: MONDAY 17/10/16</i>		<i>Survey Type: MANUAL</i>
4	CB-03-A-05	DETACHED/TERRACED HOUSING	CUMBRIA
	MACADAM WAY PENRITH Edge of Town Centre Residential Zone Total Number of dwellings: 50 <i>Survey date: TUESDAY 21/06/16</i>		<i>Survey Type: MANUAL</i>
5	CH-03-A-08	DETACHED	CHESHI RE
	WHITCHURCH ROAD CHESTER BOUGHTON HEATH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 11 <i>Survey date: TUESDAY 22/05/12</i>		<i>Survey Type: MANUAL</i>
6	CH-03-A-09	TERRACED HOUSES	CHESHI RE
	GREYSTOKE ROAD MACCLESFIELD HURDSFIELD Edge of Town Residential Zone Total Number of dwellings: 24 <i>Survey date: MONDAY 24/11/14</i>		<i>Survey Type: MANUAL</i>
7	CH-03-A-10	SEMI-DETACHED & TERRACED	CHESHI RE
	MEADOW DRIVE NORTHWICH BARNTON Edge of Town Residential Zone Total Number of dwellings: 40 <i>Survey date: TUESDAY 04/06/19</i>		<i>Survey Type: MANUAL</i>
8	CH-03-A-11	TOWN HOUSES	CHESHI RE
	LONDON ROAD NORTHWICH LEFTWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 24 <i>Survey date: THURSDAY 06/06/19</i>		<i>Survey Type: MANUAL</i>
9	DC-03-A-08	BUNGALOWS	DORSET
	HURSTDENE ROAD BOURNEMOUTH CASTLE LANE WEST Edge of Town Residential Zone Total Number of dwellings: 28 <i>Survey date: MONDAY 24/03/14</i>		<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

10	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCKLAND	SEMI DETACHED		DURHAM
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 50 <i>Survey date: TUESDAY 28/03/17</i>			
11	DH-03-A-02 LEAZES LANE BISHOP AUCKLAND ST HELEN AUCKLAND	MIXED HOUSES		DURHAM
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of dwellings: 125 <i>Survey date: MONDAY 27/03/17</i>			
12	DH-03-A-03 PILGRIMS WAY DURHAM	SEMI-DETACHED & TERRACED		DURHAM
	Edge of Town Residential Zone Total Number of dwellings: 57 <i>Survey date: FRIDAY 19/10/18</i>			
13	DS-03-A-02 RADBOURNE LANE DERBY	MIXED HOUSES		DERBYSHIRE
	Edge of Town Residential Zone Total Number of dwellings: 371 <i>Survey date: TUESDAY 10/07/18</i>			
14	DV-03-A-01 BRONSHILL ROAD TORQUAY	TERRACED HOUSES		DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 37 <i>Survey date: WEDNESDAY 30/09/15</i>			
15	DV-03-A-02 MILLHEAD ROAD HONITON	HOUSES & BUNGALOWS		DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 116 <i>Survey date: FRIDAY 25/09/15</i>			
16	DV-03-A-03 LOWER BRAND LANE HONITON	TERRACED & SEMI DETACHED		DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 70 <i>Survey date: MONDAY 28/09/15</i>			
17	ES-03-A-02 SOUTH COAST ROAD PEACEHAVEN	PRIVATE HOUSING		EAST SUSSEX
	Edge of Town Residential Zone Total Number of dwellings: 37 <i>Survey date: FRIDAY 18/11/11</i>			

LIST OF SITES relevant to selection parameters (Cont.)

18	ES-03-A-03 SHEPHAM LANE POLEGATE	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total Number of dwellings: 212 <i>Survey date: MONDAY 11/07/16</i>		<i>Survey Type: MANUAL</i>
19	ES-03-A-04 NEW LYDD ROAD CAMBER	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total Number of dwellings: 134 <i>Survey date: FRIDAY 15/07/16</i>		<i>Survey Type: MANUAL</i>
20	FA-03-A-01 MANDELA AVENUE FALKIRK	SEMI-DETACHED/TERRACED	FALKIRK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 37 <i>Survey date: THURSDAY 30/05/13</i>		<i>Survey Type: MANUAL</i>
21	FA-03-A-02 ROSEBANK AVENUE & SPRINGFIELD DRIVE FALKIRK	MIXED HOUSES	FALKIRK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 161 <i>Survey date: WEDNESDAY 29/05/13</i>		<i>Survey Type: MANUAL</i>
22	GM-03-A-10 BUTT HILL DRIVE MANCHESTER PRESTWICH	DETACHED/SEMI	GREATER MANCHESTER
	Edge of Town Residential Zone Total Number of dwellings: 29 <i>Survey date: WEDNESDAY 12/10/11</i>		<i>Survey Type: MANUAL</i>
23	HC-03-A-20 CANADA WAY LIPHOOK	HOUSES & FLATS	HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 62 <i>Survey date: TUESDAY 20/11/18</i>		<i>Survey Type: MANUAL</i>
24	HC-03-A-21 PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS	TERRACED & SEMI-DETACHED	HAMPSHIRE
	Edge of Town Residential Zone Total Number of dwellings: 39 <i>Survey date: TUESDAY 13/11/18</i>		<i>Survey Type: MANUAL</i>
25	HC-03-A-22 BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE	MIXED HOUSES	HAMPSHIRE
	Edge of Town Residential Zone Total Number of dwellings: 40 <i>Survey date: WEDNESDAY 31/10/18</i>		<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

26	HF-03-A-03	MIXED HOUSES	HERTFORDSHIRE
	HARE STREET ROAD BUNTINGFORD		
	Edge of Town Residential Zone		
	Total Number of dwellings: 160		
	<i>Survey date: MONDAY 08/07/19</i>		<i>Survey Type: MANUAL</i>
27	HI-03-A-14	SEMI-DETACHED & TERRACED	HIGHLAND
	KING BRUDE ROAD INVERNESS SCORGUIE		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total Number of dwellings: 40		
	<i>Survey date: WEDNESDAY 23/03/16</i>		<i>Survey Type: MANUAL</i>
28	KC-03-A-03	MIXED HOUSES & FLATS	KENT
	HYTHE ROAD ASHFORD WILLESBOROUGH		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total Number of dwellings: 51		
	<i>Survey date: THURSDAY 14/07/16</i>		<i>Survey Type: MANUAL</i>
29	KC-03-A-04	SEMI-DETACHED & TERRACED	KENT
	KILN BARN ROAD AYLESFORD DITTON		
	Edge of Town Residential Zone		
	Total Number of dwellings: 110		
	<i>Survey date: FRIDAY 22/09/17</i>		<i>Survey Type: MANUAL</i>
30	KC-03-A-05	DETACHED & SEMI-DETACHED	KENT
	ROCHESTER ROAD NEAR CHATHAM BURHAM		
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total Number of dwellings: 8		
	<i>Survey date: FRIDAY 22/09/17</i>		<i>Survey Type: MANUAL</i>
31	KC-03-A-06	MIXED HOUSES & FLATS	KENT
	MARGATE ROAD HERNE BAY		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total Number of dwellings: 363		
	<i>Survey date: WEDNESDAY 27/09/17</i>		<i>Survey Type: MANUAL</i>
32	KC-03-A-07	MIXED HOUSES	KENT
	RECVLVER ROAD HERNE BAY		
	Edge of Town Residential Zone		
	Total Number of dwellings: 288		
	<i>Survey date: WEDNESDAY 27/09/17</i>		<i>Survey Type: MANUAL</i>
33	KC-03-A-08	MIXED HOUSES	KENT
	MAIDSTONE ROAD CHARING		
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total Number of dwellings: 159		
	<i>Survey date: TUESDAY 22/05/18</i>		<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

34	LC-03-A-30 WATSON ROAD BLACKPOOL	SEMI -DETACHED		LANCASHIRE
	Edge of Town Centre Residential Zone Total Number of dwellings:		24	
	<i>Survey date: FRIDAY</i>		<i>14/06/13</i>	<i>Survey Type: MANUAL</i>
35	LE-03-A-02 MELBOURNE ROAD IBSTOCK	DETACHED & OTHERS		LEICESTERSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Village Total Number of dwellings:		85	
	<i>Survey date: THURSDAY</i>		<i>28/06/18</i>	<i>Survey Type: MANUAL</i>
36	LN-03-A-03 ROOKERY LANE LINCOLN BOULTHAM	SEMI DETACHED		LINCOLNSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:		22	
	<i>Survey date: TUESDAY</i>		<i>18/09/12</i>	<i>Survey Type: MANUAL</i>
37	LN-03-A-04 EGERTON ROAD LINCOLN	DETACHED & SEMI -DETACHED		LINCOLNSHIRE
	Edge of Town Centre Residential Zone Total Number of dwellings:		30	
	<i>Survey date: MONDAY</i>		<i>29/06/15</i>	<i>Survey Type: MANUAL</i>
38	MS-03-A-03 BEMPTON ROAD LIVERPOOL OTTERSPOOL	DETACHED		MERSEYSIDE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:		15	
	<i>Survey date: FRIDAY</i>		<i>21/06/13</i>	<i>Survey Type: MANUAL</i>
39	NE-03-A-02 HANOVER WALK SCUNTHORPE	SEMI DETACHED & DETACHED		NORTH EAST LINCOLNSHIRE
	Edge of Town No Sub Category Total Number of dwellings:		432	
	<i>Survey date: MONDAY</i>		<i>12/05/14</i>	<i>Survey Type: MANUAL</i>
40	NE-03-A-03 STATION ROAD SCUNTHORPE	PRIVATE HOUSES		NORTH EAST LINCOLNSHIRE
	Edge of Town Centre Residential Zone Total Number of dwellings:		180	
	<i>Survey date: TUESDAY</i>		<i>20/05/14</i>	<i>Survey Type: MANUAL</i>
41	NF-03-A-01 YARMOUTH ROAD CAISTER-ON-SEA	SEMI DET. & BUNGALOWS		NORFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:		27	
	<i>Survey date: TUESDAY</i>		<i>16/10/12</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

42	NF-03-A-02	HOUSES & FLATS		NORFOLK
	DEREHAM ROAD			
	NORWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	98		
	Survey date: MONDAY	22/10/12		Survey Type: MANUAL
43	NF-03-A-03	DETACHED HOUSES		NORFOLK
	HALING WAY			
	THETFORD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	10		
	Survey date: WEDNESDAY	16/09/15		Survey Type: MANUAL
44	NR-03-A-01	HOUSES		NORTHAMPTONSHIRE
	BOUGHTON GREEN ROAD			
	NORTHAMPTON			
	KINGSTHORPE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	102		
	Survey date: SATURDAY	22/09/12		Survey Type: MANUAL
45	NY-03-A-06	BUNGALOWS & SEMI DET.		NORTH YORKSHIRE
	HORSEFAIR			
	BOROUGHBRIDGE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	115		
	Survey date: FRIDAY	14/10/11		Survey Type: MANUAL
46	NY-03-A-08	TERRACED HOUSES		NORTH YORKSHIRE
	NICHOLAS STREET			
	YORK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	21		
	Survey date: MONDAY	16/09/13		Survey Type: MANUAL
47	NY-03-A-09	MIXED HOUSING		NORTH YORKSHIRE
	GRAMMAR SCHOOL LANE			
	NORTHALLERTON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	52		
	Survey date: MONDAY	16/09/13		Survey Type: MANUAL
48	NY-03-A-10	HOUSES AND FLATS		NORTH YORKSHIRE
	BOROUGHBRIDGE ROAD			
	RIPON			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	71		
	Survey date: TUESDAY	17/09/13		Survey Type: MANUAL
49	NY-03-A-11	PRIVATE HOUSING		NORTH YORKSHIRE
	HORSEFAIR			
	BOROUGHBRIDGE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	23		
	Survey date: WEDNESDAY	18/09/13		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

50	NY-03-A-12	TOWN HOUSES		NORTH YORKSHIRE
	RACECOURSE LANE NORTHALLERTON			
	Edge of Town Centre Residential Zone			
	Total Number of dwellings:		47	
	<i>Survey date: TUESDAY</i>		<i>27/09/16</i>	<i>Survey Type: MANUAL</i>
51	NY-03-A-13	TERRACED HOUSES		NORTH YORKSHIRE
	CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND			
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Number of dwellings:		10	
	<i>Survey date: WEDNESDAY</i>		<i>10/05/17</i>	<i>Survey Type: MANUAL</i>
52	PK-03-A-01	DETAC. & BUNGALOWS		PERTH & KINROSS
	TULLYLUMB TERRACE PERTH CORNHILL			
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Number of dwellings:		36	
	<i>Survey date: WEDNESDAY</i>		<i>11/05/11</i>	<i>Survey Type: MANUAL</i>
53	PS-03-A-01	MIXED HOUSES		POWYS
	BRYN GLAS WELSHPOOL			
	Edge of Town Centre Residential Zone			
	Total Number of dwellings:		16	
	<i>Survey date: MONDAY</i>		<i>11/05/15</i>	<i>Survey Type: MANUAL</i>
54	PS-03-A-02	DETACHED/SEMI -DETACHED		POWYS
	GUNROG ROAD WELSHPOOL			
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Number of dwellings:		28	
	<i>Survey date: MONDAY</i>		<i>11/05/15</i>	<i>Survey Type: MANUAL</i>
55	SC-03-A-04	DETACHED & TERRACED		SURREY
	HIGH ROAD BYFLEET			
	Edge of Town Residential Zone			
	Total Number of dwellings:		71	
	<i>Survey date: THURSDAY</i>		<i>23/01/14</i>	<i>Survey Type: MANUAL</i>
56	SF-03-A-04	DETACHED & BUNGALOWS		SUFFOLK
	NORMANSTON DRIVE LOWESTOFT			
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Number of dwellings:		7	
	<i>Survey date: TUESDAY</i>		<i>23/10/12</i>	<i>Survey Type: MANUAL</i>
57	SF-03-A-05	DETACHED HOUSES		SUFFOLK
	VALE LANE BURY ST EDMUNDS			
	Edge of Town Residential Zone			
	Total Number of dwellings:		18	
	<i>Survey date: WEDNESDAY</i>		<i>09/09/15</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

58	SF-03-A-06 BURY ROAD KENTFORD	DETACHED & SEMI -DETACHED	SUFFOLK
	Neighbourhood Centre (PPS6 Local Centre) Village Total Number of dwellings: 38 <i>Survey date: FRIDAY 22/09/17</i>		
59	SF-03-A-07 FOXHALL ROAD IPSWICH	MIXED HOUSES	SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 73 <i>Survey date: THURSDAY 09/05/19</i>		
60	SH-03-A-05 SANDCROFT TELFORD SUTTON HILL	SEMI -DETACHED/TERRACED	SHROPSHIRE
	Edge of Town Residential Zone Total Number of dwellings: 54 <i>Survey date: THURSDAY 24/10/13</i>		
61	SH-03-A-06 ELLESMERE ROAD SHREWSBURY	BUNGALOWS	SHROPSHIRE
	Edge of Town Residential Zone Total Number of dwellings: 16 <i>Survey date: THURSDAY 22/05/14</i>		
62	SM-03-A-01 WEMBDON ROAD BRIDGWATER NORTHFIELD	DETACHED & SEMI	SOMERSET
	Edge of Town Residential Zone Total Number of dwellings: 33 <i>Survey date: THURSDAY 24/09/15</i>		
63	SM-03-A-02 HYDE LANE NEAR TAUNTON CREECH SAINT MICHAEL	MIXED HOUSES	SOMERSET
	Neighbourhood Centre (PPS6 Local Centre) Village Total Number of dwellings: 42 <i>Survey date: TUESDAY 25/09/18</i>		
64	SM-03-A-03 HYDE LANE NEAR TAUNTON CREECH ST MICHAEL	MIXED HOUSES	SOMERSET
	Neighbourhood Centre (PPS6 Local Centre) Village Total Number of dwellings: 41 <i>Survey date: TUESDAY 25/09/18</i>		
65	ST-03-A-06 STANFORD ROAD WOLVERHAMPTON BLAKENHALL	SEMI -DET. & TERRACED	STAFFORDSHIRE
	Edge of Town Centre No Sub Category Total Number of dwellings: 17 <i>Survey date: FRIDAY 09/05/14</i>		

Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

66	ST-03-A-07 BEACONSIDE STAFFORD MARSTON GATE Edge of Town Residential Zone Total Number of dwellings: 248 <i>Survey date: WEDNESDAY 22/11/17</i>	DETACHED & SEMI -DETACHED	STAFFORDSHIRE	<i>Survey Type: MANUAL</i>
67	SY-03-A-01 A19 BENTLEY ROAD DONCASTER BENTLEY RISE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 54 <i>Survey date: WEDNESDAY 18/09/13</i>	SEMI DETACHED HOUSES	SOUTH YORKSHIRE	<i>Survey Type: MANUAL</i>
68	TW-03-A-02 WEST PARK ROAD GATESHEAD Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 16 <i>Survey date: MONDAY 07/10/13</i>	SEMI -DETACHED	TYNE & WEAR	<i>Survey Type: MANUAL</i>
69	VG-03-A-01 ARTHUR STREET BARRY Edge of Town Residential Zone Total Number of dwellings: 12 <i>Survey date: MONDAY 08/05/17</i>	SEMI -DETACHED & TERRACED	VALE OF GLAMORGAN	<i>Survey Type: MANUAL</i>
70	WK-03-A-01 ARLINGTON AVENUE LEAMINGTON SPA Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 6 <i>Survey date: FRIDAY 21/10/11</i>	TERRACED/SEMI /DET.	WARWICKSHIRE	<i>Survey Type: MANUAL</i>
71	WK-03-A-02 NARBERTH WAY COVENTRY POTTERS GREEN Edge of Town Residential Zone Total Number of dwellings: 17 <i>Survey date: THURSDAY 17/10/13</i>	BUNGALOWS	WARWICKSHIRE	<i>Survey Type: MANUAL</i>
72	WL-03-A-02 HEADLANDS GROVE SWINDON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 27 <i>Survey date: THURSDAY 22/09/16</i>	SEMI DETACHED	WILTSHIRE	<i>Survey Type: MANUAL</i>
73	WM-03-A-04 OSBORNE ROAD COVENTRY EARLSDON Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of dwellings: 39 <i>Survey date: MONDAY 21/11/16</i>	TERRACED HOUSES	WEST MIDLANDS	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

74	WM-03-A-05 COUNDON ROAD COVENTRY	TERRACED & DETACHED		WEST MIDLANDS
	Edge of Town Centre Residential Zone Total Number of dwellings:		89	
	<i>Survey date: MONDAY</i>		<i>21/11/16</i>	<i>Survey Type: MANUAL</i>
75	WS-03-A-04 HILLS FARM LANE HORSHAM BROADBRIDGE HEATH	MIXED HOUSES		WEST SUSSEX
	Edge of Town Residential Zone Total Number of dwellings:		151	
	<i>Survey date: THURSDAY</i>		<i>11/12/14</i>	<i>Survey Type: MANUAL</i>
76	WS-03-A-05 UPPER SHOREHAM ROAD SHOREHAM BY SEA	TERRACED & FLATS		WEST SUSSEX
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:		48	
	<i>Survey date: WEDNESDAY</i>		<i>18/04/12</i>	<i>Survey Type: MANUAL</i>
77	WS-03-A-07 EMMS LANE NEAR HORSHAM BROOKS GREEN	BUNGALOWS		WEST SUSSEX
	Neighbourhood Centre (PPS6 Local Centre) Village Total Number of dwellings:		57	
	<i>Survey date: THURSDAY</i>		<i>19/10/17</i>	<i>Survey Type: MANUAL</i>
78	WS-03-A-08 ROUNDSTONE LANE ANGMERING	MIXED HOUSES		WEST SUSSEX
	Edge of Town Residential Zone Total Number of dwellings:		180	
	<i>Survey date: THURSDAY</i>		<i>19/04/18</i>	<i>Survey Type: MANUAL</i>
79	WS-03-A-09 LITTLEHAMPTON ROAD WORTHING WEST DURRINGTON	MIXED HOUSES & FLATS		WEST SUSSEX
	Edge of Town Residential Zone Total Number of dwellings:		197	
	<i>Survey date: THURSDAY</i>		<i>05/07/18</i>	<i>Survey Type: MANUAL</i>
80	WS-03-A-10 TODDINGTON LANE LITTLEHAMPTON WICK	MIXED HOUSES		WEST SUSSEX
	Edge of Town Residential Zone Total Number of dwellings:		79	
	<i>Survey date: WEDNESDAY</i>		<i>07/11/18</i>	<i>Survey Type: MANUAL</i>
81	WS-03-A-11 ELLIS ROAD WEST HORSHAM S BROADBRIDGE HEATH	MIXED HOUSES		WEST SUSSEX
	Edge of Town Residential Zone Total Number of dwellings:		918	
	<i>Survey date: TUESDAY</i>		<i>02/04/19</i>	<i>Survey Type: MANUAL</i>

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

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

MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	81	86	0.066	81	86	0.278	81	86	0.344
08:00 - 09:00	81	86	0.129	81	86	0.361	81	86	0.490
09:00 - 10:00	81	86	0.138	81	86	0.157	81	86	0.295
10:00 - 11:00	81	86	0.118	81	86	0.148	81	86	0.266
11:00 - 12:00	81	86	0.124	81	86	0.140	81	86	0.264
12:00 - 13:00	81	86	0.148	81	86	0.143	81	86	0.291
13:00 - 14:00	81	86	0.154	81	86	0.151	81	86	0.305
14:00 - 15:00	81	86	0.156	81	86	0.179	81	86	0.335
15:00 - 16:00	81	86	0.241	81	86	0.164	81	86	0.405
16:00 - 17:00	81	86	0.263	81	86	0.161	81	86	0.424
17:00 - 18:00	81	86	0.326	81	86	0.154	81	86	0.480
18:00 - 19:00	81	86	0.266	81	86	0.159	81	86	0.425
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.129			2.195			4.324

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:	6 - 918 (units:)
Survey date range:	01/01/11 - 08/07/19
Number of weekdays (Monday-Friday):	80
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	0

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

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

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	81	86	0.002	81	86	0.002	81	86	0.004
08:00 - 09:00	81	86	0.004	81	86	0.004	81	86	0.008
09:00 - 10:00	81	86	0.003	81	86	0.002	81	86	0.005
10:00 - 11:00	81	86	0.002	81	86	0.002	81	86	0.004
11:00 - 12:00	81	86	0.002	81	86	0.002	81	86	0.004
12:00 - 13:00	81	86	0.002	81	86	0.002	81	86	0.004
13:00 - 14:00	81	86	0.002	81	86	0.002	81	86	0.004
14:00 - 15:00	81	86	0.002	81	86	0.003	81	86	0.005
15:00 - 16:00	81	86	0.004	81	86	0.004	81	86	0.008
16:00 - 17:00	81	86	0.003	81	86	0.003	81	86	0.006
17:00 - 18:00	81	86	0.002	81	86	0.002	81	86	0.004
18:00 - 19:00	81	86	0.002	81	86	0.003	81	86	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.030			0.031			0.061

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/A - HOUSES PRIVATELY OWNED

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	81	86	0.001	81	86	0.001	81	86	0.002
08:00 - 09:00	81	86	0.002	81	86	0.002	81	86	0.004
09:00 - 10:00	81	86	0.003	81	86	0.002	81	86	0.005
10:00 - 11:00	81	86	0.002	81	86	0.002	81	86	0.004
11:00 - 12:00	81	86	0.002	81	86	0.002	81	86	0.004
12:00 - 13:00	81	86	0.002	81	86	0.002	81	86	0.004
13:00 - 14:00	81	86	0.002	81	86	0.001	81	86	0.003
14:00 - 15:00	81	86	0.002	81	86	0.002	81	86	0.004
15:00 - 16:00	81	86	0.001	81	86	0.002	81	86	0.003
16:00 - 17:00	81	86	0.001	81	86	0.001	81	86	0.002
17:00 - 18:00	81	86	0.001	81	86	0.001	81	86	0.002
18:00 - 19:00	81	86	0.000	81	86	0.000	81	86	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.019			0.018			0.037

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/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	81	86	0.000	81	86	0.000	81	86	0.000
08:00 - 09:00	81	86	0.001	81	86	0.001	81	86	0.002
09:00 - 10:00	81	86	0.000	81	86	0.000	81	86	0.000
10:00 - 11:00	81	86	0.000	81	86	0.000	81	86	0.000
11:00 - 12:00	81	86	0.000	81	86	0.000	81	86	0.000
12:00 - 13:00	81	86	0.000	81	86	0.000	81	86	0.000
13:00 - 14:00	81	86	0.000	81	86	0.000	81	86	0.000
14:00 - 15:00	81	86	0.000	81	86	0.000	81	86	0.000
15:00 - 16:00	81	86	0.001	81	86	0.001	81	86	0.002
16:00 - 17:00	81	86	0.000	81	86	0.000	81	86	0.000
17:00 - 18:00	81	86	0.000	81	86	0.000	81	86	0.000
18:00 - 19:00	81	86	0.000	81	86	0.000	81	86	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.002			0.004

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/A - HOUSES PRIVATELY OWNED

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	81	86	0.004	81	86	0.011	81	86	0.015
08:00 - 09:00	81	86	0.005	81	86	0.016	81	86	0.021
09:00 - 10:00	81	86	0.001	81	86	0.004	81	86	0.005
10:00 - 11:00	81	86	0.003	81	86	0.004	81	86	0.007
11:00 - 12:00	81	86	0.003	81	86	0.003	81	86	0.006
12:00 - 13:00	81	86	0.005	81	86	0.004	81	86	0.009
13:00 - 14:00	81	86	0.003	81	86	0.002	81	86	0.005
14:00 - 15:00	81	86	0.004	81	86	0.004	81	86	0.008
15:00 - 16:00	81	86	0.010	81	86	0.003	81	86	0.013
16:00 - 17:00	81	86	0.010	81	86	0.005	81	86	0.015
17:00 - 18:00	81	86	0.014	81	86	0.008	81	86	0.022
18:00 - 19:00	81	86	0.010	81	86	0.007	81	86	0.017
19:00 - 20:00	1	7	0.000	1	7	0.000	1	7	0.000
20:00 - 21:00	1	7	0.000	1	7	0.000	1	7	0.000
21:00 - 22:00	1	7	0.000	1	7	0.000	1	7	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.072			0.071			0.143

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/A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	81	86	0.081	81	86	0.382	81	86	0.463
08:00 - 09:00	81	86	0.160	81	86	0.581	81	86	0.741
09:00 - 10:00	81	86	0.174	81	86	0.215	81	86	0.389
10:00 - 11:00	81	86	0.154	81	86	0.202	81	86	0.356
11:00 - 12:00	81	86	0.163	81	86	0.192	81	86	0.355
12:00 - 13:00	81	86	0.196	81	86	0.192	81	86	0.388
13:00 - 14:00	81	86	0.207	81	86	0.201	81	86	0.408
14:00 - 15:00	81	86	0.210	81	86	0.238	81	86	0.448
15:00 - 16:00	81	86	0.399	81	86	0.223	81	86	0.622
16:00 - 17:00	81	86	0.411	81	86	0.232	81	86	0.643
17:00 - 18:00	81	86	0.487	81	86	0.216	81	86	0.703
18:00 - 19:00	81	86	0.389	81	86	0.237	81	86	0.626
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.031			3.111			6.142

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/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	81	86	0.018	81	86	0.044	81	86	0.062
08:00 - 09:00	81	86	0.042	81	86	0.135	81	86	0.177
09:00 - 10:00	81	86	0.041	81	86	0.045	81	86	0.086
10:00 - 11:00	81	86	0.035	81	86	0.044	81	86	0.079
11:00 - 12:00	81	86	0.034	81	86	0.034	81	86	0.068
12:00 - 13:00	81	86	0.040	81	86	0.033	81	86	0.073
13:00 - 14:00	81	86	0.033	81	86	0.038	81	86	0.071
14:00 - 15:00	81	86	0.039	81	86	0.044	81	86	0.083
15:00 - 16:00	81	86	0.110	81	86	0.060	81	86	0.170
16:00 - 17:00	81	86	0.072	81	86	0.041	81	86	0.113
17:00 - 18:00	81	86	0.064	81	86	0.039	81	86	0.103
18:00 - 19:00	81	86	0.050	81	86	0.042	81	86	0.092
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.578			0.599			1.177

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/A - HOUSES PRIVATELY OWNED
MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	81	86	0.001	81	86	0.014	81	86	0.015
08:00 - 09:00	81	86	0.001	81	86	0.018	81	86	0.019
09:00 - 10:00	81	86	0.002	81	86	0.008	81	86	0.010
10:00 - 11:00	81	86	0.005	81	86	0.004	81	86	0.009
11:00 - 12:00	81	86	0.004	81	86	0.006	81	86	0.010
12:00 - 13:00	81	86	0.006	81	86	0.005	81	86	0.011
13:00 - 14:00	81	86	0.004	81	86	0.003	81	86	0.007
14:00 - 15:00	81	86	0.005	81	86	0.004	81	86	0.009
15:00 - 16:00	81	86	0.014	81	86	0.006	81	86	0.020
16:00 - 17:00	81	86	0.015	81	86	0.004	81	86	0.019
17:00 - 18:00	81	86	0.010	81	86	0.003	81	86	0.013
18:00 - 19:00	81	86	0.012	81	86	0.003	81	86	0.015
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.079			0.078			0.157

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/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	81	86	0.001	81	86	0.004	81	86	0.005
08:00 - 09:00	81	86	0.000	81	86	0.006	81	86	0.006
09:00 - 10:00	81	86	0.000	81	86	0.003	81	86	0.003
10:00 - 11:00	81	86	0.000	81	86	0.002	81	86	0.002
11:00 - 12:00	81	86	0.000	81	86	0.001	81	86	0.001
12:00 - 13:00	81	86	0.000	81	86	0.001	81	86	0.001
13:00 - 14:00	81	86	0.001	81	86	0.000	81	86	0.001
14:00 - 15:00	81	86	0.001	81	86	0.000	81	86	0.001
15:00 - 16:00	81	86	0.002	81	86	0.000	81	86	0.002
16:00 - 17:00	81	86	0.002	81	86	0.000	81	86	0.002
17:00 - 18:00	81	86	0.004	81	86	0.001	81	86	0.005
18:00 - 19:00	81	86	0.003	81	86	0.000	81	86	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014			0.018			0.032

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/A - HOUSES PRIVATELY OWNED
MULTI-MODAL COACH PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	81	86	0.000	81	86	0.000	81	86	0.000
08:00 - 09:00	81	86	0.000	81	86	0.001	81	86	0.001
09:00 - 10:00	81	86	0.000	81	86	0.000	81	86	0.000
10:00 - 11:00	81	86	0.000	81	86	0.000	81	86	0.000
11:00 - 12:00	81	86	0.000	81	86	0.000	81	86	0.000
12:00 - 13:00	81	86	0.000	81	86	0.000	81	86	0.000
13:00 - 14:00	81	86	0.000	81	86	0.000	81	86	0.000
14:00 - 15:00	81	86	0.000	81	86	0.000	81	86	0.000
15:00 - 16:00	81	86	0.001	81	86	0.001	81	86	0.002
16:00 - 17:00	81	86	0.000	81	86	0.000	81	86	0.000
17:00 - 18:00	81	86	0.001	81	86	0.001	81	86	0.002
18:00 - 19:00	81	86	0.000	81	86	0.000	81	86	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.003			0.005

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/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	81	86	0.002	81	86	0.019	81	86	0.021
08:00 - 09:00	81	86	0.001	81	86	0.025	81	86	0.026
09:00 - 10:00	81	86	0.002	81	86	0.011	81	86	0.013
10:00 - 11:00	81	86	0.005	81	86	0.005	81	86	0.010
11:00 - 12:00	81	86	0.004	81	86	0.007	81	86	0.011
12:00 - 13:00	81	86	0.006	81	86	0.007	81	86	0.013
13:00 - 14:00	81	86	0.004	81	86	0.003	81	86	0.007
14:00 - 15:00	81	86	0.007	81	86	0.004	81	86	0.011
15:00 - 16:00	81	86	0.017	81	86	0.007	81	86	0.024
16:00 - 17:00	81	86	0.017	81	86	0.004	81	86	0.021
17:00 - 18:00	81	86	0.014	81	86	0.004	81	86	0.018
18:00 - 19:00	81	86	0.016	81	86	0.003	81	86	0.019
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.095			0.099			0.194

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/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	81	86	0.104	81	86	0.456	81	86	0.560
08:00 - 09:00	81	86	0.207	81	86	0.757	81	86	0.964
09:00 - 10:00	81	86	0.218	81	86	0.275	81	86	0.493
10:00 - 11:00	81	86	0.197	81	86	0.256	81	86	0.453
11:00 - 12:00	81	86	0.204	81	86	0.236	81	86	0.440
12:00 - 13:00	81	86	0.246	81	86	0.235	81	86	0.481
13:00 - 14:00	81	86	0.247	81	86	0.244	81	86	0.491
14:00 - 15:00	81	86	0.259	81	86	0.290	81	86	0.549
15:00 - 16:00	81	86	0.537	81	86	0.294	81	86	0.831
16:00 - 17:00	81	86	0.510	81	86	0.282	81	86	0.792
17:00 - 18:00	81	86	0.579	81	86	0.267	81	86	0.846
18:00 - 19:00	81	86	0.464	81	86	0.289	81	86	0.753
19:00 - 20:00	1	7	0.000	1	7	0.000	1	7	0.000
20:00 - 21:00	1	7	0.000	1	7	0.000	1	7	0.000
21:00 - 22:00	1	7	0.000	1	7	0.000	1	7	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.772			3.881			7.653

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.

