Transportation Planning : Infrastructure Design

TRANSPORT STATEMENT

PROPOSED HOLIDAY CHALET DEVELOPMENT
BARNSWOOD FARM, RUDYARD LAKE,
RUSHTON SPENCER

VB FABRICATIONS LTD

FEBRUARY 2014

DOC REF: PT/14038/TA/01

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Document Control

Revision	Date	Status	Prepared By	Approved By
0	Feb 2014	Draft	PT	PT

CONTENTS

APPENDICES

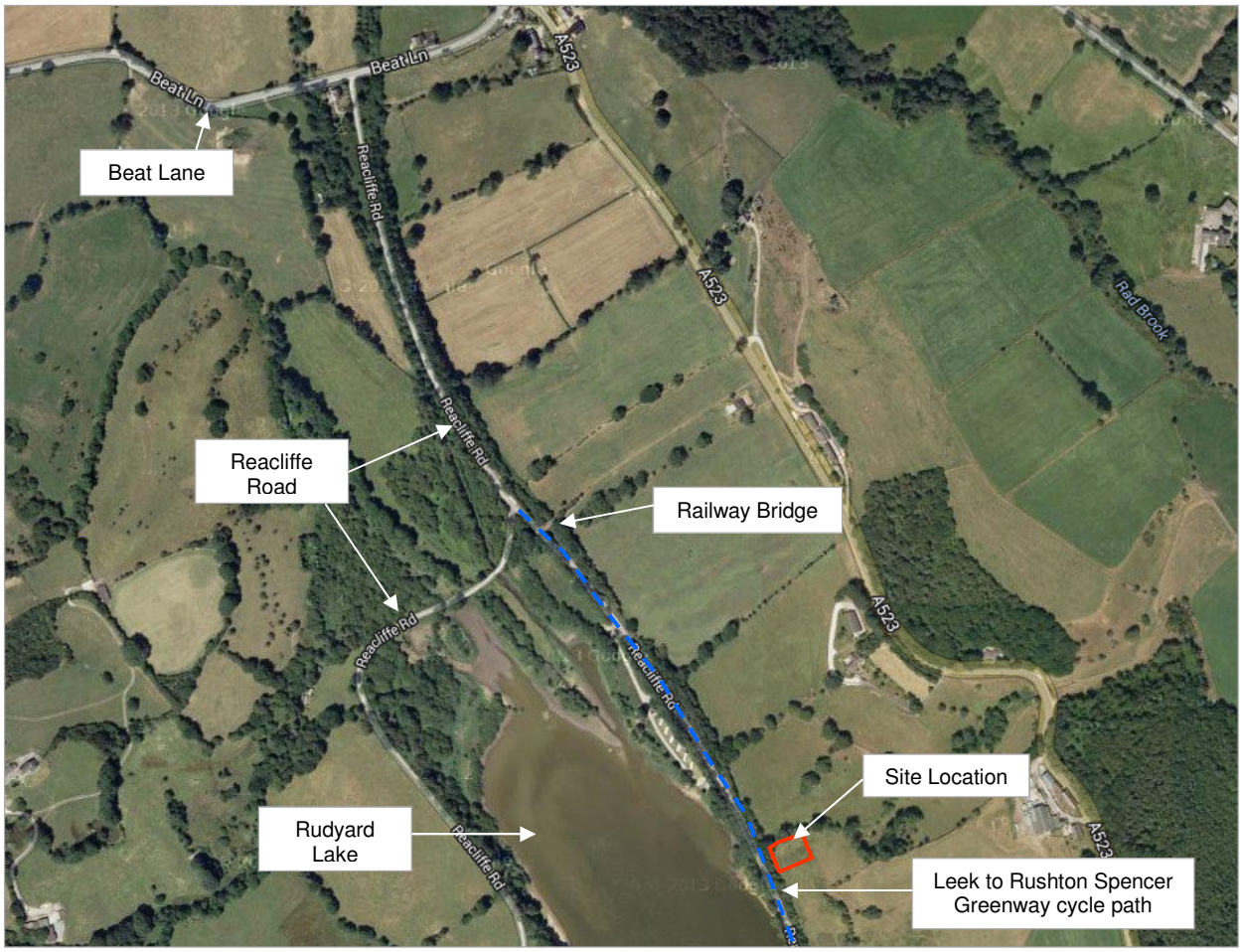
1.0 INTRODUCTION

General

1.1 SCP are instructed by V B Fabrications Ltd to investigate and report upon the anticipated traffic issues associated with the proposed Holiday Chalet development at Barnswood Farm, Rushton Spencer.

1.2 The proposed development will provide three holiday chalets and associated parking, further details of the development proposals are provided in Chapter 3 of this report. The location of the application site is shown on **Figure 1.1** below:-

Figure 1.1 – Site Location



Background

1.3 The site benefits from a planning permission for the change of use of the land and construction of a shed to provide a cycle hire centre with associated car parking, together with alterations to the existing public car park (application reference 12/00602/FUL).

1.4 The application was supported by a detailed Transport Statement (TS) dated June 2012. Staffordshire County Council, as highway authority, reviewed the TS and offered no objection to the application subject to the following conditions:-

4. Before the proposed development is brought into use, the proposed improvement to the existing car park shall be completed in accordance with the details shown on drawing 2007.M50.03.

Reason:- For the avoidance of doubt and in the interest of highway / pedestrian safety.

5. Before the proposed development is brought into use, appropriate signs shall be placed to advise customers that there is no vehicular access to the site beyond the improved car park. The signs shall thereafter be maintained and retained for the life of the development.

Reason:- For the avoidance of doubt and in the interest of highway / pedestrian safety.

Purpose and Structure of Report

1.5 This TS has been produced to support the planning application and demonstrate to the Local Planning and Highway Authority that the development is satisfactory from a highway safety, traffic and access perspective.

1.6 The TS has been prepared in accordance with the Department for Transports (DfT's) March 2007 "Guidance on Transport Assessment" document. In addition, the specific scope of the report is based on that previously accepted by Staffordshire County Council as part of the application for the cycle hire centre on the site. The structure of the report summarised below:-

- Chapter 2 – describes in detail the site location and local transport network;
- Chapter 3 – defines the development proposals in relation to the proposed access and car parking arrangements and presents an assessment of the anticipated traffic impacts of the development; and
- Chapter 4 – provides the summary and conclusions to the above chapters.

2.0 EXISTING CONDITIONS

2.1 The site is located to the northeast of Rudyard Lake, Rushton Spencer as shown on **Figure 1.1** earlier. The site is accessed via a track which is privately owned by Staffordshire County Council, known as Reacliffe Road.

2.2 The track is identified as a footpath / cycle path and also provides access to 2 residential properties, a Sea Scout hut, 8 no. caravans on a site to the south of the track and access to Rudyard Lake for competitive / recreational fishing. As such, the track is currently used by pedestrians, cyclists and vehicles.

2.3 The Applicant's father has sworn an Affidavit in which it is confirmed that Barnswood Farm has two accesses to the track which date from 1963/4 and rather than use the A523 the track has been used to move cattle between land controlled by Barnswood Farm and by farm vehicles since that time without obtaining permission or consent from any person and without compliant from any person.

2.4 To the north the track passes under an old railway bridge and is surfaced at the point where it joins Reacliffe Road. At this location there is a small car park.

2.5 The owner of the track has introduced a mechanism to control southbound movement at the railway bridge by means of a gate. Access is available through a combination lock. Access in a northbound direction is uncontrolled via a plate with direction teeth.

2.6 Further north Reacliffe Road joins Beat Lane at a simple priority T junction, and the Beat Lane forms the A523 in the east. There is a footpath located to the east of this section of Reacliffe Road which then crosses Reacliffe Road. Just to the north of the access between the track and Reacliffe Road there is an existing car park which can accommodate 16 cars and illustrated at **Appendix 1**.

2.7 Barnswood Farm has frontage onto the track and the A523. The A523 is at a significantly higher level than the track and cannot reasonably be considered to be capable of use to access the application site. Indeed, there are well documented issues associated with the vehicular accesses to Barnswood Farm off the A523, which would suggest that further intensification of use at these accesses would be resisted by the highway authority.

2.8 In order to establish a baseline for movement along the track and Reacliffe Road traffic surveys were carried out between Saturday 23rd and Monday 25th May 2009. A Bank Holiday weekend was selected in order to demonstrate usage at a time when recreational use of the area is likely to be greatest. The surveys predate the introduction of the control upon access to the track.

2.9 The results of the surveys are detailed at **Appendix 2** and are summarised in **Table 2.1** below:

Table 2.1 – Movement Survey Reacliffe Road

TWO WAY MOVEMENT (0900 – 1800)	SATURDAY			SUNDAY			MONDAY		
	PED	CYCLE	CAR	PED	CYCLE	CAR	PED	CYCLE	CAR
Reacliffe Road (South of Beat Lane)	51	0	47	91	7	84	98	0	93
Reacliffe Road (west of the Track)	16	0	17	62	0	14	40	0	37
TRACK	57	0	36	133	7	78	110	0	74

2.10 The peak period for vehicles on Reacliffe Road was found on a Sunday and occurred between 1300 and 1400 hours and revealed a maximum of 11 cars per hour (total two way) using Reacliffe Road between the Track and Beat Lane and this equates to around 1 additional vehicle every 5 minutes during this period.

3.0 PROPOSED DEVELOPMENT AND ANTICIPATED TRAFFIC IMPACTS

Proposed Development

3.1 The proposed development comprises three holiday chalets, as shown on the site layout plan presented in **Appendix 3**.

3.2 The holiday Chalets will provide a maximum of two bedrooms, one bathroom and a living / kitchen area. It is also proposed that two parking spaces will be provided adjacent to each chalet with any visitor / overspill parking being accommodated in the existing car park in the vicinity of the railway bridge.

3.3 Access to the site will be provided from Reacliffe Road, with a 5 bar gate provided at the access for security reasons which will be set back into the site by approximately 5m.

Anticipated Traffic Impacts

Permitted Use of the Site

3.4 As detailed earlier, the site benefits from planning permission for a cycle hire facility which includes a small hire cabin with two parking spaces, one of which would be for staff and one for the mobility impaired. In addition, the existing car park in the vicinity of the Railway line would be extended to provide 5 additional spaces, resulting in the car park providing a total of 21 spaces. The proposals will result in the customers being expected to leave their vehicles at the extended car park and walk along the Track to the Cycle Hire facility.

3.5 The level of traffic generated by the permitted use of the site was estimated in the Transport Statement dated June 2012 submitted in support of the application, with the key assumptions summarised below:-

- The applicant for the scheme envisaged around 24 cycles being available for hire at one time and that hire would be on the basis per half day or day;
- Ignoring the potential for walk in trade from the Scouts and the like, it was assumed that the site could attract in the order of 10 to 12 vehicles per half day onto Reacliffe Road. An average car occupancy of 2 people per vehicle was assumed;
- Assuming all hire would be on the basis of half a day the application proposals would be anticipated to attract around 12 vehicles in / out per half day or 24 vehicle in / out per day onto Reacliffe Road; and

- Additionally, the application site would add up to 24 cycle trips per half day in and out of the site onto Reacliffe Road.

3.6 Based on the above assumptions, the cycle hire facility is estimated to generate the following movements:-

Table 3.1 – Permitted Cycle Use of the Site Daily Traffic Flows

Daily Traffic Flows – Permitted Use of Site		
Arrival	**Departure**	**Two-Way Flow**
24	24	48

Proposed Use of the Site

3.7 To estimate the trip generating potential of the development, the TRICS 2013 (c) Database has been interrogated for surveys of residential developments similar to that proposed. Friday surveys have been used given that these produce higher trip rates than other weekday or weekend surveys. The TRICS outputs for are presented in **Appendix 4** and are summarised in **Table 3.2** below.

Table 3.2 – Proposed Development Trip Rates

Daily Trip Rates (Trip per Chalet)		
Arrival	**Departure**	**Two-Way Flow**
1.498	1.252	2.750

3.8 The above trip rates have been applied to the proposed 3 chalets to determine the trip generation for the proposed development, as summarised in **Table 3.3** below.

Table 3.3 – Proposed Development Trip generation

Daily Trip Generation – Proposed Use of Site		
Arrival	**Departure**	**Two-Way Flow**
4	4	8

Net Traffic flows

3.9 The net traffic flows generated by the development are the sum of the proposed holiday chalet development traffic flows, minus the traffic flows which could be generated by the permitted cycle hire use of the site, as summarised in **Table 3.4** below:-

Table 3.4 – Net Traffic Flows

Net Daily Traffic Flows		
Arrival	**Departure**	**Two-Way Flow**
-20	-20	-40

3.10 As can be seen from the above, in overall terms the proposed holiday Chalet development will generate significantly lower volumes of traffic than that of the permitted cycle hire use of the site. However, as the cycle hire facility would only provide two parking spaces on the site, one for staff and one for the mobility impaired, not all of the traffic generated by the permitted use of the site would have used the track.

3.11 Assuming that the two parking spaces for the permitted use of the site would generate 1 arrival and 1 departure per day, this would equate to a total two-way flow on the track of 4 vehicles per day. Given that the proposed development is predicted to generate a maximum of 8 two-way vehicles per day, the proposed development will not result in a material intensification in the use of the track, when compared to that of the permitted cycle hire use, or any associated safety issues.

4.0 SUMMARY AND CONCLUSIONS

4.1 SCP are instructed by V B Fabrications Ltd to investigate and report upon the anticipated traffic issues associated with the proposed Holiday Chalet development at Barnswood Farm, Rushton Spencer. The proposed development will provide three holiday chalets and associated parking.

4.2 The site benefits from a planning permission for the change of use of the land and construction of a shed to provide a cycle hire centre with associated car parking, together with alterations to the existing public car park in the vicinity of the Railway Bridge.

4.3 Our assessment has demonstrated that the proposed development will result in an overall reduction in the volume of traffic generated when compared to that which could be generated by the existing use of the site. In addition, the proposed development will not result in a material intensification in the use of the track, when compared to that of the permitted cycle hire use, or any associated safety issues.

4.4 Having regard to this, it is concluded that there are no highway-related reason to withhold planning permission for the scheme and the proposed development is therefore commended for approval.

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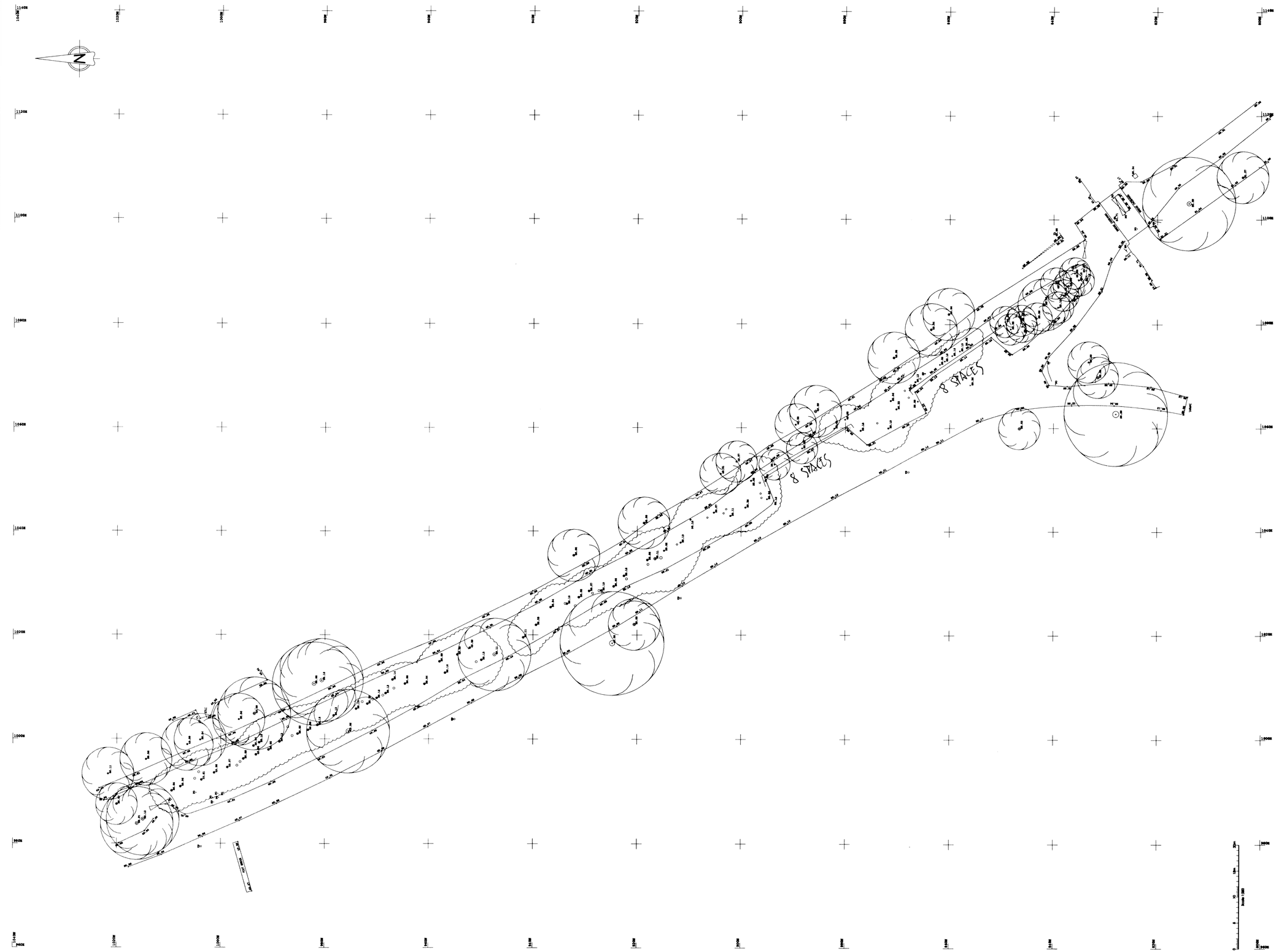
APPENDIX 1



Abbreviations/Symbols (Measured Building Surveys):

C:	Window Cill Height
H:	Window Head Height
BH:	Beam Height
DH:	Door Height
COL:	Column
SVP:	Soil Vent Pipe
FL:	Floor Level
TH:	Threshold Level
2.50	Floor to Ceiling Height
	Vaulted Ceiling

Line types

	Hedge Lines
	Drainage Runs
	Overhead Electricity Cables
	Overhead Telephone Cables

Symbols

	Tree/Bush		Glass House
	Control Station		Osbm
	Borehole		
	Trial Hole		

Abbreviations (Topographic Survey):

AH:	Arch Height
AV:	Air Valve
BB:	Beltina Beacon
BOX:	Electricity Box, Cables Box, Etc.
BOL:	Bollard
BT/C:	British Telecom Inspection Chamber
BS:	Bus Stop
BS/LP:	Bus Stop / Lamp Post
CATV:	CATV Inspection Chamber
CCTV:	Closed Circuit Television
CL:	Cellar Light
C_PIT:	Catch Pit
EP:	Earth Rod
EC:	Electricity Inspection Chamber
EP:	Electricity Pole
FH:	Fire Hydrant
FP:	Flag Pole
GV:	Gas Valve
G:	Gully
IC:	Inspection Chamber
KO:	Kerb Outlet
LP:	Lamp Post
LB:	Letter Box
LC:	Lighting Column
MKR:	Marker
MH:	Manhole
MP:	Mooring Point
MS:	Mile Stone
NYNEX:	Nynex Inspection Chamber
O/H:	Over Hang
P:	Post
PO/IC:	Post Office Inspection Chamber
R/S:	Road Sign
RE:	Rodding Eye
RTW:	Retaining Wall
S/P:	Sign Post
SNP:	Street Name Plate
ST:	Stop Tap
SV:	Stop Valve
TCB:	Telephone Call Box
TH:	Threshold Level
TL:	Traffic Light
TP:	Telegraph Pole
TROUGH:	Trough
WO:	Water Outlet
WM:	Water Meter

Fence Descriptions:

B/W:	Barbed Wire
C/B:	Close Boarded
C/BARRIER:	Crash Barrier
C/L:	Chain Link
C/P:	Chestnut Paling
C/I:	Corrugated Iron
I/R:	Iron Railing
MISC:	Miscellaneous
P/R:	Post & Rail
P/W:	Post & Wire
P/C:	Post & Chain
S/PAL:	Steel Palisade
W/M:	Wire Mesh

Survey Notes:

Revision	Date	Description

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www.cpls.co.uk e:survey@cpls.co.uk

ices

Client
Lockside Design Partnership
Lockside Mill, St Martins Road, Marple
Stockport, SK6 7BZ
T: 0161 427 7721

Project
Rudyard Reservoir, Rushton Spencer
Site Survey

Scale 1:250	Surveyed By C G P	Date 03.08.11
Drawing No. 080811CP-01	Checked By CPLS	Date 06.08.11
	Drawn By J C	Date 06.08.11

S|C|P

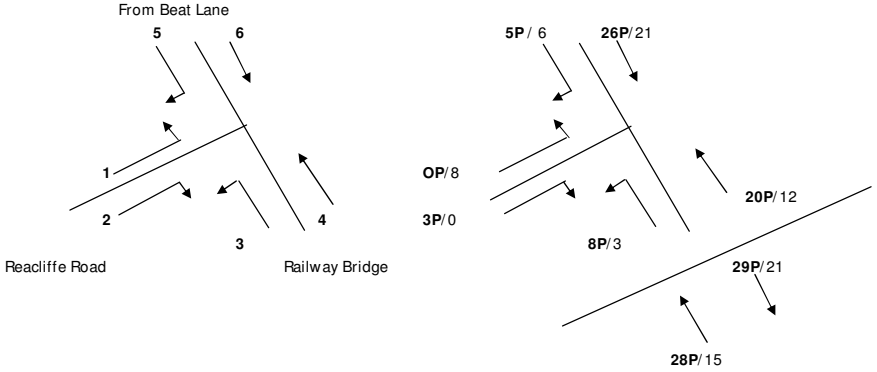
APPENDIX 2

APPENDIX 2

Saturday 23rd May 2009

MOVEMENTS

	1				2				3				4				5				6			
TIME START	PED	CYCLE	CAR	TOTAL	PED	CYCLE	CAR	TOTAL	PED	CYCLE	CAR	TOTAL	PED	CYCLE	CAR	TOTAL	PED	CYCLE	CAR	TOTAL	PED	CYCLE	CAR	TOTAL
0900 - 0930				0				0				0	1		1	2				0				0
0930 - 1000			1	1				0				0				0				0				0
1000 - 1030				0	1			1	1			1			1	1			1	1	2		2	4
1030 - 1100			1	1				0				0				0			1	1			1	1
1100 - 1130				0				0			1	1				0				0	2			2
1130 - 1200				0				0				0	2			2				0	7		5	12
1200 - 1230				0				0				0			1	1				0			2	2
1230 - 1300			2	2				0			2	2				0				0			2	2
1300 - 1330				0				0				0			1	1			2	2	3			3
1330 - 1400			2	2				0	3			3	5		1	6				0			2	2
1400 - 1430				0				0				0	3		1	4				0	4			4
1430 - 1500			1	1				0				0	1		1	2				0				0
1500 - 1530				0				0				0	2		2	4	5			5	8			8
1530 - 1600				0				0				0	3			3				0				0
1600 - 1630				0	2			2	2			2			2	2				0			2	2
1630 - 1700				0				0				0	2			2			1	1			1	1
1700 - 1730				0				0	2			2				0			1	1			2	2
1730 - 1800			1	1				0				0	1		1	2				0			2	2
Total	0	0	8		3	0	0		8	0	3		20	0	12		5	0	6		26	0	21	



KEY	
1P	1 pedestrian
1	1 car
1C	1 cycle

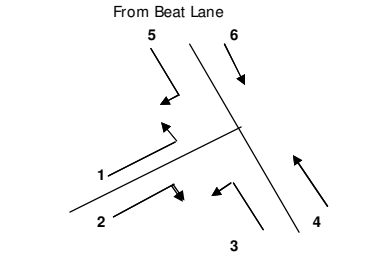
DAILY SUMMARY

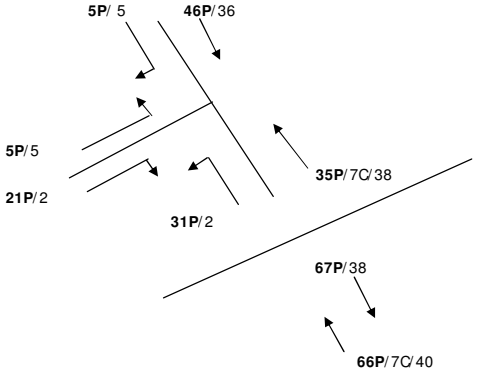
APPENDIX 3

Sunday 24th May 2009

MOVEMENTS

	1				2				3				4				5				6			
TIME START	PED	CYCLE	CAR	TOTAL	PED	CYCLE	CAR	TOTAL	PED	CYCLE	CAR	TOTAL	PED	CYCLE	CAR	TOTAL	PED	CYCLE	CAR	TOTAL	PED	CYCLE	CAR	TOTAL
0900 - 0930			2	2				0			1	1			2	2				0			7	7
0930 - 1000			1	1				0				0				0				0			3	3
1000 - 1030				0				0				0	2			2				0	2			2
1030 - 1100			2	2	1			1	2			2	4		1	5			2	2	2		2	4
1100 - 1130				0				0				0	8		1	9				0	9		4	13
1130 - 1200	1			1				0	2			2	3		2	5				0			1	1
1200 - 1230	2			2	2			2	10			10		7	2	9	2		1	3			1	1
1230 - 1300				0				0	11			11			1	1			1	1	3		2	5
1300 - 1330				0	5		1	6	2		1	3	4		3	7				0	5		2	7
1330 - 1400				0	1			1				0	1		4	5				0	5		2	7
1400 - 1430				0				0				0			4	4				0	4		2	6
1430 - 1500				0	2			2				0	2		7	9				0	3		1	4
1500 - 1530				0	8			8				0	7			7	1			1	1		3	4
1530 - 1600				0				0				0			2	2				0	1		1	2
1600 - 1630				0				0				0	2		2	4	2			2	4		1	5
1630 - 1700				0	2			2	2			2			2	2			1	1			3	3
1700 - 1730	2			2				0	2			2	1		1	2				0	4			4
1730 - 1800				0			1	1				0	1		4	5				0	3		1	4
Total	5	0	5		21	0	2		31	0	2		35	7	38		5	0	5		46	0	36	





DAILY SUMMARY

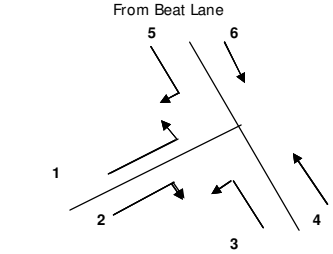
KEY	
1P	1 pedestrian
1	1 car
1C	1 cycle

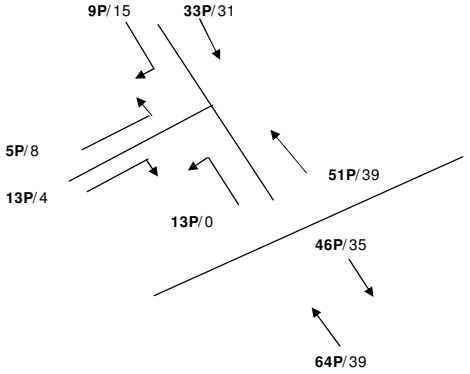
APPENDIX 4

Monday 25th May 2009

MOVEMENTS

	1				2				3				4				5				6			
TIME START	PED	CYCLE	CAR	TOTAL	PED	CYCLE	CAR	TOTAL	PED	CYCLE	CAR	TOTAL	PED	CYCLE	CAR	TOTAL	PED	CYCLE	CAR	TOTAL	PED	CYCLE	CAR	TOTAL
0900 - 0930				0			1	1				0				0				0			1	1
0930 - 1000				0				0				0			1	1			1	1	2		3	5
1000 - 1030				0				0	2			2				0				0	4		1	5
1030 - 1100				0	2			2	2			2	1		1	2				0	3		2	5
1100 - 1130				0	3		2	5	7			7	11		2	13			2	2	6		2	8
1130 - 1200			1	1	2			2				0			1	1	2		1	3	3		2	5
1200 - 1230			1	1				0				0	2		3	5			1	1	4		1	5
1230 - 1300			2	2				0				0	2		4	6			3	3			1	1
1300 - 1330			1	1	2			2				0	9		2	11	1			1	4		3	7
1330 - 1400	2			2	2			2	2			2				0				0			2	2
1400 - 1430				0				0				0	7		4	11				0			3	3
1430 - 1500			1	1			1	1				0	3		4	7			4	4			3	3
1500 - 1530			1	1				0				0	11			11	3			3			2	2
1530 - 1600				0				0				0	2			2	3			3			2	2
1600 - 1630	3			3				0				0			9	9			1	1	7		1	8
1630 - 1700				0				0				0			3	3				0			2	2
1700 - 1730				0	2			2				0			5	5			1	1				0
1730 - 1800			1	1				0				0	3			3			1	1				0
Total	5	0	8		13	0	4		13	0	0		51	0	39		9	0	15		33	0	31	



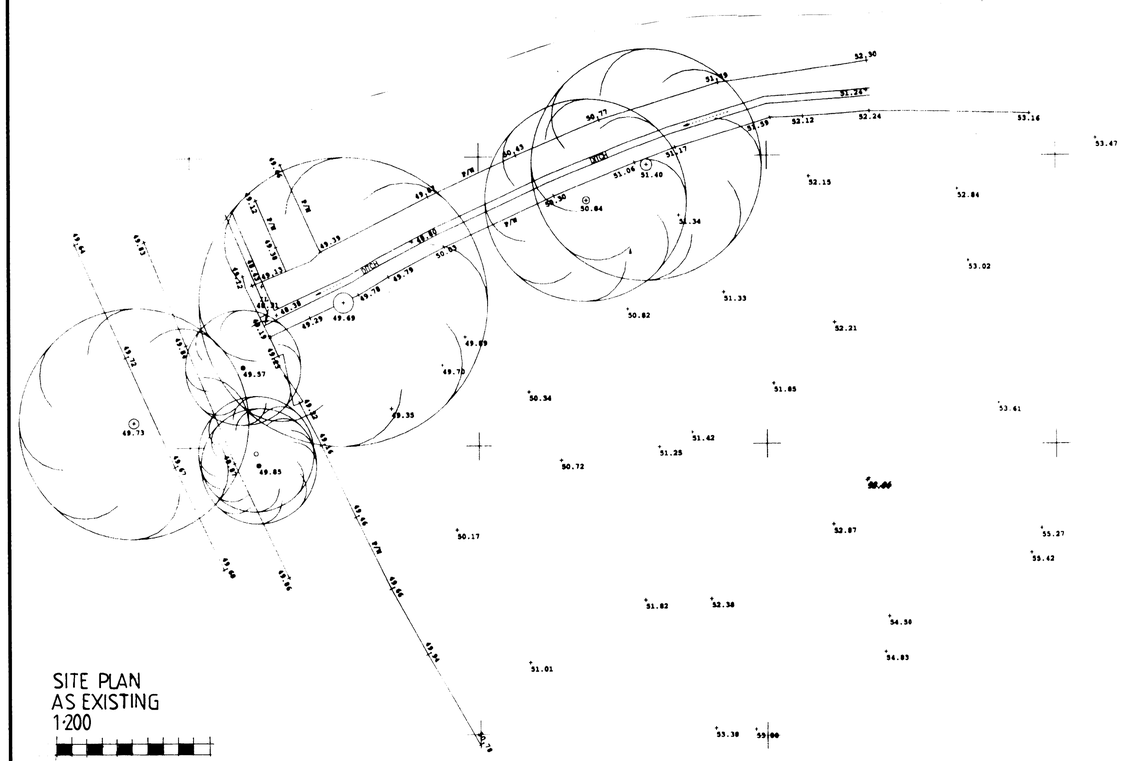


KEY	
1P	1 pedestrian
1	1 car
1C	1 cycle

DAILY SUMMARY

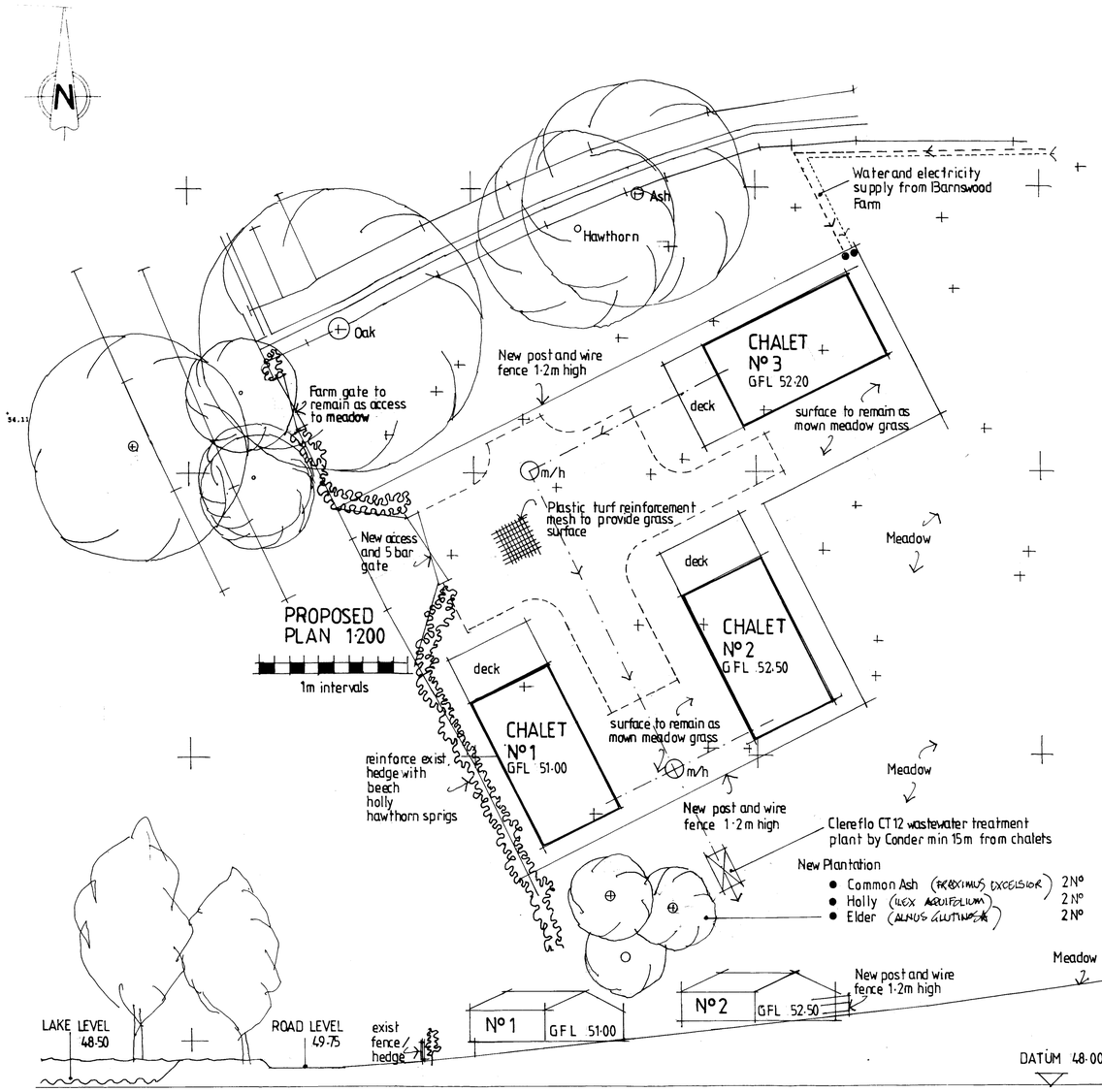
S|C|P

APPENDIX 3



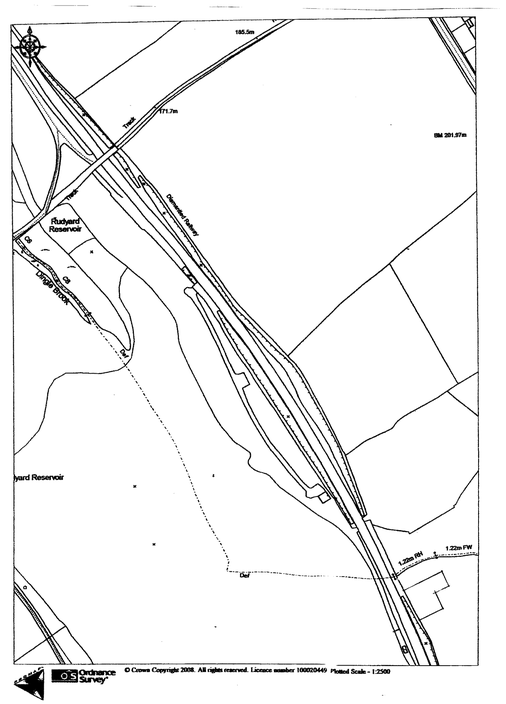
SITE PLAN
AS EXISTING
1:200

1m intervals

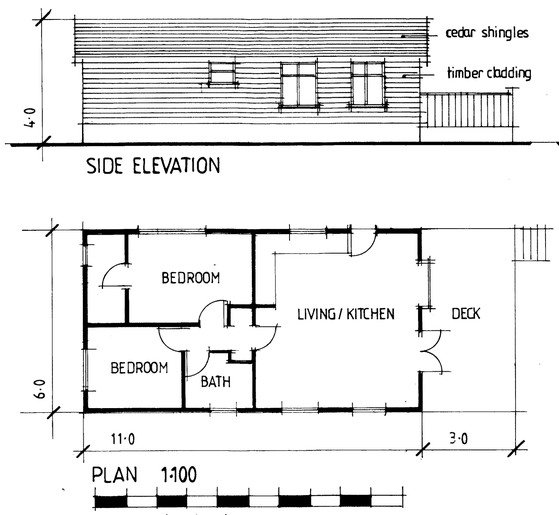


SITE SECTION 1:200

1m intervals

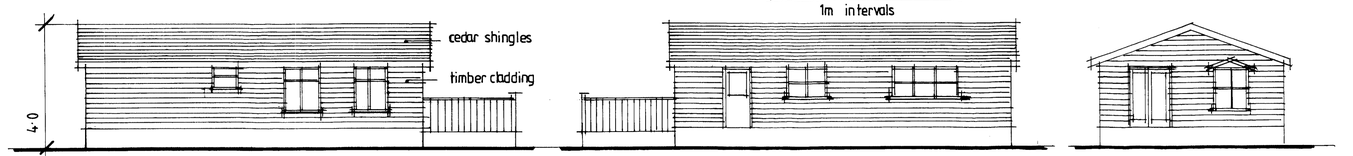


LOCATION PLAN 1:2500



PLAN 1:100

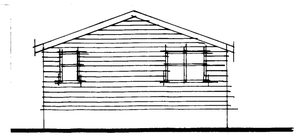
1m intervals



SIDE ELEVATION

SIDE ELEVATION

FRONT ELEVATION



REAR ELEVATION

Mike Davidson

From: "Richard Sigsworth" <Richard.Sigsworth@wessexparkhomes.co.uk>
Date: 09 August 2012 15:46
To: <mike@locksidedesign.co.uk>
Subject: Wessex Park Homes

Mike,

Further to our telephone conversation of earlier, I can confirm that Wessex Park Homes and Lodges can manufacture units to include a 3m integral timber deck as part of the main structure.

The deck and lodge would be defined as a caravan under section 29 (i) of the Caravan Sites Act and Control of Development Act 1960 (CSCDA) and section 13 of the Caravan Sites Act (CSA) providing the overall size did not exceed 18,288m long x 6.096 wide (65' X 22').

Planning consent would not be required for the decking.

The units complete with decking area would be delivered on flatbed trucks in two halves and joined together on site as per the above definition of a caravan.

If you require any further clarification of the above, please do not hesitate to contact me.

Regards

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Director of Sales and Marketing

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RUSHTON SPENCER
BARNSWOOD FARM SK11 0RA

PROPOSED 3Nº HOLIDAY CHALETS

PLANNING

LOCKSIDE DESIGN PARTNERSHIP

ARCHITECTURAL + HISTORIC BUILDING CONSULTANTS
Lockside Mill, St Martins Road, Marple, Stockport, SK6 7BE
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APPENDIX 4

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : J - HOLIDAY ACCOMMODATION
VEHICLES

Selected regions and areas:

03	**SOUTH WEST**		
	DC	DORSET	1 days
05	**EAST MIDLANDS**		
	DS	DERBYSHIRE	1 days
06	**WEST MIDLANDS**		
	SH	SHROPSHIRE	1 days

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

Filtering Stage 2 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 units
Actual Range: 115 to 152 (units:)
Range Selected by User: 31 to 100 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/05 to 29/07/11

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	3 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	1
Free Standing (PPS6 Out of Town)	2

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

Selected Location Sub Categories:

Village	1
Out of Town	1
No Sub Category	1

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

Filtering Stage 3 selection:

Use Class:

Not Known	2 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	1 days
1,001 to 5,000	1 days
5,001 to 10,000	1 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

1.1 to 1.5	1 days
1.6 to 2.0	2 days

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

Travel Plan:

No	3 days

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

LIST OF SITES relevant to selection parameters

1	**DC-03-J-05**	**CAMPING/ CARAVAN**		**DORSET**
	STATION ROAD			
	MORETON			
	Free Standing (PPS6 Out of Town)			
	Out of Town			
	Total Number of units:		122	
	Survey date: FRIDAY		11/07/08	Survey Type: MANUAL
2	**DS-03-J-01**	**CARAVAN PARK**		**DERBYSHIRE**
	MAIN ROAD			
	ELVASTON			
	THULSTON			
	Free Standing (PPS6 Out of Town)			
	Village			
	Total Number of units:		152	
	Survey date: FRIDAY		29/07/11	Survey Type: MANUAL
3	**SH-03-J-01**	**CARAVAN PARK**		**SHROPSHIRE**
	WELSHPOOL ROAD			
	BICTON HEATH			
	SHREWSBURY			
	Edge of Town			
	No Sub Category			
	Total Number of units:		115	
	Survey date: FRIDAY		26/06/09	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/J - HOLIDAY ACCOMMODATION

VEHICLES

Calculation factor: 1 UNITS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	130	0.018	3	130	0.041	3	130	0.059
08:00 - 09:00	3	130	0.023	3	130	0.046	3	130	0.069
09:00 - 10:00	3	130	0.075	3	130	0.085	3	130	0.160
10:00 - 11:00	3	130	0.093	**3**	**130**	**0.139**	3	130	0.232
11:00 - 12:00	3	130	0.103	3	130	0.121	3	130	0.224
12:00 - 13:00	3	130	0.098	3	130	0.087	3	130	0.185
13:00 - 14:00	3	130	0.098	3	130	0.046	3	130	0.144
14:00 - 15:00	3	130	0.121	3	130	0.085	3	130	0.206
15:00 - 16:00	3	130	0.134	3	130	0.105	3	130	0.239
16:00 - 17:00	3	130	0.162	3	130	0.113	**3**	**130**	**0.275**
17:00 - 18:00	**3**	**130**	**0.167**	3	130	0.080	3	130	0.247
18:00 - 19:00	3	130	0.139	3	130	0.111	3	130	0.250
19:00 - 20:00	3	130	0.113	3	130	0.100	3	130	0.213
20:00 - 21:00	3	130	0.103	3	130	0.057	3	130	0.160
21:00 - 22:00	3	130	0.051	3	130	0.036	3	130	0.087
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.498			1.252			2.750

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

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

Parameter summary

Trip rate parameter range selected:	115 - 152 (units:)
Survey date date range:	01/01/05 - 29/07/11
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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