

TRANSPORT NOTE

GRID REF: 518360E, 231505N

PROPOSED RESIDENTIAL DEVELOPMENT DUNCOTS CLOSE, ICKLEFORD, HERTFORDSHIRE

prepared for
PETER DAVID HOMES

JANUARY 2025

REFERENCE: ST3472/TN-2501-Duncots
REVISION: 2



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<i>Revision</i>	<i>Author</i>	<i>Checked by</i>	<i>Issue Date</i>
<i>0</i>	<i>NA</i>	<i>SW</i>	<i>28/01/25</i>
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<i>2</i>	<i>NA</i>	<i>SW</i>	<i>08/04/25</i>

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DRAWINGS

ST-3472-700-B Means of Access Plan

APPENDICES

A	Proposed Site Layout
B	TRICS Data

1.0 Background Information

- 1.1 Stomor Ltd. has been appointed by Peter David Homes to prepare a Transport Note (TN) to support a Planning Application for access, layout, and parking arrangements associated with a proposed residential development at Duncots Close, Ickleford, Hertfordshire.
- 1.2 The proposed residential development comprises eight dwellings with associated parking provisions, accessed via a new arrangement from Duncots Close. A Site Location Plan is shown in **Figure 1.1**



Figure 1.1 – Site Location Plan

- 1.3 The site at Duncots Close is designated as a Housing Site, as per the North Hertfordshire Local Plan 2011-2031. Policy IC1 refers to this site as a Local Planning Allocation, with a maximum dwelling estimate of nine dwellings on the site. No highways concerns are raised as part of the Local Plan.
- 1.4 This TN supports the planning application and is intended to be read in conjunction with other the other application documents. It provides information about conditions around the development site, including existing highway infrastructure and sustainable transport availability. The TN also evaluates the development's impact on the highway network and details the proposed internal layout and access arrangements.

Report Structure

- 1.5 The remainder of this report is structured as follows:

- **Section 2** – Existing Conditions
- **Section 3** – Existing Highway Network
- **Section 4** – Existing Sustainable Transport Network
- **Section 5** – Proposed Development
- **Section 6** – Proposed Access Arrangements
- **Section 7** – Proposed Trip Generation
- **Section 8** – Summary and Conclusions

2.0 Existing Conditions

- 2.1 The proposed development site lies northeast of Duncots Close on the eastern edge of Ickleford. It is approximately 150m southwest of the village centre and 2.2km north of Hitchin town centre.
- 2.2 The site is located north of the easternmost end of Duncots Close, east of dwellings off Arlesey Road, west of green space at New Pound Farm, and south of additional greenfield land off Arlesey Road.
- 2.3 The River Purwell flows on a north-south alignment approximately 150m east of the site. It passes through green space and recreational land at New Pound Farm, enhancing the natural surroundings.
- 2.4 The site currently has no existing access. However, provision will be made from Duncots Close for a simple priority junction at the end of the existing cul-de-sac.

3.0 Existing Highway Network

- 3.1 Duncots Close is a 5.5m wide shared-surface highway that connects to Arlesey Road, the primary spine road through Ickleford. The carriageway is bordered by a grass verge and driveways serving existing dwellings and is subject to a 30mph speed limit.
- 3.2 Arlesey Road runs along a north-south alignment approximately 100m west of the site, connecting to Duncots Close at a priority junction. The road has a 30mph speed limit in both directions. To the south, Arlesey Road transitions into Old Hale Way as it enters Hitchin and terminates at a priority junction with Bearton Road, approximately 1.0km north of Hitchin town centre, where it joins the wider highway network.
- 3.3 Approximately 100m north of the site, Arlesey Road splits into two routes. To the west, it connects to Turnpike Lane via a mini-roundabout, while to the east, it continues as a priority junction extending northwards along Arlesey Road.
- 3.4 Arlesey Road proceeds through Ickleford village centre, passing under the railway lines to the northeast of the site. It then continues for approximately 2.7km to Letchworth Garden City, where it terminates at a series of three mini-roundabouts. These roundabouts connect to key routes, including Stotfold Road to the north (towards Arlesey), Wilbury Hills Road to the south (towards eastern Hitchin), and Wilbury Road/Bedford Road to the east (into Letchworth Garden City).
- 3.5 Turnpike Lane extends westward from the mini-roundabout junction with Arlesey Road, running through Ickleford for approximately 500m. It terminates at another mini-roundabout that connects to Bedford Road and Westmill Lane.
- 3.6 Westmill Lane continues further west, providing access to a small commercial development before coming to an end.
- 3.7 The A600 Bedford Road extends northwards, providing connections to Henlow Camp, Henlow, Shefford, and the villages of Holwell and Pirton.
- 3.8 To the south, Bedford Road provides links to the northern areas of Hitchin, including notable destinations such as the Priory School.
- 3.9 The nearest Major Road Network (MRN) is the A505/A602, approximately 2.5km south of the site in Hitchin town centre, connecting Hitchin to Stevenage to the east and Luton to the west. The closest Strategic Road Network (SRN) section is the A1(M) at Junction 9 in Letchworth Garden City, approximately 5km east of the site.

Personal Injury Collision Data

- 3.10 Personal Injury Collision (PIC) data for the area in the vicinity of the site has been obtained from Crashmap for the five years between 2019 and 2023. The relevant data is shown in **Figure 3.1**.

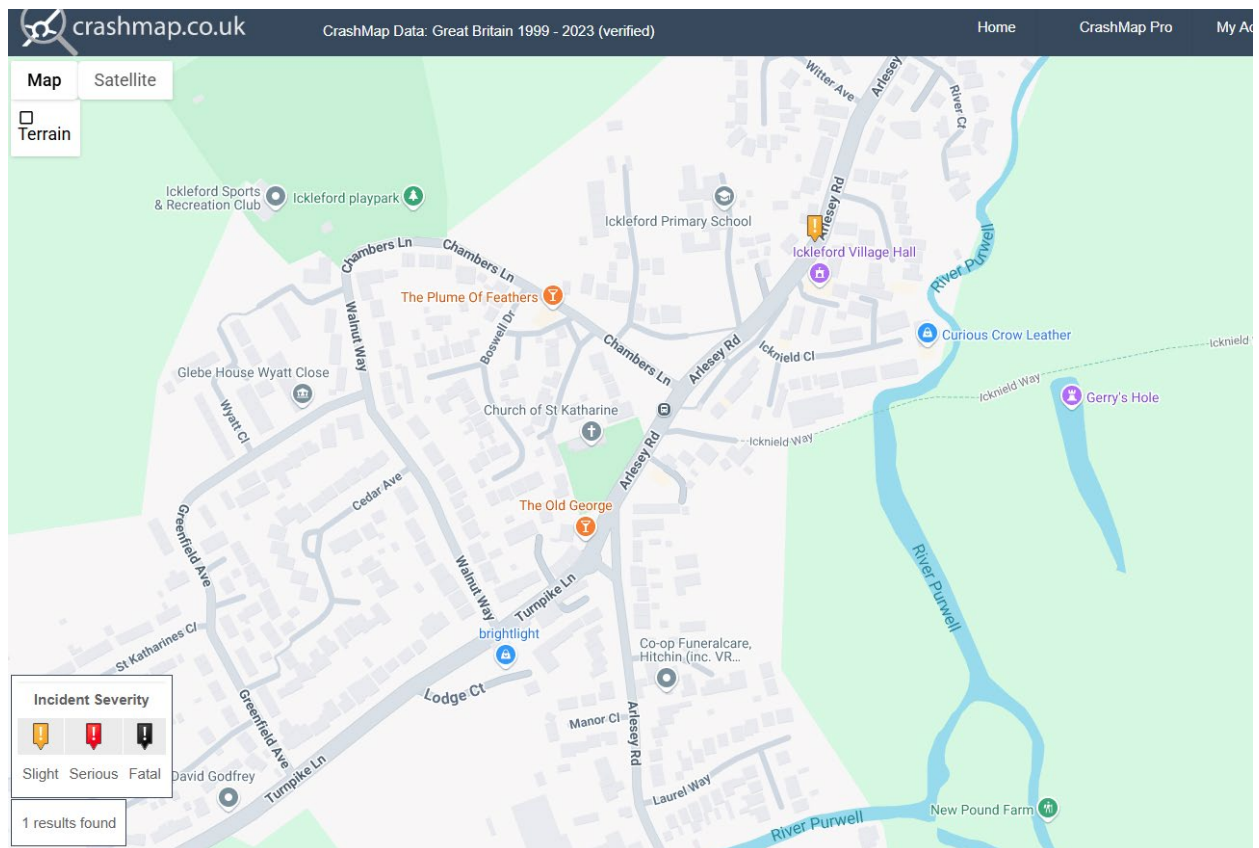


Figure 3.1: PIC data for Ickleford (Source: Crashmap)

- 3.11 As shown in **Figure 3.1**, only a single slight PIC has been recorded within the survey area, approximately 300m north of the site, adjacent to Ickleford Village Hall.
- 3.12 In the core study area, the recorded PIC information indicates that there does not appear to be any recurring safety concerns on the roads adjacent to the site and the nearest junction. No further detailed appraisal of PIC data is considered necessary about the recorded PICs, given the low levels observed.

4.0 Existing Sustainable Transport Network

Pedestrian Facilities

- 4.1 Duncots Close is a 5.5m wide shared-surface road, with pedestrians sharing the carriageway with vehicles. This continues for the duration of the carriageway, connecting to Arlesey Road at its western terminus.
- 4.2 A 2.0m pedestrian footway on the eastern side of the carriageway runs in both directions along Arlesey Road from the junction with Duncots Close. This footway connects to the shared-surface carriageway of Duncots Close at this junction.
- 4.3 To the north of Duncots Close, a continuous 2.0m footway is provided along Arlesey Road and connects to Ickleford village centre, including local village facilities. An additional 2.0m footway starts on the western side of the carriageway immediately north of Duncots Close, providing a connection to footways to the west along Turnpike Lane.
- 4.4 To the south of Duncots Close, a continuous 2.0m footway follows the alignment of Arlesey Road towards Hitchin town centre, crossing the River Purwell over a segregated bridge, before connecting to the wider Hitchin footway network at Old Hale Way.
- 4.5 The nearest pedestrian crossing to the site is located approximately 200m north of the site, along Arlesey Road. This crossing is a Zebra crossing, allowing pedestrians to access services within Ickleford village centre, including the Church of St. Katharine, Ickleford Primary School, and Ickleford Recreation Club.
- 4.6 Several Public Rights of Way (PROWs) are located in the vicinity of the site, within and around Ickleford. Footpath 017 runs to the east of the proposed development, through the green space at New Pound Farm, connecting to Laurel Way to the south and Icknield Way to the north. Icknield Way is also part of the PROW network, as a unclassified country road becoming Byway Open to All Traffic 018, to the north-east of the site.
- 4.7 Several other PROWs are located in the vicinity of the site, including Ickleford Footpaths 5, 25, and 26, and Hitchin Footpath 26, which runs to the east of the site, adjacent to and crossing the nearby railway line to connect to the industrial areas of Hitchin to the south
- 4.8 Further details of the local walking catchments are shown in **Figure 4.1**.

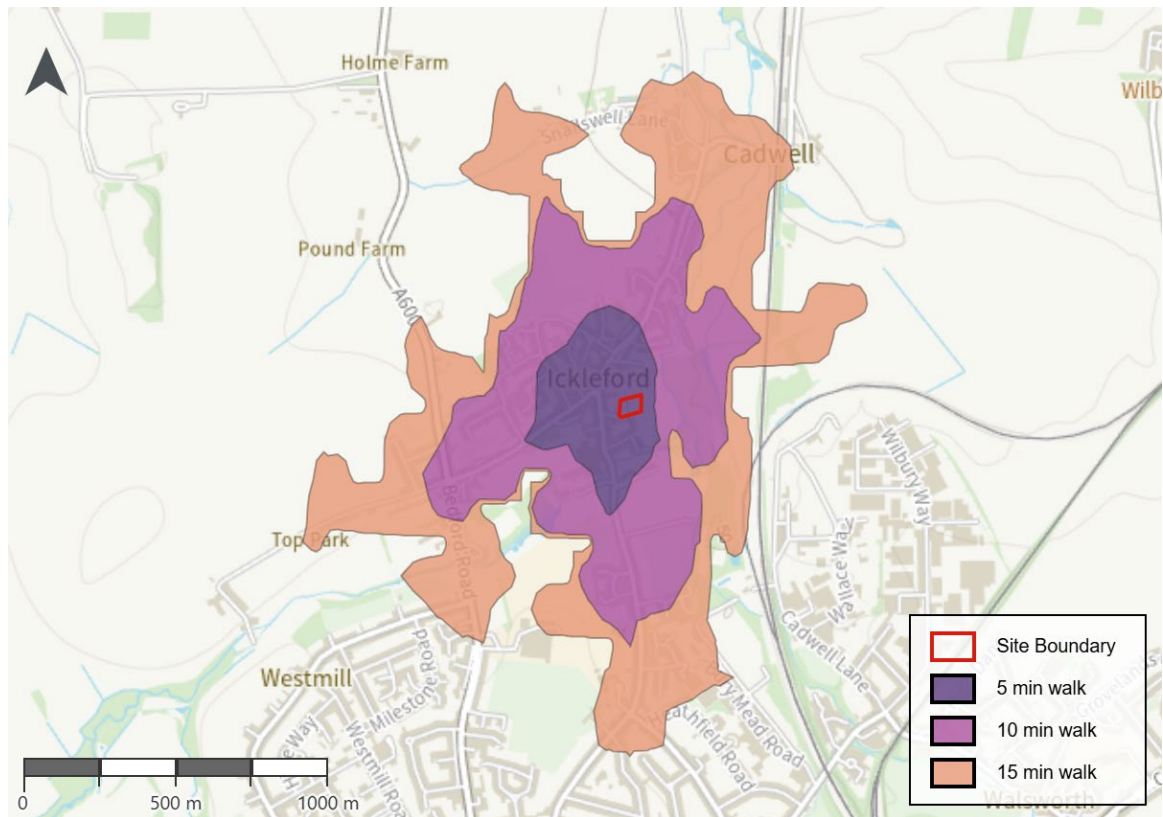


Figure 4.1– Pedestrian Walking Isochrone

Cycle Facilities

- 4.9 A National Cycle Network link route is located approximately 3.1km east of the site, through Letchworth Garden City town centre. National Cycle Network Route 12 runs from Enfield Lock, in North London, to Spalding, via destinations including Stevenage, St. Neots, and Peterborough.
- 4.10 There is no segregated cycle infrastructure within the vicinity of the site.
- 4.11 Further details of the local cycling catchment area shown in **Figure 4.2**.

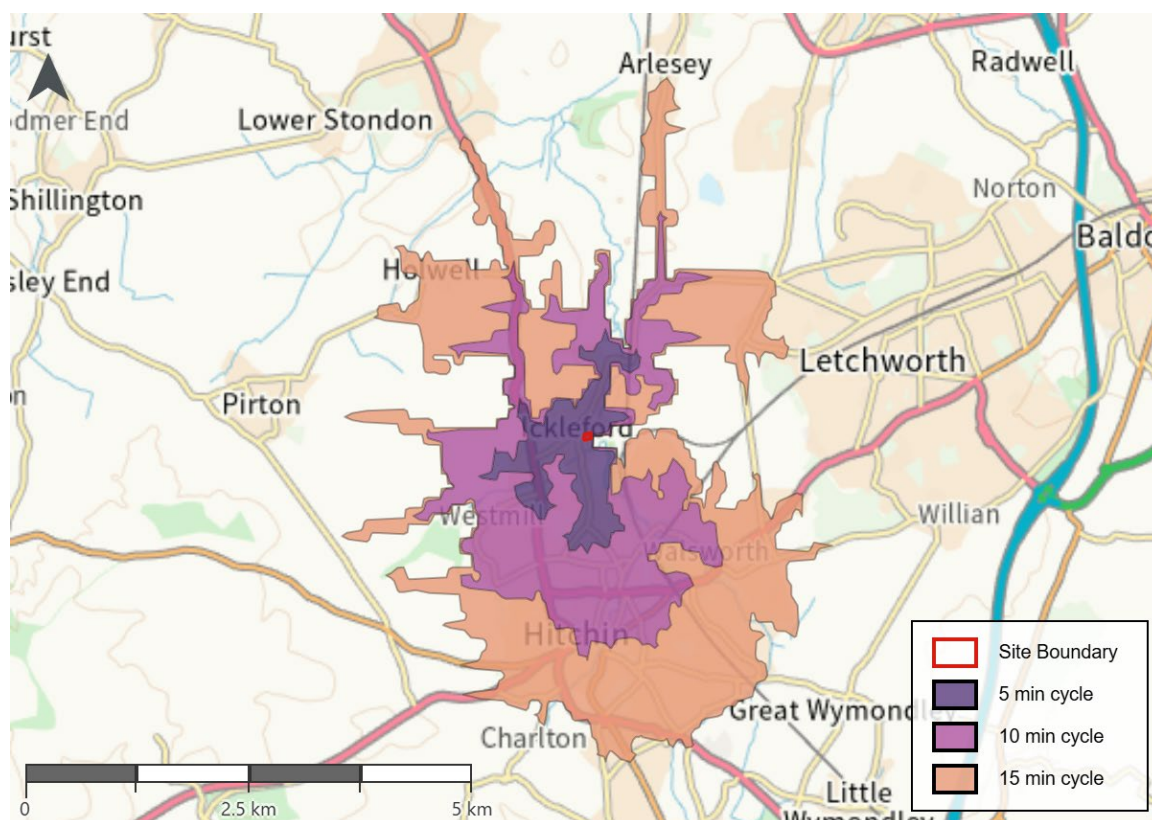


Figure 4.2 - Cycling Isochrone

Bus Facilities

- 4.12 The nearest bus stops to the site are located approximately 180m north along Arlesey Road. These stops are served by routes 9A and 9C; both of which are operated by Stagecoach East.
- 4.13 Details of the routes accessible from the site can be found in **Table 4.1**.

Route No.	Operator	Route	Frequency
9A	Stagecoach East	Bedford – Shefford – Arlesey – Ickleford – Hitchin – Stevenage	Once every hour Monday-Friday, once every two hours on Saturdays, no Sunday service.
9C	Stagecoach East	Bedford – Shefford – Arlesey – Ickleford – Hitchin – Stevenage	One return trip, to Bedford in the AM, to Hitchin in the PM, weekdays only.

Table 4.1: Ickleford Bus Service Summary

- 4.14 These bus stops are located adjacent to the Church of St. Katharine along Arlesey Road to the north of the site. Further details are shown in **Figure 4.3**.

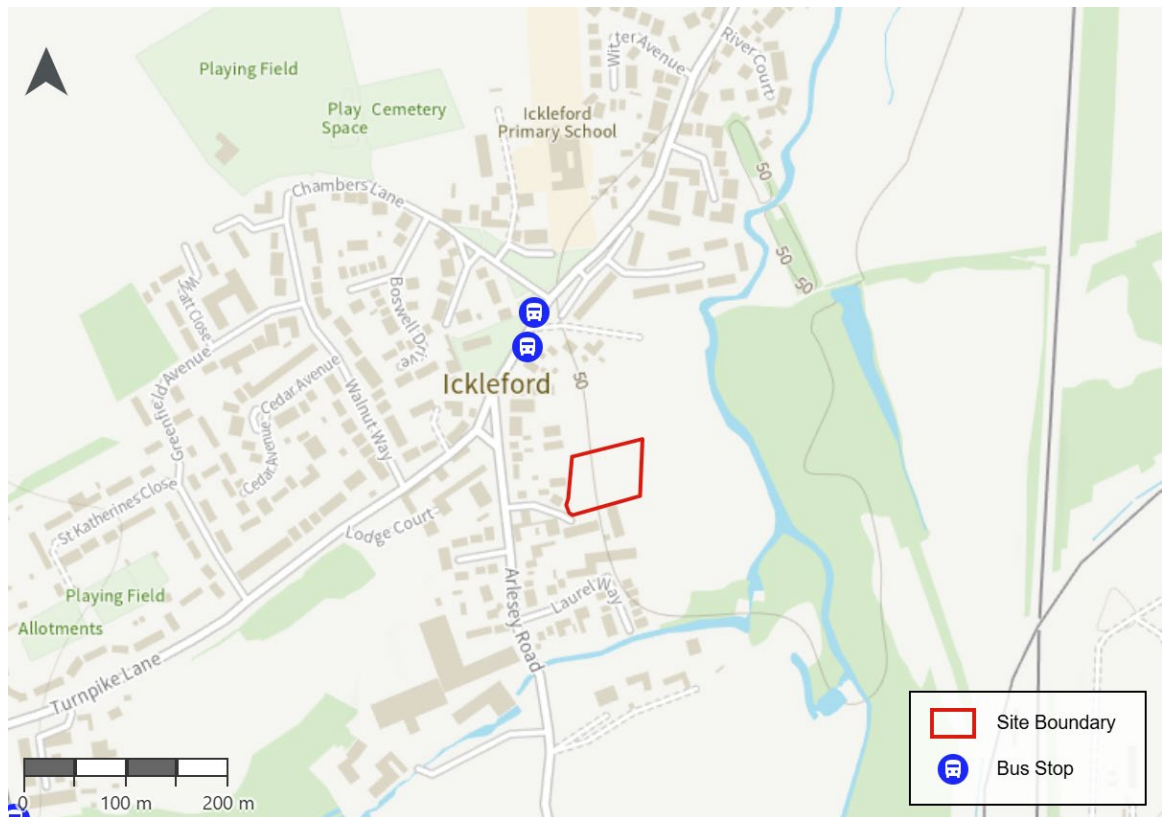


Figure 4.3 – Local Bus Stops

Railway Facilities

- 4.15 Hitchin railway station is located approximately 2.1km to the southeast of the site, east of Hitchin town centre. This is equivalent to a 36-minute walk or an eight-minute cycle.
- 4.16 Hitchin station is located on the East Coast Main Line and is served by Thameslink and Great Northern services.
- 4.17 There are direct rail services to several destinations, as shown in **Table 4.2**.

Destination	Most frequent service pattern	Intermediate stations*
London Kings Cross	Three per hour	Stevenage, Knebworth, Welwyn North, Welwyn Garden City, Hatfield, Potters Bar, Alexandra Palace, Finsbury Park, and London Kings Cross.
Horsham	Two per hour	Stevenage, Finsbury Park, St. Pancras International, Farringdon, City Thameslink, London Blackfriars, London Bridge, East Croydon, Coulsdon South, Merstham, Redhill, Horley, Gatwick Airport, Three Bridges, Crawley, Ifield, Littlehaven, and Horsham.
Brighton	Two per hour	Stevenage, Finsbury Park, St. Pancras International, Farringdon, City Thameslink, London Blackfriars, London Bridge, East Croydon, Gatwick Airport, Three Bridges, Haywards Heath, Burgess Hill, and Brighton.
Cambridge	Four per hour	Letchworth Garden City, Baldock, Royston, Meldreth, Shepreth, Foxton, and Cambridge.
Peterborough	Two per hour	Arlesey, Biggleswade, Sandy, St. Neots, Huntingdon, and Peterborough.

Table 4.2: Rail services departing from Hitchin railway station. (* = some services may not stop at all intermediate stations)

5.0 Proposed Development

- 5.1 The proposed residential development consists of a total of nine dwellings, along with associated parking provisions, to be accessed utilising the existing highway along Duncots Close, connecting to a new private shared surface driveway. A Proposed Site Layout is attached in **Appendix A**.

Parking Provision

- 5.2 North Herts Council's "Vehicle Parking at New Development Supplementary Planning Document", issued in September 2011, provides details of residential parking standards within Ickleford and surrounding areas. The relevant parking standards are detailed in **Table 5.1**.

No. of Beds	Vehicle Parking	Cycle Parking
One bedroom	One space per dwelling, minimum	1 secure covered space per dwelling. None if garage or secure area provided within curtilage of dwelling.
Two or more bedrooms	Two spaces per dwelling, minimum	

Table 5.1: North Herts Residential Parking Standards

- 5.3 As per the standards in **Table 5.1**, the proposed development is required to contain at least 18 parking spaces, as all dwellings on site contain at least two bedrooms.
- 5.4 Each dwelling will have at least two driveway parking spaces, with five of the properties also having a garage.
- 5.5 As per North Herts parking guidance, visitor/unallocated parking is to be provided at a rate of *"between 0.25 and 0.75 spaces per dwelling (rounded up to nearest whole number), with the lower standard being applied where there are no garages in the proposed scheme and the higher standard applied where every dwelling in the scheme is to be provided with a garage."*
- 5.6 As the majority of dwellings in the scheme are provided with a garage, the North Herts parking guidance has been applied accordingly, with a total of five visitor parking bays across the development, or 0.6 spaces per dwelling.
- 5.7 As the majority of dwellings will have access to a garage space, these will be equipped with EV charging infrastructure, allowing for one for each dwelling. Those without garages will be provided with an external active charging point on the exterior of the dwelling. Cycle parking for each dwelling will be located in either the provided garage or a secure shed located in the rear garden, providing one space per dwelling.

6.0 Proposed Access Arrangements

- 6.1 The proposed access to the development is to be taken from Duncots Close, via a shared surface driveway connecting to the existing cul-de-sac.
- 6.2 The proposed shared surface commences at the existing turning head at the eastern end of Duncots Close and runs to the north of a private driveway serving existing dwellings.
- 6.3 Full details of the arrangement can be found in the Means of Access Plan, drawing no. 3472-700-B, attached to this document.

6.4 Features of the proposed access route include:

- A shared-surface carriageway of 5.5m into the site; and
- An extension of Duncots Close.

6.5 MfS states the following with regards to shared surfaces:

‘Shared surface schemes work best in relatively calm traffic environments. The key aims are to:

- encourage low vehicle speeds;*
- create an environment in which pedestrians can walk, or stop and chat, without feeling intimidated by motor traffic;*
- make it easier for people to move around; and*
- promote social interaction.*

6.6 MfS also states that *‘shared surface streets are likely to work well:*

- in short lengths, or where they form cul-de-sacs;*
- where the volume of motor traffic is below 100 vehicles per hour (vph) (peak); and*
- where parking is controlled or it takes place in designated areas’*

6.7 The development proposals are in accordance with the criteria outline by MfS.

6.8 A crossover arrangement is to be provided as part of the access arrangement to this site; this is deemed to be suitable due to the tracking of a refuse vehicle into the access, as shown in the Means of Access drawing ST3472-700-B. This drawing demonstrates that a refuse vehicle (12.205m in length as per North Hertfordshire County Council’s guidance) can access and egress the site in forward gear safely and by guidance.

7.0 Proposed Trip Generation

- 7.1 This section of the TN contains forecasts for the sites level of vehicular trip generation associated with the proposals of nie dwellings. The trip rates have been obtained from the TRICS database.
- 7.2 The land-use category 'Residential' and the sub-category 'Houses Privately Owned' have been selected, to specifically identify peak hour vehicle trips likely to be generated by the proposed development.
- 7.3 The TRICS outputs are summarised in **Table 7.1** and the original TRICS database information can be found in full in **Appendix B**.

Peak Period	Residential – Vehicular Trip Generation					
	Inbound		Outbound		Two-Way	
	Rate	Trips	Rate	Trips	Rate	Trips
AM Peak (0800 to 0900)	0.246	2	0.367	3	0.613	6*
PM Peak (1700 to 1800)	0.339	3	0.180	2	0.519	5

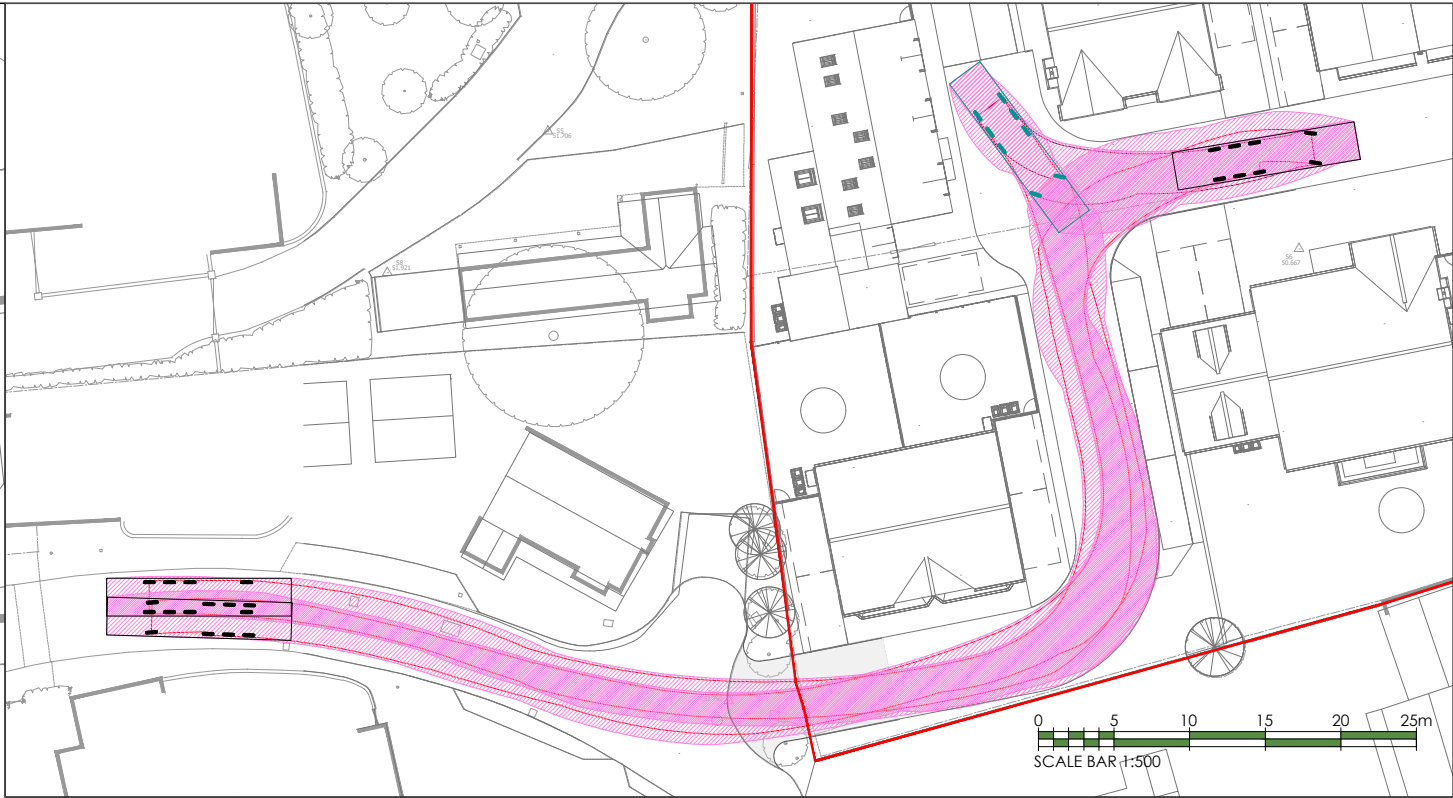
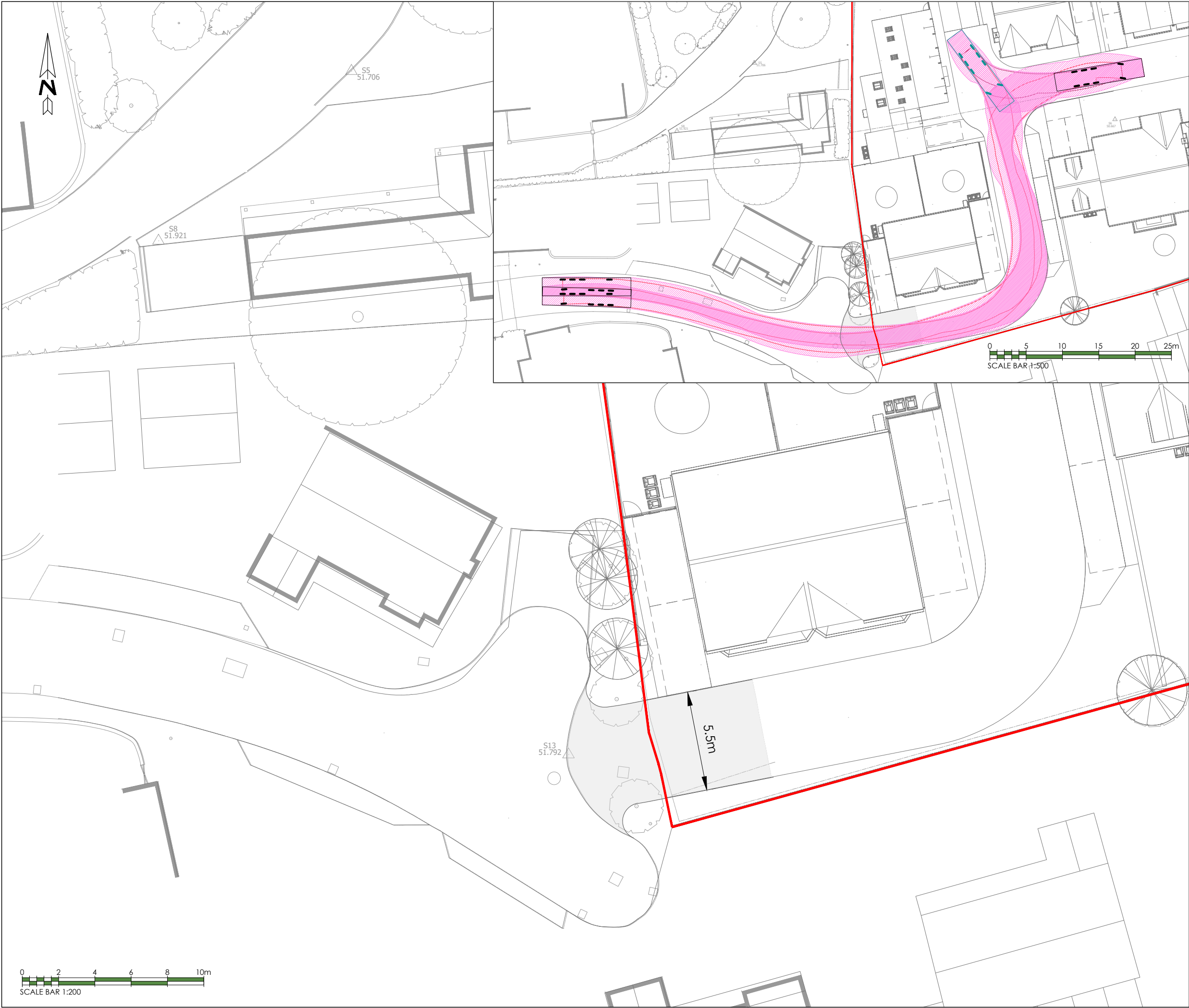
Table 7.1: Trip Rates per Dwelling (TRICS residential – houses privately owned) *minor rounding error

- 7.4 The information in **Table 7.1** shows the proposed development would likely generate a total of six two-way trips in the AM network peak, and five two-way trips in the PM network peak.
- 7.5 Due to the low number of generated trips associated with the development proposals, no further analysis of the impact on the highway network has been undertaken, as it is anticipated that there will be little to no impact on traffic levels on the wider network.

8.0 Summary

- 8.1 Stomor Ltd. have been appointed by Peter David Homes to prepare a TN to support a Planning Application in relation to access, layout, and parking arrangements, associated with a proposed residential development located on Duncots Close, Ickleford, Hertfordshire.
- 8.2 The site at Duncots Close is designated as a Housing Site, as per the North Hertfordshire Local Plan 2011-2031. Policy IC1 refers to this site as a Local Planning Allocation, with a maximum dwelling estimate of 9 dwellings on the site. No highway concerns are raised as part of the Local Plan.
- 8.3 The site is situated in a sustainable location, with access to local bus stops and several facilities located within walking or cycling distance. Walking connections are available to Hitchin to the south
- 8.4 The site is accessed from an existing route along Duncots Close, through a proposed extension to the shared surface on the eastern end of the carriageway.
- 8.5 Parking is to be provided in accordance with, and beyond, standards outlined by North Herts Council, as each dwelling will have at least two driveway parking spaces, with five of the properties also having a garage. Five visitor parking spaces (0.6 per dwelling) will also be provided. Suitable EV charging and secure cycle parking are to be available for each dwelling.
- 8.6 Refuse vehicle tracking has been provided for the site, as shown in Drawing ST-3472-700-B; showing a refuse vehicle accessing the site using the proposed crossover arrangement and turning using the turning head located within the site. It is deemed that showing a fire appliance making the same movements is unnecessary, as the refuse vehicle makes the required movements.
- 8.7 Given the scale of the development and anticipated impact, with reference to paragraph 116 of the National Planning Policy Framework (NPPF), the likely residual cumulative impact of the development, considering the potential reduction in trips associated with the travel demand management measures, is not considered to be 'severe'.
- 8.8 Overall, it is considered that this site is suitable for the level and type of development in highways and transportation. Given the scale of the development and anticipated impact, concerning paragraph 116 of the National Planning Policy Framework (NPPF), the likely residual cumulative impact of the development, is not considered to be 'severe'.





KEY

— SITE BOUNDARY

PROPOSED SHARED SURFACE ACCESS

HCC 12.205m Refuse Vehicle

Overall Length 12.205m
Overall Width 2.500m
Overall Body Height 3.699m
Min Body Ground Clearance 0.251m
Track Width 2.200m
Lock to lock time 4.00s
Wall to Wall Turning Radius 11.250m

B	Updating layout	08.04.25	NA	SW	SW
A	Amending tracking and alignment to match latest layout	11.03.25	NA	SW	SW
Rev	Description	Date	Drawn	Checked	Apvd.

Project

Duncots Close, Ickleford

Drawing Description

Means of Access Plan

Project Number ST-3472		Drawing Number 700-B		
Scale As shown@A3	Date 28.01.25	Drawn NA	Checked SW	Approved KPS

Client Architect

Peter Davidson Homes

Do not scale off the drawing.
Only written dimensions should be taken.
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City and County of SWansea Penllergaer Swansea

Licence No: 113301

Calculation Reference: AUDIT-113301-250120-0113

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	EN ENFIELD	2 days
02	SOUTH EAST	
	HF HERTFORDSHIRE	1 days
	KC KENT	1 days
	MW MEDWAY	1 days
03	SOUTH WEST	
	BC BOURNEMOUTH CHRISTCHURCH & POOLE	1 days
	DC DORSET	1 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	EC CHESHIRE EAST	1 days
10	WALES	
	VG VALE OF GLAMORGAN	1 days

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

City and County of SWansea Penllergaer Swansea

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Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 8 to 33 (units:)
 Range Selected by User: 6 to 35 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 23/05/24

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

Selected survey days:

Monday 5 days
 Wednesday 7 days
 Thursday 3 days

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

Selected survey types:

Manual count 15 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 15

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 15

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 4 days - Selected
 Servicing vehicles Excluded 12 days - Selected

Secondary Filtering selection:**Use Class:**

C3 15 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	2 days
10,001 to 15,000	6 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	2 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
25,001 to 50,000	3 days
50,001 to 75,000	2 days
75,001 to 100,000	2 days
125,001 to 250,000	3 days
250,001 to 500,000	3 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:

0.6 to 1.0	6 days
1.1 to 1.5	9 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	4 days
No	11 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	13 days
1a (Low) Very poor	1 days
1b Very poor	1 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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City and County of SWansea Penllergaer Swansea

Licence No: 113301

LIST OF SITES relevant to selection parameters

1	BC-03-A-02 HURSTDENE ROAD BOURNEMOUTH CASTLE LANE WEST Edge of Town Residential Zone Total No of Dwellings: Survey date: MONDAY	BUNGALOWS 28 24/03/14	BOURNEMOUTH CHRISTCHURCH & POOLE Survey Type: MANUAL
2	DC-03-A-10 ADDISON CLOSE GILLINGHAM Edge of Town Residential Zone Total No of Dwellings: Survey date: WEDNESDAY	MIXED HOUSES 26 09/11/22	DORSET Survey Type: MANUAL
3	EC-03-A-06 GREYSTOKE ROAD MACCLESFIELD HURDSFIELD Edge of Town Residential Zone Total No of Dwellings: Survey date: MONDAY	TERRACED HOUSES 24 24/11/14	CHESHIRE EAST Survey Type: MANUAL
4	EN-03-A-01 BOLLINGBROKE PARK COCKFOSTERS Edge of Town Residential Zone Total No of Dwellings: Survey date: WEDNESDAY	TERRACED & SEMI-DETACHED 32 24/11/21	ENFIELD Survey Type: MANUAL
5	EN-03-A-02 DUCHY ROAD HADLEY WOOD Edge of Town Residential Zone Total No of Dwellings: Survey date: WEDNESDAY	DETACHED HOUSES 9 14/09/22	ENFIELD Survey Type: MANUAL
6	HF-03-A-05 HOLMSIDE RISE WATFORD SOUTH OXHEY Edge of Town Residential Zone Total No of Dwellings: Survey date: MONDAY	TERRACED HOUSES 8 05/06/23	HERTFORDSHIRE Survey Type: MANUAL
7	KC-03-A-09 WESTERN LINK FAVERSHAM DAVINGTON Edge of Town Residential Zone Total No of Dwellings: Survey date: WEDNESDAY	MIXED HOUSES & FLATS 14 09/06/21	KENT Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	MW-03-A-02 OTTERHAM QUAY LANE RAINHAM	MIXED HOUSES		MEDWAY
	Edge of Town Residential Zone Total No of Dwellings:		19	
	Survey date: MONDAY		06/06/22	Survey Type: MANUAL
9	NF-03-A-03 HALING WAY THETFORD	DETACHED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		10	
	Survey date: WEDNESDAY		16/09/15	Survey Type: MANUAL
10	NY-03-A-11 HORSEFAIR BOROUGHBRIDGE	PRIVATE HOUSING		NORTH YORKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		23	
	Survey date: WEDNESDAY		18/09/13	Survey Type: MANUAL
11	SF-03-A-05 VALE LANE BURY ST EDMUNDS	DETACHED HOUSES		SUFFOLK
	Edge of Town Residential Zone Total No of Dwellings:		18	
	Survey date: WEDNESDAY		09/09/15	Survey Type: MANUAL
12	SH-03-A-06 ELLESMERE ROAD SHREWSBURY	BUNGALOWS		SHROPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		16	
	Survey date: THURSDAY		22/05/14	Survey Type: MANUAL
13	SM-03-A-01 WEMBDON ROAD BRIDGWATER NORTHFIELD	DETACHED & SEMI		SOMERSET
	Edge of Town Residential Zone Total No of Dwellings:		33	
	Survey date: THURSDAY		24/09/15	Survey Type: MANUAL
14	VG-03-A-01 ARTHUR STREET BARRY	SEMI-DETACHED & TERRACED		VALE OF GLAMORGAN
	Edge of Town Residential Zone Total No of Dwellings:		12	
	Survey date: MONDAY		08/05/17	Survey Type: MANUAL
15	WM-03-A-06 NARBERTH WAY COVENTRY POTTERS GREEN	BUNGALOWS		WEST MIDLANDS
	Edge of Town Residential Zone Total No of Dwellings:		17	
	Survey date: THURSDAY		17/10/13	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.76

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	15	19	0.093	15	19	0.256	15	19	0.349
08:00 - 09:00	15	19	0.246	15	19	0.367	15	19	0.613
09:00 - 10:00	15	19	0.121	15	19	0.197	15	19	0.318
10:00 - 11:00	15	19	0.173	15	19	0.170	15	19	0.343
11:00 - 12:00	15	19	0.173	15	19	0.194	15	19	0.367
12:00 - 13:00	15	19	0.201	15	19	0.215	15	19	0.416
13:00 - 14:00	15	19	0.218	15	19	0.187	15	19	0.405
14:00 - 15:00	15	19	0.197	15	19	0.218	15	19	0.415
15:00 - 16:00	15	19	0.298	15	19	0.235	15	19	0.533
16:00 - 17:00	15	19	0.246	15	19	0.170	15	19	0.416
17:00 - 18:00	15	19	0.339	15	19	0.180	15	19	0.519
18:00 - 19:00	15	19	0.218	15	19	0.176	15	19	0.394
19:00 - 20:00	2	21	0.171	2	21	0.122	2	21	0.293
20:00 - 21:00	2	21	0.195	2	21	0.146	2	21	0.341
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.889			2.833			5.722

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:
 Survey date date range:
 Number of weekdays (Monday-Friday):
 Number of Saturdays:
 Number of Sundays:
 Surveys automatically removed from selection:
 Surveys manually removed from selection:

8 - 33 (units:)
 01/01/13 - 23/05/24
 15
 0
 0
 1
 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.

City and County of SWansea Penllergaer Swansea

Licence No: 113301

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	15	19	0.000	15	19	0.000	15	19	0.000
08:00 - 09:00	15	19	0.003	15	19	0.003	15	19	0.006
09:00 - 10:00	15	19	0.000	15	19	0.000	15	19	0.000
10:00 - 11:00	15	19	0.010	15	19	0.010	15	19	0.020
11:00 - 12:00	15	19	0.003	15	19	0.003	15	19	0.006
12:00 - 13:00	15	19	0.000	15	19	0.000	15	19	0.000
13:00 - 14:00	15	19	0.010	15	19	0.010	15	19	0.020
14:00 - 15:00	15	19	0.000	15	19	0.000	15	19	0.000
15:00 - 16:00	15	19	0.003	15	19	0.003	15	19	0.006
16:00 - 17:00	15	19	0.000	15	19	0.000	15	19	0.000
17:00 - 18:00	15	19	0.000	15	19	0.000	15	19	0.000
18:00 - 19:00	15	19	0.003	15	19	0.003	15	19	0.006
19:00 - 20:00	2	21	0.000	2	21	0.000	2	21	0.000
20:00 - 21:00	2	21	0.000	2	21	0.000	2	21	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.032			0.032			0.064

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.

City and County of SWansea Penllergaer Swansea

Licence No: 113301

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	15	19	0.000	15	19	0.000	15	19	0.000
08:00 - 09:00	15	19	0.000	15	19	0.000	15	19	0.000
09:00 - 10:00	15	19	0.003	15	19	0.003	15	19	0.006
10:00 - 11:00	15	19	0.007	15	19	0.000	15	19	0.007
11:00 - 12:00	15	19	0.000	15	19	0.003	15	19	0.003
12:00 - 13:00	15	19	0.000	15	19	0.000	15	19	0.000
13:00 - 14:00	15	19	0.000	15	19	0.000	15	19	0.000
14:00 - 15:00	15	19	0.000	15	19	0.000	15	19	0.000
15:00 - 16:00	15	19	0.000	15	19	0.000	15	19	0.000
16:00 - 17:00	15	19	0.000	15	19	0.000	15	19	0.000
17:00 - 18:00	15	19	0.003	15	19	0.003	15	19	0.006
18:00 - 19:00	15	19	0.000	15	19	0.000	15	19	0.000
19:00 - 20:00	2	21	0.000	2	21	0.000	2	21	0.000
20:00 - 21:00	2	21	0.000	2	21	0.000	2	21	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.013			0.009			0.022

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.

City and County of SWansea Penllergaer Swansea

Licence No: 113301

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	15	19	0.003	15	19	0.003	15	19	0.006
08:00 - 09:00	15	19	0.000	15	19	0.000	15	19	0.000
09:00 - 10:00	15	19	0.000	15	19	0.000	15	19	0.000
10:00 - 11:00	15	19	0.000	15	19	0.000	15	19	0.000
11:00 - 12:00	15	19	0.000	15	19	0.000	15	19	0.000
12:00 - 13:00	15	19	0.000	15	19	0.000	15	19	0.000
13:00 - 14:00	15	19	0.000	15	19	0.000	15	19	0.000
14:00 - 15:00	15	19	0.000	15	19	0.000	15	19	0.000
15:00 - 16:00	15	19	0.000	15	19	0.000	15	19	0.000
16:00 - 17:00	15	19	0.003	15	19	0.003	15	19	0.006
17:00 - 18:00	15	19	0.000	15	19	0.000	15	19	0.000
18:00 - 19:00	15	19	0.000	15	19	0.000	15	19	0.000
19:00 - 20:00	2	21	0.000	2	21	0.000	2	21	0.000
20:00 - 21:00	2	21	0.000	2	21	0.000	2	21	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.006			0.012

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.

City and County of SWansea Penllergaer Swansea

Licence No: 113301

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	15	19	0.003	15	19	0.021	15	19	0.024
08:00 - 09:00	15	19	0.000	15	19	0.014	15	19	0.014
09:00 - 10:00	15	19	0.000	15	19	0.003	15	19	0.003
10:00 - 11:00	15	19	0.000	15	19	0.017	15	19	0.017
11:00 - 12:00	15	19	0.000	15	19	0.007	15	19	0.007
12:00 - 13:00	15	19	0.010	15	19	0.007	15	19	0.017
13:00 - 14:00	15	19	0.017	15	19	0.010	15	19	0.027
14:00 - 15:00	15	19	0.007	15	19	0.003	15	19	0.010
15:00 - 16:00	15	19	0.017	15	19	0.000	15	19	0.017
16:00 - 17:00	15	19	0.007	15	19	0.000	15	19	0.007
17:00 - 18:00	15	19	0.017	15	19	0.007	15	19	0.024
18:00 - 19:00	15	19	0.007	15	19	0.000	15	19	0.007
19:00 - 20:00	2	21	0.000	2	21	0.000	2	21	0.000
20:00 - 21:00	2	21	0.000	2	21	0.000	2	21	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.085			0.089			0.174

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.

City and County of SWansea Penllergaer Swansea

Licence No: 113301

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	15	19	0.100	15	19	0.360	15	19	0.460
08:00 - 09:00	15	19	0.325	15	19	0.619	15	19	0.944
09:00 - 10:00	15	19	0.138	15	19	0.246	15	19	0.384
10:00 - 11:00	15	19	0.204	15	19	0.235	15	19	0.439
11:00 - 12:00	15	19	0.225	15	19	0.228	15	19	0.453
12:00 - 13:00	15	19	0.242	15	19	0.266	15	19	0.508
13:00 - 14:00	15	19	0.235	15	19	0.215	15	19	0.450
14:00 - 15:00	15	19	0.253	15	19	0.260	15	19	0.513
15:00 - 16:00	15	19	0.529	15	19	0.346	15	19	0.875
16:00 - 17:00	15	19	0.346	15	19	0.211	15	19	0.557
17:00 - 18:00	15	19	0.509	15	19	0.246	15	19	0.755
18:00 - 19:00	15	19	0.280	15	19	0.215	15	19	0.495
19:00 - 20:00	2	21	0.220	2	21	0.195	2	21	0.415
20:00 - 21:00	2	21	0.268	2	21	0.195	2	21	0.463
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.874			3.837			7.711

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	15	19	0.021	15	19	0.045	15	19	0.066
08:00 - 09:00	15	19	0.118	15	19	0.211	15	19	0.329
09:00 - 10:00	15	19	0.031	15	19	0.038	15	19	0.069
10:00 - 11:00	15	19	0.042	15	19	0.055	15	19	0.097
11:00 - 12:00	15	19	0.042	15	19	0.059	15	19	0.101
12:00 - 13:00	15	19	0.052	15	19	0.028	15	19	0.080
13:00 - 14:00	15	19	0.055	15	19	0.042	15	19	0.097
14:00 - 15:00	15	19	0.055	15	19	0.052	15	19	0.107
15:00 - 16:00	15	19	0.208	15	19	0.149	15	19	0.357
16:00 - 17:00	15	19	0.069	15	19	0.042	15	19	0.111
17:00 - 18:00	15	19	0.087	15	19	0.076	15	19	0.163
18:00 - 19:00	15	19	0.045	15	19	0.045	15	19	0.090
19:00 - 20:00	2	21	0.073	2	21	0.000	2	21	0.073
20:00 - 21:00	2	21	0.000	2	21	0.000	2	21	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.898			0.842			1.740

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	15	19	0.000	15	19	0.024	15	19	0.024
08:00 - 09:00	15	19	0.007	15	19	0.024	15	19	0.031
09:00 - 10:00	15	19	0.010	15	19	0.014	15	19	0.024
10:00 - 11:00	15	19	0.007	15	19	0.007	15	19	0.014
11:00 - 12:00	15	19	0.007	15	19	0.010	15	19	0.017
12:00 - 13:00	15	19	0.010	15	19	0.000	15	19	0.010
13:00 - 14:00	15	19	0.007	15	19	0.010	15	19	0.017
14:00 - 15:00	15	19	0.000	15	19	0.003	15	19	0.003
15:00 - 16:00	15	19	0.021	15	19	0.003	15	19	0.024
16:00 - 17:00	15	19	0.038	15	19	0.003	15	19	0.041
17:00 - 18:00	15	19	0.007	15	19	0.014	15	19	0.021
18:00 - 19:00	15	19	0.003	15	19	0.003	15	19	0.006
19:00 - 20:00	2	21	0.000	2	21	0.000	2	21	0.000
20:00 - 21:00	2	21	0.000	2	21	0.000	2	21	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.117			0.115			0.232

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.

City and County of SWansea Penllergaer Swansea

Licence No: 113301

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	15	19	0.000	15	19	0.003	15	19	0.003
08:00 - 09:00	15	19	0.000	15	19	0.003	15	19	0.003
09:00 - 10:00	15	19	0.003	15	19	0.007	15	19	0.010
10:00 - 11:00	15	19	0.000	15	19	0.000	15	19	0.000
11:00 - 12:00	15	19	0.000	15	19	0.000	15	19	0.000
12:00 - 13:00	15	19	0.000	15	19	0.003	15	19	0.003
13:00 - 14:00	15	19	0.000	15	19	0.000	15	19	0.000
14:00 - 15:00	15	19	0.000	15	19	0.000	15	19	0.000
15:00 - 16:00	15	19	0.003	15	19	0.000	15	19	0.003
16:00 - 17:00	15	19	0.000	15	19	0.000	15	19	0.000
17:00 - 18:00	15	19	0.014	15	19	0.007	15	19	0.021
18:00 - 19:00	15	19	0.000	15	19	0.000	15	19	0.000
19:00 - 20:00	2	21	0.000	2	21	0.000	2	21	0.000
20:00 - 21:00	2	21	0.000	2	21	0.000	2	21	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.023			0.043

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.

City and County of SWansea Penllergaer Swansea

Licence No: 113301

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	15	19	0.000	15	19	0.003	15	19	0.003
08:00 - 09:00	15	19	0.000	15	19	0.000	15	19	0.000
09:00 - 10:00	15	19	0.000	15	19	0.000	15	19	0.000
10:00 - 11:00	15	19	0.000	15	19	0.000	15	19	0.000
11:00 - 12:00	15	19	0.000	15	19	0.000	15	19	0.000
12:00 - 13:00	15	19	0.000	15	19	0.000	15	19	0.000
13:00 - 14:00	15	19	0.000	15	19	0.000	15	19	0.000
14:00 - 15:00	15	19	0.000	15	19	0.000	15	19	0.000
15:00 - 16:00	15	19	0.000	15	19	0.000	15	19	0.000
16:00 - 17:00	15	19	0.003	15	19	0.000	15	19	0.003
17:00 - 18:00	15	19	0.000	15	19	0.000	15	19	0.000
18:00 - 19:00	15	19	0.000	15	19	0.000	15	19	0.000
19:00 - 20:00	2	21	0.000	2	21	0.000	2	21	0.000
20:00 - 21:00	2	21	0.000	2	21	0.000	2	21	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.003			0.003			0.006

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.

City and County of SWansea Penllergaer Swansea

Licence No: 113301

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	15	19	0.000	15	19	0.031	15	19	0.031
08:00 - 09:00	15	19	0.007	15	19	0.028	15	19	0.035
09:00 - 10:00	15	19	0.014	15	19	0.021	15	19	0.035
10:00 - 11:00	15	19	0.007	15	19	0.007	15	19	0.014
11:00 - 12:00	15	19	0.007	15	19	0.010	15	19	0.017
12:00 - 13:00	15	19	0.010	15	19	0.003	15	19	0.013
13:00 - 14:00	15	19	0.007	15	19	0.010	15	19	0.017
14:00 - 15:00	15	19	0.000	15	19	0.003	15	19	0.003
15:00 - 16:00	15	19	0.024	15	19	0.003	15	19	0.027
16:00 - 17:00	15	19	0.042	15	19	0.003	15	19	0.045
17:00 - 18:00	15	19	0.021	15	19	0.021	15	19	0.042
18:00 - 19:00	15	19	0.003	15	19	0.003	15	19	0.006
19:00 - 20:00	2	21	0.000	2	21	0.000	2	21	0.000
20:00 - 21:00	2	21	0.000	2	21	0.000	2	21	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.142			0.143			0.285

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.

City and County of SWansea Penllergaer Swansea

Licence No: 113301

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

Total People to Total Vehicles ratio (all time periods and directions): 1.76

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	15	19	0.125	15	19	0.457	15	19	0.582
08:00 - 09:00	15	19	0.450	15	19	0.872	15	19	1.322
09:00 - 10:00	15	19	0.183	15	19	0.308	15	19	0.491
10:00 - 11:00	15	19	0.253	15	19	0.315	15	19	0.568
11:00 - 12:00	15	19	0.273	15	19	0.304	15	19	0.577
12:00 - 13:00	15	19	0.315	15	19	0.304	15	19	0.619
13:00 - 14:00	15	19	0.315	15	19	0.277	15	19	0.592
14:00 - 15:00	15	19	0.315	15	19	0.318	15	19	0.633
15:00 - 16:00	15	19	0.779	15	19	0.498	15	19	1.277
16:00 - 17:00	15	19	0.464	15	19	0.256	15	19	0.720
17:00 - 18:00	15	19	0.633	15	19	0.349	15	19	0.982
18:00 - 19:00	15	19	0.336	15	19	0.263	15	19	0.599
19:00 - 20:00	2	21	0.293	2	21	0.195	2	21	0.488
20:00 - 21:00	2	21	0.268	2	21	0.195	2	21	0.463
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.002			4.911			9.913

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.

City and County of SWansea Penllergaer Swansea

Licence No: 113301

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

MULTI-MODAL CARS

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	15	19	0.066	15	19	0.228	15	19	0.294
08:00 - 09:00	15	19	0.204	15	19	0.315	15	19	0.519
09:00 - 10:00	15	19	0.107	15	19	0.180	15	19	0.287
10:00 - 11:00	15	19	0.125	15	19	0.138	15	19	0.263
11:00 - 12:00	15	19	0.145	15	19	0.166	15	19	0.311
12:00 - 13:00	15	19	0.159	15	19	0.173	15	19	0.332
13:00 - 14:00	15	19	0.166	15	19	0.149	15	19	0.315
14:00 - 15:00	15	19	0.176	15	19	0.183	15	19	0.359
15:00 - 16:00	15	19	0.270	15	19	0.211	15	19	0.481
16:00 - 17:00	15	19	0.221	15	19	0.142	15	19	0.363
17:00 - 18:00	15	19	0.304	15	19	0.166	15	19	0.470
18:00 - 19:00	15	19	0.197	15	19	0.159	15	19	0.356
19:00 - 20:00	2	21	0.146	2	21	0.098	2	21	0.244
20:00 - 21:00	2	21	0.195	2	21	0.146	2	21	0.341
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.481			2.454			4.935

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.

City and County of SWansea Penllergaer Swansea

Licence No: 113301

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

MULTI-MODAL LGVS

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	15	19	0.024	15	19	0.021	15	19	0.045
08:00 - 09:00	15	19	0.035	15	19	0.045	15	19	0.080
09:00 - 10:00	15	19	0.010	15	19	0.014	15	19	0.024
10:00 - 11:00	15	19	0.031	15	19	0.021	15	19	0.052
11:00 - 12:00	15	19	0.021	15	19	0.017	15	19	0.038
12:00 - 13:00	15	19	0.042	15	19	0.042	15	19	0.084
13:00 - 14:00	15	19	0.038	15	19	0.024	15	19	0.062
14:00 - 15:00	15	19	0.021	15	19	0.035	15	19	0.056
15:00 - 16:00	15	19	0.021	15	19	0.017	15	19	0.038
16:00 - 17:00	15	19	0.017	15	19	0.024	15	19	0.041
17:00 - 18:00	15	19	0.028	15	19	0.014	15	19	0.042
18:00 - 19:00	15	19	0.017	15	19	0.010	15	19	0.027
19:00 - 20:00	2	21	0.000	2	21	0.000	2	21	0.000
20:00 - 21:00	2	21	0.000	2	21	0.000	2	21	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.305			0.284			0.589

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 MOTOR CYCLES

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	15	19	0.000	15	19	0.003	15	19	0.003
08:00 - 09:00	15	19	0.003	15	19	0.003	15	19	0.006
09:00 - 10:00	15	19	0.000	15	19	0.000	15	19	0.000
10:00 - 11:00	15	19	0.000	15	19	0.000	15	19	0.000
11:00 - 12:00	15	19	0.003	15	19	0.003	15	19	0.006
12:00 - 13:00	15	19	0.000	15	19	0.000	15	19	0.000
13:00 - 14:00	15	19	0.003	15	19	0.003	15	19	0.006
14:00 - 15:00	15	19	0.000	15	19	0.000	15	19	0.000
15:00 - 16:00	15	19	0.003	15	19	0.003	15	19	0.006
16:00 - 17:00	15	19	0.003	15	19	0.000	15	19	0.003
17:00 - 18:00	15	19	0.003	15	19	0.000	15	19	0.003
18:00 - 19:00	15	19	0.000	15	19	0.000	15	19	0.000
19:00 - 20:00	2	21	0.024	2	21	0.024	2	21	0.048
20:00 - 21:00	2	21	0.000	2	21	0.000	2	21	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.042			0.039			0.081

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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