

High Street, Ongar

Pre-Application Accessibility Note

15th September 2017

162394/N06

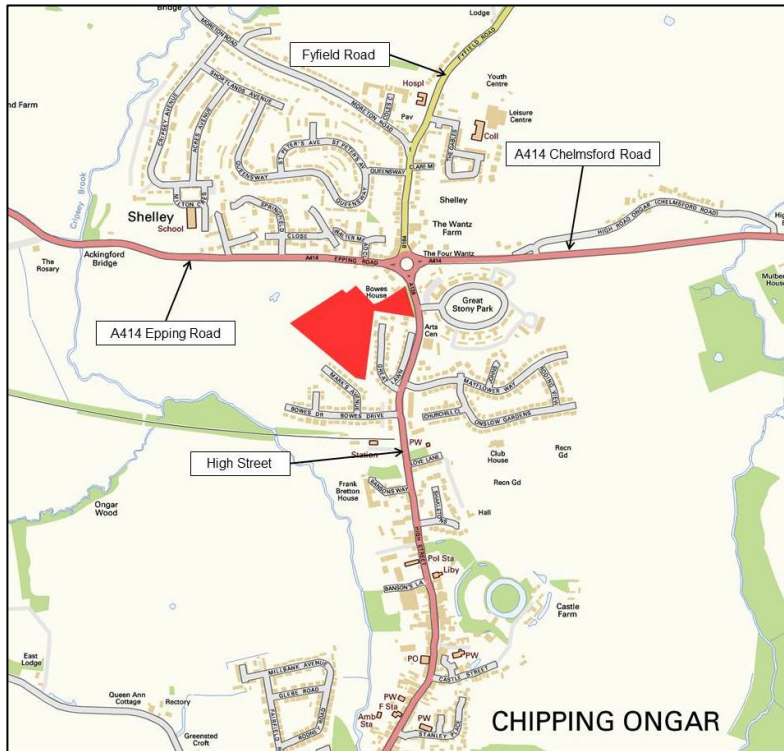
Introduction

1. Vectos has been commissioned by City & Country to provide initial feasibility advice for a potential development site to the west of High Street in Ongar, Essex. City & Country recently promoted the site for residential development through the Epping Forest DC Local Plan process and the site is now allocated for 135 homes in the Draft Local Plan.
2. This note summarises the potential strategy for providing vehicle access to the site, which is considered to provide safe access into the site in accordance with design standards. Vectos has undertaken pre-application scoping discussions with Essex County Council (ECC) and has attended a meeting on 17th August to discuss the approach to the planning application. This note and the proposed access arrangement reflects the outcome of these discussions.
3. It should be noted that initial investigations into the quantum of development that could be provided on the site has shown that it could accommodate circa 135 dwellings. This should be taken into account when reviewing the proposed access for the site.
4. An initial trip generation exercise based on the provision of circa 135 dwellings has shown that the development could generate approximately 62 two-way vehicle trips in the AM peak hour and 66 two-way vehicle trips during the PM peak hour. This represents an average of circa one vehicle every minute.
5. The proposed site access will subsequently be tested against the proposed development flows using junction modelling, in order to demonstrate that it can accommodate the proposed level of traffic. However, based on the preliminary trip generation assessment described above and a site visit, it is not considered that there would be any issues associated with capacity at the proposed site access.

Site Location

6. The site is to the west of High Street in Ongar and immediately to the south of the roundabout of A414 Epping Road/High Street, which is referred to as the Four Wantz roundabout. A plan showing the location of the site in the context of the local highway network is included below at **Figure 1**.

Figure 1: Site Location



Vehicle Access

7. When considering vehicular access to the site, Vectos has taken into account the proximity of the northbound bus stop on High Street. It has been identified following a site visit that existing visibility at the potential access may be affected by hedging, as exemplified in **Figure 2** and **Figure 3**. This is within the land ownership of the developer and would be cut back or removed to enhance visibility.

Figure 2: Visibility on High Street: View Southbound



Figure 3: Visibility on High Street: View Northbound



Proposed Vehicle Access onto High Street

8. The proposed vehicle access, shown at **Drawing 162394/A/01 Rev B**, will create a priority junction at the location of the existing northbound bus stop outside the site boundary. This is the preferred option for accessing the site by ECC, as determined at the pre-application meeting.
9. It is noted that the next northbound bus stop on High Street is located approximately 400m south of the site. It is therefore noted that the bus stop would need to be relocated in the close proximity of the existing bus stop in order to maintain the bus stop spacing. **Drawing 162394/A/01 Rev B** shows the northbound bus stop relocated just to the south of the proposed site access. It is proposed to provide the bus stop on the carriageway in order to provide greater priority to buses.
10. Implementation of this junction would also include a right turn ghost island on the major arm to allow traffic to pass vehicles waiting to turn into the site.
11. The site access is designed to Manual for Streets standards and also takes into account the standards contained within the Essex Design Guide. Appropriate left and right hand visibility for the design speed of the major arm is also achieved.

Trip Generation

12. An initial trip generation assessment has been undertaken, in order to estimate how many additional vehicle trips the proposed development could generate.

13. Trip rates have been derived from the TRICS database for the land use 'Houses Privately Owned.' Only weekday surveys and sites in suburban locations of less than 300 units were included in the selection.
14. The vehicle trip rates and resultant vehicle trips generated by the proposed 135 unit development are summarised in **Table 1** below.

Table 1: Residential Vehicle Trip Rates and Trips

	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Arr	Dep	Tot	Arr	Dep	Tot
Vehicle Trip Rate	0.102	0.356	0.458	0.318	0.169	0.487
Vehicle Trips	14	48	62	43	23	66

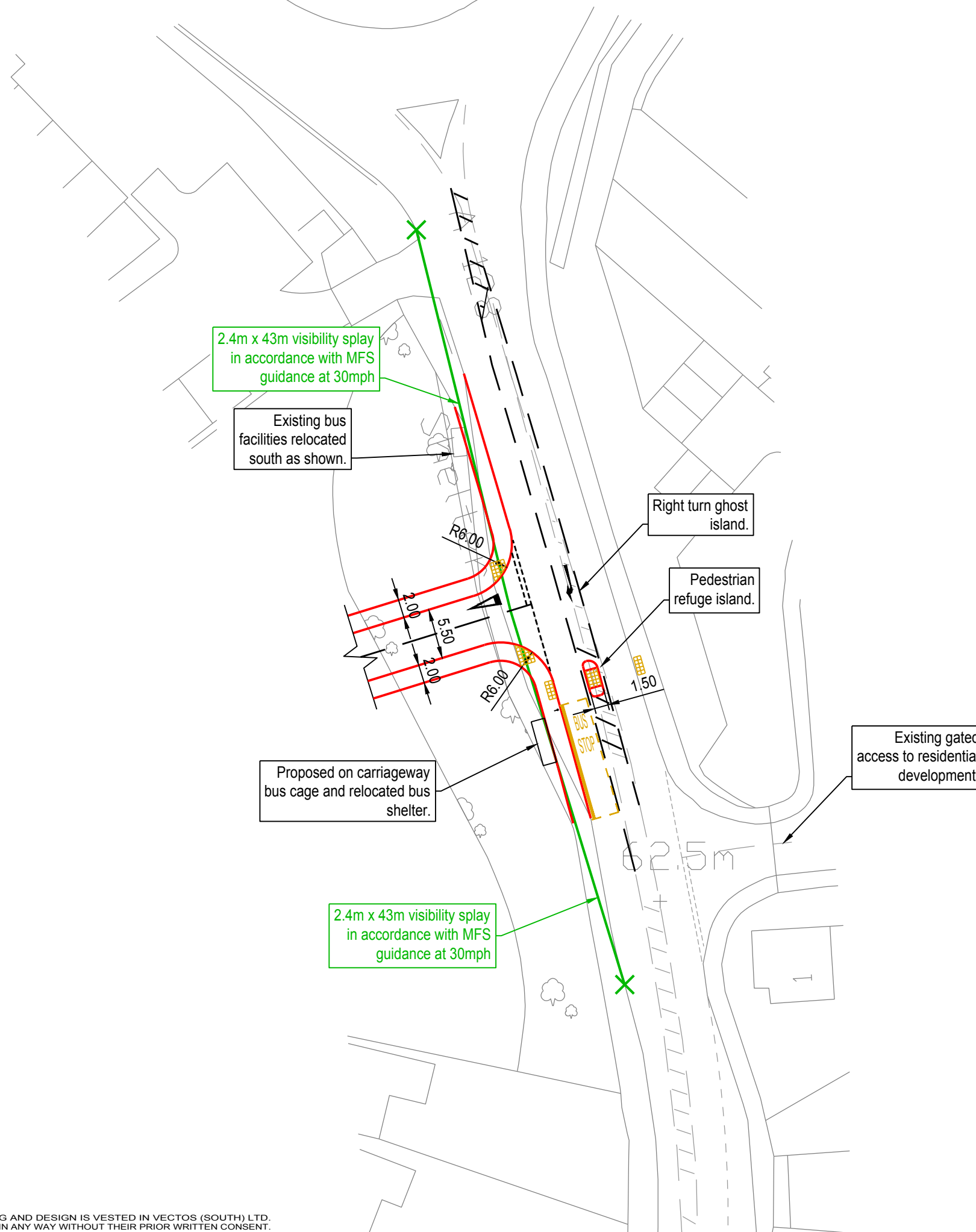
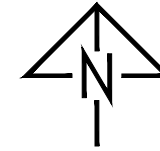
15. The results above show that the proposed development could generate around 62 two-way vehicle movements in the AM peak hour and 66 in the PM peak hour. This equates to around one vehicle movement every minute, which is not considered to be significant in the context of the local highway network.

Summary

16. This note has been prepared following a pre-application meeting with ECC to discuss the proposed development of a site west of High Street, Ongar and the potential options for providing vehicular access to the site. Discussions with ECC resulted in a preferred option being chosen, which is summarised in this note.
17. The proposed access, shown at **Drawing 162394/A/01 Rev B** will create a priority junction at the location of the existing northbound bus stop outside the site boundary. A right turn ghost island on the major arm would be provided to allow traffic to pass vehicles waiting to turn into the site and the existing bus stop would be relocated. The bus stop would be reprovided immediately to the south of the proposed site access junction, therefore retaining circa 400m spacing between stops.
18. This option has been designed according to Manual for Streets and standards contained within the Essex Design Guide. Going forward, this access option would be tested using junction modelling software, to confirm that it can accommodate the anticipated level of traffic generated by the proposed development.

DRAWINGS

WANTZ



Notes:

- 1. This is not a construction drawing and is intended for illustrative purposes only.
- 2. White lining is indicative only.

REV.	DETAILS	DRAWN	CHECKED	DATE
C	Ped. refuge island and tactile paving.	TF	KM	25.09.2017
B	Bus lay-by removed, dims added.	TF	GS	15.09.2017
A	Bus lay-by added.	TF	KM	08.08.2016

CLIENT:
City & County Residential

PROJECT:
Great Bentley, St Osyth & Ongar

DRAWING TITLE:
**Proposed Access
Ongar
Option 1**

SCALES:
1:500 at A3

DRAWN: TF CHECKED: KM DATE: 19.07.2016



Network Building, 97 Tottenham Court Road, London W1T 4TP
t: 020 7580 7373 e: enquiries@vectos.co.uk

DRAWING NUMBER: **162394/A/01** REVISION: **C**

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TRICS Output

Calculation Reference: AUDIT-152301-160721-0716

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	DV DEVON	3 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	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 dwellings
 Actual Range: 9 to 116 (units:)
 Range Selected by User: 6 to 4334 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 12/11/15

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	3 days
Tuesday	2 days
Wednesday	2 days
Thursday	1 days
Friday	2 days

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

Selected survey types:

Manual count	10 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:

Suburban Area (PPS6 Out of Centre)	10
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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	10
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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:

C3 9 days

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

Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	2 days
10,001 to 15,000	2 days
15,001 to 20,000	2 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,001 to 25,000	3 days
25,001 to 50,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	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 10 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 10 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	CA-03-A-04	DETACHED		CAMBRIDGESHIRE
	THORPE PARK ROAD PETERBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 9 Survey date: TUESDAY 18/10/11			Survey Type: MANUAL
2	CH-03-A-08	DETACHED		CHESHIRE
	WHITCHURCH ROAD BOUGHTON HEATH CHESTER Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 11 Survey date: TUESDAY 22/05/12			Survey Type: MANUAL
3	DV-03-A-01	TERRACED HOUSES		DEVON
	BRONSHILL ROAD TORQUAY Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 37 Survey date: WEDNESDAY 30/09/15			Survey Type: MANUAL
4	DV-03-A-02	HOUSES & BUNGALOWS		DEVON
	MILLHEAD ROAD HONITON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 116 Survey date: FRIDAY 25/09/15			Survey Type: MANUAL
5	DV-03-A-03	TERRACED & SEMI DETACHED		DEVON
	LOWER BRAND LANE HONITON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 70 Survey date: MONDAY 28/09/15			Survey Type: MANUAL
6	HC-03-A-17	HOUSES & FLATS		HAMPSHIRE
	CANADA WAY LIPHOOK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 36 Survey date: THURSDAY 12/11/15			Survey Type: MANUAL
7	NF-03-A-02	HOUSES & FLATS		NORFOLK
	DEREHAM ROAD NORWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 98 Survey date: MONDAY 22/10/12			Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	NY-03-A-06 HORSEFAIR	BUNGALOWS & SEMI DET.		NORTH YORKSHIRE
	BOROUGHBRIDGE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 115 Survey date: FRIDAY 14/10/11			
	Survey Type: MANUAL			
9	NY-03-A-09 GRAMMAR SCHOOL LANE	MIXED HOUSING		NORTH YORKSHIRE
	NORTHALLERTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 52 Survey date: MONDAY 16/09/13			
	Survey Type: MANUAL			
10	SY-03-A-01 A19 BENTLEY ROAD BENTLEY RISE DONCASTER	SEMI DETACHED HOUSES		SOUTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 54 Survey date: WEDNESDAY 18/09/13			
	Survey Type: MANUAL			

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

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

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

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	60	0.057	10	60	0.232	10	60	0.289
08:00 - 09:00	10	60	0.102	10	60	0.356	10	60	0.458
09:00 - 10:00	10	60	0.157	10	60	0.149	10	60	0.306
10:00 - 11:00	10	60	0.152	10	60	0.166	10	60	0.318
11:00 - 12:00	10	60	0.139	10	60	0.127	10	60	0.266
12:00 - 13:00	10	60	0.162	10	60	0.156	10	60	0.318
13:00 - 14:00	10	60	0.152	10	60	0.159	10	60	0.311
14:00 - 15:00	10	60	0.132	10	60	0.161	10	60	0.293
15:00 - 16:00	10	60	0.202	10	60	0.117	10	60	0.319
16:00 - 17:00	10	60	0.231	10	60	0.154	10	60	0.385
17:00 - 18:00	10	60	0.318	10	60	0.169	10	60	0.487
18:00 - 19:00	10	60	0.182	10	60	0.135	10	60	0.317
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.986			2.081			4.067

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: 9 - 116 (units:)
 Survey date date range: 01/01/10 - 12/11/15
 Number of weekdays (Monday-Friday): 10
 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
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	10	60	0.000	10	60	0.000	10	60	0.000
08:00 - 09:00	10	60	0.003	10	60	0.003	10	60	0.006
09:00 - 10:00	10	60	0.005	10	60	0.003	10	60	0.008
10:00 - 11:00	10	60	0.003	10	60	0.003	10	60	0.006
11:00 - 12:00	10	60	0.000	10	60	0.000	10	60	0.000
12:00 - 13:00	10	60	0.000	10	60	0.000	10	60	0.000
13:00 - 14:00	10	60	0.000	10	60	0.000	10	60	0.000
14:00 - 15:00	10	60	0.002	10	60	0.002	10	60	0.004
15:00 - 16:00	10	60	0.002	10	60	0.000	10	60	0.002
16:00 - 17:00	10	60	0.002	10	60	0.005	10	60	0.007
17:00 - 18:00	10	60	0.002	10	60	0.002	10	60	0.004
18:00 - 19:00	10	60	0.000	10	60	0.000	10	60	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.019			0.018			0.037

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

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Parameter summary

Trip rate parameter range selected: 9 - 116 (units:)
 Survey date date range: 01/01/10 - 12/11/15
 Number of weekdays (Monday-Friday): 10
 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 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	10	60	0.000	10	60	0.000	10	60	0.000
08:00 - 09:00	10	60	0.002	10	60	0.002	10	60	0.004
09:00 - 10:00	10	60	0.002	10	60	0.002	10	60	0.004
10:00 - 11:00	10	60	0.003	10	60	0.000	10	60	0.003
11:00 - 12:00	10	60	0.005	10	60	0.003	10	60	0.008
12:00 - 13:00	10	60	0.000	10	60	0.002	10	60	0.002
13:00 - 14:00	10	60	0.002	10	60	0.002	10	60	0.004
14:00 - 15:00	10	60	0.002	10	60	0.003	10	60	0.005
15:00 - 16:00	10	60	0.002	10	60	0.003	10	60	0.005
16:00 - 17:00	10	60	0.000	10	60	0.000	10	60	0.000
17:00 - 18:00	10	60	0.002	10	60	0.002	10	60	0.004
18:00 - 19:00	10	60	0.000	10	60	0.000	10	60	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.019			0.039

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

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 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

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	10	60	0.000	10	60	0.000	10	60	0.000
08:00 - 09:00	10	60	0.000	10	60	0.000	10	60	0.000
09:00 - 10:00	10	60	0.000	10	60	0.000	10	60	0.000
10:00 - 11:00	10	60	0.000	10	60	0.000	10	60	0.000
11:00 - 12:00	10	60	0.000	10	60	0.000	10	60	0.000
12:00 - 13:00	10	60	0.000	10	60	0.000	10	60	0.000
13:00 - 14:00	10	60	0.000	10	60	0.000	10	60	0.000
14:00 - 15:00	10	60	0.000	10	60	0.000	10	60	0.000
15:00 - 16:00	10	60	0.000	10	60	0.000	10	60	0.000
16:00 - 17:00	10	60	0.000	10	60	0.000	10	60	0.000
17:00 - 18:00	10	60	0.000	10	60	0.000	10	60	0.000
18:00 - 19:00	10	60	0.000	10	60	0.000	10	60	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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Parameter summary

Trip rate parameter range selected: 9 - 116 (units:)
 Survey date date range: 01/01/10 - 12/11/15
 Number of weekdays (Monday-Friday): 10
 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
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	10	60	0.002	10	60	0.030	10	60	0.032
08:00 - 09:00	10	60	0.005	10	60	0.020	10	60	0.025
09:00 - 10:00	10	60	0.002	10	60	0.008	10	60	0.010
10:00 - 11:00	10	60	0.005	10	60	0.007	10	60	0.012
11:00 - 12:00	10	60	0.003	10	60	0.005	10	60	0.008
12:00 - 13:00	10	60	0.007	10	60	0.008	10	60	0.015
13:00 - 14:00	10	60	0.007	10	60	0.002	10	60	0.009
14:00 - 15:00	10	60	0.003	10	60	0.007	10	60	0.010
15:00 - 16:00	10	60	0.027	10	60	0.005	10	60	0.032
16:00 - 17:00	10	60	0.017	10	60	0.005	10	60	0.022
17:00 - 18:00	10	60	0.025	10	60	0.010	10	60	0.035
18:00 - 19:00	10	60	0.012	10	60	0.007	10	60	0.019
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.115			0.114			0.229

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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