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4th July 2014

National Park Headquarters
20 Carrochan Road
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Submitted by email to hello@ourlivepark.com

Dear Sir/Madam,

Loch Lomond and The Trossachs National Park Local Development Plan– Main Issues Report Land at Lagrannoch Drive, Callander

We write on behalf of our client Mr R MacKellar in relation to the current consultation for the Loch Lomond and The Trossachs Local Development Plan Main Issues Report. Our client owns the land north of Lagrannoch Drive and east of Balgibbon House, Callander. Our client wishes to object to the exclusion of this land as a residential development site in the Main Issues Report.

Main Issues Report - Site Assessment Report

Our client's land is currently outwith the settlement boundary for Callander in the adopted local plan 2010 -15.

Our client promoted this land for residential use, comprising a total of 32 units at the Call for Proposed Sites consultation stage. At this stage two sites were promoted as potential development opportunities. The land to the east of Balgibbon House (Reference: MIR 31) was promoted for 28 housing units. The land directly to the East (Reference: MIR 32) was promoted for 4 residential units. These sites have not been identified as preferred sites in the Main Issues Report. For site MIR 31 the Officer's Recommendation is as follows:

"The site is constrained in regard to vehicle access as land outwith the boundary of the site would be required to enable an adoptable access road. If access from Balgibbon Drive would raise potential amenity issues, due to the additional traffic, for residents. This site is therefore not a preferred site."

The Officer's Recommendations for site MIR 32 outlined that:

"The site is constrained in regard to access as land outwith the boundary of the site would be required to enable an adoptable access road. This site is therefore not a preferred site."

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Our client has taken into account the Officer's comments and has appointed JMP Consultants Ltd to prepare a Transport Statement in relation to this proposed residential development. This Transport Statement has been submitted in support of this representation.

The Transport Statement concludes that a safe access can be created that will not impact on the residential amenity of the existing residents.

The land to the west of the sites at Balgibbon House is within our client's ownership and can be utilised to extend the existing access road at Balgibbon Drive. Please find enclosed a Location Plan showing the extent of the client's ownership. We request that the boundary for site MIR 31 is extended to the west to include the area of land proposed for access.

It has therefore been demonstrated that access to the site can be created. It is our client's intention that site MIR 31 will be delivered first to allow access to site MIR 32 to be created.

As we have addressed the National Park Authority's concerns in relation to site access and this was the only constraint identified for the site, we therefore request that this site is allocated for residential use in the emerging Proposed Plan.

Main Issues Report Consultation Questions

We have outlined below our client's response to the consultation questions of relevance.

Housing Q1: How much new housing is required? What option do you support? Why?

The current target within the adopted local plan is for 75 new houses to be built a year. The National Park Authority's preferred option is to continue with this target of 75 units to be built per year and we fully support this target. We do not support either of the alternative options seeing to reduce this target.

Maintaining this target supports housing growth in the area and can also ensure that housing demand can be addressed.

The allocation of sites MIR 31 and 32 will ensure that the National Park Authority has a flexible housing land supply to deliver these targets. These sites represent small/medium scale proposals that can be delivered during the plan period to assist in achieving this housing target.

Housing Q2: How can we best deliver housing in the National Park?

We support the preferred option to reduce affordable housing requirements from 50% to 25% in most settlements. This is in accordance with national requirements and this reduction will assist in encouraging and supporting housing development.

However, we consider that the threshold for affordable housing requirements of 4+ units is particularly low. The policy also states that for smaller residential proposals of up to three units they will be required to provide affordable or smaller sized houses or make a financial contribution.

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We consider these thresholds and requirements are overly prescriptive. This policy requirement does not allow flexibility for market demand of unit sizes in certain areas. It also does not provide any flexibility for small scale proposals, if the provision of purely affordable housing and a certain size of house type makes the development unviable.

Main Issues Report – Callander Settlement

Callander Q1: Do you agree with the preferred option or would you support the alternative? Why?

We fully support the recognition by the National Park Authority that there is a need to ensure there is a sufficient future supply of development land. As described in detail in our response to Callander Q2 below, we consider that additional land should be allocated within Callander to provide a range of sites of varying sizes to ensure there is a sufficient and effective land supply within the settlement.

Callander Q2: Are there other options you think should be supported? Why?

We consider that sites MIR 31 and MIR 32 should be included as residential development sites within the emerging Local Development Plan. As detailed above, this will provide flexibility in the housing land supply and will assist the National Park Authority in meeting their housing land targets.

The allocation of these sites would support the natural growth of the settlement to the north east and these sites form a natural extension to the existing residential properties at Balgibbon Drive. These sites provide small/medium residential development opportunities to create an effective land supply, should any of the larger land use allocations within this settlement not be delivered during the plan period.

It had been identified that these sites were not preferred due to perceived access issues. We have demonstrated as part of this representation that the site can be accessed via Balgibbon Drive through land within our client's ownership. No other constraints were identified for this site and this therefore represents an effective site that can be delivered during the plan period.

Callander Q3: Any additional comments or options?

As detailed above, we consider that sites H31 and H32 are effective housing sites. The Chief Planner issued a letter to all the Heads of Planning on the 29th October 2010 in relation to providing an effective supply of land for housing. This letter details that:

"Scottish Planning Policy (SPP) states that a supply of effective land for at least 5 years should be maintained at all times to ensure a continuing generous supply of land for housing. Planning authorities should monitor land supply through the annual housing land audit, prepared in conjunction with housing and infrastructure providers. Development plans should identify triggers for the release of future phases of effective sites where a 5 year effective supply is not being maintained."

The allocation of this site ensures that Loch Lomond and The Trossachs National Park has a range of housing sites within Callander of varying scale. The proposed development of a total of 32 units will ensure that there is an effective land supply available in this area.

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Planning Advice Note (PAN) 2/2010: Affordable Housing and Housing Land Supply outlines the criteria for assessing the effectiveness of a site. Paragraph 55 of PAN 2/2010 sets out the criteria as follows:

Ownership: *the site is in the ownership or control of a party which can be expected to develop it or to release it for development. Where a site is in the ownership of a local authority or other public body, it should be included only where it is part of a programme of land disposal;*

Physical: *the site, or relevant part of it, is free from constraints related to slope, aspect, flood risk, ground stability or vehicular access which would preclude its development. Where there is a solid commitment to removing the constraints in time to allow development in the period under consideration, or the market is strong enough to fund the remedial work required, the site should be included in the effective land supply;*

Contamination: *previous use has not resulted in contamination of the site or, if it has, commitments have been made which would allow it to be developed to provide marketable housing;*

Deficit Funding: *any public funding required to make residential development economically viable is committed by the public bodies concerned;*

Marketability: *the site, or a relevant part of it, can be developed in the period under consideration;*

Infrastructure: *the site is either free of infrastructure constraints, or any required infrastructure can be provided realistically by the developer or another party to allow development; and*

Land use: *housing is the sole preferred use of the land in planning terms, or if housing is one of a range of possible uses other factors such as ownership and marketability point to housing being a realistic option."*

Assessing each of the above criteria in turn, we consider that this site is an effective residential site and should be allocated in the emerging LDP.

Ownership – The site is owned by our client who intends to release the site for residential development. The land required for site access is also within our client's ownership.

Physical – The site is free from physical constraints that would prevent the site being developed for residential use. The only physical constraint identified by the National Park Authority was site access and we have demonstrated in this submission that access to the site can be created.

Contamination – The site is currently greenfield and free from any known contamination.

Deficit Funding – No public funding is required to deliver this site for housing.

Marketability – The site is capable of being delivered during the plan period. It is our client's intention to bring this land forward for development in the short – medium term.

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Infrastructure – The required infrastructure to service this site can be provided to allow the site to be developed.

Land Use – Residential use is the most appropriate use for this site. This use would complement the surrounding land uses.

We request that the National Park Authority allocates sites MIR 31 and 32 for residential use. The site forms a natural extension to the settlement to the north east of Callander. The only constraint identified for this site was site access and this has been addressed and demonstrated that access can be provided and that this will not impact on the residential amenity of the existing properties. This is an effective housing site that can be delivered during the plan period and will support the housing land supply requirements and growth of Callander.

Please find enclosed the completed Main Issues Report Response Form, Location Plan and Transport Statement.

We trust that the above comments will be taken into consideration in the preparation of the Local Development Plan and that the National Park Authority will allocate this site for residential use.

Should you have any queries or require any additional information, please do not hesitate to contact me at the telephone number below.

Yours faithfully,



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Loch Lomond & The Trossachs
National Park
Main Issues Report
Sites MIR 31 & MIR 32 Callander

Transport Statement



**Loch Lomond & The Trossochs National Park
Main Issues Report
Sites MIR 31 & MIR 32 Callander**

Transport Statement

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Report No. 02

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Approved by A DeVenny

Status Final

Issue No. 02

Date June 2014



**Loch Lomond & The Trossochs National Park
Main Issues Report
Sites MIR 31 & MIR 32 Callander**

Transport Statement

Contents Amendments Record

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Final	Client comments	02	C Rollo	30/06/2014

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APPENDIX B Preliminary Access Design

1 Introduction

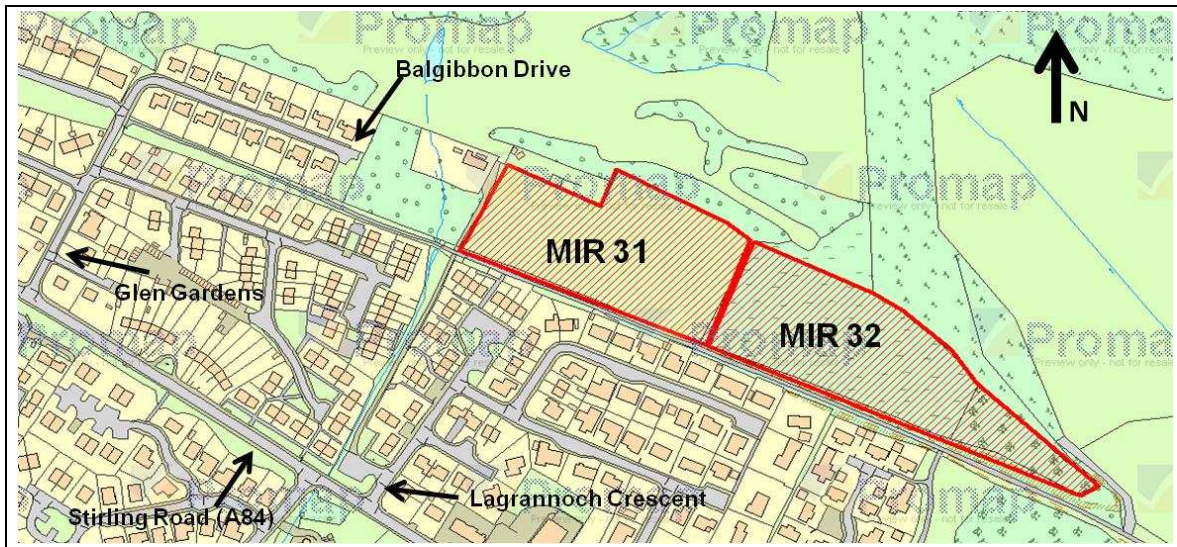
Background

- 1.1 JMP Consultants Ltd (JMP) has been commissioned by Graham + Sibbald on behalf of Mr Robert MacKellar to support the representation of two potential development sites in Callander for residential allocation in the Local Development Plan. Both sites were promoted for residential allocation during the Call for Sites & Issues process, however they were not identified as preferred sites in the Loch Lomond & Trossachs National Park Main Issues Report due to perceived vehicular access constraints/ land ownership boundaries.
- 1.2 The two potential development sites, MIR 31 & MIR 32 are located to the east of Callander town centre and are capable of accommodating 28 and 4 residential units respectively. Vehicular access to the sites is proposed from Balgibbon Drive. JMP are supporting the allocation of these sites through the provision of a Transport Statement (TS). The TS demonstrates that a suitable access solution can be provided to serve the development sites as well as considering the likely effect of the sites on the local environment. The TS also confirms that there are no land boundary issues which may preclude development at MIR 31 & MIR 32.
- 1.3 The Transport Statement (TS) has been undertaken in accordance with the consolidated Scottish Planning Policy (SPP) document, PAN 75 'Planning for Transport', Transport Scotland's 'Transport Assessment Guidance' (TAG) publication, and the Scottish Government's 'Designing Streets'. JMP completed a site visit in April 2014 to inform this TS.
- 1.4 Should sites MIR 31 & 32 be allocated for residential development and progress to a planning application, there will be an opportunity to update this TS to take cognisance of any changes to the baseline circumstances while including more detail in relation to site layouts in consultation with the National Park Authority, Stirling Council and Transport Scotland.

Site Locations & Land Ownership

- 1.5 Sites MIR 31 & MIR 32 are indicated in Figure 1.1. The development sites are currently 'greenfield' and utilised for agriculture. One private residence is located to the west of MIR 31 accessed via a track from Lagrannoch Crescent.

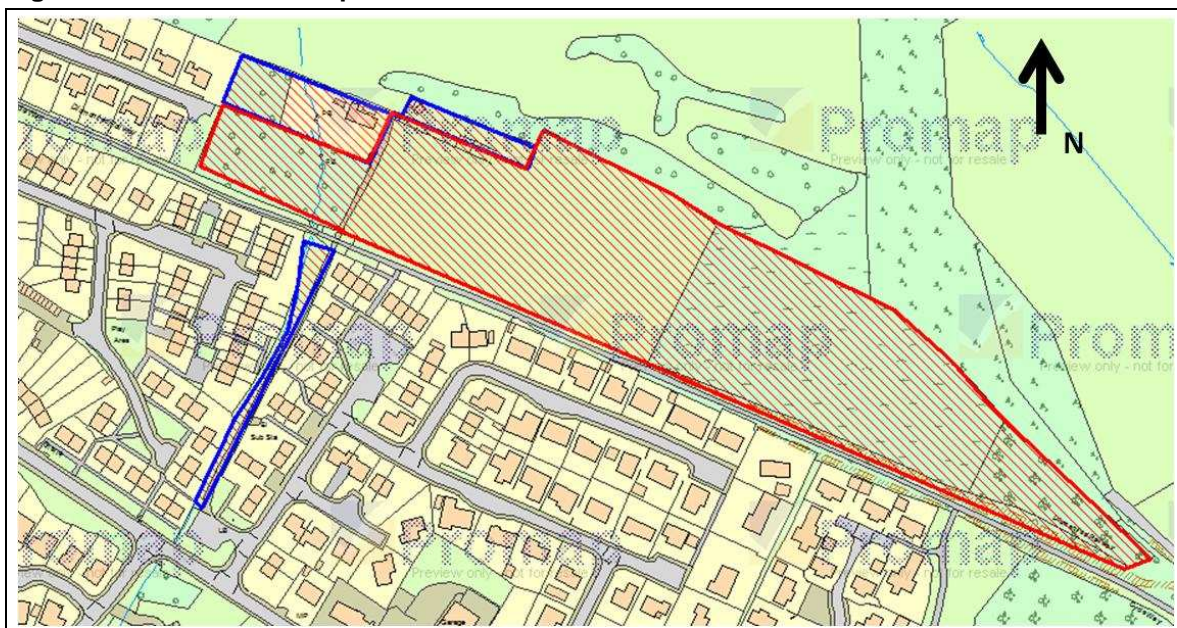
Figure 1.1 Development Site Locations



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1.6 Figure 1.2 illustrates land within Mr Robert MacKellar's ownership, demonstrating that there are no third party land issues associated with vehicular access to the potential development sites from Balgibbon Drive. It is concluded that the feasibility of the MIR 32 site will be dependent on the MIR 31 site in respect of vehicular access.

Figure 1.2 Land Ownership



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2 Existing Situation

The Sites

- 2.1 The potential development sites are located approximately 1.5km east of Callander town centre. The sites are bounded to the north by Callander Golf Course, to the east by a forested area, to the south by a former railway line which has been converted to a pedestrian/ cycle route and to the west by residential development on Balgibbon Drive. Figure 2.1 illustrates the context of the sites.

Figure 2.1 Local Context



Google

Pedestrian & Cycle Accessibility

- 2.2 There are good quality pedestrian facilities adjacent to the potential development sites on Balgibbon Drive, Glen Gardens and Stirling Road. Facilities include: footways, foot/ cyclepaths, street lighting, dropped kerbs and dedicated crossing facilities. Figures 2.2 – 2.4 illustrate the general pedestrian characteristics of the adjacent highway network.

Figure 2.2 Balgibbon Drive



Figure 2.3 Stirling Road (A84) Pedestrian Crossing



Figure 2.4 Pedestrian/ Cycle Route (disused railway line)



2.3 Callander has a number of facilities and amenities all within walking distance of MIR 31 and MIR 32. Table 2.1 illustrates approximate walking distances and times to key local facilities.

Table 2.1 Approximate Distances & Walking Times to Key Facilities

Facility/ Amenity	Approximate Distance	Approximate Walk Time
Stirling Road Bus Stops	500m	6 minutes
Callander Medical Centre	800m	10 minutes
Callander Town Centre- shops, banks, cafes, restaurants and hotels	1500m	19 minutes

Distances from approximate centre of the MIR 31 & 32 sites utilising existing transport network

2.4 Facilities illustrated in Table 2.1 are within the 1.6km maximum walking distance to local facilities stipulated by PAN 75.

Cycling Accessibility

2.5 The nearest dedicated cycle route is the disused railway line to the south. Cyclists may also utilise the local road network, principally Stirling Road (A84) which provides connectivity to National Cycle Route 7 (NCR7) to the west. NCR7 is a signed on and off road route connecting Balloch with Killin. NCR7 is an approximate 5 minute cycle from the potential development sites.

2.6 MIR 31 & MIR 32 are ideally situated to encourage short distance commuting trips to Callander town centre and Callander schools by bike. The location of the sites in proximity to dedicated cycle routes may also encourage recreational trips by bike.

Public Transport Accessibility

- 2.7 The nearest bus stops to the site are located along Stirling Road approximately 500m or a 6 minute walk to the south-west of the development sites. Table 2.2 summarises Stirling Road bus services. Shelters, seating and timetable information is provided for east and westbound travel.

Table 2.2 Stirling Road Bus Services

Service/ Operator	Route	Frequency	
		Monday-Saturday	Sunday
1 Addison of Callander	Stirling- Causewayhead- Bridge of Allan- Dunblane- Doune- Callander	2 services daily*	No service
59 First	Falkirk- Forth Valley Hospital- Fallin- Stirling- Deanston- Doune- Callander	60 minutes	5 services daily

**not Saturday. Service routes and frequencies based on site visit May 2014*

- 2.8 Table 2.2 illustrates that for bus travel to/ from employment and retail areas such as Stirling is good with an hourly service available.

Vehicle Accessibility

- 2.9 Access to the development sites is proposed from Balgibbon Drive. Balgibbon Drive is a two-way single carriageway road with an approximate width of 6m and is subject to a 30mph speed limit. Balgibbon Drive provides onward vehicular connectivity to the local and strategic road network. 16 properties are located along Balgibbon Drive, vehicle flows are therefore low. Sporadic on-street parking was observed along Balgibbon Drive during the site visit.
- 2.10 During the site visit no junction capacity issues were noted at Glen Gardens/ Stirling Road (A84).

3 Development Travel Characteristics

General

- 3.1 Combined the potential development sites can accommodate 32 units (28 at MIR 31 and 4 at MIR 32). Before determining the potential impacts of a new development it is first necessary to understand the travel characteristics associated with development. This Chapter considers the trip generation potential of the sites in terms of people trips and the resultant trips by travel mode.

Travel Characteristics

- 3.2 In order to inform people trip generation, the TRICS 2014 (c) database has been used for the following categories: 'Residential', 'Houses Privately Owned' and 'Multi-Modal Sites'. The trip generation potential is assessed for the anticipated peak hours- weekday AM (0800-0900) and PM (1700-1800) peak periods.
- 3.3 The estimated people trip generation rates (per residential unit) and resulting people trip generation levels for 32 private residential units are shown in Table 3.1 below.

Table 3.1 People Trip Rates & Generation

	Weekday AM Peak			Weekday PM Peak		
	Arrivals	Departures	Total	Arrivals	Departures	Total
People Trip Rate	0.228	0.810	1.038	0.621	0.371	0.992
People Trips	7	26	33	20	12	32

(trip rates are average and exclude sites in London and south east)

- 3.4 Table 3.1 confirms that the proposed development will generate 33 and 32 two-way people trips during the AM and PM Peaks respectively.
- 3.5 The potential travel characteristics for the proposed development have been derived by applying a mode share obtained from Scotland's Census 2011, 'Method of travel to work or study', which consists of all people aged 4 and over who study or those aged 16-74 in employment. Those who work or study from home have been discounted and percentages recalculated. The identified percentage mode share and resulting people trips are shown in Tables 3.2 and 3.3 respectively.

Table 3.2 Callander Mode Share (%)

Mode	% Share
On foot	30.6%
Bicycle	0.9%
Train	1.5%
Bus	2.9%
Car Driver	51.2%
Car Passenger	11.8%
Other	1.1%
Total	100%

Table 3.3 Development Person Trips

	Weekday AM Peak			Weekday PM Peak		
	Arrivals	Departures	Total	Arrivals	Departures	Total
On foot	2	8	10	6	4	10
Bicycle	0	0	0	0	0	0
Train	0	0	0	0	0	0
Bus	0	1	1	1	0	1
Car Driver	4	13	17	10	6	16
Car Passenger	1	3	4	2	1	4
Other	0	0	0	0	0	0
Total	7	26	33	20	12	31

(n.b rounding of values)

- 3.6 Table 3.3 indicates that development at MIR 31 and 32 could generate approximately 17 and 16 two-way vehicle trips during the weekday AM and PM peaks respectively.
- 3.7 A copy of the full TRICS output and Census data is provided in Appendix A.

Trip Distribution

- 3.8 Most trips generated in the peak hours will be for commuting purposes or for travel to school. It is reasonable to assume, that the majority of vehicle trips will travel eastbound along the A84 towards Stirling and other employment centres while the majority of trips on foot will travel westbound towards Callander town centre and local schools.

Traffic Impact Assessment

- 3.9 The effect of 17 and 16 two-way vehicle trips in the peak hours is not anticipated to have a detrimental impact on the operation of the local or strategic road network in the vicinity of the development sites. Should the development sites become allocated in the Local Plan and progress towards a planning application, there will then be an opportunity to consult with the National Park Authority, Stirling Council and Transport Scotland to confirm the scope of any further transport studies required.

4 Measures to Support the Proposed Development

Introduction

- 4.1 This Chapter considers the integration of the potential development sites with the surrounding transport network, and also identifies measures that are likely to be required to support the development. Scottish Government policies and guidelines seek to achieve a sustainable and integrated transport network, focussed on reducing the reliance on private cars and promoting greater use of public transport, walking and cycling.

Walking & Cycling

- 4.2 It is anticipated that the development sites will generate a number of additional pedestrian movements, which will have desire lines to the west and south. A footway will be provided connecting to existing Balgibbon Drive facilities. In addition links will be considered from the development sites to the existing footpath/ cyclepath to the south of the sites.

Public Transport

- 4.3 It is anticipated that a small proportion of the people trips associated with the development sites will use public transport. The nearest bus stops are located along Stirling Road (A84) within a 6 minute walk. Pedestrian connectivity as detailed in Paragraph 4.2 will support those wishing to use public transport and there may be an opportunity to reduce walking times through connectivity with the footpath/ cyclepath to the south of the site.

Vehicular Access

- 4.4 Access to the potential development sites will be taken from Balgibbon Drive as illustrated in Figure 4.1.

Figure 4.1 Location of Vehicular Access to MIR 31 & MIR 32



- 4.5 Appendix B illustrates a preliminary access design. This design illustrates that a suitable access solution can be achieved for MIR 31 and MIR 32. Should the potential development sites be taken forward then there will be an opportunity to revisit this design based on a topographical survey and consultation with relevant authorities. All land required to achieve access is under the control of Mr Robert MacKellar.

Internal Layout

- 4.6 The internal development layout will be designed taking cognisance of Stirling Council roads development guidelines and *'Designing Streets'*, the development will seek to:
- Promote a safe environment for pedestrians and cyclists;
 - Create an integrated permeable network of streets, footways, paths and spaces that are conveniently connected and offer choices of movement;
 - Provide pedestrian and cycle desire lines which link to the surrounding network;
 - Minimise walking distances to community infrastructure;
 - Minimise walking distances between homes and public transport facilities;
 - Reduce vehicle speeds through a combination of measures including reduced visibility, carriageway narrowing, building layout, landscaping and materials;
 - Provide a well connected street layout maximising where possible, the number of routes through the development; and
 - Providing car parking to appropriate standards and guidance.

5 Summary & Conclusions

- 5.1 JMP Consultants Ltd (JMP) has been commissioned by Graham + Sibbald on behalf of Mr Robert MacKellar to prepare a Transport Statement (TS) in support of the representation of two potential residential development sites (MIR 31 & MIR 32) at Balgibbon Drive, Callander.
- 5.2 Both sites were promoted for residential allocation however they were not identified as preferred sites in the Loch Lomond & Trossachs National Park Main Issues Report due to perceived vehicular access constraints/ land ownership boundaries.
- 5.3 The development sites are located 1.5km west of Callander town centre and combined could accommodate up to 32 residential units.
- 5.4 The development sites are forecast to generate 33 and 32 two-way people trips during the weekday AM and PM peaks periods, respectively. Of these, 17 and 16 movements will be two-way vehicle trips during the weekday peak periods respectively.
- 5.5 Should the development sites progress through the planning process there will be an opportunity to update this TS in consultation with the relevant authorities.

Walking & Cycling

- 5.6 The development sites are located within walking distance of a range of Callander facilities including bus stops, shops, banks and restaurants. The sites have the potential to support commuting and recreational cycling trips due to their proximity to dedicated off road local and national cycle routes. The internal layout of the site will be designed in accordance with the sustainable transport principles of *'Designing Streets'*, with a network of footways and footpaths provided, which could be used by both pedestrians and cyclists. These will link in with the external network of footways along Balgibbon Drive and the shared footway/ cycleway to the south of the development sites.

Public Transport

- 5.7 Infrastructure to support walking and cycling will ensure appropriate connectivity to bus stops along Stirling Road (A84) which are within a 6 minute walk or 500m of the development sites. New pedestrian links may provide an opportunity to reduce walking times to Stirling Road bus stops. An hourly service is available from Stirling Road serving a range of employment and retail areas such as Forth Valley Hospital and Stirling City. Stirling Road bus stop infrastructure is good with shelters, seating and timetable information available.

Vehicular Access

- 5.8 A preliminary access design has been prepared which demonstrates that a suitable access solution can be provided from Balgibbon Drive. Further consultation with the relevant authorities will inform a detailed design as appropriate. The land to the immediate west of the development sites is owned by Mr Robert MacKellar thus removing any potential third party land issues relating to access from Balgibbon Drive.

Overall Conclusion

- 5.9 JMP considers that residential development at MIR 31 & MIR 32, incorporating the measures identified in this report, can be integrated into the existing transportation network through the delivery of new and enhanced infrastructure. The impact of vehicle trips associated with the development sites is not anticipated to detrimentally affect the operation of local junctions. Given the proposed access arrangements, it is concluded that the feasibility of development at MIR 32 will be dependent on the successful delivery of MIR 31.

Appendix A

TRICS 2014 (c) and Census 2011 Data

Job No	Report No	Issue no	Report Name	Page
SCT3851	02	02	Loch Lomond & The Trossochs National Park Main Issues Report Sites MIR 31 & MIR 32 Callander	A1

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST	
	CW CORNWALL	2 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	2 days
	SF SUFFOLK	4 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LE LEICESTERSHIRE	1 days
	LN LINCOLNSHIRE	3 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	3 days
	WO WORCESTERSHIRE	4 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	4 days
08	NORTH WEST	
	CH CHESHIRE	3 days
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	2 days
	MS MERSEYSIDE	2 days
09	NORTH	
	CB CUMBRIA	2 days
	TV TEES VALLEY	1 days
	TW TYNE & WEAR	1 days
10	WALES	
	CF CARDIFF	2 days
	CP CAERPHILLY	1 days
11	SCOTLAND	
	AD ABERDEEN CITY	1 days
	AG ANGUS	1 days
	EA EAST AYRSHIRE	1 days
	FA FALKIRK	2 days
	FI FIFE	2 days
	HI HIGHLAND	3 days
	PK PERTH & KINROSS	1 days
	SR STIRLING	1 days
12	CONNAUGHT	
	CS SLIGO	2 days
	GA GALWAY	4 days
	MA MAYO	1 days
	RO ROSCOMMON	2 days
13	MUNSTER	
	CR CORK	1 days
	WA WATERFORD	2 days
14	LEINSTER	
	KD KILDARE	1 days
	KK KILKENNY	2 days
15	GREATER DUBLIN	
	DL DUBLIN	6 days
16	ULSTER (REPUBLIC OF IRELAND)	
	CV CAVAN	1 days
	DN DONEGAL	1 days
17	ULSTER (NORTHERN IRELAND)	
	AN ANTRIM	2 days
	AR ARMAGH	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: 6 to 437 (units:)
 Range Selected by User: 4 to 437 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 07/10/13

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	19 days
Tuesday	22 days
Wednesday	10 days
Thursday	19 days
Friday	14 days

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

Selected survey types:

Manual count	84 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	6
Suburban Area (PPS6 Out of Centre)	45
Edge of Town	29
Neighbourhood Centre (PPS6 Local Centre)	4

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	66
Built-Up Zone	1
Out of Town	1
No Sub Category	16

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	83 days
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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®.

Filtering Stage 3 selection (Cont.):

Population within 1 mile:

1,001 to 5,000	15 days
5,001 to 10,000	12 days
10,001 to 15,000	17 days
15,001 to 20,000	21 days
20,001 to 25,000	8 days
25,001 to 50,000	11 days

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

Population within 5 miles:

5,000 or Less	3 days
5,001 to 25,000	10 days
25,001 to 50,000	10 days
50,001 to 75,000	10 days
75,001 to 100,000	15 days
100,001 to 125,000	9 days
125,001 to 250,000	11 days
250,001 to 500,000	11 days
500,001 or More	5 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	29 days
1.1 to 1.5	51 days
1.6 to 2.0	3 days

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

Travel Plan:

No	84 days
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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	AD-03-A-01 SEMI -DETACHED SPRINGFIELD ROAD		ABERDEEN CITY
	ABERDEEN Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 59 Survey date: FRIDAY 18/05/12		Survey Type: MANUAL
2	AG-03-A-01 BUNGALOWS/DET. KEPTIE ROAD		ANGUS
	ARBROATH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 7 Survey date: TUESDAY 22/05/12		Survey Type: MANUAL
3	AN-03-A-06 SEMI -DET. GLENMOUNT ROAD		ANTRIM
	NEWTOWNABBEY Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 132 Survey date: THURSDAY 10/06/10		Survey Type: MANUAL
4	AN-03-A-07 THE CEDARS CASTLE WAY		ANTRIM
	ANTRIM Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 55 Survey date: TUESDAY 20/12/11		Survey Type: MANUAL
5	AR-03-A-01 MIXED HOUSES BIRCHDALE MANOR		ARMAGH
	LURGAN Edge of Town Residential Zone Total Number of dwellings: 153 Survey date: TUESDAY 15/06/10		Survey Type: MANUAL
6	CA-03-A-04 DETACHED THORPE PARK ROAD PETERBOROUGH		CAMBRIDGESHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 9 Survey date: TUESDAY 18/10/11		Survey Type: MANUAL
7	CB-03-A-03 SEMI DETACHED HAWKSHEAD AVENUE		CUMBRIA
	WORKINGTON Edge of Town Residential Zone Total Number of dwellings: 40 Survey date: THURSDAY 20/11/08		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	CB-03-A-04	SEMI DETACHED		CUMBRIA
	MOORCLOSE ROAD			
	SALTERBACK			
	WORKINGTON			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:		82	
	Survey date: FRIDAY		24/04/09	Survey Type: MANUAL
9	CF-03-A-02	MIXED HOUSES		CARDIFF
	DROPE ROAD			
	CARDIFF			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		196	
	Survey date: FRIDAY		05/10/07	Survey Type: MANUAL
10	CF-03-A-03	DETACHED		CARDIFF
	LLANTRISANT ROAD			
	CARDIFF			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		29	
	Survey date: MONDAY		08/10/07	Survey Type: MANUAL
11	CH-03-A-05	DETACHED		CHESHIRE
	SYDNEY ROAD			
	SYDNEY			
	CREWE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		17	
	Survey date: TUESDAY		14/10/08	Survey Type: MANUAL
12	CH-03-A-06	SEMI-DET./BUNGALOWS		CHESHIRE
	CREWE ROAD			
	CREWE			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:		129	
	Survey date: TUESDAY		14/10/08	Survey Type: MANUAL
13	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
14	CP-03-A-02	SEMI DETACHED		CAERPHILLY
	THE RISE			
	PENGAM			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:		41	
	Survey date: MONDAY		05/09/05	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15	CR-03-A-01	BUNGALOWS		CORK
	CURRAGH ROAD			
	TURNER'S CROSS			
	CORK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		48	
	Survey date:	THURSDAY	08/12/05	Survey Type: MANUAL
16	CS-03-A-01	TERRACED		SLIGO
	CIRCULAR ROAD			
	SLIGO			
	Edge of Town Centre			
	No Sub Category			
	Total Number of dwellings:		46	
	Survey date:	THURSDAY	14/06/07	Survey Type: MANUAL
17	CS-03-A-02	DETACHED		SLIGO
	CHURCH HILL			
	SLIGO			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:		35	
	Survey date:	THURSDAY	14/06/07	Survey Type: MANUAL
18	CV-03-A-01	DETACHED		CAVAN
	DUBLIN ROAD			
	CAVAN			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:		37	
	Survey date:	TUESDAY	18/12/12	Survey Type: MANUAL
19	CW-03-A-01	TERRACED		CORNWALL
	ALVERTON ROAD			
	PENZANCE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		13	
	Survey date:	THURSDAY	30/06/05	Survey Type: MANUAL
20	CW-03-A-02	SEMI D./DETACHED		CORNWALL
	BOSVEAN GARDENS			
	TRURO			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		73	
	Survey date:	TUESDAY	18/09/07	Survey Type: MANUAL
21	DL-03-A-02	SEMI DETACHED		DUBLIN
	COLLINS AVENUE			
	DUBLIN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		437	
	Survey date:	MONDAY	25/06/07	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

22	DL-03-A-03	TERRACED/SEMI -DET.	DUBLIN
	RAHENY ROAD		
	RAHENY		
	DUBLIN		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Number of dwellings:	206	
	Survey date: TUESDAY	20/04/10	Survey Type: MANUAL
23	DL-03-A-06	DETACHED	DUBLIN
	UPPER KILMACUD ROAD		
	DUNDRUM		
	DUBLIN		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	147	
	Survey date: FRIDAY	30/04/10	Survey Type: MANUAL
24	DL-03-A-07	SEMI DET./TERRACED	DUBLIN
	CASTLE DAWSON		
	BLACKROCK		
	DUBLIN		
	Edge of Town Centre		
	Residential Zone		
	Total Number of dwellings:	56	
	Survey date: MONDAY	26/09/11	Survey Type: MANUAL
25	DL-03-A-08	VARIOUS HOUSES	DUBLIN
	CASTLE PARK ROAD		
	DALKEY		
	DUBLIN		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	36	
	Survey date: MONDAY	26/09/11	Survey Type: MANUAL
26	DL-03-A-09	TERRACED	DUBLIN
	RATHFARNHAM ROAD		
	RATHFARNHAM		
	DUBLIN		
	Neighbourhood Centre (PPS6 Local Centre)		
	No Sub Category		
	Total Number of dwellings:	8	
	Survey date: FRIDAY	07/09/12	Survey Type: MANUAL
27	DN-03-A-02	DETACHED	DONEGAL
	GLENFIN ROAD		
	BALLYBOFEY		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	7	
	Survey date: THURSDAY	05/09/13	Survey Type: MANUAL
28	DS-03-A-01	SEMI D./TERRACED	DERBYSHIRE
	THE AVENUE		
	HOLMESDALE		
	DRONFIELD		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Number of dwellings:	20	
	Survey date: THURSDAY	22/06/06	Survey Type: MANUAL
29	EA-03-A-01	DETACHED	EAST AYRSHIRE
	TALISKER AVENUE		
	KILMARNOCK		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	39	
	Survey date: THURSDAY	05/06/08	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

30	FA-03-A-01 MANDELA AVENUE	SEMI -DETACHED/TERRACED		FALKIRK
	FALKIRK Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Number of dwellings:		37	
	Survey date: THURSDAY		30/05/13	Survey Type: MANUAL
31	FA-03-A-02 ROSEBANK AVENUE & SPRINGFIELD DRIVE	MIXED HOUSES		FALKIRK
	FALKIRK Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Number of dwellings:		161	
	Survey date: WEDNESDAY		29/05/13	Survey Type: MANUAL
32	FI-03-A-02 WAROUT ROAD	SEMI DETACHED		FIFE
	GLENROTHES Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Number of dwellings:		58	
	Survey date: MONDAY		16/05/05	Survey Type: MANUAL
33	FI-03-A-03 WOODMILL ROAD	MIXED HOUSES		FIFE
	DUNFERMLINE Edge of Town Residential Zone			
	Total Number of dwellings:		155	
	Survey date: MONDAY		30/04/07	Survey Type: MANUAL
34	GA-03-A-01 HEADFORD ROAD KNOCKAYARRAGH GALWAY	SEMI DETACHED		GALWAY
	Edge of Town No Sub Category			
	Total Number of dwellings:		123	
	Survey date: WEDNESDAY		20/09/06	Survey Type: MANUAL
35	GA-03-A-02 BOHERMORE TOWNPARKS GALWAY	TERRACED		GALWAY
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Number of dwellings:		185	
	Survey date: TUESDAY		19/09/06	Survey Type: MANUAL
36	GA-03-A-03 MONEENEGEISHA ROAD WELLPARK GALWAY	SEMI DET./TERRACED		GALWAY
	Suburban Area (PPS6 Out of Centre) Built-Up Zone			
	Total Number of dwellings:		24	
	Survey date: WEDNESDAY		20/09/06	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

37	GA-03-A-04	SEMI DET. & BUNGALOWS		GALWAY
	R347 CAHEROYN ROAD			
	ATHENRY			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	21		
	Survey date: TUESDAY	09/10/12		Survey Type: MANUAL
38	GM-03-A-10	DETACHED/SEMI		GREATER MANCHESTER
	BUTT HILL DRIVE			
	PRESTWICH			
	MANCHESTER			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	29		
	Survey date: WEDNESDAY	12/10/11		Survey Type: MANUAL
39	HI-03-A-11	BUNGALOWS		HIGHLAND
	STEVENSON ROAD			
	INSHES			
	INVERNESS			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	85		
	Survey date: MONDAY	05/06/06		Survey Type: MANUAL
40	HI-03-A-13	HOUSING		HIGHLAND
	KINGSMILLS ROAD			
	INVERNESS			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	9		
	Survey date: THURSDAY	21/05/09		Survey Type: MANUAL
41	HI-03-A-14	SEMI-DETACHED		HIGHLAND
	CALEDONIAN ROAD			
	DALNEIGH			
	INVERNESS			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	73		
	Survey date: FRIDAY	13/05/11		Survey Type: MANUAL
42	KD-03-A-02	TERRACED/SEMI-D.		KILDARE
	CEDARWOOD PARK			
	MORRISTOWN ROAD			
	NEWBRIDGE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	71		
	Survey date: TUESDAY	12/05/09		Survey Type: MANUAL
43	KK-03-A-01	DETACHED		KILKENNY
	ASHLEIGH COURT			
	KILKENNY			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	10		
	Survey date: MONDAY	24/11/08		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

44	KK-03-A-03	MIXED HOUSING		KILKENNY
	FRESHFORD ROAD			
	FRIARSINCH			
	KILKENNY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		70	
	Survey date: WEDNESDAY		26/11/08	Survey Type: MANUAL
45	LC-03-A-22	BUNGALOWS		LANCASHIRE
	CLIFTON DRIVE NORTH			
	BLACKPOOL			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		98	
	Survey date: TUESDAY		18/10/05	Survey Type: MANUAL
46	LC-03-A-30	SEMI-DETACHED		LANCASHIRE
	WATSON ROAD			
	BLACKPOOL			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:		24	
	Survey date: FRIDAY		14/06/13	Survey Type: MANUAL
47	LE-03-A-01	DETACHED		LEICESTERSHIRE
	REDWOOD AVENUE			
	MELTON MOWBRAY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		11	
	Survey date: TUESDAY		03/05/05	Survey Type: MANUAL
48	LN-03-A-01	MIXED HOUSES		LINCOLNSHIRE
	BRANT ROAD			
	BRACEBRIDGE			
	LINCOLN			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		150	
	Survey date: TUESDAY		15/05/07	Survey Type: MANUAL
49	LN-03-A-02	MIXED HOUSES		LINCOLNSHIRE
	HYKEHAM ROAD			
	LINCOLN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		186	
	Survey date: MONDAY		14/05/07	Survey Type: MANUAL
50	LN-03-A-03	SEMI DETACHED		LINCOLNSHIRE
	ROOKERY LANE			
	BOULTHAM			
	LINCOLN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		22	
	Survey date: TUESDAY		18/09/12	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

51	MA-03-A-01	SEMI -DET. & TERRACED		MAYO
	N26 STATION ROAD			
	BALLINA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	74		
	Survey date: FRIDAY	15/07/11		Survey Type: MANUAL
52	MS-03-A-01	TERRACED		MERSEYSIDE
	PALACE FIELDS AVENUE			
	RUNCORN			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Number of dwellings:	372		
	Survey date: THURSDAY	06/10/05		Survey Type: MANUAL
53	MS-03-A-03	DETACHED		MERSEYSIDE
	BEMPTON ROAD			
	OTTERSPOOL			
	LIVERPOOL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	15		
	Survey date: FRIDAY	21/06/13		Survey Type: MANUAL
54	NF-03-A-01	SEMI DET. & BUNGALOWS		NORFOLK
	YARMOUTH ROAD			
	CAISTER-ON-SEA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	27		
	Survey date: TUESDAY	16/10/12		Survey Type: MANUAL
55	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
56	NT-03-A-03	SEMI DETACHED		NOTTINGHAMSHIRE
	B6018 SUTTON ROAD			
	KIRKBY-IN-ASHFIELD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	166		
	Survey date: WEDNESDAY	28/06/06		Survey Type: MANUAL
57	NY-03-A-01	MIXED HOUSES		NORTH YORKSHIRE
	GRAMMAR SCHOOL LANE			
	NORTHALLERTON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	52		
	Survey date: TUESDAY	25/09/07		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

58	NY-03-A-03	PRIVATE HOUSING NEW ROW		NORTH YORKSHIRE
		BOROUGHBRIDGE Edge of Town Centre Residential Zone Total Number of dwellings: 14 Survey date: MONDAY 15/09/08		Survey Type: MANUAL
59	NY-03-A-05	HOUSES AND FLATS BOROUGHBRIDGE ROAD		NORTH YORKSHIRE
		RIPON Edge of Town No Sub Category Total Number of dwellings: 71 Survey date: MONDAY 22/09/08		Survey Type: MANUAL
60	NY-03-A-06	BUNGALOWS & SEMI DET. HORSEFAIR		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
61	PK-03-A-01	DETAC. & BUNGALOWS TULLYLUMB TERRACE GORNHILL PERTH		PERTH & KINROSS
		Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 36 Survey date: WEDNESDAY 11/05/11		Survey Type: MANUAL
62	RO-03-A-01	MIXED HOUSES GALWAY ROAD		ROSCOMMON
		ROSCOMMON Edge of Town No Sub Category Total Number of dwellings: 80 Survey date: THURSDAY 07/05/09		Survey Type: MANUAL
63	RO-03-A-02	SEMI DET. & BUNGALOWS SLIGO ROAD		ROSCOMMON
		BALLAGHADERREEN Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 31 Survey date: THURSDAY 14/07/11		Survey Type: MANUAL
64	SF-03-A-01	SEMI DETACHED A1156 FELIXSTOWE ROAD RACECOURSE IPSWICH		SUFFOLK
		Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 77 Survey date: WEDNESDAY 23/05/07		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

65	SF-03-A-02	SEMI DET./TERRACED		SUFFOLK
	STOKE PARK DRIVE			
	MAIDENHALL			
	IPSWICH			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		230	
	Survey date:	THURSDAY	24/05/07	Survey Type: MANUAL
66	SF-03-A-03	MIXED HOUSES		SUFFOLK
	BARTON HILL			
	FORNHAM ST MARTIN			
	BURY ST EDMUNDS			
	Edge of Town			
	Out of Town			
	Total Number of dwellings:		101	
	Survey date:	MONDAY	15/05/06	Survey Type: MANUAL
67	SF-03-A-04	DETACHED & BUNGALOWS		SUFFOLK
	NORMANSTON DRIVE			
	LOWESTOFT			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		7	
	Survey date:	TUESDAY	23/10/12	Survey Type: MANUAL
68	SH-03-A-03	DETACHED		SHROPSHIRE
	SOMERBY DRIVE			
	BICTON HEATH			
	SHREWSBURY			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:		10	
	Survey date:	FRIDAY	26/06/09	Survey Type: MANUAL
69	SH-03-A-04	TERRACED		SHROPSHIRE
	ST MICHAEL'S STREET			
	SHREWSBURY			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:		108	
	Survey date:	THURSDAY	11/06/09	Survey Type: MANUAL
70	SR-03-A-01	DETACHED		STIRLING
	BENVIEW			
	STIRLING			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		115	
	Survey date:	MONDAY	23/04/07	Survey Type: MANUAL
71	ST-03-A-05	TERRACED & DETACHED		STAFFORDSHIRE
	WATERMEET GROVE			
	ETRURIA			
	STOKE-ON-TRENT			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		14	
	Survey date:	WEDNESDAY	26/11/08	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

72	TV-03-A-01	HOUSES & FLATS		TEES VALLEY
	POWLETT ROAD			
	HARTLEPOOL			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:		225	
	Survey date: THURSDAY		14/04/05	Survey Type: MANUAL
73	TW-03-A-02	SEMI -DETACHED		TYNE & WEAR
	WEST PARK ROAD			
	GATESHEAD			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		16	
	Survey date: MONDAY		07/10/13	Survey Type: MANUAL
74	WA-03-A-01	DET./SEMI -DET.		WATERFORD
	DUNMORE ROAD			
	WATERFORD			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		70	
	Survey date: TUESDAY		18/11/08	Survey Type: MANUAL
75	WA-03-A-02	DETACHED		WATERFORD
	MAYPARK LANE			
	WATERFORD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		290	
	Survey date: MONDAY		17/11/08	Survey Type: MANUAL
76	WK-03-A-01	TERRACED/SEMI /DET.		WARWICKSHIRE
	ARLINGTON AVENUE			
	LEAMINGTON SPA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		6	
	Survey date: FRIDAY		21/10/11	Survey Type: MANUAL
77	WL-03-A-01	SEMI D./TERRACED W.		WILTSHIRE
	MAPLE DRIVE	BASSETT		
	WOOTTON BASSETT			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		99	
	Survey date: MONDAY		02/10/06	Survey Type: MANUAL
78	WM-03-A-01	TERRACED		WEST MIDLANDS
	FOLESHILL ROAD			
	FOLESHILL			
	COVENTRY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		79	
	Survey date: FRIDAY		03/02/06	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

79	WM-03-A-02 HEATH STREET	DETACHED & SEMI DET.		WEST MIDLANDS
	STOURBRIDGE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 12 Survey date: WEDNESDAY 26/04/06			
80	WM-03-A-03 BASELEY WAY ROWLEYS GREEN COVENTRY	MIXED HOUSING		WEST MIDLANDS
	Edge of Town Residential Zone Total Number of dwellings: 84 Survey date: MONDAY 24/09/07			
81	WO-03-A-01 MARLBOROUGH AVENUE ASTON FIELDS BROMSGROVE	DETACHED		WORCESTERSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 10 Survey date: THURSDAY 23/06/05			
82	WO-03-A-02 MEADOWHILL ROAD	SEMI DETACHED		WORCESTERSHIRE
	REDDITCH Edge of Town No Sub Category Total Number of dwellings: 48 Survey date: TUESDAY 02/05/06			
83	WO-03-A-03 BLAKEBROOK BLAKEBROOK KIDDERMINSTER	DETACHED		WORCESTERSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 138 Survey date: FRIDAY 05/05/06			
84	WO-03-A-06 ST GODWALDS ROAD ASTON FIELDS BROMSGROVE	DET./TERRACED		WORCESTERSHIRE
	Edge of Town No Sub Category Total Number of dwellings: 232 Survey date: THURSDAY 30/06/05			

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	84	82	0.067	84	82	0.253	84	82	0.320
08:00 - 09:00	84	82	0.148	84	82	0.401	84	82	0.549
09:00 - 10:00	84	82	0.164	84	82	0.226	84	82	0.390
10:00 - 11:00	84	82	0.144	84	82	0.168	84	82	0.312
11:00 - 12:00	84	82	0.170	84	82	0.176	84	82	0.346
12:00 - 13:00	84	82	0.193	84	82	0.178	84	82	0.371
13:00 - 14:00	84	82	0.199	84	82	0.194	84	82	0.393
14:00 - 15:00	84	82	0.200	84	82	0.206	84	82	0.406
15:00 - 16:00	84	82	0.253	84	82	0.201	84	82	0.454
16:00 - 17:00	84	82	0.314	84	82	0.199	84	82	0.513
17:00 - 18:00	84	82	0.378	84	82	0.223	84	82	0.601
18:00 - 19:00	84	82	0.281	84	82	0.215	84	82	0.496
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.511			2.640			5.151

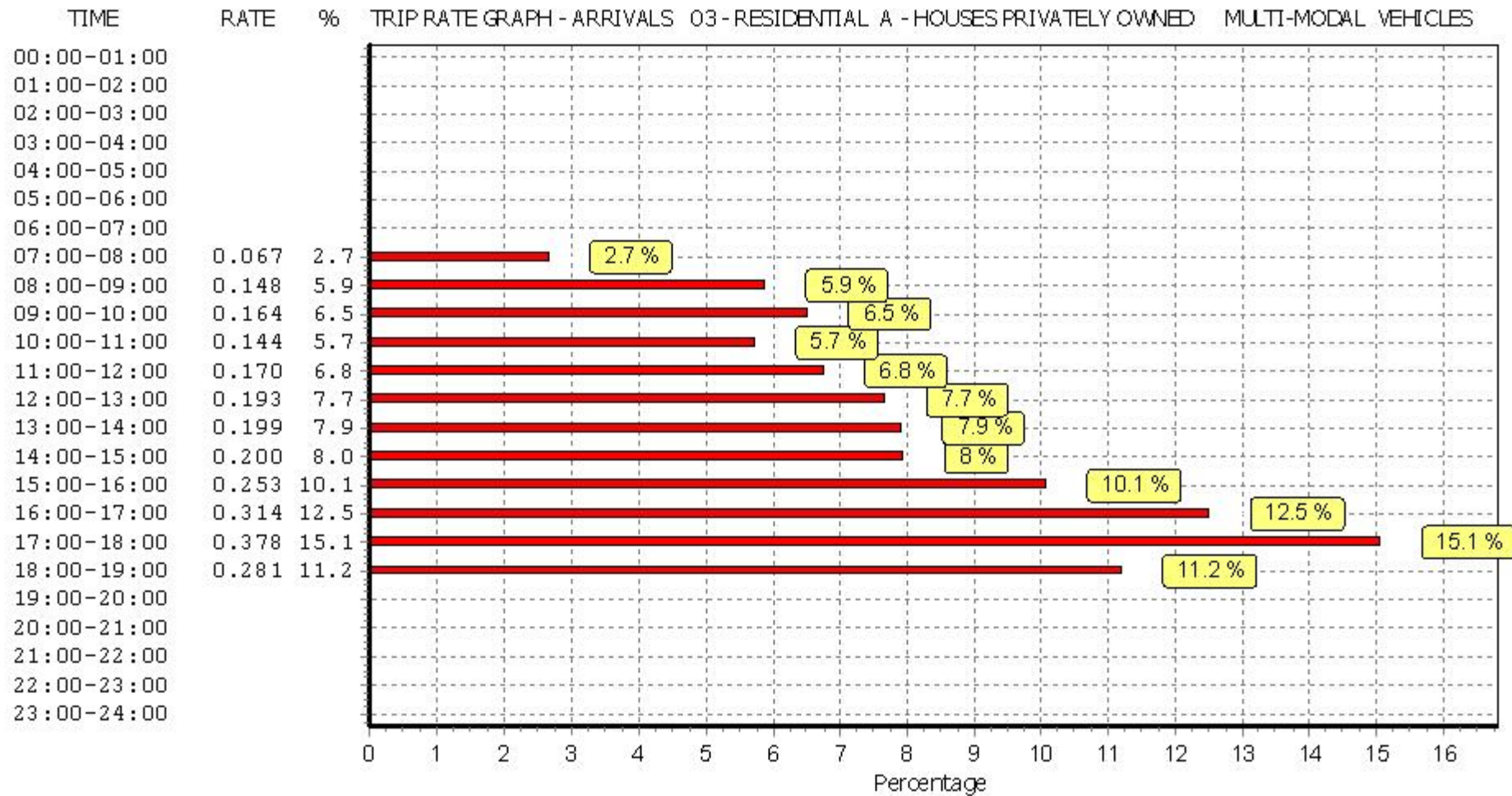
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

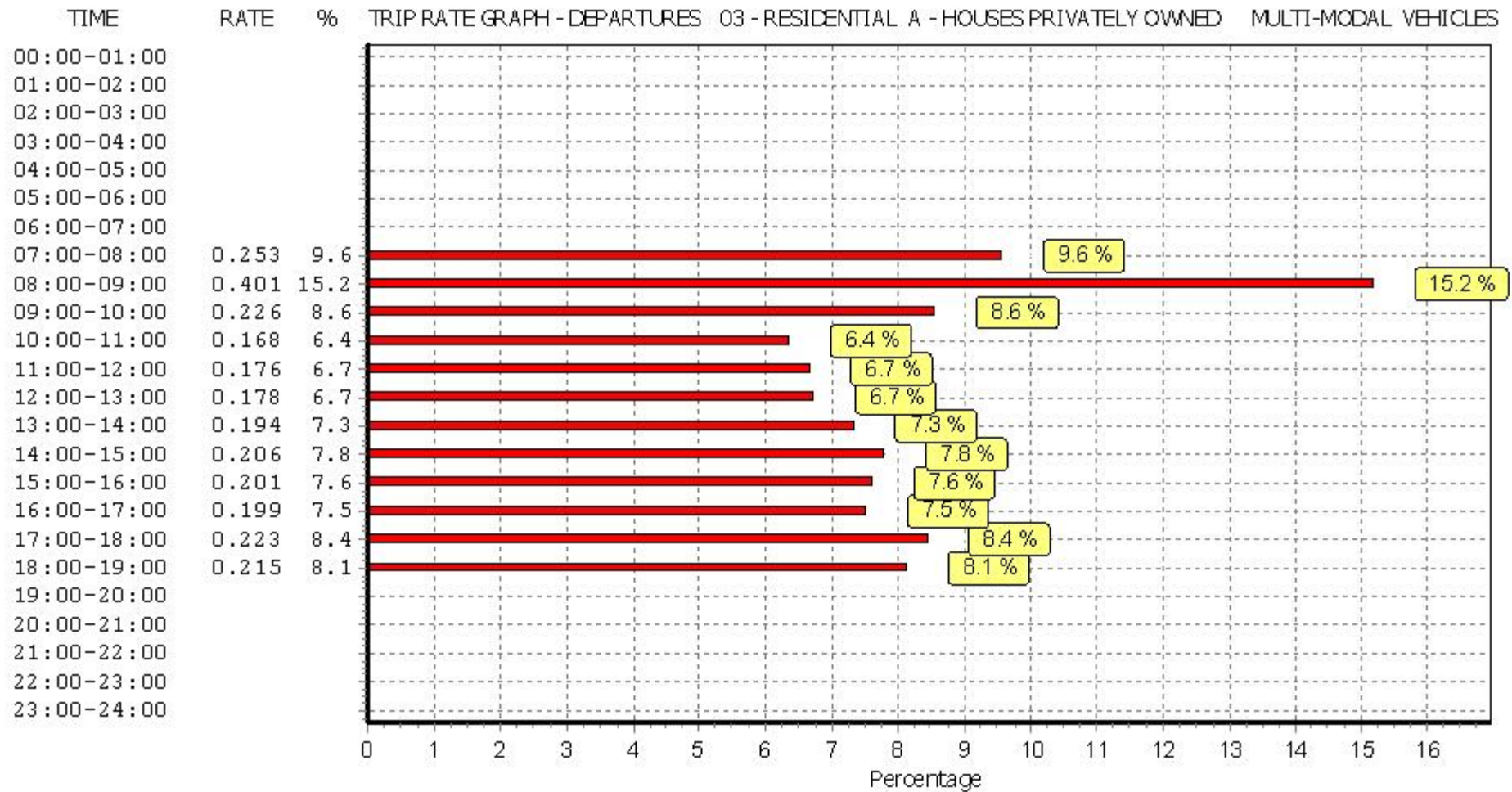
Parameter summary

Trip rate parameter range selected: 6 - 437 (units:)
 Survey date date range: 01/01/05 - 07/10/13
 Number of weekdays (Monday-Friday): 84
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 2

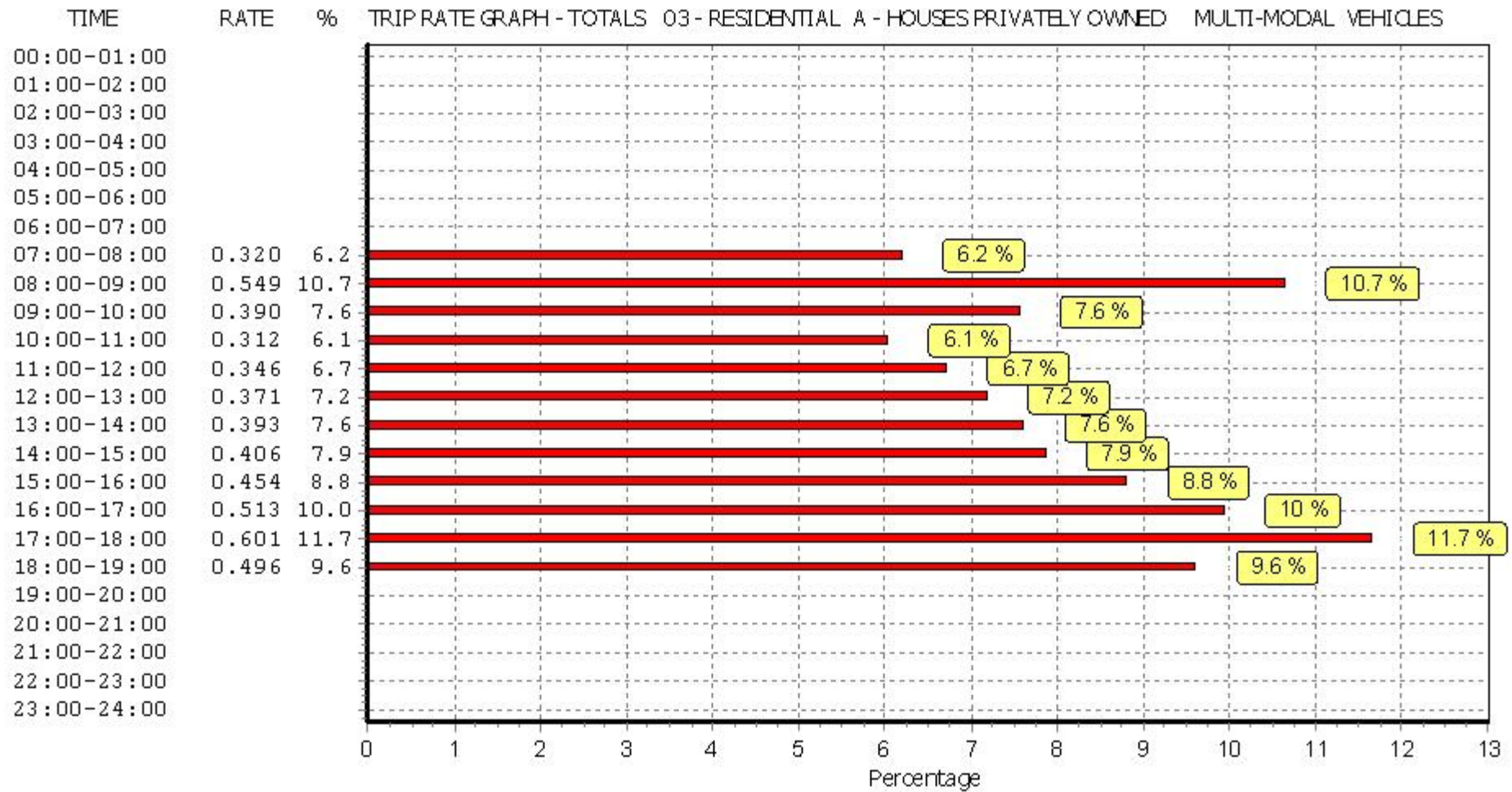
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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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	84	82	0.002	84	82	0.001	84	82	0.003
08:00 - 09:00	84	82	0.003	84	82	0.003	84	82	0.006
09:00 - 10:00	84	82	0.005	84	82	0.004	84	82	0.009
10:00 - 11:00	84	82	0.003	84	82	0.004	84	82	0.007
11:00 - 12:00	84	82	0.003	84	82	0.003	84	82	0.006
12:00 - 13:00	84	82	0.004	84	82	0.003	84	82	0.007
13:00 - 14:00	84	82	0.002	84	82	0.004	84	82	0.006
14:00 - 15:00	84	82	0.002	84	82	0.003	84	82	0.005
15:00 - 16:00	84	82	0.001	84	82	0.002	84	82	0.003
16:00 - 17:00	84	82	0.001	84	82	0.001	84	82	0.002
17:00 - 18:00	84	82	0.001	84	82	0.001	84	82	0.002
18:00 - 19:00	84	82	0.001	84	82	0.001	84	82	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.028			0.030			0.058

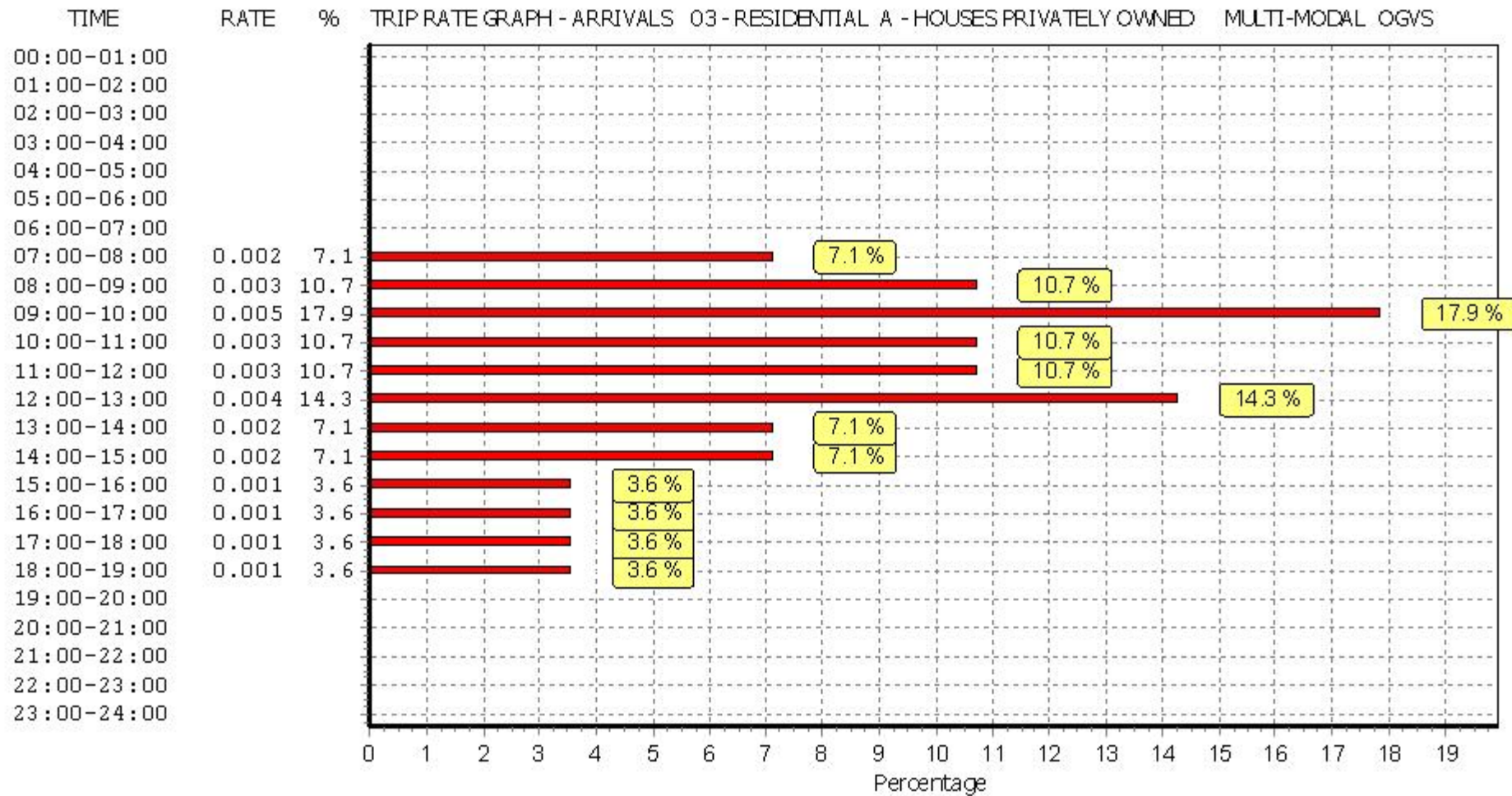
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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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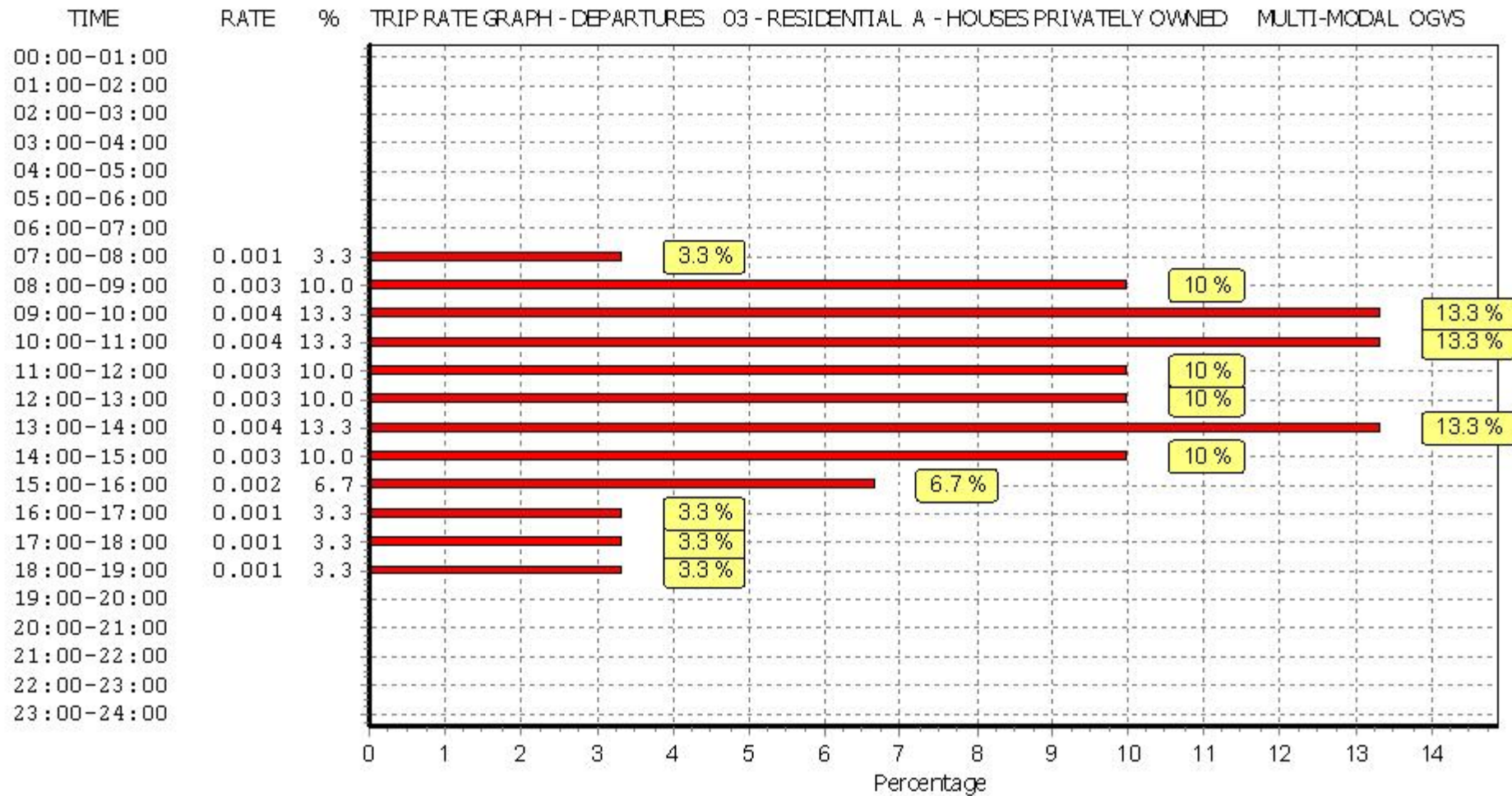
Parameter summary

Trip rate parameter range selected: 6 - 437 (units:)
 Survey date date range: 01/01/05 - 07/10/13
 Number of weekdays (Monday-Friday): 84
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 2

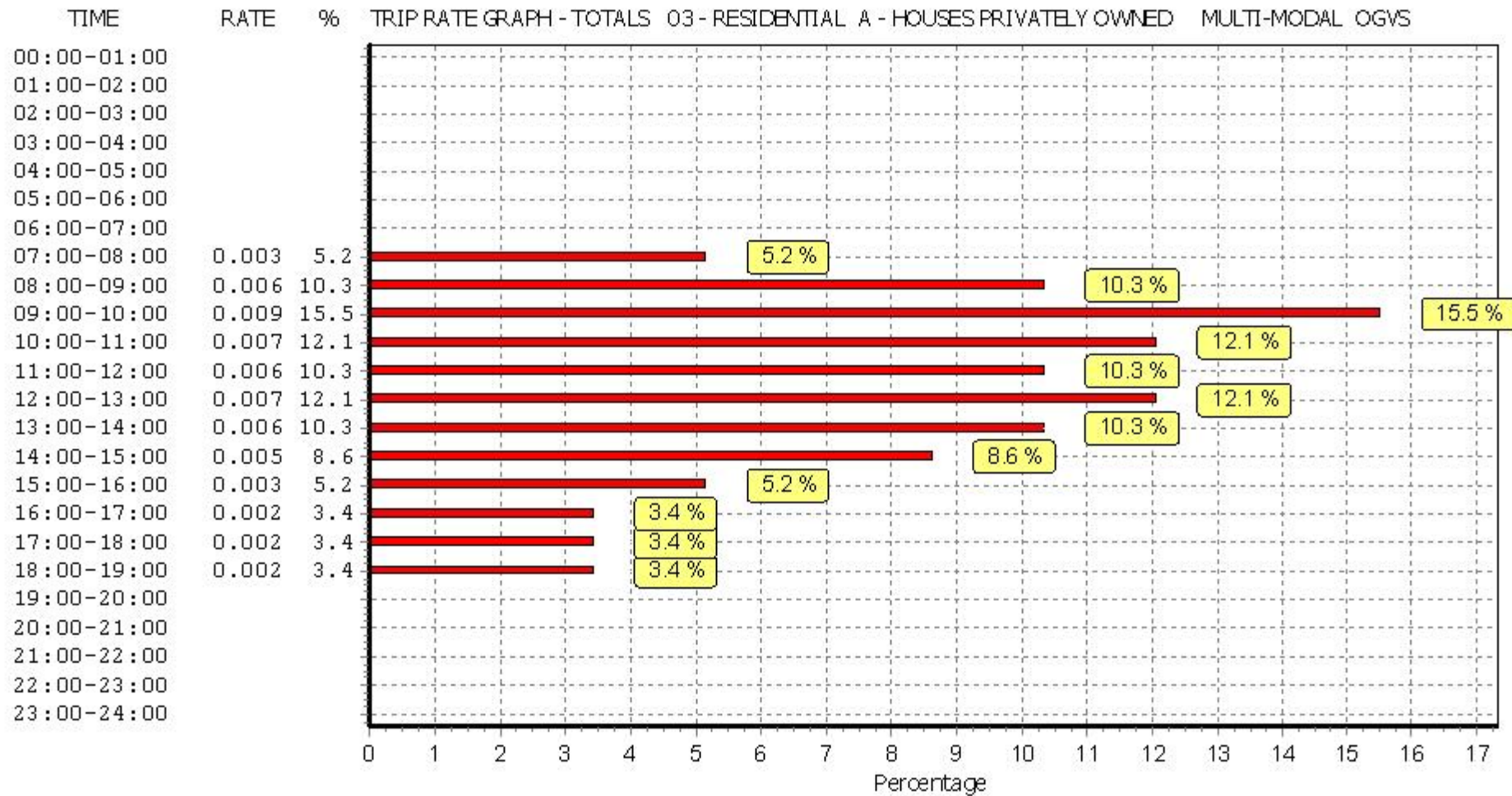
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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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	84	82	0.000	84	82	0.000	84	82	0.000
08:00 - 09:00	84	82	0.001	84	82	0.001	84	82	0.002
09:00 - 10:00	84	82	0.000	84	82	0.000	84	82	0.000
10:00 - 11:00	84	82	0.000	84	82	0.000	84	82	0.000
11:00 - 12:00	84	82	0.000	84	82	0.000	84	82	0.000
12:00 - 13:00	84	82	0.000	84	82	0.000	84	82	0.000
13:00 - 14:00	84	82	0.000	84	82	0.000	84	82	0.000
14:00 - 15:00	84	82	0.000	84	82	0.000	84	82	0.000
15:00 - 16:00	84	82	0.001	84	82	0.001	84	82	0.002
16:00 - 17:00	84	82	0.001	84	82	0.001	84	82	0.002
17:00 - 18:00	84	82	0.000	84	82	0.000	84	82	0.000
18:00 - 19:00	84	82	0.000	84	82	0.000	84	82	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.003			0.003			0.006

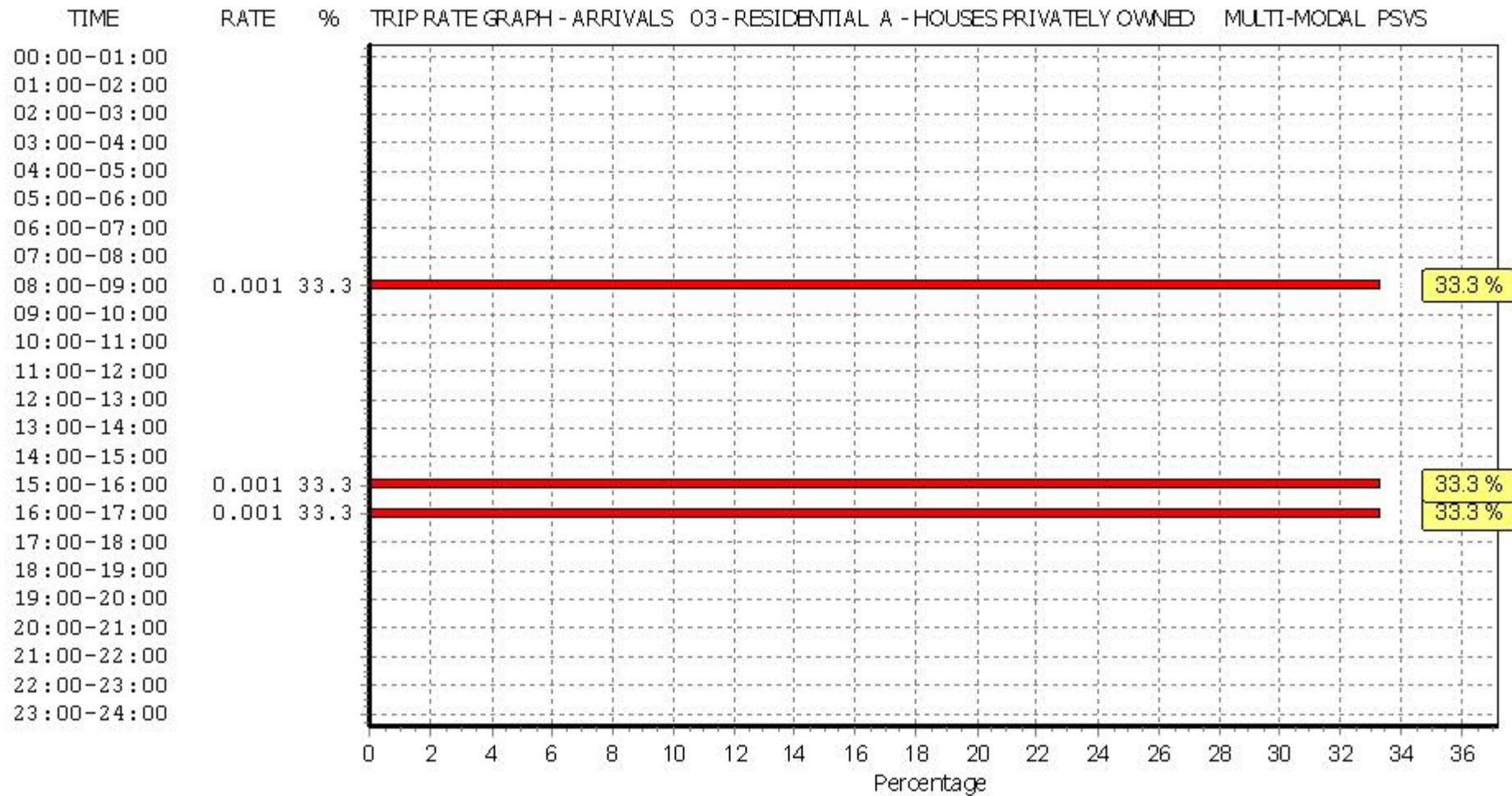
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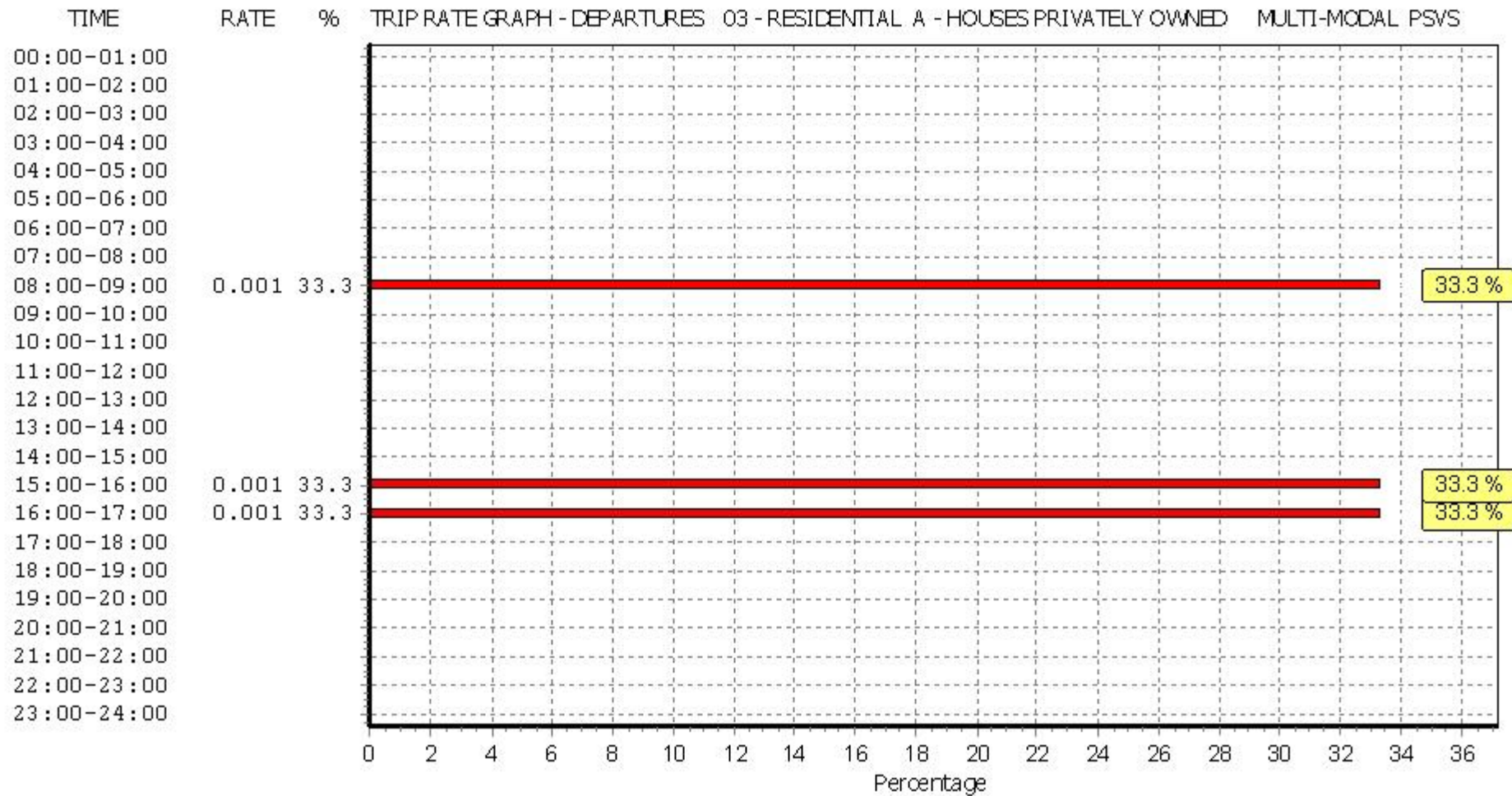
Parameter summary

Trip rate parameter range selected: 6 - 437 (units:)
 Survey date date range: 01/01/05 - 07/10/13
 Number of weekdays (Monday-Friday): 84
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 2

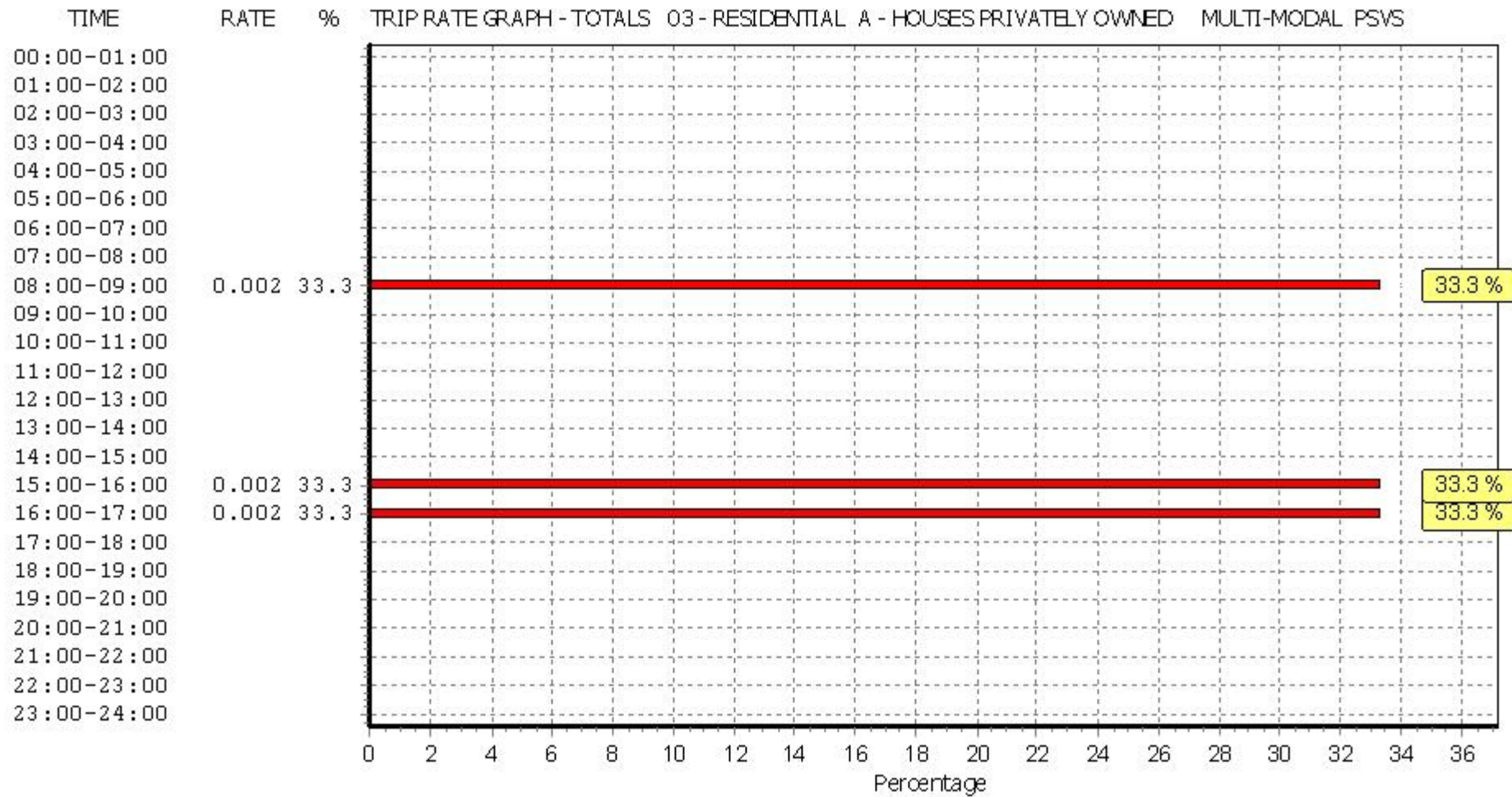
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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL CYCLISTS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

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	84	82	0.004	84	82	0.012	84	82	0.016
08:00 - 09:00	84	82	0.005	84	82	0.019	84	82	0.024
09:00 - 10:00	84	82	0.004	84	82	0.005	84	82	0.009
10:00 - 11:00	84	82	0.003	84	82	0.005	84	82	0.008
11:00 - 12:00	84	82	0.004	84	82	0.004	84	82	0.008
12:00 - 13:00	84	82	0.005	84	82	0.006	84	82	0.011
13:00 - 14:00	84	82	0.005	84	82	0.005	84	82	0.010
14:00 - 15:00	84	82	0.006	84	82	0.005	84	82	0.011
15:00 - 16:00	84	82	0.012	84	82	0.007	84	82	0.019
16:00 - 17:00	84	82	0.013	84	82	0.011	84	82	0.024
17:00 - 18:00	84	82	0.015	84	82	0.008	84	82	0.023
18:00 - 19:00	84	82	0.010	84	82	0.005	84	82	0.015
19:00 - 20:00	1	7	0.000	1	7	0.000	1	7	0.000
20:00 - 21:00	1	7	0.000	1	7	0.000	1	7	0.000
21:00 - 22:00	1	7	0.000	1	7	0.000	1	7	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.086			0.092			0.178

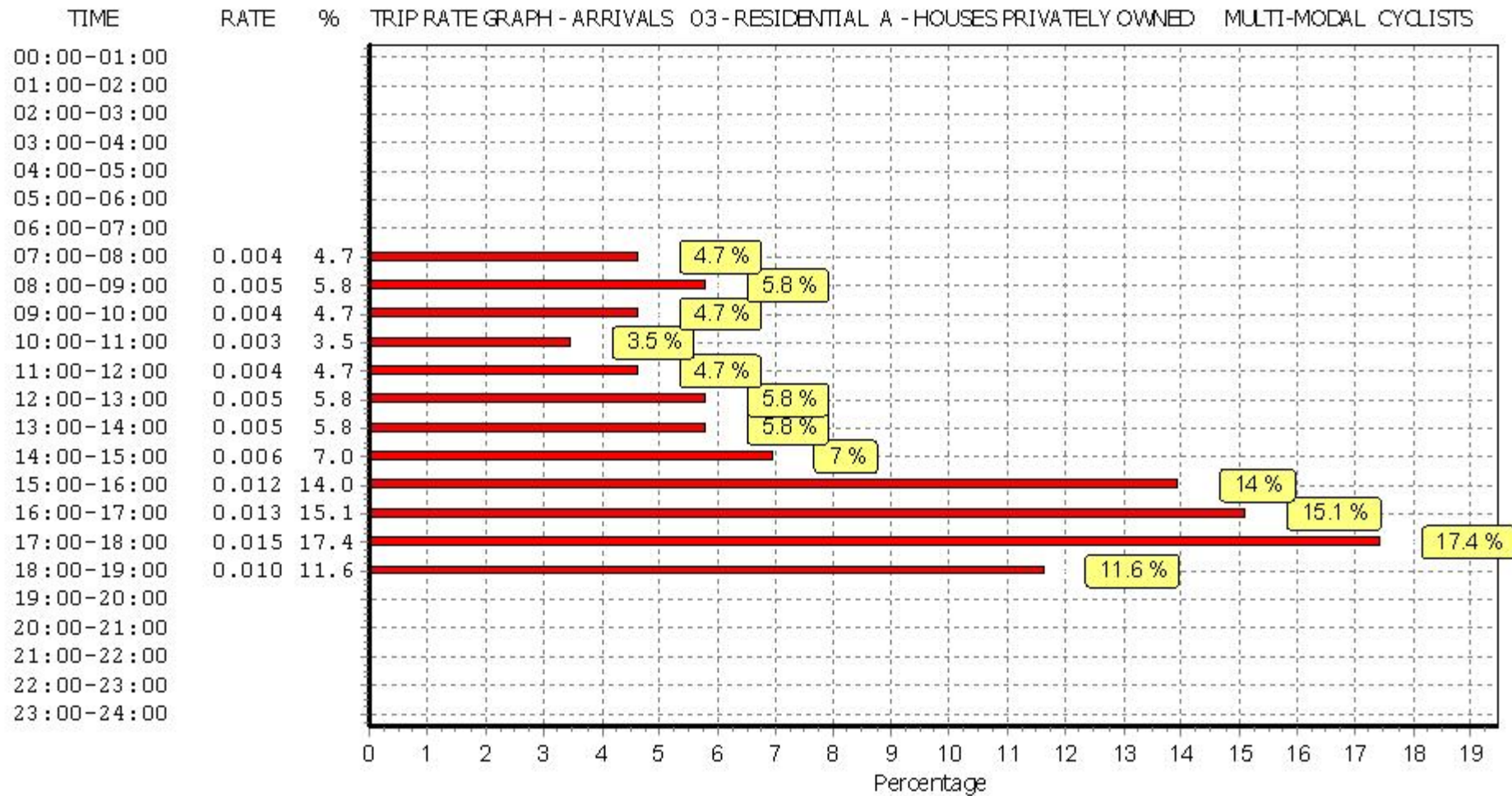
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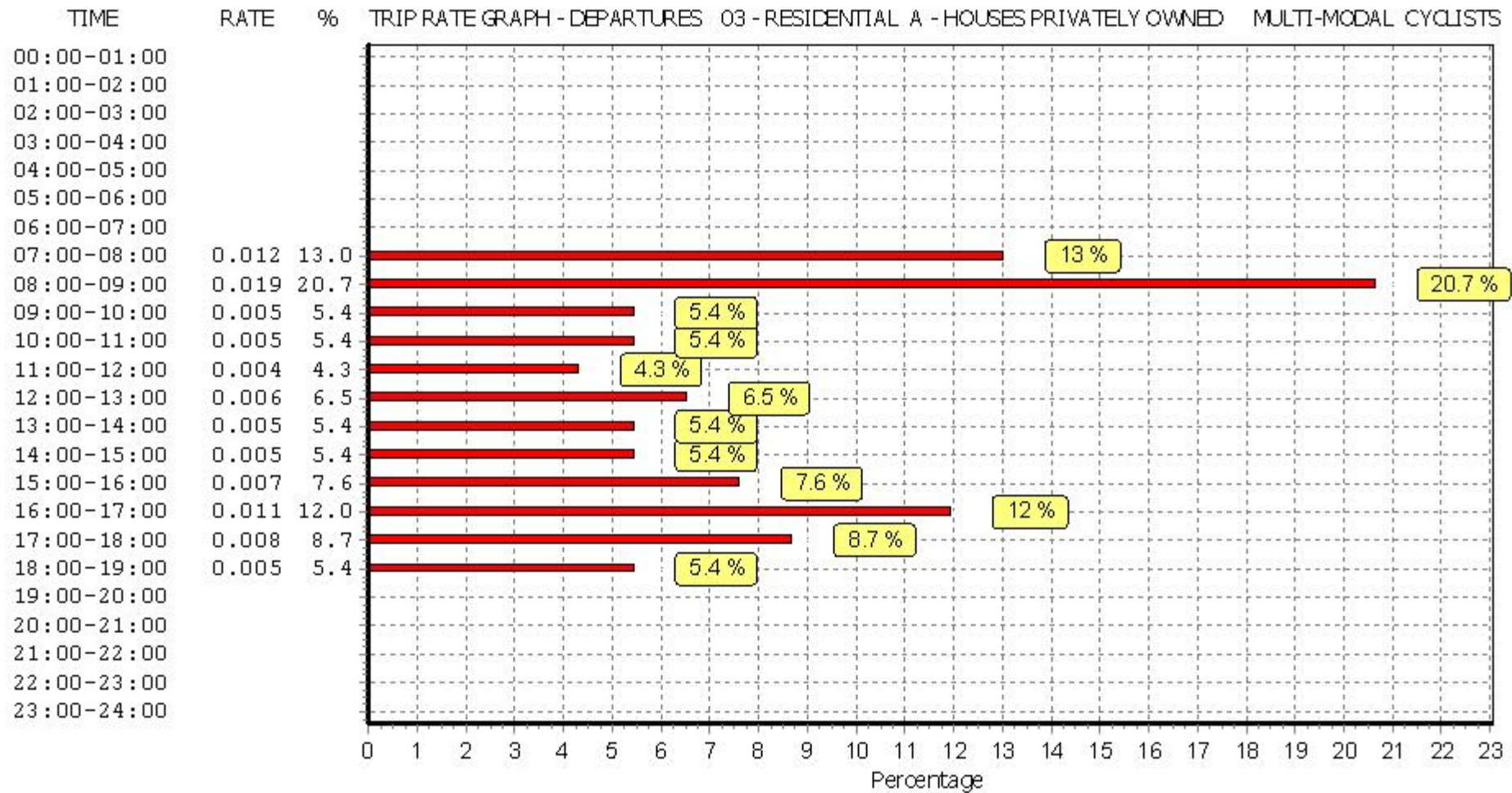
Parameter summary

Trip rate parameter range selected: 6 - 437 (units:)
 Survey date date range: 01/01/05 - 07/10/13
 Number of weekdays (Monday-Friday): 84
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 2

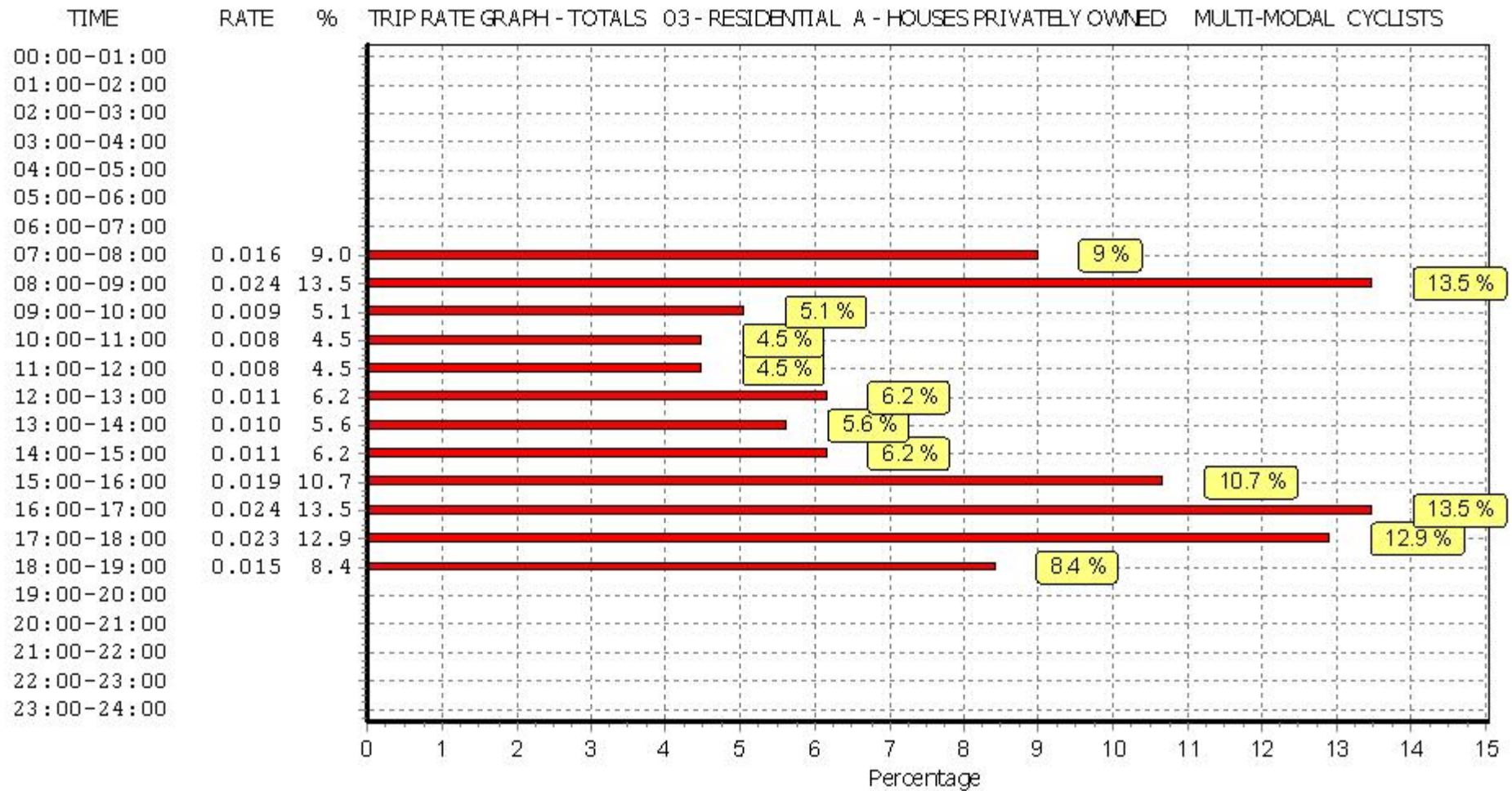
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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

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	84	82	0.074	84	82	0.299	84	82	0.373
08:00 - 09:00	84	82	0.180	84	82	0.588	84	82	0.768
09:00 - 10:00	84	82	0.192	84	82	0.280	84	82	0.472
10:00 - 11:00	84	82	0.174	84	82	0.213	84	82	0.387
11:00 - 12:00	84	82	0.208	84	82	0.223	84	82	0.431
12:00 - 13:00	84	82	0.240	84	82	0.232	84	82	0.472
13:00 - 14:00	84	82	0.247	84	82	0.248	84	82	0.495
14:00 - 15:00	84	82	0.265	84	82	0.262	84	82	0.527
15:00 - 16:00	84	82	0.389	84	82	0.268	84	82	0.657
16:00 - 17:00	84	82	0.432	84	82	0.289	84	82	0.721
17:00 - 18:00	84	82	0.497	84	82	0.300	84	82	0.797
18:00 - 19:00	84	82	0.372	84	82	0.299	84	82	0.671
19:00 - 20:00	1	8	0.000	1	8	0.375	1	8	0.375
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.270			3.876			7.146

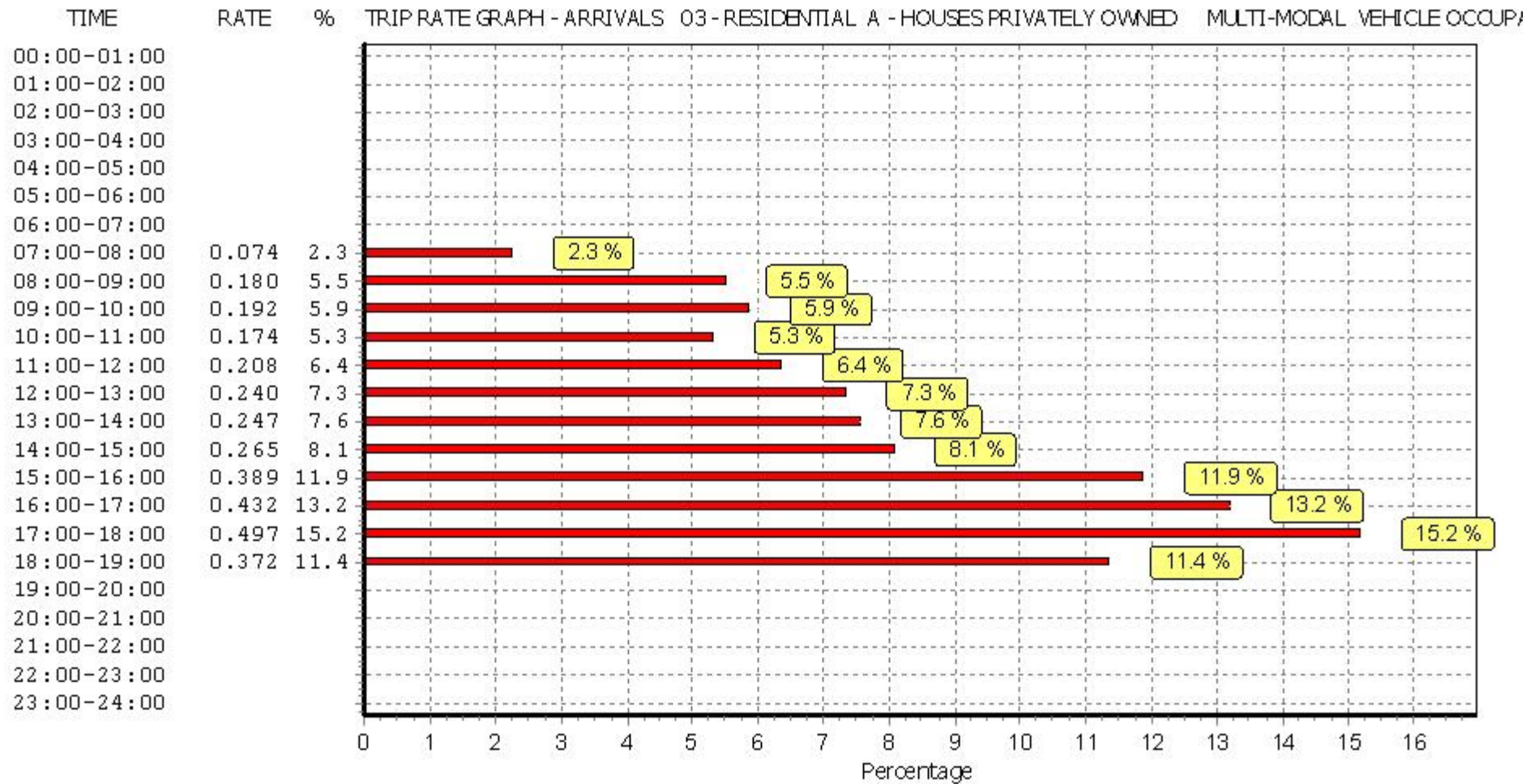
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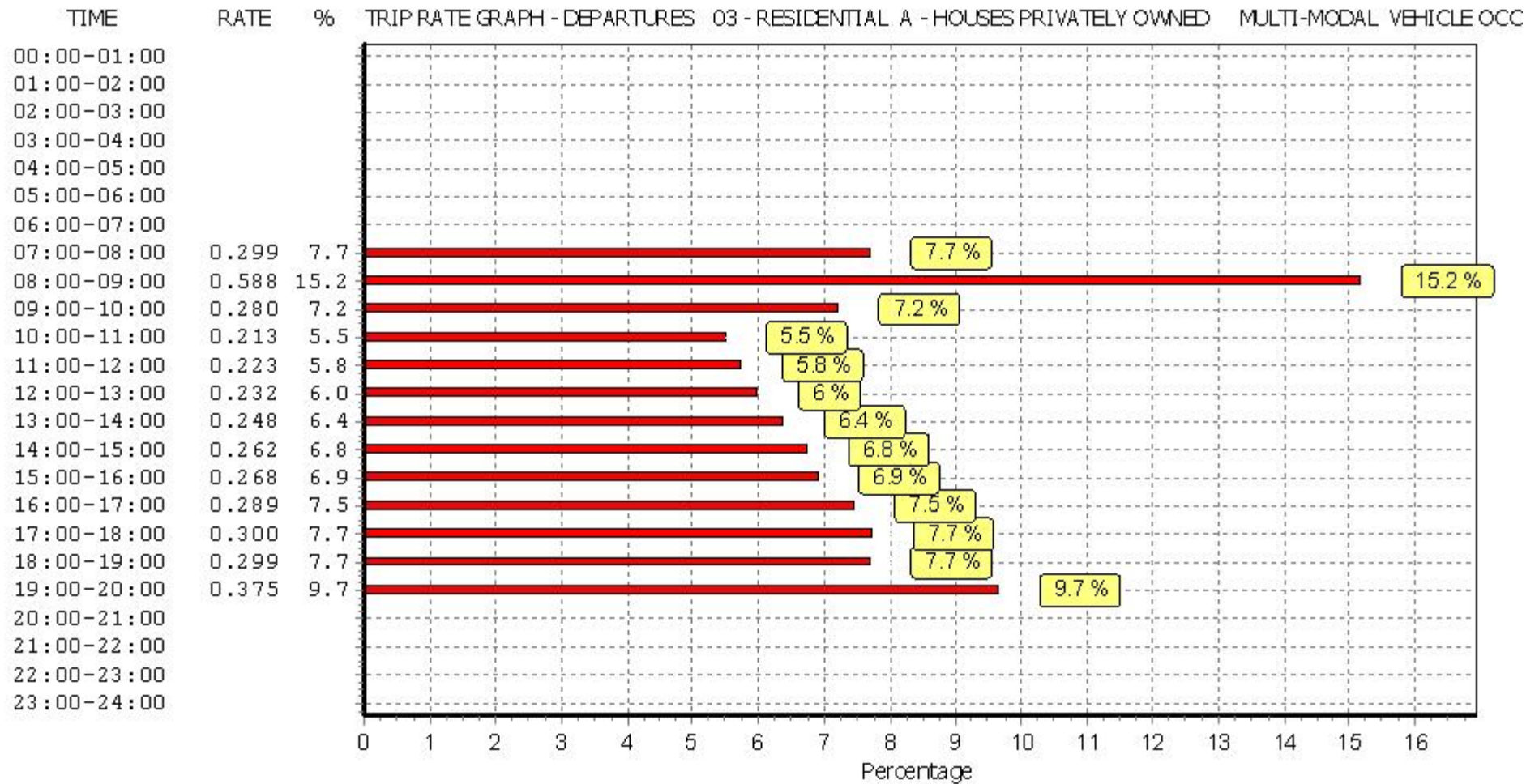
Parameter summary

Trip rate parameter range selected: 6 - 437 (units:)
 Survey date date range: 01/01/05 - 07/10/13
 Number of weekdays (Monday-Friday): 84
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 2

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.



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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	84	82	0.021	84	82	0.047	84	82	0.068
08:00 - 09:00	84	82	0.039	84	82	0.165	84	82	0.204
09:00 - 10:00	84	82	0.044	84	82	0.064	84	82	0.108
10:00 - 11:00	84	82	0.038	84	82	0.055	84	82	0.093
11:00 - 12:00	84	82	0.042	84	82	0.047	84	82	0.089
12:00 - 13:00	84	82	0.047	84	82	0.041	84	82	0.088
13:00 - 14:00	84	82	0.046	84	82	0.048	84	82	0.094
14:00 - 15:00	84	82	0.056	84	82	0.050	84	82	0.106
15:00 - 16:00	84	82	0.119	84	82	0.064	84	82	0.183
16:00 - 17:00	84	82	0.088	84	82	0.060	84	82	0.148
17:00 - 18:00	84	82	0.087	84	82	0.057	84	82	0.144
18:00 - 19:00	84	82	0.076	84	82	0.058	84	82	0.134
19:00 - 20:00	1	29	0.069	1	29	0.034	1	29	0.103
20:00 - 21:00	1	29	0.034	1	29	0.000	1	29	0.034
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.806			0.790			1.596

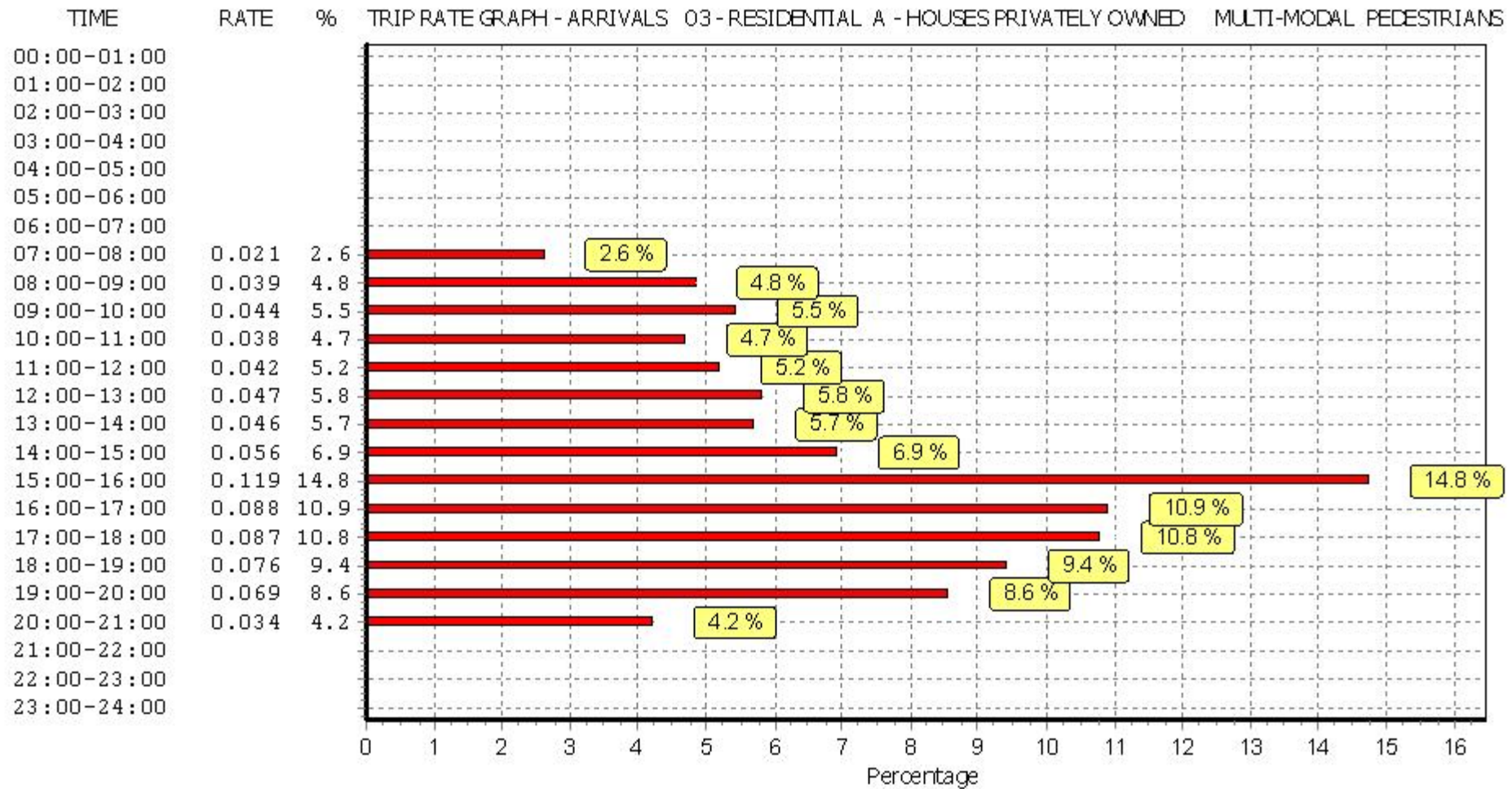
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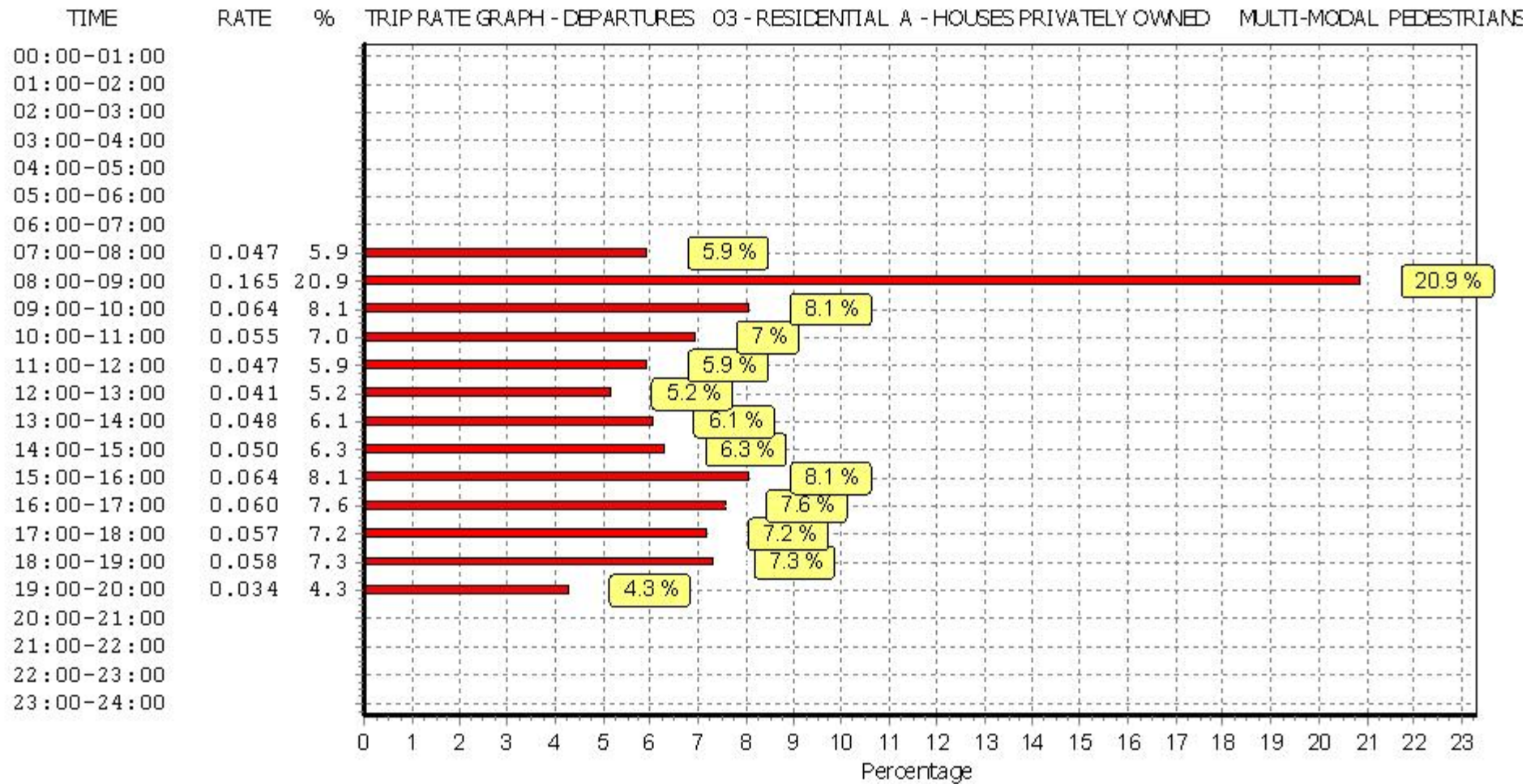
Parameter summary

Trip rate parameter range selected: 6 - 437 (units:)
 Survey date date range: 01/01/05 - 07/10/13
 Number of weekdays (Monday-Friday): 84
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 2

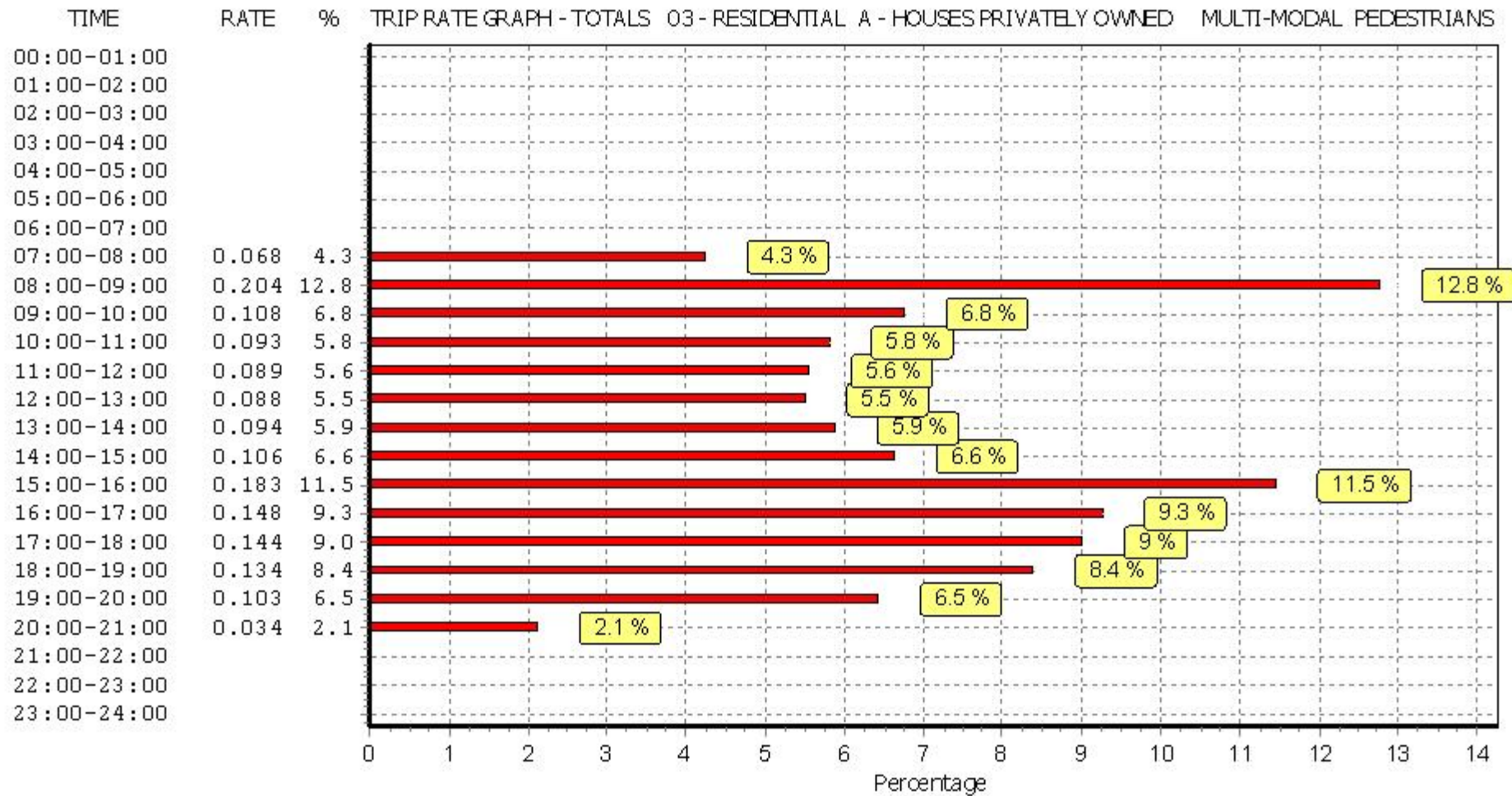
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



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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	84	82	0.001	84	82	0.020	84	82	0.021
08:00 - 09:00	84	82	0.005	84	82	0.038	84	82	0.043
09:00 - 10:00	84	82	0.004	84	82	0.013	84	82	0.017
10:00 - 11:00	84	82	0.003	84	82	0.008	84	82	0.011
11:00 - 12:00	84	82	0.006	84	82	0.006	84	82	0.012
12:00 - 13:00	84	82	0.006	84	82	0.009	84	82	0.015
13:00 - 14:00	84	82	0.006	84	82	0.005	84	82	0.011
14:00 - 15:00	84	82	0.009	84	82	0.006	84	82	0.015
15:00 - 16:00	84	82	0.018	84	82	0.008	84	82	0.026
16:00 - 17:00	84	82	0.015	84	82	0.004	84	82	0.019
17:00 - 18:00	84	82	0.023	84	82	0.006	84	82	0.029
18:00 - 19:00	84	82	0.025	84	82	0.003	84	82	0.028
19:00 - 20:00	1	73	0.000	1	73	0.000	1	73	0.000
20:00 - 21:00	1	73	0.000	1	73	0.000	1	73	0.000
21:00 - 22:00	1	73	0.000	1	73	0.000	1	73	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.121			0.126			0.247

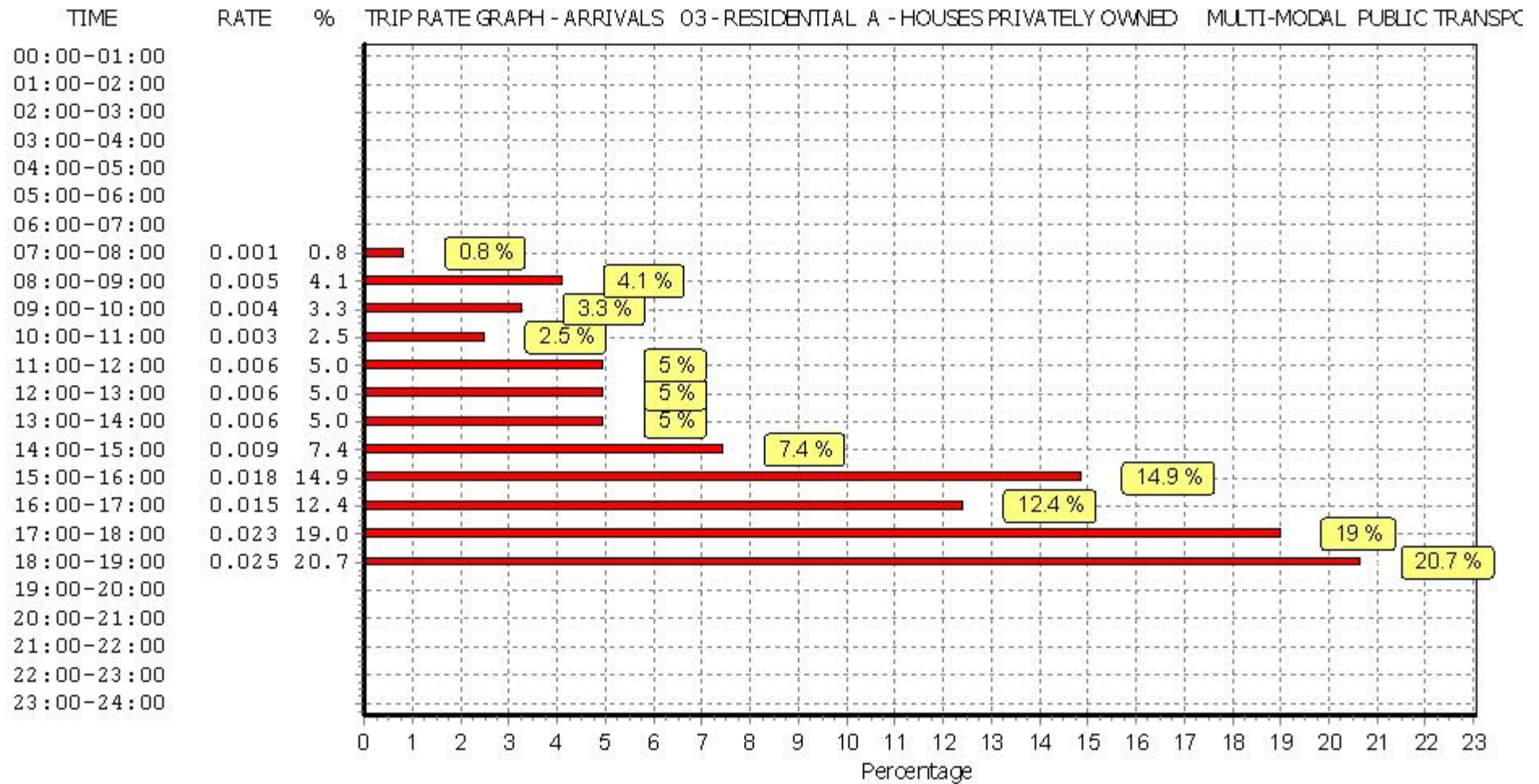
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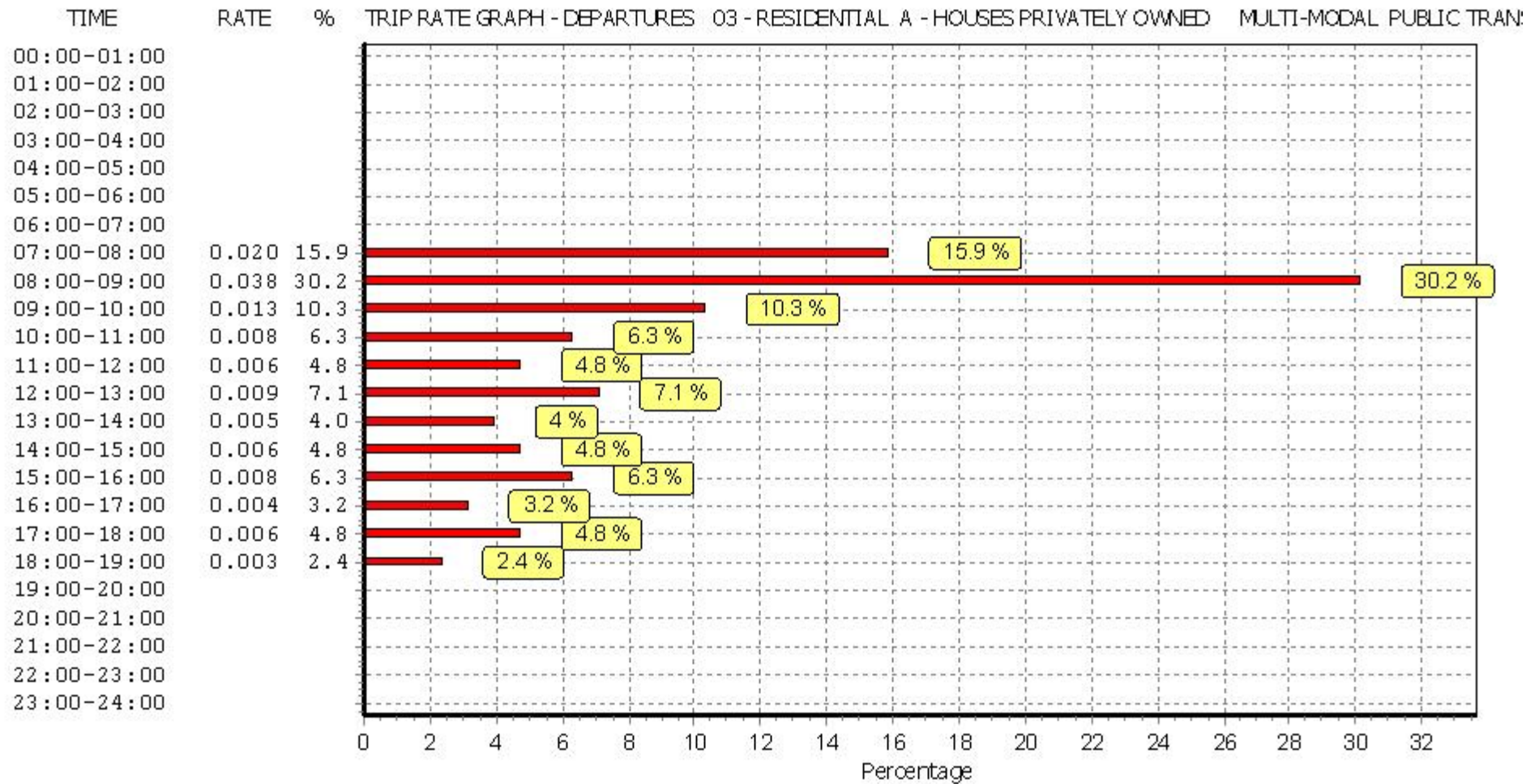
Parameter summary

Trip rate parameter range selected: 6 - 437 (units:)
 Survey date date range: 01/01/05 - 07/10/13
 Number of weekdays (Monday-Friday): 84
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 2

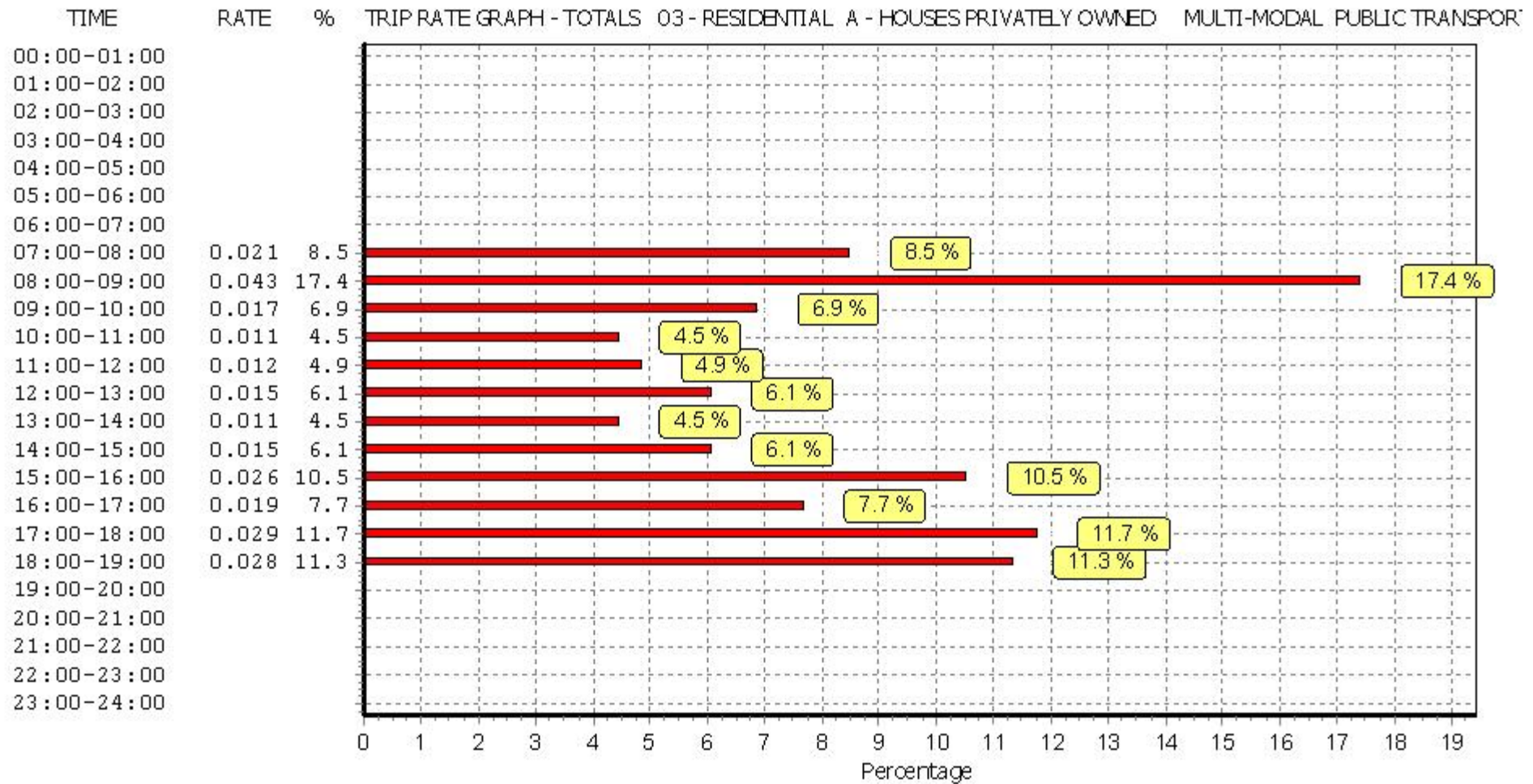
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	84	82	0.101	84	82	0.377	84	82	0.478
08:00 - 09:00	84	82	0.228	84	82	0.810	84	82	1.038
09:00 - 10:00	84	82	0.244	84	82	0.363	84	82	0.607
10:00 - 11:00	84	82	0.219	84	82	0.281	84	82	0.500
11:00 - 12:00	84	82	0.261	84	82	0.280	84	82	0.541
12:00 - 13:00	84	82	0.298	84	82	0.288	84	82	0.586
13:00 - 14:00	84	82	0.304	84	82	0.306	84	82	0.610
14:00 - 15:00	84	82	0.337	84	82	0.323	84	82	0.660
15:00 - 16:00	84	82	0.539	84	82	0.347	84	82	0.886
16:00 - 17:00	84	82	0.549	84	82	0.364	84	82	0.913
17:00 - 18:00	84	82	0.621	84	82	0.371	84	82	0.992
18:00 - 19:00	84	82	0.484	84	82	0.365	84	82	0.849
19:00 - 20:00	4	29	0.017	4	29	0.034	4	29	0.051
20:00 - 21:00	3	36	0.009	3	36	0.000	3	36	0.009
21:00 - 22:00	2	40	0.000	2	40	0.000	2	40	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.211			4.509			8.720

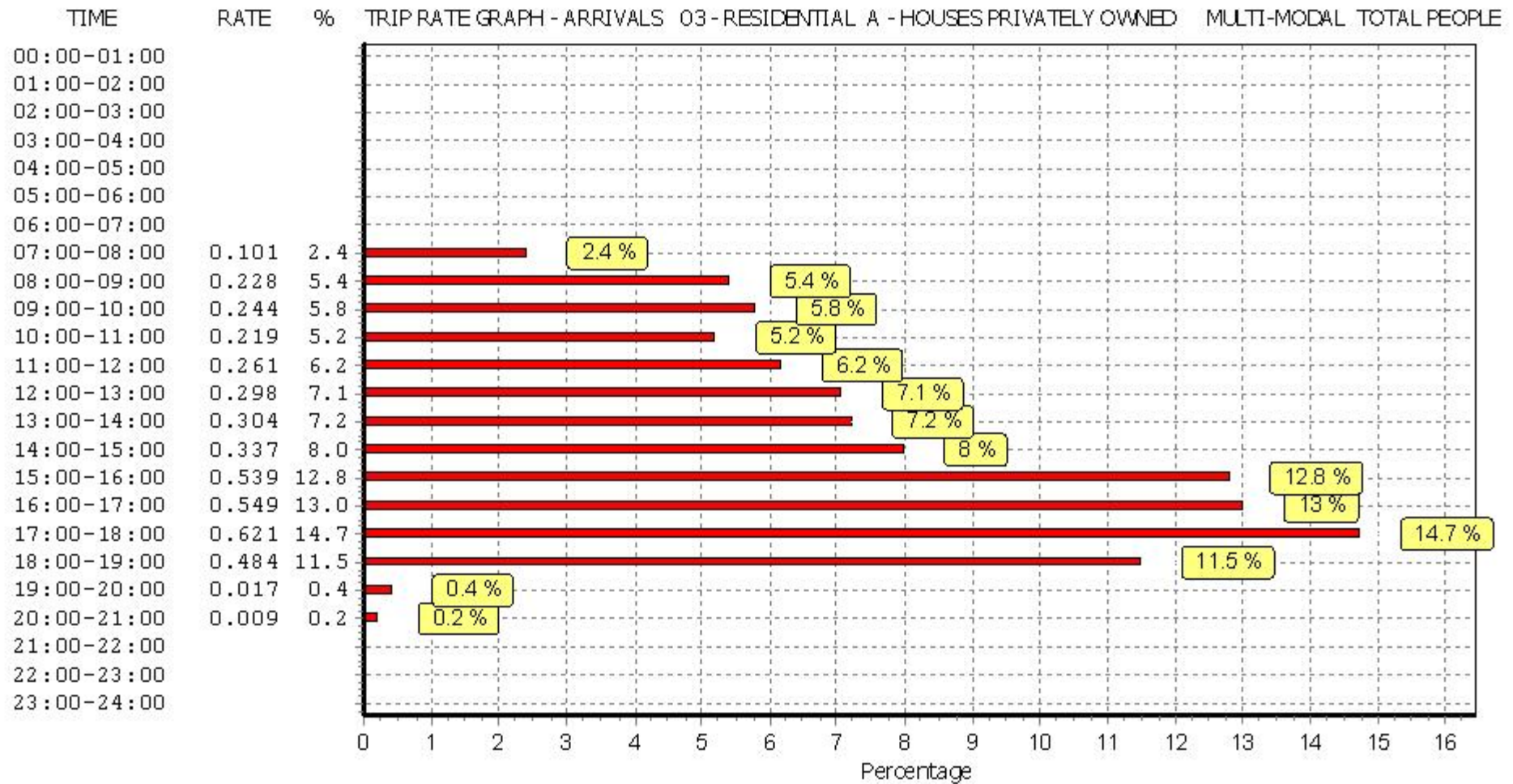
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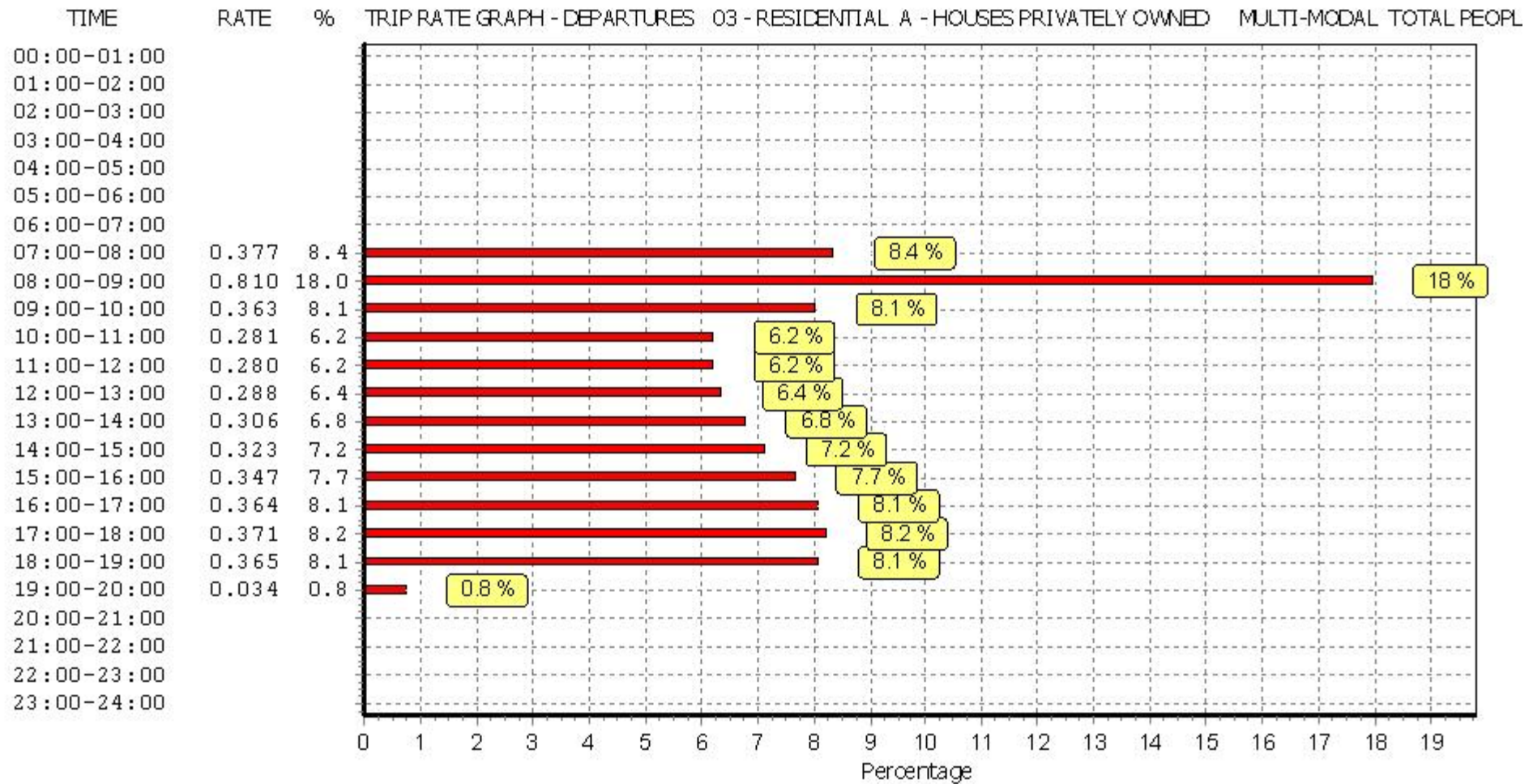
Parameter summary

Trip rate parameter range selected: 6 - 437 (units:)
 Survey date date range: 01/01/05 - 07/10/13
 Number of weekdays (Monday-Friday): 84
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 2

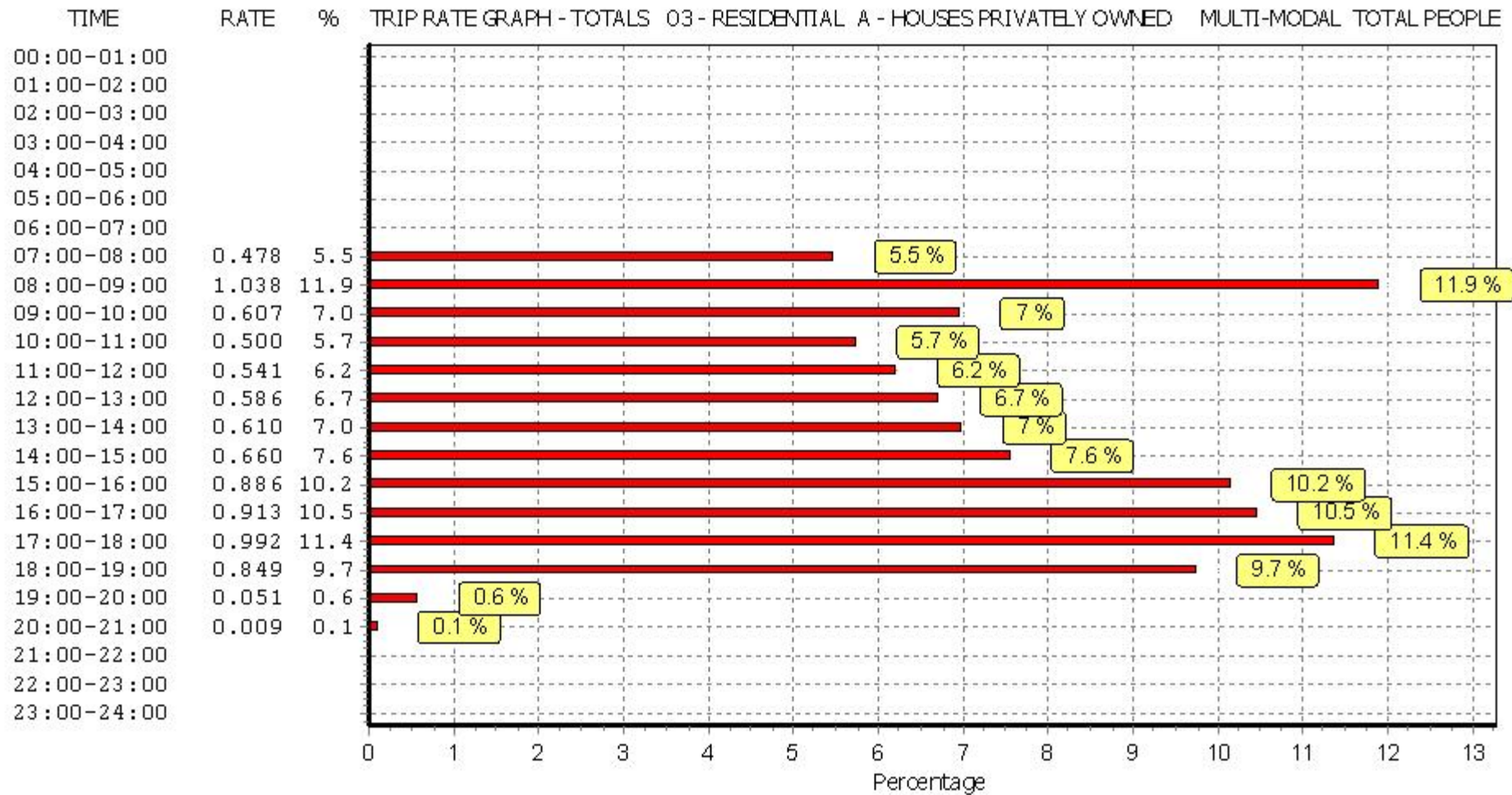
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





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Scotland's Census 2011 - National Records of Scotland

Table QS702SC - Method of travel to work or study (1)

All people aged 4 and over who are studying or aged 16 to 74 in employment in the week before the census

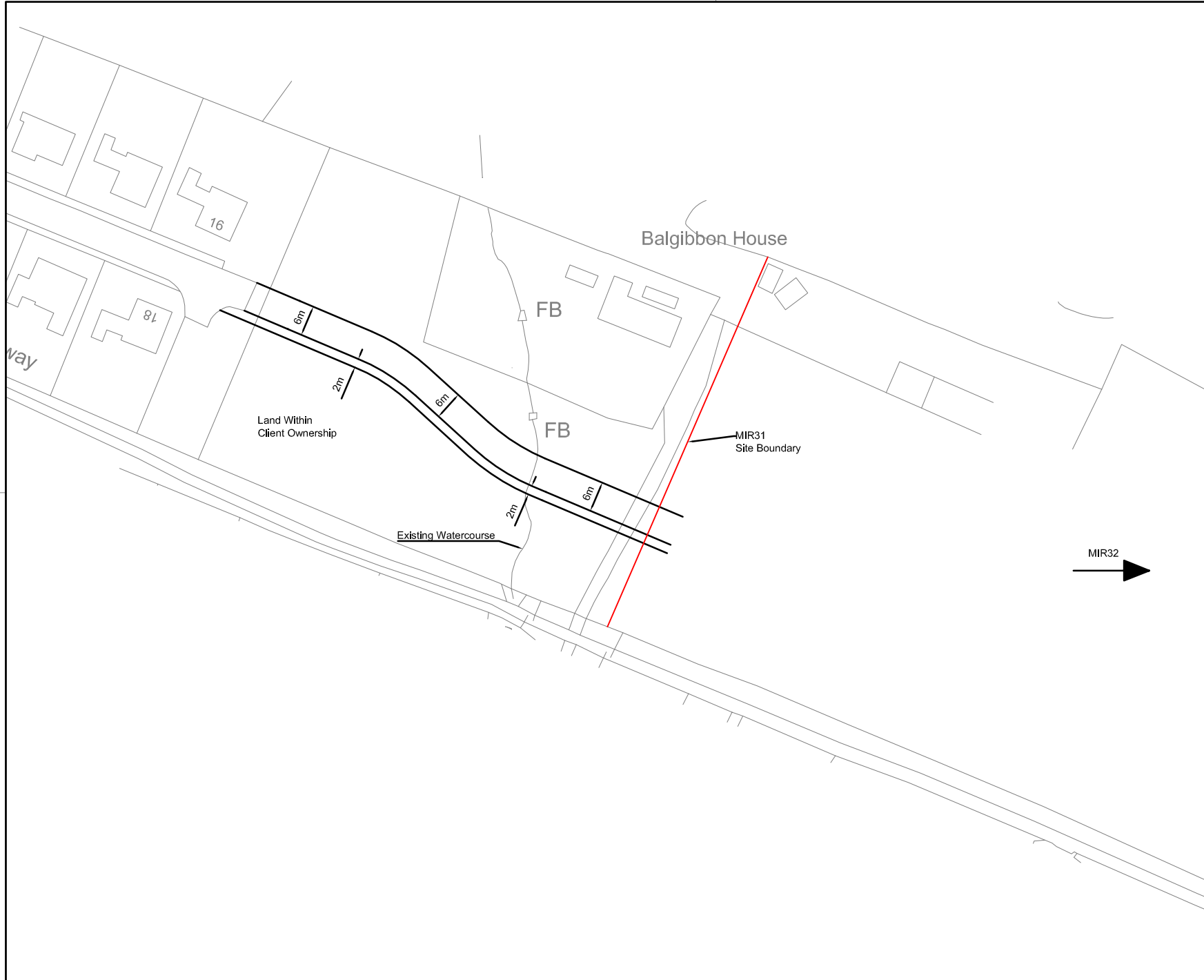
Transport to place of work or study  		All people	Work or study mainly at or from home	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other
Settlement/Locality 2010  													
	Callander	1,833	271	0	22	44	4	801	183	6	15	477	10

Appendix B

Preliminary Access Design

Page	Job No	Report No	Issue no	Report Name
B2	SCT3851	02	02	Loch Lomond & The Trossochs National Park Main Issues Report Sites MIR 31 & MIR 32 Callander

Appendix 1b - Callander



Notes:

1. Preliminary design subject to Topo. Survey & Consultation with local authority.

Possible Problems:

- Existing private access road would need to be relocated.
- Issues with existing watercourse, possibility for culvert.
- Land boundary of existing property close to proposed access road

Rev	Desc	Date	Drawn	Checked	Approved

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Glasgow,
G2 6TS

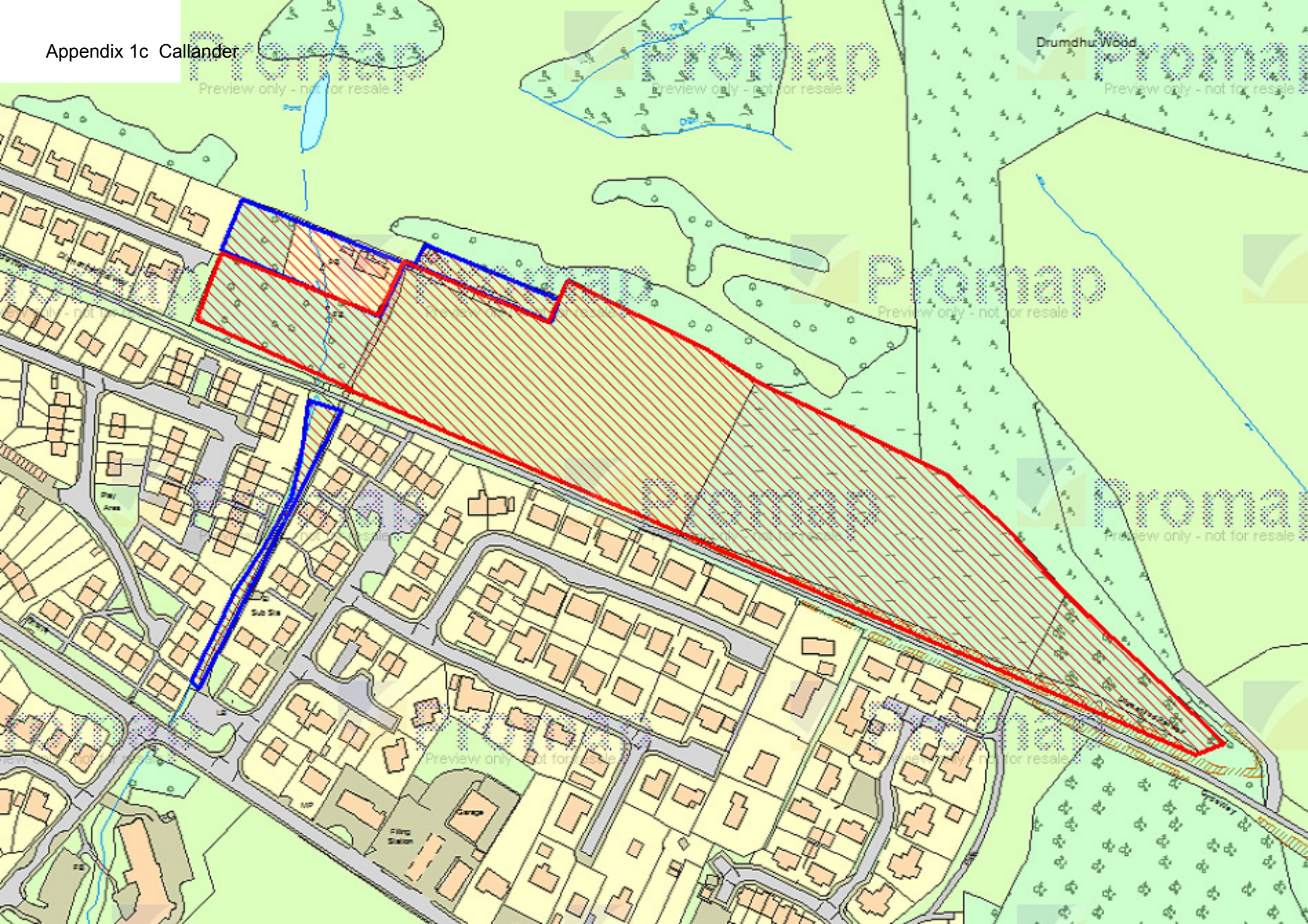
T 0141 221 4030
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Client:

Project:
Local Plan Representation
MIR31 & MIR32

Title:
Preliminary
Point of Access

Drawn	GA	Checked	CR	Approved	
Original Size	A2	Date	Apr '14	Scale	1:500
Drawing Status	Information	Drawing Number	SCT3851/II/AP/01	Rev.	



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