Transportation Planning : Infrastructure Design

Transport Statement

Proposed Residential Development
High Street, Shafton

Vistry Partnerships Yorkshire Limited
And Homes England
June 2020

DOC REF: 200358/TS/2

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Document Revision Control

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0	23.06.20	Draft		DY
1	06.07.20	Final with Client comments		DY
2	07.07.20	Amended plan		DY

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CONTENTS

1.0 INTRODUCTION 1
2.0 EXISTING CONDITIONS 2
3.0 SUSTAINABLE TRANSPORT ACCESSIBILITY 6
4.0 PROPOSED DEVELOPMENT 12
5.0 DEVELOPMENT RELATED TRAFFIC MOVEMENTS 14
6.0 SUMMARY AND CONCLUSION 16

APPENDICES

1 PROPOSED SITE LAYOUT 18
2 TRICS DATA – PRIVATE RESIDENTIAL DWELLINGS 19

1.0 INTRODUCTION

1.1 SCP have been instructed by Vistry Partnerships Yorkshire Ltd and Homes England to provide transport advice in connection with their proposal for a residential development at land located High Street, Shafton near Barnsley

1.2 The proposals are for 43 affordable houses and associated car parking, the scheme includes provision for replacement parking for nos 50-58 High Street to replace that lost to achieve the site access visibility splays.

1.3 This Transport Statement (TS) has been produced to accompany the planning application and demonstrate that the development is satisfactory from a highway safety, traffic and sustainable access perspective.

1.4 The TS has therefore been prepared in accordance with Barnsley Council's "Sustainable Travel Supplementary Planning Document (SPD)" adopted in November 2019, and "Design of Housing Development SPD" adopted May 2019. These documents can be found on the Councils website[1]. This report is prepared in alignment with the National Planning Policy Framework (NPPF) and the National Planning Policy Guidance (NPPG), especially "Travel Plans, Transport Assessments and Statements"[2].

1.5 It is worth noting from the Council's Sustainable Travel SPD, in Appendix A this says that:

- A Transport Statement is required for housing between 50-80 units; and
- A Transport Assessment and Travel Plan are required above 80 units.

This development proposes 43 houses and therefore falls below these trigger levels. That said the table in Appendix A is prefixed by the statement which says "The need for a Transport Statement, Transport Assessment and Travel Plan will be determined on a site by site basis".

1.6 Due regard has also been given to Department for Transport's (DfT's) March 2007 "*Guidance on Transport Assessment*[3]" document which whilst officially withdrawn, has not been replaced and its guidance on the detail of a Transport Statement still has relevance.

Structure of Report

1.7 The structure of this report is summarised below:-

- Chapter 2 – describes in detail the site location, local transport network and existing use of the site;
- Chapter 3 – considers the location of the site with regard to the existing local sustainable transport infrastructure;
- Chapter 4 – defines the development proposals including the proposed access;
- Chapter 5 – presents estimates of the trip generating potential of the site along with a summary of impact of the development on the local highway network; and
- Chapter 6 – provides the summary and conclusions to the above chapters.

[1] https://www.barnsley.gov.uk/services/planning-and-buildings/supplementary-planning-documents/

[2] https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements

[3] https://www.gov.uk/government/publications/guidance-on-transport-assessment

2.0 EXISTING CONDITIONS

General

2.1 This Chapter provides a description of the location of the site and composition, local highway network, existing traffic conditions and road safety record.

Site Location and Composition

2.2 The site is located midway along High Street, Shafton it is on the north side of the road situated between the Premier store and house numbers 50-58 High Street.

2.3 The site is currently undeveloped but has previously benefitted from planning consent for residential development, the approvals are:

- Planning permission was granted in December 2016 for a residential development of 38 dwellings at the site. Application number 2015/0456.
- Planning permission was granted in July 2018 for a residential development of 43 dwellings at the site. Application number 2018/0396.

It is notable these these applications were both supported by Transport Assessments but not Travel Plans. This application is therefore consistent in this respect.

2.4 The location of the site in relation to the wider and local highway network is shown on **Figure 2.1 and Figure 2.2** over.

2.5 Shafton is a former mining Village approximately 4 miles north east (as the crow flies) from Barnsley Town Centre. The surrounding area is predominantly residential and retail with some open green space.

Figure 2.1 – Site Location Wider View (Source Google Maps)

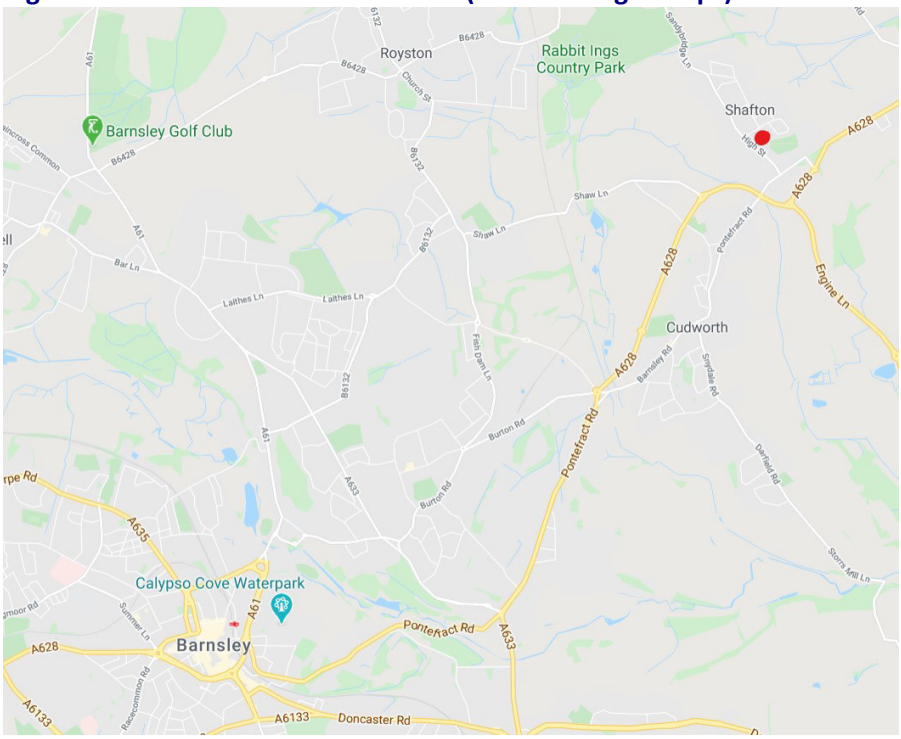


Figure 2.2 – Site Location Local View (source Google Maps)



Local Highway Network

High Street

2.6 The site fronts onto High Street. High Street is a classified road (C2), it has a single carriageway and is subject to a 30mph speed limit. It has a footway along both sides and street-lighting. The nearside footway measures 1.7m and on the opposite side it is 2.1m in width.

2.7 In the vicinity of the site access there is a pedestrian crossing refuge. The nearside carriageway measures 3.0m, the far carriageway 3.6m and the pedestrian refuge measures 2.1m in width.

2.8 To the right of the proposed access (as you exit the site) beyond the pedestrian refuge there is on-street parking provided, this is mainly used by nos 50-58 High Street, although users of Sainsbury's do park here, however the shop and adjacent doctors surgery and pharmacy also have rear parking.

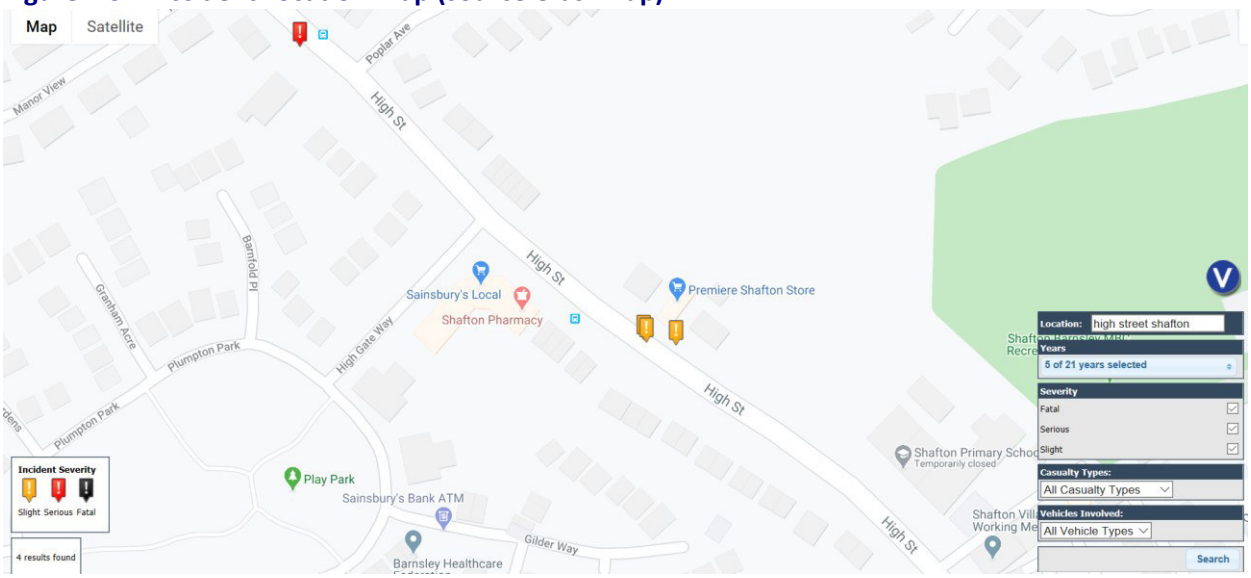
2.9 On the opposite side of the road there is a bus stop in a layby, and between the bus layby and Highgate Way there are double yellow lines.

Road Safety Record

2.10 The NPPG states that, *"Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works or traffic management measures will help to alleviate the problems".*

2.11 The personal injury accident data of the local network has therefore been obtained from the Crashmap website for the most recently available 5-year period ending 31st December 2019. **Figure 2.3** shows the location and severity of the accidents within a 100m either side of the site access point.

Figure 2.3 – Accident Location Map (source Crashmap)



2.12 The key points derived from the 5-year accident analysis are summaried below:-

- No accidents occurred immediately fronting the site; and
- Three collisions occurred to the southeast of the site, each resulted in injuries of slight severity. The collisions occurred in February 2018, March and June 2019.

- To the northwest, beyond Poplar Avenue a further collision occurred in November 2017, at which a serious injury was sustained.

2.13 The pattern of accidents does not suggest any significant cluster and there are no accidents at in the immediate proximity of the site access that this development might materially exacerbate the risk to road users.

3.0 SUSTAINABLE TRANSPORT ACCESSIBILITY

3.1 The accessibility of the application site by non-car modes is a key consideration in the planning process. The requirement to ensure that sites are accessible by non-car modes of transport is set out in both local and national planning policy (National Planning Policy Framework).

Walking

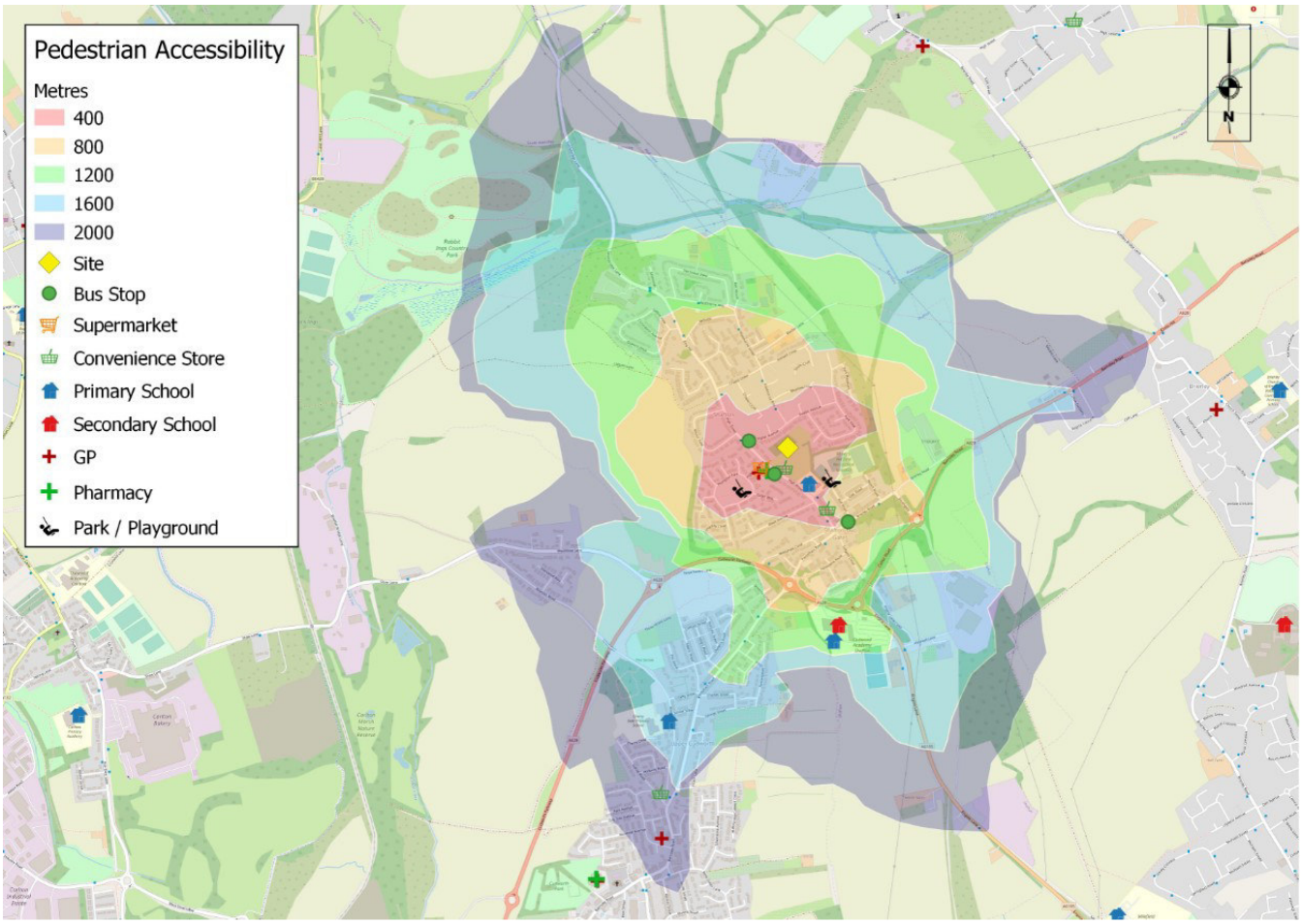
3.2 The surrounding area benefits from a high level of pedestrian infrastructure. There are two pedestrian refuges in close proximity to the proposed site access, facilitating safe road crossing. These have lighting and tactile paving and are shown in **Figure 3.1** below.

Figure 3.1 Pedestrian crossing refuge at site access (Source SCP)



3.3 A walk distance of 2km is suggested as being able to replace short car journeys. As illustrated by **Figure 3.2** the site is within easy walk distance of numerous local facilities with local food retail shops (Sainsbury's Local and Premier) immediately opposite/adjacent to the site, Shafton Primary School is a 150m walk away from the site entrance. There is a doctor's surgery and pharmacy opposite the site.

Figure 3.2 – 2km Walk Accessibility (Source TRACC)



3.4 The plan above demonstrates that that all key amenities can be reached within a 2km walk distance. This demonstrates that future residents are not dependent on the car to access local facilities.

Cycling

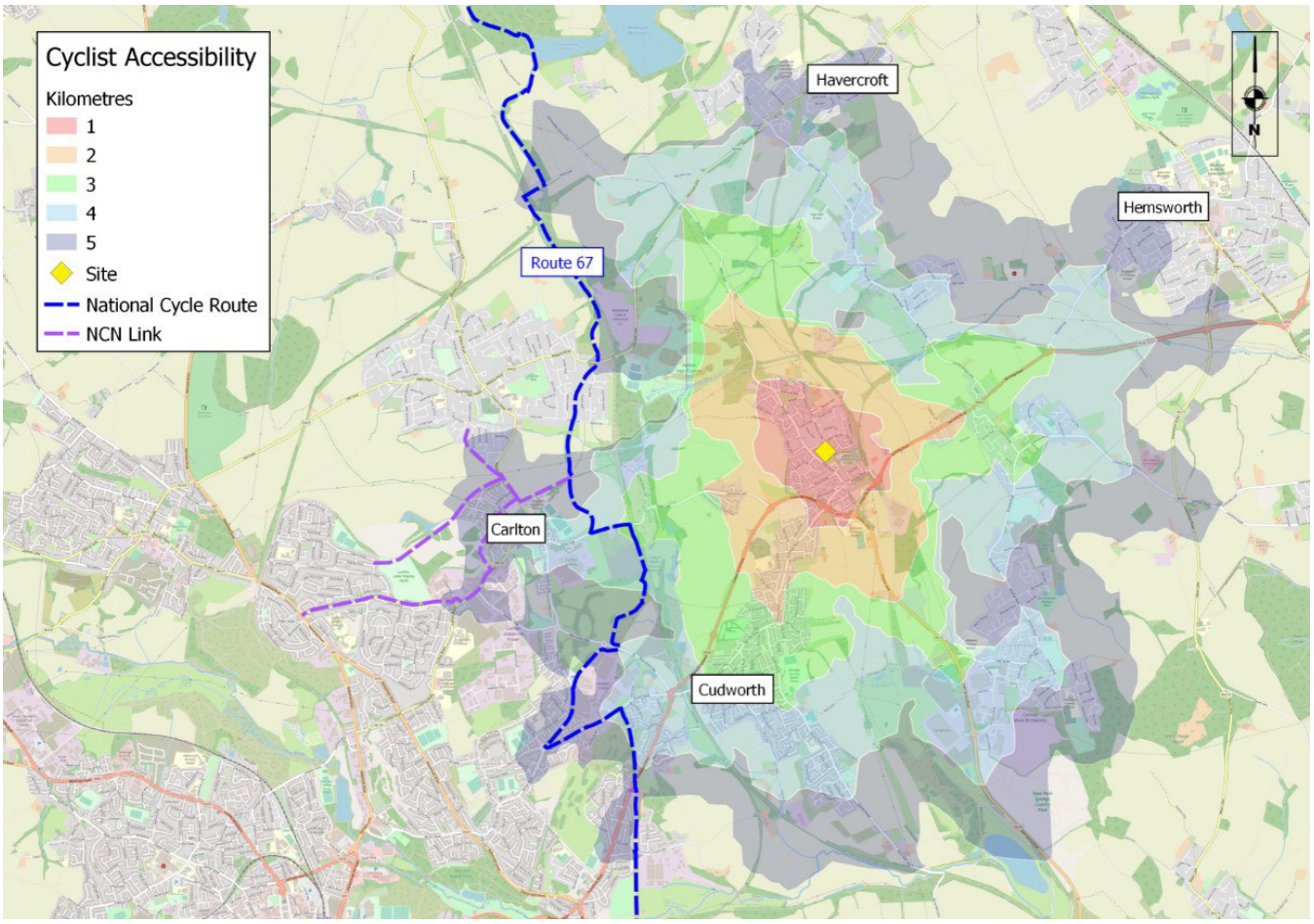
3.5 Cycling is a cheap, efficient and healthy way to travel. Cycling also provides a predictable arrival time which is often quicker than driving or using public transport, and is subject to fewer traffic and congestion delays.

3.6 Transport Policy identifies that cycling represents a realistic and healthy alternative to the use of the private car for making journeys up to 5km as a whole journey or as part of a longer journey by public transport.

3.7 There are good cycle facilities within the surrounding area of the application site, including providing access to surrounding towns and villages and National Cycle Route No 67.

3.8 GIS software has been used to model a 5km cycle catchment from the site and is shown on **Figure 3.3**.

Figure 3.3 – 5km Cycle Accessibility (Source TRACC)

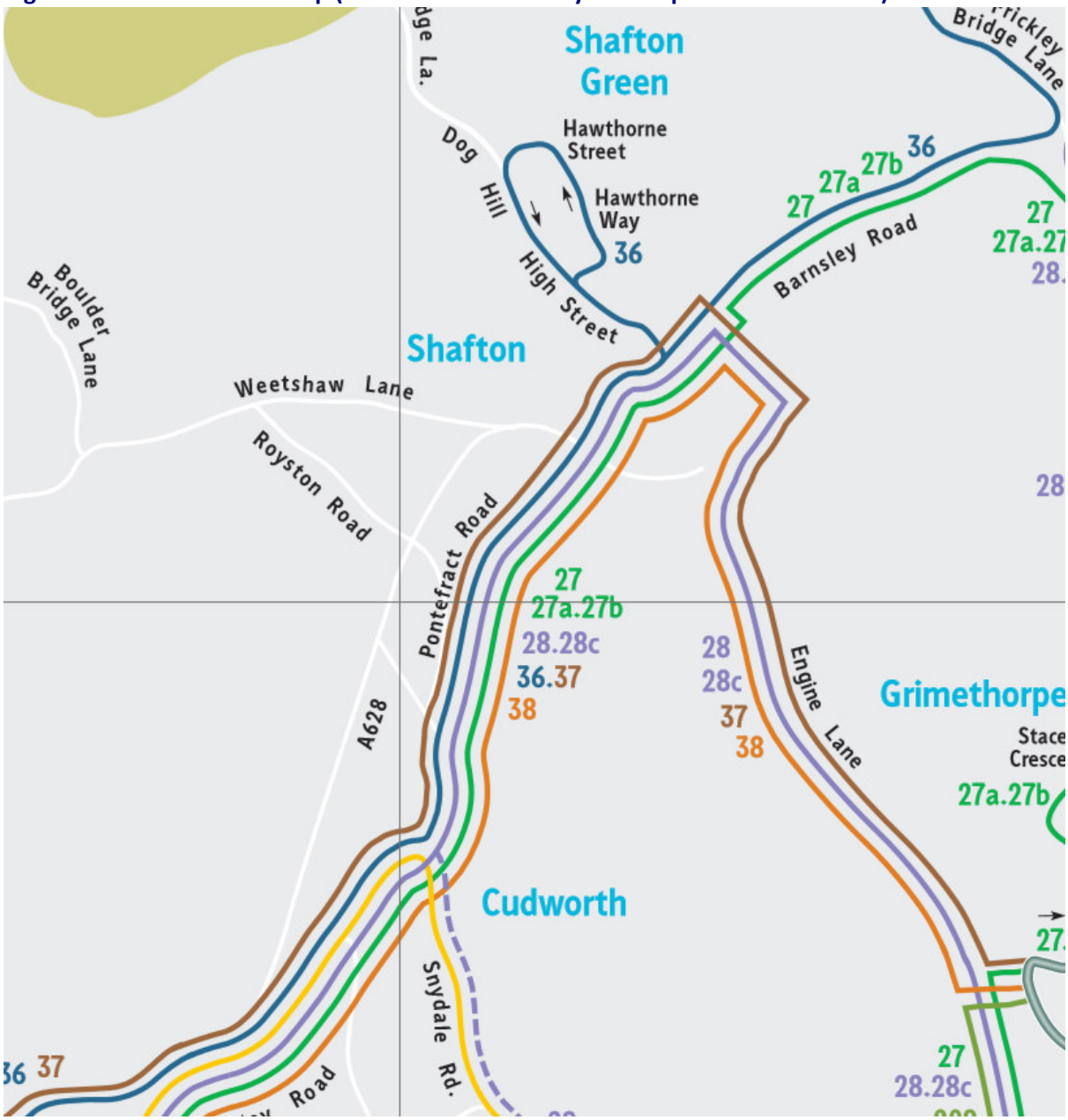


3.9 The plan shows that a number of areas within the Barnsley and Wakefield can be reached within 5km. As the application site is well located in relation to on and off road cycle routes it provides an attractive alternative to private car use for prospective residents.

Public Transport

3.10 Guidance published by the IHT "Planning for Public Transport in Developments" (1999), recommends that the maximum walking distance to a bus stop should be 400 metres, equating approximately to a five minute walk. **Figure 3.4** shows the buses serving Shafton.

Figure 3.4 – Bus Network Map (Source SYPTE Barnsley Bus Map - valid 25.01.2020)



3.11 The nearest bus stops to the site are located on High Street with the main bus stop 130m to the northwest measured from the site access, this stop has a shelter and is best for outbound trips as it avoids the Hawthorne Way loop on service 36. For return trips there is an alighting stop opposite the proposed site access. These stops are shown in **Figure 3.5**.

Figure 3.5 – Photos of bus stops adjacent to the site access (Source SCP)



3.12 A wider range of bus services are available from Pontefract Road to the South east. Stops are 400m from the proposed site access and they serve a multitude of destinations with mainly high frequency services. **Table 3.2** summarises the buses which currently serve these bus stops.

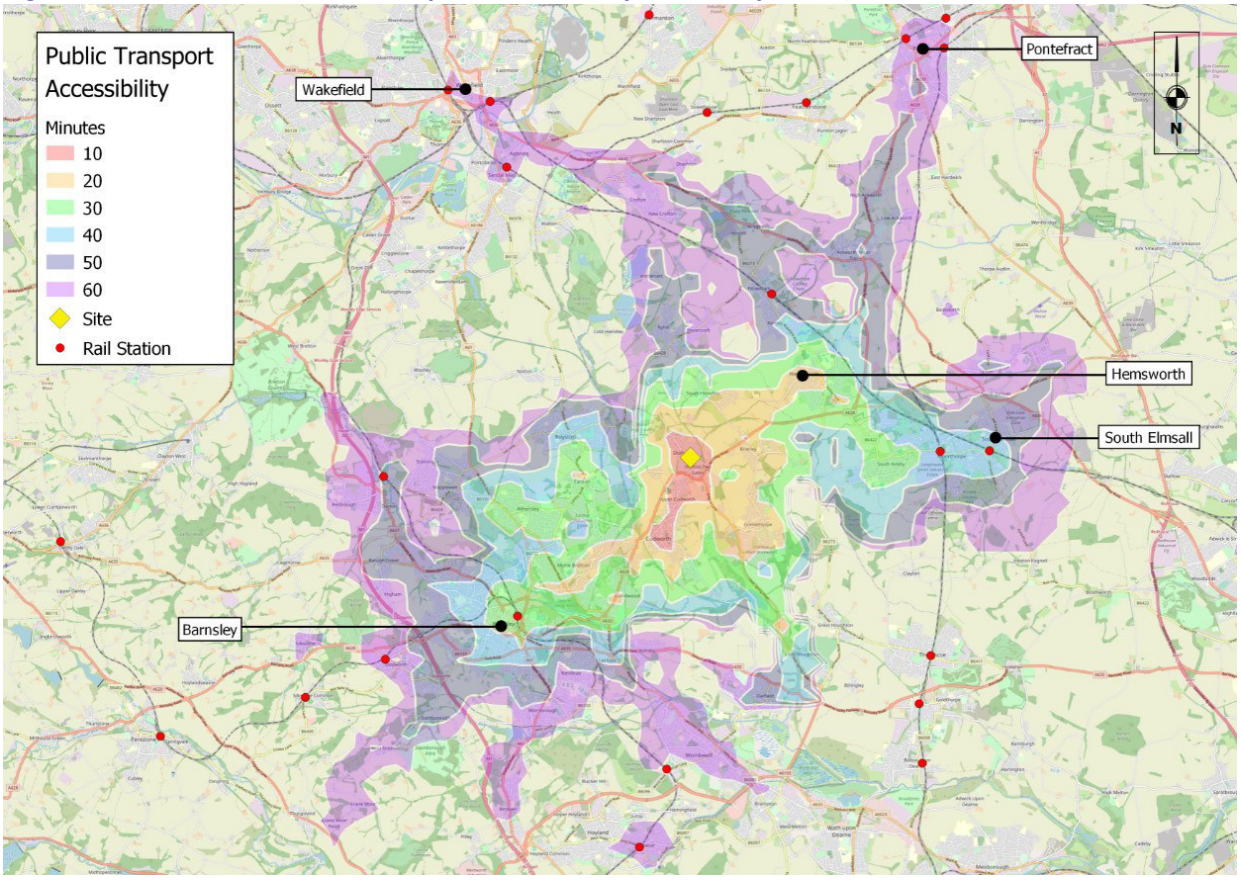
Table 3.2 – Bus services within walking distance – at January 2020 (Source Travel South Yorkshire)

Service	Operator	Route	Frequency			
			Mon-Fri Daytime	Saturday Daytime	Sunday Daytime	Evening
27	Stagecoach	Barnsley – Grimethorpe – Darfield – Wombwell	30	30	60	60
27a	Stagecoach	Barnsley – Grimethorpe Interchange	Four x early morning	One x early morning	60	60
27b	Stagecoach	Barnsley – Grimethorpe Interchange	60	60	No service	No service
28	Stagecoach	Barnsley – Grimethorpe – Pontefract	60	60	No service	No service
28c	Stagecoach	Barnsley - Cudworth Crown Avenue - Grimethorpe - Pontefract	No service	No service	60	60
36	Waterson Coaches	Barnsley – Shafton – South Hiendley – Hemsworth – South Elmsall	60/90	3 services	No service	No service
37	Waterson Coaches	Barnsley - Shafton - Grimethorpe	60	No service	No service	No service
38	Waterson Coaches	Barnsley - Shafton - Grimethorpe	60	60	No service	No service

3.13 Barnsley, Moorthorpe, South Elmsall and Fitzwilliam Railway Stations are located approximately 6.5km to 7.5km away. They are accessible by bus, but just beyond the suggested cycle distances. These stations are served by Northern Railways and provide rail access to Rotherham, Meadowhall and Sheffield to the south, Doncaster to the east and Wakefield, Huddersfield and Leeds to the north and west.

3.14 TRACC software has been used to map a 60 minute journey time using public transport, including the walk to the nearby bus stops and railway stations, and are presented in Figure 3.6. The analysis demonstrates that it is possible to reach almost all of Barnsley and make trips into Wakefield and Pontefract.

Figure 3.6 - 60-Minute Public Transport Accessibility at January 2020 (Source TRACC)



3.15 Therefore, future residents of the site will have access to bus and train services which provide access to a range of destinations at a high frequency, making the site extremely accessible without the use of a private car.

Summary

3.16 Overall, the site is considered to be very well located in terms of its accessibility by non-car modes of transport. Access to the site by foot, cycle and public transport is of an excellent standard making the site accessible by alternatives to the private car.

4.0 PROPOSED DEVELOPMENT

4.1 The proposed development will provide 43 no. dwellings. The proposed dwellings will all be affordable (shared ownership and rent for a Registered Provider). The proposed site layout is shown in **Appendix 1**.

Proposed Access Arrangements

4.2 Vehicular access to the development will be taken from High Street. High Street is a single carriageway road, subject to a 30mph speed limit. It has a footway along both sides and street-lighting.

4.3 In the vicinity of the site access there is a pedestrian crossing refuge. This also serves to prevent overtaking in the area of the site access. **Figure 4.1** shows the highway across the site frontage, the site is on the left hand side.

Figure 4.1 – Site Frontage (source SCP)



4.4 Pedestrian and cycle access will be taken from the same place as the vehicular access. It is planned to provide a spur toward Acacia Grove to allow future pedestrian access, subject to land issues being sorted.

4.5 The proposed site access along High Street provides visibility splays could be measured in accordance with Manual for Streets or Design Manual for Roads and Bridges. In this location Manual for Streets is appropriate. This suggests that an 'x' distance (minor arm setback distance) of 2.4m and a 'y' (major road visibility) distance of 43m to the left and 43m to the right, which is commensurate with speeds up to 30mph within a residential/village setting, is adequate.

4.6 The access road will be 5.5m wide with 6.0m junction radii. It is proposed to widen out the opposite carriageway into the hatched area to create a "fat-lane" allowing a carriageway of 4.5m to be achieve which will allow a car to pass a car turning right into the site, this will minimise congestion and pollution.

4.7 To achieve the required visibility it will be necessary to introduce a Traffic Regulation Order (TRO) to prevent car parking within the visibility splays, this will also help improve visibility of to the pedestrian

crossing. The TRO will displace on-street parking to nos 50-56 High Street who do not enjoy off street parking. To mitigate for this measure the site layout provides for one off-street parking space for each of these four houses.

4.8 These arrangements are shown on the Architects plans.

5.0 DEVELOPMENT RELATED TRAFFIC MOVEMENTS

5.1 This chapter provides an estimate of the trips generated by the proposed use of the site.

5.2 In order to establish the impact the development will have on the network the trip rates from the existing use of the site have been calculated, and off-set against the trip rates for the proposed use to establish the net traffic impact.

Proposed Use – 43 houses

Trip Generation

5.3 The Trip Rate Information Computer System (TRICS) database has been used to derive suitable vehicle trip generation rates for the development site of 43 houses.

5.4 The following criteria were applied to the TRICS category "Houses, Privately Owned", this shortlisted 24 housing sites for analysis. The use of "Privately Owned" houses was used to ensure a worst case assessment. The sample included:

- Sites with a population between 25,000 and 125,000 within 5 miles were selected;
- Only residential and village areas were selected;
- Sites outside of England were excluded;
- Only surveys on weekdays are included; and
- Sites between 10 and 300 dwellings were included which includes only privately-owned Houses. Vehicle trip rates for the weekday AM and PM peak hours extracted from the sample are shown at **Table 5.1**. The TRICS output file is included at **Appendix 2.**

Table 5.1: Trip Rates

Mode	Weekday AM Peak Hour (08:00 to 09:00)		Weekday PM Peak Hour (17:00 to 18:00)	
	Arrivals	Departures	Arrivals	Departures
Vehicles	0.153	0.391	0.371	0.155
Cyclists	0.006	0.020	0.013	0.010
Pedestrians	0.041	0.125	0.038	0.025
Public Transport	0.000	0.018	0.011	0.004

5.5 The above trip rates have been applied as normal to the 24 units to determine the trip generation for the development, as summarised in **Table 5.2**.

Table 5.2 – 43 Dwellings Trip Generation

Mode	Weekday AM Peak Hour (08:00 to 09:00)		Weekday PM Peak Hour (17:00 to 18:00)	
	Arrivals	Departures	Arrivals	Departures
Vehicles	6	16	16	7
Cyclists	0	1	1	0
Pedestrians	2	5	2	1
Public Transport	0	1	0	0

5.6 As can be seen above the site will generate approximately 22 two-way trips in the AM peak hour and 23 two-way trips in the PM peak hour. This equates to approximately one additional vehicle every 2.6 minutes in each peak hour. This amount of traffic once dispersed on the local highway network will have

a negligible effect. This is further evidenced by "Guidance on Transport Assessments" which suggests that 30 vehicles in any hour is an appropriate trigger to assess wither there is a noticeable impact, this is reinforced by the Councils Sustainable Travel SPD which also sets 30 peak hour trips as a trigger in Appendix A Table 2.

5.7 This demonstrates that capacity calculations are not required and justifies the fact that the developments falls below the Council Sustainable Travel SPD trigger levels for a Transport Statement and Travel Plan.

5.8 That said the SPD requires a sustainable travel contribution as it is in excess of 10 dwellings. However as this site is all affordable the Registered Provider won't be able to accommodate a contributed sum and will be submitting a viability statement.

6.0 SUMMARY AND CONCLUSION

6.1 This Transport Statement has been prepared on behalf of Vistry Partnerships Yorkshire to provide transport advice in connection with their proposal to construct 43 houses on land located off High Street, Shafton.

6.2 Pedestrian and cycle access will be provided from the same location as the vehicular access, the access will be taken from High Street.

6.3 The proposed vehicular access on High Street will conform to visibility requirements set out in Manual for Streets, which for a 30mph road, provides visibility splays that have an 'x' (minor arm setback distance) of 2.4m and a 'y' (major road visibility) distance of 43m in both directions.

6.4 The personal injury accident data for the most recently available five year period has been reviewed and does not represent a material concern in the context of the proposed development.

6.5 The development is compliant with local, regional and national policy as it will promote sustainable modes of travel and reduce the number of car trips to local facilities.

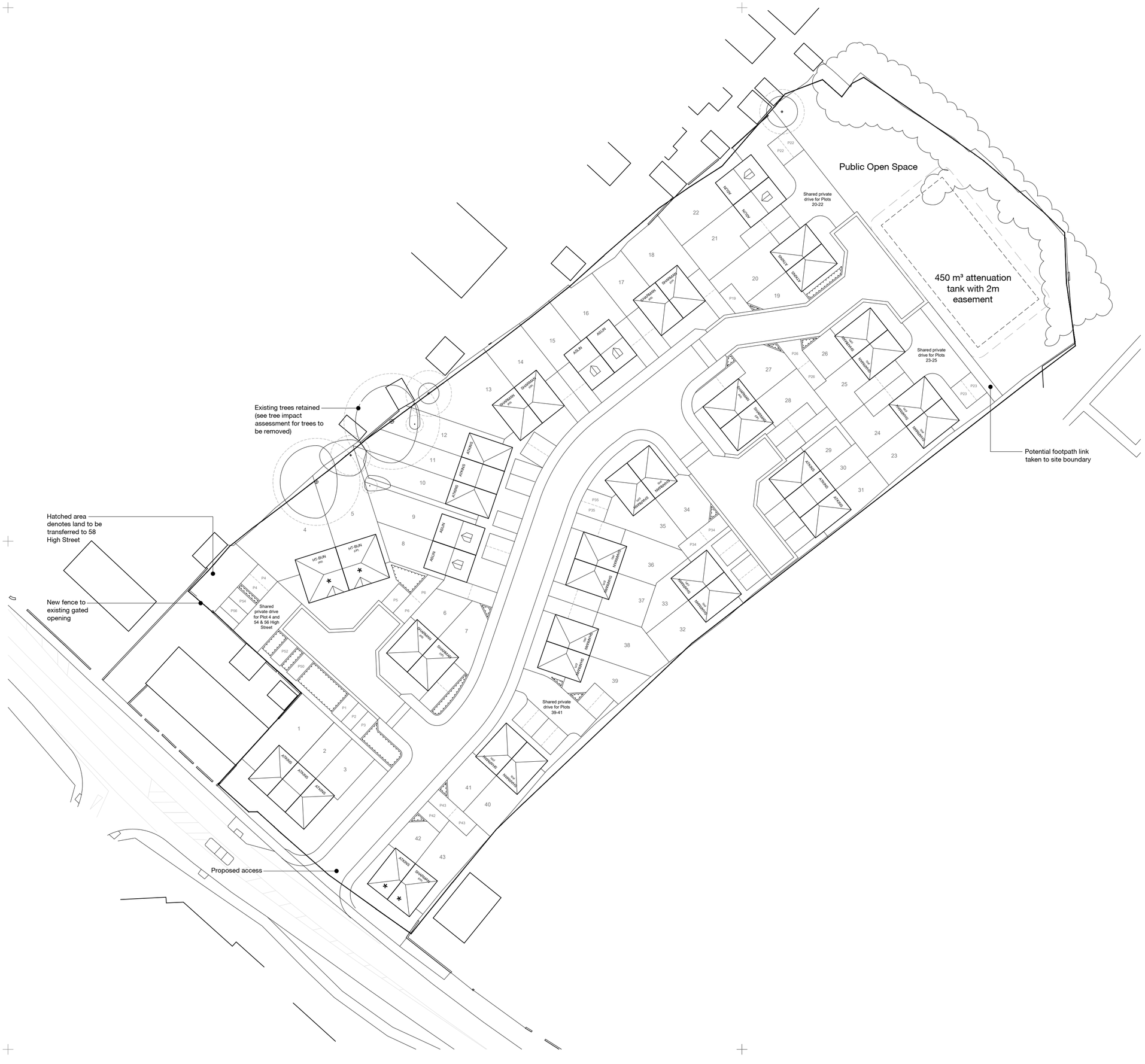
6.6 It has been demonstrated that access to sustainable transport infrastructure from the site is well served with high frequency of bus services within 400m walk of the site entrance, as well as excellent cycle and pedestrian provision to a wide range of facilities.

6.7 The site is allocated for housing use on the Local Plan and has the benefit of 2 previous planning approvals for housing purposes. There are no material changes in circumstances to justify a refusal.

6.8 Paragraph 109 from NPPF says "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe". This report demonstrates that there are no safety or impacts on the road network that could be considered as sever.

6.9 Overall, our investigations have confirmed that there are no transport, traffic or highways reasons to resist the grant of planning permission for the redevelopment of the site for residential use.

APPENDIX A – SITE LAYOUT PLAN (SOURCE ARCHITECT)



0 5 10cm

N

Notes | Sketch schemes may be based on plan information of unknown origin and is subject to verification and survey. Contractors must verify all dimensions on site before commencing any work or shop drawings. This drawing is not to be scaled. Use figured dimensions only. Ensure digital versions are plotted at 'Actual Size'. Building areas are liable to adjustment over the course of the design process due to ongoing construction detailing developments. Subject to statutory approvals and survey. The bar above is to check that the drawing has been printed to scale.

Accommodation Schedule

House Type		Area (sq.ft)	Quantity	Total Areas (sq.ft)
HT-BUN	2 bed semi detached bungalow	669.80	2	1,340
ATKINS	2 bed terraced / semi detached	763.40	12	9,161
SHARMAN	3 bed semi detached	861.60	23	19,817
ASLIN	4 bed semi detached	1112.00	6	6,672
		TOTAL OVERALL	43	36,989 sq.ft
		Net Developable Site Area	2.46 Acre	
		Total Site Area	3.09 Acre	

Rev	Date	Description	Drawn	Checked
A	20.10.20	Plots 1-3 amended	CR	

Project: High Street, Shafton

Drawing: Proposed Site Layout Option 3

Client: Vistry Partnerships Limited

BIM Suitability Description: SUITABLE FOR INFORMATION — BIM Suitability Code: S2

Status: Planning
Date: 23.09.20
Drawn: CR
Checked: GE
Scale (A2): 1:500

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Project: 0812 - Originator: EA - Discipline: A - Drawing No: P202 - Rev: A

APPENDIX B – TRICS TRAFFIC GENERATION ANALYSIS

Calculation Reference: AUDIT-726001-200618-0659

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	KC	KENT	2 days
	SC	SURREY	1 days
	WS	WEST SUSSEX	4 days
03	**SOUTH WEST**		
	SM	SOMERSET	3 days
04	**EAST ANGLIA**		
	NF	NORFOLK	3 days
	SF	SUFFOLK	2 days
05	**EAST MIDLANDS**		
	LE	LEICESTERSHIRE	1 days
06	**WEST MIDLANDS**		
	SH	SHROPSHIRE	2 days
	ST	STAFFORDSHIRE	1 days
08	**NORTH WEST**		
	CH	CHESHIRE	2 days
17	**ULSTER (NORTHERN IRELAND)**		
	DO	DOWN	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 10 to 918 (units:)
Range Selected by User: 4 to 300 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 19/11/19

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

Selected survey days:

Monday	2 days
Tuesday	5 days
Wednesday	7 days
Thursday	7 days
Friday	1 days

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

Selected survey types:

Manual count	22 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	16
Neighbourhood Centre (PPS6 Local Centre)	6

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	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.

Secondary Filtering selection:

Use Class:

C3	22 days

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

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	5 days
5,001 to 10,000	7 days
10,001 to 15,000	7 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days

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

Population within 5 miles:

25,001 to 50,000	6 days
50,001 to 75,000	5 days
75,001 to 100,000	10 days
100,001 to 125,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	18 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	6 days
No	16 days

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

PTAL Rating:

No PTAL Present	22 days

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

LIST OF SITES relevant to selection parameters

1 **CH-03-A-09** **TERRACED HOUSES** **CHESHIRE**
GREYSTOKE ROAD
MACCLESFIELD
HURDSFIELD
Edge of Town
Residential Zone
Total No of Dwellings: 24
Survey date: MONDAY *24/11/14* *Survey Type: MANUAL*

2 **CH-03-A-10** **SEMI-DETACHED & TERRACED** **CHESHIRE**
MEADOW DRIVE
NORTHWICH
BARNTON
Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: TUESDAY *04/06/19* *Survey Type: MANUAL*

3 **DO-03-A-03** **DETACHED/SEMI DETACHED** **DOWN**
OLD MILL HEIGHTS
BELFAST
DUNDONALD
Edge of Town
Residential Zone
Total No of Dwellings: 79
Survey date: WEDNESDAY *23/10/13* *Survey Type: MANUAL*

4 **KC-03-A-07** **MIXED HOUSES** **KENT**
RECULVER ROAD
HERNE BAY

Edge of Town
Residential Zone
Total No of Dwellings: 288
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

5 **KC-03-A-08** **MIXED HOUSES** **KENT**
MAIDSTONE ROAD
CHARING

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 159
Survey date: TUESDAY *22/05/18* *Survey Type: MANUAL*

6 **LE-03-A-02** **DETACHED & OTHERS** **LEICESTERSHIRE**
MELBOURNE ROAD
IBSTOCK

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 85
Survey date: THURSDAY *28/06/18* *Survey Type: MANUAL*

7 **NF-03-A-03** **DETACHED HOUSES** **NORFOLK**
HALING WAY
THETFORD

Edge of Town
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY *16/09/15* *Survey Type: MANUAL*

8 **NF-03-A-04** **MIXED HOUSES** **NORFOLK**
NORTH WALSHAM ROAD
NORTH WALSHAM

Edge of Town
Residential Zone
Total No of Dwellings: 70
Survey date: WEDNESDAY *18/09/19* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 **NF-03-A-06** **MIXED HOUSES** **NORFOLK**
BEAUFORT WAY
GREAT YARMOUTH
BRADWELL
Edge of Town
Residential Zone
Total No of Dwellings: 275
Survey date: MONDAY *23/09/19* *Survey Type: MANUAL*

10 **SC-03-A-04** **DETACHED & TERRACED** **SURREY**
HIGH ROAD
BYFLEET

Edge of Town
Residential Zone
Total No of Dwellings: 71
Survey date: THURSDAY *23/01/14* *Survey Type: MANUAL*

11 **SF-03-A-05** **DETACHED HOUSES** **SUFFOLK**
VALE LANE
BURY ST EDMUNDS

Edge of Town
Residential Zone
Total No of Dwellings: 18
Survey date: WEDNESDAY *09/09/15* *Survey Type: MANUAL*

12 **SF-03-A-06** **DETACHED & SEMI-DETACHED** **SUFFOLK**
BURY ROAD
KENTFORD

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 38
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

13 **SH-03-A-05** **SEMI-DETACHED/TERRACED** **SHROPSHIRE**
SANDCROFT
TELFORD
SUTTON HILL
Edge of Town
Residential Zone
Total No of Dwellings: 54
Survey date: THURSDAY *24/10/13* *Survey Type: MANUAL*

14 **SH-03-A-06** **BUNGALOWS** **SHROPSHIRE**
ELLESMERE ROAD
SHREWSBURY

Edge of Town
Residential Zone
Total No of Dwellings: 16
Survey date: THURSDAY *22/05/14* *Survey Type: MANUAL*

15 **SM-03-A-01** **DETACHED & SEMI** **SOMERSET**
WEMBDON ROAD
BRIDGWATER
NORTHFIELD
Edge of Town
Residential Zone
Total No of Dwellings: 33
Survey date: THURSDAY *24/09/15* *Survey Type: MANUAL*

16 **SM-03-A-02** **MIXED HOUSES** **SOMERSET**
HYDE LANE
NEAR TAUNTON
CREECH SAINT MICHAEL
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 42
Survey date: TUESDAY *25/09/18* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

17 **SM-03-A-03** **MIXED HOUSES** **SOMERSET**
HYDE LANE
NEAR TAUNTON
CREECH ST MICHAEL
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 41
Survey date: TUESDAY *25/09/18* *Survey Type: MANUAL*

18 **ST-03-A-07** **DETACHED & SEMI-DETACHED** **STAFFORDSHIRE**
BEACONSIDE
STAFFORD
MARSTON GATE
Edge of Town
Residential Zone
Total No of Dwellings: 248
Survey date: WEDNESDAY *22/11/17* *Survey Type: MANUAL*

19 **WS-03-A-04** **MIXED HOUSES** **WEST SUSSEX**
HILLS FARM LANE
HORSHAM
BROADBRIDGE HEATH
Edge of Town
Residential Zone
Total No of Dwellings: 151
Survey date: THURSDAY *11/12/14* *Survey Type: MANUAL*

20 **WS-03-A-07** **BUNGALOWS** **WEST SUSSEX**
EMMS LANE
NEAR HORSHAM
BROOKS GREEN
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 57
Survey date: THURSDAY *19/10/17* *Survey Type: MANUAL*

21 **WS-03-A-10** **MIXED HOUSES** **WEST SUSSEX**
TODDINGTON LANE
LITTLEHAMPTON
WICK
Edge of Town
Residential Zone
Total No of Dwellings: 79
Survey date: WEDNESDAY *07/11/18* *Survey Type: MANUAL*

22 **WS-03-A-11** **MIXED HOUSES** **WEST SUSSEX**
ELLIS ROAD
WEST HORSHAM
S BROADBRIDGE HEATH
Edge of Town
Residential Zone
Total No of Dwellings: 918
Survey date: TUESDAY *02/04/19* *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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
DL-03-A-10	ireland
WA-03-A-04	ireland

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	22	127	0.082	22	127	0.305	22	127	0.387
08:00 - 09:00	22	127	0.153	**22**	**127**	**0.391**	**22**	**127**	**0.544**
09:00 - 10:00	22	127	0.142	22	127	0.170	22	127	0.312
10:00 - 11:00	22	127	0.117	22	127	0.138	22	127	0.255
11:00 - 12:00	22	127	0.124	22	127	0.152	22	127	0.276
12:00 - 13:00	22	127	0.151	22	127	0.142	22	127	0.293
13:00 - 14:00	22	127	0.156	22	127	0.150	22	127	0.306
14:00 - 15:00	22	127	0.163	22	127	0.186	22	127	0.349
15:00 - 16:00	22	127	0.270	22	127	0.171	22	127	0.441
16:00 - 17:00	22	127	0.286	22	127	0.175	22	127	0.461
17:00 - 18:00	**22**	**127**	**0.371**	22	127	0.155	22	127	0.526
18:00 - 19:00	22	127	0.293	22	127	0.175	22	127	0.468
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.308			2.310			4.618

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

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

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Parameter summary

Trip rate parameter range selected:	10 - 918 (units:)
Survey date date range:	01/01/12 - 19/11/19
Number of weekdays (Monday-Friday):	22
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	22	127	0.005	22	127	0.007	22	127	0.012
08:00 - 09:00	22	127	0.006	**22**	**127**	**0.020**	**22**	**127**	**0.026**
09:00 - 10:00	22	127	0.001	22	127	0.004	22	127	0.005
10:00 - 11:00	22	127	0.002	22	127	0.003	22	127	0.005
11:00 - 12:00	22	127	0.001	22	127	0.003	22	127	0.004
12:00 - 13:00	22	127	0.004	22	127	0.002	22	127	0.006
13:00 - 14:00	22	127	0.003	22	127	0.001	22	127	0.004
14:00 - 15:00	22	127	0.004	22	127	0.001	22	127	0.005
15:00 - 16:00	22	127	0.008	22	127	0.003	22	127	0.011
16:00 - 17:00	22	127	0.011	22	127	0.007	22	127	0.018
17:00 - 18:00	**22**	**127**	**0.013**	22	127	0.010	22	127	0.023
18:00 - 19:00	22	127	0.009	22	127	0.006	22	127	0.015
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.067			0.067			0.134

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

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

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	22	127	0.099	22	127	0.460	22	127	0.559
08:00 - 09:00	22	127	0.195	**22**	**127**	**0.677**	**22**	**127**	**0.872**
09:00 - 10:00	22	127	0.179	22	127	0.240	22	127	0.419
10:00 - 11:00	22	127	0.150	22	127	0.200	22	127	0.350
11:00 - 12:00	22	127	0.166	22	127	0.209	22	127	0.375
12:00 - 13:00	22	127	0.209	22	127	0.192	22	127	0.401
13:00 - 14:00	22	127	0.223	22	127	0.204	22	127	0.427
14:00 - 15:00	22	127	0.224	22	127	0.250	22	127	0.474
15:00 - 16:00	22	127	0.471	22	127	0.231	22	127	0.702
16:00 - 17:00	22	127	0.472	22	127	0.260	22	127	0.732
17:00 - 18:00	**22**	**127**	**0.598**	22	127	0.225	22	127	0.823
18:00 - 19:00	22	127	0.464	22	127	0.276	22	127	0.740
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.450			3.424			6.874

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

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

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	22	127	0.015	22	127	0.030	22	127	0.045
08:00 - 09:00	22	127	0.041	**22**	**127**	**0.125**	**22**	**127**	**0.166**
09:00 - 10:00	22	127	0.032	22	127	0.025	22	127	0.057
10:00 - 11:00	22	127	0.025	22	127	0.025	22	127	0.050
11:00 - 12:00	22	127	0.016	22	127	0.016	22	127	0.032
12:00 - 13:00	22	127	0.023	22	127	0.019	22	127	0.042
13:00 - 14:00	22	127	0.023	22	127	0.020	22	127	0.043
14:00 - 15:00	22	127	0.028	22	127	0.027	22	127	0.055
15:00 - 16:00	**22**	**127**	**0.105**	22	127	0.043	22	127	0.148
16:00 - 17:00	22	127	0.038	22	127	0.025	22	127	0.063
17:00 - 18:00	22	127	0.033	22	127	0.033	22	127	0.066
18:00 - 19:00	22	127	0.047	22	127	0.049	22	127	0.096
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.426			0.437			0.863

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

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

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

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	22	127	0.001	**22**	**127**	**0.020**	22	127	0.021
08:00 - 09:00	22	127	0.000	22	127	0.018	22	127	0.018
09:00 - 10:00	22	127	0.001	22	127	0.007	22	127	0.008
10:00 - 11:00	22	127	0.003	22	127	0.003	22	127	0.006
11:00 - 12:00	22	127	0.002	22	127	0.005	22	127	0.007
12:00 - 13:00	22	127	0.002	22	127	0.003	22	127	0.005
13:00 - 14:00	22	127	0.003	22	127	0.001	22	127	0.004
14:00 - 15:00	22	127	0.005	22	127	0.004	22	127	0.009
15:00 - 16:00	22	127	0.015	22	127	0.007	22	127	0.022
16:00 - 17:00	22	127	0.014	22	127	0.003	22	127	0.017
17:00 - 18:00	22	127	0.011	22	127	0.004	22	127	0.015
18:00 - 19:00	**22**	**127**	**0.023**	22	127	0.006	**22**	**127**	**0.029**
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.080			0.081			0.161

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

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

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	22	127	0.120	22	127	0.517	22	127	0.637
08:00 - 09:00	22	127	0.242	**22**	**127**	**0.839**	**22**	**127**	**1.081**
09:00 - 10:00	22	127	0.213	22	127	0.276	22	127	0.489
10:00 - 11:00	22	127	0.179	22	127	0.231	22	127	0.410
11:00 - 12:00	22	127	0.185	22	127	0.233	22	127	0.418
12:00 - 13:00	22	127	0.238	22	127	0.217	22	127	0.455
13:00 - 14:00	22	127	0.251	22	127	0.226	22	127	0.477
14:00 - 15:00	22	127	0.260	22	127	0.281	22	127	0.541
15:00 - 16:00	22	127	0.598	22	127	0.285	22	127	0.883
16:00 - 17:00	22	127	0.534	22	127	0.294	22	127	0.828
17:00 - 18:00	**22**	**127**	**0.656**	22	127	0.273	22	127	0.929
18:00 - 19:00	22	127	0.544	22	127	0.337	22	127	0.881
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.020			4.009			8.029

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

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

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

MULTI-MODAL CARS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	22	127	0.060	22	127	0.264	22	127	0.324
08:00 - 09:00	22	127	0.129	**22**	**127**	**0.340**	**22**	**127**	**0.469**
09:00 - 10:00	22	127	0.108	22	127	0.133	22	127	0.241
10:00 - 11:00	22	127	0.089	22	127	0.113	22	127	0.202
11:00 - 12:00	22	127	0.094	22	127	0.113	22	127	0.207
12:00 - 13:00	22	127	0.121	22	127	0.114	22	127	0.235
13:00 - 14:00	22	127	0.124	22	127	0.122	22	127	0.246
14:00 - 15:00	22	127	0.131	22	127	0.158	22	127	0.289
15:00 - 16:00	22	127	0.233	22	127	0.138	22	127	0.371
16:00 - 17:00	22	127	0.237	22	127	0.139	22	127	0.376
17:00 - 18:00	**22**	**127**	**0.321**	22	127	0.131	22	127	0.452
18:00 - 19:00	22	127	0.263	22	127	0.154	22	127	0.417
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.910			1.919			3.829

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.*