

Prepared for Castle Green

Proposed Residential Development, Land off Green Lane, Ewloe

Transport Statement

230836

OCTOBER 2023



SCP GENERAL NOTES

Project No.: 230836-TA (0.0)

Title: Proposed Residential Development, Land off Green Lane, Ewloe, Transport Statement

Client: Prepared for Castle Green

Date: 06 October 2023

Office: Manchester

Author	<u>Liam Bessell</u>	Reviewer	<u>Peter Todd</u>
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Revision	Date	Status	Prepared by	Approved by
0	06.10.23	Planning	LB	PT

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Where field investigations have been carried out, these have been restricted to a level of detail required to achieve the stated objectives of the work.

This work has been undertaken in accordance with the quality management system of SCP.

Prepared for Castle Green

Proposed Residential Development, Land off Green Lane, Ewloe, Transport Statement
230836-TA (0.0)

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A – PROPOSED SITE LAYOUT PLAN

B – DRAWING NUMBER SCP/230836/D02 Rev B – PROPOSED ACCESS ALONG GREEN LANE

C – DRAWING NUMBER SCP/230836/ATR01 Rev B – SWEPT PATH ANALYSIS

D – TRICS OUTPUT – PROPOSED RESIDENTIAL

1 INTRODUCTION

General

- 1.1 SCP have been appointed by Castle Green to provide traffic and transport advice in support of a proposed residential development of 70 dwellings at land off Green Lane, Ewloe.
- 1.2 The application site forms part of a wider site which is allocated in the Flintshire Local Development Plan (LDP) for 298 dwellings under site reference HN1.7. The principle of residential development on this site has therefore been found acceptable to Flintshire County Council (FCC).
- 1.3 This Transport Statement (TS) has been produced in accordance with Planning Policy Wales and TAN 18 and provides an assessment of the traffic and transport implications associated with the development proposals to inform FCC, as the local highway and planning authority, regarding the nature and magnitude of their impact.
- 1.4 TAN18 states that a Transport Assessment is required for residential development sites which provides more than 100 dwellings. Based on this, a TS report has been prepared and is considered appropriate to support this application.
- 1.5 This report concludes that the proposed development of this site can be accommodated without detriment to the operational capacity or safety of the local highway network and that it can be readily accessed on foot, by bicycle and by local public transport services.

Structure of Report

- 1.6 The structure of this report is as follows:-
 - Chapter 2 - describes in detail the site location, local highway network and existing use of the site;
 - Chapter 3 - defines the development proposals, including the proposed access, servicing and parking arrangements;
 - Chapter 4 – considers the location of the site with regard to the existing local sustainable transport infrastructure;
 - Chapter 5 – presents a summary of the impact of the development on the local highway network; and,
 - Chapter 6 – provides the summary and conclusions to the above chapters.

2 EXISTING CONDITIONS

Overview

- 2.1 This Chapter provides a detailed 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 application site is located approximately 0.6 miles to the north-west of Ewloe centre and has an area of approximately 1.8ha. The site currently comprises undeveloped land.
- 2.3 **Figure 2.1** below shows the site location in relation to the wider highway network.

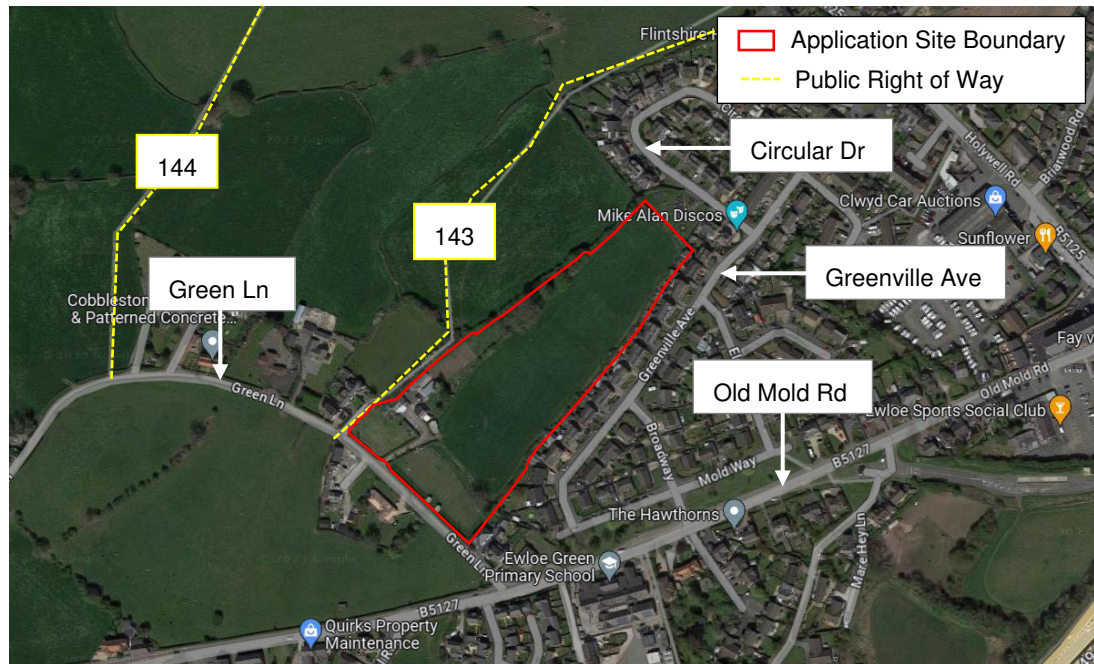
Figure 2.1 – Site Location Wider View



Source: Google Maps

- 2.4 As mentioned previously, the application site forms part of a wider site which is allocated in the Flintshire Local Development Plan (LDP) for 298 dwellings under site reference HN1.7, as illustrated on **Figure 2.1** above.
- 2.5 The application site is bordered by undeveloped land to the north-west, residential properties and Old Mold Road to the north-east and east, and Green Lane to the south-west.
- 2.6 The location of the site in relation to the local area is shown on **Figure 2.2** below.

Figure 2.2 – Site Location, Local Highway Network



Source: Google Maps

- 2.7 There are number of Public Right of Way (PRoW) within the vicinity of the site, including PRoW 142, 143 and 144.
- 2.8 PRoW 143 runs along the northern boundary of the site and provides a link between Holywell Road to the north-east and Magazine Lane to the south-west. Further details on nearby PRoW are provided later in this report.

Local Highway Network

Green Lane

- 2.9 Green Lane is along the south-western boundary of the site and connects the B5127 Mold Road to the south to Magazine Lane to the west.
- 2.10 Within the vicinity of the site, Green Lane is a rural lane in nature and has a carriageway width of approximately 4.0m, which widens out to the south where it meets the B5127 Mold Road. No footways are currently provided along Green Lane.
- 2.11 Within the vicinity of the site, Green lane is street lit and due to the recent announcement from Welsh Government is subject to a mandatory 20mph speed limit.

B5127 Old Mold Road

- 2.12 The B5127 Old Mold Road is located to the south-east of the site and connects the A494 to the east to Liverpool Road to the west which leads to Buckley. The B5127 Old Mold Road has a carriageway width of approximately 9m and benefits from footways and on both sides of the carriageway.
- 2.13 Within the vicinity of the site, the B5127 Old Mold Road is street lit and due to the recent announcement from Welsh Government is subject to a mandatory 20mph.

Highway Safety

- 2.14 In order to identify critical locations on the network with a poor accident record, the personal injury accident data has been obtained from the online resource CrashMap for the most recently available 5-year period (approx.), ending 31st December 2021.
- 2.15 The analysis shows that no accidents have occurred along Green Lane, Magazine Lane or at the Green Lane / B5127 Mold Road over the 5-year period. On this basis, the existing accident record does not represent a material concern in the context of the proposed development and no further analysis of the accident record is required.

3 PROPOSED DEVELOPMENT

General

- 3.1 The proposed development will provide up to 70 residential dwellings comprising 19no. 2-bed houses, 46no. 3-bed houses and 5no. 4-bed houses.
- 3.2 The proposed site layout plan is provided in [Appendix A](#).

Proposed Access Arrangement

- 3.3 Vehicular access to the development will be through the introduction of a priority T-junction onto Green Lane, as shown on drawing number SCP/230836/D02 Rev B presented in [Appendix B](#).
- 3.4 The proposed access will provide visibility splays that have an 'x' distance (minor arm setback distance) of 2.4m and a 'y' (major road visibility) distance of 45m to the left and 45m to the right, which is in accordance with the guidance set out in TAN18 for a 20mph road.
- 3.5 Pedestrian and cycle access will be provided from the same location as the vehicular access. The main spine road will provide a 5.5m wide carriageway and 2m footways either side.
- 3.6 Green Lane will be widened to have a carriageway width of 5.5m, a 2m wide footway along the eastern section of the carriageway and a verge along the western side of the carriageway.

Internal Layout and Servicing Arrangements

- 3.7 The internal site layout has been designed to typical residential standards with the main access road providing a 5.5m wide carriageway and 2m wide footways on both sides of the road. The main access road serves a number of cul-de-sacs, which provide a 4.8m wide carriageway, and private driveways.
- 3.8 Swept path analysis has been undertaken of the site access and internal road layout, as shown on drawing number SCP/230836/ATR01 Rev B presented in [Appendix C](#).

Car Parking

- 3.9 Car parking standards for new development is provided in the Flintshire County Council (FCC) SPG. The standards for a 2-3 bedroom house are 2 car parking spaces per unit and for a 3+ bedroom house are 3 car parking spaces per unit. No standards are outlined for cycle parking.
- 3.10 As shown on the site layout plan presented in **Appendix A**, the proposed site layout provides parking in accordance with FCC's parking standards.

4 ACCESSIBILITY

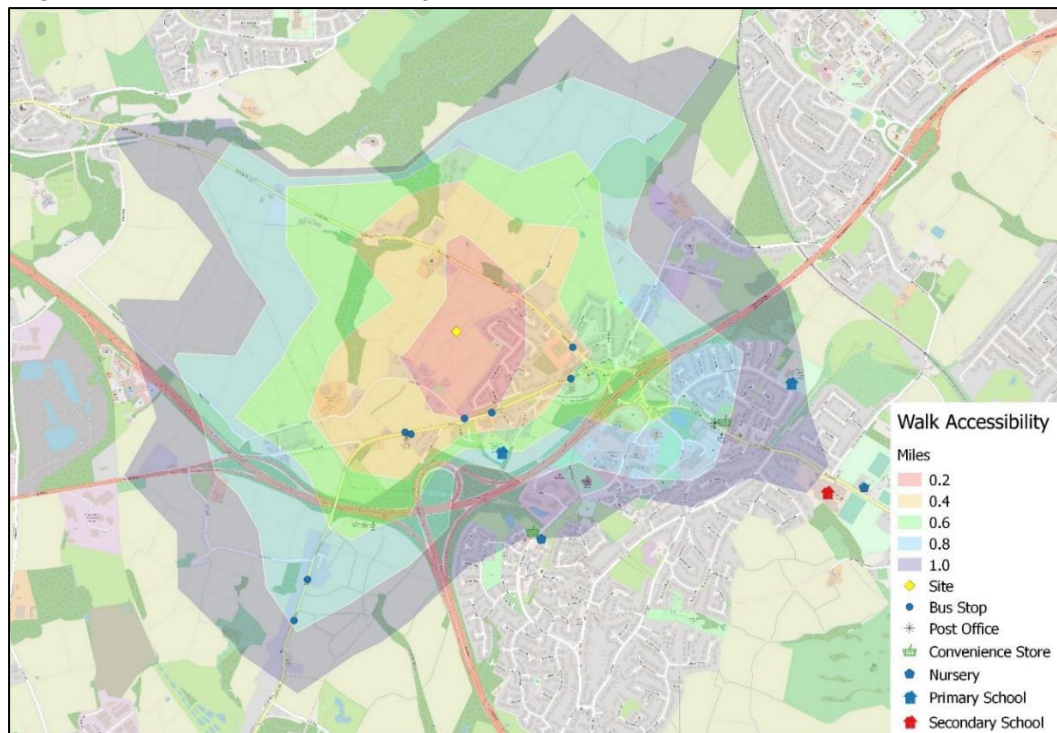
General

- 4.1 This chapter provides an assessment of the current accessibility of the proposed site for pedestrians, cyclists, and public transport. As detailed earlier, the application site forms part of a wider site which is allocated in the Flintshire LDP for 298 dwellings under site reference HN1.7. The principle of residential development and accessibility of this site has therefore been found acceptable to FCC.

Walking

- 4.2 The surrounding area benefits from a good level of pedestrian infrastructure. Old Mold Road and Holywell Road benefits from benefit from footpaths on both sides of the road as well as street lighting and natural surveillance from the existing residential properties that abut the main walking routes.
- 4.3 The pedestrian accessibility of the development has been modelled using Geographical Information System (GIS) software to produce isochrones mapping. The purpose of the isochrones is to demonstrate the areas within an acceptable walk distance of the site, as shown on **Figure 4.1**.

Figure 4.1 – Walk Accessibility



4.4 **Table 4.1** below demonstrates the facilities which are within a 2 mile walk of the site accesses.

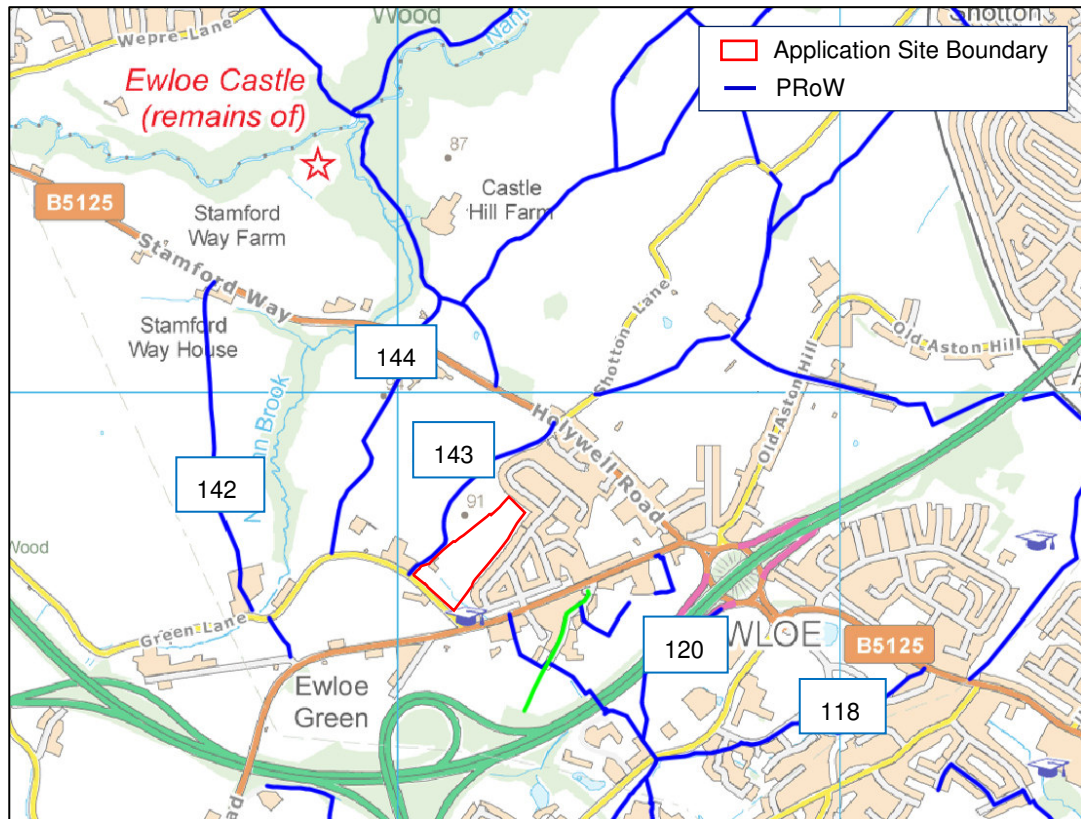
Table 4.1 – Accessibility of Facilities from Green Lane Site Access

Facility	Detail	Distance from site (metres)
Primary School	Ewloe Primary School	200m
Takeaway	Fayon Fish and Chips	600m
Gym	Village Gym St David's Park	1000m
Nursery	Busy Bees	1000m
Convenience Store	The Cooperative (St David's Park)	1000m
Convenience Store	The Cooperative (The Hwy)	1200m
Post Office	Ewloe Post Office	1200m
Public House/Restaurant	Crown and Liver Public House	1300m
Primary School	Penarlag Community Primary School	1500m
Nursery	The Highway Day Nursery	1500m
Secondary School	Hawarden High School	1600m

4.5 Hawarden Railway Station is located approximately 1.4 miles to the east of the site access and is still viewed as a viable option for some pedestrians.

4.6 The site is surrounded by a network of Public Right of Way (PRoW), as shown on **Figure 4.2** below.

Figure 4.2 – PRow Plan



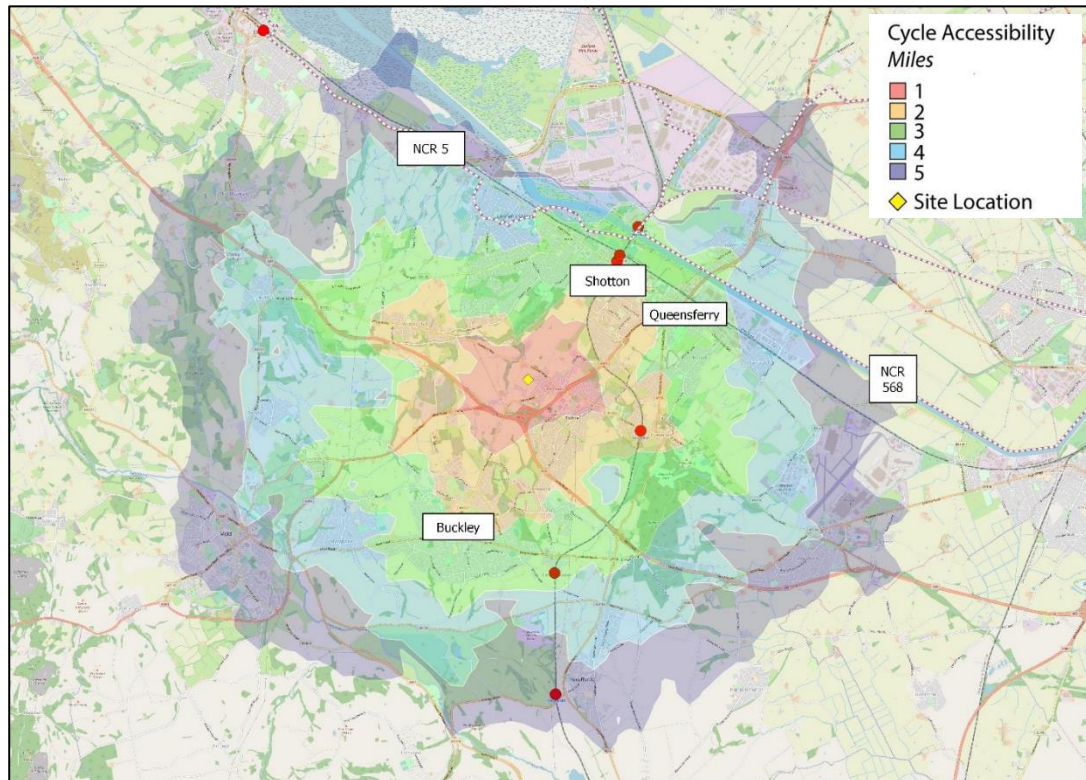
4.7 PRow 142, 143 and 144 all run in the vicinity of the site. PRow 143 runs along the northern boundary of the site and provides a link between Holywell Road to the north-east and Magazine Lane to the south-west.

Cycling

4.8 Cycling is an inexpensive, efficient and healthy way to travel. Cycling, depending on the destination, provides a predictable arrival time which is often quicker than driving or using public transport, and is subject to fewer traffic and congestion delays.

4.9 GIS software has been used to model 5 mile cycle catchment from the site and is shown on **Figure 4.3**.

Figure 4.3 – Cycle Accessibility

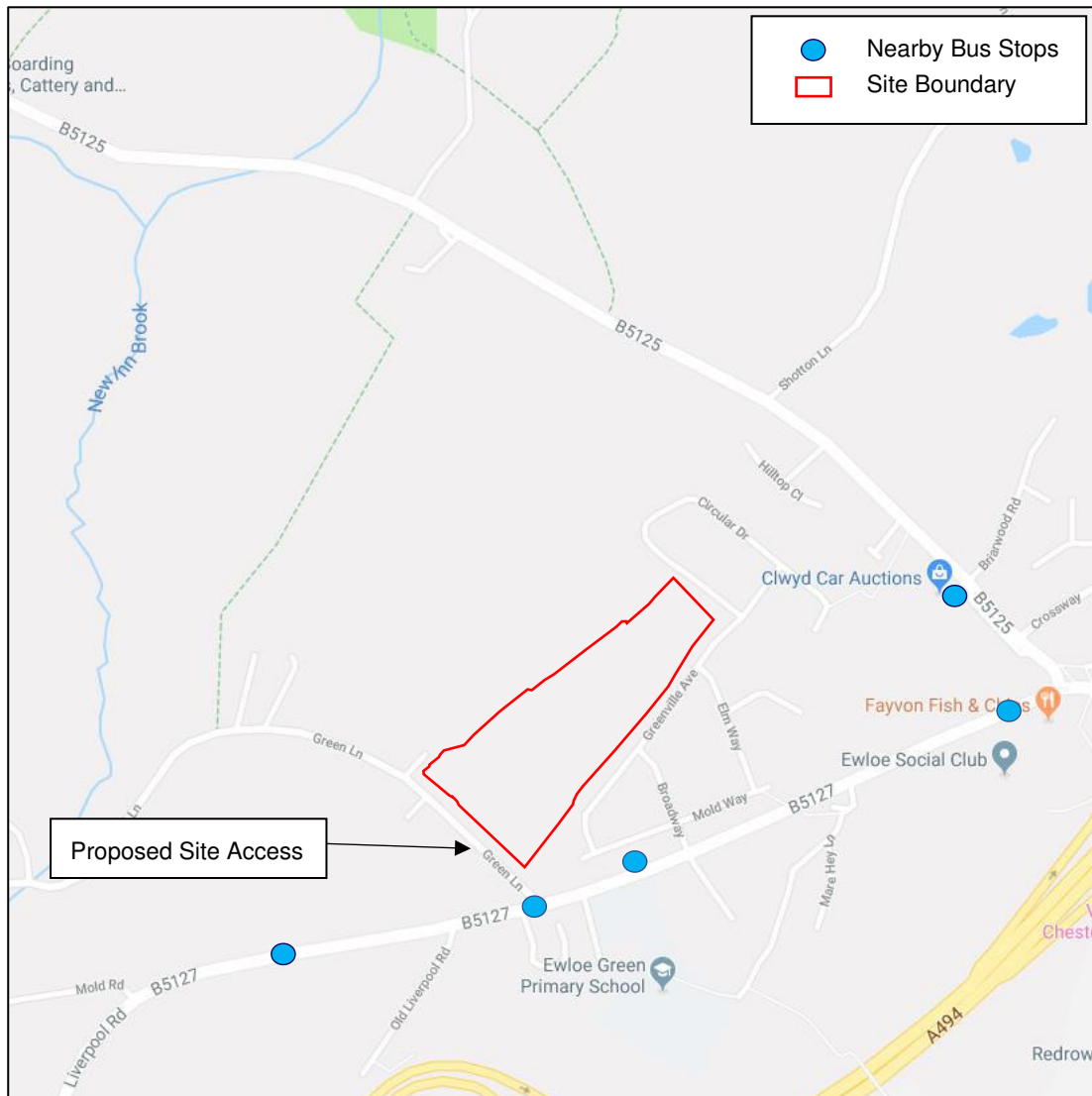


- 4.10 National Cycle Route 5 and 568 are located within an acceptable cycle distance to the north and east of the site.
- 4.11 Hawarden Railway Station is located approximately 1.4 miles and 1.6 miles cycle distance to the southeast of the development site.
- 4.12 The above plan shows that a number of areas can be accessed within a 5-mile cycle distance of the site. As the application site is within an acceptable cycle distance of a range of places and associated facilities, cycling is considered to be a viable alternative to private car use for prospective residents.

Public Transport

- 4.13 The nearest bus stop is located within 100m walking distance of the site access and is therefore within an acceptable walking distance.
- 4.14 **Figure 4.4** shows the bus stops closest to the development site.

Figure 4.4 – Bus Stops



4.15 **Table 5.3** shows a summary of the buses which run in the vicinity of the site.

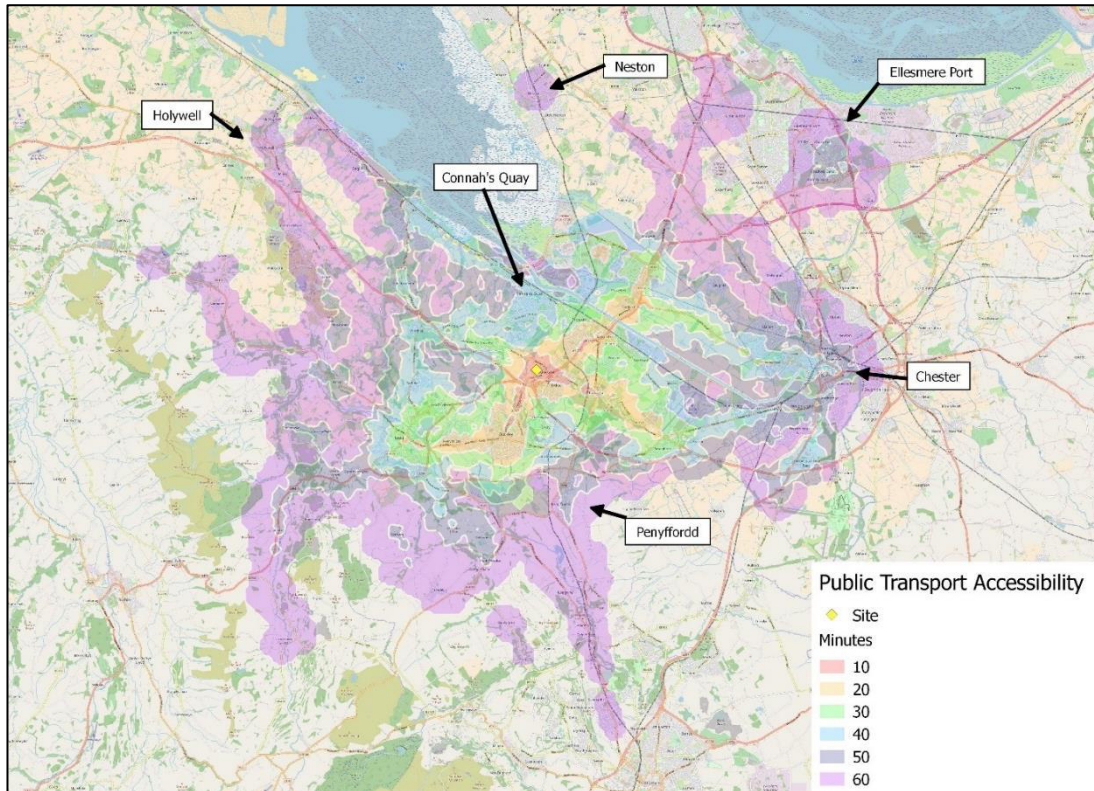
Table 5.3 – Bus Service Summary

Service Number	Route	Operator	Average Service Headway (mins) each Direction of Travel		
			Mon-Fri	Sat	Sun
5	Ellesmere Port – Wolverham – Garden City – Ewloe - Mold	Arriva Wales	60	60	-
X4	Chester – Broughton – Hawarden – Buckley - Mold	Arriva Wales	60	60	-

Public Transport – Rail

- 4.16 Hawarden Railway Station is located approximately 1.4 miles to the south-east of the site and provides cycle parking facilities including cycle lockers. This station serves services to Neston, Wrexham Central and Bidston, whilst also stopping at many other destinations on route.
- 4.17 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 5.5**. The analysis demonstrates that it is possible to reach areas such as Chester, Ellesmere Port and Neston amongst others, within an acceptable 60-minute commute time.

Figure 5.5 – Public Transport Accessibility



4.18 Based on the above analysis, future residents of the site will have access to bus and train services which provide travel to a range of destinations at an acceptable frequency, making the site accessible without the use of a private car.

Summary

4.19 Overall, the site is considered to be 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 acceptable standard making the site accessible.

5 ANTICIPATED TRANSPORT IMPACT

Overview

5.1 This chapter sets out the methodology used to estimate the number of trips generated by the proposed uses of the site and draws conclusions on the anticipated impact of the development on the local highway network.

Trip Generation

5.2 In order to estimate the trip generating potential of the existing use of the site, average trip rates from the industry-standard TRICS Database have been obtained. The selection criteria for the TRICS-based trip rates is as follows:-

- i) Residential;
- ii) Private Houses;
- iii) Multi-modal surveys;
- iv) Sites in Greater London and Ireland excluded;
- v) Selection by Number of Dwellings;
- vi) Weekday surveys only; and
- vii) 'Edge of Town' and 'Suburban' locations included.

5.3 The multi modal TRICS outputs for the proposed development are presented in **Appendix D** and are summarised in **Table 5.1** below.

Table 5.1 - Estimated Trip Rates Associated with the Proposed Houses (Per Dwelling)				
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	0.146	0.370	0.346	0.161
Cycles	0.005	0.015	0.01	0.003
Pedestrians	0.051	0.149	0.064	0.040
Pub. Trans.	0.002	0.048	0.028	0.002

5.4 The estimated trip generation associated with the proposed houses is therefore as summarised in **Table 5.2** below.

Table 5.2 - Estimated Trip Generation Associated with the Proposed Houses (Based on 70 Dwellings)				
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	10	26	24	11
Cycles	0	1	1	0
Pedestrians	4	10	4	3
Pub. Trans.	0	3	2	0

Anticipated Highway Impact

5.5 Based on the trip net trip generation, the proposed development will result in an increase of 36 two-way vehicles during the AM peak hour and 35 two-way vehicles during the PM peak hour. Volumetrically, this equates to an average of 1 additional vehicle movement every 1-2 minutes or so in the during both peak hours.

5.6 Having regard to the low volume of traffic generated and benefits provided through the upgrading of Green Lane and introduction of a footway, the proposed development will not have a material impact on the operation or safety of the local highway network and no further detailed assessment is required. The traffic impact of the scheme is therefore acceptable in planning terms.

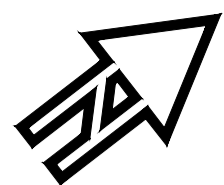
6 CONCLUSION

- 6.1 SCP have been appointed by Castle Green to provide traffic and transport advice in support of a proposed residential development of 70 dwellings at land off Green Lane, Ewloe.
- 6.2 The application site forms part of a wider site which is allocated in the Flintshire Local Development Plan (LDP) for 298 dwellings under site reference HN1.7. The principle of residential development on this site has therefore been found acceptable to
- 6.3 This Transport Statement (TS) has been produced to support the planning application and demonstrate to the Local Planning and Highway Authority that the development is satisfactory from a highway safety, traffic and access perspective.
- 6.4 Vehicular accesses to the development will be through the introduction of a priority T-junction onto Green Lane, which has been designed to typical residential standards and provided adequate levels of visibility.
- 6.5 Green Lane will be widened and provide a carriageway width of 5.5m, a 2m wide footway along the eastern section of the carriageway and a verge along the western side. These improvement will be sufficient to serve the proposed development and provide benefits to the existing users of Green Lane.
- 6.6 Pedestrian and cycle access will be provided from the same location as the vehicular access.
- 6.7 The personal injury accident data for the most recently available five-year period in the vicinity of the site has been reviewed. The analysis demonstrates that no accidents have occurred within the vicinity of the site and therefore the local highway network is considered to be operating in a safe manner.
- 6.8 Overall, the site is considered to be reasonably 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 acceptable standard making the site accessible.
- 6.9 The proposed development will generate a total of 36 two-way vehicles during the AM peak hour and 35 two-way vehicles during the PM peak hour. Volumetrically, this equates to an additional vehicle movement once every 1-2 minutes or so in the during both peak hours.

- 6.10 Having regard to the low volume of traffic generated and benefits provided through the upgrading of Green Lane and introduction of a footway, the proposed development will not have a material impact on the operation or safety of the local highway network and no further detailed assessment is required. The traffic impact of the scheme is therefore acceptable in planning terms.
- 6.11 It is therefore concluded that there is no highway-related reason to withhold planning permission for the scheme and the proposed development is therefore commended for approval.

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APPENDIX A



SCHEDULE OF ACCOMMODATION				
HOUSETYPE	DESCRIPTION	SQFT	NUMBER	PERCENTAGE
4P2B (Affordable)	2 Bed, 2 Storey, End/Mid-Terrace	895 SQFT	16	22.86
5P3B (Affordable)	3 Bed, 2 Storey, End-Terrace	1015 SQFT	12	17.14
Caskey	2 Bed, 3 Storey, Mid-Terrace	705 SQFT	3	4.29
Highfield	3 Bed, 2 Storey, End-Terrace	821 SQFT	6	8.57
Marlow Semi	3 Bed, 2 Storey	987 SQFT	10	14.29
Henley	3 Bed, 2 Storey	1040 SQFT	2	2.86
Stratford	3 Bed, 2 Storey	1055 SQFT	11	15.71
Cheshamham	3 Bed, 2 Storey	1234 SQFT	5	7.14
Wentworth	4 Bed, 2 Storey	1345 SQFT	5	7.14
TOTAL		8991 SQFT	70	100.00
Gross Site Area		6 Acres	2.43 Hectares	
Existing Landscaping		0.37 Acres	0.15 Hectares	
PCS		1.06 Acres	0.43 Hectares	
Undevelopable: Site Access, SSR & Sub station		0.19 Acres	0.08 Hectares	
NETT SITE AREA:		4.38 ACRES	1.77 HECTARES	
Gross Density:		11.67 Units/Acre	28.83 Units/Hectare	
NETT DENSITY:		15.98 UNITS/ACRE	39.49 UNITS/HECTARE	
Gross Footage:		11665.17 SQFT/Acre	2677.50 SQM/Hectare	
NETT FOOTAGE:		15719.68 SQFT/ACRE	3468.39 SQM/HECTARE	

Key:

- Site Boundary
- - - 1.8m high boundary fence
- 1.8m high screen wall / fence
- Private Drive
- - - Visibility Splays - 2.4x??m to Site Entrances
- Indicative Landscaping. - refer to landscaping design for exact details
- Number of parking spaces proposed to Semi-Detached and Detached Dwellings in accordance with LPA Parking Standards
- Parking space allocation to Frontage Parking Dwellings
- Existing retained hedges/landscaping

Rev:	Description:	Date:
A-	Amendments to housing mix & Numbers	20/09/23
B-	Amendments to turning heads	05/10/23



Castle Green

Castle Green,
Unit 20,
St. Asaph Business Park,
St Asaph,
Denbighshire. LL17 0LJ.
Tel. 01745 536677

Site:
Land off Green Lane, Ewloe

Title:
Site Layout

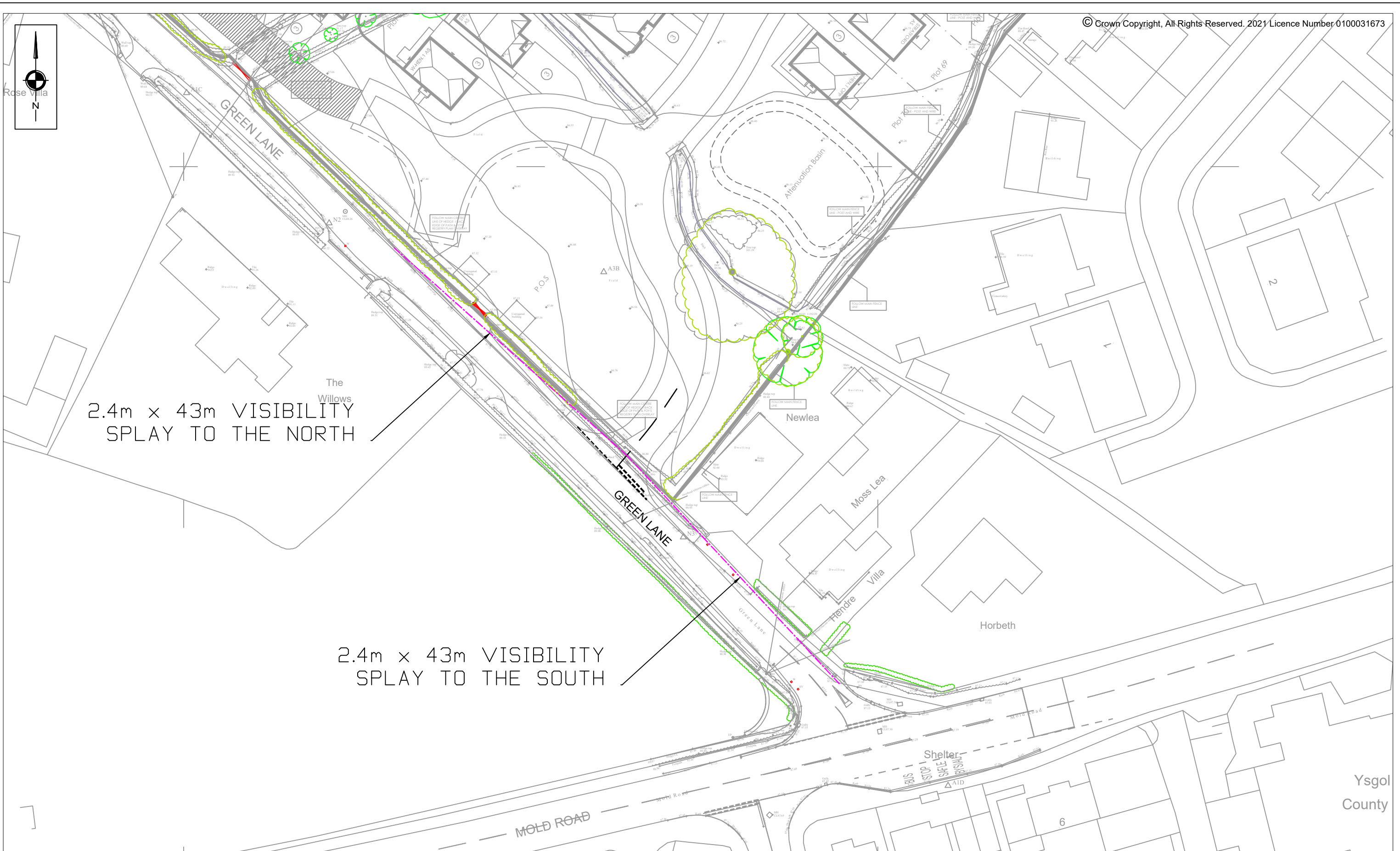
Scale: **1:500 at A1** Date: **03/05/2023**

Ref: **GL-EWL-SL.01** Rev: **B**



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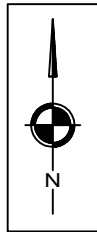
APPENDIX B



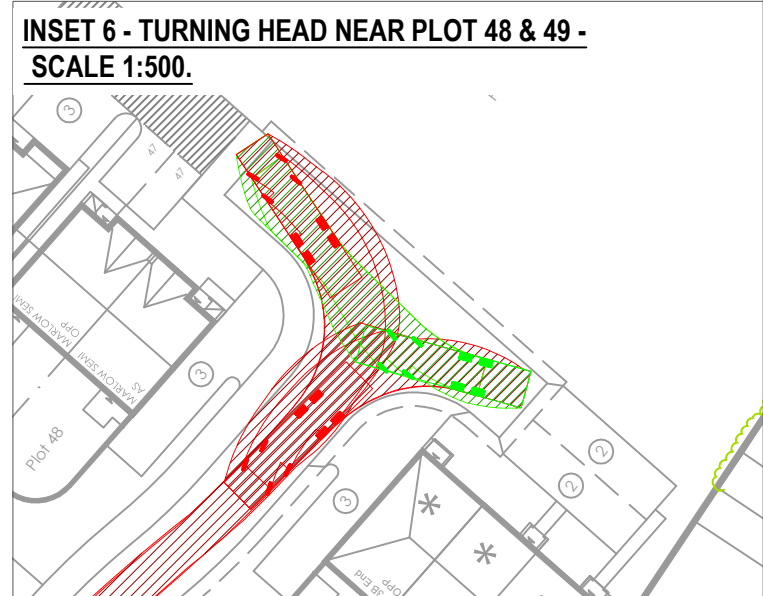
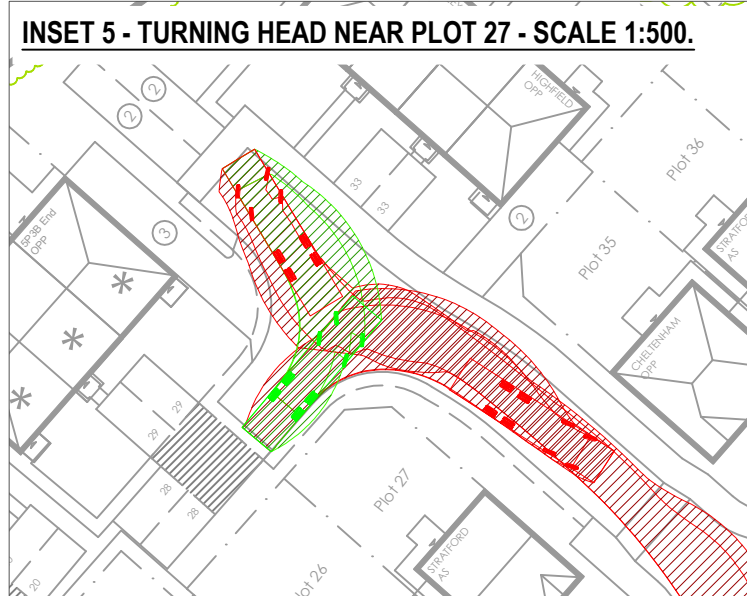
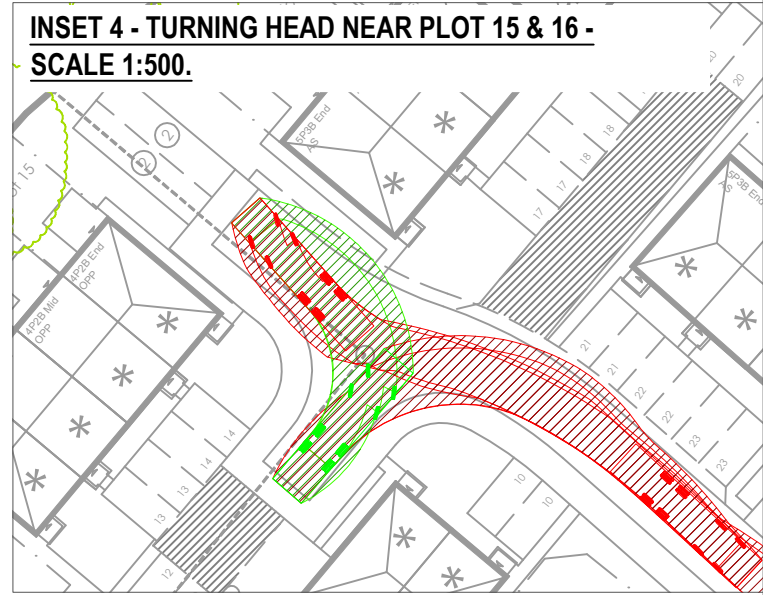
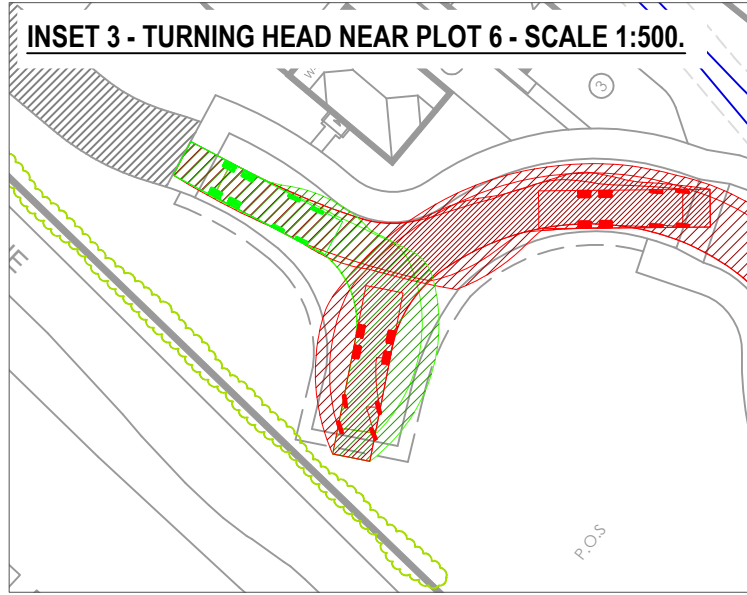
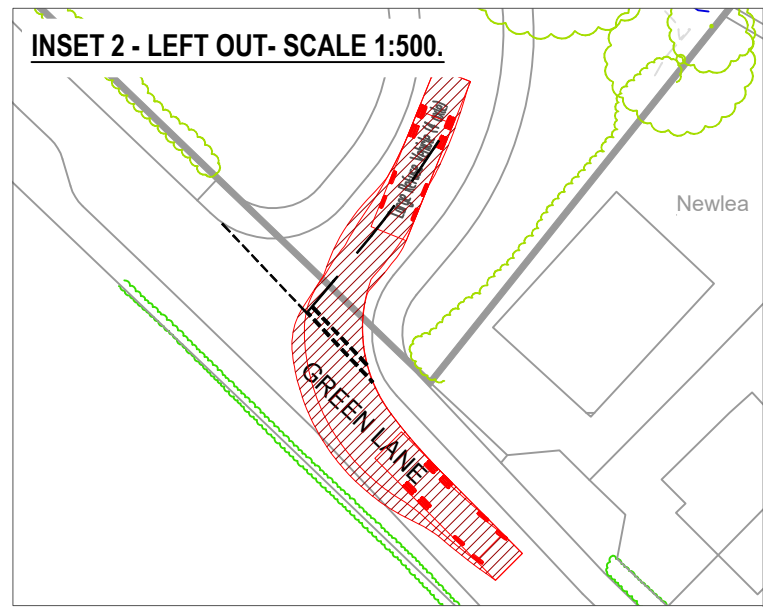
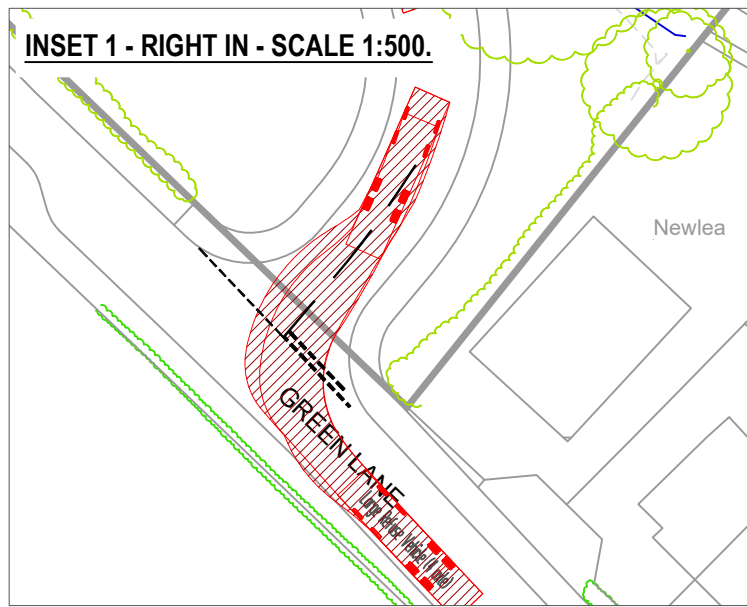
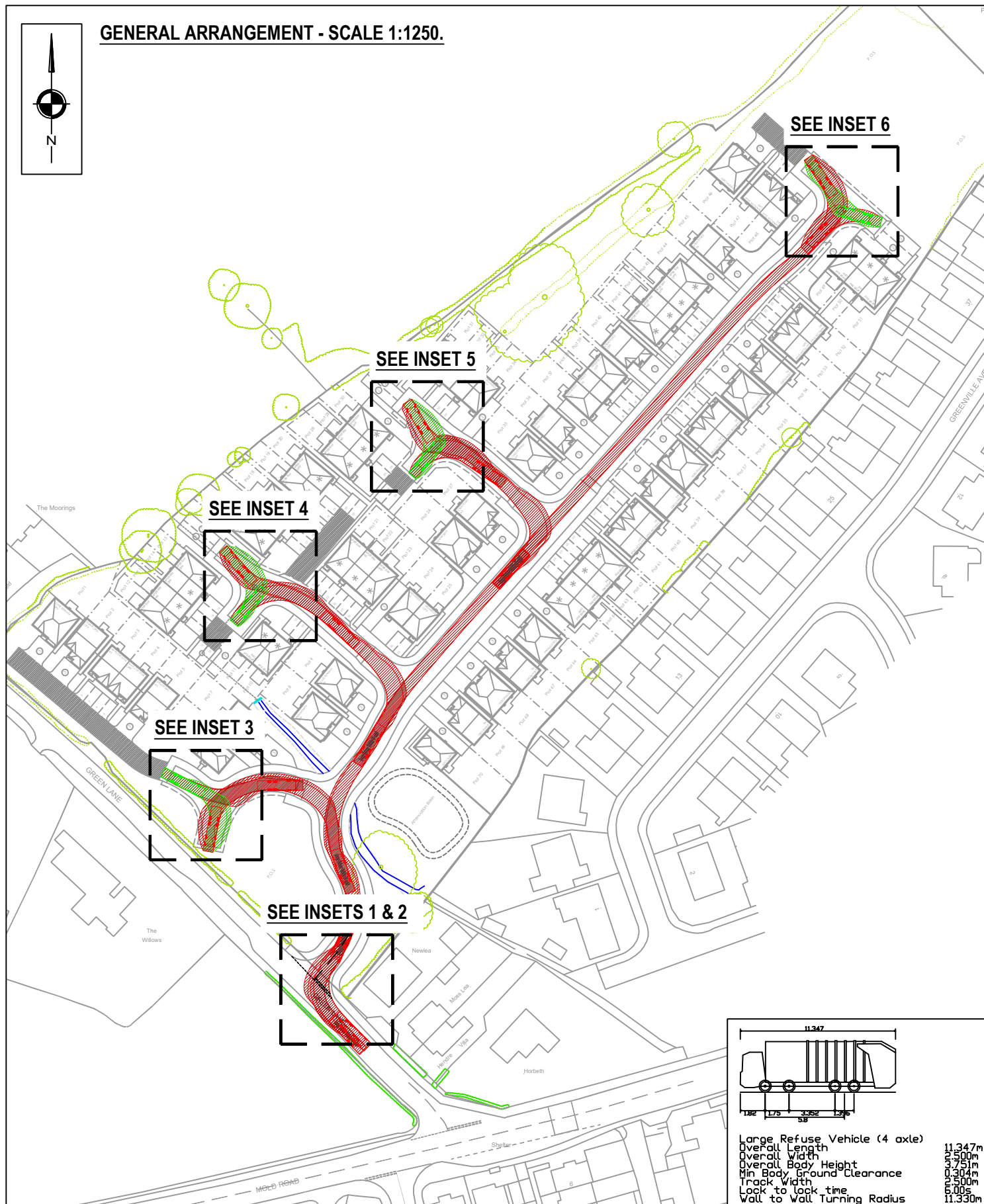
Client	Drawing Title	Scale	By	Rev	Description	Date	By	Drawing No.
				A				
Project Title	VISIBILITY SPLAYS	Date	Checked	B	ACCESS ADJUSTMENTS	06.10.23	LD	Revision
				-	-	-	-	
GREEN LANE, EWLOE		Approved/ Unapproved	Status	PLANNING				
				-	-	-	-	

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APPENDIX C



GENERAL ARRANGEMENT - SCALE 1:1250.



Client	
Project Title	GREEN LANE, EWLOE

Drawing Title	SWEPT PATH ANALYSIS - LARGE REFUSE VEHICLE
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Scale	AS STATED @ A3
Date	03.10.2023
Approved/Unapproved	-

By	BA
Checked	PT
Status	PLANNING

Rev	Description	Date	By
A	NEW SITE LAYOUT UNDERLAID	05.10.23	LD
B	ACCESS ADJUSTMENTS	06.10.23	LD
-	-	-	-
-	-	-	-

Drawing No.	SCP/230836/ATR01
Revision	B

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APPENDIX D

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	CT CENTRAL BEDFORDSHIRE	1 days
	ES EAST SUSSEX	4 days
	EX ESSEX	1 days
	HC HAMPSHIRE	6 days
	KC KENT	3 days
	SC SURREY	2 days
	WB WEST BERKSHIRE	1 days
	WS WEST SUSSEX	4 days
03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	2 days
	TB TORBAY	1 days
04	EAST ANGLIA	
	NF NORFOLK	7 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	TE TELFORD & WREKIN	1 days
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	DR DONCASTER	1 days
	NY NORTH YORKSHIRE	3 days
09	NORTH	
	DH DURHAM	2 days
11	SCOTLAND	
	AS ABERDEENSHIRE	1 days
	FA FALKIRK	1 days
	HI HIGHLAND	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: 36 to 131 (units:)
Range Selected by User: 35 to 140 (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 29/06/23

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	8 days
Tuesday	9 days
Wednesday	14 days
Thursday	8 days
Friday	7 days

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

Selected survey types:

Manual count	46 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	13
Edge of Town	33

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	42
Out of Town	1
No Sub Category	3

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	12 days - Selected
Servicing vehicles Excluded	39 days - Selected

Secondary Filtering selection:Use Class:

C3 46 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):Population within 1 mile:

1,001 to 5,000	4 days
5,001 to 10,000	13 days
10,001 to 15,000	13 days
15,001 to 20,000	9 days
20,001 to 25,000	5 days
25,001 to 50,000	2 days

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

Population within 5 miles:

5,001 to 25,000	6 days
25,001 to 50,000	6 days
50,001 to 75,000	6 days
75,001 to 100,000	7 days
100,001 to 125,000	3 days
125,001 to 250,000	15 days
250,001 to 500,000	3 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	7 days
1.1 to 1.5	37 days
1.6 to 2.0	2 days

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

Travel Plan:

Yes	24 days
No	22 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	46 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	AS-03-A-02	MIXED HOUSES		ABERDEENSHIRE
	FARROCHIE ROAD STONEHAVEN			
	Edge of Town Residential Zone			
	Total No of Dwellings:	131		
	Survey date: WEDNESDAY	20/04/22		Survey Type: MANUAL
2	CT-03-A-01	MIXED HOUSES		CENTRAL BEDFORDSHIRE
	ARLESEY ROAD STOTFOLD			
	Edge of Town Residential Zone			
	Total No of Dwellings:	46		
	Survey date: WEDNESDAY	22/06/22		Survey Type: MANUAL
3	DC-03-A-09	MIXED HOUSES		DORSET
	A350 SHAFTESBURY			
	Edge of Town No Sub Category			
	Total No of Dwellings:	50		
	Survey date: FRIDAY	19/11/21		Survey Type: MANUAL
4	DH-03-A-01	SEMI DETACHED		DURHAM
	GREENFIELDS ROAD BISHOP AUCKLAND			
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total No of Dwellings:	50		
	Survey date: TUESDAY	28/03/17		Survey Type: MANUAL
5	DH-03-A-03	SEMI-DETACHED & TERRACED		DURHAM
	PILGRIMS WAY DURHAM			
	Edge of Town Residential Zone			
	Total No of Dwellings:	57		
	Survey date: FRIDAY	19/10/18		Survey Type: MANUAL
6	DR-03-A-01	SEMI DETACHED HOUSES		DONCASTER
	A19 BENTLEY ROAD DONCASTER BENTLEY RISE			
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total No of Dwellings:	54		
	Survey date: WEDNESDAY	18/09/13		Survey Type: MANUAL
7	DV-03-A-02	HOUSES & BUNGALOWS		DEVON
	MILLHEAD ROAD HONITON			
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total No of Dwellings:	116		
	Survey date: FRIDAY	25/09/15		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	DV-03-A-03 LOWER BRAND LANE HONITON	TERRACED & SEMI DETACHED	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 70 Survey date: MONDAY 28/09/15		Survey Type: MANUAL
9	ES-03-A-05 RATTLE ROAD NEAR EASTBOURNE STONE CROSS	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 99 Survey date: WEDNESDAY 05/06/19		Survey Type: MANUAL
10	ES-03-A-07 NEW ROAD HAILSHAM HELLINGLY	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 91 Survey date: THURSDAY 07/11/19		Survey Type: MANUAL
11	ES-03-A-08 WRESTWOOD ROAD BEXHILL	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 110 Survey date: WEDNESDAY 12/10/22		Survey Type: MANUAL
12	ES-03-A-09 THE FAIRWAY NEWHAVEN	DETACHED & SEMI-DETACHED	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 47 Survey date: MONDAY 13/03/23		Survey Type: MANUAL
13	EX-03-A-03 KESTREL GROVE RAYLEIGH	MIXED HOUSES	ESSEX
	Edge of Town Residential Zone Total No of Dwellings: 123 Survey date: MONDAY 27/09/21		Survey Type: MANUAL
14	FA-03-A-01 MANDELA AVENUE FALKIRK	SEMI-DETACHED/TERRACED	FALKIRK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 37 Survey date: THURSDAY 30/05/13		Survey Type: MANUAL
15	HC-03-A-21 PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS	TERRACED & SEMI-DETACHED	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 39 Survey date: TUESDAY 13/11/18		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

16	HC-03-A-22	MIXED HOUSES	HAMPSHIRE
	BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE Edge of Town Residential Zone Total No of Dwellings: 40 Survey date: WEDNESDAY 31/10/18		Survey Type: MANUAL
17	HC-03-A-23	HOUSES & FLATS	HAMPSHIRE
	CANADA WAY LIPHOOK Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 62 Survey date: TUESDAY 19/11/19		Survey Type: MANUAL
18	HC-03-A-27	MIXED HOUSES	HAMPSHIRE
	DAIRY ROAD ANDOVER Edge of Town Residential Zone Total No of Dwellings: 73 Survey date: TUESDAY 16/11/21		Survey Type: MANUAL
19	HC-03-A-28	MIXED HOUSES & FLATS	HAMPSHIRE
	EAGLE AVENUE WATERLOOVILLE LOVEDEAN Edge of Town Residential Zone Total No of Dwellings: 125 Survey date: MONDAY 08/11/21		Survey Type: MANUAL
20	HC-03-A-31	MIXED HOUSES & FLATS	HAMPSHIRE
	KILN ROAD LIPHOOK Edge of Town Residential Zone Total No of Dwellings: 44 Survey date: FRIDAY 07/10/22		Survey Type: MANUAL
21	HI-03-A-14	SEMI-DETACHED & TERRACED	HIGHLAND
	KING BRUDE ROAD INVERNESS SCORGUIE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 40 Survey date: WEDNESDAY 23/03/16		Survey Type: MANUAL
22	KC-03-A-03	MIXED HOUSES & FLATS	KENT
	HYTHE ROAD ASHFORD WILLESBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 51 Survey date: THURSDAY 14/07/16		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

23	KC-03-A-04	SEMI-DETACHED & TERRACED	KENT
	KILN BARN ROAD AYLESFORD DITTON Edge of Town Residential Zone Total No of Dwellings: 110 Survey date: FRIDAY 22/09/17		
			Survey Type: MANUAL
24	KC-03-A-10	MIXED HOUSES	KENT
	HEADCORN ROAD STAPLEHURST Edge of Town Residential Zone Total No of Dwellings: 106 Survey date: TUESDAY 09/05/23		
			Survey Type: MANUAL
25	NF-03-A-02	HOUSES & FLATS	NORFOLK
	DEREHAM ROAD NORWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 98 Survey date: MONDAY 22/10/12		
			Survey Type: MANUAL
26	NF-03-A-05	MIXED HOUSES	NORFOLK
	HEATH DRIVE HOLT Edge of Town Residential Zone Total No of Dwellings: 40 Survey date: THURSDAY 19/09/19		
			Survey Type: MANUAL
27	NF-03-A-25	MIXED HOUSES & FLATS	NORFOLK
	WOODFARM LANE GORLESTON-ON-SEA Edge of Town Residential Zone Total No of Dwellings: 55 Survey date: TUESDAY 21/09/21		
			Survey Type: MANUAL
28	NF-03-A-34	MIXED HOUSES	NORFOLK
	NORWICH ROAD SWAFFHAM Edge of Town Out of Town Total No of Dwellings: 80 Survey date: TUESDAY 27/09/22		
			Survey Type: MANUAL
29	NF-03-A-35	MIXED HOUSES & FLATS	NORFOLK
	REPTON AVENUE NORWICH Edge of Town Residential Zone Total No of Dwellings: 116 Survey date: WEDNESDAY 28/09/22		
			Survey Type: MANUAL
30	NF-03-A-36	MIXED HOUSES	NORFOLK
	LONDON ROAD WYMONDHAM Edge of Town No Sub Category Total No of Dwellings: 75 Survey date: THURSDAY 29/09/22		
			Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

31	NF-03-A-37	MIXED HOUSES		NORFOLK
	GREENFIELDS ROAD DEREHAM			
	Edge of Town Residential Zone			
	Total No of Dwellings:	44		
	Survey date: TUESDAY	27/09/22		Survey Type: MANUAL
32	NT-03-A-08	DETACHED HOUSES		NOTTINGHAMSHIRE
	WIGHAY ROAD HUCKNALL			
	Edge of Town Residential Zone			
	Total No of Dwellings:	36		
	Survey date: MONDAY	18/10/21		Survey Type: MANUAL
33	NY-03-A-09	MIXED HOUSING		NORTH YORKSHIRE
	GRAMMAR SCHOOL LANE NORTHALLERTON			
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total No of Dwellings:	52		
	Survey date: MONDAY	16/09/13		Survey Type: MANUAL
34	NY-03-A-10	HOUSES AND FLATS		NORTH YORKSHIRE
	BOROUGHBRIDGE ROAD RIPON			
	Edge of Town No Sub Category			
	Total No of Dwellings:	71		
	Survey date: TUESDAY	17/09/13		Survey Type: MANUAL
35	NY-03-A-14	DETACHED & BUNGALOWS		NORTH YORKSHIRE
	PALACE ROAD RIPON			
	Edge of Town Residential Zone			
	Total No of Dwellings:	45		
	Survey date: WEDNESDAY	18/05/22		Survey Type: MANUAL
36	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
37	SC-03-A-07	MIXED HOUSES		SURREY
	FOLLY HILL FARNHAM			
	Edge of Town Residential Zone			
	Total No of Dwellings:	41		
	Survey date: WEDNESDAY	11/05/22		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

38	SF-03-A-07 FOXHALL ROAD IPSWICH	MIXED HOUSES		SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total No of Dwellings:		73	
	Survey date: THURSDAY		09/05/19	Survey Type: MANUAL
39	TB-03-A-01 BRONSHILL ROAD TORQUAY	TERRACED HOUSES		TORBAY
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total No of Dwellings:		37	
	Survey date: WEDNESDAY		30/09/15	Survey Type: MANUAL
40	TE-03-A-03 SANDCROFT TELFORD SUTTON HILL	SEMI-DETACHED/TERRACED		TELFORD & WREKIN
	Edge of Town Residential Zone			
	Total No of Dwellings:		54	
	Survey date: THURSDAY		24/10/13	Survey Type: MANUAL
41	WB-03-A-03 DORKING WAY READING CALCOT	MIXED HOUSES		WEST BERKSHIRE
	Edge of Town Residential Zone			
	Total No of Dwellings:		108	
	Survey date: FRIDAY		09/09/22	Survey Type: MANUAL
42	WK-03-A-04 DALEHOUSE LANE KENILWORTH	DETACHED HOUSES		WARWICKSHIRE
	Edge of Town Residential Zone			
	Total No of Dwellings:		49	
	Survey date: FRIDAY		27/09/19	Survey Type: MANUAL
43	WS-03-A-05 UPPER SHOREHAM ROAD SHOREHAM BY SEA	TERRACED & FLATS		WEST SUSSEX
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total No of Dwellings:		48	
	Survey date: WEDNESDAY		18/04/12	Survey Type: MANUAL
44	WS-03-A-14 TODDINGTON LANE LITTLEHAMPTON WICK	MIXED HOUSES		WEST SUSSEX
	Edge of Town Residential Zone			
	Total No of Dwellings:		117	
	Survey date: WEDNESDAY		20/10/21	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

45	WS-03-A-17	MIXED HOUSES & FLATS	WEST SUSSEX
	SHOPWHYKE ROAD CHICHESTER		
	Edge of Town Residential Zone		
	Total No of Dwellings:	86	
	Survey date: WEDNESDAY	01/03/23	Survey Type: MANUAL
46	WS-03-A-19	MIXED HOUSES & FLATS	WEST SUSSEX
	TURNERS HILL ROAD EAST GRINSTEAD		
	Edge of Town Residential Zone		
	Total No of Dwellings:	92	
	Survey date: MONDAY	15/05/23	Survey Type: MANUAL

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

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.72

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	46	71	0.085	46	71	0.288	46	71	0.373
08:00 - 09:00	46	71	0.146	46	71	0.370	46	71	0.516
09:00 - 10:00	46	71	0.145	46	71	0.179	46	71	0.324
10:00 - 11:00	46	71	0.125	46	71	0.159	46	71	0.284
11:00 - 12:00	46	71	0.145	46	71	0.145	46	71	0.290
12:00 - 13:00	46	71	0.164	46	71	0.155	46	71	0.319
13:00 - 14:00	46	71	0.166	46	71	0.171	46	71	0.337
14:00 - 15:00	46	71	0.160	46	71	0.187	46	71	0.347
15:00 - 16:00	46	71	0.259	46	71	0.170	46	71	0.429
16:00 - 17:00	46	71	0.267	46	71	0.170	46	71	0.437
17:00 - 18:00	46	71	0.346	46	71	0.161	46	71	0.507
18:00 - 19:00	46	71	0.263	46	71	0.144	46	71	0.407
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.271			2.299			4.570

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: 36 - 131 (units:)
 Survey date range: 01/01/12 - 29/06/23
 Number of weekdays (Monday-Friday): 46
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 5
 Surveys manually removed from selection: 0

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

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

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	46	71	0.004	46	71	0.012	46	71	0.016
08:00 - 09:00	46	71	0.005	46	71	0.015	46	71	0.020
09:00 - 10:00	46	71	0.003	46	71	0.006	46	71	0.009
10:00 - 11:00	46	71	0.005	46	71	0.006	46	71	0.011
11:00 - 12:00	46	71	0.002	46	71	0.003	46	71	0.005
12:00 - 13:00	46	71	0.003	46	71	0.003	46	71	0.006
13:00 - 14:00	46	71	0.004	46	71	0.002	46	71	0.006
14:00 - 15:00	46	71	0.004	46	71	0.002	46	71	0.006
15:00 - 16:00	46	71	0.013	46	71	0.008	46	71	0.021
16:00 - 17:00	46	71	0.009	46	71	0.004	46	71	0.013
17:00 - 18:00	46	71	0.010	46	71	0.003	46	71	0.013
18:00 - 19:00	46	71	0.007	46	71	0.004	46	71	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.069			0.068			0.137

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

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

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	46	71	0.021	46	71	0.052	46	71	0.073
08:00 - 09:00	46	71	0.051	46	71	0.149	46	71	0.200
09:00 - 10:00	46	71	0.055	46	71	0.052	46	71	0.107
10:00 - 11:00	46	71	0.029	46	71	0.044	46	71	0.073
11:00 - 12:00	46	71	0.045	46	71	0.040	46	71	0.085
12:00 - 13:00	46	71	0.038	46	71	0.033	46	71	0.071
13:00 - 14:00	46	71	0.030	46	71	0.033	46	71	0.063
14:00 - 15:00	46	71	0.039	46	71	0.037	46	71	0.076
15:00 - 16:00	46	71	0.119	46	71	0.063	46	71	0.182
16:00 - 17:00	46	71	0.080	46	71	0.047	46	71	0.127
17:00 - 18:00	46	71	0.064	46	71	0.040	46	71	0.104
18:00 - 19:00	46	71	0.049	46	71	0.034	46	71	0.083
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.620			0.624			1.244

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

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	46	71	0.001	46	71	0.039	46	71	0.040
08:00 - 09:00	46	71	0.002	46	71	0.048	46	71	0.050
09:00 - 10:00	46	71	0.004	46	71	0.014	46	71	0.018
10:00 - 11:00	46	71	0.007	46	71	0.009	46	71	0.016
11:00 - 12:00	46	71	0.006	46	71	0.006	46	71	0.012
12:00 - 13:00	46	71	0.008	46	71	0.010	46	71	0.018
13:00 - 14:00	46	71	0.006	46	71	0.003	46	71	0.009
14:00 - 15:00	46	71	0.009	46	71	0.007	46	71	0.016
15:00 - 16:00	46	71	0.027	46	71	0.006	46	71	0.033
16:00 - 17:00	46	71	0.025	46	71	0.004	46	71	0.029
17:00 - 18:00	46	71	0.028	46	71	0.002	46	71	0.030
18:00 - 19:00	46	71	0.029	46	71	0.001	46	71	0.030
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.152			0.149			0.301

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.