Bethania Road, Acrefair Wrexham

Transport Statement

January 2022

Project number 2002

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Quality Management

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Checked by	AH			

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Contents

1.0 Introduction 4
2.0 Existing Situation 5
3.0 Development Proposals 9
4.0 Transport Sustainability 11
5.0 Transport Policy 15
6.0 Traffic Impact 16
7.0 Conclusion 17

Appendices

Appendix A Site Location Plan
Appendix B Pedestrian and Cyclist Catchment Plan
Appendix C Development Layout
Appendix D TRICS Data

1.0 Introduction

1.1 Paragon Highways have been appointed to prepare this Transport Statement relating to proposed development of of 33 residential dwellings on land off Bethania Road, Acrefair in the large market town of Wrexham. Appendix A shows the sites location in relation to the local and regional highway network.

1.2 The proposals are to construct a mix of detached, semi-detached and terrace type dwellings on an existing greenfield site off Bethania Road. Most of the dwellings will be served via a new access road with the remainder served directly off Bethania Road, situated some 83 metres or so to the west of the junction of Bethania Road with Delph Road. Drainage, street lighting, footways, and carriageway will be provided in accordance with Wrexham Councils Local Planning Guidance Notes.

1.3 This Transport Statement considers such matters as access, sustainability, car parking, and servicing, and presents the proposals in relation to current guidance and data. The traffic impact associated with the current development proposals is also presented.

2.0 Existing Situation

2.1 Site Description

2.1.1 The site is located within the village of Acrefair and is positioned within walking and cycling distance of local services and amenities, as well as Ruabon combined rail and bus interchange providing links to further afield. The site is located approximately 8.8km to the southwest of the large market town of Wrexham. A site location is shown on the plan at Appendix A.

2.1.2 The application site is currently a greenfield site situated on the southern side of Bethania Road and is bound by Bethania Road to the north; a wooded area to the east and south; and Acrefair Sports & Social Club its associated access and parking to the west.

2.1.3 The site will take access from the access road which also serves the adjacent Acrefair Sports & Social Club and contains a gated access located approximately 18.5 metres from Bethania Road giving access to the club's car parking area.



Photograph 1: Proposed development site

2.2 Local Highway Network

2.2.1 Bethania Road is a small road linking the A539 Llangollen Road in the east and Chapel Street in the west and provides access to numerous residential properties located along its length. It can therefore be assumed that it is subject to light to moderate traffic volumes throughout the peak periods.

2.2.2 The proposed access point to the site currently serves Acrefair Sports & Social Club and is located to the western side of the proposed site. The junction onto Bethania Road is not lined or signed, however provides visibility splays onto Bethania Road that can easily meet the SSD requirements contained within Manual for Streets for 20mph speed limit roads with splays of at least 2.4m x 25m in both directions.

2.2.3 The proposed access point currently measures approximately 6.2 metres in width, with wire fencing to either side. The access contains a bituminous surface for its entire length.

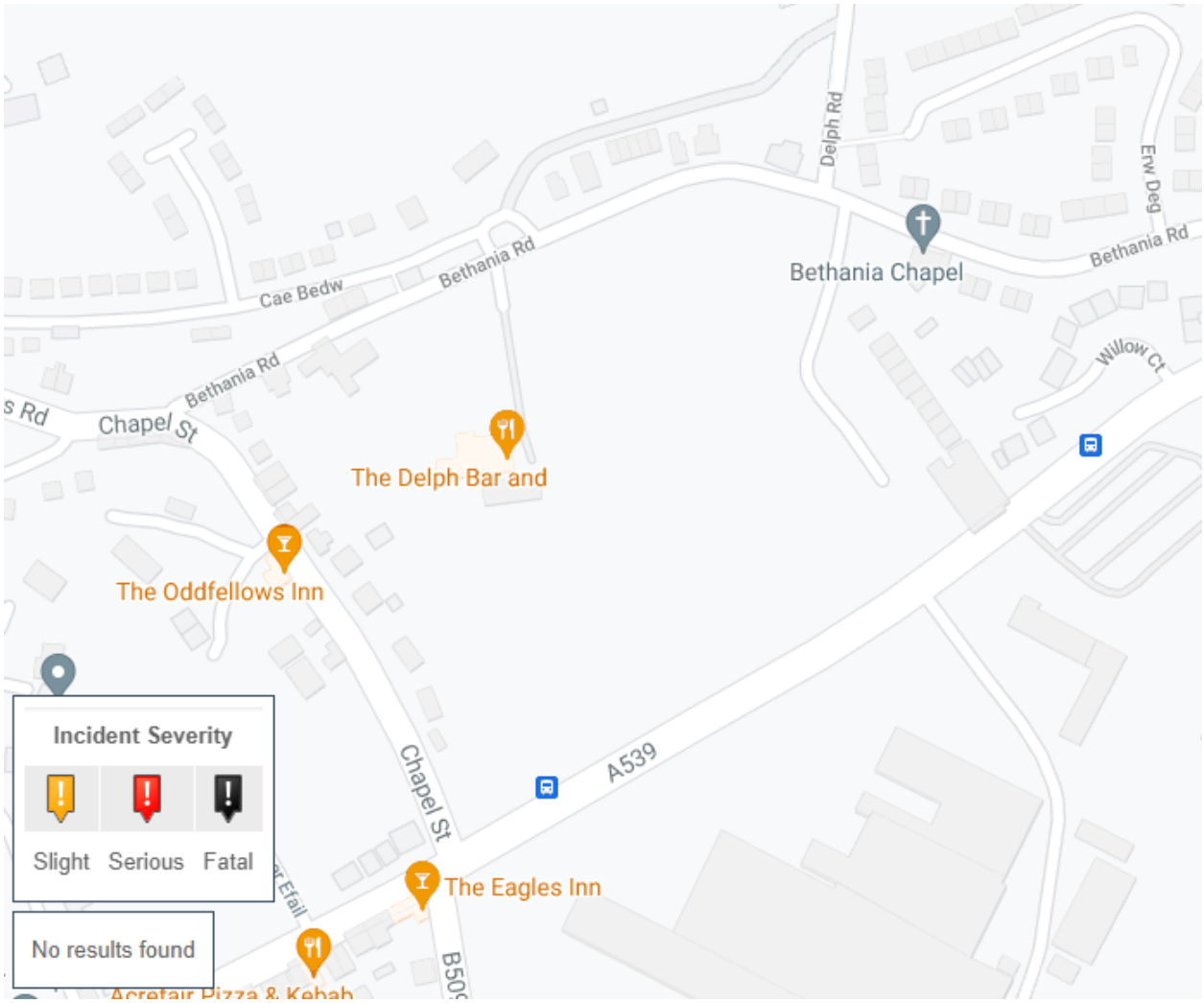
2.2.4 Bethania Road begins at a junction with the A539 in the east and continues for approximately 590 metres before terminating at a junction with Chapel Street in the west. Bethania Road is a two-way single carriageway road with footways of varying widths being provided sporadically along its length.

2.2.5 Bethania Road provides direct access to residential properties and private drives along its length as well as junctions with Cae Bedw, Delph Road, and Erw Deg on the northern side of the carriageway. The access to Cae Bedw is located opposite to the proposed site access, whilst the Delph Road and Erw Deg junctions are located approximately 148 metres and 295 metres to the east of the proposed access respectively.

2.2.6 The carriageway width along Bethania Road to the site frontage ranges between 5.2m – 7.4m in width. At the site frontage there is a footway to the southern side of Bethania Road approximately 1.5 metres in width, with a footway to the northern side which starts at the midway point of the proposed site and extends approximately 68 metres before transitioning back into highway. The carriageway is in generally good condition and considered suitable for its day to day use in terms of width and construction. Bethania Road is subject to a 20mph speed limit along its length and is lit to a suitable standard.

2.3 Road Traffic Accidents

2.3.1 The personal injury accident records for the previous five-year period have been obtained from the Crashmap website which is approved by the National Statistics Authority and reported on by the Department for Transport. The accident search area includes the vast majority of Bethania Road, including its junction with Cae Bedw opposite the site access. The search area is shown below in the extract from Crashmap.



2.3.2 There are no reported injury accidents within the search area. Therefore, the local highway network and existing access junction appears to operate safely.

2.3.3 This excellent road safety record in the vicinity of the site shows that there is no indication of a road safety problem or any trends of significance which would warrant treatment or be a cause for concern as a result of the slight change in peak hour flows as a result of the development proposals.

3.0 Development Proposals

3.1 Proposed Development

3.1.1 The proposals are to construct 33 residential dwellings on the site with 7 gaining access directly from Bethania Road and 26 via an upgraded access road arrangement from Bethania Road. Details of the development layout can be found at Appendix C.

3.1.2 The internal road layout, drainage, street lighting, and footways will be provided in accordance with Wrexham Councils Local Planning Guidance Notes.

3.1.3 Secure cycle storage facilities will be provided within the site, the type and location to be agreed with the LPA.

3.2 Access

3.2.1 Access to the development will be made via a spur off the upgraded access road currently serving Acrefair Sports & Social Club off Bethania Road, which will have 6-meter minimum radii at both the development sites junction with the upgraded access, and the upgraded access junction with Bethania Road. The proposed internal road will measure 5.5 metres in width and contain 2 metre footways to either side. There will be a turning facility which can accommodate a large refuse vehicle and fire appliance, which can only improve safety for existing and proposed users of the road.

3.2.2 7 of the 33 proposed residential properties will gain access directly off Bethania Road with individual driveways and 2 separate dedicated turning facilities to ensure vehicles can enter and exit this section of the site in a forward gear.

3.2.3 The new junction will be a simple priority junction, with visibility splays that will generally accord with policies laid out in Planning Policy Wales and the Wrexham Local Development Plan.

3.3 Parking Provision

3.3.1 The proposals are to provide off-street parking for all proposed dwellings, providing a minimum of 2 spaces per dwelling.

3.3.2 All dwellings will have charging points provided for plug-in vehicles, thereby complying with the Electric Vehicle Charging Strategy for Wales.

3.4 Cycle Provision

3.4.1 Secure storage facilities for 2 cycles per dwelling will be provided within the site, the type and location to be agreed with the LPA.

3.5 Servicing

3.5.1 Service vehicles will use the same access to the site as all other traffic. A turning head is to be provided to allow such vehicles to enter and leave the site in a forward gear.

3.5.2 The servicing requirements for the development can be adequately catered for.

4.0 Transport Sustainability

4.1.1 The application site is in a sustainable location based upon access to local facilities and public transport links on the A539 Llangollen Road. The sustainability elements are discussed in further detail in the paragraphs below.

4.2 Planning Policy Wales

4.2.1 Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government. It is supplemented by a series of Technical Advice Notes (TANs), Welsh Government Circulars and policy clarification letters, which together with PPW provide the national planning policy framework for Wales. PPW, the TANs, MTANs and policy clarification letters comprise national planning policy.

4.2.2 The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural wellbeing of Wales, as required by the Planning (Wales) Act 2015, the Wellbeing of Future Generations (Wales) Act 2015 and other key legislation and resultant duties such as the Socio-Economic Duty. A well-functioning planning system is fundamental for sustainable development and achieving sustainable places.

4.2.3 'Calling in' applications is generally only considered appropriate where a proposal raises planning issues of more than local importance. It could be considered appropriate, for example, in the case of proposals that:

- Are in conflict with national planning policies;
- Could have wide effects beyond their immediate locality;
- May give rise to substantial controversy beyond the immediate locality;
- Are likely significantly to affect sites of scientific, nature conservation or historic interest or areas of landscape importance;
- Raise issues of national security;
- Raise novel planning issues.

4.2.4 There is intermittent footway provision along Bethania Road leading to the nearest bus stops and local services and amenities. Street lighting is present along the A539 Llangollen Road.

4.2.5 The village of Acrefair and the surrounding areas Cefn Mawr, Rhosymedre and Trevor have the benefit of schools for all age groups, country parks and nature reserves, a library, sports club, leisure centre and children's playground. There are also numerous locally operated businesses, public houses, two large supermarkets, convenience stores, coffee shops and takeaways selling hot and cold food. Additionally, there is a Post Office and ATM facility, as well as primary care services in the form of a GP surgery, opticians' surgery and pharmacy. All these facilities are situated within the generally recommended walking distance of 2km from the proposed development site, with safe access available via the existing footpath network.

4.2.6 With regards to cycling, the settlements of Rhosllanerchrugog to the north, Ruabon to the east, Pentre and Froncysyllte to the south and Garth to the west are all situated within the generally recommended cycling distance of 5km from the proposed development site. Each of these localities has their own unique amenities, services and facilities in addition to the ones accessible on foot. The cycling catchment plan can be seen in full at Appendix B.

4.2.7 The proposed development site is situated closely to National Cycle Route No.85, which picks up on Tower Hill, approximately 1.19km to the northeast. This route runs south from Chester to Wrexham and then heads in a westerly direction towards Llangollen, Corwen and Bala, then Lon Mawddach at Dolgallau. A section of the route is open between Trevor and Llantysilio via Llangollen via the Llangollen Canal.

4.2.8 There are bus stops on the A539 Llangollen Road with the closest being located approximately 438 metres to the southeast of the proposed development site. The eastbound stop has the benefit of a flagpole and timetable case, and the westbound stop has the benefit of a passenger shelter. Further details regarding the bus services available from these local fare stages can be found in the table below.

Service No.	Stop Location	Route	Frequency Mon – Sat	Frequency Late evenings & Sundays
2	Acrefair, Hamden Arms Acrefair, Willow Court	Wrexham Bus Station, Rhostyllen, Ruabon, Plas Madoc, Acrefair, Cefn-Mawr Tesco, Chirk, Gobowen, Owestry Bus Station	60 mins	Last service at 22.12 60 mins
2a	Acrefair, Hamden Arms Acrefair, Willow Court	Wrexham Bus Station, Rhostyllen, Ruabon, Plas Madoc, Acrefair, Cefn-Mawr Tesco, Chirk, Weston Rhyn, Owestry Bus Station	60 mins	Last service at 18.03 N/A
5	Acrefair, Hamden Arms Acrefair, Willow Court	Wrexham Bus Station, Johnstown, Plas Madoc Estate, Acrefair, Llangollen	30 mins	Last service at 19.26 N/A
5e	Acrefair, Hamden Arms Acrefair, Willow Court	Wrexham Bus Station, Johnstown, Plas Madoc Estate, Acrefair, Llangollen	3 x services per day at 19.51, 21.51, 23.21	Last service at 23.21 40 mins
T3	Acrefair, Hamden Arms Acrefair, Willow Court	Wrexham Bus Station, Bryn Offa, Ruabon, Acrefair, Llangollen, Glyndyfrdwy, Corwen, Cynwyd, Llandrillo, Llandderfel, Bala, Llanuwchllyn, Rhydymain, Dolgellau, Llanelltyd, Bontddu, Barmouth	9 x services per day at 06.50, 09.20, 11.20, 12.35, 13.35, 15.35, 16.35, 17.35, 20.49	Last service at 20.49 5 x services per Sunday at 07.51, 09.22, 13.17, 16.17 and 20.02

Table 1: Bus Services

4.2.9 Ruabon railway station is also situated around 2.22km to the east of the development site and provides links to destinations such as Holyhead, Birmingham, Cardiff, Chester and Shrewsbury, as well as several small local railway stations every hour or less.

4.2.10 As can be seen from above, the site benefits from very good public transport links to local settlements as well as bus stations at Wrexham and Owestry, as well as rail links to destinations further afield.

5.0 Transport Policy

5.1.1 National Planning Policy in relation to transport is contained in Chapter 8 of Planning Policy Wales and Technical Advice Note (TAN) 18: Transport. The guidance includes advice on:

- Integration of land use and transport planning.
- Location of development.
- Regional transport plans.
- Parking.
- Design of development.

5.1.2 Technical Advice Note (TAN) 18 also sets out the walking and cycling strategy for Wales to encourage more people to use these modes of travel to reduce the dependency on private cars.

5.1.3 Technical Advice Note (TAN) 18 also sets out the public transport strategy for Wales and seeks to increase active travel, including public transport services for all categories of bus passenger and modal shift towards the bus and away from the car.

5.1.4 It is considered that the development proposals fully comply with Local and National guidance.

6.0 Traffic Impact

6.1 Proposed Traffic

6.1.1 The development proposals are to provide 33 new dwellings. To determine the anticipated traffic generation from the new development it has been necessary to interrogate the national TRICS database.

6.1.2 Table 2 provides the typical peak hour trip rates (morning peak between 8am – 9am and evening peak between 5pm – 6pm) and likely traffic generation of the proposed dwellings. The TRICS data is shown at Appendix D.

	Morning Peak			Evening Peak		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate	0.142	0.357	0.499	0.321	0.178	0.499
Generated Trips	5	12	17	11	6	17

Table 2 – Predicted Development Trip Rates & Generation

6.1.3 As can be seen from Table 2, the proposed development is anticipated to generate up to 17 trips during the network peak hours.

6.1.4 It is considered that the number of trips estimated by TRICS are not significant and would not result in a detrimental impact on the operation of the local highway network and can easily be accommodated without resulting in peak hour traffic capacity issues. The level of traffic generated by the proposed development can easily be accommodated and will have no material impact on the safe operations of the local highway network.

7.0 Conclusion

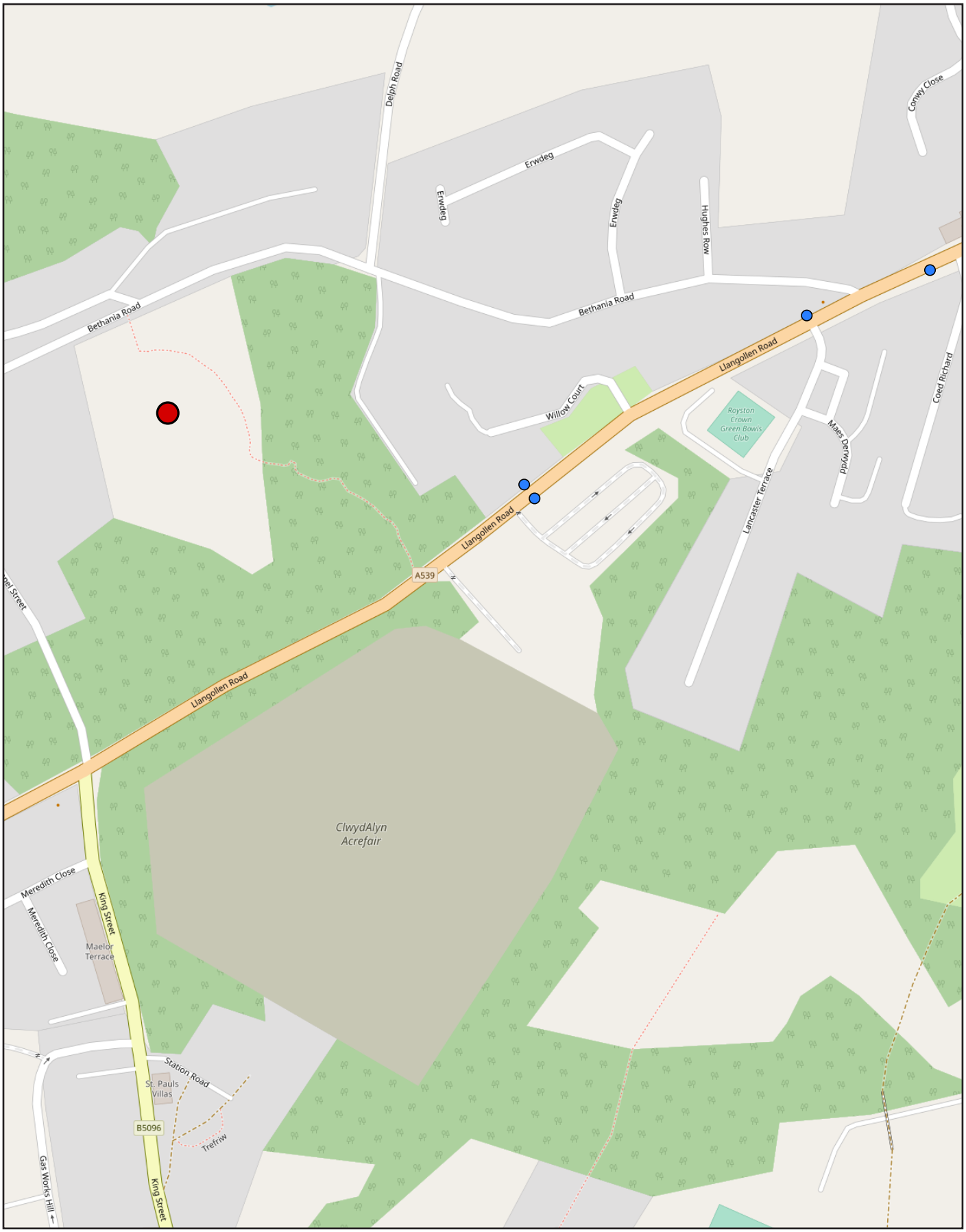
7.1 This statement considers the proposals and the infrastructure in the surrounding area of the proposed development. The development proposals are then presented. The traffic impact of the 33 residential dwellings is also assessed. The accident data for the local area has also been obtained and revealed that there doesn't seem to be a road safety problem which would warrant treatment or be a cause for concern as a result of the low increase in peak hour flows as a result of the development proposals.

7.2 The site is considered to be in a sustainable location being within walking distance of local bus services and amenities within the local area, as well as rail services and further facilities within cycling distance. Therefore, the site generally conforms to current Government directives for ensuring developments are located in sustainable locations.

7.3 It is considered that the anticipated increase in the level of traffic generated by the proposed development would not be discernible from the daily fluctuations in flows that could be expected on the highway network. Therefore, the level of traffic generated by the proposals can be easily accommodated and will have no material impact on the safe operation of the local highway and will not significantly add to any congestion at the peak times on the local network.

7.4 It is therefore concluded that the development is considered acceptable, and that there are no highway safety or efficiency reasons why planning consent for the proposed development should not be granted.

Appendix A
Site Location Plan



Legend:

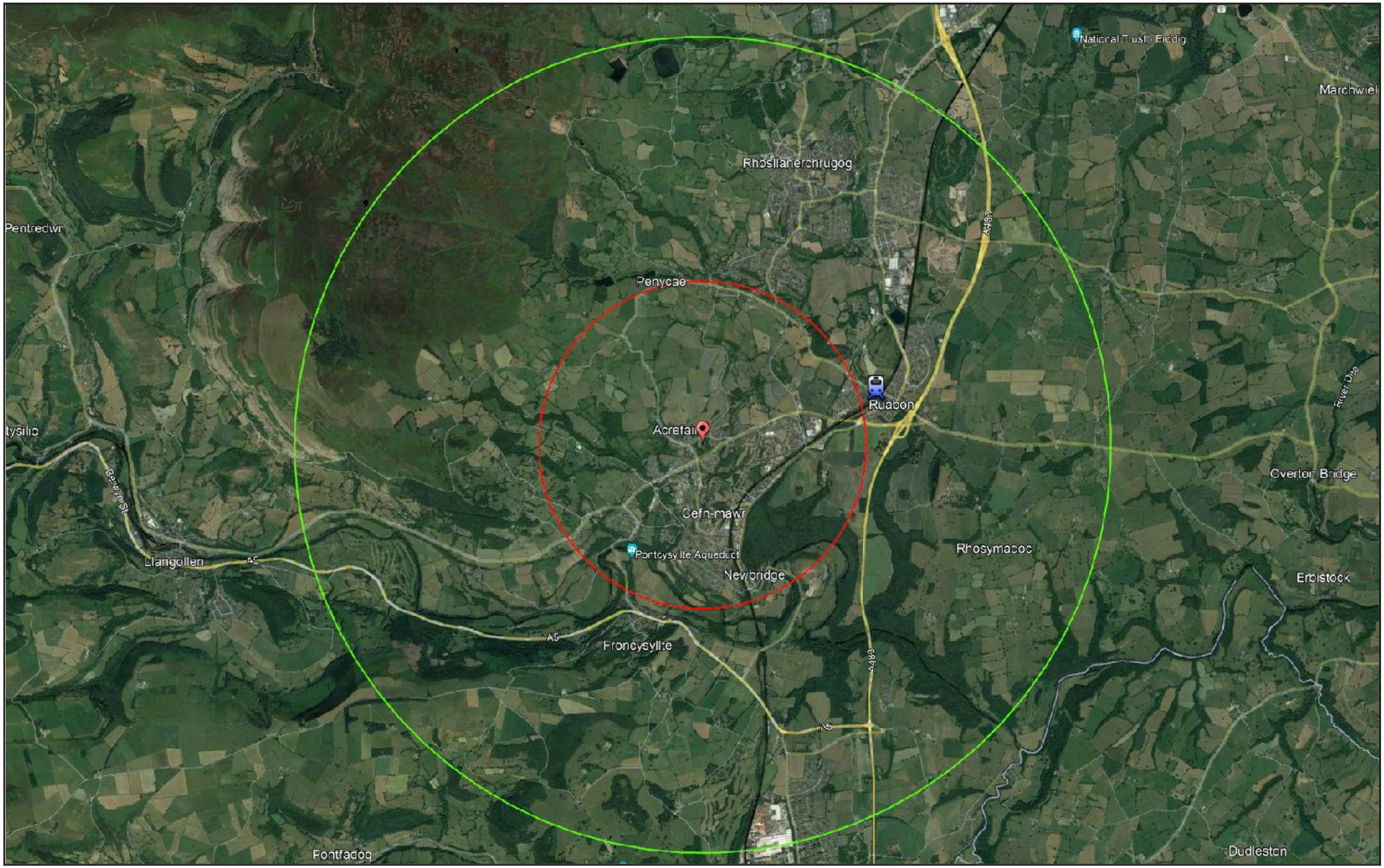
- Site Location
- Closest Unique Bus Stops

PARAGON HIGHWAYS

Offices 20/21
The Rear Walled Garden
Nostell Estate, Wakefield WF4 1AB

Appendix B

Pedestrian and Cyclist Catchment Plan



Legend:

- 5km Cycle Catchment
- 2km Walking Catchment
- Site Location

PARAGON HIGHWAYS
Offices 20/21
The Rear Walled Garden
Nostell Estate, Wakefield WF4 1AB

Appendix C
Development Layout

Proposed residential development at Bethania Road Acrefair Wrexham



schedule of accommodation

ref	accommodation	area sqft	no	total sqft
A	3 bedroom houses	838	20	16 760
B	3 bedroom house	916	2	1 832
C	4 bedroom house	1270	11	13 970
total no dwellings			33	32 562

car parking; min 2 spaces per dwelling in-curtilage

proposed site layout

scale 1:500

Revision	Date	Details

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architects project managers construction cost consultants principal designers
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Client:	Prospect Estates				
Job:	Bethania Road, Acrefair				
Drawing title:	Feasibility Layout one				
Drawing Number: (Job number)	M3873	sk	103	**Revision:**	
Scale:	1:500 at A2				
Date:	May 2021				
Drawn by/ checked by:	GRF				

Appendix D
TRICS Data

Calculation Reference: AUDIT-742101-211028-1049

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	3 days
03	SOUTH WEST		
	DC	DORSET	1 days
	DV	DEVON	1 days
	SM	SOMERSET	1 days
	WL	WILTSHIRE	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	1 days
06	WEST MIDLANDS		
	ST	STAFFORDSHIRE	1 days
	WK	WARWICKSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	2 days
08	NORTH WEST		
	CH	CHESHIRE	3 days
	LC	LANCASHIRE	1 days
09	NORTH		
	DH	DURHAM	1 days
10	WALES		
	PS	POWYS	1 days
11	SCOTLAND		
	FA	FALKIRK	1 days
	HI	HIGHLAND	1 days
14	LEINSTER		
	CC	CARLOW	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: 21 to 50 (units:)
Range Selected by User: 20 to 50 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 05/11/19

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	5 days
Tuesday	3 days
Wednesday	7 days
Thursday	6 days
Friday	2 days

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

Selected survey types:

Manual count	23 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:

Suburban Area (PPS6 Out of Centre)	11
Edge of Town	12

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	23

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	23 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 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	8 days
10,001 to 15,000	3 days
15,001 to 20,000	4 days
20,001 to 25,000	3 days
25,001 to 50,000	3 days

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

Population within 5 miles:

5,001 to 25,000	3 days
25,001 to 50,000	2 days
50,001 to 75,000	4 days
75,001 to 100,000	4 days
125,001 to 250,000	7 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	6 days
1.1 to 1.5	17 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	17 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	23 days

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

LIST OF SITES relevant to selection parameters

1 CA-03-A-05 DETACHED HOUSES CAMBRIDGESHIRE
EASTFIELD ROAD
PETERBOROUGH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 28
Survey date: MONDAY *17/10/16* *Survey Type: MANUAL*

2 CC-03-A-01 DETACHED HOUSES CARLOW
R417 ANTHY ROAD
CARLOW

Edge of Town
Residential Zone
Total No of Dwellings: 23
Survey date: WEDNESDAY *25/05/16* *Survey Type: MANUAL*

3 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*

4 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*

5 CH-03-A-11 TOWN HOUSES CHESHIRE
LONDON ROAD
NORTHWICH
LEFTWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 24
Survey date: THURSDAY *06/06/19* *Survey Type: MANUAL*

6 DC-03-A-08 BUNGALOWS DORSET
HURSTDENE ROAD
BOURNEMOUTH
CASTLE LANE WEST
Edge of Town
Residential Zone
Total No of Dwellings: 28
Survey date: MONDAY *24/03/14* *Survey Type: MANUAL*

7 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*

8 DV-03-A-01 TERRACED HOUSES DEVON
BRONSHILL ROAD
TORQUAY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 37
Survey date: WEDNESDAY *30/09/15* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 FA-03-A-01 SEMI-DETACHED/TERRACED FALKIRK
MANDELA AVENUE
FALKIRK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 37
Survey date: THURSDAY *30/05/13* *Survey Type: MANUAL*

10 HC-03-A-17 HOUSES & FLATS HAMPSHIRE
CANADA WAY
LIPHOOK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 36
Survey date: THURSDAY *12/11/15* *Survey Type: MANUAL*

11 HC-03-A-21 TERRACED & SEMI-DETACHED HAMPSHIRE
PRIESTLEY ROAD
BASINGSTOKE
HOUNDMILLS
Edge of Town
Residential Zone
Total No of Dwellings: 39
Survey date: TUESDAY *13/11/18* *Survey Type: MANUAL*

12 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*

13 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*

14 LC-03-A-31 DETACHED HOUSES LANCASHIRE
GREENSIDE
PRESTON
COTTAM
Edge of Town
Residential Zone
Total No of Dwellings: 32
Survey date: FRIDAY *17/11/17* *Survey Type: MANUAL*

15 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*

16 NY-03-A-08 TERRACED HOUSES NORTH YORKSHIRE
NICHOLAS STREET
YORK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 21
Survey date: MONDAY *16/09/13* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

17 NY-03-A-11 PRIVATE HOUSING NORTH YORKSHIRE
HORSEFAIR
BOROUGHBRIDGE

Edge of Town
Residential Zone
Total No of Dwellings: 23
Survey date: WEDNESDAY *18/09/13* *Survey Type: MANUAL*

18 PS-03-A-02 DETACHED/SEMI-DETACHED POWYS
GUNROG ROAD
WELSHPOOL

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 28
Survey date: MONDAY *11/05/15* *Survey Type: MANUAL*

19 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*

20 ST-03-A-08 DETACHED HOUSES STAFFORDSHIRE
SILKMORE CRESCENT
STAFFORD
MEADOWCROFT PARK
Edge of Town
Residential Zone
Total No of Dwellings: 26
Survey date: WEDNESDAY *22/11/17* *Survey Type: MANUAL*

21 WK-03-A-03 DETACHED HOUSES WARWICKSHIRE
BRESE AVENUE
WARWICK
GUYS CLIFFE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 23
Survey date: WEDNESDAY *25/09/19* *Survey Type: MANUAL*

22 WK-03-A-04 DETACHED HOUSES WARWICKSHIRE
DALEHOUSE LANE
KENILWORTH

Edge of Town
Residential Zone
Total No of Dwellings: 49
Survey date: FRIDAY *27/09/19* *Survey Type: MANUAL*

23 WL-03-A-02 SEMI DETACHED WILTSHIRE
HEADLANDS GROVE
SWINDON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 27
Survey date: THURSDAY *22/09/16* *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
TOTAL 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	23	33	0.071	23	33	0.267	23	33	0.338
08:00 - 09:00	23	33	0.142	23	33	0.357	23	33	0.499
09:00 - 10:00	23	33	0.160	23	33	0.199	23	33	0.359
10:00 - 11:00	23	33	0.148	23	33	0.171	23	33	0.319
11:00 - 12:00	23	33	0.162	23	33	0.180	23	33	0.342
12:00 - 13:00	23	33	0.171	23	33	0.180	23	33	0.351
13:00 - 14:00	23	33	0.171	23	33	0.172	23	33	0.343
14:00 - 15:00	23	33	0.170	23	33	0.213	23	33	0.383
15:00 - 16:00	23	33	0.283	23	33	0.207	23	33	0.490
16:00 - 17:00	23	33	0.290	23	33	0.158	23	33	0.448
17:00 - 18:00	23	33	0.321	23	33	0.178	23	33	0.499
18:00 - 19:00	23	33	0.235	23	33	0.131	23	33	0.366
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.324			2.413			4.737

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:	21 - 50 (units:)
Survey date date range:	01/01/13 - 05/11/19
Number of weekdays (Monday-Friday):	23
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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
TAXIS
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	23	33	0.000	23	33	0.000	23	33	0.000
08:00 - 09:00	23	33	0.003	23	33	0.003	23	33	0.006
09:00 - 10:00	23	33	0.007	23	33	0.005	23	33	0.012
10:00 - 11:00	23	33	0.003	23	33	0.004	23	33	0.007
11:00 - 12:00	23	33	0.000	23	33	0.000	23	33	0.000
12:00 - 13:00	23	33	0.003	23	33	0.001	23	33	0.004
13:00 - 14:00	23	33	0.003	23	33	0.004	23	33	0.007
14:00 - 15:00	23	33	0.000	23	33	0.000	23	33	0.000
15:00 - 16:00	23	33	0.001	23	33	0.001	23	33	0.002
16:00 - 17:00	23	33	0.003	23	33	0.003	23	33	0.006
17:00 - 18:00	23	33	0.001	23	33	0.001	23	33	0.002
18:00 - 19:00	23	33	0.003	23	33	0.004	23	33	0.007
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.027			0.026			0.053

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
OGVS
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	23	33	0.001	23	33	0.001	23	33	0.002
08:00 - 09:00	23	33	0.007	23	33	0.005	23	33	0.012
09:00 - 10:00	23	33	0.005	23	33	0.005	23	33	0.010
10:00 - 11:00	23	33	0.003	23	33	0.003	23	33	0.006
11:00 - 12:00	23	33	0.003	23	33	0.004	23	33	0.007
12:00 - 13:00	23	33	0.001	23	33	0.003	23	33	0.004
13:00 - 14:00	23	33	0.003	23	33	0.003	23	33	0.006
14:00 - 15:00	23	33	0.000	23	33	0.000	23	33	0.000
15:00 - 16:00	23	33	0.000	23	33	0.000	23	33	0.000
16:00 - 17:00	23	33	0.000	23	33	0.000	23	33	0.000
17:00 - 18:00	23	33	0.001	23	33	0.001	23	33	0.002
18:00 - 19:00	23	33	0.001	23	33	0.001	23	33	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.025			0.026			0.051

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
PSVS
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	23	33	0.001	23	33	0.001	23	33	0.002
08:00 - 09:00	23	33	0.004	23	33	0.004	23	33	0.008
09:00 - 10:00	23	33	0.000	23	33	0.000	23	33	0.000
10:00 - 11:00	23	33	0.000	23	33	0.000	23	33	0.000
11:00 - 12:00	23	33	0.000	23	33	0.000	23	33	0.000
12:00 - 13:00	23	33	0.000	23	33	0.000	23	33	0.000
13:00 - 14:00	23	33	0.000	23	33	0.000	23	33	0.000
14:00 - 15:00	23	33	0.001	23	33	0.001	23	33	0.002
15:00 - 16:00	23	33	0.004	23	33	0.004	23	33	0.008
16:00 - 17:00	23	33	0.000	23	33	0.000	23	33	0.000
17:00 - 18:00	23	33	0.000	23	33	0.000	23	33	0.000
18:00 - 19:00	23	33	0.001	23	33	0.001	23	33	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.011			0.011			0.022

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
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	23	33	0.011	23	33	0.020	23	33	0.031
08:00 - 09:00	23	33	0.003	23	33	0.017	23	33	0.020
09:00 - 10:00	23	33	0.007	23	33	0.009	23	33	0.016
10:00 - 11:00	23	33	0.004	23	33	0.005	23	33	0.009
11:00 - 12:00	23	33	0.003	23	33	0.003	23	33	0.006
12:00 - 13:00	23	33	0.008	23	33	0.011	23	33	0.019
13:00 - 14:00	23	33	0.009	23	33	0.003	23	33	0.012
14:00 - 15:00	23	33	0.001	23	33	0.007	23	33	0.008
15:00 - 16:00	23	33	0.017	23	33	0.001	23	33	0.018
16:00 - 17:00	23	33	0.013	23	33	0.004	23	33	0.017
17:00 - 18:00	23	33	0.015	23	33	0.012	23	33	0.027
18:00 - 19:00	23	33	0.012	23	33	0.004	23	33	0.016
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.103			0.096			0.199

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
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	23	33	0.052	23	33	0.241	23	33	0.293
08:00 - 09:00	23	33	0.102	23	33	0.321	23	33	0.423
09:00 - 10:00	23	33	0.123	23	33	0.166	23	33	0.289
10:00 - 11:00	23	33	0.116	23	33	0.136	23	33	0.252
11:00 - 12:00	23	33	0.132	23	33	0.150	23	33	0.282
12:00 - 13:00	23	33	0.139	23	33	0.142	23	33	0.281
13:00 - 14:00	23	33	0.130	23	33	0.140	23	33	0.270
14:00 - 15:00	23	33	0.147	23	33	0.182	23	33	0.329
15:00 - 16:00	23	33	0.247	23	33	0.172	23	33	0.419
16:00 - 17:00	23	33	0.269	23	33	0.127	23	33	0.396
17:00 - 18:00	23	33	0.289	23	33	0.158	23	33	0.447
18:00 - 19:00	23	33	0.209	23	33	0.119	23	33	0.328
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.955			2.054			4.009

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
LGVS
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	23	33	0.016	23	33	0.024	23	33	0.040
08:00 - 09:00	23	33	0.027	23	33	0.024	23	33	0.051
09:00 - 10:00	23	33	0.025	23	33	0.023	23	33	0.048
10:00 - 11:00	23	33	0.027	23	33	0.028	23	33	0.055
11:00 - 12:00	23	33	0.025	23	33	0.027	23	33	0.052
12:00 - 13:00	23	33	0.028	23	33	0.033	23	33	0.061
13:00 - 14:00	23	33	0.036	23	33	0.025	23	33	0.061
14:00 - 15:00	23	33	0.021	23	33	0.028	23	33	0.049
15:00 - 16:00	23	33	0.031	23	33	0.029	23	33	0.060
16:00 - 17:00	23	33	0.017	23	33	0.028	23	33	0.045
17:00 - 18:00	23	33	0.028	23	33	0.017	23	33	0.045
18:00 - 19:00	23	33	0.021	23	33	0.005	23	33	0.026
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.302			0.291			0.593

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
MOTOR CYCLES
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	23	33	0.000	23	33	0.000	23	33	0.000
08:00 - 09:00	23	33	0.000	23	33	0.000	23	33	0.000
09:00 - 10:00	23	33	0.000	23	33	0.000	23	33	0.000
10:00 - 11:00	23	33	0.000	23	33	0.000	23	33	0.000
11:00 - 12:00	23	33	0.001	23	33	0.000	23	33	0.001
12:00 - 13:00	23	33	0.000	23	33	0.001	23	33	0.001
13:00 - 14:00	23	33	0.000	23	33	0.000	23	33	0.000
14:00 - 15:00	23	33	0.000	23	33	0.001	23	33	0.001
15:00 - 16:00	23	33	0.000	23	33	0.000	23	33	0.000
16:00 - 17:00	23	33	0.001	23	33	0.000	23	33	0.001
17:00 - 18:00	23	33	0.001	23	33	0.000	23	33	0.001
18:00 - 19:00	23	33	0.000	23	33	0.000	23	33	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.003			0.002			0.005

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.*