Planning Application Reference 3/2022/1158

Review of Development Impact and the Need for Traffic Modelling



1 Introduction

- 1.1 CBO Transport has been commissioned by Oakmere Home to consider the traffic impact from development proposals at Accrington Road, Whalley.
- 1.2 Accrington Road runs east from King Street in Whalley town centre to the meet the A671 which provides a north south connection linking Whalley with Accrington. The development site is on the south side of Accrington Road located midway between the two junctions. The King Street junction is a mini-roundabout and the A671 junction is traffic signal controlled. The form of these junctions has not changed for many years.
- 1.3 The site has planning permission for 37 bungalows and 40 apartments all of which are restricted to people over 55 (application reference 3/12/0179, the age restriction is controlled through S106). In this note this is referred to as the "permitted" scheme. The development has been implemented so there is no doubt that the site benefits from this planning permission.
- 1.4 This is a longstanding committed development which would have been taken account of in transport assessment work undertaken for other developments in and around Whalley since it was approved.
- 1.5 An application for a revised development was submitted in 2022 for 17 houses and 57 apartments, the apartments are for over 55's, the houses are open market.
- 1.6 Officers have recommended this application be approved (LCC highways had no objection) but members have raised concerns about the lack of any modelling of traffic impact at off site junctions.
- 1.7 Their concern appears to have stemmed from a comment made by LCC in their recommendations which indicated that usually for this scale of development they would request modelling of key junctions but given the permitted development, which they refer to as the extant permission, it would be unreasonable to do so in this case.
- 1.8 CBO has been asked to look at the traffic impact of this proposed development and advise on whether off site traffic modelling would be required.
- 1.9 The established way to consider the impact of development when there is a permitted scheme on the site is to include the permitted development in the baseline. This means that the impact is represented by the relative difference between the permitted and now proposed schemes.
- 1.10 In this report we have looked at the impact of the current scheme in this way ie. relative to the permitted scheme but have also included an assessment whereby the permitted scheme is not included in the baseline.
- 1.11 As is standard practise in the assessment of development impact this report has been based on traffic flows during weekday peak hours.



2 Permitted Scheme (Reference 3/12/0179 – 40 Retirement Apartments and 37 Retirement Bungalows)

2.1 The Transport Assessment (TA) for permitted scheme planning application was prepared by PSA Design and included a calculation of trip generation. Table 2.1 sets out the trip generation as presented in the Transport Assessment.

Table 2.1: Trip Generation from PSA TA for the Permitted Scheme

	Morning Peak			Evening Peak		
	In	Out	2-Way	In	Out	2-way
Retirement Apartments	1	2	3	2	2	4
Houses (Based on Family Housing Trip Rates)	9	18	27	17	14	31
Total	10	20	30	19	16	35

- 2.2 The TA also included as assessment of trip distribution and assignment which allows a consideration of the levels of additional traffic at off site junctions. These calculations showed that traffic split broadly equally between the King Street mini roundabout and the A671 traffic signal junction.
- 2.3 On this basis the level of traffic at these two junctions, based on the calculations in the Transport Assessment for the permitted scheme are shown in Table 2.2.

Table 2.2: Traffic Levels at Off Site Junctions from PSA TA for the Permitted Scheme

	Morning Peak			Evening Peak		
	In	Out	2-Way	In	Out	2-way
King Street Mini Roundabout	5	11	16	10	8	18
A671 Traffic Signals	5	9	14	9	8	17

- 2.4 Based on this level of development traffic the TA expressed how small this level of traffic was and concluded that no traffic modelling was required to assess the impact of the development on the local highway network.
- 2.5 LCC reviewed the application based on these figures as set out in their letter of 16th April 2012. In terms of off site impacts LCC say:

The anticipated levels of traffic are such that they will have negligible impact on the capacity or safe operation of the signals at Spring Wood (A671 junction) or the mini-roundabout at King Street.

I am satisfied that the methodology employed and the source data used to determine traffic counts and junction modelling are satisfactory and fairly represent this location and the anticipated traffic demands.

Basis of Trip Generation

- 2.6 In the PSA TA the trip generation for the 40 apartments was based on trip rates from the "Retirement Flats" category of TRICS. The peak hour trip generation from this category in TRICS is very low, reflecting the fact that most retired people don't travel for work.
- 2.7 There isn't an equivalent category for retirement housing so to calculate the trip generation from the 37 houses PSA used the houses privately owned category of TRICS (a general family housing trip rate) and adjusted this to reflect the trip rates used for a nearby appeal site which were higher than the general TRICS figures.



- 2.8 Although this is not a point LCC made reference to in reaching their conclusion, using a family housing trip rate to calculate the trip generation from retirement housing is likely to give an over estimate of trip generation.
- 2.9 As there isn't a retirement housing category on TRICS the most representative is probably the retirement apartments. This is the only category (other than retirement communities and care homes which are both not representative) which is age restrictive.
- 2.10 If you used the retirement apartment trip rates for both the flats and the houses the trip generation for the permitted scheme would be as shown in Table 2.3. Note these are based on the <u>current</u> retirement apartment trip rates from TRICS which are slightly higher than those used in the PSA work there are now more recent surveys on TRICS. This information from TRICS is included in **Appendix A**.

Table 2.3: Trip Generation for the Permitted Scheme based on Retirement Apartment Trip Rates for <u>all Units</u>

	Morning Peak			Evening Peak		
	In	Out	2-Way	In	Out	2-way
Retirement Apartments	2	2	4	3	2	5
Houses (Based on Retirement Aparment			4	3	2	5
Trip Rates)	2	2				
Total	4	4	8	6	4	10

2.11 Based on this level of trip generation the traffic levels at the off site junctions would be as shown in Table 2.4.

Table 2.4: Traffic Levels at Off Site Junctions for the Permitted Scheme based on Retirement Apartment Trip Rates for <u>all Units</u>

	Morning Peak			Evening Peak		
	In	Out	2-Way	In	Out	2-way
King Street Mini Roundabout	2	2	4	3	2	5
A671 Traffic Signals	2	2	4	3	2	5



3 Current Scheme (Ref 3/2022/115840 – 57 Retirement Apartments and 17 Open Market Houses)

- 3.1 For the current scheme a Transport Assessment was submitted and LCC's response is set out in their letter dated 23rd November 2023. Trip generation calculations were included in the TA and LCC also presented their own in their letter.
- 3.2 Considering the calculations undertaken by LCC they used general residential trip rates (ie not retirement specific) for the houses and apartments.
- 3.3 As the houses are not proposed to be retirement this is appropriate for the houses but the LCC figures are an overestimate for the apartments which are specifically for older people.
- 3.4 Based on the LCC figures for the houses and the most recent retirement apartment trip rates from TRICS (**Appendix A**) for the apartments, the trip generation from the current scheme is shown in Table 3.1.

Table 3.1: Trip Generation from Current Scheme

	Morning Peak			Evening Peak		
	In	Out	2-Way	In	Out	2-way
Retirement Apartments	2	3	5	4	3	7
Houses (Based on LCC Trip Rates)	2	6	8	6	3	9
Total	4	9	13	10	6	16

- 3.5 Using the retirement trip rates for the apartments means that the trip generation for the current scheme is notably lower than the figures stated in the LCC 28th November 2023 letter. If they had been working to these figures, they may well not have included the statement in their letter indicating that for a development of this scale they would usually ask for traffic modelling.
- 3.6 Applying the same distribution and assignment assumptions used in the PSA TA and approved by LCC for the permitted development, the development traffic levels at the off site junctions would be as shown in Table 3.2.

Table 3.2: Traffic Levels at Off Site Junctions for the Current Scheme

	Morning Peak			Evening Peak		
	In	Out	2-Way	In	Out	2-way
King Street Mini Roundabout	2	5	7	5	3	8
A671 Traffic Signals	2	4	6	5	3	8

Impact of Current Development

- 3.7 Based on the Figures in Table 3.2 the trip levels from the current scheme at the off site junctions would be minimal.
- 3.8 8 vehicles an hour, which would be the development traffic level at both junctions in the evening peak hour, represents an additional vehicle every 7.5 minutes. This level of traffic increase would be imperceivable. You do not need to undertake traffic modelling to demonstrate this point. Traffic levels in the morning peak hour would be even less than this.
- 3.9 30 vehicles an hour is used by most highway authorities as a measure of where traffic impact may be material. It is used by Transport for Greater Manchester and the Greater Manchester Authorities who quote the advice from the DfT's Transport Assessment Guidance 2007 in this regard which says.

Appendix B provides suggested thresholds below which a formal assessment may not be needed, and above which the preparation of a TS or a TA would be appropriate. The thresholds in Appendix B are based upon scenarios which would typically generate 30 two-way peak



hour vehicle trips. Whilst there is no suggestion that 30 two-way peak hour vehicle trips would, in themselves, cause a detrimental impact, it is a useful point of reference from which to commence discussions.

- 3.10 While the DfT has now withdrawn this guidance many authorities still reference it in this regard.
- 3.11 The traffic levels associated with the current scheme at the off site junctions would be much less than 30 vehicles an hour.
- 3.12 Indeed, those from the permitted scheme would have been less than 30 as well. In this context LCC's conclusions on the figures presented in the TA for the permitted scheme were in line with this guidance.



4 Comparison of Traffic Levels Between Current and Permitted Schemes

- 4.1 As we set out in the Introduction in making an assessment of impact it is established practise to compare the trip generation levels from the current and permitted schemes as the traffic from the permitted scheme could materialise without the need for further planning approvals, so this does form part of the baseline against which the impact of the current scheme should be assessed.
- 4.2 In this regard Table 4.1 compares the trip generation from the current scheme with those for the permitted scheme using the two sets of trip generation levels set out in section 2 ie those from the PSA TA and those based a retirement unit trip rate for all units.

Table 4.1: Comparison of Trip Generation from Current and Permitted Schemes

	Morning Peak			Evening Peak		
	In	Out	2-Way	In	Out	2-way
Permitted Development TA (Table 2.1)	10	20	30	19	16	35
Permitted Development all retirement trip rates (Table 2.3)	4	4	8	6	4	10
Current Scheme (Table 3.1)	4	9	13	10	6	16

4.3 Table 4.2 and 4.3 shown the same comparison for generated traffic levels at the off site junctions.

Table 4.2: Comparison of Trip Levels from Current and Permitted Schemes at the King Street Mini Roundabout

	Morning Peak			Evening Peak		
	In	Out	2-Way	In	Out	2-way
Permitted Development TA (Table 2.2)	5	11	16	10	8	18
Permitted Development all retirement trip			4			5
rates (Table 2.4)	2	2		3	2	
Current Scheme (Table 3.2)	2	5	7	5	3	8

Table 4.3: Comparison of Trip Levels from Current and Permitted Schemes at the A671 Traffic Signals

	Morning Peak			Evening Peak		
	In	Out	2-Way	In	Out	2-way
Permitted Development TA (Table 2.2)	5	9	14	9	8	17
Permitted Development all retirement trip			4			5
rates (Table 2.4)	2	2		3	2	
Current Scheme (Table 3.2)	2	4	6	5	3	8

- 4.4 These figures show that the trip levels from the current scheme are less than half those used in the TA for the permitted scheme and against which LCC concluded impact would be negligible and no modelling was required.
- 4.5 If the figures for the permitted scheme based on the retirement trips rates are considered then the current scheme would generated more traffic but only marginally so.
- 4.6 In the evening peak hour the permitted scheme would generate 5 vehicles at both off site junctions, so the 8 vehicles associated with the current scheme represents just 3 vehicles more, or in other words one additional vehicle every 20 minutes. In the morning peak hour the



difference in traffic levels between the permitted and current schemes is the same or less than this.

4.7 Taking account of the traffic associated with the permitted development, further emphasises that the current scheme would have no perceivable traffic impact and that there is absolutely no requirement to undertake off site junction modelling to demonstrate this.

5 Summary

- 5.1 CBO Transport has been commissioned by Oakmere Home to consider the traffic impact from development proposals at Accrington Road, Whalley.
- 5.2 The site has planning permission for 37 bungalows and 40 apartments all of which are restricted to people over 55 (the permitted scheme). This development will have been taken account of in transport assessment work undertaken for other developments in and around Whalley since it was approved.
- 5.3 An application for a revised development was submitted in 2022 for 17 houses and 57 apartments, the apartments are for over 55's, the houses are open market (the current scheme).
- 5.4 The trip levels generated by from the current scheme at the off site junctions either end of Accrington Road would be minimal. The highest development traffic level at both junctions would be 8 vehicles an hour, which represents an additional vehicle every 7.5 minutes. This level of traffic increase would be imperceivable and traffic modelling isn't required to demonstrate this point.
- 5.5 The established way to consider the impact of development when there is a permitted scheme on the site is to include the permitted development in the baseline. Doing this shows that the impact of the current development is even smaller.
- 5.6 The trip generation from the current scheme is less than half that of the permitted scheme based on the figures used in the TA for the permitted scheme. Based on these figures LCC concluded that the permitted development would have a negligible traffic impact and modelling of off site junctions was not required. For a development which generates less than half the traffic the same conclusion should surely apply.
- 5.7 Based on an alternative calculation of trip generation from the permitted scheme, using retirement unit trip rates for all the units, the current scheme would generate more traffic but only marginally so.
- 5.8 On this basis at the off site junctions either end of Accrington Road the current scheme would generate at most just 3 extra vehicles an hour than the permitted. This represents just one additional vehicle every 20 minutes.

Conclusion

5.9 Based on the above the impact of the current scheme would be negligible at the off site junctions and modelling to demonstrate this is not required.



Appendix A: TRICS Information for Retirement Apartments



Calculation Reference: AUDIT-751701-241209-1236

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL Category : N - RETIREMENT FLATS TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	IW ISLE OF WIGHT	1 days
	KC KENT	1 days
	SC SURREY	1 days
04	EAST ANGLIA	-
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
	PB PETERBOROUGH	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	AL CALDERDALE	1 days
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	CF CARDIFF	1 days
	MM MONMOUTHSHIRE	1 days
11	SCOTLAND	
	GC GLASGOW CITY	1 days

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

Monday 09/12/24 Page 2 Licence No: 751701

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: Actual Range: Range Selected by User:	No of Dwellings 17 to 88 (units:) 17 to 88 (units:)
Parking Spaces Range:	All Surveys Included
Parking Spaces per Dwellin	g Range: All Surveys Included
Bedrooms per Dwelling Ran	nge: All Surveys Included
Percentage of dwellings pri	vately owned: All Surveys Included
Public Transport Provision: Selection by:	Include all surveys
Date Range: 01/01	/16 to 02/11/23
This data displays the rang included in the trip rate ca	ne of survey dates selected. Only surveys that were conducted within this date range are lculation.
<u>Selected survey days:</u> Monday Tuesday Wednesday Thursday Friday	3 days 6 days 2 days 1 days 2 days
This data displays the num	ber of selected surveys by day of the week.
<u>Selected survey types:</u> Manual count Directional ATC Count	14 days 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)	6
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	6

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:	
Residential Zone	
High Street	

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.

13 1

Inclusion of Servicing Vehicles Counts:	
Servicing vehicles Included	7 days - Selected
Servicing vehicles Excluded	7 days - Selected

Secondary Filtering selection:

<u>Use Class:</u>

C3

14 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®.

<u>Population within 500m Range:</u> All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:	
1,001 to 5,000	2 days
10,001 to 15,000	3 days
20,001 to 25,000	3 days
25,001 to 50,000	6 days

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

<u>Population within 5 miles:</u>	
5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	3 days
125,001 to 250,000	5 days
250,001 to 500,000	1 days
500.001 or More	1 davs

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

<u>Car ownership within 5 miles:</u>	
0.6 to 1.0	5 days
1.1 to 1.5	8 days
1.6 to 2.0	1 days

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

<u>Travel Plan:</u>	
Yes	1 days
No	13 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.

<u>PTAL Rating:</u> No PTAL Present

14 days

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

Licence No: 751701

LIST OF SITES relevant to selection parameters

1	AL-03-N-01 GROVE AVENUE	RETI REMENT BUNGAL	OWS	CALDERDALE
2	WHEATLEY Suburban Area (PPS) Residential Zone Total No of Dwellings <i>Survey date:</i> CA-03-N-01 UNION LANE CAMBRIDGE	6 Out of Centre) s: <i>TUESDAY</i> RETI REMENT FLATS	34 <i>23/10/18</i>	<i>Survey Type: MANUAL</i> CAMBRI DGESHI RE
3	CHESTERTON Neighbourhood Cent High Street Total No of Dwellings <i>Survey date:</i> CF-03-N-01	re (PPS6 Local Centre) S: <i>MONDAY</i> RETI REMENT FLATS	30 <i>26/06/23</i>	<i>Survey Type: MANUAL</i> CARDIFF
	CARDIFF ROAD CARDIFF LLANDAFF Neighbourhood Cent Residential Zone Total No of Dwellings <i>Survey date:</i>	re (PPS6 Local Centre) s: <i>WEDNESDAY</i>	60 <i>05/10/16</i>	Survey Type: MANUAL
4	GC-03-N-02 VICTORIA CIRCUS GLASGOW HYNDLAND Suburban Area (PPS Residential Zone Total No of Dwelling	RETIREMENT FLATS 6 Out of Centre)	38	GLASGOŴ ĆÍ TY
5	Survey date: IW-03-N-01 CHURCH ROAD BEMBRIDGE Edge of Town	<i>TUESDAY</i> RETIREMENT FLATS	18/04/23	<i>Survey Type: MANUAL</i> ISLE OF WIGHT
6	Residential Zone Total No of Dwellings <i>Survey date:</i> KC-03-N-08 CANTERBURY ROAD HERNE BAY EDDINGTON	s: <i>THURSDAY</i> RETIREMENT FLATS	40 <i>27/06/19</i>	<i>Survey Type: MANUAL</i> KENT
7	Suburban Area (PPS) Residential Zone Total No of Dwellings <i>Survey date:</i> LN-03-N-01 NEWPORT ROAD LINCOLN FRMINE	6 Out of Centre) S: <i>TUESDAY</i> RETIREMENT FLATS	88 <i>26/09/17</i>	<i>Survey Type: MANUAL</i> LINCOLNSHIRE
8	Suburban Area (PPS Residential Zone Total No of Dwellings <i>Survey date:</i> MM-03-N-01 BRYNGWYN ROAD NEWPORT	6 Out of Centre) s: <i>FRIDAY</i> RETIREMENT FLATS	39 <i>28/06/19</i>	<i>Survey Type: MANUAL</i> MONMOUTHSHIRE
	Neighbourhood Cent Residential Zone Total No of Dwellings <i>Survey date:</i>	re (PPS6 Local Centre) s: <i>FRIDAY</i>	65 <i>27/09/19</i>	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	NF-03-N-02 YARMOUTH ROAD NORWICH THORPE SAINT ANDE	RETIREMENT FLATS		NORFOLK
10	Neighbourhood Centr Residential Zone Total No of Dwellings <i>Survey date:</i> NY-03-N-01 EASTGATE PICKERING	re (PPS6 Local Centre) :: <i>WEDNESDAY</i> RETIREMENT FLATS	48 <i>20/11/19</i>	<i>Survey Type: MANUAL</i> NORTH YORKSHI RE
11	Edge of Town Residential Zone Total No of Dwellings <i>Survey date:</i> PB-03-N-02 DOGSTHORPE ROAD PETERBOROUGH	s: <i>MONDAY</i> RETIREMENT FLATS	30 <i>26/09/16</i>	<i>Survey Type: MANUAL</i> PETERBOROUGH
12	Suburban Area (PPSe Residential Zone Total No of Dwellings <i>Survey date:</i> SC-03-N-01 PRICES LANE REIGATE	5 Out of Centre) S: <i>MONDAY</i> RETIREMENT FLATS	32 1 <i>7/10/16</i>	<i>Survey Type: MANUAL</i> SURREY
13	Neighbourhood Centr Residential Zone Total No of Dwellings <i>Survey date:</i> SH-03-N-02 ABBEY FOREGATE SHREWSBURY	re (PPS6 Local Centre) s: <i>TUESDAY</i> RETI REMENT FLATS	17 <i>10/05/22</i>	<i>Survey Type: MANUAL</i> SHROPSHI RE
14	Suburban Area (PPS Residential Zone Total No of Dwellings <i>Survey date:</i> TW-03-N-03 CHAPEL LANE WHITLEY BAY MONKSEATON Neighbourhood Centr	5 Out of Centre) 5: <i>TUESDAY</i> RETIREMENT FLATS re (PPS6 Local Centre)	76 <i>20/06/23</i>	<i>Survey Type: MANUAL</i> TYNE & WEAR
	Residential Zone Total No of Dwellings Survey date:	s: TUESDAY	27 1 <i>2/10/21</i>	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.

Licence No: 751701

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS TOTAL VEHICLES Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

		ARRIVALS		[DEPARTURES	5		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	14	45	0.014	14	45	0.024	14	45	0.038
08:00 - 09:00	14	45	0.042	14	45	0.056	14	45	0.098
09:00 - 10:00	14	45	0.083	14	45	0.096	14	45	0.179
10:00 - 11:00	14	45	0.123	14	45	0.136	14	45	0.259
11:00 - 12:00	14	45	0.107	14	45	0.090	14	45	0.197
12:00 - 13:00	14	45	0.096	14	45	0.071	14	45	0.167
13:00 - 14:00	14	45	0.077	14	45	0.096	14	45	0.173
14:00 - 15:00	14	45	0.120	14	45	0.131	14	45	0.251
15:00 - 16:00	14	45	0.080	14	45	0.064	14	45	0.144
16:00 - 17:00	14	45	0.075	14	45	0.054	14	45	0.129
17:00 - 18:00	14	45	0.077	14	45	0.061	14	45	0.138
18:00 - 19:00	14	45	0.034	14	45	0.051	14	45	0.085
19:00 - 20:00	1	17	0.118	1	17	0.000	1	17	0.118
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates: 1.046 0.930 1.976									

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:	17 - 88 (units:)
Survey date date range:	01/01/16 - 02/11/23
Number of weekdays (Monday-Friday):	14
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.