

Prepared on behalf of

Tiddlywinks Day Nursery Limited

**Proposed Nursery School
Croft Lane, Unsworth, Bury**

Transport Statement

Control Sheet

CLIENT: Tiddlywinks Day Nursery Limited

PROJECT TITLE: Proposed Nursery School
Croft Lane
Unsworth
Bury

REPORT TITLE: Transport Statement

PROJECT REFERENCE: 300378

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					Check	
					Approve	
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					Approve	

This document has been prepared in accordance with procedure OP/P02 of the *Fairhurst Quality and Environmental Management System*

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Acknowledgements:

Google My Maps, Google Earth and Openrouteservice have been used to generate figures included in this report.

Crashmap has been used to assess the accident history on the local highway network.

An extract of Traffic for Greater Manchester's Bury Cycle Map has been included in this report.

The TRICS database has been used in this report to calculate traffic generations.

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The methodology adopted and the sources of information used by Sanderson Associates (Consulting Engineers) Ltd in providing its services are outlined within this Report.

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1 Introduction

- 1.1 Sanderson Associates (Consulting Engineers) Ltd has been appointed to prepare a Transport Statement to support the planning application for the provision of a Nursery School on land at Croft Lane, Unsworth. The location of the site in relation to the local area is shown on **Figure 1**, below.



Figure 1 – Location of site

[GoogleMyMaps]

- 1.2 In accordance with Planning Practice Guidance '*Transport evidence bases in plan making and decision taking*' this Transport Statement addresses key transport issues including:
- the local highway network
 - the access arrangements to the proposed development
 - the proposed development and its operational facilities
 - the impact of the development on the local highway network in terms of highway safety
 - accessibility of the site in relation to sustainable transport and local facilities
- 1.3 With regards to the planning policy context of the development, Paragraph 110 of the National Planning Policy Framework (NPPF), revised in July 2021, states that:

“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, give the type of development and its location;*
- b) Safe and suitable access to the site can be achieved for all people;*
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46 ; and*
- d) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”*

1.4 Paragraph 111 goes on to say;

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

1.5 Bury Local Plan, dated October 2018, echoes these principles and has a number of objectives that support this including:

- Deliver sustainable development
- Promote health and wellbeing within the Borough’s communities
- Reduce carbon emissions, improve air quality and ensure that the Borough is resilient and adaptive to the effects of climate change.
- Ensure that the Borough’s residents have adequate access to community facilities
- Encourage sustainable transport choices and reduce the number and length of journeys, particularly by private motor vehicles

2 Existing Situation

2.1 The Site

- 2.1.1 The site is located to the northwest of Croft Lane, approximately 2.5km southeast of Bury town centre. The approximate extent of the site is shown in **Figure 2**, below.



Figure 2 – Approximate extent of site

[GoogleMyMaps]

- 2.1.2 Part of the site is unused land while the remainder is a car park with 28 marked spaces. It seems that further parts of the site have also been used for parking in the past, as shown in **Figure 3**, overleaf. Utilising Google satellite imagery, it appears that the car park was used from at least 2000 until at least May 2019.



Figure 3 – Google Earth satellite imagery date 14/5/2019

2.2 Local Highway Network

- 2.2.1 Croft Lane is a two-way carriageway with central hatch markings that runs southwest-northeast past the site. A speed limit of 30mph is in place and footways and street lighting are present on both sides.
- 2.2.2 Approximately 560m south of the site Croft Lane joins Hollins Lane, which runs east to Unsworth, at a mini roundabout junction. Beyond this, Croft Lane becomes Hollins Brow and joins the A56 Manchester Road linking to Bury, Whitefield, the M60 and Manchester beyond. To the north of the site, Croft Lane becomes Pilsworth Road which provides access to various industrial and commercial sites, the M66 and Heywood.

2.3 Road Traffic Incident Review

2.3.1 A review of the personal injury incidents within the vicinity of the site has been carried out using the online Crashmap Pro database. **Figure 4**, below, is an extract from Crashmap Pro which identifies the location and injury severity of all recorded incidents that have occurred within the latest 5 year period available (2016-2020).

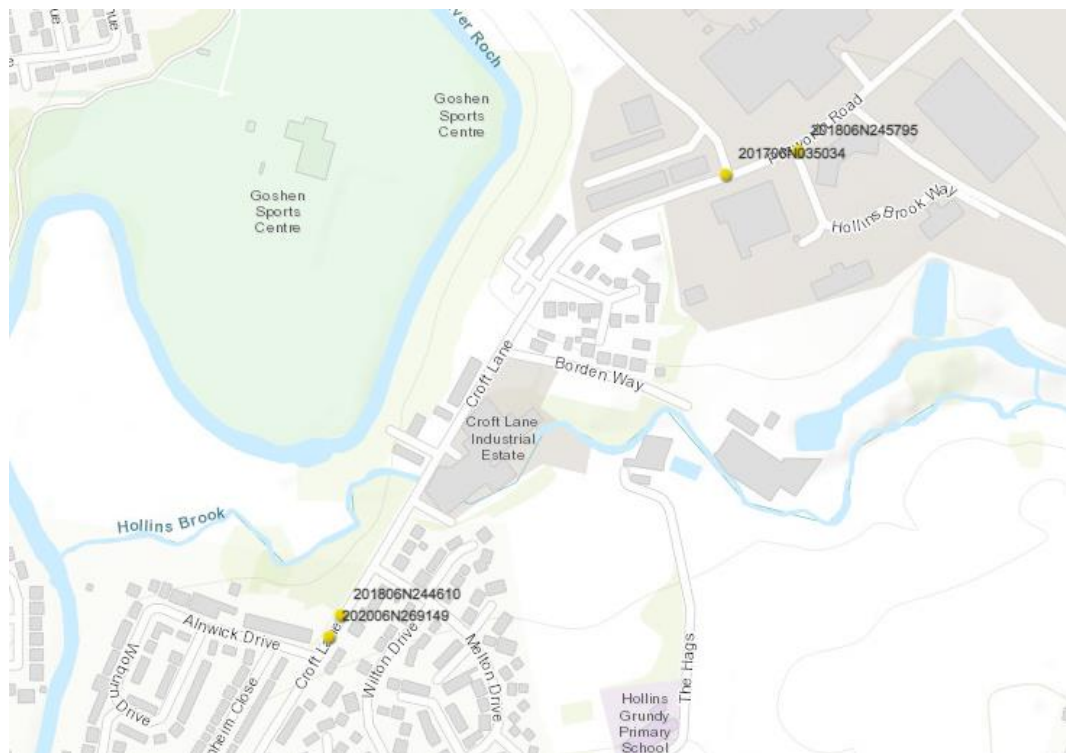


Figure 4 – Crashmap Pro extract

2.3.2 As can be seen, no incidents have been recorded at the site access or within 180m to the south and 200m to north. In addition, the incidents recorded at these distances are slight in severity and isolated. Therefore, it is not considered that there is an existing accident trend that would be exacerbated by the proposals.

3 Development Proposals

3.1 *The Development*

- 3.1.1 The proposals comprise the replacement of the existing car park with a three-storey Nursery School. Proposed layout plans are included at **Appendix A**. The Nursery will cater for up to 120 children from birth to four years of age with hours of operation being 7:30am to 6pm, Monday to Friday.
- 3.1.2 Drop off and pick up times will be to suit parents/guardians however it is anticipated that children will be enrolled on half or full days therefore will be arriving/departing in the AM peak, at lunchtime and during the PM peak.
- 3.1.3 15 to 20 members of staff are anticipated to be on site at any time with some arriving before, and departing after, the operating hours.

3.2 *Access*

- 3.2.1 The location of the site access is to remain as existing. The access is to be reconfigured to be 5.5m in width with a 2.0m footway on the northern side. Visibility splays of 2.4 x 43m, as required by the 30mph speed limit of Croft Lane, are available, as shown on Drawing 300378-001 included at **Appendix B**.
- 3.2.2 The access is to have a sliding gate with a separate pedestrian gate connecting to the existing footway on Croft Lane.

3.3 *Parking*

- 3.3.1 Bury Council's Guidance Note 11 'Parking Standards in Bury' dated May 2007 contains the maximum car and minimum cycle parking standards for developments in the area. Those relevant to 'Crèche, day nursery or day centre' developments are shown at **Table 1**, overleaf.

Type of Parking	Standard
Maximum car parking provision (excluding disabled parking)	1 per full time equivalent staff
Minimum car parking provision for disabled persons	Over 200 Bays -4 bays plus 4% of total capacity.
Minimum cycle parking provision	1 per 10 full time equivalent staff, minimum of 2 spaces for pupils No standard is given for two-wheeled motor vehicles
Additional notes	The provision of adequate drop off facilities for parents and for visitors would also need to be individually considered

Table 1 – Parking standards

3.3.2 The development proposes 27 car parking spaces including one accessible bay. A number of spaces are also provided with transition zones to allow for easier access by those with small children in car seats.

3.3.3 In relation to the standards, the provision of 27 parking spaces is considered to comply as the anticipated number of staff members would correspond to up to 20 parking spaces, not including any accessible spaces. A further seven spaces (minimum) then allows for dropping off and picking up of children as well as visitor parking.

3.3.4 Two covered cycle stands, allowing for the storage of four cycles, are located to the south of the building. This complies with the requirement which equates to two spaces for staff and two for children.

3.4 Servicing

3.4.1 The vehicle that will service the site most frequently is a refuse vehicle. Drawing 300378-001, included at **Appendix B**, demonstrates that a large refuse vehicle can access the site, manoeuvre to a position suitable for refuse collection and then leave the site in a forward gear.

- 3.4.2 In order to maximise space available to manoeuvre, and also improve safety for users of the site, the collection will be carried out by a private company and arranged to take place out of hours.

4 Accessibility by Sustainable Modes

4.1 Overview

4.1.1 This section of the report considers the accessibility of the site in order to review the opportunities that will exist for staff and clientele to travel by the following modes:

- Accessibility on foot;
- Accessibility by cycle;
- Accessibility by bus;
- Accessibility by Tram; and
- Accessibility by rail

4.2 Accessibility on Foot

4.2.1 Walking is the most important mode of transport at the local level and can replace short car trips for journeys under 2km, which contribute to congestion and pollution, and the need for car parking.

4.2.2 Guidance on walking distances is provided within the IHT document 'Providing for Journeys on Foot' (2000) as summarised below;

Guidelines for PROVIDING FOR JOURNEYS ON FOOT

Table 3.2: Suggested Acceptable Walking Distance.

	Town centres (m)	Commuting/School Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred maximum	800	2000	1200

- 4.2.3 **Figure 5**, below, identifies 1km and 2km walking isochrones from the site. It is provided as an indication of where destinations lie and the general extent to which the local area can be accessed on foot.

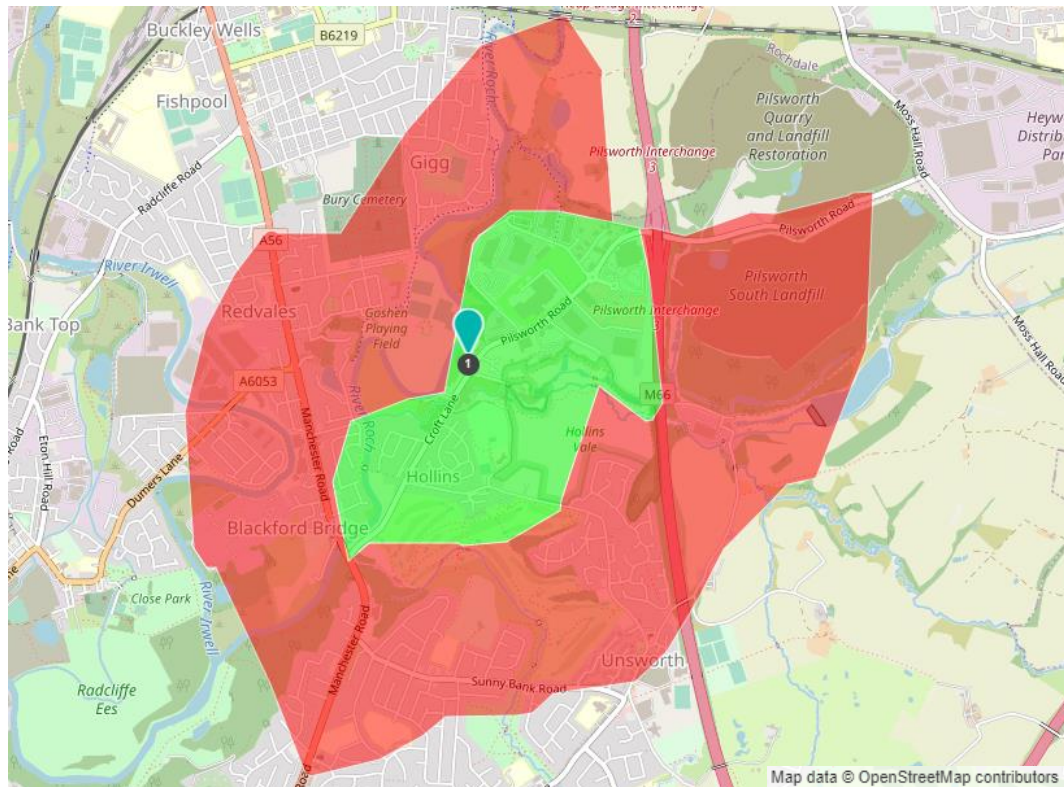


Figure 5 – Indicative walking isochrones

[Openrouteservice]

- 4.2.4 It is important to consider the routes that would be taken to get to locations as well as the distance. Department for Transport guidance 'Building Sustainable Transport into New Developments' (2008) gives the following advice.

"The propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating."

- 4.2.5 In terms of pedestrian infrastructure, a footway within the site will connect to Croft Lane via a pedestrian gate. Street-lit footways are present on both sides of Croft Lane and surrounding roads.

4.2.6 It is acknowledged that parents/guardians with small children are unlikely to travel long distances on foot however there are residential areas within close proximity from which it would not be unreasonable to walk. In addition, members of staff may live in surrounding areas or utilise local facilities.

4.2.7 The following amenities and facilities are located within walking distance of the site:

- Bus stops on Croft Lane (30-50m)
- Cohens Chemist (100m)
- Hollins Bakery (800m)
- McDonald's (700m)
- KFC (800m)
- Hollins Grundy Primary School (1.0km)
- Asda superstore (1.0km)
- Spar/Greggs (1.2km)

4.2.8 As can be seen, the site is located within a walkable distance of various residential areas within which clientele and staff members may reside, as well as amenities and facilities that may be of use to staff, with good quality pedestrian facilities available.

4.3 Accessibility by Cycle

4.3.1 Like walking, cycling has an important part to play in reducing congestion, improving accessibility and reducing pollution. Cycling may also allow people without cars to reach destinations that they may otherwise be unable to reach. CIHT's Planning for Cycling (2014) states that:

"The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips. Electric bicycles extend the range that can be cycled comfortably, and combined cycle-rail or cycle-bus journeys offer an alternative to car travel for many longer trips."

- 4.3.2 **Figure 6**, below, indicates destinations that lie within an 8km cycling isochrone of the site. Again it is provided to give an indication of where destinations lie and the general extent to which the site is accessible by cycle.

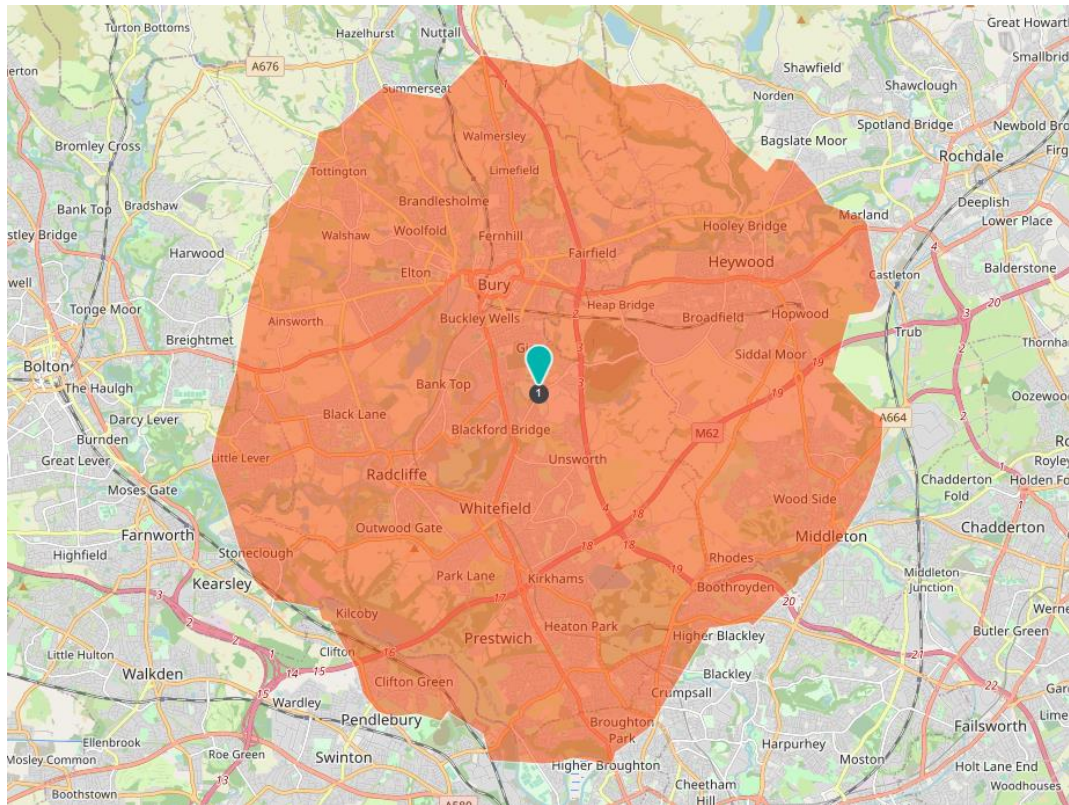


Figure 6 – Indicative cycling isochrones

[Openrouteservice]

- 4.3.3 It is acknowledged that parents/guardians are unlikely to cycle with small children however members of staff could travel by bicycle either as the sole mode of transport or as part of a multimodal journey.
- 4.3.4 **Figure 6** indicates that Bury, Whitefield, Radcliffe and surrounding areas are located within cycling distance. However, as with walking, it is considered that the quality of the available cycle infrastructure is an important factor when it comes to accessibility. **Figure 7**, overleaf, shows an extract of Bury Cycle Map prepared by Transport for Greater Manchester (TfGM) detailing cycle routes in the vicinity of the site.

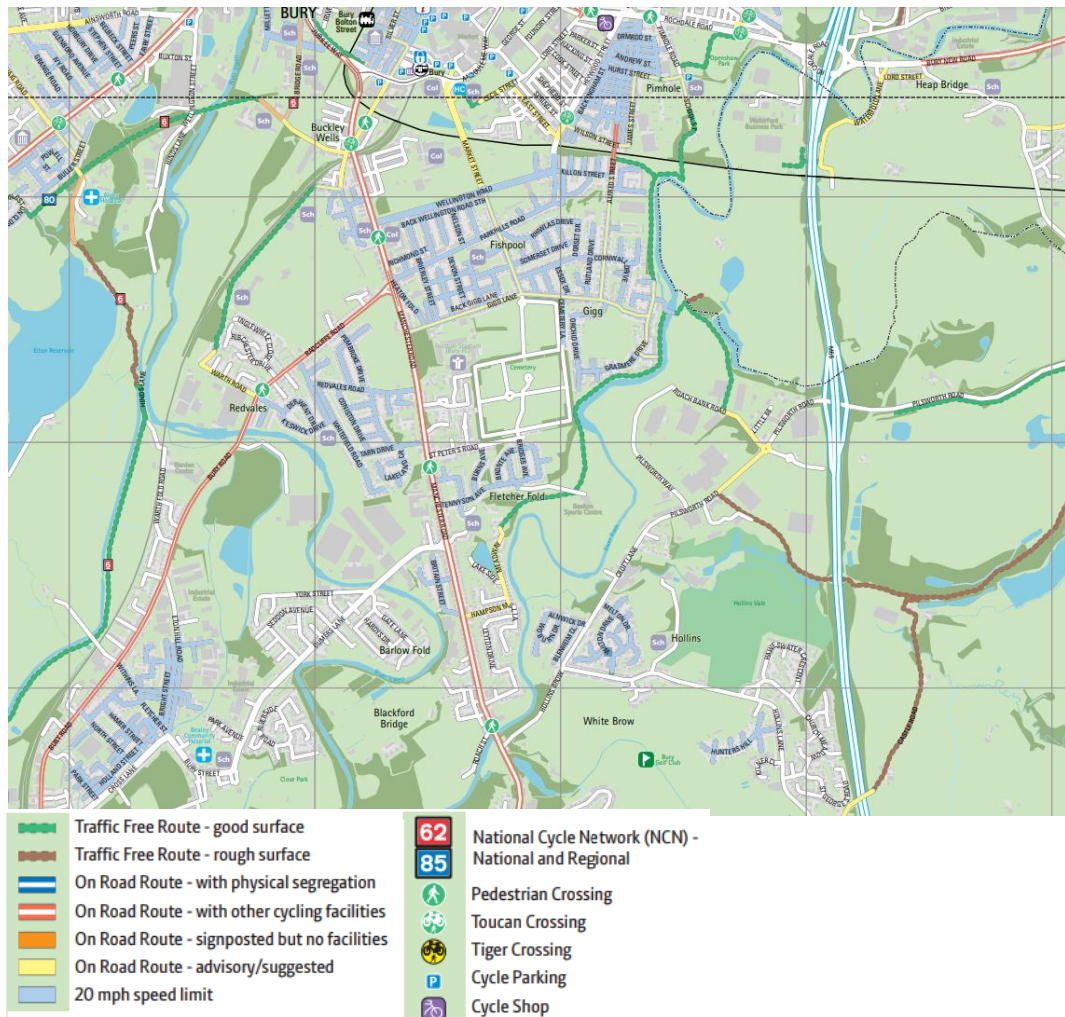


Figure 7 –Extract of TfGM Bury Cycle Map

- 4.3.5 Although Croft Lane is not a marked cycle route, Roch Valley Greenway traffic-free route can be accessed approximately 900m to the northeast and Manchester Road, approximately 1km to the southwest, has on-carriageway cycle lanes. Manchester Road connects to Bury to the north and Whitefield to the south.
- 4.3.6 It is considered that the available cycle infrastructure provides opportunity to encourage staff to travel by cycle.

4.4 Accessibility by Bus

4.4.1 Bus stops on Croft Lane are located at a distance of approximately 30-50m from the site. **Figure 8**, below, shows the location of these bus stops relative to the site.



Figure 8 – Bus stop locations

[GoogleMyMaps]

4.4.2 Details of the stops are provided in **Table 2**, below and overleaf.

Croft Lane	
Reference	mantgmpa
Direction of travel	Southbound
Distance from site	Approx. 30m
Facilities	Pole with flag
Services	92, 94
Reference	mandmgjp
Direction of travel	Northbound
Distance from site	Approx. 50m
Facilities	Pole with flag
Services	92, 94

Table 2 – Bus stop information

4.4.3 Details of the services available from the stops are given in **Table 3**.

#	Route	Approximate peak frequency		
		Mon-Sat Daytime	Mon-Sat Evening	Sunday
92	Bury – Redvales – Hollins – Prestwich – Salford – Shudehill	No service	60 mins	60 mins (evening)
94	Bury – Hollins – Prestwich – Kersal – Higher Crumpsall	60 mins	No service	No service

Table 3 – Summary of bus services

4.4.4 These services connect to Bury Interchange allowing for continued journeys by bus and tram

4.5 Accessibility by Tram

4.5.1 The closest tram stop to the site is Bury which is located at a distance of approximately 4km. Bury tram stop is part of Bury Interchange which is served by the aforementioned bus services. The location of the elements of the Interchange are shown on **Figure 9**, below.



Figure 9 – Location of bus station and tram stop

[GoogleMyMaps]

- 4.5.2 Bury tram stop is on the Green and Yellow lines that provide services to Altrincham and Manchester Piccadilly, respectively. Each line provides services every 12 minutes between the hours of approximately 6am to 11pm.

4.6 *Accessibility by Rail*

- 4.6.1 The closest rail stations to the site are Kearsley (10.0km) and Mills Hill (10.4km). The stations are located such that they are beyond the distance people could be expected to cycle and do not connect with bus services. Therefore, it is not reasonable to expect that members of staff will utilise train as a mode of transport to access the site.

4.7 *Summary*

- 4.7.1 The site is considered to be accessible by both active and public transport. As such, clientele, staff and visitors to the site will have opportunity to utilise sustainable travel options, where appropriate.

5 Trip Generation Assessment

- 5.1 To predict the trips the development could be expected to generate, the TRICS v7.8.3 database has been used to derive average multimodal and vehicular trip rates for the proposed use. The search parameters set out in **Table 4** have been used and the full outputs are included at **Appendix C**.

Land Use	Trip Rate Selection Criteria
Nursery school	Land Use Category: 'Education - Nursery'; Number of pupils selected: 650-124; The regions of Greater London and Ireland were excluded; Saturday and Sunday surveys were excluded; and, Suburban area sites were used.

Table 4 – TRICS search parameters

5.2 Multimodal Trip Generation

- 5.2.1 **Table 5** provides details of the multimodal two-way trip rates along with the corresponding modal percentage split and generated trips for 120 children. The data has been split between weekday AM (8:00-9:00) and PM (17:00-18:00) peaks.

	Mode of Travel	Trip Rate per child	Modal Split	Generations
08:00-09:00 AM Peak Period	Pedestrians	0.135	24.6%	16
	Cyclists	0.008	1.5%	1
	Public Transport Users	0.026	4.7%	3
	Vehicle Occupants	0.380	69.3%	46
	Total People Trips	0.548	100.0%	66
17:00-18:00 PM Peak Period	Pedestrians	0.148	35.6%	18
	Cyclists	0.000	0.0%	0
	Public Transport Users	0.008	1.9%	1
	Vehicle Occupants	0.260	62.5%	31
	Total People Trips	0.416	100.0%	50

Table 5 – Multimodal trips from development proposals

- 5.2.2 The predicted demand for walking, cycling and public transport in the network peak hours at a level which is unlikely to have a detrimental impact on the existing infrastructure.

5.3 Vehicle Trip Generation

- 5.3.1 **Table 6** provides details of the vehicular trip rates along with the corresponding generated trips for 120 children. The data has been split between weekday AM (8:00-9:00) and PM (17:00-18:00) peaks in order to assess the impact of the development during the traditional network peaks.

Peak Period	Trip rates per child		Total Trips		
	Arrivals	Departures	Arrivals	Departures	Total
AM (08:00 – 09:00)	0.156	0.152	19	18	37
PM (17:00 – 18:00)	0.105	0.128	13	15	28

Table 6 – Vehicle trips from development proposals

- 5.3.2 The development peak hour total traffic generations are predicted to be 37 in the AM peak and 28 in the PM peak. This equates to approximately 1 vehicle movement every 1.6-2 minutes.
- 5.3.3 A worst case assumption is that all traffic generations in the peak hours are associated with dropping off / collecting children at the site. The maximum number of vehicles per hour is 19 arriving in the AM peak hour. If each arrival spends 10 minutes dropping off the child, this requires a total of 190 minutes. When divided by 60 minutes this identifies a parking demand for 4 spaces. The development proposes a minimum of 7 spaces for drop off, which should be adequate for the predicted demand.

Former Use

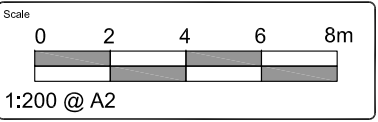
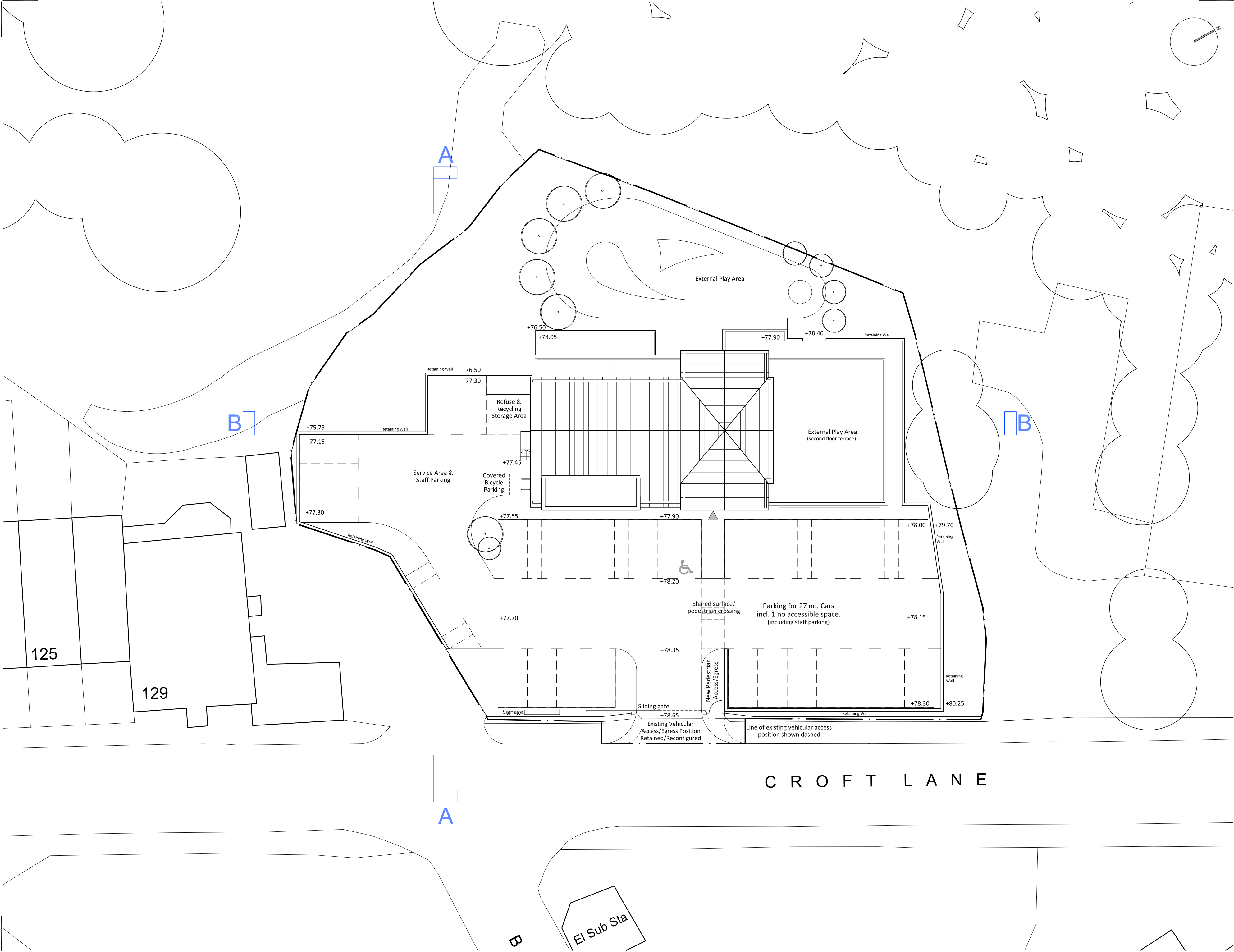
- 5.3.4 As previously mentioned, the site is currently marked as a 28-space car park. 'Permit holders only' signs around the site suggest that it was used for staff parking by a local employment site. As such, it could be expected that people would have arrived during the AM peak period and departed during the PM peak.
- 5.3.5 A review of satellite imagery, shows that the car park was used from at least 2000 until at least May 2019 with satellite imagery showing a total of 22 vehicles parked in 2019. These vehicles were occurring on the local highway network, and in recent times.
- 5.3.6 Although not currently in use, the car park could be reinstated and could, therefore, generate up to 28 arrivals during the AM peak and up to 28 departures during the PM peak.
- 5.3.7 The proposals would represent an increase in nine movements in the AM peak period and be comparable in the PM peak, although trips would be split between arrivals and departures.
- 5.3.8 It is not considered that the small number of vehicle movements that could be expected to be generated by the development would have an unduly negative impact on the highway network. It is unlikely that the additional trips above the car park use would be discernible amongst daily fluctuations in traffic on the surrounding roads.

6 Summary and Conclusions

- 6.1 Sanderson Associates (Consulting Engineers) Ltd has been appointed to prepare a Transport Statement to support the application for the provision of a Nursery School, to cater for up to 120 children, on land at Croft Lane, Unsworth.
- 6.2 The site is located to the northwest of Croft Lane, approximately 2.5km southeast of Bury town centre. Part of the site is unused land while the remainder is a car park.
- 6.3 A suitable access with the required sight lines is to be provided and pedestrian routes within the site will connect to existing provision on Croft Lane. Sufficient car and cycle parking, in relation to Bury Council's standards, are to be provided. Space is also available to allow a refuse vehicle to manoeuvre within the site and exit in a forward gear.
- 6.4 A road traffic incident review has not highlighted any existing accident trends that would be cause for concern with regards the proposals.
- 6.5 The development peak hour total traffic generations are predicted to be 37 in the AM peak and 28 in the PM peak. This equates to approximately 1 vehicle movement every 1.6-2 minutes. The former use of the site as a 28 space car park is known to have generated significant traffic as recently as 2019. A comparison of potential traffic generations from the former use and those from the proposed use has identified an increase in nine movements in the AM peak period and be comparable in the PM peak, although the proposed development trips would be split between arrivals and departures. It is not considered that the number of vehicle movements that could be expected to be generated by the development would have an unduly negative impact on the highway network.
- 6.6 The site is particularly accessible by active transport whilst use of buses is also available. It is, therefore, considered that there are opportunities for members of staff and clientele to travel to the site by modes other than the private car.

-
- 6.7 The predicted demand for walking, cycling and public transport in the network peak hours at a level which is unlikely to have a detrimental impact on the existing infrastructure.
- 6.8 It is concluded that the development is in accordance with the Bury Local Plan and satisfies paragraph 111 of the NPPF as an unacceptable impact on highway safety would not result and the impact on the highway network would not be severe. As such, it is considered that the proposals should be supported on highways grounds.

APPENDIX A
Proposed Site Layout Plan



Notes

Figured dimensions are to be used in all cases. Dimensions should not be scaled from drawing unless for planning application purposes.

All existing dimensions should be checked on site before commencement of the works.

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This drawing is to be read in conjunction with all the relevant Mechanical and Electrical drawings.

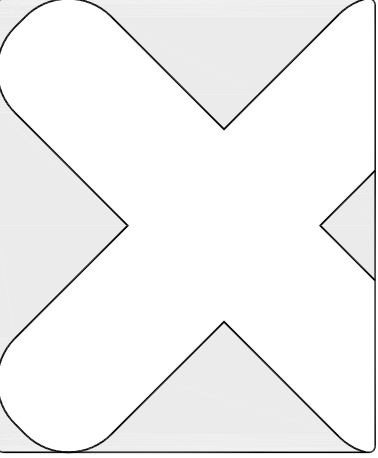
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Revision Notes			
Rev.	Date	Revision Description	Drawn Checked
P1	22.11.21	Initial Issue	RH AT



Project Name

Unsworth
Croft Lane

Drawing Title

Proposed
Site Plan / Roof Plan

Drawing Number

UCL-KMA-XX-XX-DR-A-7002

Project Number	Status	Revision
T1033	A3 Planning	P1

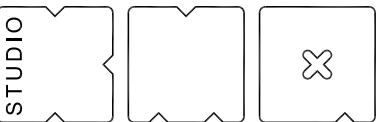
Drawn by	Authorized by	Date
RH	AT	22.11.21

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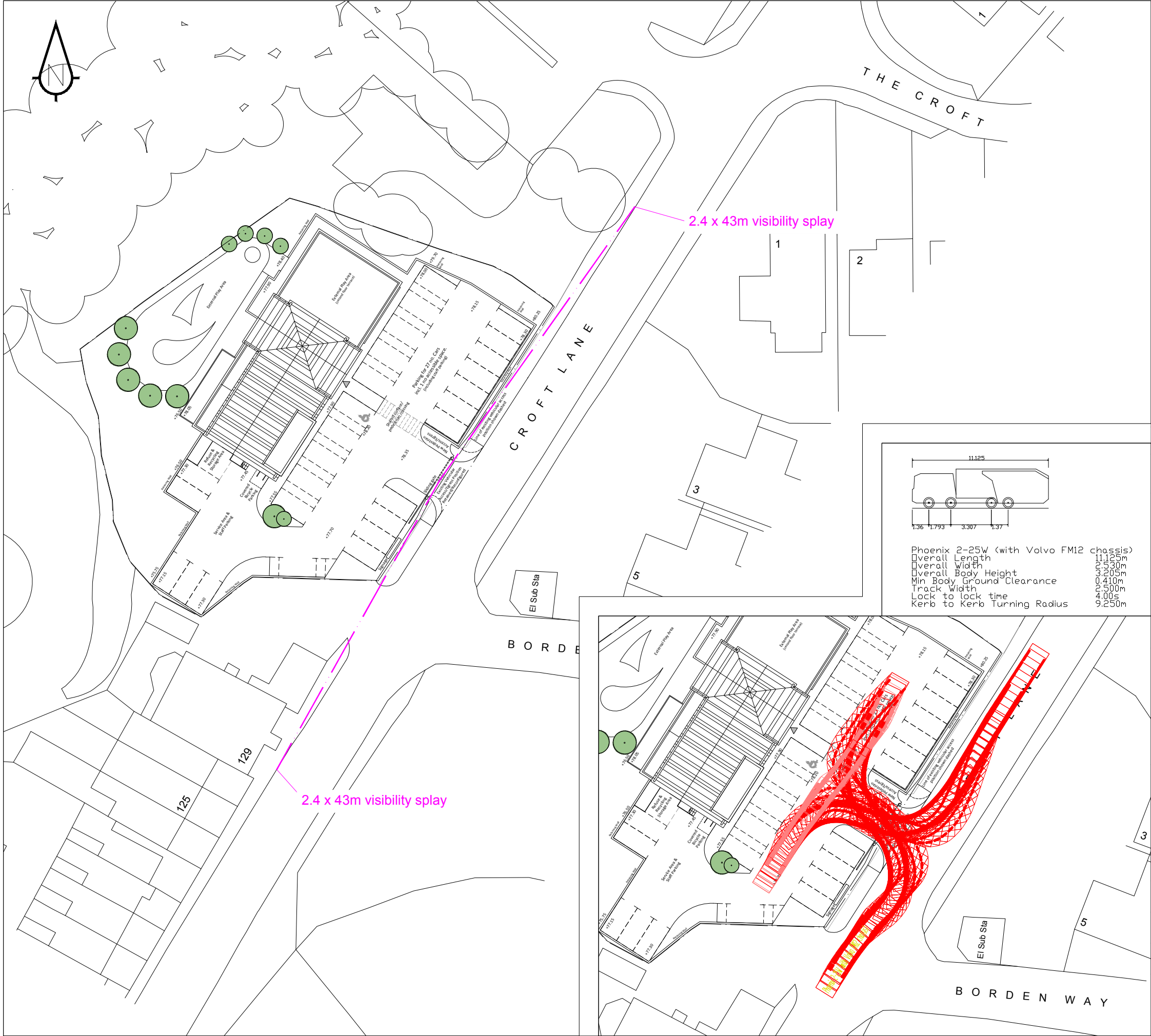
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APPENDIX B

Drawing 300378-001 Visibility Splays and Swept Path Analysis



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- The consultant accepts no liability for any vehicle specification errors within the vehicle track software used and / or it's vehicle libraries.
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- Service connections are not shown but their presence should be anticipated.
- Reference to any third party equipment shown on this drawing was only relevant at the time the drawing was prepared.
- It is the client's responsibility to ensure that any equipment ordered meets the design.

Rev	Amendment	Drawn	Date	Checked
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Project Name
Proposed Nursery School
Croft Lane
Unsworth, Bury

Drawing Title
Visibility Splays
&
Swept Path Analysis

Scale 1:500	Drawn By CP
Drawing Size A3	Checked By IEL
Date November 2021	Approved By IEL

Drawing Number 300378-001	Rev -
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APPENDIX C

TRICS Data

Calculation Reference: AUDIT-109307-211020-1032

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION

Category : D - NURSERY

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	KC KENT	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	2 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:	Number of pupils
Actual Range:	50 to 124 (units:)
Range Selected by User:	50 to 138 (units:)

Parking Spaces Range:	All Surveys Included
-----------------------	----------------------

Public Transport Provision:

Selection by:	Include all surveys
---------------	---------------------

Date Range:	01/01/09 to 21/05/19
-------------	----------------------

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:

Tuesday	2 days
Wednesday	2 days

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

Selected survey types:

Manual count	4 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)	4
------------------------------------	---

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

Selected Location Sub Categories:

Residential Zone	4
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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:

E(f) 4 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

Population within 1 mile:

10,001 to 15,000	1 days
15,001 to 20,000	1 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:

100,001 to 125,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	2 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	1 days
1.1 to 1.5	2 days
2.1 to 2.5	1 days

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

Travel Plan:

No 4 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 4 days

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

LIST OF SITES relevant to selection parameters

1	CA-04-D-02 EASTFIELD ROAD PETERBOROUGH	NURSERY		CAMBRIDGESHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Number of pupils:		50	
	Survey date: TUESDAY		18/10/16	Survey Type: MANUAL
2	KC-04-D-01 PEMBURY ROAD TONBRIDGE	NURSERY		KENT
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Number of pupils:		124	
	Survey date: WEDNESDAY		09/12/09	Survey Type: MANUAL
3	TW-04-D-02 ETTRICK GROVE SUNDERLAND HIGH BARNES	NURSERY		TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Number of pupils:		110	
	Survey date: WEDNESDAY		28/11/12	Survey Type: MANUAL
4	TW-04-D-03 JUBILEE ROAD NEWCASTLE UPON TYNE GOSFORTH	NURSERY		TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Number of pupils:		108	
	Survey date: TUESDAY		21/05/19	Survey Type: MANUAL

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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	1	50	0.000	1	50	0.000	1	50	0.000
07:00 - 08:00	4	98	0.079	4	98	0.038	4	98	0.117
08:00 - 09:00	4	98	0.148	4	98	0.143	4	98	0.291
09:00 - 10:00	4	98	0.043	4	98	0.026	4	98	0.069
10:00 - 11:00	4	98	0.008	4	98	0.005	4	98	0.013
11:00 - 12:00	4	98	0.026	4	98	0.028	4	98	0.054
12:00 - 13:00	4	98	0.031	4	98	0.038	4	98	0.069
13:00 - 14:00	4	98	0.038	4	98	0.043	4	98	0.081
14:00 - 15:00	4	98	0.018	4	98	0.026	4	98	0.044
15:00 - 16:00	4	98	0.064	4	98	0.051	4	98	0.115
16:00 - 17:00	4	98	0.074	4	98	0.087	4	98	0.161
17:00 - 18:00	4	98	0.089	4	98	0.107	4	98	0.196
18:00 - 19:00	4	98	0.013	4	98	0.036	4	98	0.049
19:00 - 20:00	1	50	0.000	1	50	0.000	1	50	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.631			0.628			1.259

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: 50 - 124 (units:)
 Survey date range: 01/01/09 - 21/05/19
 Number of weekdays (Monday-Friday): 4
 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 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 04 - EDUCATION/D - NURSERY

MULTI-MODAL CYCLISTS

Calculation factor: 1

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	1	50	0.000	1	50	0.000	1	50	0.000
07:00 - 08:00	4	98	0.005	4	98	0.000	4	98	0.005
08:00 - 09:00	4	98	0.005	4	98	0.003	4	98	0.008
09:00 - 10:00	4	98	0.000	4	98	0.000	4	98	0.000
10:00 - 11:00	4	98	0.000	4	98	0.000	4	98	0.000
11:00 - 12:00	4	98	0.000	4	98	0.000	4	98	0.000
12:00 - 13:00	4	98	0.005	4	98	0.003	4	98	0.008
13:00 - 14:00	4	98	0.003	4	98	0.005	4	98	0.008
14:00 - 15:00	4	98	0.000	4	98	0.000	4	98	0.000
15:00 - 16:00	4	98	0.000	4	98	0.005	4	98	0.005
16:00 - 17:00	4	98	0.000	4	98	0.000	4	98	0.000
17:00 - 18:00	4	98	0.000	4	98	0.000	4	98	0.000
18:00 - 19:00	4	98	0.000	4	98	0.000	4	98	0.000
19:00 - 20:00	1	50	0.000	1	50	0.000	1	50	0.000
20:00 - 21:00	1	50	0.000	1	50	0.000	1	50	0.000
21:00 - 22:00	1	50	0.000	1	50	0.000	1	50	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.018			0.016			0.034

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 04 - EDUCATION/D - NURSERY

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	1	50	0.000	1	50	0.000	1	50	0.000
07:00 - 08:00	4	98	0.107	4	98	0.041	4	98	0.148
08:00 - 09:00	4	98	0.240	4	98	0.140	4	98	0.380
09:00 - 10:00	4	98	0.051	4	98	0.031	4	98	0.082
10:00 - 11:00	4	98	0.008	4	98	0.005	4	98	0.013
11:00 - 12:00	4	98	0.031	4	98	0.043	4	98	0.074
12:00 - 13:00	4	98	0.043	4	98	0.046	4	98	0.089
13:00 - 14:00	4	98	0.038	4	98	0.066	4	98	0.104
14:00 - 15:00	4	98	0.026	4	98	0.031	4	98	0.057
15:00 - 16:00	4	98	0.077	4	98	0.061	4	98	0.138
16:00 - 17:00	4	98	0.069	4	98	0.117	4	98	0.186
17:00 - 18:00	4	98	0.092	4	98	0.168	4	98	0.260
18:00 - 19:00	4	98	0.010	4	98	0.048	4	98	0.058
19:00 - 20:00	1	50	0.000	1	50	0.000	1	50	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.792			0.797			1.589

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 04 - EDUCATION/D - NURSERY

MULTI-MODAL PEDESTRIANS

Calculation factor: 1

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	1	50	0.000	1	50	0.000	1	50	0.000
07:00 - 08:00	4	98	0.102	4	98	0.026	4	98	0.128
08:00 - 09:00	4	98	0.089	4	98	0.046	4	98	0.135
09:00 - 10:00	4	98	0.031	4	98	0.008	4	98	0.039
10:00 - 11:00	4	98	0.020	4	98	0.015	4	98	0.035
11:00 - 12:00	4	98	0.059	4	98	0.069	4	98	0.128
12:00 - 13:00	4	98	0.092	4	98	0.105	4	98	0.197
13:00 - 14:00	4	98	0.038	4	98	0.059	4	98	0.097
14:00 - 15:00	4	98	0.020	4	98	0.026	4	98	0.046
15:00 - 16:00	4	98	0.059	4	98	0.043	4	98	0.102
16:00 - 17:00	4	98	0.071	4	98	0.084	4	98	0.155
17:00 - 18:00	4	98	0.059	4	98	0.089	4	98	0.148
18:00 - 19:00	4	98	0.003	4	98	0.064	4	98	0.067
19:00 - 20:00	1	50	0.000	1	50	0.000	1	50	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.643			0.634			1.277

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 04 - EDUCATION/D - NURSERY
MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	1	50	0.000	1	50	0.000	1	50	0.000
07:00 - 08:00	4	98	0.038	4	98	0.000	4	98	0.038
08:00 - 09:00	4	98	0.023	4	98	0.003	4	98	0.026
09:00 - 10:00	4	98	0.018	4	98	0.003	4	98	0.021
10:00 - 11:00	4	98	0.003	4	98	0.000	4	98	0.003
11:00 - 12:00	4	98	0.000	4	98	0.018	4	98	0.018
12:00 - 13:00	4	98	0.026	4	98	0.033	4	98	0.059
13:00 - 14:00	4	98	0.000	4	98	0.008	4	98	0.008
14:00 - 15:00	4	98	0.000	4	98	0.000	4	98	0.000
15:00 - 16:00	4	98	0.003	4	98	0.010	4	98	0.013
16:00 - 17:00	4	98	0.000	4	98	0.008	4	98	0.008
17:00 - 18:00	4	98	0.005	4	98	0.003	4	98	0.008
18:00 - 19:00	4	98	0.000	4	98	0.026	4	98	0.026
19:00 - 20:00	1	50	0.000	1	50	0.000	1	50	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.116			0.112			0.228

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 04 - EDUCATION/D - NURSERY

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	1	50	0.000	1	50	0.000	1	50	0.000
07:00 - 08:00	4	98	0.253	4	98	0.066	4	98	0.319
08:00 - 09:00	4	98	0.357	4	98	0.191	4	98	0.548
09:00 - 10:00	4	98	0.099	4	98	0.041	4	98	0.140
10:00 - 11:00	4	98	0.031	4	98	0.020	4	98	0.051
11:00 - 12:00	4	98	0.089	4	98	0.130	4	98	0.219
12:00 - 13:00	4	98	0.166	4	98	0.186	4	98	0.352
13:00 - 14:00	4	98	0.079	4	98	0.138	4	98	0.217
14:00 - 15:00	4	98	0.046	4	98	0.056	4	98	0.102
15:00 - 16:00	4	98	0.138	4	98	0.120	4	98	0.258
16:00 - 17:00	4	98	0.140	4	98	0.209	4	98	0.349
17:00 - 18:00	4	98	0.156	4	98	0.260	4	98	0.416
18:00 - 19:00	4	98	0.013	4	98	0.138	4	98	0.151
19:00 - 20:00	1	50	0.000	1	50	0.000	1	50	0.000
20:00 - 21:00	1	50	0.000	1	50	0.000	1	50	0.000
21:00 - 22:00	1	50	0.000	1	50	0.000	1	50	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.567			1.555			3.122

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.

Calculation Reference: AUDIT-109307-211020-1053

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION

Category : D - NURSERY

TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	KC KENT	1 days
03	SOUTH WEST	
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	2 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: Number of pupils
 Actual Range: 50 to 124 (units:)
 Range Selected by User: 50 to 450 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 06/05/21

*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:

Tuesday	2 days
Wednesday	2 days
Thursday	1 days

*This data displays the number of selected surveys by day of the week.*Selected survey types:

Manual count	5 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)	5
------------------------------------	---

*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	5
------------------	---

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:

E(f) 5 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

Population within 1 mile:

10,001 to 15,000	1 days
15,001 to 20,000	1 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:

100,001 to 125,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	2 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	1 days
1.1 to 1.5	3 days
2.1 to 2.5	1 days

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

Travel Plan:

No 5 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 5 days

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

LIST OF SITES relevant to selection parameters

1	CA-04-D-02 EASTFIELD ROAD PETERBOROUGH	NURSERY		CAMBRIDGESHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 50 Survey date: TUESDAY 18/10/16 Survey Type: MANUAL			
2	KC-04-D-01 PEMBURY ROAD TONBRIDGE	NURSERY		KENT
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 124 Survey date: WEDNESDAY 09/12/09 Survey Type: MANUAL			
3	TW-04-D-02 ETTRICK GROVE SUNDERLAND HIGH BARNES	NURSERY		TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 110 Survey date: WEDNESDAY 28/11/12 Survey Type: MANUAL			
4	TW-04-D-03 JUBILEE ROAD NEWCASTLE UPON TYNE GOSFORTH	NURSERY		TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 108 Survey date: TUESDAY 21/05/19 Survey Type: MANUAL			
5	WL-04-D-01 SHREWSBURY ROAD SWINDON WALCOT	NURSERY		WILTSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 75 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 04 - EDUCATION/D - NURSERY

TOTAL VEHICLES

Calculation factor: 1

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	1	50	0.000	1	50	0.000	1	50	0.000
07:00 - 08:00	5	93	0.113	5	93	0.066	5	93	0.179
08:00 - 09:00	5	93	0.156	5	93	0.152	5	93	0.308
09:00 - 10:00	5	93	0.047	5	93	0.028	5	93	0.075
10:00 - 11:00	5	93	0.013	5	93	0.004	5	93	0.017
11:00 - 12:00	5	93	0.026	5	93	0.028	5	93	0.054
12:00 - 13:00	5	93	0.045	5	93	0.043	5	93	0.088
13:00 - 14:00	5	93	0.043	5	93	0.056	5	93	0.099
14:00 - 15:00	5	93	0.017	5	93	0.026	5	93	0.043
15:00 - 16:00	5	93	0.058	5	93	0.047	5	93	0.105
16:00 - 17:00	5	93	0.086	5	93	0.099	5	93	0.185
17:00 - 18:00	5	93	0.105	5	93	0.128	5	93	0.233
18:00 - 19:00	5	93	0.021	5	93	0.032	5	93	0.053
19:00 - 20:00	1	50	0.000	1	50	0.000	1	50	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.730			0.709			1.439

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: 50 - 124 (units:)
 Survey date range: 01/01/09 - 06/05/21
 Number of weekdays (Monday-Friday): 5
 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.