

LAND WEST OF FONTWELL AVENUE, EASTERGATE
TRANSPORT NOTE
NOVEMBER 2021

Project Name:	Land West of Fontwell Avenue, Eastergate
Document Reference:	020.0672/TN/2
Document Name:	Transport Note
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1. INTRODUCTION

- 1.1 This Transport Note (TN) has been prepared by Paul Basham Associates on behalf of Reside Developments to support an outline planning application with all matters reserved except for access for the development of up to 8 dwellings at Land West of Fontwell Avenue, Eastergate.
- 1.2 The site directly adjoins and acts a suitable extension to the consented 42 unit residential development at Land West of Fontwell Avenue, Fontwell (application reference: BN/50/20/PL). It should also be noted that there is currently a live outline planning application for up to 69 residential dwellings, the majority of which would be accessed from the consented 42 unit development (application reference: AL/113/21/OUT).
- 1.3 The site location in **Figure 1** shows the consented 42 unit scheme in blue, the proposed 69 unit scheme in green and the proposed development location in red.

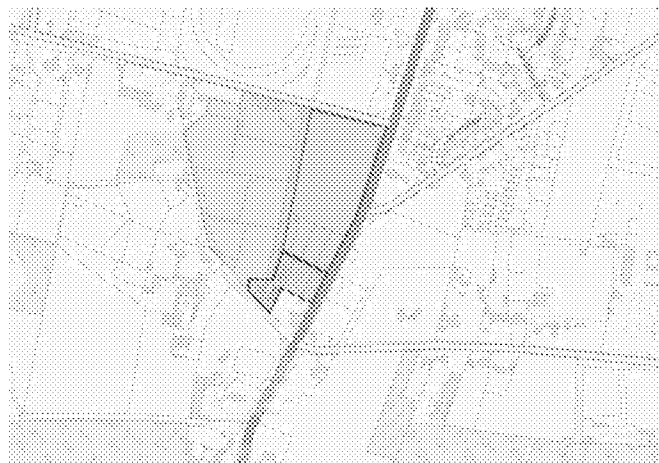


Figure 1: Site Location

- 1.4 This application proposes the development of up to 8 additional units with access via the consented 42 unit scheme through the extension of the existing turning area into the site.
- 1.5 This TN will discuss the existing conditions, development proposals, access and servicing arrangements, parking provisions, trip generation and highway impact before drawing conclusions.
- 1.6 It should be noted that this TN will make reference to the Transport Statements prepared by Paul Basham Associates to support the consented 42 unit scheme (application reference: BN/50/20/PL) and the live outline planning application for up to 69 units where relevant.

Existing Conditions and Site Accessibility

- 1.7 The principle and accessibility of the development in this location has already been considered acceptable through the consent of the neighbouring planning application for 42 units (application reference: BN/50/20/PL). However, a summary of the existing conditions and site accessibility has been provided.
- 1.8 The existing site comprises of arable land which was is used for liveries and the care of horses. The existing site is accessed from a gate access onto Northfield Farmhouse (see **Photograph 1**) The site is bordered to the north by the consented 42 unit development being built out by Sovereign, existing cottages to the east, a proposed 69 unit scheme to the west and Northfield Farmhouse to the south.



Photograph 1: Existing Access onto Northfield Farmhouse

- 1.9 Northfield Farmhouse is a private road which services circa 4 existing residential properties and measures c. 3.5m in width. To the east Northfield Farmhouse forms a priority junction onto Fontwell Avenue (A29).
- 1.10 The site is located within approximately 1km of local facilities in Fontwell, and c.1.6km from a larger array of facilities in Westergate and Eastergate which includes a nursery, secondary school, sports centre, post office, doctor's surgery and convenience store. The routes to local services to the north of south of the site benefit from a gentle topography as well as continuous footways which are supported by dropped kerbs, tactile paving and pedestrian refuge islands to allow for the safe crossing of pedestrians and is therefore an attractive route on the pedestrian desire line.
- 1.11 The development is therefore presented with a good opportunity to support sustainable development with its close proximity to local amenities. Details of facilities in the local area and their distance from the middle of the site via walking and cycling are provided in **Table 1**.

Service	Distance from site (m/km)	Travel time (minutes)	
		Walking	Cycling
Bus Stop	400m	4	1
Medical Centre (The Croft Surgery)	800m	10	3
Public House (The Old Stables)	1000m	13	4
Post Office	1000m	13	4
Convenience Store (Central Convenience Store)	1000m	13	4
Secondary School & Sixth Form (Ormiston Six Villages Academy)	1.1km	14	5
Sports Centre (Six Villages Sports Centre)	1.1km	14	5
Nursery (Bright Starts Day Nursery)	1.3km	16	5
Church (Westergate Christian Fellowship)	1.3km	16	5
Primary School (Aldingbourne Primary School)	2km	22	5
Train Station (Barnham)	2.5km	28	7

Table 1: Distance to Local Amenities

- 1.12 As demonstrated in **Table 1**, the site provides a good opportunity to promote travel via sustainable modes with a number of local services and amenities accessible within a short walk or cycle of the proposed development site. It would therefore be feasible for site users to travel via sustainable modes, particularly for local journeys.

2. DEVELOPMENT PROPOSALS

- 2.1 The site proposals include the construction of up to 8 dwellings. It is proposed that Plots 1-7 would be exclusively accessed via the consented development (application reference: BN/50/20/PL) to the north. The indicative site layout is shown in **Appendix A**.

Access Arrangements

- 2.2 All of the proposed units would be accessed through the extent of the internal road of the consented 42 unit scheme to the north. It is proposed that the turning head by Plot 17 of the consented scheme is extended into the site. The access road into the application site would measure c.5.5m wide. In line with Manual for Streets (MfS) guidance this is of sufficient width to allow two cars to pass with tracking undertaken at the site access to demonstrate this (see **Appendix B**). It should also be noted that the extension of the road into the site would not impact on the turning area provided to serve Plot 12 – 18 of the consented scheme.
- 2.3 The main entrance into the site from the highway network would be maintained onto Fontwell Road via the consented ghost island right turn lane junction. The approved access design is a 6m wide bellmouth arrangement with radii of 9m into the site. The carriageway on Fontwell Avenue would be widened into the consented development to allow for the creation of a 3m wide right turn lane, with the right turn lane designed in accordance with CD 123.
- 2.4 The approved access did however require two departures from standard to be agreed with WSCC as part of the previous application (BN/50/20/PL). This was with respect to the taper length on Fontwell Avenue being 1:11 instead of 1:20 and that the separation distance between the access and the Wandley's Lane junction is slightly less than 50m at 41m. These departure from standards were accepted and agreed with WSCC as part of the application (BN/50/20/PL).
- 2.5 Visibility splays at the access onto Fontwell Avenue were also previously demonstrated as achievable in both directions to 2.4m x 107.5m in line with recorded 85th percentile speeds of 41mph northbound and southbound on Fontwell Avenue. Although three trees are being retained within the visibility splay these measures less than 1m in diameter and therefore in line with CD 109 are not an obstruction.

Pedestrian Access

- 2.6 It is proposed that the internal roads would act as a shared surface arrangement, which would connection onto an existing area of shared surface in the consented development. Site pedestrians would also benefit from footways and pedestrian crossing points provided within the consented scheme to the north which provide access onto Fontwell Avenue.
- 2.7 Pedestrians of the proposed development would also benefit from the formal pedestrian crossing (dropped kerbs, tactile paving and pedestrian refuge island) being delivered as part of the consented scheme's access works. This ensures that users of the proposed development have safe access onto Fontwell Avenue and the wider pedestrian network.

Car Parking

- 2.8 Car parking on site will be provided in accordance with the standards set out in Arun District Council's Parking Standards. Parking numbers will be confirmed at the Reserved Matters stage. The indicative layout indicates that parking can be provided broadly in accordance with the standards.
- 2.9 Electric Vehicle charging will also be provided in accordance with Arun District Council's parking standards and confirmed at the appropriate Reserved Matters stage.

Cycle Parking Provisions

- 2.10 To assist in encouraging the use of sustainable modes of transport cycle parking will be provided and again this would be confirmed at the Reserved Matters stage.

Servicing Arrangements

- 2.11 It is anticipated that all Plots would be serviced from the internal roads of the development. The exact servicing arrangements will however be confirmed at the appropriate Reserved Matter stage.

3. TRIP GENERATION AND HIGHWAY IMPACT

3.1 As part of the consented application (BN/50/20/PL) trip rates were identified for 42 units. These were derived from the TRICS database for houses privately owned, with the parameters and rates agreed with WSCC's highways officers. The parameters used were the following:

- England and Wales (excluding Greater London);
- Surveys Monday – Friday;
- Dwellings between 10 and 100 units;
- 'Edge of Town' location; and
- No Travel Plans
- Sites with low car ownership excluded (1.0 or less)
- Sites in proximity to significant population (20,001+) excluded

3.2 The agreed trip rates and generation for the consented development are identified in **Table 2** and have also been applied to the proposed maximum development of 8 units. For reference the TRICS outputs are provided in **Appendix C**.

	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily (12 Hours)
	Arrival	Departure	Arrival	Departure	
Trip rate (per unit)	0.152	0.393	0.364	0.149	4.770
Proposed Development (8 Units)	1	3	3	1	38

Table 2: Trip Generation

3.3 **Table 2** indicates that at a worst case scenario the proposed development is anticipated to generate 4 trips in both the AM peak and PM peak periods and 38 trips over a 12 hour period. This equates to the addition of one trip every 15 minutes during peak periods and one trip every 18 minutes and 56 seconds on average over the course of the day.

3.4 The trips generated by the site are modest and are anticipated to be easily absorbed onto the local highway network due to the strategic nature of surrounding highway network which is subject to thousands of vehicles per day. Therefore, the proposed development is not anticipated to have a significant impact on the operation of the surrounding highway network.

Intensification of Main Site Access

- 3.5 The main access into the site from the surrounding highway network will be provided in the form of a ghost island right turn lane. The geometries of this junction have been designed to accommodate substantially residential development. Modelling undertaken as part of the application for a further 69 units (of which 63 would use the access onto Fontwell Avenue) indicates that the ghost island right turn lane would operate well under capacity with a maximum RFC value of 0.11 (in the 2026 baseline plus committed development plus development scenario, no queuing and delays of under 12 seconds). It is not considered that the addition of one trip every 15 minutes in both the AM and PM peaks would have a significant impact on the operation or capacity of this access.

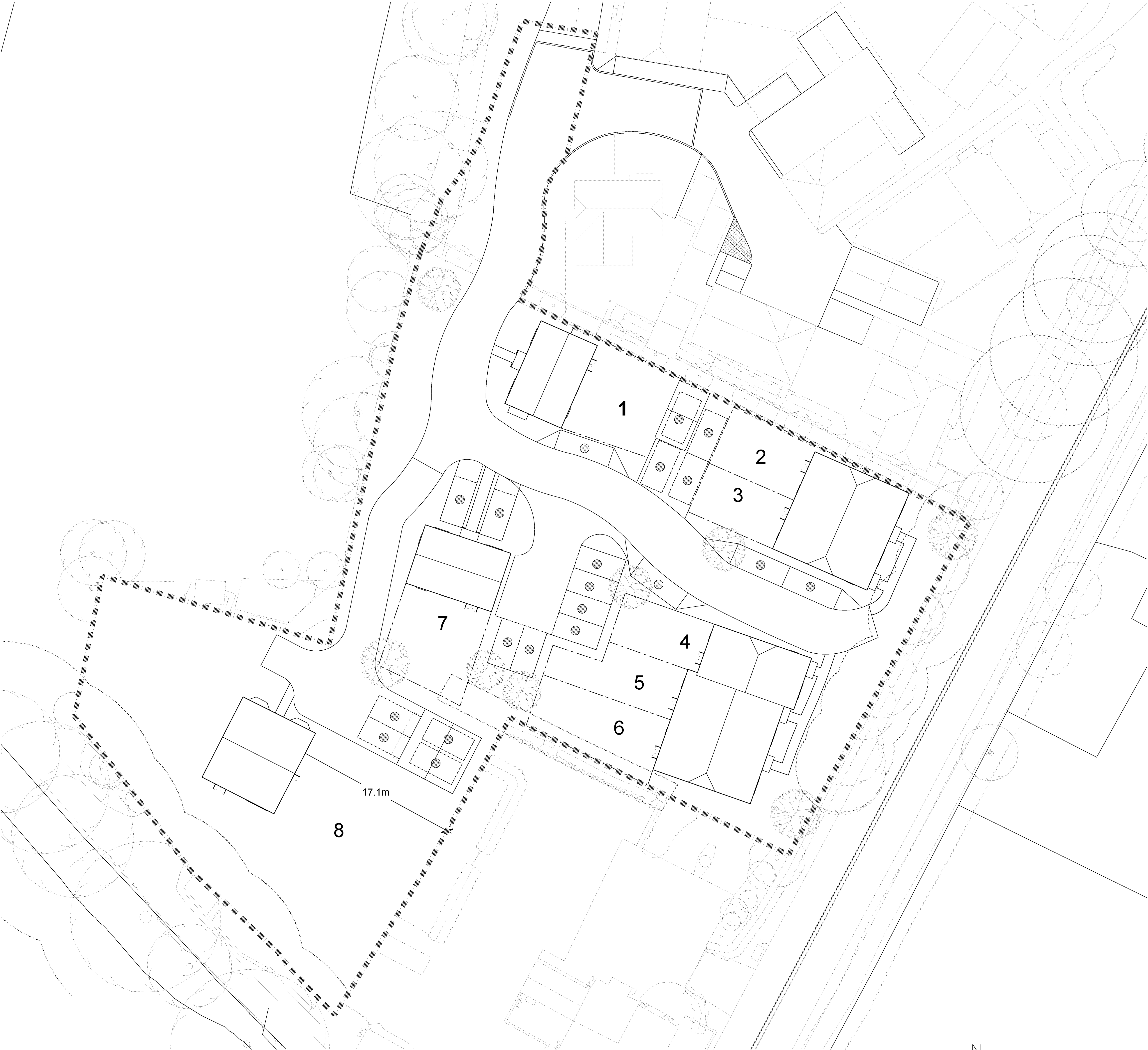
4. SUMMARY AND CONCLUSIONS

- 4.1 This TN has been prepared by Paul Basham Associates on behalf of Reside Developments to accompany an outline application with all matters reserved except for access for the development of up to 8 dwellings at Land West of Fontwell Avenue, Eastergate.
- 4.2 The application site directly adjoins and acts a suitable extension to the consented 42 unit residential development currently under construction by Sovereign (application reference: BN/50/20/PL). It should also be noted that there is currently a live outline planning application for up to 69 residential dwellings (application reference: AL/113/21/OUT), the majority of which would be accessed from the consented 42 unit development which has also been submitted by Reside developments.
- 4.3 The site considered to be well located to amenities with Fontwell presents a good opportunity to support sustainable travel, a position which has already been accepted through the neighbouring consented scheme (BN/50/20/PL).
- 4.4 A PIA data assessment indicates that three incidents have occurred over a five-year period along Fontwell Avenue A29 including one at the Northfield Farmhouse/Fontwell Avenue Junction. Given it is an isolated incident and the strategic nature of Fontwell Avenue, it is not considered that there are any existing accident trends on the surrounding highways network which would be exacerbated as part of the proposed development.
- 4.5 The site proposals include the construction of up to 8 dwellings. The proposed development would be accessed through the consented 42 unit scheme to the north. The turning head by Plots 12-18 of the consented development would be extended into the site boundary. Access into the proposed development from the surrounding highway network would maintain from the consented ghost island right turn lane onto Fontwell Avenue.
- 4.6 Car and cycle parking will be provided in line with Arun District Council parking standards and confirmed at the appropriate reserved matters stage.
- 4.7 It is anticipated that all units would be serviced from the internal roads of the development. The exact servicing arrangements would be confirmed at the Reserved Matters stage.
- 4.8 The proposed development is anticipated to result in a modest increase in the number of trips and are anticipated to be easily absorbed onto the local highway network due to the

strategic nature of Fontwell Avenue and the surrounding highway network. The modest increase in trip sis also not considered to impact on the operation of the main site access onto Fontwell Avenue for which modelling completed as part of the 69 unit scheme confirms will continue to operate well within capacity. Therefore, the proposed development is not anticipated to have a significant impact on the operation of the surrounding highway network.

- 4.9 This Transport Note has demonstrated that in principle the proposed development will not have a significant impact on the operation, safety or capacity of the local highway network and we therefore encourage West Sussex County Council to look favourably upon this development in relation to highways.

Appendix A



NOTES:

Do Not Scale.

Report all discrepancies, errors and omissions.

Verify all dimensions on site before commencing any work on site or preparing shop drawings.

All materials, components and workmanship are to comply with the relevant British Standards, Codes of Practice, and appropriate manufacturers recommendations that from time to time shall apply.

For all specialist work, see relevant drawings.

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Rev	Date	Description
B	23-03-21	Scale bar update
C	28-03-21	Revised Scheme
D	08-10-21	Revised to reflect Highways input
E	11-10-21	Revised garden lengths & site boundaries
F	15-10-21	Updated Plot 8 access & footpaths removed
G	19-10-21	Plot 1 and 7 amended for water main
H	20-10-21	Updated access to Plot 8
I	22-10-21	Proposed Trees & boundary amendment
J	28-10-21	Boundary updated to north
K	04-11-21	Boundary updated
L	04-11-21	Graphical Updates

Key :-

	Site Boundary
	Visitors Parking space
	Resident Parking space

Project Title

Proposed Residential Development
Fontwell Avenue
West Sussex

Drawing Description

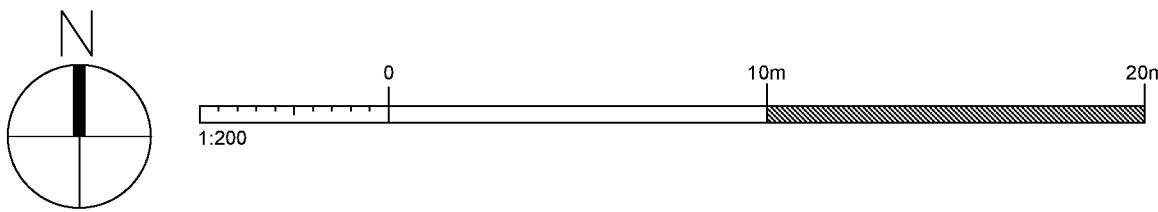
Site Block Plan
Southern Site

Scale	Drawn by
1:200 @ A1	CSS
Date	Checked by
November 2021	PO

CLAGUE ARCHITECTS

62 Burgate, Canterbury Kent CT1 2BH	01227 762060
1 Kinsbourne Court, Lufon Road, Harpenden, Hertfordshire AL5 3BL	01562 795102
8, Disney Street London SE1 1JF	0203 597 8112
CANTERBURY	LONDON
	HARPENDEN

Drawing Number	Revision
199	L



Appendix B



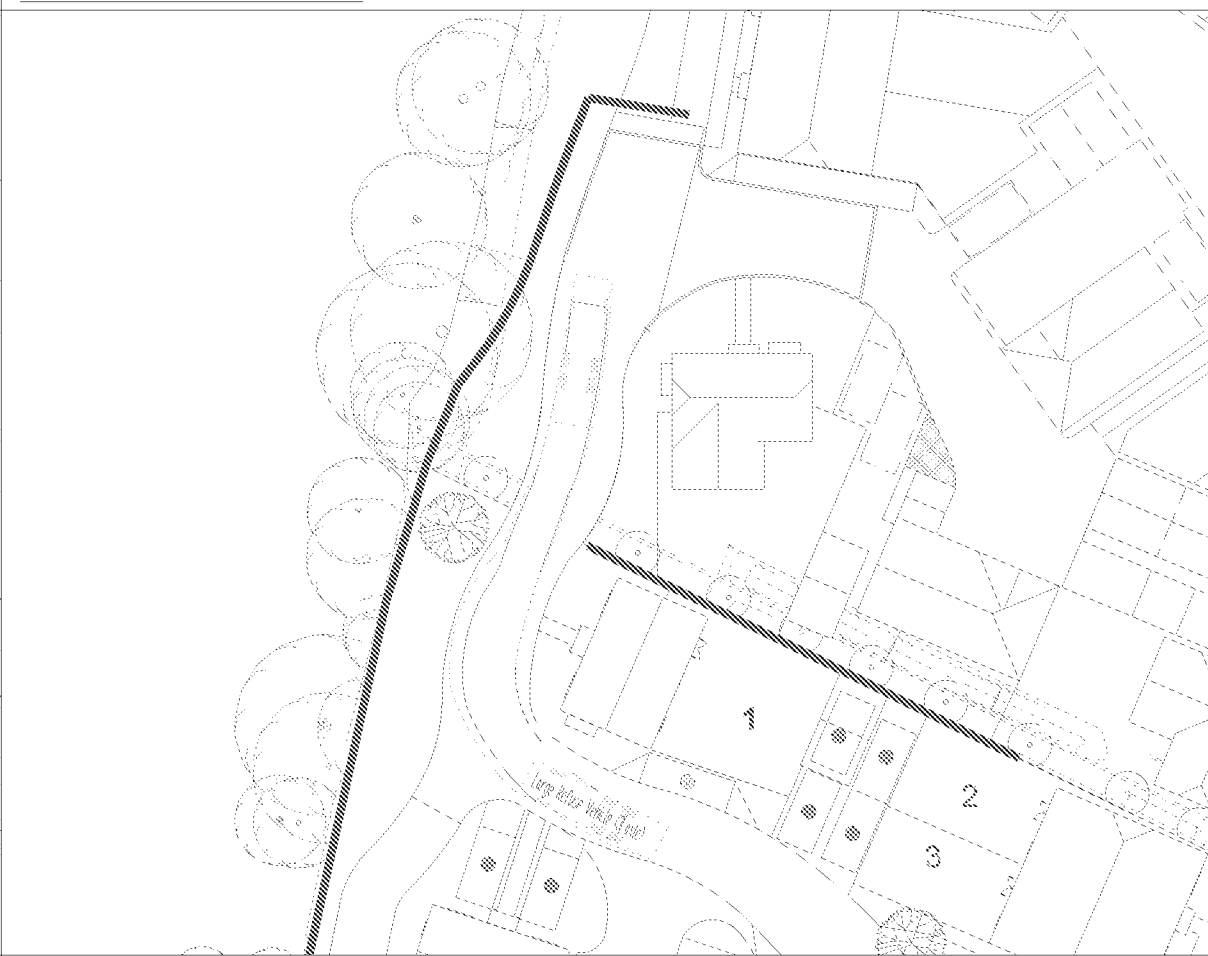
PHASE 1 REFUSE VEHICLE TURN IN ACCESS LOCATION



CARS PASSING AT ACCESS



REFUSE VEHICLE ACCESS

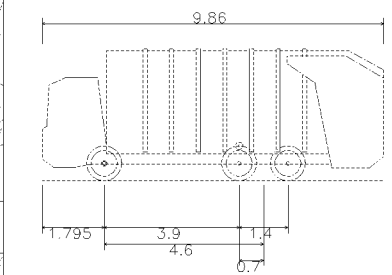


REFUSE VEHICLE EGRESS

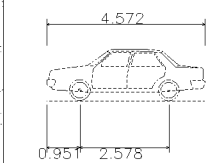
GENERAL NOTES

- THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
- ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
- PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
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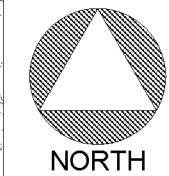
VEHICLE PROFILE



Large Refuse Vehicle (3 axle)
Overall Length 9.860m
Overall Width 2.450m
Overall Body Height 3.814m
Min Body Ground Clearance 0.366m
Track Width 2.450m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m



Skoda Octavia
Overall Length 4.572m
Overall Width 1.769m
Overall Body Height 1.488m
Min Body Ground Clearance 0.249m
Max Track Width 1.713m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.100m



Rev	Description	Date	By	Checked By
A	UPDATED LAYOUT	05.11.21	AF	MS

Project Name PHASE 2 NORTHFIELD COTTAGE FONTWELL AVENUE	Title ACCESS AND PHASE 1 TURNING HEAD TRACKING	 Paul Basham Associates Ltd The Britty, Conis Hall Estate, Fontwell PO18 8UT 01225 711 020 info@paulbashamassociates.com www.paulbashamassociates.com	Client 	Checked By MS	Checked Date 22.10.21	Scale 1:200	Client Drawing No. -	PBA Drawing No. 020.0672.011	Revision A
Project Phase PRELIMINARY				Drawn By AF	Drawn Date 22.10.21				

Appendix C

Calculation Reference: AUDIT-247601-200323-0306

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLESSelected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	3 days
	KC KENT	1 days
	SC SURREY	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
	ST STAFFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	3 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	GM GREATER MANCHESTER	1 days
09	NORTH	
	DH DURHAM	1 days
10	WALES	
	VG VALE OF GLAMORGAN	1 days

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

Secondary 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 dwellings
 Actual Range: 12 to 288 (units:)
 Range Selected by User: 10 to 100 (units:)

Parking Spaces 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: 01/01/11 to 25/09/19

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

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

Selected survey types:

Manual count	15 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:

Edge of Town	15
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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	13
No Sub Category	2

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 15 days

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

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	2 days
5,001 to 10,000	3 days
10,001 to 15,000	6 days
15,001 to 20,000	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	1 days
50,001 to 75,000	1 days
75,001 to 100,000	4 days
100,001 to 125,000	1 days
125,001 to 250,000	4 days
500,001 or More	1 days

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

Car ownership within 5 miles:

1.1 to 1.5 15 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 15 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 15 days

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

LIST OF SITES relevant to selection parameters

1	CH-03-A-09	TERRACED HOUSES	CHESHIRE
	GREYSTOKE ROAD		
	MACCLESFIELD		
	HURDSFIELD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	24	
	Survey date: MONDAY	24/11/14	Survey Type: MANUAL
2	DH-03-A-03	SEMI-DETACHED & TERRACED	DURHAM
	PILGRIMS WAY		
	DURHAM		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	57	
	Survey date: FRIDAY	19/10/18	Survey Type: MANUAL
3	ES-03-A-03	MIXED HOUSES & FLATS	EAST SUSSEX
	SHEPHAM LANE		
	POLEGATE		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	212	
	Survey date: MONDAY	11/07/16	Survey Type: MANUAL
4	ES-03-A-04	MIXED HOUSES & FLATS	EAST SUSSEX
	NEW LYDD ROAD		
	CAMBER		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	134	
	Survey date: FRIDAY	15/07/16	Survey Type: MANUAL
5	ES-03-A-05	MIXED HOUSES & FLATS	EAST SUSSEX
	RATTLE ROAD		
	NEAR EASTBOURNE		
	STONE CROSS		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	99	
	Survey date: WEDNESDAY	05/06/19	Survey Type: MANUAL
6	GM-03-A-10	DETACHED/ SEMI	GREATER MANCHESTER
	BUTT HILL DRIVE		
	MANCHESTER		
	PRESTWICH		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	29	
	Survey date: WEDNESDAY	12/10/11	Survey Type: MANUAL
7	KC-03-A-07	MIXED HOUSES	KENT
	RECVLVER ROAD		
	HERNE BAY		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	288	
	Survey date: WEDNESDAY	27/09/17	Survey Type: MANUAL
8	NY-03-A-07	DETACHED & SEMI DET.	NORTH YORKSHIRE
	Craven Way		
	Boroughbridge		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	23	
	Survey date: TUESDAY	18/10/11	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	NY-03-A-10	HOUSES AND FLATS	NORTH YORKSHIRE
	BOROUGHBRIDGE ROAD		
	RIPON		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	71	
	Survey date: TUESDAY	17/09/13	Survey Type: MANUAL
10	NY-03-A-11	PRIVATE HOUSING	NORTH YORKSHIRE
	HORSEFAIR		
	BOROUGHBRIDGE		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	23	
	Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL
11	SC-03-A-04	DETACHED & TERRACED	SURREY
	HIGH ROAD		
	BYFLEET		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	71	
	Survey date: THURSDAY	23/01/14	Survey Type: MANUAL
12	SH-03-A-05	SEMI-DETACHED/ TERRACED	SHROPSHIRE
	SANDCROFT		
	TELFORD		
	SUTTON HILL		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	54	
	Survey date: THURSDAY	24/10/13	Survey Type: MANUAL
13	SH-03-A-06	BUNGALOWS	SHROPSHIRE
	ELLESMERE ROAD		
	SHREWSBURY		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	16	
	Survey date: THURSDAY	22/05/14	Survey Type: MANUAL
14	ST-03-A-07	DETACHED & SEMI-DETACHED	STAFFORDSHIRE
	BEACONSIDE		
	STAFFORD		
	MARSTON GATE		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	248	
	Survey date: WEDNESDAY	22/11/17	Survey Type: MANUAL
15	VG-03-A-01	SEMI-DETACHED & TERRACED	VALE OF GLAMORGAN
	ARTHUR STREET		
	BARRY		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	12	
	Survey date: MONDAY	08/05/17	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

VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	91	0.107	15	91	0.278	15	91	0.385
08:00 - 09:00	15	91	0.152	15	91	0.393	15	91	0.545
09:00 - 10:00	15	91	0.137	15	91	0.168	15	91	0.305
10:00 - 11:00	15	91	0.129	15	91	0.162	15	91	0.291
11:00 - 12:00	15	91	0.154	15	91	0.171	15	91	0.325
12:00 - 13:00	15	91	0.161	15	91	0.157	15	91	0.318
13:00 - 14:00	15	91	0.176	15	91	0.168	15	91	0.344
14:00 - 15:00	15	91	0.192	15	91	0.172	15	91	0.364
15:00 - 16:00	15	91	0.263	15	91	0.176	15	91	0.439
16:00 - 17:00	15	91	0.291	15	91	0.193	15	91	0.484
17:00 - 18:00	15	91	0.364	15	91	0.149	15	91	0.513
18:00 - 19:00	15	91	0.279	15	91	0.178	15	91	0.457
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.405			2.365			4.770

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: 12 - 288 (units:)
 Survey date range: 01/01/11 - 25/09/19
 Number of weekdays (Monday-Friday): 15
 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.

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