



RIDGE

GARTH HOUSE, BOGNOR REGIS
TRANSPORT STATEMENT

July 2020

GARTH HOUSE, BOGNOR REGIS
MULBERRY ARCHITECTURE

July 2020

Prepared for

Mulberry Architecture
Dell Quay Yacht Marina
Dell Quay Road
Chichester
West Sussex
PO20 7EE

Prepared by

Ridge and Partners LLP
Partnership House
Moorside Road
Winchester
SO23 7RX
Tel: 01962 834400

Contact

Chris Long
Partner

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2. Introduction

1.1. Background

- 1.1.1. Ridge & Partners LLP has been commissioned by Mulberry Architecture to provide transport planning consultancy services to support the redevelopment of Garth House and West View on High Street in Bognor Regis, West Sussex, to provide 20 self-contained apartments.

1.2. Site Location

- 1.2.1. The site is located within Bognor Regis Town Centre approximately 0.8 km south east of Bognor Regis Railway Station and 0.3 km from The Esplanade (Figure 1).



Figure 1 : Site Location Plan (Source: Google Maps)

- 1.2.2. The red line boundary is shown in Figure 2.

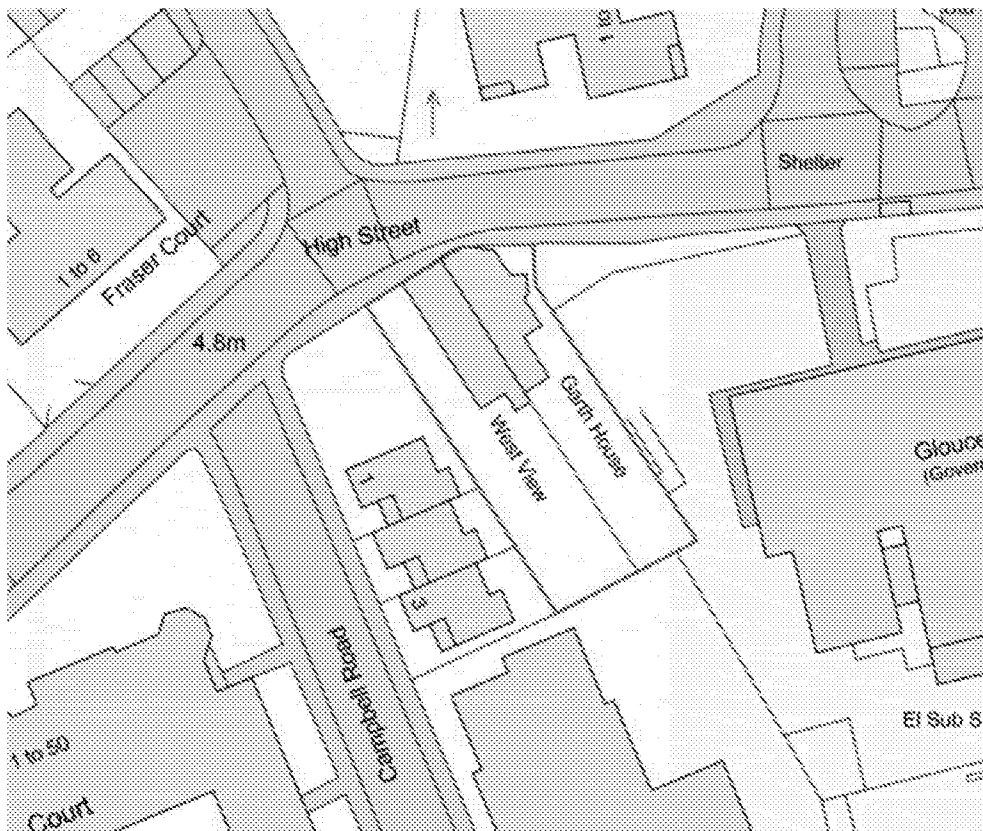


Figure 2: Red Line Boundary

1.2.3. This Transport Statement has been produced based on the requirements of the National Planning Policy Framework 2019 (NPPF) and associated transport documents and the Local Authority Supplementary Planning Document. It will assess the transport impacts of the proposed development in terms of trip generation, impact on the local highway network due to trip generation, historical traffic collision analysis, the sustainability of the site as well as site access and parking provisions.

1.3. Scope of Report

1.3.1. This Transport Statement is structured as follows;

- Chapter 2 provides a summary of relevant policies from the NPPF 2019 and the West Sussex Transport Plan;
- Chapter 3 summarises the baseline highway network, sustainability of the site and analysis of traffic collision data obtained from CrashMap for the latest available 5 years of data;
- Chapter 4 provides an overview of the proposed development, parking and access provisions along with considering the suitability of the proposed layout;
- Chapter 5 details the trip generation levels of the extant and proposed development; and
- Chapter 6 presents the summary and conclusions of the Transport Statement.

2. PLANNING POLICY

2.1. National Planning Policy Framework – February 2019

- 2.1.1. The updated National Planning Policy Framework (NPPF) was published by the Department for Communities and Local Government in July 2018 to replace the NPPF published in March 2012 and an update July 2018 and National Planning Policy Guidance Notes and Planning Policy Statements. A further updated Framework was published in March 2019 incorporating minor text changes.
- 2.1.2. The NPPF recognises the importance transport policies have in facilitating development but also contributing to wider sustainability and health objectives. The NPPF advocates that planning policies and decisions should consider whether:
- The opportunities for sustainable transport modes have been taken up depending upon the nature and location of the site to reduce the need for major transport infrastructure;
 - Safe and suitable access to the site can be achieved for all people; and
 - Improvements can be undertaken within the transport network that cost effectively limits the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual impacts of development are severe.
- 2.1.3. At a more detailed level, the NPPF states that developments should be located and designed in order to:
- Give priority to pedestrian and cycle movements and have access to high quality public transport facilities;
 - Address the needs of people with disabilities and reduced mobility;
 - Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians
- 2.1.4. In setting the local parking standards for non-residential development local authorities should take into account the accessibility of the development; the type, mix and the use of the development; availability of and opportunities for public transport; local car ownership levels; and an overall need to reduce the use of high-emission vehicles.
- 2.1.5. It is also noted within Paragraph 32 of the Framework that:
‘Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.’

2.2. West Sussex Transport Plan (2011 - 2026).

- 2.2.1. In February 2011 the West Sussex Transport Plan was adopted by West Sussex County Council which sets out the long – term strategy in relation to the maintenance, management and development in transport and highways within West Sussex. The core aim of the Transport Plan is to achieve efficient, safe and less congested transport networks which contribute towards:
- A more competitive and thriving economy
 - Reduction in emissions
 - Improved access to services
 - Jobs and housing
 - Improved quality of life for all those who work and live in West Sussex

2.3. West Sussex County Council Guidance on Parking at New Developments (2019)

2.3.1. The County Council's overall ambition for parking at new developments is to ensure that sufficient parking is provided to meet the needs of the development while maintaining highway network operation, protecting surrounding communities and pursuing opportunities to encourage use of sustainable modes of transport.

2.3.2. It is stated that in some locations, limiting parking provision should form part of a strategy to exploit the potential for sustainable transport. In order to realistically promote lower levels of car ownership and use whilst avoiding unacceptable consequences, all of the following should be available or provided:

- travel plan measures, targeted at reducing vehicle ownership levels such as car clubs;
- high levels of accessibility to non-car modes of travel and to local amenities and facilities;
- and
- comprehensive parking controls; i.e. Controlled Parking Zone.

3. EXISTING CONDITIONS

3.1. Overview

- 3.1.1. The site is currently occupied by West View and Garth House, both of which have been subdivided into flats. In total there are currently eight flats on the site, split between the two existing buildings.
- 3.1.2. The site is bounded by High Street to the north, residential properties to the south and west and Bognor Regis Jobcentre to the east.

3.2. Existing Highway Network

- 3.2.1. High Street is a single carriageway road with 30mph speed restriction linking to the B2259 in the east via a roundabout and West Street in the west. From the roundabout with Lyon Street, access to High Street is prohibited to cars and motorbikes as this is main retail area of Bognor Regis. West Street connects to the B2166 which runs north south from the A29 in the north linking to The Esplanade and seafront in the south
- 3.2.2. The B2259, which also has a 30mph restriction, runs from Bognor Regis War Memorial Hospital (A29), north of Bognor Regis, to the suburb of Felpham in the east.
- 3.2.3. On street parking restrictions are present throughout Bognor Regis Town Centre (Figures 3 and 4). High Street has double yellow lines, whilst the neighbouring streets of Sudley Gardens, Regis Court Den Avenue and Campbell Road are resident and visitor permit holders only 09:00-17:00.

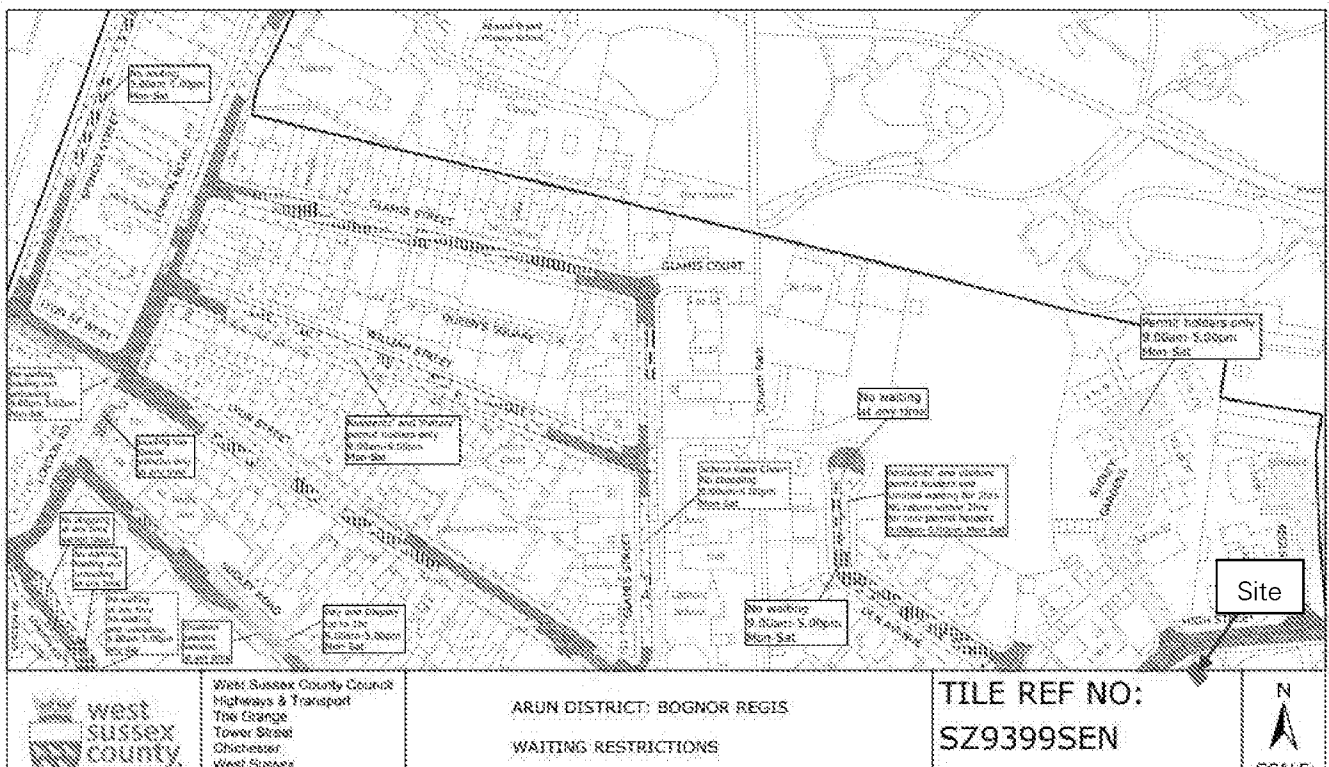


Figure 3: On Street Parking Restrictions. Source: West Sussex County Council

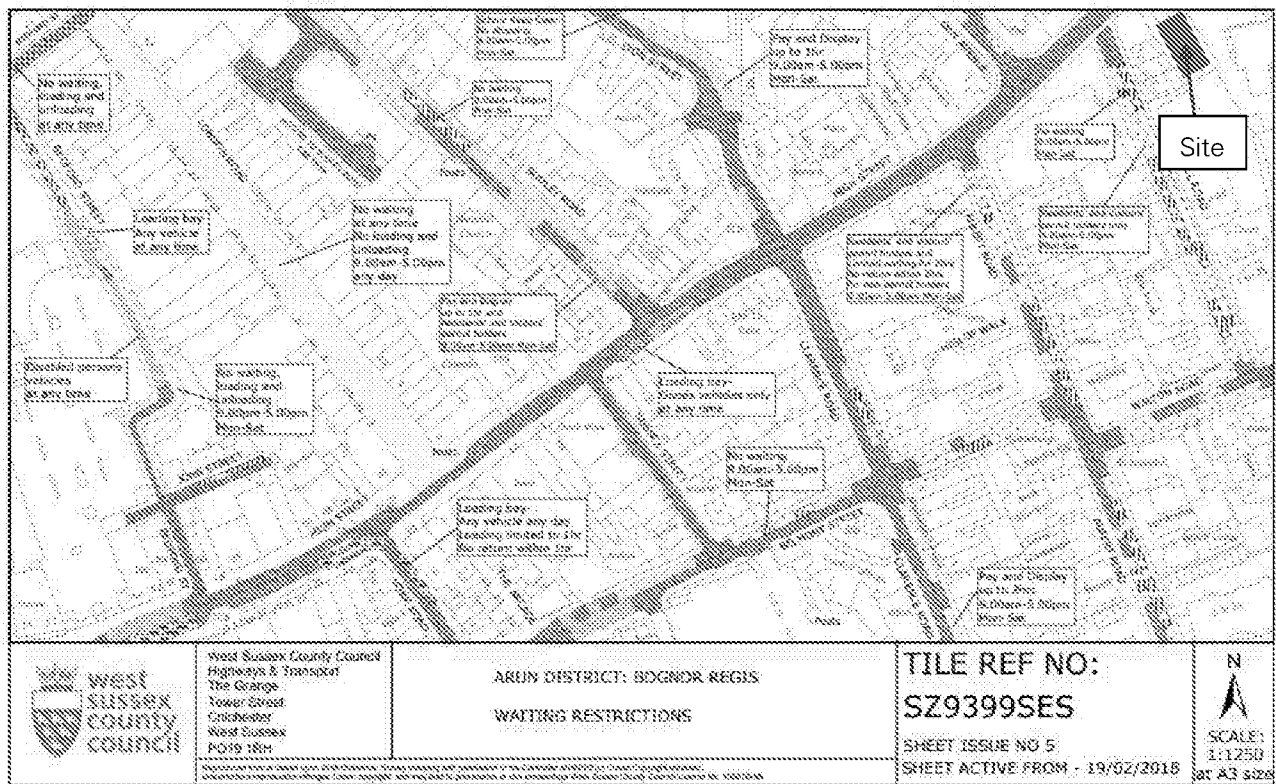


Figure 4: On Street Parking Restrictions. Source: West Sussex County Council

3.3. Public Transport – Bus

3.3.1. The closest bus stops to the site are approximately 50m east of the site on High Street directly outside the jobcentre. Table 1 provides a summary of the current bus routes serving this bus stop.

Table 1 Summary of bus routes operating within proximity to the re-development site

SERVICE	ROUTE	APPROXIMATE FREQUENCY	BUS OPERATOR
67	Bognor Regis – North Felpham – Glenwood Estate – Bognor Regis	Every 2 hours	Compass Travel
69	Wick -Littlehampton- Pagham	2 in the morning, 2 in the afternoon	Stagecoach
600	Elmer – Chichester	2 an hour	Stagecoach
700	Littlehampton - Chichester	2 an hour	Stagecoach
U7	Bognor Regis – Chichester	Every 2 hours	Stagecoach

3.3.2. Footways with street lighting are present along the pedestrian routes between the site and the bus stops, enabling safe access between the two.

3.3.3. The bus stops in the vicinity of the site have shelters, seating and timetable information.

3.4. Public Transport – Train

3.4.1. The closest rail station to the proposed development is Bognor Regis Station managed by Southern Railways approximately 800m north west of the site. The station ticket office is staffed 7 days a week and has ticket machines, toilets and waiting rooms.

3.4.2. The station has regular services connecting Brighton to Portsmouth and Southampton via Barnham and London via Worthing.

3.4.3. The station has car parking facility with 109 spaces including accessible spaces and 184 cycle storage spaces with CCTV coverage.

3.5. Walking

3.5.1. The Institution of Highways and Transport (IHT) guidance document 'Planning for Walking' (April 2015) states that 80% of journeys shorter than 1.6km are made wholly on foot with 26% for journeys that are 1.6km to 3.2km long also being undertaken on foot.

3.5.2. The National Travel Survey (NTS) 2015 (September 2016) identifies that walking is a favourable option for short trips, with the average person willing to walk for an average time of 18 minutes. Given the IHT guidance that pedestrians travel at a speed of 1.4m/s, pedestrians are therefore likely to walk to areas within approximately 1.5km of their origin.

3.5.3. The NTS 2015 also identifies that 80% of all trips under 1.6km are made on foot, 31% for trips that are 1.6 to 3.2km in distance. These proportions are broadly similar to those put forward in the IHT 'Planning for Walking' document thereby verifying the results.

3.5.4. There are footways and street lighting present on all roads within the vicinity of the development site including links to local bus stops, enabling excellent connectivity to public transport services as well as local goods and services. The main retail area of Bognor Regis can be accessed within 160m of the site, equating to approximately a 1-2 minute walk. As noted above, the closest bus stop is within 50m which is less than a minute's walk from the site. Bognor Regis railway station is 800m or a 10 minute walk.

3.6. Cycling

3.6.1. The Institution of Highways and Transport (IHT) guidance document 'Planning for Cycling' (October 2015) states the majority of cycling trips are for short distances, with 80% being less than 8km and with 40% being less than 3.2km. However, the majority of trips by all modes are also short distances (67% are less than 8km, and 38% are less than 3.2). The bicycle is therefore a potential mode for many of these trips.

3.6.2. The NTS 2016 identifies that cycling is a favourable option for short trips, with the average person willing to cycle for an average time of 24 minutes. Local Transport Note 2/08 'Cycle Infrastructure

Design' (2008) states that cyclists usually want to be able to travel at speeds of 19kph, which is the average speed of a cyclist on a level surface.

- 3.6.3. It is therefore considered that 16kph is an appropriate average travel speed, given the time spent negotiating the urban realm (e.g. manoeuvring through junctions). It is therefore considered that the average person is willing to cycle an average of 6.4km (24 minutes).
- 3.6.4. The NTS 2016 identifies that 79% of all cycle trips are up to 8km in distance, which is broadly similar with the IHT recommendation that 80% of all cycle trips are less than 8km. It is therefore considered that since 6.4km is the average, it is reasonable to consider that some future site users may cycle up to 8km with travelling to and from the site.
- 3.6.5. Therefore, cycling offers the potential to substitute for short car trips, particularly those less than five kilometres in length, or to form part of a longer journey when combined with public transport modes.
- 3.6.6. Whilst there are no dedicated cycle lanes in the vicinity of the site, the local area is conducive to cycling due to the flat environment and low vehicle speeds within the urban area of Bognor Regis. All of Bognor Regis to Bersted to North, Pagham to the west and Elmer to the East are all within 6.4km of the site and therefore within cycling distance.
- 3.6.7. National Cycle Route 2 can be accessed within 300m of the site. This is a long-distance route linking Dover with St Austell running along the south coast. Currently this is not continuous, however in the vicinity of the Chichester and Bognor Regis it provides a link along The Esplanade to Littlehampton via an off-road path alongside the A259. It is worth noting that the edge of Chichester is within 8km of the site and it is possible that some residents may choose to cycle this distance alongside the A259.

3.7. Personal Injury Collision Data

- 3.7.1. Within the vicinity of the site there were only two slight Personal Injury Collisions (PIC) and one serious PIC recorded in Crash Map for the latest available 5-year period (2015 - 2019) as shown in Figure 3.
- 3.7.2. The serious injury accident occurred in 2015 and involved only one vehicle with one casualty. The two slight injury accidents occurred in 2017. None of the accidents were directly in front of the site.
- 3.7.3. Based on the number and type of accidents seen in the last five years, the data presented does not suggest there are any existing issues with the highway network immediately local to the site.

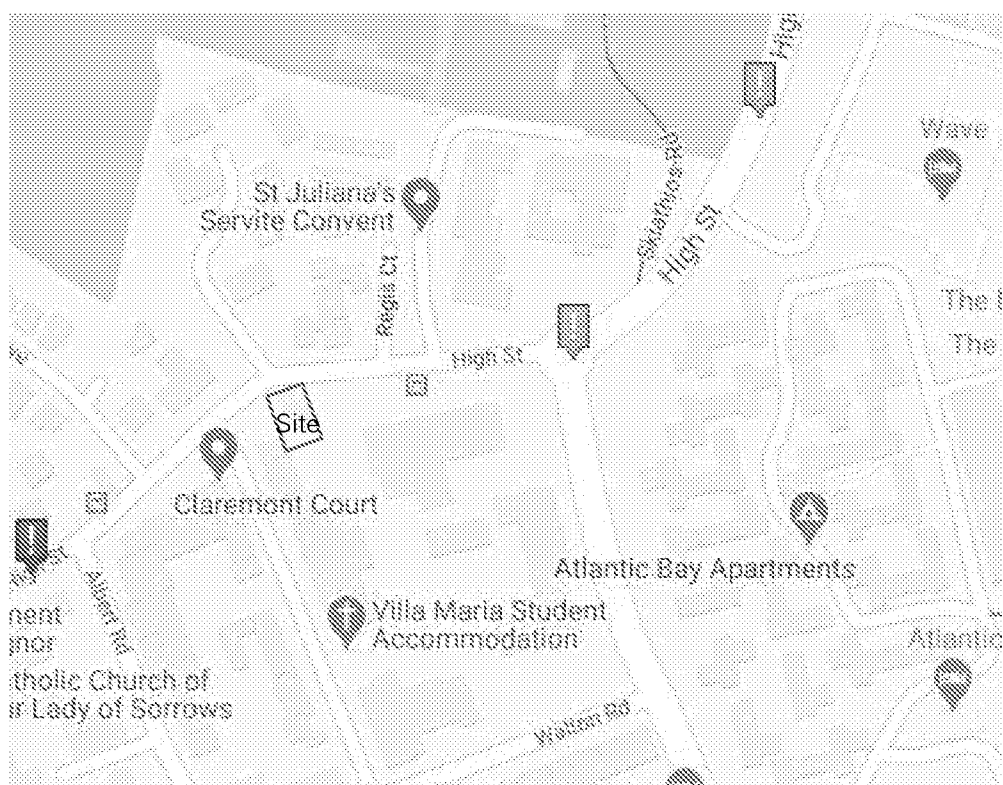


Figure 5 Personal Injury Accidents 2015-2019 (Source: Crash Map)

3.8. Sustainability of the Site

- 3.8.1. It is considered that the site lies in a highly sustainable location with good access to public transport services, and opportunities for walking and cycling to nearby shops, amenities and facilities. The approximate walking and cycling distances between these amenities and the site are summarised within Table 2 below. All distances have been calculated from the centre of the site.

Table 2. Distance to Local Amenities

Name	Distance (m)	1.6km walking ¹	6.4km cycling ²
Retail			
Clockhouse Cafe	321	✓	✓
Greggs Bakery	321	✓	✓
SEN Restaurant and Tapas Bar	321	✓	✓
Costa Coffee	482	✓	✓
WH Smith	482	✓	✓
Tesco Express	643	✓	✓
Morrisons	804	✓	✓
Public Transport			
Bus Stops	50	✓	✓
Education			
St Mary's RC Primary School	321	✓	✓
Felpham Community College	1609	X	✓
Edward Bryant School	804	✓	✓

Health			
¹ Planning for Walking IHT 2015 Boots Pharmacy	482	✓	✓
Bognor Regis War Memorial Hospital	1287	✓	✓
Other			
ATM	321	✓	✓
Post Office	643	✓	✓

²Planning for Cycling IHT 2015

4. DEVELOPMENT PROPOSAL

4.1. Overview

- 4.1.1. The proposed development involves the demolition of Garth House and West View to provide 20 self-contained apartments. Currently 8 residential units are provided on site.
- 4.1.2. The development will be car free.
- 4.1.3. The site layout is presented in Appendix A.

4.2. Access Arrangements

- 4.2.1. Due to the absence of car parking on site, there is no vehicular access into the site.
- 4.2.2. Pedestrian access to the residential component of the development will be from High Street.

4.3. Car Parking

- 4.3.1. No car parking will be provided on-site for the residential land use. The objective, as far as possible, is that the site would be a 'car-free' development that would represent a substantial reduction in adverse impact on highway congestion, air quality and accidents and safety compared to a development that is reliant on travel by private car.

4.4. Cycle Parking

- 4.4.1. Cycle parking will be provided in line with standards set out by West Sussex County Council, "Guidance on Parking at New Developments, June 2020". This states that the minimum cycle parking provision for flats should be 0.5 spaces per unit (for 1 or 2 bed flats). This equates to 10 secure and covered cycle parking spaces for the development.

4.5. Delivery and Servicing

- 4.5.1. Deliveries and servicing, including refuse and recycling collection will take place from High Street as per the existing arrangements for Garth House and West View.

5. TRAFFIC IMPACT

5.1. Methodology

5.1.1. A trip generation exercise has been undertaken utilising the TRICS database in order to determine the likely vehicular trip generation associated with the existing and proposed development and impact upon the local highway network.

5.1.2. As the existing site currently consists of 8 residential apartments, trips being generated by the existing use will be offset against the trips generated by the proposed development.

5.2. Trip Generation

5.2.1. The extracted trip rates, as set out in the Table 3, are based on the 'Residential – Mixed Private/Affordable Housing' selection criteria on TRICS. Sites outside of England were excluded from the analysis. The full TRICS output is included as Appendix B.

Table 3: Trip Rates, Residential- mixed private/affordable housing (per 1 dwelling)

Trip Rates per 1 dwelling				
		Arrivals	Departures	Total
Residential – Mixed Private/Affordable Housing	08:00-09:00	0.120	0.328	0.433
	17:00-18:00	0.299	0.156	0.489
	All Day 07:00-19:00	2.231	2.086	4.317

5.3. Existing Trip Generation

5.3.1. Using the same trip rates, the corresponding vehicle trip generation for the existing development (8 units) is set out below in Table 4.

Table 4: Existing Vehicular Trip Generation based on 8 units

Generated Trips – 8 Units				
		Arrivals	Departures	Total
Residential – Mixed Private/Affordable Housing	08:00-09:00	1	3	4
	17:00-18:00	3	1	4
	All Day 07:00-19:00	18	17	35

5.3.2. This position sets out the baseline of the current residential uses on site.

5.4. Proposed Trip Generation

5.4.1. Again, using the trip rates set out in Table 3, the corresponding vehicle trip generation for the proposed development (20 units) is set out below.

Table 5: Proposed Development Vehicular Trip Generation

Generated Vehicle Trips – 20 Units				
		Arrivals	Departures	Total
Residential – Mixed Private/Affordable Housing	08:00-09:00	3	6	9
	17:00-18:00	6	3	9
	All Day 07:00-19:00	44	42	86

- 5.4.2. Analysis of the TRICS database has shown that based on 20 flats, the site will generate an estimated 9 trips in the AM and 9 trips in the PM peak, with a daily total of 86 two-way trips.

5.5. Net Trip Generation

- 5.5.1. Offsetting the existing trips set out in Table 4 against the proposed development trips in Table 5 gives the following net trip generation for the development site as set out in Table 6.

Table 6. Net Vehicular Trips Generated for proposed development

Generated Net Trips (based on 20 units)				
		Arrivals	Departures	Total
Residential – Mixed Private/Affordable Housing	08:00-09:00	+2	+3	+5
	17:00-18:00	+3	+2	+5
	All Day 07:00-19:00	+26	+25	+51

- 5.5.2. Table 6 shows an estimated net increase of 5 trips in the AM and 5 trips in the PM peak, with a net daily total of 51 two-way trips. Based on the low number of trips generated it is unlikely that the development will result in any severe impact upon the safety or operation of the local highway network.
- 5.5.3. Alongside this, and in line with National and Regional Planning Policy, a Travel Plan Statement has been included within this report which will be implemented for the development. The principle aim of a Travel Plan is to encourage residents and visitors for the development to use more sustainable, healthier and lower carbon transport options, whilst reducing overall the percentage of single occupancy car trips to the site. As the site is within a highly sustainable location, has no car parking and a predicted low vehicle trip generation, the emphasis of the Travel Plan will be on encouraging walking/cycling and the use of public transport.

6. TRAVEL PLAN STATEMENT

- 6.1.1. Smaller developments that fall below the need for a Full Travel Plan threshold are required by West Sussex Council to submit a Travel Plan Statement, which should focus on encouraging sustainable travel to and from the site.
- 6.1.2. An 'Action Plan' has been prepared for this residential development which includes a list of measures which will be promoted by the developer or occupier of the site.
- 6.1.3. The primary aim of implementing the measures is to reduce single occupancy trips to and from the site. Supporting objectives include:
- Reducing congestion and peak time travel conflicts around the site;
 - Improving accessibility and travel choice;
 - Reducing harmful transport emissions and improving air quality; and
 - Ensuring all residents are kept informed of sustainable travel options of the site;

Table 7: Outline Action Plan

TRAVEL PLAN ACTION	DESCRIPTION	TIME SCALE	RESPONSIBILITY
Promote sustainable travel choices to all residents:			
Provide Travel Information Pack (TIP) at first occupation to each household containing local bus and train timetables, cycle and walking link maps and information on sustainable travel events and groups.	To ensure all residents are fully aware of sustainable travel choices	On Occupation	Developer
Promote Walking:			
Provide information to residents through the TIP on local walking groups and events, emphasizing health benefits of walking.	To ensure all residents are fully aware of sustainable travel choices.	On Occupation	Estate Manager

Promote Cycling:

Provision of safe and secure cycle parking for residents and visitors of the site.	Ensure infrastructure is in place to support cycling	At Construction	Developer
Provide information to residents on local cycling groups and events, emphasising health benefits of cycling.	To ensure all residents are fully aware of sustainable travel choices on occupation	On Occupation	Estate Manager

Promote Public Transport Use:

Provision of direct, convenient and attractive pedestrian links to public transport entry points.	To maximise and facilitate public transport usage	Construction	Developer
Place a noticeboard in a prominent place within the development with details of local public transport routes and services including timetables.	To enable sustainable travel information, news and events to be displayed for all to see	On Occupation	Developer

7. SUMMARY AND CONCLUSION

7.1. Summary

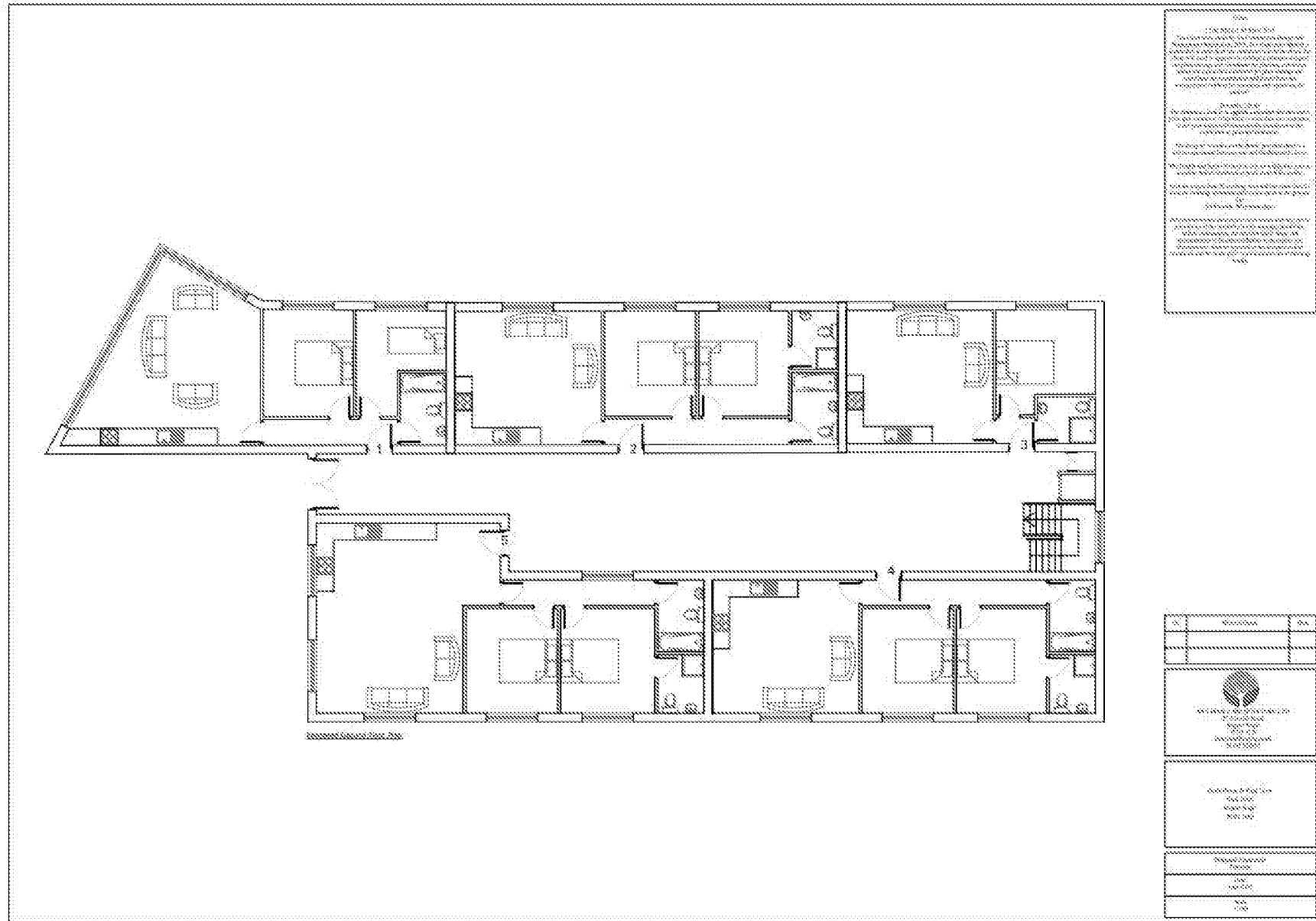
- 7.1.1. Ridge & Partners LLP has been commissioned by Mulberry Architecture to provide transport planning consultancy services to support the redevelopment of Garth House and West View on High Street in Bognor Regis, West Sussex, to provide 20 self-contained apartments.
- 7.1.2. There are eight flats currently on the site. The site is bounded by High Street to the north, residential properties to the south and west and Bognor Regis Jobcentre to the east.
- 7.1.3. The site lies in a highly sustainable location with good access to public transport services, and opportunities for walking and cycling to nearby shops, amenities and facilities. The main retail area of Bognor Regis can be accessed within 160m of the site, equating to approximately a 1-2 minute walk. Bus stops are located 50m east of the site on High Street which is less than a 1 minute walk from the site.
- 7.1.4. No car parking will be provided on-site for the residential land use. The objective, as far as possible, is that the site would be a 'car-free' development that would represent a substantial reduction in adverse impact on highway congestion, air quality and accidents and safety compared to a development that is reliant on travel by private car. Ten secure and covered cycle parking spaces will be provided, in line with West Sussex County Council standards.
- 7.1.5. Whilst there are no dedicated cycle lanes in the vicinity of the site, the local area is conducive to cycling due to the flat environment. National Cycle Route 2 can be accessed within 300m of the site.
- 7.1.6. The closest rail station that serves the proposed development is Bognor Regis Station managed by Southern Railways approximately 800m or a ten minute walk north west of the site.
- 7.1.7. Within the vicinity of the site there were only two slight Personal Injury Collisions (PIC) and one serious PIC recorded in Crash Map for the latest available 5-year period (2015 – 2019). Based on the number and type of accidents seen in the last five years, the data presented does not suggest there are any existing issues with the highway network immediately local to the site.
- 7.1.8. A trip generation exercise has been undertaken utilising the TRICS database in order to determine the likely vehicular trip generation associated with the proposed development and impact upon the local highway network.
- 7.1.9. As the existing site currently consists of 8 residential apartments, trips being generated by the existing use have been offset against the trips generated by the proposed development.
- 7.1.10. The proposed development based on 20 flats on the site will generate an estimated net increase in 5 trips in the AM and 5 trips in the PM peak, with a net daily total of 51 two-way trips. Based on the low number of trips generated it is unlikely that the development will result in any severe impact upon the safety or operation of the local highway network.

- 7.1.11. Alongside this, and in line with National and Regional Planning Policy, a Travel Plan Statement has been included within this report which will be implemented for the development. An 'Action Plan' has been prepared for this residential development which includes a list of measures which will be promoted by the developer or occupier of the site to further reduce car trips.

7.2. Conclusions

- 7.2.1. Having regard to the scale and location of the proposed development, it is considered that the development traffic generated would not result in a severe impact upon the local highway network in terms of operation or safety. This complies with both national and local policy.
- 7.2.1. It is therefore concluded that in transport terms, the development proposal is acceptable.

APPENDIX A – SITE LAYOUT



APPENDIX B – TRICS DATA

Calculation Reference: AUDIT-727101-200723-0758

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : M - MIXED PRIVATE/AFFORDABLE HOUSING

VEHICLES

Selected regions and areas:

02 SOUTH EAST	
ES EAST SUSSEX	8 days
HC HAMPSHIRE	7 days
KC KENT	2 days
SC SURREY	3 days
WS WEST SUSSEX	11 days
03 SOUTH WEST	
DC DORSET	1 days
DV DEVON	1 days
WL WILTSHIRE	1 days
04 EAST ANGLIA	
CA CAMBRIDGESHIRE	1 days
NF NORFOLK	7 days
05 EAST MIDLANDS	
DS DERBYSHIRE	1 days
LE LEICESTERSHIRE	1 days
06 WEST MIDLANDS	
WK WARWICKSHIRE	2 days
WM WEST MIDLANDS	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
WY WEST YORKSHIRE	1 days
08 NORTH WEST	
GM GREATER MANCHESTER	1 days
MS MERSEYSIDE	2 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: No of Dwellings
Actual Range: 9 to 762 (units:)
Range Selected by User: 9 to 50 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 14/11/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	4 days
Tuesday	8 days
Wednesday	10 days
Thursday	20 days
Friday	9 days
Sunday	2 days

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

Selected survey types:

Manual count	49 days
Directional ATC Count	4 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:

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	48
Built-Up Zone	1
High Street	1
No Sub Category	3

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

Secondary Filtering selection:

Use Class:

C3	53 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:

1,001 to 5,000	8 days
5,001 to 10,000	15 days
10,001 to 15,000	9 days
15,001 to 20,000	4 days
20,001 to 25,000	5 days
25,001 to 50,000	12 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	5 days
25,001 to 50,000	8 days
50,001 to 75,000	9 days
75,001 to 100,000	5 days
100,001 to 125,000	4 days
125,001 to 250,000	15 days
250,001 to 500,000	5 days
500,001 or More	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	9 days
1.1 to 1.5	40 days
1.6 to 2.0	4 days

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

Travel Plan:

Yes	34 days
No	19 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	53 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CA-03-M-01	MIXED HOUSES & FLATS	CAMBRIDGESHIRE
	BANNOLD ROAD		
	WATERBEACH		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	52	
	Survey date: WEDNESDAY	20/06/18	Survey Type: MANUAL
2	DC-03-M-02	TERRACED & BUNGALOWS	DORSET
	KINGS ROAD		
	DORCHESTER		
	FORDINGTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	37	
	Survey date: FRIDAY	16/09/16	Survey Type: MANUAL
3	DS-03-M-01	TERRACED/ SEMI DETACHED	DERBYSHIRE
	COCKAYNE STREET		
	DERBY		
	BOULTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	32	
	Survey date: TUESDAY	21/10/14	Survey Type: MANUAL
4	DV-03-M-02	MIXED HOUSES & FLATS	DEVON
	SAINT PETER'S QUAY		
	TOTNES		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	90	
	Survey date: FRIDAY	29/03/19	Survey Type: MANUAL
5	ES-03-M-07	MIXED HOUSING	EAST SUSSEX
	SOUTH COAST ROAD		
	PEACEHAVEN		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	188	
	Survey date: THURSDAY	12/11/15	Survey Type: MANUAL
6	ES-03-M-10	MIXED HOUSES & FLATS	EAST SUSSEX
	DITTONS ROAD		
	POLEGATE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	108	
	Survey date: MONDAY	11/07/16	Survey Type: MANUAL
7	ES-03-M-11	MIXED HOUSES & FLATS	EAST SUSSEX
	HEMPSTEAD LANE		
	HAILSHAM		
	UPPER HORSEBRIDGE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	354	
	Survey date: WEDNESDAY	13/07/16	Survey Type: MANUAL
8	ES-03-M-12	MIXED HOUSES & FLATS	EAST SUSSEX
	PARK ROAD		
	HAILSHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	93	
	Survey date: THURSDAY	21/06/18	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	ES-03-M-14	MIXED HOUSES & FLATS	EAST SUSSEX
	KINGS DRIVE		
	EASTBOURNE		
	UPPERTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	119	
	Survey date: THURSDAY	15/11/18	Survey Type: MANUAL
10	ES-03-M-15	MIXED HOUSES	EAST SUSSEX
	FIELD END		
	MARESFIELD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	80	
	Survey date: WEDNESDAY	13/03/19	Survey Type: MANUAL
11	ES-03-M-16	MIXED HOUSES & FLATS	EAST SUSSEX
	BARNHORN ROAD		
	BEXHILL		
	LITTLE COMMON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	119	
	Survey date: WEDNESDAY	10/07/19	Survey Type: MANUAL
12	ES-03-M-17	MIXED HOUSES & FLATS	EAST SUSSEX
	NEW ROAD		
	HAILSHAM		
	AMBERSTONE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	91	
	Survey date: THURSDAY	07/11/19	Survey Type: MANUAL
13	GM-03-M-01	TERRACED & FLATS	GREATER MANCHESTER
	PARK ROAD		
	ROCHDALE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	9	
	Survey date: TUESDAY	25/11/14	Survey Type: MANUAL
14	HC-03-M-02	BLOCKS OF FLATS	HAMPSHIRE
	COOMBE WAY		
	FARNBOROUGH		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	253	
	Survey date: MONDAY	26/11/12	Survey Type: MANUAL
15	HC-03-M-05	HOUSES & FLATS	HAMPSHIRE
	WIMPSON LANE		
	SOUTHAMPTON		
	MAYBUSH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	62	
	Survey date: FRIDAY	03/10/14	Survey Type: MANUAL
16	HC-03-M-06	HOUSES & FLATS	HAMPSHIRE
	HUNTS POND ROAD		
	NEAR FAREHAM		
	TITCHFIELD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	328	
	Survey date: WEDNESDAY	04/11/15	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17	HC-03-M-08	MIXED HOUSES & FLATS	HAMPSHIRE
	CHURCHILL WAY WEST		
	BASINGSTOKE		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	279	
	Survey date: THURSDAY	16/06/16	Survey Type: MANUAL
18	HC-03-M-09	MIXED HOUSES & FLATS	HAMPSHIRE
	ROMSEY ROAD		
	WINCHESTER		
	STANMORE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	157	
	Survey date: THURSDAY	07/06/18	Survey Type: MANUAL
19	HC-03-M-10	MIXED HOUSES & FLATS	HAMPSHIRE
	RAWLINGS LANE		
	ALTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	176	
	Survey date: TUESDAY	05/03/19	Survey Type: MANUAL
20	HC-03-M-11	MIXED HOUSES & FLATS	HAMPSHIRE
	ALDERMASTON ROAD		
	BASINGSTOKE		
	Edge of Town		
	No Sub Category		
	Total No of Dwellings:	238	
	Survey date: THURSDAY	07/03/19	Survey Type: MANUAL
21	KC-03-M-02	MIXED HOUSES AND FLATS	KENT
	HERMITAGE LANE		
	MAIDSTONE		
	BARMING		
	Edge of Town		
	No Sub Category		
	Total No of Dwellings:	119	
	Survey date: TUESDAY	05/06/18	Survey Type: MANUAL
22	KC-03-M-03	MIXED HOUSES & FLATS	KENT
	BUNYARD WAY		
	MAIDSTONE		
	ALLINGTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	140	
	Survey date: TUESDAY	22/05/18	Survey Type: MANUAL
23	LE-03-M-01	SEMI DETACHED	LEICESTERSHIRE
	RYDER ROAD		
	LEICESTER		
	BRAUNSTONE FRITH		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	16	
	Survey date: THURSDAY	27/09/12	Survey Type: MANUAL
24	MS-03-M-02	TERRACED	MERSEYSIDE
	LOVEL ROAD		
	LIVERPOOL		
	SPEKE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	27	
	Survey date: FRIDAY	21/06/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

25	MS-03-M-03	SEMI DETACHED/ TERRACED	MERSEYSIDE
	LOVEL ROAD		
	LIVERPOOL		
	SPEKE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	24	
	Survey date: FRIDAY	21/06/13	Survey Type: MANUAL
26	NF-03-M-04	MIXED HOUSES & FLATS	NORFOLK
	HUNSTANTON ROAD		
	HUNSTANTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	70	
	Survey date: THURSDAY	19/09/19	Survey Type: MANUAL
27	NF-03-M-07	MIXED HOUSES	NORFOLK
	MENDHAM LANE		
	HARLESTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	120	
	Survey date: SUNDAY	22/09/19	Survey Type: DIRECTIONAL ATC COUNT
28	NF-03-M-08	MIXED HOUSES & FLATS	NORFOLK
	DEREHAM ROAD		
	NORWICH		
	Edge of Town		
	No Sub Category		
	Total No of Dwellings:	248	
	Survey date: THURSDAY	19/09/19	Survey Type: DIRECTIONAL ATC COUNT
29	NF-03-M-10	MIXED HOUSES & FLATS	NORFOLK
	BURGH ROAD		
	AYLSHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	300	
	Survey date: SUNDAY	29/09/19	Survey Type: DIRECTIONAL ATC COUNT
30	NF-03-M-12	MIXED HOUSES	NORFOLK
	BRANDON ROAD		
	SWAFFHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	181	
	Survey date: THURSDAY	19/09/19	Survey Type: DIRECTIONAL ATC COUNT
31	NF-03-M-14	MIXED HOUSES & FLATS	NORFOLK
	NORWICH COMMON		
	WYMONDHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	321	
	Survey date: THURSDAY	19/09/19	Survey Type: MANUAL
32	NF-03-M-15	MIXED HOUSES & FLATS	NORFOLK
	ATLANTIC AVENUE		
	NORWICH		
	SPROWSTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	762	
	Survey date: TUESDAY	24/09/19	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

33	SC-03-M-05	HOUSES & FLATS	SURREY
	HOLYWELL WAY		
	STAINES		
	STANWELL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	52	
	Survey date: MONDAY	19/11/12	Survey Type: MANUAL
34	SC-03-M-06	HOUSES & FLATS	SURREY
	ST ANNE'S DRIVE		
	REDHILL		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	500	
	Survey date: WEDNESDAY	11/12/13	Survey Type: MANUAL
35	SC-03-M-07	HOUSES/ FLATS	SURREY
	EPSOM ROAD		
	GUILDFORD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	199	
	Survey date: THURSDAY	24/10/13	Survey Type: MANUAL
36	TW-03-M-01	DETACHED & BUNGALOWS	TYNE & WEAR
	WESTLANDS		
	NEWCASTLE		
	CHAPEL HOUSE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	27	
	Survey date: FRIDAY	13/11/15	Survey Type: MANUAL
37	TW-03-M-02	MIXED HOUSES & FLATS	TYNE & WEAR
	BENTON ROAD		
	NEWCASTLE UPON TYNE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	108	
	Survey date: FRIDAY	19/10/18	Survey Type: MANUAL
38	WK-03-M-01	MIXED HOUSES & FLATS	WARWICKSHIRE
	BIRMINGHAM ROAD		
	STRATFORD UPON AVON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	395	
	Survey date: FRIDAY	29/06/18	Survey Type: MANUAL
39	WK-03-M-02	MIXED HOUSES	WARWICKSHIRE
	BISHOPTON LANE		
	STRATFORD UPON AVON		
	BISHOPTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	130	
	Survey date: FRIDAY	29/06/18	Survey Type: MANUAL
40	WL-03-M-01	APARTMENTS	WILTSHIRE
	FISHERTON STREET		
	SALISBURY		
	Town Centre		
	High Street		
	Total No of Dwellings:	22	
	Survey date: WEDNESDAY	27/11/13	Survey Type: MANUAL
41	WM-03-M-01	SEMI DETACHED	WEST MIDLANDS
	MEADOWSWEET AVENUE		
	BIRMINGHAM		
	KINGS NORTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	56	
	Survey date: MONDAY	09/11/15	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

42	WS-03-M-04	HOUSES & FLATS	WEST SUSSEX
	SUMMERSDALE ROAD		
	CHICHESTER		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	214	
	Survey date: THURSDAY	08/05/14	Survey Type: MANUAL
43	WS-03-M-05	MIXED HOUSING	WEST SUSSEX
	ELLIS ROAD		
	WEST HORSHAM		
	S BROADBRIDGE HEATH		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	92	
	Survey date: THURSDAY	23/10/14	Survey Type: MANUAL
44	WS-03-M-06	SEMI DETACHED/ DETACHED	WEST SUSSEX
	SOUTHFIELDS CLOSE		
	CHICHESTER		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	67	
	Survey date: TUESDAY	27/01/15	Survey Type: MANUAL
45	WS-03-M-07	HOUSES & FLATS	WEST SUSSEX
	ROSE GREEN ROAD		
	BOGNOR REGIS		
	ALDWICK		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	90	
	Survey date: WEDNESDAY	05/03/14	Survey Type: MANUAL
46	WS-03-M-12	HOUSES & FLATS	WEST SUSSEX
	UPPER SHOREHAM ROAD		
	SHOREHAM BY SEA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	192	
	Survey date: WEDNESDAY	27/04/16	Survey Type: MANUAL
47	WS-03-M-13	TERRACED & FLATS	WEST SUSSEX
	IRENE AVENUE		
	WORTHING		
	LANCING		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	23	
	Survey date: TUESDAY	21/06/16	Survey Type: MANUAL
48	WS-03-M-16	MIXED FLATS & HOUSES	WEST SUSSEX
	BROYLE ROAD		
	CHICHESTER		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	252	
	Survey date: WEDNESDAY	21/03/18	Survey Type: MANUAL
49	WS-03-M-18	MIXED HOUSES & FLATS	WEST SUSSEX
	WESTLOATS LANE		
	BOGNOR REGIS		
	NORTH BERSTED		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	86	
	Survey date: THURSDAY	17/10/19	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

50	WS-03-M-19	MIXED HOUSES & FLATS	WEST SUSSEX
	ADLINGTON GARDENS		
	BOGNOR REGIS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	32	
	Survey date: THURSDAY	17/10/19	Survey Type: MANUAL
51	WS-03-M-20	MIXED HOUSES & FLATS	WEST SUSSEX
	OLD GUILDFORD ROAD		
	HORSHAM		
	BROADBRIDGE HEATH		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	121	
	Survey date: THURSDAY	24/10/19	Survey Type: MANUAL
52	WS-03-M-21	MIXED HOUSES	WEST SUSSEX
	CLAPPERS LANE		
	BRACKLESHAM BAY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	57	
	Survey date: THURSDAY	14/11/19	Survey Type: MANUAL
53	WY-03-M-01	SEMI DETACHED & FLATS	WEST YORKSHIRE
	HOLMEFIELD VIEW		
	BRADFORD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	31	
	Survey date: THURSDAY	14/03/19	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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
AN-03-M-01	ireland
BA-03-M-01	not in england
BE-03-M-01	london
BE-03-M-04	london
BN-03-M-02	london
BT-03-M-03	london
CB-03-M-04	wales
CM-03-M-02	wales
DE-03-M-01	in ireland
DL-03-M-02	in ireland
DL-03-M-03	in ireland
EG-03-M-03	london
EG-03-M-04	london
EG-03-M-05	london
EG-03-M-06	london
EN-03-M-01	london
GR-03-M-01	london
HD-03-M-04	london
HD-03-M-05	london
HM-03-M-01	london
HO-03-M-01	london
MG-03-M-01	in ireland
RD-03-M-01	london
SK-03-M-02	london

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

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	53	150	0.078	53	150	0.253	53	150	0.331
08:00 - 09:00	53	150	0.120	53	150	0.328	53	150	0.448
09:00 - 10:00	53	150	0.127	53	150	0.156	53	150	0.283
10:00 - 11:00	53	150	0.117	53	150	0.134	53	150	0.251
11:00 - 12:00	53	150	0.130	53	150	0.142	53	150	0.272
12:00 - 13:00	53	150	0.143	53	150	0.133	53	150	0.276
13:00 - 14:00	53	150	0.138	53	150	0.139	53	150	0.277
14:00 - 15:00	53	150	0.126	53	150	0.156	53	150	0.282
15:00 - 16:00	53	150	0.224	53	150	0.158	53	150	0.382
16:00 - 17:00	53	150	0.235	53	150	0.153	53	150	0.388
17:00 - 18:00	53	150	0.299	53	150	0.156	53	150	0.455
18:00 - 19:00	53	150	0.267	53	150	0.153	53	150	0.420
19:00 - 20:00	1	119	0.126	1	119	0.008	1	119	0.134
20:00 - 21:00	1	119	0.101	1	119	0.017	1	119	0.118
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.231			2.086			4.317

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:	9 - 762 (units:)
Survey date range:	01/01/12 - 14/11/19
Number of weekdays (Monday-Friday):	69
Number of Saturdays:	4
Number of Sundays:	4
Surveys automatically removed from selection:	17
Surveys manually removed from selection:	24

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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