Proposed Residential Development, Parkside Road, Cleator Moor

Transport Statement

Prepared on behalf of Genesis Homes

Report Details

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1 Introduction

1.1 Preamble

1.1.1 Egg Transport Planning has been commissioned by Genesis Homes to provide transport and highways advice in relation to a planning application for a proposed residential development in the town of Cleator Moor in Cumbria.

1.1.2 The application site ('the site') is located on a parcel of land that sits on the eastern edge of the built-up area of Cleator Moor, on the north-westside of Parkside Road (A5086).

1.1.3 The development proposals involve constructing 95 houses which would be served by two new access points off Parkside Road.

1.1.4 This Transport Statement (TS) provides information on the traffic and transport planning aspects of the development proposals and forms supplementary information to accompany the planning application.

1.1.5 The relevant Local Planning Authority (LPA) is Copeland Borough Council and the relevant Local Highway Authority (LHA) is Cumberland Council (CC).

1.2 Structure of the Report

1.2.1 Following the introductory section, the report is structured as follows:

- section 2 - describes the existing conditions including the current land use, the local highway network and examines recent personal injury accident data on the local highway network;
- section 3 – presents the sustainable transport options that would be available to future residents of the site;
- section 4 – explains the development proposals and the access strategy;
- section 5 – forecast the likely trip generation of the proposed development; and
- section 6 – summarises and concludes the report.

2 Existing Conditions

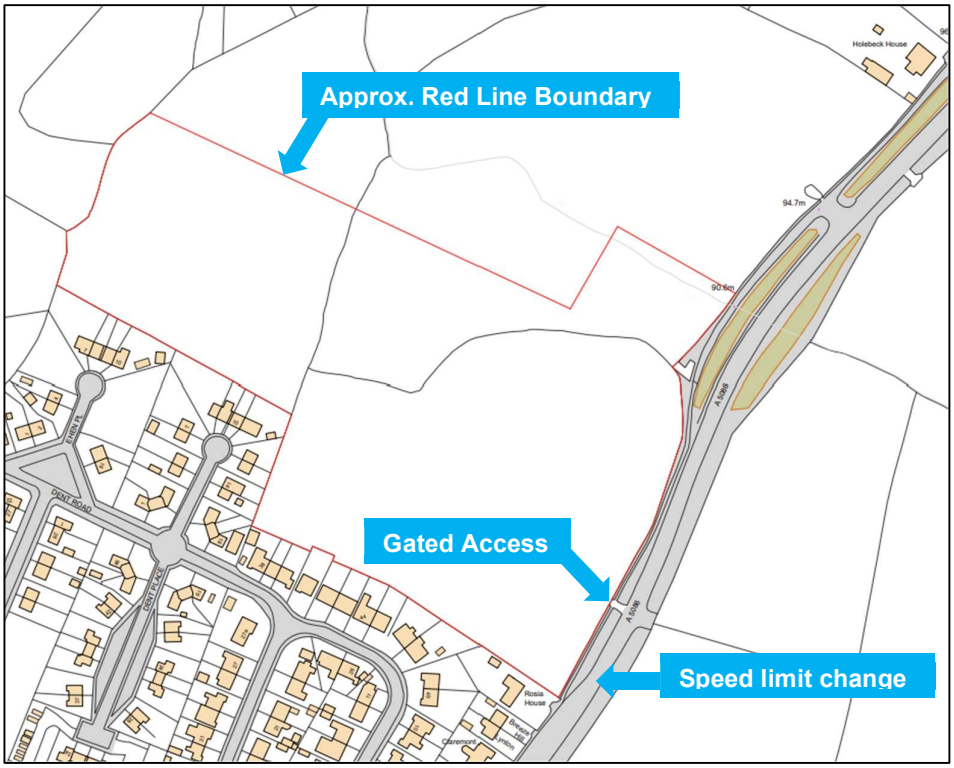
2.1 Site Location and Current Use

2.1.1 The site is located on the eastern side of the town of Cleator Moor, as shown on **Figure 2.1**.

Figure 2.1 – Site Location

2.1.2 The extent of the site is shown on **Figure 2.2**.

Figure 2.2 – Site Boundary



2.1.3 The site is currently undeveloped land and is used for agricultural purposes. As shown on **Figure 2.2**, a gated access is in place at the south-east corner of the site. A photograph of the existing site access is provided in **Figure 2.3**.

Figure 2.3 – Existing Site Access from the A5086 Parkside Road

2.2 Local Highway Network

2.2.1 The A5086 (Parkside Road) runs between the towns of Egremont to the south of the site and the village of Frizington to the north of the site. In the vicinity of the site, it has one traffic lane in each direction. It is derestricted along most of the site frontage (subject to a 60mph speed limit). The speed limit changes to 30mph close to the southern corner of the site, as shown on **Figure 2.2**.

2.2.2 As shown on **Figure 2.3**, a footway is in place along the south-eastern boundary of the site. The footway is separated from the carriageway by a grass verge. Street lighting is not in place along the site frontage.

2.2.3 The A5086 forms a junction with the B5295 Ennerdale Road approximately 400m south-west of the southernmost extent of the site. From its junction with the A5086, the B5295 runs in a south-east to north-west orientation into Cleator Moor town centre.

2.3 Personal Injury Accident Review

2.3.1 The crashmap website (www.crashmap.co.uk) has been used to determine whether there is evidence of any existing safety issues on the local road network. The study area includes the A5086 in the vicinity of the site, as well as its junction with the neighbouring residential estate (Greystone Avenue) and the B5295. An extract from the crashmap website showing the accident record over the most recent 3-year period (2020 to 2022) is shown on **Figure 2.4**.

Figure 2.4 – Highway Safety Records (Source: Crashmap)

2.3.2 **Figure 2.4** shows that over the most recent 3-year period, only 2 accidents occurred in the study area along the A5086, one accident which resulted in casualties classed as serious and once with injuries that were classed as 'slight'. There are no clusters of accidents and therefore no evidence of an existing highway safety issue that could be exacerbated by the increase in traffic volumes generated by the proposed development.

2.4 Congestion

2.4.1 The 'traffic' function within google maps has been used to indicate the typical congestion patterns during the typical network AM and PM peak hours, when traffic levels on the road network are highest. The function uses a colour coded system on road which is as follows:

- green, traffic moving without delays;
- amber, traffic moving with minor delays;
- red, traffic subject to delays; and
- dark red, traffic highly delayed

2.4.2 A screenshot from google maps showing congestion patterns during the typical network peak hours (on a Wednesday at 8.30am and at 5.30pm) are shown on **Figure 2.5** and **Figure 2.6**.

Figure 2.5 – Typical Congestion Pattern, AM Peak

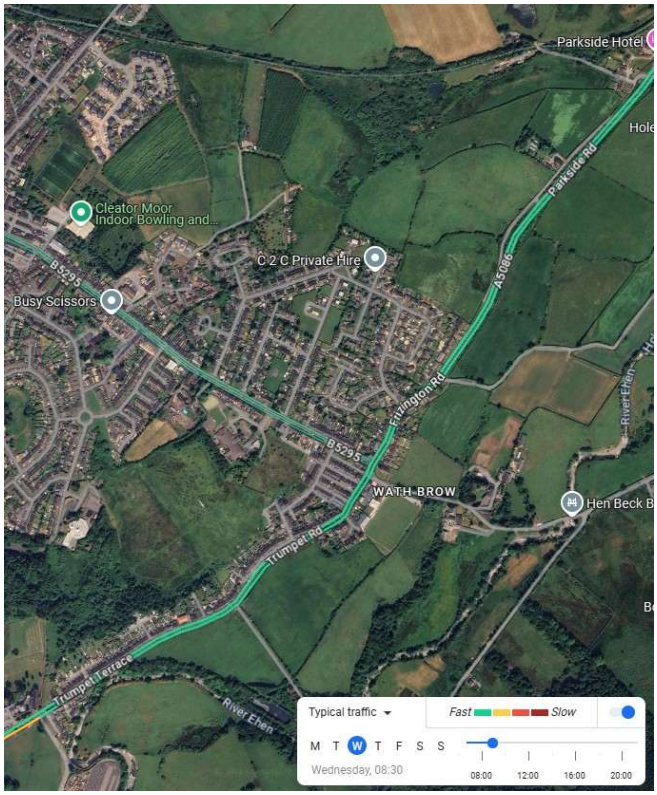
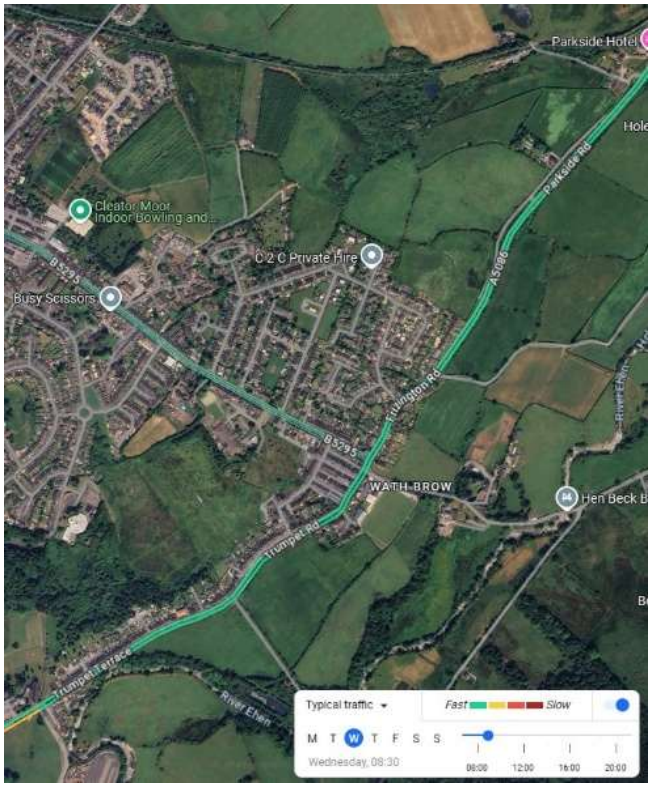


Figure 2.6 – Typical Congestion Pattern, PM Peak



2.4.3 Based on the information shown in **Figure 2.5** and **Figure 2.6**, it can be confirmed that in the vicinity of the site, the highway network generally operates without congestion or delays, even during the busiest periods.

3 Sustainable Connectivity

3.1 Background

3.1.1 This section of the report examines the accessibility of the site by alternative modes of transport to the car by considering the following:

- walking;
- cycling; and
- public transport

3.2 Walking

3.2.1 The Institute for Highways and Transportation (IHT) publication 'Guidelines for Providing for Journeys on Foot' (2000) provides suggested walking distances to some common facilities, which may be used for development planning purposes.

3.2.2 This document recognises that although acceptable walking distances will vary between individuals and circumstances, for commuting and school trips a distances 2km is considered as the 'preferred maximum' walking distance.

3.2.3 The local amenities that are situated within a 2km walk distance from the site are listed in **Table 3.1** alongside the walk distance (in metres) and walk time (to the nearest minute). These are calculated using the shortest possible walking route rather than 'crow-fly' distances (from the existing site access).

Table 3.1 – Local Amenities with 2km of the Site

Destination	Walk Distance (metres)	Walk Time (minutes)
Education		
Cleator Moor Nursery	680	8
Montreal C of E Primary School	670	8
Saint Patrick's Catholic Primary School	1300	16
Community		
Little Arms Pub	470	6
The Derby Arms	1100	13
The Brook Inn	1200	14
St Mary's Catholic Church	1300	16
Cleator Moor Library	1350	16
Moffats Pub	1410	17
Cleator Moor Civic Hall	1420	17
Cleator Moor Methodist Church	1450	17
Cleator Moor Celtic Football Club	1600	19
Howgill Family Centre / Community Centre	1630	19
Medical		

Destination	Walk Distance (metres)	Walk Time (minutes)
Cleator Moor Health Centre (including dental care)	1530	18
Retail		
Premier Wath Brow Convenience Store	610	7
Four Seasons Express Supermarket	1250	15
The Creative Cup Café	1290	16
Marras Sportswear	1300	16
UK 5 Start Gentlemen's Barber Shop	1330	16
Greggs	1400	17
Berries and Blooms Florist	1440	17
Wilsons Willis Butchers	1450	17
Routledge H Clothing Shop	1450	17
Tasty Time Café and Deli	1490	18
The Card Shop and Newsagents	1500	18
Age UK West Cumbria Cleator Moor Charity Shop	1510	18
Cohens Chemist	1530	18
Co-op Convenience Store and Post Office	2000	24
Leisure		
Wath Brow Hornets RLFC Sports Club	490	6
Wath Brow & District Royal British Legion Club	520	6
Takeaway		
Wathbrow Fish & Chip Shop	530	6
Sproaty's Chippy	850	10
Canton Chef Cantonese	1180	14
The Kebab House	1270	15
Tiger Inn Chinese	1320	16
Popeyes Pizza	1360	16
JJ House Chinese	1400	17
Mario's Pizza	1430	17
Marmaris Star Pizza	1440	17
Spice House	1450	17
Caspian Pizza	1460	17
Aspava Kebabs	1470	18

Note: Walk times based on a walk speed of 1.4 m/s

3.2.4 As shown in **Table 3.1,** the site is situated where a good range of local amenities are within a reasonable walk distance.

3.2.5 In addition to the above, it is noted that the Cleator Jubilee Village Hall, Cleator Cricket Club and Cleator Moor Celtic Youth Football Ground are located just beyond the 2km walk distance to the southwest of the site, further along the A5086. Furthermore, a Nisa Local convenience store & Crossfield Garage, and The West Lakes Hemp Company (Health Food Shop) are located just beyond the 2km walk distance to the northwest of the site, further along the B5295.

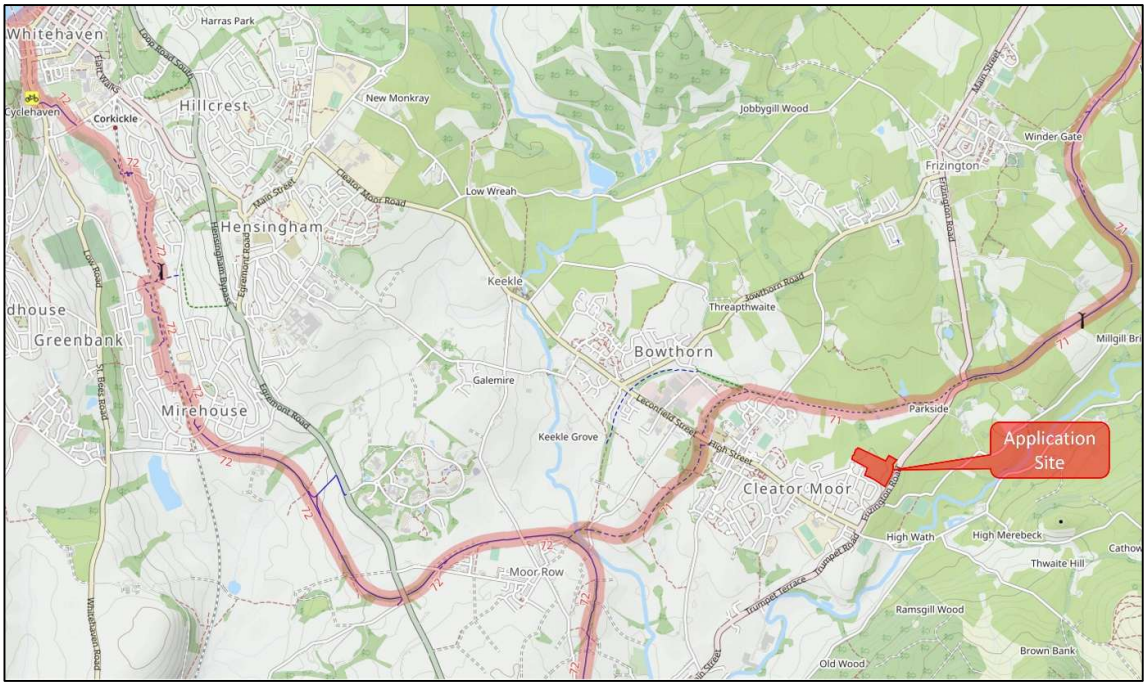
3.2.6 In the built-up area that lies to the west of the site within Cleator Moor town centre, the B5295 has footways in place and pedestrian crossings and so amenities can be safely accessed on foot.

3.3 Cycling

3.3.1 It is generally accepted that cycling has the greatest potential to substitute for short car trips, particularly those less than 5km. Areas that are located within 5km of the site comprise Cleator Moor town centre, the nearby villages of Cleator and Frizington, plus the town of Egremont. This means that the significant amenities, services and employment opportunities that are located within these areas are accessible to future residents of the site.

3.3.2 National Cycle Route no. 71 / 72 runs near to the site. A plan illustrating the national cycle route network (in red) near the site is provided in **Figure 3.1**.

Figure 3.1 – Cycle Route Plan (Opencyclemap.org)



3.3.3 As shown on **Figure 3.1**, the national cycle route no.71 / 72 shown in red runs between the site and Whitehaven to the northwest. Whitehaven is located beyond the generally recognised 5km cycle distance (with the greatest potential to replace car trips), however some cyclists are likely to be willing to cycle longer distances if using the formal cycle route network. It is noted that a significant length of the nearby national cycle route 71 / 72 is provided as traffic-free.

3.3.4 Notwithstanding the above, the immediate surrounding road network comprises lightly trafficked streets which are subject to a 30mph speed limit, particularly within Cleator Moor and nearby villages. The topography of the local area is also fairly flat which provides an environment that encourages cycling.

3.4 Public Transport

Bus

3.4.1 The nearest bus stops to the site are located a walk distance of approximately 450m from the existing site access, on the B5295 Ennerdale Road close to its junction with the A5086. These bus stops are served by frequent bus service no.30 that runs between Frizington and Maryport (via Whitehaven and Workington).

3.4.2 The bus stops are also served by the bus service no. S34 which operates on school days only, (Monday to Friday) with three services during the beginning and end of the school day. A summary of the bus services stopping at the bus stops is contained in **Table 3.2**.

Table 3.2 – Summary of Bus Services

Service	Route	One-way Frequency	
		Monday to Friday	Saturday
30	Frizington – Whitehaven – Distington – Workington – Maryport	Every 30 mins	Every 30 mins
S34	Bowthorn – West Lakes Academy	3 services only in AM / PM	No service

Source: stagecoachbus.com/timetables

3.4.3 **Table 3.2** shows that the nearest bus stops to the site are served by the 2 services per hour during weekdays and Saturday. There is also a school bus route operating at the beginning and end of the school day. The no.30 bus provides a connection to Corkickle and Whitehaven train stations.

Rail

3.4.4 The closest railway station to the site is Corkickle or Whitehaven Train Station which are located approximately 6km – 6.5km northwest of the site (as the crow flies). There is potential for future residents to access the stations by bike (using the national cycle route network) or by bus (no.30 bus route). Both train stations have cycle parking and provides northern rail services to a range of destinations such as Carlisle, Lancaster, Barrow In Furness and Preston.

3.5 Summary

3.5.1 The site is located close to a range of everyday services, shops, amenities could be accessed on foot or on bike. The site is also close to bus services that provide 2 buses per hour to local destinations such as Frizington, Whitehaven, Distington, Workington and Maryport.

3.5.2 It is possible to cycle into the Cleator Moor town centre and local surrounding villages and Towns (including via the national cycle route network). The railway stations of Corkickle and Whitehaven could also be accessed by bus or on bike. Overall, the site is considered to be in a sustainable location and future residents of the site would not have to rely on the car as a means of transport for everyday journeys.

4 Proposed Development

4.1 Overview

4.1.1 The development proposals involve constructing 95 houses to be served off two new vehicular accesses off the A5086. The proposed site layout is contained in **Appendix A**.

4.2 Access Arrangements

4.2.1 The road network has been designed in accordance with adoptable standards set out in Cumbria's Development Design Guide (Appendix 4 – Highway Design Guidance – Residential).

4.2.2 The internal roads would comprise secondary roads and several shared surfaces. The secondary roads have a carriageway width of 5.5m, 6m turn radii and 2m wide footways on both side of the access road. The sections of shared surface have a 4.8m wide carriageway.

4.2.3 Access to the development would be provided via two priority junctions; a 'primary' access, to be located around 50m north of the field gate and a 'secondary' access to be located where the existing field gate is located. The primary access would serve 91 dwellings and The secondary access would serve 4 dwellings.

4.2.4 The proposals involve extending the 30mph speed limit from its current location to a point north of the new access. This arrangement shall be subject to a Traffic Regulation Order (TRO) should planning permission be granted and the applicant is willing to fund the relocation of the TRO.

4.2.5 **Drawing 1195-SK1** shows the two access points and visibility splays of 2.4m x 43mph which are commensurate with a 30mph speed limit. The primary access would have two 2m wide footways which would tie into the existing footways on Parkside Road. The secondary access would have a section of footway on the western side but this would transition to a shared surface.

4.2.6 As shown on **Drawing 1195-SK1,** within the site, the first access roads off the spine road is located so that it provides emerging drivers with lateral visibility towards Cleator Road of over 2.4m x 22m. This level of lateral visibility is commensurate with a design speed of 20mph according to Manual for Streets. Given that the approaching vehicles would be entering the site from the A5086 and manoeuvring around the corner, it is considered that they will be travelling round the corner at speeds less than 20mph and these junctions therefore accords with design standards.

4.3 Parking

4.3.1 Cumbria County Council's car parking standards are set out in **Table 4.1**.

Table 4.1 – CCC's Car Parking Standards

Bedrooms	Provision for Residents
1	1.5 spaces per unit
2	2 spaces per unit
3 and 4	2.5 spaces per unit
5+	3 spaces per unit

4.3.2 Parking at all of the houses is broadly in accordance with parking standards. The standards also state a requirement for visitor parking at one space every 5 units. Any demands for visitor parking that cannot be accommodated within the curtilage of properties can be accommodated on-street, with the layout showing several areas with formal on-street parking spaces.

4.4 Refuse Collection

4.4.1 The proposed site access and internal site layout has been designed to accommodate a large refuse collection vehicle. **Drawing 1195-SK2** shows a large refuse vehicle (length 11.3m) manoeuvring through the proposed access junctions and **Drawing 1195-SK3** shows it using the turning heads. As such, the proposed road layout is considered appropriate for accommodating refuse vehicles.

5 Traffic Impacts

5.1 Introduction

5.1.1 This section sets out a forecast of the trip generation of the proposed development during the weekday peak hours.

5.2 Trip Generation

5.2.1 The TRICS database has been used to forecast the vehicle trips generated by the proposed development. The trip rates were derived in accordance with the latest TRICS Good Practice Guide.

5.2.2 The land use 'Residential: Houses Privately Owned' was used and filtered to only include sites surveyed on a weekday and in areas described as 'Suburban Area' or Neighbourhood Centre'. Any sites containing bungalows or sites that were surveyed when COVID-19 travel restrictions were in place were removed from the selection. This resulted in 7 sites being used to generate trip rates. The TRICS output is contained in **Appendix B**.

5.2.3 The trip rates and resulting trip generation during the AM and PM development peak hours are shown in **Table 5.1**.

Table 5.1 – Vehicular Trip Generation during Development Peak Hours

Trip Type	AM Peak Hour (8am to 9am)			PM Peak Hour (3pm to 4pm)		
	Arrivals	Depart.	Two-way	Arrivals	Depart.	Two-way
Trip Rate	0.235	0.471	0.706	0.394	0.347	0.741
Trip Generation of 95 dwellings	22	45	67	37	33	70

5.2.4 **Table 5.1** shows that during the development peak hours, the proposals could be expected to generate in the region of 67 and 70 two-way trips per hour.

5.2.5 Based on the above, during the times when the highway network is busiest, the development is forecast to generate around one trip every minute.

5.3 Summary

5.3.1 With reference to the analysis of congestion set out in section 2.4, the surrounding highway network does not suffer from congestion. The additional 1 trip per minute would be assigned to the network along various different routes and is not expected to result in a material impact in terms of the operation of the highway network.

6 Summary and Conclusions

6.1.1 Egg Transport Planning has been commissioned by Genesis Homes to provide transport and highways advice in relation to a full planning application for a proposed residential development in the town of Cleator Moor in Cumbria.

6.1.2 The application site is located on a parcel of land that sits on the eastern edge of the built-up area of Cleator Moor, on the north-westside of Parkside Road (A5086). It is currently used for agricultural purposes.

6.1.3 The development proposals involve constructing 95 houses which would be served by two new access junctions off the A5086.

6.1.4 The accident record on the highway network has been analysed for the most recent 5-year period and it has been concluded that highway safety is not an area of concern. The town does not suffer from congestion, even during the busiest times.

6.1.5 The site is located close to a range of everyday services, shops, amenities could be accessed on foot or on bike. The site is also close to bus services that provide 2 buses per hour to / from surrounding local destinations. It is possible to cycle to / from the site and the railway stations located to the northwest of Cleator Moor could be accessed by bus or on bike. Overall, the site is considered to be in a sustainable location and future residents of the site would not have to rely on the car as a means of transport for everyday journeys.

6.1.6 The proposed vehicular accesses have been designed in accordance with relevant design standards. The applicant would fund the implementation of a TRO which would extend the 30mph speed limit along Parkside Road.

6.1.7 The internal road layout can accommodate the largest vehicle that would use it (a large refuse vehicle). Parking for vehicles is broadly in accordance with CCC's standards.

6.1.8 During the times when the highway network is busiest, the development is forecast to generate around one trip every minute. The proposals would not have a material impact on road safety or a severe impact on the capacity of the highway network and are therefore in accordance with the paragraph 115 of the NPPF.

6.1.9 Overall, it is considered that there is no transport or highways related reason why the proposals should not be granted planning permission.

Drawings

Northern Access

Visibility splay
northern access
2.4m x 43m

Visibility splays
2.4m x 22m

R6

4.8

R6

A 5086

Footway to tie
into existing

Visibility splay
southern access
2.4m x 43m

Southern Access

Whillan

2m wide footway to tie
into existing

Visibility splays
2.4m x 22m

5.5

R6

Ellen

Visibility splays
northern access
2.4m x 43m

R6

2m wide footway to tie
into existing

Visibility splay
southern access
2.4m x 43m

N

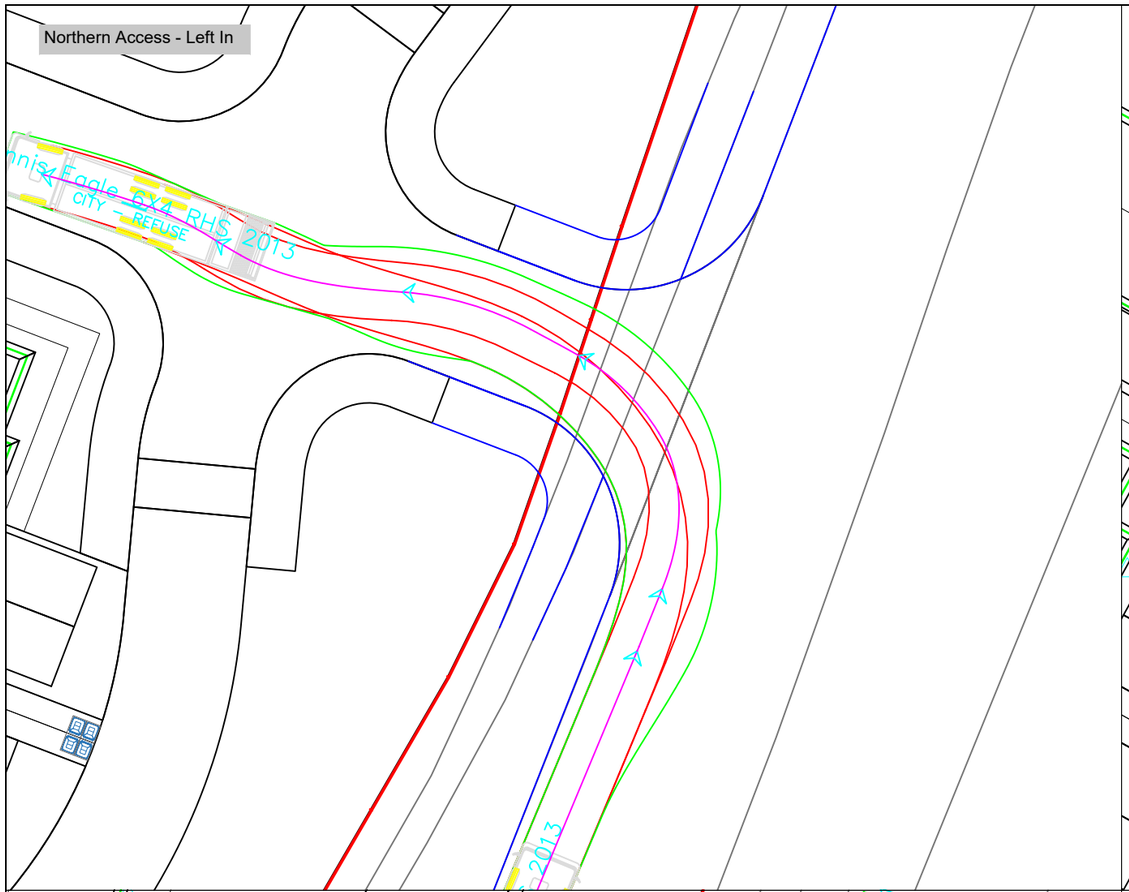
egg
TRANSPORT
PLANNING

Note, the proposals involve extending the 30mph speed limit along Parkside Road A5086.

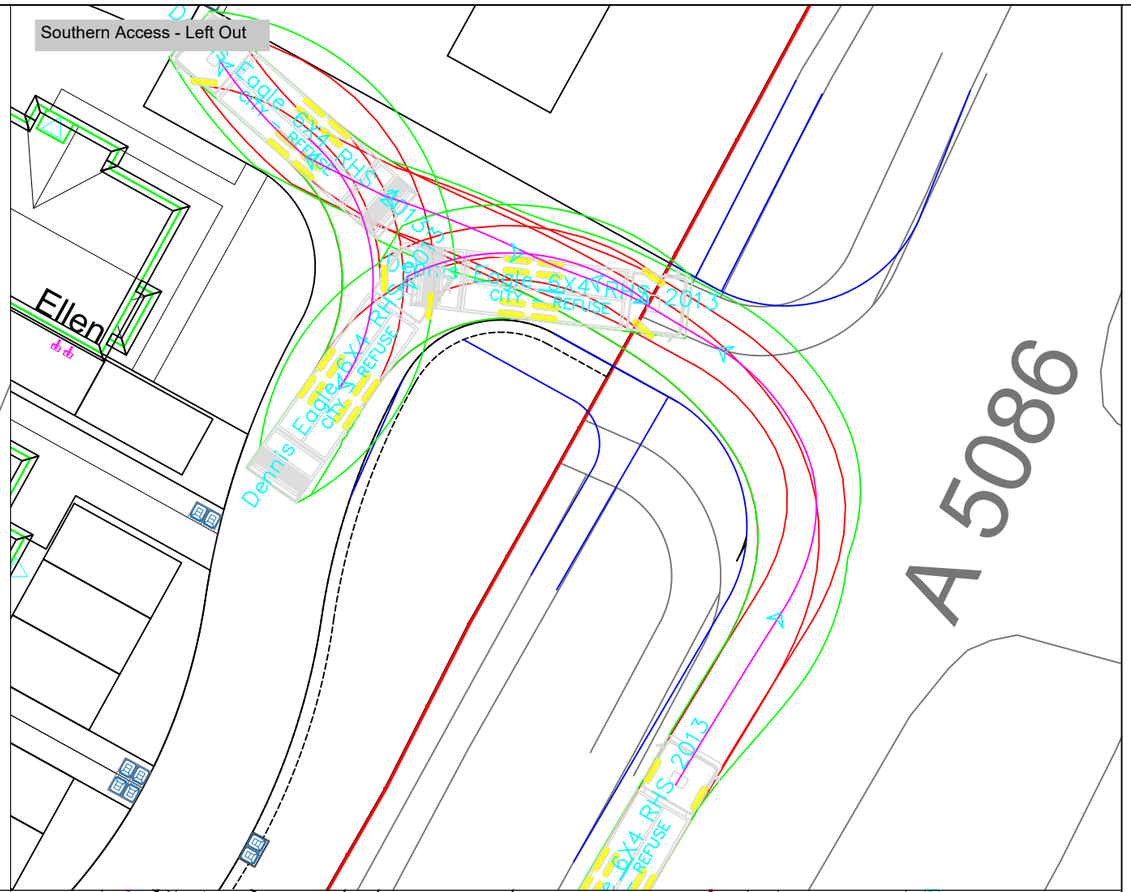
The visibility splays shown are commensurate with a 30mph speed limit.

Proposed Residential Development
Cleator Moor, Cumbria
Assessment of Visibility Splays
Drawing 1195-SK1
Scale 1:250@A3
Issued 06/12/2024

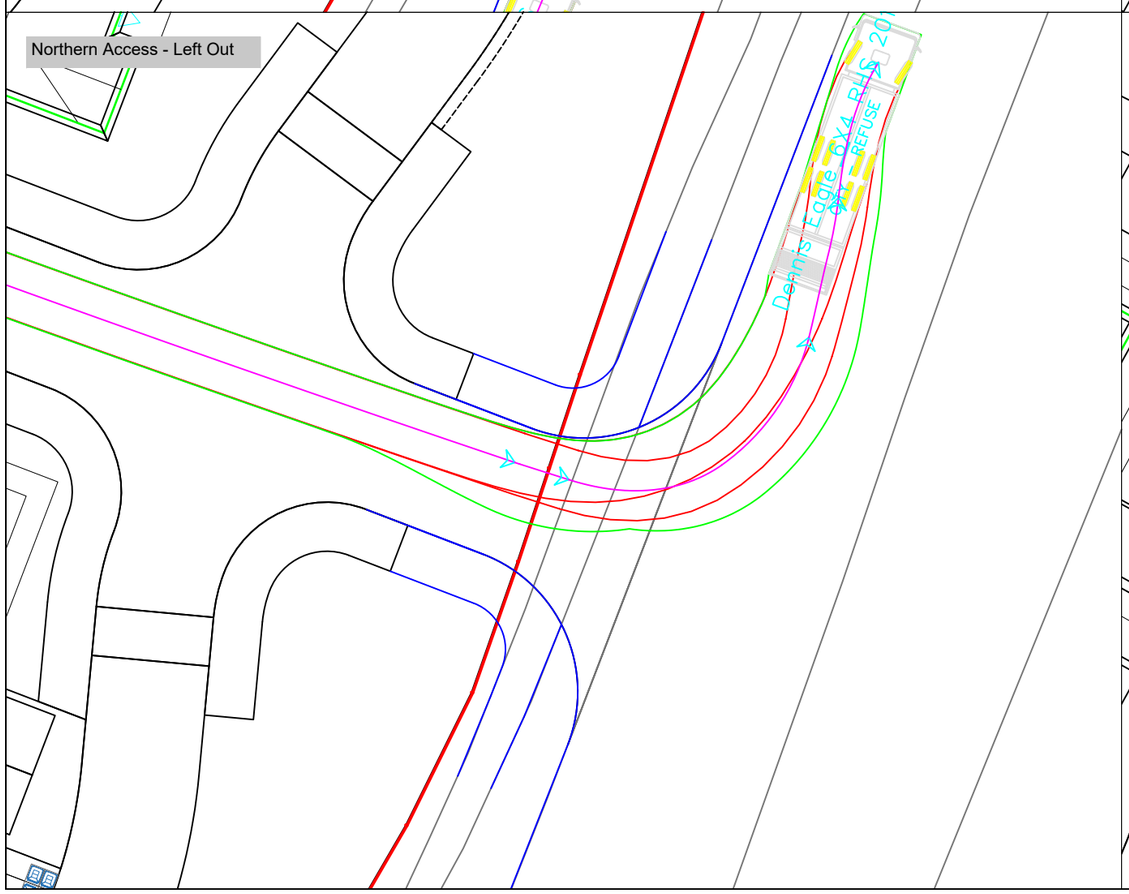
Northern Access - Left In



Southern Access - Left Out



Northern Access - Left Out



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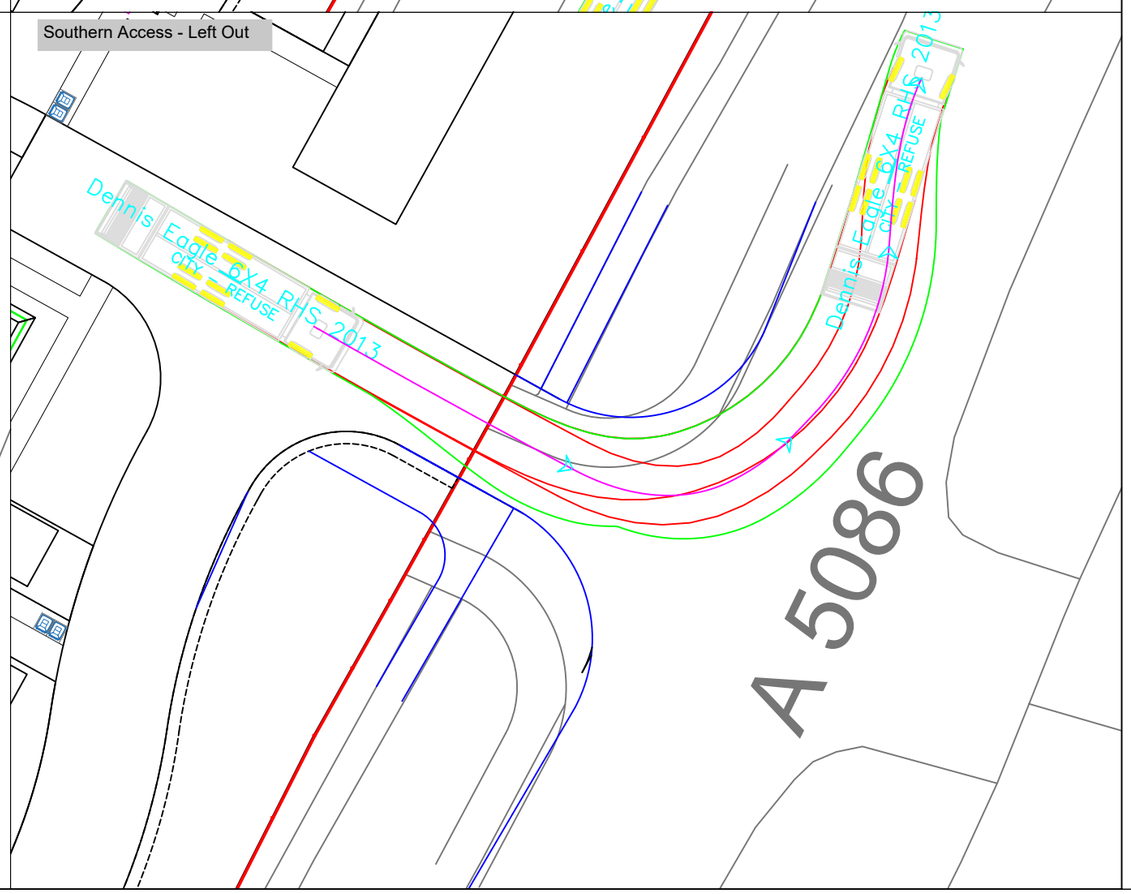
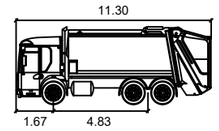


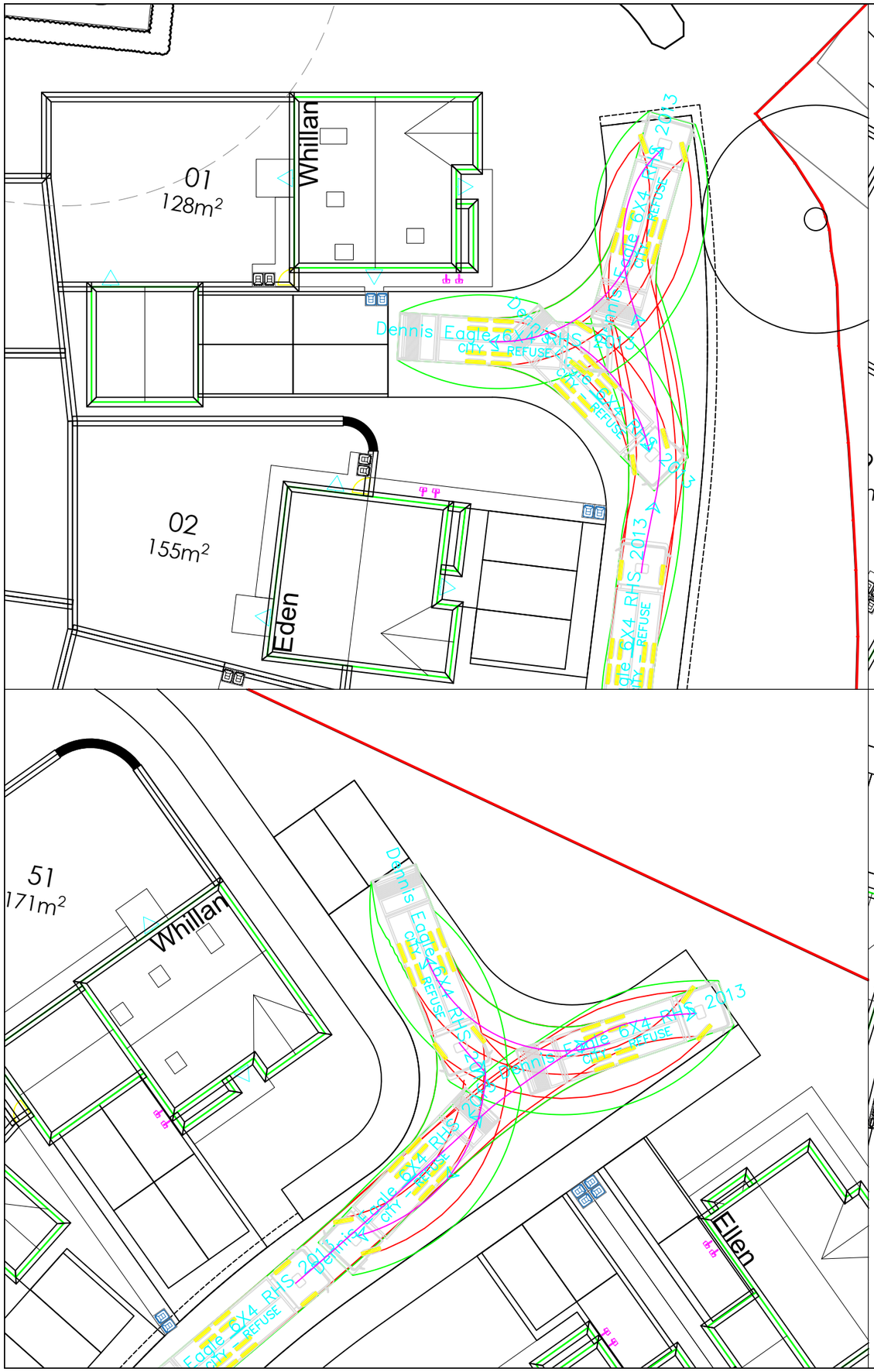
egg TRANSPORT PLANNING

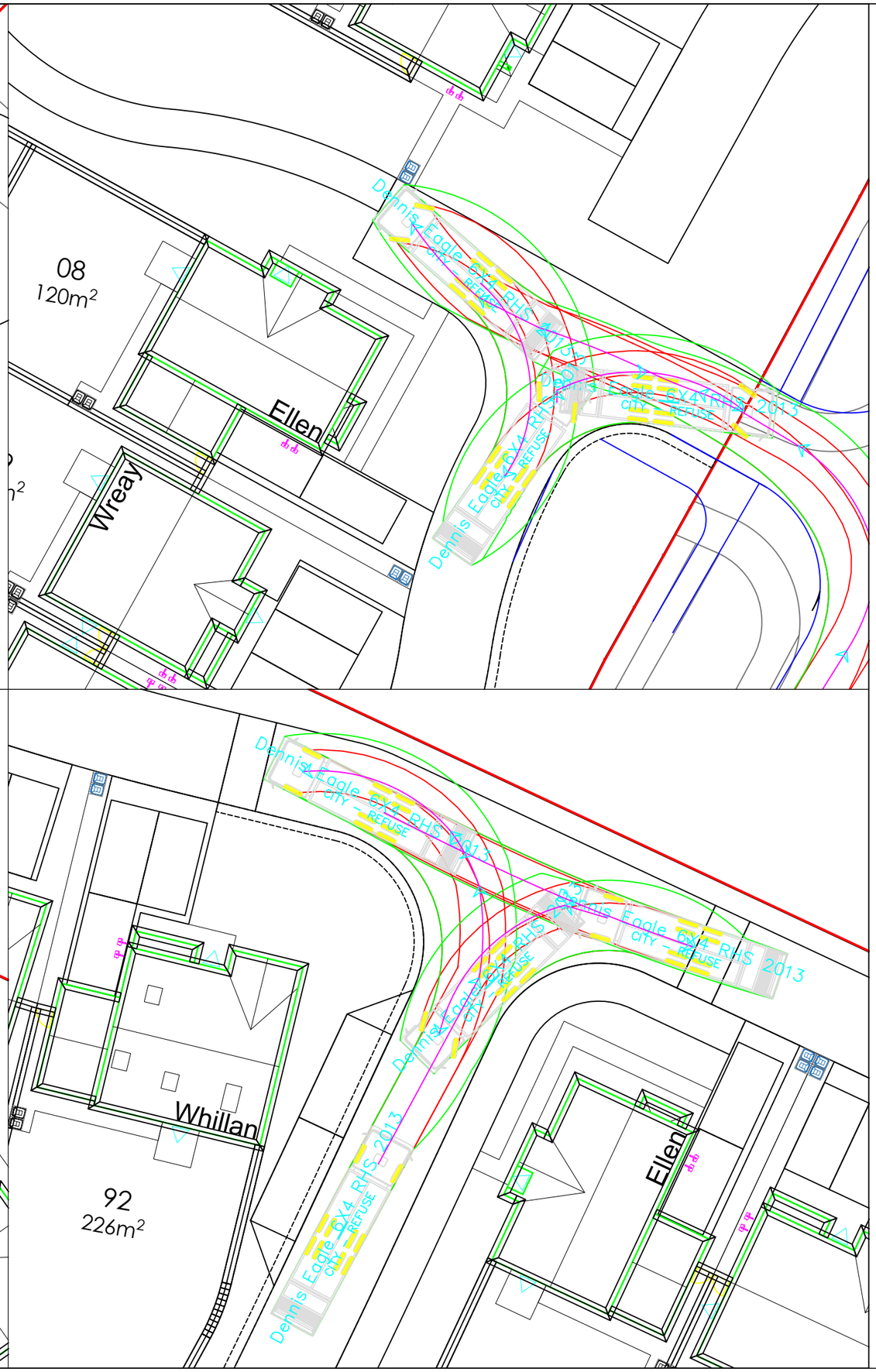


Dennis Eagle 6X4 RHS 2013

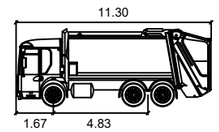
	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 32.1

Proposed Residential Development
Cleator Moor, Cumbria
Swept Paths of Refuse Vehicle
using Accesses
Drawing 1195-SK2
Scale 1:250@A3
Issued 06/12/2024





egg TRANSPORT PLANNING



Dennis Eagle 6X4 RHS 2013

	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 32.1

Proposed Residential Development
Cleator Moor, Cumbria
Swept Paths of Refuse Vehicle
Turning Within Site
Drawing 1195-SK3
Scale 1:250@A3
Issued 06/12/2024

Appendix A – Site Layout

NOTES

ALL DIMENSIONS AND LEVELS ARE TO BE CHECKED ON SITE

ANY DISCREPANCIES ARE TO BE REPORTED TO THE ARCHITECT BEFORE ANY WORK COMMENCES

THIS DRAWING SHALL NOT BE SCALED TO ASCERTAIN ANY DIMENSIONS WORK TO FIGURED DIMS ONLY

Key

Site Boundary Redline

rev	date/init	description
P5	28-11-24 DC	Plan updated following feedback from client and consultants. Issued for comment.
P4	14-11-24 DC	Plan updated following feedback from client. Further consultant commentary required.
P3	25-09-24 GB	Update following comments from Genesis
P2	19-09-24 GB	Update following comments from Genesis
P1	17-09-24 GB	Revised layout
P0	05-03-24 DC	First Issue

project
PARKSIDE ROAD

location
PARKSIDE ROAD, CLEATOR MOOR

client
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e: mail@afl-uk.com
London office
t: +44 (0)20 3096 9263

key plan

drawing title
PARKSIDE ROAD, CLEATOR MOOR
SITE FRAMEWORK PLAN

dwg purpose
PLANNING

scale	1:500	drawn DC	checked DC
@ sheet size A1		rev date	28-11-2024

job number	drawing number	revision
244102	AFL-ZZ-XX-DR-A-20112	P5

Appendix B – TRICS Output

Calculation Reference: AUDIT-700101-221128-1106

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST		
	SD	SWINDON	1 days
04	EAST ANGLIA		
	PB	PETERBOROUGH	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
08	NORTH WEST		
	AC	CHESHIRE WEST & CHESTER	1 days
10	WALES		
	PS	POWYS	1 days
12	CONNAUGHT		
	CS	SLIGO	1 days

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

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 10 to 30 (units:)
Range Selected by User: 10 to 30 (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: 01/01/14 to 06/06/22

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	2 days
Wednesday	2 days
Thursday	3 days

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	6
Neighbourhood Centre (PPS6 Local Centre)	1

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	6
Village	1

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	7 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:

1,000 or Less	1 days
5,001 to 10,000	3 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,000 or Less	1 days
5,001 to 25,000	1 days
50,001 to 75,000	2 days
125,001 to 250,000	2 days
250,001 to 500,000	1 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	2 days
1.1 to 1.5	4 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	1 days
No	6 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	7 days

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

LIST OF SITES relevant to selection parameters

1 AC-03-A-04 TOWN HOUSES CHESHIRE WEST & CHESTER
LONDON ROAD
NORTHWICH
LEFTWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 24
Survey date: THURSDAY 06/06/19 Survey Type: MANUAL

2 CS-03-A-03 MIXED HOUSES SLIGO
TOP ROAD
STRANDHILL
STRANDHILL
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 30
Survey date: THURSDAY 27/10/16 Survey Type: MANUAL

3 NY-03-A-13 TERRACED HOUSES NORTH YORKSHIRE
CATTERICK ROAD
CATTERICK GARRISON
OLD HOSPITAL COMPOUND
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY 10/05/17 Survey Type: MANUAL

4 PB-03-A-04 DETACHED HOUSES PETERBOROUGH
EASTFIELD ROAD
PETERBOROUGH

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

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

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

6 SD-03-A-01 SEMI DETACHED SWINDON
HEADLANDS GROVE
SWINDON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 27
Survey date: THURSDAY 22/09/16 Survey Type: MANUAL

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

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
DL-03-A-11	Removed on request of the client
ES-03-A-06	Removed on request of the client
SY-03-A-02	Removed on request of the client
SY-03-A-03	Removed on request of the client

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	24	0.094	7	24	0.276	7	24	0.370
08:00 - 09:00	7	24	0.235	7	24	0.471	7	24	0.706
09:00 - 10:00	7	24	0.165	7	24	0.206	7	24	0.371
10:00 - 11:00	7	24	0.171	7	24	0.188	7	24	0.359
11:00 - 12:00	7	24	0.176	7	24	0.188	7	24	0.364
12:00 - 13:00	7	24	0.229	7	24	0.194	7	24	0.423
13:00 - 14:00	7	24	0.224	7	24	0.235	7	24	0.459
14:00 - 15:00	7	24	0.241	7	24	0.300	7	24	0.541
15:00 - 16:00	7	24	0.394	7	24	0.347	7	24	0.741
16:00 - 17:00	7	24	0.424	7	24	0.300	7	24	0.724
17:00 - 18:00	7	24	0.371	7	24	0.253	7	24	0.624
18:00 - 19:00	7	24	0.265	7	24	0.224	7	24	0.489
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.989			3.182			6.171

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.*

Parameter summary

Trip rate parameter range selected:	10 - 30 (units:)
Survey date date range:	01/01/14 - 06/06/22
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	4

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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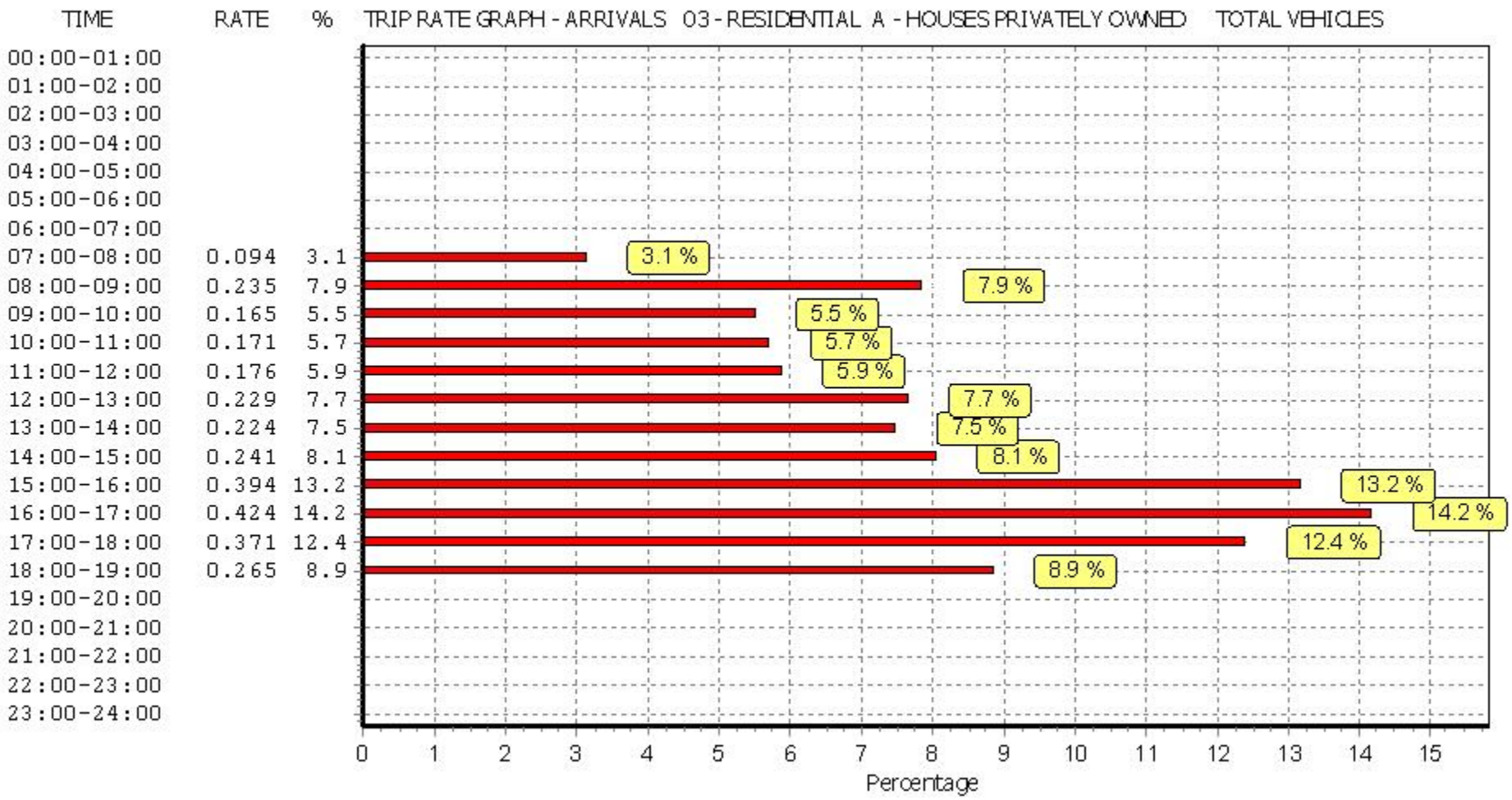
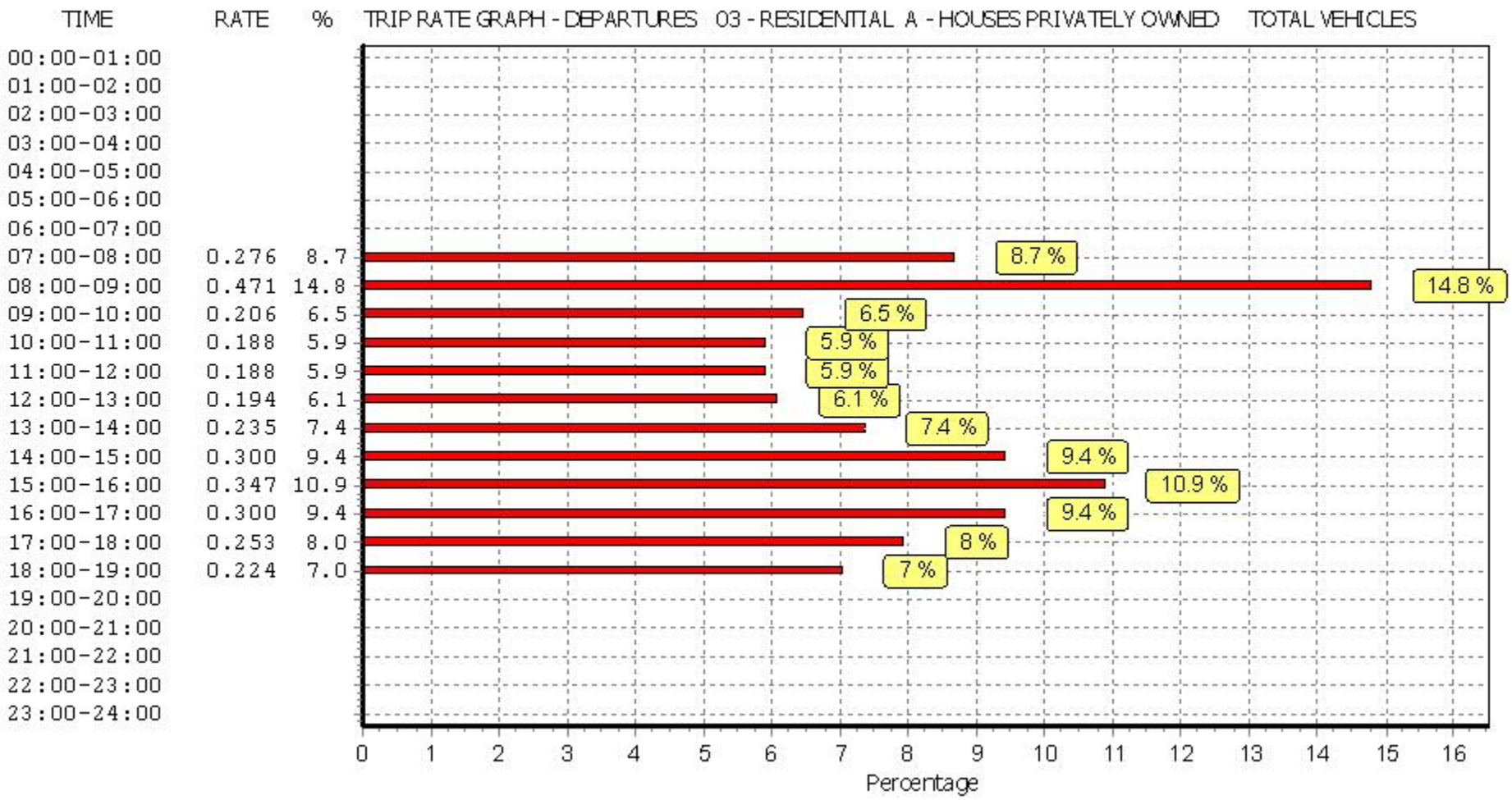


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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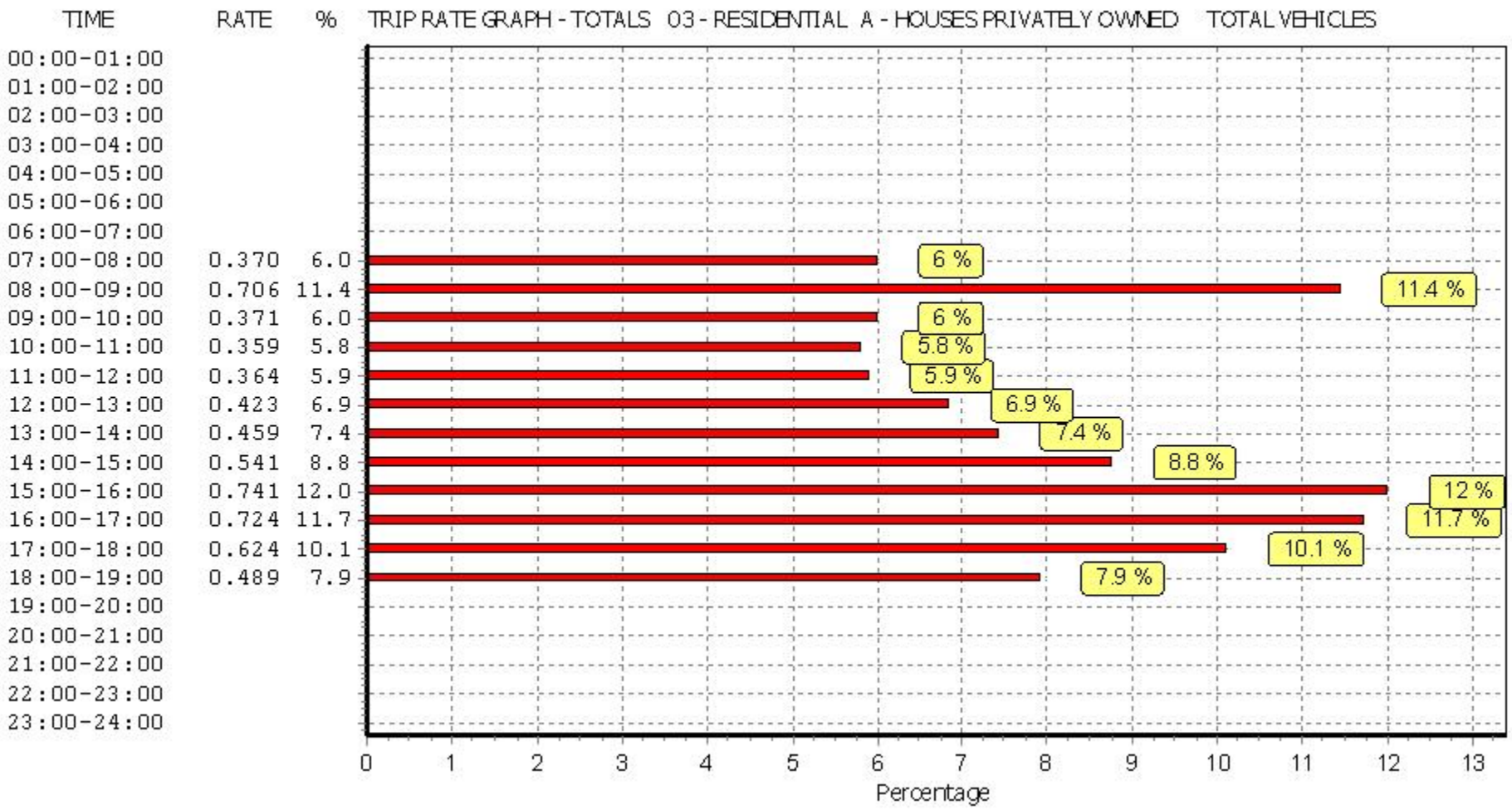

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	24	0.000	7	24	0.000	7	24	0.000
08:00 - 09:00	7	24	0.006	7	24	0.006	7	24	0.012
09:00 - 10:00	7	24	0.000	7	24	0.000	7	24	0.000
10:00 - 11:00	7	24	0.000	7	24	0.000	7	24	0.000
11:00 - 12:00	7	24	0.000	7	24	0.000	7	24	0.000
12:00 - 13:00	7	24	0.006	7	24	0.000	7	24	0.006
13:00 - 14:00	7	24	0.006	7	24	0.012	7	24	0.018
14:00 - 15:00	7	24	0.000	7	24	0.000	7	24	0.000
15:00 - 16:00	7	24	0.000	7	24	0.000	7	24	0.000
16:00 - 17:00	7	24	0.000	7	24	0.000	7	24	0.000
17:00 - 18:00	7	24	0.000	7	24	0.000	7	24	0.000
18:00 - 19:00	7	24	0.006	7	24	0.006	7	24	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.024			0.048

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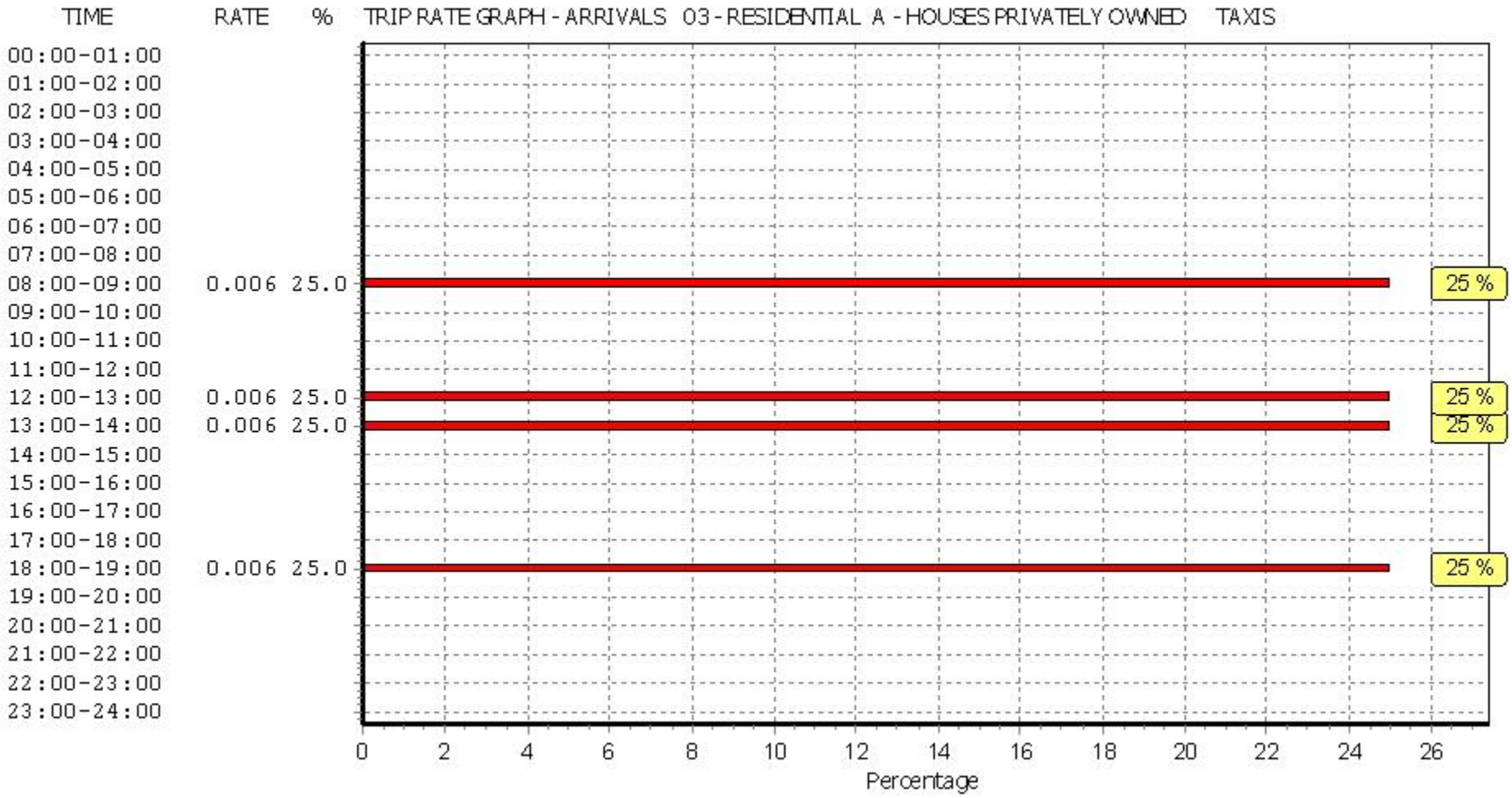

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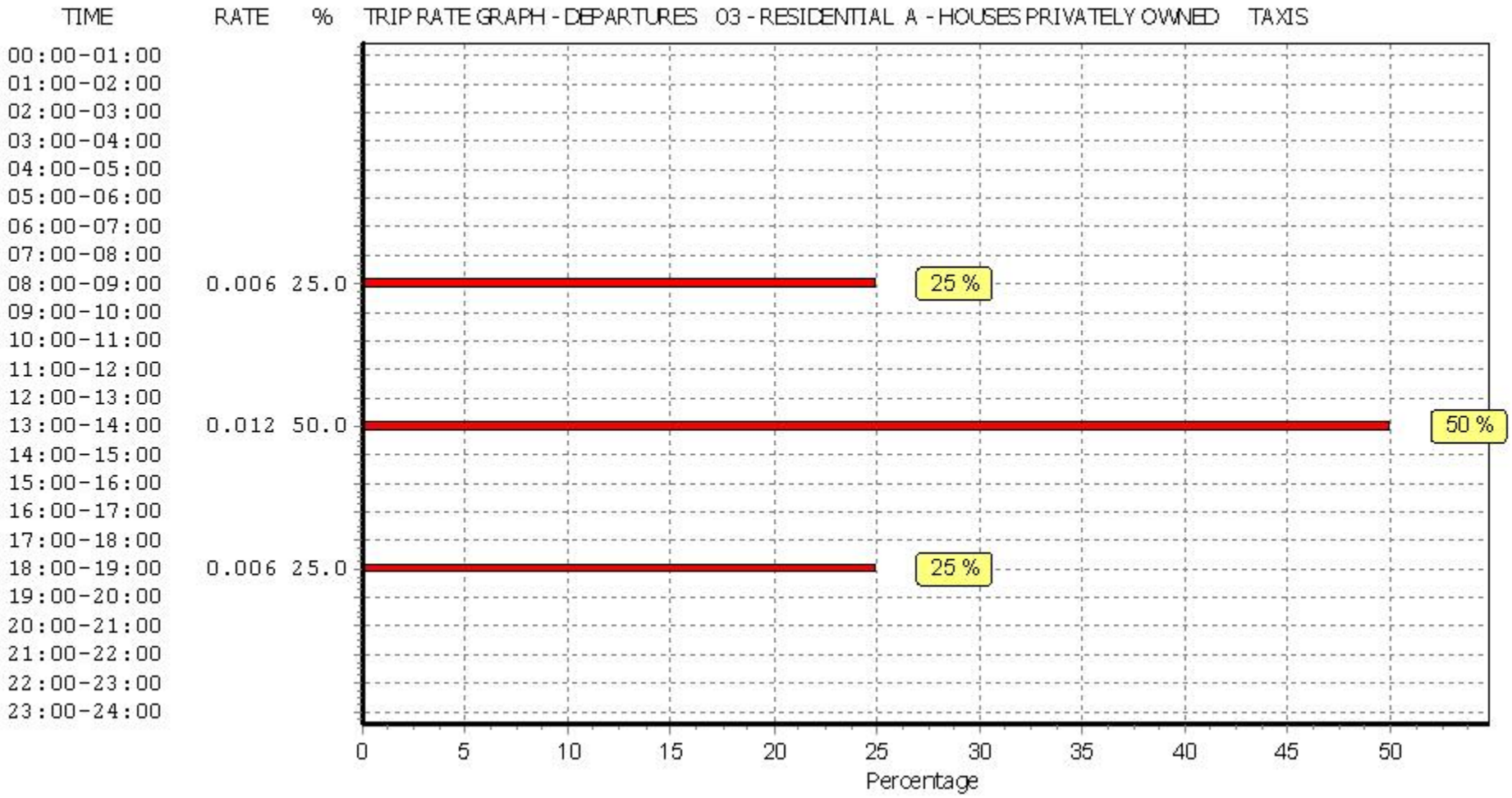

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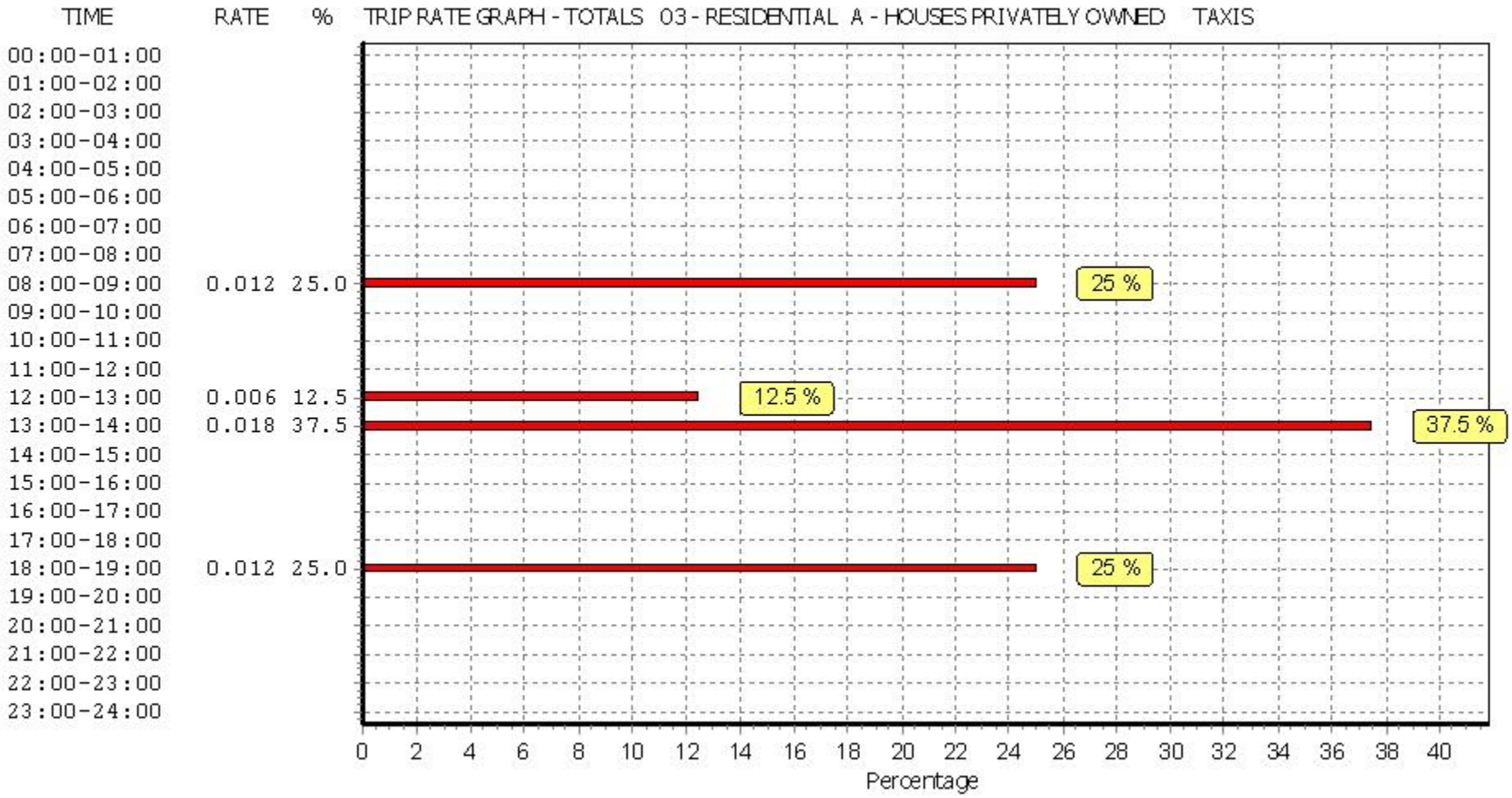

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	24	0.000	7	24	0.000	7	24	0.000
08:00 - 09:00	7	24	0.012	7	24	0.012	7	24	0.024
09:00 - 10:00	7	24	0.012	7	24	0.012	7	24	0.024
10:00 - 11:00	7	24	0.006	7	24	0.006	7	24	0.012
11:00 - 12:00	7	24	0.006	7	24	0.006	7	24	0.012
12:00 - 13:00	7	24	0.000	7	24	0.000	7	24	0.000
13:00 - 14:00	7	24	0.012	7	24	0.012	7	24	0.024
14:00 - 15:00	7	24	0.000	7	24	0.000	7	24	0.000
15:00 - 16:00	7	24	0.000	7	24	0.000	7	24	0.000
16:00 - 17:00	7	24	0.000	7	24	0.000	7	24	0.000
17:00 - 18:00	7	24	0.000	7	24	0.000	7	24	0.000
18:00 - 19:00	7	24	0.000	7	24	0.000	7	24	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.048			0.048			0.096

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.

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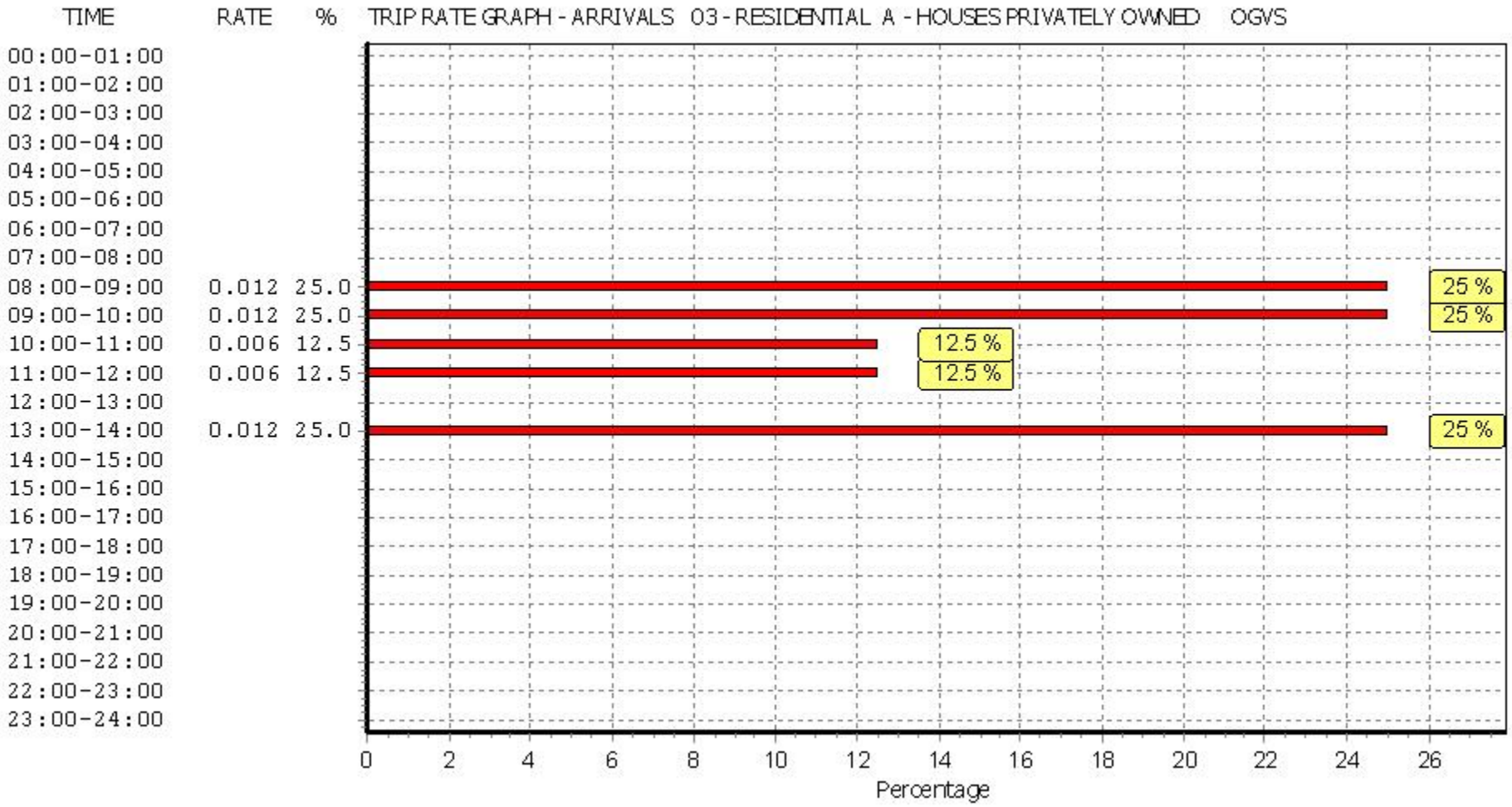

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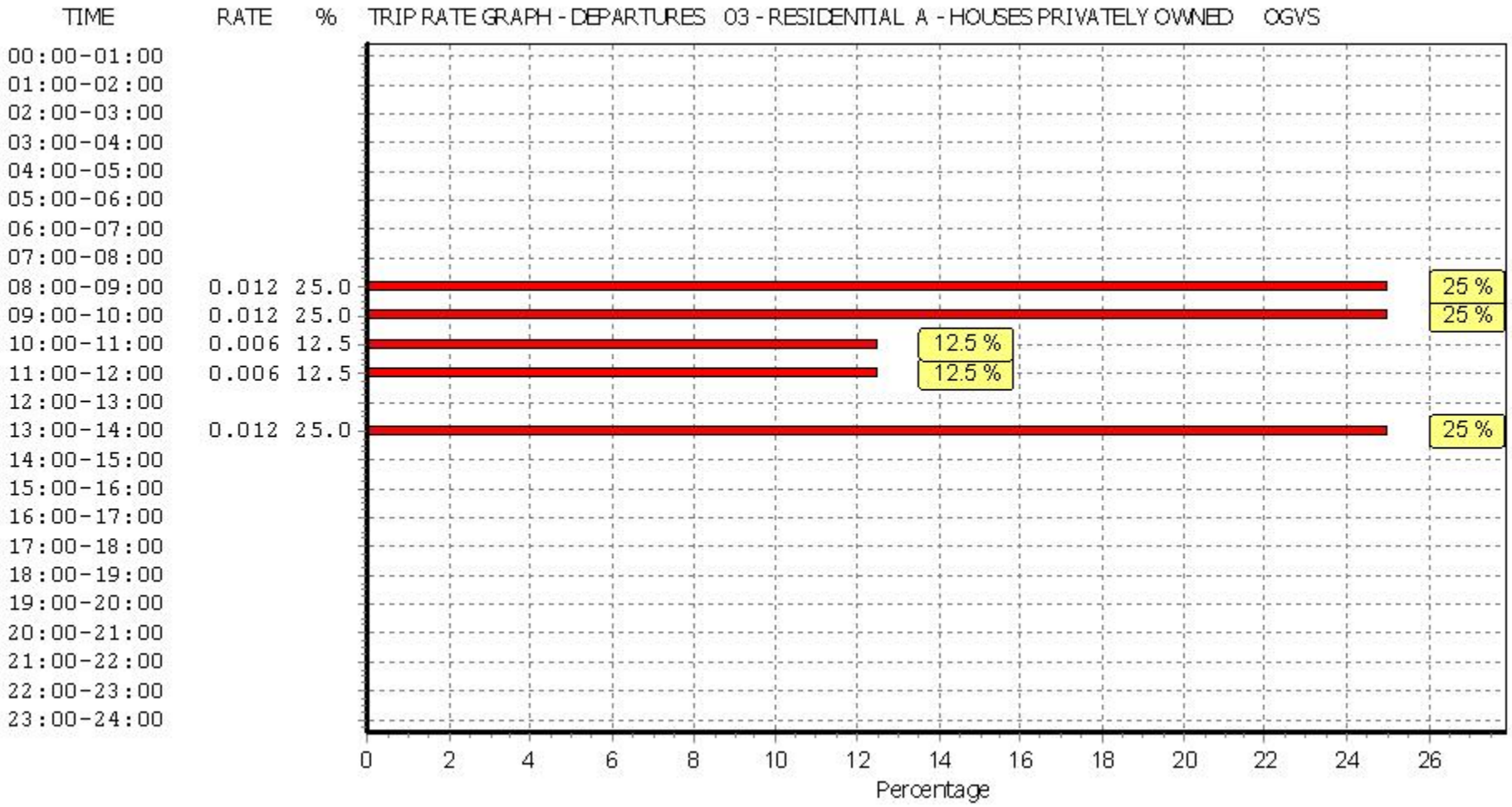

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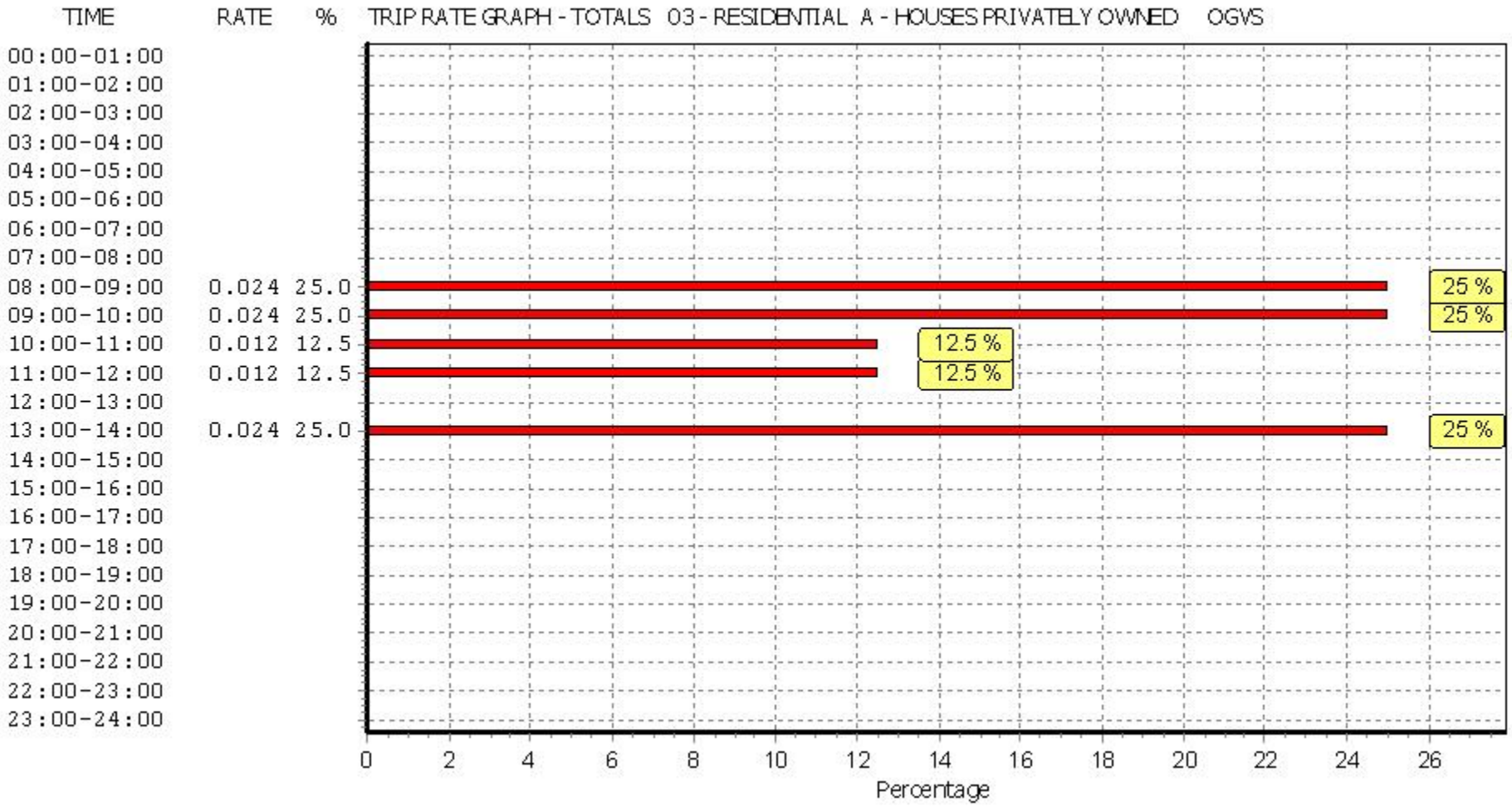

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
PSVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	24	0.000	7	24	0.000	7	24	0.000
08:00 - 09:00	7	24	0.018	7	24	0.018	7	24	0.036
09:00 - 10:00	7	24	0.000	7	24	0.000	7	24	0.000
10:00 - 11:00	7	24	0.000	7	24	0.000	7	24	0.000
11:00 - 12:00	7	24	0.000	7	24	0.000	7	24	0.000
12:00 - 13:00	7	24	0.000	7	24	0.000	7	24	0.000
13:00 - 14:00	7	24	0.000	7	24	0.000	7	24	0.000
14:00 - 15:00	7	24	0.000	7	24	0.000	7	24	0.000
15:00 - 16:00	7	24	0.012	7	24	0.012	7	24	0.024
16:00 - 17:00	7	24	0.000	7	24	0.000	7	24	0.000
17:00 - 18:00	7	24	0.006	7	24	0.006	7	24	0.012
18:00 - 19:00	7	24	0.000	7	24	0.000	7	24	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.036			0.036			0.072

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.

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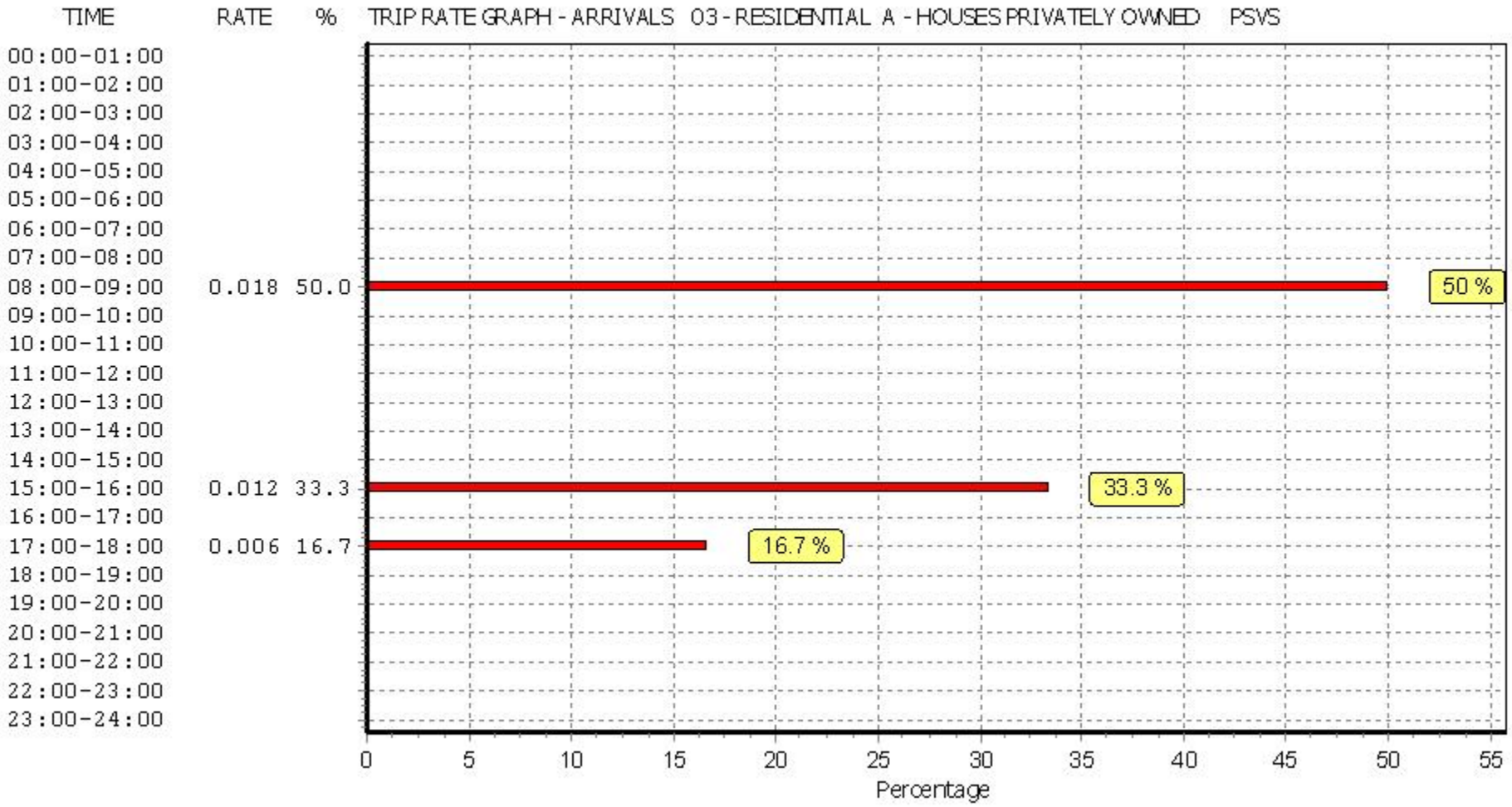
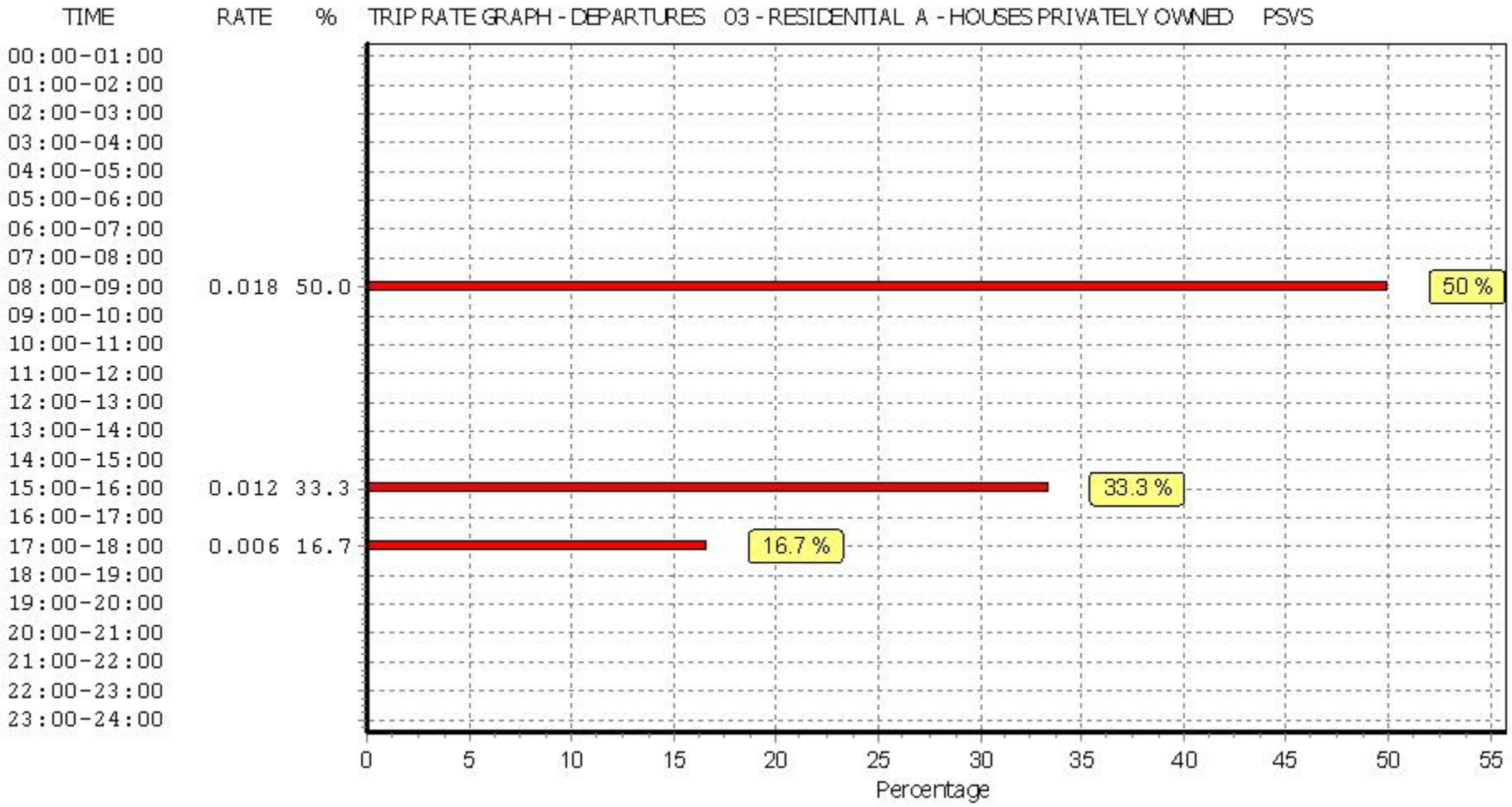
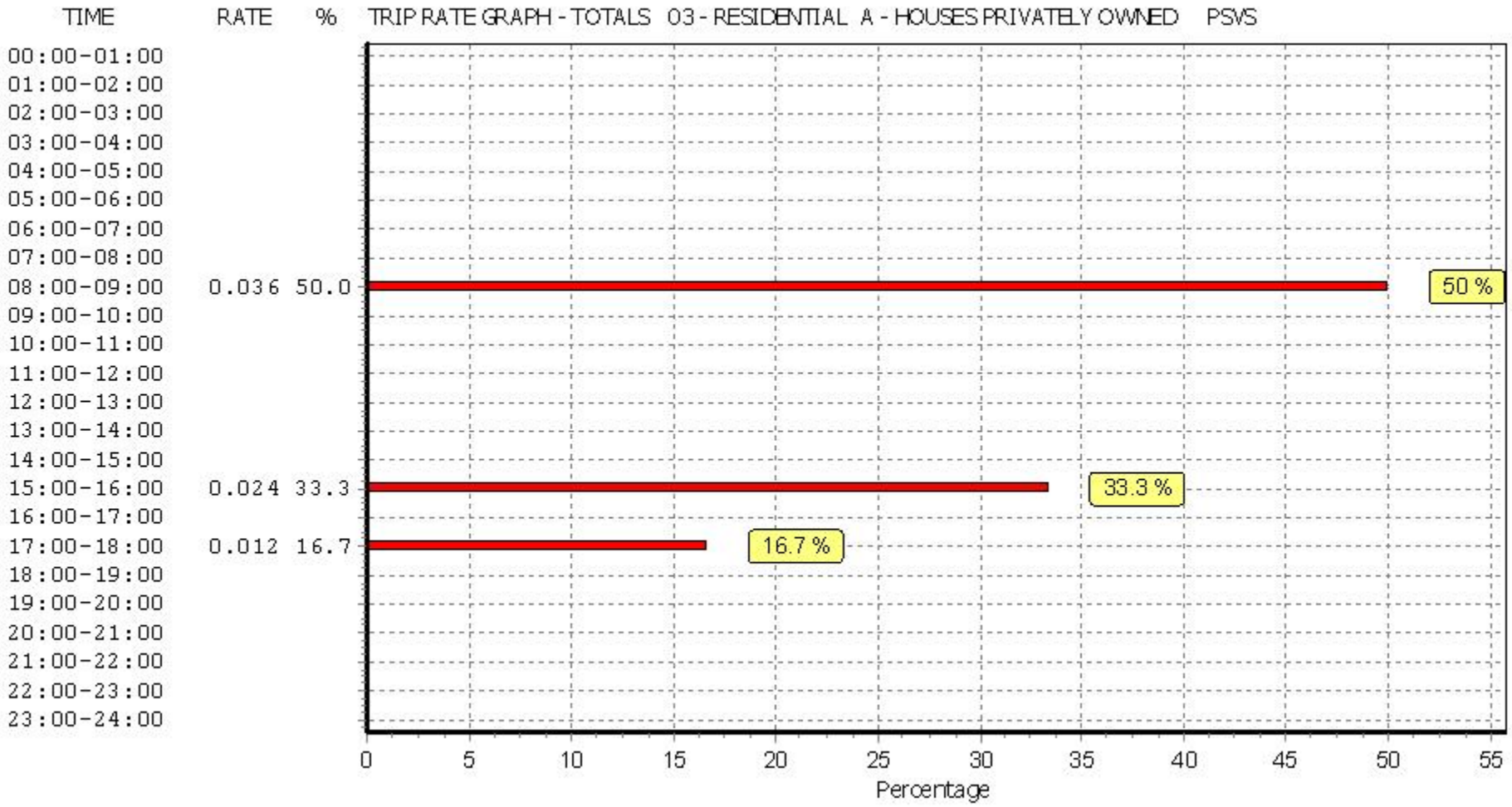


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	24	0.029	7	24	0.029	7	24	0.058
08:00 - 09:00	7	24	0.012	7	24	0.029	7	24	0.041
09:00 - 10:00	7	24	0.024	7	24	0.000	7	24	0.024
10:00 - 11:00	7	24	0.000	7	24	0.006	7	24	0.006
11:00 - 12:00	7	24	0.000	7	24	0.000	7	24	0.000
12:00 - 13:00	7	24	0.018	7	24	0.018	7	24	0.036
13:00 - 14:00	7	24	0.006	7	24	0.000	7	24	0.006
14:00 - 15:00	7	24	0.000	7	24	0.012	7	24	0.012
15:00 - 16:00	7	24	0.024	7	24	0.006	7	24	0.030
16:00 - 17:00	7	24	0.012	7	24	0.006	7	24	0.018
17:00 - 18:00	7	24	0.018	7	24	0.035	7	24	0.053
18:00 - 19:00	7	24	0.029	7	24	0.006	7	24	0.035
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.172			0.147			0.319

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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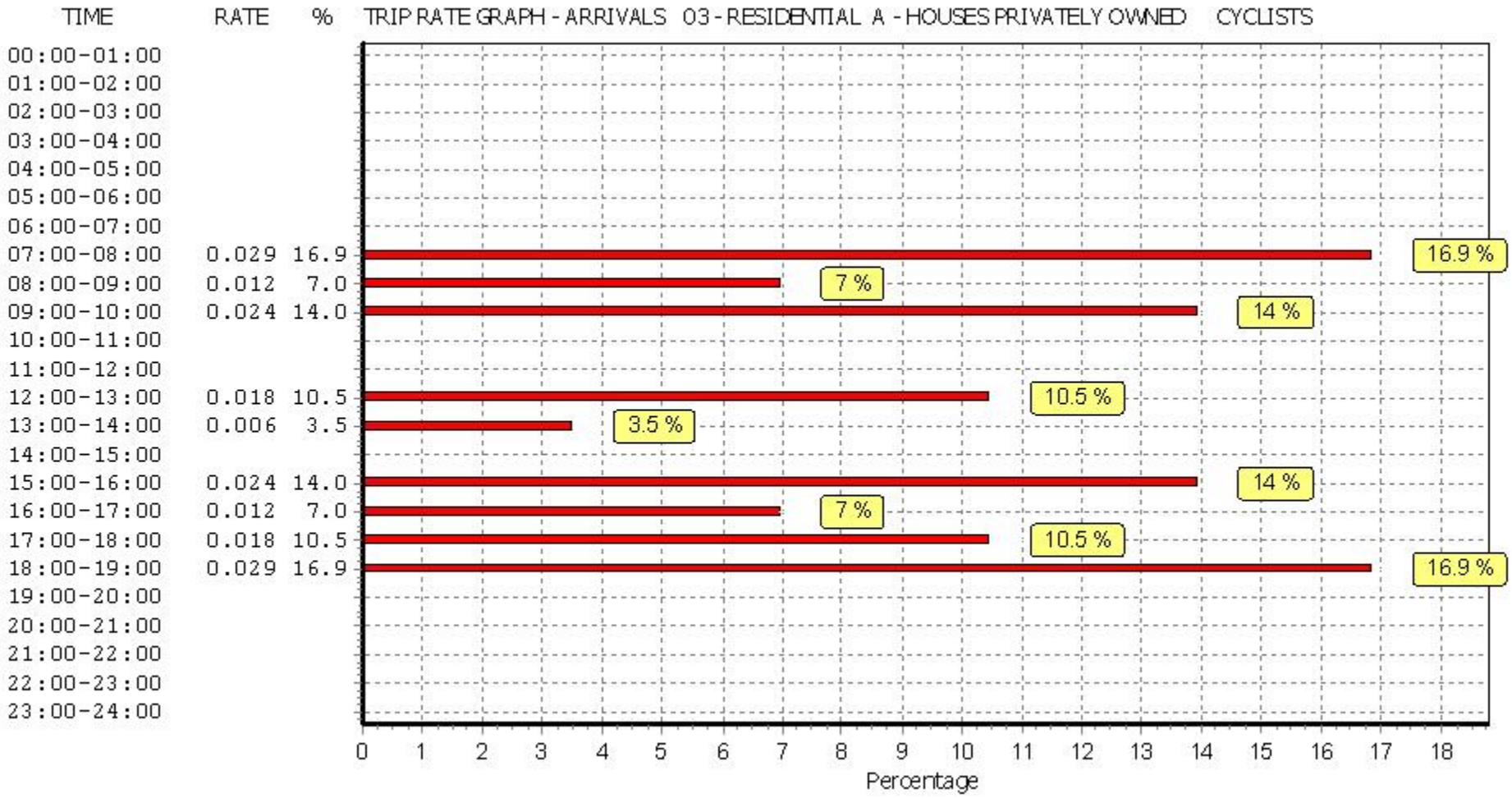
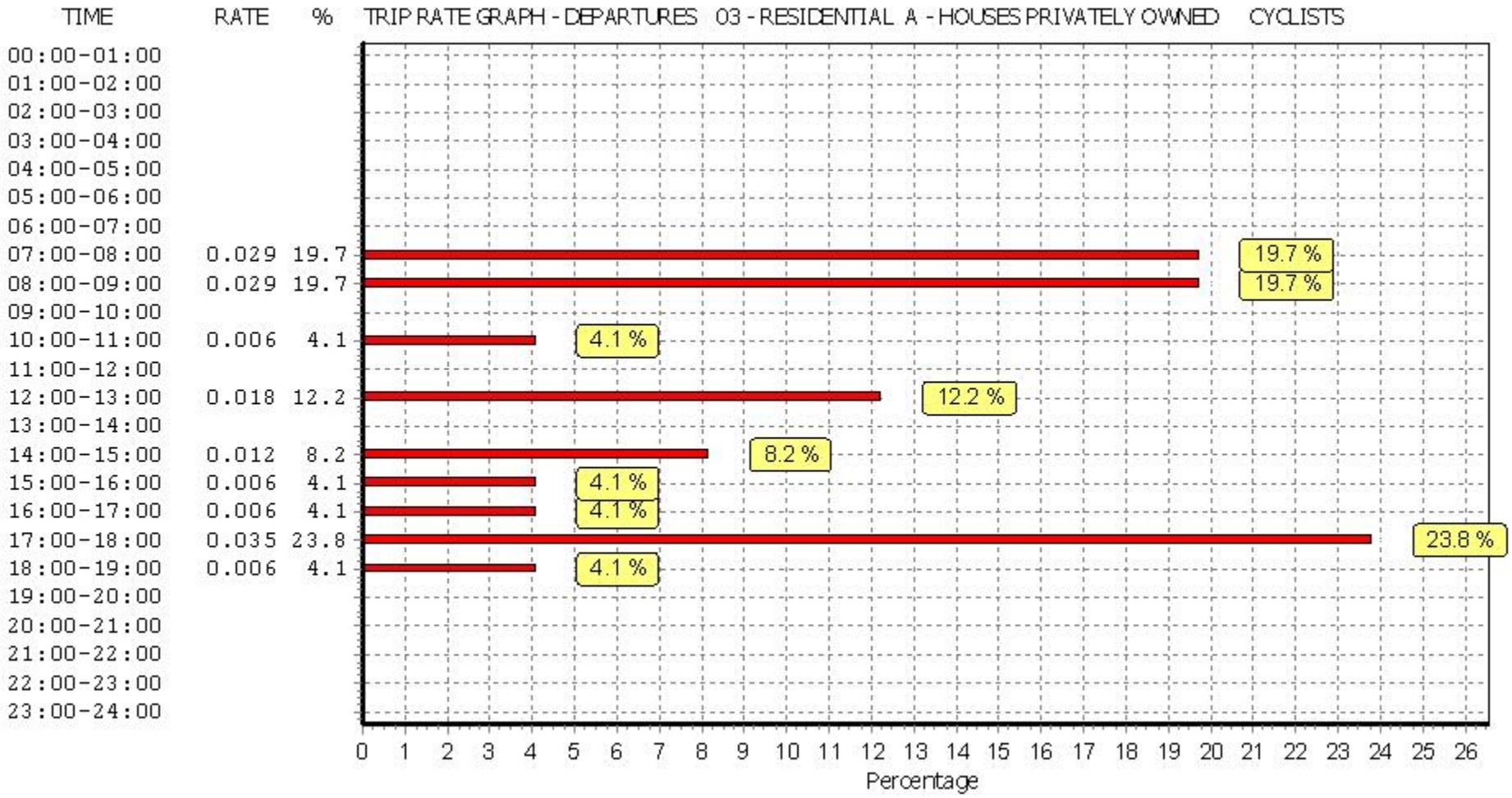
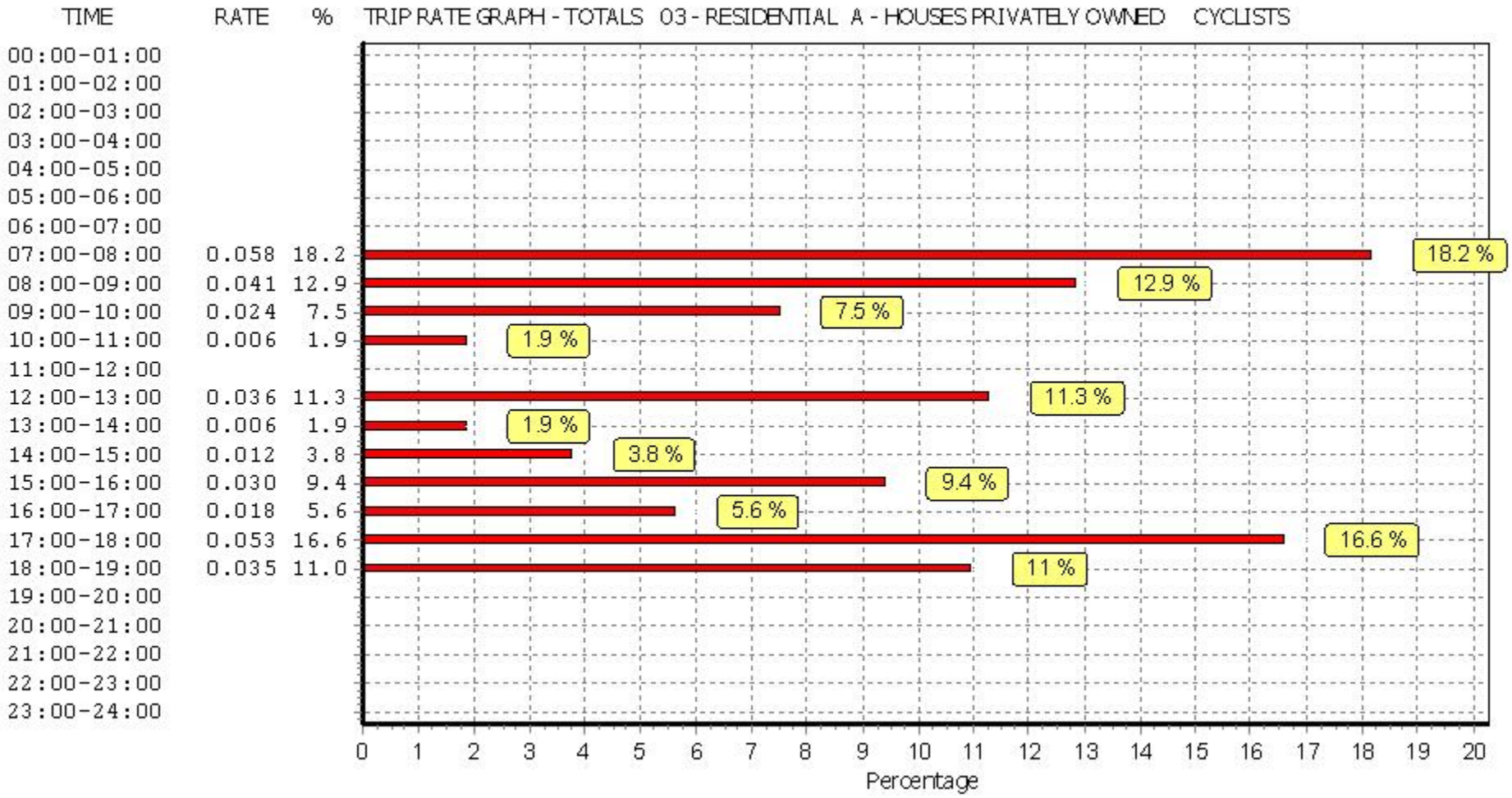


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
CARS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	24	0.088	7	24	0.247	7	24	0.335
08:00 - 09:00	7	24	0.171	7	24	0.412	7	24	0.583
09:00 - 10:00	7	24	0.124	7	24	0.159	7	24	0.283
10:00 - 11:00	7	24	0.129	7	24	0.159	7	24	0.288
11:00 - 12:00	7	24	0.159	7	24	0.159	7	24	0.318
12:00 - 13:00	7	24	0.194	7	24	0.153	7	24	0.347
13:00 - 14:00	7	24	0.171	7	24	0.171	7	24	0.342
14:00 - 15:00	7	24	0.218	7	24	0.288	7	24	0.506
15:00 - 16:00	7	24	0.329	7	24	0.271	7	24	0.600
16:00 - 17:00	7	24	0.400	7	24	0.288	7	24	0.688
17:00 - 18:00	7	24	0.324	7	24	0.224	7	24	0.548
18:00 - 19:00	7	24	0.235	7	24	0.206	7	24	0.441
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.542			2.737			5.279

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.

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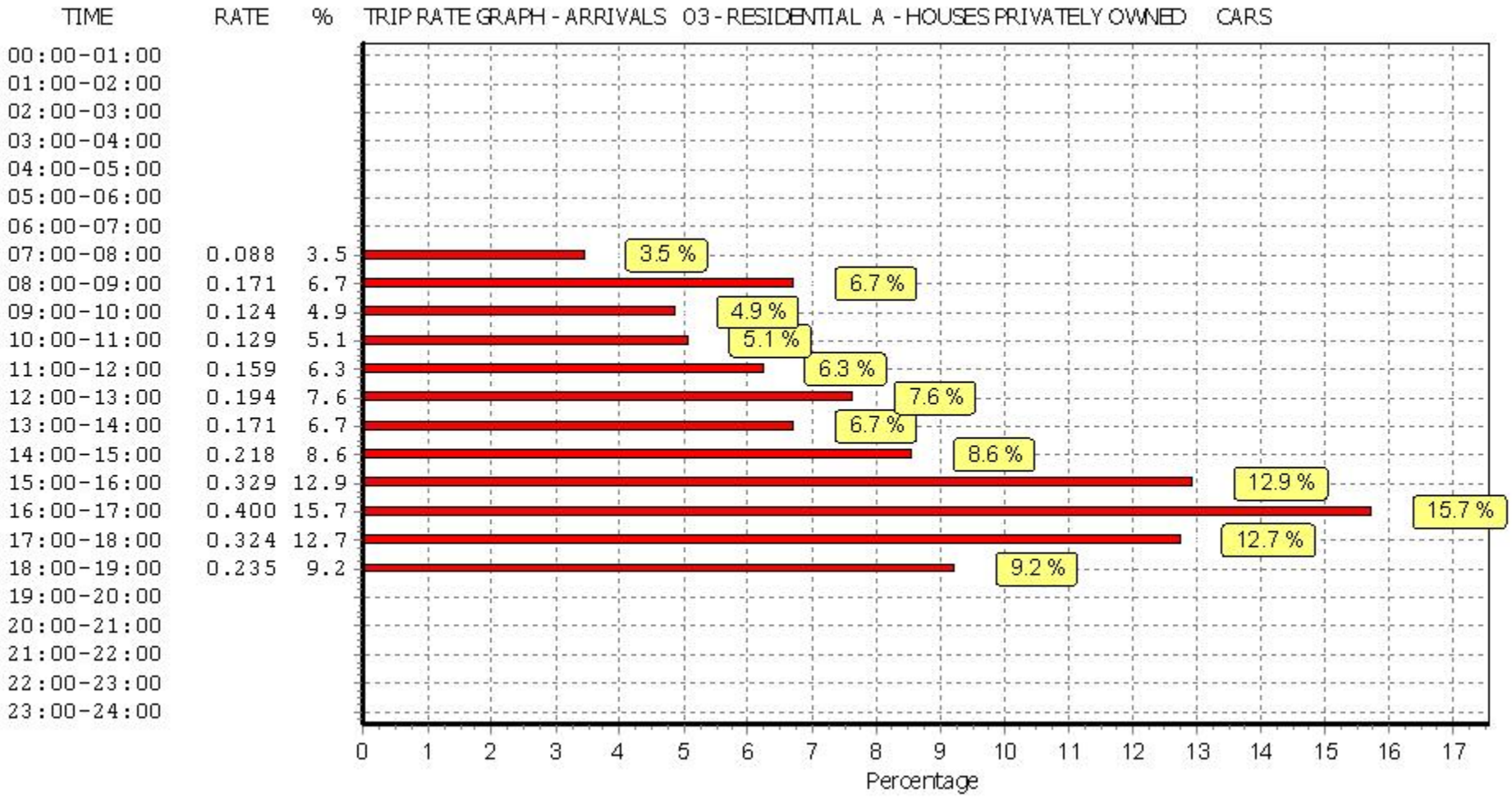
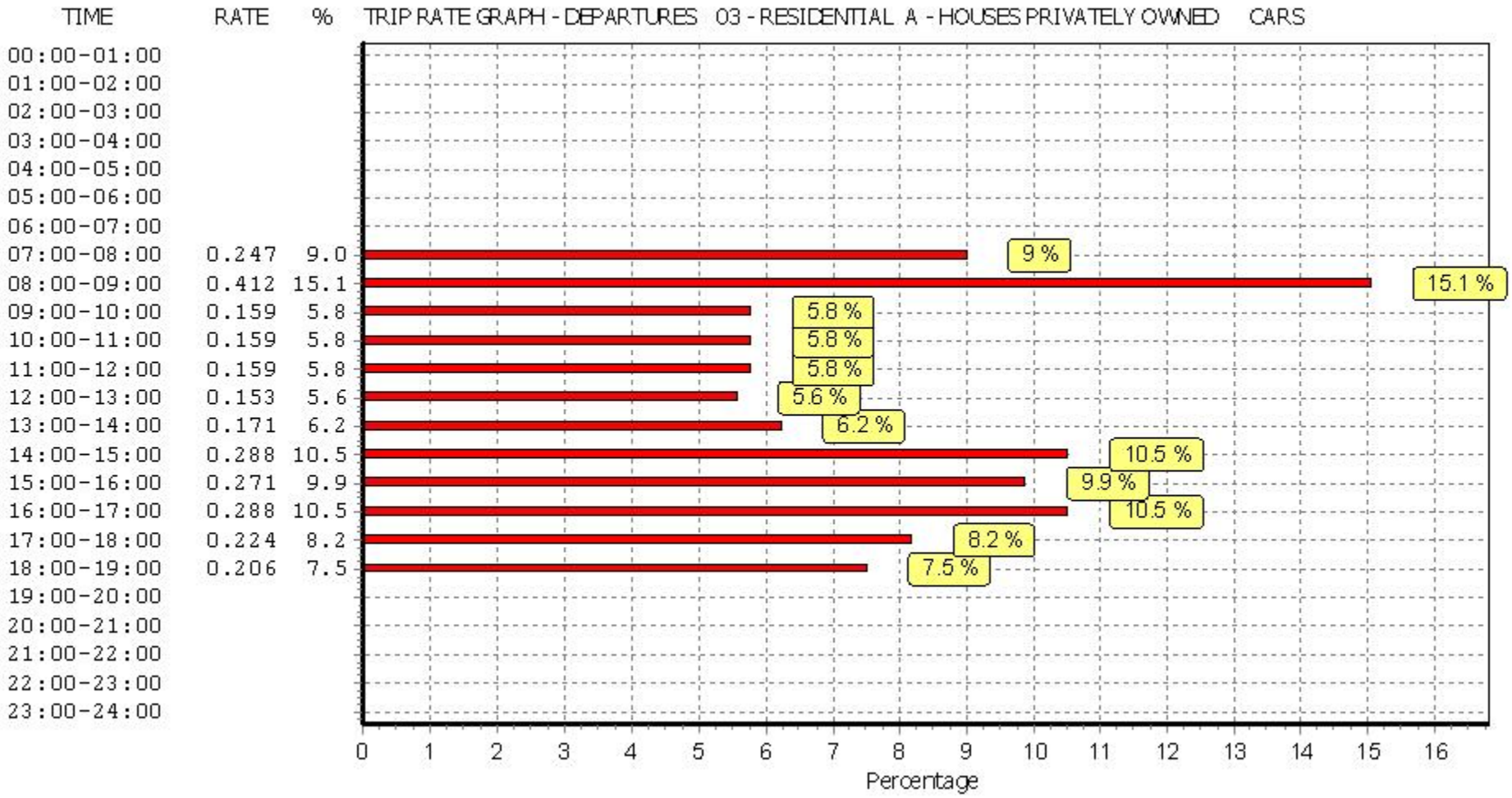


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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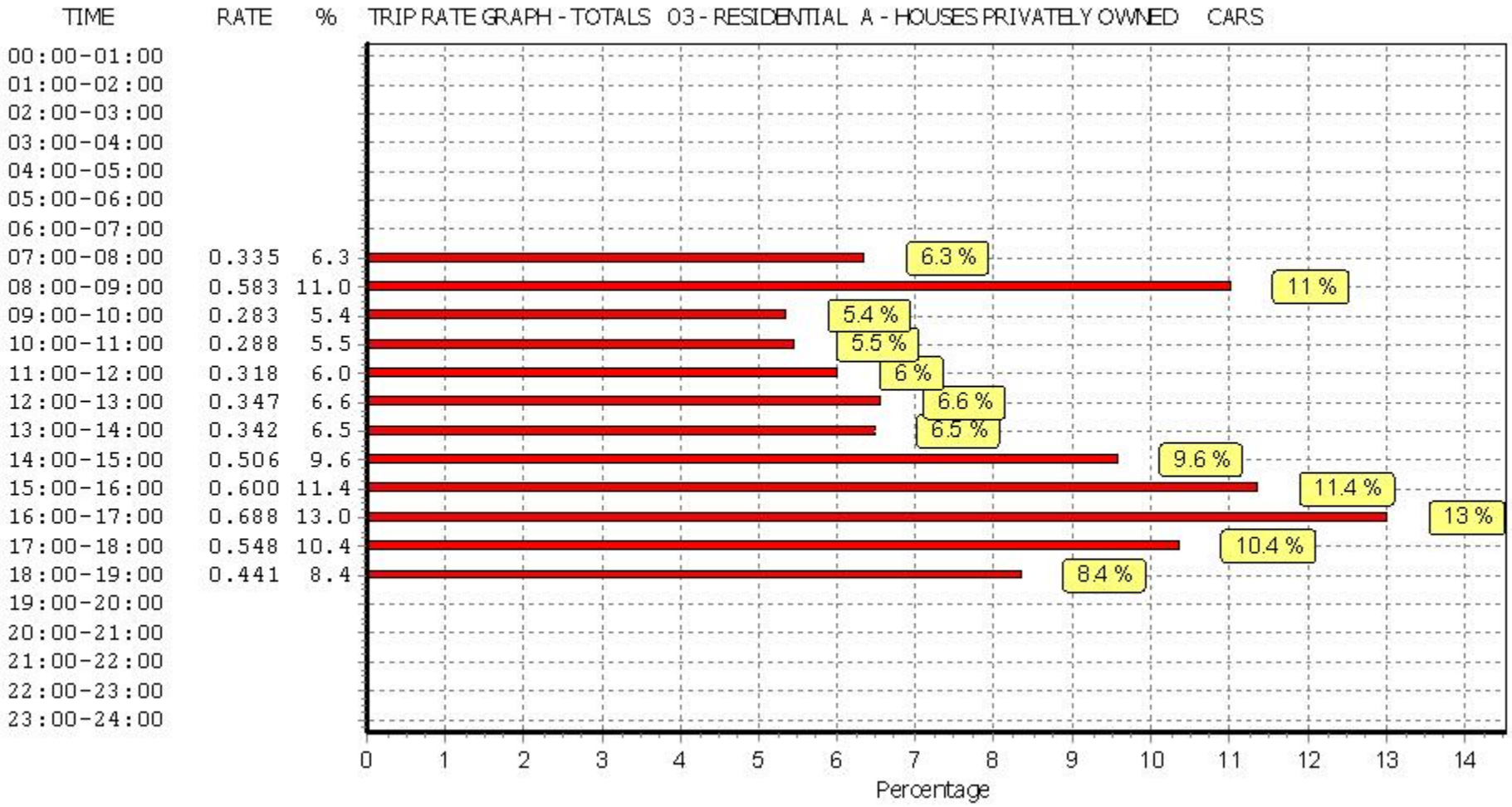

This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
LGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	24	0.006	7	24	0.029	7	24	0.035
08:00 - 09:00	7	24	0.029	7	24	0.024	7	24	0.053
09:00 - 10:00	7	24	0.029	7	24	0.035	7	24	0.064
10:00 - 11:00	7	24	0.035	7	24	0.024	7	24	0.059
11:00 - 12:00	7	24	0.012	7	24	0.024	7	24	0.036
12:00 - 13:00	7	24	0.029	7	24	0.041	7	24	0.070
13:00 - 14:00	7	24	0.035	7	24	0.041	7	24	0.076
14:00 - 15:00	7	24	0.024	7	24	0.006	7	24	0.030
15:00 - 16:00	7	24	0.053	7	24	0.065	7	24	0.118
16:00 - 17:00	7	24	0.024	7	24	0.012	7	24	0.036
17:00 - 18:00	7	24	0.041	7	24	0.024	7	24	0.065
18:00 - 19:00	7	24	0.024	7	24	0.012	7	24	0.036
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.341			0.337			0.678

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.

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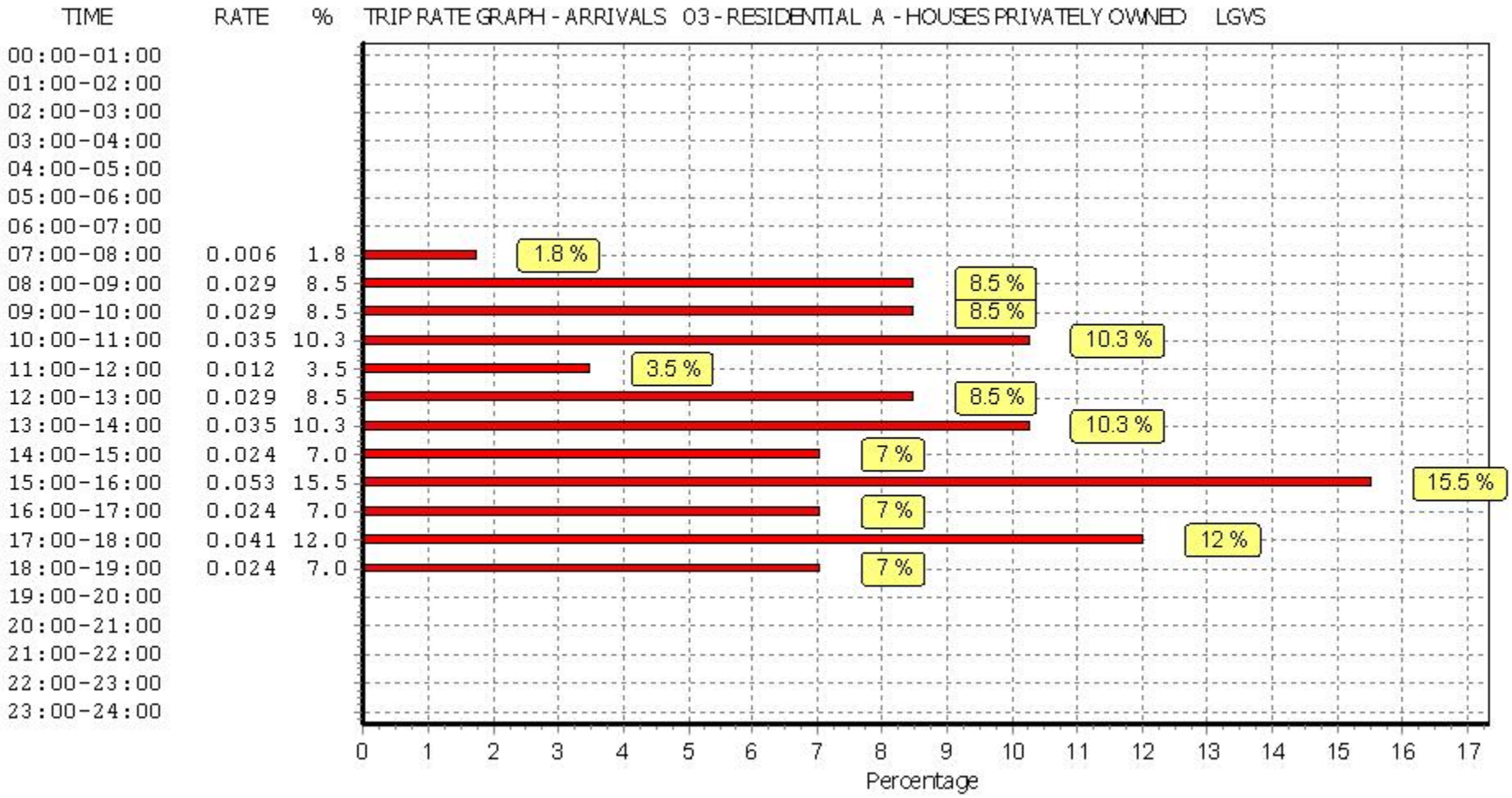

This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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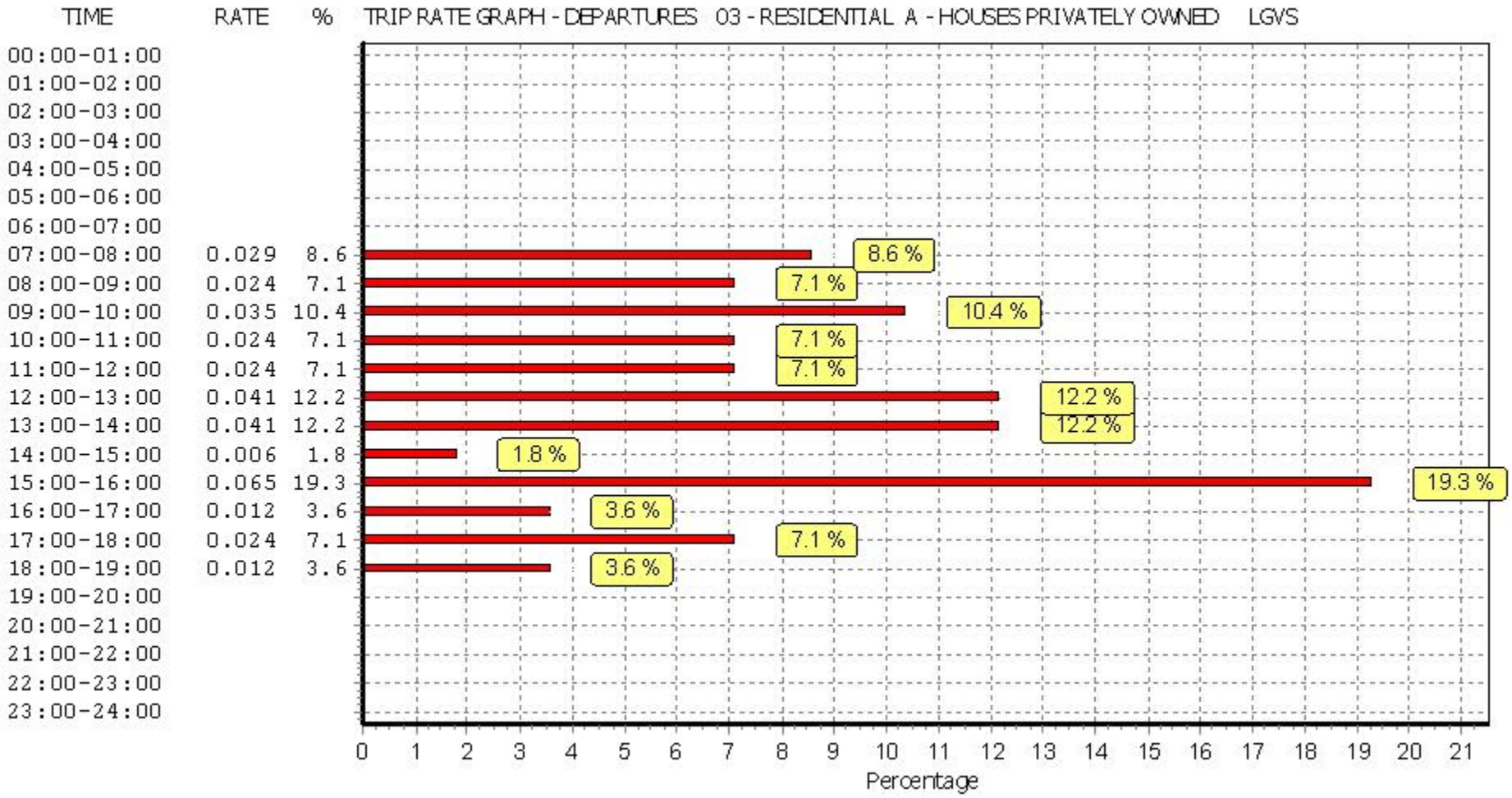

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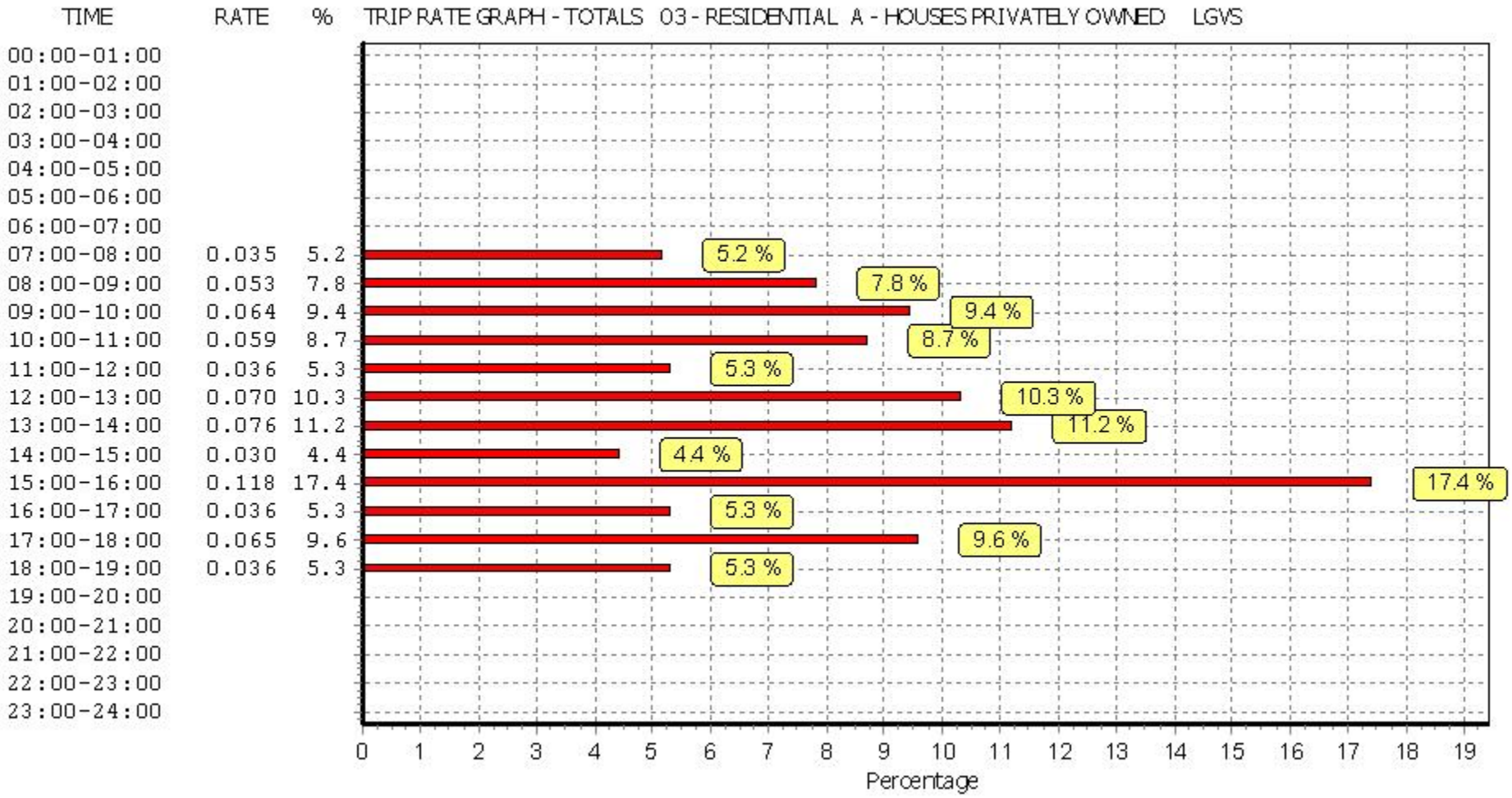

This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MOTOR CYCLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	24	0.000	7	24	0.000	7	24	0.000
08:00 - 09:00	7	24	0.000	7	24	0.000	7	24	0.000
09:00 - 10:00	7	24	0.000	7	24	0.000	7	24	0.000
10:00 - 11:00	7	24	0.000	7	24	0.000	7	24	0.000
11:00 - 12:00	7	24	0.000	7	24	0.000	7	24	0.000
12:00 - 13:00	7	24	0.000	7	24	0.000	7	24	0.000
13:00 - 14:00	7	24	0.000	7	24	0.000	7	24	0.000
14:00 - 15:00	7	24	0.000	7	24	0.006	7	24	0.006
15:00 - 16:00	7	24	0.000	7	24	0.000	7	24	0.000
16:00 - 17:00	7	24	0.000	7	24	0.000	7	24	0.000
17:00 - 18:00	7	24	0.006	7	24	0.000	7	24	0.006
18:00 - 19:00	7	24	0.000	7	24	0.000	7	24	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.006			0.012

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.

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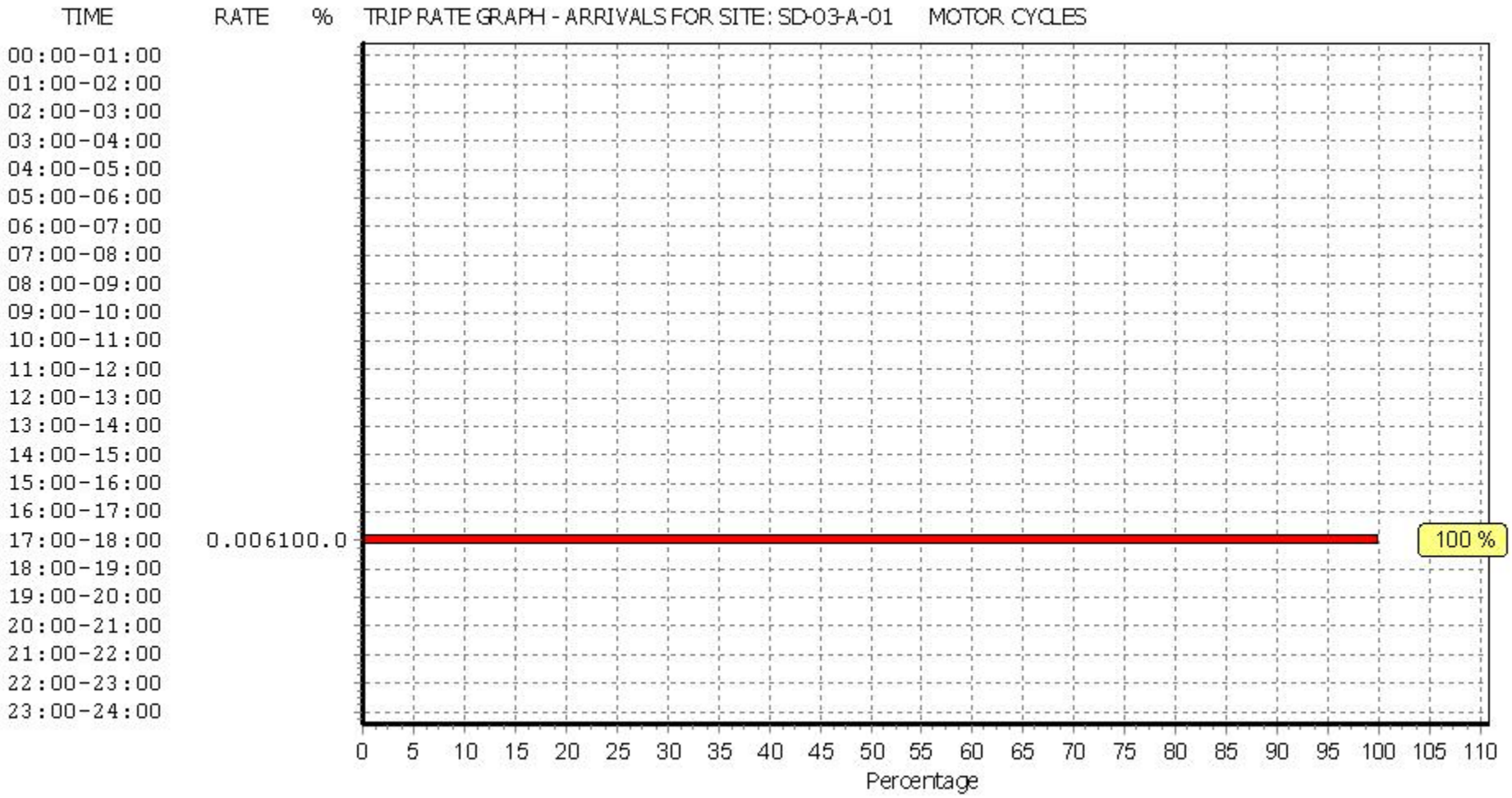
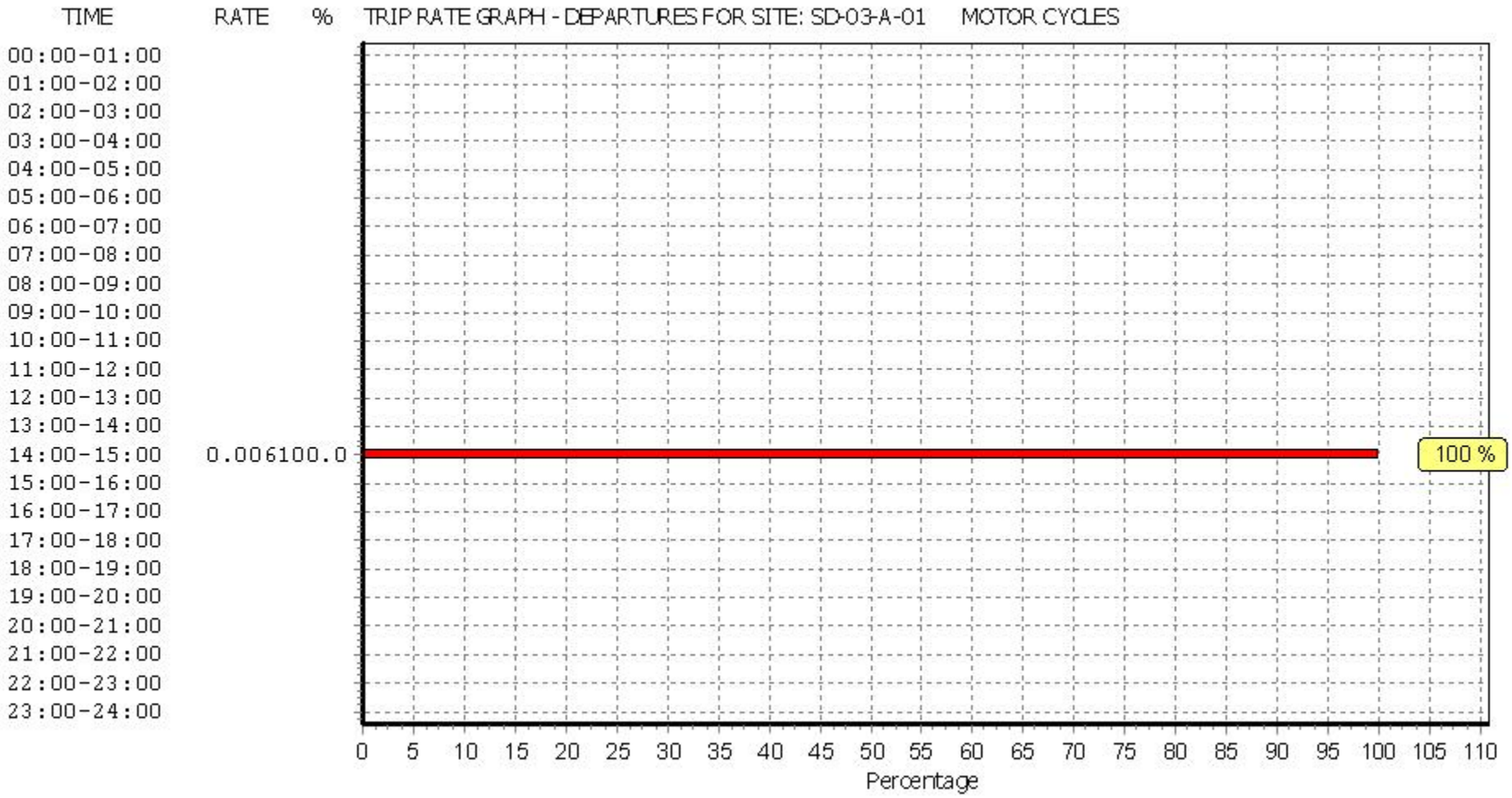


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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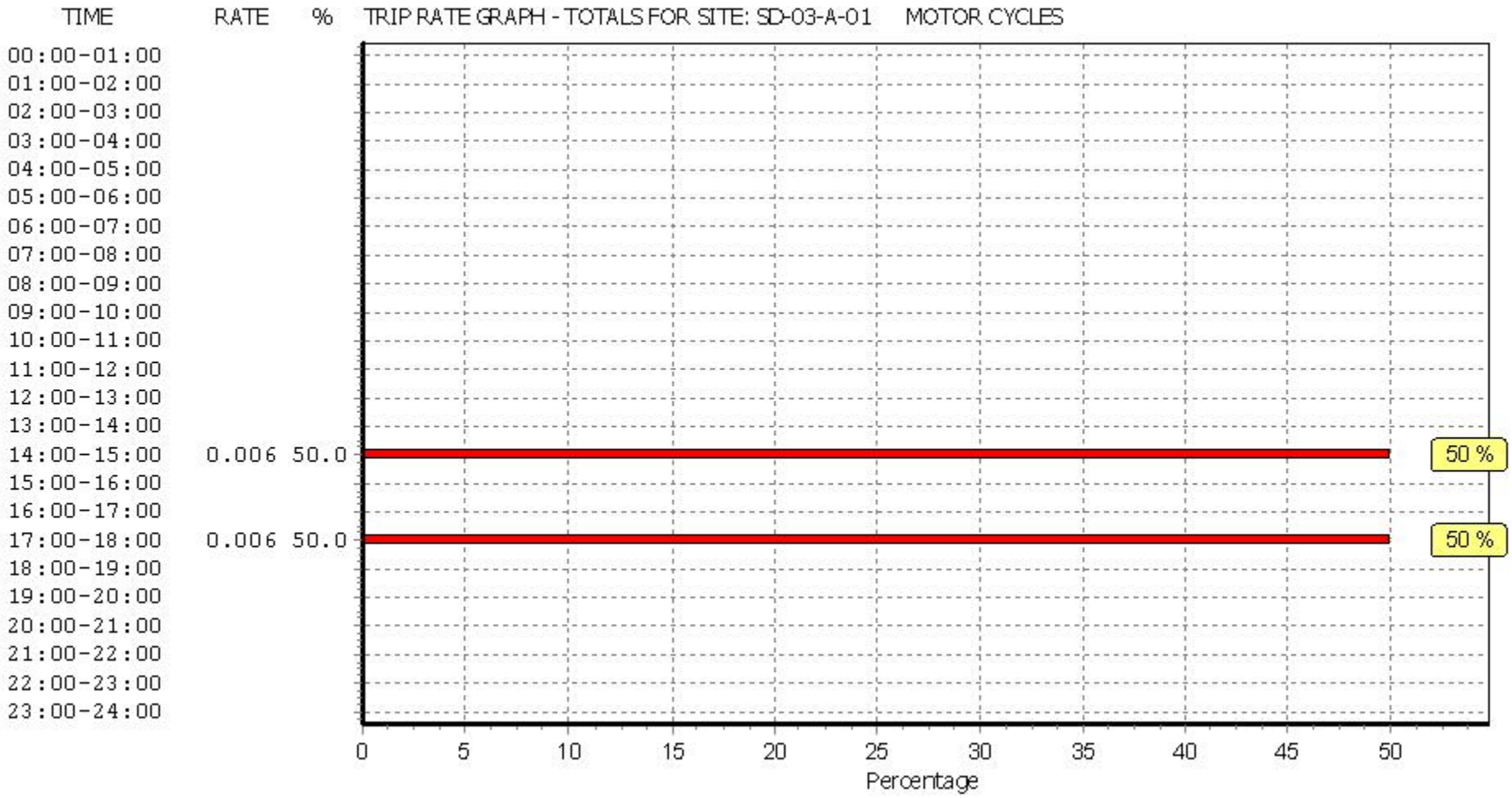

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