

A Planning Application by
CO-OPERATIVE GROUP

In respect of
**Imperial Palace, Belmont Grove
HAVANT**

Transport Statement

December 2019



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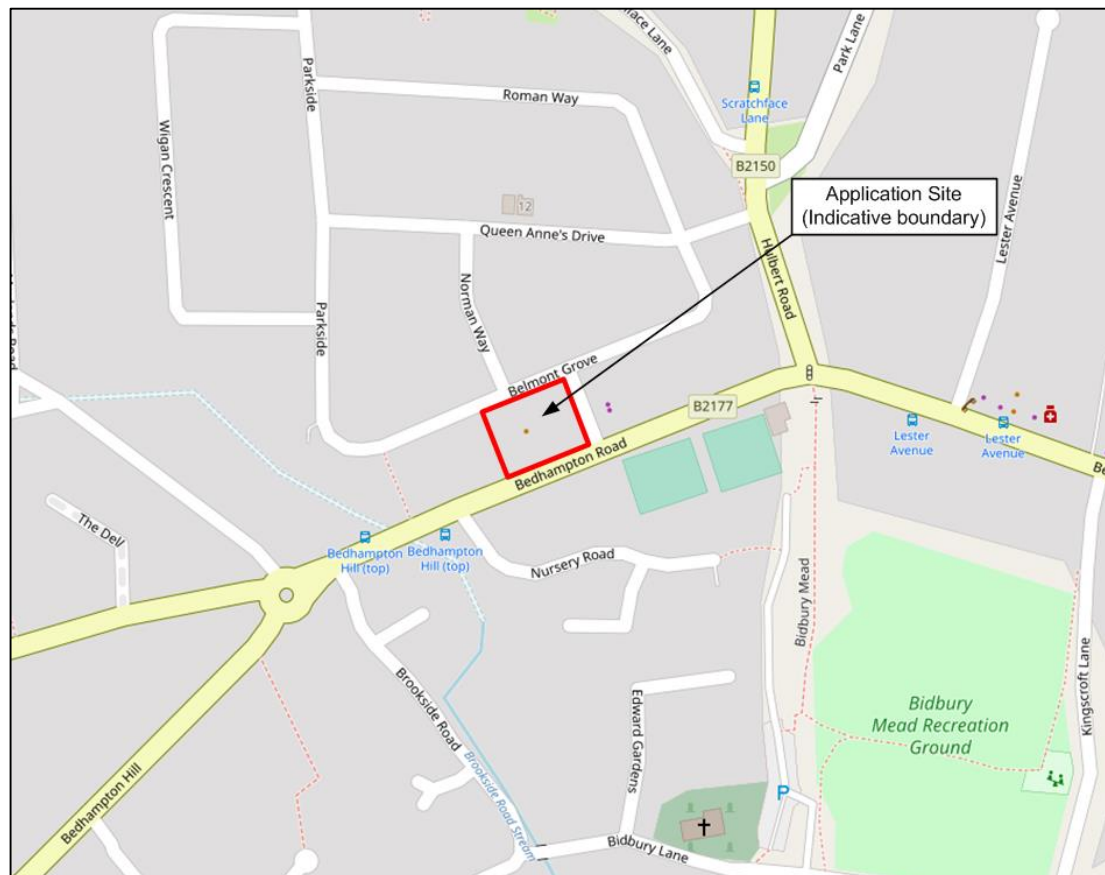
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1 INTRODUCTION

- 1.1 Transport Planning Associates have been appointed by Co-Op to provide transport and highways advice in relation to the proposed conversion of the Imperial Palace Restaurant on Belmont Grove. The location of the Site is illustrated in **Figure 1.1**.

Figure 1.1 Site Location Plan



Source: © OpenStreetMap contributors

- 1.2 The development proposes to convert the existing restaurant into a Co-Op retail store, with an approximate retail sales area of 232 m² (2,500 ft²) and total gross floor area of 348 m² (3,746 ft²).

Report Structure

- 1.3 This Transport Statement (TS) has been prepared to consider the highway and transport aspects of the proposed development of the Site and forms part of a suite of supporting documents to the planning application. This report will describe the proposed scheme, set out the baseline position and consider the impact of the proposals on the surrounding highway network.
- 1.4 The remainder of this report is set out as follows:

- Chapter 2 – Application Site;
- Chapter 3 – Proposed Development;
- Chapter 4 – National and Local Policy;
- Chapter 5 – Trip Generation; and,
- Chapter 6 – Summary and Conclusion.

2 THE APPLICATION SITE

- 2.1 The site is located in Havant, a town in the south east corner of Hampshire, sitting between the two cities of Portsmouth and Chichester.
- 2.2 The site is bound by residential dwellings in all directions, with some commercial units directly opposite the site. Further commercial units are located approximately 300 metres away along Bedhampton Road.
- 2.3 The site benefits from good access to public transport and to the wider highway network as described in this chapter.

Pedestrians and Cycle Accessibility

Pedestrian Infrastructure and Local Facilities

- 2.4 Wide footways are provided on all roads in the vicinity of the site, linking pedestrians to neighbouring roads and local services. Dropped kerbs and tactile paving is provided on Belmont Grove, with an informal crossing provided outside the site on Bedhampton Road, including a refuse island, dropped kerbs and tactile paving. Street lamps are provided in the vicinity of the site.
- 2.5 The preferred maximum walking distance guidelines are set out in the Institution of Highways and Transportation publication Providing Journeys on Foot. The following distances are taken from Table 3.2 of that publication and replicated in **Table 2.1**.

Table 2.1 IHT suggested walking distance thresholds

	Commuting / School / Sight-seeing	Elsewhere
Desirable	500m	400m
Acceptable	1,000m	800m
Preferred maximum	2,000m	1,200m

Source: Table 3.2 of Providing Journeys on Foot (IHT)

- 2.6 These walking distance thresholds have been used to identify facilities located within walking distance of the Site. The services and facilities available within the maximum walking distance are detailed in **Table 2.2**. This table presents the walking distance of facilities and services in metres, as well as the walking distance in minutes (based on an average walking speed of 80 metres per minute).

Table 2.2 Facilities and Services Located Within Walking Distance of the Site

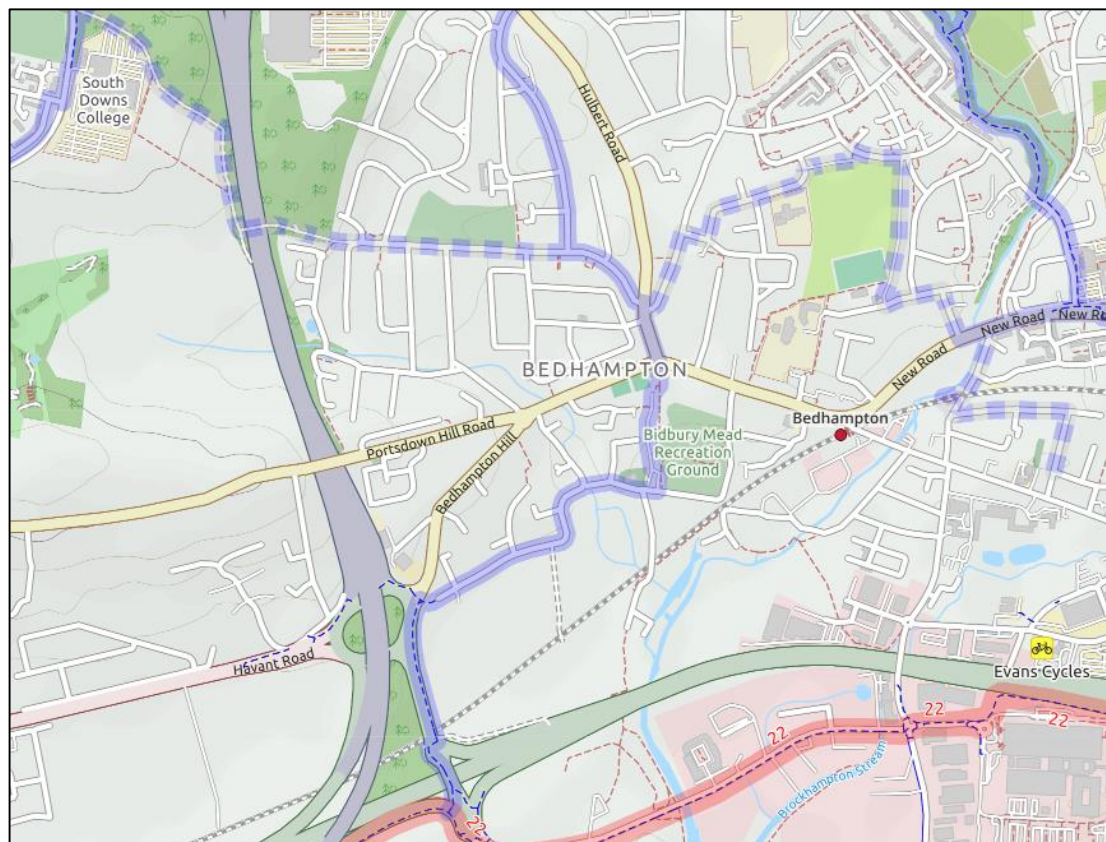
Facility	Walking Distance from the Site (metres)	Walking Distance from the Site (minutes)
Bus stops on B2177	100 metres	2 minutes
Bedhampton Train Station	600 metres	7 minutes

- 2.7 The site is afforded access to residential properties and a number of amenities and services within a range of desirable, acceptable and maximum walking distances.

Cycle infrastructure

- 2.8 Roads in the vicinity of the site are of a 30mph speed limit, therefore while the local highways have no dedicated cycle infrastructure, cyclist can expect to ride on the local highways with reasonable levels of comfort. The site benefits from a cycleway running nearby along Hulbert Road and into Bidbury Mead, heading in the north and south direction. **Figure 2.1** shows the route available.

Figure 2.1 Cycle Network



Source: © OpenStreetMap contributors

Public Transport Accessibility*Bus Services*

2.9 Two bus stops are located just west of the site along Bedhampton Road, approximately 100 metres away. Services at these stops are provided by Stagecoach, with frequent services heading to Havant, Portsmouth and Southsea.

2.10 Details of these services are shown in **Table 2.3** below.

Table 2.3 Bus Services

Route Number	Route	Approximate Weekday Peak Frequency	Approximate Saturday Peak Frequency	Approximate Sunday Peak Frequency
21	Havant - Portsmouth	6 services per hour	6 services per hour	3 services per hour
23	Portsmouth - Southsea	6 services per hour	6 services per hour	3 services per hour

Source: <https://bustimes.org/>

Rail Services

2.11 Bedhampton Train Station is located approximately 600 metres from the site along Bedhampton Road. Services from the station are provided by Southern and South Western Railway, with services heading to Littlehampton, London Waterloo and Portsmouth & Southsea. Details of these services are shown in **Table 2.4** below.

Table 2.4 Rail Services

Route	Approximate Weekday Peak Frequency	Approximate Saturday Peak Frequency	Approximate Sunday Peak Frequency
Portsmouth & Southsea – London Waterloo	1 services per hour	1 services per hour	1 services per hour

Littlehampton – Portsmouth & Southsea	1 services per hour	1 services per hour	No service
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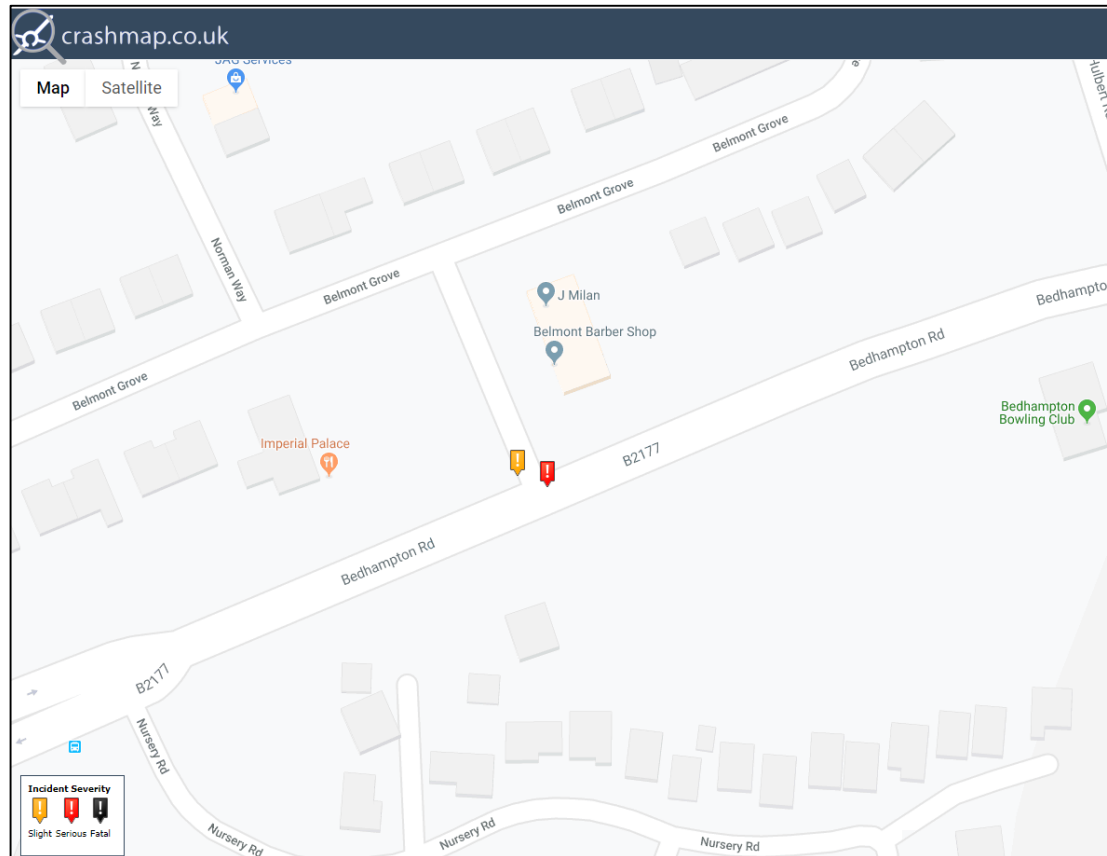
Highway Network

2.12 The site is accessed via Belmont Grove, just off Bedhampton Road (B2177). Belmont Grove and Bedhampton Road are both of a residential setting, with a 30mph speed limit in place. Carriageway width along the B2177 is approximately 7 metres wide, complete with hatching and speed cameras.

2.13 Located approximately 800 metres west along Bedhampton Hil, motorists can reach the A3. The A3 heads south to Portsmouth or north towards the M25 and across into London.

Road Safety

2.14 Personal Injury Accident (PIA) data has been obtained from the Crashmap website for the most recent five years up to and including 2018 in the vicinity of the Site. Crashmap uses data collected by the police about road traffic collisions occurring on roads where someone is injured, which is then compiled into an easy to use format showing each incident on a map. **Figure 2.2** illustrates the Crashmap data within the vicinity of the Site.

Figure 2.2 Crashmap Data

Source: www.crashmap.co.uk/

- 2.15 In the most recent five year period available from CrashMap, two incidents have occurred at the junction of Bedhampton Road and Belmont Grove.
- 2.16 As these incidents happened away from the site access, and are the only two to happen in the latest five year period, the site access is not considered to be a problem.

3 DEVELOPMENT PROPOSALS

- 3.1 The development proposes to convert the existing Imperial Palace restaurant into a Co-Op retail store, with a 232 m² (2,500 ft²) and total gross floor area of 348 m² (3,746 ft²). The development proposals include an extension to the north and south extent of the building.
- 3.2 The development proposals can be found in **Appendix A**.

Access

- 3.3 Pedestrian and vehicle access to the development will be provided via Belmont Grove using the access. The access will be widened to 6 metres, to better accommodate traffic and servicing vehicles. No issues have been found with the existing access as highlighted in a search of the most recent CrashMap data.

Vehicle and Cycle Parking Provision

- 3.4 The development proposes a revised layout of the existing car park to create 20 car parking spaces, including 1 disabled space. 8 cycle parking spaces are to be provided directly outside the store.

Servicing and Refuse Collection

- 3.5 Servicing for the store will be completed in the car park of the site, with a loading area located to the north side of the car park.
- 3.6 Deliveries will only be made between 07:00am and 08:00pm and there are to be on average two deliveries per day to the store. The maximum size of delivery vehicle to be utilised is a 10m rigid vehicle.
- 3.7 Refuse will be collected by the same vehicles which deliver stock to the store.

4 NATIONAL AND LOCAL PLANNING POLICY

4.1 This chapter of the Transport Statement will provide a transport planning policy and guidance background in which the proposed development has been produced. The policy and guidance documents which have been utilised in this process include;

- The National Planning Policy Framework (NPPF);
- Havant Borough Core Strategy March 2011;
- Havant BC Parking Supplementary Planning Document July 2016

National Planning Policy Framework (2018)

4.2 The National Planning Policy Framework (NPPF), which has recently been updated¹, sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced.

4.3 A sustainable transport mode is described as

“Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra low emission vehicles, car sharing and public transport” (annex 2, p. 72).

4.4 With regards to achieving sustainability, the framework states that:

“The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs” (para 7).

4.5 Transport is recognised as having an important role in promoting sustainable development:

“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.” (para 111).

4.6 With regards to parking standards it states that:

“Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density

¹ Issued on 24 July 2018

of development in city and town centres and other locations that are well served by public transport.... In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.” (para 106)

4.7 When considering development proposals, it should be ensured that:

- ***“Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;***
- ***Safe and suitable access to the Site can be achieved for all users; and***
- ***Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.” (para 108)***

4.8 Furthermore with regards to considering development proposals:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe” (para 109)

4.9 Applications for development should:

“Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

- ***address the needs of people with disabilities and reduced mobility in relation to all modes of transport;***
- ***create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;***
- ***allow for the efficient delivery of goods, and access by service and emergency vehicles; and***
- ***be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.” (para 110)***

Havant Borough Core Strategy March 2011

- 4.10 Policy CS20 Transport and Access Strategy makes the follow points about developments in the borough.

1. Is consistent with and contributes to the implementation of the 'Reduce, Manage and Invest' strategy.

2. Does not increase congestion and promotes better use of existing transport networks.

3. Improves accessibility to goods, services and employment and promotes equality in the transport system.

4. Provides transport management measures to ensure the safe and efficient operation of the strategic and local road network.

5. Ensures that highway design responds positively to the characteristics of the area and delivers a high quality public realm for all users.

6. Maintains or improves the range of transport modes accessible to the users of the development site with specific emphasis on public transport, especially high quality/frequency buses and includes walking and cycling where appropriate.

7. Improves highway, cycling and pedestrian links between the western built up area of the borough (Waterlooville) and the eastern area of the borough (centred on Havant) to create a strong east/west communication axis that passes through Dunsbury Hill Farm/Leigh Park.

Havant BC Parking Supplementary Planning Document July 2016

- 4.11 Parking standards for a retail food store in the Borough of Havant are listed below in **Table 4.1**, taken from Table 1, page 6 of this planning document.
- 4.12 Applying the below formula to the proposed store, 25 car parking spaces will be required as a minimum. The standard also states that 1 motorcycle space is to be provided for every 25 car parking spaces. This has been based on a 348m² GFA / 14m².

Table 4.1 Parking Standards

Land Use	Car standard (minimum)	Cycle standard (minimum)	
		Long stay	Short stay
A1 Shops (food retail)	1 space per 14 sqm covered areas	1 space per 6 staff or 1 per 300 sqm GEA whichever is the greater	1 stand/ 200 sqm GEA

- 4.13 The development proposals will fall short of this requirement, providing a total of 20 parking spaces. However, as detailed in chapter 5, the car park at the proposed development is unlikely to reach capacity.

5 TRIP GENERATION

Traffic Generation and Impact

- 5.1 The number of vehicular trips likely to be attracted to the proposed development has been determined with reference to the Trip Rate Information Computer System ("TRICS") database (Version 7.5.4). The TRICS database provides trip rate information based on observations at similar developments throughout the United Kingdom and requires the identification of relevant parameters to ensure that suitable proxy sites are selected.
- 5.2 The proposed development comprises of a Co-Op convenience store with a retail floor area of 232 m² (2,500 ft²) and total gross floor area of 348 m² (3,746 ft²)
- 5.3 In order to make a calculated estimation on the potential traffic generated by the new development, a search of the TRICS database was done under the following parameters:
- TRICS Land Use Class 01 - Retail O - Convenience Store;
 - Sites located in all regions of England, excluding Greater London;
 - Sites located in suburban and edge of town locations as defined by TRICS; and
 - Surveys undertaken on weekdays only.
- 5.4 A copy of the full TRICS report is contained within **Appendix B**.
- 5.5 The resultant trip rates which have been used to calculate the anticipated trip attraction of the site are summarised in **Table 5.1**.

Table 5.1 TRICS Trip Rates – Convenience Store x 100m² RFA

Time Period	Arrivals	Departures	Total
07:00-08:00	10.182	9.636	19.818
08:00-09:00	11.515	11.03	22.545
09:00-10:00	8.909	8.545	17.454
16:00-17:00	11.394	10.667	22.061
17:00-18:00	13.091	12.606	25.697
18:00-19:00	14.848	15.394	30.242
Total Daily	162.272	162.153	324.425

Source: TRICS Report

Notes: Trip rate based on 100m² RFA

- 5.6 The rates shown in **Table 5.1** are then multiplied to suit the proposed retail store with an RFA of 232 m². The anticipated trip rates are shown in **Table 5.2**.

Table 5.2 TRICS Trip Rates – Convenience Store x 232 m² RFA

Time Period	Arrivals	Departures	Total
07:00-08:00	24	22	46
08:00-09:00	27	26	52
09:00-10:00	21	20	40
16:00-17:00	26	25	51
17:00-18:00	30	29	60
18:00-19:00	34	36	70
Total Daily	376	376	753

Source: TRICS Report.

Notes: based on 232m²

- 5.7 Looking at the traditional morning and evening peak hours of 08:00 – 09:00 and 17:00 – 18:00, the trip rates suggest a total of 52 and 60 trips respectively for a convenience store of 232 m² sales area.
- 5.8 It is generally the case that trips to a convenience store may not necessarily be wholly primary trips (i.e. a trip to the convenience store only) and that they could be secondary or pass by trips (i.e. a trip to the neighbour commercial units or part of another journey). It should also be noted that any trips to the existing restaurant could be deducted from the anticipated trips rates for the retail store.
- 5.9 Taking this into consideration, it is unlikely that the development will generate many new trips. Any new trips generated by the proposals would fall within the daily fluctuations of traffic along the highways in the vicinity of the site.

Parking Capacity

- 5.10 As noted earlier, this chapter helps to considers the potential trip generation of the site, with a search of similar sites helping to form the basis on the consideration. The search reveals that the busiest hour at similar stores is 18:00 to 19:00, with a total of 34 arrivals and 36 departures.

- 5.11 The data from the search is provided in hourly flows, yet this does not reflect the limited duration of stay that can be considered for a convenience store. By definition, a visit to a convenience store implies a trip to pick up a small amount of items that may have been missed from a larger supermarket shop. As such, it can be considered that any trips to the site would be short in duration, with people visiting the convenience store for 5 – 10 minutes at most.
- 5.12 Taking the above consideration and applying a 15 minute duration of stay for each trip to the site as a robust assessment, this would suggest a demand of 9 vehicles every 15 minutes. On that basis, the proposed car park of 20 spaces should have sufficient capacity to cater for the anticipated parking demand.
- 5.13 In the unlikely event of the car park reaching capacity, additional parking spaces are available directly opposite the site along Belmont Grove, with unrestricted parking also available on the surrounding streets.

6 SUMMARY AND CONCLUSION

- 6.1 Transport Planning Associates have been appointed by Co-Op to provide transport and highways advice in relation to the proposed conversion of the Imperial Palace Restaurant on Belmont Grove.
- 6.2 The site is located in Havant, a town in the south east corner of Hampshire, sitting between the two cities of Portsmouth and Chichester. The site is bound by residential dwellings in all directions, with some commercial units directly opposite the site.
- 6.3 Two RTC's have been recorded in the vicinity of the site, however as these collisions have been recorded away from the site access, the site access is not considered to be a problem.
- 6.4 The development proposes a revised layout of the existing car park to create 20 car parking spaces, including 1 disabled space. 8 cycle parking spaces are to be provided directly outside the store.
- 6.5 Servicing will be completed on site and delivery vehicles will be limited in size to suit the nature of the site and its location.
- 6.6 Traffic generation from the proposed retail unit will be low and will not have any material impact upon the local highway network.

Conclusion

- 6.7 The proposals are compliant with national and local transport planning policies and would not result in a severe impact on the existing network. It is therefore considered that there are no highways and transport reasons for refusal of the planning application.

APPENDIX A

BEDHAMPTON ROAD

BELMONT GROVE



EXISTING BOLLARDS REPLACED WITH LOW LEVEL TIMBER RAILING

TOTEM



CYCLES

ENTRANCE

NEW 1800mm HIGH FENCE WITH ACCESS FOR SECURITY

LANDSCAPED AREA AS EXISTING

TREE TO BE REMOVED
TREE TO BE REMOVED

TREE TO BE REMOVED

OUTLINE OF PROPOSED BUILDING

EXTERNAL PLANT COMPOUND

DELIVERIES

NEW CLOSE BOARDED TIMBER FENCE

TREE TO BE REMOVED

TREE TO BE REMOVED

20 No. PARKING SPACES

HEDGE RETAINED

IMPROVED AND WIDENED SITE ENTRANCE

SCALE 1:200

LENGTH IN METRES



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WORK IN PROGRESS



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PROPOSED SITE PLAN

Date: 28.08.2019 Scale: 1:200 @ A3

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FOR COMMENT ONLY

APPENDIX B

Calculation Reference: AUDIT-219602-191203-1206

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : O - CONVENIENCE STORE
 VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DV DEVON	1 days
	WL WILTSHIRE	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
09	NORTH	
	DH DURHAM	1 days
	TW TYNE & WEAR	1 days

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

Secondary Filtering selection:

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

Parameter: Retail floor area
 Actual Range: 55 to 380 (units: sqm)
 Range Selected by User: 55 to 800 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 07/04/17

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	1 days
Thursday	2 days
Friday	2 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 undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	6
Edge of Town	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	7
------------------	---

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:

A1	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 1 mile:

5,001 to 10,000	2 days
10,001 to 15,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	3 days

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

Population within 5 miles:

5,001 to 25,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	3 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	3 days
1.1 to 1.5	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.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	7 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	7 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	DH-01-O-01	SAINSBURY'S LOCAL	DURHAM
	132 STATION LANE		
	HARTLEPOOL		
	SEATON CAREW		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Retail floor area:	380 sqm	
	Survey date: MONDAY	26/11/12	Survey Type: MANUAL
2	DV-01-O-01	PREMIER	DEVON
	MELROSE AVENUE		
	PLYMOUTH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Retail floor area:	55 sqm	
	Survey date: WEDNESDAY	18/07/12	Survey Type: MANUAL
3	LE-01-O-01	BEST ONE	LEICESTERSHIRE
	THE FAIRWAY		
	LEICESTER		
	AYLESTONE PARK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Retail floor area:	180 sqm	
	Survey date: THURSDAY	27/09/12	Survey Type: MANUAL
4	NY-01-O-03	CO-OPERATIVE	NORTH YORKSHIRE
	FOREST ROAD		
	NORTHALLERTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Retail floor area:	155 sqm	
	Survey date: MONDAY	19/09/16	Survey Type: MANUAL
5	TW-01-O-02	CO-OPERATIVE	TYNE & WEAR
	ETHEL TERRACE		
	SUNDERLAND		
	CASTLETOWN		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Retail floor area:	255 sqm	
	Survey date: FRIDAY	07/04/17	Survey Type: MANUAL
6	WL-01-O-01	ONE STOP	WILTSHIRE
	THE CIRCLE		
	SWINDON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Retail floor area:	250 sqm	
	Survey date: FRIDAY	23/09/16	Survey Type: MANUAL
7	WY-01-O-01	SAINSBURY'S LOCAL	WEST YORKSHIRE
	KEIGHLEY ROAD		
	BRADFORD		
	Edge of Town		
	Residential Zone		
	Total Retail floor area:	375 sqm	
	Survey date: THURSDAY	06/12/12	Survey Type: MANUAL

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	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	2	105	14.762	2	105	14.762	2	105	29.524
07:00 - 08:00	7	236	10.182	7	236	9.636	7	236	19.818
08:00 - 09:00	7	236	11.515	7	236	11.030	7	236	22.545
09:00 - 10:00	7	236	8.909	7	236	8.545	7	236	17.454
10:00 - 11:00	7	236	8.303	7	236	8.242	7	236	16.545
11:00 - 12:00	7	236	8.788	7	236	8.970	7	236	17.758
12:00 - 13:00	7	236	12.000	7	236	10.970	7	236	22.970
13:00 - 14:00	7	236	7.939	7	236	7.758	7	236	15.697
14:00 - 15:00	7	236	9.394	7	236	9.515	7	236	18.909
15:00 - 16:00	7	236	10.303	7	236	10.788	7	236	21.091
16:00 - 17:00	7	236	11.394	7	236	10.667	7	236	22.061
17:00 - 18:00	7	236	13.091	7	236	12.606	7	236	25.697
18:00 - 19:00	7	236	14.848	7	236	15.394	7	236	30.242
19:00 - 20:00	7	236	11.394	7	236	11.818	7	236	23.212
20:00 - 21:00	5	269	4.164	5	269	5.204	5	269	9.368
21:00 - 22:00	4	291	2.918	4	291	3.090	4	291	6.008
22:00 - 23:00	1	380	2.368	1	380	3.158	1	380	5.526
23:00 - 24:00									
Total Rates:			162.272			162.153			324.425

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: 55 - 380 (units: sqm)
 Survey date range: 01/01/11 - 07/04/17
 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: 0

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