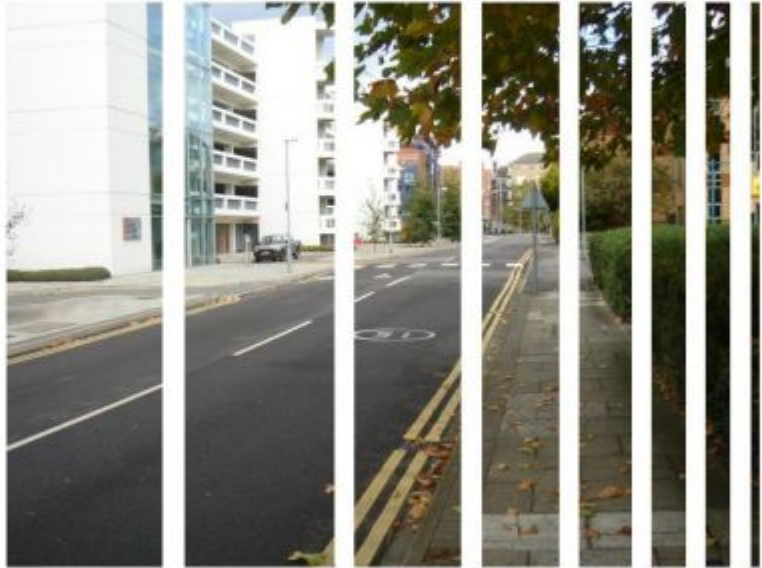




Fulflood Road, Leigh Park

Transport Statement

November 2015
Mipa Paints

PB paulbasham
ASSOCIATES
www.paulbashamassociates.com

DELIVERING SUSTAINABLE, TRANSPORT PLANNING AND ENGINEERING SOLUTIONS

**STORAGE AND DISTRIBUTION UNIT
FULFLOOD ROAD, LEIGH PARK
HAVANT**

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

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<i>Prepared by:</i>	Will Fayers		November 2015
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<i>PBA Approved:</i>	Mark Smith		November 2015

Revision Record					
Rev.	Date	By	Summary of Changes	Chkd	Aprvd

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**STORAGE AND DISTRIBUTION UNIT
FULFLOOD ROAD, LEIGH PARK
HAVANT**

TRANSPORT STATEMENT

1. INTRODUCTION.....	2
2. EXISTING CONDITIONS	3
3. PROPOSED DEVELOPMENT	6
4. VEHICLE TRIP GENERATION & IMPACT.....	8
5. CONCLUSIONS.....	10

Figures

Figure 1 – Application Site Location and Aerial Photo

Figure 2 – Wider Site Location

Figure 3 – PIA within vicinity of Site (2010-2014)

Tables

Table 1 – Local Bus Service Summary

Table 2 – Calculation of Parking Provision

Table 3 – Net Trip Generation

Appendices

Appendix A – Site Layout

Appendix B – Vehicle Tracking

Appendix C – Visibility Splays

Appendix D – TRICS Data

1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Mipa Paints to support a planning application for a storage and distribution facility at Fulflood Road, Leigh Park, replacing the coach depot site currently occupied by Vision Travel. The site location and aerial photo is illustrated in **Figure 1**, with the site layout attached as **Appendix A**.



Figure 1: Application Site Location and Aerial Photo

- 1.2 This TS reviews site conditions, accessibility, accident history, development proposals, car parking requirements, access and visibility arrangements, trip impact on the local road network (LRN) and servicing arrangements.

2. EXISTING CONDITIONS

Site and Surroundings

- 2.1 The site forms part of an industrial estate, currently benefitting from separate vehicular accesses onto what appears to be a private section of Fulflood Road (managed by a gated arrangement) and connecting to the wider road network via Dunsbury Way which runs north to south to the west of the proposed development. The site is largely surrounded by similar industrial uses, making the location appropriate for the nature of the proposed development.

Local Conditions

- 2.2 Fulflood Road is a cul-de-sac road, seemingly adopted up to the site's western boundary, and serving a number of industrial units similar to that of the proposed site. There are double yellow line parking restrictions on both sides of the (presumed) adopted section of Fulflood Road, ceasing prior to the gate feature to the northwest corner of the site.
- 2.3 In close proximity of the site, Fulflood Road has a junction with Dunsbury Way. Dunsbury Way is a main road with a 20mph speed restriction and associated traffic calming features, which can only be accessed from a large roundabout to the south or a junction with Middle Park Way to the north.
- 2.4 Whilst no speed limit is signed on Fulflood Road, it is presumed to be subject to a 20mph speed limit, being a continuation of the 20mph limit on Dunsbury Way.

Wider Site Setting

- 2.5 The application site is located approximately 450m north of Purbrook Way, which is a strategic road running to the west linking Havant to the A3(M) and M27. The application site is therefore easily accessible from the strategic road network. The site in location to the wider road network is demonstrated in **Figure 2**.



Figure 2: Wider Site Location

Pedestrian/Cycle Infrastructure

- 2.6 Good facilities are provided for pedestrians and cyclists in the vicinity of the development site. Fulflood Road benefits from a wide carriageway with restricted on-street parking and wide (approximately 2m) and well-lit footways.
- 2.7 Tactile paving and dropped kerbs serve the junctions with both Dunsbury Way and Little Hackets providing pedestrian permeability to both the northern area of the industrial estate and the pedestrian desire line on Dunsbury Way.
- 2.8 On Dunsbury Way itself there is a pedestrian crossing with dropped kerbs, tactile paving and a pedestrian refuge island, approximately 15m north of the junction with Little Hackets. Additionally 60m south of the junction with Fulflood Road, a similar pedestrian refuge crossing arrangement is in place allowing pedestrian movements south and to the west edge of the carriageway.
- 2.9 National Cycle Route 22 is 410m east of the proposed site on B142. NCR 22 connects the site with Petersfield to the north and Portsmouth to the south.

Bus Links

- 2.10 There are two bus stops on Dunsbury Way within 150m of the site. Both bus stops benefit from shelters, seating and travel information. A summary of the routes that serve the local bus stops, along with their frequency is provided by **Table 1**.

Service No.	Summarised Route/Service Provider	Frequency		
		Mon – Fri	Sat	Sun
20	Stagecoach Havant-Portsmouth-The Hard	30mins	30mins	N/A
21	Stagecoach Havant- Portsmouth	15mins	15mins	20mins
23	Stagecoach Leigh Park- Southsea	10mins	10mins	20mins
27	First Rowlands Castle-Havant-Emsworth	2/hr	2/hr	N/A

Table 1: Local Bus Service Summary

Accident History

- 2.11 Personal Injury Accident data has been obtained for the surrounding road network, as shown in **Figure 3**. Six slight personal injury accidents have occurred since 2010. As such, no existing highway safety issues have been identified that would have a bearing upon the proposed development.



Figure 3: Personal Injury Accidents in Vicinity of the Proposed Site (2010-2014)

3. PROPOSED DEVELOPMENT

Overview & Site Layout

- 3.1 The proposed development is a replacement of the existing coach depot to provide a 2745sqm storage and distribution centre to be operated by our client, Mipa Paints. Mipa Paints would be relocating from an existing smaller site (Applied House) on Fulflood Road, having outgrown their current facility.

Access Assessment/Visibility

- 3.2 It is proposed that there will be two vehicular access points to the proposed site, one towards the northwest corner of the site (similar to an existing access) and a second to the southeast corner. The primary pedestrian access is located towards the northeast corner of the site, with an area of hard standing and cycle parking set back from the main entrance. The site layout is presented in **Appendix A**.
- 3.3 The internal site layout accommodates a through-road, which would allow two way movement for cars into the northwest access, whilst service vehicles would be routed through the rear service (entrance only) access, providing ease of access into the service yard, and exit through the main entrance. This servicing arrangement for HGVs would reduce any potential conflicts between staff/visitor and delivery vehicles, and the need for on-site turning which would require an inefficient use of space. The manoeuvre of the articulated vehicles in and out of the site has been demonstrated through a tracking exercise included as **Appendix B**.
- 3.4 Manual for Streets guidance specifies that 20mph roads require visibility of 2.4m x 25m. As demonstrated in **Appendix C**, visibility from the only site exit (northwest corner) is achievable to the kerbline in both directions.

Parking

- 3.5 The development would provide adequate vehicle and cycle parking for commercial units, in accordance with Hampshire County Council's Maximum Parking Standards (2002) guidance. The calculation of vehicle parking provision against this standard is demonstrated in **Table 2**.

	Floor Space	HCC Standard	Maximum Provision	Actual Provision
Warehouse	2745sqm	1 space/90sqm	31	30 + 2 Disabled Bays
TOTAL				

Table 2: Calculation of Parking Provision

- 3.6 30 spaces have been provided for the whole development plus a further two disabled spaces, in accordance with HCC's maximum standards. This level of provision will maintain enough spaces to cater for visitors and staff.

Servicing & Refuse Vehicles

- 3.7 Articulated vehicles are estimated to deliver to the site twice a week. These vehicles are typically 16.48m in length and 2.5m in width. The access arrangements are sufficient to accommodate these lorries, and as such they will access the site from the access point to the south east of the site. A tracking exercise demonstrating these arrangements is attached as **Appendix B**.
- 3.8 Refuse collection will be provided by private contractors. It is proposed that any refuse vehicles servicing the site would use the same access as the articulated vehicles, providing direct access to the refuse compound south of the access.

4. VEHICLE TRIP GENERATION & IMPACT

4.1 In order to assess the impact of the development on the local road network, the trips generated by this development will be compared to the existing trips associated with the site, firstly considering vehicle trips, and secondly multi modal trips.

4.2 The existing site usage by Vision Travel is quite specific in its nature and therefore the TRICS database does not offer any directly comparable sites for analysis. Vision Travel operate 28 coaches, with the site also used for open storage for a number of cars and HGVs. On a daily basis, vehicle movements fluctuate depending on the coach uses, distance of the routes travelled and day to day requirements for the additional open storage. Advice from our client about the existing application site usage is as follows:

- 12 articulated vehicle (24 movements)
- 20 7.5t rigid vehicles (40 movements)
- 19 panel vans (38 movements)
- 30 cars (60 movements)
- 6 coaches (12 movements)
- 1 motorcycle (2 movements)

4.3 Based on the above, in the order of 176 daily vehicle movements is considered the average from the current site (average 88 arrivals/88 departures) of which the majority are HGV trips.

4.4 Mipa paints have provided their own traffic usage figures based on their existing operation at Fulflood Road which will cease once the new facility is available on the application site. Given that the location and staff numbers will not change as a result of the proposed development, rather just an increased in storage space and improved servicing arrangement for the site, these trip rates are also considered appropriate for the proposed scheme.

- 2 articulated vehicle (4 movements)
- 1 7.5t rigid vehicles (2 movements)
- 6 panel vans (12 movements)
- 14 staff cars (28 movements)
- 2 visitor cars (4 movements)
- 1 motorcycle (2 movements)

- 4.5 The TRICS database has also been interrogated to present a worst-case scenario. Using the commercial warehousing land use category and for sites within Edge of Town and Suburban locations, TRICS identified a daily vehicle trip rate of 6.369 per 100sqm GFA. The proposals are for 2745sqm GFA, and therefore would be expected to generate 175 daily vehicle trips if used as generic commercial warehousing (not the site specific Mipa Paints operation). The TRICS outputs are attached for reference as **Appendix D**.
- 4.6 The full trip rates provided by MIPA paints compared with the site's previous trip rates are demonstrated in **Table 3**.

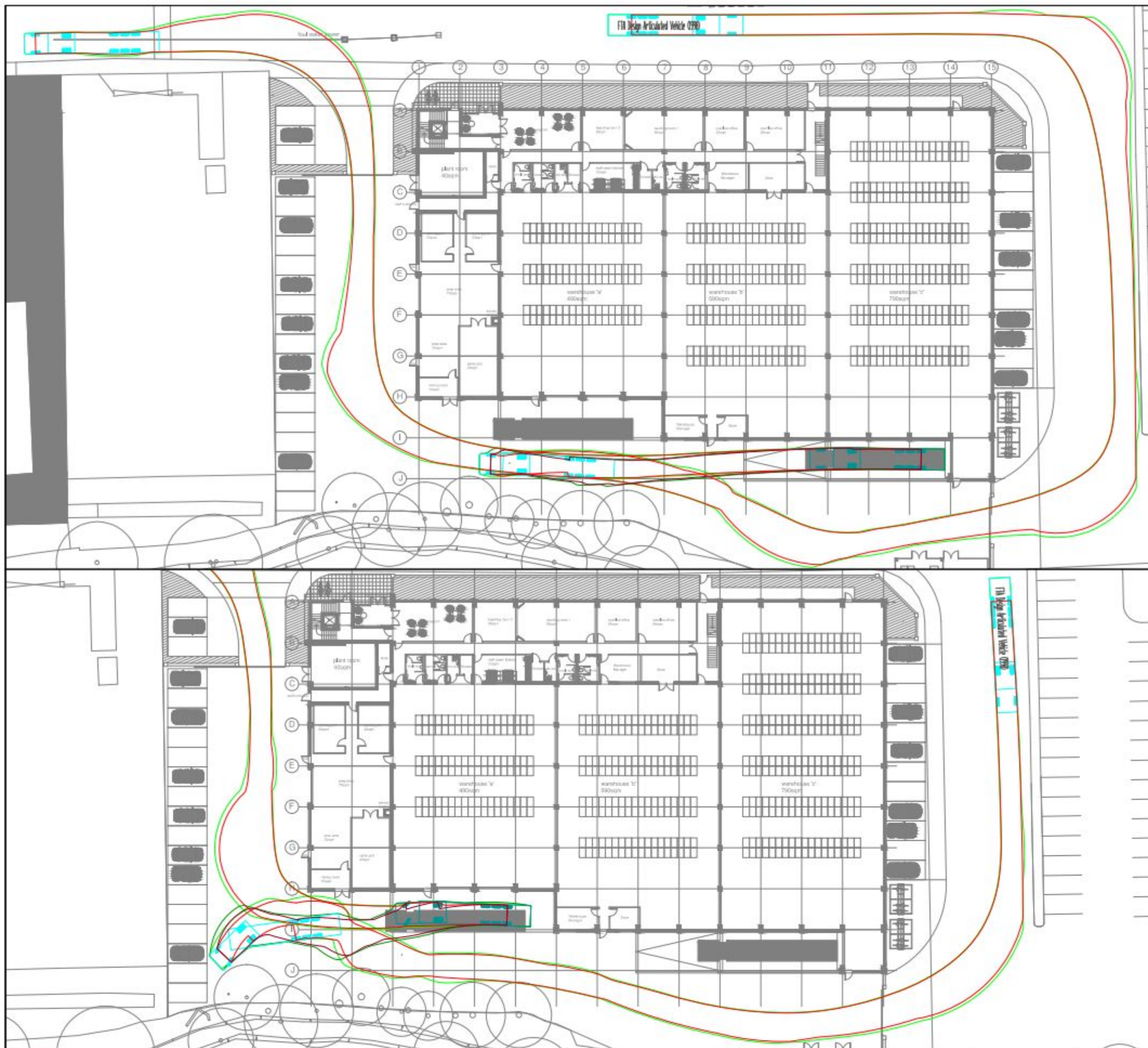
		Daily Trips
Existing Site		176
Proposed Site (Mipa)	Front of Site	34
	Rear of Site	18
	Total	52
TRICS	Generic Commercial Warehousing	175
	Net Impact	-124 - 1

Table 3: Net Trip Generation

- 4.7 The proposed development would decrease vehicle trips when compared to the existing site, by up to 124 daily trips when considered against site specific data provided based on Mipa's existing operation on Fulflood Road, or by -1 vehicle when considered against TRICS data for generic commercial warehousing.
- 4.8 In addition to the reduction in quantity of trips the number of large vehicles entering and leaving the site will be reduced. The reduction in trips on the LRN as well as the typical size of vehicle should therefore reduce the site's impact on the local road network.

5. CONCLUSIONS

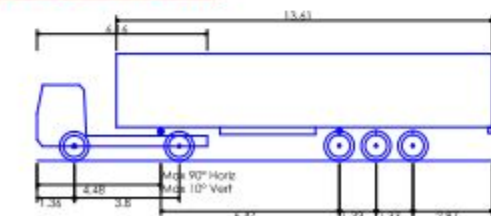
- 5.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Mipa Paints to support a planning application for the creation of a new storage and distribution facility at Fulflood Road, Havant.
- 5.2 30 car parking spaces and 2 disabled parking spaces are proposed, which is considered acceptable to meet staff and visitor demand, and is in accordance with HCC guidance.
- 5.3 The proposed development would be served by two vehicular access points. It is anticipated that traffic will only leave via one exit to the north, whilst larger vehicles will access the site from the southern access only. The access to the north is considered to have adequate primary visibility and secondary visibility of 2.4m x 25m based on a 20mph speed limit.
- 5.4 The proposed development would decrease the estimated number of trips on the LRN by between 124 trips (site specific data) and 1 trip (TRICS data), in comparison to the sites previous use.
- 5.5 This TS has analysed the range of transportation issues associated with the proposed development. The proposed development would meet required access and parking standards, whilst lowering the number of trips compared to the sites previous use and therefore reduce pressure on the local road network. We would therefore encourage Havant Borough Council to look favourably upon this application in highway terms.



NOTES

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VEHICLE PROFILE

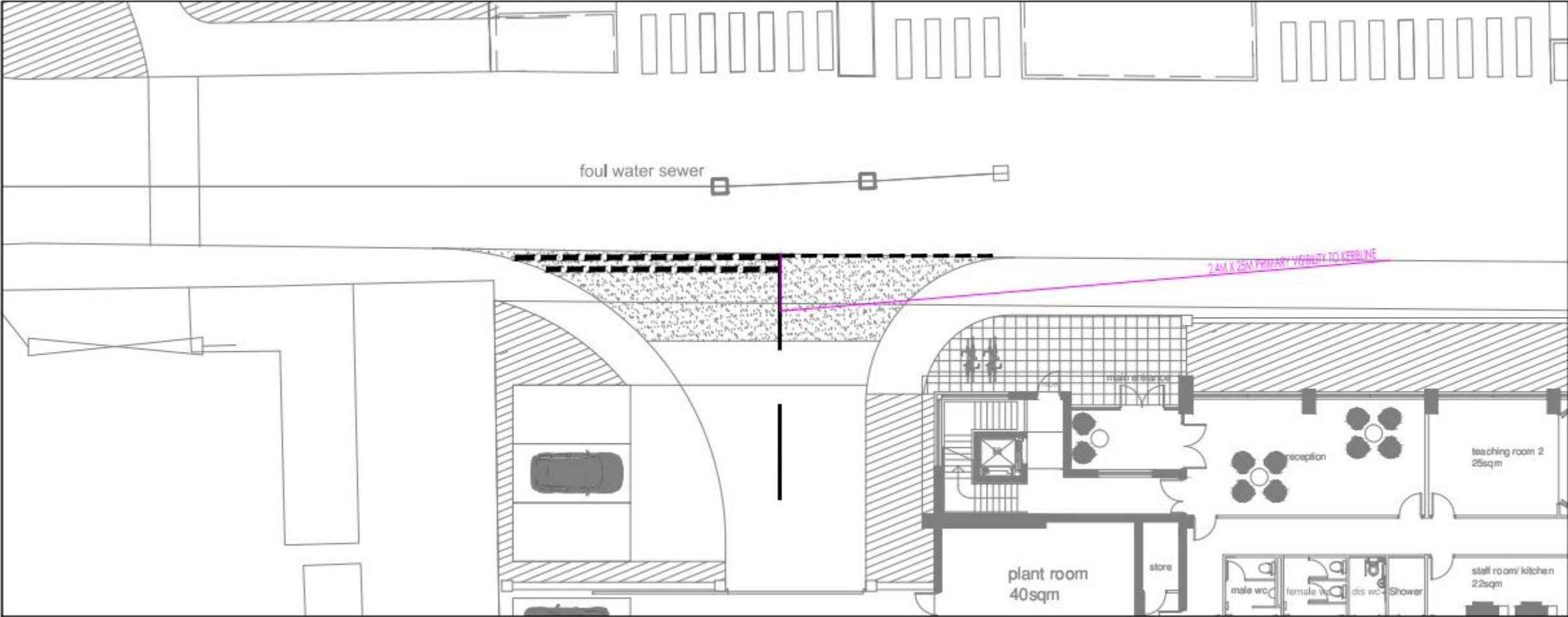


FTA Design Articulated Vehicle (1998)

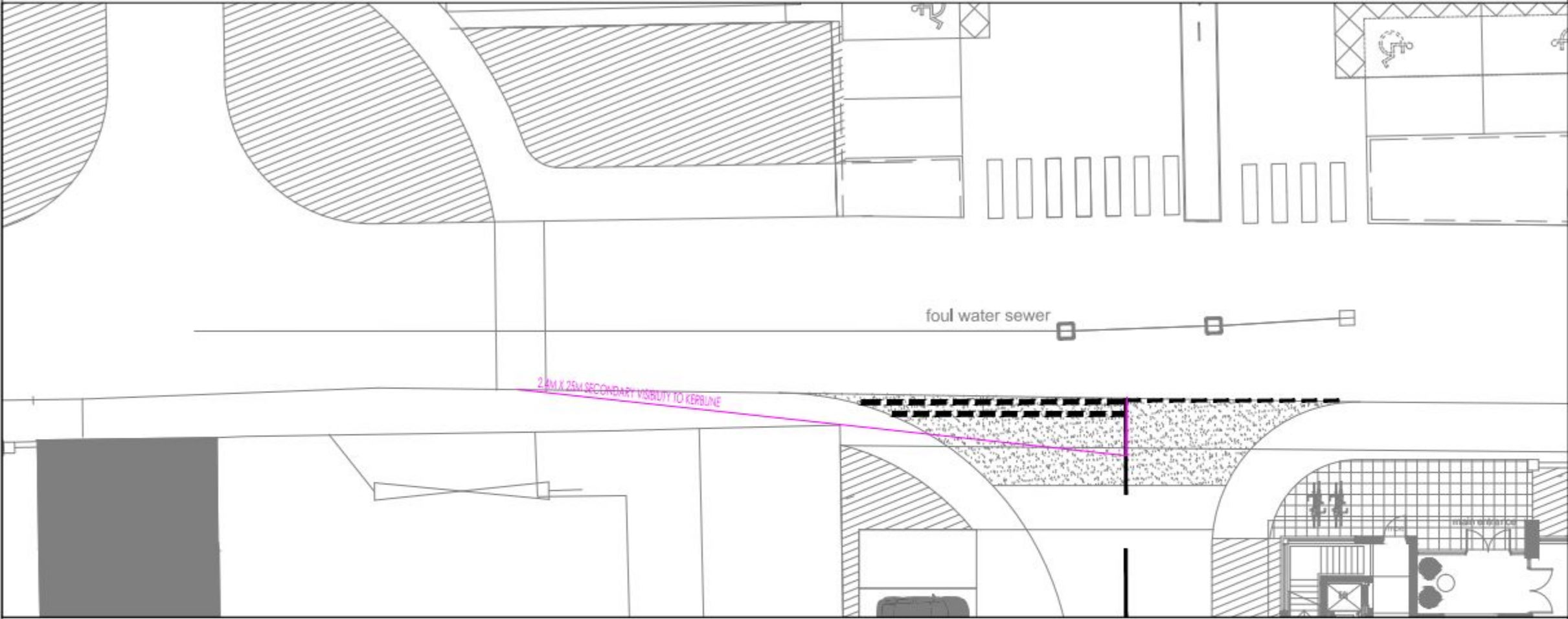
Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to Lock Time	3.00s
Kerb to Kerb Turning Radius	6.550m



Project Name FULFLOOD ROAD LEIGH PARK	Title ARTICULATED VEHICLE TRACKING	 Paul Basham Associates Ltd Lancaster Court 8 Barnes Wallis Road Petersham Hampshire PO15 5TU T +44 (0) 1489 000134 E info@paulbashamassociates.com W www.paulbashamassociates.com	Checked By MS	Checked Date 02.10.15	Scale 1:500	PRELIMINARY ISSUE	MS	P1	02.10.15
Project Phase PRELIMINARY			Drawn By AS	Drawn Date 30.09.15	Client Drawing No. N/A	PBA Drawing No. 089.0001.001	Revision P1		



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Project Name	Title	 Paul Basham Associates Ltd Lancaster Court 8 Barnes Wallis Road Ranham Hampshire PO16 5TU T +44 (0) 1489 868134 E info@paulbashamassociates.com W www.paulbashamassociates.com	Client	Checked By	Checked Date	Scale	(AT A3 SIZE)		
RULFLOOD ROAD LEIGH PARK			HELLIER LANGSTON Commercial Property Consultants	MS	23.11.16	1:200			
Project Phase	VISIBILITY SPLAYS			Drawn By	Drawn Date	Client Drawing No.	PBA Drawing No.	Revision	
PRELIMINARY				WF	23.11.16	-	089.0001.002		

Calculation Reference: AUDIT-247601-151119-1135

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : F - WAREHOUSING (COMMERCIAL)

VEHICLESSelected regions and areas:

02 SOUTH EAST	
HC HAMPSHIRE	1 days
SC SURREY	1 days
08 NORTH WEST	
LC LANCASHIRE	1 days
09 NORTH	
CB CUMBRIA	1 days
TV TEES VALLEY	1 days
10 WALES	
BG BRIDGEND	1 days

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

Filtering Stage 2 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: Gross floor area
 Actual Range: 387 to 4460 (units: sqm)
 Range Selected by User: 387 to 5000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/07 to 13/10/14

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	1 days
Tuesday	3 days
Wednesday	1 days
Friday	1 days

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

Selected survey types:

Manual count	6 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)	2
Edge of Town	4

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

Selected Location Sub Categories:

Industrial Zone	4
Residential Zone	1
No Sub Category	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.

Filtering Stage 3 selection:Use Class:

B8	6 days
----	--------

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

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	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
75,001 to 100,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 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.

Travel Plan:

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.

LIST OF SITES relevant to selection parameters

1	BG-02-F-01	LOGISTICS COMPANY	BRIDGEND
	PARC CRESCENT		
	WATERTON IND. EST.		
	BRIDGEND		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3050 sqm	
	Survey date: MONDAY	13/10/14	Survey Type: MANUAL
2	CB-02-F-01	DOMINO'S PIZZA	CUMBRIA
	COWPER ROAD		
	GILWILLY IND. ESTATE		
	PENRITH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	2950 sqm	
	Survey date: TUESDAY	10/06/14	Survey Type: MANUAL
3	HC-02-F-01	WAREHOUSING	HAMPSHIRE
	MAURETANIA ROAD		
	NURSLING INDUSTRIAL ESTATE		
	SOUTHAMPTON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4000 sqm	
	Survey date: WEDNESDAY	21/11/07	Survey Type: MANUAL
4	LC-02-F-02	WAREHOUSING	LANCASHIRE
	CHORLEY ROAD		
	WALTON-LE-DALE		
	PRESTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	1200 sqm	
	Survey date: FRIDAY	22/06/07	Survey Type: MANUAL
5	SC-02-F-04	WAREHOUSING	SURREY
	PRETORIA ROAD		
	CHERTSEY		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	4460 sqm	
	Survey date: TUESDAY	27/11/07	Survey Type: MANUAL
6	TV-02-F-03	ELECTRICAL COMPONENTS	TEES VALLEY
	UNIT 8,NAVIGATOR COURT		
	STOCKTON-ON-TEES		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	387 sqm	
	Survey date: TUESDAY	28/06/11	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 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	2950	0.000	1	2950	0.000	1	2950	0.000
05:30 - 06:00	1	2950	0.102	1	2950	0.000	1	2950	0.102
06:00 - 06:30	1	2950	0.034	1	2950	0.000	1	2950	0.034
06:30 - 07:00	1	2950	0.102	1	2950	0.034	1	2950	0.136
07:00 - 07:30	6	2675	0.081	6	2675	0.044	6	2675	0.125
07:30 - 08:00	6	2675	0.168	6	2675	0.112	6	2675	0.280
08:00 - 08:30	6	2675	0.206	6	2675	0.087	6	2675	0.293
08:30 - 09:00	6	2675	0.218	6	2675	0.112	6	2675	0.330
09:00 - 09:30	6	2675	0.156	6	2675	0.181	6	2675	0.337
09:30 - 10:00	6	2675	0.100	6	2675	0.100	6	2675	0.200
10:00 - 10:30	6	2675	0.125	6	2675	0.137	6	2675	0.262
10:30 - 11:00	6	2675	0.093	6	2675	0.087	6	2675	0.180
11:00 - 11:30	6	2675	0.118	6	2675	0.112	6	2675	0.230
11:30 - 12:00	6	2675	0.075	6	2675	0.087	6	2675	0.162
12:00 - 12:30	6	2675	0.100	6	2675	0.093	6	2675	0.193
12:30 - 13:00	6	2675	0.118	6	2675	0.081	6	2675	0.199
13:00 - 13:30	6	2675	0.131	6	2675	0.131	6	2675	0.262
13:30 - 14:00	6	2675	0.093	6	2675	0.044	6	2675	0.137
14:00 - 14:30	6	2675	0.093	6	2675	0.125	6	2675	0.218
14:30 - 15:00	6	2675	0.131	6	2675	0.081	6	2675	0.212
15:00 - 15:30	6	2675	0.087	6	2675	0.150	6	2675	0.237
15:30 - 16:00	6	2675	0.137	6	2675	0.143	6	2675	0.280
16:00 - 16:30	6	2675	0.150	6	2675	0.137	6	2675	0.287
16:30 - 17:00	6	2675	0.087	6	2675	0.206	6	2675	0.293
17:00 - 17:30	6	2675	0.125	6	2675	0.181	6	2675	0.306
17:30 - 18:00	6	2675	0.037	6	2675	0.131	6	2675	0.168
18:00 - 18:30	6	2675	0.037	6	2675	0.131	6	2675	0.168
18:30 - 19:00	6	2675	0.037	6	2675	0.056	6	2675	0.093
19:00 - 19:30	1	2950	0.169	1	2950	0.102	1	2950	0.271
19:30 - 20:00	1	2950	0.034	1	2950	0.102	1	2950	0.136
20:00 - 20:30	1	2950	0.034	1	2950	0.034	1	2950	0.068
20:30 - 21:00	1	2950	0.068	1	2950	0.102	1	2950	0.170
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			3.246			3.123			6.369

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:	387 - 4460 (units: sqm)
Survey date date range:	01/01/07 - 13/10/14
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	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.