



Swansea Road, Reading

Statement on Transport

Client: Elstree Land

i-Transport Ref: JDW/SH/ITB15168-002A R

Date: 15 November 2019

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Quality Management

Report No.	Comments	Date	Author	Authorised
ITB15168-002R	Draft	13/11/2019	SH	JDW
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Statement on Transport.docx

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SECTION 1 Introduction

1.1 Background

1.1.1 i-Transport LLP has been appointed by Elstree Land to provide highways and transport advice in relation to a full planning application for nine dwellings on land adjacent to Swansea Road, Reading.

1.1.2 The site is located immediately north east of the junction of Swansea Road and Northfield Road approximately 500m north west of Reading rail station. A site location plan can be found at **Figure 1** and is extracted below at **Image 1.1**.

Image 1.1: Site Location



Source: i-Transport Figure 1

1.2 Structure

1.2.1 The remainder of this Statement of Transport is set out in the following structure:

- Section 2 – Development Proposal;
- Section 3 – Policy Context;
- Section 4 – Existing Conditions;

- Section 5 – Site Access, Parking and Servicing Arrangements;
- Section 6 – Traffic Impact; and
- Section 7 - Summary and Conclusions.

SECTION 2 Development Proposal

- 2.1.1** The site has historically been used as a series of workshops, however as these are no longer fit for purpose full planning consent is sought for some 9 residential dwellings. The site will be accessed via Swansea Road on the north western side of the site.
- 2.1.2** The proposed site layout is provided as **Appendix A** and is shown as an extract at **Image 2.1**.

Image 2.1: Site Layout



Source: DHA Drawing 051901-EL-01

- 2.1.3** Properties front onto Swansea Road and Northfield Road with direct frontage access for each dwelling. The proposed single point of access consolidates six existing access points onto Swansea Road and Northfield Road whilst the development as a whole has been subject to pre application advise from Reading Borough Council.
- 2.1.4** The following development mix is proposed:

Table 2.1: Development Mix

Dwelling Type	Number of Dwellings
Two bed coach house	1
Three bed townhouse	8
Total number of dwellings	9

Source: DHA Architects

SECTION 3 Policy Context

- 3.1 To provide context for the assessment, this section of the Statement of Transport provides a review of the national and local transport planning policies that are relevant to the proposed development.

3.2 National Transport Policy

National Planning Policy Framework, February 2019 (NPPF)

- 3.2.1 The revised NPPF sets out the Government's planning policies and how these are expected to be applied. It also constitutes guidance for local planning authorities and decision takers both in drawing up plans and as a material consideration in determining applications.

- 3.2.2 Paragraph 108 presents the primary transport tests for new development proposals, stating that plans and specific applications for development should ensure that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users; and

c) 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.

- 3.2.3 Paragraph 109 of the revised NPPF presents a demanding test for assessing transport impacts. Only if there would be an 'unacceptable impact on highway safety' or when residual cumulative impacts are '**severe**' should proposals be refused on transport grounds.

National Planning Practice Guidance (NPPG) – March 2014

- 3.2.4 The NPPG was published in March 2014 and sets out the key roles of Transport Assessments/Statements:

"Transport Assessments and Statements are ways of assessing the potential transport impacts of developments (and they may propose mitigation measures to promote sustainable development. Where that mitigation relates to matters that can be addressed by management measures, the mitigation may inform the preparation of Travel Plans).

Transport Assessments are thorough assessments of the transport implications of development, and Transport Statements are a 'lighter-touch' evaluation to be used where this would be more proportionate to the potential impact of the development (i.e. in the case of developments with anticipated limited transport impacts)."

3.3 Local Policy and Guidance

Reading Borough Local Development Framework: Core Strategy (Adopted 2008)

- 3.3.1 The Core Strategy was adopted in January 2008, with alterations adopted in January 2015, and sets out the vision for how the borough will develop up until 2020. It provides information on how the council will protect and enhance a good quality of life within the borough. In terms of transport the following information and policies are included:

Transport and Accessibility

- *"Promoting sustainable transport choices - in land use decisions, by promoting and developing centres in urban areas; by providing the necessary infrastructure; in providing information; in dealing with crime and safety issues etc.;*
- *Promoting the accessibility of sites to essential facilities by transport, specifically walking, cycling and public transport - by providing facilities; improving information; safeguarding land for future transport developments; and*
- *Reducing the need to travel, especially by car - by provision of alternative transport infrastructure and/or services, through car parking policies, managing travel demand etc."*

Policy CS23: Sustainable Travel and Travel Plans

"Planning permission will not be granted for major development proposals unless there is a commitment to implement measures to promote and improve sustainable transport facilities, such as through provision to encourage walking, cycling and the use of public transport; and through agreed travel plans, safe routes to schools, safe routes to parks and similar measures."

Reading Borough Local Plan, 2017 (Currently under consideration for Adoption)

- 3.3.2 Currently Reading Borough Council are in the process of considering adoption for a New Local Plan that will guide development around the Borough up to 2036. The council are considering adoption and are likely to provide a decision in 2020. The following policy is related to transport:

TR1: Achieving the Transport Strategy

"Proposed development should contribute appropriately to meeting the objectives of the most up-to-date Local Transport Plan or any successor document, including sub-strategies, specific projects identified and the local action plans."

Planning permission will not be granted for major development proposals unless there is a commitment to implement measures to promote and improve sustainable transport facilities, such as through provision to encourage walking, cycling and the use of public transport; and through agreed travel plans, safe routes to local facilities and services, including schools and parks, and similar measures.

All development proposals should make appropriate provision for works and contributions to ensure an adequate level of accessibility and safety by all modes of transport from all parts of a development, particularly by public transport, walking and cycling, in accordance with any agreed transport assessment submitted as part of the application."

SECTION 4 Existing Conditions

4.1 Introduction

- 4.1.1 This section of the Statement on Transport describes the existing transport conditions in the area, including opportunities for walking, cycling and the use of public transport.

4.2 Walking and Cycling Facilities

- 4.2.1 The site is accessed from Swansea Road which has 2m footways on the east side of the carriageway and circa 1.5m footways on the western side of the carriageway. These footways continue onto Northfield Road towards the junction with A329 Caversham Road. From this location footways continue to the south which provides a continuous walking route to Reading Railway Station and Reading Town Centre.
- 4.2.2 The local highway in the vicinity of the site is subject to a 20mph speed limit, with the wider highway being subject to a 30mph speed limit, therefore making on-carriageway cycling appropriate.

4.3 Public Transport

Bus

- 4.3.1 The closest bus stop to the site are located some 170m north east from the proposed development on A4155 Caversham Road. These bus stops provide a flag and timetable information. The services operating from these bus stops are summarised in **Table 4.1** below.

Table 4.1: Bus Service Summary

Bus Service	Route	Service Frequency		
		Monday-Friday	Saturday	Sunday
X38 / X39 / X40	Oxford - Wallingford	Hourly Services	Hourly Services	Hourly Services
22	Central Reading - Caversham Bridge - Caversham Heights	Service every 30 minutes	Hourly Service	Service every 2 hours
24	Central Reading - Caversham Bridge - Emmer Green	Service every 30 minutes	Service every 30 minutes	Hourly Service

Bus Service	Route	Service Frequency		
		Monday-Friday	Saturday	Sunday
27	Central Reading - Caversham Centre - Amersham Road	Hourly Service	Hourly Service	-
42	Rivermead – Reading Town Centre	Service every 30-45 minutes	Service every 30-45 minutes	-
800	High Wycombe - Marlow - Henley - Shiplake - Reading	Service every 30 minutes	Hourly Service	Hourly Service

Source: Traveline

- 4.3.2 The services summarised in **Table 4.1** demonstrate that the site is extremely well located to regular bus services operating between key local employment centres and the site.

Rail

- 4.3.3 Reading Railway Station is located some 700m south east of the proposed development. From this station there are opportunities to travel to Newbury, Basingstoke, London Paddington and Redhill with services being enhanced in the future to include Crossrail. The site is therefore extremely well located for use of the rail network.

4.4 Summary

- 4.4.1 The site is well located to an established network of high-quality walking and cycling facilities which offer safe and convenient routes to local services and facilities on key desire lines, including the retail facilities within Reading Town Centre and access to public transport networks. In line with the NPPF requirements, it is therefore demonstrated that the opportunities for sustainable travel can be appropriately taken up.

SECTION 5 Access, Servicing and Parking Arrangements

5.1 Introduction

5.1.1 This section of the Statement on Transport summarises the proposed access, parking and servicing arrangements.

5.2 Site Access Arrangements

5.2.1 Vehicular access is proposed from a single point onto Swansea Road and therefore replaces and consolidates the existing six vehicle crossovers into the existing buildings on site. A simple priority junction is proposed consisting of a 3.7m carriageway at the access narrowing to a 3.0m carriageway inside the site. The proposed access arrangement is shown on ITB15168-GA-001 which also identifies visibility splays of 2.4 x 43m. These splays are appropriate for speeds of 30mph and are readily achievable in both directions of the access. In practice speeds are anticipated to be significantly lower due to the 20mph speed limit and residential nature of the surrounding roads.

5.2.2 Pedestrian access to the site will be provided through the site access operating as a shared surface. Manual for Streets identifies that shared surface areas work well where:

- They form cul-de-sacs;
- Traffic volumes are less than 100 vehicles per hour; and
- Parking is controlled.

5.2.3 In this context and given the low number of units proposed the site access will experience significantly fewer movements than the 100 vehicles per hour threshold whilst allocated parking and low speeds expected throughout the site will allow all ages and abilities to use the internal road layout as a shared surface. All units have frontage access onto Swansea Road and Northfield Road and therefore residents will only use the shared surface area for accessing their vehicles or taking bins to the refuse collection point.

5.3 Parking Provision

Car Parking

5.3.1 Reading Borough Council set out the parking standards for new developments in the 'Revised Parking Standards and Design' SPD. However, through pre-application discussions with Highways Development control a lower provision has been discussed.

5.3.2 The plans submitted in the pre-application enquiry identified a total of nine spaces within the site with the response from Reading Highways identifying that:

"Plans submitted indicate that only 9 parking spaces are to be provided, this falls well below the Councils current parking SPD, however given the sites close proximity to the town centre and Reading Station a lower provision can be considered in this instance."

5.3.3 On this basis, and as demonstrated by the analysis in Section 4 of this report the site is located in a highly sustainable location. Additionally, the provision of any off-street parking is an improvement over local housing stock within the area and on Swansea Road which all currently have on-street provision only.

5.3.4 The proposed site layout and car parking provision has been tracked to ensure that a large estate car can enter and exit each of the bays. This analysis is provided on Drawing ITB15168-GA-002 at the rear of this document.

Cycle Parking

5.3.5 Cycle parking will be provided in accordance with Reading Borough Council standards and will be provided within secure on-plot cycle storage facilities. The number of cycle parking spaces are provided below in line with Reading Borough Council's standards:

- 2 bed house – 2 spaces per unit;
- 3 bed house – 2 spaces per unit;
- Total – 18 spaces across the site.

5.4 Refuse Collection

5.4.1 Within the proposed development there will be a single bin storage facility located immediately to the south of the proposed access within the site. This will be provided in accordance with Reading Borough Council's Waste Management Guidelines with the bin storage area complying

with the requirement that no refuse crew will need to travel further than 15m to reach the bin storage area and no resident will need to transport their wheeled bins further than 30m.

- 5.4.2 In line with the current arrangements for the other dwellings on Swansea Road and Northfield Road it is proposed that the refuse collection vehicle will park on-street with operatives travelling onto the site in order to collect bins from the collection area.

5.5 **Fire Tender**

- 5.5.1 Due to the proposed site layout there will be no requirement for a fire tender to enter the site. This is due to the properties fronting onto Swansea Road and Northfield Road and therefore being readily accessible to emergency vehicles from the public highway.

SECTION 6 Traffic Impact

6.1 Introduction

6.1.1 This section of the Statement details the methodology used to assess the potential traffic impact of the development.

6.2 Trip Generation

6.2.1 The TRICS trip generation database was interrogated to obtain relevant trip rates to establish the likely trip generation of the site for private houses and flats. The trip rates were obtained using the following parameters.:

- Tenure – Privately Owned Houses;
- Region – All, excluding Greater London, Ireland, Scotland and Wales;
- Size relevance – 1 to 50 units; and
- Location relevance – Edge of Town Centre.

6.2.2 The morning and evening peak hour vehicular trip rates are provided in **Table 6.1** and provide trip rates for privately owned houses. Whilst the proposed tenure is not currently known for robustness privately owned houses only have been used which generally exhibit a higher trip generating potential. The full TRICS outputs can be found in **Appendix B**.

Table 6.1: Vehicular Trip Rates

Morning Peak Hour (0800 – 0900)			Evening Peak Hour (1700 – 1800)			Daily (0700 – 1900)		
In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-Way
Privately Owned House Trip Rate								
0.202	0.234	0.436	0.351	0.202	0.553	2.192	2.086	4.278

Source: TRICS

6.2.3 **Table 6.2** demonstrates the likely traffic generation of the proposed development of 9 dwellings using this methodology.

Table 6.2: Vehicular Trip Generation

Morning Peak Hour (0800 – 0900)			Evening Peak Hour (1700 – 1800)			Daily (0700 – 1900)		
In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-Way
Private Flat Trip Generation								
2	2	4	3	2	5	20	19	39

Source: TRICS

6.2.4 **Table 6.2** demonstrates that the proposed development would generate a maximum of 4 two-way movements in the morning peak and 5 in the evening peak.

6.2.5 As expected, the number of vehicle trips anticipated to be generated by the proposal is extremely low and once distributed onto the local highway network would have an inconsequential level of impact. Additionally, this assessment of the traffic generation of the site should be considered extremely robust as the previous use would have resulted in a certain number of trips on the local highway network which has not been taken account of and as a result there may be a net reduction in trips.

SECTION 7 Summary and Conclusions

- 7.1 i-Transport LLP has been appointed by Elstree Land to provide highways and transport advice in relation to a full planning application for nine residential dwellings on land adjacent to Swansea Road, Reading.
- 7.2 The site is proposed to be accessed onto Swansea Road for all users with a single simple priority junction replacing six existing vehicle crossovers. Both the access and internal road layout will operate as a shared surface given the extremely low vehicle flows anticipated to use it.
- 7.3 The car parking layout of the site has previously been discussed at pre-application stage with Reading Borough Council. Whilst the site provides less parking than that identified by the 2001 parking standards given the sites proximity to the town centre and Reading rail station a lower provision is proposed. The proposed site layout ensures each of the residential dwellings have a space off-street which is atypical of the surrounding area where all dwellings on Swansea Road, York Road and Northfield Road park on-street.
- 7.4 Refuse collection will be undertaken via a central bin collection point on the site which meet local standards set out in Reading Borough Council's Waste Management Guidelines.
- 7.5 Overall the proposed development is likely to generate an inconsequential level of traffic generation at a maximum of five additional trips in either the morning or evening peak hours. This anticipated level of traffic generation would not create a 'severe' impact on the local highway network.

7.6 Conclusion

7.6.1 On this basis it is concluded that:

- The site is located in an accessible location that is highly suited to residential development. The site will be well connected to local facilities and services which will ensure that opportunities for travel by sustainable modes will be taken up;
- The site access arrangements will deliver safe and suitable access for all people; and
- The impact of the development on the operation of the wider highway network within Reading will not be significant and will fall considerably short of the 'severe' test set out by the NPPF.

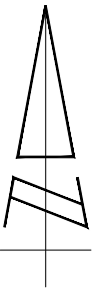
7.6.2 Overall, the proposal is demonstrated to comply with relevant transport policy, particularly the NPPF, and is shown to be acceptable in transport and highways terms.

FIGURES



DRAWINGS

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A	15.11.19	MC	TEXTUAL CHANGES	SH	JDW
REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: FOR INFORMATION



Grove House, Lutyens Close, Chineham
 Basingstoke, Hampshire, RG24 8AG
 Tel: 01256 338640
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TITLE: POTENTIAL SITE ACCESS VISIBILITY

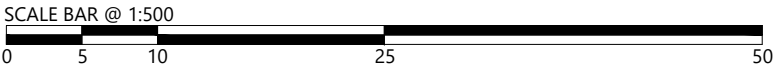
PROJECT: SWANSEA ROAD, READING

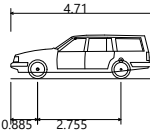
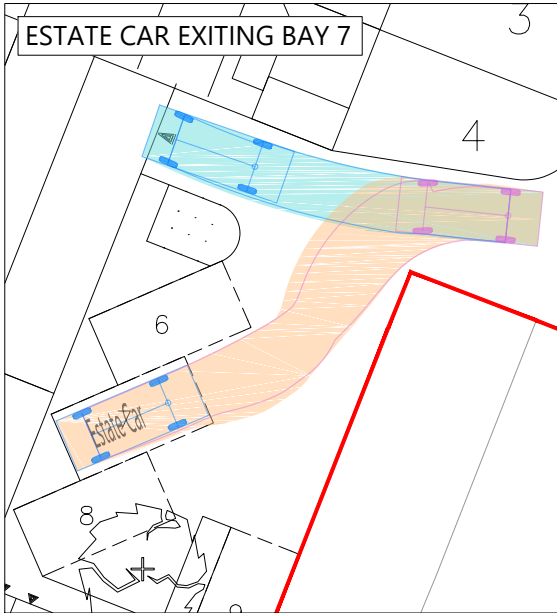
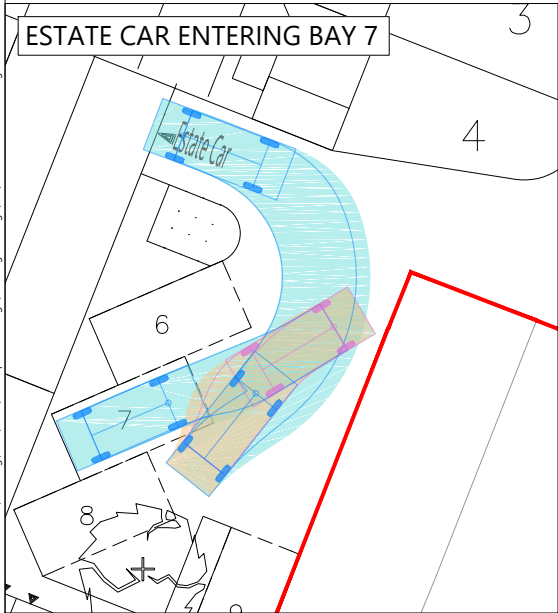
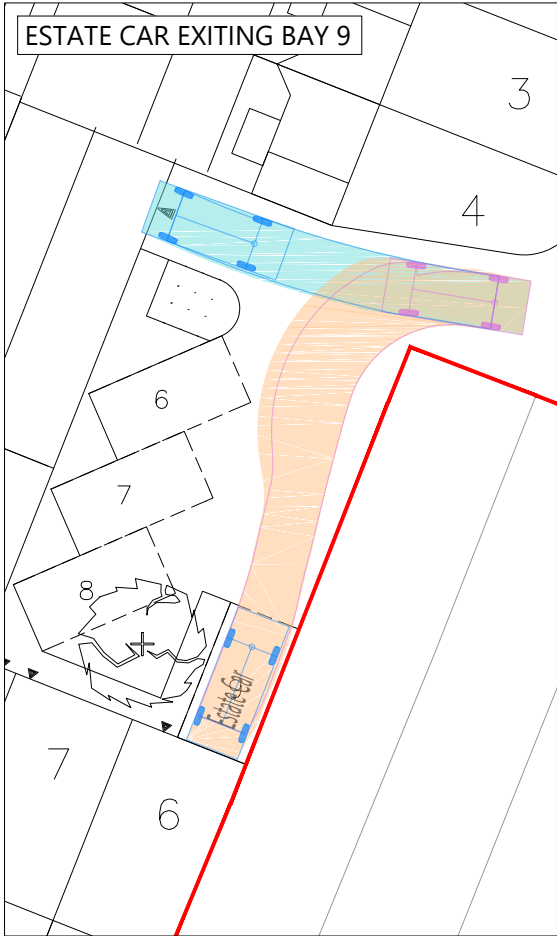
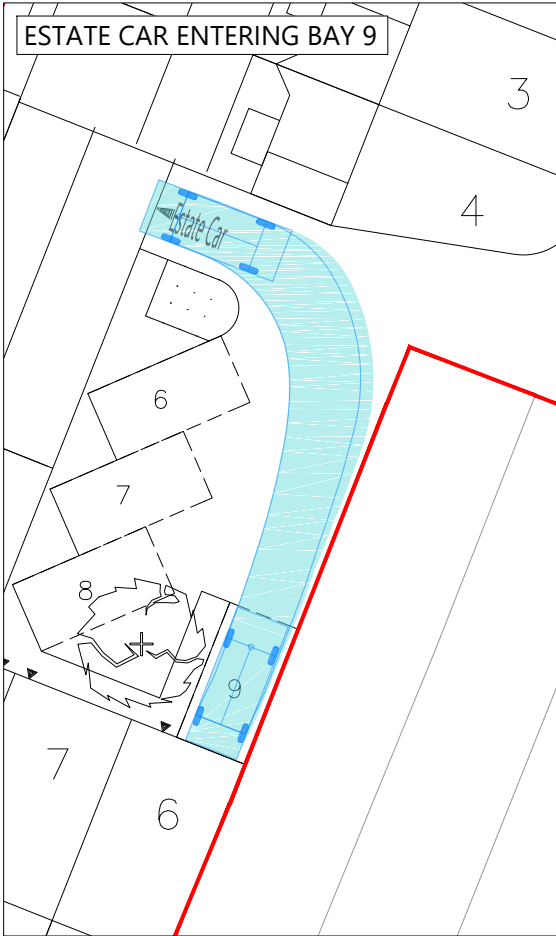
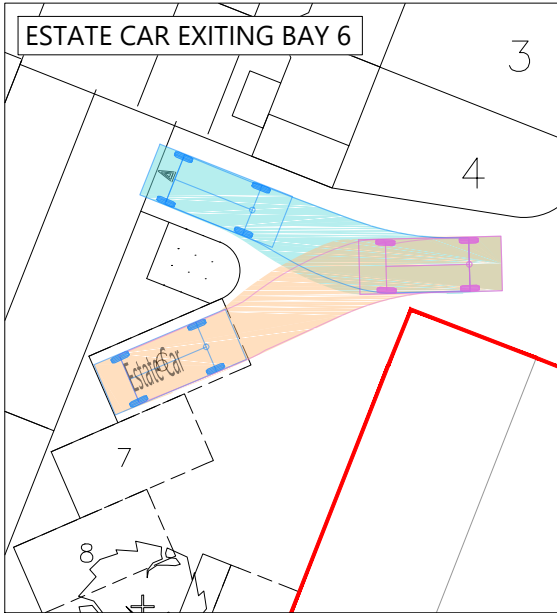
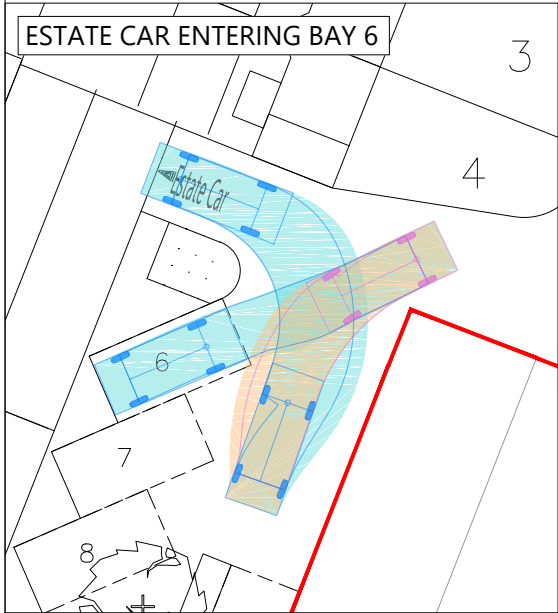
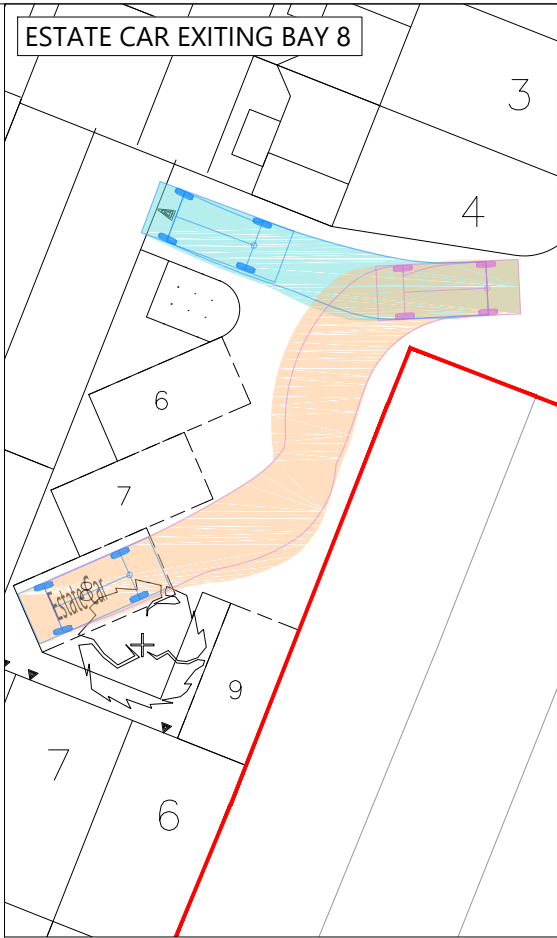
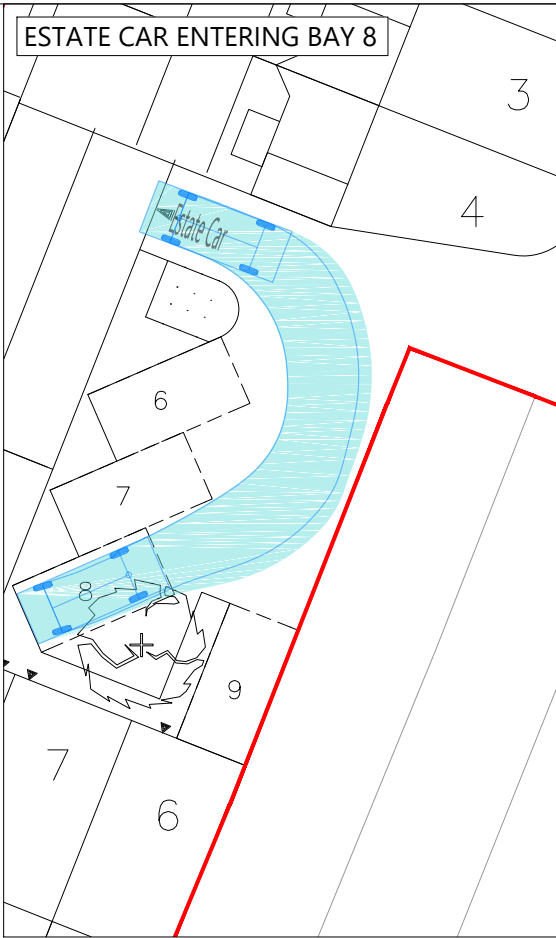
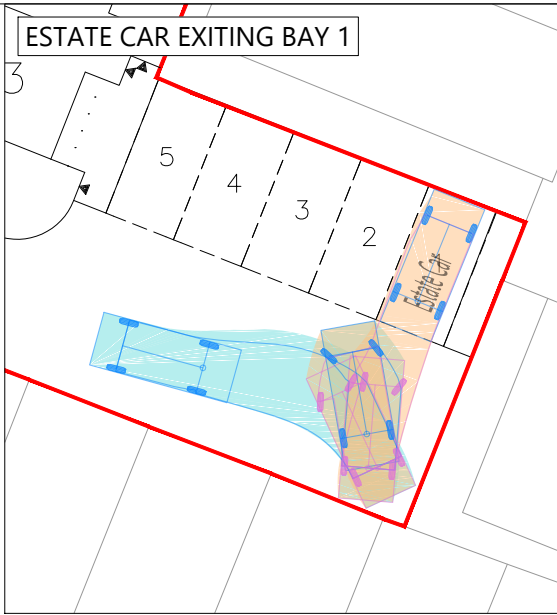
CLIENT: ELSTREE LAND

DRAWN: JD	CHECKED: JDW	APPROVED: JDW
PROJECT No: ITB15168	SCALE @ A3: 1:500	DATE: 04.11.19
DRAWING No: ITB15168-GA-001	REV: A	

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Estate Car
Overall Length 4.710m
Overall Width 1.804m
Overall Body Height 1.442m
Min Body Ground Clearance 0.207m
Max Track Width 1.756m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.950m

REV	DATE	BY	DESCRIPTION	CHK	APD
A	15.11.19	MC	TEXTUAL CHANGES	SH	JDW

STATUS: FOR INFORMATION



Grove House, Lutyens Close, Chineham
Basingstoke, Hampshire, RG24 8AG
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TITLE:
SWEPT PATH ANALYSIS - ESTATE CAR

PROJECT:
SWANSEA ROAD, READING

CLIENT:
ELSTREE LAND

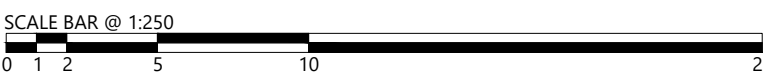
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PROJECT No: ITB15168	SCALE @ A3: 1:250	DATE: 04.11.19

DRAWING No: ITB15168-GA-002
REV: A

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APPENDIX A. SITE LAYOUT

ELSTREE LAND



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Do not scale other than for Local Authority Planning purposes.



presentation planning layout



dha architecture ltd

Brooklands Farm Business Park
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RG42 5QX

t. 0118 934 9666
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w. www.dhaarchitecture.co.uk

28-32 northfield rd and 26-30 swansea road, reading

rev date by details

Presentation Planning Layout

reference 051901-EL-01

08.10.2019 created
1:500 @ A3 scaling
SJP contact

- revision

APPENDIX B. TRICS OUTPUT

Calculation Reference: AUDIT-236601-191105-1141

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
 Actual Range: 17 to 47 (units:)
 Range Selected by User: 1 to 50 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 06/06/19

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Friday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	3
---------------------	---

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	2
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.

Secondary Filtering selection:

Use Class:

C3	3 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®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	1 days
25,001 to 50,000	2 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
125,001 to 250,000	1 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:

0.5 or Less	1 days
0.6 to 1.0	2 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	3 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	3 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	LN-03-A-04 EGERTON ROAD LINCOLN	DETACHED & SEMI-DETACHED	LINCOLNSHIRE
	Edge of Town Centre Residential Zone		
	Total Number of dwellings:	30	
	Survey date: MONDAY	29/06/15	Survey Type: MANUAL
2	NY-03-A-12 RACECOURSE LANE NORTHALLERTON	TOWN HOUSES	NORTH YORKSHIRE
	Edge of Town Centre Residential Zone		
	Total Number of dwellings:	47	
	Survey date: TUESDAY	27/09/16	Survey Type: MANUAL
3	ST-03-A-06 STANFORD ROAD WOLVERHAMPTON BLAKENHALL	SEMI-DET. & TERRACED	STAFFORDSHIRE
	Edge of Town Centre No Sub Category		
	Total Number of dwellings:	17	
	Survey date: FRIDAY	09/05/14	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	31	0.096	3	31	0.277	3	31	0.373
08:00 - 09:00	3	31	0.202	3	31	0.234	3	31	0.436
09:00 - 10:00	3	31	0.160	3	31	0.149	3	31	0.309
10:00 - 11:00	3	31	0.181	3	31	0.213	3	31	0.394
11:00 - 12:00	3	31	0.096	3	31	0.117	3	31	0.213
12:00 - 13:00	3	31	0.202	3	31	0.255	3	31	0.457
13:00 - 14:00	3	31	0.191	3	31	0.160	3	31	0.351
14:00 - 15:00	3	31	0.117	3	31	0.128	3	31	0.245
15:00 - 16:00	3	31	0.202	3	31	0.117	3	31	0.319
16:00 - 17:00	3	31	0.266	3	31	0.128	3	31	0.394
17:00 - 18:00	3	31	0.351	3	31	0.202	3	31	0.553
18:00 - 19:00	3	31	0.128	3	31	0.106	3	31	0.234
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.192			2.086			4.278

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: 17 - 47 (units:)
 Survey date range: 01/01/11 - 06/06/19
 Number of weekdays (Monday-Friday): 3
 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.

