acstro

Transport Statement

Dew Street
Haverfordwest
Pembrokeshire

November 2023

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Appendices

Revision History

A	2nd October 2023	First Issue
B	28th November 2023	Final

1694-ACS-ZZ-XX-RP-T-001-B Transport Statement.docx

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1 Introduction

1.1 Acstro has been appointed by Ateb Group to prepare a Transport Statement to support a planning application for development of the former library site at Dew Street, Haverfordwest, Pembrokeshire. It is proposed to redevelop the site to deliver 41 affordable flats.

1.2 The extent and location of the site is shown in Figure 1 below.

Figure 1 Location Plan

1.3 This document considers the transport implications of the proposed development. It demonstrates that the site is in a sustainable location that is closely related to existing facilities and services and is accessible to pedestrians, cyclists and public transport users. It is also demonstrated that safe vehicular access to the site can be provided and adequate parking provision is made for the future occupiers and users of the site. The structure of the Transport Statement is as follows:

- Section 2 describes the relevant planning policy context that is relevant in terms of transport issues;
- Section 3 describes the site's location, its proximity to services and facilities and its accessibility by all forms of transport.
- Section 4 describes the proposed development and its access arrangements.
- Section 5 outlines measures that will be implemented to minimise the impact of construction traffic.
- Section 6 provides a summary and conclusion.

2 Policy Context

Future Wales - The National Plan 2040

2.1 This is the national development framework that sets out the direction for development in Wales to 2040.

2.2 Policies 11 and 12 relate to national and regional connectivity, respectively. These seek to encourage longer-distance trips to be made by public transport, while also making longer journeys possible by electric vehicles. In urban areas, to support sustainable growth and regeneration, the priorities are improving and integrating active travel and public transport. In rural areas the priorities are supporting the uptake of ultra-low emission vehicles and diversifying and sustaining local bus services. Active travel must be an essential and integral component of all new developments.

2.3 Planning authorities must act to reduce levels of car parking in urban areas, including supporting car-free developments in accessible locations and developments with car parking spaces that allow them to be converted to other uses over time. Where car parking is provided for new non-residential development, planning authorities should seek a minimum of 10% of car parking spaces to have electric vehicle charging points.

Planning Policy Wales (11th Edition)

2.4 Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government. The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales.

2.5 In terms of transport related policies paragraph 4.1.1 states that “the planning system should enable people to access jobs and services through shorter, more efficient and sustainable journeys, by walking, cycling and public transport”.

2.6 Paragraph 4.1.10 states that “the planning system has a key role to play in reducing the need to travel and supporting sustainable transport, by facilitating developments which:

- are sited in the right locations, where they can be easily accessed by sustainable modes of travel and without the need for a car;
- are designed in a way which integrates them with existing land uses and neighbourhoods; and
- make it possible for all short journeys within and beyond the development to be easily made by walking and cycling.”

2.7 PPW advocates a sustainable transport hierarchy for planning, the hierarchy being, from top to bottom:

- Walking and Cycling
- Public Transport
- Ultra Low Emission Vehicles
- Other Private Motor Vehicles

2.8 It is Welsh Government policy to require the use of a sustainable transport hierarchy in relation to new development, which prioritises walking, cycling and public transport ahead of the private motor vehicles.

2.9 However, for most rural areas the opportunities for reducing car use and increasing walking, cycling and use of public transport are more limited than in urban areas. In rural areas most new development should be located in settlements which have relatively good accessibility by non-car modes when compared to the rural area as a whole. (paragraph 3.39).

2.10 The transport hierarchy recognises that Ultra Low Emission Vehicles (ULEV) also have an important role to play in the decarbonisation of transport, particularly in rural areas with limited public transport services. To this end the provision of ULEV charging points is encouraged within new developments.

2.11 PPW recommends (4.1.50) that "a design-led approach to the provision of car parking should be taken, which ensures an appropriate level of car parking is integrated in a way which does not dominate the development. Parking provision should be informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Planning authorities must support schemes which keep parking levels down, especially off-street parking, when well designed".

TAN18 Transportation

2.12 Planning Policy Wales Technical Advice Note 18 (TAN18) details the Welsh Government Government's policies in terms of transportation and repeats the general principles advocated in PPW i.e. that development is encouraged in sustainable, accessible, locations that will reduce the need to travel by car. Its aim is to promote an efficient and sustainable transport system and to counter the negative impacts associated with road traffic growth, for example increased air pollution, green house gases and congestion (2.1). It sees the integration of transport and land use planning as key (2.3) in achieving the Welsh Government Governments' sustainable development policy objectives by:

- promoting travel efficient settlement patterns;
- ensuring new development is located where there is good access by public transport, walking and cycling thereby minimizing the need for travel and fostering social inclusion;
- managing parking provision;
- ensuring that new development includes appropriate provision for pedestrians, cycling, public transport, and traffic management and parking/servicing;
- encouraging the location of development near other related uses to encourage multi-purpose trips; and
- ensuring that transport infrastructure necessary to serve new development allows existing transport networks to continue to perform their identified functions.

2.13 The needs of walkers and cyclists must be taken into consideration and the use of these most sustainable forms of transport encouraged in all developments (TAN18 Chapter 6). Similarly, all development should be accessible by public transport (Chapter 7).

The Active Travel (Wales) Act 2013

2.14 The Active Travel (Wales) Act 2013 is Welsh Government legislation aimed to support an increase in the level of walking and cycling in Wales; to encourage a shift in travel behaviour to active travel modes, and to facilitate the building of walking and cycling infrastructure.

2.15 The Active Travel (Wales) Act 2013 requires local authorities in Wales to produce maps of walking and cycling networks in their local area, known as Active Travel Network Maps (ATNMs). These maps are designed to show two main things:

- **Existing routes** – those current walking and cycling routes that already meet Welsh Government active travel standards, meaning they can be readily used for everyday journeys, and
- **Future routes** – new routes that the local authority proposes to create in the future, as well as current routes that are planned for improvement to bring them up to the standards.

2.16 An extract from the ATNM is provided below and shows that there are proposals for the development of future walking and cycling routes along Dew Street and Barn Street, to the east and west of the site, respectively.

Pembrokeshire Local Development Plan

2.17 Haverfordwest is identified in the Local Development Plan (LDP) as a hub town, forming part of the Haven Hub. This is the highest level in the LDP's settlement hierarchy, which classifies all settlements according to their functional characteristics and provision of services and facilities.

Supplementary Planning Guidance - Parking Standards SPG

2.18 Parking requirements for development vary depending on the site's location and accessibility. The site is in a Zone 2 location.

2.19 For apartment developments a car parking provision of 1 space per apartment is recommended. There is no requirement to provide for visitor parking.

2.20 Cycle parking is recommended at a minimum of 1 cycle stand per 2 bedrooms.

3 Existing Conditions

3.1 The site is located to the South West and uphill from Haverfordwest town centre. It is bounded by Barn Street to the West and Dew Street to the East. To the north Mariners Square and Tower Hill, link Barn St to High / Dew Street. The primary road to the South is Portfield, but this is separated by a significant buffer created by Fountains Row and Barn Court, two recent infill residential developments.

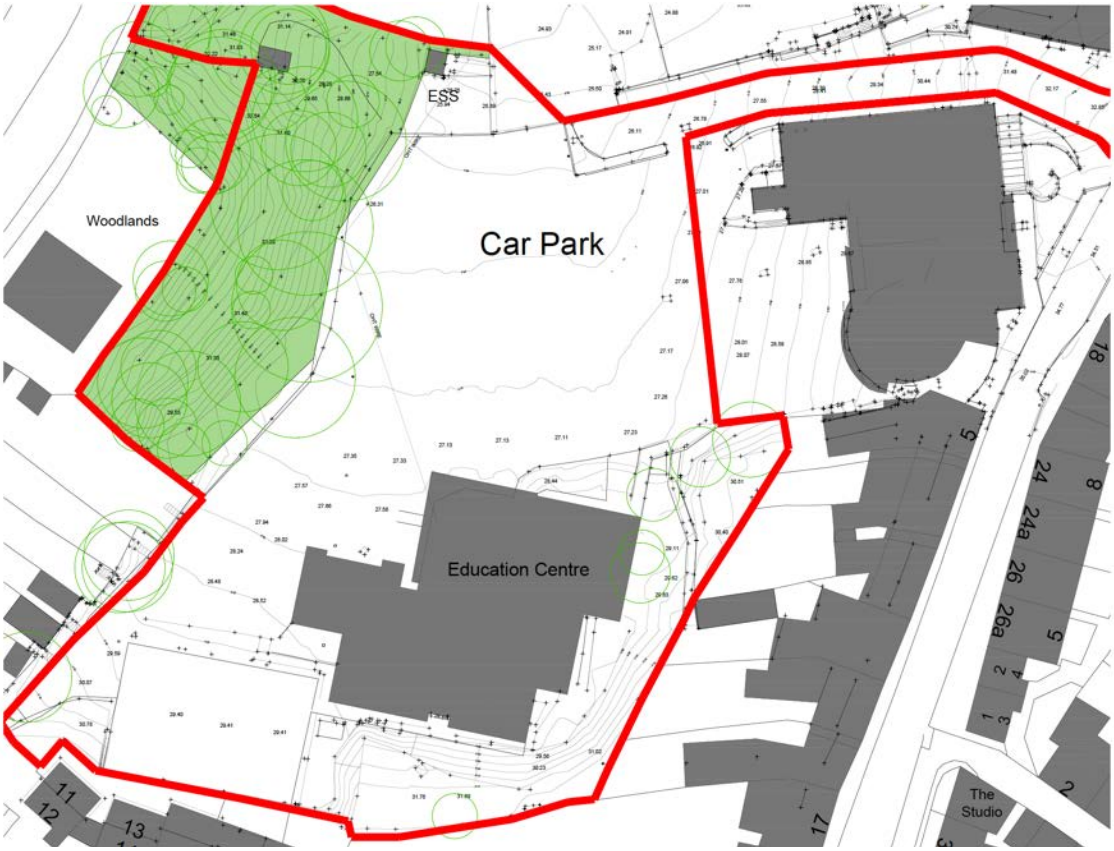

Figure 2 20-Minute Walk Catchment

3.2 The site accommodates a Community Learning Centre building and car park (approximately 90 spaces).

3.3 The site is accessed from Dew Street. This also provides access to the library site, which is currently subject to a separate planning application for refurbishment and redevelopment and a car parking area, located to the north of the access, that is not affected by the residential development.

Proximity to Services and Accessibility

3.4 Guidance published in 2021 by TCPA advocates the development of 20-minute neighbourhoods. A 20-minute neighbourhood is essentially a compact and connected place, with a range of services that meet most people's daily needs. The characteristics or 'ingredients' of a 20-minute neighbourhood include:

- diverse and affordable homes;
- well connected paths, streets and spaces;
- schools at the heart of communities;

- good green spaces in the right places;
- local food production;
- keeping jobs and money local;
- community health and wellbeing facilities; and
- a place for all ages.

3.5 The site is located at the western edge of Haverfordwest's town centre, which provides a good range of services and facilities including shops, banks, pharmacies, pubs, restaurants and cafes. The nearest supermarket (Lidl) is a 7-minute walk from the site. Haverfordwest Leisure centre is a similar distance to the south east. The nearest primary school (Fenton CP) is a 9-minute walk form the site.

3.6 Figure 2 indicates the areas that can be reached on foot within around 20 minutes of the site. It shows that the majority of Haverforwest's urban area and the wide range of amenities available within it are within a short and easy walk of the site.

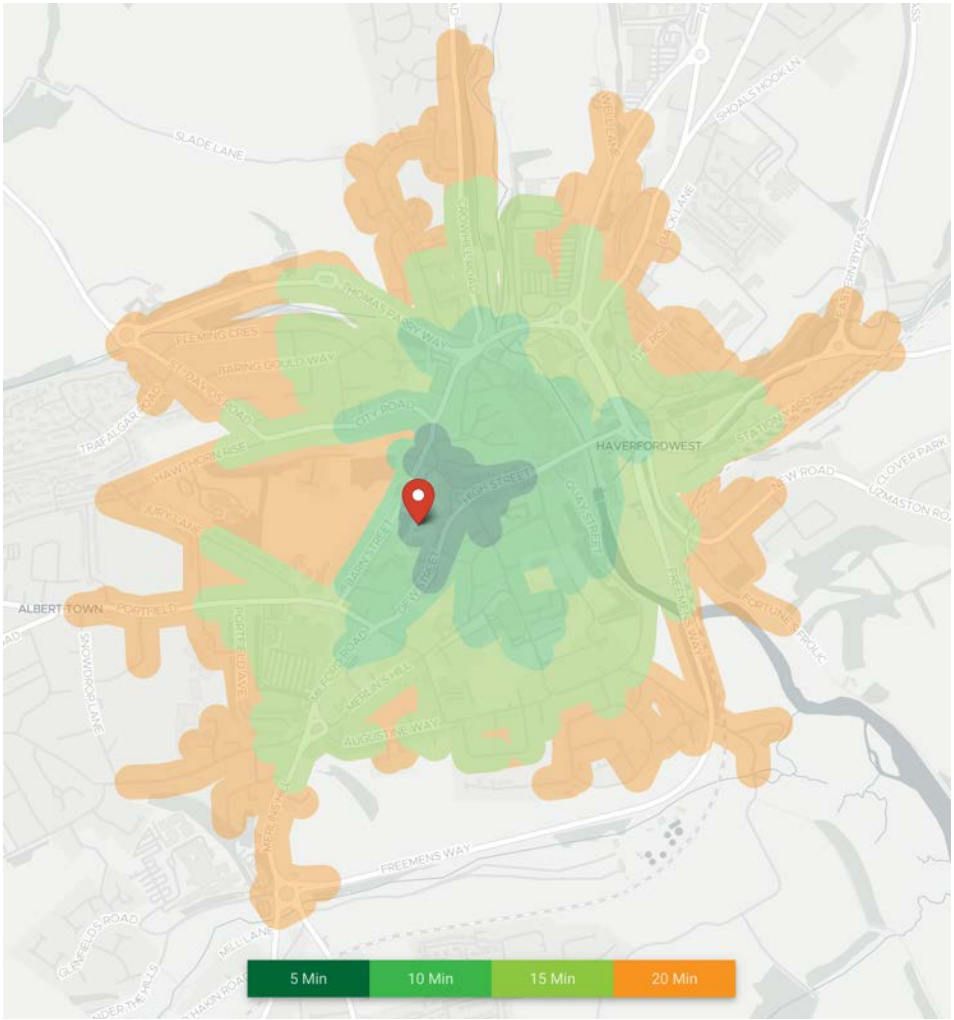

Figure 3 20-Minute Walk Catchment

3.7 There exists, therefore, a wide range of services within a 20-minute walk that will meet the daily needs of the development's residents. As a result, people are more likely to walk or travel actively to access those services and will not be reliant on the car. This delivers many benefits including a reduction in road congestion, improved air quality, improved physical and mental health and improved social interaction and sense of community.

Active Travel

3.8 The site is accessible to pedestrians and cyclists from the site's access from Dew Street. Footways are provided on both sides of the access and these link with those on Dew Street / High Street that connect with the wider pedestrian network that runs throughout the town. There are uncontrolled crossing facilities (dropped kerbs and tactile paving) at several locations near the access' junction with Dew Street, allowing for the safe movement of pedestrians in all directions.

3.9 There is an additional pedestrian access into the site at the South-West corner, from Barn Court Road. This footpath also provides access to the rear gardens of several properties on Barn Street. Within the site there is an access gate to 'Adam's Eden' an external garden area serving a charity cafe on Dew Street. The other access for this is through the premises of 11 Dew Street.

3.10 Pembrokeshire Council's ATNM indicates that there are proposals for the development of future walking and cycling routes along Dew Street and Barn Street, to the east and west of the site, respectively. These will further enhance the accessibility of the site by active travel modes of transport.

Public Transport

3.11 The nearest bus stops are located at the site's Dew Street or on Barn Street. They provide access to regular and frequent bus services, which are outlined in the table below.

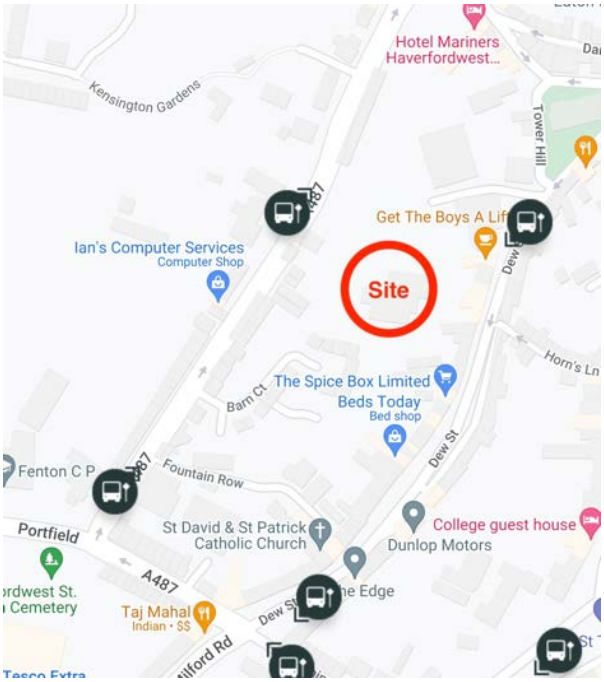

Figure 4 Bus Stop Locations

Service Number	Route	General Frequency
302	Withybush Hospital - Hubberston	Every 30 minutes (Mon – Sat)
308	Haverfordwest – Llangwm – Burton Ferry - Haverfordwest	2 Journeys per day (Mon-Fri)
311	Haverfordwest – Broadhaven – Haverfordwest	3 Journeys per day (Mon-Fri)
349*	Haverfordwest - Tenby	Hourly
T11	Haverfordwest – St David's - Fishguard	8 Journeys per day (Mon-Fri)
X22	Haverfordwest – Pembroke Dock	2 Journeys per day (Mon-Fri)

* Does not travel along Barn Street

Table 1 Bus Services Serving Dew Street & Barn Street Stops

3.12 Connect public transport services can be accessed at Haverfordwest bus and railway stations, which are both within comfortable walking distance to the site.

Highway Access

3.13 The site is accessed from Dew Street, which is a one-way street with traffic flowing southbound. All traffic exiting the site must therefore turn right. Dew Street is subject to a 20mph speed limit.

3.14 A review of injury accident records for the area around the site has been undertaken for latest five-year period for which data is available (2017 – 2021 inclusive). There are no recorded injury accidents recorded in the vicinity of the site's access, indicating that it operates safely.

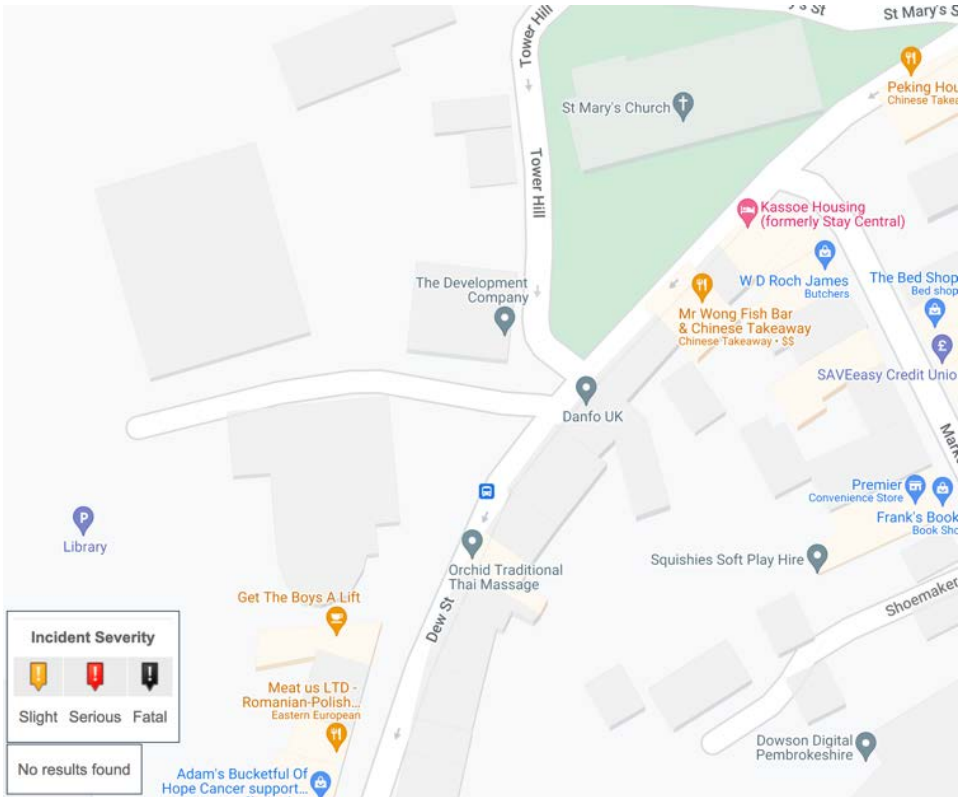

Figure 5 Injury Accident Location & Severity

Parking

3.15 The application site includes a car park area (approximately 90 spaces). This was formerly a pay & display car park owned and operated by the County Council. Since the acquisition of the site Ateb Group has chosen to continue to operate the area as a pay & display basis, with the intention that this be temporary until such time as the site was developed. There is no legal requirement for Ateb Group to continue to provide public car parking at this location.

3.16 There are a number of public car parks in Haverfordwest that provide a total of 1185 car parking spaces. Bridgend Square car park is temporarily unavailable due to it being used temporarily as a bus station and the Hole in the Wall Car Park is temporarily unavailable due to the Western Quayside Development. since its acquisition by Ateb Group.

3.17 In addition, there are proposals for a new 345 space multi-storey car park (MSCP) that will replace the recently demolished multi-storey car park that is accessed off the A40 Cartlett Bridge. The site of the MSCP is being used as a surface car park on a temporary basis until such time as the development of the new MSCP begins.

Car Park	Capacity
Castle Lake	155
St Thomas Green	148
Rifleman's Field	13
Union Hill	83
The Parade	17
Parade Steps	15
The Castle	10
Hole in the Wall	200 (Closed Until Further Notice due to Western Quayside Development)
Glan yr Afon	10
Scotchwell	127
New Quay	10
Perrots Road	155
Bridgend Square	42 (Closed Until Further Notice – Being Used as Temporary Bus Station)
Pendergast	200
Total	**1185** (943 allowing for unavailability of Hole in the Wall & Bridgend Square Car Parks)

Table 2 Haverfordwest Public Car Parks

Summary

3.18 The site is in a sustainable and accessible location. The site is accessible to pedestrians, cyclists and public transport users. This increases the possibility that journeys generated by the development can be made by sustainable forms of transport. The highway network serving the site has a good safety record.

4 Proposed Development

4.1 The proposed development includes for the demolition of the exiting education building and construction of 41 affordable flats.

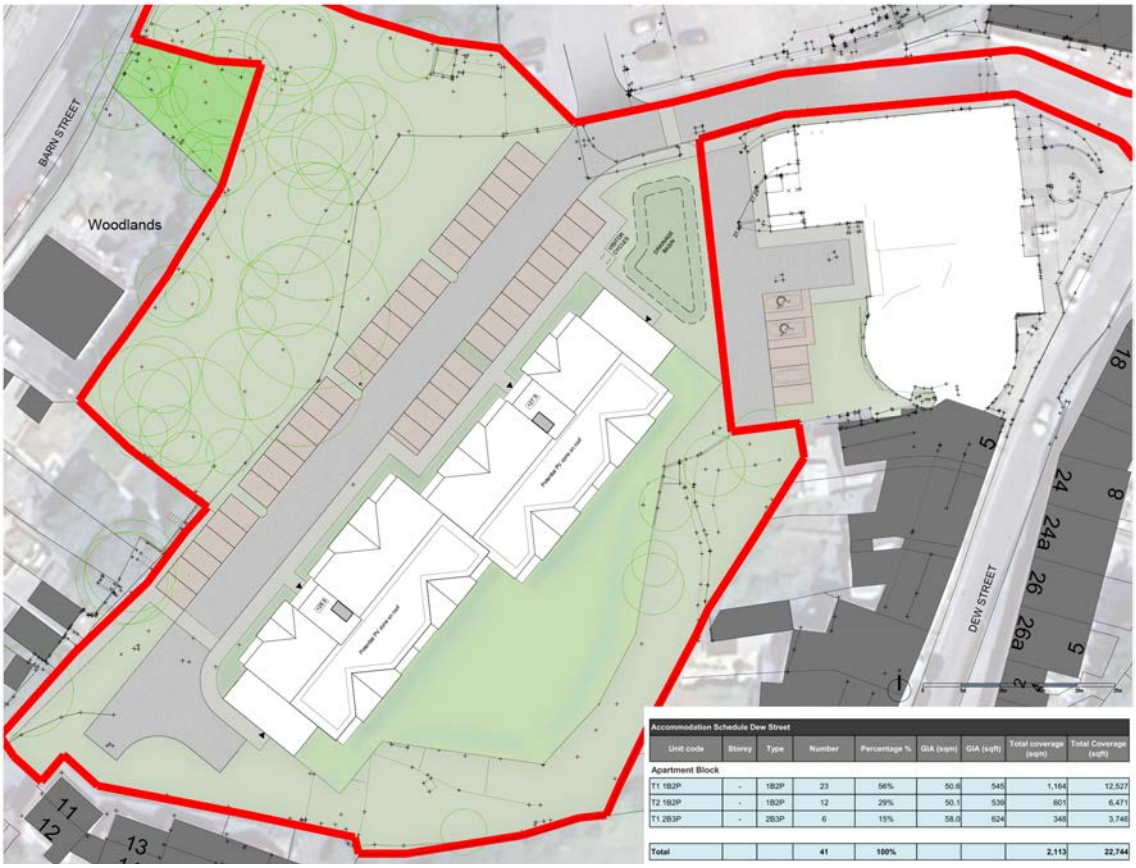

Figure 6 Proposed Development

Access & Parking

4.2 The development will be served by the site's existing access from Dew Street. A turning area capable of accommodating refuse lorries and emergency vehicles is located within the development.

4.3 A total of 41 parking spaces provides each apartment with its own parking space. The parking spaces are overlooked by the apartments at the front of the building. Residents have access to shared, secure cycle stores within the ground floor level of the building (24 spaces in total). There are visitor cycle stands provided externally near the arrival point to the development.

4.4 A generous footpath, with appropriate crossing facilities, connects Dew Street, through to Barn Court, allowing access from either direction to the site. This path is well overlooked by the apartments, and a buffer of defensible planting is provided to the building to create a safe and pleasant pedestrian route.

4.5 Rear access to 'Adam's Eden' cafe on Dew Street is unaffected by the development.

Trip Generation

4.6 The potential trip generation of the proposed development of the sites has been estimated by reference to the TRICS trip rate database, a database of over 8,000 traffic surveys of various types of development throughout the UK and Ireland.

4.7 From the TRICS database evidence of the trip rates of affordable / local authority flat developments in urban locations in mainland Britain (excluding Greater London) have been analysed.

4.8 The detailed TRICS output is provided as Appendix 1 and summarised in the following tables.

Appendix 1 TRICS Trip Rate Data

	Trip Rate per Dwelling			Trip Generation (41 Dwellings)		
Time Range	**Arrivals**	**Departures**	**Total**	**Arrivals**	**Departures**	**Total**
am peak Hour 08:00-09:00	0.0.067	0.105	0.172	3	4	7
pm Peak Hour 16:00-17:00	0.153	0.067	0.220	6	3	9

Table 3 Vehicle Trip Rates & Proposed Development Trip Generation

4.9 The TRICS data suggests that the site has the potential to generate around 7 to 9 peak hour vehicle movements. This equates to no more than around one additional vehicle movement every 6 to 7 minutes, on average, during the busiest hours and is not considered to be significant.

4.10 The assessment makes no allowance for the potential trip generation of the existing permitted use of the site, which is likely to be significantly greater than that of the proposed development.

5 Construction Traffic Management

5.1 Traffic generated throughout the construction period will be a typical mix of cars, vans, construction vehicles and lorries. The volume of construction traffic at any period and the duration of construction traffic movements will be governed by the construction programme, which is not known at this stage.

5.2 A Construction Traffic Management Plan CTMP will be implemented to minimise the impact of construction traffic on the roads surrounding the site. The CTMP will include the following measures:

a) Prior to any construction on the site a highway condition survey is to be undertaken with photographic records of the condition of the the highway network around the site. This is to be repeated upon completion of the works. Should the post-construction condition survey identify any defects in the highway's condition that are caused by the construction works and traffic, the contractor will discuss and agree the appropriate remedial measures with the Highway Authority.

b) No metal tracked vehicles will be permitted to travel on the public highway. Rubber wheeled / tracked vehicles only.

c) No parking associated with the construction to occur on the public highway. All parking to be accommodated safely within the development.

d) All materials to be stored within the development. No material to be stored on the public highway.

e) Deliveries to be timed to occur between 9am and 3pm only. This ensures that no delivery movements will occur during commuting times, travel to and from school times or after school hours when children are more likely to be using the streets.

f) Banksmen to be deployed at the site entrance to manage traffic / pedestrians / cyclists as needed when deliveries by large vehicles are expected.

g) Deliveries will be carefully scheduled and wherever possible rationalised to avoid congestion and limit the number of individual delivery movements. Detailed instructions on delivery times and vehicle routing will be issued to all the site personnel, subcontractors and suppliers.

h) Wheel wash facilities to be provided for the use of departing construction vehicles. All vehicle drivers must ensure that their wheels are clean prior to entering the public highway.

i) The surface the public highway to be regularly monitored and road sweeper deployed in the event that mud or debris from the construction site has been deposited on the highway.

j) Damping down exposed excavations and transitional surfaces will be adopted as and when required to prevent mud / site debris from vehicles leaving the site contaminating the local highway network, whilst also helping to suppress dust during periods of dry weather.

6 Summary & Conclusion

6.1 In summary this Transport Statement has demonstrated that:

- The site is accessible to pedestrians, cyclists and public transport users meaning that users of the development will not be reliant on the car.
- The highway network serving the site operates safely;
- The proposed development is for 41 affordable flats;
- Safe means of access is provided to all users of the development;
- Car parking provision meets the requirements of the Council's Parking Standards.
- The development will generate an estimates 7 to 9 peak hour vehicle movements. This is not considered to be significant.

6.2 It is considered that the site meets planning policy requirements in terms of being in an appropriate location that is safely accessible by all forms of transport and that the impacts of the development on the continued operation and safety of the surrounding highway network would be acceptable.

6.3 It is concluded therefore that there are no transport related issues that should prevent planning permission for the proposed development.

Appendix 1 TRICS Trip Rate Data

Calculation Reference: AUDIT-648801-231002-1041

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : D - AFFORDABLE/LOCAL AUTHORITY FLATS
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	SP	SOUTHAMPTON	1 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
	NG	NOTTINGHAM	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	LS	LEEDS	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: 15 to 84 (units:)
Range Selected by User: 6 to 100 (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: 01/01/15 to 07/10/16

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
Tuesday	2 days
Wednesday	1 days

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

Selected survey types:

Manual count	5 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:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	3
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	5

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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	5 days - Selected

Secondary Filtering selection:

Use Class:

C3	5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

15,001 to 20,000	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:

125,001 to 250,000	1 days
250,001 to 500,000	3 days
500,001 or More	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	4 days
1.1 to 1.5	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:

No	5 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	5 days

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

LIST OF SITES relevant to selection parameters

1 LN-03-D-02 FLATS LINCOLNSHIRE
ADDISON DRIVE
LINCOLN

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 22
Survey date: WEDNESDAY *01/07/15* *Survey Type: MANUAL*

2 LS-03-D-02 BLOCK OF FLATS LEEDS
BELLE VUE ROAD
LEEDS

Edge of Town Centre
Residential Zone
Total No of Dwellings: 15
Survey date: MONDAY *19/10/15* *Survey Type: MANUAL*

3 NG-03-D-01 BLOCK OF FLATS NOTTINGHAM
WATCOMBE ROAD
NOTTINGHAM
CARRINGTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 22
Survey date: TUESDAY *23/06/15* *Survey Type: MANUAL*

4 SP-03-D-01 BLOCKS OF FLATS SOUTHAMPTON
HANNAY RISE
SOUTHAMPTON
THORNHILL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 66
Survey date: TUESDAY *24/11/15* *Survey Type: MANUAL*

5 WM-03-D-02 BLOCKS OF FLATS WEST MIDLANDS
BRANCH ROAD
BIRMINGHAM
KINGS NORTON
Edge of Town
Residential Zone
Total No of Dwellings: 84
Survey date: MONDAY *09/11/15* *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/D - AFFORDABLE/LOCAL AUTHORITY FLATS
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	5	42	0.014	5	42	0.053	5	42	0.067
08:00 - 09:00	5	42	0.067	5	42	0.105	5	42	0.172
09:00 - 10:00	5	42	0.096	5	42	0.129	5	42	0.225
10:00 - 11:00	5	42	0.096	5	42	0.120	5	42	0.216
11:00 - 12:00	5	42	0.120	5	42	0.100	5	42	0.220
12:00 - 13:00	5	42	0.077	5	42	0.057	5	42	0.134
13:00 - 14:00	5	42	0.096	5	42	0.086	5	42	0.182
14:00 - 15:00	5	42	0.096	5	42	0.163	5	42	0.259
15:00 - 16:00	5	42	0.134	5	42	0.120	5	42	0.254
16:00 - 17:00	5	42	0.153	5	42	0.067	5	42	0.220
17:00 - 18:00	5	42	0.096	5	42	0.115	5	42	0.211
18:00 - 19:00	5	42	0.096	5	42	0.033	5	42	0.129
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.141			1.148			2.289

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:	15 - 84 (units:)
Survey date date range:	01/01/15 - 07/10/16
Number of weekdays (Monday-Friday):	5
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 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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