

DY/200391

08 September 2021

Attn Mr. Nick Hirst
Kirklees MBC

By email to: DC.Admin@kirklees.gov.uk

Dear Nick,

Planning application 2021/62/91871/E

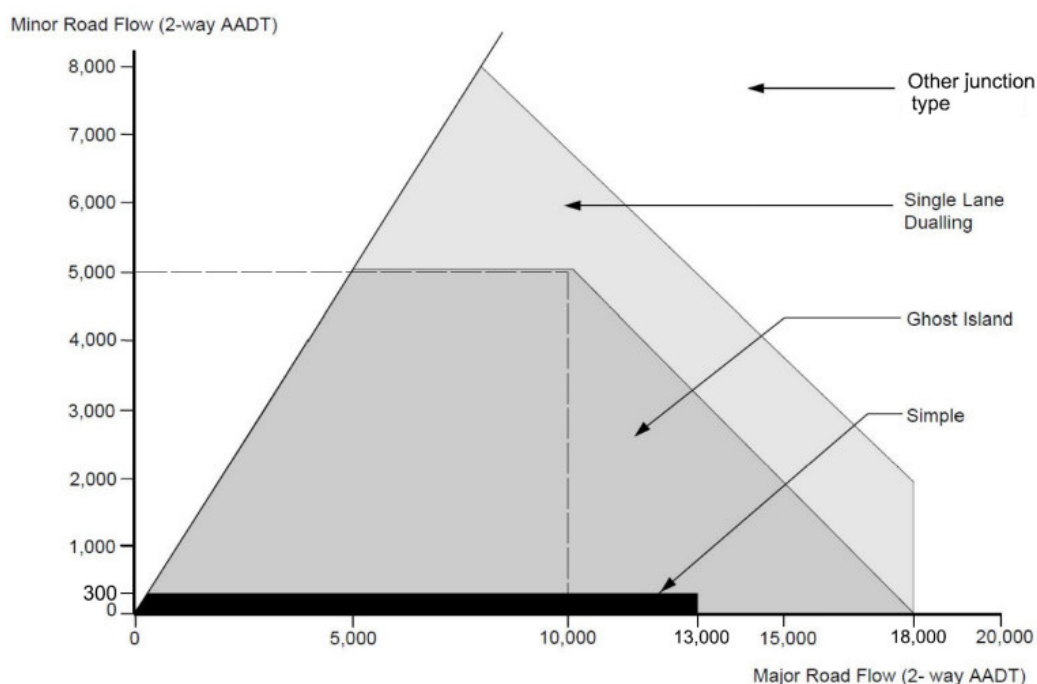
55 unit residential development Hanging Heaton, Dewsbury

Following the constructive meeting with yourself and your Highway colleagues on 7th September, I undertook to provide further details justifying the site access layout arrangement.

In line with the Council's Highway Design Guide SPD (adopted 4th November 2019), mindful of the speed and volume of traffic on Challenge Way and the site access design has been undertaken in line with Design Manual for Roads and Bridges (DMRB).

DMRB provides guidance on junction selection in CD123 rev 2, the current guidance is illustrated below:

Figure 1 – DMRB in CD123 rev 2, Figure 2.3.1



This graph suggests that a simple priority junction is suitable where main road daily traffic flows is circa 13,000 two-way, and where the minor road flows are circa 300 two-way vehicles per day.

Dealing first with the minor road flows, these can be derived from TRICS data, the analysis attached hereto shows that the flows between 07:00-19:00 are 4.506 trips per house, which for 55 homes would generate 248 two way trips over the 12 hour period.

Whilst 12 hours is commonly accepted as being equal to the daily flows for housing developments, to be robust, we have calculated the 24 hour (AADT) flows from the traffic speed and volume survey undertaken in August 2021, already provided to the Council, this says that on weekdays daily flows along Challenge Way are 7% more than the 12 hour daytime flows. Applying this increase to the above trip rate would suggest 268 daily two way trips on the minor arm per day. This is over 10% below the 300 vehicle trigger.

The major road flows are derived from the 2017 peak hour data, growthed first to 2021 and then 2026. This is because the August 2021 counts undertaken for this survey are affected by both school holidays and Covid-19. Using DfT data it is possible to convert the two peak hour flows to AADT flows. In 2017 the AADT for Challenge Way was 11,900, rising to 12,207, and in 2026 would be 13,393.

The above suggests that a simple priority junction is appropriate based on traffic volumes alone. However in reaching this decision, we have also considered other following factors:

- **Volume of traffic turning right into the site** – as set out in the Transport Statement accompanying this application, turning traffic from the north into the site is predicted to be very low (3 trips in the am peak and 9 in the pm peak).
- **Gaps in main road north-bound traffic** – regular gaps in the northbound traffic flows are created by the traffic signal junction to the south. Therefore the limited volume of turning traffic would have little difficulty in safely entering the site in the gaps created.
- **The speed of traffic** – traffic speeds are shown to be in excess of the 30mph speed limit. With mean speeds just over 33mph and 85th %ile speeds 39mph. These speeds equate to a 70A kph Design Speed, which is the entry level for which the more onerous DMRB standards apply.
- **Cyclist safety** – in this location cyclists are mainly off road, using the shared footway/cycle route on the opposite side of the carriageway to the site (the side right turn entry manoeuvres occur).
- **Other access points** – predictability in road layout is a known safety factor. If other sites have right turn lanes, then drivers might expect this site to be similarly designed. There are no right turn lanes provided to any access along Challenge Way, yet there are employment sites likely to be generating comparable traffic volumes including regular HGV's.
- **Accident record** – As demonstrated in the Transport Statement, there is no road safety record on Challenge Way. This data has been reviewed to include the full length of Challenge Way, using Crashmap and the 5 year period ending December 2020, this reinforces the view that there are no safety issues associated with Challenge Way or at any other site access point. The Crashmap output is attached over.

Figure 2 – Crashmap accident locations (5 years to December 2020)



In conclusion, there is no justification or necessity for a right turn lane or lane widening. Additionally any widening of the carriageway would also have an adverse impact on the tree belt either side of Challenge Way.

I hope this letter provides you with the rationale needed to support the proposed access design.

If you have any questions, then please get in touch.

Yours sincerely

David Young
Director
On behalf of SCP
david.young@scptransport.co.uk

Calculation Reference: AUDIT-726001-210317-0334

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	3 days
	HC HAMPSHIRE	3 days
	HF HERTFORDSHIRE	1 days
	KC KENT	2 days
	SC SURREY	2 days
	WS WEST SUSSEX	5 days
03	SOUTH WEST	
	DV DEVON	3 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	3 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
09	NORTH	
	DH DURHAM	2 days
11	SCOTLAND	
	FA FALKIRK	2 days
	HI HIGHLAND	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: 33 to 248 (units:)
 Range Selected by User: 30 to 250 (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: 01/01/12 to 08/10/20

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	6 days
Tuesday	5 days
Wednesday	10 days
Thursday	10 days
Friday	5 days

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

Selected survey types:

Manual count	36 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:

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	35
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	36 days
----	---------

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	2 days
5,001 to 10,000	10 days
10,001 to 15,000	8 days
15,001 to 20,000	9 days
20,001 to 25,000	4 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	5 days
25,001 to 50,000	3 days
50,001 to 75,000	3 days
75,001 to 100,000	8 days
100,001 to 125,000	2 days
125,001 to 250,000	13 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	4 days
1.1 to 1.5	30 days
1.6 to 2.0	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:

Yes	14 days
No	22 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	36 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	CH-03-A-10	SEMI-DETACHED & TERRACED	CHESHIRE
	MEADOW DRIVE		
	NORTHWICH		
	BARNTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: TUESDAY	04/06/19	Survey Type: MANUAL
2	DH-03-A-01	SEMI DETACHED	DURHAM
	GREENFIELDS ROAD		
	BISHOP AUCKLAND		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	50	
	Survey date: TUESDAY	28/03/17	Survey Type: MANUAL
3	DH-03-A-03	SEMI-DETACHED & TERRACED	DURHAM
	PILGRIMS WAY		
	DURHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	57	
	Survey date: FRIDAY	19/10/18	Survey Type: MANUAL
4	DV-03-A-01	TERRACED HOUSES	DEVON
	BRONSHILL ROAD		
	TORQUAY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	37	
	Survey date: WEDNESDAY	30/09/15	Survey Type: MANUAL
5	DV-03-A-02	HOUSES & BUNGALOWS	DEVON
	MILLHEAD ROAD		
	HONITON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	116	
	Survey date: FRIDAY	25/09/15	Survey Type: MANUAL
6	DV-03-A-03	TERRACED & SEMI DETACHED	DEVON
	LOWER BRAND LANE		
	HONITON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	70	
	Survey date: MONDAY	28/09/15	Survey Type: MANUAL
7	ES-03-A-03	MIXED HOUSES & FLATS	EAST SUSSEX
	SHEPHAM LANE		
	POLEGATE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	212	
	Survey date: MONDAY	11/07/16	Survey Type: MANUAL
8	ES-03-A-04	MIXED HOUSES & FLATS	EAST SUSSEX
	NEW LYDD ROAD		
	CAMBER		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	134	
	Survey date: FRIDAY	15/07/16	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	ES-03-A-05	MIXED HOUSES & FLATS	EAST SUSSEX
	RATTLE ROAD NEAR EASTBOURNE STONE CROSS Edge of Town Residential Zone Total No of Dwellings: 99 Survey date: WEDNESDAY 05/06/19		Survey Type: MANUAL
10	FA-03-A-01	SEMI-DETACHED/TERRACED	FALKIRK
	MANDELA AVENUE FALKIRK Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 37 Survey date: THURSDAY 30/05/13		Survey Type: MANUAL
11	FA-03-A-02	MIXED HOUSES	FALKIRK
	ROSEBANK AVENUE & SPRINGFIELD DRIVE FALKIRK Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 161 Survey date: WEDNESDAY 29/05/13		Survey Type: MANUAL
12	HC-03-A-21	TERRACED & SEMI-DETACHED	HAMPSHIRE
	PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS Edge of Town Residential Zone Total No of Dwellings: 39 Survey date: TUESDAY 13/11/18		Survey Type: MANUAL
13	HC-03-A-22	MIXED HOUSES	HAMPSHIRE
	BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE Edge of Town Residential Zone Total No of Dwellings: 40 Survey date: WEDNESDAY 31/10/18		Survey Type: MANUAL
14	HC-03-A-23	HOUSES & FLATS	HAMPSHIRE
	CANADA WAY LIPHOOK Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 62 Survey date: TUESDAY 19/11/19		Survey Type: MANUAL
15	HF-03-A-03	MIXED HOUSES	HERTFORDSHIRE
	HARE STREET ROAD BUNTINGFORD Edge of Town Residential Zone Total No of Dwellings: 160 Survey date: MONDAY 08/07/19		Survey Type: MANUAL
16	HI-03-A-14	SEMI-DETACHED & TERRACED	HIGHLAND
	KING BRUDE ROAD INVERNESS SCORGUIE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 40 Survey date: WEDNESDAY 23/03/16		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17	KC-03-A-03	MIXED HOUSES & FLATS	KENT
	HYTHE ROAD ASHFORD WILLESBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 51 Survey date: THURSDAY 14/07/16 Survey Type: MANUAL		
18	KC-03-A-04	SEMI-DETACHED & TERRACED	KENT
	KILN BARN ROAD AYLESFORD DITTON Edge of Town Residential Zone Total No of Dwellings: 110 Survey date: FRIDAY 22/09/17 Survey Type: MANUAL		
19	NF-03-A-02	HOUSES & FLATS	NORFOLK
	DEREHAM ROAD NORWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 98 Survey date: MONDAY 22/10/12 Survey Type: MANUAL		
20	NF-03-A-04	MIXED HOUSES	NORFOLK
	NORTH WALSHAM ROAD NORTH WALSHAM Edge of Town Residential Zone Total No of Dwellings: 70 Survey date: WEDNESDAY 18/09/19 Survey Type: MANUAL		
21	NF-03-A-05	MIXED HOUSES	NORFOLK
	HEATH DRIVE HOLT Edge of Town Residential Zone Total No of Dwellings: 40 Survey date: THURSDAY 19/09/19 Survey Type: MANUAL		
22	NY-03-A-09	MIXED HOUSING	NORTH YORKSHIRE
	GRAMMAR SCHOOL LANE NORTHALLERTON Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 52 Survey date: MONDAY 16/09/13 Survey Type: MANUAL		
23	NY-03-A-10	HOUSES AND FLATS	NORTH YORKSHIRE
	BOROUGHBRIDGE ROAD RIPON Edge of Town No Sub Category Total No of Dwellings: 71 Survey date: TUESDAY 17/09/13 Survey Type: MANUAL		
24	SC-03-A-04	DETACHED & TERRACED	SURREY
	HIGH ROAD BYFLEET Edge of Town Residential Zone Total No of Dwellings: 71 Survey date: THURSDAY 23/01/14 Survey Type: MANUAL		

LIST OF SITES relevant to selection parameters (Cont.)

25	SC-03-A-05	MIXED HOUSES	SURREY
	REIGATE ROAD HORLEY		
	Edge of Town Residential Zone Total No of Dwellings:	207	
	Survey date: MONDAY	01/04/19	Survey Type: MANUAL
26	SF-03-A-07	MIXED HOUSES	SUFFOLK
	FOXHALL ROAD IPSWICH		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	73	
	Survey date: THURSDAY	09/05/19	Survey Type: MANUAL
27	SH-03-A-05	SEMI-DETACHED/TERRACED	SHROPSHIRE
	SANDCROFT TELFORD SUTTON HILL Edge of Town Residential Zone Total No of Dwellings:	54	
	Survey date: THURSDAY	24/10/13	Survey Type: MANUAL
28	SM-03-A-01	DETACHED & SEMI	SOMERSET
	WEMBDON ROAD BRIDGWATER NORTHFIELD Edge of Town Residential Zone Total No of Dwellings:	33	
	Survey date: THURSDAY	24/09/15	Survey Type: MANUAL
29	ST-03-A-07	DETACHED & SEMI-DETACHED	STAFFORDSHIRE
	BEACONSIDE STAFFORD MARSTON GATE Edge of Town Residential Zone Total No of Dwellings:	248	
	Survey date: WEDNESDAY	22/11/17	Survey Type: MANUAL
30	SY-03-A-01	SEMI DETACHED HOUSES	SOUTH YORKSHIRE
	A19 BENTLEY ROAD DONCASTER BENTLEY RISE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	54	
	Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL
31	WK-03-A-04	DETACHED HOUSES	WARWICKSHIRE
	DALEHOUSE LANE KENILWORTH		
	Edge of Town Residential Zone Total No of Dwellings:	49	
	Survey date: FRIDAY	27/09/19	Survey Type: MANUAL
32	WS-03-A-04	MIXED HOUSES	WEST SUSSEX
	HILLS FARM LANE HORSHAM BROADBRIDGE HEATH Edge of Town Residential Zone Total No of Dwellings:	151	
	Survey date: THURSDAY	11/12/14	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

33	WS-03-A-05	TERRACED & FLATS	WEST SUSSEX
	UPPER SHOREHAM ROAD SHOREHAM BY SEA		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	48	
	Survey date: WEDNESDAY	18/04/12	Survey Type: MANUAL
34	WS-03-A-08	MIXED HOUSES	WEST SUSSEX
	ROUNDSTONE LANE ANGMERING		
	Edge of Town Residential Zone		
	Total No of Dwellings:	180	
	Survey date: THURSDAY	19/04/18	Survey Type: MANUAL
35	WS-03-A-09	MIXED HOUSES & FLATS	WEST SUSSEX
	LITTLEHAMPTON ROAD WORTHING WEST DURREINGTON		
	Edge of Town Residential Zone		
	Total No of Dwellings:	197	
	Survey date: THURSDAY	05/07/18	Survey Type: MANUAL
36	WS-03-A-10	MIXED HOUSES	WEST SUSSEX
	TODDINGTON LANE LITTLEHAMPTON WICK		
	Edge of Town Residential Zone		
	Total No of Dwellings:	79	
	Survey date: WEDNESDAY	07/11/18	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

MULTI-MODAL TOTAL 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	36	91	0.078	36	91	0.298	36	91	0.376
08:00 - 09:00	36	91	0.117	36	91	0.358	36	91	0.475
09:00 - 10:00	36	91	0.149	36	91	0.182	36	91	0.331
10:00 - 11:00	36	91	0.131	36	91	0.165	36	91	0.296
11:00 - 12:00	36	91	0.140	36	91	0.154	36	91	0.294
12:00 - 13:00	36	91	0.158	36	91	0.151	36	91	0.309
13:00 - 14:00	36	91	0.166	36	91	0.168	36	91	0.334
14:00 - 15:00	36	91	0.158	36	91	0.187	36	91	0.345
15:00 - 16:00	36	91	0.246	36	91	0.162	36	91	0.408
16:00 - 17:00	36	91	0.272	36	91	0.161	36	91	0.433
17:00 - 18:00	36	91	0.327	36	91	0.155	36	91	0.482
18:00 - 19:00	36	91	0.271	36	91	0.152	36	91	0.423
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.213			2.293			4.506

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	33 - 248 (units:)
Survey date range:	01/01/12 - 08/10/20
Number of weekdays (Monday-Friday):	36
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
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.

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

MULTI-MODAL TOTAL PEOPLE**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	36	91	0.117	36	91	0.503	36	91	0.620
08:00 - 09:00	36	91	0.191	36	91	0.758	36	91	0.949
09:00 - 10:00	36	91	0.242	36	91	0.325	36	91	0.567
10:00 - 11:00	36	91	0.218	36	91	0.297	36	91	0.515
11:00 - 12:00	36	91	0.230	36	91	0.258	36	91	0.488
12:00 - 13:00	36	91	0.271	36	91	0.254	36	91	0.525
13:00 - 14:00	36	91	0.272	36	91	0.270	36	91	0.542
14:00 - 15:00	36	91	0.264	36	91	0.307	36	91	0.571
15:00 - 16:00	36	91	0.546	36	91	0.303	36	91	0.849
16:00 - 17:00	36	91	0.526	36	91	0.301	36	91	0.827
17:00 - 18:00	36	91	0.573	36	91	0.259	36	91	0.832
18:00 - 19:00	36	91	0.470	36	91	0.267	36	91	0.737
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	3.920			4.102			8.022		

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.