



Imperial College London,
Harlington Sports
Ground, Sipson Lane,
Harlington, Hayes,
UB3 5EH

Transport Statement prepared
on behalf of Imperial College
London

April 2021

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Appendix 1 PTAL Report

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1. Introduction

- 1.1 This Transport Statement (TS) has been prepared on behalf of Imperial College London to consider the highways and transport implications related to the construction of a multi-use games area (MUGA) on land occupied by Imperial College London, Harlington Sports Ground, Sipson Road, Harlington, Hayes, UB3 5EH. The location of the site is illustrated at Figure 1.

Figure 1 **Site Location**



- 1.2 The purpose of the TS is to assess the implications of development-related travel on the surrounding highway and transport networks. The TS will demonstrate that in terms of sustainable access and traffic impact, the application site is more than capable of accommodating the proposed level of development.
- 1.3 The TS has been prepared in the context of the National Planning Policy Framework (2019), Hillingdon Local Plan (2012), the Mayor's Transport Strategy (2018) and London Plan (2021).
- 1.4 The TS content is as follows:
- Section 2 provides a description of the application site, baseline information concerning the operation and safety characteristics of the surrounding highway network, in addition to a description of the site's proximity to a range of transport connections;
 - Section 3 details the proposed development and examines the movement and access strategy as well as proposed parking and servicing matters;
 - Section 4 and 5 consider trip generational characteristics of the additional development. Parking accumulation analysis has also been undertaken to determine the parking demand generated by the addition of the proposed MUGA facility at Imperial College Sports Ground, Harlington;
 - Section 6 summarises and concludes the report's findings.

Planning Background

- 1.5 A pre-application document was submitted on the 26th of February 2021 by the applicant, comprising of a Location Plan, Masterplan Site Layout and Covering Letter.
- 1.6 A response was issued for the pre-application on the 19th of April 2021 by the London Borough of Hillingdon's Planning Application Team (ref: 17488/PRC/2021/51).
- 1.7 The response on the Highway aspect of the scheme proposal required a Transport Statement that sets out the number of trips by mode that the site currently generates and any changes that would result from the MUGA facility. The uplift was advised to be used in the analysis of car parking provision and whether additional spaces are required.
- 1.8 The provision of cycle parking: *"should be made in accordance with London Plan Standards"*.

2. Baseline Conditions

Site Context

- 2.1 The site is located circa 400-metres to the west of Harlington and is accessible via Sipson Lane which gives direct access to High Street, running through Harlington. The Sports Ground is within the London Borough of Hillingdon with the surrounding area mixed in character. This includes residential uses and rural fields around the site, whilst still being in proximity to key transport links. The location of the site in a local context is illustrated at Figure 2.

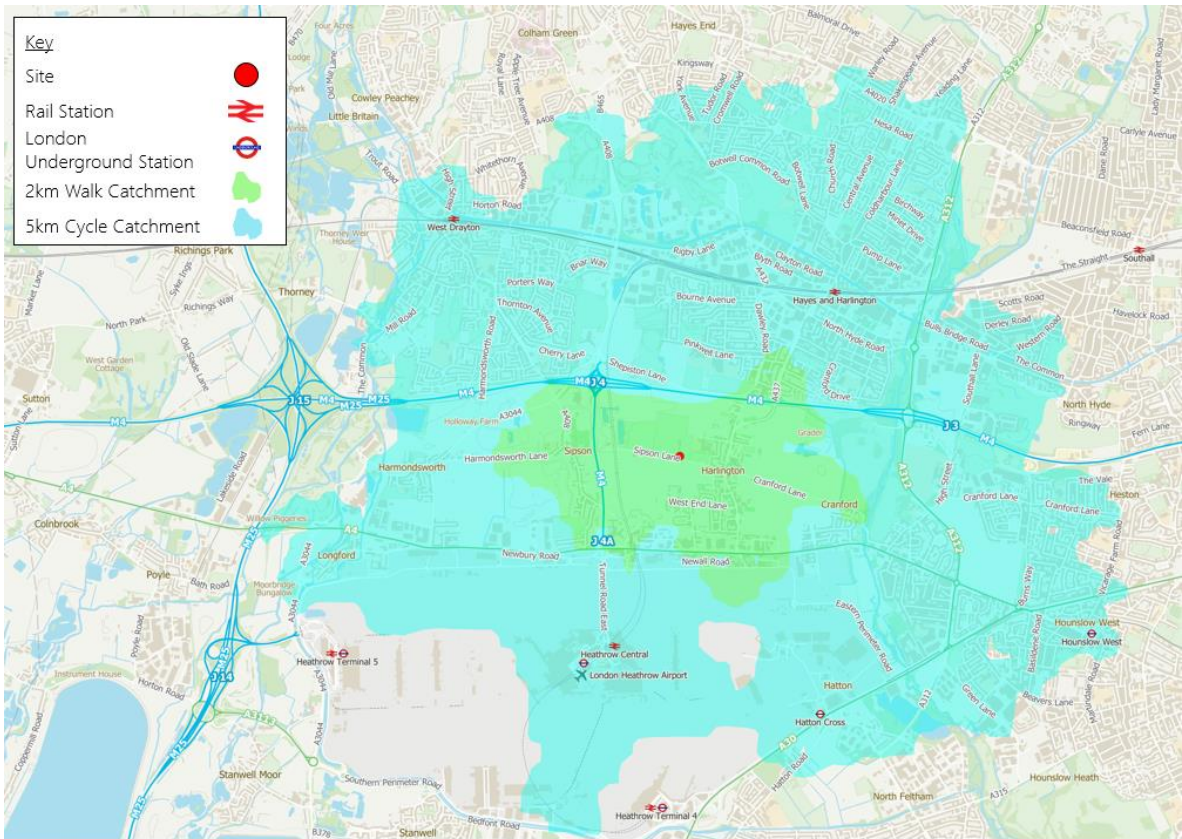
Figure 2 Site Context within Harlington



Pedestrian and Cycle Permeability

- 2.2 Pedestrian access to the site is from Sipson Lane. A well-lit footway is present on the northern side of Sipson Lane measuring circa 1.8-metres in width. Harlington High Street can be accessed by walking south-east along Sipson Lane for approximately 700-metres. In the vicinity of the site, the standard of footways is good with dropped kerbs and tactile paving provided over side roads to aid pedestrian movement. A formal pedestrian crossing facility is provided on Harlington High Street in the form of a pelican crossing, facilitating safe passage over the carriageway.
- 2.3 In terms of cycle infrastructure, no dedicated cycle lanes are provided within the vicinity of the site, however, cycle route 88a runs through Harlington in a north-southerly direction. Access to Hayes and Harlington rail station is via High Street within approximately 2.7-kilometres (34-minute walk time / 10-minute cycle time). The route offers good conditions for cyclists with low speed limits and street lighting.
- 2.4 To assess the accessibility by modes of sustainable travel, a 2-kilometre walk and 5-kilometre cycle catchment plan is illustrated in Figure 3.

Figure 3 Walk and Cycle Catchment Plan



PTAL

- 2.5 To determine the site’s current Public Transport Accessibility Level (PTAL), an assessment based on TfL’s Web-based Connectivity Assessment Toolkit (WebCAT) methodology was undertaken. This assessment takes account of the distance of public transport facilities and the relative frequencies of services from a specific location. A PTAL rating is defined by a scoring of 1a to 6b, in which a score of 1a is classified as ‘Very Poor’ and 6b ‘Excellent.’
- 2.6 The results of the PTAL assessment reveal that the site (measured from the centre point) currently has a Public Transport Accessibility Index (PTAI) of 4.49, which corresponds to a PTAL rating of 1b, representing a ‘poor’ level of accessibility to public transport services. A copy of TfL’s PTAL report is attached at Appendix 1 of this TS.

Public Transport Connections

- 2.7 Within the core planning principles of the National Planning Policy Framework (NPPF), paragraph 103 states that planning should “...be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.”

- 2.8 The nearest bus routes serving the site are the 90, 278, H98, N140, X140, 222. Bus stops for these routes are located on the High Street as well as the A408. The closest bus stop is Manor Lane on the High Street circa 600-metres from the sites entrance (7 min. walk time / 2 min. cycle time). The bus stops are provided with a flagpole and timetable information, whilst the westbound stop also provides a shelter. A summary of local bus services is provided in Table 2.1.

Table 2.1 Summary of local Bus Services

Route No.	Operator	Frequency (Daytime buses per hour)			Route
		Mon - Fri	Saturday	Sunday	
90	Tfl	Every 8 mins	Every 8 mins	Every 15–20 mins	Feltham, Leisure West - Northolt
278	Tfl	Every 20 mins	Every 20 mins	Every 20 mins	Ruislip – Heathrow Central
H98	Tfl	Every 10–15 mins	Every 10–15 mins	Every 15–20 mins	Hayes End – Hounslow, Bus Station
N140*	Tfl	2 p/h**	2 p/h	2 p/h	Harrow Weald, Bus Garage – Heathrow Central
X140	Tfl	Every 12 mins**	Every 13–15 mins	Every 15–20 mins	Harrow, Limited Stop – Heathrow Central, Limited Stop
222	Tfl	Every 8–10 mins**	Every 10 mins	Every 12–15 mins	Hounslow, Bus Station - Uxbridge
*Night Bus **Mon,Tues,Fri					

- 2.9 The nearest railway station is Hayes & Harlington, located approximately 2.7-kilometres north-east of the site, within a 34-minute walk and 10-minute cycle ride. The station is managed by TfL Rail. A summary of direct railway services to key destinations is provided below in Table 2.2.

Table 2.2 Summary of Direct Rail Services from Hayes & Harlington Railway Station

Destination	Journey Time	Weekday Daytime Frequency (Service per hour)
Heathrow Terminals 2&3	9 mins	2tph
London Paddington	22 mins	7tph
Reading	42 mins	2tph
Didcot Parkway	84 mins	1tp2h
Train frequencies have been affected by COVID-19 Pandemic; this timetable is under current circumstances (April 2021)		

- 2.10 In summary, despite the site's urban fringe location and the very nature of typical Sports Ground facilities requiring the use of a private car, the site has good connectivity for pedestrians and cyclists and is well served by existing bus and rail networks that provide services throughout the day to a range of destinations.
- 2.11 There are several other railway stations within the area that fall within the 5-kilometre catchment (as shown in Figure 3). These provide connectivity to the wider rail network, as well as access to the London Underground network via the Heathrow terminals, Hatton Cross and Hounslow West.

Local Highway Network

- 2.12 The access to Imperial College Sports Ground is off the northern side of Sipson Lane which gives direct access to the High Street. The High Street runs in a north-south direction through Harlington and further towards Heathrow Airport.
- 2.13 Sipson Lane is a two-way unmarked carriageway with a speed limit of 30mph and measures circa 4.2-metres in width, connecting the site to Harlington High Street. The road is typically characterised by low density residential properties on the north side of the road and open playing fields to the south. In the vicinity of the site access a dedicated footway is present on the northern side of the carriageway. Street lighting is consistently present.
- 2.14 Heading south along the High Street intersects with the A4 Bath Road that borders Heathrow Airport and provides access to the M4. Regarding the wider highway network, in an easterly direction the M4 runs into London towards Chiswick. In a westerly direction the M4 runs towards Reading and onward to Swindon and Bristol.

Highway Safety

- 2.15 Analysis of highway safety data on CrashMap shows that over the past five years there have been no accidents in the vicinity of the site access, as illustrated at Figure 4.

Figure 4 PIA Analysis



- 2.16 However, 4 'slight' incidents have been recorded on the unmarked 30mph road Sipson Lane. The incidents occurred between 2015 and 2018 and are positioned on the openings to residential driveways. Further east of the site is the mini roundabout that connects Sipson Lane and the High Street. As shown in Figure 4, there is a slight increase in incidents over the past 5 years (9 slight incidents and 4 serious incidents). None of the incidents on the High Street have occurred in the last 2 years.
- 2.17 It should be noted that the site access has no accident history under its current land use and the number of vehicles expected to use the access will not be greatly impacted under the proposed development scheme, as demonstrated in Section 4 of this TS.

3. Planning Application Proposal

- 3.1 The proposed development will consist of a new (MUGA) Multi-Use Games Area (Use Class F.2) that will be located just to the north of the main buildings, ensuring that the concentration of built development remains in a confined area on site.
- 3.2 The MUGA is proposed to measure 48.7-metres x 36.6-metres (1,785m²) and will accommodate for 3 tennis courts and 2 netball courts, both of which are not currently available at the site. This will enhance the sports provision on-site and the type of activities that can be undertaken all year round.
- 3.3 The fencing around the MUGA will be a 3-metre-high chain link fence with two entrances, one single entrance and one larger double entrance for vehicular access.

Access

- 3.4 The proposed MUGA facility will retain access as existing from Sipson Lane. The access is provided to a consistent 8.0-metre width (boundary to boundary). The following proposal is likely to create a minimal increase in vehicular traffic through the site's access when compared to the existing site use, as analysed in the subsequent section of this TS.
- 3.5 There will be no change in the number of coaches visiting the site in connection with the MUGA proposal and on this basis no swept path plans have been prepared. The current site access will not require modification to accommodate additional traffic in connection with the MUGA scheme.

Refuse Collection, Deliveries & Servicing

- 3.6 All existing refuse collections, deliveries and servicing will remain unchanged for Imperial College Sports Ground during and after the development.

Parking

- 3.7 The London Plan (2021) states that in locations of PTAL 0-3, hotel and leisure use should provide car parking on a case-by-case basis. On the basis of the parking demand analysis undertaken in Section 5 of this TS, it is given that 125 car parking spaces, as existing, are suitable for proposed site operations.
- 3.8 In respect of cycle parking the London Plan (2021) sets out a requirement for leisure uses of 1 long-stay space per 8 FTE staff and 1 short-stay space per 100sqm. Whilst it is not anticipated that additional staffing will be required for the MUGA facility, 18 short-stay cycle spaces in the form of Sheffield stands will be provided.

4. Trip Generation

- 4.1 This section of the report considers the multi-modal trip generating potential of a multi-use games area under proposed conditions at Imperial College Sports Ground, Harlington. Whilst recognised that the MUGA will also have a use of netball, for robustness of this assessment the TRICS category 'Tennis Clubs' has been used to generate trip rates as the most comparable land use within the database.
- 4.2 In terms of assessing the 'proposed' conditions, a proposed trip generation parameter of 3 courts has been used reflecting the design supplied by ICL. Whilst netball training / games involve a greater level of participants than tennis, it is considered that daily levels of trip generation will be comparable owing to tennis courts being in more continuous use.
- 4.3 On this basis, this section of the TS will establish proposed trip generation of the Sports Ground over a typical weekday daily and 'peak' hour period. Consequently, commentary can be provided of the net impact of the Planning Applications proposals on the local highway network.

Proposed Use

- 4.4 The multi-modal trip rates and corresponding person movements, which are likely to be generated by the proposed MUGA use (Use Class F.2) over a daily period are presented in Table 4.1 whilst the associated daily modal split of trips is provided below. A copy of the Tennis Club TRICS output is attached at Appendix 2 of this report.

Car Driver -	60.3%	Car Passenger -	20.2%	Public Transport -	0.3%
Pedestrian -	16.9%	Cycle -	2.1%	Other -	0.2%

Table 4.1 Proposed MUGA Trip Generation (3 Courts) – Daily

Mode of Travel	Arrivals		Departures		Total	
	Trip Rates	No. Trips	Trip Rates	No. Trips	Trip Rates	No. Trips
Car Driver	15.962	48	16.050	48	32.012	96
Car Passenger	4.193	13	6.538	20	10.731	32
Public Transport	0.077	0	0.077	0	0.154	0
Pedestrian	4.883	15	4.095	12	8.978	27
Cycle	0.690	2	0.421	1	1.111	3
Other	0.000	0	0.076	0	0.076	0
Total	25.805	77	27.257	82	53.062	159

- 4.5 As shown in Table 4.1, the proposed MUGA use has the potential to generate a total of 159 person trips over a typical weekday, of which 96 will be two-way vehicular trips. 0 trips will be undertaken by public transport and 30 by the 'active' modes of walking and cycling.
- 4.6 Table 4.2 shows the trip rates and projected trips across an AM and PM peak period reflecting the addition of the MUGA facility.

Table 4.2 Proposed MUGA Trip Generation (3 Courts) – AM & PM Peak Period

Mode	AM Peak (08:00-09:00)				PM Peak (17:00-18:00)			
	Arrivals		Departures		Arrivals		Departures	
	Trip Rate	No. Trips	Trip Rate	No. Trips	Trip Rate	No. Trips	Trip Rate	No. Trips
Vehicle Driver	1.269	4	0.423	1	1.577	5	1.423	4
Vehicle Passenger	0.000	0	0.000	0	0.346	1	0.539	2
Public Transport	0.000	0	0.000	0	0.000	0	0.000	0
Walk	0.115	0	0.000	0	0.583	2	0.500	2
Cycle	0.000	0	0.000	0	0.038	0	0.038	0
Total	1.384	4	0.423	1	2.499	7	2.5	8

- 4.7 From Table 4.2 it can be seen that the proposed MUGA use could generate in the region of 5 total person movements during the traditional AM peak, of which all 5 would be vehicular. During the PM peak, the proposed sports facility could generate approximately 15 total person movements, of which 11 would be vehicular. The remaining 4 movements would be undertaken by sustainable modes.
- 4.8 The TRICS analysis demonstrates that the MUGA development proposal at the Imperial College Sports Ground, Harlington site will generate a minimal number of vehicle trips across both peak hour and daily periods.

5. Impact Analysis

Highway and Transport Networks

- 5.1 In the context of the previous section on trip generation, the predicted increase in vehicle trips associated with the Planning Application proposals will have a minimal impact on the operation of the local highway network. Paragraph 109 of the NPPF supports this by stating that *"...development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*
- 5.2 The quantum of additional trips being undertaken by non-car modes in connection with the Planning Application proposals will be minimal and consequently will have little or no impact on the function of the pedestrian, cycle and public transport infrastructure surrounding the site.

Parking Demand Analysis

Existing Parking Demand

- 5.3 For context, in the absence of primary data, a TRICS category of 'Football (5-a-side)' has been used to generate vehicular daily trip rates for the existing use on site. Information from groundskeepers of the site was also obtained to understand the peak periods and variations in trip generation, given the uniqueness of the site use. Subjective information was as follows:
- Peak times: Wednesday, Saturday, Sunday (between October and March).
 - During the football season there can be anything from 1 coach per week up to 6 coaches per week depending on student numbers (between September to May).
 - The number of daily fixtures operating on the site are between 3 and 12 during peak periods, with the modal split ranging from predominant minibus use to private cars.
- 5.4 Based on the above, comparable TRICS sites were selected for analysis. The trips are generated by a per 'pitch factor', however, the sites used within the TRICS output are all 5-a-side facilities. The subject site has eight 11-a-side pitches, so for robustness, trip numbers have been scaled by a factor 2 (i.e for every 11-a-side pitch it can be presumed that two 5-a-side pitches would generate a similar number of end-users).
- 5.5 Table 5.1 uses the TRICS vehicle trip rates, along with a pitch factor of 16 to derive the existing car parking demand at the site over a typical daily profile.

Table 5.1 Existing Daily Vehicle Parking Demand

Time Period	Arrivals		Departures		Two-Way	Parking Demand*
	Trip Rate	No.	Trip Rate	No.	Trips / Hour	
0700-0800	0.000	0	0.000	0	0	0
0800-0900	1.127	18	0.190	3	21	15
0900-1000	1.146	18	0.268	4	22	29
1000-1100	0.280	4	0.256	4	8	29
1100-1200	0.451	7	0.293	5	12	32
1200-1300	0.317	5	0.476	8	13	29
1300-1400	0.366	6	0.305	5	11	30
1400-1500	0.866	14	1.232	20	34	25
1500-1600	1.268	20	0.854	14	34	31
1600-1700	1.232	20	0.732	12	32	39
1700-1800	2.500	40	1.183	19	59	60
1800-1900	4.756	76	2.000	32	108	104
1900-2000	4.863	75	4.707	75	150	104
2000-2100	4.280	68	4.927	79	147	94
2100-2200	1.439	23	4.061	65	88	52
2200-2300	0.171	3	2.890	46	49	8
Totals	24.822	398	24.797	397	-	-

5.6 Table 5.1 shows the peaking parking demand at the site on a typical day would be 104 (between the hours 1800-2000).

Proposed Net Change

5.7 Utilising the TRICS vehicle trip rates from Section 4, it is possible to derive predicted parking demand associated to the MUGA proposal by measuring the arrivals and departures of vehicles throughout the day, assuming each vehicle will use a single parking space. The parking demand calculations for the MUGA are shown in Table 5.2 over a daily profile.

Table 5.2 Proposed Site Daily Parking Demand

Time Period	Arrivals		Departures		Two-Way	Parking Demand*
	Trip Rate	No.	Trip Rate	No.	Trips / Hour	
0700-0800	0.462	1	0.154	0	1	1
0800-0900	1.269	4	0.423	1	5	3
0900-1000	1.423	4	0.231	1	5	7
1000-1100	0.769	2	0.692	2	4	7
1100-1200	0.808	2	0.885	3	5	7
1200-1300	0.538	2	0.769	2	4	6
1300-1400	0.654	2	0.654	2	4	6
1400-1500	0.654	2	0.615	2	4	6
1500-1600	1.538	5	1.077	3	8	8
1600-1700	1.808	5	1.731	5	10	8
1700-1800	1.577	5	1.423	4	9	9
1800-1900	2.346	7	1.808	5	12	10
1900-2000	1.308	4	1.500	5	9	10
2000-2100	0.731	2	1.885	6	8	6
2100-2200	0.077	0	1.154	3	3	3
2200-2300	0.000	0	1.125	3	3	0
Totals	15.962	48	16.126	48	-	-

- 5.8 As shown in Table 5.2, the predicted parking demand associated to the MUGA proposal fluctuates over the course of a day. Demand begins to rise between 0900-1000 with 7 spaces required before plateauing at a lower level throughout the rest of the day. The demand reaches its peak during the 1800-2000 period. With the arrival of vehicles increasing considerably in the evening periods.
- 5.9 Based on the calculations in Table 5.2, peak MUGA parking demand will add 10 vehicles onto the existing vehicular car parking accumulation. The site will experience a peak parking demand of 114 parking spaces, combining the existing peak demand of 104 parking spaces and the additional 10 associated to the MUGA proposal. On this basis it is concluded that the existing car park on site can accommodate the demand of the MUGA scheme.

6. Summary & Conclusions

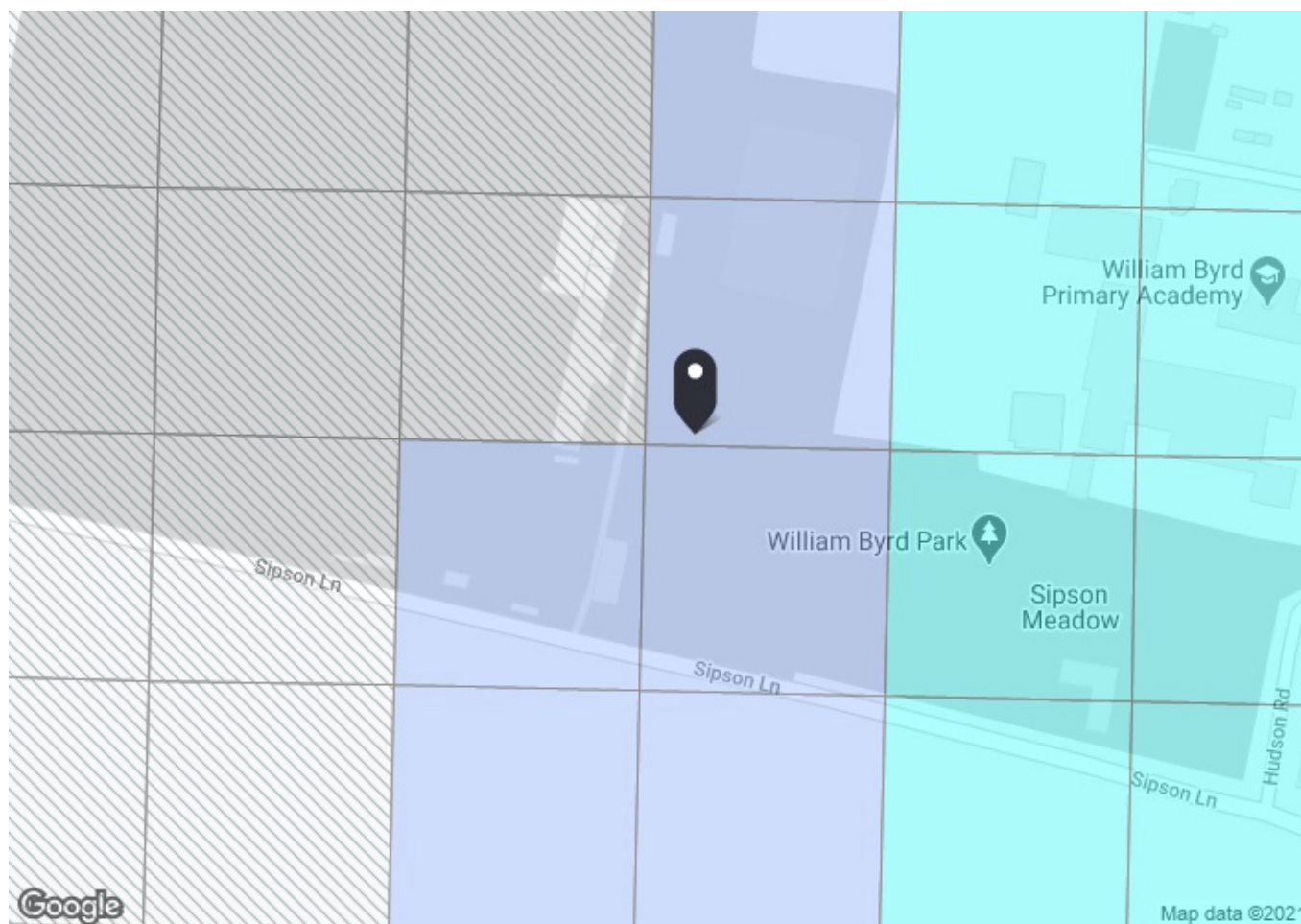
Summary

- 6.1 This Transport Statement (TS) has been prepared on behalf of Imperial College London to consider the highways and transport implications related to the construction of a multi-use games area (MUGA) on land occupied by Imperial College London, Harlington Sports Ground, Sipson Road, Harlington, Hayes, UB3 5EH.

Conclusions

- 6.2 From the findings within the TS the following has been concluded:
- The site is located circa 400-metres to the West of Harlington centre. The sports ground managed by Imperial College London is accessed off the northern side of Sipson Lane;
 - The PTAL output of 1b suggest a '*very poor*' public transport connections / services however a number of bus services and railway stations still lie within the 2-kilometre and 5-kilometre catchment plans. The pedestrian connections still provide the opportunity to travel to and from the Sports Club by means other than private car;
 - The majority of trips made to and from the Sports Club are undertaken by car, however members that live within 2-kilometres generally access the Sports Club by foot;
 - Data obtained from CrashMap on road accidents in the last five years shows that, 4 'slight' accidents have been recorded on the unmarked 30mph Sipson Lane. There have been no accidents within the proximity of the site access;
 - Based on TRICS trip generation data it is estimated that the MUGA facility at Imperial College Sports Ground, Harlington could generate an additional 159 daily trips, of which 96 will be undertaken by car over the course of a daily period;
 - The proposed MUGA use could generate in the region of 5 total person movements during the traditional AM peak and 15 total person movements during the PM peak;
 - Owing to the minimal number of daily and peak hour trips generated by the MUGA, there will be a negligible impact on the operation of the surrounding highway network;
 - Any increase in trips by sustainable modes can be accommodated by the existing levels of pedestrian / public transport infrastructure;
 - Parking demand calculations have been undertaken based on TRICS trip generation principles, from which it is concluded that under proposed conditions the existing level of site parking will be able to accommodate peak demand from current site uses and the MUGA proposal combined.
- 6.3 On the basis of the findings within this Transport Statement and in the context of the guidelines within para. 109 of the NPPF it is not considered that there are any residual cumulative impacts in terms of highway safety or on the operational capacity of the surrounding transport network that should result in planning permission being withheld on transport grounds.

Appendix 1



PTAL output for Base Year 1b

17 Sipson Ln, Harlington, Hayes UB3 5EH, UK
Easting: 508317, Northing: 177899

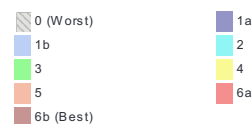
Grid Cell: 67851

Report generated: 15/04/2021

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Map key - PTAL



Map layers

 PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	HARLINGTON MANOR LANE	90	618.17	6	7.73	7	14.73	2.04	0.5	1.02
Bus	HARLINGTON MANOR LANE	H98	618.17	7.5	7.73	6	13.73	2.19	0.5	1.09
Bus	HARLINGTON MANOR LANE	140	618.17	8.5	7.73	5.53	13.26	2.26	1	2.26
Total Grid Cell AI:										4.37

Appendix 2

Calculation Reference: AUDIT-740101-210412-0453

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : G - TENNIS CLUBS
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	SC SURREY	1 days
	WS WEST SUSSEX	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	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: Number of courts
 Actual Range: 6 to 12 (units:)
 Range Selected by User: 4 to 12 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 25/10/12

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:

Tuesday	2 days
Thursday	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	1
Suburban Area (PPS6 Out of Centre)	2

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:

n/a	2 days
F2(c)	1 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	3 days
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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:

Not Known	1 days
No	2 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
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	SC-07-G-01	TENNIS CLUB	SURREY
	HILLIER ROAD		
	GUILDFORD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of courts:	6	
	Survey date: TUESDAY	08/07/08	Survey Type: MANUAL
2	WK-07-G-01	TENNIS & SQUASH CLUB	WARWICKSHIRE
	GUY'S CLIFFE AVENUE		
	LEAMINGTON SPA		
	MILVERTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of courts:	12	
	Survey date: THURSDAY	25/10/12	Survey Type: MANUAL
3	WS-07-G-01	TENNIS/SQUASH C.	WEST SUSSEX
	OAKLANDS WAY		
	CHICHESTER		
	OAKLANDS PARK		
	Edge of Town Centre		
	No Sub Category		
	Total Number of courts:	8	
	Survey date: TUESDAY	17/07/01	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 07 - LEISURE/G - TENNIS CLUBS

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 COURTS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	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	9	0.462	3	9	0.154	3	9	0.616
08:00 - 09:00	3	9	1.269	3	9	0.423	3	9	1.692
09:00 - 10:00	3	9	1.423	3	9	0.231	3	9	1.654
10:00 - 11:00	3	9	0.769	3	9	0.692	3	9	1.461
11:00 - 12:00	3	9	0.808	3	9	0.885	3	9	1.693
12:00 - 13:00	3	9	0.538	3	9	0.769	3	9	1.307
13:00 - 14:00	3	9	0.654	3	9	0.654	3	9	1.308
14:00 - 15:00	3	9	0.654	3	9	0.615	3	9	1.269
15:00 - 16:00	3	9	1.538	3	9	1.077	3	9	2.615
16:00 - 17:00	3	9	1.808	3	9	1.731	3	9	3.539
17:00 - 18:00	3	9	1.577	3	9	1.423	3	9	3.000
18:00 - 19:00	3	9	2.346	3	9	1.808	3	9	4.154
19:00 - 20:00	3	9	1.308	3	9	1.500	3	9	2.808
20:00 - 21:00	3	9	0.731	3	9	1.885	3	9	2.616
21:00 - 22:00	3	9	0.077	3	9	1.154	3	9	1.231
22:00 - 23:00	1	8	0.000	1	8	1.125	1	8	1.125
23:00 - 24:00									
Total Rates:			15.962			16.126			32.088

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:	6 - 12 (units:)
Survey date range:	01/01/00 - 25/10/12
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.

TRIP RATE for Land Use 07 - LEISURE/G - TENNIS CLUBS

MULTI-MODAL OGVS

Calculation factor: 1 COURTS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	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	9	0.000	3	9	0.038	3	9	0.038
08:00 - 09:00	3	9	0.000	3	9	0.000	3	9	0.000
09:00 - 10:00	3	9	0.000	3	9	0.038	3	9	0.038
10:00 - 11:00	3	9	0.000	3	9	0.000	3	9	0.000
11:00 - 12:00	3	9	0.000	3	9	0.000	3	9	0.000
12:00 - 13:00	3	9	0.000	3	9	0.000	3	9	0.000
13:00 - 14:00	3	9	0.000	3	9	0.000	3	9	0.000
14:00 - 15:00	3	9	0.000	3	9	0.000	3	9	0.000
15:00 - 16:00	3	9	0.000	3	9	0.000	3	9	0.000
16:00 - 17:00	3	9	0.000	3	9	0.000	3	9	0.000
17:00 - 18:00	3	9	0.000	3	9	0.000	3	9	0.000
18:00 - 19:00	3	9	0.000	3	9	0.000	3	9	0.000
19:00 - 20:00	3	9	0.000	3	9	0.000	3	9	0.000
20:00 - 21:00	3	9	0.000	3	9	0.000	3	9	0.000
21:00 - 22:00	3	9	0.000	3	9	0.000	3	9	0.000
22:00 - 23:00	1	8	0.000	1	8	0.000	1	8	0.000
23:00 - 24:00									
Total Rates:			0.000			0.076			0.076

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.

TRIP RATE for Land Use 07 - LEISURE/G - TENNIS CLUBS

MULTI-MODAL CYCLISTS

Calculation factor: 1 COURTS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	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	9	0.000	3	9	0.000	3	9	0.000
08:00 - 09:00	3	9	0.000	3	9	0.000	3	9	0.000
09:00 - 10:00	3	9	0.077	3	9	0.038	3	9	0.115
10:00 - 11:00	3	9	0.038	3	9	0.038	3	9	0.076
11:00 - 12:00	3	9	0.154	3	9	0.154	3	9	0.308
12:00 - 13:00	3	9	0.000	3	9	0.000	3	9	0.000
13:00 - 14:00	3	9	0.000	3	9	0.038	3	9	0.038
14:00 - 15:00	3	9	0.000	3	9	0.000	3	9	0.000
15:00 - 16:00	3	9	0.115	3	9	0.000	3	9	0.115
16:00 - 17:00	3	9	0.038	3	9	0.000	3	9	0.038
17:00 - 18:00	3	9	0.038	3	9	0.000	3	9	0.038
18:00 - 19:00	3	9	0.038	3	9	0.038	3	9	0.076
19:00 - 20:00	3	9	0.115	3	9	0.038	3	9	0.153
20:00 - 21:00	3	9	0.077	3	9	0.077	3	9	0.154
21:00 - 22:00	3	9	0.000	3	9	0.000	3	9	0.000
22:00 - 23:00	1	8	0.000	1	8	0.000	1	8	0.000
23:00 - 24:00									
Total Rates:			0.690			0.421			1.111

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.

TRIP RATE for Land Use 07 - LEISURE/G - TENNIS CLUBS

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 COURTS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	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	9	0.500	3	9	0.192	3	9	0.692
08:00 - 09:00	3	9	1.269	3	9	0.423	3	9	1.692
09:00 - 10:00	3	9	1.731	3	9	0.385	3	9	2.116
10:00 - 11:00	3	9	0.885	3	9	0.923	3	9	1.808
11:00 - 12:00	3	9	1.000	3	9	1.192	3	9	2.192
12:00 - 13:00	3	9	0.692	3	9	1.077	3	9	1.769
13:00 - 14:00	3	9	0.885	3	9	0.923	3	9	1.808
14:00 - 15:00	3	9	0.808	3	9	0.885	3	9	1.693
15:00 - 16:00	3	9	2.269	3	9	1.769	3	9	4.038
16:00 - 17:00	3	9	2.154	3	9	2.462	3	9	4.616
17:00 - 18:00	3	9	1.923	3	9	1.962	3	9	3.885
18:00 - 19:00	3	9	2.885	3	9	2.423	3	9	5.308
19:00 - 20:00	3	9	2.000	3	9	2.615	3	9	4.615
20:00 - 21:00	3	9	1.000	3	9	1.923	3	9	2.923
21:00 - 22:00	3	9	0.154	3	9	1.885	3	9	2.039
22:00 - 23:00	1	8	0.000	1	8	1.625	1	8	1.625
23:00 - 24:00									
Total Rates:	20.155			22.664			42.819		

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.

TRIP RATE for Land Use 07 - LEISURE/G - TENNIS CLUBS

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 COURTS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	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	9	0.000	3	9	0.000	3	9	0.000
08:00 - 09:00	3	9	0.115	3	9	0.000	3	9	0.115
09:00 - 10:00	3	9	0.500	3	9	0.115	3	9	0.615
10:00 - 11:00	3	9	0.038	3	9	0.308	3	9	0.346
11:00 - 12:00	3	9	0.077	3	9	0.346	3	9	0.423
12:00 - 13:00	3	9	0.346	3	9	0.077	3	9	0.423
13:00 - 14:00	3	9	0.346	3	9	0.231	3	9	0.577
14:00 - 15:00	3	9	0.346	3	9	0.231	3	9	0.577
15:00 - 16:00	3	9	0.692	3	9	0.346	3	9	1.038
16:00 - 17:00	3	9	1.000	3	9	0.615	3	9	1.615
17:00 - 18:00	3	9	0.538	3	9	0.500	3	9	1.038
18:00 - 19:00	3	9	0.577	3	9	0.269	3	9	0.846
19:00 - 20:00	3	9	0.308	3	9	0.346	3	9	0.654
20:00 - 21:00	3	9	0.000	3	9	0.423	3	9	0.423
21:00 - 22:00	3	9	0.000	3	9	0.038	3	9	0.038
22:00 - 23:00	1	8	0.000	1	8	0.250	1	8	0.250
23:00 - 24:00									
Total Rates:			4.883				4.095	8.978	

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.

TRIP RATE for Land Use 07 - LEISURE/G - TENNIS CLUBS

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 COURTS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	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	9	0.000	3	9	0.000	3	9	0.000
08:00 - 09:00	3	9	0.000	3	9	0.000	3	9	0.000
09:00 - 10:00	3	9	0.000	3	9	0.000	3	9	0.000
10:00 - 11:00	3	9	0.000	3	9	0.000	3	9	0.000
11:00 - 12:00	3	9	0.000	3	9	0.000	3	9	0.000
12:00 - 13:00	3	9	0.000	3	9	0.000	3	9	0.000
13:00 - 14:00	3	9	0.000	3	9	0.000	3	9	0.000
14:00 - 15:00	3	9	0.077	3	9	0.000	3	9	0.077
15:00 - 16:00	3	9	0.000	3	9	0.000	3	9	0.000
16:00 - 17:00	3	9	0.000	3	9	0.000	3	9	0.000
17:00 - 18:00	3	9	0.000	3	9	0.000	3	9	0.000
18:00 - 19:00	3	9	0.000	3	9	0.077	3	9	0.077
19:00 - 20:00	3	9	0.000	3	9	0.000	3	9	0.000
20:00 - 21:00	3	9	0.000	3	9	0.000	3	9	0.000
21:00 - 22:00	3	9	0.000	3	9	0.000	3	9	0.000
22:00 - 23:00	1	8	0.000	1	8	0.000	1	8	0.000
23:00 - 24:00									
Total Rates:			0.077			0.077			0.154

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.

TRIP RATE for Land Use 07 - LEISURE/G - TENNIS CLUBS
MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 COURTS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	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	9	0.000	3	9	0.000	3	9	0.000
08:00 - 09:00	3	9	0.000	3	9	0.000	3	9	0.000
09:00 - 10:00	3	9	0.000	3	9	0.000	3	9	0.000
10:00 - 11:00	3	9	0.000	3	9	0.000	3	9	0.000
11:00 - 12:00	3	9	0.000	3	9	0.000	3	9	0.000
12:00 - 13:00	3	9	0.000	3	9	0.000	3	9	0.000
13:00 - 14:00	3	9	0.000	3	9	0.000	3	9	0.000
14:00 - 15:00	3	9	0.077	3	9	0.000	3	9	0.077
15:00 - 16:00	3	9	0.000	3	9	0.000	3	9	0.000
16:00 - 17:00	3	9	0.000	3	9	0.000	3	9	0.000
17:00 - 18:00	3	9	0.000	3	9	0.000	3	9	0.000
18:00 - 19:00	3	9	0.000	3	9	0.077	3	9	0.077
19:00 - 20:00	3	9	0.000	3	9	0.000	3	9	0.000
20:00 - 21:00	3	9	0.000	3	9	0.000	3	9	0.000
21:00 - 22:00	3	9	0.000	3	9	0.000	3	9	0.000
22:00 - 23:00	1	8	0.000	1	8	0.000	1	8	0.000
23:00 - 24:00									
Total Rates:			0.077			0.077			0.154

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.

TRIP RATE for Land Use 07 - LEISURE/G - TENNIS CLUBS

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 COURTS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	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	9	0.500	3	9	0.192	3	9	0.692
08:00 - 09:00	3	9	1.385	3	9	0.423	3	9	1.808
09:00 - 10:00	3	9	2.308	3	9	0.538	3	9	2.846
10:00 - 11:00	3	9	0.962	3	9	1.269	3	9	2.231
11:00 - 12:00	3	9	1.231	3	9	1.692	3	9	2.923
12:00 - 13:00	3	9	1.038	3	9	1.154	3	9	2.192
13:00 - 14:00	3	9	1.231	3	9	1.192	3	9	2.423
14:00 - 15:00	3	9	1.231	3	9	1.115	3	9	2.346
15:00 - 16:00	3	9	3.077	3	9	2.115	3	9	5.192
16:00 - 17:00	3	9	3.192	3	9	3.077	3	9	6.269
17:00 - 18:00	3	9	2.500	3	9	2.462	3	9	4.962
18:00 - 19:00	3	9	3.500	3	9	2.808	3	9	6.308
19:00 - 20:00	3	9	2.423	3	9	3.000	3	9	5.423
20:00 - 21:00	3	9	1.077	3	9	2.423	3	9	3.500
21:00 - 22:00	3	9	0.154	3	9	1.923	3	9	2.077
22:00 - 23:00	1	8	0.000	1	8	1.875	1	8	1.875
23:00 - 24:00									
Total Rates:			25.809			27.258			53.067

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.