



Title: Response to OCC Highways Comments to TN02 V1

Date: May 2022

- 1.1 Jubb has been commissioned by Hallam Land Management Ltd (HLM) to provide highways and transportation advice in relation to proposals for a residential-led mixed use development on Land north-east of the railway line in North West Bicester.
- 1.2 This technical note sets out, in table format, a response to Oxfordshire County Council’s transport and highways comments relating to TN02 V1 ‘Vehicle Trip Generation’ submitted to support the planning application 21/04275/OUT.

Document / Paragraph	OCC Comments	Jubb Comments
Development Traffic Impact – Methodology and Approach		
2.1.1	Note that the Decide and Provide guidance includes modelling more than one scenario.	<p>Noted.</p> <p>The trip generation scenario, which is predominantly based on trip purpose and discounted trips due to the on-site provision of services and facilities leading to internalisation of trips along with discounted trips for a change in travel behaviour brought about by the Covid-19 pandemic and the provision of a Travel Plan supported by improved active travel infrastructure, contribution to a bus service and a mobility hub is considered to be realistic and representative of the vision for the future development.</p> <p>The adjacent Firethorn development (Planning ref: 21/01630/OUT) forms part of the original Eco-Town allocation and whilst not using the ‘Decide and Provide’ wording it predicts a development based on the Eco-Town vision and the</p>

Document / Paragraph	OCC Comments	Jubb Comments																																		
		<p>containment of trips and did not undertake modelling of more than one scenario.</p> <p>Following discussions with Tetra Tech and the use of BTM model it has been decided that the development traffic will be modelled using Jubb's trip generation and also using the trip generation from the BTM.</p>																																		
2.1.6	<p>There would at least be pass-by and diverted trips. Else why locate it in that position. Needed to make it viable.</p>	<p>The local centre floorspace and use classes has been designed for the purpose of serving the future population of the development and is not of a size to be seen as attractive as a destination. The TRICS research report 14/1 states that convenience stores are more likely to produce pass-by trips rather than diverted trips. Drivers passing by the site are no more likely to visit the proposed convenience store than that of a convenience store closer to their origin/destination. Therefore, it is considered appropriate that 5% of the trips generated by the convenience store, be considered as pass-by trips.</p> <p>The TRICS database has been interrogated using category 01 O (Convenience Store). A realistic maximum floorspace for the proposed convenience store is 1000 sq.m. which is predicted to generate 188 and 174 two-way vehicle trips in the AM and PM peak hours respectively. With 5% of these trips being pass-by this would add 9 two-way vehicle trips in both the AM and PM peak hours. The TRICS output report is attached at Appendix A.</p> <p>The revised external traffic generation and consequent comparison to the 2014 trip generation is shown below.</p> <table border="1" data-bbox="1189 1086 2067 1335"> <thead> <tr> <th data-bbox="1189 1086 1563 1129" rowspan="2">Forecast External Traffic for the Site</th> <th colspan="3" data-bbox="1563 1086 1823 1129">AM Peak (08:00-09:00)</th> <th colspan="3" data-bbox="1823 1086 2067 1129">PM Peak (17:00-18:00)</th> </tr> <tr> <th data-bbox="1563 1129 1637 1173">IN</th> <th data-bbox="1637 1129 1711 1173">OUT</th> <th data-bbox="1711 1129 1823 1173">Total</th> <th data-bbox="1823 1129 1897 1173">IN</th> <th data-bbox="1897 1129 1971 1173">OUT</th> <th data-bbox="1971 1129 2067 1173">Total</th> </tr> </thead> <tbody> <tr> <td data-bbox="1189 1173 1563 1216">NW Bicester Model 2014 TA</td> <td data-bbox="1563 1173 1637 1216">303</td> <td data-bbox="1637 1173 1711 1216">618</td> <td data-bbox="1711 1173 1823 1216">921</td> <td data-bbox="1823 1173 1897 1216">596</td> <td data-bbox="1897 1173 1971 1216">430</td> <td data-bbox="1971 1173 2067 1216">1026</td> </tr> <tr> <td data-bbox="1189 1216 1563 1291">New Predicted External Development Traffic</td> <td data-bbox="1563 1216 1637 1291">201</td> <td data-bbox="1637 1216 1711 1291">635</td> <td data-bbox="1711 1216 1823 1291">835</td> <td data-bbox="1823 1216 1897 1291">697</td> <td data-bbox="1897 1216 1971 1291">368</td> <td data-bbox="1971 1216 2067 1291">1066</td> </tr> <tr> <td data-bbox="1189 1291 1563 1335">Difference</td> <td data-bbox="1563 1291 1637 1335">-102</td> <td data-bbox="1637 1291 1711 1335">17</td> <td data-bbox="1711 1291 1823 1335">-86</td> <td data-bbox="1823 1291 1897 1335">101</td> <td data-bbox="1897 1291 1971 1335">-62</td> <td data-bbox="1971 1291 2067 1335">40</td> </tr> </tbody> </table>	Forecast External Traffic for the Site	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			IN	OUT	Total	IN	OUT	Total	NW Bicester Model 2014 TA	303	618	921	596	430	1026	New Predicted External Development Traffic	201	635	835	697	368	1066	Difference	-102	17	-86	101	-62	40
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Development Traffic Impact – Journey Composition		
2.1.13	I don't think NTS data covering the whole of England is representative of journey purpose by mode in this location since it will be heavily skewed by the travel habits of people living in cities.	NTS data is used throughout England in order to estimate traffic generation for developments at both planning application and planning inquiry stages. The adjacent Firethorn planning application is supported by a TA that utilises NTS journey purpose data which OCC considered suitable for the estimation of trips by purpose. TEMPro data covers a 3-hour period and therefore peak hour data is not available.
2.1.22	Is there any evidence to back this up?	This is based on professional judgement. Whilst there may be students from outside the catchment area when the school first opens due to lower student numbers within the development itself, this will be when the development is not generating the full buildout of traffic that is being assessed and therefore, there will be sufficient capacity on the network. The assessment considers the full buildout when, the catchment area, based on a geographical area, will determine the home location of students.
2.1.23	This is surely double counting!	This is not double counting. Previously we discounted all education trips and reduced the residential trip generation accordingly – by introducing 10% external education trips there are now two use classes for which trips need to be deducted. 90% of 'Primary School' trips are deducted from the school trip generation and then the equivalent number of trips are deducted from the residential trip generation as these trips will remain within the site 'Residential – Escort Education'.
2.1.25	Realistically, which out of these facilities is likely to be at the local centre?	<p>The NTS defines personal business as 'visits to services, e.g. hairdressers, launderettes, dry-cleaners, betting shops, solicitors, banks, estate agents, libraries, churches; or for medical consultations or treatment; or for eating and drinking, unless the main purpose was entertainment or social.'</p> <p>The planning application seeks permission for up to 2,490sq.m. of commercial uses within Classes E(a) retail; E(b) food and drink; E9(c) services and the following sui generis uses hot food takeaways, public house, wine bar.</p>

Document / Paragraph	OCC Comments	Jubb Comments
		<p>The DAS states that on the upper floors of the local centre there will be opportunities for commercial space such as small offices.</p> <p>The application seeks outline consent and therefore the exact composition of the services and facilities that will be provided is unknown and will be subject to commercial viability. However, it is considered that the floorspace is able to deliver a 25% reduction in the forecast Personal Business related journeys.</p> <p>The Firethorn application applies a 30% internalisation for shopping trips and a 50% reduction for other services whilst providing no on-site services and facilities itself. This application seeks only to reduce external trips on the provision of its own services and facilities and makes no reduction for the wider Eco-Town services and facilities i.e. secondary school, employment (less than 1% overall reduction for this application against 10% reduction for Firethorn/Eco Town) etc. Therefore, 5% (shopping) and 25% (services) reductions are considered suitable.</p>
Development Traffic Impact – Innovation and Homeworking		
2.1.35	I think this is acceptable if comparing against 2019.	Noted. All of the sites included in the TRICS analysis were undertaken prior to the Covid-19 pandemic.
Development Traffic Impact – Behavioural Change		
2.1.40	Is this in relation to residential travel plans?	<p>This is in relation to employment travel plans. However, given the size of the development and the developer's attitude to influencing travel behaviour through a strong Travel Plan including PTP and marketing strength, the provision of onsite and the upgrading of off-site active travel routes, the provision of a mobility hub with car club and bike hire facilities and the provision through a s106 contribution for a high-quality bus route, the mode shift away from car usage is considered to be achievable.</p> <p>The development will also provide a primary school, employment and a mixed-use centre including co-working space and on land to the west further</p>

Document / Paragraph	OCC Comments	Jubb Comments												
		<p>employment, a secondary school and further services and facilities will be available which will be accessible by means other than the private car and which will be promoted to be accessed via sustainable modes.</p> <p>Whilst Travel Plans have significantly moved forward the DfT report 'Smarter Choices: Changing the Way We Travel' (2004) provides an insight to the effect of elements of Travel Plans such as PTP, travel awareness campaigns, public transport marketing and information, car clubs and car sharing.</p> <p>The development forms part of the Bicester Eco-Town and therefore, is expected to achieve a significant reduction in single occupancy car use and it is considered that behavioural change through strong marketing of Travel Plans is one of the elements that will assist in achieving the desired outcomes.</p>												
2.1.41	<p>Employment and facilities in Bicester are not all located in the town centre - much is off Launton Road for example, or Bicester village, meaning public transport won't be used out of choice for many destinations. Also parking tends to be unrestricted at the destinations other than town centre and whilst we can attempt to restrict it for future development, we can't change what's there. Also Bicester is growing around its edges, with more likelihood of facilities being dispersed and inaccessible by public transport.</p>	<p>It is considered that a 15% reduction on the TRICS trip generation can be achieved by the implementation of a high-quality Travel Plan supported by a mobility hub, on-site and off-site active travel infrastructure and a high-quality public transport service. Some destination use class trips will be higher and some will be lower than the 15% but cumulatively 15% is deemed to be realistic.</p>												
2.1.43	<p>Can we see analysis of the resultant mode share, compared with the NTS table?</p>	<p>The TRICS multi-modal surveys (consistent with the survey sites used to derive the vehicle trip rates) have been used to establish the baseline travel pattern.</p> <table border="1" data-bbox="1377 1094 1877 1345"> <thead> <tr> <th data-bbox="1377 1094 1621 1158">Original TRICS</th> <th data-bbox="1621 1094 1749 1158">AM</th> <th data-bbox="1749 1094 1877 1158">PM</th> </tr> </thead> <tbody> <tr> <td data-bbox="1377 1158 1621 1222">Car</td> <td data-bbox="1621 1158 1749 1222">52%</td> <td data-bbox="1749 1158 1877 1222">56%</td> </tr> <tr> <td data-bbox="1377 1222 1621 1286">Passenger</td> <td data-bbox="1621 1222 1749 1286">37%</td> <td data-bbox="1749 1222 1877 1286">34%</td> </tr> <tr> <td data-bbox="1377 1286 1621 1345">Walking & Cycling</td> <td data-bbox="1621 1286 1749 1345">7%</td> <td data-bbox="1749 1286 1877 1345">8%</td> </tr> </tbody> </table>	Original TRICS	AM	PM	Car	52%	56%	Passenger	37%	34%	Walking & Cycling	7%	8%
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			Car Passenger	19%	18%
			PT	11%	14%
		<p>Whilst the transfer of trips to sustainable modes cannot be predicted this assessment indicates that car drivers are predicted to be 5% less in the AM peak and 8% less in the PM peak compared with the NTS data.</p>			

Comparison Study

Table 4.12	Can total AM and PM vehicle movements from the NW Bicester Model 2014 TA be verified?	<p>The Hyder TA that supported the 2014 application showed in Table 8.9 the anticipated external trips within Bicester and in Table 8.10 the anticipated external trips outside of Bicester. Extracts of the tables are provided below.</p> <p>Table 8.9: External Trips within Bicester</p> <table border="1" data-bbox="1191 826 2065 970"> <thead> <tr> <th rowspan="2">Mode</th> <th colspan="3">AM peak (08:00 to 09:00)</th> <th colspan="3">PM Peak (17:00 to 18:00)</th> </tr> <tr> <th>IN</th> <th>OUT</th> <th>TOTAL</th> <th>IN</th> <th>OUT</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>Car driver</td> <td>113</td> <td>206</td> <td>319</td> <td>187</td> <td>133</td> <td>320</td> </tr> </tbody> </table> <p>Table 8.10: External Trips outside of Bicester</p> <table border="1" data-bbox="1191 1066 2065 1209"> <thead> <tr> <th rowspan="2">Mode</th> <th colspan="3">AM peak (08:00 to 09:00)</th> <th colspan="3">PM Peak (17:00 to 18:00)</th> </tr> <tr> <th>IN</th> <th>OUT</th> <th>TOTAL</th> <th>IN</th> <th>OUT</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>Car driver</td> <td>243</td> <td>521</td> <td>764</td> <td>514</td> <td>373</td> <td>887</td> </tr> </tbody> </table> <p>The total external trips from these two tables are 1083 trips in the AM peak hour and 1207 trips in the PM peak hour.</p> <p>Jubb's Scoping Note (TN01) explained at para 4.1.46 that the HLM site only accounted for 85% of the original housing provision (3,100 units of a total 3,650</p>	Mode	AM peak (08:00 to 09:00)			PM Peak (17:00 to 18:00)			IN	OUT	TOTAL	IN	OUT	TOTAL	Car driver	113	206	319	187	133	320	Mode	AM peak (08:00 to 09:00)			PM Peak (17:00 to 18:00)			IN	OUT	TOTAL	IN	OUT	TOTAL	Car driver	243	521	764	514	373	887
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		units (the other 550 dwellings form the Firethorn site)) and therefore, 85% of the total external trip generation has been used for comparison purposes.
		<p>It is worth noting, as provided in TN03 (8.4) that the TRICS database indicates a natural reduction of 17% in daily residential trip rates for private dwellings between 2014 and 2019. This accounts for the additional 500 dwellings generating a similar number of trips to the 2014 application and indicates a significant change in behaviour (online shopping, working from home) over the 5 years prior to the Covid-19 pandemic.</p> <p>It is therefore, considered that the proposed trip generation is achievable and will be complemented by the additional benefit of a mobility hub and an effective marketed Travel Plan. With the change in travel behaviour there is no compelling evidence that a restriction on car ownership is required to achieve the forecast trip generation and a natural lowering of car ownership will evolve over time when residents realise that their only, second or third car is no longer required due to changes in travel behaviour and the availability of car club vehicles.</p>

Appendix A TRICS Output Report

Calculation Reference: AUDIT-829401-220525-0546

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : 0 - CONVENIENCE STORE
 TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	WL WILTSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	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: Gross floor area
 Actual Range: 292 to 539 (units: sqm)
 Range Selected by User: 70 to 1200 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 25/09/19

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

Selected survey days:

Monday	2 days
Friday	2 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Neighbourhood Centre (PPS6 Local Centre)	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	4
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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:

E(a) 4 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:

5,001 to 10,000 1 days
 10,001 to 15,000 2 days
 25,001 to 50,000 1 days

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

Population within 5 miles:

5,001 to 25,000 1 days
 25,001 to 50,000 1 days
 125,001 to 250,000 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 3 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.

Petrol filling station:

Included in the survey count 0 days
 Excluded from count or no filling station 4 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 4 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 4 days

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

LIST OF SITES relevant to selection parameters

1	NY-01-O-03 CO-OPERATIVE FOREST ROAD NORTHALLERTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 305 sqm <i>Survey date: MONDAY 19/09/16</i>	NORTH YORKSHIRE <i>Survey Type: MANUAL</i>
2	TW-01-O-02 CO-OPERATIVE ETHEL TERRACE SUNDERLAND CASTLETOWN Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 330 sqm <i>Survey date: FRIDAY 07/04/17</i>	TYNE & WEAR <i>Survey Type: MANUAL</i>
3	WL-01-O-01 ONE STOP THE CIRCLE SWINDON Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 292 sqm <i>Survey date: FRIDAY 23/09/16</i>	WILTSHIRE <i>Survey Type: MANUAL</i>
4	WY-01-O-02 CO-OPERATIVE AINSTY ROAD WETHERBY Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 539 sqm <i>Survey date: MONDAY 26/09/16</i>	WEST YORKSHIRE <i>Survey Type: MANUAL</i>

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 01 - RETAIL/O - CONVENIENCE STORE
 TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	2	422	4.265	2	422	4.265	2	422	8.530
07:00 - 08:00	4	367	7.299	4	367	7.094	4	367	14.393
08:00 - 09:00	4	367	9.277	4	367	9.482	4	367	18.759
09:00 - 10:00	4	367	6.276	4	367	5.866	4	367	12.142
10:00 - 11:00	4	367	5.798	4	367	5.525	4	367	11.323
11:00 - 12:00	4	367	4.911	4	367	5.389	4	367	10.300
12:00 - 13:00	4	367	7.162	4	367	6.958	4	367	14.120
13:00 - 14:00	4	367	5.457	4	367	5.321	4	367	10.778
14:00 - 15:00	4	367	5.662	4	367	5.866	4	367	11.528
15:00 - 16:00	4	367	6.548	4	367	6.276	4	367	12.824
16:00 - 17:00	4	367	6.685	4	367	6.617	4	367	13.302
17:00 - 18:00	4	367	8.663	4	367	8.731	4	367	17.394
18:00 - 19:00	4	367	9.891	4	367	9.618	4	367	19.509
19:00 - 20:00	4	367	8.458	4	367	8.254	4	367	16.712
20:00 - 21:00	3	391	3.237	3	391	3.578	3	391	6.815
21:00 - 22:00	3	391	2.215	3	391	2.385	3	391	4.600
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			101.804			101.225			203.029

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: 292 - 539 (units: sqm)
 Survey date range: 01/01/14 - 25/09/19
 Number of weekdays (Monday-Friday): 4
 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.