



# Technical Note

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## Site R24 – Land at Goose Farm

21-003-001 Rev -

### Transport Note

January 2023

Rev	Issue Purpose	Author	Checked	Reviewed	Approved	Date
-	Local Plan	CG	MN	CG	JW	13/01/23

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## 1 Introduction

1.1.1 Land at Goose Farm has been allocated for mixed-use development in the Draft Canterbury Local Plan (Site R24). The allocation is for approximately 26 dwellings, 1,800 sqm of business accommodation and open space.

1.1.2 The 2021 National Planning Policy Framework (NPPF) requires that:

*110. In assessing sites that may be allocated for development in plans, it should be ensured that:*

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

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

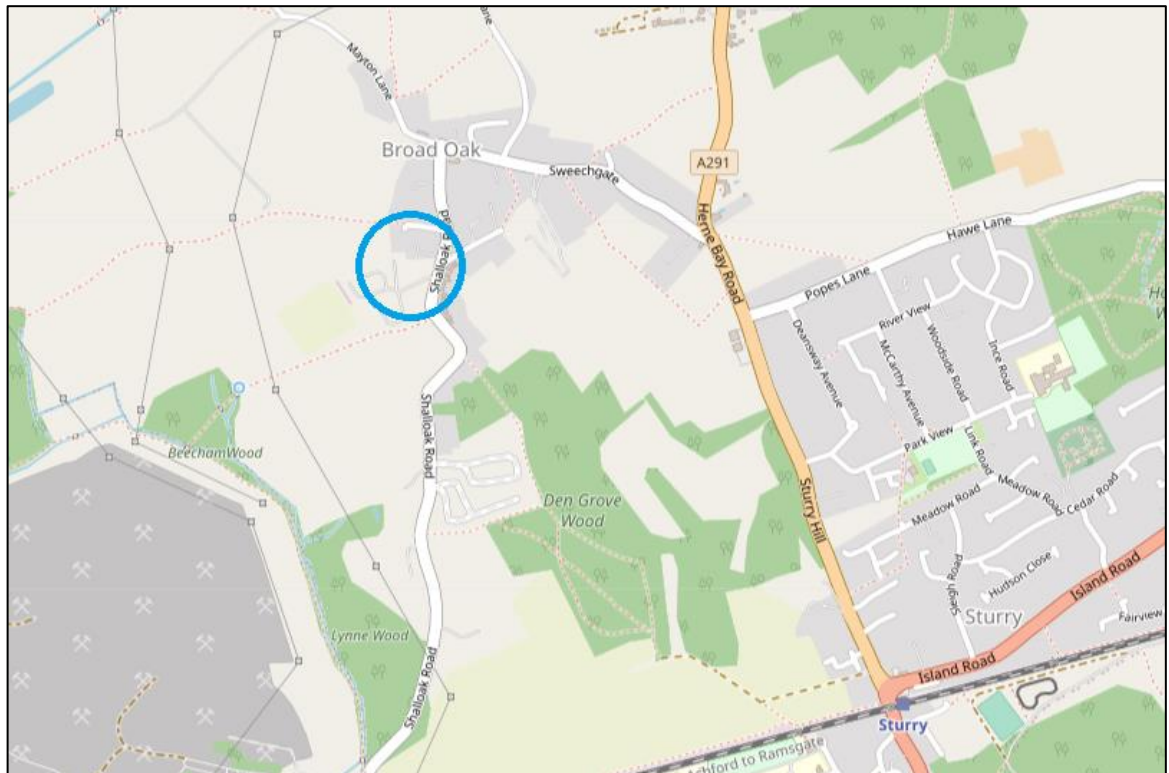
*c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*

*d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

## 2 Site Location and Accessibility

2.1.1 As shown in **Figure 2.1** below, the site is located in the village of Broad Oak with access from Shalloak Road.

**Figure 2.1: Site Location**



2.1.2 From the site there are several amenities within the typical walking distance of 1.6km, representing a walk of up to 20 minutes. These include Broad Oak village shop, a butcher/deli, village hall and the Golden Lion pub. Sturry Primary School is slightly further at 1.8km.

2.1.3 The closest bus stops to the site are on the A291 Herne Bay Road, approximately 880m walking distance from the site. The buses which call at these stops on the A291 Herne Bay Road are summarised in **Table 2.1** below.

**Table 2.1: Bus Services**

No	Route	Typical frequency		
		Mon-Fri	Saturday	Sunday
6	Canterbury – Broad Oak – Herne Bay	30 mins	30 mins	No service
Triangle	Canterbury – Broad Oak – Herne Bay – Whitstable (both directions)	20 mins	20 mins	20 mins

- 2.1.4 On weekdays and Saturdays there are a combined 5 buses per hour into Canterbury city centre, and 5 buses per hour to Herne Bay of which 3 continue to Whitstable. Meanwhile on Sundays there are 3 buses per hour to each of Canterbury, Herne Bay and Whitstable.
- 2.1.5 These bus routes provide comprehensive access from Broad Oak to employment, schools, retail and leisure facilities in the three main settlements in the Canterbury district. Both routes also connect to Sturry railway station to the south and Herne Bay railway station to the north, allowing onward connections to Canterbury, Ashford, London and along the Kent Coast.
- 2.1.6 The site therefore benefits from good access by non-car modes.

### 3 Development Options

#### 3.1 Draft Allocation

- 3.1.1 The draft allocation assumes that residential development would be located in the north part of the site on open land to the rear of existing dwellings, and employment development would be located in the south part of the site to replace the existing farm buildings. The existing Goose Farm access on Shalloak Road as shown in **Figure 3.1** would be retained for access to the development.

**Figure 3.1: Goose Farm access (Google Maps)**



- 3.1.2 However since the draft allocation was written, an additional access has been constructed on Shalloak Road to the south of Goose Farm as shown in **Figure 3.2**, to enable a development of caravans for agricultural workers (CCC ref CA/18/01906). When consulted on this application, KCC Highways confirmed that the proposed access would accommodate large commercial vehicles and would provide suitable visibility onto Shalloak Road.

**Figure 3.2: New access on Shalloak Road (Google Maps)**



## 3.2 Further Options for Development

- 3.2.1 This additional southern site access allows for further development options on site R24 which are set out below.
- 3.2.2 In Option 1 the existing allocation would be taken forward, with the residential plot retaining access from the Goose Farm access and the employment plot taking separate access via the recently constructed southern access. This is shown indicatively in **Appendix A**. As demonstrated in the planning application for the caravan site, the southern access can already accommodate commercial vehicle movements.
- 3.2.3 This would have amenity and safety benefits for existing and proposed dwellings by separating commercial vehicle movements from the existing and proposed dwellings in Broad Oak, and it would not generate any more traffic on the local highway network than in the draft allocation.

- 3.2.4 In Option 2 the existing allocation would be developed as a solely residential scheme using the existing Goose Farm access, and could provide around 43 dwellings including affordable housing. Land further to the south would provide employment development, again using the new access to the caravans. Two indicative schemes are shown in **Appendix B**.
- 3.2.5 This option would provide similar amenity and safety benefits by segregating commercial vehicle movements from residential areas. The traffic generation of this option is assessed in the next chapter.

## 4 Trip Generation

- 4.1.1 The TRICS database has been used to estimate trip generation for the draft allocation and the potential additional development options described above. The weekday peak hour vehicle trip rates are shown in **Appendix C** and summarised below.
- 4.1.2 The draft allocation states that the site would provide 26 dwellings and 1,880 sqm of employment floorspace. The vehicle trips for this development are summarised in **Table 4.1** below.

**Table 4.1: Vehicle Trip Generation – Draft Allocation and Option 1**

	AM Peak Hour 0800-0900			PM Peak Hour 1600-1700		
	Arr	Dep	Total	Arr	Dep	Total
<b>Resi 26 dwellings</b>						
Vehicle trip rate per dwelling	0.119	0.288	0.407	0.407	0.203	0.610
Vehicle trips	3	7	10	11	5	16
<b>Empl 1,880 sqm</b>						
Vehicle trip rate per 100 sqm	1.09	0.46	1.55	0.44	0.89	1.33
Vehicle trips	20	9	29	8	17	25
<b>Total vehicle trips</b>	<b>23</b>	<b>16</b>	<b>39</b>	<b>19</b>	<b>22</b>	<b>41</b>

- 4.1.3 The development in the draft allocation would be expected to generate around 40 two-way vehicle trips in each peak hour.
- 4.1.4 In Option 1 the quantum of development and the resulting vehicle trips would be consistent with the draft allocation, although now split between the two accesses onto Shalloak Road.

- 4.1.5 For Option 2 it is assumed that around 43 dwellings would be provided within the draft allocation boundary, and that a similar scale of employment development would be provided on the land parcel to the south. The vehicle trips for this option are summarised in **Table 4.2** below.

**Table 4.2: Vehicle Trip Generation – Option 2**

	AM Peak Hour 0800-0900			PM Peak Hour 1600-1700		
	Arr	Dep	Total	Arr	Dep	Total
<b>Resi 43 dwellings</b>						
Vehicle trip rate per dwelling	0.119	0.288	0.407	0.407	0.203	0.610
Vehicle trips	5	12	18	18	9	26
<b>Empl 1,880 sqm</b>						
Vehicle trip rate per 100 sqm	1.09	0.46	1.55	0.44	0.89	1.33
Vehicle trips	20	9	29	8	17	25
<b>Total vehicle trips</b>	<b>25</b>	<b>21</b>	<b>47</b>	<b>26</b>	<b>26</b>	<b>51</b>

- 4.1.6 This option would slightly increase the trip generation to around 50 two-way vehicle trips in each peak hour, or less than 1 vehicle trip per minute. Again these trips would be split between the two accesses onto Shalloak Road.
- 4.1.7 None of the draft or potential development options would result in a severe impact on the local highway network.
- 4.1.8 It should also be noted that the larger Sturry and Broad Oak site allocations would be supported by the construction of the Sturry Link Road scheme. In turn this is expected to result in a reduction in traffic flows on Shalloak Road and Sweechgate, so the cumulative effect of the Canterbury Local Plan should not result in any significant traffic increases on this part of the highway network.

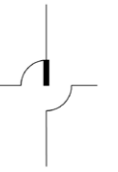
## 5 Summary and Conclusions

- 5.1.1 The proposals for the Goose Farm site would form a moderate extension to Broad Oak which would help to ensure the ongoing viability of local amenities. The site benefits from a sustainable location.
- 5.1.2 Safe and suitable access to the site can be secured for all road users using either the existing farm access or the recently constructed access to the south.

- 5.1.3 The draft allocation for the site or the additional development options which have been summarised in this note would not result in a severe impact on the local highway network.
- 5.1.4 Therefore in accordance with the NPPF, the site should continue to be allocated for development in the Canterbury Local Plan.

## Appendix A Option 1 Indicative Layout





Residential development to use the existing Goose Farm access.

Commercial development to take access from the southern access constructed for previous planning approval CA/18/01906.



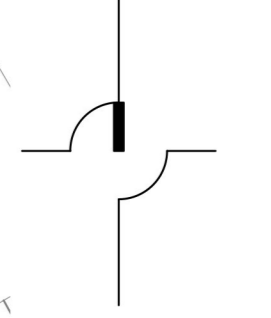
**Site Plan**  
Proposed Residential Development, Goose Farm, Shalloak Road, Broadoak, Canterbury

Client 	Project Proposed Residential Development, Goose Farm, Shalloak Road, Broadoak, Canterbury		Drawing Site Plan	
	Scale 1:1000 @ A3	Drawn By SJB		
	Date September 2020	Drawing No. 001		

**MILTON STUDIO**  
E: info@miltonstudio.co.uk  
Church Barn, Milton Manor Farm, Ashford Road, Canterbury CT4 7PP

Charles & Associates  
Annotated 13.01.2023  
Drawing ref 21-003-001

## Appendix B Option 2 Indicative Layouts



# Broad Oak

Path (um)

El Sub Sta

Site of Approved Commercial (Existing)

Tk

Existing Houses

Proposed Residential Scheme

New Access Road (Completed)

Commercial

New Tree Belt

Existing Static Caravans

Traditional Orchard

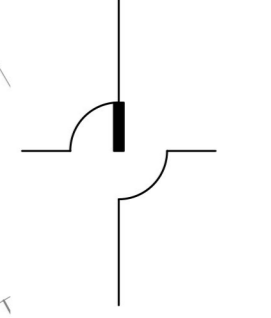
New Hedge

44

Priests Meadow

Path (um)

ETL



# Broad Oak

El Sub Sta

Site of Approved Commercial (Existing)

Tk

Existing Houses

Proposed Residential Scheme

New Access Road (Completed)

Traditional Orchard

New Tree Belt

Commercial

New Hedge

Existing Static Caravans

Path (um)

52.0m

SHALLOAK ROAD

CHAPEL LANE

Broad Oak Chapel

Mead Manor

Silverlea

The Thatch

Garlaine  
Coppathorne  
Cross Ways

ETL

Priests Meadow

Path (um)

## Appendix C TRICS Assessments

Calculation Reference: AUDIT-657801-220713-0746

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
08	NORTH WEST	
	CH CHESHIRE	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: 17 to 24 (units: )  
 Range Selected by User: 15 to 25 (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: 01/01/14 to 10/09/20

*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	1 days
Wednesday	2 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	1 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	3
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*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	3
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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:

C3 3 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000 1 days

10,001 to 15,000 2 days

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

Population within 5 miles:

5,001 to 25,000 1 days

50,001 to 75,000 1 days

75,001 to 100,000 1 days

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

Car ownership within 5 miles:

0.6 to 1.0 1 days

1.1 to 1.5 2 days

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*

Travel Plan:

No 3 days

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

PTAL Rating:

No PTAL Present 3 days

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

LIST OF SITES relevant to selection parameters

- |   |  |  |
|---|--|--|
| 1 | CH-03-A-09 TERRACED HOUSES<br>GREYSTOKE ROAD<br>MACCLESFIELD<br>HURDSFIELD<br>Edge of Town<br>Residential Zone<br>Total No of Dwellings: 24<br><i>Survey date: MONDAY 24/11/14</i> | CHESHIRE<br><br><br><br><br><br><br><br><br><br><i>Survey Type: MANUAL</i>               |
| 2 | NF-03-A-10 MIXED HOUSES & FLATS<br>HUNSTANTON ROAD<br>HUNSTANTON<br><br>Edge of Town<br>Residential Zone<br>Total No of Dwellings: 17<br><i>Survey date: WEDNESDAY 12/09/18</i>    | NORFOLK<br><br><br><br><br><br><br><br><br><br><i>Survey Type: DIRECTIONAL ATC COUNT</i> |
| 3 | SF-03-A-05 DETACHED HOUSES<br>VALE LANE<br>BURY ST EDMUNDS<br><br>Edge of Town<br>Residential Zone<br>Total No of Dwellings: 18<br><i>Survey date: WEDNESDAY 09/09/15</i>          | SUFFOLK<br><br><br><br><br><br><br><br><br><br><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.*

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
SH-03-A-06	Includes bungalows
SY-03-A-02	Includes bungalows
SY-03-A-03	Includes bungalows



TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
 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	3	20	0.085	3	20	0.288	3	20	0.373
08:00 - 09:00	3	20	0.119	3	20	0.288	3	20	0.407
09:00 - 10:00	3	20	0.102	3	20	0.203	3	20	0.305
10:00 - 11:00	3	20	0.203	3	20	0.186	3	20	0.389
11:00 - 12:00	3	20	0.153	3	20	0.119	3	20	0.272
12:00 - 13:00	3	20	0.119	3	20	0.220	3	20	0.339
13:00 - 14:00	3	20	0.186	3	20	0.186	3	20	0.372
14:00 - 15:00	3	20	0.153	3	20	0.119	3	20	0.272
15:00 - 16:00	3	20	0.203	3	20	0.254	3	20	0.457
16:00 - 17:00	3	20	0.169	3	20	0.153	3	20	0.322
17:00 - 18:00	3	20	0.407	3	20	0.203	3	20	0.610
18:00 - 19:00	3	20	0.305	3	20	0.119	3	20	0.424
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			2.204			2.338			4.542

*This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.*

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected: 17 - 24 (units: )  
 Survey date date range: 01/01/14 - 10/09/20  
 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: 3

*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

Calculation Reference: AUDIT-657801-230105-0140

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT  
 Category : D - INDUSTRIAL ESTATE  
 TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	PL PLYMOUTH	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
11	SCOTLAND	
	FA FALKIRK	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: 1138 to 1776 (units: sqm)  
 Range Selected by User: 1000 to 2400 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 28/11/17

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

Selected survey days:

Monday	1 days
Tuesday	2 days
Friday	1 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:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	1
Edge of Town	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:

Industrial Zone	1
Commercial Zone	1
Development Zone	1
Residential Zone	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.*

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	2 days - Selected

Secondary Filtering selection:

Use Class:

Not Known 4 days

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

15,001 to 20,000 1 days

20,001 to 25,000 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:

100,001 to 125,000 1 days

125,001 to 250,000 1 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 2 days

1.1 to 1.5 2 days

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*

Travel Plan:

No 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	FA-02-D-03 LADYSMILL FALKIRK	INDUSTRIAL ESTATE	FALKIRK
	Edge of Town Centre Commercial Zone		
	Total Gross floor area:	1250 sqm	
	<i>Survey date: FRIDAY</i>	<i>31/05/13</i>	<i>Survey Type: MANUAL</i>
2	PL-02-D-01 ST MODWEN ROAD PLYMOUTH	INDUSTRIAL ESTATE	PLYMOUTH
	Edge of Town Industrial Zone		
	Total Gross floor area:	1775 sqm	
	<i>Survey date: TUESDAY</i>	<i>17/07/12</i>	<i>Survey Type: MANUAL</i>
3	WM-02-D-03 JUNCTION ROAD STOURBRIDGE AUDNAM	INDUSTRIAL ESTATE	WEST MIDLANDS
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total Gross floor area:	1138 sqm	
	<i>Survey date: TUESDAY</i>	<i>28/11/17</i>	<i>Survey Type: MANUAL</i>
4	WY-02-D-05 CARR WOOD ROAD CASTLEFORD	INDUSTRIAL ESTATE	WEST YORKSHIRE
	Edge of Town Development Zone		
	Total Gross floor area:	1776 sqm	
	<i>Survey date: MONDAY</i>	<i>22/05/17</i>	<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 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

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									
07:00 - 08:00	4	1485	0.370	4	1485	0.168	4	1485	0.538
08:00 - 09:00	4	1485	1.094	4	1485	0.455	4	1485	1.549
09:00 - 10:00	4	1485	0.791	4	1485	0.690	4	1485	1.481
10:00 - 11:00	4	1485	0.943	4	1485	0.690	4	1485	1.633
11:00 - 12:00	4	1485	0.859	4	1485	0.977	4	1485	1.836
12:00 - 13:00	4	1485	0.977	4	1485	1.061	4	1485	2.038
13:00 - 14:00	4	1485	0.842	4	1485	0.758	4	1485	1.600
14:00 - 15:00	4	1485	0.775	4	1485	0.876	4	1485	1.651
15:00 - 16:00	4	1485	0.707	4	1485	0.657	4	1485	1.364
16:00 - 17:00	4	1485	0.724	4	1485	1.010	4	1485	1.734
17:00 - 18:00	4	1485	0.438	4	1485	0.892	4	1485	1.330
18:00 - 19:00	4	1485	0.051	4	1485	0.337	4	1485	0.388
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			8.571			8.571			17.142

*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:	1138 - 1776 (units: sqm)
Survey date date range:	01/01/12 - 28/11/17
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*