



Consulting Engineers Ltd

'optimising development potential'

**THATCHERS CLOSE
LOUGHTON, ESSEX**

Transport Statement

**Project No. 15-044
October 2015**

**THATCHERS CLOSE
LOUGHTON, ESSEX**

Transport Statement

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**Project No. 15-044
October 2015**

DOCUMENT CONTROL SHEET

REV	ISSUE PURPOSE	AUTHOR	CHECKED	REVIEWED	APPROVED	DATE
-	Final	JO/SGA	SGA	JW	JW	15/10/15

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1.0 INTRODUCTION

1.1 C & A Consulting Engineers have been commissioned by Epping Forest District Council (EFDC) to provide transport and highways advice for the Thatchers Close site, Loughton in Essex. The site location is shown in red in **Figure 1** below.

Figure 1 – Site Location



1.2 The site is currently the location of an informal parking area with capacity for 4-6 vehicles, which is associated with the surrounding dwellings. EFDC are proposing to redevelop the site for residential use.

1.3 Following a consultation response from the Highway Authority Essex County Council (ECC) as part of a previous application, ECC raised concerns regarding the loss of parking arising from the redevelopment of the site. Therefore EFDC have commissioned C & A Consulting Engineers to provide a Transport Statement in support of the application that considers the likely implications of the proposed scheme in terms of highways and transportation.

1.4 This review includes the following sections:

- Section 2 provides an overview of relevant National and Local Policy;
- Section 3 reviews the existing situation of the site, related to highways and transport conditions;
- Section 4 sets out the development proposals, considering access, visibility and parking numbers.
- Section 5 provides a summary of the likely impact of the development on existing parking situation on the surrounding roads, using the Lambeth Parking Survey methodology, and reviews the likely on-street parking capacity once the development is in place;
- Section 6 summarises the finding of this report and provides a conclusion.

2.0 POLICY

National Policy

2.1 The national planning policy in respect to transport can be found within The National Planning Policy Framework (NPPF). This focuses on sustainability and encouraging sustainable transport solutions.

2.2 Paragraph 32 of the NPPF gives reference to Transport Statements and the decisions taken from them. *“All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:*

- The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site to reduce the need for major transport infrastructure;*
- safe and suitable access to the site can be achieved for all the people; and*
- improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.”*

2.3 The NPPF is supported by Planning Practice Guidance including guidance on the preparation of Transport Statements.

2.4 In addition to this, Manual for Streets (MfS) produced by the Department for Transport in 2007, is a document to be used for the design, construction, adoption and maintenance of new residential streets.

2.5 Within MfS Chapter 7, it details the visibility requirements for junctions. In addition to this, MfS section 6.6 discusses how highway design should cater for emergency and service vehicles.

Regional Policy

2.6 The Essex Local Transport plan, which comprises two parts; the Essex Transport Strategy and the Implementation Plan, are the prevailing documents for transport policy in Essex.

2.7 The Transport Strategy sets out the vision for transport and the outcomes that Essex aim to achieve over a fifteen year period along with the policies and broad approach to implementing them. The implementation Plan sets out in greater detail how the outcomes of the strategy will be delivered and monitored, highlighting the priorities for investment in the short-term. The Implementation Plan is to be refreshed every three years and be supported by a three year rolling investment programme.

2.8 Supplementary planning guidance is also provided and this includes the 2009 ECC Revised Vehicle Parking Standards. This document sets out guidance on the level of parking to be provided at new development as well as advice on layout and space sizes.

Local Policy

2.9 The adopted Epping Forest District Council 2006 Local Plan Alterations Document provides the planning context for the local area. Together with the relevant supplementary planning documents this covers, amongst other things, the transport policy for the Epping Forest area in which the site is located.

2.10 EFDC adopted the ECC Parking Standards within the Local Plan in April 2010.

3.0 EXISTING SITUATION

3.1 The proposed redevelopment site is located at the end of Thatchers Close, Loughton, as shown on **Figure 1** of this report.

3.2 The site is made up of an informal parking area, associated with the surrounding dwellings within Thatchers Close, which is a short Cul-de-Sac off Mannock Drive. To the north Mannock Drive forms a priority junction with Goldingham Avenue and connects to Burney Drive and Willingale Road to the south.

3.3 From the point of access onto Thatchers Close, the site's location offers good pedestrian and vehicular links to local facilities. Along Thatchers Close and then Mannock Drive there is good pedestrian infrastructure with wide, well-lit footways that link on either side of the carriageway, which connect to the wider pedestrian network on the adjacent roads including Goldingham Avenue and Willingale Road.

3.4 This connects the site to the retail and convenience stores located some 950m away on Pyrles Lane. The parade of shops include a food store, newsagents, pharmacy and takeaway. Debden Broadway is located approximately 1km to the south, via Willingale Road with further retail facilities available there.

3.5 Walking north along Mannock Drive gives quick and safe pedestrian access to open space at Jessels Green and similarly to the south at Burney Drive via Mannock Drive.

3.6 Mannock Drive is approximately 6m in width, and connects to the wider highway network of Rectory Lane (via Westhall Road) and the A121, which provide convenient vehicular links to Debden and Loughton centres and access to the M25 London Orbital Motorway and the M11 heading into London to the south and north towards Cambridge.

3.7 Bus stops are located on Burney Drive, some 400m from the site access. These stops are served by routes 20, 167 and 804. The no. 20 service runs four times per hour in both directions between Debden Broadway and Walthamstow Central. Other services link the site to Hainault Street and schools in the local area.

3.8 These bus services provide easy access to Debden London Underground Central line Station, which is less than 1.6km from the site. This provides frequent services to central London and key stations within Essex.

4.0 PROPOSED DEVELOPMENT

4.1 The proposed development consists of the removal of an informal parking area and the provision of a 1 two bedroom affordable dwelling. The proposed layout of the site is shown on the Masterplan attached in **Appendix A**.

Access

4.2 Access will be taken directly onto Thatcher's Close, which then leads onto a simple priority junction onto Mannock Drive.

4.3 Visibility at the access road junction with Mannock Drive is shown on **Drawing 15-044-043**. This shows that adequate visibility of 2.4m x 43m can be achieved, as per the design standard for a road with a 30mph speed limit.

Parking

4.4 It is proposed to provide 2 parking spaces within the development, as shown on the Masterplan in **Appendix A**. This level of parking is consistent with the 'Parking Standards, Design and Good Practice' guidance produced by ECC in 2009.

4.5 These parking spaces are 5m x 2.5m as is consistent with the minimum parking bay size required within the ECC guidance. **Drawing 15-044-043** also provides vehicle TRACK plots for a large car manoeuvring into and out of the parking spaces. This shows that all of the parking spaces can be adequately accessed by a large car.

Refuse

4.6 The proposed development will front directly onto the existing adopted road of Thatcher's Close, so kerbside refuse collection will be acceptable and has been agreed in writing with EFDC and information on this will be provided by Pellings within the application material.

5 Impact Assessment

Trip Generation

5.1 Given the size of the development and the affordable nature of the future use, the trip generation associated with the development is likely to be low. A review of the TRICS database for affordable / local authority dwellings based in England provides a selection of 8 sites and an overall two way trip rate of 0.391 in the AM peak hour and 0.430 in the PM peak hour. The TRICS output data is provided in **Appendix B**.

5.2 Based on the TRICS trip rate, this equates to 1 trip being generated by the development in the AM peak and in the PM peak. The addition of 1 vehicular trip on to the surrounding network will not impact on the capacity or safety of the network or the existing junctions.

Parking Demand

5.3 Following a consultation response from the Highway Authority, Essex County Council (ECC), as part of a previous application for a similar development, ECC raised concerns regarding the loss of parking associated with the redevelopment of the site and the subsequent risk that any existing parking associated with the garages could potentially be displaced onto the surrounding roads.

5.4 Therefore, in order to respond to this concern C & A Consulting Engineers have reviewed the likely use of the parking area that will be removed, including completing a two day parking survey, using the Lambeth survey methodology of the on-street parking in the immediate area. This was undertaken to gain an understanding of the existing parking demand and capacity.

5.5 The parking survey was completed overnight between the period of 02.30am to 03.30am on two consecutive dates of the 24rd and 25th September

2015. The survey recorded the available unrestricted on-street parking available within 200m of the site. This area is shown on **Drawing 15-044-016**.

Lambeth Survey Methodology

5.6 The number of vehicles that can park within the study area was calculated on the basis of the Lambeth Survey Methodology. The Lambeth Survey methodology defines the parking stress by taking the number of vehicles parked on a street or in an area in relation to the amount of parking that could reasonably be considered to be available.

5.7 The Lambeth method is generally used in an area of high parking stress where this can affect Highway safety, the free-flow of traffic, access by emergency services, refuse collection and delivery of goods and to assess this against the potential impact of an increase in demand through development nearby.

5.8 The Lambeth method stipulates that surveys should be conducted between 12.30am and 5.30am on two separate weekday nights, in order to best assess the parking demand from residents only.

5.9 The potential total availability of parking is derived through a simple method that measures the length of kerb available for on-street car parking, then divided by 5m, to give a value of car parking capacity for each road. The total number of vehicles actually parked along each road is then divided by the capacity to give a parking stress factor as a percentage.

5.10 A summary of the findings of the survey is set out in **Tables 1 & 2** below:

Table 1 – Night 1 Lambeth Parking Survey

STREET NAME	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	unrestricted parking stress (%)
Thatchers Close	120	24	9	38%

STREET NAME	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	unrestricted parking stress (%)
Mannock Drive	225	45	28	62%



TOTAL UNRESTRICTED SPACES	TOTAL UNRESTRICTED PARKED	TOTAL UNRESTRICTED STRESS %
69	37	54%

Table 2 – Night 2 Lambeth Parking Survey

STREET NAME	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	unrestricted parking stress (%)
Thatchers Close	120	24	8	33%

STREET NAME	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	unrestricted parking stress (%)
Mannock Drive	225	45	30	67%



TOTAL UNRESTRICTED SPACES	TOTAL UNRESTRICTED PARKED	TOTAL UNRESTRICTED STRESS %
69	38	55%

5.11 It can be seen from the parking survey that the existing parking stress for the on-street parking on the surrounding roads is low, with a total parking stress for the combined area of 55% recorded on the second night of the survey.

Development Impact

5.12 The proposed development will provide 2 parking spaces within the scheme. Although this will also create capacity for two on-street spaces for visitors.

5.13 A review of the car ownership data for the area from the 2001 Census indicates an average car ownership per dwelling is 1.5. This parking provision will therefore be sufficient to accommodate the parking demand from the development based on current car ownership statistics and the parking guidelines set out by ECC. There will, therefore not be any additional on-street parking demand from the future residents of the development.

5.14 On both nights of the survey, there were no vehicles parked in the existing parking area proposed for development. The parking demands for the existing residents is therefore met without the use of this parking area. Given that the site was not used for parking and that parking stress on the surrounding roads is low, it is believed that there will be no impact on the local parking capacity as a result of this development.

6 SUMMARY AND CONCLUSION

6.1 C & A Consulting Engineers have been commissioned by Epping Forest District Council (EFDC) to provide transport and highways advice for the Thatchers Close site, Loughton in Essex.

6.2 The proposed development consists of the removal of an informal parking area with capacity for 4-6 vehicles and the provision of 1 two bedroom affordable dwelling. The proposed layout of the site is shown on the Masterplan attached in **Appendix A**.

6.3 Along Thatchers Close and Mannock Drive there is good pedestrian infrastructure with wide, well-lit footways that link to the wider pedestrian / cycle network and provide safe routes to a range of facilities including the retail and convenience stores located on Pyrles Lane and Debden Broadway and bus stops on Hanson Drive. Nearby bus services and the London Underground Central Line station also provide good quality links to central London and key destinations in the surrounding area.

6.4 Access will be taken onto the end of the cul-de-sac of Thatchers Close. The development will provide 2 allocated parking spaces, meeting with ECC parking guidance.

6.5 Given the size of the development and the affordable nature of the future use, the trip generation associated with the development is likely to be low. A review of the TRICS database for affordable / local authority dwellings based in central England provides a selection of 8 sites and an overall two way trip rate of 0.391 in the AM peak hour and 0.430 in the PM peak hour or the equivalent of 1 vehicle trip in the peak hours. This level of trip generation will not impact on the capacity or safety of the surrounding highway network.

6.6 Following a consultation response from the Highway Authority Essex County Council (ECC) as part of a previous application, ECC raised concerns regarding the loss of parking associated with the redevelopment of the site and the risk that any parking associated with the garages would be displaced

onto the surrounding roads, potentially causing a severe impact on car parking stress.

6.7 The parking survey was completed over night between the period of 02.30am to 03.30am on 2 days consecutive dates on the early mornings of the 24th and 25th September 2015. This survey indicated that there was little parking stress on the surrounding roads, with a total parking stress of 55% recorded.

6.8 There were no vehicles observed parking in the area for development on either night of the survey. The parking demands for the existing residents is therefore met without the use of this parking area. Given that the site was not used for parking and that parking stress on the surrounding roads is low, it is believed that there will be no impact on the local parking capacity as a result of this development.

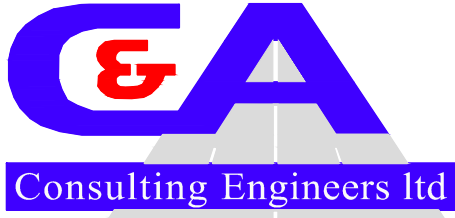
6.9 Any new parking demand from the proposed development will be met within the development through the provision of 2 parking spaces.

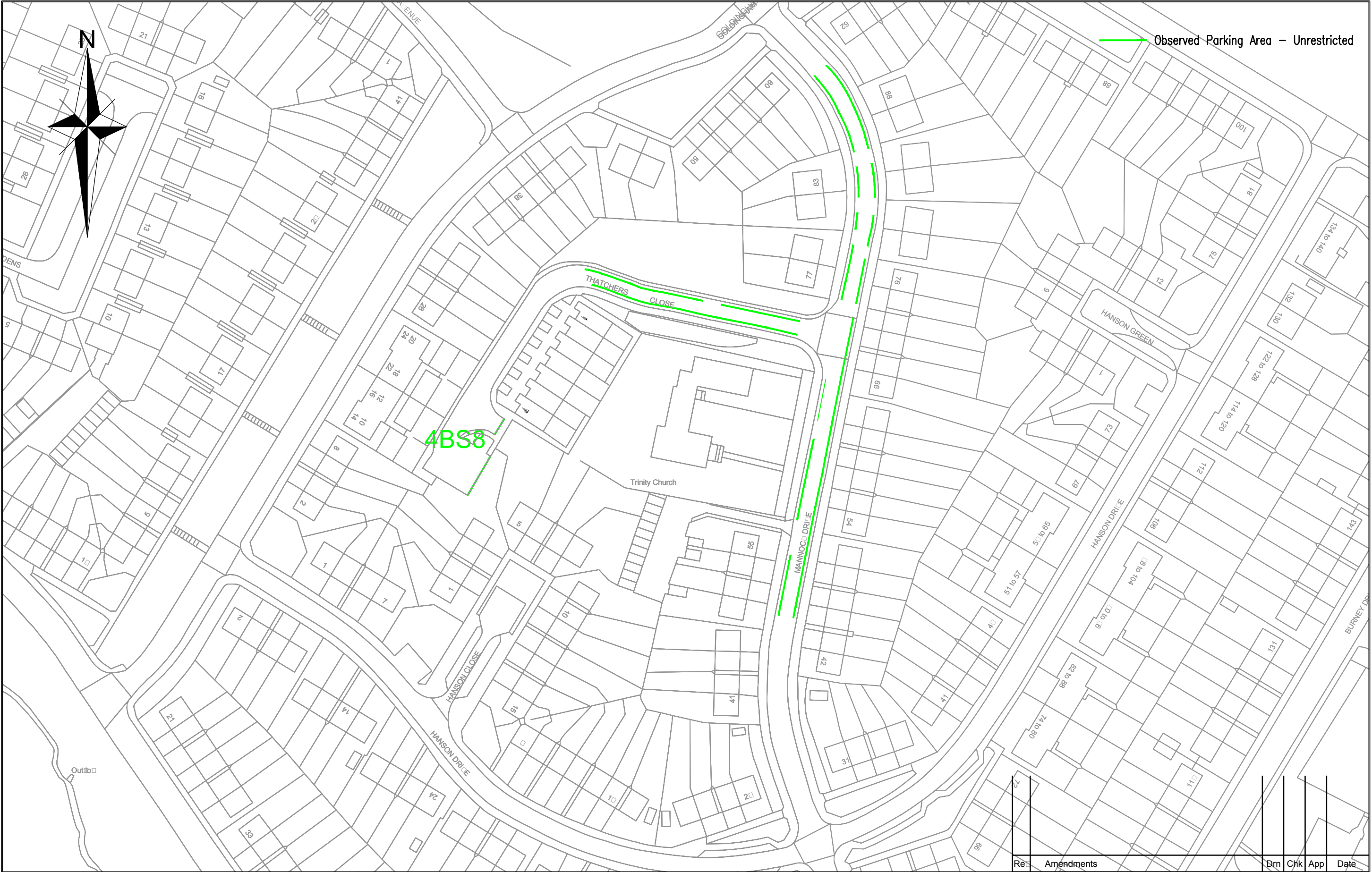
Conclusion


6.10 The proposed development is well located in terms of existing facilities and access to sustainable modes of travel. The development meets with ECC parking guidelines and on street parking surveys indicate that the development will not have a negative impact on the parking situation within the surrounding roads. There are therefore no highways and transport reasons for refusal.

DRAWINGS



 <div>OFFICE 19 HART HOUSE PRIESTLEY ROAD BASINGSTOKE HAMPSHIRE RG24 9PU Telephone: 01256 630830 Fax: 01256 324943 Email: enquiries@ce-a.uk.com Web: www.ce-a.uk.com</div>	Job Title Buckhurst Hill		Client Pellings LLP		Scale 1:500	Date Sep 15	Designed DH			
	Drawing Title Phase 4B Thatchers Close Access Re-e					Drafter DH	Checked <input type="checkbox"/>	Approved <input type="checkbox"/>		
						Job No 15044	Drawing No 15044043			
								Revised <input type="checkbox"/>		
					Revised	Amendments	Drawn	Chk	App	Date



 Consulting Engineers Ltd	OFFICE 19 HART HOUSE PRIESTLEY ROAD BASINGSTOKE HAMPSHIRE RG24 9PU	Job Title Loughton / Ongar	Client Pellings LLP	Scale 1:1000	Date Oct 15	Designed DH
	Telephone: 01256 630830 Fax: 01256 324943 Email: enquiries@c-a.uk.com Web: www.c-a.uk.com	Drawing Title Lambeth Survey 4B S8		Drawing O	Checked SA	Approved SA
		Job No 15044		Drawing No 15044016	Revised <input type="checkbox"/>	

APPENDIX A – MASTERPLAN

APPENDIX B – TRICS OUTPUT

Calculation Reference: AUDIT-657801-151012-1052

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : B - AFFORDABLE/LOCAL AUTHORITY HOUSES
 VEHICLES

Selected regions and areas:

05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	2 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	NB NORTHUMBERLAND	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Filtering Stage 2 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 dwellings
 Actual Range: 15 to 280 (units:)
 Range Selected by User: 14 to 280 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/07 to 19/09/13

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	4 days
Tuesday	2 days
Thursday	2 days

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

Selected survey types:

Manual count	8 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)	3
Edge of Town	4

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	6
Built-Up Zone	1
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

Filtering Stage 3 selection:

Use Class:

C3

7 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 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	2 days
15,001 to 20,000	1 days
25,001 to 50,000	2 days

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

Population within 5 miles:

5,001 to 25,000	2 days
75,001 to 100,000	2 days
125,001 to 250,000	2 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	6 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

8 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.

LIST OF SITES relevant to selection parameters

1	DS-03-B-01	TERRACED/SEMI /BUNG.	DERBYSHIRE
	COCKAYNE STREET		
	BOULTON		
	DERBY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	29	
	Survey date: MONDAY	04/07/11	Survey Type: MANUAL
2	LC-03-B-02	SEMI DETACHED/TERRACED	LANCASHIRE
	BILLINGE STREET		
	BLACKBURN		
	Edge of Town Centre		
	Residential Zone		
	Total Number of dwellings:	15	
	Survey date: MONDAY	10/06/13	Survey Type: MANUAL
3	MS-03-B-01	TERRACED	MERSEYSIDE
	TARBOCK ROAD		
	SPEKE		
	LIVERPOOL		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	16	
	Survey date: TUESDAY	18/06/13	Survey Type: MANUAL
4	NB-03-B-01	SEMI DET. & TERRACED	NORTHUMBERLAND
	WESTLEA		
	BEDLINGTON		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	97	
	Survey date: MONDAY	19/11/12	Survey Type: MANUAL
5	NY-03-B-01	TERRACED HOUSING	NORTH YORKSHIRE
	NORTHALLERTON ROAD		
	NORBY		
	THIRSK		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of dwellings:	280	
	Survey date: THURSDAY	20/09/07	Survey Type: MANUAL
6	WM-03-B-01	SEMI DET./TERRACED	WEST MIDLANDS
	YORKMINSTER DRIVE		
	CHELMSELEY WOOD		
	BIRMINGHAM		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	97	
	Survey date: MONDAY	17/10/11	Survey Type: MANUAL
7	WY-03-B-02	MIXED HOUSES	WEST YORKSHIRE
	WHITEACRE STREET		
	DEIGHTON		
	HUDDERSFIELD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	54	
	Survey date: TUESDAY	17/09/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	WY-03-B-03	TERRACED HOUSES	WEST YORKSHIRE
	LINCOLN GREEN ROAD		
	LEEDS		
	Suburban Area (PPS6 Out of Centre)		
	Built-Up Zone		
	Total Number of dwellings:	29	
	Survey date: THURSDAY	19/09/13	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
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	8	77	0.063	8	77	0.167	8	77	0.230
08:00 - 09:00	8	77	0.138	8	77	0.253	8	77	0.391
09:00 - 10:00	8	77	0.118	8	77	0.136	8	77	0.254
10:00 - 11:00	8	77	0.126	8	77	0.143	8	77	0.269
11:00 - 12:00	8	77	0.139	8	77	0.146	8	77	0.285
12:00 - 13:00	8	77	0.130	8	77	0.130	8	77	0.260
13:00 - 14:00	8	77	0.146	8	77	0.113	8	77	0.259
14:00 - 15:00	8	77	0.151	8	77	0.167	8	77	0.318
15:00 - 16:00	8	77	0.186	8	77	0.139	8	77	0.325
16:00 - 17:00	8	77	0.201	8	77	0.143	8	77	0.344
17:00 - 18:00	8	77	0.248	8	77	0.182	8	77	0.430
18:00 - 19:00	8	77	0.169	8	77	0.122	8	77	0.291
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		1.815			1.841			3.656	

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

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

Parameter summary

Trip rate parameter range selected: 15 - 280 (units:)
 Survey date range: 01/01/07 - 19/09/13
 Number of weekdays (Monday-Friday): 8
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

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.