

FLOW

CONSULT LIMITED

PROPOSED DEVELOPMENT AT HARDWOOD

SALES

ELLIS ASHTON STREET, HUYTON, LIVERPOOL, L36

6BN

HIGHWAYS AND TRANSPORT TECHNICAL NOTE

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Author	JL
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1 Introduction

- 1.1 This Highways and Transport Technical Note has been prepared on behalf of Hardwood Holding Limited in respect of development proposals at its site located along Ellis Ashton Street in Huyton, Liverpool, L36 6BN.
- 1.2 The remaining sections of the report present a review of the baseline conditions and overview of the highway impact associated with the development proposals.

2 Baseline Conditions

Site Location

- 2.1 The site comprises Hardwood Sales located along Ellis Ashton Street, within the Huyton Industrial, Liverpool, L36 6BN.
- 2.2 **Figure 2.1** provides an extract from the architects site location plan.

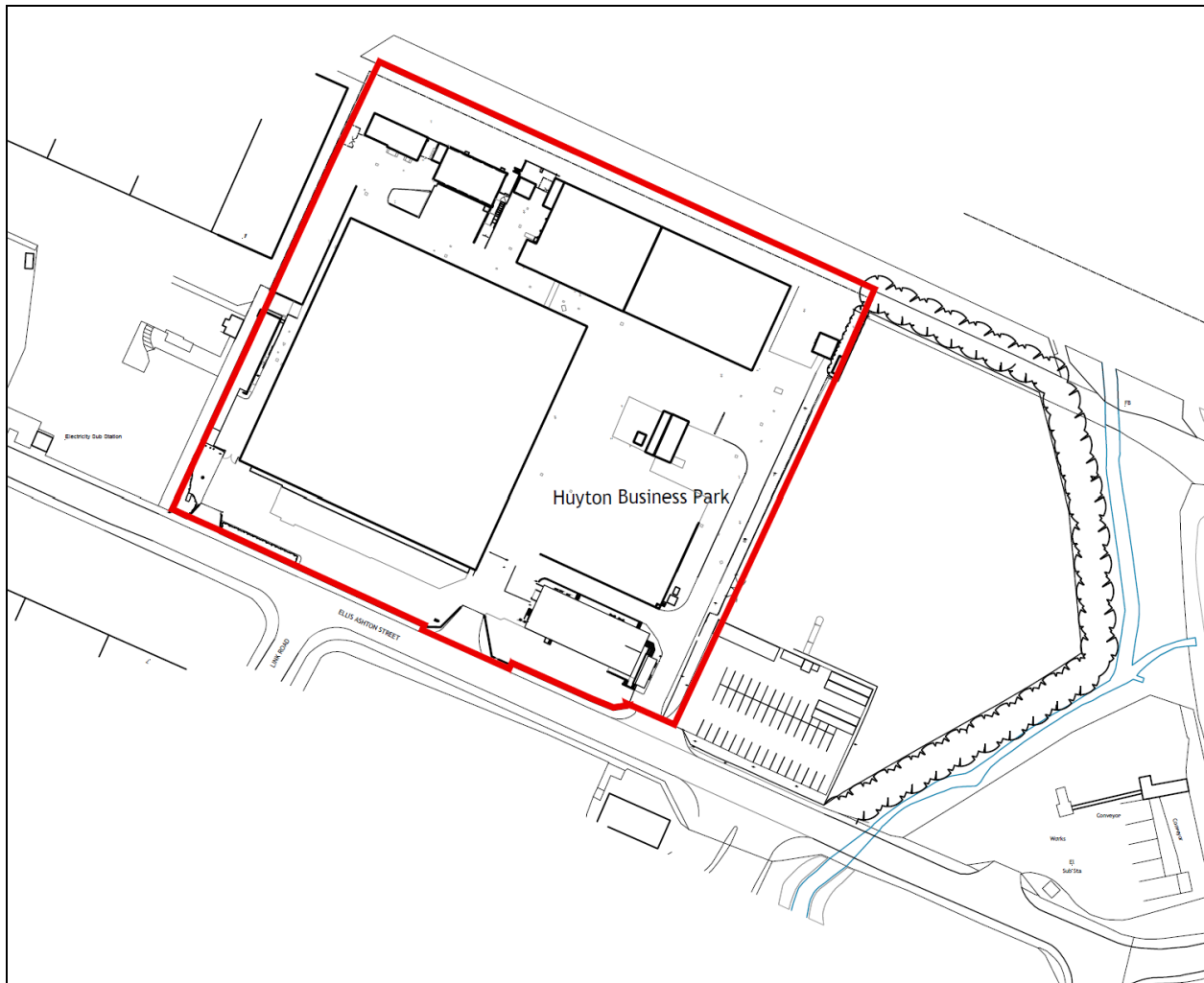


Figure 2.1: Site Location / Boundary *Extract from Aspire Design Site Location Plan*

- 2.3 **Figure 2.2** identifies the location of the site in relation to the local area and highway network.

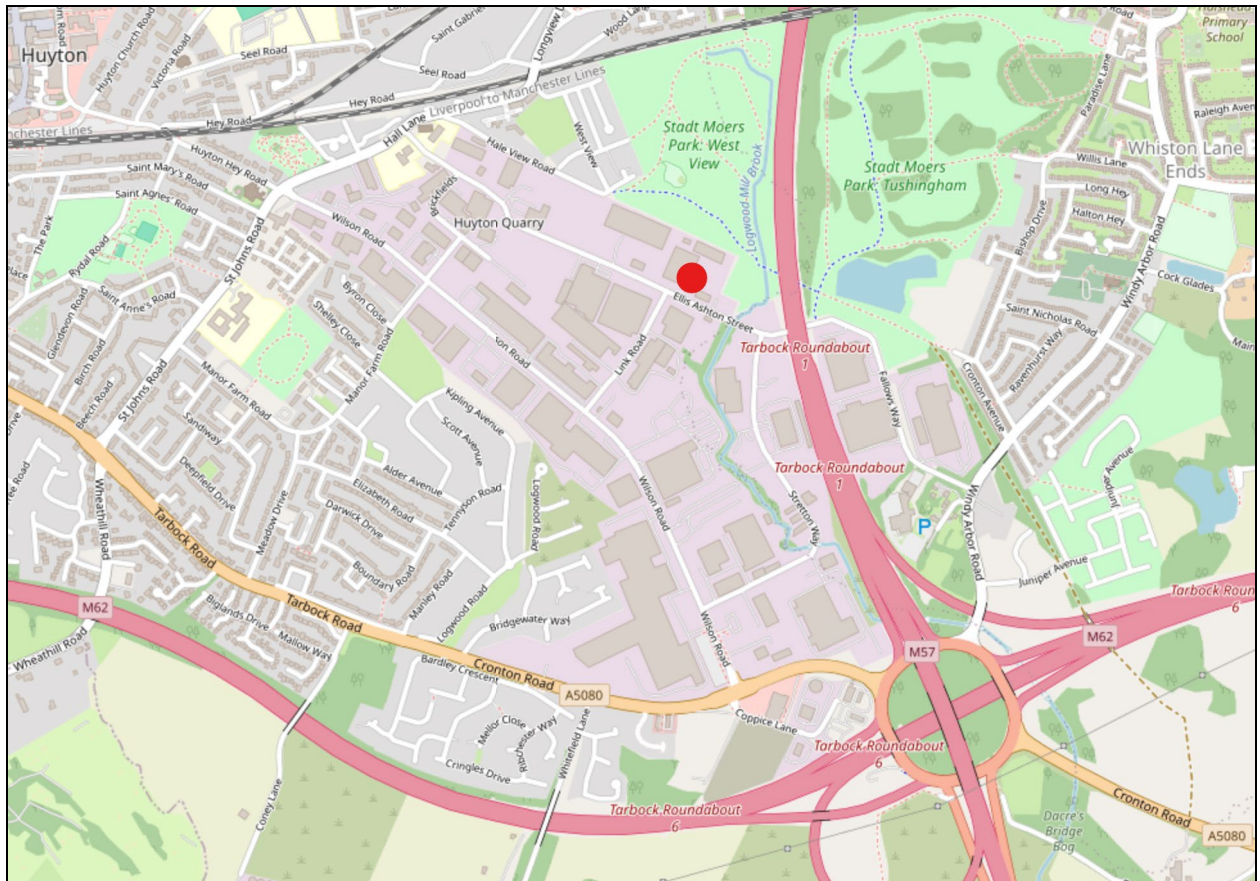


Figure 2.2: Site Location © OpenStreetMap contributors – contains OS data © Crown Copyright [and database right] [2025] available under Open Database License

Existing Development

- 2.4 **Appendix A** presents the existing development layout plan.
- 2.5 **Figure 2.3** presents an annotated (A to F) extract from the existing site layout plan.

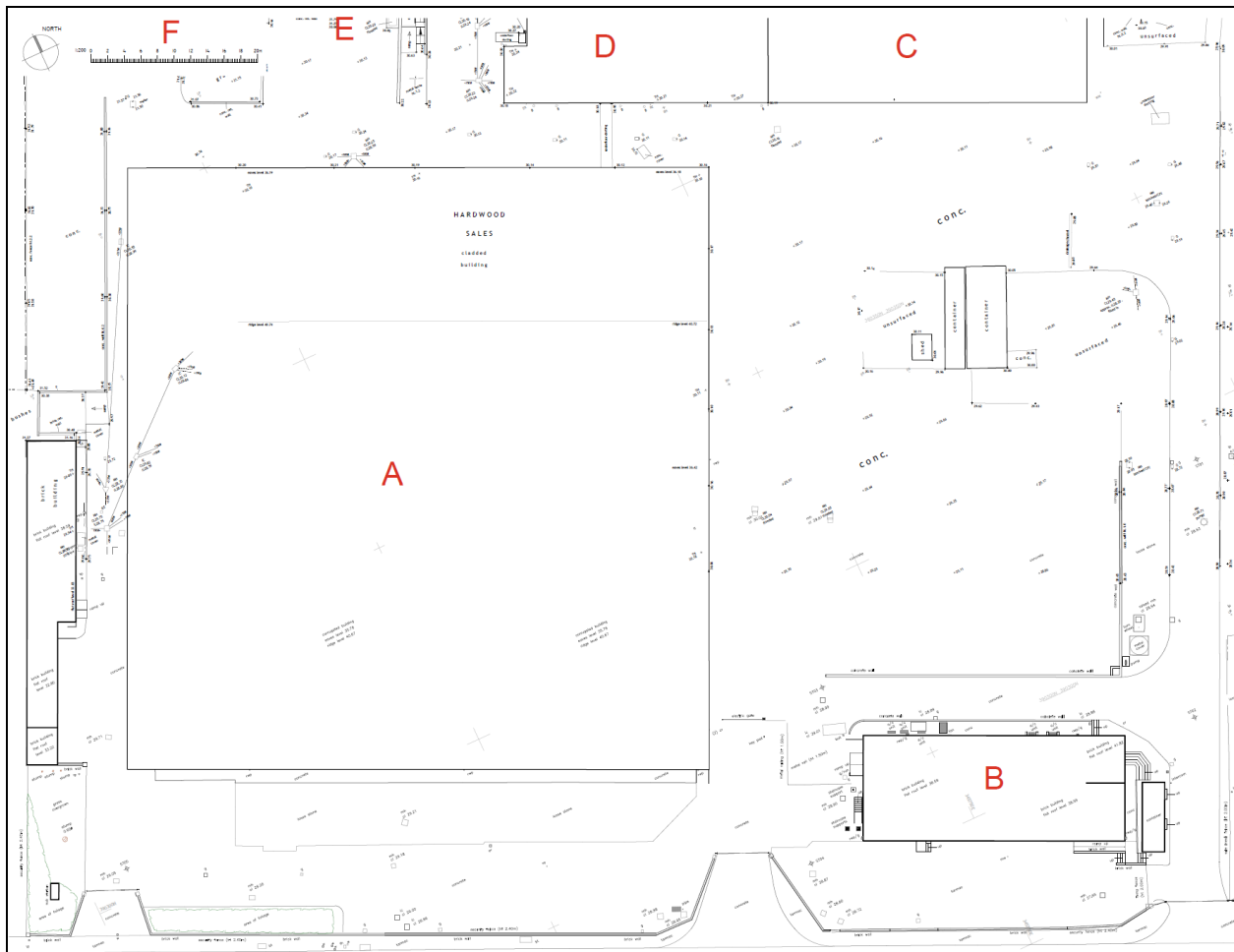


Figure 2.3: Existing Site Layout *Extract from Aspire Design existing site layout plan*

A – storage – approx. 4790sqm

B – ancillary office – approx. 350sqm

C - storage – approx. 924sqm

D - manufacturing – approx. 708sqm

E – empty / unused – approx. 140sqm (previously used for storage)

F – empty / unused – approx. 88sqm (previously used for storage)

Total storage (B8): 5,714sqm

Total manufacturing (B2): 708sqm

Ancillary office: 350sqm

2.6 Various temporary containers and sheds are located within the site.

2.7 Access arrangements currently comprise as follows:

- ♦ Central entrance-only vehicle access junction (hybrid kerbed radii crossover arrangement)

- ♦ Eastern exit-only access junction (hybrid kerbed radii crossover arrangement shared with land to the east)
- ♦ Unused western vehicle access junction (footway has been reinstated).

- 2.8 Planning applications 21/00489/FUL '*re-opening of former site highway access onto Ellis Ashton Street*' and 21/00682/FUL '*alterations to existing vehicular access points to create a single vehicular access point to car park together with creation of hard standing area for storage / commercial use resulting in the loss of 18 No. car park spaces*' have previously been approved. The area to the east of the Hardwood Sales site is not associated with the latest proposals. However, as detailed in Section 3, the western vehicle access and formalised car parking arrangements will be implemented.
- 2.9 There is undercover cycle parking within the site which accommodates up to 15 bicycles.
- 2.10 Fifty employees are based at the site. Working hours are 8am to 5pm, Monday to Friday.
- 2.11 The site currently generates approximately 25 two-way (50 vehicle trips in total) staff and visitor daily vehicle trips. Up to approximately 6 two-way (12 total) HGV trips are generated. The parking demand associated with staff and visitor trips is accommodated by the car park located between the western and middle access, which will be formalised and include 36 marked car park spaces, as per the previous planning permission.

Local Highway Network

- 2.12 Ellis Ashton Street forms part of the industrial estate road network. Footways are located along both sides of the carriageway and street lighting is present. Double yellow lines are located along both sides of the carriageway along the adjacent section of carriageway and at the junction with Link Road. The double yellow lines stop towards the western site boundary. Keep-clear road markings are located at the site access junction.
- 2.13 To the west, Ellis Ashton Street forms the minor arm of the three-arm priority-controlled junction with Hall Lane. The junction is entry-only into Ellis Ashton Street.
- 2.14 To the east, Ellis Ashton Street travels beneath the M57 motorway and turns into Follows Way. The intersection of the M62 (junction 6) and M57 (junction 1) motorways is located a relatively short distance to the southeast, with Link Road or Follows Way forming a section of the route.

Highway Safety

- 2.15 Online data (crashmap.co.uk) for Road Traffic Collisions (RTC), which were recorded due to personal injury, has been reviewed for the most recent five-year period for which the data is available. One RTC has been recorded along Ellis Ashton Street at the

junction with Link Road. The RTC was classified as slight in severity and involved two vehicles and one casualty.

Accessibility

- 2.16 The Institution of Highways and Transportation (IHT) document Guidelines for Providing for Journeys on Foot states that walking accounts for over a quarter of all journeys and four fifths of journeys less than 1 mile (1.6km). The guidance states that an average walking speed of 1.4m/s can be assumed, which equates to approximately 3mph (5kph). The guidance also contains suggested acceptable walking distances for pedestrians without mobility impairment and identifies a preferred maximum walking distance for commuting as being 2km.
- 2.17 The IHT and Department for Transport (DfT) document 'Cycle Friendly Infrastructure: Guidelines for Planning and Design' identifies typical cycle speeds for cyclists of varying confidence and ability, speeds of 10-20mph being identified for adult commuters. Using a mid-speed of 15mph, a catchment of 5 miles (8km) would be available within a 20-minute cycle time.
- 2.18 Based on the above, the site is in relatively short walk and cycle distances of residential areas, including Huyton, Tarbock and Whiston.
- 2.19 As previously identified, there are footways along Ellis Ashton Street which integrate with the wider footway/pedestrian network.
- 2.20 As indicated by **Figure 2.4**, there is a dedicated footpath / cycle way which travels to the north of the site and in a northeast direction to Whiston. The route can be accessed via a link located a short distance to the west along Ellis Ashton Street.

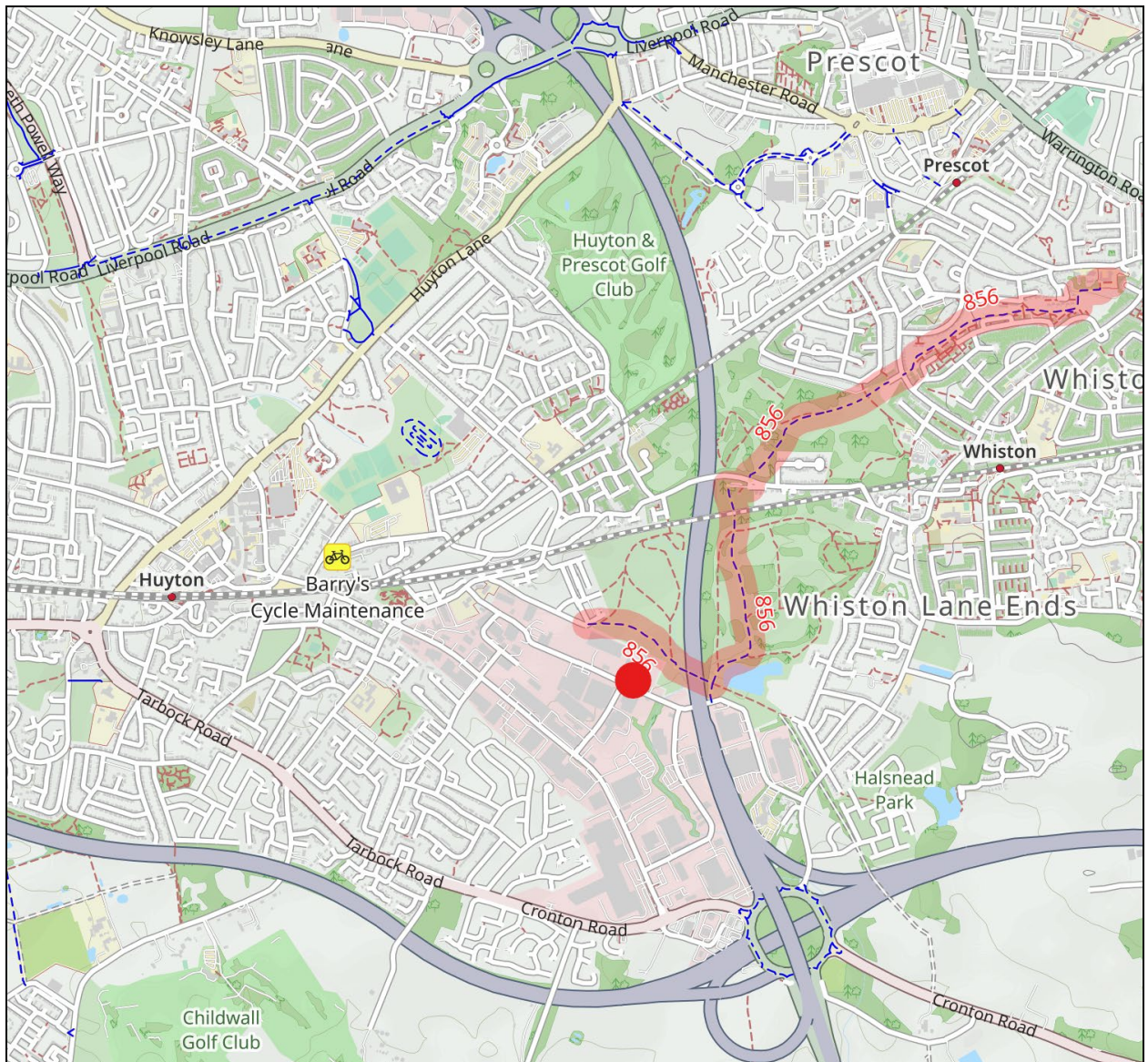


Figure 2.4 Cycle Routes © OpenStreetMap contributors – contains OS data © Crown Copyright [and database right] [2025] available under Open Database License

2.21 **Figure 2.5** provides an indication as to the location of the site in relation to the nearest bus stops and routes.

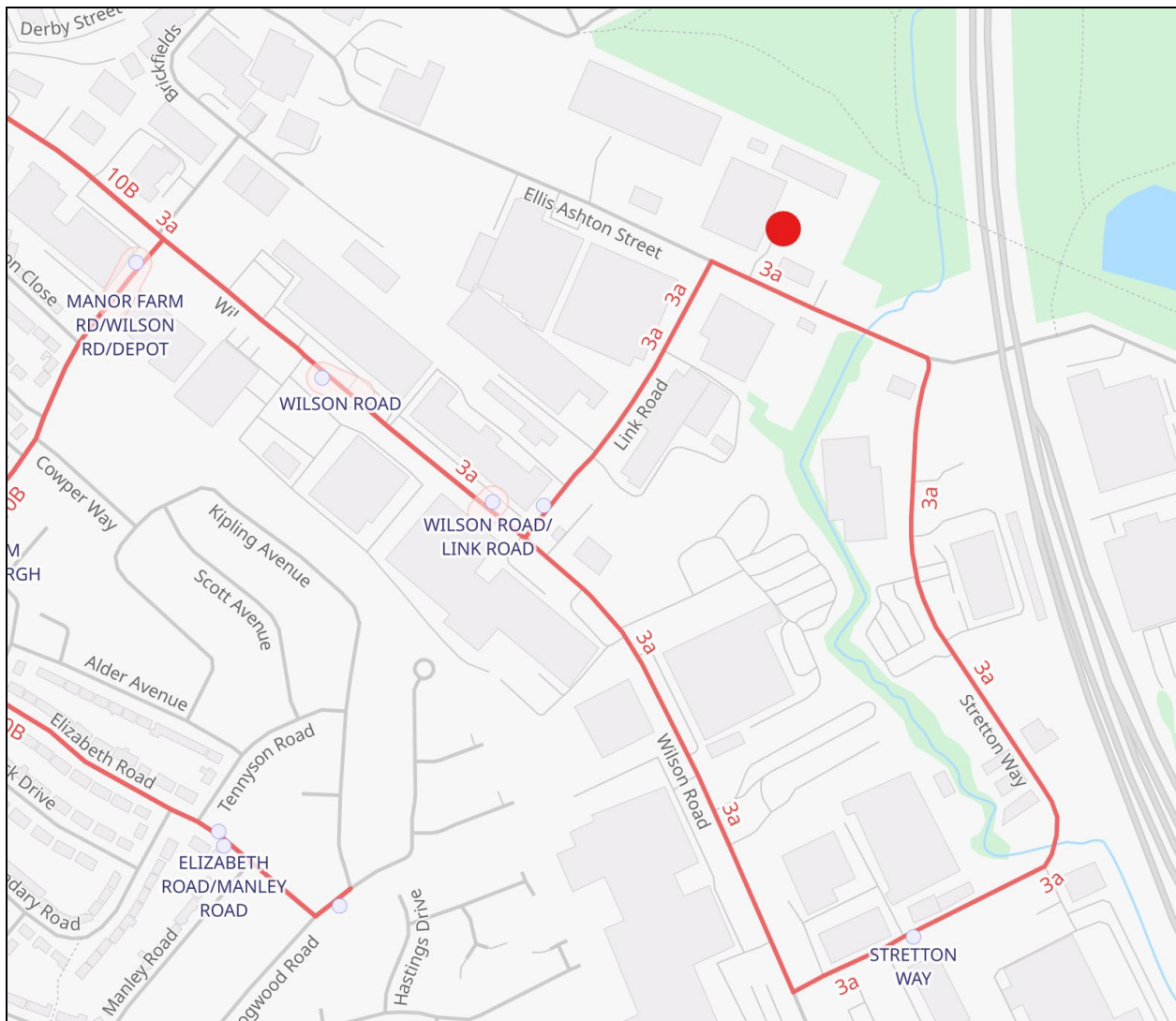


Figure 2.5: Public Transport © OpenStreetMap contributors – contains OS data © Crown Copyright [and database right] [2025] available under Open Database License

2.22 The nearest bus stops are located along Wilson Road within approximately 350m to the southwest. The bus stops incorporate flag poles with timetable information and bus clearway markings. The following services incorporate the bus stops:

Westbound

3 Halewood Shopping Centre: daytime frequency 60 minutes

3A Liverpool John Lennin Airport: daytime frequency 60 minutes

897 Kirkby Industrial Estate: 2 buses per day

248 Huyton: 2 buses per day

Eastbound

897 Kirkby Industrial Estate: 2 buses per day

248 Huyton: 2 buses per day

2.23 Huyton rail station is located at approximately 2km to the northwest of the site. Train services operate as follows:

- ♦ Liverpool Lime Street: daytime frequency 10-15 minutes
- ♦ Wigan North Western / Manchester Airport: daytime frequency 15 minutes

3 Development Proposals

- 3.1 **Appendix B** presents the proposed development site layout drawing.
- 3.2 The development proposals comprise the construction of two storage units as follows:
- Unit 1: 694sqm
- Unit 2: 580sqm
- Total: 1,274sqm
- 3.3 Units E and F will remain unused, and the temporary sheds and containers will be removed.
- 3.4 The purpose of the development proposals is to improve the operation of the site. The number of employees will remain at 50 and working hours be 8am to 5pm.
- 3.5 The previously approved western vehicle access improvements and formalised 36 car parking spaces will be implemented. As previously identified, the Hardwood Sales site is no longer associated with land to the east and the eastern vehicle access will no longer be used. The existing cycle parking arrangements will remain.
- 3.6 It is proposed that the central vehicle access will be widened and improved such that it accommodates two-way vehicle movements. **Appendix C** presents a preliminary vehicle access design and vehicle tracking. A 2m pedestrian footway is incorporated within the design which will provide for access to the office building where all people arriving and departing from the site are required to visit.
- 3.7 A service yard will be formalised where HGVs, including 16m articulated, can turn and reverse into loading/unloading bays. Refuse vehicles and other service vehicles will be able to enter, turn and exit the site in forward gear.
- 3.8 As previously identified, the formalisation of 36 car parking spaces has previously been approved and will be implemented. SPD Ensuring a Travel Choice (September 2010) appears to outline applicable local parking standards. The following identifies the parking standards for manufacturing (B2) and storage (B8), along with the corresponding requirement for the total proposed accommodation within the site (the ancillary office use space has been proportionally allocated to B2 and B8 uses):

Maximum car parking standard for B2 storage and distribution: 1 space per 45sqm

Total B2 floor space: 743sqm (including 35sqm of ancillary office space)

Total maximum car parking requirement for B2: 16 spaces

Maximum car parking standard for B8 storage and distribution: 1 space per 100sqm

Total B8 floor space: 7303sqm (including 315sqm of ancillary office space)

Total maximum car parking requirement for B8: 73 spaces

- 3.9 The number of car parking spaces provided within the site will be within the maximum car parking standards identified.

Minimum cycle parking standard for B2 storage and distribution: 1 space per 450sqm

Total B2 floor space: 743sqm (including 35sqm of ancillary office space)

Total minimum cycle parking requirement for B2: 2 spaces

Minimum cycle parking standard for B8 storage and distribution: 1 space per 850sqm

Total B8 floor space: 7303sqm (including 35sqm of ancillary office space)

Total minimum cycle parking requirement for B8: 9 spaces

- 3.10 The existing cycle parking provision will accommodate the requirement.

4 Trip Generation, Parking Demand and Highway Impact

Trip Generation and Parking Demand

- 4.1 As identified in Section 3, the purpose of the development proposals is to improve operation of the site. Furthermore, the number of staff, opening hours and vehicle movements, including HGVs, will remain the same.
- 4.2 The following provides an outline of the vehicle movements:
- ♦ Approximately 25 two-way (arrival and departure - 50 vehicle trips in total) staff and visitor daily vehicle trips
 - ♦ Approximately 6 two-way (arrival and departure – 12 HGV trips in total) HGVs
- 4.3 Most vehicle trips associated with staff arriving will occur prior to the start of working hours at 8am and following the finish of working hours at 5pm.
- 4.4 HGV arrivals and departures will be distributed through the working hours.
- 4.5 The maximum parking demand will generally be 25.

Highway Impact

- 4.6 In consideration of the purpose of the development proposals and on the basis that there will not be an increase in vehicle movements, it is unlikely that the proposed development will cause or exacerbate any local highway capacity issues. Furthermore, the proposed alterations to vehicle access and servicing arrangements will unlikely present any highway issues.
- 4.7 Whilst the development proposals will enable the removal of temporary storage, a net increase in storage of 1,274sqm is presented. It has been identified that the increase in floor area will not result in an increase in trip generation. However, TRICS has been used to forecast the number of vehicle trips that could theoretically be generated by 1,274sqm of warehousing. The TRICS output is included as **Appendix D**.

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	3	4836	0.152	1.932	3	4836	0.069	0.878	3	4836	0.221	2.810
06:00 - 07:00	3	4836	0.124	1.581	3	4836	0.124	1.581	3	4836	0.248	3.162
07:00 - 08:00	6	4414	0.200	2.550	6	4414	0.106	1.347	6	4414	0.306	3.897
08:00 - 09:00	6	4414	0.162	2.069	6	4414	0.072	0.914	6	4414	0.234	2.983
09:00 - 10:00	6	4414	0.166	2.117	6	4414	0.079	1.010	6	4414	0.245	3.127
10:00 - 11:00	6	4414	0.125	1.588	6	4414	0.087	1.106	6	4414	0.212	2.694
11:00 - 12:00	6	4414	0.117	1.491	6	4414	0.125	1.588	6	4414	0.242	3.079
12:00 - 13:00	6	4414	0.136	1.732	6	4414	0.110	1.395	6	4414	0.246	3.127
13:00 - 14:00	6	4414	0.132	1.684	6	4414	0.087	1.106	6	4414	0.219	2.790
14:00 - 15:00	6	4414	0.140	1.780	6	4414	0.193	2.454	6	4414	0.333	4.234
15:00 - 16:00	6	4414	0.121	1.539	6	4414	0.230	2.935	6	4414	0.351	4.474
16:00 - 17:00	6	4414	0.098	1.251	6	4414	0.219	2.790	6	4414	0.317	4.041
17:00 - 18:00	6	4414	0.045	0.577	6	4414	0.162	2.069	6	4414	0.207	2.646
18:00 - 19:00	5	3896	0.031	0.392	5	3896	0.139	1.766	5	3896	0.170	2.158
19:00 - 20:00	2	3754	0.040	0.509	2	3754	0.053	0.679	2	3754	0.093	1.188
20:00 - 21:00	2	3754	0.000	0.000	2	3754	0.013	0.170	2	3754	0.013	0.170
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.789	22.792			1.868	23.788			3.657	46.580

Figure 4.1: TRICS Output

- 4.8 As identified by Figure 4.1, a maximum of 4 vehicle trips (1 arrival and 3 departures) per hour is generated throughout the daily period.
- 4.9 Based on the above, it's unlikely that the proposed development of 1,274sqm of storage present any significant highway issues.

5 Summary & Conclusion

5.1 The key findings of this Technical Note are as follows:

- ♦ The site is within relatively short walk and cycle distances of residential areas.
- ♦ The site is accessible by public transport.
- ♦ The development proposals comprise the rationalisation of temporary storage accommodation to provide 1,274sqm of formal storage accommodation.
- ♦ The purpose of the development proposals is to improve the operation of the site. The number of employees and working hours will remain the same.
- ♦ Previously approved access and parking arrangements will be utilised.
- ♦ There is existing sheltered bicycle parking within the site.
- ♦ Alterations to an existing vehicle access junction are proposed such that the junction accommodates becomes the entrance and exit to the service area. Pedestrian access is incorporated within the junction.
- ♦ In consideration of the purpose of the development proposals and on the basis that there will not be an increase in vehicle movements, it is unlikely that the proposed development will cause or exacerbate any local highway capacity issues.
- ♦ There do not appear to be any significant inherent highway safety issues which need to be addressed. Furthermore, based on the above, the development proposals will unlikely cause or exacerbate any highway safety issues.

5.2 Under Section 9 'Promoting sustainable transport' of the December 2024 version of the National Planning Policy Framework (NPPF), Paragraph 115 (page 33) identifies:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) sustainable transport modes are prioritised taking account of the vision for the site, 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 Code⁴⁸; 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 through a vision-led approach."

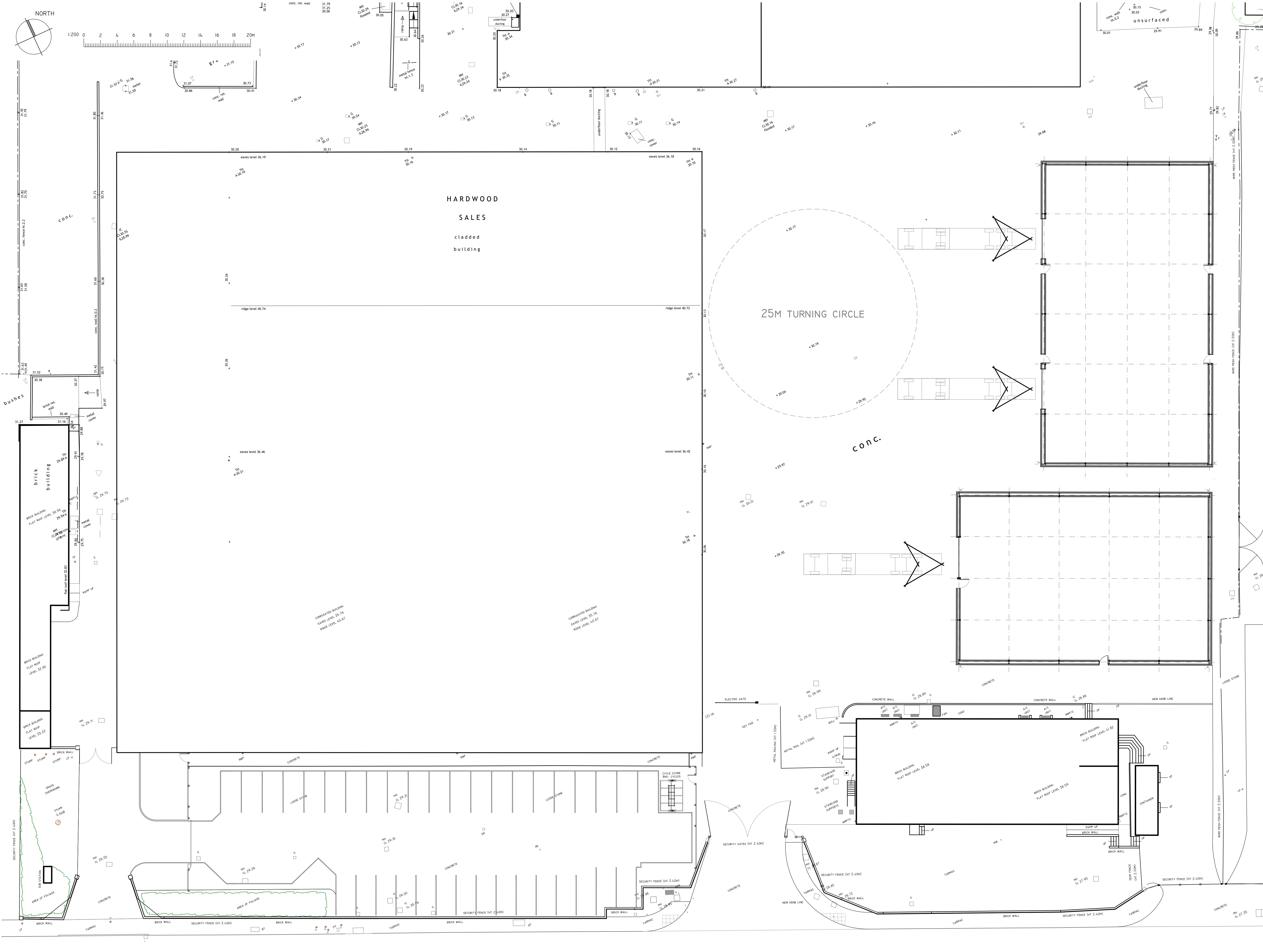
5.3 Paragraph 116 (page 33) identifies:

“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, taking into account all reasonable future scenarios.”

- 5.4 The development proposals will unlikely present an unacceptable impact on highway safety and the residual cumulative impacts on the road network will not be severe.
- 5.5 Based on the above, it is reasonable to conclude that the development proposals are acceptable in highway and transport terms.

APPENDIX A: Existing Development Layout Drawing

APPENDIX B: Proposed Development Layout Drawing



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PROJECT
HARDWOOD SALES LTD

CLIENT
HARDWOOD SALES LTD

DRAWING NO
A(10)-11

JOB NO
25-1141

DATE DRAWN
22/07/25

SCALE
1:200@AI

DRAWN BY
PJC

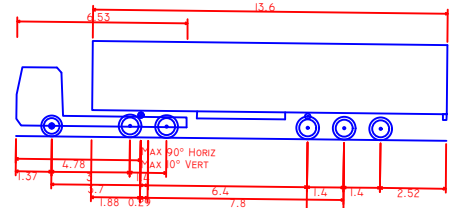
AUTHORISED BY
PJC

PURPOSE OF ISSUE
COMMENT
PLANNING
LEGAL
BUILDING REGS
CONSTRUCTION

FEASIBILITY
PLANNING APPROVED
CONTRACT
TENDER
AS BUILT

APPENDIX C: Preliminary Vehicle Access Design

PRELIMINARY DESIGN - NOT FOR CONSTRUCTION



MAX LEGAL LENGTH (UK) ARTICULATED VEHICLE (16.5M)
OVERALL LENGTH 12.50M
OVERALL WIDTH 2.55M
MAX BODY HEIGHT 3.24M
MAX BODY GROUND CLEARANCE 2.41M
MAX TRACK WIDTH 2.41M
LOCK TO LOCK 6.05M
KERB TO KERB TURNING RADIUS 6.05M

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rev.	amendment	checked	date
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client
Hardwood Holding Limited

project
Proposed Development at Hardwood Sales
Ellis Ashton Street, Huyton, Liverpool

scale
1:250 @ A1

drawn by
JL

checked by
JC

date
JULY 2025

cad file
FCL0473.DWG

title
Proposed Alterations to Access

drawing number
FCL0473-01

rev.

APPENDIX D: TRICS Output

Calculation Reference: AUDIT-508501-250723-0723

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : F - WAREHOUSING (COMMERCIAL)
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BO BEDFORD	1 days
	EX ESSEX	1 days
	HC HAMPSHIRE	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	CU CUMBERLAND	1 days

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

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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: 1750 to 7000 (units: sqm)
 Range Selected by User: 500 to 7000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 19/06/24

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
Wednesday	2 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	6 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	6
--------------	---

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	6
-----------------	---

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	4 days - Selected

Secondary Filtering selection:**Use Class:**

n/a	1 days
B8	5 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	3 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	1 days
125,001 to 250,000	3 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	6 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	6 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	6 days
-----------------	--------

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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Licence No: 508501

LIST OF SITES relevant to selection parameters

1	BO-02-F-01 CAMBRIDGE ROAD BEDFORD	DRINKS WHOLESALER	BEDFORD
	Edge of Town Industrial Zone Total Gross floor area: 3500 sqm Survey date: THURSDAY 15/10/20		Survey Type: MANUAL
2	CU-02-F-01 CARLISLE ROAD BRAMPTON	WAREHOUSING & DISTRIBUTION	CUMBERLAND
	Edge of Town Industrial Zone Total Gross floor area: 4007 sqm Survey date: WEDNESDAY 19/06/24		Survey Type: MANUAL
3	DS-02-F-01 PARK ROAD HOLMEWOOD	LOGISTICS DEPOT	DERBYSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 7000 sqm Survey date: WEDNESDAY 04/10/23		Survey Type: MANUAL
4	EX-02-F-01 BRUNEL WAY COLCHESTER SEVERALLS INDUSTRIAL PK	SPORTS SUPPLEMENTS	ESSEX
	Edge of Town Industrial Zone Total Gross floor area: 6560 sqm Survey date: FRIDAY 18/05/18		Survey Type: MANUAL
5	HC-02-F-03 WARSASH ROAD PARK GATE	PPE DISTRIBUTION	HAMPSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 3665 sqm Survey date: MONDAY 27/09/21		Survey Type: MANUAL
6	NY-02-F-01 GRIMBALD CRAG CLOSE KNARESBOROUGH	REMOVALS SERVICE	NORTH YORKSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 1750 sqm Survey date: MONDAY 19/06/23		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.

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TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

TOTAL VEHICLES

Calculation factor: 100 sqm

Estimated TRIP rate value per 1274 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	3	4836	0.152	1.932	3	4836	0.069	0.878	3	4836	0.221	2.810
06:00 - 07:00	3	4836	0.124	1.581	3	4836	0.124	1.581	3	4836	0.248	3.162
07:00 - 08:00	6	4414	0.200	2.550	6	4414	0.106	1.347	6	4414	0.306	3.897
08:00 - 09:00	6	4414	0.162	2.069	6	4414	0.072	0.914	6	4414	0.234	2.983
09:00 - 10:00	6	4414	0.166	2.117	6	4414	0.079	1.010	6	4414	0.245	3.127
10:00 - 11:00	6	4414	0.125	1.588	6	4414	0.087	1.106	6	4414	0.212	2.694
11:00 - 12:00	6	4414	0.117	1.491	6	4414	0.125	1.588	6	4414	0.242	3.079
12:00 - 13:00	6	4414	0.136	1.732	6	4414	0.110	1.395	6	4414	0.246	3.127
13:00 - 14:00	6	4414	0.132	1.684	6	4414	0.087	1.106	6	4414	0.219	2.790
14:00 - 15:00	6	4414	0.140	1.780	6	4414	0.193	2.454	6	4414	0.333	4.234
15:00 - 16:00	6	4414	0.121	1.539	6	4414	0.230	2.935	6	4414	0.351	4.474
16:00 - 17:00	6	4414	0.098	1.251	6	4414	0.219	2.790	6	4414	0.317	4.041
17:00 - 18:00	6	4414	0.045	0.577	6	4414	0.162	2.069	6	4414	0.207	2.646
18:00 - 19:00	5	3896	0.031	0.392	5	3896	0.139	1.766	5	3896	0.170	2.158
19:00 - 20:00	2	3754	0.040	0.509	2	3754	0.053	0.679	2	3754	0.093	1.188
20:00 - 21:00	2	3754	0.000	0.000	2	3754	0.013	0.170	2	3754	0.013	0.170
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.789	22.792			1.868	23.788			3.657	46.580

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:	1750 - 7000 (units: sqm)
Survey date range:	01/01/16 - 19/06/24
Number of weekdays (Monday-Friday):	6
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.



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