

# Access Appraisal

## Stonefalls Development Project

### Access Appraisal

#### Site Location and Local Road Network

Modus Transport Solutions Ltd has been commissioned by the Stonefalls Partnership to undertake an access appraisal for a development site at Lower Burnmouth in the Scottish Borders.

The site is located approximately halfway down Burnmouth Brae adjacent to Burnmouth Kirk. Burnmouth Brae, the C123, is 1.094km in length and runs from the junction with the C122 Hillfield to Cowdrait and Ross. Burnmouth Brae is typically 3.7 – 4.5m in width with wider sections providing vehicle passing places. At the entrance to the site Burnmouth Brae widens to 5.8m allowing two vehicles to easily pass.

Burnmouth Brae is subject to a 20mph speed limit, as is the whole of the village of Burnmouth, and the Brae has a maximum gradient of 20% over the steeper sections. Burnmouth Brae is an adopted road and listed on the Adopted Roads Register for Scottish Borders Council.

A view of Burnmouth Brae adjacent to the development site is provided in Figure 1.0.



Figure 1.0 – Burnmouth Brae.

There are no footways on Burnmouth Brae, and street lighting is provided at the top and bottom of the Brae and adjacent to Coastguard Cottage and Burnmouth Kirk which are adjacent to the development site.

Burnmouth Brae is signposted from the Junction of the C122, Hillfield, as a dead-end and as such Burnmouth Brae provides access to the harbour and the small residential areas of Partanhall, Lower Burnmouth Cowdrait and Ross. Approximately 55 residential units use Burnmouth Brae for access with a number of these residential properties being holiday homes and homes for let.

A view of the junction of the C122 Hillfield Road and Burnmouth Brae is provided in Figure 2.0



Figure 2.0 – Burnmouth Brae.

The section of Burnmouth Brae to the east of the development site is traffic calmed and provided with one-way shuttle working for traffic. Figure 3.0 provides a view of this traffic calming. This traffic calming slows traffic and manages vehicle speeds.



Figure 3.0 – Burnmouth Brae Traffic Calming

An Automatic Traffic Counter (ATC) was put in place on the C122 Burnmouth Brae over the course of a week from the 23rd of March until the 29th of March. The results of the ATC confirm that Burnmouth Brae is extremely lightly trafficked with the average 24-hour two-way flow over the course of one week being 203 vehicles. Table 1.0 below provides a summary of the weekly traffic flow on Burnmouth Brae.

Day of Week	Eastbound 24 Hour Flow	Westbound 24 Hour Flow	Total 24 Hour Flow
Monday	110	120	230
Tuesday	96	105	201
Wednesday	87	98	185
Thursday	85	94	179
Friday	103	111	214
Saturday	94	104	198
Sunday	103	108	211
24 Hour Average	97	106	203

Table 1.0 – Burnmouth Brae Traffic Flows.

A full copy of the ATC data is provided in **Appendix 1**.

A review of peak hour traffic flows on Burnmouth Brae concluded that hourly traffic flows are extremely low with a maximum two-way hourly flow recorded on a Saturday of 32 vehicles per hour which equates to approximately one vehicle every two minutes. Figures 4.0 and 5.0 show the peak hour directional traffic flow on Burnmouth Brae over the course of one week. The traffic flows recorded are typical of traffic flows on Burnmouth Brae. It is accepted that there may be busier periods but also there will be points when traffic flows are lower. The traffic flows obtained are therefore representative of typical flows on Burnmouth Brae.

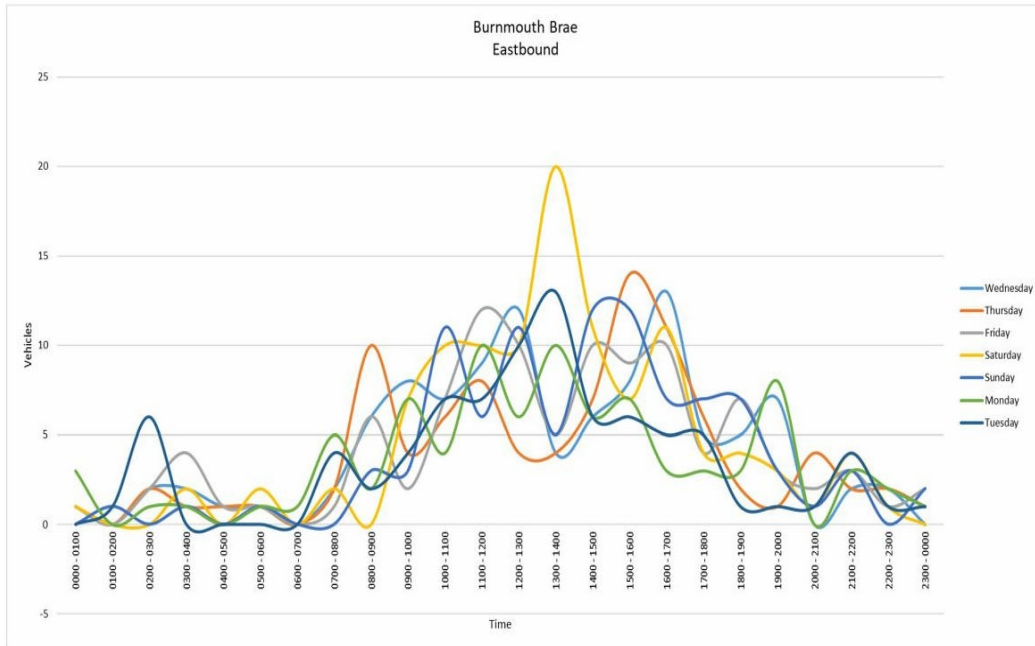


Figure 4.0 – Burnmouth Brae East Bound Traffic Flows

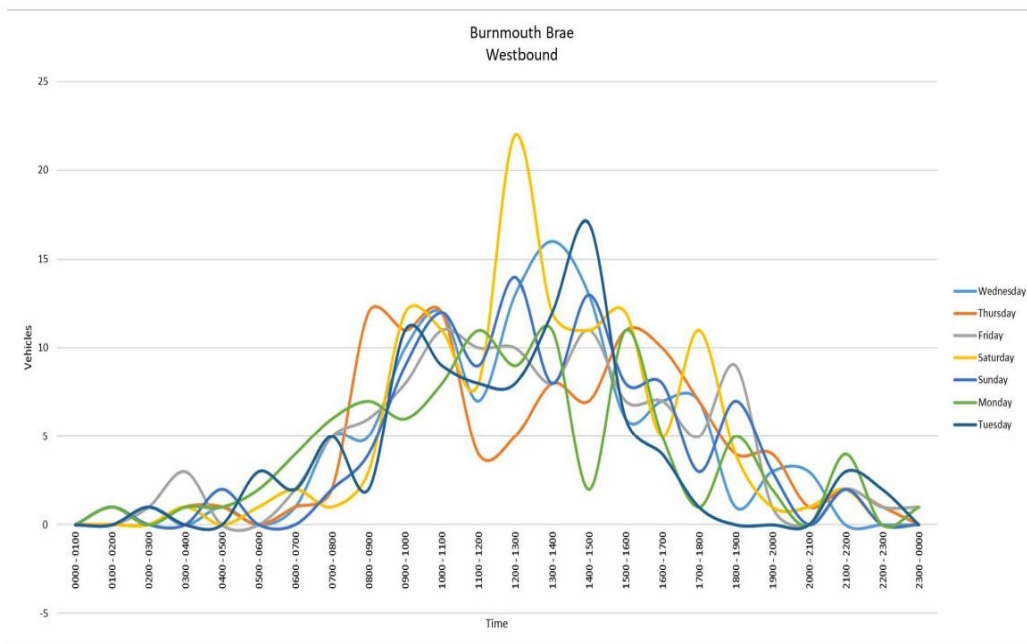


Figure 5.0 – Burnmouth Brae West Bound Traffic Flows

In addition to the ATC data for Burnmouth Brae, speed survey was also undertaken adjacent to the proposed development site. Figure 6.0 shows the location of the speed survey equipment.



Figure 6.0 – Burnmouth Brae Speed Survey Location

The traffic flows on Burnmouth Brae are so low that statistically it was not possible to determine the 85th % traffic speed as there are simply not enough vehicles travelling along the road. On this basis it is only possible to report the average speeds over a 24-hour period for the week. The results of the speed survey are provided in **Appendix 1** with a summary of the average speeds provided in Tables 2.0 and 3.0 for the eastbound and westbound directions.

Time	Eastbound Average Speed mph						
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
0000 - 0100	18	-	10.7	13.1	14.3	12.4	-
0100 - 0200	-	16.2	-	-	-	-	9.8
0200 - 0300	16.7	17.7	15.8	17.3	16.1	-	-
0300 - 0400	14	-	19.1	17.2	19.4	22.2	8.2
0400 - 0500	-	-	17.6	13.6	14.7	-	-
0500 - 0600	17.4	-	15.3	17.7	17	15.3	13.1
0600 - 0700	17.1	-	-	-	-	-	-
0700 - 0800	13.5	15.8	14.2	12.6	12.5	16.5	-
0800 - 0900	14.1	17.6	13.6	11.6	15.2	-	15.3
0900 - 1000	16.1	16.3	16.2	13.7	13.9	15	15
1000 - 1100	12.1	11.7	12.4	15.1	13.7	14.9	14.4
1100 - 1200	13.7	14.9	11.2	13	15	14	13.5
1200 - 1300	14.1	13.6	9.4	13.3	14.6	15.8	13.5
1300 - 1400	13	13.7	10.2	16.4	15.6	12.3	14
1400 - 1500	14	14.5	12.6	14.5	14.4	14.3	14
1500 - 1600	14.8	15.2	12.9	14.4	14.5	15.2	14.9
1600 - 1700	17.7	16.1	12.6	13.8	14.4	12.8	14.1
1700 - 1800	15.2	13.8	12.9	13.7	13	12.2	14.3
1800 - 1900	16.4	13.6	15.4	9.3	15.2	14.2	12.7
1900 - 2000	15.2	15.5	14	13.2	17.2	15.1	16.1
2000 - 2100	-	17.4	-	16.9	17.4	14.6	18.9
2100 - 2200	14.2	17.4	13.1	15.6	15.9	16.5	19.1
2200 - 2300	16.1	18.4	17	18.6	14.9	15.6	-
2300 - 0000	14	10.2	-	18	15.4	-	18.5
Average	15.1	15.2	13.8	14.7	15.2	14.9	14.4

Table 2.0 – Burnmouth Brae Speed Survey Results – Eastbound.

Time	Westbound Average Speed mph						
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
0000 - 0100	-	-	-	-	-	-	-
0100 - 0200	14.5	-	-	-	-	-	-
0200 - 0300	-	11.3	19.1	-	17.2	-	-
0300 - 0400	15.2	-	-	12.1	12.2	13.5	13.5
0400 - 0500	12.9	-	16.3	14.4	-	-	-
0500 - 0600	16.1	15.6	-	-	-	13.4	13.4
0600 - 0700	16.3	14.4	17.2	17.2	16.9	15.2	15.2
0700 - 0800	13.7	16.1	15.7	14.9	15.7	13.3	13.3
0800 - 0900	14.7	17.8	15	14	16.5	10.2	10.2
0900 - 1000	14.8	12.4	14.3	15.2	14.5	14	14
1000 - 1100	12.3	14.2	12.4	14.6	12.7	14.8	14.8
1100 - 1200	14.5	14.8	10.3	11.4	14.6	14	14
1200 - 1300	15.2	13.9	13.9	13.3	14.6	14.9	14.9
1300 - 1400	13	12.4	12.8	12.2	15.8	14	14
1400 - 1500	13.4	13.8	14.8	16.2	12.9	12.8	12.8
1500 - 1600	16.5	14.2	12.7	14.5	14.6	14	14
1600 - 1700	15	14.1	15.2	13.1	15	13.6	13.6
1700 - 1800	16	8.2	14.3	12.6	13.8	13.4	13.4
1800 - 1900	14.4	-	20.2	15.7	13.8	14.2	14.2
1900 - 2000	19.3	-	10.5	15.1	6.2	13.7	13.7
2000 - 2100	-	-	14	20.4	-	16.9	16.9
2100 - 2200	14.8	14.5	-	14.8	15.3	14.9	14.9
2200 - 2300	-	17.9	-	16.9	17.8	-	-
2300 - 0000	11.4	-	-	-	17.9	-	-
<b>Average</b>	<b>14.7</b>	<b>14.1</b>	<b>14.6</b>	<b>14.7</b>	<b>14.6</b>	<b>13.9</b>	<b>13.9</b>

Table 3.0 – Burnmouth Brae Speed Survey Results – Westbound.

As can be seen from Tables 2.0 and 3.0 the average speed of traffic in both directions past the entrance to the development site is approximately 15mph which is under the 20mph speed limit for the road. The horizontal and vertical nature of the road obviously helps to enforce these speeds and in effect acts as a natural traffic calming feature.

In summary the development site is located on an extremely lightly trafficked road with very low vehicles speeds.

## Development Proposals

The development proposals are for three holiday chalets located on the site. Access to the site will be taken from the existing access onto Burnmouth Brae.

The nature of the proposed development at Burnmouth Brae is such that the majority of trips to/from a development of this type (certainly the main arrival / departure trips) are likely to be by car. Holiday accommodation of this type typically involves families with bikes, dogs and sometime grandparents and therefore moving this amount of people and holiday equipment is most efficiently undertaken by the private car.

The development at Burnmouth Brae will typically generate tourist related traffic to local tourist attractions and other local recreational activity which will generally occur outside of the local road network peaks. On this basis the potential traffic impacts of the proposed development are minimal.

The proposed development will consist of a total of 3 lodge style holiday chalets. To quantify the vehicle trip rate and resultant generation associated with the proposed development an assessment was carried out using the TRICS database (Version 7.9.1), a recognised Industry standard tool for assessing development trip generation.

The TRICS Land Use selected was '03 – Residential' and the chosen Category was 'J' – Holiday Accommodation'. All regions and areas were included with the exception of Ireland, and the dates extended to include all available data within TRICS from 2000 - 2022. This selection meant that a wider selection of sites was assessed for a more robust assessment. The survey days for Monday to Friday were selected with Saturday and Sunday being deselected. In addition, the selected locations were 'Edge of Town' and 'Free Standing'. A copy of the TRICS data is provided in **Appendix 2**.

The TRICS trip rates and predicted trips are shown in Table 4.0.

	TRICS Vehicle Trip Rates			Vehicle Trips		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
AM Peak (08:00- 09:00)	0.046	0.042	0.088	0	0	0
PM Peak (17:00 – 18:00)	0.102	0.07	0.172	1	0	1
Daily (00:00 – 24:00)	1.09	1.072	2.162	3	3	6

Table 4.0 – Burnmouth Brae Peak Hour Traffic

As can be seen from Table 4.0 the level of peak hour traffic generation from the proposed Burnmouth Brae development is extremely low. This is not unexpected as the nature of the development and the holiday accommodation land use is such that it does not typically generate large peak hour traffic volumes. Indeed, the overall two-way traffic movement over the typical 24-hour period is also very low with only six two-way movement over the course of the day. This level of traffic generation will have no impact upon the safe operation of Burnmouth Brae.



### Development Access

Access to the development will use an existing access track which has had historic use as an access and parking area when Burnmouth Kirk was in use. The current width of the track, overgrown as it is, will be restored to the full original boundary width from 3.6 m to 4.5 m allowing two vehicles to pass.

A swept path assessment for vehicles entering and existing the site confirms that this manoeuvre can be undertaken safely within the limits of the adopted carriageway and the site access. Vehicles are required to use the whole of Burnmouth Brae to access the site however as vehicles speeds and traffic volumes are so low this is not deemed to be an issue. The access to Coastguard cottage requires the same manoeuvre as does the access to Partanhall at the bottom of Burnmouth Brae. Therefore, this is a common manoeuvre in the area and is not seen to be unsafe. Drawing MTS 9055 SK01 provides details of a large car entering and existing the site.

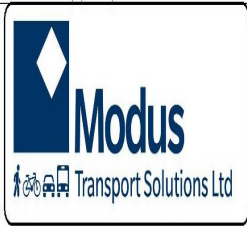
The appropriate sightlines for a road with a 20mph speed limit are 2.4m x 25m, reference Scottish Government Document - Designing Streets. These sightlines can be achieved in both directions and drivers exiting from the development site are able to clearly observe oncoming vehicles from either direction. The sightline to the right, up Burnmouth Brae, will require the removal of one small tree and the reprofiling of the embankment. Figures 7.0 and 8.0 provide a view of the sightlines in either direction.



Figure 7.0 – Visibility to the Left



REV	DATE	DRAWN	REV'D	APP'D	REVISION



CLIENT Storefalls Partnership			
PROJECT Burmouth Grae			
DRAWN	DRB	DATE	April 2022

TITLE Large Car Swept Path Assessment		
SCALE 1:250@A3	DRAWING No MTS 9055 SK/01	REV



Figure 8.0 – Visibility to the Right

There are a number of issues which will need to be addressed in order to improve the access. The first will be the removal of the raised road surface “hump” which runs along the site entrance. It is assumed that this has been put in place as a drainage measure to prevent water from coming into the site and the adjacent Burnmouth Kirk site. Figure 9.0 provides a view of this raised road surface. With the removal of this feature further work will be required in respect of appropriate road drainage and the provision of active drainage at the site entrance.

The owner of Burnmouth Kirk adjacent to the development site has recently carried out substantive earth works and regrading operations near to the boundary of the development site. These works would appear to remain unfinished, and it is anticipated that the owner of Burnmouth Kirk will no doubt be making good the retaining wall and structures adjacent to the development site.



Figure 9.0 – Raised Road Surface.

At the entrance to the development site the existing crash barrier will require adjustment and the end concrete support will require to be removed. The next barrier support will therefore require to be strengthened and the alignment of the barrier amended. The corner radii into the development site from Burnmouth Brae will require adjustment and the profile of the entrance into the site amended and reprofiled to accommodate the movement of vehicles and the required drainage proposals. Figure 10.0 shows the barrier to be adjusted and the area where amendments are required to the entrance into the site.



Figure 10.0 – Existing Barrier

## Summary and Conclusion

Modus Transport Solutions Ltd has been commissioned by the Stonefalls Partnership to undertake an access appraisal for a development site at Lower Burnmouth in the Scottish Borders.

The site is located approximately halfway down Burnmouth Brae adjacent to Burnmouth Kirk. Burnmouth Brae, the C123. Burnmouth Brae is typically 3.7 – 4.5m in width with wider sections providing vehicle passing places. Burnmouth Brae is subject to a 20mph speed limit and the Brae has a maximum gradient of 20% over the steeper sections. Burnmouth Brae is an adopted road and listed on the Adopted Roads Register for Scottish Borders Council

An Automatic Traffic Counter (ATC) was put in place on the C122 Burnmouth Brae and it was concluded that hourly traffic flows are extremely low with a maximum two-way hourly flow recorded on a Saturday of 32 vehicles per hour which equates to approximately one vehicle every two minutes.

A speed survey on Burnmouth Brae concluded that the average speed of traffic in both directions past the entrance to the development site is approximately 15mph. The development site is therefore located on an extremely lightly trafficked road with very low vehicles speeds.

The development proposals are for three holiday chalets located on the site. Access to the site will be taken from the existing access onto Burnmouth Brae. A review of the TRICS databased confirmed that the level of peak hour traffic generation from the proposed Burnmouth Brae development is extremely low with only six two-way movement over the course of the day. This level of traffic generation will have no impact upon the safe operation of Burnmouth Brae.

Visibility from the development access is appropriate for the speed of traffic on Burnmouth Brae and the level of development. Some amendments to the site entrance will be required along with some minor amendments to the existing crash barrier. All this work can be done within land under the control of the Applicant or within Highway Land.

Modus Transport Solutions Ltd  
April 2022

## Appendix 1 – Traffic Data















Appendix 2 – TRICS Data

Calculation Reference: AJDT-763701-220420-0447

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use : 03 - RESIDENTIAL  
 Category : 1 - HOLIDAY ACCOMMODATION

**TOTAL VEHICLES**

Selected regions and areas:

03	SOUTH WEST	
	DC - DORSET	3 days
04	EAST ANGLIA	
	NP - NORFOLK	1 days
	SF - SUFFOLK	1 days
05	EAST MIDLANDS	
	DS - DERBYSHIRE	1 days
06	WEST MIDLANDS	
	SH - SHROPSHIRE	1 days
	WV - WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY - NORTH YORKSHIRE	1 days
10	WALES	
	PS - POWYS	1 days
	WG - WALES OF GLOUCESTER	1 days

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

**Primary Filtering selection:**

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of units  
 Actual Range: 72 to 759 (units)  
 Range Selected by User: 31 to 9700 (units)

Parking Spaces Range: All Surveys Included

Public Transport Provision

Selection of:  Include all surveys

Date Range: 01/01/01 to 17/06/21

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
Tuesday	2 days
Wednesday	1 days
Friday	5 days

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

Selected survey types:

Manual count	11 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)	1
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	3
Free Standing (PPS6 Out of Town)	5

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:

Vi age	4
Out of Town	5
Loc Sub-Category	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-up Zone, Village, Out of Town, High Street and No Sub-Category.

#### Secondary Filtering selection:

##### Use Class:

n/a 11 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:

1,000 or Less	3 days
1,001 to 5,000	5 days
5,001 to 10,000	2 days
10,001 to 15,000	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	3 days
25,001 to 50,000	1 days
50,001 to 75,000	4 days
75,001 to 100,000	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	5 days
1.1 to 1.5	2 days
1.6 to 2.0	4 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:

Not Known	4 days
No	7 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	11 days
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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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LIST OF SITES relevant to selection parameters

1	DC-03-J-03	CARAVAN PARK	DORSET
	PRESTON ROAD NEAR WEYVOUTH PRESTON Neighbourhood Centre (PPS6 Local Centre) Village Total Number of units 799 Survey date: FRIDAY 24/05/01 Survey Type: MANUAL		
2	DC-03-J-04	CARAVAN PARK	DORSET
	PRESTON ROAD NEAR WEYVOUTH PRESTON Neighbourhood Centre (PPS6 Local Centre) Village Total Number of units 353 Survey date: FRIDAY 26/05/02 Survey Type: MANUAL		
3	DC-03-J-05	CAMPING/CARAVAN	DORSET
	STATION ROAD MORETON  Free Standing (PPS6 Out of Town) Out of Town Total Number of units 122 Survey date: FRIDAY 11/07/08 Survey Type: MANUAL		
4	DS-03-J-01	CARAVAN PARK	DERBYSHIRE
	MAIN ROAD THULSTON EVLINGTON Free Standing (PPS6 Out of Town) Village Total Number of units 132 Survey date: FRIDAY 29/07/11 Survey Type: MANUAL		
5	NF-03-J-02	CAMPING	NORFOLK
	WHITLINGHAM LANE NORWICH WHITLINGHAM Edge of Town Out of Town Total Number of units 72 Survey date: TUESDAY 17/05/21 Survey Type: MANUAL		
6	NY-03-J-01	CAMPING & CARAVANING	NORTH YORKSHIRE
	BAR LANE NEAR BOROUGHERIDGE ROECLIFFE Neighbourhood Centre (PPS6 Local Centre) Village Total Number of units 163 Survey date: TUESDAY 15/09/08 Survey Type: MANUAL		
7	PS-03-J-01	CAMPING/CARAVAN	POWYS
	HAY ROAD NEAR BRECON  Free Standing (PPS6 Out of Town) Out of Town Total Number of units 115 Survey date: FRIDAY 19/07/02 Survey Type: MANUAL		
8	SF-03-J-01	CARAVAN PARK	SUFFOLK
	WALTHAM AVENUE FELIXSTOWE  Suburban Area (PPS6 Out of Centre) No Sub-Category Total Number of units 300 Survey date: WEDNESDAY 25/05/08 Survey Type: MANUAL		

LIST OF SITES relevant to selection parameters (Cont.)

9	SH-03-J-01	CARAVAN PARK	SHROPSHIRE
	WELSHPOOL ROAD		
	SHREWSBURY		
	BICTON HEATH		
	Edge of Town		
	No Sub-Category		
	Total Number of units	115	
	Survey date: FRIDAY	26/06/09	Survey Type: MANUAL
10	VG-03-J-01	CARAVAN PARK	VALE OF GLAMORGAN
	FONTYGARY ROAD		
	NEAR BARRY		
	RHOSE		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total Number of units	494	
	Survey date: MONDAY	22/07/02	Survey Type: MANUAL
11	WM-03-J-01	CARAVAN PARK	WEST MIDLANDS
	MILL LAKE		
	NEAR COVENTRY		
	ASTON CANTLOW		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total Number of units	86	
	Survey date: MONDAY	09/06/09	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 - HOLIDAY ACCOMMODATION

**TOTAL VEHICLES****Calculation factor: 1 UNITS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	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	11	252	0.012	11	252	0.023	11	252	0.035
08:00 - 09:00	11	252	0.033	11	252	0.039	11	252	0.072
09:00 - 10:00	11	252	0.047	11	252	0.075	11	252	0.122
10:00 - 11:00	11	252	0.053	11	252	<b>0.130</b>	11	252	0.183
11:00 - 12:00	11	252	0.067	11	252	0.129	11	252	0.196
12:00 - 13:00	11	252	0.068	11	252	0.097	11	252	0.165
13:00 - 14:00	11	252	0.077	11	252	0.082	11	252	0.159
14:00 - 15:00	11	252	0.097	11	252	0.075	11	252	0.172
15:00 - 16:00	11	252	0.093	11	252	0.074	11	252	0.167
16:00 - 17:00	11	252	0.105	11	252	0.079	11	252	0.184
17:00 - 18:00	11	252	<b>0.136</b>	11	252	0.082	11	252	<b>0.218</b>
18:00 - 19:00	11	252	0.108	11	252	0.076	11	252	0.184
19:00 - 20:00	7	144	0.071	7	144	0.055	7	144	0.126
20:00 - 21:00	7	144	0.059	7	144	0.024	7	144	0.083
21:00 - 22:00	5	170	0.029	5	170	0.021	5	170	0.050
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			1.355			1.061			2.116

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 columns) 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:	72 - 759 (units)
Survey date date range:	01/01/01 - 17/08/21
Number of weekdays (Monday-Friday):	13
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.