

Technical Note - Transport

Site: Land Rear of 153 to 163 Headley Road East
Prepared by: CS
Approved by: LH
Date: 2nd March 2026

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1.0 Introduction

- 1.1 Motion has been instructed to provide transport advice to support a planning application for a single two bed dwelling to the rear of 153 to 163 Headley Road East, Woodley, RG5 4JG.
- 1.2 This Technical Note, provides an overview of the following;
- ▶ Location and sustainability of the site;
 - ▶ Baseline conditions;
 - ▶ Access and car parking;
 - ▶ Trip generation.

2.0 Location of Site

- 2.1 The site is located to the north side of Woodley Roundabout, 500 metres to the west of Woodley town centre as detailed within Figure 3.1.

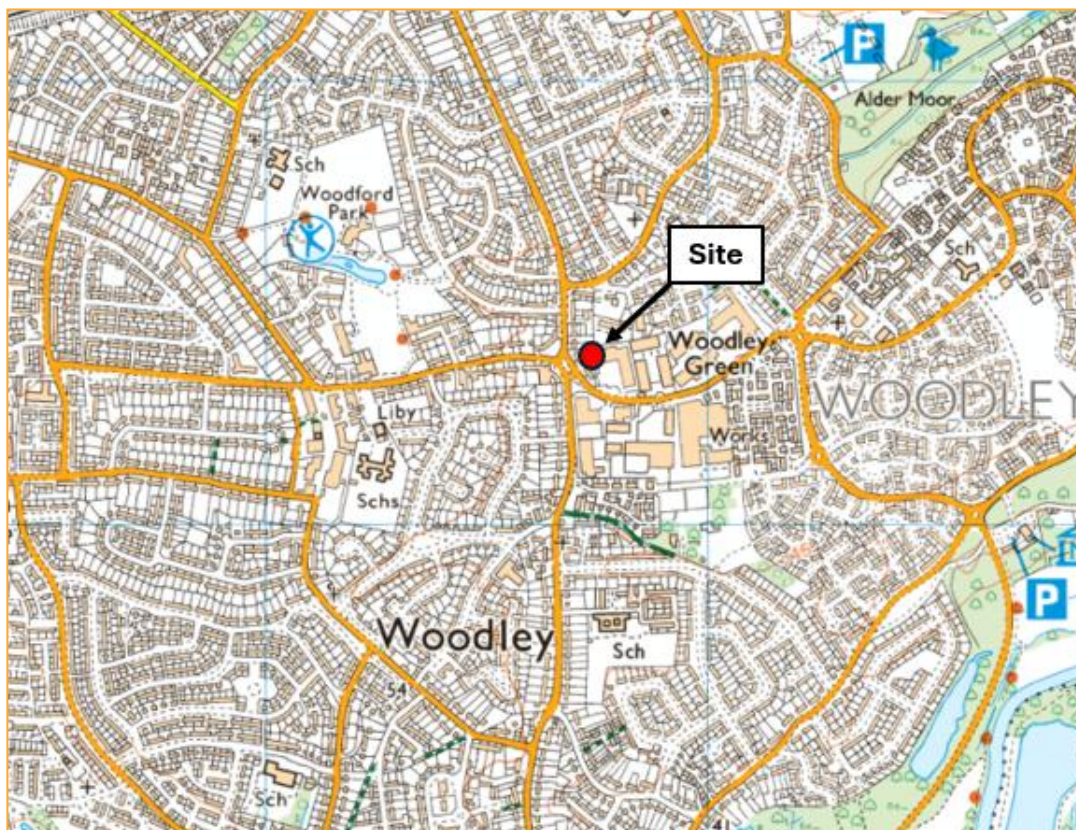


Figure 2.1 – Site Location

Sustainable Transport Assessment

- 2.2 It is generally accepted that walking and cycling provide important alternatives to the private car and should be encouraged to form part of longer journeys via public transport. Indeed, it is noteworthy, that the Institution of Highways and Transportation (IHT) has prepared several guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments. Within these documents it is suggested that:
- ▶ 80% of journeys one mile, 1.6 kilometres and under are undertaken by foot with an average walking speed of 3 miles per hour (Paragraph 2.1, 'Planning for Walking' 2015).
 - ▶ The bicycle is a potential mode of transport for short journeys of up to five miles , 8 kilometres (Section 2, 'Planning for Cycling' 2014).
 - ▶ Buses are the preferred method of sustainable transport for trips between 2 and 10 miles, with surface rail being the preferred method for trips mover 10 miles (Section A.2, 'Buses in Urban Areas' 2018).
- 2.3 Notwithstanding the above, it should be noted that the NPPF recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural locations. Moreover, Manual for Streets (MfS) identifies 'Walkable Neighbourhoods' as being:
- 2.4 'characterised by having a range of facilities within 10 minutes (up to about 800 metres) walking distance of residential areas which residents may access comfortably on foot'.
- 2.5 However, it is important to recognise that MfS does not consider 800 metres to be a maximum walking distance. Indeed, paragraph 4.4.1 of MfS contends that walking can be used to access a variety of destinations within a range of up to 2 kilometres. Finally, it is also important to recognise that 81% of all trips that cover a maximum distance of one mile are completed on foot (National Travel Survey, 2022).
- 2.6 However it is important to recognise that 'active travel' is only one of the modes which are classified as sustainable travel as detailed within the Glossary to the NPPF which defines, as outlined within Section 2, sustainable modes as:
- 2.7 "Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra low and zero emission vehicles, car sharing and public transport."

Accessibility by Bus

- 2.8 The closest bus stops are on Headley Road, 200 metres west of the site which are served by Reading Buses. The 13/14 services, which operate on a circular route through Woodley, provide up to four services an hour into Central Reading while the 19A/19C services, also operating on a circular route, provide links to Earley and the Royal Berkshire Hospital as detailed within Table 2.1.

Route	Frequency			
	Monday to Thursday	Friday	Saturday	Sunday
13 – Woodley Centre, Shepherds Hill, Reading town centre	Every 30 minutes at circa 02 and 32 minutes past the hour (First bus 05:48, Last Bus 0:04)	Every 30 minutes at circa 02 and 32 minutes past the hour (First bus 05:48, Last Bus 02:08)	Every 30 minutes at circa 02 and 32 minutes past the hour (First bus 05:32, Last Bus 02:08)	Every 60 minutes at circa 16 minutes past the hour (First bus 08:05, Last Bus 23:06)
14 – Woodley Airfield, South Lake, Bulmershe, Reading town centre	Every 30 minutes at circa 24 and 54 minutes past the hour (First bus 05:15, Last Bus 23:18)	Every 30 minutes at circa 24 and 54 minutes past the hour (First bus 05:15, Last Bus 23:18)	Every 30 minutes at circa 24 and 54 minutes past the hour (First bus 05:43, Last Bus 23:18)	Every 60 minutes at circa 24 minutes past the hour (First bus 08:17, Last Bus 23:18)
19A Woodley Centre, Bulmershe, Earley Gate, Royal Berkshire Hospital, Reading town centre	Every 60 minutes circa 28 minutes past the hour (First Bus 07:08, Last Bus 19:33)	Every 60 minutes circa 28 minutes past the hour (First Bus 07:85, Last Bus 19:33)	Every 60 minutes circa 28 minutes past the hour (First Bus 08:16, Last Bus 19:13)	No Service
19C – Woodley Airfield, Loddon Bridge -Earley, Royal Berkshire Hospital, Reading town centre	Every 60 minutes circa 32 minutes past the hour (First Bus 06:31, Last Bus 19:55)	Every 60 minutes circa 32 minutes past the hour (First Bus 06:31, Last Bus 19:55)	Every 60 minutes circa 32 minutes past the hour (First Bus 07:24, Last Bus 19:17)	No Service

Table 2.1 – Bus Services from Headley Road

- 2.9 Table 2.1 details that there are regular bus services from Headley Road which run for 19 hours a day, 21 hours a day on a Friday and Saturday, which serve the entire Woodley area as well as providing connections to the Royal Berkshire Hospital, central Reading, Reading Station and regional bus services.

Accessibility by Rail

- 2.10 Twyford railway station is within 3 miles of the site within identified cycling distances and is served by fast Great Western services, between London Paddington, Slough, Maidenhead, Reading and Oxford as well Elizabeth Line services providing connections into Central London as well as east and south east London.
- 2.11 The site has a large car park and thereby enables the majority of long distance trips to be undertaken by rail in accordance with guiding principles of the NPPF.
- 2.12 In addition Reading railway station, which has fast services to London, the Midlands, the North, South Wales, the West Country, South West, South Coast and Gatwick Airport are within a 20 to 25 minute bus ride on the regular 13/14 services.
- 2.13 Earley station, which has 30 minute stopping services between Reading, Wokingham, Bracknell, Ascot, Staines, South West London and London Waterloo is within 1.5 miles of the site, again within identified cycling distances.

Accessibility by Foot and Cycle

- 2.14 The site is located to the east of Woodley Centre on the north side of the Woodley Roundabout where good footway links are provided from the site to significant areas of Woodley. As stated, above paragraph 4.4 of Manual Street states walking offers the greatest potential to replace short car trips under 2 kilometres (1.25 miles), while paragraph 2.1 of the IHT document 'Planning for Walking' states that than an average walking speed is 3 miles per hour . A 25 minute walk time, equating to a 1.25 miles walking distance has been plotted using the Travel Time website and this is detailed within Figure 2.1.
- 2.15 Within the 25 minute walking distance shown on Figure 3.2, the following amenities and services are found.

- ▶ Woodley Roundabout Local Parade (Morrisons Local, Café, Butchers)- 50 metres;

- ▶ Loddon Vale Local Centre (Tesco supermarket, pharmacy, general store, Nursery, Dentist) –650 metres ;
- ▶ Brecon Road Local Centre (Post office, general store, hairdressers, take away)- 700 metres;
- ▶ Woodley town centre (various shops, supermarkets, chemists, restaurants) – 600 metres;
- ▶ Loddon Vale Medical Practice - 600 metres;
- ▶ Woodley Centre Surgery – 600 metres;
- ▶ Loddon Bridge Road Dentists – 150 metres;
- ▶ Rivermead Primary School – 600 metres;
- ▶ Beechwood Primary School – 580 metres;
- ▶ Waingels Secondary School – 1,300 metres;
- ▶ Woodford Park Leisure Centre – 600 metres; and,
- ▶ Headley Road East Business and Industrial Area – 300 metres.

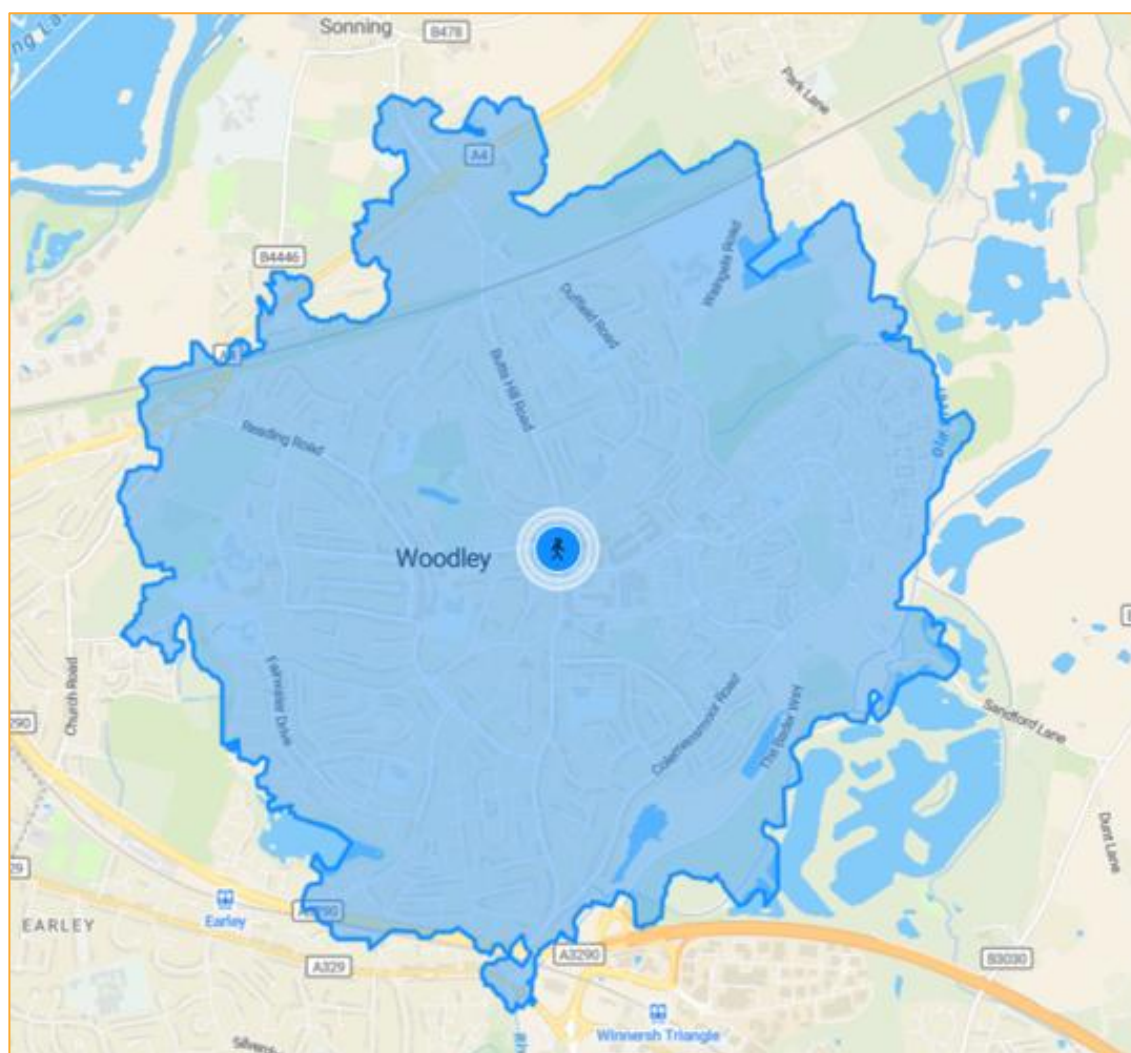


Figure 2.1 – 25 Minute Walking Distance from the Site

- 2.16 Woodley has an extensive network of cycleway routes as detailed on the borough councils Woodley and Reading cycleway map provided within **Appendix A**. Paragraph 2.2.2 of LTN 1/20 Cycle Infrastructure Design states “two out of every three personal trips are less than 5 miles in length – an achievable distance to cycle for most people”, while paragraph 13.6.3 states “an average speed of 10 miles per hour provides a baseline for calculating cycle journey times’. A 30 minute cycle time, equating to a 5 mile cycle distance has been plotted using the Travel Time website and is provided within Figure 2.2.
- 2.17 In addition to sites within a 25 minute walk, the following are within a 30 minute cycle ride.
- ▶ Thames Valley Park and Winnersh Triangle business areas;
 - ▶ Central Woodley, Twyford, Wokingham and Reading;
 - ▶ Twyford and Earley Stations; and,
 - ▶ Bulmershe Leisure Centre.

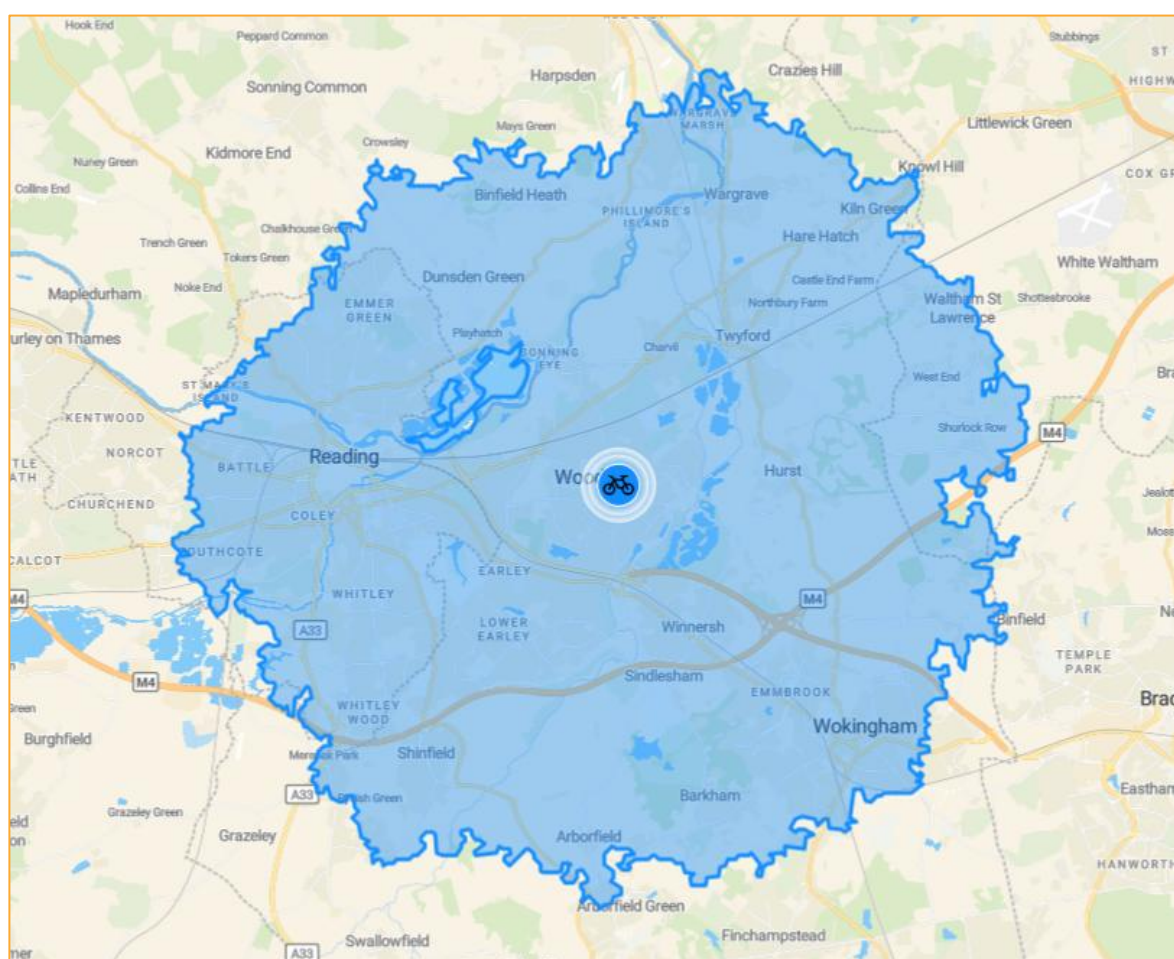


Figure 2.2 – 30 Minute Cycle Distance from Site

DfT Connectivity Tool

- 2.18 The location of the site has been assessed using the DfT Connectivity Tool. The Connectivity Tool combines transport and land use data to generate a national measure of connectivity for any location in England and Wales. This Connectivity score measures people’s ability to get where they want to go by walking, cycling and public transport.

- 2.19 The DfT Connectivity Tool produces an overall connectivity score between 0 and 100 for national comparison and a local authority band of between A and J for a local authority comparison. The best score receives a scaled score of 100, and all other areas receive a score which is relative to that. As such, a starting location with a score of 50 can be considered to be half as 'connected' as the best location within England and Wales, while a band of A for the local authority details the best connected within the borough and a band of J the worse.
- 2.20 The DfT Connectivity Score for the site is 73 and is within band A, as detailed within Figure 2.3, which details an excellent accessibility to sustainable modes.

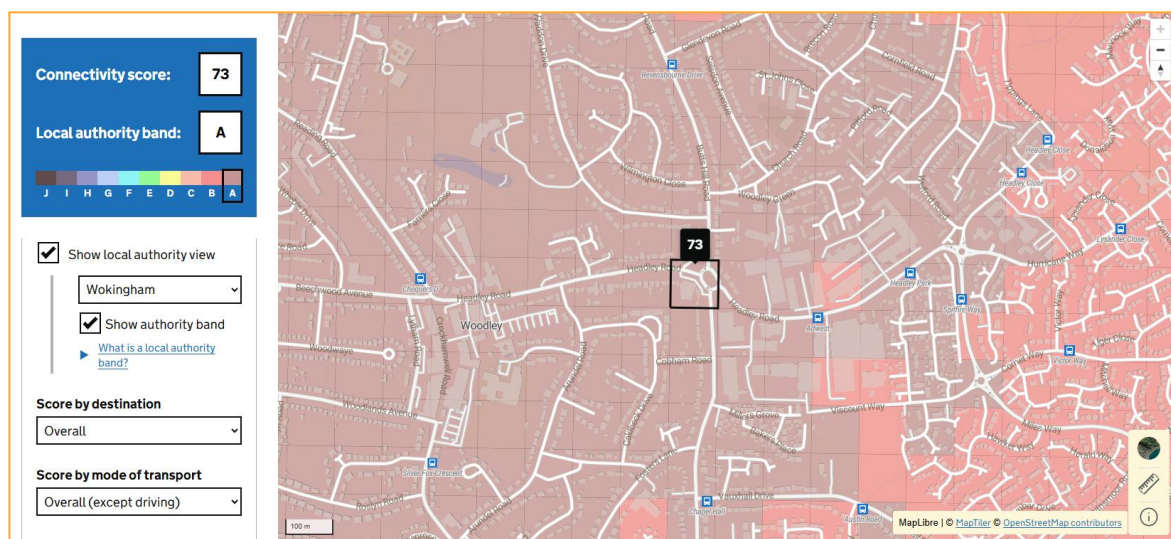


Figure 2.3 – DfT Connectivity Output

Summary

- 2.21 The above review demonstrate the site is readily accessible by a variety of modes of transport that have the potential to reduce reliance upon the private car. It is therefore considered that its location accords with the guiding principles of the National Planning Policy Framework and the Wokingham Core Strategy and Management Development Delivery Plan.

3.0 Baseline Conditions

- 3.1 The site is accessed from the north side of the Woodley Roundabout between the Butts Hill Road and Headley Road East arms. The roundabout has a 6 metre circulatory carriageway, is street lit and subjected to a 30 miles per hour speed limit.
- 3.2 The access is 6 metres wide and provides access to the parking area for the 16 maisonettes at 151 to 181 Headley Road East, which are all provided with one space per property to the front of the dwellings and adjacent to the roundabout. The site is to the rear of the maisonettes and consists of six garages, which are of insufficient size to accommodate vehicles, three of which to the north of the access are in a bad state of repair and three to the south which are used for storage. The site is accessed between 163 and 167 Headley Road East and the land is under separate ownership to the maisonettes.
- 3.3 A review of collision data for the last five years of available data (Jan 1st 2020 to Jan 1st 2025) using Collision Plot details that there have been no recorded accidents at the site access and while there have been three accidents on the roundabout, this have all been at the Butts Hill Road entry to the roundabout as detailed within Table 3.1 and Figure 3.1, with the full details provided within **Appendix B**.

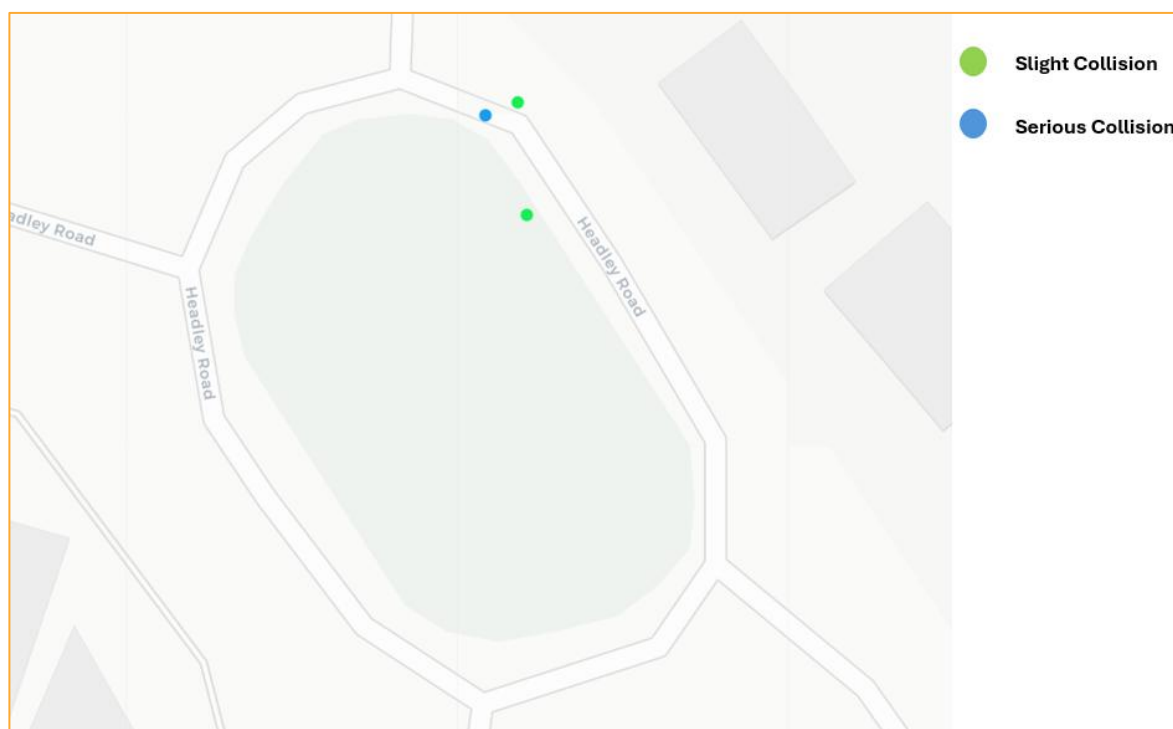


Figure 3.1 – Collision Locations, Woodley Roundabout

Location	Time and Date	Severity	Details
Butts Hill Road entry to roundabout	30 th January 2020, 13:55, light and dry	Slight	Car entering roundabout in collision with cyclist on roundabout
Butts Hill Road entry to roundabout	4 th April 2022, 13:20, light and dry	Serious	Car entering roundabout in collision with motorcyclist on roundabout
Butts Hill Road entry to roundabout	25 th July 2022, 17:40, light and dry	Slight	Car just entered roundabout changing lanes in collision with cyclist on roundabout

Table 3.1 – Summary of Collision Data

- 3.4 The analysis of the accident collision data shows the accident involved driving without due care and attention or poor judgement and were not down to defects in the highway. The assessment of road safety indicates that the local highway network does not suffer from any significant safety problems.
- 3.5 On this basis, it is considered that the local highway network does not suffer from any significant safety problems that result in abnormally high accident rates, and that the number and severity of the accidents in this study area is not in excess of that for an area of highway in a location of this type. There is therefore no requirement for further investigation or mitigation at this location.

4.0 Development Proposals

- 4.1 The proposals involve the demolition of the three garages to the rear of 153 to 167 Headley Road East, located to the north of the access which are in a poor state of repair and are unused given their narrow widths which are not suitable for modern vehicles
- 4.2 These will be replaced with a new two bed dwelling which will be provided with two parking spaces to the east of the property in line with the Wokingham Borough Council parking standards and a bike store to the rear of the property as shown on the site plan within **Appendix C**.

- 4.3 A bin store is located adjacent to the parking spaces, which will require future residents to present the bins at the end of the access road on collection days in line with current practices.

5.0 Trip Generation

Overview

- 5.1 This section outlines the person and vehicle trip generating potential of the proposed residential development during the peak hours and across the course of a typical day.

Trip Analysis

- 5.2 The TRICS database has been interrogated to find comparable sites in order to obtain person and vehicle trip rate information for the proposed residential units at the site. The sites are from the TRICS Land Use Class 03 [Residential], Sub Use A [Houses Privately Owned], detached dwellings and are on sites with less than 20 dwellings. The subsequent TRICS Output files are attached at **Appendix D**.
- 5.3 Table 5.1 below details the daily number of vehicle trips associated with the proposed dwellings.

Time Period	Trip Rates (Per dwelling)			Trip Generation (One dwelling)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
AM Peak (08:00-09:00)	0.359	0.467	0.826	0	1	1
PM Peak (17:00-18:00)	0.457	0.196	0.653	1	0	1
Daily (07:00-21:00)	2.882	2.902	5.784	3	3	6

Table 5.1 – Person Trip Generation

- 5.4 Table 5.1 indicates the proposed residential dwelling will generate one vehicle trip in the peak periods and up to six vehicle trips over the course of a 12 hour day. These vehicle flows are within the daily fluctuation in vehicle movements which occur at Woodley Roundabout.

6.0 Summary

- 6.1 On this basis, it is clear that the proposed development is entirely consistent with the guiding principles of the NPPF and Local Plan with regards a suitable location for a single residential dwelling, given the availability of public transport and local services and amenities which can be reached on foot and cycle.
- 6.2 This proposals will result in an imperceptible change in vehicle movements onto the network and is provided with car and cycle parking in accordance with the adopted standards.
- 6.3 On this basis it is considered that the proposals will not prejudice road safety or the free-flow of traffic or operation of the neighbouring highway network in accordance with Local Plan and National Policy.

Appendix A

Woodley and Twyford Cycling Map

My Journey Wokingham is a behaviour change campaign promoting active and sustainable travel.

Cycling is a low impact exercise, which can be built into a daily routine, saves you money, improves your health and helps the local environment. A 30 minute ride a day, 5 days a week, is the best way to build your cardiovascular fitness, reducing the risk of heart disease and stroke.



Keep yourself safe when cycling

- Follow the highway code www.highwaycodeuk.co.uk
- Ride positively, decisively and position yourself well clear of the kerb
- Cycle training is a good option if you're new or returning to cycling - see www.myjourneywokingham.com/events
- Consider wearing a helmet
- Keep your bike roadworthy
- Don't forget, lights are necessary after dark and hi-vis clothing or accessories will help you be seen
- Never undertake large vehicles, especially near junctions
- When cycling on routes shared with pedestrians, always warn others of your presence by use of a bell, adjust your speed accordingly, and avoid cycling too closely. Some pedestrians may be visually or hearing impaired so please take extra care.

Cycle hubs

- Finchampstead (FBC Centre)** - A local location for regular term-time cycle training, with the advantage of a cycle track, café, library and children's play area.
- Montague Park (Floreat Montague Park Primary School)** - A local location for cycle training during school holidays.
- Woodford Park Bike Hub** - A local location for regular term-time cycle training.
- Shinfield St Mary's Junior School** - A local location for cycle training during school holidays.

Signs for cyclists



Shared-use path:

A shared-use path is one which can be used by cyclists as well as pedestrians. On such paths cyclists must give way to pedestrians.



Segregated shared-use paths:

A segregated shared-use path is one which has some form of physical separation distinguishing the cyclist and pedestrian areas, usually a delineator white line, a raised white line or a kerb.



Cycle route:

For cyclists only.



Recommended for Cyclists:
Route ahead recommended for cyclists.



No cycling:

Cycling is NOT permitted on the path or in the areas marked by these signs.

Wokingham Area Cycle Maps

Off-Carriageway Routes

These routes are considered to be suitable for cycling all year round and are separated from the carriageway.

On-Carriageway Routes

These routes are dedicated cycle routes on the carriageway.

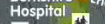
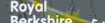
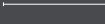
Quiet Links

These are routes which are lightly trafficked or traffic free routes which are considered suitable all year round.

Unsurfaced Links

These routes are generally traffic free routes which may not be suitable for cycling in all weathers. Routes in this category include bridleways, byways and restricted byways. Please note on bridleways you must give way to horse riders.

Cycling Prohibited



Wokingham Borough Cycle Routes

www.myjourneywokingham.com



- CR1** — Cycling Route 1
- CR2** — Cycling Route 2 (NCN422)
- CR3** — Cycling Route 3 (NCN422)
- CR4** — Cycling Route 4 (NCN4/NCN 23)
- CR5** — Cycling Route 5

- Bike Shop
- Rail Station
- University
- Primary School
- Secondary School
- Park & Ride
- Borough Boundary
- Wokingham Bike Hub
- Ford
- Hospital
- Country Park
- Cafe
- Supermarket

ROYAL BOROUGH OF WINDSOR & MAIDENHEAD



Appendix B

Collision Data

Authority (highway):	Wokingham	Road 2:	Unclassified, --	Weather:	Fine	(Image available to ACP users only)
Speed limit:	30	Junction detail:	Roundabout	Light conditions:	Light	
Police force:	Thames Valley	Junction control:	Give way/uncontrolled	Special conditions:	--	
Road type:	Roundabout	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	Unclassified, --	Crossing (physical):	None within 50m	Police attend?:	Yes	

Vehicles

Vehicle ref & type:	1, Car	2, Cyclist
Manoeuvre:	Going ahead	Turning right
Direction of travel:	North to south	West to south
Vehicle Location:	On main carriageway	On main carriageway
Junction Location:	Entering roundabout	Mid junction, on roundabout/main road
First point of impact:	Offside	Nearside
Driver sex & age:	Female, 58	Female, 45
Journey purpose:	Part of work	--
Engine capacity (cc):	1796	--
Propulsion:	Petrol	--
Age of vehicle:	9	--
Generic make/model:	VAUXHALL ZAFIRA	--

Casualties

Casualty reference:	1
Vehicle reference:	2 (Cyclist)
Severity:	Slight
Class:	Driver or rider
Sex & age:	Female, 45

Authority (highway):	Wokingham	Road 2:	Unclassified, --	Weather:	Fine	(Image available to ACP users only)
Speed limit:	30	Junction detail:	Roundabout	Light conditions:	Light	
Police force:	Thames Valley	Junction control:	Give way/uncontrolled	Special conditions:	--	
Road type:	Roundabout	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	Unclassified, --	Crossing (physical):	None within 50m	Police attend?:	Yes	

Vehicles

Vehicle ref & type:	1, Car	2, Motorcycle
Manoeuvre:	Changing lane to right	Going ahead
Direction of travel:	North to south	North to south
Vehicle Location:	On main carriageway	On main carriageway
Junction Location:	Entering roundabout	Mid junction, on roundabout/main road
First point of impact:	Offside	Nearside
Driver sex & age:	Female, 91	Male, 74
Engine capacity (cc):	1497	660
Propulsion:	Hybrid electric	Petrol
Age of vehicle:	4	1
Generic make/model:	TOYOTA YARIS	TRIUMPH TRIDENT

Casualties

Casualty reference:	1
Vehicle reference:	2 (Motorcycle)
Severity:	Serious
Class:	Driver or rider
Sex & age:	Male, 74

Authority (highway):	Wokingham	Road 2:	Unclassified, --	Weather:	Fine	(Image available to ACP users only)
Speed limit:	30	Junction detail:	Roundabout	Light conditions:	Light	
Police force:	Thames Valley	Junction control:	Give way/uncontrolled	Special conditions:	--	
Road type:	Roundabout	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	Unclassified, --	Crossing (physical):	None within 50m	Police attend?:	No - Self Completion	

Vehicles

Vehicle ref & type:	1, Car	2, Cyclist
Manoeuvre:	Changing lane to right	Going ahead
Direction of travel:	North to south	North to south
Vehicle Location:	On main carriageway	On main carriageway
Junction Location:	Mid junction, on roundabout/main road	Mid junction, on roundabout/main road
First point of impact:	Offside	Nearside
Driver sex & age:	Female, 58	Female, -1
Journey purpose:	Commuting to/from work	--
Engine capacity (cc):	998	--
Propulsion:	Petrol	--
Age of vehicle:	2	--
Generic make/model:	FORD ECOSPORT	--

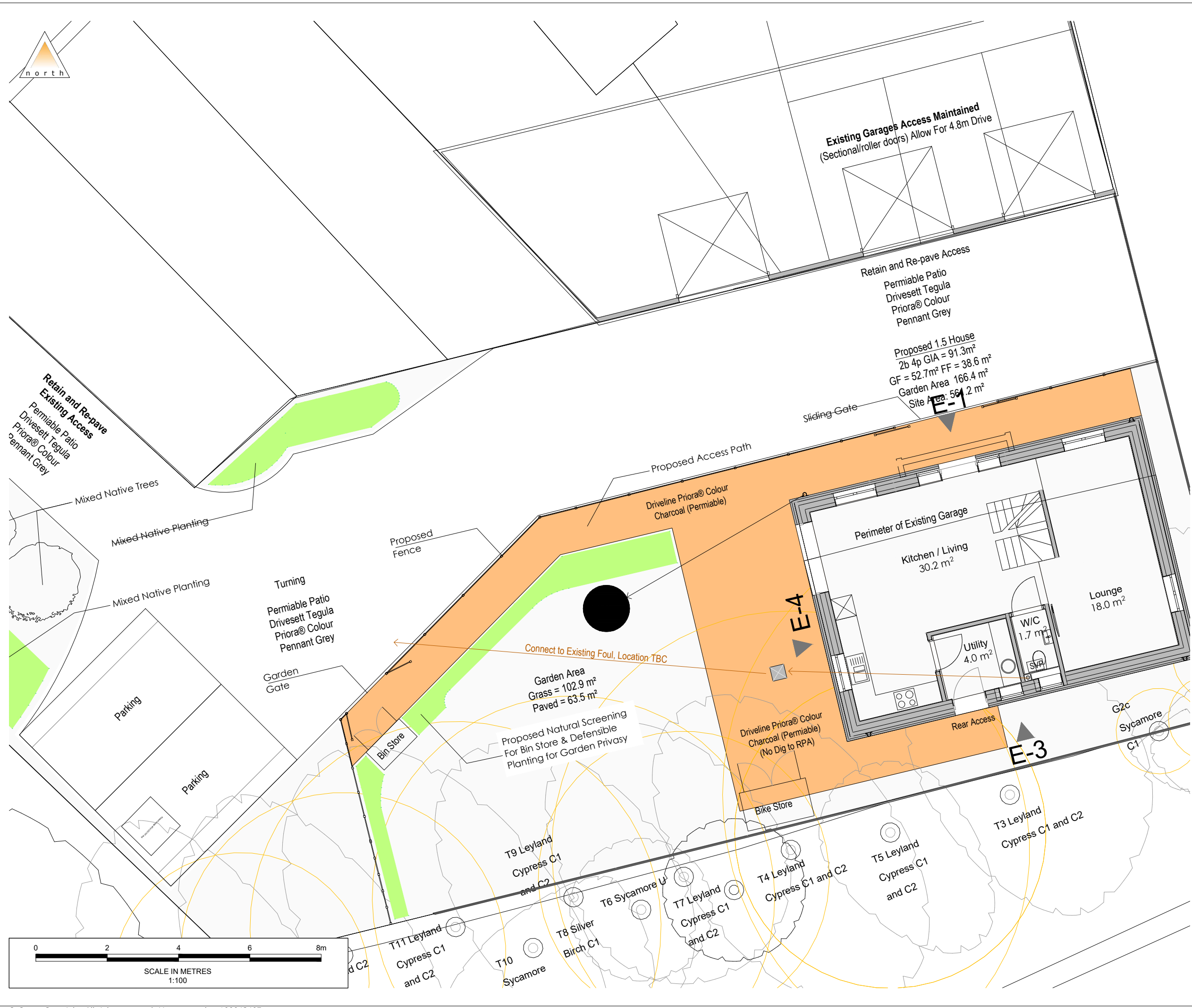
Casualties

Casualty reference:	1
Vehicle reference:	2 (Cyclist)
Severity:	Slight
Class:	Driver or rider
Sex & age:	Female, -1

Appendix C

Site Plan

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- Notes
1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
 2. This drawing is based on survey information supplied by Colony Architects Ltd, and Motion cannot guarantee the accuracy of the data provided.

-	First Issue	OM	CS	CS	03/03/2026
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION



Client:
Colony Architects Ltd

Project:
Land at Headley Road East, Woodley,
Reading, RG5 4JG

Title:
Site Layout Plan

Scale: 1:100 (@ A3)

Drawing:
2512042-01

Revision:
-

Appendix D

TRICS Outputs

Audit Code: 066e9fd0-6103-4ba8-815f-ae39be6103aa

1 WHITCHURCH ROAD CHESTER BOUGHTON HEATH Suburban Area Residential Zone Site area: 0.47999998927116394 hect Survey date: Tuesday 22/05/2012	AC-03-A-02	DETACHED	CHESHIRE WEST & CHESTER	Survey Type: Manual
2 RYLANDS AVENUE WEYMOUTH WYKE REGIS Suburban Area Residential Zone Site area: 0.82 hect Survey date: Tuesday 06/05/2025	DC-03-A-12	PRIVATELY OWNED HOUSES	DORSET	Survey Type: Manual
3 DUCHY ROAD HADLEY WOOD Edge of Town Residential Zone Site area: 0.6700000166893005 hect Survey date: Wednesday 14/09/2022	EN-03-A-02	DETACHED HOUSES	ENFIELD	Survey Type: Manual
4 HALING WAY THETFORD Edge of Town Residential Zone Site area: 0.6299999952316284 hect Survey date: Wednesday 16/09/2015	NF-03-A-03	DETACHED HOUSES	NORFOLK	Survey Type: Manual
5 PETERBOROUGH THORPE PARK ROAD Suburban Area Residential Zone Site area: 0.47999998927116394 hect Survey date: Tuesday 18/10/2011	PB-03-A-03	DETACHED	PETERBOROUGH	Survey Type: Manual
6 AQUA DRIVE PETERBOROUGH HAMPTON Neighbourhood Centre Residential Zone Site area: 1.45 hect Survey date: Friday 25/04/2025	PB-03-A-05	PRIVATELY OWNED HOUSES	PETERBOROUGH	Survey Type: Manual
7 NORMANSTON DRIVE LOWESTOFT Suburban Area Residential Zone Site area: 0.5899999737739563 hect Survey date: Tuesday 23/10/2012	SF-03-A-04	DETACHED & BUNGALOWS	SUFFOLK	Survey Type: Manual
8 EVESON ROAD STOURBRIDGE NORTON	WM-03-A-07	DETACHED HOUSES	WEST MIDLANDS	



Audit Code: 066e9fd0-6103-4ba8-815f-ae39be6103aa

Suburban Area
Residential Zone
Site area: 0.7799999713897705 hect
Survey date: Wednesday 18/09/2024

Survey Type: Manual

Audit Code: 066e9fd0-6103-4ba8-815f-ae39be6103aa

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Period	Trips per 1 DWELLS DWELLS		
	Inbound	Outbound	Total
08:00-09:00	0.359	0.467	0.826
17:00-18:00	0.457	0.196	0.653
07:00-19:00	2.882	2.902	5.784

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	12	0.087	0.196	0.283
08:00-09:00	8	12	0.359	0.467	0.826
09:00-10:00	8	12	0.174	0.250	0.424
10:00-11:00	8	12	0.217	0.163	0.380
11:00-12:00	8	12	0.174	0.196	0.370
12:00-13:00	8	12	0.207	0.250	0.457
13:00-14:00	8	12	0.239	0.250	0.489
14:00-15:00	8	12	0.185	0.217	0.402
15:00-16:00	8	12	0.348	0.293	0.641
16:00-17:00	8	12	0.283	0.272	0.555
17:00-18:00	8	12	0.457	0.196	0.653
18:00-19:00	8	12	0.152	0.152	0.304
19:00-20:00	1	9	0.111	0.111	0.222
20:00-21:00	1	9	0.111	0.000	0.111
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.104	3.013	6.117

Parameter Summary:

Trip rate parameter range selected:	6 - 1882 (units: DWELLS)
Survey date date range:	18/10/2011 - 06/05/2025
Number of weekdays (Monday-Friday):	8
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.