

Appendix F: Tetra Tech Transport Assessment Scoping Note Update – Addendum – September 2024

Northern Gateway

Transport Assessment Scoping Note Update – Addendum – 4th Sept 2024

Project Number:	784-B048805	Office:	Manchester
Date:	04/09/2024	Prepared by:	P. Blair / M. Thompson
Status:	For Submission	Checked by:	M. Thompson
Revision:	01	Approved by:	P. Blair

1.0 Introduction

- 1.1 The Transport Assessment Scoping Note Update (TASNU) document relating to JPA 1.1 was issued to the stakeholders (Bury Council, Rochdale Council, TfGM and National Highways) on 2nd August 2024.
- 1.2 It was then also discussed in detail at a meeting with NH, Bury Council and Rochdale Council on 6th August 2024.
- 1.3 Comments were requested by the 23rd of August. At the time of drafting this Addendum, (2nd September 2024), no requests to alter the content of the TASNU have been received. The JV will now progress to undertake the TA and EIA on the basis that the TASNU is agreed by all parties.
- 1.4 Since the TASNU was submitted, work has been progressing and several points emerged as a result of the meeting on the 6th August. This Addendum seeks to address those points and offer further detail where that has been requested.

2.0 Revision to Test Scenarios

2024 or 2028 Testing

- 2.1 The TASNU set out the modelling tests expected for 2024 and 2028. Both the EIA regulations and NH policy seek tests where the impact of development is not diluted by background network traffic growth. Such tests were described in TASNU on page 26 as tests EIA1 (2024), EIA2 (2024), EIA3 (2024), TA-S1 (2028) and TA-S2 (2028). The scenarios from which those were derived were tabulated in Appendix C of the TASNU.
- 2.2 Such tests are clearly unrealistic scenarios as they feature full development impact at a time when none of the development will actually be present. They are purely sensitivity tests to allow the development traffic to be compared to baseline conditions before background growth occurs.
- 2.3 They are not core assessments for the TA, but for the EIA such sensitivity tests in the year 2024 are envisaged. In terms of NH policy, those sensitivity tests would focus on the year 2028. At the meeting on 6th August this point was discussed and it was noted that the 2024 tests would provide an even more robust estimate of development impact and so the JV were invited to request that NH accept

the 2024 sensitivity test scenarios instead of 2028 tests. This addendum requests confirmation of that point from NH.

- 2.4 The removal of the 2028 assessments results in two fewer model runs being required.

2024 With Part Development

- 2.5 As one future development outcome may be the delivery of development up to 2032, a sensitivity test will also be undertaken to assess that level of development set against the 2024 year baseline. That is an additional model run which is being proposed to provide additional information.

Inclusion of Infrastructure in 2024 With Development Scenarios

- 2.6 The Scenarios presented in the TASNU did not present infrastructure improvements in the 2024 With Development sensitivity tests. The thinking at that time was that the no mitigation approach would show the worst levels of impact. Upon further consideration, it was noted that the modelling of future development would require site accesses and local mitigations to be in place, in order to allow the development traffic to be modelled accurately in 2024.
- 2.7 Given this, the 2024 With Development tests will include the highway mitigations which are currently envisaged to be likely.

Summary

- 2.8 In order to illustrate the changes proposed in this section of the Addendum, **Appendix 1** of this note presents the table of Test Scenarios which was presented in Appendix C of the TASNU, and additionally highlights the above three changes. **Appendix 1** also sets out the revised list of proposed model runs.

3.0 Traffic growth Approach to 2024

- 3.1 Appendix C of the TASNU described how the 2024 Baseline would be derived from the “2022 Survey plus Growth”. For clarity, the growth will be derived from the development log (up to 2024) and capped to TEMPro.
- 3.2 That clarification and distinction is in line with the approach to applying traffic growth for future years as agreed through the TASNU.

4.0 Trip Rate Additions (LGV and Interpeak)

- 4.1 WSP, who are building the NGTM in SATURN, have requested that trip rates for Light Goods Vehicles (LGV's) and for the Interpeak period are provided.
- 4.2 The LGV and interpeak trip rates are set out in **Appendix 2**, which is an updated version of Appendix D from the TASNU.
- 4.3 The overall trip volumes in the AM and PM peak hours have not changed. It is simply that the proportion of LGV's has now been identified within the overall forecast trip rates.

- 4.4 The interpeak period trip rates are now presented and those have been extracted from the datasets which were Appended to the TASNU. Those are an average hourly rate between 1000-1600hrs.

Summary

- 4.5 There are no changes to the overall trip rates previously provided, the additional detail provides more granularity to inform the NGTM.

5.0 Traffic in the Policy On Tests

- 5.1 One of the sensitivity test scenarios presented in the TASNU is the “Policy On” test. I.e., the likely traffic situation if Government and highway authority policies to promote active travel and sustainable travel are effective. That test is only proposed for the year 2039.
- 5.2 The Government target is for: “50% of trips in England's towns and cities to be walked, wheeled or cycled by 2030”.
- 5.3 The Greater Manchester target is described as; “Our Right Mix vision is for 50% of trips to be made by sustainable modes, with no net increase in motor vehicle traffic, by 2040.” This is more achievable and key differences are the inclusion of public transport in the 50% and an additional 10 years in which to achieve the target.
- 5.4 In order to model a scenario which reflects those targets, development vehicle trip rates will be reduced to the point where they are only 50% of all development trips, existing within a network traffic volume which experiences no growth.

6.0 Ancillary Development Quantum

- 6.1 A further point of clarification is offered on the matter of the 10,000 sqm of Ancillary development which was mentioned in paragraph 6.2.9 and 6.2.10 of the TASNU.
- 6.2 The Places for Everyone allocation actually states: “*These should be in accessible locations and of a genuinely ancillary scale that is appropriate to the main employment use of the allocation*”.
- 6.3 At the time of producing that report it was thought that the 10,000 sqm was a component of the overall 1,200,000 sqm of allocated development. That was incorrect as the allocation lists both homes and ancillary development in addition to that 1,200,000 sqm of industrial and warehousing land use.
- 6.4 The question arises then as to how to treat any traffic associated with that ancillary development in the traffic analysis. At 10,000 sqm, the ancillary uses represent c.0.8% of the overall development floorspace quantum, and less if the allocated homes are considered. Even if all of the ancillary uses were taken to be new traffic generating development, they would have an immaterial effect on overall forecast numbers.
- 6.5 The key point however is that traffic associated with ancillary uses is not new to the area. The following points are pertinent:

- Ancillary uses by definition exist and are reliant upon the main development. Ancillary development does not therefore generate traffic in its own right but rather derives its patrons from traffic which is travelling to or from the other development land uses. There is no traffic generation from ancillary development.
- Discussions with the NGJV have confirmed that the 10,000sqm of ancillary development is a quantum which was intended to reflect the potential relocation of existing similar size uses at the motorway service facility. Clearly that would only happen if the motorway service facility was re-modelled and in such a case, the associated traffic already exists and is present on the network. Again therefore there is no additional traffic generation.

6.6 In consequence of the above 3 points, it is proposed that no additional trip generation will be added to reflect the 10,000 sqm of ancillary development. Since it is variously either already present on the network or will be derived from the trip generation to other proposed uses.

7.0 Conclusions

- 7.1 Following the consultation period on the Transport Assessment Preliminary Scoping Note and then the TASNU, analysis work is now progressing.
- 7.2 This addendum to the TASNU does not present any material changes but does provide detail and clarification to inform further points which have arisen.
- 7.3 This addendum sets out:
- Justification for and a request to drop the year 2028 tests and rely upon the previously identified 2024 tests.
 - Clarifications on trip rates, traffic growth, infrastructure inclusion and ancillary development.
- 7.4 Confirmation of receipt and agreement is sought from the stakeholders (Bury Council, Rochdale Council, TfGM and National Highways) to the content of this Addendum.

Attachments

Attachment 1: [Tables of Modelling Scenarios](#)

Attachment 2: [TTN04 Rev 04 – Trip Rates](#)

Attachment 1: Tables of Modelling Scenarios

JPA 1.1 and JPA 1.2 Traffic Modelling Scenarios, Tests and Infrastructure to be included in Model Runs for the Northern Gateway Transport Model (NGTM)

Table 1: Baseline, Do Minimum and Do Something Definitions

Do min / Do Some	Whats included?	How will this be used?
Baseline	2022 Survey + Development Log Growth to 2024	Survey plus growth to 2024 + For ES Assessment
DM	All PFE and other sites in dev log	This is the baseline with neither JPA 1.1 or JPA 1.2 delivered.
DS1	Includes JPA 1.1 development traffic	TA for JPA 1.1
DS2	Includes JPA 1.2 development traffic	TA for JPA 1.2
DS3	DM + JPA 1.1 + JPA 1.2	Cumulative assessment - nb, includes South Heywood in 2024

Table 2: Scenario Tests broken down by year and Do Minimum / Do Something Type

NewRemoved

Scenario Description	Why is the Scenario Needed?	2024				2028		2032			2039			2047			
		Baseline	DS1	DS2	DS3	DS4	DM	DS1	DM	DS1	DS3	DM	DS1	DS2	DS3	DM	DS3
JPA 1.1 Scenarios																	
Scenario 1	NH testing																
Scenario 2	Realistic testing (excl other development)								Y to 2032	JPA 1.1 to 2032		Y to 2039	JPA 1.1 All Dev				
Scenario 3	ES Testing	Y	SH + JPA1.1 Full Dev			SH + JPA1.1 %			Y to 2032	JPA 1.1 to 2032		Y to 2039	JPA 1.1 All Dev				
JPA 1.2 Scenarios																	
Scenario 1	NH testing																
Scenario 2	Realistic testing (excl other development)											Y to 2039	JPA 1.2 All dev				
Scenario 3	ES Testing	Y		JPA1.2 Full Dev								Y to 2039	JPA 1.2 All dev				
Cumulative JPA 1.1 and JPA 1.2																	
Scenario 4	Cumulative Assessment - ES Testing & TA sensitivity test	Y			SH+1.1+1.2 Full Dev				Y to 2032		1.1+1.2 to 2032	Y to 2039		1.1+1.2 All Dev	Y to 2047	Y All Dev	

Table 3 - Full List of Scenarios and Use in JPA1.1 and JPA1.2 Assessment

List of Tests	Test Description	TA	ES
1	2024 Baseline - based on 2022 surveys	Sensitivity	Yes
2	2024 Do Something 1a - 2024 Baseline + JPA1.1 Full Development	Sensitivity	Yes
2a	2024 Do Something 1b - 2024 Baseline + JPA 1.1 % built to 2032	Sensitivity	Yes
3	2024 Do Something 2 - 2024 Baseline + JPA1.2 Full Development		
4	2024 Do Something 3 - 2024 Baseline + JPA1.1 Full Development + JPA1.2 Full Development	For JPA1.2 Test	Yes
5	2028 Do Minimum (PFE and other sites in development log, up to 2028) - entirely excludes JPA 1.1 and 1.2		
6	2028 Do Something 3 (PFE and other sites in development log, up to 2028 + JPA1.1 Full Development) - entirely excludes JPA 1.2		
7	2032 Do Minimum (PFE and other sites in development log, up to 2032) - entirely excludes JPA 1.1 and 1.2	Core	Yes
8	2032 Do Something 1 (PFE and other sites in development log, up to 2032 + JPA1.1 % built in 2032) - entirely excludes JPA 1.2	Core	Yes
9	2032 Do Something 3 (PFE and other sites in development log, up to 2032 + JPA1.1 % built in 2032 + JPA 1.2 % built in 2032)	Core	Yes
10	2039 Do Minimum (PFE and other sites in development log, up to 2039) - entirely excludes JPA 1.1 and 1.2	Core	Yes
11	2039 Do Something 1 (PFE and other sites in development log, up to 2039 + JPA1.1 Full Development) - entirely excludes JPA 1.2	Core	Yes
12	2039 Do Something 2 (PFE and other sites in development log, up to 2039 + JPA1.2 Full Development) - entirely excludes JPA1.1	For JPA1.2 Test	Yes
13	2039 Do Something 3 (PFE and other sites in development log, up to 2039 + JPA1.1 Full Development + JPA 1.2 Full Development)	Sensitivity	Yes
14	2047 Do Minimum (PFE and other sites in development log, up to 2039, plus Growth to 2047)		Yes
15	2047 Do Something 3 (PFE and other sites in development log, up to 2039, plus Growth to 2047 + JPA 1.1 Full Development + JPA 1.2 Full Development)		Yes

New

Removed
Removed

Table 4: NGTM Model Scenarios, Infrastructure Treatment

NewT-5 RemovedRemoved

Tests	Test 1	Test 2	Test 2a	Test 3	Test 4	Tests 5, 7, 10 and 14	Test 6	Test 8	Test 9	Test 11	Test 12	Test 13	Test 15	
Test Name	2024 Baseline: 2022 Survey + Growth to 2024	2024 DS1a: All JPA1.1 Dev built in 2024 Excludes JPA1.2	2024 DS1b: % JPA1.1 Dev built in 2032 Excludes JPA1.2	2024 DS2: All JPA1.2 Dev built in 2024 Excludes JPA1.1	2024 DS3: All JPA1.1 and JPA1.2 Dev built in 2024	2028, 2032, 2039 2043 DM	2028 DS3: All JPA1.1 Dev built in 2028 Excludes JPA1.2	2032 DS1: JPA1.1 % built by 2032 Excludes JPA1.2	2032 DS3: Cumulative Assessment, % JPA1.1 and 1.2 built by 2032	2039 DS1: JPA1.1 Full Development Excludes JPA1.2	2039 DS2: JPA1.2 Full Development Excludes JPA1.1	2039 DS3: Cumulative JPA1.1 and 1.2 full development	2047 DS3: Cumulative JPA1.1 and 1.2 full development	
Potential Infrastructure														
M62 Re-modelled Access Solution	Not Built	Built and Not Built	Not Built	Not Built	Not Built	Not Built	Not Built	Built and Not Built	Built and Not Built	Built and Not Built	Not Built	Built and Not Built	Built and Not Built	
further J19 works	Existing	Modified by M62 Access Solution or existing	Existing	Existing	Existing	Existing	Existing	Modified by M62 Access Solution or existing	Modified by M62 Access Solution or existing	Modified by M62 Access Solution or existing	Existing	Modified by M62 Access Solution or existing	Modified by M62 Access Solution or existing	
J3	Existing	PF2	PF2	Existing	Existing	Existing	Existing	PF2	PF2	PF2	Existing	PF2	PF2	
West Junctions Fowler Welch / Three Arrows	Existing	PF emerging	PF emerging	Existing	Existing	Existing	Existing	PF emerging	PF emerging	PF emerging	Existing	PF emerging	PF emerging	
South Heywood Link	Not Built	Built and Not Built	Built and Not Built	Not Built	Not Built	Not Built	Built	Built and Not Built	Built and Not Built	Built and Not Built	Not Built	Built and Not Built	Built and Not Built	
Whittle Lane	Open	Open	Open	Open	Open	Open	Open	Open	Open	Open	Open	Open	Open	
Simister NH works	Not Built	Open	Open	Not Built	Not Built	Not Built	Not Built	Open	Open	Open	Open	Open	Open	
Policy On / Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off or On	Off or On	Off or On	Off or On	
JPA 1.2 South Access				Built	Built					Built	Built	Built	Built	
JPA 1.2 North Access				Built	Built					Built	Built	Built	Built	
QE2 way				Built	Built					Built	Built	Built	Built	
No. of model runs per scenario	1	4	1	1	1	4	3	4	4	8	2	8	8	
Total potential model runs														44

Table 5: Consolidated Modelling Scenarios: model Runs which are currently expected

Year	Scenario Name	Purpose	Trip Rates	Simister Improvements	Whittle Lane	3 Arrows and Fowler Welch Improvements	M66 Jct 3 works	M62 Re-modelled Solution	further J19 works	South Heywood Link	Run Count
2024	2024 Baseline	EIA 1 & TA-S1	Policy Off	Not Built	Open	Not Built	Not Built	Not Built	Existing	Not Built	1
	2024 DS1a	EIA 2 & TA-S2	Policy Off	Built	Open	Built	Built	Built	Modified by M62 Remodelling	Built	2
	2024 DS1b	EIA 3 & TA-S3	Policy Off	Built	Open	Built	Built	Not Built	Existing	Not Built	3
	2024 DS4	EIA 4 & TA-S4	Policy Off	Built	Open	Built	Built	Built	Modified by M62 Remodelling	Built	4
2032	2032 DM	EIA4& TA1	Policy Off	Built	Open	Not Built	Not Built	Not Built	Existing	Not Built	5
	2032 DS1 - Run 1	EIA5 & TA2	Policy Off	Built	Open	Built	Built	Not Built	Existing	Not Built	6
	2032 DS1 - Run 2	EIA5 & TA2	Policy Off	Built	Open	Built	Built	Built	Modified by M62 Remodelling	Built	7
	2032 DS3 - Run 1	EIA6	Policy Off	Built	Open	Built	Built	Not Built	Existing	Not Built	8
	2032 DS3 - Run 2	EIA6	Policy Off	Built	Open	Built	Built	Built	Modified by M62 Remodelling	Built	9
2039	2039 DM	EIA7 & TA3 & TA-S5	Policy Off	Built	Open	Not Built	Not Built	Not Built	Existing	Not Built	10
	2039 DS1 - Run 1	EIA8 & TA-S6	Policy Off	Built	Open	Built	Built	Not Built	Existing	Not Built	11
	2039 DS1 - Run 2	EIA8 & TA4	Policy Off	Built	Open	Built	Built	Built	Modified by M62 Remodelling	Built	12
	2039 DS3 - Run 1	EIA9	Policy Off	Built	Open	Built	Built	Not Built	Existing	Not Built	13
	2039 DS3 - Run 2	EIA9 & TA-S7	Policy Off	Built	Open	Built	Built	Built	Modified by M62 Remodelling	Built	14
2047	2047 DM	EIA10	Policy Off	Built	Open	Not Built	Not Built	Not Built	Existing	Not Built	15
	2047 DS3	EIA11	Policy Off	Built	Open	Built	Built	Built	Modified by M62 Remodelling	Built	16
2039 Sensitivity Tests	2039 DS3 - S1	Whittle Lane - Sensitivity	Policy Off	Built	Closed	Built	Built	Not Built	Existing	Not Built	17
	2039 DS3 - S2	South Heywood Link - Sensitivity	Policy Off	Built	Open	Built	Built	Not Built	Existing	Built	18
	2039 DS3 - S3	Policy On - Sensitivity	Policy On	Built	Open	Built	Built	Built	Modified by M62 Remodelling	Built	19

Attachment 2: TTN04 Rev 04 – Trip Rates

Northern Gateway - Proposed Mixed Use, Employment Led Development (Places for Everyone Allocations JPA1.1 and JPA1.2)
Transport Technical Note 4 (TTN4) - Identification of Trip Rates for Agreement, Rev 04, 29.08.2024



1.0. Introduction

This Tetra Tech (TT) Transport Technical Note 4 (TTN4) sets out the trip rates (Vehicle and Multimodal) for agreement for the Northern Gateway JPA 1.1 and 1.2 sites. A significant amount of work has previously been carried out by Focus Transport Planning (FTP) in identifying suitable vehicle trip rates. The FTP vehicle trip rates were presented to all parties in FTP Highways Technical Note 18 (HTN18), dated July 2022.

This note builds upon and updates that work, incorporating additional recent data and multimodal trip rates. The note provides the hourly vehicle, HGV, LGV and multimodal rates, for the AM and PM hour periods of 0800-0900hrs and 1700-1800hrs, as well as the Interpeak trip rates, which are an hourly average rate between 10:00 & 16:00.

The vehicle trip rates are considered to be robust. They are generally higher than the TRICS average rates and have not been discounted to reflect factors such as internalisation, or the Government and TfGM drive towards Active Travel.

This note also sets out indicative trip generation volumes for the JPA1.1 and JPA1.2 sites, however at this stage the development quantum's are not confirmed so the traffic generation volumes should be considered as for information only.

The purpose of this note is to seek agreement on robust trip rates for the various land uses which are proposed, namely:

- JPA1.1: Advanced Manufacturing, B1(c), B2, B8 and residential and
- JPA1.2: residential

2.0. JPA1.1 "policy off" Vehicle Trip Rates

The type and source of the vehicle trip rates is set out in **Table TTN4-1**. This table shows that for 4 of the 5 proposed land uses, the vehicular trip rates proposed are derived from FTP HTN18. Further analysis of the FTP HTN18 B2 trip rates, revealed some minor typographical anomalies. Whilst those made no material difference to the outturn, having identified them, the opportunity has now been taken to ensure that the trip rates presented in this TTN4 rectify those.

For the residential analysis, the opportunity has been taken to update the previously presented FTP TRICS vehicle trip rates with a new set of TT TRICS vehicle trip rates however this time taken from a multi-modal TRICS analysis. It should be noted that the vehicle trip rates contained within the new TT multi-modal TRICS analysis broadly align with the vehicle trip rates previously presented FTP vehicle TRICS analysis. The vehicle (all vehicles and HGV) trip rates are presented in **Table TTN4-2** to **Table TTN4-6**.

The vehicle trip rates identified in this TTN4 are the "policy off" (i.e. not discounted to reflect the drive towards Active Travel) vehicle trip rates. A further assessment of trip rates to reflect "policy on" vehicular reductions will be presented in the TA Scoping report, for agreement.

The Trip rates for LGV and Car shown in TTN4-2 were extracted from FTP HTN18. For LGV and Car trip rates shown in Table TTN4-3 to Table TTN4-6 were determined from trip rates generated from TRICS for Industrial Unit, Warehousing (Commercial) and Privately Owned Houses.

Inter Peak hour trip rates were determined from TRICS Output through extracting average hourly trip rates between 10:00 to 16:00.

Table TTN4-1: Overview of Vehicle Trip Rates				
Land Use	Type of Trip Rate	Source	FTP HTN18?	
Advanced Manufacturing	Proxy Site - Vehicle	Waverley AMP	Yes	
B1(c)	TRICS - Vehicle	FTP HTN18	Yes	
B2	TRICS - Vehicle	Gateway 180 TA	Yes	
B8	TRICS - Vehicle	FTP HTN18	Yes	
Residential	TRICS - Multi-modal	TT re-run May 2024	No	

Table TTN4-2: Advanced Manufacturing "policy off" vehicle trip rates [Waverley AMP Proxy Site] - rate per 100sqm												
Hour Period	Vehicles (HGV+LGV+CAR)			HGV			LGV			Car		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
08:00 - 09:00	0.456	0.049	0.505	0.023	0.002	0.025	0.034	0.007	0.041	0.399	0.039	0.438
IP	0.138	0.254	0.392	0.007	0.013	0.020	0.022	0.026	0.048	0.109	0.215	0.324
17:00 - 18:00	0.024	0.189	0.213	0.001	0.009	0.011	0.003	0.004	0.007	0.020	0.175	0.195

Extracted from FTP HTN18 - Table HTN3.1 and Appendix HTN2
Waverley AMP Traffic Survey Data attached as **Appendix TTN4-1**
HGV trip rates assumed at 5% of vehicle trips in line with FTP HTN18 (Rev F)

Table TTN4-3: B1(C) "policy off" vehicle trip rates [Extracted from FTP HTN18] - rate per 100sqm												
Hour Period	Vehicles (HGV+LGV+CAR)			HGV			LGV			Car		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
08:00 - 09:00	0.405	0.197	0.602	0.022	0.028	0.050	0.089	0.102	0.191	0.294	0.067	0.361
IP	0.119	0.129	0.248	0.010	0.009	0.019	0.039	0.038	0.077	0.070	0.081	0.151
17:00 - 18:00	0.169	0.413	0.582	0.006	0.011	0.017	0.025	0.051	0.076	0.138	0.351	0.489

Extracted from FTP HTN18 (rev F) - Table HTN3.3 and Appendix HTN4
TRICS Output provided as **Appendix TTN4-2**.

Table TTN4-4: B2 "policy off" vehicle trip rates [Extracted from Gateway 180 TRICS Report] - rate per 100sqm											
Hour Period	Vehicles (HGV+LGV+CAR)			HGV			LGV***			Car	
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep
08:00 - 09:00	0.259*	0.059*	0.318*	0.027*	0.029*	0.056*	0.047	0.027	0.074	0.185	0.003
IP	0.104	0.118	0.222	0.027	0.022	0.049	0.040	0.040	0.080	0.038	0.055
17:00 - 18:00	0.048**	0.358**	0.406**	0.008**	0.012**	0.02**	0.006	0.023	0.029	0.034	0.323

*The AM peak hour trip rates in the FTP Table did not reflect the rates accepted at Gateway 180, and so the figures above are the rectified trip rates.

** The PM peak hour trip rates in the Development Planning Limited TA Table 9.1 (Gateway 180 TA), did not reflect the rates within the TRICS output appended to that report (Appendix E of the Gateway 180 TA), and so the figures above are the rectified trip rates.

*** The TRICS output from the Gateway 180 TA does not include LGV Rates. Therefore, TRICS has been analysed to obtain LGV % of total vehicles for a typical B2 land use across the UK. Those LGV %'s have then been applied to the total vehicle trip rate to create LGV trip rates.

TRICS Output provided as **Appendix TTN4-3**.

Table TTN4-5: B8 "policy off" vehicle trip rates [Extracted from FTP HTN18] - rate per 100sqm											
Hour Period	Vehicles (HGV+LGV+CAR)			HGV			LGV*			Car	
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep
08:00 - 09:00	0.092	0.041	0.133	0.023	0.018	0.041	0.014	0.009	0.023	0.055	0.014
IP	0.066	0.072	0.138	0.020	0.022	0.042	0.017	0.019	0.036	0.028	0.032
17:00 - 18:00	0.027	0.085	0.112	0.012	0.013	0.025	0.003	0.007	0.010	0.012	0.065

*The TRICS output does not include LGV Rates. Therefore, TRICS has been analysed to obtain LGV % of total vehicles for a typical B2 land use across the UK. Those LGV %'s have then been applied to the total vehicle trip rate to create LGV trip rates.

TRICS Output provided as **Appendix TTN4-4**.

Table TTN4-6: Residential "policy off" vehicle trip rates [Obtained from TRICS May 2024] - rate per dwelling											
Hour Period	Vehicles (HGV+LGV+CAR)			HGV			LGV*			Car	
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep
08:00 - 09:00	0.151	0.449	0.600	0.001	0.000	0.001	0.016	0.030	0.047	0.134	0.419
IP	0.151	0.142	0.293	0.001	0.001	0.002	0.017	0.017	0.034	0.133	0.125
17:00 - 18:00	0.398	0.158	0.556	0.000	0.001	0.001	0.034	0.012	0.046	0.364	0.145

*The TRICS output does not include LGV Rates. Therefore, TRICS has been analysed to obtain LGV % of total vehicles for a typical B2 land use across the UK. Those LGV %'s have then been applied to the total vehicle trip rate to create LGV trip rates.

TRICS Output provided as **Appendix TTN4-5**.

3.0. JPA1.1: "policy off" Multi-modal Trip Rates

With the increasing importance of sustainable and active travel it has become increasingly important to specify multimodal trip rates.

For advanced manufacturing, B1(c), B2 and B8, the trip rates in Section 2.0 were derived from the FTP work but those were just for vehicles. It is therefore necessary to undertake a process to derive multimodal rates whilst maintaining the robust vehicle rates which were previously submitted in FTP HTN18.

That process is as follows.

- 1) New trip rates were obtained from TRICS for each land use using the "multimodal" setting.
- 2) Within the "multimodal" TRICS analysis, different vehicle trip rates are provided to those which are presented in Section 2.0 of this note.
- 3) The vehicle trip rates in the "multimodal" TRICS analysis were compared against the robust vehicle trip rates set out in Section 2.0. The comparison found the "multimodal" TRICS analysis predicts significantly lower vehicle trip rates than are set out in Section 2.0.
- 4) Given this, "multimodal" trip rates (car passenger, pedestrian, public transport user and cyclist) have not been taken at TRICS values. Instead, the "multimodal" rates (car passenger, pedestrian, public transport user and cyclist) have been factored based on "multimodal" mode splits whilst maintaining the robust vehicle trip rates, as follows:
 - a) The AM and PM peak hour mode split % have been identified from the TRICS "multimodal" analysis. This includes Person Trip Rates (i.e., 100% of trips) and then mode splits %'s for vehicle driver, vehicle passenger, walk, public transport and cycle.
 - b) A new Person Trip Rate has been established whilst maintaining the robust vehicle trip rate set out in Section 2.0. To establish the new Person Trip Rate, the mode split % for car driver from the "multimodal" has been applied to the robust vehicle trip rates in Section 2.0.
Calculation: Robust Vehicle Rate in Section 2.0. divided by multimodal mode split % for vehicle driver multiplied by 1.
 - c) With a new Person Trip Rate established, the mode split % for each of the other modes has been applied to the Person Trip Rate to provide a Trip Rate per mode.

The resultant multi-modal trip rates for advanced manufacturing, B1(c), B2 and B8 are set out in **Table TTN4-7** to **Table TTN4-10**.

For the residential aspect of the proposal, the multimodal rates established directly from the multi-modal TRICS output (**Appendix TN4-E**) are set out in **Table TTN4-11**.

Table TTN4-7: Advanced Manufacturing - "policy off" Multimodal Trip Rates - per 100sqm																		
Hour Period	AM Peak Period																	
	People			Vehicles Driver			Vehicle Passenger			Walk			Public Transport			Cycle		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
08:00 - 09:00	0.614	0.065	0.680	0.456	0.049	0.505	0.114	0.012	0.126	0.026	0.003	0.029	0.013	0.001	0.014	0.007	0.001	0.008
Hour Period	PM Peak Period																	
	People			Vehicles Driver			Vehicle Passenger			Walk			Public Transport			Cycle		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
17:00 - 18:00	0.037	0.286	0.322	0.024	0.189	0.213	0.009	0.068	0.077	0.002	0.016	0.019	0.001	0.007	0.008	0.001	0.005	0.006

Multi-modal Trip Rates for Advance Manufacturing/B1(c) included as **Appendix TTN4-6**.

Table TTN4-8: B1(c) - "policy off" Multimodal Trip Rates - per 100sqm																		
Hour Period	AM Peak Period																	
	People			Vehicles Driver			Vehicle Passenger			Walk			Public Transport			Cycle		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
08:00 - 09:00	0.545	0.265	0.811	0.405	0.197	0.602	0.101	0.049	0.150	0.023	0.011	0.035	0.011	0.005	0.017	0.006	0.003	0.009
Hour Period	PM Peak Period																	
	People			Vehicles Driver			Vehicle Passenger			Walk			Public Transport			Cycle		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
17:00 - 18:00	0.256	0.625	0.880	0.169	0.413	0.582	0.061	0.149	0.210	0.015	0.036	0.051	0.006	0.015	0.021	0.005	0.012	0.016

Multi-modal Trip Rates for Advance Manufacturing/B1(c) included as **Appendix TTN4-6**.

Table TTN4-9: B2 - "policy off" Multimodal Trip Rates - per 100sqm																		
Hour Period	AM Peak Period																	
	People			Vehicles Driver			Vehicle Passenger			Walk			Public Transport			Cycle		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
08:00 - 09:00	0.327	0.075	0.402	0.259	0.059	0.318	0.021	0.005	0.025	0.022	0.005	0.028	0.018	0.004	0.022	0.007	0.002	0.009
Hour Period	PM Peak Period																	
	People			Vehicles Driver			Vehicle Passenger			Walk			Public Transport			Cycle		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
17:00 - 18:00	0.073	0.548	0.622	0.048	0.358	0.406	0.001	0.005	0.006	0.016	0.122	0.139	0.003	0.022	0.025	0.005	0.041	0.046

Multi-modal Trip Rates for B2 included as **Appendix TTN4-7**.

Table TTN4-10: B8 - "policy off" Multimodal Trip Rates - per 100sqm																		
Hour Period	AM Peak Period																	
	People			Vehicles Driver			Vehicle Passenger			Walk			Public Transport			Cycle		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
08:00 - 09:00	0.107	0.048	0.155	0.092	0.041	0.133	0.008	0.003	0.011	0.004	0.002	0.006	0.004	0.002	0.006	0.000	0.000	0.000
Hour Period	PM Peak Period																	
	People			Vehicles Driver			Vehicle Passenger			Walk			Public Transport			Cycle		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
17:00 - 18:00	0.032	0.099	0.131	0.027	0.085	0.112	0.003	0.009	0.011	0.001	0.003	0.004	0.001	0.003	0.004	0.000	0.000	0.000

Multi-modal Trip Rates for B8 included as **Appendix TTN4-8**.

Table TTN4-11: Residential - "policy off" Multimodal Trip Rates - per dwelling																		
Hour Period	People			Vehicles Driver			Vehicle Passenger			Walk			Public Transport			Cycle		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
	0.213	0.863	1.076	0.151	0.449	0.600	0.025	0.256	0.281	0.032	0.120	0.152	0.000	0.019	0.019	0.004	0.019	0.023
08:00 - 09:00																		
Hour Period	People			Vehicles Driver			Vehicle Passenger			Walk			Public Transport			Cycle		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
	0.590	0.261	0.851	0.398	0.158	0.556	0.139	0.060	0.199	0.030	0.034	0.064	0.012	0.003	0.015	0.011	0.006	0.017
17:00 - 18:00																		

Multi-modal Trip Rates for Residential included as **Appendix TTN4-5**.

4.0. JPA1.2: "Policy off" Multi-modal Trip Rates

For the residential aspect of JPA1.2, the residential "policy off" trip rates identified in Section 3.0 have been replicated and those are presented in **Table TTN4-12** for ease of reference.

The JPA 1.2 site features a Primary School. In traffic generation terms it is to be regarded as ancillary to the housing development on JPA 1.2.

Whilst some traffic may visit the school from off-site, it is also the case that the housing trip rates which have been adopted will be derived from sites where the surveyed trip volumes include trips which take children to school in the morning. With a school proposed on site, those would be internalised, effectively resulting in a reduction in the housing trip rates leaving site and impacting on the wider network. For the purpose of assessment, the primary school trip rates and housing trip rate reductions have not been applied. Of course the primary school would have no effect on PM peak period rates.

The JPA 1.2 site also features a local centre, scale not defined at this point in time, but considered to be entirely ancillary to the main housing development. i.e. it would not attract trips from beyond the site and thus will have no impact on the wider highway network.

Table TTN4-12: Residential - "policy off" Multimodal Trip Rates - per dwelling

AM Peak Period																		
Hour Period	People			Vehicles Driver			Vehicle Passenger			Walk			Public Transport			Cycle		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
08:00 - 09:00	0.213	0.863	1.076	0.151	0.449	0.600	0.025	0.256	0.281	0.032	0.120	0.152	0.000	0.019	0.019	0.004	0.019	0.023
PM Peak Period																		
Hour Period	People			Vehicles Driver			Vehicle Passenger			Walk			Public Transport			Cycle		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
17:00 - 18:00	0.590	0.261	0.851	0.398	0.158	0.556	0.139	0.060	0.199	0.030	0.034	0.064	0.012	0.003	0.015	0.011	0.006	0.017

Multi-modal Trip Rates for Residential included as **Appendix TTN4-5**.

5.0 JPA1.1: Indicative "policy off" Traffic Generation

At this stage, the development quantum's are still being refined. Therefore, to provide an indicative traffic generation and indicative development schedule has been identified, as set out in **Table TTN4-13**.

The land use quantum has been applied to the "policy off" vehicular trip rates presented in Section 2.0 and the resultant indicative "policy off" traffic generation is presented in **Tables TTN4-14 to TTN4-18**.

The indicative JPA 1.1 site total "policy off" traffic generation is then set out in **Table TTN4-19**.

Table TTN4-13: Indicative Development Schedule

Land use	Ad. Man. (Sqm)	B1(c) (Sqm)	B2 (Sqm)	B8 (Sqm)	Residential (per dwelling)
Quantum	117500	27500	65000	842500	200
T.Gen factor (1/100sqm)	1175	275	650	8425	

Table TTN4-14: Advanced Manufacturing - Indicative "policy off" Traffic Generation

AM Peak Period						
Hour Period	Vehicles			HGV		
	Arr	Dep	Tot	Arr	Dep	Tot
08:00 - 09:00	536	57	593	27	3	30
PM Peak Period						
Hour Period	Vehicles			HGV		
	Arr	Dep	Tot	Arr	Dep	Tot
17:00 - 18:00	29	222	250	1	11	13

*The LGV/ Car trip rates for residential are shown in the Table TTN4-4

Table TTN4-15: B1(c) - Indicative "policy off" Traffic Generation

AM Peak Period						
Hour Period	Vehicles			HGV		
	Arr	Dep	Tot	Arr	Dep	Tot
08:00 - 09:00	111	54	166	6	8	14
PM Peak Period						
Hour Period	Vehicles			HGV		
	Arr	Dep	Tot	Arr	Dep	Tot
17:00 - 18:00	46	114	160	2	3	5

Table TTN4-16: B2 - Indicative "policy off" Traffic Generation

AM Peak Period						
Hour Period	Vehicles			HGV		
	Arr	Dep	Tot	Arr	Dep	Tot
08:00 - 09:00	0	0	0	0	0	0
PM Peak Period						
Hour Period	Vehicles			HGV		
	Arr	Dep	Tot	Arr	Dep	Tot
17:00 - 18:00	0	0	0	0	0	0

Table TTN4-17: B8 - Indicative "policy off" Traffic Generation

AM Peak Period						
Hour Period	Vehicles			HGV		
	Arr	Dep	Tot	Arr	Dep	Tot
08:00 - 09:00	775	345	1121	194	152	345
PM Peak Period						
Hour Period	Vehicles			HGV		
	Arr	Dep	Tot	Arr	Dep	Tot
17:00 - 18:00	227	716	944	101	110	211

Table TTN4-18: Residential - Indicative "policy off" Traffic Generation

AM Peak Period						
Hour Period	Vehicles			HGV		
	Arr	Dep	Tot	Arr	Dep	Tot
08:00 - 09:00	30	90	120	0	0	0
PM Peak Period						
Hour Period	Vehicles			HGV		
	Arr	Dep	Tot	Arr	Dep	Tot
17:00 - 18:00	80	32	111	0	0	0

Table TTN4-19: Total - Indicative "policy off" Traffic Generation

AM Peak Period						
Hour Period	Vehicles			HGV		
	Arr	Dep	Tot	Arr	Dep	Tot
08:00 - 09:00	1453	547	1999	227	162	389
PM Peak Period						
Hour Period	Vehicles			HGV		
	Arr	Dep	Tot	Arr	Dep	Tot
17:00 - 18:00	382	1083	1465	104	124	228

6.0. JPA1.1: Indicative "policy off" Multi-modal Trip Generation

The trip rates presented in Section 4.0 have then been applied to the indicative land use quantum and the resultant indicative JPA1.1 multi modal trip generation is presented in **Tables TTN4-20 to TTN4-24**.

The indicative JPA 1.1 multi-modal trip generation is then set out in **Table TTN4-25**.

Table TTN4-20: Advanced Manufacturing - Indicative "policy off" Multimodal Trip Generation																	
AM Peak Period																	
Hour Period	People			Vehicles Driver			Vehicle Passenger			Walk			Public Transport			Cycle	
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep
08:00 - 09:00	722	77	799	536	57	593	134	14	148	31	3	34	15	2	16	8	1
PM Peak Period																	
Hour Period	People			Vehicles Driver			Vehicle Passenger			Walk			Public Transport			Cycle	
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep
17:00 - 18:00	43	336	379	29	222	250	10	80	90	2	19	22	1	8	9	1	6

Table TTN4-21: B1(c) - Indicative "policy off" Multimodal Trip Generation																	
AM Peak Period																	
Hour Period	People			Vehicles Driver			Vehicle Passenger			Walk			Public Transport			Cycle	
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep
08:00 - 09:00	150	73	223	111	54	166	28	14	41	6	3	9	3	1	5	2	1
PM Peak Period																	
Hour Period	People			Vehicles Driver			Vehicle Passenger			Walk			Public Transport			Cycle	
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep
17:00 - 18:00	70	172	242	46	114	160	17	41	58	4	10	14	2	4	6	1	3

Table TTN4-22: B2 - Indicative "policy off" Multimodal Trip Generation																		
Hour Period	AM Peak Period																	
	People			Vehicles Driver			Vehicle Passenger			Walk			Public Transport			Cycle		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	
08:00 - 09:00	213	48	261	168	38	207	13	3	16	15	3	18	12	3	14	5	1	6
Hour Period	PM Peak Period																	
	People			Vehicles Driver			Vehicle Passenger			Walk			Public Transport			Cycle		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	
17:00 - 18:00	48	356	404	31	233	264	0	3	4	11	79	90	2	14	16	4	26	30

Table TTN4-23: B8 - Indicative "policy off" Multimodal Trip Generation																		
AM Peak Period																		
Hour Period	People			Vehicles Driver			Vehicle Passenger			Walk			Public Transport			Cycle		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
08:00 - 09:00	904	403	1307	775	345	1121	65	29	93	32	14	47	32	14	47	0	0	0
PM Peak Period																		
Hour Period	People			Vehicles Driver			Vehicle Passenger			Walk			Public Transport			Cycle		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
17:00 - 18:00	265	835	1101	227	716	944	23	72	94	8	24	31	8	24	31	0	0	0

Table TTN4-24: Residential - Indicative "policy off" Multimodal Trip Generation																	
AM Peak Period																	
Hour Period	People			Vehicles Driver			Vehicle Passenger			Walk			Public Transport			Cycle	
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep
08:00 - 09:00	43 <td>173</td> <td>215</td> <td>30</td> <td>90</td> <td>120</td> <td>5</td> <td>51</td> <td>56</td> <td>6</td> <td>24</td> <td>30</td> <td>0</td> <td>4</td> <td>4</td> <td>1</td> <td>4</td>	173	215	30	90	120	5	51	56	6	24	30	0	4	4	1	4
PM Peak Period																	
Hour Period	People			Vehicles Driver			Vehicle Passenger			Walk			Public Transport			Cycle	
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep
17:00 - 18:00	118	52	170	80	32	111	28	12	40	6	7	13	2	1	3	2	1

Table TTN4-25: JPA1.1 Site Total - Indicative "policy off" Multimodal Trip Generation																	
Hour Period	People			Vehicles Driver			Vehicle Passenger			Walk			Public Transport			Cycle	
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep
	08:00 - 09:00	2032	774	2805	1621	585	2206	244	111	355	90	48	139	62	24	85	15
PM Peak Period																	
Hour Period	People			Vehicles Driver			Vehicle Passenger			Walk			Public Transport			Cycle	
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep
	17:00 - 18:00	545	1751	2296	413	1316	1729	78	208	286	31	139	170	15	51	66	8

7.0. JPA1.2: "Policy off" Multi-modal Trip Generation

At this stage, the development quantum's are still being refined. Therefore, to provide a indicative traffic generation an indicative development schedule for the residential aspect of the proposals has been identified, as set out in **Table TTN4-26**.

The land use quantum has been applied to the "policy off" vehicular and multi modal trip rates and the resultant indicative "policy off" trip generation is presented in **Tables TTN4-27**.

Table TTN4-26: Indicative JPA 1.2 Development Schedule

Land use	Residential (no. of dwellings)
Quantum	1300

Table TTN4-27: Residential - "policy off" Indicative Multimodal Trip Generation

AM Peak Period																		
Hour Period	People			Vehicles Driver			Vehicle Passenger			Walk			Public Transport			Cycle		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
08:00 - 09:00	277	1122	1399	196	584	780	33	333	365	42	156	198	0	25	25	5	25	30
PM Peak Period																		
Hour Period	People			Vehicles Driver			Vehicle Passenger			Walk			Public Transport			Cycle		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
17:00 - 18:00	767	339	1106	517	205	723	181	78	259	39	44	83	16	4	20	14	8	22

Appendices

TTN4-1 : Waverley AMP Proxy Site Trip Rates

WAVERLEY TRIP RATE SUMMARY - NOVEMBER 2016 COUNTS

	ARRIVAL				DEPARTURES				TWO-WAY		
	Lights	HGV / Bus	Total		Lights	HGV / Bus	Total		Lights	HGV / Bus	Total
07:00-08:00	0.421	0.010	0.431		0.044	0.001	0.046		0.465	0.011	0.476
08:00-09:00	0.453	0.003	0.456		0.041	0.007	0.049		0.495	0.010	0.505
16:00-17:00	0.044	0.003	0.047		0.262	0.009	0.270		0.306	0.011	0.318
17:00-18:00	0.024	0.000	0.024		0.189	0.000	0.189		0.213	0.000	0.213
12hour (7-19)	1.965	0.080	2.045		2.201	0.056	2.257		4.166	0.136	4.302

CALCULATION OF WAVERLEY TRIP RATES - NOVEMBER 2016 TRAFFIC SURVEYS

Waverley Development Quantum at Time of Surveys 69.916 sqm

ARRIVALS

TIME	To Wallis Way (J1)							To Brunel Way (J1)							To Whittle Way (J2)							TOTAL ARRIVALS										
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	4	0	0	0	0	4	0	0	28	4	0	1	0	33	0	0	11	1	0	0	0	12	0	0	43	5	0	1	0	49
0715 - 0730	0	0	6	1	0	0	0	7	0	0	32	5	1	2	0	40	0	0	19	3	0	0	0	22	0	0	57	9	1	2	0	69
0730 - 0745	0	0	10	2	0	0	0	12	0	0	49	5	0	2	2	57	0	0	18	2	0	0	0	20	0	1	77	9	0	2	0	89
0745 - 0800	0	0	23	1	0	0	0	24	0	0	42	6	0	1	0	49	0	0	18	3	0	0	0	21	0	0	83	10	0	1	0	94
Hourly Total	0	0	43	4	0	0	0	47	0	1	151	20	1	6	0	179	0	0	66	9	0	0	0	75	0	1	260	33	1	6	0	301
0800 - 0815	0	0	25	2	0	0	0	27	0	0	34	4	0	1	0	39	0	0	17	2	0	0	0	19	0	0	76	8	0	1	0	85
0815 - 0830	0	0	26	0	0	0	0	26	0	0	32	4	1	0	0	37	0	0	23	3	0	0	0	26	0	0	81	7	1	0	0	89
0830 - 0845	0	0	17	1	0	0	0	18	0	0	39	4	0	0	0	43	0	0	20	0	0	0	0	20	0	0	76	6	0	0	0	81
0845 - 0900	0	0	18	0	0	0	0	18	0	0	23	1	0	0	0	24	0	0	19	3	0	0	0	22	0	0	60	4	0	0	0	64
Hourly Total	0	0	86	3	0	0	0	89	0	0	128	13	1	1	0	143	0	0	79	8	0	0	0	87	0	0	293	24	1	1	0	319
0900 - 0915	0	0	8	1	0	0	0	9	0	1	21	1	0	0	0	23	0	0	14	0	0	0	0	14	0	1	43	2	0	0	0	46
0915 - 0930	0	0	4	0	0	0	0	4	0	0	21	2	1	0	0	24	0	1	13	1	1	0	0	16	0	1	38	3	2	0	0	44
0930 - 0945	0	0	6	0	0	0	0	6	0	0	16	3	0	2	0	21	0	0	13	0	0	0	0	13	0	0	35	3	0	2	0	40
0945 - 1000	0	0	5	0	0	0	0	5	0	0	15	3	0	1	0	19	0	0	17	3	0	0	0	20	0	0	37	6	0	1	0	44
Hourly Total	0	0	23	1	0	0	0	24	0	0	73	9	1	3	0	87	0	1	57	4	1	0	0	63	0	2	153	14	2	3	0	174
1000 - 1015	0	0	5	0	0	0	0	5	0	0	17	2	0	2	0	21	0	0	11	0	0	0	0	11	0	0	33	2	0	2	0	37
1015 - 1030	0	0	5	1	0	0	0	6	0	0	13	1	1	0	0	15	0	0	11	1	0	0	0	12	0	0	29	3	1	0	0	33
1030 - 1045	0	0	8	1	0	0	0	9	0	0	12	3	0	1	0	16	0	0	7	3	0	0	0	10	0	0	27	7	0	1	0	35
1045 - 1100	0	0	3	0	0	0	0	3	0	0	18	4	0	1	0	23	0	0	4	2	0	0	0	6	0	0	25	6	0	1	0	32
Hourly Total	0	0	21	2	0	0	0	23	0	0	60	10	1	4	0	75	0	0	33	6	0	0	0	39	0	0	114	18	1	4	0	137
1100 - 1115	0	0	2	0	0	0	0	2	0	0	14	1	2	4	0	21	0	0	6	2	0	0	0	8	0	0	22	3	2	4	0	31
1115 - 1130	0	0	1	0	0	0	0	1	0	0	9	1	0	0	0	11	0	0	5	1	0	0	0	6	0	0	15	2	0	1	0	18
1130 - 1145	0	0	1	0	0	0	0	1	0	0	13	3	0	4	0	20	0	0	9	0	0	0	0	9	0	0	23	3	0	4	0	30
1145 - 1200	0	0	3	0	0	0	0	3	0	0	9	0	0	2	0	11	0	0	4	1	0	0	0	5	0	0	16	1	0	2	0	19
Hourly Total	0	0	7	0	0	0	0	7	0	0	45	5	2	11	0	63	0	0	24	4	0	0	0	28	0	0	76	9	2	11	0	98
1200 - 1215	0	0	4	1	0	1	0	6	0	1	15	4	0	2	0	22	0	0	3	0	0	0	0	3	0	1	22	5	0	3	0	31
1215 - 1230	0	0	0	0	0	0	0	0	0	1	13	3	1	0	0	18	0	0	5	4	0	1	0	10	0	1	18	7	1	1	0	28
1230 - 1245	0	0	1	0	0	0	0	1	0	1	20	4	1	0	0	26	0	0	6	1	0	0	0	7	1	2	27	5	1	0	0	36
1245 - 1300	0	0	1	0	0	0	0	1	0	0	21	7	0	1	0	29	0	0	4	1	0	1	0	6	0	0	26	8	0	2	0	36
Hourly Total	0	0	6	1	0	1	0	8	1	4	69	18	2	3	0	97	0	0	18	6	0	2	0	26	1	4	93	25	2	6	0	131
1300 - 1315	0	0	2	1	0	1	0	4	0	0	11	5	0	1	0	17	0	0	5	0	0	0	0	5	0	0	18	6	0	2	0	26
1315 - 1330	0	0	0	0	0	0	0	0	0	0	10	7	1	1	0	19	0	0	9	1	0	0	0	10	0	0	19	8	1	1	0	29
1330 - 1345	0	0	1	0	0	0	0	1	0	0	18	5	1	0	0	24	0	0	2	1	0	0	0	3	0	0	21	6	1	0	0	28
1345 - 1400	0	0	1	0	0	0	0	1	0	0	15	1	0	1	0	17	0	0	5	0	0	0	0	5	0	0	21	1	0	1	0	23
Hourly Total	0	0	4	1	0	1	0	6	0	0	54	18	2	3	0	77	0	0	21	2	0	0	0	23	0	0	79	21	2	4	0	106
1400 - 1415	0	0	0	0	0	0	0	0	0	0	11	2	0	0	0	13	0	0	2	0	0	0	0	2	0	0	13	2	0	0	0	15
1415 - 1430	0	0	1	0	0	0	0	1	0	0	4	1	1	0	0	6	0	0	4	1	0	0	0	5	0	0	9	2	1	0	0	12
1430 - 1445	0	0	2	0	0	0	0	2	0	0	8	1	0	1	0	10	0	0	2	1	0	0	0	3	0	0	12	2	0	1	0	15
1445 - 1500	0	0	3	0	0	0	0	3	0	0	6	3	1	1	0	11	0	0	2	2	0	0	0	2	0	0	11	3	1	1	0	16
Hourly Total	0	0	6	0	0	0	0	6	0	0	29	7	2	2	0	40	0	0	10	2	0	0	0	12	0	0	45	9	2	2	0	58
1500 - 1515	0	0	1	0	0	0	0	1	0	0	4	3	0	1	0	8	0	0	1	0	0	0	0	1	0	0	6	3	0	1	0	10
1515 - 1530	0	0	1	0	0	0	0	1	0	0	8	1	0	0	0	9	0	0	2	1	0	0	0	3	0	0	11	2	0	0	0	13
1530 - 1545	0	0	1	0	0	1	0	2	0	0	7	5	0	2	0	14	0	0	3	0	0	0	0	3	0	0	11	5	0	3	0	19
1545 - 1600	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	0	0	1	0	0	0	0	1	0	0	8	1	0	0	0	9
Hourly Total	0	0	3	0	0	1	0	4	0	0	26	10	0	3	0	39	0	0	7	1	0	0	0	8	0	0	36	11	0	4	0	51
1600 - 1615	0	0	0	0	0	0	0	0	0	0	3	3	0	1	0	7	0	0	4	0	0	0	0	4	0	0	7	3	0	1	0	11
1615 - 1630	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	6	1	0	0	0	7	0	0	8	1	0	0	0	9
1630 - 1645	0	0	0	0	0	0	0	0	0	0	3	1	0	1	0	5	0	0	1	0	0	0	0	1	0	0	4	1	0	1	0	6
1645 - 1700	0	0	1	0	0	0	0	1	0	0	5	0	0	0	0	6	0	0	5	0	0	0	0	5	0	0	7	0	0	0	0	7
Hourly Total	0	0	1	0	0	0	0	1	0	0	9	4	0	2	0	15	0	0	16	1	0	0	0	17	0	0	26	5	0	2	0	33
1700 - 1715	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4																

TTN4-2 : Extracted B1(c) Trip Rates from FTP HTN18

Calculation Reference: AUDIT-506501-210730-0750

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	SM SOMERSET	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	3 days
10	WALES	
	VG VALE OF GLAMORGAN	1 days
11	SCOTLAND	
	FA FALKIRK	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 10600 to 24980 (units: sqm)
 Range Selected by User: 10000 to 30000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 21/10/20

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

Selected survey days:

Monday	1 days
Wednesday	2 days
Thursday	4 days
Friday	4 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)	3
Edge of Town	7
Free Standing (PPS6 Out of Town)	1

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
Residential Zone	1
Out of Town	1
No Sub Category	3

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:

Not Known 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®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	4 days
25,001 to 50,000	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	1 days
50,001 to 75,000	2 days
75,001 to 100,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	3 days
500,001 or More	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	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 11 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

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

LIST OF SITES relevant to selection parameters

1	BR-02-D-04	INDUSTRIAL ESTATE	BRISTOL CITY
	CROFTS END ROAD		
	BRISTOL		
	SPEEDWELL		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	18018 sqm	
	Survey date: FRIDAY	29/11/13	Survey Type: MANUAL
2	FA-02-D-02	INDUSTRIAL ESTATE	FALKIRK
	MAIN STREET		
	FALKIRK		
	GRAHAMSTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	21250 sqm	
	Survey date: THURSDAY	30/05/13	Survey Type: MANUAL
3	LN-02-D-03	INDUSTRIAL ESTATE	LINCOLNSHIRE
	DEACON ROAD		
	LINCOLN		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	11265 sqm	
	Survey date: FRIDAY	28/06/19	Survey Type: MANUAL
4	NR-02-D-01	INDUSTRIAL ESTATE	NORTHAMPTONSHIRE
	ROBINSON WAY		
	KETTERING		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	12900 sqm	
	Survey date: THURSDAY	23/10/14	Survey Type: MANUAL
5	SM-02-D-01	INDUSTRIAL ESTATE	SOMERSET
	A359		
	YEOVIL		
	SPARKFORD		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total Gross floor area:	12000 sqm	
	Survey date: WEDNESDAY	03/04/19	Survey Type: MANUAL
6	VG-02-D-01	INDUSTRIAL ESTATE	VALE OF GLAMORGAN
	ARTHUR STREET		
	BARRY		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	13091 sqm	
	Survey date: MONDAY	08/05/17	Survey Type: MANUAL
7	WK-02-D-03	INDUSTRIAL ESTATE	WARWICKSHIRE
	EASTBORO WAY		
	NUNEATON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	20860 sqm	
	Survey date: THURSDAY	26/09/19	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	WK-02-D-04 ABELES WAY ATHERSTONE	INDUSTRIAL ESTATE	WARWICKSHIRE
	Edge of Town No Sub Category Total Gross floor area: 17500 sqm Survey date: FRIDAY 27/09/19		Survey Type: MANUAL
9	WY-02-D-03 ARMLEY ROAD LEEDS	INDUSTRIAL ESTATE	WEST YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 24980 sqm Survey date: FRIDAY 20/09/13		Survey Type: MANUAL
10	WY-02-D-04 LAW STREET CLECKHEATON	INDUSTRIAL ESTATE	WEST YORKSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 23226 sqm Survey date: THURSDAY 15/09/16		Survey Type: MANUAL
11	WY-02-D-08 MILL LANE HALIFAX	INDUSTRIAL ESTATE	WEST YORKSHIRE
	Edge of Town No Sub Category Total Gross floor area: 11305 sqm Survey date: WEDNESDAY 17/10/18		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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
NR-02-D-02	Covid Survey

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	15980	0.006	2	15980	0.000	2	15980	0.006
05:30 - 06:00	2	15980	0.059	2	15980	0.013	2	15980	0.072
06:00 - 06:30	3	14408	0.035	3	14408	0.012	3	14408	0.047
06:30 - 07:00	3	14408	0.104	3	14408	0.025	3	14408	0.129
07:00 - 07:30	11	15551	0.118	11	15551	0.031	11	15551	0.149
07:30 - 08:00	11	15551	0.249	11	15551	0.065	11	15551	0.314
08:00 - 08:30	11	15551	0.226	11	15551	0.102	11	15551	0.328
08:30 - 09:00	11	15551	0.179	11	15551	0.095	11	15551	0.274
09:00 - 09:30	11	15551	0.160	11	15551	0.106	11	15551	0.266
09:30 - 10:00	11	15551	0.133	11	15551	0.101	11	15551	0.234
10:00 - 10:30	11	15551	0.164	11	15551	0.129	11	15551	0.293
10:30 - 11:00	11	15551	0.102	11	15551	0.110	11	15551	0.212
11:00 - 11:30	11	15551	0.110	11	15551	0.103	11	15551	0.213
11:30 - 12:00	11	15551	0.123	11	15551	0.112	11	15551	0.235
12:00 - 12:30	11	15551	0.130	11	15551	0.151	11	15551	0.281
12:30 - 13:00	11	15551	0.126	11	15551	0.140	11	15551	0.266
13:00 - 13:30	11	15551	0.126	11	15551	0.143	11	15551	0.269
13:30 - 14:00	11	15551	0.135	11	15551	0.115	11	15551	0.250
14:00 - 14:30	11	15551	0.118	11	15551	0.144	11	15551	0.262
14:30 - 15:00	11	15551	0.115	11	15551	0.122	11	15551	0.237
15:00 - 15:30	11	15551	0.096	11	15551	0.134	11	15551	0.230
15:30 - 16:00	11	15551	0.084	11	15551	0.142	11	15551	0.226
16:00 - 16:30	11	15551	0.126	11	15551	0.189	11	15551	0.315
16:30 - 17:00	11	15551	0.127	11	15551	0.200	11	15551	0.327
17:00 - 17:30	11	15551	0.075	11	15551	0.236	11	15551	0.311
17:30 - 18:00	11	15551	0.094	11	15551	0.177	11	15551	0.271
18:00 - 18:30	11	15551	0.047	11	15551	0.089	11	15551	0.136
18:30 - 19:00	11	15551	0.034	11	15551	0.064	11	15551	0.098
19:00 - 19:30	3	14408	0.067	3	14408	0.039	3	14408	0.106
19:30 - 20:00	3	14408	0.058	3	14408	0.076	3	14408	0.134
20:00 - 20:30	3	14408	0.012	3	14408	0.051	3	14408	0.063
20:30 - 21:00	3	14408	0.012	3	14408	0.019	3	14408	0.031
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			3.350			3.235			6.585

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:	10600 - 24980 (units: sqm)
Survey date range:	01/01/13 - 21/10/20
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	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.

TTN4-3 : Extracted B2 Trip Rates from Gateway 180 Report

Calculation Reference: AUDIT-254601-190916-0906

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : C - INDUSTRIAL UNIT
VEHICLES

Selected regions and areas:

05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	2 days
08	NORTH WEST	
	CH CHESHIRE	3 days
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	2 days
09	NORTH	
	TV TEES VALLEY	1 days

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

Secondary 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: 5070 to 34581 (units: sqm)
Range Selected by User: 5000 to 34581 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 19/09/16

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	3 days
Tuesday	4 days
Wednesday	1 days
Thursday	4 days

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

Selected survey types:

Manual count	12 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	3
Suburban Area (PPS6 Out of Centre)	1
Edge of Town	6
Free Standing (PPS6 Out of Town)	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	7
Development Zone	1
Built-Up Zone	2
Out of Town	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 of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

B1	7 days
B2	2 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	4 days
5,001 to 10,000	1 days
10,001 to 15,000	2 days
15,001 to 20,000	1 days
20,001 to 25,000	2 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:

25,001 to 50,000	1 days
50,001 to 75,000	2 days
125,001 to 250,000	7 days
500,001 or More	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	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:

Not Known	1 days
No	11 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	12 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CH-02-C-01 GADBROOK PARK NORTHWICH HIGH SHURLACH Edge of Town Industrial Zone Total Gross floor area: 15000 sqm Survey date: THURSDAY 21/06/07	BAKERY	CESHIRE	Survey Type: MANUAL
2	CH-02-C-02 JUPITER DRIVE CHESTER CHESTER W. EMP. PARK Edge of Town Industrial Zone Total Gross floor area: 8100 sqm Survey date: WEDNESDAY 19/11/14	INDUSTRIAL MATERIALS	CESHIRE	Survey Type: MANUAL
3	CH-02-C-03 BRUNEL ROAD MACCLESFIELD LYME GREEN BUS. PARK Edge of Town Development Zone Total Gross floor area: 6658 sqm Survey date: MONDAY 19/09/16	OFFICE FURNITURE	CESHIRE	Survey Type: MANUAL
4	DS-02-C-01 STUBLEY LANE NEAR SHEFFIELD DRONFIELD Edge of Town No Sub Category Total Gross floor area: 23500 sqm Survey date: THURSDAY 22/06/06	BAKERY	DERBYSHIRE	Survey Type: MANUAL
5	GM-02-C-02 GREAT DUCIE STREET MANCHESTER STRANGEWAYS Edge of Town Centre Built-Up Zone Total Gross floor area: 33470 sqm Survey date: TUESDAY 08/06/04	BREWERY	GREATER MANCHESTER	Survey Type: MANUAL
6	LC-02-C-01 PENNY STREET BLACKBURN Edge of Town Centre Built-Up Zone Total Gross floor area: 34581 sqm Survey date: MONDAY 21/06/04	BREWERY	LANCASHIRE	Survey Type: MANUAL
7	LC-02-C-02 ESSEX STREET PRESTON RED SCAR IND ESTATE Edge of Town Centre Industrial Zone Total Gross floor area: 8000 sqm Survey date: THURSDAY 10/05/12	RECYCLING CO.	LANCASHIRE	Survey Type: MANUAL
8	NR-02-C-01 RHOSILI ROAD NORTHAMPTON BRACKMILLS Edge of Town Industrial Zone Total Gross floor area: 11500 sqm Survey date: THURSDAY 27/11/08	PAPER COMPANY	NORTHAMPTONSHIRE	Survey Type: MANUAL
9	TV-02-C-01 SAMSUNG AVENUE NEAR BILLINGHAM WOLVISTON Free Standing (PPS6 Out of Town) Out of Town Total Gross floor area: 21841 sqm Survey date: TUESDAY 02/10/01	ELECTRONICS CO.	TEES VALLEY	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

10	WM-02-C-03	INDUSTRIAL GLASS	WEST MIDLANDS
	DOWNING STREET		
	SMETHWICK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	5070 sqm	
	Survey date: TUESDAY	06/11/12	Survey Type: MANUAL
11	WY-02-C-01	ANIMAL FEEDS	WEST YORKSHIRE
	BISHOPDYKE ROAD		
	NEAR SHERBURN IN ELMET		
	Free Standing (PPS6 Out of Town)		
	Industrial Zone		
	Total Gross floor area:	9835 sqm	
	Survey date: TUESDAY	19/04/05	Survey Type: MANUAL
12	WY-02-C-02	FLUID SYSTEMS	WEST YORKSHIRE
	BROWN LANE WEST		
	LEEDS		
	HOLBECK		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	13350 sqm	
	Survey date: MONDAY	19/10/15	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 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	13350	0.210	1	13350	0.000	1	13350	0.210
06:30 - 07:00	1	13350	0.247	1	13350	0.000	1	13350	0.247
07:00 - 07:30	12	15909	0.116	12	15909	0.043	12	15909	0.159
07:30 - 08:00	12	15909	0.119	12	15909	0.025	12	15909	0.144
08:00 - 08:30	12	15909	0.145	12	15909	0.029	12	15909	0.174
08:30 - 09:00	12	15909	0.114	12	15909	0.030	12	15909	0.144
09:00 - 09:30	12	15909	0.097	12	15909	0.035	12	15909	0.132
09:30 - 10:00	12	15909	0.056	12	15909	0.040	12	15909	0.096
10:00 - 10:30	12	15909	0.038	12	15909	0.036	12	15909	0.074
10:30 - 11:00	12	15909	0.047	12	15909	0.033	12	15909	0.080
11:00 - 11:30	12	15909	0.040	12	15909	0.040	12	15909	0.080
11:30 - 12:00	12	15909	0.041	12	15909	0.042	12	15909	0.083
12:00 - 12:30	12	15909	0.040	12	15909	0.065	12	15909	0.105
12:30 - 13:00	12	15909	0.053	12	15909	0.051	12	15909	0.104
13:00 - 13:30	12	15909	0.074	12	15909	0.062	12	15909	0.136
13:30 - 14:00	12	15909	0.073	12	15909	0.050	12	15909	0.123
14:00 - 14:30	12	15909	0.063	12	15909	0.098	12	15909	0.161
14:30 - 15:00	12	15909	0.055	12	15909	0.067	12	15909	0.122
15:00 - 15:30	12	15909	0.053	12	15909	0.073	12	15909	0.126
15:30 - 16:00	12	15909	0.049	12	15909	0.090	12	15909	0.139
16:00 - 16:30	12	15909	0.025	12	15909	0.126	12	15909	0.151
16:30 - 17:00	12	15909	0.033	12	15909	0.120	12	15909	0.153
17:00 - 17:30	12	15909	0.025	12	15909	0.240	12	15909	0.265
17:30 - 18:00	12	15909	0.023	12	15909	0.118	12	15909	0.141
18:00 - 18:30	12	15909	0.018	12	15909	0.075	12	15909	0.093
18:30 - 19:00	12	15909	0.021	12	15909	0.040	12	15909	0.061
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.875			1.628			3.503

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.

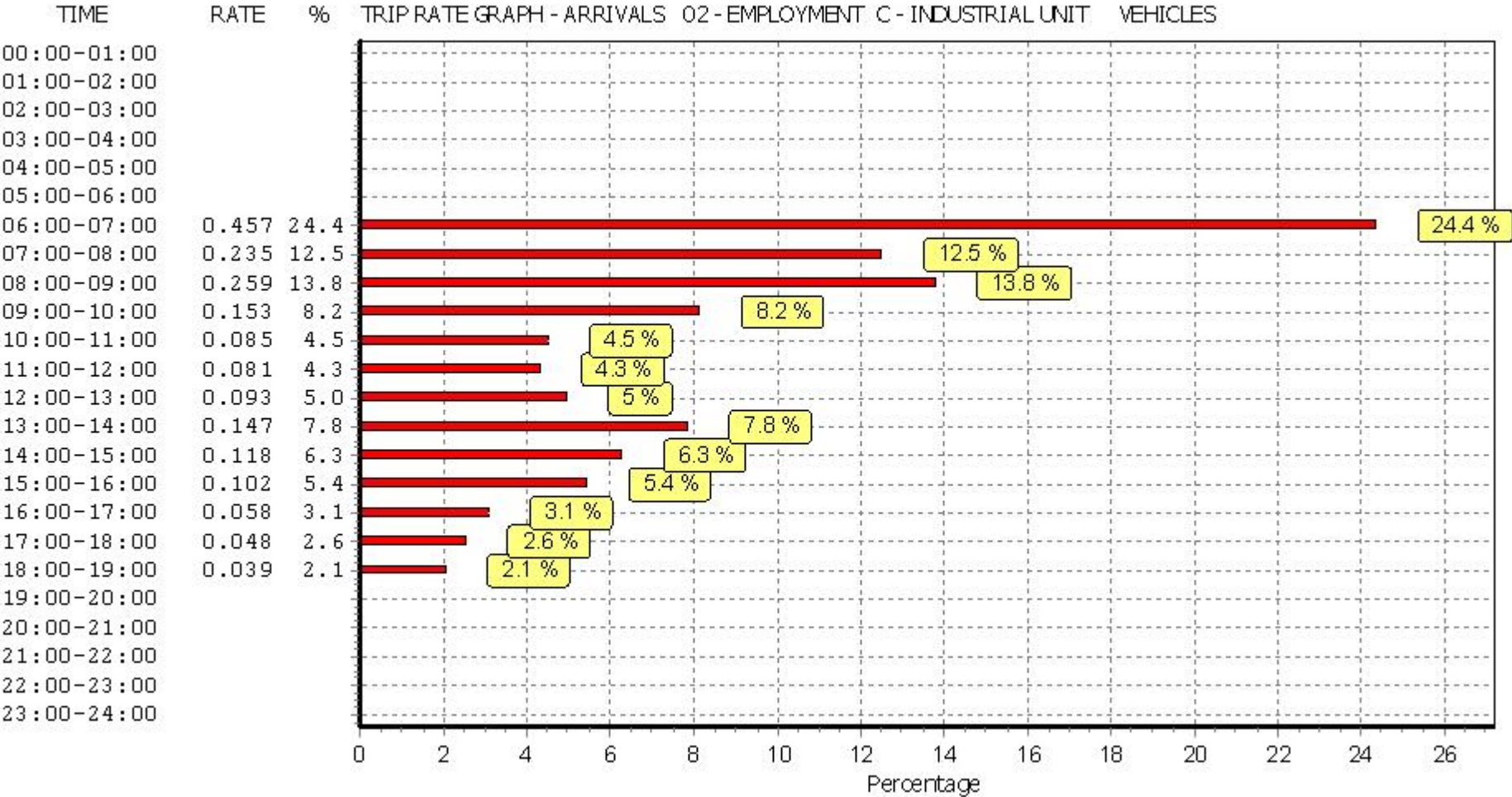
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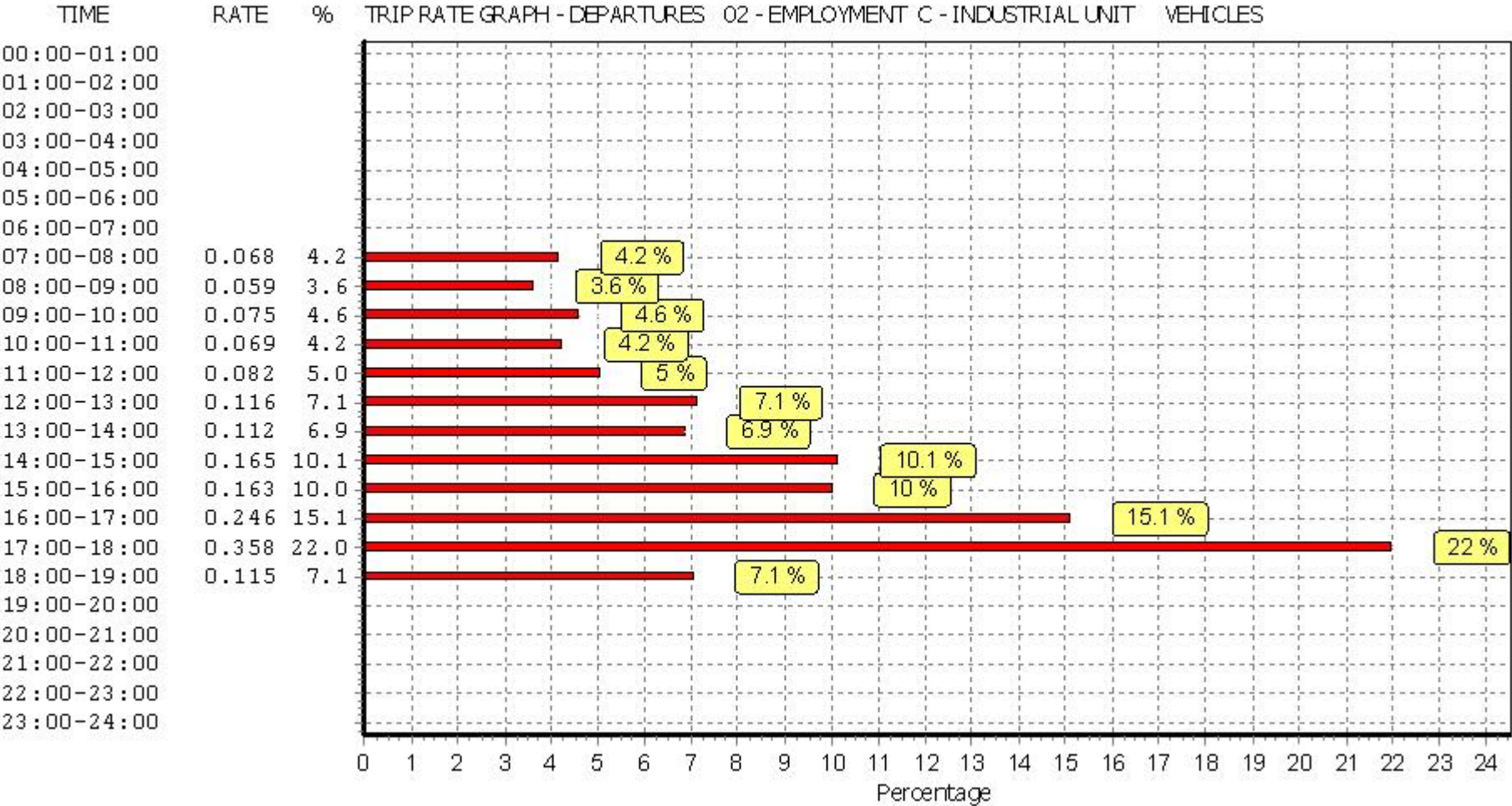
Parameter summary

Trip rate parameter range selected:	5070 - 34581 (units: sqm)
Survey date date range:	01/01/00 - 19/09/16
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

OGVS

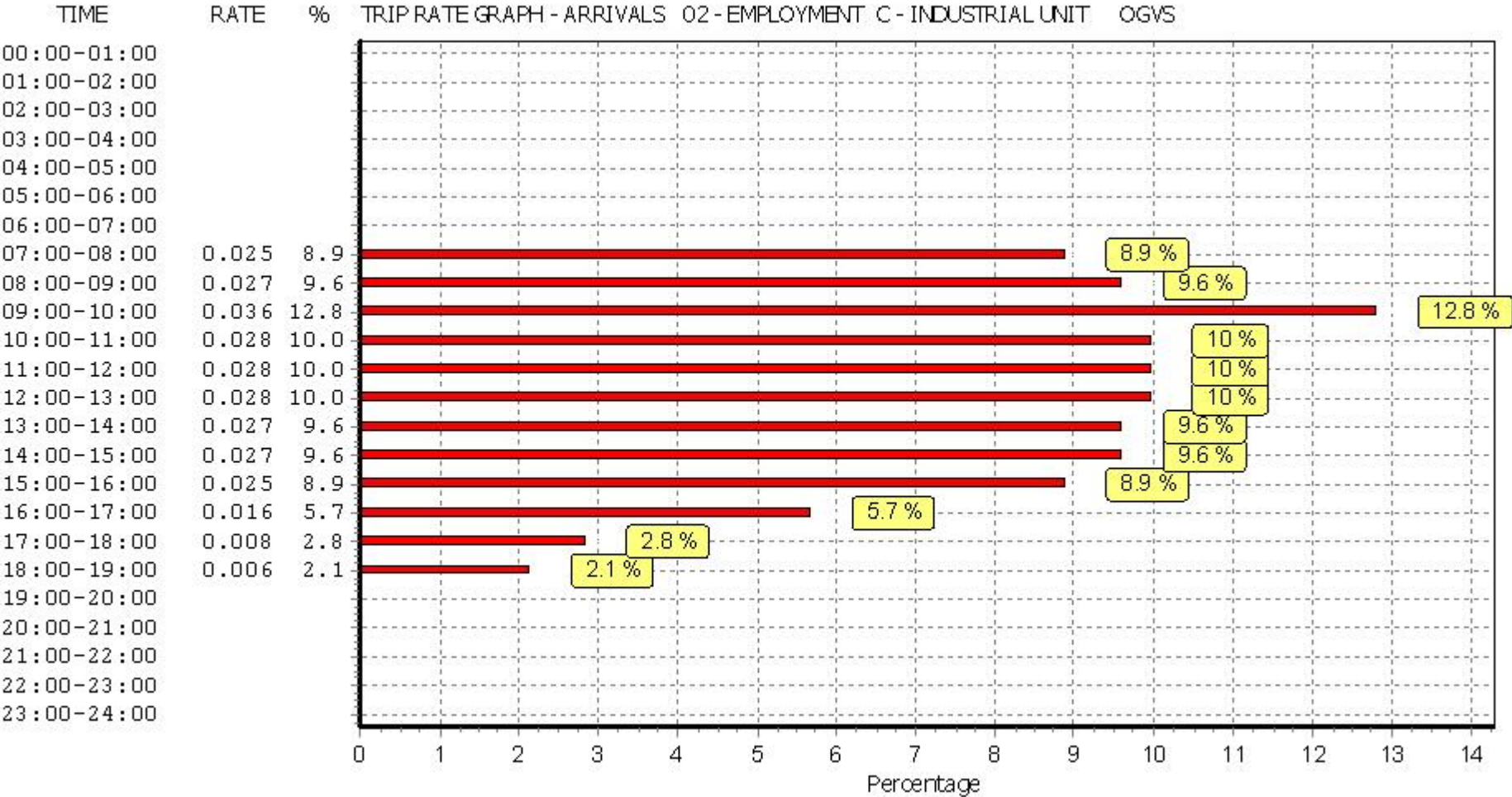
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

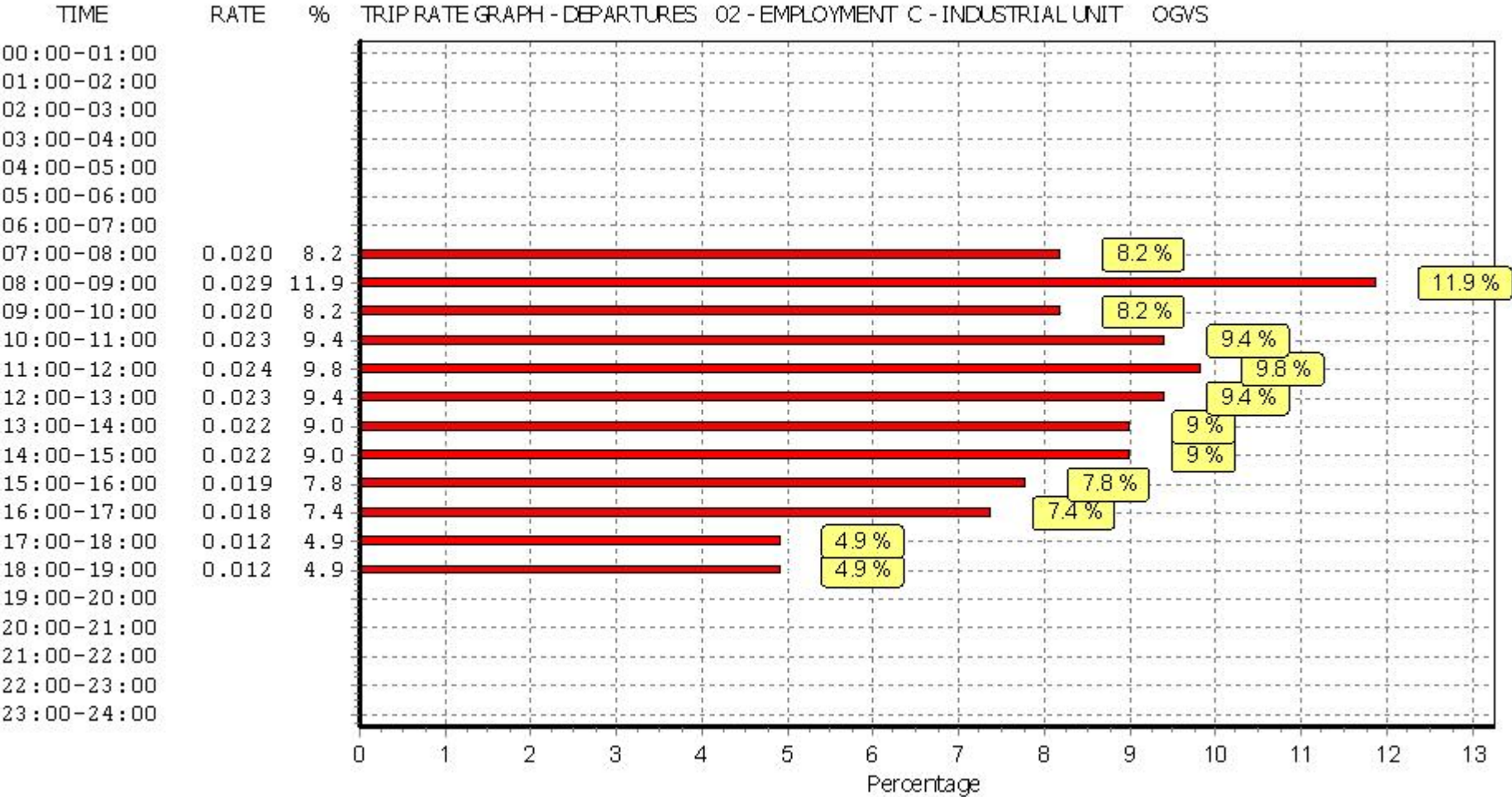
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	13350	0.000	1	13350	0.000	1	13350	0.000
06:30 - 07:00	1	13350	0.000	1	13350	0.000	1	13350	0.000
07:00 - 07:30	12	15909	0.016	12	15909	0.008	12	15909	0.024
07:30 - 08:00	12	15909	0.009	12	15909	0.012	12	15909	0.021
08:00 - 08:30	12	15909	0.014	12	15909	0.014	12	15909	0.028
08:30 - 09:00	12	15909	0.013	12	15909	0.015	12	15909	0.028
09:00 - 09:30	12	15909	0.018	12	15909	0.010	12	15909	0.028
09:30 - 10:00	12	15909	0.018	12	15909	0.010	12	15909	0.028
10:00 - 10:30	12	15909	0.012	12	15909	0.013	12	15909	0.025
10:30 - 11:00	12	15909	0.016	12	15909	0.010	12	15909	0.026
11:00 - 11:30	12	15909	0.014	12	15909	0.013	12	15909	0.027
11:30 - 12:00	12	15909	0.014	12	15909	0.011	12	15909	0.025
12:00 - 12:30	12	15909	0.015	12	15909	0.012	12	15909	0.027
12:30 - 13:00	12	15909	0.013	12	15909	0.011	12	15909	0.024
13:00 - 13:30	12	15909	0.019	12	15909	0.012	12	15909	0.031
13:30 - 14:00	12	15909	0.008	12	15909	0.010	12	15909	0.018
14:00 - 14:30	12	15909	0.013	12	15909	0.013	12	15909	0.026
14:30 - 15:00	12	15909	0.014	12	15909	0.009	12	15909	0.023
15:00 - 15:30	12	15909	0.012	12	15909	0.013	12	15909	0.025
15:30 - 16:00	12	15909	0.013	12	15909	0.006	12	15909	0.019
16:00 - 16:30	12	15909	0.005	12	15909	0.009	12	15909	0.014
16:30 - 17:00	12	15909	0.011	12	15909	0.009	12	15909	0.020
17:00 - 17:30	12	15909	0.004	12	15909	0.006	12	15909	0.010
17:30 - 18:00	12	15909	0.004	12	15909	0.006	12	15909	0.010
18:00 - 18:30	12	15909	0.005	12	15909	0.008	12	15909	0.013
18:30 - 19:00	12	15909	0.001	12	15909	0.004	12	15909	0.005
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.281			0.244			0.525

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.

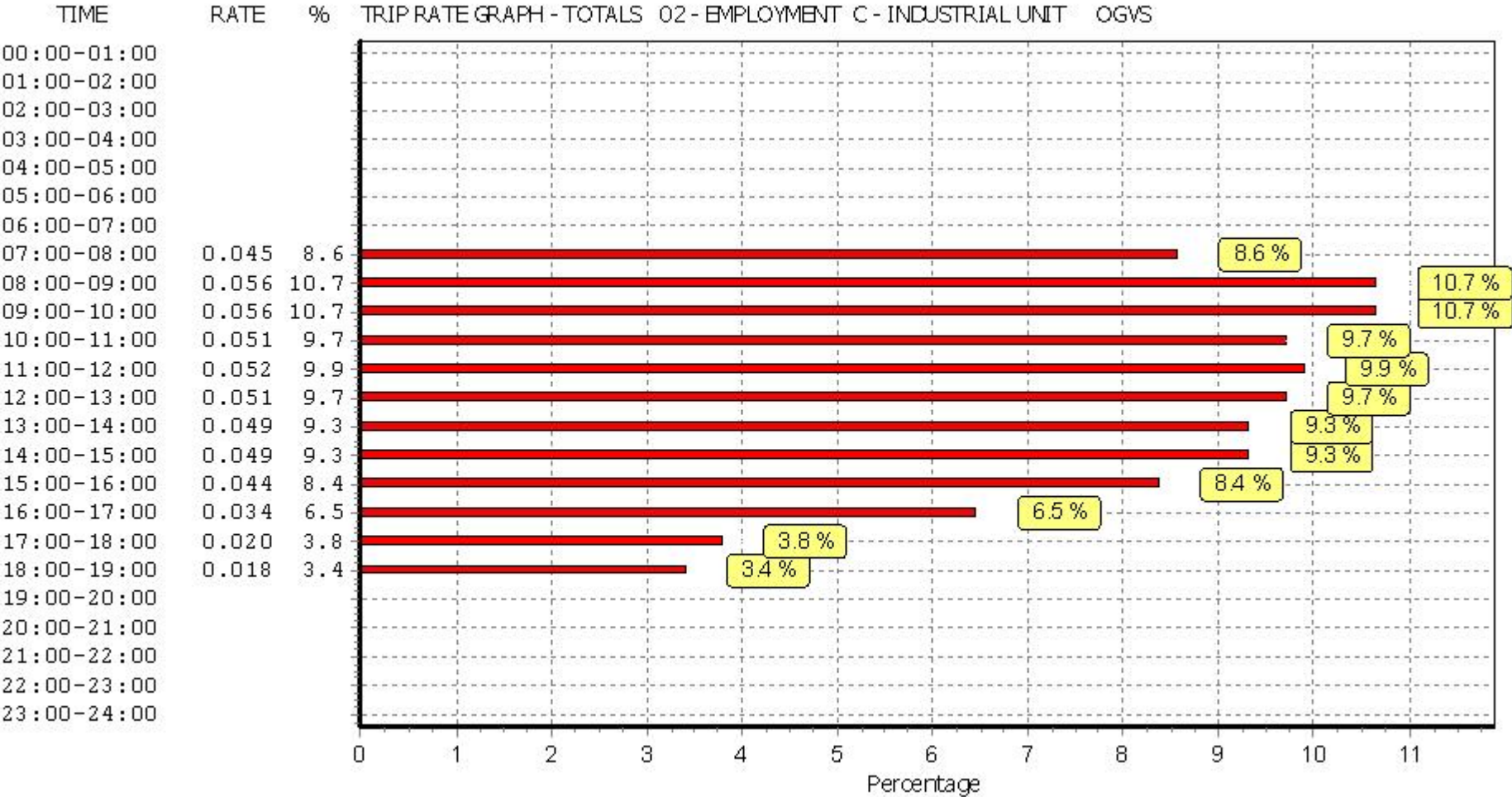
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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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TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

PSVS

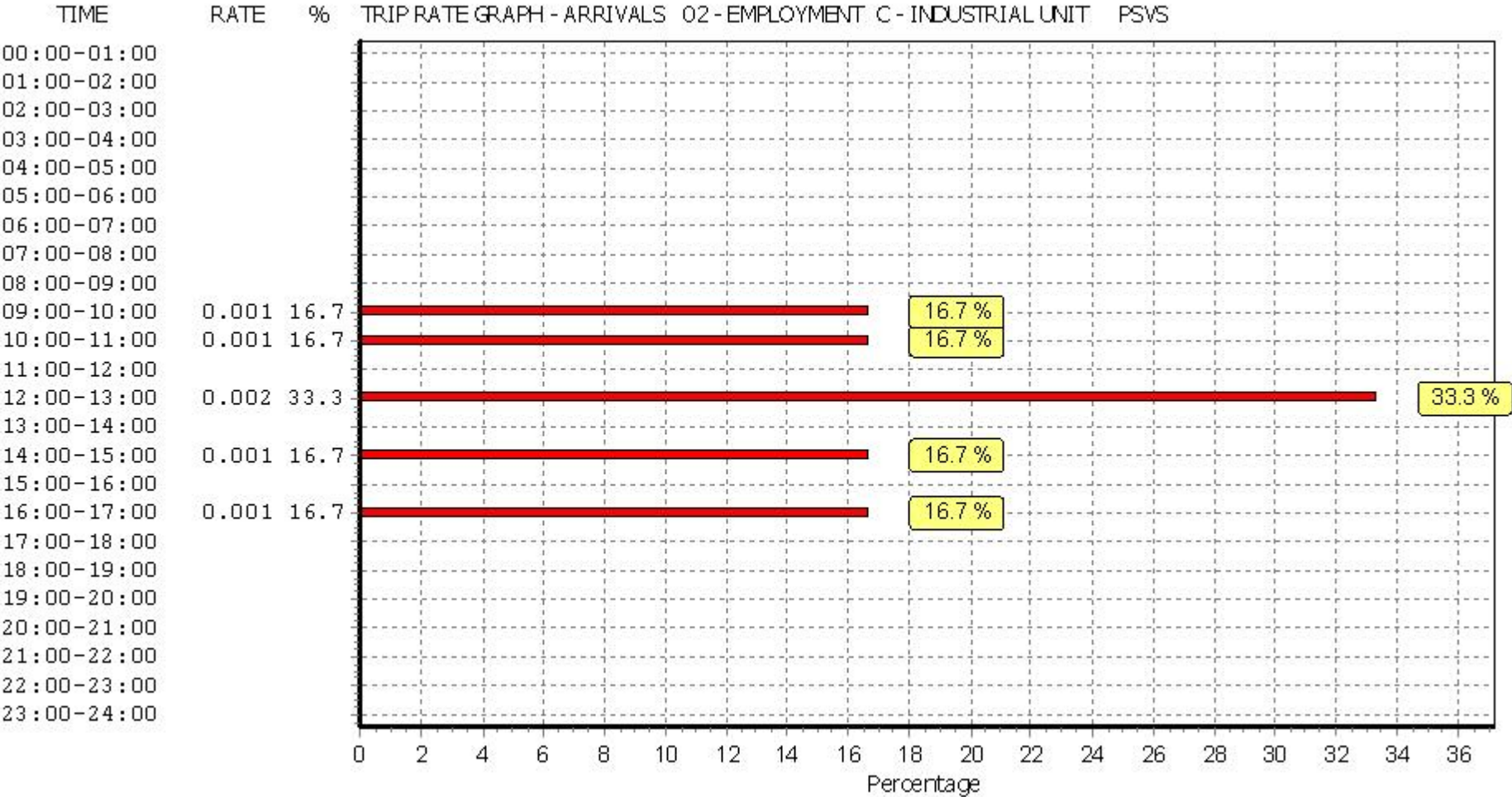
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

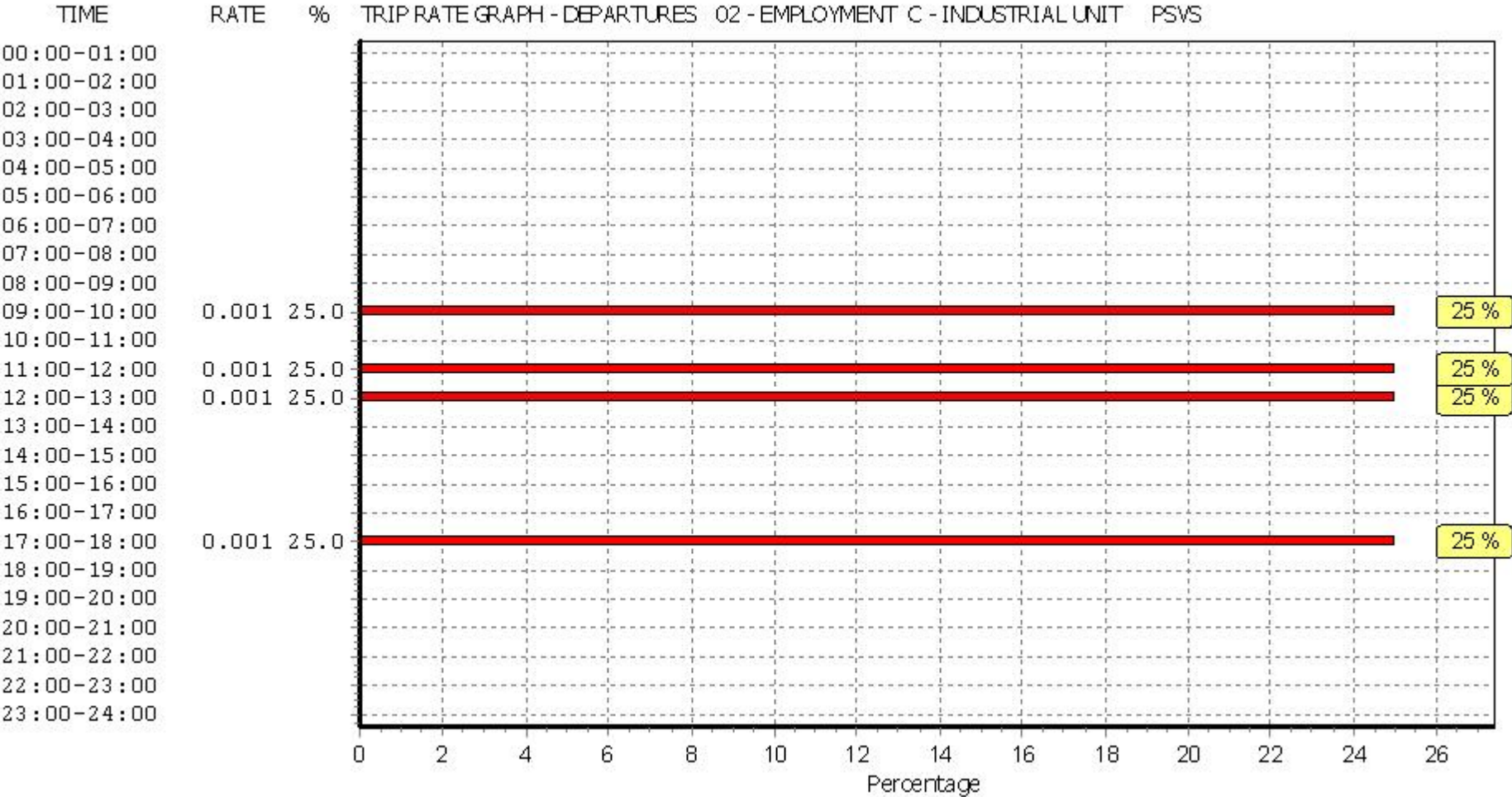
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	13350	0.000	1	13350	0.000	1	13350	0.000
06:30 - 07:00	1	13350	0.000	1	13350	0.000	1	13350	0.000
07:00 - 07:30	12	15909	0.000	12	15909	0.000	12	15909	0.000
07:30 - 08:00	12	15909	0.000	12	15909	0.000	12	15909	0.000
08:00 - 08:30	12	15909	0.000	12	15909	0.000	12	15909	0.000
08:30 - 09:00	12	15909	0.000	12	15909	0.000	12	15909	0.000
09:00 - 09:30	12	15909	0.000	12	15909	0.000	12	15909	0.000
09:30 - 10:00	12	15909	0.001	12	15909	0.001	12	15909	0.002
10:00 - 10:30	12	15909	0.000	12	15909	0.000	12	15909	0.000
10:30 - 11:00	12	15909	0.001	12	15909	0.000	12	15909	0.001
11:00 - 11:30	12	15909	0.000	12	15909	0.001	12	15909	0.001
11:30 - 12:00	12	15909	0.000	12	15909	0.000	12	15909	0.000
12:00 - 12:30	12	15909	0.001	12	15909	0.000	12	15909	0.001
12:30 - 13:00	12	15909	0.001	12	15909	0.001	12	15909	0.002
13:00 - 13:30	12	15909	0.000	12	15909	0.000	12	15909	0.000
13:30 - 14:00	12	15909	0.000	12	15909	0.000	12	15909	0.000
14:00 - 14:30	12	15909	0.001	12	15909	0.000	12	15909	0.001
14:30 - 15:00	12	15909	0.000	12	15909	0.000	12	15909	0.000
15:00 - 15:30	12	15909	0.000	12	15909	0.000	12	15909	0.000
15:30 - 16:00	12	15909	0.000	12	15909	0.000	12	15909	0.000
16:00 - 16:30	12	15909	0.000	12	15909	0.000	12	15909	0.000
16:30 - 17:00	12	15909	0.001	12	15909	0.000	12	15909	0.001
17:00 - 17:30	12	15909	0.000	12	15909	0.001	12	15909	0.001
17:30 - 18:00	12	15909	0.000	12	15909	0.000	12	15909	0.000
18:00 - 18:30	12	15909	0.000	12	15909	0.000	12	15909	0.000
18:30 - 19:00	12	15909	0.000	12	15909	0.000	12	15909	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.006			0.004			0.010

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.

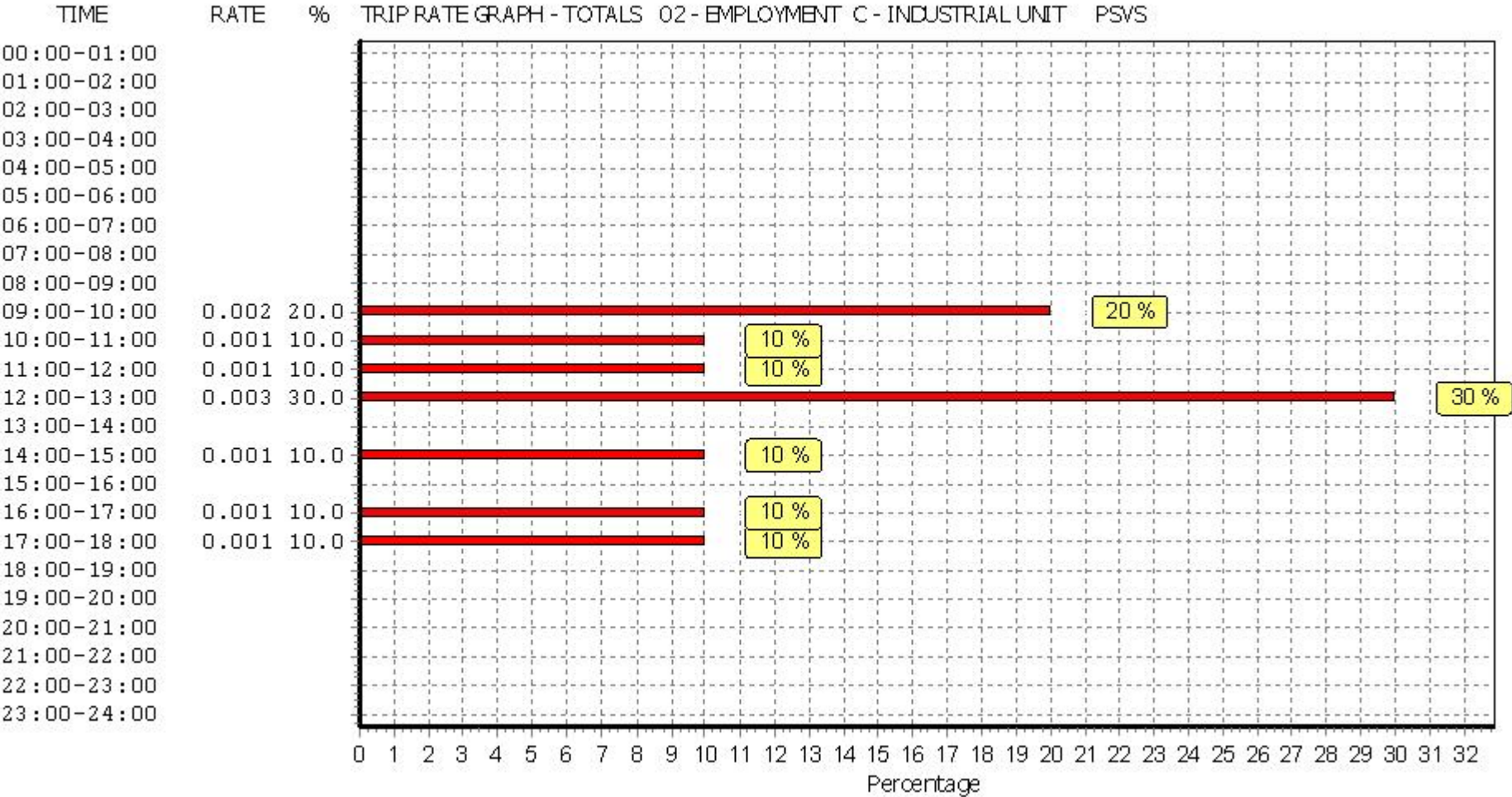
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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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TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
CYCLISTS

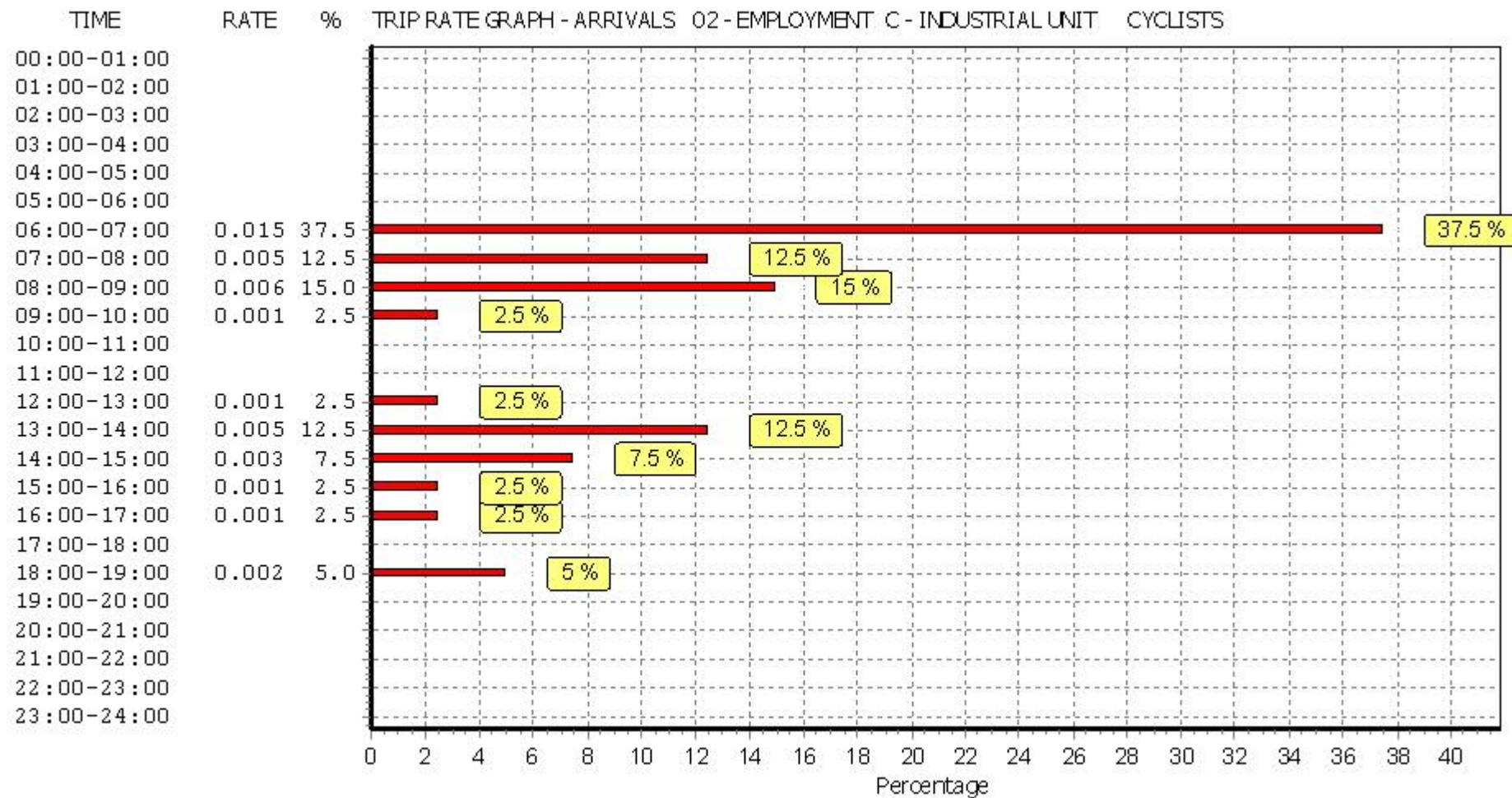
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

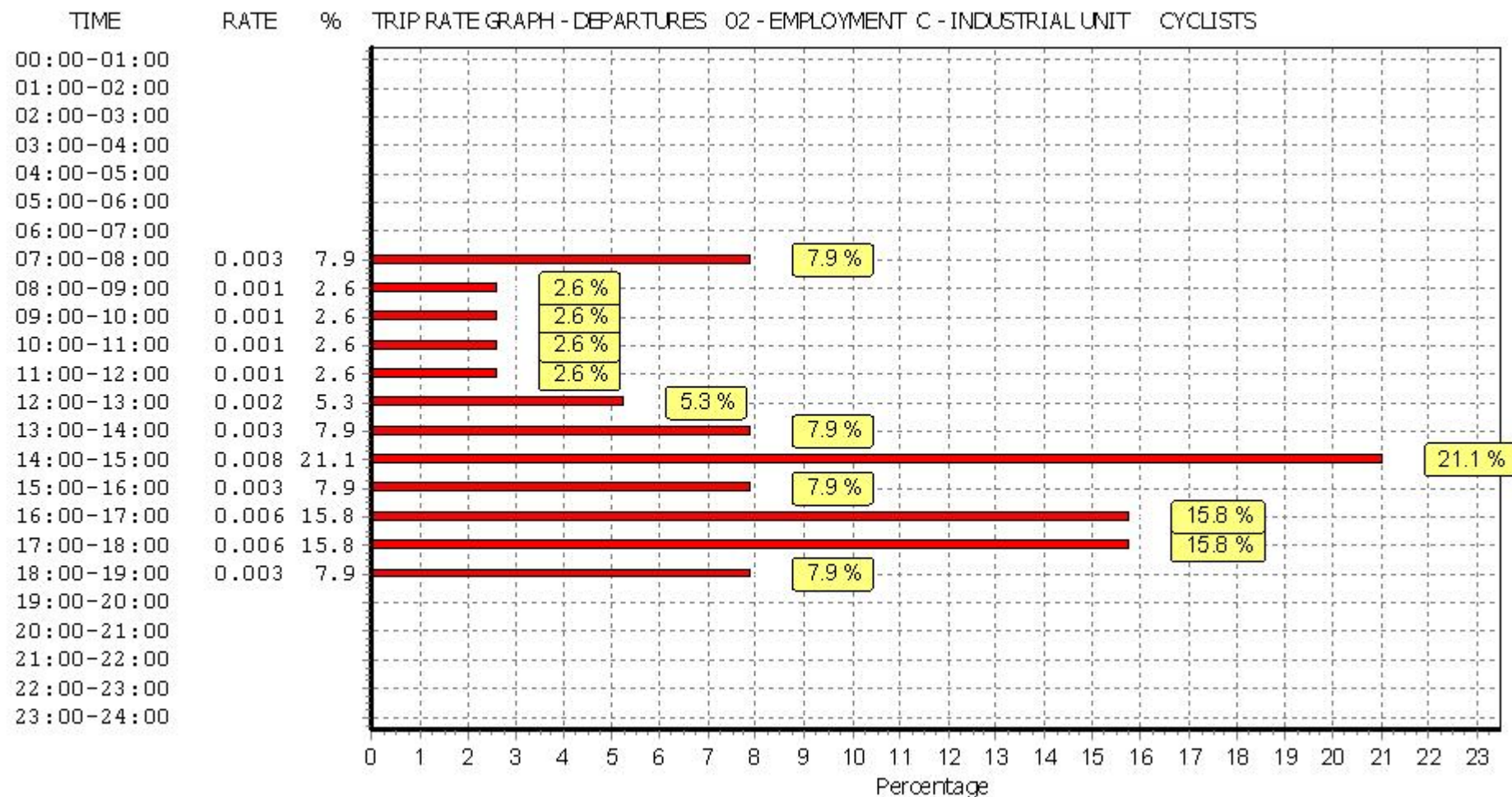
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	13350	0.000	1	13350	0.000	1	13350	0.000
06:30 - 07:00	1	13350	0.015	1	13350	0.000	1	13350	0.015
07:00 - 07:30	12	15909	0.004	12	15909	0.002	12	15909	0.006
07:30 - 08:00	12	15909	0.001	12	15909	0.001	12	15909	0.002
08:00 - 08:30	12	15909	0.005	12	15909	0.001	12	15909	0.006
08:30 - 09:00	12	15909	0.001	12	15909	0.000	12	15909	0.001
09:00 - 09:30	12	15909	0.000	12	15909	0.000	12	15909	0.000
09:30 - 10:00	12	15909	0.001	12	15909	0.001	12	15909	0.002
10:00 - 10:30	12	15909	0.000	12	15909	0.001	12	15909	0.001
10:30 - 11:00	12	15909	0.000	12	15909	0.000	12	15909	0.000
11:00 - 11:30	12	15909	0.000	12	15909	0.001	12	15909	0.001
11:30 - 12:00	12	15909	0.000	12	15909	0.000	12	15909	0.000
12:00 - 12:30	12	15909	0.001	12	15909	0.001	12	15909	0.002
12:30 - 13:00	12	15909	0.000	12	15909	0.001	12	15909	0.001
13:00 - 13:30	12	15909	0.002	12	15909	0.002	12	15909	0.004
13:30 - 14:00	12	15909	0.003	12	15909	0.001	12	15909	0.004
14:00 - 14:30	12	15909	0.001	12	15909	0.007	12	15909	0.008
14:30 - 15:00	12	15909	0.002	12	15909	0.001	12	15909	0.003
15:00 - 15:30	12	15909	0.001	12	15909	0.002	12	15909	0.003
15:30 - 16:00	12	15909	0.000	12	15909	0.001	12	15909	0.001
16:00 - 16:30	12	15909	0.000	12	15909	0.004	12	15909	0.004
16:30 - 17:00	12	15909	0.001	12	15909	0.002	12	15909	0.003
17:00 - 17:30	12	15909	0.000	12	15909	0.005	12	15909	0.005
17:30 - 18:00	12	15909	0.000	12	15909	0.001	12	15909	0.001
18:00 - 18:30	12	15909	0.000	12	15909	0.002	12	15909	0.002
18:30 - 19:00	12	15909	0.002	12	15909	0.001	12	15909	0.003
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.040			0.038			0.078

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.

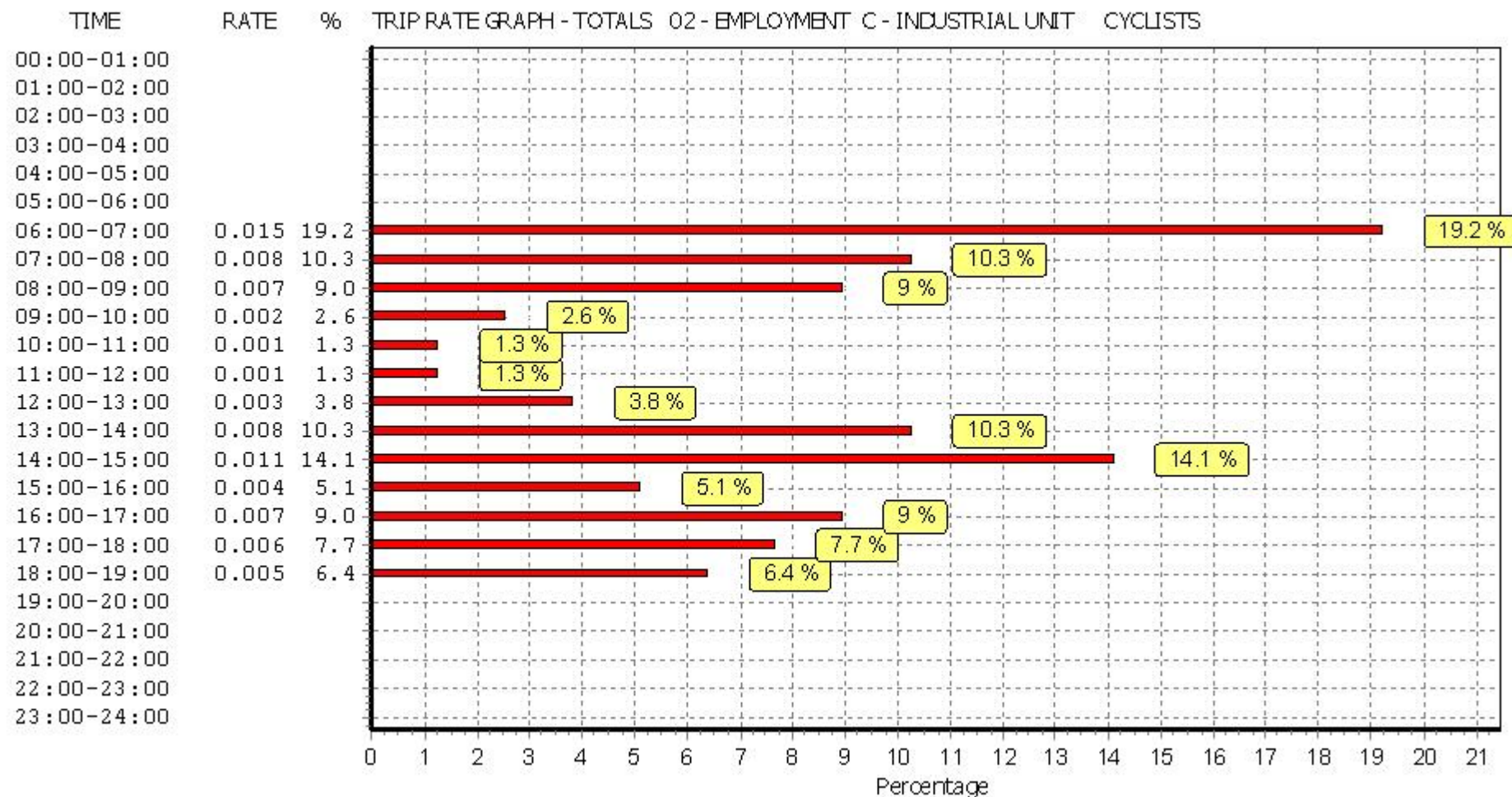
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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TTN4-4 : Extracted B8 Trip Rates from FTP HTN18

TRICS 7.8.2

Trip Rate Parameter: Gross floor area

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

2 SOUTH EAST		
HC	HAMPSHIRE	1 days
HF	HERTFORDSHIRE	1 days
KC	KENT	1 days
3 SOUTH WEST		
DV	DEVON	1 days
4 EAST ANGLIA		
SF	SUFFOLK	1 days
5 EAST MIDLANDS		
LN	LINCOLNSHIRE	1 days
6 WEST MIDLANDS		
WO	WORCESTERSHIRE	1 days
9 NORTH		
TV	TEES VALLEY	1 days
TW	TYNE & WEAR	1 days
10 WALES		
NW	NEWPORT	1 days
17 ULSTER (NORTHERN IRELAND)		
AN	ANTRIM	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 11000 to 80066 (units: sqm)
Range Selected by User: 10000 to 80066 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 14/10/20

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

Selected survey days:

Monday 1 days
Tuesday 1 days
Wednesday 2 days
Thursday 4 days
Friday 3 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:

Town Centre	0
Edge of Town Centre	0
Suburban Area (PPS6 Out	3
Edge of Town	7
Neighbourhood Centre (Pf	0
Free Standing (PPS6 Out o	1
Not Known	0

Selected Location Sub Categories:

Industrial Zone	6
Commercial Zone	2
Development Zone	0
Residential Zone	0
Retail Zone	0
Built-Up Zone	0
Village	0
Out of Town	1
High Street	0
No Sub Category	2

Secondary Filtering selection:

Use Class:

B8 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®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	4 days
10,001 to 15,000	2 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days
50,001 to 100,000	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	1 days
25,001 to 50,000	1 days
100,001 to 125,000	3 days
125,001 to 250,000	4 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	7 days
1.1 to 1.5	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:

Yes	2 days
No	9 days

This data displays the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 11 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.

LIST OF SITES relevant to selection parameters

1	AN-02-F-04	TESCO DISTRIBUTION CENT	ANTRIM			
		APOLLO ROAD				
		BALMORAL				
		BELFAST				
		Suburban Area (PPS6 Out of Centre)				
		Industrial Zone				
		Total Gross floor area:		11000 sqm		
		Survey date:	THURSDAY	14/03/2019	Survey Type:	MANUAL
2	DV-02-F-02	LIDL DISTRIBUTION CENTRE	DEVON			
		CHILLPARK BRAKE				
		CLYST HONITON				
		NEAR EXETER				
		Free Standing (PPS6 Out of Town)				
		Out of Town				
		Total Gross floor area:		50000 sqm		
		Survey date:	WEDNESDAY	03/04/2019	Survey Type:	MANUAL
3	HC-02-F-02	LOGISTICS	HAMPSHIRE			
		RUTHERFORD ROAD				
		BASINGSTOKE				
		Suburban Area (PPS6 Out of Centre)				
		Commercial Zone				
		Total Gross floor area:		13200 sqm		
		Survey date:	THURSDAY	16/06/2016	Survey Type:	MANUAL
4	HF-02-F-03	DISTRIBUTION CEN.	HERTFORDSHIRE			
		HATFIELD BUSINESS CEN.				
		HATFIELD				
		Edge of Town				
		Commercial Zone				
		Total Gross floor area:		80000 sqm		
		Survey date:	THURSDAY	10/07/2008	Survey Type:	MANUAL
5	KC-02-F-02	COMMERCIAL WAREHOUSE	KENT			
		MILLS ROAD				
		QUARRY WOOD				
		AYLESFORD				
		Edge of Town				
		Industrial Zone				
		Total Gross floor area:		11200 sqm		
		Survey date:	FRIDAY	22/09/2017	Survey Type:	MANUAL
6	LN-02-F-01	BOOK SERVICE	LINCOLNSHIRE			
		TRENT ROAD				
		GRANTHAM				
		Edge of Town				
		No Sub Category				
		Total Gross floor area:		32300 sqm		
		Survey date:	MONDAY	29/11/2010	Survey Type:	MANUAL
7	NW-02-F-01	LOGISTICS CENTRE	NEWPORT			
		TREDEGAR TERRACE				
		CROSSKEYS				
		NEWPORT				
		Edge of Town				
		No Sub Category				
		Total Gross floor area:		16275 sqm		
		Survey date:	FRIDAY	12/10/2007	Survey Type:	MANUAL

8	SF-02-F-02	WAREHOUSING	SUFFOLK	
	WALTON ROAD			
	FELIXSTOWE			
	Suburban Area (PPS6 Out of Centre)			
	Industrial Zone			
	Total Gross floor area:		22270 sqm	
	Survey date:	THURSDAY	11/07/2013	Survey Type: MANUAL
9	TV-02-F-02	ARGOS WAREHOUSE	TEES VALLEY	
	ROUNDHOUSE ROAD			
	FAVERDALE			
	DARLINGTON			
	Edge of Town			
	Industrial Zone			
	Total Gross floor area:		80066 sqm	
	Survey date:	TUESDAY	07/10/2008	Survey Type: MANUAL
10	TW-02-F-01	ASDA DISTRIBUTION CENTR	TYNE & WEAR	
	MANDARIN WAY			
	PATTISON IND. ESTATE			
	WASHINGTON			
	Edge of Town			
	Industrial Zone			
	Total Gross floor area:		31000 sqm	
	Survey date:	FRIDAY	13/11/2015	Survey Type: MANUAL
11	WO-02-F-03	THERMOTECHNOLOGY	WORCESTERSHIRE	
	COTSWOLD WAY			
	WORCESTER			
	Edge of Town			
	Industrial Zone			
	Total Gross floor area:		37530 sqm	
	Survey date:	WEDNESDAY	14/10/2020	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.

Manually Deselected Sites

Site Ref	Reason for Deselection
WY-02-F-02	Outlier Site

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

Calculation Factor: 100 sqm

Count Type: TOTAL VEHICLES

			ARRIVALS			DEPARTURES			TOTALS
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00-00:30									
00:30-01:00									
01:00-01:30									
01:30-02:00									
02:00-02:30									
02:30-03:00									
03:00-03:30									
03:30-04:00									
04:00-04:30									
04:30-05:00									
05:00-05:30	3	27757	0.028	3	27757	0.017	3	27757	0.045
05:30-06:00	3	27757	0.019	3	27757	0.025	3	27757	0.044
06:00-06:30	4	30200	0.037	4	30200	0.023	4	30200	0.06
06:30-07:00	4	30200	0.084	4	30200	0.023	4	30200	0.107
07:00-07:30	11	34475	0.045	11	34475	0.027	11	34475	0.072
07:30-08:00	11	34475	0.061	11	34475	0.025	11	34475	0.086
08:00-08:30	11	34475	0.046	11	34475	0.019	11	34475	0.065
08:30-09:00	11	34475	0.046	11	34475	0.022	11	34475	0.068
09:00-09:30	11	34475	0.045	11	34475	0.023	11	34475	0.068
09:30-10:00	11	34475	0.04	11	34475	0.028	11	34475	0.068
10:00-10:30	11	34475	0.03	11	34475	0.029	11	34475	0.059
10:30-11:00	11	34475	0.028	11	34475	0.023	11	34475	0.051
11:00-11:30	11	34475	0.026	11	34475	0.025	11	34475	0.051
11:30-12:00	11	34475	0.026	11	34475	0.031	11	34475	0.057
12:00-12:30	11	34475	0.027	11	34475	0.03	11	34475	0.057
12:30-13:00	11	34475	0.028	11	34475	0.032	11	34475	0.06
13:00-13:30	11	34475	0.041	11	34475	0.032	11	34475	0.073
13:30-14:00	11	34475	0.059	11	34475	0.051	11	34475	0.11
14:00-14:30	11	34475	0.034	11	34475	0.05	11	34475	0.084
14:30-15:00	11	34475	0.036	11	34475	0.043	11	34475	0.079
15:00-15:30	11	34475	0.029	11	34475	0.051	11	34475	0.08
15:30-16:00	11	34475	0.032	11	34475	0.036	11	34475	0.068
16:00-16:30	11	34475	0.03	11	34475	0.046	11	34475	0.076
16:30-17:00	11	34475	0.021	11	34475	0.046	11	34475	0.067
17:00-17:30	11	34475	0.015	11	34475	0.045	11	34475	0.06
17:30-18:00	11	34475	0.012	11	34475	0.04	11	34475	0.052
18:00-18:30	11	34475	0.01	11	34475	0.034	11	34475	0.044
18:30-19:00	11	34475	0.013	11	34475	0.028	11	34475	0.041
19:00-19:30	4	30200	0.019	4	30200	0.048	4	30200	0.067
19:30-20:00	4	30200	0.016	4	30200	0.052	4	30200	0.068
20:00-20:30	4	30200	0.012	4	30200	0.061	4	30200	0.073
20:30-21:00	4	30200	0.013	4	30200	0.023	4	30200	0.036
21:00-21:30	1	22270	0.018	1	22270	0.009	1	22270	0.027
21:30-22:00	1	22270	0.013	1	22270	0.009	1	22270	0.022
22:00-22:30									
22:30-23:00									
23:00-23:30									
23:30-24:00									
Daily Trip Rates:			1.039			1.106			2.145

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

Calculation Factor: 100 sqm

Count Type: TAXIS

			ARRIVALS			DEPARTURES			TOTALS
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00-00:30									
00:30-01:00									
01:00-01:30									
01:30-02:00									
02:00-02:30									
02:30-03:00									
03:00-03:30									
03:30-04:00									
04:00-04:30									
04:30-05:00									
05:00-05:30	3	27757	0	3	27757	0	3	27757	0
05:30-06:00	3	27757	0	3	27757	0	3	27757	0
06:00-06:30	4	30200	0	4	30200	0	4	30200	0
06:30-07:00	4	30200	0	4	30200	0	4	30200	0
07:00-07:30	11	34475	0	11	34475	0	11	34475	0
07:30-08:00	11	34475	0	11	34475	0	11	34475	0
08:00-08:30	11	34475	0	11	34475	0	11	34475	0
08:30-09:00	11	34475	0	11	34475	0	11	34475	0
09:00-09:30	11	34475	0	11	34475	0	11	34475	0
09:30-10:00	11	34475	0	11	34475	0	11	34475	0
10:00-10:30	11	34475	0	11	34475	0	11	34475	0
10:30-11:00	11	34475	0	11	34475	0	11	34475	0
11:00-11:30	11	34475	0	11	34475	0	11	34475	0
11:30-12:00	11	34475	0.001	11	34475	0.001	11	34475	0.002
12:00-12:30	11	34475	0	11	34475	0	11	34475	0
12:30-13:00	11	34475	0	11	34475	0	11	34475	0
13:00-13:30	11	34475	0	11	34475	0	11	34475	0
13:30-14:00	11	34475	0	11	34475	0	11	34475	0
14:00-14:30	11	34475	0	11	34475	0	11	34475	0
14:30-15:00	11	34475	0	11	34475	0	11	34475	0
15:00-15:30	11	34475	0	11	34475	0	11	34475	0
15:30-16:00	11	34475	0	11	34475	0	11	34475	0
16:00-16:30	11	34475	0.001	11	34475	0.001	11	34475	0.002
16:30-17:00	11	34475	0	11	34475	0	11	34475	0
17:00-17:30	11	34475	0	11	34475	0	11	34475	0
17:30-18:00	11	34475	0.001	11	34475	0	11	34475	0.001
18:00-18:30	11	34475	0	11	34475	0	11	34475	0
18:30-19:00	11	34475	0	11	34475	0	11	34475	0
19:00-19:30	4	30200	0	4	30200	0	4	30200	0
19:30-20:00	4	30200	0	4	30200	0	4	30200	0
20:00-20:30	4	30200	0	4	30200	0	4	30200	0
20:30-21:00	4	30200	0	4	30200	0	4	30200	0
21:00-21:30	1	22270	0	1	22270	0	1	22270	0
21:30-22:00	1	22270	0	1	22270	0	1	22270	0
22:00-22:30									
22:30-23:00									
23:00-23:30									
23:30-24:00									
Daily Trip Rates:			0.003			0.002			0.005

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

Calculation Factor: 100 sqm

Count Type: OGVS

			ARRIVALS			DEPARTURES			TOTALS
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00-00:30									
00:30-01:00									
01:00-01:30									
01:30-02:00									
02:00-02:30									
02:30-03:00									
03:00-03:30									
03:30-04:00									
04:00-04:30									
04:30-05:00									
05:00-05:30	3	27757	0.012	3	27757	0.012	3	27757	0.024
05:30-06:00	3	27757	0.01	3	27757	0.019	3	27757	0.029
06:00-06:30	4	30200	0.013	4	30200	0.013	4	30200	0.026
06:30-07:00	4	30200	0.016	4	30200	0.017	4	30200	0.033
07:00-07:30	11	34475	0.011	11	34475	0.009	11	34475	0.02
07:30-08:00	11	34475	0.01	11	34475	0.008	11	34475	0.018
08:00-08:30	11	34475	0.012	11	34475	0.008	11	34475	0.02
08:30-09:00	11	34475	0.011	11	34475	0.01	11	34475	0.021
09:00-09:30	11	34475	0.016	11	34475	0.011	11	34475	0.027
09:30-10:00	11	34475	0.013	11	34475	0.012	11	34475	0.025
10:00-10:30	11	34475	0.016	11	34475	0.013	11	34475	0.029
10:30-11:00	11	34475	0.011	11	34475	0.01	11	34475	0.021
11:00-11:30	11	34475	0.013	11	34475	0.01	11	34475	0.023
11:30-12:00	11	34475	0.008	11	34475	0.015	11	34475	0.023
12:00-12:30	11	34475	0.01	11	34475	0.012	11	34475	0.022
12:30-13:00	11	34475	0.009	11	34475	0.011	11	34475	0.02
13:00-13:30	11	34475	0.008	11	34475	0.01	11	34475	0.018
13:30-14:00	11	34475	0.011	11	34475	0.012	11	34475	0.023
14:00-14:30	11	34475	0.009	11	34475	0.011	11	34475	0.02
14:30-15:00	11	34475	0.007	11	34475	0.009	11	34475	0.016
15:00-15:30	11	34475	0.009	11	34475	0.01	11	34475	0.019
15:30-16:00	11	34475	0.011	11	34475	0.007	11	34475	0.018
16:00-16:30	11	34475	0.01	11	34475	0.006	11	34475	0.016
16:30-17:00	11	34475	0.009	11	34475	0.007	11	34475	0.016
17:00-17:30	11	34475	0.007	11	34475	0.005	11	34475	0.012
17:30-18:00	11	34475	0.005	11	34475	0.008	11	34475	0.013
18:00-18:30	11	34475	0.004	11	34475	0.006	11	34475	0.01
18:30-19:00	11	34475	0.005	11	34475	0.007	11	34475	0.012
19:00-19:30	4	30200	0.009	4	30200	0.01	4	30200	0.019
19:30-20:00	4	30200	0.009	4	30200	0.012	4	30200	0.021
20:00-20:30	4	30200	0.01	4	30200	0.016	4	30200	0.026
20:30-21:00	4	30200	0.007	4	30200	0.007	4	30200	0.014
21:00-21:30	1	22270	0.013	1	22270	0.004	1	22270	0.017
21:30-22:00	1	22270	0.013	1	22270	0	1	22270	0.013
22:00-22:30									
22:30-23:00									
23:00-23:30									
23:30-24:00									
Daily Trip Rates:			0.347			0.337			0.684

Calculation Factor: 100 sqm
Count Type: PSVS

[illegible]

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

Calculation Factor: 100 sqm

Count Type: CYCLISTS

			ARRIVALS			DEPARTURES			TOTALS
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00-00:30									
00:30-01:00									
01:00-01:30									
01:30-02:00									
02:00-02:30									
02:30-03:00									
03:00-03:30									
03:30-04:00									
04:00-04:30									
04:30-05:00									
05:00-05:30	3	27757	0	3	27757	0	3	27757	0
05:30-06:00	3	27757	0	3	27757	0	3	27757	0
06:00-06:30	4	30200	0.002	4	30200	0.001	4	30200	0.003
06:30-07:00	4	30200	0.003	4	30200	0	4	30200	0.003
07:00-07:30	11	34475	0.001	11	34475	0	11	34475	0.001
07:30-08:00	11	34475	0.003	11	34475	0	11	34475	0.003
08:00-08:30	11	34475	0.001	11	34475	0	11	34475	0.001
08:30-09:00	11	34475	0.002	11	34475	0.001	11	34475	0.003
09:00-09:30	11	34475	0.001	11	34475	0	11	34475	0.001
09:30-10:00	11	34475	0.001	11	34475	0	11	34475	0.001
10:00-10:30	11	34475	0	11	34475	0.001	11	34475	0.001
10:30-11:00	11	34475	0.001	11	34475	0.001	11	34475	0.002
11:00-11:30	11	34475	0	11	34475	0	11	34475	0
11:30-12:00	11	34475	0	11	34475	0.001	11	34475	0.001
12:00-12:30	11	34475	0.001	11	34475	0	11	34475	0.001
12:30-13:00	11	34475	0	11	34475	0.001	11	34475	0.001
13:00-13:30	11	34475	0.002	11	34475	0.001	11	34475	0.003
13:30-14:00	11	34475	0.004	11	34475	0.005	11	34475	0.009
14:00-14:30	11	34475	0.001	11	34475	0.004	11	34475	0.005
14:30-15:00	11	34475	0	11	34475	0.001	11	34475	0.001
15:00-15:30	11	34475	0.002	11	34475	0.001	11	34475	0.003
15:30-16:00	11	34475	0.002	11	34475	0.002	11	34475	0.004
16:00-16:30	11	34475	0	11	34475	0.002	11	34475	0.002
16:30-17:00	11	34475	0.001	11	34475	0.001	11	34475	0.002
17:00-17:30	11	34475	0	11	34475	0.004	11	34475	0.004
17:30-18:00	11	34475	0.001	11	34475	0.002	11	34475	0.003
18:00-18:30	11	34475	0	11	34475	0.002	11	34475	0.002
18:30-19:00	11	34475	0.001	11	34475	0.002	11	34475	0.003
19:00-19:30	4	30200	0	4	30200	0	4	30200	0
19:30-20:00	4	30200	0	4	30200	0	4	30200	0
20:00-20:30	4	30200	0	4	30200	0	4	30200	0
20:30-21:00	4	30200	0	4	30200	0	4	30200	0
21:00-21:30	1	22270	0	1	22270	0	1	22270	0
21:30-22:00	1	22270	0	1	22270	0	1	22270	0
22:00-22:30									
22:30-23:00									
23:00-23:30									
23:30-24:00									
Daily Trip Rates:			0.03			0.033			0.063

Parameter summary

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

TTN4-5 : Residential Trip Rates

Calculation Reference: AUDIT-705118-240405-0400

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	SC SURREY	1 days
	WS WEST SUSSEX	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 371 to 918 (units:)
 Range Selected by User: 300 to 1817 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 09/11/23

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:

Tuesday 3 days
 Wednesday 1 days

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

Selected survey types:

Manual count 4 days
 Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town 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 4

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 4 days - Selected
 Servicing vehicles Excluded 4 days - Selected

Secondary Filtering selection:

Use Class:

C3 4 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

75,001 to 100,000	2 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	2 days
1.1 to 1.5	1 days
1.6 to 2.0	1 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:

Yes	3 days
No	1 days

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

PTAL Rating:

No PTAL Present	4 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	DY-03-A-01 RADBOURNE LANE DERBY	MIXED HOUSES	DERBY
	Edge of Town Residential Zone Total No of Dwellings:	371	
	Survey date: TUESDAY	10/07/18	Survey Type: MANUAL
2	NF-03-A-38 BEAUFORT WAY GREAT YARMOUTH BRADWELL	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	537	
	Survey date: TUESDAY	20/09/22	Survey Type: MANUAL
3	SC-03-A-08 REIGATE ROAD HORLEY	MIXED HOUSES	SURREY
	Edge of Town Residential Zone Total No of Dwellings:	790	
	Survey date: WEDNESDAY	04/05/22	Survey Type: MANUAL
4	WS-03-A-11 ELLIS ROAD WEST HORSHAM S BROADBRIDGE HEATH	MIXED HOUSES	WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	918	
	Survey date: TUESDAY	02/04/19	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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
NF-03-A-28	Includes Flats

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.59

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	4	654	0.073	4	654	0.363	4	654	0.436
08:00 - 09:00	4	654	0.151	4	654	0.449	4	654	0.600
09:00 - 10:00	4	654	0.131	4	654	0.157	4	654	0.288
10:00 - 11:00	4	654	0.111	4	654	0.124	4	654	0.235
11:00 - 12:00	4	654	0.119	4	654	0.127	4	654	0.246
12:00 - 13:00	4	654	0.153	4	654	0.135	4	654	0.288
13:00 - 14:00	4	654	0.132	4	654	0.140	4	654	0.272
14:00 - 15:00	4	654	0.135	4	654	0.174	4	654	0.309
15:00 - 16:00	4	654	0.254	4	654	0.154	4	654	0.408
16:00 - 17:00	4	654	0.270	4	654	0.142	4	654	0.412
17:00 - 18:00	4	654	0.398	4	654	0.158	4	654	0.556
18:00 - 19:00	4	654	0.344	4	654	0.142	4	654	0.486
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.271			2.265			4.536

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:	371 - 918 (units:)
Survey date range:	01/01/16 - 09/11/23
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL OGVS
 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	4	654	0.001	4	654	0.001	4	654	0.002
08:00 - 09:00	4	654	0.001	4	654	0.000	4	654	0.001
09:00 - 10:00	4	654	0.001	4	654	0.001	4	654	0.002
10:00 - 11:00	4	654	0.000	4	654	0.000	4	654	0.000
11:00 - 12:00	4	654	0.000	4	654	0.000	4	654	0.000
12:00 - 13:00	4	654	0.000	4	654	0.000	4	654	0.000
13:00 - 14:00	4	654	0.003	4	654	0.002	4	654	0.005
14:00 - 15:00	4	654	0.000	4	654	0.001	4	654	0.001
15:00 - 16:00	4	654	0.001	4	654	0.002	4	654	0.003
16:00 - 17:00	4	654	0.001	4	654	0.000	4	654	0.001
17:00 - 18:00	4	654	0.000	4	654	0.001	4	654	0.001
18:00 - 19:00	4	654	0.000	4	654	0.000	4	654	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.008			0.016

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL CYCLISTS
 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	4	654	0.004	4	654	0.010	4	654	0.014
08:00 - 09:00	4	654	0.004	4	654	0.019	4	654	0.023
09:00 - 10:00	4	654	0.003	4	654	0.004	4	654	0.007
10:00 - 11:00	4	654	0.002	4	654	0.002	4	654	0.004
11:00 - 12:00	4	654	0.001	4	654	0.004	4	654	0.005
12:00 - 13:00	4	654	0.002	4	654	0.001	4	654	0.003
13:00 - 14:00	4	654	0.001	4	654	0.000	4	654	0.001
14:00 - 15:00	4	654	0.005	4	654	0.003	4	654	0.008
15:00 - 16:00	4	654	0.011	4	654	0.003	4	654	0.014
16:00 - 17:00	4	654	0.016	4	654	0.008	4	654	0.024
17:00 - 18:00	4	654	0.011	4	654	0.006	4	654	0.017
18:00 - 19:00	4	654	0.007	4	654	0.008	4	654	0.015
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.067			0.068			0.135

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLE OCCUPANTS
 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	4	654	0.089	4	654	0.461	4	654	0.550
08:00 - 09:00	4	654	0.176	4	654	0.705	4	654	0.881
09:00 - 10:00	4	654	0.168	4	654	0.193	4	654	0.361
10:00 - 11:00	4	654	0.144	4	654	0.158	4	654	0.302
11:00 - 12:00	4	654	0.155	4	654	0.162	4	654	0.317
12:00 - 13:00	4	654	0.188	4	654	0.175	4	654	0.363
13:00 - 14:00	4	654	0.176	4	654	0.168	4	654	0.344
14:00 - 15:00	4	654	0.180	4	654	0.213	4	654	0.393
15:00 - 16:00	4	654	0.431	4	654	0.198	4	654	0.629
16:00 - 17:00	4	654	0.395	4	654	0.200	4	654	0.595
17:00 - 18:00	4	654	0.537	4	654	0.218	4	654	0.755
18:00 - 19:00	4	654	0.456	4	654	0.206	4	654	0.662
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.095			3.057			6.152

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS
 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	4	654	0.014	4	654	0.046	4	654	0.060
08:00 - 09:00	4	654	0.032	4	654	0.120	4	654	0.152
09:00 - 10:00	4	654	0.020	4	654	0.016	4	654	0.036
10:00 - 11:00	4	654	0.014	4	654	0.016	4	654	0.030
11:00 - 12:00	4	654	0.022	4	654	0.016	4	654	0.038
12:00 - 13:00	4	654	0.023	4	654	0.013	4	654	0.036
13:00 - 14:00	4	654	0.016	4	654	0.016	4	654	0.032
14:00 - 15:00	4	654	0.029	4	654	0.036	4	654	0.065
15:00 - 16:00	4	654	0.098	4	654	0.024	4	654	0.122
16:00 - 17:00	4	654	0.035	4	654	0.016	4	654	0.051
17:00 - 18:00	4	654	0.030	4	654	0.034	4	654	0.064
18:00 - 19:00	4	654	0.040	4	654	0.025	4	654	0.065
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.373			0.378			0.751

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
 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	4	654	0.002	4	654	0.024	4	654	0.026
08:00 - 09:00	4	654	0.000	4	654	0.019	4	654	0.019
09:00 - 10:00	4	654	0.002	4	654	0.006	4	654	0.008
10:00 - 11:00	4	654	0.002	4	654	0.005	4	654	0.007
11:00 - 12:00	4	654	0.005	4	654	0.005	4	654	0.010
12:00 - 13:00	4	654	0.003	4	654	0.005	4	654	0.008
13:00 - 14:00	4	654	0.002	4	654	0.004	4	654	0.006
14:00 - 15:00	4	654	0.005	4	654	0.006	4	654	0.011
15:00 - 16:00	4	654	0.017	4	654	0.003	4	654	0.020
16:00 - 17:00	4	654	0.020	4	654	0.001	4	654	0.021
17:00 - 18:00	4	654	0.012	4	654	0.003	4	654	0.015
18:00 - 19:00	4	654	0.012	4	654	0.000	4	654	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.082			0.081			0.163

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.59

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	4	654	0.108	4	654	0.541	4	654	0.649
08:00 - 09:00	4	654	0.213	4	654	0.863	4	654	1.076
09:00 - 10:00	4	654	0.192	4	654	0.219	4	654	0.411
10:00 - 11:00	4	654	0.162	4	654	0.180	4	654	0.342
11:00 - 12:00	4	654	0.183	4	654	0.188	4	654	0.371
12:00 - 13:00	4	654	0.215	4	654	0.195	4	654	0.410
13:00 - 14:00	4	654	0.195	4	654	0.188	4	654	0.383
14:00 - 15:00	4	654	0.219	4	654	0.258	4	654	0.477
15:00 - 16:00	4	654	0.558	4	654	0.228	4	654	0.786
16:00 - 17:00	4	654	0.466	4	654	0.225	4	654	0.691
17:00 - 18:00	4	654	0.590	4	654	0.261	4	654	0.851
18:00 - 19:00	4	654	0.515	4	654	0.239	4	654	0.754
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.616			3.585			7.201

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.

TTN4-6 : B1 (c) Multi Modal TRICS Output

Calculation Reference: AUDIT-705118-240520-0514

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	2 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	4 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	AL CALDERDALE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	VG VALE OF GLAMORGAN	1 days
11	SCOTLAND	
	AG ANGUS	1 days
	HI HIGHLAND	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 10673 to 150564 (units: sqm)
 Range Selected by User: 10000 to 150564 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 18/04/13 to 18/04/23

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

Selected survey days:

Monday	1 days
Tuesday	2 days
Wednesday	5 days
Thursday	2 days
Friday	3 days

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

Selected survey types:

Manual count	13 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)	2
Edge of Town	11

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
No Sub Category	7

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	4 days - Selected
Servicing vehicles Excluded	9 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	13 days
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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	4 days
10,001 to 15,000	2 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	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	1 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	3 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	8 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	13 days
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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	13 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	AG-02-D-02 A933 WESTWAY ARBROATH HOSPITALFIELD Edge of Town No Sub Category Total Gross floor area: 78500 sqm Survey date: TUESDAY 25/04/17	INDUSTRIAL ESTATE	ANGUS	Survey Type: MANUAL
2	AL-02-D-01 MILL LANE HALIFAX Edge of Town No Sub Category Total Gross floor area: 11305 sqm Survey date: WEDNESDAY 17/10/18	INDUSTRIAL ESTATE	CALDERDALE	Survey Type: MANUAL
3	BR-02-D-04 CROFTS END ROAD BRISTOL SPEEDWELL Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 18018 sqm Survey date: FRIDAY 29/11/13	INDUSTRIAL ESTATE	BRISTOL CITY	Survey Type: MANUAL
4	BR-02-D-05 NOVERS HILL BRISTOL BEDMINSTER Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 18128 sqm Survey date: FRIDAY 29/11/13	INDUSTRIAL ESTATE	BRISTOL CITY	Survey Type: MANUAL
5	EX-02-D-04 PASTURE ROAD WITHAM Edge of Town Industrial Zone Total Gross floor area: 37130 sqm Survey date: THURSDAY 10/05/18	INDUSTRIAL ESTATE	ESSEX	Survey Type: MANUAL
6	HI-02-D-04 FORRES ROAD NAIRN Edge of Town No Sub Category Total Gross floor area: 17000 sqm Survey date: TUESDAY 18/04/23	INDUSTRIAL ESTATE	HIGHLAND	Survey Type: MANUAL
7	NF-02-D-04 DRAYTON HIGH ROAD NORWICH Edge of Town No Sub Category Total Gross floor area: 10673 sqm Survey date: WEDNESDAY 14/09/22	INDUSTRIAL ESTATE	NORFOLK	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	TW-02-D-10	INDUSTRIAL ESTATE	TYNE & WEAR
	ELEVENTH AVENUE		
	GATESHEAD		
	TEAM VALLEY		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	21500 sqm	
	Survey date: WEDNESDAY	18/05/22	Survey Type: MANUAL
9	VG-02-D-01	INDUSTRIAL ESTATE	VALE OF GLAMORGAN
	ARTHUR STREET		
	BARRY		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	13091 sqm	
	Survey date: MONDAY	08/05/17	Survey Type: MANUAL
10	WK-02-D-01	INDUSTRIAL ESTATE	WARWICKSHIRE
	CASTLE MOUND WAY		
	RUGBY		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	150564 sqm	
	Survey date: WEDNESDAY	27/06/18	Survey Type: MANUAL
11	WK-02-D-02	INDUSTRIAL ESTATE	WARWICKSHIRE
	OVERVIEW WAY		
	RUGBY		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	90535 sqm	
	Survey date: WEDNESDAY	27/06/18	Survey Type: MANUAL
12	WK-02-D-03	INDUSTRIAL ESTATE	WARWICKSHIRE
	EASTBORO WAY		
	NUNEATON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	20860 sqm	
	Survey date: THURSDAY	26/09/19	Survey Type: MANUAL
13	WK-02-D-04	INDUSTRIAL ESTATE	WARWICKSHIRE
	ABELES WAY		
	ATHERSTONE		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	17500 sqm	
	Survey date: FRIDAY	27/09/19	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 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.39

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	5	17507	0.080	5	17507	0.017	5	17507	0.097
06:00 - 07:00	5	17507	0.147	5	17507	0.058	5	17507	0.205
07:00 - 08:00	13	38831	0.226	13	38831	0.078	13	38831	0.304
08:00 - 09:00	13	38831	0.285	13	38831	0.116	13	38831	0.401
09:00 - 10:00	13	38831	0.202	13	38831	0.139	13	38831	0.341
10:00 - 11:00	13	38831	0.159	13	38831	0.151	13	38831	0.310
11:00 - 12:00	13	38831	0.149	13	38831	0.149	13	38831	0.298
12:00 - 13:00	13	38831	0.163	13	38831	0.190	13	38831	0.353
13:00 - 14:00	13	38831	0.211	13	38831	0.171	13	38831	0.382
14:00 - 15:00	13	38831	0.140	13	38831	0.202	13	38831	0.342
15:00 - 16:00	13	38831	0.124	13	38831	0.171	13	38831	0.295
16:00 - 17:00	13	38831	0.138	13	38831	0.254	13	38831	0.392
17:00 - 18:00	13	38831	0.098	13	38831	0.257	13	38831	0.355
18:00 - 19:00	13	38831	0.078	13	38831	0.128	13	38831	0.206
19:00 - 20:00	5	17507	0.104	5	17507	0.112	5	17507	0.216
20:00 - 21:00	5	17507	0.038	5	17507	0.067	5	17507	0.105
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.342			2.260			4.602

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:	10673 - 150564 (units: sqm)
Survey date date range:	18/04/13 - 18/04/23
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MULTI-MODAL OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	5	17507	0.008	5	17507	0.009	5	17507	0.017
06:00 - 07:00	5	17507	0.008	5	17507	0.015	5	17507	0.023
07:00 - 08:00	13	38831	0.012	13	38831	0.010	13	38831	0.022
08:00 - 09:00	13	38831	0.023	13	38831	0.015	13	38831	0.038
09:00 - 10:00	13	38831	0.024	13	38831	0.019	13	38831	0.043
10:00 - 11:00	13	38831	0.023	13	38831	0.024	13	38831	0.047
11:00 - 12:00	13	38831	0.020	13	38831	0.023	13	38831	0.043
12:00 - 13:00	13	38831	0.023	13	38831	0.022	13	38831	0.045
13:00 - 14:00	13	38831	0.019	13	38831	0.022	13	38831	0.041
14:00 - 15:00	13	38831	0.023	13	38831	0.021	13	38831	0.044
15:00 - 16:00	13	38831	0.022	13	38831	0.024	13	38831	0.046
16:00 - 17:00	13	38831	0.014	13	38831	0.018	13	38831	0.032
17:00 - 18:00	13	38831	0.013	13	38831	0.010	13	38831	0.023
18:00 - 19:00	13	38831	0.009	13	38831	0.010	13	38831	0.019
19:00 - 20:00	5	17507	0.005	5	17507	0.005	5	17507	0.010
20:00 - 21:00	5	17507	0.005	5	17507	0.002	5	17507	0.007
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.251			0.249			0.500

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	5	17507	0.006	5	17507	0.000	5	17507	0.006
06:00 - 07:00	5	17507	0.006	5	17507	0.000	5	17507	0.006
07:00 - 08:00	13	38831	0.005	13	38831	0.002	13	38831	0.007
08:00 - 09:00	13	38831	0.006	13	38831	0.000	13	38831	0.006
09:00 - 10:00	13	38831	0.002	13	38831	0.001	13	38831	0.003
10:00 - 11:00	13	38831	0.000	13	38831	0.001	13	38831	0.001
11:00 - 12:00	13	38831	0.002	13	38831	0.002	13	38831	0.004
12:00 - 13:00	13	38831	0.001	13	38831	0.001	13	38831	0.002
13:00 - 14:00	13	38831	0.004	13	38831	0.002	13	38831	0.006
14:00 - 15:00	13	38831	0.002	13	38831	0.004	13	38831	0.006
15:00 - 16:00	13	38831	0.000	13	38831	0.002	13	38831	0.002
16:00 - 17:00	13	38831	0.000	13	38831	0.005	13	38831	0.005
17:00 - 18:00	13	38831	0.003	13	38831	0.007	13	38831	0.010
18:00 - 19:00	13	38831	0.002	13	38831	0.001	13	38831	0.003
19:00 - 20:00	5	17507	0.000	5	17507	0.000	5	17507	0.000
20:00 - 21:00	5	17507	0.000	5	17507	0.000	5	17507	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.039			0.028			0.067

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	5	17507	0.091	5	17507	0.017	5	17507	0.108
06:00 - 07:00	5	17507	0.179	5	17507	0.058	5	17507	0.237
07:00 - 08:00	13	38831	0.283	13	38831	0.087	13	38831	0.370
08:00 - 09:00	13	38831	0.365	13	38831	0.136	13	38831	0.501
09:00 - 10:00	13	38831	0.254	13	38831	0.168	13	38831	0.422
10:00 - 11:00	13	38831	0.196	13	38831	0.183	13	38831	0.379
11:00 - 12:00	13	38831	0.181	13	38831	0.182	13	38831	0.363
12:00 - 13:00	13	38831	0.205	13	38831	0.231	13	38831	0.436
13:00 - 14:00	13	38831	0.265	13	38831	0.214	13	38831	0.479
14:00 - 15:00	13	38831	0.176	13	38831	0.258	13	38831	0.434
15:00 - 16:00	13	38831	0.162	13	38831	0.219	13	38831	0.381
16:00 - 17:00	13	38831	0.194	13	38831	0.322	13	38831	0.516
17:00 - 18:00	13	38831	0.132	13	38831	0.351	13	38831	0.483
18:00 - 19:00	13	38831	0.109	13	38831	0.176	13	38831	0.285
19:00 - 20:00	5	17507	0.106	5	17507	0.123	5	17507	0.229
20:00 - 21:00	5	17507	0.040	5	17507	0.077	5	17507	0.117
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.938			2.802			5.740

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	5	17507	0.005	5	17507	0.001	5	17507	0.006
06:00 - 07:00	5	17507	0.006	5	17507	0.001	5	17507	0.007
07:00 - 08:00	13	38831	0.010	13	38831	0.009	13	38831	0.019
08:00 - 09:00	13	38831	0.014	13	38831	0.009	13	38831	0.023
09:00 - 10:00	13	38831	0.008	13	38831	0.004	13	38831	0.012
10:00 - 11:00	13	38831	0.005	13	38831	0.006	13	38831	0.011
11:00 - 12:00	13	38831	0.008	13	38831	0.008	13	38831	0.016
12:00 - 13:00	13	38831	0.020	13	38831	0.021	13	38831	0.041
13:00 - 14:00	13	38831	0.025	13	38831	0.021	13	38831	0.046
14:00 - 15:00	13	38831	0.013	13	38831	0.011	13	38831	0.024
15:00 - 16:00	13	38831	0.009	13	38831	0.007	13	38831	0.016
16:00 - 17:00	13	38831	0.008	13	38831	0.014	13	38831	0.022
17:00 - 18:00	13	38831	0.012	13	38831	0.019	13	38831	0.031
18:00 - 19:00	13	38831	0.005	13	38831	0.009	13	38831	0.014
19:00 - 20:00	5	17507	0.005	5	17507	0.022	5	17507	0.027
20:00 - 21:00	5	17507	0.006	5	17507	0.005	5	17507	0.011
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.159			0.167			0.326

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	5	17507	0.000	5	17507	0.000	5	17507	0.000
06:00 - 07:00	5	17507	0.001	5	17507	0.000	5	17507	0.001
07:00 - 08:00	13	38831	0.009	13	38831	0.006	13	38831	0.015
08:00 - 09:00	13	38831	0.009	13	38831	0.002	13	38831	0.011
09:00 - 10:00	13	38831	0.006	13	38831	0.001	13	38831	0.007
10:00 - 11:00	13	38831	0.002	13	38831	0.002	13	38831	0.004
11:00 - 12:00	13	38831	0.004	13	38831	0.004	13	38831	0.008
12:00 - 13:00	13	38831	0.009	13	38831	0.010	13	38831	0.019
13:00 - 14:00	13	38831	0.021	13	38831	0.006	13	38831	0.027
14:00 - 15:00	13	38831	0.004	13	38831	0.016	13	38831	0.020
15:00 - 16:00	13	38831	0.003	13	38831	0.007	13	38831	0.010
16:00 - 17:00	13	38831	0.004	13	38831	0.007	13	38831	0.011
17:00 - 18:00	13	38831	0.003	13	38831	0.010	13	38831	0.013
18:00 - 19:00	13	38831	0.005	13	38831	0.006	13	38831	0.011
19:00 - 20:00	5	17507	0.000	5	17507	0.000	5	17507	0.000
20:00 - 21:00	5	17507	0.000	5	17507	0.000	5	17507	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.080			0.077			0.157

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.39

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	5	17507	0.102	5	17507	0.018	5	17507	0.120
06:00 - 07:00	5	17507	0.192	5	17507	0.059	5	17507	0.251
07:00 - 08:00	13	38831	0.307	13	38831	0.104	13	38831	0.411
08:00 - 09:00	13	38831	0.394	13	38831	0.146	13	38831	0.540
09:00 - 10:00	13	38831	0.271	13	38831	0.175	13	38831	0.446
10:00 - 11:00	13	38831	0.203	13	38831	0.192	13	38831	0.395
11:00 - 12:00	13	38831	0.195	13	38831	0.196	13	38831	0.391
12:00 - 13:00	13	38831	0.235	13	38831	0.262	13	38831	0.497
13:00 - 14:00	13	38831	0.315	13	38831	0.243	13	38831	0.558
14:00 - 15:00	13	38831	0.195	13	38831	0.288	13	38831	0.483
15:00 - 16:00	13	38831	0.174	13	38831	0.235	13	38831	0.409
16:00 - 17:00	13	38831	0.206	13	38831	0.347	13	38831	0.553
17:00 - 18:00	13	38831	0.150	13	38831	0.387	13	38831	0.537
18:00 - 19:00	13	38831	0.121	13	38831	0.192	13	38831	0.313
19:00 - 20:00	5	17507	0.111	5	17507	0.145	5	17507	0.256
20:00 - 21:00	5	17507	0.046	5	17507	0.081	5	17507	0.127
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.217			3.070			6.287

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MULTI-MODAL CARS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	5	17507	0.055	5	17507	0.005	5	17507	0.060
06:00 - 07:00	5	17507	0.096	5	17507	0.022	5	17507	0.118
07:00 - 08:00	13	38831	0.165	13	38831	0.038	13	38831	0.203
08:00 - 09:00	13	38831	0.202	13	38831	0.048	13	38831	0.250
09:00 - 10:00	13	38831	0.115	13	38831	0.057	13	38831	0.172
10:00 - 11:00	13	38831	0.082	13	38831	0.072	13	38831	0.154
11:00 - 12:00	13	38831	0.080	13	38831	0.078	13	38831	0.158
12:00 - 13:00	13	38831	0.094	13	38831	0.117	13	38831	0.211
13:00 - 14:00	13	38831	0.138	13	38831	0.105	13	38831	0.243
14:00 - 15:00	13	38831	0.072	13	38831	0.132	13	38831	0.204
15:00 - 16:00	13	38831	0.061	13	38831	0.105	13	38831	0.166
16:00 - 17:00	13	38831	0.089	13	38831	0.193	13	38831	0.282
17:00 - 18:00	13	38831	0.066	13	38831	0.213	13	38831	0.279
18:00 - 19:00	13	38831	0.060	13	38831	0.105	13	38831	0.165
19:00 - 20:00	5	17507	0.086	5	17507	0.093	5	17507	0.179
20:00 - 21:00	5	17507	0.021	5	17507	0.049	5	17507	0.070
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.482			1.432			2.914

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MULTI-MODAL MOTOR CYCLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	5	17507	0.003	5	17507	0.000	5	17507	0.003
06:00 - 07:00	5	17507	0.003	5	17507	0.001	5	17507	0.004
07:00 - 08:00	13	38831	0.001	13	38831	0.000	13	38831	0.001
08:00 - 09:00	13	38831	0.001	13	38831	0.000	13	38831	0.001
09:00 - 10:00	13	38831	0.001	13	38831	0.000	13	38831	0.001
10:00 - 11:00	13	38831	0.001	13	38831	0.000	13	38831	0.001
11:00 - 12:00	13	38831	0.000	13	38831	0.000	13	38831	0.000
12:00 - 13:00	13	38831	0.001	13	38831	0.001	13	38831	0.002
13:00 - 14:00	13	38831	0.000	13	38831	0.001	13	38831	0.001
14:00 - 15:00	13	38831	0.001	13	38831	0.001	13	38831	0.002
15:00 - 16:00	13	38831	0.000	13	38831	0.001	13	38831	0.001
16:00 - 17:00	13	38831	0.000	13	38831	0.001	13	38831	0.001
17:00 - 18:00	13	38831	0.000	13	38831	0.002	13	38831	0.002
18:00 - 19:00	13	38831	0.000	13	38831	0.001	13	38831	0.001
19:00 - 20:00	5	17507	0.001	5	17507	0.002	5	17507	0.003
20:00 - 21:00	5	17507	0.000	5	17507	0.000	5	17507	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.013			0.011			0.024

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.

TTN4-7: B2 Multi Modal TRICS Output

Calculation Reference: AUDIT-705118-240520-0509

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : C - INDUSTRIAL UNIT
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
06	WEST MIDLANDS	
	HE HEREFORDSHIRE	1 days
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	1 days
09	NORTH	
	FU WESTMORLAND & FURNESS	1 days
10	WALES	
	CF CARDIFF	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 690 to 14125 (units: sqm)
Range Selected by User: 690 to 43325 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 10/11/11 to 10/11/21

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:

Tuesday 3 days
Wednesday 1 days
Thursday 3 days

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

Selected survey types:

Manual count 7 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) 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:

Industrial Zone 6
Commercial Zone 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 3 days - Selected
Servicing vehicles Excluded 4 days - Selected

Secondary Filtering selection:

Use Class:

Not Known 7 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:

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	1 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	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:

No	7 days
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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	7 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CF-02-C-02 MAES-Y-COED ROAD CARDIFF	BAKERY	CARDIFF
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 14125 sqm Survey date: THURSDAY 06/10/16 Survey Type: MANUAL		
2	DV-02-C-02 GRACE ROAD SOUTH EXETER	ENERGY RECOVERY FACILITY	DEVON
	MARSH BARTON TRAD. EST. Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 3513 sqm Survey date: THURSDAY 06/07/17 Survey Type: MANUAL		
3	FU-02-C-01 COWPER ROAD PENRITH	DOMINO'S PIZZA	WESTMORLAND & FURNESS
	GILWILLY IND. ESTATE Edge of Town Industrial Zone Total Gross floor area: 2950 sqm Survey date: TUESDAY 10/06/14 Survey Type: MANUAL		
4	HE-02-C-02 COLLEGE ROAD HEREFORD	THERMAL PROCESSING	HEREFORDSHIRE
	BURCOTT Edge of Town Commercial Zone Total Gross floor area: 1880 sqm Survey date: TUESDAY 22/10/13 Survey Type: MANUAL		
5	NF-02-C-04 FLETCHER WAY NORWICH	EXHIBITION DESIGN & MANUF.	NORFOLK
	UPPER HELLESDON Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 690 sqm Survey date: THURSDAY 14/11/19 Survey Type: MANUAL		
6	WK-02-C-01 CASTLE MOUND WAY RUGBY	MACHINE ENGINEERING	WARWICKSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 9216 sqm Survey date: WEDNESDAY 10/11/21 Survey Type: MANUAL		
7	WM-02-C-03 DOWNING STREET SMETHWICK	INDUSTRIAL GLASS	WEST MIDLANDS
	Edge of Town Industrial Zone Total Gross floor area: 5070 sqm Survey date: TUESDAY 06/11/12 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 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.39

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	6083	0.099	2	6083	0.000	2	6083	0.099
06:00 - 07:00	2	6083	0.041	2	6083	0.008	2	6083	0.049
07:00 - 08:00	7	5349	0.222	7	5349	0.032	7	5349	0.254
08:00 - 09:00	7	5349	0.208	7	5349	0.069	7	5349	0.277
09:00 - 10:00	7	5349	0.208	7	5349	0.099	7	5349	0.307
10:00 - 11:00	7	5349	0.134	7	5349	0.112	7	5349	0.246
11:00 - 12:00	7	5349	0.083	7	5349	0.123	7	5349	0.206
12:00 - 13:00	7	5349	0.123	7	5349	0.160	7	5349	0.283
13:00 - 14:00	7	5349	0.096	7	5349	0.109	7	5349	0.205
14:00 - 15:00	7	5349	0.064	7	5349	0.080	7	5349	0.144
15:00 - 16:00	7	5349	0.059	7	5349	0.136	7	5349	0.195
16:00 - 17:00	7	5349	0.037	7	5349	0.267	7	5349	0.304
17:00 - 18:00	7	5349	0.115	7	5349	0.096	7	5349	0.211
18:00 - 19:00	7	5349	0.067	7	5349	0.093	7	5349	0.160
19:00 - 20:00	2	6083	0.049	2	6083	0.049	2	6083	0.098
20:00 - 21:00	2	6083	0.025	2	6083	0.033	2	6083	0.058
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.630			1.466			3.096

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:	690 - 14125 (units: sqm)
Survey date date range:	10/11/11 - 10/11/21
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
MULTI-MODAL OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	6083	0.000	2	6083	0.000	2	6083	0.000
06:00 - 07:00	2	6083	0.016	2	6083	0.000	2	6083	0.016
07:00 - 08:00	7	5349	0.027	7	5349	0.019	7	5349	0.046
08:00 - 09:00	7	5349	0.061	7	5349	0.035	7	5349	0.096
09:00 - 10:00	7	5349	0.080	7	5349	0.037	7	5349	0.117
10:00 - 11:00	7	5349	0.061	7	5349	0.021	7	5349	0.082
11:00 - 12:00	7	5349	0.048	7	5349	0.037	7	5349	0.085
12:00 - 13:00	7	5349	0.059	7	5349	0.061	7	5349	0.120
13:00 - 14:00	7	5349	0.040	7	5349	0.027	7	5349	0.067
14:00 - 15:00	7	5349	0.019	7	5349	0.021	7	5349	0.040
15:00 - 16:00	7	5349	0.021	7	5349	0.024	7	5349	0.045
16:00 - 17:00	7	5349	0.013	7	5349	0.016	7	5349	0.029
17:00 - 18:00	7	5349	0.005	7	5349	0.003	7	5349	0.008
18:00 - 19:00	7	5349	0.003	7	5349	0.003	7	5349	0.006
19:00 - 20:00	2	6083	0.000	2	6083	0.049	2	6083	0.049
20:00 - 21:00	2	6083	0.000	2	6083	0.025	2	6083	0.025
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.453			0.378			0.831

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	6083	0.000	2	6083	0.000	2	6083	0.000
06:00 - 07:00	2	6083	0.016	2	6083	0.000	2	6083	0.016
07:00 - 08:00	7	5349	0.003	7	5349	0.005	7	5349	0.008
08:00 - 09:00	7	5349	0.008	7	5349	0.000	7	5349	0.008
09:00 - 10:00	7	5349	0.003	7	5349	0.000	7	5349	0.003
10:00 - 11:00	7	5349	0.000	7	5349	0.003	7	5349	0.003
11:00 - 12:00	7	5349	0.003	7	5349	0.000	7	5349	0.003
12:00 - 13:00	7	5349	0.000	7	5349	0.000	7	5349	0.000
13:00 - 14:00	7	5349	0.011	7	5349	0.003	7	5349	0.014
14:00 - 15:00	7	5349	0.000	7	5349	0.011	7	5349	0.011
15:00 - 16:00	7	5349	0.000	7	5349	0.003	7	5349	0.003
16:00 - 17:00	7	5349	0.000	7	5349	0.008	7	5349	0.008
17:00 - 18:00	7	5349	0.016	7	5349	0.008	7	5349	0.024
18:00 - 19:00	7	5349	0.000	7	5349	0.008	7	5349	0.008
19:00 - 20:00	2	6083	0.000	2	6083	0.000	2	6083	0.000
20:00 - 21:00	2	6083	0.000	2	6083	0.000	2	6083	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.060			0.049			0.109

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	6083	0.099	2	6083	0.000	2	6083	0.099
06:00 - 07:00	2	6083	0.058	2	6083	0.008	2	6083	0.066
07:00 - 08:00	7	5349	0.232	7	5349	0.032	7	5349	0.264
08:00 - 09:00	7	5349	0.232	7	5349	0.067	7	5349	0.299
09:00 - 10:00	7	5349	0.251	7	5349	0.115	7	5349	0.366
10:00 - 11:00	7	5349	0.142	7	5349	0.115	7	5349	0.257
11:00 - 12:00	7	5349	0.099	7	5349	0.139	7	5349	0.238
12:00 - 13:00	7	5349	0.166	7	5349	0.198	7	5349	0.364
13:00 - 14:00	7	5349	0.109	7	5349	0.123	7	5349	0.232
14:00 - 15:00	7	5349	0.067	7	5349	0.088	7	5349	0.155
15:00 - 16:00	7	5349	0.072	7	5349	0.176	7	5349	0.248
16:00 - 17:00	7	5349	0.045	7	5349	0.315	7	5349	0.360
17:00 - 18:00	7	5349	0.115	7	5349	0.099	7	5349	0.214
18:00 - 19:00	7	5349	0.080	7	5349	0.109	7	5349	0.189
19:00 - 20:00	2	6083	0.058	2	6083	0.049	2	6083	0.107
20:00 - 21:00	2	6083	0.025	2	6083	0.033	2	6083	0.058
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.850			1.666			3.516

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	6083	0.016	2	6083	0.000	2	6083	0.016
06:00 - 07:00	2	6083	0.016	2	6083	0.000	2	6083	0.016
07:00 - 08:00	7	5349	0.027	7	5349	0.011	7	5349	0.038
08:00 - 09:00	7	5349	0.016	7	5349	0.008	7	5349	0.024
09:00 - 10:00	7	5349	0.016	7	5349	0.008	7	5349	0.024
10:00 - 11:00	7	5349	0.013	7	5349	0.016	7	5349	0.029
11:00 - 12:00	7	5349	0.013	7	5349	0.013	7	5349	0.026
12:00 - 13:00	7	5349	0.016	7	5349	0.016	7	5349	0.032
13:00 - 14:00	7	5349	0.029	7	5349	0.029	7	5349	0.058
14:00 - 15:00	7	5349	0.019	7	5349	0.021	7	5349	0.040
15:00 - 16:00	7	5349	0.021	7	5349	0.019	7	5349	0.040
16:00 - 17:00	7	5349	0.029	7	5349	0.043	7	5349	0.072
17:00 - 18:00	7	5349	0.045	7	5349	0.027	7	5349	0.072
18:00 - 19:00	7	5349	0.024	7	5349	0.016	7	5349	0.040
19:00 - 20:00	2	6083	0.000	2	6083	0.000	2	6083	0.000
20:00 - 21:00	2	6083	0.000	2	6083	0.000	2	6083	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.300			0.227			0.527

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	6083	0.000	2	6083	0.000	2	6083	0.000
06:00 - 07:00	2	6083	0.000	2	6083	0.000	2	6083	0.000
07:00 - 08:00	7	5349	0.005	7	5349	0.003	7	5349	0.008
08:00 - 09:00	7	5349	0.019	7	5349	0.000	7	5349	0.019
09:00 - 10:00	7	5349	0.003	7	5349	0.000	7	5349	0.003
10:00 - 11:00	7	5349	0.005	7	5349	0.000	7	5349	0.005
11:00 - 12:00	7	5349	0.000	7	5349	0.003	7	5349	0.003
12:00 - 13:00	7	5349	0.000	7	5349	0.000	7	5349	0.000
13:00 - 14:00	7	5349	0.003	7	5349	0.003	7	5349	0.006
14:00 - 15:00	7	5349	0.003	7	5349	0.013	7	5349	0.016
15:00 - 16:00	7	5349	0.003	7	5349	0.021	7	5349	0.024
16:00 - 17:00	7	5349	0.000	7	5349	0.003	7	5349	0.003
17:00 - 18:00	7	5349	0.008	7	5349	0.005	7	5349	0.013
18:00 - 19:00	7	5349	0.005	7	5349	0.011	7	5349	0.016
19:00 - 20:00	2	6083	0.000	2	6083	0.000	2	6083	0.000
20:00 - 21:00	2	6083	0.000	2	6083	0.000	2	6083	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.054			0.062			0.116

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 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.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.39

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	6083	0.115	2	6083	0.000	2	6083	0.115
06:00 - 07:00	2	6083	0.090	2	6083	0.008	2	6083	0.098
07:00 - 08:00	7	5349	0.267	7	5349	0.051	7	5349	0.318
08:00 - 09:00	7	5349	0.275	7	5349	0.075	7	5349	0.350
09:00 - 10:00	7	5349	0.272	7	5349	0.123	7	5349	0.395
10:00 - 11:00	7	5349	0.160	7	5349	0.134	7	5349	0.294
11:00 - 12:00	7	5349	0.115	7	5349	0.155	7	5349	0.270
12:00 - 13:00	7	5349	0.182	7	5349	0.214	7	5349	0.396
13:00 - 14:00	7	5349	0.152	7	5349	0.158	7	5349	0.310
14:00 - 15:00	7	5349	0.088	7	5349	0.134	7	5349	0.222
15:00 - 16:00	7	5349	0.096	7	5349	0.219	7	5349	0.315
16:00 - 17:00	7	5349	0.075	7	5349	0.369	7	5349	0.444
17:00 - 18:00	7	5349	0.184	7	5349	0.139	7	5349	0.323
18:00 - 19:00	7	5349	0.109	7	5349	0.144	7	5349	0.253
19:00 - 20:00	2	6083	0.058	2	6083	0.049	2	6083	0.107
20:00 - 21:00	2	6083	0.025	2	6083	0.033	2	6083	0.058
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		2.263				2.005			4.268

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.*

TTN4-8 : B8 Multi Modal TRICS Output

Calculation Reference: AUDIT-705118-240520-0517

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	DR DONCASTER	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 6560 to 345588 (units: sqm)
 Range Selected by User: 3824 to 345588 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 18/10/13 to 18/10/23

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:

Tuesday 1 days
 Wednesday 1 days
 Friday 1 days

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

Selected survey types:

Manual count 3 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

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 2
 Development Zone 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 2 days - Selected
 Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:

Use Class:

n/a 1 days
 B8 2 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:

1,000 or Less	1 days
10,001 to 15,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

25,001 to 50,000	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:

1.1 to 1.5	3 days
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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:

Yes	1 days
No	2 days

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

PTAL Rating:

No PTAL Present	3 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	DR-02-F-01 MIDDLE BANK DONCASTER	TESCO DISTRIBUTION CENTRE	DONCASTER
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 80100 sqm Survey date: TUESDAY 21/09/21 Survey Type: MANUAL		
2	EX-02-F-01 BRUNEL WAY COLCHESTER	SPORTS SUPPLEMENTS	ESSEX
	SEVERALLS INDUSTRIAL PK Edge of Town Industrial Zone Total Gross floor area: 6560 sqm Survey date: FRIDAY 18/05/18 Survey Type: MANUAL		
3	NT-02-F-01 NOOK FLATT ROAD NEAR WORKSOP BLYTH	LOGISTICS WAREHOUSING PARK	NOTTINGHAMSHIRE
	Edge of Town Development Zone Total Gross floor area: 345588 sqm Survey date: WEDNESDAY 18/10/23 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.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.19

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	212844	0.030	2	212844	0.011	2	212844	0.041
06:00 - 07:00	2	212844	0.010	2	212844	0.025	2	212844	0.035
07:00 - 08:00	3	144083	0.017	3	144083	0.009	3	144083	0.026
08:00 - 09:00	3	144083	0.015	3	144083	0.009	3	144083	0.024
09:00 - 10:00	3	144083	0.021	3	144083	0.015	3	144083	0.036
10:00 - 11:00	3	144083	0.020	3	144083	0.020	3	144083	0.040
11:00 - 12:00	3	144083	0.022	3	144083	0.017	3	144083	0.039
12:00 - 13:00	3	144083	0.021	3	144083	0.025	3	144083	0.046
13:00 - 14:00	3	144083	0.022	3	144083	0.016	3	144083	0.038
14:00 - 15:00	3	144083	0.019	3	144083	0.032	3	144083	0.051
15:00 - 16:00	3	144083	0.017	3	144083	0.017	3	144083	0.034
16:00 - 17:00	3	144083	0.012	3	144083	0.016	3	144083	0.028
17:00 - 18:00	3	144083	0.015	3	144083	0.015	3	144083	0.030
18:00 - 19:00	3	144083	0.009	3	144083	0.020	3	144083	0.029
19:00 - 20:00	2	212844	0.007	2	212844	0.009	2	212844	0.016
20:00 - 21:00	2	212844	0.007	2	212844	0.009	2	212844	0.016
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.264			0.265			0.529

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:	6560 - 345588 (units: sqm)
Survey date date range:	18/10/13 - 18/10/23
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
MULTI-MODAL OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	212844	0.002	2	212844	0.003	2	212844	0.005
06:00 - 07:00	2	212844	0.002	2	212844	0.002	2	212844	0.004
07:00 - 08:00	3	144083	0.006	3	144083	0.005	3	144083	0.011
08:00 - 09:00	3	144083	0.007	3	144083	0.006	3	144083	0.013
09:00 - 10:00	3	144083	0.008	3	144083	0.006	3	144083	0.014
10:00 - 11:00	3	144083	0.011	3	144083	0.011	3	144083	0.022
11:00 - 12:00	3	144083	0.009	3	144083	0.006	3	144083	0.015
12:00 - 13:00	3	144083	0.009	3	144083	0.009	3	144083	0.018
13:00 - 14:00	3	144083	0.007	3	144083	0.007	3	144083	0.014
14:00 - 15:00	3	144083	0.009	3	144083	0.008	3	144083	0.017
15:00 - 16:00	3	144083	0.009	3	144083	0.008	3	144083	0.017
16:00 - 17:00	3	144083	0.005	3	144083	0.005	3	144083	0.010
17:00 - 18:00	3	144083	0.008	3	144083	0.006	3	144083	0.014
18:00 - 19:00	3	144083	0.004	3	144083	0.008	3	144083	0.012
19:00 - 20:00	2	212844	0.003	2	212844	0.006	2	212844	0.009
20:00 - 21:00	2	212844	0.003	2	212844	0.005	2	212844	0.008
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.102			0.101			0.203

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	212844	0.001	2	212844	0.000	2	212844	0.001
06:00 - 07:00	2	212844	0.000	2	212844	0.000	2	212844	0.000
07:00 - 08:00	3	144083	0.000	3	144083	0.000	3	144083	0.000
08:00 - 09:00	3	144083	0.000	3	144083	0.000	3	144083	0.000
09:00 - 10:00	3	144083	0.000	3	144083	0.000	3	144083	0.000
10:00 - 11:00	3	144083	0.001	3	144083	0.000	3	144083	0.001
11:00 - 12:00	3	144083	0.000	3	144083	0.000	3	144083	0.000
12:00 - 13:00	3	144083	0.000	3	144083	0.000	3	144083	0.000
13:00 - 14:00	3	144083	0.001	3	144083	0.000	3	144083	0.001
14:00 - 15:00	3	144083	0.000	3	144083	0.000	3	144083	0.000
15:00 - 16:00	3	144083	0.000	3	144083	0.000	3	144083	0.000
16:00 - 17:00	3	144083	0.000	3	144083	0.000	3	144083	0.000
17:00 - 18:00	3	144083	0.000	3	144083	0.000	3	144083	0.000
18:00 - 19:00	3	144083	0.000	3	144083	0.000	3	144083	0.000
19:00 - 20:00	2	212844	0.000	2	212844	0.002	2	212844	0.002
20:00 - 21:00	2	212844	0.000	2	212844	0.000	2	212844	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.003			0.002			0.005

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	212844	0.031	2	212844	0.011	2	212844	0.042
06:00 - 07:00	2	212844	0.011	2	212844	0.025	2	212844	0.036
07:00 - 08:00	3	144083	0.019	3	144083	0.010	3	144083	0.029
08:00 - 09:00	3	144083	0.017	3	144083	0.009	3	144083	0.026
09:00 - 10:00	3	144083	0.025	3	144083	0.016	3	144083	0.041
10:00 - 11:00	3	144083	0.021	3	144083	0.020	3	144083	0.041
11:00 - 12:00	3	144083	0.023	3	144083	0.019	3	144083	0.042
12:00 - 13:00	3	144083	0.022	3	144083	0.026	3	144083	0.048
13:00 - 14:00	3	144083	0.022	3	144083	0.017	3	144083	0.039
14:00 - 15:00	3	144083	0.020	3	144083	0.037	3	144083	0.057
15:00 - 16:00	3	144083	0.018	3	144083	0.018	3	144083	0.036
16:00 - 17:00	3	144083	0.012	3	144083	0.019	3	144083	0.031
17:00 - 18:00	3	144083	0.015	3	144083	0.018	3	144083	0.033
18:00 - 19:00	3	144083	0.010	3	144083	0.024	3	144083	0.034
19:00 - 20:00	2	212844	0.007	2	212844	0.010	2	212844	0.017
20:00 - 21:00	2	212844	0.007	2	212844	0.009	2	212844	0.016
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.280			0.288			0.568

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	212844	0.004	2	212844	0.005	2	212844	0.009
06:00 - 07:00	2	212844	0.003	2	212844	0.000	2	212844	0.003
07:00 - 08:00	3	144083	0.000	3	144083	0.000	3	144083	0.000
08:00 - 09:00	3	144083	0.001	3	144083	0.000	3	144083	0.001
09:00 - 10:00	3	144083	0.005	3	144083	0.000	3	144083	0.005
10:00 - 11:00	3	144083	0.001	3	144083	0.000	3	144083	0.001
11:00 - 12:00	3	144083	0.003	3	144083	0.000	3	144083	0.003
12:00 - 13:00	3	144083	0.002	3	144083	0.000	3	144083	0.002
13:00 - 14:00	3	144083	0.000	3	144083	0.000	3	144083	0.000
14:00 - 15:00	3	144083	0.000	3	144083	0.001	3	144083	0.001
15:00 - 16:00	3	144083	0.000	3	144083	0.000	3	144083	0.000
16:00 - 17:00	3	144083	0.000	3	144083	0.004	3	144083	0.004
17:00 - 18:00	3	144083	0.001	3	144083	0.000	3	144083	0.001
18:00 - 19:00	3	144083	0.000	3	144083	0.001	3	144083	0.001
19:00 - 20:00	2	212844	0.001	2	212844	0.006	2	212844	0.007
20:00 - 21:00	2	212844	0.001	2	212844	0.004	2	212844	0.005
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.022			0.021			0.043

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	212844	0.002	2	212844	0.001	2	212844	0.003
06:00 - 07:00	2	212844	0.001	2	212844	0.000	2	212844	0.001
07:00 - 08:00	3	144083	0.000	3	144083	0.000	3	144083	0.000
08:00 - 09:00	3	144083	0.001	3	144083	0.000	3	144083	0.001
09:00 - 10:00	3	144083	0.001	3	144083	0.000	3	144083	0.001
10:00 - 11:00	3	144083	0.000	3	144083	0.000	3	144083	0.000
11:00 - 12:00	3	144083	0.001	3	144083	0.000	3	144083	0.001
12:00 - 13:00	3	144083	0.000	3	144083	0.000	3	144083	0.000
13:00 - 14:00	3	144083	0.000	3	144083	0.000	3	144083	0.000
14:00 - 15:00	3	144083	0.000	3	144083	0.000	3	144083	0.000
15:00 - 16:00	3	144083	0.000	3	144083	0.000	3	144083	0.000
16:00 - 17:00	3	144083	0.000	3	144083	0.000	3	144083	0.000
17:00 - 18:00	3	144083	0.000	3	144083	0.001	3	144083	0.001
18:00 - 19:00	3	144083	0.000	3	144083	0.000	3	144083	0.000
19:00 - 20:00	2	212844	0.000	2	212844	0.001	2	212844	0.001
20:00 - 21:00	2	212844	0.000	2	212844	0.000	2	212844	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.003			0.009

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
 MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.19

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	212844	0.038	2	212844	0.017	2	212844	0.055
06:00 - 07:00	2	212844	0.015	2	212844	0.025	2	212844	0.040
07:00 - 08:00	3	144083	0.020	3	144083	0.011	3	144083	0.031
08:00 - 09:00	3	144083	0.019	3	144083	0.009	3	144083	0.028
09:00 - 10:00	3	144083	0.031	3	144083	0.016	3	144083	0.047
10:00 - 11:00	3	144083	0.022	3	144083	0.021	3	144083	0.043
11:00 - 12:00	3	144083	0.027	3	144083	0.019	3	144083	0.046
12:00 - 13:00	3	144083	0.024	3	144083	0.027	3	144083	0.051
13:00 - 14:00	3	144083	0.023	3	144083	0.017	3	144083	0.040
14:00 - 15:00	3	144083	0.020	3	144083	0.039	3	144083	0.059
15:00 - 16:00	3	144083	0.018	3	144083	0.019	3	144083	0.037
16:00 - 17:00	3	144083	0.012	3	144083	0.023	3	144083	0.035
17:00 - 18:00	3	144083	0.017	3	144083	0.019	3	144083	0.036
18:00 - 19:00	3	144083	0.010	3	144083	0.025	3	144083	0.035
19:00 - 20:00	2	212844	0.008	2	212844	0.019	2	212844	0.027
20:00 - 21:00	2	212844	0.008	2	212844	0.013	2	212844	0.021
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.312			0.319			0.631

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
MULTI-MODAL CARS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	212844	0.027	2	212844	0.007	2	212844	0.034
06:00 - 07:00	2	212844	0.007	2	212844	0.023	2	212844	0.030
07:00 - 08:00	3	144083	0.010	3	144083	0.002	3	144083	0.012
08:00 - 09:00	3	144083	0.006	3	144083	0.002	3	144083	0.008
09:00 - 10:00	3	144083	0.010	3	144083	0.007	3	144083	0.017
10:00 - 11:00	3	144083	0.008	3	144083	0.007	3	144083	0.015
11:00 - 12:00	3	144083	0.009	3	144083	0.009	3	144083	0.018
12:00 - 13:00	3	144083	0.011	3	144083	0.015	3	144083	0.026
13:00 - 14:00	3	144083	0.013	3	144083	0.009	3	144083	0.022
14:00 - 15:00	3	144083	0.009	3	144083	0.023	3	144083	0.032
15:00 - 16:00	3	144083	0.008	3	144083	0.008	3	144083	0.016
16:00 - 17:00	3	144083	0.006	3	144083	0.009	3	144083	0.015
17:00 - 18:00	3	144083	0.006	3	144083	0.008	3	144083	0.014
18:00 - 19:00	3	144083	0.005	3	144083	0.010	3	144083	0.015
19:00 - 20:00	2	212844	0.004	2	212844	0.003	2	212844	0.007
20:00 - 21:00	2	212844	0.004	2	212844	0.003	2	212844	0.007
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.143			0.145			0.288

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
MULTI-MODAL MOTOR CYCLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	212844	0.000	2	212844	0.000	2	212844	0.000
06:00 - 07:00	2	212844	0.000	2	212844	0.000	2	212844	0.000
07:00 - 08:00	3	144083	0.000	3	144083	0.000	3	144083	0.000
08:00 - 09:00	3	144083	0.000	3	144083	0.000	3	144083	0.000
09:00 - 10:00	3	144083	0.000	3	144083	0.000	3	144083	0.000
10:00 - 11:00	3	144083	0.000	3	144083	0.000	3	144083	0.000
11:00 - 12:00	3	144083	0.000	3	144083	0.000	3	144083	0.000
12:00 - 13:00	3	144083	0.000	3	144083	0.000	3	144083	0.000
13:00 - 14:00	3	144083	0.000	3	144083	0.000	3	144083	0.000
14:00 - 15:00	3	144083	0.000	3	144083	0.000	3	144083	0.000
15:00 - 16:00	3	144083	0.000	3	144083	0.000	3	144083	0.000
16:00 - 17:00	3	144083	0.000	3	144083	0.000	3	144083	0.000
17:00 - 18:00	3	144083	0.000	3	144083	0.000	3	144083	0.000
18:00 - 19:00	3	144083	0.000	3	144083	0.000	3	144083	0.000
19:00 - 20:00	2	212844	0.000	2	212844	0.000	2	212844	0.000
20:00 - 21:00	2	212844	0.000	2	212844	0.000	2	212844	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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.