



Langstone Technology Park
Havant

Transport Statement

For

XLB

Document Control Sheet

Langstone Technology Park

Havant

XLB

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
27-03-2021	1 st draft	JNR	JNR
31-03-2021	2 nd draft	JNR	JNR
31-03-2021	Final	JNR	JNR



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1.0 Introduction

- 1.1 This Transport Statement (TS) has been prepared on behalf of XLB to accompany a section 73 (s73) planning application for land primarily used for car parking at Langstone Technology Park (LTP), Havant (the Application Site). The Application Site is located within the administrative boundaries of Havant Borough Council (HBC) and Hampshire County Council (HCC).
- 1.2 The location of the Application Site is illustrated below.



Site Location

- 1.3 The s73 planning application seeks to vary planning permission APP/19/00703 (the Permitted Development) which granted planning permission, inter alia, for:
- ▶ the part-demolition of Building 1000 and associated works;
 - ▶ the erection of new flexible use industrial units amounting to 12,575m² (GIA) of flexible Class E(g)(iii) / Class B2 / Class B8 floorspace; and
 - ▶ a new parking layout with associated works to layout and access.
- 1.4 The proposals seek to reconfigure the layout of the flexible use industrial units resulting in a total of 11,290m² (GEA) of flexible Class E(g)(ii & iii) / Class B2 / Class B8 floorspace (the Phase 1 Proposals) in addition to some minor alterations to Building 1000 and proposed new parking area in front of this building (the Proposed Development). All other aspects of the Permitted Development listed above remain unchanged.

Scope Report

- 1.5 The purpose of this TS is to assess the changes to the Permitted Development in the context of the mitigation already established in order to determine if the Proposed Development is likely to result in a greater or lesser impact on the transport network.

1.6 Following this introduction, the TS is split into four sections as follows:

- ▶ Section 2 describes the Proposed Development, including details of parking provision and servicing arrangements;
- ▶ Section 3 assesses the impact of the Proposed Development relative to the Permitted Development;
- ▶ Section 4 considers the suitability and phasing of replacement car parking; and
- ▶ Section 5 summarises the key findings and conclusions of this Technical Note.

2.0 Proposed Development

- 2.1 The Phase 1 Proposals comprise 11,290m² (GEA) of flexible Class E(g)(ii & iii) / Class B2 / Class B8 floorspace and associated car parking. The proposed layout is included at **Appendix A** which also identifies locations and quanta of replacement car parking.

Access and Internal Circulation

- 2.2 Peak hour access to the Application Site will be taken from Brockhampton Road in accordance with the restrictions of the Permitted Development. The plan provided at **Appendix B** demonstrates that the HGV restrictions associated with Condition 18 of the Permitted Development will be retained for the Proposed Development.
- 2.3 The existing internal technology park road network has been modified to accommodate the new land uses. Swept path analysis demonstrating that vehicles are able to safely access and circulate is included at **Appendix C**.
- 2.4 Pedestrians and cycle access will remain unchanged from the Permitted Development.

Parking

- 2.5 A total of 250 car parking spaces are dedicated for the new, flexible R & D/industrial floor space. This amounts to a rate of 1 space per 45m² of gross floor area. This is the same as the car parking provision for the new industrial floor space that forms part of the Permitted Development. This level of car parking is therefore considered to be acceptable for this form of development at this location.
- 2.6 Of the 250 car parking spaces provided, a total of 5% will be provided as accessible parking spaces and 5% as EV charging points.
- 2.7 In addition, the Proposed Development would also create an additional 699 car parking spaces for use by the retained businesses at LTP.
- 2.8 Cycle parking will be provided in accordance with adopted standards, this equates to up to 80 spaces for the Phase 1 Proposals with a further 48 spaces provided adjacent to Building 1000 for use by the retained businesses at LTP.

3.0 Traffic Impact Assessment

- 3.1 In order to understand the comparative traffic impact of the Proposed Development, its potential traffic generation has been compared with that of the Permitted Development.
- 3.2 In order to assess the volume of traffic that is likely to be generated by the Proposed Development compared to the Permitted Development, reference has been made to the traffic generation forecasts set out in the Transport Assessment report prepared by David Tucker Associates (transport assessment report dated July 2019) in support of the Permitted Development. These have been reviewed by the highway authority and accepted as representative for this form of development at this location.
- 3.3 The Proposed Development also includes the potential for the buildings to be used for E(g)(ii) uses which is research and development of products or processes. Traffic movements for this land use class vary widely from site to site subject to the type of research and development undertaken at the facility. Similarly daily travel patterns can vary widely as working hours tend to be based around the research requirements rather than a typical working day.
- 3.4 In the case of the Proposed Development, the type of units being proposed would lend themselves to lower intensity research and development activities. It is further noted that HBC car parking standards for E(g)(ii) and E(g)(iii) uses are the same indicating the expectation that car usage is likely to be the same. It is therefore considered that traffic generation for this use would be similar to the use of the buildings for industrial processes suitable to be carried out in a residential area without detriment to its amenity and is assessed accordingly.
- 3.5 Table 3.1 presents the agreed forecast traffic generation figures for the Permitted Development. An extract from the Transport Assessment prepared for the Permitted Development is provided at **Appendix D**.

Land Use	AM Peak			PM Peak			12-hour		
	In	Out	Total	In	Out	Total	In	Out	Total
E(g)(iii) /B2	29	8	37	4	25	29	229	127	356
E(g)(iii) /B2 (HGV)	3	2	5	0	0	0	25	24	49
B8	14	8	22	4	11	15	132	133	265
B8 (HGV)	4	3	7	2	3	5	54	58	112

Table 3.1 – Traffic Generation – Permitted Development

- 3.6 Table 3.1 demonstrates that peak hour traffic generation of up to 37 and 29 two-way vehicle movements are expected to arise from the Permitted Development during the morning and evening peak hours respectively.
- 3.7 The same traffic generation rates that were accepted as being representative for this form of development at this location for the Permitted Development have been applied to the Proposed Development. Table 3.2 summarises the results of this assessment.

Land Use	AM Peak			PM Peak			12-hour		
	In	Out	Total	In	Out	Total	In	Out	Total
E(g)(ii & iii) /B2	26	7	33	4	22	26	206	114	320
E(g)(iii) /B2 (HGV)	3	2	4	0	0	0	22	22	44
B8	13	7	20	4	10	13	119	119	238
B8 (HGV)	4	3	6	2	3	4	48	52	101

Table 3.2 – Traffic Generation – Proposed Development

- 3.8 Table 3.2 demonstrates that peak hour traffic generation of up to 33 and 20 two-way vehicle movements are expected to arise from the Proposed Development during the morning and evening peak hours respectively.
- 3.9 Table 3.3 summarises the difference in traffic generation forecasts for the Proposed Development compared to the Permitted Development.

Land Use	AM Peak			PM Peak			12-hour		
	In	Out	Total	In	Out	Total	In	Out	Total
E/B2	-3	-1	-4	0	-3	-3	-23	-13	-36
E/B2 (HGV)	0	0	-1	0	0	0	-3	-2	-5
B8	-1	-1	-2	0	-1	-2	-13	-14	-27
B8 (HGV)	0	0	-1	0	0	-1	-6	-6	-11

Table 3.3 – Change in Traffic Generation

- 3.10 Table 3.3 shows that the Proposed Development is expected to result in fewer traffic movements during all time periods than the Permitted Development. During the morning and evening peak periods this amounts to up to 4 and 3 vehicle movements respectively. Over the course of a day, up to 36 fewer vehicle movements can be expected.
- 3.11 It is therefore concluded that the proposals are not likely to result in severe highway impacts or unacceptable road safety impacts compared to the Permitted Development.

4.0 Car Parking

- 4.1 The Proposed Development will result in the loss of existing car parking provision at LTP in the same way that the Permitted Development will.
- 4.2 The new and retained car parking is provided in 4 categories which comprise:
- ▶ Retained car parking;
 - ▶ The new industrial area;
 - ▶ New car parking provided following partial demolition of Building 1000; and
 - ▶ New car parking provided elsewhere within LTP.
- 4.3 The table below provides a summary of the car parking provided at each of the above 4 categories for the Permitted and Proposed Development scenarios.

Location	Permitted Development ¹	Proposed Development
Retained car parking	906	890 + 134 within the Phase 1 Proposals
New industrial area	287	250
New car parking provided following partial demolition of Building 1000	540	546
New car parking provided elsewhere within LTP	148	153
Total	1881	1973

¹ Source: approved drawing 0158A.

Table 4.1 – Permitted and Proposed car Parking Quanta

- 4.4 The table above shows that the Proposed Development proposes a total of 1,973 car parking spaces compared to the 1,881 car parking spaces included in the Permitted Development. The main difference in provision is within the new industrial area. The Proposed Development caters for the car parking needs of the users of the new industrial units however the layout has been reconfigured to enable the retention of 134 car parking spaces for use by the retained businesses at LTP.

Replacement Car Parking

- 4.5 Condition 3 of the Permitted Development planning permission requires a plan setting out the phased implementation of the Permitted Development in order, inter alia, to ensure that adequate car parking is provided on site for the retained businesses.
- 4.6 Car parking is currently provided at LTP at a rate of 1 space per 32m² of floor space (a total of 1,854 car parking spaces). Following the partial demolition of Building 1000, there will be approximately 51,125m² of floorspace retained at LTP. In order to maintain the same rate of car parking provision, this would require a total of 1,598 car parking spaces.
- 4.7 Notwithstanding this, recent surveys indicate that the LTP is only 64% occupied. The demand for car parking therefore equates to 1,022 car parking spaces which is the volume of car parking being retained (see Table 4.1).

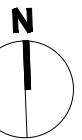
- 4.8 Having regard to the above, it is proposed that the delivery of replacement car parking will be phased with demand for car parking as follows:
- ▶ Phase 1: 250 car parking spaces for the new industrial unit users and 1,024 (retained) car parking spaces for the retained businesses;
 - ▶ Phase 2: 153 new car parking spaces provided within the wider LTP. This would result in a total of 1,177 car parking spaces which would be sufficient to cater for demand arising from occupation of approximately 75% of the retained businesses; and
 - ▶ Phase 3: provision of 546 car parking spaces on land arising from the partial demolition of Building 1,000 which would be sufficient to cater for the full occupation of the retained businesses.
- 4.9 A plan identifying the locations of each phase is provided at **Appendix E**.

5.0 Summary and Conclusions

- 5.1 This Transport Statement (TS) has been prepared on behalf of XLB to accompany a section 73 (s73) planning application for land primarily used for car parking at Langstone Technology Park (LTP), Havant (the Application Site). The Application Site is located within the administrative boundaries of Havant Borough Council (HBC) and Hampshire County Council (HCC).
- 5.2 The s73 planning application seeks to vary planning permission APP/19/00703 (the Permitted Development) which granted planning permission, inter alia, for:
- ▶ the part-demolition of Building 1000 and associated works;
 - ▶ the erection of new flexible use industrial units amounting to 12,575m² (GIA) of flexible Class E(g)(iii) / Class B2 / Class B8 floorspace; and
 - ▶ a new parking layout with associated works to layout and access.
- 5.3 The proposals seek to reconfigure the layout of the flexible use industrial units resulting in a total of 11,290m² (GEA) of flexible Class E(g)(ii & iii) / Class B2 / Class B8 floorspace (the Proposed Development). All other aspects of the Permitted Development listed above remain unchanged.
- 5.4 This Technical Note has demonstrated that:
- ▶ Suitable arrangements are made for access by all modes of transport;
 - ▶ Parking for the new industrial uses will be provided at the same rate that was accepted as suitable for the Permitted Development;
 - ▶ The Proposed Development is expected to result in fewer traffic movements during all time periods than the Permitted Development. During the morning and evening peak periods this amounts to up to 4 and 3 vehicle movements respectively. Over the course of a day, up to 36 fewer vehicle movements can be expected; and
 - ▶ Sufficient replacement car parking will be provided for the retained businesses at LTP. Its delivery will be phased to meet demand at the technology park.
- 5.5 Based on the above, it is concluded that the Proposed Development would not lead to an unacceptable impact on highway safety nor to a severe residual cumulative impact on the road network. There are therefore no transport or highway reasons why planning permission should be prevented or refused.

Appendix A

Proposed Layout



	GIA (m²)			GEA (m²)
	Gnd	First	Total	
1.	1,912	337	2,249	2,342
2.	1,580	279	1,859	1,944
3.	3,184	434	3,618	3,737
4.	2,822	348	3,170	3,267
T.	9,498	1,398	10,896	11,290

PHASE 1 DEVELOPMENT AREA: 3.11 Hectares

KEY

- APPLICATION AREA
- SOFT LANDSCAPE
- TARMACADAM SURFACING
- BRUSHED CONCRETE SERVICE YARD
- NATURAL BLOCK PAVING TO VEHICLE AREAS
- CHARCOAL BLOCK PAVING TO PEDESTRIAN AREAS
- WELL CONSOLIDATED GRAVEL
- CYCLE SHELTERS
- EXISTING SUBSTATION RETAINED
- NEW ELECTRIC SUBSTATION
- ACCESS BARRIER/ PLATE CONTROL
- ELECTRIC VEHICLE CHARGING POINTS/ DUCTS FOR FUTURE POINT
- CAR SHARE PARKING SPACES
- DROP KERB
- PROPOSED TREES

PARKING PROVISIONS:

Extant planning consent proposed to remove 815 no. existing car parking spaces to build 12 units with 287 new car parking spaces provided at 1 per 45sqm of floor area.

Revised layout proposes to remove 688 no. existing car parking spaces while retaining 134, to build 4 units with 250 new car parking spaces provided at 1 per 45sqm of floor area.

Extant consent also proposed to provide 70 new car parking spaces to the East of the site, replacing 9 existing, and 83 new spaces to the North West replacing 16 existing.

Proposal for part demolition of existing Building 1000 as part of extant consent proposes to provide 540 new car parking spaces replacing 120 existing. Car parking has been revised to create 25 extra spaces, providing 546 total.

Client:
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Drawing Title:
PROPOSED
OVERALL SITE PLAN

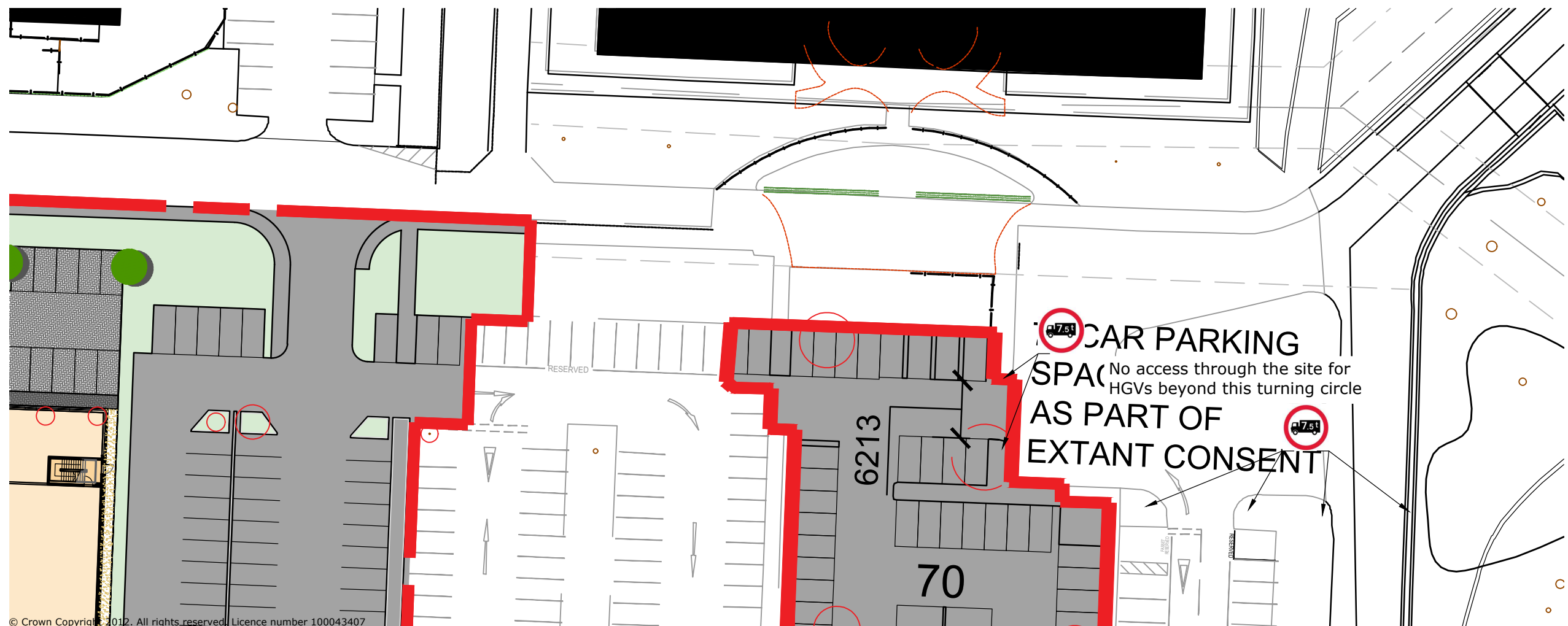
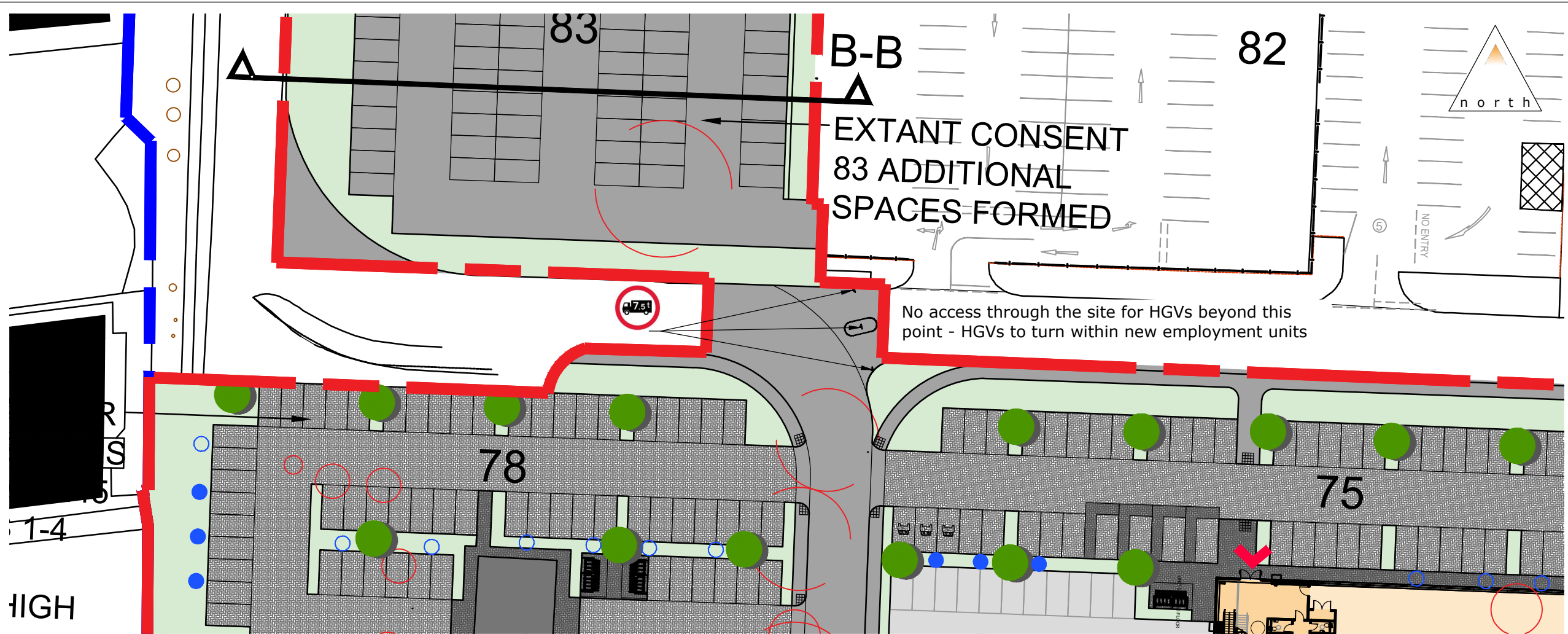
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Checked by: ME
Date: MAR 21

Job No: 11319
Stage: PL 004
Drawing No: *
Rev: *

Issue Status:
Construction ☐ Preliminary ☐
Information ☐ Approval ☐
Tender ☐
Offices:
Working London
Milton Keynes
Warsaw

Appendix B

HGV Restrictions



Rev: Description: Date: Rev By: Chk'd:



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Project:
Langstone Park, Havant

Title:
HGV Routing Restrictions

Client:
XLB Property

Drawing Status: Information

Scale: 1:500 (@ A3) Date: 31/03/2021

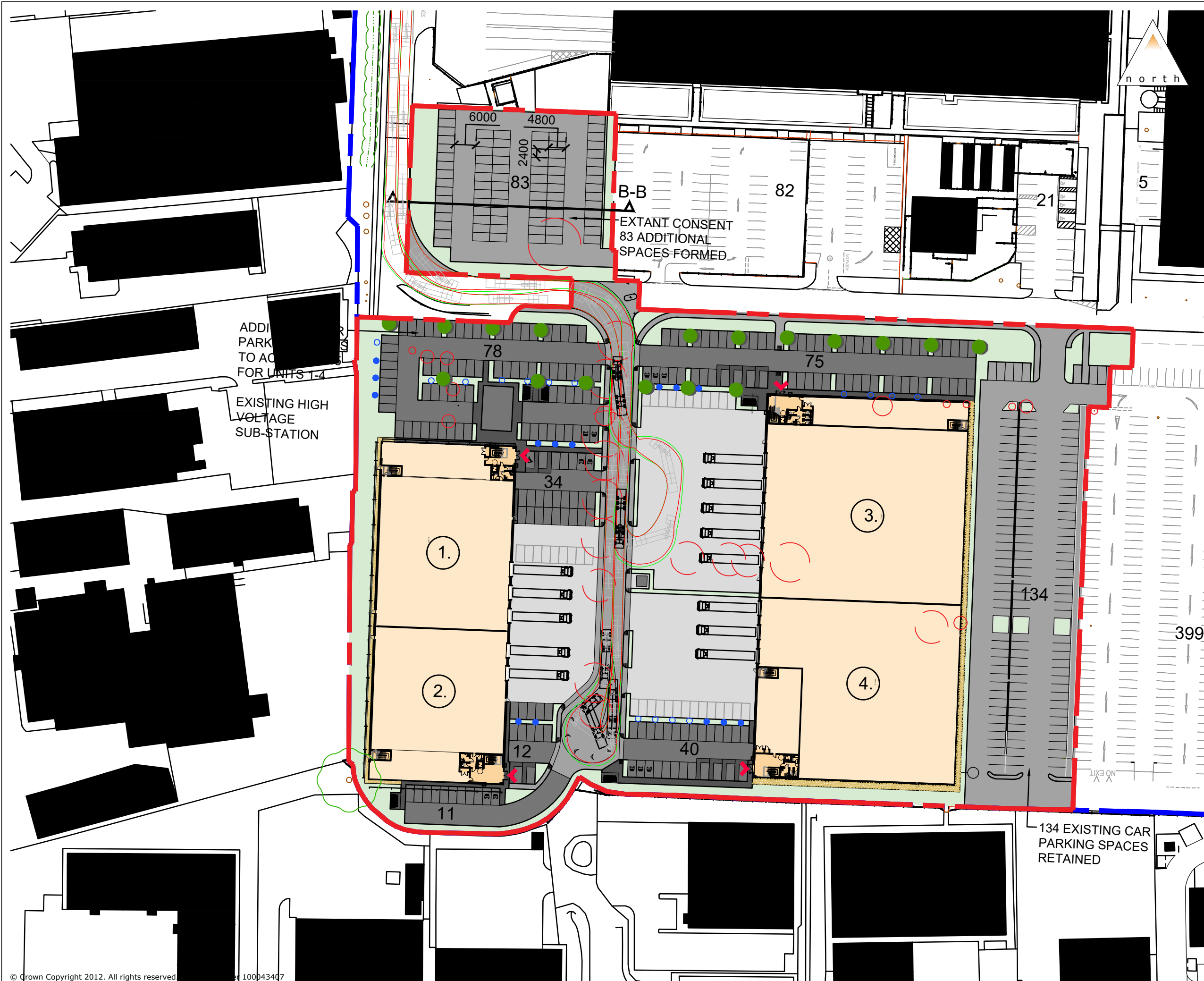
Drawn: CM Checked: JR Approved: JR

Drawing: 2010053-01 Revision: -

Appendix C

Swept Path Analysis

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Rev:	Description:	Date:	Rev By:	Chk'd:
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Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

9 Greyfriars, Reading, Berkshire, RG1 1NU

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Guildford - London - Reading

www.motion.co.uk

Project:

Langstone Park, Havant

Title:

Swept Path Analysis
Articulated Vehicle

Client:

XLB Property

Drawing Status: Information

Scale: 1:1000 (@ A3) Date: 31/03/2021

Drawn: CM Checked: JR Approved: JR

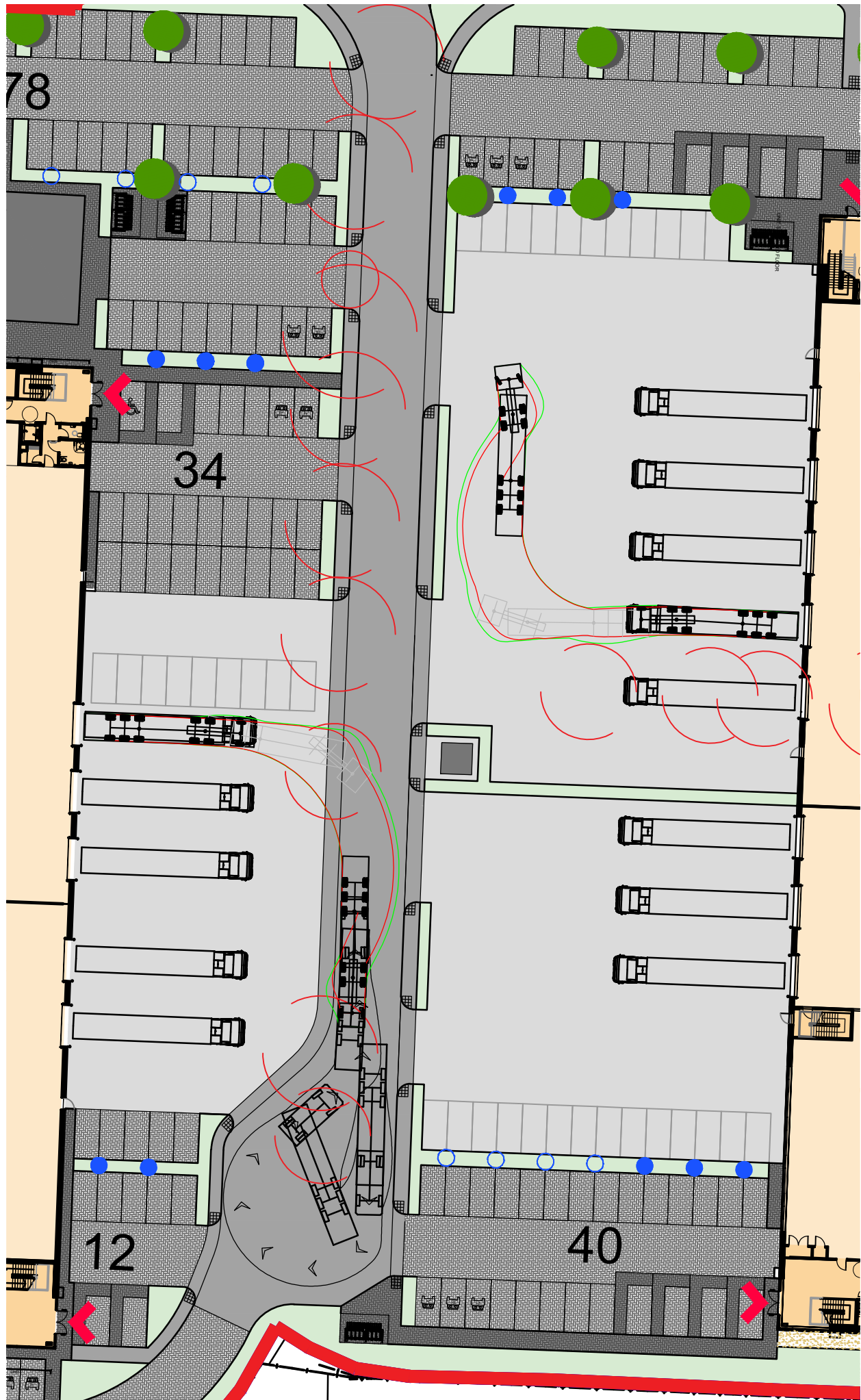
Drawing:

2010053-TK01

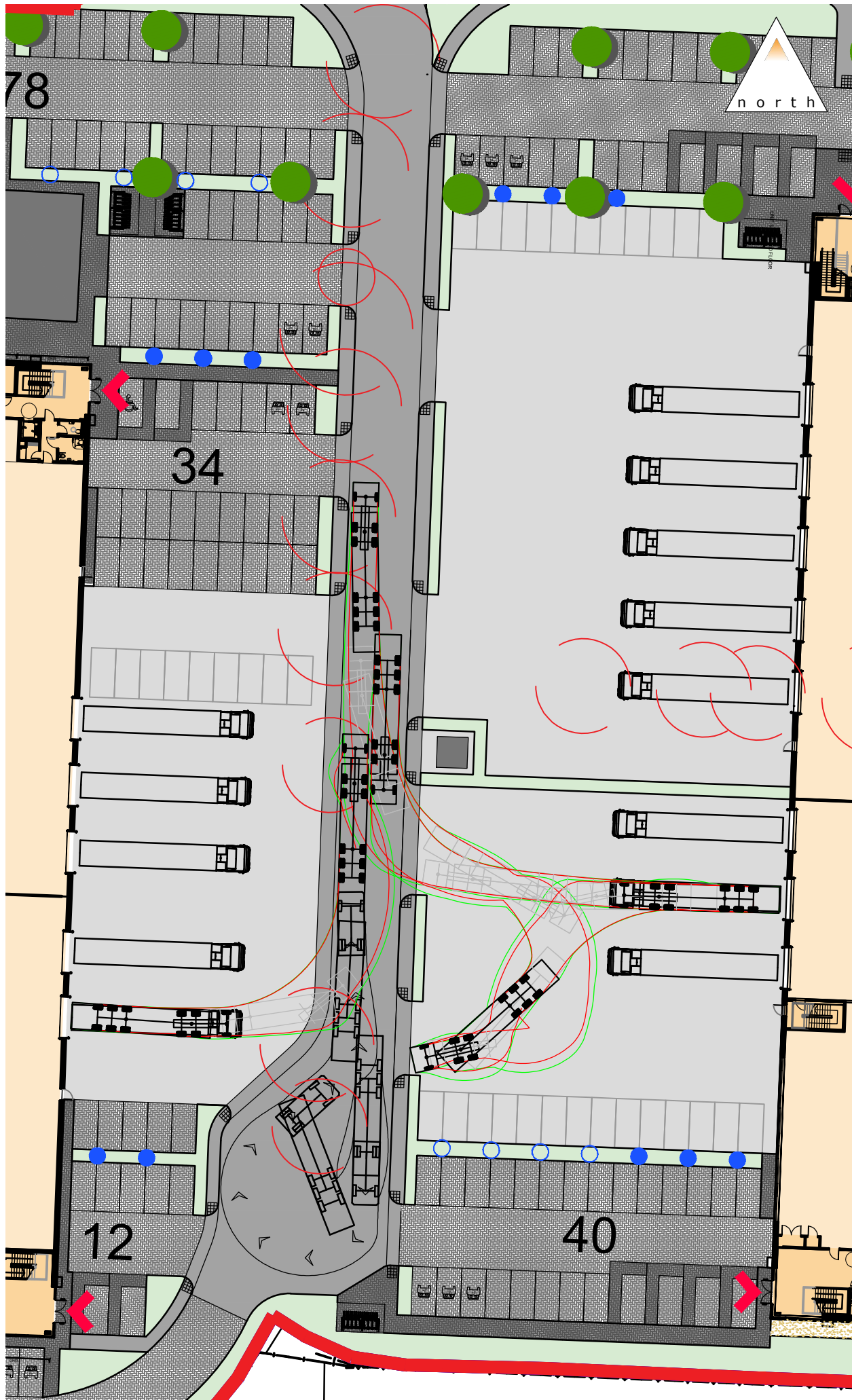
Revision:

A

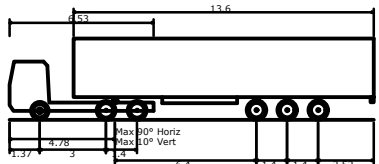
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Rev: Description: Date: Rev By: Chk'd:



Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.681m
Min Body Ground Clearance 0.411m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m

motion

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Project:
Langstone Park, Havant

Title:
Swept Path Analysis
Articulated Vehicle

Client:
XLB Property

Drawing Status: Information

Scale: 1:1000 (@ A3) Date:31/03/2021

Drawn: CM Checked: JR Approved: JR

Drawing: 2010053-TK02 Revision: A

Appendix D

Traffic Generation Rates

Calculation Reference: AUDIT-623801-180927-0929

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	RE READING	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	DV DEVON	2 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	HE HEREFORDSHIRE	1 days
	WM WEST MIDLANDS	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	2 days
	LC LANCASHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	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: 645 to 20000 (units: sqm)
Range Selected by User: 8000 to 43325 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 21/11/17

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

Selected survey days:

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

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

Selected survey types:

Manual count	14 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	5
Edge of Town	8

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	12
Commercial Zone	1
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.

Secondary Filtering selection:

Use Class:

B1	6 days
B2	6 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	5 days
15,001 to 20,000	2 days
25,001 to 50,000	4 days

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

Population within 5 miles:

50,001 to 75,000	2 days
75,001 to 100,000	1 days
125,001 to 250,000	6 days
250,001 to 500,000	4 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:

0.5 or Less	1 days
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	14 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	14 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	BR-02-C-02 SOUTH LIBERTY LANE BRISTOL	STAINLESS FITTINGS	BRISTOL CITY
	Edge of Town Industrial Zone Total Gross floor area: 1475 sqm Survey date: TUESDAY 22/09/15		Survey Type: MANUAL
2	CH-02-C-02 JUPITER DRIVE CHESTER CHESTER W. EMP. PARK	INDUSTRIAL MATERIALS	CHESHIRE
	Edge of Town Industrial Zone Total Gross floor area: 8100 sqm Survey date: WEDNESDAY 19/11/14		Survey Type: MANUAL
3	CH-02-C-03 BRUNEL ROAD MACCLESFIELD LYME GREEN BUS. PARK	OFFICE FURNITURE	CHESHIRE
	Edge of Town Development Zone Total Gross floor area: 6658 sqm Survey date: MONDAY 19/09/16		Survey Type: MANUAL
4	DS-02-C-02 PONTEFRAC STREET DERBY	ENGINEERED PRODUCTS	DERBYSHIRE
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 2600 sqm Survey date: THURSDAY 25/06/15		Survey Type: MANUAL
5	DV-02-C-01 PLYMBRIDGE ROAD PLYMOUTH ESTOVER	TUBE MANUFACTURE	DEVON
	Edge of Town Industrial Zone Total Gross floor area: 20000 sqm Survey date: TUESDAY 17/07/12		Survey Type: MANUAL
6	DV-02-C-02 GRACE ROAD SOUTH EXETER MARSH BARTON TRAD. EST.	ENERGY RECOVERY FACILITY	DEVON
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 3513 sqm Survey date: THURSDAY 06/07/17		Survey Type: MANUAL
7	HE-02-C-02 COLLEGE ROAD HEREFORD BURCOTT	THERMAL PROCESSING	HEREFORDSHIRE
	Edge of Town Commercial Zone Total Gross floor area: 1880 sqm Survey date: TUESDAY 22/10/13		Survey Type: MANUAL
8	LC-02-C-02 ESSEX STREET PRESTON RED SCAR IND ESTATE	RECYCLING CO.	LANCASHIRE
	Edge of Town Centre Industrial Zone Total Gross floor area: 8000 sqm Survey date: THURSDAY 10/05/12		Survey Type: MANUAL
9	RE-02-C-01 COMMERCIAL ROAD READING	SHEET METAL FABRICATION	READING
	Edge of Town Industrial Zone Total Gross floor area: 645 sqm Survey date: THURSDAY 22/11/12		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

10	SF-02-C-01	JOINERY	SUFFOLK
	ANSON ROAD		
	IPSWICH		
	MARTLESHAM HEATH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1100 sqm	
	Survey date: FRIDAY	12/07/13	Survey Type: MANUAL
11	TW-02-C-01	INDUSTRIAL UNIT	TYNE & WEAR
	SHAFTESBURY AVENUE		
	JARROW		
	TYNE POINT IND. ESTATE		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	950 sqm	
	Survey date: THURSDAY	15/11/12	Survey Type: MANUAL
12	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
13	WM-02-C-04	FOUNDRY	WEST MIDLANDS
	STOURVALE ROAD		
	STOURBRIDGE		
	LYE		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	4324 sqm	
	Survey date: TUESDAY	21/11/17	Survey Type: MANUAL
14	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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
HC-02-C-01	Has 50% B1 offices
WS-02-C-02	Has 35% B1 offices

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 - 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	1	13350	0.457	1	13350	0.000	1	13350	0.457
07:00 - 08:00	14	5548	0.252	14	5548	0.039	14	5548	0.291
08:00 - 09:00	14	5548	0.232	14	5548	0.062	14	5548	0.294
09:00 - 10:00	14	5548	0.151	14	5548	0.097	14	5548	0.248
10:00 - 11:00	14	5548	0.097	14	5548	0.067	14	5548	0.164
11:00 - 12:00	14	5548	0.076	14	5548	0.082	14	5548	0.158
12:00 - 13:00	14	5548	0.121	14	5548	0.133	14	5548	0.254
13:00 - 14:00	14	5548	0.165	14	5548	0.107	14	5548	0.272
14:00 - 15:00	14	5548	0.093	14	5548	0.147	14	5548	0.240
15:00 - 16:00	14	5548	0.084	14	5548	0.176	14	5548	0.260
16:00 - 17:00	14	5548	0.049	14	5548	0.308	14	5548	0.357
17:00 - 18:00	14	5548	0.035	14	5548	0.196	14	5548	0.231
18:00 - 19:00	14	5548	0.013	14	5548	0.077	14	5548	0.090
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	1.825			1.491			3.316		

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:	645 - 20000 (units: sqm)
Survey date date range:	01/01/10 - 21/11/17
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	2

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
TAXIS
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									
06:00 - 07:00	1	13350	0.000	1	13350	0.000	1	13350	0.000
07:00 - 08:00	14	5548	0.000	14	5548	0.000	14	5548	0.000
08:00 - 09:00	14	5548	0.000	14	5548	0.000	14	5548	0.000
09:00 - 10:00	14	5548	0.000	14	5548	0.000	14	5548	0.000
10:00 - 11:00	14	5548	0.001	14	5548	0.001	14	5548	0.002
11:00 - 12:00	14	5548	0.000	14	5548	0.000	14	5548	0.000
12:00 - 13:00	14	5548	0.000	14	5548	0.000	14	5548	0.000
13:00 - 14:00	14	5548	0.001	14	5548	0.001	14	5548	0.002
14:00 - 15:00	14	5548	0.000	14	5548	0.000	14	5548	0.000
15:00 - 16:00	14	5548	0.000	14	5548	0.000	14	5548	0.000
16:00 - 17:00	14	5548	0.000	14	5548	0.000	14	5548	0.000
17:00 - 18:00	14	5548	0.000	14	5548	0.000	14	5548	0.000
18:00 - 19:00	14	5548	0.000	14	5548	0.000	14	5548	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.002			0.004

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
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									
06:00 - 07:00	1	13350	0.000	1	13350	0.000	1	13350	0.000
07:00 - 08:00	14	5548	0.017	14	5548	0.013	14	5548	0.030
08:00 - 09:00	14	5548	0.023	14	5548	0.017	14	5548	0.040
09:00 - 10:00	14	5548	0.031	14	5548	0.028	14	5548	0.059
10:00 - 11:00	14	5548	0.018	14	5548	0.019	14	5548	0.037
11:00 - 12:00	14	5548	0.019	14	5548	0.023	14	5548	0.042
12:00 - 13:00	14	5548	0.030	14	5548	0.036	14	5548	0.066
13:00 - 14:00	14	5548	0.026	14	5548	0.019	14	5548	0.045
14:00 - 15:00	14	5548	0.014	14	5548	0.009	14	5548	0.023
15:00 - 16:00	14	5548	0.014	14	5548	0.013	14	5548	0.027
16:00 - 17:00	14	5548	0.005	14	5548	0.015	14	5548	0.020
17:00 - 18:00	14	5548	0.000	14	5548	0.000	14	5548	0.000
18:00 - 19:00	14	5548	0.001	14	5548	0.000	14	5548	0.001
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.198			0.192			0.390

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
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 - 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	1	13350	0.000	1	13350	0.000	1	13350	0.000
07:00 - 08:00	14	5548	0.000	14	5548	0.000	14	5548	0.000
08:00 - 09:00	14	5548	0.000	14	5548	0.000	14	5548	0.000
09:00 - 10:00	14	5548	0.001	14	5548	0.001	14	5548	0.002
10:00 - 11:00	14	5548	0.001	14	5548	0.000	14	5548	0.001
11:00 - 12:00	14	5548	0.000	14	5548	0.001	14	5548	0.001
12:00 - 13:00	14	5548	0.001	14	5548	0.001	14	5548	0.002
13:00 - 14:00	14	5548	0.000	14	5548	0.000	14	5548	0.000
14:00 - 15:00	14	5548	0.000	14	5548	0.000	14	5548	0.000
15:00 - 16:00	14	5548	0.000	14	5548	0.000	14	5548	0.000
16:00 - 17:00	14	5548	0.000	14	5548	0.000	14	5548	0.000
17:00 - 18:00	14	5548	0.000	14	5548	0.000	14	5548	0.000
18:00 - 19:00	14	5548	0.000	14	5548	0.000	14	5548	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.003			0.003			0.006

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
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									
06:00 - 07:00	1	13350	0.015	1	13350	0.000	1	13350	0.015
07:00 - 08:00	14	5548	0.006	14	5548	0.000	14	5548	0.006
08:00 - 09:00	14	5548	0.001	14	5548	0.000	14	5548	0.001
09:00 - 10:00	14	5548	0.001	14	5548	0.000	14	5548	0.001
10:00 - 11:00	14	5548	0.000	14	5548	0.000	14	5548	0.000
11:00 - 12:00	14	5548	0.000	14	5548	0.000	14	5548	0.000
12:00 - 13:00	14	5548	0.000	14	5548	0.000	14	5548	0.000
13:00 - 14:00	14	5548	0.001	14	5548	0.001	14	5548	0.002
14:00 - 15:00	14	5548	0.005	14	5548	0.005	14	5548	0.010
15:00 - 16:00	14	5548	0.000	14	5548	0.004	14	5548	0.004
16:00 - 17:00	14	5548	0.000	14	5548	0.010	14	5548	0.010
17:00 - 18:00	14	5548	0.001	14	5548	0.006	14	5548	0.007
18:00 - 19:00	14	5548	0.000	14	5548	0.005	14	5548	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.030			0.031			0.061

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.

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Calculation Reference: AUDIT-623801-181212-1239

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
	KC KENT	1 days
04	EAST ANGLIA	
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
09	NORTH	
	CB CUMBRIA	1 days
	TV TEES VALLEY	1 days
	TW TYNE & WEAR	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: 634 to 32300 (units: sqm)
 Range Selected by User: 634 to 80066 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 22/09/17

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

Selected survey days:

Monday	2 days
Tuesday	2 days
Thursday	2 days
Friday	3 days

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

Selected survey types:

Manual count	9 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	6

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

Selected Location Sub Categories:

Industrial Zone	6
Commercial Zone	2
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:

B8

9 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	2 days
5,001 to 10,000	2 days
10,001 to 15,000	2 days
15,001 to 20,000	1 days
20,001 to 25,000	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:

5,001 to 25,000	3 days
25,001 to 50,000	1 days
125,001 to 250,000	2 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	4 days
1.1 to 1.5	5 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

9 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

9 days

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

LIST OF SITES relevant to selection parameters

1	CB-02-F-01	DOMINO'S PIZZA	CUMBRIA
	COWPER ROAD		
	PENRITH		
	GILWILLY IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	2950 sqm	
	Survey date: TUESDAY	10/06/14	Survey Type: MANUAL
2	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	16/06/16	Survey Type: MANUAL
3	KC-02-F-02	COMMERCIAL WAREHOUSING	KENT
	MILLS ROAD		
	AYLESFORD		
	QUARRY WOOD		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	11200 sqm	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
4	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	29/11/10	Survey Type: MANUAL
5	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	11/07/13	Survey Type: MANUAL
6	SF-02-F-03	ROAD HAULAGE	SUFFOLK
	CENTRAL AVENUE		
	IPSWICH		
	WARREN HEATH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4700 sqm	
	Survey date: FRIDAY	18/09/15	Survey Type: MANUAL
7	TV-02-F-03	ELECTRICAL COMPONENTS	TEES VALLEY
	UNIT 8,NAVIGATOR COURT		
	STOCKTON-ON-TEES		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	634 sqm	
	Survey date: TUESDAY	28/06/11	Survey Type: MANUAL
8	TW-02-F-01	ASDA DISTRIBUTION CENTRE	TYNE & WEAR
	MANDARIN WAY		
	WASHINGTON		
	PATTISON IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	31000 sqm	
	Survey date: FRIDAY	13/11/15	Survey Type: MANUAL
9	WM-02-F-02	LOGISTICS FIRM	WEST MIDLANDS
	SOVEREIGN ROAD		
	BIRMINGHAM		
	KINGS NORTON		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	3625 sqm	
	Survey date: MONDAY	09/11/15	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/F - WAREHOUSING (COMMERCIAL)

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	12610	0.012	2	12610	0.016	2	12610	0.028
05:30 - 06:00	2	12610	0.016	2	12610	0.020	2	12610	0.036
06:00 - 06:30	2	12610	0.020	2	12610	0.020	2	12610	0.040
06:30 - 07:00	2	12610	0.048	2	12610	0.040	2	12610	0.088
07:00 - 07:30	9	13542	0.041	9	13542	0.019	9	13542	0.060
07:30 - 08:00	9	13542	0.065	9	13542	0.022	9	13542	0.087
08:00 - 08:30	9	13542	0.054	9	13542	0.030	9	13542	0.084
08:30 - 09:00	9	13542	0.059	9	13542	0.032	9	13542	0.091
09:00 - 09:30	9	13542	0.045	9	13542	0.024	9	13542	0.069
09:30 - 10:00	9	13542	0.046	9	13542	0.036	9	13542	0.082
10:00 - 10:30	9	13542	0.047	9	13542	0.040	9	13542	0.087
10:30 - 11:00	9	13542	0.037	9	13542	0.034	9	13542	0.071
11:00 - 11:30	9	13542	0.030	9	13542	0.033	9	13542	0.063
11:30 - 12:00	9	13542	0.034	9	13542	0.040	9	13542	0.074
12:00 - 12:30	9	13542	0.032	9	13542	0.028	9	13542	0.060
12:30 - 13:00	9	13542	0.032	9	13542	0.030	9	13542	0.062
13:00 - 13:30	9	13542	0.048	9	13542	0.038	9	13542	0.086
13:30 - 14:00	9	13542	0.056	9	13542	0.048	9	13542	0.104
14:00 - 14:30	9	13542	0.027	9	13542	0.056	9	13542	0.083
14:30 - 15:00	9	13542	0.034	9	13542	0.034	9	13542	0.068
15:00 - 15:30	9	13542	0.034	9	13542	0.046	9	13542	0.080
15:30 - 16:00	9	13542	0.021	9	13542	0.035	9	13542	0.056
16:00 - 16:30	9	13542	0.025	9	13542	0.050	9	13542	0.075
16:30 - 17:00	9	13542	0.013	9	13542	0.040	9	13542	0.053
17:00 - 17:30	9	13542	0.023	9	13542	0.052	9	13542	0.075
17:30 - 18:00	9	13542	0.011	9	13542	0.032	9	13542	0.043
18:00 - 18:30	9	13542	0.013	9	13542	0.036	9	13542	0.049
18:30 - 19:00	9	13542	0.015	9	13542	0.016	9	13542	0.031
19:00 - 19:30	2	12610	0.044	2	12610	0.024	2	12610	0.068
19:30 - 20:00	2	12610	0.012	2	12610	0.028	2	12610	0.040
20:00 - 20:30	2	12610	0.008	2	12610	0.020	2	12610	0.028
20:30 - 21:00	2	12610	0.016	2	12610	0.024	2	12610	0.040
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									
Total Rates:			1.049			1.061			2.110

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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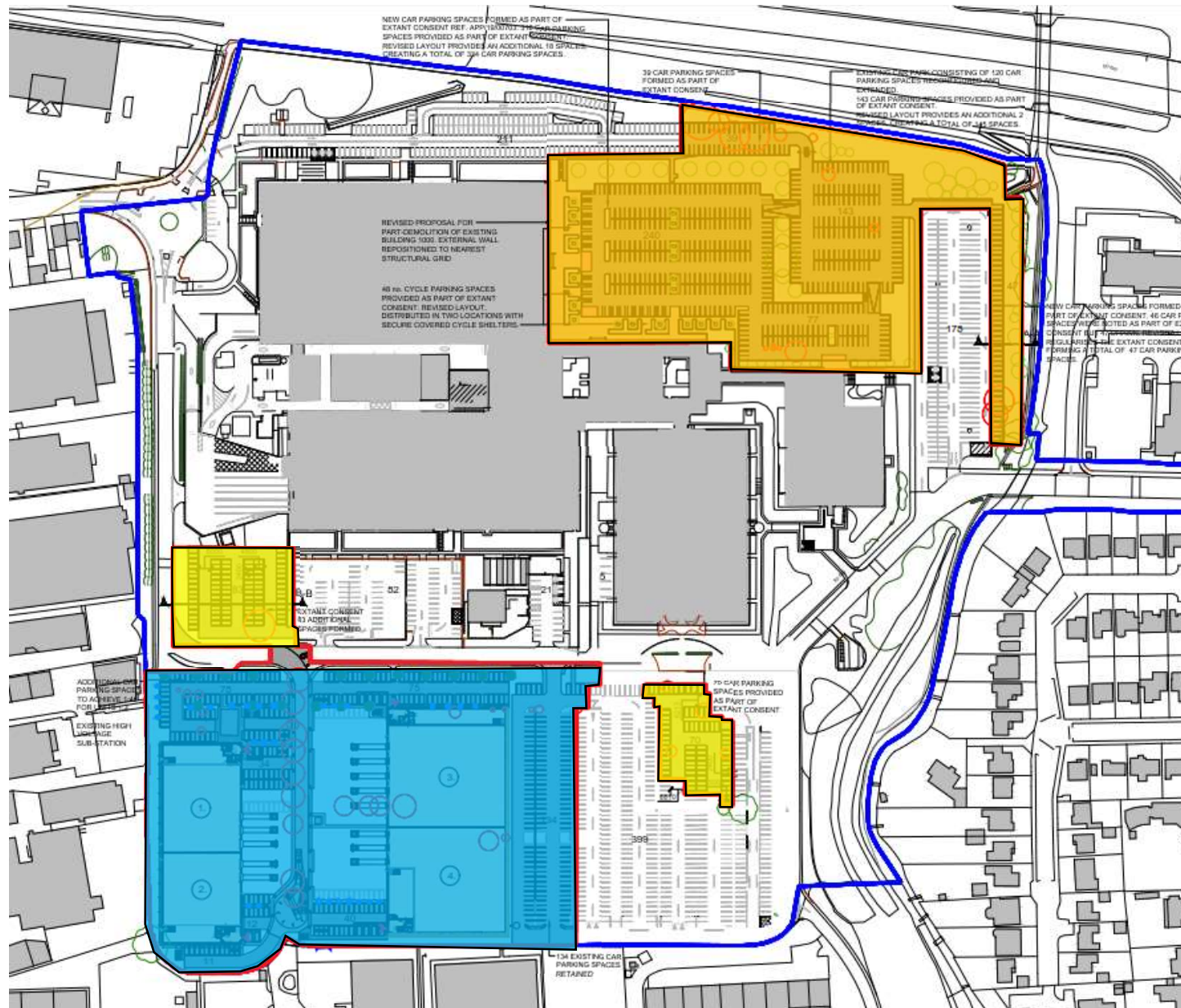
Parameter summary

Trip rate parameter range selected:	634 - 32300 (units: sqm)
Survey date date range:	01/01/10 - 22/09/17
Number of weekdays (Monday-Friday):	9
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.

Appendix E

Car Park Phasing



Legend

- Phase 1 Car Parking Area
- Phase 2 Car Parking Area
- Phase 3 Car Parking Area

Not to Scale

Langstone
Technology Park

Car Park Phasing

motion