



Tileasy House

Transport Assessment

Client: JH & GW Green Ltd

i-Transport Ref: DS/SG/ITS19395-001

Date: 31 May 2024

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Date: 31 May 2024

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Quality Management

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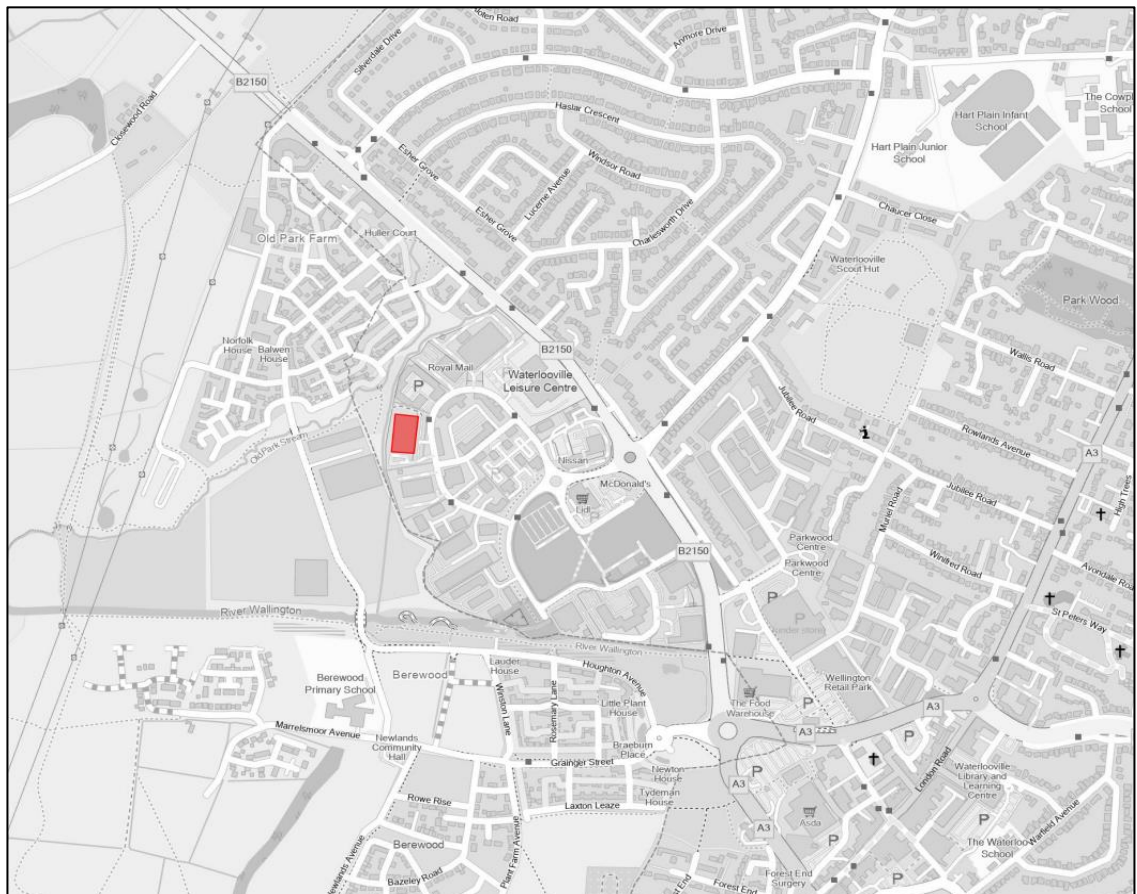
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SECTION 1 Introduction

- 1.1.1 JH and GW Green Ltd has appointed i-Transport to provide highways and transport advice to support an application for the change of use from B2 General Industry to flexible employment use falling within use class E(g) (iii) Industrial Process, B2 General Industry and B8 Warehouse and Distribution, with trade counter.
- 1.1.2 The site is located within the industrial estate of Waterberry Drive, Waterloooville, to the west of the B2150 Hambeldon Road and approximately 1.4km north of Waterloooville town centre.
- 1.1.3 The Site Location Plan is provided in Figure 1 and an extract of which is shown below in **Image 1.1**.

Image 1.1: Site Location



1.2 Scope

- 1.2.1 This Transport Statement (TS) assesses the change of use application against the four key tests within the National Planning Policy Framework (NPPF), namely:
- Whether safe and suitable access can be achieved.

- Whether the opportunities for sustainable travel are taken up.
- To ensure the development does not have an unacceptable impact on network capacity.
- To ensure the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide.

SECTION 2 Policy Context

2.1 National Policy

National Planning Policy Framework (December 2023)

2.1.1 The National Planning Policy Framework was revised in December 2023 and sets out the Government's current planning policies for England and provides guidance on how these are expected to be applied. It also constitutes guidance for local planning authorities and decision takers both in drawing up plans and as a material consideration in determining applications.

2.1.2 Paragraph 114 sets out the following four key transport tests to be applied in decision taking:

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

a) Appropriate opportunities to promote sustainable transport modes can be – or have been – taken, given the type of development and its location;

b) Safe and suitable access to the site can be achieved for all users;

c) The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."

2.1.3 Paragraph 115 identifies situations where development should be refused on transport grounds noting that:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

2.2 Local Policy

Hampshire County Council Local Transport Plan 4 (LTP4)

2.2.1 The LTP4 sets out the transport vision of Hampshire County Council to 2050 identifying the key outcomes that it seeks to achieve and the principles for guiding investment and decision making within the County Council in relation to transport and travel.

2.2.2 It is consistent with planning objectives in encouraging sustainable modes of travel with measures covering a wide range of matters including climate change, the environment, economy and health and equality.

- 2.2.3 While there are no specific policies pertaining to planning changes of use, Policies C1 and C2 recognises that employment uses should be located where they are accessible by a range of transport modes and where efficiency of movement can be realised.

Havant Borough Core Strategy 2011

- 2.2.4 Policy CS20 sets out Havant's objectives relating to matters of transport and access.
- 2.2.5 The overarching principles of Policy CS20 is that development will be permitted where:
- It does not increase congestion and promotes better use of existing transport networks.
 - Improves accessibility to goods, services and employment
 - Maintains or improves the range of transport modes accessible to the users of the development site with specific emphasis on public transport.
 - Provides transport management measures to ensure the safe and efficient operation of the strategic and local road network.

SECTION 3 Sustainability

3.1 Site Location and Local Highway Network

- 3.1.1 The site is located to the west of the B2150 Hambledon Road, approximately 1.4km north of Waterlooville town centre.
- 3.1.2 From the site access on Waterberry Drive, a footway is provided on the eastern side of the carriageway and is well lit. A shared footway and cycleway commence 300m away, adjacent to The Mulberry Bush Nursery, which continues south to the Elettra Avenue roundabout. There are pedestrian refuge islands with dropped kerbs and tactile pathing provided on the Waterberry Drive and Elettra Avenue (east) arm.
- 3.1.3 Hambledon Road roundabout is to the east which provides a direct connection to Waterlooville town centre to the south. The route is street lit throughout and the footways are in good condition.

3.2 Public Transport

Bus

- 3.2.1 The nearest bus stop to the site is located on Hambledon Road opposite the BP garage, approximately 550m east of the site. The bus stop infrastructure comprises a bus shelter, seating and timetable information. The D1 service provides a route from Waterlooville, Anthill Common and Denmead every two hours Monday to Saturday.
- 3.2.2 There is also a further bus stop located on Milton Road, approximately 650m southeast from the site providing additional bus services. The no. 39 service provides a route from Leigh Park, Purbrook and Wecock every 20 minutes Monday to Friday and every 30 minutes on Sundays.

Rail

- 3.2.3 The nearest rail station is Havant, located approximately 7.1km from the site. The station provides 92 cycle spaces with CCTV provided, 492 car parking spaces with 8 accessible spaces as well as step free access to all platforms.
- 3.2.4 Destinations serving this rail station include Warblington, Emsworth, Southbourne, Bedhampton and Cosham. There is at least one train an hour from these stations, and three an hour from Emsworth.

3.3 Local Facilities and Services

3.3.1 The site is located in a well-established industrial estate. There are several similar industrial/hardware services located nearby, as well as warehousing and trade counter type uses, including:

- John Rothery Wholesalers located on Waterberry Drive.
- Pipers Wood Industrial Park located on Waterberry Drive.
- Tripe M Mechanical Engineering located on Waterberry Drive.
- Screwfix located 1.3km away from the site on Aysgarth Road.
- Wickes located 1.7km away from the site on Rockville Drive.

3.3.2 There are also several retail and leisure facilities nearby which may be used by employees of the site. This includes:

- Lidl and McDonalds are both located 500m southeast of the site on Eletra Avenue.
- BP petrol Station is located 450m away from the site of Hambeldon Road.
- Sainsburys is located 1.2km southeast of the site of Aston Road.
- Wellington Retail Park is located 1.3km southeast of the site on Hambeldon Road.
- Horizon Leisure Centre is located a short 300m away on Waterberry Drive where employees can conveniently visit before or after their shift.
- The Mulberry Bush Nursery is also located a short 300m away where employees may drop their child into day care during their shift.

3.3.3 Overall, the site is well located to both existing uses of a similar class as well as services and facilities beneficial to future employees. Access to the site can continue to be achieved by sustainable modes of transport, consistent with the requirements of both local and national planning policy.

SECTION 4 Development Proposal and Traffic Impact

4.1 Development Proposal

- 4.1.1 The proposed development comprises the change of use from a general B2 industrial unit to a flexible E(g)(iii), B2 and B8 with trade counter. It is expected that the site will be used immediately for a logistics, warehousing and freight forwarding capacity with a prospective tenant for the premises in place.
- 4.1.2 However, the application seeks a flexible permission to enable alternative tenants across the three industrial use classes to occupy the site, should the prospective tenant in place vacate the premises in the future, without requiring further planning permission.
- 4.1.3 While the flexible uses are similar in nature, an assessment of forecast trip generation has been undertaken to ascertain whether the proposed change of use will have a material impact upon the operation of the highway network.

4.2 Extant Trip Generation

- 4.2.1 The site has previously been used as an industrial headquarters building with on-site parking. This use generated movements onto the highway network associated with staff attendance, site visitors and servicing. The total gross floor area of the building is 3,196.6sqm, formed of:
- Ground floor office space - 1,147.72sqm
 - Ground floor industrial / warehouse space - 1,855.55sqm
 - First floor office space - 193.33sqm
- 4.2.2 In order to appropriately reflect the trip generation of the existing site, vehicular trip rates have been obtained from the TRICS database for both 'Employment – Office Space' and 'Employment – Industrial Unit' category with the trip rates per 100m² for the typical network peak of 08:00-09:00 and 17:00-18:00. The full TRICS outputs are contained within **Appendix A** and resultant trip generation is shown in **Tables 4.1** and **4.2**.

Table 4.1: Existing Trip Rates and Trip Generation – Office Space (1,341.05sqm)

	Trip Rate			Traffic Generation		
	In	Out	Two-Way	In	Out	Two-Way
Morning Peak (08:00 – 09:00)	1.580	0.285	1.865	21	4	25
Evening Peak (17:00 – 18:00)	0.220	1.230	1.450	3	16	19

Source: TRICS

Table 4.2: Existing Trip Rates and Trip Generation – Industrial Unit (1,855.55sqm)

	Trip Rate			Traffic Generation		
	In	Out	Two-Way	In	Out	Two-Way
Morning Peak (08:00 – 09:00)	0.452	0.238	0.690	8	4	13
Evening Peak (17:00 – 18:00)	0.000	0.119	0.119	0	2	2

Source: TRICS

Table 4.3: Combined Trip Rates and Trip Generation of Existing Use – Office Space and Industrial Unit (3,196.6sqm)

	Trip Rate			Traffic Generation		
	In	Out	Two-Way	In	Out	Two-Way
Morning Peak (08:00 – 09:00)	2.032	0.523	2.556	9	8	38
Evening Peak (17:00 – 18:00)	0.220	1.349	1.569	3	18	21

- 4.2.3 **Table 4.3** indicates the existing use of the site as a combined office space and industrial unit is forecast to generate circa 38 two-way trips during the morning peak hour and 21 movements in the evening peak hour.

4.3 Future Trip Generation

Trip Rates

- 4.3.1 A prospective tenant has been identified should the change of use be permitted who intend to use the site in a warehousing, distribution and freight forwarding capacity. The total gross floor area of the building will remain as 3,196.6sqm:
- 4.3.2 In order to compare the extant generation of the site to the proposed use of the site, the 'Employment – Warehouse (Commercial)' category of the TRICS database has been used to derive trip rates per 100m² for the typical network peak of 08:00-09:00 and 17:00-18:00.
- 4.3.3 The full TRICS outputs are contained within **Appendix B** and the resultant trip generation is shown in **Table 4.4**.

Table 4.4: Forecast Trip Rates and Trip Generation - Warehouse (3,196.6sqm)

	Trip Rate			Traffic Generation		
	In	Out	Two-Way	In	Out	Two-Way
Morning Peak (08:00 – 09:00)	0.201	0.043	0.244	6	1	7
Evening Peak (17:00 – 18:00)	0.029	0.223	0.252	1	7	8

Source: TRICS

Net Traffic Impact

4.3.4 The proposed use of the site as a warehouse forecasts a reduction in net traffic impact. The use of the site in a warehouse capacity has the potential to generate 7 two-way movements in the morning peak hour and 8 two-way movements in the evening peak hour. This equates to a reduction of 31 movements in the morning and 13 movements in the evening in comparison to the existing use.

4.3.5 Therefore, consistent with the requirements of national and local planning policy, the proposed change of use will not result in an increase in congestion – indeed, it will generate fewer movements than should the site be retained as its current form.

4.4 Sensitivity Test

4.4.1 A trade counter is ancillary to a B8 use and could form part of the warehouse storage and distribution use. However, this is not necessarily reflected within the TRICS data. Therefore, to provide a robust assessment, a sensitivity test has been undertaken to reflect the trip generation should a trade counter be provided ancillary to the warehouse use. In order to appropriately reflect the trip generation of these uses, vehicular trip rates have been obtained from the TRICS database for both 'Employment – Warehouse (Commercial)' and 'Retail – Trade Shop' category.

4.4.2 The full TRICS outputs are contained within **Appendix C** and resultant trip generation is shown in **Tables 4.5** and **4.6**.

Table 4.5: Forecast Trip Rates and Trip Generation - Warehouse (3,000.0sqm)

	Trip Rate			Traffic Generation		
	In	Out	Two-Way	In	Out	Two-Way
Morning Peak (08:00 – 09:00)	0.201	0.043	0.244	6	1	7
Evening Peak (17:00 – 18:00)	0.029	0.223	0.252	1	7	8

Source: TRICS

Table 4.6 Forecast Trip Rates and Trip Generation – Trade Counter (196.6sqm)

	Trip Rate			Traffic Generation		
	In	Out	Two-Way	In	Out	Two-Way
Morning Peak (08:00 – 09:00)	2.633	2.393	5.026	5	5	10
Evening Peak (17:00 – 18:00)	2.011	2.346	4.357	4	5	9

Source: TRICS

Table 4.7: Combined Trip Rates and Trip Generation – Warehouse and Trade Counter (3,196.6sqm)

	Trip Rate			Traffic Generation		
	In	Out	Two-Way	In	Out	Two-Way
Morning Peak (08:00 – 09:00)	2.834	2.436	5.270	11	6	17
Evening Peak (17:00 – 18:00)	2.040	2.569	4.609	5	12	17

4.4.3 **Table 4.7** illustrates that the change of use as a combined warehouse and trade counter has the potential to generate circa 17 two-way trips during both the morning and evening peak periods. This is again fewer movements than should the premises be retained in its current general industrial use.

4.5 Summary

4.5.1 Consistent with the requirements of national and local planning policy, the proposed change of use of the site will not result in a 'severe' impact on the local highway network, nor result in congestion. Indeed, the flexible use is forecast to generate fewer movements than its current use.

SECTION 5 Site Access

5.1 Existing Arrangement

- 5.1.1 Access to the site will be retained in its current form; the arrangement comprises two simple priority junctions onto Waterberry Drive with footways provided on either side of the accesses. The southernmost of these accesses are shown in **Image 5.1**, while the northernmost access is shown in **Image 5.2**.

Image 5.1: Existing Access on Waterberry Drive - South



Image 5.2: Existing Access onto Waterberry Drive – North

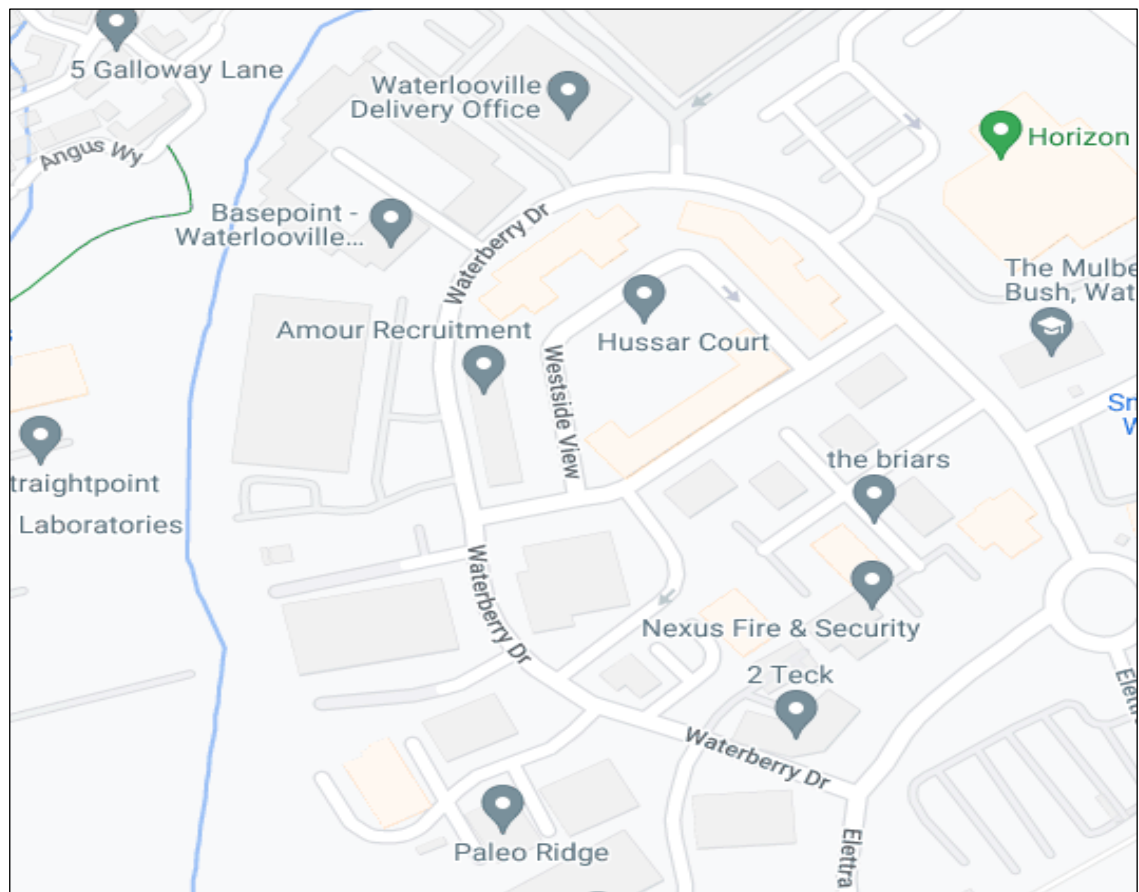


- 5.1.2 The accesses form part of a wider road network serving the industrial estate and is purpose built for this use. The southern access exhibits a generous kerb radius and wide access road, which is better suited for HGV and articulated vehicle movements. The access routes directly into the gated yard within the site. The northern access routes directly into the car park and is more suitable for use by cars / vans (e.g. employee movements).
- 5.1.3 Across both accesses there are unobstructed and open visibility splays in both directions which exceed the distances required for speeds of 30mph, and the surrounding vegetation is maintained at a low level.
- 5.1.4 There are parking restrictions across for the entirety of Waterberry Drive which also assist in keeping visibility splays clear of obstruction.

5.2 Personal Injury Accident (PIA) Data

- 5.2.1 Personal Injury Accident (PIA) data has been obtained from Crashmap for the most recent five-year period 2018-2022. There have been no accidents recorded at the site access or within the vicinity of the site, as illustrated in **Image 5.3** below.

Image 5.3: Personal Injury Accident Data Map



Source: Crashmap 2024

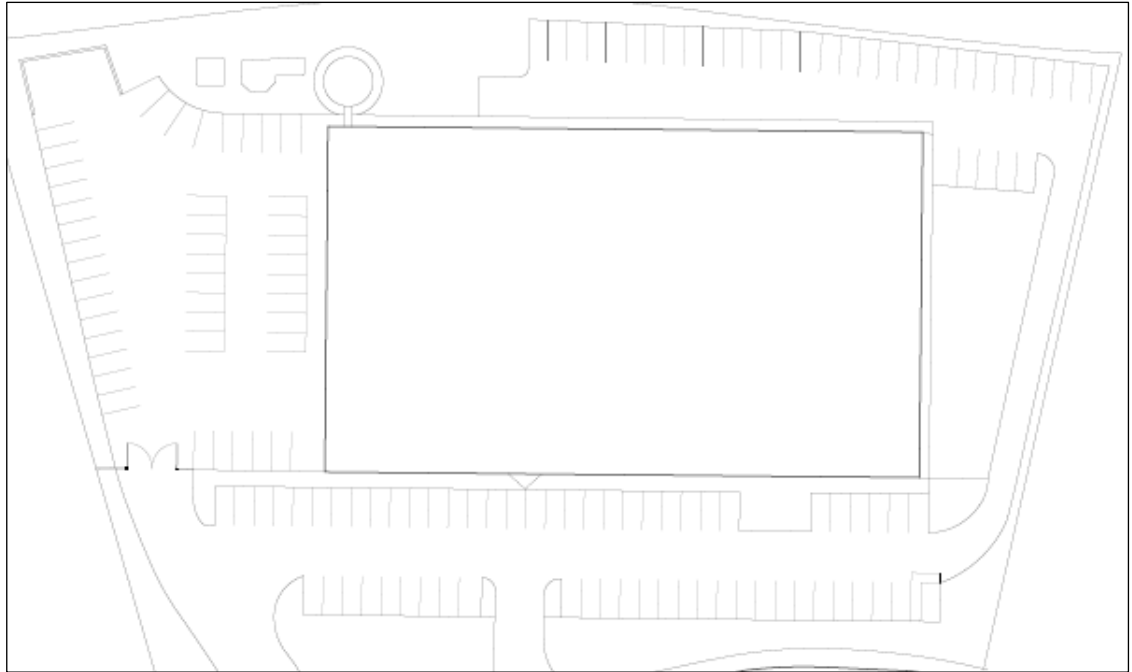
5.3 **Summary**

- 5.3.1 Overall, the access junctions at Waterberry Drive will continue to operate safely and will not experience an intensification in use or be expected to accommodate traffic beyond that which can already occur within its extant Class B2 use.
- 5.3.2 Therefore, it is evident that retention of the current access arrangements will continue to provide safe and suitable access, consistent with the requirements of national and local policy.

SECTION 6 Site Layout and Parking

- 6.1.1 No modification to the internal layout is proposed as part of the change of use application. An extract of the site layout plan is shown in **Image 6.1**.

Image 6.1: Site Layout – Lease Plan



- 6.1.2 Areas for turning are located within the car parks, enabling large vehicles to service the site and exit in forward gear.

6.2 Parking Standards

[Havant Borough Council Parking Supplementary Planning Document 2016](#)

- 6.2.1 The guidance document sets out the following requirements:

Use Class	Standard
B1(a)	1 space per 30sqm
B1(b), B1(c) and B2	1 space per 45sqm
B8	1 space per 90sqm

Cycle Parking

6.2.2 The guidance document sets out the following requirements:

Use Class	Long Stay Standard	Short Stay Standard
B1(a)	1 stand per 150sqm GEA	1 stand per 500sqm GEA
B1(b) and B1(c)	1 stand per 250sqm GEA	1 stand per 500sqm GEA
B2	1 stand per 350sqm GEA	1 stand per 500sqm GEA
B8	1 stand per 500sqm GEA	1 stand per 1000sqm GEA

6.3 Compliance with Standards

Car Parking

6.3.1 The site currently provides for 136 car parking spaces. A tenant has been identified who will use the site in a warehousing, distribution and freight forwarding capacity – i.e. a B8 use. Therefore, will require 1 car space per 90sqm equating to equates to 36 spaces. The parking provision is well in excess of this requirement; however, this is an existing situation, and it would not be viable for the car parking to be removed as part of the change of use application.

6.3.2 Given the flexible nature of the permission sought, the site could be used in the future within a capacity that it has previously been used within – e.g. a B1(a) or B2 use. These uses have a greater parking requirement – i.e. use in a B1(a) capacity would have a parking standard requirement of 130 spaces, broadly consistent with the existing parking supply.

6.3.3 Regardless of the nature of the use of future occupiers within the flexible classes sought, it is evident that there is sufficient capacity to accommodate the demands generated by the site as not to adversely impact the local highway network.

Cycle Parking

6.3.4 There are a range of standards for cycle parking, with B1(a) requiring the most spaces (some 21 long stay and 6 short stay).

6.3.5 The immediate use of the site within a warehousing, distribution and freight forwarding capacity will require some 6 long stay and 3 short stay stands. These can be secured be suitably secured by planning condition.

6.4 Summary

6.4.1 The site layout will be retained in its current form and provides ample room for the turning and parking of vehicles.

- 6.4.2 Cycle parking is to be provided consistent with HBC standards, and this requirement can be secured by planning condition.

SECTION 7 Summary and Conclusion

- 7.1 JH and GW Green Ltd has appointed i-Transport to provide highways and transport advice to support an application for the change of use from B2 General Industry to flexible employment use falling within use class E(g) (iii) Industrial Process, B2 General Industry and B8 Warehouse and Distribution with trade counter. The premises is expected to be used in a warehousing, distribution and freight forwarding capacity should planning consent be granted, however, the applicant is seeking Use Class E(g)(iii), B2 and B8 (with trade counter) permission to maintain flexibility should the tenant, or their requirements, change in the future.
- 7.2 The site is located within the existing industrial estate of Waterberry Drive, to the west of the B2150 Hambledon Road and approximately 1.4km north of Waterloo Town Centre.
- 7.3 Overall, the site is well located in close proximity to similar uses as well as being close to services and facilities that can be used by employees. There is comprehensive footway provision across the local area and a shared use cycle facility is located some 300m from the site with bus services some 500m providing a connection to and from destinations such as Wecock, Leigh Park, Emsworth and Denmead.
- 7.4 An assessment of the forecast trip generation demonstrates that the proposed change of use will not result in a material traffic impact on the local highway network, and the proposed is forecast to reduce the number of movements generated by the site were it to be kept within its current use class.
- 7.5 The accesses to the site have no record of accidents and are purpose built for use in a commercial function. The accesses are afforded excellent visibility in both directions by virtue of being kept clear of obstruction with low-lying vegetation. Further, the access will not experience an intensification in use or be expected to accommodate traffic beyond that which can already occur within its extant Class B2 use.
- 7.6 The site layout will be retained in its current form, and there is sufficient car parking to accommodate the demand generated by the site. There are locations within the existing layout where turning is accommodated and this space will be retained as part of the change of use. Cycle parking will be provided within the building and can be secured by planning condition.
- 7.7 Overall, the change of use application satisfies the relevant transport tests set out in paragraph 114 of the National Planning Policy Framework in that:
- Safe and suitable access is provided.

- The site can be accessed by sustainable modes of transport.
- The proposal does not have a severe impact upon the operation of the highway network.

FIGURE 1 – Site Location Plan



Key
 Site Boundary

Basingstoke: 01256 898 366
Leeds: 0113 280 5805
London: 0204 531 3660
Manchester: 0161 830 2172
Solent: 0331 6300366

www.i-transport.co.uk

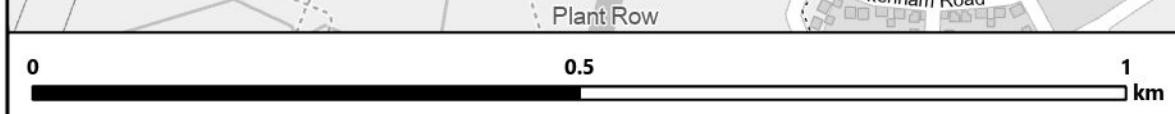
Title:

Site Location Plan

Project:

Tileasy House, Waterloo

Project Number:	Figure Number:	Revision:
ITS19395	Figure 1	-



Map data © OpenStreetMap contributors, Microsoft, Facebook, Inc. and its affiliates, Esri Community Maps contributors, Map layer by Esri

APPENDIX A. TRICS OUTPUTS – Office and Industrial Unit

Calculation Reference: AUDIT-236601-240517-0534

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	2 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	CU CUMBERLAND	1 days

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

i-Transport The Square Basingstoke

Licence No: 236601

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: 540 to 3286 (units: sqm)
 Range Selected by User: 100 to 3600 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 23/11/22

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	1 days
Wednesday	1 days
Friday	2 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	5
Edge 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	2
Commercial Zone	2
Residential Zone	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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	13 days - Selected
Servicing vehicles Excluded	6 days - Selected

Secondary Filtering selection:**Use Class:**

Not Known	6 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:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	2 days
20,001 to 25,000	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	3 days
75,001 to 100,000	1 days
100,001 to 125,000	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	6 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:

No	6 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	6 days
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This data displays the number of selected surveys with PTAL Ratings.

i-Transport The Square Basingstoke

Licence No: 236601

LIST OF SITES relevant to selection parameters

1	CU-02-A-02	OFFICE		CUMBERLAND
	PORT ROAD			
	CARLISLE			
	Edge of Town Centre			
	Industrial Zone			
	Total Gross floor area:	925 sqm		
	Survey date: FRIDAY	24/06/16	Survey Type: MANUAL	
2	NF-02-A-02	FINANCIAL PLANNERS		NORFOLK
	NORTH QUAY			
	GREAT YARMOUTH			
	Edge of Town Centre			
	Commercial Zone			
	Total Gross floor area:	894 sqm		
	Survey date: MONDAY	11/09/17	Survey Type: MANUAL	
3	NF-02-A-03	OFFICES		NORFOLK
	NORTH QUAY			
	GREAT YARMOUTH			
	Edge of Town Centre			
	Commercial Zone			
	Total Gross floor area:	5500 sqm		
	Survey date: TUESDAY	12/09/17	Survey Type: MANUAL	
4	NY-02-A-03	DISTRICT COUNCIL OFFICES		NORTH YORKSHIRE
	STATION ROAD			
	RICHMOND			
	Edge of Town Centre			
	No Sub Category			
	Total Gross floor area:	1590 sqm		
	Survey date: FRIDAY	06/05/22	Survey Type: MANUAL	
5	WK-02-A-02	OFFICES		WARWICKSHIRE
	WHITEHALL ROAD			
	RUGBY			
	Edge of Town Centre			
	Residential Zone			
	Total Gross floor area:	540 sqm		
	Survey date: MONDAY	14/11/22	Survey Type: MANUAL	
6	WK-02-A-03	ENGINEERING CONSULTANTS		WARWICKSHIRE
	BUDBROOKE ROAD			
	WARWICK			
	Edge of Town			
	Industrial Zone			
	Total Gross floor area:	796 sqm		
	Survey date: WEDNESDAY	23/11/22	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/A - OFFICE
 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): 2.02

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									
07:00 - 08:00	6	1287	0.686	6	1287	0.052	6	1287	0.738
08:00 - 09:00	6	1287	1.580	6	1287	0.285	6	1287	1.865
09:00 - 10:00	6	1287	0.712	6	1287	0.324	6	1287	1.036
10:00 - 11:00	6	1287	0.337	6	1287	0.311	6	1287	0.648
11:00 - 12:00	6	1287	0.181	6	1287	0.194	6	1287	0.375
12:00 - 13:00	6	1287	0.337	6	1287	0.712	6	1287	1.049
13:00 - 14:00	6	1287	0.635	6	1287	0.414	6	1287	1.049
14:00 - 15:00	6	1287	0.194	6	1287	0.376	6	1287	0.570
15:00 - 16:00	6	1287	0.207	6	1287	0.518	6	1287	0.725
16:00 - 17:00	6	1287	0.168	6	1287	0.596	6	1287	0.764
17:00 - 18:00	6	1287	0.220	6	1287	1.230	6	1287	1.450
18:00 - 19:00	6	1287	0.026	6	1287	0.311	6	1287	0.337
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.283			5.323			10.606

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:	540 - 3286 (units: sqm)
Survey date date range:	01/01/16 - 23/11/22
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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/A - OFFICE
 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									
06:00 - 07:00									
07:00 - 08:00	6	1287	0.013	6	1287	0.000	6	1287	0.013
08:00 - 09:00	6	1287	0.142	6	1287	0.000	6	1287	0.142
09:00 - 10:00	6	1287	0.013	6	1287	0.000	6	1287	0.013
10:00 - 11:00	6	1287	0.026	6	1287	0.013	6	1287	0.039
11:00 - 12:00	6	1287	0.026	6	1287	0.013	6	1287	0.039
12:00 - 13:00	6	1287	0.013	6	1287	0.026	6	1287	0.039
13:00 - 14:00	6	1287	0.026	6	1287	0.026	6	1287	0.052
14:00 - 15:00	6	1287	0.000	6	1287	0.026	6	1287	0.026
15:00 - 16:00	6	1287	0.026	6	1287	0.039	6	1287	0.065
16:00 - 17:00	6	1287	0.000	6	1287	0.026	6	1287	0.026
17:00 - 18:00	6	1287	0.000	6	1287	0.117	6	1287	0.117
18:00 - 19:00	6	1287	0.000	6	1287	0.000	6	1287	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.285			0.286			0.571

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/A - OFFICE
 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									
06:00 - 07:00									
07:00 - 08:00	6	1287	0.194	6	1287	0.000	6	1287	0.194
08:00 - 09:00	6	1287	0.479	6	1287	0.065	6	1287	0.544
09:00 - 10:00	6	1287	0.207	6	1287	0.142	6	1287	0.349
10:00 - 11:00	6	1287	0.259	6	1287	0.298	6	1287	0.557
11:00 - 12:00	6	1287	0.350	6	1287	0.350	6	1287	0.700
12:00 - 13:00	6	1287	0.648	6	1287	0.803	6	1287	1.451
13:00 - 14:00	6	1287	0.803	6	1287	0.661	6	1287	1.464
14:00 - 15:00	6	1287	0.285	6	1287	0.272	6	1287	0.557
15:00 - 16:00	6	1287	0.220	6	1287	0.220	6	1287	0.440
16:00 - 17:00	6	1287	0.065	6	1287	0.324	6	1287	0.389
17:00 - 18:00	6	1287	0.039	6	1287	0.440	6	1287	0.479
18:00 - 19:00	6	1287	0.013	6	1287	0.039	6	1287	0.052
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.562			3.614			7.176

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/A - OFFICE
 MULTI-MODAL TOTAL RAIL PASSENGERS
 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									
07:00 - 08:00	6	1287	0.000	6	1287	0.000	6	1287	0.000
08:00 - 09:00	6	1287	0.091	6	1287	0.000	6	1287	0.091
09:00 - 10:00	6	1287	0.052	6	1287	0.000	6	1287	0.052
10:00 - 11:00	6	1287	0.013	6	1287	0.000	6	1287	0.013
11:00 - 12:00	6	1287	0.013	6	1287	0.013	6	1287	0.026
12:00 - 13:00	6	1287	0.000	6	1287	0.013	6	1287	0.013
13:00 - 14:00	6	1287	0.013	6	1287	0.013	6	1287	0.026
14:00 - 15:00	6	1287	0.000	6	1287	0.000	6	1287	0.000
15:00 - 16:00	6	1287	0.000	6	1287	0.039	6	1287	0.039
16:00 - 17:00	6	1287	0.000	6	1287	0.026	6	1287	0.026
17:00 - 18:00	6	1287	0.000	6	1287	0.052	6	1287	0.052
18:00 - 19:00	6	1287	0.000	6	1287	0.000	6	1287	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.182			0.156			0.338

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/A - OFFICE
 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									
06:00 - 07:00									
07:00 - 08:00	6	1287	0.117	6	1287	0.000	6	1287	0.117
08:00 - 09:00	6	1287	0.350	6	1287	0.000	6	1287	0.350
09:00 - 10:00	6	1287	0.181	6	1287	0.052	6	1287	0.233
10:00 - 11:00	6	1287	0.013	6	1287	0.052	6	1287	0.065
11:00 - 12:00	6	1287	0.026	6	1287	0.078	6	1287	0.104
12:00 - 13:00	6	1287	0.013	6	1287	0.091	6	1287	0.104
13:00 - 14:00	6	1287	0.039	6	1287	0.078	6	1287	0.117
14:00 - 15:00	6	1287	0.000	6	1287	0.026	6	1287	0.026
15:00 - 16:00	6	1287	0.000	6	1287	0.052	6	1287	0.052
16:00 - 17:00	6	1287	0.000	6	1287	0.078	6	1287	0.078
17:00 - 18:00	6	1287	0.000	6	1287	0.207	6	1287	0.207
18:00 - 19:00	6	1287	0.000	6	1287	0.000	6	1287	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.739			0.714			1.453

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.*

Calculation Reference: AUDIT-236601-240517-0558

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

<u>Selected regions and areas:</u>		
03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days

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

i-Transport The Square Basingstoke

Licence No: 236601

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 3513 (units: sqm)
 Range Selected by User: 100 to 4000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 14/11/19

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:

Thursday 2 days

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

Selected survey types:

Manual count 2 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

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

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 1 days - Selected
 Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:**Use Class:**

Not Known 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:

15,001 to 20,000	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:

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	1 days
1.1 to 1.5	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:

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	2 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	DV-02-C-02	ENERGY RECOVERY FACILITY	DEVON
	GRACE ROAD SOUTH		
	EXETER		
	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
2	NF-02-C-04	EXHIBITION DESIGN & MANUF.	NORFOLK
	FLETCHER WAY		
	NORWICH		
	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

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): 1.54

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									
07:00 - 08:00	2	2102	0.262	2	2102	0.119	2	2102	0.381
08:00 - 09:00	2	2102	0.452	2	2102	0.238	2	2102	0.690
09:00 - 10:00	2	2102	0.286	2	2102	0.262	2	2102	0.548
10:00 - 11:00	2	2102	0.119	2	2102	0.095	2	2102	0.214
11:00 - 12:00	2	2102	0.214	2	2102	0.190	2	2102	0.404
12:00 - 13:00	2	2102	0.476	2	2102	0.452	2	2102	0.928
13:00 - 14:00	2	2102	0.286	2	2102	0.286	2	2102	0.572
14:00 - 15:00	2	2102	0.119	2	2102	0.095	2	2102	0.214
15:00 - 16:00	2	2102	0.119	2	2102	0.119	2	2102	0.238
16:00 - 17:00	2	2102	0.095	2	2102	0.428	2	2102	0.523
17:00 - 18:00	2	2102	0.000	2	2102	0.119	2	2102	0.119
18:00 - 19:00	2	2102	0.000	2	2102	0.071	2	2102	0.071
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.428			2.474			4.902

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 - 3513 (units: sqm)
Survey date date range:	01/01/16 - 14/11/19
Number of weekdays (Monday-Friday):	2
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 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									
06:00 - 07:00									
07:00 - 08:00	2	2102	0.024	2	2102	0.000	2	2102	0.024
08:00 - 09:00	2	2102	0.000	2	2102	0.000	2	2102	0.000
09:00 - 10:00	2	2102	0.000	2	2102	0.000	2	2102	0.000
10:00 - 11:00	2	2102	0.000	2	2102	0.000	2	2102	0.000
11:00 - 12:00	2	2102	0.000	2	2102	0.000	2	2102	0.000
12:00 - 13:00	2	2102	0.000	2	2102	0.000	2	2102	0.000
13:00 - 14:00	2	2102	0.048	2	2102	0.048	2	2102	0.096
14:00 - 15:00	2	2102	0.000	2	2102	0.000	2	2102	0.000
15:00 - 16:00	2	2102	0.000	2	2102	0.000	2	2102	0.000
16:00 - 17:00	2	2102	0.000	2	2102	0.024	2	2102	0.024
17:00 - 18:00	2	2102	0.000	2	2102	0.000	2	2102	0.000
18:00 - 19:00	2	2102	0.000	2	2102	0.000	2	2102	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.072			0.072			0.144

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.

APPENDIX B. TRICS OUTPUTS – Warehouse

Calculation Reference: AUDIT-236601-240522-0515

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	BO BEDFORD	1 days
	EX ESSEX	1 days
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	TB TORBAY	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:

190 to 6560 (units: sqm)

Range Selected by User:

190 to 8000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 27/09/21

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

Selected survey days:

Monday

1 days

Thursday

1 days

Friday

2 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 undertaking 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:

Industrial 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

1 days - Selected

Servicing vehicles Excluded

3 days - Selected

Secondary Filtering selection:

Use Class:

n/a

2 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:

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

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

Population within 5 miles:

125,001 to 250,000 4 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 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 4 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

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

i-Transport The Square Basingstoke

Licence No: 236601

LIST OF SITES relevant to selection parameters

1	BO-02-F-01 CAMBRIDGE ROAD BEDFORD	DRINKS WHOLESALER	BEDFORD
	Edge of Town Industrial Zone Total Gross floor area:	3500 sqm	
	Survey date: THURSDAY	15/10/20	Survey Type: MANUAL
2	EX-02-F-01 BRUNEL WAY COLCHESTER SEVERALLS INDUSTRIAL PK	SPORTS SUPPLEMENTS	ESSEX
	Edge of Town Industrial Zone Total Gross floor area:	6560 sqm	
	Survey date: FRIDAY	18/05/18	Survey Type: MANUAL
3	HC-02-F-03 WARSASH ROAD PARK GATE	PPE DISTRIBUTION	HAMPSHIRE
	Edge of Town Industrial Zone Total Gross floor area:	3665 sqm	
	Survey date: MONDAY	27/09/21	Survey Type: MANUAL
4	TB-02-F-01 ALDERS WAY PAIGNTON	OPTICS WAREHOUSE	TORBAY
	Edge of Town Industrial Zone Total Gross floor area:	190 sqm	
	Survey date: FRIDAY	29/03/19	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/F - WAREHOUSING (COMMERCIAL)
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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	1845	0.217	2	1845	0.027	2	1845	0.244
06:00 - 07:00	2	1845	0.190	2	1845	0.108	2	1845	0.298
07:00 - 08:00	4	3479	0.108	4	3479	0.079	4	3479	0.187
08:00 - 09:00	4	3479	0.201	4	3479	0.043	4	3479	0.244
09:00 - 10:00	4	3479	0.287	4	3479	0.072	4	3479	0.359
10:00 - 11:00	4	3479	0.208	4	3479	0.137	4	3479	0.345
11:00 - 12:00	4	3479	0.223	4	3479	0.230	4	3479	0.453
12:00 - 13:00	4	3479	0.230	4	3479	0.216	4	3479	0.446
13:00 - 14:00	4	3479	0.252	4	3479	0.144	4	3479	0.396
14:00 - 15:00	4	3479	0.201	4	3479	0.316	4	3479	0.517
15:00 - 16:00	4	3479	0.129	4	3479	0.359	4	3479	0.488
16:00 - 17:00	4	3479	0.093	4	3479	0.151	4	3479	0.244
17:00 - 18:00	4	3479	0.029	4	3479	0.223	4	3479	0.252
18:00 - 19:00	4	3479	0.022	4	3479	0.180	4	3479	0.202
19:00 - 20:00	2	1845	0.000	2	1845	0.027	2	1845	0.027
20:00 - 21:00	2	1845	0.000	2	1845	0.000	2	1845	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.390			2.312			4.702

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:	190 - 6560 (units: sqm)
Survey date date range:	01/01/16 - 27/09/21
Number of weekdays (Monday-Friday):	4
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 C. TRICS OUTPUTS – Warehouse and Trade Shop

Calculation Reference: AUDIT-236601-240522-0515

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	BO BEDFORD	1 days
	EX ESSEX	1 days
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	TB TORBAY	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: 190 to 6560 (units: sqm)
Range Selected by User: 190 to 8000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 27/09/21

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

Selected survey days:
Monday 1 days
Thursday 1 days
Friday 2 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 undertaking 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:
Industrial 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 1 days - Selected
Servicing vehicles Excluded 3 days - Selected

Secondary Filtering selection:

Use Class:
n/a 2 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:

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

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

Population within 5 miles:

125,001 to 250,000 4 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 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 4 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

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

i-Transport The Square Basingstoke

Licence No: 236601

LIST OF SITES relevant to selection parameters

1	BO-02-F-01 CAMBRIDGE ROAD BEDFORD	DRINKS WHOLESALER	BEDFORD
	Edge of Town Industrial Zone Total Gross floor area:	3500 sqm	
	Survey date: THURSDAY	15/10/20	Survey Type: MANUAL
2	EX-02-F-01 BRUNEL WAY COLCHESTER SEVERALLS INDUSTRIAL PK	SPORTS SUPPLEMENTS	ESSEX
	Edge of Town Industrial Zone Total Gross floor area:	6560 sqm	
	Survey date: FRIDAY	18/05/18	Survey Type: MANUAL
3	HC-02-F-03 WARSASH ROAD PARK GATE	PPE DISTRIBUTION	HAMPSHIRE
	Edge of Town Industrial Zone Total Gross floor area:	3665 sqm	
	Survey date: MONDAY	27/09/21	Survey Type: MANUAL
4	TB-02-F-01 ALDERS WAY PAIGNTON	OPTICS WAREHOUSE	TORBAY
	Edge of Town Industrial Zone Total Gross floor area:	190 sqm	
	Survey date: FRIDAY	29/03/19	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/F - WAREHOUSING (COMMERCIAL)
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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	1845	0.217	2	1845	0.027	2	1845	0.244
06:00 - 07:00	2	1845	0.190	2	1845	0.108	2	1845	0.298
07:00 - 08:00	4	3479	0.108	4	3479	0.079	4	3479	0.187
08:00 - 09:00	4	3479	0.201	4	3479	0.043	4	3479	0.244
09:00 - 10:00	4	3479	0.287	4	3479	0.072	4	3479	0.359
10:00 - 11:00	4	3479	0.208	4	3479	0.137	4	3479	0.345
11:00 - 12:00	4	3479	0.223	4	3479	0.230	4	3479	0.453
12:00 - 13:00	4	3479	0.230	4	3479	0.216	4	3479	0.446
13:00 - 14:00	4	3479	0.252	4	3479	0.144	4	3479	0.396
14:00 - 15:00	4	3479	0.201	4	3479	0.316	4	3479	0.517
15:00 - 16:00	4	3479	0.129	4	3479	0.359	4	3479	0.488
16:00 - 17:00	4	3479	0.093	4	3479	0.151	4	3479	0.244
17:00 - 18:00	4	3479	0.029	4	3479	0.223	4	3479	0.252
18:00 - 19:00	4	3479	0.022	4	3479	0.180	4	3479	0.202
19:00 - 20:00	2	1845	0.000	2	1845	0.027	2	1845	0.027
20:00 - 21:00	2	1845	0.000	2	1845	0.000	2	1845	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.390			2.312			4.702

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:	190 - 6560 (units: sqm)
Survey date date range:	01/01/16 - 27/09/21
Number of weekdays (Monday-Friday):	4
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.

Calculation Reference: AUDIT-236601-240523-0517

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : R - TRADE SHOP
TOTAL VEHICLES

<u>Selected regions and areas:</u>		
02	SOUTH EAST	
	SC SURREY	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	BP BLACKPOOL	1 days

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

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

15,001 to 20,000	2 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:

25,001 to 50,000	1 days
125,001 to 250,000	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	2 days
1.1 to 1.5	2 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.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	4 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	4 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
-----------------	--------

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	BP-01-R-01	SCREWFIX	BLACKPOOL
	MOWBRAY DRIVE		
	BLACKPOOL		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	900 sqm	
	Survey date: MONDAY	19/04/21	Survey Type: MANUAL
2	NY-01-R-01	TOOLSTATION	NORTH YORKSHIRE
	OAKNEY WOOD ROAD		
	SELBY		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	275 sqm	
	Survey date: TUESDAY	10/05/22	Survey Type: MANUAL
3	SC-01-R-01	TOOLSTATION	SURREY
	PRAETORIAN PLACE		
	REDHILL		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	414 sqm	
	Survey date: TUESDAY	10/05/22	Survey Type: MANUAL
4	WM-01-R-01	TOOLSTATION	WEST MIDLANDS
	ALDRIDGE ROAD		
	BIRMINGHAM		
	PERRY BAR		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	500 sqm	
	Survey date: FRIDAY	19/11/21	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 01 - RETAIL/R - TRADE SHOP
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 - 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	4	522	0.239	4	522	0.048	4	522	0.287
07:00 - 08:00	4	522	2.058	4	522	1.915	4	522	3.973
08:00 - 09:00	4	522	2.633	4	522	2.393	4	522	5.026
09:00 - 10:00	4	522	3.542	4	522	3.638	4	522	7.180
10:00 - 11:00	4	522	3.686	4	522	3.399	4	522	7.085
11:00 - 12:00	4	522	3.686	4	522	3.494	4	522	7.180
12:00 - 13:00	4	522	3.925	4	522	4.165	4	522	8.090
13:00 - 14:00	4	522	4.069	4	522	4.165	4	522	8.234
14:00 - 15:00	4	522	3.207	4	522	3.016	4	522	6.223
15:00 - 16:00	4	522	3.399	4	522	3.638	4	522	7.037
16:00 - 17:00	4	522	3.399	4	522	3.207	4	522	6.606
17:00 - 18:00	4	522	2.011	4	522	2.346	4	522	4.357
18:00 - 19:00	4	522	2.058	4	522	2.106	4	522	4.164
19:00 - 20:00	4	522	1.245	4	522	1.436	4	522	2.681
20:00 - 21:00	4	522	0.048	4	522	0.144	4	522	0.192
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			39.205			39.110			78.315

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:
 Survey date date range:
 Number of weekdays (Monday-Friday):
 Number of Saturdays:
 Number of Sundays:
 Surveys automatically removed from selection:
 Surveys manually removed from selection:

275 - 900 (units: sqm)
 01/01/16 - 10/05/22
 4
 0
 0
 0
 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.

