

BCP (Havant) LLP

Stanbridge Road, Havant

Transport Assessment

March 2015

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1 INTRODUCTION

- 1.1 Vectos is appointed by BCP (Havant) LLP to provide traffic and transport advice on the proposed redevelopment of Havant Distribution Centre, Havant.
- 1.2 Havant Distribution Centre currently accommodates some 14,878sqm of employment uses. Of this, 11,162sqm forms the floorspace for a Warehouse (B8 land use) whilst the remaining 3,716sqm is office floorspace (B1a land use). This office floorspace is inclusive of 10% ancillary office floorspace used in conjunction with the warehouse. The site is accessed via a priority junction with New Lane and is located approximately one kilometre to the northeast of Havant town centre.
- 1.3 The site to date has formed part of a larger employment site occupied by Pfizer. The site consists of one large detached building previously used as a UK Distribution Centre. It is divided into 5 main areas including a main warehouse area, a smaller high bay warehouse area with first floor office accommodation, a secure loading bay, a Cold Store and an additional 3 storey office section. The warehouse unit currently benefits from the relevant planning consent of B8 Storage and Distribution.
- 1.4 This Transport Assessment (TA) has been prepared in support of an outline planning application for the redevelopment of the site to provide a single warehouse unit of up to 11,148sqm GFA.
- 1.5 There are other indicative schemes being considered as part of the outline planning application, further details of which are shown within the Design and Access Statement. However, this TA focusses on assessing the option with the largest quantum of development in order to provide a robust assessment of the worst case scenario in terms of traffic generation and vehicle/cycling provision.
- 1.6 This TA has been prepared in accordance with national guidance on Transport Assessments.
- 1.7 Following this introduction section, the TA report is structured as follows:
 - **Section 2: Existing Conditions** – A review of transport conditions at the Site and surrounding area, with reference to accident collision data, existing pedestrian and cycle routes, public transport provision, the highway network and car parking provision.

- **Section 3: Policy Context** – A review of key current and emerging transport and land use planning policy at national and local level.
- **Section 4: Development Proposals** – A description of the Proposed Development Scenarios.
- **Section 5: Trip Generation** – An assessment of anticipated vehicular trip generation based on agreed trip rates.
- **Section 6: Summary & Conclusions** – A review of the key points described in this report.

2 EXISTING CONDITIONS

- 2.1 This section of the TA report provides a description of the transport conditions at the Site and the surrounding area.

Site Location

- 2.2 The site is located within the New Lane Industrial Area to the northeast of Havant Town Centre and the A27. Accessed from New Lane via Stanbridge Road, the eastern site boundary is formed by the main line railway and the southern perimeter of the site is bound by Pfizer's current packaging site. The multi-let industrial estates of Haywards Business Park and the Oakwood Centre adjoin the western and northern site boundaries respectively.
- 2.3 The strategic location of the Site in the wider context can be seen in **Figure 1**. The local context is shown in **Figure 2**.

Local Highway Network

- 2.4 Stanbridge Road forms a priority junction with New Lane towards the west of the site and connects with Downley Road within the immediate vicinity of the site access. Downley Road runs north-south through the Industrial site providing access to the remainder of the on-site units. Both Stanbridge Road and Downley Road are single carriageway roads.
- 2.5 There are single yellow lines in place along either side of Stanbridge Road. Restrictions along Stanbridge Road state that there is 'No waiting' between the hours of 7am-6pm. Within the immediate vicinity of the site access further restrictions are in place to prevent 2T HGV vehicles from parking between the hours of 8pm-Midnight and Midnight-8am.
- 2.6 New Lane is situated to the west of the site and consists of a single carriageway with one lane in both directions. It is subject to a 30mph speed limit. To the north it has a junction with Bartons Road and to the south it forms a junction with Eastern Road. Both of these connecting roads have west-east orientations and 30mph speed limits within the vicinity of their junctions with New Lane.
- 2.7 The B2419 Petersfield Road runs parallel and to the west of New Lane. The B2419 is a dual carriageway road with a central reservation and forms the main route north from the town centre, linking the A27 to the south of Havant with junction 2 of the A3 at Horndean.

- 2.8 The M27/A27 coastal motorway and the A3 London route pass through Havant and link it with London and rest of the South East.

Accessibility by Non-Car Modes

Walking & Cycling

- 2.9 Good pedestrian facilities are provided within the vicinity of the site. Footways of appropriate widths are provided along both sides of Stanbridge Road and Downley Road and good levels of street-lighting are provided. Dropped kerbs are provided at vehicle crossovers and tactile paving is present at the priority junction with New Lane.
- 2.10 There is a footpath which runs adjacent to the northern perimeter of the site between the existing distribution centre and the neighbouring Oakwood Centre. The footpath continues towards a pedestrian bridge crossing over the railway line to the east of the site where it then connects with Nutwick Road. This is well lit and well surfaced, and creates a safe and direct route for pedestrians between the site and the residential area to the east.
- 2.11 New Lane runs north-south to the west of the site and has a wide footway along its eastern side. A footway along the west side of the road begins approximately 100m to the south of the Stanbridge Road junction and continues south towards Eastern Road. Both footways have street lighting present at intervals and sections with verge separation.
- 2.12 The footway along the west side of New Lane also connects with a footpath at its northern end which forms a link to the surrounding residential area to the west.
- 2.13 Much of the surrounding area to the east and west of the site is residential, and as such provides an extensive footway network.
- 2.14 It is reasonable to expect that typical able bodied people are capable of walking at least 2km for day to day activities. The thrust of sustainable policy is that there will be an increasing propensity for people to use non-single car occupancy modes of which walking is one. People will choose their mode based upon their journey purpose and it is reasonable to conclude that staff will choose to walk for a fair proportion of their journey.

- 2.15 A 2km walk isochrones is included within this report as **Figure 3**. This figure demonstrates that a number of services and facilities can be accessed within this distance, as well as a large number of residential properties.
- 2.16 On-road cycle lanes are provided along the whole length of New Lane to the west of the site. To the southwest of the site this cycle route connects with the off-road, shared cycle/footway along Crosslands Drive which then joins with B2149 Petersfield Road to the west.
- 2.17 B2149 Petersfield Road forms part of Route 22 of the National Cycle Network. The route runs north-south within Havant and provides connections to Dorking, Guildford, Farnham and Portsmouth. It provides both on and off-road cycle sections.
- 2.18 The cycle route along New Lane connects with further on-road cycle routes to the south along Eastern Road. Eastern Road provides direct on-road cycle connections both to Havant Station and Warblington Station to the west and east respectively.
- 2.19 Central Government research states that cycling has the potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport.
- 2.20 Cycling is an attractive form of travel and it is reasonable to expect that for typical able bodied people a cycle distance of 5km is readily achievable and attractive. The propensity for people to choose to cycle will depend on journey purpose and individual ethos as well as having a safe place to store their bicycle at the end of their journey.
- 2.21 A 5km cycle isochrone is included within this report as **Figure 4**. This shows that the entirety of Havant as well as a Bedhampton to the west and Westbourne to the east falls within 5km.
- 2.22 Geographical Information Software (GIS) was further used to layer Census 2011 output areas with the walking and cycling distance isochrones. GIS identified the output areas whose centroids fell within a given distance/catchment. Where centroids were captured by the catchment, the relevant Census 2011 resident population data for the respective catchments were added to identify the location population.
- 2.23 The GIS software showed that 18,209 residents live within a 2km walking catchment of the site and a total of 57,150 live within a 5km cycling catchment of the site. Due to the site's

proximity to such a large resident population, it is assumed that a large proportion of the on-site staff will live within a distance that allows for sustainable travel to the site.

Local Bus Services

- 2.24 The nearest bus stop is located 550m to the west of the site at the junction of St Albans Road and Flexford Gardens. Two services (20 and 21) operate from this stop. To the east of the site the nearest bus stop is situated on Southleigh Road to the north of the junction with Spindle Close. This bus stop is 700m from the site and can be reached via the footbridge crossing over the railway line. There are two services available from this stop (27 and 28).
- 2.25 A summary of these bus services is shown in **Table 2.1** below.

Table 2.1: Local Bus Services

Service	Route	Average Frequency (minutes)		
		Weekday	Saturday	Sunday
20	Havant – Portsmouth – The Hard	30	30	-
21	Havant - Portsmouth	30	30	60
27	Rowlands Castle – Havant – Emsworth	120	120	-
28	Southbourne – Emsworth – Havant – Emsworth - Southbourne	60	60	-

Local Rail Services

- 2.26 Havant Railway station is located approximately 1km (12-13 minutes walk) to the southwest of the site. Havant is managed by South West Trains and operates on the Portsmouth Direct line that runs a service between Portsmouth and London Waterloo via Guildford and Woking.
- 2.27 Havant Railway Station also forms part of the Mainline West and Coastway West routes of the Southern Trains network. These lines run from London Victoria and Brighton respectively and both have Southampton Central and Portsmouth as key destinations.
- 2.28 A summary of the rail services from Havant Railway station, including journey times, destinations and frequency, is shown below in **Table 2.2**.

Table 2.2: Local Rail Services

Destination	Journey Time (minutes)	Average Weekday Frequency (minutes)
London Victoria via Horsham	107	30
London Waterloo	77	20
Portsmouth	16	10
Southampton	42	30
Brighton	62	30

- 2.29 The railway station is less than 1200m from the site and therefore in line with the IHT's Guidelines is considered to be within a reasonable walking distance.

Existing Site Operation

- 2.30 The site access is taken from New Lane via Stanbridge Road to the north of the site. Access into the development from Stanbridge Road is through two separate access/egress points. The northernmost access point leads directly into the staff car park to the north of the site whilst the servicing access is situated just to the south of this access. Currently the access to the staff car park is blocked to ensure the site is secure.
- 2.31 The existing service road runs adjacent to west side of the existing distribution centre in a north-south direction. The service road is formed of two lanes; one in each direction. There are give way lines present at both the northern and southern ends of the service road. At its southern end, the service road leads into the service yard.
- 2.32 There are currently 93 parking spaces within the existing distribution centre site. Of these, 60 are located within the car parking area to the north of the site and a further 33 are located along the west of the site between the service road and the warehouse building.

Personal Injury Accident Data

- 2.33 A summary of the Personal Injury Accident (PIA) data record for the 5 year period from 2009 to 2013 for the section of highway within the vicinity of the site has been sourced from Crashmap.co.uk. The area of interest includes Stanbridge Road, Downley Road and the junction between Stanbridge Road and New Lane.
- 2.34 The data shows that within the 5 year period there were no accidents recorded within the area for which PIA data was obtained.

Summary

- 2.35 A review of the existing characteristics for the site indicates that it is situated within a very accessible location. There are a number of bus and rail connections that can be made from the local area which combine to provide a variety of frequent bus services to a number of destinations. Pedestrian and cyclist provision surrounding the site is good, providing a good level of accessibility to the surrounding public transport interchanges, a range of local facilities and large neighbouring residential areas.

3 POLICY CONTEXT

- 3.1 This section of the TA addresses the relevant national and local policy, in the context of the Site and the proposed development.

National Policy

National Planning Policy Framework (NPPF)

- 3.2 The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied.

- 3.3 One of the 12 core land-use principles within the NPPF includes:

"[to] actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable."

- 3.4 Section 4 of the NPPF deals with 'Promoting sustainable transport.' Paragraph 29 states that:

"the transport systems needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel."

- 3.5 Paragraph 32 sets out the transport issues which should be addressed within Development Plans and decisions. These are:

- *"the opportunities for sustainable transport modes have been taken up depending on the nature and location of the Site, to reduce the need for major transport infrastructure;*
- *safe and suitable access to the Site can be achieved for all people; and*
- *improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."*

3.6 Paragraph 39 considers the latest national policy in relation to new developments. It states that *“if setting local parking standards for residential and non-residential development, local planning authorities should take into account:*

- *the accessibility of the development;*
- *the type, mix and use of the development;*
- *the availability of and opportunities for public transport;*
- *local car ownership levels; and*
- *an overall need to reduce the use of high-emission vehicles”*

National Planning Practice Guidance (NPPG), 2014

3.7 On 6 March 2014, the Department for Communities and Local Government (DCLG) launched the National Planning Practice Guidance web-based resource. One section relates specifically to Transport and is titled ‘Travel Plans, Transport Assessments and Statements in decision-taking’ and this provides the overarching principles of Travel Plans, Transport Assessments and Statements.

3.8 The guidance explains the role of Transport Assessments and Statements as: “ways of assessing the potential transport impacts of developments (and they may propose mitigation measures to promote sustainable development. Where that mitigation relates to matters that can be addressed by management measures, the mitigation may inform the preparation of Travel Plans)”. The guidance also states that Travel Plans are “long term management strategies for integrating proposals for sustainable travel into the planning process”. They should be brought forward in parallel with development proposals and should be integrated in to the design of developments.

3.9 The guidance explains that when preparing Transport Assessments and Travel Plans the following key principles should be taken into account:

- *“proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;*
- *established at the earliest practicable possible stage of a development proposal;*
- *be tailored to particular local circumstances (other locally-determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally);*

- *be brought forward through collaborative ongoing working between the Local Planning Authority/ Transport Authority, transport operators, Rail Network Operators, Highways Agency where there may be implications for the strategic road network and other relevant bodies. Engaging communities and local businesses in Travel Plans, Transport Assessments and Statements can be beneficial in positively supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities)."*

3.10 The guidance demonstrates that Transport Assessments and Statements and Travel Plans can positively contribute in the following ways:

- *"encouraging sustainable travel;*
- *lessening traffic generation and its detrimental impacts;*
- *reducing carbon emissions and climate impacts;*
- *creating accessible, connected, inclusive communities;*
- *improving health outcomes and quality of life;*
- *improving road safety; and*
- *reducing the need for new development to increase existing road capacity or provide new roads."*

Local Policy

Hampshire Sustainable Community Strategy 2008-2018

- 3.11 The Hampshire Sustainable Community Strategy sets out quality of life issues, key trends that impact on Hampshire and 11 long term ambitions to achieve the vision that *"Hampshire continues to prosper, providing greater opportunity for all without risking the environment."*
- 3.12 Section 3.4 outlines the transport issues which impact upon quality of life, namely;
- *"a comprehensive and well-maintained infrastructure of roads and public transport across the county"*
 - *"high-quality, accessible and local public services providing value for money and responsive to communities' needs"*

- 3.13 Section 5.4 summarises the existing traffic & congestion situation. It notes that the steady long-term national trend of traffic growth is expected to continue, with 30% extra traffic by 2030. It highlights that the plan aspires to minimise private vehicle use in Hampshire:

“We must plan for a future with less need to travel and more intelligent use of the transport system”

- 3.14 Infrastructure and services are developed to support economic and housing growth whilst protecting the environment and quality of life.
- 3.15 Providing modern infrastructure and services (ranging from transport, water and sewerage to business premises, educational facilities, cultural and community facilities, and communications technology) and improving town and country environments will be key to continued economic prosperity.
- 3.16 The strategy states that new development must be preceded and underpinned by an adequate level of infrastructure, which is planned and delivered in a way that creates high-quality and safe environments, with good access to local services for all.
- 3.17 Forecasts show that the existing road network cannot accommodate the predicted traffic growth and that economic ambitions and new-development require new investment in public transport and highways.
- 3.18 Section 7 - Theme C, sets out the long-term priorities and targets in relation to transport issues:
- i) Highways maintenance
 - ii) Improve road safety and reduce casualties
 - iii) Quality of life in rural villages
 - iv) Tackling congestion hot-spots
 - v) Accessibility

Hampshire Local Transport Plan 2011-2031

- 3.19 In February 2011, Hampshire County Council approved a new Local Transport Plan (LTP), which sets out transport policies, objectives and a long term visions for transport in the County. This guidance has been adhered to in the preparation of this TA.
- 3.20 The LTP will help the county council and developers support “stronger, safer communities, maximising well-being and enhancing quality of place”.
- 3.21 The County Council states its aim is to “provide safe, efficient and reliable ways to get around a prospering and sustainable Hampshire”.
- 3.22 Chapter 2 states that efforts will be made to minimise adverse impacts on the environment when carrying out work on the highway.
- 3.23 Chapter 7 looks at Transport policy for South Hampshire. The vision for South Hampshire is to create:
- "A resilient, cost effective, fully-integrated sub-regional transport network, enabling economic growth whilst protecting and enhancing health, quality of life and environment".*
- 3.24 The challenges facing South Hampshire identified include maintaining the existing transport network, widening travel choices to offer alternatives to the private car and mitigating the adverse impacts of transport activities on the community.

Havant Borough Local Plan (Core Strategy) 2011

- 3.25 The Core Strategy describes the council’s long term vision and objectives for what the borough will be like as a place in 2026.
- 3.26 Policy CS20 addresses the Transport and Access Strategy. The policy lists a set of conditions under which development will be permitted. This includes development that:
- *“Is consistent with and contributes to the implementation of the ‘Reduce, Manage and Invest’ strategy;*
 - *Does not increase congestion and promotes better use of existing transport network;*
 - *Improves accessibility to goods, services and employment and promotes equality in the transport system;*

- *Provides transport management measures to ensure the safe and efficient operation of the strategic and local road network;*
- *Ensures that highway design responds positively to the characteristics of the area and delivers a high quality public realm for all users; and*
- *Maintains or improves the range of transport modes accessible to the users of the development site with specific emphasis on public transport, especially high quality/frequency buses and includes walking and cycling where appropriate.*

Summary

- 3.27 The development proposals accord with policy requirements. The transport aspects of the proposed development will encourage the facilitation of sustainable transport behaviour by site users.
- 3.28 As set out in detail in this report, the site is located in an accessible location for ease of access by walking, cycling and public transport. This supports national, regional and local governmental aspirations for encouraging sustainable travel behaviour.

4 DEVELOPMENT PROPOSALS

Proposed Scheme

- 4.1 This TA has been prepared in support of an outline planning application for the redevelopment of the Havant Distribution Centre site to provide a single warehouse unit of up to 11,148sqm GFA.
- 4.2 There are other indicative schemes being considered as part of the outline planning application, further details of which are shown within the Design and Access Statement. However, this TA focusses on assessing the option with the largest quantum of development in order to provide a robust assessment of the worst case scenario in terms of traffic generation and vehicle/cycling provision.
- 4.3 It is proposed that this scheme will consist of B1(c)(light industry appropriate in a residential area); B2 (General Industrial) or B8 (Storage or Distribution) land uses. However, the exact land use mix for the proposed development is currently undecided.

Access

- 4.4 Whilst the application is in outline and the layout is indicative, access is not a reserved matter and plans have been submitted specifically showing the key access arrangements which are proposed to be determined as part of the application. These plans are included within **Appendix A**.
- 4.5 Access to the development will remain from Stanbridge Road via two separate access/egress points. The northernmost access point leads directly into the carpark to the north of the site whilst the servicing access is situated just to the south of this. A new gatehouse is to be installed adjacent to the service road access.

Servicing

- 4.6 Servicing is proposed to remain from the servicing yard to the south of the site. The servicing yard is accessed via the existing servicing road which runs north-south adjacent to the western perimeter of the site. Swept path analysis of the servicing road and yard has been undertaken for a 16.5 metre articulated vehicle in order to show how it would access and egress the site. The swept path analysis is included at **Appendix B**.

- 4.7 A small length of the service road level adjacent to the new gatehouse would operate as a one way road when being used by the largest vehicles. This is illustrated on **Drawing 141528/A/01**. This will not cause any operational issues as there is clear visibility along the route and a give way line has been provided to ensure that vehicles leaving the site give priority to vehicles entering the site.

Parking Provision

- 4.8 Both vehicular and cycle parking will be provided for the proposed development. As noted previously there are two land use mixes being examined within this TA and these two cases will be examined separately. Appropriate parking for vehicles as well as pedal cycles will be provided in accordance with relevant standards.
- 4.9 Parking standards are contained within Hampshire Parking Standards (2002). These standards have been adopted by Havant Borough Council. Both the car parking standards and minimum cycle standards are shown in **Table 4.1** below for commercial developments. It is understood through discussion with Hampshire County Council that vehicle parking standards are no longer considered to be maximum standards, but rather 'the standard'.

Table 4.1: Commercial Development – Car Parking and Cycle Parking Standards

Type	Car Parking Standard	Cycle Standard (minimum)	
	Maximum Parking Limit	Long Stay	Short Stay
B1 (a) office	1 space per 30sqm	1 stand per 150sqm GEA	1 stand per 500sqm GEA
B1 (b)(c) high tech/light industry	1 space per 45sqm	1 stand per 250sqm GEA	1 stand per 500sqm GEA
B2 general industrial	1 space per 45sqm	1 stand per 350sqm GEA	1 stand per 500sqm GEA
B8 warehouse	1 space per 90sqm	1 stand per 500sqm GEA	1 stand per 1000sqm GEA

Vehicle Parking

- 4.10 The proposed scheme includes 99 car parking spaces within the development site. Whilst the specific mix of land uses proposed, and therefore required parking standard is unclear, this quantum is below what the Hampshire parking standards state within their guidance. However, both local and national guidance also states that a reduction in car parking quantum is allowed in the most accessible locations.

- 4.11 Included within the policy section of this report, paragraph 39 of the NPPF provides the latest national policy in relation to parking in new developments. On this basis, national planning policy requires local authorities to account for the accessibility of the site and availability of public transport when guiding on appropriate parking provision.
- 4.12 With regards to the accessibility of the development, it has already been established through GIS software that the site is within close proximity to a large residential population (over 18,000 people). The walking and cycling distances of 2km and 5km respectively facilitates sustainable modes of travel to and from work. There are also several Co-operative food stores within 500m walking distance of the site to the east and west which would allow staff to purchase food or drink amongst other amenities throughout the day.
- 4.13 The availability of and proximity to public transport of the site is good. The proposed development is located within 550 metres of bus stops providing regular services to a number of destinations including Havant and Portsmouth. As such the services to this bus stop provide a useful commuter route with a good frequency.
- 4.14 The proximity of the site to Havant Railway Station also allows for commuter travel from key destinations with particularly short journey times from Portsmouth.
- 4.15 It is also noteworthy that the proposed floorspace and parking provision compare favourably with the existing site operation, and therefore the proposals will offer a similar level of parking provision to existing.
- 4.16 On this basis, it is considered that a lower parking provision is suitable so as to maximise sustainable travel. The Travel Plan for the site will further assist in reducing single-occupancy trips to the site.

Cycle Parking

- 4.17 Cycle parking provision for the site will be 47 spaces. Although this is below the minimum standards set out within the Hampshire Cycle Parking guidance, it is still equal to approximately half of the car parking provision proposed.
- 4.18 Cycle parking usage will be monitored as part of the Travel Plan (further details of which are set out below), and if it is deemed that additional facilities are required during the Travel Plan period then additional stands would be provided on site in a suitable location.

Travel Plan

- 4.19 A previous application (Ref: APP/13/00404) was submitted to Havant Borough Council in April 2013 proposing to redevelop the site. This application included a Draft Travel Plan.
- 4.20 The template for this Draft Travel Plan is contained in **Appendix C** and will be developed into a full travel plan as part of the application. The Travel Plan will include details of a range of measures aimed at encouraging the use of sustainable travel modes.
- 4.21 The purpose of a Travel Plan is to encourage a change in travel patterns and the main aim of the Plan is to provide a reduction in private car mileage in favour of the more sustainable modes of travel, including car sharing, thus reflecting Government policy in respect of transport. The Plan will provide a range of initiatives to encourage the use of sustainable travel modes thus reducing reliance on private motor vehicles. The key objective of the Plan will be to minimise private car use. The occupiers within the proposed scheme will be required to comply with the Travel Plan.
- 4.22 The strategy needs to be long term as changing travel habits takes time and will only occur through a combination of incentives, improved facilities, government initiatives and changes in individual attitudes.
- 4.23 The initiatives and measures will be a mixture of 'hard' and 'soft' measures. The 'hard' measures include the provision of facilities such as safe and secure cycle parking.
- 4.24 The 'soft' measures will include initiatives such as providing information on public transport services. This can be achieved through the provision of this information as part of the "Welcome Pack" given to new occupiers, who will in-turn provide this information to staff.
- 4.25 The Travel Plan would be finalised and agreed prior to the occupation of the proposed development.

5 TRIP GENERATION

Introduction

- 5.1 This section of the report describes the likely traffic generation of the proposed development and distribution onto the surrounding road network.

Assessment Scenarios

- 5.2 In order to provide a robust estimate of the number of vehicle trips generated by the proposed development, two scenarios have been tested for both existing and proposed. For the existing case, two different scenarios have been used in order to create a measured assessment of both the proposed scenarios. Both of these existing scenarios include 2,615sqm of B1(a) office floorspace. However, two different B8/B1(c)/B2 land use mixes have been assumed for the remaining floorspace for the existing scenarios as well as the proposed scenarios.
- 5.3 It is noteworthy that the site is currently unoccupied, and therefore traffic surveys of the existing operation cannot be carried out.
- 5.4 The scenarios are set out in further detail below.

Scenario 1

- Existing – 12,263sqm of B8 floorspace (including ancillary office space) and 2,615sqm of B1(a) office floorspace
- Proposed – 11,148sqm of B8 floorspace

Scenario 2

- Existing – 6,131sqm of B8 floorspace, 6,131sqm of B1(c)/B2 floorspace and 2,615sqm of B1(a) office floorspace
- Proposed – 5,574sqm of B8 floorspace and 5,574sqm of B1(c)/B2 floorspace

- 5.5 For both the existing and proposed scenarios, the TRICS database has been interrogated to determine suitable trip rates for the proposed B8/B1(c)/B2 land uses. To be consistent, trip rates have been derived for both the existing and proposed uses based on the same sites in England excluding London. The TRICS outputs are contained within **Appendix D**.

5.6 The following peaks periods will be used within this assessment:

- Weekday AM peak – 08:00 – 09:00
- Weekday PM peak – 17:00 – 18:00

Scenario 1

5.7 The resultant trip rates for the AM and PM peak periods are summarised in **Table 5.1** below.

Table 5.1: Trip Rates for Scenario 1

Land Use	AM (08:00-09:00)			PM (17:00-18:00)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
B8	0.086	0.049	0.135	0.035	0.09	0.125
B1a	1.524	0.249	1.773	0.187	1.299	1.486

5.8 Based on the trip rates given in **Table 5.1**, **Table 5.2** below summarises the trip generation associated with the existing site and the proposed site under Scenario 1. It provides a net difference calculation which demonstrates how the trip generation will change as a result of the proposed development.

Table 5.2: Comparison of Existing and Proposed Trip Generation – Scenario 1

Land Use	Existing Trip Generation			Proposed Trip Generation			Net Change		
	Arr.	Dep.	Total	Arr.	Dep.	Total	Arr.	Dep.	Total
AM Peak	50	13	63	10	5	15	-40	-8	-48
PM Peak	9	45	54	4	10	14	-5	-35	-40

5.9 As can be seen from **Table 5.2** above, the results indicate that there will be a decrease of -48 trips during the AM peak and a decrease of -40 trips during the PM peak.

Scenario 2

5.10 Trip rates for the AM and PM peak periods associated with Scenario 2 are summarised in **Table 5.3** below.

Table 5.3: Trip Rates for Scenario 2

Land Use	AM (08:00-09:00)			PM (17:00-18:00)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
B8	0.086	0.049	0.135	0.035	0.09	0.125
B1a	1.524	0.249	1.773	0.187	1.299	1.486
B1(c)/B2	0.474	0.099	0.573	0.055	0.393	0.448

- 5.11 Based on the trip rates given in **Table 5.3**, **Table 5.4** below summarises the trip generation associated with the existing site and the proposed site under Scenario 2. It provides a net difference calculation which demonstrates how the trip generation will change as a result of the proposed development.

Table 5.4: Comparison of Existing and Proposed Trip Generation – Scenario 1

Land Use	Existing Trip Generation			Proposed Trip Generation			Net Change		
	Arr.	Dep.	Total	Arr.	Dep.	Total	Arr.	Dep.	Total
AM Peak	74	16	90	31	8	39	-43	-8	-51
PM Peak	10	64	74	5	27	32	-5	-37	-42

- 5.12 As can be seen from **Table 5.4** above, there is a decrease of -51 two-way trips during the AM peak and a decrease of -42 trips during the PM peak.

Summary

- 5.13 The trip generation results show that, in both scenarios, the net difference demonstrates a decrease in trip generation during both the AM and PM peak periods. The AM period in both scenarios showed a greater decrease in trip generation than the respective PM peak periods.

SUMMARY AND CONCLUSIONS

Summary

- 5.14 Vectos is appointed by BCP (Havant) LLP to provide traffic and transport advice on the proposed redevelopment of Havant Distribution Centre, Havant.
- 5.15 The site is located on the New Lane Industrial Area to the northeast of Havant Town Centre and the A27.
- 5.16 This TA has been prepared in support of an outline planning application for the redevelopment of the existing site to provide a single warehouse unit of up to 11,148sqm GFA.
- 5.17 This TA provides a robust assessment of the worst case scenario in terms of traffic generation and vehicle/cycling provision.
- 5.18 Whilst the application is in outline and the layout is indicative, access is not a reserved matter and plans have been submitted specifically showing the key access arrangements which are proposed to be determined as part of the application.
- 5.19 A review of the existing characteristics for the site indicates that it is situated within a very accessible location. There are a number of bus and rail connections that can be made from the local area which combine to provide a variety of frequent bus services to a number of destinations. Pedestrian and cyclist provision surrounding the site is good, providing a good level of accessibility to the surrounding public transport interchanges, a range of local facilities and large neighbouring residential areas.
- 5.20 The development proposals accord with policy requirements. The transport proposals of the proposed development will encourage the facilitation of sustainable transport behaviour by site users. A level of vehicle parking has been proposed that seeks to discourage single-occupancy car use whilst at the same time ensure that appropriate provision is provided on-site.
- 5.21 A Travel Plan will be prepared to encourage travel to the Site by sustainable modes. The primary objective of the Travel Plan is to set out a long term strategy to facilitate and

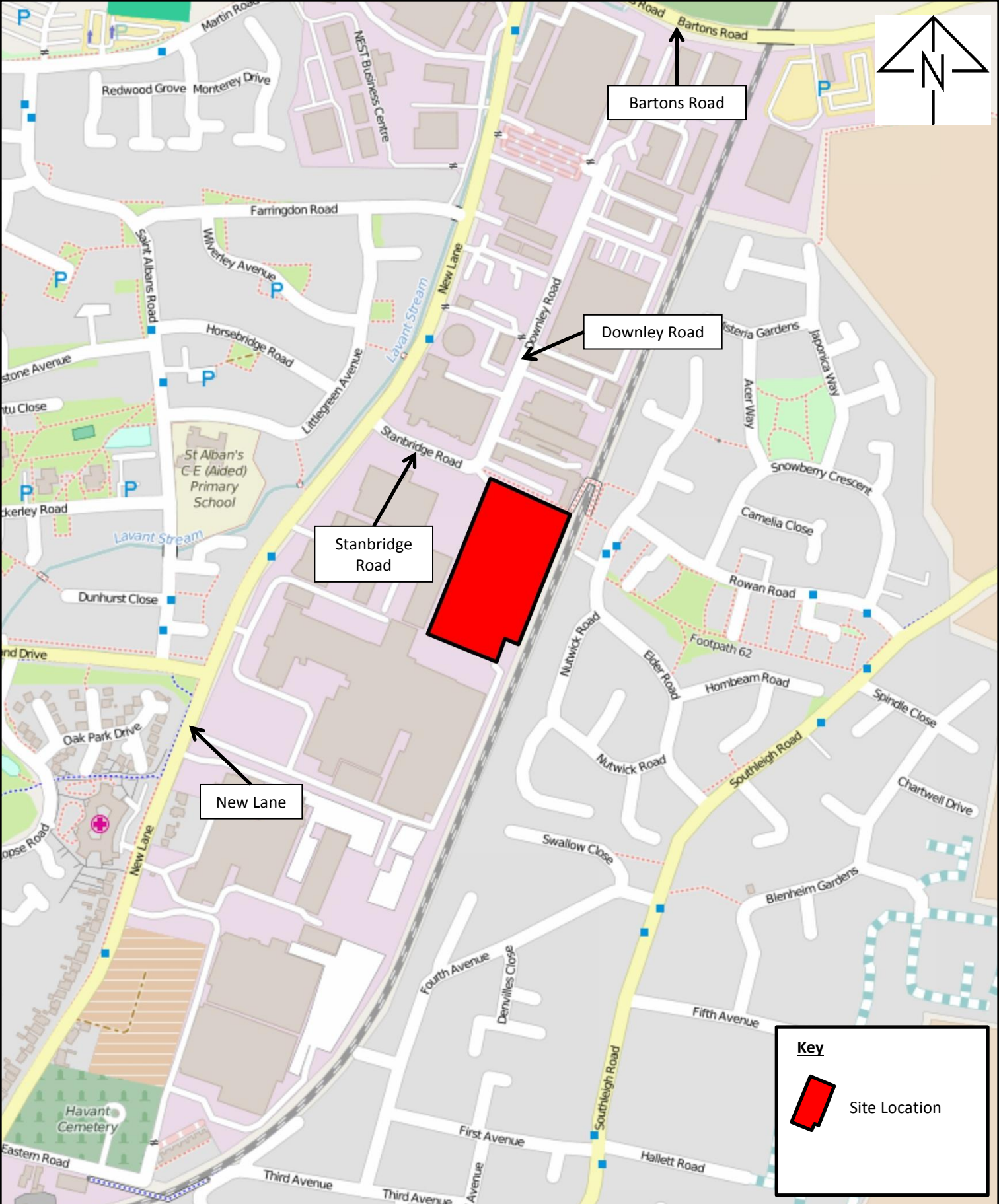
encourage modes of travel to the Site by means other than the private car, which reflects current central and local government policy.

- 5.22 In order to provide a robust estimate of the number of vehicle trips generated by the proposed development, two scenarios have been tested for both existing and proposed.
- 5.23 The trip generation results show that in both of the proposed development scenarios, the net difference demonstrates a decrease in trip generation during both the AM and PM peak periods.

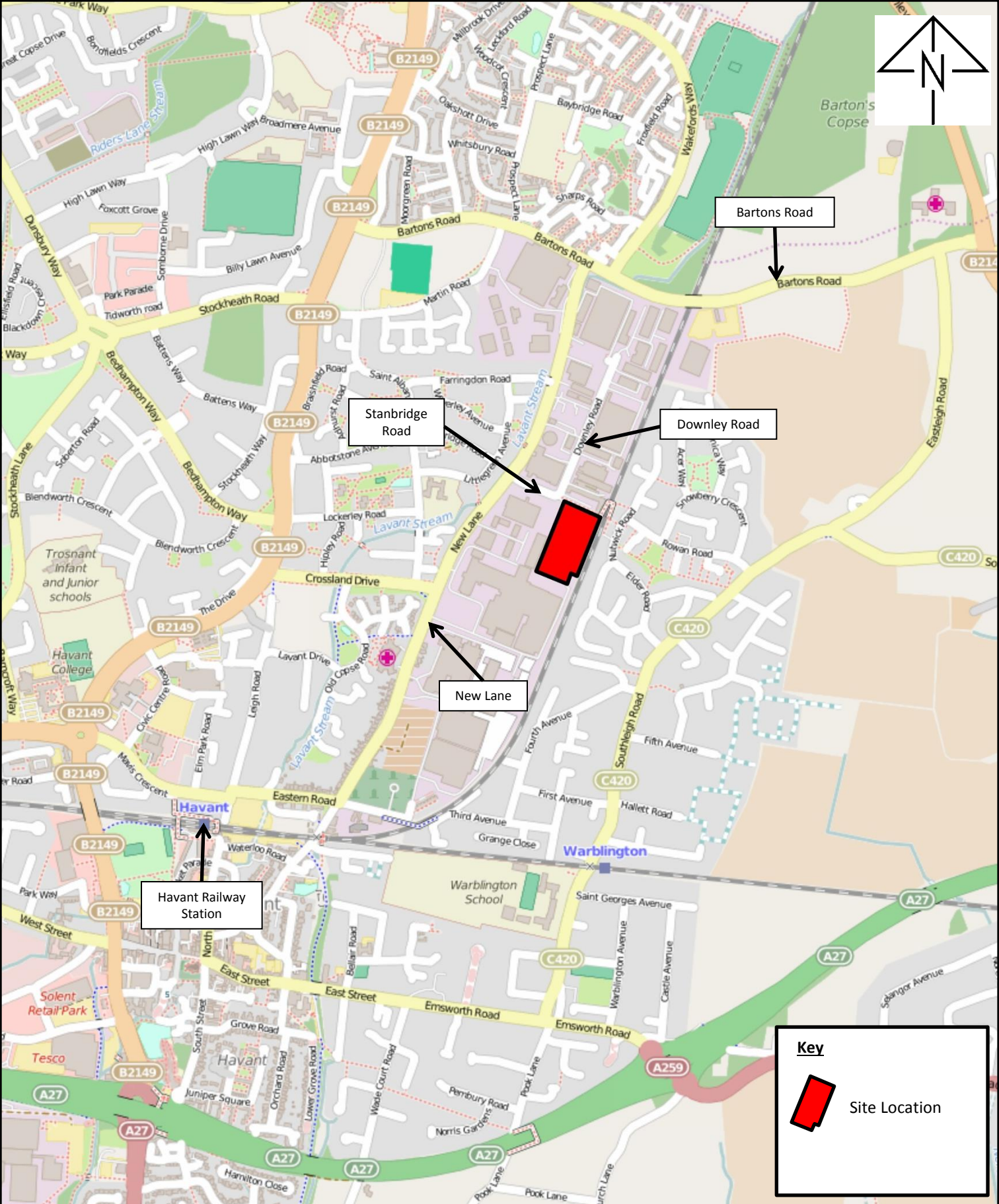
Conclusion

- 5.24 In light of the above, this report has demonstrated that there are no traffic or transport reasons why the development proposals should not be granted Outline Planning Permission.

FIGURES



Stanbridge Road, Havant				BCP (Havant) LLP	
Site Location Plan (Strategic Context)				 transport planning specialists Network Building, 97 Tottenham Court Road, London W1T 4TP Tel: 020 7580 7373 Email: london@vectors.co.uk www.vectors.co.uk	
DRAWN: LK	CHECKED: ID	DATE: 05/03/15	SCALES: NTS	DRAWING REFERENCE: Figure 1	REVISION:



Stanbridge Road, Havant

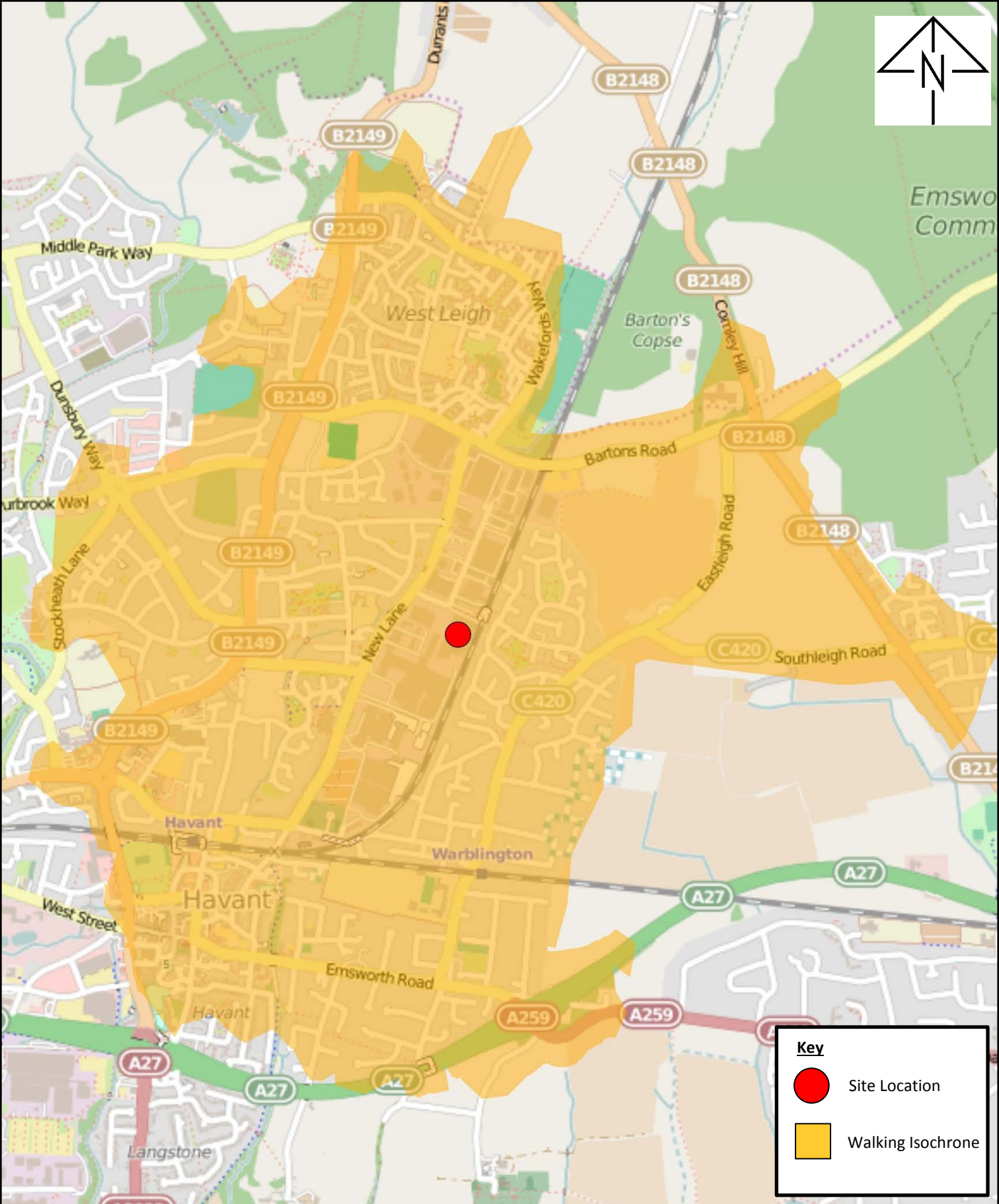
BCP (Havant) LLP

Site Location Plan (Local Context)



Network Building, 97 Tottenham Court Road, London W1T 4TP
Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk

DRAWN: LK	CHECKED: ID	DATE: 05/03/15	SCALES: NTS	DRAWING REFERENCE: Figure 2	REVISION:
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Stanbridge Road, Havant

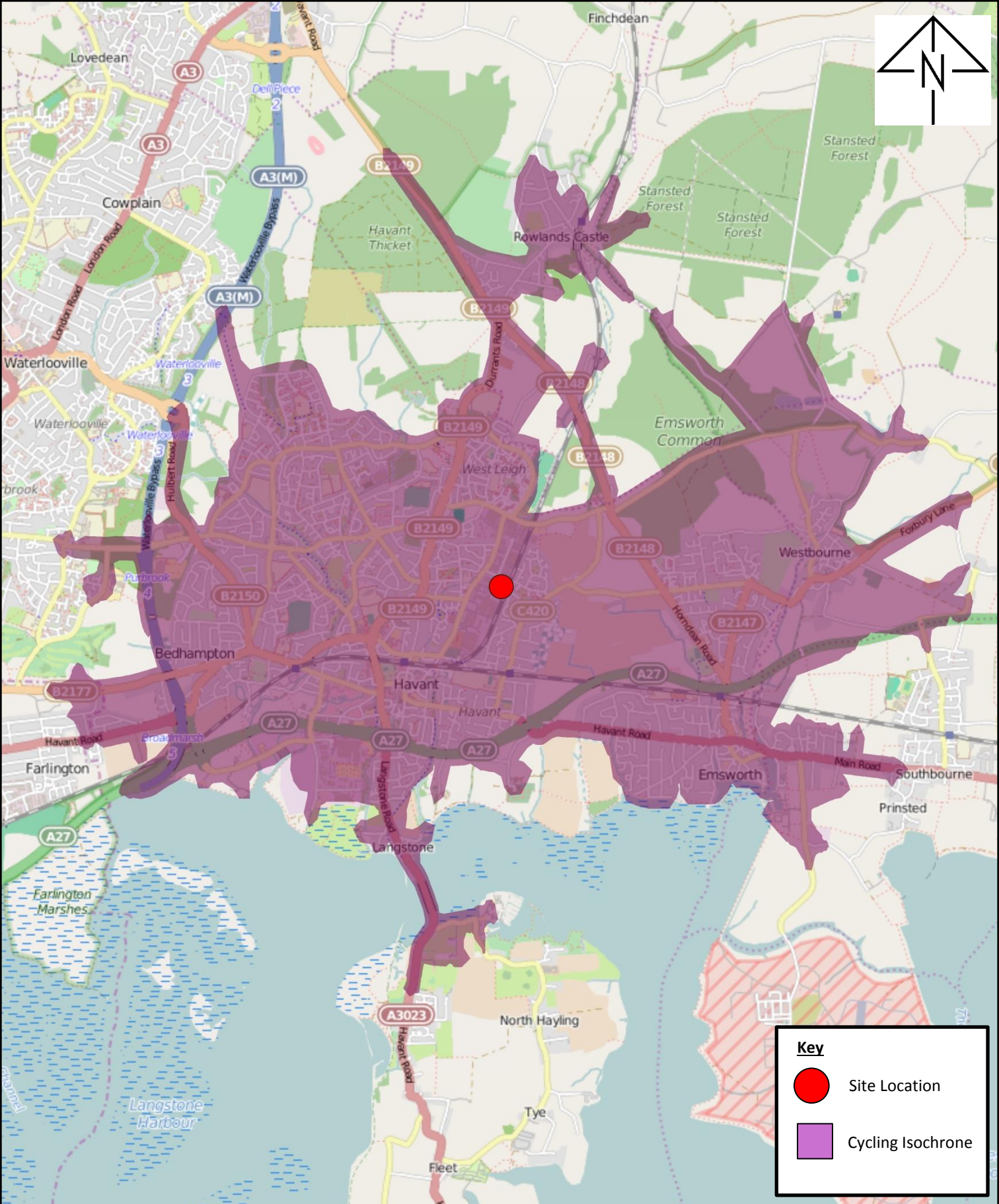
BCP (Havant) LLP

2km Walking Isochrones



Network Building, 97 Tottenham Court Road, London W1T 4TP
Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk

DRAWN: LK	CHECKED: ID	DATE: 05/03/15	SCALES: NTS	DRAWING REFERENCE: Figure 3	REVISION:
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Stanbridge Road, Havant

BCP (Havant) LLP

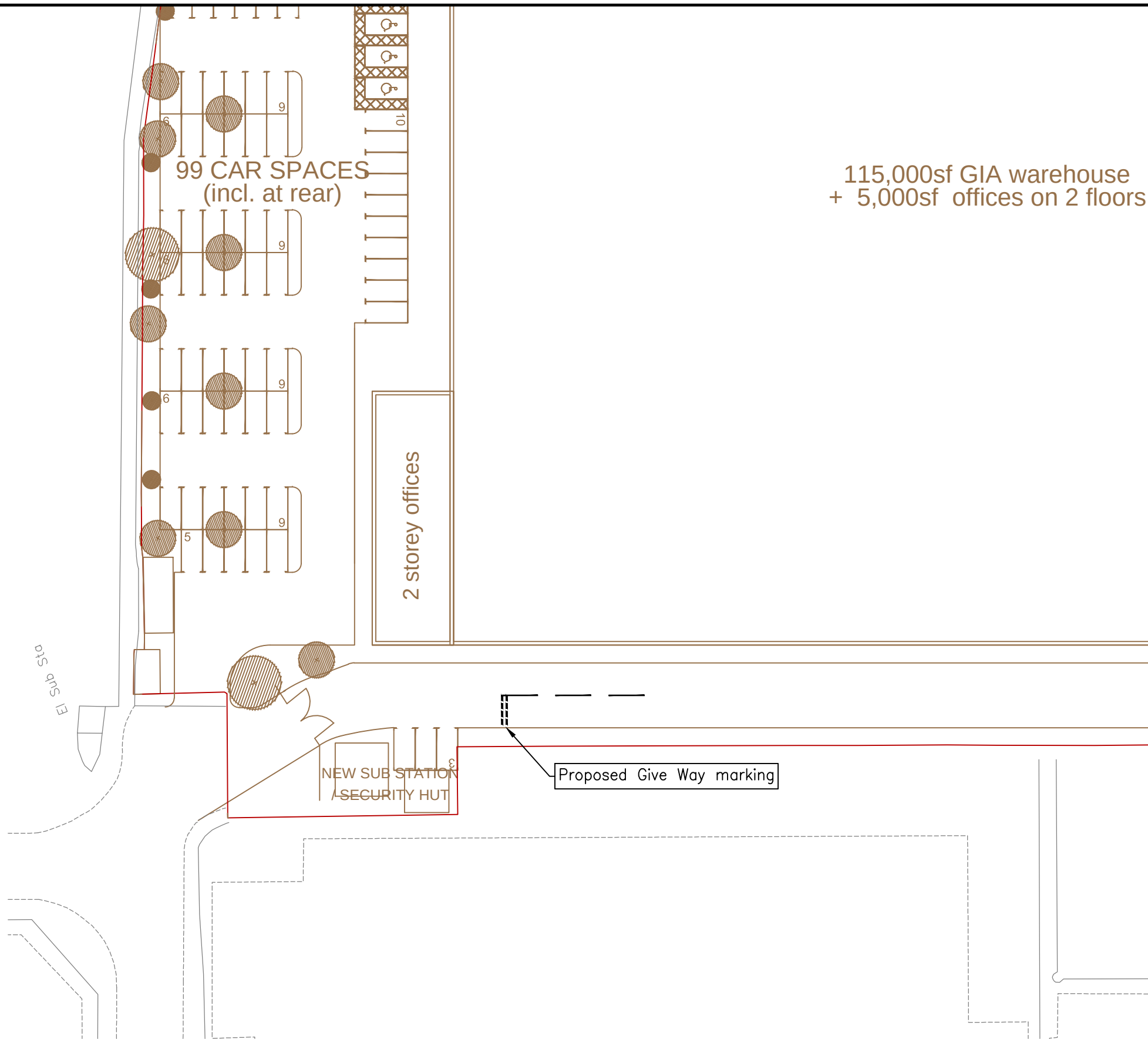
5km Cycling Isochrones



Network Building, 97 Tottenham Court Road, London W1T 4TP
Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk

DRAWN: LK	CHECKED: ID	DATE: 05/03/15	SCALES: NTS	DRAWING REFERENCE: Figure 4	REVISION:
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APPENDIX A



- Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.
 2. White lining is indicative only.
 3. Site Plan is 14021_SK_004C_Site Plan Scheme 4 by Cornish Architects.

REV.	DETAILS	DRAWN	CHECKED	DATE

CLIENT:

BCP (Havant) LLP

PROJECT:

Stanbridge Road
Havant

DRAWING TITLE:

Site Access

SCALES:

1:500 at A3

DRAWN:	JM	CHECKED:	LK	DATE:	04/03/2015
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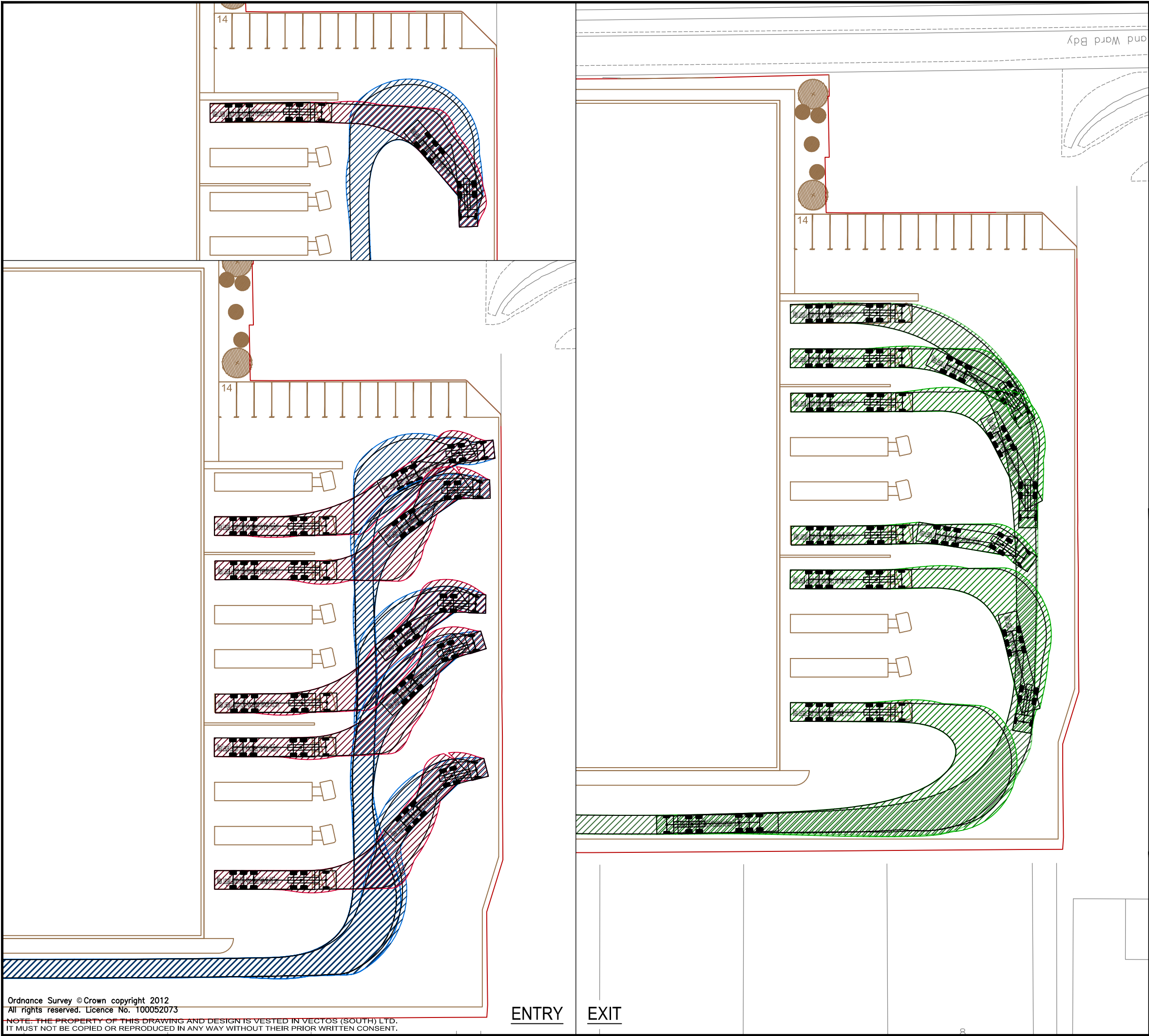


transport planning specialists

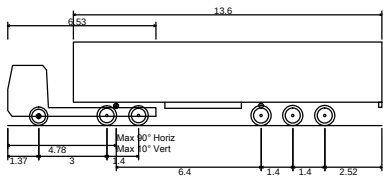
Network Building, 97 Tottenham Court Road, London W1T 4TP
t: 020 7580 7373 e: enquiries@vectors.co.uk

DRAWING NUMBER:	141528/A/01	REVISION:	.
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APPENDIX B



- Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.
 2. White lining is indicative only.
 3. Site Plan is 14021_SK_004C_Site Plan Scheme 4 by Cornish Architects.



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

REV.	DETAILS	DRAWN	CHECKED	DATE
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CLIENT:

BCP (Havant) LLP

PROJECT:

Stanbridge Road
Havant

DRAWING TITLE:

Swept Path Analysis
Service Yard
16.5m Articulated Vehicle

SCALES:

1:500 at A3

DRAWN:	JM	CHECKED:	ID	DATE:	25/02/2015
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t: 020 7580 7373 e: enquiries@vectos.co.uk

DRAWING NUMBER:

141528/AT/A01

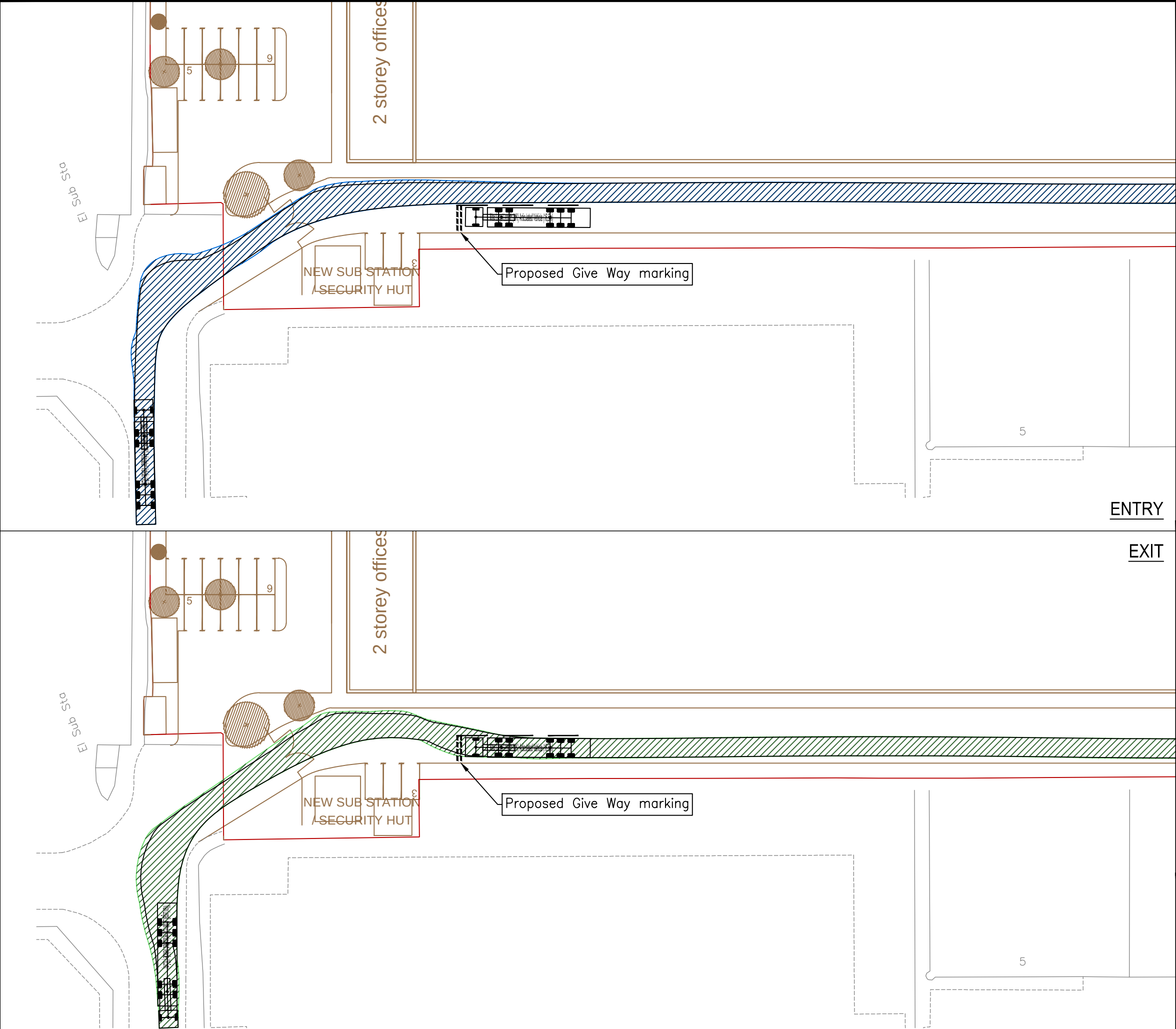
REVISION:

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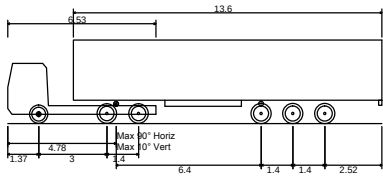
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ENTRY EXIT



- Notes:
- 1. This is not a construction drawing and is intended for illustrative purposes only.
 - 2. White lining is indicative only.
 - 3. Site Plan is 14021_SK_004C_Site Plan Scheme 4 by Cornish Architects.



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

REV.	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
BCP (Havant) LLP

PROJECT:
**Stanbridge Road
Havant**

DRAWING TITLE:
**Swept Path Analysis
Site Entrance
16.5m Articulated Vehicle**

SCALES:
1:500 at A3

DRAWN:	JM	CHECKED:	ID	DATE:	25/02/2015
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t: 020 7580 7373 e: enquiries@vectoros.co.uk

DRAWING NUMBER:	141528/AT/A02	REVISION:	.
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APPENDIX C

Travel Plan for -----

Business Address

Introduction (Brief description of business and area)

Does the company have visitors to the site, if so approx number per day/week, is it generally open to the public or trade only.

Number of employees (total number, shift patterns, max number at site at any one time)

Operating time (working day/night)

Number of

Parking spaces,
Cycling stands,
Delivery bays,

Onsite facilities

Changing room/s
Shower/s
Rest room/s
Lockers

Promoting of alternative travel

By employing local people where possible who do not have to travel long distances, any job vacancies are advertised in local papers or using local agencies.

By providing personal travel plans for any member of staff how requests one.

By having limited number of parking spaces available for staff to park.

Travel plan pack is given to all new employees. This contains ----

Public Transport

The company promotes the use of public transport by ensuring local bus, train and ferry timetables are available for staff.

By providing interest free loans so the employees can purchase an annual or season ticket and pay for it over --- months.

By providing a salary sacrifice scheme to purchase annual bus passes (tax free scheme)

By allowing for flexible working to allow employees to fit the travel around the working day.

Approximate distance from bus stop / ferry/ train station (which ever ones are close if any)

Details of ticket prices available in rest room/ on notice board/ in transport pack/ on inter net etc.

Cycling

The company promotes cycling by providing a salary sacrifice scheme (tax free scheme) to purchase a cycle and cycling equipment.

Has a bike buddy system to help the less confident cyclist to build up their confidence with the aid of a more confident cyclist.

Has pool bike available for any member of staff to hire.

By having an area suitable for drying coats, boots etc.

Having a changing room/ shower.

Walking

The company promotes walking by having a walking buddy scheme, having an area suitable for drying coats, umbrellas, boots etc.

Car sharing

The company promotes car sharing by having – parking spaces available to staff if the car share.

By being part of ----- car share web site.

By having a notice board which staff can put their details if they wish to car share.

Deliveries

Where possible the company tries to reduce the individual number of deliveries made each week by combining any deliveries where possible.

The delivery vehicle is also used to transport any staff which needs to attend a different site at the same time as a delivery may be used.

Travel Plan Coordinator (person responsible for keeping travel plan up to date).

Targets

The company aims to have --% of staff travel to work by the measures mentioned above. (can be broken down into the various means of travel)

APPENDIX D

Calculation Reference: AUDIT-152301-150306-0320

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	1 days
	ES EAST SUSSEX	3 days
	HC HAMPSHIRE	2 days
	HF HERTFORDSHIRE	1 days
	KC KENT	6 days
	SC SURREY	4 days
	SO SLOUGH	1 days
03	SOUTH WEST	
	CW CORNWALL	2 days
	DC DORSET	2 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 days
	NF NORFOLK	1 days
	SF SUFFOLK	2 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	LC LANCASHIRE	2 days
09	NORTH	
	DH DURHAM	2 days
	TW TYNE & WEAR	4 days

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

Filtering Stage 2 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: 186 to 70291 (units: sqm)
 Range Selected by User: 186 to 175000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/06 to 27/02/14

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	7 days
Tuesday	11 days
Wednesday	6 days
Thursday	11 days
Friday	3 days

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

Selected survey types:

Manual count	38 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	15
Suburban Area (PPS6 Out of Centre)	11
Edge of Town	12

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
Commercial Zone	10
Residential Zone	8
Retail Zone	1
Built-Up Zone	11
No Sub Category	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.

Filtering Stage 3 selection:

Use Class:

A1	1 days
A2	1 days
B1	36 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®.

Filtering Stage 3 selection (Cont.):

Population within 1 mile:

Not Known	1 days
1,001 to 5,000	1 days
5,001 to 10,000	9 days
10,001 to 15,000	9 days
15,001 to 20,000	7 days
20,001 to 25,000	1 days
25,001 to 50,000	10 days

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

Population within 5 miles:

Not Known	1 days
25,001 to 50,000	5 days
50,001 to 75,000	2 days
75,001 to 100,000	5 days
100,001 to 125,000	1 days
125,001 to 250,000	14 days
250,001 to 500,000	8 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	14 days
1.1 to 1.5	19 days
1.6 to 2.0	4 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	19 days
No	19 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.

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

LIST OF SITES relevant to selection parameters

1	BD-02-A-03 BROMHAM ROAD	OFFICES		BEDFORDSHIRE
	BEDFORD			
	Edge of Town Centre			
	No Sub Category			
	Total Gross floor area:	1469 sqm		
	Survey date: MONDAY	14/10/13		Survey Type: MANUAL
2	CA-02-A-03 NEW ROAD	OFFICE		CAMBRIDGESHIRE
	PETERBOROUGH			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	5750 sqm		
	Survey date: THURSDAY	08/05/08		Survey Type: MANUAL
3	CA-02-A-04 BRETTON WAY	OFFICE		CAMBRIDGESHIRE
	PETERBOROUGH			
	Edge of Town			
	Commercial Zone			
	Total Gross floor area:	6483 sqm		
	Survey date: THURSDAY	20/10/11		Survey Type: MANUAL
4	CW-02-A-02 TRINITY STREET	INLAND REVENUE		CORNWALL
	ST AUSTELL			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	4850 sqm		
	Survey date: FRIDAY	08/06/07		Survey Type: MANUAL
5	CW-02-A-03 A390 TREYEW ROAD	COUNCIL OFFICES		CORNWALL
	TRURO			
	Edge of Town			
	No Sub Category			
	Total Gross floor area:	30000 sqm		
	Survey date: THURSDAY	07/06/07		Survey Type: MANUAL
6	DC-02-A-08 STATION APPROACH	OFFICE		DORSET
	DORCHESTER			
	Edge of Town Centre			
	No Sub Category			
	Total Gross floor area:	1550 sqm		
	Survey date: THURSDAY	03/07/08		Survey Type: MANUAL

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

LIST OF SITES relevant to selection parameters (Cont.)

7	DC-02-A-09	COUNCIL OFFICES	DORSET
	THE GROVE		
	DORCHESTER		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	11664 sqm	
	Survey date: MONDAY	28/11/11	Survey Type: MANUAL
8	DH-02-A-01	RPMI OFFICES	DURHAM
	BRINKBURN ROAD		
	DARLINGTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	3372 sqm	
	Survey date: FRIDAY	05/11/10	Survey Type: MANUAL
9	DH-02-A-02	CONSTRUCTION COMPANY	DURHAM
	DURHAM ROAD		
	BOWBURN		
	NEAR DURHAM		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	2000 sqm	
	Survey date: TUESDAY	27/11/12	Survey Type: MANUAL
10	ES-02-A-06	LEGAL & GENERAL	EAST SUSSEX
	CITY PARK		
	THE DROVEWAY		
	HOVE		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	18675 sqm	
	Survey date: THURSDAY	29/11/07	Survey Type: MANUAL
11	ES-02-A-09	HOUSING COMPANY	EAST SUSSEX
	THE SIDINGS		
	ORE VALLEY		
	HASTINGS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	186 sqm	
	Survey date: WEDNESDAY	19/12/12	Survey Type: MANUAL
12	ES-02-A-10	DISTRICT COUNCIL	EAST SUSSEX
	VICARAGE LANE		
	HAILSHAM		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	3640 sqm	
	Survey date: TUESDAY	24/09/13	Survey Type: MANUAL
13	HC-02-A-09	ERICSON	HAMPSHIRE
	MAPLEWOOD		
	CHINEHAM BUSINESS PARK		
	BASINGSTOKE		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	9000 sqm	
	Survey date: THURSDAY	22/11/07	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

14	HC-02-A-11	DIY CO. HQ	HAMPSHIRE
	CHESTNUT AVENUE		
	CHANDLER'S FORD		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	26100 sqm	
	Survey date: MONDAY	17/10/11	Survey Type: MANUAL
15	HF-02-A-03	OFFICE	HERTFORDSHIRE
	60 VICTORIA STREET		
	ST ALBANS		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	610 sqm	
	Survey date: WEDNESDAY	16/10/13	Survey Type: MANUAL
16	KC-02-A-06	LAND REGISTRY	KENT
	FOREST ROAD		
	CAMDEN PARK		
	TUNBRIDGE WELLS		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	5677 sqm	
	Survey date: TUESDAY	01/12/09	Survey Type: MANUAL
17	KC-02-A-07	KCC HIGHWAYS REG.	KENT
	KAVELIN WAY		
	HENWOOD IND. ESTATE		
	ASHFORD		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	2525 sqm	
	Survey date: MONDAY	05/12/11	Survey Type: MANUAL
18	KC-02-A-08	KCC HIGHWAYS REG. OFFICE	KENT
	ST MICHAEL'S CLOSE		
	CLAY WOOD		
	AYLESFORD		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3168 sqm	
	Survey date: MONDAY	28/11/11	Survey Type: MANUAL
19	KC-02-A-09	COUNCIL OFFICES	KENT
	SANDLING ROAD		
	MAIDSTONE		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	1500 sqm	
	Survey date: WEDNESDAY	19/10/11	Survey Type: MANUAL

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

LIST OF SITES relevant to selection parameters (Cont.)

20	KC-02-A-10	COUNCIL OFFICES	KENT
	SANDLING ROAD		
	MAIDSTONE		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	2900 sqm	
	Survey date: WEDNESDAY	19/10/11	Survey Type: MANUAL
21	KC-02-A-11	COUNTY HALL	KENT
	SANDLING ROAD		
	MAIDSTONE		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	32793 sqm	
	Survey date: MONDAY	17/10/11	Survey Type: MANUAL
22	LC-02-A-08	COUNCIL OFFICES	LANCASHIRE
	UNION STREET		
	CHORLEY		
	Edge of Town Centre		
	Retail Zone		
	Total Gross floor area:	2000 sqm	
	Survey date: TUESDAY	13/06/06	Survey Type: MANUAL
23	LC-02-A-09	OFFICES	LANCASHIRE
	FURTHERGATE		
	BLACKBURN		
	Suburban Area (PPS6 Out of Centre)		
	Built-Up Zone		
	Total Gross floor area:	2600 sqm	
	Survey date: TUESDAY	04/06/13	Survey Type: MANUAL
24	NF-02-A-01	COUNCIL OFFICE	NORFOLK
	CHAPEL STREET		
	KING'S LYNN		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	5500 sqm	
	Survey date: THURSDAY	30/09/10	Survey Type: MANUAL
25	SC-02-A-14	UNILEVER	SURREY
	SPRINGFIELD DRIVE		
	LEATHERHEAD		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	19974 sqm	
	Survey date: TUESDAY	10/03/09	Survey Type: MANUAL
26	SC-02-A-15	ACCOUNTANTS	SURREY
	BOXGROVE ROAD		
	GUILDFORD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	1896 sqm	
	Survey date: TUESDAY	05/10/10	Survey Type: MANUAL

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

LIST OF SITES relevant to selection parameters (Cont.)

27	SC-02-A-16	BANK OF AMERICA	SURREY
	STANHOPE ROAD		
	CAMBERLEY		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	39230 sqm	
	Survey date: TUESDAY	10/05/11	Survey Type: MANUAL
28	SC-02-A-17	PHARMACEUTICALS	SURREY
	ST GEORGE'S AVENUE		
	THE HEATH		
	WEYBRIDGE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	10293 sqm	
	Survey date: TUESDAY	18/10/11	Survey Type: MANUAL
29	SF-02-A-01	COUNCIL OFFICES	SUFFOLK
	BEETONS WAY		
	BURY ST. EDMUNDS		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	8000 sqm	
	Survey date: MONDAY	27/09/10	Survey Type: MANUAL
30	SF-02-A-02	OFFICES	SUFFOLK
	BATH STREET		
	IPSWICH		
	Edge of Town Centre		
	Commercial Zone		
	Total Gross floor area:	6505 sqm	
	Survey date: FRIDAY	19/07/13	Survey Type: MANUAL
31	SO-02-A-02	COUNCIL OFFICES	SLOUGH
	BATH ROAD		
	SLOUGH		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	5050 sqm	
	Survey date: THURSDAY	27/02/14	Survey Type: MANUAL
32	TW-02-A-03	DEVELOPMENT AGENCY	TYNE & WEAR
	KINGFISHER BOULEVARD		
	LEMINGTON		
	NEWCASTLE UPON TYNE		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	6480 sqm	
	Survey date: THURSDAY	11/12/08	Survey Type: MANUAL
33	TW-02-A-04	HOUSING CO.	TYNE & WEAR
	EARLSWAY		
	TEAM VALLEY TRAD. EST.		
	GATESHEAD		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	2500 sqm	
	Survey date: TUESDAY	29/09/09	Survey Type: MANUAL

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

LIST OF SITES relevant to selection parameters (Cont.)

34	TW-02-A-05	TELEVISION CO.	TYNE & WEAR
	DELTA BANK ROAD		
	METRO RIVERSIDE PARK		
	GATESHEAD		
	Suburban Area (PPS6 Out of Centre)		
	Commercial Zone		
	Total Gross floor area:	1500 sqm	
	Survey date: TUESDAY	29/09/09	Survey Type: MANUAL
35	TW-02-A-06	GOVERNMENT OFFICES	TYNE & WEAR
	BENTON PARK ROAD		
	Longbenton		
	NEWCASTLE UPON TYNE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	70291 sqm	
	Survey date: WEDNESDAY	25/11/09	Survey Type: MANUAL
36	WM-02-A-01	COUNCIL OFFICES	WEST MIDLANDS
	A451 NORTON ROAD		
	MARY STEVENS PARK		
	STOURBRIDGE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	2725 sqm	
	Survey date: WEDNESDAY	26/04/06	Survey Type: MANUAL
37	WM-02-A-02	BRITISH TELECOM	WEST MIDLANDS
	BRINDLEY PLACE		
	BIRMINGHAM		
	Edge of Town Centre		
	Commercial Zone		
	Total Gross floor area:	12200 sqm	
	Survey date: THURSDAY	27/11/08	Survey Type: MANUAL
38	WY-02-A-03	OFFICE	WEST YORKSHIRE
	VICTORIA ROAD		
	HEADINGLEY		
	LEEDS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	2696 sqm	
	Survey date: THURSDAY	17/06/10	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.

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
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	1	19974	0.020	1	19974	0.010	1	19974	0.030
06:00 - 07:00	2	45133	0.691	2	45133	0.189	2	45133	0.880
07:00 - 08:00	38	9388	0.763	38	9388	0.152	38	9388	0.915
08:00 - 09:00	38	9388	1.524	38	9388	0.249	38	9388	1.773
09:00 - 10:00	38	9388	0.963	38	9388	0.273	38	9388	1.236
10:00 - 11:00	38	9388	0.403	38	9388	0.213	38	9388	0.616
11:00 - 12:00	38	9388	0.305	38	9388	0.251	38	9388	0.556
12:00 - 13:00	38	9388	0.310	38	9388	0.363	38	9388	0.673
13:00 - 14:00	38	9388	0.373	38	9388	0.318	38	9388	0.691
14:00 - 15:00	38	9388	0.327	38	9388	0.367	38	9388	0.694
15:00 - 16:00	38	9388	0.272	38	9388	0.581	38	9388	0.853
16:00 - 17:00	38	9388	0.251	38	9388	1.164	38	9388	1.415
17:00 - 18:00	38	9388	0.187	38	9388	1.299	38	9388	1.486
18:00 - 19:00	38	9388	0.096	38	9388	0.485	38	9388	0.581
19:00 - 20:00	1	70291	0.175	1	70291	0.218	1	70291	0.393
20:00 - 21:00	1	70291	0.185	1	70291	0.198	1	70291	0.383
21:00 - 22:00	1	70291	0.084	1	70291	0.182	1	70291	0.266
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		6.929			6.512			13.441	

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.

Parameter summary

Trip rate parameter range selected: 186 - 70291 (units: sqm)
 Survey date range: 01/01/06 - 27/02/14
 Number of weekdays (Monday-Friday): 38
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 7

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

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

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	1	19974	0.000	1	19974	0.000	1	19974	0.000
06:00 - 07:00	2	45133	0.009	2	45133	0.008	2	45133	0.017
07:00 - 08:00	38	9388	0.009	38	9388	0.008	38	9388	0.017
08:00 - 09:00	38	9388	0.012	38	9388	0.013	38	9388	0.025
09:00 - 10:00	38	9388	0.020	38	9388	0.019	38	9388	0.039
10:00 - 11:00	38	9388	0.009	38	9388	0.010	38	9388	0.019
11:00 - 12:00	38	9388	0.007	38	9388	0.007	38	9388	0.014
12:00 - 13:00	38	9388	0.005	38	9388	0.005	38	9388	0.010
13:00 - 14:00	38	9388	0.007	38	9388	0.007	38	9388	0.014
14:00 - 15:00	38	9388	0.008	38	9388	0.008	38	9388	0.016
15:00 - 16:00	38	9388	0.008	38	9388	0.008	38	9388	0.016
16:00 - 17:00	38	9388	0.005	38	9388	0.005	38	9388	0.010
17:00 - 18:00	38	9388	0.008	38	9388	0.008	38	9388	0.016
18:00 - 19:00	38	9388	0.005	38	9388	0.005	38	9388	0.010
19:00 - 20:00	1	70291	0.000	1	70291	0.000	1	70291	0.000
20:00 - 21:00	1	70291	0.004	1	70291	0.004	1	70291	0.008
21:00 - 22:00	1	70291	0.000	1	70291	0.000	1	70291	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.116			0.115			0.231

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.

Parameter summary

Trip rate parameter range selected: 186 - 70291 (units: sqm)
 Survey date range: 01/01/06 - 27/02/14
 Number of weekdays (Monday-Friday): 38
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 7

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

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

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	1	19974	0.000	1	19974	0.000	1	19974	0.000
06:00 - 07:00	2	45133	0.006	2	45133	0.003	2	45133	0.009
07:00 - 08:00	38	9388	0.003	38	9388	0.004	38	9388	0.007
08:00 - 09:00	38	9388	0.006	38	9388	0.006	38	9388	0.012
09:00 - 10:00	38	9388	0.008	38	9388	0.008	38	9388	0.016
10:00 - 11:00	38	9388	0.006	38	9388	0.007	38	9388	0.013
11:00 - 12:00	38	9388	0.006	38	9388	0.006	38	9388	0.012
12:00 - 13:00	38	9388	0.005	38	9388	0.003	38	9388	0.008
13:00 - 14:00	38	9388	0.003	38	9388	0.005	38	9388	0.008
14:00 - 15:00	38	9388	0.004	38	9388	0.004	38	9388	0.008
15:00 - 16:00	38	9388	0.004	38	9388	0.004	38	9388	0.008
16:00 - 17:00	38	9388	0.004	38	9388	0.003	38	9388	0.007
17:00 - 18:00	38	9388	0.001	38	9388	0.002	38	9388	0.003
18:00 - 19:00	38	9388	0.001	38	9388	0.000	38	9388	0.001
19:00 - 20:00	1	70291	0.001	1	70291	0.001	1	70291	0.002
20:00 - 21:00	1	70291	0.000	1	70291	0.001	1	70291	0.001
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.058			0.057			0.115

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.

Parameter summary

Trip rate parameter range selected: 186 - 70291 (units: sqm)
 Survey date range: 01/01/06 - 27/02/14
 Number of weekdays (Monday-Friday): 38
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 7

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

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

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	1	19974	0.000	1	19974	0.000	1	19974	0.000
06:00 - 07:00	2	45133	0.002	2	45133	0.002	2	45133	0.004
07:00 - 08:00	38	9388	0.003	38	9388	0.002	38	9388	0.005
08:00 - 09:00	38	9388	0.003	38	9388	0.003	38	9388	0.006
09:00 - 10:00	38	9388	0.003	38	9388	0.003	38	9388	0.006
10:00 - 11:00	38	9388	0.002	38	9388	0.002	38	9388	0.004
11:00 - 12:00	38	9388	0.003	38	9388	0.002	38	9388	0.005
12:00 - 13:00	38	9388	0.003	38	9388	0.003	38	9388	0.006
13:00 - 14:00	38	9388	0.003	38	9388	0.003	38	9388	0.006
14:00 - 15:00	38	9388	0.003	38	9388	0.003	38	9388	0.006
15:00 - 16:00	38	9388	0.004	38	9388	0.004	38	9388	0.008
16:00 - 17:00	38	9388	0.003	38	9388	0.004	38	9388	0.007
17:00 - 18:00	38	9388	0.003	38	9388	0.003	38	9388	0.006
18:00 - 19:00	38	9388	0.001	38	9388	0.002	38	9388	0.003
19:00 - 20:00	1	70291	0.000	1	70291	0.000	1	70291	0.000
20:00 - 21:00	1	70291	0.000	1	70291	0.000	1	70291	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.036			0.036			0.072

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.

Parameter summary

Trip rate parameter range selected: 186 - 70291 (units: sqm)
 Survey date range: 01/01/06 - 27/02/14
 Number of weekdays (Monday-Friday): 38
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 7

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

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
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	1	19974	0.000	1	19974	0.000	1	19974	0.000
06:00 - 07:00	2	45133	0.007	2	45133	0.006	2	45133	0.013
07:00 - 08:00	38	9388	0.013	38	9388	0.001	38	9388	0.014
08:00 - 09:00	38	9388	0.043	38	9388	0.002	38	9388	0.045
09:00 - 10:00	38	9388	0.015	38	9388	0.002	38	9388	0.017
10:00 - 11:00	38	9388	0.006	38	9388	0.002	38	9388	0.008
11:00 - 12:00	38	9388	0.004	38	9388	0.003	38	9388	0.007
12:00 - 13:00	38	9388	0.003	38	9388	0.005	38	9388	0.008
13:00 - 14:00	38	9388	0.004	38	9388	0.005	38	9388	0.009
14:00 - 15:00	38	9388	0.004	38	9388	0.004	38	9388	0.008
15:00 - 16:00	38	9388	0.005	38	9388	0.008	38	9388	0.013
16:00 - 17:00	38	9388	0.004	38	9388	0.025	38	9388	0.029
17:00 - 18:00	38	9388	0.002	38	9388	0.036	38	9388	0.038
18:00 - 19:00	38	9388	0.001	38	9388	0.009	38	9388	0.010
19:00 - 20:00	1	70291	0.003	1	70291	0.004	1	70291	0.007
20:00 - 21:00	1	70291	0.000	1	70291	0.009	1	70291	0.009
21:00 - 22:00				1	70291	0.001			
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.114			0.122			0.235

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.

Parameter summary

Trip rate parameter range selected: 186 - 70291 (units: sqm)
 Survey date range: 01/01/06 - 27/02/14
 Number of weekdays (Monday-Friday): 38
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 7

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

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

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
	HF HERTFORDSHIRE	1 days
	SC SURREY	1 days
03	SOUTH WEST	
	CW CORNWALL	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
09	NORTH	
	TV TEES VALLEY	2 days
10	WALES	
	NW NEWPORT	1 days
11	SCOTLAND	
	ML MIDLOTHIAN	1 days
12	CONNAUGHT	
	GA GALWAY	1 days
13	MUNSTER	
	CR CORK	1 days

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

Filtering Stage 2 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: 387 to 80066 (units: sqm)
 Range Selected by User: 387 to 80066 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/06 to 11/07/13

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

Selected survey days:

Monday	1 days
Tuesday	5 days
Wednesday	3 days
Thursday	2 days
Friday	4 days

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

Selected survey types:

Manual count	15 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	2
Suburban Area (PPS6 Out of Centre)	3
Edge of Town	10

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

Selected Location Sub Categories:

Industrial Zone	7
Commercial Zone	3
Residential Zone	1
No Sub Category	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.

Filtering Stage 3 selection:

Use Class:

Not Known	1 days
B8	13 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®.

Filtering Stage 3 selection (Cont.):

Population within 1 mile:

1,001 to 5,000	6 days
5,001 to 10,000	1 days
10,001 to 15,000	6 days
25,001 to 50,000	2 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	2 days
100,001 to 125,000	2 days
125,001 to 250,000	4 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	6 days
1.1 to 1.5	9 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	1 days
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.

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

LIST OF SITES relevant to selection parameters

1	CR-02-F-02	PNEUMATIC CENTRE	CORK
	TRAMORE ROAD		
	BALLYPHEHANE		
	CORK		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	4650 sqm	
	Survey date: FRIDAY	26/06/09	Survey Type: MANUAL
2	CW-02-F-01	WAREHOUSING	CORNWALL
	A390		
	THREEMILESTONE		
	NEAR TRURO		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	5150 sqm	
	Survey date: TUESDAY	18/09/07	Survey Type: MANUAL
3	DS-02-F-01	ARMADILLO S. STORAGE	DERBYSHIRE
	FORRESTER'S BUSINESS P..		
	SINFIN LANE		
	DERBY		
	Edge of Town Centre		
	Commercial Zone		
	Total Gross floor area:	1900 sqm	
	Survey date: TUESDAY	05/07/11	Survey Type: MANUAL
4	GA-02-F-01	LOGISTICS	GALWAY
	PARKMORE WEST		
	IDA BUS. & TECH. PARK		
	GALWAY		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	11000 sqm	
	Survey date: FRIDAY	12/10/12	Survey Type: MANUAL
5	HC-02-F-01	WAREHOUSING	HAMPSHIRE
	MAURETANIA ROAD		
	NURSLING INDUSTRIAL ESTATE		
	SOUTHAMPTON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4000 sqm	
	Survey date: WEDNESDAY	21/11/07	Survey Type: MANUAL
6	HF-02-F-03	DISTRIBUTION CEN.	HERTFORDSHIRE
	HATFIELD BUSINESS CEN.		
	HATFIELD		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	80000 sqm	
	Survey date: THURSDAY	10/07/08	Survey Type: MANUAL
7	LC-02-F-02	WAREHOUSING	LANCASHIRE
	CHORLEY ROAD		
	WALTON-LE-DALE		
	PRESTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	1200 sqm	
	Survey date: FRIDAY	22/06/07	Survey Type: MANUAL

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

LIST OF SITES relevant to selection parameters (Cont.)

8	LN-02-F-01 TRENT ROAD	BOOK SERVICE	LINCOLNSHIRE
	GRANTHAM Edge of Town No Sub Category Total Gross floor area: 32300 sqm Survey date: MONDAY 29/11/10		Survey Type: MANUAL
9	ML-02-F-01 UNIT 53	WINDOWS	MIDLOTHIAN
	MAYFIELD IND. ESTATE DALKEITH Edge of Town Industrial Zone Total Gross floor area: 750 sqm Survey date: WEDNESDAY 04/05/11		Survey Type: MANUAL
10	NW-02-F-01 TREDEGAR TERRACE	LOGISTICS CENTRE	NEWPORT
	CROSSKEYS NEWPORT Edge of Town No Sub Category Total Gross floor area: 16275 sqm Survey date: FRIDAY 12/10/07		Survey Type: MANUAL
11	SC-02-F-04 PRETORIA ROAD	WAREHOUSING	SURREY
	CHERTSEY Edge of Town No Sub Category Total Gross floor area: 4460 sqm Survey date: TUESDAY 27/11/07		Survey Type: MANUAL
12	SF-02-F-02 WALTON ROAD	WAREHOUSING	SUFFOLK
	FELIXSTOWE Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 22270 sqm Survey date: THURSDAY 11/07/13		Survey Type: MANUAL
13	TV-02-F-02 ROUNDHOUSE ROAD	ARGOS WAREHOUSE	TEES VALLEY
	FAVERDALE DARLINGTON Edge of Town Industrial Zone Total Gross floor area: 80066 sqm Survey date: TUESDAY 07/10/08		Survey Type: MANUAL
14	TV-02-F-03 UNIT 8,NAVIGATOR COURT	ELECTRICAL COMPONENTS	TEES VALLEY
	STOCKTON-ON-TEES Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 387 sqm Survey date: TUESDAY 28/06/11		Survey Type: MANUAL
15	WM-02-F-01 SAMPSON ROAD NORTH	LEGETT LOGIS.	WEST MIDLANDS
	BIRMINGHAM Edge of Town Centre Industrial Zone Total Gross floor area: 4000 sqm Survey date: WEDNESDAY 17/06/09		Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	22270	0.018	1	22270	0.040	1	22270	0.058
06:00 - 07:00	1	22270	0.058	1	22270	0.063	1	22270	0.121
07:00 - 08:00	15	17520	0.092	15	17520	0.052	15	17520	0.144
08:00 - 09:00	15	17520	0.086	15	17520	0.049	15	17520	0.135
09:00 - 10:00	15	17520	0.079	15	17520	0.063	15	17520	0.142
10:00 - 11:00	15	17520	0.063	15	17520	0.062	15	17520	0.125
11:00 - 12:00	15	17520	0.060	15	17520	0.056	15	17520	0.116
12:00 - 13:00	15	17520	0.066	15	17520	0.069	15	17520	0.135
13:00 - 14:00	15	17520	0.108	15	17520	0.083	15	17520	0.191
14:00 - 15:00	15	17520	0.092	15	17520	0.111	15	17520	0.203
15:00 - 16:00	15	17520	0.082	15	17520	0.108	15	17520	0.190
16:00 - 17:00	15	17520	0.066	15	17520	0.097	15	17520	0.163
17:00 - 18:00	15	17520	0.035	15	17520	0.090	15	17520	0.125
18:00 - 19:00	15	17520	0.016	15	17520	0.050	15	17520	0.066
19:00 - 20:00	1	22270	0.036	1	22270	0.031	1	22270	0.067
20:00 - 21:00	1	22270	0.013	1	22270	0.031	1	22270	0.044
21:00 - 22:00	1	22270	0.031	1	22270	0.018	1	22270	0.049
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.001			1.073			2.074

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.

Parameter summary

Trip rate parameter range selected: 387 - 80066 (units: sqm)
 Survey date range: 01/01/06 - 11/07/13
 Number of weekdays (Monday-Friday): 15
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

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

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	1	22270	0.000	1	22270	0.000	1	22270	0.000
06:00 - 07:00	1	22270	0.000	1	22270	0.000	1	22270	0.000
07:00 - 08:00	15	17520	0.000	15	17520	0.000	15	17520	0.000
08:00 - 09:00	15	17520	0.000	15	17520	0.000	15	17520	0.000
09:00 - 10:00	15	17520	0.000	15	17520	0.000	15	17520	0.000
10:00 - 11:00	15	17520	0.000	15	17520	0.000	15	17520	0.000
11:00 - 12:00	15	17520	0.000	15	17520	0.000	15	17520	0.000
12:00 - 13:00	15	17520	0.000	15	17520	0.000	15	17520	0.000
13:00 - 14:00	15	17520	0.000	15	17520	0.000	15	17520	0.000
14:00 - 15:00	15	17520	0.000	15	17520	0.000	15	17520	0.000
15:00 - 16:00	15	17520	0.000	15	17520	0.000	15	17520	0.000
16:00 - 17:00	15	17520	0.001	15	17520	0.001	15	17520	0.002
17:00 - 18:00	15	17520	0.000	15	17520	0.000	15	17520	0.000
18:00 - 19:00	15	17520	0.000	15	17520	0.000	15	17520	0.000
19:00 - 20:00	1	22270	0.000	1	22270	0.000	1	22270	0.000
20:00 - 21:00	1	22270	0.000	1	22270	0.000	1	22270	0.000
21:00 - 22:00	1	22270	0.000	1	22270	0.000	1	22270	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.001			0.002

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.

Parameter summary

Trip rate parameter range selected: 387 - 80066 (units: sqm)
 Survey date range: 01/01/06 - 11/07/13
 Number of weekdays (Monday-Friday): 15
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

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

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	1	22270	0.013	1	22270	0.040	1	22270	0.053
06:00 - 07:00	1	22270	0.027	1	22270	0.063	1	22270	0.090
07:00 - 08:00	15	17520	0.016	15	17520	0.014	15	17520	0.030
08:00 - 09:00	15	17520	0.016	15	17520	0.016	15	17520	0.032
09:00 - 10:00	15	17520	0.019	15	17520	0.022	15	17520	0.041
10:00 - 11:00	15	17520	0.021	15	17520	0.018	15	17520	0.039
11:00 - 12:00	15	17520	0.021	15	17520	0.022	15	17520	0.043
12:00 - 13:00	15	17520	0.017	15	17520	0.017	15	17520	0.034
13:00 - 14:00	15	17520	0.020	15	17520	0.011	15	17520	0.031
14:00 - 15:00	15	17520	0.028	15	17520	0.017	15	17520	0.045
15:00 - 16:00	15	17520	0.024	15	17520	0.018	15	17520	0.042
16:00 - 17:00	15	17520	0.022	15	17520	0.013	15	17520	0.035
17:00 - 18:00	15	17520	0.011	15	17520	0.011	15	17520	0.022
18:00 - 19:00	15	17520	0.005	15	17520	0.013	15	17520	0.018
19:00 - 20:00	1	22270	0.018	1	22270	0.022	1	22270	0.040
20:00 - 21:00	1	22270	0.013	1	22270	0.027	1	22270	0.040
21:00 - 22:00	1	22270	0.027	1	22270	0.004	1	22270	0.031
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.318			0.348			0.666

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.

Parameter summary

Trip rate parameter range selected: 387 - 80066 (units: sqm)
 Survey date range: 01/01/06 - 11/07/13
 Number of weekdays (Monday-Friday): 15
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

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

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	1	22270	0.000	1	22270	0.000	1	22270	0.000
06:00 - 07:00	1	22270	0.000	1	22270	0.000	1	22270	0.000
07:00 - 08:00	15	17520	0.000	15	17520	0.000	15	17520	0.000
08:00 - 09:00	15	17520	0.000	15	17520	0.000	15	17520	0.000
09:00 - 10:00	15	17520	0.000	15	17520	0.000	15	17520	0.000
10:00 - 11:00	15	17520	0.000	15	17520	0.000	15	17520	0.000
11:00 - 12:00	15	17520	0.000	15	17520	0.000	15	17520	0.000
12:00 - 13:00	15	17520	0.000	15	17520	0.000	15	17520	0.000
13:00 - 14:00	15	17520	0.000	15	17520	0.000	15	17520	0.000
14:00 - 15:00	15	17520	0.000	15	17520	0.000	15	17520	0.000
15:00 - 16:00	15	17520	0.000	15	17520	0.000	15	17520	0.000
16:00 - 17:00	15	17520	0.000	15	17520	0.000	15	17520	0.000
17:00 - 18:00	15	17520	0.000	15	17520	0.000	15	17520	0.000
18:00 - 19:00	15	17520	0.000	15	17520	0.000	15	17520	0.000
19:00 - 20:00	1	22270	0.000	1	22270	0.000	1	22270	0.000
20:00 - 21:00	1	22270	0.000	1	22270	0.000	1	22270	0.000
21:00 - 22:00	1	22270	0.000	1	22270	0.000	1	22270	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.000			0.000			0.000	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 387 - 80066 (units: sqm)
 Survey date range: 01/01/06 - 11/07/13
 Number of weekdays (Monday-Friday): 15
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

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

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	1	22270	0.000	1	22270	0.000	1	22270	0.000
06:00 - 07:00	1	22270	0.000	1	22270	0.000	1	22270	0.000
07:00 - 08:00	15	17520	0.003	15	17520	0.000	15	17520	0.003
08:00 - 09:00	15	17520	0.000	15	17520	0.000	15	17520	0.000
09:00 - 10:00	15	17520	0.002	15	17520	0.000	15	17520	0.002
10:00 - 11:00	15	17520	0.000	15	17520	0.002	15	17520	0.002
11:00 - 12:00	15	17520	0.000	15	17520	0.002	15	17520	0.002
12:00 - 13:00	15	17520	0.001	15	17520	0.002	15	17520	0.003
13:00 - 14:00	15	17520	0.008	15	17520	0.008	15	17520	0.016
14:00 - 15:00	15	17520	0.001	15	17520	0.006	15	17520	0.007
15:00 - 16:00	15	17520	0.003	15	17520	0.003	15	17520	0.006
16:00 - 17:00	15	17520	0.000	15	17520	0.003	15	17520	0.003
17:00 - 18:00	15	17520	0.000	15	17520	0.003	15	17520	0.003
18:00 - 19:00	15	17520	0.001	15	17520	0.002	15	17520	0.003
19:00 - 20:00	1	22270	0.000	1	22270	0.000	1	22270	0.000
20:00 - 21:00	1	22270	0.000	1	22270	0.000	1	22270	0.000
21:00 - 22:00	1	22270	0.000	1	22270	0.000	1	22270	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.019			0.031			0.050

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.

Parameter summary

Trip rate parameter range selected: 387 - 80066 (units: sqm)
 Survey date range: 01/01/06 - 11/07/13
 Number of weekdays (Monday-Friday): 15
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

Calculation Reference: AUDIT-152301-150305-0356

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	HF HERTFORDSHIRE	1 days
	RE READING	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	CW CORNWALL	2 days
	DC DORSET	1 days
	DV DEVON	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	HE HEREFORDSHIRE	1 days
	WM WEST MIDLANDS	3 days
08	NORTH WEST	
	CH CHESHIRE	1 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

Filtering Stage 2 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: 300 to 23500 (units: sqm)
 Range Selected by User: 300 to 43325 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/06 to 23/01/14

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	4 days
Wednesday	2 days
Thursday	7 days
Friday	2 days

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

Selected survey types:

Manual count	17 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)	6
Edge of Town	10

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	13
Commercial Zone	2
No Sub Category	2

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

Filtering Stage 3 selection:

Use Class:

B1	10 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	4 days
5,001 to 10,000	2 days
10,001 to 15,000	4 days
15,001 to 20,000	3 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:

5,001 to 25,000	1 days
50,001 to 75,000	4 days
75,001 to 100,000	2 days
125,001 to 250,000	7 days
250,001 to 500,000	3 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	4 days
1.1 to 1.5	12 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	17 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.

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

LIST OF SITES relevant to selection parameters

1	BR-02-C-01 NOVERS HILL BEDMINSTER BRISTOL Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 1100 sqm Survey date: MONDAY 19/10/09	MECH. ENGINEERS	BRISTOL CITY	Survey Type: MANUAL
2	CH-02-C-01 GADBROOK PARK HIGH SHURLACH NORTHWICH Edge of Town Industrial Zone Total Gross floor area: 15000 sqm Survey date: THURSDAY 21/06/07	BAKERY	CESHIRE	Survey Type: MANUAL
3	CW-02-C-01 WILSON WAY POOL CAMBORNE Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 10200 sqm Survey date: FRIDAY 08/06/07	FOOD DISTRIBUTION	CORNWALL	Survey Type: MANUAL
4	CW-02-C-02 NORMANDY WAY BODMIN Edge of Town Industrial Zone Total Gross floor area: 17675 sqm Survey date: WEDNESDAY 06/06/07	LIGHTING COMPANY	CORNWALL	Survey Type: MANUAL
5	DC-02-C-07 MERCERY ROAD WEYMOUTH Edge of Town No Sub Category Total Gross floor area: 5467 sqm Survey date: MONDAY 07/07/08	NEW LOOK	DORSET	Survey Type: MANUAL
6	DS-02-C-01 STUBLEY LANE DRONFIELD NEAR SHEFFIELD Edge of Town No Sub Category Total Gross floor area: 23500 sqm Survey date: THURSDAY 22/06/06	BAKERY	DERBYSHIRE	Survey Type: MANUAL
7	DV-02-C-01 PLYMBRIDGE ROAD ESTOVER PLYMOUTH Edge of Town Industrial Zone Total Gross floor area: 20000 sqm Survey date: TUESDAY 17/07/12	TUBE MANUFACTURE	DEVON	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	HE-02-C-02	THERMAL PROCESSING	HEREFORDSHIRE
	COLLEGE ROAD		
	BURCOTT		
	HEREFORD		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	1880 sqm	
	Survey date: TUESDAY	22/10/13	Survey Type: MANUAL
9	HF-02-C-01	INDUSTRIAL UNIT	HERTFORDSHIRE
	BRIDGE ROAD EAST		
	WELWYN GARDEN CITY		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	1800 sqm	
	Survey date: THURSDAY	17/07/08	Survey Type: MANUAL
10	LC-02-C-02	RECYCLING CO.	LANCASHIRE
	ESSEX STREET		
	RED SCAR IND ESTATE		
	PRESTON		
	Edge of Town Centre		
	Industrial Zone		
	Total Gross floor area:	8000 sqm	
	Survey date: THURSDAY	10/05/12	Survey Type: MANUAL
11	NR-02-C-01	PAPER COMPANY	NORTHAMPTONSHIRE
	RHOSILI ROAD		
	BRACKMILLS		
	NORTHAMPTON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	11500 sqm	
	Survey date: THURSDAY	27/11/08	Survey Type: MANUAL
12	RE-02-C-01	SHEET METAL FABRICATION	READING
	COMMERCIAL ROAD		
	READING		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	645 sqm	
	Survey date: THURSDAY	22/11/12	Survey Type: MANUAL
13	SF-02-C-01	JOINERY	SUFFOLK
	ANSON ROAD		
	MARTLESHAM HEATH		
	IPSWICH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1100 sqm	
	Survey date: FRIDAY	12/07/13	Survey Type: MANUAL
14	TW-02-C-01	INDUSTRIAL UNIT	TYNE & WEAR
	SHAFTESBURY AVENUE		
	TYNE POINT IND. ESTATE		
	JARROW		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	950 sqm	
	Survey date: THURSDAY	15/11/12	Survey Type: MANUAL
15	WM-02-C-01	METAL BEARINGS	WEST MIDLANDS
	FORGE LANE		
	MINWORTH		
	SUTTON COLDFIELD		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	4200 sqm	
	Survey date: TUESDAY	25/11/08	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

16	WM-02-C-02	ARDONPRINT	WEST MIDLANDS
	SYDNEY ROAD		
	SMALL HEATH		
	BIRMINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	Commercial Zone		
	Total Gross floor area:	300 sqm	
	Survey date: WEDNESDAY	17/06/09	Survey Type: MANUAL
17	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

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.

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

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									
07:00 - 08:00	17	7552	0.320	17	7552	0.097	17	7552	0.417
08:00 - 09:00	17	7552	0.474	17	7552	0.099	17	7552	0.573
09:00 - 10:00	17	7552	0.191	17	7552	0.113	17	7552	0.304
10:00 - 11:00	17	7552	0.112	17	7552	0.100	17	7552	0.212
11:00 - 12:00	17	7552	0.097	17	7552	0.088	17	7552	0.185
12:00 - 13:00	17	7552	0.125	17	7552	0.171	17	7552	0.296
13:00 - 14:00	17	7552	0.319	17	7552	0.188	17	7552	0.507
14:00 - 15:00	17	7552	0.184	17	7552	0.325	17	7552	0.509
15:00 - 16:00	17	7552	0.140	17	7552	0.224	17	7552	0.364
16:00 - 17:00	17	7552	0.098	17	7552	0.305	17	7552	0.403
17:00 - 18:00	17	7552	0.055	17	7552	0.393	17	7552	0.448
18:00 - 19:00	17	7552	0.069	17	7552	0.181	17	7552	0.250
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.184			2.284			4.468

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.

Parameter summary

Trip rate parameter range selected: 300 - 23500 (units: sqm)
 Survey date range: 01/01/06 - 23/01/14
 Number of weekdays (Monday-Friday): 17
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

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

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

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									
07:00 - 08:00	17	7552	0.009	17	7552	0.008	17	7552	0.017
08:00 - 09:00	17	7552	0.002	17	7552	0.003	17	7552	0.005
09:00 - 10:00	17	7552	0.003	17	7552	0.003	17	7552	0.006
10:00 - 11:00	17	7552	0.003	17	7552	0.003	17	7552	0.006
11:00 - 12:00	17	7552	0.002	17	7552	0.002	17	7552	0.004
12:00 - 13:00	17	7552	0.002	17	7552	0.002	17	7552	0.004
13:00 - 14:00	17	7552	0.002	17	7552	0.002	17	7552	0.004
14:00 - 15:00	17	7552	0.003	17	7552	0.003	17	7552	0.006
15:00 - 16:00	17	7552	0.001	17	7552	0.002	17	7552	0.003
16:00 - 17:00	17	7552	0.005	17	7552	0.003	17	7552	0.008
17:00 - 18:00	17	7552	0.002	17	7552	0.005	17	7552	0.007
18:00 - 19:00	17	7552	0.002	17	7552	0.002	17	7552	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.036			0.038			0.074

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.

Parameter summary

Trip rate parameter range selected: 300 - 23500 (units: sqm)
 Survey date range: 01/01/06 - 23/01/14
 Number of weekdays (Monday-Friday): 17
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

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

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

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									
07:00 - 08:00	17	7552	0.006	17	7552	0.013	17	7552	0.019
08:00 - 09:00	17	7552	0.028	17	7552	0.025	17	7552	0.053
09:00 - 10:00	17	7552	0.034	17	7552	0.018	17	7552	0.052
10:00 - 11:00	17	7552	0.027	17	7552	0.024	17	7552	0.051
11:00 - 12:00	17	7552	0.026	17	7552	0.017	17	7552	0.043
12:00 - 13:00	17	7552	0.026	17	7552	0.018	17	7552	0.044
13:00 - 14:00	17	7552	0.026	17	7552	0.019	17	7552	0.045
14:00 - 15:00	17	7552	0.026	17	7552	0.016	17	7552	0.042
15:00 - 16:00	17	7552	0.014	17	7552	0.010	17	7552	0.024
16:00 - 17:00	17	7552	0.016	17	7552	0.012	17	7552	0.028
17:00 - 18:00	17	7552	0.006	17	7552	0.008	17	7552	0.014
18:00 - 19:00	17	7552	0.010	17	7552	0.009	17	7552	0.019
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.245			0.189			0.434

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.

Parameter summary

Trip rate parameter range selected: 300 - 23500 (units: sqm)
 Survey date range: 01/01/06 - 23/01/14
 Number of weekdays (Monday-Friday): 17
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

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

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

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									
07:00 - 08:00	17	7552	0.000	17	7552	0.000	17	7552	0.000
08:00 - 09:00	17	7552	0.000	17	7552	0.000	17	7552	0.000
09:00 - 10:00	17	7552	0.000	17	7552	0.000	17	7552	0.000
10:00 - 11:00	17	7552	0.000	17	7552	0.000	17	7552	0.000
11:00 - 12:00	17	7552	0.000	17	7552	0.000	17	7552	0.000
12:00 - 13:00	17	7552	0.001	17	7552	0.000	17	7552	0.001
13:00 - 14:00	17	7552	0.000	17	7552	0.000	17	7552	0.000
14:00 - 15:00	17	7552	0.001	17	7552	0.000	17	7552	0.001
15:00 - 16:00	17	7552	0.000	17	7552	0.000	17	7552	0.000
16:00 - 17:00	17	7552	0.000	17	7552	0.000	17	7552	0.000
17:00 - 18:00	17	7552	0.000	17	7552	0.000	17	7552	0.000
18:00 - 19:00	17	7552	0.000	17	7552	0.000	17	7552	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			0.000			0.002

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.

Parameter summary

Trip rate parameter range selected: 300 - 23500 (units: sqm)
 Survey date range: 01/01/06 - 23/01/14
 Number of weekdays (Monday-Friday): 17
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

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

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

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									
07:00 - 08:00	17	7552	0.012	17	7552	0.002	17	7552	0.014
08:00 - 09:00	17	7552	0.009	17	7552	0.002	17	7552	0.011
09:00 - 10:00	17	7552	0.002	17	7552	0.001	17	7552	0.003
10:00 - 11:00	17	7552	0.000	17	7552	0.001	17	7552	0.001
11:00 - 12:00	17	7552	0.000	17	7552	0.001	17	7552	0.001
12:00 - 13:00	17	7552	0.000	17	7552	0.002	17	7552	0.002
13:00 - 14:00	17	7552	0.011	17	7552	0.006	17	7552	0.017
14:00 - 15:00	17	7552	0.008	17	7552	0.018	17	7552	0.026
15:00 - 16:00	17	7552	0.001	17	7552	0.004	17	7552	0.005
16:00 - 17:00	17	7552	0.001	17	7552	0.012	17	7552	0.013
17:00 - 18:00	17	7552	0.000	17	7552	0.004	17	7552	0.004
18:00 - 19:00	17	7552	0.002	17	7552	0.005	17	7552	0.007
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.046			0.058			0.104

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.

Parameter summary

Trip rate parameter range selected: 300 - 23500 (units: sqm)
 Survey date range: 01/01/06 - 23/01/14
 Number of weekdays (Monday-Friday): 17
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

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