

LOWER ROAD, BEDHAMPTON CHANGE OF USE FROM AGRICULTURAL TO FLEXIBLE USE

Transport Statement

September 2014



MILESTONE
TRANSPORT PLANNING

**LOWER ROAD, BEDHAMPTON
CHANGE OF USE FROM
AGRICULTURAL TO FLEXIBLE USE**

**Transport Statement prepared on
behalf of Mr T. Mason**

September 2014

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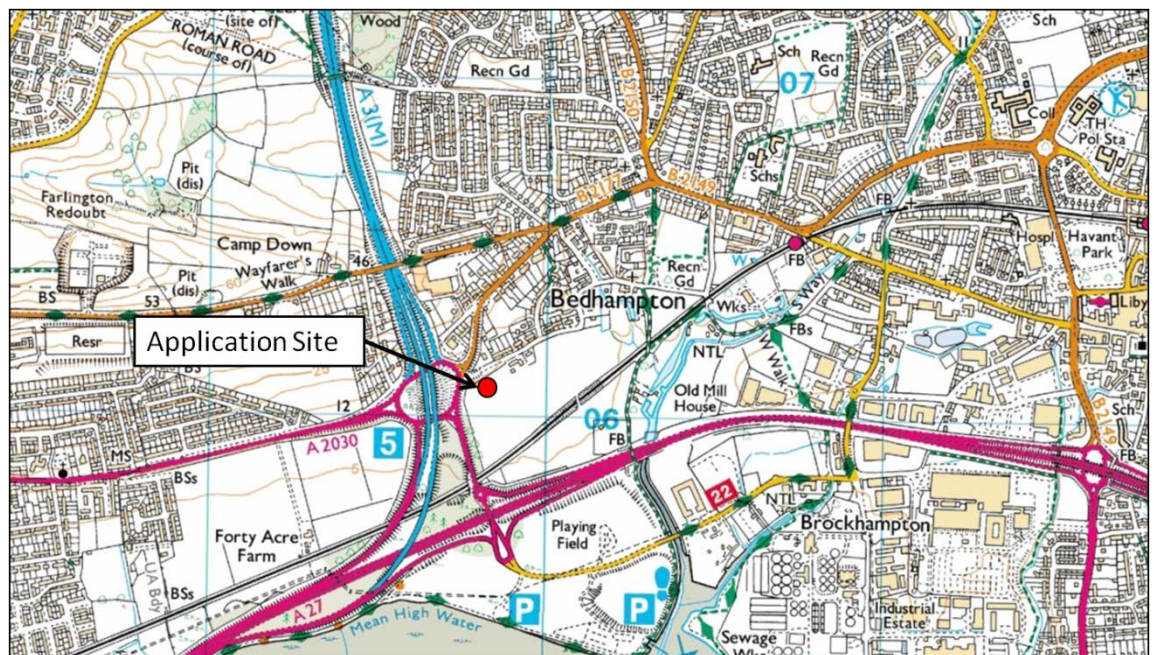
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Appendix 1	Havant Cycle Network Map
Appendix 2	TRICS Analysis – B1 (a)
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1. INTRODUCTION & SCOPE OF STATEMENT

- 1.1 This Transport Statement (TS) has been prepared on behalf of Mr T. Mason and Henry Adams Planning Ltd to consider the highways and transport implications relating to the prior notification for the change of use from Agricultural Use to Use Class B1 or B8. The site is located on Lower Road, Bedhampton. The location of the application site in the context of the surrounding highway and transport networks is indicated in Figure 1.

Figure 1 Site Location



- 1.2 The purpose of the Transport Statement is to assess the implications of the change of use in terms of accessibility, parking, traffic impact, and movement by sustainable modes of transport. Principally, the Transport Statement will include analysis of the person trip generation of the existing and proposed uses and the implications thereof on the operation of the surrounding highway and transport networks.
- 1.3 The TS content is as follows:
- Section 2 assesses the baseline highways and transport conditions present in the site's vicinity in terms of describing the highway network and assesses the opportunities to travel by sustainable modes afforded by the site's location;
 - Section 3 details the proposed change of use, examines its access strategy, and describes proposed parking and servicing matters;
 - Section 4 addresses existing and proposed trip generation as well its implications in respect of the operation of the surrounding network;
 - Finally, Section 5 summarises and concludes the report's findings.

2. SITE ACCESSIBILITY & BASELINE HIGHWAY CONDITIONS

Application Site

- 2.1 The application site is located to the west end of Lower Road, Bedhampton and within the vicinity of the site the land use is primarily residential. Located to the northern boundary is open space and agricultural land to the south. The site use is currently agricultural with a barn located to the south. The site has the potential to provide up to 400 sqm of either B1 or B8 use within the existing building.
- 2.2 The position of the site in a local context is illustrated in Figure 2 below.

Figure 2 Local Context of Change of Use Site



Surrounding Highway Network

- 2.3 Lower Road is fronted by residential dwellings and subject to a 30mph speed limit. No on-street parking restrictions apply within the vicinity of the site and an informal parking lay-by is present directly to the east of the site accommodating 10-11 vehicles. To the western end of Lower Road, to the west of the site, a turning head with 'keep clear' markings is present at the cul-de-sac end of Lower Road immediately to the west of the turning head.
- 2.4 Lower Road links to Brookside Road at the priority junction with Bidbury Lane which provides access to additional residential dwellings. Brookside Road junctions with Bedhampton Road in the form of a left-

turn only priority junction to the north-east of the site. A ghosted right-turn lane is provided access to Brookside Road. Bedhampton Road is subject to a 30mph speed limit.

- 2.5 While the majority of dwellings on Lower Road and Brookside Road benefit from off-road parking, a small number of dwellings in the vicinity of the site rely on on-street parking, including the parking lay-by which tends to take place on the northern kerbline. Observation suggests this parking does not result in material obstruction, not least due to the end of cul-de-sac location with limited passing traffic.
- 2.6 The local highway would be described as a lane which, given the alignment of the road, would tend to exhibit low traffic flows and speeds and the length of the highway through Lower Road and Brookside Road to its junction with Bedhampton Road would safely accommodate the two way flow of traffic.
- 2.7 Egress from Brookside Road forms a junction with Bedhampton Road / Maylands Road / Portsdown Hill Road / B2177 in the form of a 4-arm mini roundabout. From the Bedhampton Road approach a two-lane traffic system is in place.
- 2.8 Bedhampton Road leading eastwards connects to the B2149 via a signalised priority junction which provides access to Bedhampton Railway Station and on to Havant. The B1227 leading south-west provides direct access to the A27 which links the site with the A3 (M) and links to Havant Road leading to Farlington, Cosham and Portsmouth.

Access by Non-Car Modes of Transport

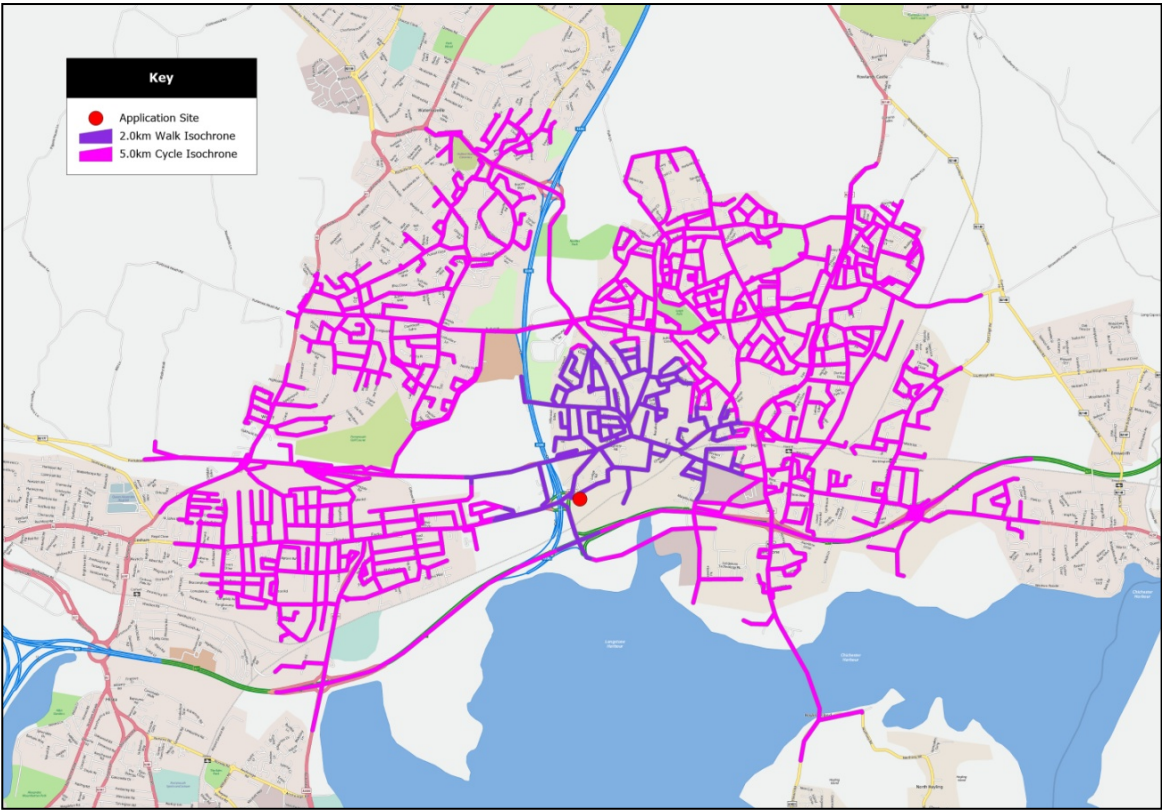
- 2.9 The planning process at national and local level seeks to ensure that sites are accessible by a range of sustainable transport modes. As such, this section of the Transport Statement examines site accessibility with respect to walking, cycling and public transport.

Walking and Cycling

- 2.10 Where key pedestrian desire lines interact with more heavily trafficked routes, dedicated pedestrian crossing facilities are provided. Local to the application site itself, infrastructure for pedestrians is of a good standard.
- 2.11 Brookside Road is provided with lit footways on both sides of the carriageway on entrance to the street and reduces to the southbound carriageway side for a further 30 metres. No paved footway is present however until the priority junction with Bidbury Lane. The footway then continues on the northbound carriageway side onto Lower Road for 180 metres.
- 2.12 Beyond these paved footways the environment takes the form of a lane which would exhibit low traffic flows and speeds (due to the cul-de-sac ending and alignment) and it is considered safe to share the carriageway with vehicles and pedestrians / cyclists with street lighting present.

- 2.13 In the direct vicinity of the site, a lit footway is provided to the west which connects to a pedestrian and cycle connection (signed by diag. 956) providing traffic-free access to the B2177 and the A27 where off-road shared pedestrian and cycle facilities are provided.
- 2.14 Brookside Road junctions with Bedhampton Road at a priority junction where dropped kerbs are provided to aid crossing. To the east of this junction pedestrian refuge islands and dropped kerbs are provided on the B2177 arms of the 4-arm mini roundabout of Bedhampton Road/Maylands Road/Portsdown Hill Road/B2177. Approximately 30 metres to the east, in close vicinity to nearest bus stops to the application site, is a pedestrian refuge island with dropped kerbs and tactile paving.
- 2.15 A further pedestrian and cycle connection can be accessed at the signalised priority junction of Bedhampton Road and Hulbert Road located to the north-east of the site. This connection is lit and provides a part-way traffic-free route to the application site.
- 2.16 In relation to cycling, although formal provisions are generally lacking within the vicinity of the application site, carriageway widths are wide enough to accommodate both cyclists and vehicles and visibility is generally of a good level aiding inter-visibility between cyclists and vehicles.
- 2.17 In this respect the Havant Borough Council Cycle Network identifies Lower Road and adjacent links as part of the cycle network with good quality links to adjacent centres.
- 2.18 Figure 3 indicates the potential walk and cycle catchment areas of the application illustrating that Bedhampton centre is within walking distance of the site and Havant, including Havant Railway and Bus Stations can be access within a 5.0km cycle distance with the Havant Cycle Network Map appended to Appendix 1 of this report.

Figure 3 Walk and Cycle Catchments



Bus Services

2.19 The application site is located in a well served public transport area with existing bus and rail networks that provide good frequency services throughout the day. The nearest bus stops are located approximately 690 metres to the north-east of the site on Bedhampton Road and are provided with shelter, seating and timetable information. Table 2.1 below summaries the bus services available from these stops.

Table 2.1 Summary of Local Bus Services

Route No.	Frequency (no. buses per hour)						Route
	Monday - Friday		Saturday		Sunday		
	Day	Eves	Day	Eves	Day	Eves	
21	2	1	2	1	1	-	Havant – Bedhampton – Portsmouth
23	6	1	6	2	1	1	Leigh Park – Havant - Southsea

- 2.20 Route 23 stops at Havant Bus Station providing connecting services to additional destinations. Furthermore, the bus station is also located a short distance (4 minute walk distance) from Havant Railway Station.

Rail Services

- 2.21 Bedhampton Railway Station is located approximately 1.3km to the east of the site and is operated by Southern Rail. Typical daytime frequencies and journey times to key destinations are outlined in Table 2.2.

Table 2.2 Journey Times by Rail to Key Destinations

Destination	Frequency (no. trains per hour)	Journey Time
Portsmouth & Southsea	2	14 - 16 minutes
Chichester	1	23 minutes
Littlehampton	1	41 minutes
London Waterloo	1	1 hour 36 minutes

- 2.22 Furthermore, Havant Railway Station is located 2.7km from the application site providing access to further frequent services to a range of destinations including Portsmouth Harbour, Southampton, Brighton and London Victoria.
- 2.23 Both Bedhampton and Havant Railway Stations benefit from cycle parking and are accessible via the Havant Cycle Network.

Proximity to Local Amenities

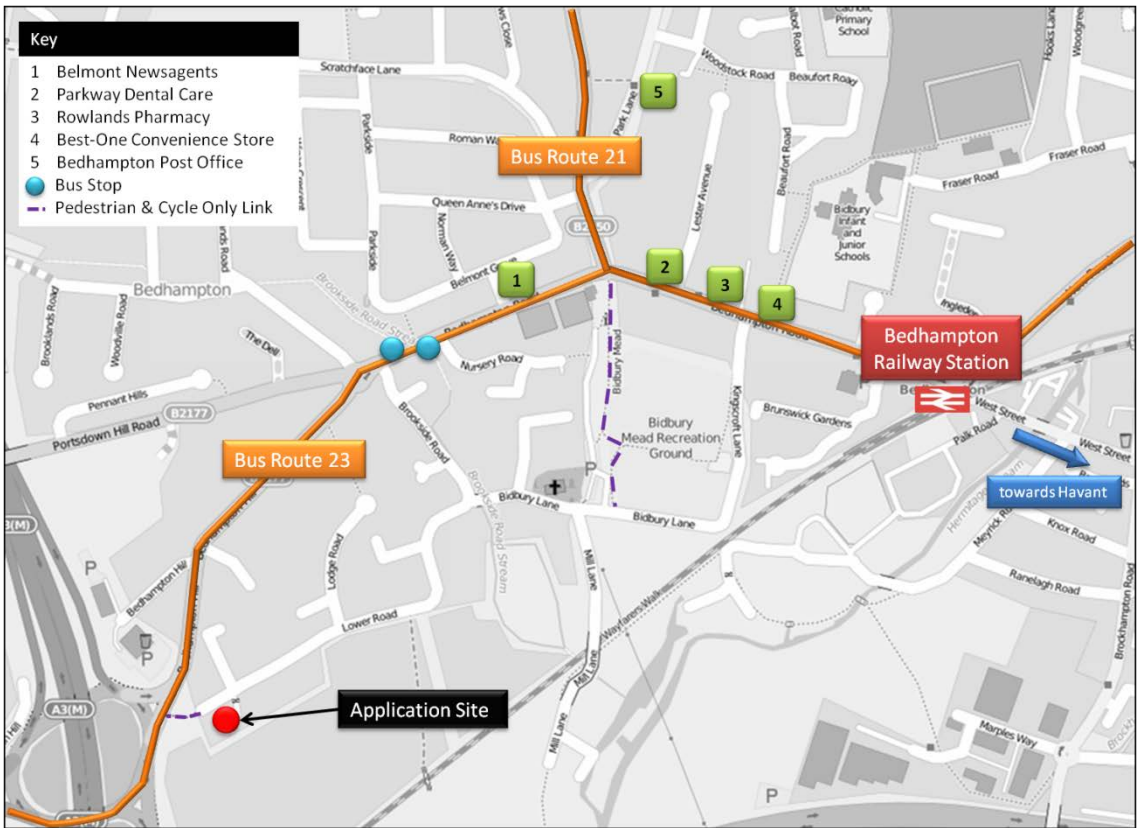
- 2.24 The site is located within a 2.0km walk distance of a range of local amenities. Table 2.3 summaries the range of facilities and services within the vicinity of the site and Figure 4 illustrates the local connectivity of the application site.

Table 2.3 Summary of Local Amenities

Destination	Distance	Destination	Distance
Belmont Newsagents	870 metres	Best-One Convenience Store	1,120 metres
Parkway Dental Care	1,050 metres	Bedhampton Post Office	1,900 metres
Rowlands Pharmacy	1,115 metres		

2.25 Additional amenities can be access via bicycle in the local centre of Havant located approximately 2.5km to the east of the site. These amenities include a range of banks, supermarkets and the Meridian Shopping Centre.

Figure 4 Local Connectivity



2.26 The site has access to regular bus and rail services well within walking distance of the site, this coupled with a good network of pedestrian routes to provide access to local amenities indicates that the site is well placed to make use of sustainable modes of transport potentially reducing the extent of additional traffic associated with the proposed use of the site.

3. PROPOSED CHANGE OF USE AND ACCESS STRATEGY

Proposed Change of Use

- 3.1 The proposed change of use relates to a prior notification for the existing agricultural barn would comprise of either B1 or B8 use and it is the applicants intention to limit any permitted use to B1 or B8.

Movement & Access

- 3.2 Currently, the application site is provided with a vehicular access point off Lower Road. The existing access is partly un-surfaced and provided with a dropped kerb. The access point will be retained for the change in land use.

Car Parking

- 3.3 Hampshire Parking Standards (2002), as seen in Havant Borough Core Strategy (2011) state a maximum requirement for B1(a) use to provide 1 space per 30 sqm and B1 (b) and B1(c) to provide a maximum of 1 space per 45 sqm. For B8 use Hampshire Parking Standards (2002) state a requirement to provide a maximum of 1 space per 90 sqm.
- 3.4 Of the total car parking allocation of B1 use or B8 use, disabled parking should be provided at 5% of the total allocation.
- 3.5 With regard to these standards, the site will need to provide an overall maximum of 14 car parking space (if B1 (a) use is adopted) and an overall minimum of 5 spaces (if B8 use is adopted). Of this 1 space should be allocated to disabled users.
- 3.6 The site benefits from a significant area of hardstanding to the front of the building which would be able to accommodate parking and turning of vehicles clear of Lower Road, avoiding any overspill parking from impacting on the adjacent highway. Appropriate layouts can be prepared subject to planning conditions.

Cycle Parking

- 3.7 Hampshire Parking Standards (2002), as seen in Havant Borough Core Strategy (2011) state a minimum requirement defined by GEA. For B1(a) use 1 stand per 150 sqm for long-stay parking and for B1 (b) and B1(c) use, 1 stand per 250 sqm for long-stay parking should be provided. Standards also state a requirement for short-stay cycle parking which for B1 use is a minimum of 1 stand per 500 sqm.
- 3.8 Hampshire Parking Standards state a minimum requirement for B8 use as 1 stand per 500 sqm GEA for long-stay parking and 1 stand per 1000 sqm GEA for short stay parking.

- 3.9 With regard to these standards, the site will need to allocated at least 3 cycle parking stand for B1 adoption or at least 1 cycle stand for B8 adoption.
- 3.10 Again, the site benefits from a significant area of hardstanding to the front of the building which would be able to accommodate safe and secure cycle parking to the requisite standards and appropriate layouts can be prepared subject to planning conditions.

Servicing

- 3.11 Refuse collection for the site is likely to take place on-street allowing collection by operatives to be no greater than a 25 metre carry distance. An existing turning head is located to the west of the application site providing adequate manoeuvring space for a refuse vehicle to access and egress Lower Road in a forward gear.
- 3.12 Subject to planning conditions, the location of any refuse stores would be agreed.

4. PERSON TRIP GENERATION

Change of Use to B1

- 4.1 Under the DfT's Guidance on Transport Assessment (2007) a TS should consider the weekday morning and evening peak periods when analysing the adjacent transport system with particular focus on the peak period traffic flows on the road network. It is during the weekday morning and evening peak periods when the greatest change in terms of trip generation arising from the proposed development, in particular vehicular trips, combine with peak trips on the surrounding road network.

B1(a) Office

- 4.2 Based on the change of use proposals, examination of the TRICS database of B1 use has been undertaken. Table 4.1 provides a summary of the weekday predicted traffic generation for proposed B1(a) office use during a typical daily period. Full details of the TRICS output are included within Appendix 2 to this TS.

Table 4.1 Daily Profile of Trip Rate and Total Person Trips (Proposed 400 sqm Use Class B1(a) Office)

Mode	Arrivals		Departures		Total		Modal Split
	Trip Rate	Total Mov.	Trip Rate	Total Mov.	Trip Rate	Total Mov.	
Driving car or van	8.203	33	8.421	34	16.624	66	54.70%
Passenger in car or van	0.931	4	0.851	3	1.782	7	5.86%
Public Transport	1.382	6	1.383	6	2.765	11	9.10%
On foot	4.327	17	4.375	18	8.765	35	28.63%
Bicycle	0.267	1	0.250	1	0.517	2	1.70%
TOTAL	15.110	60	15.280	31	30.39	122	100.00%

- 4.3 From Table 4.1 it can be seen that the proposed B1(a) use has the ability to generate a total of 122 total person trip movements over a typical daily weekday period of which around 55% would be vehicular movements. Tables 4.2 and 4.3 below provide a summary of typical weekday AM and PM peak hourly person trip rates and resultant movements associated with the proposed B1(a) office use. Total Person Movements have been rounded to the nearest whole number.

Table 4.2 AM Peak Hour Person Trips 0800-0900 (Proposed 400 sqm Use Class B1(a) Office)

Mode	Arrivals		Departures		Total		Modal Split
	Trip Rate	Total Mov.	Trip Rate	Total Mov.	Trip Rate	Total Mov.	
Driving car or van	1.938	8	0.171	1	2.109	9	60.41%
Passenger in car or van	0.171	1	0.000	0	0.171	1	4.90%
Public Transport	0.434	2	0.016	0	0.450	2	12.89%
On foot	0.574	2	0.078	0	0.652	3	18.68%
Bicycle	0.109	0	0.000	0	0.109	0	3.12%
TOTAL	3.226	13	0.265	1	3.491	15	100.00%

Table 4.3 PM Peak Hour Person Trips 1700-1800 (Proposed 400 sqm Use Class B1(a) Office)

Mode	Arrivals		Departures		Total		Modal Split
	Trip Rate	Total Mov.	Trip Rate	Total Mov.	Trip Rate	Total Mov.	
Driving car or van	0.403	2	2.031	8	2.434	10	62.03%
Passenger in car or van	0.031	0	0.217	1	0.248	1	6.32%
Public Transport	0.000	0	0.233	1	0.233	1	5.94%
On foot	0.248	1	0.667	3	0.915	4	23.32%
Bicycle	0.016	0	0.078	0	0.094	0	2.40%
TOTAL	0.698	3	3.226	13	3.924	16	100.00%

- 4.4 From Tables 4.2 and 4.3 it can be seen that during the weekday AM and PM peak hourly periods, the proposed B1(a) office use has the potential to generate in the order of 14 – 16 person trip movements in the AM and PM respectively. In the AM peak the site has the potential to generate approximately 9 vehicle trips and 10 vehicular trips in the PM peak. The remaining 12 trips in the AM and PM peak will be undertaken by non-car modes, principally walking and public transport.

B1(b) Research & Development

- 4.5 Based on the change of use proposals, examination of the TRICS database of B1 use has been undertaken. Table 4.1 provides a summary of the weekday predicted traffic generation for proposed B1(b) research and development use during a typical daily period. Total person movements have been rounded to the nearest whole number. Full details of the TRICS output are included within Appendix 3 to this TS.

Table 4.4 Daily Profile of Trip Rate and Total Person Trips (Proposed 400 sqm Use Class B1(b))

Mode	Arrivals		Departures		Total		Modal Split
	Trip Rate	Total Mov.	Trip Rate	Total Mov.	Trip Rate	Total Mov.	
Driving car or van	5.475	22	5.338	21	10.813	43	80.61%
Passenger in car or van	0.574	2	0.560	2	1.134	5	8.45%
Public Transport	0.252	1	0.243	1	0.495	2	3.69%
On foot	0.320	1	0.300	1	0.620	2	4.62%
Bicycle	0.178	1	0.174	1	0.352	1	2.62%
TOTAL	6.799	27	6.615	26	13.414	54	100.00%

4.6 From Table 4.4 it can be seen that the proposed B1(b) use has the ability to generate a total of 54 person trip movements over a typical daily weekday period of which around 81% would be vehicular movements. Tables 4.5 and 4.6 below provide a summary of typical weekday AM and PM peak hourly person trip rates and resultant movements associated with the proposed B1(b) office use. Total Person Movements have been rounded to the nearest whole number.

Table 4.5 AM Peak Hour Person Trips 0800-0900 (Proposed 400 sqm Use Class B1(b))

Mode	Arrivals		Departures		Total		Modal Split
	Trip Rate	Total Mov.	Trip Rate	Total Mov.	Trip Rate	Total Mov.	
Driving car or van	1.835	7	0.169	1	2.004	8	82.30%
Passenger in car or van	0.109	1	-0.006	0	0.103	0	4.23%
Public Transport	0.125	1	0.006	0	0.131	1	5.38%
On foot	0.104	0	0.016	0	0.120	1	4.93%
Bicycle	0.070	0	0.007	0	0.077	0	3.16%
TOTAL	2.243	9	0.192	1	2.435	10	100.00%

Table 4.6 PM Peak Hour Person Trips 1700-1800 (Proposed 400 sqm Use Class B1(b))

Mode	Arrivals		Departures		Total		Modal Split
	Trip Rate	Total Mov.	Trip Rate	Total Mov.	Trip Rate	Total Mov.	
Driving car or van	0.174	1	1.501	6	1.675	7	79.61%
Passenger in car or van	0.026	0	0.097	0	0.123	0	5.85%
Public Transport	0.004	0	0.117	1	0.121	1	5.75%
On foot	0.007	0	0.087	0	0.094	0	4.47%
Bicycle	0.010	0	0.081	0	0.091	0	4.33%
TOTAL	0.221	1	1.884	7	2.105	8	100.00%

- 4.7 From Tables 4.5 and 4.6 it can be seen that during the weekday AM and PM peak hourly periods, the proposed B1 (b) use has the potential to generate 10 person trip movements in the AM peak of which 8 are likely to be vehicular and 8 person trip movements in the PM peak of which 7 are likely to be vehicular. The remaining 3 trips in the AM and PM peak will be undertaken by non-car modes.

B1(c) Industrial Unit

- 4.8 Based on the change of use proposals, examination of the TRICS database of B1 use has been undertaken. Table 4.1 provides a summary of the weekday predicted traffic generation for proposed B1(c) Industrial Unit use during a typical daily period. Total person movements have been rounded to the nearest whole number. Full details of the TRICS output are included within Appendix 4 to this TS.

Table 4.7 Daily Profile of Trip Rate and Total Person Trips (Proposed 400 sqm Use Class B1(c) Industrial Unit)

Mode	Arrivals		Departures		Total		Modal Split
	Trip Rate	Total Mov.	Trip Rate	Total Mov.	Trip Rate	Total Mov.	
Driving car or van	3.357	13	3.300	13	6.657	26	85.11%
Passenger in car or van	0.262	1	0.261	1	0.523	2	6.69%
Public Transport	0.000	0	0.000	0	0.000	0	0.00%
On foot	0.234	1	0.234	1	0.468	2	5.98%
Bicycle	0.087	0	0.087	0	0.174	1	2.22%
TOTAL	3.940	16	3.882	15	7.822	31	100.00%

- 4.9 From Table 4.7 it can be seen that the proposed B1(c) use has the ability to generate a total of 31 person trip movements over a typical daily weekday period of which around 85% would be vehicular movements. Tables 4.8 and 4.9 below provide a summary of typical weekday AM and PM peak hourly person trip rates and resultant movements associated with the proposed B1(c) industrial unit use. Total Person Movements have been rounded to the nearest whole number.

Table 4.8 AM Peak Hour Person Trips 0800-0900 (Proposed 400 sqm Use Class B1(c) Industrial Unit)

Mode	Arrivals		Departures		Total		Modal Split
	Trip Rate	Total Mov.	Trip Rate	Total Mov.	Trip Rate	Total Mov.	
Driving car or van	0.759	3	0.234	1	0.993	4	73.94%
Passenger in car or van	0.146	1	0.058	0	0.204	1	15.19%
Public Transport	0.000	0	0.000	0	0.000	0	0.00%
On foot	0.088	0	0.000	0	0.088	0	6.55%
Bicycle	0.058	0	0.000	0	0.058	0	4.32%
TOTAL	1.051	4	0.292	1	1.343	5	100.00%

Table 4.9 PM Peak Hour Person Trips 1700-1800 (Proposed 400 sqm Use Class B1(c) Industrial Unit)

Mode	Arrivals		Departures		Total		Modal Split
	Trip Rate	Total Mov.	Trip Rate	Total Mov.	Trip Rate	Total Mov.	
Driving car or van	0.088	0	0.759	3	0.847	3	90.69%
Passenger in car or van	0.00	0	0.029	0	0.029	0	3.10%
Public Transport	0.00	0	0.000	0	0.000	0	0.00%
On foot	0.00	0	0.000	0	0.000	0	0.00%
Bicycle	0.00	0	0.058	0	0.058	1	6.21%
TOTAL	0.088	0	0.846	3	0.934	4	100.00%

- 4.10 From Tables 4.8 and 4.9 it can be seen that during the weekday AM and PM peak hourly periods, the proposed B1(c) industrial unit use has the potential to generate in the order of 4 – 5 person trip movements in the AM and PM peaks. In the AM peak the site has the potential to generate approximately 4 vehicle trips and 3 vehicular trips in the PM peak. The remaining 2 trips in the AM and PM peak will be undertaken by non-car modes.

Change of Use to B8

- 4.11 Based on the change of use proposals, further examination of the TRICS database B8 use has been undertaken. Table 4.4 provides a summary of the weekday predicted traffic generation for proposed B8 Self-Storage Warehouse use during a typical daily period. Total person movements have been rounded to the nearest whole number. Full details of the TRICS output are included within Appendix 5 to this TS.

Table 4.10 Daily Profile of Trip Rate and Total Person Trips (Proposed 400 sqm Use Class B8 Self-Storage Warehouse)

Mode	Arrivals		Departures		Total		Modal Split
	Trip Rate	Total Mov.	Trip Rate	Total Mov.	Trip Rate	Total Mov.	
Driving car or van	1.302	5	1.307	5	2.609	10	79.37%
Passenger in car or van	0.177	1	0.172	1	0.349	2	10.62%
Public Transport	0.012	0	0.000	0	0.012	0	0.37%
On foot	0.146	1	0.147	1	0.293	2	8.91%
Bicycle	0.012	0	0.012	0	0.024	0	0.73%
TOTAL	1.649	7	1.638	7	3.287	14	100.00%

- 4.12 From Table 4.10 it can be seen that the proposed B8 use has the ability to generate a total of 14 total person trip movements over a typical daily weekday period of which around 79% would be vehicular movements. Tables 4.11 and 4.12 below provide a summary of typical weekday AM and PM peak hourly person trip rates and resultant movements associated with the proposed B8 Self Storage Warehouse use. Total Person Movements have been rounded to the nearest whole number.

Table 4.11 AM Peak Hour Person Trips 0800-0900 (Proposed 400 sqm Use Class B8 Self-Storage Warehouse)

Mode	Arrivals		Departures		Total		Modal Split
	Trip Rate	Total Mov.	Trip Rate	Total Mov.	Trip Rate	Total Mov.	
Driving car or van	0.127	1	0.127	1	0.254	1	73.62%
Passenger in car or van	0.023	0	0.028	0	0.051	0	14.78%
Public Transport	0.000	0	0.000	0	0.000	0	0.00%
On foot	0.023	0	0.017	0	0.040	0	11.59%
Bicycle	0.000	0	0.000	0	0.000	0	0.00%
TOTAL	0.173	1	0.172	1	0.345	1	100.00%

Table 4.12 PM Peak Hour Person Trips 1700-1800 (Proposed 400 sqm Use Class B8 Self-Storage Warehouse)

Mode	Arrivals		Departures		Total		Modal Split
	Trip Rate	Total Mov.	Trip Rate	Total Mov.	Trip Rate	Total Mov.	
Driving car or van	0.127	1	0.132	0.259	0.259	1	81.45%
Passenger in car or van	0.023	0	0.018	0.018	0.041	0	12.89%
Public Transport	0.000	0	0.000	0.000	0.000	0	0.00%
On foot	0.006	0	0.012	0.012	0.018	0	5.66%
Bicycle	0.000	0	0.000	0.000	0.000	0	0.00%
TOTAL	0.156	1	0.162	0.318	0.318	1	100.00%

- 4.13 From Tables 4.11 and 4.12 it can be seen that during the weekday AM and PM peak hourly periods, the proposed B8 Self Storage Warehouse Use has the potential to generate in the order of 1 person trip movements in the typical AM and PM which is likely to be vehicular.
- 4.14 Notably, the estimate peak hour derived from the TRICS output for the proposed B8 use shows it to be between 1400 & 1500 for vehicular movements, therefore the majority of trips are likely to occur out of the typical peak periods. Furthermore, it is unlikely that a development of this size will attract articulated vehicles but some daily vehicular movements are likely to be goods vehicles.
- 4.15 It is acknowledged that the trip rates associated with B8 uses in TRICS generally represent larger floor areas and it may be viewed that the application of these rates to the 400sqm site are not wholly representative. However, if the site were to be used as B8 it would likely be on a moderate scale for uses such as document storage for example.

Summary

- 4.16 From the exercise undertaken to establish person trip generation by all modes of travel for proposed change of use to B1 or B8 uses on the site (as contained in Tables 4.1 - 4.12), the following is noted:
- Over a daily period the proposed B1 (a) office use could generate 122 person trips by all modes of travel, of which 55% is likely to be vehicular. Over an AM and PM typical peak periods the site has the potential to generate 15-16 person trips of which 9-10 are likely to be vehicular.
 - The number of trips generated by B1 (a) use is considered the 'worst case' scenario, i.e. these values highlight the greatest number of trips likely to be arriving and departing from the site in comparison to other B1 uses and B8 use. Notwithstanding this, the 'worst case' scenario would only represent an average of one additional vehicle movement every 6 minutes during the peak periods, which would not represent a material impact on the operation of the local highway network.

- Over a daily period the proposed B1 (b) research and development use could generate 54 person trips by all modes of travel, of which 81% is likely to be vehicular. Over an AM and PM typical peak periods the site has the potential to generate 8-10 person trips of which 7-8 are likely to be vehicular (an average of less than one additional vehicle movement every 6 minutes during the peak periods).
- Over a daily period the proposed B1 (c) industrial unit use could generate 31 person trips by all modes of travel, of which 85% is likely to be vehicular. Over an AM and PM typical peak periods the site has the potential to generate 4-5 person trips of which 3-4 are likely to be vehicular (an average of one additional vehicle movement every ten minutes during the peak periods).
- Over a daily period the proposed B8 warehouse use could generate 14 person trips by all modes of travel, of which 10 are likely to be vehicular, equivalent to 79%. Over an AM and PM typical peak periods the site has the potential to generate 2 person trips which are likely to be vehicular. The greatest number of vehicular trips, including good vehicles is likely to occur outside the typical peak hour periods.

4.17 In overall terms the proposed change of use would result in a negligible increase in traffic movements during the peak periods. When considered against the 'worst case scenario' of a B1(a) use on the site the anticipated additional 8-10 peak hour movements would not represent a material residual impact on the operational capacity or safety of the local network.

4.18 In considering the likely B8 use of the site, the level of additional traffic would be significantly less and considering the scale and location of the building, an end user would be likely to undertake any storage / distribution type use via a small to medium van, which would not represent any material impact on the operational capacity or safety of the local network.

5. SUMMARY & CONCLUSIONS

5.1 This Transport Statement (TS) has been prepared on behalf of Mr T. Mason and Henry Adams Planning Ltd to consider the highways and transport implications relating to the proposed change of use from agricultural use to Use Class B1 or B8 on land at Lower Road, Bedhampton. The site use is currently agricultural with a barn located to the south of the site and with the potential to provide up to 400 sqm of B1 or B8 use.

5.2 A summary of the findings within the Transport Statement are provided below:

- The site has good access to regular bus and rail services within walking and cycling distance and coupled with a good network of pedestrian routes and direct access to the identified cycle network providing access to local amenities indicates that the site is well placed to make use of sustainable modes of transport;
- The site would be capable of providing a maximum of 14 car parking spaces to adhere to Hampshire Parking Standards (2002) for B1 (a) which equates to the greatest number of space the site will need provide in comparison alternative B1/B8 use and thus would be able to provide sufficient parking for the other proposed uses.
- The site would provide at least 3 cycle parking stands to adhere to B1 (a) use and at least 1 to adhere to B8 use.
- The proposed change of use to B1(a) Office will have the potential to generate approximately 15 person trips in the AM peak and 16 person trips in the PM peak. Over the typical AM and PM peak periods approximately 9-10 are likely to be vehicular movements, equivalent to 60-62% of all trip movements, providing the 'worst case' scenario in terms of the number of trips arriving and departing the site. B1(b) and B1(c) uses would generate lower levels of traffic;
- The proposed change of use to B8 Warehouse (self-storage) will have the potential to generate approximately 1 person trip during the AM peak period and 1 person trip in the PM peak which are likely to be vehicular movements, equivalent to 74-82%. Overall the impact of on the operation of the surrounding highway and transport networks will be negligible.

5.3 On the basis of the findings within this Transport Statement, there is considered to be no highway or transportation reason why this change of use should not be withheld on transport grounds.

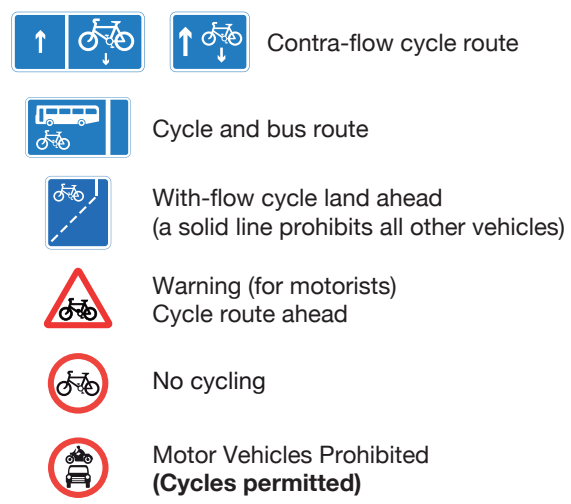
APPENDIX 1



Remember - the Highway Code applies to cyclists as well as other road users.

- It is illegal to cycle on the pavement, unless signs say otherwise
- You must obey all traffic signs and signals.
- Please refer to The Highway Code for further detailed information. www.direct.gov.uk/highwaycode

-  Route recommended for cyclists on main road
-  Route to be used by cycles ONLY
-  Shared pedestrian and cycle route
-  Segregated cycle and pedestrian route



- You must display front and rear lights at night, as well as a rear reflector
- Wear bright or reflective clothing for extra visibility
- For your own safety - always wear a safety helmet
- Always lock your bike



Signs and Lines

- On road cycle track (hard surfaced)
- On-road cycle lane
- Bus and cycle lane
- Cycle network link (signposted)
- Suggested link (narrow)
- Not recommended
- Bridleway or other track available for cycling (usually locally surfaced)
- One way traffic **TRAVELLING CYCLISTS** only
- One way traffic **DRIVING** only
- Cyclists beware - Difficult junction, barriers or steps
- Public car park
- NB: All Stations and most public car parks have cycle parking facilities
- Cycle hire

Buildings and Places of Interest

- Public toilet
- Church
- Caravan site
- Other places of interest
- Maritime railway station
- Narrow gauge railway station
- Bus interchange
- Ferry terminal
- South Downs National Park boundary
- Woods and forest
- Parks and other open spaces
- Countryside and estate
- School or college
- Shopping area/retail park
- Blue Flag beach

Including Waterlooville, Emsworth, Hayling Island,
Horndean, Clanfield and Rowlands Castle

Cycle Shops

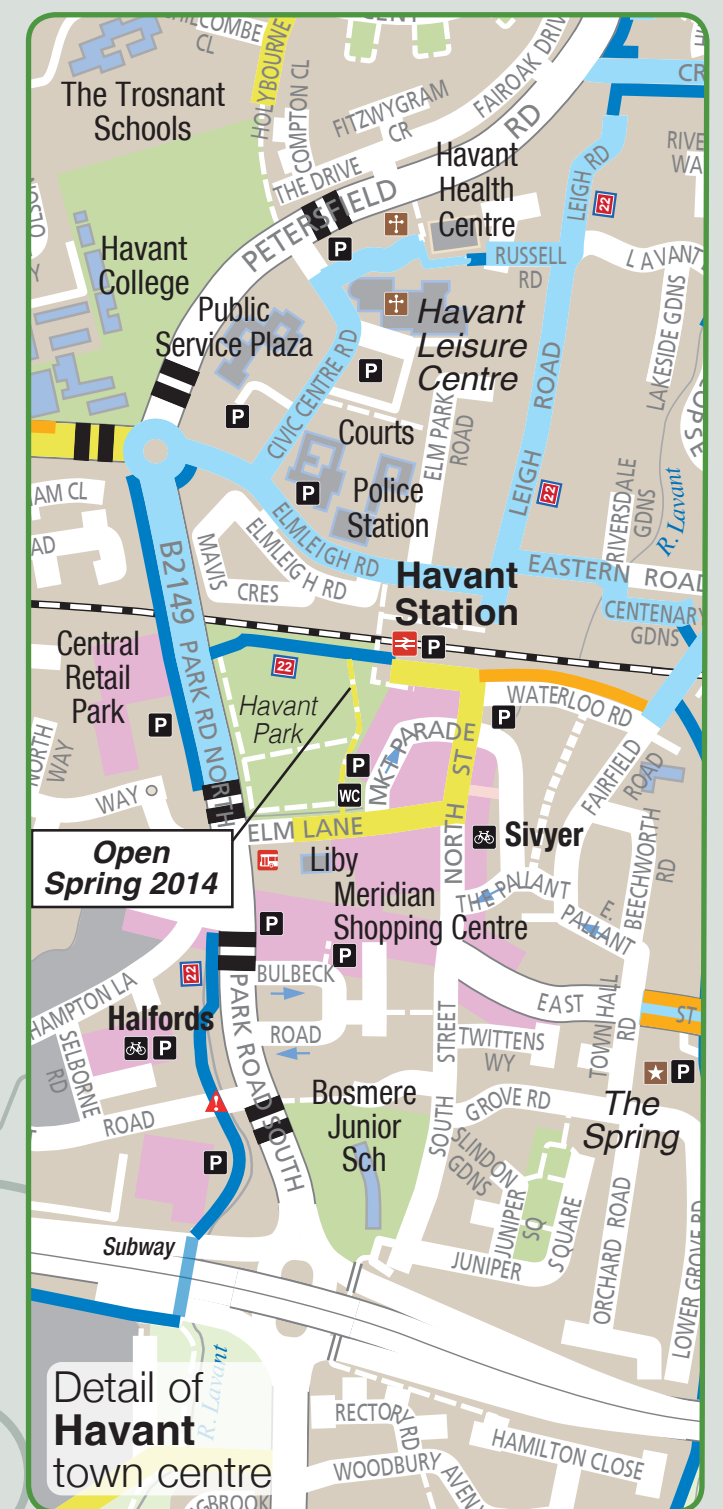
There are a good range of retailers in the area offering new bikes, accessories and servicing. Look for this symbol

EMSWORTH CAR AND CYCLE
41-43 North Street, Emsworth,
PO10 7DA
CALL 01243 372742
www.emsworthcycles.co.uk
Trading hours: Mon-Sat 9.00 – 5.30

HALFORDS
7 Hambledon Road,
Waterlooville, PO7 7UL
CALL 023 9224 0946
www.halfords.com
Trading hours:
Mon – Fri 9.00 – 8.00;
Sat 9.00 – 6.00;
Sun 10.00 – 5.00

SIVYER CYCLES
10 North Street Arcade
Havant, PO9 1PX
CALL 023 9245 5644
Trading hours:
Mon, Tue, Thur, Fri: 9.15 – 5.30;
Sat 9.15 – 5.00

HAYLING CYCLES
100 Elm Grove, Hayling Island,
PO11 9EH
CALL 023 9246 5882
www.haylingcycles.co.uk
Trading hours: Tues-Sat 9.00 – 5.00



APPENDIX 2

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BD	BEDFORDSHIRE 1 days
	ES	EAST SUSSEX 1 days
	HF	HERTFORDSHIRE 1 days
	KC	KENT 1 days
	SC	SURREY 1 days
03	SOUTH WEST	
	DC	DORSET 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: 186 to 1696 (units: sqm)
 Range Selected by User: 186 to 2000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/01 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	2 days
Tuesday	1 days
Wednesday	2 days
Thursday	1 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	3
Suburban Area (PPS6 Out of Centre)	2
Edge of Town	1

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

Selected Location Sub Categories:

Commercial Zone	1
Residential Zone	2
Built-Up Zone	1
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.

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	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
3	ES-02-A-09 THE SIDINGS	HOUSING COMPANY	EAST SUSSEX
	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
4	HF-02-A-03 60 VICTORIA STREET	OFFICE	HERTFORDSHIRE
	ST ALBANS		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	610 sqm	
	Survey date: WEDNESDAY	16/10/13	Survey Type: MANUAL
5	KC-02-A-07 KAVELIN WAY	KCC HIGHWAYS REG.	KENT
	HENWOOD IND. ESTATE		
	ASHFORD		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	2525 sqm	
	Survey date: MONDAY	05/12/11	Survey Type: MANUAL
6	SC-02-A-15 BOXGROVE ROAD	ACCOUNTANTS	SURREY
	GUILDFORD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	1896 sqm	
	Survey date: TUESDAY	05/10/10	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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
KC-02-A-09	Close proximity to multiple rail connections

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

MULTI-MODAL 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	6	1075	1.039	6	1075	0.140	6	1075	1.179
08:00 - 09:00	6	1075	1.938	6	1075	0.171	6	1075	2.109
09:00 - 10:00	6	1075	1.442	6	1075	0.357	6	1075	1.799
10:00 - 11:00	6	1075	0.620	6	1075	0.434	6	1075	1.054
11:00 - 12:00	6	1075	0.341	6	1075	0.434	6	1075	0.775
12:00 - 13:00	6	1075	0.419	6	1075	0.853	6	1075	1.272
13:00 - 14:00	6	1075	0.946	6	1075	0.605	6	1075	1.551
14:00 - 15:00	6	1075	0.419	6	1075	0.450	6	1075	0.869
15:00 - 16:00	6	1075	0.388	6	1075	0.605	6	1075	0.993
16:00 - 17:00	6	1075	0.186	6	1075	1.814	6	1075	2.000
17:00 - 18:00	6	1075	0.403	6	1075	2.031	6	1075	2.434
18:00 - 19:00	6	1075	0.062	6	1075	0.527	6	1075	0.589
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			8.203			8.421			16.624

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 - 1696 (units: sqm)
 Survey date range: 01/01/01 - 27/02/14
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 2

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

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

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	1075	0.016	6	1075	0.000	6	1075	0.016
08:00 - 09:00	6	1075	0.109	6	1075	0.000	6	1075	0.109
09:00 - 10:00	6	1075	0.031	6	1075	0.000	6	1075	0.031
10:00 - 11:00	6	1075	0.016	6	1075	0.000	6	1075	0.016
11:00 - 12:00	6	1075	0.016	6	1075	0.016	6	1075	0.032
12:00 - 13:00	6	1075	0.016	6	1075	0.031	6	1075	0.047
13:00 - 14:00	6	1075	0.000	6	1075	0.016	6	1075	0.016
14:00 - 15:00	6	1075	0.031	6	1075	0.000	6	1075	0.031
15:00 - 16:00	6	1075	0.000	6	1075	0.031	6	1075	0.031
16:00 - 17:00	6	1075	0.016	6	1075	0.047	6	1075	0.063
17:00 - 18:00	6	1075	0.016	6	1075	0.078	6	1075	0.094
18:00 - 19:00	6	1075	0.000	6	1075	0.031	6	1075	0.031
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.267			0.250			0.517

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 - 1696 (units: sqm)
Survey date range:	01/01/01 - 27/02/14
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

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

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	1075	0.093	6	1075	0.016	6	1075	0.109
08:00 - 09:00	6	1075	0.574	6	1075	0.078	6	1075	0.652
09:00 - 10:00	6	1075	0.744	6	1075	0.279	6	1075	1.023
10:00 - 11:00	6	1075	0.450	6	1075	0.388	6	1075	0.838
11:00 - 12:00	6	1075	0.140	6	1075	0.357	6	1075	0.497
12:00 - 13:00	6	1075	0.403	6	1075	0.760	6	1075	1.163
13:00 - 14:00	6	1075	0.930	6	1075	0.837	6	1075	1.767
14:00 - 15:00	6	1075	0.419	6	1075	0.295	6	1075	0.714
15:00 - 16:00	6	1075	0.217	6	1075	0.186	6	1075	0.403
16:00 - 17:00	6	1075	0.078	6	1075	0.388	6	1075	0.466
17:00 - 18:00	6	1075	0.248	6	1075	0.667	6	1075	0.915
18:00 - 19:00	6	1075	0.031	6	1075	0.124	6	1075	0.155
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.327			4.375			8.702

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

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

Parameter summary

Trip rate parameter range selected:	186 - 1696 (units: sqm)
Survey date range:	01/01/01 - 27/02/14
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

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

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

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	1075	0.047	6	1075	0.000	6	1075	0.047
08:00 - 09:00	6	1075	0.434	6	1075	0.016	6	1075	0.450
09:00 - 10:00	6	1075	0.310	6	1075	0.140	6	1075	0.450
10:00 - 11:00	6	1075	0.202	6	1075	0.047	6	1075	0.249
11:00 - 12:00	6	1075	0.124	6	1075	0.186	6	1075	0.310
12:00 - 13:00	6	1075	0.062	6	1075	0.062	6	1075	0.124
13:00 - 14:00	6	1075	0.047	6	1075	0.186	6	1075	0.233
14:00 - 15:00	6	1075	0.078	6	1075	0.109	6	1075	0.187
15:00 - 16:00	6	1075	0.062	6	1075	0.140	6	1075	0.202
16:00 - 17:00	6	1075	0.000	6	1075	0.233	6	1075	0.233
17:00 - 18:00	6	1075	0.000	6	1075	0.233	6	1075	0.233
18:00 - 19:00	6	1075	0.016	6	1075	0.031	6	1075	0.047
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		1.382			1.383			2.765	

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 - 1696 (units: sqm)
 Survey date range: 01/01/01 - 27/02/14
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 2

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

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	1075	1.256	6	1075	0.171	6	1075	1.427
08:00 - 09:00	6	1075	3.225	6	1075	0.264	6	1075	3.489
09:00 - 10:00	6	1075	2.667	6	1075	0.822	6	1075	3.489
10:00 - 11:00	6	1075	1.287	6	1075	0.915	6	1075	2.202
11:00 - 12:00	6	1075	0.713	6	1075	1.085	6	1075	1.798
12:00 - 13:00	6	1075	0.961	6	1075	1.845	6	1075	2.806
13:00 - 14:00	6	1075	2.217	6	1075	1.675	6	1075	3.892
14:00 - 15:00	6	1075	0.961	6	1075	0.884	6	1075	1.845
15:00 - 16:00	6	1075	0.682	6	1075	1.008	6	1075	1.690
16:00 - 17:00	6	1075	0.310	6	1075	2.636	6	1075	2.946
17:00 - 18:00	6	1075	0.698	6	1075	3.225	6	1075	3.923
18:00 - 19:00	6	1075	0.124	6	1075	0.744	6	1075	0.868
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		15.101			15.274			30.375	

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 - 1696 (units: sqm)
Survey date range:	01/01/01 - 27/02/14
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

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

APPENDIX 3

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : B - BUSINESS PARK
 MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BU BUCKINGHAMSHIRE	1 days
	HC HAMPSHIRE	1 days
	SC SURREY	1 days
03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	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: 1570 to 48000 (units: sqm)
 Range Selected by User: 1570 to 118448 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/01 to 18/10/13

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:

Tuesday	1 days
Wednesday	1 days
Thursday	3 days
Friday	1 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	2
Edge of Town	3

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	1
Retail Zone	1
Built-Up Zone	1
No Sub Category	3

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

LIST OF SITES relevant to selection parameters

1	BU-02-B-01 LONDON ROAD	BUSINESS PARK	BUCKINGHAMSHIRE
	HIGH WYCOMBE Edge of Town No Sub Category Total Gross floor area: 13300 sqm Survey date: THURSDAY 08/07/04		Survey Type: MANUAL
2	DC-02-B-01 COMMERCIAL ROAD	BUSINESS PARK	DORSET
	POOLE Suburban Area (PPS6 Out of Centre) Built-Up Zone Total Gross floor area: 1570 sqm Survey date: THURSDAY 17/07/08		Survey Type: MANUAL
3	HC-02-B-02 WESTERN ROAD	BUSINESS PARK	HAMPSHIRE
	PORTSMOUTH Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 55000 sqm Survey date: FRIDAY 18/10/13		Survey Type: MANUAL
4	NF-02-B-02 WHITING ROAD LONG JOHN'S HILL NORWICH Edge of Town Retail Zone Total Gross floor area: 7400 sqm Survey date: THURSDAY 17/05/07	BUSINESS PARK	NORFOLK
5	SC-02-B-03 A331	BUSINESS PARK	SURREY
	FRIMLEY Edge of Town Centre No Sub Category Total Gross floor area: 20160 sqm Survey date: TUESDAY 27/11/12		Survey Type: MANUAL
6	SF-02-B-01 KEMPSON WAY	BUSINESS PK	SUFFOLK
	BURY ST EDMUNDS Edge of Town Industrial Zone Total Gross floor area: 2480 sqm Survey date: WEDNESDAY 10/05/06		Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
OX-02-B-01	Distance from rail connections
WL-02-B-01	Distance from rail connections

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	14931	0.148	6	14931	0.030	6	14931	0.178
07:30 - 08:00	6	14931	0.446	6	14931	0.047	6	14931	0.493
08:00 - 08:30	6	14931	0.762	6	14931	0.070	6	14931	0.832
08:30 - 09:00	6	14931	1.073	6	14931	0.098	6	14931	1.171
09:00 - 09:30	6	14931	0.626	6	14931	0.142	6	14931	0.768
09:30 - 10:00	6	14931	0.270	6	14931	0.105	6	14931	0.375
10:00 - 10:30	6	14931	0.166	6	14931	0.095	6	14931	0.261
10:30 - 11:00	6	14931	0.096	6	14931	0.069	6	14931	0.165
11:00 - 11:30	6	14931	0.129	6	14931	0.106	6	14931	0.235
11:30 - 12:00	6	14931	0.103	6	14931	0.143	6	14931	0.246
12:00 - 12:30	6	14931	0.137	6	14931	0.285	6	14931	0.422
12:30 - 13:00	6	14931	0.184	6	14931	0.232	6	14931	0.416
13:00 - 13:30	6	14931	0.192	6	14931	0.238	6	14931	0.430
13:30 - 14:00	6	14931	0.233	6	14931	0.169	6	14931	0.402
14:00 - 14:30	6	14931	0.184	6	14931	0.135	6	14931	0.319
14:30 - 15:00	6	14931	0.121	6	14931	0.141	6	14931	0.262
15:00 - 15:30	6	14931	0.080	6	14931	0.225	6	14931	0.305
15:30 - 16:00	6	14931	0.106	6	14931	0.195	6	14931	0.301
16:00 - 16:30	6	14931	0.088	6	14931	0.262	6	14931	0.350
16:30 - 17:00	6	14931	0.095	6	14931	0.425	6	14931	0.520
17:00 - 17:30	6	14931	0.095	6	14931	0.813	6	14931	0.908
17:30 - 18:00	6	14931	0.079	6	14931	0.689	6	14931	0.768
18:00 - 18:30	6	14931	0.035	6	14931	0.430	6	14931	0.465
18:30 - 19:00	6	14931	0.027	6	14931	0.193	6	14931	0.220
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			5.475			5.337			10.812

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:	1570 - 48000 (units: sqm)
Survey date date range:	01/01/01 - 18/10/13
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

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

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	14931	0.010	6	14931	0.000	6	14931	0.010
07:30 - 08:00	6	14931	0.027	6	14931	0.001	6	14931	0.028
08:00 - 08:30	6	14931	0.036	6	14931	0.002	6	14931	0.038
08:30 - 09:00	6	14931	0.035	6	14931	0.004	6	14931	0.039
09:00 - 09:30	6	14931	0.007	6	14931	0.000	6	14931	0.007
09:30 - 10:00	6	14931	0.006	6	14931	0.000	6	14931	0.006
10:00 - 10:30	6	14931	0.008	6	14931	0.001	6	14931	0.009
10:30 - 11:00	6	14931	0.003	6	14931	0.002	6	14931	0.005
11:00 - 11:30	6	14931	0.002	6	14931	0.000	6	14931	0.002
11:30 - 12:00	6	14931	0.004	6	14931	0.002	6	14931	0.006
12:00 - 12:30	6	14931	0.003	6	14931	0.001	6	14931	0.004
12:30 - 13:00	6	14931	0.003	6	14931	0.004	6	14931	0.007
13:00 - 13:30	6	14931	0.006	6	14931	0.006	6	14931	0.012
13:30 - 14:00	6	14931	0.003	6	14931	0.004	6	14931	0.007
14:00 - 14:30	6	14931	0.003	6	14931	0.004	6	14931	0.007
14:30 - 15:00	6	14931	0.002	6	14931	0.003	6	14931	0.005
15:00 - 15:30	6	14931	0.001	6	14931	0.006	6	14931	0.007
15:30 - 16:00	6	14931	0.001	6	14931	0.007	6	14931	0.008
16:00 - 16:30	6	14931	0.001	6	14931	0.010	6	14931	0.011
16:30 - 17:00	6	14931	0.006	6	14931	0.013	6	14931	0.019
17:00 - 17:30	6	14931	0.004	6	14931	0.038	6	14931	0.042
17:30 - 18:00	6	14931	0.006	6	14931	0.044	6	14931	0.050
18:00 - 18:30	6	14931	0.000	6	14931	0.012	6	14931	0.012
18:30 - 19:00	6	14931	0.000	6	14931	0.009	6	14931	0.009
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.177			0.173			0.350

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:	1570 - 48000 (units: sqm)
Survey date date range:	01/01/01 - 18/10/13
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

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

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	14931	0.163	6	14931	0.038	6	14931	0.201
07:30 - 08:00	6	14931	0.483	6	14931	0.046	6	14931	0.529
08:00 - 08:30	6	14931	0.804	6	14931	0.065	6	14931	0.869
08:30 - 09:00	6	14931	1.141	6	14931	0.098	6	14931	1.239
09:00 - 09:30	6	14931	0.683	6	14931	0.146	6	14931	0.829
09:30 - 10:00	6	14931	0.292	6	14931	0.112	6	14931	0.404
10:00 - 10:30	6	14931	0.180	6	14931	0.105	6	14931	0.285
10:30 - 11:00	6	14931	0.106	6	14931	0.075	6	14931	0.181
11:00 - 11:30	6	14931	0.145	6	14931	0.126	6	14931	0.271
11:30 - 12:00	6	14931	0.112	6	14931	0.175	6	14931	0.287
12:00 - 12:30	6	14931	0.159	6	14931	0.354	6	14931	0.513
12:30 - 13:00	6	14931	0.219	6	14931	0.262	6	14931	0.481
13:00 - 13:30	6	14931	0.239	6	14931	0.272	6	14931	0.511
13:30 - 14:00	6	14931	0.259	6	14931	0.186	6	14931	0.445
14:00 - 14:30	6	14931	0.213	6	14931	0.151	6	14931	0.364
14:30 - 15:00	6	14931	0.146	6	14931	0.152	6	14931	0.298
15:00 - 15:30	6	14931	0.102	6	14931	0.257	6	14931	0.359
15:30 - 16:00	6	14931	0.117	6	14931	0.224	6	14931	0.341
16:00 - 16:30	6	14931	0.098	6	14931	0.305	6	14931	0.403
16:30 - 17:00	6	14931	0.121	6	14931	0.476	6	14931	0.597
17:00 - 17:30	6	14931	0.104	6	14931	0.868	6	14931	0.972
17:30 - 18:00	6	14931	0.096	6	14931	0.730	6	14931	0.826
18:00 - 18:30	6	14931	0.039	6	14931	0.455	6	14931	0.494
18:30 - 19:00	6	14931	0.029	6	14931	0.221	6	14931	0.250
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:	6.050			5.899			11.949		

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:	1570 - 48000 (units: sqm)
Survey date date range:	01/01/01 - 18/10/13
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

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

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	14931	0.004	6	14931	0.000	6	14931	0.004
07:30 - 08:00	6	14931	0.017	6	14931	0.002	6	14931	0.019
08:00 - 08:30	6	14931	0.060	6	14931	0.002	6	14931	0.062
08:30 - 09:00	6	14931	0.044	6	14931	0.013	6	14931	0.057
09:00 - 09:30	6	14931	0.015	6	14931	0.001	6	14931	0.016
09:30 - 10:00	6	14931	0.010	6	14931	0.001	6	14931	0.011
10:00 - 10:30	6	14931	0.006	6	14931	0.003	6	14931	0.009
10:30 - 11:00	6	14931	0.002	6	14931	0.007	6	14931	0.009
11:00 - 11:30	6	14931	0.002	6	14931	0.003	6	14931	0.005
11:30 - 12:00	6	14931	0.006	6	14931	0.002	6	14931	0.008
12:00 - 12:30	6	14931	0.021	6	14931	0.021	6	14931	0.042
12:30 - 13:00	6	14931	0.026	6	14931	0.031	6	14931	0.057
13:00 - 13:30	6	14931	0.037	6	14931	0.031	6	14931	0.068
13:30 - 14:00	6	14931	0.021	6	14931	0.026	6	14931	0.047
14:00 - 14:30	6	14931	0.017	6	14931	0.011	6	14931	0.028
14:30 - 15:00	6	14931	0.006	6	14931	0.001	6	14931	0.007
15:00 - 15:30	6	14931	0.001	6	14931	0.001	6	14931	0.002
15:30 - 16:00	6	14931	0.006	6	14931	0.009	6	14931	0.015
16:00 - 16:30	6	14931	0.003	6	14931	0.016	6	14931	0.019
16:30 - 17:00	6	14931	0.003	6	14931	0.015	6	14931	0.018
17:00 - 17:30	6	14931	0.003	6	14931	0.054	6	14931	0.057
17:30 - 18:00	6	14931	0.003	6	14931	0.033	6	14931	0.036
18:00 - 18:30	6	14931	0.004	6	14931	0.010	6	14931	0.014
18:30 - 19:00	6	14931	0.001	6	14931	0.006	6	14931	0.007
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.318			0.299			0.617

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:	1570 - 48000 (units: sqm)
Survey date date range:	01/01/01 - 18/10/13
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

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

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	14931	0.006	6	14931	0.000	6	14931	0.006
07:30 - 08:00	6	14931	0.011	6	14931	0.000	6	14931	0.011
08:00 - 08:30	6	14931	0.067	6	14931	0.001	6	14931	0.068
08:30 - 09:00	6	14931	0.058	6	14931	0.004	6	14931	0.062
09:00 - 09:30	6	14931	0.028	6	14931	0.000	6	14931	0.028
09:30 - 10:00	6	14931	0.015	6	14931	0.000	6	14931	0.015
10:00 - 10:30	6	14931	0.006	6	14931	0.002	6	14931	0.008
10:30 - 11:00	6	14931	0.001	6	14931	0.001	6	14931	0.002
11:00 - 11:30	6	14931	0.004	6	14931	0.000	6	14931	0.004
11:30 - 12:00	6	14931	0.002	6	14931	0.002	6	14931	0.004
12:00 - 12:30	6	14931	0.004	6	14931	0.001	6	14931	0.005
12:30 - 13:00	6	14931	0.013	6	14931	0.006	6	14931	0.019
13:00 - 13:30	6	14931	0.007	6	14931	0.004	6	14931	0.011
13:30 - 14:00	6	14931	0.007	6	14931	0.000	6	14931	0.007
14:00 - 14:30	6	14931	0.004	6	14931	0.002	6	14931	0.006
14:30 - 15:00	6	14931	0.002	6	14931	0.002	6	14931	0.004
15:00 - 15:30	6	14931	0.000	6	14931	0.004	6	14931	0.004
15:30 - 16:00	6	14931	0.002	6	14931	0.011	6	14931	0.013
16:00 - 16:30	6	14931	0.004	6	14931	0.013	6	14931	0.017
16:30 - 17:00	6	14931	0.002	6	14931	0.021	6	14931	0.023
17:00 - 17:30	6	14931	0.003	6	14931	0.064	6	14931	0.067
17:30 - 18:00	6	14931	0.001	6	14931	0.054	6	14931	0.055
18:00 - 18:30	6	14931	0.002	6	14931	0.039	6	14931	0.041
18:30 - 19:00	6	14931	0.001	6	14931	0.010	6	14931	0.011
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.250			0.241			0.491

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:	1570 - 48000 (units: sqm)
Survey date date range:	01/01/01 - 18/10/13
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

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

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	14931	0.183	6	14931	0.038	6	14931	0.221
07:30 - 08:00	6	14931	0.538	6	14931	0.049	6	14931	0.587
08:00 - 08:30	6	14931	0.967	6	14931	0.070	6	14931	1.037
08:30 - 09:00	6	14931	1.277	6	14931	0.121	6	14931	1.398
09:00 - 09:30	6	14931	0.732	6	14931	0.147	6	14931	0.879
09:30 - 10:00	6	14931	0.323	6	14931	0.113	6	14931	0.436
10:00 - 10:30	6	14931	0.199	6	14931	0.112	6	14931	0.311
10:30 - 11:00	6	14931	0.113	6	14931	0.085	6	14931	0.198
11:00 - 11:30	6	14931	0.154	6	14931	0.129	6	14931	0.283
11:30 - 12:00	6	14931	0.124	6	14931	0.182	6	14931	0.306
12:00 - 12:30	6	14931	0.188	6	14931	0.377	6	14931	0.565
12:30 - 13:00	6	14931	0.261	6	14931	0.304	6	14931	0.565
13:00 - 13:30	6	14931	0.288	6	14931	0.314	6	14931	0.602
13:30 - 14:00	6	14931	0.290	6	14931	0.217	6	14931	0.507
14:00 - 14:30	6	14931	0.238	6	14931	0.169	6	14931	0.407
14:30 - 15:00	6	14931	0.156	6	14931	0.159	6	14931	0.315
15:00 - 15:30	6	14931	0.104	6	14931	0.268	6	14931	0.372
15:30 - 16:00	6	14931	0.126	6	14931	0.251	6	14931	0.377
16:00 - 16:30	6	14931	0.107	6	14931	0.344	6	14931	0.451
16:30 - 17:00	6	14931	0.132	6	14931	0.525	6	14931	0.657
17:00 - 17:30	6	14931	0.115	6	14931	1.024	6	14931	1.139
17:30 - 18:00	6	14931	0.106	6	14931	0.861	6	14931	0.967
18:00 - 18:30	6	14931	0.046	6	14931	0.517	6	14931	0.563
18:30 - 19:00	6	14931	0.031	6	14931	0.246	6	14931	0.277
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:	6.798			6.622			13.420		

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:	1570 - 48000 (units: sqm)
Survey date date range:	01/01/01 - 18/10/13
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

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

APPENDIX 4

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	HF	HERTFORDSHIRE
		1 days
03	SOUTH WEST	
	DC	DORSET
		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: 1626 to 1800 (units: sqm)
 Range Selected by User: 100 to 5000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/01 to 22/10/13

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:

Tuesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Free Standing (PPS6 Out of Town)	1

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

Selected Location Sub Categories:

Industrial Zone	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.

LIST OF SITES relevant to selection parameters

1	DC-02-C-03	INDUSTRIAL UNIT	DORSET
	NIMROD WAY		
	STAPEHILL		
	NEAR WIMBORNE MINSTER		
	Free Standing (PPS6 Out of Town)		
	Industrial Zone		
	Total Gross floor area:	1626 sqm	
	Survey date: TUESDAY	15/05/01	Survey Type: MANUAL
2	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

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

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

MULTI-MODAL 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	2	1713	0.117	2	1713	0.000	2	1713	0.117
08:00 - 09:00	2	1713	0.759	2	1713	0.234	2	1713	0.993
09:00 - 10:00	2	1713	0.409	2	1713	0.263	2	1713	0.672
10:00 - 11:00	2	1713	0.321	2	1713	0.204	2	1713	0.525
11:00 - 12:00	2	1713	0.175	2	1713	0.292	2	1713	0.467
12:00 - 13:00	2	1713	0.263	2	1713	0.350	2	1713	0.613
13:00 - 14:00	2	1713	0.467	2	1713	0.350	2	1713	0.817
14:00 - 15:00	2	1713	0.204	2	1713	0.088	2	1713	0.292
15:00 - 16:00	2	1713	0.350	2	1713	0.234	2	1713	0.584
16:00 - 17:00	2	1713	0.146	2	1713	0.409	2	1713	0.555
17:00 - 18:00	2	1713	0.088	2	1713	0.759	2	1713	0.847
18:00 - 19:00	2	1713	0.058	2	1713	0.117	2	1713	0.175
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.357			3.300			6.657

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:	1626 - 1800 (units: sqm)
Survey date range:	01/01/01 - 22/10/13
Number of weekdays (Monday-Friday):	2
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.

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

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1713	0.000	2	1713	0.000	2	1713	0.000
08:00 - 09:00	2	1713	0.058	2	1713	0.000	2	1713	0.058
09:00 - 10:00	2	1713	0.000	2	1713	0.000	2	1713	0.000
10:00 - 11:00	2	1713	0.000	2	1713	0.000	2	1713	0.000
11:00 - 12:00	2	1713	0.000	2	1713	0.000	2	1713	0.000
12:00 - 13:00	2	1713	0.000	2	1713	0.000	2	1713	0.000
13:00 - 14:00	2	1713	0.029	2	1713	0.029	2	1713	0.058
14:00 - 15:00	2	1713	0.000	2	1713	0.000	2	1713	0.000
15:00 - 16:00	2	1713	0.000	2	1713	0.000	2	1713	0.000
16:00 - 17:00	2	1713	0.000	2	1713	0.000	2	1713	0.000
17:00 - 18:00	2	1713	0.000	2	1713	0.058	2	1713	0.058
18:00 - 19:00	2	1713	0.000	2	1713	0.000	2	1713	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.087			0.087			0.174

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: $\text{COUNT} / \text{TRP} * \text{FACT}$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	1626 - 1800 (units: sqm)
Survey date range:	01/01/01 - 22/10/13
Number of weekdays (Monday-Friday):	2
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.

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1713	0.117	2	1713	0.000	2	1713	0.117
08:00 - 09:00	2	1713	0.905	2	1713	0.292	2	1713	1.197
09:00 - 10:00	2	1713	0.409	2	1713	0.292	2	1713	0.701
10:00 - 11:00	2	1713	0.321	2	1713	0.204	2	1713	0.525
11:00 - 12:00	2	1713	0.204	2	1713	0.321	2	1713	0.525
12:00 - 13:00	2	1713	0.292	2	1713	0.379	2	1713	0.671
13:00 - 14:00	2	1713	0.496	2	1713	0.350	2	1713	0.846
14:00 - 15:00	2	1713	0.204	2	1713	0.088	2	1713	0.292
15:00 - 16:00	2	1713	0.379	2	1713	0.263	2	1713	0.642
16:00 - 17:00	2	1713	0.146	2	1713	0.467	2	1713	0.613
17:00 - 18:00	2	1713	0.088	2	1713	0.788	2	1713	0.876
18:00 - 19:00	2	1713	0.058	2	1713	0.117	2	1713	0.175
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.619			3.561			7.180

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:	1626 - 1800 (units: sqm)
Survey date range:	01/01/01 - 22/10/13
Number of weekdays (Monday-Friday):	2
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.

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1713	0.000	2	1713	0.000	2	1713	0.000
08:00 - 09:00	2	1713	0.088	2	1713	0.000	2	1713	0.088
09:00 - 10:00	2	1713	0.058	2	1713	0.000	2	1713	0.058
10:00 - 11:00	2	1713	0.000	2	1713	0.000	2	1713	0.000
11:00 - 12:00	2	1713	0.000	2	1713	0.000	2	1713	0.000
12:00 - 13:00	2	1713	0.000	2	1713	0.000	2	1713	0.000
13:00 - 14:00	2	1713	0.088	2	1713	0.146	2	1713	0.234
14:00 - 15:00	2	1713	0.000	2	1713	0.088	2	1713	0.088
15:00 - 16:00	2	1713	0.000	2	1713	0.000	2	1713	0.000
16:00 - 17:00	2	1713	0.000	2	1713	0.000	2	1713	0.000
17:00 - 18:00	2	1713	0.000	2	1713	0.000	2	1713	0.000
18:00 - 19:00	2	1713	0.000	2	1713	0.000	2	1713	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.234			0.234			0.468

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: $\text{COUNT} / \text{TRP} * \text{FACT}$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	1626 - 1800 (units: sqm)
Survey date range:	01/01/01 - 22/10/13
Number of weekdays (Monday-Friday):	2
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.

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

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1713	0.000	2	1713	0.000	2	1713	0.000
08:00 - 09:00	2	1713	0.000	2	1713	0.000	2	1713	0.000
09:00 - 10:00	2	1713	0.000	2	1713	0.000	2	1713	0.000
10:00 - 11:00	2	1713	0.000	2	1713	0.000	2	1713	0.000
11:00 - 12:00	2	1713	0.000	2	1713	0.000	2	1713	0.000
12:00 - 13:00	2	1713	0.000	2	1713	0.000	2	1713	0.000
13:00 - 14:00	2	1713	0.000	2	1713	0.000	2	1713	0.000
14:00 - 15:00	2	1713	0.000	2	1713	0.000	2	1713	0.000
15:00 - 16:00	2	1713	0.000	2	1713	0.000	2	1713	0.000
16:00 - 17:00	2	1713	0.000	2	1713	0.000	2	1713	0.000
17:00 - 18:00	2	1713	0.000	2	1713	0.000	2	1713	0.000
18:00 - 19:00	2	1713	0.000	2	1713	0.000	2	1713	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			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:	1626 - 1800 (units: sqm)
Survey date range:	01/01/01 - 22/10/13
Number of weekdays (Monday-Friday):	2
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.

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1713	0.117	2	1713	0.000	2	1713	0.117
08:00 - 09:00	2	1713	1.051	2	1713	0.292	2	1713	1.343
09:00 - 10:00	2	1713	0.467	2	1713	0.292	2	1713	0.759
10:00 - 11:00	2	1713	0.321	2	1713	0.204	2	1713	0.525
11:00 - 12:00	2	1713	0.204	2	1713	0.321	2	1713	0.525
12:00 - 13:00	2	1713	0.292	2	1713	0.379	2	1713	0.671
13:00 - 14:00	2	1713	0.613	2	1713	0.525	2	1713	1.138
14:00 - 15:00	2	1713	0.204	2	1713	0.175	2	1713	0.379
15:00 - 16:00	2	1713	0.379	2	1713	0.263	2	1713	0.642
16:00 - 17:00	2	1713	0.146	2	1713	0.467	2	1713	0.613
17:00 - 18:00	2	1713	0.088	2	1713	0.846	2	1713	0.934
18:00 - 19:00	2	1713	0.058	2	1713	0.117	2	1713	0.175
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.940			3.881			7.821

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:	1626 - 1800 (units: sqm)
Survey date range:	01/01/01 - 22/10/13
Number of weekdays (Monday-Friday):	2
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.

APPENDIX 5

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : E - WAREHOUSING (SELF STORAGE)
 MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	KC KENT	2 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 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: 2675 to 5925 (units: sqm)
 Range Selected by User: 2675 to 6000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/01 to 31/10/11

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

Selected survey days:

Tuesday	2 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	2

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

Selected Location Sub Categories:

Industrial Zone	2
Residential Zone	1
Built-Up Zone	1

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

LIST OF SITES relevant to selection parameters

1	CA-02-E-02 CLIFTON WAY	SELF STORAGE	CAMBRIDGESHIRE
	CAMBRIDGE		
	Suburban Area (PPS6 Out of Centre)		
	Built-Up Zone		
	Total Gross floor area:	2675 sqm	
	Survey date: FRIDAY	16/10/09	Survey Type: MANUAL
2	CA-02-E-03 WESTFIELD ROAD	ARMADILLO SELF STORAGE	CAMBRIDGESHIRE
	NETHERTON		
	PETERBOROUGH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	3205 sqm	
	Survey date: THURSDAY	20/10/11	Survey Type: MANUAL
3	KC-02-E-01 LONGFIELD ROAD	EASI STORE	KENT
	TUNBRIDGE WELLS		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	5925 sqm	
	Survey date: TUESDAY	01/12/09	Survey Type: MANUAL
4	KC-02-E-03 LONGFIELD ROAD	BIG YELLOW STORAGE	KENT
	TUNBRIDGE WELLS		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	5575 sqm	
	Survey date: TUESDAY	01/12/09	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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
WK-02-E-01	City centre location

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)

MULTI-MODAL 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	4	4345	0.098	4	4345	0.035	4	4345	0.133
08:00 - 09:00	4	4345	0.127	4	4345	0.127	4	4345	0.254
09:00 - 10:00	4	4345	0.127	4	4345	0.092	4	4345	0.219
10:00 - 11:00	4	4345	0.086	4	4345	0.092	4	4345	0.178
11:00 - 12:00	4	4345	0.052	4	4345	0.052	4	4345	0.104
12:00 - 13:00	4	4345	0.127	4	4345	0.092	4	4345	0.219
13:00 - 14:00	4	4345	0.109	4	4345	0.121	4	4345	0.230
14:00 - 15:00	4	4345	0.144	4	4345	0.155	4	4345	0.299
15:00 - 16:00	4	4345	0.127	4	4345	0.127	4	4345	0.254
16:00 - 17:00	4	4345	0.109	4	4345	0.138	4	4345	0.247
17:00 - 18:00	4	4345	0.127	4	4345	0.132	4	4345	0.259
18:00 - 19:00	4	4345	0.069	4	4345	0.144	4	4345	0.213
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		1.302			1.307			2.609	

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: 2675 - 5925 (units: sqm)
 Survey date range: 01/01/01 - 31/10/11
 Number of weekdays (Monday-Friday): 4
 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.

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	4345	0.000	4	4345	0.000	4	4345	0.000
08:00 - 09:00	4	4345	0.000	4	4345	0.000	4	4345	0.000
09:00 - 10:00	4	4345	0.000	4	4345	0.000	4	4345	0.000
10:00 - 11:00	4	4345	0.000	4	4345	0.000	4	4345	0.000
11:00 - 12:00	4	4345	0.000	4	4345	0.000	4	4345	0.000
12:00 - 13:00	4	4345	0.006	4	4345	0.006	4	4345	0.012
13:00 - 14:00	4	4345	0.000	4	4345	0.000	4	4345	0.000
14:00 - 15:00	4	4345	0.000	4	4345	0.000	4	4345	0.000
15:00 - 16:00	4	4345	0.000	4	4345	0.000	4	4345	0.000
16:00 - 17:00	4	4345	0.006	4	4345	0.006	4	4345	0.012
17:00 - 18:00	4	4345	0.000	4	4345	0.000	4	4345	0.000
18:00 - 19:00	4	4345	0.000	4	4345	0.000	4	4345	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.012			0.012			0.024

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

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

Parameter summary

Trip rate parameter range selected: 2675 - 5925 (units: sqm)
 Survey date range: 01/01/01 - 31/10/11
 Number of weekdays (Monday-Friday): 4
 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.

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	4345	0.109	4	4345	0.040	4	4345	0.149
08:00 - 09:00	4	4345	0.150	4	4345	0.155	4	4345	0.305
09:00 - 10:00	4	4345	0.155	4	4345	0.115	4	4345	0.270
10:00 - 11:00	4	4345	0.109	4	4345	0.098	4	4345	0.207
11:00 - 12:00	4	4345	0.058	4	4345	0.075	4	4345	0.133
12:00 - 13:00	4	4345	0.150	4	4345	0.104	4	4345	0.254
13:00 - 14:00	4	4345	0.121	4	4345	0.132	4	4345	0.253
14:00 - 15:00	4	4345	0.155	4	4345	0.167	4	4345	0.322
15:00 - 16:00	4	4345	0.132	4	4345	0.127	4	4345	0.259
16:00 - 17:00	4	4345	0.121	4	4345	0.161	4	4345	0.282
17:00 - 18:00	4	4345	0.150	4	4345	0.150	4	4345	0.300
18:00 - 19:00	4	4345	0.069	4	4345	0.155	4	4345	0.224
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.479			1.479			2.958

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:	2675 - 5925 (units: sqm)
Survey date range:	01/01/01 - 31/10/11
Number of weekdays (Monday-Friday):	4
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.

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	4345	0.012	4	4345	0.012	4	4345	0.024
08:00 - 09:00	4	4345	0.023	4	4345	0.017	4	4345	0.040
09:00 - 10:00	4	4345	0.012	4	4345	0.017	4	4345	0.029
10:00 - 11:00	4	4345	0.006	4	4345	0.006	4	4345	0.012
11:00 - 12:00	4	4345	0.017	4	4345	0.012	4	4345	0.029
12:00 - 13:00	4	4345	0.006	4	4345	0.006	4	4345	0.012
13:00 - 14:00	4	4345	0.029	4	4345	0.035	4	4345	0.064
14:00 - 15:00	4	4345	0.006	4	4345	0.006	4	4345	0.012
15:00 - 16:00	4	4345	0.006	4	4345	0.012	4	4345	0.018
16:00 - 17:00	4	4345	0.023	4	4345	0.012	4	4345	0.035
17:00 - 18:00	4	4345	0.006	4	4345	0.012	4	4345	0.018
18:00 - 19:00	4	4345	0.000	4	4345	0.000	4	4345	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.146			0.147			0.293

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: 2675 - 5925 (units: sqm)
 Survey date range: 01/01/01 - 31/10/11
 Number of weekdays (Monday-Friday): 4
 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.

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	4345	0.000	4	4345	0.000	4	4345	0.000
08:00 - 09:00	4	4345	0.000	4	4345	0.000	4	4345	0.000
09:00 - 10:00	4	4345	0.006	4	4345	0.000	4	4345	0.006
10:00 - 11:00	4	4345	0.000	4	4345	0.000	4	4345	0.000
11:00 - 12:00	4	4345	0.000	4	4345	0.000	4	4345	0.000
12:00 - 13:00	4	4345	0.000	4	4345	0.000	4	4345	0.000
13:00 - 14:00	4	4345	0.000	4	4345	0.000	4	4345	0.000
14:00 - 15:00	4	4345	0.000	4	4345	0.000	4	4345	0.000
15:00 - 16:00	4	4345	0.006	4	4345	0.000	4	4345	0.006
16:00 - 17:00	4	4345	0.000	4	4345	0.000	4	4345	0.000
17:00 - 18:00	4	4345	0.000	4	4345	0.000	4	4345	0.000
18:00 - 19:00	4	4345	0.000	4	4345	0.000	4	4345	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.012			0.000			0.012

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: 2675 - 5925 (units: sqm)
 Survey date range: 01/01/01 - 31/10/11
 Number of weekdays (Monday-Friday): 4
 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.

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)

MULTI-MODAL TOTAL PEOPLE

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	4	4345	0.121	4	4345	0.052	4	4345	0.173
08:00 - 09:00	4	4345	0.173	4	4345	0.173	4	4345	0.346
09:00 - 10:00	4	4345	0.173	4	4345	0.132	4	4345	0.305
10:00 - 11:00	4	4345	0.115	4	4345	0.104	4	4345	0.219
11:00 - 12:00	4	4345	0.075	4	4345	0.086	4	4345	0.161
12:00 - 13:00	4	4345	0.161	4	4345	0.115	4	4345	0.276
13:00 - 14:00	4	4345	0.150	4	4345	0.167	4	4345	0.317
14:00 - 15:00	4	4345	0.161	4	4345	0.173	4	4345	0.334
15:00 - 16:00	4	4345	0.144	4	4345	0.138	4	4345	0.282
16:00 - 17:00	4	4345	0.150	4	4345	0.178	4	4345	0.328
17:00 - 18:00	4	4345	0.155	4	4345	0.161	4	4345	0.316
18:00 - 19:00	4	4345	0.069	4	4345	0.155	4	4345	0.224
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.647			1.634			3.281

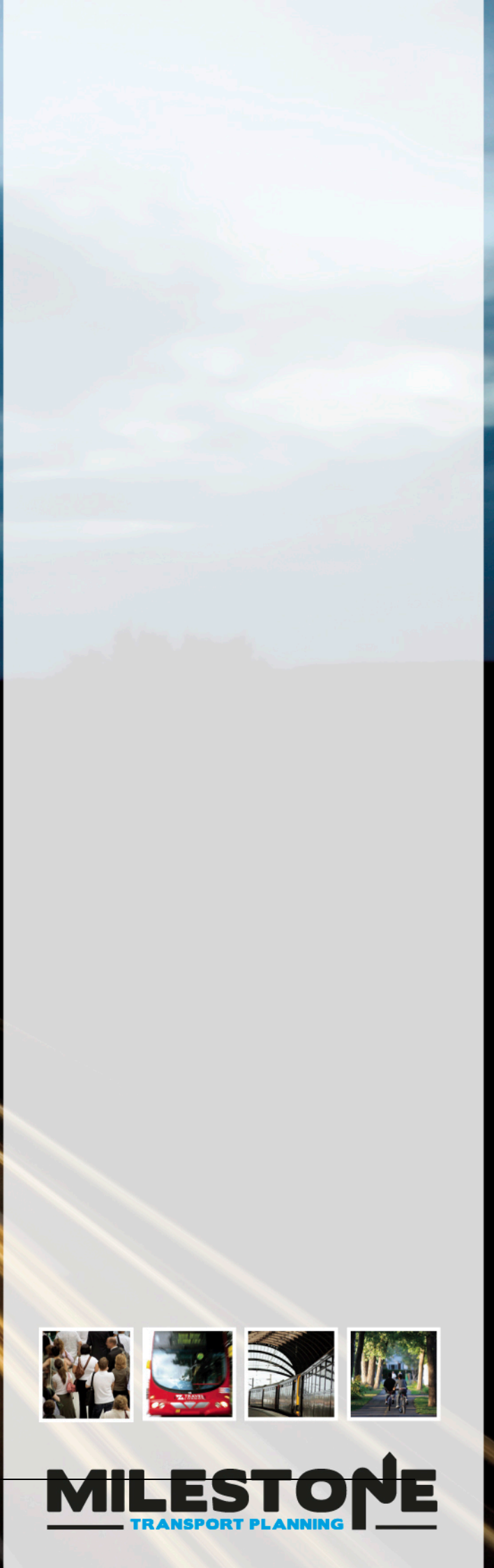
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To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever 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:	2675 - 5925 (units: sqm)
Survey date range:	01/01/01 - 31/10/11
Number of weekdays (Monday-Friday):	4
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.



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