Stonehouse Farm – Lot 8

Transport Statement

Client: Lake Investments Limited

i-Transport Ref: ITS19302-008A

Date: 27 February 2025

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Quality Management

Report No.	Comments	Date	Author	Authorised
ITS19302-008	Draft	10/02/2025	DS / OT	DS
ITS19302-008A	Final	27/02/2025	DS / OT	DS

File Ref: S:\Projects\19000 Series\19302ITS - Handcross Road Plummers Plain\Admin\Report and Tech Notes

Contents

Drawings

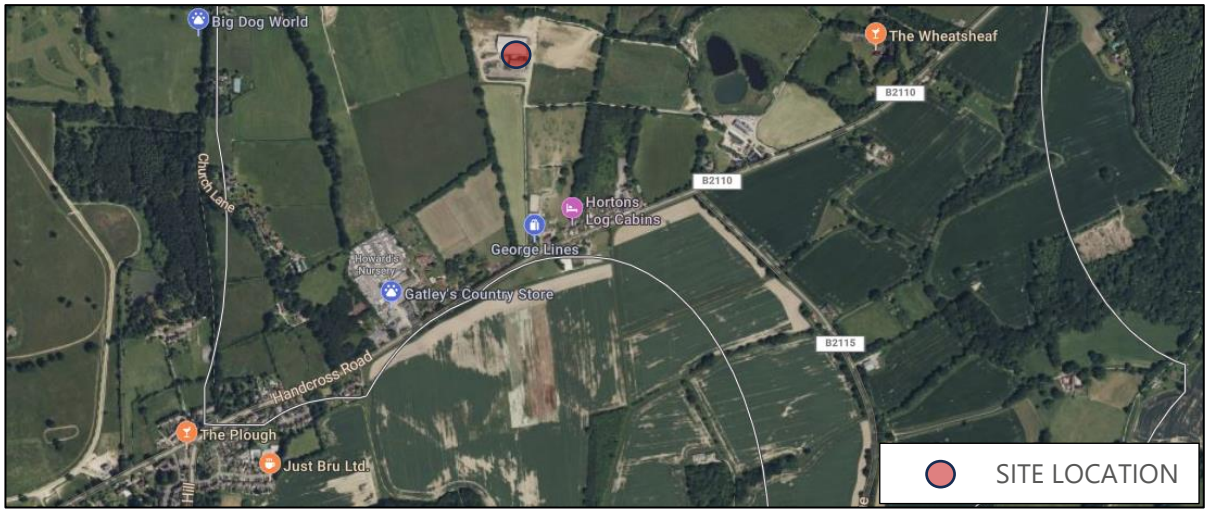
Appendices

SECTION 1 Introduction

1.1 Overview

1.1.1 This Transport Statement (TS) assesses the proposed re-development of Stonehouse Farm, located to the north of the B2210 Handcross Road near Plummers Plain, to convert and reuse the existing buildings on site. A site location plan is provided as **Image 1.1**.

Image 1.1: Site location



Source: Google Maps

1.1.2 The site is currently occupied by an anaerobic digestate facility, barn and associated turning / areas of hardstanding. The proposals seek to convert the digestate facility and barn into a warehousing unit and associated office respectively.

1.1.3 The existing access is provided via a priority-controlled junction onto the B2210 Handcross Road. It is proposed to slightly modify the existing access arrangements to ensure safe and suitable access by all anticipated users of the site.

1.1.4 This note provides a review of the re-development proposals, access amendments and associated traffic impact. The site has an existing use and therefore the precedent for development in this location has already been established.

1.2 Planning History

1.2.1 There are a number of planning permissions that relate to the site. This includes:

- DC/15/1831 – approval for a livestock building that includes the formation of a new access onto the highway as per plan DB/P/12 Rev A.

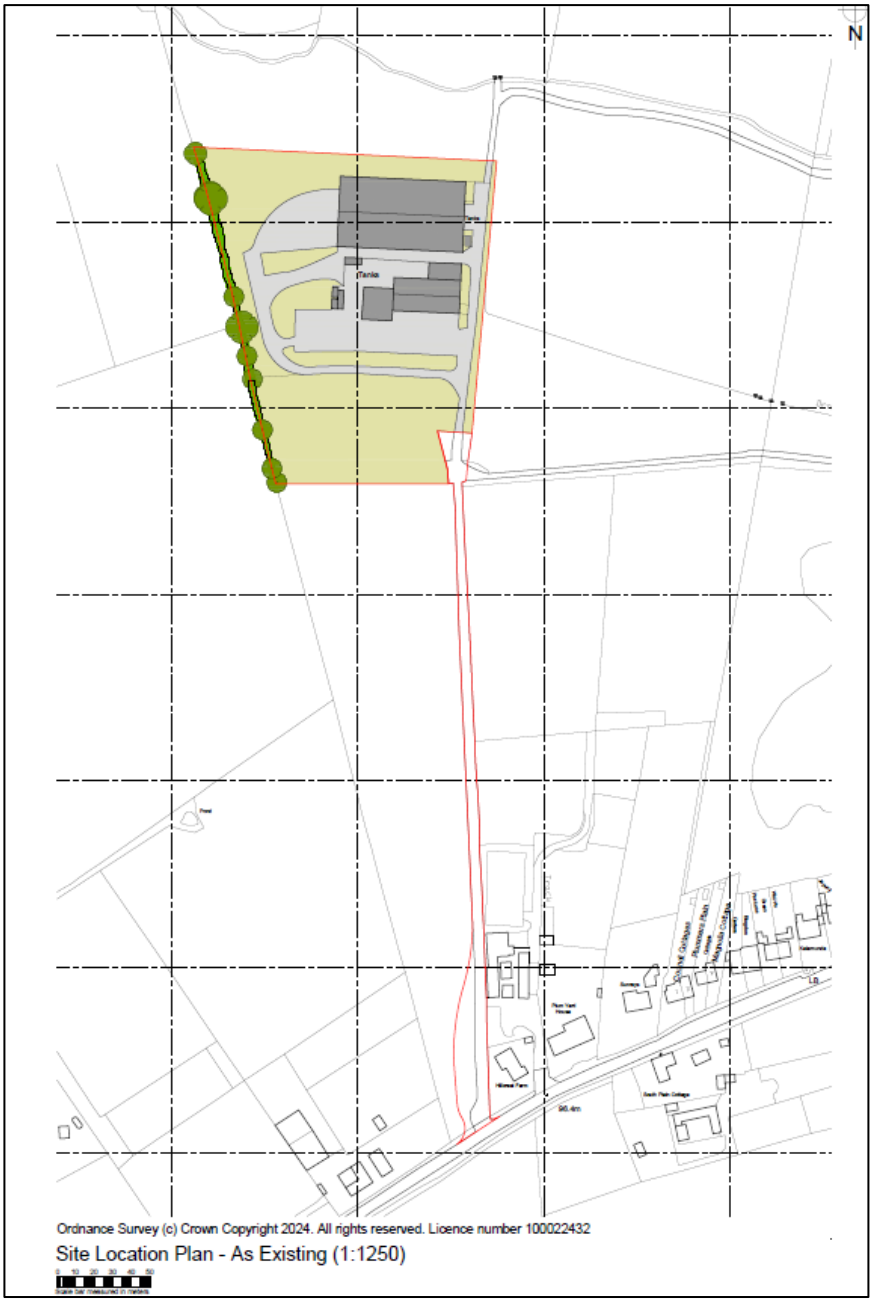
- DC/19/1122 – amendments to dairy livestock building to include an addition 384sqm gfa and additional concrete yard area and creation of tracks.
- DC/14/0729 – planning permission for the creating of a building for anaerobic digestion.

SECTION 2 Development Proposal

2.1 Overview

2.1.1 The site comprises an anaerobic digestate facility with an associated barn and turning / hardstanding areas. The existing site layout arrangement is included as **Appendix A** and extracted as **Image 2.1**.

Image 2.1: Existing site layout



Source: 3D Architecture

2.1.2 The proposals will re-develop the existing anaerobic digester and barn to provide an office and warehouse building respectively. The proposed site layout plan is included as **Appendix B** and extracted as **Image 2.2**.

Image 2.2: Proposed site layout plan

Source: 3D Architecture

2.1.3 The existing and proposed accommodation schedule for the site is outlined in **Table 2.1.**

Table 2.1: Existing and proposed accommodation schedule

Building	Existing (sqm)	Proposed (sqm)	Difference (sqm)
Barn (converted to Warehouse)	2,448.95	2,906.76	457.81
Anaerobic Digester (converted to Office)	790.00	2,054.92	1,264.92
Total	**3,238.95**	**4,961.68**	**1,722.73**

2.1.4 The fundamental aspects of the proposal remain consistent with earlier consents and current configuration of the site. The roadways within the site and concrete apron for turning are to remain at their current locations, albeit the internal access and manoeuvring space within the car park has been supplemented to improve its functionality.

2.1.5 A total of 44 parking spaces are to be provided within the car park, in accordance with the requirements of the proposed operator and less than the maximum parking provision as set out in the West Sussex parking standards – there is additional space within the site to accommodate any overspill parking, should it be required, as well as HGV parking within the yards associated with the commercial uses.

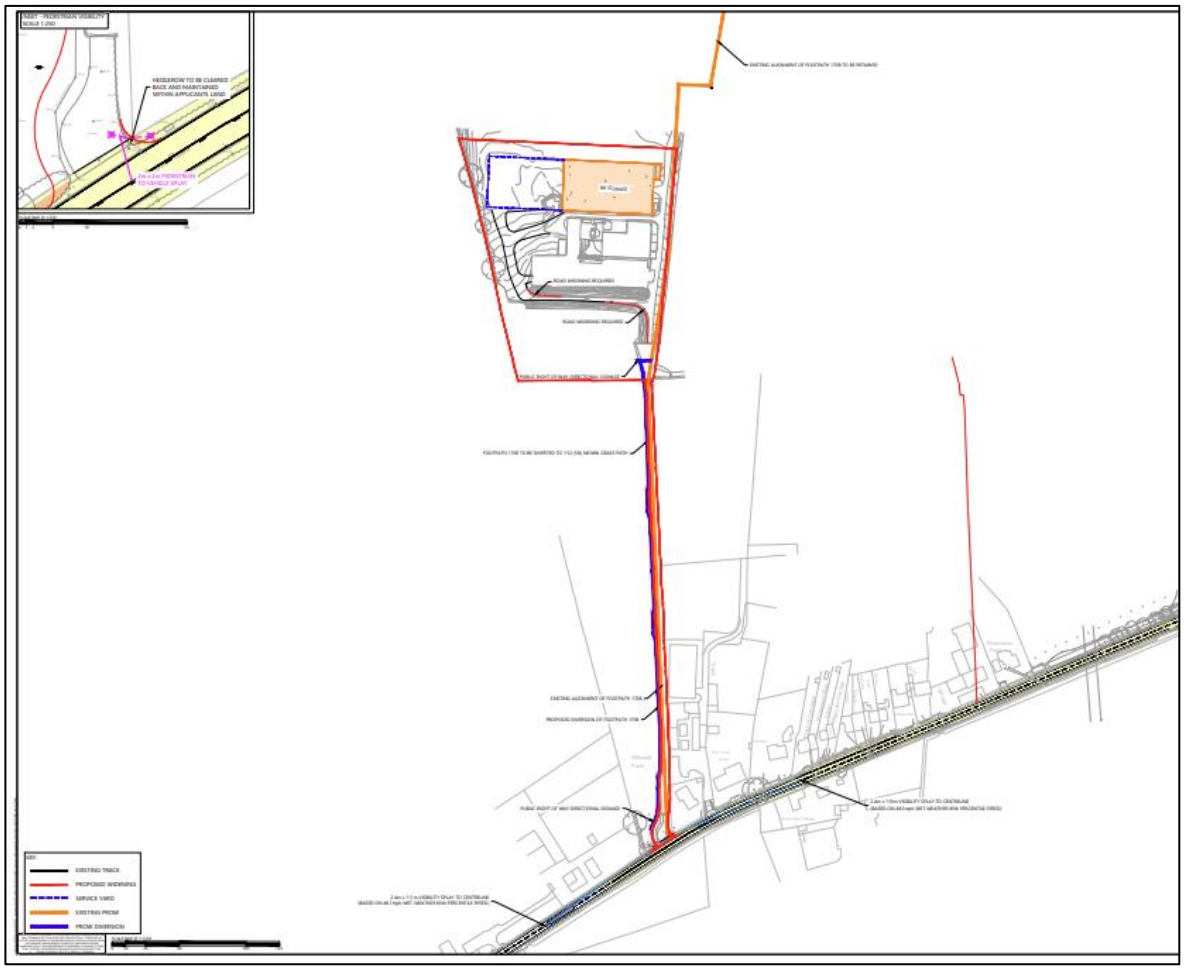
2.1.6 In addition, a scheme of landscaping be introduced throughout the site.

SECTION 3 Access

3.1 Arrangement

3.1.1 It is proposed to retain the existing site access, with modifications to the arrangement from the B2210, as shown on drawing **ITS19302-GA-013C** of which an extract is provided as **Image 3.1**.

Image 3.1: Proposed access arrangements



3.1.2 The access will remain in its existing location, however, the opportunity is being taken to improve the junction where possible. This includes the following amendments to geometric parameters:

- Visibility splays of 2.4m x 110m to the east and 2.4m x 111m to the west the by the removal / cutting back of vegetation adjacent to the highway.
- 2m x 2m pedestrian to vehicle visibility splay.
- 4.0m junction kerb radii.
- Widening of the access to facilitate vehicles passing at the access.

3.1.3 In addition to the geometric improvements, the following measures will also be introduced.

- Provision of passing bays on the internal access road.
- The diversion of public footpath 1708 from the road to a path adjacent to the access

3.2 Stage 1 – Road Safety Audit

3.2.1 An independent Stage 1 Road Safety Audit (RSA) was undertaken by Grange Transport Consulting on the 22nd January 2025 to review the proposed access arrangements. A GG119 compliant Designer's Response has been prepared (Document Ref***: ITS19302-009 GG119 RSA Response***) to address comments raised in the RSA, which are summarised in **Table 3.1**.

Table 3.1: Stage 1 RSA

RSA Problem	RSA Recommendation	Design Organisation Response
1. *Risk of collisions with pedestrians: There are existing hedges directly adjacent to the site access. There are no proposals to provide pedestrian splays onto the footway from both sides of the amended access. This will cause an obstruction to pedestrian intervisibility, which may result in collisions with passing pedestrians*	*Provide appropriate pedestrian intervisibility from the site access.*	*Accepted – The hedgerow within the adopted highway boundary / the applicant's ownership will be trimmed back and maintained to ensure that a pedestrian to driver splay can be achieved.* *The access arrangement is existing with a minor increase in vehicle movements as a result of the proposal. The development will improve the current interaction between pedestrians and vehicles by maintaining the hedgerow. This is shown as an inset on drawing* ***ITS19302-GA-013B****.*

RSA Problem	RSA Recommendation	Design Organisation Response
2. *Risk of head on collisions: Swept path analysis has not been shown for all movements expected at the site access. Left-turning artics have not been demonstrated to be able to safely exit onto Handcross Road. This may cause site vehicles to encroach into the westbound lane, which may result in head-on or side-swipe collisions with passing traffic*	*Undertake swept path analysis for all expected vehicle movements*	*Accepted – Drawing ITS19302-GA-007A illustrates swept path analysis for all expected vehicle movements generated by the site. All movements can be undertaken without encroachment into to the opposing lane (e.g. movements into the site), with the exception of the left turn out of the site access. It should be noted that this is an existing situation – the proposal can, and already does, generate large HGV manoeuvres and the proposed development does not result in an intensification in this situation. The proposal includes improvement at the site access (e.g. widening and an increase in kerb radii) to enhance access for larger vehicles.*
3. *Increased risk of rear-end shunts: The proposed internal give-way line is set back over 50 metres from the site access/ Handcross Road. This may cause slow moving exiting vehicles to encounter arriving vehicles after leaving the give-way position, resulting in confusion and the requirement for large vehicles to reverse back onto Handcross Road. This may result in collisions with passing vehicles.*	*Amend give-way position and associated widening.*	*Accepted - Drawing **ITS19302-GA-13B** has shown the removal of the give-way markings, although passing bays have been retained for use along the access road. In addition, further localised widening of the site access has been incorporated into the design to enable vehicles to pass at the access and prevent obstruction of Handcross Road and reversing manoeuvres back onto the road.*
4. *Risk of vehicles overhanging onto the main road: The proposed layout includes widening a short section of the access road to accommodate large vehicle entering the site. Swept path analysis has not been provided to demonstrate that a right-turning artic (entering) can do so when another artic is waiting to exit the site. This may cause inappropriate carriageway area to be provided, which result in collisions between entering and exiting vehicles.*	*Amend access layout/arrangement to accommodate expected movements.*	*With reference to Problem 3, the site access arrangement has been amended to incorporate additional widening at the access. Drawing **ITS19302-GA-007A** illustrates swept path analysis for all expected vehicle movements generated by the site which demonstrates that a right-turning arctic can enter the site whilst another vehicle waits to exit.*

RSA Problem	RSA Recommendation	Design Organisation Response
5. *Risk of side swipe collisions: No swept path analysis provided to demonstrate that the largest expected vehicles can safely negotiate the passing areas and that the give-way lines are suitable. This may cause vehicles to wait at inappropriate positions, which may result in collisions.*	*Undertake swept path analysis for all passing areas*	*Accepted - The design of the passing bays has been informed by swept path analysis for with reference to the expected movements as forecast using the TRICS database.* *The passing bays can accommodate the expected use without conflict, as shown in the extracts of an HGV & Large Panel van passing one another in both directions. With reference to Problem 3, the give way markings are to be removed from the scheme.*

3.2.2 With reference to matter 2 of the RSA, a swept path analysis has been undertaken to demonstrate that a 16.5m HGV, the largest vehicle anticipated to access the site, can safely enter with a large panel van exiting. This is shown on drawing **ITS19302-GA-007A**, of which an extract is included as **Image 3.2**.

Image 3.2: Access Swept Path Analysis

3.2.3 All matters identified through the Stage 1 Road Safety Audit have been addressed in accordance with the recommendations of the Auditor. While an established access to a comparable use, the proposal incorporates modification of the access to enhance its performance. Consistent with the requirements of the National Planning Policy Framework, the proposal provides for safe and suitable access.

SECTION 4 Traffic Impact

4.1 Traffic Impact

4.1.1 To appropriately reflect the trip generation of the existing and proposed uses on site, vehicular trip rates have been obtained from the TRICS database for the existing and proposed uses with trip rates per 100sqm for the typical network peak of 08:00 - 09:00 and 17:00 – 18:00.

4.1.2 The full TRICS outputs are contained within **Appendix C** and resultant trip generation is shown in **Table 4.1**. For the purposes of undertaking a robust assessment, it has been assumed that the existing barn generates an insignificant amount of traffic and therefore has not been factored into the existing trip generation. In the absence of traffic data for the anaerobic digestion plant, the 'Industrial Unit' land use category has been used.

Table 4.1: Existing Trip Rates and Trip Generation

	Total Vehicle Trip Rate			Total Traffic Generation		
	In	Out	Two-Way	In	Out	Two-Way
Anaerobic Digester – 790 sqm						
Morning Peak (08:00 – 09:00)	0.200	0.053	0.253	2	0	2
Evening Peak (17:00 – 18:00)	0.074	0.053	0.127	1	0	1
Total						
Morning Peak (08:00 – 09:00)				2	0	2
Evening Peak (17:00 – 18:00)				1	0	1

Source: TRICS

4.1.3 **Table 4.2** summaries the forecast trip generation associated with the proposed development.

Table 4.2 Forecast Trip Rates and Trip Generation

	Total Trip Rate			Total Traffic Generation		
	In	Out	Two-Way	In	Out	Two-Way
Warehouse - 2906.76 sqm						
Morning Peak (08:00 – 09:00)	0.273	0.160	0.433	8	5	13
Evening Peak (17:00 – 18:00)	0.132	0.301	0.433	4	9	13
Office – 2054.92 sqm						
Morning Peak (08:00 – 09:00)	1.323	0.223	1.546	27	5	32
Evening Peak (17:00 – 18:00)	0.101	1.088	1.189	2	22	24
Total						
Morning Peak (08:00 – 09:00)				35	10	45
Evening Peak (17:00 – 18:00)				6	31	37

Source: TRICS

4.1.4 The proposed site will generate a total two-way movement of 45 and 37 vehicles in the morning and evening peak periods respectively. **Table 4.3** summaries the overall net traffic impact of the proposals.

Table 4.3: Net Traffic Impact

	Total Traffic Generation		
	In	Out	Two-Way
Morning Peak (08:00 – 09:00)	+33	+10	+43
Evening Peak (17:00 – 18:00)	+5	+31	+36

4.1.5 The proposed development will result in an increase in traffic movements compared to the extant use on site. The site is expected to generate an additional two-way movement of 43 and 36 vehicles during the morning and evening peak periods respectively, which represents an increase of less than one vehicle every minute onto the local highway network. Noticeably, the movements are tidal in nature – during both the morning and evening peak periods, there are few opposing movements. Nevertheless, the proposal includes the provision of passing bays to improve 2-way operation.

4.1.6 **Table 4.4** summarises the likely HGV movements associated with the proposals.

Table 4.4 Forecast HGV Trip Rates and Trip Generation

	HGV Trip Rate			HGV Traffic Generation		
	In	Out	Two-Way	In	Out	Two-Way
Warehouse - 2906.76 sqm						
Morning Peak (08:00 – 09:00)	0.068	0.059	0.127	2	2	4
Evening Peak (17:00 – 18:00)	0.036	0.046	0.082	1	1	2
Office – 2054.92 sqm						
Morning Peak (08:00 – 09:00)	0.000	0.004	0.004	0	0	0
Evening Peak (17:00 – 18:00)	0.000	0.000	0.000	0	0	0
Total						
Morning Peak (08:00 – 09:00)				2	2	4
Evening Peak (17:00 – 18:00)				1	1	2

Source: TRICS

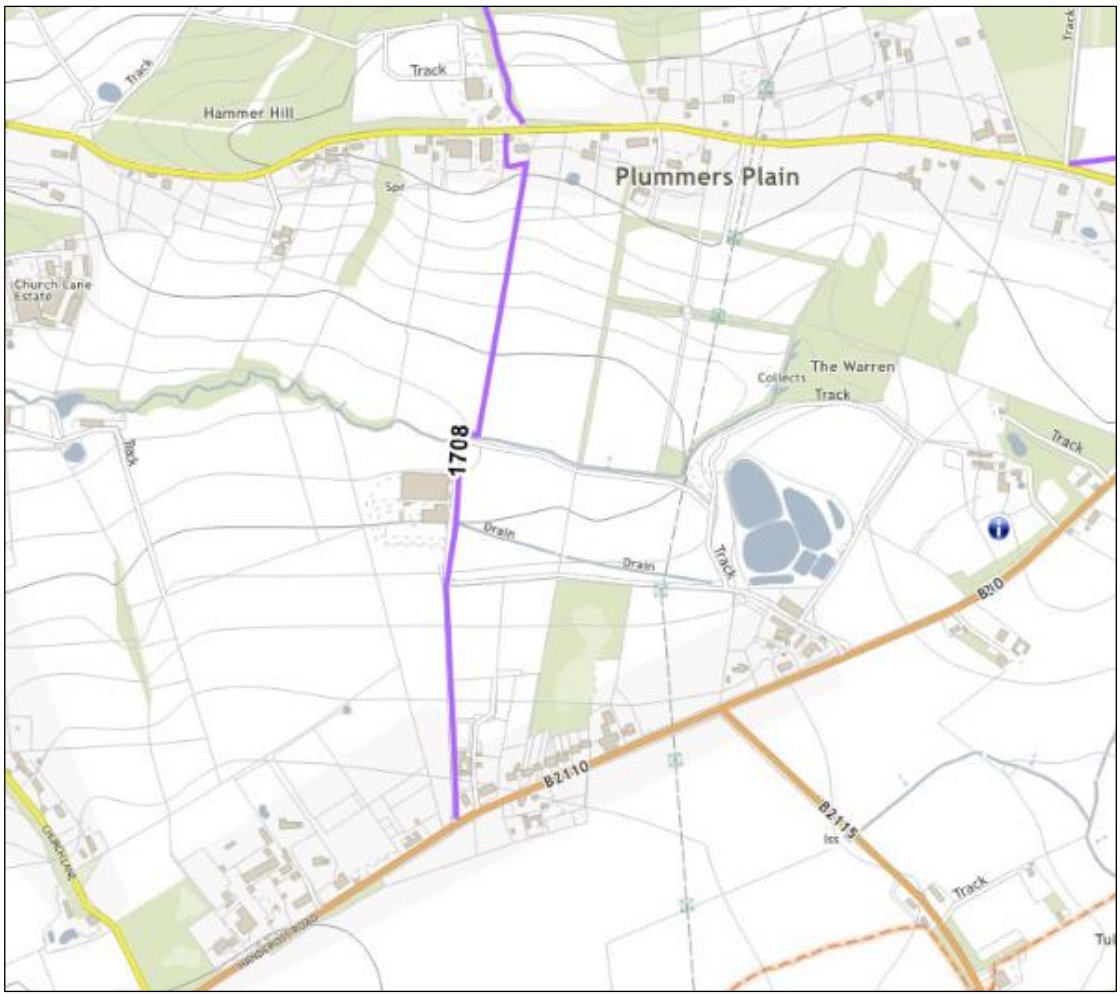
4.1.7 The proposed development will generate a two-way movement of four and two HGVs within the morning and evening peak periods respectively, which represents an HGV movement every 15 – 20 minutes to/from the local highway network. Due to the small incidence of HGV movements, it is very unlikely that HGVs will simultaneously access and egress the site. Indeed, the proposed occupant of the site will be able to manage inbound and outbound movements so that vehicles do not pass one another.

4.1.8 The traffic and impacts of the development will be negligible and will not have a severe residual highways impact that should otherwise prevent the proposal being permitted (ref: paragraph 116 of the National Planning Policy Framework).

SECTION 5 Public Rights of Way

5.1 Public Right of Way Footpath 1708 runs north – south through the site, providing a link between the B2110 and Hammerpond Road, as shown in **Image 5.1**.

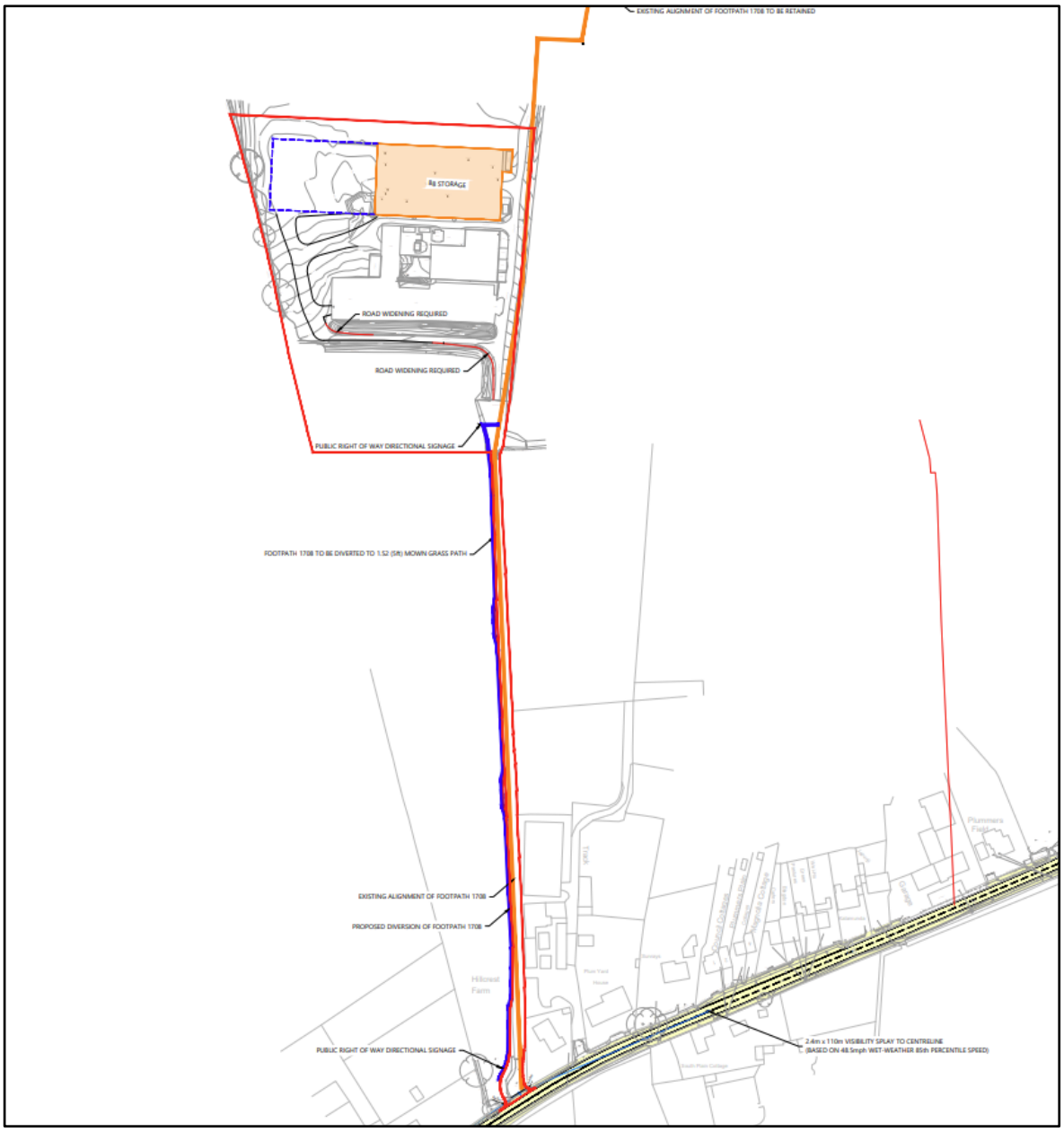
Image 5.1: FP 1708 Alignment



5.2 The footpath currently shares the access road to the site, as well as the road through the site along the eastern extent of the building line.

5.3 As part of the proposed development, a small diversion of the route is identified – this will relocate the FP from the site access road to a route that routes immediately adjacent to it, before crossing the access road and then continuing north. This will enhance security of the site as well as providing a route for users of the PROW that does not directly interface with vehicles, with the exception of the crossing point. The existing route is shown in orange, and the proposed route show in blue on the drawing extract shown in **Image 5.2**.

Image 5.2: PROW Diversion



5.4 Additional PROW wayfinding will be provided to sign the route, and the proposed diversion will be progressed under Section 257 of the Town and Country Planning Act (2015) should planning permission be granted.

SECTION 6 Summary

6.1 This Transport Statement assesses the traffic implications of the re-development of Stonehouse Farm to provide warehouse and office floorspace in the site. The site has a long and established planning history, including permission for the formation of an access and use by large vehicles in its capacity as an anaerobic digestate plant.

6.2 It is proposed to amend the existing access arrangement into the site from the B2210. This includes the improvement of pedestrian and vehicular visibility splays, the widening of the access and the introduction passing bays. In addition, the existing route of Public Right of Way Footpath 1708 is to be diverted to a dedicated mown grass route adjacent to the site access road.

6.3 An independent Stage 1 RSA has been completed for the access, with a Designer's Response addressing the problems identified. Safe and suitable access can be provided to the site.

6.4 A trip generation assessment has been undertaken using the TRICS database which has identified a minor increase in traffic generation, representing less than one additional vehicle every minute onto the local highway network. The site is expected to generate a small number of HGV movements. The movements are tidal in nature, reducing the incidence of vehicles meeting a vehicle travelling in the opposing direction – however, passing places have been proposed along the site access road.

6.5 As such, the proposed development satisfies the requirements of paragraph 116 of the National Planning Policy Framework (NPPF) in so far that the proposal provides for safe and suitable access and does not have an unacceptable impact on network performance.

DRAWINGS

INSET - PEDESTRIAN VISIBILITY
SCALE 1:250
HEDGEROW TO BE CLEARED BACK AND MAINTAINED WITHIN APPLICANTS LAND
2m x 2m PEDESTRIAN TO VEHICLE SPLAY
SCALE BAR @ 1:250
0 1 2 5 10 25
EXISTING ALIGNMENT OF FOOTPATH 1708 TO BE RETAINED
B8 STORAGE
ROAD WIDENING REQUIRED
ROAD WIDENING REQUIRED
PUBLIC RIGHT OF WAY DIRECTIONAL SIGNAGE
FOOTPATH 1708 TO BE DIVERTED TO 1.52 (5ft) MOWN GRASS PATH
EXISTING ALIGNMENT OF FOOTPATH 1708
PROPOSED DIVERSION OF FOOTPATH 1708
PUBLIC RIGHT OF WAY DIRECTIONAL SIGNAGE
Hillcrest Farm
Plum Yard House
Plummers Field
Meadowcroft
Track
Garage
South Plain Cottage
2.4m x 110m VISIBILITY SPLAY TO CENTRELINE
(BASED ON 48.5mph WET-WEATHER 85th PERCENTILE SPEED)
2.4m x 111m VISIBILITY SPLAY TO CENTRELINE
(BASED ON 48.7mph WET-WEATHER 85th PERCENTILE SPEED)
KEY:
EXISTING TRACK
PROPOSED WIDENING
SERVICE YARD
EXISTING PROW
PROW DIVERSION
SCALE BAR @ 1:1250
0 10 25 50 100 125

S:\Projects\19000 Series\19302ITS - Handcross Road Plummers Plain\Tech

REV	DATE	BY	DESCRIPTION	CHK	APD
C	26.02.25	TA	SITE BOUNDARY UPDATED	OT	OT
B	30.01.25	SH	RSA COMMENTS INCORPORATED	OT	OT
A	11.12.24	MM	PROW DIVERSION UPDATED	DS	DS

STATUS: FOR INFORMATION

i-Transport
Lakeside North Harbour, Building 1000, Lakeside North Harbour Western Road, Portsmouth, Hampshire, PO6 3EZ
Tel: 03316 300366
www.i-transport.co.uk

TITLE: ACCESS ARRANGEMENT AND PROW DIVERSION

PROJECT: HANDCROSS ROAD, PLUMMERS PLAIN

CLIENT: HUNTER DEVELOPMENT HOLDINGS LTD

DRAWN:	CHECKED:	APPROVED:
MM	DS	DS
PROJECT No: ITS19302	SCALE @ A1: 1:1250	DATE: 03.12.24

DRAWING No: ITS19302-GA-013 REV: C

APPENDIX A. Existing Site Layout

A1

Site Location Plan - As Existing (1:1250)

0 10 20 30 40 50
Scale bar measured in meters

Site Location Plan - As Proposed (1:1250)

0 10 20 30 40 50
Scale bar measured in meters

0 2 4 6 8 10
Scale bar measured in meters

PLANNING

3-D Architecture Limited
15 Horsted Square, Bellbrook Industrial Estete,
Uckfield, East Sussex. TN22 1QG
Tel: 01825 764455 Fax: 01825 764455
Email: info@3d-architecture.co.uk

CLIENT

Lee Goossens

PROJECT

Stonehouse Farm
Handcross Road, Plummer Plain,
Horsham, West Sussex
RH13 6NZ

DRAWING TITLE

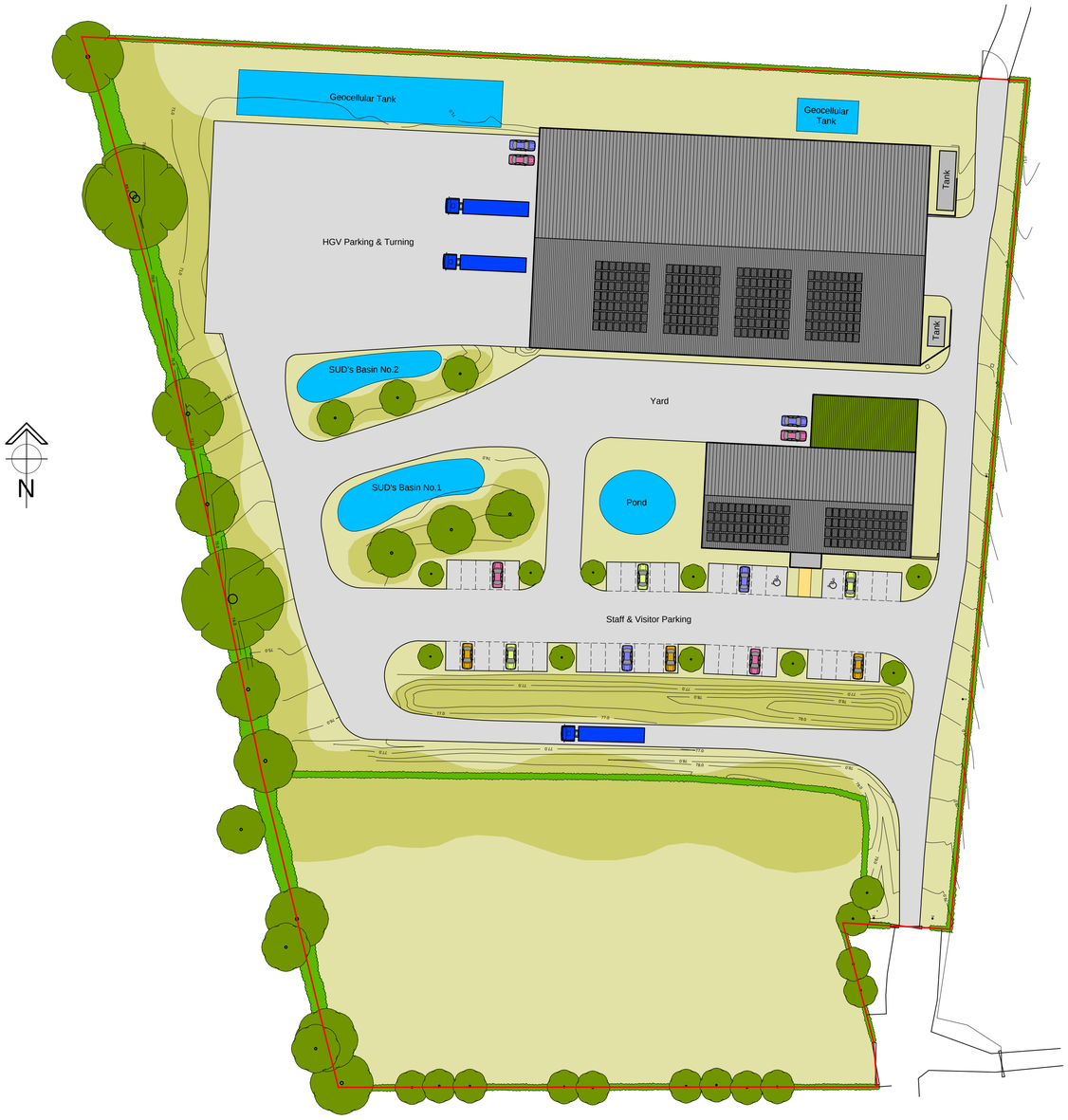
Site Location Plans
As Existing & As Proposed

SCALE	DATE	DRAWN BY
1:1250	October 2024	ANH

DRAWING NO.	REVISION
2024/PL8	A

APPENDIX B. Proposed Site Layout

A1



Site Layout Plan

0 5 10 15 20

Scale bar measured in meters

PLANNING

3-D Architecture Limited
15 Horsted Square, Bellbrook Industrial Estete,
Uckfield, East Sussex. TN22 1QG
Tel: 01825 764455 Fax: 01825 764455
Email: info@3d-architecture.co.uk

CLIENT

Lee Goossens

PROJECT

Stonehouse Farm
Handcross Road, Plummer Plain,
Horsham, West Sussex
RH13 6NZ

DRAWING TITLE

Site Layout Plan
As Proposed

SCALE	DATE	DRAWN BY
1:500	October 2024	ANH

DRAWING NO.	REVISION
2024/PL7	C

APPENDIX C. TRICS Outputs

i-Transport Lakeside North Harbour Portsmouth Licence No: 236605

Calculation Reference: AUDIT-236605-250203-0207

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	1500 to 8000 (units: sqm)
Range Selected by User:	690 to 8000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 29/06/23

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

Selected survey days:

Wednesday	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 undertaking using machines.

Selected Locations:

Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	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	1
Village	1

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

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

Not Known	2 days

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

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
5,001 to 10,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	1 days
1.6 to 2.0	1 days

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

Travel Plan:

No	2 days

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

PTAL Rating:

No PTAL Present	2 days

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

LIST OF SITES relevant to selection parameters

1 HC-02-C-02 GIN DISTILLERY HAMPSHIRE
LONDON ROAD
LAVERSTOKE

Neighbourhood Centre (PPS6 Local Centre)
Village
Total Gross floor area: 8000 sqm
Survey date: WEDNESDAY 09/05/18 Survey Type: MANUAL

2 NY-02-C-03 WORKWEAR MANUFACTURER NORTH YORKSHIRE
WETHERBY ROAD
KNARESBOROUGH

Edge of Town
Industrial Zone
Total Gross floor area: 1500 sqm
Survey date: THURSDAY 29/06/23 Survey Type: MANUAL

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 4.47

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4750	0.147	2	4750	0.011	2	4750	0.158
08:00 - 09:00	2	4750	0.200	2	4750	0.053	2	4750	0.253
09:00 - 10:00	2	4750	0.253	2	4750	0.084	2	4750	0.337
10:00 - 11:00	2	4750	0.326	2	4750	0.105	2	4750	0.431
11:00 - 12:00	2	4750	0.116	2	4750	0.074	2	4750	0.190
12:00 - 13:00	2	4750	0.126	2	4750	0.221	2	4750	0.347
13:00 - 14:00	2	4750	0.105	2	4750	0.358	2	4750	0.463
14:00 - 15:00	2	4750	0.168	2	4750	0.116	2	4750	0.284
15:00 - 16:00	2	4750	0.074	2	4750	0.147	2	4750	0.221
16:00 - 17:00	2	4750	0.032	2	4750	0.211	2	4750	0.243
17:00 - 18:00	2	4750	0.074	2	4750	0.053	2	4750	0.127
18:00 - 19:00	2	4750	0.053	2	4750	0.032	2	4750	0.085
19:00 - 20:00	1	8000	0.025	1	8000	0.013	1	8000	0.038
20:00 - 21:00	1	8000	0.013	1	8000	0.175	1	8000	0.188
21:00 - 22:00	1	8000	0.000	1	8000	0.000	1	8000	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.712			1.653			3.365

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:	1500 - 8000 (units: sqm)
Survey date date range:	01/01/16 - 29/06/23
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4750	0.000	2	4750	0.000	2	4750	0.000
08:00 - 09:00	2	4750	0.000	2	4750	0.000	2	4750	0.000
09:00 - 10:00	2	4750	0.011	2	4750	0.011	2	4750	0.022
10:00 - 11:00	2	4750	0.000	2	4750	0.000	2	4750	0.000
11:00 - 12:00	2	4750	0.000	2	4750	0.000	2	4750	0.000
12:00 - 13:00	2	4750	0.000	2	4750	0.000	2	4750	0.000
13:00 - 14:00	2	4750	0.000	2	4750	0.000	2	4750	0.000
14:00 - 15:00	2	4750	0.000	2	4750	0.000	2	4750	0.000
15:00 - 16:00	2	4750	0.042	2	4750	0.042	2	4750	0.084
16:00 - 17:00	2	4750	0.000	2	4750	0.000	2	4750	0.000
17:00 - 18:00	2	4750	0.000	2	4750	0.000	2	4750	0.000
18:00 - 19:00	2	4750	0.000	2	4750	0.000	2	4750	0.000
19:00 - 20:00	1	8000	0.000	1	8000	0.000	1	8000	0.000
20:00 - 21:00	1	8000	0.000	1	8000	0.000	1	8000	0.000
21:00 - 22:00	1	8000	0.000	1	8000	0.000	1	8000	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.053			0.053			0.106

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4750	0.021	2	4750	0.000	2	4750	0.021
08:00 - 09:00	2	4750	0.000	2	4750	0.011	2	4750	0.011
09:00 - 10:00	2	4750	0.000	2	4750	0.000	2	4750	0.000
10:00 - 11:00	2	4750	0.011	2	4750	0.011	2	4750	0.022
11:00 - 12:00	2	4750	0.000	2	4750	0.000	2	4750	0.000
12:00 - 13:00	2	4750	0.021	2	4750	0.011	2	4750	0.032
13:00 - 14:00	2	4750	0.021	2	4750	0.021	2	4750	0.042
14:00 - 15:00	2	4750	0.000	2	4750	0.000	2	4750	0.000
15:00 - 16:00	2	4750	0.000	2	4750	0.011	2	4750	0.011
16:00 - 17:00	2	4750	0.000	2	4750	0.000	2	4750	0.000
17:00 - 18:00	2	4750	0.000	2	4750	0.000	2	4750	0.000
18:00 - 19:00	2	4750	0.000	2	4750	0.000	2	4750	0.000
19:00 - 20:00	1	8000	0.013	1	8000	0.000	1	8000	0.013
20:00 - 21:00	1	8000	0.000	1	8000	0.013	1	8000	0.013
21:00 - 22:00	1	8000	0.000	1	8000	0.000	1	8000	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.087			0.078			0.165

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4750	0.158	2	4750	0.011	2	4750	0.169
08:00 - 09:00	2	4750	0.253	2	4750	0.053	2	4750	0.306
09:00 - 10:00	2	4750	0.389	2	4750	0.084	2	4750	0.473
10:00 - 11:00	2	4750	0.663	2	4750	0.116	2	4750	0.779
11:00 - 12:00	2	4750	0.232	2	4750	0.084	2	4750	0.316
12:00 - 13:00	2	4750	0.242	2	4750	0.421	2	4750	0.663
13:00 - 14:00	2	4750	0.232	2	4750	0.747	2	4750	0.979
14:00 - 15:00	2	4750	0.337	2	4750	0.221	2	4750	0.558
15:00 - 16:00	2	4750	0.116	2	4750	0.253	2	4750	0.369
16:00 - 17:00	2	4750	0.053	2	4750	0.368	2	4750	0.421
17:00 - 18:00	2	4750	0.179	2	4750	0.095	2	4750	0.274
18:00 - 19:00	2	4750	0.095	2	4750	0.063	2	4750	0.158
19:00 - 20:00	1	8000	0.037	1	8000	0.050	1	8000	0.087
20:00 - 21:00	1	8000	0.013	1	8000	0.325	1	8000	0.338
21:00 - 22:00	1	8000	0.000	1	8000	0.000	1	8000	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.999			2.891			5.890

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4750	0.042	2	4750	0.000	2	4750	0.042
08:00 - 09:00	2	4750	0.011	2	4750	0.000	2	4750	0.011
09:00 - 10:00	2	4750	0.000	2	4750	0.000	2	4750	0.000
10:00 - 11:00	2	4750	0.011	2	4750	0.011	2	4750	0.022
11:00 - 12:00	2	4750	0.000	2	4750	0.000	2	4750	0.000
12:00 - 13:00	2	4750	0.011	2	4750	0.032	2	4750	0.043
13:00 - 14:00	2	4750	0.000	2	4750	0.011	2	4750	0.011
14:00 - 15:00	2	4750	0.000	2	4750	0.000	2	4750	0.000
15:00 - 16:00	2	4750	0.000	2	4750	0.000	2	4750	0.000
16:00 - 17:00	2	4750	0.000	2	4750	0.021	2	4750	0.021
17:00 - 18:00	2	4750	0.000	2	4750	0.000	2	4750	0.000
18:00 - 19:00	2	4750	0.000	2	4750	0.000	2	4750	0.000
19:00 - 20:00	1	8000	0.000	1	8000	0.000	1	8000	0.000
20:00 - 21:00	1	8000	0.000	1	8000	0.000	1	8000	0.000
21:00 - 22:00	1	8000	0.000	1	8000	0.000	1	8000	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.075			0.075			0.150

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4750	0.063	2	4750	0.021	2	4750	0.084
08:00 - 09:00	2	4750	0.147	2	4750	0.000	2	4750	0.147
09:00 - 10:00	2	4750	0.053	2	4750	0.011	2	4750	0.064
10:00 - 11:00	2	4750	0.126	2	4750	0.084	2	4750	0.210
11:00 - 12:00	2	4750	0.063	2	4750	0.053	2	4750	0.116
12:00 - 13:00	2	4750	0.126	2	4750	0.137	2	4750	0.263
13:00 - 14:00	2	4750	0.074	2	4750	0.063	2	4750	0.137
14:00 - 15:00	2	4750	0.053	2	4750	0.063	2	4750	0.116
15:00 - 16:00	2	4750	0.021	2	4750	0.021	2	4750	0.042
16:00 - 17:00	2	4750	0.074	2	4750	0.116	2	4750	0.190
17:00 - 18:00	2	4750	0.116	2	4750	0.063	2	4750	0.179
18:00 - 19:00	2	4750	0.053	2	4750	0.084	2	4750	0.137
19:00 - 20:00	1	8000	0.000	1	8000	0.013	1	8000	0.013
20:00 - 21:00	1	8000	0.025	1	8000	0.313	1	8000	0.337
21:00 - 22:00	1	8000	0.013	1	8000	0.000	1	8000	0.013
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.007			1.041			2.048

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4750	0.000	2	4750	0.000	2	4750	0.000
08:00 - 09:00	2	4750	0.000	2	4750	0.000	2	4750	0.000
09:00 - 10:00	2	4750	0.274	2	4750	0.000	2	4750	0.274
10:00 - 11:00	2	4750	0.295	2	4750	0.274	2	4750	0.569
11:00 - 12:00	2	4750	0.526	2	4750	0.011	2	4750	0.537
12:00 - 13:00	2	4750	0.347	2	4750	0.295	2	4750	0.642
13:00 - 14:00	2	4750	0.242	2	4750	0.232	2	4750	0.474
14:00 - 15:00	2	4750	0.000	2	4750	0.632	2	4750	0.632
15:00 - 16:00	2	4750	0.695	2	4750	0.242	2	4750	0.937
16:00 - 17:00	2	4750	0.000	2	4750	0.337	2	4750	0.337
17:00 - 18:00	2	4750	0.589	2	4750	0.358	2	4750	0.947
18:00 - 19:00	2	4750	0.253	2	4750	0.274	2	4750	0.527
19:00 - 20:00	1	8000	0.263	1	8000	0.375	1	8000	0.638
20:00 - 21:00	1	8000	0.013	1	8000	0.575	1	8000	0.588
21:00 - 22:00	1	8000	0.000	1	8000	0.000	1	8000	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.497			3.605			7.102

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4750	0.063	2	4750	0.021	2	4750	0.084
08:00 - 09:00	2	4750	0.147	2	4750	0.000	2	4750	0.147
09:00 - 10:00	2	4750	0.326	2	4750	0.011	2	4750	0.337
10:00 - 11:00	2	4750	0.421	2	4750	0.358	2	4750	0.779
11:00 - 12:00	2	4750	0.589	2	4750	0.063	2	4750	0.652
12:00 - 13:00	2	4750	0.474	2	4750	0.432	2	4750	0.906
13:00 - 14:00	2	4750	0.316	2	4750	0.295	2	4750	0.611
14:00 - 15:00	2	4750	0.053	2	4750	0.695	2	4750	0.748
15:00 - 16:00	2	4750	0.716	2	4750	0.263	2	4750	0.979
16:00 - 17:00	2	4750	0.074	2	4750	0.453	2	4750	0.527
17:00 - 18:00	2	4750	0.705	2	4750	0.421	2	4750	1.126
18:00 - 19:00	2	4750	0.305	2	4750	0.358	2	4750	0.663
19:00 - 20:00	1	8000	0.263	1	8000	0.388	1	8000	0.651
20:00 - 21:00	1	8000	0.037	1	8000	0.887	1	8000	0.924
21:00 - 22:00	1	8000	0.013	1	8000	0.000	1	8000	0.013
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.502			4.645			9.147

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 4.47

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4750	0.263	2	4750	0.032	2	4750	0.295
08:00 - 09:00	2	4750	0.411	2	4750	0.053	2	4750	0.464
09:00 - 10:00	2	4750	0.716	2	4750	0.095	2	4750	0.811
10:00 - 11:00	2	4750	1.095	2	4750	0.484	2	4750	1.579
11:00 - 12:00	2	4750	0.821	2	4750	0.147	2	4750	0.968
12:00 - 13:00	2	4750	0.726	2	4750	0.884	2	4750	1.610
13:00 - 14:00	2	4750	0.547	2	4750	1.053	2	4750	1.600
14:00 - 15:00	2	4750	0.389	2	4750	0.916	2	4750	1.305
15:00 - 16:00	2	4750	0.832	2	4750	0.516	2	4750	1.348
16:00 - 17:00	2	4750	0.126	2	4750	0.842	2	4750	0.968
17:00 - 18:00	2	4750	0.884	2	4750	0.516	2	4750	1.400
18:00 - 19:00	2	4750	0.400	2	4750	0.421	2	4750	0.821
19:00 - 20:00	1	8000	0.300	1	8000	0.438	1	8000	0.738
20:00 - 21:00	1	8000	0.050	1	8000	1.212	1	8000	1.262
21:00 - 22:00	1	8000	0.013	1	8000	0.000	1	8000	0.013
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.573			7.609			15.182

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4750	0.126	2	4750	0.011	2	4750	0.137
08:00 - 09:00	2	4750	0.126	2	4750	0.011	2	4750	0.137
09:00 - 10:00	2	4750	0.200	2	4750	0.042	2	4750	0.242
10:00 - 11:00	2	4750	0.284	2	4750	0.063	2	4750	0.347
11:00 - 12:00	2	4750	0.095	2	4750	0.053	2	4750	0.148
12:00 - 13:00	2	4750	0.095	2	4750	0.179	2	4750	0.274
13:00 - 14:00	2	4750	0.063	2	4750	0.316	2	4750	0.379
14:00 - 15:00	2	4750	0.137	2	4750	0.074	2	4750	0.211
15:00 - 16:00	2	4750	0.021	2	4750	0.084	2	4750	0.105
16:00 - 17:00	2	4750	0.021	2	4750	0.200	2	4750	0.221
17:00 - 18:00	2	4750	0.074	2	4750	0.053	2	4750	0.127
18:00 - 19:00	2	4750	0.042	2	4750	0.021	2	4750	0.063
19:00 - 20:00	1	8000	0.013	1	8000	0.013	1	8000	0.026
20:00 - 21:00	1	8000	0.000	1	8000	0.150	1	8000	0.150
21:00 - 22:00	1	8000	0.000	1	8000	0.000	1	8000	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.297			1.270			2.567

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4750	0.000	2	4750	0.000	2	4750	0.000
08:00 - 09:00	2	4750	0.074	2	4750	0.032	2	4750	0.106
09:00 - 10:00	2	4750	0.042	2	4750	0.032	2	4750	0.074
10:00 - 11:00	2	4750	0.032	2	4750	0.032	2	4750	0.064
11:00 - 12:00	2	4750	0.021	2	4750	0.021	2	4750	0.042
12:00 - 13:00	2	4750	0.011	2	4750	0.032	2	4750	0.043
13:00 - 14:00	2	4750	0.021	2	4750	0.021	2	4750	0.042
14:00 - 15:00	2	4750	0.032	2	4750	0.042	2	4750	0.074
15:00 - 16:00	2	4750	0.011	2	4750	0.011	2	4750	0.022
16:00 - 17:00	2	4750	0.011	2	4750	0.011	2	4750	0.022
17:00 - 18:00	2	4750	0.000	2	4750	0.000	2	4750	0.000
18:00 - 19:00	2	4750	0.011	2	4750	0.011	2	4750	0.022
19:00 - 20:00	1	8000	0.000	1	8000	0.000	1	8000	0.000
20:00 - 21:00	1	8000	0.013	1	8000	0.013	1	8000	0.026
21:00 - 22:00	1	8000	0.000	1	8000	0.000	1	8000	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.279			0.258			0.537

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4750	0.000	2	4750	0.000	2	4750	0.000
08:00 - 09:00	2	4750	0.021	2	4750	0.021	2	4750	0.042
09:00 - 10:00	2	4750	0.011	2	4750	0.011	2	4750	0.022
10:00 - 11:00	2	4750	0.011	2	4750	0.011	2	4750	0.022
11:00 - 12:00	2	4750	0.011	2	4750	0.011	2	4750	0.022
12:00 - 13:00	2	4750	0.011	2	4750	0.011	2	4750	0.022
13:00 - 14:00	2	4750	0.011	2	4750	0.000	2	4750	0.011
14:00 - 15:00	2	4750	0.000	2	4750	0.000	2	4750	0.000
15:00 - 16:00	2	4750	0.000	2	4750	0.011	2	4750	0.011
16:00 - 17:00	2	4750	0.000	2	4750	0.000	2	4750	0.000
17:00 - 18:00	2	4750	0.000	2	4750	0.000	2	4750	0.000
18:00 - 19:00	2	4750	0.000	2	4750	0.000	2	4750	0.000
19:00 - 20:00	1	8000	0.000	1	8000	0.000	1	8000	0.000
20:00 - 21:00	1	8000	0.000	1	8000	0.000	1	8000	0.000
21:00 - 22:00	1	8000	0.000	1	8000	0.000	1	8000	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.076			0.076			0.152

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

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

Calculation Reference: AUDIT-236605-250203-0212

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	HF	HERTFORDSHIRE	1 days
	WS	WEST SUSSEX	1 days
04	EAST ANGLIA		
	NF	NORFOLK	2 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	2 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	AK	WAKEFIELD	1 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	500 to 5700 (units: sqm)
Range Selected by User:	178 to 70291 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 24/05/24

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	4 days
Tuesday	1 days
Wednesday	4 days
Friday	1 days

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

Selected survey types:

Manual count	10 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	7

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

Selected Location Sub Categories:

Industrial Zone	2
Commercial Zone	2
Residential Zone	4
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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	6 days - Selected
Servicing vehicles Excluded	4 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	10 days

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

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
10,001 to 15,000	3 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	2 days

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

Population within 5 miles:

5,001 to 25,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	5 days
250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	9 days
1.1 to 1.5	1 days

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

Travel Plan:

No	10 days

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

PTAL Rating:

No PTAL Present	10 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1 AK-02-A-01 OFFICES WAKEFIELD
PIONEER WAY
CASTLEFORD
WHITWOOD
Edge of Town
No Sub Category
Total Gross floor area: 1230 sqm
Survey date: TUESDAY *23/05/17* *Survey Type: MANUAL*

2 GM-02-A-10 ACCOUNTANTS GREATER MANCHESTER
CHORLEY NEW ROAD
BOLTON
HEATON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 500 sqm
Survey date: MONDAY *19/04/21* *Survey Type: MANUAL*

3 HF-02-A-05 OFFICES HERTFORDSHIRE
CRANBORNE ROAD
POTTERS BAR

Edge of Town
Commercial Zone
Total Gross floor area: 3378 sqm
Survey date: MONDAY *11/03/24* *Survey Type: MANUAL*

4 LN-02-A-01 OFFICES LINCOLNSHIRE
LINCOLN WAY
LOUTH
FAIRFIELD
Edge of Town
Industrial Zone
Total Gross floor area: 2114 sqm
Survey date: MONDAY *29/04/24* *Survey Type: MANUAL*

5 LN-02-A-02 COUNCIL OFFICES LINCOLNSHIRE
GRESLEY ROAD
LOUTH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 1918 sqm
Survey date: WEDNESDAY *24/04/24* *Survey Type: MANUAL*

6 NF-02-A-04 BUILDING CONSULTANT NORFOLK
WHITING ROAD
NORWICH

Edge of Town
Commercial Zone
Total Gross floor area: 500 sqm
Survey date: WEDNESDAY *13/11/19* *Survey Type: MANUAL*

7 NF-02-A-05 COUNCIL OFFICES NORFOLK
YARMOUTH ROAD
NORWICH

Edge of Town
Residential Zone
Total Gross floor area: 3697 sqm
Survey date: MONDAY *12/09/22* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8	TW-02-A-08	HOUSING ASSOCIATION OFFICE	TYNE & WEAR
	BENTON PARK ROAD		
	NEWCASTLE UPON TYNE		
	LONGBENTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	4800 sqm	
	Survey date: FRIDAY	*19/10/18*	*Survey Type: MANUAL*
9	WK-02-A-03	ENGINEERING CONSULTANTS	WARWICKSHIRE
	BUDBROOKE ROAD		
	WARWICK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	796 sqm	
	Survey date: WEDNESDAY	*23/11/22*	*Survey Type: MANUAL*
10	WS-02-A-06	SOUTHERN WATER OFFICES	WEST SUSSEX
	YEOMAN ROAD		
	WORTHING		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	5700 sqm	
	Survey date: WEDNESDAY	*18/05/22*	*Survey Type: MANUAL*

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.48

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	10	2463	0.625	10	2463	0.073	10	2463	0.698
08:00 - 09:00	10	2463	1.323	10	2463	0.223	10	2463	1.546
09:00 - 10:00	10	2463	0.796	10	2463	0.227	10	2463	1.023
10:00 - 11:00	10	2463	0.349	10	2463	0.252	10	2463	0.601
11:00 - 12:00	10	2463	0.252	10	2463	0.256	10	2463	0.508
12:00 - 13:00	10	2463	0.394	10	2463	0.520	10	2463	0.914
13:00 - 14:00	10	2463	0.414	10	2463	0.353	10	2463	0.767
14:00 - 15:00	10	2463	0.215	10	2463	0.304	10	2463	0.519
15:00 - 16:00	10	2463	0.260	10	2463	0.491	10	2463	0.751
16:00 - 17:00	10	2463	0.199	10	2463	0.901	10	2463	1.100
17:00 - 18:00	10	2463	0.101	10	2463	1.088	10	2463	1.189
18:00 - 19:00	9	2600	0.064	9	2600	0.329	9	2600	0.393
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.992			5.017			10.009

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

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

Parameter summary

Trip rate parameter range selected:	500 - 5700 (units: sqm)
Survey date date range:	01/01/16 - 24/05/24
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	10	2463	0.004	10	2463	0.004	10	2463	0.008
08:00 - 09:00	10	2463	0.020	10	2463	0.020	10	2463	0.040
09:00 - 10:00	10	2463	0.004	10	2463	0.004	10	2463	0.008
10:00 - 11:00	10	2463	0.012	10	2463	0.012	10	2463	0.024
11:00 - 12:00	10	2463	0.000	10	2463	0.000	10	2463	0.000
12:00 - 13:00	10	2463	0.016	10	2463	0.012	10	2463	0.028
13:00 - 14:00	10	2463	0.000	10	2463	0.004	10	2463	0.004
14:00 - 15:00	10	2463	0.016	10	2463	0.016	10	2463	0.032
15:00 - 16:00	10	2463	0.008	10	2463	0.008	10	2463	0.016
16:00 - 17:00	10	2463	0.016	10	2463	0.012	10	2463	0.028
17:00 - 18:00	10	2463	0.016	10	2463	0.020	10	2463	0.036
18:00 - 19:00	9	2600	0.004	9	2600	0.004	9	2600	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.116			0.116			0.232

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	10	2463	0.004	10	2463	0.000	10	2463	0.004
08:00 - 09:00	10	2463	0.000	10	2463	0.004	10	2463	0.004
09:00 - 10:00	10	2463	0.008	10	2463	0.008	10	2463	0.016
10:00 - 11:00	10	2463	0.000	10	2463	0.000	10	2463	0.000
11:00 - 12:00	10	2463	0.004	10	2463	0.004	10	2463	0.008
12:00 - 13:00	10	2463	0.008	10	2463	0.008	10	2463	0.016
13:00 - 14:00	10	2463	0.000	10	2463	0.000	10	2463	0.000
14:00 - 15:00	10	2463	0.000	10	2463	0.000	10	2463	0.000
15:00 - 16:00	10	2463	0.000	10	2463	0.000	10	2463	0.000
16:00 - 17:00	10	2463	0.000	10	2463	0.000	10	2463	0.000
17:00 - 18:00	10	2463	0.000	10	2463	0.000	10	2463	0.000
18:00 - 19:00	9	2600	0.000	9	2600	0.000	9	2600	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.024			0.048

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	10	2463	0.016	10	2463	0.000	10	2463	0.016
08:00 - 09:00	10	2463	0.061	10	2463	0.000	10	2463	0.061
09:00 - 10:00	10	2463	0.024	10	2463	0.000	10	2463	0.024
10:00 - 11:00	10	2463	0.004	10	2463	0.004	10	2463	0.008
11:00 - 12:00	10	2463	0.004	10	2463	0.004	10	2463	0.008
12:00 - 13:00	10	2463	0.000	10	2463	0.004	10	2463	0.004
13:00 - 14:00	10	2463	0.024	10	2463	0.012	10	2463	0.036
14:00 - 15:00	10	2463	0.012	10	2463	0.016	10	2463	0.028
15:00 - 16:00	10	2463	0.000	10	2463	0.012	10	2463	0.012
16:00 - 17:00	10	2463	0.000	10	2463	0.049	10	2463	0.049
17:00 - 18:00	10	2463	0.004	10	2463	0.045	10	2463	0.049
18:00 - 19:00	9	2600	0.000	9	2600	0.004	9	2600	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.149			0.150			0.299

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	10	2463	0.694	10	2463	0.081	10	2463	0.775
08:00 - 09:00	10	2463	1.466	10	2463	0.260	10	2463	1.726
09:00 - 10:00	10	2463	0.934	10	2463	0.260	10	2463	1.194
10:00 - 11:00	10	2463	0.438	10	2463	0.309	10	2463	0.747
11:00 - 12:00	10	2463	0.304	10	2463	0.309	10	2463	0.613
12:00 - 13:00	10	2463	0.471	10	2463	0.645	10	2463	1.116
13:00 - 14:00	10	2463	0.487	10	2463	0.442	10	2463	0.929
14:00 - 15:00	10	2463	0.256	10	2463	0.353	10	2463	0.609
15:00 - 16:00	10	2463	0.309	10	2463	0.552	10	2463	0.861
16:00 - 17:00	10	2463	0.199	10	2463	0.999	10	2463	1.198
17:00 - 18:00	10	2463	0.114	10	2463	1.275	10	2463	1.389
18:00 - 19:00	9	2600	0.085	9	2600	0.359	9	2600	0.444
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.757			5.844			11.601

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	10	2463	0.057	10	2463	0.008	10	2463	0.065
08:00 - 09:00	10	2463	0.101	10	2463	0.016	10	2463	0.117
09:00 - 10:00	10	2463	0.081	10	2463	0.045	10	2463	0.126
10:00 - 11:00	10	2463	0.053	10	2463	0.053	10	2463	0.106
11:00 - 12:00	10	2463	0.057	10	2463	0.061	10	2463	0.118
12:00 - 13:00	10	2463	0.126	10	2463	0.264	10	2463	0.390
13:00 - 14:00	10	2463	0.325	10	2463	0.154	10	2463	0.479
14:00 - 15:00	10	2463	0.053	10	2463	0.057	10	2463	0.110
15:00 - 16:00	10	2463	0.032	10	2463	0.053	10	2463	0.085
16:00 - 17:00	10	2463	0.049	10	2463	0.118	10	2463	0.167
17:00 - 18:00	10	2463	0.004	10	2463	0.089	10	2463	0.093
18:00 - 19:00	9	2600	0.000	9	2600	0.017	9	2600	0.017
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.938			0.935			1.873

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	10	2463	0.037	10	2463	0.000	10	2463	0.037
08:00 - 09:00	10	2463	0.150	10	2463	0.000	10	2463	0.150
09:00 - 10:00	10	2463	0.057	10	2463	0.028	10	2463	0.085
10:00 - 11:00	10	2463	0.028	10	2463	0.024	10	2463	0.052
11:00 - 12:00	10	2463	0.012	10	2463	0.016	10	2463	0.028
12:00 - 13:00	10	2463	0.024	10	2463	0.032	10	2463	0.056
13:00 - 14:00	10	2463	0.057	10	2463	0.045	10	2463	0.102
14:00 - 15:00	10	2463	0.004	10	2463	0.020	10	2463	0.024
15:00 - 16:00	10	2463	0.012	10	2463	0.028	10	2463	0.040
16:00 - 17:00	10	2463	0.000	10	2463	0.106	10	2463	0.106
17:00 - 18:00	10	2463	0.004	10	2463	0.085	10	2463	0.089
18:00 - 19:00	9	2600	0.000	9	2600	0.004	9	2600	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.385			0.388			0.773

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	10	2463	0.012	10	2463	0.000	10	2463	0.012
08:00 - 09:00	10	2463	0.020	10	2463	0.000	10	2463	0.020
09:00 - 10:00	10	2463	0.020	10	2463	0.000	10	2463	0.020
10:00 - 11:00	10	2463	0.012	10	2463	0.016	10	2463	0.028
11:00 - 12:00	10	2463	0.008	10	2463	0.004	10	2463	0.012
12:00 - 13:00	10	2463	0.004	10	2463	0.000	10	2463	0.004
13:00 - 14:00	10	2463	0.028	10	2463	0.041	10	2463	0.069
14:00 - 15:00	10	2463	0.000	10	2463	0.000	10	2463	0.000
15:00 - 16:00	10	2463	0.004	10	2463	0.008	10	2463	0.012
16:00 - 17:00	10	2463	0.008	10	2463	0.028	10	2463	0.036
17:00 - 18:00	10	2463	0.000	10	2463	0.004	10	2463	0.004
18:00 - 19:00	9	2600	0.000	9	2600	0.000	9	2600	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.116			0.101			0.217

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	10	2463	0.049	10	2463	0.000	10	2463	0.049
08:00 - 09:00	10	2463	0.171	10	2463	0.000	10	2463	0.171
09:00 - 10:00	10	2463	0.077	10	2463	0.028	10	2463	0.105
10:00 - 11:00	10	2463	0.041	10	2463	0.041	10	2463	0.082
11:00 - 12:00	10	2463	0.020	10	2463	0.020	10	2463	0.040
12:00 - 13:00	10	2463	0.028	10	2463	0.032	10	2463	0.060
13:00 - 14:00	10	2463	0.085	10	2463	0.085	10	2463	0.170
14:00 - 15:00	10	2463	0.004	10	2463	0.020	10	2463	0.024
15:00 - 16:00	10	2463	0.016	10	2463	0.037	10	2463	0.053
16:00 - 17:00	10	2463	0.008	10	2463	0.134	10	2463	0.142
17:00 - 18:00	10	2463	0.004	10	2463	0.089	10	2463	0.093
18:00 - 19:00	9	2600	0.000	9	2600	0.004	9	2600	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.503			0.490			0.993

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.48

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	10	2463	0.816	10	2463	0.089	10	2463	0.905
08:00 - 09:00	10	2463	1.798	10	2463	0.276	10	2463	2.074
09:00 - 10:00	10	2463	1.116	10	2463	0.333	10	2463	1.449
10:00 - 11:00	10	2463	0.536	10	2463	0.406	10	2463	0.942
11:00 - 12:00	10	2463	0.386	10	2463	0.394	10	2463	0.780
12:00 - 13:00	10	2463	0.625	10	2463	0.946	10	2463	1.571
13:00 - 14:00	10	2463	0.922	10	2463	0.694	10	2463	1.616
14:00 - 15:00	10	2463	0.325	10	2463	0.447	10	2463	0.772
15:00 - 16:00	10	2463	0.357	10	2463	0.654	10	2463	1.011
16:00 - 17:00	10	2463	0.256	10	2463	1.299	10	2463	1.555
17:00 - 18:00	10	2463	0.126	10	2463	1.498	10	2463	1.624
18:00 - 19:00	9	2600	0.085	9	2600	0.385	9	2600	0.470
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.348			7.421			14.769

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	10	2463	0.593	10	2463	0.065	10	2463	0.658
08:00 - 09:00	10	2463	1.206	10	2463	0.142	10	2463	1.348
09:00 - 10:00	10	2463	0.719	10	2463	0.171	10	2463	0.890
10:00 - 11:00	10	2463	0.288	10	2463	0.203	10	2463	0.491
11:00 - 12:00	10	2463	0.203	10	2463	0.219	10	2463	0.422
12:00 - 13:00	10	2463	0.309	10	2463	0.422	10	2463	0.731
13:00 - 14:00	10	2463	0.361	10	2463	0.296	10	2463	0.657
14:00 - 15:00	10	2463	0.162	10	2463	0.235	10	2463	0.397
15:00 - 16:00	10	2463	0.219	10	2463	0.402	10	2463	0.621
16:00 - 17:00	10	2463	0.162	10	2463	0.857	10	2463	1.019
17:00 - 18:00	10	2463	0.073	10	2463	1.035	10	2463	1.108
18:00 - 19:00	9	2600	0.051	9	2600	0.320	9	2600	0.371
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.346			4.367			8.713

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL LGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	10	2463	0.024	10	2463	0.004	10	2463	0.028
08:00 - 09:00	10	2463	0.081	10	2463	0.057	10	2463	0.138
09:00 - 10:00	10	2463	0.057	10	2463	0.045	10	2463	0.102
10:00 - 11:00	10	2463	0.045	10	2463	0.032	10	2463	0.077
11:00 - 12:00	10	2463	0.045	10	2463	0.032	10	2463	0.077
12:00 - 13:00	10	2463	0.061	10	2463	0.077	10	2463	0.138
13:00 - 14:00	10	2463	0.049	10	2463	0.049	10	2463	0.098
14:00 - 15:00	10	2463	0.037	10	2463	0.049	10	2463	0.086
15:00 - 16:00	10	2463	0.032	10	2463	0.077	10	2463	0.109
16:00 - 17:00	10	2463	0.020	10	2463	0.024	10	2463	0.044
17:00 - 18:00	10	2463	0.012	10	2463	0.024	10	2463	0.036
18:00 - 19:00	9	2600	0.009	9	2600	0.004	9	2600	0.013
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.472			0.474			0.946

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	10	2463	0.000	10	2463	0.000	10	2463	0.000
08:00 - 09:00	10	2463	0.016	10	2463	0.000	10	2463	0.016
09:00 - 10:00	10	2463	0.008	10	2463	0.000	10	2463	0.008
10:00 - 11:00	10	2463	0.004	10	2463	0.004	10	2463	0.008
11:00 - 12:00	10	2463	0.000	10	2463	0.000	10	2463	0.000
12:00 - 13:00	10	2463	0.000	10	2463	0.000	10	2463	0.000
13:00 - 14:00	10	2463	0.004	10	2463	0.004	10	2463	0.008
14:00 - 15:00	10	2463	0.000	10	2463	0.004	10	2463	0.004
15:00 - 16:00	10	2463	0.000	10	2463	0.004	10	2463	0.004
16:00 - 17:00	10	2463	0.000	10	2463	0.008	10	2463	0.008
17:00 - 18:00	10	2463	0.000	10	2463	0.008	10	2463	0.008
18:00 - 19:00	9	2600	0.000	9	2600	0.000	9	2600	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.032			0.032			0.064

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

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

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