

Project Name:	Lovecotes Farm, Chickney Road, Debden
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1. INTRODUCTION

Overview

1.1 This Technical Note (TN) has been prepared by Paul Basham Associates to accompany a planning application for the development of six industrial units located at Lovecotes Farm, Debden, Uttlesford. The site is located on Chickney Road with access provided through an existing T-Junction to the site north of Chickney Road. The site location is identified in **Figure 1**.

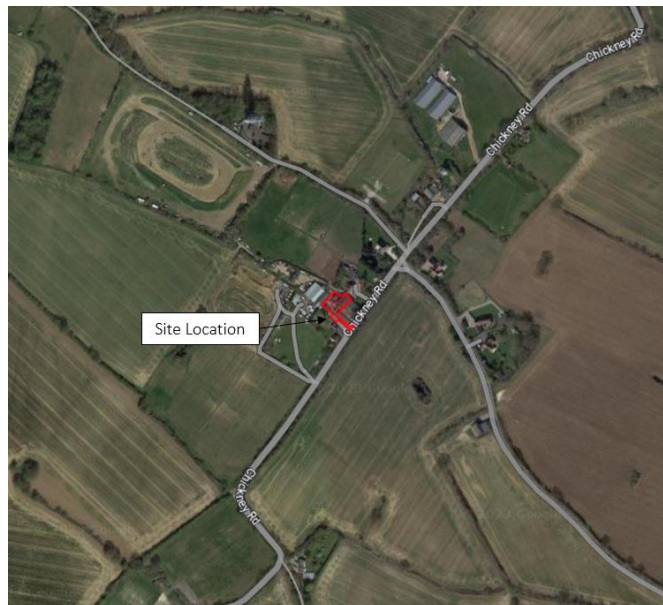


Figure 1: Site Location

- 1.2 A previous planning application at the site was submitted in January 2023 (reference: UTT/23/0193/FUL), and was refused in February 2023. The Uttlesford District Council (UDC) decision notice states the following reason for refusal:

3. By virtue of the proposed layout of the site and in the absence of plans demonstrating so, it is not clear that larger lorries would be able to enter the site and leave it in forward gear. Lorries reversing onto Chickney Road would represent a hazard to highway safety not only in terms of insufficient visibility for their doing so, but also for their obstructing the road in undertaking such a manoeuvre. The proposed development is therefore contrary to Policies GEN1 and GEN8 of the Uttlesford Local Plan (2005) and the National Planning Policy Framework (2021).

Policy and Guidance

- 1.3 This TN has been prepared in accordance with the policy and guidance documents set out below:
- The National Planning Policy Framework (NPPF) (2023);
 - The Essex Design Guide (2018);
 - Essex Parking Standards Design and Good Practice (September 2009); and
 - Essex Street Materials Design and Good Practice (January 2012).
- 1.4 This TN includes the following:
- The existing local highway conditions and accessibility to the site;
 - A review of the most recently available Personal Injury Collision (PIC) data;
 - An overview of the development proposals including details of the proposed access arrangements and parking provision; and
 - The vehicle impact of the site through a trip generation assessment associated with the existing and proposed land uses resulting in a summary of the net change in vehicle movements.

2. EXISTING CONDITIONS AND SITE ACCESSIBILITY

Site Overview

- 2.1 The site is occupied by one industrial unit and an open yard area currently used for vehicle parking, storage, and access to an industrial unit west of the site boundary. The existing site has been in operation for several years. The grade 2 listed building known as Lovecotes Farm is located to the north of the site and the residential dwelling known as Lovecotes Lodge is located to the southwest. Vehicle access to the site is achieved from Chickney Road with the use of an approximately 35m long gravel track measuring 3.75m wide.
- 2.2 **Photograph 1** and **Photograph 2** show the existing conditions of Chickney Road at the site access.



Photograph 1: Chickney Road Conditions: View South



Photograph 2: Chickney Road Conditions: View North

Pedestrian and Cycle Accessibility

- 2.3 Given the rural nature of the site there are currently no pedestrian footways or cycle infrastructure along Chickney Road.

2.4 The site is surrounded by several Public Right of Way (PRoW) routes, as shown in **Figure 2**¹. The nearest PRoW route to the site is Bridleway Debden 75 which operates for approximately 2.5km from Chickney Road in the south to Scotts Farm Lane in the north.

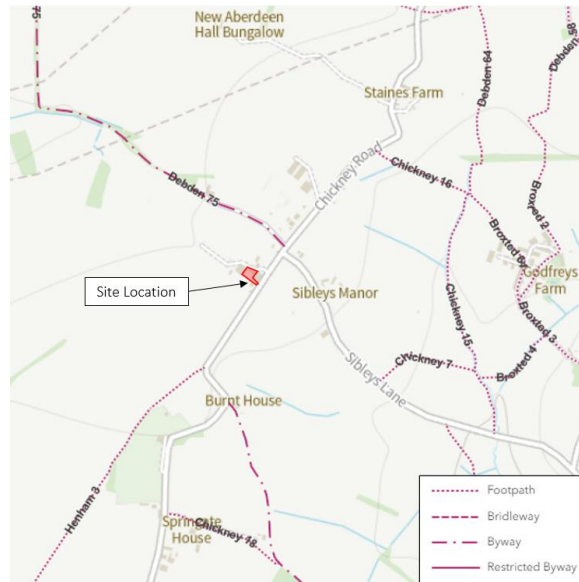


Figure 2: Local PRoW Routes

2.5 The Sustrans website² identifies the National Cycle Network (NCN) routes within proximity of the site. NCN route 50 is shown in **Figure 3** in relation to the site.

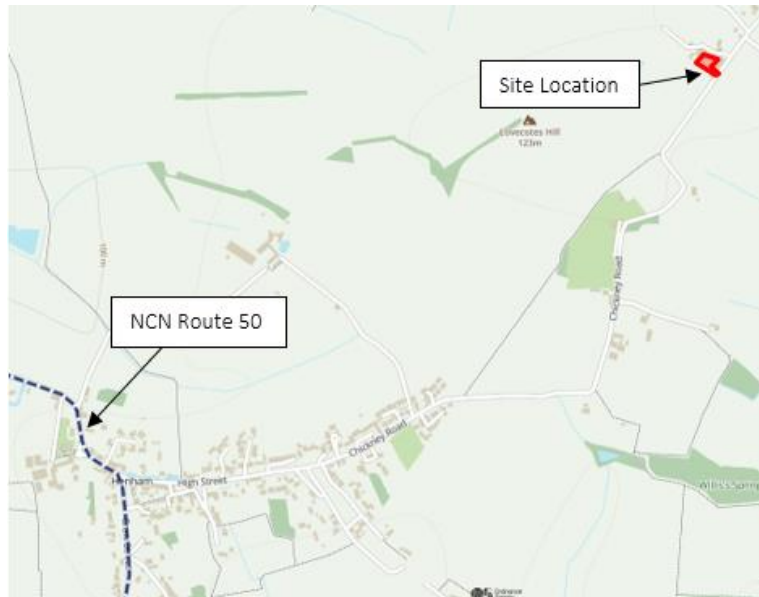


Figure 3 NCN Routes

¹ <https://www.essexhighways.org/getting-around/public-rights-of-way>

² <https://www.sustrans.org.uk/national-cycle-network>

- 2.6 NCN route 50 is located approximately 2.5km south-west of the site, located within Henham. NCN Route 50 connects to the north, connecting with NCN Route 11. NCN route 11 connects to the north into Cambridge City Centre. NCN Route 50 travels southwest and connects with NCN Route 1 which continues west, providing a route to Maldon.

Local Highway Network

- 2.7 Chickney Road runs in a north-south direction, along the southeastern boundary of the site. Chickney Road has a 60mph speed limit, however a speed survey was conducted in October 2022 approximately 90m south of the proposed site access and was submitted as part of planning application reference UTT/22/3299/FUL. This speed survey recorded 85th percentile speeds of 36mph in the northbound direction and 37mph in the southbound direction. Chickney Road continues southwest of the site for approximately 2km where it continues into Henham where it becomes High Street.
- 2.8 South of Henham the Strategic Road Network (SRN) is accessed via the M11 Junction 8 where the A120 and B1256 also connects. To the east the A120 provides a route towards London Stansted Airport and to the west the A120 provides a route to Bishops Stortford. To the north the M11 provides a route to Cambridge and to the south the M11 provides a route to London.
- 2.9 To the north of the site, Chickney Road continues for approximately 500m, where it becomes Henham Road and provides a connection towards Hamperden End and Debden Green. To the northeast, Henham Road connects to the Bolford Street, with Bolford Street providing a route to Thaxted to the southeast and Debden to the north.

Personal Injury Collision Data

- 2.10 A review of Personal Injury Collision (PIC) data on the surrounding local highway network of the site has been undertaken to understand if there are existing highway safety concerns, patterns or trends which could be exacerbated by the proposed development. This has been completed using Essex County Council (ECC) collision data³ for the most recently available five-years period between October 2018 and October 2023.
- 2.11 The PIC data identifies that there are no collisions recorded surrounding highway network. Therefore, it is concluded there are no existing safety concerns on the local highway network.

³ <https://essex.traffweb.app/traffweb/3/Collisions>

3. PROPOSED DEVELOPMENT

3.1 The proposed development will include the replacement of the existing industrial unit (262 sqm GIA) on site with six smaller industrial units (totalling 510.2 sqm GIA). A site layout of the six proposed units is included in **Appendix A**.

3.2 The total floor area for each unit is outlined in **Table 2**.

Unit Number	Total Area (sqm)
1	120.3
2	118.3
3	105.2
4	50.5
5	47.6
6	68.3
Total	510.2

Table 1: Unit Floor Areas

3.3 The six units are intended to be used for commercial purposes, with the proposed development continuing as a functional commercial site classified as ‘E(g)(iii) *industrial processes which can be carried out in a residential area without detriment to its amenity*’.

3.4 It is proposed a planning condition will be imposed limiting the maximum size of vehicles permitted to access the site to be a maximum weight of 7.5 tonnes. This is consistent with the current vehicle type accessing the site, which varies between private cars and 7.5 tonne box vans.

Access Arrangement

3.5 The existing junction onto Chickney Road will remain in use in its current arrangement with the only changes proposed to the highway surface materials changing from gravel to an improved hard surface, in accordance with Essex Street Materials Design and Good Practice (January 2012).



3.6 As identified previously within this TN, the existing site access has been in operation for several years, with no reported incidents occurring within the proximity of the site. The proposed development will continue to use the existing T-Junction access to the site. The proposed development is therefore considered to address the refusal concerns of UDC regarding reversing lorries, as this manoeuvre will not be occurring in association with the proposed development. The access arrangement will operate consistent to its existing use in accordance with Policies GEN1 and GEN8 of the Uttlesford Local Plan (2005) and the National Planning Policy Framework (2023).

Swept Path Analysis

3.7 Swept path analysis has been undertaken for the proposed development and is included within **Appendix B**. This has demonstrated that a 7.5 tonnes box van can enter, turn within the site and egress in a forward gear. This is forecast to be the largest vehicle required to access the site. Therefore, it is considered the provision of the swept path analysis has addressed the highway authority's concerns regarding larger HGVs reversing out of the site, as HGVs are not required to access the site and the 7.5 tonne box van is shown to manoeuvre within the site.

Refuse

3.8 The proposed development will continue with the existing servicing arrangements for a refuse vehicle via Chickney Road.

3.9 In addition, it is proposed that on the specific refuse collection days, bins will be positioned within 25m of Chickney Road carriageway to comply with the refuse collection standards outlined in the Essex Design Guide (2018).

Car Parking Provision

3.10 The UDC parking provision standards outline the car, cycle, and blue badge parking provision for all new developments within Uttlesford. The UDC standards make reference to the Essex Parking Standards Design and Good Practice (2009), which has been summarised in **Table 2**.

Use	Car Parking	Cycle Parking	Blue Badge Parking
B2: General Industrial	Maximum - 1 space per 50 sqm.	Minimum - 1 space per 250 sqm for staff. 1 space per 500 sqm for visitors.	Minimum - 200 vehicle bays pr less = 2 bays or 5% of total capacity (whichever is greater). Over 200 vehicle bays= 6 bays + 2% of total capacity.

Table 2: UDC Parking Standards



3.11 In consideration of the car and cycle parking standards detailed above, **Table 3** identifies the proposed number of car, cycle, and blue badge car parking spaces to be provided within the proposed development.

Proposed Provision		
Car Parking Spaces	Cycle Parking Spaces	Blue Badge Car Parking Spaces
10 spaces	14 cycle parking spaces	2 spaces

Table 3: Proposed Car and Cycle Provision

3.12 The existing four car parking spaces within the site will remain, with the proposed development providing an additional eight car parking spaces, of which two will be provided as blue badge/accessible spaces. The proposed development will provide a cycle sheffield stands with the capacity for 14 cycles at the site. Therefore, the proposed car and cycle parking provision for the proposed development is in line with the UDC standards.



4. HIGHWAY IMPACT

Existing Site Trip Generation

4.1 The existing site is currently occupied by commercial use which generates a limited number of vehicle movements in and out of the site. To forecast the likely vehicle trip generation of the existing development, a TRICS assessment has been undertaken with the following parameters:

- TRICS (v 7.10.3);
- Use Class 'Employment' and sub-category 'Industrial Unit';
- England only (excluding Greater London);
- Parameter of 150 – 67459 sqm;
- Weekday surveys only; and
- 'Free Standing' locations only.

4.2 It is noted that only one survey site is available for a 'free-standing' location. However, it is considered the site selected to be reasonable reflection of the existing site in terms of use, location and scale. The TRICS site was surveyed in 2022 and has a floor area of 175sqm, which is similarly representative of the units of the proposed development. The forecast vehicle trip generation for the existing site is outline in **Table 4** below. The TRICS outputs are attached as **Appendix C**.

Proposed Site Trip Generation

4.3 To forecast the proposed developments vehicle trip generation the same TRICS assessment has been undertaken for the existing site above. It has been identified that the peak hour of the proposed development is outside of the traditional peak hours of 08:00-09:00 and 17:00-18:00. The existing site and proposed development peak hour are forecast between 14:00-15:00 and has been included within the assessment below.

4.4 The results of the existing land use and proposed development TRICS assessments are detailed in **Table 4**.

	AM Peak Hour (08:00-09:00)		PM Peak Hour (17:00-18:00)		Proposed Development Peak Hour (14:00 -15:00)		12-hours Daily Total (07:00-19:00)
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	
Trip Rate	0	0.571	0	0.571	0.571	1.143	6.854
Existing Trip Generation	0	1	0	1	1	3	18
Proposed Development Trip Generation	0	3	0	3	3	6	35
Net Trip Variation	0	+1	0	+1	+1	+3	+17

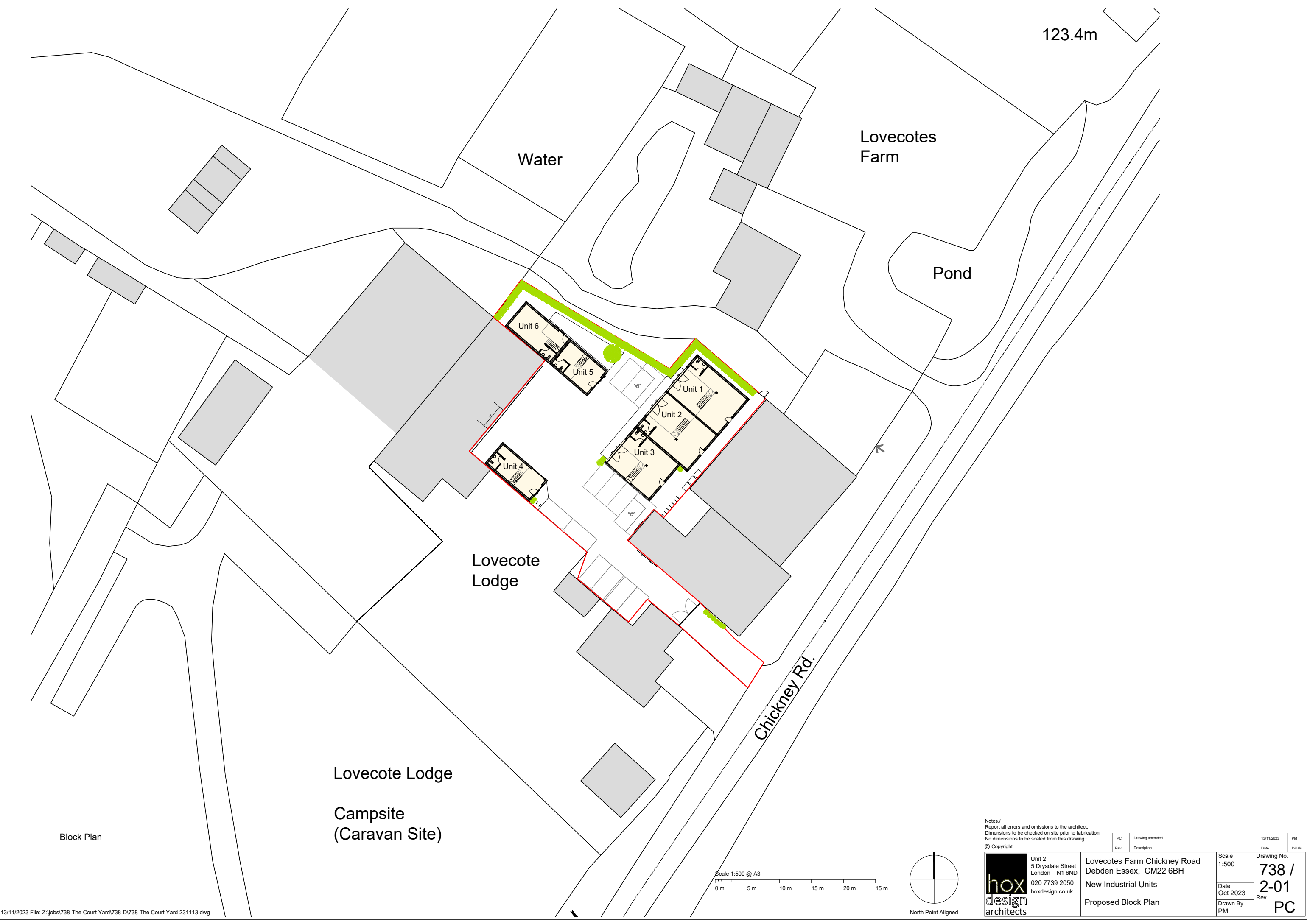
Table 4: Net Trip Generation Assessment

- 4.5 **Table 4** identifies that during the proposed development peak hour there is forecast to be one arrival and three departures.
- 4.6 The forecast total 12-hour daily vehicle movements for the existing site is 18 vehicle movements, compared to 35 vehicle movements for the proposed development, resulting in an increase of 17 additional vehicle movements.
- 4.7 The proposed development is forecast to increase the number of vehicle movements associated with the site. However, it is identified that these vehicle movements are typically forecast to occur outside of the traditional peak hours. Therefore, the net increase in vehicle movements to/from the site on the local highway network is forecast to be negligible, with one additional trip during the traditional peak hours. As a result, the proposed development is not considered to have a significant impact on the local highway network in terms of its operation or safety.

5. SUMMARY AND CONCLUSIONS

- 5.1 This Technical Note has been prepared by Paul Basham Associates to accompany a planning application for the development of six industrial units at Lovecotes Farm, Debden. The site is located on Chickney Road with an existing access arrangement located north of the carriageway.
- 5.2 The proposed development will retain its existing access arrangement onto Chickney Road which has been in operation for several years, with no reported incidents occurring. The proposed development will be restricted to vehicles of a maximum weight of 7.5 tonnes. Swept path analysis of a 7.5-tonne box van has been conducted to confirm that the largest vehicle requiring entry to the site can enter, turn within the site in one manoeuvre, and exist in a forward gear. As such Uttlesford District Council concerns regarding reversing lorries has been addressed, as this manoeuvre will not be occurring in association with the proposed development. The access arrangement will operate consistent to its existing use in accordance with Policies GEN1 and GEN8 of the Uttlesford Local Plan (2005) and the National Planning Policy Framework (2023).
- 5.3 The proposed development will provide 10 car parking spaces and 2 spaces that will be provided as accessible bays, in accordance with Uttlesford District Council parking standards. Cycle parking will be provided in the form of a bike rack, which has the capacity for 14 bicycles to be stored within the proposed development.
- 5.4 A TRICS assessment has been undertaken, demonstrating that the proposed development will generate an additional 17 vehicle movements on the local highway network during a 12-hours daily period. During the traditional peak hours (08:00- 09:00 and 17:00- 18:00), it has been forecast that the development will generate an additional four two-way vehicle movements. Therefore, the net increase in vehicle movements during the traditional peak hours (08:00-09:00 and 17:00-18:00) and the proposed development peak hour (14:00-15:00) is considered to be negligible. As a result, the proposed development is not considered to have a significant impact on the local highway network in terms of its operation or safety.
- 5.5 This Technical Note demonstrates that the proposed development, will have a negligible impact on the operation of the local highway network and that safe suitable access can be continued in its current form. We would therefore encourage the local highway and planning authorities to look favourably upon this application with regards to highways.

Appendix A



123.4m

Water

Lovecotes Farm

Pond

Unit 6

Unit 5

Unit 1

Unit 2

Unit 3

Unit 4

Lovecote Lodge

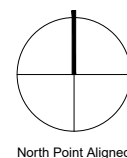
Chickney Rd.

Lovecote Lodge

Campsite
(Caravan Site)

Block Plan

Scale 1:500 @ A3
0 m 5 m 10 m 15 m 20 m 15 m



Notes /
Report all errors and omissions to the architect.
Dimensions to be checked on site prior to fabrication.
~~No dimensions to be scaled from this drawing.~~

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Rev	Description	Date	Initials
PC	Drawing amended	13/11/2023	PM

Unit 2 5 Drysdale Street London N1 6ND 020 7739 2050 hoxdesign.co.uk	Lovecotes Farm Chickney Road Debden Essex, CM22 6BH New Industrial Units Proposed Block Plan	Scale 1:500 Date Oct 2023 Drawn By PM	Drawing No. 738 / 2-01 Rev. PC
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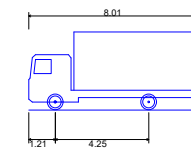
Appendix B

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VEHICLE PROFILE



7.5t Box Van	8.010m
Overall Length	2.100m
Overall Width	3.556m
Overall Body Height	0.351m
Min Body Ground Clearance	2.064m
Track Width	4.00s
Lock to lock time	7.400m
Kerb to Kerb Turning Radius	



PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

P01	FIRST ISSUE	27.11.2023	NPE	WJF
Rev	Description	Date	By	App'd
	Date Created	Drawn By	Approved By	Suitability Code
	21.11.23	NPE	WJF	-
PBA Project Number		Scale		
1007.0009		1:500 (AT A3)		
PBA Drawing No:			Revision	
1007.0009-0001			P01	



Project Name
LOVECOTES FARM
CHICKNEY ROAD, DEBDEN

Project Phase
PRELIMINARY

Title
SWEPT PATH ANALYSIS

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Client
PRIVATE CLIENT

Appendix C

Paul Basham Associates Hamble Lane Southampton

Licence No: 247601

Filtering Summary

Land Use	02/C	EMPLOYMENT/INDUSTRIAL UNIT
Selected Trip Rate Calculation Parameter Range	150-67459 sqm GFA	
Actual Trip Rate Calculation Parameter Range	175-175 sqm GFA	
Date Range	Minimum: 01/01/15	Maximum: 29/09/22
Parking Spaces Range	All Surveys Included	
Days of the week selected	Friday	1
Main Location Types selected	Free Standing (PPS6 Out of Town)	1
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included Servicing vehicles Excluded	X - Selected 1 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	1,001 to 5,000	1
Population <5 Mile ranges selected	25,001 to 50,000	1
Car Ownership <5 Mile ranges selected	1.1 to 1.5	1
PTAL Rating	No PTAL Present	1
Filter by Site Operations Breakdown	All Surveys Included	

Calculation Reference: AUDIT-247601-231117-1107

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

05 EAST MIDLANDS
LE LEICESTERSHIRE 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: 175 to 175 (units: sqm)
 Range Selected by User: 150 to 67459 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 29/09/22

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

Selected survey days:

Friday 1 days

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

Selected survey types:

Manual count 1 days
 Directional ATC Count 0 days

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

Selected Locations:

Free Standing (PPS6 Out of Town) 1

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

Selected Location Sub Categories:

Industrial Zone 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 X days - Selected
 Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:

Use Class:

Not Known 1 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 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

*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

*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 1 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 1 days

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

LIST OF SITES relevant to selection parameters

1	LE-02-C-01	COMMERCIAL VEHICLE SERVICES	LEICESTERSHIRE
	WYMESWOLD ROAD		
	NEAR LOUGHBOROUGH		
	BURTON ON THE WOLDS		
	Free Standing (PPS6 Out of Town)		
	Industrial Zone		
	Total Gross floor area:	175 sqm	
	Survey date: FRIDAY	17/06/22	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/C - INDUSTRIAL UNIT

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	175	0.571	1	175	0.000	1	175	0.571
06:00 - 07:00	1	175	0.000	1	175	0.000	1	175	0.000
07:00 - 08:00	1	175	0.571	1	175	0.000	1	175	0.571
08:00 - 09:00	1	175	0.000	1	175	0.000	1	175	0.000
09:00 - 10:00	1	175	0.000	1	175	0.000	1	175	0.000
10:00 - 11:00	1	175	0.000	1	175	0.000	1	175	0.000
11:00 - 12:00	1	175	0.000	1	175	0.571	1	175	0.571
12:00 - 13:00	1	175	0.000	1	175	0.000	1	175	0.000
13:00 - 14:00	1	175	0.571	1	175	0.571	1	175	1.142
14:00 - 15:00	1	175	0.571	1	175	1.143	1	175	1.714
15:00 - 16:00	1	175	0.571	1	175	0.000	1	175	0.571
16:00 - 17:00	1	175	0.000	1	175	0.000	1	175	0.000
17:00 - 18:00	1	175	0.571	1	175	0.571	1	175	1.142
18:00 - 19:00	1	175	0.000	1	175	1.143	1	175	1.143
19:00 - 20:00	1	175	0.571	1	175	0.571	1	175	1.142
20:00 - 21:00	1	175	0.000	1	175	0.000	1	175	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.997			4.570			8.567

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.*

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Parameter summary

Trip rate parameter range selected:	175 - 175 (units: sqm)
Survey date date range:	01/01/15 - 29/09/22
Number of weekdays (Monday-Friday):	1
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

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	175	0.000	1	175	0.000	1	175	0.000
06:00 - 07:00	1	175	0.000	1	175	0.000	1	175	0.000
07:00 - 08:00	1	175	0.000	1	175	0.000	1	175	0.000
08:00 - 09:00	1	175	0.000	1	175	0.000	1	175	0.000
09:00 - 10:00	1	175	0.000	1	175	0.000	1	175	0.000
10:00 - 11:00	1	175	0.000	1	175	0.000	1	175	0.000
11:00 - 12:00	1	175	0.000	1	175	0.000	1	175	0.000
12:00 - 13:00	1	175	0.000	1	175	0.000	1	175	0.000
13:00 - 14:00	1	175	0.000	1	175	0.571	1	175	0.571
14:00 - 15:00	1	175	0.571	1	175	0.571	1	175	1.142
15:00 - 16:00	1	175	0.000	1	175	0.000	1	175	0.000
16:00 - 17:00	1	175	0.000	1	175	0.000	1	175	0.000
17:00 - 18:00	1	175	0.000	1	175	0.000	1	175	0.000
18:00 - 19:00	1	175	0.000	1	175	0.000	1	175	0.000
19:00 - 20:00	1	175	0.000	1	175	0.000	1	175	0.000
20:00 - 21:00	1	175	0.000	1	175	0.000	1	175	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.571			1.142			1.713

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/C - INDUSTRIAL UNIT
CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	175	0.000	1	175	0.000	1	175	0.000
06:00 - 07:00	1	175	0.000	1	175	0.000	1	175	0.000
07:00 - 08:00	1	175	0.571	1	175	0.000	1	175	0.571
08:00 - 09:00	1	175	0.000	1	175	0.000	1	175	0.000
09:00 - 10:00	1	175	0.000	1	175	0.000	1	175	0.000
10:00 - 11:00	1	175	0.000	1	175	0.000	1	175	0.000
11:00 - 12:00	1	175	0.000	1	175	0.000	1	175	0.000
12:00 - 13:00	1	175	0.000	1	175	0.000	1	175	0.000
13:00 - 14:00	1	175	0.000	1	175	0.000	1	175	0.000
14:00 - 15:00	1	175	0.000	1	175	0.000	1	175	0.000
15:00 - 16:00	1	175	0.000	1	175	0.000	1	175	0.000
16:00 - 17:00	1	175	0.000	1	175	0.000	1	175	0.000
17:00 - 18:00	1	175	0.571	1	175	0.571	1	175	1.142
18:00 - 19:00	1	175	0.000	1	175	1.143	1	175	1.143
19:00 - 20:00	1	175	0.571	1	175	0.571	1	175	1.142
20:00 - 21:00	1	175	0.000	1	175	0.000	1	175	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.713			2.285			3.998

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

LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	175	0.571	1	175	0.000	1	175	0.571
06:00 - 07:00	1	175	0.000	1	175	0.000	1	175	0.000
07:00 - 08:00	1	175	0.000	1	175	0.000	1	175	0.000
08:00 - 09:00	1	175	0.000	1	175	0.000	1	175	0.000
09:00 - 10:00	1	175	0.000	1	175	0.000	1	175	0.000
10:00 - 11:00	1	175	0.000	1	175	0.000	1	175	0.000
11:00 - 12:00	1	175	0.000	1	175	0.571	1	175	0.571
12:00 - 13:00	1	175	0.000	1	175	0.000	1	175	0.000
13:00 - 14:00	1	175	0.571	1	175	0.000	1	175	0.571
14:00 - 15:00	1	175	0.000	1	175	0.571	1	175	0.571
15:00 - 16:00	1	175	0.571	1	175	0.000	1	175	0.571
16:00 - 17:00	1	175	0.000	1	175	0.000	1	175	0.000
17:00 - 18:00	1	175	0.000	1	175	0.000	1	175	0.000
18:00 - 19:00	1	175	0.000	1	175	0.000	1	175	0.000
19:00 - 20:00	1	175	0.000	1	175	0.000	1	175	0.000
20:00 - 21:00	1	175	0.000	1	175	0.000	1	175	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.713			1.142			2.855

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.