

Appendix 5

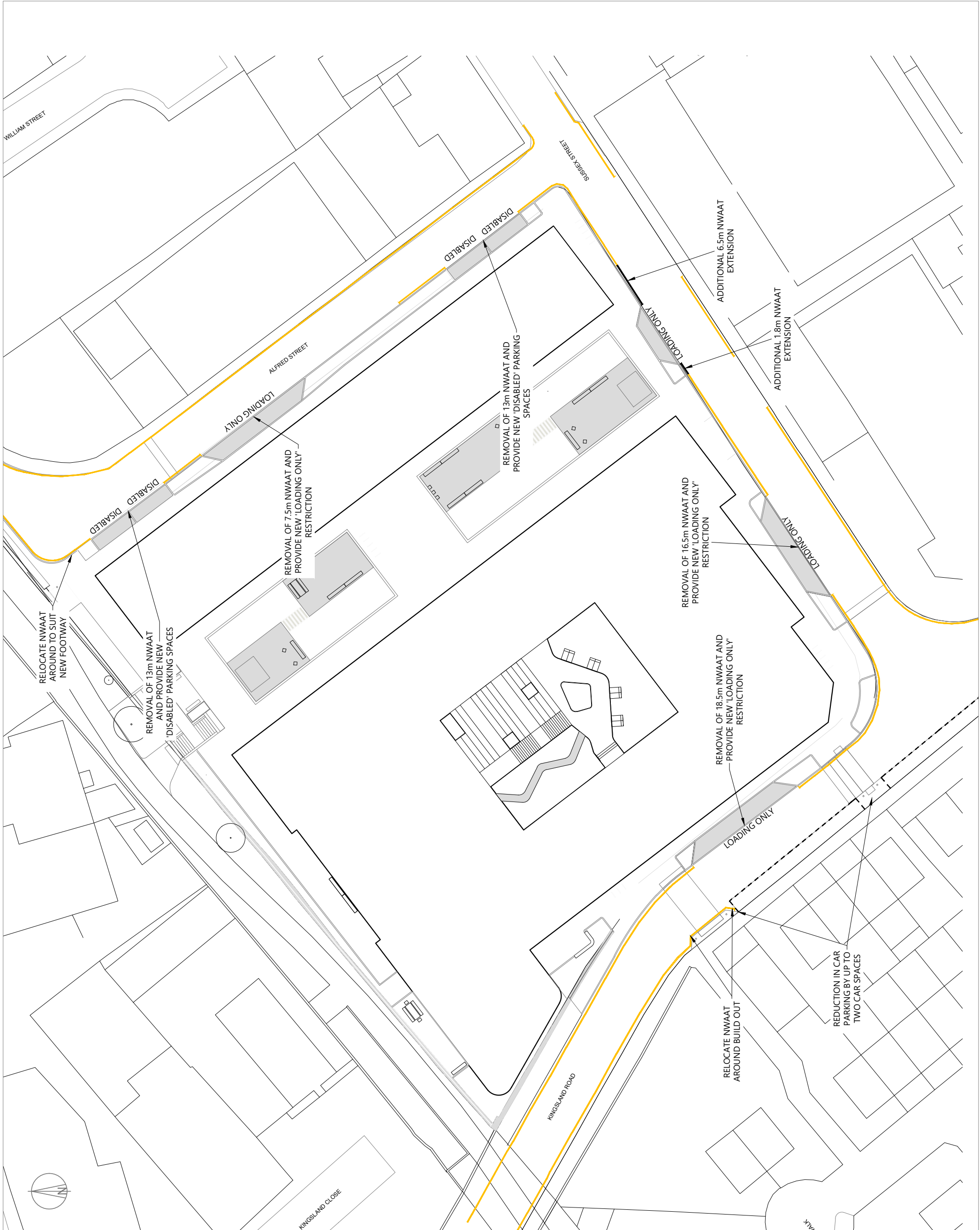
Proposed TRO Amendments

NOTES:
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PRELIMINARY

ISSUE	REASON FOR REVISION	BY	DATE

PROJECT: NEW HENRY STREET BRISTOL		CLIENT: DOMINUS	
PROJECT REF: 22151	DRAWING NUMBER: 03	SCALE (AT A3): 1:500	
SHEET NUMBER: SHEET NUMBER 1 OF 1			
SCALE BAR: 0m 5m 10m 15m			
Highgate Transportation <small>www.highgatetransportation.co.uk First Floor, 43-45 Park Street Bristol BS1 5NL 01179 349 121 © Highgate Transportation Limited</small>			
TITLE: PROPOSED TRO ALTERATIONS		DRAWN BY: FB	CHECKED: DC
DATE: 29.03.23			



Appendix 6

TRICS Report HTp/22151/TN/03/A

TECHNICAL NOTE

PROJECT: New Henry Street

REPORT: 22151/TN/03/A – TRICS Analysis

DATE: November 2023

Introduction

1. Highgate Transportation (HTp) have been appointed to prepare a Transport Statement (TS) in support of a full planning application to Bristol City Council (BCC) for the regeneration of the existing warehouse site between Kingsland Road, Sussex Street, and Alfred Street in St Philips, to provide:
 - i. 705 purpose-built student accommodation bed spaces
 - ii. Maker Space (Class E(g)(iii)) – 1017sqm (Gross Internal Area, GIA)
 - iii. Flexible Industrial Use (Class E(g)(iii) / B8 / Sui Generis) – 114sqm (GIA)
 - iv. Flexible Commercial Space (Class E(b-g)) – 146sqm (GIA)
 - v. Flexible Supermarket / Maker Space (Class E(a) / Class E(g)(iii)) – 468sqm (GIA)
 - vi. A dedicated flexible community space (Ancillary Sui Generis) – 175sqm (GIA)
2. This Technical Note provides TRICS assessment of the proposed land uses listed in points **1(i)** to **(v)** above.

The TRICS Database

3. The TRICS database is recognised as the most appropriate method of providing an indication of the likely number of AM and PM peak hour weekday and daily person multi-modal trip movements forecast to be generated by a wide range of proposed land uses.
4. The database provides a trip rate calculated from surveyed movements each hour across the day at similar sites, including total person movements, together with pedestrian trips and movements by cycle and public transport.
5. The database has been used to calculate a trip rate for the purpose-built student accommodation, commercial/maker space, and the small supermarket space. This is set out together with the forecast number of multi-modal trips.
6. Each TRICS assessment used the following parameters:
 - i. Multi-modal surveys;
 - ii. All regions GB, excluding Ireland;
 - iii. Town centre; and
 - iv. Weekday surveys only.

Purpose-Built Student Accommodation (705 Bedspaces)

7. A TRICS assessment has been carried out using the “03 Residential / G Student Accommodation” dataset for multi-modal surveys of student accommodation up to 1,100 bedrooms (residents).
8. The search returned two surveys and the trip rates are summarised in **Table 1**, with the number of multi-modal trips generated by the proposed student accommodation use summarised by **Table 2**. The TRICS output file for the proposed purpose-built student accommodation land use is included as **Appendix 1**.

Table 1 – Trip rates for proposed purpose-built student accommodation

	Trip Rates (per bedroom)				Daily
	AM Peak Hour (0800-0900)		PM Peak Hour (1700-1800)		
	Arrival	Departure	Arrival	Departure	
Total Person	0.014	0.131	0.112	0.061	1.902
Pedestrian	0.005	0.062	0.054	0.002	0.917
Cyclist	0.001	0.001	0.001	0.001	0.026
Vehicles	0.001	0.001	0.003	0.003	0.098
Public Transport	0.006	0.067	0.054	0.028	0.878

Table 2 – Trip generation for proposed purpose-built student accommodation

	Trips Generated (705 beds)				Daily
	AM Peak Hour (0800-0900)		PM Peak Hour (1700-1800)		
	Arrival	Departure	Arrival	Departure	
Total Person	10	92	79	43	1,341
Pedestrian	4	44	38	1	646
Cyclist	1	1	1	1	18
Vehicles	1	1	2	2	69
Public Transport	4	47	38	20	619

9. **Table 2** confirms that up to around 48 pedestrian movements and around 51 public transport movements may be made in the busiest peak hour, with up to around 1,341 total person movements per day.
10. The proposed purpose-built student accommodation is forecast to generate up to two, two-way vehicular movements during the AM peak hour and up to four, two-way vehicular trips during the PM peak hour.
11. Clearly, given the sites location and proximity to the walking and cycling route, some of the forecast vehicle trips may be made by walking, cycling, and public transport.

Flexible Commercial/Maker Space/Industrial/Sui Generis (1,277sqm)

12. A TRICS assessment has been carried out using the "02 Employment / A Office" dataset for multi-modal surveys of up to 5,000sqm. It is considered that this is a robust assessment given the types of units proposed.
13. The search returned six surveys and the trip rates are summarised in **Table 3**, with the number of multi-modal trips attracted by the proposed commercial/maker space summarised by **Table 4**. The TRICS output file for the proposed employment space land use is included as **Appendix 2**.

Table 3 – Trip rates for proposed commercial/maker space

	Trip Rates (per 100sqm)				Daily
	AM Peak Hour (0800-0900)		PM Peak Hour (1700-1800)		
	Arrival	Departure	Arrival	Departure	
Total Person	2.024	0.149	0.229	2.144	32.773
Pedestrian	0.401	0.092	0.138	0.505	16.507
Cyclist	0.029	0.000	0.000	0.029	0.361
Vehicles	0.522	0.052	0.080	0.424	6.573
Public Transport	1.021	0.040	0.023	1.089	8.785

Table 4 – Trip attraction for the proposed commercial/maker space

	Trips Attracted (1,277sqm)				Daily
	AM Peak Hour (0800-0900)		PM Peak Hour (1700-1800)		
	Arrival	Departure	Arrival	Departure	
Total Person	26	2	3	27	419
Pedestrian	5	1	2	6	211
Cyclist	0	0	0	0	5
Vehicles	7	1	1	5	84
Public Transport	13	1	0	14	112

14. **Table 4** confirms that up to around six pedestrian movements and around 14 public transport movements may be made in the busiest peak hour, with up to around 419 total person movements per day.
15. The proposed flexible commercial/maker space/industrial/sui generis land uses are forecast to attract up to eight, two-way vehicular movements during the AM peak hour and up to six, two-way vehicular movements during the PM peak hour.
16. However, given the site location and the car-free development, it is expected that the number of vehicle movements in the peak hours as well as daily will be much lower in reality.

Flexible Supermarket/Maker Space (468sqm)

17. A TRICS assessment has been carried out using the “01 Retail / O Convenience Store” dataset for multi-modal surveys of up to 1,056sqm, to provide a robust assessment for this flexible land use.
18. The search returned eight surveys and the trip rates are summarised in **Table 5**, with the number of multi-modal trips attracted by the proposed local grocery shop summarised by **Table 6**. The TRICS output file for the proposed local grocery shop land use is included as **Appendix 3**.

Table 5 – Trip rates for proposed local grocery shop

	Trip Rates (per 100sqm)				Daily
	AM Peak Hour (0800-0900)		PM Peak Hour (1700-1800)		
	Arrival	Departure	Arrival	Departure	
Total Person	19.139	18.405	35.183	34.131	883.283
Pedestrian	8.963	14.514	25.869	25.359	664.727
Cyclist	0.351	0.351	0.191	0.225	7.618
Vehicles	1.212	1.116	2.360	2.329	62.999
Public Transport	8.485	2.329	5.965	5.359	131.809

Table 6 – Trip attraction for proposed local grocery shop

	Trips Attracted (468sqm)				Daily
	AM Peak Hour (0800-0900)		PM Peak Hour (1700-1800)		
	Arrival	Departure	Arrival	Departure	
Total Person	90	86	165	160	4,134
Pedestrian	42	68	121	119	3,111
Cyclist	2	2	1	1	36
Vehicles	6	5	11	11	295
Public Transport	40	11	28	25	617

19. **Table 6** confirms that up to around 240 pedestrian movements and around 53 public transport movements may be made in the busiest peak hour, with up to around 4,134 total person movements.
20. The proposed flexible supermarket/maker space is forecast to attract up to 11, two-way vehicular movements during the AM peak hour and up to 22, two-way vehicular movements during the PM peak hour.
21. However, given the site location and the car-free development, it is expected that the number of vehicle movements in the peak hours as well as daily will be much lower in reality

Summary

22. **Table 8** provides a summary of the multi-modal trips forecast to be attracted in total by the land uses assessed in TRICS.

Table 8 – Summary of daily multi-modal trips

Mode of Transport	Trips
Total Person	5,894
Pedestrian	3,968
Cyclist	59
Vehicles	448
Public Transport	1,348

23. **Table 8** confirms that most trips attracted daily by the application proposals (5,375) will be via sustainable modes of travel. Considering the zero parking provision for this site, it is likely that the forecast level of vehicle trips will be lower than shown in **Table 8**.

Appendix 1

TRICS Output File – Proposed Student Accommodation Land Use

Calculation Reference: AUDIT-355901-230317-0308

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : G - STUDENT ACCOMMODATION
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	LB LAMBETH	1 days
05	EAST MIDLANDS	
	DY DERBY	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: Number of residents
 Actual Range: 350 to 1100 (units:)
 Range Selected by User: 15 to 1100 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 25/06/21

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

Selected survey days:

Tuesday	1 days
Wednesday	1 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	2
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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:

Built-Up Zone	2
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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:

C3 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@.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000 1 days

50,001 to 100,000 1 days

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

Population within 5 miles:

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:

0.5 or Less 1 days

1.1 to 1.5 1 days

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

Travel Plan:

No 2 days

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

PTAL Rating:

No PTAL Present 1 days

6b (High) Excellent 1 days

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

LIST OF SITES relevant to selection parameters

1	DY-03-G-02	STUDENT ACCOMMODATION	DERBY
	CATHEDRAL ROAD DERBY		
	Town Centre Built-Up Zone		
	Total Number of residents:	350	
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL
2	LB-03-G-02	STUDENT FLATS	LAMBETH
	WESTMINSTER BRIDGE RD LAMBETH		
	Town Centre Built-Up Zone		
	Total Number of residents:	1100	
	Survey date: TUESDAY	27/11/18	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 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 19.05

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	725	0.001	2	725	0.001	2	725	0.002
08:00 - 09:00	2	725	0.001	2	725	0.001	2	725	0.002
09:00 - 10:00	2	725	0.001	2	725	0.000	2	725	0.001
10:00 - 11:00	2	725	0.003	2	725	0.003	2	725	0.006
11:00 - 12:00	2	725	0.003	2	725	0.004	2	725	0.007
12:00 - 13:00	2	725	0.003	2	725	0.006	2	725	0.009
13:00 - 14:00	2	725	0.006	2	725	0.005	2	725	0.011
14:00 - 15:00	2	725	0.004	2	725	0.005	2	725	0.009
15:00 - 16:00	2	725	0.005	2	725	0.005	2	725	0.010
16:00 - 17:00	2	725	0.004	2	725	0.005	2	725	0.009
17:00 - 18:00	2	725	0.003	2	725	0.003	2	725	0.006
18:00 - 19:00	2	725	0.003	2	725	0.003	2	725	0.006
19:00 - 20:00	2	725	0.004	2	725	0.003	2	725	0.007
20:00 - 21:00	2	725	0.006	2	725	0.007	2	725	0.013
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.047			0.051			0.098

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: 350 - 1100 (units:)
Survey date date range: 01/01/14 - 25/06/21
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 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL TAXIS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	725	0.000	2	725	0.000	2	725	0.000
08:00 - 09:00	2	725	0.000	2	725	0.000	2	725	0.000
09:00 - 10:00	2	725	0.000	2	725	0.000	2	725	0.000
10:00 - 11:00	2	725	0.001	2	725	0.001	2	725	0.002
11:00 - 12:00	2	725	0.001	2	725	0.001	2	725	0.002
12:00 - 13:00	2	725	0.003	2	725	0.003	2	725	0.006
13:00 - 14:00	2	725	0.001	2	725	0.001	2	725	0.002
14:00 - 15:00	2	725	0.000	2	725	0.000	2	725	0.000
15:00 - 16:00	2	725	0.002	2	725	0.002	2	725	0.004
16:00 - 17:00	2	725	0.001	2	725	0.001	2	725	0.002
17:00 - 18:00	2	725	0.002	2	725	0.002	2	725	0.004
18:00 - 19:00	2	725	0.003	2	725	0.003	2	725	0.006
19:00 - 20:00	2	725	0.003	2	725	0.003	2	725	0.006
20:00 - 21:00	2	725	0.006	2	725	0.006	2	725	0.012
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.023			0.023			0.046

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 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL OGVS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	725	0.001	2	725	0.001	2	725	0.002
08:00 - 09:00	2	725	0.000	2	725	0.000	2	725	0.000
09:00 - 10:00	2	725	0.000	2	725	0.000	2	725	0.000
10:00 - 11:00	2	725	0.000	2	725	0.000	2	725	0.000
11:00 - 12:00	2	725	0.000	2	725	0.000	2	725	0.000
12:00 - 13:00	2	725	0.000	2	725	0.000	2	725	0.000
13:00 - 14:00	2	725	0.000	2	725	0.000	2	725	0.000
14:00 - 15:00	2	725	0.000	2	725	0.000	2	725	0.000
15:00 - 16:00	2	725	0.000	2	725	0.000	2	725	0.000
16:00 - 17:00	2	725	0.000	2	725	0.000	2	725	0.000
17:00 - 18:00	2	725	0.000	2	725	0.000	2	725	0.000
18:00 - 19:00	2	725	0.000	2	725	0.000	2	725	0.000
19:00 - 20:00	2	725	0.000	2	725	0.000	2	725	0.000
20:00 - 21:00	2	725	0.000	2	725	0.000	2	725	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.001			0.002

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
 MULTI-MODAL CYCLISTS
 Calculation factor: 1 RESIDE
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	725	0.000	2	725	0.000	2	725	0.000
08:00 - 09:00	2	725	0.001	2	725	0.001	2	725	0.002
09:00 - 10:00	2	725	0.000	2	725	0.001	2	725	0.001
10:00 - 11:00	2	725	0.000	2	725	0.001	2	725	0.001
11:00 - 12:00	2	725	0.001	2	725	0.003	2	725	0.004
12:00 - 13:00	2	725	0.000	2	725	0.001	2	725	0.001
13:00 - 14:00	2	725	0.001	2	725	0.001	2	725	0.002
14:00 - 15:00	2	725	0.001	2	725	0.001	2	725	0.002
15:00 - 16:00	2	725	0.001	2	725	0.001	2	725	0.002
16:00 - 17:00	2	725	0.001	2	725	0.000	2	725	0.001
17:00 - 18:00	2	725	0.001	2	725	0.001	2	725	0.002
18:00 - 19:00	2	725	0.003	2	725	0.002	2	725	0.005
19:00 - 20:00	2	725	0.000	2	725	0.001	2	725	0.001
20:00 - 21:00	2	725	0.001	2	725	0.001	2	725	0.002
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.011			0.015			0.026

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 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
 MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 1 RESIDE
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	725	0.001	2	725	0.001	2	725	0.002
08:00 - 09:00	2	725	0.001	2	725	0.001	2	725	0.002
09:00 - 10:00	2	725	0.001	2	725	0.000	2	725	0.001
10:00 - 11:00	2	725	0.003	2	725	0.002	2	725	0.005
11:00 - 12:00	2	725	0.004	2	725	0.004	2	725	0.008
12:00 - 13:00	2	725	0.003	2	725	0.003	2	725	0.006
13:00 - 14:00	2	725	0.004	2	725	0.005	2	725	0.009
14:00 - 15:00	2	725	0.004	2	725	0.005	2	725	0.009
15:00 - 16:00	2	725	0.006	2	725	0.005	2	725	0.011
16:00 - 17:00	2	725	0.003	2	725	0.004	2	725	0.007
17:00 - 18:00	2	725	0.003	2	725	0.001	2	725	0.004
18:00 - 19:00	2	725	0.003	2	725	0.001	2	725	0.004
19:00 - 20:00	2	725	0.004	2	725	0.001	2	725	0.005
20:00 - 21:00	2	725	0.007	2	725	0.002	2	725	0.009
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.047			0.035			0.082

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 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	725	0.006	2	725	0.008	2	725	0.014
08:00 - 09:00	2	725	0.005	2	725	0.062	2	725	0.067
09:00 - 10:00	2	725	0.003	2	725	0.046	2	725	0.049
10:00 - 11:00	2	725	0.007	2	725	0.044	2	725	0.051
11:00 - 12:00	2	725	0.016	2	725	0.037	2	725	0.053
12:00 - 13:00	2	725	0.031	2	725	0.037	2	725	0.068
13:00 - 14:00	2	725	0.037	2	725	0.042	2	725	0.079
14:00 - 15:00	2	725	0.030	2	725	0.037	2	725	0.067
15:00 - 16:00	2	725	0.058	2	725	0.029	2	725	0.087
16:00 - 17:00	2	725	0.052	2	725	0.021	2	725	0.073
17:00 - 18:00	2	725	0.054	2	725	0.032	2	725	0.086
18:00 - 19:00	2	725	0.056	2	725	0.028	2	725	0.084
19:00 - 20:00	2	725	0.038	2	725	0.022	2	725	0.060
20:00 - 21:00	2	725	0.054	2	725	0.025	2	725	0.079
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.447			0.470			0.917

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 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	725	0.002	2	725	0.002	2	725	0.004
08:00 - 09:00	2	725	0.005	2	725	0.052	2	725	0.057
09:00 - 10:00	2	725	0.003	2	725	0.037	2	725	0.040
10:00 - 11:00	2	725	0.006	2	725	0.031	2	725	0.037
11:00 - 12:00	2	725	0.017	2	725	0.021	2	725	0.038
12:00 - 13:00	2	725	0.019	2	725	0.035	2	725	0.054
13:00 - 14:00	2	725	0.023	2	725	0.028	2	725	0.051
14:00 - 15:00	2	725	0.026	2	725	0.023	2	725	0.049
15:00 - 16:00	2	725	0.038	2	725	0.018	2	725	0.056
16:00 - 17:00	2	725	0.028	2	725	0.014	2	725	0.042
17:00 - 18:00	2	725	0.041	2	725	0.018	2	725	0.059
18:00 - 19:00	2	725	0.028	2	725	0.022	2	725	0.050
19:00 - 20:00	2	725	0.034	2	725	0.013	2	725	0.047
20:00 - 21:00	2	725	0.034	2	725	0.012	2	725	0.046
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.304			0.326			0.630

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 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	725	0.006	2	725	0.007	2	725	0.013
08:00 - 09:00	2	725	0.001	2	725	0.014	2	725	0.015
09:00 - 10:00	2	725	0.006	2	725	0.011	2	725	0.017
10:00 - 11:00	2	725	0.009	2	725	0.013	2	725	0.022
11:00 - 12:00	2	725	0.004	2	725	0.008	2	725	0.012
12:00 - 13:00	2	725	0.008	2	725	0.006	2	725	0.014
13:00 - 14:00	2	725	0.011	2	725	0.010	2	725	0.021
14:00 - 15:00	2	725	0.009	2	725	0.012	2	725	0.021
15:00 - 16:00	2	725	0.007	2	725	0.009	2	725	0.016
16:00 - 17:00	2	725	0.012	2	725	0.008	2	725	0.020
17:00 - 18:00	2	725	0.013	2	725	0.010	2	725	0.023
18:00 - 19:00	2	725	0.011	2	725	0.006	2	725	0.017
19:00 - 20:00	2	725	0.009	2	725	0.005	2	725	0.014
20:00 - 21:00	2	725	0.021	2	725	0.006	2	725	0.027
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.127			0.125			0.252

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 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	725	0.008	2	725	0.009	2	725	0.017
08:00 - 09:00	2	725	0.006	2	725	0.067	2	725	0.073
09:00 - 10:00	2	725	0.008	2	725	0.048	2	725	0.056
10:00 - 11:00	2	725	0.014	2	725	0.044	2	725	0.058
11:00 - 12:00	2	725	0.021	2	725	0.028	2	725	0.049
12:00 - 13:00	2	725	0.027	2	725	0.041	2	725	0.068
13:00 - 14:00	2	725	0.034	2	725	0.038	2	725	0.072
14:00 - 15:00	2	725	0.034	2	725	0.034	2	725	0.068
15:00 - 16:00	2	725	0.045	2	725	0.027	2	725	0.072
16:00 - 17:00	2	725	0.039	2	725	0.021	2	725	0.060
17:00 - 18:00	2	725	0.054	2	725	0.028	2	725	0.082
18:00 - 19:00	2	725	0.039	2	725	0.028	2	725	0.067
19:00 - 20:00	2	725	0.043	2	725	0.018	2	725	0.061
20:00 - 21:00	2	725	0.056	2	725	0.019	2	725	0.075
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.428			0.450			0.878

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 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 19.05

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	725	0.014	2	725	0.018	2	725	0.032
08:00 - 09:00	2	725	0.014	2	725	0.131	2	725	0.145
09:00 - 10:00	2	725	0.013	2	725	0.094	2	725	0.107
10:00 - 11:00	2	725	0.024	2	725	0.091	2	725	0.115
11:00 - 12:00	2	725	0.041	2	725	0.072	2	725	0.113
12:00 - 13:00	2	725	0.061	2	725	0.082	2	725	0.143
13:00 - 14:00	2	725	0.076	2	725	0.086	2	725	0.162
14:00 - 15:00	2	725	0.069	2	725	0.077	2	725	0.146
15:00 - 16:00	2	725	0.110	2	725	0.061	2	725	0.171
16:00 - 17:00	2	725	0.097	2	725	0.046	2	725	0.143
17:00 - 18:00	2	725	0.112	2	725	0.061	2	725	0.173
18:00 - 19:00	2	725	0.102	2	725	0.060	2	725	0.162
19:00 - 20:00	2	725	0.085	2	725	0.041	2	725	0.126
20:00 - 21:00	2	725	0.117	2	725	0.047	2	725	0.164
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.935			0.967			1.902

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL CARS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	725	0.000	2	725	0.000	2	725	0.000
08:00 - 09:00	2	725	0.001	2	725	0.000	2	725	0.001
09:00 - 10:00	2	725	0.001	2	725	0.000	2	725	0.001
10:00 - 11:00	2	725	0.000	2	725	0.000	2	725	0.000
11:00 - 12:00	2	725	0.000	2	725	0.000	2	725	0.000
12:00 - 13:00	2	725	0.000	2	725	0.001	2	725	0.001
13:00 - 14:00	2	725	0.000	2	725	0.000	2	725	0.000
14:00 - 15:00	2	725	0.000	2	725	0.000	2	725	0.000
15:00 - 16:00	2	725	0.000	2	725	0.000	2	725	0.000
16:00 - 17:00	2	725	0.001	2	725	0.002	2	725	0.003
17:00 - 18:00	2	725	0.000	2	725	0.000	2	725	0.000
18:00 - 19:00	2	725	0.000	2	725	0.000	2	725	0.000
19:00 - 20:00	2	725	0.000	2	725	0.000	2	725	0.000
20:00 - 21:00	2	725	0.000	2	725	0.000	2	725	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.003			0.003			0.006

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 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL LGVS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	725	0.001	2	725	0.001	2	725	0.002
08:00 - 09:00	2	725	0.001	2	725	0.001	2	725	0.002
09:00 - 10:00	2	725	0.001	2	725	0.000	2	725	0.001
10:00 - 11:00	2	725	0.002	2	725	0.001	2	725	0.003
11:00 - 12:00	2	725	0.002	2	725	0.003	2	725	0.005
12:00 - 13:00	2	725	0.001	2	725	0.001	2	725	0.002
13:00 - 14:00	2	725	0.003	2	725	0.002	2	725	0.005
14:00 - 15:00	2	725	0.003	2	725	0.003	2	725	0.006
15:00 - 16:00	2	725	0.003	2	725	0.003	2	725	0.006
16:00 - 17:00	2	725	0.001	2	725	0.001	2	725	0.002
17:00 - 18:00	2	725	0.001	2	725	0.001	2	725	0.002
18:00 - 19:00	2	725	0.000	2	725	0.000	2	725	0.000
19:00 - 20:00	2	725	0.001	2	725	0.001	2	725	0.002
20:00 - 21:00	2	725	0.001	2	725	0.001	2	725	0.002
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.021			0.019			0.040

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 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL MOTOR CYCLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	725	0.000	2	725	0.000	2	725	0.000
08:00 - 09:00	2	725	0.000	2	725	0.000	2	725	0.000
09:00 - 10:00	2	725	0.000	2	725	0.000	2	725	0.000
10:00 - 11:00	2	725	0.000	2	725	0.000	2	725	0.000
11:00 - 12:00	2	725	0.000	2	725	0.000	2	725	0.000
12:00 - 13:00	2	725	0.000	2	725	0.000	2	725	0.000
13:00 - 14:00	2	725	0.001	2	725	0.001	2	725	0.002
14:00 - 15:00	2	725	0.001	2	725	0.001	2	725	0.002
15:00 - 16:00	2	725	0.000	2	725	0.000	2	725	0.000
16:00 - 17:00	2	725	0.000	2	725	0.000	2	725	0.000
17:00 - 18:00	2	725	0.000	2	725	0.000	2	725	0.000
18:00 - 19:00	2	725	0.000	2	725	0.000	2	725	0.000
19:00 - 20:00	2	725	0.000	2	725	0.000	2	725	0.000
20:00 - 21:00	2	725	0.000	2	725	0.000	2	725	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.002			0.004

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 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL Servicing Vehicles

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	725	0.001	2	725	0.001	2	725	0.002
08:00 - 09:00	2	725	0.001	2	725	0.001	2	725	0.002
09:00 - 10:00	2	725	0.001	2	725	0.000	2	725	0.001
10:00 - 11:00	2	725	0.002	2	725	0.001	2	725	0.003
11:00 - 12:00	2	725	0.002	2	725	0.003	2	725	0.005
12:00 - 13:00	2	725	0.001	2	725	0.003	2	725	0.004
13:00 - 14:00	2	725	0.003	2	725	0.002	2	725	0.005
14:00 - 15:00	2	725	0.003	2	725	0.003	2	725	0.006
15:00 - 16:00	2	725	0.003	2	725	0.003	2	725	0.006
16:00 - 17:00	2	725	0.003	2	725	0.003	2	725	0.006
17:00 - 18:00	2	725	0.001	2	725	0.001	2	725	0.002
18:00 - 19:00	2	725	0.000	2	725	0.000	2	725	0.000
19:00 - 20:00	2	725	0.001	2	725	0.001	2	725	0.002
20:00 - 21:00	2	725	0.001	2	725	0.001	2	725	0.002
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.023			0.023			0.046

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

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

Appendix 2

TRICS Output File – Proposed Commercial/Maker Space Land Use

Calculation Reference: AUDIT-355901-230317-0342

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	HM HAMMERSMITH AND FULHAM	1 days
	LB LAMBETH	1 days
02	SOUTH EAST	
	SO SLOUGH	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	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: 1800 to 4500 (units: sqm)
 Range Selected by User: 178 to 5000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 17/05/22

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

Selected survey days:

Monday	3 days
Tuesday	1 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	6 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	6
-------------	---

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:

Built-Up Zone	4
High Street	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	2 days - Selected
Servicing vehicles Excluded	4 days - Selected

Secondary Filtering selection:

Use Class:

Not Known 6 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

Population within 1 mile:

25,001 to 50,000 3 days

50,001 to 100,000 3 days

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

Population within 5 miles:

125,001 to 250,000 1 days

250,001 to 500,000 1 days

500,001 or More 4 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 5 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:

Yes 1 days

No 5 days

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

PTAL Rating:

No PTAL Present 4 days

6a Excellent 1 days

6b (High) Excellent 1 days

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

LIST OF SITES relevant to selection parameters

1	EB-02-A-06 ST ANDREW SQUARE EDINBURGH	REGUS OFFICES		CITY OF EDINBURGH
	Town Centre Built-Up Zone Total Gross floor area:		4500 sqm	
	<i>Survey date: WEDNESDAY</i>		<i>16/03/16</i>	<i>Survey Type: MANUAL</i>
2	GM-02-A-08 FOUNTAIN STREET MANCHESTER	REGUS		GREATER MANCHESTER
	Town Centre Built-Up Zone Total Gross floor area:		3960 sqm	
	<i>Survey date: MONDAY</i>		<i>26/09/16</i>	<i>Survey Type: MANUAL</i>
3	HM-02-A-01 QUEEN CAROLINE STREET HAMMERSMITH	REGUS OFFICES		HAMMERSMITH AND FULHAM
	Town Centre Built-Up Zone Total Gross floor area:		2036 sqm	
	<i>Survey date: MONDAY</i>		<i>13/11/17</i>	<i>Survey Type: MANUAL</i>
4	LB-02-A-02 STREATHAM HIGH ROAD STREATHAM	MUSIC COMPANY		LAMBETH
	Town Centre High Street Total Gross floor area:		3054 sqm	
	<i>Survey date: TUESDAY</i>		<i>05/11/19</i>	<i>Survey Type: MANUAL</i>
5	SO-02-A-01 HIGH STREET SLOUGH	COUNCIL OFFICES		SLOUGH
	Town Centre High Street Total Gross floor area:		1800 sqm	
	<i>Survey date: THURSDAY</i>		<i>27/02/14</i>	<i>Survey Type: MANUAL</i>
6	TW-02-A-07 MULGRAVE TERRACE GATESHEAD	OFFICES		TYNE & WEAR
	Town Centre Built-Up Zone Total Gross floor area:		2090 sqm	
	<i>Survey date: MONDAY</i>		<i>13/06/16</i>	<i>Survey Type: MANUAL</i>

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): 4.99

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	2907	0.149	6	2907	0.029	6	2907	0.178
08:00 - 09:00	6	2907	0.522	6	2907	0.052	6	2907	0.574
09:00 - 10:00	6	2907	0.516	6	2907	0.143	6	2907	0.659
10:00 - 11:00	6	2907	0.510	6	2907	0.436	6	2907	0.946
11:00 - 12:00	6	2907	0.367	6	2907	0.247	6	2907	0.614
12:00 - 13:00	6	2907	0.264	6	2907	0.235	6	2907	0.499
13:00 - 14:00	6	2907	0.258	6	2907	0.241	6	2907	0.499
14:00 - 15:00	6	2907	0.229	6	2907	0.264	6	2907	0.493
15:00 - 16:00	6	2907	0.195	6	2907	0.356	6	2907	0.551
16:00 - 17:00	6	2907	0.195	6	2907	0.505	6	2907	0.700
17:00 - 18:00	6	2907	0.080	6	2907	0.424	6	2907	0.504
18:00 - 19:00	6	2907	0.046	6	2907	0.310	6	2907	0.356
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.331			3.242			6.573

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:	1800 - 4500 (units: sqm)
Survey date date range:	01/01/14 - 17/05/22
Number of weekdays (Monday-Friday):	6
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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	2907	0.000	6	2907	0.000	6	2907	0.000
08:00 - 09:00	6	2907	0.017	6	2907	0.017	6	2907	0.034
09:00 - 10:00	6	2907	0.011	6	2907	0.011	6	2907	0.022
10:00 - 11:00	6	2907	0.040	6	2907	0.040	6	2907	0.080
11:00 - 12:00	6	2907	0.011	6	2907	0.006	6	2907	0.017
12:00 - 13:00	6	2907	0.023	6	2907	0.029	6	2907	0.052
13:00 - 14:00	6	2907	0.011	6	2907	0.011	6	2907	0.022
14:00 - 15:00	6	2907	0.034	6	2907	0.034	6	2907	0.068
15:00 - 16:00	6	2907	0.000	6	2907	0.000	6	2907	0.000
16:00 - 17:00	6	2907	0.011	6	2907	0.011	6	2907	0.022
17:00 - 18:00	6	2907	0.006	6	2907	0.000	6	2907	0.006
18:00 - 19:00	6	2907	0.011	6	2907	0.011	6	2907	0.022
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.175			0.170			0.345

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	2907	0.000	6	2907	0.000	6	2907	0.000
08:00 - 09:00	6	2907	0.006	6	2907	0.006	6	2907	0.012
09:00 - 10:00	6	2907	0.000	6	2907	0.000	6	2907	0.000
10:00 - 11:00	6	2907	0.000	6	2907	0.000	6	2907	0.000
11:00 - 12:00	6	2907	0.000	6	2907	0.000	6	2907	0.000
12:00 - 13:00	6	2907	0.000	6	2907	0.000	6	2907	0.000
13:00 - 14:00	6	2907	0.000	6	2907	0.000	6	2907	0.000
14:00 - 15:00	6	2907	0.000	6	2907	0.000	6	2907	0.000
15:00 - 16:00	6	2907	0.000	6	2907	0.000	6	2907	0.000
16:00 - 17:00	6	2907	0.000	6	2907	0.000	6	2907	0.000
17:00 - 18:00	6	2907	0.000	6	2907	0.000	6	2907	0.000
18:00 - 19:00	6	2907	0.000	6	2907	0.000	6	2907	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.006			0.012

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	2907	0.017	6	2907	0.000	6	2907	0.017
08:00 - 09:00	6	2907	0.029	6	2907	0.000	6	2907	0.029
09:00 - 10:00	6	2907	0.023	6	2907	0.000	6	2907	0.023
10:00 - 11:00	6	2907	0.023	6	2907	0.017	6	2907	0.040
11:00 - 12:00	6	2907	0.029	6	2907	0.011	6	2907	0.040
12:00 - 13:00	6	2907	0.006	6	2907	0.017	6	2907	0.023
13:00 - 14:00	6	2907	0.034	6	2907	0.006	6	2907	0.040
14:00 - 15:00	6	2907	0.011	6	2907	0.017	6	2907	0.028
15:00 - 16:00	6	2907	0.006	6	2907	0.029	6	2907	0.035
16:00 - 17:00	6	2907	0.011	6	2907	0.017	6	2907	0.028
17:00 - 18:00	6	2907	0.000	6	2907	0.029	6	2907	0.029
18:00 - 19:00	6	2907	0.000	6	2907	0.029	6	2907	0.029
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.189			0.172			0.361

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	2907	0.166	6	2907	0.034	6	2907	0.200
08:00 - 09:00	6	2907	0.573	6	2907	0.017	6	2907	0.590
09:00 - 10:00	6	2907	0.585	6	2907	0.092	6	2907	0.677
10:00 - 11:00	6	2907	0.533	6	2907	0.327	6	2907	0.860
11:00 - 12:00	6	2907	0.453	6	2907	0.247	6	2907	0.700
12:00 - 13:00	6	2907	0.338	6	2907	0.298	6	2907	0.636
13:00 - 14:00	6	2907	0.292	6	2907	0.275	6	2907	0.567
14:00 - 15:00	6	2907	0.247	6	2907	0.298	6	2907	0.545
15:00 - 16:00	6	2907	0.241	6	2907	0.401	6	2907	0.642
16:00 - 17:00	6	2907	0.178	6	2907	0.591	6	2907	0.769
17:00 - 18:00	6	2907	0.069	6	2907	0.522	6	2907	0.591
18:00 - 19:00	6	2907	0.006	6	2907	0.338	6	2907	0.344
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.681			3.440			7.121

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

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

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	2907	0.224	6	2907	0.029	6	2907	0.253
08:00 - 09:00	6	2907	0.401	6	2907	0.092	6	2907	0.493
09:00 - 10:00	6	2907	0.390	6	2907	0.189	6	2907	0.579
10:00 - 11:00	6	2907	0.883	6	2907	0.642	6	2907	1.525
11:00 - 12:00	6	2907	0.854	6	2907	1.095	6	2907	1.949
12:00 - 13:00	6	2907	1.330	6	2907	1.909	6	2907	3.239
13:00 - 14:00	6	2907	1.795	6	2907	1.519	6	2907	3.314
14:00 - 15:00	6	2907	0.986	6	2907	0.786	6	2907	1.772
15:00 - 16:00	6	2907	0.585	6	2907	0.619	6	2907	1.204
16:00 - 17:00	6	2907	0.396	6	2907	0.751	6	2907	1.147
17:00 - 18:00	6	2907	0.138	6	2907	0.505	6	2907	0.643
18:00 - 19:00	6	2907	0.011	6	2907	0.378	6	2907	0.389
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.993			8.514			16.507

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	2907	0.149	6	2907	0.017	6	2907	0.166
08:00 - 09:00	6	2907	0.522	6	2907	0.029	6	2907	0.551
09:00 - 10:00	6	2907	0.677	6	2907	0.052	6	2907	0.729
10:00 - 11:00	6	2907	0.275	6	2907	0.161	6	2907	0.436
11:00 - 12:00	6	2907	0.269	6	2907	0.269	6	2907	0.538
12:00 - 13:00	6	2907	0.212	6	2907	0.338	6	2907	0.550
13:00 - 14:00	6	2907	0.235	6	2907	0.258	6	2907	0.493
14:00 - 15:00	6	2907	0.229	6	2907	0.161	6	2907	0.390
15:00 - 16:00	6	2907	0.097	6	2907	0.206	6	2907	0.303
16:00 - 17:00	6	2907	0.092	6	2907	0.344	6	2907	0.436
17:00 - 18:00	6	2907	0.023	6	2907	0.562	6	2907	0.585
18:00 - 19:00	6	2907	0.000	6	2907	0.229	6	2907	0.229
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.780			2.626			5.406

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	2907	0.206	6	2907	0.000	6	2907	0.206
08:00 - 09:00	6	2907	0.499	6	2907	0.011	6	2907	0.510
09:00 - 10:00	6	2907	0.384	6	2907	0.063	6	2907	0.447
10:00 - 11:00	6	2907	0.155	6	2907	0.029	6	2907	0.184
11:00 - 12:00	6	2907	0.120	6	2907	0.034	6	2907	0.154
12:00 - 13:00	6	2907	0.115	6	2907	0.092	6	2907	0.207
13:00 - 14:00	6	2907	0.109	6	2907	0.063	6	2907	0.172
14:00 - 15:00	6	2907	0.126	6	2907	0.103	6	2907	0.229
15:00 - 16:00	6	2907	0.069	6	2907	0.097	6	2907	0.166
16:00 - 17:00	6	2907	0.057	6	2907	0.292	6	2907	0.349
17:00 - 18:00	6	2907	0.000	6	2907	0.528	6	2907	0.528
18:00 - 19:00	6	2907	0.000	6	2907	0.201	6	2907	0.201
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.840			1.513			3.353

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 COACH PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	2907	0.000	6	2907	0.000	6	2907	0.000
08:00 - 09:00	6	2907	0.000	6	2907	0.000	6	2907	0.000
09:00 - 10:00	6	2907	0.000	6	2907	0.000	6	2907	0.000
10:00 - 11:00	6	2907	0.000	6	2907	0.000	6	2907	0.000
11:00 - 12:00	6	2907	0.006	6	2907	0.000	6	2907	0.006
12:00 - 13:00	6	2907	0.000	6	2907	0.000	6	2907	0.000
13:00 - 14:00	6	2907	0.006	6	2907	0.000	6	2907	0.006
14:00 - 15:00	6	2907	0.000	6	2907	0.006	6	2907	0.006
15:00 - 16:00	6	2907	0.000	6	2907	0.000	6	2907	0.000
16:00 - 17:00	6	2907	0.000	6	2907	0.006	6	2907	0.006
17:00 - 18:00	6	2907	0.000	6	2907	0.000	6	2907	0.000
18:00 - 19:00	6	2907	0.000	6	2907	0.000	6	2907	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.012			0.012			0.024

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	2907	0.356	6	2907	0.017	6	2907	0.373
08:00 - 09:00	6	2907	1.021	6	2907	0.040	6	2907	1.061
09:00 - 10:00	6	2907	1.061	6	2907	0.115	6	2907	1.176
10:00 - 11:00	6	2907	0.430	6	2907	0.189	6	2907	0.619
11:00 - 12:00	6	2907	0.396	6	2907	0.304	6	2907	0.700
12:00 - 13:00	6	2907	0.327	6	2907	0.430	6	2907	0.757
13:00 - 14:00	6	2907	0.350	6	2907	0.321	6	2907	0.671
14:00 - 15:00	6	2907	0.356	6	2907	0.269	6	2907	0.625
15:00 - 16:00	6	2907	0.166	6	2907	0.304	6	2907	0.470
16:00 - 17:00	6	2907	0.149	6	2907	0.642	6	2907	0.791
17:00 - 18:00	6	2907	0.023	6	2907	1.089	6	2907	1.112
18:00 - 19:00	6	2907	0.000	6	2907	0.430	6	2907	0.430
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.635			4.150			8.785

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): 4.99

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	2907	0.763	6	2907	0.080	6	2907	0.843
08:00 - 09:00	6	2907	2.024	6	2907	0.149	6	2907	2.173
09:00 - 10:00	6	2907	2.058	6	2907	0.396	6	2907	2.454
10:00 - 11:00	6	2907	1.869	6	2907	1.175	6	2907	3.044
11:00 - 12:00	6	2907	1.732	6	2907	1.657	6	2907	3.389
12:00 - 13:00	6	2907	2.001	6	2907	2.655	6	2907	4.656
13:00 - 14:00	6	2907	2.471	6	2907	2.122	6	2907	4.593
14:00 - 15:00	6	2907	1.600	6	2907	1.370	6	2907	2.970
15:00 - 16:00	6	2907	0.998	6	2907	1.353	6	2907	2.351
16:00 - 17:00	6	2907	0.734	6	2907	2.001	6	2907	2.735
17:00 - 18:00	6	2907	0.229	6	2907	2.144	6	2907	2.373
18:00 - 19:00	6	2907	0.017	6	2907	1.175	6	2907	1.192
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			16.496			16.277			32.773

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 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									
06:00 - 07:00									
07:00 - 08:00	6	2907	0.143	6	2907	0.023	6	2907	0.166
08:00 - 09:00	6	2907	0.487	6	2907	0.029	6	2907	0.516
09:00 - 10:00	6	2907	0.493	6	2907	0.126	6	2907	0.619
10:00 - 11:00	6	2907	0.447	6	2907	0.367	6	2907	0.814
11:00 - 12:00	6	2907	0.338	6	2907	0.229	6	2907	0.567
12:00 - 13:00	6	2907	0.201	6	2907	0.172	6	2907	0.373
13:00 - 14:00	6	2907	0.241	6	2907	0.224	6	2907	0.465
14:00 - 15:00	6	2907	0.183	6	2907	0.212	6	2907	0.395
15:00 - 16:00	6	2907	0.166	6	2907	0.333	6	2907	0.499
16:00 - 17:00	6	2907	0.166	6	2907	0.470	6	2907	0.636
17:00 - 18:00	6	2907	0.075	6	2907	0.407	6	2907	0.482
18:00 - 19:00	6	2907	0.034	6	2907	0.298	6	2907	0.332
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.974			2.890			5.864

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	2907	0.006	6	2907	0.006	6	2907	0.012
08:00 - 09:00	6	2907	0.006	6	2907	0.000	6	2907	0.006
09:00 - 10:00	6	2907	0.011	6	2907	0.006	6	2907	0.017
10:00 - 11:00	6	2907	0.023	6	2907	0.029	6	2907	0.052
11:00 - 12:00	6	2907	0.017	6	2907	0.011	6	2907	0.028
12:00 - 13:00	6	2907	0.034	6	2907	0.034	6	2907	0.068
13:00 - 14:00	6	2907	0.006	6	2907	0.006	6	2907	0.012
14:00 - 15:00	6	2907	0.011	6	2907	0.011	6	2907	0.022
15:00 - 16:00	6	2907	0.029	6	2907	0.023	6	2907	0.052
16:00 - 17:00	6	2907	0.017	6	2907	0.017	6	2907	0.034
17:00 - 18:00	6	2907	0.006	6	2907	0.017	6	2907	0.023
18:00 - 19:00	6	2907	0.000	6	2907	0.000	6	2907	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.166			0.160			0.326

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	2907	0.000	6	2907	0.000	6	2907	0.000
08:00 - 09:00	6	2907	0.006	6	2907	0.000	6	2907	0.006
09:00 - 10:00	6	2907	0.000	6	2907	0.000	6	2907	0.000
10:00 - 11:00	6	2907	0.000	6	2907	0.000	6	2907	0.000
11:00 - 12:00	6	2907	0.000	6	2907	0.000	6	2907	0.000
12:00 - 13:00	6	2907	0.006	6	2907	0.000	6	2907	0.006
13:00 - 14:00	6	2907	0.000	6	2907	0.000	6	2907	0.000
14:00 - 15:00	6	2907	0.000	6	2907	0.006	6	2907	0.006
15:00 - 16:00	6	2907	0.000	6	2907	0.000	6	2907	0.000
16:00 - 17:00	6	2907	0.000	6	2907	0.006	6	2907	0.006
17:00 - 18:00	6	2907	0.000	6	2907	0.000	6	2907	0.000
18:00 - 19:00	6	2907	0.000	6	2907	0.000	6	2907	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.012			0.012			0.024

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

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

Appendix 3

TRICS Output File – Proposed Local Grocery Shop Land Use

Calculation Reference: AUDIT-355901-230317-0300

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : 0 - CONVENIENCE STORE
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	BN BARNET	1 days
	HG HARINGEY	2 days
	KN KENSINGTON AND CHELSEA	1 days
	WE WESTMINSTER	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
	MS MERSEYSIDE	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	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: 240 to 550 (units: sqm)
 Range Selected by User: 70 to 1056 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 11/06/22

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

Selected survey days:

Monday	1 days
Tuesday	2 days
Thursday	3 days
Saturday	1 days
Sunday	1 days

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

Selected survey types:

Manual count	8 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:

Town Centre	8
-------------	---

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:

Built-Up Zone	4
High Street	4

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	6 days - Selected

Secondary Filtering selection:

Use Class:

E(a) 8 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@.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000 3 days
50,001 to 100,000 4 days
100,001 or More 1 days

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

Population within 5 miles:

250,001 to 500,000 1 days
500,001 or More 7 days

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

Car ownership within 5 miles:

0.5 or Less 1 days
0.6 to 1.0 7 days

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

Petrol filling station:

Included in the survey count 0 days
Excluded from count or no filling station 8 days

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

Travel Plan:

No 8 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 3 days
4 Good 1 days
6a Excellent 1 days
6b (High) Excellent 3 days

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

LIST OF SITES relevant to selection parameters

1	BN-01-O-01 HIGH ROAD NORTH FINCHLEY	TESCO EXPRESS		BARNET
	Town Centre High Street Total Gross floor area:		300 sqm	
	<i>Survey date: TUESDAY</i>		<i>07/06/22</i>	<i>Survey Type: MANUAL</i>
2	EB-01-O-01 EARL GREY STREET EDINBURGH	SAINSBURY'S LOCAL		CITY OF EDINBURGH
	Town Centre Built-Up Zone Total Gross floor area:		350 sqm	
	<i>Survey date: THURSDAY</i>		<i>28/05/15</i>	<i>Survey Type: MANUAL</i>
3	GM-01-O-01 BRIDGE STREET MANCHESTER	LITTLE WAITROSE		GREATER MANCHESTER
	Town Centre High Street Total Gross floor area:		455 sqm	
	<i>Survey date: SUNDAY</i>		<i>25/09/16</i>	<i>Survey Type: MANUAL</i>
4	HG-01-O-01 HIGH ROAD WOOD GREEN	SAINSBURY' S LOCAL		HARINGEY
	Town Centre High Street Total Gross floor area:		540 sqm	
	<i>Survey date: SATURDAY</i>		<i>11/06/22</i>	<i>Survey Type: MANUAL</i>
5	HG-01-O-02 HIGH ROAD WOOD GREEN	TESCO EXPRESS		HARINGEY
	Town Centre High Street Total Gross floor area:		240 sqm	
	<i>Survey date: THURSDAY</i>		<i>09/06/22</i>	<i>Survey Type: MANUAL</i>
6	KN-01-O-01 QUEENSWAY BAYSWATER	SAINSBURY'S LOCAL		KENSINGTON AND CHELSEA
	Town Centre Built-Up Zone Total Gross floor area:		300 sqm	
	<i>Survey date: MONDAY</i>		<i>22/06/15</i>	<i>Survey Type: MANUAL</i>
7	MS-01-O-02 SKELHORNE STREET LIVERPOOL	TESCO EXPRESS		MERSEYSIDE
	Town Centre Built-Up Zone Total Gross floor area:		400 sqm	
	<i>Survey date: THURSDAY</i>		<i>07/04/22</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

8	WE-01-O-01	SAINSBURY'S LOCAL	WESTMINSTER
		MORTIMER STREET	
		FITZROVIA	
		Town Centre	
		Built-Up Zone	
		Total Gross floor area:	550 sqm
		Survey date: TUESDAY	23/06/15
			Survey Type: MANUAL

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

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): 14.07

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	3	313	0.213	3	313	0.000	3	313	0.213
06:00 - 07:00	4	370	0.608	4	370	0.338	4	370	0.946
07:00 - 08:00	8	392	1.276	8	392	1.021	8	392	2.297
08:00 - 09:00	8	392	1.212	8	392	1.116	8	392	2.328
09:00 - 10:00	8	392	1.786	8	392	1.659	8	392	3.445
10:00 - 11:00	8	392	2.105	8	392	1.595	8	392	3.700
11:00 - 12:00	8	392	2.137	8	392	1.786	8	392	3.923
12:00 - 13:00	8	392	2.456	8	392	2.456	8	392	4.912
13:00 - 14:00	8	392	2.392	8	392	2.775	8	392	5.167
14:00 - 15:00	8	392	2.265	8	392	2.169	8	392	4.434
15:00 - 16:00	8	392	2.743	8	392	2.743	8	392	5.486
16:00 - 17:00	8	392	2.520	8	392	2.488	8	392	5.008
17:00 - 18:00	8	392	2.360	8	392	2.329	8	392	4.689
18:00 - 19:00	8	392	2.137	8	392	2.456	8	392	4.593
19:00 - 20:00	8	392	1.786	8	392	2.105	8	392	3.891
20:00 - 21:00	8	392	1.818	8	392	2.073	8	392	3.891
21:00 - 22:00	8	392	0.861	8	392	1.053	8	392	1.914
22:00 - 23:00	4	370	0.878	4	370	1.149	4	370	2.027
23:00 - 24:00	4	370	0.000	4	370	0.135	4	370	0.135
Total Rates:			31.553			31.446			62.999

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:	240 - 550 (units: sqm)
Survey date range:	01/01/14 - 11/06/22
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	1
Number of Sundays:	1
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

MULTI-MODAL TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	3	313	0.000	3	313	0.000	3	313	0.000
06:00 - 07:00	4	370	0.000	4	370	0.000	4	370	0.000
07:00 - 08:00	8	392	0.064	8	392	0.064	8	392	0.128
08:00 - 09:00	8	392	0.096	8	392	0.096	8	392	0.192
09:00 - 10:00	8	392	0.159	8	392	0.159	8	392	0.318
10:00 - 11:00	8	392	0.128	8	392	0.128	8	392	0.256
11:00 - 12:00	8	392	0.159	8	392	0.159	8	392	0.318
12:00 - 13:00	8	392	0.159	8	392	0.159	8	392	0.318
13:00 - 14:00	8	392	0.287	8	392	0.287	8	392	0.574
14:00 - 15:00	8	392	0.096	8	392	0.096	8	392	0.192
15:00 - 16:00	8	392	0.255	8	392	0.255	8	392	0.510
16:00 - 17:00	8	392	0.096	8	392	0.096	8	392	0.192
17:00 - 18:00	8	392	0.000	8	392	0.000	8	392	0.000
18:00 - 19:00	8	392	0.064	8	392	0.064	8	392	0.128
19:00 - 20:00	8	392	0.159	8	392	0.159	8	392	0.318
20:00 - 21:00	8	392	0.319	8	392	0.319	8	392	0.638
21:00 - 22:00	8	392	0.064	8	392	0.064	8	392	0.128
22:00 - 23:00	4	370	0.203	4	370	0.203	4	370	0.406
23:00 - 24:00	4	370	0.000	4	370	0.000	4	370	0.000
Total Rates:			2.308			2.308			4.616

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 01 - RETAIL/O - CONVENIENCE STORE

MULTI-MODAL 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	3	313	0.000	3	313	0.000	3	313	0.000
06:00 - 07:00	4	370	0.135	4	370	0.000	4	370	0.135
07:00 - 08:00	8	392	0.096	8	392	0.128	8	392	0.224
08:00 - 09:00	8	392	0.032	8	392	0.064	8	392	0.096
09:00 - 10:00	8	392	0.064	8	392	0.032	8	392	0.096
10:00 - 11:00	8	392	0.128	8	392	0.128	8	392	0.256
11:00 - 12:00	8	392	0.032	8	392	0.032	8	392	0.064
12:00 - 13:00	8	392	0.000	8	392	0.032	8	392	0.032
13:00 - 14:00	8	392	0.000	8	392	0.000	8	392	0.000
14:00 - 15:00	8	392	0.000	8	392	0.000	8	392	0.000
15:00 - 16:00	8	392	0.000	8	392	0.000	8	392	0.000
16:00 - 17:00	8	392	0.032	8	392	0.032	8	392	0.064
17:00 - 18:00	8	392	0.032	8	392	0.032	8	392	0.064
18:00 - 19:00	8	392	0.032	8	392	0.032	8	392	0.064
19:00 - 20:00	8	392	0.000	8	392	0.000	8	392	0.000
20:00 - 21:00	8	392	0.000	8	392	0.000	8	392	0.000
21:00 - 22:00	8	392	0.000	8	392	0.000	8	392	0.000
22:00 - 23:00	4	370	0.000	4	370	0.000	4	370	0.000
23:00 - 24:00	4	370	0.000	4	370	0.000	4	370	0.000
Total Rates:			0.583			0.512			1.095

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 01 - RETAIL/O - CONVENIENCE STORE

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	3	313	0.000	3	313	0.000	3	313	0.000
06:00 - 07:00	4	370	0.203	4	370	0.135	4	370	0.338
07:00 - 08:00	8	392	0.128	8	392	0.096	8	392	0.224
08:00 - 09:00	8	392	0.351	8	392	0.351	8	392	0.702
09:00 - 10:00	8	392	0.351	8	392	0.319	8	392	0.670
10:00 - 11:00	8	392	0.319	8	392	0.255	8	392	0.574
11:00 - 12:00	8	392	0.159	8	392	0.159	8	392	0.318
12:00 - 13:00	8	392	0.415	8	392	0.351	8	392	0.766
13:00 - 14:00	8	392	0.128	8	392	0.223	8	392	0.351
14:00 - 15:00	8	392	0.191	8	392	0.159	8	392	0.350
15:00 - 16:00	8	392	0.319	8	392	0.255	8	392	0.574
16:00 - 17:00	8	392	0.319	8	392	0.319	8	392	0.638
17:00 - 18:00	8	392	0.191	8	392	0.255	8	392	0.446
18:00 - 19:00	8	392	0.159	8	392	0.287	8	392	0.446
19:00 - 20:00	8	392	0.223	8	392	0.064	8	392	0.287
20:00 - 21:00	8	392	0.287	8	392	0.351	8	392	0.638
21:00 - 22:00	8	392	0.064	8	392	0.096	8	392	0.160
22:00 - 23:00	4	370	0.068	4	370	0.068	4	370	0.136
23:00 - 24:00	4	370	0.000	4	370	0.000	4	370	0.000
Total Rates:			3.875			3.743			7.618

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 01 - RETAIL/O - CONVENIENCE STORE
 MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	3	313	0.213	3	313	0.000	3	313	0.213
06:00 - 07:00	4	370	0.743	4	370	0.338	4	370	1.081
07:00 - 08:00	8	392	1.308	8	392	0.989	8	392	2.297
08:00 - 09:00	8	392	1.340	8	392	1.212	8	392	2.552
09:00 - 10:00	8	392	2.137	8	392	1.882	8	392	4.019
10:00 - 11:00	8	392	2.616	8	392	1.946	8	392	4.562
11:00 - 12:00	8	392	2.711	8	392	2.297	8	392	5.008
12:00 - 13:00	8	392	2.935	8	392	3.094	8	392	6.029
13:00 - 14:00	8	392	3.158	8	392	3.349	8	392	6.507
14:00 - 15:00	8	392	2.711	8	392	2.998	8	392	5.709
15:00 - 16:00	8	392	3.541	8	392	3.445	8	392	6.986
16:00 - 17:00	8	392	3.030	8	392	3.317	8	392	6.347
17:00 - 18:00	8	392	3.158	8	392	3.158	8	392	6.316
18:00 - 19:00	8	392	2.775	8	392	3.222	8	392	5.997
19:00 - 20:00	8	392	2.488	8	392	2.648	8	392	5.136
20:00 - 21:00	8	392	2.233	8	392	2.807	8	392	5.040
21:00 - 22:00	8	392	1.021	8	392	1.340	8	392	2.361
22:00 - 23:00	4	370	1.149	4	370	1.689	4	370	2.838
23:00 - 24:00	4	370	0.000	4	370	0.135	4	370	0.135
Total Rates:			39.267			39.866			79.133

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 01 - RETAIL/O - CONVENIENCE STORE

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	3	313	0.000	3	313	0.000	3	313	0.000
06:00 - 07:00	4	370	2.770	4	370	2.162	4	370	4.932
07:00 - 08:00	8	392	7.018	8	392	9.569	8	392	16.587
08:00 - 09:00	8	392	8.963	8	392	14.514	8	392	23.477
09:00 - 10:00	8	392	14.003	8	392	17.416	8	392	31.419
10:00 - 11:00	8	392	14.641	8	392	15.311	8	392	29.952
11:00 - 12:00	8	392	16.842	8	392	16.906	8	392	33.748
12:00 - 13:00	8	392	35.120	8	392	34.960	8	392	70.080
13:00 - 14:00	8	392	37.576	8	392	37.831	8	392	75.407
14:00 - 15:00	8	392	25.965	8	392	26.380	8	392	52.345
15:00 - 16:00	8	392	24.625	8	392	23.317	8	392	47.942
16:00 - 17:00	8	392	24.530	8	392	23.477	8	392	48.007
17:00 - 18:00	8	392	25.869	8	392	25.359	8	392	51.228
18:00 - 19:00	8	392	24.593	8	392	24.434	8	392	49.027
19:00 - 20:00	8	392	20.606	8	392	19.841	8	392	40.447
20:00 - 21:00	8	392	15.821	8	392	16.683	8	392	32.504
21:00 - 22:00	8	392	15.215	8	392	16.396	8	392	31.611
22:00 - 23:00	4	370	12.703	4	370	12.973	4	370	25.676
23:00 - 24:00	4	370	0.000	4	370	0.338	4	370	0.338
Total Rates:			326.860			337.867			664.727

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 01 - RETAIL/O - CONVENIENCE STORE

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	3	313	0.532	3	313	0.000	3	313	0.532
06:00 - 07:00	4	370	0.608	4	370	0.743	4	370	1.351
07:00 - 08:00	8	392	2.073	8	392	1.499	8	392	3.572
08:00 - 09:00	8	392	2.903	8	392	0.957	8	392	3.860
09:00 - 10:00	8	392	1.946	8	392	1.308	8	392	3.254
10:00 - 11:00	8	392	1.180	8	392	1.053	8	392	2.233
11:00 - 12:00	8	392	1.340	8	392	1.340	8	392	2.680
12:00 - 13:00	8	392	2.041	8	392	1.786	8	392	3.827
13:00 - 14:00	8	392	1.627	8	392	1.722	8	392	3.349
14:00 - 15:00	8	392	1.372	8	392	1.404	8	392	2.776
15:00 - 16:00	8	392	2.201	8	392	2.552	8	392	4.753
16:00 - 17:00	8	392	2.265	8	392	3.030	8	392	5.295
17:00 - 18:00	8	392	2.679	8	392	1.882	8	392	4.561
18:00 - 19:00	8	392	3.923	8	392	2.871	8	392	6.794
19:00 - 20:00	8	392	1.914	8	392	2.105	8	392	4.019
20:00 - 21:00	8	392	1.595	8	392	1.531	8	392	3.126
21:00 - 22:00	8	392	0.893	8	392	0.797	8	392	1.690
22:00 - 23:00	4	370	0.135	4	370	0.068	4	370	0.203
23:00 - 24:00	4	370	0.000	4	370	0.338	4	370	0.338
Total Rates:			31.227			26.986			58.213

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 01 - RETAIL/O - CONVENIENCE STORE

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	3	313	0.319	3	313	0.000	3	313	0.319
06:00 - 07:00	4	370	1.014	4	370	0.743	4	370	1.757
07:00 - 08:00	8	392	3.892	8	392	1.627	8	392	5.519
08:00 - 09:00	8	392	5.582	8	392	1.372	8	392	6.954
09:00 - 10:00	8	392	3.860	8	392	1.308	8	392	5.168
10:00 - 11:00	8	392	2.010	8	392	1.595	8	392	3.605
11:00 - 12:00	8	392	1.850	8	392	1.754	8	392	3.604
12:00 - 13:00	8	392	1.627	8	392	1.563	8	392	3.190
13:00 - 14:00	8	392	1.563	8	392	1.308	8	392	2.871
14:00 - 15:00	8	392	1.276	8	392	1.212	8	392	2.488
15:00 - 16:00	8	392	2.169	8	392	2.233	8	392	4.402
16:00 - 17:00	8	392	2.616	8	392	3.094	8	392	5.710
17:00 - 18:00	8	392	3.285	8	392	3.477	8	392	6.762
18:00 - 19:00	8	392	3.381	8	392	4.944	8	392	8.325
19:00 - 20:00	8	392	2.552	8	392	3.764	8	392	6.316
20:00 - 21:00	8	392	1.818	8	392	1.212	8	392	3.030
21:00 - 22:00	8	392	1.276	8	392	0.542	8	392	1.818
22:00 - 23:00	4	370	0.405	4	370	1.081	4	370	1.486
23:00 - 24:00	4	370	0.000	4	370	0.270	4	370	0.270
Total Rates:			40.495			33.099			73.594

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 01 - RETAIL/O - CONVENIENCE STORE

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	3	313	0.851	3	313	0.000	3	313	0.851
06:00 - 07:00	4	370	1.622	4	370	1.486	4	370	3.108
07:00 - 08:00	8	392	5.965	8	392	3.126	8	392	9.091
08:00 - 09:00	8	392	8.485	8	392	2.329	8	392	10.814
09:00 - 10:00	8	392	5.805	8	392	2.616	8	392	8.421
10:00 - 11:00	8	392	3.190	8	392	2.648	8	392	5.838
11:00 - 12:00	8	392	3.190	8	392	3.094	8	392	6.284
12:00 - 13:00	8	392	3.668	8	392	3.349	8	392	7.017
13:00 - 14:00	8	392	3.190	8	392	3.030	8	392	6.220
14:00 - 15:00	8	392	2.648	8	392	2.616	8	392	5.264
15:00 - 16:00	8	392	4.370	8	392	4.785	8	392	9.155
16:00 - 17:00	8	392	4.880	8	392	6.124	8	392	11.004
17:00 - 18:00	8	392	5.965	8	392	5.359	8	392	11.324
18:00 - 19:00	8	392	7.305	8	392	7.815	8	392	15.120
19:00 - 20:00	8	392	4.466	8	392	5.869	8	392	10.335
20:00 - 21:00	8	392	3.413	8	392	2.743	8	392	6.156
21:00 - 22:00	8	392	2.169	8	392	1.340	8	392	3.509
22:00 - 23:00	4	370	0.541	4	370	1.149	4	370	1.690
23:00 - 24:00	4	370	0.000	4	370	0.608	4	370	0.608
Total Rates:			71.723			60.086			131.809

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 01 - RETAIL/O - CONVENIENCE STORE

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): 14.07

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	3	313	1.064	3	313	0.000	3	313	1.064
06:00 - 07:00	4	370	5.338	4	370	4.122	4	370	9.460
07:00 - 08:00	8	392	14.418	8	392	13.780	8	392	28.198
08:00 - 09:00	8	392	19.139	8	392	18.405	8	392	37.544
09:00 - 10:00	8	392	22.297	8	392	22.233	8	392	44.530
10:00 - 11:00	8	392	20.766	8	392	20.159	8	392	40.925
11:00 - 12:00	8	392	22.903	8	392	22.456	8	392	45.359
12:00 - 13:00	8	392	42.137	8	392	41.754	8	392	83.891
13:00 - 14:00	8	392	44.051	8	392	44.434	8	392	88.485
14:00 - 15:00	8	392	31.515	8	392	32.153	8	392	63.668
15:00 - 16:00	8	392	32.855	8	392	31.802	8	392	64.657
16:00 - 17:00	8	392	32.759	8	392	33.238	8	392	65.997
17:00 - 18:00	8	392	35.183	8	392	34.131	8	392	69.314
18:00 - 19:00	8	392	34.833	8	392	35.758	8	392	70.591
19:00 - 20:00	8	392	27.783	8	392	28.421	8	392	56.204
20:00 - 21:00	8	392	21.754	8	392	22.584	8	392	44.338
21:00 - 22:00	8	392	18.469	8	392	19.171	8	392	37.640
22:00 - 23:00	4	370	14.459	4	370	15.878	4	370	30.337
23:00 - 24:00	4	370	0.000	4	370	1.081	4	370	1.081
Total Rates:			441.723			441.560			883.283

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 01 - RETAIL/O - CONVENIENCE STORE

MULTI-MODAL 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	3	313	0.213	3	313	0.000	3	313	0.213
06:00 - 07:00	4	370	0.270	4	370	0.203	4	370	0.473
07:00 - 08:00	8	392	0.893	8	392	0.638	8	392	1.531
08:00 - 09:00	8	392	0.702	8	392	0.574	8	392	1.276
09:00 - 10:00	8	392	1.148	8	392	1.085	8	392	2.233
10:00 - 11:00	8	392	1.404	8	392	1.021	8	392	2.425
11:00 - 12:00	8	392	1.531	8	392	1.212	8	392	2.743
12:00 - 13:00	8	392	1.754	8	392	1.659	8	392	3.413
13:00 - 14:00	8	392	1.595	8	392	1.850	8	392	3.445
14:00 - 15:00	8	392	1.818	8	392	1.850	8	392	3.668
15:00 - 16:00	8	392	2.169	8	392	2.073	8	392	4.242
16:00 - 17:00	8	392	2.041	8	392	1.946	8	392	3.987
17:00 - 18:00	8	392	2.010	8	392	2.105	8	392	4.115
18:00 - 19:00	8	392	1.722	8	392	1.978	8	392	3.700
19:00 - 20:00	8	392	1.435	8	392	1.722	8	392	3.157
20:00 - 21:00	8	392	1.308	8	392	1.499	8	392	2.807
21:00 - 22:00	8	392	0.734	8	392	0.893	8	392	1.627
22:00 - 23:00	4	370	0.541	4	370	0.676	4	370	1.217
23:00 - 24:00	4	370	0.000	4	370	0.135	4	370	0.135
Total Rates:			23.288			23.119			46.407

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 01 - RETAIL/O - CONVENIENCE STORE

MULTI-MODAL 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	3	313	0.000	3	313	0.000	3	313	0.000
06:00 - 07:00	4	370	0.203	4	370	0.135	4	370	0.338
07:00 - 08:00	8	392	0.191	8	392	0.159	8	392	0.350
08:00 - 09:00	8	392	0.319	8	392	0.319	8	392	0.638
09:00 - 10:00	8	392	0.319	8	392	0.319	8	392	0.638
10:00 - 11:00	8	392	0.351	8	392	0.255	8	392	0.606
11:00 - 12:00	8	392	0.383	8	392	0.319	8	392	0.702
12:00 - 13:00	8	392	0.447	8	392	0.478	8	392	0.925
13:00 - 14:00	8	392	0.415	8	392	0.510	8	392	0.925
14:00 - 15:00	8	392	0.287	8	392	0.159	8	392	0.446
15:00 - 16:00	8	392	0.287	8	392	0.351	8	392	0.638
16:00 - 17:00	8	392	0.319	8	392	0.415	8	392	0.734
17:00 - 18:00	8	392	0.319	8	392	0.191	8	392	0.510
18:00 - 19:00	8	392	0.255	8	392	0.319	8	392	0.574
19:00 - 20:00	8	392	0.191	8	392	0.223	8	392	0.414
20:00 - 21:00	8	392	0.159	8	392	0.159	8	392	0.318
21:00 - 22:00	8	392	0.064	8	392	0.096	8	392	0.160
22:00 - 23:00	4	370	0.135	4	370	0.270	4	370	0.405
23:00 - 24:00	4	370	0.000	4	370	0.000	4	370	0.000
Total Rates:			4.644			4.677			9.321

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 01 - RETAIL/O - CONVENIENCE STORE

MULTI-MODAL MOTOR CYCLES

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	3	313	0.000	3	313	0.000	3	313	0.000
06:00 - 07:00	4	370	0.000	4	370	0.000	4	370	0.000
07:00 - 08:00	8	392	0.032	8	392	0.032	8	392	0.064
08:00 - 09:00	8	392	0.064	8	392	0.064	8	392	0.128
09:00 - 10:00	8	392	0.096	8	392	0.064	8	392	0.160
10:00 - 11:00	8	392	0.096	8	392	0.064	8	392	0.160
11:00 - 12:00	8	392	0.032	8	392	0.064	8	392	0.096
12:00 - 13:00	8	392	0.096	8	392	0.128	8	392	0.224
13:00 - 14:00	8	392	0.096	8	392	0.128	8	392	0.224
14:00 - 15:00	8	392	0.064	8	392	0.064	8	392	0.128
15:00 - 16:00	8	392	0.032	8	392	0.064	8	392	0.096
16:00 - 17:00	8	392	0.032	8	392	0.000	8	392	0.032
17:00 - 18:00	8	392	0.000	8	392	0.000	8	392	0.000
18:00 - 19:00	8	392	0.064	8	392	0.064	8	392	0.128
19:00 - 20:00	8	392	0.000	8	392	0.000	8	392	0.000
20:00 - 21:00	8	392	0.032	8	392	0.096	8	392	0.128
21:00 - 22:00	8	392	0.000	8	392	0.000	8	392	0.000
22:00 - 23:00	4	370	0.000	4	370	0.000	4	370	0.000
23:00 - 24:00	4	370	0.000	4	370	0.000	4	370	0.000
Total Rates:			0.736			0.832			1.568

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

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

Appendix 7

HTp/22151/TN/01/A – BREEAM Assessment

TECHNICAL NOTE

PROJECT: New Henry Street

REPORT: Technical Note 01A – BREEAM Assessment

DATE: November 2023

BREEAM Assessment of the Site

1. *"BREEAM is the world's leading sustainability assessment method for planning projects, infrastructure, and buildings which recognises and reflects the value in higher performing assets across the built environment lifecycle, from new construction to in-use and refurbishment."* (Source: www.BREEAM.com).
2. The project team have carried out a BREEAM assessment of the site to ensure that the development has been designed in the most sustainable way. Highgate Transportation (HTp) have been working with Ridge, Dominus Bristol Limited and AHMM Architects to achieve the transport credits associated with the assessment of the site and the proposed development. This included completing a BREEAM compliant Transport Statement (TS) (reference HTp/22151/TS/01/A), a Student Accommodation Travel Plan (SATP) (reference HTp/22151/SATP/01/A), and (Tra01) Transport Assessment and Travel Plan, and (Tra02) Sustainable Transport Measures BREEAM checklist (reference HTp/22151/TN/02/A).
3. Credits are accumulated for achieving sustainable measures and the goal is to attain the optimum number of credits (10) for the transport related aspects of the assessment.
4. Supporting the TS is a site-specific SATP that provides a long-term management strategy, and which encourages more sustainable travel. The key objectives of the SATP include minimising single occupancy car travel, promotion of sustainable travel, and to identify measures to maximise non-car travel. Dominus Bristol Limited, the developer and end operator of the student accommodation have been included in the development of the SATP.
5. Matters identified within the TS and SATP that are relevant to the BREEAM assessment include:
 - i. The student accommodation will be provided with 354 secure, covered cycle parking spaces for students within the building and 10 secure and covered cycle parking spaces outside of the reception for staff and visitors;
 - ii. 26 additional secure cycle spaces will be provided across the development for visitors and employees of the other land uses;

- iii. Students will be actively discouraged from bringing a car into the administrative boundary of Bristol and the tenancy agreement will include a condition which means that keeping a car within the boundary will be a breach of the agreement, which will result in the student being fined – repeated breaches will result in disciplinary action, which may include termination of the tenancy agreement. Separate arrangements may be made for students who are blue badge holders;
 - iv. The application site is located directly adjacent to a very good pedestrian network, including the provision of a traffic signal-controlled Toucan crossing across Midland Road, north of its junction with St Philips Road;
 - v. The site is located directly adjacent to a traffic-free walking and cycling path connecting to Sustrans National Cycle Network route 3 (NCN3), with the Bristol to Bath Railway Path (NCN4) being a short walk or cycle away to the north;
 - vi. The nearest bus stops to the application site are within around 100 metres, on Kingsland Road;
 - vii. The site is located within 650 metres of the major bus interchange at Old Market, which serves a range of bus routes that provide connections within and around Bristol;
 - viii. The nearest railway station is Bristol Temple Meads, which is circa 800 metres south-west of the site and provides frequent services to local, regional, and national destinations;
 - ix. There are four existing car club spaces within 800 metres of the application site;
 - x. Unrestricted parking is provided on both sides of sections of Sussex Street with on-street pay and display bays on both sides of Kingsland Road.
6. It should be noted that, whilst the proposed purpose-built student accommodation will be car free, four blue badge holder car parking spaces are proposed on the Alfred Street frontage.
 7. These spaces will be located within the application site and will therefore remain under the control of the developer.
 8. Page 180 of the BREEAM Technical Manual sets out the minimum criteria that the Transport Assessment should cover, and these are considered in turn below.
 9. The TS clearly addresses more than the criteria, however, this report aims to clarify that the development is specifically BREEAM compliant.
- If relevant, travel patterns and attitudes of existing building or site users towards cycling, walking and public transport, to identify relevant constraints and opportunities**
10. The application site currently comprises two warehouses operated by Bristol Scrap Metal and the Calor Centre, which will be demolished as part of the application proposals, and is served by a number of off-street car parking spaces and informal parking areas.

11. Limited unrestricted car parking is available on both sides of Sussex Street and on-street pay and display bays are provided on both sides of Kingsland Road. It is noted that the west side of Kingsland Road is located within Bristol City Council's Easton and St Philips (ES) Residents' Parking Scheme and restrictions within the bay on the west side of the carriageway, which operate between 9am and 5pm Monday to Friday, limit parking to permit holders only or those displaying a valid pay and display ticket (maximum stay of two hours).

Predicted travel patterns and transport impact of future building site users

12. The primary purpose of the planning application is to demolish the existing warehouse to provide 705 purpose-built student accommodation bed spaces, together with employment space, a local grocery shop and dedicated, flexible community space.
13. The planning application is supported by a Student Accommodation Travel Plan (SATP) (reference HTP/22163/SATP/01/A) aimed at reducing reliance upon the private car and encouraging students, their visitors, and operational member of staff to travel by sustainable modes of transport.
14. Students will be actively discouraged from bringing a car into the administrative boundary of Bristol and the tenancy agreement will include a condition that means keeping a car within the boundary will be a breach of the agreement, which will result in the student being fined – repeated breaches will result in disciplinary action, which may include termination of the tenancy agreement. Separate arrangements may be made for students who are blue badge holders.
15. Given that the development will be car free, it is considered that the application proposals will not have an adverse impact on either the capacity or the safety of the local highway network.

Current local environment for pedestrians and cyclists, accounting for any age-related requirements of occupants and visitors

16. The footways in the vicinity of the site are generally 2.0 metres wide and the footway surrounding the site will be enhanced as part of the development proposals. Two build-outs are proposed for Kingsland Road, both of which include a dropped kerb pedestrian crossing point with tactile paving and coloured surfacing, to improve crossing opportunities for pedestrians where none currently exist. These provide a link to and from the application proposals and bus stops as well as The Dings residential area.
17. 'Imprint' tarmac surfacing, in a contrasting colour to the carriageway, is proposed for the priority junction of Kingsland Road and Sussex Street the primary aim of which is to encourage drivers to comply with the 20mph speed limit, thereby reducing the risk to vulnerable road users, as well as acting as gateway feature to this scheme.
18. Works are proposed to the Alfred Street interface with Princess Street to provide a 2.0 metre wide footway link from the ramped shared cycleway access into the development and associated false raised table to slow vehicular speeds.

19. The site is bounded to the north-west by the walking and cycling path linking to NCN3, which provides a largely traffic free route towards Temple Meads railway station and beyond. The application proposals include pedestrian and cycle links to the cycleway via New Henry Street and improved facilities at the junction of Alfred Street and Princess Street, to encourage travel by these sustainable modes of transport.
20. NCN4 is a short walk and/or cycle from the site and is a long-distance route between London and Fishguard via Reading, Bath, Bristol, and Newport which provides direct, high quality access to Bristol City Centre. An existing traffic signal-controlled Toucan, crossing circa 300 metres north west of the site, provides a controlled crossing of Kingsland Road for pedestrians and cyclists.

Kingsland Road

21. Kingsland Road starts at the southern end of Kingsland Road Bridge, a structure that spans what was the former Bristol to Bath railway line (now a link to Sustrans NCN3) and typically runs north-west to south-east. At this point Kingsland Road is circa 7.7 metres wide with a footway on both sides, which are around 2.2 metres wide and 2.4 metres wide respectively.
22. From a point around 10 metres north of the northern boundary wall of number 55 Kingsland Road, a 2.0 metre wide on street car parking cage, defined by white carriageway markings, is provided on the west side of the carriageway and extends for a distance of around 86.5 metres southwards.
23. Restrictions within the bay (9am to 5pm Monday to Friday) limit parking to permit holders only or those vehicles which display a valid pay and display ticket (as set out at **paragraph 11**). A single bay for the dedicated use of blue badge holders extends for the entire frontage of number 75 Kingsland Road.
24. The parking cage reduces the running width of Kingsland Road to around 7.5 metres. A footway is provided to both sides of Kingsland Road as set out in **paragraph 21**.
25. South of the junction of Kingsland Road with Sussex Street, a 3.2 metre wide bus stop on the east side of Kingsland Road reduces the carriageway width to circa 5.0 metres when occupied by a bus.
26. With the exception of the on-street car parking cage and the on carriageway bus bay, waiting on both sides of Kingsland Road is prohibited by an existing No Waiting at any Time restriction (double yellow lines).
27. Kingsland Road is lit by a system of street lighting and is subject to a speed limit of 20mph and is shown by **Photograph 1** and **Photograph 2**.

Photograph 1 – Kingsland Road (view north from Sussex Street)



Photograph 2 – Kingsland Road (view north, south of Sussex Street)



Sussex Street

28. Sussex Street is orientated west to east between its priority junctions with Kingsland Road and Folly Lane, along the southern boundary of the site. The carriageway is a consistent width of around 7.5 metres, with a footway on the north side of around 1.2 to 1.4 metres wide. The footway on the southern side is around 1.9 metres wide.

29. A dropped kerb pedestrian crossing over Sussex Street is provided at its western end, directly adjacent to its priority junction with Kingsland Road.
30. Access to the site is taken directly from Sussex Street via three dropped kerb vehicle crossovers. Each of the existing accesses is gated:
 - i. Existing eastern access (at the junction with Alfred Street) – 10.0 metres wide
 - ii. Existing central access – 12.5 metres wide
 - iii. Existing western access – 6.5 metres wide
31. Sussex Street is lit by a system of street lighting and is subject to a speed limit of 20mph. Waiting on the section of Sussex Street west of the central site access is prohibited by an existing No Waiting at any Time restriction (double yellow lines), otherwise on-street car parking is unrestricted. Sussex Street is shown by **Photograph 3**.

Photograph 3 – Sussex Street (looking east, from Kingsland Road)



Alfred Street

32. Alfred Street is orientated north to south and has a carriageway width of around 6.4 metres. A narrow footway of around 1.1 metres wide is provided on the eastern side, with a narrow verge (around 1.0 metres wide) on the western side. During a visit to the application site, it was noted that the verge was largely obstructed by overgrown vegetation.

33. Waiting on both sides of Alfred Street for its entire length is prohibited by a No Waiting at any Time restriction (double yellow lines), apart from a 28 metre gap centrally on the western side. However, during the site visit, it was noted that the double yellow line carriageway markings on the west side of the carriageway are badly worn, which resulted in several unauthorised on-street waiting activities – see **Photograph 4**.

Photograph 4 – Alfred Street (looking north)

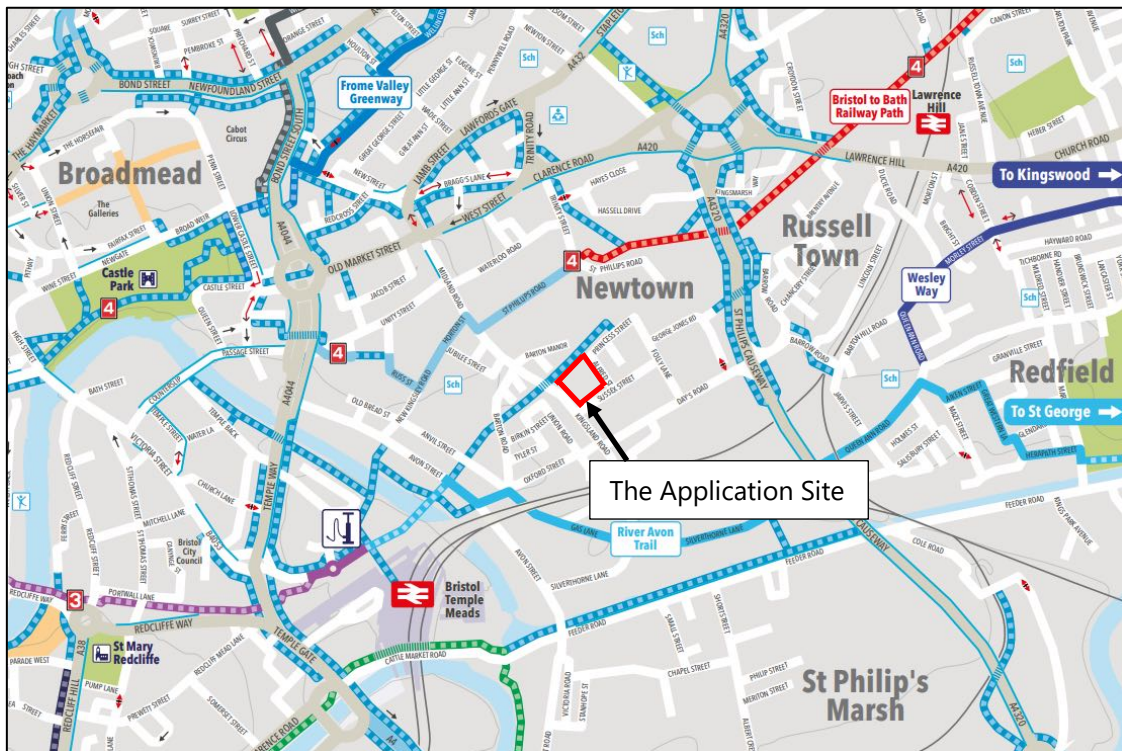


34. At its northern end, two separate dropped kerb vehicle crossovers are provided on the west side of Alfred Street, which provide access to the application site. The northern access is around 5.4 metres wide and the southern access is around 7.4 metres wide.
35. Alfred Street is lit by a system of street lighting and is subject to a speed limit of 20mph.

Cycle Provision

36. An extract of Bristol City Council's central area cycle network map is provided as **Figure 1**.

Figure 1 – Extract of BCC’s central area cycle network map



37. From this plan it can be seen that the application site is located adjacent to a traffic-free cycle path (part of the former Bristol & Gloucester railway), which provides a link to Temple Meads station and onwards to the city centre. The site is also within close proximity to a number of other cycle routes, including:

- i. The River Avon Trail
- ii. The Frome Valley Greenway
- iii. Whitchurch Way (*shown green*)

38. NCN4 is around 200 metres from the application site at its closest point and can be conveniently accessed via either Midland Road or via Princess Street. It provides a route to a number of university campuses.

39. NCN3 passes within 800 metres of the site at Temple Gate and can be accessed from the site via Meads Reach bridge, a route comprising entirely of traffic free paths and low-traffic roads. NCN3 connects Bristol with Land’s End via Somerset, Devon, and Cornwall, and is generally a high quality route as it passes through Bristol city centre, comprising mostly dedicated cycle tracks between The Centre and St Philip’s Greenway.

Reporting of the number and type of existing accessible amenities within 500m of the site

40. The application site is located within the St Philips area of Bristol, adjacent to Old Market, on the edge of the city centre, and **Table 1** provides a summary of the existing accessible amenities within 500 metres of the site.

Table 1 – Local services and facilities within 500 metres of the site

Service/Facility	Walk Distance (from the site)
Traffic-Free Walking and Cycling Route	20 metres
Kingsland Road Bus Stops	55 and 110 metres
Post Box	90 metres
Dings Park Open Space and Fitness	200 metres
Kingsland Road Toucan Crossing (NCN4)	300 metres
Barley Mow Public House	300 metres
Bristol Cycle Shack	350 metres
Asia Express Takeaway	450 metres
Pearson's Takeaway	460 metres
Hannah More Primary School	480 metres
ATM	500 metres

41. All of the amenities summarised above can be accessed via the existing pedestrian network which comprises wide footways together with uncontrolled and controlled dropped kerb pedestrian crossing points with tactile paving.

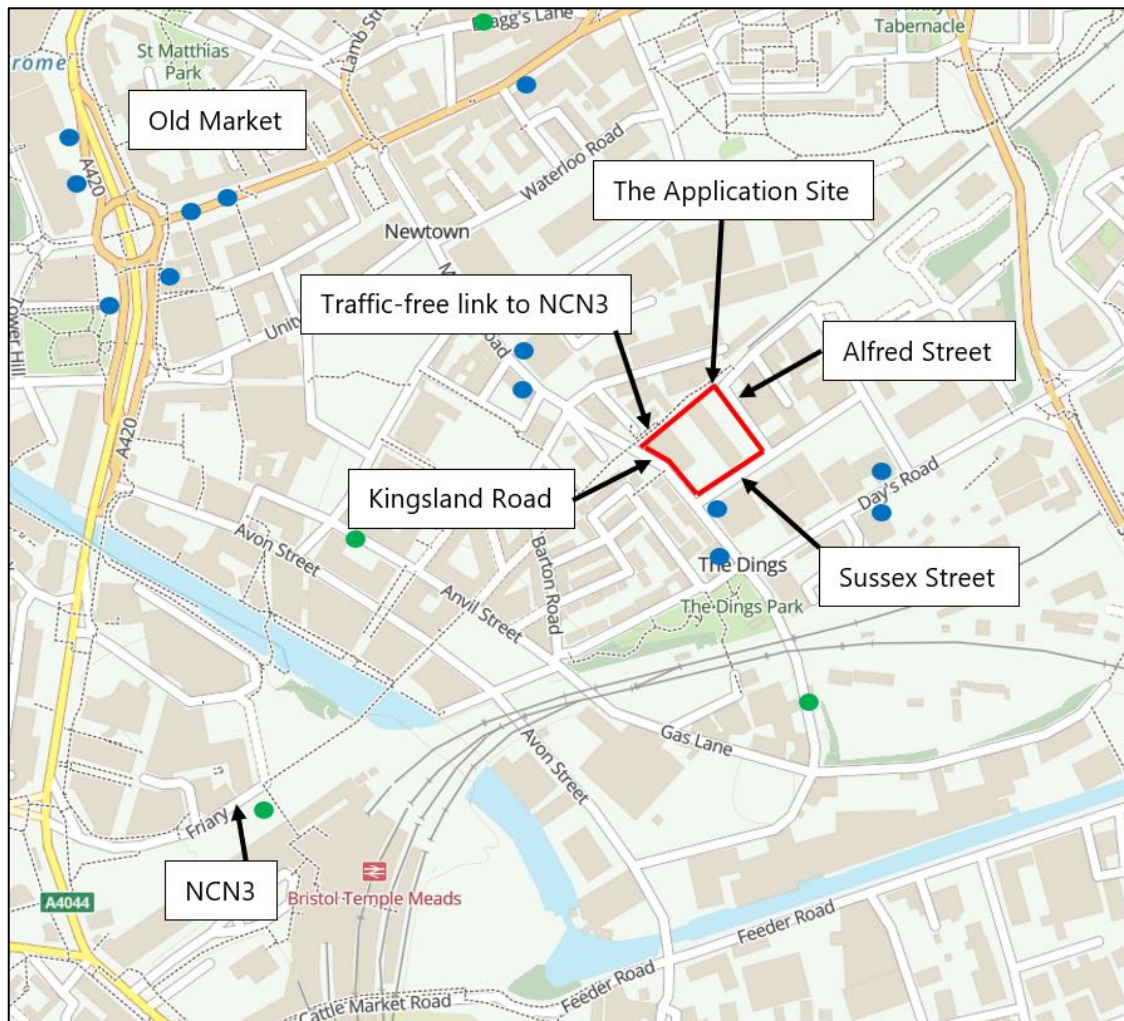
Disabled access accounting for varying levels and types of disability, including visual impairment within the development

42. A single on-street parking bay for the dedicated use of blue badge holders is provided on the west side of Kingsland Road, within the combined permit holder only and pay and display cage. Blue badge holders are also permitted to park on the existing double yellow and single yellow lines during times when loading is not prohibited.
43. The nearby Gardiner Haskins surface level car park also provides dedicated blue badge holder only bays, although it is metred parking.
44. The local highway network generally includes wide footways together with uncontrolled and controlled dropped kerb pedestrian crossing points with tactile paving, making the application site accessible to people with a disability. The proposed pedestrian crossing points on Kingsland Road as part of the highway works will also improve access for pedestrians with a disability.
45. It has also been confirmed by the Architect that the proposed student accommodation will adhere to the design standards set out within Part M (Access to and use of Buildings) of building regulations to include:
- i. Appropriately sized doors
 - ii. Sloped surfaces that are compliant with the relevant standards
46. Adherence with this part of building regulations will ensure the proposed student accommodation will be Disabled Discrimination Act (DDA) compliant in transport terms.

Local Highway Network

47. The application site is located within the St Philips area of Bristol, adjacent to Old Market, on the edge of the city centre, and is bounded to the north by a cycleway (for pedestrians and cyclists); to the east by Alfred Street; to the south by Sussex Street; and to the west by Kingsland Road. The site location and the surrounding area are shown by **Figure 2** with the nearest bus stops shown in blue and the nearest car club spaces in green.

Figure 2 – The site location and the surrounding area



48. St Philips is predominantly light industrial use in character with residential dwellings forming the nearby area known as The Dings. The west side of Kingsland Road and The Dings are located within the Easton and St Philips (ES) Residents' Parking Scheme.
49. The application site is highly accessible by walking and cycling.

Public Transport

50. The TS sets out the public transport connectivity of the proposed student accommodation, which is reproduced below (it is noted that the BREEAM assessment only considers bus stops within 650 metres of the site and railway stations within 1,000 metres of the site).

Bus Details

51. As shown in **Figure 2**, there are a number of bus stops in the vicinity of the application site which serves a range of bus routes that provide connections within and around Bristol. These include Kingswood, Staple Hill, Southmead, St Annes Park, Bitton, Cadbury Heath, Frenchay, and Emersons Green. All of these routes run from the early hours of the morning to late evening and represent a very good level of service.
52. The nearest bus stops to the site are located on Kingsland Road, with the southbound stop circa 55 metres south of the site and the northbound stop circa 110 metres south.
53. Both stops are on-street and defined by yellow bus cage and bus stop clearway carriageway markings, comprising a pole, flag, and timetable information. Services to these stops recently ceased.
54. However, it should also be noted that the site is located circa 650 metres from the major Old Market bus interchange, which provides frequent services to destinations within Bristol and beyond, including Southmead Hospital, Emersons Green, and the UWE campus at Frenchay.
55. The east and westbound stops are formed of purpose-built platforms including controlled pedestrian crossing provision and are defined by yellow bus cage and bus stop clearway carriageway markings. Both stops comprise raised kerbs, a lit shelter with seating, a flag and pole, real time information display screens, a live departure board, secure cycle parking, and a bin.
56. Both stops are served by the following service numbers: 6; 7; 24 citylines; 36; 42 citylines east; 43 citylines east; 44 citylines east; 45 citylines east; 48; 48A; and 49, and details of the routes and frequency of buses is summarised by **Table 2**.

Table 2 – Routes and frequency of bus services

Service Number	Route	Monday - Friday	Saturday	Sunday
6	The Centre C4 - Kingswood	30 minutes	30 minutes	30 minutes
7	The Centre C4 – Staple Hill	30 minutes	30 minutes	30 minutes
24 citylines	Southmead Hospital - Hendre Road	15 minutes	20 minutes	30 minutes
36	The Centre C4 - Barton Hill - The Centre C3	30 minutes	30 minutes	60 minutes
42 citylines east	The Centre C4 - Bitton	60 minutes	60 minutes	60 minutes
43 citylines east	The Centre C4 – Warmley/Cadbury Heath	12 minutes	12 minutes	20 minutes

44 citylines east	The Centre C4 – Cadbury Heath	30 minutes	30 minutes	60 minutes
45 citylines east	The Centre C4 - Bitton	30 minutes	30 minutes	60 minutes
48	The Centre C9 - Sainsbury's at Emersons Green	15 minutes	15 minutes	30 minutes
48A	The Centre C9 - UWE Frenchay Campus	15 minutes	30 minutes	-
49	The Centre C9 – Emersons Green Science Park	15 minutes	15 minutes	30 minutes

57. It is concluded that the site is well served by existing public transport stops and services which provide connections within and around Bristol.

Railway Details

58. The nearest railway station is Bristol Temple Meads, circa 800 metres south west of the site, which is a mainline railway station operated by Network Rail from which Great Western Railway and Cross Country provides services to local, regional, and national destinations.

59. Bristol Temple Meads provides circa 300 car parking spaces, an abundance of secure, covered cycle parking spaces, and is easily accessible by bus.

Car Club

60. Bristol has several car club schemes that offer an affordable alternative mode to private car ownership, reducing the need for private parking and allow occasional car travel for individuals, including students with a valid license. Car club membership costs are typically around £60 per annum, and then £5 an hour or £35 a day plus 18p per mile.

61. The current providers are Co-Wheels, Enterprise, Hiyacar and Zipcars; more details of each company can be found on their respective websites.

62. The closest car club bays to the application site are Kingsland Road, south of the railway line, circa 320 metres south of the site; Old Bread Street, circa 550 metres west of the site; Bragg’s Lane, circa 750 metres north of the site; and Bristol Temple Meads station, circa 800 metres south-west of the site, as shown by the green dots on **Figure 2**.

Calculation of the existing public transport Accessibility Index (AI)

63. Using the guidance provided by the BREEAM Technical Manual, the frequency of bus and rail services (average number per hour) at each node was input into the BREEAM AI Calculator.

64. The assessment confirmed that the proposed student accommodated has an AI of **15.45** (see **Appendix A**). As noted from Table 7.3 of the BREEAM Technical Manual, a score greater than 8 rewards the development with one point. In addition, a score greater than 40 points requires only 6 points to be accumulated from the sustainable transport measures checklist to earn the maximum transport rating of 10 credits.
65. Overall, the BREEAM assessment indicates that the development will be highly sustainable, and the high AI indicates that the development is within a highly sustainable location.

Appendix A

AI Index

BREEAM 2018 Tra01/02 Accessibility Index calculator

Using the drop down boxes make the relevant selections and press the 'Select' button

Building type

No. nodes required



Select

NODE 1

Public transport type	Bus																		
Distance to node (m)	110																		
Average frequency per hour		Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10								

NODE 2

Public transport type	Bus																		
Distance to node (m)	650																		
Average frequency per hour		Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10								

NODE 3

Public transport type	Rail																		
Distance to node (m)	800																		
Average frequency per hour		Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10								

Accessibility Index	15.45
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Appendix 8

HTp/22151/TN/02/A – BREEAM Checklist

TECHNICAL NOTE

PROJECT: New Henry Street

REPORT: Technical Note 02/A – Tra 01 and Tra 02 Checklists

DATE: November 2023

Tra 01: Transport Assessment and Travel Plan

The following is a list of items that must be included within a transport assessment and travel plan, to achieve the Tra 01 credit. Please fill this table out and return to the BREEAM assessor.

Action	Yes/No	Document ref/details
1. Has a travel plan been developed as part of feasibility and design stages?	Y	The Student Accommodation Travel Plan (SATP) reference is HTp/22151/SATP/01/A. This has been developed as part of the feasibility and design stages
2. Has a site-specific transport assessment/statement been carried out?	Y	The Transport Statement (TS) reference is HTp/22151/TS/01/A
3. Does this assessment cover the following?		
3a. Existing travel patterns and opinions of existing <i>building</i> or <i>site users</i> towards cycling, walking and public transport, so that constraints and opportunities can be identified (where relevant).	Y	The TS contains an assessment which sets out the on-site uses associated with the extant use and indicates the existing travel patterns of the current site users HTp are aware of the existing travel patterns in this part of the city centre and have provided advice on how future occupiers will use public transport, walk, and cycle as sustainable modes of transport. This has been taken into account when preparing both the TS and the SATP
3b. Predicted travel patterns and transport impact of future building/site users.	Y	The TS includes a TRICS assessment to provide an indication of the likely number of AM and PM peak hour weekday and daily person multi-modal trip movements forecast to be attracted by the proposed student accommodation

Action	Yes/No	Document ref/details
		Furthermore, the travel patterns and transport impact of future site occupiers has been assessed by comparing the transport characteristics of the extant use and the application proposals
3c. Current local environment for pedestrians and cyclists (accounting for any age-related requirements of occupants/visitors).	Y	Within Section 2.0 of the TS the existing situation and the local area has been discussed in detail. It is concluded that the proposed student accommodation is within a highly sustainable location in transport terms
3d. Reporting of the number and type of existing accessible amenities within 500m of the site's main entrance (measured along safe pedestrian route): <ul style="list-style-type: none"> - Appropriate food outlet - Access to cash - Access to an outdoor open space (public or private, suitably sized, and accessible to building users) - Access to a recreation or leisure facility for fitness or sports - Publicly available postal facility - Community facility - Over the counter services associated with a pharmacy - Public sector GP surgery or general medical centre - Childcare facility or school 	Y	The number and type of existing amenities within 500 metres are summarised by Table 1 in HTP/22151/TN/01/A, which is reproduced for ease of reference: <ul style="list-style-type: none"> i. Traffic-Free Walking and Cycling Route – 20 metres ii. Kingsland Road Bus Stops – 55 and 110 metres; iii. Post Box – 90 metres; iv. Dings Park Open Space and Fitness – 200 metres; v. Kingsland Road Toucan Crossing (NCN4) – 300 metres vi. Barley Mow Public House - 300 metres; vii. Bristol Cycle Shack – 350 metres; viii. Asia Express Takeaway – 450 metres; ix. Pearson's Takeaway – 460 metres; x. Hannah More Primary School – 480 metres, and; xi. ATM – 500 metres
3e. Disabled access (accounting for varying levels/types of disability, including visual impairment). In addition to discussing immediate access to the building, this should include details of approaches to the site indicating the presence (or not) of dropped kerbs; tactile paving; audible crossing signals; widths of pavements to accommodate wheelchair users etc. It could also reference local bus services with low floor access. Note that this is a	Y	Around 300 metres north on Midland Road there is a traffic signal-controlled Toucan crossing that provides a controlled crossing point for both pedestrians and cyclists The footways around the application site are of sufficient width to adequately accommodate all users with ease Those who are eligible can obtain a disabled person's bus pass which enables access to a disability seat and bus driver support, if required The proposed student accommodation will comply with the design standards set out within with Part M (Access to and use of Buildings) of the building regulations to include: <ul style="list-style-type: none"> i. Appropriately sized doors; and

Action	Yes/No	Document ref/details
description of existing access and does not imply a requirement to improve disabled access.		ii. Sloped surfaces that are compliant with the relevant standards
3f. Calculation of the existing public transport Accessibility Index (AI).	Y	<p>The existing public transport Accessibility Index (AI) has been calculated using the BREEAM Methodology contained in page 181-182 of the "Technical Manual: Version SD5078-Issue: 3.0" and the Accessibility calculator provided by BREEAM operatives</p> <p>The public transport AI for the student accommodation is 15.45 and the Accessibility Index Calculator is attached as Appendix A to TN/01/A</p>
3g. Current facilities for cyclists.	Y	<p>Site is located adjacent to a good quality traffic-free cycle route connecting to NCN3 and NCN4, Bristol Temple Meads station and other cycle routes in Bristol city centre</p> <p>Bristol & Bath Railway Path (NCN4) is within 200 metres of the site, and easily accessible via quiet roads and traffic-free paths</p> <p>Parking for 60 cycles located on Pugs Lane between 260 and 360 metres of the site, in the form of Sheffield stands</p> <p>Parking for around 300 cycles is circa 500 metres from the site at Bristol Temple Meads, in the form of two-tier stands, with further Sheffield stands also available</p>
4. Does the travel plan include proposals to increase or improve sustainable modes of transport and movement of people and goods during the building's operation?	Y	<p>The SATP contains information to raise awareness about the sustainable transport opportunities in the local area including car clubs, taxis, cycle, and pedestrian networks etc. This is discussed in more detail in TRA02</p> <p>Please also refer to the SATP (HTp/22151/SATP/01/A) for more information</p>
5. Is the occupier known? If so, has the occupier been involved in the development of the travel plan?	Y	Yes, Dominus Bristol Limited the developer will manage the student accommodation and has been involved with the development of the travel plan
6. Has it been confirmed that the travel plan will be implemented post construction and be supported by	Y	<p>As stated within the SATP, a Travel Plan Co-ordinator (TPC) will be appointed prior to first occupation</p> <p>The SATP will be managed and monitored by</p>

Action	Yes/No	Document ref/details
the building's management in operation?		Bristol City Council, in liaison with Dominus Bristol Limited for the lifetime of the SATP It is anticipated that a monitoring report is to be carried out biennially over a 5-year period (i.e., years 1, 3 and 5) by the Council, and that the measures will be reviewed at this time

Tra 02: Sustainable Transport Measures

The following is a list of the sustainable transport measures that can be implemented to the project to achieve credits for Tra 02. Credits are awarded based on the on the Accessibility Index (AI) of the project and the number of points achieved for the options implemented, essentially enabling projects with higher AIs to require fewer points to obtain similar credits to those with lower AIs:

AI < 25 points	$25 \leq \text{AI} < 40$ points	AI ≥ 40 points	Credits
1	1		1
2		1	2
3	2		3
4		2	4
5	3		5
6	4	3	6
7	5		7
8	6	4	8
9	7	5	9
10	8	6	10

Please fill this table out and return to the BREEAM assessor:

Action	Yes/No	Points	Document ref/details
Have the following sustainable transport measures been implemented/achieved for the development?			
1. The existing AI calculated for Tra 01 is ≥ 8	Y	<u>1</u> /1	An examination of the local bus and rail services within proximity to the site demonstrates that the AI for the student accommodation is 15.45
2. Demonstrate an increase over the existing AI through negotiation with local bus, train, or tram companies to increase the frequency of the local service provision for the development OR	N	<u>0</u> /2	N/A
Demonstrate an increase over the existing AI, e.g., through provision of a diverted bus route, a new or enhanced bus stop, or other similar solutions.	N	<u>0</u> /3	N/A

OR			
If the building type has a fixed shift pattern (e.g., school, offices, retail, factories, prisons), provide a dedicated bus service to the local population centre, public transport interchange or door-to-door.	N	<u>0</u> /3	N/A
3. Provide a public transport information system in a publicly accessible area, to allow building users access to up-to-date information on the available public transport and transport infrastructure. This may include signposting to public transport, cycling, walking infrastructure or local amenities.	Y	<u>1</u> /1	The nearest bus stops to the application site do not include a real time information display screen, therefore, one can be provided in the student accommodation reception area or students will be directed to use the relevant smart phone app Wayfinding can be provided across the site A Travel Information Pack (TIP) will be provided to all students
4. Provide electric recharging stations of a minimum of 3kW for at least 10% of the total car parking capacity for the development.	N	<u>0</u> /1	The proposed student accommodation will be car free
5. Set up a car sharing group or facility to facilitate and encourage building users to car share. AND	Y	<u>1</u> /1	Car sharing groups are already active in the local area. This includes car clubs offered by Enterprise, Co-wheels, Hiyacar and Zipcar. Information regarding car sharing schemes will be provided in the travel information pack and on the accessible site noticeboard(s) Uber car-pool is also a car sharing scheme in the area, information of which will also be provided in the information pack under the local taxi information

<p>Raise awareness of the sharing scheme with marketing and communication materials.</p> <p>AND</p>	<p>Y</p>		<p>The TIP will include the location of car-club spaces, how to attain membership and costs involved. Links to the website and contact numbers for more information will be provided</p>
<p>Provide priority spaces for car sharers for at least 5% of the total car parking capacity for the development.</p> <p>AND</p>	<p>Y</p>		<p>The scheme will not offer a dedicated car sharing space given that it is a car-free development; however this does not prevent a blue badge holder bay from being used by someone with a blue badge that is car sharing with others to reduce single car travel</p>
<p>Locate priority parking spaces nearest the development entrance used by the sharing scheme participants.</p>	<p>Y</p>		<p>It should be noted that there are car club spaces located on Kingsland Road, south of the railway line, circa 320 metres south of the site; Old Bread Street, circa 550 metres west of the site; Bragg's Lane, circa 750 metres north of the site; and Bristol Temple Meads station, circa 800 metres south-west of the site. This information will be contained within the TIP</p>
<p>6. During preparation of the brief, the design team consults with the local authority (LA) on the state of the local cycling network and public accessible pedestrian routes, to focus on whichever the LA deems most relevant to the project, and how to improve it.</p> <p>AND</p>	<p>Y</p>	<p><u>2/2</u></p>	<p>This proposal has been subject to pre-application discussions which noted that the site was in a highly accessible location which was part of a well-established pedestrian and cycle network</p> <p>The design team will work alongside the LA to focus on how local improvements will be beneficial to future residents, staff, and the wider population</p>
<p>Agree and implement one proposition chosen with the local authority. The proposition supported by the development is additional to existing local plans and has a significant impact on the local cycling network or on</p>	<p>Y</p>		<p>New Henry Street has been created to provide a new pedestrian and cycle link between Sussex Street in the south and the walking and cycling path to the north</p>

pedestrian routes open to the public.			
7. Install compliant cycle storage spaces (meeting the minimum levels set out in Table 7.5 under Tra 02).	Y	<u>1/1</u>	The student accommodation will be provided with 354 secure, covered and lit cycle parking spaces for the students and staff, with an additional 10 secure, covered and lit for staff and visitors, and 26 secure visitor cycle spaces across the wider development
8. If compliant cycle storage is present, provide at least two compliant cyclists' facilities (as defined in Tra 02) for the building users (including pupils where appropriate to the building type) out of: <ul style="list-style-type: none"> - Showers - Changing facilities - Lockers - Drying spaces. 	Y	<u>1/1</u>	As noted, the student accommodation will contain cycle facilities such as lockers, provided with benches as an initial changing area, a laundry room, and it can be noted that all accommodation will have showering facilities
9. At least three existing accessible amenities are present, see Table 7.6, where relevant for the building group.	Y	<u>1/1</u>	The site is located within an economically thriving area and is therefore within proximity of a range of accessible amenities This includes Dings Park (200m) which provides an outdoor open space and leisure facilities, multiple food outlets in Old Market (450m), and an ATM in Old Market (450m)
10. Ensure a minimum of one new accessible amenity (from table 7.6 below) is provided. OR	Y	<u>2/2</u>	The development will include a community facility, which is not present elsewhere in the area, as well as a food store and commercial units such as maker spaces There will also be communal areas on site such as the landscaped courtyard (student wellbeing) and socialising and work space on the first floor, as well as sitting, contemplation, eating

			<p>and play spaces within the landscaping on New Henry Street</p> <p>The objective of establishing this community is to create a feeling of home which is a critical element in student accommodation. The student experience of academic study, developing friendships and personal independence is assisted greatly with the ability to meet and work together in these amenities</p>
Ensure more than one new accessible amenity (from table 7.6 below) is provided.	N	<u>0</u> /3	The student accommodation will include access to outdoor open spaces
11. Implement one site-specific improvement measure, not covered by the options already listed in this issue, in line with the recommendations of the travel plan. Submit this for review by BRE.	Y	<u>3</u> /1-3	<p>Electric bike charging provision</p> <p>Cycle maintenance area for students within cycle store</p>
Total points	13		
AI of the project	15.45		
Number of credits achieved	10		

Table 7.6 Amenities applicable for option 9 and 10 for different Building Groups (BG).

Criteria	BG 1	BG 2	BG 3	BG 4	BG 5	BG 6
Proximity from Main Entrance (walking distance) (metres)	500	500	500	500	500	500
Appropriate food outlet	✓	✓	✓	✓	✓	✓
Access to cash	✓	✓	✓	✓	✓	✓
Access to an outdoor open space (public or private, provided suitably sized and accessible to building users)	✓	✓	✓	✓	✓	✓
Access to a recreation or leisure facility for fitness or sports	✓	✓	✓	✓	✓	✓
Publicly available postal facility	✓	✓	✓	✓	✓	✓
Community facility	✓	✓	✓		✓	✓
Over the counter services associated with a pharmacy	✓	✓	✓	✓	✓	✓
Public sector GP surgery or general medical centre			✓		✓	✓
Child care facility or school	✓		✓		✓	✓

✓ - Amenity relevant to building type.

Building Groups:

- BG 1: Offices, Retail, Industrial, Courts and Prisons
- BG 2: Preschool, Schools, Sixth Form
- BG 3: Higher Education and Further Education
- BG 4: Healthcare
- BG 5: Multi-residential
- BG 6: Other building types

Completed by (name): Fiona Bennett

Organisation: Highgate Transportation

Date: 14/11/2023