

Appendix E

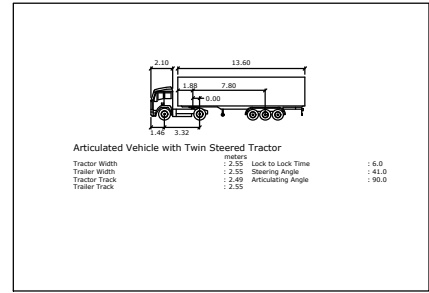
Swept path analysis

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Rev: Description: Date: Rev By: Chk'd:



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Project:
Chineham Business Park - Lindenwood

Title:
Swept Path Analysis
Articulated Vehicle

Client:
Aviemore Trustee Ltd

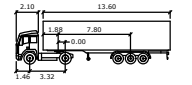
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Scale: 1:1000 (@ A3) Date: 06/12/23

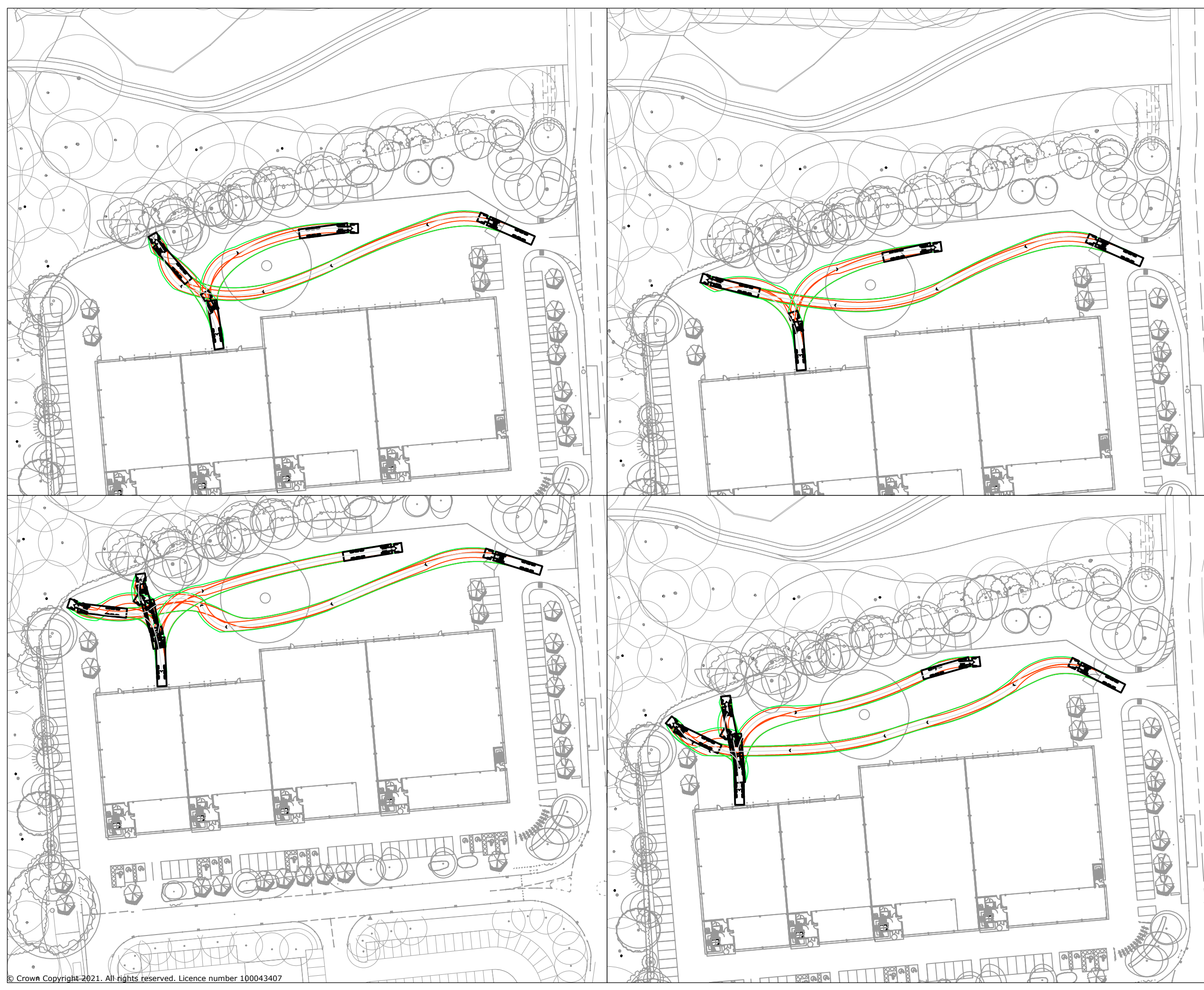
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Drawing: Revision:

2210020-TK11



Articulated Vehicle with Twin Steered Tractor			
Tractor Width	: 2.30	Lock to Lock Time	: 14.0
Tractor Track	: 1.40	Steering Angle	: 45.0
Trailer Track	: 1.25	Articulating Angle	: 90.0
Trailer Width	: 1.40		



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Project:
Chineham Business Park - Lindenwood

Title:
Swept Path Analysis
Articulated Vehicle

Client:
Aviemore Trustee Ltd

Drawing Status:

Scale: 1:1000 (@ A3) Date: 06/12/23

Drawn: EF Checked: PdJ Approved: PdJ

Drawing: 2210020-TK12 Revision:

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Rev: Description: Date: Rev By: Chk'd:

Articulated Vehicle with Twin Steered Tractor

Tractor Width	: 2.55	Lack to Lock Time	: 6.0
Tractor Track	: 2.55	Steering Angle	: 41.0
Trailer Track	: 2.49	Articulating Angle	: 90.0
	: 2.25		



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Project:
Chineham Business Park - Lindenwood

Title:
Swept Path Analysis
Articulated Vehicle

Client:
Aviemore Trustee Ltd

Drawing Status:

Scale: 1:500 (@ A3) Date: 06/12/23

Drawn: EF Checked: PdJ Approved: PdJ

Drawing: 2210020-TK13 Revision:



SDV

Width : 1.80 meters
 Track : 1.80
 Lock to Lock Time : 4.0
 Steering Angle : 37.8



Guildford - London - Reading
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Project:
 Chineham Business Park - Lindenwood

Title:
 Swept Path Analysis
 Large Car

Client:
 Aviemore Trustee Ltd

Drawing Status:

Scale: 1:500 (@ A3) Date: 06/12/23

Drawn: EF Checked: PdJ Approved: PdJ

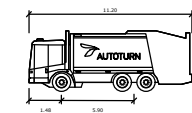
Drawing: Revision:

2210020-TK14

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Rev: Description: Date: Rev By: Chk'd:



11.2m Refuse Vehicle

Track : 2.25
 Lock to Lock Time : 4.0
 Steering Angle : 41.0



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Project:
 Chineham Business Park - Lindenwood

Title:
 Swept Path Analysis
 Refuse Vehicle

Client:
 Aviemore Trustee Ltd

Drawing Status:

Scale: 1:500 (@ A3) Date: 06/12/23

Drawn: EF Checked: PdJ Approved: PdJ

Drawing: 2210020-TK15 Revision:

Appendix F

Chineham Business Park Site -wide Travel Plan



Chineham Park
Basingstoke, Hampshire

Site-wide Travel Plan

for

Frasers Property UK

Document Control Sheet

Chineham Park

Basingstoke, Hampshire

Frasers Property UK

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
24th July 2020	v1.0	PdeJ/AM	PdeJ
27th July 2020	v1.1	PdeJ/AM	PdeJ

Motion
84 North Street
Guildford
Surrey
GU1 4AU
T 01483 531300
F 01483 531333
E info@motion.co.uk
W www.motion.co.uk

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1.0 Introduction

- 1.1 Motion has been appointed by Frasers Property UK to develop a site-wide Travel Plan for Chineham Park based on the Travel Strategy prepared in August 2019. The Travel Strategy was developed to understand the existing travel demand for the business park and included detail surveys of occupier staff travel patterns. This Travel Plan builds on the findings set out in the Travel Strategy and outlines proposed travel planning measures to promote sustainable travel to and from the business park.

Background and Existing Issues

- 1.2 Chineham Park is an established business park on the northern side of Basingstoke. It is home to a diverse mix of high quality large and small businesses employing in excess of 4,000 highly skilled people. Of current occupiers, 50% are in the technology sector, 13% in R&D/pharmaceuticals, 8% in manufacturing and 7% in professional services. The park totals approximately 75,266 sqm made up of 62,636 sqm office use, 6,322 sqm light industrial/hi-tech space and 6,308 sqm general industrial.
- 1.3 Frasers Property acquired Chineham Park in December 2017 and is heavily investing in the park to improve building quality, sustainability and the transport offering of the park. The current transport offering includes a shuttle bus running every 15 minutes mornings, lunchtimes and evenings between the town centre and the park (funded by Chineham Park), 3,706 car parking spaces and cycle parking and showers. The park has good amenities including an on-site café, nursery and gym and Frasers Property plan to supplement the food offering further to avoid the need for occupiers to drive off the estate at lunchtimes. The measures seek to ensure occupier employees are not reliant on private car to access Chineham Park.
- 1.4 Sustainability is a key priority for Frasers Property and this was a key factor influencing the Travel Strategy. Amongst a long list of awards, Frasers Logistics Trust (a sister company) is recognised in the 2019 Global Real Estate Sustainability Benchmark (GRESB) as Global Sector Leader (ranked 1st globally) and Frasers Property Australia has created a zero carbon roadmap to be carbon free in development and operation by 2028. Frasers Property Limited raised Singapore and Southeast Asia's first syndicated green loan worth \$1.2 billion under the Green Loan Principles. A full-time sustainability expert has recently been transferred from Frasers Property Australia to the UK so that the UK arm can be a market leader in sustainability.
- 1.5 A Travel Plan is a long-term strategy, adopted by an occupier of commercial space, with the objective of reducing private car use in favour of more sustainable modes of travel. This is achieved through a combination of the following:-
- ▶ Increasing awareness to the advantages and potential for travel by more environmentally friendly modes of transport;
 - ▶ The introduction of various measures that will facilitate travel by non-car modes of transport;
 - ▶ The setting of mode share targets to reflect a reduction in car use; and
 - ▶ The monitoring of these targets as well as the operation of the Travel Plan itself.
- 1.6 This Travel Plan will identify a package of appropriate measures which will be implemented to promote sustainable travel to reduce car dependency among all occupiers/tenant of the development, and to identify monitoring and reporting protocols.
- 1.7 The Travel Plan will focus on all visitors and employees of the commercial use. The implementation of appropriate measures included within the Travel Plan will be the responsibility of each occupier/tenant, under the co-ordination of the site-wide Travel Plan Co-ordinator (TPC).
- 1.8 A mechanism will be in place to ensure that the Travel Plan continuously develops; therefore, the plan will be regularly monitored, reviewed and revised.

- 1.9 The contact details for the Consultant who has prepared the Travel Plan, the Owner and Property Manager for the Chineham Park Business Park are provided below:

Consultant:	Owner:	Property Manager:
Motion	Frasers Property UK	MAPP
84 North Street	1000 Eskdale Road	Chineham Park Estate Office
Guildford	Winnersh Triangle	200 Cedarwood
Surrey, GU1 4AU	RG41 5TS	Chineham Park, RG24 8WD

Motion Contacts: Anna Mahoney/Phil de Jongh

e-mail: amahoney@motion.co.uk and pdejongh@motion.co.uk

www.motion.co.uk

Frasers Property UK Contact: Chris Stevens

e-mail: chris.stevens@frasersproperty.com

www.frasersproperty.com

MAPP Contact: Martyna Wojtas

e-mail: martyna.wojtas@wearemapp.com

Structure of the Travel Plan

- 1.10 The Travel Plan sets out a series of objectives, targets and measures, and is intended to establish the overarching mechanisms to manage the Travel Plan and monitor its effectiveness for influencing travel choices in accordance with the agreed targets. Planning guidance highlights the emphasis being placed on the integration of land-use, transport, and planning decisions. In order to achieve good integration, high density development should be encouraged in areas with excellent levels of accessibility to public transport.
- 1.11 The implementation of pre-occupation measures included within the Travel Plan will be the responsibility of the developer's and/or the specific end user / occupier in the case of commercial land-uses.
- 1.12 The TPC for implementation of the Travel Plan will be appointed by Frasers Property. Given that separate Travel Plans will be developed for the individual land-uses, the TPC will be responsible for co-ordinating the operation and management of each Travel Plan, with representatives from each of the tenants being responsible for their Travel Plan on a day-to-day basis. The TPC for the Travel Plan will periodically report to Basingstoke and Deane District Council / Hampshire County Council.
- 1.13 The structure of this Travel Plan is set out below:
- ▶ Chapter 2: Planning Policy and Best Practice;
 - ▶ Chapter 3: Context and Site Assessment;
 - ▶ Chapter 4: Travel Surveys;
 - ▶ Chapter 5: Objectives and Targets;

- ▶ Chapter 6: Management Strategy;
- ▶ Chapter 7: Package of Measures;
- ▶ Chapter 8: Monitoring and Review; and
- ▶ Chapter 9: Action Plan.

2.0 Planning Policy and Best Practice

Policy Overview

- 2.1 Relevant local, regional, and national planning policy and guidance has been reviewed to provide context for assessment of the proposed development.

National Policy

National Planning Policy Framework (NPPF) March 2012.

- 2.2 The National Planning Policy Framework (NPPF), published in July 2018 and updated in February 2019, sets out the Government's planning policies for England and how they are expected to be applied. The NPPF replaces existing national planning policy guidance and statements, such as PPG13 and PPS3, with a single concise document. The NPPF aims to enable local people and their accountable Councils to produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.

- 2.3 Section 9 of the NPPF deals with 'Promoting Sustainable Transport'. Paragraph 103 states that:

"Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

- 2.4 Paragraph 108 addresses the relationship between development and sustainable transport as follows:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be - or have been - taken up, given the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users; and*
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*

- 2.5 Paragraph 111 states:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

National Planning Practice Guidance (NPPG), March 2014

- 2.6 The National Planning Practice Guidance (NPPG) was published in March 2014, offering updated and revised guidance on planning where necessary. The online version allows stakeholders to be altered in real time when future amendments to individual policies are made, thereby ensuring that the most up-to-date guidance documents are available.
- 2.7 The NPPG provides additional guidance to supplement the planning policies contained in the NPPF.
- 2.8 The guidance on Travel Plans refers back to Paragraph 32 of the NPPF, and there are no major changes from previous guidance on their scope or content.

- 2.9 Paragraph 9 of the NPPG states that the need for a Travel Plan for a particular development will depend on factors including.
- ▶ Travel Plan policies contained within the local authority's Local Plan;
 - ▶ Proposed development quantum, and in particular whether they fall above or below any thresholds which may exist for the production of Travel Plans;
 - ▶ Existing public transport availability and patronage; and
 - ▶ Site-specific considerations, which could include proximity to environmentally sensitive areas or the need to focus on particular elements within the Travel Plan (e.g. minimising traffic generation levels).
- 2.10 Paragraph 11 gives details of the approach to be taken when drawing up a Travel Plan. Guidance points include:
- ▶ Setting specific outcomes rather than just outlining the process to be followed;
 - ▶ Considering all journeys associated with the proposed development, including visitor trips;
 - ▶ Taking a reasonable approach to sanctions in the event of targets not being met. In particular, it is noted that Travel Plans can only impose certain conditions if they are consistent with Government policy; and
 - ▶ Advising that "it is often best to retain the ability to establish certain elements of the Travel Plan or review outcomes after the development has started operating" so that the actual operational and occupational characteristics of the developments can be taken into account once it is up and running. In this respect, a more fluid approach is deemed preferable to one which is overly prescriptive prior to occupation.
- 2.11 Paragraph 12 offers guidance on the monitoring of Travel Plans. The developer and the local authority should agree on the monitoring plan to be followed and with whom the responsibility for ensuring compliance lies. The guidance advises that monitoring should continue until the development's travel patterns are deemed to be consistent with the Travel Plan objectives, after which point the Travel Plan could remain active but would become a voluntary initiative.
- Good Practice Guidance Guidelines: Delivering Travel Plans Through the Planning Process (DfT, 2009)**
- 2.12 The DfT guidelines are intended to assist all stakeholders, in both the public and private sectors, to secure an effective policy framework, determine when a Travel Plan is required, how it should be prepared and what it should contain within the context of an integrated planning and transport process. They also set out how Travel Plans should be evaluated, secured, implemented and then also monitored and managed in the longer term as part of this process.
- 2.13 The document comprises technical guidelines and does not set out any new policy or legal requirements.
- 2.14 It recognises that the planning process provides the key opportunity to ensure that new development can be effectively accessed by everyone who needs to get to and from a site, minimise the impact of developments on the transport infrastructure, and help to reduce CO₂ emissions.
- 2.15 Travel Plans are important for major new developments in order to:
- ▶ Support increased choice of travel modes;
 - ▶ Promote and achieve access by sustainable modes;
 - ▶ Respond to the growing concern about the environment, congestion, pollution and poverty of access; and

- ▶ Promote a partnership between the authority and the developer in creating and shaping 'place'.

2.16 The document also recognises that it can be helpful to view a Travel Plan for a development as a pyramid of measures and actions, which is constructed from the ground up, with each new layer building on the last, all set within the context of the outcomes sought, as shown in **Figure 2.1** below.

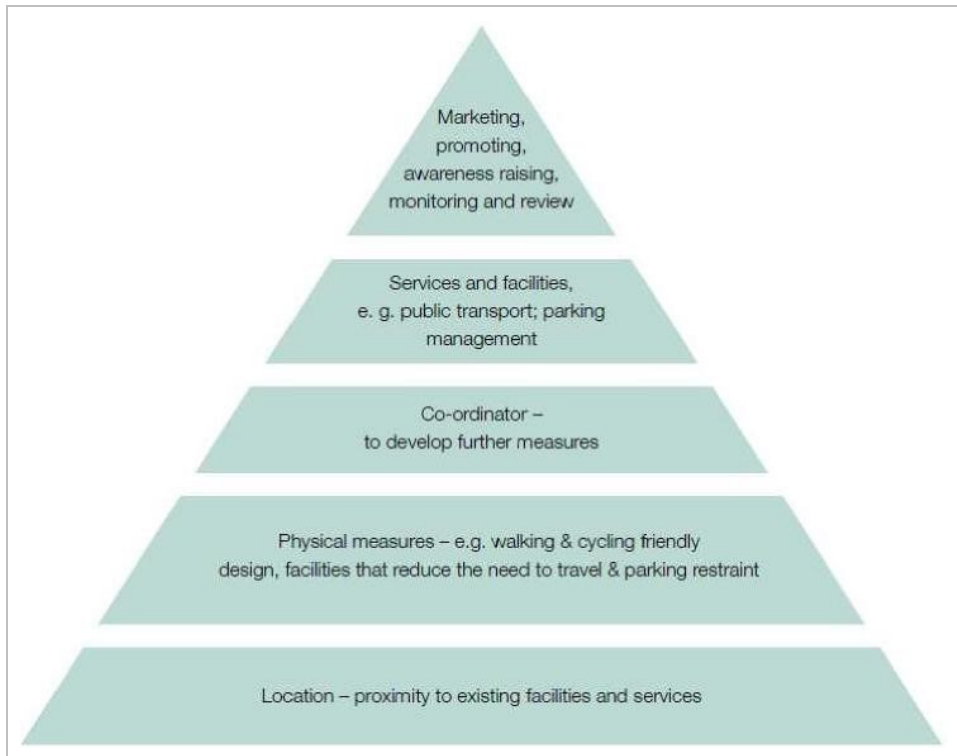


Figure 2.1 Travel Plan Pyramid

2.17 The DfT's Travel Plan Pyramid helps demonstrate how successful plans are built on the firm foundations of a good location and site design. Additional hard and soft measures should be integrated into the design, communications and occupation of the site. In addition, parking restraint is often crucial to the success of the plan in reducing car-use.

Workplace Travel Plans

2.18 The DfT document identifies that Workplace Travel Plans focus primarily on commuter travel and travel in the course of work, but can and should also include strategies to make visitor and freight travel more sustainable. These Travel Plans typically combine measures to support walking, cycling, public transport and car sharing, reinforced with promotion and incentives and the management of workplace parking. Workplace Travel Plans also include actions to reduce the need to travel - for example, policies to encourage home working and video conferencing.

Regional – Hampshire County Council – Guide to Development related Travel Plans

2.19 Hampshire County Council (HCC) have prepared a developer guide to Travel Plans published in 2009 which sets out the commitments required to ensure development takes place in sustainable locations and in a sustainable manner across the County. The guide offers developers in the preparation of high-quality travel plans in a consistent manner. The key aspects of the travel plan are as follows:

- ▶ Ensure that development takes place in location and in ways that minimise the impact of this additional demand

- ▶ Increase accessibility and ensure there are opportunities for people to travel to and from developments in a variety of ways; and
- ▶ Reduce the dependency on the use of the car.

2.20 The HCC document also sets out the principles of good travel planning in their own pyramid, similar to that presented in Figure 2.1 and this is illustrated as **Figure 2.2**.

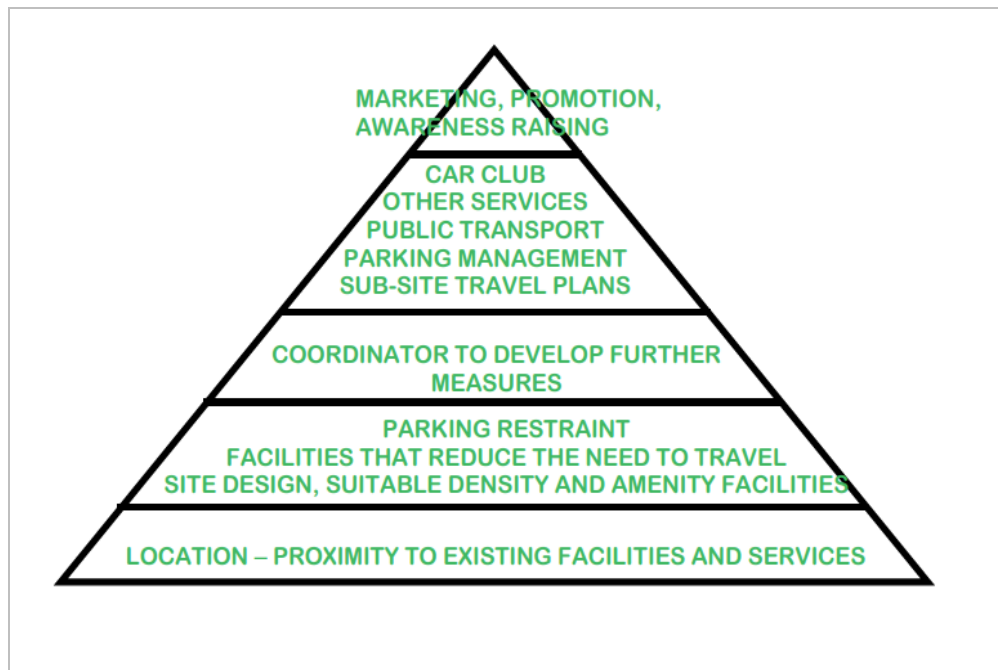


Figure 2.2 – HCC Travel Plan Pyramid

Policy Overview

2.21 Chineham Park Business Park is an established business facility in Basingstoke and there are already measures in place to deliver the general national and regional policies relating to Travel Planning. This Travel Plan is part of an on-going Estate Management strategy to deliver a range of travel options for occupiers.

3.0 Context and Site Assessment

General

3.1 Chineham Park is located approximately 3.5 kilometres north east of Basingstoke and is well connected to the local highways with direct access to the A33 and good links to the A339 /Basingstoke Ringway and the M3 motorway (Junction 6). The general site location and six shuttle bus stops are presented on **Figure 3.1**.

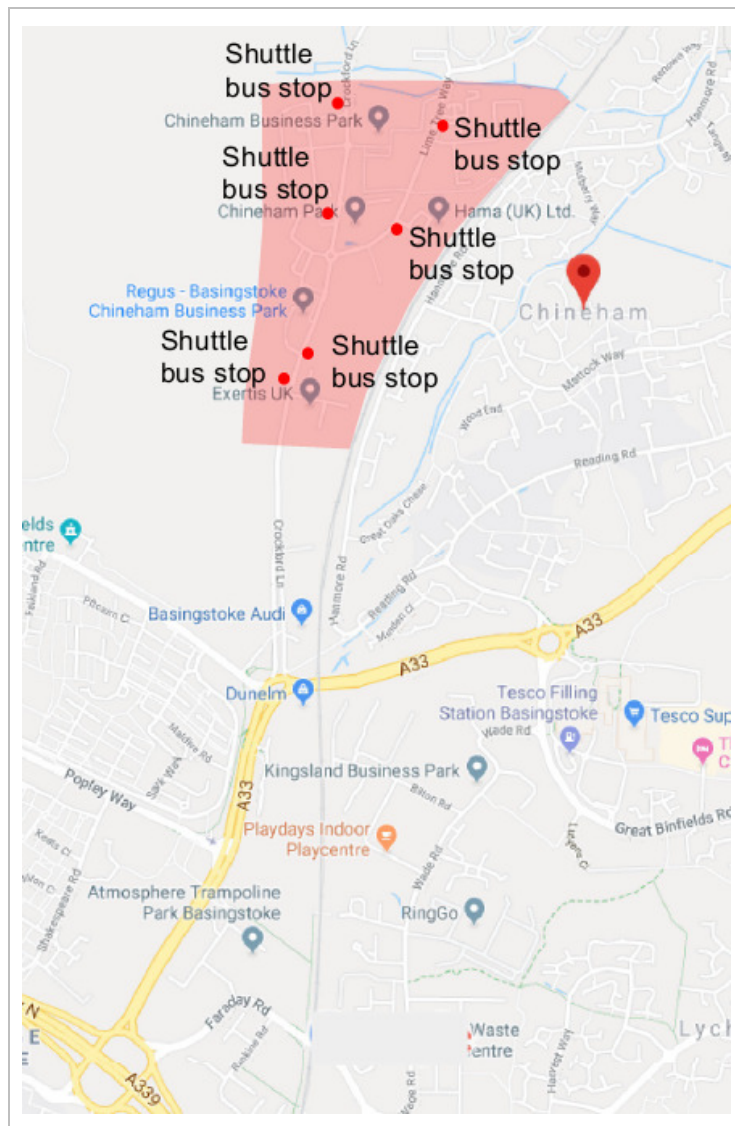


Figure 3.1 - Chineham Park – Site Location and On-Site Bus Infrastructure

Local Road Network

3.2 The main roads through the site are Crockford Lane and Lime Tree Way and the general nature of the roads is described below.

Crockford Lane

3.3 The main approach road through Chineham Park is Crockford Lane which runs north/south and connects the business park to the A33 at the Crockford Roundabout. The A33 provides a link to the A339 Ringway

and Basingstoke/M3 Junction 6 to the south and M4 Junction 11/Reading to the north. Crockford Lane continues north of Chineham Park leading to separate commercial plots (Hampshire Industrial Business Park) and new residential estates. The road leads onto Chineham village, Sherfield Park and ultimately the A33 to the north-east. Bus/coach lay-bys are provided along Crockford Lane close to the Forest View and Cedarwood buildings.

Lime Tree Way

- 3.4 Lime Tree Way provides the main road to the north-eastern part of Chineham Park and links to Crockford Lane at the central Chineham Park roundabout to the south and Crockford Lane to the north. The road is 7.3m wide with footways and street lighting provided on both sides of the road. Signage on both sides of the road indicate cyclists are recommended to use the carriageway – Lime Tree Way is identified as a quieter route recommended for cyclists on the Basingstoke and Deane cycle map.
- 3.5 Shuttle bus boarding points are provided on Lime Tree Way to offer drop-off and pick-up points on the north-eastern part of the Chineham Park estate. Simple priority junctions provide access to the development areas flanking Lime Tree Way as well as the connection to Stag Oak Lane on the eastern side of the road.

Local Cycle Connections

- 3.6 Chineham Business Park is well served by a variety of local cycle routes connecting to the local populated areas. The existing cycle network in relation to the Business Park is presented on **Figure 3.2**.



Figure 3.2 - Chineham Park and connections to local cycle infrastructure

- 3.7 National Cycle Route 23 is located to the west of Chineham Park and it connects with the on-carriageway cycle facility on Crockford Lane through Chineham Park. The cycle route on the southern part of Crockford Lane connects to Popley, Chineham, Daneshill, Oakridge and the centre of Basingstoke via a mix of on-road and off-road cycle routes.

Chineham Park - Occupier Parking Provision

- 3.8 There is a variety of parking for all types of vehicles around the Business Park, which include 3,415 car parking spaces (including accessible provision), 19 motorcycle spaces and 132 cycle spaces distributed around the Estate. The Estate Management team have a policy to minimise the use of car parking in unallocated spaces and there is a strict parking management system in place to ensure occupiers only use their allotted parking provision.
- 3.9 The park currently has 2 no. electric car charging points located close to the gym in the north-eastern part of the estate.

Public Transport

Chineham Park Shuttle Bus

- 3.10 Chineham Park has a dedicated shuttle bus service that operates mornings, lunchtimes and evenings (in 15-minute intervals at peak times) to provide occupiers with direct connection between Basingstoke town centre/ Basingstoke railway station and the business park. The bus service operates at the following times in each direction:
- ▶ 0715-0945;
 - ▶ 1200-1415; and
 - ▶ 1630-1830.
- 3.11 The service also stops at Waitrose/John Lewis on Basing View during the lunchtime journeys to provide occupiers' staff with the opportunity to access these stores.
- 3.12 There are six drop-off points within the Business Park with four on Crockford Lane and two on Lime Tree Way. The drop-off points are positioned so that all Estate buildings are located within approx. 200m.
- 3.13 Frasers Property UK collect shuttle passenger statistics to monitor bus usage. This shows approximately 2,300 journeys are taken per week (c.115,000 per year).

National Rail Services

- 3.14 Basingstoke station offers direct regular mainline rail services to London, Woking and Reading to the north and east and services to Winchester, Southampton, Bournemouth, Poole and Weymouth to the south-west. The local services and the weekday frequencies are presented in **Table 3.1**.

Service	Available Local Stops (not all services)	Peak Weekday Frequency
Basingstoke to Reading (Great Western Railway)	Bramley – Mortimer – Reading West – Reading	3 trains per hour
Basingstoke to Woking (South Western Railways)	Hook – Winchfield – Fleet-Farnborough – Brookwood – Woking	5 trains per hour
Basingstoke to London Waterloo (South Western Railways)	Woking – Clapham Junction – London Waterloo	Fast service – 4/5 trains per hour
Basingstoke to Southampton (South Western Railways)	Micheldever – Winchester – Shawford – Eastleigh – Southampton Parkway – Swaythling – St Denys – Southampton Central	Stopping services – 2/3 trains per hour Fast services – 2/3 trains per hour

Table 3.1 – Basingstoke Station – Mainline Rail Services

4.0 Travel Surveys and Travel Strategy

- 4.1 The Chineham Park Estate Management Team and Motion have carried out an Occupier Travel Survey by means of an on-line questionnaire to understand existing travel habits of occupiers' staff in March / April 2019. The questionnaire has enabled the general mode of travel to Chineham Park to be determined and the findings are presented in **Table 4.1**.

Mode of Travel	Mode Split (%)
Car driver	80.0
Public transport (train, bus & shuttle bus)	11.5
Walk/run	3.4
Get a lift	2.3
Cycle	2.0
Work at home/remotely	0.5
Motorcycle	0.3
TOTAL	100

Table 4.1 – Existing Mode Share – Chineham Park

- 4.2 The travel survey has revealed that workers on the site predominantly travel to Chineham Park with 80.0% travelling by car (car driver/car passenger). The proportion of people travelling by public transport is 11.5% which is considered relatively high for this part of Hampshire. The Shuttle bus is well used as a connection between Basingstoke town centre and Basingstoke railway station. Cycling and walking represent approximately 5% of the transport share to and from Chineham Park.
- 4.3 When those who regularly use motorised transport (i.e. by car and motorcycle) for their commute cannot, or do not do so, working from home is the most popular option taken (just under one third of respondents, 29.3%). Just less than one quarter of respondents use public transport (24.2%) in these situations, whilst more than a fifth of respondents (22.6%) get a lift to work. Active modes (walking, running, cycling) are used by a little over one tenth of the respondents (11.8%). Very few respondents indicated they take a taxi or work from another site/office/location (3.8%).

Chineham Park – Summary of Key Travel Strategy Measures

- 4.4 The main travel planning measures that were identified within the Chineham Park Travel Strategy are:
- ▶ Programmed review of the existing shuttle bus service and potential increase in bus capacity and examination of alternative fuels;
 - ▶ Maintain existing free on-site bicycle servicing facility;
 - ▶ Promotion of occupier home-working and increased lift-sharing through contact with building occupiers; and
 - ▶ Potential introduction of on-site car club.

5.0 Objectives and Targets

Objectives - Commercial use

- 5.1 HCC's guidance for Travel Plans sets out that objectives should cover a range of outcomes specific to the context of the proposed development. The achievement of these objectives is measured by the targets that are set.
- 5.2 The objectives of this Travel Plan are tailored to the audience, i.e. the tenant companies and their employees and visitors, and are to:
- ▶ Raise site occupants' awareness of opportunities to adopt active and/or sustainable travel i.e. through provision of information.
 - ▶ Reduce reliance on car travel, where possible i.e. through provision of a shuttle bus service that supports use of rail travel, and on-site facilities that support cycle-commuting (cycle parking; lockers; changing facilities; showers).
 - ▶ Reduce the need to travel, where possible i.e. working from home, linking trips, use of telecommunications for some meetings and/or events.
 - ▶ Promote the health benefits of active travel i.e. walking, running and cycling, in order to increase the use of these active and sustainable modes.
 - ▶ Promote more efficient and 'cleaner' forms of car travel i.e. 'cleaner' fuel vehicles (electric and hybrid vehicles) and sharing resources through, for instance, pool cars, car clubs and lift-sharing.
 - ▶ Support inclusivity and accessibility through personal interaction i.e. 'buddy groups' for walkers, runners and cyclists, providing companionship and safety as well as supporting those with mobility impairments.

Targets - Commercial use

- 5.3 The site-wide target is to maximise the use of active and/or sustainable travel and minimise single-occupancy car travel.
- 5.4 SMART (Specific; Measurable; Achievable; Realistic and Time-bound) targets are accordingly set out at **Table 5.1**, derived from the results of the April 2019 travel survey of Park occupants.

Mode of Travel	Mode Split (%)	
	Baseline	By 2025
Car driver	80.0	73.0
Public transport (train, bus & shuttle bus)	11.5	15.0
Walk/run	3.4	4.0
Get a lift	2.3	3.5
Cycle	2.0	3.0
Work at home/remotely	0.5	1.0
Motorcycle	0.3	0.5
TOTAL	100	100

Table 5.1: Modal Split Targets

6.0 Management Measures

Travel Plan Co-Ordinators

- 6.1 A TPC has been appointed to take responsibility for the management of the travel plan and ensuring its delivery. The TPC role for the business park is part of the Estate Management team as presented in paragraph 1.9.
- 6.2 The roles and responsibilities of the TPC are set out below:
- ▶ Ensuring the structures for the on-going management of the plan are set up and running effectively;
 - ▶ Liaising with public transport operators and other service providers such as car club operators;
 - ▶ Overseeing the monitoring and reporting of the travel plan including liaising with the Local Authority where appropriate;
 - ▶ Overseeing and monitoring the regular surveys and questionnaires, which will inform the on-going development of the plan;
 - ▶ Monitoring and where necessary revising Travel Plan targets; and
 - ▶ Administration of the Travel Plan, which involves the maintenance of necessary systems, data and paperwork, consultation, and promotion. These duties are permanent for the duration of the plan.

Workplace Travel Plan Management - Commercial use

- 6.3 Occupiers/tenants will be expected to adapt these to suit their own circumstances and organisational policies. In particular the type of manager and type of response will be dependent on the size of each organisation.
- 6.4 All occupiers that exceed travel plan thresholds will be required to complete the Travel Plan pro forma as a minimum. Whilst detailed monitoring of travel characteristics for individual units is not a requirement, occupiers will be encouraged to undertake supplementary questionnaire surveys where practicable, when the site wide surveys are being undertaken.
- 6.5 Depending upon the scale of development and relevant threshold, each occupier/tenant will be advised to appoint a Travel Plan Representative (TPR) to develop and manage the occupier Travel Plan. The travel plan will confirm the workplaces commitment to actively encouraging sustainable transport and formalise the commitment of the organisation towards the delivery of this Travel Plan.
- 6.6 The TPR is the most important aspect of a Travel Plan and their willingness and enthusiasm will be a key factor in the successful implementation of a Travel Plan that will achieve good modal shift results. The roles and responsibilities of the TPR these are provided below:
- ▶ To liaise with the TPC on matters concerning travel and the specific Workplace Travel Plan.
 - ▶ To develop the Workplace Travel Plan for their employer based on the Site-wide Travel Plan.
 - ▶ To implement, market, and manage the Workplace Travel Plan.
 - ▶ Act as a point of contact for the TPC, for the implementation of site-wide initiatives (where applicable) and to ensure effective monitoring when required.
 - ▶ Act as a point of contact for staff regarding travel and the Workplace Travel Plan.
 - ▶ Assist the TPC in gathering monitoring data from within their organisation.

- 6.7 Each occupier will appoint their Travel Plan Representative upon initial occupation of the site, and ensure that there is someone actively filling the role throughout the duration of the Travel Plan. Their contact details will be passed to the Estate Management Team and the HCC Travel Plan Officer upon their appointment. Each occupier will be responsible for submitting either a Local level travel plan or Strategic level travel plan within 3 months of occupying the development.
- 6.8 The role of the TPR is part-time and will have a fluctuating workload throughout the duration of the Travel Plan. The occupier will ensure that the TPR will have enough time to undertake their duties. The staff member appointed will need to be at a senior enough level to effectively communicate with management within their organisation regarding the Travel Plan. The funding of each Travel Plan Co-ordinator is the responsibility of the occupier.

Marketing and Communication Strategy - Commercial Workplace

- 6.9 It is recognised that a marketing and communication strategy is key to the success of the travel plan. The marketing strategy will aim to raise awareness of the key services and facilities implemented as part of the travel plan and disseminate travel information and notification of events and facilities provided. The Estate Management team at Chineham Park have a good method of communication with occupiers through e-mail contacts with occupier administration staff.
- 6.10 The communications activities to be undertaken include:
- ▶ Provision of links to relevant journey planning information and timetable for public transport services on Chineham Park website will be provided within promotional material distributed to staff working within the development and visitors; and
 - ▶ Notification of sustainable travel events and incentives such as interest-free season ticket loans to employees.
- 6.11 It is recognised that the site will also generate other types of trips from the wider surrounding area such as visitor trips. Although it is not practicable to provide information to or survey these groups using same method, all available opportunities will be pursued to ensure that their exposure to material which can influence their choice of mode is maximised.

7.0 Package of Measures

Introduction

7.1 This chapter outlines the overarching measures which will be implemented throughout the development in order to achieve the objectives identified within Chapter 5 and providing support for employees travelling to work by alternative modes of transport. The measures have been grouped into three types as follows:

- ▶ 'Hard' engineering measures incorporated into the design of the development; - 'Key services and facilities'; and
- ▶ 'Soft' communications and management measures which will be implemented as part of the development proposals to ensure that sustainable travel behaviour is maximised.

7.2 The range of overarching measures which may be implemented for the commercial occupiers are detailed below. Any additional measures that are specific to each of the occupiers may be provided.

'Hard' Measures – Site Design

7.3 It should be recognised that many physical aspects of the design of the business park buildings will influence travel patterns. The hard engineering measures that are incorporated into the design of the development are set out below. It should be noted that appropriate hard engineering measures are already in place.

Cycle parking provision

- 7.4 There are existing cycle parking facilities around the business park. Additional secure cycle parking is being explored to enhance the existing infrastructure as well as full changing facilities, showers, lockers.
- 7.5 The development is already well served by cycle parking around the business park with good connections to local routes (on-road and off-carriageway).

Lift sharing

- 7.6 Around 10% of survey respondents lift-share at least once a week with someone else who works at the Park. This existing good practice will be promoted in Travel Plan communications with tenant companies, with the ambition of increasing adoption of this more sustainable form of car travel where possible.
- 7.7 Use of the free online facility www.liftshare.com will form part of such efforts promoting lift-sharing.

Working from home and flexible working

7.8 More than two-thirds (67.1%) of respondents are able to work from home on the basis of their role and their employer's approach to this working style. The majority of those who can work from home do so at least occasionally over the course of a year. The opportunity for occupier staff to work at home is available to businesses within the business park and the Estate Management team will seek to encourage this where feasibly possible.

Cycle to work scheme

7.9 The national Cycle to Work Scheme enabling employees to purchase a bicycle on a tax-free basis will be promoted to all commercial occupiers. Details of the scheme will be included within the Commercial Travel Leaflet which will be distributed to each of the commercial units upon occupation. All commercial occupiers will be encouraged to sign up to the scheme.

Cycle to Work Week

- 7.10 A Cycle to Work Week will be organised by the TPC to promote cycling to employees. The event will be held within six months of opening; and annually thereafter for a minimum period of five years. The event will be co-ordinated with the National Bike Week, where timescales permit.

Encouraging physical activity as part of daily travel

- 7.11 Employees will be offered personal health advice including changing travel behaviour, details of local gyms and running clubs.

Interest-free season ticket loan

- 7.12 Occupiers of the commercial uses will be encouraged to consider providing employees with interest-free loans for the purchase of public transport season tickets. The availability of season ticket loans will be publicised where appropriate.

'Soft' Measures - Communication and Promotion

Community Notice Boards

- 7.13 Community notice boards providing travel information to employees and visitors will be placed in prominent locations.
- 7.14 The notice boards will include information such as locations of cycle parking; public transport service access points, and upcoming travel initiatives or events organised by the TPC, such as Bike Week and the cycle to work scheme.

Commercial Travel Leaflets

- 7.15 Travel Leaflets will be made available to employees of the office land use within the site, and to visitors. The leaflets will be produced by the TPC.
- 7.16 A key role of the commercial travel leaflet will also be to raise awareness of the sustainable travel initiatives being implemented through the travel plan including:
- ▶ Access initiatives: The Travel Leaflet will contain a high-quality map of the local area, showing cycling, walking, and public transport routes to/ from the site, together with the locations of key local facilities such as shops, services and restaurants - all of which will be accessible on foot. Additional sources of further information such as National Rail Journey Planner website and mobile applications will also be provided;
 - ▶ Promotion of key services and facilities: Details of the key services and facilities such as the location and access arrangements for cycle parking and maintenance facilities. Sources of more detailed further information will also be included;
 - ▶ Promotion of membership to the Cycle Basingstoke or other local cycle clubs): Promote the Basingstoke and Dean Borough Council cycle page on their website. Details of the local cycle groups together with membership information will be included within the Commercial Travel Leaflet; and
 - ▶ Promotion of employee initiatives: Details of the national cycle to work scheme and the availability of interest free season ticket loans (subject to occupier agreement).
 - ▶ The commercial travel leaflet will also invite those persons wishing to raise specific transport-related matters to engage in discussions with the TPC.
- 7.17 A copy of the commercial travel leaflet will be available electronically from the TPC.

Existing/Future Electric/Hybrid Vehicle Charging Demand

- 7.18 Although current levels of using an electric vehicle are low, around a fifth of survey respondents indicated they would need a charging point at the Park for an electric or hybrid vehicle within the next 5 years. Three respondents also indicated they would need on-site charging for electric motorcycles. The Estate Management team is working with Electric car charging providers to enhance the existing facilities.

Car Club Vehicle On-Site

- 7.19 It was clear from survey responses that there is a degree of interest in such provision and that further consideration needs to be invested. The provision of a dedicated on-site car club vehicle is being explored as part of the evolution of the Chineham Park Travel Plan measures.

Shuttle Bus Feedback

- 7.20 Many respondents indicated that they rely on this service. A range of comments were provided requesting amendments to the service and the key points were discounted tickets – presumably rail travel (23%) and services that run earlier/later (14%).
- 7.21 In terms of the shuttle bus service, 27% considered this to be 'excellent', 44% felt the service is 'good' and 24% thought 'average'. Many of the additional comments on the Shuttle Service included positive feedback, many of the occupiers' employees feel the facility could be extended to provide earlier and later services to suit shift patterns. Some comments were raised relating to overcrowding and more readily available bus information. Many of the staff use the bus service at lunchtime for connections to Basingstoke Town Centre.

8.0 Monitoring and Review

- 8.1 The TPC will manage and administer the monitoring and review programme.
- 8.2 Monitoring will be undertaken to record Park occupants' travel habits such that:
 - ▶ progress can be tracked towards achieving the Plan targets; and
 - ▶ the Travel Plan implementation measures can be reviewed and tailored accordingly.
- 8.3 The TPC will organise for a site-wide travel survey to be carried out in Spring 2021 for comparison with the Spring 2019 travel survey. Communication and engagement with the tenant company TPRs will have been undertaken in preparation for the survey to support and secure their companies' involvement.
- 8.4 This process will thereafter be repeated annually for the five-year life of this Plan.
- 8.5 The survey data will be used to inform a review of the Travel Plan measures in order to retain and/or enhance those that are considered to be positively supporting active and/or sustainable travel, and to amend or abandon those that are not, with suitable measures being substituted as appropriate.
- 8.6 A Monitoring Report will be produced by the TPC, with appropriate input from the TPRs, following each survey and review. That Report will contain a description of the measures implemented to date alongside forthcoming measures, the survey results, the outcome of the Travel Plan review, and an updated, ongoing Action Plan.
- 8.7 Should the Travel Plan not achieve the targets within this monitoring period, remedial measures and an extended monitoring programme will be proposed and agreed with Hampshire County Council.

9.0 Action Plan

9.1 The Action Plan at **Table 9.1** sets out the actions that have been and will be taken to implement this Travel Plan, the party/ies responsible for each action, and an indicative timeline.

Action	Party/ies Responsible	Indicative Timeline	
Provide cycle and car parking, on-site pedestrian and cyclist network facilities	Frasers Property	Already in place	
Provide shuttle bus service			
Appoint Travel Plan Co-ordinator (TPC)			
Provide on-site notice boards for display of travel information	Travel Plan Co-ordinator (TPC)	TPC nominated	
Provide travel-related weblinks on Chineham Park website			
Produce Travel Leaflet information for issue to tenants and display on on-site notice boards	Frasers Property	Upon occupation	
Issue travel information to tenants and display on on-site notice boards	Occupying tenants	Upon occupation at the Park	
Appoint a Travel Plan Representative (TPR)		Within 3 months of occupation at the Park	
Encourage new occupiers (greater than 20 staff) to prepare a local or strategic level Travel Plan	TPC	Within 6 months of issue of TP; and annually thereafter for a minimum of five years	
Organise a 'Cycle to Work Week' co-ordinated with National Bike Week, where timescales permit			
Review cycle provision and planned cycle upgrades	TPC	Within six months of issue of TP	
Maintain liaison between TPC and TPRs	Frasers' TPC and tenants' TPRs	Throughout the life of this site-wide Travel Plan	
Engage with TPRs in preparation for travel survey	TPC & TPRs	Spring 2021	
Undertake site-wide travel survey	TPC		
Review bus usage and consider shuttle bus service upgrades			
Review Travel Plan using survey data			Within 3 weeks of receiving survey data
Produce & submit Monitoring Report			Within 6 weeks of receiving survey data
Agree Monitoring Report	Hampshire County Council (HCC)	Within 3 weeks of receiving Report	
Engage with TPRs in preparation for travel survey	TPC & TPRs	Annually Spring 2022-2025	
Undertake anniversary site-wide travel surveys	TPC		
Review Travel Plan using survey data			Within 3 weeks of receiving survey data
Produce & submit Monitoring Reports			Within 6 weeks of receiving survey data
Agree Monitoring Reports	Hampshire County Council (HCC)	Within 3 weeks of receiving Report	
Should the Travel Plan targets not be met, propose remedial measures and an extended monitoring programme	TPC	At end of 5-year monitoring period, should Travel Plan targets have not been met	
Agree remedial measures and an extended monitoring programme	TPC, Frasers Property & HCC		

Table 9.1: Action Plan

Appendix G

TRICS Output – B1 Use (Existing)

Calculation Reference: AUDIT-734001-231123-1143

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : B - BUSINESS PARK
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	2 days
	WG WOKINGHAM	1 days
03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
08	NORTH WEST	
	EC CHESHIRE EAST	1 days
	GM GREATER MANCHESTER	1 days
09	NORTH	
	FU WESTMORLAND & FURNESS	1 days
	TW TYNE & WEAR	2 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 1500 to 7926 (units: sqm)
 Range Selected by User: 975 to 10000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

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

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

Selected survey days:

Monday	1 days
Wednesday	1 days
Thursday	4 days
Friday	5 days

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

Selected survey types:

Manual count	11 days
Directional ATC Count	0 days

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

Selected Locations:

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

Industrial Zone	4
Commercial Zone	1
Development Zone	2
Residential Zone	3
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	3 days - Selected
Servicing vehicles Excluded	8 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	11 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	2 days
10,001 to 15,000	4 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	3 days

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	1 days
125,001 to 250,000	5 days
250,001 to 500,000	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	6 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	10 days

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

PTAL Rating:

No PTAL Present	11 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters (Cont.)

8	NF-02-B-03 BARTON WAY NORWICH	BUSINESS PARK	NORFOLK
	Edge of Town Residential Zone		
	Total Gross floor area:	2634 sqm	
	Survey date:	THURSDAY 15/09/22	Survey Type: MANUAL
9	TW-02-B-05 MONARCH ROAD NEWCASTLE	BUSINESS PARK	TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) No Sub Category		
	Total Gross floor area:	7926 sqm	
	Survey date:	FRIDAY 13/11/15	Survey Type: MANUAL
10	TW-02-B-06 JOICEY ROAD GATESHEAD	BUSINESS PARK	TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total Gross floor area:	3712 sqm	
	Survey date:	THURSDAY 18/10/18	Survey Type: MANUAL
11	WG-02-B-02 WHARFEDALE ROAD READING WINNERSH	BUSINESS PARK	WOKINGHAM
	Edge of Town Development Zone		
	Total Gross floor area:	4775 sqm	
	Survey date:	FRIDAY 20/11/15	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 02 - EMPLOYMENT/B - BUSINESS PARK

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	11	3975	0.176	11	3975	0.041	11	3975	0.217
07:30 - 08:00	11	3975	0.416	11	3975	0.121	11	3975	0.537
08:00 - 08:30	11	3975	0.579	11	3975	0.119	11	3975	0.698
08:30 - 09:00	11	3975	0.714	11	3975	0.167	11	3975	0.881
09:00 - 09:30	11	3975	0.375	11	3975	0.206	11	3975	0.581
09:30 - 10:00	11	3975	0.302	11	3975	0.199	11	3975	0.501
10:00 - 10:30	11	3975	0.252	11	3975	0.231	11	3975	0.483
10:30 - 11:00	11	3975	0.208	11	3975	0.188	11	3975	0.396
11:00 - 11:30	11	3975	0.176	11	3975	0.217	11	3975	0.393
11:30 - 12:00	11	3975	0.226	11	3975	0.194	11	3975	0.420
12:00 - 12:30	11	3975	0.199	11	3975	0.288	11	3975	0.487
12:30 - 13:00	11	3975	0.261	11	3975	0.284	11	3975	0.545
13:00 - 13:30	11	3975	0.252	11	3975	0.233	11	3975	0.485
13:30 - 14:00	11	3975	0.263	11	3975	0.256	11	3975	0.519
14:00 - 14:30	11	3975	0.233	11	3975	0.252	11	3975	0.485
14:30 - 15:00	11	3975	0.178	11	3975	0.258	11	3975	0.436
15:00 - 15:30	11	3975	0.149	11	3975	0.199	11	3975	0.348
15:30 - 16:00	11	3975	0.128	11	3975	0.236	11	3975	0.364
16:00 - 16:30	11	3975	0.176	11	3975	0.400	11	3975	0.576
16:30 - 17:00	11	3975	0.174	11	3975	0.432	11	3975	0.606
17:00 - 17:30	11	3975	0.215	11	3975	0.636	11	3975	0.851
17:30 - 18:00	11	3975	0.119	11	3975	0.437	11	3975	0.556
18:00 - 18:30	11	3975	0.098	11	3975	0.176	11	3975	0.274
18:30 - 19:00	11	3975	0.071	11	3975	0.158	11	3975	0.229
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			5.940			5.928			11.868

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:	1500 - 7926 (units: sqm)
Survey date date range:	01/01/15 - 15/09/22
Number of weekdays (Monday-Friday):	11
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/B - BUSINESS PARK

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	11	3975	0.005	11	3975	0.005	11	3975	0.010
07:30 - 08:00	11	3975	0.000	11	3975	0.000	11	3975	0.000
08:00 - 08:30	11	3975	0.005	11	3975	0.005	11	3975	0.010
08:30 - 09:00	11	3975	0.005	11	3975	0.000	11	3975	0.005
09:00 - 09:30	11	3975	0.002	11	3975	0.005	11	3975	0.007
09:30 - 10:00	11	3975	0.002	11	3975	0.002	11	3975	0.004
10:00 - 10:30	11	3975	0.000	11	3975	0.002	11	3975	0.002
10:30 - 11:00	11	3975	0.002	11	3975	0.000	11	3975	0.002
11:00 - 11:30	11	3975	0.000	11	3975	0.000	11	3975	0.000
11:30 - 12:00	11	3975	0.002	11	3975	0.000	11	3975	0.002
12:00 - 12:30	11	3975	0.000	11	3975	0.005	11	3975	0.005
12:30 - 13:00	11	3975	0.002	11	3975	0.002	11	3975	0.004
13:00 - 13:30	11	3975	0.002	11	3975	0.002	11	3975	0.004
13:30 - 14:00	11	3975	0.005	11	3975	0.005	11	3975	0.010
14:00 - 14:30	11	3975	0.000	11	3975	0.000	11	3975	0.000
14:30 - 15:00	11	3975	0.005	11	3975	0.005	11	3975	0.010
15:00 - 15:30	11	3975	0.000	11	3975	0.000	11	3975	0.000
15:30 - 16:00	11	3975	0.000	11	3975	0.000	11	3975	0.000
16:00 - 16:30	11	3975	0.000	11	3975	0.000	11	3975	0.000
16:30 - 17:00	11	3975	0.000	11	3975	0.000	11	3975	0.000
17:00 - 17:30	11	3975	0.002	11	3975	0.002	11	3975	0.004
17:30 - 18:00	11	3975	0.000	11	3975	0.000	11	3975	0.000
18:00 - 18:30	11	3975	0.000	11	3975	0.000	11	3975	0.000
18:30 - 19:00	11	3975	0.002	11	3975	0.002	11	3975	0.004
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.041			0.042			0.083

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/B - BUSINESS PARK
 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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	11	3975	0.005	11	3975	0.002	11	3975	0.007
07:30 - 08:00	11	3975	0.007	11	3975	0.005	11	3975	0.012
08:00 - 08:30	11	3975	0.002	11	3975	0.000	11	3975	0.002
08:30 - 09:00	11	3975	0.011	11	3975	0.014	11	3975	0.025
09:00 - 09:30	11	3975	0.014	11	3975	0.009	11	3975	0.023
09:30 - 10:00	11	3975	0.014	11	3975	0.009	11	3975	0.023
10:00 - 10:30	11	3975	0.005	11	3975	0.014	11	3975	0.019
10:30 - 11:00	11	3975	0.002	11	3975	0.005	11	3975	0.007
11:00 - 11:30	11	3975	0.002	11	3975	0.005	11	3975	0.007
11:30 - 12:00	11	3975	0.009	11	3975	0.011	11	3975	0.020
12:00 - 12:30	11	3975	0.011	11	3975	0.011	11	3975	0.022
12:30 - 13:00	11	3975	0.009	11	3975	0.007	11	3975	0.016
13:00 - 13:30	11	3975	0.005	11	3975	0.005	11	3975	0.010
13:30 - 14:00	11	3975	0.007	11	3975	0.009	11	3975	0.016
14:00 - 14:30	11	3975	0.002	11	3975	0.002	11	3975	0.004
14:30 - 15:00	11	3975	0.002	11	3975	0.000	11	3975	0.002
15:00 - 15:30	11	3975	0.018	11	3975	0.014	11	3975	0.032
15:30 - 16:00	11	3975	0.009	11	3975	0.009	11	3975	0.018
16:00 - 16:30	11	3975	0.014	11	3975	0.021	11	3975	0.035
16:30 - 17:00	11	3975	0.002	11	3975	0.002	11	3975	0.004
17:00 - 17:30	11	3975	0.000	11	3975	0.005	11	3975	0.005
17:30 - 18:00	11	3975	0.000	11	3975	0.000	11	3975	0.000
18:00 - 18:30	11	3975	0.000	11	3975	0.000	11	3975	0.000
18:30 - 19:00	11	3975	0.000	11	3975	0.000	11	3975	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.150			0.159			0.309

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/B - BUSINESS PARK
 CYCLISTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	11	3975	0.002	11	3975	0.000	11	3975	0.002
07:30 - 08:00	11	3975	0.011	11	3975	0.000	11	3975	0.011
08:00 - 08:30	11	3975	0.023	11	3975	0.000	11	3975	0.023
08:30 - 09:00	11	3975	0.023	11	3975	0.002	11	3975	0.025
09:00 - 09:30	11	3975	0.005	11	3975	0.000	11	3975	0.005
09:30 - 10:00	11	3975	0.002	11	3975	0.000	11	3975	0.002
10:00 - 10:30	11	3975	0.000	11	3975	0.000	11	3975	0.000
10:30 - 11:00	11	3975	0.000	11	3975	0.002	11	3975	0.002
11:00 - 11:30	11	3975	0.005	11	3975	0.002	11	3975	0.007
11:30 - 12:00	11	3975	0.005	11	3975	0.002	11	3975	0.007
12:00 - 12:30	11	3975	0.000	11	3975	0.007	11	3975	0.007
12:30 - 13:00	11	3975	0.002	11	3975	0.002	11	3975	0.004
13:00 - 13:30	11	3975	0.000	11	3975	0.000	11	3975	0.000
13:30 - 14:00	11	3975	0.005	11	3975	0.002	11	3975	0.007
14:00 - 14:30	11	3975	0.002	11	3975	0.000	11	3975	0.002
14:30 - 15:00	11	3975	0.000	11	3975	0.002	11	3975	0.002
15:00 - 15:30	11	3975	0.000	11	3975	0.005	11	3975	0.005
15:30 - 16:00	11	3975	0.002	11	3975	0.007	11	3975	0.009
16:00 - 16:30	11	3975	0.000	11	3975	0.014	11	3975	0.014
16:30 - 17:00	11	3975	0.002	11	3975	0.014	11	3975	0.016
17:00 - 17:30	11	3975	0.000	11	3975	0.021	11	3975	0.021
17:30 - 18:00	11	3975	0.000	11	3975	0.007	11	3975	0.007
18:00 - 18:30	11	3975	0.000	11	3975	0.002	11	3975	0.002
18:30 - 19:00	11	3975	0.002	11	3975	0.005	11	3975	0.007
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.091			0.096			0.187

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/B - BUSINESS PARK
 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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	11	3975	0.140	11	3975	0.011	11	3975	0.151
07:30 - 08:00	11	3975	0.384	11	3975	0.103	11	3975	0.487
08:00 - 08:30	11	3975	0.528	11	3975	0.091	11	3975	0.619
08:30 - 09:00	11	3975	0.634	11	3975	0.103	11	3975	0.737
09:00 - 09:30	11	3975	0.311	11	3975	0.149	11	3975	0.460
09:30 - 10:00	11	3975	0.217	11	3975	0.121	11	3975	0.338
10:00 - 10:30	11	3975	0.153	11	3975	0.128	11	3975	0.281
10:30 - 11:00	11	3975	0.121	11	3975	0.098	11	3975	0.219
11:00 - 11:30	11	3975	0.098	11	3975	0.119	11	3975	0.217
11:30 - 12:00	11	3975	0.135	11	3975	0.128	11	3975	0.263
12:00 - 12:30	11	3975	0.114	11	3975	0.197	11	3975	0.311
12:30 - 13:00	11	3975	0.197	11	3975	0.226	11	3975	0.423
13:00 - 13:30	11	3975	0.190	11	3975	0.174	11	3975	0.364
13:30 - 14:00	11	3975	0.190	11	3975	0.162	11	3975	0.352
14:00 - 14:30	11	3975	0.181	11	3975	0.201	11	3975	0.382
14:30 - 15:00	11	3975	0.105	11	3975	0.188	11	3975	0.293
15:00 - 15:30	11	3975	0.096	11	3975	0.140	11	3975	0.236
15:30 - 16:00	11	3975	0.087	11	3975	0.194	11	3975	0.281
16:00 - 16:30	11	3975	0.119	11	3975	0.327	11	3975	0.446
16:30 - 17:00	11	3975	0.149	11	3975	0.393	11	3975	0.542
17:00 - 17:30	11	3975	0.197	11	3975	0.585	11	3975	0.782
17:30 - 18:00	11	3975	0.112	11	3975	0.416	11	3975	0.528
18:00 - 18:30	11	3975	0.085	11	3975	0.167	11	3975	0.252
18:30 - 19:00	11	3975	0.069	11	3975	0.149	11	3975	0.218
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			4.612			4.570			9.182

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
 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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	11	3975	0.027	11	3975	0.023	11	3975	0.050
07:30 - 08:00	11	3975	0.023	11	3975	0.014	11	3975	0.037
08:00 - 08:30	11	3975	0.041	11	3975	0.023	11	3975	0.064
08:30 - 09:00	11	3975	0.064	11	3975	0.048	11	3975	0.112
09:00 - 09:30	11	3975	0.039	11	3975	0.043	11	3975	0.082
09:30 - 10:00	11	3975	0.069	11	3975	0.066	11	3975	0.135
10:00 - 10:30	11	3975	0.094	11	3975	0.087	11	3975	0.181
10:30 - 11:00	11	3975	0.082	11	3975	0.082	11	3975	0.164
11:00 - 11:30	11	3975	0.075	11	3975	0.094	11	3975	0.169
11:30 - 12:00	11	3975	0.078	11	3975	0.055	11	3975	0.133
12:00 - 12:30	11	3975	0.069	11	3975	0.075	11	3975	0.144
12:30 - 13:00	11	3975	0.053	11	3975	0.046	11	3975	0.099
13:00 - 13:30	11	3975	0.055	11	3975	0.048	11	3975	0.103
13:30 - 14:00	11	3975	0.062	11	3975	0.078	11	3975	0.140
14:00 - 14:30	11	3975	0.048	11	3975	0.048	11	3975	0.096
14:30 - 15:00	11	3975	0.066	11	3975	0.066	11	3975	0.132
15:00 - 15:30	11	3975	0.034	11	3975	0.043	11	3975	0.077
15:30 - 16:00	11	3975	0.032	11	3975	0.032	11	3975	0.064
16:00 - 16:30	11	3975	0.043	11	3975	0.053	11	3975	0.096
16:30 - 17:00	11	3975	0.023	11	3975	0.034	11	3975	0.057
17:00 - 17:30	11	3975	0.016	11	3975	0.041	11	3975	0.057
17:30 - 18:00	11	3975	0.007	11	3975	0.018	11	3975	0.025
18:00 - 18:30	11	3975	0.014	11	3975	0.007	11	3975	0.021
18:30 - 19:00	11	3975	0.000	11	3975	0.007	11	3975	0.007
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.114			1.131			2.245

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/B - BUSINESS PARK
 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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	11	3975	0.000	11	3975	0.000	11	3975	0.000
07:30 - 08:00	11	3975	0.002	11	3975	0.000	11	3975	0.002
08:00 - 08:30	11	3975	0.002	11	3975	0.000	11	3975	0.002
08:30 - 09:00	11	3975	0.000	11	3975	0.000	11	3975	0.000
09:00 - 09:30	11	3975	0.007	11	3975	0.000	11	3975	0.007
09:30 - 10:00	11	3975	0.000	11	3975	0.000	11	3975	0.000
10:00 - 10:30	11	3975	0.000	11	3975	0.000	11	3975	0.000
10:30 - 11:00	11	3975	0.000	11	3975	0.000	11	3975	0.000
11:00 - 11:30	11	3975	0.000	11	3975	0.000	11	3975	0.000
11:30 - 12:00	11	3975	0.000	11	3975	0.000	11	3975	0.000
12:00 - 12:30	11	3975	0.005	11	3975	0.000	11	3975	0.005
12:30 - 13:00	11	3975	0.000	11	3975	0.002	11	3975	0.002
13:00 - 13:30	11	3975	0.000	11	3975	0.002	11	3975	0.002
13:30 - 14:00	11	3975	0.000	11	3975	0.002	11	3975	0.002
14:00 - 14:30	11	3975	0.002	11	3975	0.000	11	3975	0.002
14:30 - 15:00	11	3975	0.000	11	3975	0.000	11	3975	0.000
15:00 - 15:30	11	3975	0.000	11	3975	0.002	11	3975	0.002
15:30 - 16:00	11	3975	0.000	11	3975	0.000	11	3975	0.000
16:00 - 16:30	11	3975	0.000	11	3975	0.000	11	3975	0.000
16:30 - 17:00	11	3975	0.000	11	3975	0.002	11	3975	0.002
17:00 - 17:30	11	3975	0.000	11	3975	0.002	11	3975	0.002
17:30 - 18:00	11	3975	0.000	11	3975	0.002	11	3975	0.002
18:00 - 18:30	11	3975	0.000	11	3975	0.002	11	3975	0.002
18:30 - 19:00	11	3975	0.000	11	3975	0.000	11	3975	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.018			0.016			0.034

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 H

TRICS Output – B8 (Proposed)

Calculation Reference: AUDIT-734001-231201-1224

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : F - WAREHOUSING (COMMERCIAL)
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	BE BEXLEY	1 days
	HD HILLINGDON	1 days
	HO HOUNSLOW	1 days
02	SOUTH EAST	
	EX ESSEX	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	DR DONCASTER	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: 6560 to 80100 (units: sqm)
 Range Selected by User: 3760 to 80100 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 22/11/21

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
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Industrial Zone	5
-----------------	---

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	5 days - Selected
Servicing vehicles Excluded	X days - Selected

Secondary Filtering selection:

Use Class:

n/a	2 days
B8	3 days

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	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	2 days
250,001 to 500,000	1 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	3 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	2 days
No	3 days

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

PTAL Rating:

No PTAL Present	2 days
1a (Low) Very poor	1 days
1b Very poor	1 days
2 Poor	1 days

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

LIST OF SITES relevant to selection parameters

1	BE-02-F-01 THAMES ROAD CRAYFORD	FRESH FRUIT DISTRIBUTOR	BEXLEY
	Edge of Town Industrial Zone Total Gross floor area: 20400 sqm <i>Survey date: THURSDAY 20/09/18</i>		<i>Survey Type: MANUAL</i>
2	DR-02-F-01 MIDDLE BANK DONCASTER	TESCO DISTRIBUTION CENTRE	DONCASTER
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 80100 sqm <i>Survey date: TUESDAY 21/09/21</i>		<i>Survey Type: MANUAL</i>
3	EX-02-F-01 BRUNEL WAY COLCHESTER SEVERALLS INDUSTRIAL PK	SPORTS SUPPLEMENTS	ESSEX
	Edge of Town Industrial Zone Total Gross floor area: 6560 sqm <i>Survey date: FRIDAY 18/05/18</i>		<i>Survey Type: MANUAL</i>
4	HD-02-F-01 NINE ACRES CLOSE HAYES	FOOD DISTRIBUTOR	HILLINGDON
	Edge of Town Industrial Zone Total Gross floor area: 8673 sqm <i>Survey date: THURSDAY 27/09/18</i>		<i>Survey Type: MANUAL</i>
5	HO-02-F-01 ASCOT ROAD FELTHAM	LOGISTICS AND FREIGHT	HOUNSLOW
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 13500 sqm <i>Survey date: WEDNESDAY 23/11/16</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/F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.32

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	80100	0.057	1	80100	0.021	1	80100	0.078
05:30 - 06:00	1	80100	0.090	1	80100	0.022	1	80100	0.112
06:00 - 06:30	1	80100	0.014	1	80100	0.056	1	80100	0.070
06:30 - 07:00	1	80100	0.024	1	80100	0.075	1	80100	0.099
07:00 - 07:30	5	25847	0.032	5	25847	0.026	5	25847	0.058
07:30 - 08:00	5	25847	0.083	5	25847	0.022	5	25847	0.105
08:00 - 08:30	5	25847	0.068	5	25847	0.025	5	25847	0.093
08:30 - 09:00	5	25847	0.110	5	25847	0.029	5	25847	0.139
09:00 - 09:30	5	25847	0.079	5	25847	0.030	5	25847	0.109
09:30 - 10:00	5	25847	0.053	5	25847	0.051	5	25847	0.104
10:00 - 10:30	5	25847	0.046	5	25847	0.041	5	25847	0.087
10:30 - 11:00	5	25847	0.056	5	25847	0.060	5	25847	0.116
11:00 - 11:30	5	25847	0.049	5	25847	0.047	5	25847	0.096
11:30 - 12:00	5	25847	0.070	5	25847	0.066	5	25847	0.136
12:00 - 12:30	5	25847	0.058	5	25847	0.091	5	25847	0.149
12:30 - 13:00	5	25847	0.068	5	25847	0.071	5	25847	0.139
13:00 - 13:30	5	25847	0.077	5	25847	0.056	5	25847	0.133
13:30 - 14:00	5	25847	0.067	5	25847	0.056	5	25847	0.123
14:00 - 14:30	5	25847	0.052	5	25847	0.098	5	25847	0.150
14:30 - 15:00	5	25847	0.050	5	25847	0.046	5	25847	0.096
15:00 - 15:30	5	25847	0.053	5	25847	0.053	5	25847	0.106
15:30 - 16:00	5	25847	0.046	5	25847	0.050	5	25847	0.096
16:00 - 16:30	5	25847	0.040	5	25847	0.058	5	25847	0.098
16:30 - 17:00	5	25847	0.045	5	25847	0.050	5	25847	0.095
17:00 - 17:30	5	25847	0.039	5	25847	0.082	5	25847	0.121
17:30 - 18:00	5	25847	0.057	5	25847	0.105	5	25847	0.162
18:00 - 18:30	5	25847	0.038	5	25847	0.087	5	25847	0.125
18:30 - 19:00	5	25847	0.044	5	25847	0.055	5	25847	0.099
19:00 - 19:30	2	50250	0.018	2	50250	0.049	2	50250	0.067
19:30 - 20:00	2	50250	0.020	2	50250	0.034	2	50250	0.054
20:00 - 20:30	2	50250	0.012	2	50250	0.025	2	50250	0.037
20:30 - 21:00	2	50250	0.022	2	50250	0.017	2	50250	0.039
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.637			1.654			3.291

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:	6560 - 80100 (units: sqm)
Survey date date range:	01/01/15 - 22/11/21
Number of weekdays (Monday-Friday):	5
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/F - WAREHOUSING (COMMERCIAL)

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	80100	0.001	1	80100	0.000	1	80100	0.001
05:30 - 06:00	1	80100	0.000	1	80100	0.001	1	80100	0.001
06:00 - 06:30	1	80100	0.001	1	80100	0.001	1	80100	0.002
06:30 - 07:00	1	80100	0.000	1	80100	0.000	1	80100	0.000
07:00 - 07:30	5	25847	0.000	5	25847	0.000	5	25847	0.000
07:30 - 08:00	5	25847	0.000	5	25847	0.000	5	25847	0.000
08:00 - 08:30	5	25847	0.000	5	25847	0.000	5	25847	0.000
08:30 - 09:00	5	25847	0.003	5	25847	0.003	5	25847	0.006
09:00 - 09:30	5	25847	0.002	5	25847	0.001	5	25847	0.003
09:30 - 10:00	5	25847	0.001	5	25847	0.002	5	25847	0.003
10:00 - 10:30	5	25847	0.000	5	25847	0.000	5	25847	0.000
10:30 - 11:00	5	25847	0.000	5	25847	0.000	5	25847	0.000
11:00 - 11:30	5	25847	0.001	5	25847	0.000	5	25847	0.001
11:30 - 12:00	5	25847	0.000	5	25847	0.001	5	25847	0.001
12:00 - 12:30	5	25847	0.000	5	25847	0.000	5	25847	0.000
12:30 - 13:00	5	25847	0.000	5	25847	0.000	5	25847	0.000
13:00 - 13:30	5	25847	0.000	5	25847	0.000	5	25847	0.000
13:30 - 14:00	5	25847	0.000	5	25847	0.000	5	25847	0.000
14:00 - 14:30	5	25847	0.000	5	25847	0.000	5	25847	0.000
14:30 - 15:00	5	25847	0.000	5	25847	0.000	5	25847	0.000
15:00 - 15:30	5	25847	0.000	5	25847	0.000	5	25847	0.000
15:30 - 16:00	5	25847	0.000	5	25847	0.000	5	25847	0.000
16:00 - 16:30	5	25847	0.000	5	25847	0.000	5	25847	0.000
16:30 - 17:00	5	25847	0.002	5	25847	0.002	5	25847	0.004
17:00 - 17:30	5	25847	0.000	5	25847	0.000	5	25847	0.000
17:30 - 18:00	5	25847	0.000	5	25847	0.000	5	25847	0.000
18:00 - 18:30	5	25847	0.000	5	25847	0.000	5	25847	0.000
18:30 - 19:00	5	25847	0.000	5	25847	0.000	5	25847	0.000
19:00 - 19:30	2	50250	0.001	2	50250	0.001	2	50250	0.002
19:30 - 20:00	2	50250	0.000	2	50250	0.000	2	50250	0.000
20:00 - 20:30	2	50250	0.000	2	50250	0.000	2	50250	0.000
20:30 - 21:00	2	50250	0.000	2	50250	0.000	2	50250	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.012			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/F - WAREHOUSING (COMMERCIAL)

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	80100	0.009	1	80100	0.002	1	80100	0.011
05:30 - 06:00	1	80100	0.002	1	80100	0.004	1	80100	0.006
06:00 - 06:30	1	80100	0.001	1	80100	0.004	1	80100	0.005
06:30 - 07:00	1	80100	0.006	1	80100	0.005	1	80100	0.011
07:00 - 07:30	5	25847	0.012	5	25847	0.015	5	25847	0.027
07:30 - 08:00	5	25847	0.015	5	25847	0.012	5	25847	0.027
08:00 - 08:30	5	25847	0.012	5	25847	0.012	5	25847	0.024
08:30 - 09:00	5	25847	0.018	5	25847	0.014	5	25847	0.032
09:00 - 09:30	5	25847	0.020	5	25847	0.015	5	25847	0.035
09:30 - 10:00	5	25847	0.019	5	25847	0.015	5	25847	0.034
10:00 - 10:30	5	25847	0.018	5	25847	0.012	5	25847	0.030
10:30 - 11:00	5	25847	0.023	5	25847	0.036	5	25847	0.059
11:00 - 11:30	5	25847	0.015	5	25847	0.016	5	25847	0.031
11:30 - 12:00	5	25847	0.024	5	25847	0.012	5	25847	0.036
12:00 - 12:30	5	25847	0.022	5	25847	0.020	5	25847	0.042
12:30 - 13:00	5	25847	0.019	5	25847	0.021	5	25847	0.040
13:00 - 13:30	5	25847	0.019	5	25847	0.020	5	25847	0.039
13:30 - 14:00	5	25847	0.017	5	25847	0.015	5	25847	0.032
14:00 - 14:30	5	25847	0.019	5	25847	0.015	5	25847	0.034
14:30 - 15:00	5	25847	0.021	5	25847	0.017	5	25847	0.038
15:00 - 15:30	5	25847	0.021	5	25847	0.019	5	25847	0.040
15:30 - 16:00	5	25847	0.018	5	25847	0.018	5	25847	0.036
16:00 - 16:30	5	25847	0.013	5	25847	0.015	5	25847	0.028
16:30 - 17:00	5	25847	0.015	5	25847	0.009	5	25847	0.024
17:00 - 17:30	5	25847	0.019	5	25847	0.014	5	25847	0.033
17:30 - 18:00	5	25847	0.015	5	25847	0.017	5	25847	0.032
18:00 - 18:30	5	25847	0.009	5	25847	0.015	5	25847	0.024
18:30 - 19:00	5	25847	0.013	5	25847	0.016	5	25847	0.029
19:00 - 19:30	2	50250	0.009	2	50250	0.012	2	50250	0.021
19:30 - 20:00	2	50250	0.006	2	50250	0.020	2	50250	0.026
20:00 - 20:30	2	50250	0.011	2	50250	0.014	2	50250	0.025
20:30 - 21:00	2	50250	0.007	2	50250	0.010	2	50250	0.017
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.467			0.461			0.928

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/F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	80100	0.000	1	80100	0.000	1	80100	0.000
05:30 - 06:00	1	80100	0.000	1	80100	0.000	1	80100	0.000
06:00 - 06:30	1	80100	0.000	1	80100	0.000	1	80100	0.000
06:30 - 07:00	1	80100	0.000	1	80100	0.000	1	80100	0.000
07:00 - 07:30	5	25847	0.000	5	25847	0.000	5	25847	0.000
07:30 - 08:00	5	25847	0.000	5	25847	0.000	5	25847	0.000
08:00 - 08:30	5	25847	0.000	5	25847	0.000	5	25847	0.000
08:30 - 09:00	5	25847	0.000	5	25847	0.000	5	25847	0.000
09:00 - 09:30	5	25847	0.000	5	25847	0.000	5	25847	0.000
09:30 - 10:00	5	25847	0.000	5	25847	0.000	5	25847	0.000
10:00 - 10:30	5	25847	0.000	5	25847	0.000	5	25847	0.000
10:30 - 11:00	5	25847	0.000	5	25847	0.000	5	25847	0.000
11:00 - 11:30	5	25847	0.000	5	25847	0.000	5	25847	0.000
11:30 - 12:00	5	25847	0.000	5	25847	0.000	5	25847	0.000
12:00 - 12:30	5	25847	0.001	5	25847	0.001	5	25847	0.002
12:30 - 13:00	5	25847	0.001	5	25847	0.001	5	25847	0.002
13:00 - 13:30	5	25847	0.000	5	25847	0.000	5	25847	0.000
13:30 - 14:00	5	25847	0.000	5	25847	0.000	5	25847	0.000
14:00 - 14:30	5	25847	0.001	5	25847	0.001	5	25847	0.002
14:30 - 15:00	5	25847	0.000	5	25847	0.000	5	25847	0.000
15:00 - 15:30	5	25847	0.001	5	25847	0.001	5	25847	0.002
15:30 - 16:00	5	25847	0.000	5	25847	0.000	5	25847	0.000
16:00 - 16:30	5	25847	0.000	5	25847	0.000	5	25847	0.000
16:30 - 17:00	5	25847	0.000	5	25847	0.000	5	25847	0.000
17:00 - 17:30	5	25847	0.001	5	25847	0.001	5	25847	0.002
17:30 - 18:00	5	25847	0.002	5	25847	0.001	5	25847	0.003
18:00 - 18:30	5	25847	0.000	5	25847	0.001	5	25847	0.001
18:30 - 19:00	5	25847	0.000	5	25847	0.000	5	25847	0.000
19:00 - 19:30	2	50250	0.000	2	50250	0.000	2	50250	0.000
19:30 - 20:00	2	50250	0.000	2	50250	0.000	2	50250	0.000
20:00 - 20:30	2	50250	0.000	2	50250	0.000	2	50250	0.000
20:30 - 21:00	2	50250	0.000	2	50250	0.000	2	50250	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.007			0.007			0.014

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/F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	80100	0.000	1	80100	0.000	1	80100	0.000
05:30 - 06:00	1	80100	0.005	1	80100	0.000	1	80100	0.005
06:00 - 06:30	1	80100	0.000	1	80100	0.000	1	80100	0.000
06:30 - 07:00	1	80100	0.000	1	80100	0.000	1	80100	0.000
07:00 - 07:30	5	25847	0.001	5	25847	0.001	5	25847	0.002
07:30 - 08:00	5	25847	0.002	5	25847	0.000	5	25847	0.002
08:00 - 08:30	5	25847	0.002	5	25847	0.000	5	25847	0.002
08:30 - 09:00	5	25847	0.002	5	25847	0.000	5	25847	0.002
09:00 - 09:30	5	25847	0.000	5	25847	0.000	5	25847	0.000
09:30 - 10:00	5	25847	0.000	5	25847	0.000	5	25847	0.000
10:00 - 10:30	5	25847	0.000	5	25847	0.001	5	25847	0.001
10:30 - 11:00	5	25847	0.002	5	25847	0.000	5	25847	0.002
11:00 - 11:30	5	25847	0.000	5	25847	0.000	5	25847	0.000
11:30 - 12:00	5	25847	0.002	5	25847	0.000	5	25847	0.002
12:00 - 12:30	5	25847	0.000	5	25847	0.000	5	25847	0.000
12:30 - 13:00	5	25847	0.001	5	25847	0.000	5	25847	0.001
13:00 - 13:30	5	25847	0.002	5	25847	0.001	5	25847	0.003
13:30 - 14:00	5	25847	0.003	5	25847	0.001	5	25847	0.004
14:00 - 14:30	5	25847	0.001	5	25847	0.000	5	25847	0.001
14:30 - 15:00	5	25847	0.002	5	25847	0.001	5	25847	0.003
15:00 - 15:30	5	25847	0.000	5	25847	0.001	5	25847	0.001
15:30 - 16:00	5	25847	0.000	5	25847	0.002	5	25847	0.002
16:00 - 16:30	5	25847	0.000	5	25847	0.005	5	25847	0.005
16:30 - 17:00	5	25847	0.005	5	25847	0.004	5	25847	0.009
17:00 - 17:30	5	25847	0.001	5	25847	0.001	5	25847	0.002
17:30 - 18:00	5	25847	0.002	5	25847	0.003	5	25847	0.005
18:00 - 18:30	5	25847	0.002	5	25847	0.002	5	25847	0.004
18:30 - 19:00	5	25847	0.002	5	25847	0.001	5	25847	0.003
19:00 - 19:30	2	50250	0.000	2	50250	0.005	2	50250	0.005
19:30 - 20:00	2	50250	0.000	2	50250	0.003	2	50250	0.003
20:00 - 20:30	2	50250	0.000	2	50250	0.001	2	50250	0.001
20:30 - 21:00	2	50250	0.000	2	50250	0.000	2	50250	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.037			0.033			0.070

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/F - WAREHOUSING (COMMERCIAL)
 MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	80100	0.062	1	80100	0.021	1	80100	0.083
05:30 - 06:00	1	80100	0.094	1	80100	0.022	1	80100	0.116
06:00 - 06:30	1	80100	0.014	1	80100	0.056	1	80100	0.070
06:30 - 07:00	1	80100	0.024	1	80100	0.075	1	80100	0.099
07:00 - 07:30	5	25847	0.036	5	25847	0.028	5	25847	0.064
07:30 - 08:00	5	25847	0.094	5	25847	0.023	5	25847	0.117
08:00 - 08:30	5	25847	0.078	5	25847	0.026	5	25847	0.104
08:30 - 09:00	5	25847	0.132	5	25847	0.029	5	25847	0.161
09:00 - 09:30	5	25847	0.089	5	25847	0.036	5	25847	0.125
09:30 - 10:00	5	25847	0.060	5	25847	0.053	5	25847	0.113
10:00 - 10:30	5	25847	0.050	5	25847	0.043	5	25847	0.093
10:30 - 11:00	5	25847	0.060	5	25847	0.068	5	25847	0.128
11:00 - 11:30	5	25847	0.056	5	25847	0.053	5	25847	0.109
11:30 - 12:00	5	25847	0.074	5	25847	0.072	5	25847	0.146
12:00 - 12:30	5	25847	0.065	5	25847	0.103	5	25847	0.168
12:30 - 13:00	5	25847	0.076	5	25847	0.080	5	25847	0.156
13:00 - 13:30	5	25847	0.089	5	25847	0.060	5	25847	0.149
13:30 - 14:00	5	25847	0.074	5	25847	0.063	5	25847	0.137
14:00 - 14:30	5	25847	0.061	5	25847	0.112	5	25847	0.173
14:30 - 15:00	5	25847	0.054	5	25847	0.053	5	25847	0.107
15:00 - 15:30	5	25847	0.058	5	25847	0.062	5	25847	0.120
15:30 - 16:00	5	25847	0.049	5	25847	0.056	5	25847	0.105
16:00 - 16:30	5	25847	0.040	5	25847	0.067	5	25847	0.107
16:30 - 17:00	5	25847	0.046	5	25847	0.059	5	25847	0.105
17:00 - 17:30	5	25847	0.043	5	25847	0.097	5	25847	0.140
17:30 - 18:00	5	25847	0.059	5	25847	0.122	5	25847	0.181
18:00 - 18:30	5	25847	0.039	5	25847	0.106	5	25847	0.145
18:30 - 19:00	5	25847	0.050	5	25847	0.060	5	25847	0.110
19:00 - 19:30	2	50250	0.016	2	50250	0.056	2	50250	0.072
19:30 - 20:00	2	50250	0.023	2	50250	0.036	2	50250	0.059
20:00 - 20:30	2	50250	0.012	2	50250	0.026	2	50250	0.038
20:30 - 21:00	2	50250	0.023	2	50250	0.017	2	50250	0.040
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.800			1.840			3.640

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/F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	80100	0.002	1	80100	0.000	1	80100	0.002
05:30 - 06:00	1	80100	0.016	1	80100	0.025	1	80100	0.041
06:00 - 06:30	1	80100	0.015	1	80100	0.000	1	80100	0.015
06:30 - 07:00	1	80100	0.000	1	80100	0.000	1	80100	0.000
07:00 - 07:30	5	25847	0.001	5	25847	0.001	5	25847	0.002
07:30 - 08:00	5	25847	0.011	5	25847	0.002	5	25847	0.013
08:00 - 08:30	5	25847	0.008	5	25847	0.002	5	25847	0.010
08:30 - 09:00	5	25847	0.008	5	25847	0.002	5	25847	0.010
09:00 - 09:30	5	25847	0.015	5	25847	0.001	5	25847	0.016
09:30 - 10:00	5	25847	0.012	5	25847	0.002	5	25847	0.014
10:00 - 10:30	5	25847	0.003	5	25847	0.001	5	25847	0.004
10:30 - 11:00	5	25847	0.008	5	25847	0.004	5	25847	0.012
11:00 - 11:30	5	25847	0.007	5	25847	0.004	5	25847	0.011
11:30 - 12:00	5	25847	0.007	5	25847	0.004	5	25847	0.011
12:00 - 12:30	5	25847	0.004	5	25847	0.012	5	25847	0.016
12:30 - 13:00	5	25847	0.012	5	25847	0.006	5	25847	0.018
13:00 - 13:30	5	25847	0.006	5	25847	0.004	5	25847	0.010
13:30 - 14:00	5	25847	0.002	5	25847	0.007	5	25847	0.009
14:00 - 14:30	5	25847	0.002	5	25847	0.004	5	25847	0.006
14:30 - 15:00	5	25847	0.002	5	25847	0.003	5	25847	0.005
15:00 - 15:30	5	25847	0.002	5	25847	0.003	5	25847	0.005
15:30 - 16:00	5	25847	0.002	5	25847	0.002	5	25847	0.004
16:00 - 16:30	5	25847	0.002	5	25847	0.012	5	25847	0.014
16:30 - 17:00	5	25847	0.004	5	25847	0.009	5	25847	0.013
17:00 - 17:30	5	25847	0.002	5	25847	0.008	5	25847	0.010
17:30 - 18:00	5	25847	0.008	5	25847	0.009	5	25847	0.017
18:00 - 18:30	5	25847	0.001	5	25847	0.005	5	25847	0.006
18:30 - 19:00	5	25847	0.001	5	25847	0.003	5	25847	0.004
19:00 - 19:30	2	50250	0.001	2	50250	0.005	2	50250	0.006
19:30 - 20:00	2	50250	0.002	2	50250	0.021	2	50250	0.023
20:00 - 20:30	2	50250	0.000	2	50250	0.020	2	50250	0.020
20:30 - 21:00	2	50250	0.005	2	50250	0.000	2	50250	0.005
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.171			0.181			0.352

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/F - WAREHOUSING (COMMERCIAL)

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	80100	0.000	1	80100	0.000	1	80100	0.000
05:30 - 06:00	1	80100	0.010	1	80100	0.006	1	80100	0.016
06:00 - 06:30	1	80100	0.007	1	80100	0.000	1	80100	0.007
06:30 - 07:00	1	80100	0.000	1	80100	0.000	1	80100	0.000
07:00 - 07:30	5	25847	0.003	5	25847	0.000	5	25847	0.003
07:30 - 08:00	5	25847	0.008	5	25847	0.001	5	25847	0.009
08:00 - 08:30	5	25847	0.012	5	25847	0.000	5	25847	0.012
08:30 - 09:00	5	25847	0.013	5	25847	0.002	5	25847	0.015
09:00 - 09:30	5	25847	0.007	5	25847	0.000	5	25847	0.007
09:30 - 10:00	5	25847	0.001	5	25847	0.001	5	25847	0.002
10:00 - 10:30	5	25847	0.001	5	25847	0.002	5	25847	0.003
10:30 - 11:00	5	25847	0.004	5	25847	0.002	5	25847	0.006
11:00 - 11:30	5	25847	0.002	5	25847	0.000	5	25847	0.002
11:30 - 12:00	5	25847	0.003	5	25847	0.002	5	25847	0.005
12:00 - 12:30	5	25847	0.002	5	25847	0.004	5	25847	0.006
12:30 - 13:00	5	25847	0.006	5	25847	0.004	5	25847	0.010
13:00 - 13:30	5	25847	0.006	5	25847	0.004	5	25847	0.010
13:30 - 14:00	5	25847	0.002	5	25847	0.006	5	25847	0.008
14:00 - 14:30	5	25847	0.002	5	25847	0.004	5	25847	0.006
14:30 - 15:00	5	25847	0.002	5	25847	0.004	5	25847	0.006
15:00 - 15:30	5	25847	0.000	5	25847	0.002	5	25847	0.002
15:30 - 16:00	5	25847	0.001	5	25847	0.004	5	25847	0.005
16:00 - 16:30	5	25847	0.003	5	25847	0.007	5	25847	0.010
16:30 - 17:00	5	25847	0.005	5	25847	0.013	5	25847	0.018
17:00 - 17:30	5	25847	0.004	5	25847	0.016	5	25847	0.020
17:30 - 18:00	5	25847	0.004	5	25847	0.008	5	25847	0.012
18:00 - 18:30	5	25847	0.002	5	25847	0.002	5	25847	0.004
18:30 - 19:00	5	25847	0.001	5	25847	0.002	5	25847	0.003
19:00 - 19:30	2	50250	0.001	2	50250	0.002	2	50250	0.003
19:30 - 20:00	2	50250	0.000	2	50250	0.006	2	50250	0.006
20:00 - 20:30	2	50250	0.000	2	50250	0.000	2	50250	0.000
20:30 - 21:00	2	50250	0.000	2	50250	0.000	2	50250	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.112			0.104			0.216

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/F - WAREHOUSING (COMMERCIAL)

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	80100	0.000	1	80100	0.000	1	80100	0.000
05:30 - 06:00	1	80100	0.000	1	80100	0.000	1	80100	0.000
06:00 - 06:30	1	80100	0.000	1	80100	0.000	1	80100	0.000
06:30 - 07:00	1	80100	0.000	1	80100	0.000	1	80100	0.000
07:00 - 07:30	5	25847	0.000	5	25847	0.000	5	25847	0.000
07:30 - 08:00	5	25847	0.002	5	25847	0.000	5	25847	0.002
08:00 - 08:30	5	25847	0.002	5	25847	0.000	5	25847	0.002
08:30 - 09:00	5	25847	0.005	5	25847	0.000	5	25847	0.005
09:00 - 09:30	5	25847	0.000	5	25847	0.000	5	25847	0.000
09:30 - 10:00	5	25847	0.000	5	25847	0.000	5	25847	0.000
10:00 - 10:30	5	25847	0.001	5	25847	0.000	5	25847	0.001
10:30 - 11:00	5	25847	0.002	5	25847	0.001	5	25847	0.003
11:00 - 11:30	5	25847	0.000	5	25847	0.000	5	25847	0.000
11:30 - 12:00	5	25847	0.003	5	25847	0.000	5	25847	0.003
12:00 - 12:30	5	25847	0.001	5	25847	0.002	5	25847	0.003
12:30 - 13:00	5	25847	0.001	5	25847	0.000	5	25847	0.001
13:00 - 13:30	5	25847	0.000	5	25847	0.002	5	25847	0.002
13:30 - 14:00	5	25847	0.002	5	25847	0.001	5	25847	0.003
14:00 - 14:30	5	25847	0.000	5	25847	0.000	5	25847	0.000
14:30 - 15:00	5	25847	0.001	5	25847	0.003	5	25847	0.004
15:00 - 15:30	5	25847	0.000	5	25847	0.001	5	25847	0.001
15:30 - 16:00	5	25847	0.000	5	25847	0.000	5	25847	0.000
16:00 - 16:30	5	25847	0.000	5	25847	0.002	5	25847	0.002
16:30 - 17:00	5	25847	0.000	5	25847	0.001	5	25847	0.001
17:00 - 17:30	5	25847	0.001	5	25847	0.003	5	25847	0.004
17:30 - 18:00	5	25847	0.002	5	25847	0.003	5	25847	0.005
18:00 - 18:30	5	25847	0.000	5	25847	0.000	5	25847	0.000
18:30 - 19:00	5	25847	0.000	5	25847	0.000	5	25847	0.000
19:00 - 19:30	2	50250	0.000	2	50250	0.000	2	50250	0.000
19:30 - 20:00	2	50250	0.000	2	50250	0.000	2	50250	0.000
20:00 - 20:30	2	50250	0.000	2	50250	0.000	2	50250	0.000
20:30 - 21:00	2	50250	0.000	2	50250	0.000	2	50250	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.023			0.019			0.042

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/F - WAREHOUSING (COMMERCIAL)

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	80100	0.000	1	80100	0.000	1	80100	0.000
05:30 - 06:00	1	80100	0.000	1	80100	0.000	1	80100	0.000
06:00 - 06:30	1	80100	0.000	1	80100	0.000	1	80100	0.000
06:30 - 07:00	1	80100	0.000	1	80100	0.000	1	80100	0.000
07:00 - 07:30	5	25847	0.000	5	25847	0.000	5	25847	0.000
07:30 - 08:00	5	25847	0.000	5	25847	0.000	5	25847	0.000
08:00 - 08:30	5	25847	0.000	5	25847	0.000	5	25847	0.000
08:30 - 09:00	5	25847	0.000	5	25847	0.000	5	25847	0.000
09:00 - 09:30	5	25847	0.000	5	25847	0.000	5	25847	0.000
09:30 - 10:00	5	25847	0.000	5	25847	0.000	5	25847	0.000
10:00 - 10:30	5	25847	0.000	5	25847	0.000	5	25847	0.000
10:30 - 11:00	5	25847	0.000	5	25847	0.000	5	25847	0.000
11:00 - 11:30	5	25847	0.000	5	25847	0.000	5	25847	0.000
11:30 - 12:00	5	25847	0.000	5	25847	0.000	5	25847	0.000
12:00 - 12:30	5	25847	0.008	5	25847	0.007	5	25847	0.015
12:30 - 13:00	5	25847	0.003	5	25847	0.005	5	25847	0.008
13:00 - 13:30	5	25847	0.000	5	25847	0.000	5	25847	0.000
13:30 - 14:00	5	25847	0.000	5	25847	0.000	5	25847	0.000
14:00 - 14:30	5	25847	0.004	5	25847	0.008	5	25847	0.012
14:30 - 15:00	5	25847	0.000	5	25847	0.000	5	25847	0.000
15:00 - 15:30	5	25847	0.003	5	25847	0.004	5	25847	0.007
15:30 - 16:00	5	25847	0.000	5	25847	0.000	5	25847	0.000
16:00 - 16:30	5	25847	0.000	5	25847	0.000	5	25847	0.000
16:30 - 17:00	5	25847	0.000	5	25847	0.000	5	25847	0.000
17:00 - 17:30	5	25847	0.005	5	25847	0.002	5	25847	0.007
17:30 - 18:00	5	25847	0.004	5	25847	0.002	5	25847	0.006
18:00 - 18:30	5	25847	0.000	5	25847	0.000	5	25847	0.000
18:30 - 19:00	5	25847	0.000	5	25847	0.000	5	25847	0.000
19:00 - 19:30	2	50250	0.000	2	50250	0.000	2	50250	0.000
19:30 - 20:00	2	50250	0.000	2	50250	0.000	2	50250	0.000
20:00 - 20:30	2	50250	0.000	2	50250	0.000	2	50250	0.000
20:30 - 21:00	2	50250	0.000	2	50250	0.000	2	50250	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.027			0.028			0.055

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/F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	80100	0.000	1	80100	0.000	1	80100	0.000
05:30 - 06:00	1	80100	0.010	1	80100	0.006	1	80100	0.016
06:00 - 06:30	1	80100	0.007	1	80100	0.000	1	80100	0.007
06:30 - 07:00	1	80100	0.000	1	80100	0.000	1	80100	0.000
07:00 - 07:30	5	25847	0.003	5	25847	0.000	5	25847	0.003
07:30 - 08:00	5	25847	0.009	5	25847	0.001	5	25847	0.010
08:00 - 08:30	5	25847	0.015	5	25847	0.000	5	25847	0.015
08:30 - 09:00	5	25847	0.019	5	25847	0.002	5	25847	0.021
09:00 - 09:30	5	25847	0.007	5	25847	0.000	5	25847	0.007
09:30 - 10:00	5	25847	0.001	5	25847	0.001	5	25847	0.002
10:00 - 10:30	5	25847	0.002	5	25847	0.002	5	25847	0.004
10:30 - 11:00	5	25847	0.005	5	25847	0.002	5	25847	0.007
11:00 - 11:30	5	25847	0.002	5	25847	0.000	5	25847	0.002
11:30 - 12:00	5	25847	0.006	5	25847	0.002	5	25847	0.008
12:00 - 12:30	5	25847	0.011	5	25847	0.013	5	25847	0.024
12:30 - 13:00	5	25847	0.010	5	25847	0.009	5	25847	0.019
13:00 - 13:30	5	25847	0.006	5	25847	0.005	5	25847	0.011
13:30 - 14:00	5	25847	0.004	5	25847	0.007	5	25847	0.011
14:00 - 14:30	5	25847	0.005	5	25847	0.012	5	25847	0.017
14:30 - 15:00	5	25847	0.002	5	25847	0.007	5	25847	0.009
15:00 - 15:30	5	25847	0.003	5	25847	0.006	5	25847	0.009
15:30 - 16:00	5	25847	0.001	5	25847	0.004	5	25847	0.005
16:00 - 16:30	5	25847	0.003	5	25847	0.009	5	25847	0.012
16:30 - 17:00	5	25847	0.005	5	25847	0.014	5	25847	0.019
17:00 - 17:30	5	25847	0.009	5	25847	0.022	5	25847	0.031
17:30 - 18:00	5	25847	0.009	5	25847	0.012	5	25847	0.021
18:00 - 18:30	5	25847	0.002	5	25847	0.002	5	25847	0.004
18:30 - 19:00	5	25847	0.001	5	25847	0.002	5	25847	0.003
19:00 - 19:30	2	50250	0.001	2	50250	0.002	2	50250	0.003
19:30 - 20:00	2	50250	0.000	2	50250	0.006	2	50250	0.006
20:00 - 20:30	2	50250	0.000	2	50250	0.000	2	50250	0.000
20:30 - 21:00	2	50250	0.000	2	50250	0.000	2	50250	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.158			0.148			0.306

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/F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.32

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	80100	0.065	1	80100	0.021	1	80100	0.086
05:30 - 06:00	1	80100	0.125	1	80100	0.054	1	80100	0.179
06:00 - 06:30	1	80100	0.036	1	80100	0.056	1	80100	0.092
06:30 - 07:00	1	80100	0.024	1	80100	0.075	1	80100	0.099
07:00 - 07:30	5	25847	0.041	5	25847	0.029	5	25847	0.070
07:30 - 08:00	5	25847	0.115	5	25847	0.026	5	25847	0.141
08:00 - 08:30	5	25847	0.102	5	25847	0.029	5	25847	0.131
08:30 - 09:00	5	25847	0.159	5	25847	0.032	5	25847	0.191
09:00 - 09:30	5	25847	0.111	5	25847	0.036	5	25847	0.147
09:30 - 10:00	5	25847	0.074	5	25847	0.056	5	25847	0.130
10:00 - 10:30	5	25847	0.055	5	25847	0.046	5	25847	0.101
10:30 - 11:00	5	25847	0.075	5	25847	0.074	5	25847	0.149
11:00 - 11:30	5	25847	0.065	5	25847	0.057	5	25847	0.122
11:30 - 12:00	5	25847	0.088	5	25847	0.078	5	25847	0.166
12:00 - 12:30	5	25847	0.080	5	25847	0.128	5	25847	0.208
12:30 - 13:00	5	25847	0.098	5	25847	0.094	5	25847	0.192
13:00 - 13:30	5	25847	0.103	5	25847	0.070	5	25847	0.173
13:30 - 14:00	5	25847	0.084	5	25847	0.078	5	25847	0.162
14:00 - 14:30	5	25847	0.070	5	25847	0.128	5	25847	0.198
14:30 - 15:00	5	25847	0.060	5	25847	0.063	5	25847	0.123
15:00 - 15:30	5	25847	0.063	5	25847	0.072	5	25847	0.135
15:30 - 16:00	5	25847	0.051	5	25847	0.063	5	25847	0.114
16:00 - 16:30	5	25847	0.046	5	25847	0.094	5	25847	0.140
16:30 - 17:00	5	25847	0.060	5	25847	0.086	5	25847	0.146
17:00 - 17:30	5	25847	0.055	5	25847	0.127	5	25847	0.182
17:30 - 18:00	5	25847	0.077	5	25847	0.147	5	25847	0.224
18:00 - 18:30	5	25847	0.045	5	25847	0.115	5	25847	0.160
18:30 - 19:00	5	25847	0.053	5	25847	0.067	5	25847	0.120
19:00 - 19:30	2	50250	0.018	2	50250	0.068	2	50250	0.086
19:30 - 20:00	2	50250	0.025	2	50250	0.066	2	50250	0.091
20:00 - 20:30	2	50250	0.012	2	50250	0.047	2	50250	0.059
20:30 - 21:00	2	50250	0.028	2	50250	0.017	2	50250	0.045
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.163			2.199			4.362

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/F - WAREHOUSING (COMMERCIAL)

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	80100	0.047	1	80100	0.019	1	80100	0.066
05:30 - 06:00	1	80100	0.087	1	80100	0.017	1	80100	0.104
06:00 - 06:30	1	80100	0.010	1	80100	0.051	1	80100	0.061
06:30 - 07:00	1	80100	0.015	1	80100	0.069	1	80100	0.084
07:00 - 07:30	5	25847	0.017	5	25847	0.009	5	25847	0.026
07:30 - 08:00	5	25847	0.062	5	25847	0.007	5	25847	0.069
08:00 - 08:30	5	25847	0.050	5	25847	0.010	5	25847	0.060
08:30 - 09:00	5	25847	0.077	5	25847	0.005	5	25847	0.082
09:00 - 09:30	5	25847	0.037	5	25847	0.009	5	25847	0.046
09:30 - 10:00	5	25847	0.026	5	25847	0.024	5	25847	0.050
10:00 - 10:30	5	25847	0.017	5	25847	0.021	5	25847	0.038
10:30 - 11:00	5	25847	0.020	5	25847	0.012	5	25847	0.032
11:00 - 11:30	5	25847	0.019	5	25847	0.019	5	25847	0.038
11:30 - 12:00	5	25847	0.030	5	25847	0.037	5	25847	0.067
12:00 - 12:30	5	25847	0.022	5	25847	0.058	5	25847	0.080
12:30 - 13:00	5	25847	0.035	5	25847	0.040	5	25847	0.075
13:00 - 13:30	5	25847	0.050	5	25847	0.028	5	25847	0.078
13:30 - 14:00	5	25847	0.043	5	25847	0.035	5	25847	0.078
14:00 - 14:30	5	25847	0.029	5	25847	0.073	5	25847	0.102
14:30 - 15:00	5	25847	0.024	5	25847	0.022	5	25847	0.046
15:00 - 15:30	5	25847	0.019	5	25847	0.023	5	25847	0.042
15:30 - 16:00	5	25847	0.019	5	25847	0.022	5	25847	0.041
16:00 - 16:30	5	25847	0.022	5	25847	0.032	5	25847	0.054
16:30 - 17:00	5	25847	0.019	5	25847	0.034	5	25847	0.053
17:00 - 17:30	5	25847	0.015	5	25847	0.057	5	25847	0.072
17:30 - 18:00	5	25847	0.035	5	25847	0.083	5	25847	0.118
18:00 - 18:30	5	25847	0.022	5	25847	0.059	5	25847	0.081
18:30 - 19:00	5	25847	0.026	5	25847	0.030	5	25847	0.056
19:00 - 19:30	2	50250	0.008	2	50250	0.034	2	50250	0.042
19:30 - 20:00	2	50250	0.013	2	50250	0.013	2	50250	0.026
20:00 - 20:30	2	50250	0.001	2	50250	0.011	2	50250	0.012
20:30 - 21:00	2	50250	0.014	2	50250	0.007	2	50250	0.021
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.930			0.970			1.900

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/F - WAREHOUSING (COMMERCIAL)

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	80100	0.000	1	80100	0.000	1	80100	0.000
05:30 - 06:00	1	80100	0.000	1	80100	0.000	1	80100	0.000
06:00 - 06:30	1	80100	0.001	1	80100	0.000	1	80100	0.001
06:30 - 07:00	1	80100	0.002	1	80100	0.001	1	80100	0.003
07:00 - 07:30	5	25847	0.002	5	25847	0.002	5	25847	0.004
07:30 - 08:00	5	25847	0.005	5	25847	0.003	5	25847	0.008
08:00 - 08:30	5	25847	0.006	5	25847	0.002	5	25847	0.008
08:30 - 09:00	5	25847	0.011	5	25847	0.006	5	25847	0.017
09:00 - 09:30	5	25847	0.020	5	25847	0.005	5	25847	0.025
09:30 - 10:00	5	25847	0.007	5	25847	0.011	5	25847	0.018
10:00 - 10:30	5	25847	0.012	5	25847	0.008	5	25847	0.020
10:30 - 11:00	5	25847	0.012	5	25847	0.012	5	25847	0.024
11:00 - 11:30	5	25847	0.012	5	25847	0.011	5	25847	0.023
11:30 - 12:00	5	25847	0.015	5	25847	0.016	5	25847	0.031
12:00 - 12:30	5	25847	0.012	5	25847	0.012	5	25847	0.024
12:30 - 13:00	5	25847	0.012	5	25847	0.009	5	25847	0.021
13:00 - 13:30	5	25847	0.008	5	25847	0.007	5	25847	0.015
13:30 - 14:00	5	25847	0.005	5	25847	0.007	5	25847	0.012
14:00 - 14:30	5	25847	0.003	5	25847	0.009	5	25847	0.012
14:30 - 15:00	5	25847	0.005	5	25847	0.006	5	25847	0.011
15:00 - 15:30	5	25847	0.010	5	25847	0.009	5	25847	0.019
15:30 - 16:00	5	25847	0.009	5	25847	0.010	5	25847	0.019
16:00 - 16:30	5	25847	0.005	5	25847	0.009	5	25847	0.014
16:30 - 17:00	5	25847	0.007	5	25847	0.005	5	25847	0.012
17:00 - 17:30	5	25847	0.003	5	25847	0.009	5	25847	0.012
17:30 - 18:00	5	25847	0.006	5	25847	0.003	5	25847	0.009
18:00 - 18:30	5	25847	0.006	5	25847	0.012	5	25847	0.018
18:30 - 19:00	5	25847	0.005	5	25847	0.009	5	25847	0.014
19:00 - 19:30	2	50250	0.000	2	50250	0.002	2	50250	0.002
19:30 - 20:00	2	50250	0.001	2	50250	0.001	2	50250	0.002
20:00 - 20:30	2	50250	0.000	2	50250	0.000	2	50250	0.000
20:30 - 21:00	2	50250	0.001	2	50250	0.000	2	50250	0.001
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.203			0.196			0.399

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/F - WAREHOUSING (COMMERCIAL)

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	80100	0.000	1	80100	0.000	1	80100	0.000
05:30 - 06:00	1	80100	0.000	1	80100	0.000	1	80100	0.000
06:00 - 06:30	1	80100	0.000	1	80100	0.000	1	80100	0.000
06:30 - 07:00	1	80100	0.000	1	80100	0.000	1	80100	0.000
07:00 - 07:30	5	25847	0.001	5	25847	0.000	5	25847	0.001
07:30 - 08:00	5	25847	0.000	5	25847	0.000	5	25847	0.000
08:00 - 08:30	5	25847	0.000	5	25847	0.000	5	25847	0.000
08:30 - 09:00	5	25847	0.001	5	25847	0.000	5	25847	0.001
09:00 - 09:30	5	25847	0.000	5	25847	0.000	5	25847	0.000
09:30 - 10:00	5	25847	0.000	5	25847	0.000	5	25847	0.000
10:00 - 10:30	5	25847	0.000	5	25847	0.000	5	25847	0.000
10:30 - 11:00	5	25847	0.000	5	25847	0.000	5	25847	0.000
11:00 - 11:30	5	25847	0.001	5	25847	0.001	5	25847	0.002
11:30 - 12:00	5	25847	0.000	5	25847	0.000	5	25847	0.000
12:00 - 12:30	5	25847	0.001	5	25847	0.000	5	25847	0.001
12:30 - 13:00	5	25847	0.002	5	25847	0.000	5	25847	0.002
13:00 - 13:30	5	25847	0.000	5	25847	0.001	5	25847	0.001
13:30 - 14:00	5	25847	0.002	5	25847	0.000	5	25847	0.002
14:00 - 14:30	5	25847	0.000	5	25847	0.001	5	25847	0.001
14:30 - 15:00	5	25847	0.000	5	25847	0.001	5	25847	0.001
15:00 - 15:30	5	25847	0.003	5	25847	0.002	5	25847	0.005
15:30 - 16:00	5	25847	0.000	5	25847	0.001	5	25847	0.001
16:00 - 16:30	5	25847	0.001	5	25847	0.002	5	25847	0.003
16:30 - 17:00	5	25847	0.002	5	25847	0.000	5	25847	0.002
17:00 - 17:30	5	25847	0.001	5	25847	0.002	5	25847	0.003
17:30 - 18:00	5	25847	0.000	5	25847	0.002	5	25847	0.002
18:00 - 18:30	5	25847	0.001	5	25847	0.001	5	25847	0.002
18:30 - 19:00	5	25847	0.000	5	25847	0.000	5	25847	0.000
19:00 - 19:30	2	50250	0.000	2	50250	0.000	2	50250	0.000
19:30 - 20:00	2	50250	0.000	2	50250	0.000	2	50250	0.000
20:00 - 20:30	2	50250	0.000	2	50250	0.000	2	50250	0.000
20:30 - 21:00	2	50250	0.000	2	50250	0.000	2	50250	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.016			0.014			0.030

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/F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL Servicing Vehicles

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	80100	0.009	1	80100	0.002	1	80100	0.011
05:30 - 06:00	1	80100	0.002	1	80100	0.004	1	80100	0.006
06:00 - 06:30	1	80100	0.002	1	80100	0.004	1	80100	0.006
06:30 - 07:00	1	80100	0.009	1	80100	0.006	1	80100	0.015
07:00 - 07:30	5	25847	0.015	5	25847	0.016	5	25847	0.031
07:30 - 08:00	5	25847	0.021	5	25847	0.016	5	25847	0.037
08:00 - 08:30	5	25847	0.015	5	25847	0.014	5	25847	0.029
08:30 - 09:00	5	25847	0.025	5	25847	0.019	5	25847	0.044
09:00 - 09:30	5	25847	0.034	5	25847	0.020	5	25847	0.054
09:30 - 10:00	5	25847	0.023	5	25847	0.023	5	25847	0.046
10:00 - 10:30	5	25847	0.025	5	25847	0.019	5	25847	0.044
10:30 - 11:00	5	25847	0.034	5	25847	0.048	5	25847	0.082
11:00 - 11:30	5	25847	0.024	5	25847	0.023	5	25847	0.047
11:30 - 12:00	5	25847	0.037	5	25847	0.026	5	25847	0.063
12:00 - 12:30	5	25847	0.029	5	25847	0.030	5	25847	0.059
12:30 - 13:00	5	25847	0.029	5	25847	0.029	5	25847	0.058
13:00 - 13:30	5	25847	0.026	5	25847	0.026	5	25847	0.052
13:30 - 14:00	5	25847	0.022	5	25847	0.022	5	25847	0.044
14:00 - 14:30	5	25847	0.023	5	25847	0.023	5	25847	0.046
14:30 - 15:00	5	25847	0.024	5	25847	0.022	5	25847	0.046
15:00 - 15:30	5	25847	0.029	5	25847	0.026	5	25847	0.055
15:30 - 16:00	5	25847	0.026	5	25847	0.026	5	25847	0.052
16:00 - 16:30	5	25847	0.015	5	25847	0.021	5	25847	0.036
16:30 - 17:00	5	25847	0.022	5	25847	0.013	5	25847	0.035
17:00 - 17:30	5	25847	0.022	5	25847	0.022	5	25847	0.044
17:30 - 18:00	5	25847	0.021	5	25847	0.017	5	25847	0.038
18:00 - 18:30	5	25847	0.015	5	25847	0.024	5	25847	0.039
18:30 - 19:00	5	25847	0.016	5	25847	0.024	5	25847	0.040
19:00 - 19:30	2	50250	0.009	2	50250	0.014	2	50250	0.023
19:30 - 20:00	2	50250	0.007	2	50250	0.021	2	50250	0.028
20:00 - 20:30	2	50250	0.011	2	50250	0.014	2	50250	0.025
20:30 - 21:00	2	50250	0.008	2	50250	0.010	2	50250	0.018
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.629			0.624			1.253

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.*