

Transport Report

The Ironworks 30 Cheapside Brighton

JANUARY 2024



Reeves Transport Planning

PRODUCED for FLAT YARD LTD

PRODUCED by REEVES TRANSPORT PLANNING LTD

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Version	Date	Author	Checked	Notes
V1	12.12.23	SGR	MJ	Draft
V2	04.01.24	SGR	SGR	For Submission
V3	04.01.24	SGR	SGR	Requested Amendments

1. INTRODUCTION

- 1.1 Reeves Transport Planning is appointed to provide a Transport Report in support of a retrospective change of use planning application at The Ironworks, 30 Cheapside, Brighton. A site location plan is attached, at Appendix 1.
- 1.2 The building has a planning use as a suite of offices, but the ground floor is currently being used as a mixed Class E and sui generis use.
- 1.3 This Transport Report is drafted with reference to guidance on the content of Transport Assessments and the Ministry of Housing, Communities & Local Government Guidance on Travel Plans, Transport Assessments and Statements, published March 2014.
- 1.4 It will present the likely limited change in vehicle trips generated by the proposed development and confirm appropriate parking arrangements are available, which will ensure that the proposal complies with the relevant policy objectives.

2. POLICY CONTEXT

- 2.1 This section of the Transport Report sets out the relevant policies, at a national and local level, that this proposal will be judged against.
- 2.2 The **National Planning Policy Framework**, most recently updated September 2023, sets out the Government's planning policy and is a material consideration in planning decisions. Its emphasis is on minimising the need to travel, reducing car use, and encouraging the use of sustainable transport. Paragraph 114 states that in assessing development sites it should be '*ensured that:*
 - *appropriate opportunities to promote sustainable transport modes can be – or have been - taken up, given the type of development and its location;*
 - *safe and suitable access to the site can be achieved for all users;*
 - *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and*

- *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.'*

2.3 At the heart of the NPPF is a presumption in favour of sustainable development, and decision makers, at all levels, are encouraged to seek approval where possible. Paragraph 115 emphasises this and states that *'development should only be prevented or refused on highway grounds if there would be an **unacceptable** impact on highway safety, or the residual cumulative impacts on the road network would be **severe**'*.

2.4 The **Brighton & Hove City Plan Part One** and **City Plan Part Two** form the development plan policies for Brighton & Hove.

2.5 **Policy CP9** of the **City Plan Part One** presents the city's objectives for managing transport demand and notes that the priorities of the transport strategy are delivered within the city by:

'a. Directing significant development into areas with good sustainable transport links and ensuring that major development will be located in areas where measures can be taken to secure accessibility improvements for all.

b. Improving access to significant uses, facilities and services by supporting or providing sustainable transport measures (public transport, cycle and walking), better public realm and improved safety.

c. Ensuring that all new, major development schemes submit a Transport Assessment to identify the likely effects of the demand for travel they create and include measures to mitigate their impacts by reducing car use and making appropriate contributions towards sustainable transport measures (see CP7 Infrastructure, Community Infrastructure Levy and Developer Contributions).

d. Working with communities to identify priorities for improved public realm, safer areas (e.g., child-friendly streets) and sustainable transport improvements (see SA6 Sustainable Communities).'

2.7 **Policy DM35** of the **City Plan Part Two** sets out the criteria where various documentation will be required to support planning applications. It states that:

- 1) Transport Statements, Transport Assessments, Construction and Environmental Management Plans and Travel Plans are required to support planning applications for all developments that are likely to generate significant amounts of movement/travel in accordance with the NPPF and have regard to any locally derived standards and guidance.
- 2) Larger developments requiring Transport Assessments should also consider the cumulative transport impacts arising from other committed or planned developments (i.e. development that is permitted or allocated and there is a reasonable degree of certainty delivery will occur). Development will not be permitted where the residual cumulative impact of the development is severe, unless provision is made for appropriate mitigation.
- 4) All development proposals should include appropriate measures to ensure that journeys by private car are minimised and to make the greatest possible use of sustainable travel in order to deliver the objectives for sustainable transport set out in Policy CP9 of the City Plan Part One. Where necessary, planning obligations will be sought to facilitate or support such measures.

2.8 **Policy DM36** of the **City Plan Part Two** presents information on the provision for parking and serving. It explains that *'provision of parking, including 'blue badge' holder and cycle parking, in new developments should follow the standards set out in Appendix 2'*. In addition:

- 1) Where a development is likely to result in overspill car parking on-street, the council may require the development, in whole or in part, to be 'permit free'.
- 2) Car-free residential developments will be supported and encouraged subject to consideration of relevant factors as set out in SPD14 'Parking Standards for New Development'.
- 3) New developments should include infrastructure to support the use of low emission vehicles, including electric vehicle charging points.

4) Parking spaces for people with a mobility related disability ('blue badge' holders) should be located close to the main or most suitable access, to the development. Where these spaces cannot be laid out within the development site, developers may be required to provide dedicated spaces on-street or, where appropriate, support a mobility scheme or specially adapted public transport infrastructure.

5) Provision for large vehicles to service new developments should be provided on-site, including sufficient, safe manoeuvring space. Major developments of flats and apartments should provide appropriately designed external loading facilities to accommodate vehicle movements generated by ride-hailing and online shopping/delivery services.

2.9 The **Supplementary Planning Document 14 (SPD14) 'Parking Standards'** adopted October 2016 sets out the council's latest parking standards. The proposed development site is located within the 'Central Area' parking standards zone.

2.10 This Transport Report will demonstrate that the transport implications of the proposal meet the requirements of both local and national policies, and that it will not have any adverse impact on highway safety or capacity.

3. EXISTING CONDITIONS

3.1 The site is called Ironworks which refers to the historic use of the site as a metalwork foundry that was part of the goods yard associated with Brighton Railway Station. The application site is shared with a vehicle repair garage and is located on the southern side of Cheapside, between Blackman Street and Whitecross Street. The part of the site that is subject of this planning application covers the western section of the building.

3.2 The building has frontage access via the parking area to the east and on Blackman Street. It was subject to a major renovation in circa 2013. Finding tenants for the office space proved difficult. The current tenants have occupied the building since 2014. The cultural activities started in 2021 as part of Pride at the Ironworks season.

3.3 During the week the ground floor space is used as office space for meetings and conferences or hired out for film or photography production with a cafe/break-out space

available for use in conjunction with these uses. The café is only used by people attending an event at the venue and it is not open to the general public.

- 3.4 The conference use generates the highest demand. On average 3 times each month mainly during the conference season, which runs from October to March annually. The maximum capacity for a conference is 180 people.
- 3.5 In the main events would take place Thursday Friday Saturday, but with extra events during Christmas & festival season.
- 3.6 The office space is open from 09.00 – 17.00 weekdays. The Cabaret, Comedy, Theatre, spoken word, Children’s shows and community events run from 18.00. The majority events end at 22.30 with some running to 23.30. The maximum capacity for the theatre/live music venue is 220 people.
- 3.7 The tenant’s only use the Blackman Street entrances for entry until 9pm. The access via the eastern elevation is used after this time to avoid noise impact on local residents.
- 3.8 Cycle parking, if required, is provided within an area protected by hoarding or for smaller events within the building. There are no car parking spaces within the redline plan of the proposal. Immediately east of the building there are six parking spaces available for the occupiers of the building. Use of these parking spaces is under licence. The occupiers of the ground floor of the building currently rent four of these spaces as part of their occupation of the building. There is no intended change to this arrangement associated with the application. The spaces have therefore been excluded from the application submissions but where the use of them is relevant to this proposal it has been noted below.

Local Car Parks

- 3.9 There are three car parks available for public use a short walk from the application site. Trafalgar Street car park is immediately adjacent to the southern boundary of the application site. This car park has capacity for 275 vehicles. The London Road car park is located 200 metres to the north of the application site. This car park has capacity for 528 vehicles. Finally, the Brighton train station car park, with capacity for 600 vehicles is 300 metres from the application site.

- 3.10 All of these car parks are within a short walk of the application site and provide capacity throughout the day and evening for patrons of the venue or guests attending conferences and meetings.

Accessibility by Foot and Cycle

- 3.11 It is generally accepted that walking and cycling provide realistic and important alternatives to the private car. Walking and cycling are also actively encouraged to form part of longer journeys that involve public transport. The distances people are prepared to walk, or cycle depend on their fitness and physical ability, journey purpose, settlement size, and walking/cycling conditions. The mean average length for walking journeys is circa one kilometre and for cycling, it is four kilometres, although journeys of up to three times these distances are not uncommon for regular commuters (LTN 1/04 - Policy, Planning and Design for Walking and Cycling).
- 3.12 The footways surrounding the site, linking it to the city centre and transport hubs are in a good state of repair. All are wide and well-lit as would be expected within an urban centre.
- 3.13 The application site is in the heart of the city. There are a myriad of amenities within a short walk of the application site. There are numerous shops, cafés, bars, public houses, hotels and restaurants within the immediate vicinity of the site.
- 3.14 On street cycle parking facilities are located at the southern end of Station Street and Whitecross Street. There are also facilities adjacent to the application site on Blackman Street. There is also a bike hire station located on Whitecross Street. All of these facilities are within 200 metres of the application site.
- 3.15 There are on-street cycle lanes that connect the application site with the wider regional cycle route network. An extract of the City Council's cycle network map is attached at Appendix 2.

Accessibility by Bus and Taxi

- 3.16 The nearest taxi rank is located on York Place, adjacent to St Peter's Church. There are two bus stop areas within 350 metres walk of the site. These are at Brighton Railway Station and St Peter's Church. These stops are used by circa 35 bus services, which connect the site with all parts of the region.

3.17 For full details of bus services that use the stop within the local area see Brighton & Hove Bus Website <https://www.buses.co.uk/services>

Accessibility by Train

3.18 Brighton Rail Station is also only 350 metres from the application site. Brighton Rail Station is a mainline station that offers regular services to London Victoria, Gatwick, Portsmouth, Seaford, Lewes, Eastbourne, and local stations. Southern Railways and Thameslink network maps are attached at Appendix 3.

3.19 In summary, the proposal site has an excellent level of accessibility to local amenities and sustainable modes of travel, which will ensure that staff and patrons are not reliant on the private car for journeys.

4. PROPOSED DEVELOPMENT

4.1 The proposal seeks to regularise the details presented in paragraphs 3.1 to 3.7 in the Existing Conditions section noted above. A layout plan of the application site is attached at Appendix 4.

4.2 The street view extracts below indicate the access and parking arrangements from both Cheapside and Blackman Street.



5. TRANSPORT AND TRAFFIC IMPACT

5.1 The latest version of the TRICS database (version 7.10.4) has been interrogated to understand the likely trips generated by the proposal. There are no sites listed within the database that reflect the specific uses of the Ironworks as such the likely transport impacts are based on discussions with the proprietor of the business.

5.2 The proprietors have nearly a decade's experience of running the venue, which has informed their understanding of their clients travel choices. There are no fixed percentages of patrons using particular modes of transport. The choice is dependent on the time of the year and other events within the city. The following narrative discusses the transport impacts of the various uses.

Meetings, Conferences or hire for Film / Photography Production

5.3 As noted at paragraph 3.4 it is the conference use that generates the highest day time demand, with up to 180 attendees using the venue up to 3 times per month during the 6 months of the conference season. Other events such as meetings and hire uses generate a small number of attendees.

5.4 There are five car parking bays that are used by the venue. These are accessed via the gated route from Cheapside that is also used by the vehicle repair business. These spaces can be booked by businesses or individuals who hire the venue if, for instance, they need to drop off film or photography equipment.

5.5 Our client has no detailed information on the modal split of these events. As noted above the application site is within a short walk of all forms of public transport services and there is a significant public car parking capacity nearby.

5.6 Our client has observed that all those attending these events arrive on foot or by taxi. Only those who have pre-booked the parking capacity are allowed to use the on-site facilities.

Cabaret, Comedy, Theatre, Spoken Word Community Events

- 5.7 Paragraphs 3.5 and 3.6 set out that the evening/nighttime uses have a maximum capacity for 220 patrons. Depending on the attendance and use there would be a need for ancillary staff such as security, bar staff and back of house crew.
- 5.8 The majority of patrons, estimated at circa 80% attend the venue as part of an evening visiting the city, typically a restaurant or public house prior to attending a show. The balance will walk to the venue from either Brighton Train Station or local car parks. There is a smaller percentage that arrive by taxi.
- 5.9 Assuming a full event with 220 patrons this would suggest that there were 352 $(220 \times 80\% \times 2)$ linked trips and 88 $(220 \times 20\% \times 2)$ unlinked trips via rail, car or taxi.

Existing Use Transport Impacts

- 5.10 A material consideration in the planning process is the transport impact of the extant use. The space that is subject to this application has a permitted use as offices. The TRICS database is well populated with office sites.
- 5.11 Only sites within England and a local population of less than 250,000, without a Travel Plan have been considered. The datasheet attached at Appendix 5 confirms that the extant use will generate 131 person trips per day.

Transport Impact Comparison

- 5.12 Taking into consideration the person trips associated with the conference use $(180 \times 2 \text{trips} \times 3 \text{events} \times 6 \text{months})$ and the unlinked trips for the entertainment use $(88 \times 3 \text{evenings} \times 52 \text{weeks})$ and calculating them across a year suggest a total 'new' person trip rate of just over 20,000 or circa 84 per day if factored over 52 five day weeks. This would suggest that the transport impacts of the proposal are comparable to that associated with the extant use.

6. PARKING DEMAND AND PROVISION

Parking Demand

- 6.1 The Supplementary Planning Document 14 (SPD14) 'Parking Standards' includes a zoned approach. The application site is within the 'Central Area' Zone.

6.2 The parking standards suggest the following requirements for an office use and music / concert venue.

Table 6.1: Parking Guidance				
Use	Car	Cycle	Disabled User	Solo M/C
Office Use	Disabled user car parking only	Staff 1 space + 1 space per 100sqm* Visitors 1 space + 1 space per 500sqm	Individual bays for each disabled employee where known plus 2 bays or 5% of total capacity whichever is greater	Minor developments provision provided on a case by case basis.
Music/Concert Venue Use	Disabled user car parking only	Staff 1 space per 5 staff* Customers 1 space per 30 seats**	3 bays or 6% of total capacity whichever is greater	
Derived from SPD 14 – Parking Standards (October 2016) * Covered and Secure Long Stay ** Short Stay				

6.3 This guidance suggests that the proposal should provide a total of five car parking spaces for blue badge holders and 13 cycle parking spaces, of which five should be long stay and eight short stay.

Parking Provision

6.4 As noted at paragraph 3.8 the parking provision is secured via a licence agreement to the occupiers of the ground floor. This relationship will not change no matter the outcome of this application. The following is for information purposes explaining how the licenced spaces are currently used. The current tenants use four of the parking spaces. While these are not designed for blue badge holders, they are only available on a pre-request basis. Any mobility needs for patrons are addressed by staff when booking. Our client has an established and effective process in place to address the needs of patrons with mobility needs.

6.5 Our client has not been asked to provide cycle parking for evenings in the near decade that they have been running the business. There is a large area that is protected by hording that can be used for a cycle parking area if there is any future demand. This area is directly adjacent to the main entrance/exit point and as such is continually monitored by security staff. There is a limited day time cycle parking demand, which is accommodated within the building.

6.6 Accordingly, parking generated by the proposal will not spill out of the site and onto the local street network.

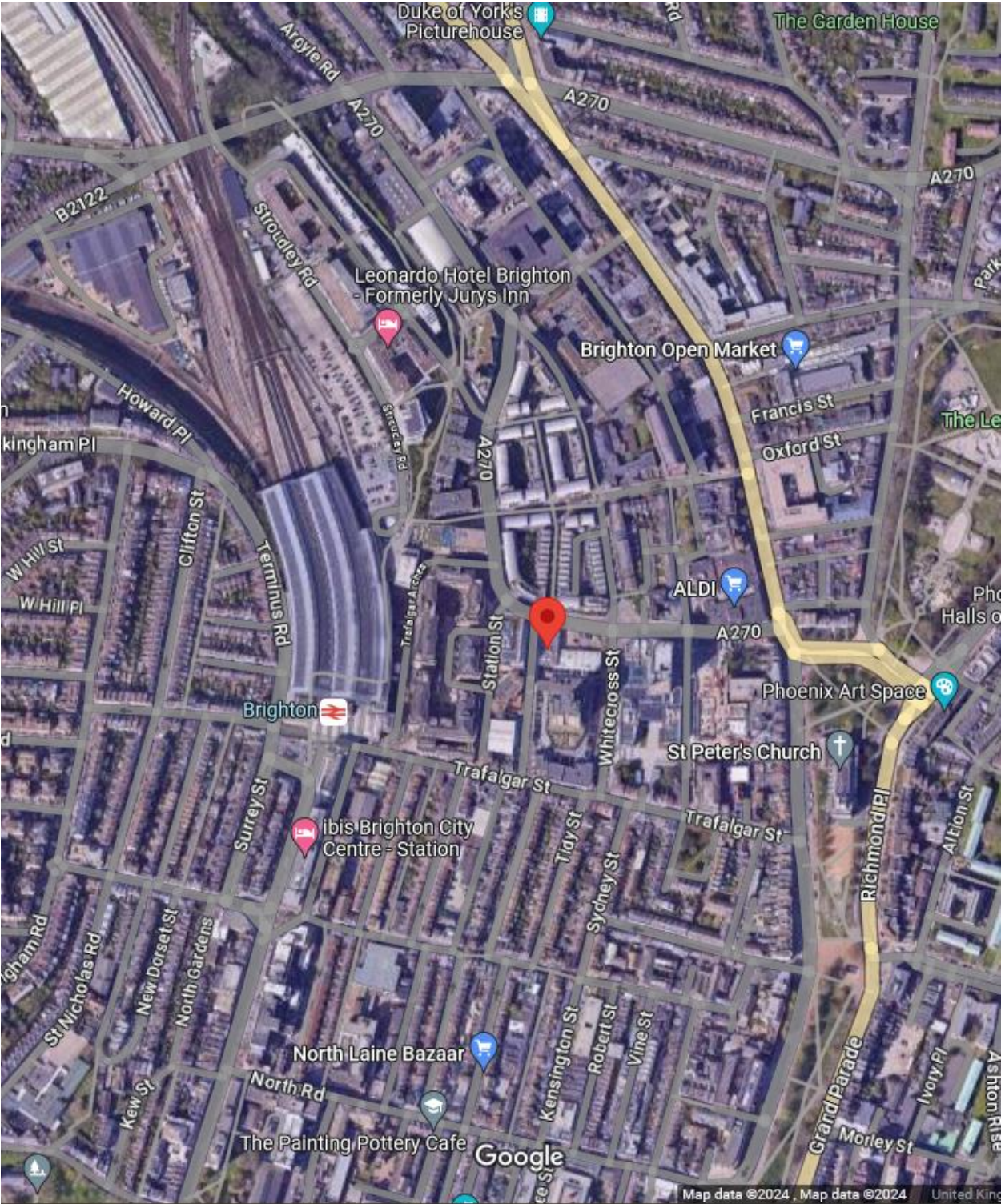
7. SUMMARY AND CONCLUSIONS

- 7.1 Reeves Transport Planning is appointed to provide a Transport Report in support of a retrospective planning application to formalise the use of a building for a mixed use office/sui generis use from a solely office use.
- 7.2 The building is located on Cheapside and has been occupied by the current business for nearly a decade.
- 7.3 The site is in a very sustainable location with easy access to bus and rail services. If patrons do need to drive to the venue there are a total of 1400 public car parking spaces within a short walk of the application site.
- 7.4 The data provided by our clients suggests that the conference use will generate a maximum daytime demand of 180 conference attendees three times per month during the six month conference season. The event business has a maximum attendance of up to 220 patrons.
- 7.5 Information provided by our client confirms that patrons predominately visit the venue as part of a trip to the city, taking the opportunity for a meal or drink prior to or after a show. There are a small number who specifically visit the venue who would either use the train, be dropped off by taxi, or use one of the nearby car parks.
- 7.6 This impact is comparable with that of the extant use at an office when averaged on a typical week. It is also important to observe that the proposals impact is outside the traditional day time peak hours.
- 7.7 There are five car parking spaces provided for the venue. They were part of the original building and can be seen on the earliest street view from April 2009, nearly 15 years ago and before the latest parking guidance document was adopted. Spaces are used by staff and blue badge holder on request. The spaces are also used by vehicles associated with the film/photograph uses. There is no general public parking allowed on the site.
- 7.8 Cycle parking for the day time demand can be accommodated within the building. If there is any demand for cycling in the evening there is a safe and secure space that can be used.

It should be noted that over the decade there has not been any demand for cycle parking. There is also excellent on-street cycle parking capacity nearby.

- 7.9 Therefore, taking all the relevant information into consideration including the proposal's limited traffic impact, the site's sustainable location, appropriate cycle and car parking, it is evident that the proposal will not have a **severe** impact on highway capacity or an **unacceptable** impact on highway safety. As such this retrospective planning application meets the requirements of local and national planning policy guidance.

APPENDIX 1. SITE LOCATION PLAN



APPENDIX 2.

CYCLE INFRASTRUCTURE MAP INFORMATION



APPENDIX 3.

SOUTHERN RAILWAYS & THAMESLINK NETWORK MAPS

Our Network



Valid from December 2023

SERVICES AND FACILITIES

This is a general guide of the basic daily services, however, not all trains stop at all stations on each coloured line so please check your journey at nationalrail.co.uk or see our website

- REGULAR SERVICE**
- Gatwick Express**
 - Great Northern**
 - Southern**
 - Thameslink**
- LIMITED SERVICE**
- Other train operators' routes
 - Combined bus and train ticket is available on this route
 - Luton Airport DART
 - Limited service stations on our network
 - Interchange stations
 - Interchange with Docklands Light Railway
 - Interchange with the Elizabeth Line
 - Interchange with London Underground
 - Interchange with London Overground
 - Interchange with London Tramlink
 - Interchange with Eurostar
 - Interchange with other operators' train services
 - Interchange with Airports
 - Ferry service routes
 - Hovercraft service routes

Oyster and Contactless area

Pay as you go with contactless (card or device) in the grey shaded area

Contactless only area

Pay as you go with contactless card or device (not Oyster) in the pink shaded area

ACCESSIBILITY

- Category 'A' Station:** Step-free access between the street and all platforms, and also between platforms.
- Category 'B' Station:** Step-free access between the street and all platforms. There may not be step-free access between platforms or entrances.
- Category 'B+' Station:** Step-free access between the street and some platforms.
- Category 'B-' Station:** Step-free access between the street and platforms but only available for trains in the direction of the arrow.
- Category 'C' Station:** No step-free access between the street and platforms.

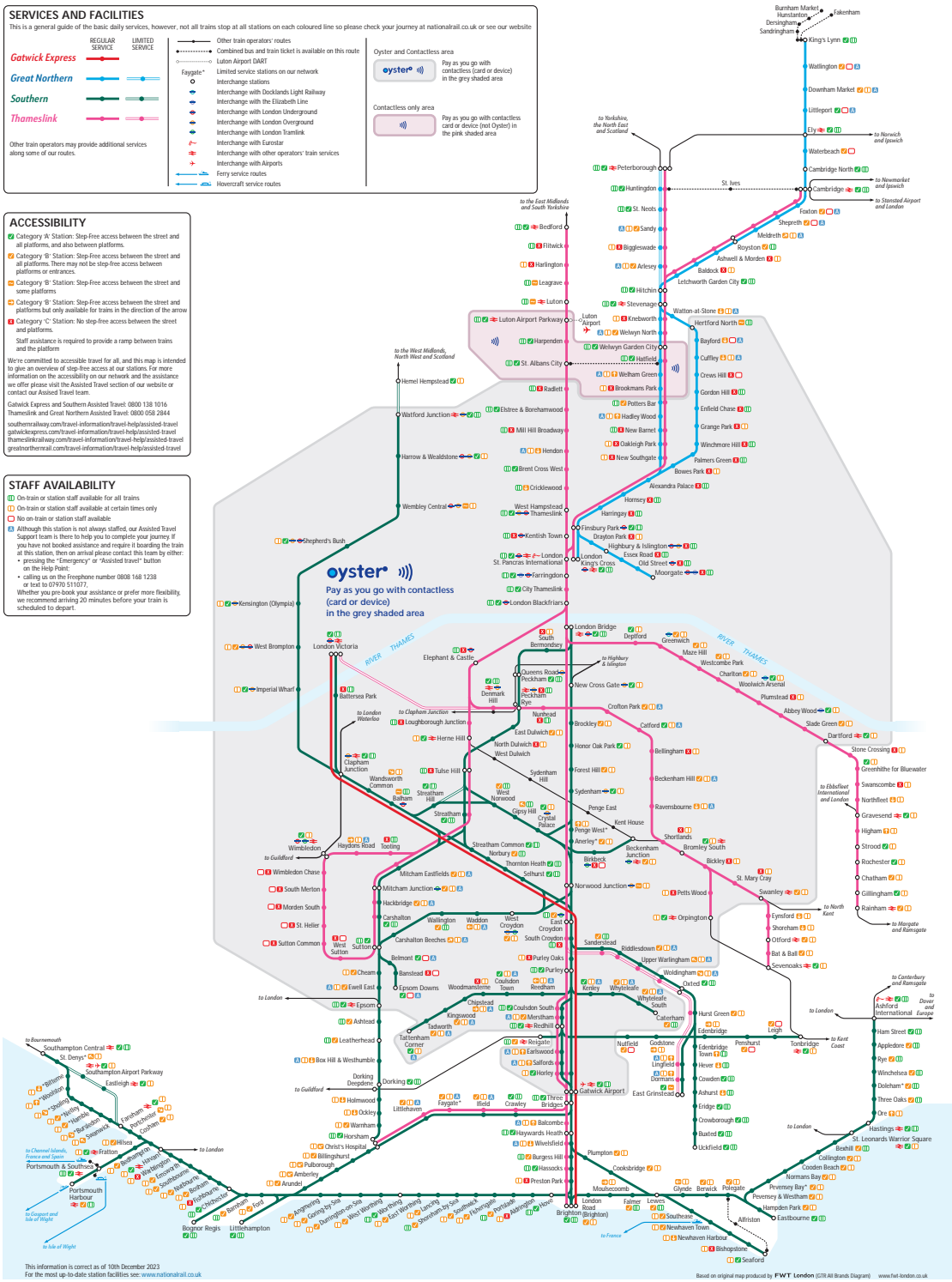
Staff assistance is required to provide a ramp between trains and the platform.

We're committed to accessible travel for all, and this map is intended to give an overview of step-free access at our stations. For more information on the accessibility on our network and the assistance we offer please visit the [Assisted Travel](http://AssistedTravel) section of our website or contact our Assisted Travel team.

Gatwick Express and Southern Assisted Travel: 0800 138 1016
 Thameslink and Great Northern Assisted Travel: 0800 058 2944
southernrailway.com/travel-information/travel-help/assisted-travel
gatwickexpress.com/travel-information/travel-help/assisted-travel
thameslinkrailway.com/travel-information/travel-help/assisted-travel
greatnorthern.com/travel-information/travel-help/assisted-travel

STAFF AVAILABILITY

- On train or station staff available for all trains
- On train or station staff available at certain times only
- No train or station staff available
- Although this station is not always staffed, our Assisted Travel Support team is there to help you to complete your journey if you have not booked assistance and require boarding the train at this station, then on arrival please contact this team by either:
 - pressing the "Emergency" or "Assisted travel" button on the Help Point
 - calling us on the Freephone number 0800 168 1238 or text to 07970 511017.
 Whether you pre-book your assistance or prefer more flexibility, we recommend arriving 20 minutes before your train is scheduled to depart.



2023 1-1-03-03R-1000AMP-03R

This information is correct as of 10th December 2023
 For the most up-to-date station facilities see www.nationalrail.co.uk

Based on original map produced by FVT London (G) All Brands (Diagram) www.fvt.co.uk



APPENDIX 4.

EXISTING FLOOR PLAN 23/930 No 1

APPENDIX 5.

TRICS DATA SHEETS

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	WS WEST SUSSEX	1 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	AK WAKEFIELD	1 days
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	CU CUMBERLAND	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: 178 to 1230 (units: sqm)
Range Selected by User: 178 to 1500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 23/11/22

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	2 days
Tuesday	2 days
Wednesday	2 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	5
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	2
Commercial Zone	2
Residential Zone	1
Built-Up Zone	2
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	10 days - Selected
Servicing vehicles Excluded	3 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	8 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:

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

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

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	3 days
125,001 to 250,000	3 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	6 days
1.1 to 1.5	2 days

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

Travel Plan:

No	8 days
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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	8 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	AK-02-A-01 PIONEER WAY CASTLEFORD WHITWOOD Edge of Town No Sub Category Total Gross floor area: 1230 sqm <i>Survey date: TUESDAY 23/05/17</i>	OFFICES	WAKEFIELD	<i>Survey Type: MANUAL</i>
2	CU-02-A-02 PORT ROAD CARLISLE Edge of Town Centre Industrial Zone Total Gross floor area: 925 sqm <i>Survey date: FRIDAY 24/06/16</i>	OFFICE	CUMBERLAND	<i>Survey Type: MANUAL</i>
3	NF-02-A-02 NORTH QUAY GREAT YARMOUTH Edge of Town Centre Commercial Zone Total Gross floor area: 894 sqm <i>Survey date: MONDAY 11/09/17</i>	FINANCIAL PLANNERS	NORFOLK	<i>Survey Type: MANUAL</i>
4	NF-02-A-04 WHITING ROAD NORWICH Edge of Town Commercial Zone Total Gross floor area: 500 sqm <i>Survey date: WEDNESDAY 13/11/19</i>	BUILDING CONSULTANT	NORFOLK	<i>Survey Type: MANUAL</i>
5	NY-02-A-01 NORTH PARK ROAD HARROGATE Edge of Town Centre Built-Up Zone Total Gross floor area: 178 sqm <i>Survey date: THURSDAY 04/10/18</i>	SOLICITORS	NORTH YORKSHIRE	<i>Survey Type: MANUAL</i>
6	WK-02-A-02 WHITEHALL ROAD RUGBY Edge of Town Centre Residential Zone Total Gross floor area: 540 sqm <i>Survey date: MONDAY 14/11/22</i>	OFFICES	WARWICKSHIRE	<i>Survey Type: MANUAL</i>
7	WK-02-A-03 BUDBROOKE ROAD WARWICK Edge of Town Industrial Zone Total Gross floor area: 796 sqm <i>Survey date: WEDNESDAY 23/11/22</i>	ENGINEERING CONSULTANTS	WARWICKSHIRE	<i>Survey Type: MANUAL</i>
8	WS-02-A-05 NORTH STREET WORTHING Edge of Town Centre Built-Up Zone Total Gross floor area: 830 sqm <i>Survey date: TUESDAY 17/05/22</i>	SOCIAL HOUSING COMPANY	WEST SUSSEX	<i>Survey Type: MANUAL</i>

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

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

Estimated TRIP rate value per 460 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.58

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	7	772	0.185	0.851	7	772	0.019	0.085	7	772	0.204	0.936
07:30 - 08:00	7	772	0.888	4.085	7	772	0.019	0.085	7	772	0.907	4.170
08:00 - 08:30	8	698	1.522	7.003	8	698	0.143	0.659	8	698	1.665	7.662
08:30 - 09:00	8	698	1.236	5.685	8	698	0.251	1.154	8	698	1.487	6.839
09:00 - 09:30	8	698	0.931	4.284	8	698	0.448	2.060	8	698	1.379	6.344
09:30 - 10:00	8	698	0.304	1.401	8	698	0.251	1.154	8	698	0.555	2.555
10:00 - 10:30	8	698	0.304	1.401	8	698	0.197	0.906	8	698	0.501	2.307
10:30 - 11:00	8	698	0.251	1.154	8	698	0.215	0.989	8	698	0.466	2.143
11:00 - 11:30	8	698	0.107	0.494	8	698	0.197	0.906	8	698	0.304	1.400
11:30 - 12:00	8	698	0.251	1.154	8	698	0.322	1.483	8	698	0.573	2.637
12:00 - 12:30	8	698	0.251	1.154	8	698	0.591	2.719	8	698	0.842	3.873
12:30 - 13:00	8	698	0.376	1.730	8	698	0.699	3.213	8	698	1.075	4.943
13:00 - 13:30	8	698	0.412	1.895	8	698	0.376	1.730	8	698	0.788	3.625
13:30 - 14:00	8	698	0.609	2.801	8	698	0.215	0.989	8	698	0.824	3.790
14:00 - 14:30	8	698	0.215	0.989	8	698	0.197	0.906	8	698	0.412	1.895
14:30 - 15:00	8	698	0.161	0.742	8	698	0.161	0.742	8	698	0.322	1.484
15:00 - 15:30	8	698	0.233	1.071	8	698	0.322	1.483	8	698	0.555	2.554
15:30 - 16:00	8	698	0.054	0.247	8	698	0.269	1.236	8	698	0.323	1.483
16:00 - 16:30	8	698	0.107	0.494	8	698	0.412	1.895	8	698	0.519	2.389
16:30 - 17:00	8	698	0.197	0.906	8	698	1.057	4.861	8	698	1.254	5.767
17:00 - 17:30	8	698	0.161	0.742	8	698	1.397	6.427	8	698	1.558	7.169
17:30 - 18:00	8	698	0.125	0.577	8	698	0.716	3.296	8	698	0.841	3.873
18:00 - 18:30	6	696	0.096	0.441	6	696	0.431	1.983	6	696	0.527	2.424
18:30 - 19:00	6	696	0.000	0.000	6	696	0.144	0.661	6	696	0.144	0.661
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:			8.976	41.301			9.049	41.622			18.025	82.923

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:	178 - 1230 (units: sqm)
Survey date date range:	01/01/15 - 23/11/22
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

MULTI-MODAL OGVS

Calculation factor: 100 sqm

Estimated TRIP rate value per 460 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	7	772	0.000	0.000	7	772	0.000	0.000	7	772	0.000	0.000
07:30 - 08:00	7	772	0.000	0.000	7	772	0.000	0.000	7	772	0.000	0.000
08:00 - 08:30	8	698	0.000	0.000	8	698	0.000	0.000	8	698	0.000	0.000
08:30 - 09:00	8	698	0.000	0.000	8	698	0.000	0.000	8	698	0.000	0.000
09:00 - 09:30	8	698	0.000	0.000	8	698	0.000	0.000	8	698	0.000	0.000
09:30 - 10:00	8	698	0.000	0.000	8	698	0.000	0.000	8	698	0.000	0.000
10:00 - 10:30	8	698	0.000	0.000	8	698	0.000	0.000	8	698	0.000	0.000
10:30 - 11:00	8	698	0.000	0.000	8	698	0.000	0.000	8	698	0.000	0.000
11:00 - 11:30	8	698	0.000	0.000	8	698	0.000	0.000	8	698	0.000	0.000
11:30 - 12:00	8	698	0.018	0.082	8	698	0.018	0.082	8	698	0.036	0.164
12:00 - 12:30	8	698	0.018	0.082	8	698	0.018	0.082	8	698	0.036	0.164
12:30 - 13:00	8	698	0.000	0.000	8	698	0.000	0.000	8	698	0.000	0.000
13:00 - 13:30	8	698	0.000	0.000	8	698	0.000	0.000	8	698	0.000	0.000
13:30 - 14:00	8	698	0.000	0.000	8	698	0.000	0.000	8	698	0.000	0.000
14:00 - 14:30	8	698	0.000	0.000	8	698	0.000	0.000	8	698	0.000	0.000
14:30 - 15:00	8	698	0.000	0.000	8	698	0.000	0.000	8	698	0.000	0.000
15:00 - 15:30	8	698	0.000	0.000	8	698	0.000	0.000	8	698	0.000	0.000
15:30 - 16:00	8	698	0.000	0.000	8	698	0.000	0.000	8	698	0.000	0.000
16:00 - 16:30	8	698	0.000	0.000	8	698	0.000	0.000	8	698	0.000	0.000
16:30 - 17:00	8	698	0.000	0.000	8	698	0.000	0.000	8	698	0.000	0.000
17:00 - 17:30	8	698	0.000	0.000	8	698	0.000	0.000	8	698	0.000	0.000
17:30 - 18:00	8	698	0.000	0.000	8	698	0.000	0.000	8	698	0.000	0.000
18:00 - 18:30	6	696	0.000	0.000	6	696	0.000	0.000	6	696	0.000	0.000
18:30 - 19:00	6	696	0.000	0.000	6	696	0.000	0.000	6	696	0.000	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:			0.036	0.164			0.036	0.164			0.072	0.328

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

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

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

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

Estimated TRIP rate value per 460 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	7	772	0.000	0.000	7	772	0.000	0.000	7	772	0.000	0.000
07:30 - 08:00	7	772	0.019	0.085	7	772	0.000	0.000	7	772	0.019	0.085
08:00 - 08:30	8	698	0.072	0.330	8	698	0.000	0.000	8	698	0.072	0.330
08:30 - 09:00	8	698	0.143	0.659	8	698	0.000	0.000	8	698	0.143	0.659
09:00 - 09:30	8	698	0.000	0.000	8	698	0.000	0.000	8	698	0.000	0.000
09:30 - 10:00	8	698	0.018	0.082	8	698	0.000	0.000	8	698	0.018	0.082
10:00 - 10:30	8	698	0.000	0.000	8	698	0.000	0.000	8	698	0.000	0.000
10:30 - 11:00	8	698	0.018	0.082	8	698	0.018	0.082	8	698	0.036	0.164
11:00 - 11:30	8	698	0.000	0.000	8	698	0.000	0.000	8	698	0.000	0.000
11:30 - 12:00	8	698	0.000	0.000	8	698	0.000	0.000	8	698	0.000	0.000
12:00 - 12:30	8	698	0.000	0.000	8	698	0.000	0.000	8	698	0.000	0.000
12:30 - 13:00	8	698	0.000	0.000	8	698	0.036	0.165	8	698	0.036	0.165
13:00 - 13:30	8	698	0.036	0.165	8	698	0.054	0.247	8	698	0.090	0.412
13:30 - 14:00	8	698	0.036	0.165	8	698	0.000	0.000	8	698	0.036	0.165
14:00 - 14:30	8	698	0.018	0.082	8	698	0.000	0.000	8	698	0.018	0.082
14:30 - 15:00	8	698	0.018	0.082	8	698	0.036	0.165	8	698	0.054	0.247
15:00 - 15:30	8	698	0.000	0.000	8	698	0.036	0.165	8	698	0.036	0.165
15:30 - 16:00	8	698	0.000	0.000	8	698	0.018	0.082	8	698	0.018	0.082
16:00 - 16:30	8	698	0.000	0.000	8	698	0.000	0.000	8	698	0.000	0.000
16:30 - 17:00	8	698	0.000	0.000	8	698	0.000	0.000	8	698	0.000	0.000
17:00 - 17:30	8	698	0.000	0.000	8	698	0.090	0.412	8	698	0.090	0.412
17:30 - 18:00	8	698	0.000	0.000	8	698	0.072	0.330	8	698	0.072	0.330
18:00 - 18:30	6	696	0.000	0.000	6	696	0.000	0.000	6	696	0.000	0.000
18:30 - 19:00	6	696	0.000	0.000	6	696	0.000	0.000	6	696	0.000	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:			0.378	1.732			0.360	1.648			0.738	3.380

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

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

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

Estimated TRIP rate value per 460 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	7	772	0.204	0.936	7	772	0.019	0.085	7	772	0.223	1.021
07:30 - 08:00	7	772	0.925	4.255	7	772	0.019	0.085	7	772	0.944	4.340
08:00 - 08:30	8	698	1.720	7.910	8	698	0.107	0.494	8	698	1.827	8.404
08:30 - 09:00	8	698	1.379	6.344	8	698	0.215	0.989	8	698	1.594	7.333
09:00 - 09:30	8	698	1.003	4.614	8	698	0.555	2.554	8	698	1.558	7.168
09:30 - 10:00	8	698	0.304	1.401	8	698	0.251	1.154	8	698	0.555	2.555
10:00 - 10:30	8	698	0.340	1.565	8	698	0.197	0.906	8	698	0.537	2.471
10:30 - 11:00	8	698	0.269	1.236	8	698	0.251	1.154	8	698	0.520	2.390
11:00 - 11:30	8	698	0.125	0.577	8	698	0.233	1.071	8	698	0.358	1.648
11:30 - 12:00	8	698	0.304	1.401	8	698	0.376	1.730	8	698	0.680	3.131
12:00 - 12:30	8	698	0.287	1.318	8	698	0.734	3.378	8	698	1.021	4.696
12:30 - 13:00	8	698	0.430	1.977	8	698	0.734	3.378	8	698	1.164	5.355
13:00 - 13:30	8	698	0.466	2.142	8	698	0.448	2.060	8	698	0.914	4.202
13:30 - 14:00	8	698	0.716	3.296	8	698	0.233	1.071	8	698	0.949	4.367
14:00 - 14:30	8	698	0.287	1.318	8	698	0.233	1.071	8	698	0.520	2.389
14:30 - 15:00	8	698	0.179	0.824	8	698	0.179	0.824	8	698	0.358	1.648
15:00 - 15:30	8	698	0.233	1.071	8	698	0.340	1.565	8	698	0.573	2.636
15:30 - 16:00	8	698	0.054	0.247	8	698	0.322	1.483	8	698	0.376	1.730
16:00 - 16:30	8	698	0.107	0.494	8	698	0.448	2.060	8	698	0.555	2.554
16:30 - 17:00	8	698	0.197	0.906	8	698	1.075	4.944	8	698	1.272	5.850
17:00 - 17:30	8	698	0.107	0.494	8	698	1.594	7.333	8	698	1.701	7.827
17:30 - 18:00	8	698	0.107	0.494	8	698	0.788	3.625	8	698	0.895	4.119
18:00 - 18:30	6	696	0.144	0.661	6	696	0.527	2.424	6	696	0.671	3.085
18:30 - 19:00	6	696	0.000	0.000	6	696	0.168	0.771	6	696	0.168	0.771
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:			9.887	45.481			10.046	46.209			19.933	91.690

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

Estimated TRIP rate value per 460 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	7	772	0.037	0.170	7	772	0.000	0.000	7	772	0.037	0.170
07:30 - 08:00	7	772	0.037	0.170	7	772	0.000	0.000	7	772	0.037	0.170
08:00 - 08:30	8	698	0.179	0.824	8	698	0.000	0.000	8	698	0.179	0.824
08:30 - 09:00	8	698	0.340	1.565	8	698	0.000	0.000	8	698	0.340	1.565
09:00 - 09:30	8	698	0.161	0.742	8	698	0.072	0.330	8	698	0.233	1.072
09:30 - 10:00	8	698	0.072	0.330	8	698	0.125	0.577	8	698	0.197	0.907
10:00 - 10:30	8	698	0.143	0.659	8	698	0.179	0.824	8	698	0.322	1.483
10:30 - 11:00	8	698	0.090	0.412	8	698	0.125	0.577	8	698	0.215	0.989
11:00 - 11:30	8	698	0.125	0.577	8	698	0.090	0.412	8	698	0.215	0.989
11:30 - 12:00	8	698	0.125	0.577	8	698	0.161	0.742	8	698	0.286	1.319
12:00 - 12:30	8	698	0.287	1.318	8	698	0.358	1.648	8	698	0.645	2.966
12:30 - 13:00	8	698	0.269	1.236	8	698	0.466	2.142	8	698	0.735	3.378
13:00 - 13:30	8	698	0.358	1.648	8	698	0.502	2.307	8	698	0.860	3.955
13:30 - 14:00	8	698	0.394	1.813	8	698	0.107	0.494	8	698	0.501	2.307
14:00 - 14:30	8	698	0.125	0.577	8	698	0.054	0.247	8	698	0.179	0.824
14:30 - 15:00	8	698	0.054	0.247	8	698	0.143	0.659	8	698	0.197	0.906
15:00 - 15:30	8	698	0.054	0.247	8	698	0.107	0.494	8	698	0.161	0.741
15:30 - 16:00	8	698	0.036	0.165	8	698	0.072	0.330	8	698	0.108	0.495
16:00 - 16:30	8	698	0.072	0.330	8	698	0.179	0.824	8	698	0.251	1.154
16:30 - 17:00	8	698	0.054	0.247	8	698	0.197	0.906	8	698	0.251	1.153
17:00 - 17:30	8	698	0.054	0.247	8	698	0.251	1.154	8	698	0.305	1.401
17:30 - 18:00	8	698	0.018	0.082	8	698	0.107	0.494	8	698	0.125	0.576
18:00 - 18:30	6	696	0.000	0.000	6	696	0.000	0.000	6	696	0.000	0.000
18:30 - 19:00	6	696	0.000	0.000	6	696	0.000	0.000	6	696	0.000	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:			3.084	14.183			3.295	15.161			6.379	29.344

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

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

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

Calculation factor: 100 sqm

Estimated TRIP rate value per 460 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	7	772	0.019	0.085	7	772	0.000	0.000	7	772	0.019	0.085
07:30 - 08:00	7	772	0.056	0.255	7	772	0.000	0.000	7	772	0.056	0.255
08:00 - 08:30	8	698	0.107	0.494	8	698	0.000	0.000	8	698	0.107	0.494
08:30 - 09:00	8	698	0.179	0.824	8	698	0.000	0.000	8	698	0.179	0.824
09:00 - 09:30	8	698	0.143	0.659	8	698	0.000	0.000	8	698	0.143	0.659
09:30 - 10:00	8	698	0.036	0.165	8	698	0.054	0.247	8	698	0.090	0.412
10:00 - 10:30	8	698	0.036	0.165	8	698	0.000	0.000	8	698	0.036	0.165
10:30 - 11:00	8	698	0.018	0.082	8	698	0.000	0.000	8	698	0.018	0.082
11:00 - 11:30	8	698	0.000	0.000	8	698	0.000	0.000	8	698	0.000	0.000
11:30 - 12:00	8	698	0.000	0.000	8	698	0.000	0.000	8	698	0.000	0.000
12:00 - 12:30	8	698	0.054	0.247	8	698	0.036	0.165	8	698	0.090	0.412
12:30 - 13:00	8	698	0.000	0.000	8	698	0.018	0.082	8	698	0.018	0.082
13:00 - 13:30	8	698	0.072	0.330	8	698	0.036	0.165	8	698	0.108	0.495
13:30 - 14:00	8	698	0.036	0.165	8	698	0.000	0.000	8	698	0.036	0.165
14:00 - 14:30	8	698	0.000	0.000	8	698	0.000	0.000	8	698	0.000	0.000
14:30 - 15:00	8	698	0.000	0.000	8	698	0.054	0.247	8	698	0.054	0.247
15:00 - 15:30	8	698	0.000	0.000	8	698	0.036	0.165	8	698	0.036	0.165
15:30 - 16:00	8	698	0.000	0.000	8	698	0.072	0.330	8	698	0.072	0.330
16:00 - 16:30	8	698	0.000	0.000	8	698	0.090	0.412	8	698	0.090	0.412
16:30 - 17:00	8	698	0.000	0.000	8	698	0.036	0.165	8	698	0.036	0.165
17:00 - 17:30	8	698	0.000	0.000	8	698	0.197	0.906	8	698	0.197	0.906
17:30 - 18:00	8	698	0.000	0.000	8	698	0.054	0.247	8	698	0.054	0.247
18:00 - 18:30	6	696	0.000	0.000	6	696	0.000	0.000	6	696	0.000	0.000
18:30 - 19:00	6	696	0.000	0.000	6	696	0.000	0.000	6	696	0.000	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:			0.756	3.471			0.683	3.131			1.439	6.602

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

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

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

Calculation factor: 100 sqm

Estimated TRIP rate value per 460 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.58

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	7	772	0.259	1.191	7	772	0.019	0.085	7	772	0.278	1.276
07:30 - 08:00	7	772	1.036	4.766	7	772	0.019	0.085	7	772	1.055	4.851
08:00 - 08:30	8	698	2.078	9.558	8	698	0.107	0.494	8	698	2.185	10.052
08:30 - 09:00	8	698	2.042	9.393	8	698	0.215	0.989	8	698	2.257	10.382
09:00 - 09:30	8	698	1.308	6.015	8	698	0.627	2.884	8	698	1.935	8.899
09:30 - 10:00	8	698	0.430	1.977	8	698	0.430	1.977	8	698	0.860	3.954
10:00 - 10:30	8	698	0.519	2.389	8	698	0.376	1.730	8	698	0.895	4.119
10:30 - 11:00	8	698	0.394	1.813	8	698	0.394	1.813	8	698	0.788	3.626
11:00 - 11:30	8	698	0.251	1.154	8	698	0.322	1.483	8	698	0.573	2.637
11:30 - 12:00	8	698	0.430	1.977	8	698	0.537	2.472	8	698	0.967	4.449
12:00 - 12:30	8	698	0.627	2.884	8	698	1.128	5.191	8	698	1.755	8.075
12:30 - 13:00	8	698	0.699	3.213	8	698	1.254	5.768	8	698	1.953	8.981
13:00 - 13:30	8	698	0.931	4.284	8	698	1.039	4.779	8	698	1.970	9.063
13:30 - 14:00	8	698	1.182	5.438	8	698	0.340	1.565	8	698	1.522	7.003
14:00 - 14:30	8	698	0.430	1.977	8	698	0.287	1.318	8	698	0.717	3.295
14:30 - 15:00	8	698	0.251	1.154	8	698	0.412	1.895	8	698	0.663	3.049
15:00 - 15:30	8	698	0.287	1.318	8	698	0.519	2.389	8	698	0.806	3.707
15:30 - 16:00	8	698	0.090	0.412	8	698	0.484	2.225	8	698	0.574	2.637
16:00 - 16:30	8	698	0.179	0.824	8	698	0.716	3.296	8	698	0.895	4.120
16:30 - 17:00	8	698	0.251	1.154	8	698	1.308	6.015	8	698	1.559	7.169
17:00 - 17:30	8	698	0.161	0.742	8	698	2.131	9.805	8	698	2.292	10.547
17:30 - 18:00	8	698	0.125	0.577	8	698	1.021	4.696	8	698	1.146	5.273
18:00 - 18:30	6	696	0.144	0.661	6	696	0.527	2.424	6	696	0.671	3.085
18:30 - 19:00	6	696	0.000	0.000	6	696	0.168	0.771	6	696	0.168	0.771
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:			14.104	64.871			14.380	66.149			28.484	131.020

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

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

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

MULTI-MODAL CARS

Calculation factor: 100 sqm

Estimated TRIP rate value per 460 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	7	772	0.185	0.851	7	772	0.019	0.085	7	772	0.204	0.936
07:30 - 08:00	7	772	0.814	3.745	7	772	0.000	0.000	7	772	0.814	3.745
08:00 - 08:30	8	698	1.361	6.262	8	698	0.036	0.165	8	698	1.397	6.427
08:30 - 09:00	8	698	1.164	5.356	8	698	0.197	0.906	8	698	1.361	6.262
09:00 - 09:30	8	698	0.824	3.790	8	698	0.251	1.154	8	698	1.075	4.944
09:30 - 10:00	8	698	0.215	0.989	8	698	0.197	0.906	8	698	0.412	1.895
10:00 - 10:30	8	698	0.233	1.071	8	698	0.125	0.577	8	698	0.358	1.648
10:30 - 11:00	8	698	0.215	0.989	8	698	0.179	0.824	8	698	0.394	1.813
11:00 - 11:30	8	698	0.090	0.412	8	698	0.197	0.906	8	698	0.287	1.318
11:30 - 12:00	8	698	0.179	0.824	8	698	0.269	1.236	8	698	0.448	2.060
12:00 - 12:30	8	698	0.179	0.824	8	698	0.502	2.307	8	698	0.681	3.131
12:30 - 13:00	8	698	0.358	1.648	8	698	0.627	2.884	8	698	0.985	4.532
13:00 - 13:30	8	698	0.412	1.895	8	698	0.376	1.730	8	698	0.788	3.625
13:30 - 14:00	8	698	0.591	2.719	8	698	0.197	0.906	8	698	0.788	3.625
14:00 - 14:30	8	698	0.215	0.989	8	698	0.197	0.906	8	698	0.412	1.895
14:30 - 15:00	8	698	0.107	0.494	8	698	0.125	0.577	8	698	0.232	1.071
15:00 - 15:30	8	698	0.215	0.989	8	698	0.233	1.071	8	698	0.448	2.060
15:30 - 16:00	8	698	0.036	0.165	8	698	0.251	1.154	8	698	0.287	1.319
16:00 - 16:30	8	698	0.072	0.330	8	698	0.412	1.895	8	698	0.484	2.225
16:30 - 17:00	8	698	0.143	0.659	8	698	1.021	4.696	8	698	1.164	5.355
17:00 - 17:30	8	698	0.072	0.330	8	698	1.272	5.850	8	698	1.344	6.180
17:30 - 18:00	8	698	0.107	0.494	8	698	0.681	3.131	8	698	0.788	3.625
18:00 - 18:30	6	696	0.072	0.331	6	696	0.407	1.873	6	696	0.479	2.204
18:30 - 19:00	6	696	0.000	0.000	6	696	0.144	0.661	6	696	0.144	0.661
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:			7.859	36.156			7.915	36.400			15.774	72.556

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

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

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

MULTI-MODAL LGVS

Calculation factor: 100 sqm

Estimated TRIP rate value per 460 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	7	772	0.000	0.000	7	772	0.000	0.000	7	772	0.000	0.000
07:30 - 08:00	7	772	0.056	0.255	7	772	0.000	0.000	7	772	0.056	0.255
08:00 - 08:30	8	698	0.090	0.412	8	698	0.054	0.247	8	698	0.144	0.659
08:30 - 09:00	8	698	0.018	0.082	8	698	0.000	0.000	8	698	0.018	0.082
09:00 - 09:30	8	698	0.054	0.247	8	698	0.161	0.742	8	698	0.215	0.989
09:30 - 10:00	8	698	0.090	0.412	8	698	0.018	0.082	8	698	0.108	0.494
10:00 - 10:30	8	698	0.072	0.330	8	698	0.072	0.330	8	698	0.144	0.660
10:30 - 11:00	8	698	0.036	0.165	8	698	0.036	0.165	8	698	0.072	0.330
11:00 - 11:30	8	698	0.018	0.082	8	698	0.000	0.000	8	698	0.018	0.082
11:30 - 12:00	8	698	0.054	0.247	8	698	0.036	0.165	8	698	0.090	0.412
12:00 - 12:30	8	698	0.054	0.247	8	698	0.072	0.330	8	698	0.126	0.577
12:30 - 13:00	8	698	0.018	0.082	8	698	0.072	0.330	8	698	0.090	0.412
13:00 - 13:30	8	698	0.000	0.000	8	698	0.000	0.000	8	698	0.000	0.000
13:30 - 14:00	8	698	0.000	0.000	8	698	0.000	0.000	8	698	0.000	0.000
14:00 - 14:30	8	698	0.000	0.000	8	698	0.000	0.000	8	698	0.000	0.000
14:30 - 15:00	8	698	0.054	0.247	8	698	0.036	0.165	8	698	0.090	0.412
15:00 - 15:30	8	698	0.018	0.082	8	698	0.090	0.412	8	698	0.108	0.494
15:30 - 16:00	8	698	0.018	0.082	8	698	0.018	0.082	8	698	0.036	0.164
16:00 - 16:30	8	698	0.036	0.165	8	698	0.000	0.000	8	698	0.036	0.165
16:30 - 17:00	8	698	0.036	0.165	8	698	0.036	0.165	8	698	0.072	0.330
17:00 - 17:30	8	698	0.000	0.000	8	698	0.036	0.165	8	698	0.036	0.165
17:30 - 18:00	8	698	0.000	0.000	8	698	0.000	0.000	8	698	0.000	0.000
18:00 - 18:30	6	696	0.024	0.110	6	696	0.024	0.110	6	696	0.048	0.220
18:30 - 19:00	6	696	0.000	0.000	6	696	0.000	0.000	6	696	0.000	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:			0.746	3.412			0.761	3.490			1.507	6.902

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

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

