Highways Technical Note

Site:	Land to the rear of 12-22 Falkland Avenue, London
Prepared by:	EF
Approved by:	DM
Date:	13 January 2024

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1.0 Introduction

1.1 This Highways Technical Note has been prepared on behalf of DH Commercial Properties Ltd. in support of a forthcoming planning application in respect of a change of use of an existing building to the rear of 12-22 Falkland Avenue, London (herein referred to as 'the site').

1.2 The existing use of the site is for storage. The proposed development would see this change to Class E (light industrial/office) use.

1.3 The site is located within a residential area within the north of Finchley approximately 600 metres north of Finchley Central Underground Station. The site is located within the administrative boundary of the London Borough of Barnet.

1.4 This Highways Technical Note has been prepared to address the highways aspects relating to the above proposal. There will be a focus placed on the access arrangements to the site, the parking requirements and demand, and the change in trips and subsequent impact upon the local highway network.

2.0 Background Information

2.1 The site is located within Finchley, approximately 600 metres north of Finchley Central Underground Station. The location of the site is shown below in Figure 2.1.

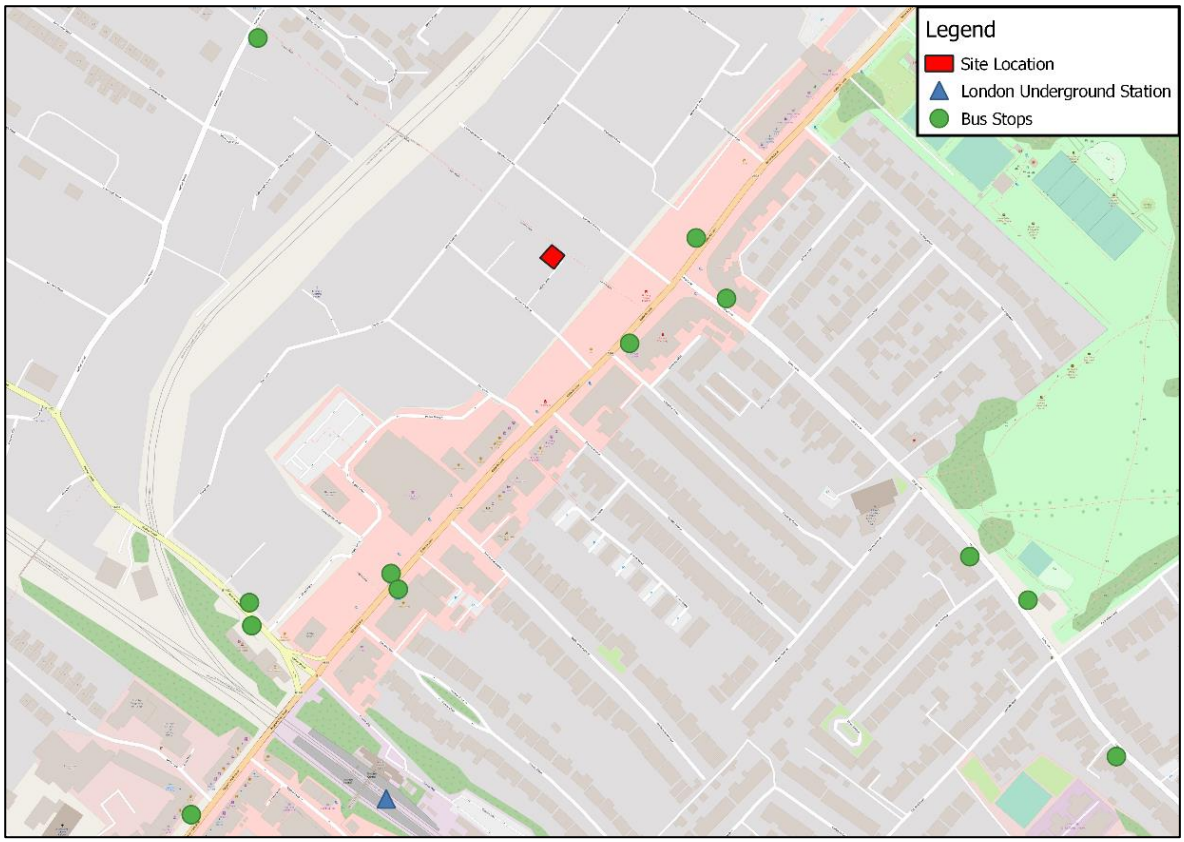


Figure 2.1: Site Location

2.2 The site is surrounded by residential properties on all sides with a private road access from Falkland Avenue. Falkland Avenue is a two-way single carriageway residential road subject to a 30mph speed limit.

Accessibility by Foot

2.3 The site is accessible by foot via footways along all local roads. These footways are lit, and provide dropped kerbs/tactile paving for less mobile users.

2.4 There are no crossing points identified upon Falkland Avenue however, upon the A598 Ballards Lane, to the east of the site, there are signalised pedestrian crossings and pedestrian crossing refuge islands with dropped kerbs and tactile paving present.

Accessibility by Cycle

2.5 There are no on-road cycle facilities provided within the vicinity of the site, However, due to the relatively low speed limit and flat topography of the area, the local highway network is deemed suitable for cycling.

2.6 Approximately 500 metres south of the site, at the junction between Ballards Lane and Nether Street, access to the London Cycle Network Route 50 providing access into Central London. The London Cycle Network Route 50 also provides access to the London Cycle Network Route 85 to the west of the site.

Accessibility by Bus

2.7 There are multiple bus stops located within an acceptable walking distance of the site. The closest stop is the Long Lane bus stop located approximately 160 metres east of the site equivalent to a 2-minute walk. The local bus services from bus stops accessible from the site are shown below in Table 2.1.

Service	Route	Approximate Frequency		
		Mon-Fri	Sat	Sun
13	Westminster – Marble Arch – St John's Wood – South Hampstead – Finchley – North Finchley	1 every 11 minutes	1 every 11 minutes	1 every 11 minutes
125	Colindale – Finchley – North Finchley – Whetstone – Southgate – Winchmore Hill	1 every 12 minutes	1 every 12 minutes	1 every 15 minutes
143	Brent Cross – Hendon – Finchley – East Finchley – Archway	1 every 11 minutes	1 every 12 minutes	1 every 15 minutes
382	Millbrook Park – Finchley – New Southgate – Southgate	1 every 15 minutes	1 every 15 minutes	1 every 30 minutes
460	Willesden – Cricklewood – Finchley – North Finchley	1 every 11 minutes	1 every 12 minutes	1 every 15 minutes
N20	Trafalgar Square – Tottenham Court Road – Euston – Camden Town – Archway – East Finchley – Finchley – North Finchley – Whetstone – High Barnet	Night Bus service between 00:00 – 05:00		

Table 2.1: Local Bus Services

2.8 Table 2.1 demonstrates that the bus services accessible from the site provide services towards other areas of North London but also those towards Central London.

Accessibility by Train

2.9 Finchley Central Underground Station is located approximately 600 metres south of the site equivalent to an 8-minute walk or 3-minute cycle.

2.10 Finchley Central Underground Station benefits from 269 car parking spaces, 6 of which are accessible spaces. There is also suitable and sufficient cycle parking provided at this station.

2.11 Finchley Central Underground Station is located on the High Barnet branch of the Northern Line with regular Northern Line services running both north and southbound.

Summary

2.12 The above demonstrates that the site is accessible via sustainable transport methods.

3.0 Development Proposals

3.1 The development proposal for this site is for a change in land-use from a storage facility to Class E (light industrial/office) use.

Access Arrangements

3.2 The site is currently accessed via a private road connecting to Falkland Avenue. The proposed development does not propose any changes to the access therefore the existing access arrangements will continue to be utilised.

3.3 The change in land-use will reduce the potential for larger LGVs or HGVs to require access the site therefore ensuring that the access provided is sufficient for the types of vehicles which would traditionally be expected to visit a light industrial or office unit.

Car Parking

3.4 There are 3 car parking spaces provided on site for the existing building. These spaces will be retained for the proposed development. Electric vehicle charging provision will be provided on site, and will consist of a wall mounted charger.

3.5 Swept path analysis of the site shows that it is possible for a car or van to enter the access road from Falklands Road in a forward gear and access the parking area. The vehicle is then able to turn within the site and exit the site in a forward gear. These are included within **Appendix A**.

3.6 On-street parking is provided upon Falklands Avenue. Falklands Avenue is within a Controlled Parking Zone (CPZ) however restrictions only apply between 14:00-15:00. On street parking is also provided upon Ballards Lane with timed parking restrictions and pay and display enforcement implemented upon the on-street parking provision.

3.7 On this basis it is unlikely that users of the site would park on surrounding roads during the daytime without the risk of receiving a parking ticket.

Cycle Parking

3.8 The London Plan sets out the minimum cycle parking requirements for developments. There is a requirement for there to be 1 long-stay cycle parking space provided per 150 sqm as well as 1 short-stay cycle parking space per 500 sqm.

3.9 With the existing building measuring 265sqm, there is a need for the site to accommodate two long-stay cycle parking space and 1 short-stay space. These can be accommodated either within the building itself or outside within the vicinity of the site.

3.10 Additional cycle parking can be accessed upon Ballards Lane in the form of Sheffield stands.

Servicing and Refuse Collection

3.11 Observations of the site show that refuse collection is completed on-street with 1,100 litre Eurobins left at the access point of the site upon the curtilage of Falkland Avenue. This will ensure that the pre-existing refuse collection arrangements are maintained and don't change.

3.12 The servicing requirements of the site will retain the pre-existing arrangements. It is possible for servicing vehicles to utilise the access the site, turn on-site, and then exit the site in a forward gear.

4.0 Trip Generation

4.1 In order to assess the changes in trips made as a result of the proposed development, the TRICS database has been utilised to provide predicted total people and predicted total vehicle trips to and from the site. A comparison between the existing use as a storage facility to the proposed use as a light industrial unit. There is a focus placed on the morning peak (08:00-09:00) and the evening peak (17:00-1800) as well as the daily predicted trips.

Current Use

4.2 To calculate the predicted total person and vehicular traffic flow for the existing storage space, the TRICS database has been used with the following dataset '02 Employment – F Warehousing (Commercial) with the following criteria;

- Areas within England including Greater London; and,
- 'Edge of Town' location.

4.3 The predicted total people and total vehicle trips for the existing storage use are shown below in Table 4.1. The full TRICS output is included within **Appendix B**.

Mode of Travel	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Weekday Daily Total	
	Arr	Dep	Arr	Dep	Arr	Dep
Total People Trip Rate	0.435	0.121	0.199	0.559	3.164	3.441
Total People Trips	1	0	1	1	8	9
Total Vehicle Trip Rate	0.256	0.092	0.109	0.314	2.015	2.217
Total Vehicle Trips	1	0	0	1	5	6

Table 4.1: Predicted Trips for Existing Use

4.4 Table 4.1 shows that during the morning peak there would be one vehicular arrival, with one vehicular departure during the evening peak hour. Over the course of a day, it is predicted that there would be 17 total two-way trips, of which 11 would be made by vehicle.

Proposed Use

4.5 As the proposals are for Class E use, the use of the building could vary between office and light industrial. The following assessment considers both office and light industrial use to provide an overview of likely traffic flow.

4.6 To calculate the predicted total vehicle trips for office use, the TRICS database has been used with the following criteria '02 Employment – A Office' with the following criteria;

- Areas within England including Greater London; and,
- 'Edge of Town' location.

4.7 The predicted total people and total vehicle trips for this proposed land-use are shown below in Table 4.2. The full TRICS output is included within **Appendix C**.

Mode of Travel	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Weekday Daily Total	
	Arr	Dep	Arr	Dep	Arr	Dep
Total People Trip Rate	1.620	0.077	0.000	2.855	10.183	10.184
Total People Trips	4	0	0	7	24	24
Total Vehicle Trip Rate	1.466	0.077	0.000	2.700	6.480	6.477
Total Vehicle Trips	4	0	0	6	15	15

Table 4.2: Predicted Trips for Proposed Use - Office

4.8 Table 4.2 demonstrates that during the morning peak it is predicted that 4 arrival trips would be made and that these would all be made by vehicle. During the evening peak it is predicted there would be 7 departures from the site of which 6 are predicted to involve vehicles. Over the course of the day, it is predicted that the proposed development would create 48 total two-way trips of which 30 would be made by vehicle.

4.9 To calculate the predicted total vehicle trips for industrial use, the TRICS database has been used with the following criteria '02 Employment – C Industrial Use' with the following criteria;

- Areas within England including Greater London; and,
- 'Edge of Town' location.

4.10 The predicted total people and total vehicle trips for industrial use are shown below in Table 4.3. The full TRICS output is included within **Appendix C**.

Mode of Travel	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Weekday Daily Total	
	Arr	Dep	Arr	Dep	Arr	Dep
Total People Trip Rate	0.249	0.112	0.037	0.200	2.500	2.243
Total People Trips	1	0	0	1	7	6
Total Vehicle Trip Rate	0.212	0.112	0.037	0.162	1.910	1.879
Total Vehicle Trips	1	0	0	1	5	5

Table 4.3: Predicted Trips for Proposed Use - Industrial

4.11 Table 4.2 demonstrates that during the morning peak it is predicted that there would be one arrival by car. During the evening peak it is predicted there would again be one departure by car. Over the course of the day, it is predicted that the proposed development would create 13 total two-way trips of which 10 would be made by vehicle.

Net Change

4.12 Table 4.4 below shows the net change for the proposed development comparing storage to light industrial, which is considered the most likely use of the building considering its location and layout.

Mode of Travel	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Weekday Daily Total	
	Arr	Dep	Arr	Dep	Arr	Dep
Total People Trips	0	0	-1	0	-1	-3
Total Vehicle Trips	0	0	0	0	0	-1

Table 4.4: Predicted Trips Net Change

4.13 Table 4.4 demonstrates that the proposed development will likely result in an almost identical trip profile by car. There could also be a slight reduction in total person trips (i.e. non-car trips).

4.14 On this basis, the continued use of the existing site access is considered appropriate as there is unlikely to be any real change in activity. As the existing parking arrangement on site is to be retained, it is considered that the proposals can contain all demand on site as existing.

Summary

4.15 The above has demonstrated that it is predicted that the total number of trips to the site will not change as a result of the proposed development and will not therefore have a negative impact upon the local highway network.

5.0 Summary and Conclusion

5.1 This Highways Technical Note has been produced on behalf of DH Commercial Properties Ltd. in respect of a change of use of an existing building to the rear of 12-22 Falkland Avenue, London.

5.2 In summary, this Technical Note has identified the following;

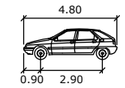
- The site is accessible via sustainable transport methods;
- The site will continue to use the existing access, which is capable of accommodating relevant vehicles; and
- That the predicted trips to the site will not change, and will therefore have no impact on the existing highway network.

5.3 On the basis of the above review, it is considered that there is no reason why the proposals should be resisted on traffic or transportation grounds.

Appendix A

Swept Path Analysis – Large Car and 6m Delivery Van

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



SDV

	meters
Width	: 1.80
Track	: 1.80
Lock to Lock Time	: 6.0
Steering Angle	: 37.8

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Project:
12-22 Falkland Avenue, London

Title:
Swept Path Analysis
Large Car

Client:
ROK Planning

Drawing Status:

Scale: 1:500 (@ A3) Date: 11/01/24

Drawn: EF Checked: DM Approved: DM

Drawing: Revision:
2310110-TK03

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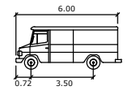
Rev:	Description:	Date:	Rev By:	Chk'd:



Delivery Van

	meters
Width	: 2.10
Track	: 2.10
Lock to Lock Time	: 6.0
Steering Angle	: 46.2

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Project:
12-22 Falkland Avenue, London

Title:
Swept Path Analysis
6m Delivery Van

Client:
ROK Planning

Drawing Status:

Scale: 1:250 (@ A3) Date: 11/01/24

Drawn: EF Checked: DM Approved: DM

Drawing: Revision:
2310110-TK04

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Appendix B

TRICS Data – Existing Use

Calculation Reference: AUDIT-734001-231102-1145

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
02	SOUTH EAST		
	EX	ESSEX	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 20400 (units: sqm)
Range Selected by User:	3824 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:

Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	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	3

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	X days - Selected

Secondary Filtering selection:

Use Class:

n/a	1 days
B8	2 days

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

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

125,001 to 250,000	1 days
250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	1 days

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

Travel Plan:

Yes	1 days
No	2 days

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

PTAL Rating:

No PTAL Present	1 days
1a (Low) 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 FRESH FRUIT DISTRIBUTOR BEXLEY
THAMES ROAD
CRAYFORD

Edge of Town
Industrial Zone
Total Gross floor area: 20400 sqm
Survey date: THURSDAY 20/09/18 Survey Type: MANUAL

2 EX-02-F-01 SPORTS SUPPLEMENTS ESSEX
BRUNEL WAY
COLCHESTER
SEVERALLS INDUSTRIAL PK
Edge of Town
Industrial Zone
Total Gross floor area: 6560 sqm
Survey date: FRIDAY 18/05/18 Survey Type: MANUAL

3 HD-02-F-01 FOOD DISTRIBUTOR HILLINGDON
NINE ACRES CLOSE
HAYES

Edge of Town
Industrial Zone
Total Gross floor area: 8673 sqm
Survey date: THURSDAY 27/09/18 Survey Type: MANUAL

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

TRIP RATE for Land Use 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): 1.57

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	3	11878	0.034	3	11878	0.031	3	11878	0.065
07:30 - 08:00	3	11878	0.143	3	11878	0.036	3	11878	0.179
08:00 - 08:30	3	11878	0.090	3	11878	0.036	3	11878	0.126
08:30 - 09:00	3	11878	0.166	3	11878	0.056	3	11878	0.222
09:00 - 09:30	3	11878	0.121	3	11878	0.056	3	11878	0.177
09:30 - 10:00	3	11878	0.076	3	11878	0.062	3	11878	0.138
10:00 - 10:30	3	11878	0.062	3	11878	0.028	3	11878	0.090
10:30 - 11:00	3	11878	0.087	3	11878	0.109	3	11878	0.196
11:00 - 11:30	3	11878	0.065	3	11878	0.090	3	11878	0.155
11:30 - 12:00	3	11878	0.121	3	11878	0.107	3	11878	0.228
12:00 - 12:30	3	11878	0.090	3	11878	0.138	3	11878	0.228
12:30 - 13:00	3	11878	0.115	3	11878	0.067	3	11878	0.182
13:00 - 13:30	3	11878	0.084	3	11878	0.081	3	11878	0.165
13:30 - 14:00	3	11878	0.084	3	11878	0.090	3	11878	0.174
14:00 - 14:30	3	11878	0.073	3	11878	0.121	3	11878	0.194
14:30 - 15:00	3	11878	0.065	3	11878	0.059	3	11878	0.124
15:00 - 15:30	3	11878	0.065	3	11878	0.087	3	11878	0.152
15:30 - 16:00	3	11878	0.039	3	11878	0.053	3	11878	0.092
16:00 - 16:30	3	11878	0.067	3	11878	0.084	3	11878	0.151
16:30 - 17:00	3	11878	0.048	3	11878	0.067	3	11878	0.115
17:00 - 17:30	3	11878	0.036	3	11878	0.191	3	11878	0.227
17:30 - 18:00	3	11878	0.073	3	11878	0.123	3	11878	0.196
18:00 - 18:30	3	11878	0.053	3	11878	0.109	3	11878	0.162
18:30 - 19:00	3	11878	0.093	3	11878	0.076	3	11878	0.169
19:00 - 19:30	1	20400	0.025	1	20400	0.181	1	20400	0.206
19:30 - 20:00	1	20400	0.020	1	20400	0.049	1	20400	0.069
20:00 - 20:30	1	20400	0.010	1	20400	0.025	1	20400	0.035
20:30 - 21:00	1	20400	0.010	1	20400	0.005	1	20400	0.015
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:			2.015			2.217			4.232

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

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

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Parameter summary

Trip rate parameter range selected:	6560 - 20400 (units: sqm)
Survey date date range:	01/01/15 - 22/11/21
Number of weekdays (Monday-Friday):	3
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 TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.57

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	3	11878	0.053	3	11878	0.045	3	11878	0.098
07:30 - 08:00	3	11878	0.222	3	11878	0.039	3	11878	0.261
08:00 - 08:30	3	11878	0.174	3	11878	0.048	3	11878	0.222
08:30 - 09:00	3	11878	0.261	3	11878	0.073	3	11878	0.334
09:00 - 09:30	3	11878	0.182	3	11878	0.073	3	11878	0.255
09:30 - 10:00	3	11878	0.121	3	11878	0.079	3	11878	0.200
10:00 - 10:30	3	11878	0.093	3	11878	0.039	3	11878	0.132
10:30 - 11:00	3	11878	0.140	3	11878	0.154	3	11878	0.294
11:00 - 11:30	3	11878	0.093	3	11878	0.123	3	11878	0.216
11:30 - 12:00	3	11878	0.163	3	11878	0.126	3	11878	0.289
12:00 - 12:30	3	11878	0.163	3	11878	0.222	3	11878	0.385
12:30 - 13:00	3	11878	0.199	3	11878	0.123	3	11878	0.322
13:00 - 13:30	3	11878	0.129	3	11878	0.123	3	11878	0.252
13:30 - 14:00	3	11878	0.123	3	11878	0.160	3	11878	0.283
14:00 - 14:30	3	11878	0.126	3	11878	0.180	3	11878	0.306
14:30 - 15:00	3	11878	0.101	3	11878	0.098	3	11878	0.199
15:00 - 15:30	3	11878	0.098	3	11878	0.152	3	11878	0.250
15:30 - 16:00	3	11878	0.053	3	11878	0.090	3	11878	0.143
16:00 - 16:30	3	11878	0.104	3	11878	0.160	3	11878	0.264
16:30 - 17:00	3	11878	0.101	3	11878	0.160	3	11878	0.261
17:00 - 17:30	3	11878	0.084	3	11878	0.340	3	11878	0.424
17:30 - 18:00	3	11878	0.115	3	11878	0.219	3	11878	0.334
18:00 - 18:30	3	11878	0.070	3	11878	0.177	3	11878	0.247
18:30 - 19:00	3	11878	0.118	3	11878	0.095	3	11878	0.213
19:00 - 19:30	1	20400	0.029	1	20400	0.235	1	20400	0.264
19:30 - 20:00	1	20400	0.029	1	20400	0.059	1	20400	0.088
20:00 - 20:30	1	20400	0.010	1	20400	0.044	1	20400	0.054
20:30 - 21:00	1	20400	0.010	1	20400	0.005	1	20400	0.015
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:			3.164			3.441			6.605

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 C

TRICS Data – Proposed Use

Calculation Reference: AUDIT-734001-231130-1158

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

04	EAST ANGLIA		
	NF	NORFOLK	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	500 to 796 (units: sqm)
Range Selected by User:	178 to 2500 (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:

Wednesday	2 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	2

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

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	2 days

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

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	1 days
15,001 to 20,000	1 days

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

Population within 5 miles:

100,001 to 125,000	1 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	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	2 days

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

PTAL Rating:

No PTAL Present	2 days

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

LIST OF SITES relevant to selection parameters

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

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

2 WK-02-A-03 ENGINEERING CONSULTANTS WARWICKSHIRE
BUDBROOKE ROAD
WARWICK

Edge of Town
Industrial Zone
Total Gross floor area: 796 sqm
Survey date: WEDNESDAY 23/11/22 Survey Type: MANUAL

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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
AK-02-A-01	Site too large

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.57

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	2	648	0.077	2	648	0.000	2	648	0.077
07:30 - 08:00	2	648	1.852	2	648	0.000	2	648	1.852
08:00 - 08:30	2	648	0.926	2	648	0.000	2	648	0.926
08:30 - 09:00	2	648	0.540	2	648	0.077	2	648	0.617
09:00 - 09:30	2	648	1.312	2	648	0.231	2	648	1.543
09:30 - 10:00	2	648	0.154	2	648	0.154	2	648	0.308
10:00 - 10:30	2	648	0.000	2	648	0.000	2	648	0.000
10:30 - 11:00	2	648	0.000	2	648	0.000	2	648	0.000
11:00 - 11:30	2	648	0.000	2	648	0.154	2	648	0.154
11:30 - 12:00	2	648	0.309	2	648	0.231	2	648	0.540
12:00 - 12:30	2	648	0.463	2	648	0.463	2	648	0.926
12:30 - 13:00	2	648	0.000	2	648	0.309	2	648	0.309
13:00 - 13:30	2	648	0.154	2	648	0.077	2	648	0.231
13:30 - 14:00	2	648	0.231	2	648	0.077	2	648	0.308
14:00 - 14:30	2	648	0.077	2	648	0.000	2	648	0.077
14:30 - 15:00	2	648	0.154	2	648	0.154	2	648	0.308
15:00 - 15:30	2	648	0.077	2	648	0.154	2	648	0.231
15:30 - 16:00	2	648	0.077	2	648	0.231	2	648	0.308
16:00 - 16:30	2	648	0.000	2	648	0.077	2	648	0.077
16:30 - 17:00	2	648	0.000	2	648	0.694	2	648	0.694
17:00 - 17:30	2	648	0.000	2	648	1.080	2	648	1.080
17:30 - 18:00	2	648	0.000	2	648	1.620	2	648	1.620
18:00 - 18:30	2	648	0.077	2	648	0.694	2	648	0.771
18:30 - 19:00	2	648	0.000	2	648	0.000	2	648	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:			6.480			6.477			12.957

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:	500 - 796 (units: sqm)
Survey date date range:	01/01/15 - 23/11/22
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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 TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.57

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	2	648	0.154	2	648	0.000	2	648	0.154
07:30 - 08:00	2	648	2.006	2	648	0.000	2	648	2.006
08:00 - 08:30	2	648	0.926	2	648	0.000	2	648	0.926
08:30 - 09:00	2	648	0.694	2	648	0.077	2	648	0.771
09:00 - 09:30	2	648	1.312	2	648	0.231	2	648	1.543
09:30 - 10:00	2	648	0.309	2	648	0.386	2	648	0.695
10:00 - 10:30	2	648	0.077	2	648	0.000	2	648	0.077
10:30 - 11:00	2	648	0.154	2	648	0.154	2	648	0.308
11:00 - 11:30	2	648	0.000	2	648	0.309	2	648	0.309
11:30 - 12:00	2	648	0.309	2	648	0.231	2	648	0.540
12:00 - 12:30	2	648	0.926	2	648	0.617	2	648	1.543
12:30 - 13:00	2	648	0.231	2	648	0.849	2	648	1.080
13:00 - 13:30	2	648	0.694	2	648	0.772	2	648	1.466
13:30 - 14:00	2	648	0.849	2	648	0.154	2	648	1.003
14:00 - 14:30	2	648	0.309	2	648	0.077	2	648	0.386
14:30 - 15:00	2	648	0.540	2	648	0.694	2	648	1.234
15:00 - 15:30	2	648	0.154	2	648	0.463	2	648	0.617
15:30 - 16:00	2	648	0.077	2	648	0.386	2	648	0.463
16:00 - 16:30	2	648	0.154	2	648	0.231	2	648	0.385
16:30 - 17:00	2	648	0.077	2	648	0.849	2	648	0.926
17:00 - 17:30	2	648	0.000	2	648	1.157	2	648	1.157
17:30 - 18:00	2	648	0.000	2	648	1.698	2	648	1.698
18:00 - 18:30	2	648	0.231	2	648	0.849	2	648	1.080
18:30 - 19:00	2	648	0.000	2	648	0.000	2	648	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:			10.183			10.184			20.367

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

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

Calculation Reference: AUDIT-734001-231102-1106

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
09	NORTH		
	FU	WESTMORLAND & FURNESS	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:	2950 to 5070 (units: sqm)
Range Selected by User:	620 to 67459 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 29/06/22

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

Selected survey days:

Tuesday	2 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	2

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

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

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

Not Known	2 days

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

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	1 days

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

Travel Plan:

No	2 days

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

PTAL Rating:

No PTAL Present	2 days

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

LIST OF SITES relevant to selection parameters

1 FU-02-C-01 DOMINO'S PIZZA WESTMORLAND & FURNESS
COWPER ROAD
PENRITH
GILWILLY IND. ESTATE
Edge of Town
Industrial Zone
Total Gross floor area: 2950 sqm
Survey date: TUESDAY 10/06/14 Survey Type: MANUAL

2 WM-02-C-03 INDUSTRIAL GLASS WEST MIDLANDS
DOWNING STREET
SMETHWICK

Edge of Town
Industrial Zone
Total Gross floor area: 5070 sqm
Survey date: TUESDAY 06/11/12 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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BT-02-C-02	Criteria for my search
DV-02-C-02	Criteria for my search
HE-02-C-01	Criteria for my search
HE-02-C-02	Criteria for my search
NF-02-C-04	Criteria for my search
WK-02-C-01	Criteria for my search

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.24

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	2950	0.000	1	2950	0.000	1	2950	0.000
05:30 - 06:00	1	2950	0.102	1	2950	0.000	1	2950	0.102
06:00 - 06:30	1	2950	0.034	1	2950	0.000	1	2950	0.034
06:30 - 07:00	1	2950	0.102	1	2950	0.034	1	2950	0.136
07:00 - 07:30	2	4010	0.087	2	4010	0.000	2	4010	0.087
07:30 - 08:00	2	4010	0.062	2	4010	0.037	2	4010	0.099
08:00 - 08:30	2	4010	0.037	2	4010	0.062	2	4010	0.099
08:30 - 09:00	2	4010	0.175	2	4010	0.050	2	4010	0.225
09:00 - 09:30	2	4010	0.249	2	4010	0.075	2	4010	0.324
09:30 - 10:00	2	4010	0.125	2	4010	0.062	2	4010	0.187
10:00 - 10:30	2	4010	0.062	2	4010	0.112	2	4010	0.174
10:30 - 11:00	2	4010	0.037	2	4010	0.050	2	4010	0.087
11:00 - 11:30	2	4010	0.075	2	4010	0.062	2	4010	0.137
11:30 - 12:00	2	4010	0.037	2	4010	0.037	2	4010	0.074
12:00 - 12:30	2	4010	0.062	2	4010	0.062	2	4010	0.124
12:30 - 13:00	2	4010	0.012	2	4010	0.050	2	4010	0.062
13:00 - 13:30	2	4010	0.087	2	4010	0.062	2	4010	0.149
13:30 - 14:00	2	4010	0.012	2	4010	0.025	2	4010	0.037
14:00 - 14:30	2	4010	0.037	2	4010	0.037	2	4010	0.074
14:30 - 15:00	2	4010	0.025	2	4010	0.037	2	4010	0.062
15:00 - 15:30	2	4010	0.025	2	4010	0.050	2	4010	0.075
15:30 - 16:00	2	4010	0.012	2	4010	0.012	2	4010	0.024
16:00 - 16:30	2	4010	0.050	2	4010	0.050	2	4010	0.100
16:30 - 17:00	2	4010	0.000	2	4010	0.287	2	4010	0.287
17:00 - 17:30	2	4010	0.025	2	4010	0.050	2	4010	0.075
17:30 - 18:00	2	4010	0.012	2	4010	0.112	2	4010	0.124
18:00 - 18:30	2	4010	0.037	2	4010	0.087	2	4010	0.124
18:30 - 19:00	2	4010	0.025	2	4010	0.037	2	4010	0.062
19:00 - 19:30	1	2950	0.169	1	2950	0.102	1	2950	0.271
19:30 - 20:00	1	2950	0.034	1	2950	0.102	1	2950	0.136
20:00 - 20:30	1	2950	0.034	1	2950	0.034	1	2950	0.068
20:30 - 21:00	1	2950	0.068	1	2950	0.102	1	2950	0.170
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:			1.910			1.879			3.789

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:	2950 - 5070 (units: sqm)
Survey date date range:	01/01/10 - 29/06/22
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	6

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.24

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	2950	0.000	1	2950	0.000	1	2950	0.000
05:30 - 06:00	1	2950	0.203	1	2950	0.000	1	2950	0.203
06:00 - 06:30	1	2950	0.034	1	2950	0.000	1	2950	0.034
06:30 - 07:00	1	2950	0.271	1	2950	0.034	1	2950	0.305
07:00 - 07:30	2	4010	0.125	2	4010	0.000	2	4010	0.125
07:30 - 08:00	2	4010	0.075	2	4010	0.050	2	4010	0.125
08:00 - 08:30	2	4010	0.062	2	4010	0.062	2	4010	0.124
08:30 - 09:00	2	4010	0.187	2	4010	0.050	2	4010	0.237
09:00 - 09:30	2	4010	0.274	2	4010	0.075	2	4010	0.349
09:30 - 10:00	2	4010	0.187	2	4010	0.062	2	4010	0.249
10:00 - 10:30	2	4010	0.062	2	4010	0.125	2	4010	0.187
10:30 - 11:00	2	4010	0.062	2	4010	0.062	2	4010	0.124
11:00 - 11:30	2	4010	0.075	2	4010	0.062	2	4010	0.137
11:30 - 12:00	2	4010	0.062	2	4010	0.037	2	4010	0.099
12:00 - 12:30	2	4010	0.062	2	4010	0.075	2	4010	0.137
12:30 - 13:00	2	4010	0.012	2	4010	0.050	2	4010	0.062
13:00 - 13:30	2	4010	0.087	2	4010	0.075	2	4010	0.162
13:30 - 14:00	2	4010	0.025	2	4010	0.025	2	4010	0.050
14:00 - 14:30	2	4010	0.037	2	4010	0.037	2	4010	0.074
14:30 - 15:00	2	4010	0.037	2	4010	0.075	2	4010	0.112
15:00 - 15:30	2	4010	0.037	2	4010	0.050	2	4010	0.087
15:30 - 16:00	2	4010	0.012	2	4010	0.012	2	4010	0.024
16:00 - 16:30	2	4010	0.050	2	4010	0.062	2	4010	0.112
16:30 - 17:00	2	4010	0.012	2	4010	0.461	2	4010	0.473
17:00 - 17:30	2	4010	0.025	2	4010	0.075	2	4010	0.100
17:30 - 18:00	2	4010	0.012	2	4010	0.125	2	4010	0.137
18:00 - 18:30	2	4010	0.037	2	4010	0.125	2	4010	0.162
18:30 - 19:00	2	4010	0.037	2	4010	0.037	2	4010	0.074
19:00 - 19:30	1	2950	0.203	1	2950	0.102	1	2950	0.305
19:30 - 20:00	1	2950	0.034	1	2950	0.102	1	2950	0.136
20:00 - 20:30	1	2950	0.034	1	2950	0.034	1	2950	0.068
20:30 - 21:00	1	2950	0.068	1	2950	0.102	1	2950	0.170
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:			2.500			2.243			4.743

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.

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