A Planning Application by

PEACHTREE SERVICES LIMITED

In respect of

Postland Road, Crowland

Transport Statement

July 2019



DOCUMENT SIGNATURE AND REVIEW SHEET

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Signature	EG	IB	IB
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CONTENTS PAGE

1 INTRODUCTION 1
Report structure
2 DEVELOPMENT PROPOSAL 2
Proposed development
Site visibility
Swept path analysis
Parking
Refuse
3 PLANNING POLICY 4
National Planning Policy Framework (2019)
4th Lincolnshire Local Transport Plan 2013/14 – 2022/23 (2013)
South East Lincolnshire Local Plan 2011 – 2036
4 EXISTING SITUATION 8
Site location
Pedestrian and cycle accessibility
Public transport
Local highway network
Highway safety
Existing travel patterns
5 TRIP ATTRACTION 12
Existing usage
Proposed development
6 SUMMARY 15

LIST OF TABLES

Table 3.1 Parking standards
Table 4.1 Summary of local bus service
Table 4.2 Census 2011 modal share characteristics
Table 5.1 TRICS vehicle trip rates and forecast trip attraction – garden centre
Table 5.2 TRICS vehicle trip rates and forecast trip attraction

LIST OF FIGURES

Figure 4.1 Site location

LIST OF APPENDICES

A Proposed site layout
B Site access swept path analysis drawings
C Internal swept path analysis
D Garden centre TRICS output report
E B1 office TRICS output report

1 INTRODUCTION

1.1 Transport Planning Associates (TPA) has been commissioned by Peachtree Services Limited to provide transport planning consultancy services, in respect to a proposed development on land adjacent to Postland Road, Crowland.

1.2 The site currently comprises a garden centre, with access achieved via a priority junction on the northern side of Postland Road.

1.3 The planning application will seek flexible use of 8 units with land use class B1 / B8.

1.4 This Transport Statement identifies the site in the context of the local highway network with the existing travel opportunities for pedestrians, cyclists and public transport users outlined.

1.5 A summary of the development proposals and a forecast of the person and vehicle trip that may be attracted to the proposed development are presented.

Report structure

1.6 The structure of this report is as follows:

- Chapter 2: *Development Proposal*;
- Chapter 3: *Planning Policy*;
- Chapter 4: *Existing Situation*;
- Chapter 5: *Trip Generation*; and
- Chapter 6: *Summary*.

2 DEVELOPMENT PROPOSAL

2.1 This chapter of the Transport Statement outlines the development proposals and the proposed means of access.

Proposed development

2.2 The development proposal seeks the conversion of the existing garden centre to provide 8 B1 / B8 units with a total GFA of 4913 m^2.

2.3 The proposed site layout is contained within **Appendix A**.

Site visibility

2.4 Access to the site will be retained via the priority junction of the internal access road with Postland Road. The internal access road currently provides access to the existing garden centre and a caravan and camping store to the north of the existing on-site car parking provision.

2.5 Access to the caravan and camping store will also be retained through the site via the internal access road.

2.6 Pedestrian and cycle accessibility will also be continued to be provided via the footway at the side of the internal vehicular access road.

2.7 Access to the site by all relevant travel modes is deemed to be appropriate, as it was for the existing usage of the site.

Swept path analysis

2.8 Swept path analysis of the existing junction has been undertaken to demonstrate that service vehicles associated with the proposed development, and cars with caravans can continue to access the existing caravan and camping store can access and egress the site in a forward gear.

2.9 The HGV swept path analysis of the existing access arrangement is presented in drawing number 1904-037 SP01.

2.10 The car and caravan swept path analysis of the existing access arrangement is presented in drawing number 1904-037 SP02.

2.11 The swept path analysis drawings are contained in **Appendix B**.

Parking

2.12 An area of parking is identified on the existing site, to the west and south of the garden centre and the caravan and camping store respectively.

2.13 Through use of the existing hard standing areas of the existing garden centre, the development proposal seeks to provide a total of 166 car parking spaces, split across four areas within the site. 5% of the total car parking spaces will be provided as disabled spaces.

2.14 Cycle parking standards will also be provided in accordance with the standards adopted by Lincolnshire County Council, outlining 1 space per 200 m^2, requiring 25 spaces to be provided as part of this development.

Refuse

2.15 Refuse will continue to be collected from within the site boundary.

2.16 Internal tracking of the site has undertaken to ensure refuse vehicles can manoeuvre within the site and access can be retained to the existing caravan park to the north of the site

2.17 The internal swept path analysis is presented in drawing number 1904-037 SP03, contained in **Appendix C**.

2.18 A swept path analysis will also be undertaken for all the loading bays presented in the site proposal plan.

3 PLANNING POLICY

3.1 This chapter of the Transport Statement sets out the national and local planning policies that are relevant to the proposed development insofar that they concern transport matters.

National Planning Policy Framework (2019)

3.2 The Government's Revised National Planning Policy Framework (NPPF) was updated on 19 February 2019, replacing the previous updated July 2018 version. It sets out planning policies to help inform local authorities and developers for future developments.

3.3 The basis of transport policy within the NPPF is stated as;

> ***"Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."*** (Paragraph 103)

3.4 In supporting sustainable developments and with respect to planning decisions, planning decision makers are advised to consider opportunities for travel by sustainable modes are taken up, safe and suitable access to the site can be achieved and that residual impacts can be undertaken in order to limit the significant impacts of development.

> ***"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe"*** (Paragraph 109)

3.5 In the context of decision making, applications for development should ensure:

- ***"safe and suitable access to the site can be achieved for all users"*** (Paragraph 108)***;***
- ***"appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location"*** (Paragraph 108)***;***
- ***"give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use"*** (Paragraph 110); and

- ***allow for the efficient delivery of goods, and access by service and emergency vehicles"*** (Paragraph 110).

3.6 In continuation of previous government NPPF policy, the Government seeks the minimisation of the need to travel and a maximisation of the use of sustainable transport modes to and from the development.

4th Lincolnshire Local Transport Plan 2013/14 – 2022/23 (2013)

3.7 The 4th Lincolnshire Local Transport Plan (LTP4) covers the 10 year period 2013/14 to 2022/23, building on the previous policies and strategies adopted during the first three LTPs and was adopted in April 2013.

3.8 The LTP principal objective is to build to 'A Vision for Transport in Lincolnshire in 2030'. This vision is to assist in the sustainable economic growth of Lincolnshire through improvement to the transport network so as to improve access to employment and key services and encourage healthier communities.

3.9 Within this objective, subsidiary aims includes:

- Increasing availability of travel modes and choices;
- Encouraging active travel;
- Improving road safety; and
- Reducing the environmental impact of transport

3.10 Specific schemes to encourage more active and alternative modes of travel include the InterConnect, CallConnect and IntoTown bus services which are supported with 'Smarter Choices' initiatives such as travel information, travel planning and marketing and promotion.

3.11 Crowland forms part of the the InterConnect / CallConnect bus network and is an InterChange hub. InterConnect routes operate on key corridors between larger urban areas, whilst CallConnect is an on-demand bus service that operates in response to pre-booked requests without a fixed timetable and provide flexible feeder services to local centres as well as onward connections to larger urban areas.

South East Lincolnshire Local Plan 2011 – 2036

3.12 The South East Lincolnshire Local Plan (SELLP) was produced by the South East Lincolnshire Joint Strategic Planning Committee which is a partnership of Boston Borough, South Holland District and Lincolnshire County Councils, and was adopted on 8th March 2019.

3.13 The SELLP main aim is to guide and shape future development in South East Lincolnshire from 1 April 2011 – 31 March 2036, through identifying specific areas for employment, infrastructure and residential development.

3.14 The SELLP transport specific objectives include:

- Improving accessibility to jobs, services and facilities by sustainable public transport;
- Ensuring easy and affordable transport choices; and
- Improve road safety and congestion

3.15 The SELLP also outlines settlements which have been classified as Main Service Centres under the premise of performing significant service roles for the wider areas of Boston Borough or South Holland.

3.16 Crowland is classified as a main service centre, meaning that development permitted in Crowland should support its role as a service centre through sustaining existing facilities and helping meet the service needs of other local settlements.

Policy 36: Vehicle and Cycle Parking

3.17 The SELLP also outlines its parking standards; all new developments, including change of use, should provide vehicle and cycle parking.

3.18 For non-residential developments car parking requirements include:

- Where more than 50 parking spaces are provided, at least one double electric vehicle charge point will be required (2 spaces). For each additional 50 parking spaces, one double charging point should be provided up to a maximum of three (6 spaces);
- Adequate charging points should be provided to help promote more sustainable transport solutions;
- Appropriate provision for visitors and disabled people close to the entrance to a building will be required, and clear pedestrian routes should be provided for all users to avoid conflict with manoeuvring vehicles; and
- Parking is well-integrated within the townscape or landscape, through an appropriate use of materials and landscaping.

3.19 Additionally, cycle parking standards require bicycle storage and parking to be:

- In a secure and easily accessible position, ideally adjacent to a building entrance for both visitors and employees;
- Well signed and lit;
- Ideally under cover; and
- Positioned so as not to present a hazard to pedestrians.

3.20 Approximate cycle parking provision for employees will be made the rate of 1 space per 4 staff with further provision for visitors/customers appropriate to the size/facilities of the development. However, Table 3.1 summarises the minimum car and cycle parking standards required by Lincolnshire County Council.

Table 3.1 Parking standards

Land use	Car parking standards	Cycle parking standards	Visitor
B1 business	1 space per 30m^2 GFA	1 stand per 200m^2	Visitor provision to be assessed on a site by site basis

4 EXISTING SITUATION

4.1 This chapter of the Transport Statement identifies the site in the context of the local highway network and transport infrastructure and outlines the existing travel opportunities for pedestrians, cyclists and public transport users.

Site location

4.2 The site currently comprises a garden centre, with access taken via a priority junction with Postland Road.

4.3 The site is bound by a caravan park and open fields to the north, open fields to the east, James Road to the south and residential dwellings and open fields to the west.

4.4 The site location is presented in **Figure 4.1**.

Pedestrian and cycle accessibility

4.5 The access road to the immediate south-west of the site frontage has a footway on the southern side of the carriageway which extends to Postland Road.

4.6 Footways extend west from the site access along either side of Postland Road, with widths of approximately 2 metres.

4.7 Postland Road is characterised with direct frontage to residential dwellings and provides access to a number of resident streets via priority junctions. At these priority junctions, formal pedestrian crossings are provided with dropped kerbs.

4.8 The footways extend west from the site along Postland Road to provide access toward the centre of Crowland, where a number of facilities are located.

4.9 The continuous and extensive footway network provided in Crowland, makes it conducive for cycling, with cycling from the application site to the town centre only consisting of a 4 minute cycle ride.

4.10 Overall, Crowland is supported by a high quality footway network which provides safe and easy access to key facilities and amenities within Crowland for both walking and cycling modes of transport.

Public transport

Bus

4.11 The nearest bus stops are located approximately 300 metres west of the site on either side of Postland Road, accessible within a 4 minute walk.

4.12 The stops are identified by bus stops flags with timetable information boards. A summary of the bus timetable information is presented in Table 4.1.

Table 4.1 Summary of local bus service

Service No.	Route	Frequency		
		Monday – Friday	**Saturday**	**Sunday**
Interconnect 37	Peterborough – Spalding	Hourly Service First: 06:33 Last: 21:08	Hourly Service First: 08:03 Last: 21:08	4 Daily Services First: 11:28 Last: 17:58
	Spalding - Peterborough	Hourly Service First: 06:39 Last: 20:13	Hourly Service First: 07:39 Last: 20:13	4 Daily Services First: 10:03 Last: 16:33

4.13 The service information presented in Table 4.1 indicates that the site is well served by a frequent bus service.

Local highway network

4.14 The site is currently accessed via a priority junction of the internal road with Postland Road. Postland Road is a single carriageway, two-way road that is subject to a 30mph speed limit.

4.15 To the west of the site, Postland Road is characterised as a residential street, facilitating access to the wider residential network via individual crossovers of the footways or via a series of priority junctions on either side of the carriageway.

4.16 From the junction of Postland Road with Kemp Street and Hall Street, Hall Street continues to provide access toward the centre of Crowland, where a number of facilities are located.

4.17 Postland Road extends south from the site, providing access to James Road via a priority junction, which benefits from a ghost island right turn lane, approximately 230 metres south-west of the application site.

4.18 James Road is a single carriageway, and that is subject to the national speed limit. It forms a bypass to the eastern and southern side of Crowland and links to the A16 via 3 junctions to the east, south and west of Crowland. James Road provides access onto the A16 strategic network, which northbound provide connections to Spalding and southbound to Peterborough.

Highway safety

4.19 A review of Crashmap has been undertaken to identify whether any personal injury accidents have occurred within the vicinity of the site during the most recently available five year period.

4.20 The review of Crashmap identified that no accidents have occurred at the existing priority junction of the site access and Postland Road during the five year period.

4.21 To the south of the site, 4 accidents occurred at the priority junction of Postland Road and James Road, however all accidents were classified as slight and did not involve any vulnerable road users.

4.22 The proposed development would therefore not result in any concerns in relation to highway safety.

Existing travel patterns

4.23 To understand the existing travel patterns of those employed within Crowland, origin and destination travel to work information has been obtained from the 2011 Census.

4.24 Data was obtained for the 'South Holland 011' mid-layer super output area, which extends over Crowland and Cowbit to the north. To understand the travel patterns of journeys to the site, the site has been identified as the destination of trips.

4.25 The modal share characteristics of journeys toward Crowland are summarised in Table 4.2.

Table 4.2 Census 2011 modal share characteristics

Method of travel to work	Proportion
Rail	0.0%
Bus, minibus or coach	1.4%
Driving a car or van	75.2%
Passenger in a car or van	5.3%
Cycle	4.6%
On foot	13.1%
Other	0.4%

4.26 The results in Table 4.2 indicate that the largest proportion of trips toward the site are made by private car (75.2%). A further 17.7% of trips are made by active modes of transport, identifying that a number of employment opportunities are provided locally.

4.27 The Census data further identified the largest proportion of journeys to work in the local area are made from within the South Holland District, consisting of 62.5% of trips.

4.28 Of the journeys originating from mid-layer super output areas within the South Holland District, the largest proportion (54.9%) of trips originated from within 'South Holland 011'.

4.29 This is the area extending over Crowland and the application site, thereby further highlighting the locality of work trips. Indeed, of those residents travelling to work within 'South Holland 011', 42.6% travel to work by active modes of transport, demonstrating the lower reliance on the private car locally.

5 TRIP ATTRACTION

5.1 This chapter of the Transport Statement outlines the quantum of trips that may be attracted to the proposed B1 / B8 units.

Existing usage

5.2 The application site currently operates under a garden centre. The number of trips currently generated from this usage will be derived and then compared to the predicted trip generation that may be associated with the proposed development.

5.3 However, the existing garden centre is permanently closed and therefore no survey has been able to be undertaken to provide an indication of likely traffic flows attracted to the site. Instead review of data from the TRICS database on garden centres has been undertaken.

5.4 Whilst, there is a limitation with the number of sites within the TRICS database on garden centres, the results will be taken forward to act as an approximate proxy for the likely previous operation of the site. For instance, whilst the existing garden centre is likely to attract a lower number of trips during the peak hour periods, the trip attraction across the day would be higher.

5.5 The TRICS database was interrogated under land use code 01 - *Retail,* sub-category H – *Garden Centre.*

5.6 The following selection criteria was applied:

- Vehicular surveys only;
- Weekday surveys only;
- Dates between 01/01/99 – 19/05/18;
- Sites in Greater London, Scotland, Ireland and Wales omitted; and
- Sites with GFA between 744 m^2 and 7000 $m^{2.}$

5.7 The TRICS output report is contained in **Appendix D**.

5.8 Table 5.1 summarises the TRICS vehicle trips during the traditional morning and evening peak hour periods of 0800-0900 and 1700-1800 respectively. The trip rates have been multiplied by the GFA of the existing site, 6859 m^2 which was obtained from the Valuation Office.

Table 5.1 TRICS vehicle trip rates and forecast trip attraction – garden centre

	Morning peak (0800-0900)		Evening peak (1700-1800)		Daily (0800 – 1800)	
	Arrive	**Depart**	**Arrive**	**Depart**	**Arrive**	**Depart**
Vehicle trip rate per 100m^2 GFA	0.27	0.27	0.108	0.27	7.459	7.487
Number of vehicle trips	19	19	7	19	512	514

5.9 The results presented in Table 5.1 indicate that 38 two-way vehicle trips are anticipated to occur during the morning peak hour and during the evening peak hour 26 two-way vehicle trips. Over a 10 hour period, a total of 1026 two-way trips can be associated with the site.

Proposed development

5.10 Given the proposed B1 / B8 use of the development, a variety of uses could come forward from standalone office space to commercial warehousing. Given the potential land uses, the likely greatest vehicle trip attractors would be standalone B1 and as such a comparison has been undertaken between the existing garden centre use and a proposed B1 facility.

5.11 To provide a forecast of the number of trips that may be attracted to the proposed B1 development, the TRICS database was interrogated under land use code 02 – *Employment*, sub-category A – *Office*, to derive multi-modal trip rates for a sample of sites.

5.12 The following selection criteria was applied:

- Multi-modal surveys;
- Weekday surveys;
- Sites in Greater London, Scotland, Ireland and Wales omitted;
- Sites with B1 land use class;
- Sites with GFA between 3500 m^2 and 5500 m^2.

5.13 The TRICS output report is contained in **Appendix E**.

5.14 Table 5.2 summarises the TRICS vehicle trips rates during the traditional morning and evening peak hour periods of 0800-0900 and 1700-1800 respectively. The trip rates have been multiplied by the proposed GFA of 4,913 m^2 to provide a forecast of the proposed vehicle movements attracted to the site.

Table 5.2 TRICS vehicle trip rates and forecast trip attraction

	Morning peak (0800-0900)		Evening peak (1700-1800)		Daily (0700 – 1900)	
	Arrive	**Depart**	**Arrive**	**Depart**	**Arrive**	**Depart**
Vehicle trip rate per 100m^2 GFA	1.193	0.191	0.069	0.834	4.180	4.129
Number of vehicle trips	59	9	3	41	205	203

5.15 The results presented in Table 5.2 indicate that 68 two-way vehicle trips are anticipated to occur during the morning peak hour and during the evening peak hour, 44 two-way vehicle trips will be attracted to the proposed development.

5.16 Whilst, this is a higher total than the peak hour periods associated with the existing use as presented in Table 5.1, the new site usage would generate daily movements of 408 vehicles, a 618 vehicle decrease in trips compared to the garden centre. Therefore, the proposed development will not have a detrimental impact on the local highway network and will provide a benefit through reducing the vehicle movements attracted to the site on a daily basis.

5.17 The forecast level of trip attraction associated with the proposed use of the site would be accommodated by the existing access arrangements to the site. Given the proximity of the A16 to the site, the level of journeys routing through Crowland would be minimal with the majority of journeys using the A16 before using James Road to access the site. There would be no detriment to the operation of the local roads as a result of the proposed traffic movements.

6 SUMMARY

6.1 Transport Planning Associates has been commissioned by Peachtree Services Limited to provide transport planning consultancy services, in respect to a proposed development on land adjacent to Postland Road, Crowland.

6.2 The site currently comprises a garden centre, with access achieved via a priority junction on the northern side of Postland Road.

6.3 The proposed development will comprise of 8 B1 / B8 units with a total GFA of 4913 m^2. The access and refuse arrangements along with parking provision for the development have been presented and shown to be adequate.

6.4 The existing pedestrian infrastructure within Crowland and regular bus services ensure access to the site can be achieved by non-car modes.

6.5 The forecast trips that may be attracted to the site have been summarised and would not result in a detrimental impact on the local highway network.

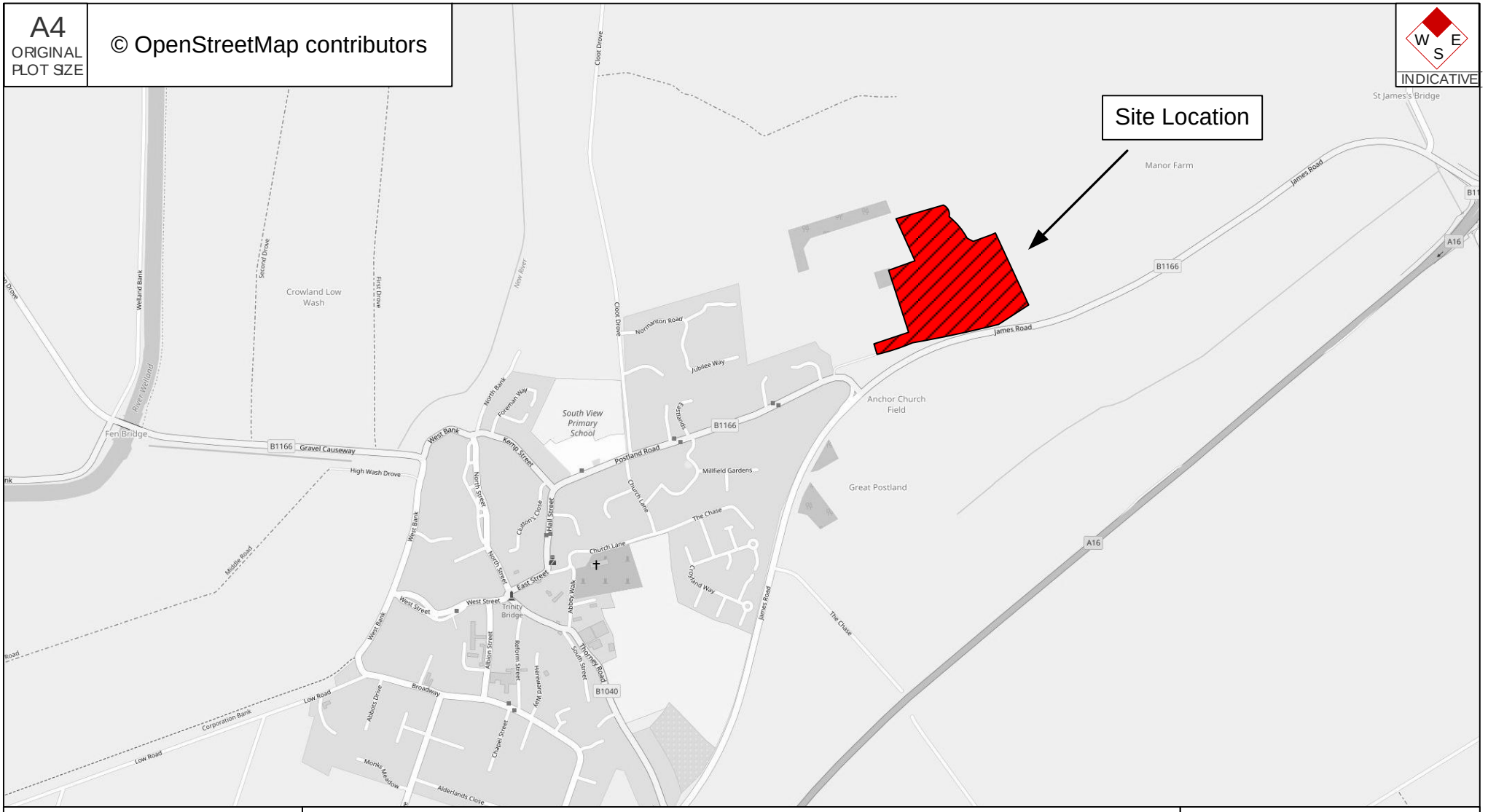
6.6 The cumulative transport impacts of the development are not deemed to be severe and therefore it is concluded that there are no reasons on highways or transport grounds to refuse planning permission for development at this location.

FIGURES

A4
ORIGINAL
PLOT SIZE

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INDICATIVE



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Cambridge
London
Manchester
Oxford
Welwyn Garden City

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Site location

Peachtree Services Limited

STATUS: INFORMATION

SCALE:	PREPARED BY:	CHECKED BY:	APPROVED BY:
NTS	EG	LM	IB

JOB NO:	FIGURE NO:	DATE:
1904-037	4.1	MAY'19

APPENDIX A

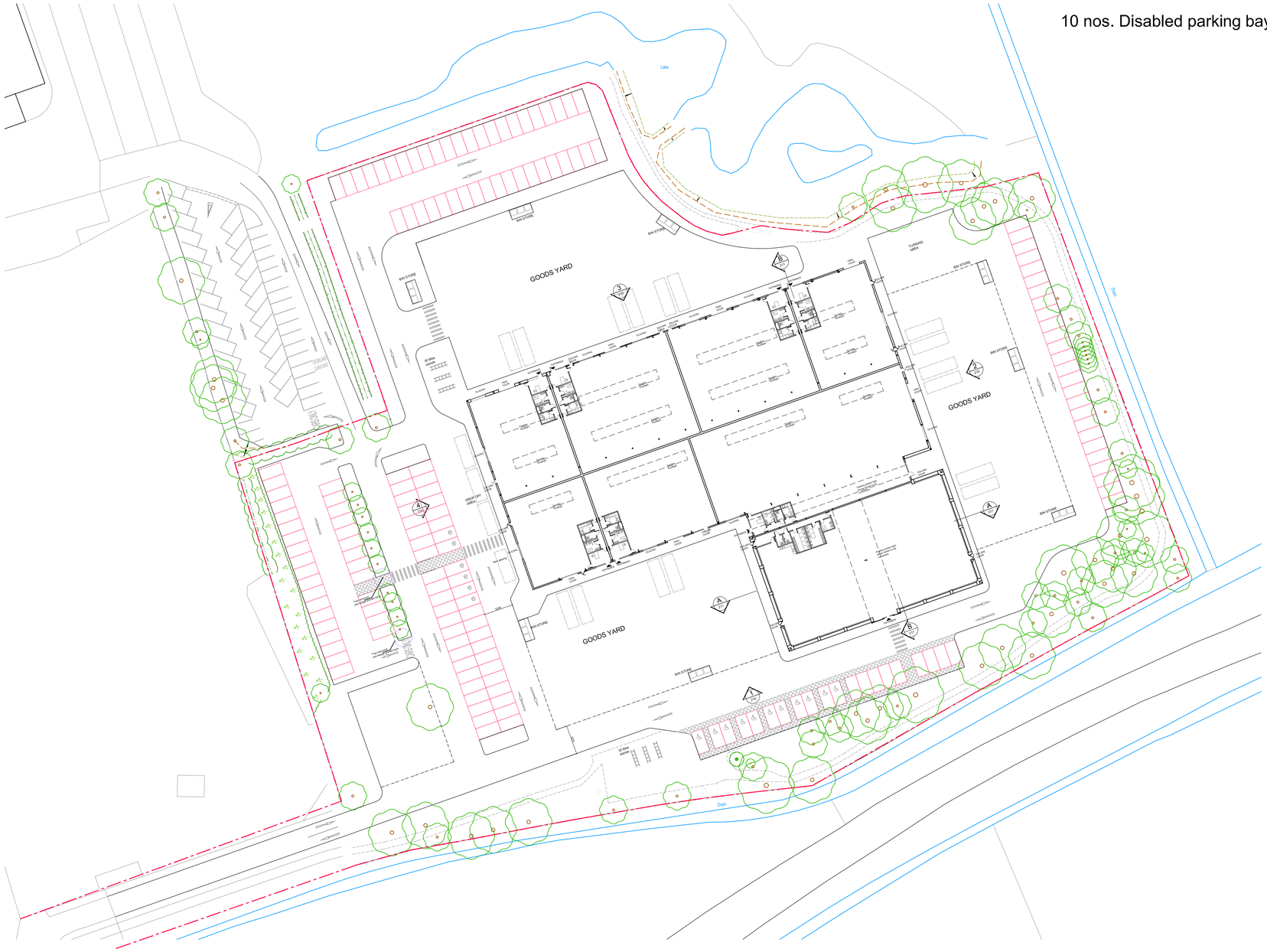
N

Car Parking

166 nos.total Car parking spaces

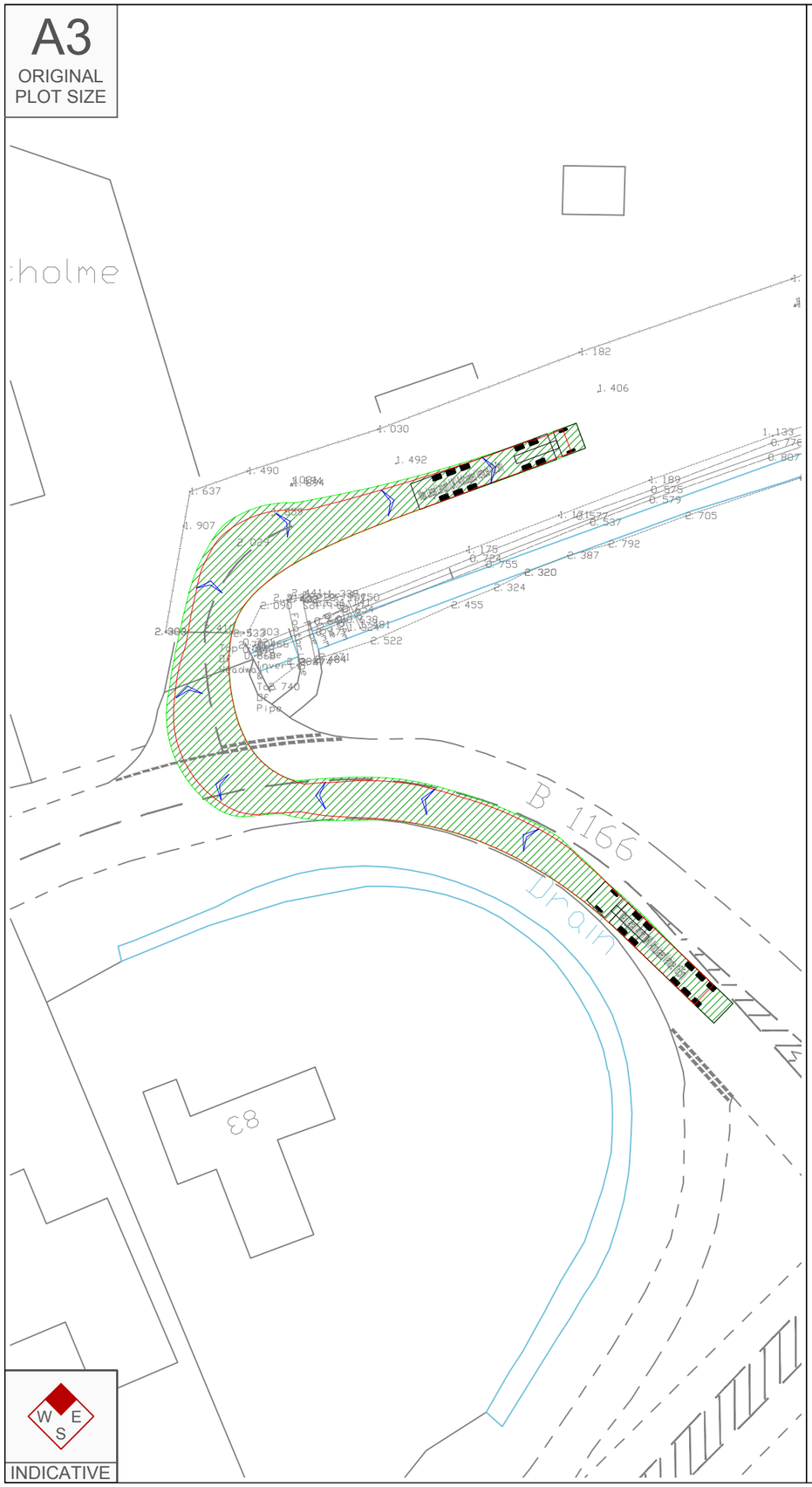
6 nos. Electical charging bays

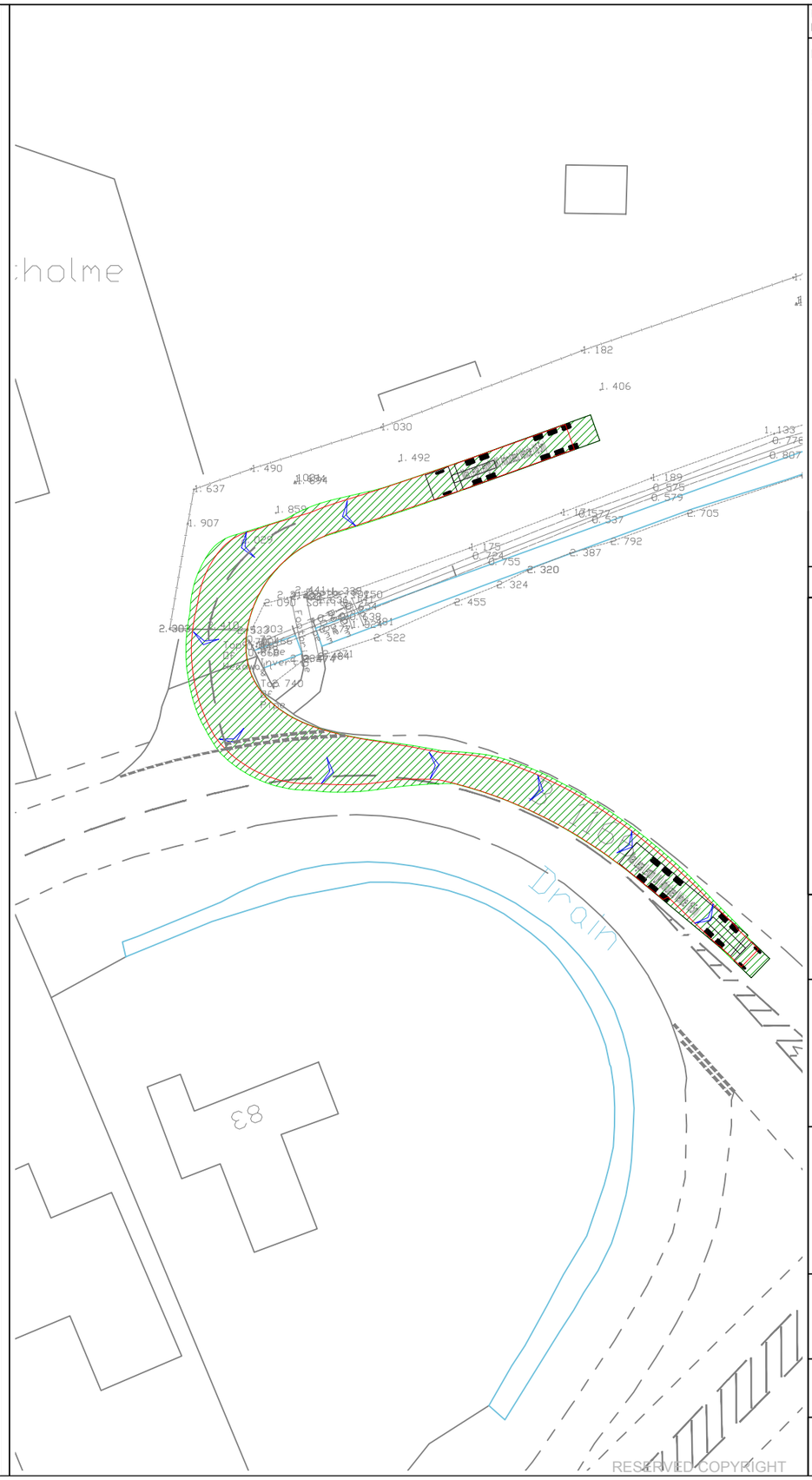
10 nos. Disabled parking bays


Lake
GOODS YARD
GOODS YARD
GOODS YARD
Drain
Drain
BIN STORE
BIN STORE
BIN STORE
BIN STORE
BIN STORE
BIN STORE
CYCLE STORE
CYCLE STORE
CYCLE

APPENDIX B

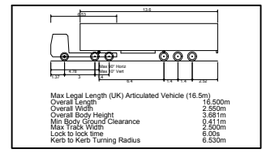
A3
ORIGINAL
PLOT SIZE





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NOTES:
1. Indicative un-surveyed existing road markings.
2. Based on Inspire Design & Development Topographical Drawing No. PSL-1403-01-TS-001 AND OS Mapping Data.
3. Subject to confirmation of Highway Boundary.
4. Swept Path Analysis of a Max Legal 16.5m Articulated Vehicle (AutoTrack Vehicle Reference No. 100080).



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

Swept Path KEY

- Swept path - Wheel Pathway.
- Swept path - Vehicle Overhang.

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Peachtree Services Limited

PROJECT:
Postland Road,
Crowland

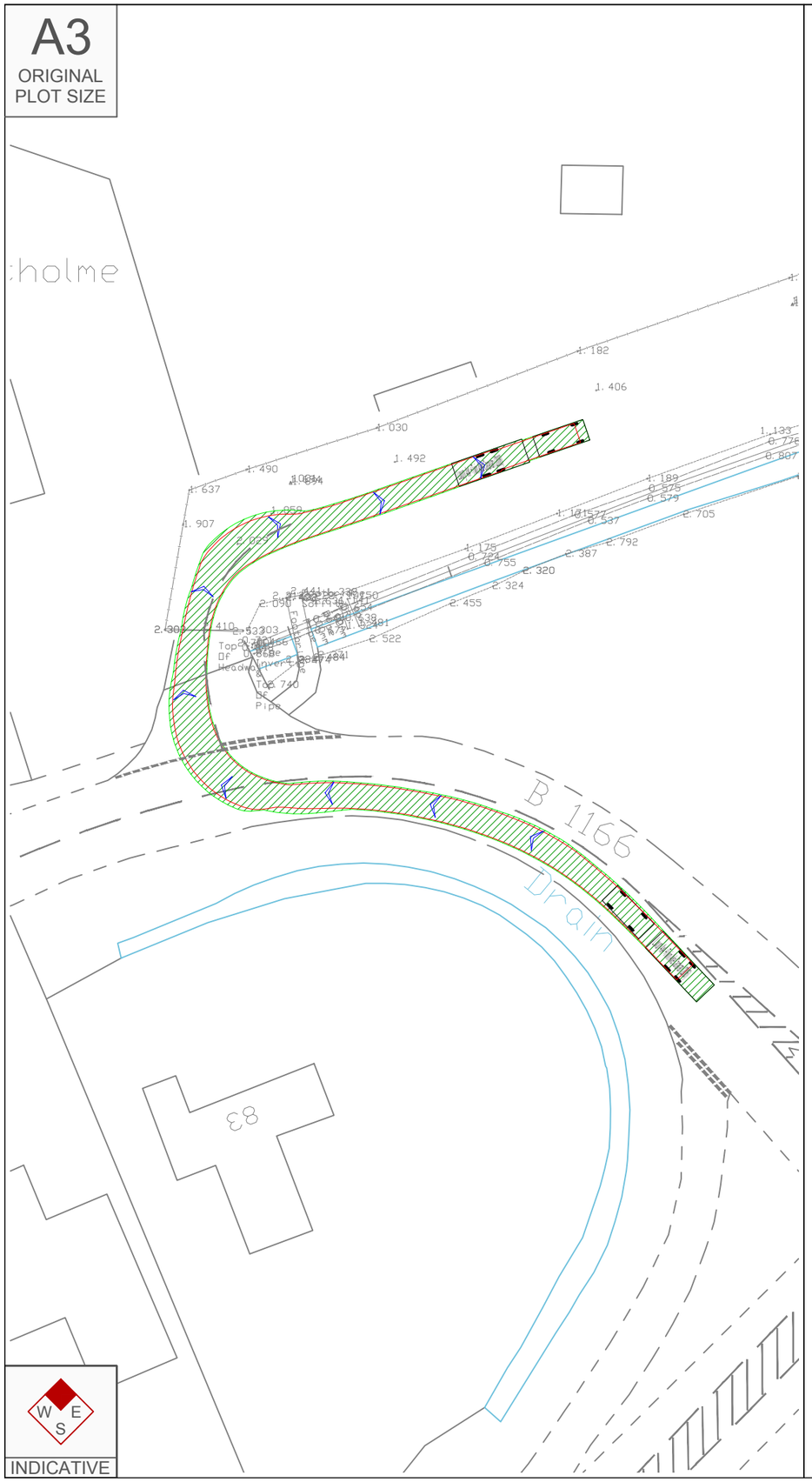
TITLE:
Swept Path Analysis of a Max Legal HGV Existing Access

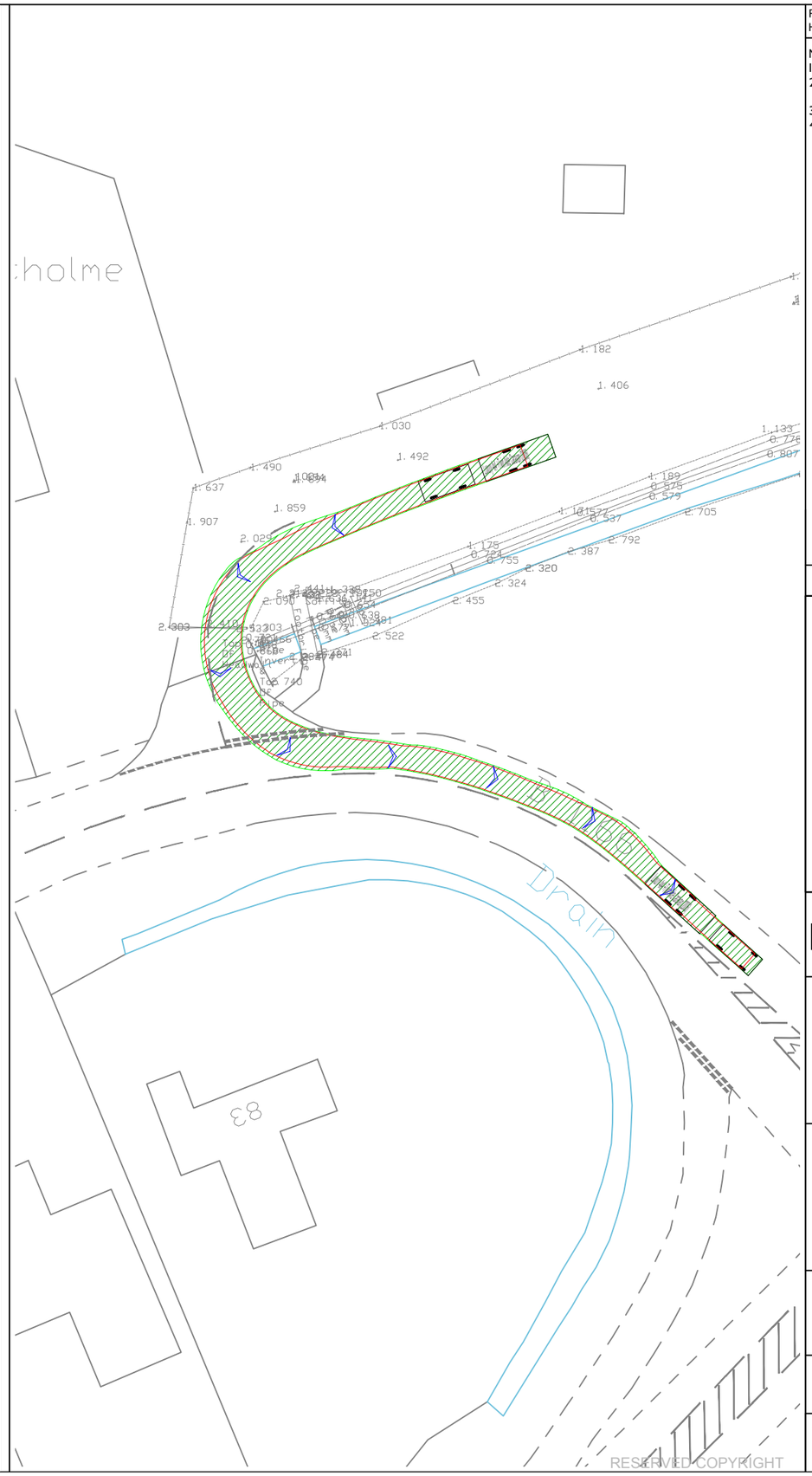
STATUS:
FEASIBILITY

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:500	17.05.19	JA	TH	TH

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A3
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PLOT SIZE

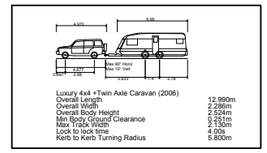




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NOTES:
1. Indicative un-surveyed existing road markings.
2. Based on Inspire Design & Development Topographical Drawing No. PSL-1403-01-TS-001 AND OS Mapping Data.
3. Subject to confirmation of Highway Boundary.
4. Swept Path Analysis of a 4x4 Vehicle and Caravan (Autotrack Vehicle Reference No. 100019).



Luxury 4x4 +Twin Axle Caravan (2006)	
Overall Length	12.990m
Overall Width	2.286m
Overall Body Height	2.524m
Min Body Ground Clearance	0.251m
Max Track Width	2.130m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.800m

Swept Path KEY

- Swept path - Wheel Pathway.
- Swept path - Vehicle Overhang.

Rev	Date	Details	Drawn by	Checked by	Approved by
-	-	-	-	-	-

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Peachtree Services Limited

PROJECT:
Postland Road,
Crowland

TITLE:
Swept Path Analysis of a Car and Caravan Existing Access

STATUS:
FEASIBILITY

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:500	17.05.19	JA	TH	TH

JOB NO:	DRAWING NO:	REVISION:
1904-037	EL02	-

APPENDIX C

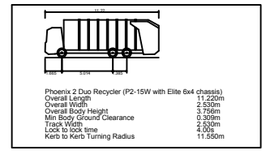
A3
ORIGINAL
PLOT SIZE



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NOTES:
1. Swept Path Analysis of a Phoenix 2 Duo Refuse Vehicle (AutoTrack Vehicle Reference No. N/A).



Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)

Overall Length	11.220m
Overall Width	2.530m
Overall Body Height	3.756m
Min Body Ground Clearance	0.309m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	11.550m

Swept Path KEY

- Swept path - Wheel Pathway.
- Swept path - Vehicle Overhang.
- Bin Store

Rev	Date	Details	Drawn by	Checked by	Approved by
A	28.06.19	Updated site plan	JA	TH	TH

Bristol
Cambridge
London
Manchester
Oxford
Welwyn Garden City

Transport Planning Associates

Sheraton House
Castle Park
Cambridge
CB3 0AX
01223 370135
www.tpa.uk.com

CLIENT:
Peachtree Services Limited

PROJECT:
Postland Road,
Crowland

TITLE:
Swept Path Analysis of a Refuse Vehicle

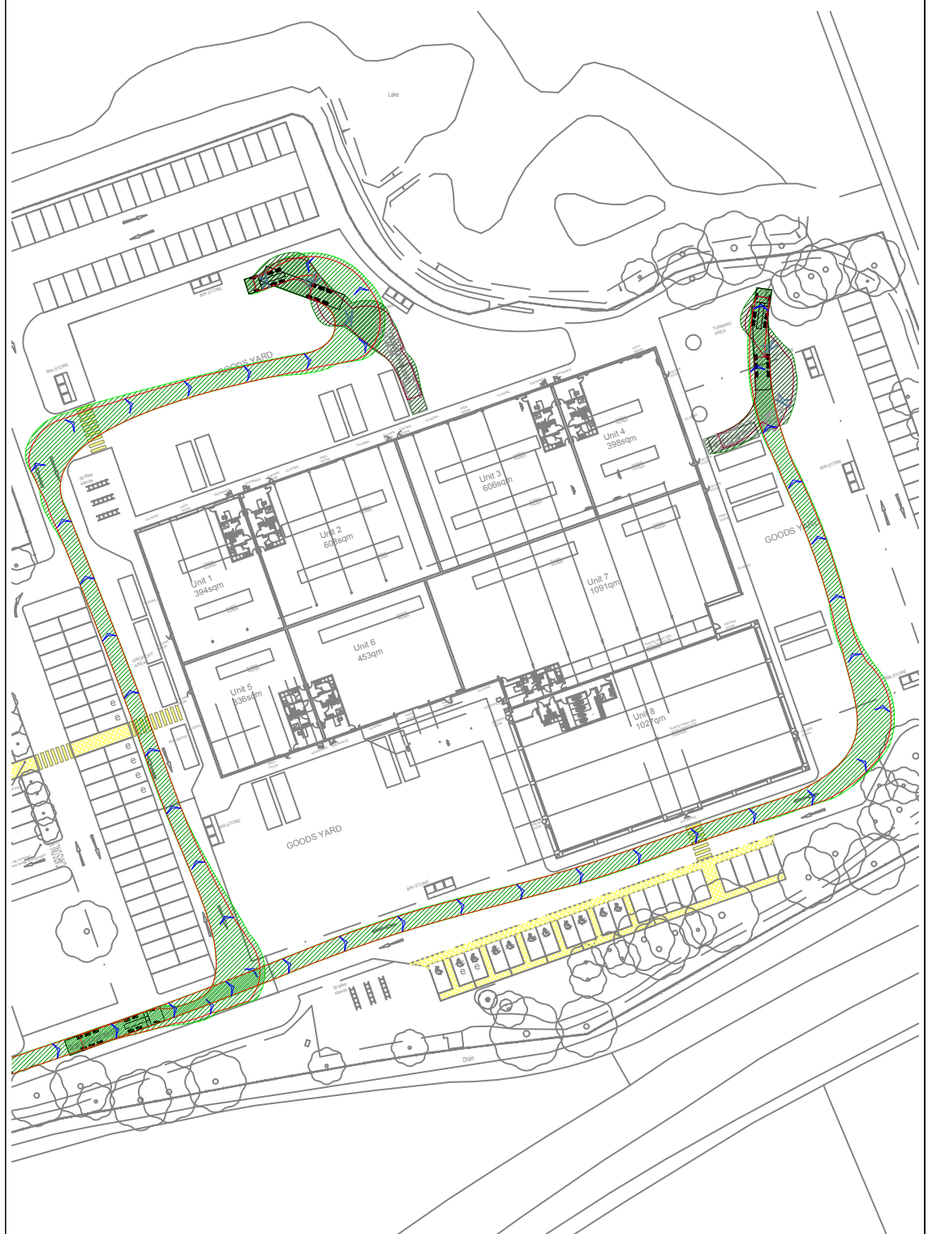
STATUS:
FEASIBILITY

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:500	25/06/19	GW	TH	TH

JOB NO:	DRAWING NO:	REVISION:
1904-037	SP01	A

A3
ORIGINAL
PLOT SIZE

Entry



Exit



W E S

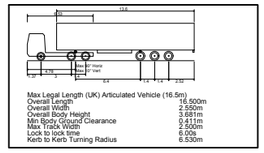
INDICATIVE

0 1:1000 50m

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NOTES:
1. Swept Path Analysis of a Max Legal 16.5m Articulated Vehicle (AutoTrack Vehicle Reference No. 100080).



Max Legal Length (UK) Articulated Vehicle (16.5m)	
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	8.530m

Swept Path KEY

- Swept path - Wheel Pathway.
- Swept path - Vehicle Overhang.

Rev	Date	Details	Drawn by	Checked by	Approved by
A	28.06.19	Updated site plan	JA	TH	TH

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Cambridge
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Manchester
Oxford
Welwyn Garden City

Transport Planning Associates

Sheraton House
Castle Park
Cambridge
CB3 0AX
01223 370135
www.tpa.uk.com

CLIENT:
Peachtree Services Limited

PROJECT:
Postland Road,
Crowland

TITLE:
Swept Path Analysis of a
Max Legal Artic

STATUS:
FEASIBILITY

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:1000	25/06/19	GW	TH	TH

JOB NO:	DRAWING NO:	REVISION:
1904-037	SP02	A

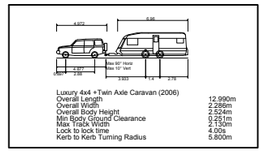
A3
ORIGINAL
PLOT SIZE





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NOTES:
1. Swept Path Analysis of a Luxury 4x4 +Twin Axle Caravan (AutoTrack Vehicle Reference No. N/A).



Luxury 4x4 +Twin Axle Caravan (2006)	
Overall Length	12.990m
Overall Width	2.286m
Overall Body Height	2.524m
Min Body Ground Clearance	0.251m
Max Track Width	2.130m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.800m

Swept Path KEY

- Swept path - Wheel Pathway.
- Swept path - Vehicle Overhang.

Rev	Date	Details	Drawn by	Checked by	Approved by
A	28.06.19	Updated site layout	JA	TH	TH

Bristol
Cambridge
London
Manchester
Oxford
Welwyn Garden City

Transport Planning Associates

Sheraton House
Castle Park
Cambridge
CB3 0AX
01223 370135
www.tpa.uk.com

CLIENT:
Peachtree Services Limited

PROJECT:
Postland Road,
Crowland

TITLE:
Swept Path Analysis of a 4x4 and Caravan

STATUS:
FEASIBILITY

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:500	25/06/19	GW	TH	TH

JOB NO:	DRAWING NO:	REVISION:
1904-037	SP03	A

APPENDIX D

Calculation Reference: AUDIT-219603-190627-0653

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : H - GARDEN CENTRE
VEHICLES

Selected regions and areas:
02 SOUTH EAST
HC HAMPSHIRE 1 days

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

Secondary 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: 3700 to 3700 (units: sqm)
Range Selected by User: 744 to 7000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/99 to 19/05/18

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

Selected survey days:
Monday 1 days

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

Selected survey types:
Manual count 1 days
Directional ATC Count 0 days

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

Selected Locations:
Suburban Area (PPS6 Out of Centre) 1

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

Selected Location Sub Categories:
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.

Secondary Filtering selection:

Use Class:
A1 1 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:
15,001 to 20,000 1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:
50,001 to 75,000 1 days

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

Car ownership within 5 miles:
1.1 to 1.5 1 days

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

Petrol filling station:
Included in the survey count 0 days
Excluded from count or no filling station 1 days

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

Travel Plan:
No 1 days

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

PTAL Rating:
No PTAL Present 1 days

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

LIST OF SITES relevant to selection parameters

1 HC-01-H-03 GARDEN CENTRE HAMPSHIRE
ROMSEY ROAD
WINCHESTER

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 3700 sqm
Survey date: MONDAY *19/11/07* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 01 - RETAIL/H - GARDEN CENTRE
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	3700	0.351	1	3700	0.054	1	3700	0.405
09:00 - 10:00	1	3700	0.270	1	3700	0.270	1	3700	0.540
10:00 - 11:00	1	3700	0.757	1	3700	0.757	1	3700	1.514
11:00 - 12:00	1	3700	1.514	1	3700	1.595	1	3700	3.109
12:00 - 13:00	1	3700	0.838	1	3700	0.838	1	3700	1.676
13:00 - 14:00	1	3700	1.000	1	3700	0.865	1	3700	1.865
14:00 - 15:00	1	3700	1.405	1	3700	0.946	1	3700	2.351
15:00 - 16:00	1	3700	0.865	1	3700	1.243	1	3700	2.108
16:00 - 17:00	1	3700	0.351	1	3700	0.649	1	3700	1.000
17:00 - 18:00	1	3700	0.108	1	3700	0.270	1	3700	0.378
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.459			7.487			14.946

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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The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	3700 - 3700 (units: sqm)
Survey date date range:	01/01/99 - 19/05/18
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/H - GARDEN CENTRE
TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	3700	0.000	1	3700	0.000	1	3700	0.000
09:00 - 10:00	1	3700	0.000	1	3700	0.000	1	3700	0.000
10:00 - 11:00	1	3700	0.000	1	3700	0.000	1	3700	0.000
11:00 - 12:00	1	3700	0.027	1	3700	0.027	1	3700	0.054
12:00 - 13:00	1	3700	0.000	1	3700	0.000	1	3700	0.000
13:00 - 14:00	1	3700	0.000	1	3700	0.000	1	3700	0.000
14:00 - 15:00	1	3700	0.000	1	3700	0.000	1	3700	0.000
15:00 - 16:00	1	3700	0.000	1	3700	0.000	1	3700	0.000
16:00 - 17:00	1	3700	0.000	1	3700	0.000	1	3700	0.000
17:00 - 18:00	1	3700	0.000	1	3700	0.000	1	3700	0.000
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.027			0.027			0.054

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

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

TRIP RATE for Land Use 01 - RETAIL/H - GARDEN CENTRE
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	3700	0.000	1	3700	0.000	1	3700	0.000
09:00 - 10:00	1	3700	0.000	1	3700	0.000	1	3700	0.000
10:00 - 11:00	1	3700	0.000	1	3700	0.000	1	3700	0.000
11:00 - 12:00	1	3700	0.000	1	3700	0.000	1	3700	0.000
12:00 - 13:00	1	3700	0.000	1	3700	0.000	1	3700	0.000
13:00 - 14:00	1	3700	0.000	1	3700	0.000	1	3700	0.000
14:00 - 15:00	1	3700	0.027	1	3700	0.027	1	3700	0.054
15:00 - 16:00	1	3700	0.000	1	3700	0.000	1	3700	0.000
16:00 - 17:00	1	3700	0.000	1	3700	0.000	1	3700	0.000
17:00 - 18:00	1	3700	0.000	1	3700	0.000	1	3700	0.000
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.027			0.027			0.054

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

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

TRIP RATE for Land Use 01 - RETAIL/H - GARDEN CENTRE
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	3700	0.000	1	3700	0.000	1	3700	0.000
09:00 - 10:00	1	3700	0.000	1	3700	0.000	1	3700	0.000
10:00 - 11:00	1	3700	0.000	1	3700	0.000	1	3700	0.000
11:00 - 12:00	1	3700	0.000	1	3700	0.000	1	3700	0.000
12:00 - 13:00	1	3700	0.000	1	3700	0.000	1	3700	0.000
13:00 - 14:00	1	3700	0.000	1	3700	0.000	1	3700	0.000
14:00 - 15:00	1	3700	0.027	1	3700	0.027	1	3700	0.054
15:00 - 16:00	1	3700	0.027	1	3700	0.027	1	3700	0.054
16:00 - 17:00	1	3700	0.027	1	3700	0.027	1	3700	0.054
17:00 - 18:00	1	3700	0.000	1	3700	0.000	1	3700	0.000
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.081			0.081			0.162

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 E

Calculation Reference: AUDIT-219603-190521-0536

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
	HF	HERTFORDSHIRE	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	2 days
09	NORTH		
	TV	TEES VALLEY	1 days

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

Secondary 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: 3640 to 5500 (units: sqm)
Range Selected by User: 3500 to 5500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/11 to 12/09/17

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

Selected survey days:

Monday	1 days
Tuesday	2 days
Wednesday	1 days
Thursday	2 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	3
Edge of Town Centre	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:

Commercial Zone	2
Residential Zone	1
Built-Up 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.

Secondary Filtering selection:

Use Class:

B1	6 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

15,001 to 20,000	3 days
25,001 to 50,000	3 days

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

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	3 days

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

Travel Plan:

Yes	2 days
No	4 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	6 days

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

LIST OF SITES relevant to selection parameters

1 ES-02-A-12 COUNCIL OFFICES EAST SUSSEX
VICARAGE LANE
HAILSHAM

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 3640 sqm
Survey date: THURSDAY *26/11/15* *Survey Type: MANUAL*

2 GM-02-A-07 LAW OFFICES GREATER MANCHESTER
MOSELEY STREET
MANCHESTER

Town Centre
Built-Up Zone
Total Gross floor area: 4200 sqm
Survey date: WEDNESDAY *19/10/11* *Survey Type: MANUAL*

3 GM-02-A-08 REGUS GREATER MANCHESTER
FOUNTAIN STREET
MANCHESTER

Town Centre
Built-Up Zone
Total Gross floor area: 3960 sqm
Survey date: MONDAY *26/09/16* *Survey Type: MANUAL*

4 HF-02-A-04 OFFICES HERTFORDSHIRE
STATION WAY
ST ALBANS

Edge of Town Centre
Residential Zone
Total Gross floor area: 5000 sqm
Survey date: THURSDAY *02/10/14* *Survey Type: MANUAL*

5 NF-02-A-03 OFFICES NORFOLK
NORTH QUAY
GREAT YARMOUTH

Edge of Town Centre
Commercial Zone
Total Gross floor area: 5500 sqm
Survey date: TUESDAY *12/09/17* *Survey Type: MANUAL*

6 TV-02-A-04 COUNCIL OFFICES TEES VALLEY
CORPORATION ROAD
MIDDLESBROUGH

Town Centre
Commercial Zone
Total Gross floor area: 3950 sqm
Survey date: TUESDAY *08/10/13* *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/A - OFFICE
MULTI-MODAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	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	6	4375	0.122	6	4375	0.015	6	4375	0.137
07:30 - 08:00	6	4375	0.381	6	4375	0.030	6	4375	0.411
08:00 - 08:30	6	4375	0.568	6	4375	0.065	6	4375	0.633
08:30 - 09:00	6	4375	0.625	6	4375	0.126	6	4375	0.751
09:00 - 09:30	6	4375	0.415	6	4375	0.130	6	4375	0.545
09:30 - 10:00	6	4375	0.270	6	4375	0.126	6	4375	0.396
10:00 - 10:30	6	4375	0.156	6	4375	0.152	6	4375	0.308
10:30 - 11:00	6	4375	0.179	6	4375	0.133	6	4375	0.312
11:00 - 11:30	6	4375	0.122	6	4375	0.130	6	4375	0.252
11:30 - 12:00	6	4375	0.107	6	4375	0.110	6	4375	0.217
12:00 - 12:30	6	4375	0.137	6	4375	0.179	6	4375	0.316
12:30 - 13:00	6	4375	0.160	6	4375	0.183	6	4375	0.343
13:00 - 13:30	6	4375	0.213	6	4375	0.145	6	4375	0.358
13:30 - 14:00	6	4375	0.145	6	4375	0.152	6	4375	0.297
14:00 - 14:30	6	4375	0.095	6	4375	0.110	6	4375	0.205
14:30 - 15:00	6	4375	0.107	6	4375	0.179	6	4375	0.286
15:00 - 15:30	6	4375	0.088	6	4375	0.149	6	4375	0.237
15:30 - 16:00	6	4375	0.069	6	4375	0.202	6	4375	0.271
16:00 - 16:30	6	4375	0.084	6	4375	0.324	6	4375	0.408
16:30 - 17:00	6	4375	0.042	6	4375	0.259	6	4375	0.301
17:00 - 17:30	6	4375	0.027	6	4375	0.575	6	4375	0.602
17:30 - 18:00	6	4375	0.034	6	4375	0.305	6	4375	0.339
18:00 - 18:30	6	4375	0.015	6	4375	0.217	6	4375	0.232
18:30 - 19:00	6	4375	0.019	6	4375	0.133	6	4375	0.152
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			4.180			4.129			8.309

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

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

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Parameter summary

Trip rate parameter range selected:	3640 - 5500 (units: sqm)
Survey date date range:	01/01/11 - 12/09/17
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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

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

	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	6	4375	0.000	6	4375	0.000	6	4375	0.000
07:30 - 08:00	6	4375	0.000	6	4375	0.000	6	4375	0.000
08:00 - 08:30	6	4375	0.015	6	4375	0.015	6	4375	0.030
08:30 - 09:00	6	4375	0.011	6	4375	0.008	6	4375	0.019
09:00 - 09:30	6	4375	0.004	6	4375	0.008	6	4375	0.012
09:30 - 10:00	6	4375	0.008	6	4375	0.008	6	4375	0.016
10:00 - 10:30	6	4375	0.008	6	4375	0.008	6	4375	0.016
10:30 - 11:00	6	4375	0.011	6	4375	0.011	6	4375	0.022
11:00 - 11:30	6	4375	0.011	6	4375	0.011	6	4375	0.022
11:30 - 12:00	6	4375	0.015	6	4375	0.015	6	4375	0.030
12:00 - 12:30	6	4375	0.011	6	4375	0.011	6	4375	0.022
12:30 - 13:00	6	4375	0.004	6	4375	0.004	6	4375	0.008
13:00 - 13:30	6	4375	0.015	6	4375	0.015	6	4375	0.030
13:30 - 14:00	6	4375	0.011	6	4375	0.011	6	4375	0.022
14:00 - 14:30	6	4375	0.000	6	4375	0.000	6	4375	0.000
14:30 - 15:00	6	4375	0.000	6	4375	0.000	6	4375	0.000
15:00 - 15:30	6	4375	0.000	6	4375	0.000	6	4375	0.000
15:30 - 16:00	6	4375	0.008	6	4375	0.008	6	4375	0.016
16:00 - 16:30	6	4375	0.015	6	4375	0.011	6	4375	0.026
16:30 - 17:00	6	4375	0.000	6	4375	0.004	6	4375	0.004
17:00 - 17:30	6	4375	0.011	6	4375	0.008	6	4375	0.019
17:30 - 18:00	6	4375	0.000	6	4375	0.004	6	4375	0.004
18:00 - 18:30	6	4375	0.000	6	4375	0.000	6	4375	0.000
18:30 - 19:00	6	4375	0.004	6	4375	0.004	6	4375	0.008
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:			0.162			0.164			0.326

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

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

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

	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	6	4375	0.000	6	4375	0.000	6	4375	0.000
07:30 - 08:00	6	4375	0.000	6	4375	0.000	6	4375	0.000
08:00 - 08:30	6	4375	0.000	6	4375	0.000	6	4375	0.000
08:30 - 09:00	6	4375	0.000	6	4375	0.000	6	4375	0.000
09:00 - 09:30	6	4375	0.004	6	4375	0.004	6	4375	0.008
09:30 - 10:00	6	4375	0.000	6	4375	0.000	6	4375	0.000
10:00 - 10:30	6	4375	0.000	6	4375	0.000	6	4375	0.000
10:30 - 11:00	6	4375	0.000	6	4375	0.000	6	4375	0.000
11:00 - 11:30	6	4375	0.000	6	4375	0.000	6	4375	0.000
11:30 - 12:00	6	4375	0.000	6	4375	0.000	6	4375	0.000
12:00 - 12:30	6	4375	0.000	6	4375	0.000	6	4375	0.000
12:30 - 13:00	6	4375	0.000	6	4375	0.000	6	4375	0.000
13:00 - 13:30	6	4375	0.000	6	4375	0.000	6	4375	0.000
13:30 - 14:00	6	4375	0.000	6	4375	0.000	6	4375	0.000
14:00 - 14:30	6	4375	0.004	6	4375	0.004	6	4375	0.008
14:30 - 15:00	6	4375	0.000	6	4375	0.000	6	4375	0.000
15:00 - 15:30	6	4375	0.000	6	4375	0.000	6	4375	0.000
15:30 - 16:00	6	4375	0.004	6	4375	0.004	6	4375	0.008
16:00 - 16:30	6	4375	0.000	6	4375	0.000	6	4375	0.000
16:30 - 17:00	6	4375	0.000	6	4375	0.000	6	4375	0.000
17:00 - 17:30	6	4375	0.000	6	4375	0.000	6	4375	0.000
17:30 - 18:00	6	4375	0.000	6	4375	0.000	6	4375	0.000
18:00 - 18:30	6	4375	0.000	6	4375	0.000	6	4375	0.000
18:30 - 19:00	6	4375	0.000	6	4375	0.000	6	4375	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:			0.012			0.012			0.024

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

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

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

	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	6	4375	0.004	6	4375	0.000	6	4375	0.004
07:30 - 08:00	6	4375	0.008	6	4375	0.000	6	4375	0.008
08:00 - 08:30	6	4375	0.008	6	4375	0.000	6	4375	0.008
08:30 - 09:00	6	4375	0.042	6	4375	0.000	6	4375	0.042
09:00 - 09:30	6	4375	0.011	6	4375	0.000	6	4375	0.011
09:30 - 10:00	6	4375	0.008	6	4375	0.000	6	4375	0.008
10:00 - 10:30	6	4375	0.019	6	4375	0.004	6	4375	0.023
10:30 - 11:00	6	4375	0.011	6	4375	0.019	6	4375	0.030
11:00 - 11:30	6	4375	0.008	6	4375	0.008	6	4375	0.016
11:30 - 12:00	6	4375	0.011	6	4375	0.008	6	4375	0.019
12:00 - 12:30	6	4375	0.011	6	4375	0.011	6	4375	0.022
12:30 - 13:00	6	4375	0.004	6	4375	0.008	6	4375	0.012
13:00 - 13:30	6	4375	0.011	6	4375	0.000	6	4375	0.011
13:30 - 14:00	6	4375	0.000	6	4375	0.015	6	4375	0.015
14:00 - 14:30	6	4375	0.000	6	4375	0.004	6	4375	0.004
14:30 - 15:00	6	4375	0.000	6	4375	0.004	6	4375	0.004
15:00 - 15:30	6	4375	0.011	6	4375	0.008	6	4375	0.019
15:30 - 16:00	6	4375	0.004	6	4375	0.008	6	4375	0.012
16:00 - 16:30	6	4375	0.004	6	4375	0.011	6	4375	0.015
16:30 - 17:00	6	4375	0.004	6	4375	0.008	6	4375	0.012
17:00 - 17:30	6	4375	0.000	6	4375	0.030	6	4375	0.030
17:30 - 18:00	6	4375	0.000	6	4375	0.019	6	4375	0.019
18:00 - 18:30	6	4375	0.000	6	4375	0.011	6	4375	0.011
18:30 - 19:00	6	4375	0.004	6	4375	0.004	6	4375	0.008
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:			0.183			0.180			0.363

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

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

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

	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	6	4375	0.141	6	4375	0.008	6	4375	0.149
07:30 - 08:00	6	4375	0.419	6	4375	0.004	6	4375	0.423
08:00 - 08:30	6	4375	0.651	6	4375	0.038	6	4375	0.689
08:30 - 09:00	6	4375	0.682	6	4375	0.088	6	4375	0.770
09:00 - 09:30	6	4375	0.461	6	4375	0.126	6	4375	0.587
09:30 - 10:00	6	4375	0.286	6	4375	0.130	6	4375	0.416
10:00 - 10:30	6	4375	0.187	6	4375	0.160	6	4375	0.347
10:30 - 11:00	6	4375	0.179	6	4375	0.145	6	4375	0.324
11:00 - 11:30	6	4375	0.118	6	4375	0.145	6	4375	0.263
11:30 - 12:00	6	4375	0.110	6	4375	0.122	6	4375	0.232
12:00 - 12:30	6	4375	0.137	6	4375	0.198	6	4375	0.335
12:30 - 13:00	6	4375	0.183	6	4375	0.190	6	4375	0.373
13:00 - 13:30	6	4375	0.255	6	4375	0.141	6	4375	0.396
13:30 - 14:00	6	4375	0.149	6	4375	0.171	6	4375	0.320
14:00 - 14:30	6	4375	0.118	6	4375	0.130	6	4375	0.248
14:30 - 15:00	6	4375	0.118	6	4375	0.232	6	4375	0.350
15:00 - 15:30	6	4375	0.095	6	4375	0.168	6	4375	0.263
15:30 - 16:00	6	4375	0.057	6	4375	0.240	6	4375	0.297
16:00 - 16:30	6	4375	0.080	6	4375	0.392	6	4375	0.472
16:30 - 17:00	6	4375	0.030	6	4375	0.301	6	4375	0.331
17:00 - 17:30	6	4375	0.034	6	4375	0.651	6	4375	0.685
17:30 - 18:00	6	4375	0.011	6	4375	0.324	6	4375	0.335
18:00 - 18:30	6	4375	0.008	6	4375	0.229	6	4375	0.237
18:30 - 19:00	6	4375	0.008	6	4375	0.137	6	4375	0.145
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			4.517			4.470			8.987

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

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

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

	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	6	4375	0.030	6	4375	0.004	6	4375	0.034
07:30 - 08:00	6	4375	0.080	6	4375	0.000	6	4375	0.080
08:00 - 08:30	6	4375	0.194	6	4375	0.027	6	4375	0.221
08:30 - 09:00	6	4375	0.229	6	4375	0.065	6	4375	0.294
09:00 - 09:30	6	4375	0.175	6	4375	0.114	6	4375	0.289
09:30 - 10:00	6	4375	0.137	6	4375	0.126	6	4375	0.263
10:00 - 10:30	6	4375	0.229	6	4375	0.210	6	4375	0.439
10:30 - 11:00	6	4375	0.213	6	4375	0.190	6	4375	0.403
11:00 - 11:30	6	4375	0.278	6	4375	0.286	6	4375	0.564
11:30 - 12:00	6	4375	0.210	6	4375	0.244	6	4375	0.454
12:00 - 12:30	6	4375	0.457	6	4375	0.819	6	4375	1.276
12:30 - 13:00	6	4375	0.518	6	4375	0.640	6	4375	1.158
13:00 - 13:30	6	4375	0.686	6	4375	0.792	6	4375	1.478
13:30 - 14:00	6	4375	0.804	6	4375	0.366	6	4375	1.170
14:00 - 14:30	6	4375	0.488	6	4375	0.282	6	4375	0.770
14:30 - 15:00	6	4375	0.187	6	4375	0.187	6	4375	0.374
15:00 - 15:30	6	4375	0.152	6	4375	0.240	6	4375	0.392
15:30 - 16:00	6	4375	0.152	6	4375	0.133	6	4375	0.285
16:00 - 16:30	6	4375	0.069	6	4375	0.130	6	4375	0.199
16:30 - 17:00	6	4375	0.019	6	4375	0.080	6	4375	0.099
17:00 - 17:30	6	4375	0.019	6	4375	0.240	6	4375	0.259
17:30 - 18:00	6	4375	0.019	6	4375	0.099	6	4375	0.118
18:00 - 18:30	6	4375	0.011	6	4375	0.084	6	4375	0.095
18:30 - 19:00	6	4375	0.008	6	4375	0.027	6	4375	0.035
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			5.364			5.385			10.749

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

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

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

	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	6	4375	0.015	6	4375	0.000	6	4375	0.015
07:30 - 08:00	6	4375	0.072	6	4375	0.000	6	4375	0.072
08:00 - 08:30	6	4375	0.152	6	4375	0.000	6	4375	0.152
08:30 - 09:00	6	4375	0.198	6	4375	0.019	6	4375	0.217
09:00 - 09:30	6	4375	0.122	6	4375	0.019	6	4375	0.141
09:30 - 10:00	6	4375	0.080	6	4375	0.008	6	4375	0.088
10:00 - 10:30	6	4375	0.057	6	4375	0.030	6	4375	0.087
10:30 - 11:00	6	4375	0.008	6	4375	0.034	6	4375	0.042
11:00 - 11:30	6	4375	0.038	6	4375	0.042	6	4375	0.080
11:30 - 12:00	6	4375	0.019	6	4375	0.030	6	4375	0.049
12:00 - 12:30	6	4375	0.038	6	4375	0.038	6	4375	0.076
12:30 - 13:00	6	4375	0.042	6	4375	0.046	6	4375	0.088
13:00 - 13:30	6	4375	0.042	6	4375	0.046	6	4375	0.088
13:30 - 14:00	6	4375	0.023	6	4375	0.019	6	4375	0.042
14:00 - 14:30	6	4375	0.011	6	4375	0.008	6	4375	0.019
14:30 - 15:00	6	4375	0.023	6	4375	0.030	6	4375	0.053
15:00 - 15:30	6	4375	0.004	6	4375	0.015	6	4375	0.019
15:30 - 16:00	6	4375	0.011	6	4375	0.015	6	4375	0.026
16:00 - 16:30	6	4375	0.004	6	4375	0.080	6	4375	0.084
16:30 - 17:00	6	4375	0.008	6	4375	0.069	6	4375	0.077
17:00 - 17:30	6	4375	0.000	6	4375	0.206	6	4375	0.206
17:30 - 18:00	6	4375	0.000	6	4375	0.091	6	4375	0.091
18:00 - 18:30	6	4375	0.000	6	4375	0.065	6	4375	0.065
18:30 - 19:00	6	4375	0.004	6	4375	0.027	6	4375	0.031
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:			0.971			0.937			1.908

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

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

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

	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	6	4375	0.015	6	4375	0.008	6	4375	0.023
07:30 - 08:00	6	4375	0.038	6	4375	0.004	6	4375	0.042
08:00 - 08:30	6	4375	0.133	6	4375	0.023	6	4375	0.156
08:30 - 09:00	6	4375	0.206	6	4375	0.004	6	4375	0.210
09:00 - 09:30	6	4375	0.133	6	4375	0.000	6	4375	0.133
09:30 - 10:00	6	4375	0.030	6	4375	0.008	6	4375	0.038
10:00 - 10:30	6	4375	0.008	6	4375	0.008	6	4375	0.016
10:30 - 11:00	6	4375	0.000	6	4375	0.011	6	4375	0.011
11:00 - 11:30	6	4375	0.019	6	4375	0.000	6	4375	0.019
11:30 - 12:00	6	4375	0.011	6	4375	0.004	6	4375	0.015
12:00 - 12:30	6	4375	0.004	6	4375	0.004	6	4375	0.008
12:30 - 13:00	6	4375	0.011	6	4375	0.004	6	4375	0.015
13:00 - 13:30	6	4375	0.011	6	4375	0.004	6	4375	0.015
13:30 - 14:00	6	4375	0.000	6	4375	0.004	6	4375	0.004
14:00 - 14:30	6	4375	0.027	6	4375	0.004	6	4375	0.031
14:30 - 15:00	6	4375	0.004	6	4375	0.023	6	4375	0.027
15:00 - 15:30	6	4375	0.000	6	4375	0.015	6	4375	0.015
15:30 - 16:00	6	4375	0.008	6	4375	0.038	6	4375	0.046
16:00 - 16:30	6	4375	0.008	6	4375	0.034	6	4375	0.042
16:30 - 17:00	6	4375	0.000	6	4375	0.103	6	4375	0.103
17:00 - 17:30	6	4375	0.008	6	4375	0.198	6	4375	0.206
17:30 - 18:00	6	4375	0.000	6	4375	0.091	6	4375	0.091
18:00 - 18:30	6	4375	0.000	6	4375	0.061	6	4375	0.061
18:30 - 19:00	6	4375	0.004	6	4375	0.023	6	4375	0.027
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:			0.678			0.676			1.354

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

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

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

	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	6	4375	0.030	6	4375	0.008	6	4375	0.038
07:30 - 08:00	6	4375	0.110	6	4375	0.004	6	4375	0.114
08:00 - 08:30	6	4375	0.286	6	4375	0.023	6	4375	0.309
08:30 - 09:00	6	4375	0.404	6	4375	0.023	6	4375	0.427
09:00 - 09:30	6	4375	0.255	6	4375	0.019	6	4375	0.274
09:30 - 10:00	6	4375	0.110	6	4375	0.015	6	4375	0.125
10:00 - 10:30	6	4375	0.065	6	4375	0.038	6	4375	0.103
10:30 - 11:00	6	4375	0.008	6	4375	0.046	6	4375	0.054
11:00 - 11:30	6	4375	0.057	6	4375	0.042	6	4375	0.099
11:30 - 12:00	6	4375	0.030	6	4375	0.034	6	4375	0.064
12:00 - 12:30	6	4375	0.042	6	4375	0.042	6	4375	0.084
12:30 - 13:00	6	4375	0.053	6	4375	0.050	6	4375	0.103
13:00 - 13:30	6	4375	0.053	6	4375	0.050	6	4375	0.103
13:30 - 14:00	6	4375	0.023	6	4375	0.023	6	4375	0.046
14:00 - 14:30	6	4375	0.038	6	4375	0.011	6	4375	0.049
14:30 - 15:00	6	4375	0.027	6	4375	0.053	6	4375	0.080
15:00 - 15:30	6	4375	0.004	6	4375	0.030	6	4375	0.034
15:30 - 16:00	6	4375	0.019	6	4375	0.053	6	4375	0.072
16:00 - 16:30	6	4375	0.011	6	4375	0.114	6	4375	0.125
16:30 - 17:00	6	4375	0.008	6	4375	0.171	6	4375	0.179
17:00 - 17:30	6	4375	0.008	6	4375	0.404	6	4375	0.412
17:30 - 18:00	6	4375	0.000	6	4375	0.183	6	4375	0.183
18:00 - 18:30	6	4375	0.000	6	4375	0.126	6	4375	0.126
18:30 - 19:00	6	4375	0.008	6	4375	0.050	6	4375	0.058
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.649			1.612			3.261

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

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

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

	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	6	4375	0.206	6	4375	0.019	6	4375	0.225
07:30 - 08:00	6	4375	0.617	6	4375	0.008	6	4375	0.625
08:00 - 08:30	6	4375	1.139	6	4375	0.088	6	4375	1.227
08:30 - 09:00	6	4375	1.356	6	4375	0.175	6	4375	1.531
09:00 - 09:30	6	4375	0.903	6	4375	0.259	6	4375	1.162
09:30 - 10:00	6	4375	0.541	6	4375	0.270	6	4375	0.811
10:00 - 10:30	6	4375	0.499	6	4375	0.411	6	4375	0.910
10:30 - 11:00	6	4375	0.411	6	4375	0.400	6	4375	0.811
11:00 - 11:30	6	4375	0.461	6	4375	0.480	6	4375	0.941
11:30 - 12:00	6	4375	0.362	6	4375	0.408	6	4375	0.770
12:00 - 12:30	6	4375	0.648	6	4375	1.070	6	4375	1.718
12:30 - 13:00	6	4375	0.758	6	4375	0.888	6	4375	1.646
13:00 - 13:30	6	4375	1.006	6	4375	0.983	6	4375	1.989
13:30 - 14:00	6	4375	0.975	6	4375	0.575	6	4375	1.550
14:00 - 14:30	6	4375	0.644	6	4375	0.427	6	4375	1.071
14:30 - 15:00	6	4375	0.331	6	4375	0.476	6	4375	0.807
15:00 - 15:30	6	4375	0.263	6	4375	0.446	6	4375	0.709
15:30 - 16:00	6	4375	0.232	6	4375	0.434	6	4375	0.666
16:00 - 16:30	6	4375	0.164	6	4375	0.648	6	4375	0.812
16:30 - 17:00	6	4375	0.061	6	4375	0.560	6	4375	0.621
17:00 - 17:30	6	4375	0.061	6	4375	1.326	6	4375	1.387
17:30 - 18:00	6	4375	0.030	6	4375	0.625	6	4375	0.655
18:00 - 18:30	6	4375	0.019	6	4375	0.450	6	4375	0.469
18:30 - 19:00	6	4375	0.027	6	4375	0.217	6	4375	0.244
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:			11.714			11.643			23.357

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.*