

Huyton Trade Park

21/10/2022

Reference number GB01T20E53.2PROJ.11020624

SITE OPERATIONAL MANAGEMENT PLAN (OMP)



SYSTRA

HUYTON TRADE PARK

SITE OPERATIONAL MANAGEMENT PLAN (OMP)

IDENTIFICATION TABLE

Client/Project owner	Derwent Development Management Ltd.
Project	Huyton Trade Park
Study	Site Operational Management Plan (OMP)
Date	21/10/2022
Reference number	GB01T20E53.2PROJ.11020624

Version	Name		Date
1	Author	Joshua Bell	06/07/2022
	Checked by	Terence Dale	07/07/2022
	Approved by	Terence Dale	07/07/2022
2	Author	Joshua Bell	20/10/2022
	Checked by	Terence Dale	21/10/2022
	Approved by	Terence Dale	21/10/2022

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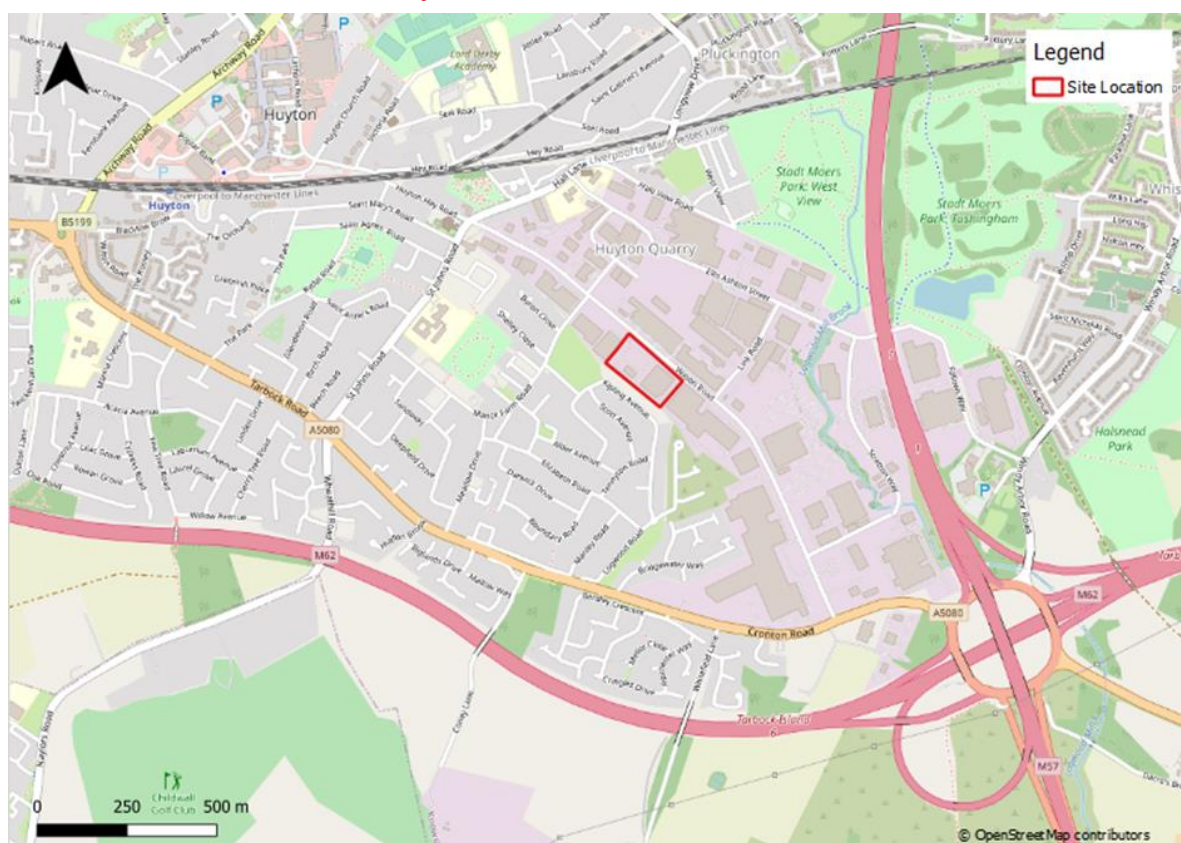
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1. INTRODUCTION

1.1 Background

- 1.1.1 The development at Wilson Road, Huyton comprises of 7,740sqm of principally B2 industrial units ranging in size from 115sqm to 1,048sqm. The site is located on land within the greater Huyton Business Park and access, from Wilson Road, is located approximately 950m to the north of the junction with Cronton Road. Cronton Road, in turn, forms a junction with the M62 (J6) and M57, some 1.1km distant from the site.

Figure 1. Site Location Plan



- 1.1.2 Being primarily of a B2 land use classification, it is anticipated that occupiers of the units will be of involved with general industrial and trade uses, typically including small scale manufacturing, engineering, production, and machine construction or repair. As such the vehicles likely to access the development will be smaller, box type goods vehicles, and employee and visitor cars; hence, the site arrangement and car parking is principally a reflection of these needs. Nonetheless, the arrival of larger, maximum legal HGV cannot be discounted. Consequently, SYSTRA Ltd. has been commissioned to prepare an Operational Management Plan (OMP).
- 1.1.3 The purpose of this OMP is to ensure that adequate measures are put in place to manage traffic movements on site and the parking requirements associated with the operation of the development, so as to facilitate free movement and reduce the potential for impacts on the external road network.
- 1.1.4 Importantly, the OMP is an evolving document which shall be reviewed and updated on a regular basis; a suggested schedule for a review and update is provided in **Section 3**.

1.2 OMP Scope

- 1.2.1 This OMP is a long-term plan to be used to manage the operational needs of traffic entering and leaving the development; this includes the parking requirements for loading and unloading. The plan sets out the following information, bearing in mind that the occupants/tenants are yet to be identified:

- Forecast, daily traffic moments and profiles;
- HGV, OGV and Light vehicle proportions;
- Loading and unloading provisions;
- General car parking provisions;
- Cycle and motorcycle parking provisions;
- Vehicle swept path analysis; and
- Potential issues and their management.

1.3 Site layout

- 1.3.1 The site is comprised of two blocks of units, the southern block contains units A1-15 and the northern block contains units B1-B9. Parking is located across the site to serve various needs such as standard car parking, van parking, accessible parking and cycle parking. There is a service yard in the area between units A11-12 and units B1-2, a second service yard and turning circle is located outside units B6-7. The existing Howdens site is located to the north of the site and its access will be retained. An indicative site layout plan is provided in **Appendix A**.
- 1.3.2 Access to the existing site is provided via two access/egress points off Wilson Road. One of these is located to the north of Block 1, and the other is located to the north of Block 2 and the Seedbed. It is proposed to retain these two access points, whereby access to units A1-A15 and B1-5 will be via the southern access and units B6-B9 will be via the northern access; there is no intention to provide a through route, albeit a gate is indicated on the masterplan, located adjacent to Units B5 and B9.
- 1.3.3 The design of the junction to the north will be retained with modifications to the kerbs to fit with the new car parking, while the junction to the south will be retained as existing, HGV's can safely access/egress the site as shown in **Appendix B**.
- 1.3.4 For units A1-10 HGVs are expected to unload parallel to the units, whereas for the remaining units HGVs will unload perpendicular to the units.

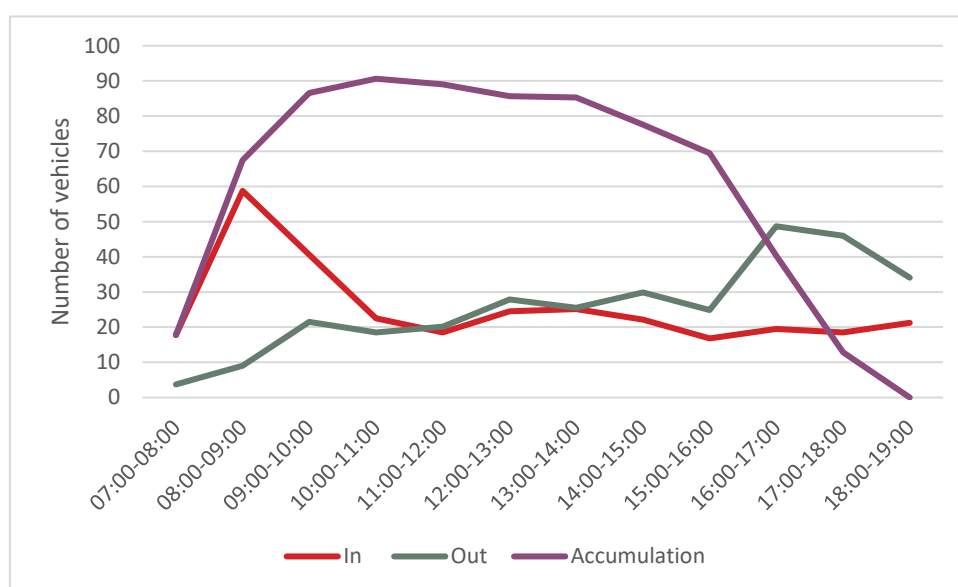
1.4 Parking accumulation analysis

- 1.4.1 It is important to ensure that the parking provision of the proposed development is adequate to cover the demand generated by the proposed development and any reasonable use from the wider site. SYSTRA has undertaken a parking accumulation exercise to determine the maximum forecast number of vehicles that could be expected to be parked during any one hour period; the analysis is explored in further detail in this section.
- 1.4.2 Given the nature of the development, it is anticipated the units will likely follow traditional working patterns, however, the application seeks consent for 24 hour use of the units. This notwithstanding, the typical arrival and departure profile of the land use has been derived from the TRICS database, which will likely overestimate the daytime trips; due to the 24 hour use there will be an element of peak spreading not accounted for in the TRICS analysis. As a result, this analysis represents a robust assessment of the parking demand.

Car

- 1.4.3 **Figure 2** shows the car arrival and departure profile across a weekday. As can be seen, the majority of trips are in the AM and PM peak periods; however, the maximum forecast accumulation of cars in the car park is shown not to exceed 91. This is comfortably below the 144 standard car parking spaces that will be provided, hence no issues associated with parking hesitation are anticipated.

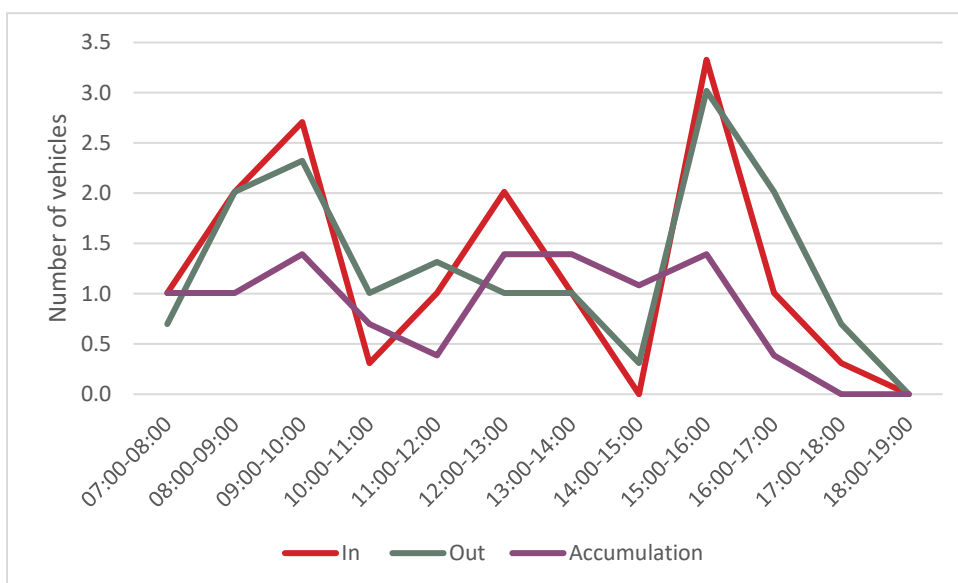
Figure 2. Car Arrival and Departure Profile



Other Goods Vehicle (OGV)

- 1.4.4 **Figure 3** shows the OGV arrival and departure profile across a typical weekday. As can be seen, there are fewer than 7 two-way trips in any given hour and the maximum accumulation is between 1 and 2 across the day. Each of the 24 units has an area directly outside for loading and unloading to take place. For units A1-10 loading / unloading is expected to be completed by parking parallel to the units so access to the remainder of the site is not impeded, as shown in **Appendix B**; this limits the number of units that can be serviced at any one time. This notwithstanding, the predicted number of HGVs is forecast to be low. Further, OGVs are defined by TRICS as all heavy goods vehicles (HGVs), therefore, the nature and axle weight of vehicles will vary and are not necessarily all legal maximum 16.5m articulated vehicles; rather, the number of maximum legal vehicles is anticipated to be low.

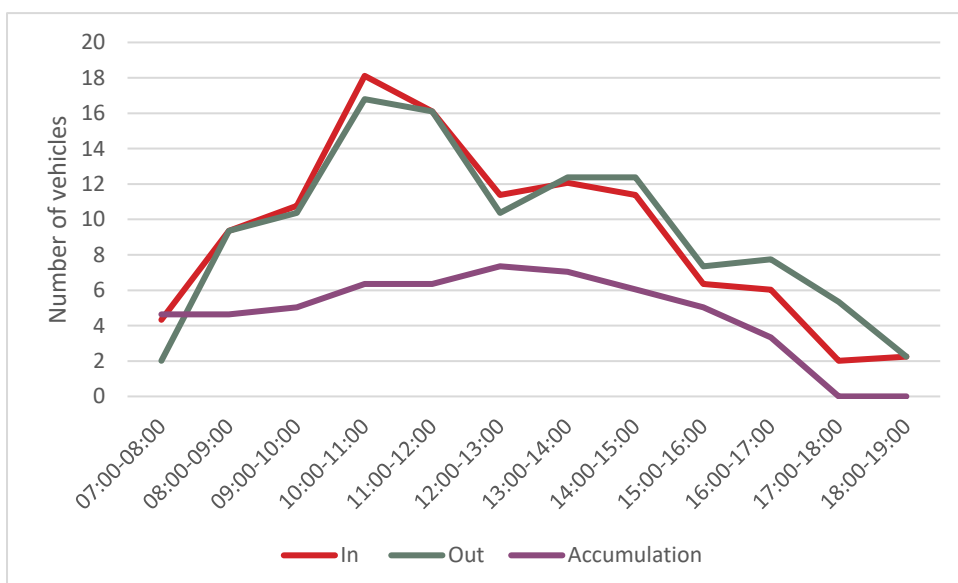
Figure 3. OGV Arrival and Departure Profile



Light Goods Vehicle (LGV)

- 1.4.5 LGVs are defined as vehicles weighing less than 3.5t; the arrival and departure profile for these vehicles is shown in Figure 4. As shown, the maximum accumulation of LGVs in the site is fewer than 8 throughout the day. This equates to less than half of the 24 units having LGVs servicing them at any one time.
- 1.4.6 With regards to good vehicles, therefore, the maximum accumulation across the day is forecast to be in the order of 9, albeit it is recognised that the period 10:00 – 11:00 sees 18 goods vehicle arrivals and 17 departures; suggesting the requirement for 18 goods vehicle parking spaces. There is provision for 13 van parking spaces on the site, however, it is appreciated some vehicles will be loading and unloading adjacent to roller shutter doors of each unit (of which there are 24) rather than using the van bays.

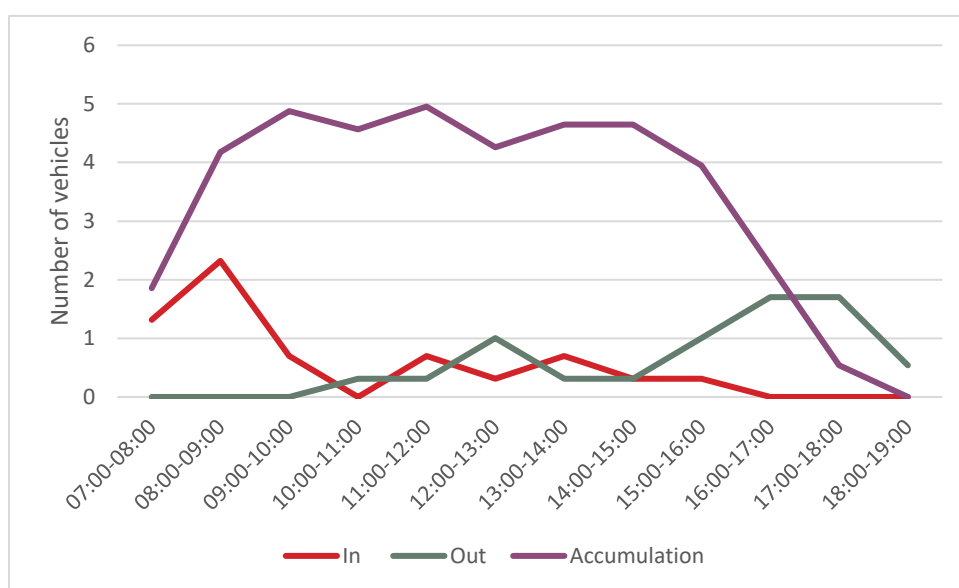
Figure 4. LGV Arrival and Departure Profile



Bicycle

- 1.4.7 **Figure 5** shows the arrival and departure profiles for bicycles, there are forecast to be few cycle trips in each hourly period; however, the implementation of travel planning measures will seek to encourage and increase travel by active modes. The maximum accumulation of bicycles is 5, comfortably below the total parking provision of 22 spaces. With the Travel Plan initiatives this is expected to treble, bringing the maximum accumulation to 15 which is still below the total parking provision. Parking usage and capacity will be monitored at regular intervals and more will be provided if necessary.

Figure 5. Bicycle Arrival and Departure Profile



Motorcycle

- 1.4.8 The data derived from the TRICS database and applied to the quantum of development only forecasts motorcycle trips between 12:00 and 14:00, in these periods less than one trip is forecast. Therefore, it can be concluded that the quantum of motorcycle parking is appropriate for the proposed development.

1.5 Wider site

- 1.5.1 The proposed development will share access points with existing units which are to be retained; therefore, it is important to assess parking provision across the wider site area to ensure adequacy. For this analysis the site has been split into the 4 areas shown in **Figure 6**. The floorspaces and parking for each area are presented in **Table 1**, for clarity the table refers to standard bays only; van, disabled and sub-station parking bays are excluded from the figures. Floorspaces for the existing units to be retained have been estimated using Google Earth, an assumption has been made that none of these units have mezzanine space; the number of spaces for these units has been estimated from a previous site plan.

Figure 6. Site areas



Table 1. Floorspace and parking

	AREA	FLOORSPACE	PARKING STANDARDS (MAXIMUM)	EXISTING PARKING	PROPOSED PARKING
Retained	Area 1	11,500	240	123	
Proposed	Area 2	4,250	89		75
Proposed	Area 3	3,490	73		69
Retained	Area 4	3,500	73	68	
Total		22,740	474	191	144
Total			474	335	
<i>*Numbers may not add due to rounding</i>					

- 1.5.1 As can be seen, the overall parking allocations, when considered across the site, are significantly below the Knowsley Borough Council maximum parking standards.

Maximum accumulation

- 1.5.2 As detailed, to evaluate if the proposed parking spaces are sufficient for the land use SYSTRA has undertaken a car parking accumulation exercise to determine the maximum forecast number of vehicles that could be expected to be parked during any one hour period.
- 1.5.3 In line with the earlier analysis, **Table 2** refers to standard bays only; van, disabled and sub-station parking bays are excluded.

Table 2. Car park accumulation exercise

ACCESS POINT	AREA	EXISTING AND PROPOSED PARKING	MAXIMUM ACCUMULATION	VARIANCE
South	Area 1	123	135	-12
	Area 2	75	50	+25
	Total	198	185	+13
North	Area 3	69	41	+28
	Area 4	68	41	+27
	Total	137	82	+55
Total		335	266	+69
<i>*Numbers may not add due to rounding</i>				

- 1.5.4 As can be seen from the analysis, Area 1 has a greater demand than has capacity, however the excess demand can be readily accommodated by the parking provision in Area 2. As such, when considered in its entirety the site has sufficient parking provision to cater for demand and there will be no requirements for external, on-street parking.
- 1.5.5 As detailed earlier, the application seeks consent for 24 hour use of the units, therefore, an element of peak spreading would be expected that cannot be accounted for in the TRICS analysis. As a result, this analysis is considered a robust approach.
- 1.5.6 It is important to note that this application does not seek to remove any parking from the existing units that are to be retained, and that the proposed development would not impede the operation of the existing retained units, the proposed development would not require parking outside of that being provided as part of this application.

1.6 Travel Plan

- 1.6.1 The Travel Plan (TP) submitted to accompany the planning application will encourage colleagues to travel sustainably and consider their transport options. In accordance with policy objectives at national and local levels, the TP formalises a strategy to promote access by public transport, walking, cycling and car sharing; thereby, reducing reliance upon single occupancy travel by private car.
- 1.6.2 The aims and objectives of the TP include:
- Minimising travel by private car where practically possible, to achieve fewer trips from the development than would otherwise have been the case;
 - Reducing effects of development-based traffic on emissions, noise, visual intrusion and road traffic accidents;
 - Encouraging car sharing, particularly amongst those colleagues that reside close to each other;

- The promotion and encouragement of cycling as a healthy and safe form of private transport;
- The promotion of public transport use; and
- The promotion of the TP itself and its specific measures to raise awareness of the overall benefits of using sustainable modes of transport.

1.6.3 The operator of the site will appoint a Travel Plan Coordinator (TPC) for a period of five years post opening, with the contact details of the TPC being provided to KBC prior to occupation. The TPC will be responsible for the implementation, communication, and management of the overall aims and objectives of the TP, which is an overarching strategy covering all of the proposed units, including:

- Overseeing the development and implementation of the TP;
- Raising awareness of the TP through effective information campaigns to promote the TP;
- Acting as the point of liaison with external organisations, i.e. KBC, transport operators etc.;
- Assistance with co-ordinating any necessary surveys; and
- Promotion of the TP through effective communication at all levels.

1.6.4 It is not proposed to appoint an individual Travel Plan Co-ordinator (TPC) for each of the units as the size, nature and level of staffing will be such that the implementation of initiatives to meet with the targets and objectives stipulated within the Travel Plan will be more effective on a development wide basis. However, it is anticipated that a Travel Plan Representative will be nominated by each occupier as part of their lease agreements. The representative will act as a point of contact for the TPC to relay and implement Travel Plan initiatives within the individual company.

1.6.5 The TP includes a mix of 'soft' and 'hard' measures to influence travel to and from the development, such as the promotion of car sharing through an internal car sharing database, distribution of a Travel Information Pack detailing the travel options available, and installation of cycle parking for use by colleagues. The full range of measures can be found in the TP Action Plan, (appendix D).

1.6.6 Mode share targets have been set and a monitoring schedule to monitor the progress of the TP against these. The TP will be reviewed on an ongoing basis with surveys undertaken in years 1, 3 and 5 following occupation of the site. Following the monitoring, additional measures may be implemented if the TPC deems it necessary to further influence travel behaviours.

1.7 Swept Path Analysis

1.7.1 As noted earlier, HGVs can safely access/egress the development in a forward gear, and this is shown in **Appendix B**. Albeit uncommon for the development, the swept path analysis was undertaken using a legal maximum 16.5m articulated vehicle.

1.7.2 The swept path analysis shows that:

- Vehicles can utilise the existing access points;
- Vehicles can manoeuvre around the development; and
- Vehicles can safely access each unit without over sailing parking spaces;

1.8 Issues

Access/Egress

- 1.8.1 Notwithstanding the above, the analysis shows that two maximum legal vehicles cannot pass each other when entering / exiting the site. This has the potential to lead to vehicles waiting for a short time on Wilson Road.

Loading and Unloading

- 1.8.2 In the unlikely event that two 16.5m HGVs are loading opposite each other, in the central area, other larger vehicles would be unable to pass. This could lead to delays internal to the site and could lead to other vehicles backing up towards the access points.
- 1.8.3 The likelihood of these scenarios occurring is very low, as evidenced by the arrival and departure profiles presented earlier in the document; nonetheless, the identification and implementation of measures to manage such incidents is prudent.

1.9 Measures

Loading and Unloading

- 1.9.1 As a requirement of their lease, each tenant will be required to manage their deliveries, particularly those requiring maximum legal HGV, such that the movement of other vehicles is not impeded. In this regard, loading and unloading via larger vehicles will likely be parallel to individual units. Where access to those and other units is taken, vehicles will be required to wait in an appropriate location until such time as access can be gained.

Access/Egress

- 1.9.2 With regard to the access/egress points, vehicles leaving the development will be required to give way to vehicles making an inbound trip. This will avoid the albeit unlikely potential for HGV to stack back to the highway.

General Parking

- 1.9.3 Car parking has been provided in line with Knowsley Borough Council standards. The need for car parking will, nonetheless, be minimised through the application of travel planning measures and the achievement of modal shift targets. As such, the availability of car parking stock will be maintained, as shown in Figure 2. The likelihood of parking spaces being blocked, either car parking or for deliveries, is minimal; nonetheless, such instances will be required to be reported to the TPC to enable evaluation and the formulation of process to limit or avoid such events; e.g., if car parking / OGV parking is blocked drivers will, in the first instance, be directed to the nearest available suitable parking area.

1.10 Document Status

- 1.10.1 As discussed, This OMP is intended to be a 'live' document which can be continuously updated when the details and requirements of occupiers change over time. As such, SYSTRA would recommend that the OMP be retained in an editable 'Word' document format, with all subsequent amendment and updates recorded, and the document re-issued with 'tracked changes', in addition to a 'clean' version of the revised document.

2. MONITORING

2.1 Introduction

- 2.1.1 The TPC will be the main contact for travel and transport related queries or issues and SYSTRA would recommend that the TPC also oversees the OMP. The TPC contact details will be provided to all occupiers at opening, alongside copies of the TP and OMP. It is anticipated that each Travel Plan Representative, for each unit, will be the main point of contact for logging issues, however, all staff will be provided with the TPC contact details via the Travel Plan.
- 2.1.2 Occupiers will be required to monitor and log any issues with vehicular movement on the site as they occur. Issues will be logged to the TPC who will keep a database of issues and distribute information to all occupiers , along with potential solutions.
- 2.1.3 Colleague travel surveys will be distributed to all occupiers annually for the first three years post occupation, and again after 5 years. The survey will include questions relating to operational management and perceived issues. The TPC will discuss the issues with the development operator with a view to managing the problems and associated risks.
- 2.1.4 The OMP will be updated and revised in accordance with the schedule and information presented in **Section 3**, all issues and solutions will be included in an updated document to be distributed to occupiers.

3. OMP SCHEDULE OF UPDATES & REVIEWS

3.1 OMP Updates

- 3.1.1 This OMP is a 'live' document and will require to be updated to reflect the latest details of the occupiers on site and their associated operations when further details become available, or when the details within this OMP change. Changes to this document should be accompanied by a Log of the amendments made and the date of the revision. The amended document should be in a 'Microsoft Word' document format and issued with 'tracked changes' in addition to a 'clean' version of the revised document.
- 3.1.2 It is noted that the TPC will send regular updates to all occupiers for the TP initiatives and any OMP updates can be included as part of these emails / newsletters. OMP updates should only be sent when necessary, as to not inundate occupiers with information.

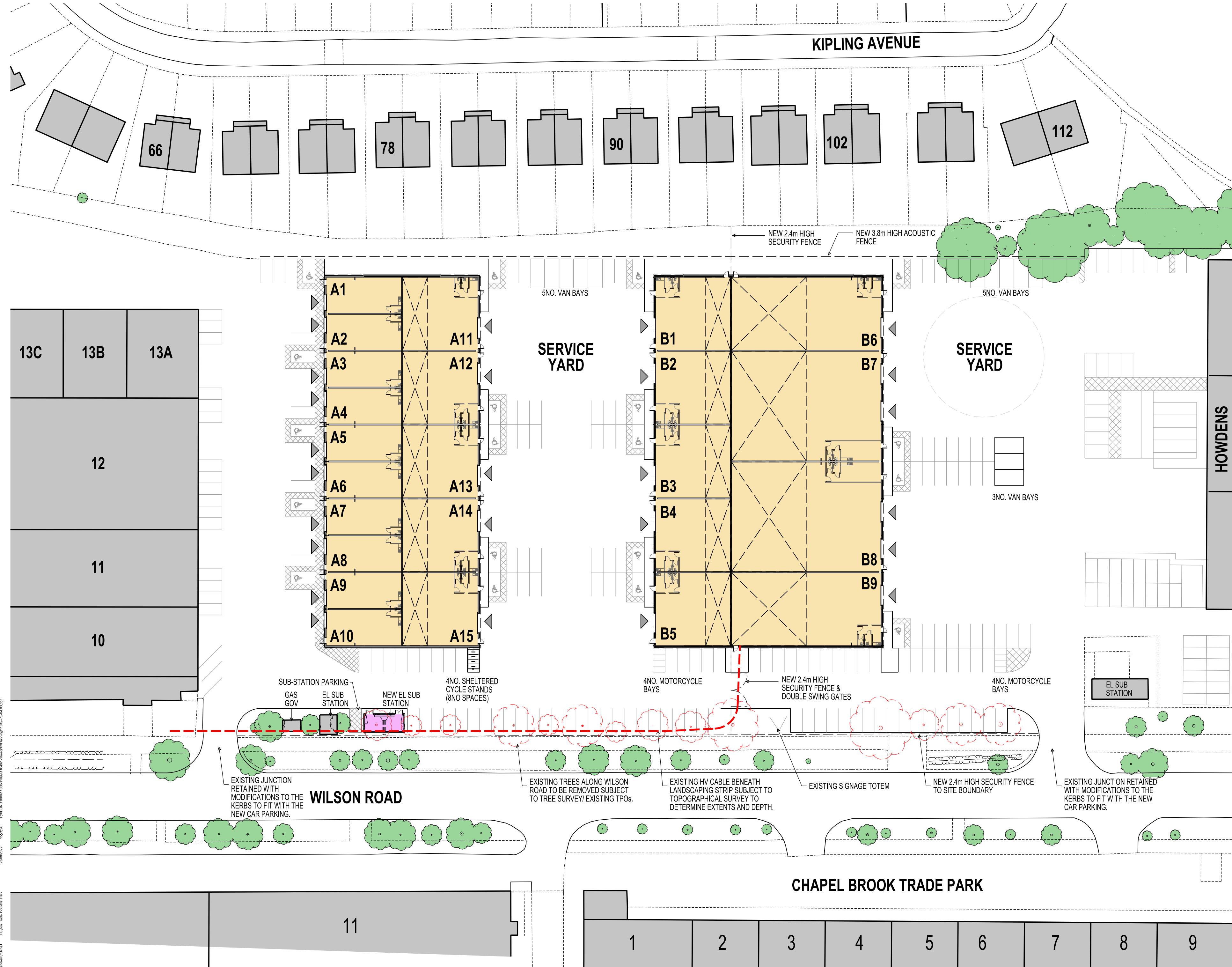
3.2 OMP Reviews

- 3.2.1 The schedule below provides the trigger points at which a review of the OMP may be required. Other reviews could be undertaken by the Management Company at any other times as required.

Table 3. OMP Review Schedule

Trigger Points	
1	New occupiers
2	Annually for first 3 years post-occupation
3	Again at 5 years post-occupation

APPENDIX A – SITE PLAN



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SITE SPECIFIC HAZARDS

IN ACCORDANCE WITH THE REQUIREMENTS OF THE CDM REGULATIONS 2015 THE FOLLOWING SIGNIFICANT RESIDUAL HAZARDS HAVE NOT BEEN DESIGNED OUT OF THIS PROJECT AND MUST BE TAKEN INTO CONSIDERATION BY CONTRACTORS PLANNING TO UNDERTAKE THE WORKS SHOWN ON THIS DRAWING:

SCALE 1:500

0m 5 10 15 20 25 30

GROSS INTERNAL AREA SCHEDULE (sq.ft/sq.m)			
UNIT	GROUND	MEZZANINE	TOTAL
A1	1,237.5 / 115	N/A	1,237.5 / 115
A2	1,237.5 / 115	N/A	1,237.5 / 115
A3	1,237.5 / 115	N/A	1,237.5 / 115
A4	1,237.5 / 115	N/A	1,237.5 / 115
A5	1,237.5 / 115	N/A	1,237.5 / 115
A6	1,237.5 / 115	N/A	1,237.5 / 115
A7	1,237.5 / 115	N/A	1,237.5 / 115
A8	1,237.5 / 115	N/A	1,237.5 / 115
A9	1,237.5 / 115	N/A	1,237.5 / 115
A10	1,237.5 / 115	N/A	1,237.5 / 115
A11	2,525 / 234	828 / 77	3,353 / 311
A12	2,525 / 234	828 / 77	3,353 / 311
A13	2,525 / 234	828 / 77	3,353 / 311
A14	2,525 / 234	828 / 77	3,353 / 311
A15	2,525 / 234	828 / 77	3,353 / 311
B1	2,500 / 232	828 / 77	3,328 / 309
B2	2,500 / 232	828 / 77	3,328 / 309
B3	2,500 / 232	828 / 77	3,328 / 309
B4	2,500 / 232	828 / 77	3,328 / 309
B5	2,500 / 232	828 / 77	3,328 / 309
B6	5,000 / 465	2,500 / 232	7,500 / 697
B7	7,500 / 697	3,778 / 351	11,278 / 1,048
B8	7,500 / 697	3,778 / 351	11,278 / 1,048
B9	5,000 / 465	2,500 / 232	7,500 / 697
TOTAL	62,500 / 5,804	20,836 / 1,936	83,336 / 7,740

PARKING SCHEDULE	
STANDARD BAYS	144
ACCESSIBLE BAYS	19
VAN BAYS	13
SP NETWORKS PARKING SPACE	1
TOTAL	177
CYCLE SPACES (INTERNAL)	14
CYCLE SPACES (EXTERNAL)	8
TOTAL	22
MOTORCYCLE SPACES	8

E 23.07.22 BLOCK A UPDATED AM
D 08.07.22 EXISTING CAR PARKING AMENDED. CMP
C 07.07.22 HIGHWAYS ACCESS AMENDED. CMP
B 22.06.22 SUB-STATION ADDED AM
A 14.06.22 PROPOSED PLANS & ACOUSTIC FENCE AJP
UPDATED

REV.	DATE	NOTES	INIT.

CLIENT / PROJECT

DERWENT ESTATES

HUYTON INDUSTRIAL ESTATE, LIVERPOOL

DRAWING TITLE

PROPOSED SITE PLAN

STATUS

PLANNING

DATE	DRAWN	SCALE @ A2
24.05.22	DB	1:500

PROJECT NUMBER	STAGE	UNIT / BLOCK	TYPE & NUMBER	REVISION LETTER
11049	PL	X	L03	E

DRAWING NO.

Site Location Plans	L	GA Plans	P	Elevations	E
Sections	S	Details	D	Prefix Colour	C

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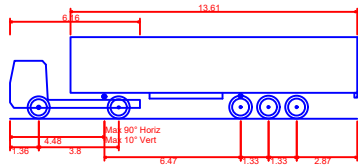
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APPENDIX B – SWEPT PATH ANALYSIS



NOTES

- 1. Do not scale from this drawing.
- 2. All dimensions are in metres unless otherwise stated.



FTA Design Articulated Vehicle (2016)
Overall Length 16.480m
Overall Width 2.550m
Overall Body Height 3.870m
Min Body Ground Clearance 0.515m
Max Track Width 2.470m
Look to lock time 3.00s
Kerb to Kerb Turning Radius 6.600m

Rev.	Date	Revision details	Drawn	Checked	Approved

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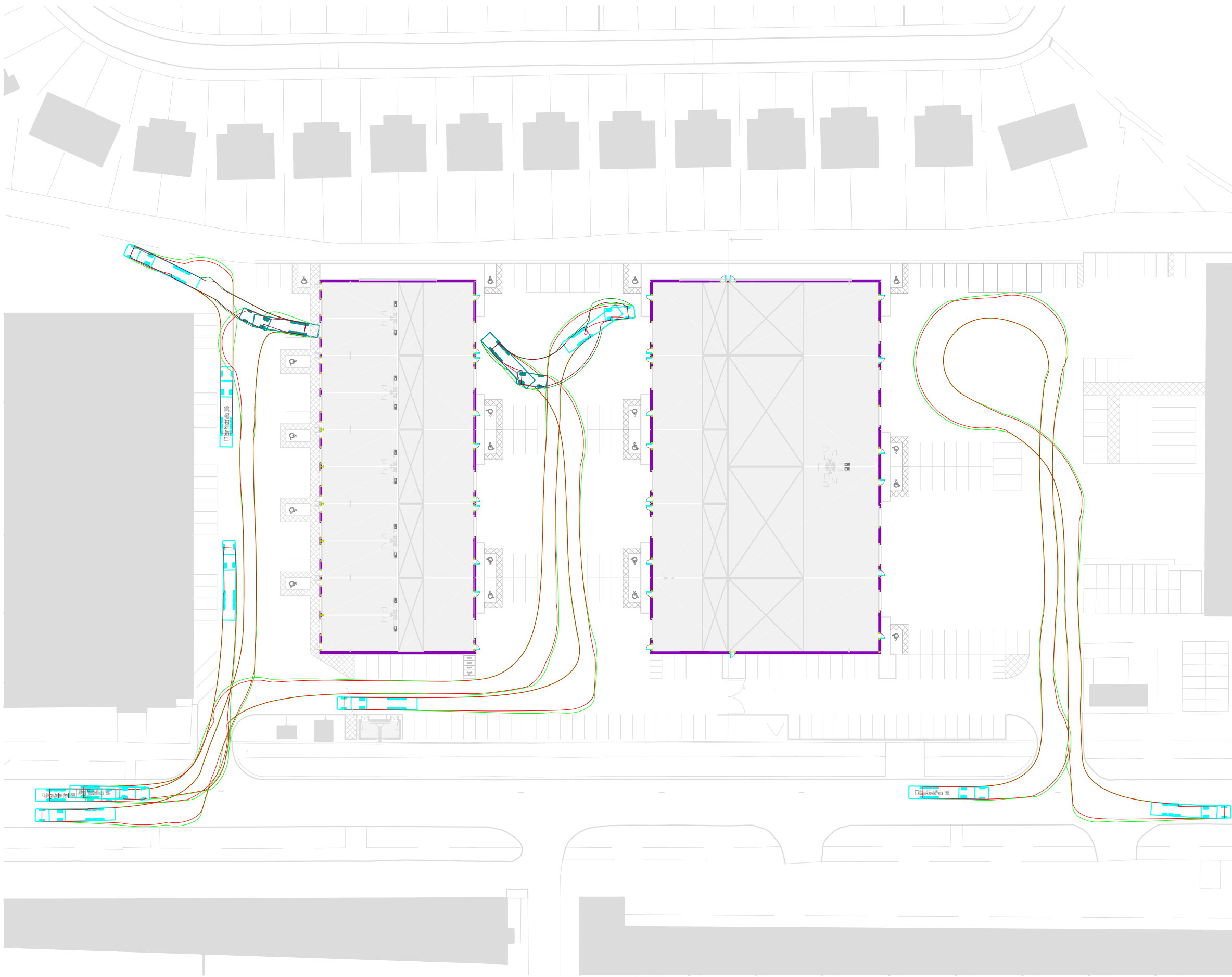
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Client
DERWENT ESTATES

Project
HUYTON INDUSTRIAL ESTATE
LIVERPOOL

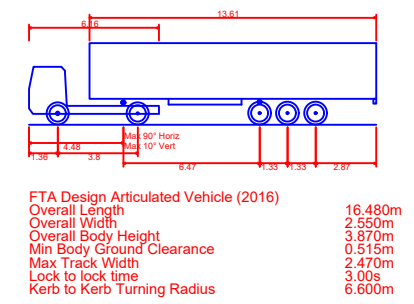
Title
SWEEP PATH ANALYSIS
OPTION 2
SHEET 1 OF 3

Drawn MB	Checked JB	Approved TD
Original dtp. size A3	Date 26.08.22	Scale NTS
Drawing Status INFORMATION	Drawing Number 20E53-SK-SPA-01	Rev. P01



NOTES

1. Do not scale from this drawing.
2. All dimensions are in metres unless otherwise stated.



FTA Design Articulated Vehicle (2016)
Overall Length 16.480m
Overall Width 2.550m
Overall Body Height 3.870m
Min Body Ground Clearance 0.515m
Max Track Width 2.470m
Lock to lock time 3.00s
Kerb to Kerb Turning Radius 6.600m

Rev.	Date	Revision details	Drawn	Checked	Approved

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Client
DERWENT ESTATES

Project
HUYTON INDUSTRIAL ESTATE
LIVERPOOL

Title
SWEEP PATH ANALYSIS
OPTION 2
SHEET 2 OF 3

Drawn MB	Checked JB	Approved TD
Original dtp. size A3	Date 26.08.22	Scale NTS
Drawing Status INFORMATION	Drawing Number 20E53-SK-SPA-02	Rev. P01

APPENDIX C – TRICS OUTPUTS

Calculation Reference: AUDIT-700703-220706-0708

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
	WG WOKINGHAM	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	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: 4083 to 9200 (units: sqm)
 Range Selected by User: 4000 to 10000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 26/06/18

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:

Wednesday	1 days
Thursday	1 days
Friday	2 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	4
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This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	2
Development Zone	1
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:

Not Known 4 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®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	1 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
125,001 to 250,000	2 days
250,001 to 500,000	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	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	1 days
No	3 days

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

PTAL Rating:

No PTAL Present	4 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	EX-02-B-02	BUSINESS PARK	ESSEX
	WYNCOLLS ROAD		
	COLCHESTER		
	SEVERALLS INDUSTRIAL PK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4083 sqm	
	Survey date: FRIDAY	18/05/18	Survey Type: MANUAL
2	LN-02-B-02	BUSINESS PARK	LINCOLNSHIRE
	CARDINAL CLOSE		
	LINCOLN		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	5000 sqm	
	Survey date: THURSDAY	25/06/15	Survey Type: MANUAL
3	WG-02-B-02	BUSINESS PARK	WOKINGHAM
	WHARFEDALE ROAD		
	READING		
	WINNERSH		
	Edge of Town		
	Development Zone		
	Total Gross floor area:	4775 sqm	
	Survey date: FRIDAY	20/11/15	Survey Type: MANUAL
4	WY-02-B-02	BUSINESS PARK	WEST YORKSHIRE
	ARMITAGE BRIDGE		
	HUDDERSFIELD		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	9200 sqm	
	Survey date: WEDNESDAY	23/04/14	Survey Type: MANUAL

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

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	4	5765	0.299	4	5765	0.082	4	5765	0.381
08:00 - 09:00	4	5765	0.911	4	5765	0.269	4	5765	1.180
09:00 - 10:00	4	5765	0.724	4	5765	0.460	4	5765	1.184
10:00 - 11:00	4	5765	0.542	4	5765	0.486	4	5765	1.028
11:00 - 12:00	4	5765	0.464	4	5765	0.486	4	5765	0.950
12:00 - 13:00	4	5765	0.494	4	5765	0.512	4	5765	1.006
13:00 - 14:00	4	5765	0.494	4	5765	0.512	4	5765	1.006
14:00 - 15:00	4	5765	0.434	4	5765	0.551	4	5765	0.985
15:00 - 16:00	4	5765	0.356	4	5765	0.468	4	5765	0.824
16:00 - 17:00	4	5765	0.343	4	5765	0.755	4	5765	1.098
17:00 - 18:00	4	5765	0.269	4	5765	0.672	4	5765	0.941
18:00 - 19:00	3	4619	0.303	3	4619	0.469	3	4619	0.772
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.633			5.722			11.355

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:	4083 - 9200 (units: sqm)
Survey date date range:	01/01/13 - 26/06/18
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	4	5765	0.000	4	5765	0.000	4	5765	0.000
08:00 - 09:00	4	5765	0.000	4	5765	0.000	4	5765	0.000
09:00 - 10:00	4	5765	0.017	4	5765	0.017	4	5765	0.034
10:00 - 11:00	4	5765	0.013	4	5765	0.013	4	5765	0.026
11:00 - 12:00	4	5765	0.000	4	5765	0.000	4	5765	0.000
12:00 - 13:00	4	5765	0.000	4	5765	0.004	4	5765	0.004
13:00 - 14:00	4	5765	0.000	4	5765	0.000	4	5765	0.000
14:00 - 15:00	4	5765	0.000	4	5765	0.000	4	5765	0.000
15:00 - 16:00	4	5765	0.009	4	5765	0.009	4	5765	0.018
16:00 - 17:00	4	5765	0.000	4	5765	0.000	4	5765	0.000
17:00 - 18:00	4	5765	0.000	4	5765	0.000	4	5765	0.000
18:00 - 19:00	3	4619	0.000	3	4619	0.000	3	4619	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.039			0.043			0.082

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
 OGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	4	5765	0.013	4	5765	0.009	4	5765	0.022
08:00 - 09:00	4	5765	0.026	4	5765	0.026	4	5765	0.052
09:00 - 10:00	4	5765	0.035	4	5765	0.030	4	5765	0.065
10:00 - 11:00	4	5765	0.004	4	5765	0.013	4	5765	0.017
11:00 - 12:00	4	5765	0.013	4	5765	0.017	4	5765	0.030
12:00 - 13:00	4	5765	0.026	4	5765	0.013	4	5765	0.039
13:00 - 14:00	4	5765	0.013	4	5765	0.013	4	5765	0.026
14:00 - 15:00	4	5765	0.000	4	5765	0.004	4	5765	0.004
15:00 - 16:00	4	5765	0.043	4	5765	0.039	4	5765	0.082
16:00 - 17:00	4	5765	0.013	4	5765	0.026	4	5765	0.039
17:00 - 18:00	4	5765	0.004	4	5765	0.009	4	5765	0.013
18:00 - 19:00	3	4619	0.000	3	4619	0.000	3	4619	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.190			0.199			0.389

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
 PSVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	4	5765	0.000	4	5765	0.000	4	5765	0.000
08:00 - 09:00	4	5765	0.000	4	5765	0.000	4	5765	0.000
09:00 - 10:00	4	5765	0.000	4	5765	0.000	4	5765	0.000
10:00 - 11:00	4	5765	0.000	4	5765	0.000	4	5765	0.000
11:00 - 12:00	4	5765	0.000	4	5765	0.000	4	5765	0.000
12:00 - 13:00	4	5765	0.000	4	5765	0.000	4	5765	0.000
13:00 - 14:00	4	5765	0.000	4	5765	0.000	4	5765	0.000
14:00 - 15:00	4	5765	0.000	4	5765	0.000	4	5765	0.000
15:00 - 16:00	4	5765	0.004	4	5765	0.004	4	5765	0.008
16:00 - 17:00	4	5765	0.000	4	5765	0.000	4	5765	0.000
17:00 - 18:00	4	5765	0.000	4	5765	0.000	4	5765	0.000
18:00 - 19:00	3	4619	0.000	3	4619	0.000	3	4619	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.004			0.008

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
CYCLISTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	4	5765	0.017	4	5765	0.000	4	5765	0.017
08:00 - 09:00	4	5765	0.030	4	5765	0.000	4	5765	0.030
09:00 - 10:00	4	5765	0.009	4	5765	0.000	4	5765	0.009
10:00 - 11:00	4	5765	0.000	4	5765	0.004	4	5765	0.004
11:00 - 12:00	4	5765	0.009	4	5765	0.004	4	5765	0.013
12:00 - 13:00	4	5765	0.004	4	5765	0.013	4	5765	0.017
13:00 - 14:00	4	5765	0.009	4	5765	0.004	4	5765	0.013
14:00 - 15:00	4	5765	0.004	4	5765	0.004	4	5765	0.008
15:00 - 16:00	4	5765	0.004	4	5765	0.013	4	5765	0.017
16:00 - 17:00	4	5765	0.000	4	5765	0.022	4	5765	0.022
17:00 - 18:00	4	5765	0.000	4	5765	0.022	4	5765	0.022
18:00 - 19:00	3	4619	0.000	3	4619	0.007	3	4619	0.007
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.086			0.093			0.179

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
CARS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	4	5765	0.230	4	5765	0.048	4	5765	0.278
08:00 - 09:00	4	5765	0.759	4	5765	0.117	4	5765	0.876
09:00 - 10:00	4	5765	0.525	4	5765	0.278	4	5765	0.803
10:00 - 11:00	4	5765	0.291	4	5765	0.239	4	5765	0.530
11:00 - 12:00	4	5765	0.239	4	5765	0.260	4	5765	0.499
12:00 - 13:00	4	5765	0.317	4	5765	0.360	4	5765	0.677
13:00 - 14:00	4	5765	0.325	4	5765	0.330	4	5765	0.655
14:00 - 15:00	4	5765	0.286	4	5765	0.386	4	5765	0.672
15:00 - 16:00	4	5765	0.217	4	5765	0.321	4	5765	0.538
16:00 - 17:00	4	5765	0.252	4	5765	0.629	4	5765	0.881
17:00 - 18:00	4	5765	0.239	4	5765	0.594	4	5765	0.833
18:00 - 19:00	3	4619	0.274	3	4619	0.440	3	4619	0.714
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.954			4.002			7.956

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
 LGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	4	5765	0.056	4	5765	0.026	4	5765	0.082
08:00 - 09:00	4	5765	0.121	4	5765	0.121	4	5765	0.242
09:00 - 10:00	4	5765	0.139	4	5765	0.134	4	5765	0.273
10:00 - 11:00	4	5765	0.234	4	5765	0.217	4	5765	0.451
11:00 - 12:00	4	5765	0.208	4	5765	0.208	4	5765	0.416
12:00 - 13:00	4	5765	0.147	4	5765	0.134	4	5765	0.281
13:00 - 14:00	4	5765	0.156	4	5765	0.160	4	5765	0.316
14:00 - 15:00	4	5765	0.147	4	5765	0.160	4	5765	0.307
15:00 - 16:00	4	5765	0.082	4	5765	0.095	4	5765	0.177
16:00 - 17:00	4	5765	0.078	4	5765	0.100	4	5765	0.178
17:00 - 18:00	4	5765	0.026	4	5765	0.069	4	5765	0.095
18:00 - 19:00	3	4619	0.029	3	4619	0.029	3	4619	0.058
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.423			1.453			2.876

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
MOTOR CYCLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	4	5765	0.000	4	5765	0.000	4	5765	0.000
08:00 - 09:00	4	5765	0.000	4	5765	0.000	4	5765	0.000
09:00 - 10:00	4	5765	0.000	4	5765	0.000	4	5765	0.000
10:00 - 11:00	4	5765	0.000	4	5765	0.000	4	5765	0.000
11:00 - 12:00	4	5765	0.000	4	5765	0.000	4	5765	0.000
12:00 - 13:00	4	5765	0.004	4	5765	0.000	4	5765	0.004
13:00 - 14:00	4	5765	0.000	4	5765	0.004	4	5765	0.004
14:00 - 15:00	4	5765	0.000	4	5765	0.000	4	5765	0.000
15:00 - 16:00	4	5765	0.000	4	5765	0.000	4	5765	0.000
16:00 - 17:00	4	5765	0.000	4	5765	0.000	4	5765	0.000
17:00 - 18:00	4	5765	0.000	4	5765	0.000	4	5765	0.000
18:00 - 19:00	3	4619	0.000	3	4619	0.000	3	4619	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.004			0.008

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 D – ACTION PLAN

ACTION	COMMENT	RESPONSIBILITY	TIMESCALE
Appoint Travel Plan Coordinator	Person responsible for management of the TP	Operator	Pre-commencement
Initial Travel Survey	To be used to identify the site-specific modal split and to amend targets accordingly	TPC	TBC
A review of the TP every year, with surveys in years 1, 3 and 5	A review of the TP performance will be undertaken every year by the TPC	TPC in liaison with KBC	Annually, from the date of the Initial Travel Survey
TP remedial measures	Set of non-financial measures should modal share target not be met	TPC in liaison with Operator / KBC	Ongoing – linked to monitoring and review process
Car parking provision is to be appropriate for the development	To ensure there will be no issues with indiscriminate parking	Operator	At opening
Provision of cycle parking	Each element of the development will incorporate cycle parking in the vicinity of the entrances to buildings.	Operator	At opening
Provision of mess facilities for colleagues	Facilities to reduce the need to travel during the working day (e.g. for lunch)	Operator	At opening
Colleague TP notice boards	Placed at prominent locations with details of local cycle routes, car sharing initiatives, public transport & upcoming local / national travel events / initiatives	Operator to install / TPC to post & maintain information	Prior to occupation & ongoing
Smarter Travel Information Leaflet	Distributed to all colleagues with route maps, timetables and information on relevant websites / literature promoting travel awareness	Operator / TPC	At opening and ongoing
Investigate feasibility of discounted cycle & equipment purchase	The Cycle2Work salary sacrifice scheme will be promoted to all colleagues by the TPC.	Operator to consider. TPC to advise	Investigate prior to opening
Promotion of external car sharing schemes	The TPC and Travel Plan Representatives will encourage all colleagues to register with Liftshare	Operator/ TPC	Upon commencement of employment & on-going updates, where necessary
Seek to reduce store carbon footprint	Dedicated electric vehicle parking bays with charging facilities will be provided in the customer car park.	Operator	At opening

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