

Land Between Villiers Road & Penrhyn Road, Knowsley



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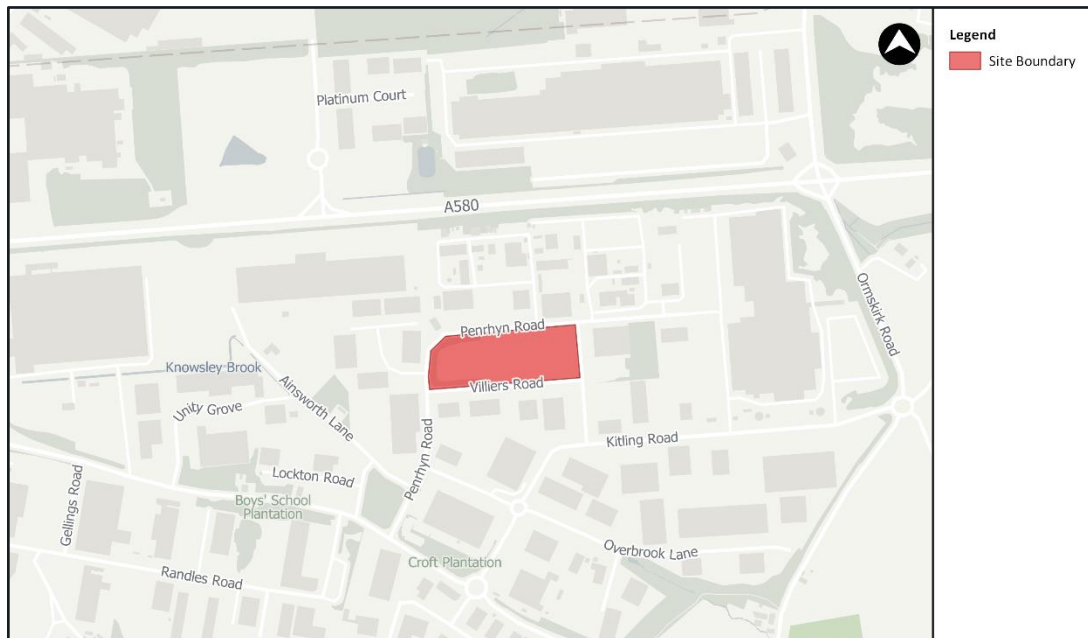
- A Architects Drawings**
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1 Introduction

Background

- 1.1 This Transport Assessment (TA) has been produced by Steer on behalf of Pembury Developments Limited to support an outline application for industrial/warehouse facilities on the land at Penrhyn Road, Knowsley. The site location is illustrated in Figure 1.1.
- 1.2 The site is currently vacant but seeks development comprising the erection of a new building for Class E (industrial), B2 general industrial and B8 storage/distribution including ancillary office, landscaping, yards, access points off Villiers Road, car parking, and cycle parking.

Figure 1.1: Site Location Plan



Pre-Application Engagement

- 1.3 Scoping discussions were held with Knowsley Metropolitan Borough Council prior to the submission of this application in December 2021. The dialogue and responses to the pre-application discussions have helped inform the content of this report.

Report Structure

- 1.4 This TA has been divided into six chapters, of which this Introduction forms the first. The remaining chapters are as follows:
 - **Chapter Two** details the site's existing transport conditions and surrounding transport network;
 - **Chapter Three** details the planning policy and guidance relevant to the development proposals;

- **Chapter Four** details the development proposals and provides proposed parking levels, pedestrian access provisions, arrangements for cyclists and vehicle access provisions;
- **Chapter Five** details the number of person and vehicle trips generated by the proposed development; and
- **Chapter Six** provides concluding remarks to this Transport Assessment.

2 Baseline Conditions

Introduction

- 2.1 This chapter examines the existing baseline transport conditions in the vicinity of the development site, inclusive of:

- The existing site conditions;
- The local highway network;
- The public transport provisions; and
- Pedestrian and cyclist access.

Existing Site Conditions

- 2.2 The site is located on land between Penrhyn Road and Villiers Road, as illustrated in Figure 1.1. The site is currently vacant, with no structures on site. The site is located within an Industrial Zone known as Knowsley Business Park.

Local Highway Network

- 2.3 Penrhyn Road and Villiers Road are both two-way unclassified local access roads. Villiers Road runs along the southern and eastern boundaries of the site and provides access to Penrhyn Road via priority give-way T-junctions. Penrhyn Road runs along the northern boundary of the site and continues round and along the eastern site boundary, providing a north-south route to School Lane (B5194).
- 2.4 School Lane (B5194) is accessed from Penrhyn Road via a priority give-way T-junction, has a 40mph speed limit, and runs east-west between junction four of the M57 and Knowsley Lane (B5202).
- 2.5 The M57 provides a strategic route around Liverpool City Centre and connects to the UK's wider motorway network including the M62. The B5202, is a local route provide access to the A580 to the north of the site. Given the nature of the proposed development, it is assumed that most vehicles will utilise the site's direct connectivity to the M57 to arrive/depart from the area.

Road Safety Analysis

- 2.6 This section provides a summary of the baseline accidents and casualties that have recently occurred within vicinity of the proposed site. The severity classification for accidents and casualties is detailed as follows:
- **Fatal:** includes only those cases where death occurs in less than 30 days as a result of the accident. Fatal does not include death from natural causes or suicide.
 - **Serious:** examples are fractures, internal injury, severe cuts, crushing, burns (excluding friction burns), concussion, severe general shock requiring hospital treatment, detention

in hospital as an in-patient (either immediately or later), injuries to casualties who die 30 or more days after the accident from injuries sustained in that accident.

- **Slight:** examples are sprains that do not necessarily require medical treatment, neck whiplash injury bruises, slight cuts and slight shock requiring roadside attention.

- 2.7 The criterion used to identify a potential accident cluster site requires that there are at least four personal injury accidents in a three-year period within a 400m diameter. For the purposes of this analysis the centre of any cluster was assumed to be the location of an accident.
- 2.8 Accident analysis has been based on CrashMap data available in the public domain for the period 1 January 2016 to 31 December 2020. This is the most recent complete five-year calendar period for which data was available at the time the assessment was completed. Note that CrashMap data cannot provide details of causation for the incidents (only the date, type of mode and number of vehicles involved).
- 2.9 A summary of results within an approximate 1km radius (as the crow flies) from the proposed site access are detailed in Table 2.1.

Table 2.1: Road Safety Analysis

Severity	Volume of incidents 2016-2020 within proximity of site	Approximate Location
Fatal	0	-
Serious	1	Junction of Penrhyn Road and School Lane
Slight	0	-
TOTAL	1	

- 2.10 One serious incident took place within approximately 350m southwest of the site at the junction of Penrhyn Road and School lane (B5194), involving two cars, in 2016. No other incidents were found within the study area, indicating that there are no clusters of accidents, and therefore there is no direct correlation between highway design and poor highway safety.

Public Transport

Local Buses

- 2.11 The nearest bus stops to the site are Kitling Road (located on School Lane (B5194)), approximately 450m walking distance to the south of the site. The stops provide access to five bus routes, in either direction (east or west) with the bus stops located opposite each other. A summary of the bus services, including key destinations served, is detailed in Table 2.2.

Table 2.2: Local Bus Services

Bus Service	Destination(s)	Weekday Peak Hour Frequency
3	Halewood Shopping Centre - Huyton Industrial Estate	1 (AM Only)
3A	Liverpool John Lennon Airport - Huyton Industrial Estate	1 (AM Only)
14B	Kirkby, Tower Hill - Liverpool City Centre	1
227	Kirkby Civic Centre - Huyton Bus Station	2
899	Page Moss - Kirkby Admin - Page Moss Circuit	1

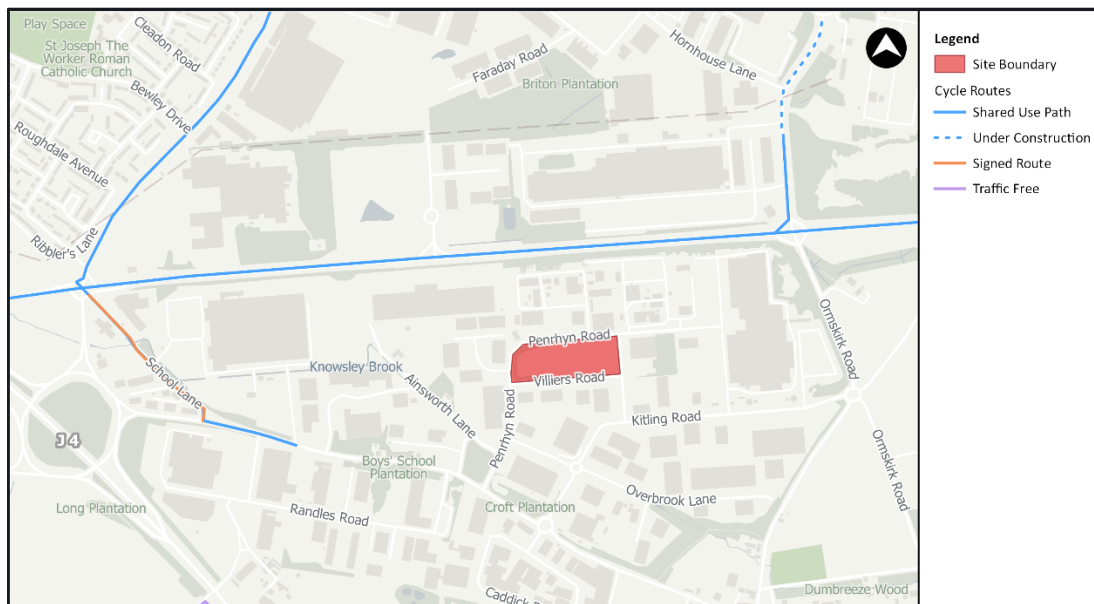
National Rail

- 2.12 Kirkby station is the nearest railway station to the site, located approximately five kilometres northwest of the site. This is beyond a suitable walking distance for site users; however, the journey can be completed in approximately 19 minutes by cycle. In addition, bus services 14B, 227 and 899 all provide access to the site in approximately 30 minutes from the Kitling Road bus stops.
- 2.13 Kirkby station is located on both the Merseyrail and Northern networks, providing frequent services into Liverpool City Centre and to Wigan.

Pedestrian & Cycle Access

- 2.14 Pedestrians are able to access the site via Penrhyn Road and Villiers Road, which provides continuous footways on either side of the carriageway, as well as a number of informal crossing points at key junctions.
- 2.15 Cyclists can use National Cycle Network Route 862 to access School Lane (B5194). From this route, cyclists will be able to utilise the carriageways of School Lane (B5194), Penrhyn Road and Villiers Road to access the site.
- 2.16 Figure 2.1 illustrates the cycle network serving the site.

Figure 2.1: Cycle Network Serving the Site



3 Policy Context

Introduction

- 3.1 This Transport Assessment (TA) considers the relevant national and local planning policy and best practice guidance applicable to the development.

National Policy

- 3.2 The National Planning Policy Framework (NPPF) was published in February 2019. At the heart of the Framework is a presumption in favour of sustainable development. Paragraph 108 of the revised NPPF states that in assessing applications for development, it should be ensured that:
- Appropriate opportunities to promote sustainable transport modes can be, or have been, taken up, given the type of development and its location;
 - Safe and suitable access to the site can be achieved for all users; and
 - Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
- 3.3 Paragraph 109 states that “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”.
- 3.4 In accordance with national policy, it is considered that the development proposals outlined in this application are sustainable as local bus, walking, and cycling routes are within easy reach of the site, giving visitors and employees alike several sustainable transport options to travel to/from the site. The impacts on the highway as discussed later in this report are not significant.

Local Policy

Knowsley Local Plan: Core Strategy (2016)

- 3.5 The Core Strategy of the Local Plan will set the strategic framework for the growth and development of Knowsley up to 2028 and beyond. It sets out how and where new development and regeneration should take place and therefore promotes, guides and manages the future developments of the borough. The Core Strategy also shapes the investment plans of the Council and other public, voluntary and private sector organisations.
- 3.6 The Core Strategy provides the strategic context for other planning policy documents, including other parts of the Local Plan. The Core Strategy also includes site allocations for areas to be removed from the Green Belt to meet future development needs, referred to as ‘Sustainable Urban Extensions’.

3.7 The Strategy for Knowsley aims to make Knowsley ‘The Borough of Choice’, with a sustainable and diverse population, living in successful suburban townships that provide a sense of place and community. The vision states that, ‘By 2023, Knowsley will have:

- Attractive, sustainable neighbourhoods with a wide choice of housing and excellent community facilities;
- Vibrant and welcoming town centres;
- Residents and local communities who are able to make positive lifestyle choices;
- High quality employment areas which help to drive economic growth in the Liverpool City Region;
- Narrowed the gap in deprivation levels both between different parts of the borough and between Knowsley and elsewhere.’

Supplementary Planning Document: Ensuring a Choice of Travel

3.8 Knowsley Council published guidance as a Supplementary Planning Document (SPD) to show how development can satisfy the requirements of accessibility policies contained within Knowsley’s Core Strategy. Its purpose is to assist developers in ensuring that their proposals are accessible, promote sustainable travel patterns and minimise the congestion and pollution caused by vehicles. The main objective of the SPD is to ensure a good choice of travel modes to all new development.

3.9 Within the SPD, **Policy T6** seeks that ‘Proposals for new development should provide or be served by a good choice of modes of travel appropriate to the scale and nature of the development, as follows:

- Cycle parking facilities in accordance with the Council’s minimum standards;
- Car parking facilities which do not exceed the Council’s maximum standards;
- Parking facilities for the less mobile, delivery and other service vehicles within the site in accordance with the Council’s minimum standards; and
- Safe and convenient vehicular access to and from the highway and within the site.

3.10 The maximum parking standards detailed within the SPD are provided in Table 3.1 below for the relevant land uses that this application covers.

Table 3.1: Maximum Car Parking Standards

Land Use Classification	Maximum Car Parking Standard	Applicable Disabled Parking Requirements
B1	1 space per 30m ²	Individual bays for each disabled employee plus 2 bays or 5% of total capacity whichever is greater.
B2	1 space per 45m ²	Individual bays for each disabled employee plus 2 bays or 5% of total capacity whichever is greater.
B8	1 space per 100m ²	Individual bays for each disabled employee plus 2 bays or 5% of total capacity whichever is greater.

3.11 The minimum cycle parking standard detailed within the SPD are provided in Table 3.2 below for the relevant land uses that this application covers.

Table 3.2: Minimum Cycle Parking Standards

Land Use Classification	Minimum Bicycle Parking Standard	Minimum Motorcycle Parking Standard
B1	1 space per 300m ²	1 space per 750m ²
B2	1 space per 450m ²	1 space per 1,000m ²
B8	1 space per 850m ²	1 space per 2,000m ²

4 Development Proposals

Overview

- 4.1 This chapter summarises the transport aspects of the development proposals, which includes the following information:

- Quantum and type of land use;
- Proposed access arrangements by future users;
- Car and cycle parking provisions; and
- Arrangements for waste.

Land Use Proposals

- 4.2 The development proposals seek permission for Class E land use, as shown below:

Table 4.1: Proposed Land Use Quantum

Land Use	Proposed GIA (m ²)
Class E / B2 / B8	9,941

- 4.3 In addition to the above land uses, the remainder of the site will be occupied by supporting space, including landscaping, car, and cycle parking facilities, as well as the sites service yard - providing space for articulated vehicle manoeuvring. The proposed site layout is presented at **Appendix A**.

Vehicular Access

- 4.4 Two new site accesses will be established as part of the development proposals. Firstly, the southern entrance from Villiers Road will provide access to the site's car-park and main building entrance. The site entrance is designed as a priority give-way T-junction. The existing site entrance on Villiers Road will be stopped up and returned to footway.
- 4.5 Secondly the eastern entrance will provide access to the sites service yard, including the loading docks of the unit. The eastern entrance will be gated and utilised by authorised vehicles only, predominantly 16.5m articulated vehicles. The site entrance has been designed so that two vehicles can pass each other, however it is considered rare for a vehicle to be entering and exiting the site at the same time.
- 4.6 Both entrances will be subject to agreeing suitable Section 278 works, which are to be negotiated during the determination period of this application.
- 4.7 Visibility assessments from both of the proposed site accesses, as well as tracking of the eastern entrance and service yard operation are provided at **Appendix B**.

Car Parking Provision

Maximum Standards

- 4.8 To encourage sustainable travel to and from the site, a balanced level of employee/visitor car-parking is proposed on site. Due to the flexible nature of the proposed development land uses, a combination of assessments has been undertaken to determine the ideal car parking provision for the site.
- 4.9 As the site will be predominantly utilised as warehousing space, it is considered that the most appropriate assessment of parking provisions would be to calculate the maximum level of parking utilising the B8 standard presented in Table 3.1. This would equate to the provision of 99 spaces.
- 4.10 If the site was assessed against the B2 standard presented in Table 3.1, then the provision would be approximately 221 parking spaces. This level of provision is considered not appropriate for the proposed uses and is in excess of requirements for operation.
- 4.11 Note that the Class E provision within this development is considered ancillary to the B2/B8 facilities and therefore is not an appropriate standard to be applied for this development.

Sensitivity Analysis

- 4.12 To provide validation of the parking numbers, sensitivity analysis utilising metrics pertained within the *Employment Densities Guide, 2nd Edition (2010)* has been undertaken. The analysis has considered the density guidance figures for the number of full-time employees (FTE) per square metre of development floorspace. Table 4.2 details the density metrics applied, and the number of likely FTE in each land use scenario.

Table 4.2: Employment Densities Guide, 2nd Edition - FTE per m² by Land Use

Land Use	Density Guidance	Number of FTE (if 100% of land use)
B2	*1 FTE per 39m ²	243
B8	1 FTE per 70m ²	135

*Note: variation in B2 guidance provides a range of densities from 18m² and 60m². Therefore, 36m² has been utilised as a median value.

- 4.13 Using the values presented in Table 4.2, it is possible to calculate the likely number of cars that will attend the site by applying the modal share value for car drivers, in this case **56.3%** which is taken from the 2011 census journey to work information (see Section 5 for further details). Table 4.3 presents the likely number of car-drivers in each land use scenario.

Table 4.3: Number of Car Drivers by Employment Density & Modal Share

Land Use	Number of FTE (if 100% of land use)	Number of Car Drivers (from applied modal share)
B2	243	137
B8	135	76

- 4.14 From discussions with the client team, it is considered that the development will operate flexibly, but it is likely that the majority of the space will be used as a B8 land use. To provide a flexible approach to the assessment of parking requirements, whilst still ensuring that there is appropriate consideration of each land use an indicative split of 70% B8 land use, and 30% B2

land use has been applied to the proposed floor area. As such, we have applied a further factoring to the values presented in Table 4.3 to calculate an appropriate level of car parking for the site based on the likely number of employees that will drive. The result of this assessment is presented in Table 4.4.

Table 4.4: Estimated Number of Car Drivers, by Land Use (Adjusted) and Modal Share

Land Use	Number of Car Drivers	Total Number of Car Drivers
B2 (30%)	137	41
B8 (70%)	76	53
Total Car Drivers		94

- 4.15 Table 4.4 details that when considering the likely operation of the site against the likely employee density, a total of 94 car parking spaces would be required for the site.

Conclusion

- 4.16 It is proposed that a total of **103 parking spaces** are provided within the site. This is a slight increase on the maximum provision permitted under a wholly B8 scheme, as well as being higher than the number of car drivers that are estimated within the sensitivity analysis. However, when considering the flexible nature of the site, as well as to ensure there is no parking overspill onto surrounding highways, the proposed provision enables a level of flexibility whilst still encouraging sustainable travel to/from the site.
- 4.17 Within the 103 spaces, a total of 5 blue badge parking spaces are provided, meeting the 5% provision required as part of the standards presented in Table 3.1. In addition, 11 spaces will be provided with Electric Vehicle Charging Points (EVCPs) from the outset, with passive provision for EVCPs provided to the remaining spaces for future expansion of electric vehicle charging as necessary.

Pedestrian & Cycle Access

- 4.18 Pedestrians and cyclists will be able to reach the site via the same routes described in Chapter 2 of this report. Upon arrival at the site, pedestrians will enter the site from either the north or the south. If pedestrians are entering via the south (Villiers Road), they will utilise the footway provided on the right hand side of the vehicular access to reach the entrance. This is a step-free route. If pedestrians are entering via the north of the site, they would enter the site via the proposed steps provided from Penrhyn Road to reach the building entrance.
- 4.19 Cyclists will enter the site via the two accesses provided for pedestrians to reach the cycle parking provisions provided directly outside the building entrance. Cyclists will be required to dismount upon reaching the site entrances and wheel their bikes to the cycle parking facilities. If entering via the north, cyclists can utilise the cycle wheel trough provided to wheel their bike down the steps.
- 4.20 No pedestrians or cyclists will be granted access via the eastern gate to the service yard.

Cycle Parking Provisions

- 4.21 It is proposed that **20 cycle parking spaces** are provided for the development. This level of provision is well in excess of the minimum cycle parking standards required by Knowsley Council.

- 4.22 The cycle parking facilities proposed will be in the form of sheltered Sheffield stands, providing ample space for bicycles and adapted cycles too. Cycle parking is provided within the car park, northwest of the proposed building, as illustrated in **Appendix A**.

Waste Storage & Collection

- 4.23 A dedicated waste store is proposed within the service yard of the proposed development, accessed by the eastern entrance. Waste will be collected on a daily basis by private waste contractors. The waste store will provide the following waste storage provisions:
- 2x 1,100l Eurobin for Residual Waste;
 - 2x 1,100l Eurobin for Recyclable Waste;
 - 1x 240l Wheeled bin for Glass Waste;
 - 1x 360l Wheeled bin for Organic Waste;
 - 1x Eurobin Compactor;
 - 1x Glass crusher; and
 - 1x Cardboard baler.

5 Trip Generation & Impact

Overview

- 5.1 This chapter of the Transport Assessment outlines the forecast trip generation of the proposed development for all modes of travel. The appraisal focuses on the weekday morning and evening peak hours which represents the busiest periods along the local highway network as well as the peak traffic generating periods of the employment-related development proposals.

Methodology

Trip Rates

- 5.2 This chapter outlines the approach adopted to determine the forecast peak hour and daily vehicle and person trips associated with the proposed development. TRICS was used to ascertain the total person trip rate for the site, with census data applied to determine the anticipated mode split specific to the local region.
- 5.3 The TRICS database (Version 7.8.1) has been interrogated under land use 'Employment' and sub-categories 'Industrial Estate' and 'Warehousing – Commercial' for comparable sites and total person trip rates have been extracted (including servicing activity).
- 5.4 Trip generation data outputs from TRICS are provided in **Appendix C** to demonstrate the multi modal trip rates for similar sites to the proposed land use. Comparable sites in England, Scotland and Wales (excluding Greater London) were selected for the assessment, with 23 sites identified under the 'Industrial Estate' category and two sites under the 'Warehousing – Commercial' category. **Appendix C** provides full details of each site, however the general selection criteria is detailed as follows:
- Monday-Thursday surveys only;
 - removed 'Edge of Town Centre' sites;
 - removed sites that were within 20 minutes' walk of a rail station;
 - included surveys undertaken within the last decade; and
 - sites with an upper limit of 50,000m² (GFA).

Assessments Undertaken

- 5.5 Two assessments have been undertaken for the proposed development in relation to trip generation. Firstly, an assessment of the total person trips has been undertaken to understand the likely impact of workforce commuting travel on the highway network. Secondly an assessment of the daily vehicle movements has been undertaken to determine the likely vehicle activity associated with the proposed development, including servicing, to ensure the proposed facilities provide appropriate capacity for the proposed operation.

Proposed Development Trip Generation

Total Person Trip Rates

- 5.6 Average person trip rates (per 100 sqm GFA) have been derived from the TRICS database. The proposed trip rates are presented in Table 5.1 and have been applied to the land use quantum of the proposed development to forecast the total person trip generation. The TRICS Outputs can be found at **Appendix C** of this report.
- 5.7 As the development is proposed be flexible in nature, we have assumed an indicative land use split of 70% B8 warehousing and 30% B2 industrial estate uses to forecast the total person trip generation. As further detailed in Chapter 4, the office land use associated with the development is considered ancillary to the proposed development and is therefore not assessed as a standalone trip generating element of the scheme.

Table 5.1: Person Trip Rates (per 100m²)

Time Period	Land Use					
	Industrial Estate (B2)			Warehousing – Commercial (B8)		
	Arrival	Departures	Total	Arrival	Departures	Total
05:00-06:00	0.085	0.01	0.095	0.034	0.024	0.058
06:00-07:00	0.21	0.028	0.238	0.08	0.038	0.118
07:00-08:00	0.173	0.046	0.219	0.12	0.027	0.147
08:00-09:00	0.203	0.08	0.283	0.139	0.043	0.182
09:00-10:00	0.147	0.089	0.236	0.126	0.073	0.199
10:00-11:00	0.121	0.098	0.219	0.055	0.041	0.096
11:00-12:00	0.111	0.108	0.219	0.047	0.069	0.116
12:00-13:00	0.114	0.127	0.241	0.06	0.09	0.150
13:00-14:00	0.142	0.118	0.26	0.16	0.136	0.296
14:00-15:00	0.112	0.144	0.256	0.024	0.098	0.122
15:00-16:00	0.096	0.153	0.249	0.028	0.062	0.090
16:00-17:00	0.104	0.17	0.274	0.049	0.096	0.145
17:00-18:00	0.066	0.199	0.265	0.018	0.081	0.099
18:00-19:00	0.051	0.085	0.136	0.019	0.079	0.098
19:00-20:00	0.15	0.272	0.422	0.018	0.024	0.042
20:00-21:00	0.016	0.109	0.125	0.04	0.032	0.072
Daily Trip Rate (16 hour)	1.901	1.836	3.737	1.017	1.013	2.030

Source: TRICS database (Version 7.8.1) - land use category 'Employment' and sub-categories 'Industrial Estate' and 'Warehousing – Commercial'

- 5.8 The combined land use total person trip generation for both the AM and PM peak times is presented in Table 5.2.

Table 5.2: Total Person Trip Generation Summary

Time Period	Total Person Trips - 70% warehousing; 30% industrial estate		
	Arrivals	Departures	Totals
08:00-09:00	16	6	22
16:00-17:00	7	12	19
Daily Trips (16 hour)	131	129	260

Modal Share*Census Data*

- 5.9 To check the parking standards are appropriate for the land use and quanta proposed, we have evaluated relevant census data on how employees in this area of Knowsley typically travel to work. The selection criteria is detailed as follows:
- Selected Isoa2011:Knowsley 005A, Isoa2011:Knowsley 005B, Isoa2011:Knowsley 005C, Isoa2011:Knowsley 005D, Isoa2011:Knowsley 005E, Isoa2011:Knowsley 005F, Isoa2011:Knowsley 005G; and
 - Applied 'QS701EW - Method of travel to work' 2011 census dataset.
- 5.10 Table 5.3 details the mode share of employee's journeys to work.

Table 5.3: Mode Share

Journey to Work Travel Mode (Census 2011)	Commuter Mode Share*
Metro, Light Rail, Tram	0.2%
Train	4.2%
Bus, Minibus, Coach	11.0%
Taxi	2.7%
Motorcycle, Scooter, Moped	0.4%
Driving a Car or Van	56.3%
Passenger in a Car or Van	8.9%
Bicycle	2.1%
On Foot	13.7%
Other Method of Travel to Work	0.5%
Total	100%

*Note: 'Working from Home' and 'Not in Employment' modes have been excluded from the data selected to provide an accurate assessment.

Total Person Trips

- 5.11 Using the trip rates and modal share outlined above, Table 5.4 presents the total number of person trips forecast for the development.

Table 5.4: Forecast Total Person Trip Generation by Mode of Transport

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (05:00-21:00)		
	In	Out	Total	In	Out	Total	In	Out	Total
Metro, Light Rail, Tram	0	0	0	0	0	0	0	0	0
Train	1	0	1	0	1	1	5	5	10
Bus, Minibus, Coach	2	1	3	1	1	2	14	14	28
Taxi	1	0	1	0	0	0	3	3	6
Motorcycle, Scooter, Moped	0	0	0	0	0	0	1	1	2
Driving a Car or Van	9	3	12	4	7	11	72	72	144
Passenger in a Car or Van	1	1	2	1	1	2	11	11	22
Bicycle	0	0	0	0	0	0	3	3	6
On Foot	2	1	3	1	2	3	17	17	34
Other Method of Travel to Work	0	0	0	0	0	0	1	1	2
Total	16	6	22	7	12	19	127	127	254

5.12 Table 5.4 shows that the development is expected to generate a total of 254 two-way person trips between 05:00 and 21:00, with approximately 22 two-way trips assigned to the AM peak period, of which 12 are expected to occur by vehicles, and 19 to the PM peak period, of which 11 are expected to occur by vehicles.

5.13 The trip generation assessment results demonstrates that there is likely to be minimal impact on the surrounding transport networks, and as such no further assessment is deemed necessary.

Total Vehicular Trip Generation

5.14 The nature of the proposed development will see vehicular trips to and from the site as part of its operation. As such, the TRICS database has been further interrogated to obtain total vehicle trip rates, as well as specific trip rates for LGVs and HGVs. Tables 5.5 to 5.7 show the total vehicle trip rates, LGV trip rates and HGV trip rates respectively. Please note that the LGV value also contains commuting car trips.

Table 5.5: Total Vehicle Trip Rates (per 100m²)

Time Period	Land Use					
	Industrial Estate (B2)			Warehousing – Commercial (B8)		
	Arrival	Departures	Total	Arrival	Departures	Total
05:00-06:00	0.067	0.01	0.077	0.024	0.02	0.044
06:00-07:00	0.132	0.026	0.158	0.046	0.03	0.076
07:00-08:00	0.122	0.038	0.16	0.072	0.018	0.090
08:00-09:00	0.145	0.064	0.209	0.094	0.032	0.126
09:00-10:00	0.107	0.073	0.18	0.077	0.045	0.122
10:00-11:00	0.093	0.077	0.17	0.038	0.034	0.072
11:00-12:00	0.087	0.083	0.17	0.033	0.046	0.079
12:00-13:00	0.087	0.099	0.186	0.034	0.055	0.089
13:00-14:00	0.103	0.089	0.192	0.097	0.073	0.170
14:00-15:00	0.082	0.1	0.182	0.019	0.062	0.081
15:00-16:00	0.071	0.103	0.174	0.023	0.04	0.063
16:00-17:00	0.073	0.127	0.2	0.032	0.058	0.090
17:00-18:00	0.045	0.137	0.182	0.012	0.053	0.065
18:00-19:00	0.033	0.056	0.089	0.013	0.047	0.060
19:00-20:00	0.14	0.212	0.352	0.014	0.014	0.028
20:00-21:00	0.016	0.101	0.117	0.028	0.022	0.050
Daily Trip Rate (16 hour)	1.403	1.395	2.798	0.656	0.649	1.305

Source: TRICS database (Version 7.8.1) - land use category 'Employment' and sub-categories 'Industrial Estate' and 'Warehousing – Commercial'

Table 5.6: HGV Trip Rates (per 100m²)

Time Period	Land Use					
	Industrial Estate (B2)			Warehousing – Commercial (B8)		
	Arrival	Departures	Total	Arrival	Departures	Total
05:00-06:00	0	0.003	0.003	0.016	0.014	0.030
06:00-07:00	0.005	0	0.005	0.034	0.018	0.052
07:00-08:00	0.007	0.006	0.013	0.028	0.017	0.045
08:00-09:00	0.008	0.008	0.016	0.033	0.024	0.057
09:00-10:00	0.012	0.009	0.021	0.043	0.027	0.070
10:00-11:00	0.01	0.01	0.02	0.026	0.022	0.048
11:00-12:00	0.009	0.01	0.019	0.013	0.03	0.043
12:00-13:00	0.011	0.01	0.021	0.01	0.032	0.042
13:00-14:00	0.009	0.009	0.018	0.011	0.023	0.034
14:00-15:00	0.008	0.009	0.017	0.002	0.009	0.011
15:00-16:00	0.009	0.009	0.018	0.013	0.006	0.019
16:00-17:00	0.006	0.007	0.013	0.012	0.006	0.018
17:00-18:00	0.005	0.004	0.009	0.006	0.009	0.015
18:00-19:00	0.003	0.004	0.007	0.001	0.013	0.014
19:00-20:00	0	0	0	0.008	0.01	0.018
20:00-21:00	0	0	0	0.012	0.008	0.020
Daily Trip Rate (16 hour)	0.102	0.098	0.2	0.268	0.268	0.536

Source: TRICS database (Version 7.8.1) - land use category 'Employment' and sub-categories 'Industrial Estate' and 'Warehousing – Commercial'

Table 5.7: LGV Trip Rates (per 100m²)

Time Period	Land Use					
	Industrial Estate (B2)			Warehousing – Commercial (B8)		
	Arrival	Departures	Total	Arrival	Departures	Total
05:00-06:00	0.067	0.007	0.074	0.008	0.006	0.014
06:00-07:00	0.127	0.026	0.153	0.012	0.012	0.024
07:00-08:00	0.115	0.03	0.145	0.044	0.001	0.045
08:00-09:00	0.135	0.054	0.189	0.061	0.008	0.069
09:00-10:00	0.092	0.063	0.155	0.034	0.018	0.052
10:00-11:00	0.082	0.066	0.148	0.012	0.012	0.024
11:00-12:00	0.078	0.073	0.151	0.02	0.016	0.036
12:00-13:00	0.075	0.089	0.164	0.024	0.023	0.047
13:00-14:00	0.094	0.08	0.174	0.086	0.05	0.136
14:00-15:00	0.073	0.089	0.162	0.017	0.053	0.070
15:00-16:00	0.062	0.094	0.156	0.01	0.034	0.044
16:00-17:00	0.066	0.12	0.186	0.02	0.052	0.072
17:00-18:00	0.038	0.133	0.171	0.006	0.044	0.050
18:00-19:00	0.029	0.052	0.081	0.012	0.034	0.046
19:00-20:00	0.135	0.207	0.342	0.006	0.004	0.010
20:00-21:00	0.016	0.101	0.117	0.016	0.014	0.030
Daily Trip Rate (16 hour)	1.284	1.284	2.568	0.388	0.381	0.769

Source: TRICS database (Version 7.8.1) - land use category 'Employment' and sub-categories 'Industrial Estate' and 'Warehousing – Commercial'

- 5.15 Tables 5.8 to 5.10 show the estimated number of total vehicle, HGV and LGV trips respectively. Similar to the total person trip generation, the assessment has been undertaken assuming a land use split of 70% warehousing and 30% industrial estate uses.

Table 5.8: Forecast Total Vehicle Trips

Time Period	Arrivals	Departures	Total
05:00-06:00	4	2	6
06:00-07:00	7	3	10
07:00-08:00	9	2	11
08:00-09:00	11	4	15
09:00-10:00	9	5	14
10:00-11:00	5	5	10
11:00-12:00	5	6	11
12:00-13:00	5	7	12
13:00-14:00	10	8	18
14:00-15:00	4	7	11
15:00-16:00	4	6	10
16:00-17:00	4	8	12
17:00-18:00	2	8	10
18:00-19:00	2	5	7
19:00-20:00	5	7	12
20:00-21:00	2	5	7
Daily Trips (16 hour)	88	88	176

Table 5.9: Forecast Total HGV Trips

Time Period	Arrivals	Departures	Total
05:00-06:00	1	1	2
06:00-07:00	3	1	4
07:00-08:00	2	1	3
08:00-09:00	3	2	5
09:00-10:00	3	2	5
10:00-11:00	2	2	4
11:00-12:00	1	2	3
12:00-13:00	1	3	4
13:00-14:00	1	2	3
14:00-15:00	0	1	1
15:00-16:00	1	1	2
16:00-17:00	1	1	2
17:00-18:00	1	1	2
18:00-19:00	0	1	1
19:00-20:00	1	1	2
20:00-21:00	1	1	2
Daily Trips (16 hour)	22	23	45

Table 5.10: Forecast Total LGV Trips

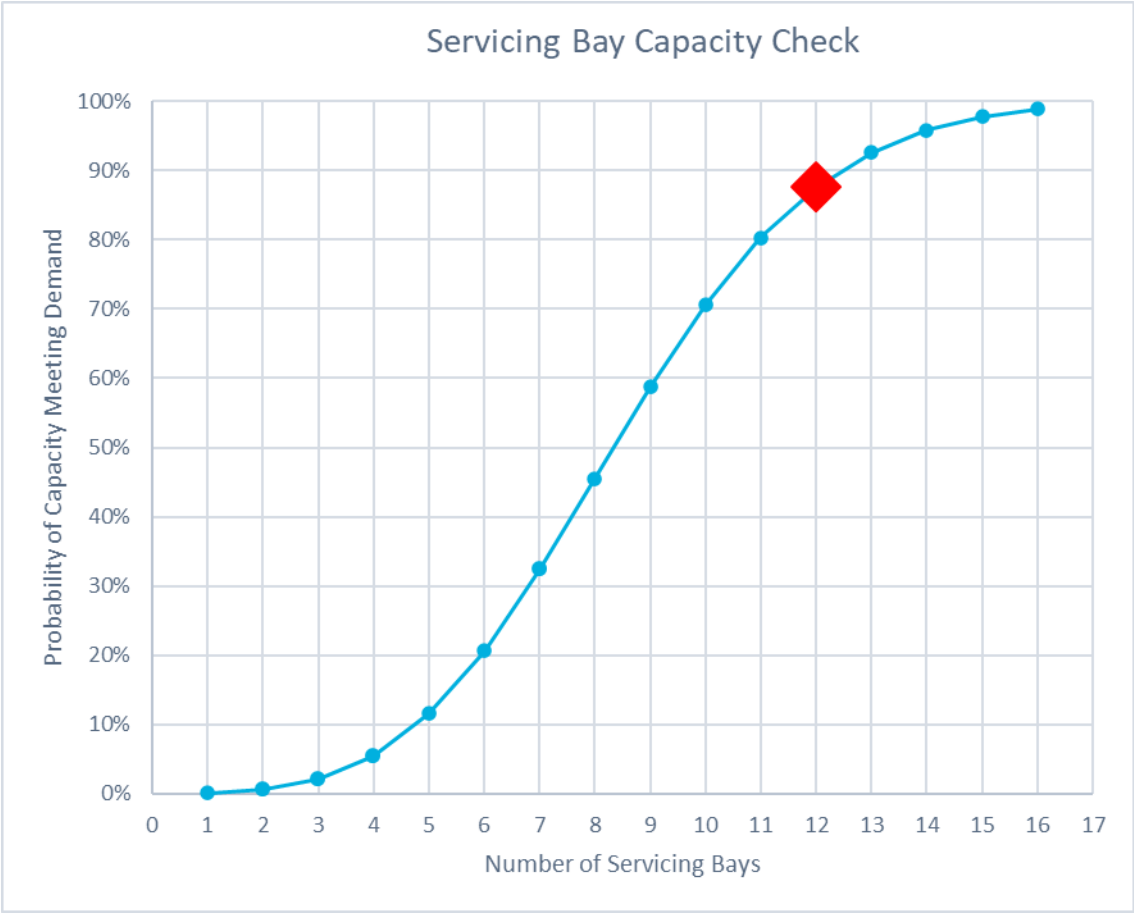
Time Period	Arrivals	Departures	Total
05:00-06:00	3	1	4
06:00-07:00	5	2	7
07:00-08:00	6	1	7
08:00-09:00	8	2	10
09:00-10:00	5	3	8
10:00-11:00	3	3	6
11:00-12:00	4	3	7
12:00-13:00	4	4	8
13:00-14:00	9	6	15
14:00-15:00	3	6	9
15:00-16:00	3	5	8
16:00-17:00	3	7	10
17:00-18:00	2	7	9
18:00-19:00	2	4	6
19:00-20:00	4	6	10
20:00-21:00	2	4	6
Daily Trips (16 hour)	66	64	130

- 5.16 The trip numbers presented in Tables 5.8 to 5.10 show that across a 16 hour day, a total of 176 operational vehicle trips could be undertaken, the equivalent of 11 vehicles per hour increased on the highway, which is the equivalent of an additional vehicle released onto the network every five minutes, which is not considered significant and is accommodatable on the highway network.

Facility Design Check

- 5.17 To check the suitability of the proposed developments facilities, we have assessed the capacity of the proposed loading bays. To assess the capacity, we have taken the peak hour number of operational vehicles (18) and assumed a likely bay occupancy time of 30 minutes to undertake Poisson distribution to calculate the probability of the number of bays proposed meeting the peak hour demand. Within the assessment a result of 80% probability or more indicates that the facility provides suitable capacity for its demand and isn't over-engineered.
- 5.18 Figure 5.1 presents the results of design check capacity assessment.

Figure 5.1: Design Check Capacity Assessment: Servicing Bays

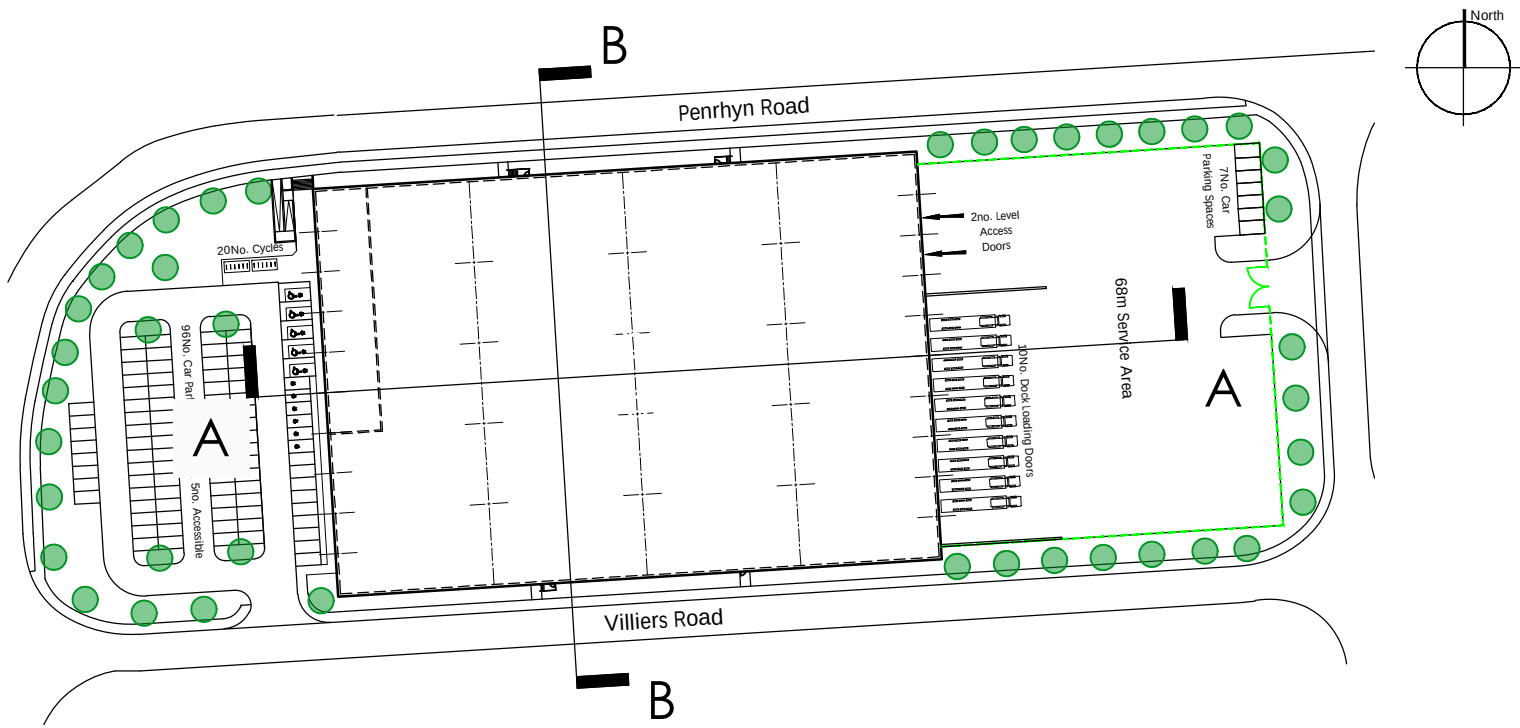


5.19 Figure 5.1 shows that the proposed 12-bay facility (10 loading bays with 2 additional loading doors) provides ample capacity to meet the peak hour demand, with a result of 88% possibility that capacity meets demand.

6 Summary & Conclusions

- 6.1 Steer are retained by Pembury Developments Limited to support an application for industrial/warehouse facilities on the land between Villiers Road and Penrhyn Road, Knowsley Business Park.
- 6.2 The site is currently vacant and disused. The proposed development seeks a new building of 9,941m² for Class E (industrial), B2 general industrial and B8 storage/distribution including ancillary offices, landscaping, yards, access points off Villiers Road, car parking, cycle parking and associated engineering works.
- 6.3 The site is located within close proximity to junction 4 of the M57, providing direct access to the UK's strategic road network, enabling effective distribution of goods vehicles.
- 6.4 Car parking will be provided on-site to a level that caters for likely demand without over-provision which could encourage unnecessary car usage. Cycle parking will be provided in excess of local standards to further encourage sustainable travel to and from the site. The site is also accessible via public transport, with direct bus links to the site from Kirkby station.
- 6.5 Hourly and daily traffic generation is not deemed significant and is deemed unlikely to cause any noticeable impact on the operation of the local highway network.

A Architects Drawings

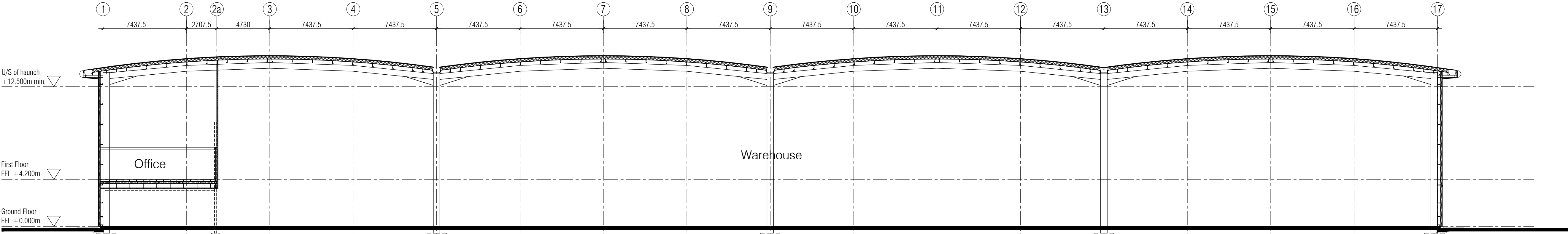


Key Plan
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Section AA

B	03/02/22	Titleblock amended.	sih
A	21/01/22	Building proportions reverted to original scheme.	sih
no.	date	revision	by



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Pembury Developments Ltd.

project

Penrhyn Road
Knowsley

drawing

Proposed Sections

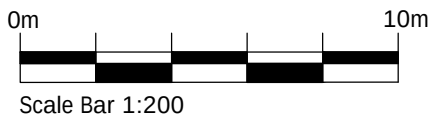
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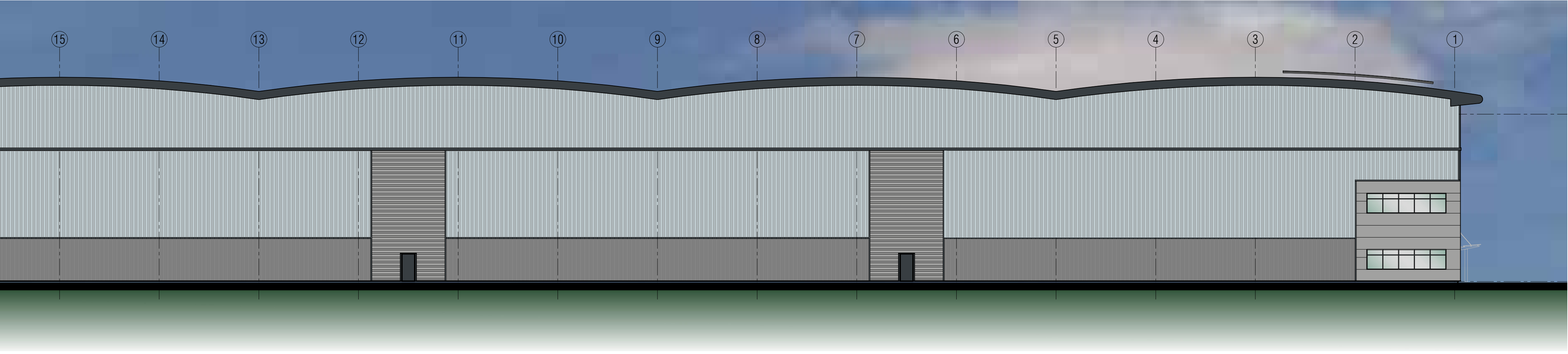
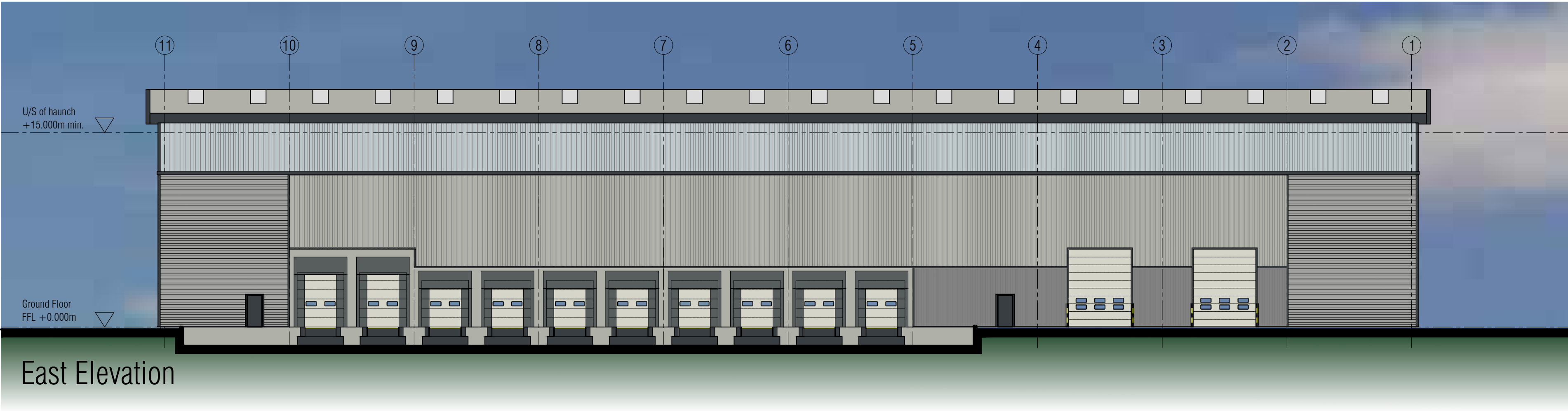
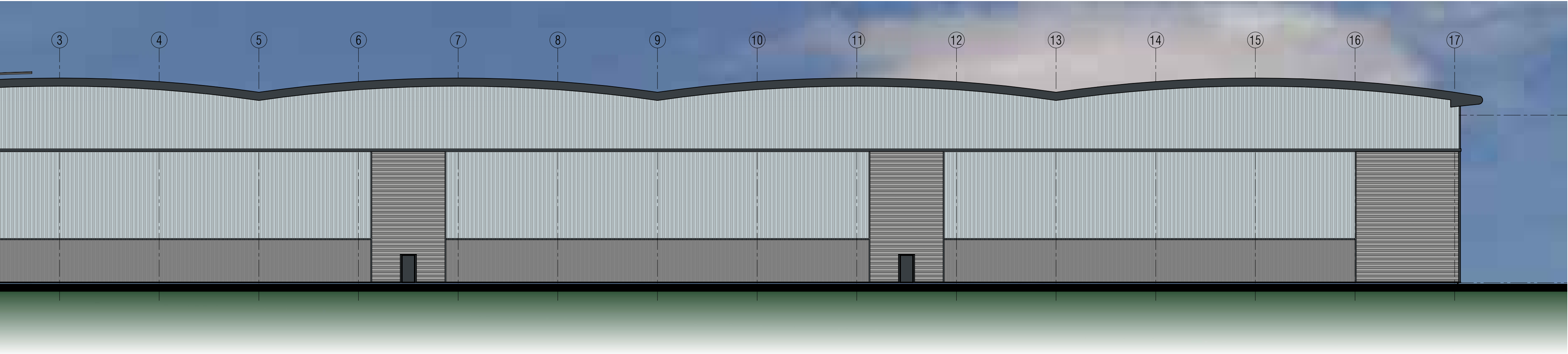
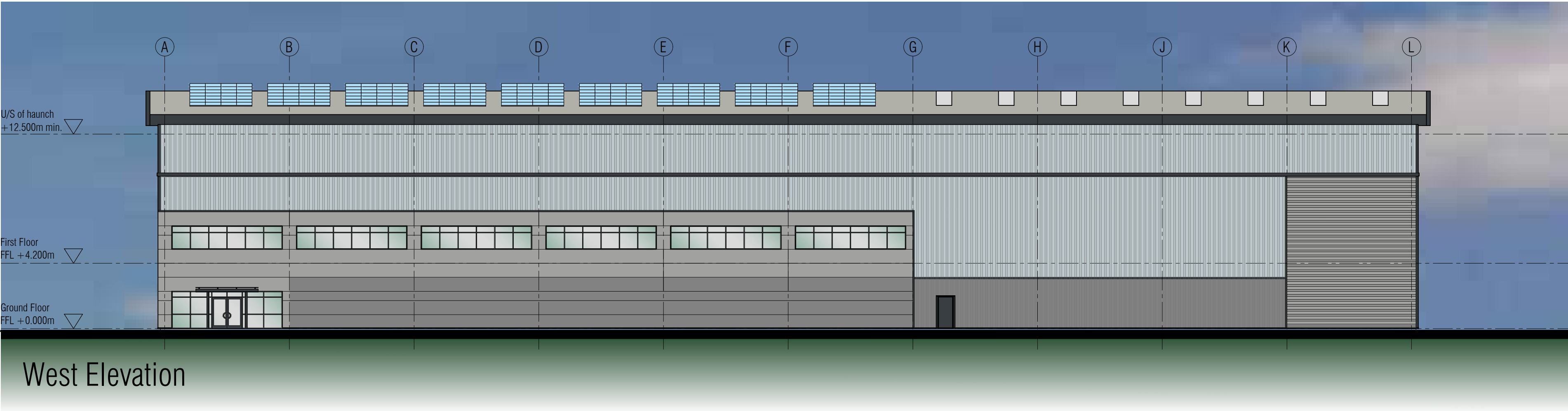
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6982 - 16 Rev B

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Schedule of Materials

ROOF
Built up roof system with profiled steel outer sheet and includes approximately 10% coverage by proprietary rooflights.
External Finish and colour: HPS 200 Ultra; Goosewing Grey RAL 7038.
Eaves fascia and soffit in pressed metal.
Finish and colour: HPS 200 Ultra; Anthracite RAL 7016.

WAREHOUSE
Upper level vertical laid trapezoidal cladding:
External finish and colour: HPS 200 Ultra; Albatross RAL 240 80 05.
Lower level vertically laid trapezoidal cladding:
External finish and colour: HPS 200 Ultra; Albatross RAL 240 80 05 and Pure Grey RAL 000 55 00.

Lower level vertically laid trapezoidal cladding bands:
External finish and colour: Colorcoat Prisma; Sirius RAL 9006.

PPC frame curtain walling incl. tinted glazing.
External colour: Anthracite RAL 7016.

OFFICES

Horizontally spanning insulated composite panel with micro-rib finish.
External Finish and colour: Colorcoat Prisma; Sirius RAL 9006.

Entrance feature portico: PPC aluminium.
External finish and colour: Anthracite RAL 7016.

PPC frame curtain walling incl. tinted glazing.
External colour: Anthracite RAL 7016.

Personnel Doors: Painted steel doorsets:
External colour: Anthracite RAL 7016.

Insulated Sectional Loading Doors:
External colour: Hamlet RAL 9002.

C	15/02/22	PV panels indicated.	sih
B	03/02/22	Titleblock amended. Materials schedule added.	sih
A	21/01/22	Building proportions reverted to original scheme. Window omitted from west elevation.	sih

no.	date	revision	by
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drawing

Proposed Elevations

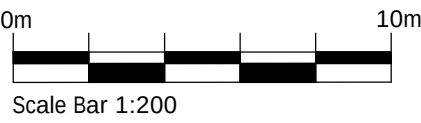
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Roof Plan

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C	10/02/22	PV panels shown indicatively.	sih
B	03/02/22	Titleblock amended.	sih
A	21/01/22	Building proportions reverted to original scheme.	sih



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Proposed Roof Plan

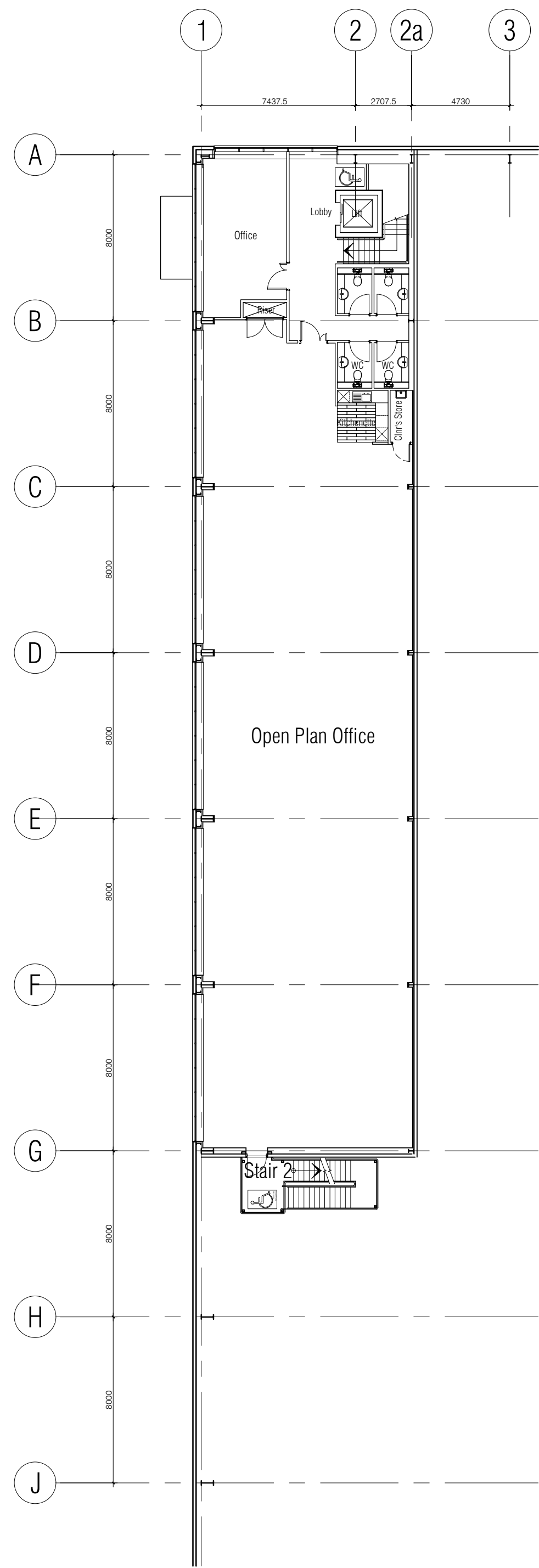
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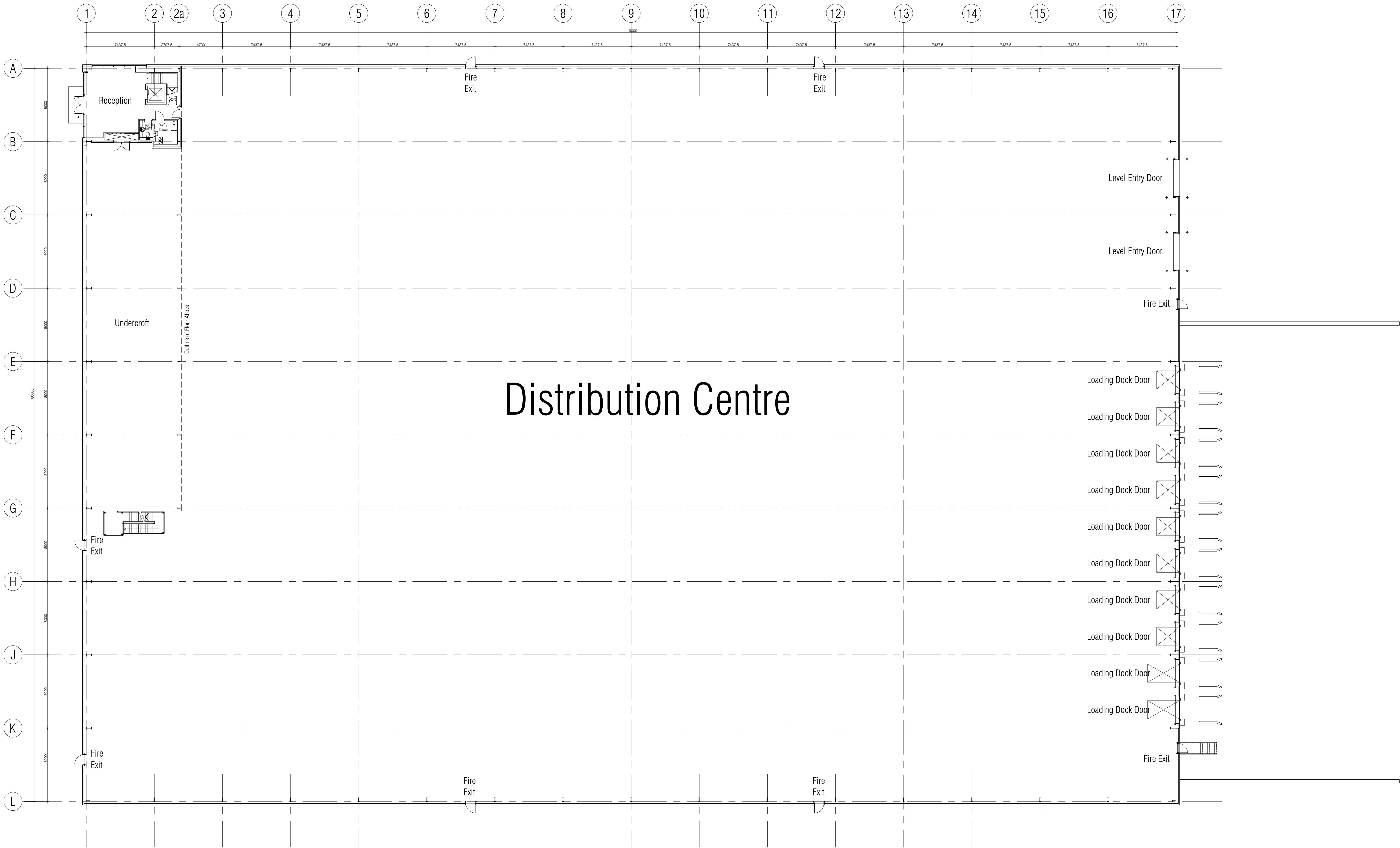
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First Floor Plan



Ground Floor Plan

B	03/02/22	Titleblock amended.	sh
A	21/01/22	Building proportions reverted to original scheme.	sh
no.	date	revision	by



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Pembury Developments Ltd.

project

Penrhyn Road
Kowsley

drawing

Proposed Building Plans

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checked	mjl	date	19/01/2022

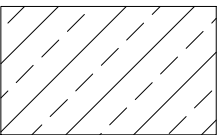
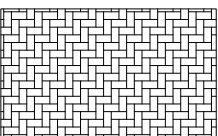
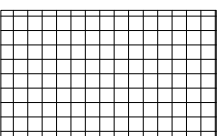
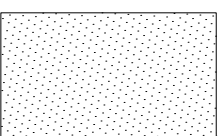
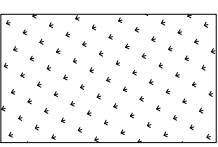
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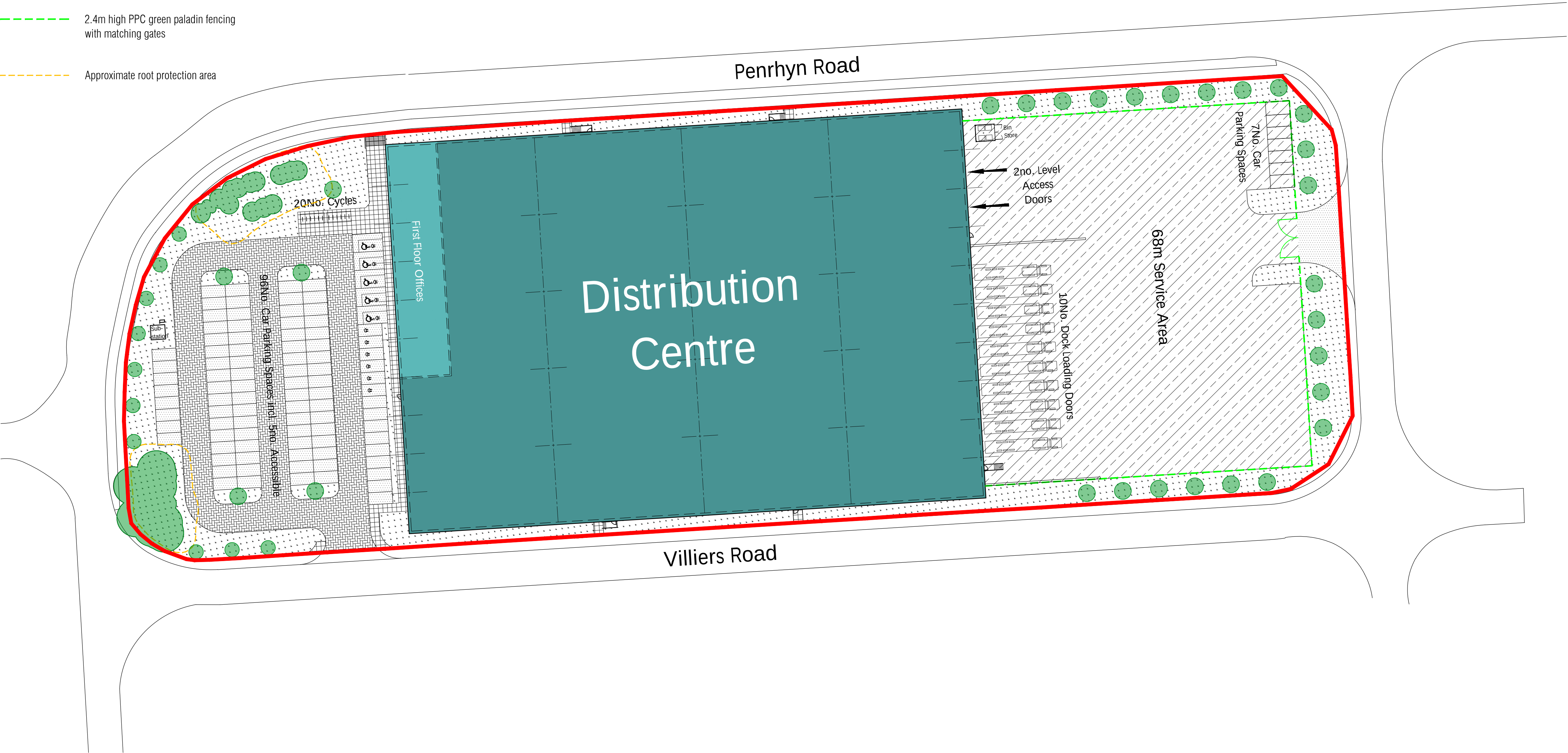
PLANNING

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Legend

-  Brushed Concrete surfacing to service areas, service access road and non frontage footpaths
-  Concrete block paviors laid in 90 degree herringbone pattern car park circulatory road
Colour: Brindle TBA
-  Concrete paving slabs to office footpaths
Colour: Natural TBA
-  Tarmacadam finish to Estate Road, estate road footpaths & car park bays with bitumastic white lining
-  Landscaping areas to Landscape Architects details

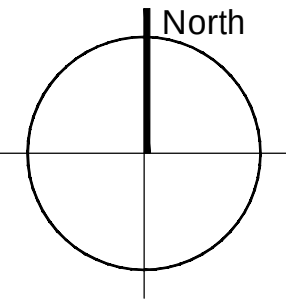
-  2.4m high PPC green paladin fencing with matching gates
-  Approximate root protection area



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G	16/02/22	Red line boundary amended.	sih
F	14/02/22	Red line boundary added.	sih
E	10/02/22	Indicative trees revised in accordance with proposed landscape scheme.	sih
D	08/02/22	Titleblock amended. Substation indicated. Bin store added. External ramp omitted. Retaining wall added to service yard dock.	sih
C	01/02/22	Car parking amended.	sih
B	31/01/22	Root protection zone indicated. 4no. car park spaces relocated to service yard. External fire escape stairs, office stair and ramp added.	sih
A	21/01/22	Building proportions reverted to original scheme. Building moved eastward to provide more landscaping along west boundary.	sih
no.	date	revision	by



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Penrhyn Road
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drawing

Proposed External
Finishes Plan

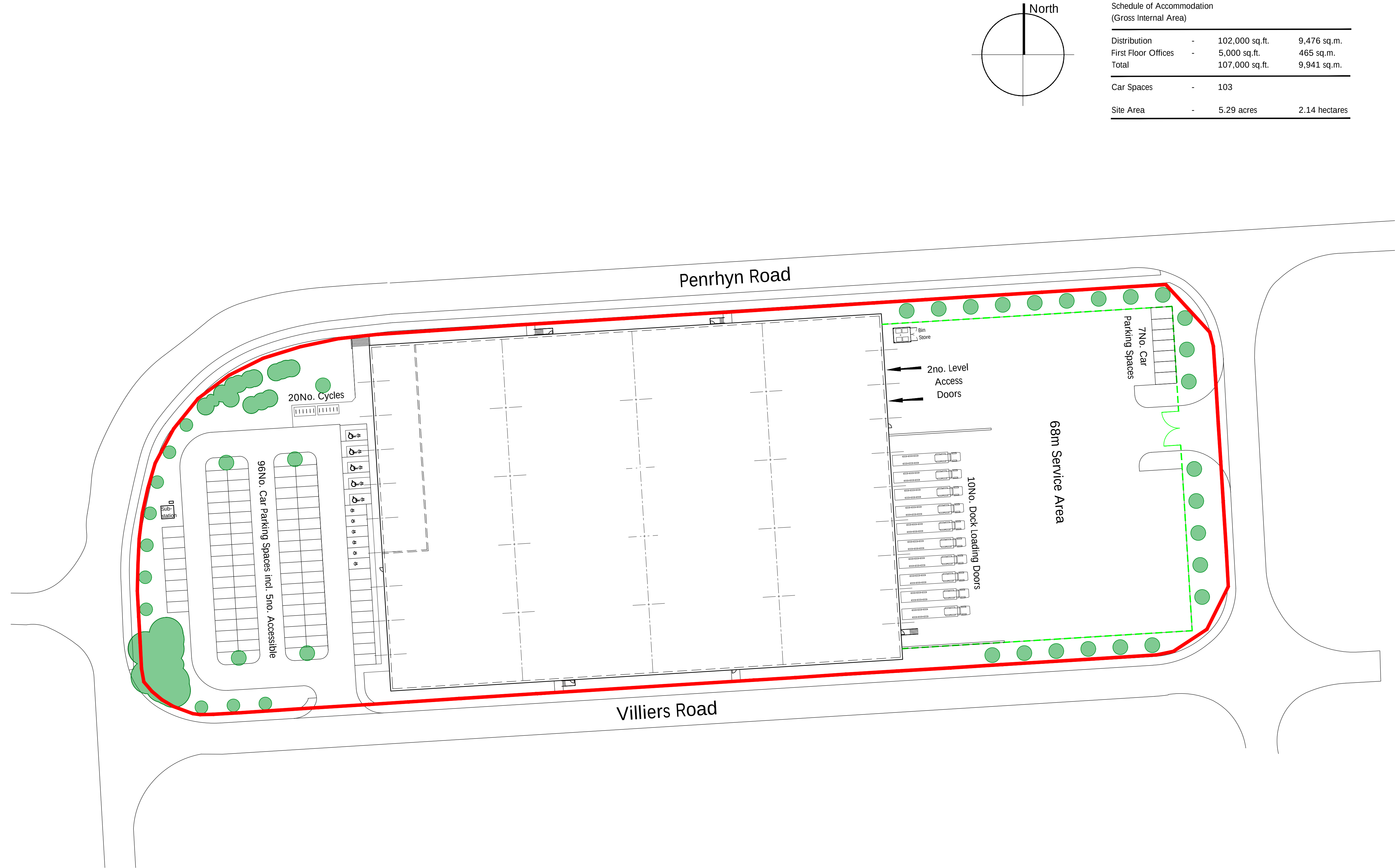
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PLANNING

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Schedule of Accommodation (Gross Internal Area)			
Distribution	-	102,000 sq.ft.	9,476 sq.m.
First Floor Offices	-	5,000 sq.ft.	465 sq.m.
Total		107,000 sq.ft.	9,941 sq.m.
Car Spaces	-	103	
Site Area	-	5.29 acres	2.14 hectares

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G	16/02/22	Red line boundary amended.	sih
F	14/02/22	Red line boundary added.	sih
E	10/02/22	Indicative trees revised in accordance with proposed landscape scheme.	sih
D	08/02/22	Titleblock amended. Substation indicated. Bin store added. External ramp omitted. Retaining wall added to service yard dock.	sih
C	01/02/22	Car parking amended.	sih
B	31/01/22	4no. car park spaces relocated to service yard. External fire escape stairs, office stair and ramp added.	sih
A	21/01/22	Building proportions reverted to original scheme.	sih
no.	date	revision	by



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Proposed Site Layout Plan

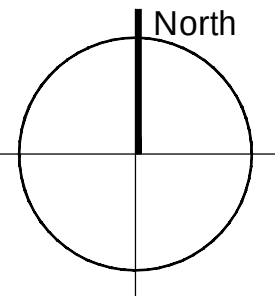
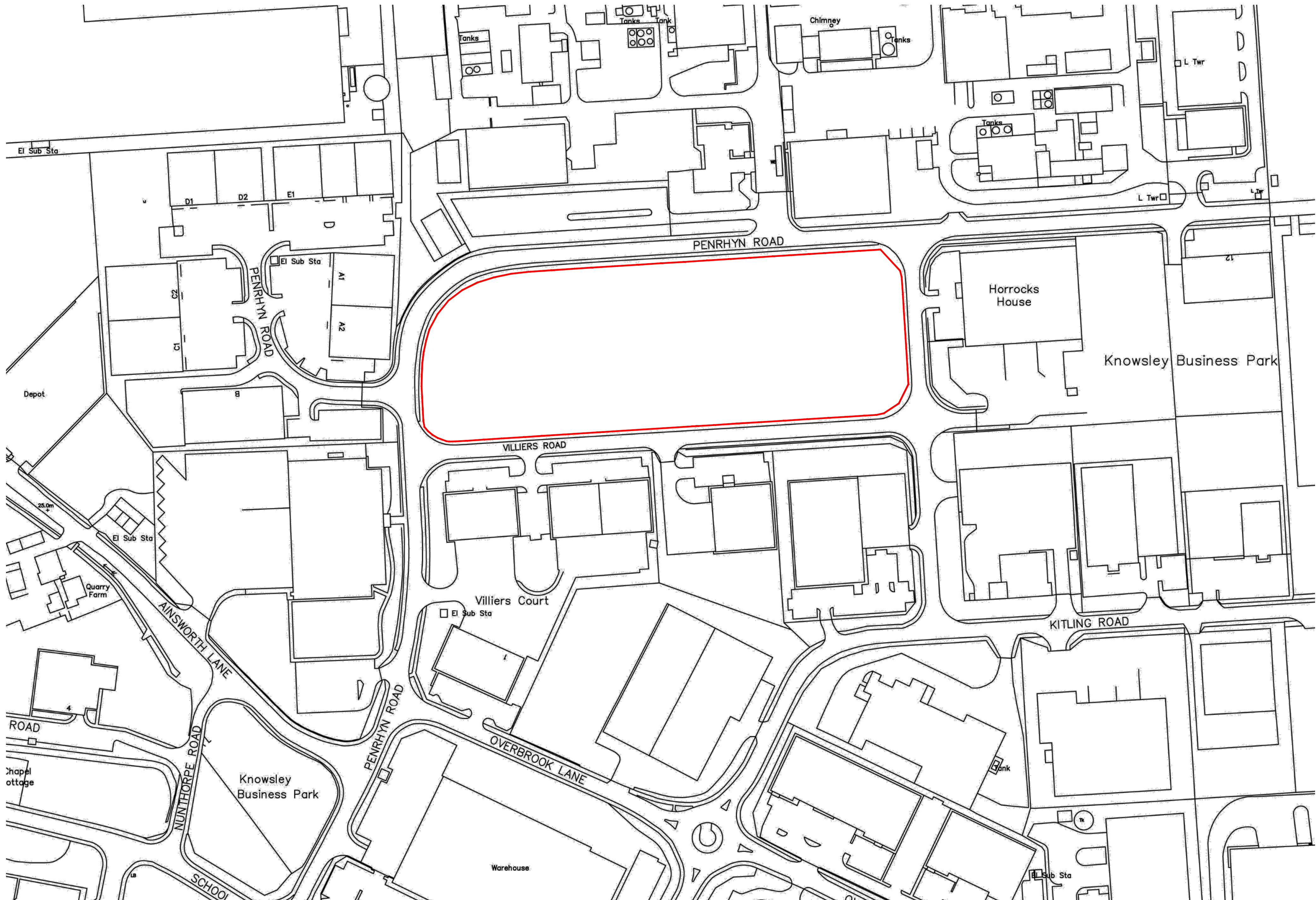
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no

6982 - 10 Rev G

PLANNING

0m 10 20 30 40
Scale Bar 1:500



KEY

— Planning Application Boundary

2.14 hectares/ 5.29 acres

notes

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B	16/02/22	Red line boundary amended.	sih
A	03/02/22	Titleblock amended.	sih
no.	date	revision	by



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aja architects llp is a limited liability partnership registered in England No. OC326721
client

Pembury Developments Ltd.

project

Penrhyn Road
Knowsley

drawing

Location Plan

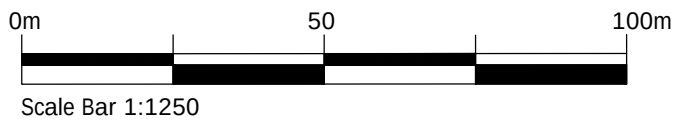
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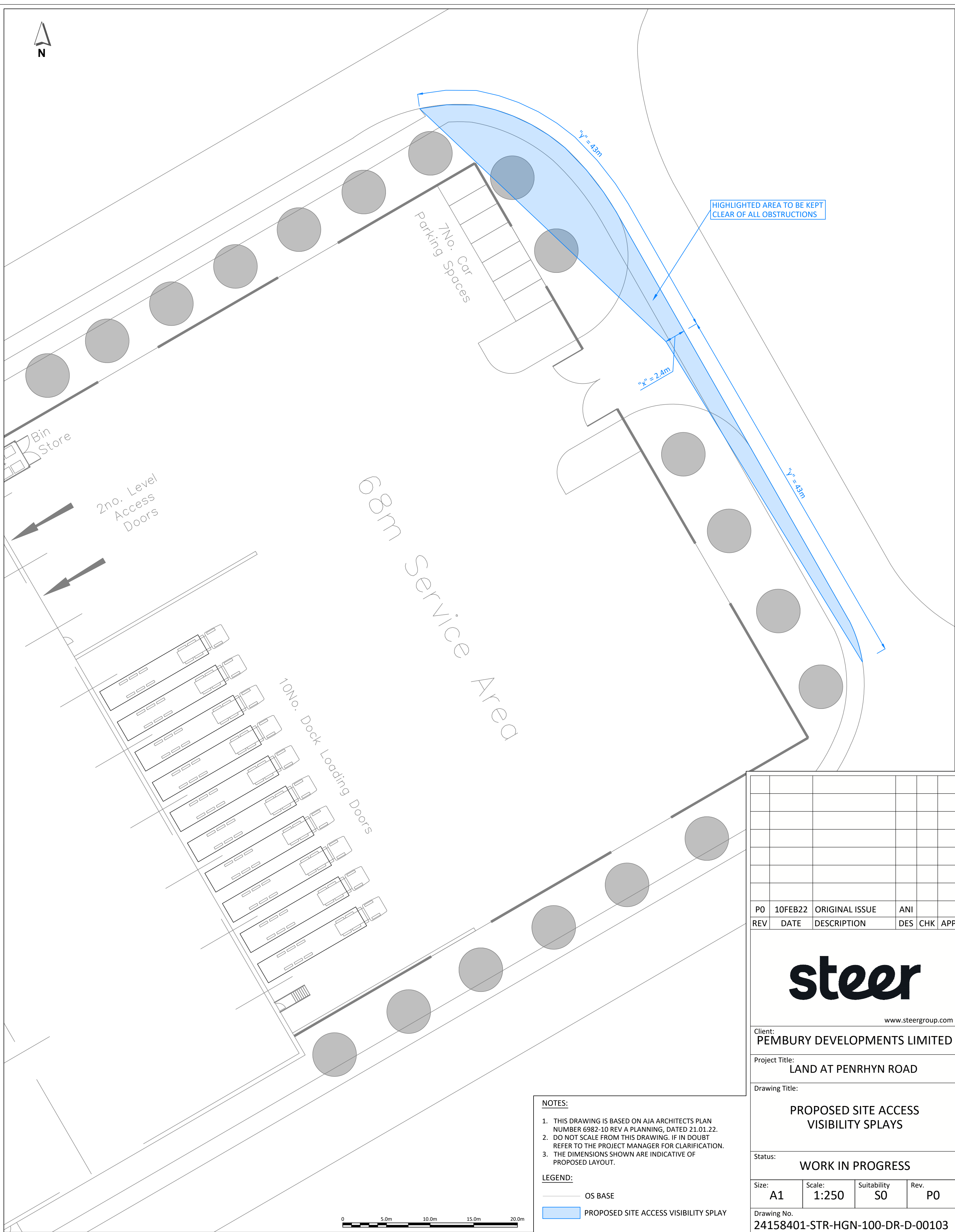
no

6982 - 9 Rev B

PLANNING



B Transport Design Drawings



P0	10FEB22	ORIGINAL ISSUE	ANI		
REV	DATE	DESCRIPTION	DES	CHK	APP

steer

www.steergroup.com

Client: **PEMBURY DEVELOPMENTS LIMITED**

Project Title: LAND AT PENRHYN ROAD

Drawing Title:

PROPOSED SITE ACCESS VISIBILITY SPLAYS

Status:	
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WORK IN PROGRESS

Size:
A1

Scale:
1:250

Suitability	S0
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Rev. _____
PC _____

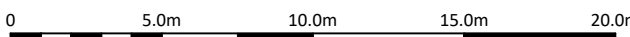
Drawing No.	24158401-STR-HGN-100-DR-D-00103
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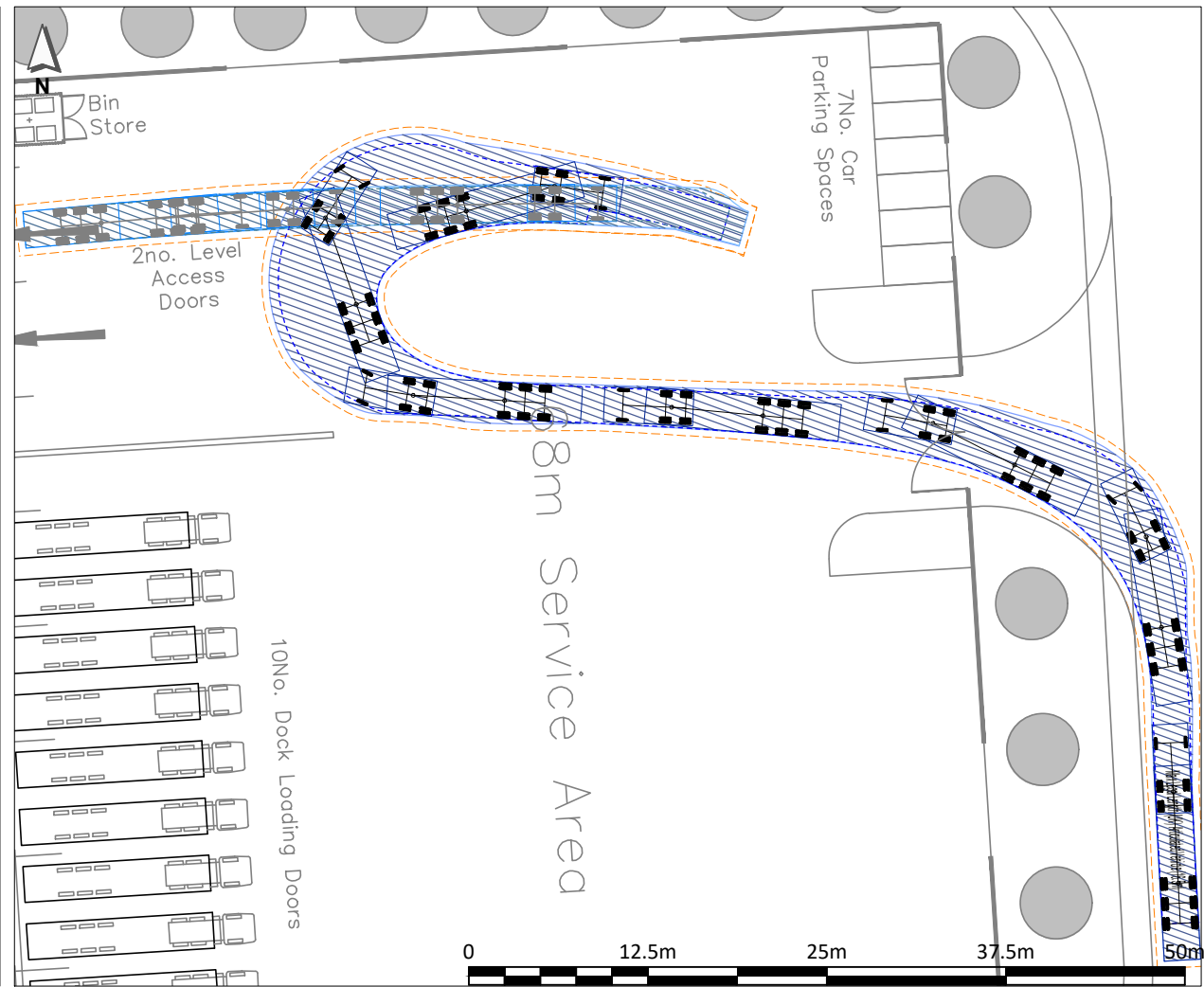
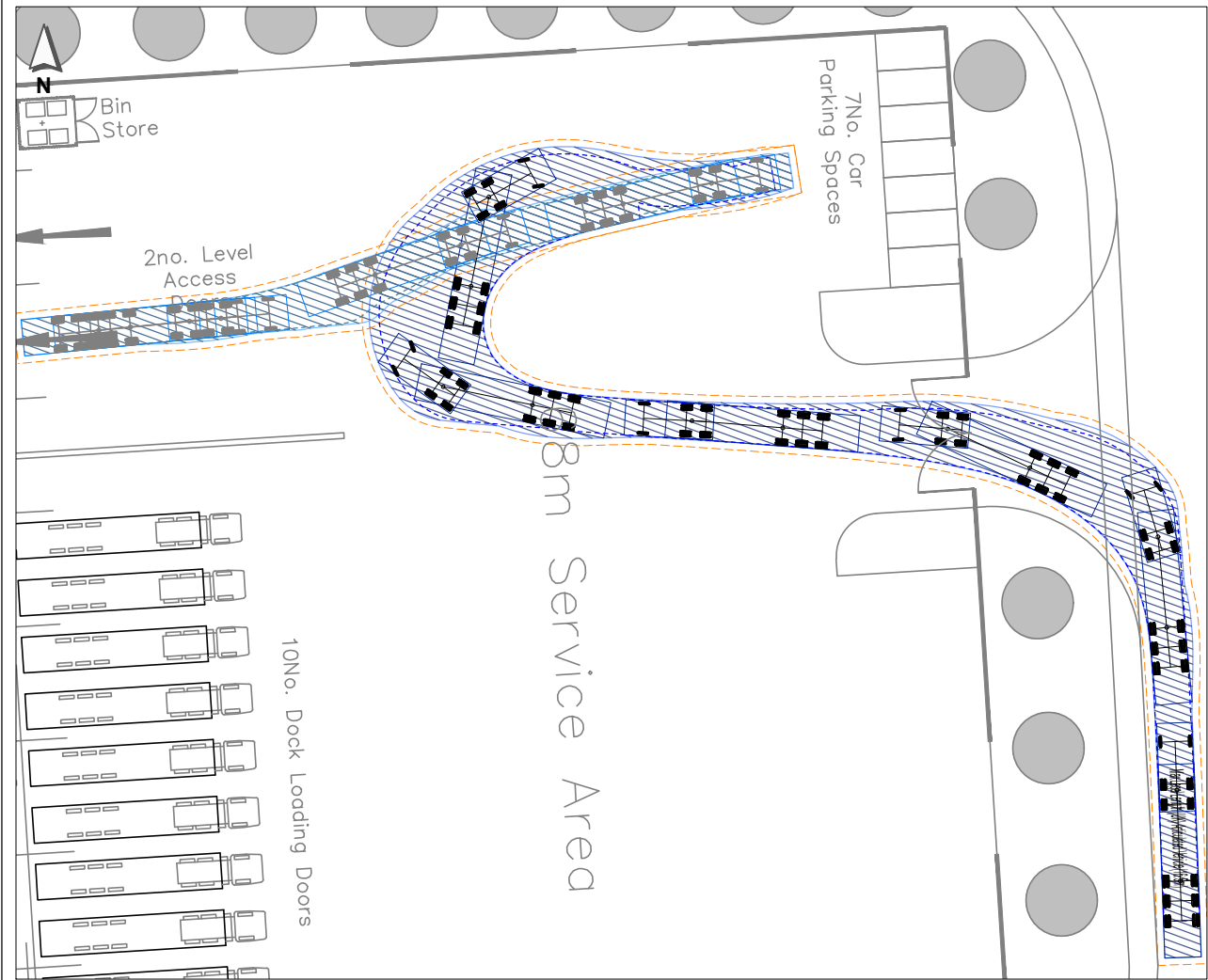
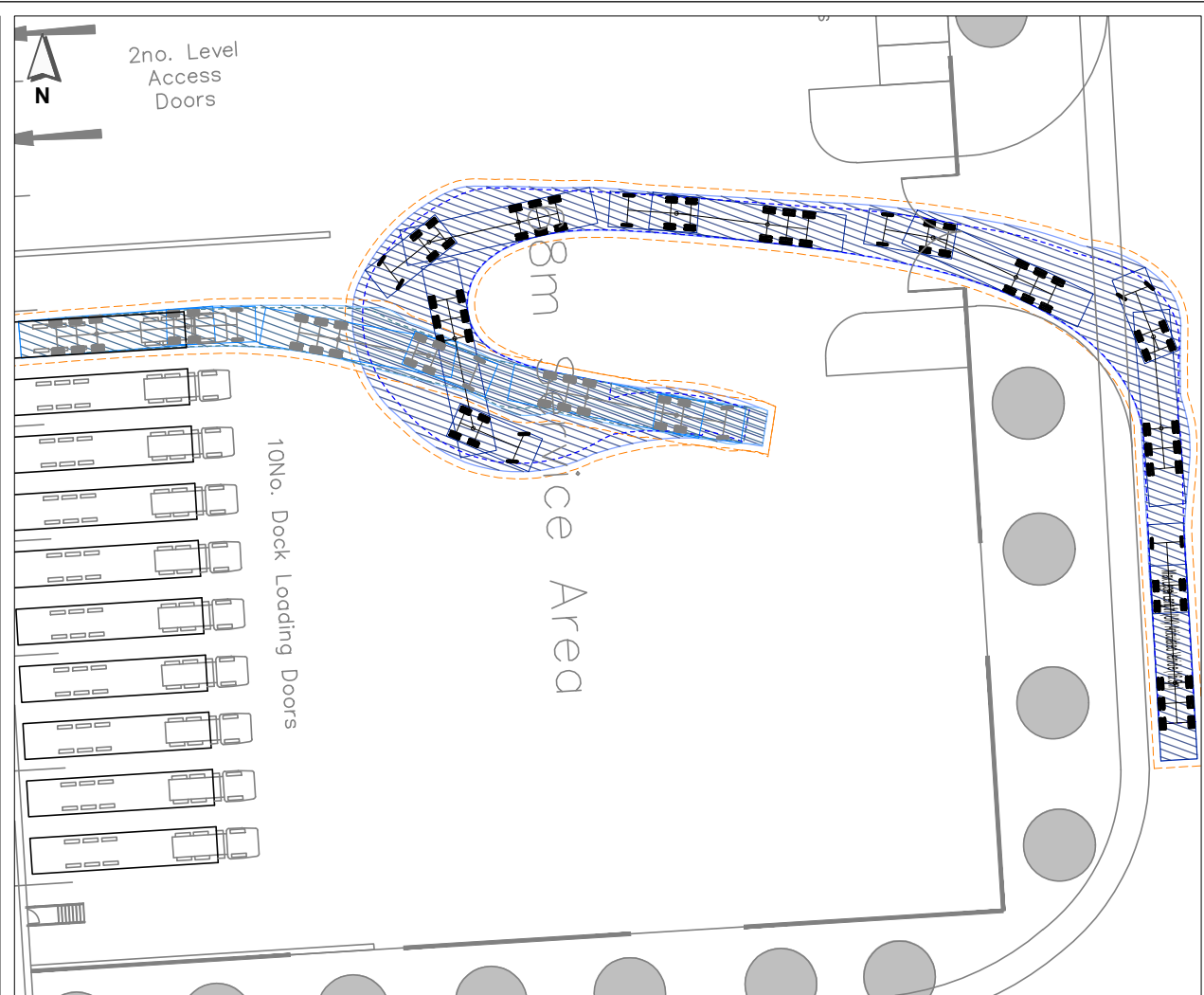
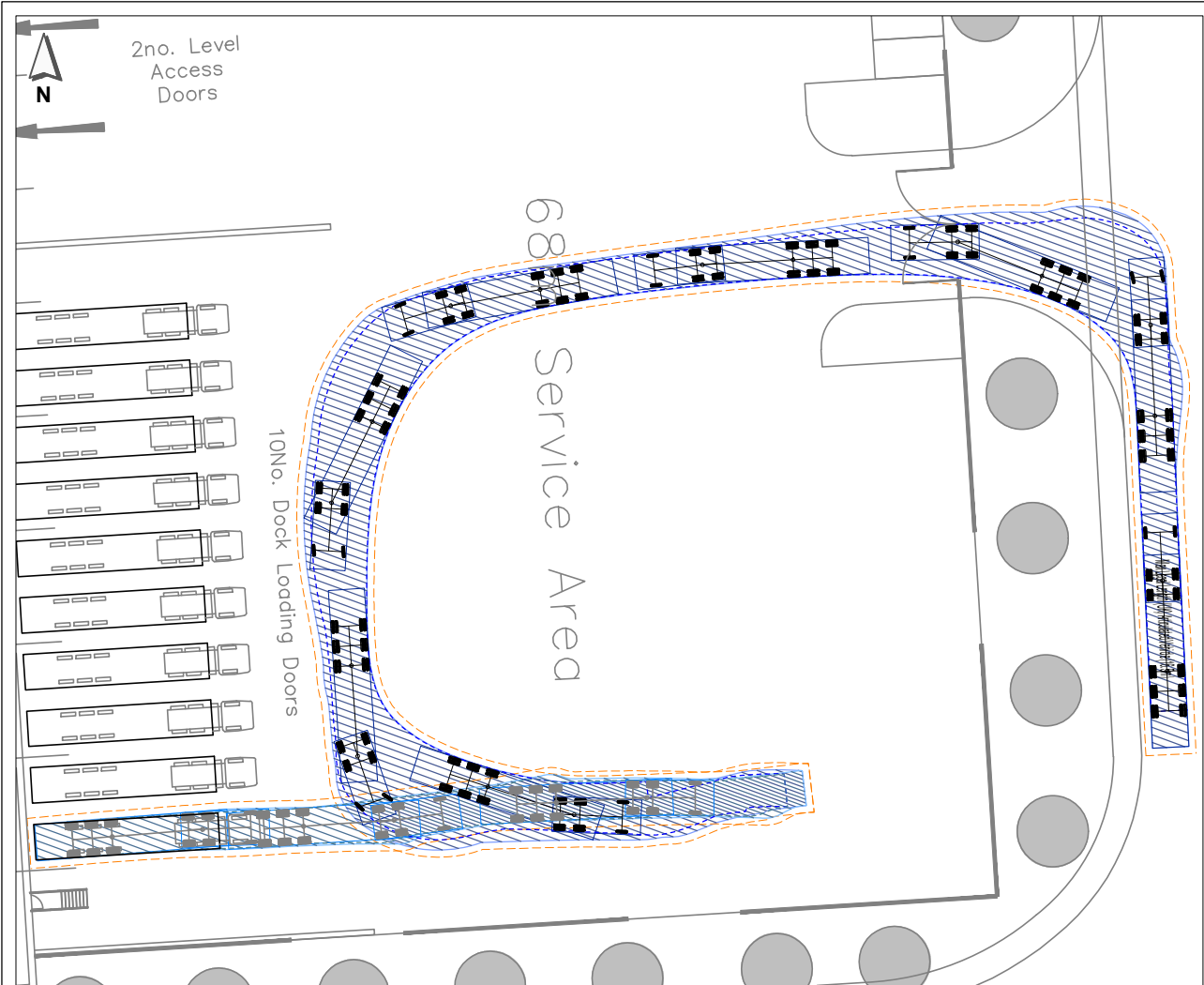
NOTES:

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2. DO NOT SCALE FROM THIS DRAWING. IF IN DOUBT REFER TO THE PROJECT MANAGER FOR CLARIFICATION.
3. THE DIMENSIONS SHOWN ARE INDICATIVE OF PROPOSED LAYOUT.

LEGEND

OS BASE

 PROPOSED SITE ACCESS VISIBILITY SPLAT

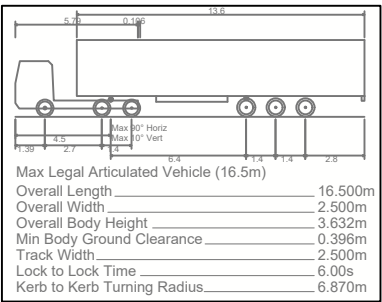


NOTES:

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LEGEND:

OS BASE



P1	10FEB22	SITE LAYOUT UPDATED	ANI		
P0	26JAN22	ORIGINAL ISSUE	ANI		
REV	DATE	DESCRIPTION	DES	CHK	APP

steer

www.steergroup.com

Client: PEMBURY DEVELOPMENTS LIMITED

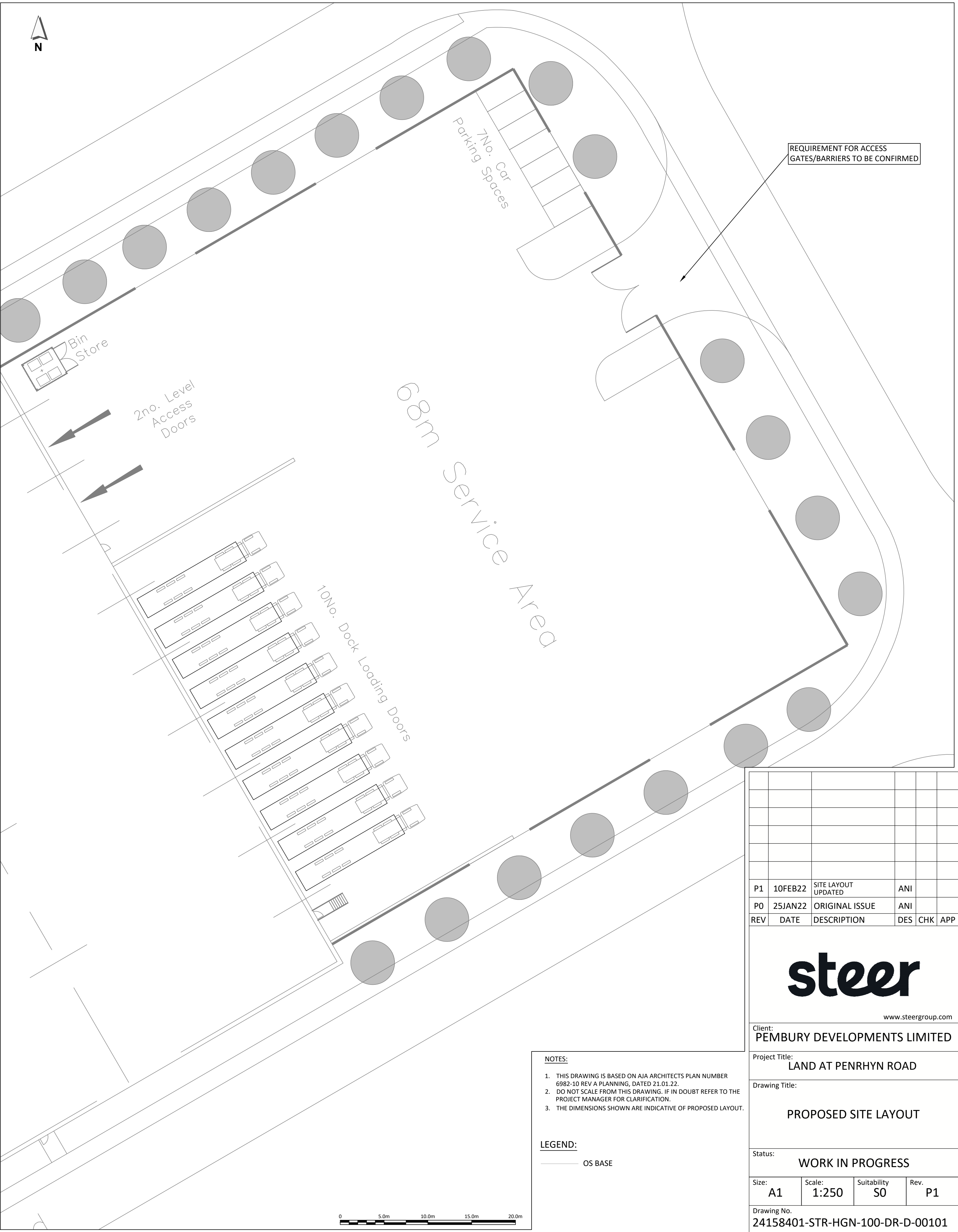
Project Title: LAND AT PENRHYN ROAD

Drawing Title: SWEPT PATH ANALYSIS FOR 16.5M HGV

Status: WORK IN PROGRESS

Size: A3	Scale: 1:500	Suitability: S0	Rev: P0
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Drawing No. 24158401-STR-HGN-100-DR-D-00102



NOTES:

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- THE DIMENSIONS SHOWN ARE INDICATIVE OF PROPOSED LAYOUT.

LEGEND:

OS BASE

P1	10FEB22	SITE LAYOUT UPDATED	ANI		
P0	25JAN22	ORIGINAL ISSUE	ANI		
REV	DATE	DESCRIPTION	DES	CHK	APP

steer

Client: **PEMBURY DEVELOPMENTS LIMITED**

Project Title: **LAND AT PENRRHYN ROAD**

Drawing Title: **PROPOSED SITE LAYOUT**

Status: **WORK IN PROGRESS**

Size: **A1** Scale: **1:250** Suitability: **S0** Rev. **P1**

Drawing No. **24158401-STR-HGN-100-DR-D-00101**

DATE: 10/02/2022 CAD REFERENCE: \\agworldnet\data\leeds\projects\24158401\CAD Drawings\24158401 STR-HGN-100 DR-D-00101 - 00101

C TRICS Output

Calculation Reference: AUDIT-720101-210423-0448

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : D - INDUSTRIAL ESTATE
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	2 days
03	SOUTH WEST	
	CW CORNWALL	1 days
	SM SOMERSET	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	HE HEREFORDSHIRE	1 days
	WK WARWICKSHIRE	3 days
	WM WEST MIDLANDS	2 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	2 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	SW SWANSEA	2 days
11	SCOTLAND	
	AG ANGUS	1 days
	FA FALKIRK	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: 1138 to 974258 (units: sqm)
 Range Selected by User: 552 to 50000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 10/10/19

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	3 days
Tuesday	8 days
Wednesday	7 days
Thursday	5 days

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

Selected survey types:

Manual count	23 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	8
Edge of Town	12
Neighbourhood Centre (PPS6 Local Centre)	2
Free Standing (PPS6 Out of Town)	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

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 23 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:

1,000 or Less	2 days
5,001 to 10,000	6 days
10,001 to 15,000	4 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	7 days
50,001 to 100,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	5 days
75,001 to 100,000	3 days
125,001 to 250,000	10 days
250,001 to 500,000	3 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	9 days
1.1 to 1.5	12 days
1.6 to 2.0	1 days

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

Travel Plan:

No 23 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 23 days

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

LIST OF SITES relevant to selection parameters

1	AG-02-D-02 A933 WESTWAY ARBROATH HOSPITALFIELD Edge of Town No Sub Category Total Gross floor area: 78500 sqm Survey date: TUESDAY 25/04/17	INDUSTRIAL ESTATE	ANGUS	Survey Type: MANUAL
2	CA-02-D-04 LINCOLN ROAD PETERBOROUGH Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 4133 sqm Survey date: TUESDAY 02/12/14	INDUSTRIAL ESTATE	CAMBRIDGESHIRE	Survey Type: MANUAL
3	CW-02-D-03 LONG ROCK ROAD NEAR PENZANCE LONG ROCK Neighbourhood Centre (PPS6 Local Centre) Village Total Gross floor area: 36500 sqm Survey date: MONDAY 03/10/11	IND. ESTATE	CORNWALL	Survey Type: MANUAL
4	DS-02-D-02 SHAFTESBURY STREET DERBY ROSE HILL Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 5686 sqm Survey date: WEDNESDAY 25/09/19	INDUSTRIAL ESTATE	DERBYSHIRE	Survey Type: MANUAL
5	ES-02-D-06 COURTLANDS ROAD EASTBOURNE Edge of Town Residential Zone Total Gross floor area: 7525 sqm Survey date: MONDAY 21/10/13	INDUSTRIAL ESTATE	EAST SUSSEX	Survey Type: MANUAL
6	ES-02-D-07 HUGHES ROAD BRIGHTON Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 6625 sqm Survey date: THURSDAY 16/10/14	INDUSTRIAL ESTATE	EAST SUSSEX	Survey Type: MANUAL
7	FA-02-D-02 MAIN STREET FALKIRK GRAHAMSTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 21250 sqm Survey date: THURSDAY 30/05/13	INDUSTRIAL ESTATE	FALKIRK	Survey Type: MANUAL
8	HE-02-D-02 BURCOTT ROAD HEREFORD Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 5214 sqm Survey date: TUESDAY 22/10/13	BUSINESS PARK	HEREFORDSHIRE	Survey Type: MANUAL
9	MS-02-D-06 BOALER STREET LIVERPOOL Neighbourhood Centre (PPS6 Local Centre) Industrial Zone Total Gross floor area: 4800 sqm Survey date: THURSDAY 09/09/10	INDUSTRIAL EST.	MERSEYSIDE	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

10	NY-02-D-02	INDUSTRIAL ESTATE	NORTH YORKSHIRE
	RACECOURSE ROAD		
	RICHMOND		
	Edge of Town		
	Out of Town		
	Total Gross floor area:	35183 sqm	
	Survey date: TUESDAY	12/03/19	Survey Type: MANUAL
11	SM-02-D-01	INDUSTRIAL ESTATE	SOMERSET
	A359		
	YEOVIL		
	SPARKFORD		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total Gross floor area:	12000 sqm	
	Survey date: WEDNESDAY	03/04/19	Survey Type: MANUAL
12	SW-02-D-01	INDUSTRIAL ESTATE	SWANSEA
	UPPER FOREST WAY		
	SWANSEA		
	SWANSEA ENTERPRISE PK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	6822 sqm	
	Survey date: WEDNESDAY	09/10/19	Survey Type: MANUAL
13	SW-02-D-02	INDUSTRIAL ESTATE	SWANSEA
	CLARION COURT		
	SWANSEA		
	SWANSEA ENTERPRISE PK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	5280 sqm	
	Survey date: THURSDAY	10/10/19	Survey Type: MANUAL
14	TW-02-D-08	INDUSTRIAL ESTATE	TYNE & WEAR
	NORTH HYLTON ROAD		
	SUNDERLAND		
	SOUTHWICK		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total Gross floor area:	8310 sqm	
	Survey date: TUESDAY	04/04/17	Survey Type: MANUAL
15	WK-02-D-01	INDUSTRIAL ESTATE	WARWICKSHIRE
	CASTLE MOUND WAY		
	RUGBY		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	150564 sqm	
	Survey date: WEDNESDAY	27/06/18	Survey Type: MANUAL
16	WK-02-D-02	INDUSTRIAL ESTATE	WARWICKSHIRE
	OVERVIEW WAY		
	RUGBY		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	974258 sqm	
	Survey date: WEDNESDAY	27/06/18	Survey Type: MANUAL
17	WK-02-D-03	INDUSTRIAL ESTATE	WARWICKSHIRE
	EASTBORO WAY		
	NUNEATON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	20860 sqm	
	Survey date: THURSDAY	26/09/19	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

18	WL-02-D-02	INDUSTRIAL ESTATE	WILTSHIRE
	HEADLANDS GROVE		
	SWINDON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	10000 sqm	
	Survey date: TUESDAY	20/09/16	Survey Type: MANUAL
19	WM-02-D-02	INDUSTRIAL ESTATE	WEST MIDLANDS
	DUNLOP WAY		
	BIRMINGHAM		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	23480 sqm	
	Survey date: WEDNESDAY	07/11/12	Survey Type: MANUAL
20	WM-02-D-03	INDUSTRIAL ESTATE	WEST MIDLANDS
	JUNCTION ROAD		
	STOURBRIDGE		
	AUDNAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	1138 sqm	
	Survey date: TUESDAY	28/11/17	Survey Type: MANUAL
21	WO-02-D-03	INDUSTRIAL ESTATE	WORCESTERSHIRE
	MILLENNIUM WAY		
	EVESHAM		
	Edge of Town		
	Out of Town		
	Total Gross floor area:	84575 sqm	
	Survey date: TUESDAY	26/06/18	Survey Type: MANUAL
22	WY-02-D-07	INDUSTRIAL ESTATE	WEST YORKSHIRE
	THUNDERHEAD RIDGE RD		
	CASTLEFORD		
	GLASSHOUGHTON		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	3191 sqm	
	Survey date: MONDAY	15/05/17	Survey Type: MANUAL
23	WY-02-D-08	INDUSTRIAL ESTATE	WEST YORKSHIRE
	MILL LANE		
	HALIFAX		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	11305 sqm	
	Survey date: WEDNESDAY	17/10/18	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
DV-02-D-07	Can walk to rail station - not comparable to Kingmoor
EX-02-D-04	Can walk to rail station - not comparable to Kingmoor
KC-02-D-02	Can walk to rail station - not comparable to Kingmoor
VG-02-D-01	Can walk to rail station - not comparable to Kingmoor
WY-02-D-05	Can walk to rail station - not comparable to Kingmoor
WY-02-D-06	Can walk to rail station - not comparable to Kingmoor

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

MULTI-MODAL 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	4	9662	0.067	4	9662	0.010	4	9662	0.077
06:00 - 07:00	4	9662	0.132	4	9662	0.026	4	9662	0.158
07:00 - 08:00	23	65965	0.122	23	65965	0.038	23	65965	0.160
08:00 - 09:00	23	65965	0.145	23	65965	0.064	23	65965	0.209
09:00 - 10:00	23	65965	0.107	23	65965	0.073	23	65965	0.180
10:00 - 11:00	23	65965	0.093	23	65965	0.077	23	65965	0.170
11:00 - 12:00	23	65965	0.087	23	65965	0.083	23	65965	0.170
12:00 - 13:00	23	65965	0.087	23	65965	0.099	23	65965	0.186
13:00 - 14:00	23	65965	0.103	23	65965	0.089	23	65965	0.192
14:00 - 15:00	23	65965	0.082	23	65965	0.100	23	65965	0.182
15:00 - 16:00	23	65965	0.071	23	65965	0.103	23	65965	0.174
16:00 - 17:00	23	65965	0.073	23	65965	0.127	23	65965	0.200
17:00 - 18:00	23	65965	0.045	23	65965	0.137	23	65965	0.182
18:00 - 19:00	23	65965	0.033	23	65965	0.056	23	65965	0.089
19:00 - 20:00	4	9662	0.140	4	9662	0.212	4	9662	0.352
20:00 - 21:00	4	9662	0.016	4	9662	0.101	4	9662	0.117
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	1.403			1.395			2.798		

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:	1138 - 974258 (units: sqm)
Survey date range:	01/01/10 - 10/10/19
Number of weekdays (Monday-Friday):	23
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	6

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. 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/D - INDUSTRIAL ESTATE

MULTI-MODAL TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	4	9662	0.000	4	9662	0.000	4	9662	0.000
06:00 - 07:00	4	9662	0.000	4	9662	0.000	4	9662	0.000
07:00 - 08:00	23	65965	0.000	23	65965	0.000	23	65965	0.000
08:00 - 09:00	23	65965	0.001	23	65965	0.001	23	65965	0.002
09:00 - 10:00	23	65965	0.001	23	65965	0.001	23	65965	0.002
10:00 - 11:00	23	65965	0.000	23	65965	0.000	23	65965	0.000
11:00 - 12:00	23	65965	0.000	23	65965	0.000	23	65965	0.000
12:00 - 13:00	23	65965	0.000	23	65965	0.000	23	65965	0.000
13:00 - 14:00	23	65965	0.000	23	65965	0.000	23	65965	0.000
14:00 - 15:00	23	65965	0.001	23	65965	0.001	23	65965	0.002
15:00 - 16:00	23	65965	0.000	23	65965	0.000	23	65965	0.000
16:00 - 17:00	23	65965	0.000	23	65965	0.000	23	65965	0.000
17:00 - 18:00	23	65965	0.001	23	65965	0.000	23	65965	0.001
18:00 - 19:00	23	65965	0.000	23	65965	0.000	23	65965	0.000
19:00 - 20:00	4	9662	0.005	4	9662	0.005	4	9662	0.010
20:00 - 21:00	4	9662	0.000	4	9662	0.000	4	9662	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.009			0.008			0.017

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/D - INDUSTRIAL ESTATE

MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	4	9662	0.000	4	9662	0.003	4	9662	0.003
06:00 - 07:00	4	9662	0.005	4	9662	0.000	4	9662	0.005
07:00 - 08:00	23	65965	0.007	23	65965	0.006	23	65965	0.013
08:00 - 09:00	23	65965	0.008	23	65965	0.008	23	65965	0.016
09:00 - 10:00	23	65965	0.012	23	65965	0.009	23	65965	0.021
10:00 - 11:00	23	65965	0.010	23	65965	0.010	23	65965	0.020
11:00 - 12:00	23	65965	0.009	23	65965	0.010	23	65965	0.019
12:00 - 13:00	23	65965	0.011	23	65965	0.010	23	65965	0.021
13:00 - 14:00	23	65965	0.009	23	65965	0.009	23	65965	0.018
14:00 - 15:00	23	65965	0.008	23	65965	0.009	23	65965	0.017
15:00 - 16:00	23	65965	0.009	23	65965	0.009	23	65965	0.018
16:00 - 17:00	23	65965	0.006	23	65965	0.007	23	65965	0.013
17:00 - 18:00	23	65965	0.005	23	65965	0.004	23	65965	0.009
18:00 - 19:00	23	65965	0.003	23	65965	0.004	23	65965	0.007
19:00 - 20:00	4	9662	0.000	4	9662	0.000	4	9662	0.000
20:00 - 21:00	4	9662	0.000	4	9662	0.000	4	9662	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.102			0.098			0.200

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/D - INDUSTRIAL ESTATE

MULTI-MODAL PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	4	9662	0.000	4	9662	0.000	4	9662	0.000
06:00 - 07:00	4	9662	0.000	4	9662	0.000	4	9662	0.000
07:00 - 08:00	23	65965	0.000	23	65965	0.002	23	65965	0.002
08:00 - 09:00	23	65965	0.001	23	65965	0.001	23	65965	0.002
09:00 - 10:00	23	65965	0.002	23	65965	0.000	23	65965	0.002
10:00 - 11:00	23	65965	0.001	23	65965	0.001	23	65965	0.002
11:00 - 12:00	23	65965	0.000	23	65965	0.000	23	65965	0.000
12:00 - 13:00	23	65965	0.001	23	65965	0.000	23	65965	0.001
13:00 - 14:00	23	65965	0.000	23	65965	0.000	23	65965	0.000
14:00 - 15:00	23	65965	0.000	23	65965	0.001	23	65965	0.001
15:00 - 16:00	23	65965	0.000	23	65965	0.000	23	65965	0.000
16:00 - 17:00	23	65965	0.001	23	65965	0.000	23	65965	0.001
17:00 - 18:00	23	65965	0.001	23	65965	0.000	23	65965	0.001
18:00 - 19:00	23	65965	0.001	23	65965	0.000	23	65965	0.001
19:00 - 20:00	4	9662	0.000	4	9662	0.000	4	9662	0.000
20:00 - 21:00	4	9662	0.000	4	9662	0.000	4	9662	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.005			0.013

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/D - INDUSTRIAL ESTATE

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	4	9662	0.000	4	9662	0.000	4	9662	0.000
06:00 - 07:00	4	9662	0.005	4	9662	0.000	4	9662	0.005
07:00 - 08:00	23	65965	0.003	23	65965	0.001	23	65965	0.004
08:00 - 09:00	23	65965	0.003	23	65965	0.000	23	65965	0.003
09:00 - 10:00	23	65965	0.001	23	65965	0.000	23	65965	0.001
10:00 - 11:00	23	65965	0.001	23	65965	0.001	23	65965	0.002
11:00 - 12:00	23	65965	0.000	23	65965	0.000	23	65965	0.000
12:00 - 13:00	23	65965	0.000	23	65965	0.000	23	65965	0.000
13:00 - 14:00	23	65965	0.001	23	65965	0.001	23	65965	0.002
14:00 - 15:00	23	65965	0.001	23	65965	0.001	23	65965	0.002
15:00 - 16:00	23	65965	0.001	23	65965	0.003	23	65965	0.004
16:00 - 17:00	23	65965	0.000	23	65965	0.002	23	65965	0.002
17:00 - 18:00	23	65965	0.001	23	65965	0.003	23	65965	0.004
18:00 - 19:00	23	65965	0.001	23	65965	0.001	23	65965	0.002
19:00 - 20:00	4	9662	0.000	4	9662	0.000	4	9662	0.000
20:00 - 21:00	4	9662	0.000	4	9662	0.000	4	9662	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.018			0.013			0.031

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/D - INDUSTRIAL ESTATE

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	4	9662	0.085	4	9662	0.010	4	9662	0.095
06:00 - 07:00	4	9662	0.181	4	9662	0.028	4	9662	0.209
07:00 - 08:00	23	65965	0.158	23	65965	0.042	23	65965	0.200
08:00 - 09:00	23	65965	0.188	23	65965	0.077	23	65965	0.265
09:00 - 10:00	23	65965	0.138	23	65965	0.086	23	65965	0.224
10:00 - 11:00	23	65965	0.117	23	65965	0.093	23	65965	0.210
11:00 - 12:00	23	65965	0.107	23	65965	0.103	23	65965	0.210
12:00 - 13:00	23	65965	0.107	23	65965	0.119	23	65965	0.226
13:00 - 14:00	23	65965	0.128	23	65965	0.110	23	65965	0.238
14:00 - 15:00	23	65965	0.105	23	65965	0.131	23	65965	0.236
15:00 - 16:00	23	65965	0.090	23	65965	0.139	23	65965	0.229
16:00 - 17:00	23	65965	0.100	23	65965	0.160	23	65965	0.260
17:00 - 18:00	23	65965	0.062	23	65965	0.184	23	65965	0.246
18:00 - 19:00	23	65965	0.046	23	65965	0.079	23	65965	0.125
19:00 - 20:00	4	9662	0.140	4	9662	0.243	4	9662	0.383
20:00 - 21:00	4	9662	0.016	4	9662	0.106	4	9662	0.122
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		1.768			1.710			3.478	

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/D - INDUSTRIAL ESTATE

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	4	9662	0.000	4	9662	0.000	4	9662	0.000
06:00 - 07:00	4	9662	0.016	4	9662	0.000	4	9662	0.016
07:00 - 08:00	23	65965	0.007	23	65965	0.001	23	65965	0.008
08:00 - 09:00	23	65965	0.007	23	65965	0.002	23	65965	0.009
09:00 - 10:00	23	65965	0.003	23	65965	0.003	23	65965	0.006
10:00 - 11:00	23	65965	0.003	23	65965	0.003	23	65965	0.006
11:00 - 12:00	23	65965	0.003	23	65965	0.003	23	65965	0.006
12:00 - 13:00	23	65965	0.005	23	65965	0.006	23	65965	0.011
13:00 - 14:00	23	65965	0.007	23	65965	0.005	23	65965	0.012
14:00 - 15:00	23	65965	0.004	23	65965	0.005	23	65965	0.009
15:00 - 16:00	23	65965	0.004	23	65965	0.004	23	65965	0.008
16:00 - 17:00	23	65965	0.002	23	65965	0.005	23	65965	0.007
17:00 - 18:00	23	65965	0.002	23	65965	0.007	23	65965	0.009
18:00 - 19:00	23	65965	0.002	23	65965	0.003	23	65965	0.005
19:00 - 20:00	4	9662	0.010	4	9662	0.023	4	9662	0.033
20:00 - 21:00	4	9662	0.000	4	9662	0.003	4	9662	0.003
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.075			0.073			0.148

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/D - INDUSTRIAL ESTATE

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	4	9662	0.000	4	9662	0.000	4	9662	0.000
06:00 - 07:00	4	9662	0.008	4	9662	0.000	4	9662	0.008
07:00 - 08:00	23	65965	0.006	23	65965	0.001	23	65965	0.007
08:00 - 09:00	23	65965	0.005	23	65965	0.000	23	65965	0.005
09:00 - 10:00	23	65965	0.003	23	65965	0.000	23	65965	0.003
10:00 - 11:00	23	65965	0.001	23	65965	0.001	23	65965	0.002
11:00 - 12:00	23	65965	0.001	23	65965	0.001	23	65965	0.002
12:00 - 13:00	23	65965	0.001	23	65965	0.002	23	65965	0.003
13:00 - 14:00	23	65965	0.005	23	65965	0.002	23	65965	0.007
14:00 - 15:00	23	65965	0.001	23	65965	0.005	23	65965	0.006
15:00 - 16:00	23	65965	0.001	23	65965	0.006	23	65965	0.007
16:00 - 17:00	23	65965	0.001	23	65965	0.002	23	65965	0.003
17:00 - 18:00	23	65965	0.000	23	65965	0.004	23	65965	0.004
18:00 - 19:00	23	65965	0.000	23	65965	0.002	23	65965	0.002
19:00 - 20:00	4	9662	0.000	4	9662	0.005	4	9662	0.005
20:00 - 21:00	4	9662	0.000	4	9662	0.000	4	9662	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.033			0.031			0.064

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/D - INDUSTRIAL ESTATE

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	4	9662	0.000	4	9662	0.000	4	9662	0.000
06:00 - 07:00	4	9662	0.000	4	9662	0.000	4	9662	0.000
07:00 - 08:00	23	65965	0.000	23	65965	0.000	23	65965	0.000
08:00 - 09:00	23	65965	0.000	23	65965	0.000	23	65965	0.000
09:00 - 10:00	23	65965	0.001	23	65965	0.000	23	65965	0.001
10:00 - 11:00	23	65965	0.000	23	65965	0.000	23	65965	0.000
11:00 - 12:00	23	65965	0.000	23	65965	0.000	23	65965	0.000
12:00 - 13:00	23	65965	0.000	23	65965	0.000	23	65965	0.000
13:00 - 14:00	23	65965	0.000	23	65965	0.000	23	65965	0.000
14:00 - 15:00	23	65965	0.000	23	65965	0.000	23	65965	0.000
15:00 - 16:00	23	65965	0.000	23	65965	0.000	23	65965	0.000
16:00 - 17:00	23	65965	0.000	23	65965	0.000	23	65965	0.000
17:00 - 18:00	23	65965	0.000	23	65965	0.000	23	65965	0.000
18:00 - 19:00	23	65965	0.000	23	65965	0.000	23	65965	0.000
19:00 - 20:00	4	9662	0.000	4	9662	0.000	4	9662	0.000
20:00 - 21:00	4	9662	0.000	4	9662	0.000	4	9662	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.000			0.001

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/D - INDUSTRIAL ESTATE

MULTI-MODAL COACH PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	4	9662	0.000	4	9662	0.000	4	9662	0.000
06:00 - 07:00	4	9662	0.000	4	9662	0.000	4	9662	0.000
07:00 - 08:00	23	65965	0.000	23	65965	0.002	23	65965	0.002
08:00 - 09:00	23	65965	0.000	23	65965	0.000	23	65965	0.000
09:00 - 10:00	23	65965	0.001	23	65965	0.000	23	65965	0.001
10:00 - 11:00	23	65965	0.000	23	65965	0.000	23	65965	0.000
11:00 - 12:00	23	65965	0.000	23	65965	0.000	23	65965	0.000
12:00 - 13:00	23	65965	0.000	23	65965	0.000	23	65965	0.000
13:00 - 14:00	23	65965	0.000	23	65965	0.000	23	65965	0.000
14:00 - 15:00	23	65965	0.000	23	65965	0.000	23	65965	0.000
15:00 - 16:00	23	65965	0.000	23	65965	0.001	23	65965	0.001
16:00 - 17:00	23	65965	0.000	23	65965	0.000	23	65965	0.000
17:00 - 18:00	23	65965	0.001	23	65965	0.001	23	65965	0.002
18:00 - 19:00	23	65965	0.001	23	65965	0.000	23	65965	0.001
19:00 - 20:00	4	9662	0.000	4	9662	0.000	4	9662	0.000
20:00 - 21:00	4	9662	0.000	4	9662	0.000	4	9662	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.003			0.004			0.007

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/D - INDUSTRIAL ESTATE

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	4	9662	0.000	4	9662	0.000	4	9662	0.000
06:00 - 07:00	4	9662	0.008	4	9662	0.000	4	9662	0.008
07:00 - 08:00	23	65965	0.007	23	65965	0.003	23	65965	0.010
08:00 - 09:00	23	65965	0.006	23	65965	0.001	23	65965	0.007
09:00 - 10:00	23	65965	0.004	23	65965	0.000	23	65965	0.004
10:00 - 11:00	23	65965	0.001	23	65965	0.001	23	65965	0.002
11:00 - 12:00	23	65965	0.001	23	65965	0.001	23	65965	0.002
12:00 - 13:00	23	65965	0.002	23	65965	0.002	23	65965	0.004
13:00 - 14:00	23	65965	0.006	23	65965	0.002	23	65965	0.008
14:00 - 15:00	23	65965	0.001	23	65965	0.006	23	65965	0.007
15:00 - 16:00	23	65965	0.001	23	65965	0.007	23	65965	0.008
16:00 - 17:00	23	65965	0.001	23	65965	0.003	23	65965	0.004
17:00 - 18:00	23	65965	0.001	23	65965	0.005	23	65965	0.006
18:00 - 19:00	23	65965	0.002	23	65965	0.002	23	65965	0.004
19:00 - 20:00	4	9662	0.000	4	9662	0.005	4	9662	0.005
20:00 - 21:00	4	9662	0.000	4	9662	0.000	4	9662	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.041			0.038			0.079

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/D - INDUSTRIAL ESTATE

MULTI-MODAL TOTAL PEOPLE

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	4	9662	0.085	4	9662	0.010	4	9662	0.095
06:00 - 07:00	4	9662	0.210	4	9662	0.028	4	9662	0.238
07:00 - 08:00	23	65965	0.173	23	65965	0.046	23	65965	0.219
08:00 - 09:00	23	65965	0.203	23	65965	0.080	23	65965	0.283
09:00 - 10:00	23	65965	0.147	23	65965	0.089	23	65965	0.236
10:00 - 11:00	23	65965	0.121	23	65965	0.098	23	65965	0.219
11:00 - 12:00	23	65965	0.111	23	65965	0.108	23	65965	0.219
12:00 - 13:00	23	65965	0.114	23	65965	0.127	23	65965	0.241
13:00 - 14:00	23	65965	0.142	23	65965	0.118	23	65965	0.260
14:00 - 15:00	23	65965	0.112	23	65965	0.144	23	65965	0.256
15:00 - 16:00	23	65965	0.096	23	65965	0.153	23	65965	0.249
16:00 - 17:00	23	65965	0.104	23	65965	0.170	23	65965	0.274
17:00 - 18:00	23	65965	0.066	23	65965	0.199	23	65965	0.265
18:00 - 19:00	23	65965	0.051	23	65965	0.085	23	65965	0.136
19:00 - 20:00	4	9662	0.150	4	9662	0.272	4	9662	0.422
20:00 - 21:00	4	9662	0.016	4	9662	0.109	4	9662	0.125
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.901			1.836			3.737

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 CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST	
	DV DEVON	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	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: 32300 to 50000 (units: sqm)
 Range Selected by User: 3824 to 80066 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 03/04/19

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

Selected survey days:

Monday	1 days
Wednesday	1 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	1
Free Standing (PPS6 Out of Town)	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:

Out of Town	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:

B8	2 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
10,001 to 15,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	1 days

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

Travel Plan:

No	2 days
----	--------

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

PTAL Rating:

No PTAL Present	2 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	DV-02-F-02	LIDL DISTRIBUTION CENTRE	DEVON
	CHILLPARK BRAKE		
	NEAR EXETER		
	CLYST HONITON		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total Gross floor area:	50000 sqm	
	Survey date: WEDNESDAY	03/04/19	Survey Type: MANUAL
2	LN-02-F-01	BOOK SERVICE	LINCOLNSHIRE
	TRENT ROAD		
	GRANTHAM		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	32300 sqm	
	Survey date: MONDAY	29/11/10	Survey Type: MANUAL

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

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	1	50000	0.024	1	50000	0.020	1	50000	0.044
06:00 - 07:00	1	50000	0.046	1	50000	0.030	1	50000	0.076
07:00 - 08:00	2	41150	0.072	2	41150	0.018	2	41150	0.090
08:00 - 09:00	2	41150	0.094	2	41150	0.032	2	41150	0.126
09:00 - 10:00	2	41150	0.077	2	41150	0.045	2	41150	0.122
10:00 - 11:00	2	41150	0.038	2	41150	0.034	2	41150	0.072
11:00 - 12:00	2	41150	0.033	2	41150	0.046	2	41150	0.079
12:00 - 13:00	2	41150	0.034	2	41150	0.055	2	41150	0.089
13:00 - 14:00	2	41150	0.097	2	41150	0.073	2	41150	0.170
14:00 - 15:00	2	41150	0.019	2	41150	0.062	2	41150	0.081
15:00 - 16:00	2	41150	0.023	2	41150	0.040	2	41150	0.063
16:00 - 17:00	2	41150	0.032	2	41150	0.058	2	41150	0.090
17:00 - 18:00	2	41150	0.012	2	41150	0.053	2	41150	0.065
18:00 - 19:00	2	41150	0.013	2	41150	0.047	2	41150	0.060
19:00 - 20:00	1	50000	0.014	1	50000	0.014	1	50000	0.028
20:00 - 21:00	1	50000	0.028	1	50000	0.022	1	50000	0.050
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.656			0.649			1.305

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:	32300 - 50000 (units: sqm)
Survey date date range:	01/01/10 - 03/04/19
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL 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	1	50000	0.016	1	50000	0.014	1	50000	0.030
06:00 - 07:00	1	50000	0.034	1	50000	0.018	1	50000	0.052
07:00 - 08:00	2	41150	0.028	2	41150	0.017	2	41150	0.045
08:00 - 09:00	2	41150	0.033	2	41150	0.024	2	41150	0.057
09:00 - 10:00	2	41150	0.043	2	41150	0.027	2	41150	0.070
10:00 - 11:00	2	41150	0.026	2	41150	0.022	2	41150	0.048
11:00 - 12:00	2	41150	0.013	2	41150	0.030	2	41150	0.043
12:00 - 13:00	2	41150	0.010	2	41150	0.032	2	41150	0.042
13:00 - 14:00	2	41150	0.011	2	41150	0.023	2	41150	0.034
14:00 - 15:00	2	41150	0.002	2	41150	0.009	2	41150	0.011
15:00 - 16:00	2	41150	0.013	2	41150	0.006	2	41150	0.019
16:00 - 17:00	2	41150	0.012	2	41150	0.006	2	41150	0.018
17:00 - 18:00	2	41150	0.006	2	41150	0.009	2	41150	0.015
18:00 - 19:00	2	41150	0.001	2	41150	0.013	2	41150	0.014
19:00 - 20:00	1	50000	0.008	1	50000	0.010	1	50000	0.018
20:00 - 21:00	1	50000	0.012	1	50000	0.008	1	50000	0.020
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.268			0.268			0.536

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	50000	0.000	1	50000	0.000	1	50000	0.000
06:00 - 07:00	1	50000	0.002	1	50000	0.002	1	50000	0.004
07:00 - 08:00	2	41150	0.000	2	41150	0.000	2	41150	0.000
08:00 - 09:00	2	41150	0.001	2	41150	0.001	2	41150	0.002
09:00 - 10:00	2	41150	0.002	2	41150	0.000	2	41150	0.002
10:00 - 11:00	2	41150	0.000	2	41150	0.000	2	41150	0.000
11:00 - 12:00	2	41150	0.000	2	41150	0.001	2	41150	0.001
12:00 - 13:00	2	41150	0.001	2	41150	0.000	2	41150	0.001
13:00 - 14:00	2	41150	0.006	2	41150	0.005	2	41150	0.011
14:00 - 15:00	2	41150	0.000	2	41150	0.004	2	41150	0.004
15:00 - 16:00	2	41150	0.000	2	41150	0.000	2	41150	0.000
16:00 - 17:00	2	41150	0.000	2	41150	0.000	2	41150	0.000
17:00 - 18:00	2	41150	0.000	2	41150	0.001	2	41150	0.001
18:00 - 19:00	2	41150	0.000	2	41150	0.002	2	41150	0.002
19:00 - 20:00	1	50000	0.000	1	50000	0.000	1	50000	0.000
20:00 - 21:00	1	50000	0.000	1	50000	0.000	1	50000	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.012			0.016			0.028

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	50000	0.032	1	50000	0.024	1	50000	0.056
06:00 - 07:00	1	50000	0.078	1	50000	0.036	1	50000	0.114
07:00 - 08:00	2	41150	0.112	2	41150	0.027	2	41150	0.139
08:00 - 09:00	2	41150	0.132	2	41150	0.041	2	41150	0.173
09:00 - 10:00	2	41150	0.108	2	41150	0.072	2	41150	0.180
10:00 - 11:00	2	41150	0.053	2	41150	0.040	2	41150	0.093
11:00 - 12:00	2	41150	0.045	2	41150	0.068	2	41150	0.113
12:00 - 13:00	2	41150	0.043	2	41150	0.084	2	41150	0.127
13:00 - 14:00	2	41150	0.134	2	41150	0.120	2	41150	0.254
14:00 - 15:00	2	41150	0.024	2	41150	0.083	2	41150	0.107
15:00 - 16:00	2	41150	0.027	2	41150	0.056	2	41150	0.083
16:00 - 17:00	2	41150	0.047	2	41150	0.084	2	41150	0.131
17:00 - 18:00	2	41150	0.018	2	41150	0.077	2	41150	0.095
18:00 - 19:00	2	41150	0.017	2	41150	0.066	2	41150	0.083
19:00 - 20:00	1	50000	0.014	1	50000	0.020	1	50000	0.034
20:00 - 21:00	1	50000	0.036	1	50000	0.032	1	50000	0.068
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.920			0.930			1.850

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	50000	0.000	1	50000	0.000	1	50000	0.000
06:00 - 07:00	1	50000	0.000	1	50000	0.000	1	50000	0.000
07:00 - 08:00	2	41150	0.004	2	41150	0.000	2	41150	0.004
08:00 - 09:00	2	41150	0.002	2	41150	0.000	2	41150	0.002
09:00 - 10:00	2	41150	0.013	2	41150	0.000	2	41150	0.013
10:00 - 11:00	2	41150	0.000	2	41150	0.000	2	41150	0.000
11:00 - 12:00	2	41150	0.000	2	41150	0.000	2	41150	0.000
12:00 - 13:00	2	41150	0.007	2	41150	0.002	2	41150	0.009
13:00 - 14:00	2	41150	0.016	2	41150	0.005	2	41150	0.021
14:00 - 15:00	2	41150	0.000	2	41150	0.009	2	41150	0.009
15:00 - 16:00	2	41150	0.000	2	41150	0.004	2	41150	0.004
16:00 - 17:00	2	41150	0.001	2	41150	0.007	2	41150	0.008
17:00 - 18:00	2	41150	0.000	2	41150	0.002	2	41150	0.002
18:00 - 19:00	2	41150	0.001	2	41150	0.006	2	41150	0.007
19:00 - 20:00	1	50000	0.000	1	50000	0.002	1	50000	0.002
20:00 - 21:00	1	50000	0.000	1	50000	0.000	1	50000	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.044			0.037			0.081

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	50000	0.002	1	50000	0.000	1	50000	0.002
06:00 - 07:00	1	50000	0.000	1	50000	0.000	1	50000	0.000
07:00 - 08:00	2	41150	0.001	2	41150	0.000	2	41150	0.001
08:00 - 09:00	2	41150	0.001	2	41150	0.000	2	41150	0.001
09:00 - 10:00	2	41150	0.000	2	41150	0.000	2	41150	0.000
10:00 - 11:00	2	41150	0.001	2	41150	0.001	2	41150	0.002
11:00 - 12:00	2	41150	0.002	2	41150	0.000	2	41150	0.002
12:00 - 13:00	2	41150	0.005	2	41150	0.004	2	41150	0.009
13:00 - 14:00	2	41150	0.004	2	41150	0.005	2	41150	0.009
14:00 - 15:00	2	41150	0.000	2	41150	0.001	2	41150	0.001
15:00 - 16:00	2	41150	0.001	2	41150	0.001	2	41150	0.002
16:00 - 17:00	2	41150	0.000	2	41150	0.000	2	41150	0.000
17:00 - 18:00	2	41150	0.000	2	41150	0.001	2	41150	0.001
18:00 - 19:00	2	41150	0.001	2	41150	0.001	2	41150	0.002
19:00 - 20:00	1	50000	0.004	1	50000	0.002	1	50000	0.006
20:00 - 21:00	1	50000	0.004	1	50000	0.000	1	50000	0.004
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.026			0.016			0.042

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	50000	0.002	1	50000	0.000	1	50000	0.002
06:00 - 07:00	1	50000	0.000	1	50000	0.000	1	50000	0.000
07:00 - 08:00	2	41150	0.005	2	41150	0.000	2	41150	0.005
08:00 - 09:00	2	41150	0.002	2	41150	0.000	2	41150	0.002
09:00 - 10:00	2	41150	0.002	2	41150	0.001	2	41150	0.003
10:00 - 11:00	2	41150	0.001	2	41150	0.001	2	41150	0.002
11:00 - 12:00	2	41150	0.002	2	41150	0.000	2	41150	0.002
12:00 - 13:00	2	41150	0.009	2	41150	0.004	2	41150	0.013
13:00 - 14:00	2	41150	0.005	2	41150	0.006	2	41150	0.011
14:00 - 15:00	2	41150	0.000	2	41150	0.004	2	41150	0.004
15:00 - 16:00	2	41150	0.001	2	41150	0.002	2	41150	0.003
16:00 - 17:00	2	41150	0.000	2	41150	0.005	2	41150	0.005
17:00 - 18:00	2	41150	0.000	2	41150	0.001	2	41150	0.001
18:00 - 19:00	2	41150	0.001	2	41150	0.005	2	41150	0.006
19:00 - 20:00	1	50000	0.004	1	50000	0.002	1	50000	0.006
20:00 - 21:00	1	50000	0.004	1	50000	0.000	1	50000	0.004
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.038			0.031			0.069

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

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	1	50000	0.034	1	50000	0.024	1	50000	0.058
06:00 - 07:00	1	50000	0.080	1	50000	0.038	1	50000	0.118
07:00 - 08:00	2	41150	0.120	2	41150	0.027	2	41150	0.147
08:00 - 09:00	2	41150	0.139	2	41150	0.043	2	41150	0.182
09:00 - 10:00	2	41150	0.126	2	41150	0.073	2	41150	0.199
10:00 - 11:00	2	41150	0.055	2	41150	0.041	2	41150	0.096
11:00 - 12:00	2	41150	0.047	2	41150	0.069	2	41150	0.116
12:00 - 13:00	2	41150	0.060	2	41150	0.090	2	41150	0.150
13:00 - 14:00	2	41150	0.160	2	41150	0.136	2	41150	0.296
14:00 - 15:00	2	41150	0.024	2	41150	0.098	2	41150	0.122
15:00 - 16:00	2	41150	0.028	2	41150	0.062	2	41150	0.090
16:00 - 17:00	2	41150	0.049	2	41150	0.096	2	41150	0.145
17:00 - 18:00	2	41150	0.018	2	41150	0.081	2	41150	0.099
18:00 - 19:00	2	41150	0.019	2	41150	0.079	2	41150	0.098
19:00 - 20:00	1	50000	0.018	1	50000	0.024	1	50000	0.042
20:00 - 21:00	1	50000	0.040	1	50000	0.032	1	50000	0.072
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.017			1.013			2.030

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

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

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