

Project name	Sovereign Business Park, Huyton		
Design note title	Car Parking Justification - Technical Note		
Document reference	26263-HYD-XX-XX-RP-TP-0001		
Author	Chris Peachey BA (Hons)		
Revision	2		
Date	7 November 2022	Approved	✓

1. INTRODUCTION

1.1 Introduction

1.1.1 Hydrock have been appointed by Network Space to provide further detail on the proposed car parking provision for an employment land use development at Sovereign Business Park, Huyton, planning reference 22/00109/FUL.

1.1.2 The planning description for the proposed development is as follows:

Full planning application for demolition of buildings to construct two new industrial units and remodelling, refurbishment, extension and partial demolition of existing industrial building to form seven units to create e (g)(ii) (iii), b2 and b8 employment space, with ancillary e(g)(i) office use, remodelling of car parking, service, vehicular circulation areas, landscaping and infrastructure works.

1.1.3 Knowsley Metropolitan Borough Council [KMBC] as the local highway authority have provided the following comments with relation to the proposed car parking provision on which KMBC Highways are objecting to the proposed development.

"The proposals however seek to provide car parking which is far below (54%) the standards set out in the KMBC 'Ensuring a Choice of Travel' SPD for the accommodation proposed.

Previously this development site formed part of a larger site which had shared car parking facilities.

The new site will have to have sufficient car parking for its own needs to ensure that it can operate effectively. If car park demand exceeds supply, indiscriminate parking is likely to occur and this can lead to difficulties in HGV movements into and out of the site, and thus can present a highway safety concern.

The design should be revisited to provide adequate parking levels, at or close to the requirement set out in the SPD (440 spaces)."

1.1.4 This Technical Note [TN] will provide additional commentary and justification for the proposed car parking provision.

2. PROPOSED DEVELOPMENT

2.1 Current Car Parking Provision

- 2.1.1 There are currently 49 car parking spaces within the red line boundary and car parking is currently shared with the adjacent unit that provides approximately a further 262 car parking spaces thus an estimated total of 311 spaces shared between the two sites.

2.2 Proposed Car Parking Provision

- 2.2.1 As presented in **Section 1** above, the proposed development is for:

Full planning application for demolition of buildings to construct two new industrial units and remodelling, refurbishment, extension and partial demolition of existing industrial building to form seven units to create e (g)(ii) (iii), B2 and B8 employment space, with ancillary e(g)(i) office use, remodelling of car parking, service, vehicular circulation areas, landscaping and infrastructure works.

- 2.2.2 The proposed development seeks permission for flexible land uses as either B2 General Industry or B8 Storage and Distribution as the primary use class.
- 2.2.3 KBMC's car parking standards are '**Maximum**' standards and are contained within KBMC's Ensuring a Choice of Travel Supplementary Planning Document [SPD] adopted in 2010. The car parking standards for B2 and B8 use are presented in **Table 2.1**, below.

Table 2.1 KBMC Car Parking Standards

Land Use	Town Centre	District and Local Centre	Other Areas
B2 General Industry	1:60sqm	1:48sqm	1:45sqm
B8 Storage & Distribution	1:100sqm	1:100sqm	1:100sqm

- 2.2.4 The proposed development will provide a total of 256 car parking spaces, an increase of 207 spaces within the red line boundary compared to the extant use of the site.
- 2.2.5 KBMC has stated within their response that 440 spaces would be required for 18,093sqm of floor space, this equates to 1 parking space per 41sqm which exceeds the '**Maximum**' car parking standard for B2 use and well exceeds the '**Maximum**' car parking provision for B8 use.
- 2.2.6 At this point it should be reiterated that the Council's parking standards are a '**Maximum**' standard, and therefore it is not a requirement to meet the '**Maximum**' threshold, especially given the Government's initiatives to promote sustainable travel, as per the guidance within National Planning Policy Framework [NPPF].
- 2.2.7 The NPPF sets out the Government's policies for delivering sustainable development through the planning system. Local authorities are required to take these policies into account when formulating local development plans and when determining planning applications.
- 2.2.8 The most recent NPPF report was published in July 2021 and sets out the Government's planning policies for England and how these are expected to be applied at a local level. The NPPF is a significant material consideration in plan making and decision taking.

2.2.9 Paragraph 104 seeks to encourage opportunities to promote walking, cycling and public transport use. This is supplemented by paragraph 105 which states that development should be focused in sustainable locations and offer a genuine choice of transport modes.

2.2.10 Development proposals should also give priority to pedestrian and cycle movements and facilitate access to high quality public transport. The needs of people with disabilities and reduced mobility should also be addressed (paragraph 112).

2.3 Traffic Regulation Orders

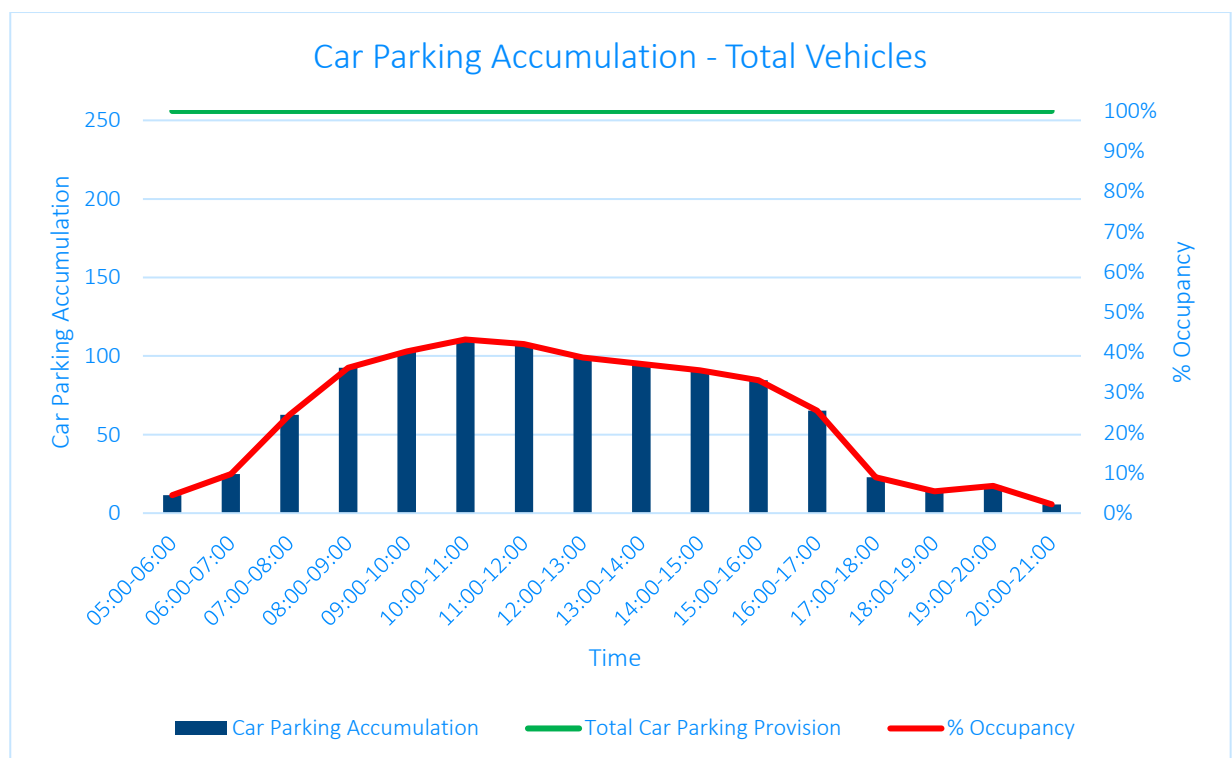
2.3.1 No waiting at any time traffic regulation orders [TROs] in the form of double yellow lines are present on Wilson Road. The design of Wilson Road with grass verges, trees and bollards prevents over spill parking on to Wilson Road.

2.4 Car Parking Accumulation

2.4.1 A car parking accumulation study has been undertaken using TRICS. Hydrock have reviewed the TRICS output data submitted with the original planning application and have undertaken an independent TRICS exercise using the most recent version of TRICS 7.9.3. The results of the TRICS exercise undertaken by Hydrock are appended to this note and are almost identical to the assessment undertaken within the Transport Statement.

2.4.2 The car parking accumulation exercise is based upon trip rates presented in TRICS for the proposed GFA of 10,093sqm. The car parking accumulation exercise is presented in **Figure 2.1**.

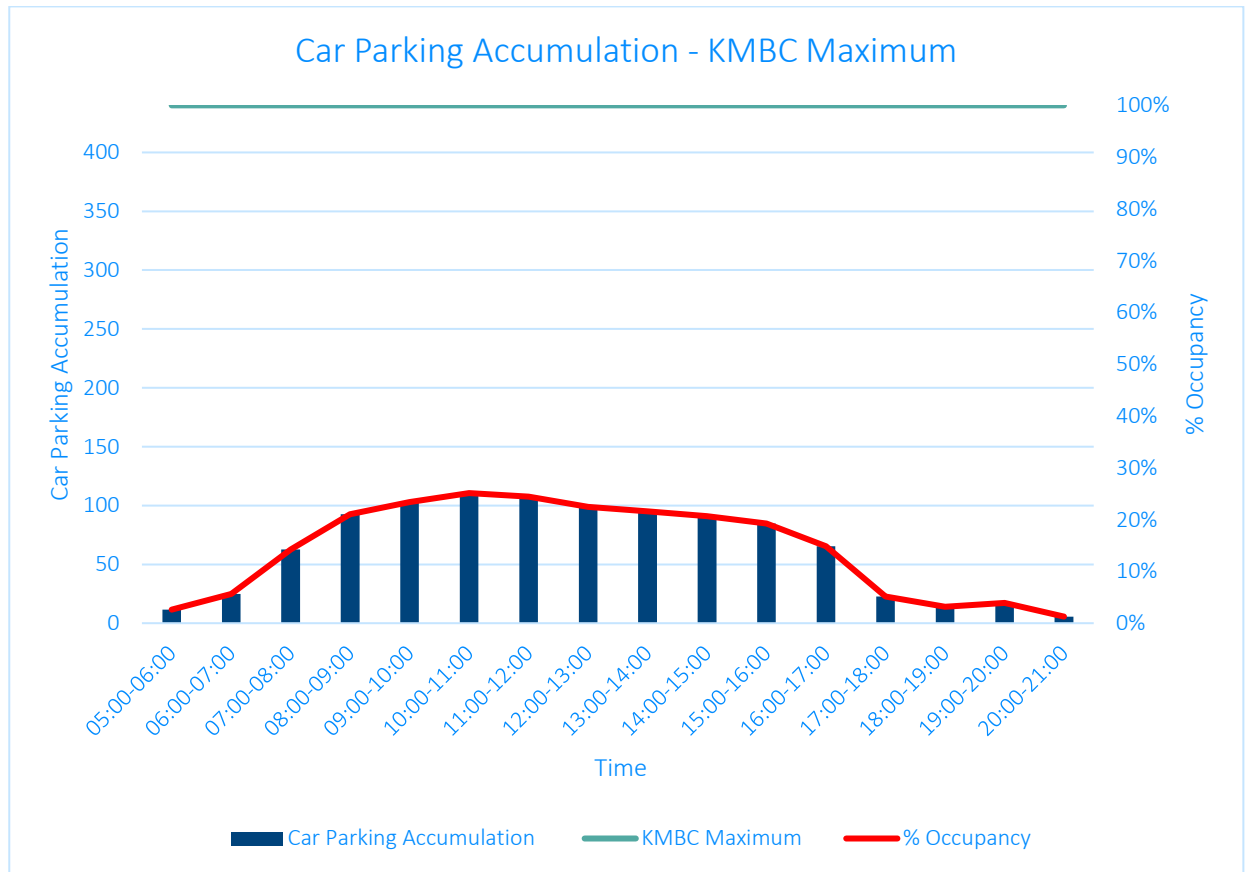
Figure 2.1 Car Parking Accumulation



2.4.3 Based upon the TRICS car parking accumulation exercise there would be a maximum occupancy of 111 vehicles or 41%, with 145 car parking spaces remaining unoccupied across the site.

2.4.4 **Figure 2.2** below presents the TRICS car parking accumulation exercise in comparison to KMBC's stated requirement of 440 car parking spaces.

Figure 2.2 Car Parking Accumulation - KMBC's Maximum



2.4.5 If the proposed development were to provide KMBC's maximum car parking standards the car parking accumulation exercise results in a maximum occupancy of 25% with 329 spaces forecast remaining unoccupied.

2.4.6 The KMBC standards would result in a significant over provision of car parking that would be under utilised and dominate the local landscape. In this instance KMBC's maximum car parking standards would not be appropriate.

3. NEW WAYS OF WORKING

3.1.1 KMBC's Ensuring a Choice of Travel was adopted in 2010, since its adoption there have been a number of disruptive events impacting the world of work. The following section details the impact of Covid-19 and Automation on the workplace.

3.1.2 It has been noted by some commentators that the pandemic provided the catalyst for the radical transformation of working practices that may otherwise have taken decades to take place.

3.1.3 As set out by the Office for Budget Responsibility it is stated that:

"The pandemic prompted a sharp rise in the number of people regularly working from home, which rose from 12 per cent before the pandemic to a peak of 50 per cent in April 2020. Despite then falling back, it remained at 31 per cent in October. Moreover, 85 per cent of those who worked from home in May 2021 expected to continue to do so for at least part of the week even after they are able to return to their usual workplace, while in a more recent survey from October, 16 per cent of businesses intended to use increased homeworking as a permanent business model going forward."

3.1.4 The car parking standards would not appear to acknowledge or account for the change in working patterns many companies have implemented and continue to promote higher levels of car parking.

3.1.5 By continuing to enforce the car parking standards presents an inefficient use of land whereby the car parking provision may not be required and may remain unused. This has cost implications for developers, in addition this approach does not fit in with the overall aims Government policy to support modal shift away from car travel or the Council's environmental agenda and response to declaring a climate emergency.

3.1.6 The last five years have seen a substantial increase in the demand for distribution space across the UK, driven by the evolution of the way we live and shop. This structural change has not only caused the amount of take-up activity to increase across the sector year on year but has also driven efficiency in the use of space.

3.1.7 Since 2012, the number of people in employment has increased steadily across the UK, resulting in the lowest unemployment rates since the mid-1970s. This has created a unique situation and whilst historically distribution warehousing decisions have been made on a purely locational basis, there is now an understanding that access to the appropriate workforce may be just as relevant a factor in decision-making.

3.1.8 To fill this widening labour gap, the logistics sector is seeking support from the latest technologies. The industry is utilising robotics and automation not only as a substitute for workers, but to enable more efficient utilisation of distribution space in order to effectively tackle the growth of e-commerce. This is having a significant impact on building specifications for logistics warehouses. Branded as inflexible by the industry, robotics and automation were once a rarity in logistics. Left fairly unexplored, operators were unsure as to how these new systems could fit into existing spaces and operations. This has changed, with technology now readily embedded into logistics operations and growing at a significant rate.

- 3.1.9 The significant growth of robotics and automation is hardly surprising. With a diminishing labour pool, combined with significant wage growth and the price of robotics and automation gradually reducing, there is often a financial incentive for operators to invest in new technologies, not to mention the additional benefit that robots can work 24/7 without ever needing to clock off.
- 3.1.10 As a consequence, the reduction in need for a human 'operators' further reinforces the requirement for a flexible approach to car parking.

4. CONCLUSION

- 4.1.1 The proposed development will provide 256 car parking spaces across the units, the local highway network namely Wilson Road is governed by no waiting at any time traffic regulation orders in the form of double yellow lines to discourage overspill parking onto the highway.
- 4.1.2 The site also benefits from bus services on Wilson Road and Stretton Way and is within walking distance of residential areas where potential employees may reside.
- 4.1.3 KMBC's car parking standards are 'Maximum' standards and it should therefore be reiterated that there is not a requirement to meet the maximum threshold, especially given the Government's initiatives to promote sustainable transport.
- 4.1.4 The car parking accumulation exercise undertaken using the trip rates contained within the corresponding Transport Statement demonstrate that the proposed amount of car parking spaces would be more than sufficient with a maximum occupancy of 111 vehicles equating to 41%.
- 4.1.5 Therefore, as presented within this Technical Note, Hydrock consider the provision of 256 car parking spaces to be sufficient for the proposed land use.

Appendix A - TRICS Outputs

Calculation Reference: AUDIT-540501-221019-1021

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : D - INDUSTRIAL ESTATE

TOTAL VEHICLESSelected regions and areas:

05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	LC LANCASHIRE	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: 7383 to 23226 (units: sqm)
 Range Selected by User: 5214 to 24980 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 26/09/19

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:

Thursday	3 days
Friday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	3

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

Selected Location Sub Categories:

Industrial Zone	4
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This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:Use Class:

Not Known

4 days

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000

1 days

15,001 to 20,000

1 days

20,001 to 25,000

2 days

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

Population within 5 miles:

50,001 to 75,000

1 days

125,001 to 250,000

3 days

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

Car ownership within 5 miles:

0.6 to 1.0

1 days

1.1 to 1.5

3 days

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

Travel Plan:

No

4 days

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

PTAL Rating:

No PTAL Present

4 days

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

LIST OF SITES relevant to selection parameters

1	LC-02-D-06	INDUSTRIAL ESTATE	LANCASHIRE
	SMALLSHAW LANE		
	BURNLEY		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	7383 sqm	
	Survey date: THURSDAY	29/09/16	Survey Type: MANUAL
2	LN-02-D-03	INDUSTRIAL ESTATE	LINCOLNSHIRE
	DEACON ROAD		
	LINCOLN		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	11265 sqm	
	Survey date: FRIDAY	28/06/19	Survey Type: MANUAL
3	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
4	WY-02-D-04	INDUSTRIAL ESTATE	WEST YORKSHIRE
	LAW STREET		
	CLECKHEATON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	23226 sqm	
	Survey date: THURSDAY	15/09/16	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/D - INDUSTRIAL ESTATE

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	20860	0.077	1	20860	0.014	1	20860	0.091
06:00 - 07:00	2	16063	0.100	2	16063	0.025	2	16063	0.125
07:00 - 08:00	4	15684	0.265	4	15684	0.057	4	15684	0.322
08:00 - 09:00	4	15684	0.303	4	15684	0.137	4	15684	0.440
09:00 - 10:00	4	15684	0.199	4	15684	0.142	4	15684	0.341
10:00 - 11:00	4	15684	0.214	4	15684	0.172	4	15684	0.386
11:00 - 12:00	4	15684	0.147	4	15684	0.163	4	15684	0.310
12:00 - 13:00	4	15684	0.158	4	15684	0.206	4	15684	0.364
13:00 - 14:00	4	15684	0.172	4	15684	0.194	4	15684	0.366
14:00 - 15:00	4	15684	0.148	4	15684	0.171	4	15684	0.319
15:00 - 16:00	4	15684	0.108	4	15684	0.142	4	15684	0.250
16:00 - 17:00	4	15684	0.142	4	15684	0.249	4	15684	0.391
17:00 - 18:00	4	15684	0.112	4	15684	0.347	4	15684	0.459
18:00 - 19:00	4	15684	0.040	4	15684	0.089	4	15684	0.129
19:00 - 20:00	2	16063	0.153	2	16063	0.134	2	16063	0.287
20:00 - 21:00	2	16063	0.019	2	16063	0.084	2	16063	0.103
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.357			2.326			4.683

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:	7383 - 23226 (units: sqm)
Survey date date range:	01/01/14 - 26/09/19
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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	20860	0.000	1	20860	0.005	1	20860	0.005
06:00 - 07:00	2	16063	0.003	2	16063	0.000	2	16063	0.003
07:00 - 08:00	4	15684	0.014	4	15684	0.006	4	15684	0.020
08:00 - 09:00	4	15684	0.027	4	15684	0.032	4	15684	0.059
09:00 - 10:00	4	15684	0.027	4	15684	0.019	4	15684	0.046
10:00 - 11:00	4	15684	0.022	4	15684	0.026	4	15684	0.048
11:00 - 12:00	4	15684	0.019	4	15684	0.018	4	15684	0.037
12:00 - 13:00	4	15684	0.013	4	15684	0.018	4	15684	0.031
13:00 - 14:00	4	15684	0.021	4	15684	0.010	4	15684	0.031
14:00 - 15:00	4	15684	0.019	4	15684	0.033	4	15684	0.052
15:00 - 16:00	4	15684	0.021	4	15684	0.019	4	15684	0.040
16:00 - 17:00	4	15684	0.006	4	15684	0.011	4	15684	0.017
17:00 - 18:00	4	15684	0.003	4	15684	0.005	4	15684	0.008
18:00 - 19:00	4	15684	0.002	4	15684	0.000	4	15684	0.002
19:00 - 20:00	2	16063	0.000	2	16063	0.000	2	16063	0.000
20:00 - 21:00	2	16063	0.000	2	16063	0.000	2	16063	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.197			0.202			0.399

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

CARS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	20860	0.058	1	20860	0.005	1	20860	0.063
06:00 - 07:00	2	16063	0.081	2	16063	0.012	2	16063	0.093
07:00 - 08:00	4	15684	0.202	4	15684	0.026	4	15684	0.228
08:00 - 09:00	4	15684	0.234	4	15684	0.069	4	15684	0.303
09:00 - 10:00	4	15684	0.126	4	15684	0.067	4	15684	0.193
10:00 - 11:00	4	15684	0.126	4	15684	0.077	4	15684	0.203
11:00 - 12:00	4	15684	0.078	4	15684	0.094	4	15684	0.172
12:00 - 13:00	4	15684	0.108	4	15684	0.137	4	15684	0.245
13:00 - 14:00	4	15684	0.094	4	15684	0.140	4	15684	0.234
14:00 - 15:00	4	15684	0.078	4	15684	0.092	4	15684	0.170
15:00 - 16:00	4	15684	0.049	4	15684	0.092	4	15684	0.141
16:00 - 17:00	4	15684	0.113	4	15684	0.217	4	15684	0.330
17:00 - 18:00	4	15684	0.096	4	15684	0.316	4	15684	0.412
18:00 - 19:00	4	15684	0.032	4	15684	0.077	4	15684	0.109
19:00 - 20:00	2	16063	0.143	2	16063	0.128	2	16063	0.271
20:00 - 21:00	2	16063	0.016	2	16063	0.075	2	16063	0.091
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.634			1.624			3.258

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

LGVS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	20860	0.010	1	20860	0.005	1	20860	0.015
06:00 - 07:00	2	16063	0.016	2	16063	0.012	2	16063	0.028
07:00 - 08:00	4	15684	0.048	4	15684	0.026	4	15684	0.074
08:00 - 09:00	4	15684	0.037	4	15684	0.035	4	15684	0.072
09:00 - 10:00	4	15684	0.045	4	15684	0.056	4	15684	0.101
10:00 - 11:00	4	15684	0.062	4	15684	0.067	4	15684	0.129
11:00 - 12:00	4	15684	0.049	4	15684	0.051	4	15684	0.100
12:00 - 13:00	4	15684	0.037	4	15684	0.051	4	15684	0.088
13:00 - 14:00	4	15684	0.057	4	15684	0.045	4	15684	0.102
14:00 - 15:00	4	15684	0.051	4	15684	0.043	4	15684	0.094
15:00 - 16:00	4	15684	0.038	4	15684	0.030	4	15684	0.068
16:00 - 17:00	4	15684	0.022	4	15684	0.021	4	15684	0.043
17:00 - 18:00	4	15684	0.010	4	15684	0.019	4	15684	0.029
18:00 - 19:00	4	15684	0.005	4	15684	0.011	4	15684	0.016
19:00 - 20:00	2	16063	0.006	2	16063	0.000	2	16063	0.006
20:00 - 21:00	2	16063	0.003	2	16063	0.009	2	16063	0.012
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.496			0.481			0.977

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.