



PROPOSED INDUSTRIAL
DEVELOPMENT,
FALLOWS WAY, PRESCOT

INTERIM TRAVEL PLAN

MARCH 2024

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INTERIM TRAVEL PLAN

Allied Properties

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1 INTRODUCTION

1.1 OVERVIEW

- 1.1.1 Andrew Moseley Associates (AMA) has been commissioned by Allied Properties to prepare a Transport Assessment (TA) and Travel Plan (TP) in support of a full planning application for a proposed new industrial development consisting of up to 4,631m² flexible B2 / B8 use plus 185m² office space located on land to the north-east of Fallows Way, Prescott.
- 1.1.2 The site will consist of five blocks which are divided into thirteen smaller units. The site layout plan is attached at **Appendix A**.
- 1.1.3 The Local Planning Authority (LPA) and the Local Highway Authority (LHA) is Knowsley Council (KC).
- 1.1.4 The site currently consists of previously undeveloped land and is located to the south of Fallows Way, which terminates to the north of the site and provides access to a number of existing industrial uses.
- 1.1.5 The site is bound to north and east by undeveloped land as well as a Public Right of Way that runs in an approximate north-west to south-east alignment alongside Tushingham's Lake which forms part of the wider Stadt Moers Park. The site is also bound to the south by an industrial unit and to the west by Fallows Way. The location of the site is illustrated in **Figure 1**.
- 1.1.6 Vehicular, pedestrian and cycling access is proposed west of the application boundary onto Fallows Way via two new simple priority-controlled T-junctions. Pedestrian access will be provided via footways either side of each access which are maintained throughout the site, providing direct access to each unit. The access proposals are illustrated in the site layout plan at **Appendix A**.
- 1.1.7 A Transport Assessment (TA) has been prepared for the proposals and will also be submitted in support of the planning application. The TA concludes that the site can be appropriately accessed, there are no significant highway impacts and that the site is located in a sustainable location, with access to a variety of key facilities and services via sustainable modes of transport such as walking, cycling and public transport.
- 1.1.8 This TP summarises the accessibility of the site and outlines a range of Travel Plan measures which will be promoted to employees to encourage sustainable travel patterns at the site. This document provides an outline of the proposed measures and monitoring strategy, which could be implemented at this site.
- 1.1.9 A Full Travel Plan based upon this document will be produced following occupation of the development when meaningful employee surveys can be undertaken, and suitable targets implemented.

1.1.10 This report sets out the following;

- ▶ **Section 2** – The aims and objectives of the travel plan are outlined;
- ▶ **Section 3** – Details of the development proposals including site location, proposed vehicle and pedestrian access and parking provision;
- ▶ **Section 4** – The accessibility of the site is assessed including details of existing facilities near to the site such as walk, cycle and public transport routes;
- ▶ **Section 5** – Details of the roles and responsibilities are outlined including the role of the Travel Plan Co-ordinator;
- ▶ **Section 6** – The proposed Travel Plan measures are outlined including the proposed measures to encourage travel by walking, cycling and public transport;
- ▶ **Section 7** – Identifies the current mode split and targets;
- ▶ **Section 8** – Outlines the Travel Plan measures which will be implemented and communicated at the site;
- ▶ **Section 9** – Details of the proposed Travel Plan monitoring process are included along with details of timescales; and
- ▶ **Section 10** – A summary of the Travel Plan measures and timescales for its implementation are set out.

2 TRAVEL PLAN OBJECTIVES, TARGETS AND BENEFITS

2.1 INTRODUCTION

- 2.1.1 This section sets out the vision and objectives that will guide the TP development and implementation. This TP seeks to outline a range of potential measures which encourage sustainable travel patterns at the site and achieves the objectives and subsequent benefits outlined below.

2.2 OBJECTIVES

- 2.2.1 This TP (and the resultant Final Travel Plan which will be developed for the proposals) is based upon the achievement of the following key objectives:

- ▶ To reduce the impact and frequency of car travel especially single occupancy vehicle use;
- ▶ To reduce the impact of the development on the local road network;
- ▶ To enable employees of the development to have informed choices about their travel options;
- ▶ To improve the health and well-being of the employees of the development;
- ▶ To ensure transport arrangements of the development have minimum environmental impact; and
- ▶ To ensure that the development is accessible to the widest possible range of services.

- 2.2.2 The TP will therefore broadly seek to:

- ▶ Develop an awareness of locally available non-car modes of transport among employees;
- ▶ Promote sustainable travel and continue to engage directly with employees on sustainable travel choices to achieve a long-term commitment to changing travel habits; and
- ▶ Promote car sharing, walking, cycling and public transport as safe, efficient, affordable alternatives to private cars and to highlight the health and environmental benefits of adopting sustainable travel patterns.

2.3 TRAVEL PLAN TARGETS

- 2.3.1 This travel plan aims to promote travel choice for employees of the development, and hence to increase the use of sustainable transport modes. Overarching targets for the site are to be set once baseline travel surveys have been carried out.

- 2.3.2 However, any targets will need to be 'SMART' i.e., they must be: -

- ▶ Site-specific;
- ▶ Measurable;
- ▶ Achievable;
- ▶ Realistic; and
- ▶ Time related.

- 2.3.3 Without detailed travel survey information for the proposed development, it is not possible to set specific mode split targets for the development. However, some indicative targets have been proposed to assist in monitoring the progress of the Travel Plan in achieving the overall objectives.
- 2.3.4 The potential targets for the Travel Plan are summarised as follows:
- ▶ Target a reduction in single occupancy car mode share and increased use of non-car modes; and
 - ▶ Implementation and uptake of proposed Travel Plan measures.
- 2.3.5 Specific targets relating to modal shift will be established once detailed travel surveys have been undertaken. Information relating to the implementation of measures and their uptake would also be obtained through the proposed monitoring programme.
- 2.3.6 It is anticipated that once an appropriate modal shift target is identified the target would be achieved within three years to allow the Travel Plan measures to take effect. This provides an appropriate timescale against which to measure progress against targets. Once achieved the target mode split will be maintained at that level and reviewed as part of the annual monitoring programme for five years.
- 2.3.7 Further details of monitoring and measures should the targets not be reached within these timescales are provided in **Section 7** of the report.

2.4 TRAVEL PLAN BENEFITS

- 2.4.1 There are a large number of benefits that will be derived from the successful implementation of a Travel Plan at the development for employees as well as the wider community.
- 2.4.2 The employees to the proposed development could expect to enjoy:
- ▶ Improved health and fitness through increased levels of walking and cycling;
 - ▶ Increased flexibility offered through wider travel choices;
 - ▶ The social aspects of sharing transport with others; and
 - ▶ A better environment within the site and its immediate environs as vehicular movements are minimised.
- 2.4.3 In terms of the wider community, the successful implementation of a Travel Plan will lead to reduced traffic impact as a result of the reduction in car use.
- 2.4.4 The overall Travel Plan strategy will include physical measures designed to enhance the sustainable transport linkages at the site, travel awareness initiatives and other measures to assist in the achievement of the objectives of the Plan.
- 2.4.5 The proposed monitoring strategy that will be adopted for the site to determine how the Travel Plan is performing against these objectives is set out later in this report.

3 DEVELOPMENT PROPOSALS

3.1 DEVELOPMENT PROPOSALS AND SITE LAYOUT

- 3.1.1 The application is for full planning application for a proposed new industrial development consisting of up to 4,631m² flexible B2 / B8 use plus 185m² office space located on land to the north-east of Fallows Way, Prescott.
- 3.1.2 The site will consist of five Blocks which are divided into thirteen smaller units. The site layout plan is attached at **Appendix A**.
- 3.1.3 A breakdown of the proposed industrial units is provided below:
- ▶ Block A
 - Unit 01 – 87.5m²;
 - Unit 02 – 87.5m²;
 - Unit 03 – 87.5m²;
 - ▶ Block B
 - Unit 04 – 81.5m²;
 - Unit 05 – 140m²;
 - Unit 06 – 140m²;
 - ▶ Block C
 - Unit 07 – 140m²;
 - Unit 08 – 140m²;
 - Unit 09 – 140m²;
 - Unit 10 – 140m²;
 - Unit 11 – 140m²;
 - ▶ Block D
 - Unit 12 – 232m²;
 - ▶ Block E
 - Unit 13 – 3,075m²;
 - Offices – 185m².

3.2 SITE ACCESS DESIGN AND SERVICING ARRANGEMENTS

- 3.2.1 Vehicular, walking and cycling access is proposed via a two new simple priority-controlled T-junctions to the west of the proposed site via Fallows Way.
- 3.2.2 The southern access is proposed to be provided with a 12m corner radii to the south and 8m corner radii to the north. The carriageway width is to be provided at 7.5m which is maintained throughout the site. The secondary site access to the north of the site is proposed to be provided with corner radii's of 6m. Given the proposed corner radii's, the southernmost site access is proposed to be provide the main point of access for HGV's.
- 3.2.3 Based on the 30mph speed limit of the road and in accordance with Manual for Streets (MfS) standards, 2.4m x 43m visibility splays are provided at each site access point. The visibility splays are fully achievable within the highway boundary and the site boundary.
- 3.2.4 5.2.4 The site would be accessed by articulated vehicles, therefore a 26m turning circle and a turning head is proposed at either end of the site to facilitate the turning manoeuvres

3.3 PARKING

- 3.3.1 In accordance with the operational requirements for the site, it is proposed that a total of eighty-seven parking spaces will be provided.
- 3.3.2 As set out within the KC Supplementary Planning Document, B2 developments should have a maximum of one space per 45m²; whilst B8 should have a maximum of one space per 100m². The proposals for eighty-seven parking spaces therefore provide a balance between the two standards at one space per 56m².
- 3.3.3 Of the eighty-seven spaces, it is proposed that 6 disabled parking spaces will be provided across the site totalling approximately 7% of parking provision. This is therefore in line with the SPD requirements for 5% disabled parking provision.
- 3.3.4 Eight spaces are proposed to be equipped with electric vehicle charging facilities, totalling approximately 10% of the total parking provision.
- 3.3.5 Six motorcycle parking bays are proposed which is in line with the SPD's minimum parking standards which require one space per 1000m².
- 3.3.6 The standards also set out that a minimum of one secure cycle parking space per 450m². The proposals will provide nine 'Sheffield' style cycle hoops across the site, split into banks of three. This would therefore equate to eighteen cycle parking spaces. In addition to the cycle hoops, eight sheltered cycle parking spaces are proposed, taking the total provision to twenty-six spaces.

4 EXISTING SUSTAINABLE TRANSPORT PROVISION

4.1 INTRODUCTION

- 4.1.1 The Government's objectives set out in the NPPF are to ensure that new developments are provided in sustainable locations, where the need to travel is minimised and the use of sustainable modes can be maximised.
- 4.1.2 The site is located within an existing industrial location that is situated within a wider residential location to the east of Liverpool. The site is therefore located in an established location for industrial use as well as being well located in terms of its proximity to residential areas and access to sustainable modes of transport. The following section sets out that there are good quality facilities which will help to encourage the use of alternative modes of travel to the private car.
- 4.1.3 This section outlines the existing walking, cycling and public transport facilities within the vicinity of the development site and describes the accessibility of the site in terms of its proximity to key services and destinations.

4.2 PEDESTRIAN ACCESSIBILITY

- 4.2.1 Whilst superseded by the NPPF, the transport policies in the former PPG13 set out specific guidance related to walking:

"Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres" (Para 74)

- 4.2.2 Walking is recognised as the most important mode of travel at a local level, and it offers the greatest potential to replace short car trips, particularly under two kilometres. **Figure 2** shows a 2km walking catchment area from the centre of the site.
- 4.2.3 As shown, the site is located within a suitable walking distance of a wide residential area including Halsnead Park, Whiston Cross and Huyton that form parts of the eastern residential suburbs of Liverpool.
- 4.2.4 The site will also benefit from the pedestrian connectivity that is proposed as part of the development, with both footways provided throughout the site.
- 4.2.5 There are also a number of Public Rights of Way (PRoW) within the vicinity of the site that provide traffic-free walking facilities, details of which are provided in **Figure 3**.
- 4.2.6 The map shows that PRoW's are located to the north of the site and connect to the local residential areas. In addition to the PRoW's, there are also a number of footpaths that run through the parks to the north of the site that further facilitate traffic-free walking routes to the site.
- 4.2.7 The development is therefore considered to be located within a sustainable location to a range of walkable destinations.

4.3 CYCLING ACCESSIBILITY

- 4.3.1 Whilst superseded by the NPPF, the transport policies in the former PPG13 set out specific guidance related to cycling:

“Cycling also has potential to substitute for short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport” (Para 77).

- 4.3.2 Cycling has the potential to substitute for short car trips, particularly less than five kilometres. As such, all areas and facilities within a reasonable walking distance can also be considered to be within a reasonable cycling distance.
- 4.3.3 **Figure 4** shows a 5km cycling catchment area from the centre of the site. In addition to what is accessible by foot, the catchment area includes Prescott, Rainhill, Huyton, Fincham and Belle Vale.
- 4.3.4 The site is also well located in terms of its proximity to the local cycle network which is set out in **Figure 5**. Fallows Way forms part of the ‘suggested cycle’ network which consists of a number of roads that run through the nearby residential areas. Within the local cycle network, there are also dedicated ‘on-road signed cycle routes’ and ‘on-road cycle routes’. The site is therefore well placed for travel by bicycle with the local road network conducive to cycling.

4.4 PUBLIC TRANSPORT

Bus Services

- 4.4.1 In line with current local and national transport objectives, particularly of encouraging modal shift away from the private car and increasing accessibility through sustainable travel, public transport has a major role to play. The IHT’s ‘Guidelines for Planning for Public Transport in Developments’ (IHT 1999) recommend that the maximum walking distance to bus routes should not exceed 400 metres. Measures to facilitate the use of public transport are therefore an integral part of good land use and transport planning.
- 4.4.2 There are two bus stops located either side of the carriageway at the Windy Arbor Road / Fallows Way priority-controlled T-junction that are accessible 400m from the proposed site access. The stops are accessible via the existing pedestrian facilities that bound Fallows Way and Windy Arbor Road.
- 4.4.3 The bus stops are provided as simple flag and post stops that are equipped with timetable information as well as raised boarding kerbs. The stops detailed are set out on the attached plan at **Figure 6**.
- 4.4.4 Details of the mentioned bus services were obtained from recent timetables produced online. **Table 4-1** summarises local bus service details and route information.

Table 4-1 - Local Bus Services

Service	Route	Weekday	Saturday	Sunday
61	Liverpool Bus Station – Prescott Bus Station – Runcorn Bus Station	Every 60 mins 05:43 – 19:45	Every 60 mins 05:44 – 19:46	Every 60 mins 09:01 – 19:30

- 4.4.5 **Table 4-1** sets out that the local bus stops provide access to a regular service that provides travel towards a number of key local destinations, linking multiple local bus stations as well as local residential areas.

4.5 SUMMARY

- 4.5.1 A review of the existing facilities for access to the site by a range of non-car modes has been carried out. It is considered that the existing pedestrian facilities within the vicinity of the site are of a good quality given the semi-rural location of the site. There are also good quality public transport links within the vicinity of the site.
- 4.5.2 Given the sites location on the outskirts of a village, it is considered that the sustainable transport links are of good quality. The site is therefore considered to be in a sustainable location for access by non-car modes and in line with local and national planning policy.

5 ROLES AND RESPONSIBILITIES

5.1 INTRODUCTION

- 5.1.1 This section of the report sets out the roles of those people who will be responsible for implementing the Travel Plan and its measures.
- 5.1.2 An important aspect of a successful Travel Plan is the allocation of sufficient time and resources to enable it to happen. This can in part be achieved by the recognition from the outset of the roles and responsibilities of those who will be involved. This will ensure the appropriate allocation of time and resources to those charged with managing the process.
- 5.1.3 Following the occupation of the development and the undertaking of baseline surveys, a Full Travel Plan would be prepared and managed by the Travel Plan Co-ordinator (TPC).

5.2 TRAVEL PLAN CO-ORDINATOR

- 5.2.1 Three months prior to occupation of the development, the developer will appoint a designated TPC who will be responsible for the development and implementation of the Travel Plan. At this stage the TPC is Matthew Taylor, Transport Planner at AMA. Full contact details will be provided to the LHA on granting of planning consent.
- 5.2.2 The TPC will be provided with any appropriate training and time to fulfil the role. The Travel Plan Coordinator and measures proposed will be suitably funded. The TPC must be empowered to act on behalf of the community and should have management support from the end purchaser of the site or a suitably appointed consultant managing the TP. The TPC role does not need to be full time, and with appropriate support, the role could also be fulfilled by an employee.
- 5.2.3 A critical part of the information gathering associated with the preparation of the Travel Plan is to carry out a questionnaire survey of all employees, to provide details of individual circumstances, travel patterns and preferences etc. For new employees, completion of the survey will be undertaken upon occupation to raise awareness of the Travel Plan. The surveys can be carried out either online or can be paper based.
- 5.2.4 In the three months prior to opening, the TPC shall update and / or acquire all of the supporting information such as public transport timetables and cycle maps and review the overall contents of the document to ensure its currency and relevance. The timetables and cycle route information will be provided to employees as part of their induction welcome pack.
- 5.2.5 The Co-ordinator will also provide the Highway Authority with their name and contact details. The duties of the TPC will include:

- ▶ Oversee the gathering of information, including the travel questionnaire;
- ▶ Liaison with incoming employees to explain the objectives and benefits of the Travel Plan to ensure awareness of the Plan and to encourage participation;
- ▶ Acting as a focal point for transport, access and travel related issues in relation to the development;
- ▶ Actively encouraging and promoting employees to walk, cycle, use public transport or car share to travel to and from the site, where possible. Hence employees will be encouraged to be fully aware of different travel options which are available from the site;
- ▶ Obtaining up-to-date details of the information required in the Travel Plan;
- ▶ Implementing, monitoring, and reviewing the Travel Plan and its measures; and
- ▶ Liaison with the Highway Authority with respect to initiatives, the development of the plan, evaluation of monitoring and the setting of targets for modal shift.

5.2.6 A range of suggested travel management measures have been included in this ITP for implementation by Allied Properties in liaison with the highway authority via the TPC. This is not an exhaustive list and should be subject to on-going review as part of the monitoring process set out later in the report.

6 TRAVEL PLAN MEASURES

6.1 INTRODUCTION

- 6.1.1 This section outlines the Travel Plan measures which could be implemented at the site to achieve the objectives and benefits outlined in **Section 2**.
- 6.1.2 The role of the Travel Plan Co-ordinator (TPC) is crucial to the success of the Travel Plan. The TPC's role is outlined in more detail in **Section 5**.
- 6.1.3 Physical measures to encourage sustainable travel such as improved walking and cycling links are also described below, along with details of 'soft' measures to encourage the use of these modes and reduce the need to travel.

6.2 PHYSICAL MEASURES

- 6.2.1 As described in **Section 3**, the site has been designed to maximise opportunities for travel by walking and cycling. There are footways proposed either side of both site accesses as well as pedestrian footways that are maintained throughout the site that connect to each unit.
- 6.2.2 In addition to the pedestrian facilities, secure cycle parking will be provided across the site, with three sets of three 'Sheffield' style cycle stands totalling eighteen spaces. Eight sheltered cycle parking spaces will also be provided, taking the total cycle parking provision to twenty-six spaces.
- 6.2.3 Eight electric vehicle charging spaces will be provided at each unit, providing employees with the ability to transition to more sustainable forms of vehicle travel.

6.3 MEASURES TO ENCOURAGE SUSTAINABLE TRAVEL

SUSTAINABLE TRAVEL INFORMATION

- 6.3.1 A Travel Information Board could be provided within each unit on site upon occupation. The board would include details of walking /cycling/public transport routes and timetable information as well as potential car sharing arrangements.
- 6.3.2 It will include a local area walking and cycling map also showing local amenities. The board will promote the health benefits of regular exercise including walking and cycling.
- 6.3.3 The board will also include information regarding any national travel initiatives which are relevant to the site, such as Bike Week (normally held in June).

6.4 MEASURES TO REDUCE SINGLE OCCUPANCY CAR TRAVEL

- 6.4.1 The TPC will encourage employees to examine their travel patterns in order to reduce the need to travel where appropriate. A short 'car share form' will also be included in the Travel Information Packs and the responses reviewed by the TPC. The TPC will then aim to set up informal matches between employees and/ or establish a car club.

6.5 PEDESTRIAN MEASURES

6.5.1 The following measures are proposed to encourage walking to and from the site:

- ▶ Provide plans and information to employees indicating pedestrian routes in the surrounding area to local amenities; and
- ▶ Publicise links to walking resources on the KC website such as <https://www.knowsley.gov.uk/residents/roads/public-rights-of-way>.

6.6 CYCLE MEASURES

6.6.1 The following measures are proposed to increase the proportion of cycle trips:

- ▶ Publicise the Cycle to Work scheme www.gov.uk/government/publications/cycle-to-work-scheme-implementation-guidance for employees that could cycle to work;
- ▶ Publicise local cycle information available free of charge from KC, including <https://www.knowsley.gov.uk/things-to-do/knowsley-cycling> and cycle route information through websites such as Komoot which provide example cycle routes as well as recommended cycle routes;
- ▶ Publicise www.sustrans.org.uk for access to local, regional and national cycle route maps for use by employees;
- ▶ The TPC shall promote and encourage walking and cycling to work, through events such as 'Bike to Work Day' and 'Bike Week' (www.cyclinguk.org/bikeweek), to heighten awareness for employees of the site;
- ▶ Dr Bike sessions could be made available to employees to offer free safety checks <https://www.lifecycleuk.org.uk/dr-bike>; and
- ▶ Liaise with the council to consider the current local cycling network and consider any potential improvements to improve cycle connectivity to the site.

6.7 PUBLIC TRANSPORT

6.7.1 The location of the site in relation to public transport should encourage a number of trips to the site to be made by public transport, which would primarily be via bus. Information will also be provided on the Whistley railway station and travel to and from the station. The following measures will be implemented to encourage the use of public transport.

- ▶ Supply up-to-date public transport information available on the www.bustimes.org; <https://www.arrivabus.co.uk/> and <https://www.warringtonsownbuses.co.uk/> websites;
- ▶ Provide information regarding the railway station and services that employees can use to travel to and from the station via <https://www.nationalrail.co.uk/>; <https://www.thetrainline.com/>; and <https://www.northernrailway.co.uk/>.
- ▶ Publicise details of the journey planner provided at www.traveline.info.

6.8 CAR SHARING

The website www.liftshare.com/uk will be promoted as a database for potential car sharers. This website contains details of people who live and work throughout the local area (as well as nationally) and therefore maximises the opportunity for potential matches to be made.

6.9 OTHER MEASURES

- 6.9.1 As well as the measures indicated above, the following additional measures will also be considered in order to reduce single occupancy car trips and the need to travel:
- ▶ Liaison with the Local Authority regarding new travel initiatives in the region which could benefit the employees; and
 - ▶ Updating the travel questionnaire annually, over a 5-year period, to understand which initiatives are popular and of greatest benefit to the employees, to help focus on the more successful initiatives, whilst revisiting those which are less successful.

6.10 SUMMARY

- 6.10.1 The package of measures described above has been designed to meet the Travel Plan objectives described in **Section 2**.
- 6.10.2 The objectives relating to reducing the impact of car travel (particularly single occupancy car trips) on the wider network have been addressed through the provision of measures designed to promote travel by sustainable modes. The potential for use of public transport and for car sharing at the site will reduce the level of single occupancy car use.
- 6.10.3 The provision of Travel Information Packs enables employees to have informed choices about their travel options and subsequently will help to achieve the health and well-being benefits outlined in the objectives through increased levels of cycling and walking.
- 6.10.4 The information provided in the Travel Packs will ensure that employees are aware of their travel options for accessing key facilities and services such as those outlined in **Section 4**.

7 TRAVEL PLAN MODE SPLIT AND TARGETS

7.1 INTRODUCTION

- 7.1.1 The TRICS database has been interrogated to obtain the vehicle-based trip rates of the proposed office and industrial uses of the proposed development. For both uses, sites within a 'suburban' and 'edge of town' location were selected for the assessment as well as filtering out sites with floor areas that were not alike the floor areas on site.
- 7.1.2 For the B2 TRICS output, the time period of 07:00 to 08:00 has been selected for the AM peak period and 16:00 – 17:00 for the PM peak period. For the office TRICS output, the time period of 08:00 – 09:00 has been selected for the AM peak period and 17:00 – 18:00 for the PM peak period. Whilst these do not directly align with the peak hours observed on the local highway network, this ensures the worst-case peak periods have been selected which ensures a robust approach.
- 7.1.3 The vehicle trip rates derived are summarised in **Table 7-1** and have been factored against the relevant floor areas.

Table 7-1 – Proposed Development – Trip Rates and Generation

	AM Peak		PM Peak	
	Arrivals	Departures	Arrivals	Departures
Trip Rate for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT				
Trip Rates	0.512	0.075	0.069	0.408
Trip Generation	22	3	3	18
Trip Rate for Land Use 02 - EMPLOYMENT/A - OFFICE				
Trip Rates	2.994	0.276	0.394	2.600
Trip Generation	6	1	1	5

- 7.1.4 **Table 7-1** demonstrates that the development proposals are forecast to generate the following vehicular trips during the highway network peak hours:
- ▶ AM Peak – 28 arrivals and 4 departures – 32 Two-Way Trips; and
 - ▶ PM Peak - 4 arrivals and 23 departures – 28 Two-Way Trips.
- 7.1.5 On this basis, the trip generation of the proposed scheme will result in approximately one additional trip to the local highway network every two minutes during the peak hours.

7.2 TARGETS SET AT FULL TRAVEL PLAN STAGE

- 7.2.1 To ascertain the outline targets for the Full Travel Plan, local mode split data based on the Knowsley 013 MSOA Annual Travel to Work Survey have been utilised. This data has been used to identify the likely mode split for development generated during the AM and PM peak periods. The travel survey mode split data is summarised in **Table 7-2**.
- 7.2.2 The most recent dataset regarding Method of Travel to Work was collected following the impact of the COVID-19 pandemic, which resultantly has led to some major behavioural differences in method of traveling to work since the dataset was collected. Since the 2021 Census survey, attitudes towards traveling to work have continued to adapt.
- 7.2.3 Therefore, both 2011 and 2021 Census Data has been provided to give a more accurate expectation of modal split in the region, it is anticipated that the actual modal split of the area would be a combination of both datasets, this will be determined in the baseline surveys.
- 7.2.4 It should also be noted that the travel to work data includes working from home, but given the use of the site, this category has been removed and the percentages of each other category growthed pro rata to gain an understanding of the likely modes of transport to the site.

Table 7-2 – National Statistics Mode Split Data for Knowsley 013 MSOA

Mode	% Journeys to Work		Difference	Average
	2011 Census	2021 Census		
Driving a car or van	72%	63%	-9%	68%
Passenger in a car or van	8%	8%	+/-	8%
Pedestrian	9%	13%	+4%	11%
Public Transport	8%	10%	+2%	9%
Bicycle	2%	2%	+/-	2%
Other	1%	4%	+3%	3%
Total	100%	100%	-	-

- 7.2.5 The baseline surveys undertaken within 6 months of site occupancy or 25% occupancy, whichever occurs first, will determine site specific targets of modal shift from private car-based journeys to other modes of transport. It is proposed as a minimum that a 5% reduction target in single occupancy car trips is achieved over the five-year travel plan monitoring period.
- 7.2.6 A follow up survey will be undertaken one year after the initial survey and revised targets set if appropriate, further surveys will be undertaken annually over the five-year Travel Plan monitoring period.

8 IMPLEMENTATION / COMMUNICATION

8.1 IMPLEMENTATION

- 8.1.1 This section of the report provides further details of the proposed implementation strategy for the FTP and its associated measures and the communication of the Travel Plan objectives, targets, and measures to employees.
- 8.1.2 The FTP clarifies the role of the TPC and sets out their responsibilities in terms of ensuring that the series of measures and initiatives identified, which will help to reduce the reliance on the private car, are delivered.
- 8.1.3 The following **Table 8-1/3** summarise the proposed measures and sets out a schedule for their implementation.

Table 8-1 – Pedestrian / Cycle Measures

Measures	Timescale Guideline	Reasoning / Comments	Responsibility
Provision of cycle maps and pedestrian information	On occupation	To encourage cyclists and pedestrians by raising awareness of travel options	High level of deliverability. TPC to provide
Provision of cycle parking	On occupation	To encourage cycling	High level of deliverability. Developer to provide
Promotion of walking / cycling events	Every 6 – 12 months	To encourage walking and cycling	High level of deliverability. Promotion by TPC
Dr Bike event	Every 12 months	To encourage cycling	High level of deliverability. Promoted by TPC

Table 8-2 – Public Transport Measures

Measures	Timescale Guideline	Reasoning / Comments	Responsibility
Provide public transport information and bus route maps	On occupation	Lack of information can be a barrier to using public transport	High level of deliverability. TPC to implement
Provision of public transport timetables and leaflets	On Occupation	Lack of information can be a barrier to using public transport	High level of deliverability. TPC to implement

Table 8-3 – Car Share / Other Measures

Measures	Timescale Guideline	Reasoning / Comments	Responsibility
Promote a car sharing scheme www.liftshare.com/uk	On occupation	To increase use of the car sharing database	High level of deliverability. TPC to implement
Promote the benefits of car sharing	On occupation	To raise awareness of the potential financial benefits of car sharing	High level of deliverability. TPC to implement

8.2 COMMUNICATION

Awareness Raising

- 8.2.1 When raising awareness of the Travel Plan, consideration should be given to different groups that should be targeted.
- 8.2.2 Publicity material will include a travel noticeboard on sustainable travel to the site and details of the Travel Plan measures proposed to encourage travel by sustainable modes.
- 8.2.3 Any development websites that are set up to market the site will also include relevant details of sustainable travel options to the site and provide details of Travel Plan measures.
- 8.2.4 Additional publicity material to raise awareness will also include the following.
- ▶ Leaflets on specific aspects of the Travel Plan; and
 - ▶ Cycle route and bus timetable information in induction packages.
- 8.2.5 When developing the marketing strategy, it is often useful to identify which of the above media would be most effective at different stages of implementation and identify the timescale and who will be responsible for developing each.
- 8.2.6 Other means to publicise the Travel Plan and travel issues in general is through internet forums, social media sites and a site intranet. Further consideration will be given to whether these forms of communication are appropriate to implement at the site.

8.3 MAINTAINING INTEREST

- 8.3.1 In order to maintain interest in the Travel Plan, employees will need confidence in its benefits, as such the TPC will be responsible for:
- ▶ Making sure that measures implemented are successful and this will maintain confidence in the Travel Plan;
 - ▶ Regular communication to keep the Travel Plan issues in people's minds;
 - ▶ Assist employees to resolve any problems they have in changing mode;
 - ▶ Making sure information provided is always up to date; and
 - ▶ Developing a successful feedback mechanism.

9 TRAVEL PLAN MONITORING AND REVIEW

9.1 INTRODUCTION

- 9.1.1 The TPC, whose role has been outlined in earlier sections, is critical to the monitoring process and they will oversee the implementation of the Travel Plan and its subsequent monitoring. Further details are set out below along with details on timescales for the implementation of the Plan.

9.2 MONITORING

- 9.2.1 A successful Travel Plan must have an appropriate monitoring programme that measures success (and areas for improvement) and reinvigorates the process where necessary. The development of an appropriate monitoring and review strategy will be the responsibility of the TPC; however, the following sets out a process for monitoring the Travel Plan over a five-year period.
- 9.2.2 Travel surveys will be carried out on an annual basis (year on year from the month of the baseline surveys being carried out) with monitoring of travel information. The surveys will also be used to monitor the uptake of Travel Plan measures such as use of public transport. An annual monitoring / review report will be prepared and submitted to the Highway Authority, via the TPC, within three months of completion of the surveys.
- 9.2.3 The survey questionnaire should include the following elements, which should be agreed with the Highway Authority prior to issue:
- ▶ How employees currently travel to / from the site;
 - ▶ How employees prefer to travel to / from the site;
 - ▶ Measures that would encourage use of sustainable modes and barriers to changing mode; and
 - ▶ Work location of employees if applicable (for example by postcode area).
- 9.2.4 The annual surveys will be undertaken by the TPC who will also be responsible for producing the relevant survey monitoring report. The monitoring reports will also review the progress that has been achieved in implementing measures against the modal shift targets over the preceding 12-month period. Any progress made will be reported by the TPC to employees and the Highway Authority.
- 9.2.5 The monitoring report should include reviews of how well the plan is working to meet the objectives, with any revised targets for discussion and agreement with the Highway Authority. The Travel Plan needs to be active and to be developed in conjunction with the survey results / experiences of the TPC. For example, if there is little / no car sharing occurring amongst the employees, it would be appropriate for the TPC to review the promotion of car sharing and consider appropriate alternatives.
- 9.2.6 Following the annual monitoring report, the Travel Plan will be reviewed by the TPC in conjunction with the Highway Authority as appropriate to produce an Action Plan. The Action Plan will identify the measures and actions to be implemented in the following 12-month period including a timetable for the implementation of the measures.
- 9.2.7 In the event Travel Plan targets are not met the Travel Plan will be extended for a further year.

9.3 SUMMARY

9.3.1 **Table 9-1** below summarises the proposed timescales for the implementation and monitoring of the travel plan.

Table 9-1 – Travel Plan Implementation and Monitoring Timescales

Measures / Action	Target Date	Responsibility
Prepare / Agree Travel Plan	Planning Application	AMA
Appoint TPC	3 months prior to occupation	Developer
Prepare / Agree Full Travel Plan	When Baseline Travel Survey Data available	Developer
Conduct Baseline Travel Survey (Questionnaire)	Within 6 months post occupation or 25% occupancy on site	TPC
Implement Final Travel Plan with Set Targets	Within 6 months post occupation or 25% occupancy on site	TPC
Annual Travel Surveys (Questionnaire)	Annually from Baseline survey until the end of the five-year period	TPC

10 SUMMARY AND CONCLUSION

10.1 SUMMARY

- 10.1.1 A summary of the main FTP measures is included in **Table 10-1**. The table summarises the details of the timescales associated with the implementation of the measures and monitoring of the FTP and the person / organisation responsible for the funding and implementation are also presented.

Table 10-1 – Travel Plan Action Plan and Timescales

Measures / Action	Target Date	Responsibility
Appoint TPC	3 months prior to occupation	Developer
Deliver pedestrian / cycle links across the development	Delivered as part of site construction	Developer
Prepare public transport / walking / cycling information	Prior to occupation in information pack	TPC
Erect a travel noticeboard	Upon occupation of the site	TPC
Promote the benefits of working from home	From occupation	TPC
Promote national travel initiatives / events	Ongoing	TPC
Investigate feasibility of developing a car sharing scheme for employees	Ongoing / details provided in travel information packs	TPC
Conduct baseline travel surveys (questionnaire)	Within 6 months post occupation or 25% occupancy on site	TPC
Implement Full Travel Plan	Within 6 months post occupation or 25% occupancy on site	Developer
Annual Travel Surveys (Questionnaire)	Annually from baseline survey until the end of the five-year period	TPC

10.2 CONCLUSION

- 10.2.1 In conclusion, the proposed site is well located in terms of its proximity to existing key services / facilities and sustainable travel infrastructure.
- 10.2.2 The development proposals build upon this sustainable location through providing infrastructure to encourage the use of sustainable modes such as walking, cycling, and public transport and through 'soft' Travel Planning measures such as the provision of up-to-date walking / cycling information.
- 10.2.3 The appointment of a Travel Plan Co-ordinator will facilitate the implementation of many of the proposed measures summarised in **Table 10-1**.

FIGURES

Figure 1 – Site Location Plan

Figure 2 – 2km Walking Isochrone

Figure 3 – Public Rights of Way Map

Figure 4 – 5km Cycling Isochrone

Figure 5 – Local Cycle Network Map

Figure 6 – Bus Stop Location Plan

Key:
Site Location



Title:

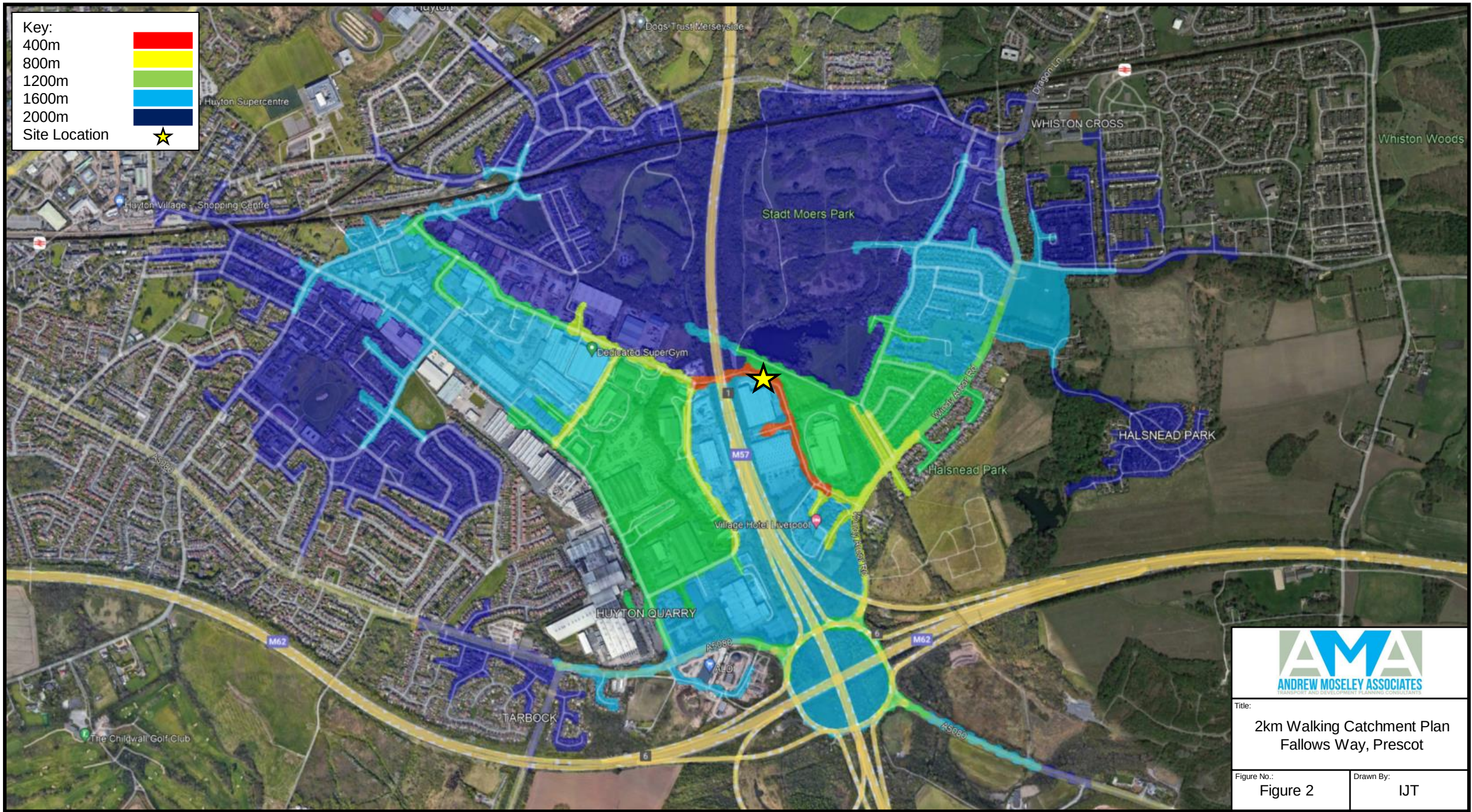
Indicative Site location Plan
Fallows Way, Prescot

Figure No.:

Figure 1

Drawn By:

MT



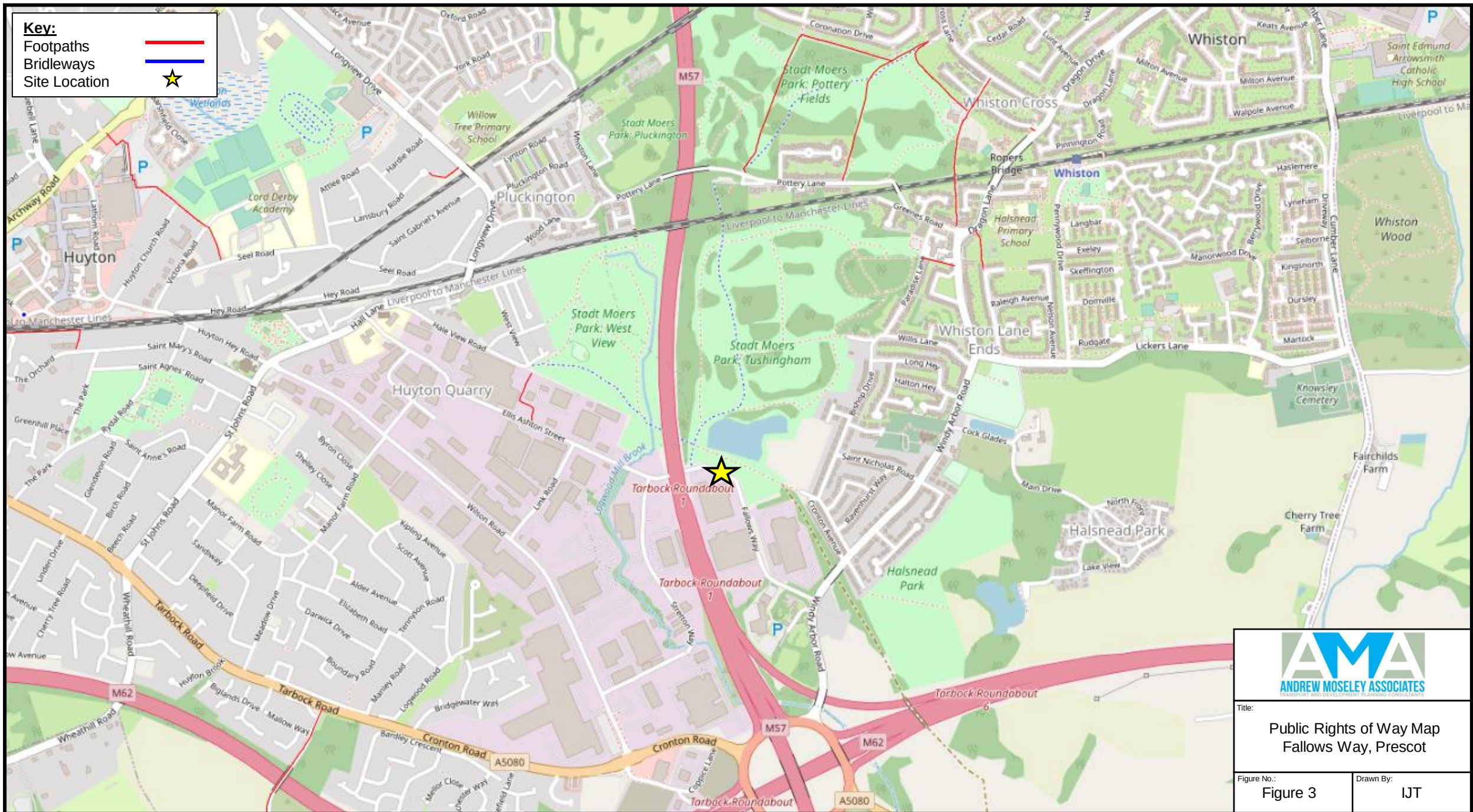
Title:

2km Walking Catchment Plan
Fallsows Way, Prescot

Figure No.: Figure 2

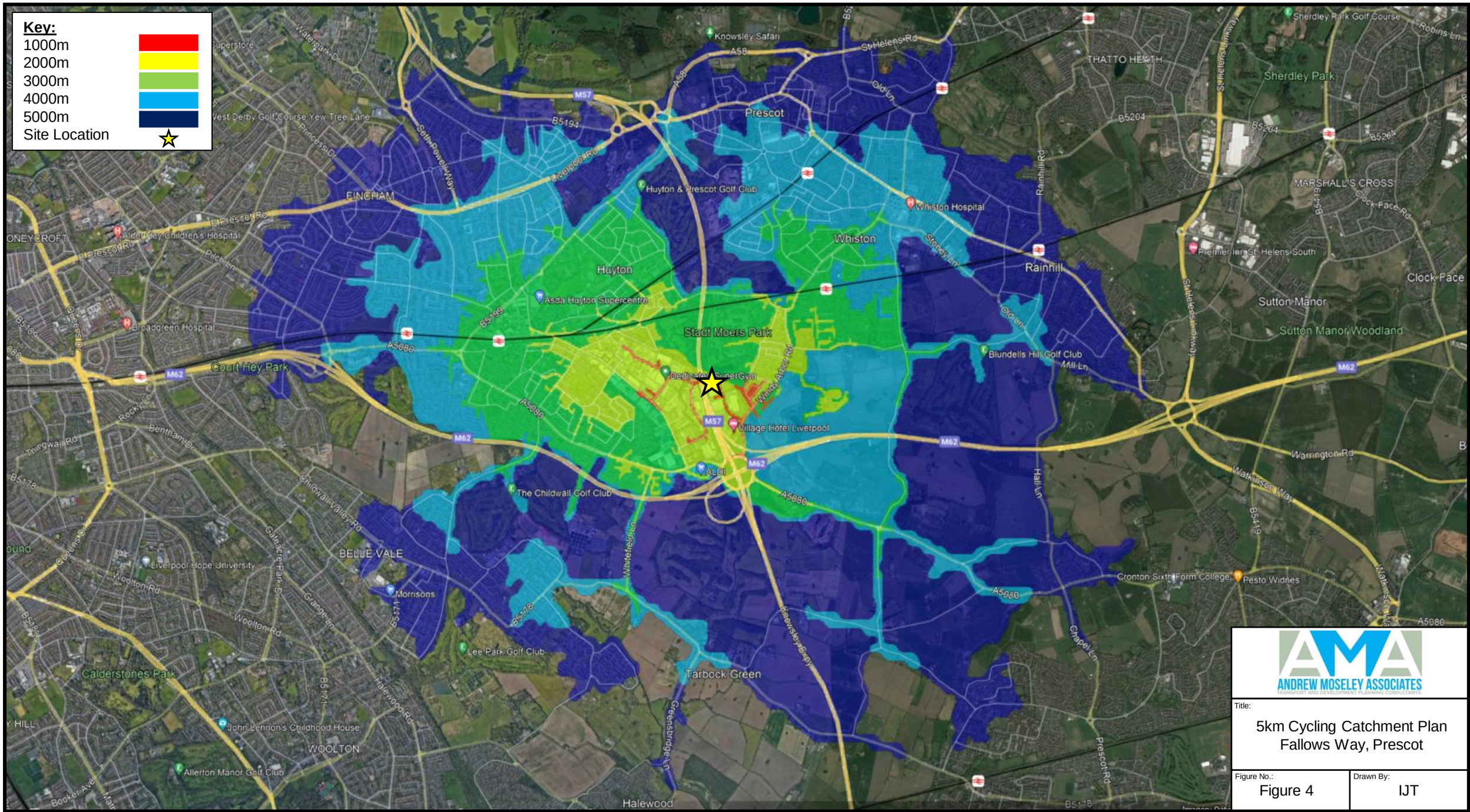
Drawn By: IJT

Key:
Footpaths ———
Bridleways ———
Site Location ★



Title:
**Public Rights of Way Map
Fallows Way, Prescot**

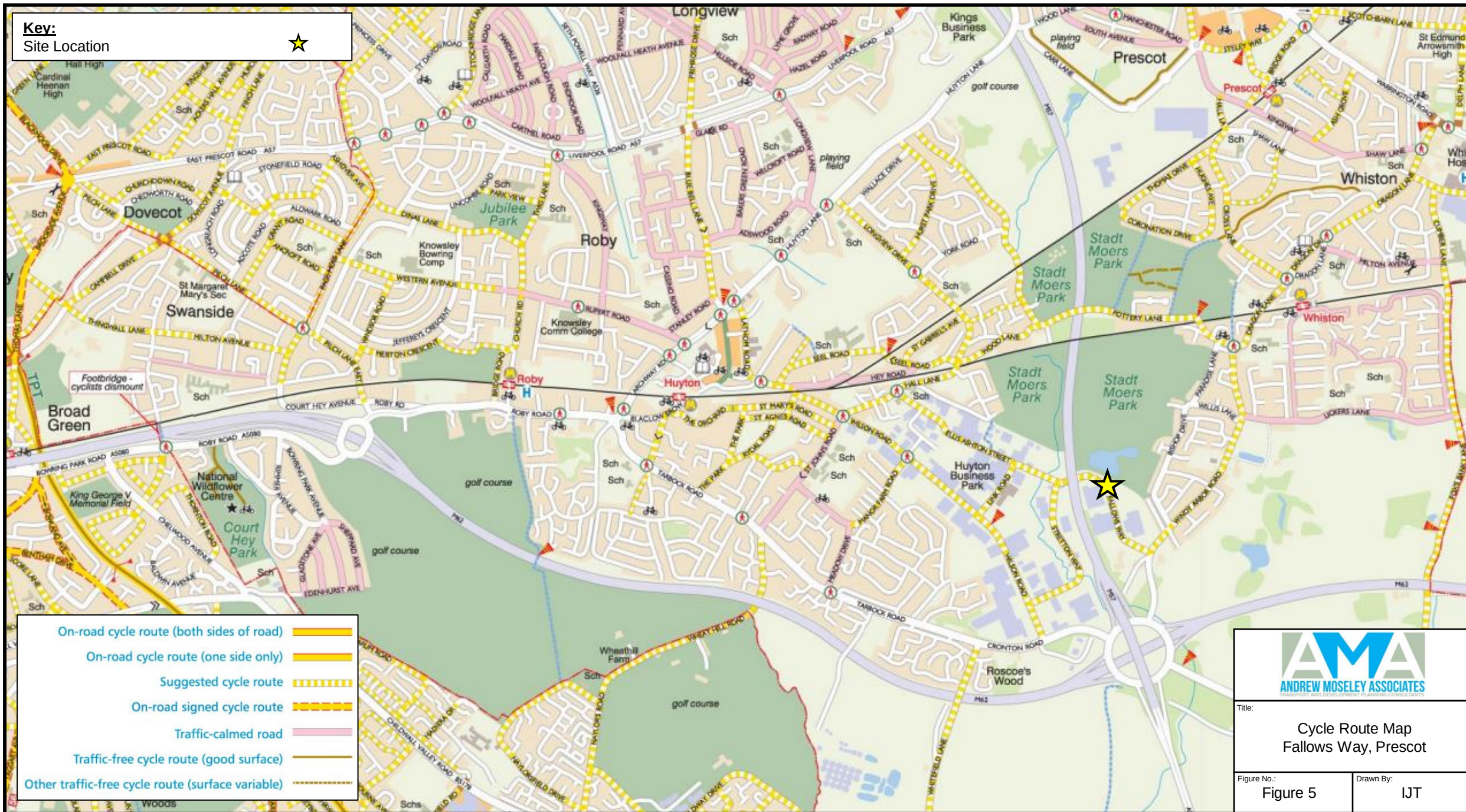
Figure No.: **Figure 3** Drawn By: **IJT**



Title:
5km Cycling Catchment Plan
Fallsows Way, Prescott

Figure No.: **Figure 4** Drawn By: **IJT**

Key:
Site Location



Title:

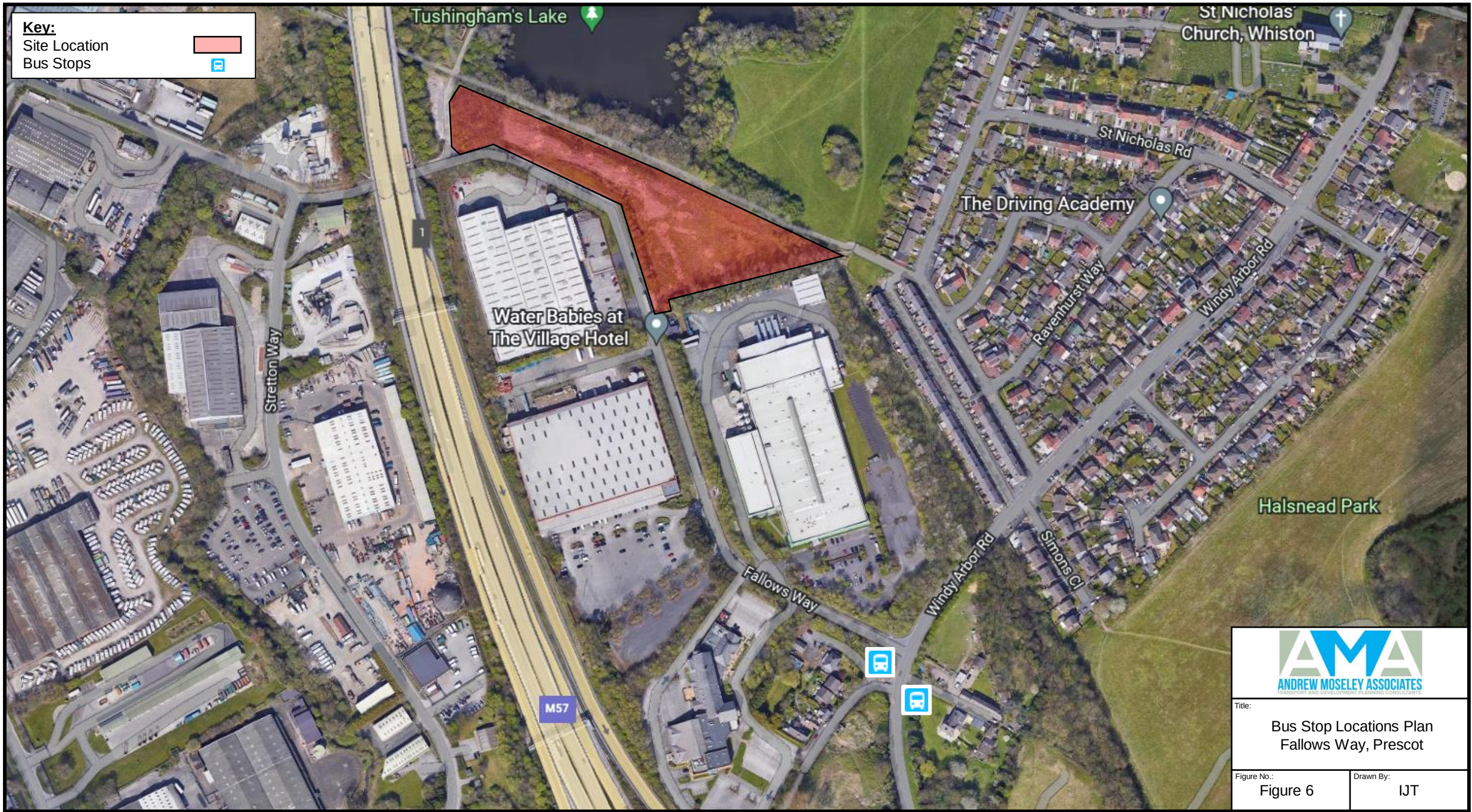
Cycle Route Map
Fallsows Way, Prescot

Figure No.:

Figure 5

Drawn By:

IJT



Title: Bus Stop Locations Plan Fallsoway, Prescott	
Figure No.: Figure 6	Drawn By: IJT

APPENDICES

Appendix A – Outline Site Layout Plan

Appendix B – TRICS Output

Appendix A

SITE LAYOUT PLAN



Appendix B

TRICS OUTPUT

Calculation Reference: AUDIT-710001-230110-0120

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	BH BRIGHTON & HOVE	1 days
	ES EAST SUSSEX	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
10	WALES	
	BG BRIDGEND	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: 178 to 594 (units: sqm)
 Range Selected by User: 118 to 600 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 15/11/21

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	2 days
Thursday	3 days

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

Selected survey types:

Manual count	7 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 Centre	3
Suburban Area (PPS6 Out of Centre)	3
Edge 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:

Industrial Zone	1
Commercial Zone	1
Residential Zone	3
Built-Up Zone	1
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

Not Known	6 days
E(c)	1 days

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

15,001 to 20,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	4 days

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

Population within 5 miles:

75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	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	5 days
1.1 to 1.5	2 days

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

Travel Plan:

Yes	1 days
No	6 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	7 days
-----------------	--------

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

1	BG-02-A-01 KENT ROAD BRIDGEND	HAULAGE COMPANY	BRIDGEND
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 300 sqm Survey date: THURSDAY 06/05/21		Survey Type: MANUAL
2	BH-02-A-05 ROMAN ROAD HOVE	OFFICES	BRIGHTON & HOVE
	Edge of Town Centre Residential Zone Total Gross floor area: 280 sqm Survey date: WEDNESDAY 04/07/18		Survey Type: MANUAL
3	DY-02-A-02 PRIME PARKWAY DERBY	REAL ESTATE DEVELOPERS	DERBY
	Edge of Town Centre No Sub Category Total Gross floor area: 594 sqm Survey date: THURSDAY 21/10/21		Survey Type: MANUAL
4	ES-02-A-11 THE SIDINGS HASTINGS ORE VALLEY	HOUSING COMPANY	EAST SUSSEX
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 186 sqm Survey date: TUESDAY 17/11/15		Survey Type: MANUAL
5	GM-02-A-10 CHORLEY NEW ROAD BOLTON HEATON	ACCOUNTANTS	GREATER MANCHESTER
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 500 sqm Survey date: MONDAY 19/04/21		Survey Type: MANUAL
6	NF-02-A-04 WHITING ROAD NORWICH	BUILDING CONSULTANT	NORFOLK
	Edge of Town Commercial Zone Total Gross floor area: 500 sqm Survey date: WEDNESDAY 13/11/19		Survey Type: MANUAL
7	NY-02-A-01 NORTH PARK ROAD HARROGATE	SOLICITORS	NORTH YORKSHIRE
	Edge of Town Centre Built-Up Zone Total Gross floor area: 178 sqm Survey date: THURSDAY 04/10/18		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.

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	393	1.059	6	393	0.127	6	393	1.186
08:00 - 09:00	7	363	2.994	7	363	0.276	7	363	3.270
09:00 - 10:00	7	363	1.891	7	363	1.143	7	363	3.034
10:00 - 11:00	7	363	0.906	7	363	0.709	7	363	1.615
11:00 - 12:00	7	363	0.749	7	363	0.827	7	363	1.576
12:00 - 13:00	7	363	0.906	7	363	1.182	7	363	2.088
13:00 - 14:00	7	363	0.788	7	363	0.827	7	363	1.615
14:00 - 15:00	7	363	0.630	7	363	0.985	7	363	1.615
15:00 - 16:00	7	363	0.394	7	363	0.630	7	363	1.024
16:00 - 17:00	7	363	0.630	7	363	1.891	7	363	2.521
17:00 - 18:00	7	363	0.394	7	363	2.600	7	363	2.994
18:00 - 19:00	6	393	0.424	6	393	0.847	6	393	1.271
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			11.765			12.044			23.809

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:	178 - 594 (units: sqm)
Survey date range:	01/01/14 - 15/11/21
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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/A - OFFICE

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	393	0.000	6	393	0.000	6	393	0.000
08:00 - 09:00	7	363	0.000	7	363	0.000	7	363	0.000
09:00 - 10:00	7	363	0.000	7	363	0.000	7	363	0.000
10:00 - 11:00	7	363	0.000	7	363	0.000	7	363	0.000
11:00 - 12:00	7	363	0.039	7	363	0.039	7	363	0.078
12:00 - 13:00	7	363	0.079	7	363	0.079	7	363	0.158
13:00 - 14:00	7	363	0.000	7	363	0.000	7	363	0.000
14:00 - 15:00	7	363	0.039	7	363	0.039	7	363	0.078
15:00 - 16:00	7	363	0.000	7	363	0.000	7	363	0.000
16:00 - 17:00	7	363	0.000	7	363	0.000	7	363	0.000
17:00 - 18:00	7	363	0.000	7	363	0.000	7	363	0.000
18:00 - 19:00	6	393	0.000	6	393	0.000	6	393	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.157			0.157			0.314

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	393	1.059	6	393	0.127	6	393	1.186
08:00 - 09:00	7	363	2.916	7	363	0.276	7	363	3.192
09:00 - 10:00	7	363	1.694	7	363	0.946	7	363	2.640
10:00 - 11:00	7	363	0.749	7	363	0.512	7	363	1.261
11:00 - 12:00	7	363	0.394	7	363	0.552	7	363	0.946
12:00 - 13:00	7	363	0.670	7	363	0.906	7	363	1.576
13:00 - 14:00	7	363	0.630	7	363	0.670	7	363	1.300
14:00 - 15:00	7	363	0.473	7	363	0.827	7	363	1.300
15:00 - 16:00	7	363	0.315	7	363	0.512	7	363	0.827
16:00 - 17:00	7	363	0.512	7	363	1.773	7	363	2.285
17:00 - 18:00	7	363	0.355	7	363	2.522	7	363	2.877
18:00 - 19:00	6	393	0.381	6	393	0.805	6	393	1.186
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			10.148			10.428			20.576

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	393	0.000	6	393	0.000	6	393	0.000
08:00 - 09:00	7	363	0.039	7	363	0.000	7	363	0.039
09:00 - 10:00	7	363	0.197	7	363	0.197	7	363	0.394
10:00 - 11:00	7	363	0.118	7	363	0.197	7	363	0.315
11:00 - 12:00	7	363	0.276	7	363	0.197	7	363	0.473
12:00 - 13:00	7	363	0.118	7	363	0.158	7	363	0.276
13:00 - 14:00	7	363	0.079	7	363	0.079	7	363	0.158
14:00 - 15:00	7	363	0.118	7	363	0.118	7	363	0.236
15:00 - 16:00	7	363	0.079	7	363	0.079	7	363	0.158
16:00 - 17:00	7	363	0.079	7	363	0.079	7	363	0.158
17:00 - 18:00	7	363	0.039	7	363	0.039	7	363	0.078
18:00 - 19:00	6	393	0.000	6	393	0.000	6	393	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.142			1.143			2.285

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

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

Calculation Reference: AUDIT-710001-230111-0134

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	BO BEDFORD	1 days
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	DV DEVON	1 days
	GS GLOUCESTERSHIRE	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
	BP BLACKPOOL	1 days
	EC CHESHIRE EAST	2 days
09	NORTH	
	TV TEES VALLEY	1 days
10	WALES	
	CF CARDIFF	1 days
	VG VALE OF GLAMORGAN	1 days
11	SCOTLAND	
	SR STIRLING	1 days
12	CONNAUGHT	
	RO ROSCOMMON	1 days
14	LEINSTER	
	KK KILKENNY	2 days
17	ULSTER (NORTHERN IRELAND)	
	AN ANTRIM	1 days

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

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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: 1010 to 14125 (units: sqm)
 Range Selected by User: 1000 to 15000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 10/11/21

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

Selected survey days:

Monday	2 days
Tuesday	2 days
Wednesday	3 days
Thursday	8 days
Friday	5 days

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

Selected survey types:

Manual count	20 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)	6
Edge of Town	14

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	17
Development Zone	1
No Sub Category	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	25 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	20 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	6 days
10,001 to 15,000	7 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	4 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	3 days
50,001 to 75,000	1 days
75,001 to 100,000	4 days
100,001 to 125,000	2 days
125,001 to 250,000	6 days
250,001 to 500,000	4 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	6 days
1.1 to 1.5	14 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	20 days
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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	20 days
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This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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Licence No: 710001

LIST OF SITES relevant to selection parameters

- | | | |
|---|--|--|
| 1 | <p>AC-02-C-02 INDUSTRIAL MATERIALS</p> <p>JUPITER DRIVE</p> <p>CHESTER</p> <p>CHESTER W. EMP. PARK</p> <p>Edge of Town</p> <p>Industrial Zone</p> <p>Total Gross floor area: 8100 sqm</p> <p>Survey date: WEDNESDAY 19/11/14</p> | <p>CESHIRE WEST & CHESTER</p> <p>Survey Type: MANUAL</p> |
| 2 | <p>AN-02-C-01 COMPOSITES</p> <p>FERGUSON ROAD</p> <p>LISBURN</p> <p>Suburban Area (PPS6 Out of Centre)</p> <p>No Sub Category</p> <p>Total Gross floor area: 6500 sqm</p> <p>Survey date: FRIDAY 19/06/15</p> | <p>ANTRIM</p> <p>Survey Type: MANUAL</p> |
| 3 | <p>BO-02-C-01 PUMPS, MOTORS & FANS</p> <p>POSTLEY ROAD</p> <p>BEDFORD</p> <p>KEMPSTON</p> <p>Edge of Town</p> <p>Industrial Zone</p> <p>Total Gross floor area: 1045 sqm</p> <p>Survey date: THURSDAY 15/10/20</p> | <p>BEDFORD</p> <p>Survey Type: MANUAL</p> |
| 4 | <p>BP-02-C-01 POWDER COATINGS</p> <p>CHORLEY ROAD</p> <p>BLACKPOOL</p> <p>LITTLE CARLETON</p> <p>Edge of Town</p> <p>Industrial Zone</p> <p>Total Gross floor area: 1010 sqm</p> <p>Survey date: THURSDAY 20/06/19</p> | <p>BLACKPOOL</p> <p>Survey Type: MANUAL</p> |
| 5 | <p>BR-02-C-02 STAINLESS FITTINGS</p> <p>SOUTH LIBERTY LANE</p> <p>BRISTOL</p> <p>Edge of Town</p> <p>Industrial Zone</p> <p>Total Gross floor area: 1475 sqm</p> <p>Survey date: TUESDAY 22/09/15</p> | <p>BRISTOL CITY</p> <p>Survey Type: MANUAL</p> |
| 6 | <p>CF-02-C-02 BAKERY</p> <p>MAES-Y-COED ROAD</p> <p>CARDIFF</p> <p>Suburban Area (PPS6 Out of Centre)</p> <p>Industrial Zone</p> <p>Total Gross floor area: 14125 sqm</p> <p>Survey date: THURSDAY 06/10/16</p> | <p>CARDIFF</p> <p>Survey Type: MANUAL</p> |
| 7 | <p>DV-02-C-02 ENERGY RECOVERY FACILITY</p> <p>GRACE ROAD SOUTH</p> <p>EXETER</p> <p>MARSH BARTON TRAD. EST.</p> <p>Suburban Area (PPS6 Out of Centre)</p> <p>Industrial Zone</p> <p>Total Gross floor area: 3513 sqm</p> <p>Survey date: THURSDAY 06/07/17</p> | <p>DEVON</p> <p>Survey Type: MANUAL</p> |
| 8 | <p>DY-02-C-01 ENGINEERED PRODUCTS</p> <p>PONTEFRAC STREET</p> <p>DERBY</p> <p>Suburban Area (PPS6 Out of Centre)</p> <p>Industrial Zone</p> <p>Total Gross floor area: 2600 sqm</p> <p>Survey date: THURSDAY 25/06/15</p> | <p>DERBY</p> <p>Survey Type: MANUAL</p> |

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LIST OF SITES relevant to selection parameters (Cont.)

9	EC-02-C-01	OFFICE FURNITURE	CHESHIRE EAST
	BRUNEL ROAD		
	MACCLESFIELD		
	LYME GREEN BUS. PARK		
	Edge of Town		
	Development Zone		
	Total Gross floor area:	6658 sqm	
	Survey date: MONDAY	19/09/16	Survey Type: MANUAL
10	EC-02-C-02	FABRICS MANUFACTURE	CHESHIRE EAST
	CHARTER WAY		
	MACCLESFIELD		
	HURDSFIELD		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3200 sqm	
	Survey date: FRIDAY	07/05/21	Survey Type: MANUAL
11	GS-02-C-02	MARINE ENGINE PRODUCTION	GLOUCESTERSHIRE
	DAVY WAY		
	GLOUCESTER		
	HARDWICKE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1630 sqm	
	Survey date: FRIDAY	23/04/21	Survey Type: MANUAL
12	HC-02-C-01	ENGINEERING COMPANY	HAMPSHIRE
	JAYS CLOSE		
	BASINGSTOKE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3000 sqm	
	Survey date: THURSDAY	16/06/16	Survey Type: MANUAL
13	KK-02-C-01	VEHICLE UPHOLSTERY CENTRE	KILKENNY
	HEBRON IND. ESTATE		
	KILKENNY		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1772 sqm	
	Survey date: THURSDAY	26/10/17	Survey Type: MANUAL
14	KK-02-C-02	COOLING SYSTEMS COMPANY	KILKENNY
	HEBRON ROAD		
	KILKENNY		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3572 sqm	
	Survey date: FRIDAY	04/10/19	Survey Type: MANUAL
15	RO-02-C-01	PHARMACEUTICAL SUPPLIES	ROSCOMMON
	N66		
	ATHLONE		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	11250 sqm	
	Survey date: WEDNESDAY	24/09/14	Survey Type: MANUAL
16	SR-02-C-01	SPECIALIST MODEL MAKING	STIRLING
	BORROWMEADOW ROAD		
	STIRLING		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	2350 sqm	
	Survey date: MONDAY	16/06/14	Survey Type: MANUAL

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LIST OF SITES relevant to selection parameters (Cont.)

17	TV-02-C-02	FLUID ENGINEERING	TEES VALLEY
	PARKVIEW ROAD WEST		
	HARTLEPOOL		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	1050 sqm	
	Survey date: FRIDAY	04/09/20	Survey Type: MANUAL
18	VG-02-C-01	ALCOHOL ANALYSIS PRODUCTS	VALE OF GLAMORGAN
	VERLON CLOSE		
	BARRY		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1500 sqm	
	Survey date: THURSDAY	06/05/21	Survey Type: MANUAL
19	WK-02-C-01	MACHINE ENGINEERING	WARWICKSHIRE
	CASTLE MOUND WAY		
	RUGBY		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	9216 sqm	
	Survey date: WEDNESDAY	10/11/21	Survey Type: MANUAL
20	WM-02-C-04	FOUNDRY	WEST MIDLANDS
	STOURVALE ROAD		
	STOURBRIDGE		
	LYE		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	4324 sqm	
	Survey date: TUESDAY	21/11/17	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.

AMA - Leeds

Licence No: 710001

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

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	3740	0.074	4	3740	0.000	4	3740	0.074
06:00 - 07:00	6	3157	0.095	6	3157	0.016	6	3157	0.111
07:00 - 08:00	20	4395	0.512	20	4395	0.075	20	4395	0.587
08:00 - 09:00	20	4395	0.305	20	4395	0.086	20	4395	0.391
09:00 - 10:00	20	4395	0.190	20	4395	0.123	20	4395	0.313
10:00 - 11:00	20	4395	0.154	20	4395	0.115	20	4395	0.269
11:00 - 12:00	20	4395	0.105	20	4395	0.121	20	4395	0.226
12:00 - 13:00	20	4395	0.166	20	4395	0.207	20	4395	0.373
13:00 - 14:00	20	4395	0.151	20	4395	0.182	20	4395	0.333
14:00 - 15:00	20	4395	0.124	20	4395	0.137	20	4395	0.261
15:00 - 16:00	20	4395	0.154	20	4395	0.176	20	4395	0.330
16:00 - 17:00	20	4395	0.069	20	4395	0.408	20	4395	0.477
17:00 - 18:00	20	4395	0.071	20	4395	0.279	20	4395	0.350
18:00 - 19:00	20	4395	0.041	20	4395	0.129	20	4395	0.170
19:00 - 20:00	4	3740	0.013	4	3740	0.027	4	3740	0.040
20:00 - 21:00	4	3740	0.000	4	3740	0.013	4	3740	0.013
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.224			2.094			4.318

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:	1010 - 14125 (units: sqm)
Survey date range:	01/01/14 - 10/11/21
Number of weekdays (Monday-Friday):	20
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.

AMA - Leeds

Licence No: 710001

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

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	3740	0.000	4	3740	0.000	4	3740	0.000
06:00 - 07:00	6	3157	0.000	6	3157	0.000	6	3157	0.000
07:00 - 08:00	20	4395	0.019	20	4395	0.016	20	4395	0.035
08:00 - 09:00	20	4395	0.030	20	4395	0.025	20	4395	0.055
09:00 - 10:00	20	4395	0.053	20	4395	0.032	20	4395	0.085
10:00 - 11:00	20	4395	0.048	20	4395	0.026	20	4395	0.074
11:00 - 12:00	20	4395	0.031	20	4395	0.033	20	4395	0.064
12:00 - 13:00	20	4395	0.041	20	4395	0.036	20	4395	0.077
13:00 - 14:00	20	4395	0.036	20	4395	0.027	20	4395	0.063
14:00 - 15:00	20	4395	0.022	20	4395	0.025	20	4395	0.047
15:00 - 16:00	20	4395	0.011	20	4395	0.017	20	4395	0.028
16:00 - 17:00	20	4395	0.009	20	4395	0.014	20	4395	0.023
17:00 - 18:00	20	4395	0.002	20	4395	0.002	20	4395	0.004
18:00 - 19:00	20	4395	0.000	20	4395	0.000	20	4395	0.000
19:00 - 20:00	4	3740	0.000	4	3740	0.000	4	3740	0.000
20:00 - 21:00	4	3740	0.000	4	3740	0.007	4	3740	0.007
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.302			0.260			0.562

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/C - INDUSTRIAL UNIT
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	4	3740	0.067	4	3740	0.000	4	3740	0.067
06:00 - 07:00	6	3157	0.058	6	3157	0.000	6	3157	0.058
07:00 - 08:00	20	4395	0.462	20	4395	0.048	20	4395	0.510
08:00 - 09:00	20	4395	0.251	20	4395	0.048	20	4395	0.299
09:00 - 10:00	20	4395	0.096	20	4395	0.053	20	4395	0.149
10:00 - 11:00	20	4395	0.051	20	4395	0.044	20	4395	0.095
11:00 - 12:00	20	4395	0.044	20	4395	0.055	20	4395	0.099
12:00 - 13:00	20	4395	0.080	20	4395	0.137	20	4395	0.217
13:00 - 14:00	20	4395	0.093	20	4395	0.119	20	4395	0.212
14:00 - 15:00	20	4395	0.074	20	4395	0.080	20	4395	0.154
15:00 - 16:00	20	4395	0.109	20	4395	0.105	20	4395	0.214
16:00 - 17:00	20	4395	0.044	20	4395	0.366	20	4395	0.410
17:00 - 18:00	20	4395	0.063	20	4395	0.261	20	4395	0.324
18:00 - 19:00	20	4395	0.039	20	4395	0.126	20	4395	0.165
19:00 - 20:00	4	3740	0.013	4	3740	0.027	4	3740	0.040
20:00 - 21:00	4	3740	0.000	4	3740	0.007	4	3740	0.007
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.544			1.476			3.020

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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