TRANSPORT STATEMENT

VIASOLUTIONS

Lindley Moor Rd, Huddersfield

ON BEHALF OF

Frank Marshall Estates

August 2024

Quality Management

Project Number	21025
Filename	21025 Lindley Moor Rd TS
Issue No	5
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Reviewer	Chris Yarrow

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1. Introduction

1.1.1. Via Solutions has been appointed to prepare this Transport Statement in support of a planning application for a proposed redevelopment of the site of the former Wappy Springs public house on Lindley Moor Road, Lindley Moor near Huddersfield on behalf of Frank Marshall Estates. Figure 1 at Appendix A shows the site location in relation to the local highway network. The proposal is to provide 15 small employment units amounting to a total of 1,360sqm 14,640 (sqft) using the same access as the public house.

1.1.2. This Transport Statement considers such matters as traffic impact, access, sustainability, car parking and servicing and presents the proposals in relation to current guidance and data. This report builds on the comments made on the previous proposals on the site in 2023 (planning ref 2023 / 93031) and applies those to the new proposals where practicable and applicable. The previous application was refused, one reason was on highways grounds as set out below.

'The application has failed to demonstrate that the proposal would have an acceptable impact on highway safety in respect of site access, site layout, and the impact on the highway network. To approve the application would be contrary to policies LP21, LP22 and LP23 of the Kirklees Local Plan and chapter 9 of the National Planning Policy Framework.'

1.1.3. Both Local and National Transport policy have been reviewed in respect of the development. A review of road safety has been undertaken within the report. Sustainable transport accessibility has also been reviewed within the report. The development proposals have been explained and the impact on the highway network considered.

1.1.4. The following assessment concludes that an acceptable vehicular access can be provided in terms of safety and capacity.

2. Transport Policy

2.1. OVERVIEW

2.1.1. When considering transport policy compliance for planning applications, the main focus of local, regional and national policy is that new development should be conveniently accessible by a range of sustainable transport modes, including public transport, cycling and walking. Further details of the relevant policy documents are set out below.

2.1.2. When considering transport policy compliance for planning applications, the main thrust of local, regional and national policy is that new development should be conveniently accessible by a range of sustainable transport modes, including public transport, cycling and walking by people of all ages and abilities. Further details of the relevant policy documents are set out below.

2.2. NATIONAL PLANNING POLICY FRAMEWORK

2.2.1. On 19 December 2023, the Department for Levelling Up, Housing & Communities published an updated National Planning Policy Framework (NPPF), which replaced the previous NPPF published in March 2012, revised in July 2018, updated in February 2019 and revised in July 2021 and September 2023.

2.2.2. The updated NPPF in paragraph 110 states that "In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location.
- Safe and suitable access to the site can be achieved for all users.

- The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
- Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."

2.2.3. In paragraph 111 the updated NPPF states that "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

2.2.4. In relation to paragraph 111 developments should be in accordance with paragraph 112, which states the following:

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- Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use.
- Address the needs of people with disabilities and reduce mobility in relation to all modes of transport.
- Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards.
- Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

2.2.5. Paragraph 113 of the updated NPPF states that "all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

2.3. LOCAL TRANSPORT POLICY

2.3.1. The current Local Transport Plan is the third West Yorkshire Local Transport Plan (LTP3), which covers the period 2011 to 2026. The key objectives of the LTP3 include:

- *To improve access to jobs, education and other key services for everyone;*
- *To reduce delays to the movement of people and goods;*
- *To improve safety for all highway users;*
- *To limit transport emissions of air pollutants, greenhouse gases and noise; and*
- *To improve the condition of the highway infrastructure.*

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2.3.2. The LTP sets out the walking and cycling strategy for West Yorkshire to encourage more people to use these modes of travel to help reduce the dependency on private cars. With regards to cycling provision within development proposals, the WYCS seeks to 'ensure that new development proposals are located and designed to be cycle friendly and adopt guidelines for cycle parking standards". With regards to walking, the LTP seeks to improve the local environment to make walking more attractive by enhancing safety, security and environmental quality.

2.3.3. The LTP also sets out a bus strategy for West Yorkshire and seeks to increase patronage for all categories of bus passenger and modal shift towards the bus and away from the car.

2.3.4. The new Kirklees Local Plan was approved on 27th February 2019. The consistent objectives across all these documents are to look to developments that promote more sustainable transport choices and reduce the need to travel by car and improve the environment.

3. Existing Situation

3.1. SITE DESCRIPTION

3.1.1. The application site is located on the site of the former Wappy Springs public house which lies to the northern side of Lindley Moor Road in Lindley Moor, some 4.2km to the northwest of Huddersfield town centre and 2km south of Elland town centre. Figure 1 at Appendix A shows the site location in relation to the local highway network.

3.1.2. The existing site comprises a former public house with associated car parking and open garden areas with a vehicle access located centrally along the site frontage. A right turning ghost island is provided in the centre of Lindley Moor Road offering a degree of protection to vehicle waiting to turn right into the site.

3.2. HIGHWAY NETWORK

LOCAL HIGHWAY NETWORK

3.2.1. Lindley Moor Road forms the southern boundary of the site, from which access into the site is taken. The road also provides access to a car dealership and another employment unit opposite plus residential areas to the west.

3.2.2. To the east of the site, a traffic signal controlled junction with pedestrian facilities built in connects to Crosland Road. This road provides access to the several new residential developments and the longer standing residential areas to the south.

3.2.3. Lindley Moor Road runs generally west to east and parallel to but south of the M62 motorway and as such does provide a link between Junctions 23 and 24. The former also serves the A640 New Hey Road whilst the latter also intersects with the A629 Halifax Road, both of these routes being arterial connections to the centre of Huddersfield. The A629 also continues to the north linking to Elland and Halifax town centres. Figure 1 at Appendix A shows the site location in relation to the local highway network.

3.2.4. Lindley Moor Road is subject to a 40mph speed limit at the site access – this continues for a distance down Crosland Road before reducing to 30mph as the developed areas are reached. Both roads are two-way single carriageways with a system of street lighting and footways provided in accordance with current road standards

STRATEGIC HIGHWAY NETWORK

3.2.5. The Strategic Highway Network is accessible via Lindley Moor Road which joins the M62 at Junctions 23 and 24 to the west and east respectively.

3.3. PEDESTRIANS AND CYCLISTS

WALKING

3.3.1. The national policy relating to transport and development is set out Section 4 of the NPPF, however this does not provide guidance on desirable maximum walking distances from new developments. Reference has been made to "*The Guidelines for Providing for Journeys on Foot*" (Institute of Highway Engineers, May 2010), which describe best practice in planning and providing for pedestrians within the UK policy and legislative framework. This allows an assessment of the sites compliance with policy guidance on recommended walking distances to local services for site user (as provided in Table 1 below).

TABLE 1. PREFERRED MAXIMUM WALKING DISTANCES

	Town Centre	Commuting / School / Sightseeing	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m

Source: Providing for Journeys on Foot (IHT, 2000)

3.3.2. The facilities within the preferred maximum walking distance are summarised in the table below.

TABLE 2. FACILITIES LOCATED WITHIN PREFERRED MAXIMUM WALKING DISTANCES

	Facilities
200m	Car dealership
400m	Bus stop, residential areas
800m	Local shops and takeaways, residential areas
2000m	Local shops and takeaways, residential areas

3.3.3. There are footways on Crosland Road and Lindley Moor Road and conveniently located refuges to allow these roads to be crossed in greater safety. A shared footpath / cycleway cuts the corner between Crosland Road and Lindley Moor Road. Pedestrian crossing facilities are also provided at the signal-controlled junction between these two roads.

CYCLING

3.3.4. National and Local policy encourage sustainable development and a shift away from private car use, however, there is no specific recommended maximum cycle distances for access to services/leisure facilities from new developments stated within the NPPF or local planning policy.

3.3.5. It is noted that the distances people will be willing to travel on a bicycle will be highly variable depending on the type of development, site users and age profile as well as the perception of personal safety in the local environment. However, Local Transport Note 2/08 (published by the Department for Transport) does provide a useful reference point; it indicates that an acceptable distance for general trips by cycle is considered to be up to 5km but it also acknowledges that this may be slightly longer (up to 8km) for those commuting to employment uses by cycle.

3.3.6. A shared footpath / cycleway cuts the corner between Crosland Road and Lindley Moor Road.

3.3.7. In consideration of the above, it is judged that there are practical and convenient links available to and from the proposed development offering the potential for residents to walk or cycle to local facilities and employment areas.

3.4. PUBLIC TRANSPORT

BUSES

3.4.1. There are bus stops located on Laund Road within 400m to the west of the development site (used by the 378 service) and further stops on Cowrakes Road to the south of the development site. Whilst the latter are slightly further than the normally accepted figure of 400 metres, as is shown below the level of frequency of services which use these stops make them convenient to be used as part of a journey to work trip. The location of bus stops is indicated on the Figure 1 in Appendix A.

3.4.2. Table 3 below provides a summary of bus routes in the area.

TABLE 3. SUMMARY OF BUS ROUTES

Route No	Route Summary	Frequency	
		Monday to Saturday	Late Eve & Sunday
370 / 371	Huddersfield – Salendine Nook Circular	30mins at peak	60mins
372	Almondbury –Huddersfield - Lindley	4 per hour	60 (eves) 30 (Sun)
377 / 378	Huddersfield – HRI - Lindley	Combined 30mins	

TRAINS

3.4.3. The nearest railway station is Huddersfield which is located 4.2km from the site. This offers services to Manchester and Leeds Central Station, which gives access to the wider national rail network, including London, Liverpool, York and Scotland.

3.4.4. The proposed development is considered to be well served by public transport, utilising stops that are slightly further than the desirable walking distances given in 'Providing for Journeys on Foot' but with high frequency of services to main centres.

3.5. INJURY COLLISION RECORDS

3.5.1. Injury collision data has been obtained over the last 5 years from the Crash Map website for road network immediately surrounding the site access. The collision data includes a single collision within the time frame at the site access which resulted in slight injury. There is a cluster of collisions at the junction of Crosland Road with Lindley Moor Road but these all predate the introduction of traffic signals so are no longer relevant to the current situation.

3.5.2. Therefore, it is considered that the location is not a site for concern and the collision data shows that the network is operating safely.

4. The Development Proposals

4.1. PROPOSED DEVELOPMENT

4.1.1. The applicant seeks planning permission for the demolition of the former public house and to provide several small employment units amounting to a total of 1,360sqm 14,640 (sqft) using the same access as the public house.

4.1.2. The proposed development plan is shown on the drawing (2102510) in Appendix B.

4.2. SITE ACCESS

4.2.1. The proposed site layout is indicated on the drawing contained within Appendix B. The proposed development will use a similar access location to the existing on Lindley Moor Road. An improved access will be provided with tapers to ensure that service vehicles enter and exit without crossing the opposing traffic lanes.

4.2.2. Visibility splays of 2.4 x 120m are shown which accords with the Kirklees Design Guide for a 40mph road.

4.3. PEDESTRIANS AND CYCLE ACCESS

4.3.1. Pedestrians and cyclists will be able to access the development via the existing footways provided within the site which link directly to Lindley Moor Road. Cyclists can also access the site via the existing vehicular access.

4.4. PARKING PROVISION

4.4.1. Kirklees Council has no parking guidance. Therefore, the level of parking provision has been based upon experience of similar developments elsewhere and guidance used by other Councils.

4.4.2. Secure cycle parking provision is proposed in several locations on site as indicated on the architect's drawings.

4.4.3. The parking provision on site has been indicated on the proposed layout in Appendix B. The level of parking provision proposed (34 spaces) equates to 1 space per 40sqm of development which is typical of other guidance for industrial units. Given the potential mix of uses on the site, the level of parking proposed is considered adequate and reasonable having due regard to the site location.

4.5. SERVICING

4.5.1. The internal layout will accommodate service, refuse vehicles and emergency vehicles and all vehicles will be able to enter and leave the site in forward gear. The size of service vehicles are commensurate with the scale of the units and from experience of similar developments operated by the applicant.

4.5.2. Private refuse collection will be used to serve the site and drawing 2102511 (also in Appendix B) shows that that they can enter and exit the site in forward gear. Given the size of the industrial units that are proposed, the largest service vehicle will be less than 10m long.

5. Traffic Impact

5.1. EXISTING TRAFFIC

5.1.1. The existing public house premises amount to some 160sqm. We have accessed the TRICS database to determine the likely traffic volumes that might have been generated by this use on the site. The results can be found in Appendix C to this report and are summarised in Table 4 below.

TABLE 4. TRIP RATES FOR PUBLIC HOUSE / RESTAURANT USE

	Public House / Restaurant	
	Arrivals	Departures
AM	0	0
PM	3.694	1.722

5.1.2. Applying the trip rates in Table 4, the likely traffic generations are presented below in Table 5.

TABLE 5. TRAFFIC GENERATIONS FOR EXISTING PUBLIC HOUSE USE

	Public House / Restaurant	
	Arrivals	Departures
AM	0	0
PM	6	3

5.1.3. The current use of the site as a public house / restaurant might be expected to generate around 0, 9 vehicle movements in the AM peak and PM peak.

5.2. PROPOSED TRAFFIC

5.2.1. The proposed development comprises some 1,330sqm of light industrial / warehouse type units. We have accessed the TRICS database to determine the likely traffic volumes that might have been generated by this use on the site. The results can be found in Appendix C to this report and are summarised in the tables below:

TABLE 6. TRIP RATES FOR INDUSTRIAL ESTATE USE

	Industrial Estate	
	Arrivals	Departures
AM	0.431	0.139
PM	0.151	0.384

5.2.2. Applying the trip rates in Table 6, the likely development traffic generations are presented below:

TABLE 7. PREDICTED TRAFFIC FOR PROPOSED DEVELOPMENT

	Industrial Estate	
	Arrivals	Departures
AM	11	4
PM	4	10

5.2.3. The proposed use of the site to provide several light industrial units might be expected to generate around 15 two way trips in the AM peak and 14 two way trips in the PM peak.

5.2.4. We have assumed that the vehicle traffic is split 50 / 50 therefore, the vehicle traffic generated at peak hours on the junctions will not exceed 7 or 8 in any direction this will have a minimal impact on the surrounding highway networks and junctions. This traffic generation assessment was accepted following discussions with the highway authority as part of the 2023 application.

5.3. COMPLIANCE WITH NATIONAL AND LOCAL PLANNING POLICIES

5.3.1. Given the above, it is considered that the development proposals would not cause a severe residual impact on the highway network (local and SRN) which is the test in the NPPF.

5.3.2. The proposed development is considered to be located in a sustainable location and provides access by a genuine range of transport modes which accords with paragraph 105 of the new NPPF.

5.3.3. This report has shown that a safe means of access to and from the site for all road users is achievable and the traffic impact is negligible (paragraph 110 refers).

5.3.4. The highway proposals are considered to be safe and do not result in any severe residual cumulative highway impacts, and therefore comply with paragraph 111. Access for pedestrians and cyclists and all motor vehicles is shown to be safely achieved (paragraph 110). 15

5.3.5. This report has also demonstrated that the proposed development accords with the policies within the West Yorkshire Local Transport Plan in that the site is accessible by pedestrians, cyclists and bus users and adequate parking can be provided on site.

5.3.6. Therefore, the proposals comply with the national and local policies described in Section 2 of this report.

6. Conclusion

6.1.1. This Transport Statement assesses the characteristics of the existing infrastructure in the surrounding area of the site and predicts the development generated traffic. It concludes that the adjacent highway network can adequately accommodate the traffic impact of the proposed development in terms of safety and capacity.

6.1.2. This assessment considers the existing and proposed operation of the highway in terms of highway safety, sustainability, and capacity. It has shown that the predicted traffic from the proposed development has no material or significant impact on the local highway network.

6.1.3. In conclusion, it has been demonstrated that the proposed development can be accommodated on the adjacent highway network without any significant negative impact and there are therefore no highway capacity or safety reasons why this development should not be granted planning approval.

APPENDICES

APPENDIX A: Site Location Plan

VIASOLUTIONS
THE OLD COACH HOUSE, 1 CAMPBELL STREET PUDSEY LS28 6DP
tel: 0113 3453957 email: highwaymen@viasolutions.co.uk

WAPPY SPRINGS, LINDLEY MOOR

PROPOSED INDUSTRIAL DEVELPMENT

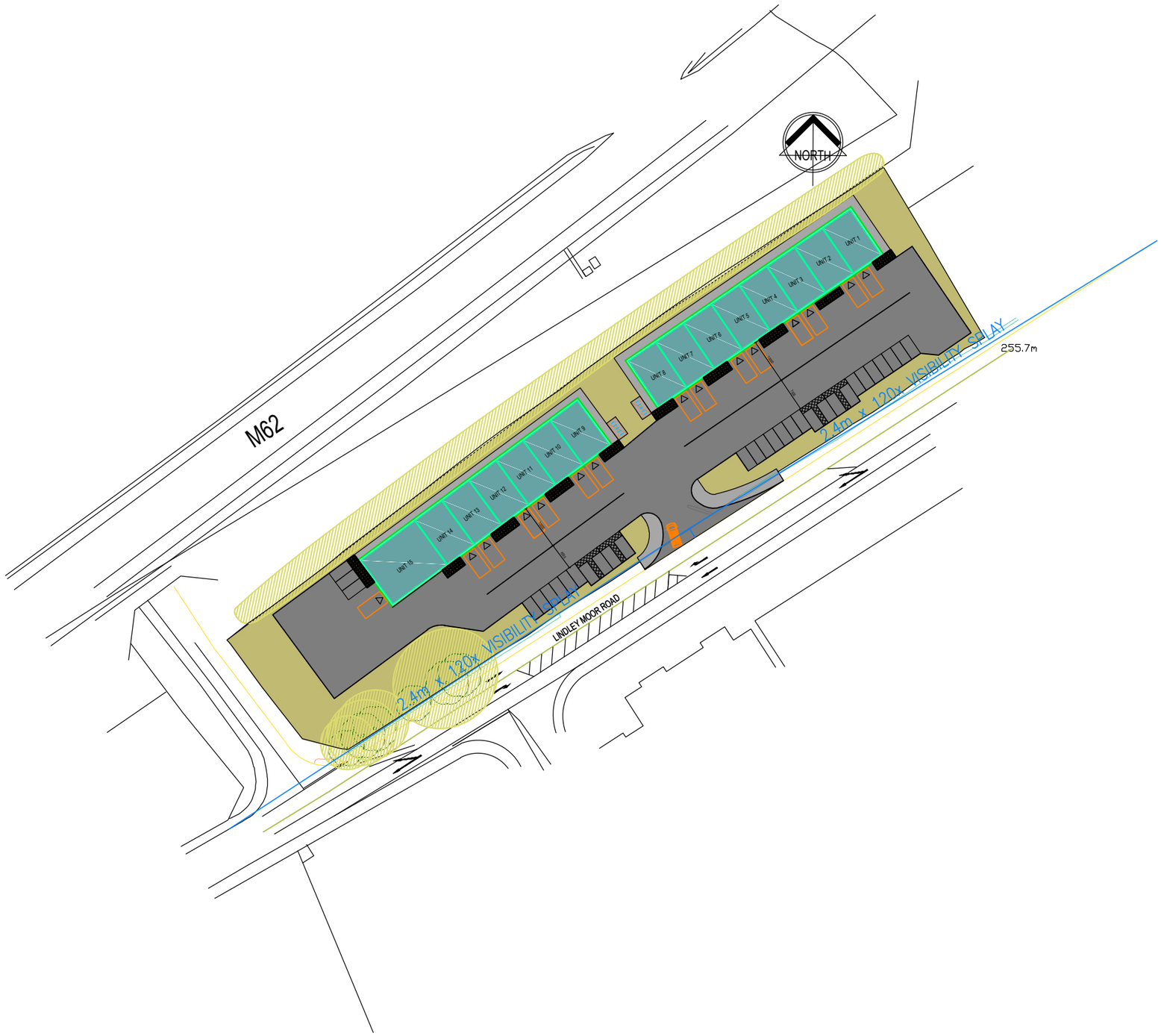
SITE LOCATION PLAN

SCALE: 1:5000 @A4

DATE: MARCH 2021

FIGURE 1

APPENDIX B: Proposed Development Layout



N

REV.	AMENDMENTS	DATE
–	-	–

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PUDSEY
LS28 6DP
tel: 0113 3453957
email: highwaymen@viasolutions.co.uk

VISIBILITY SPLAY DRAWING

WAPPY SPRINGS, LINDLEY

SCALE: 1:1000 @A3

DATE: AUG 2024

DRAWING NO: 2102510

STATUS: – REVISION: –

NOTES

1. THIS DRAWING SHOWS THE PRELIMINARY LAYOUT ONLY (NOT TO BE USED FOR CONSTRUCTION) AND IS SUBJECT TO DETAILED DESIGN, FULL CDM COMPLIANCE, STATUTORY UNDERTAKERS SEARCH/DIVERSION REQUIREMENTS, HIGHWAY DRAINAGE PROVISION, LAND OWNERSHIP AND LOCAL AUTHORITY APPROVAL.

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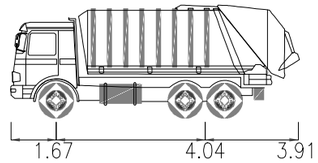
N

VEHICLE DIMENSIONS



PHOENIX 2–15N REFUSE
LENGTH: 9.62 m
MAX WIDTH: 2.25 m
LOCK TO LOCK TIME: 6.0 s
MAX STEERING ANGLE: 34.35°
TURN RADIUS (CURB TO CURB): 8.23 n
TURN RADIUS (WALL TO WALL): 9.06 m

REV.	AMENDMENTS	DATE
–	-	–

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SWEPT PATH ANALYSIS

WAPPY SPRINGS, LINDLEY

SCALE: 1:500 @A3
DATE: AUG 2024
DRAWING NO: 2102511
STATUS: – REVISION: –

NOTES

1. THIS DRAWING SHOWS THE PRELIMINARY LAYOUT ONLY (NOT TO BE USED FOR CONSTRUCTION) AND IS SUBJECT TO DETAILED DESIGN, FULL CDM COMPLIANCE, STATUTORY UNDERTAKERS SEARCH/DIVERSION REQUIREMENTS, HIGHWAY DRAINAGE PROVISION, LAND OWNERSHIP AND LOCAL AUTHORITY APPROVAL.

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APPENDIX C: TRICS Data Output

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

MULTI-MODAL 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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	10	558	0.592	10	558	0.305	10	558	0.897
11:00 - 12:00	10	558	1.524	10	558	0.574	10	558	2.098
12:00 - 13:00	10	558	3.282	10	558	1.291	10	558	4.573
13:00 - 14:00	10	558	2.869	10	558	2.618	10	558	5.487
14:00 - 15:00	10	558	1.220	10	558	2.582	10	558	3.802
15:00 - 16:00	10	558	1.166	10	558	1.381	10	558	2.547
16:00 - 17:00	10	558	2.457	10	558	1.435	10	558	3.892
17:00 - 18:00	10	558	3.694	10	558	1.722	10	558	5.416
18:00 - 19:00	**10**	**558**	**3.910**	10	558	3.336	**10**	**558**	**7.246**
19:00 - 20:00	10	558	3.372	10	558	3.354	10	558	6.726
20:00 - 21:00	10	558	1.901	**10**	**558**	**3.372**	10	558	5.273
21:00 - 22:00	10	558	1.004	10	558	2.116	10	558	3.120
22:00 - 23:00	10	558	0.412	10	558	2.798	10	558	3.210
23:00 - 24:00	9	551	0.061	9	551	0.444	9	551	0.505
Total Rates:			27.464			27.328			54.792

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:	200 - 830 (units: sqm)
Survey date date range:	01/01/11 - 11/06/19
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-407201-230225-0248

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	BH	BRIGHTON & HOVE	1 days
	EX	ESSEX	3 days
03	SOUTH WEST		
	DV	DEVON	1 days
	SD	SWINDON	1 days
04	EAST ANGLIA		
	PB	PETERBOROUGH	1 days
05	EAST MIDLANDS		
	DY	DERBY	1 days
	LN	LINCOLNSHIRE	1 days
	NM	WEST NORTHAMPTONSHIRE	1 days
	NN	NORTH NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	4 days
	WM	WEST MIDLANDS	1 days
	WO	WORCESTERSHIRE	3 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
	SY	SOUTH YORKSHIRE	1 days
	WY	WEST YORKSHIRE	5 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	3 days
	LC	LANCASHIRE	3 days
09	NORTH		
	TW	TYNE & WEAR	3 days
10	WALES		
	SW	SWANSEA	2 days
	VG	VALE OF GLAMORGAN	1 days
11	SCOTLAND		
	AG	ANGUS	1 days
	FI	FIFE	1 days

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

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	Gross floor area
Actual Range:	1138 to 150564 (units: sqm)
Range Selected by User:	552 to 470200 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 18/05/22

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	5 days
Tuesday	9 days
Wednesday	8 days
Thursday	10 days
Friday	8 days

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

Selected survey types:

Manual count	40 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	9
Edge of Town	29
Neighbourhood Centre (PPS6 Local Centre)	2

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	19
Commercial Zone	1
Development Zone	2
Residential Zone	7
Out of Town	2
No Sub Category	9

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	11 days - Selected
Servicing vehicles Excluded	33 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	40 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

Secondary Filtering selection (Cont.):

Population within 500m Range:
All Surveys Included
Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	8 days
10,001 to 15,000	12 days
15,001 to 20,000	5 days
20,001 to 25,000	5 days
25,001 to 50,000	8 days
50,001 to 100,000	1 days

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

Population within 5 miles:

25,001 to 50,000	3 days
50,001 to 75,000	2 days
75,001 to 100,000	4 days
100,001 to 125,000	3 days
125,001 to 250,000	19 days
250,001 to 500,000	9 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	16 days
1.1 to 1.5	22 days
1.6 to 2.0	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:

No	40 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	40 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 AG-02-D-02 INDUSTRIAL ESTATE ANGUS
A933 WESTWAY
ARBROATH
HOSPITALFIELD
Edge of Town
No Sub Category
Total Gross floor area: 78500 sqm
Survey date: TUESDAY 25/04/17 Survey Type: MANUAL

2 BH-02-D-03 INDUSTRIAL ESTATE BRIGHTON & HOVE
HUGHES ROAD
BRIGHTON

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 6625 sqm
Survey date: THURSDAY 16/10/14 Survey Type: MANUAL

3 DV-02-D-07 INDUSTRIAL ESTATE DEVON
BITTERN ROAD
EXETER
SOWTON IND. ESTATE
Edge of Town
Industrial Zone
Total Gross floor area: 3600 sqm
Survey date: MONDAY 03/07/17 Survey Type: MANUAL

4 DY-02-D-01 INDUSTRIAL ESTATE DERBY
SHAFTESBURY STREET
DERBY
ROSE HILL
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 5686 sqm
Survey date: WEDNESDAY 25/09/19 Survey Type: MANUAL

5 EX-02-D-03 INDUSTRIAL ESTATE ESSEX
WYNCOLLS ROAD
COLCHESTER
SEVERALLS INDUSTRIAL PK
Edge of Town
Industrial Zone
Total Gross floor area: 4876 sqm
Survey date: FRIDAY 18/05/18 Survey Type: MANUAL

6 EX-02-D-04 INDUSTRIAL ESTATE ESSEX
PASTURE ROAD
WITHAM

Edge of Town
Industrial Zone
Total Gross floor area: 37130 sqm
Survey date: THURSDAY 10/05/18 Survey Type: MANUAL

7 EX-02-D-05 INDUSTRIAL ESTATE ESSEX
HECKWORTH CLOSE
COLCHESTER
SEVERALLS INDUSTRIAL PK
Edge of Town
Industrial Zone
Total Gross floor area: 7280 sqm
Survey date: FRIDAY 18/05/18 Survey Type: MANUAL

8 FI-02-D-01 INDUSTRIAL ESTATE FIFE
DICKSON STREET
DUNFERMLINE

Edge of Town
Residential Zone
Total Gross floor area: 7850 sqm
Survey date: THURSDAY 21/05/15 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9 GM-02-D-07 BUSINESS PARK GREATER MANCHESTER
VULCAN STREET
OLDHAM

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 4400 sqm
Survey date: THURSDAY *22/10/15* *Survey Type: MANUAL*

10 GM-02-D-08 INDUSTRIAL ESTATE GREATER MANCHESTER
WINSTANLEY ROAD
NEAR WIGAN
ORRELL
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 7000 sqm
Survey date: FRIDAY *29/04/22* *Survey Type: MANUAL*

11 GM-02-D-09 INDUSTRIAL ESTATE GREATER MANCHESTER
SAINT HELENS ROAD
LEIGH

Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 57600 sqm
Survey date: FRIDAY *29/04/22* *Survey Type: MANUAL*

12 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*

13 LC-02-D-07 INDUSTRIAL ESTATE LANCASHIRE
CHAIN CAUL WAY
PRESTON
ASHTON-ON-RIBBLE
Edge of Town
Industrial Zone
Total Gross floor area: 4700 sqm
Survey date: FRIDAY *17/11/17* *Survey Type: MANUAL*

14 LC-02-D-08 INDUSTRIAL ESTATE LANCASHIRE
NOOK LANE
BAMBER BRIDGE

Edge of Town
Industrial Zone
Total Gross floor area: 4000 sqm
Survey date: TUESDAY *06/11/18* *Survey Type: MANUAL*

15 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*

16 NM-02-D-01 INDUSTRIAL ESTATE WEST NORTHAMPTONSHIRE
CORNHILL CLOSE
NORTHAMPTON
LODGE FARM IND. ESTATE
Edge of Town
Industrial Zone
Total Gross floor area: 12670 sqm
Survey date: WEDNESDAY *21/10/20* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

17 NN-02-D-01 INDUSTRIAL ESTATE NORTH NORTHAMPTONSHIRE
ROBINSON WAY
KETTERING

Edge of Town
Industrial Zone
Total Gross floor area: 12900 sqm
Survey date: THURSDAY 23/10/14 Survey Type: MANUAL

18 NY-02-D-03 INDUSTRIAL ESTATE NORTH YORKSHIRE
RACECOURSE ROAD
RICHMOND

Edge of Town
Out of Town
Total Gross floor area: 35183 sqm
Survey date: THURSDAY 05/05/22 Survey Type: MANUAL

19 PB-02-D-03 INDUSTRIAL ESTATE PETERBOROUGH
LINCOLN ROAD
PETERBOROUGH

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 4133 sqm
Survey date: TUESDAY 02/12/14 Survey Type: MANUAL

20 SD-02-D-01 INDUSTRIAL ESTATE SWINDON
HEADLANDS GROVE
SWINDON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 10000 sqm
Survey date: TUESDAY 20/09/16 Survey Type: MANUAL

21 SW-02-D-01 INDUSTRIAL ESTATE SWANSEA
UPPER FOREST WAY
SWANSEA
SWANSEA ENTERPRISE PK
Edge of Town
Industrial Zone
Total Gross floor area: 6822 sqm
Survey date: WEDNESDAY 09/10/19 Survey Type: MANUAL

22 SW-02-D-02 INDUSTRIAL ESTATE SWANSEA
CLARION COURT
SWANSEA
SWANSEA ENTERPRISE PK
Edge of Town
Industrial Zone
Total Gross floor area: 5280 sqm
Survey date: THURSDAY 10/10/19 Survey Type: MANUAL

23 SY-02-D-04 INDUSTRIAL ESTATE SOUTH YORKSHIRE
MIDDLE BANK
DONCASTER

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 6737 sqm
Survey date: TUESDAY 21/09/21 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

24 TW-02-D-08 INDUSTRIAL ESTATE TYNE & WEAR
NORTH HYLTON ROAD
SUNDERLAND
SOUTHWICK
Suburban Area (PPS6 Out of Centre)
Development Zone
Total Gross floor area: 8310 sqm
Survey date: TUESDAY 04/04/17 Survey Type: MANUAL

25 TW-02-D-09 INDUSTRIAL ESTATE TYNE & WEAR
ELEVENTH AVENUE
GATESHEAD
TEAM VALLEY
Edge of Town
No Sub Category
Total Gross floor area: 6200 sqm
Survey date: WEDNESDAY 18/05/22 Survey Type: MANUAL

26 TW-02-D-10 INDUSTRIAL ESTATE TYNE & WEAR
ELEVENTH AVENUE
GATESHEAD
TEAM VALLEY
Edge of Town
No Sub Category
Total Gross floor area: 21500 sqm
Survey date: WEDNESDAY 18/05/22 Survey Type: MANUAL

27 VG-02-D-01 INDUSTRIAL ESTATE VALE OF GLAMORGAN
ARTHUR STREET
BARRY

Edge of Town
No Sub Category
Total Gross floor area: 13091 sqm
Survey date: MONDAY 08/05/17 Survey Type: MANUAL

28 WK-02-D-01 INDUSTRIAL ESTATE WARWICKSHIRE
CASTLE MOUND WAY
RUGBY

Edge of Town
Industrial Zone
Total Gross floor area: 150564 sqm
Survey date: WEDNESDAY 27/06/18 Survey Type: MANUAL

29 WK-02-D-02 INDUSTRIAL ESTATE WARWICKSHIRE
OVERVIEW WAY
RUGBY

Edge of Town
Industrial Zone
Total Gross floor area: 90535 sqm
Survey date: WEDNESDAY 27/06/18 Survey Type: MANUAL

30 WK-02-D-03 INDUSTRIAL ESTATE WARWICKSHIRE
EASTBORO WAY
NUNEATON

Edge of Town
Industrial Zone
Total Gross floor area: 20860 sqm
Survey date: THURSDAY 26/09/19 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

31 WK-02-D-04 INDUSTRIAL ESTATE WARWICKSHIRE
ABELES WAY
ATHERSTONE

Edge of Town
No Sub Category
Total Gross floor area: 17500 sqm
Survey date: FRIDAY *27/09/19* *Survey Type: MANUAL*

32 WM-02-D-03 INDUSTRIAL ESTATE WEST MIDLANDS
JUNCTION ROAD
STOURBRIDGE
AUDNAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 1138 sqm
Survey date: TUESDAY *28/11/17* *Survey Type: MANUAL*

33 WO-02-D-01 INDUSTRIAL ESTATE WORCESTERSHIRE
SANDY LANE
STOURPORT-ON-SEVERN

Edge of Town
Commercial Zone
Total Gross floor area: 2758 sqm
Survey date: FRIDAY *23/05/14* *Survey Type: MANUAL*

34 WO-02-D-02 INDUSTRIAL ESTATE WORCESTERSHIRE
WEIR LANE
WORCESTER

Edge of Town
Residential Zone
Total Gross floor area: 9500 sqm
Survey date: MONDAY *14/11/16* *Survey Type: MANUAL*

35 WO-02-D-03 INDUSTRIAL ESTATE WORCESTERSHIRE
MILLENNIUM WAY
EVESHAM

Edge of Town
Out of Town
Total Gross floor area: 84575 sqm
Survey date: TUESDAY *26/06/18* *Survey Type: MANUAL*

36 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*

37 WY-02-D-05 INDUSTRIAL ESTATE WEST YORKSHIRE
CARR WOOD ROAD
CASTLEFORD

Edge of Town
Development Zone
Total Gross floor area: 1776 sqm
Survey date: MONDAY *22/05/17* *Survey Type: MANUAL*

38 WY-02-D-06 INDUSTRIAL ESTATE (PART) WEST YORKSHIRE
PIONEER WAY
CASTLEFORD

Edge of Town
Industrial Zone
Total Gross floor area: 4328 sqm
Survey date: TUESDAY *23/05/17* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

39 WY-02-D-07 INDUSTRIAL ESTATE WEST YORKSHIRE
THUNDERHEAD RIDGE RD
CASTLEFORD
GLASSHOUGHTON
Edge of Town
No Sub Category
Total Gross floor area: 3191 sqm
Survey date: MONDAY 15/05/17 Survey Type: MANUAL

40 WY-02-D-08 INDUSTRIAL ESTATE WEST YORKSHIRE
MILL LANE
HALIFAX

Edge of Town
No Sub Category
Total Gross floor area: 11305 sqm
Survey date: WEDNESDAY 17/10/18 Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
PK-02-D-01	covid
SF-02-D-03	covid
TV-02-D-03	covid

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

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	11	17822	0.025	11	17822	0.007	11	17822	0.032
05:30 - 06:00	11	17822	0.059	11	17822	0.013	11	17822	0.072
06:00 - 06:30	12	17275	0.037	12	17275	0.020	12	17275	0.057
06:30 - 07:00	12	17275	0.086	12	17275	0.025	12	17275	0.111
07:00 - 07:30	40	20299	0.111	40	20299	0.038	40	20299	0.149
07:30 - 08:00	40	20299	0.207	40	20299	0.057	40	20299	0.264
08:00 - 08:30	40	20299	0.224	40	20299	0.082	40	20299	0.306
08:30 - 09:00	40	20299	0.171	40	20299	0.086	40	20299	0.257
09:00 - 09:30	40	20299	0.160	40	20299	0.102	40	20299	0.262
09:30 - 10:00	40	20299	0.135	40	20299	0.103	40	20299	0.238
10:00 - 10:30	40	20299	0.122	40	20299	0.115	40	20299	0.237
10:30 - 11:00	40	20299	0.113	40	20299	0.100	40	20299	0.213
11:00 - 11:30	40	20299	0.114	40	20299	0.105	40	20299	0.219
11:30 - 12:00	40	20299	0.121	40	20299	0.122	40	20299	0.243
12:00 - 12:30	40	20299	0.115	40	20299	0.142	40	20299	0.257
12:30 - 13:00	40	20299	0.131	40	20299	0.135	40	20299	0.266
13:00 - 13:30	40	20299	0.131	40	20299	0.132	40	20299	0.263
13:30 - 14:00	40	20299	0.147	40	20299	0.125	40	20299	0.272
14:00 - 14:30	40	20299	0.112	40	20299	0.152	40	20299	0.264
14:30 - 15:00	40	20299	0.099	40	20299	0.122	40	20299	0.221
15:00 - 15:30	40	20299	0.090	40	20299	0.138	40	20299	0.228
15:30 - 16:00	40	20299	0.096	40	20299	0.131	40	20299	0.227
16:00 - 16:30	40	20299	0.100	40	20299	0.169	40	20299	0.269
16:30 - 17:00	40	20299	0.086	40	20299	0.173	40	20299	0.259
17:00 - 17:30	40	20299	0.065	40	20299	0.211	40	20299	0.276
17:30 - 18:00	40	20299	0.057	40	20299	0.130	40	20299	0.187
18:00 - 18:30	40	20299	0.040	40	20299	0.084	40	20299	0.124
18:30 - 19:00	40	20299	0.040	40	20299	0.062	40	20299	0.102
19:00 - 19:30	12	17275	0.041	12	17275	0.058	12	17275	0.099
19:30 - 20:00	12	17275	0.031	12	17275	0.046	12	17275	0.077
20:00 - 20:30	12	17275	0.021	12	17275	0.029	12	17275	0.050
20:30 - 21:00	12	17275	0.010	12	17275	0.029	12	17275	0.039
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			3.097			3.043			6.140

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

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

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Parameter summary

Trip rate parameter range selected:	1138 - 150564 (units: sqm)
Survey date date range:	01/01/14 - 18/05/22
Number of weekdays (Monday-Friday):	40
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	3

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

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

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	11	17822	0.001	11	17822	0.001	11	17822	0.002
05:30 - 06:00	11	17822	0.000	11	17822	0.000	11	17822	0.000
06:00 - 06:30	12	17275	0.000	12	17275	0.000	12	17275	0.000
06:30 - 07:00	12	17275	0.000	12	17275	0.000	12	17275	0.000
07:00 - 07:30	40	20299	0.000	40	20299	0.000	40	20299	0.000
07:30 - 08:00	40	20299	0.001	40	20299	0.001	40	20299	0.002
08:00 - 08:30	40	20299	0.001	40	20299	0.001	40	20299	0.002
08:30 - 09:00	40	20299	0.001	40	20299	0.001	40	20299	0.002
09:00 - 09:30	40	20299	0.001	40	20299	0.001	40	20299	0.002
09:30 - 10:00	40	20299	0.001	40	20299	0.001	40	20299	0.002
10:00 - 10:30	40	20299	0.001	40	20299	0.001	40	20299	0.002
10:30 - 11:00	40	20299	0.000	40	20299	0.001	40	20299	0.001
11:00 - 11:30	40	20299	0.001	40	20299	0.001	40	20299	0.002
11:30 - 12:00	40	20299	0.000	40	20299	0.000	40	20299	0.000
12:00 - 12:30	40	20299	0.000	40	20299	0.000	40	20299	0.000
12:30 - 13:00	40	20299	0.000	40	20299	0.000	40	20299	0.000
13:00 - 13:30	40	20299	0.001	40	20299	0.001	40	20299	0.002
13:30 - 14:00	40	20299	0.001	40	20299	0.001	40	20299	0.002
14:00 - 14:30	40	20299	0.001	40	20299	0.001	40	20299	0.002
14:30 - 15:00	40	20299	0.001	40	20299	0.001	40	20299	0.002
15:00 - 15:30	40	20299	0.001	40	20299	0.001	40	20299	0.002
15:30 - 16:00	40	20299	0.001	40	20299	0.000	40	20299	0.001
16:00 - 16:30	40	20299	0.001	40	20299	0.001	40	20299	0.002
16:30 - 17:00	40	20299	0.000	40	20299	0.001	40	20299	0.001
17:00 - 17:30	40	20299	0.001	40	20299	0.001	40	20299	0.002
17:30 - 18:00	40	20299	0.001	40	20299	0.001	40	20299	0.002
18:00 - 18:30	40	20299	0.001	40	20299	0.001	40	20299	0.002
18:30 - 19:00	40	20299	0.000	40	20299	0.000	40	20299	0.000
19:00 - 19:30	12	17275	0.001	12	17275	0.001	12	17275	0.002
19:30 - 20:00	12	17275	0.000	12	17275	0.000	12	17275	0.000
20:00 - 20:30	12	17275	0.000	12	17275	0.000	12	17275	0.000
20:30 - 21:00	12	17275	0.000	12	17275	0.000	12	17275	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.019			0.020			0.039

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	11	17822	0.002	11	17822	0.002	11	17822	0.004
05:30 - 06:00	11	17822	0.005	11	17822	0.006	11	17822	0.011
06:00 - 06:30	12	17275	0.002	12	17275	0.005	12	17275	0.007
06:30 - 07:00	12	17275	0.002	12	17275	0.004	12	17275	0.006
07:00 - 07:30	40	20299	0.005	40	20299	0.004	40	20299	0.009
07:30 - 08:00	40	20299	0.010	40	20299	0.008	40	20299	0.018
08:00 - 08:30	40	20299	0.012	40	20299	0.011	40	20299	0.023
08:30 - 09:00	40	20299	0.011	40	20299	0.012	40	20299	0.023
09:00 - 09:30	40	20299	0.014	40	20299	0.012	40	20299	0.026
09:30 - 10:00	40	20299	0.016	40	20299	0.012	40	20299	0.028
10:00 - 10:30	40	20299	0.012	40	20299	0.015	40	20299	0.027
10:30 - 11:00	40	20299	0.014	40	20299	0.012	40	20299	0.026
11:00 - 11:30	40	20299	0.012	40	20299	0.012	40	20299	0.024
11:30 - 12:00	40	20299	0.012	40	20299	0.014	40	20299	0.026
12:00 - 12:30	40	20299	0.014	40	20299	0.014	40	20299	0.028
12:30 - 13:00	40	20299	0.014	40	20299	0.011	40	20299	0.025
13:00 - 13:30	40	20299	0.011	40	20299	0.012	40	20299	0.023
13:30 - 14:00	40	20299	0.013	40	20299	0.010	40	20299	0.023
14:00 - 14:30	40	20299	0.013	40	20299	0.013	40	20299	0.026
14:30 - 15:00	40	20299	0.011	40	20299	0.010	40	20299	0.021
15:00 - 15:30	40	20299	0.011	40	20299	0.011	40	20299	0.022
15:30 - 16:00	40	20299	0.012	40	20299	0.013	40	20299	0.025
16:00 - 16:30	40	20299	0.009	40	20299	0.009	40	20299	0.018
16:30 - 17:00	40	20299	0.007	40	20299	0.008	40	20299	0.015
17:00 - 17:30	40	20299	0.006	40	20299	0.005	40	20299	0.011
17:30 - 18:00	40	20299	0.006	40	20299	0.005	40	20299	0.011
18:00 - 18:30	40	20299	0.004	40	20299	0.005	40	20299	0.009
18:30 - 19:00	40	20299	0.004	40	20299	0.004	40	20299	0.008
19:00 - 19:30	12	17275	0.002	12	17275	0.001	12	17275	0.003
19:30 - 20:00	12	17275	0.002	12	17275	0.000	12	17275	0.002
20:00 - 20:30	12	17275	0.000	12	17275	0.002	12	17275	0.002
20:30 - 21:00	12	17275	0.002	12	17275	0.001	12	17275	0.003
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.270			0.263			0.533

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	11	17822	0.000	11	17822	0.000	11	17822	0.000
05:30 - 06:00	11	17822	0.000	11	17822	0.000	11	17822	0.000
06:00 - 06:30	12	17275	0.000	12	17275	0.000	12	17275	0.000
06:30 - 07:00	12	17275	0.000	12	17275	0.000	12	17275	0.000
07:00 - 07:30	40	20299	0.000	40	20299	0.001	40	20299	0.001
07:30 - 08:00	40	20299	0.000	40	20299	0.002	40	20299	0.002
08:00 - 08:30	40	20299	0.000	40	20299	0.000	40	20299	0.000
08:30 - 09:00	40	20299	0.000	40	20299	0.000	40	20299	0.000
09:00 - 09:30	40	20299	0.002	40	20299	0.000	40	20299	0.002
09:30 - 10:00	40	20299	0.000	40	20299	0.000	40	20299	0.000
10:00 - 10:30	40	20299	0.001	40	20299	0.000	40	20299	0.001
10:30 - 11:00	40	20299	0.000	40	20299	0.001	40	20299	0.001
11:00 - 11:30	40	20299	0.000	40	20299	0.000	40	20299	0.000
11:30 - 12:00	40	20299	0.001	40	20299	0.000	40	20299	0.001
12:00 - 12:30	40	20299	0.000	40	20299	0.000	40	20299	0.000
12:30 - 13:00	40	20299	0.001	40	20299	0.000	40	20299	0.001
13:00 - 13:30	40	20299	0.000	40	20299	0.000	40	20299	0.000
13:30 - 14:00	40	20299	0.000	40	20299	0.000	40	20299	0.000
14:00 - 14:30	40	20299	0.000	40	20299	0.001	40	20299	0.001
14:30 - 15:00	40	20299	0.000	40	20299	0.001	40	20299	0.001
15:00 - 15:30	40	20299	0.000	40	20299	0.000	40	20299	0.000
15:30 - 16:00	40	20299	0.000	40	20299	0.000	40	20299	0.000
16:00 - 16:30	40	20299	0.000	40	20299	0.000	40	20299	0.000
16:30 - 17:00	40	20299	0.000	40	20299	0.000	40	20299	0.000
17:00 - 17:30	40	20299	0.000	40	20299	0.000	40	20299	0.000
17:30 - 18:00	40	20299	0.000	40	20299	0.000	40	20299	0.000
18:00 - 18:30	40	20299	0.001	40	20299	0.000	40	20299	0.001
18:30 - 19:00	40	20299	0.001	40	20299	0.000	40	20299	0.001
19:00 - 19:30	12	17275	0.000	12	17275	0.000	12	17275	0.000
19:30 - 20:00	12	17275	0.000	12	17275	0.000	12	17275	0.000
20:00 - 20:30	12	17275	0.000	12	17275	0.000	12	17275	0.000
20:30 - 21:00	12	17275	0.000	12	17275	0.000	12	17275	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.007			0.006			0.013

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	11	17822	0.001	11	17822	0.000	11	17822	0.001
05:30 - 06:00	11	17822	0.001	11	17822	0.000	11	17822	0.001
06:00 - 06:30	12	17275	0.000	12	17275	0.000	12	17275	0.000
06:30 - 07:00	12	17275	0.001	12	17275	0.000	12	17275	0.001
07:00 - 07:30	40	20299	0.002	40	20299	0.001	40	20299	0.003
07:30 - 08:00	40	20299	0.003	40	20299	0.000	40	20299	0.003
08:00 - 08:30	40	20299	0.003	40	20299	0.000	40	20299	0.003
08:30 - 09:00	40	20299	0.002	40	20299	0.000	40	20299	0.002
09:00 - 09:30	40	20299	0.002	40	20299	0.001	40	20299	0.003
09:30 - 10:00	40	20299	0.000	40	20299	0.000	40	20299	0.000
10:00 - 10:30	40	20299	0.000	40	20299	0.000	40	20299	0.000
10:30 - 11:00	40	20299	0.000	40	20299	0.000	40	20299	0.000
11:00 - 11:30	40	20299	0.000	40	20299	0.001	40	20299	0.001
11:30 - 12:00	40	20299	0.000	40	20299	0.000	40	20299	0.000
12:00 - 12:30	40	20299	0.000	40	20299	0.000	40	20299	0.000
12:30 - 13:00	40	20299	0.001	40	20299	0.000	40	20299	0.001
13:00 - 13:30	40	20299	0.001	40	20299	0.001	40	20299	0.002
13:30 - 14:00	40	20299	0.002	40	20299	0.001	40	20299	0.003
14:00 - 14:30	40	20299	0.001	40	20299	0.002	40	20299	0.003
14:30 - 15:00	40	20299	0.000	40	20299	0.002	40	20299	0.002
15:00 - 15:30	40	20299	0.000	40	20299	0.004	40	20299	0.004
15:30 - 16:00	40	20299	0.001	40	20299	0.001	40	20299	0.002
16:00 - 16:30	40	20299	0.000	40	20299	0.002	40	20299	0.002
16:30 - 17:00	40	20299	0.001	40	20299	0.002	40	20299	0.003
17:00 - 17:30	40	20299	0.002	40	20299	0.005	40	20299	0.007
17:30 - 18:00	40	20299	0.001	40	20299	0.003	40	20299	0.004
18:00 - 18:30	40	20299	0.002	40	20299	0.001	40	20299	0.003
18:30 - 19:00	40	20299	0.001	40	20299	0.000	40	20299	0.001
19:00 - 19:30	12	17275	0.000	12	17275	0.001	12	17275	0.001
19:30 - 20:00	12	17275	0.000	12	17275	0.000	12	17275	0.000
20:00 - 20:30	12	17275	0.000	12	17275	0.000	12	17275	0.000
20:30 - 21:00	12	17275	0.000	12	17275	0.000	12	17275	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.028			0.028			0.056

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	11	17822	0.019	11	17822	0.003	11	17822	0.022
05:30 - 06:00	11	17822	0.046	11	17822	0.004	11	17822	0.050
06:00 - 06:30	12	17275	0.025	12	17275	0.011	12	17275	0.036
06:30 - 07:00	12	17275	0.060	12	17275	0.012	12	17275	0.072
07:00 - 07:30	40	20299	0.077	40	20299	0.020	40	20299	0.097
07:30 - 08:00	40	20299	0.146	40	20299	0.020	40	20299	0.166
08:00 - 08:30	40	20299	0.157	40	20299	0.032	40	20299	0.189
08:30 - 09:00	40	20299	0.120	40	20299	0.031	40	20299	0.151
09:00 - 09:30	40	20299	0.100	40	20299	0.045	40	20299	0.145
09:30 - 10:00	40	20299	0.076	40	20299	0.043	40	20299	0.119
10:00 - 10:30	40	20299	0.065	40	20299	0.053	40	20299	0.118
10:30 - 11:00	40	20299	0.060	40	20299	0.049	40	20299	0.109
11:00 - 11:30	40	20299	0.062	40	20299	0.053	40	20299	0.115
11:30 - 12:00	40	20299	0.066	40	20299	0.067	40	20299	0.133
12:00 - 12:30	40	20299	0.064	40	20299	0.090	40	20299	0.154
12:30 - 13:00	40	20299	0.079	40	20299	0.083	40	20299	0.162
13:00 - 13:30	40	20299	0.079	40	20299	0.082	40	20299	0.161
13:30 - 14:00	40	20299	0.096	40	20299	0.077	40	20299	0.173
14:00 - 14:30	40	20299	0.061	40	20299	0.098	40	20299	0.159
14:30 - 15:00	40	20299	0.052	40	20299	0.077	40	20299	0.129
15:00 - 15:30	40	20299	0.048	40	20299	0.091	40	20299	0.139
15:30 - 16:00	40	20299	0.051	40	20299	0.085	40	20299	0.136
16:00 - 16:30	40	20299	0.057	40	20299	0.120	40	20299	0.177
16:30 - 17:00	40	20299	0.054	40	20299	0.129	40	20299	0.183
17:00 - 17:30	40	20299	0.043	40	20299	0.180	40	20299	0.223
17:30 - 18:00	40	20299	0.042	40	20299	0.107	40	20299	0.149
18:00 - 18:30	40	20299	0.031	40	20299	0.067	40	20299	0.098
18:30 - 19:00	40	20299	0.032	40	20299	0.051	40	20299	0.083
19:00 - 19:30	12	17275	0.034	12	17275	0.049	12	17275	0.083
19:30 - 20:00	12	17275	0.026	12	17275	0.041	12	17275	0.067
20:00 - 20:30	12	17275	0.016	12	17275	0.023	12	17275	0.039
20:30 - 21:00	12	17275	0.006	12	17275	0.024	12	17275	0.030
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.950			1.917			3.867

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	11	17822	0.004	11	17822	0.002	11	17822	0.006
05:30 - 06:00	11	17822	0.008	11	17822	0.003	11	17822	0.011
06:00 - 06:30	12	17275	0.010	12	17275	0.004	12	17275	0.014
06:30 - 07:00	12	17275	0.022	12	17275	0.008	12	17275	0.030
07:00 - 07:30	40	20299	0.028	40	20299	0.012	40	20299	0.040
07:30 - 08:00	40	20299	0.049	40	20299	0.025	40	20299	0.074
08:00 - 08:30	40	20299	0.052	40	20299	0.037	40	20299	0.089
08:30 - 09:00	40	20299	0.038	40	20299	0.042	40	20299	0.080
09:00 - 09:30	40	20299	0.043	40	20299	0.044	40	20299	0.087
09:30 - 10:00	40	20299	0.041	40	20299	0.047	40	20299	0.088
10:00 - 10:30	40	20299	0.044	40	20299	0.046	40	20299	0.090
10:30 - 11:00	40	20299	0.038	40	20299	0.038	40	20299	0.076
11:00 - 11:30	40	20299	0.039	40	20299	0.038	40	20299	0.077
11:30 - 12:00	40	20299	0.041	40	20299	0.041	40	20299	0.082
12:00 - 12:30	40	20299	0.036	40	20299	0.037	40	20299	0.073
12:30 - 13:00	40	20299	0.037	40	20299	0.040	40	20299	0.077
13:00 - 13:30	40	20299	0.040	40	20299	0.037	40	20299	0.077
13:30 - 14:00	40	20299	0.037	40	20299	0.036	40	20299	0.073
14:00 - 14:30	40	20299	0.037	40	20299	0.038	40	20299	0.075
14:30 - 15:00	40	20299	0.035	40	20299	0.033	40	20299	0.068
15:00 - 15:30	40	20299	0.031	40	20299	0.034	40	20299	0.065
15:30 - 16:00	40	20299	0.033	40	20299	0.032	40	20299	0.065
16:00 - 16:30	40	20299	0.032	40	20299	0.038	40	20299	0.070
16:30 - 17:00	40	20299	0.024	40	20299	0.034	40	20299	0.058
17:00 - 17:30	40	20299	0.016	40	20299	0.024	40	20299	0.040
17:30 - 18:00	40	20299	0.008	40	20299	0.017	40	20299	0.025
18:00 - 18:30	40	20299	0.004	40	20299	0.009	40	20299	0.013
18:30 - 19:00	40	20299	0.004	40	20299	0.006	40	20299	0.010
19:00 - 19:30	12	17275	0.004	12	17275	0.007	12	17275	0.011
19:30 - 20:00	12	17275	0.002	12	17275	0.003	12	17275	0.005
20:00 - 20:30	12	17275	0.004	12	17275	0.005	12	17275	0.009
20:30 - 21:00	12	17275	0.001	12	17275	0.004	12	17275	0.005
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.842			0.821			1.663

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.*