Turnbridge Mills, Quay Street, Huddersfield

Transport Statement

March 2025

Project number 2292

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Quality Management

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1.0 Introduction

1.1 Paragon Highways have been appointed to prepare this Transport Statement in relation to a planning application for a commercial redevelopment of the Turnbridge Mills site on the north side of Quay Street, Huddersfield. The plan at Figure 1 below shows the site location in relation to the local highway network.

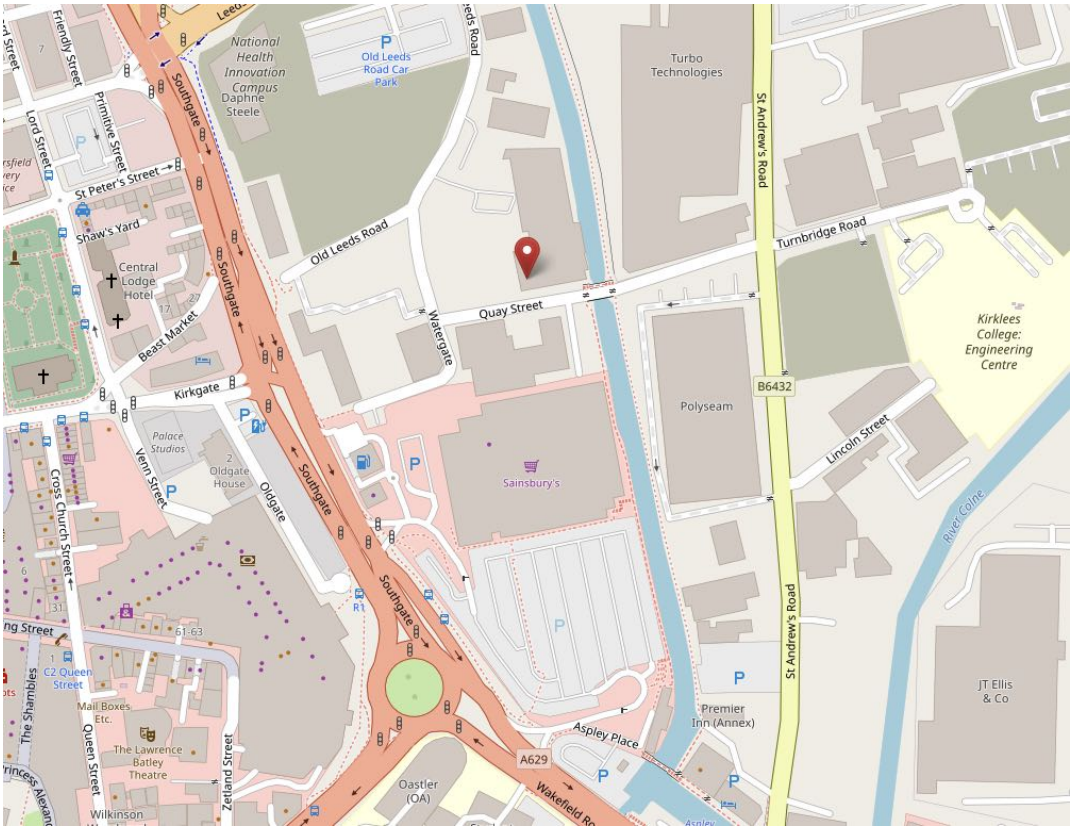


Figure 1 Site location

1.2 The development includes the demolition of the majority of the existing commercial buildings at the site, which is currently used for a mix of warehousing and light industrial/ industrial use, along with a boxing club, tennis club, furniture sales, and offices. The proposals are to demolish the majority of these buildings to make way for a new commercial building, which consists of offices, manufacturing and warehouse use for a single occupier.

1.3 The proposals include a new service yard and small parking area to serve the proposed building. The site contains existing car parking areas to the north side of Quay Street along the far west side of the site. This car park will continue to serve the parking demands associated with the existing mill buildings along the south side of Quay Street. The existing small parking area located centrally within the buildings to be demolished will be replaced with a small car parking area located a little further west. The site also contains an existing area occupied by car sales to the north of the main site off Old Leeds Road, which will be reallocated to the proposed occupiers of the new building to provide additional car parking.

1.4 A pre application response has been provided by Kirklees Council's Highways Officer (dated 18/07/2024) on the proposed development. This report considers the response and commits to the Councils requirements where feasible.

1.5 This Transport Statement demonstrates that:

- The site aligns with relevant national and local transport policies.
- The site is readily accessible via public transport, pedestrian paths and cycling routes.
- The highway network does not suffer from any defects that could contribute to an excessively high accident frequency.
- Efficient and suitable access to the site is available from Quay Street and Old Leeds Road.
- The trip generation of the proposed development will not result in a significant residual impact on the local transport networks.

1.6 Following this introduction, the Transport Statement is organised into the following sections:

- 2.0 Existing Situation examines the current site utilisation, evaluates its accessibility through various transport modes and reviews the local road safety records.

- 3.0 Development Proposals outlines the development proposal and provides information pertaining to the site's parking and servicing provision.

- 4.0 Traffic Impact conducts an analysis of the potential influence of the development on local traffic patterns.

- 5.0 Transport Policy outlines how the site complies with transport-related national and local policies.

- 6.0 Conclusion contains a summary of the primary findings and conclusions drawn from the report.

2.0 Existing Situation

Site Description

2.1 The application site forms part of the Turnbridge Mills complex located to the north of Quay Street, Huddersfield within the town centre. The buildings to the south of Quay Street that also form part of the complex will remain.

2.2 The proposals include the demolition of the existing buildings located on the north side of the site totalling some 6572 sqm (5515sqm to be demolished). The plan at Appendix A shows the building locations B, C, D, E, F and G, which consist of the following: -

Building B Ground Floor	698sqm B8 Warehouse
Building B First Floor	698sqm E(g)(iii) Light Industrial
Building B Second Floor	698sqm E(d) Boxing Club
Building B Third Floor	655sqm E(d) Tennis Club
Building B Forth Floor	655sqm E(a) Retail Furniture Sales
Building B Fifth Floor	655sqm Derelict
Building C Ground Floor	195sqm B2 Industrial
Building D and D1 All Floors	1184sqm Derelict
Building E Ground Floor	359sqm B8 Storage
Building E First Floor	359sqm E(g)(i) Office
Building F Ground Floor	208sqm B8 Storage
Building F First Floor	208sqm E(g)(i) Office
Building G	Derelict

Existing Access Arrangements

2.3 The application site along the north side of Quay Street contains 2 points of vehicular access. The first located around 30m east of the Watergate/ Quay Street junction serves the existing parking area, which is the main car park for the Turnbridge Mills complex (see Figure 2 below). This access takes the form of a dropped footway crossing and contains automated gates restricting access to only those authorised to utilise the car park. Visibility from this access is considered to be suitable having regard to the low traffic speeds experienced along Quay Street.

Figure 2 Main car park access

2.4 There is also a vehicular access to the small parking area located within a central position between buildings B, D, E and F. This access is around 52m east of the Watergate/ Quay Street junction and takes the form of a priority junction with kerbed radii on both sides. Figure 3 below.

Figure 3 Existing central car park access

2.5 The site also contains an access for the adjacent uses located off Old Leeds Road around 90m north of the Quay Street/ Watergate junction. This access serves the parking and servicing area of the adjacent Building A and a car sales business. The long established access includes kerbed radii on both sides with gates set back around 9m. The width allows for simultaneous two way traffic flow.

Existing Parking Provision

2.6 The Turnbridge Mills complex contains a large car park located on the north side of Quay Street adjacent to the Watergate junction. The car park currently provides 77 car parking spaces and is primarily used by the occupiers of the mill buildings to the south of Quay Street including John L Brierley Textiles Ltd, Hewlett & Booth Pipe Cleaner manufacturers and SCM Turbomotive Ltd. The mill buildings located to the south side of Quay Street accommodate around 44 staff.

2.7 Some tenants of the buildings to the north (the buildings to be demolished as a result of the development) also park within the main parking area.

2.8 There is a small parking area located between the buildings on the north side accommodating around 4 vehicles. These spaces are associated with the existing use of the buildings to be demolished. This parking area and access point will be removed as part of the proposals.

2.9 The parking area to the north of the main complex is served from the existing access off Old Leeds Road. This parking area contains a mix of marked out and unmarked spaces used for car sales (PZ cars who will be relocating elsewhere post development) and also Aura Print who are currently situated within building B. The removal of the car sales business will release space to accommodate around 33no car parking spaces for the new occupiers of the proposed unit.

2.10 Figure 4 below provides the overall existing layout (extract from Google Earth).

Figure 4 Birds-eye view of site

Local Highway Network

2.11 The amended site access points are to be situated on Quay Street, which is an industrial access road which is around 96m in length that travels west to east and separated from Turnbridge Road to the east by a narrow canal bridge. The road serves Turnbridge Mills complex and is subject to light traffic volumes throughout the day. Quay Street is a two way single carriageway road with footways provided on both sides. The carriageway ranges between 11.2 and 13m in width, with a north side footway that ranges in width between 2.6m and 3.1m and a south side footway that ranges in width between 2.7m and 3.2m narrowing around the radius where it meets Watergate to the west. The footways are in good condition, the carriageway is in fair condition containing some trench reinstatements and some potholes in places. Generally, the layout and construction of Quay Street is considered to be suitable for its day to day use.

Figure 5 Quay Street – looking west

Figure 6 Quay Street - looking east

2.12 Quay Street contains street lighting to a suitable standard and is subject to a 30mph speed limit. The road contains Traffic Regulation Orders including no waiting at any time, and on street meter parking. The Traffic Regulation Orders have recently been amended (Consolidation Order Amendment No 1 2024). This included replacing access keep clear markings with no waiting at any time restrictions, the removal of the loading only bay and loading restrictions. The on street parking bays are provided on both sides, reducing the usable carriageway width although the remaining width is considered to be suitable meeting normal requirements for industrial estate roads (7.3m).

2.13 Quay Street is separated from Turnbridge Road via the canal bridge on the far east side of the road. The bridge is single width (around 2.95m) and is of single width for around 19m. The bridge is subject to a 7.5t weight limit. Turnbridge Road connects Quay Street to the B6432 St Andrews Road over a distance of around 98m. Turnbridge Road continues east beyond the B6432 junction serving industrial properties and Kirklees College. The section of Turnbridge Road that leads to Quay Street is a two way single carriageway road with footways provided on both sides. It provides direct vehicular access to adjacent commercial properties along its far west side and is generally subject to low traffic volumes. The road appears to be laid out to a suitable standard for its day to day use. Turnbridge Road contains Traffic Regulation Orders including no waiting between 8am and 6pm Monday to Saturday. The road contains street lighting to a suitable standard and is subject to a 30mph speed limit.

2.14 Quay Street joins Watergate to the west via a priority junction complete with giveway markings. Suitable visibility splays can be achieved at the junction in accordance with the SSD requirements within Manual for Streets for 30mph speed limit roads.

2.15 Watergate connects with Old Leeds Road to the north and terminates to the southwest. Both Watergate and Old Leeds Road are two way single carriageway industrial access roads and in the vicinity of the site the carriageway ranges between 7m and 7.4m (the latter at the existing site access off Old Leeds Road). Along the site frontage Watergate and Old Leeds Road contain footways on both sides that are between 1.7m and 4.2m in width on the east side, and range between 2.1m and 2.6m in width along the west side. Both the carriageway and footways appear suitable for their day to day use in terms of construction and layout.

2.16 The road contains street lighting to a suitable standard and is subject to a 30mph speed limit. The roads are subject to moderate traffic volumes during the network peak periods.

2.17 Watergate and Old Leeds Road contain Traffic Regulation Orders that provide no waiting at any time restrictions, no waiting Monday to Saturday between 8am and 6pm and on street meter parking.

2.18 Old Leeds Road provide access to the A62 Leeds Road to the north via a priority junction. Subsequently Leeds Road connects with Southgate via a signalised junction complete with pedestrian push button crossing facilities. The A62 forms Huddersfield Ring Road and provides access to other principal routes leading to the motorway network.

Active Travel (Walking and Cycling)

2.19 The site is situated in a highly sustainable location, being located on the outskirts of Huddersfield town centre. Footway provision is already in place along Quay Street and the surrounding streets leading into the town centre.

2.20 The walking catchment can be found below at Figure 7.

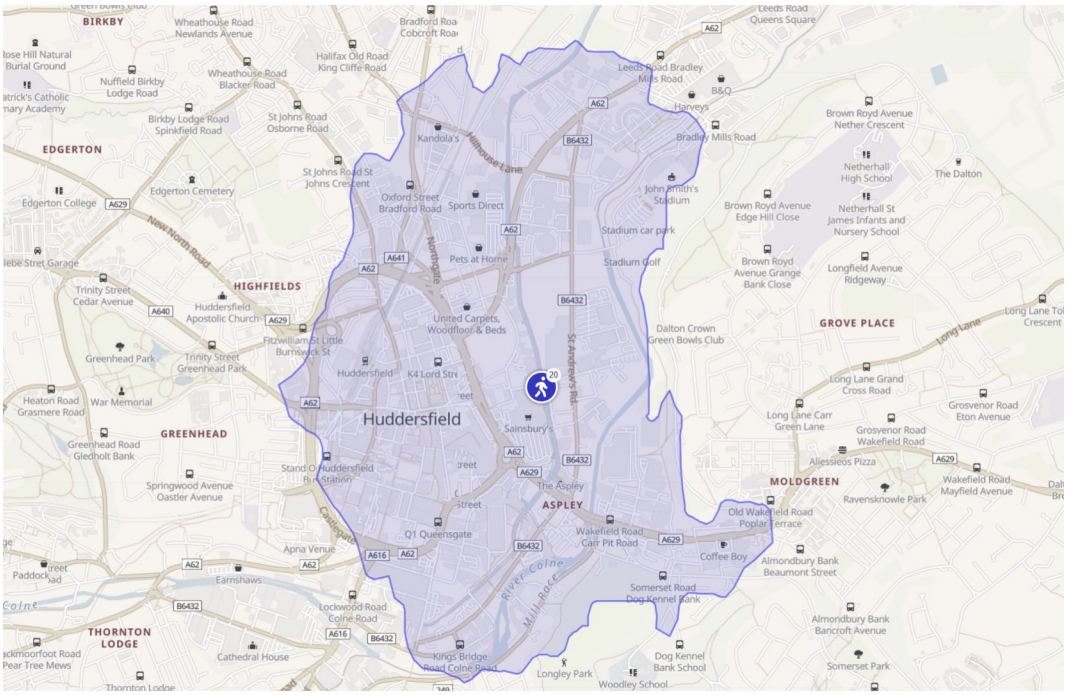


Figure 7 Pedestrian isochrone

2.21 Within the normally accepted cycling journey duration of 20 minutes are the settlements of Cowcliffe, Sheepridge, Beighton, Bradley, Fixby, Kirkheaton, Dalton, Rawthorpe, Grove Place, Moldgreen, Aspley, Hillhouse, Fartown, Birkby, Edgerton, Marsh, Paddock, Thornton Lodge, Primrose Hill, Newsome, Longley, Almondbury, Taylor Hill, Beaumont Park, Lockwood, Crosland Moor, Cowlersley, Milnsbridge, Quarmby, Oakes and Lindley. All of these areas offer many essential services and amenities and collectively contain large residential areas.

2.22 The cycle catchment can be found below at Figure 8.

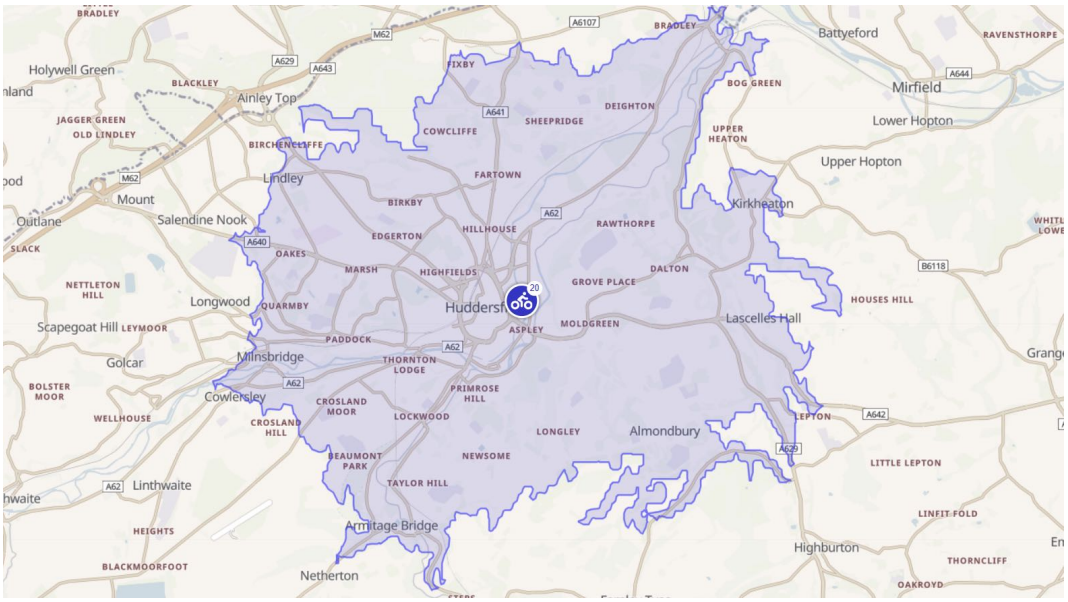


Figure 8 Cycling isochrone

Public Transport

2.23 The nearest bus stop is located on Southgate, approximately 319 metres to the south of the proposed development site, and has the benefit of a flagpole, timetable case and passenger shelter. Details of the bus services available from this local fare stage can be found in the table below at Figure 9.

Number	Route	Typical Frequency			Provider
		Mon – Fri	Sat	Sun	
341	Huddersfield – Farnley Tyas – Stocksmoor	120 mins	120 mins	N/A	South Pennine Community Transport
370	New College – Rawthorpe	60 mins	60 mins	60 mins	First Halifax, Calder Valley & Huddersfield
371	Lindley – Dalton	30 mins	30 mins	60 mins	First Halifax, Calder Valley & Huddersfield
372	Almondbury – Huddersfield – Lindley	30 mins	30 mins	30 mins	First Halifax, Calder Valley & Huddersfield

Figure 9 Bus services

2.24 As can be seen from the above, there are frequent services that provide links to a range of destinations such as Almondbury, Farnley Tyas, Thurstonland, Lindley, Moldgreen, Rawthorpe, Salendine Nook and Dalton. Further transport links via sustainable means can also be accessed via Huddersfield bus station and railway station

2.25 The nearest railway station to the proposed development site is the central Huddersfield station, located approximately 540 metres to the west. This station is a major railway hub providing links to destinations such as Leeds, Manchester and its airport, Sheffield and Hull as well as numerous others. 36 cycle storage spaces are available; half of which are sheltered and all of which are covered by CCTV.

2.26 As can be seen from the above, the site is situated in a highly sustainable location close to both residential areas and commercial areas within walking and cycling distance, and within close proximity to public transport facilities including bus and rail.

Road Traffic Accidents

2.27 The personal injury accident records for the last 5 years up to December 2023 within the vicinity of the site have been obtained from the Collision Plot website. The data used is provided by the Department for Transport which is based upon records provided to them by local police forces.

2.28 The study area include Quay Street, Watergate and Old Leeds Road in the vicinity of the application site as shown in the search area below.

Figure 10 Crashmap search area

2.29 As can be seen from the study area above there have been no police reported injury accidents during the 5 year study period along the adjacent highway network or at the existing site access points.

2.30 Therefore, the local network appears to operate safely and does not indicate a road safety problem that would warrant treatment or be a cause for concern due to the development proposals.

3.0 Development Proposals

Proposed Development

3.1 The proposals include the demolition of buildings B, C, D1, E, F and G to redevelop the site to enable the redevelopment of building D and the construction of a new purpose build commercial building consisting of a mix of warehouse, manufacturing, office and research & development.

3.2 The proposed commercial building will be located east of the existing main car park, with dedicated parking and service area located on the far east side of the site. This building will accommodate some 1308sqm of manufacturing and warehouse use. The proposals include an additional smaller building that connects to the larger building and the existing building to be retained (building D). A small parking area is proposed to the west of the proposed smaller building.

3.3 The proposed floor spaces for the development are as follows: -

Main Building

Warehouse	436 sqm
Manufacturing	872 sqm (inc mezzanine)

Proposed Smaller Building and Building D (Office and R&D)

Ground Floor	440 sqm
1st Floor	440 sqm
2nd Floor	219 sqm
3rd Floor	156 sqm

3.4 Therefore, the development provides a total of 436 sqm B8 warehouse use, 872 sqm Class E g (ii) light industrial use, and 815 sqm of E(g)(i) office and 440 sqm E(g)(ii) R&D use complete with workshops. Please note that the development will also include a mezzanine over the proposed manufacturing area to allow for potential future expansion and this has been included in the 872sqm Class E g (iii) use.

3.5 The proposed building has been designed to suit a specific end user, who will relocate from other premises within Kirklees. The relocation will allow for some 65 staff members to be retained and to allow the creation of a further 38 jobs over the next 3 years. The end user allows for hybrid working and there are occasions when employees from the US arm of the company will come over to visit and work on a temporary basis.

3.6 Comparing the existing uses (not including derelict areas) vs proposed uses please see table below at Figure 11.

Use	Existing Floor Area	Proposed Floor Area	Difference
Storage	1265sqm	436sqm	-829sqm
Industrial	893sqm	872sqm	-21sqm
Office + Research and Development	567sqm	1255sqm	+688sqm
Retail	655sqm	-	-655sqm
Indoor Sport	1353sqm	-	-1352sqm
Total	**4733sqm**	**2563sqm**	**-2170sqm**

Figure 11 Existing use vs proposed use

3.7 As can be seen from the table above, the proposals would provide a substantial net reduction in B8 storage, industrial/ light industrial, retail and indoor sport uses. The proposals provide an increase in office/ research and development use of around 688 sqm. Overall, the use of the complex will provide a net reduction of 2169sqm as a result of the proposals.

Access

3.8 The proposals include a new vehicular access located off Quay Street at its far east side not far from the canal bridge. The access will form a typical industrial access with kerbed radii on the west side and an angular alignment on the east side given that vehicles are unlikely to turn left onto the canal bridge. Given the existing north side footway width, suitable visibility can easily be provided on Quay Street to the west providing splays of 2.4m x 43m which are suitable for 30mph speed limit roads and the SSD requirements within Manual for Streets. To the east it is proposed to provide hatching and a giveway line where the canal bridge meets Quay Street, to provide intervisibility between vehicles travelling westbound over the canal bridge and vehicles moving out of the proposed site access. Details of this improvement can be found at Appendix B.

3.9 This access would lead to both the proposed service yard that can accommodate HGVs associated with the end user, and also two small car parking areas. The access will be 7.6m in width and would provide a turning facility to allow vehicles to enter and exit the site in a forward gear.

3.10 The existing access off Quay Street that serves the existing buildings will be closed and a new access created further west to provide a small car park. This access will be around 5.8m in width allowing for simultaneous two way travel and will contain visibility splays of 2.4m x 43m to the west and east, generally conforming to the visibility requirements within Manual for Streets.

3.11 It is acknowledged that alterations to the parking bays/ Traffic Regulation Orders on Quay Street will be necessary and funded by the developer. Details of these amendments will be agreed with the LPA.

3.12 The existing access for the car park located on the far west side of the complex will remain. Similarly, the car park access that served building A and the proposed car parking area will also remain. The collision study revealed that during the study period the existing access points to the car parks and adjacent local highway network operate safely.

Parking

3.13 The site currently contains a large car park on the far west side of the site. This car park will provide 72 car parking spaces, which will be used for the existing mill buildings located to the south side of Quay Street including John L Brierley Textiles Ltd, Hewlett & Booth Pipe Cleaner manufacturers and SCM Turbomotive Ltd.

3.14 The mill buildings on the south side of Quay Street include 6924sqm of industrial use and 1286sqm for storage. To justify the number of parking spaces proposed to be retained for these buildings it has been necessary to look at the national TRICS database to work out hourly parking accumulations. The TRICS output for both warehouse and industrial use can be found at Appendix C and the accumulation calculations can be found at Appendix D.

3.15 The accumulations summary can be found in Figure 12 below.

Time Range	Accumulation
	Total
05:00 - 06:00	6
06:00 - 07:00	11
07:00 - 08:00	38
08:00 - 09:00	65
09:00 - 10:00	73
10:00 - 11:00	**74**
11:00 - 12:00	72
12:00 - 13:00	69
13:00 - 14:00	64
14:00 - 15:00	62
15:00 - 16:00	54
16:00 - 17:00	32
17:00 - 18:00	9
18:00 - 19:00	2
19:00 - 20:00	2
20:00 - 21:00	2

Figure 12 Existing parking accumulation summary

3.16 As can be seen from the table above using the accumulations from the TRICS data base the existing mill building to the south of Quay Street would provide a maximum demand for 74 car parking spaces between 10am and 11am. It is noted that between 9am and 11am the demand would exceed the provision by 2 car parking spaces. However, given the availability of pay meter on street car parking these vehicles can be accommodated safely.

3.17 To ascertain the parking demands for the proposed development the TRICS data has also been used for the purpose of parking accumulation. The parking accumulations can be found at Appendix D and include 436sqm storage use, 872sqm industrial use and 1255sqm of office use, which includes the research and development uses at the site.

3.18 The accumulations summary can be found at Figure 13 below: -

Combined Total Proposed

Time Range	Accumulation
	Total
05:00 - 06:00	6
06:00 - 07:00	7
07:00 - 08:00	11
08:00 - 09:00	18
09:00 - 10:00	30
10:00 - 11:00	43
11:00 - 12:00	**45**
12:00 - 13:00	**45**
13:00 - 14:00	44
14:00 - 15:00	43
15:00 - 16:00	41
16:00 - 17:00	35
17:00 - 18:00	24
18:00 - 19:00	8
19:00 - 20:00	2
20:00 - 21:00	2

Maximum Parking Demand = 45 Spaces

Figure 13 Proposed parking accumulation summary

3.19 As can be seen above using the TRICS output there would be a maximum demand of 45 car parking spaces at the site. It is considered that this parking demand can easily be catered for with 49no car parking spaces provided overall including 6no spaces provided within the service yard, 10no spaces provided within the new parking area off Quay Street and 33no spaces provided off Old Leeds Road.

3.20 Disabled parking is proposed with a space located adjacent to the buildings main entrance at reception and a space within the parking area adjacent to the service area.

Pedestrian and Cycle Provision

3.21 Pedestrians will gain entry to the building via the reception, which can be reached via Quay Street footways and the new car park adjacent to the new building. It is also proposed to provide 5no EV charging spaces located within the car park located off Old Leeds Road.

3.22 Pedestrian routes leading to the site are considered to be acceptable with dropped footway crossings at junctions and suitable street lighting provision.

3.23 Staff who cycle to and from the site generally leave their bicycles within the storage areas of the main building. However, it is proposed to provide a secure cycle shelter adjacent to the west side of the proposed building within the sites main west side car park that can accommodate up to 10 cycles. In addition there will be dedicated shower/ changing facilities within the staff welfare area.

Servicing

3.24 The site will provide a new service yard located to the rear of building D. This yard provides suitable internal turning that would enable a vehicle to enter and exit in a forward gear. The vehicle tracking can be found on the plan at Appendix B.

3.25 The existing service yard for building A located from Old Leeds Road will not be affected by the proposals.

4.0 Transport Policy

4.1 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. The policy therefore sets out the framework for this Travel Plan and the project's compliance with the policy objectives. Further details of the relevant policy documents are set out below.

National Policy

National Planning Policy Framework

4.2 The National Planning Policy Framework was first published in March 2012 and was updated most recently by the Ministry of Housing, Communities and Local Government in December 2024.

4.3 The NPPF sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans can provide sufficient housing and other development in a sustainable manner.

4.4 Paragraph 109 of Chapter 9 of the NPPF suggests that transport issues should be considered from the earliest stages of plan making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

- Making transport considerations an important part of early engagement with local communities
- Ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places
- Understanding and addressing the potential impacts of development on transport networks

- Realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example, in relation to the scale, location or density of development that can be accommodated

- Identifying and pursuing opportunities to promote walking, cycling and public transport use

- Identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains

4.5 Paragraph 115 of Chapter 9 of the NPPF states that in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- Sustainable transport modes are prioritised, taking into account the vision for the site, 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

- 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 through a vision-led approach

4.6 Paragraphs 116 and 117 of Chapter 9 of the NPPF state 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. Within this context, applications for development should:

- 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 reduced 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

- Be designed to enable the charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations

4.7 Paragraph 118 also 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 vision-led Transport Statement or Transport Assessment so that the likely impacts of the proposal can be assessed.

4.8 The development aligns with the NPPF by addressing transport considerations from the earliest stages of planning. It ensures that any potential impacts on the transport network are addressed, and opportunities for promoting sustainable transport modes, such as walking, cycling and public transport, are identified and pursued.

Local Policy

Leeds City Region Transport Strategy

4.9 The Transport Strategy was adopted by the West Yorkshire Combined Authority on 3 August 2017 and replaces the Local Transport Plan. The Transport Strategy includes the period up to 2040. The following objectives are identified in the overall vision for the Transport Strategy:

- Economy - create a more reliance, less congested, better connected transport network, increasing business productivity and access to wider labour markets

- Environment - have a positive impact on our built and natural environment and increase resilience against climate change

- People and Place - put people first to create a strong sense of place; increasing access in a safe, inclusive way and encouraging walking and cycling for health and other benefits

Kirklees Local Plan

4.10 The Kirklees Local Plan was adopted in February 2019 to set out the policies and strategy for the Kirklees Council administrative area and covers the period between 2013 and 2031.

4.11 Section 10 of the Kirklees Local Plan contains the policies related to Transport, which include:

- Policy LP20 Sustainable Travel – New development will be located in accordance with the spatial development strategy to ensure the need to travel is reduced and that essential travel needs can be met by forms of sustainable travel other than private car. The Council will support modes of transport such as public transport, cycling and walking.

- Policy LP21 Highways and Access – Proposals shall demonstrate that they can accommodate sustainable modes of transport and be accessed effectively and safely by all users. New development will normally be permitted where safe and suitable access to the site can be achieved for all people and where the residual cumulative impact of the development are not severe.

- Policy LP22 Parking – Provision of private non-residential parking in town centres will not be permitted unless it can be demonstrated that it is required for operational reasons.

4.12 The proposed development is located in a highly sustainable area close to good bus and rail routes. Therefore, the proposals generally meet the requirements of both local and national policy.

5.0 Traffic Impact

Existing Traffic

5.1 To ascertain the likely trip generations for the existing use it has been necessary to interrogate data from the national TRICS database. Figure 11 provides the floor areas for the existing use.

5.2 The peak time trip rates and generations during the network peak hours (between 8am and 9am and between 5pm and 6pm) can be found at Figure 14 below. The TRICS data can be found at Appendix C.

Proposed Use		AM Peak			PM Peak		
		Arrive	Depart	Total	Arrive	Depart	Total
Storage	Trip Rate	0.162	0.072	0.234	0.045	0.163	0.208
	Traffic Generations	2	1	3	1	2	3
Industrial	Trip Rate	0.452	0.037	0.489	0.022	0.326	0.348
	Traffic Generations	4	0	4	0	3	3
Office	Trip Rate	1.134	0.227	1.361	0.092	1.287	1.379
	Traffic Generations	7	1	8	1	7	8
Retail	Trip Rate	5.307	4.443	9.750	8.400	8.824	17.224
	Traffic Generations	35	29	64	55	58	113
Indoor Sport (Private Fitness Club)	Trip Rate	0.820	0.922	1.742	1.537	1.589	3.126
	Traffic Generations	11	13	24	21	21	42
	Total Traffic Generations	59	44	**103**	78	91	**169**

Figure 14 Existing trip rate and traffic generations

5.3 As can be seen above, the existing use of the site (not including derelict areas) has the potential to generate around 103 vehicle movements during the morning peak and 169 vehicle movements during the evening peak.

Proposed Traffic

5.4 The national TRICS database has also been used to ascertain the potential traffic generations associated with the proposed development during the network peak periods (between 8am and 9am and between 5pm and 6pm). Figure 15 below provides the proposed trip rates and generations associated with each of the uses at the site. The TRICS output can be found at Appendix C.

Proposed Use		AM Peak			PM Peak		
		Arrive	Depart	Total	Arrive	Depart	Total
Storage	Trip Rate	0.162	0.072	0.234	0.045	0.163	0.208
	Traffic Generations	1	0	1	0	1	1
Industrial	Trip Rate	0.452	0.037	0.489	0.022	0.326	0.348
	Traffic Generations	4	0	4	0	3	3
Office	Trip Rate	1.134	0.227	1.361	0.092	1.287	1.379
	Traffic Generations	14	3	17	1	16	17
	Total Traffic Generations	19	3	**22**	1	20	**21**

Figure 15 Proposed trip rate and traffic generations

5.5 As can be seen from the table above, the proposed development would generate around 22 vehicle movements during the morning peak and 21 vehicle movements during the evening peak. Considering the existing trip generations shown in Figure 14, the proposals provide a substantial reduction in vehicle trips during the network peak hours with a morning peak net reduction of 81 trips and an evening peak net reduction of 148 trips.

5.6 The development proposes suitable levels of parking via proposed new parking areas served from new and existing access points that operate safely. The level of parking can cater for the likely parking demands at the site and would not result in any significant overspill on the adjacent highway network.

5.7 Given the substantial reduction in trips the proposals can only provide a positive impact on traffic conditions along the local network.

6.0 Conclusion

6.1 This Transport Assessment presents the proposals to redevelop the Turnbridge Mills complex, north side of Quay Street, Huddersfield.

6.2 The development includes the demolition of the majority of the existing commercial buildings at the application site, which is currently used for a mix of warehousing and light industrial/ industrial use, along with a boxing club, tennis club, furniture sales, and offices. The proposals are to demolish the majority of these buildings to make way for a new commercial building, which consists of offices, manufacturing and warehouse use for a single occupier.

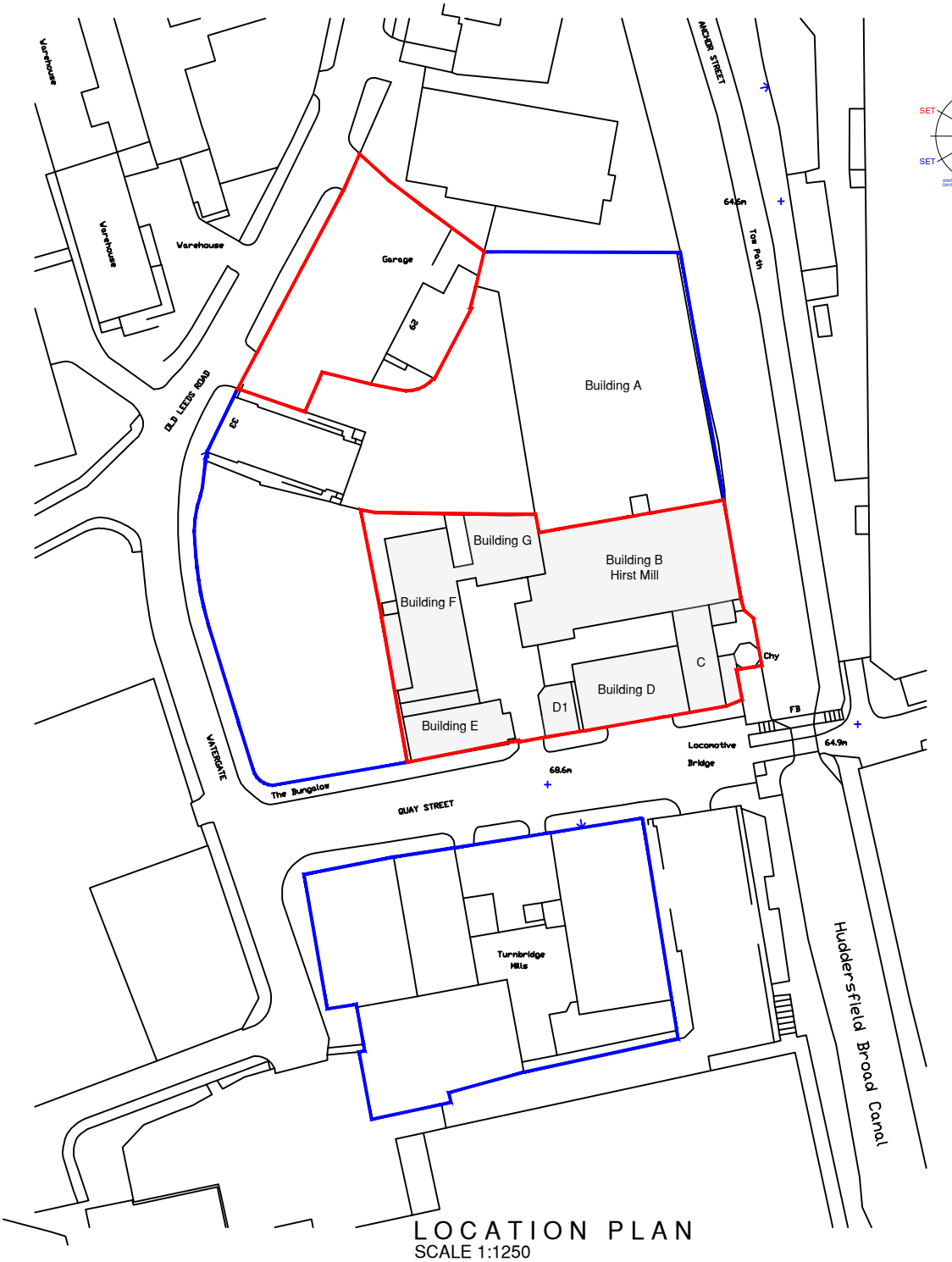
6.3 The development proposes suitable levels of parking via proposed new parking areas served from new and existing access points that operate safely. The level of parking can cater for the likely parking demands at the site and would not result in any significant overspill on the adjacent highway network.

6.4 It is considered that the proposals provide a substantial reduction in trips when compared to the existing use. Therefore, the proposals can only provide a positive impact on traffic conditions along the local network.

6.5 It is therefore concluded that there are no highway safety or efficiency reasons why planning consent for the proposed development should not be granted.

Appendix A

Existing Site Layout Plan



LOCATION PLAN
SCALE 1:1250

0 5m10m 20m 30m 40m 50m 100m

SCALE BAR 1:1250

Rev	Note	Initial	Date

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01422 883317
enquiries@tdjagger.ltd.uk
www.tdjagger.ltd.uk

Client

Project: Turnbridge Mills, Quay Street, Huddersfield. HD1 6QT

Drawing: Location Plan

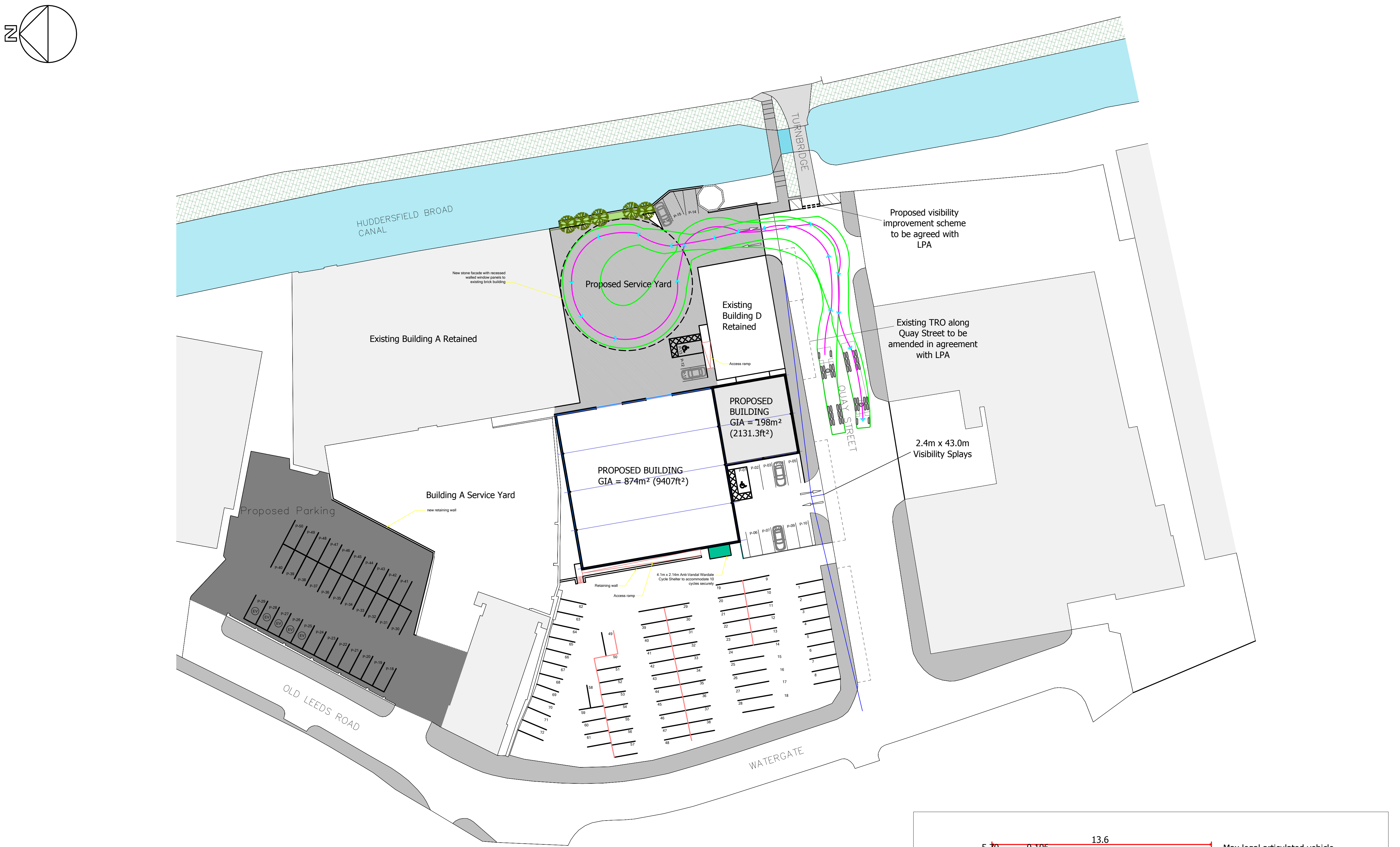
Date	Drawn	Checked	Scale
May 2023	SD	TDJ	1:1250@A4

Drawing No.: 1903 65

Revision: D

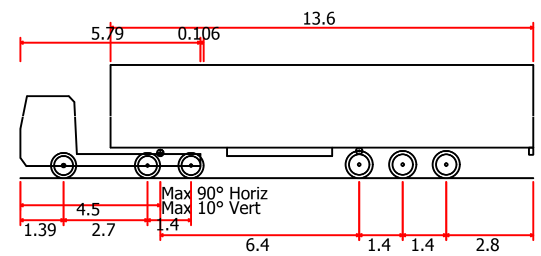
Appendix B

Proposed Development



General Notes

- This drawing should not be scaled for setting out purposes.
- This drawing shows the provisional design only and is subject to Local Authority approval.
- This drawing is based upon a topographical / ordnance survey provided by others.



Max legal articulated vehicle
Overall Length 16.500m
Overall Width 2.500m
Overall Body Height 3.632m
Min Body Ground Clearance 0.396m
Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.780m

PARAGON HIGHWAYS

PROJECT TITLE
QUAY STREET, HUDDERSFIELD

DRAWING TITLE
PRELIMINARY LAYOUT DRAWING

DRAWING NUMBER

ORIGINATOR	PROJECT	VOL.	TYPE	ROLE	NUMBER
PRGN –	2292 –	HGN –	DR –	CH –	0001A

CLIENT
JOHN L BRIERLEY LTD

SCALE	SIZE	DRAWN	CHECKED	AUTHORISED	DATE
1:750	A3	JJH	LJO	JJH	APR 25

PARAGON HIGHWAYS
PEACH HOUSE WEST, THE WALLED GARDEN
NOSTELL ESTATE YARD
WAKEFIELD WF4 1AB

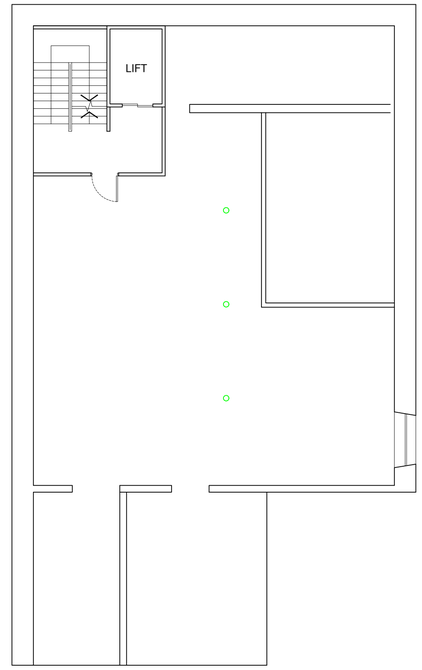
01924 291536
MAIL@PARAGONHIGHWAYS.COM

PROPOSED GROUND FLOOR PLAN

SCALE: 1:100

0 1m 2m 3m 4m 5m 10m

SCALE BAR 1:100



PROPOSED BASEMENT FLOOR PLAN

SCALE: 1:100

Rev	Note	Initial	Date
A	Amended to suit comments.	CS	25.01.29

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Client
JLB Group

Project
Turnbridge Mills
Quay Street
Huddersfield

Drawing
Building D
Proposed Basement & GF Plans

Date	Drawn	Checked	Scale
Sep 2024	CS	TDJ	As Drwg @A1

Drwg. No.	Revision
1908 201	A

PROPOSED FIRST FLOOR PLAN

SCALE: 1:100

0 1m 2m 3m 4m 5m 10m

SCALE BAR 1:100

Rev	Note	Initial	Date
A	Amended to suit comments.	CS	25.01.29

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Client
JLB Group

Project
Turnbridge Mills
Quay Street
Huddersfield

Drawing
Building D
Proposed 1st Floor Plan

Date	Drawn	Checked	Scale
Sep 2024	CS	TDJ	As Drwg @A1

Drwg. No.	Revision
1908 202	A

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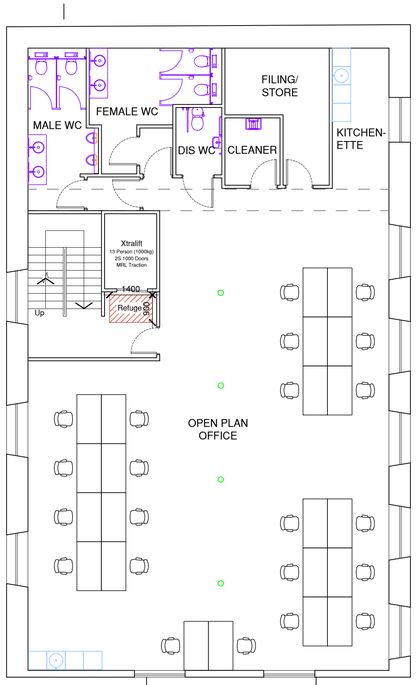

PROPOSED SECOND FLOOR PLAN

SCALE: 1:100

0 1m 2m 3m 4m 5m 10m

SCALE BAR 1:100

Rev	Note	Initial	Date
A	Amended to suit comments.	CS	25.01.29

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Client
JLB Group

Project
Turnbridge Mills
Quay Street
Huddersfield

Drawing
Building D
Proposed 2nd Floor Plan

Date	Drawn	Checked	Scale
Sep 2024	CS	TDJ	As Drwg @A1

Drwg. No.	Revision
1908 203	A

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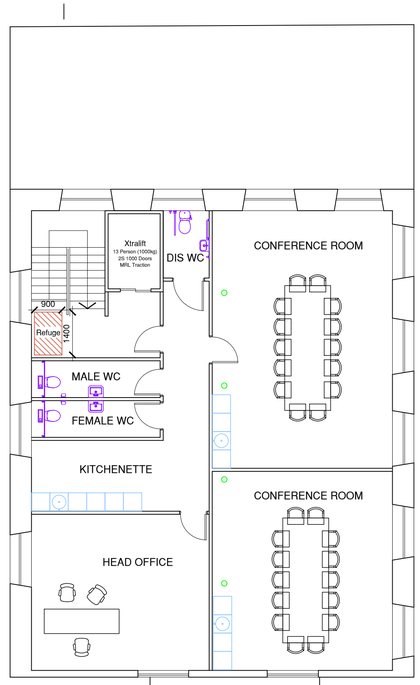

PROPOSED THIRD FLOOR PLAN

SCALE: 1:100

0 1m 2m 3m 4m 5m 10m

SCALE BAR 1:100

Rev	Note	Initial	Date
A	Amended to suit comments.	CS	25.01.29

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Client
JLB Group

Project
Turnbridge Mills
Quay Street
Huddersfield

Drawing
Building D
Proposed 3rd Floor Plan

Date	Drawn	Checked	Scale
Sep 2024	CS	TDJ	As Drwg @A1

Drwg. No.	Revision
1908 204	A

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HUDDERSFIELD BROAD CANAL

TURNBRIDGE

QUAY STREET

WATERGATE

OLD LEEDS ROAD

Existing Building A Retained

New stone facade with recessed walled window panels to existing brick building

Proposed Service Yard

Existing Building D Retained

New access to serve yard

Access ramp

PROPOSED BUILDING
GIA = 198m² (2131.3ft²)

PROPOSED BUILDING
GIA = 874m² (9407ft²)

Building A Service Yard

Proposed Parking

new retaining wall

New access to staff parking

Existing car park access retained

Retaining wall

Access ramp

4.1m x 2.14m Anti-Vandal Wardale Cycle Shelter to accommodate 10 cycles securely

P-01 P-02 P-03 P-04 P-05 P-06 P-07 P-08 P-09 P-10 P-11 P-12 P-13 P-14 P-15 P-16

P-18 P-19 P-20 P-21 P-22 P-23 P-24 P-25 P-26 P-27 P-28 P-29 P-30 P-31 P-32 P-33 P-34 P-35 P-36 P-37 P-38 P-39 P-40 P-41 P-42 P-43 P-44 P-45 P-46 P-47 P-48 P-49 P-50

EV

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28

29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48

49 50 51 52 53 54 55 56 57 58 59 60 61

62 63 64 65 66 67 68 69 70 71 72

PROPOSED SITE PLAN
SCALE 1:200

0 1m 2m 3m 4m 5m 10m 20m
SCALE BAR 1:200

Rev	Note	Initial	Date
C	Access ramp, EV charging, bike shelter and walkway added	CS	25.02.24
B	Boundary Updated	TDJ	25.02.04
A	Parking Updated	TDJ	25.01.15

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Client
JLB Group

Project
Turnbridge Mills
Quay Street
Huddersfield

Drawing
Proposed Site Plan

Date	Drawn	Checked	Scale
Sep 2024	CS	TDJ	1:250@A1

Drwg. No.	Revision
1908 205	C

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Appendix C

TRICS Output

Paragon Highways The Nostell Estate Wakefield Licence No: 742101

Calculation Reference: AUDIT-742101-250221-0217

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 days
03	SOUTH WEST		
	GS	GLOUCESTERSHIRE	1 days
04	EAST ANGLIA		
	PB	PETERBOROUGH	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
08	NORTH WEST		
	EC	CHESHIRE EAST	2 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: 1500 to 9216 (units: sqm)
Range Selected by User: 1500 to 67459 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 08/11/23

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

Selected survey days:

Monday	1 days
Wednesday	1 days
Thursday	3 days
Friday	2 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 undertaking using machines.

Selected Locations:

Edge of Town	7

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	6
Development Zone	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	3 days - Selected
Servicing vehicles Excluded	5 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	7 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	3 days
10,001 to 15,000	3 days
20,001 to 25,000	1 days

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

Population within 5 miles:

50,001 to 75,000	1 days
75,001 to 100,000	3 days
100,001 to 125,000	1 days
125,001 to 250,000	2 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	2 days
1.1 to 1.5	5 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	7 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 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

2 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

3 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

4 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

5 NY-02-C-03 WORKWEAR MANUFACTURER NORTH YORKSHIRE
WETHERBY ROAD
KNARESBOROUGH

Edge of Town
Industrial Zone
Total Gross floor area: 1500 sqm
Survey date: THURSDAY 29/06/23 Survey Type: MANUAL

6 PB-02-C-01 STEEL FABRICATOR PETERBOROUGH
NEWARK ROAD
PETERBOROUGH
FENGATE
Edge of Town
Industrial Zone
Total Gross floor area: 1772 sqm
Survey date: THURSDAY 29/09/22 Survey Type: MANUAL

7 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

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
HF-02-C-02	too large

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
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	2	6208	0.008	2	6208	0.000	2	6208	0.008
05:30 - 06:00	2	6208	0.072	2	6208	0.000	2	6208	0.072
06:00 - 06:30	3	4682	0.007	3	4682	0.000	3	4682	0.007
06:30 - 07:00	3	4682	0.057	3	4682	0.000	3	4682	0.057
07:00 - 07:30	7	3854	0.297	7	3854	0.030	7	3854	0.327
07:30 - 08:00	7	3854	0.174	7	3854	0.030	7	3854	0.204
08:00 - 08:30	7	3854	0.252	7	3854	0.022	7	3854	0.274
08:30 - 09:00	7	3854	0.200	7	3854	0.015	7	3854	0.215
09:00 - 09:30	7	3854	0.130	7	3854	0.037	7	3854	0.167
09:30 - 10:00	7	3854	0.078	7	3854	0.056	7	3854	0.134
10:00 - 10:30	7	3854	0.063	7	3854	0.063	7	3854	0.126
10:30 - 11:00	7	3854	0.085	7	3854	0.063	7	3854	0.148
11:00 - 11:30	7	3854	0.059	7	3854	0.070	7	3854	0.129
11:30 - 12:00	7	3854	0.044	7	3854	0.059	7	3854	0.103
12:00 - 12:30	7	3854	0.056	7	3854	0.100	7	3854	0.156
12:30 - 13:00	7	3854	0.070	7	3854	0.089	7	3854	0.159
13:00 - 13:30	7	3854	0.085	7	3854	0.133	7	3854	0.218
13:30 - 14:00	7	3854	0.052	7	3854	0.085	7	3854	0.137
14:00 - 14:30	7	3854	0.044	7	3854	0.074	7	3854	0.118
14:30 - 15:00	7	3854	0.044	7	3854	0.067	7	3854	0.111
15:00 - 15:30	7	3854	0.033	7	3854	0.115	7	3854	0.148
15:30 - 16:00	7	3854	0.030	7	3854	0.063	7	3854	0.093
16:00 - 16:30	7	3854	0.041	7	3854	0.200	7	3854	0.241
16:30 - 17:00	7	3854	0.000	7	3854	0.141	7	3854	0.141
17:00 - 17:30	7	3854	0.015	7	3854	0.211	7	3854	0.226
17:30 - 18:00	7	3854	0.007	7	3854	0.115	7	3854	0.122
18:00 - 18:30	7	3854	0.011	7	3854	0.044	7	3854	0.055
18:30 - 19:00	7	3854	0.007	7	3854	0.041	7	3854	0.048
19:00 - 19:30	2	6208	0.008	2	6208	0.016	2	6208	0.024
19:30 - 20:00	2	6208	0.000	2	6208	0.000	2	6208	0.000
20:00 - 20:30	2	6208	0.000	2	6208	0.008	2	6208	0.008
20:30 - 21:00	2	6208	0.000	2	6208	0.008	2	6208	0.008
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:			2.029			1.955			3.984

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.*

Parameter summary

Trip rate parameter range selected:	1500 - 9216 (units: sqm)
Survey date date range:	01/01/16 - 08/11/23
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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/C - INDUSTRIAL UNIT
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	2	6208	0.000	2	6208	0.000	2	6208	0.000
05:30 - 06:00	2	6208	0.000	2	6208	0.000	2	6208	0.000
06:00 - 06:30	3	4682	0.000	3	4682	0.000	3	4682	0.000
06:30 - 07:00	3	4682	0.000	3	4682	0.000	3	4682	0.000
07:00 - 07:30	7	3854	0.007	7	3854	0.000	7	3854	0.007
07:30 - 08:00	7	3854	0.004	7	3854	0.011	7	3854	0.015
08:00 - 08:30	7	3854	0.004	7	3854	0.007	7	3854	0.011
08:30 - 09:00	7	3854	0.007	7	3854	0.000	7	3854	0.007
09:00 - 09:30	7	3854	0.007	7	3854	0.000	7	3854	0.007
09:30 - 10:00	7	3854	0.007	7	3854	0.000	7	3854	0.007
10:00 - 10:30	7	3854	0.015	7	3854	0.026	7	3854	0.041
10:30 - 11:00	7	3854	0.019	7	3854	0.004	7	3854	0.023
11:00 - 11:30	7	3854	0.007	7	3854	0.015	7	3854	0.022
11:30 - 12:00	7	3854	0.011	7	3854	0.007	7	3854	0.018
12:00 - 12:30	7	3854	0.015	7	3854	0.019	7	3854	0.034
12:30 - 13:00	7	3854	0.007	7	3854	0.007	7	3854	0.014
13:00 - 13:30	7	3854	0.007	7	3854	0.011	7	3854	0.018
13:30 - 14:00	7	3854	0.004	7	3854	0.000	7	3854	0.004
14:00 - 14:30	7	3854	0.000	7	3854	0.007	7	3854	0.007
14:30 - 15:00	7	3854	0.004	7	3854	0.000	7	3854	0.004
15:00 - 15:30	7	3854	0.000	7	3854	0.004	7	3854	0.004
15:30 - 16:00	7	3854	0.007	7	3854	0.000	7	3854	0.007
16:00 - 16:30	7	3854	0.004	7	3854	0.000	7	3854	0.004
16:30 - 17:00	7	3854	0.000	7	3854	0.004	7	3854	0.004
17:00 - 17:30	7	3854	0.000	7	3854	0.000	7	3854	0.000
17:30 - 18:00	7	3854	0.000	7	3854	0.000	7	3854	0.000
18:00 - 18:30	7	3854	0.000	7	3854	0.000	7	3854	0.000
18:30 - 19:00	7	3854	0.000	7	3854	0.000	7	3854	0.000
19:00 - 19:30	2	6208	0.000	2	6208	0.000	2	6208	0.000
19:30 - 20:00	2	6208	0.000	2	6208	0.000	2	6208	0.000
20:00 - 20:30	2	6208	0.000	2	6208	0.000	2	6208	0.000
20:30 - 21:00	2	6208	0.000	2	6208	0.008	2	6208	0.008
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:			0.136			0.130			0.266

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.

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TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
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	2	6208	0.000	2	6208	0.000	2	6208	0.000
05:30 - 06:00	2	6208	0.000	2	6208	0.000	2	6208	0.000
06:00 - 06:30	3	4682	0.007	3	4682	0.000	3	4682	0.007
06:30 - 07:00	3	4682	0.000	3	4682	0.000	3	4682	0.000
07:00 - 07:30	7	3854	0.007	7	3854	0.000	7	3854	0.007
07:30 - 08:00	7	3854	0.022	7	3854	0.000	7	3854	0.022
08:00 - 08:30	7	3854	0.004	7	3854	0.000	7	3854	0.004
08:30 - 09:00	7	3854	0.007	7	3854	0.000	7	3854	0.007
09:00 - 09:30	7	3854	0.000	7	3854	0.000	7	3854	0.000
09:30 - 10:00	7	3854	0.000	7	3854	0.000	7	3854	0.000
10:00 - 10:30	7	3854	0.000	7	3854	0.000	7	3854	0.000
10:30 - 11:00	7	3854	0.000	7	3854	0.000	7	3854	0.000
11:00 - 11:30	7	3854	0.000	7	3854	0.000	7	3854	0.000
11:30 - 12:00	7	3854	0.000	7	3854	0.000	7	3854	0.000
12:00 - 12:30	7	3854	0.000	7	3854	0.000	7	3854	0.000
12:30 - 13:00	7	3854	0.000	7	3854	0.004	7	3854	0.004
13:00 - 13:30	7	3854	0.004	7	3854	0.004	7	3854	0.008
13:30 - 14:00	7	3854	0.000	7	3854	0.000	7	3854	0.000
14:00 - 14:30	7	3854	0.000	7	3854	0.000	7	3854	0.000
14:30 - 15:00	7	3854	0.000	7	3854	0.007	7	3854	0.007
15:00 - 15:30	7	3854	0.000	7	3854	0.004	7	3854	0.004
15:30 - 16:00	7	3854	0.000	7	3854	0.000	7	3854	0.000
16:00 - 16:30	7	3854	0.000	7	3854	0.000	7	3854	0.000
16:30 - 17:00	7	3854	0.000	7	3854	0.015	7	3854	0.015
17:00 - 17:30	7	3854	0.000	7	3854	0.015	7	3854	0.015
17:30 - 18:00	7	3854	0.000	7	3854	0.000	7	3854	0.000
18:00 - 18:30	7	3854	0.000	7	3854	0.000	7	3854	0.000
18:30 - 19:00	7	3854	0.000	7	3854	0.000	7	3854	0.000
19:00 - 19:30	2	6208	0.000	2	6208	0.000	2	6208	0.000
19:30 - 20:00	2	6208	0.000	2	6208	0.000	2	6208	0.000
20:00 - 20:30	2	6208	0.000	2	6208	0.000	2	6208	0.000
20:30 - 21:00	2	6208	0.000	2	6208	0.000	2	6208	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:			0.051			0.049			0.100

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.

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TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
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	2	6208	0.008	2	6208	0.000	2	6208	0.008
05:30 - 06:00	2	6208	0.064	2	6208	0.000	2	6208	0.064
06:00 - 06:30	3	4682	0.007	3	4682	0.000	3	4682	0.007
06:30 - 07:00	3	4682	0.050	3	4682	0.000	3	4682	0.050
07:00 - 07:30	7	3854	0.252	7	3854	0.022	7	3854	0.274
07:30 - 08:00	7	3854	0.159	7	3854	0.007	7	3854	0.166
08:00 - 08:30	7	3854	0.226	7	3854	0.004	7	3854	0.230
08:30 - 09:00	7	3854	0.163	7	3854	0.004	7	3854	0.167
09:00 - 09:30	7	3854	0.104	7	3854	0.019	7	3854	0.123
09:30 - 10:00	7	3854	0.044	7	3854	0.026	7	3854	0.070
10:00 - 10:30	7	3854	0.030	7	3854	0.026	7	3854	0.056
10:30 - 11:00	7	3854	0.022	7	3854	0.019	7	3854	0.041
11:00 - 11:30	7	3854	0.030	7	3854	0.033	7	3854	0.063
11:30 - 12:00	7	3854	0.011	7	3854	0.033	7	3854	0.044
12:00 - 12:30	7	3854	0.030	7	3854	0.063	7	3854	0.093
12:30 - 13:00	7	3854	0.041	7	3854	0.056	7	3854	0.097
13:00 - 13:30	7	3854	0.067	7	3854	0.096	7	3854	0.163
13:30 - 14:00	7	3854	0.033	7	3854	0.070	7	3854	0.103
14:00 - 14:30	7	3854	0.026	7	3854	0.048	7	3854	0.074
14:30 - 15:00	7	3854	0.026	7	3854	0.044	7	3854	0.070
15:00 - 15:30	7	3854	0.015	7	3854	0.085	7	3854	0.100
15:30 - 16:00	7	3854	0.015	7	3854	0.048	7	3854	0.063
16:00 - 16:30	7	3854	0.019	7	3854	0.167	7	3854	0.186
16:30 - 17:00	7	3854	0.000	7	3854	0.133	7	3854	0.133
17:00 - 17:30	7	3854	0.011	7	3854	0.200	7	3854	0.211
17:30 - 18:00	7	3854	0.004	7	3854	0.111	7	3854	0.115
18:00 - 18:30	7	3854	0.011	7	3854	0.044	7	3854	0.055
18:30 - 19:00	7	3854	0.004	7	3854	0.037	7	3854	0.041
19:00 - 19:30	2	6208	0.008	2	6208	0.016	2	6208	0.024
19:30 - 20:00	2	6208	0.000	2	6208	0.000	2	6208	0.000
20:00 - 20:30	2	6208	0.000	2	6208	0.008	2	6208	0.008
20:30 - 21:00	2	6208	0.000	2	6208	0.000	2	6208	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:			1.480			1.419			2.899

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.

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TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
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	2	6208	0.000	2	6208	0.000	2	6208	0.000
05:30 - 06:00	2	6208	0.000	2	6208	0.000	2	6208	0.000
06:00 - 06:30	3	4682	0.000	3	4682	0.000	3	4682	0.000
06:30 - 07:00	3	4682	0.007	3	4682	0.000	3	4682	0.007
07:00 - 07:30	7	3854	0.037	7	3854	0.007	7	3854	0.044
07:30 - 08:00	7	3854	0.011	7	3854	0.011	7	3854	0.022
08:00 - 08:30	7	3854	0.019	7	3854	0.011	7	3854	0.030
08:30 - 09:00	7	3854	0.030	7	3854	0.011	7	3854	0.041
09:00 - 09:30	7	3854	0.015	7	3854	0.015	7	3854	0.030
09:30 - 10:00	7	3854	0.026	7	3854	0.030	7	3854	0.056
10:00 - 10:30	7	3854	0.019	7	3854	0.011	7	3854	0.030
10:30 - 11:00	7	3854	0.041	7	3854	0.037	7	3854	0.078
11:00 - 11:30	7	3854	0.019	7	3854	0.019	7	3854	0.038
11:30 - 12:00	7	3854	0.019	7	3854	0.015	7	3854	0.034
12:00 - 12:30	7	3854	0.011	7	3854	0.019	7	3854	0.030
12:30 - 13:00	7	3854	0.019	7	3854	0.022	7	3854	0.041
13:00 - 13:30	7	3854	0.011	7	3854	0.022	7	3854	0.033
13:30 - 14:00	7	3854	0.011	7	3854	0.015	7	3854	0.026
14:00 - 14:30	7	3854	0.015	7	3854	0.015	7	3854	0.030
14:30 - 15:00	7	3854	0.015	7	3854	0.022	7	3854	0.037
15:00 - 15:30	7	3854	0.019	7	3854	0.019	7	3854	0.038
15:30 - 16:00	7	3854	0.007	7	3854	0.015	7	3854	0.022
16:00 - 16:30	7	3854	0.019	7	3854	0.033	7	3854	0.052
16:30 - 17:00	7	3854	0.000	7	3854	0.004	7	3854	0.004
17:00 - 17:30	7	3854	0.004	7	3854	0.007	7	3854	0.011
17:30 - 18:00	7	3854	0.004	7	3854	0.004	7	3854	0.008
18:00 - 18:30	7	3854	0.000	7	3854	0.000	7	3854	0.000
18:30 - 19:00	7	3854	0.000	7	3854	0.000	7	3854	0.000
19:00 - 19:30	2	6208	0.000	2	6208	0.000	2	6208	0.000
19:30 - 20:00	2	6208	0.000	2	6208	0.000	2	6208	0.000
20:00 - 20:30	2	6208	0.000	2	6208	0.000	2	6208	0.000
20:30 - 21:00	2	6208	0.000	2	6208	0.000	2	6208	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:			0.378			0.364			0.742

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Paragon Highways The Nostell Estate Wakefield Licence No: 742101

Calculation Reference: AUDIT-742101-250224-0206

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	HF	HERTFORDSHIRE	1 days
03	SOUTH WEST		
	WL	WILTSHIRE	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
	SF	SUFFOLK	1 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	AK	WAKEFIELD	1 days
08	NORTH WEST		
	EC	CHESHIRE EAST	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:	500 to 3378 (units: sqm)
Range Selected by User:	500 to 3500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 28/06/24

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	3 days
Wednesday	2 days
Thursday	1 days

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

Selected survey types:

Manual count	8 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:

Edge of Town	8

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	3
Commercial Zone	3
Development Zone	1
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	3 days - Selected
Servicing vehicles Excluded	5 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	8 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
10,001 to 15,000	5 days
15,001 to 20,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	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	7 days
1.1 to 1.5	1 days

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

Travel Plan:

No	8 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	8 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	AK-02-A-01 PIONEER WAY CASTLEFORD WHITWOOD Edge of Town No Sub Category Total Gross floor area: *Survey date: TUESDAY*	OFFICES	1230 sqm *23/05/17*	WAKEFIELD *Survey Type: MANUAL*
2	EC-02-A-04 WINTERTON WAY MACCLESFIELD LYME GREEN BUSINESS PK Edge of Town Commercial Zone Total Gross floor area: *Survey date: TUESDAY*	OFFICES	3000 sqm *04/05/21*	CHESHIRE EAST *Survey Type: MANUAL*
3	HF-02-A-05 CRANBORNE ROAD POTTERS BAR Edge of Town Commercial Zone Total Gross floor area: *Survey date: MONDAY*	OFFICES	3378 sqm *11/03/24*	HERTFORDSHIRE *Survey Type: MANUAL*
4	LN-02-A-01 LINCOLN WAY LOUTH FAIRFIELD Edge of Town Industrial Zone Total Gross floor area: *Survey date: MONDAY*	OFFICES	2114 sqm *29/04/24*	LINCOLNSHIRE *Survey Type: MANUAL*
5	NF-02-A-04 WHITING ROAD NORWICH Edge of Town Commercial Zone Total Gross floor area: *Survey date: WEDNESDAY*	BUILDING CONSULTANT	500 sqm *13/11/19*	NORFOLK *Survey Type: MANUAL*
6	SF-02-A-03 WHITE HOUSE ROAD IPSWICH Edge of Town Industrial Zone Total Gross floor area: *Survey date: THURSDAY*	OFFICES	2800 sqm *24/09/20*	SUFFOLK *Survey Type: MANUAL*
7	WK-02-A-03 BUDBROOKE ROAD WARWICK Edge of Town Industrial Zone Total Gross floor area: *Survey date: WEDNESDAY*	ENGINEERING CONSULTANTS	796 sqm *23/11/22*	WARWICKSHIRE *Survey Type: MANUAL*
8	WL-02-A-01 THE CRESCENT AMESBURY SUNRISE WAY Edge of Town Development Zone Total Gross floor area: *Survey date: TUESDAY*	PET INSURANCE COMPANY	2500 sqm *18/09/18*	WILTSHIRE *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

	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									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	8	2040	0.074	8	2040	0.018	8	2040	0.092
07:30 - 08:00	8	2040	0.325	8	2040	0.080	8	2040	0.405
08:00 - 08:30	8	2040	0.570	8	2040	0.098	8	2040	0.668
08:30 - 09:00	8	2040	0.564	8	2040	0.129	8	2040	0.693
09:00 - 09:30	8	2040	0.833	8	2040	0.098	8	2040	0.931
09:30 - 10:00	8	2040	0.337	8	2040	0.092	8	2040	0.429
10:00 - 10:30	8	2040	0.313	8	2040	0.123	8	2040	0.436
10:30 - 11:00	8	2040	0.153	8	2040	0.098	8	2040	0.251
11:00 - 11:30	8	2040	0.092	8	2040	0.086	8	2040	0.178
11:30 - 12:00	8	2040	0.123	8	2040	0.135	8	2040	0.258
12:00 - 12:30	8	2040	0.159	8	2040	0.184	8	2040	0.343
12:30 - 13:00	8	2040	0.110	8	2040	0.239	8	2040	0.349
13:00 - 13:30	8	2040	0.178	8	2040	0.214	8	2040	0.392
13:30 - 14:00	8	2040	0.221	8	2040	0.135	8	2040	0.356
14:00 - 14:30	8	2040	0.141	8	2040	0.147	8	2040	0.288
14:30 - 15:00	8	2040	0.172	8	2040	0.159	8	2040	0.331
15:00 - 15:30	8	2040	0.135	8	2040	0.123	8	2040	0.258
15:30 - 16:00	8	2040	0.067	8	2040	0.221	8	2040	0.288
16:00 - 16:30	8	2040	0.074	8	2040	0.239	8	2040	0.313
16:30 - 17:00	8	2040	0.104	8	2040	0.545	8	2040	0.649
17:00 - 17:30	8	2040	0.049	8	2040	0.889	8	2040	0.938
17:30 - 18:00	8	2040	0.043	8	2040	0.398	8	2040	0.441
18:00 - 18:30	7	2155	0.053	7	2155	0.451	7	2155	0.504
18:30 - 19:00	7	2155	0.020	7	2155	0.080	7	2155	0.100
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
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:			4.910			4.981			9.891

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.*

Parameter summary

Trip rate parameter range selected:	500 - 3378 (units: sqm)
Survey date date range:	01/01/16 - 28/06/24
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
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									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	8	2040	0.000	8	2040	0.000	8	2040	0.000
07:30 - 08:00	8	2040	0.006	8	2040	0.006	8	2040	0.012
08:00 - 08:30	8	2040	0.006	8	2040	0.006	8	2040	0.012
08:30 - 09:00	8	2040	0.018	8	2040	0.018	8	2040	0.036
09:00 - 09:30	8	2040	0.000	8	2040	0.000	8	2040	0.000
09:30 - 10:00	8	2040	0.000	8	2040	0.000	8	2040	0.000
10:00 - 10:30	8	2040	0.006	8	2040	0.006	8	2040	0.012
10:30 - 11:00	8	2040	0.000	8	2040	0.006	8	2040	0.006
11:00 - 11:30	8	2040	0.006	8	2040	0.000	8	2040	0.006
11:30 - 12:00	8	2040	0.000	8	2040	0.000	8	2040	0.000
12:00 - 12:30	8	2040	0.000	8	2040	0.000	8	2040	0.000
12:30 - 13:00	8	2040	0.006	8	2040	0.006	8	2040	0.012
13:00 - 13:30	8	2040	0.000	8	2040	0.000	8	2040	0.000
13:30 - 14:00	8	2040	0.006	8	2040	0.006	8	2040	0.012
14:00 - 14:30	8	2040	0.006	8	2040	0.012	8	2040	0.018
14:30 - 15:00	8	2040	0.012	8	2040	0.006	8	2040	0.018
15:00 - 15:30	8	2040	0.000	8	2040	0.000	8	2040	0.000
15:30 - 16:00	8	2040	0.000	8	2040	0.000	8	2040	0.000
16:00 - 16:30	8	2040	0.000	8	2040	0.000	8	2040	0.000
16:30 - 17:00	8	2040	0.012	8	2040	0.000	8	2040	0.012
17:00 - 17:30	8	2040	0.006	8	2040	0.018	8	2040	0.024
17:30 - 18:00	8	2040	0.006	8	2040	0.006	8	2040	0.012
18:00 - 18:30	7	2155	0.007	7	2155	0.007	7	2155	0.014
18:30 - 19:00	7	2155	0.000	7	2155	0.000	7	2155	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
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:			0.103			0.103			0.206

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
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									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	8	2040	0.000	8	2040	0.000	8	2040	0.000
07:30 - 08:00	8	2040	0.006	8	2040	0.000	8	2040	0.006
08:00 - 08:30	8	2040	0.000	8	2040	0.006	8	2040	0.006
08:30 - 09:00	8	2040	0.006	8	2040	0.000	8	2040	0.006
09:00 - 09:30	8	2040	0.000	8	2040	0.006	8	2040	0.006
09:30 - 10:00	8	2040	0.000	8	2040	0.000	8	2040	0.000
10:00 - 10:30	8	2040	0.006	8	2040	0.006	8	2040	0.012
10:30 - 11:00	8	2040	0.000	8	2040	0.000	8	2040	0.000
11:00 - 11:30	8	2040	0.000	8	2040	0.000	8	2040	0.000
11:30 - 12:00	8	2040	0.006	8	2040	0.006	8	2040	0.012
12:00 - 12:30	8	2040	0.012	8	2040	0.006	8	2040	0.018
12:30 - 13:00	8	2040	0.000	8	2040	0.006	8	2040	0.006
13:00 - 13:30	8	2040	0.000	8	2040	0.000	8	2040	0.000
13:30 - 14:00	8	2040	0.000	8	2040	0.000	8	2040	0.000
14:00 - 14:30	8	2040	0.006	8	2040	0.000	8	2040	0.006
14:30 - 15:00	8	2040	0.000	8	2040	0.000	8	2040	0.000
15:00 - 15:30	8	2040	0.000	8	2040	0.000	8	2040	0.000
15:30 - 16:00	8	2040	0.000	8	2040	0.000	8	2040	0.000
16:00 - 16:30	8	2040	0.000	8	2040	0.000	8	2040	0.000
16:30 - 17:00	8	2040	0.000	8	2040	0.000	8	2040	0.000
17:00 - 17:30	8	2040	0.000	8	2040	0.000	8	2040	0.000
17:30 - 18:00	8	2040	0.000	8	2040	0.000	8	2040	0.000
18:00 - 18:30	7	2155	0.000	7	2155	0.000	7	2155	0.000
18:30 - 19:00	7	2155	0.000	7	2155	0.000	7	2155	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
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:			0.042			0.036			0.078

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
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									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	8	2040	0.000	8	2040	0.000	8	2040	0.000
07:30 - 08:00	8	2040	0.018	8	2040	0.000	8	2040	0.018
08:00 - 08:30	8	2040	0.037	8	2040	0.000	8	2040	0.037
08:30 - 09:00	8	2040	0.043	8	2040	0.000	8	2040	0.043
09:00 - 09:30	8	2040	0.006	8	2040	0.000	8	2040	0.006
09:30 - 10:00	8	2040	0.012	8	2040	0.000	8	2040	0.012
10:00 - 10:30	8	2040	0.000	8	2040	0.000	8	2040	0.000
10:30 - 11:00	8	2040	0.006	8	2040	0.006	8	2040	0.012
11:00 - 11:30	8	2040	0.000	8	2040	0.000	8	2040	0.000
11:30 - 12:00	8	2040	0.000	8	2040	0.000	8	2040	0.000
12:00 - 12:30	8	2040	0.000	8	2040	0.000	8	2040	0.000
12:30 - 13:00	8	2040	0.000	8	2040	0.012	8	2040	0.012
13:00 - 13:30	8	2040	0.012	8	2040	0.018	8	2040	0.030
13:30 - 14:00	8	2040	0.012	8	2040	0.000	8	2040	0.012
14:00 - 14:30	8	2040	0.006	8	2040	0.000	8	2040	0.006
14:30 - 15:00	8	2040	0.012	8	2040	0.012	8	2040	0.024
15:00 - 15:30	8	2040	0.000	8	2040	0.018	8	2040	0.018
15:30 - 16:00	8	2040	0.000	8	2040	0.000	8	2040	0.000
16:00 - 16:30	8	2040	0.000	8	2040	0.018	8	2040	0.018
16:30 - 17:00	8	2040	0.000	8	2040	0.018	8	2040	0.018
17:00 - 17:30	8	2040	0.000	8	2040	0.043	8	2040	0.043
17:30 - 18:00	8	2040	0.000	8	2040	0.018	8	2040	0.018
18:00 - 18:30	7	2155	0.000	7	2155	0.013	7	2155	0.013
18:30 - 19:00	7	2155	0.000	7	2155	0.000	7	2155	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
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:			0.164			0.176			0.340

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

	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									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	8	2040	0.074	8	2040	0.018	8	2040	0.092
07:30 - 08:00	8	2040	0.300	8	2040	0.074	8	2040	0.374
08:00 - 08:30	8	2040	0.503	8	2040	0.055	8	2040	0.558
08:30 - 09:00	8	2040	0.515	8	2040	0.092	8	2040	0.607
09:00 - 09:30	8	2040	0.809	8	2040	0.067	8	2040	0.876
09:30 - 10:00	8	2040	0.294	8	2040	0.055	8	2040	0.349
10:00 - 10:30	8	2040	0.245	8	2040	0.080	8	2040	0.325
10:30 - 11:00	8	2040	0.110	8	2040	0.067	8	2040	0.177
11:00 - 11:30	8	2040	0.080	8	2040	0.067	8	2040	0.147
11:30 - 12:00	8	2040	0.067	8	2040	0.104	8	2040	0.171
12:00 - 12:30	8	2040	0.110	8	2040	0.141	8	2040	0.251
12:30 - 13:00	8	2040	0.086	8	2040	0.184	8	2040	0.270
13:00 - 13:30	8	2040	0.141	8	2040	0.178	8	2040	0.319
13:30 - 14:00	8	2040	0.184	8	2040	0.104	8	2040	0.288
14:00 - 14:30	8	2040	0.129	8	2040	0.110	8	2040	0.239
14:30 - 15:00	8	2040	0.129	8	2040	0.116	8	2040	0.245
15:00 - 15:30	8	2040	0.116	8	2040	0.098	8	2040	0.214
15:30 - 16:00	8	2040	0.043	8	2040	0.184	8	2040	0.227
16:00 - 16:30	8	2040	0.049	8	2040	0.221	8	2040	0.270
16:30 - 17:00	8	2040	0.086	8	2040	0.521	8	2040	0.607
17:00 - 17:30	8	2040	0.037	8	2040	0.840	8	2040	0.877
17:30 - 18:00	8	2040	0.031	8	2040	0.380	8	2040	0.411
18:00 - 18:30	7	2155	0.046	7	2155	0.444	7	2155	0.490
18:30 - 19:00	7	2155	0.020	7	2155	0.073	7	2155	0.093
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
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:			4.204			4.273			8.477

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

	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									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	8	2040	0.000	8	2040	0.000	8	2040	0.000
07:30 - 08:00	8	2040	0.012	8	2040	0.000	8	2040	0.012
08:00 - 08:30	8	2040	0.061	8	2040	0.031	8	2040	0.092
08:30 - 09:00	8	2040	0.018	8	2040	0.018	8	2040	0.036
09:00 - 09:30	8	2040	0.012	8	2040	0.025	8	2040	0.037
09:30 - 10:00	8	2040	0.043	8	2040	0.037	8	2040	0.080
10:00 - 10:30	8	2040	0.055	8	2040	0.031	8	2040	0.086
10:30 - 11:00	8	2040	0.043	8	2040	0.025	8	2040	0.068
11:00 - 11:30	8	2040	0.006	8	2040	0.018	8	2040	0.024
11:30 - 12:00	8	2040	0.049	8	2040	0.025	8	2040	0.074
12:00 - 12:30	8	2040	0.037	8	2040	0.037	8	2040	0.074
12:30 - 13:00	8	2040	0.018	8	2040	0.043	8	2040	0.061
13:00 - 13:30	8	2040	0.037	8	2040	0.031	8	2040	0.068
13:30 - 14:00	8	2040	0.031	8	2040	0.025	8	2040	0.056
14:00 - 14:30	8	2040	0.006	8	2040	0.018	8	2040	0.024
14:30 - 15:00	8	2040	0.025	8	2040	0.037	8	2040	0.062
15:00 - 15:30	8	2040	0.018	8	2040	0.025	8	2040	0.043
15:30 - 16:00	8	2040	0.025	8	2040	0.031	8	2040	0.056
16:00 - 16:30	8	2040	0.025	8	2040	0.018	8	2040	0.043
16:30 - 17:00	8	2040	0.006	8	2040	0.018	8	2040	0.024
17:00 - 17:30	8	2040	0.006	8	2040	0.031	8	2040	0.037
17:30 - 18:00	8	2040	0.006	8	2040	0.012	8	2040	0.018
18:00 - 18:30	7	2155	0.000	7	2155	0.000	7	2155	0.000
18:30 - 19:00	7	2155	0.000	7	2155	0.007	7	2155	0.007
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
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:			0.539			0.543			1.082

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MOTOR CYCLES
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									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	8	2040	0.000	8	2040	0.000	8	2040	0.000
07:30 - 08:00	8	2040	0.000	8	2040	0.000	8	2040	0.000
08:00 - 08:30	8	2040	0.000	8	2040	0.000	8	2040	0.000
08:30 - 09:00	8	2040	0.006	8	2040	0.000	8	2040	0.006
09:00 - 09:30	8	2040	0.012	8	2040	0.000	8	2040	0.012
09:30 - 10:00	8	2040	0.000	8	2040	0.000	8	2040	0.000
10:00 - 10:30	8	2040	0.000	8	2040	0.000	8	2040	0.000
10:30 - 11:00	8	2040	0.000	8	2040	0.000	8	2040	0.000
11:00 - 11:30	8	2040	0.000	8	2040	0.000	8	2040	0.000
11:30 - 12:00	8	2040	0.000	8	2040	0.000	8	2040	0.000
12:00 - 12:30	8	2040	0.000	8	2040	0.000	8	2040	0.000
12:30 - 13:00	8	2040	0.000	8	2040	0.000	8	2040	0.000
13:00 - 13:30	8	2040	0.000	8	2040	0.006	8	2040	0.006
13:30 - 14:00	8	2040	0.000	8	2040	0.000	8	2040	0.000
14:00 - 14:30	8	2040	0.000	8	2040	0.000	8	2040	0.000
14:30 - 15:00	8	2040	0.000	8	2040	0.000	8	2040	0.000
15:00 - 15:30	8	2040	0.000	8	2040	0.000	8	2040	0.000
15:30 - 16:00	8	2040	0.000	8	2040	0.006	8	2040	0.006
16:00 - 16:30	8	2040	0.000	8	2040	0.000	8	2040	0.000
16:30 - 17:00	8	2040	0.000	8	2040	0.006	8	2040	0.006
17:00 - 17:30	8	2040	0.000	8	2040	0.000	8	2040	0.000
17:30 - 18:00	8	2040	0.000	8	2040	0.000	8	2040	0.000
18:00 - 18:30	7	2155	0.000	7	2155	0.000	7	2155	0.000
18:30 - 19:00	7	2155	0.000	7	2155	0.000	7	2155	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
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:			0.018			0.018			0.036

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.*

Paragon Highways The Nostell Estate Wakefield Licence No: 742101

Calculation Reference: AUDIT-742101-250224-0233

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : K - FITNESS CLUB (PRIVATE)
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HF	HERTFORDSHIRE	1 days
03	SOUTH WEST		
	WL	WILTSHIRE	1 days
05	EAST MIDLANDS		
	NM	WEST NORTHAMPTONSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	404 to 1400 (units: sqm)
Range Selected by User:	167 to 2500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 17/04/24

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	1 days
Saturday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	4

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:

Commercial Zone	1
Retail Zone	2
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	X days - Selected
Servicing vehicles Excluded	4 days - Selected

Secondary Filtering selection:

Use Class:

E(d)	4 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®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	3 days
10,001 to 15,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	1 days
125,001 to 250,000	2 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	3 days
1.1 to 1.5	1 days

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

Travel Plan:

No	4 days

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

PTAL Rating:

No PTAL Present	4 days

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

LIST OF SITES relevant to selection parameters

1	HF-07-K-01	LEANERLIFE FITNESS	HERTFORDSHIRE
	LONDON ROAD		
	STEVENAGE		
	Edge of Town		
	Retail Zone		
	Total Gross floor area:	766 sqm	
	Survey date: MONDAY	*13/11/23*	*Survey Type: MANUAL*
2	NM-07-K-01	PUMP GYM	WEST NORTHAMPTONSHIRE
	GLADSTONE ROAD		
	NORTHAMPTON		
	KINGSFIELD BUS. CENTRE		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	1333 sqm	
	Survey date: WEDNESDAY	*23/11/16*	*Survey Type: MANUAL*
3	NY-07-K-01	FITNESS CLUB	NORTH YORKSHIRE
	RIVER VIEW ROAD		
	RIPON		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	404 sqm	
	Survey date: TUESDAY	*27/09/16*	*Survey Type: MANUAL*
4	WL-07-K-01	PURE GYM	WILTSHIRE
	SOUTHAMPTON ROAD		
	SALISBURY		
	BOURNE RETAIL PARK		
	Edge of Town		
	Retail Zone		
	Total Gross floor area:	1400 sqm	
	Survey date: SATURDAY	*19/11/22*	*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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	766	0.261	1	766	0.000	1	766	0.261
06:00 - 07:00	4	976	0.769	4	976	0.436	4	976	1.205
07:00 - 08:00	4	976	1.255	4	976	0.743	4	976	1.998
08:00 - 09:00	4	976	0.820	4	976	0.922	4	976	1.742
09:00 - 10:00	4	976	1.255	4	976	0.538	4	976	1.793
10:00 - 11:00	4	976	1.050	4	976	1.307	4	976	2.357
11:00 - 12:00	4	976	0.999	4	976	0.743	4	976	1.742
12:00 - 13:00	4	976	0.974	4	976	0.922	4	976	1.896
13:00 - 14:00	4	976	0.871	4	976	1.281	4	976	2.152
14:00 - 15:00	4	976	1.025	4	976	0.948	4	976	1.973
15:00 - 16:00	4	976	1.281	4	976	0.769	4	976	2.050
16:00 - 17:00	4	976	1.512	4	976	1.153	4	976	2.665
17:00 - 18:00	4	976	1.537	4	976	1.589	4	976	3.126
18:00 - 19:00	4	976	1.563	4	976	1.793	4	976	3.356
19:00 - 20:00	4	976	1.589	4	976	1.819	4	976	3.408
20:00 - 21:00	4	976	1.230	4	976	1.127	4	976	2.357
21:00 - 22:00	4	976	0.666	4	976	1.435	4	976	2.101
22:00 - 23:00	3	857	0.195	3	857	1.323	3	857	1.518
23:00 - 24:00									
Total Rates:			18.852			18.848			37.700

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.*

Parameter summary

Trip rate parameter range selected:	404 - 1400 (units: sqm)
Survey date date range:	01/01/16 - 17/04/24
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	766	0.000	1	766	0.000	1	766	0.000
06:00 - 07:00	4	976	0.000	4	976	0.000	4	976	0.000
07:00 - 08:00	4	976	0.000	4	976	0.000	4	976	0.000
08:00 - 09:00	4	976	0.000	4	976	0.000	4	976	0.000
09:00 - 10:00	4	976	0.000	4	976	0.000	4	976	0.000
10:00 - 11:00	4	976	0.000	4	976	0.000	4	976	0.000
11:00 - 12:00	4	976	0.026	4	976	0.026	4	976	0.052
12:00 - 13:00	4	976	0.026	4	976	0.000	4	976	0.026
13:00 - 14:00	4	976	0.026	4	976	0.051	4	976	0.077
14:00 - 15:00	4	976	0.000	4	976	0.000	4	976	0.000
15:00 - 16:00	4	976	0.000	4	976	0.000	4	976	0.000
16:00 - 17:00	4	976	0.026	4	976	0.026	4	976	0.052
17:00 - 18:00	4	976	0.000	4	976	0.000	4	976	0.000
18:00 - 19:00	4	976	0.000	4	976	0.000	4	976	0.000
19:00 - 20:00	4	976	0.000	4	976	0.000	4	976	0.000
20:00 - 21:00	4	976	0.026	4	976	0.026	4	976	0.052
21:00 - 22:00	4	976	0.000	4	976	0.000	4	976	0.000
22:00 - 23:00	3	857	0.000	3	857	0.000	3	857	0.000
23:00 - 24:00									
Total Rates:			0.130			0.129			0.259

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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	766	0.000	1	766	0.000	1	766	0.000
06:00 - 07:00	4	976	0.000	4	976	0.000	4	976	0.000
07:00 - 08:00	4	976	0.051	4	976	0.000	4	976	0.051
08:00 - 09:00	4	976	0.026	4	976	0.051	4	976	0.077
09:00 - 10:00	4	976	0.051	4	976	0.000	4	976	0.051
10:00 - 11:00	4	976	0.026	4	976	0.051	4	976	0.077
11:00 - 12:00	4	976	0.051	4	976	0.051	4	976	0.102
12:00 - 13:00	4	976	0.102	4	976	0.077	4	976	0.179
13:00 - 14:00	4	976	0.026	4	976	0.051	4	976	0.077
14:00 - 15:00	4	976	0.051	4	976	0.051	4	976	0.102
15:00 - 16:00	4	976	0.051	4	976	0.051	4	976	0.102
16:00 - 17:00	4	976	0.077	4	976	0.026	4	976	0.103
17:00 - 18:00	4	976	0.000	4	976	0.051	4	976	0.051
18:00 - 19:00	4	976	0.026	4	976	0.000	4	976	0.026
19:00 - 20:00	4	976	0.000	4	976	0.051	4	976	0.051
20:00 - 21:00	4	976	0.000	4	976	0.026	4	976	0.026
21:00 - 22:00	4	976	0.077	4	976	0.000	4	976	0.077
22:00 - 23:00	3	857	0.039	3	857	0.039	3	857	0.078
23:00 - 24:00									
Total Rates:			0.654			0.576			1.230

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.

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TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	766	0.261	1	766	0.000	1	766	0.261
06:00 - 07:00	4	976	0.743	4	976	0.333	4	976	1.076
07:00 - 08:00	4	976	1.255	4	976	0.717	4	976	1.972
08:00 - 09:00	4	976	0.820	4	976	0.922	4	976	1.742
09:00 - 10:00	4	976	1.255	4	976	0.538	4	976	1.793
10:00 - 11:00	4	976	1.050	4	976	1.307	4	976	2.357
11:00 - 12:00	4	976	0.974	4	976	0.717	4	976	1.691
12:00 - 13:00	4	976	0.922	4	976	0.897	4	976	1.819
13:00 - 14:00	4	976	0.794	4	976	1.230	4	976	2.024
14:00 - 15:00	4	976	0.999	4	976	0.871	4	976	1.870
15:00 - 16:00	4	976	1.230	4	976	0.743	4	976	1.973
16:00 - 17:00	4	976	1.486	4	976	1.127	4	976	2.613
17:00 - 18:00	4	976	1.486	4	976	1.589	4	976	3.075
18:00 - 19:00	4	976	1.563	4	976	1.768	4	976	3.331
19:00 - 20:00	4	976	1.537	4	976	1.793	4	976	3.330
20:00 - 21:00	4	976	1.204	4	976	1.025	4	976	2.229
21:00 - 22:00	4	976	0.666	4	976	1.435	4	976	2.101
22:00 - 23:00	3	857	0.195	3	857	1.323	3	857	1.518
23:00 - 24:00									
Total Rates:			18.440			18.335			36.775

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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	766	0.000	1	766	0.000	1	766	0.000
06:00 - 07:00	4	976	0.026	4	976	0.102	4	976	0.128
07:00 - 08:00	4	976	0.000	4	976	0.026	4	976	0.026
08:00 - 09:00	4	976	0.000	4	976	0.000	4	976	0.000
09:00 - 10:00	4	976	0.000	4	976	0.000	4	976	0.000
10:00 - 11:00	4	976	0.000	4	976	0.000	4	976	0.000
11:00 - 12:00	4	976	0.000	4	976	0.000	4	976	0.000
12:00 - 13:00	4	976	0.026	4	976	0.026	4	976	0.052
13:00 - 14:00	4	976	0.000	4	976	0.000	4	976	0.000
14:00 - 15:00	4	976	0.026	4	976	0.026	4	976	0.052
15:00 - 16:00	4	976	0.026	4	976	0.000	4	976	0.026
16:00 - 17:00	4	976	0.000	4	976	0.000	4	976	0.000
17:00 - 18:00	4	976	0.026	4	976	0.000	4	976	0.026
18:00 - 19:00	4	976	0.000	4	976	0.000	4	976	0.000
19:00 - 20:00	4	976	0.026	4	976	0.026	4	976	0.052
20:00 - 21:00	4	976	0.000	4	976	0.051	4	976	0.051
21:00 - 22:00	4	976	0.000	4	976	0.000	4	976	0.000
22:00 - 23:00	3	857	0.000	3	857	0.000	3	857	0.000
23:00 - 24:00									
Total Rates:			0.156			0.257			0.413

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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
MOTOR CYCLES
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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	766	0.000	1	766	0.000	1	766	0.000
06:00 - 07:00	4	976	0.000	4	976	0.000	4	976	0.000
07:00 - 08:00	4	976	0.000	4	976	0.000	4	976	0.000
08:00 - 09:00	4	976	0.000	4	976	0.000	4	976	0.000
09:00 - 10:00	4	976	0.000	4	976	0.000	4	976	0.000
10:00 - 11:00	4	976	0.000	4	976	0.000	4	976	0.000
11:00 - 12:00	4	976	0.000	4	976	0.000	4	976	0.000
12:00 - 13:00	4	976	0.000	4	976	0.000	4	976	0.000
13:00 - 14:00	4	976	0.051	4	976	0.000	4	976	0.051
14:00 - 15:00	4	976	0.000	4	976	0.051	4	976	0.051
15:00 - 16:00	4	976	0.026	4	976	0.026	4	976	0.052
16:00 - 17:00	4	976	0.000	4	976	0.000	4	976	0.000
17:00 - 18:00	4	976	0.026	4	976	0.000	4	976	0.026
18:00 - 19:00	4	976	0.000	4	976	0.026	4	976	0.026
19:00 - 20:00	4	976	0.026	4	976	0.000	4	976	0.026
20:00 - 21:00	4	976	0.000	4	976	0.026	4	976	0.026
21:00 - 22:00	4	976	0.000	4	976	0.000	4	976	0.000
22:00 - 23:00	3	857	0.000	3	857	0.000	3	857	0.000
23:00 - 24:00									
Total Rates:			0.129			0.129			0.258

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

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

Calculation Reference: AUDIT-742101-250224-0251

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : I - SHOPPING CENTRE - LOCAL SHOPS
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	EX	ESSEX	1 days
	HF	HERTFORDSHIRE	1 days
03	SOUTH WEST		
	GS	GLOUCESTERSHIRE	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	SE	SHEFFIELD	1 days
08	NORTH WEST		
	MS	MERSEYSIDE	1 days
09	NORTH		
	CU	CUMBERLAND	2 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:	200 to 1325 (units: sqm)
Range Selected by User:	200 to 1600 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 18/06/24

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:

Tuesday	2 days
Wednesday	1 days
Thursday	1 days
Friday	3 days
Sunday	1 days

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

Selected survey types:

Manual count	8 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)	5
Edge of Town	1
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:

Residential Zone	7
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	1 days - Selected
Servicing vehicles Excluded	7 days - Selected

Secondary Filtering selection:

Use Class:

n/a	8 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®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	1 days
20,001 to 25,000	4 days
25,001 to 50,000	3 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	2 days
250,001 to 500,000	1 days
500,001 or More	2 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	2 days
1.1 to 1.5	6 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.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	8 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	8 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	8 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 CU-01-I-01 LOCAL SHOPS CUMBERLAND
CENTRAL AVENUE
CARLISLE

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 1325 sqm
Survey date: FRIDAY *15/10/21* *Survey Type: MANUAL*

2 CU-01-I-02 LOCAL SHOPS CUMBERLAND
WIGTON ROAD
CARLISLE

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 704 sqm
Survey date: TUESDAY *18/06/24* *Survey Type: MANUAL*

3 EX-01-I-02 LOCAL SHOPS ESSEX
QUEENS ROAD
BRAINTREE

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 375 sqm
Survey date: FRIDAY *08/07/16* *Survey Type: MANUAL*

4 GS-01-I-02 LOCAL SHOPS GLOUCESTERSHIRE
HUCCLECOTE ROAD
GLOUCESTER
HUCCLECOTE
Neighbourhood Centre (PPS6 Local Centre)
No Sub Category
Total Gross floor area: 840 sqm
Survey date: WEDNESDAY *03/05/23* *Survey Type: MANUAL*

5 HF-01-I-02 LOCAL SHOPS HERTFORDSHIRE
BROADWATER CRESCENT
STEVENAGE

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 1115 sqm
Survey date: FRIDAY *28/06/19* *Survey Type: MANUAL*

6 MS-01-I-02 LOCAL SHOPS MERSEYSIDE
PAGE MOSS LANE
LIVERPOOL

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 1230 sqm
Survey date: SUNDAY *25/04/21* *Survey Type: MANUAL*

7 SE-01-I-01 LOCAL SHOPS SHEFFIELD
TYLER STREET
SHEFFIELD

Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 200 sqm
Survey date: THURSDAY *22/06/23* *Survey Type: MANUAL*

8 WM-01-I-04 LOCAL SHOPS WEST MIDLANDS
SUTHERLAND AVENUE
COVENTRY
UPPER EASTERN GREEN
Edge of Town
Residential Zone
Total Gross floor area: 580 sqm
Survey date: TUESDAY *18/10/22* *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 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	452	0.111	2	452	0.111	2	452	0.222
06:00 - 07:00	4	702	0.961	4	702	0.854	4	702	1.815
07:00 - 08:00	8	796	3.266	8	796	3.266	8	796	6.532
08:00 - 09:00	8	796	5.307	8	796	4.443	8	796	9.750
09:00 - 10:00	8	796	5.794	8	796	5.542	8	796	11.336
10:00 - 11:00	8	796	6.877	8	796	6.390	8	796	13.267
11:00 - 12:00	8	796	7.018	8	796	6.877	8	796	13.895
12:00 - 13:00	8	796	7.788	8	796	7.662	8	796	15.450
13:00 - 14:00	8	796	7.395	8	796	7.568	8	796	14.963
14:00 - 15:00	8	796	7.301	8	796	7.521	8	796	14.822
15:00 - 16:00	8	796	6.924	8	796	7.034	8	796	13.958
16:00 - 17:00	8	796	8.196	8	796	8.259	8	796	16.455
17:00 - 18:00	8	796	8.400	8	796	8.824	8	796	17.224
18:00 - 19:00	8	796	7.976	8	796	8.180	8	796	16.156
19:00 - 20:00	8	796	6.280	8	796	6.579	8	796	12.859
20:00 - 21:00	8	796	4.255	8	796	4.569	8	796	8.824
21:00 - 22:00	8	796	2.512	8	796	2.763	8	796	5.275
22:00 - 23:00	6	859	0.990	6	859	1.067	6	859	2.057
23:00 - 24:00	2	967	0.310	2	967	0.620	2	967	0.930
Total Rates:			97.661			98.129			195.790

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.*

Parameter summary

Trip rate parameter range selected:	200 - 1325 (units: sqm)
Survey date date range:	01/01/16 - 18/06/24
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	1
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	452	0.000	2	452	0.000	2	452	0.000
06:00 - 07:00	4	702	0.000	4	702	0.000	4	702	0.000
07:00 - 08:00	8	796	0.016	8	796	0.016	8	796	0.032
08:00 - 09:00	8	796	0.063	8	796	0.063	8	796	0.126
09:00 - 10:00	8	796	0.063	8	796	0.063	8	796	0.126
10:00 - 11:00	8	796	0.110	8	796	0.079	8	796	0.189
11:00 - 12:00	8	796	0.031	8	796	0.047	8	796	0.078
12:00 - 13:00	8	796	0.031	8	796	0.047	8	796	0.078
13:00 - 14:00	8	796	0.110	8	796	0.094	8	796	0.204
14:00 - 15:00	8	796	0.079	8	796	0.094	8	796	0.173
15:00 - 16:00	8	796	0.016	8	796	0.016	8	796	0.032
16:00 - 17:00	8	796	0.063	8	796	0.063	8	796	0.126
17:00 - 18:00	8	796	0.047	8	796	0.047	8	796	0.094
18:00 - 19:00	8	796	0.047	8	796	0.047	8	796	0.094
19:00 - 20:00	8	796	0.031	8	796	0.031	8	796	0.062
20:00 - 21:00	8	796	0.094	8	796	0.094	8	796	0.188
21:00 - 22:00	8	796	0.079	8	796	0.079	8	796	0.158
22:00 - 23:00	6	859	0.039	6	859	0.019	6	859	0.058
23:00 - 24:00	2	967	0.000	2	967	0.052	2	967	0.052
Total Rates:			0.919			0.951			1.870

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 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	452	0.000	2	452	0.000	2	452	0.000
06:00 - 07:00	4	702	0.036	4	702	0.000	4	702	0.036
07:00 - 08:00	8	796	0.157	8	796	0.126	8	796	0.283
08:00 - 09:00	8	796	0.126	8	796	0.126	8	796	0.252
09:00 - 10:00	8	796	0.094	8	796	0.126	8	796	0.220
10:00 - 11:00	8	796	0.016	8	796	0.031	8	796	0.047
11:00 - 12:00	8	796	0.079	8	796	0.047	8	796	0.126
12:00 - 13:00	8	796	0.079	8	796	0.110	8	796	0.189
13:00 - 14:00	8	796	0.031	8	796	0.031	8	796	0.062
14:00 - 15:00	8	796	0.094	8	796	0.079	8	796	0.173
15:00 - 16:00	8	796	0.031	8	796	0.047	8	796	0.078
16:00 - 17:00	8	796	0.016	8	796	0.016	8	796	0.032
17:00 - 18:00	8	796	0.000	8	796	0.000	8	796	0.000
18:00 - 19:00	8	796	0.000	8	796	0.000	8	796	0.000
19:00 - 20:00	8	796	0.000	8	796	0.000	8	796	0.000
20:00 - 21:00	8	796	0.000	8	796	0.000	8	796	0.000
21:00 - 22:00	8	796	0.016	8	796	0.016	8	796	0.032
22:00 - 23:00	6	859	0.019	6	859	0.000	6	859	0.019
23:00 - 24:00	2	967	0.000	2	967	0.052	2	967	0.052
Total Rates:			0.794			0.807			1.601

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 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	452	0.000	2	452	0.000	2	452	0.000
06:00 - 07:00	4	702	0.000	4	702	0.000	4	702	0.000
07:00 - 08:00	8	796	0.000	8	796	0.000	8	796	0.000
08:00 - 09:00	8	796	0.047	8	796	0.047	8	796	0.094
09:00 - 10:00	8	796	0.031	8	796	0.031	8	796	0.062
10:00 - 11:00	8	796	0.000	8	796	0.000	8	796	0.000
11:00 - 12:00	8	796	0.000	8	796	0.000	8	796	0.000
12:00 - 13:00	8	796	0.000	8	796	0.000	8	796	0.000
13:00 - 14:00	8	796	0.016	8	796	0.016	8	796	0.032
14:00 - 15:00	8	796	0.016	8	796	0.016	8	796	0.032
15:00 - 16:00	8	796	0.016	8	796	0.016	8	796	0.032
16:00 - 17:00	8	796	0.000	8	796	0.000	8	796	0.000
17:00 - 18:00	8	796	0.000	8	796	0.000	8	796	0.000
18:00 - 19:00	8	796	0.000	8	796	0.000	8	796	0.000
19:00 - 20:00	8	796	0.000	8	796	0.000	8	796	0.000
20:00 - 21:00	8	796	0.000	8	796	0.000	8	796	0.000
21:00 - 22:00	8	796	0.000	8	796	0.000	8	796	0.000
22:00 - 23:00	6	859	0.000	6	859	0.000	6	859	0.000
23:00 - 24:00	2	967	0.000	2	967	0.000	2	967	0.000
Total Rates:			0.126			0.126			0.252

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 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	452	0.000	2	452	0.000	2	452	0.000
06:00 - 07:00	4	702	0.036	4	702	0.000	4	702	0.036
07:00 - 08:00	8	796	0.063	8	796	0.079	8	796	0.142
08:00 - 09:00	8	796	0.110	8	796	0.094	8	796	0.204
09:00 - 10:00	8	796	0.063	8	796	0.079	8	796	0.142
10:00 - 11:00	8	796	0.110	8	796	0.094	8	796	0.204
11:00 - 12:00	8	796	0.110	8	796	0.094	8	796	0.204
12:00 - 13:00	8	796	0.157	8	796	0.141	8	796	0.298
13:00 - 14:00	8	796	0.063	8	796	0.094	8	796	0.157
14:00 - 15:00	8	796	0.157	8	796	0.141	8	796	0.298
15:00 - 16:00	8	796	0.079	8	796	0.126	8	796	0.205
16:00 - 17:00	8	796	0.236	8	796	0.188	8	796	0.424
17:00 - 18:00	8	796	0.267	8	796	0.267	8	796	0.534
18:00 - 19:00	8	796	0.251	8	796	0.251	8	796	0.502
19:00 - 20:00	8	796	0.157	8	796	0.141	8	796	0.298
20:00 - 21:00	8	796	0.204	8	796	0.204	8	796	0.408
21:00 - 22:00	8	796	0.157	8	796	0.173	8	796	0.330
22:00 - 23:00	6	859	0.039	6	859	0.039	6	859	0.078
23:00 - 24:00	2	967	0.000	2	967	0.000	2	967	0.000
Total Rates:			2.259			2.205			4.464

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 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	452	0.000	2	452	0.000	2	452	0.000
06:00 - 07:00	4	702	0.605	4	702	0.570	4	702	1.175
07:00 - 08:00	8	796	2.387	8	796	2.387	8	796	4.774
08:00 - 09:00	8	796	4.271	8	796	3.454	8	796	7.725
09:00 - 10:00	8	796	4.820	8	796	4.632	8	796	9.452
10:00 - 11:00	8	796	5.888	8	796	5.511	8	796	11.399
11:00 - 12:00	8	796	6.061	8	796	5.935	8	796	11.996
12:00 - 13:00	8	796	6.751	8	796	6.657	8	796	13.408
13:00 - 14:00	8	796	6.343	8	796	6.422	8	796	12.765
14:00 - 15:00	8	796	6.437	8	796	6.673	8	796	13.110
15:00 - 16:00	8	796	6.202	8	796	6.296	8	796	12.498
16:00 - 17:00	8	796	7.175	8	796	7.285	8	796	14.460
17:00 - 18:00	8	796	7.584	8	796	7.898	8	796	15.482
18:00 - 19:00	8	796	7.034	8	796	7.301	8	796	14.335
19:00 - 20:00	8	796	5.888	8	796	6.061	8	796	11.949
20:00 - 21:00	8	796	3.800	8	796	4.019	8	796	7.819
21:00 - 22:00	8	796	2.324	8	796	2.575	8	796	4.899
22:00 - 23:00	6	859	0.873	6	859	0.951	6	859	1.824
23:00 - 24:00	2	967	0.310	2	967	0.517	2	967	0.827
Total Rates:			84.753			85.144			169.897

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 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	452	0.111	2	452	0.111	2	452	0.222
06:00 - 07:00	4	702	0.320	4	702	0.285	4	702	0.605
07:00 - 08:00	8	796	0.691	8	796	0.722	8	796	1.413
08:00 - 09:00	8	796	0.785	8	796	0.738	8	796	1.523
09:00 - 10:00	8	796	0.754	8	796	0.659	8	796	1.413
10:00 - 11:00	8	796	0.816	8	796	0.754	8	796	1.570
11:00 - 12:00	8	796	0.832	8	796	0.816	8	796	1.648
12:00 - 13:00	8	796	0.879	8	796	0.832	8	796	1.711
13:00 - 14:00	8	796	0.785	8	796	0.879	8	796	1.664
14:00 - 15:00	8	796	0.644	8	796	0.628	8	796	1.272
15:00 - 16:00	8	796	0.628	8	796	0.612	8	796	1.240
16:00 - 17:00	8	796	0.895	8	796	0.848	8	796	1.743
17:00 - 18:00	8	796	0.738	8	796	0.848	8	796	1.586
18:00 - 19:00	8	796	0.879	8	796	0.816	8	796	1.695
19:00 - 20:00	8	796	0.361	8	796	0.487	8	796	0.848
20:00 - 21:00	8	796	0.314	8	796	0.408	8	796	0.722
21:00 - 22:00	8	796	0.094	8	796	0.094	8	796	0.188
22:00 - 23:00	6	859	0.058	6	859	0.078	6	859	0.136
23:00 - 24:00	2	967	0.000	2	967	0.000	2	967	0.000
Total Rates:			10.584			10.615			21.199

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 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MOTOR CYCLES
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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	452	0.000	2	452	0.000	2	452	0.000
06:00 - 07:00	4	702	0.000	4	702	0.000	4	702	0.000
07:00 - 08:00	8	796	0.016	8	796	0.016	8	796	0.032
08:00 - 09:00	8	796	0.016	8	796	0.016	8	796	0.032
09:00 - 10:00	8	796	0.031	8	796	0.031	8	796	0.062
10:00 - 11:00	8	796	0.047	8	796	0.016	8	796	0.063
11:00 - 12:00	8	796	0.016	8	796	0.031	8	796	0.047
12:00 - 13:00	8	796	0.047	8	796	0.016	8	796	0.063
13:00 - 14:00	8	796	0.110	8	796	0.126	8	796	0.236
14:00 - 15:00	8	796	0.031	8	796	0.031	8	796	0.062
15:00 - 16:00	8	796	0.031	8	796	0.047	8	796	0.078
16:00 - 17:00	8	796	0.047	8	796	0.047	8	796	0.094
17:00 - 18:00	8	796	0.031	8	796	0.031	8	796	0.062
18:00 - 19:00	8	796	0.016	8	796	0.016	8	796	0.032
19:00 - 20:00	8	796	0.000	8	796	0.000	8	796	0.000
20:00 - 21:00	8	796	0.047	8	796	0.047	8	796	0.094
21:00 - 22:00	8	796	0.000	8	796	0.000	8	796	0.000
22:00 - 23:00	6	859	0.000	6	859	0.019	6	859	0.019
23:00 - 24:00	2	967	0.000	2	967	0.000	2	967	0.000
Total Rates:			0.486			0.490			0.976

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.*

Paragon Highways The Nostell Estate Wakefield Licence No: 742101

Calculation Reference: AUDIT-742101-250221-0230

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	BO	BEDFORD	1 days
	EX	ESSEX	1 days
	HC	HAMPSHIRE	1 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
09	NORTH		
	CU	CUMBERLAND	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:	1750 to 7000 (units: sqm)
Range Selected by User:	500 to 10000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 19/06/24

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
Wednesday	2 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	6 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:

Edge of Town	6

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	6

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	4 days - Selected

Secondary Filtering selection:

Use Class:

n/a	1 days
B8	5 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	3 days

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

Population within 5 miles:

5,001 to 25,000	2 days
75,001 to 100,000	1 days
125,001 to 250,000	3 days

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

Car ownership within 5 miles:

1.1 to 1.5	6 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	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	6 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 BO-02-F-01 DRINKS WHOLESALER BEDFORD
CAMBRIDGE ROAD
BEDFORD

Edge of Town
Industrial Zone
Total Gross floor area: 3500 sqm
Survey date: THURSDAY 15/10/20 Survey Type: MANUAL

2 CU-02-F-01 WAREHOUSING & DISTRIBUTION CUMBERLAND
CARLISLE ROAD
BRAMPTON

Edge of Town
Industrial Zone
Total Gross floor area: 4007 sqm
Survey date: WEDNESDAY 19/06/24 Survey Type: MANUAL

3 DS-02-F-01 LOGISTICS DEPOT DERBYSHIRE
PARK ROAD
HOLMEWOOD

Edge of Town
Industrial Zone
Total Gross floor area: 7000 sqm
Survey date: WEDNESDAY 04/10/23 Survey Type: MANUAL

4 EX-02-F-01 SPORTS SUPPLEMENTS ESSEX
BRUNEL WAY
COLCHESTER
SEVERALLS INDUSTRIAL PK
Edge of Town
Industrial Zone
Total Gross floor area: 6560 sqm
Survey date: FRIDAY 18/05/18 Survey Type: MANUAL

5 HC-02-F-03 PPE DISTRIBUTION HAMPSHIRE
WARSASH ROAD
PARK GATE

Edge of Town
Industrial Zone
Total Gross floor area: 3665 sqm
Survey date: MONDAY 27/09/21 Survey Type: MANUAL

6 NY-02-F-01 REMOVALS SERVICE NORTH YORKSHIRE
GRIMBALD CRAG CLOSE
KNARESBOROUGH

Edge of Town
Industrial Zone
Total Gross floor area: 1750 sqm
Survey date: MONDAY 19/06/23 Survey Type: MANUAL

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
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	3	4836	0.048	3	4836	0.021	3	4836	0.069
05:30 - 06:00	3	4836	0.103	3	4836	0.048	3	4836	0.151
06:00 - 06:30	3	4836	0.062	3	4836	0.062	3	4836	0.124
06:30 - 07:00	3	4836	0.062	3	4836	0.062	3	4836	0.124
07:00 - 07:30	6	4414	0.072	6	4414	0.049	6	4414	0.121
07:30 - 08:00	6	4414	0.128	6	4414	0.057	6	4414	0.185
08:00 - 08:30	6	4414	0.068	6	4414	0.030	6	4414	0.098
08:30 - 09:00	6	4414	0.094	6	4414	0.042	6	4414	0.136
09:00 - 09:30	6	4414	0.087	6	4414	0.045	6	4414	0.132
09:30 - 10:00	6	4414	0.079	6	4414	0.034	6	4414	0.113
10:00 - 10:30	6	4414	0.049	6	4414	0.042	6	4414	0.091
10:30 - 11:00	6	4414	0.076	6	4414	0.045	6	4414	0.121
11:00 - 11:30	6	4414	0.053	6	4414	0.076	6	4414	0.129
11:30 - 12:00	6	4414	0.064	6	4414	0.049	6	4414	0.113
12:00 - 12:30	6	4414	0.076	6	4414	0.064	6	4414	0.140
12:30 - 13:00	6	4414	0.060	6	4414	0.045	6	4414	0.105
13:00 - 13:30	6	4414	0.072	6	4414	0.045	6	4414	0.117
13:30 - 14:00	6	4414	0.060	6	4414	0.042	6	4414	0.102
14:00 - 14:30	6	4414	0.076	6	4414	0.117	6	4414	0.193
14:30 - 15:00	6	4414	0.064	6	4414	0.076	6	4414	0.140
15:00 - 15:30	6	4414	0.064	6	4414	0.155	6	4414	0.219
15:30 - 16:00	6	4414	0.057	6	4414	0.076	6	4414	0.133
16:00 - 16:30	6	4414	0.072	6	4414	0.159	6	4414	0.231
16:30 - 17:00	6	4414	0.026	6	4414	0.060	6	4414	0.086
17:00 - 17:30	6	4414	0.026	6	4414	0.091	6	4414	0.117
17:30 - 18:00	6	4414	0.019	6	4414	0.072	6	4414	0.091
18:00 - 18:30	5	3896	0.015	5	3896	0.092	5	3896	0.107
18:30 - 19:00	5	3896	0.015	5	3896	0.046	5	3896	0.061
19:00 - 19:30	2	3754	0.040	2	3754	0.053	2	3754	0.093
19:30 - 20:00	2	3754	0.000	2	3754	0.000	2	3754	0.000
20:00 - 20:30	2	3754	0.000	2	3754	0.013	2	3754	0.013
20:30 - 21:00	2	3754	0.000	2	3754	0.000	2	3754	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:			1.787			1.868			3.655

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.*

Parameter summary

Trip rate parameter range selected:	1750 - 7000 (units: sqm)
Survey date date range:	01/01/16 - 19/06/24
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
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	3	4836	0.014	3	4836	0.007	3	4836	0.021
05:30 - 06:00	3	4836	0.021	3	4836	0.034	3	4836	0.055
06:00 - 06:30	3	4836	0.028	3	4836	0.041	3	4836	0.069
06:30 - 07:00	3	4836	0.007	3	4836	0.055	3	4836	0.062
07:00 - 07:30	6	4414	0.008	6	4414	0.038	6	4414	0.046
07:30 - 08:00	6	4414	0.004	6	4414	0.019	6	4414	0.023
08:00 - 08:30	6	4414	0.034	6	4414	0.026	6	4414	0.060
08:30 - 09:00	6	4414	0.011	6	4414	0.008	6	4414	0.019
09:00 - 09:30	6	4414	0.019	6	4414	0.019	6	4414	0.038
09:30 - 10:00	6	4414	0.042	6	4414	0.019	6	4414	0.061
10:00 - 10:30	6	4414	0.026	6	4414	0.038	6	4414	0.064
10:30 - 11:00	6	4414	0.030	6	4414	0.011	6	4414	0.041
11:00 - 11:30	6	4414	0.019	6	4414	0.030	6	4414	0.049
11:30 - 12:00	6	4414	0.026	6	4414	0.023	6	4414	0.049
12:00 - 12:30	6	4414	0.038	6	4414	0.030	6	4414	0.068
12:30 - 13:00	6	4414	0.015	6	4414	0.015	6	4414	0.030
13:00 - 13:30	6	4414	0.015	6	4414	0.019	6	4414	0.034
13:30 - 14:00	6	4414	0.019	6	4414	0.015	6	4414	0.034
14:00 - 14:30	6	4414	0.045	6	4414	0.030	6	4414	0.075
14:30 - 15:00	6	4414	0.019	6	4414	0.004	6	4414	0.023
15:00 - 15:30	6	4414	0.038	6	4414	0.026	6	4414	0.064
15:30 - 16:00	6	4414	0.026	6	4414	0.023	6	4414	0.049
16:00 - 16:30	6	4414	0.026	6	4414	0.038	6	4414	0.064
16:30 - 17:00	6	4414	0.011	6	4414	0.015	6	4414	0.026
17:00 - 17:30	6	4414	0.015	6	4414	0.011	6	4414	0.026
17:30 - 18:00	6	4414	0.008	6	4414	0.015	6	4414	0.023
18:00 - 18:30	5	3896	0.010	5	3896	0.005	5	3896	0.015
18:30 - 19:00	5	3896	0.010	5	3896	0.000	5	3896	0.010
19:00 - 19:30	2	3754	0.013	2	3754	0.000	2	3754	0.013
19:30 - 20:00	2	3754	0.000	2	3754	0.000	2	3754	0.000
20:00 - 20:30	2	3754	0.000	2	3754	0.000	2	3754	0.000
20:30 - 21:00	2	3754	0.000	2	3754	0.000	2	3754	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:			0.597			0.614			1.211

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
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	3	4836	0.000	3	4836	0.000	3	4836	0.000
05:30 - 06:00	3	4836	0.000	3	4836	0.000	3	4836	0.000
06:00 - 06:30	3	4836	0.007	3	4836	0.000	3	4836	0.007
06:30 - 07:00	3	4836	0.007	3	4836	0.000	3	4836	0.007
07:00 - 07:30	6	4414	0.000	6	4414	0.000	6	4414	0.000
07:30 - 08:00	6	4414	0.000	6	4414	0.000	6	4414	0.000
08:00 - 08:30	6	4414	0.004	6	4414	0.000	6	4414	0.004
08:30 - 09:00	6	4414	0.000	6	4414	0.000	6	4414	0.000
09:00 - 09:30	6	4414	0.000	6	4414	0.000	6	4414	0.000
09:30 - 10:00	6	4414	0.000	6	4414	0.004	6	4414	0.004
10:00 - 10:30	6	4414	0.004	6	4414	0.000	6	4414	0.004
10:30 - 11:00	6	4414	0.000	6	4414	0.000	6	4414	0.000
11:00 - 11:30	6	4414	0.004	6	4414	0.004	6	4414	0.008
11:30 - 12:00	6	4414	0.000	6	4414	0.000	6	4414	0.000
12:00 - 12:30	6	4414	0.004	6	4414	0.000	6	4414	0.004
12:30 - 13:00	6	4414	0.000	6	4414	0.000	6	4414	0.000
13:00 - 13:30	6	4414	0.000	6	4414	0.000	6	4414	0.000
13:30 - 14:00	6	4414	0.000	6	4414	0.000	6	4414	0.000
14:00 - 14:30	6	4414	0.000	6	4414	0.000	6	4414	0.000
14:30 - 15:00	6	4414	0.004	6	4414	0.004	6	4414	0.008
15:00 - 15:30	6	4414	0.000	6	4414	0.008	6	4414	0.008
15:30 - 16:00	6	4414	0.000	6	4414	0.008	6	4414	0.008
16:00 - 16:30	6	4414	0.000	6	4414	0.000	6	4414	0.000
16:30 - 17:00	6	4414	0.000	6	4414	0.004	6	4414	0.004
17:00 - 17:30	6	4414	0.000	6	4414	0.000	6	4414	0.000
17:30 - 18:00	6	4414	0.000	6	4414	0.000	6	4414	0.000
18:00 - 18:30	5	3896	0.000	5	3896	0.000	5	3896	0.000
18:30 - 19:00	5	3896	0.000	5	3896	0.000	5	3896	0.000
19:00 - 19:30	2	3754	0.000	2	3754	0.000	2	3754	0.000
19:30 - 20:00	2	3754	0.000	2	3754	0.000	2	3754	0.000
20:00 - 20:30	2	3754	0.000	2	3754	0.000	2	3754	0.000
20:30 - 21:00	2	3754	0.000	2	3754	0.000	2	3754	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:			0.034			0.032			0.066

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
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	3	4836	0.021	3	4836	0.007	3	4836	0.028
05:30 - 06:00	3	4836	0.083	3	4836	0.007	3	4836	0.090
06:00 - 06:30	3	4836	0.021	3	4836	0.000	3	4836	0.021
06:30 - 07:00	3	4836	0.055	3	4836	0.007	3	4836	0.062
07:00 - 07:30	6	4414	0.049	6	4414	0.004	6	4414	0.053
07:30 - 08:00	6	4414	0.113	6	4414	0.026	6	4414	0.139
08:00 - 08:30	6	4414	0.030	6	4414	0.000	6	4414	0.030
08:30 - 09:00	6	4414	0.049	6	4414	0.015	6	4414	0.064
09:00 - 09:30	6	4414	0.042	6	4414	0.015	6	4414	0.057
09:30 - 10:00	6	4414	0.026	6	4414	0.000	6	4414	0.026
10:00 - 10:30	6	4414	0.004	6	4414	0.000	6	4414	0.004
10:30 - 11:00	6	4414	0.023	6	4414	0.011	6	4414	0.034
11:00 - 11:30	6	4414	0.015	6	4414	0.023	6	4414	0.038
11:30 - 12:00	6	4414	0.023	6	4414	0.023	6	4414	0.046
12:00 - 12:30	6	4414	0.023	6	4414	0.023	6	4414	0.046
12:30 - 13:00	6	4414	0.026	6	4414	0.023	6	4414	0.049
13:00 - 13:30	6	4414	0.034	6	4414	0.011	6	4414	0.045
13:30 - 14:00	6	4414	0.030	6	4414	0.019	6	4414	0.049
14:00 - 14:30	6	4414	0.015	6	4414	0.079	6	4414	0.094
14:30 - 15:00	6	4414	0.034	6	4414	0.038	6	4414	0.072
15:00 - 15:30	6	4414	0.019	6	4414	0.110	6	4414	0.129
15:30 - 16:00	6	4414	0.019	6	4414	0.038	6	4414	0.057
16:00 - 16:30	6	4414	0.019	6	4414	0.102	6	4414	0.121
16:30 - 17:00	6	4414	0.015	6	4414	0.042	6	4414	0.057
17:00 - 17:30	6	4414	0.004	6	4414	0.072	6	4414	0.076
17:30 - 18:00	6	4414	0.008	6	4414	0.053	6	4414	0.061
18:00 - 18:30	5	3896	0.005	5	3896	0.072	5	3896	0.077
18:30 - 19:00	5	3896	0.000	5	3896	0.041	5	3896	0.041
19:00 - 19:30	2	3754	0.013	2	3754	0.027	2	3754	0.040
19:30 - 20:00	2	3754	0.000	2	3754	0.000	2	3754	0.000
20:00 - 20:30	2	3754	0.000	2	3754	0.013	2	3754	0.013
20:30 - 21:00	2	3754	0.000	2	3754	0.000	2	3754	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:			0.818			0.901			1.719

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
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	3	4836	0.014	3	4836	0.007	3	4836	0.021
05:30 - 06:00	3	4836	0.000	3	4836	0.007	3	4836	0.007
06:00 - 06:30	3	4836	0.014	3	4836	0.021	3	4836	0.035
06:30 - 07:00	3	4836	0.000	3	4836	0.000	3	4836	0.000
07:00 - 07:30	6	4414	0.011	6	4414	0.004	6	4414	0.015
07:30 - 08:00	6	4414	0.008	6	4414	0.004	6	4414	0.012
08:00 - 08:30	6	4414	0.004	6	4414	0.004	6	4414	0.008
08:30 - 09:00	6	4414	0.023	6	4414	0.015	6	4414	0.038
09:00 - 09:30	6	4414	0.026	6	4414	0.011	6	4414	0.037
09:30 - 10:00	6	4414	0.011	6	4414	0.015	6	4414	0.026
10:00 - 10:30	6	4414	0.015	6	4414	0.004	6	4414	0.019
10:30 - 11:00	6	4414	0.019	6	4414	0.023	6	4414	0.042
11:00 - 11:30	6	4414	0.019	6	4414	0.023	6	4414	0.042
11:30 - 12:00	6	4414	0.015	6	4414	0.004	6	4414	0.019
12:00 - 12:30	6	4414	0.011	6	4414	0.011	6	4414	0.022
12:30 - 13:00	6	4414	0.011	6	4414	0.008	6	4414	0.019
13:00 - 13:30	6	4414	0.023	6	4414	0.015	6	4414	0.038
13:30 - 14:00	6	4414	0.011	6	4414	0.008	6	4414	0.019
14:00 - 14:30	6	4414	0.015	6	4414	0.008	6	4414	0.023
14:30 - 15:00	6	4414	0.011	6	4414	0.019	6	4414	0.030
15:00 - 15:30	6	4414	0.008	6	4414	0.011	6	4414	0.019
15:30 - 16:00	6	4414	0.008	6	4414	0.011	6	4414	0.019
16:00 - 16:30	6	4414	0.015	6	4414	0.015	6	4414	0.030
16:30 - 17:00	6	4414	0.000	6	4414	0.004	6	4414	0.004
17:00 - 17:30	6	4414	0.008	6	4414	0.008	6	4414	0.016
17:30 - 18:00	6	4414	0.004	6	4414	0.004	6	4414	0.008
18:00 - 18:30	5	3896	0.000	5	3896	0.015	5	3896	0.015
18:30 - 19:00	5	3896	0.005	5	3896	0.005	5	3896	0.010
19:00 - 19:30	2	3754	0.013	2	3754	0.027	2	3754	0.040
19:30 - 20:00	2	3754	0.000	2	3754	0.000	2	3754	0.000
20:00 - 20:30	2	3754	0.000	2	3754	0.000	2	3754	0.000
20:30 - 21:00	2	3754	0.000	2	3754	0.000	2	3754	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:			0.322			0.311			0.633

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

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

Appendix D

Parking Accumulation

Proposed Parking Accumulation - Turnbridge Mills, Quay Street, Huddersfield

Industrial - Existing Users (Southside of Quay Street)

Time Range	Arrivals		Departures		Accumulation	
	Trip Rate	Generation	Trip Rate	Generation		Total
05:00 - 06:00	0072	5	0000	0	5	5
06:00 - 07:00	0057	4	0000	0	4	9
07:00 - 08:00	0411	28	0029	2	26	35
08:00 - 09:00	0389	27	0008	1	26	61
09:00 - 10:00	0148	10	0045	3	7	68
10:00 - 11:00	0052	4	0045	3	1	69
11:00 - 12:00	0041	3	0066	5	-2	67
12:00 - 13:00	0071	5	0119	8	-3	64
13:00 - 14:00	0100	7	0166	12	-5	59
14:00 - 15:00	0052	4	0092	6	-2	57
15:00 - 16:00	0030	2	0133	9	-7	50
16:00 - 17:00	0019	1	0300	21	-20	30
17:00 - 18:00	0015	1	0311	22	-21	9
18:00 - 19:00	0015	1	0081	6	-5	4
19:00 - 20:00	0008	1	0016	1	0	4
20:00 - 21:00	0000	0	0000	0	0	4

Storage - Existing Users (Southside of Quay Street)

Time Range	Arrivals		Departures		Accumulation	
	Trip Rate	Generation	Trip Rate	Generation		Total
05:00 - 06:00	0104	1	0014	0	1	1
06:00 - 07:00	0076	1	0007	0	1	2
07:00 - 08:00	0079	1	0030	0	1	3
08:00 - 09:00	0079	1	0015	0	1	4
09:00 - 10:00	0068	1	0015	0	1	5
10:00 - 11:00	0027	0	0011	0	0	**5**
11:00 - 12:00	0038	1	0046	1	0	5
12:00 - 13:00	0049	1	0046	1	0	5
13:00 - 14:00	0064	1	0030	0	1	6
14:00 - 15:00	0049	1	0117	2	-1	5
15:00 - 16:00	0038	1	0148	2	-1	4
16:00 - 17:00	0034	0	0144	2	-2	2
17:00 - 18:00	0012	0	0125	2	-2	0
18:00 - 19:00	0005	0	0113	2	-2	-2
19:00 - 20:00	0013	0	0027	0	0	-2
20:00 - 21:00	0000	0	0013	0	0	-2

Combined Total Existing Users (Southside of Quay Street)

Time Range	Accumulation
	Total
05:00 - 06:00	6
06:00 - 07:00	11
07:00 - 08:00	38
08:00 - 09:00	65
09:00 - 10:00	73
10:00 - 11:00	**74**
11:00 - 12:00	72
12:00 - 13:00	69
13:00 - 14:00	64
14:00 - 15:00	62
15:00 - 16:00	54
16:00 - 17:00	32
17:00 - 18:00	9
18:00 - 19:00	2
19:00 - 20:00	2
20:00 - 21:00	2

Maximum Parking Demand = 74 spaces

Proposed Parking Accumulation - Turnbridge Mills, Quay Street, Huddersfield

Industrial - Proposed

Time Range	Arrivals		Departures		Accumulation	
	Trip Rate	Generation	Trip Rate	Generation		Total
05:00 - 06:00	0072	1	0000	0	1	1
06:00 - 07:00	0057	1	0000	0	1	2
07:00 - 08:00	0411	4	0029	0	4	6
08:00 - 09:00	0389	3	0008	0	3	9
09:00 - 10:00	0148	1	0045	0	1	10
10:00 - 11:00	0052	1	0045	0	1	11
11:00 - 12:00	0041	0	0066	1	-1	10
12:00 - 13:00	0071	1	0119	1	0	10
13:00 - 14:00	0100	1	0166	1	0	10
14:00 - 15:00	0052	1	0092	1	0	10
15:00 - 16:00	0030	0	0133	1	-1	9
16:00 - 17:00	0019	0	0300	3	-3	6
17:00 - 18:00	0015	0	0311	3	-3	3
18:00 - 19:00	0015	0	0081	1	-1	2
19:00 - 20:00	0008	0	0016	0	0	2
20:00 - 21:00	0000	0	0000	0	0	2

Storage - Proposed

Time Range	Arrivals		Departures		Accumulation	
	Trip Rate	Generation	Trip Rate	Generation		Total
05:00 - 06:00	0104	1	0014	0	1	5
06:00 - 07:00	0076	0	0007	0	0	5
07:00 - 08:00	0079	0	0030	0	0	5
08:00 - 09:00	0079	0	0015	0	0	5
09:00 - 10:00	0068	0	0015	0	0	5
10:00 - 11:00	0027	0	0011	0	0	5
11:00 - 12:00	0038	0	0046	0	0	5
12:00 - 13:00	0049	0	0046	0	0	5
13:00 - 14:00	0064	0	0030	0	0	5
14:00 - 15:00	0049	0	0117	1	-1	4
15:00 - 16:00	0038	0	0148	1	-1	3
16:00 - 17:00	0034	0	0144	1	-1	2
17:00 - 18:00	0012	0	0125	1	-1	1
18:00 - 19:00	0005	0	0113	1	-1	0
19:00 - 20:00	0013	0	0027	0	0	0
20:00 - 21:00	0000	0	0013	0	0	0

Office - Proposed

Time Range	Arrivals		Departures		Accumulation	
	Trip Rate	Generation	Trip Rate	Generation		Total
07:00 - 08:00	0374	5	0092	1	4	4
08:00 - 09:00	1018	13	0147	2	11	15
09:00 - 10:00	1103	14	0122	2	12	27
10:00 - 11:00	0355	5	0147	2	3	30
11:00 - 12:00	0147	2	0171	2	0	30
12:00 - 13:00	0196	3	0325	4	-1	29
13:00 - 14:00	0325	4	0282	4	0	29
14:00 - 15:00	0258	3	0226	3	0	29
15:00 - 16:00	0159	2	0282	4	-2	27
16:00 - 17:00	0135	2	0742	9	-7	20
17:00 - 18:00	0068	1	1220	15	-14	6
18:00 - 19:00	0066	1	0517	7	-6	0

Combined Total Proposed

Time Range	Accumulation
	Total
05:00 - 06:00	6
06:00 - 07:00	7
07:00 - 08:00	11
08:00 - 09:00	18
09:00 - 10:00	30
10:00 - 11:00	43
11:00 - 12:00	**45**
12:00 - 13:00	**45**
13:00 - 14:00	44
14:00 - 15:00	43
15:00 - 16:00	41
16:00 - 17:00	35
17:00 - 18:00	24
18:00 - 19:00	8
19:00 - 20:00	2
20:00 - 21:00	2

Maximum Parking Demand = 45 Spaces