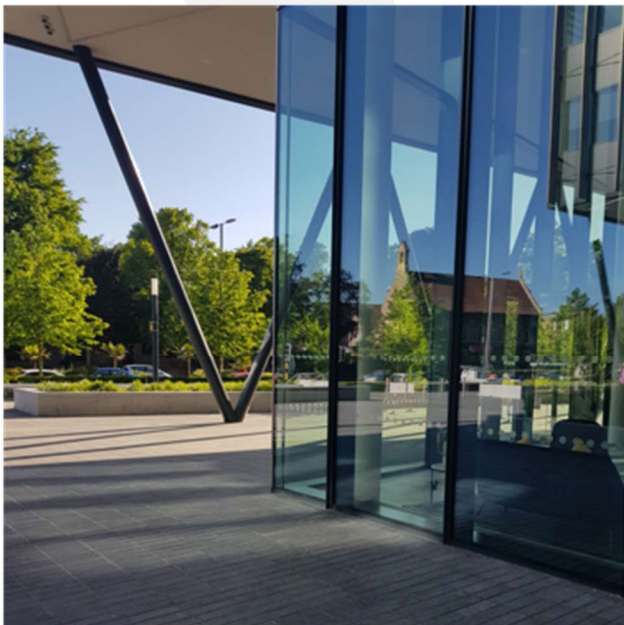




UNITS 2-4 RIVERVIEW ESTATE, CARDIFF ROAD, READING

TRANSPORT STATEMENT

11 March 2025



UNITS 2-4 RIVERVIEW ESTATE, CARDIFF ROAD, READING

TRANSPORT STATEMENT

PROJECT DETAILS					
Project Name:		Units 2-4 Riverview Estate, Cardiff Road, Reading			
Client:		BBC Pension Trust Ltd c/o CBRE Investment Management			
Document Type:		Transport Statement			
Document Reference:		R-25-0002-TS-01A			
Date:		11 March 2025			
APPROVAL					
Number:	Name:		Position:	Date:	Modifications:
01	Author:	Olivia Hennessy	Principal Consultant	05/03/2025	First Issue
	Checked:	Richard Stacey	Managing Director	07/03/2025	
	Approved:	Richard Stacey	Managing Director	07/03/2025	
01A	Author:	Olivia Hennessy	Principal Consultant	11/03/2025	Updates following client comments
	Checked:	Olivia Hennessy	Principal Consultant	11/03/2025	
	Approved:	Olivia Hennessy	Principal Consultant	11/03/2025	

Reading Office



Evoke Transport
Impact Working
R + Building
2 Blagrove St
Reading
RG1 1AZ
T: 0118 380 0182
E: info@evoketransport.co.uk



Birmingham Office

Evoke Transport
Alpha Works
Alpha Tower
Suffolk Street Queensway
Birmingham
B1 1TT
T: 0121 663 1719
E: birmingham@evoketransport.co.uk

Table of contents

1.	Introduction	1
1.2.	Site Location and Context	1
1.3.	Proposed Development	1
1.4.	Planning History	2
1.5.	Report Structure	2
2.	Relevant Policy and Existing Situation	3
2.1.	Policy Considerations	3
2.2.	Existing Site	3
2.3.	Walking	4
2.4.	Cycling	5
2.5.	Public Transport Accessibility	7
2.6.	Car Club	7
2.7.	Local Highway Network	8
2.8.	Road Safety	8
2.9.	Census Data	9
2.10.	Summary	10
3.	Proposed Development	11
3.1.	Context	11
3.2.	Proposed Development	11
3.3.	Proposed Access Arrangements	11
3.4.	Car Parking Provision	11
3.5.	Cycle Parking Provision	12
3.6.	Deliveries and Servicing	12
4.	Trip Generation and Development Impact	13
4.2.	Existing Trip Generation	13
4.3.	Proposed Trip Generation	13
4.4.	Development Impact	14
4.5.	Summary	15
5.	Summary and Conclusions	16

List of Figures

Figure 1 – Site Location Plan	1
Figure 2 – Existing Access Arrangements	4
Figure 3 – Walk Isochrone	5
Figure 4 – Local Cycle Routes	6
Figure 5 – Cycle Isochrone	6
Figure 6 – PIA Map (2019-2023)	9

List of Tables

Table 1 – Census Method of Travel to Work Workplace Population	10
Table 2 – RBC Car Parking Standards and Resulting Requirements	11
Table 3 – Existing Site Vehicle Trips	13
Table 4 – Proposed Development Vehicle Trips	14
Table 5 – Net Change in Trips	14

Appendices

Appendix A – Proposed Layout Plans
Appendix B – TRICS Outputs

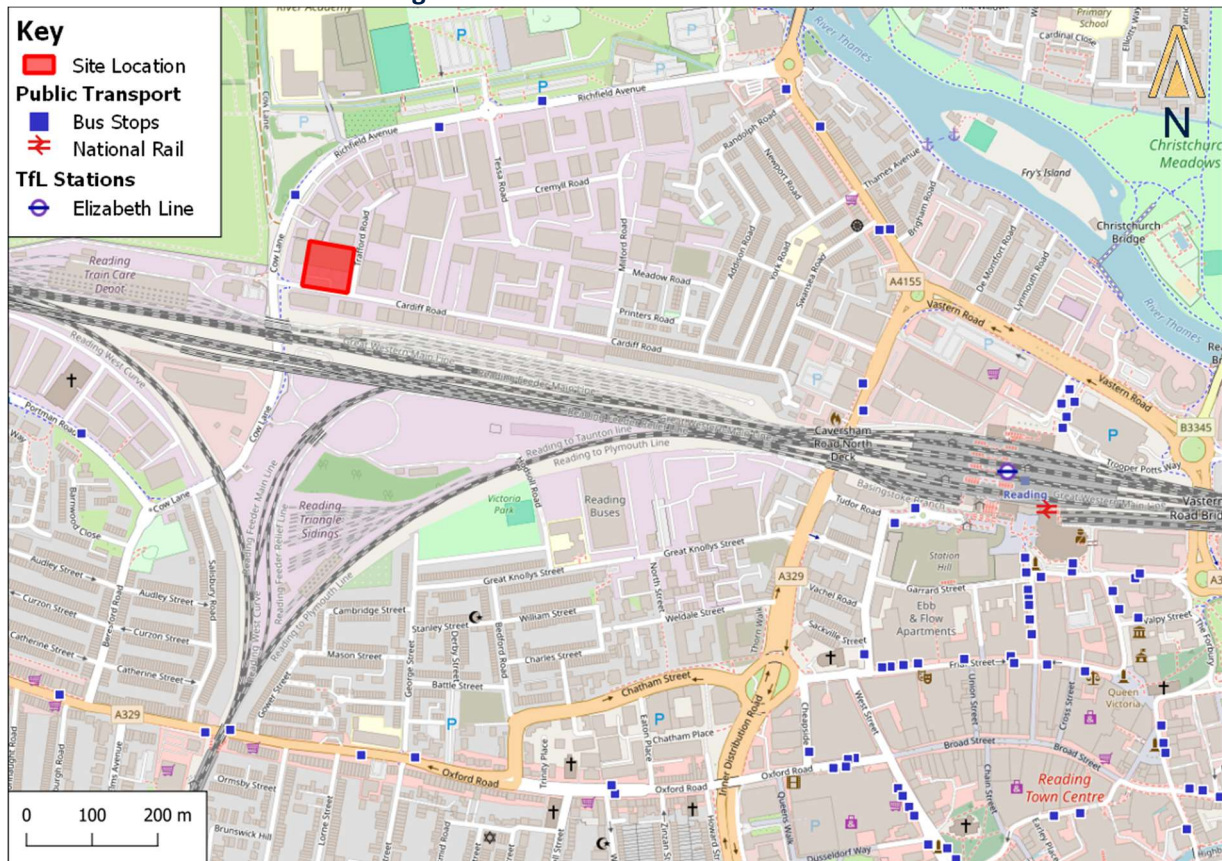
1. Introduction

1.1.1. Evoke Transport Planning Consultants Ltd (Evoke) has been commissioned by BBC Pension Trust Ltd c/o CBRE Investment Management to support a planning application for the change of use of the existing commercial units (Units 2-4) at Riverview Estate on Cardiff Road, Reading to allow the units to operate flexibly under Use Class B8/ E(g) use. The local planning and highway authority are Reading Borough Council (RBC).

1.2. Site Location and Context

1.2.1. The existing site comprises three industrial units, operating under Use Class B8, within a designated Core Employment Area (Richfield Avenue) in RBC's Local Plan, located approximately 1.1km north-west of Reading Town Centre. The site is bordered by neighbouring industrial / commercial units to the north, east and south, with Trafford Road to the east, Cardiff Road to the south and Cow Lane to the west. The existing units are accessed from a separate access and egress off the northern side of Cardiff Road, with the access controlled by a barrier system. Existing on-site car parking provision is provided to the front of the units, as well as roller shutter doors for deliveries and servicing. The location of the site is outlined in Figure 1 below.

Figure 1 – Site Location Plan



Source: QGIS

1.3. Proposed Development

1.3.1. The proposed development comprises the change of use of the existing three units to allow for the units to operate flexibly under Use Class B8/E(g)(ii)/E(g)(iii). The proposals involve no material physical alterations to the buildings, with the three units having a combined floor area of approximately 2,379sqm. Vehicular access is to be retained as per existing, with a slight reduction in on site car parking

provision to allow for new cycle parking, disabled parking and electric vehicle charging points to be provided for the units.

- 1.3.2. The proposed layout plans are attached at **Appendix A**.

1.4. Planning History

- 1.4.1. The site has no recent or relevant planning history beyond that originally permitting the units and subsequent minor works.

1.5. Report Structure

- 1.5.1. The scale of the development is such that a Transport Statement is required. The TS has been prepared in line with the Planning Practice Guide (PPG) 'Travel Plans, Transport Assessments and Statements in Decision-Taking' (March 2014) and local guidance.

- 1.5.2. The aim of this TS is to identify existing and potential future traffic and transport impacts related to the site and its proposed change of use. The TS also provides an assessment of the potential transport impacts associated with the anticipated number of trips as a result of the change of use. The TS has been produced with consideration of the National Planning Policy Framework (NPPF), Planning Practice Guidance (PPG) 'Travel Plans, Transport Assessments and Statements' and local guidance whilst also responding to the pre-application comments outlined above

- 1.5.3. Following this introductory section, this TS is set out as follows:

- **Section 2: Transport Policy and Existing Situation** – Provides a summary of the current national and local planning and transport policy that is relevant to the proposed development and describes the existing transport and highways conditions at the site and within the surrounding area;
- **Section 3: Proposed Development** – Outlines the development proposals, including access arrangements, delivery and servicing strategy and car and cycle parking arrangements;
- **Section 4: Trip Generation and Development Impact** – Outlines the vehicle trips associated with the proposed development and comments on the impact of these trips on the surrounding transport and highways network;
- **Section 5: Summary and Conclusions** – Outlines the findings of this TS and summarises the proposed development in transport and highway terms.

2. Relevant Policy and Existing Situation

2.1. Policy Considerations

- 2.1.1. The key transport policy documents at a national and local level have been considered when assessing the development proposals. These include the key policy documents outlined below:
- National Planning Policy Framework (December 2024);
 - Planning Practice Guidance - Travel Plans, Transport Assessments and Statements in Decision-Taking' (March 2014);
 - National Design Guide (October 2019) and National Model Design Guide (2021);
 - Manual for Streets (March 2007) and Manual for Streets 2 (2010);
 - Reading Borough Local Plan (2019);
 - Reading Local Transport Plan 3 (2011);
 - Reading Transport Strategy 2040; and
 - Reading Borough Local Development Framework. Revised Parking Standards and Design. Supplementary Planning Document (2011).
- 2.1.2. The key policy documents promote development where there is a choice of sustainable transport modes such as walking, cycling and public transport. Developments that minimise the impact on the highway and rights of way network and do not have an adverse impact on the function, safety and character of the local and strategic highway will be permitted.
- 2.1.3. Cross-Cutting Policy 1: Presumption in Favour of Sustainable Development of RBC's Local Plan states "a positive approach to considering development proposals will be taken that reflects the presumption in favour of sustainable development contained in the NPPF". In addition, Cross-Cutting Policy 6: Accessibility and the Intensity of Development emphasises "the scale and density of development will be related to its level of accessibility by walking, cycling and public transport to a range of services and facilities, with the densest and largest scale development taking place in the most accessible locations".
- 2.1.4. Policy EM2: Location of New Employment Development within RBC's Local Plan states that 'major employment uses, including industrial and storage and distribution will be located in the Core Employment Area'. The site is located within Core Employment Area EM2g – Richfield Avenue.
- 2.1.5. The NPPF concludes 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 of the development on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

2.2. Existing Site

- 2.2.1. The site is located within the established Core Employment Area known as Richfield Avenue. The site comprises three industrial units, operating under Use Class B8, which were previously occupied all by one business, with an additional unit to the west, which is excluded outside of the red line boundary for this development. The existing units are accessed from a separate access and egress off the northern side of Cardiff Road, with the existing access measuring 7.5m wide at its narrowest point and the egress measuring 7m wide. The accesses are controlled by a barrier system, which is shared with the neighbouring Unit 1, as shown in Figure 2.
- 2.2.2. Existing on-site car parking provision is provided to the front of the units, with a total of 54 spaces provided, as well as five roller shutter doors for deliveries and servicing. The car parking spaces are shared between the proposed development site and the neighbouring Unit 1, with no designation of spaces. As shown in Figure 2, the site is suitable of accommodating maximum legal length articulated

vehicles, with waste currently stored in the south-western corner of the site. No formal cycle parking, disabled or EV provision is currently provided at the site.

Figure 2 – Existing Access Arrangements

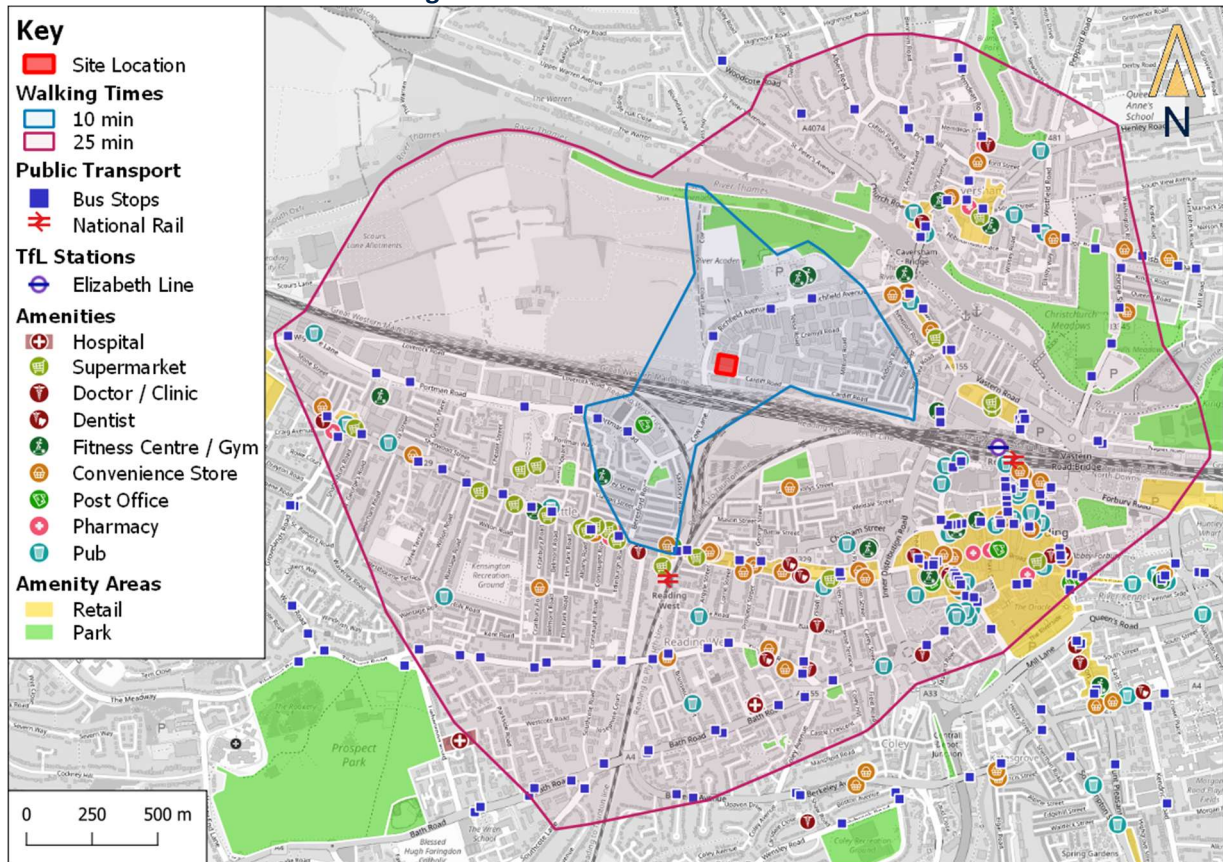


Source: Google Maps

2.3. Walking

- 2.3.1. To enable an assessment of the viability of walking and cycling between the site and key destinations in the local area it is appropriate to establish the maximum distance that people are generally prepared to walk and/or cycle and the destinations that exist within these distances.
- 2.3.2. The Chartered Institute for Highways and Transport (CIHT) guidance, 'Planning for Walking' (2015) states that 'walkable neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800m) with the Guidelines for Providing for Journeys on Foot (2000), stating in paragraph 3.32 that the preferred maximum walking distance to facilities and local services is two kilometres (around 25 minutes).
- 2.3.3. The CIHT guidance also notes that 'the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating.'
- 2.3.4. Cardiff Road benefits from continuous footways on both sides of the carriageway, measuring approximately 1.8m in width on both sides. Dropped kerbs are provided at key crossing points to assist with movement of mobility impaired users.
- 2.3.5. Cow Lane directly to the west of the site is provided with a 2m wide footway on the eastern side of the carriageway to the north of the junction with Cardiff Road, segregated from the carriageway via a wide verge. On the western side of the carriageway, a shared cycle/footway is provided to the north of the site, which continues to the A4155 to the north-east. Directly to the north of the junction with Cardiff Road, a formal crossing point, equipped with dropped kerbs, tactile paving and a wide refuge island is provided to assist with the safe movement of pedestrians and cyclists. To the south of the junction with Cardiff Road, the shared cycle/footway crosses to the eastern side of the carriageway, continuing south.
- 2.3.6. Figure 3 shows a walk isochrone which demonstrates the areas that can be reached within a 25-minute walk of the site.

Figure 3 – Walk Isochrone



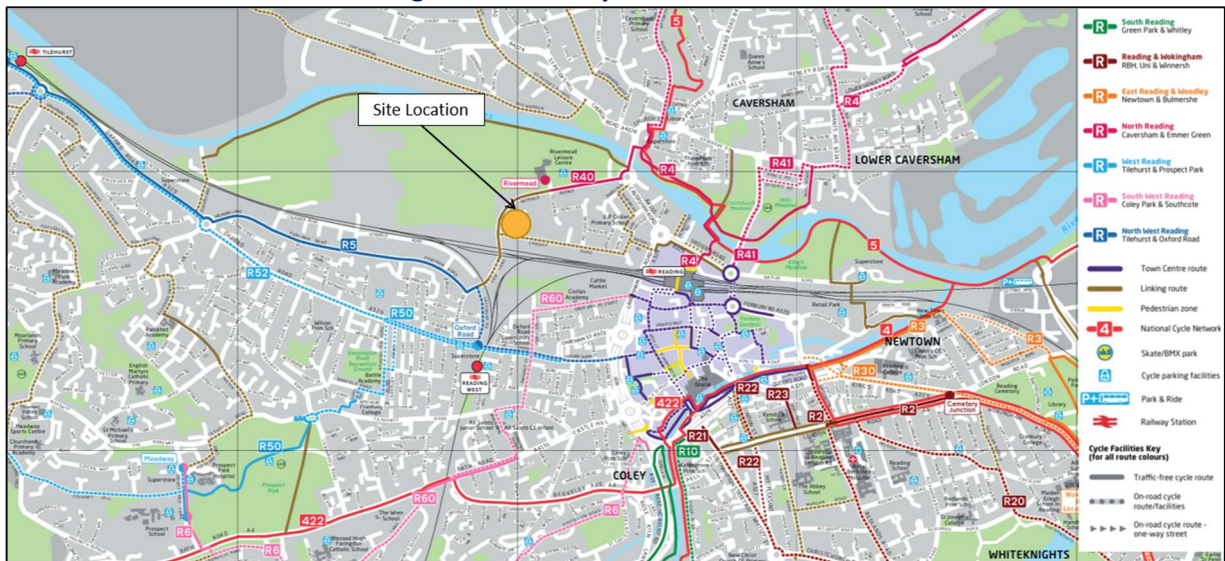
Source: QGIS and Openroute Service (walk speed 5kph)

- 2.3.7. The isochrone demonstrates that Reading Town Centre is accessible within a 25 minute walk distance of the site, as well as surrounding residential areas of Caversham and Reading West. In addition, as demonstrated above there are a host of amenities and facilities accessible within a 25-minute walk of the site, providing future employees with opportunities to access these facilities during their working day.

2.4. Cycling

- 2.4.1. Cycling is considered an important mode of sustainable travel, and five miles (8.0km) is generally considered an 'achievable' cycle distance for most people (source: LTN 1\20, Cycle Infrastructure design).
- 2.4.2. Figure 4 shows the existing cycle routes in close proximity to the site. The map demonstrates that there are numerous formal and designated routes surrounding the site providing cycle connections to key residential areas, including Caversham, Tilehurst, Newtown and Coley. To the south of the site, an on-road cycle route is provided along Cardiff Road, that connects with the traffic-free cycle route to the west on Cow Lane / Richfield Avenue, which connects with numerous cycle routes to the north and south.

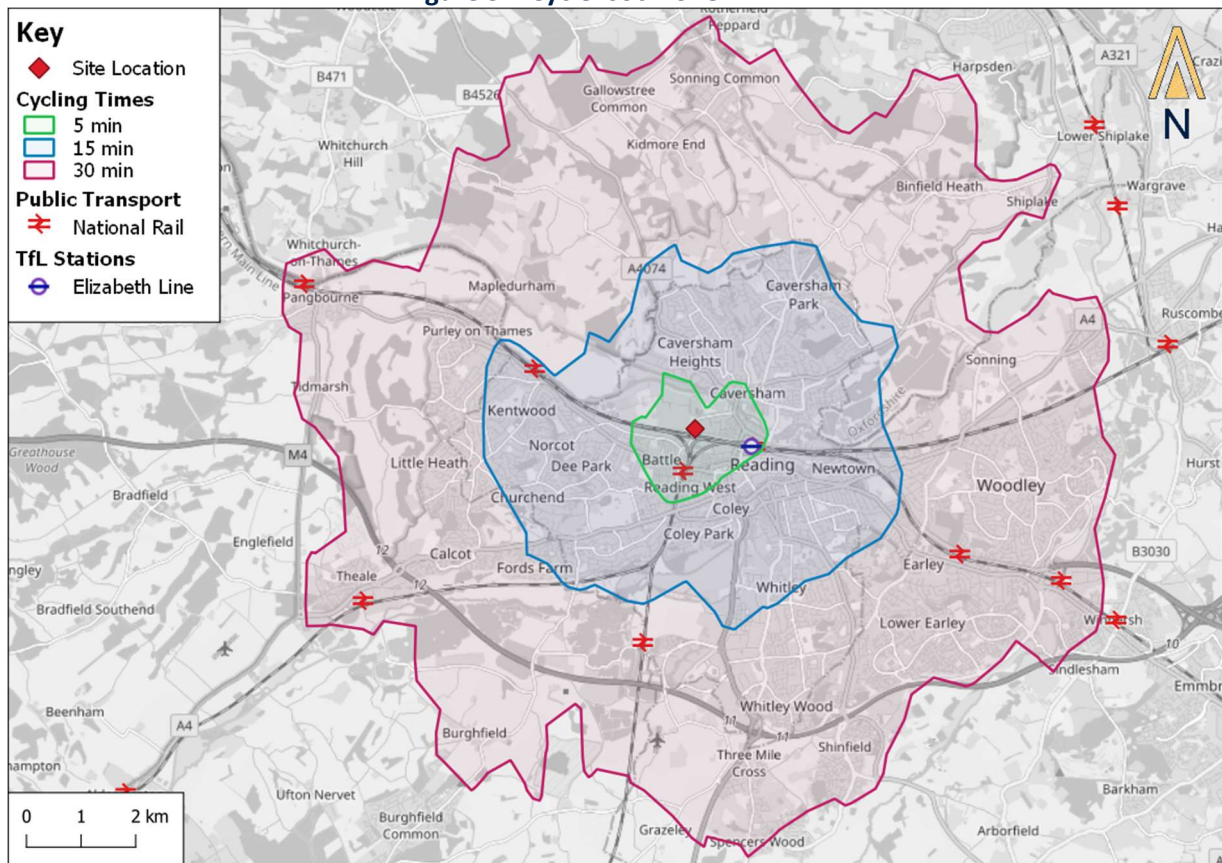
Figure 4 – Local Cycle Routes



Source: RBC

- 2.4.3. Figure 5 shows a cycle isochrone which demonstrate the areas that can be reached within a 30-minute cycle of the site. The isochrones are generated based on speeds dependent on the surface and highway type. The majority of the routes used would be paved and as such would be subject to an c.18kph cycle speed based on the parameters in the software. A five-minute isochrone would therefore cover a distance of c. 1.5km, with a 30 minute isochrone covering a distance of 9km.

Figure 5 – Cycle Isochrone



Source: QGIS and Openroute Service (cycle speed c. 18kph)

- 2.4.4. The isochrone demonstrates that Reading Town Centre is accessible within a 10-minute cycle, along with key residential areas of Caversham, Norcot, Tilehurst, Newtown and Coley. Additional areas of Pangbourne, Purley on Thames, Shiplake, Woodley, Earley and Theale are all accessible within a 30-minute cycle distance from the site, providing access to a range of residential locations by cycle for future employees.

Summary

- 2.4.5. Overall, it has been shown that the site is connected by a comprehensive network of pedestrian and cycle facilities, ensuring that walking and cycling are both viable modes of travel to and from the site. There are a wide range of facilities close to the site, including retail, health and leisure uses, all of which are within a reasonable walking or cycling distance.

2.5. Public Transport Accessibility

Bus Services

- 2.5.1. The nearest bus stops to the site are located on Richfield Avenue, within 450m of the site. The stops are served by the Buzz 18 service running between Tilehurst Triangle and Kenavon Drive via Kentwood Hill, Portman Road and Central Reading. Services operate on a frequency of 1-2 per hour. Additional services are accessible on the A4155 within a 1km walk of the site.

Rail Services

- 2.5.2. The nearest railway station to the site is Reading West, accessible within 850m of the site via a 12-minute walk or 4-minute cycle. Reading West Railway Station is managed by Great Western Railway and is located on the rail line between Reading, Basingstoke and Newbury, with services operating on a frequency of 1-2 per hour in each direction.
- 2.5.3. In addition, Reading Railway Station is located 1.5km (a 20-minute walk or 6-minute cycle) to the east of the site. Reading Railway Station is managed by Network Rail and served by Great Western Railway, CrossCountry, the Elizabeth Line and South Western Railway services. Being a transport hub, Reading Railway Station provides frequent and extensive services both locally and further afield, including, for example to London Paddington (and intermediate stations), London Waterloo, Gatwick Airport, Cardiff, Bournemouth, Birmingham, Manchester and Penzance, Plymouth, Exeter, Bristol Temple Meads as well the Elizabeth Line services through the heart of London and outward destinations.
- 2.5.4. In terms of accessibility, step-free level access is available to all platforms. Ramps for train access are available as are induction loops, with staff assistance available 24 hours a day 7 days a week.
- 2.5.5. The level of accessibility to frequent bus and rail services to a range of destinations ensures that travel to and from the site by public transport is a viable mode.

2.6. Car Club

- 2.6.1. Car clubs provide a cost-effective and flexible alternative to owning a car and can help tackle the challenges of climate change and congestion. Car clubs provide the convenience of owning a car without the hassle or costs of repairs, servicing or parking. Members can book cars locally for just an hour or longer periods. They reduce the need for people to own their own cars by providing access to conveniently located high-quality vehicles on an affordable 'pay-as-you drive' basis.
- 2.6.2. Car clubs present a cost-efficient way for residents to have the benefits of a car without the need for always travelling by one. Not only does this provide a mode of transport for residents to travel to and from work but car clubs provide a viable option for short trips whereby residents can use a car club for leisure trips or to transport heavy items for example.

- 2.6.3. The site is located within walking distance of one car club vehicle operated by Co-Wheels located approximately 580m east of the site on Cox Terrace.
- 2.6.4. Whilst it is anticipated that the majority of trips to and from the site can be catered for by sustainable modes, including public transport and active travel, the proximity of the site to a car club vehicle ensures that viable alternatives to the private car are available for trips required to be undertaken by a vehicle.

2.7. Local Highway Network

- 2.7.1. Cardiff Road takes the form of a two-way single carriageway road, measuring approximately 6.5m wide outside the site access and subject to a 30mph speed limit. Along the site frontage, the carriageway is characterised by double yellow lines on the northern side and single yellow lines on the southern side, subject to parking restrictions between 8am and 6.30pm Monday to Friday. To the east of site and junction with Trafford Road, the yellow line restrictions on the northern side of the carriageway are removed, allowing for on-street parallel parking. The carriageway is predominantly characterised by commercial / industrial units to the west and residential units to the east.
- 2.7.2. Cow Lane / Richfield Avenue directly to the west of the site takes the form of a two-way single carriageway road, which is subject to a 30mph speed limit. A ghost right turn lane is provided into Cardiff Road, with the carriageway characterised by double yellow lines on both sides prohibiting stopping or waiting. The carriageway connects with the A4155 to the north-east and to Portman Road and Beresford Road to the south.

2.8. Road Safety

- 2.8.1. A review of the most recently available five-year period of injury data (2019-2023) has been undertaken using data supplied by the Department for Transport (DfT). The results are shown in Figure 6.

[illegible]

Source: DfT

- 2.8.2. As shown in Figure 6, over the most recently available five-year period, eight incidents have been recorded in the vicinity of the site, of which one was classified as 'serious' and the remaining seven as 'slight'. Of the incidents, only one involved vulnerable road users, with one incident on Cow Lane involving a pedestrian and a HGV. All other incidents involved vehicles only., including the incident at the junction between Cardiff Road and Cow Lane. It is therefore considered that there are no existing road safety issues identified within the immediate vicinity of the site which may be exacerbated as a result of any future development.

2.9. Census Data

- 2.9.1. The 2011 and 2021 method of travel to work data for the existing workplace population has been analysed for the Reading 007 middle-level super output area (MSOA), in which the site is located. Both of the last two census' were used in order to take account of the appreciable impact caused by COVID. The result of this analysis is presented in Table 1.

Table 1 – Census Method of Travel to Work Workplace Population

Mode	2011	2021
Train	6%	3%
Bus	8%	9%
Taxi	0%	1%
Motorcycle	1%	1%
Car Driver	63%	58%
Car Passenger	5%	5%
Bicycle	5%	5%
On foot	12%	16%
Other	0%	2%
TOTAL	100%	100%

- 2.9.2. Table 1 shows that 63% of journeys from the 2011 MSOA workplace population are undertaken by private car, with an additional 5% as car passengers. A total of 30% of journeys are undertaken by sustainable modes of transport, with 12% on-foot, 8% by bus, 6% travelling by train and 5% by cycle.
- 2.9.3. The 2021 census revealed a decrease in journeys undertaken by private car to 58%. The number of journeys undertaken by sustainable modes of transport has increased to 33%, with the greatest increase experienced for journeys on foot.
- 2.9.4. As evident, the recent changes in travel habits as a result of the COVID-19 pandemic have resulted in a shift away from private car travel. However, it is important to note that the 2021 census took place in the immediate aftermath of COVID.

2.10. Summary

- 2.10.1. It is evident that the site is in an accessible edge of town location, within an established employment area, where a range of sustainable modes of transport are on offer which could cater for future end-users and visitor journeys to and from the site.
- 2.10.2. An assessment of the highway safety within the vicinity of the site indicates that there are no existing safety issues within the immediate vicinity of the site which may be exacerbated as a result on any future development.

3. Proposed Development

3.1. Context

- 3.1.1. This chapter of the report outlines the proposed development quantum, whilst also detailing the access, car and cycle parking and servicing strategy for the site.

3.2. Proposed Development

- 3.2.1. The proposed development comprises the change of use of the existing three units to allow for the units to operate flexibly under Use Class B8/E(g)(ii)/E(g)(iii). The proposals involve no material physical alterations to the buildings, with the three units having a combined floor area of approximately 2,379sqm.
- 3.2.2. The proposed layout plans are attached at **Appendix A**.

3.3. Proposed Access Arrangements

- 3.3.1. The proposals involve retaining the existing access arrangements as existing, with a separate access and egress off the northern side of Cardiff Road. As aforementioned, the existing arrangements suitably accommodate articulated HGVs presently and therefore would continue to accommodate all potential vehicles generated by the proposed flexible land uses.
- 3.3.2. In accordance with the NPPF, the site ensures that a safe, suitable and satisfactory access for the quantum of the development can be achieved.

3.4. Car Parking Provision

- 3.4.1. RBC's Revised Parking Standards and Design Supplementary Planning Document (2011) outlines the car parking standards for various land uses, recommended as maximum standards. The proposals involve a flexible application of a number of use classes, and therefore the relevant standards for Zone 2 Primary Core Area (in which the site is located) have been reproduced below in Table 2.

Table 2 – RBC Car Parking Standards and Resulting Requirements

Use Class	Former Use Class	Parking Standard	Resulting Requirement (2,379sqm)
E(g)(ii)	B1c	1 space per 100sqm	24
E(g)(iii)	B1 Business	1 space per 125sqm	19
B8	-	1 space per 200sqm	12

- 3.4.2. As shown above, when applying the various parking standards to the proposed floor area, between 12 and 24 car parking spaces could be provided for the proposed units.
- 3.4.3. The proposed development involves retaining the existing parking spaces and arrangements, however, to accommodate new cycle parking and disabled provision, the proposals will result in the loss of five spaces. As such, the proposals involve a total of 49 parking spaces for the development. Whilst this is an overprovision compared to RBC's adopted parking standards, the provision is in accordance with the existing parking on-site, whilst ensuring that all potential demand generated by the various land uses can be accommodated within the site. The roads surrounding the site, in particular Cardiff Road, experience a high level of on-street parking and therefore the 'overprovision' of parking (against RBC's standards) will ensure the development would not result in any overspill onto the local highway network and therefore would not significantly impact on the operation or safety of Cardiff Road.

- 3.4.4. RBC's guidance states that for developments of up to 200 spaces, a minimum of three disabled spaces or 5% of the total capacity, whichever is greater, are to be provided as dedicated disabled bays. As shown on the proposed plans, a total of three disabled parking bays are to be provided for the units.
- 3.4.5. In terms of motorcycle parking, for development over 1,000sqm, motorcycle parking is required at a rate of at least 2% of the maximum car parking provision. Based on this, one dedicated motorcycle space would be required for the development. A motorcycle space can be accommodated on site.
- 3.4.6. RBC do not provide any electric vehicle charging standards. As shown on the proposed plans, a total of six active EV parking spaces will be provided at a rate of two spaces per unit, which is considered suitable to accommodate any future demand.

3.5. Cycle Parking Provision

- 3.5.1. RBC's cycle parking standards for relevant land uses have been reproduced below:
 - B1(b) Research & High Tech: 1 space per 250sqm
 - B1(c) Light Industrial: 1 space per 250sqm
 - B2-B7 General & Specific Industrial: 1 space per 350sqm
 - B8 Storage or distribution: 1 space per 450sqm
- 3.5.2. When applying the above standards to the proposed floor area of 2,379sqm, between 6 and 10 cycle parking spaces would be required for the development.
- 3.5.3. A sheltered cycle store will be provided in the south-eastern corner of the site, providing a total of 10 cycle parking spaces for use by staff and visitors. As such, secure and sheltered cycle parking is provided for the development, in accordance with RBC's standards for the various land uses.
- 3.5.4. Cycle parking is therefore proposed in accordance with RBC standards, providing a significant betterment to the existing provision at the site and wider Estate, to further encourage future end users to travel by sustainable modes of transport to the site.

3.6. Deliveries and Servicing

- 3.6.1. All delivery and servicing vehicles will be accommodated on-site, with the existing arrangements currently accommodating articulated HGVs. No changes are proposed to the internal layout and therefore the arrangements are considered suitable to accommodate all vehicles anticipated at the proposed development.
- 3.6.2. Refuse Storage
- 3.6.3. All waste will be stored communally in a similar place to the existing store (in the south-western corner of the site), with waste collected by a private contractor. Based on the floor area, when applying the waste calculations in BS5906 guidance, the development would be anticipated to generate the following weekly waste:
 - 8,921 litres of general refuse
 - 5,948 litres of recycling
- 3.6.4. When utilising 1100L bins, this would result in a requirement for 9 x 1100L Eurobins for refuse and 6 for recycling, based on a once weekly collection. The bins will need to be stored within a 10m drag distance of where the refuse vehicle will stop, to ensure compliance with maximum carry distances.

4. Trip Generation and Development Impact

- 4.1.1. This section of the report outlines the existing and proposed trip generation associated with the site. The TRICS database (Version 7.11.4) has been interrogated to determine the likely trip generation of the proposed development and demonstrates it will have no detrimental impact on the existing highway network.

4.2. Existing Trip Generation

- 4.2.1. The existing site comprises three industrial units operating under Use Class B8, with a total floor area of 2,379sqm, with all units currently occupied by a single business.
- 4.2.2. Therefore to ascertain the existing site's potential trip generation, a TRICS analysis has been undertaken. The TRICS database has been interrogated to obtain trip rates for the existing site in locations with similar characteristics. The following parameters were used:
- 02 – Employment – F – Warehousing (Commercial);
 - Multi-modal surveys;
 - Sites in England (with sites in Greater London excluded);
 - Surveys undertaken Monday to Friday only;
 - Sites up to 5,000 sqm GFA;
 - Edge of Town or Suburban / Industrial Zone locations only;
 - Surveys which did not occur during COVID.
- 4.2.3. The total vehicle trip rates and respective trip generation for the existing site is outlined in Table 3, with the full TRICS outputs attached at **Appendix C**.

Table 3 – Existing Site Vehicle Trips

Trip Rates	AM Peak (0800-0900)			PM Peak (1700-1800)			Daily (0600-2100)		
	In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-Way
Vehicle Trip Rate (per 100 Sqm)	0.243	0.226	0.469	0.156	0.33	0.486	3.322	3.629	6.951
Vehicle Trips (2,379 Sqm)	6	5	11	4	8	12	79	86	165
Servicing Vehicle Trip Rate (per 100sqm)	0.139	0.104	0.243	0.104	0.069	0.173	1.517	1.656	3.173
Servicing Vehicle Trips (2,379 Sqm)	3	2	5	2	2	4	36	39	75

- 4.2.4. The data outlined in Table 3 demonstrates that the existing B8 industrial units are anticipated to generate 11 vehicle trips in the AM peak period and 12 vehicle trips in the PM peak hour period, with a total of 165 two-way vehicle trips across the daily period. Of these vehicle movements, five in the AM peak period and four in the PM peak period are anticipated to be undertaken by servicing vehicles, with a total of 75 servicing trips daily.

4.3. Proposed Trip Generation

- 4.3.1. The proposed development comprises the change of use of the existing three units to allow for the units to operate flexibly under Use Class B8/E(g)(ii)/E(g)(iii). The proposals involve no material physical alterations to the buildings, with the three units having a combined floor area of approximately 2,379sqm. Given the flexible uses able to operate from the proposed development, it is considered appropriate to assess the proposed development as an industrial unit.

4.3.2. The TRICS database has been interrogated to obtain trip rates for the existing site in locations with similar characteristics. The following parameters were used:

- 02 – Employment – C – Industrial Unit;
- Multi-modal surveys;
- Sites in England;
- Sites up to 5,000 sqm GFA;
- Edge of Town or Suburban / Industrial Zone locations only;
- Surveys which did not occur during COVID.

4.3.3. The total vehicle trip rates and respective trip generation for the existing site is outlined in Table 4, with the full TRICS outputs attached at **Appendix B**.

Table 4 – Proposed Development Vehicle Trips

Trip Rates	AM Peak (0800-0900)			PM Peak (1700-1800)			Daily (0600-2100)		
	In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-Way
Vehicle Trip Rate (per 100 Sqm)	0.361	0.161	0.522	0.009	0.123	0.132	2.622	2.526	5.148
Vehicle Trips (2,379 Sqm)	9	4	13	0	3	3	62	60	122
Servicing Vehicle Trip Rate (per 100sqm)	0.199	0.123	0.322	0.009	0.009	0.018	1.418	1.577	2.995
Servicing Vehicle Trips (2,379 Sqm)	5	3	8	0	0	0	33	38	71

4.3.4. The data outlined in Table 4 demonstrates that the proposed development is anticipated to generate 13 vehicle trips in the AM peak period and three vehicle trips in the PM peak hour period, with a total of 122 two-way trips across the daily period. Of these vehicle movements, eight in the AM peak period and none in the PM peak period are anticipated to be undertaken by servicing vehicles, with a total of 71 servicing trips daily.

4.4. Development Impact

4.4.1. To determine the net change in trips as a result of the proposed development, a comparison of the trip generation of the existing site (Table 3) and the proposed site operating as an industrial unit (Table 4) has been undertaken. A summary of the net change in vehicular trips has been provided below in Table 5.

Table 5 – Net Change in Trips

Mode		AM Peak (0900-1000)			PM Peak (1700-1800)			Daily (0600-2100)		
		In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-Way
All Vehicles	Existing Site	6	5	11	4	8	12	79	86	165
	Proposed Site	9	4	13	0	3	3	62	60	122
	NET IMPACT	3	-1	2	-4	-5	-9	-17	-26	-43
Servicing Vehicles	Existing Site	3	2	5	2	2	4	36	39	75
	Proposed Site	5	3	8	0	0	0	33	38	71
	NET IMPACT	2	1	3	-2	-2	-4	-3	-1	-4

4.4.2. As demonstrated above, the proposed development is anticipated to result in an increase in vehicle trips in the AM peak period, equivalent to an additional two movements within the peak hour. During

the PM peak period, the development is anticipated to result in a decrease in vehicle trips, equivalent to nine fewer trips over the period. The proposals are anticipated to result in a total reduction of 43 vehicle trips over the daily period.

- 4.4.3. With regards to servicing vehicle movements, the proposals are anticipated to result in an increase in servicing vehicle trips in the AM peak period, equivalent to three additional movements. During the PM peak period and over the daily period, the proposals are anticipated to result in a decrease of four servicing vehicle movements in both periods, compared to the existing site.
- 4.4.4. It is therefore evident that the proposed development will have a benefit on the local highway network, through reducing the number of vehicle trips on the network in the PM peak hour period and over the daily period. The proposals are anticipated to result in a minor increase in vehicle movements in the AM peak period, which is considered a negligible impact and to fall well within the daily variation of traffic. It can therefore be concluded that the development would not result in a severe residual impact in accordance with the NPPF.

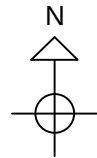
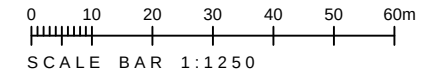
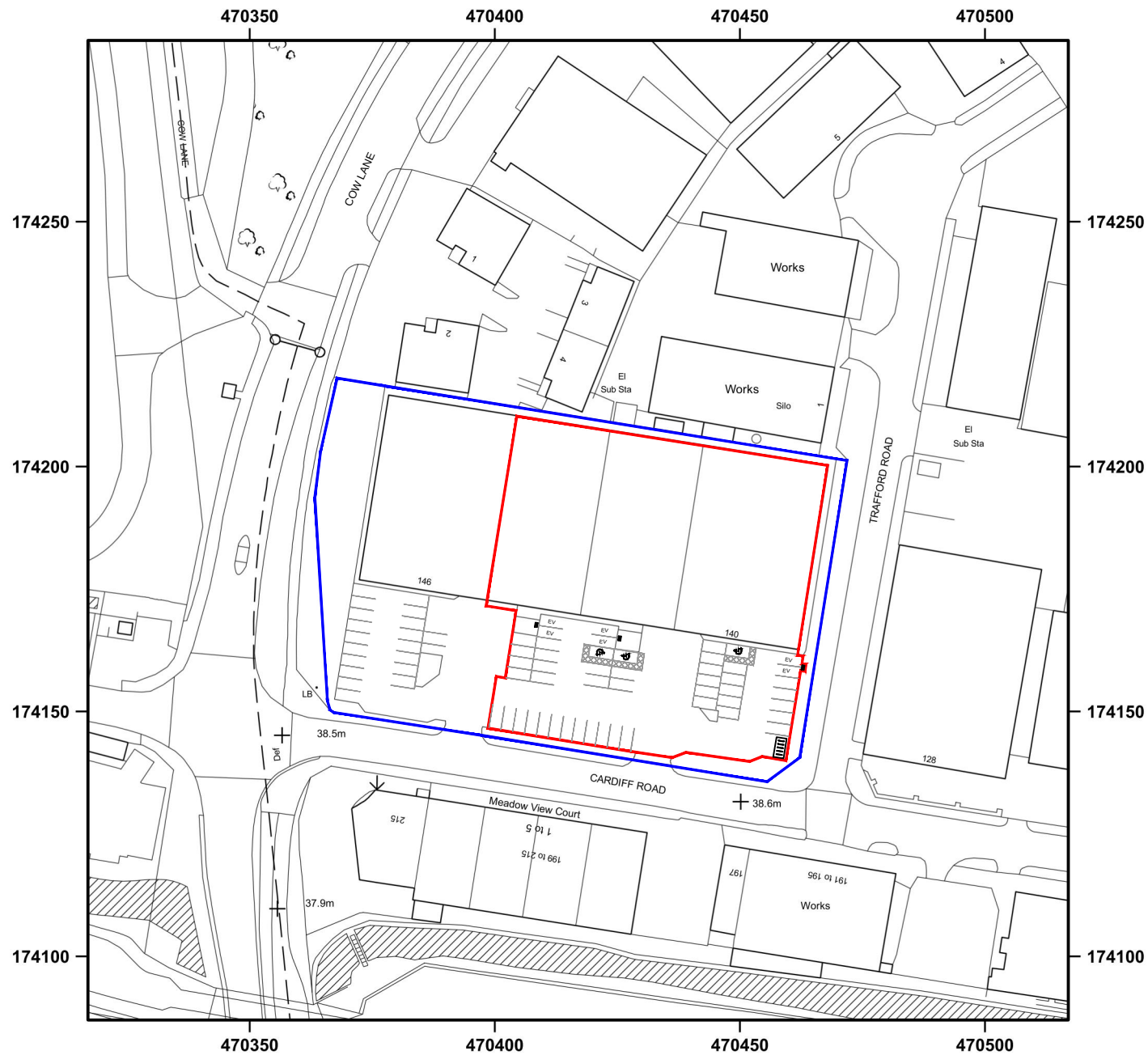
4.5. Summary

- 4.5.1. The development proposals are considered to result in a negligible impact on the local highway network, public transport network, and local walking and cycling infrastructure. It can therefore be concluded that the development would not result in a severe residual impact in accordance with the NPPF.

5. Summary and Conclusions

- 5.1.1. Evoke has been commissioned by BBC Pension Trust Ltd c/o CBRE Investment Management to produce a Transport Statement (TS) to support a planning application for the proposed change of use of the exiting commercial units (Units 2-4) at Riverview Estate on Cardiff Road, Reading to allow the units to operate under flexible Use Class B8/ E(g)(ii)/E(g)(iii) use.
- 5.1.2. It is evident that the site is in an accessible location which already hosts a range of similar uses to the site with a large proportion of existing commuters travelling by sustainable modes to the area surrounding the site (30%), demonstrating the high level of site accessibility.
- 5.1.3. An assessment of the highway safety within the vicinity of the site indicates that there are no existing safety issues within the immediate vicinity of the site which may be exacerbated as a result on any future development.
- 5.1.4. The proposed development comprises the change of use of the existing three units to allow for the units to operate flexibly under Use Class B8/E(g)(ii)/E(g)(iii). The proposals involve no material physical alterations to the buildings, with the three units having a combined floor area of approximately 2,379sqm. Vehicular access and car parking provision is to be retained as per existing, with a slight reduction in spaces to accommodate designated disabled spaces and a new cycle parking store in the south-eastern corner.
- 5.1.5. Access to the site will be retained via the existing access arrangements off Cardiff Road. Each unit is provided with a dedicated loading yard to the front of the building which will accommodate the loading / unloading of all delivery vehicles anticipated to use the site.
- 5.1.6. Vehicular parking at the units will be retained as existing, with a total of 49 car parking spaces provided. Whilst this is an overprovision compared to RBC's adopted parking standards, the provision is in accordance with the existing parking on-site, whilst ensuring that all potential demand generated by the various land uses can be accommodated within the site. The roads surrounding the site, in particular Cardiff Road, experience a high level of on-street parking and therefore the 'overprovision' of parking (when compared with RBC's standards) will ensure the development would not result in any overspill onto the local highway network and therefore would not significantly impact on the operation or safety of Cardiff Road. Furthermore, the proposals involve benefits to the site through providing designated disabled parking spaces, active EV charging points and new cycle parking.
- 5.1.7. An assessment of the trip generation potential of the proposed development has been undertaken to assess the impact of the proposals on the local highway network, which demonstrates that the proposed development is anticipated to result in a minor increase in vehicle trips in the AM peak period and a decrease in vehicle trips in the PM peak period and over the daily period, when compared to the existing site. As such, the proposed development will have a benefit on the local highway network, through reducing the number of vehicle trips on the network in the PM peak hour period and over the daily period, with a negligible impact in the AM peak period. Furthermore, it has been demonstrated that the existing estate road network and access arrangements are operating safely and therefore any potential increase during the peak hours is not anticipated to result in a severe residual impact in accordance with the NPPF.
- 5.1.8. It can therefore be concluded that the proposed development would not result in a severe residual impact on the surrounding local highway network, nor would it give rise to an unacceptable impact on highway safety, therefore in accordance with the NPPF there is no reason why this development should not be permitted on transport and highways grounds.

Appendix A – Proposed Layout Plans



Units 2-4
Riverview
146 Cardiff Road
Reading, RG1 8EW

Location Plan

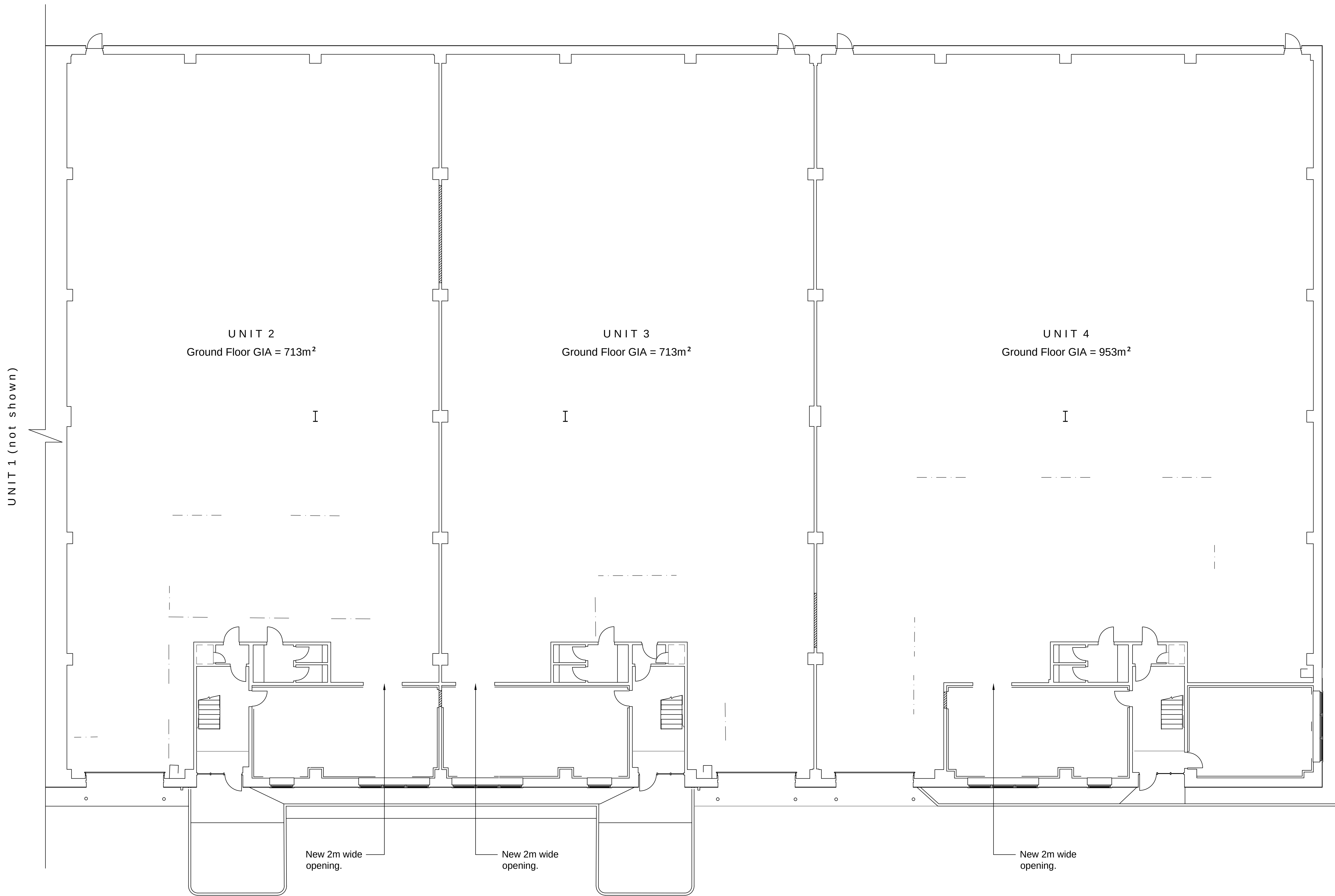
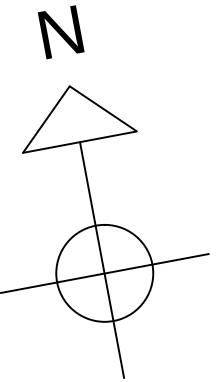
Drawing No JHP RS412 - 001

Scale A4@1:1250

Date Feb 2025

Revision

Location Plan



**Ground Floor Plan
As Proposed**



**Helme +
Partners**

Units 2-4
Riverview
146 Cardiff Road
Reading, RG1 8EW

Ground Floor Plan
As Proposed

Drawing No		JHP RS412 - 009
Scale	A1@1:100	Revision
Date	Feb 2025	

Appendix B – TRICS Outputs

Calculation Reference: AUDIT-708001-250225-0232

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

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 4007 (units: sqm)
 Range Selected by User: 1750 to 6000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 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 1 days
 Wednesday 1 days

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

Selected survey types:

Manual count 2 days
 Directional ATC Count 0 days

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

Selected Locations:

Edge of Town 2

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

Selected Location Sub Categories:

Industrial Zone 2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 1 days - Selected
 Servicing vehicles Excluded 2 days - Selected

Secondary Filtering selection:

Use Class:

B8 2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (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	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
75,001 to 100,000	1 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	2 days
------------	--------

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

Travel Plan:

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

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

PTAL Rating:

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

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

LIST OF SITES relevant to selection parameters

- 1

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
- 2

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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
WO-02-F-02	rank order

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.32

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	4007	0.349	1	4007	0.225	1	4007	0.574
06:00 - 07:00	1	4007	0.225	1	4007	0.349	1	4007	0.574
07:00 - 08:00	2	2879	0.295	2	2879	0.208	2	2879	0.503
08:00 - 09:00	2	2879	0.243	2	2879	0.226	2	2879	0.469
09:00 - 10:00	2	2879	0.191	2	2879	0.104	2	2879	0.295
10:00 - 11:00	2	2879	0.156	2	2879	0.174	2	2879	0.330
11:00 - 12:00	2	2879	0.087	2	2879	0.104	2	2879	0.191
12:00 - 13:00	2	2879	0.174	2	2879	0.122	2	2879	0.296
13:00 - 14:00	2	2879	0.156	2	2879	0.174	2	2879	0.330
14:00 - 15:00	2	2879	0.261	2	2879	0.278	2	2879	0.539
15:00 - 16:00	2	2879	0.208	2	2879	0.174	2	2879	0.382
16:00 - 17:00	2	2879	0.243	2	2879	0.347	2	2879	0.590
17:00 - 18:00	2	2879	0.156	2	2879	0.330	2	2879	0.486
18:00 - 19:00	2	2879	0.052	2	2879	0.035	2	2879	0.087
19:00 - 20:00	1	4007	0.075	1	4007	0.075	1	4007	0.150
20:00 - 21:00	1	4007	0.000	1	4007	0.025	1	4007	0.025
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.871			2.950			5.821

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	1750 - 4007 (units: sqm)
Survey date range:	01/01/00 - 19/06/24
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

MULTI-MODAL TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	4007	0.000	1	4007	0.000	1	4007	0.000
06:00 - 07:00	1	4007	0.000	1	4007	0.000	1	4007	0.000
07:00 - 08:00	2	2879	0.000	2	2879	0.000	2	2879	0.000
08:00 - 09:00	2	2879	0.017	2	2879	0.017	2	2879	0.034
09:00 - 10:00	2	2879	0.000	2	2879	0.000	2	2879	0.000
10:00 - 11:00	2	2879	0.000	2	2879	0.000	2	2879	0.000
11:00 - 12:00	2	2879	0.000	2	2879	0.000	2	2879	0.000
12:00 - 13:00	2	2879	0.000	2	2879	0.000	2	2879	0.000
13:00 - 14:00	2	2879	0.000	2	2879	0.000	2	2879	0.000
14:00 - 15:00	2	2879	0.000	2	2879	0.000	2	2879	0.000
15:00 - 16:00	2	2879	0.000	2	2879	0.000	2	2879	0.000
16:00 - 17:00	2	2879	0.000	2	2879	0.000	2	2879	0.000
17:00 - 18:00	2	2879	0.000	2	2879	0.000	2	2879	0.000
18:00 - 19:00	2	2879	0.000	2	2879	0.000	2	2879	0.000
19:00 - 20:00	1	4007	0.000	1	4007	0.000	1	4007	0.000
20:00 - 21:00	1	4007	0.000	1	4007	0.000	1	4007	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.017			0.017			0.034

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

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

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

MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	4007	0.100	1	4007	0.125	1	4007	0.225
06:00 - 07:00	1	4007	0.125	1	4007	0.299	1	4007	0.424
07:00 - 08:00	2	2879	0.017	2	2879	0.122	2	2879	0.139
08:00 - 09:00	2	2879	0.104	2	2879	0.104	2	2879	0.208
09:00 - 10:00	2	2879	0.174	2	2879	0.104	2	2879	0.278
10:00 - 11:00	2	2879	0.052	2	2879	0.104	2	2879	0.156
11:00 - 12:00	2	2879	0.052	2	2879	0.035	2	2879	0.087
12:00 - 13:00	2	2879	0.104	2	2879	0.069	2	2879	0.173
13:00 - 14:00	2	2879	0.087	2	2879	0.122	2	2879	0.209
14:00 - 15:00	2	2879	0.174	2	2879	0.104	2	2879	0.278
15:00 - 16:00	2	2879	0.156	2	2879	0.122	2	2879	0.278
16:00 - 17:00	2	2879	0.087	2	2879	0.156	2	2879	0.243
17:00 - 18:00	2	2879	0.104	2	2879	0.069	2	2879	0.173
18:00 - 19:00	2	2879	0.052	2	2879	0.017	2	2879	0.069
19:00 - 20:00	1	4007	0.025	1	4007	0.000	1	4007	0.025
20:00 - 21:00	1	4007	0.000	1	4007	0.000	1	4007	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.413			1.552			2.965

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

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

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

MULTI-MODAL PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	4007	0.000	1	4007	0.000	1	4007	0.000
06:00 - 07:00	1	4007	0.000	1	4007	0.000	1	4007	0.000
07:00 - 08:00	2	2879	0.000	2	2879	0.052	2	2879	0.052
08:00 - 09:00	2	2879	0.035	2	2879	0.000	2	2879	0.035
09:00 - 10:00	2	2879	0.000	2	2879	0.000	2	2879	0.000
10:00 - 11:00	2	2879	0.000	2	2879	0.000	2	2879	0.000
11:00 - 12:00	2	2879	0.000	2	2879	0.000	2	2879	0.000
12:00 - 13:00	2	2879	0.017	2	2879	0.000	2	2879	0.017
13:00 - 14:00	2	2879	0.000	2	2879	0.000	2	2879	0.000
14:00 - 15:00	2	2879	0.000	2	2879	0.035	2	2879	0.035
15:00 - 16:00	2	2879	0.017	2	2879	0.017	2	2879	0.034
16:00 - 17:00	2	2879	0.035	2	2879	0.000	2	2879	0.035
17:00 - 18:00	2	2879	0.000	2	2879	0.000	2	2879	0.000
18:00 - 19:00	2	2879	0.000	2	2879	0.000	2	2879	0.000
19:00 - 20:00	1	4007	0.000	1	4007	0.000	1	4007	0.000
20:00 - 21:00	1	4007	0.000	1	4007	0.000	1	4007	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.104			0.104			0.208

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

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

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

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	4007	0.000	1	4007	0.000	1	4007	0.000
06:00 - 07:00	1	4007	0.000	1	4007	0.000	1	4007	0.000
07:00 - 08:00	2	2879	0.000	2	2879	0.000	2	2879	0.000
08:00 - 09:00	2	2879	0.017	2	2879	0.000	2	2879	0.017
09:00 - 10:00	2	2879	0.000	2	2879	0.000	2	2879	0.000
10:00 - 11:00	2	2879	0.000	2	2879	0.000	2	2879	0.000
11:00 - 12:00	2	2879	0.000	2	2879	0.000	2	2879	0.000
12:00 - 13:00	2	2879	0.000	2	2879	0.000	2	2879	0.000
13:00 - 14:00	2	2879	0.000	2	2879	0.000	2	2879	0.000
14:00 - 15:00	2	2879	0.000	2	2879	0.000	2	2879	0.000
15:00 - 16:00	2	2879	0.000	2	2879	0.000	2	2879	0.000
16:00 - 17:00	2	2879	0.000	2	2879	0.017	2	2879	0.017
17:00 - 18:00	2	2879	0.000	2	2879	0.000	2	2879	0.000
18:00 - 19:00	2	2879	0.000	2	2879	0.000	2	2879	0.000
19:00 - 20:00	1	4007	0.000	1	4007	0.000	1	4007	0.000
20:00 - 21:00	1	4007	0.000	1	4007	0.000	1	4007	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.017			0.017			0.034

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

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

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	4007	0.424	1	4007	0.275	1	4007	0.699
06:00 - 07:00	1	4007	0.299	1	4007	0.449	1	4007	0.748
07:00 - 08:00	2	2879	0.347	2	2879	0.278	2	2879	0.625
08:00 - 09:00	2	2879	0.313	2	2879	0.313	2	2879	0.626
09:00 - 10:00	2	2879	0.261	2	2879	0.156	2	2879	0.417
10:00 - 11:00	2	2879	0.208	2	2879	0.208	2	2879	0.416
11:00 - 12:00	2	2879	0.122	2	2879	0.156	2	2879	0.278
12:00 - 13:00	2	2879	0.208	2	2879	0.156	2	2879	0.364
13:00 - 14:00	2	2879	0.208	2	2879	0.226	2	2879	0.434
14:00 - 15:00	2	2879	0.365	2	2879	0.347	2	2879	0.712
15:00 - 16:00	2	2879	0.278	2	2879	0.226	2	2879	0.504
16:00 - 17:00	2	2879	0.278	2	2879	0.417	2	2879	0.695
17:00 - 18:00	2	2879	0.191	2	2879	0.400	2	2879	0.591
18:00 - 19:00	2	2879	0.052	2	2879	0.035	2	2879	0.087
19:00 - 20:00	1	4007	0.075	1	4007	0.075	1	4007	0.150
20:00 - 21:00	1	4007	0.000	1	4007	0.025	1	4007	0.025
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.629			3.742			7.371

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

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

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	4007	0.000	1	4007	0.000	1	4007	0.000
06:00 - 07:00	1	4007	0.000	1	4007	0.000	1	4007	0.000
07:00 - 08:00	2	2879	0.017	2	2879	0.000	2	2879	0.017
08:00 - 09:00	2	2879	0.000	2	2879	0.000	2	2879	0.000
09:00 - 10:00	2	2879	0.000	2	2879	0.017	2	2879	0.017
10:00 - 11:00	2	2879	0.017	2	2879	0.017	2	2879	0.034
11:00 - 12:00	2	2879	0.035	2	2879	0.017	2	2879	0.052
12:00 - 13:00	2	2879	0.000	2	2879	0.017	2	2879	0.017
13:00 - 14:00	2	2879	0.017	2	2879	0.017	2	2879	0.034
14:00 - 15:00	2	2879	0.000	2	2879	0.017	2	2879	0.017
15:00 - 16:00	2	2879	0.000	2	2879	0.017	2	2879	0.017
16:00 - 17:00	2	2879	0.017	2	2879	0.017	2	2879	0.034
17:00 - 18:00	2	2879	0.000	2	2879	0.000	2	2879	0.000
18:00 - 19:00	2	2879	0.000	2	2879	0.000	2	2879	0.000
19:00 - 20:00	1	4007	0.000	1	4007	0.000	1	4007	0.000
20:00 - 21:00	1	4007	0.000	1	4007	0.000	1	4007	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.103			0.136			0.239

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

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

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

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	4007	0.000	1	4007	0.000	1	4007	0.000
06:00 - 07:00	1	4007	0.000	1	4007	0.000	1	4007	0.000
07:00 - 08:00	2	2879	0.000	2	2879	0.000	2	2879	0.000
08:00 - 09:00	2	2879	0.000	2	2879	0.000	2	2879	0.000
09:00 - 10:00	2	2879	0.000	2	2879	0.000	2	2879	0.000
10:00 - 11:00	2	2879	0.000	2	2879	0.000	2	2879	0.000
11:00 - 12:00	2	2879	0.000	2	2879	0.000	2	2879	0.000
12:00 - 13:00	2	2879	0.000	2	2879	0.000	2	2879	0.000
13:00 - 14:00	2	2879	0.000	2	2879	0.017	2	2879	0.017
14:00 - 15:00	2	2879	0.000	2	2879	0.000	2	2879	0.000
15:00 - 16:00	2	2879	0.000	2	2879	0.000	2	2879	0.000
16:00 - 17:00	2	2879	0.000	2	2879	0.000	2	2879	0.000
17:00 - 18:00	2	2879	0.000	2	2879	0.000	2	2879	0.000
18:00 - 19:00	2	2879	0.000	2	2879	0.000	2	2879	0.000
19:00 - 20:00	1	4007	0.000	1	4007	0.000	1	4007	0.000
20:00 - 21:00	1	4007	0.000	1	4007	0.000	1	4007	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.017			0.017

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

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

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

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	4007	0.000	1	4007	0.000	1	4007	0.000
06:00 - 07:00	1	4007	0.000	1	4007	0.000	1	4007	0.000
07:00 - 08:00	2	2879	0.000	2	2879	0.000	2	2879	0.000
08:00 - 09:00	2	2879	0.000	2	2879	0.000	2	2879	0.000
09:00 - 10:00	2	2879	0.000	2	2879	0.000	2	2879	0.000
10:00 - 11:00	2	2879	0.000	2	2879	0.000	2	2879	0.000
11:00 - 12:00	2	2879	0.000	2	2879	0.000	2	2879	0.000
12:00 - 13:00	2	2879	0.000	2	2879	0.000	2	2879	0.000
13:00 - 14:00	2	2879	0.000	2	2879	0.017	2	2879	0.017
14:00 - 15:00	2	2879	0.000	2	2879	0.000	2	2879	0.000
15:00 - 16:00	2	2879	0.000	2	2879	0.000	2	2879	0.000
16:00 - 17:00	2	2879	0.000	2	2879	0.000	2	2879	0.000
17:00 - 18:00	2	2879	0.000	2	2879	0.000	2	2879	0.000
18:00 - 19:00	2	2879	0.000	2	2879	0.000	2	2879	0.000
19:00 - 20:00	1	4007	0.000	1	4007	0.000	1	4007	0.000
20:00 - 21:00	1	4007	0.000	1	4007	0.000	1	4007	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.017			0.017

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

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

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.32

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	4007	0.424	1	4007	0.275	1	4007	0.699
06:00 - 07:00	1	4007	0.299	1	4007	0.449	1	4007	0.748
07:00 - 08:00	2	2879	0.365	2	2879	0.278	2	2879	0.643
08:00 - 09:00	2	2879	0.330	2	2879	0.313	2	2879	0.643
09:00 - 10:00	2	2879	0.261	2	2879	0.174	2	2879	0.435
10:00 - 11:00	2	2879	0.226	2	2879	0.226	2	2879	0.452
11:00 - 12:00	2	2879	0.156	2	2879	0.174	2	2879	0.330
12:00 - 13:00	2	2879	0.208	2	2879	0.174	2	2879	0.382
13:00 - 14:00	2	2879	0.226	2	2879	0.261	2	2879	0.487
14:00 - 15:00	2	2879	0.365	2	2879	0.365	2	2879	0.730
15:00 - 16:00	2	2879	0.278	2	2879	0.243	2	2879	0.521
16:00 - 17:00	2	2879	0.295	2	2879	0.452	2	2879	0.747
17:00 - 18:00	2	2879	0.191	2	2879	0.400	2	2879	0.591
18:00 - 19:00	2	2879	0.052	2	2879	0.035	2	2879	0.087
19:00 - 20:00	1	4007	0.075	1	4007	0.075	1	4007	0.150
20:00 - 21:00	1	4007	0.000	1	4007	0.025	1	4007	0.025
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.751			3.919			7.670

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

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

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

MULTI-MODAL CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	4007	0.200	1	4007	0.050	1	4007	0.250
06:00 - 07:00	1	4007	0.100	1	4007	0.025	1	4007	0.125
07:00 - 08:00	2	2879	0.243	2	2879	0.017	2	2879	0.260
08:00 - 09:00	2	2879	0.069	2	2879	0.069	2	2879	0.138
09:00 - 10:00	2	2879	0.017	2	2879	0.000	2	2879	0.017
10:00 - 11:00	2	2879	0.035	2	2879	0.000	2	2879	0.035
11:00 - 12:00	2	2879	0.035	2	2879	0.052	2	2879	0.087
12:00 - 13:00	2	2879	0.035	2	2879	0.035	2	2879	0.070
13:00 - 14:00	2	2879	0.035	2	2879	0.035	2	2879	0.070
14:00 - 15:00	2	2879	0.052	2	2879	0.087	2	2879	0.139
15:00 - 16:00	2	2879	0.017	2	2879	0.017	2	2879	0.034
16:00 - 17:00	2	2879	0.087	2	2879	0.156	2	2879	0.243
17:00 - 18:00	2	2879	0.017	2	2879	0.261	2	2879	0.278
18:00 - 19:00	2	2879	0.000	2	2879	0.017	2	2879	0.017
19:00 - 20:00	1	4007	0.025	1	4007	0.050	1	4007	0.075
20:00 - 21:00	1	4007	0.000	1	4007	0.025	1	4007	0.025
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.967			0.896			1.863

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

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

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

MULTI-MODAL LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	4007	0.050	1	4007	0.050	1	4007	0.100
06:00 - 07:00	1	4007	0.000	1	4007	0.025	1	4007	0.025
07:00 - 08:00	2	2879	0.017	2	2879	0.017	2	2879	0.034
08:00 - 09:00	2	2879	0.017	2	2879	0.035	2	2879	0.052
09:00 - 10:00	2	2879	0.000	2	2879	0.000	2	2879	0.000
10:00 - 11:00	2	2879	0.069	2	2879	0.069	2	2879	0.138
11:00 - 12:00	2	2879	0.000	2	2879	0.017	2	2879	0.017
12:00 - 13:00	2	2879	0.017	2	2879	0.017	2	2879	0.034
13:00 - 14:00	2	2879	0.035	2	2879	0.017	2	2879	0.052
14:00 - 15:00	2	2879	0.035	2	2879	0.035	2	2879	0.070
15:00 - 16:00	2	2879	0.017	2	2879	0.017	2	2879	0.034
16:00 - 17:00	2	2879	0.035	2	2879	0.035	2	2879	0.070
17:00 - 18:00	2	2879	0.035	2	2879	0.000	2	2879	0.035
18:00 - 19:00	2	2879	0.000	2	2879	0.000	2	2879	0.000
19:00 - 20:00	1	4007	0.025	1	4007	0.025	1	4007	0.050
20:00 - 21:00	1	4007	0.000	1	4007	0.000	1	4007	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.352			0.359			0.711

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

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

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

MULTI-MODAL MOTOR CYCLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	4007	0.000	1	4007	0.000	1	4007	0.000
06:00 - 07:00	1	4007	0.000	1	4007	0.000	1	4007	0.000
07:00 - 08:00	2	2879	0.017	2	2879	0.000	2	2879	0.017
08:00 - 09:00	2	2879	0.000	2	2879	0.000	2	2879	0.000
09:00 - 10:00	2	2879	0.000	2	2879	0.000	2	2879	0.000
10:00 - 11:00	2	2879	0.000	2	2879	0.000	2	2879	0.000
11:00 - 12:00	2	2879	0.000	2	2879	0.000	2	2879	0.000
12:00 - 13:00	2	2879	0.000	2	2879	0.000	2	2879	0.000
13:00 - 14:00	2	2879	0.000	2	2879	0.000	2	2879	0.000
14:00 - 15:00	2	2879	0.000	2	2879	0.017	2	2879	0.017
15:00 - 16:00	2	2879	0.000	2	2879	0.000	2	2879	0.000
16:00 - 17:00	2	2879	0.000	2	2879	0.000	2	2879	0.000
17:00 - 18:00	2	2879	0.000	2	2879	0.000	2	2879	0.000
18:00 - 19:00	2	2879	0.000	2	2879	0.000	2	2879	0.000
19:00 - 20:00	1	4007	0.000	1	4007	0.000	1	4007	0.000
20:00 - 21:00	1	4007	0.000	1	4007	0.000	1	4007	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.017			0.017			0.034

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-708001-250204-0256

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
06	WEST MIDLANDS	
	HE HEREFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	FU WESTMORLAND & FURNESS	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: 690 to 3513 (units: sqm)
 Range Selected by User: 690 to 5000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 29/06/23

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:

Tuesday 2 days
 Thursday 3 days

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

Selected survey types:

Manual count 5 days
 Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 2
 Edge of Town 3

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

Selected Location Sub Categories:

Industrial Zone 4
 Commercial 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 2 days - Selected
 Servicing vehicles Excluded 4 days - Selected

Secondary Filtering selection:**Use Class:**

Not Known 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:

5,001 to 10,000	2 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	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
75,001 to 100,000	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	1 days
1.1 to 1.5	4 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	5 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	5 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	DV-02-C-02	ENERGY RECOVERY FACILITY	DEVON
	GRACE ROAD SOUTH		
	EXETER		
	MARSH BARTON TRAD. EST.		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	3513 sqm	
	Survey date: THURSDAY	06/07/17	Survey Type: MANUAL
2	FU-02-C-01	DOMINO'S PIZZA	WESTMORLAND & FURNESS
	COWPER ROAD		
	PENRITH		
	GILWILLY IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	2950 sqm	
	Survey date: TUESDAY	10/06/14	Survey Type: MANUAL
3	HE-02-C-02	THERMAL PROCESSING	HEREFORDSHIRE
	COLLEGE ROAD		
	HEREFORD		
	BURCOTT		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	1880 sqm	
	Survey date: TUESDAY	22/10/13	Survey Type: MANUAL
4	NF-02-C-04	EXHIBITION DESIGN & MANUF.	NORFOLK
	FLETCHER WAY		
	NORWICH		
	UPPER HELLESDON		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	690 sqm	
	Survey date: THURSDAY	14/11/19	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

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/C - INDUSTRIAL UNIT

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.41

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	2950	0.102	1	2950	0.000	1	2950	0.102
06:00 - 07:00	1	2950	0.136	1	2950	0.034	1	2950	0.170
07:00 - 08:00	5	2107	0.285	5	2107	0.085	5	2107	0.370
08:00 - 09:00	5	2107	0.361	5	2107	0.161	5	2107	0.522
09:00 - 10:00	5	2107	0.247	5	2107	0.218	5	2107	0.465
10:00 - 11:00	5	2107	0.152	5	2107	0.209	5	2107	0.361
11:00 - 12:00	5	2107	0.171	5	2107	0.199	5	2107	0.370
12:00 - 13:00	5	2107	0.266	5	2107	0.294	5	2107	0.560
13:00 - 14:00	5	2107	0.190	5	2107	0.152	5	2107	0.342
14:00 - 15:00	5	2107	0.104	5	2107	0.095	5	2107	0.199
15:00 - 16:00	5	2107	0.133	5	2107	0.161	5	2107	0.294
16:00 - 17:00	5	2107	0.066	5	2107	0.342	5	2107	0.408
17:00 - 18:00	5	2107	0.009	5	2107	0.123	5	2107	0.132
18:00 - 19:00	5	2107	0.095	5	2107	0.114	5	2107	0.209
19:00 - 20:00	1	2950	0.203	1	2950	0.203	1	2950	0.406
20:00 - 21:00	1	2950	0.102	1	2950	0.136	1	2950	0.238
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.622			2.526			5.148

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	690 - 3513 (units: sqm)
Survey date range:	01/01/10 - 29/06/23
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
 MULTI-MODAL OGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
06:00 - 07:00	1	2950	0.068	1	2950	0.000	1	2950	0.068
07:00 - 08:00	5	2107	0.076	5	2107	0.066	5	2107	0.142
08:00 - 09:00	5	2107	0.152	5	2107	0.076	5	2107	0.228
09:00 - 10:00	5	2107	0.114	5	2107	0.123	5	2107	0.237
10:00 - 11:00	5	2107	0.047	5	2107	0.047	5	2107	0.094
11:00 - 12:00	5	2107	0.114	5	2107	0.104	5	2107	0.218
12:00 - 13:00	5	2107	0.171	5	2107	0.199	5	2107	0.370
13:00 - 14:00	5	2107	0.114	5	2107	0.076	5	2107	0.190
14:00 - 15:00	5	2107	0.028	5	2107	0.038	5	2107	0.066
15:00 - 16:00	5	2107	0.057	5	2107	0.066	5	2107	0.123
16:00 - 17:00	5	2107	0.028	5	2107	0.038	5	2107	0.066
17:00 - 18:00	5	2107	0.009	5	2107	0.009	5	2107	0.018
18:00 - 19:00	5	2107	0.009	5	2107	0.009	5	2107	0.018
19:00 - 20:00	1	2950	0.000	1	2950	0.203	1	2950	0.203
20:00 - 21:00	1	2950	0.000	1	2950	0.102	1	2950	0.102
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.987			1.156			2.143

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
06:00 - 07:00	1	2950	0.034	1	2950	0.000	1	2950	0.034
07:00 - 08:00	5	2107	0.000	5	2107	0.000	5	2107	0.000
08:00 - 09:00	5	2107	0.009	5	2107	0.000	5	2107	0.009
09:00 - 10:00	5	2107	0.000	5	2107	0.000	5	2107	0.000
10:00 - 11:00	5	2107	0.000	5	2107	0.000	5	2107	0.000
11:00 - 12:00	5	2107	0.000	5	2107	0.000	5	2107	0.000
12:00 - 13:00	5	2107	0.000	5	2107	0.000	5	2107	0.000
13:00 - 14:00	5	2107	0.009	5	2107	0.009	5	2107	0.018
14:00 - 15:00	5	2107	0.000	5	2107	0.009	5	2107	0.009
15:00 - 16:00	5	2107	0.000	5	2107	0.000	5	2107	0.000
16:00 - 17:00	5	2107	0.000	5	2107	0.009	5	2107	0.009
17:00 - 18:00	5	2107	0.000	5	2107	0.009	5	2107	0.009
18:00 - 19:00	5	2107	0.000	5	2107	0.009	5	2107	0.009
19:00 - 20:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
20:00 - 21:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.052			0.045			0.097

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
 MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	2950	0.136	1	2950	0.000	1	2950	0.136
06:00 - 07:00	1	2950	0.203	1	2950	0.034	1	2950	0.237
07:00 - 08:00	5	2107	0.304	5	2107	0.085	5	2107	0.389
08:00 - 09:00	5	2107	0.418	5	2107	0.161	5	2107	0.579
09:00 - 10:00	5	2107	0.370	5	2107	0.285	5	2107	0.655
10:00 - 11:00	5	2107	0.171	5	2107	0.228	5	2107	0.399
11:00 - 12:00	5	2107	0.209	5	2107	0.266	5	2107	0.475
12:00 - 13:00	5	2107	0.465	5	2107	0.446	5	2107	0.911
13:00 - 14:00	5	2107	0.247	5	2107	0.209	5	2107	0.456
14:00 - 15:00	5	2107	0.152	5	2107	0.142	5	2107	0.294
15:00 - 16:00	5	2107	0.190	5	2107	0.275	5	2107	0.465
16:00 - 17:00	5	2107	0.085	5	2107	0.446	5	2107	0.531
17:00 - 18:00	5	2107	0.009	5	2107	0.123	5	2107	0.132
18:00 - 19:00	5	2107	0.123	5	2107	0.142	5	2107	0.265
19:00 - 20:00	1	2950	0.237	1	2950	0.203	1	2950	0.440
20:00 - 21:00	1	2950	0.102	1	2950	0.136	1	2950	0.238
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.421			3.181			6.602

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

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

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	2950	0.068	1	2950	0.000	1	2950	0.068
06:00 - 07:00	1	2950	0.068	1	2950	0.000	1	2950	0.068
07:00 - 08:00	5	2107	0.066	5	2107	0.000	5	2107	0.066
08:00 - 09:00	5	2107	0.000	5	2107	0.000	5	2107	0.000
09:00 - 10:00	5	2107	0.019	5	2107	0.000	5	2107	0.019
10:00 - 11:00	5	2107	0.000	5	2107	0.009	5	2107	0.009
11:00 - 12:00	5	2107	0.000	5	2107	0.000	5	2107	0.000
12:00 - 13:00	5	2107	0.009	5	2107	0.028	5	2107	0.037
13:00 - 14:00	5	2107	0.019	5	2107	0.019	5	2107	0.038
14:00 - 15:00	5	2107	0.009	5	2107	0.019	5	2107	0.028
15:00 - 16:00	5	2107	0.009	5	2107	0.000	5	2107	0.009
16:00 - 17:00	5	2107	0.009	5	2107	0.104	5	2107	0.113
17:00 - 18:00	5	2107	0.000	5	2107	0.000	5	2107	0.000
18:00 - 19:00	5	2107	0.000	5	2107	0.000	5	2107	0.000
19:00 - 20:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
20:00 - 21:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.276			0.179			0.455

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
 MULTI-MODAL BUS/TRAM PASSENGERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
06:00 - 07:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
07:00 - 08:00	5	2107	0.000	5	2107	0.000	5	2107	0.000
08:00 - 09:00	5	2107	0.028	5	2107	0.000	5	2107	0.028
09:00 - 10:00	5	2107	0.000	5	2107	0.000	5	2107	0.000
10:00 - 11:00	5	2107	0.000	5	2107	0.000	5	2107	0.000
11:00 - 12:00	5	2107	0.000	5	2107	0.000	5	2107	0.000
12:00 - 13:00	5	2107	0.000	5	2107	0.000	5	2107	0.000
13:00 - 14:00	5	2107	0.000	5	2107	0.000	5	2107	0.000
14:00 - 15:00	5	2107	0.000	5	2107	0.009	5	2107	0.009
15:00 - 16:00	5	2107	0.000	5	2107	0.000	5	2107	0.000
16:00 - 17:00	5	2107	0.000	5	2107	0.028	5	2107	0.028
17:00 - 18:00	5	2107	0.000	5	2107	0.000	5	2107	0.000
18:00 - 19:00	5	2107	0.000	5	2107	0.000	5	2107	0.000
19:00 - 20:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
20:00 - 21:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.028			0.037			0.065

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
06:00 - 07:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
07:00 - 08:00	5	2107	0.000	5	2107	0.000	5	2107	0.000
08:00 - 09:00	5	2107	0.028	5	2107	0.000	5	2107	0.028
09:00 - 10:00	5	2107	0.000	5	2107	0.000	5	2107	0.000
10:00 - 11:00	5	2107	0.000	5	2107	0.000	5	2107	0.000
11:00 - 12:00	5	2107	0.000	5	2107	0.000	5	2107	0.000
12:00 - 13:00	5	2107	0.000	5	2107	0.000	5	2107	0.000
13:00 - 14:00	5	2107	0.000	5	2107	0.000	5	2107	0.000
14:00 - 15:00	5	2107	0.000	5	2107	0.009	5	2107	0.009
15:00 - 16:00	5	2107	0.000	5	2107	0.000	5	2107	0.000
16:00 - 17:00	5	2107	0.000	5	2107	0.028	5	2107	0.028
17:00 - 18:00	5	2107	0.000	5	2107	0.000	5	2107	0.000
18:00 - 19:00	5	2107	0.000	5	2107	0.000	5	2107	0.000
19:00 - 20:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
20:00 - 21:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.028			0.037			0.065

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

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

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.41

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	2950	0.203	1	2950	0.000	1	2950	0.203
06:00 - 07:00	1	2950	0.305	1	2950	0.034	1	2950	0.339
07:00 - 08:00	5	2107	0.370	5	2107	0.085	5	2107	0.455
08:00 - 09:00	5	2107	0.456	5	2107	0.161	5	2107	0.617
09:00 - 10:00	5	2107	0.389	5	2107	0.285	5	2107	0.674
10:00 - 11:00	5	2107	0.171	5	2107	0.237	5	2107	0.408
11:00 - 12:00	5	2107	0.209	5	2107	0.266	5	2107	0.475
12:00 - 13:00	5	2107	0.475	5	2107	0.475	5	2107	0.950
13:00 - 14:00	5	2107	0.275	5	2107	0.237	5	2107	0.512
14:00 - 15:00	5	2107	0.161	5	2107	0.180	5	2107	0.341
15:00 - 16:00	5	2107	0.199	5	2107	0.275	5	2107	0.474
16:00 - 17:00	5	2107	0.095	5	2107	0.589	5	2107	0.684
17:00 - 18:00	5	2107	0.009	5	2107	0.133	5	2107	0.142
18:00 - 19:00	5	2107	0.123	5	2107	0.152	5	2107	0.275
19:00 - 20:00	1	2950	0.237	1	2950	0.203	1	2950	0.440
20:00 - 21:00	1	2950	0.102	1	2950	0.136	1	2950	0.238
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.779			3.448			7.227

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

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

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

MULTI-MODAL CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	2950	0.102	1	2950	0.000	1	2950	0.102
06:00 - 07:00	1	2950	0.034	1	2950	0.034	1	2950	0.068
07:00 - 08:00	5	2107	0.180	5	2107	0.019	5	2107	0.199
08:00 - 09:00	5	2107	0.161	5	2107	0.038	5	2107	0.199
09:00 - 10:00	5	2107	0.076	5	2107	0.047	5	2107	0.123
10:00 - 11:00	5	2107	0.028	5	2107	0.085	5	2107	0.113
11:00 - 12:00	5	2107	0.019	5	2107	0.057	5	2107	0.076
12:00 - 13:00	5	2107	0.038	5	2107	0.076	5	2107	0.114
13:00 - 14:00	5	2107	0.066	5	2107	0.047	5	2107	0.113
14:00 - 15:00	5	2107	0.038	5	2107	0.000	5	2107	0.038
15:00 - 16:00	5	2107	0.047	5	2107	0.066	5	2107	0.113
16:00 - 17:00	5	2107	0.019	5	2107	0.247	5	2107	0.266
17:00 - 18:00	5	2107	0.000	5	2107	0.114	5	2107	0.114
18:00 - 19:00	5	2107	0.085	5	2107	0.104	5	2107	0.189
19:00 - 20:00	1	2950	0.203	1	2950	0.000	1	2950	0.203
20:00 - 21:00	1	2950	0.102	1	2950	0.000	1	2950	0.102
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.198			0.934			2.132

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

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

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

MULTI-MODAL LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
06:00 - 07:00	1	2950	0.034	1	2950	0.000	1	2950	0.034
07:00 - 08:00	5	2107	0.028	5	2107	0.000	5	2107	0.028
08:00 - 09:00	5	2107	0.047	5	2107	0.047	5	2107	0.094
09:00 - 10:00	5	2107	0.057	5	2107	0.047	5	2107	0.104
10:00 - 11:00	5	2107	0.076	5	2107	0.076	5	2107	0.152
11:00 - 12:00	5	2107	0.038	5	2107	0.038	5	2107	0.076
12:00 - 13:00	5	2107	0.057	5	2107	0.019	5	2107	0.076
13:00 - 14:00	5	2107	0.009	5	2107	0.028	5	2107	0.037
14:00 - 15:00	5	2107	0.038	5	2107	0.057	5	2107	0.095
15:00 - 16:00	5	2107	0.028	5	2107	0.028	5	2107	0.056
16:00 - 17:00	5	2107	0.019	5	2107	0.047	5	2107	0.066
17:00 - 18:00	5	2107	0.000	5	2107	0.000	5	2107	0.000
18:00 - 19:00	5	2107	0.000	5	2107	0.000	5	2107	0.000
19:00 - 20:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
20:00 - 21:00	1	2950	0.000	1	2950	0.034	1	2950	0.034
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.431			0.421			0.852

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
 MULTI-MODAL MOTOR CYCLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
06:00 - 07:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
07:00 - 08:00	5	2107	0.000	5	2107	0.000	5	2107	0.000
08:00 - 09:00	5	2107	0.000	5	2107	0.000	5	2107	0.000
09:00 - 10:00	5	2107	0.000	5	2107	0.000	5	2107	0.000
10:00 - 11:00	5	2107	0.000	5	2107	0.000	5	2107	0.000
11:00 - 12:00	5	2107	0.000	5	2107	0.000	5	2107	0.000
12:00 - 13:00	5	2107	0.000	5	2107	0.000	5	2107	0.000
13:00 - 14:00	5	2107	0.000	5	2107	0.000	5	2107	0.000
14:00 - 15:00	5	2107	0.000	5	2107	0.000	5	2107	0.000
15:00 - 16:00	5	2107	0.000	5	2107	0.000	5	2107	0.000
16:00 - 17:00	5	2107	0.000	5	2107	0.009	5	2107	0.009
17:00 - 18:00	5	2107	0.000	5	2107	0.000	5	2107	0.000
18:00 - 19:00	5	2107	0.000	5	2107	0.000	5	2107	0.000
19:00 - 20:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
20:00 - 21:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.009			0.009

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.