Clough Green
Cawthorne, Barnsley
Transport Statement

November 2021

Project 1992

Paragon Highways
Office 20/21 The Rear Walled Garden, Nostell Estate

Wakefield WF4 1AB

☏ 01924 291536
✉ mail@paragonhighways.com
paragonhighways.com

Quality Management

	First Issue	Revision 1	Revision 2	Revision 3
Remarks				
Date	09/09/2021	04/11/2021		
Prepared by	A Howarth	A Howarth		
Checked by	L Ogden	L Ogden		

This document is issued for the party which commissioned it and for specific purposes connected with the above-captioned project only. It should not be relied upon by any other party or used for any other purpose.

We accept no responsibility for the consequences of this document being relied upon by any other party, or being used for any other purpose, or containing any error or omission which is due to an error or omission in data supplied to us by other parties.

This document should not be shown to other parties without consent from us and from the party which commissioned it.

Contents

1.0 Introduction 4
2.0 Existing Situation 5
3.0 Development Proposals 10
4.0 Transport Sustainability 11
5.0 Transport Policy 14
6.0 Traffic Impact 16
7.0 Conclusion 18

Appendices

Appendix A Site Location
Appendix B Site Catchment
Appendix C Accident Data
Appendix D Site Proposals
Appendix E TRICs Output

1.0 Introduction

1.1 Paragon Highways have been appointed to prepare this Transport Statement relating to the proposed extension of a plastic extrusion factory on land at Clough Green, Lane Head Road A635, in the Borough of Barnsley. The existing access and parking layout is to be retained. Appendix A shows the site location in relation to the regional and local highway network.

1.2 The site is located to the south of Lane Head Road A635 with the point of access to the site just off the junction of Lane Head Road and North Lane.

1.3 The proposals are to extend the existing plastic extrusion factory by a further 2162sqm. The development will have parking provision in general accordance with Barnsley Council current requirements. Parking, turning, and manoeuvring space within the site will allow vehicles to enter and leave in a forward gear.

1.4 This Transport Statement considers such matters as access, sustainability, car parking and servicing and presents the proposals in relation to current guidance and data. The potential trip rates associated with the current development proposals is also presented.

2.0 Existing Situation

2.1 Site Description

2.1.1 The application site is located within the village of Cawthorne to the south of Lane Head Road A635, just to the east of the junction of North Lane and Lane Head Road and is within the administrative boundary of Barnsley Metropolitan Borough Council. The site is located approximately 7.7km to the west of the large market town of Barnsley, and 15km to the south of the city of Wakefield.

2.1.2 The application site consists of a factory and factory shop as well as their associated parking and servicing areas.

2.1.3 The site is bounded by Lane Head Road A635 to the north, farm buildings and open fields to the east and west, and a quarry site to the south.



Photograph 1 – Site Access Arrangements

2.2 Local Highway Network

2.2.1 Lane Head Road forms part of the A635 and is also a bus route. Lane Head Road runs through Cawthorne village centre, with the A635 forming a link between the large town of Barnsley in the east and the villages of Scholes and New Mill as well as the A629 in the west. The A629 further connects to the large town of Huddersfield to the northwest and the M1 in the southeast. The area of Lane Head Road to the site frontage includes a section of road which spurs off to connect Lane Head Road, North Lane, and the site access via a one-way system.



Photograph 2 – One-way spur off Lane Head Road

2.2.2 In proximity of the site, Lane Head Road is a two-way single carriageway and is subject to the national speed limit. The road is approximately 7.4m wide, with a verge to the southern side and a small 1.25m verge to the rear of a 1.5m wide footway on the northern side. A bus stop is located on the northern side of the road with a bus layby provided.

2.2.3 North Lane, which runs to the west of the site access, connects to Lane Head Road via a simple priority junction. Within the proximity of the site, North Lane is a two-way single carriageway road with an approximate width of 6 metres. North Lane is subject to the national speed limit and does not benefit from street lighting or pedestrian footways. North Lane connects Lane Head Road in the north and Halifax Road A629 to the south.

2.2.4 Lane Head Road also connects to North Lane via the one-way spur allowing drivers to access the site from both North Lane and Lane Head Road, however blocking access from North Lane onto Lane Head Road due to the one-way system. This results in traffic exiting the site having to access Lane Head Road via North Lane, rather than from the site access direct. The one-way spur is shown at Photograph 2 looking west from Lane Head Road towards the site access and North Lane. Photograph 3 shows the no entry signs looking easterly from the site access to Lane Head Road.



Photograph 3 – No Entry signs from site access

2.3 Road Traffic Accidents

2.3.1 The personal injury accident records for the last 5 years up to December 2020 within the vicinity of the site have been obtained from the Crashmap website. The data used is provided by the Department for Transport which is based upon records provided to them by local police forces. The accident data can be found at Appendix C.

2.3.2 The study area includes 100 metres to either side of the site access as well as the junction of Lane Head Road and North Lane. The search area can be seen in Image 1.

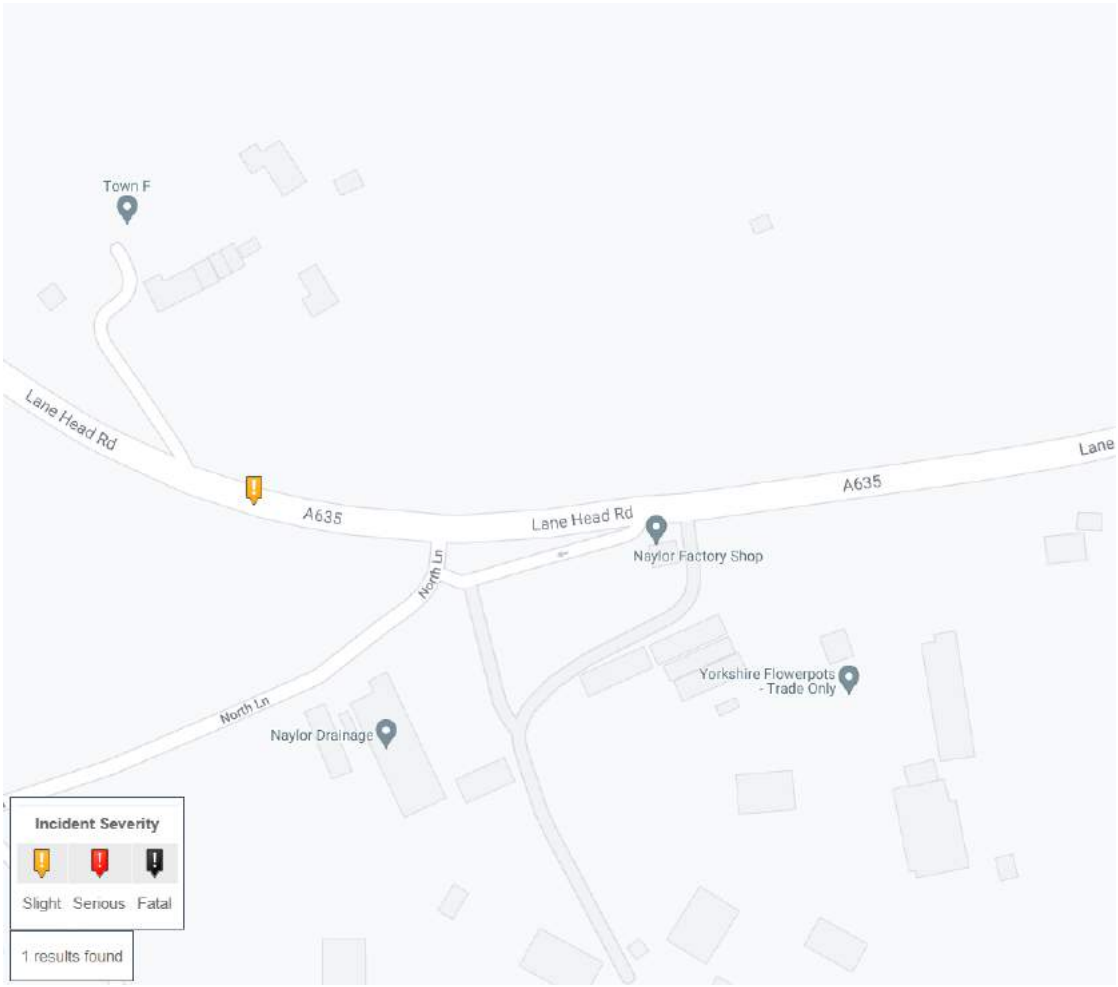


Image 1 – Crashmap search area

2.3.3 According to the Crashmap data there has been only one injury accident reported in the search area, located approximately 60 metres to the west of the site access. The

accident has the lowest severity indicator of 'slight' and took place in June 2020 during daylight hours and in dry condition and involved two cars. Due to the recency of this accident, the data is only provisional and does not include more detailed vehicle or casualty records.

2.3.4 The accident data does not indicate a road safety problem or any trends of significance which would warrant treatment or be a cause for concern due to a slight change in flows as a result of the development proposals.

3.0 Development Proposals

3.1 Proposed Development

3.1.1 The applicants propose to continue the existing operations as well as relocate an injection moulding department from a site at Wombwell to the site whilst extending the existing large factory building. The extension covers an approximate footprint of 2162sqm and would extend northwards towards North Lane. The site proposals can be found at Appendix D.

3.1.2 Staff numbers will increase by approximately 15 people and the injection moulding operation is expected to create 4 HGV movements a week.

3.2 Access

3.2.1 The site has an existing access accessible both from the one-way spur off Lane Head Road, and from North Lane. The access leads to a large car parking and servicing areas maintained to a good standard. The existing access location will remain.

3.3 Parking Provision

3.3.1 The current parking area has space for 114 vehicles to adequately park off street and allow for manoeuvring within the site.

3.3.2 The proposals to extend the factory and increase the workforce by 15 people only can comfortably be accommodated within the existing car parking area.

4.0 Transport Sustainability

4.1.1 The new National Planning Policy Framework (NPPF) was published in February 2019. This document superseded a number of National Planning Policy Statements and Guidance Notes (PPS's and PPG's) and the former NPPF. The national transport policy relating to transport and development that was formerly set out in PPG 13: Transport is now replaced by Section 9 of the NPPF.

4.1.2 However, the former guidance within PPG 13 is still useful in relation to walking and cycling distances as a reference and the relevant policies within the Council's Local Plan still apply.

4.2 Walking

4.2.1 The former guidance given in PPG 13: Transport stated, "Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2km." The 2km walking catchment area plan is included at Appendix B and includes the settlement of Raw Green and parts of Cawthorne and Hoylandswaine. Canon Hall Farm is situated within the walking catchment area and has numerous facilities such as a local shop, café, garden centre and museum. Additionally, there is a local public house which offers hot and cold food.

4.2.2 There is a grass verge and footway to the northern side of Lane Head Road in the vicinity of the site. Adequate street lighting is present and the footways are considered suitable for their day-to-day use. The catchment areas for the preferred maximum walking distances are shown on the plan at Appendix B.

4.3 Cycling

4.3.1 With regards to cycling, again the former guidance in PPG 13: Transport states, "Cycling also has the potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport." The plan at Appendix B also shows the 5km cycle catchment area from the site, which includes the settlements of Clayton West, Scissett, Skelmanthorpe, Denby Dale, Upper Denby, Gunthwaite, Ingbirchwood, Thurlstone, Penistone, Silkstone, Silkstone Common and Barugh Green; all of which boast their unique services, amenities and facilities which could be utilised by staff and visitors of the site.

4.4 Public Transport

4.4.1 The site is well located in terms of access to public transport for staff and visitors. The nearest stop is located on Lane Head Road, approximately 60 metres to the southeast of the access to the development site and has the benefit of a stone passenger shelter. Further details regarding the services available from this bus stop can be found in the table below.

Service No.	Stop Location	Route	Frequency Mon – Sat	Frequency Late evenings & Sundays
94	Cawthorne, adjacent to Lane Head Road / North Lane	Denby Dale Rail Station, Cawthorne, Higham Lane, Barugh Green, Rowland Road, Gawber Road, Barnsley Interchange	120 mins (school holidays only) 120 mins	N/A 120 mins
94a	Cawthorne, adjacent to Lane Head Road / North Lane	Cawthorne, Higham Lane, Barugh Green, Rowland Road, Barnsley Interchange	4 x services per day at 10.48, 12.41, 12.48 and 14.41 120 mins	N/A N/A
94b	Cawthorne, adjacent to Lane Head Road / North Lane	Cawthorne, Barugh Green, Gawber Road, Barnsley Interchange	2 x services per day at 13.43 and 17.13 N/A	N/A N/A

Table 1: Bus Services

4.4.2 The bus services highlighted in the table above show there are 3 services providing connections to the nearby settlements as well as the large town of Barnsley, its bus and railway station and also the railway station at Denby Dale. Barnsley has excellent connections to all associated local amenities and further transport links.

4.4.3 There are four railway stations within cycling distance of the development site, with Silkstone Common being the closest at 3.52km away to the southeast. Silkstone Common operates on the Huddersfield to Sheffield (Penistone Line), as do the other

railway stations within cycling distance at Denby Dale, Penistone and Dodworth, and all have the benefit of cycle parking, some of which is sheltered and covered by CCTV.

4.4.4 Additionally, the No.94 bus provides a connection to Denby Dale Railway Station, thus providing the opportunity for multimodal transport.

4.4.5 The site is in a sustainable location being within proximity of local bus services which provide connections to the large town of Barnsley, neighbouring settlements and the Denby Dale railway station. All of these locations have a multitude of amenities, facilities and transport opportunities. Therefore, the site conforms to current Government directives for ensuring developments are located within a sustainable location.

5.0 Transport Policy

5.1.1 The revised National Planning Policy Framework was published in February 2019 and sets out the Government's planning policies for England and how these are expected to be applied. It recommends that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Within this context, applications for development with regards to Transport should:

Considerations	Proposals
Consider the potential impacts of the development on the transport network	This matter will be dealt with as part of Section 3 – Development Proposals and Section 6 – Traffic Impact
Provide opportunities to promote cycling, walking and public transport use are identified	The layout of the site will allow access for all potential visitors
Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places	On-site parking will be provided as part of the development proposals
Allow for the efficient delivery of goods, and access by service and emergency vehicles	The site access and internal circulation area will allow for safe access within the site and suitable access and egress onto the major road
Include within the design for charging of plug-in and ultra-low emission vehicles in safe and convenient locations	Charging points for plug-in vehicles will be considered as part of the overall parking scheme

5.1.2 Paragraph 110 of the NPPF states that applications for development should:

- Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas.
- Second, so far as possible, to facilitating access to high quality public transport with layouts that maximise the catchment area for bus or public transport services and appropriate facilities that encourage public transport use.
- Address the needs of people with disabilities and reduced mobility in relation to all modes of transport.

- Create places that are safe, secure and attractive which minimise the scope for conflicts between pedestrians, cyclists and vehicles; avoid unnecessary street clutter and respond to local character and design standards.

5.1.3 When considering transport policy compliance for planning applications, the main thrust of local, regional and national policy is that new development should be conveniently accessible by a range of sustainable transport modes, including public transport, cycling and walking. This policy therefore sets out the framework for this Transport Statement and the project's compliance with the policy objectives. Further details of the relevant policy documents are set out below.

5.2 Local Transport Plan

5.2.1 The Barnsley Transport Strategy covers the period of 2014 to 2033 and sets out the Council's strategic vision and priorities for housing, employment and commercial development, including transport infrastructure and the protection of the local environment. There are four key transport priorities:

- Promote economic growth and strategic connections
- Promote inclusion, accessibility and better quality of life
- Promote high quality natural environment, local air quality and climate change
- Promote safety, security and health.

5.2.2 The location of the development is within a sustainable location close to good bus links and provides a suitable access arrangement and design. Therefore, the proposals generally meet the requirements of the Local and National Policy.

6.0 Traffic Impact

6.1.1 The proposals are to extend the existing large factory building. The extension covers an approximate footprint of 2162sqm and would extend northwards towards North Lane.

6.1.2 In terms of traffic generation related to the factory extensions, Table 2 provides the typical peak hour trip rates (morning peak 0800-0900 hours and evening peak 1700-1800 hours) and likely traffic generation of the proposals using the national TRICs database. The TRICs output can be found at Appendix E.

Per 100 sqm Industrial Unit	Morning Peak			Evening Peak		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate	0.587	0.097	0.684	0.035	0.516	0.551
Generated Trips	12.69	2.10	14.79	0.76	11.16	11.92

Table 2: Predicted Development Trip Rates & Generation

6.1.3 As can be seen from Table 2 the proposed development is likely to generate up to 15 vehicle movements during the network peak hours. Based on the above the increase in traffic would generally meet with the proposed increase in staff at the site and would not be discernible from the daily fluctuations in traffic along Lane Head Road and the wider network. The proposals also include the relocation of an injection moulding department from Wombwell which is expected to generate up to 4 HGV movements a week. Given the size of the development and likely trip generations during the network peak periods, it is not considered necessary to carry out any capacity assessments at the site access or nearby junctions.

6.1.4 The proposals include the continued use of the existing access arrangements which are suitable in terms of geometry, visibility, construction, and appropriate car parking provision. The accident record demonstrates that the existing site access and wider network does not indicate a road safety problem or any trends of any significance which would warrant treatment or be a cause of concern, as a result in the slight change in peak hour flows because of the development proposals.

6.1.5 It is considered that the anticipated increase in the level of traffic generated by the proposed development would not be discernible from the daily fluctuations in flows that

could be expected on the highway network. The level of traffic generated by the proposals can be accommodated and will not significantly impact the safe operation of the local highway and will not significantly add to any congestion at the peak times on the local network.

6.1.6 It is considered that the anticipated increase in the level of traffic generated by the proposed development would not be discernible from the daily fluctuations in flows that could be expected on the highway network. The level of traffic generated by the proposals can be accommodated and will not significantly impact the safe operation of the local highway and will not significantly add to any congestion at the peak times on the local network.

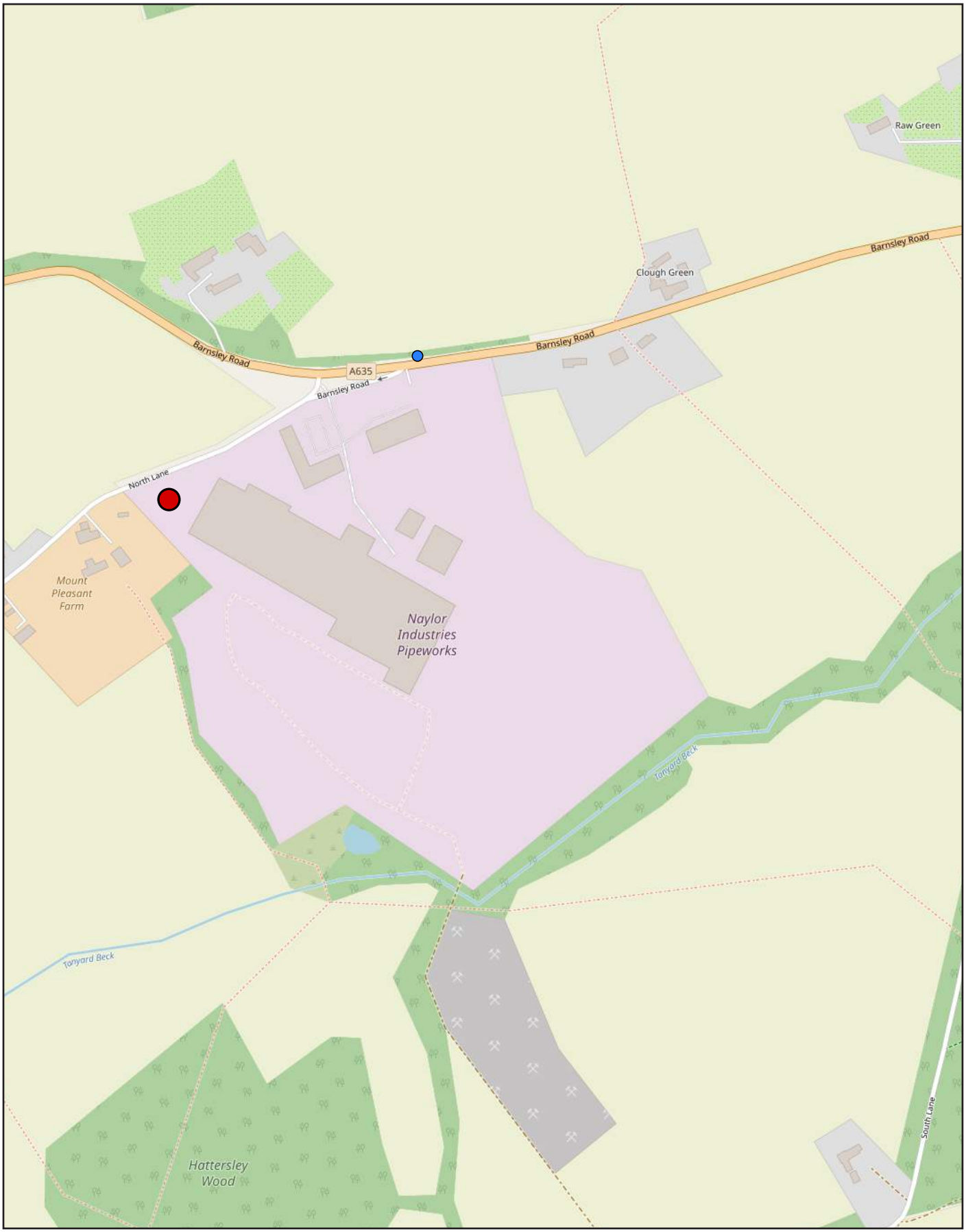
7.0 Conclusion

7.1 This Transport Statement considers the existing traffic characteristics and infrastructure in the surrounding area of the proposed development. The development proposals are then presented. The traffic impact of the proposed development is also assessed, as is the highway safety and access proposals with the existing situation.

7.2 The site is considered to be in a sustainable location given its proximity to bus stops and neighbouring settlements. Therefore, the site conforms to current Government directives for ensuring developments are located in a sustainable location.

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

Appendix A
Site Location

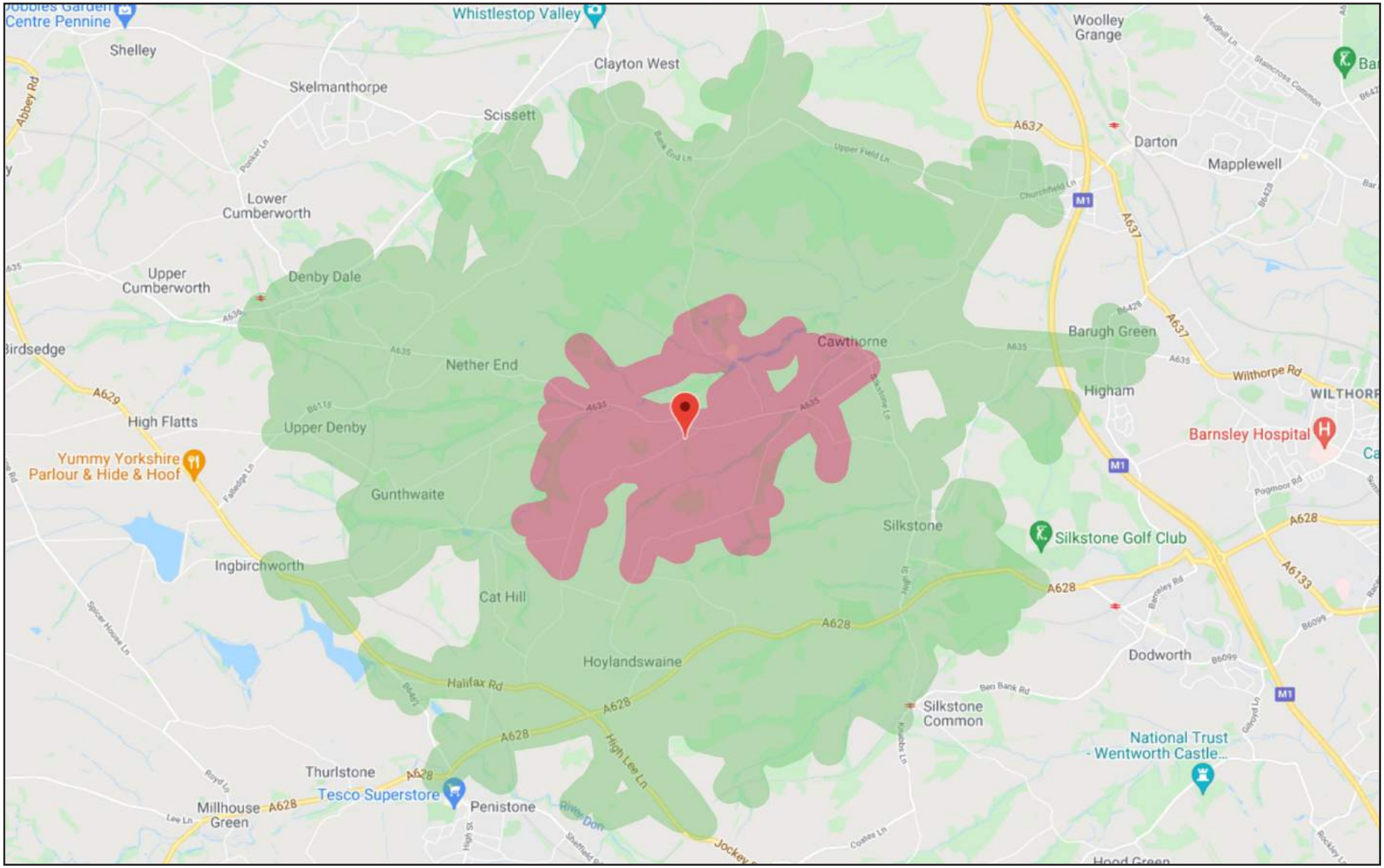


Legend:

- Site Location
- Closest Unique Bus Stops

PARAGON HIGHWAYS
Offices 20/21
The Rear Walled Garden
Nostell Estate, Wakefield WF4 1AB

Appendix B
Site Catchment



Legend:

- 5km Cycle Catchment
- 2km Walking Catchment
- Site Location

PARAGON HIGHWAYS
Offices 20/21
The Rear Walled Garden
Nostell Estate, Wakefield WF4 1AB

Appendix C
Accident Data

crashmap.co.uk

Provisional Data does not include vehicle and casualty records

Crash Date:	Tuesday, June 09, 2020	**Time of Crash:**	4:50:00 PM	**Crash Reference:**	**2020140956321**

Highest Injury Severity:	Slight	**Road Number:**	A635	**Number of Casualties:**	2
Highway Authority:	Barnsley			**Number of Vehicles:**	2
Local Authority:	Barnsley Metropolitan Borough			**OS Grid Reference:**	426824 407198
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Unknown				



For more information about the data please visit: *www.crashmap.co.uk/home/Faq*
To subscribe to unlimited reports using CrashMap Pro visit *www.crashmap.co.uk/Home/Premium_Services*

powered by agilysis

Provisional Data does not include vehicle and casualty records

For more information about the data please visit: *www.crashmap.co.uk/home/Faq*
To subscribe to unlimited reports using CrashMap Pro visit *www.crashmap.co.uk/Home/Premium_Services*

powered by agilysis

Appendix D
Site Proposals



Rev	Description	Drawn	Checked	Date
P5	Planning Issue	DLV	MR	13.09.21
P4	Revised to comply with Approved Document Part B	DLV		26/08/21
P3	Revised to reflect Tree Survey	DLV		05/08/21
P2	Revised to suit client comments	DLV	MJR	29/06/21
P1	First Issue	DLV	MJR	23/06/21

Document Status : **S2**

Purpose of Issue: **FOR INFORMATION**

MARTIN WALSH ARCHITECTURAL

Firth Buildings, 99 - 103 Leeds Rd, Dewsbury, WF12 7BU t: 01924 464342

e: info@martinwalsh.co.uk w: www.martinwalsh.co.uk

Project

Proposed Extension to Plastic Extrusion Factory at
Naylor Drainage, Clough Green, Cawthorne, Barnsley, S75 4AD

Title

Proposed Site Plan

Client

Naylor Drainage Ltd

MWA Project Ref	Scale	Original Paper Size	Paper Orientation	Drawn
6386	1:250	@A1	Landscape	DLV

File Identifier

Project	Originator	Volume	Level	Type	Role	Number	Revision
NDCG -	MWA -	XX -	XX -	DR -	A -	0007	P5

Copyright © 2021 Martin Walsh Architectural. All Rights Reserved.
Martin Walsh Architectural is the trading name of Martin Walsh Architectural Limited. Registered in England Number 4496049

Appendix E
TRICs Output

Calculation Reference: AUDIT-742101-210922-0930

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 days
03	SOUTH WEST		
	BR	BRISTOL CITY	1 days
04	EAST ANGLIA		
	SF	SUFFOLK	1 days
06	WEST MIDLANDS		
	HE	HEREFORDSHIRE	1 days
08	NORTH WEST		
	LC	LANCASHIRE	1 days
09	NORTH		
	CB	CUMBRIA	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: 1010 to 3000 (units: sqm)
Range Selected by User: 1000 to 3000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 15/10/20

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	3 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	6

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

Selected Location Sub Categories:

Industrial Zone	5
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.

Secondary Filtering selection:

Use Class:

Not Known	6 days

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

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	2 days
20,001 to 25,000	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
100,001 to 125,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	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	6 days

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

Travel Plan:

No	6 days

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

PTAL Rating:

No PTAL Present	6 days

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

LIST OF SITES relevant to selection parameters

1 BR-02-C-02 STAINLESS FITTINGS BRISTOL CITY
SOUTH LIBERTY LANE
BRISTOL

Edge of Town
Industrial Zone
Total Gross floor area: 1475 sqm
Survey date: TUESDAY 22/09/15 *Survey Type: MANUAL*

2 CB-02-C-01 DOMINO'S PIZZA CUMBRIA
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 HC-02-C-01 ENGINEERING COMPANY HAMPSHIRE
JAYS CLOSE
BASINGSTOKE

Edge of Town
Industrial Zone
Total Gross floor area: 3000 sqm
Survey date: THURSDAY 16/06/16 *Survey Type: MANUAL*

4 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*

5 LC-02-C-04 POWDER COATINGS LANCASHIRE
CHORLEY ROAD
BLACKPOOL
LITTLE CARLETON
Edge of Town
Industrial Zone
Total Gross floor area: 1010 sqm
Survey date: THURSDAY 20/06/19 *Survey Type: MANUAL*

6 SF-02-C-01 JOINERY SUFFOLK
ANSON ROAD
IPSWICH
MARTLESHAM HEATH
Edge of Town
Industrial Zone
Total Gross floor area: 1100 sqm
Survey date: FRIDAY 12/07/13 *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 SURVEYS

Site Ref	Survey Date	Reason for Deselection
BD-02-C-01	15/10/20	Covid

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	2950	0.000	1	2950	0.000	1	2950	0.000
05:30 - 06:00	1	2950	0.102	1	2950	0.000	1	2950	0.102
06:00 - 06:30	1	2950	0.034	1	2950	0.000	1	2950	0.034
06:30 - 07:00	1	2950	0.102	1	2950	0.034	1	2950	0.136
07:00 - 07:30	6	1903	0.123	6	1903	0.044	6	1903	0.167
07:30 - 08:00	6	1903	0.307	6	1903	0.044	6	1903	0.351
08:00 - 08:30	6	1903	0.228	6	1903	0.053	6	1903	0.281
08:30 - 09:00	6	1903	0.359	6	1903	0.044	6	1903	0.403
09:00 - 09:30	6	1903	0.228	6	1903	0.088	6	1903	0.316
09:30 - 10:00	6	1903	0.114	6	1903	0.079	6	1903	0.193
10:00 - 10:30	6	1903	0.210	6	1903	0.114	6	1903	0.324
10:30 - 11:00	6	1903	0.088	6	1903	0.131	6	1903	0.219
11:00 - 11:30	6	1903	0.105	6	1903	0.079	6	1903	0.184
11:30 - 12:00	6	1903	0.053	6	1903	0.096	6	1903	0.149
12:00 - 12:30	6	1903	0.114	6	1903	0.096	6	1903	0.210
12:30 - 13:00	6	1903	0.079	6	1903	0.105	6	1903	0.184
13:00 - 13:30	6	1903	0.193	6	1903	0.228	6	1903	0.421
13:30 - 14:00	6	1903	0.105	6	1903	0.123	6	1903	0.228
14:00 - 14:30	6	1903	0.070	6	1903	0.079	6	1903	0.149
14:30 - 15:00	6	1903	0.079	6	1903	0.149	6	1903	0.228
15:00 - 15:30	6	1903	0.088	6	1903	0.053	6	1903	0.141
15:30 - 16:00	6	1903	0.053	6	1903	0.088	6	1903	0.141
16:00 - 16:30	6	1903	0.053	6	1903	0.061	6	1903	0.114
16:30 - 17:00	6	1903	0.018	6	1903	0.245	6	1903	0.263
17:00 - 17:30	6	1903	0.026	6	1903	0.315	6	1903	0.341
17:30 - 18:00	6	1903	0.009	6	1903	0.201	6	1903	0.210
18:00 - 18:30	6	1903	0.044	6	1903	0.166	6	1903	0.210
18:30 - 19:00	6	1903	0.070	6	1903	0.096	6	1903	0.166
19:00 - 19:30	1	2950	0.169	1	2950	0.102	1	2950	0.271
19:30 - 20:00	1	2950	0.034	1	2950	0.102	1	2950	0.136
20:00 - 20:30	1	2950	0.034	1	2950	0.034	1	2950	0.068
20:30 - 21:00	1	2950	0.068	1	2950	0.102	1	2950	0.170
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			3.359			3.151			6.510

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:	1010 - 3000 (units: sqm)
Survey date date range:	01/01/13 - 15/10/20
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	2950	0.000	1	2950	0.000	1	2950	0.000
05:30 - 06:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
06:00 - 06:30	1	2950	0.000	1	2950	0.000	1	2950	0.000
06:30 - 07:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
07:00 - 07:30	6	1903	0.000	6	1903	0.000	6	1903	0.000
07:30 - 08:00	6	1903	0.000	6	1903	0.000	6	1903	0.000
08:00 - 08:30	6	1903	0.000	6	1903	0.000	6	1903	0.000
08:30 - 09:00	6	1903	0.000	6	1903	0.000	6	1903	0.000
09:00 - 09:30	6	1903	0.009	6	1903	0.009	6	1903	0.018
09:30 - 10:00	6	1903	0.000	6	1903	0.000	6	1903	0.000
10:00 - 10:30	6	1903	0.000	6	1903	0.000	6	1903	0.000
10:30 - 11:00	6	1903	0.009	6	1903	0.009	6	1903	0.018
11:00 - 11:30	6	1903	0.009	6	1903	0.009	6	1903	0.018
11:30 - 12:00	6	1903	0.009	6	1903	0.009	6	1903	0.018
12:00 - 12:30	6	1903	0.000	6	1903	0.000	6	1903	0.000
12:30 - 13:00	6	1903	0.000	6	1903	0.000	6	1903	0.000
13:00 - 13:30	6	1903	0.000	6	1903	0.000	6	1903	0.000
13:30 - 14:00	6	1903	0.000	6	1903	0.000	6	1903	0.000
14:00 - 14:30	6	1903	0.009	6	1903	0.009	6	1903	0.018
14:30 - 15:00	6	1903	0.000	6	1903	0.000	6	1903	0.000
15:00 - 15:30	6	1903	0.000	6	1903	0.000	6	1903	0.000
15:30 - 16:00	6	1903	0.000	6	1903	0.000	6	1903	0.000
16:00 - 16:30	6	1903	0.000	6	1903	0.000	6	1903	0.000
16:30 - 17:00	6	1903	0.000	6	1903	0.000	6	1903	0.000
17:00 - 17:30	6	1903	0.000	6	1903	0.000	6	1903	0.000
17:30 - 18:00	6	1903	0.000	6	1903	0.000	6	1903	0.000
18:00 - 18:30	6	1903	0.000	6	1903	0.000	6	1903	0.000
18:30 - 19:00	6	1903	0.009	6	1903	0.009	6	1903	0.018
19:00 - 19:30	1	2950	0.000	1	2950	0.000	1	2950	0.000
19:30 - 20:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
20:00 - 20:30	1	2950	0.000	1	2950	0.000	1	2950	0.000
20:30 - 21:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.054			0.054			0.108

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	2950	0.000	1	2950	0.000	1	2950	0.000
05:30 - 06:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
06:00 - 06:30	1	2950	0.034	1	2950	0.000	1	2950	0.034
06:30 - 07:00	1	2950	0.034	1	2950	0.000	1	2950	0.034
07:00 - 07:30	6	1903	0.009	6	1903	0.000	6	1903	0.009
07:30 - 08:00	6	1903	0.009	6	1903	0.018	6	1903	0.027
08:00 - 08:30	6	1903	0.018	6	1903	0.009	6	1903	0.027
08:30 - 09:00	6	1903	0.053	6	1903	0.000	6	1903	0.053
09:00 - 09:30	6	1903	0.009	6	1903	0.018	6	1903	0.027
09:30 - 10:00	6	1903	0.026	6	1903	0.026	6	1903	0.052
10:00 - 10:30	6	1903	0.061	6	1903	0.035	6	1903	0.096
10:30 - 11:00	6	1903	0.000	6	1903	0.026	6	1903	0.026
11:00 - 11:30	6	1903	0.035	6	1903	0.026	6	1903	0.061
11:30 - 12:00	6	1903	0.000	6	1903	0.009	6	1903	0.009
12:00 - 12:30	6	1903	0.009	6	1903	0.009	6	1903	0.018
12:30 - 13:00	6	1903	0.009	6	1903	0.018	6	1903	0.027
13:00 - 13:30	6	1903	0.026	6	1903	0.018	6	1903	0.044
13:30 - 14:00	6	1903	0.000	6	1903	0.000	6	1903	0.000
14:00 - 14:30	6	1903	0.000	6	1903	0.009	6	1903	0.009
14:30 - 15:00	6	1903	0.000	6	1903	0.000	6	1903	0.000
15:00 - 15:30	6	1903	0.009	6	1903	0.000	6	1903	0.009
15:30 - 16:00	6	1903	0.009	6	1903	0.018	6	1903	0.027
16:00 - 16:30	6	1903	0.026	6	1903	0.009	6	1903	0.035
16:30 - 17:00	6	1903	0.000	6	1903	0.009	6	1903	0.009
17:00 - 17:30	6	1903	0.009	6	1903	0.009	6	1903	0.018
17:30 - 18:00	6	1903	0.000	6	1903	0.000	6	1903	0.000
18:00 - 18:30	6	1903	0.000	6	1903	0.000	6	1903	0.000
18:30 - 19:00	6	1903	0.009	6	1903	0.009	6	1903	0.018
19:00 - 19:30	1	2950	0.000	1	2950	0.102	1	2950	0.102
19:30 - 20:00	1	2950	0.000	1	2950	0.102	1	2950	0.102
20:00 - 20:30	1	2950	0.000	1	2950	0.034	1	2950	0.034
20:30 - 21:00	1	2950	0.000	1	2950	0.068	1	2950	0.068
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.394			0.581			0.975

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	2950	0.000	1	2950	0.000	1	2950	0.000
05:30 - 06:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
06:00 - 06:30	1	2950	0.000	1	2950	0.000	1	2950	0.000
06:30 - 07:00	1	2950	0.034	1	2950	0.000	1	2950	0.034
07:00 - 07:30	6	1903	0.018	6	1903	0.000	6	1903	0.018
07:30 - 08:00	6	1903	0.061	6	1903	0.000	6	1903	0.061
08:00 - 08:30	6	1903	0.018	6	1903	0.000	6	1903	0.018
08:30 - 09:00	6	1903	0.000	6	1903	0.000	6	1903	0.000
09:00 - 09:30	6	1903	0.000	6	1903	0.000	6	1903	0.000
09:30 - 10:00	6	1903	0.009	6	1903	0.000	6	1903	0.009
10:00 - 10:30	6	1903	0.000	6	1903	0.000	6	1903	0.000
10:30 - 11:00	6	1903	0.000	6	1903	0.000	6	1903	0.000
11:00 - 11:30	6	1903	0.000	6	1903	0.000	6	1903	0.000
11:30 - 12:00	6	1903	0.000	6	1903	0.000	6	1903	0.000
12:00 - 12:30	6	1903	0.000	6	1903	0.000	6	1903	0.000
12:30 - 13:00	6	1903	0.000	6	1903	0.009	6	1903	0.009
13:00 - 13:30	6	1903	0.018	6	1903	0.026	6	1903	0.044
13:30 - 14:00	6	1903	0.009	6	1903	0.000	6	1903	0.009
14:00 - 14:30	6	1903	0.000	6	1903	0.009	6	1903	0.009
14:30 - 15:00	6	1903	0.000	6	1903	0.026	6	1903	0.026
15:00 - 15:30	6	1903	0.000	6	1903	0.000	6	1903	0.000
15:30 - 16:00	6	1903	0.000	6	1903	0.009	6	1903	0.009
16:00 - 16:30	6	1903	0.000	6	1903	0.000	6	1903	0.000
16:30 - 17:00	6	1903	0.000	6	1903	0.053	6	1903	0.053
17:00 - 17:30	6	1903	0.000	6	1903	0.018	6	1903	0.018
17:30 - 18:00	6	1903	0.009	6	1903	0.000	6	1903	0.009
18:00 - 18:30	6	1903	0.000	6	1903	0.000	6	1903	0.000
18:30 - 19:00	6	1903	0.000	6	1903	0.009	6	1903	0.009
19:00 - 19:30	1	2950	0.000	1	2950	0.000	1	2950	0.000
19:30 - 20:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
20:00 - 20:30	1	2950	0.000	1	2950	0.000	1	2950	0.000
20:30 - 21:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.176			0.159			0.335

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	2950	0.000	1	2950	0.000	1	2950	0.000
05:30 - 06:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
06:00 - 06:30	1	2950	0.000	1	2950	0.000	1	2950	0.000
06:30 - 07:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
07:00 - 07:30	6	1903	0.079	6	1903	0.035	6	1903	0.114
07:30 - 08:00	6	1903	0.210	6	1903	0.009	6	1903	0.219
08:00 - 08:30	6	1903	0.158	6	1903	0.018	6	1903	0.176
08:30 - 09:00	6	1903	0.289	6	1903	0.018	6	1903	0.307
09:00 - 09:30	6	1903	0.175	6	1903	0.009	6	1903	0.184
09:30 - 10:00	6	1903	0.053	6	1903	0.035	6	1903	0.088
10:00 - 10:30	6	1903	0.061	6	1903	0.000	6	1903	0.061
10:30 - 11:00	6	1903	0.018	6	1903	0.026	6	1903	0.044
11:00 - 11:30	6	1903	0.026	6	1903	0.000	6	1903	0.026
11:30 - 12:00	6	1903	0.018	6	1903	0.026	6	1903	0.044
12:00 - 12:30	6	1903	0.035	6	1903	0.044	6	1903	0.079
12:30 - 13:00	6	1903	0.053	6	1903	0.035	6	1903	0.088
13:00 - 13:30	6	1903	0.114	6	1903	0.149	6	1903	0.263
13:30 - 14:00	6	1903	0.053	6	1903	0.088	6	1903	0.141
14:00 - 14:30	6	1903	0.061	6	1903	0.061	6	1903	0.122
14:30 - 15:00	6	1903	0.018	6	1903	0.096	6	1903	0.114
15:00 - 15:30	6	1903	0.026	6	1903	0.018	6	1903	0.044
15:30 - 16:00	6	1903	0.018	6	1903	0.018	6	1903	0.036
16:00 - 16:30	6	1903	0.018	6	1903	0.035	6	1903	0.053
16:30 - 17:00	6	1903	0.000	6	1903	0.123	6	1903	0.123
17:00 - 17:30	6	1903	0.009	6	1903	0.228	6	1903	0.237
17:30 - 18:00	6	1903	0.000	6	1903	0.166	6	1903	0.166
18:00 - 18:30	6	1903	0.009	6	1903	0.114	6	1903	0.123
18:30 - 19:00	6	1903	0.009	6	1903	0.061	6	1903	0.070
19:00 - 19:30	1	2950	0.000	1	2950	0.000	1	2950	0.000
19:30 - 20:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
20:00 - 20:30	1	2950	0.000	1	2950	0.000	1	2950	0.000
20:30 - 21:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.510			1.412			2.922

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	2950	0.000	1	2950	0.000	1	2950	0.000
05:30 - 06:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
06:00 - 06:30	1	2950	0.000	1	2950	0.000	1	2950	0.000
06:30 - 07:00	1	2950	0.034	1	2950	0.000	1	2950	0.034
07:00 - 07:30	6	1903	0.018	6	1903	0.000	6	1903	0.018
07:30 - 08:00	6	1903	0.009	6	1903	0.009	6	1903	0.018
08:00 - 08:30	6	1903	0.009	6	1903	0.026	6	1903	0.035
08:30 - 09:00	6	1903	0.000	6	1903	0.000	6	1903	0.000
09:00 - 09:30	6	1903	0.018	6	1903	0.026	6	1903	0.044
09:30 - 10:00	6	1903	0.009	6	1903	0.009	6	1903	0.018
10:00 - 10:30	6	1903	0.053	6	1903	0.035	6	1903	0.088
10:30 - 11:00	6	1903	0.053	6	1903	0.053	6	1903	0.106
11:00 - 11:30	6	1903	0.035	6	1903	0.035	6	1903	0.070
11:30 - 12:00	6	1903	0.009	6	1903	0.026	6	1903	0.035
12:00 - 12:30	6	1903	0.061	6	1903	0.035	6	1903	0.096
12:30 - 13:00	6	1903	0.009	6	1903	0.026	6	1903	0.035
13:00 - 13:30	6	1903	0.000	6	1903	0.018	6	1903	0.018
13:30 - 14:00	6	1903	0.026	6	1903	0.018	6	1903	0.044
14:00 - 14:30	6	1903	0.000	6	1903	0.000	6	1903	0.000
14:30 - 15:00	6	1903	0.035	6	1903	0.044	6	1903	0.079
15:00 - 15:30	6	1903	0.026	6	1903	0.018	6	1903	0.044
15:30 - 16:00	6	1903	0.026	6	1903	0.018	6	1903	0.044
16:00 - 16:30	6	1903	0.009	6	1903	0.009	6	1903	0.018
16:30 - 17:00	6	1903	0.018	6	1903	0.018	6	1903	0.036
17:00 - 17:30	6	1903	0.009	6	1903	0.009	6	1903	0.018
17:30 - 18:00	6	1903	0.009	6	1903	0.000	6	1903	0.009
18:00 - 18:30	6	1903	0.000	6	1903	0.000	6	1903	0.000
18:30 - 19:00	6	1903	0.000	6	1903	0.000	6	1903	0.000
19:00 - 19:30	1	2950	0.000	1	2950	0.000	1	2950	0.000
19:30 - 20:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
20:00 - 20:30	1	2950	0.000	1	2950	0.000	1	2950	0.000
20:30 - 21:00	1	2950	0.000	1	2950	0.034	1	2950	0.034
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.475			0.466			0.941

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	2950	0.000	1	2950	0.000	1	2950	0.000
05:30 - 06:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
06:00 - 06:30	1	2950	0.000	1	2950	0.000	1	2950	0.000
06:30 - 07:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
07:00 - 07:30	6	1903	0.000	6	1903	0.000	6	1903	0.000
07:30 - 08:00	6	1903	0.000	6	1903	0.000	6	1903	0.000
08:00 - 08:30	6	1903	0.009	6	1903	0.000	6	1903	0.009
08:30 - 09:00	6	1903	0.000	6	1903	0.000	6	1903	0.000
09:00 - 09:30	6	1903	0.000	6	1903	0.000	6	1903	0.000
09:30 - 10:00	6	1903	0.000	6	1903	0.000	6	1903	0.000
10:00 - 10:30	6	1903	0.018	6	1903	0.009	6	1903	0.027
10:30 - 11:00	6	1903	0.000	6	1903	0.000	6	1903	0.000
11:00 - 11:30	6	1903	0.000	6	1903	0.000	6	1903	0.000
11:30 - 12:00	6	1903	0.000	6	1903	0.000	6	1903	0.000
12:00 - 12:30	6	1903	0.000	6	1903	0.000	6	1903	0.000
12:30 - 13:00	6	1903	0.000	6	1903	0.000	6	1903	0.000
13:00 - 13:30	6	1903	0.000	6	1903	0.009	6	1903	0.009
13:30 - 14:00	6	1903	0.009	6	1903	0.000	6	1903	0.009
14:00 - 14:30	6	1903	0.000	6	1903	0.000	6	1903	0.000
14:30 - 15:00	6	1903	0.000	6	1903	0.000	6	1903	0.000
15:00 - 15:30	6	1903	0.000	6	1903	0.009	6	1903	0.009
15:30 - 16:00	6	1903	0.000	6	1903	0.000	6	1903	0.000
16:00 - 16:30	6	1903	0.000	6	1903	0.009	6	1903	0.009
16:30 - 17:00	6	1903	0.000	6	1903	0.009	6	1903	0.009
17:00 - 17:30	6	1903	0.000	6	1903	0.009	6	1903	0.009
17:30 - 18:00	6	1903	0.000	6	1903	0.000	6	1903	0.000
18:00 - 18:30	6	1903	0.000	6	1903	0.000	6	1903	0.000
18:30 - 19:00	6	1903	0.000	6	1903	0.000	6	1903	0.000
19:00 - 19:30	1	2950	0.000	1	2950	0.000	1	2950	0.000
19:30 - 20:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
20:00 - 20:30	1	2950	0.000	1	2950	0.000	1	2950	0.000
20:30 - 21:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.036			0.054			0.090

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.*