

**TRANSPORT & INFRASTRUCTURE
PLANNING**

Company Shop and Rula
Developments Ltd
Maple Road, Tankersley
Barnsley, South Yorkshire

TRANSPORT STATEMENT

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PLANNING

Company Shop and Rula
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Maple Road, Tankersley
Barnsley, South Yorkshire

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TABLE OF CONTENTS

1.0	INTRODUCTION	4
2.0	EXISTING CONDITIONS.....	7
3.0	PROPOSED DEVELOPMENT.....	10
4.0	TRIP GENERATION	11
5.0	SUMMARY AND CONCLUSION	13

LIST OF FIGURES

Figure 1: Site Location Plan.....	7
Figure 2: PIA Location Map.....	8
Figure 3: Cycling Network Plan - Route 67.....	9

LIST OF TABLES

Table 1: Average Employment Trip Rates (per 100 sq.m)	11
Table 2: Proposed Development Vehicle Trip Generation.....	11

DRAWINGS

MRT-BWB-GEN-01-DR-TR-110-S2-P2	Swept Path Analysis
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APPENDICES

Appendix A	Indicative Site Plan
Appendix B	TRICS Output

1.0 INTRODUCTION

Appointment

- 1.1 BWB Consulting Ltd (“BWB”) has been appointed by Company Shop and Rula Developments Ltd (“The Client”) to prepare this Transport Statement (TS) to support a planning application for a proposed development off Maple Road, Tankersley in Barnsley.

Scheme Overview

- 1.2 The proposed development comprises an outline planning application for a Use Class B8 Storage and Distribution unit. The proposed land use would have a Gross Floor Area (GFA) of 150,000 sq.ft. (14,000 sq.m.).
- 1.3 The indicative site plan is included in **Appendix A** for reference.

Background

- 1.4 In 2014, AECOM submitted a Transport Assessment in support of a planning application on behalf of Barnsley Metropolitan Borough Council (BMBC) to implement new highway layout at the A61 Birdwell and the roundabout to the north of the M1 Junction 36 in order to alleviate the existing traffic problems at the junction that currently experience significant levels of congestion and delay at peak times.
- 1.5 As part of the Transport Assessment, VISSIM and SATURN traffic models were used to assess the traffic impact of scheme proposals at the A61 Birdwell junction and the M1 Junction 36. The VISSIM model extends to cover the A61 and Westwood Roundabout to the southwest of the motorway junction.
- 1.6 The Transport Assessment provided highways measures to mitigate the constraints identified on the local highway network, including dualling of the A61 between Westwood Roundabout and the M1 Junction 36 and upgrading Westwood Roundabout into a hamburger roundabout.
- 1.7 The Transport Assessment concluded that the proposed mitigation measures would ease current levels of traffic congestion on the local highway network and would be able to accommodate future committed developments in the area.

Transport Policy

The National Planning Policy Framework (2012)

- 1.8 The Government’s sustainability objectives are embodied in The National Planning Policy Framework (NPPF)¹ which states that “*developments should be located and designed where practical to:-*
- *Accommodate the efficient delivery of goods and supplies;*
 - *Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*

¹ National Planning Policy Framework, Department for Communities and Local Government, March 2012

- *Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones; and*
- *Consider the needs of people with disabilities by all modes of transport”.*

1.9 In addition, the NPPF states that “All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:-

- *The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- *Safe and suitable access to the site can be achieved for all people; and*
- *Improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.”*

South Yorkshire Transport Strategy (2011-2026)

- 1.10 South Yorkshire’s transport Strategy covers the Sheffield City Region, which includes the four districts of South Yorkshire (Barnsley, Doncaster, Rotherham and Sheffield) and five districts in the East Midlands (Bassetlaw, Bolsover, Chesterfield, Northeast Derbyshire and Derbyshire Dales).
- 1.11 The strategy’s main target is to ‘*keep people and goods moving effectively*’ by supporting economic growth, enhance social inclusion and health, maximise safety and reduce emissions.

Barnsley Council Local Transport Strategy (2014-2033)

- 1.12 BMBC’s local transport strategy has been developed in conjunction with South Yorkshire’s transport strategy, both focusing on delivering solutions to improve the accessibility and sustainability of the highway network. BMBC’s local transport strategy main objectives include; to:
- *“Reduce transport related greenhouse gas emissions;*
 - *Support sustainable development and the locations for growth set out in the Core Strategy;*
 - *Address cross-boundary transportation issues;*
 - *Reduce the need to travel, particularly by car;*
 - *Where travel is necessary;*
 - o *making it easier for people to travel between home and health, education, leisure, countryside and work opportunities within the borough by walking, cycling and public transport*
 - o *improving direct public transport and freight links with significant places of business and employment outside the borough*

- *Influence travel behaviour, in particular;*
 - o *encouraging greater take up of walking, cycling and public transport whilst recognising the constraints of existing transport infrastructure, such as narrow roads which can make the provision of dedicated cycle routes difficult*
 - o *encouraging a healthier lifestyle to help reduce the high levels of obesity and heart disease*
 - o *managing car parking*
- *Increase the feeling of safety and security whilst using public transport, walking and cycling;*
- *Ensure that sustainable and inclusive travel is embedded within new development;*
- *Reduce the number of people, particularly children, that are killed or seriously injured on our roads; and*
- *Reduce the impact of necessary road travel on the environment, the health and safety of the community and the local economy.”*

1.13 This TS has therefore been produced in line with the NPPF and BMBC transport strategies detailed above aiming to minimise the impact of the proposed development on the local highway network and promote the sustainable location of the site. The TS is structured as follows:

- **Section 2: Existing Conditions** - describes the existing highway conditions, an analysis of Personal Injury Accident (PIA) data and a review of site accessibility by walking, cycling and public transport.
- **Section 3: Proposed Development** - details the development proposals, including the access arrangements.
- **Section 4: Trip Generation** - sets out the methodology used to estimate the number of vehicular trips generated by the proposed development.
- **Section 5: Summary and Conclusions.**

2.0 EXISTING CONDITIONS

Site location

- 2.1 The site is located to the northwest of Maple Road and forms part of the Wentworth Industrial Estate, which is approximately 1.6 km southwest of M1 Junction 36. **Figure 1** below shows the general site location plan.

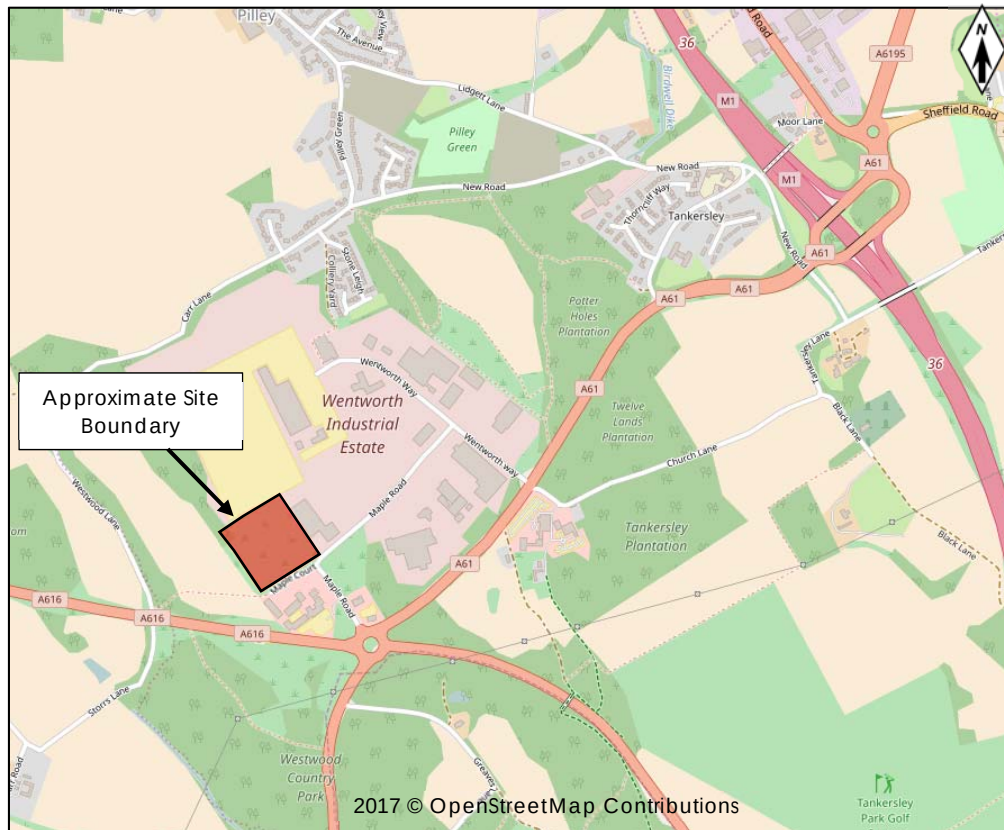


Figure 1: Site Location Plan

Local Highway Network

- 2.2 Maple Road is a single carriageway road running between Wentworth Way to the northeast and Westwood Roundabout to the southeast. It has a 30 mph speed limit and provides access to Wentworth Industrial Estate and Wentworth Park Service Station.
- 2.3 Wentworth Way is located to the northeast of the site. For a long section it is a dual carriageway road, narrowing to single carriageway along the northwest section. Wentworth Way is also subject to 30 mph speed limit and links to the A61 Westwood New Road and Church Lane to the east.
- 2.4 The A61 Westwood New Road runs to the southeast of the site. It links to the M1 junction 36 at Tankersley Roundabout to the northeast and A616 Westwood Roundabout to the southwest. Westwood Roundabout also links to the A616, which provides access to the M1 Junction 35A to the southeast.

Road Safety

- 2.5 BWB has undertaken a review of PIA records for the local highway network in the vicinity of the site using Crashmap.
- 2.6 Crashmap shows that over the most recently available three-year period (2014 – 2016 inclusive). There have been 22 recorded PIAs in proximity of the site, one of which was classed as 'serious' PIA and the remaining six as 'slight' PIAs. **Figure 2** below shows the PIA locations.

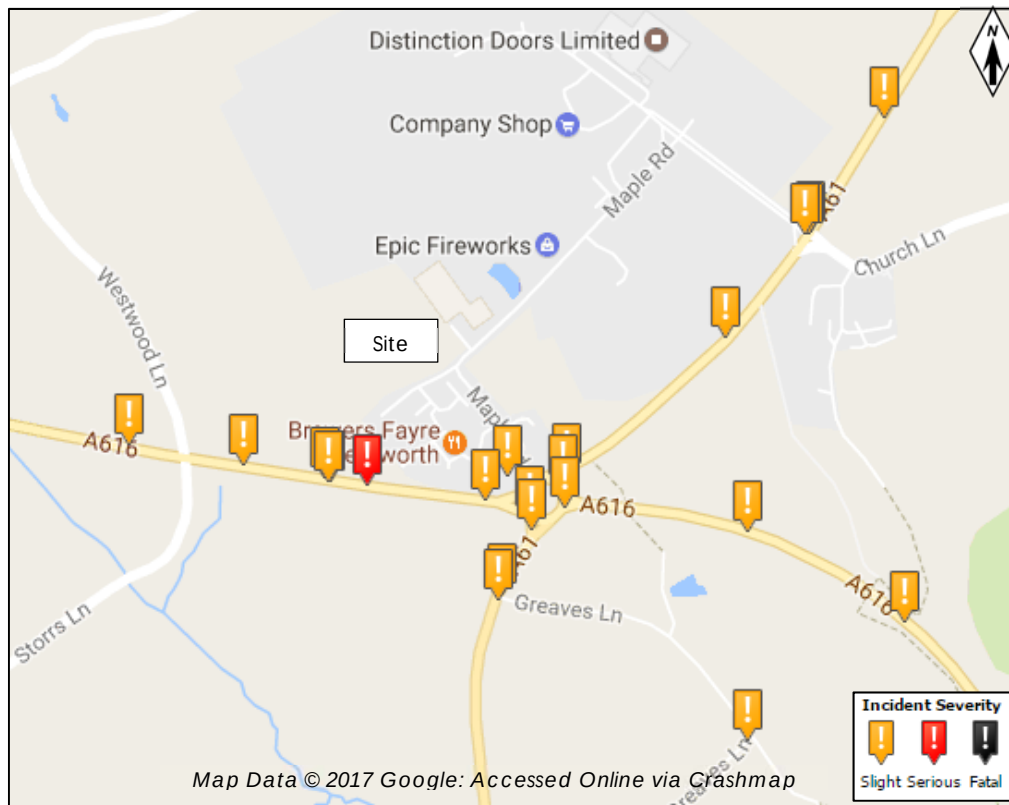


Figure 2: PIA Location Map

- 2.7 As can be seen, the majority of the PIAs were reported to have taken place in proximity of Westwood Roundabout and the A616. No PIAs took place in proximity of the site access junction or on Maple Road.
- 2.8 The A61 and Westwood Roundabout are planned to be upgraded as part of the wider network improvements (detailed in **Paragraphs 1.3-1.6**). Therefore, it is expected that existing road safety concerns will have been addressed in the new scheme with potential for future road safety issues addressed as part of the road safety audit process.
- 2.9 Furthermore, it is expected that the majority of vehicle trips generated by the proposed development would be made to and from the M1 junction and therefore avoid the Westwood Roundabout and instead access the site via the priority junction from the A61 opposite Church Lane.

Existing Sustainable Infrastructure

- 2.10 Footways and dropped kerb pedestrian crossing facilities are present in the vicinity of the site, enabling pedestrian trips to be made between the proposal site, Wentworth Park Service Station to the south and the wider Wentworth Industrial Park.
- 2.11 In terms of cycling infrastructure, Route 67 of the National Cycling Network (NCN) can be accessed from the A61 Westwood New Road / Church Lane junction, approximately five minutes cycling distance from the site. NCN Route 67 includes sections of on-road and off-road cycle lanes, connecting to High Green and Parson Cross to the south and Brampton and Wombwell to the north. **Figure 3** below shows the route of NCN 67 in proximity to the application site.

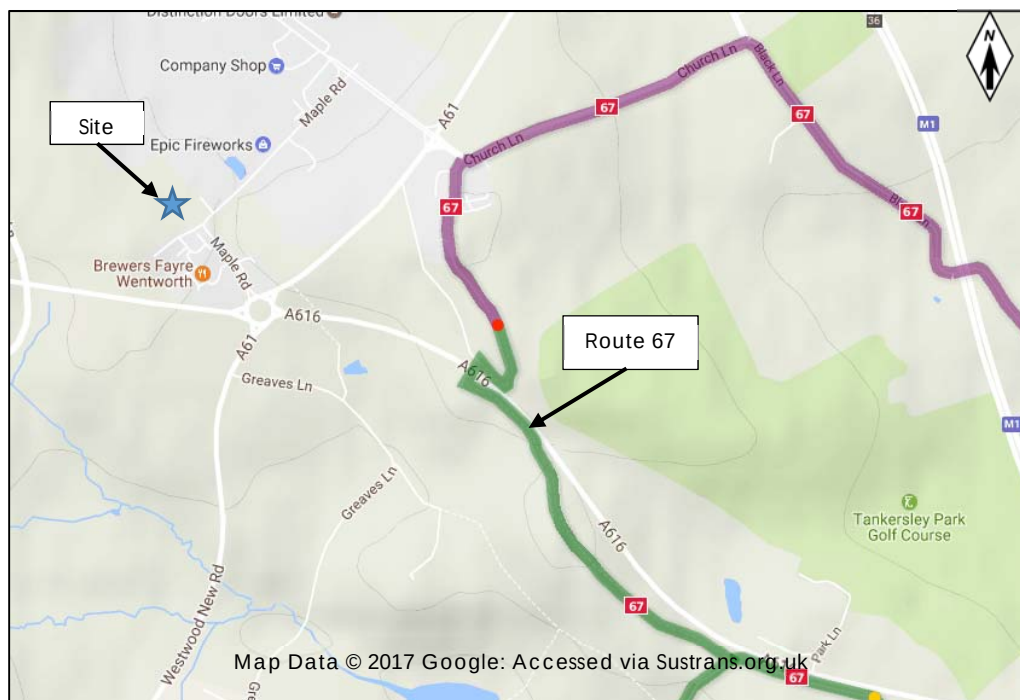


Figure 3: Cycling Network Plan - Route 67

- 2.12 The nearest bus stop to the site is located on Maple Road, fronting Wentworth Park service station, circa 160m south of the site access. Services 72/72a and 201 serve the wider area, including Wentworth Industrial Estate.
- 2.13 Bus Services 72 and 72a route between Chapeltown, High Green, Tankersley, Holyland, Elsecar, Wath upon Dearne and Manvers. Service 201 routes between Chapeltown, Tankersley, Deepcar and Stockbridge. Both services operate on weekdays and weekends between 06:01 and 18:56 with an average frequency of two buses per hour.

Summary

- 2.14 In summary, this section of the TS has demonstrated that the site is accessible by sustainable modes of transport, in particular by public transport, where future site users would be able to travel to/from the site by bus from the surrounding suburbs, including Tankersley, Elsecar, Brampton, Chapeltown and Sheffield.

3.0 PROPOSED DEVELOPMENT

Overview

- 3.1 The proposed development comprises an outline planning application for a Use Class B8 Storage and Distribution unit. The proposed building has a GFA of 14,000 sq.m.
- 3.2 The indicative site plan is included in **Appendix A** for reference.

Access Proposals

- 3.3 The site will be served via the existing access arrangements on Maple Road. The road would continue as part of Maple Road providing access to the service yard and the proposed car park.
- 3.4 The access junction is approximately 10m wide and includes 2m footways on both sides of the carriageway. The access has an inbound junction radii of 10m, whereas the outbound is 15m linking to Maple Road east.

Parking Provision

- 3.5 As shown within the site plan, a total of 93 parking spaces would be provided including five disabled spaces. This level of parking is planned in accordance with the maximum car parking standards set out in the Council's Supplementary Planning Document: Parking Standards (Adopted March 2012).
- 3.6 For B8 Storage and Distribution land use, the standards allow for a maximum provision of 93 parking spaces, where a maximum of 1 space per 150 sq.m is allowed. Therefore the proposed parking provision is in accordance with the standards.
- 3.7 In terms of cycle parking, the standards recommend a minimum provision of 1 short stay space per 1000 sq.m for visitors and 1 long stay space per 40 staff. As shown on the indicative plan, a cycle shelter would be provided on site in line with the standards.

Servicing Arrangements

- 3.8 As shown within the site plan, a 50m service yard would be provided and includes 17 dock levellers for HGV and distribution servicing.
- 3.9 A swept path analysis has been undertaken to ensure that a 16.5m Max. Legal Articulated Vehicle can serve the site. As shown on BWB drawing number **MRT-BWB-GEN-01-DR-TR-110-S2-P2**, sufficient space within the proposed service yard is provided to allow for safe manoeuvring of HGV vehicles. The existing access junction would also allow for HGV vehicles to enter and exit the site safely and in forward gear.

4.0 TRIP GENERATION

Vehicle Trip Rates

- 4.1 As part of AECOM's wider VISSIM and SATURN assessments of the highway network, as detailed in **Paragraphs 1.3-1.6**, they have provided TRICS vehicle trip rates for the proposed development site. These are shown in **Table 1** below and the full output is included in **Appendix B** for reference.
- 4.2 The following filtering criteria has been applied to interrogate robust trip rates: (1) only weekday surveys sites; (2) only survey sites in England and outside of Greater London, (3) Warehouse (Commercial) and Industrial developments, (4) only developments of between 4,000 and 30,000 sq.m, (5) only surveys undertaken since 2008 and (6) 'Edge of Town' & 'Industrial Zone' sites only.

Table 1: Average Employment Trip Rates (per 100 sq.m)

Trip Rates	AM Peak Hour (8-9am)			PM Peak Hour (5-6pm)		
	ARR	DEP	2-WAY	ARR	DEP	2-WAY
B8 Storage & Distribution (per 100 m ²)	0.104	0.089	0.193	0.060	0.115	0.175

Source: AECOM

Vehicle Trip Generation

- 4.3 The above vehicle trip rates have been applied to the proposed scale of the development in order to project the level of vehicle trip generation associated with the proposed development. The proposed development vehicle trip generation is presented in **Table 2** below for the peak hours of the local highway network.

Table 2: Proposed Development Vehicle Trip Generation

Trip Generation	AM Peak Hour (8-9am)			PM Peak Hour (5-6pm)		
	ARR	DEP	2-WAY	ARR	DEP	2-WAY
B8 Warehouse / Distribution (14,000 sq.m.)	15	12	27	8	17	25

- 4.4 As shown, it is estimated that the proposed development would generate approximately 27 and 25 two-way vehicle during the morning peak and evening peak hours respectively.
- 4.5 The outcome of the vehicle trip generation assessment suggests that the impact of the proposed development on the local highway network would be minimal.
- 4.6 The projected level of peak hour vehicle trip generation equates to one arriving vehicle every four minutes during the morning peak hour and one vehicle less than every four minutes for departures.

- 4.7 Similarly, in the evening peak hour of the local highway network, the proposal would only be expected to generate eight vehicle arrivals and 17 vehicle departures, equating to, on average, one arrival every 7.5 minutes and one departure every 3.5 minutes.
- 4.8 Based on these results, it is not considered necessary for any detailed assessment of traffic impact on local highway network to be undertaken. This has been agreed in principle with AECOM whom act on behalf of BMBC on highways matters.

5.0 SUMMARY AND CONCLUSION

Summary

- 5.1 BWB has been appointed by Rula Developments Ltd to prepare this Transport Statement to support a planning application for a proposed development off Maple Road, Tankersley in Barnsley.
- 5.2 The proposed development comprises an outline planning application for a Use Class B8 Storage and Distribution unit with a GFA of 14,000 sq.m.
- 5.3 The site is located in an area that is accessible by sustainable modes of transport, particularly public transport and cycling. The existing provision of bus services that route to/from the site and the surrounding suburbs, such as Tankersley, Elsecar, Brampton, Chapeltown and Sheffield would provide future staff and site users with adequate opportunities to travel to/from the site by bus. In addition to this, NCN Route 67 runs to the east of the A61 Westwood New Road / Church Lane junction connecting the site with local residential areas.
- 5.4 With regards to considering the traffic impact of the proposal, AECOM (acting on behalf of the Council) has provided TRICS vehicle trip rates for the proposed B8 land use. Using these trip rates, BWB has estimated that the proposed development would generate approximately 27 and 25 two-way vehicle trips during the morning and evening peak hours respectively. It has been agreed in principle that this level of vehicle trip generation during the peak hours of the local highway network would not have a 'severe' impact and as such no assessment of traffic impact at off-site junctions has been undertaken.

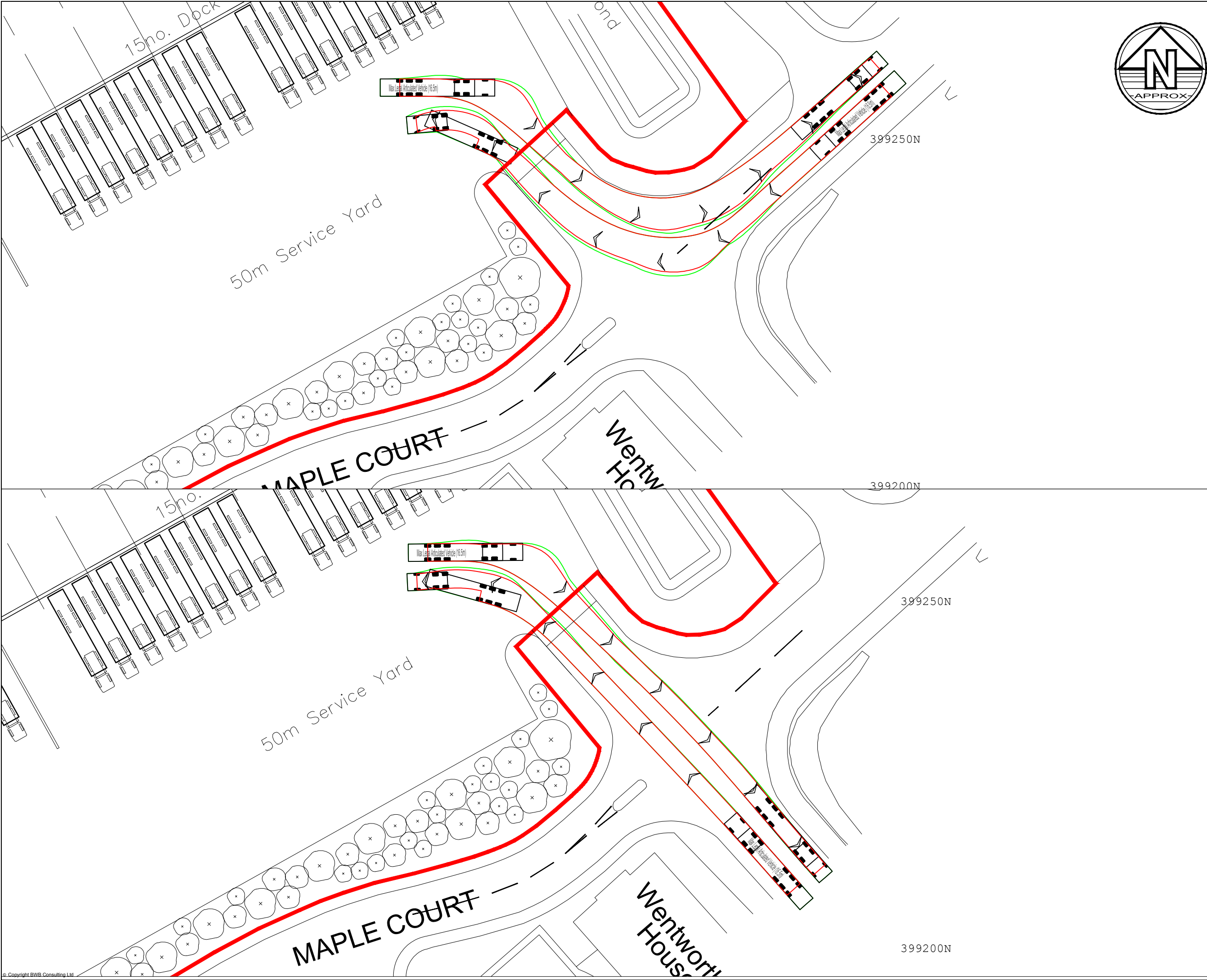
Conclusion

- 5.5 In conclusion, this Transport Statement report has demonstrated that the traffic impact of the proposed development during the peak hours of the local highway network would not be 'severe'. Furthermore the Transport Statement has shown that the site is situated in a sustainable location with established pedestrian, cycling and public transport infrastructure. As such, BWB considers that the proposed development is consistent with the National Planning Practice Framework and the local development policies and therefore should not be refused on highways grounds.

DRAWINGS

MRT-BWB-GEN-01-DR-TR-110-S2-P2

Swept Path Analysis



- Notes**
1. Do not scale this drawing. All dimensions must be checked/ verified on site. If in doubt ask.
 2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
 3. All dimensions in millimetres unless noted otherwise. All levels in metres unless noted otherwise.
 4. Any discrepancies noted on site are to be reported to the engineer immediately.

Key Plan

Max Legal Articulated Vehicle (16.5m)
Overall Length: 16.500m
Overall Width: 2.500m
Overall Body Height: 3.632m
Min Body Ground Clearance: 0.396m
Max Track Width: 2.500m
Lock-to-lock time: 6.00s
Curb to Curb Turning Radius: 6.870m

Vehicle Wheel Track
Vehicle Body Overhang

Legend

P2	11.04.17	PRELIMINARY ISSUE	AH	MA
P1	31.03.17	PRELIMINARY ISSUE	AH	MA
Rev	Date	Details of issue / revision	Drw	Rev

Issues & Revisions

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Client
RULA DEVELOPMENTS LTD

Project Title
MAPLE ROAD, TANKERSLEY, SOUTH YORKSHIRE

Drawing Title
SWEPT PATH ANALYSIS

Drawn:	A. HUNEIDI	Reviewed:	M. ADDISON
BWB Ref:	LDH 2179	Date:	31.03.17
Scale:	A3: 1:500		

Drawing Status
PRELIMINARY

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
MRT-BWB-GEN-01-DR-TR-110	S2	P2

APPENDICES

Appendix A

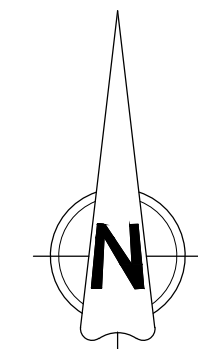
Indicative Site Plan



notes

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Schedule of Accommodation
All areas are approximate gross internal

Distribution Centre	13,563 sq.m.	146,000 sq.ft.
Two Storey Offices	372 sq.m.	4,000 sq.ft.
Total	13,935 sq.m.	150,000 sq.ft.
Parking	93 no. car spaces	
Total Gross Site Area	3.10 ha.	7.66 acres approx.

no.	date	revision	by
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client

Company Shop /
Rula Developments Ltd

project

Proposed Development
Maple Road
Tankersley
South Yorkshire

drawing

Indicative Site Layout Plan

scale 1:500 @ A1 drawn rpw

checked spp date 28.04.17

no

6157 - 016
PLANNING

Appendix B

TRICS Output

Calculation Reference: AUDIT-204609-170403-0414

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

04 EAST ANGLIA
SF SUFFOLK 2 days

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

Secondary 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: 4700 to 22270 (units: sqm)
Range Selected by User: 4000 to 30000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 18/09/15

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:

Thursday 1 days
Friday 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:

Suburban Area (PPS6 Out of Centre) 1
Edge of Town 1

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

Selected Location Sub Categories:

Industrial Zone 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.

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 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

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

2 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	SF-02-F-02	WAREHOUSING	SUFFOLK
	WALTON ROAD		
	FELIXSTOWE		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	22270 sqm	
	Survey date: THURSDAY	11/07/13	Survey Type: MANUAL
2	SF-02-F-03	ROAD HAULAGE	SUFFOLK
	CENTRAL AVENUE		
	WARREN HEATH		
	IPSWICH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4700 sqm	
	Survey date: FRIDAY	18/09/15	Survey Type: MANUAL

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

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

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	22270	0.013	1	22270	0.018	1	22270	0.031
05:30 - 06:00	1	22270	0.004	1	22270	0.022	1	22270	0.026
06:00 - 06:30	1	22270	0.018	1	22270	0.022	1	22270	0.040
06:30 - 07:00	1	22270	0.040	1	22270	0.040	1	22270	0.080
07:00 - 07:30	2	13485	0.056	2	13485	0.026	2	13485	0.082
07:30 - 08:00	2	13485	0.044	2	13485	0.019	2	13485	0.063
08:00 - 08:30	2	13485	0.030	2	13485	0.033	2	13485	0.063
08:30 - 09:00	2	13485	0.074	2	13485	0.056	2	13485	0.130
09:00 - 09:30	2	13485	0.044	2	13485	0.026	2	13485	0.070
09:30 - 10:00	2	13485	0.022	2	13485	0.019	2	13485	0.041
10:00 - 10:30	2	13485	0.052	2	13485	0.037	2	13485	0.089
10:30 - 11:00	2	13485	0.052	2	13485	0.033	2	13485	0.085
11:00 - 11:30	2	13485	0.033	2	13485	0.037	2	13485	0.070
11:30 - 12:00	2	13485	0.044	2	13485	0.026	2	13485	0.070
12:00 - 12:30	2	13485	0.056	2	13485	0.022	2	13485	0.078
12:30 - 13:00	2	13485	0.030	2	13485	0.033	2	13485	0.063
13:00 - 13:30	2	13485	0.033	2	13485	0.056	2	13485	0.089
13:30 - 14:00	2	13485	0.048	2	13485	0.026	2	13485	0.074
14:00 - 14:30	2	13485	0.037	2	13485	0.022	2	13485	0.059
14:30 - 15:00	2	13485	0.048	2	13485	0.041	2	13485	0.089
15:00 - 15:30	2	13485	0.048	2	13485	0.052	2	13485	0.100
15:30 - 16:00	2	13485	0.041	2	13485	0.056	2	13485	0.097
16:00 - 16:30	2	13485	0.030	2	13485	0.048	2	13485	0.078
16:30 - 17:00	2	13485	0.019	2	13485	0.063	2	13485	0.082
17:00 - 17:30	2	13485	0.041	2	13485	0.056	2	13485	0.097
17:30 - 18:00	2	13485	0.019	2	13485	0.059	2	13485	0.078
18:00 - 18:30	2	13485	0.015	2	13485	0.019	2	13485	0.034
18:30 - 19:00	2	13485	0.026	2	13485	0.026	2	13485	0.052
19:00 - 19:30	1	22270	0.027	1	22270	0.013	1	22270	0.040
19:30 - 20:00	1	22270	0.009	1	22270	0.018	1	22270	0.027
20:00 - 20:30	1	22270	0.004	1	22270	0.018	1	22270	0.022
20:30 - 21:00	1	22270	0.009	1	22270	0.013	1	22270	0.022
21:00 - 21:30	1	22270	0.018	1	22270	0.009	1	22270	0.027
21:30 - 22:00	1	22270	0.013	1	22270	0.009	1	22270	0.022
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.097			1.073			2.170

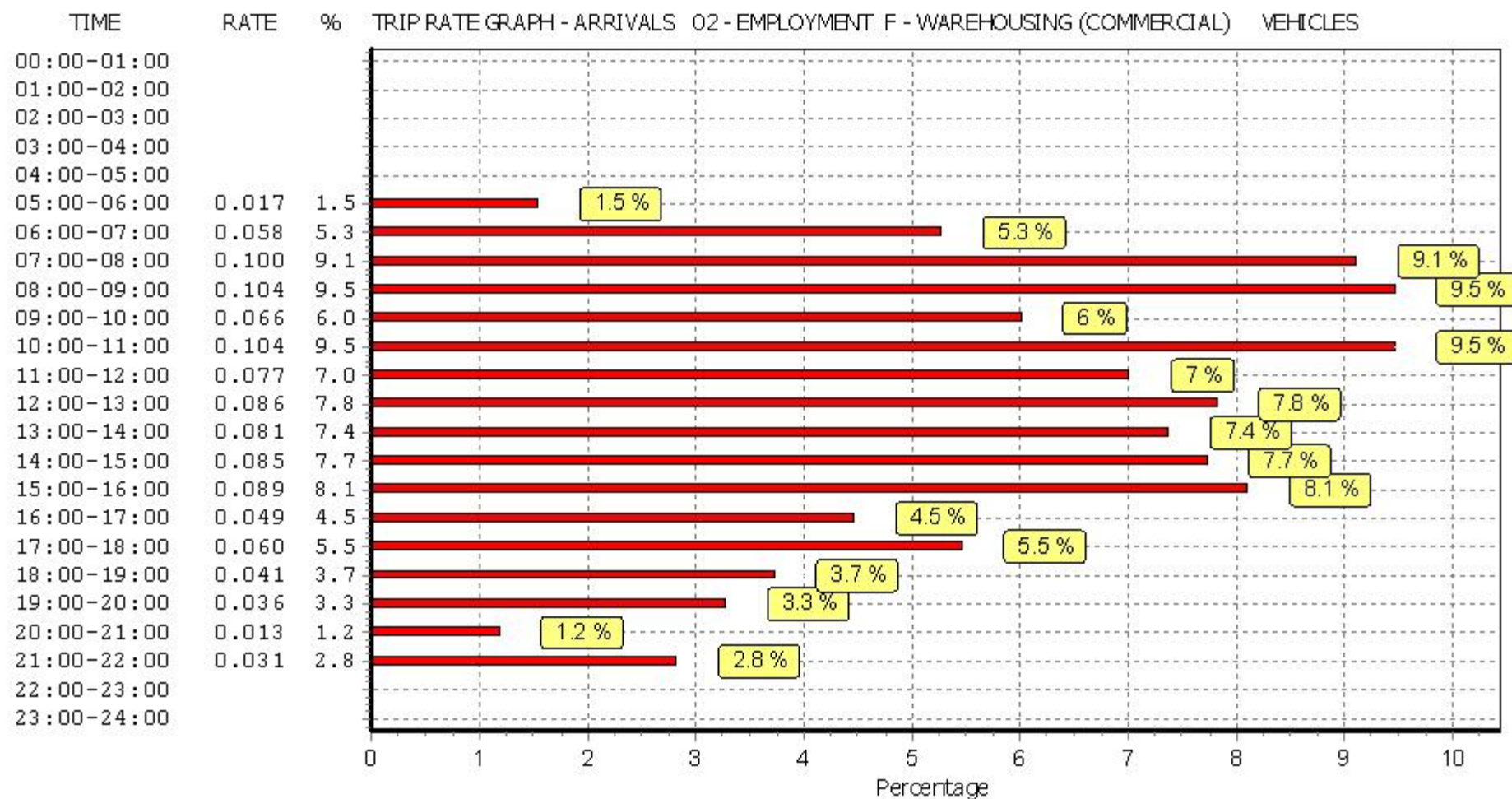
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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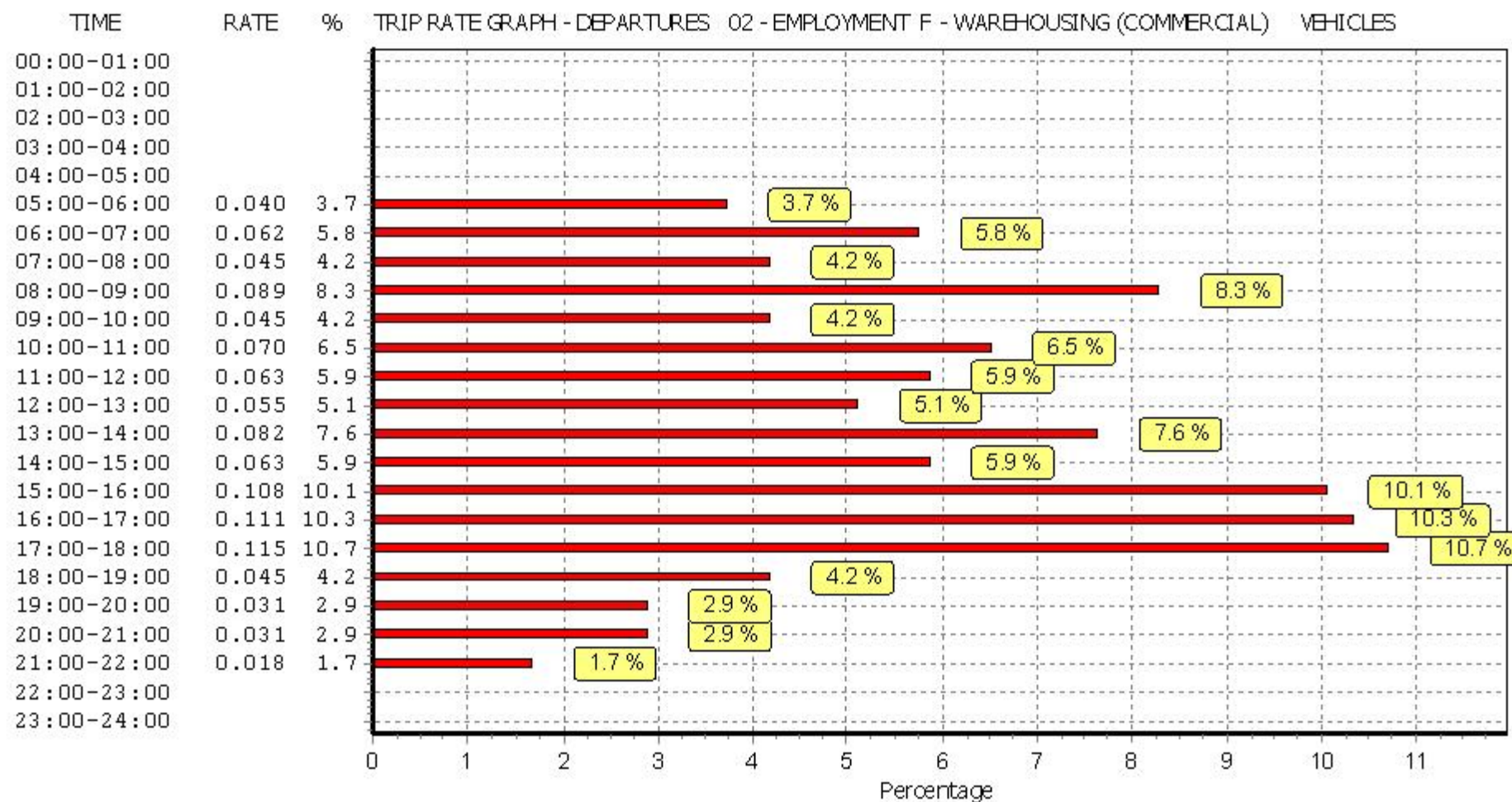
Parameter summary

Trip rate parameter range selected:	4700 - 22270 (units: sqm)
Survey date date range:	01/01/09 - 18/09/15
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:	0

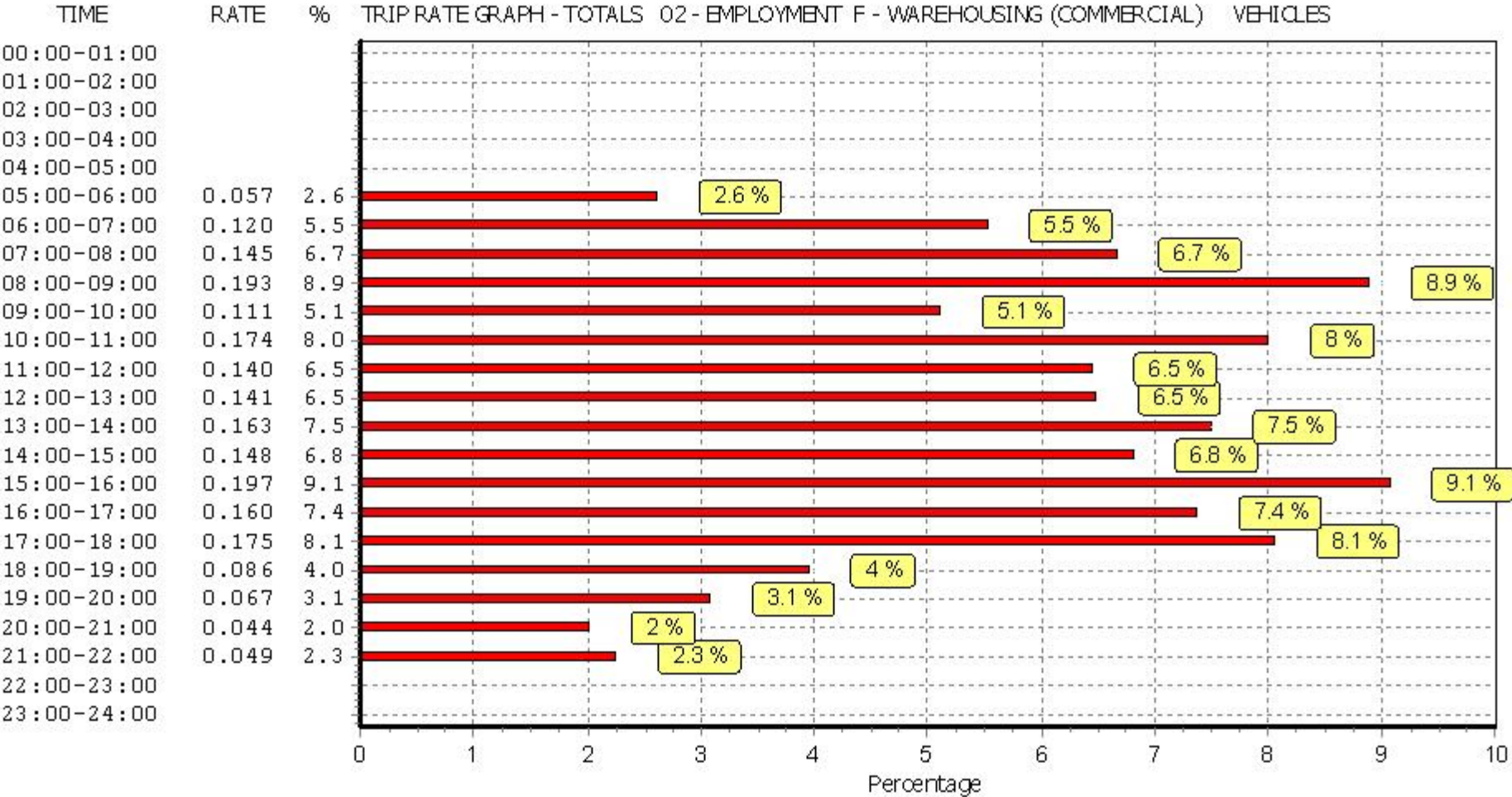
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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

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 - 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	22270	0.000	1	22270	0.000	1	22270	0.000
05:30 - 06:00	1	22270	0.000	1	22270	0.000	1	22270	0.000
06:00 - 06:30	1	22270	0.000	1	22270	0.000	1	22270	0.000
06:30 - 07:00	1	22270	0.000	1	22270	0.000	1	22270	0.000
07:00 - 07:30	2	13485	0.000	2	13485	0.000	2	13485	0.000
07:30 - 08:00	2	13485	0.000	2	13485	0.000	2	13485	0.000
08:00 - 08:30	2	13485	0.000	2	13485	0.000	2	13485	0.000
08:30 - 09:00	2	13485	0.000	2	13485	0.000	2	13485	0.000
09:00 - 09:30	2	13485	0.000	2	13485	0.000	2	13485	0.000
09:30 - 10:00	2	13485	0.000	2	13485	0.000	2	13485	0.000
10:00 - 10:30	2	13485	0.000	2	13485	0.000	2	13485	0.000
10:30 - 11:00	2	13485	0.000	2	13485	0.000	2	13485	0.000
11:00 - 11:30	2	13485	0.000	2	13485	0.000	2	13485	0.000
11:30 - 12:00	2	13485	0.000	2	13485	0.000	2	13485	0.000
12:00 - 12:30	2	13485	0.000	2	13485	0.000	2	13485	0.000
12:30 - 13:00	2	13485	0.000	2	13485	0.000	2	13485	0.000
13:00 - 13:30	2	13485	0.000	2	13485	0.000	2	13485	0.000
13:30 - 14:00	2	13485	0.000	2	13485	0.000	2	13485	0.000
14:00 - 14:30	2	13485	0.000	2	13485	0.000	2	13485	0.000
14:30 - 15:00	2	13485	0.000	2	13485	0.000	2	13485	0.000
15:00 - 15:30	2	13485	0.000	2	13485	0.000	2	13485	0.000
15:30 - 16:00	2	13485	0.000	2	13485	0.000	2	13485	0.000
16:00 - 16:30	2	13485	0.000	2	13485	0.000	2	13485	0.000
16:30 - 17:00	2	13485	0.000	2	13485	0.000	2	13485	0.000
17:00 - 17:30	2	13485	0.000	2	13485	0.000	2	13485	0.000
17:30 - 18:00	2	13485	0.000	2	13485	0.000	2	13485	0.000
18:00 - 18:30	2	13485	0.000	2	13485	0.000	2	13485	0.000
18:30 - 19:00	2	13485	0.000	2	13485	0.000	2	13485	0.000
19:00 - 19:30	1	22270	0.000	1	22270	0.000	1	22270	0.000
19:30 - 20:00	1	22270	0.000	1	22270	0.000	1	22270	0.000
20:00 - 20:30	1	22270	0.000	1	22270	0.000	1	22270	0.000
20:30 - 21:00	1	22270	0.000	1	22270	0.000	1	22270	0.000
21:00 - 21:30	1	22270	0.000	1	22270	0.000	1	22270	0.000
21:30 - 22:00	1	22270	0.000	1	22270	0.000	1	22270	0.000
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			0.000			0.000

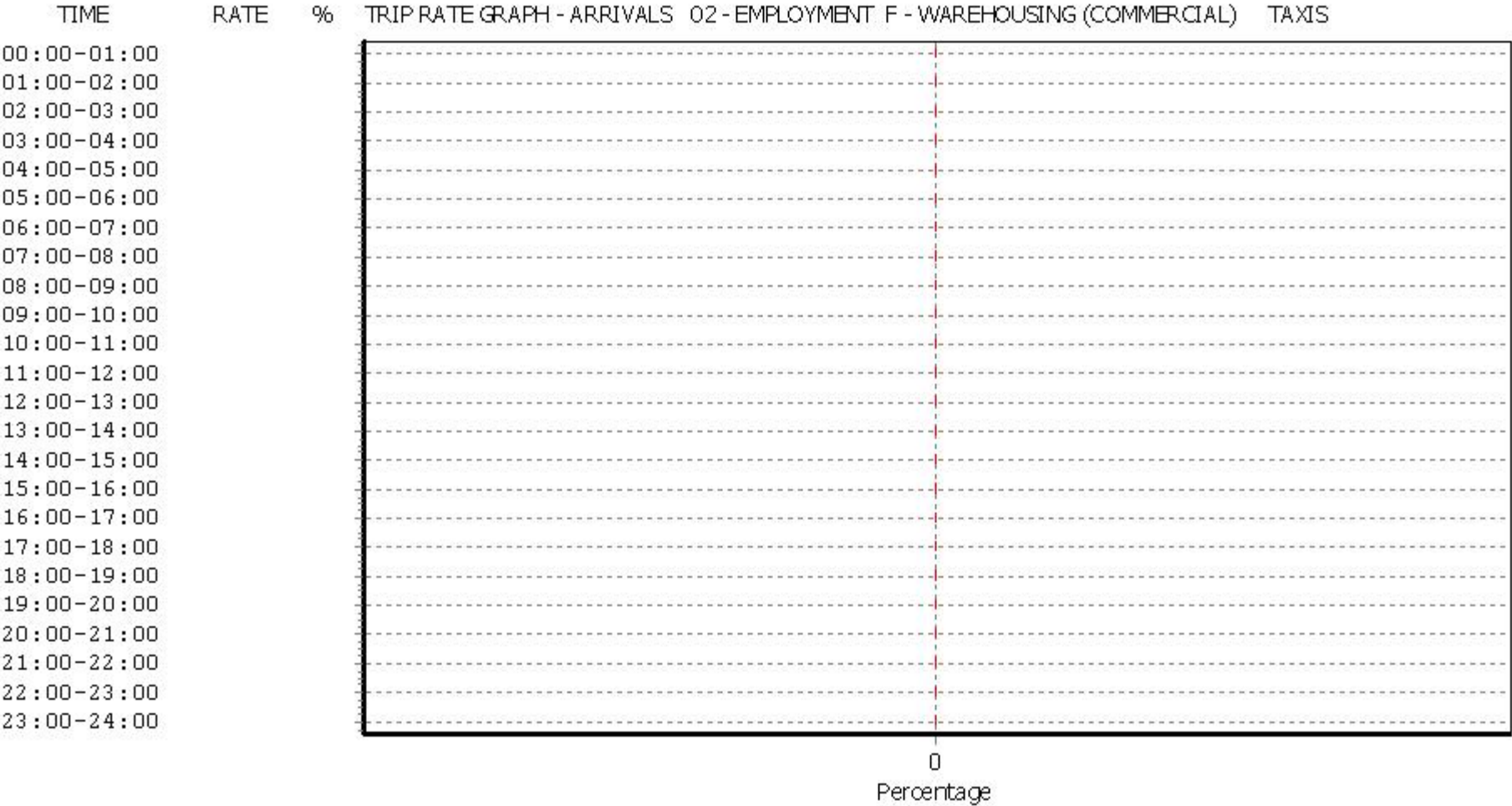
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

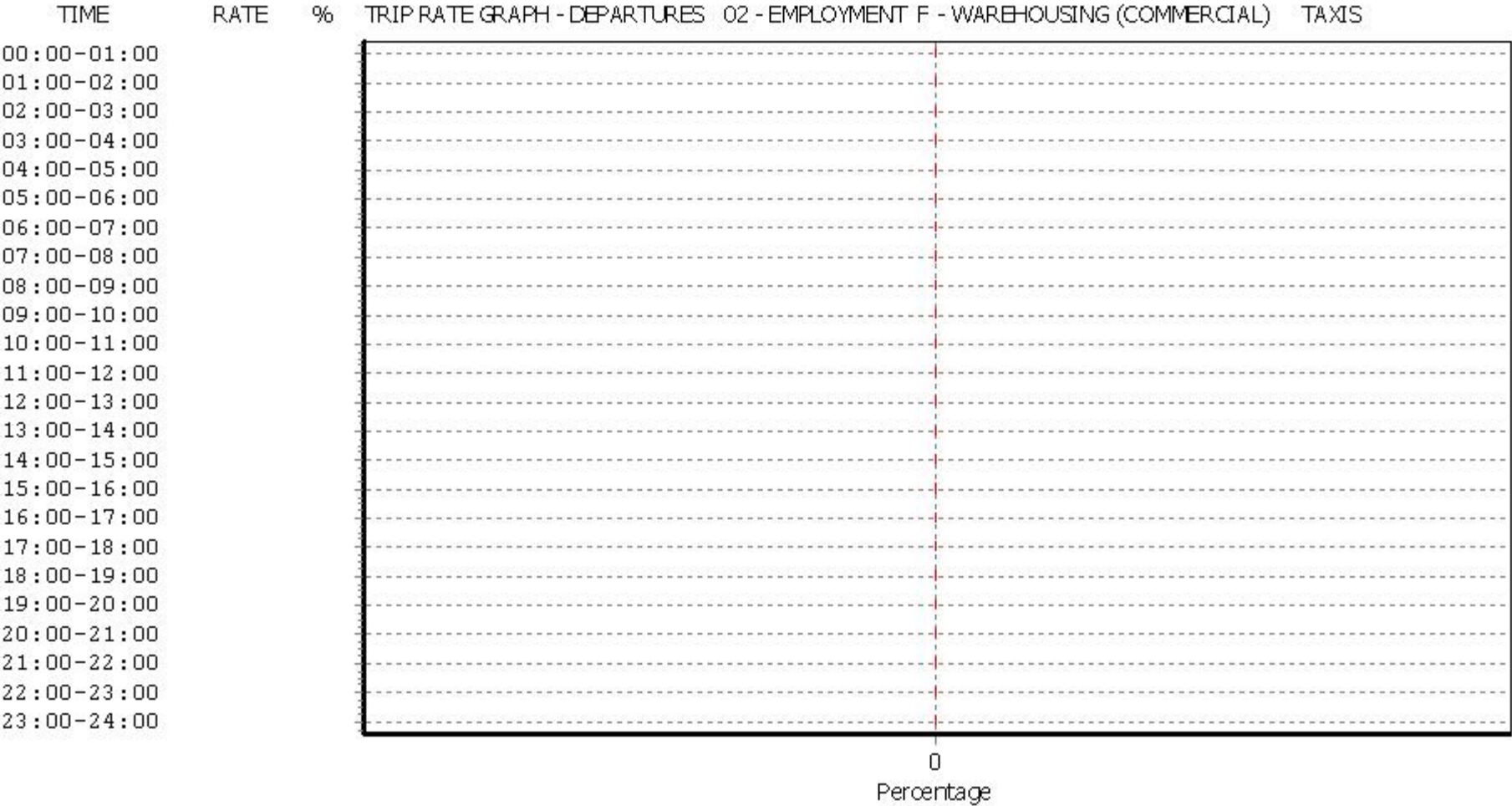
Parameter summary

Trip rate parameter range selected:	4700 - 22270 (units: sqm)
Survey date date range:	01/01/09 - 18/09/15
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:	0

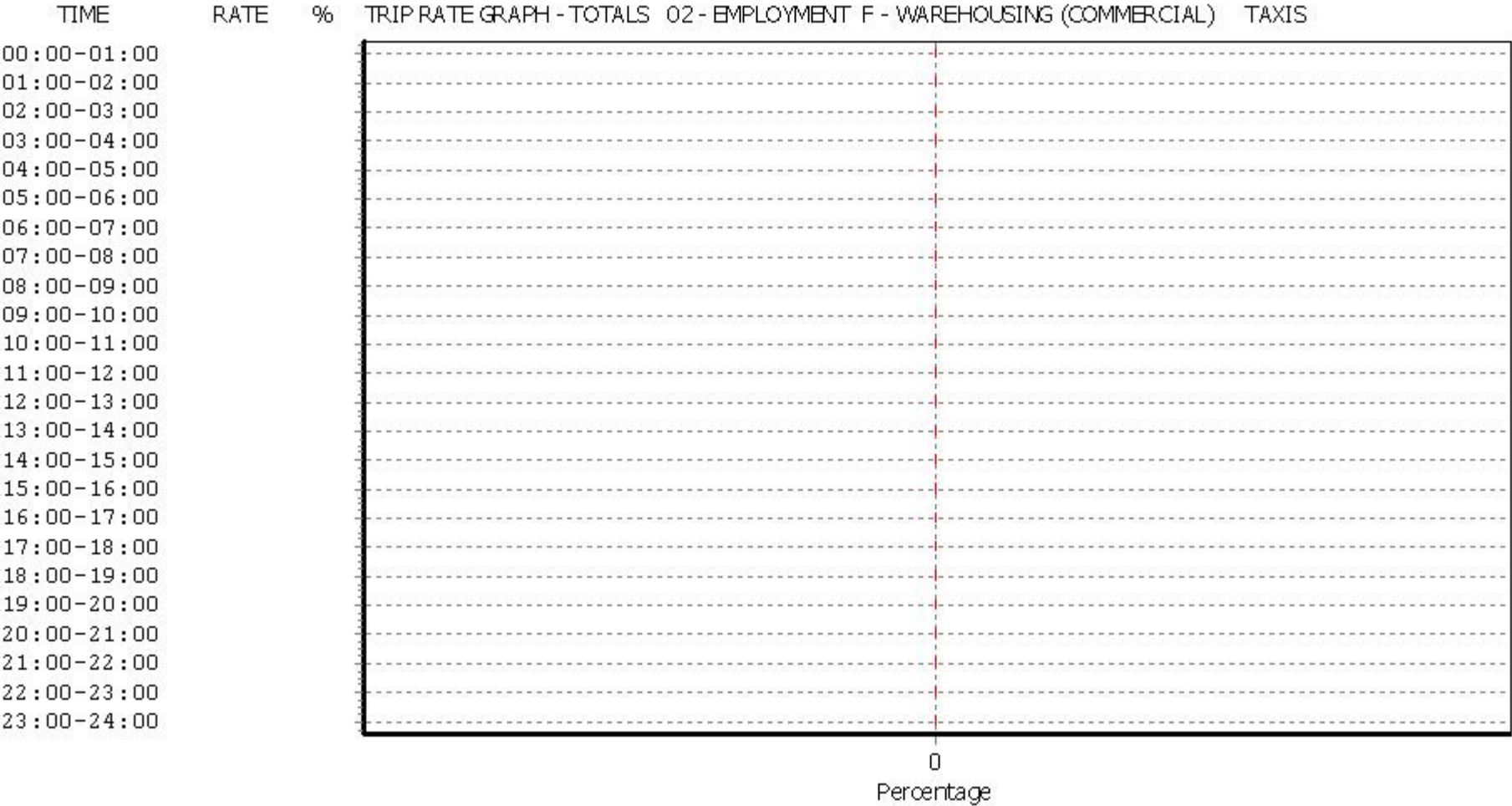
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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

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 - 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	22270	0.009	1	22270	0.018	1	22270	0.027
05:30 - 06:00	1	22270	0.004	1	22270	0.022	1	22270	0.026
06:00 - 06:30	1	22270	0.009	1	22270	0.022	1	22270	0.031
06:30 - 07:00	1	22270	0.018	1	22270	0.040	1	22270	0.058
07:00 - 07:30	2	13485	0.033	2	13485	0.022	2	13485	0.055
07:30 - 08:00	2	13485	0.019	2	13485	0.019	2	13485	0.038
08:00 - 08:30	2	13485	0.015	2	13485	0.011	2	13485	0.026
08:30 - 09:00	2	13485	0.022	2	13485	0.030	2	13485	0.052
09:00 - 09:30	2	13485	0.037	2	13485	0.022	2	13485	0.059
09:30 - 10:00	2	13485	0.022	2	13485	0.019	2	13485	0.041
10:00 - 10:30	2	13485	0.026	2	13485	0.022	2	13485	0.048
10:30 - 11:00	2	13485	0.033	2	13485	0.022	2	13485	0.055
11:00 - 11:30	2	13485	0.033	2	13485	0.026	2	13485	0.059
11:30 - 12:00	2	13485	0.022	2	13485	0.019	2	13485	0.041
12:00 - 12:30	2	13485	0.030	2	13485	0.011	2	13485	0.041
12:30 - 13:00	2	13485	0.026	2	13485	0.019	2	13485	0.045
13:00 - 13:30	2	13485	0.033	2	13485	0.030	2	13485	0.063
13:30 - 14:00	2	13485	0.033	2	13485	0.015	2	13485	0.048
14:00 - 14:30	2	13485	0.022	2	13485	0.015	2	13485	0.037
14:30 - 15:00	2	13485	0.033	2	13485	0.015	2	13485	0.048
15:00 - 15:30	2	13485	0.041	2	13485	0.030	2	13485	0.071
15:30 - 16:00	2	13485	0.030	2	13485	0.011	2	13485	0.041
16:00 - 16:30	2	13485	0.026	2	13485	0.033	2	13485	0.059
16:30 - 17:00	2	13485	0.015	2	13485	0.019	2	13485	0.034
17:00 - 17:30	2	13485	0.019	2	13485	0.026	2	13485	0.045
17:30 - 18:00	2	13485	0.007	2	13485	0.041	2	13485	0.048
18:00 - 18:30	2	13485	0.004	2	13485	0.015	2	13485	0.019
18:30 - 19:00	2	13485	0.015	2	13485	0.019	2	13485	0.034
19:00 - 19:30	1	22270	0.013	1	22270	0.013	1	22270	0.026
19:30 - 20:00	1	22270	0.004	1	22270	0.009	1	22270	0.013
20:00 - 20:30	1	22270	0.004	1	22270	0.018	1	22270	0.022
20:30 - 21:00	1	22270	0.009	1	22270	0.009	1	22270	0.018
21:00 - 21:30	1	22270	0.013	1	22270	0.004	1	22270	0.017
21:30 - 22:00	1	22270	0.013	1	22270	0.000	1	22270	0.013
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.692			0.666			1.358

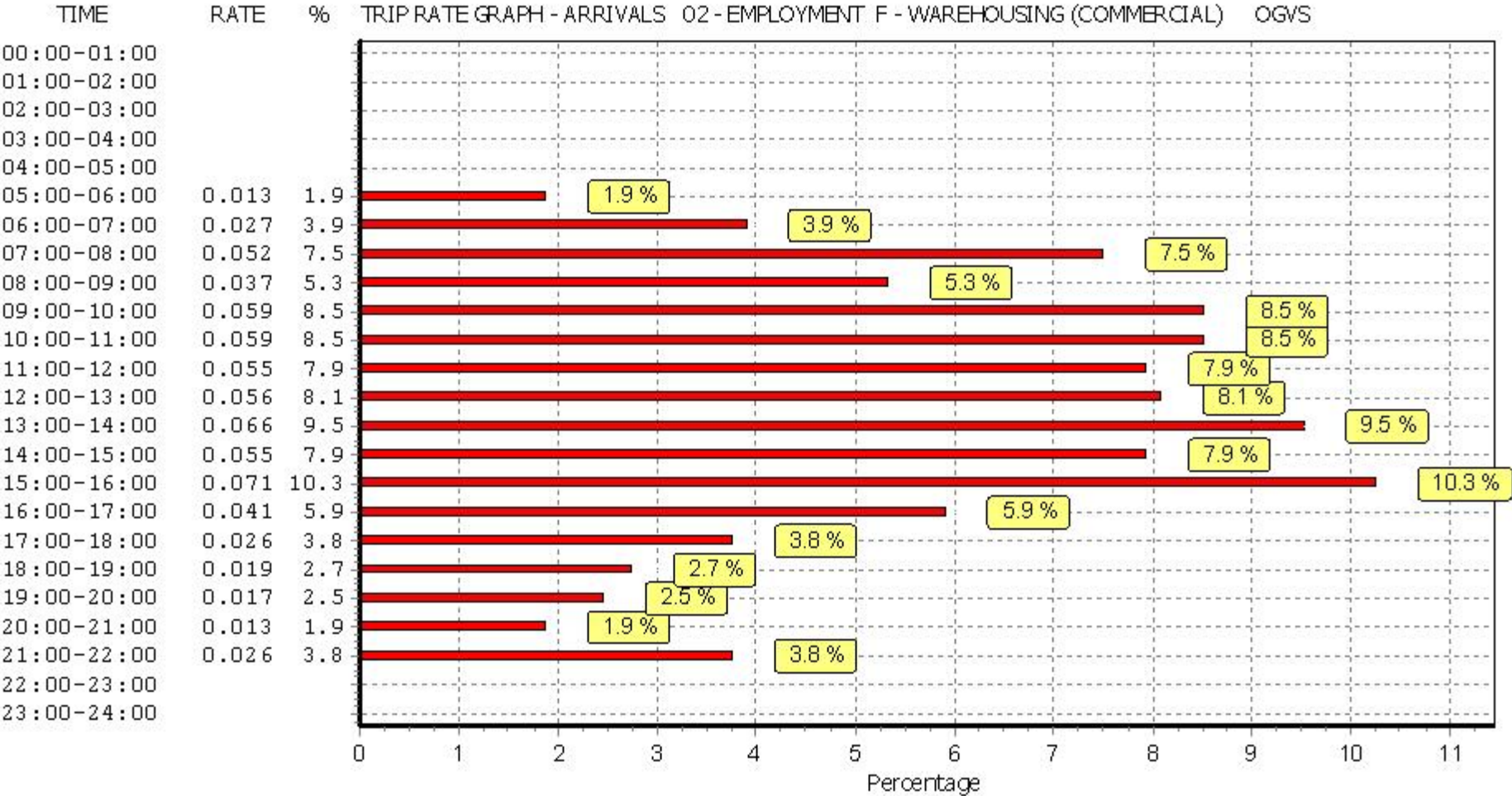
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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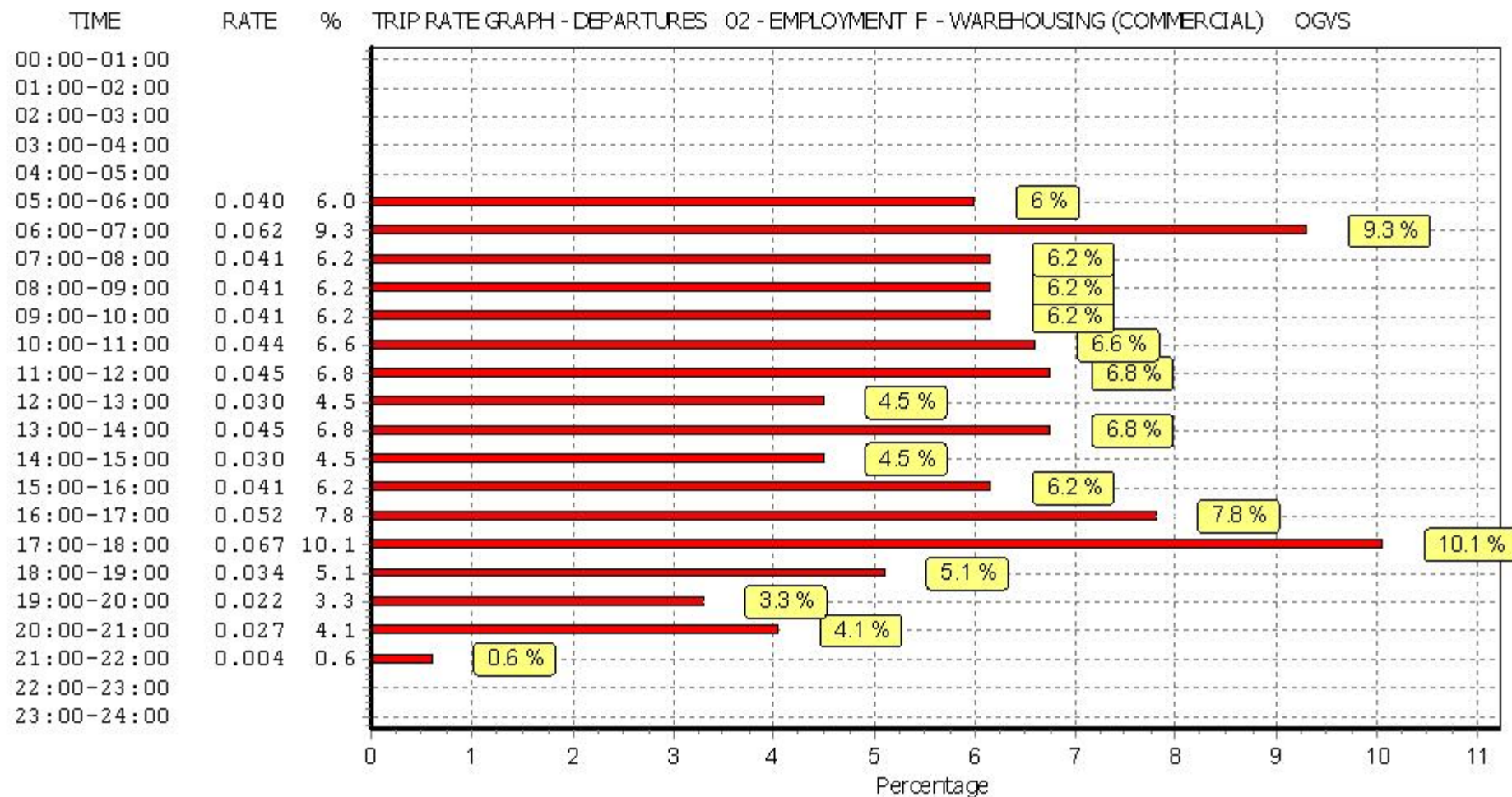
Parameter summary

Trip rate parameter range selected:	4700 - 22270 (units: sqm)
Survey date date range:	01/01/09 - 18/09/15
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:	0

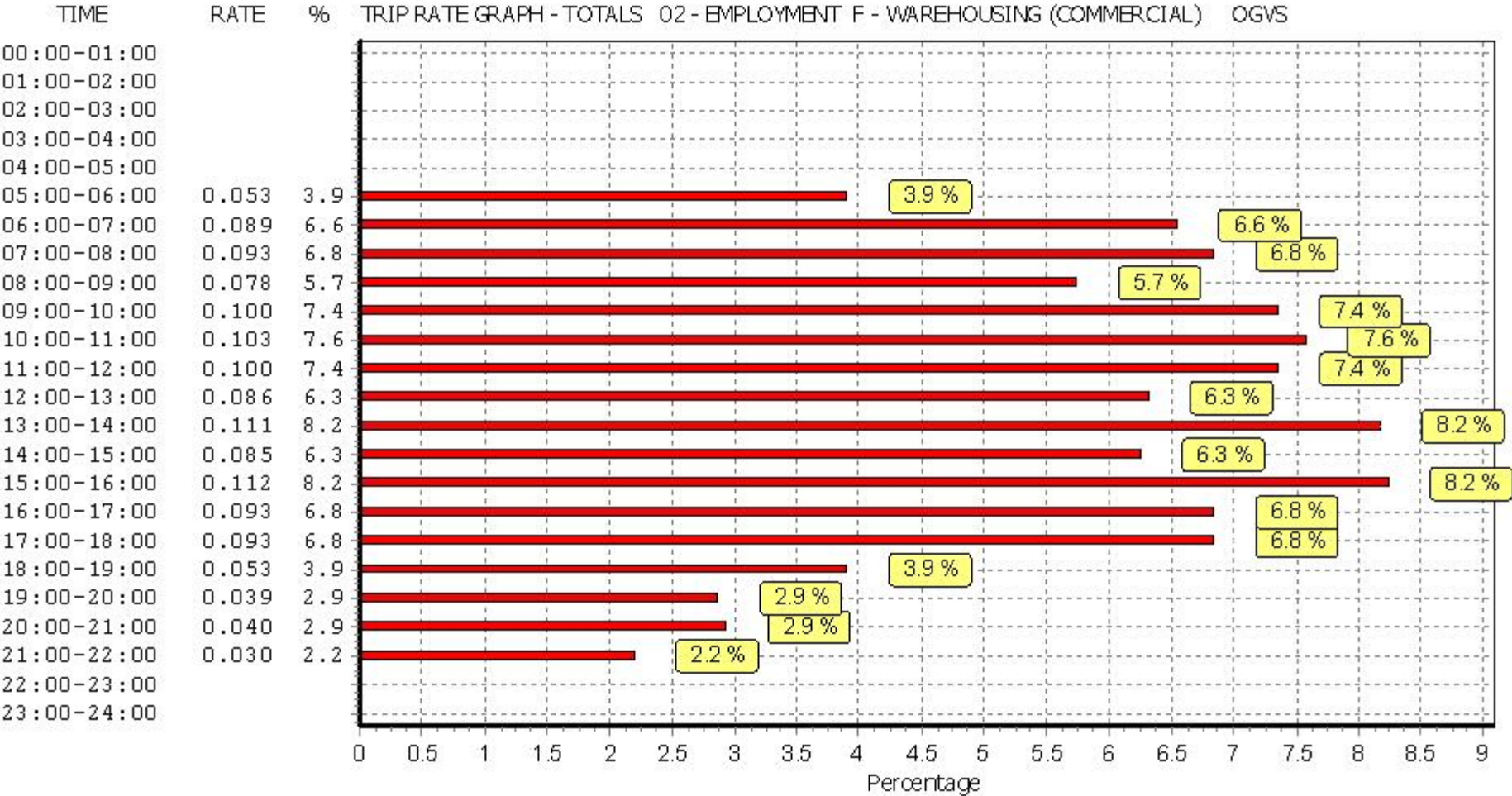
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TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

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 - 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	22270	0.000	1	22270	0.000	1	22270	0.000
05:30 - 06:00	1	22270	0.000	1	22270	0.000	1	22270	0.000
06:00 - 06:30	1	22270	0.000	1	22270	0.000	1	22270	0.000
06:30 - 07:00	1	22270	0.000	1	22270	0.000	1	22270	0.000
07:00 - 07:30	2	13485	0.000	2	13485	0.000	2	13485	0.000
07:30 - 08:00	2	13485	0.000	2	13485	0.000	2	13485	0.000
08:00 - 08:30	2	13485	0.000	2	13485	0.000	2	13485	0.000
08:30 - 09:00	2	13485	0.000	2	13485	0.000	2	13485	0.000
09:00 - 09:30	2	13485	0.000	2	13485	0.000	2	13485	0.000
09:30 - 10:00	2	13485	0.000	2	13485	0.000	2	13485	0.000
10:00 - 10:30	2	13485	0.000	2	13485	0.000	2	13485	0.000
10:30 - 11:00	2	13485	0.000	2	13485	0.000	2	13485	0.000
11:00 - 11:30	2	13485	0.000	2	13485	0.000	2	13485	0.000
11:30 - 12:00	2	13485	0.000	2	13485	0.000	2	13485	0.000
12:00 - 12:30	2	13485	0.000	2	13485	0.000	2	13485	0.000
12:30 - 13:00	2	13485	0.000	2	13485	0.000	2	13485	0.000
13:00 - 13:30	2	13485	0.000	2	13485	0.000	2	13485	0.000
13:30 - 14:00	2	13485	0.000	2	13485	0.000	2	13485	0.000
14:00 - 14:30	2	13485	0.000	2	13485	0.000	2	13485	0.000
14:30 - 15:00	2	13485	0.000	2	13485	0.000	2	13485	0.000
15:00 - 15:30	2	13485	0.000	2	13485	0.000	2	13485	0.000
15:30 - 16:00	2	13485	0.000	2	13485	0.000	2	13485	0.000
16:00 - 16:30	2	13485	0.000	2	13485	0.000	2	13485	0.000
16:30 - 17:00	2	13485	0.000	2	13485	0.000	2	13485	0.000
17:00 - 17:30	2	13485	0.000	2	13485	0.000	2	13485	0.000
17:30 - 18:00	2	13485	0.000	2	13485	0.000	2	13485	0.000
18:00 - 18:30	2	13485	0.000	2	13485	0.000	2	13485	0.000
18:30 - 19:00	2	13485	0.000	2	13485	0.000	2	13485	0.000
19:00 - 19:30	1	22270	0.000	1	22270	0.000	1	22270	0.000
19:30 - 20:00	1	22270	0.000	1	22270	0.000	1	22270	0.000
20:00 - 20:30	1	22270	0.000	1	22270	0.000	1	22270	0.000
20:30 - 21:00	1	22270	0.000	1	22270	0.000	1	22270	0.000
21:00 - 21:30	1	22270	0.000	1	22270	0.000	1	22270	0.000
21:30 - 22:00	1	22270	0.000	1	22270	0.000	1	22270	0.000
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			0.000			0.000

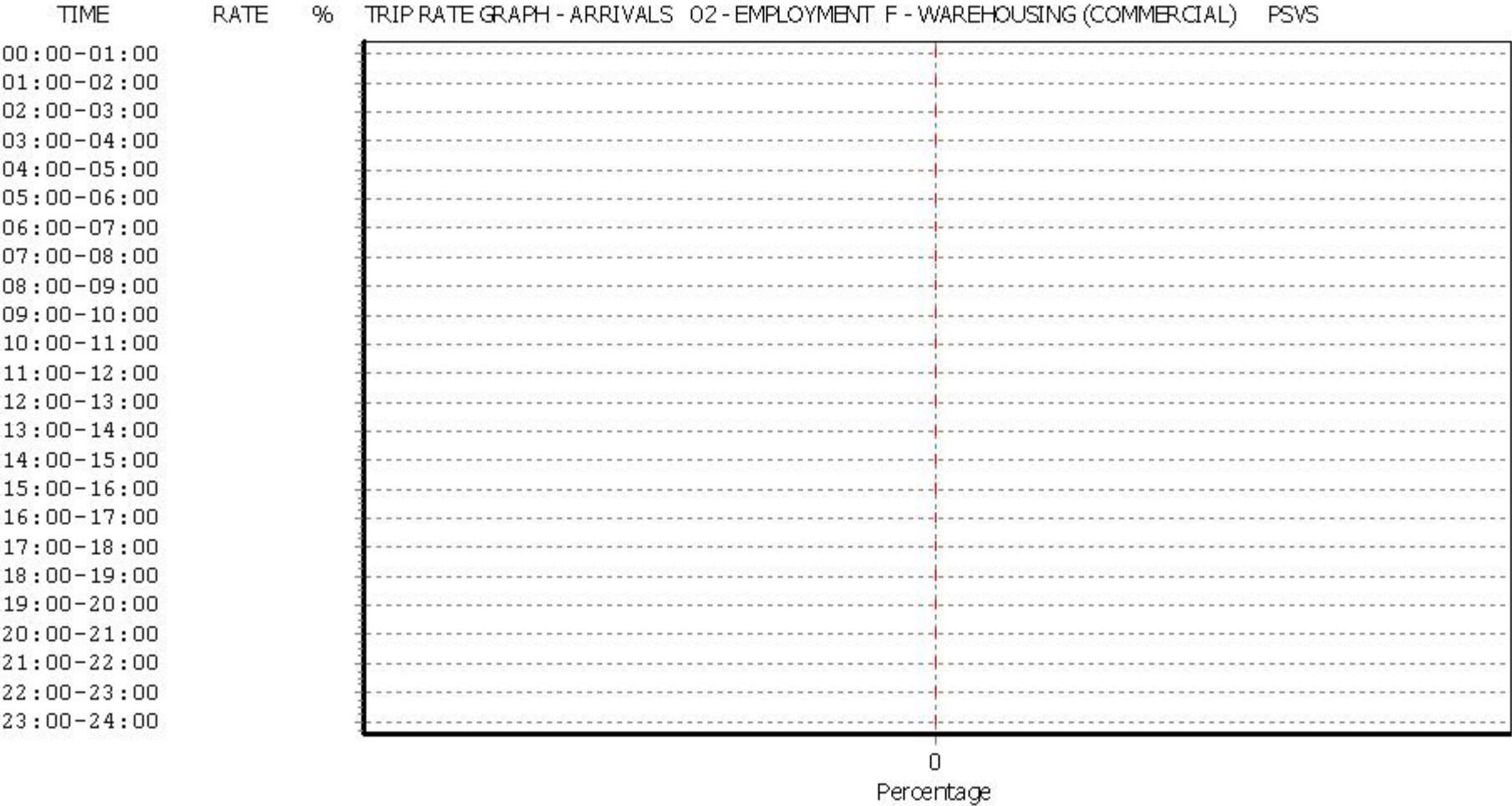
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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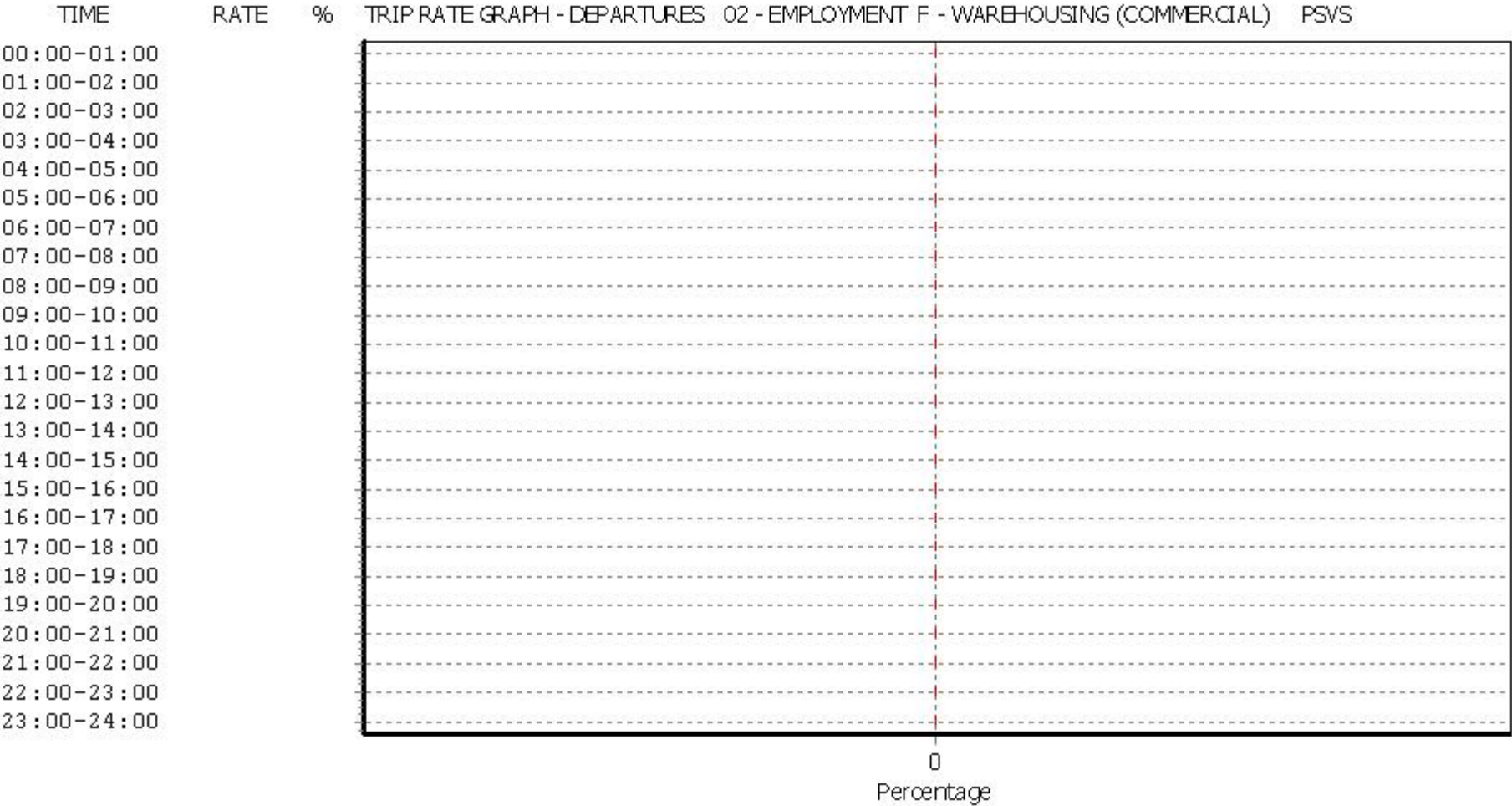
Parameter summary

Trip rate parameter range selected:	4700 - 22270 (units: sqm)
Survey date date range:	01/01/09 - 18/09/15
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:	0

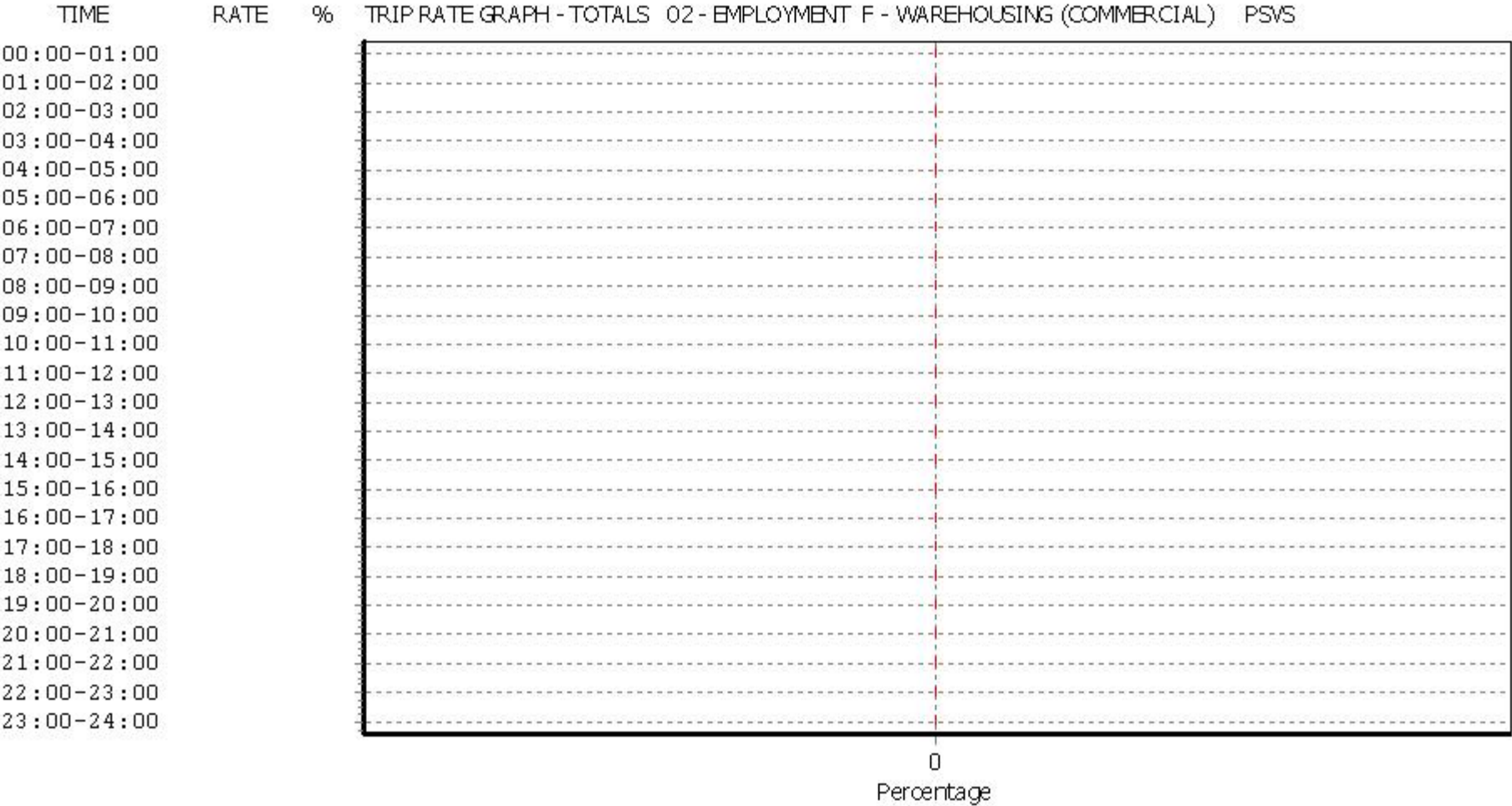
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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

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 - 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	22270	0.000	1	22270	0.000	1	22270	0.000
05:30 - 06:00	1	22270	0.000	1	22270	0.000	1	22270	0.000
06:00 - 06:30	1	22270	0.000	1	22270	0.000	1	22270	0.000
06:30 - 07:00	1	22270	0.000	1	22270	0.000	1	22270	0.000
07:00 - 07:30	2	13485	0.000	2	13485	0.000	2	13485	0.000
07:30 - 08:00	2	13485	0.004	2	13485	0.000	2	13485	0.004
08:00 - 08:30	2	13485	0.000	2	13485	0.000	2	13485	0.000
08:30 - 09:00	2	13485	0.004	2	13485	0.000	2	13485	0.004
09:00 - 09:30	2	13485	0.004	2	13485	0.000	2	13485	0.004
09:30 - 10:00	2	13485	0.000	2	13485	0.000	2	13485	0.000
10:00 - 10:30	2	13485	0.000	2	13485	0.000	2	13485	0.000
10:30 - 11:00	2	13485	0.000	2	13485	0.000	2	13485	0.000
11:00 - 11:30	2	13485	0.000	2	13485	0.000	2	13485	0.000
11:30 - 12:00	2	13485	0.000	2	13485	0.000	2	13485	0.000
12:00 - 12:30	2	13485	0.000	2	13485	0.000	2	13485	0.000
12:30 - 13:00	2	13485	0.000	2	13485	0.000	2	13485	0.000
13:00 - 13:30	2	13485	0.007	2	13485	0.000	2	13485	0.007
13:30 - 14:00	2	13485	0.004	2	13485	0.000	2	13485	0.004
14:00 - 14:30	2	13485	0.000	2	13485	0.000	2	13485	0.000
14:30 - 15:00	2	13485	0.000	2	13485	0.000	2	13485	0.000
15:00 - 15:30	2	13485	0.000	2	13485	0.004	2	13485	0.004
15:30 - 16:00	2	13485	0.000	2	13485	0.004	2	13485	0.004
16:00 - 16:30	2	13485	0.000	2	13485	0.000	2	13485	0.000
16:30 - 17:00	2	13485	0.004	2	13485	0.007	2	13485	0.011
17:00 - 17:30	2	13485	0.000	2	13485	0.011	2	13485	0.011
17:30 - 18:00	2	13485	0.000	2	13485	0.000	2	13485	0.000
18:00 - 18:30	2	13485	0.000	2	13485	0.000	2	13485	0.000
18:30 - 19:00	2	13485	0.000	2	13485	0.000	2	13485	0.000
19:00 - 19:30	1	22270	0.000	1	22270	0.000	1	22270	0.000
19:30 - 20:00	1	22270	0.000	1	22270	0.000	1	22270	0.000
20:00 - 20:30	1	22270	0.000	1	22270	0.000	1	22270	0.000
20:30 - 21:00	1	22270	0.000	1	22270	0.000	1	22270	0.000
21:00 - 21:30	1	22270	0.000	1	22270	0.000	1	22270	0.000
21:30 - 22:00	1	22270	0.000	1	22270	0.000	1	22270	0.000
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.027			0.026			0.053

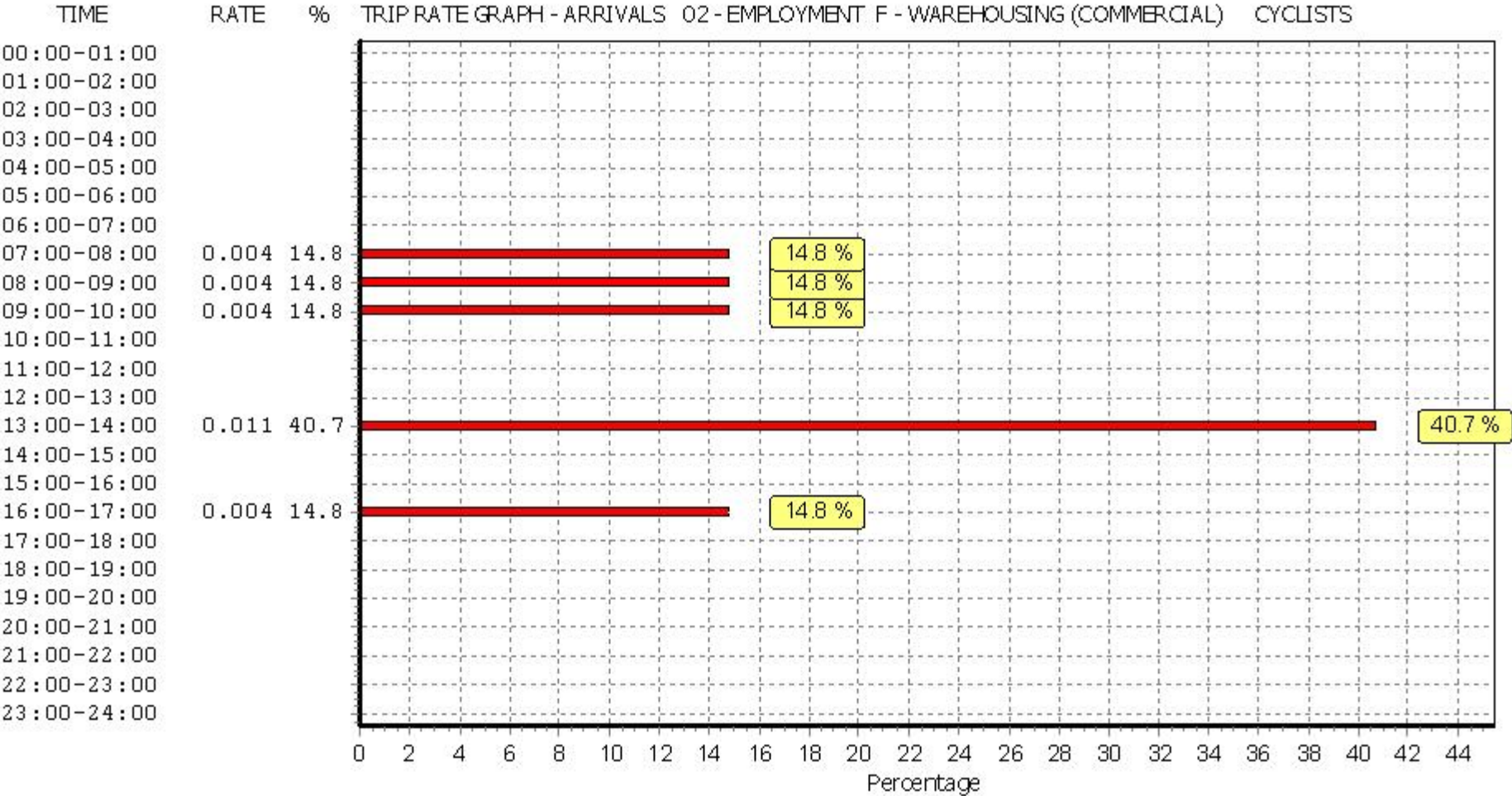
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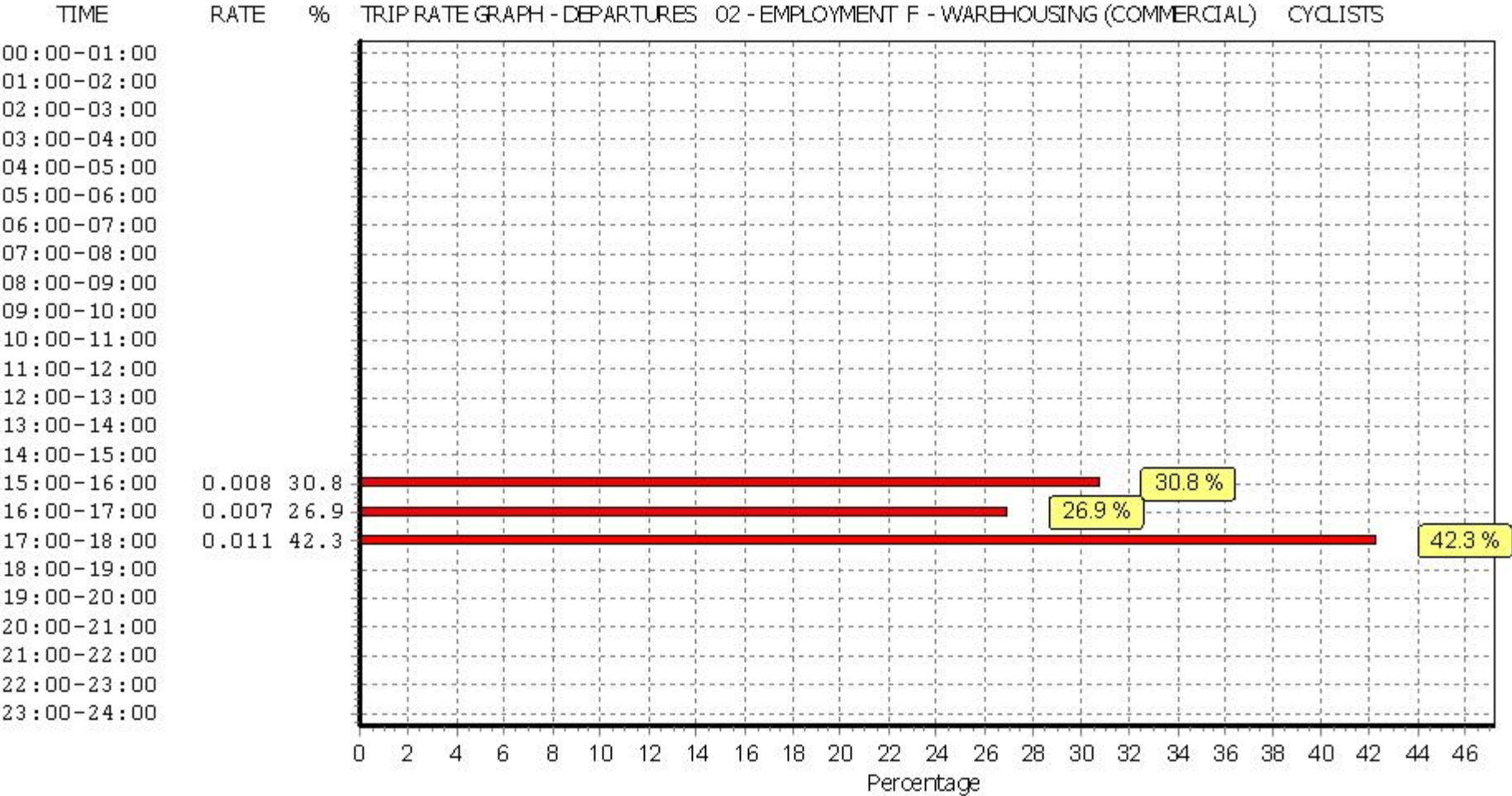
Parameter summary

Trip rate parameter range selected:	4700 - 22270 (units: sqm)
Survey date date range:	01/01/09 - 18/09/15
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:	0

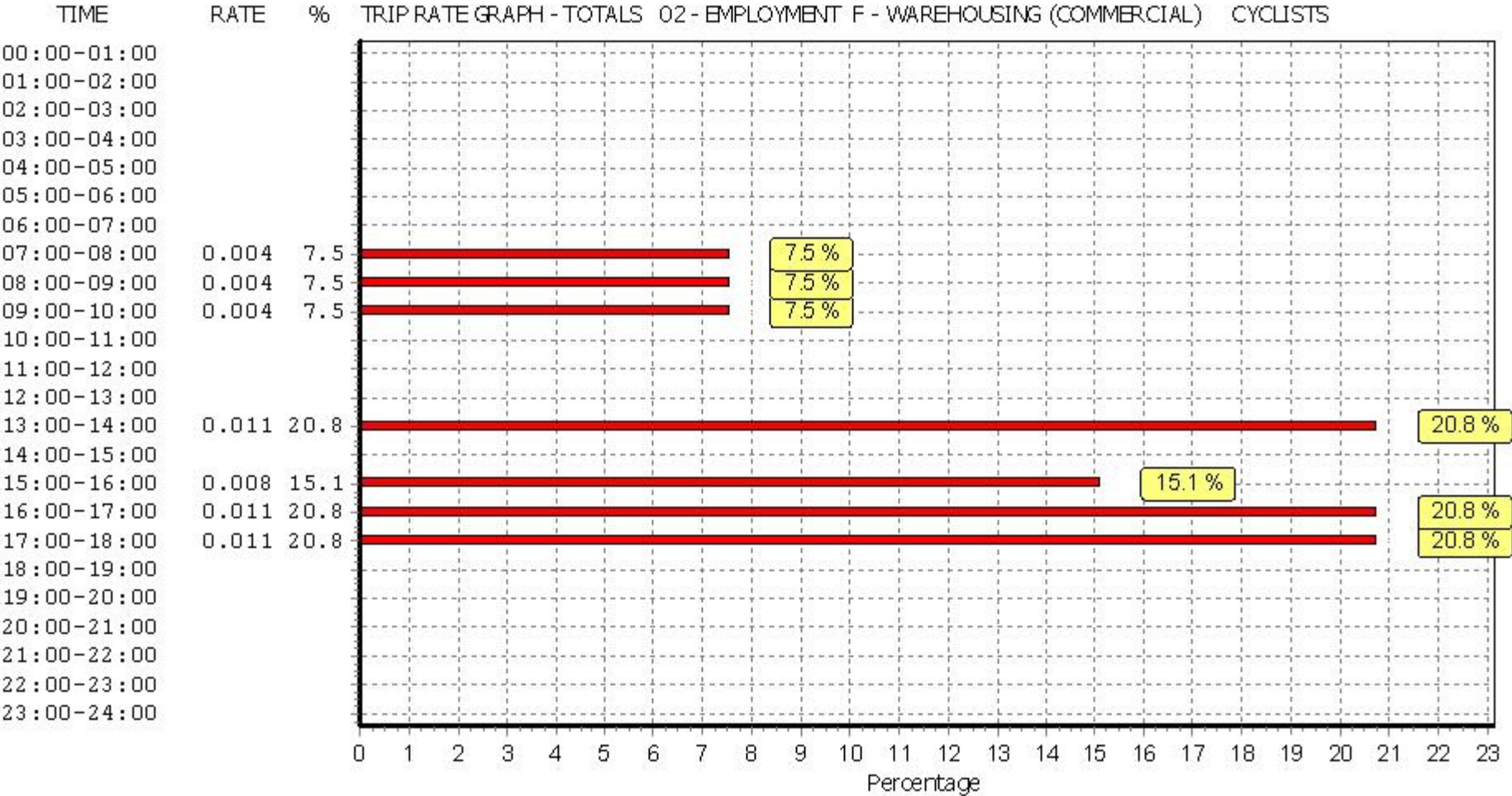
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BWB

