FAREHAM
BOROUGH COUNCIL

5258
Fareham Borough Council
Innovation Centre

FAREHAM BOROUGH COUNCIL
Development Management

Received: 03-FEB-2014
Reference: P/14/0081/FP

Transport Statement
Scott White and Hookins

31 January 2014

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Innovation Centre

Fareham

Transport Statement

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1.0 Introduction

1.1 Daedalus is the former MOD site located between Lee on the Solent and Stubbington to the southwest of the Gosport peninsula (Appendix A Location Plan). It covers an area of approximately 190 hectares. A long-term regeneration of Daedalus is planned and will bring new residential, employment, retail, leisure and community development to the site.

1.2 Fareham Borough Council is proposing the development of an Innovation Centre, the purpose of which will be to stimulate new business start-ups and seed further growth of the Solent Enterprise Zone at Daedalus. It is proposed that the Centre will be housed in a new 2 storey building of approximately 2,393 sq m gross internal area. At 85% occupancy it is estimated that the Centre could provide space for around 150 new jobs. It is proposed that the building should comprise a combination of office space and workshop facilities with a roughly 50:50 split. The Centre will be situated adjacent to, and may share some common facilities with, Fareham College's proposed new Centre of Excellence for Engineering, Manufacturing and Advanced Skills Technology (CEMAST). This has just started on site and should be complete by September 2014.

1.3 This Transport Statement analyses the specific impact of the Innovation Centre. Development of this site was analysed in the overarching Transport Assessment that was produced for the whole Daedalus site by MVA Consultancy (30/03/2011 Reference C3A26300). That report set out flexible Masterplan proposals and developed a transport strategy including highway improvement measures, sustainable transport improvements and travel planning measures. A separate Transport Assessment was undertaken by Jacobs UK Ltd (February 2013 Reference 6A006301) for the CEMAST proposal, which was not part of the original Daedalus Masterplan.

1.4 Fareham Borough Council highways development control team have been consulted and have directed that this Transport Statement should focus on the practicalities of the Innovation Centre site in regard to parking, servicing and access. Relevant information from the aforementioned Transport Assessments has also been included in this report where appropriate.

2.0 Site Audit

2.1 The site location is between Hill Head, Stubbington and Lee on the Solent with the main arterial route being Newgate Lane (B3385) leading due north connecting with the Gosport Road (A32) to Fareham connecting with the A27 to Junction 11 of the M27. The Innovation Centre will be accessed via the proposed upgrade to the adjacent B3385 Broom Way/Cherque Way/Daedalus Site junction and proposed internal Daedalus site road (Appendix B Approved Junction Layout) The B3385 is a 40mph single carriageway road. Broom Way currently accommodates approximately 1,000 two way traffic movements during the peak hours.

2.2 The B3385 meets the B3334 Rowner and Gosport Roads at Peel Common approximately 1km north of the site. The Peel Common Roundabout forms a key route on the Gosport Peninsula and will be subject to a future improvement scheme as a direct result of the wider Solent Enterprise proposals.

2.3 Bus Services

2.3.1 The nearest bus stops to the proposed Innovation Centre are located on Fell Drive approximately 300 metres (less than five minutes walk) from the site's proposed entrance. This is within the acceptable walking distance (400m), as defined by the CIHT3, with good pedestrian links to the site.

2.3.2 First Group in Hampshire Service 6 provides the only bus services at the Fell Drive Stops with a 22 minute and 26 minute journey time to Fareham and Gosport town centres respectively. The current frequency of the service in the typical peak arrival (0700-1000) and departure (1500-1800) periods is relatively low with only 1 service arriving from either Fareham or Gosport before 0900 and 2 services per hour thereafter.

2.3.3 A strategy has been developed to make Daedalus more accessible by bus by increasing links to existing residential, interchanges and employment areas. This has been developed in partnership with the local bus operator and seeks to improve existing services and infrastructure to enable and encourage bus use (Appendix C Proposed Bus Improvements). It is proposed to route services 34 and 72 into the Waterfront area and all potential routes in have been designed to accommodate buses.

2.3.4 The (separate) planning application for the new main access junction incorporated bus passenger waiting facilities on Broom Way, northbound immediately outside the college and southbound to the south of Cheque Way. Whilst it would have been be ideal for the southbound stop to be closer to the site, the chosen location does take into account the safety of bus users as well as other road users. It is also worth bearing in mind that this stop will provide convenient access to the wider Daedalus site utilising the retained pedestrian access route via Chark Lane.

2.4 Pedestrian and Cyclist Facilities

2.4.1 A traffic-free shared pedestrian/cycle route runs from north to south along Broom Way adjacent to the site. The route runs to Peel Common Roundabout to the north connecting with an east west route towards Gosport and Stubbington respectively. The route links up with National Cycle Route 2 to the south and a network of on-road and traffic-free routes across the Gosport Peninsula. A Toucan crossing is located across B3385 Broom Way towards Cherque Way to connect to the cycle route and pedestrian facilities along Cherque Way.

2.4.2 The Daedalus site created a barrier to pedestrian and cycle movements because it was impermeable. The regeneration scheme includes a strategy to provide safe, convenient and direct pedestrian and cycle routes to and through the site. The scheme will make significant use of the existing site layout which has a predominant distorted grid pattern ideal for pedestrian and cycle trips. New pedestrian and cycle links will be provided around Hangers East between Broom Road and Gosport Road. It is proposed

to reopen the pedestrian-only access at Waterfront to Richmond Road and Norwich Place and also to Manor Way.

2.4.3 There is a high level of cycling in the Gosport area and the regeneration scheme proposes to capitalise upon this. Improvements will help to complete the existing and developing route network (Appendix D Proposed Cycling Improvements). Measures include a cycle route along Marine Parade and Stubbington Avenue and the relocation of a Toucan crossing at Peel Common roundabout closer to the desire line.

2.4.4 The regeneration proposal includes for two pedestrian access points to the site; one to the south, directly off the proposed new main access junction which includes signal-controlled phases for pedestrian and cyclists, the other providing direct access to the main building access from Broom Way which itself is served by a shared cycle footway.

2.5 Road Safety Analysis

2.5.1 Three-year collision statistics were studied as part of the CEMAST Transport Assessment and it was concluded that there were no identifiable trends or clusters. The majority of recorded collisions did involve vulnerable road users (e.g. cyclists); the new access road junction and associated proposals will include improvements to pedestrian and cycling facilities which will reduce the risk to these users.

2.6 Highway Improvements

2.6.1 The Daedalus Transport Assessment identified the need for highway improvements to accommodate increased traffic flows generated by the wider regeneration scheme, address existing congestion issues and improve sustainable transport links. Trigger points at various phases of the scheme were identified. The proposals include;

- Partial signalisation of the Peel Common roundabout with the installation of new traffic lanes,
- Replacement of the Stubbington Green junction roundabout with a signal controlled junction,
- Replacement of the Mays Lane junction roundabout with a signal controlled junction.

3.0 Development Proposal

3.1 The Innovation Centre will provide a 2,393 sq m gross internal area linear two storey office block (at the front of the building) including dynamic two storey circulation "street" with adjoining single storey hi-bay workshop block (forming three wings at the rear of the building) and up to 96 parking spaces (Appendix E Proposed Site Layout).

3.2 The primary access to Daedalus will be located on Broom Way opposite the recently constructed Cherque Way link. This route avoids passing through residential areas and will serve the Waterfront and Hangers East parts of the site.

3.3 Parking standards set by Hampshire Council in 2002 are still used by Fareham Borough Council for none-residential developments, although the Council has advised that these are no longer rigidly applied and that each case is judged on its merits. Any proposed parking provision has to be justified in the Transport Assessment. The standards relevant to this application are;

B1 (Offices) 1 space per 30 sq m.
B2 (General Industrial) 1 space per 45 sq m.
Cycle storage is required at the following rates;
B1 long stay at 1 stand per 150 sqm GEA and short stay 1 stand per 500 sqm GEA.
B2 long stay at 1 stand per 350 sqm GEA and short stay at 1 stand per 500 sqm GEA

3.4 Some of the industrial units are capable of being converted to office units in the future, therefore a 50:50 split between the two land use classes has been assumed. This gives a parking requirement of 40 spaces for the proposed office units and 27 for the industrial units, making 67 spaces in total. Parking above the current standard has been proposed following early feasibility studies which showed that any less would generate overspill parking and would make the centre less attractive to potential occupiers. Cycle storage would be required at 8 spaces for the office units and 5 for the industrial units, making 13 spaces altogether.

3.5 While there is no intention by the Highways Authority to adopt, the onsite internal road network will be built to adoptable standards and incorporate a 30mph speed limit, footways, traffic free cycle ways and recognised crossing points to allow safe and convenient access for all road users. The design and engineering layout of the service road was approved as part of the CEMAST planning application.

3.6 To avoid confusion this report refers to the new service road (i.e. the cul-de-sac between CEMAST and the Innovation Centre) and the new access road (i.e. the road into Daedalus from the junction with Broom Way). Two separate vehicle access points are provided off the service road; an entrance adjacent to the western edge of the building and an entrance/exit adjacent to the eastern edge. This arrangement allows HCVs to reach any of the service areas without having to reverse in the vehicle circulation areas. Loading areas are provided around the workshop areas at the rear of the building (Appendix F Autotrack Analysis). Service vehicles of any size can use the western entrance to access the bays on that side of the workshops or to drive around the rear of the building to the other units and then leave through the eastern access. Alternatively they could drive in through the eastern access to reach any of the other bays then turn around and leave the same way in forward gear.

3.7 The western entrance will be located on the outside of the bend in the service road. There is a distance of approximately 35m from the junction with the access road which gives drivers turning into the service road adequate forward visibility to see large vehicles manoeuvring into the Innovation Centre. This is sufficient to see any oncoming traffic and enables drivers to judge whether they can pass a turning HCV on the opposite side of the carriageway or slow down and wait for it to drive into the site entrance. There will be permitted no exit from this access but in the event of *unauthorised* exit there would still be adequate visibility and lines of sight to avoid danger to passing traffic.

3.8 The eastern access is at least 45m away from the access points into the CEMAST building on the opposite side, so there will be no risk of conflict between vehicles entering or leaving either site simultaneously. Visibility to the end of the cul-de-sac is approximately 90m and to the access road junction approximately 120m.

3.9 The eastern Daedalus access junction was subject of a previous planning application. It will incorporate a staggered 4 arm signalised arrangement with the following facilities:

- Pedestrian crossing facilities across the southern Broom Way arm linking with footways on Cherque Way and Broom Way;
- Toucan crossing facilities on the western Daedalus Access road arm linking with the north/south traffic free cycle route along Broom Way and proposed traffic free routes leading into the Daedalus site;
- Southbound Broom Way forms a 3 lane approach including a segregated left turn filter lane, a dedicated right turn lane and a central ahead only lane;
- Westbound Cherque Way forms a 3 lane approach including a segregated left turn filter lane, a dedicated right turn lane and a central ahead only lane incorporating a marked cycle lane;
- Northbound Broom Way forms a 2 lane approach including a dedicated right turn lane and an ahead/left turn lane;

- Eastbound Daedalus Access Road forms a 2 lane approach including a dedicated left turn lane and an ahead/right turn lane;
- Northbound and southbound advance right turn lanes are provided in the centre of the junction and allow for the simultaneous running of opposing phases to improve junction capacity.

4.0 Transport Impacts

4.1 The Daedalus Transport Assessment included a comprehensive traffic generation analysis derived from a SATURN model and LINSIG analysis. This looked at the proposed Broom Way junction and tested the performance against the predicted traffic movements after complete build out of the site as shown in table 1. This included an allowance for trips generated by development at the Innovation Centre site. It demonstrates that the proposed layout will be more than sufficient to accommodate the predicted additional trips and is reproduced in this report for reference;

Table 1; Broom Way Junction AM and PM Results Summary

	AM Peak Combined Complete			**PM Peak Combined Complete**		
Link Description	Degree of Saturation (%)	Mean Delay Time per PCU (sec)	Max Mean Queue (PCU)	Degree of Saturation (%)	Mean Delay Time per PCU (sec)	Max Mean Queue (PCU)
Broom Way (north) Left	17.7	20.9	2.4	28.9	25.9	4.1
Broom Way (north) Ahead	31.2	22.3	4.7	48.9	28.9	8.1
Broom Way (north) Right	66.7	45.8	7.4	33.6	40.8	3.3
Cherque Way Right Ahead	63.9	50.7	5.9	87.7	84.0	9.3
Broom Way (south) Ahead Left	66.8	41.8	8.2	78.7	57.2	9.6
Broom Way (south) Right	31.2	46.6	1.5	84.5	135.1	4.1
Site Access Out Left	30.6	29.0	3.4	60.9	31.0	9.7
Site Access Out Ahead Right	23.5	49.3	1.1	27.8	38.7	2.5
PRC (%)	34.7			2.6		
Cycle Time	90			96		

4.2 TRICS analysis has been undertaken as part of this Transport Statement to identify specific trip generation for the Innovation Centre (Appendix G). This demonstrates that the proposal would generate multi-modal peak-hour and total daily trip rates as shown in Table x. it confirms that the predicted trip rates are consistent with those allowed for in the Daedalus Transport Assessment.

Table x; Innovation Centre multi-modal trip rate summary;

Time Range	Arrivals	Departures	Totals
08.30 – 09.00	31	5	36
17.30 – 18.00	4	22	26
Daily	192	193	385

4.3 Comparison of the arrival and departure trip rates demonstrates that during the peak occupancy period (i.e. 10.00 – 10.30) there would be demand for between 70 and 100 vehicle parking/storage spaces depending on precise arrival/departure times. The TRICS analysis was undertaken for a business park and it is acknowledged that the ratio of workshop:office space varies between sample sites so the predictions for the Innovation Centre must be taken as a guide only. It is also possible that eventual occupiers may include some high-tech or research businesses given the aspiration for the Daedalus site, which could generate extra trips not reflected in the TRICS analysis.

4.4 It is a fact that the proposed pedestrian, cycle and bus improvements planned for Daedalus will be phased as the regeneration scheme progresses over the longer term. The Innovation Centre is one of the earliest phases and will be occupied before many of these improvements are available. Existing facilities are adequate to serve the Centre as demonstrated in the CEMAST Transport Assessment but future improvements should encourage a modal shift away from initial car use towards more sustainable modes. For these reasons it is considered justifiable to provide parking above the adopted standards to avoid overspill on adjacent roads, particularly in the first years after occupation.

4.5 The access road to the Innovation Centre will be a shared facility with the CEMAST building opposite. The CEMAST development was not part of the original Daedalus Masterplan and will generate additional traffic flows not accounted for in the original Daedalus Transport Assessment. The impact of this additional traffic was considered in the CEMAST Transport Assessment. The junction modelling results, as provided by the HCA/HCC, demonstrated that the proposed improvements to the B3385 Broom Way/Cherque Way will accommodate the forecast traffic flows and operate satisfactorily. Where queuing occurs on the eastbound internal access road, 'Keep Clear' markings will be implemented to prevent blocking back into an adjacent internal site junction leading to CEMAST and the Hangar East zone of the future Solent Enterprise Zone at HMS Daedalus.

5.0 Travel Plan

5.1 A Delivery and Servicing Plan (DSP) was prepared by MVA Consultancy (18/01/2012 Reference C3A263) on behalf of the Homes and Communities Agency (HCA) to support the original planning applications for the regeneration scheme. It provides a framework to manage freight movements in and out of the wider site. The DSP aims to ensure HCVs use the designated site access routes and entrances, including Broom Way, and to coordinate and manage deliveries to minimise HCV movements.

5.2 A Travel Plan Coordinator will be appointed by HCA prior to the commencement of construction and will liaise with Travel Plan representatives at each of the specific sites within Daedalus. A Travel Plan Steering Group will be established and Baseline travel surveys will be conducted within 3 months of site occupancy.

5.3 A signing strategy has been devised to direct HCVs along Newgate Lane to the appropriate access points to individual sites within Daedalus, including Broom Way for the Innovation Centre (and other individual sites). The DSP includes provision to establish a Freight Quality Partnership for Daedalus and to explore opportunities for combined servicing and delivery trips to reduce vehicle movements. A range of potential Actions and Measures have been put forward in the DSP with an emphasis on monitoring, managing and reducing HCV movements, especially during the peak traffic periods, and on encouraging the use of local suppliers to reduce trip lengths and times.

5.4 The Travel Plan is proposed to be enforced by means of Section 106 Agreements, Planning Conditions and Obligations. Where the need for remedial action is identified by the monitoring process the local authorities shall be invited to contribute to reviewing the scale and extent of further mitigation measures.

5.5 A Framework Travel Plan shall be produced specifically for the Innovation Centre. This will provide background to the development proposal and explain the transport strategy that has been adopted. It will identify the existing and planned sustainable transport links to the site and set out the procedure that is to be adopted in producing the Daedalus site-wide Travel Plan. The Framework Plan will explain the obligations and responsibilities of prospective tenants in carrying out the Actions and Measures contained within the DSP.

6.0 Conclusion

6.1 The Innovation Centre proposal is of a size, scale and type consistent with the provisions allowed for in the Daedalus Transport Assessment. The Transport Assessments for Daedalus and the Innovation Centre demonstrate that the existing network and the new service road can accommodate the proposal without significant safety or capacity issues arising. Therefore there is nothing to suggest that the original conclusions of either report can be challenged. TRICS analysis confirms that the predicted trip rates are within the levels allowed for when these Transport Assessments were undertaken.

6.2 The specification and design of the service road were approved as part of the CEMAST application and very minor works are required to serve the Innovation Centre. An engineering analysis has been undertaken for this Transport Assessment which finds that there will be no adverse impact on the original design.

6.3 Existing bus, pedestrian and cycle infrastructure has been found to be sufficient to allow sustainable travel to and from the Innovation Centre/CEMAST site. Proposed improvements as part of the Daedalus regeneration scheme will be introduced as the programme progresses and this will increase the opportunities for sustainable transport.

6.4 The service & delivery facilities include separate loading points for each of the workshops, all of which are accessible for HCVs. Space has been provided around the sides and rear of the building to allow HCVs to reverse towards the bays between the wings of the building without having to reverse on/off the service road or in the general parking areas.

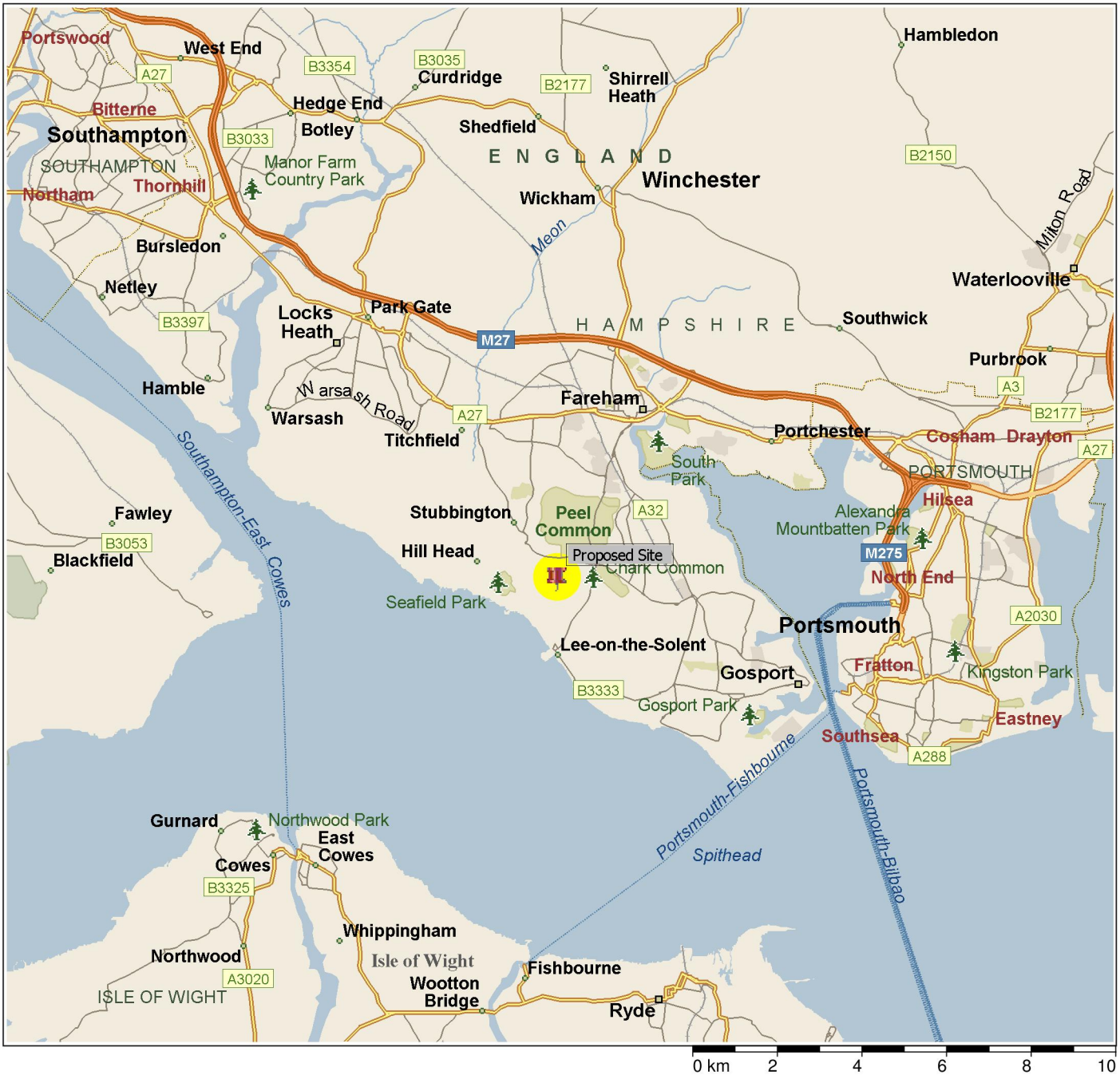
6.5 Parking has been provided above the current standard to ensure no overspill occurs on the network of service/access roads or on the local public highway network. This also creates potential to attract high-tech or research industries which would have a higher parking requirement than general industry.

6.6 This Transport Assessment finds that the preceding Transport Assessments adequately demonstrate the Innovation Centre proposal would have no adverse impacts on the local network. The general principles of the development proposal have been analysed in detail and have not changed. The detailed proposals subject to this planning application include specific service, parking and access details which do not raise any problems or issues. It is therefore concluded that there are no highway safety, capacity or operational concerns which warrant the refusal of the proposal on traffic, transport or highway grounds.

Simon Garner
22nd January 2014

Appendix A

Site Location Plan



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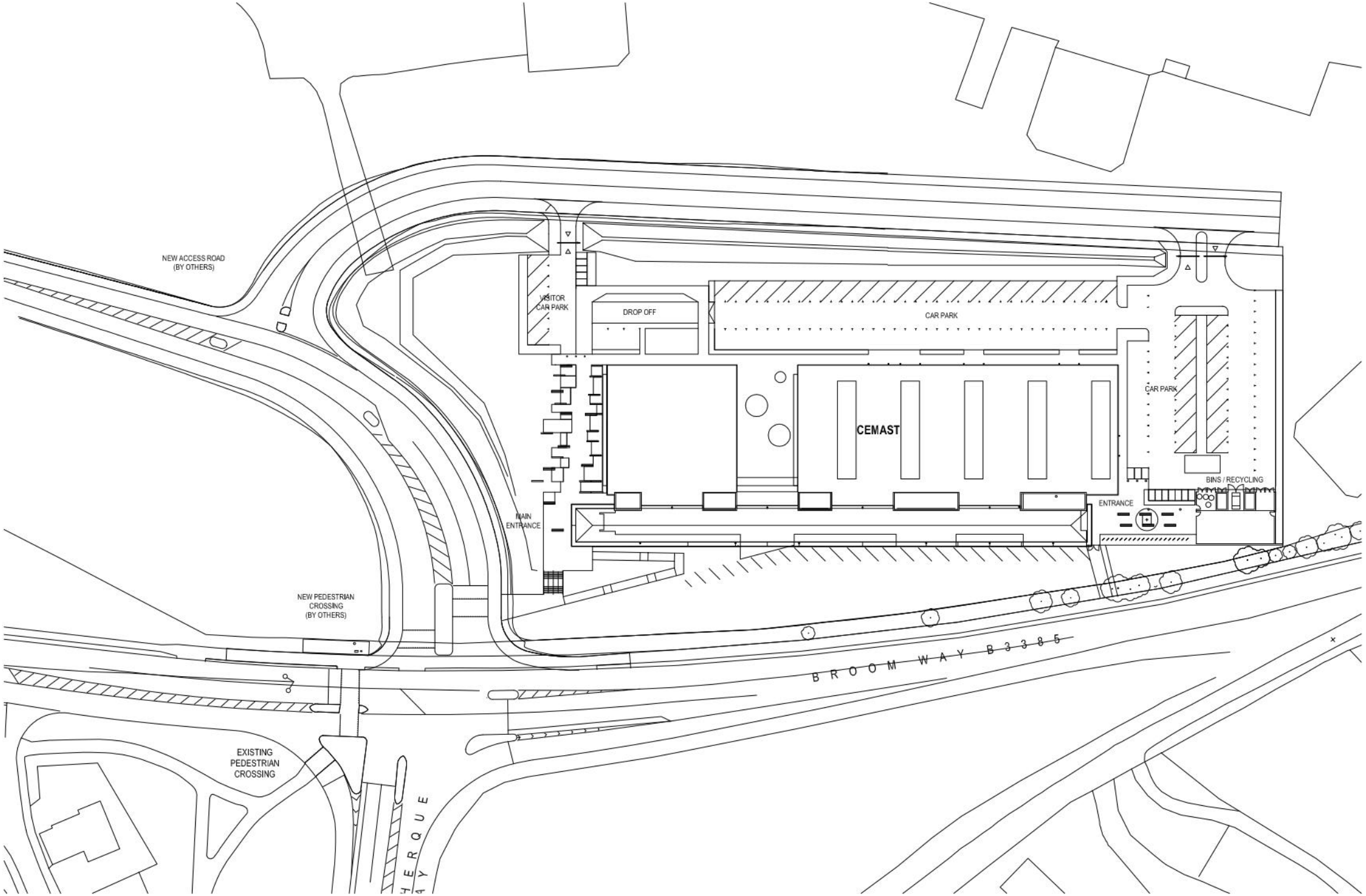
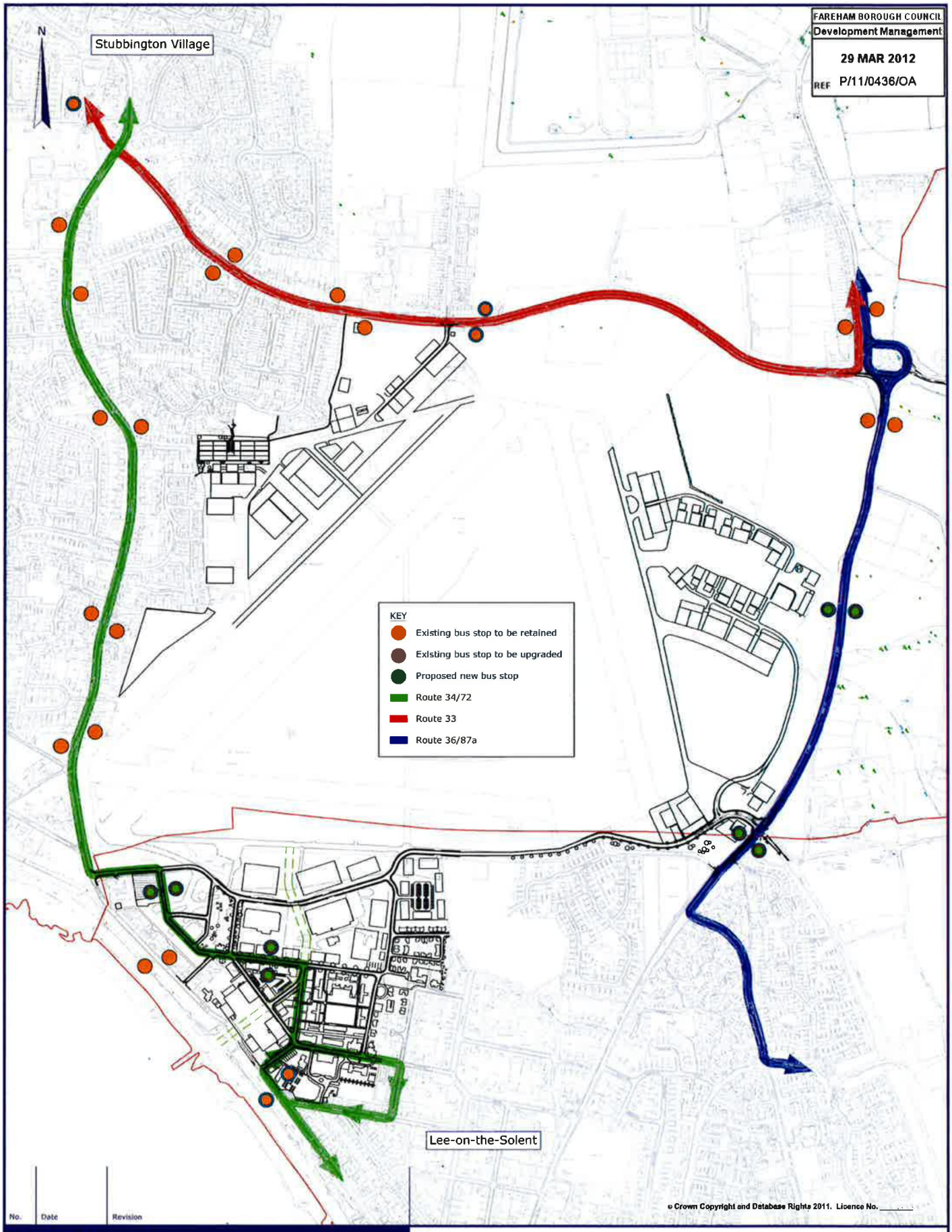
Appendix B


NEW ACCESS ROAD
(BY OTHERS)
VISITOR
CAR PARK
DROP OFF
CAR PARK
CAR PARK
CEMAST
BINS / RECYCLING
ENTRANCE
MAIN
ENTRANCE
NEW PEDESTRIAN
CROSSING
(BY OTHERS)
B R O O M W A Y B 3 3 8 5
EXISTING
PEDESTRIAN
CROSSING

Appendix C



No. | Date | Revision

Daedalus

Prepared for Homes and Communities Agency
March 2012

Title
Daedalus Proposed Bus Routing and Bus Stop Location Plan - Phase 1

Project No.	Figure No./Drawing No.	Rev No.	Scale
C3A263/00	C3A263/00/D/045	-	NTS

Drawn	SW
Designed	TC
Approved	TC

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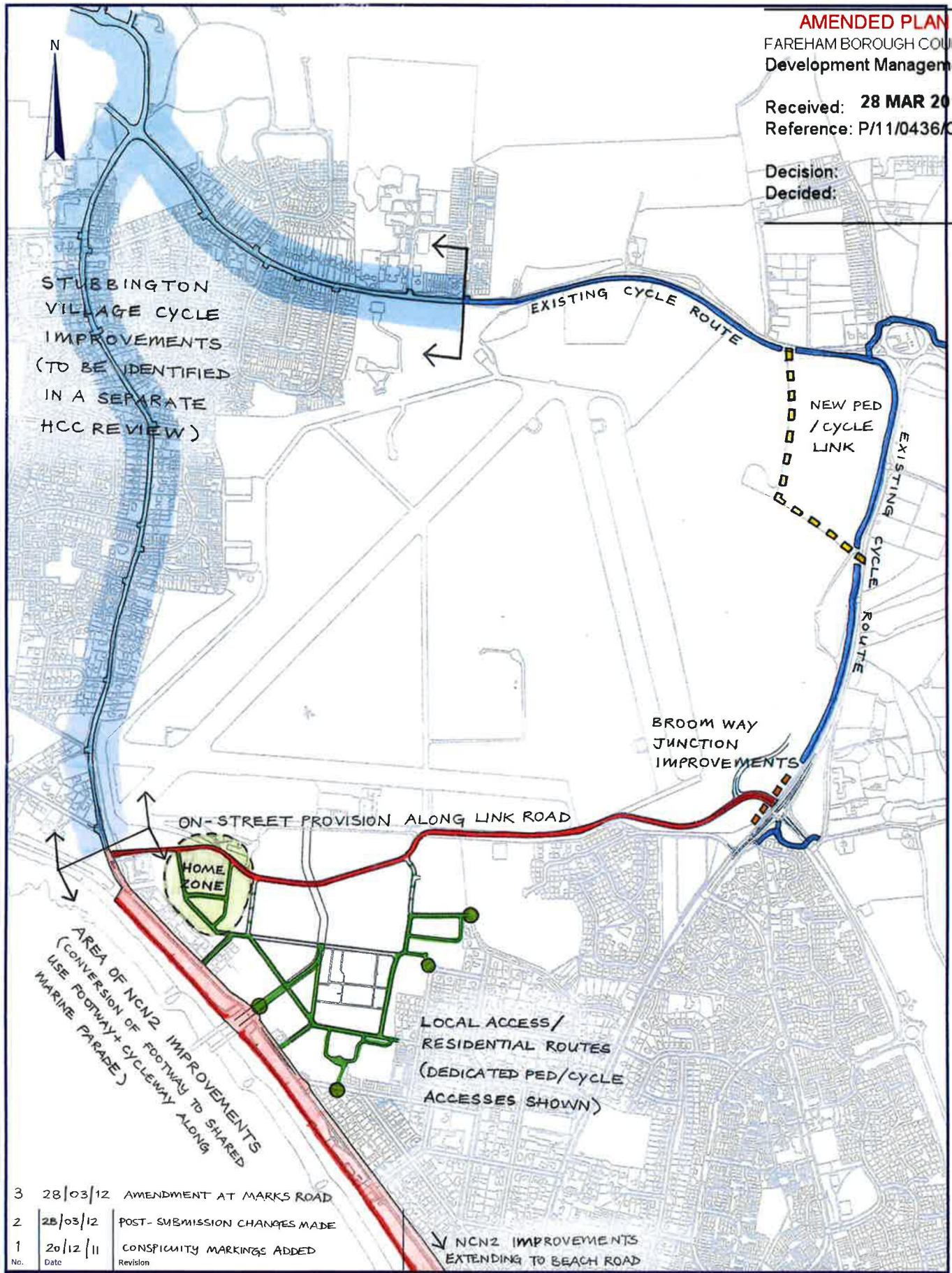
Appendix D

AMENDED PLAN
FAREHAM BOROUGH COUNCIL
Development Management

Received: 28 MAR 2012
Reference: P/11/0436/OA

Decision:
Decided:



No.	Date	Revision
3	28/03/12	AMENDMENT AT MARKS ROAD
2	28/03/12	POST-SUBMISSION CHANGES MADE
1	20/12/11	CONSPICUITY MARKINGS ADDED

Daedalus

Prepared for Homes and Communities Agency
March 2012

Title: PROPOSED CYCLE IMPROVEMENTS (+ EXISTING)

Project No.	Figure No./Drawing No.	Rev No.	Scale
C3A263/00	C3A263/00/D/040	3	N.T.S.

Drawn	SA
Designed	SA
Approved	TC

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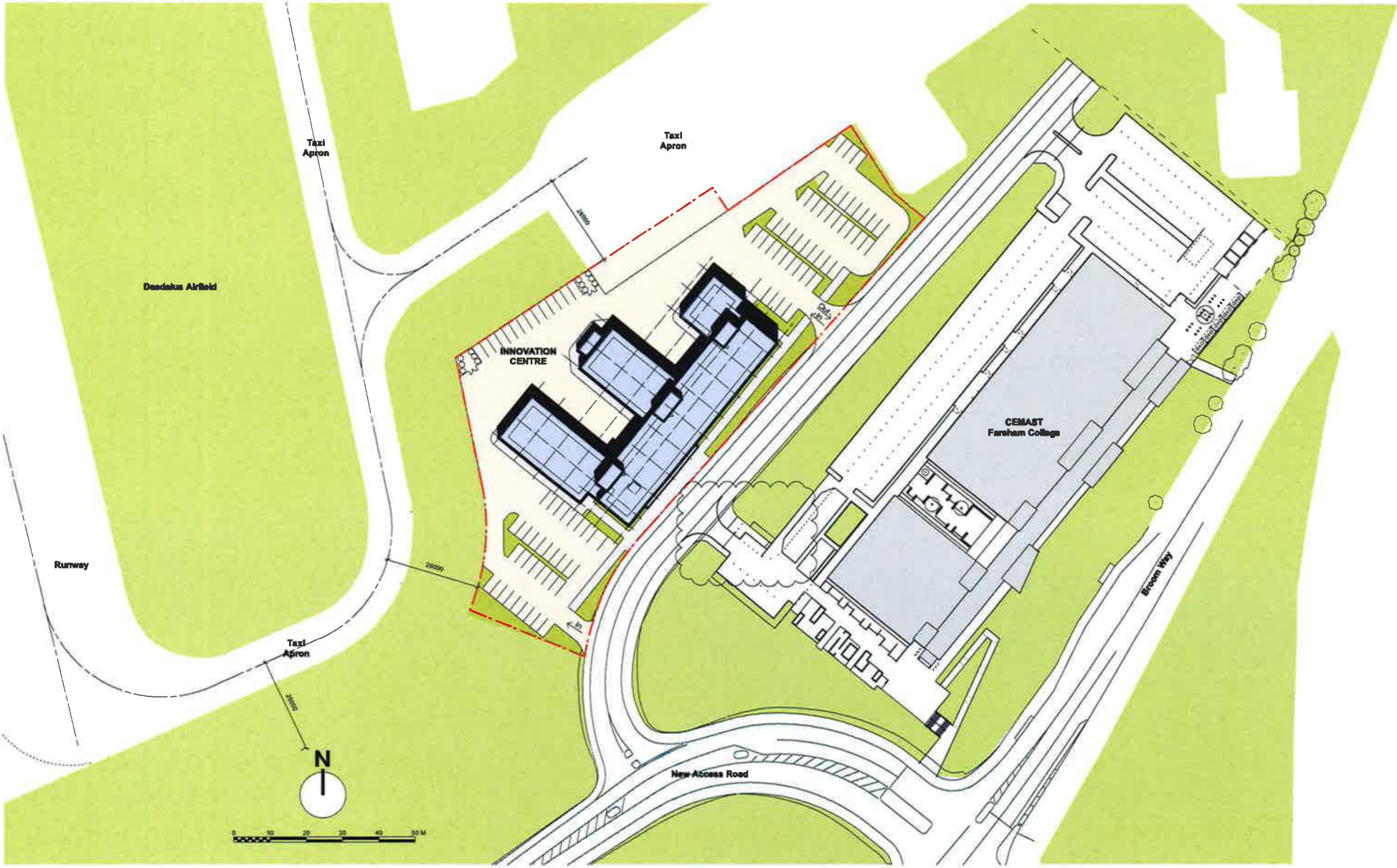
Appendix E



PRELIMINARY

rev	date	description	drw	chkd
P1	22/10/13	New drawing based on Option 2.	NJC	PP
P2	22/11/13	Drawing updated to reflect latest building plans.	NJC	PP
P3	06/01/14	Drawing updated to reflect latest building plans. Vehicular southern entrance + waste bin areas added.	MD	NJC
P4	27/01/14	Site Boundary Adjusted	MD	NJC
P5	05/02/14	WC blocks removed from two workshop fingers, new WC's/shower block added to central workshop finger.	MD	NJC
P6	17/02/14	Link added between Innovation Centre and CEMAST acc.	MD	NJC

NOTES

1) Plan based on Ordnance Survey (c) Crown Copyright 2012. All rights reserved. Licence number 100020449
2) Drawing developed in response to Fareham Borough Council's requirements and preliminary information provided by Homes & Communities Agency. Exact boundary ownership position to be verified
3) New road junction off Broom Way reflects H&CA's current proposal
4) Other H&CA developments outside red line - details unknown - arrangments shown on this drawing are indicative only based on OS information only.
5) CEMAST plan reflects latest arrangements at this date.
6) Proposed car parking based on 100 spaces.

Stage C

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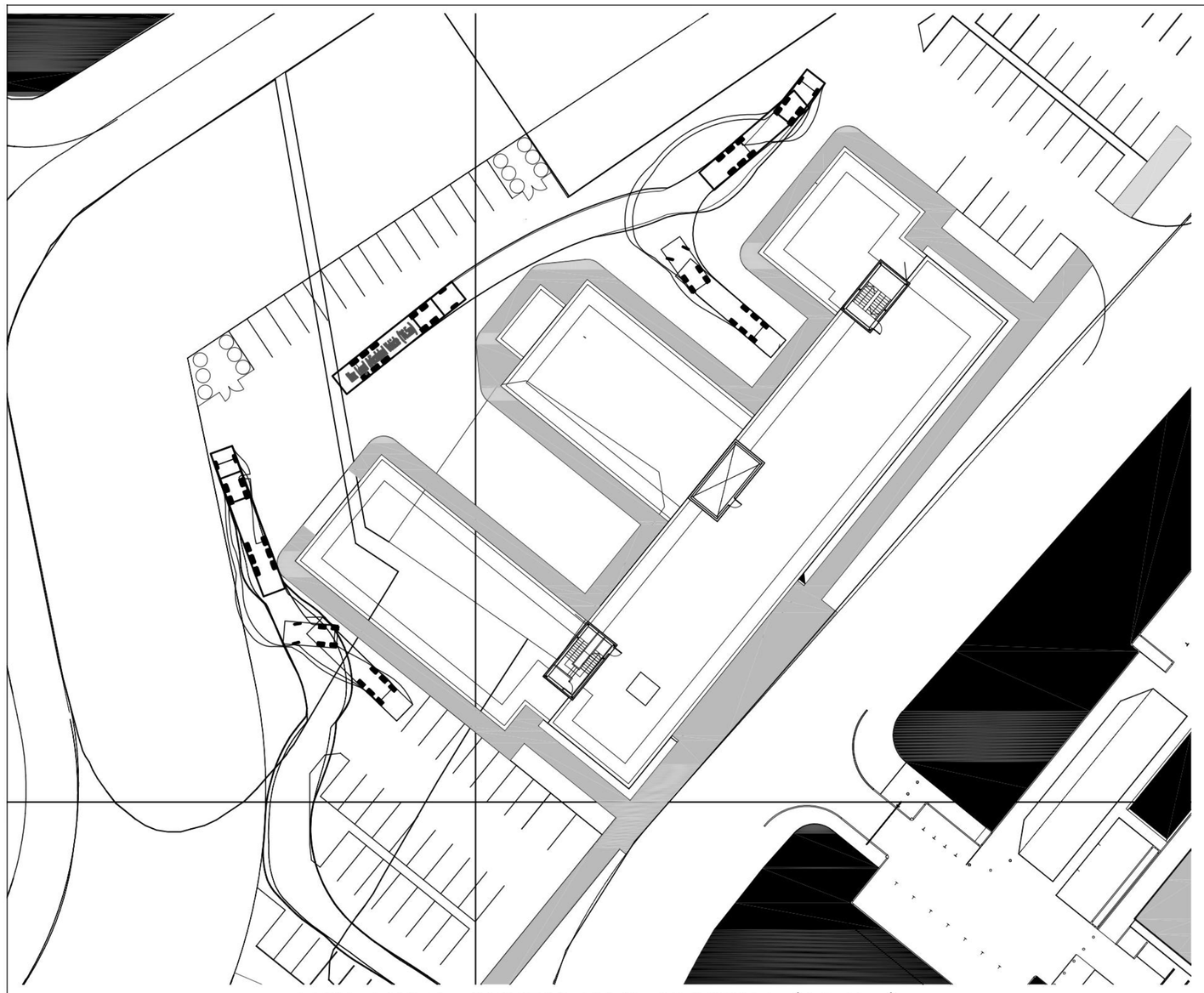
SHEET CONTENTS
Fareham Borough Council, Innovation Centre, Daedalus, Lee-On-Solent
Proposed Site Plan

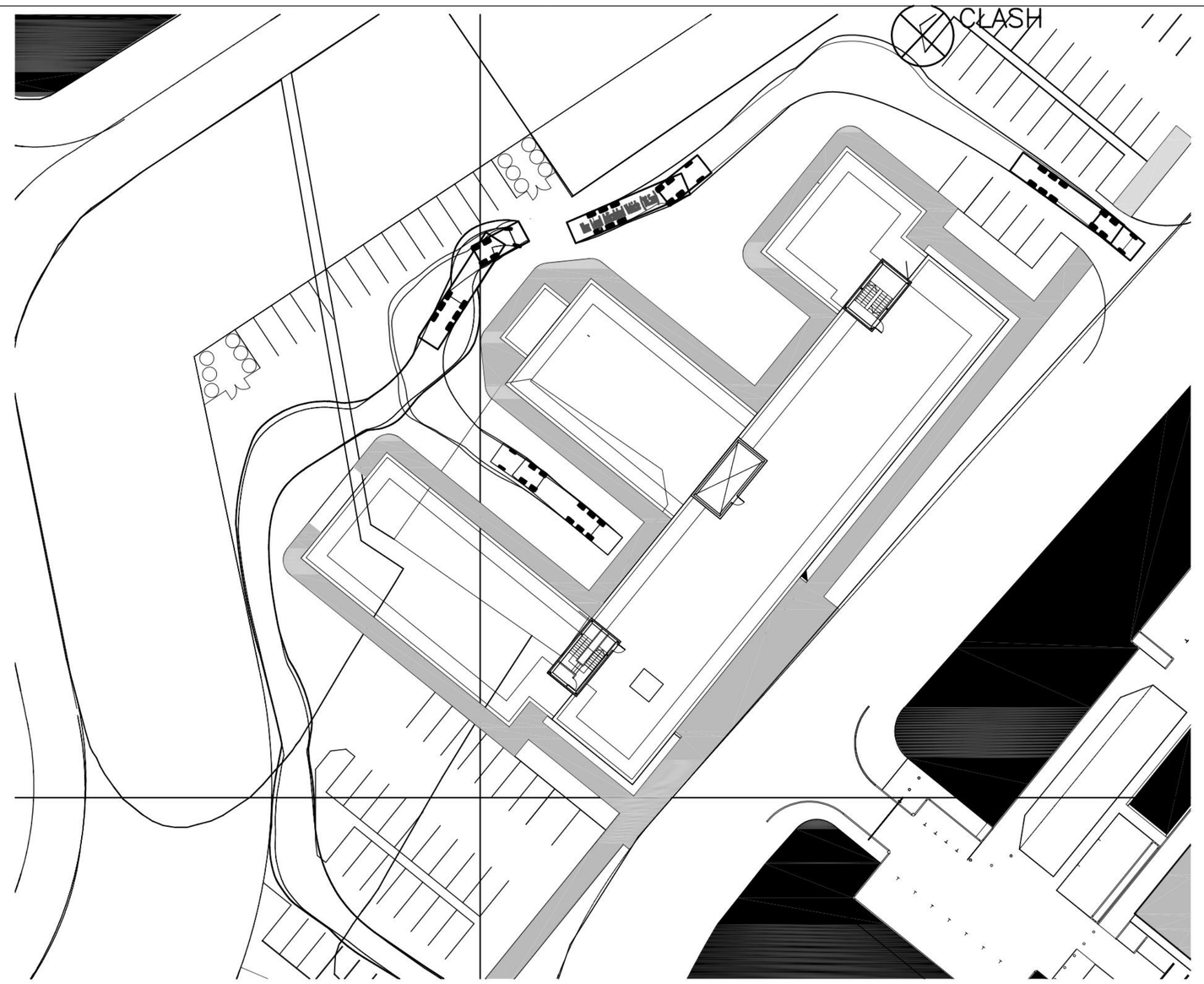
SCALE	CHECKED	DRAWN	DRAWING NO	REVISION
1:500 @ A1 1:1000 @ A3	09/13	POA	5258_SK 0-01	P6

Appendix F



MAX LEGAL ARTICULATED VEHICLE (16.5m)

SCALE 1:400



MAX LEGAL ARTICULATED VEHICLE (16.5m)

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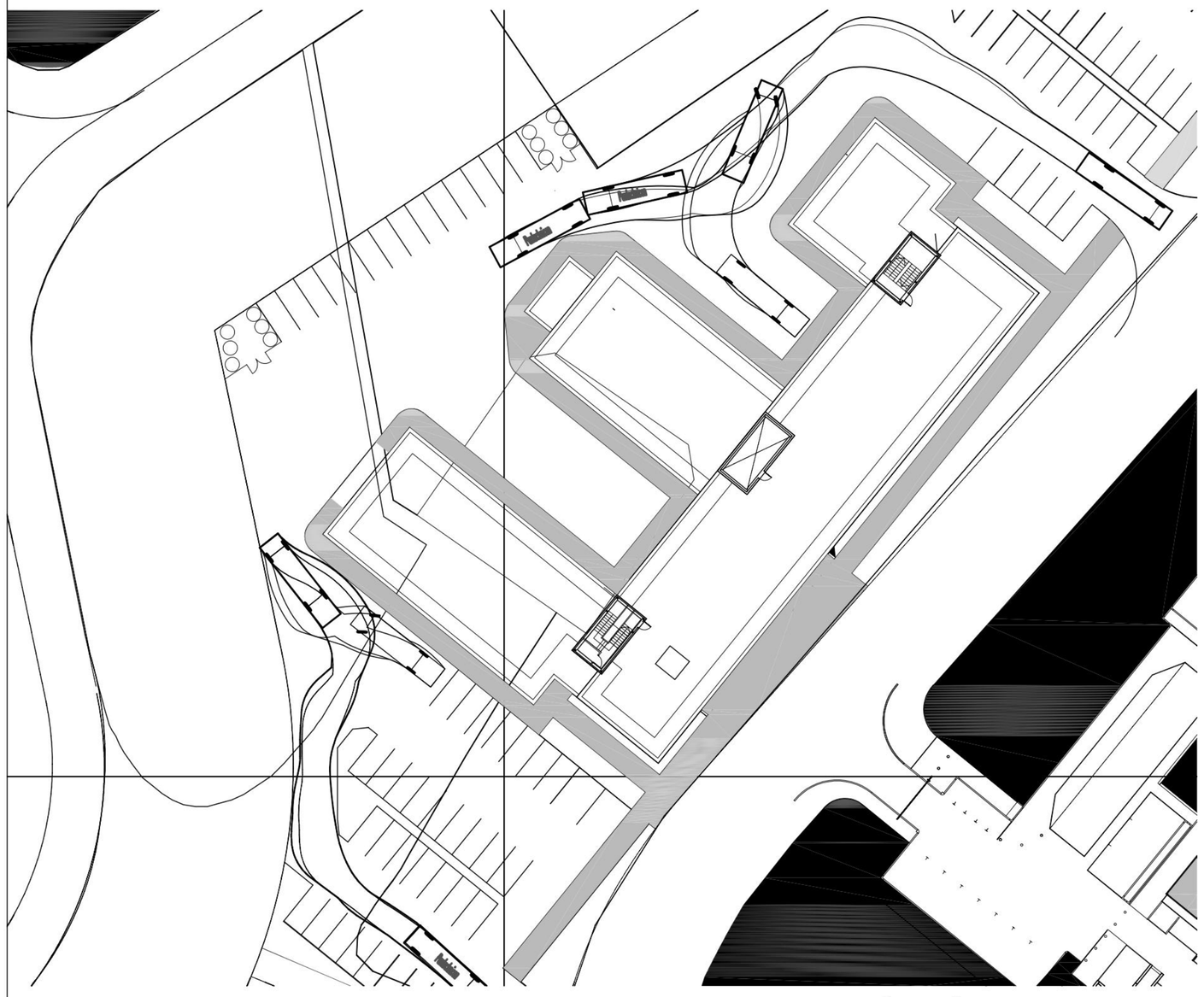

LARGE FIXED WHEELBASE LORRY (11m)

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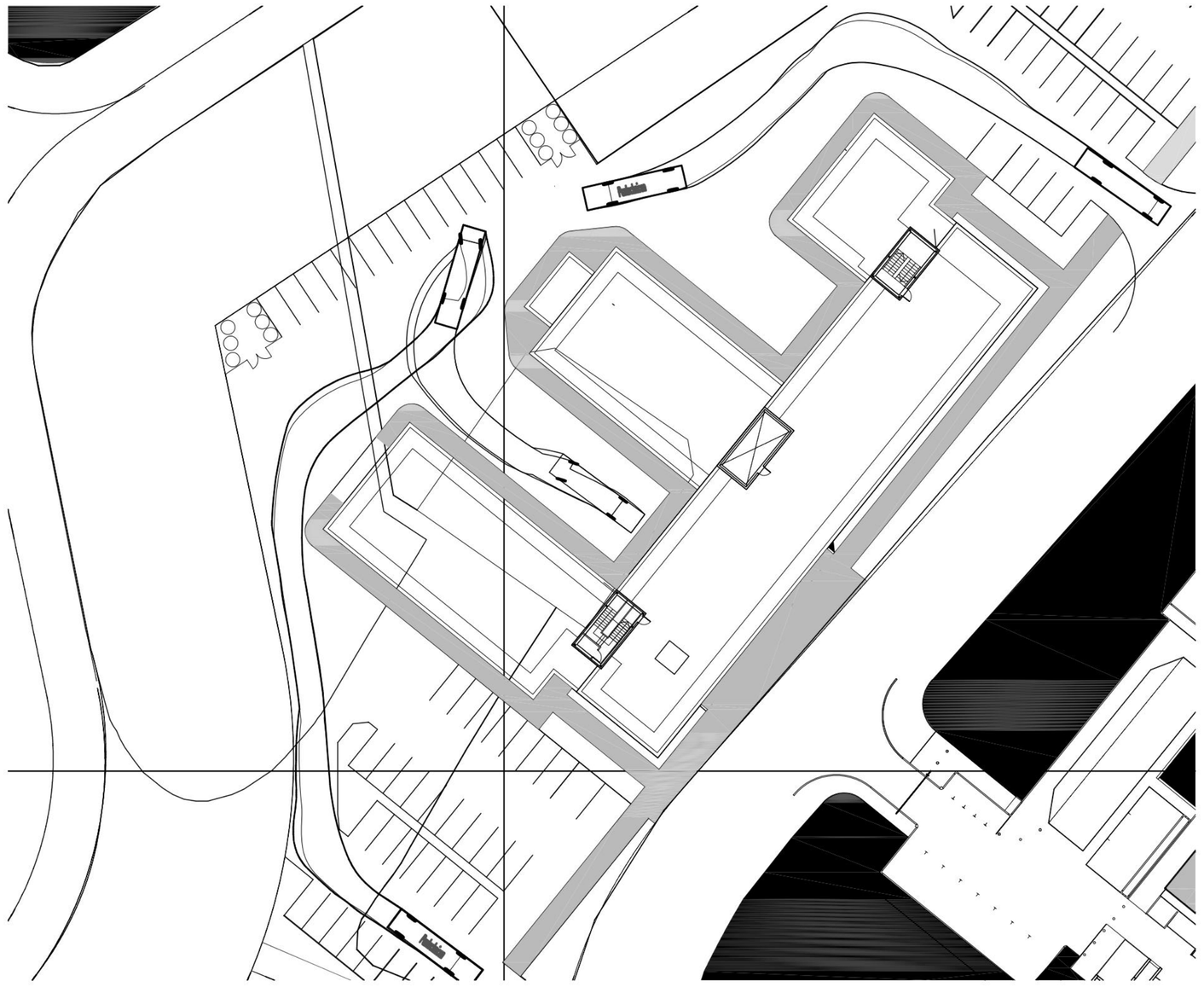


LARGE FIXED WHEELBASE LORRY (11m)

SCALE 1:400

DO NOT SCALE FROM THIS DRAWING

Notes

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ENGINEERS AND ARCHITECTS DRAWINGS.
2. ALL DIMENSIONS ARE IN MILLIMETRES AND LEVELS ARE IN METRES UNLESS NOTED OTHERWISE.
3. CONTRACTOR TO CONFIRM ALL DIMENSIONS ON SITE. ANY DISCREPANCIES TO BE ADVISED TO THE ENGINEER.
4. DRAWING STATUS DEFINITIONS:–

   P01 – PRELIMINARY – FOR INFORMATION ONLY (NOT TO BE USED FOR CONSTRUCTION).

   T01 – TENDER – FOR TENDER / INFORMATION ONLY (NOT TO BE USED FOR CONSTRUCTION).

   D01 – DESIGN DEVELOPMENT – FOR INFORMATION ONLY (NOT TO BE USED FOR CONSTRUCTION).

   C01 – CONSTRUCTION – FOR INFORMATION / PROCUREMENT / CONSTRUCTION.

   Z01 – AS BUILT – FOR INFORMATION ONLY.

Rev.	Amendment	Dm.	Chkd.	Appd.	Date
P02	REVISED ARCHITECTS LAYOUT	TP	RH	RH	20.01.14
P01	PRELIMINARY	TP	RH	RH	18.12.13

Project

INNOVATION CENTRE
FAREHAM

Drawing

VEHICLE TRACKING
VEHICLES
REVERSING IN SITE

Client

BOUYGUES

Scott White and Hookins

Civil/Structural Engineers | Health and Safety | Approved Inspectors | Geomatic Engineering

Harman House, Andover Road, Winchester, Hampshire SO23 7BS
T: +44 (0)1962 844855 F: +44 (0)1962 841328 www.swh.co.uk

Scale at A1 - 1:200 Status: PRELIMINARY

Project / Drawing No. W00685-400

Rev. P02

WNFM/310/09

Appendix G

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : B - BUSINESS PARK
MULTI-MODAL VEHICLES

Selected regions and areas:

03	**SOUTH WEST**		
	WL	WILTSHIRE	1 days
04	**EAST ANGLIA**		
	NF	NORFOLK	1 days
	SF	SUFFOLK	1 days
05	**EAST MIDLANDS**		
	LN	LINCOLNSHIRE	1 days
06	**WEST MIDLANDS**		
	SH	SHROPSHIRE	1 days
	WO	WORCESTERSHIRE	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NO	NORTH LINCOLNSHIRE	1 days

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

Filtering Stage 2 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: 1574 to 17197 (units: sqm)
Range Selected by User: 975 to 118448 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/05 to 31/05/13

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

Selected survey days:

Monday	1 days
Tuesday	3 days
Wednesday	1 days
Thursday	2 days

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	7

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

Selected Location Sub Categories:

Industrial Zone	3
Commercial Zone	1
Residential Zone	2
Retail 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

Filtering Stage 3 selection:

Use Class:

Not Known	1 days
B1	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®.

Population within 1 mile:

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

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

Population within 5 miles:

50,001 to 75,000	1 days
75,001 to 100,000	3 days
100,001 to 125,000	1 days
125,001 to 250,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
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	7 days

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

LIST OF SITES relevant to selection parameters

1 **LN-02-B-01** **BUSINESS PARK** **LINCOLNSHIRE**
BISHOPS ROAD

LINCOLN
Edge of Town
Industrial Zone
Total Gross floor area: 4460 sqm
Survey date: TUESDAY 17/05/05 Survey Type: MANUAL

2 **NF-02-B-02** **BUSINESS PARK** **NORFOLK**
WHITING ROAD
LONG JOHN'S HILL
NORWICH
Edge of Town
Retail Zone
Total Gross floor area: 7400 sqm
Survey date: THURSDAY 17/05/07 Survey Type: MANUAL

3 **NO-02-B-02** **BUSINESS PARK** **NORTH LINCOLNSHIRE**
DONCASTER ROAD

SCUNTHORPE
Edge of Town
Residential Zone
Total Gross floor area: 1574 sqm
Survey date: THURSDAY 22/09/05 Survey Type: MANUAL

4 **SF-02-B-01** **BUSINESS PK** **SUFFOLK**
KEMPSON WAY

BURY ST EDMUNDS
Edge of Town
Industrial Zone
Total Gross floor area: 2480 sqm
Survey date: WEDNESDAY 10/05/06 Survey Type: MANUAL

5 **SH-02-B-01** **BUSINESS PARK** **SHROPSHIRE**
WELSHPOOL ROAD

SHREWSBURY
Edge of Town
Commercial Zone
Total Gross floor area: 17197 sqm
Survey date: TUESDAY 14/06/05 Survey Type: MANUAL

6 **WL-02-B-01** **BUSINESS PK** **WILTSHIRE**
HIGH STREET
COPED HALL
WOOTTON BASSETT
Edge of Town
Residential Zone
Total Gross floor area: 2600 sqm
Survey date: MONDAY 02/10/06 Survey Type: MANUAL

7 **WO-02-B-01** **BUSINESS PARK** **WORCESTERSHIRE**
BURNT MEADOW ROAD
MOORS MOAT NTH IND. EST
REDDITCH
Edge of Town
Industrial Zone
Total Gross floor area: 3525 sqm
Survey date: TUESDAY 02/05/06 Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CF-02-B-01	economic characteristics of area do not match
DL-02-B-02	economic characteristics of local area do not match
DN-02-B-01	inappropriate geographical location
FA-02-B-02	economic characteristics do not match
TW-02-B-03	economic characteristics of local area do not match
WT-02-B-01	economic characteristics of local area do not match

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	7	5605	0.186	7	5605	0.082	7	5605	0.268
07:30 - 08:00	7	5605	0.415	7	5605	0.079	7	5605	0.494
08:00 - 08:30	7	5605	0.754	7	5605	0.240	7	5605	0.994
08:30 - 09:00	**7**	**5605**	**1.287**	7	5605	0.204	**7**	**5605**	**1.491**
09:00 - 09:30	7	5605	0.785	7	5605	0.212	7	5605	0.997
09:30 - 10:00	7	5605	0.375	7	5605	0.191	7	5605	0.566
10:00 - 10:30	7	5605	0.321	7	5605	0.270	7	5605	0.591
10:30 - 11:00	7	5605	0.196	7	5605	0.199	7	5605	0.395
11:00 - 11:30	7	5605	0.189	7	5605	0.268	7	5605	0.457
11:30 - 12:00	7	5605	0.181	7	5605	0.229	7	5605	0.410
12:00 - 12:30	7	5605	0.237	7	5605	0.494	7	5605	0.731
12:30 - 13:00	7	5605	0.270	7	5605	0.380	7	5605	0.650
13:00 - 13:30	7	5605	0.474	7	5605	0.454	7	5605	0.928
13:30 - 14:00	7	5605	0.500	7	5605	0.336	7	5605	0.836
14:00 - 14:30	7	5605	0.229	7	5605	0.199	7	5605	0.428
14:30 - 15:00	7	5605	0.270	7	5605	0.288	7	5605	0.558
15:00 - 15:30	7	5605	0.229	7	5605	0.342	7	5605	0.571
15:30 - 16:00	7	5605	0.260	7	5605	0.370	7	5605	0.630
16:00 - 16:30	7	5605	0.201	7	5605	0.438	7	5605	0.639
16:30 - 17:00	7	5605	0.171	7	5605	0.520	7	5605	0.691
17:00 - 17:30	7	5605	0.227	7	5605	0.895	7	5605	1.122
17:30 - 18:00	7	5605	0.155	**7**	**5605**	**0.918**	7	5605	1.073
18:00 - 18:30	7	5605	0.087	7	5605	0.339	7	5605	0.426
18:30 - 19:00	7	5605	0.018	7	5605	0.125	7	5605	0.143
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			8.017			8.072			16.089

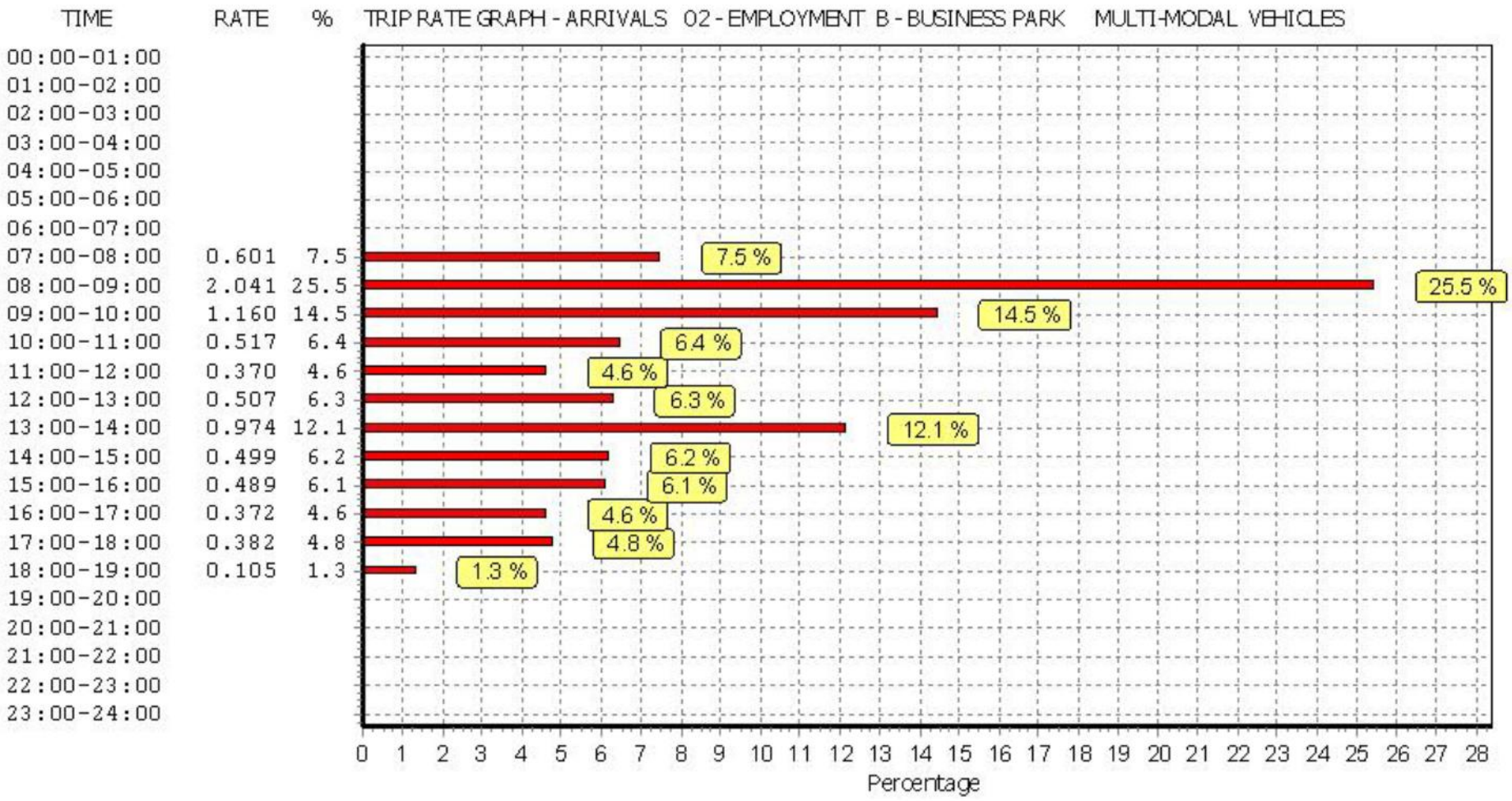
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

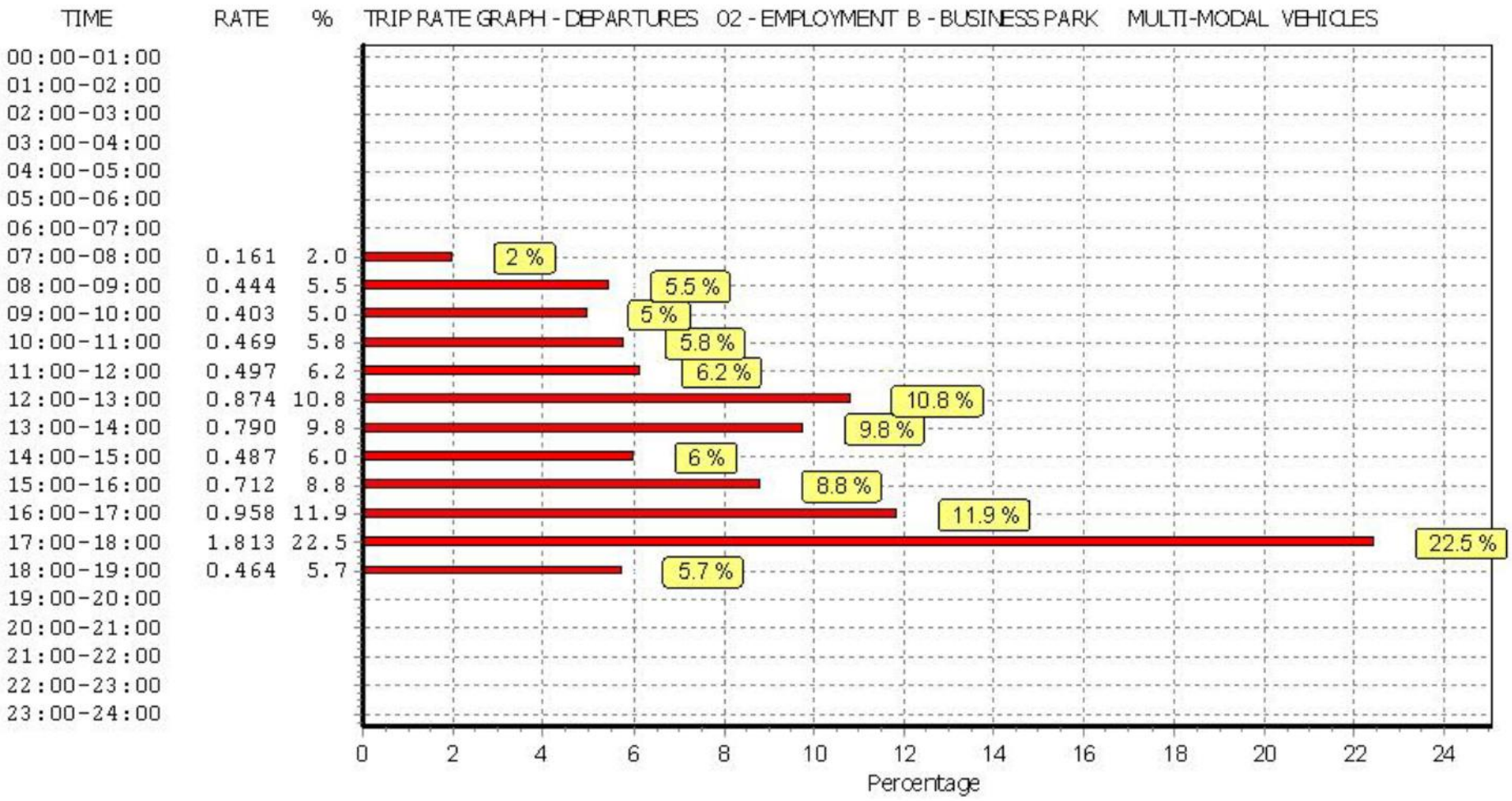
Parameter summary

Trip rate parameter range selected:	1574 - 17197 (units: sqm)
Survey date date range:	01/01/05 - 31/05/13
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	6

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.



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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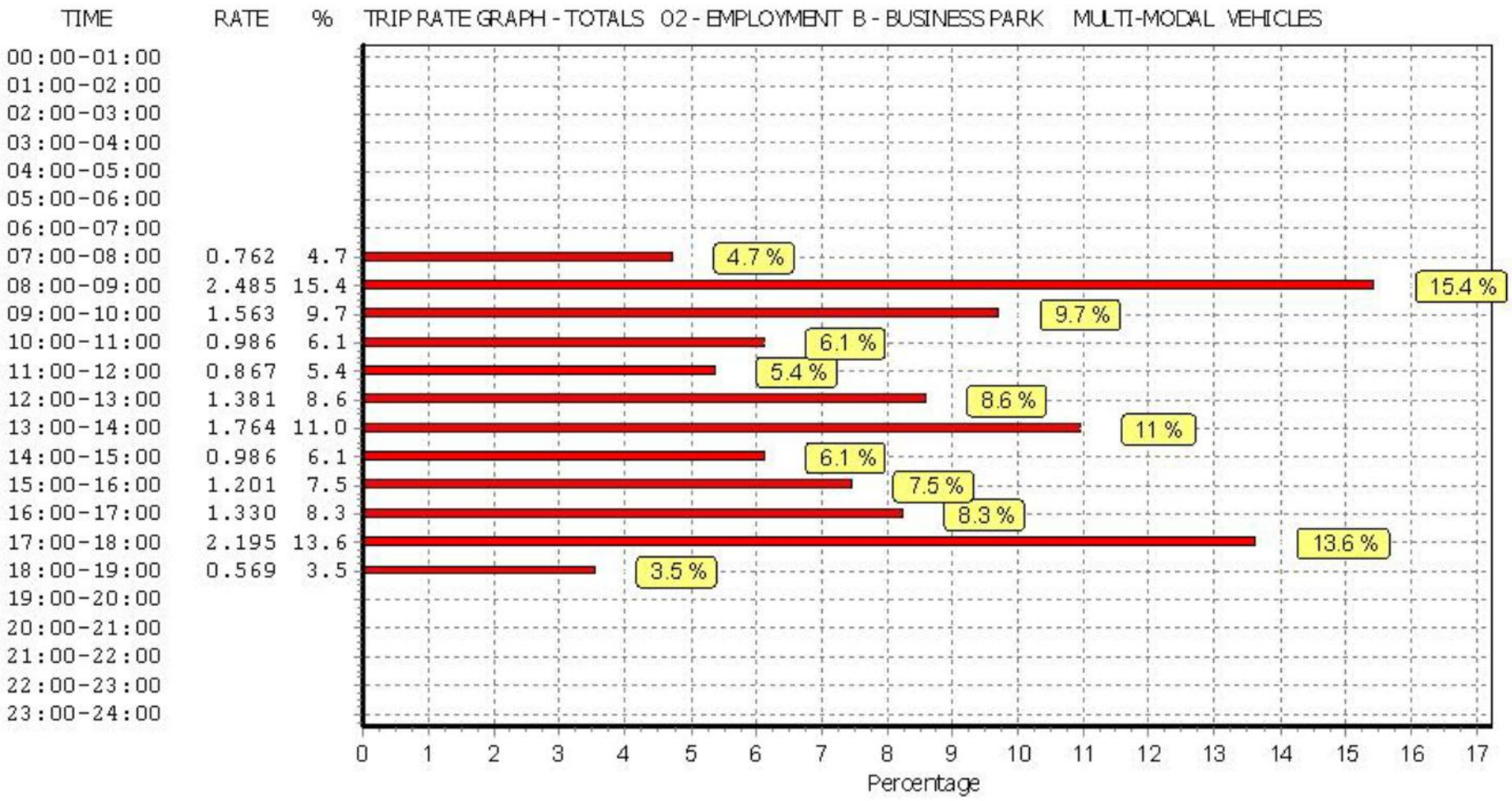

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TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	7	5605	0.000	7	5605	0.013	7	5605	0.013
07:30 - 08:00	7	5605	0.005	7	5605	0.013	7	5605	0.018
08:00 - 08:30	**7**	**5605**	**0.031**	7	5605	0.015	7	5605	0.046
08:30 - 09:00	7	5605	0.013	7	5605	0.015	7	5605	0.028
09:00 - 09:30	7	5605	0.010	7	5605	0.020	7	5605	0.030
09:30 - 10:00	7	5605	0.015	7	5605	0.010	7	5605	0.025
10:00 - 10:30	7	5605	0.023	7	5605	0.018	7	5605	0.041
10:30 - 11:00	7	5605	0.015	7	5605	0.018	7	5605	0.033
11:00 - 11:30	7	5605	0.023	**7**	**5605**	**0.033**	**7**	**5605**	**0.056**
11:30 - 12:00	7	5605	0.015	7	5605	0.008	7	5605	0.023
12:00 - 12:30	7	5605	0.003	7	5605	0.013	7	5605	0.016
12:30 - 13:00	7	5605	0.008	7	5605	0.015	7	5605	0.023
13:00 - 13:30	7	5605	0.015	7	5605	0.013	7	5605	0.028
13:30 - 14:00	7	5605	0.010	7	5605	0.005	7	5605	0.015
14:00 - 14:30	7	5605	0.010	7	5605	0.003	7	5605	0.013
14:30 - 15:00	7	5605	0.018	7	5605	0.013	7	5605	0.031
15:00 - 15:30	7	5605	0.020	7	5605	0.013	7	5605	0.033
15:30 - 16:00	7	5605	0.008	7	5605	0.000	7	5605	0.008
16:00 - 16:30	7	5605	0.020	7	5605	0.013	7	5605	0.033
16:30 - 17:00	7	5605	0.005	7	5605	0.005	7	5605	0.010
17:00 - 17:30	7	5605	0.013	7	5605	0.003	7	5605	0.016
17:30 - 18:00	7	5605	0.008	7	5605	0.008	7	5605	0.016
18:00 - 18:30	7	5605	0.000	7	5605	0.005	7	5605	0.005
18:30 - 19:00	7	5605	0.000	7	5605	0.000	7	5605	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.288			0.272			0.560

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Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	6

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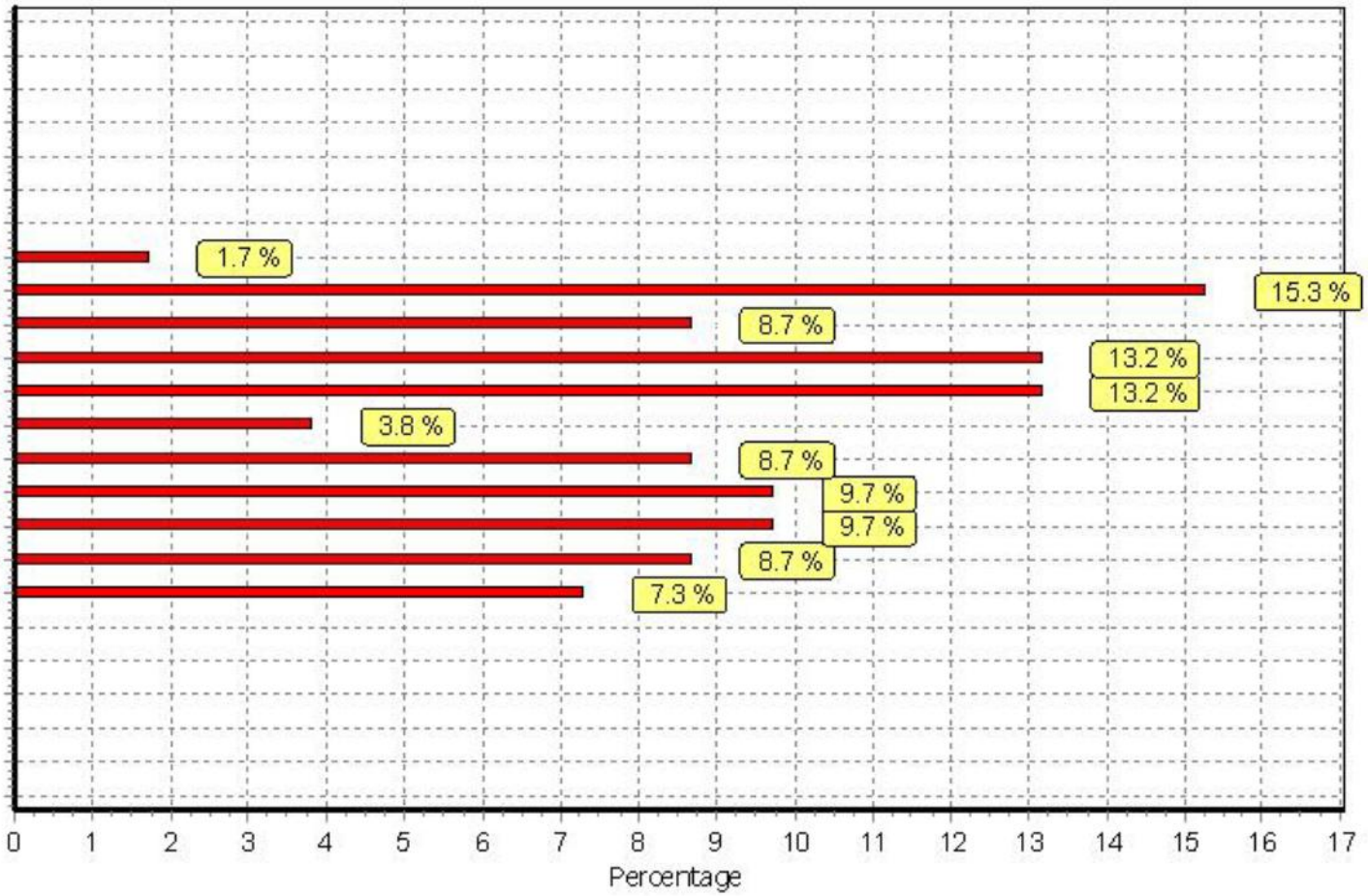
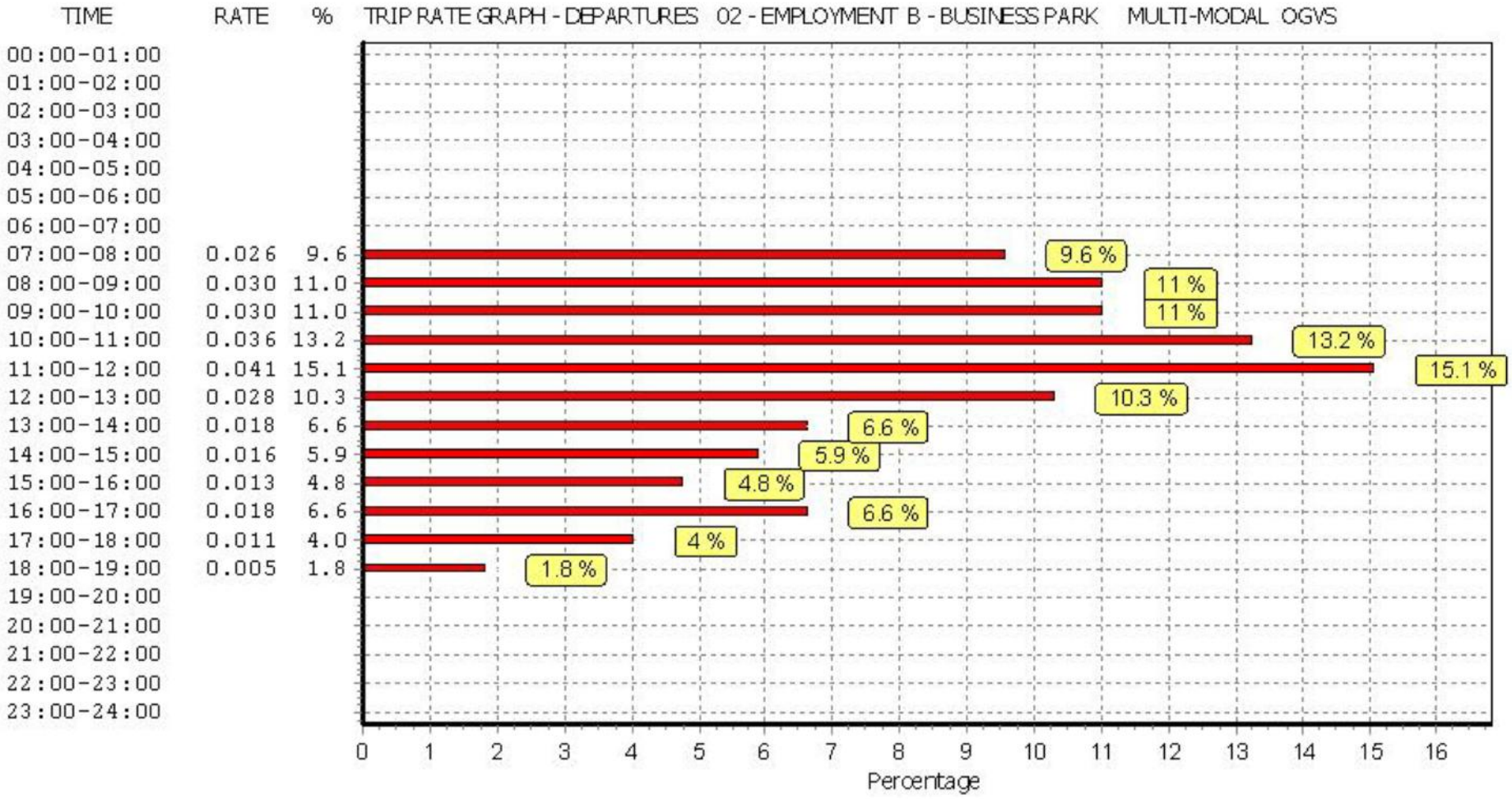
TRIP RATE GRAPH - ARRIVALS 02 - EMPLOYMENT B - BUSINESS PARK MULTI-MODAL OGVS

TIME	RATE	%
00:00-01:00		
01:00-02:00		
02:00-03:00		
03:00-04:00		
04:00-05:00		
05:00-06:00		
06:00-07:00		
07:00-08:00	0.005	1.7
08:00-09:00	0.044	15.3
09:00-10:00	0.025	8.7
10:00-11:00	0.038	13.2
11:00-12:00	0.038	13.2
12:00-13:00	0.011	3.8
13:00-14:00	0.025	8.7
14:00-15:00	0.028	9.7
15:00-16:00	0.028	9.7
16:00-17:00	0.025	8.7
17:00-18:00	0.021	7.3
18:00-19:00		
19:00-20:00		
20:00-21:00		
21:00-22:00		
22:00-23:00		
23:00-24:00		



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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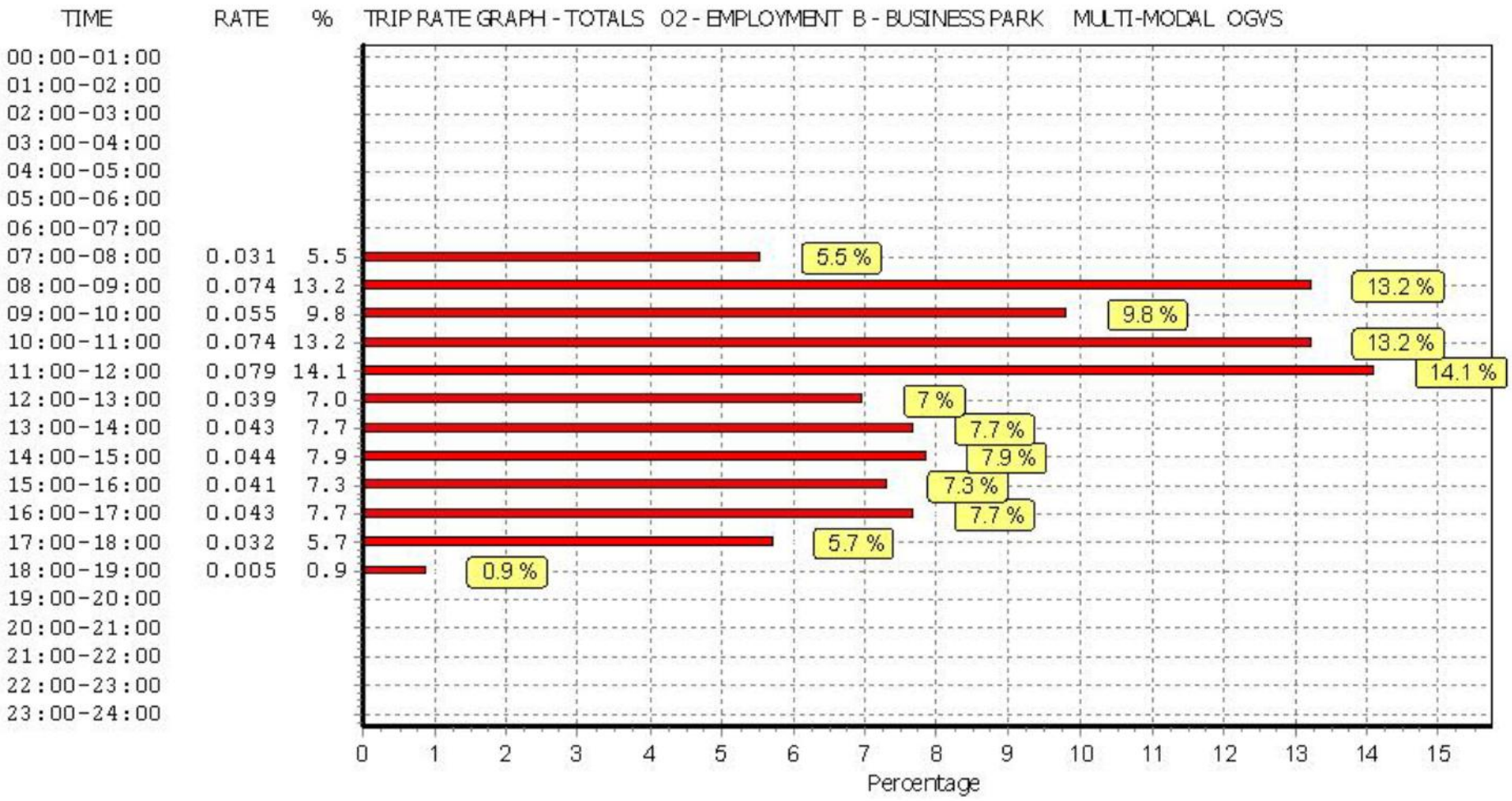

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TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

MULTI-MODAL PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	7	5605	0.000	7	5605	0.000	7	5605	0.000
07:30 - 08:00	7	5605	0.000	7	5605	0.000	7	5605	0.000
08:00 - 08:30	7	5605	0.000	7	5605	0.000	7	5605	0.000
08:30 - 09:00	7	5605	0.000	7	5605	0.000	7	5605	0.000
09:00 - 09:30	7	5605	0.000	7	5605	0.000	7	5605	0.000
09:30 - 10:00	7	5605	0.000	7	5605	0.000	7	5605	0.000
10:00 - 10:30	7	5605	0.000	7	5605	0.000	7	5605	0.000
10:30 - 11:00	7	5605	0.000	7	5605	0.000	7	5605	0.000
11:00 - 11:30	7	5605	0.000	7	5605	0.000	7	5605	0.000
11:30 - 12:00	7	5605	0.000	7	5605	0.000	7	5605	0.000
12:00 - 12:30	7	5605	0.000	7	5605	0.000	7	5605	0.000
12:30 - 13:00	**7**	**5605**	**0.003**	**7**	**5605**	**0.003**	**7**	**5605**	**0.006**
13:00 - 13:30	7	5605	0.000	7	5605	0.000	7	5605	0.000
13:30 - 14:00	7	5605	0.003	7	5605	0.003	7	5605	0.006
14:00 - 14:30	7	5605	0.000	7	5605	0.000	7	5605	0.000
14:30 - 15:00	7	5605	0.000	7	5605	0.000	7	5605	0.000
15:00 - 15:30	7	5605	0.000	7	5605	0.000	7	5605	0.000
15:30 - 16:00	7	5605	0.000	7	5605	0.000	7	5605	0.000
16:00 - 16:30	7	5605	0.000	7	5605	0.000	7	5605	0.000
16:30 - 17:00	7	5605	0.000	7	5605	0.000	7	5605	0.000
17:00 - 17:30	7	5605	0.000	7	5605	0.000	7	5605	0.000
17:30 - 18:00	7	5605	0.000	7	5605	0.000	7	5605	0.000
18:00 - 18:30	7	5605	0.000	7	5605	0.000	7	5605	0.000
18:30 - 19:00	7	5605	0.000	7	5605	0.000	7	5605	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.006			0.006			0.012

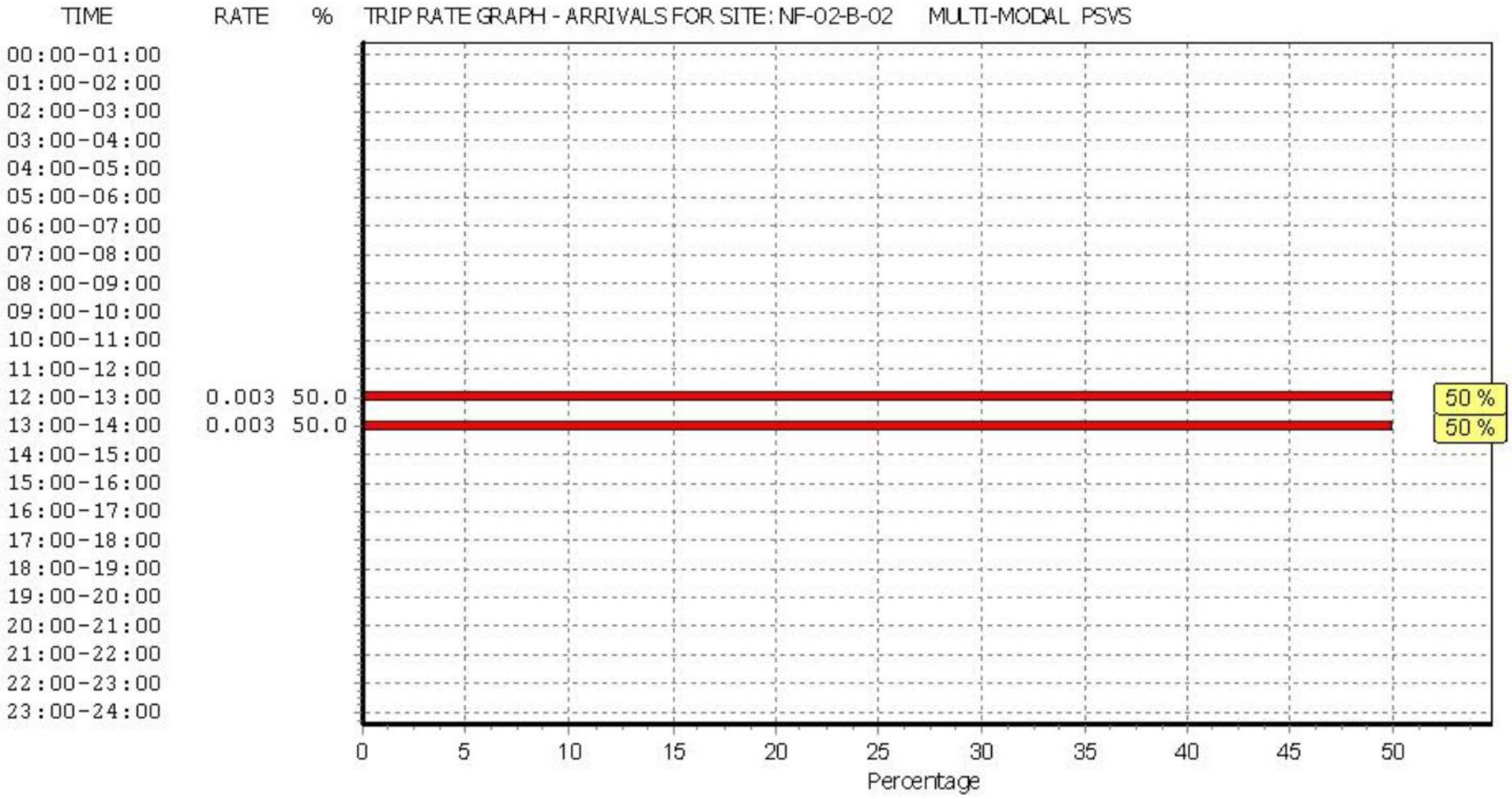
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

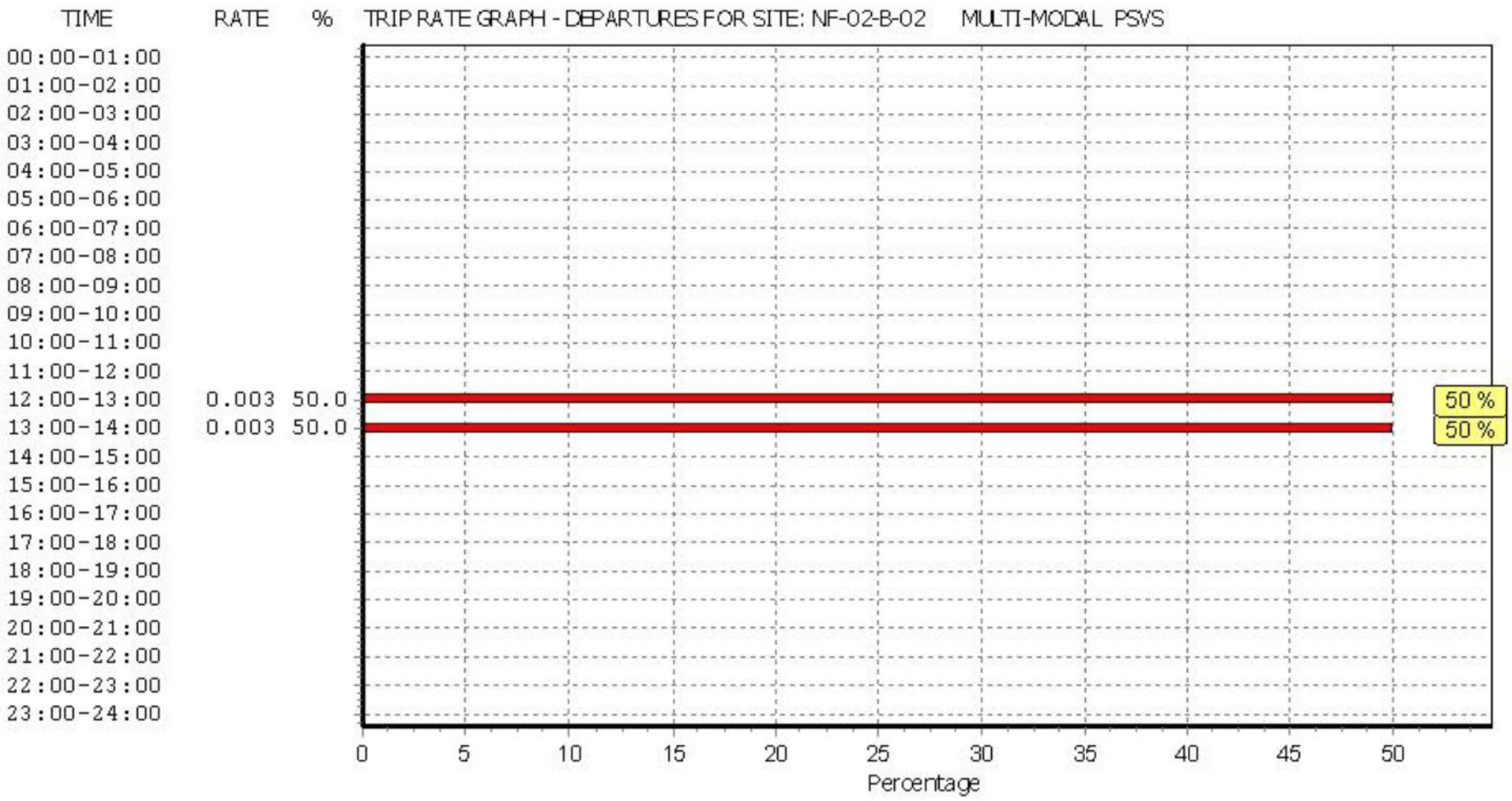
Parameter summary

Trip rate parameter range selected:	1574 - 17197 (units: sqm)
Survey date date range:	01/01/05 - 31/05/13
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	6

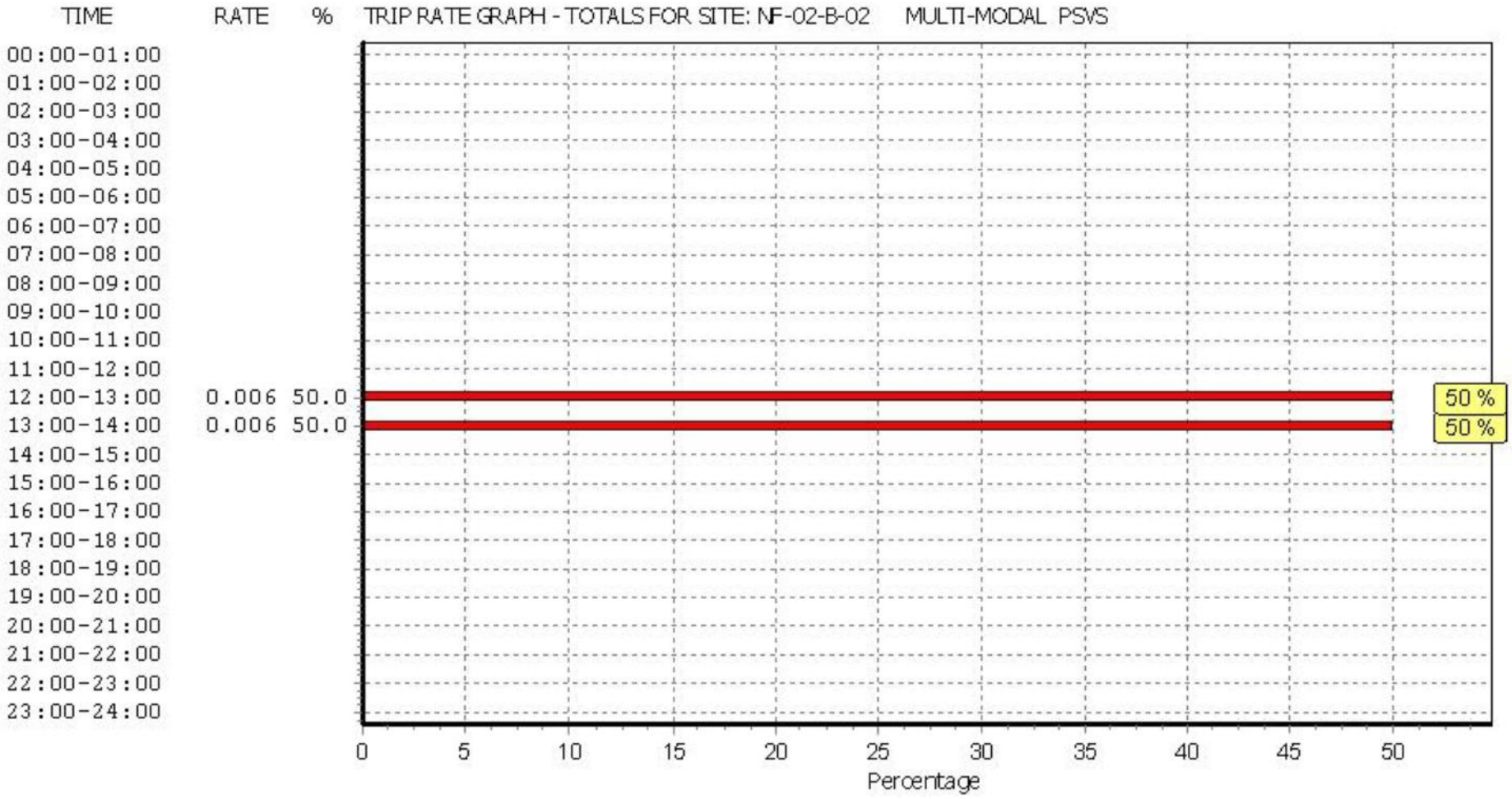
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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/B - BUSINESS PARK

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	7	5605	0.005	7	5605	0.000	7	5605	0.005
07:30 - 08:00	7	5605	0.015	7	5605	0.003	7	5605	0.018
08:00 - 08:30	7	5605	0.025	7	5605	0.000	7	5605	0.025
08:30 - 09:00	**7**	**5605**	**0.033**	7	5605	0.000	7	5605	0.033
09:00 - 09:30	7	5605	0.023	7	5605	0.000	7	5605	0.023
09:30 - 10:00	7	5605	0.010	7	5605	0.000	7	5605	0.010
10:00 - 10:30	7	5605	0.000	7	5605	0.000	7	5605	0.000
10:30 - 11:00	7	5605	0.005	7	5605	0.003	7	5605	0.008
11:00 - 11:30	7	5605	0.003	7	5605	0.003	7	5605	0.006
11:30 - 12:00	7	5605	0.005	7	5605	0.003	7	5605	0.008
12:00 - 12:30	7	5605	0.005	7	5605	0.010	7	5605	0.015
12:30 - 13:00	7	5605	0.005	7	5605	0.000	7	5605	0.005
13:00 - 13:30	7	5605	0.005	7	5605	0.005	7	5605	0.010
13:30 - 14:00	7	5605	0.005	7	5605	0.010	7	5605	0.015
14:00 - 14:30	7	5605	0.000	7	5605	0.003	7	5605	0.003
14:30 - 15:00	7	5605	0.000	7	5605	0.008	7	5605	0.008
15:00 - 15:30	7	5605	0.000	7	5605	0.000	7	5605	0.000
15:30 - 16:00	7	5605	0.000	7	5605	0.008	7	5605	0.008
16:00 - 16:30	7	5605	0.003	7	5605	0.018	7	5605	0.021
16:30 - 17:00	7	5605	0.005	7	5605	0.018	7	5605	0.023
17:00 - 17:30	7	5605	0.000	7	5605	0.023	7	5605	0.023
17:30 - 18:00	7	5605	0.000	**7**	**5605**	**0.036**	**7**	**5605**	**0.036**
18:00 - 18:30	7	5605	0.000	7	5605	0.005	7	5605	0.005
18:30 - 19:00	7	5605	0.000	7	5605	0.000	7	5605	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.152			0.156			0.308

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.

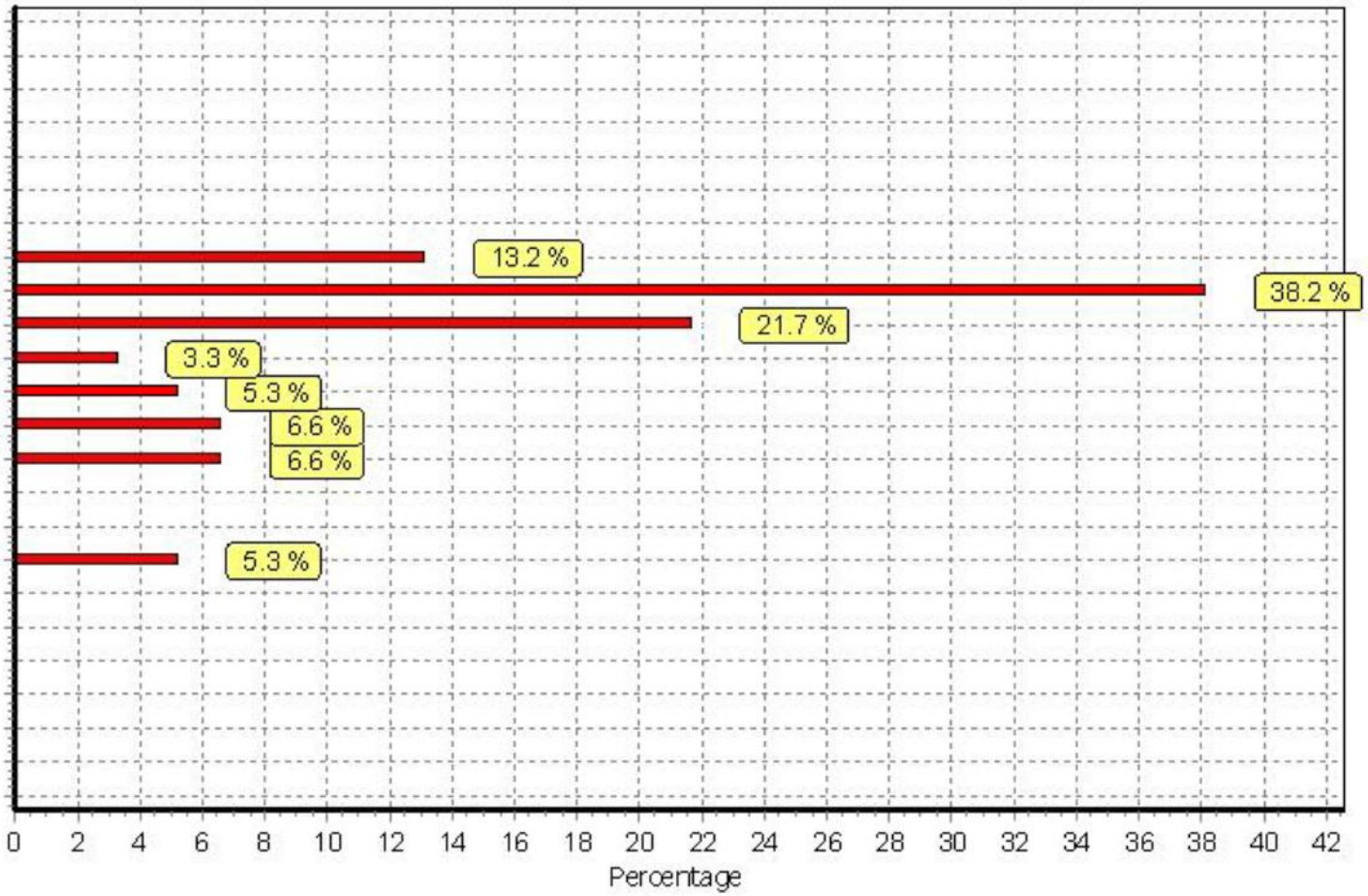
Parameter summary

Trip rate parameter range selected:	1574 - 17197 (units: sqm)
Survey date date range:	01/01/05 - 31/05/13
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	6

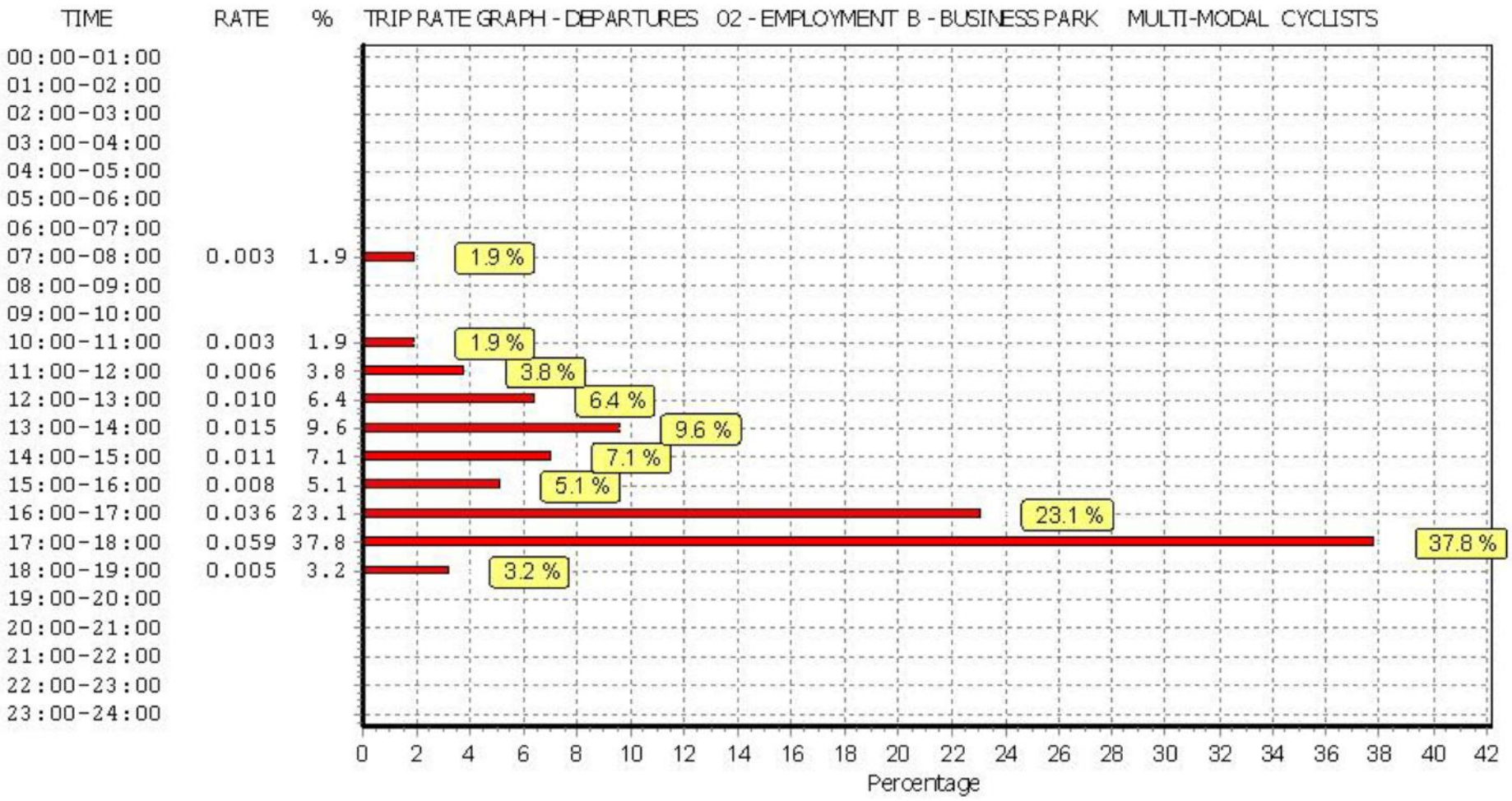
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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 GRAPH - ARRIVALS 02 - EMPLOYMENT B - BUSINESS PARK MULTI-MODAL CYCLISTS

TIME	RATE	%
00:00-01:00		
01:00-02:00		
02:00-03:00		
03:00-04:00		
04:00-05:00		
05:00-06:00		
06:00-07:00		
07:00-08:00	0.020	13.2
08:00-09:00	0.058	38.2
09:00-10:00	0.033	21.7
10:00-11:00	0.005	3.3
11:00-12:00	0.008	5.3
12:00-13:00	0.010	6.6
13:00-14:00	0.010	6.6
14:00-15:00		
15:00-16:00		
16:00-17:00	0.008	5.3
17:00-18:00		
18:00-19:00		
19:00-20:00		
20:00-21:00		
21:00-22:00		
22:00-23:00		
23:00-24:00		



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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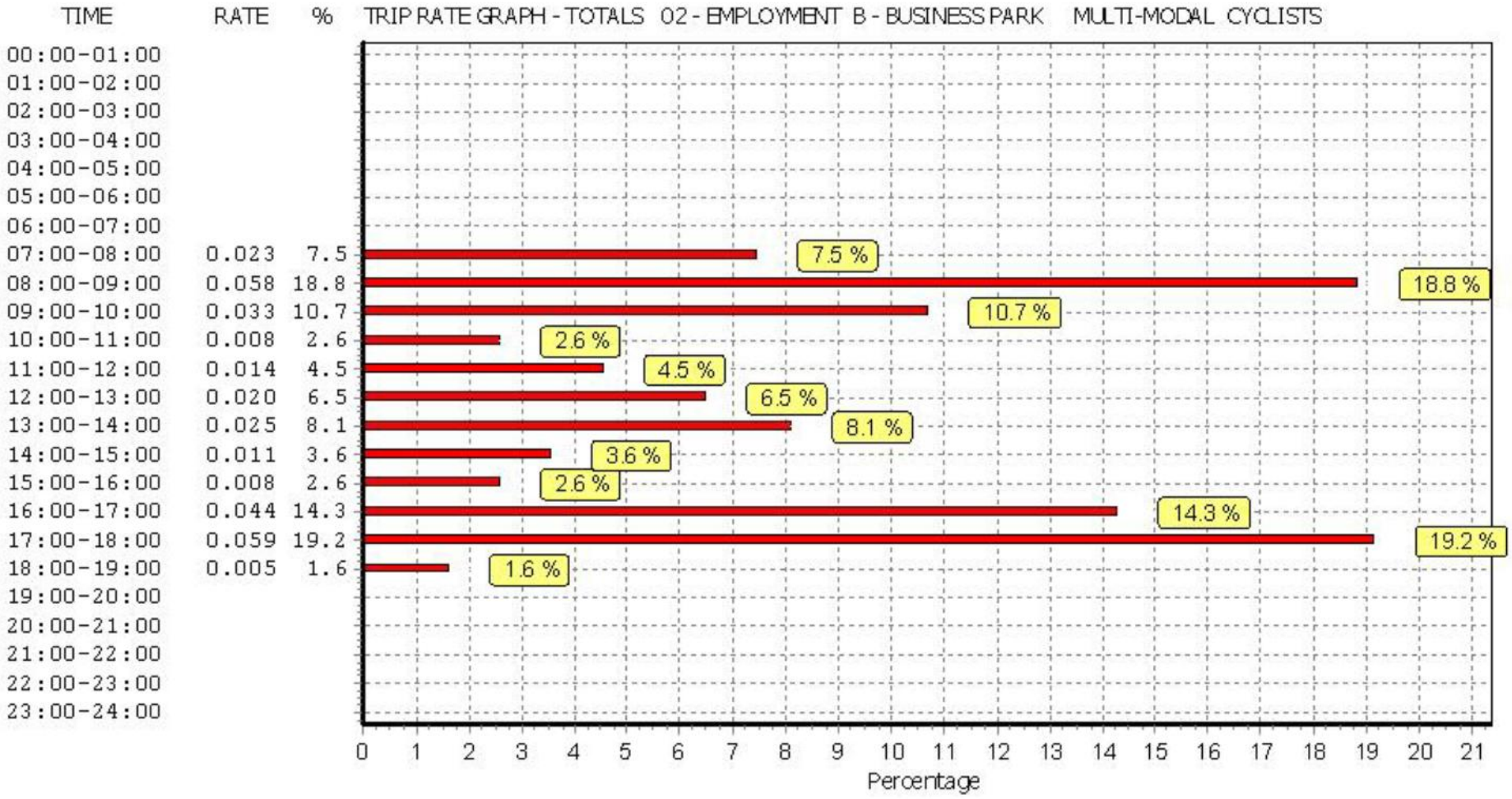


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through 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/B - BUSINESS PARK

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	7	5605	0.214	7	5605	0.135	7	5605	0.349
07:30 - 08:00	7	5605	0.456	7	5605	0.084	7	5605	0.540
08:00 - 08:30	7	5605	0.963	7	5605	0.285	7	5605	1.248
08:30 - 09:00	**7**	**5605**	**1.458**	7	5605	0.255	**7**	**5605**	**1.713**
09:00 - 09:30	7	5605	0.867	7	5605	0.237	7	5605	1.104
09:30 - 10:00	7	5605	0.464	7	5605	0.217	7	5605	0.681
10:00 - 10:30	7	5605	0.380	7	5605	0.306	7	5605	0.686
10:30 - 11:00	7	5605	0.222	7	5605	0.214	7	5605	0.436
11:00 - 11:30	7	5605	0.217	7	5605	0.303	7	5605	0.520
11:30 - 12:00	7	5605	0.206	7	5605	0.263	7	5605	0.469
12:00 - 12:30	7	5605	0.278	7	5605	0.576	7	5605	0.854
12:30 - 13:00	7	5605	0.339	7	5605	0.459	7	5605	0.798
13:00 - 13:30	7	5605	0.568	7	5605	0.525	7	5605	1.093
13:30 - 14:00	7	5605	0.599	7	5605	0.392	7	5605	0.991
14:00 - 14:30	7	5605	0.293	7	5605	0.245	7	5605	0.538
14:30 - 15:00	7	5605	0.319	7	5605	0.352	7	5605	0.671
15:00 - 15:30	7	5605	0.263	7	5605	0.410	7	5605	0.673
15:30 - 16:00	7	5605	0.278	7	5605	0.426	7	5605	0.704
16:00 - 16:30	7	5605	0.232	7	5605	0.492	7	5605	0.724
16:30 - 17:00	7	5605	0.204	7	5605	0.584	7	5605	0.788
17:00 - 17:30	7	5605	0.250	7	5605	1.037	7	5605	1.287
17:30 - 18:00	7	5605	0.196	**7**	**5605**	**1.068**	7	5605	1.264
18:00 - 18:30	7	5605	0.120	7	5605	0.410	7	5605	0.530
18:30 - 19:00	7	5605	0.018	7	5605	0.148	7	5605	0.166
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			9.404			9.423			18.827

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.

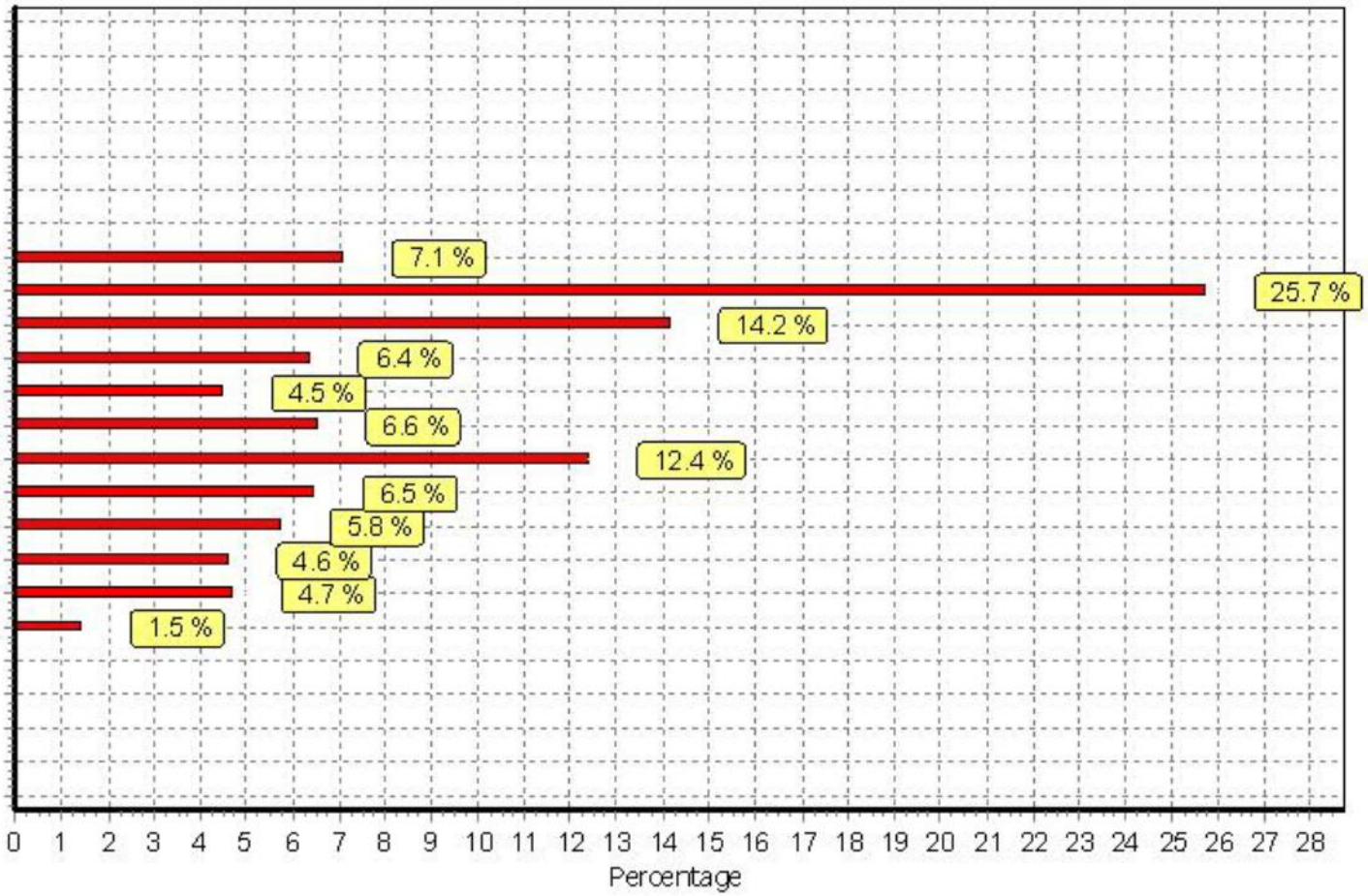
Parameter summary

Trip rate parameter range selected:	1574 - 17197 (units: sqm)
Survey date date range:	01/01/05 - 31/05/13
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	6

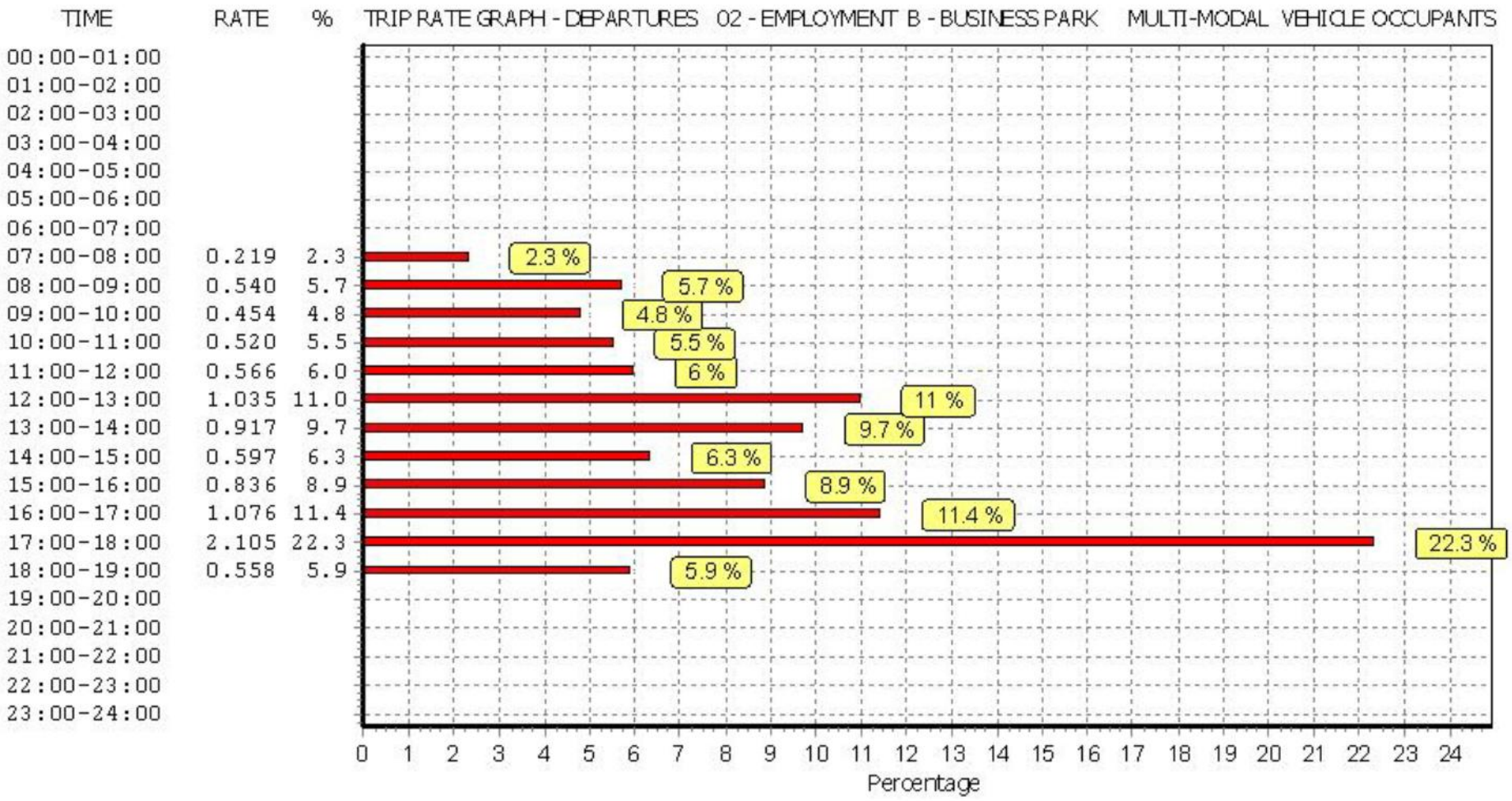
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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 GRAPH - ARRIVALS 02 - EMPLOYMENT B - BUSINESS PARK MULTI-MODAL VEHICLE OCCUPANTS

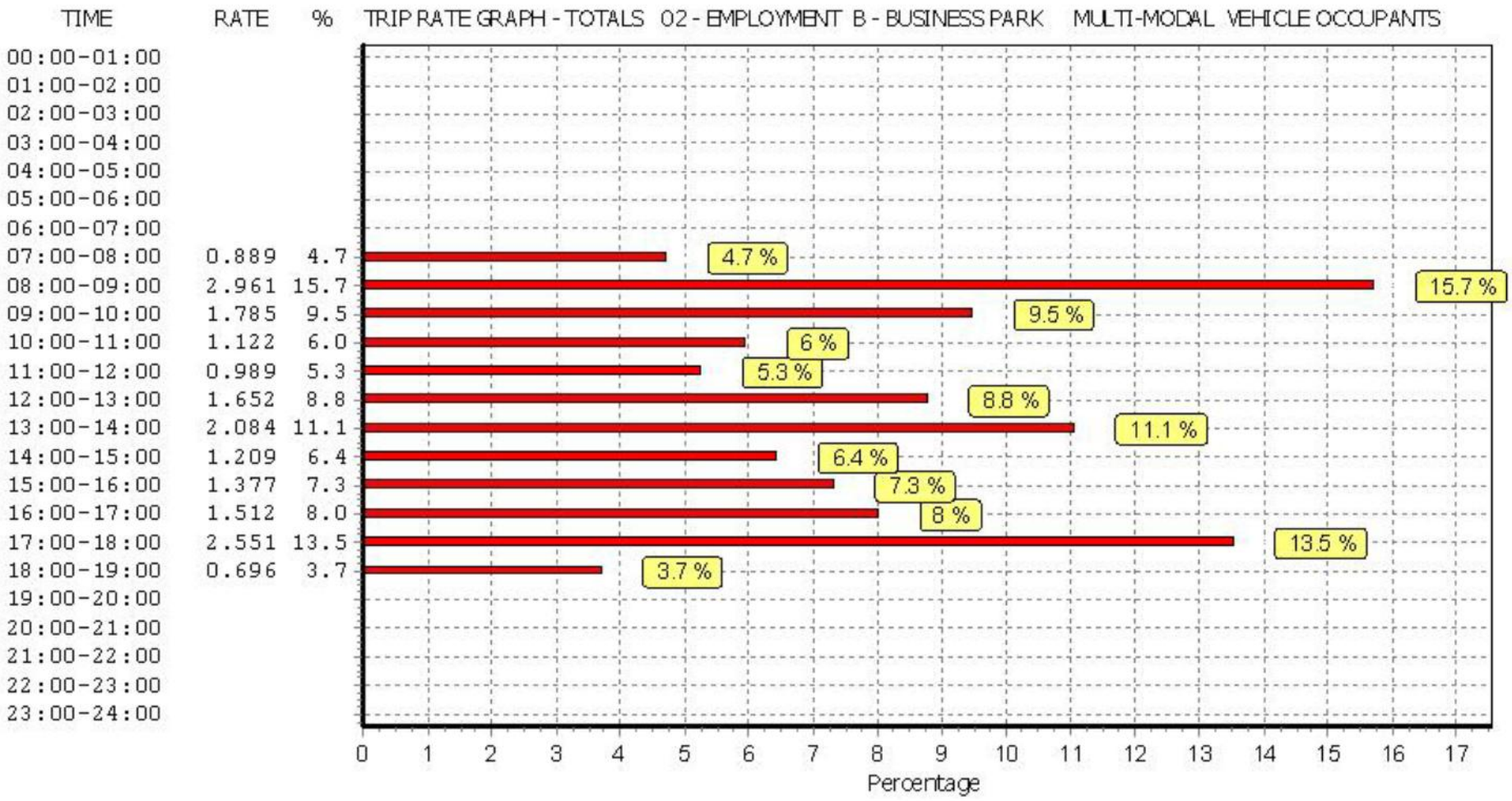
TIME	RATE	%
00:00-01:00		
01:00-02:00		
02:00-03:00		
03:00-04:00		
04:00-05:00		
05:00-06:00		
06:00-07:00		
07:00-08:00	0.670	7.1
08:00-09:00	2.421	25.7
09:00-10:00	1.331	14.2
10:00-11:00	0.602	6.4
11:00-12:00	0.423	4.5
12:00-13:00	0.617	6.6
13:00-14:00	1.167	12.4
14:00-15:00	0.612	6.5
15:00-16:00	0.541	5.8
16:00-17:00	0.436	4.6
17:00-18:00	0.446	4.7
18:00-19:00	0.138	1.5
19:00-20:00		
20:00-21:00		
21:00-22:00		
22:00-23:00		
23:00-24:00		



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/B - BUSINESS PARK

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	7	5605	0.005	7	5605	0.000	7	5605	0.005
07:30 - 08:00	7	5605	0.015	7	5605	0.005	7	5605	0.020
08:00 - 08:30	7	5605	0.066	7	5605	0.005	7	5605	0.071
08:30 - 09:00	**7**	**5605**	**0.084**	7	5605	0.018	7	5605	0.102
09:00 - 09:30	7	5605	0.028	7	5605	0.000	7	5605	0.028
09:30 - 10:00	7	5605	0.020	7	5605	0.020	7	5605	0.040
10:00 - 10:30	7	5605	0.028	7	5605	0.013	7	5605	0.041
10:30 - 11:00	7	5605	0.015	7	5605	0.008	7	5605	0.023
11:00 - 11:30	7	5605	0.013	7	5605	0.000	7	5605	0.013
11:30 - 12:00	7	5605	0.013	7	5605	0.028	7	5605	0.041
12:00 - 12:30	7	5605	0.064	7	5605	0.020	7	5605	0.084
12:30 - 13:00	7	5605	0.074	7	5605	0.082	**7**	**5605**	**0.156**
13:00 - 13:30	7	5605	0.069	**7**	**5605**	**0.087**	7	5605	0.156
13:30 - 14:00	7	5605	0.059	7	5605	0.041	7	5605	0.100
14:00 - 14:30	7	5605	0.028	7	5605	0.008	7	5605	0.036
14:30 - 15:00	7	5605	0.018	7	5605	0.008	7	5605	0.026
15:00 - 15:30	7	5605	0.008	7	5605	0.005	7	5605	0.013
15:30 - 16:00	7	5605	0.005	7	5605	0.018	7	5605	0.023
16:00 - 16:30	7	5605	0.000	7	5605	0.018	7	5605	0.018
16:30 - 17:00	7	5605	0.008	7	5605	0.038	7	5605	0.046
17:00 - 17:30	7	5605	0.005	7	5605	0.079	7	5605	0.084
17:30 - 18:00	7	5605	0.015	7	5605	0.074	7	5605	0.089
18:00 - 18:30	7	5605	0.003	7	5605	0.028	7	5605	0.031
18:30 - 19:00	7	5605	0.000	7	5605	0.003	7	5605	0.003
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.643			0.606			1.249

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.

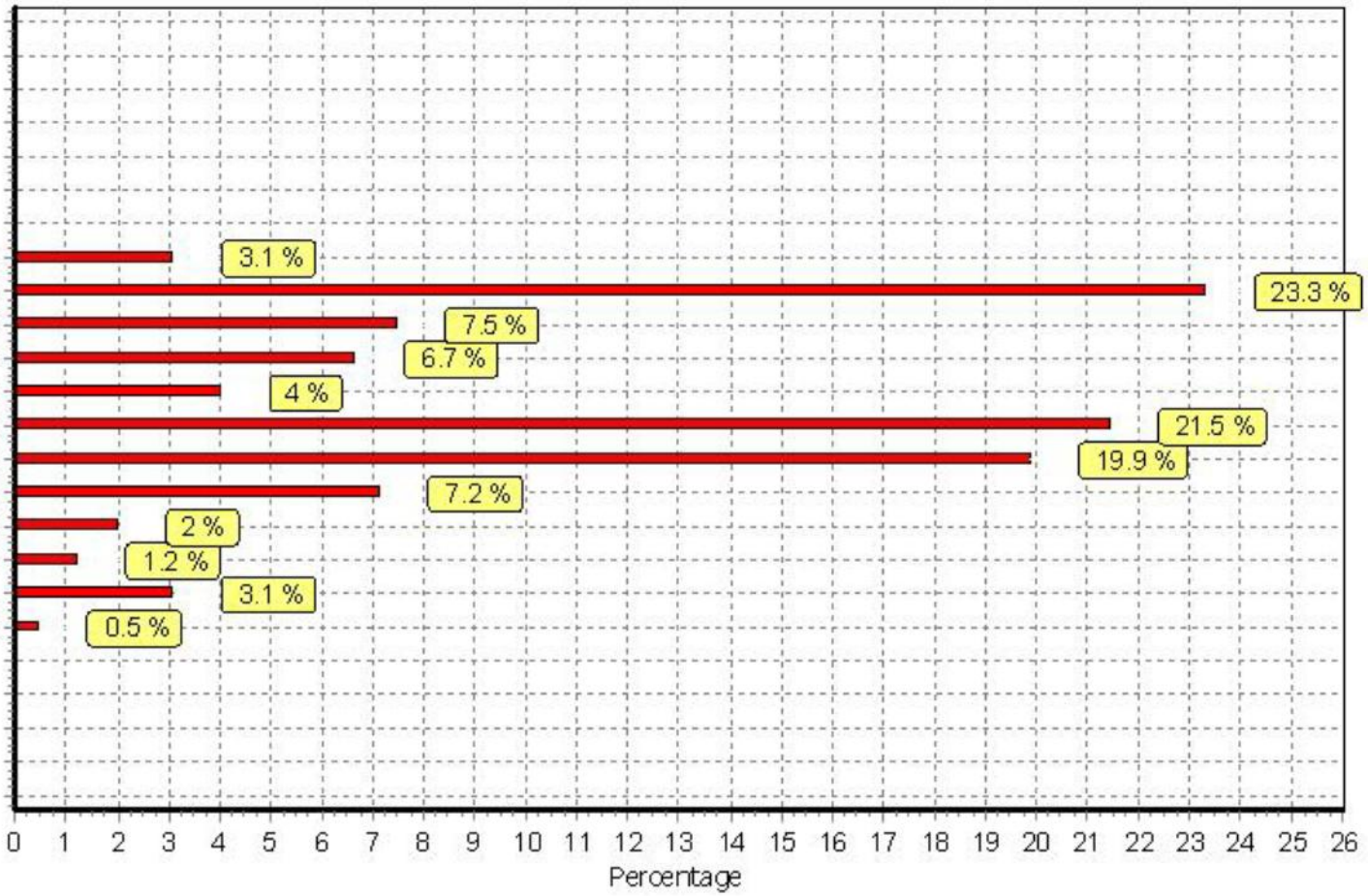
Parameter summary

Trip rate parameter range selected:	1574 - 17197 (units: sqm)
Survey date date range:	01/01/05 - 31/05/13
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	6

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 GRAPH - ARRIVALS 02 - EMPLOYMENT B - BUSINESS PARK MULTI-MODAL PEDESTRIANS

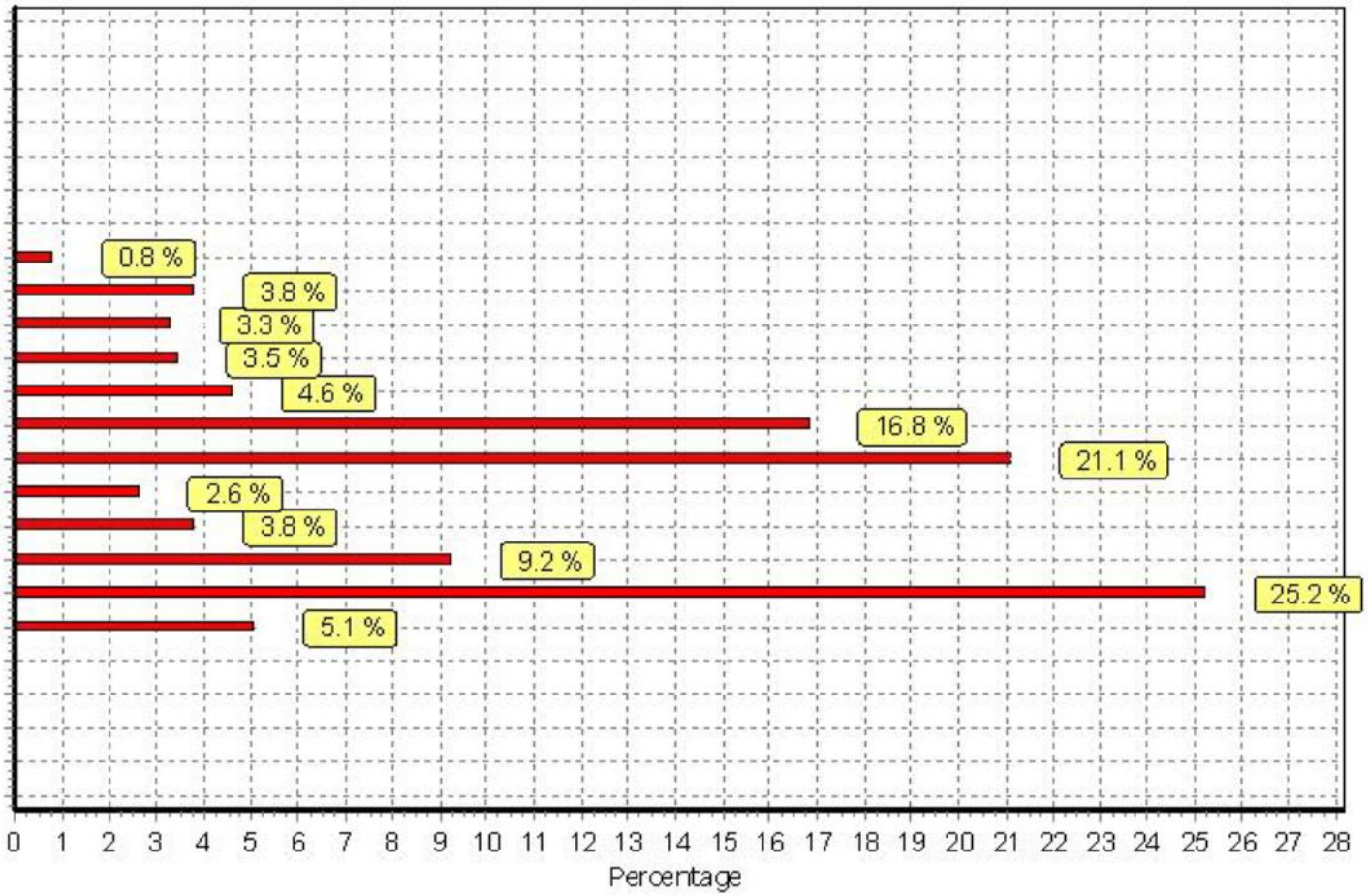
TIME	RATE	%
00:00-01:00		
01:00-02:00		
02:00-03:00		
03:00-04:00		
04:00-05:00		
05:00-06:00		
06:00-07:00		
07:00-08:00	0.020	3.1
08:00-09:00	0.150	23.3
09:00-10:00	0.048	7.5
10:00-11:00	0.043	6.7
11:00-12:00	0.026	4.0
12:00-13:00	0.138	21.5
13:00-14:00	0.128	19.9
14:00-15:00	0.046	7.2
15:00-16:00	0.013	2.0
16:00-17:00	0.008	1.2
17:00-18:00	0.020	3.1
18:00-19:00	0.003	0.5
19:00-20:00		
20:00-21:00		
21:00-22:00		
22:00-23:00		
23:00-24:00		



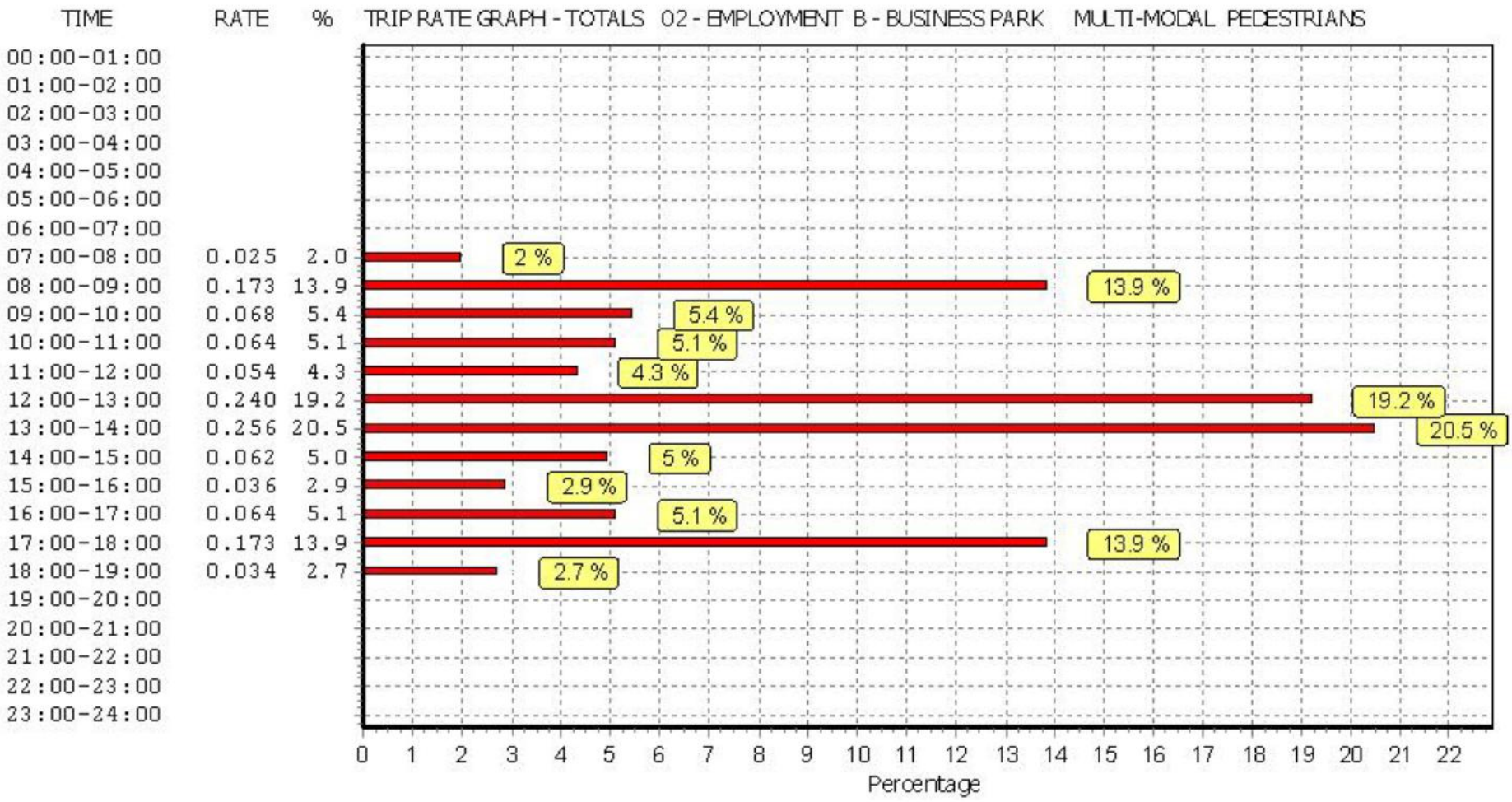
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

TRIP RATE GRAPH - DEPARTURES 02 - EMPLOYMENT B - BUSINESS PARK MULTI-MODAL PEDESTRIANS

TIME	RATE	%
00:00-01:00		
01:00-02:00		
02:00-03:00		
03:00-04:00		
04:00-05:00		
05:00-06:00		
06:00-07:00		
07:00-08:00	0.005	0.8
08:00-09:00	0.023	3.8
09:00-10:00	0.020	3.3
10:00-11:00	0.021	3.5
11:00-12:00	0.028	4.6
12:00-13:00	0.102	16.8
13:00-14:00	0.128	21.1
14:00-15:00	0.016	2.6
15:00-16:00	0.023	3.8
16:00-17:00	0.056	9.2
17:00-18:00	0.153	25.2
18:00-19:00	0.031	5.1
19:00-20:00		
20:00-21:00		
21:00-22:00		
22:00-23:00		
23:00-24:00		



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/B - BUSINESS PARK

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	7	5605	0.005	7	5605	0.000	7	5605	0.005
07:30 - 08:00	7	5605	0.023	7	5605	0.000	7	5605	0.023
08:00 - 08:30	7	5605	0.010	7	5605	0.005	7	5605	0.015
08:30 - 09:00	**7**	**5605**	**0.025**	7	5605	0.008	**7**	**5605**	**0.033**
09:00 - 09:30	7	5605	0.003	7	5605	0.000	7	5605	0.003
09:30 - 10:00	7	5605	0.008	7	5605	0.003	7	5605	0.011
10:00 - 10:30	7	5605	0.008	7	5605	0.003	7	5605	0.011
10:30 - 11:00	7	5605	0.003	7	5605	0.003	7	5605	0.006
11:00 - 11:30	7	5605	0.005	7	5605	0.008	7	5605	0.013
11:30 - 12:00	7	5605	0.000	7	5605	0.000	7	5605	0.000
12:00 - 12:30	7	5605	0.000	7	5605	0.000	7	5605	0.000
12:30 - 13:00	7	5605	0.000	7	5605	0.008	7	5605	0.008
13:00 - 13:30	7	5605	0.003	7	5605	0.000	7	5605	0.003
13:30 - 14:00	7	5605	0.000	7	5605	0.000	7	5605	0.000
14:00 - 14:30	7	5605	0.000	7	5605	0.000	7	5605	0.000
14:30 - 15:00	7	5605	0.000	7	5605	0.000	7	5605	0.000
15:00 - 15:30	7	5605	0.003	7	5605	0.003	7	5605	0.006
15:30 - 16:00	7	5605	0.000	7	5605	0.000	7	5605	0.000
16:00 - 16:30	7	5605	0.000	7	5605	0.005	7	5605	0.005
16:30 - 17:00	7	5605	0.000	**7**	**5605**	**0.020**	7	5605	0.020
17:00 - 17:30	7	5605	0.000	7	5605	0.013	7	5605	0.013
17:30 - 18:00	7	5605	0.000	7	5605	0.005	7	5605	0.005
18:00 - 18:30	7	5605	0.000	7	5605	0.005	7	5605	0.005
18:30 - 19:00	7	5605	0.000	7	5605	0.000	7	5605	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.096			0.089			0.185

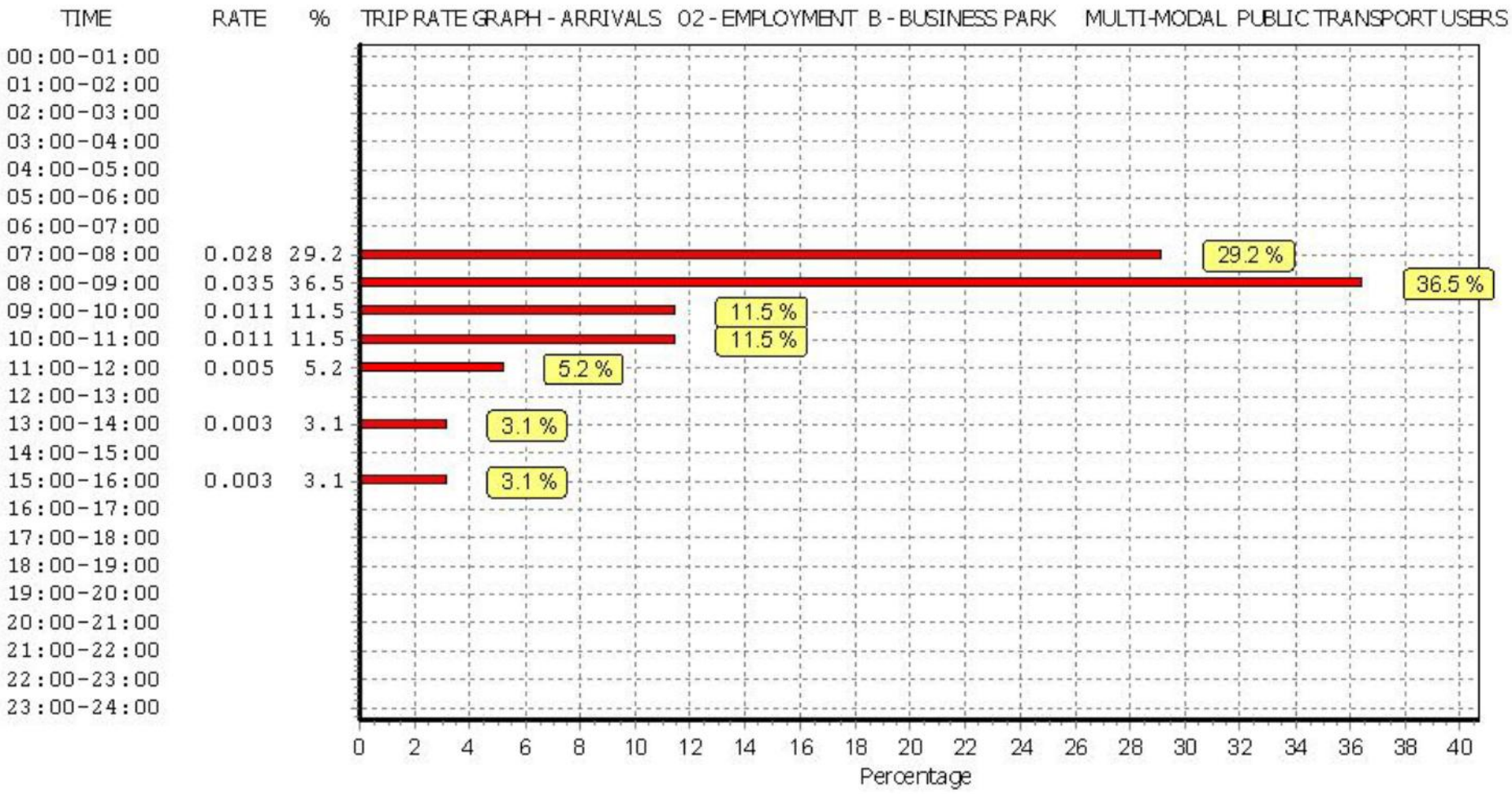
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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:	1574 - 17197 (units: sqm)
Survey date date range:	01/01/05 - 31/05/13
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	6

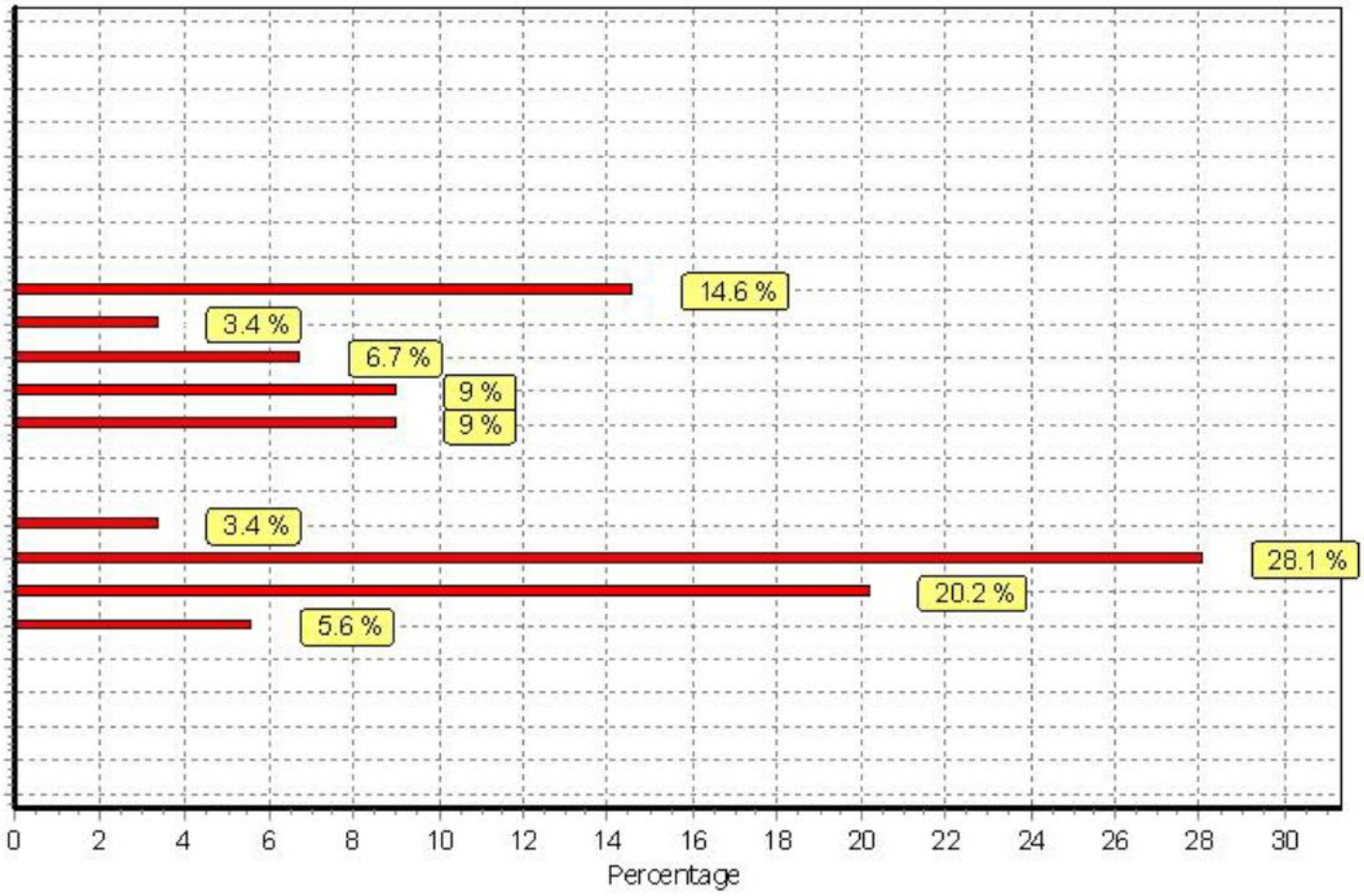
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



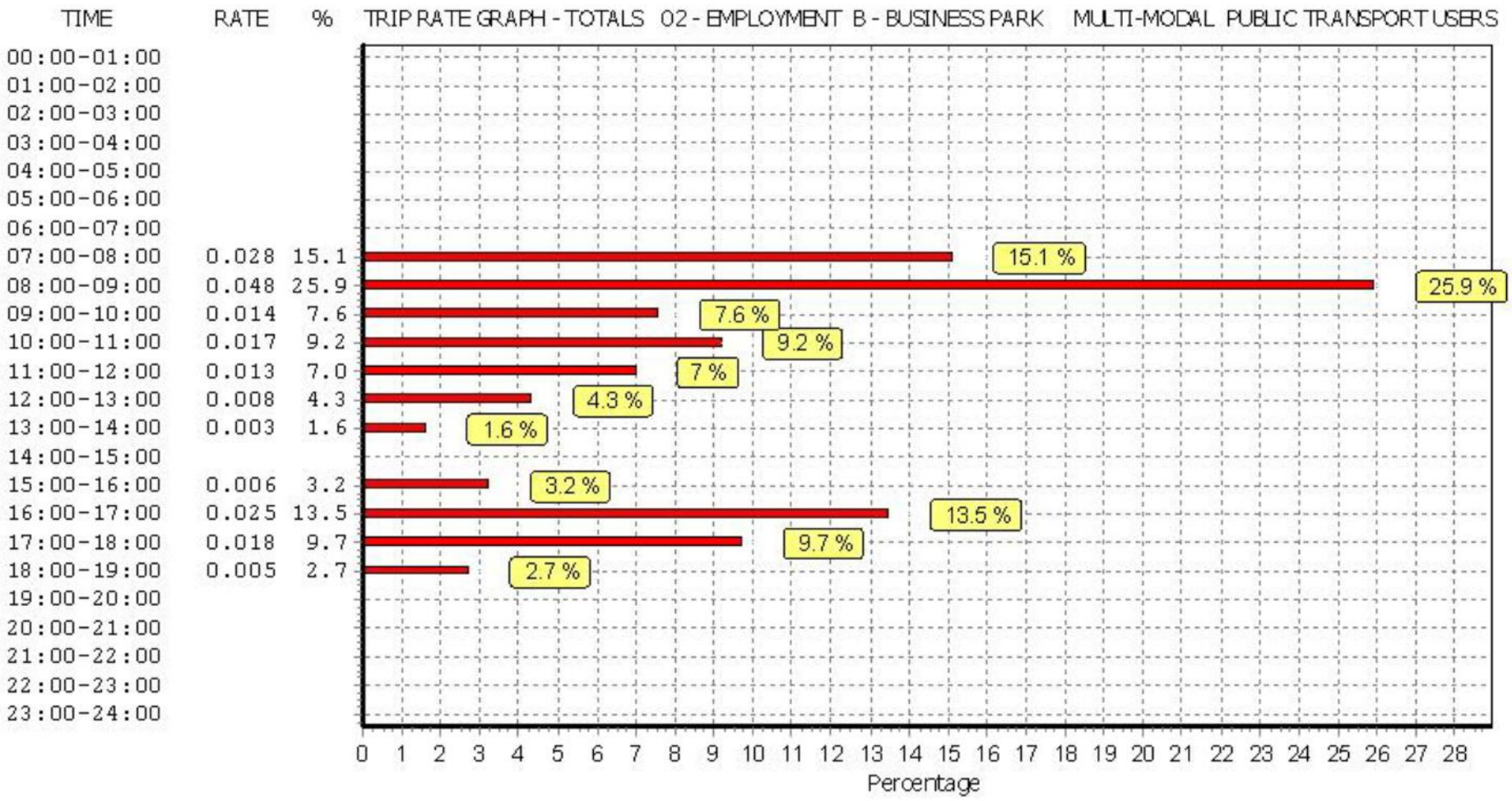
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

TRIP RATE GRAPH - DEPARTURES 02 - EMPLOYMENT B - BUSINESS PARK MULTI-MODAL PUBLIC TRANSPORT USER

TIME	RATE	%
00:00-01:00		
01:00-02:00		
02:00-03:00		
03:00-04:00		
04:00-05:00		
05:00-06:00		
06:00-07:00		
07:00-08:00		
08:00-09:00	0.013	14.6
09:00-10:00	0.003	3.4
10:00-11:00	0.006	6.7
11:00-12:00	0.008	9.0
12:00-13:00	0.008	9.0
13:00-14:00		
14:00-15:00		
15:00-16:00	0.003	3.4
16:00-17:00	0.025	28.1
17:00-18:00	0.018	20.2
18:00-19:00	0.005	5.6
19:00-20:00		
20:00-21:00		
21:00-22:00		
22:00-23:00		
23:00-24:00		



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/B - BUSINESS PARK

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	7	5605	0.229	7	5605	0.135	7	5605	0.364
07:30 - 08:00	7	5605	0.510	7	5605	0.092	7	5605	0.602
08:00 - 08:30	7	5605	1.065	7	5605	0.296	7	5605	1.361
08:30 - 09:00	**7**	**5605**	**1.601**	7	5605	0.280	**7**	**5605**	**1.881**
09:00 - 09:30	7	5605	0.920	7	5605	0.237	7	5605	1.157
09:30 - 10:00	7	5605	0.502	7	5605	0.240	7	5605	0.742
10:00 - 10:30	7	5605	0.415	7	5605	0.321	7	5605	0.736
10:30 - 11:00	7	5605	0.245	7	5605	0.227	7	5605	0.472
11:00 - 11:30	7	5605	0.237	7	5605	0.313	7	5605	0.550
11:30 - 12:00	7	5605	0.224	7	5605	0.293	7	5605	0.517
12:00 - 12:30	7	5605	0.347	7	5605	0.607	7	5605	0.954
12:30 - 13:00	7	5605	0.418	7	5605	0.548	7	5605	0.966
13:00 - 13:30	7	5605	0.645	7	5605	0.617	7	5605	1.262
13:30 - 14:00	7	5605	0.663	7	5605	0.443	7	5605	1.106
14:00 - 14:30	7	5605	0.321	7	5605	0.255	7	5605	0.576
14:30 - 15:00	7	5605	0.336	7	5605	0.367	7	5605	0.703
15:00 - 15:30	7	5605	0.273	7	5605	0.418	7	5605	0.691
15:30 - 16:00	7	5605	0.283	7	5605	0.451	7	5605	0.734
16:00 - 16:30	7	5605	0.234	7	5605	0.533	7	5605	0.767
16:30 - 17:00	7	5605	0.217	7	5605	0.660	7	5605	0.877
17:00 - 17:30	7	5605	0.255	7	5605	1.152	7	5605	1.407
17:30 - 18:00	7	5605	0.212	**7**	**5605**	**1.183**	7	5605	1.395
18:00 - 18:30	7	5605	0.122	7	5605	0.449	7	5605	0.571
18:30 - 19:00	7	5605	0.018	7	5605	0.150	7	5605	0.168
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			10.292			10.267			20.559

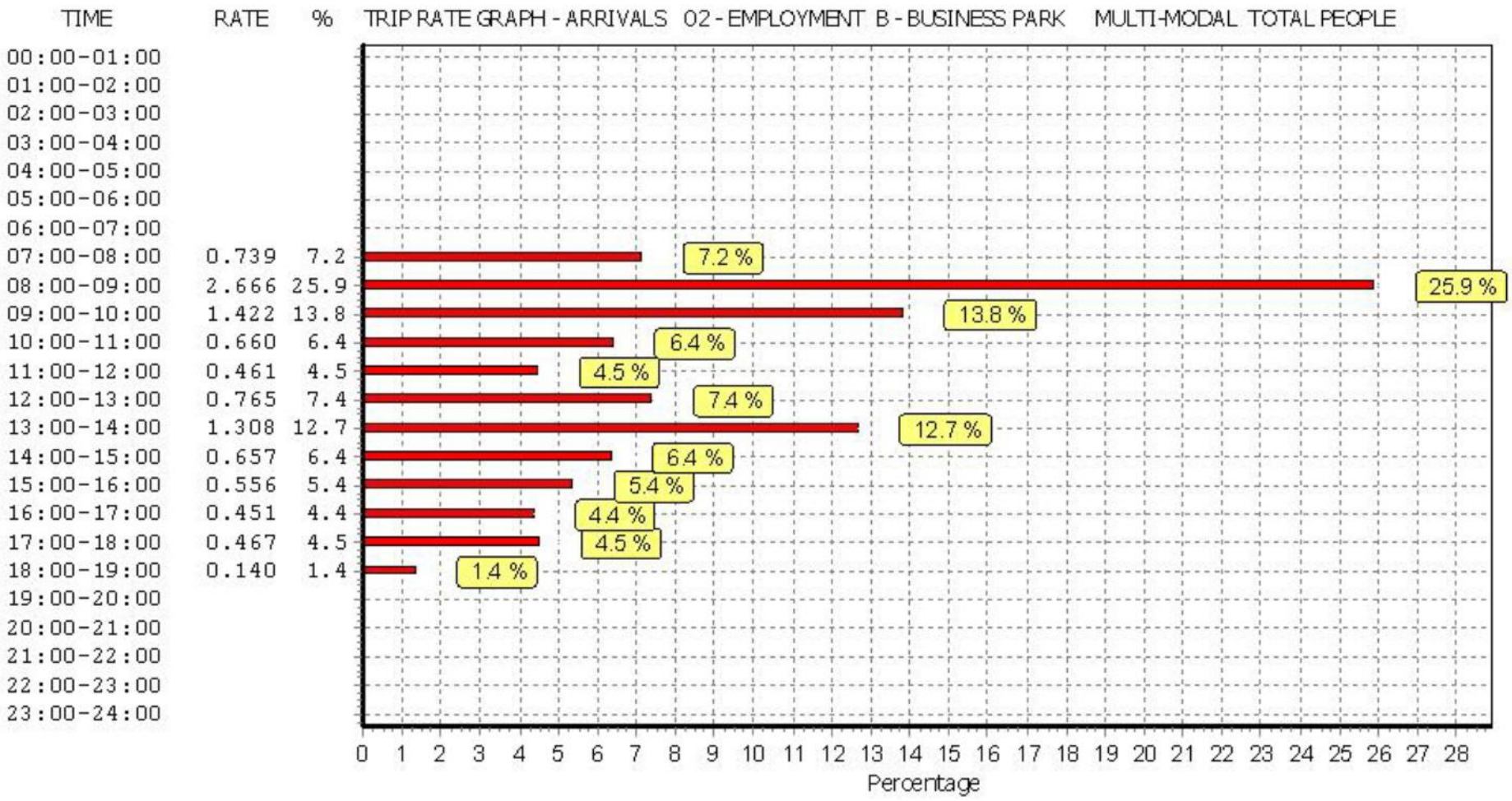
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

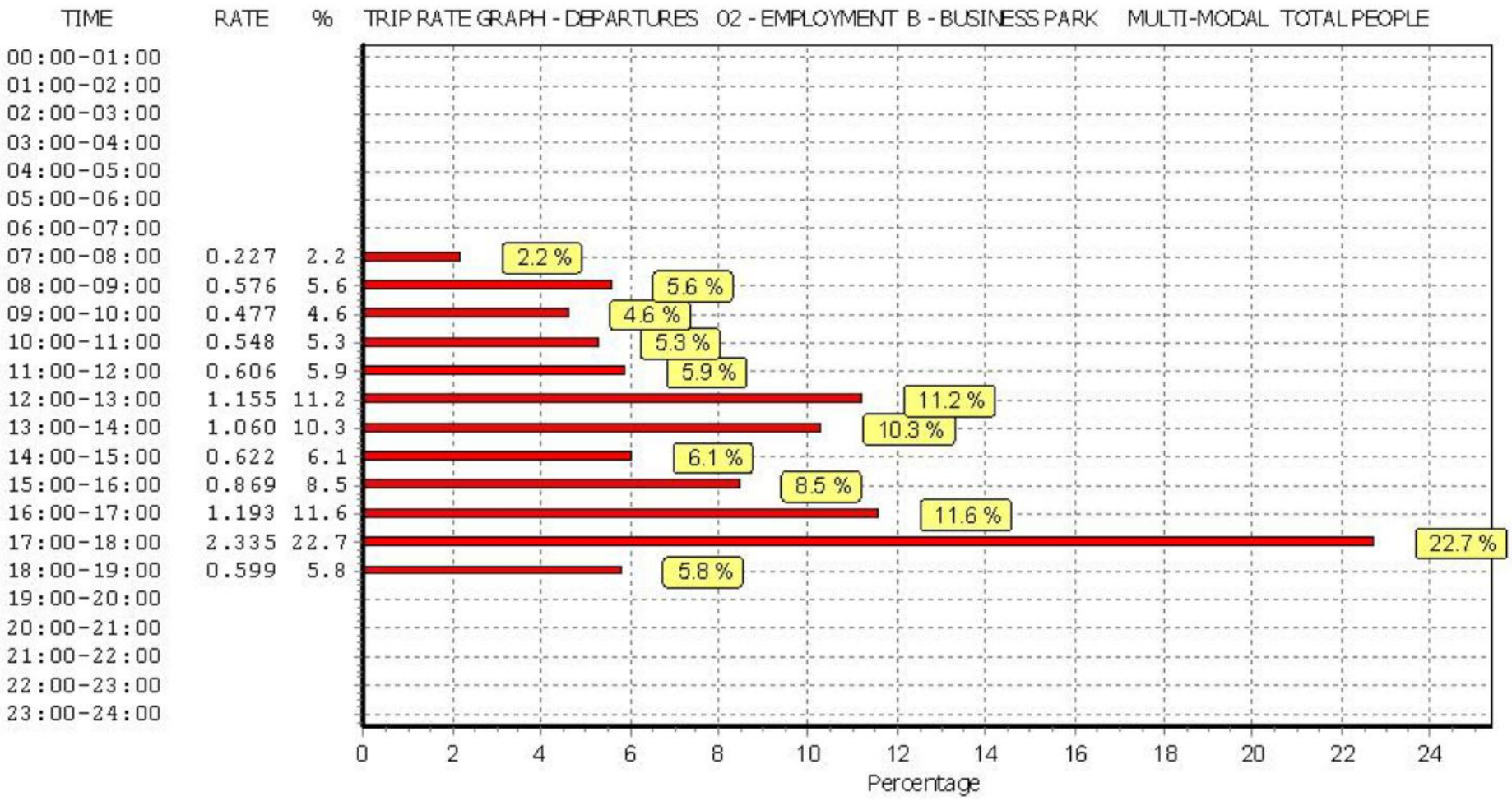
Parameter summary

Trip rate parameter range selected:	1574 - 17197 (units: sqm)
Survey date date range:	01/01/05 - 31/05/13
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	6

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.



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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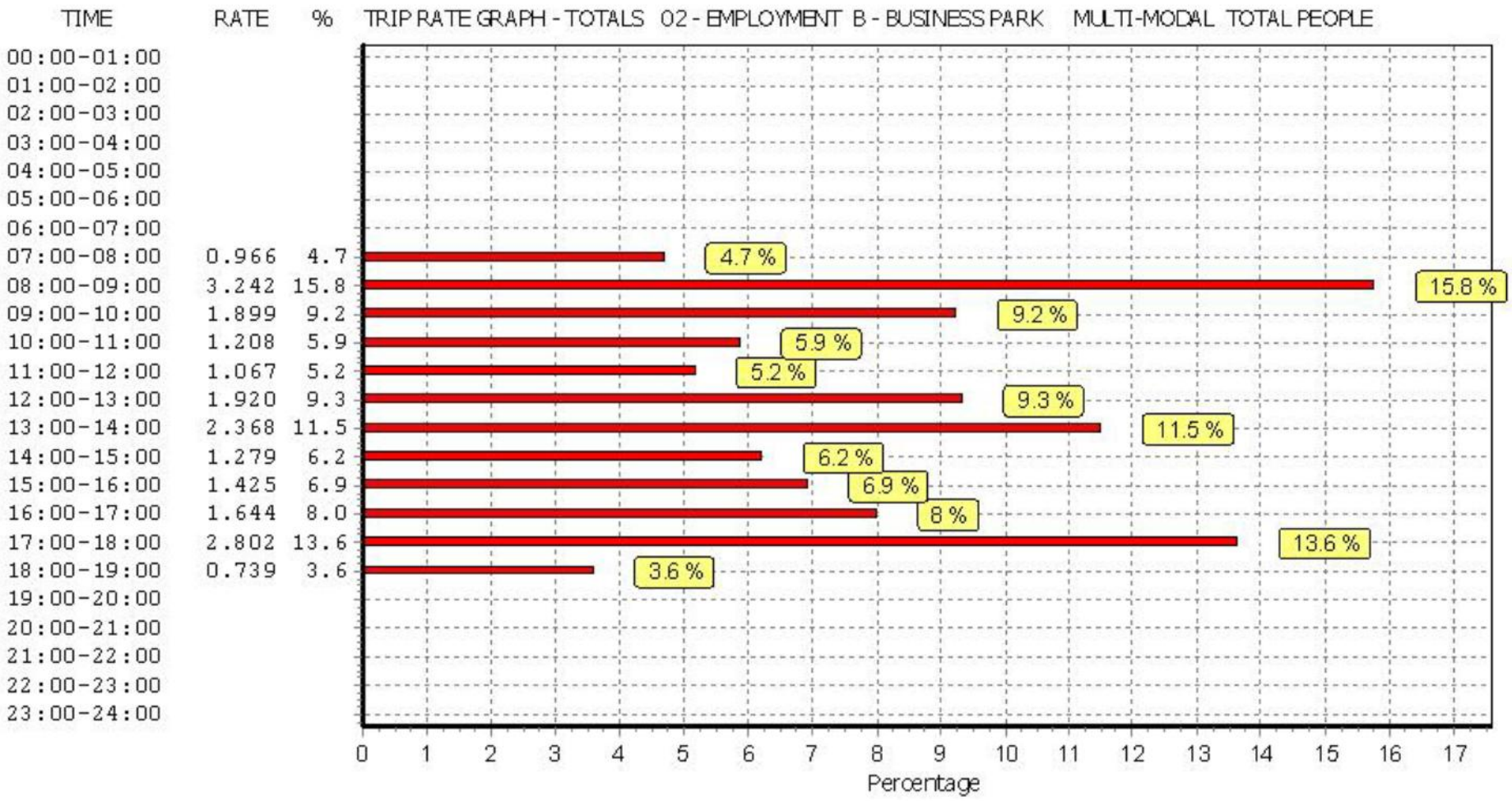

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