Transport Statement

Mulberry House,

Claverton Road, Wythenshawe

June 2025

Client: FST Management

Fastnet Transport Planning

www.fastnetltd.co.uk

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1 Introduction

1.1 Background and Location

1.1.1 FST Management have instructed Fastnet Transport Planning (Fastnet) to prepare this Transport Statement (TS) in support of a planning application (142958/FO/2025) to the Local Planning Authority (LPA) at Manchester City Council (MCC) for a site at Claverton Road, Wythenshawe, Manchester. The proposal is a change of use from offices (Class E) to education facility (Class F1). The facility will provide education for:

- Young people subject of an Education, Health and Care Plan (EHCP);
- Young People with ASD; and
- Young People with SEND

1.1.2 This report has been produced in response to a request made by the LPA, for validation purposes.

1.2 Scope of Report

1.2.1 The primary objective of this TS is to evaluate the potential impacts of the development proposal and to provide recommendations where necessary to ensure efficient and sustainable transportation solutions for the development.

1.2.2 Fastnet is committed to delivering an unbiased and evidence-based assessment, utilising industry-standard methodologies, and adhering to relevant guidelines and regulations. By partnering with FST Management we aim to assist in the delivery of this much-needed facility.

1.2.3 The remainder of this report is structured as follows:

- Chapter 2 – Planning Policy Context
- Chapter 3 – Existing Situation and Accessibility
- Chapter 4 – Development Proposal
- Chapter 5 – Traffic Impact Assessment
- Chapter 6 – Conclusion

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2 Planning Policy Context

2.1 National Planning Policy Framework (NPPF) December 2024

2.1.1 The National Planning Policy Framework (NPPF) is a set of guidelines and principles used to inform planning decisions and policies. The NPPF promotes sustainable development by considering the social, economic, and environmental impacts of transport-related decisions. It encourages transportation solutions that minimise negative effects on climate change, air quality, and public health.

2.1.2 The document emphasises the importance of providing accessible transportation options. It encourages the development of integrated and efficient transport networks that promote walking, cycling, and public transport, ensuring that communities are well-connected and easily accessible.

2.1.3 The NPPF stresses that '*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios*' (paragraph 116). Considering this, applications for development should adhere to the following principles:

- give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- allow for the efficient delivery of goods and enable access by service and emergency vehicles; and,
- be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

2.1.4 Developments need to be considered on a balanced approach. Refusal should be a last resort, and a proportionate assessment should be conducted. The focus is on incorporating appropriate mitigation measures to address impacts. Collaboration and engagement between developers, local authorities, and transportation agencies are crucial for early dialogue and the identification of effective mitigation

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strategies. Contextual factors, such as the development's scale, existing infrastructure, and sustainable transport options, should be considered to evaluate the significance of the impacts.

2.1.5 Overall, the NPPF promotes a collaborative and proportionate approach to minimise highway impacts and encourages the implementation of mitigation measures rather than automatic refusal of developments.

2.2 Planning Practice Guidance

2.2.1 The concept of sustainable development is a central theme in Planning Practice Guidance, specifically detailed in the sections related to transport.

- Transport Evidence Bases in Plan Making and Decision Taking; and
- Travel Plans, Transport Assessments and Statements in Decision Taking.

2.2.2 Each contains detailed information on the various types and sources of data that are crucial for Local Planning Authorities. This information is essential in supporting these authorities as they develop and implement their Local Plan, ensuring it is backed by a robust and appropriate evidence base. Moreover, this guidance proves to be an invaluable tool for the assessment of various projects, including the specific development addressed in this report, offering a comprehensive reference point for evaluation and decision-making processes.

2.3 Manchester Local Plan 2016–2036

2.3.1 The Manchester Local Plan sets out the planning framework that guides the city's development, covering housing, employment, infrastructure, and the environment. It comprises the Core Strategy (2012, with an Addendum adopted in 2024), policies from earlier plans, and the Places for Everyone joint development plan, also adopted in 2024, which sets strategic priorities across nine Greater Manchester authorities.

2.3.2 A new Local Plan is currently in preparation, with adoption expected by mid-2027. This will update and consolidate planning policies to reflect current priorities through to 2040. In the meantime, the existing Core Strategy and supplementary guidance continue to apply and inform planning decisions, but must now be read alongside the 2024 Addendum and Places for Everyone, which have updated or replaced some policies.

2.3.3 Within the current Local Plan, the Core Strategy includes three key transport policies:

- Policy T1 – Sustainable Transport
- Policy T2 – Accessible Areas of Opportunity and Need

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- Policy T3 – Strategic Integration

2.3.4 Policy T1 promotes sustainable and inclusive travel. The site's accessible location is expected to encourage walking, cycling, and public transport use. Policy T2 outlines maximum car parking and minimum cycle and disabled parking standards, applied flexibly depending on local context. The proposed development reflects these principles, offering limited car parking in a highly accessible area and full cycle provision. Policy T3 focuses on ensuring developments connect effectively with Manchester's wider transport infrastructure—an objective fully supported by the proposals.

2.4 Greater Manchester Transport Strategy 2040

2.4.1 In January 2021, Transport for Greater Manchester (TfGM) published a long-term transport vision looking ahead to 2040. The strategy sets out plans for a user-focused, integrated transport network supported by advanced information, ticketing, and payment systems. It highlights the health risks of air pollution—particularly that 80% of nitrogen dioxide (NO_2) emissions occur near roads—and estimates the economic cost of congestion in Greater Manchester at £1.3 billion annually. A key ambition of the strategy is to create a well-connected, carbon-neutral Regional Centre that serves as a hub for the North.

2.4.2 The third policy of the strategy outlines a programme of measures to encourage more sustainable travel behaviours. These include tools for journey planning and real-time information to support a shift away from car use, especially during peak times. The priorities are to reduce the environmental impact of transport, support healthier lifestyles through active travel, improve access to jobs and services, and make new developments more sustainable and resilient to disruption.

2.4.3 Under the fourth policy, TfGM commits to working with developers to ensure new developments are accessible by sustainable modes of transport and help reduce emissions and pressure on the road network. This approach focuses on minimising the need to travel, especially by car; encouraging development near public transport hubs; and designing sites to promote walking, cycling, and access to public transport. These principles are also reflected in the Freight Transport Plan, which aims to limit car-based travel and encourage sustainable transport for residents, workers, and visitors.

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3 Existing Situation and Accessibility

3.1 Introduction

3.1.1 This section of the report provides a review of the existing highway situation around the development site. This overview includes network descriptions, the traffic conditions of the local network and a safety review. In addition, the accessibility of the proposed development site will also be assessed. This assessment will consider both walking and cycling, as well as public transport.

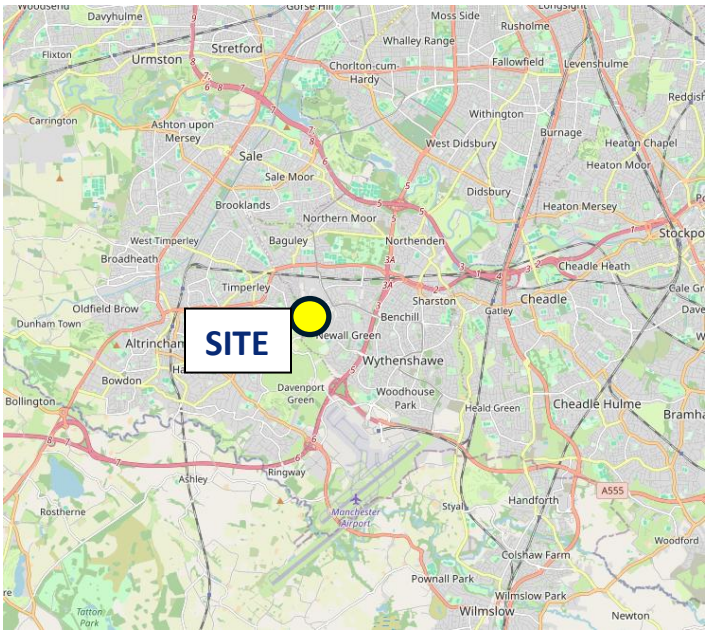
3.2 Existing Site

3.2.1 The existing site is a purpose built office building, with a gross floor area of approximately 2,426 m^2 set over 3 floors. The site has parking for 93 vehicles. The MCC parking standards show a requirement of 1:35 for offices in a business park, and based on the floor area this equates to 69 spaces meaning an overprovision of 24 spaces (35%).

3.3 Location

3.3.1 The site is situated in the Roundthorn Industrial Estate, approximately 2.2km to the north west of Wythenshawe town centre, immediately west of Wythenshawe Hospital. The location is shown on figure 3.1 below.

Figure 3.1 – Site Location Plan



Source: OpenStreetMap®

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3.4 Existing Access

3.4.1 The site has a 6.5m wide vehicular access onto Claverton Road providing access to the car park.

3.5 Highway Network

3.5.1 The following text provides an overview of the surrounding highway network, taking into account existing walking and cycling infrastructure.

Claverton Road

3.5.2 Claverton Road is a 7.3m wide single carriageway road with 2m wide footways on either side. It is adopted, but not classified. The road is a cul de sac, serving a small number of offices, light industrial units/warehouses and a private function space.

3.5.3 The road is subject to a 30mph speed limit and benefits from street lighting. It is subject to waiting restrictions in the form of double yellow lines (24 hours per day).

Floats Road

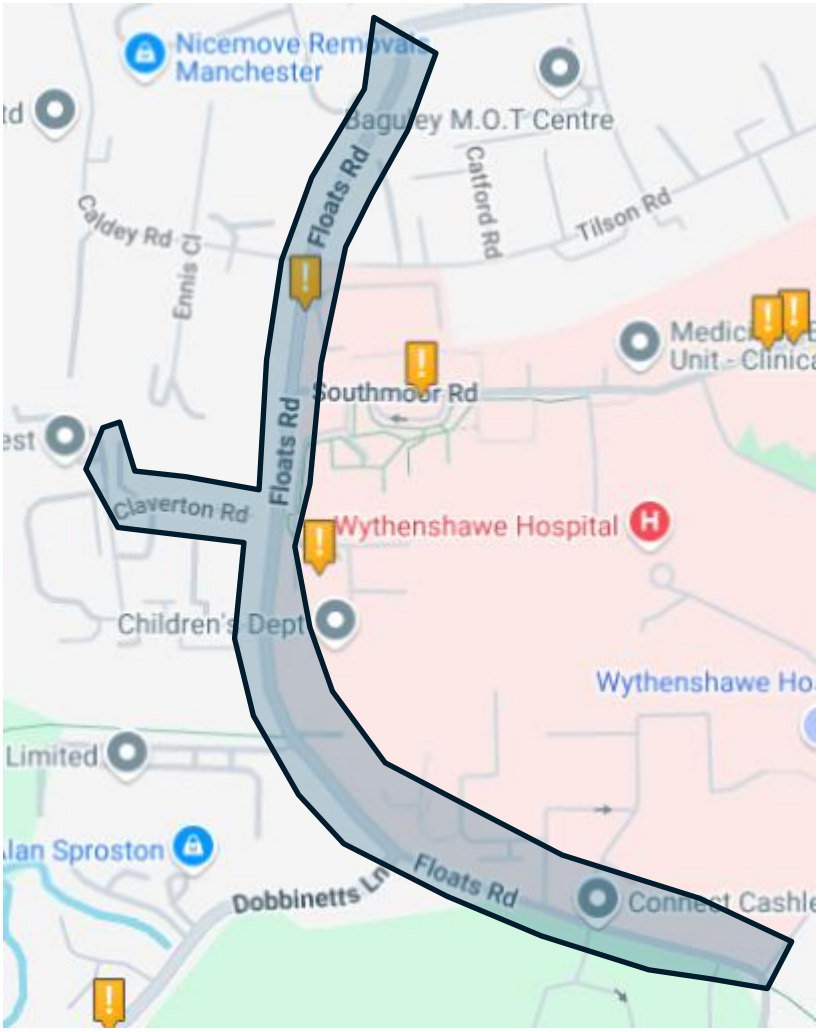
3.5.4 Floats Road is a wide single carriageway estate spine road of approximately 7m width, set out on a gently curving alignment leading from Ledsom Road in the north. To the south, the road is traffic calmed and is signed as being unsuitable for HGVs but is a through route to Clay Lane in the Newall Green area of the town. The road is subject to a 20mph speed limit and benefits from street lighting.

3.6 Personal Injury Accident Review

3.6.1 Personal injury data has been sought for the highway network in the vicinity of the development site for the most recent 5 years available (2018-2022 inclusive). The area comprises the entirety of Claverton Road and Floats Road between Ledson Road and Clay Lane. Data from the 3rd party Crashmap website has been used, which draws information from the national database (STATS19).

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Figure 3.2 – 5 Year Accident Plan



Source: CrashMap®

3.6.2 An interrogation of the data showed that just one recorded injury accident has taken place within the study area in the last 5 years of available data - 2019-2023.

3.6.3 The collision occurred in 2022, at the access junction into the car park for the Clinical Sciences Building of Wythenshawe Hospital. It happened when a vehicle turning right into the site collided with a car coming in the opposite direction, during the hours of daylight in damp conditions. The incident resulted in only slight injuries.

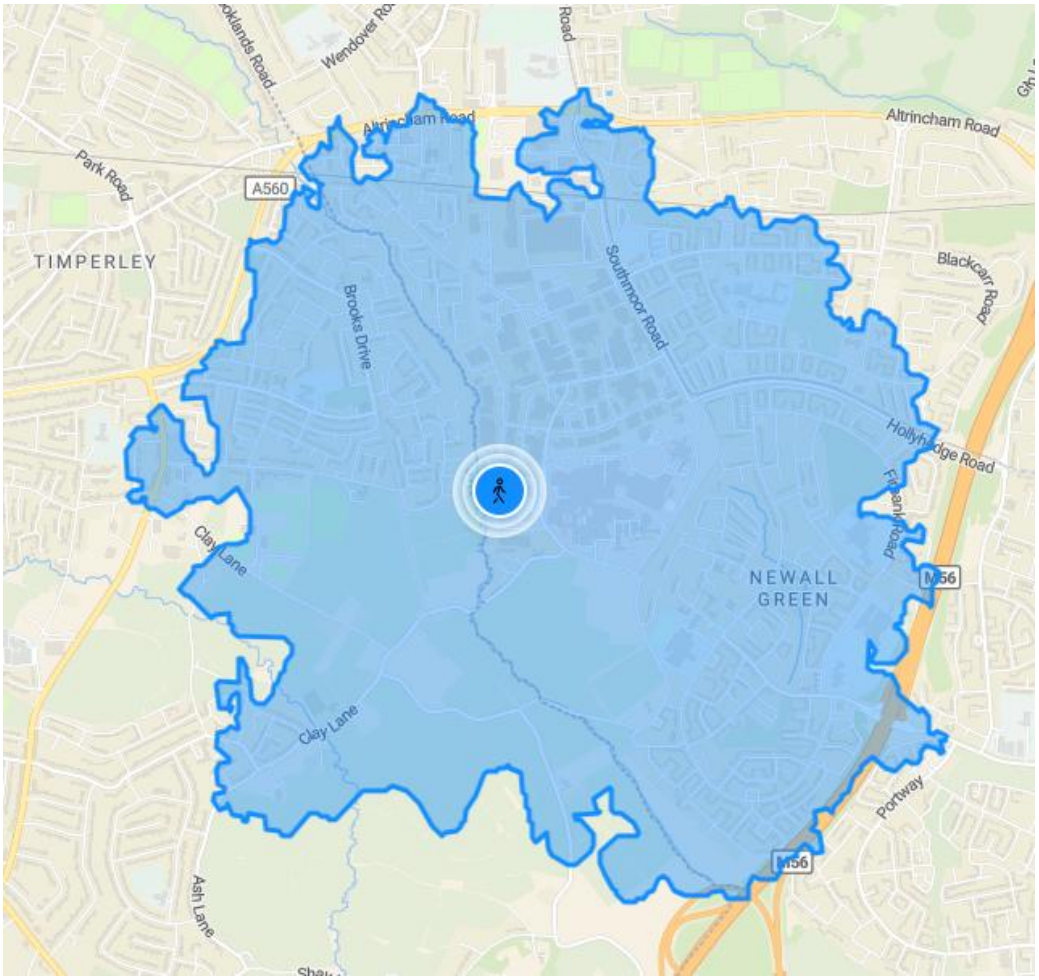
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3.7 Walking Accessibility

3.7.1 Walking offers many health benefits and is recognised as the most easily accessible mode of sustainable travel. At a local level, walking offers the greatest potential to replace short car trips, particularly those under 2km (as recognised by the Chartered Institute of Highways and Transportation (CIHT) document Providing for Journeys on Foot (2000) 'Preferred Maximum distance' for local services and commuting, etc.

3.7.2 The site is highly accessible, being located within a 2.1km/25 minute walk of a number of residential areas including parts of Timperley, Newall Green and Baguley as shown in figure 3.3 below. A shared footway/cycleway is located 75m to the south of the site on Floats Road for journeys to/from the west. A further pedestrian link west is provided approximately 600m walk, to the north, at Calday Road for journeys to the northwest.

Figure 3.3 25-Minute Walking Isochrone



Source: Openstreetmap/TravelTime API

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3.8 Cycling Accessibility

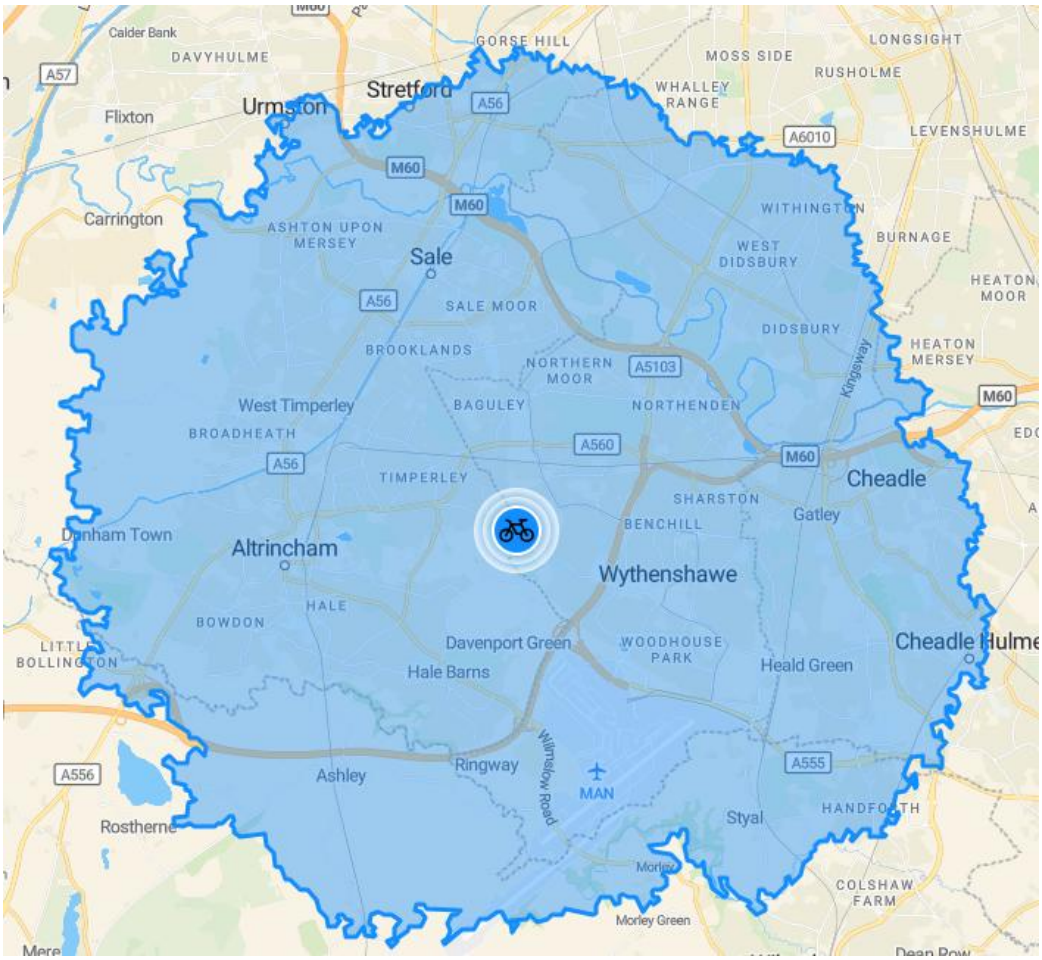
3.8.1 Cycling, like walking, is easily accessible for most people and offers a similar array of health benefits. It is commonly accepted that most trips under 5km can be completed via cycling as a mode of travel, offering the opportunity to replace the private car.

3.8.2 The latest Government (Department for Transport) guidance on cycle infrastructure – Local Transport Note 1/20 states that 'two out of every three personal trips are less than five miles in length – which is an achievable distance to cycle for most people.'

3.8.3 Based on 16kph average speed, five miles (8km) can be cycled within 30 minutes. A large number of settlements are within this catchment including Altrincham, Sale, Didsbury and Cheadle.

3.8.4 Figure 3.3 below shows the 30 minute isochrone.

Figure 3.3 30-Minute Cycling Isochrone

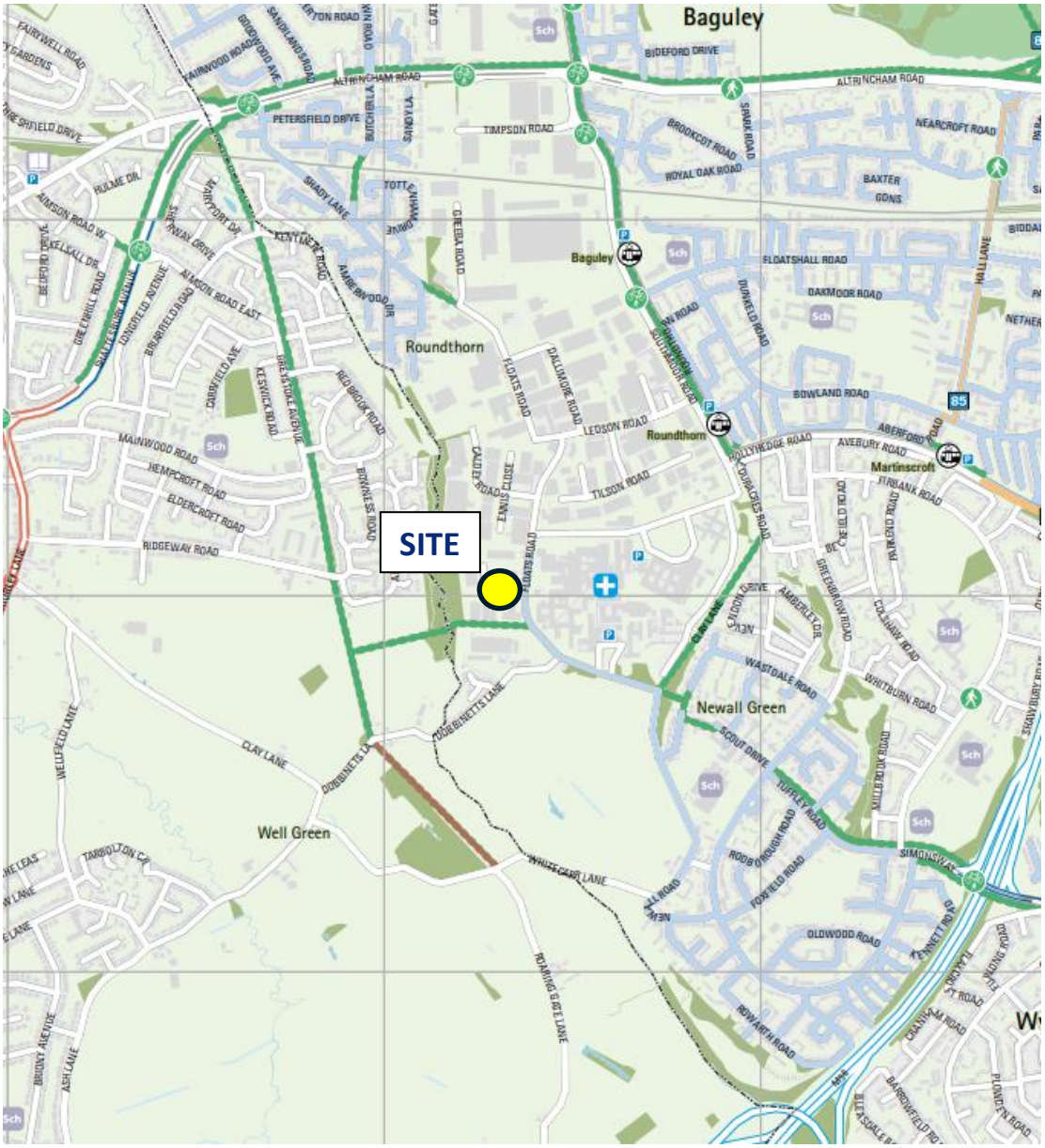


Source: Openstreetmap/TravelTime API

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3.8.5 Figure 3.4 below shows an extract from the TFGM Manchester Cycling District Map. It shows that the nearest traffic free facility is located (as mentioned above) just 75m south of the site. National Cycle Network Route 85, which passes within 1.6km the site, provides a signed route between Manchester Airport and the city centre.

Figure 3.4 Local Cycle Facilities



Source: TFGM. Contains Ordnance Survey date. © Crown copyright and database right 2016

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3.9 Bus

3.9.1 The nearest bus stops are located at Wythenshawe Hospital on Southmoor Road, within 260m of the site access. The stops provide access to 5 services, with a combined frequency of 4-5 minutes during 7am and 6pm on weekdays when the school is operational. The stops have bus boarding kerbs, timetable information, a shelter and seating.

3.9.2 Table 3.1 below summarises the services available from these bus stops in either direction.

Table 3.1 – Bus Service Provision

Service	Route	Monday – Friday (Start – End / Frequency)	Saturday (Start – End / Frequency)	Sunday (Start – End / Frequency)
		Wythenshawe Hospital Stop A		
11	Altrincham – Timperley – Baguley – Wythenshawe – Gatley – Cheadle – Edgeley – Stockport	05:45 – 18:45, every 20 mins	06:15 – 18:45, every 30 mins	08:15 – 17:15, every 60 mins
101	Wythenshawe – Moss Side – Hulme – Manchester City Centre – Piccadilly Gardens	05:30 – 01:00, every 20 mins	05:55 – 01:00, every 30 mins	05:30 – 01:00, every 30 mins
248	Eccles – Trafford Park – Urmston – Sale – Baguley – Wythenshawe – Manchester Airport	04:15 – 23:30, every 60 mins	06:50 – 23:30, every 60 mins	10:10 – 22:30, every 120 mins
249	Altrincham – Broadheath – Baguley – Newall Green – Wythenshawe	05:45 – 00:13, every 30 mins	06:15 – 00:13, every 30 mins	08:15 – 23:25, every 60 mins
368	Stockport – Edgeley – Adswood – Cheadle Hulme – Heald Green – Peel Hall – Wythenshawe – Manchester Airport	04:55 – 00:51, every 30 mins (15–20 mins 07:00–18:00)	04:52 – 00:50, every 30 mins (15–20 mins 07:00–18:00)	05:58 – 00:25, every 60 mins

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3.10 Tram

3.10.1 The site is located within walking distance (850m – 12 minutes) of the Roundthorn Tram Stop, which is situated on the Navy Line between Manchester Victoria and Manchester Airport via Wythenshawe town centre. Services operate on a 12 minute frequency in both directions.

3.11 Rail

3.11.1 Navigation Road railway station is located approximately 5km from the site, accessible in 16 minutes by bike. It provides direct rail services to Manchester Piccadilly (hourly) and Chester (hourly). By changing at Piccadilly passengers have a range of direct trains to destinations across the UK.

3.12 Summary

3.12.1 In summary, it has been shown that the development site is easily accessible by a range of sustainable modes of travel. The site is in close proximity to a number of residential areas. Bus stops and a tram stop can also be accessed from the site on foot. There is dedicated cycling infrastructure close to the site, including the National Cycle Network route 85.

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4 Development Proposal

4.1 Introduction

4.1.1 The scheme seeks to secure planning consent for the change of use from an office to an education facility, specialising in education and support for up to 100 children, aged 11-16. The facility will provide education for:

- Young people subject of an Education, Health and Care Plan (EHCP);
- Young People with ASD; and
- Young People with SEND

4.1.2 The existing building will be converted to provide classrooms, welfare and other teaching space. Part of the site will be converted to provide playground space, and 43 car parking spaces will be retained.

4.1.3 The facility will be operated by a maximum of 45 staff on site at any one time (to include teachers, mentors, occupational therapists, apprentices, administration staff, cleaners etc), with lessons scheduled throughout the day, as per a standard school. The parking requirement for secondary schools is 1 space per two staff = 23 car parking spaces (rounded), 3 of which will be disabled (6%). The remaining 20 car parking spaces will be used for pupil pick up and drop off, as set out in sections 4.2 and 5.4 below.

4.1.4 Cycle parking is to be provided in the form of 4 covered Sheffield stands, capable of housing 8 cycles.

4.2 Operation

4.2.1 The applicant has advised that a large proportion of the pupils will travel by local authority 'home to school' transport (taxi) or school provided minibus, according to their individual needs. Based on the mode split for the current site, 40 of the children will arrive by minibus, 20 will arrive by taxi and the remainder will travel independently or be dropped off by a parent/guardian.

4.2.2 The school will have staggered start and finish times, for each of the 3 floors of the building, which will be set 15 minutes apart to allow adequate time for hand over to/from staff. The floors will each accommodate approximately 1/3rd of the pupils: 33-34. Staff are expected to be on site prior to 8am, which is 30 minutes before the first pupils, to be ready to receive them as they arrive between 8:30 and 9am.

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5 Traffic Impact Assessment

5.1 Introduction

5.1.1 The following section of the report examines the traffic impact of the proposed scheme. It compares the relative trip generation impact of the current operation to that of the extant office use and considers the ability of the site to cater for the proposals.

5.2 Existing Vehicular Trip Generation (Office)

5.2.1 The number of vehicular trips visiting the site as an office has been estimated using the industry standard TRICS database.

5.2.2 Table 5.1 below presents the typical weekday vehicular trip generation for an office of this size, in this type of location. The full TRICS output can be found in Appendix A. The dataset was refined using the following selection criteria in line with TRICS best practice:

- Land Use : 02 - EMPLOYMENT
- Category : A - OFFICE
- Parameter Range: 500 to 4040 m^2
- Days: Weekdays
- Selected Locations: Edge of Town

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Table 5.1 – Vehicular Trip Generation – Office – 2426 m² – Weekdays

Time	Average Trip Rates			Average Trip Generation			Car Parking Accumulation
	Arrivals	Departures	2 Way	Arrivals	Departures	2 Way	
07:00-08:00	0.689	0.084	0.773	17	2	19	18
08:00-09:00	1.632	0.188	1.82	40	5	44	53
09:00-10:00	1.099	0.166	1.265	27	4	31	75
10:00-11:00	0.337	0.185	0.522	8	4	13	79
11:00-12:00	0.199	0.178	0.377	5	4	9	80
12:00-13:00	0.308	0.511	0.819	7	12	20	75
13:00-14:00	0.446	0.366	0.812	11	9	20	77
14:00-15:00	0.272	0.367	0.639	7	9	16	74
15:00-16:00	0.163	0.395	0.558	4	10	14	69
16:00-17:00	0.17	0.87	1.04	4	21	25	52
17:00-18:00	0.08	1.722	1.802	2	42	44	12
18:00-19:00	0.053	0.501	0.554	1	12	13	1
Total	**5.448**	**5.533**	**10.981**	**132**	**132**	**264**	**-**

5.2.3 Table 5.1 demonstrates that on a weekend day, up to 44 two-way vehicle trips would be expected in any one hour. Over the course of the 12 hour period, 264 two-way vehicle trips could be expected to be generated by the extant use of the site.

5.2.4 This theoretical trip generation is considered to be an underestimation, as the table above shows a maximum car parking accumulation of 78 vehicles, which is far below the parking provision on site (93). The arrangement of the existing car park would indicate that extra spaces were added in the past and aerial mapping from Google Maps shows the car park at its full capacity of 93 spaces.

5.3 Proposed Vehicular Trip Generation (School)

5.3.1 As set out in section 4.2 above, the total number of children arriving via' home to school' transport provision will be 60. To assign each of the pupils who do not have 'home to school' transport provision to a mode of transport, the 2023 National Travel Survey (NTS) has been consulted. Table 5.2 below shows the results of the 'Trips to and from school by main mode' for the 11-16 age category.

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Table 5.2 – National Travel Survey Results 2023 – 11-16 – Trips to School

Mode	Share
Walking	44%
Car	28%
Local bus	14%
Private bus	5%
Rail/tram	4%
Cycle	3%
Other	2%

5.3.2 For the purposes of this exercise, the 'private bus' category has been taken to equate to the minibus and taxi provision set out above. 'Other' modes have also been excluded. The remaining categories have therefore been applied proportionally to the residual 40 pupils for whom transport is not provided, to demonstrate the expected total pupil mode share, as shown in table 5.3 below.

Table 5.3 – Total Pupil Mode Share

	Number of Children	Number of Vehicles	Number of Trips per Vehicle	Total 2-way Trips
Minibus	39	3	1	3
Taxi	21	21	2	42
Walking	18	0	-	-
Car	12	12	2	24
Local bus	6	0	-	-
Rail/tram	2	0	-	-
Cycle	1	0	-	-
Total	**99**	**36**	**-**	**69**

5.3.3 As stated in section 4 above, each floor (cohort) of approximately 33 pupils arrives and departs separately, staggered by 15 minutes. Based on this, for each 15 minute drop off/pick up time, the following demand can therefore be expected:

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- 1 minbus (13 children)
- 7 taxis
- 4 parent/guardian cars

5.3.4 The predicted demand for pick up/drop off will therefore be 12 vehicles for each cohort.

5.4 Trip Generation Net Impact

5.4.1 A comparison between sections 5.2 and 5.3 above show that during the most intense period for vehicle movements, 8-9am, the proposed scheme is predicted to generate 69 vehicle movements, compared to the theoretical extant office trip generation of 44 two-way movements; a difference of 25 movements. For context, between 7am and 10am, there would be a difference of 1 vehicle movement between the existing theoretical office use and the proposed.

5.4.2 During the pm peak, the trip generation will be limited to staff leaving site, although this is expected to be spread between 4pm and 7pm. Pupils will depart, as with most schools, between 3pm and 4pm.

5.5 Car Parking Demand

5.5.1 Based on the above information, the peak demand for parking can be quantified. All staff will be on site before 8am, which will occupy 23 car parking spaces. The taxis and cars from each cohort will occupy 7 and 4 spaces respectively. The 3 minibuses will each arrive for their respective cohort timeslots and stay in the car park once the children have disembarked, so during the last cohort, there will be 3 minibuses on site. The maximum pupil based demand is therefore 14 spaces. Combined, the predicted staff and pupil generated parking demand will occupy 37 of the 43 spaces on site, and allowing some flexibility to cater for more vehicles if required, without encroaching onto the highway.

5.6 Servicing

5.6.1 Servicing trips will be in line with the extant use of the site as an office. Deliveries will be periodic as required. Refuse collection will take place once per week with vehicles entering the site and departing in a forwards gear. All servicing activity will be scheduled to take place outside of school drop off/pick up times.

5.7 Summary

5.7.1 In summary, this section has demonstrated that the number of vehicles expected to be generated during the am peak, in excess of that of the existing use, is approximately 25, although anecdotal evidence suggests that the office, when occupied, was actually generating significantly higher trips than predicted

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here. At the end of the school day, a similar level of vehicular traffic will be generated to the am peak, but this will occur prior to the pm peak. For the remainder of the day, and for the day as a whole, the site is expected to generate significantly less traffic than the site would as an office.

5.7.2 The car parking demand has been considered empirically, which has shown it be significantly below that of the car park capacity.

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6 Conclusion

6.1 Summary

6.1.1 Fastnet has been commissioned by FST Management to provide transport planning advice in support of their planning application for the change of use from offices (Class E) to education facility (Class F1) at Claverton Road, Wythenshawe, Manchester.

6.1.2 The injury accident record for the vicinity of the site has been interrogated and it was discovered that no recorded road traffic injury accidents had occurred in the most recent 5 years of data available.

6.1.3 The report demonstrates that the proposed development traffic flows are generally lower than that expected from the site if operating as an office. The am peak period will experience a modest increase in trips, well below the threshold usually applied to consider further assessment. The site has been shown to have sufficient parking on site to cater for both staff vehicles and pupil transport.

6.1.4 The site has been shown to be accessible by public transport, with bus stops situated within 400m, providing a range of services to/from locations across Greater Manchester. Navigation Road railway station is situated within cycling distance of the site for trains between Manchester city centre and Chester, both providing connections to any UK mainland station.

6.1.5 The site is highly accessible by bike, and on foot with dedicated provision close to the site entrance and a national cycle network route passing a short distance away to the east.

6.2 Conclusion

6.2.1 It is clear that the development has a negligible impact on the local highway network, compared to the extant use. The development will certainly not have a ‘severe’ impact on the surrounding network, and it is considered that, in the context of the NPPF, there are no reasons relating to transport or highways for objecting to the application.

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Appendix A – TRICS Output

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TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	HF	HERTFORDSHIRE	1 days
03	SOUTH WEST		
	WL	WILTSHIRE	1 days
04	EAST ANGLIA		
	NF	NORFOLK	2 days
	PB	PETERBOROUGH	1 days
	SF	SUFFOLK	1 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	AK	WAKEFIELD	1 days
08	NORTH WEST		
	EC	CHESHIRE EAST	1 days
09	NORTH		
	DA	DARLINGTON	1 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	500 to 4040 (units: sqm)
Range Selected by User:	118 to 5000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

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

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

Selected survey days:

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

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

Selected survey types:

Manual count	11 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	11

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	4
Development Zone	1
Residential Zone	1
No Sub Category	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	3 days - Selected
Servicing vehicles Excluded	8 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	11 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	4 days
10,001 to 15,000	5 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:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	6 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	8 days
1.1 to 1.5	2 days
1.6 to 2.0	1 days

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

Travel Plan:

No	11 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	11 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1 AK-02-A-01 OFFICES WAKEFIELD
PIONEER WAY
CASTLEFORD
WHITWOOD
Edge of Town
No Sub Category
Total Gross floor area: 1230 sqm
Survey date: TUESDAY 23/05/17 *Survey Type: MANUAL*

2 DA-02-A-02 ENGINEERING COMPANY DARLINGTON
ALDERMAN BEST WAY
DARLINGTON

Edge of Town
No Sub Category
Total Gross floor area: 3530 sqm
Survey date: THURSDAY 18/10/18 *Survey Type: MANUAL*

3 EC-02-A-04 OFFICES CHESHIRE EAST
WINTERTON WAY
MACCLESFIELD
LYME GREEN BUSINESS PK
Edge of Town
Commercial Zone
Total Gross floor area: 3000 sqm
Survey date: TUESDAY 04/05/21 *Survey Type: MANUAL*

4 HF-02-A-05 OFFICES HERTFORDSHIRE
CRANBORNE ROAD
POTTERS BAR

Edge of Town
Commercial Zone
Total Gross floor area: 3378 sqm
Survey date: MONDAY 11/03/24 *Survey Type: MANUAL*

5 LN-02-A-01 OFFICES LINCOLNSHIRE
LINCOLN WAY
LOUTH
FAIRFIELD
Edge of Town
Industrial Zone
Total Gross floor area: 2114 sqm
Survey date: MONDAY 29/04/24 *Survey Type: MANUAL*

6 NF-02-A-04 BUILDING CONSULTANT NORFOLK
WHITING ROAD
NORWICH

Edge of Town
Commercial Zone
Total Gross floor area: 500 sqm
Survey date: WEDNESDAY 13/11/19 *Survey Type: MANUAL*

7 NF-02-A-05 COUNCIL OFFICES NORFOLK
YARMOUTH ROAD
NORWICH

Edge of Town
Residential Zone
Total Gross floor area: 3697 sqm
Survey date: MONDAY 12/09/22 *Survey Type: MANUAL*

8 PB-02-A-04 OFFICES PETERBOROUGH
LYNCH WOOD
PETERBOROUGH

Edge of Town
Commercial Zone
Total Gross floor area: 4040 sqm
Survey date: WEDNESDAY 19/10/16 *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9	SF-02-A-03	OFFICES	SUFFOLK
	WHITE HOUSE ROAD		
	IPSWICH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	2800 sqm	
	Survey date: THURSDAY	*24/09/20*	*Survey Type: MANUAL*
10	WK-02-A-03	ENGINEERING CONSULTANTS	WARWICKSHIRE
	BUDBROOKE ROAD		
	WARWICK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	796 sqm	
	Survey date: WEDNESDAY	*23/11/22*	*Survey Type: MANUAL*
11	WL-02-A-01	PET INSURANCE COMPANY	WILTSHIRE
	THE CRESCENT		
	AMESBURY		
	SUNRISE WAY		
	Edge of Town		
	Development Zone		
	Total Gross floor area:	2500 sqm	
	Survey date: TUESDAY	*18/09/18*	*Survey Type: MANUAL*

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	11	2508	0.116	11	2508	0.022	11	2508	0.138
07:30 - 08:00	11	2508	0.573	11	2508	0.062	11	2508	0.635
08:00 - 08:30	11	2508	0.805	11	2508	0.076	11	2508	0.881
08:30 - 09:00	11	2508	0.827	11	2508	0.112	11	2508	0.939
09:00 - 09:30	11	2508	0.794	11	2508	0.083	11	2508	0.877
09:30 - 10:00	11	2508	0.305	11	2508	0.083	11	2508	0.388
10:00 - 10:30	11	2508	0.221	11	2508	0.098	11	2508	0.319
10:30 - 11:00	11	2508	0.116	11	2508	0.087	11	2508	0.203
11:00 - 11:30	11	2508	0.094	11	2508	0.069	11	2508	0.163
11:30 - 12:00	11	2508	0.105	11	2508	0.109	11	2508	0.214
12:00 - 12:30	11	2508	0.152	11	2508	0.268	11	2508	0.420
12:30 - 13:00	11	2508	0.156	11	2508	0.243	11	2508	0.399
13:00 - 13:30	11	2508	0.225	11	2508	0.250	11	2508	0.475
13:30 - 14:00	11	2508	0.221	11	2508	0.116	11	2508	0.337
14:00 - 14:30	11	2508	0.134	11	2508	0.149	11	2508	0.283
14:30 - 15:00	11	2508	0.138	11	2508	0.218	11	2508	0.356
15:00 - 15:30	11	2508	0.109	11	2508	0.170	11	2508	0.279
15:30 - 16:00	11	2508	0.054	11	2508	0.225	11	2508	0.279
16:00 - 16:30	11	2508	0.087	11	2508	0.330	11	2508	0.417
16:30 - 17:00	11	2508	0.083	11	2508	0.540	11	2508	0.623
17:00 - 17:30	11	2508	0.036	11	2508	1.164	11	2508	1.200
17:30 - 18:00	11	2508	0.044	11	2508	0.558	11	2508	0.602
18:00 - 18:30	10	2636	0.038	10	2636	0.425	10	2636	0.463
18:30 - 19:00	10	2636	0.015	10	2636	0.076	10	2636	0.091
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:			5.448			5.533			10.981

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.*

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Parameter summary

Trip rate parameter range selected:	500 - 4040 (units: sqm)
Survey date date range:	01/01/16 - 28/06/24
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	11	2508	0.000	11	2508	0.000	11	2508	0.000
07:30 - 08:00	11	2508	0.004	11	2508	0.004	11	2508	0.008
08:00 - 08:30	11	2508	0.004	11	2508	0.004	11	2508	0.008
08:30 - 09:00	11	2508	0.015	11	2508	0.015	11	2508	0.030
09:00 - 09:30	11	2508	0.004	11	2508	0.004	11	2508	0.008
09:30 - 10:00	11	2508	0.000	11	2508	0.000	11	2508	0.000
10:00 - 10:30	11	2508	0.004	11	2508	0.004	11	2508	0.008
10:30 - 11:00	11	2508	0.007	11	2508	0.011	11	2508	0.018
11:00 - 11:30	11	2508	0.004	11	2508	0.000	11	2508	0.004
11:30 - 12:00	11	2508	0.000	11	2508	0.000	11	2508	0.000
12:00 - 12:30	11	2508	0.004	11	2508	0.004	11	2508	0.008
12:30 - 13:00	11	2508	0.004	11	2508	0.004	11	2508	0.008
13:00 - 13:30	11	2508	0.000	11	2508	0.000	11	2508	0.000
13:30 - 14:00	11	2508	0.004	11	2508	0.004	11	2508	0.008
14:00 - 14:30	11	2508	0.007	11	2508	0.011	11	2508	0.018
14:30 - 15:00	11	2508	0.011	11	2508	0.007	11	2508	0.018
15:00 - 15:30	11	2508	0.000	11	2508	0.000	11	2508	0.000
15:30 - 16:00	11	2508	0.004	11	2508	0.004	11	2508	0.008
16:00 - 16:30	11	2508	0.004	11	2508	0.004	11	2508	0.008
16:30 - 17:00	11	2508	0.007	11	2508	0.000	11	2508	0.007
17:00 - 17:30	11	2508	0.004	11	2508	0.011	11	2508	0.015
17:30 - 18:00	11	2508	0.004	11	2508	0.004	11	2508	0.008
18:00 - 18:30	10	2636	0.004	10	2636	0.004	10	2636	0.008
18:30 - 19:00	10	2636	0.000	10	2636	0.000	10	2636	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:			0.099			0.099			0.198

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

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TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	11	2508	0.000	11	2508	0.000	11	2508	0.000
07:30 - 08:00	11	2508	0.004	11	2508	0.000	11	2508	0.004
08:00 - 08:30	11	2508	0.000	11	2508	0.004	11	2508	0.004
08:30 - 09:00	11	2508	0.007	11	2508	0.000	11	2508	0.007
09:00 - 09:30	11	2508	0.000	11	2508	0.007	11	2508	0.007
09:30 - 10:00	11	2508	0.004	11	2508	0.004	11	2508	0.008
10:00 - 10:30	11	2508	0.004	11	2508	0.004	11	2508	0.008
10:30 - 11:00	11	2508	0.000	11	2508	0.000	11	2508	0.000
11:00 - 11:30	11	2508	0.000	11	2508	0.000	11	2508	0.000
11:30 - 12:00	11	2508	0.004	11	2508	0.004	11	2508	0.008
12:00 - 12:30	11	2508	0.007	11	2508	0.004	11	2508	0.011
12:30 - 13:00	11	2508	0.000	11	2508	0.004	11	2508	0.004
13:00 - 13:30	11	2508	0.004	11	2508	0.004	11	2508	0.008
13:30 - 14:00	11	2508	0.004	11	2508	0.000	11	2508	0.004
14:00 - 14:30	11	2508	0.004	11	2508	0.004	11	2508	0.008
14:30 - 15:00	11	2508	0.000	11	2508	0.000	11	2508	0.000
15:00 - 15:30	11	2508	0.000	11	2508	0.000	11	2508	0.000
15:30 - 16:00	11	2508	0.000	11	2508	0.000	11	2508	0.000
16:00 - 16:30	11	2508	0.000	11	2508	0.000	11	2508	0.000
16:30 - 17:00	11	2508	0.000	11	2508	0.000	11	2508	0.000
17:00 - 17:30	11	2508	0.000	11	2508	0.000	11	2508	0.000
17:30 - 18:00	11	2508	0.000	11	2508	0.000	11	2508	0.000
18:00 - 18:30	10	2636	0.000	10	2636	0.000	10	2636	0.000
18:30 - 19:00	10	2636	0.000	10	2636	0.000	10	2636	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.042			0.039			0.081

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	11	2508	0.000	11	2508	0.000	11	2508	0.000
07:30 - 08:00	11	2508	0.018	11	2508	0.004	11	2508	0.022
08:00 - 08:30	11	2508	0.029	11	2508	0.000	11	2508	0.029
08:30 - 09:00	11	2508	0.033	11	2508	0.000	11	2508	0.033
09:00 - 09:30	11	2508	0.004	11	2508	0.000	11	2508	0.004
09:30 - 10:00	11	2508	0.007	11	2508	0.000	11	2508	0.007
10:00 - 10:30	11	2508	0.000	11	2508	0.000	11	2508	0.000
10:30 - 11:00	11	2508	0.004	11	2508	0.004	11	2508	0.008
11:00 - 11:30	11	2508	0.000	11	2508	0.000	11	2508	0.000
11:30 - 12:00	11	2508	0.000	11	2508	0.000	11	2508	0.000
12:00 - 12:30	11	2508	0.000	11	2508	0.000	11	2508	0.000
12:30 - 13:00	11	2508	0.000	11	2508	0.007	11	2508	0.007
13:00 - 13:30	11	2508	0.011	11	2508	0.015	11	2508	0.026
13:30 - 14:00	11	2508	0.007	11	2508	0.000	11	2508	0.007
14:00 - 14:30	11	2508	0.004	11	2508	0.004	11	2508	0.008
14:30 - 15:00	11	2508	0.007	11	2508	0.007	11	2508	0.014
15:00 - 15:30	11	2508	0.000	11	2508	0.011	11	2508	0.011
15:30 - 16:00	11	2508	0.000	11	2508	0.000	11	2508	0.000
16:00 - 16:30	11	2508	0.000	11	2508	0.011	11	2508	0.011
16:30 - 17:00	11	2508	0.000	11	2508	0.011	11	2508	0.011
17:00 - 17:30	11	2508	0.000	11	2508	0.036	11	2508	0.036
17:30 - 18:00	11	2508	0.000	11	2508	0.015	11	2508	0.015
18:00 - 18:30	10	2636	0.000	10	2636	0.008	10	2636	0.008
18:30 - 19:00	10	2636	0.000	10	2636	0.000	10	2636	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:			0.124			0.133			0.257

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	11	2508	0.116	11	2508	0.018	11	2508	0.134
07:30 - 08:00	11	2508	0.544	11	2508	0.054	11	2508	0.598
08:00 - 08:30	11	2508	0.747	11	2508	0.051	11	2508	0.798
08:30 - 09:00	11	2508	0.772	11	2508	0.076	11	2508	0.848
09:00 - 09:30	11	2508	0.758	11	2508	0.044	11	2508	0.802
09:30 - 10:00	11	2508	0.268	11	2508	0.054	11	2508	0.322
10:00 - 10:30	11	2508	0.167	11	2508	0.058	11	2508	0.225
10:30 - 11:00	11	2508	0.080	11	2508	0.058	11	2508	0.138
11:00 - 11:30	11	2508	0.083	11	2508	0.058	11	2508	0.141
11:30 - 12:00	11	2508	0.069	11	2508	0.087	11	2508	0.156
12:00 - 12:30	11	2508	0.120	11	2508	0.236	11	2508	0.356
12:30 - 13:00	11	2508	0.138	11	2508	0.207	11	2508	0.345
13:00 - 13:30	11	2508	0.192	11	2508	0.214	11	2508	0.406
13:30 - 14:00	11	2508	0.192	11	2508	0.098	11	2508	0.290
14:00 - 14:30	11	2508	0.116	11	2508	0.112	11	2508	0.228
14:30 - 15:00	11	2508	0.105	11	2508	0.178	11	2508	0.283
15:00 - 15:30	11	2508	0.094	11	2508	0.149	11	2508	0.243
15:30 - 16:00	11	2508	0.036	11	2508	0.196	11	2508	0.232
16:00 - 16:30	11	2508	0.069	11	2508	0.308	11	2508	0.377
16:30 - 17:00	11	2508	0.069	11	2508	0.522	11	2508	0.591
17:00 - 17:30	11	2508	0.029	11	2508	1.120	11	2508	1.149
17:30 - 18:00	11	2508	0.036	11	2508	0.544	11	2508	0.580
18:00 - 18:30	10	2636	0.034	10	2636	0.417	10	2636	0.451
18:30 - 19:00	10	2636	0.015	10	2636	0.072	10	2636	0.087
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			4.849			4.931			9.780

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
LGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	11	2508	0.000	11	2508	0.004	11	2508	0.004
07:30 - 08:00	11	2508	0.018	11	2508	0.004	11	2508	0.022
08:00 - 08:30	11	2508	0.047	11	2508	0.018	11	2508	0.065
08:30 - 09:00	11	2508	0.025	11	2508	0.022	11	2508	0.047
09:00 - 09:30	11	2508	0.025	11	2508	0.029	11	2508	0.054
09:30 - 10:00	11	2508	0.033	11	2508	0.025	11	2508	0.058
10:00 - 10:30	11	2508	0.044	11	2508	0.029	11	2508	0.073
10:30 - 11:00	11	2508	0.029	11	2508	0.018	11	2508	0.047
11:00 - 11:30	11	2508	0.007	11	2508	0.011	11	2508	0.018
11:30 - 12:00	11	2508	0.033	11	2508	0.018	11	2508	0.051
12:00 - 12:30	11	2508	0.022	11	2508	0.025	11	2508	0.047
12:30 - 13:00	11	2508	0.015	11	2508	0.029	11	2508	0.044
13:00 - 13:30	11	2508	0.029	11	2508	0.029	11	2508	0.058
13:30 - 14:00	11	2508	0.018	11	2508	0.015	11	2508	0.033
14:00 - 14:30	11	2508	0.011	11	2508	0.018	11	2508	0.029
14:30 - 15:00	11	2508	0.018	11	2508	0.029	11	2508	0.047
15:00 - 15:30	11	2508	0.015	11	2508	0.022	11	2508	0.037
15:30 - 16:00	11	2508	0.015	11	2508	0.018	11	2508	0.033
16:00 - 16:30	11	2508	0.015	11	2508	0.018	11	2508	0.033
16:30 - 17:00	11	2508	0.007	11	2508	0.015	11	2508	0.022
17:00 - 17:30	11	2508	0.004	11	2508	0.025	11	2508	0.029
17:30 - 18:00	11	2508	0.004	11	2508	0.011	11	2508	0.015
18:00 - 18:30	10	2636	0.000	10	2636	0.000	10	2636	0.000
18:30 - 19:00	10	2636	0.000	10	2636	0.004	10	2636	0.004
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:			0.434			0.436			0.870

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MOTOR CYCLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	11	2508	0.000	11	2508	0.000	11	2508	0.000
07:30 - 08:00	11	2508	0.004	11	2508	0.000	11	2508	0.004
08:00 - 08:30	11	2508	0.007	11	2508	0.000	11	2508	0.007
08:30 - 09:00	11	2508	0.007	11	2508	0.000	11	2508	0.007
09:00 - 09:30	11	2508	0.007	11	2508	0.000	11	2508	0.007
09:30 - 10:00	11	2508	0.000	11	2508	0.000	11	2508	0.000
10:00 - 10:30	11	2508	0.004	11	2508	0.004	11	2508	0.008
10:30 - 11:00	11	2508	0.000	11	2508	0.000	11	2508	0.000
11:00 - 11:30	11	2508	0.000	11	2508	0.000	11	2508	0.000
11:30 - 12:00	11	2508	0.000	11	2508	0.000	11	2508	0.000
12:00 - 12:30	11	2508	0.000	11	2508	0.000	11	2508	0.000
12:30 - 13:00	11	2508	0.000	11	2508	0.000	11	2508	0.000
13:00 - 13:30	11	2508	0.000	11	2508	0.004	11	2508	0.004
13:30 - 14:00	11	2508	0.004	11	2508	0.000	11	2508	0.004
14:00 - 14:30	11	2508	0.000	11	2508	0.000	11	2508	0.000
14:30 - 15:00	11	2508	0.000	11	2508	0.004	11	2508	0.004
15:00 - 15:30	11	2508	0.000	11	2508	0.000	11	2508	0.000
15:30 - 16:00	11	2508	0.000	11	2508	0.007	11	2508	0.007
16:00 - 16:30	11	2508	0.000	11	2508	0.000	11	2508	0.000
16:30 - 17:00	11	2508	0.000	11	2508	0.004	11	2508	0.004
17:00 - 17:30	11	2508	0.000	11	2508	0.007	11	2508	0.007
17:30 - 18:00	11	2508	0.000	11	2508	0.000	11	2508	0.000
18:00 - 18:30	10	2636	0.000	10	2636	0.004	10	2636	0.004
18:30 - 19:00	10	2636	0.000	10	2636	0.000	10	2636	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:			0.033			0.034			0.067

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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