

Client:

**NW1 IOS 1 Unit Trust
c/o Marchmont Investment
Management**

Project:

6 Streatham Common South

Transport Statement

December 2023

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CONTENTS

1	INTRODUCTION	1
	BACKGROUND	1
	PROPOSED DEVELOPMENT	1
2	EXISTING CONDITIONS	2
	SITE LOCATION AND PREVIOUS USE	2
	ACCESSIBILITY	2
3	POLICY REVIEW	6
	INTRODUCTION	6
	NATIONAL POLICY	6
	REGIONAL POLICY	8
	LOCAL POLICY	9
	SUMMARY	9
4	THE PROPOSED DEVELOPMENT	11
	ACCESS	11
	SERVICING AND DELIVERIES	11
	VEHICLE PARKING	11
5	TRIP ASSESSMENT	13
6	SUMMARY & CONCLUSIONS	16

Figures

Figure 1 - Site Location Plan

Appendices

Appendix A - Architect's Layout

Appendix B - Swept Path Analysis

Appendix C - Builders Yard Traffic Survey

Appendix D - TRICS Data

1 INTRODUCTION

1.1 NW1 IOS 1 Unit Trust c/o Marchmont Investment Management has commissioned Pulsar to prepare a Transport Statement in support of a planning application for development at 6 Streatham Common South, London, SW16 3BT.

Background

1.2 The site is located in the London Borough of Lambeth (LBL), which acts as the local planning and highway authority.

Proposed Development

1.3 The Applicant seeks to submit a planning application for:

'Change of Use from Existing Builder's Yard to B8 Use (Open Storage)'

1.4 The proposed development will retain vehicle and pedestrian access from Streatham Common South and will incorporate up to six car parking spaces and 8 cycle parking spaces. The proposed layout is shown on the architect's plans in **Appendix A**.

1.5 A previous planning application (reference no. 22/03283/FUL), submitted in September 2022, sought to retain the existing lawful use of a Builders Yard and extend the range of uses to include B8 open storage. A Transport Note was prepared to support that application. Whilst a number of elements contained in the Transport Note were accepted by highways officers, the scheme was refused for a number of reasons.

1.6 This Transport Statement seeks to address any outstanding transport related concerns.

1.7 The Transport Statement is structured as follows:

- **Section 2: Existing Conditions** – A review of travel and transport conditions at the site and surrounding area.
- **Section 3: Policy Review** – A review of relevant national, regional and local transport and land use planning policy.
- **Section 4: The Proposed Development** – A description of the proposed development with an emphasis on proposed transport infrastructure.
- **Section 5: Trip Generation** – A review of the likely number of trips to be generated by the proposed development.
- **Section 6: Summary & Conclusions** – A review of key issues and conclusions raised in the report.

2 EXISTING CONDITIONS

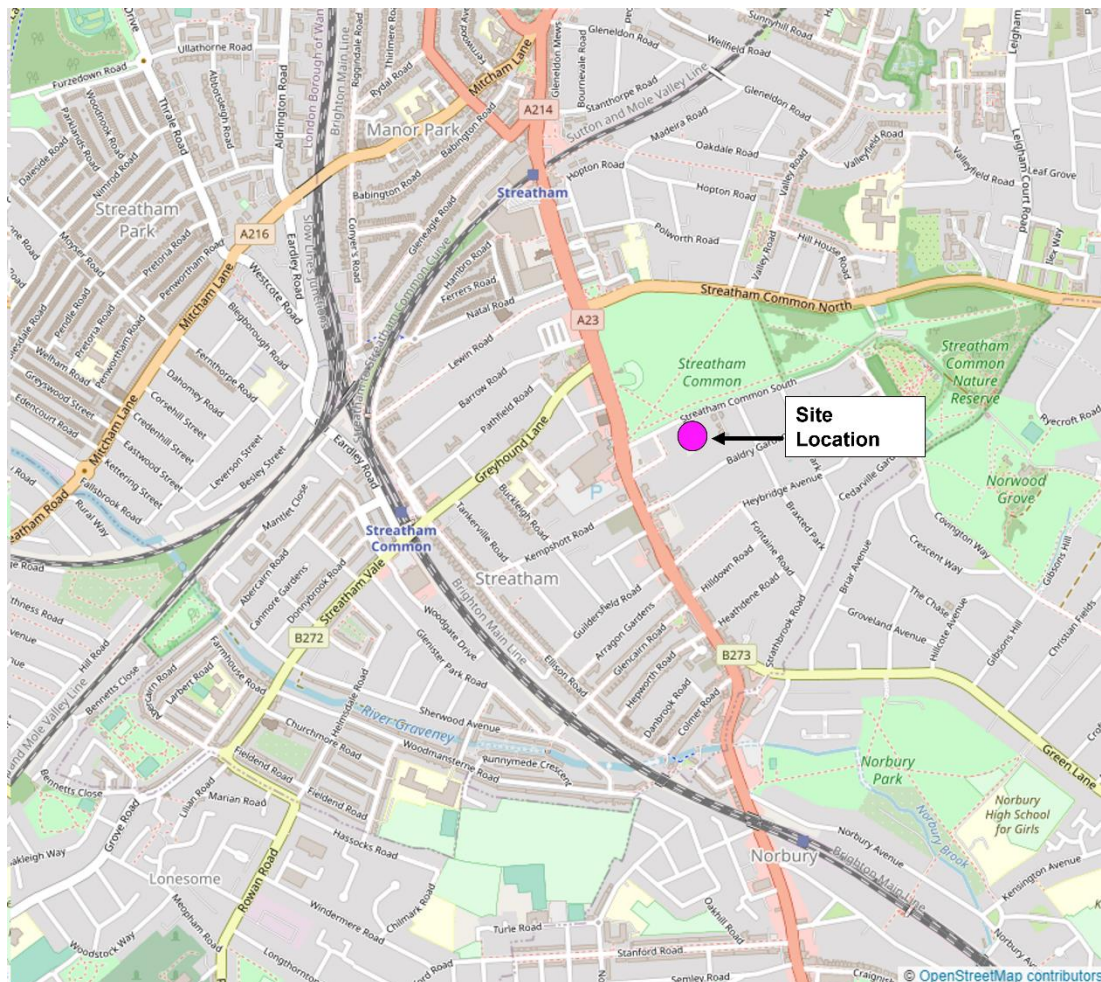
2.1 This section describes existing conditions at the site in relation to transport.

Site Location and Previous Use

2.2 The site is located at 6 Streatham Common South, London, SW16 3BT (on the southern side of Streatham Common South). The site is bound by residential properties to the east and south, and by a nursing home (Greenvale Specialist Care Unit) to the west. Streatham Common is located immediately north of the site.

2.3 The current lawful use of the site is for a builder's yard, although the site is currently vacant. The site has an overall area of 2,920sqm.

2.4 **Figure 1** shows the site location plan.



Accessibility

2.5 This section provides information on access to and from the site by sustainable modes of transport.

Walking & Cycling

- 2.6 It is acknowledged that the proposed use as an open storage area is unlikely to result in a significant number of walk/cycle trips. The vast majority of operational trips are likely to be motorised vehicle trips. The exact occupier is unknown, however, open storage uses tend to have a relatively low number of employees. However, these employees will be encouraged to use active travel modes to commute to the site.
- 2.7 Government research previously included within Planning Policy Guidance 13: Transport, states that:
- Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under two kilometres.*
- 2.8 Whilst PPG13 has now been superseded, the research underpinning the above is still considered relevant. A 2km walk would be expected to take 25 minutes on average.
- 2.9 Similarly, the Chartered Institution of Highways and Transportation (CIHT) published 'Planning for Walking' in 2015. This states that across Britain, 80% of journeys shorter than 1 miles are made wholly on foot and for journeys between 1 and 2 miles, 26% are made on foot.
- 2.10 The topography in the area is generally flat which is good for walking and cycling activity.
- 2.11 Streatham Common South incorporates a footway on the southern side of the carriageway. Raised tables with block paving are also provided at junctions with side road allowing a level/flush crossing for pedestrians, whilst encouraging lower vehicle speeds and a sense of priority for pedestrians.
- 2.12 Various walk and cycle routes (including the Capital Ring) are also present through Streatham Common and the Streatham Common Nature Reserve. The Capital Ring is an urban walk in a central loop around London.
- 2.13 Pedestrian crossing facilities including tactile paving, dropped kerbs and green man signals are present at the junction of Streatham Common South and Streatham High Road. Advanced cycle stop lines are also present at the main approaches to the junction, and on-carriageway cycle lanes are incorporated on various sections of the A23.

Public Transport

- 2.14 The nearest bus stops (Streatham Common Road/Greyhound Lane) are located approximately 250m northwest of the site. Both the southbound and northbound stops include bus shelters and seating, whilst the southbound bus stop also includes a real time information display.

2.15 The bus stops serve the following daytime routes set out in **Table 2.1**. A further bus service (route 249) is also available from bus stops on Streatham Common North (approximately 450m walk from the site).

Table 2.1 Accessible Bus Services: Typical Frequencies (Mins)

No.	Route	Week	Sat	Sun
50	Stockwell Station – Clapham North – Clapham Common Station – Streatham Hill – Streatham Station – Norbury – Thornton Heath – Fairfield Halls	11 – 13	11 – 13	20
109	West Croydon – Norbury – Streatham Station – Streatham Hill - Brixton	5-9	10-13	9-11
249	Clapham Common – Balham – Tooting Bec Station – Streatham Station – Biggin Hill – Crystal Palace Station – Anerley Station	8-12	9-13	11-14
250	West Croydon – Thornton Heath – Norbury hill - Streatham Station - Brixton	5-9	7–10	10-13
255	Pollards Hill – Norbury – Streatham Station – Streatham Hill – Balham Station	11-12	10-13	20
G1	Hermitage Lane – Streatham Station – Tooting Broadway – St George’s Hospital – Wandsworth Common – Clapham Junction	15	14	20

2.16 The site is within walking distance of two stations (Streatham Station and Streatham Common Station). Streatham Station is approximately 750 metres (walk distance) to the north of the site and serves Southern Rail and Thameslink National Rail services, providing access to destinations including London Bridge, Caterham, Sutton and St Albans City.

2.17 Streatham Common station is approximately 900 metres (walk distance) west of the site and also provides access to Southern Rail services.

PTAL

2.18 PTAL is a theoretical measure of the accessibility of a given point to the surrounding public transport network, taking into account walk access time and service availability. The method used is essentially a way of measuring the density of the public transport network at a particular point.

2.19 The PTAL measure, reflects:

- The walking distance from the point of interest to the public transport access points;
- The reliability of the service modes available;
- The number of services available within the catchment; and
- The level of service at the public transport access points – i.e. average waiting time.

- 2.20 According to TfL, the site has a public transport accessibility level (PTAL) rating of 4 (good) on a scale of 1a (very poor) to 6b (excellent).

Local Highway Network

- 2.21 Access to the site is from an existing crossover on to Streatham Common South.
- 2.22 Streatham Common South is a single carriageway road that runs in an (approximate) east-west alignment in the vicinity of the site. Vehicular movement is allowed in both directions and is subject to a 20mph speed limit. Speed reduction features include road humps, speed tables and a pinch point. At the western end, Streatham Common South joins Streatham High Road (A23) at a traffic signal junction.
- 2.23 Streatham High Road is a TfL Red Route, accommodating high volumes of traffic and several bus routes. The A23 varies in width and speed limit along its route, however, in the vicinity of the site, it is generally two lanes in each direction with a speed limit of 30mph.

3 POLICY REVIEW

Introduction

- 3.1 This section of the report considers the current and emerging planning policy guidance at national, regional and local level.

National Policy

National Planning Policy Framework (NPPF)

- 3.2 The revised NPPF was published in July 2018 (and recently updated in September 2023) and sets out the Government's planning policies for England and how these are expected to be applied. It replaces the previous document published in March 2012.

- 3.3 The NPPF reiterates that "*the purpose of the planning system is to contribute to the achievement of sustainable development*" and "*at the heart of the Framework is a **presumption in favour of sustainable development***".

- 3.4 Section 9 deals with promoting sustainable transport. Paragraph 104 sets out the reasons transport issues should be considered from the earliest stages of plan-making and development proposals, i.e. so that:

a) the potential impacts of development on transport networks can be addressed;

b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

- 3.5 Paragraph 105 states that the planning system should actively manage patterns of growth in support of the above objectives.

- 3.6 Paragraph 110 states that in assessing specific applications for development, the following should be ensured:

"appropriate opportunities to promote sustainable transport modes can be – or have been - taken up given the type of development and its location;

Safe and suitable access to the site can be achieved for all users;

The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Mode Design Code; and

Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

3.7 Paragraph 111 goes on to state:

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

3.8 NPPF states that all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment.

National Planning Practice Guidance (NPPG), 2014

3.9 On 6 March 2014 the Department for Communities and Local Government (DCLG) launched the National Planning Practice Guidance web-based resource. One section relates specifically to Transport and is titled 'Travel Plans, Transport Assessments and Statements in decision-taking' and this provides the overarching principles of Travel Plans, Transport Assessments and Statements.

3.10 The guidance explains the role of Transport Assessments and Statements as:

"ways of assessing the potential transport impacts of developments (and they may propose mitigation measures to promote sustainable development. Where that mitigation relates to matters that can be addressed by management measures, the mitigation may inform the preparation of Travel Plans)".

3.11 The guidance demonstrates that Transport Assessments and Statements and Travel Plans can positively contribute in the following ways:

- *"encouraging sustainable travel;*
- *lessening traffic generation and its detrimental impacts;*
- *reducing carbon emissions and climate impacts;*
- *creating accessible, connected, inclusive communities;*
- *improving health outcomes and quality of life;*
- *improving road safety; and*
- *reducing the need for new development to increase existing road capacity or provide new roads."*

Regional Policy

The London Plan 2021

- 3.1 The new London Plan is a broad plan to shape the way London develops over the next 20-25 years.
- 3.2 Following an extensive consultation process, an Examination in Public (EIP), and comments from the Secretary of State, the new London Plan was published and adopted in March 2021.
- 3.3 A key objective of the new London Plan is to enable “Good Growth”, i.e. delivering a more socially integrated and sustainable city.
- 3.4 Policy GG2 “Making Best Use of Land” supports use of brownfield land and sites that are well connected by public transport and promotes the utilisation of small sites.

where local amenities are within walking and cycling distance, and public transport options are available for longer distance trips, supporting good health, allowing strong communities to develop, and boosting the success of local businesses.

Making the best use of land means directing growth towards the most accessible and well-connected places, making the most efficient use of the existing and future public transport, walking and cycling networks.

All options for using the city’s land more effectively will need to be explored as London’s growth continues, including the redevelopment of brownfield sites and the intensification of existing places

- 3.5 Specific transport related policies are dealt with in Chapter 10 of the new London Plan. There is a focus on reducing car dependency and promoting a significant shift towards active modes of travel and public transport use.
- 3.6 Policy T1 “Strategic approach to transport” states:
 - A. *Development Plans and development proposals should support and facilitate:*
 - 1. *The delivery of the Mayor’s strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041*
 - 2. *The proposed transport schemes set out in Table 4.1*
 - B. *All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London’s transport networks and supporting infrastructure are mitigated.*

- 3.7 Policy T2 “Healthy Streets” is seeking a pattern of land use that facilitate shorter, regular trips by walking or cycling. This is in line with the Mayor’s Transport Strategy to deliver infrastructure and public realm to increase levels of walking, cycling and public transport use.
- 3.8 Policy T4 “Assessing and mitigating transport impacts” notes that Transport Assessments should be submitted with development proposals to ensure that any impacts on the capacity of the transport network are fully assessed.
- 3.9 Policy T6 “Car Parking” notes that car parking “*should be restricted in line with existing and future public transport accessibility and connectivity*” and that car-free development should be the starting point for all development proposals in places where there is (or will be) high levels of public transport.

Local Policy

Lambeth Local Plan 2021

- 3.10 The Lambeth Local Plan 2021 sets out the vision, strategic objectives and policies for development in Lambeth for the period 2020 to 2035. The Plan covers housing, business and town centres, social infrastructure, transport and communications, environment and green infrastructure, quality of the built environment and places and neighbourhoods.
- 3.11 This document sets out a number of strategic objectives including the following:
- Tackling and adapting to climate change
 - Providing essential infrastructure
 - Promoting community cohesion and safe, liveable neighbourhoods
- 3.12 In terms of transport policy, the Plan notes that the Council will promote sustainable patterns of development and will give priority to active modes of travel and then public transport before motorised forms of transport.
- 3.13 Policy T6 sets out the Council’s parking policy, which seeks to follow the London Plan particularly for non-residential development.
- 3.14 Policy T7 ‘Servicing’ states that new development will only be permitted where adequate provision is made for servicing, and should take place off-street within the development site.

Summary

- 3.15 The focus of transport and land use planning policy is on the development of sustainable travel measures and the encouragement of development proposals which widen the accessibility of sustainable travel to site attendees and the wider community. The site is situated in an accessible location and further information is

provided later in this report which details the transport infrastructure proposed for the site.

4 THE PROPOSED DEVELOPMENT

- 4.1 This section of the report provides a description of the proposed development with a focus on transport infrastructure. **Appendix A** contains the architect's layout.
- 4.2 The proposed development will comprise a B8 open storage use in a site area comprising 2,920sqm. At this stage, the occupier is unknown and therefore, the final layout (including the storage areas) and operational characteristics of the site have yet to be determined. An indicative layout has been shown on the architect's layout and within the swept path plans.

Access

- 4.3 Vehicular and pedestrian access will take place from the existing access on Streatham Common South. The existing access served an operational builder's yard, and therefore, would have accommodated relatively large vehicles. Swept path analysis has been undertaken (refer to **Appendix B**) showing refuse vehicles and 10 metre rigid vehicles entering and exiting the site in forward gear.

Servicing and Deliveries

- 4.4 By the nature of the proposed use, a proportion of vehicle trips are likely to be associated with servicing and deliveries. As noted above, whilst the layout of the site has not been fixed, a provisional layout has been reviewed in terms of the area required for a delivery vehicle to manoeuvre within the site (refer to **Appendix B**). It is anticipated that further information on the exact layout of the site will be provided to the Council when an occupier has been determined.

Vehicle Parking

- 4.5 It is noted that the London Plan does not provide specific parking standards for B8 development. However, the document states that the office standards should be used as a starting point. For "Inner London" sites, the London Plan states that office sites should be car-free.
- 4.6 Notwithstanding the London Plan position, in discussions with the Council's highway officers, it was agreed that some on-site parking would be preferred as this would reduce any impact on on-street parking in the area.
- 4.7 The indicative proposed site layout demonstrates 6 parking spaces, including one disabled bay. This is considered this to a reasonable level of provision taking account of policy, the lack of any formal parking layout within the site over the last 50-plus years and the Council's Highway Team's recommendation to include formal parking within the site. However, it is noted that London Plan policy suggests that employment sites in "Inner London" should be car-free. It is clearly possible to

provide fewer (or more) spaces if deemed necessary. The exact provision can be discussed with LBL.

- 4.8 A total of 8 cycle parking spaces are also proposed in a shelter towards the eastern edge of the site. For a B8 development consisting of 2,000sqm GEA, the London Plan suggests a minimum of 4 long-stay and 2 short-stay spaces. It is unlikely that the site would be able to accommodate in excess of 2,000sqm of storage area. Therefore, the proposed cycle parking provision is considered acceptable.

5 TRIP ASSESSMENT

- 5.1 This section considers the likely number of trips the proposals are forecast to generate.
- 5.2 The trip generation of the use of the Builders Yard (the baseline existing trip generation) was assessed and quantified in the 2021 Transport Statement for the previous residential application. For reference these are set out in **Table 5.1** below.
- 5.3 In addition, a traffic survey of the Hitchcock and King Builders Yard at 171 Eardley Road, Streatham was undertaken on Tuesday 13th December 2022. The results of the survey are also summarised in **Table 5.1** and are included in full within **Appendix C**.

Table 5.1 Baseline (Existing) Trip Generation (Vehicle Trips)

Time Period	Builders Merchant (from 2021 TA)	Hitchcock and King Builders Yard Survey (Dec 2022)
0700-0800	6	15
0800-0900	11	6
1600-1700	8	6
1700-1800	5	0*
Daily	122	102*

* Site closed for business at 5pm in December

- 5.4 The above table shows that the surveyed site has a comparable number of daily trips to the TRICS data that was applied in the residential TA. It is likely that the surveyed site would be slightly busier in non-winter months. Furthermore, the surveyed site appears to be significantly smaller in size compared to the 6 Streatham Common South site, so it is reasonable to assume that the baseline number of trips would be higher in reality.
- 5.5 In order to determine the number of vehicles trips generated by the proposed B8 use, the TRICS database was interrogated to establish trip rates. Two alternative site criteria options were reviewed to ensure that an appropriate selection of sites had been utilised:

Trip Rate Scenario 1:

- Greater London areas;
- Sites between 8,673 and 20,400sqm GFA;
- Surveys between January 2014 and September 2018;
- Monday to Friday surveys; and
- Suburban and Edge of town locations.

- 5.6 Trip Rate Scenario 1 therefore included only sites within London. Three B8 sites were available using the TRICS-set default time period (all surveys from 2014 onwards). This scenario therefore includes all B8 sites with these parameters.

Trip Rate Scenario 2:

- All England areas;
- Sites between 190 and 4,700sqm GFA;
- Surveys between January 2014 and September 2021;
- Monday to Friday surveys; and
- Edge of Town Centre and Edge of Town locations.

5.7 Trip Rate Scenario 2 therefore included additional comparable sites in terms of floor area perspective, from locations across England. The TRICS default time period was maintained for this search, which yielded six comparable sites.

5.8 The calculated trip rates for the two scenarios are outlined in **Table 5.2**. The full TRICS output for both scenarios is attached to this Technical Note within **Appendix D**.

Table 5.2 Trip Rate Comparison (Vehicle Trips)

Time Period	Trip Rate Scenario 1			Trip Rate Scenario 2		
	In	Out	Total	In	Out	Total
0700-0800	0.258	0.094	0.352	0.197	0.099	0.296
0800-0900	0.406	0.101	0.507	0.396	0.117	0.513
1600-1700	0.148	0.214	0.362	0.111	0.204	0.315
1700-1800	0.165	0.458	0.623	0.064	0.39	0.454
Daily (07:00-19:00)	2.370	2.320	4.690	2.349	2.458	4.807

5.9 The proposed use will be an open storage site. The site area is 2,920sqm. An indicative layout of the site has been prepared and it is estimated that the storage area could cover a maximum of 1,800sqm. The remaining area would need to be utilised for activities such as access/manoeuvring and car/cycle parking. For robustness, an equivalent floor area of 2,000sqm has been applied to the B8 trip rates derived from TRICS.

5.10 The corresponding estimated trip generation based on the trip rates above, is outlined in **Table 5.3**.

Table 5.3 Trip Generation Comparison (Vehicle Trips) – 2,000sqm B8

Time Period	Trip Rate Scenario 1*			Trip Rate Scenario 2*		
	In	Out	Total	In	Out	Total
0700-0800	5	2	7	4	2	6
0800-0900	8	2	10	8	2	10
1600-1700	3	4	7	2	4	6
1700-1800	3	9	12	1	8	9
Daily (07:00-19:00)	47	46	94	47	49	96

*Potential discrepancies due to rounding errors

- 5.11 The proposals are expected to generate a total of approximately 10 vehicle trips during 08:00 to 09:00. During 17:00 to 18:00, the proposals would be expected to generate between 9 and 12 vehicle trips, depending on the scenario. A total of between 94 and 96 vehicle trips are anticipated throughout the day (07:00 to 19:00).
- 5.12 **Table 5.4** below outlines the net trip generation for the proposals. This considers two-way vehicle movements (Total).

Table 5.4 Net Trip Generation (Vehicle Trips)

Time Period	Trip Rate Scenario 1	Trip Rate Scenario 2
0700-0800	-8	-9
0800-0900	4	4
1600-1700	1	0
1700-1800	12*	9*
Daily (07:00-19:00)	-8	-6

* Likely to be lower in the non-winter months

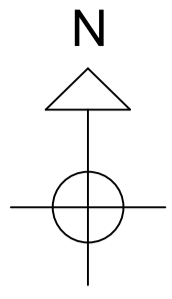
- 5.13 The above indicates that the total number of vehicle trips associated with the proposed B8 use will be lower than the builder’s yard use. Whilst there will be some variation throughout the day resulting in a slightly higher or lower number of vehicle trips depending on the hour selected, the number of daily vehicle trips is expected to be lower for the B8 use compared to the previous use (particularly in the early hours of the morning).
- 5.14 In terms of vehicle types, both the builder’s yard and storage uses will attract some trips by larger vehicles. The mix and quantum is likely to be very similar. It is considered that the number of large vehicles would not increase as a result of the proposals.
- 5.15 It should be noted that the information above was provided within the Transport Note accompanying the previous application submitted in September 2022. The LBL Officer’s Report concluded:

“Officers are satisfied that the submitted assessment is acceptable, demonstrating that there would be no material impact of the safety and operation of the surrounding highway.”

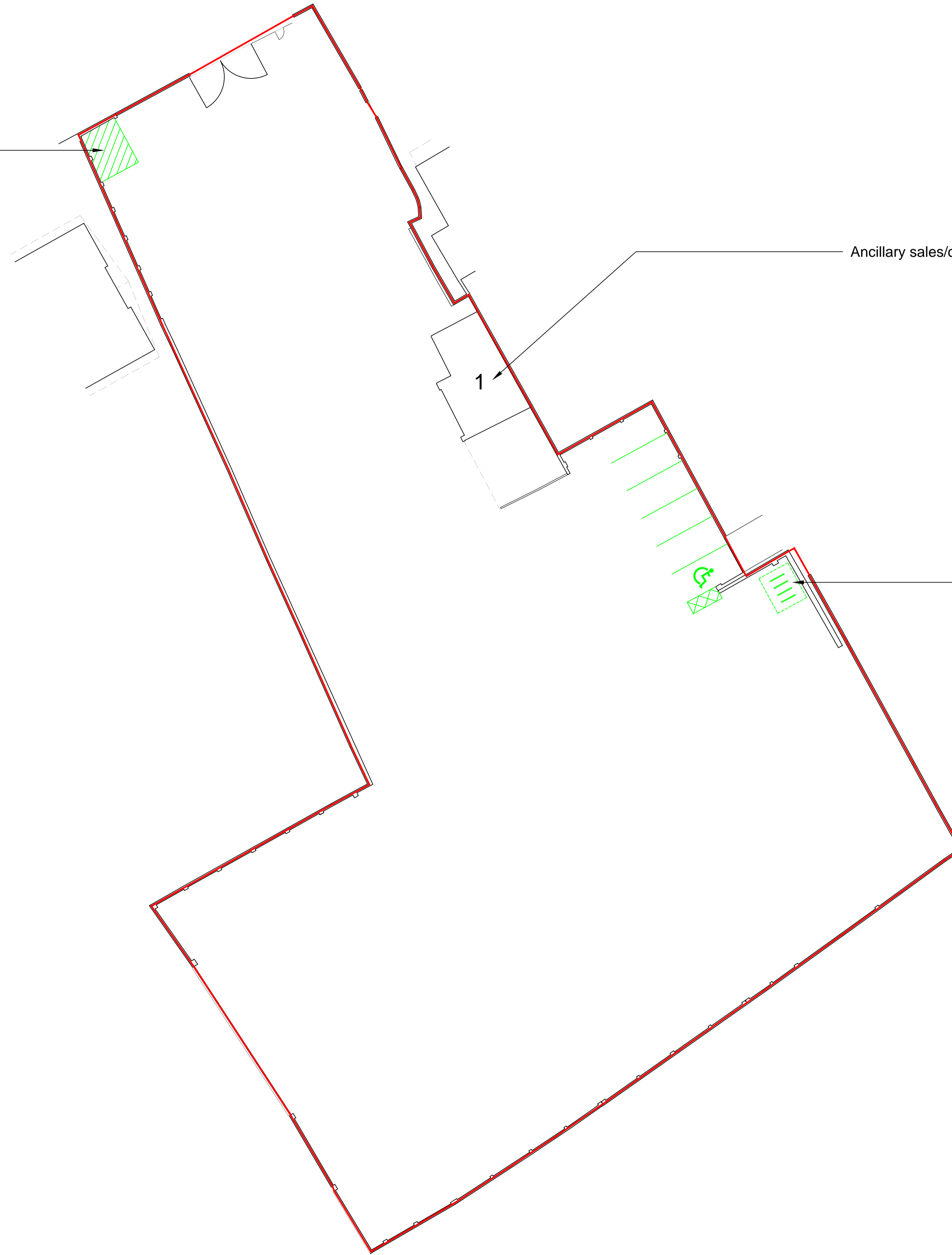
6 SUMMARY & CONCLUSIONS

- 6.1 NW1 IOS 1 Unit Trust c/o Marchmont Investment Management has commissioned Pulsar to prepare a Transport Statement to support a planning application for development at 6 Streatham Common South, London.
- 6.2 The proposals involve the change of use from a builder's yard to B8 open storage. The existing access would be retained and up to six parking spaces and eight cycle parking spaces are proposed. Whilst the London Plan suggests that car-free development is the starting point for B8 development in this location, highways officers at LBL have indicated that some on-site parking would be preferred. The exact number of car parking spaces can be discussed and agreed with LBL.
- 6.3 The site is in a sustainable location, which should assist in encouraging staff to travel by non-car modes.
- 6.4 A trip generation assessment was undertaken, which shows that the net impact of the proposed development is expected to be positive, i.e. the proposed uses would generate a lower number of vehicle trips than the current uses. This has been previously accepted by LBL.
- 6.5 The site is expected to have a minimal impact on the public highway network and from a transport perspective meets the tests of the NPPF namely to ensure:
- opportunities for sustainable transport modes have been taken up;
 - safe and suitable access to the site can be achieved by all people;
 - that where necessary, improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development.
- The impact of the development is not severe.
- 6.6 In conclusion, and on the basis of the above, the proposed development should not be refused on transport grounds. The cumulative residual transport impacts of the proposal would be minimal. The proposal would comply with national and local policy.

APPENDIX A – ARCHITECT’S LAYOUT



Bin store location. Exact size TBC.



Ancillary sales/office and welfare space.

Bike shelter with 4No. hoops.

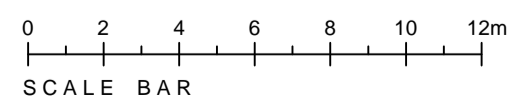
- A - Parking bays added - 18/11/22 - RS
- B - Site layout reviewed - 23/11/22 - RS
- C - Building 1 to remain - 16/03/23 - RS
- D - Building reference added - 28/04/23 - RS
- E - Building 1 & lean-to to remain - 20/11/23 - RS



Proposed Site Plan

No. 6
Streatham Common South
London
SW16 3BT

Proposed Site Plan
Scale 1:200



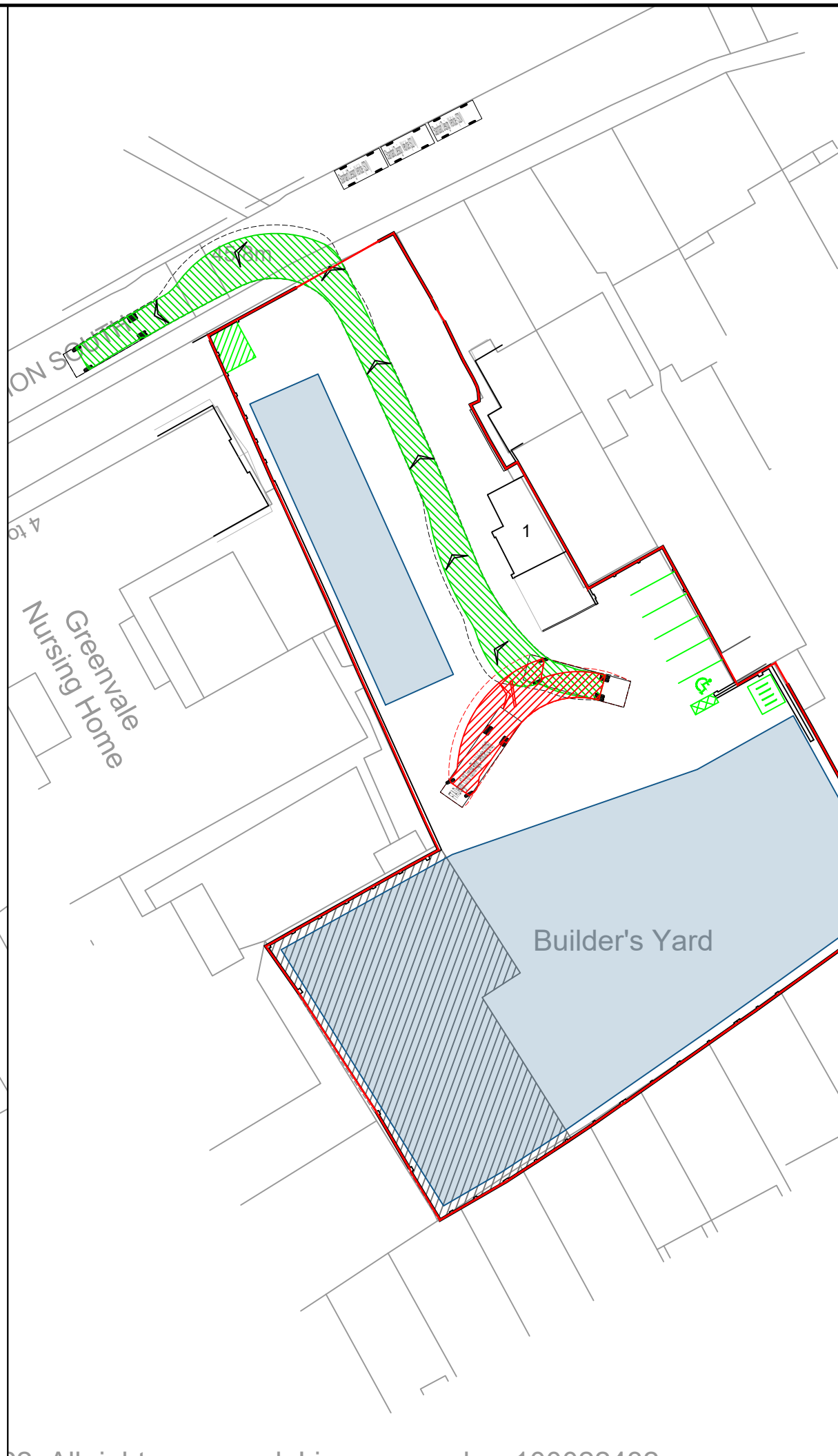
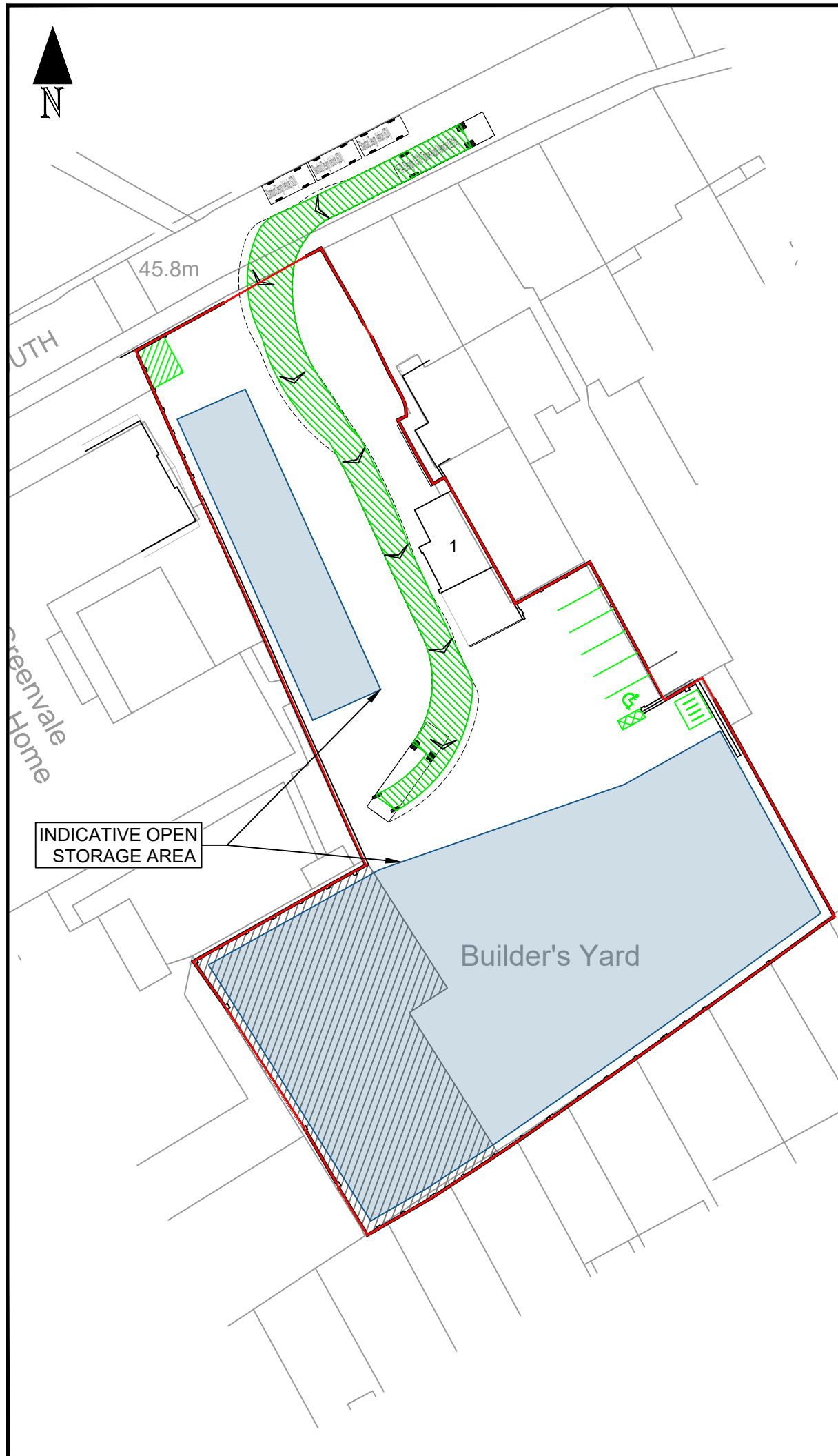
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Date July 2022

E

APPENDIX B – SWEEP PATH ANALYSIS



NOTES:

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only, and not for construction.

	FORWARD MOVEMENTS (design speed - 5kph)
	REVERSE MOVEMENTS (design speed - 2.5kph)

10M RIGID

FTA Design 13/18 Tonne Rigid Vehicle (2016)

Overall Length	10.000m
Overall Width	2.550m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

B	Client Name Updated	AEG	KH	05.12.23
A	Site Layout Updated	AEG	KH	30.11.23
REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT
NW1 IOS 1 Unit Trust
c/o Marchmont Investment Management

PROJECT
6 Streatham Common South, Streatham

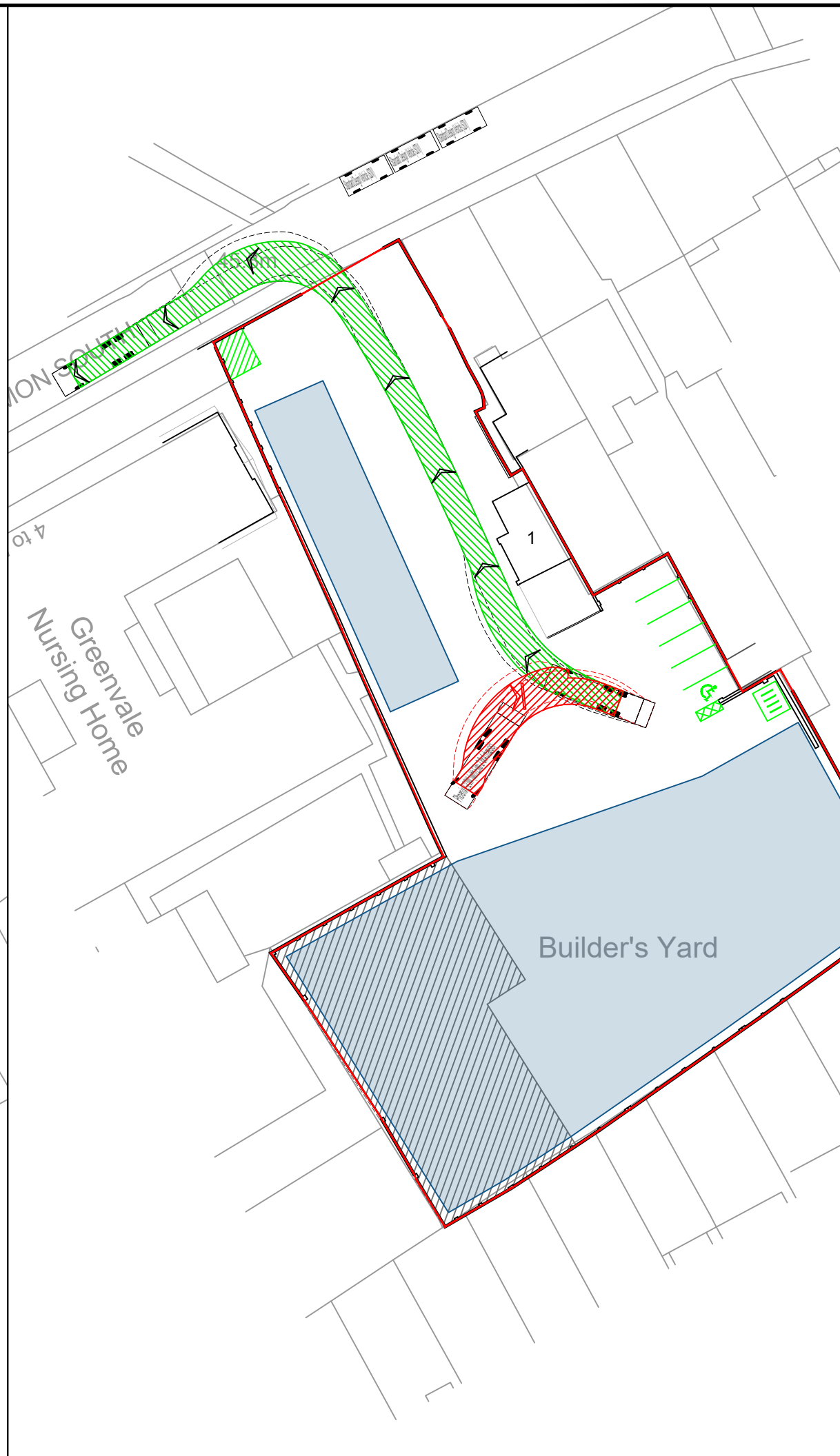
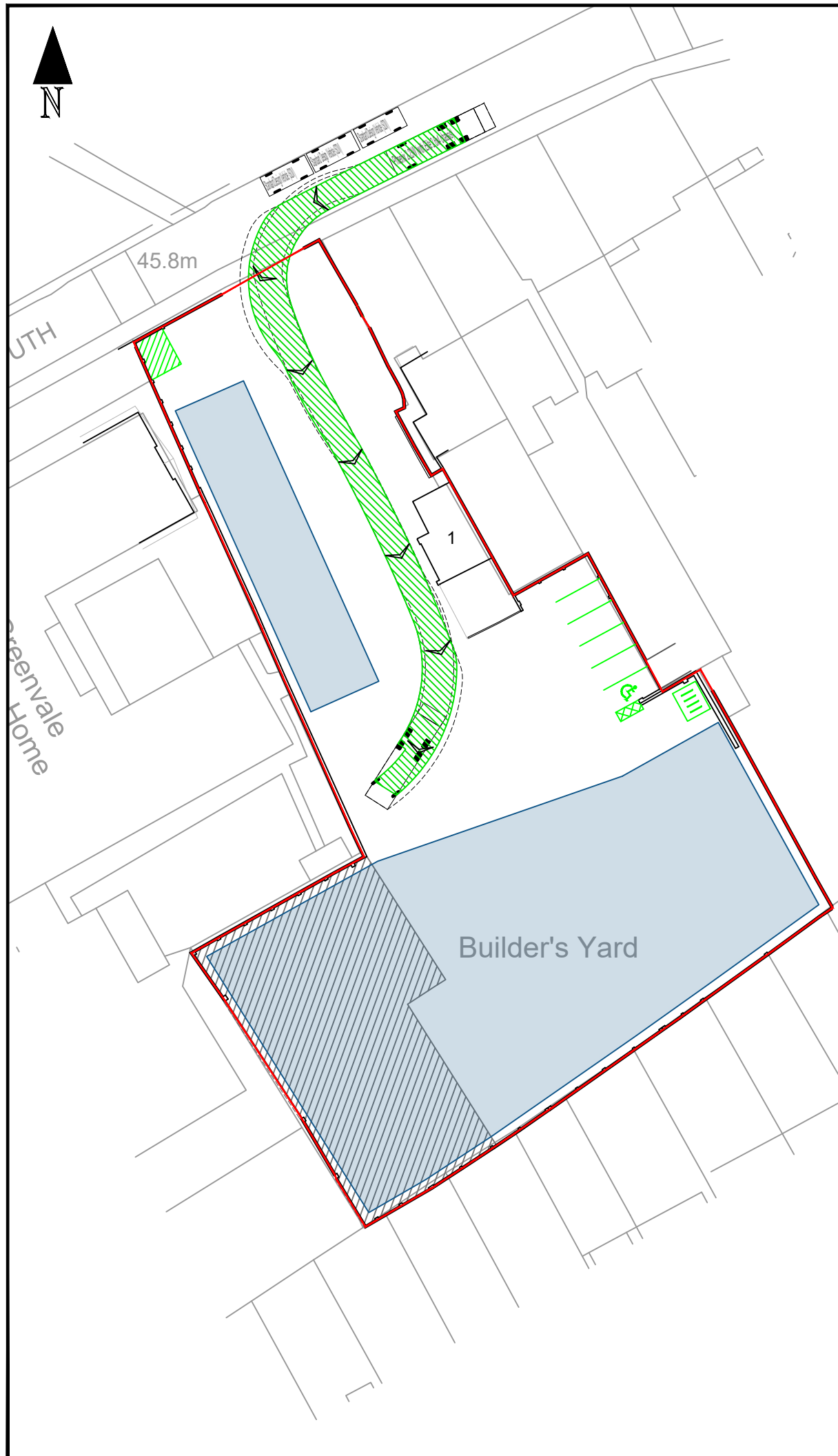
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Swept Path Analysis of Site (Sheet 1 of 2)

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		DATE	17.11.22

Pulsar
TRANSPORT PLANNING

Gilmoora House, 57-61 Mortimer Street, W1W 8HS
www.pulsartransport.co.uk

PROJECT REF	DWG NO	REV
22102	TR001	B

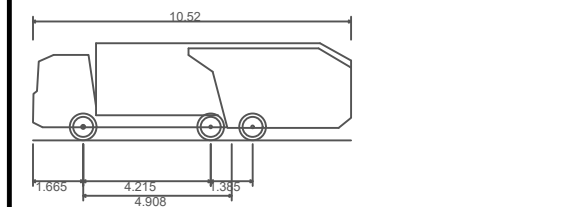


NOTES :

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only, and not for construction.

	FORWARD MOVEMENTS (design speed - 5kph)
	REVERSE MOVEMENTS (design speed - 2.5kph)

REFUSE VEHICLE



Phoenix 2-23W (with Elite 2 6x4 chassis)		10.520m
Overall Length		10.520m
Overall Width		2.530m
Overall Body Height		3.211m
Min Body Ground Clearance		0.416m
Track Width		2.530m
Lock to lock time		4.00s
Kerb to Kerb Turning Radius		9.950m

B	Client Name Updated	AEG	KH	05.12.23
A	Site Layout Updated	AEG	KH	30.11.23
REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT
NW1 IOS 1 Unit Trust
c/o Marchmont Investment Management

PROJECT
6 Streatham Common South, Streatham

DRAWING TITLE
Swept Path Analysis of Site (Sheet 2 of 2)

SCALE **1:500@A3** SIZE **A3**

DRAWN BY **AEG** CHECKED BY **KH** DATE **17.11.22**



PROJECT REF	DWG NO	REV
22102	TR001	B

APPENDIX C – BUILDERS YARD SURVEY

APPENDIX D – TRICS DATA

Calculation Reference: AUDIT-805401-221114-1122

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	BE BEXLEY	1 days
	HD HILLINGDON	1 days
	HO HOUNSLOW	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: 8673 to 20400 (units: sqm)
 Range Selected by User: 950 to 20400 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 27/09/18

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:

Wednesday	1 days
Thursday	2 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	2

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

Selected Location Sub Categories:

Industrial Zone	3
-----------------	---

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

Secondary Filtering selection:

Use Class:

n/a	1 days
B8	2 days

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

Secondary Filtering selection (Cont.):

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

20,001 to 25,000	1 days
25,001 to 50,000	2 days

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

Population within 5 miles:

250,001 to 500,000	1 days
500,001 or More	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	2 days
1.1 to 1.5	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:

Yes	2 days
No	1 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:

1a (Low) Very poor	1 days
1b Very poor	1 days
2 Poor	1 days

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

LIST OF SITES relevant to selection parameters

1	BE-02-F-01 THAMES ROAD CRAYFORD	FRESH FRUIT DISTRIBUTOR	BEXLEY
	Edge of Town Industrial Zone Total Gross floor area: 20400 sqm <i>Survey date: THURSDAY 20/09/18</i>		<i>Survey Type: MANUAL</i>
2	HD-02-F-01 NINE ACRES CLOSE HAYES	FOOD DISTRIBUTOR	HILLINGDON
	Edge of Town Industrial Zone Total Gross floor area: 8673 sqm <i>Survey date: THURSDAY 27/09/18</i>		<i>Survey Type: MANUAL</i>
3	HO-02-F-01 ASCOT ROAD FELTHAM	LOGISTICS AND FREIGHT	HOUNSLOW
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 13500 sqm <i>Survey date: WEDNESDAY 23/11/16</i>		<i>Survey Type: MANUAL</i>

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

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

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	14191	0.063	3	14191	0.047	3	14191	0.110
07:30 - 08:00	3	14191	0.195	3	14191	0.047	3	14191	0.242
08:00 - 08:30	3	14191	0.155	3	14191	0.045	3	14191	0.200
08:30 - 09:00	3	14191	0.251	3	14191	0.056	3	14191	0.307
09:00 - 09:30	3	14191	0.136	3	14191	0.049	3	14191	0.185
09:30 - 10:00	3	14191	0.073	3	14191	0.066	3	14191	0.139
10:00 - 10:30	3	14191	0.045	3	14191	0.033	3	14191	0.078
10:30 - 11:00	3	14191	0.092	3	14191	0.103	3	14191	0.195
11:00 - 11:30	3	14191	0.063	3	14191	0.096	3	14191	0.159
11:30 - 12:00	3	14191	0.110	3	14191	0.089	3	14191	0.199
12:00 - 12:30	3	14191	0.078	3	14191	0.160	3	14191	0.238
12:30 - 13:00	3	14191	0.110	3	14191	0.094	3	14191	0.204
13:00 - 13:30	3	14191	0.139	3	14191	0.103	3	14191	0.242
13:30 - 14:00	3	14191	0.099	3	14191	0.089	3	14191	0.188
14:00 - 14:30	3	14191	0.087	3	14191	0.082	3	14191	0.169
14:30 - 15:00	3	14191	0.052	3	14191	0.073	3	14191	0.125
15:00 - 15:30	3	14191	0.068	3	14191	0.092	3	14191	0.160
15:30 - 16:00	3	14191	0.075	3	14191	0.078	3	14191	0.153
16:00 - 16:30	3	14191	0.073	3	14191	0.106	3	14191	0.179
16:30 - 17:00	3	14191	0.075	3	14191	0.108	3	14191	0.183
17:00 - 17:30	3	14191	0.052	3	14191	0.204	3	14191	0.256
17:30 - 18:00	3	14191	0.113	3	14191	0.254	3	14191	0.367
18:00 - 18:30	3	14191	0.070	3	14191	0.150	3	14191	0.220
18:30 - 19:00	3	14191	0.096	3	14191	0.096	3	14191	0.192
19:00 - 19:30	1	20400	0.025	1	20400	0.181	1	20400	0.206
19:30 - 20:00	1	20400	0.020	1	20400	0.049	1	20400	0.069
20:00 - 20:30	1	20400	0.010	1	20400	0.025	1	20400	0.035
20:30 - 21:00	1	20400	0.010	1	20400	0.005	1	20400	0.015
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:			2.435			2.580			5.015

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:	8673 - 20400 (units: sqm)
Survey date date range:	01/01/14 - 27/09/18
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	14191	0.000	3	14191	0.000	3	14191	0.000
07:30 - 08:00	3	14191	0.000	3	14191	0.000	3	14191	0.000
08:00 - 08:30	3	14191	0.000	3	14191	0.000	3	14191	0.000
08:30 - 09:00	3	14191	0.005	3	14191	0.005	3	14191	0.010
09:00 - 09:30	3	14191	0.000	3	14191	0.000	3	14191	0.000
09:30 - 10:00	3	14191	0.000	3	14191	0.000	3	14191	0.000
10:00 - 10:30	3	14191	0.000	3	14191	0.000	3	14191	0.000
10:30 - 11:00	3	14191	0.000	3	14191	0.000	3	14191	0.000
11:00 - 11:30	3	14191	0.000	3	14191	0.000	3	14191	0.000
11:30 - 12:00	3	14191	0.000	3	14191	0.000	3	14191	0.000
12:00 - 12:30	3	14191	0.000	3	14191	0.000	3	14191	0.000
12:30 - 13:00	3	14191	0.000	3	14191	0.000	3	14191	0.000
13:00 - 13:30	3	14191	0.000	3	14191	0.000	3	14191	0.000
13:30 - 14:00	3	14191	0.000	3	14191	0.000	3	14191	0.000
14:00 - 14:30	3	14191	0.000	3	14191	0.000	3	14191	0.000
14:30 - 15:00	3	14191	0.000	3	14191	0.000	3	14191	0.000
15:00 - 15:30	3	14191	0.000	3	14191	0.000	3	14191	0.000
15:30 - 16:00	3	14191	0.000	3	14191	0.000	3	14191	0.000
16:00 - 16:30	3	14191	0.000	3	14191	0.000	3	14191	0.000
16:30 - 17:00	3	14191	0.002	3	14191	0.002	3	14191	0.004
17:00 - 17:30	3	14191	0.000	3	14191	0.000	3	14191	0.000
17:30 - 18:00	3	14191	0.000	3	14191	0.000	3	14191	0.000
18:00 - 18:30	3	14191	0.000	3	14191	0.000	3	14191	0.000
18:30 - 19:00	3	14191	0.000	3	14191	0.000	3	14191	0.000
19:00 - 19:30	1	20400	0.000	1	20400	0.000	1	20400	0.000
19:30 - 20:00	1	20400	0.000	1	20400	0.000	1	20400	0.000
20:00 - 20:30	1	20400	0.000	1	20400	0.000	1	20400	0.000
20:30 - 21:00	1	20400	0.000	1	20400	0.000	1	20400	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.007			0.007			0.014

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/F - WAREHOUSING (COMMERCIAL)

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	14191	0.012	3	14191	0.021	3	14191	0.033
07:30 - 08:00	3	14191	0.028	3	14191	0.026	3	14191	0.054
08:00 - 08:30	3	14191	0.005	3	14191	0.016	3	14191	0.021
08:30 - 09:00	3	14191	0.026	3	14191	0.021	3	14191	0.047
09:00 - 09:30	3	14191	0.028	3	14191	0.023	3	14191	0.051
09:30 - 10:00	3	14191	0.021	3	14191	0.021	3	14191	0.042
10:00 - 10:30	3	14191	0.007	3	14191	0.012	3	14191	0.019
10:30 - 11:00	3	14191	0.028	3	14191	0.038	3	14191	0.066
11:00 - 11:30	3	14191	0.016	3	14191	0.023	3	14191	0.039
11:30 - 12:00	3	14191	0.026	3	14191	0.009	3	14191	0.035
12:00 - 12:30	3	14191	0.023	3	14191	0.026	3	14191	0.049
12:30 - 13:00	3	14191	0.021	3	14191	0.023	3	14191	0.044
13:00 - 13:30	3	14191	0.033	3	14191	0.026	3	14191	0.059
13:30 - 14:00	3	14191	0.019	3	14191	0.023	3	14191	0.042
14:00 - 14:30	3	14191	0.026	3	14191	0.016	3	14191	0.042
14:30 - 15:00	3	14191	0.019	3	14191	0.016	3	14191	0.035
15:00 - 15:30	3	14191	0.016	3	14191	0.019	3	14191	0.035
15:30 - 16:00	3	14191	0.021	3	14191	0.021	3	14191	0.042
16:00 - 16:30	3	14191	0.019	3	14191	0.016	3	14191	0.035
16:30 - 17:00	3	14191	0.019	3	14191	0.012	3	14191	0.031
17:00 - 17:30	3	14191	0.016	3	14191	0.021	3	14191	0.037
17:30 - 18:00	3	14191	0.014	3	14191	0.016	3	14191	0.030
18:00 - 18:30	3	14191	0.012	3	14191	0.009	3	14191	0.021
18:30 - 19:00	3	14191	0.016	3	14191	0.009	3	14191	0.025
19:00 - 19:30	1	20400	0.015	1	20400	0.015	1	20400	0.030
19:30 - 20:00	1	20400	0.005	1	20400	0.020	1	20400	0.025
20:00 - 20:30	1	20400	0.010	1	20400	0.005	1	20400	0.015
20:30 - 21:00	1	20400	0.010	1	20400	0.000	1	20400	0.010
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:			0.511			0.503			1.014

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/F - WAREHOUSING (COMMERCIAL)

PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	14191	0.000	3	14191	0.000	3	14191	0.000
07:30 - 08:00	3	14191	0.000	3	14191	0.000	3	14191	0.000
08:00 - 08:30	3	14191	0.000	3	14191	0.000	3	14191	0.000
08:30 - 09:00	3	14191	0.000	3	14191	0.000	3	14191	0.000
09:00 - 09:30	3	14191	0.000	3	14191	0.000	3	14191	0.000
09:30 - 10:00	3	14191	0.000	3	14191	0.000	3	14191	0.000
10:00 - 10:30	3	14191	0.000	3	14191	0.000	3	14191	0.000
10:30 - 11:00	3	14191	0.000	3	14191	0.000	3	14191	0.000
11:00 - 11:30	3	14191	0.000	3	14191	0.000	3	14191	0.000
11:30 - 12:00	3	14191	0.000	3	14191	0.000	3	14191	0.000
12:00 - 12:30	3	14191	0.002	3	14191	0.002	3	14191	0.004
12:30 - 13:00	3	14191	0.002	3	14191	0.002	3	14191	0.004
13:00 - 13:30	3	14191	0.000	3	14191	0.000	3	14191	0.000
13:30 - 14:00	3	14191	0.000	3	14191	0.000	3	14191	0.000
14:00 - 14:30	3	14191	0.002	3	14191	0.002	3	14191	0.004
14:30 - 15:00	3	14191	0.000	3	14191	0.000	3	14191	0.000
15:00 - 15:30	3	14191	0.002	3	14191	0.002	3	14191	0.004
15:30 - 16:00	3	14191	0.000	3	14191	0.000	3	14191	0.000
16:00 - 16:30	3	14191	0.000	3	14191	0.000	3	14191	0.000
16:30 - 17:00	3	14191	0.000	3	14191	0.000	3	14191	0.000
17:00 - 17:30	3	14191	0.002	3	14191	0.002	3	14191	0.004
17:30 - 18:00	3	14191	0.005	3	14191	0.002	3	14191	0.007
18:00 - 18:30	3	14191	0.000	3	14191	0.002	3	14191	0.002
18:30 - 19:00	3	14191	0.000	3	14191	0.000	3	14191	0.000
19:00 - 19:30	1	20400	0.000	1	20400	0.000	1	20400	0.000
19:30 - 20:00	1	20400	0.000	1	20400	0.000	1	20400	0.000
20:00 - 20:30	1	20400	0.000	1	20400	0.000	1	20400	0.000
20:30 - 21:00	1	20400	0.000	1	20400	0.000	1	20400	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.015			0.014			0.029

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

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

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

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	14191	0.002	3	14191	0.002	3	14191	0.004
07:30 - 08:00	3	14191	0.005	3	14191	0.000	3	14191	0.005
08:00 - 08:30	3	14191	0.005	3	14191	0.000	3	14191	0.005
08:30 - 09:00	3	14191	0.005	3	14191	0.000	3	14191	0.005
09:00 - 09:30	3	14191	0.000	3	14191	0.000	3	14191	0.000
09:30 - 10:00	3	14191	0.000	3	14191	0.000	3	14191	0.000
10:00 - 10:30	3	14191	0.000	3	14191	0.000	3	14191	0.000
10:30 - 11:00	3	14191	0.000	3	14191	0.000	3	14191	0.000
11:00 - 11:30	3	14191	0.000	3	14191	0.000	3	14191	0.000
11:30 - 12:00	3	14191	0.005	3	14191	0.000	3	14191	0.005
12:00 - 12:30	3	14191	0.000	3	14191	0.000	3	14191	0.000
12:30 - 13:00	3	14191	0.002	3	14191	0.000	3	14191	0.002
13:00 - 13:30	3	14191	0.000	3	14191	0.002	3	14191	0.002
13:30 - 14:00	3	14191	0.005	3	14191	0.002	3	14191	0.007
14:00 - 14:30	3	14191	0.002	3	14191	0.000	3	14191	0.002
14:30 - 15:00	3	14191	0.007	3	14191	0.000	3	14191	0.007
15:00 - 15:30	3	14191	0.000	3	14191	0.002	3	14191	0.002
15:30 - 16:00	3	14191	0.000	3	14191	0.005	3	14191	0.005
16:00 - 16:30	3	14191	0.000	3	14191	0.014	3	14191	0.014
16:30 - 17:00	3	14191	0.014	3	14191	0.012	3	14191	0.026
17:00 - 17:30	3	14191	0.002	3	14191	0.002	3	14191	0.004
17:30 - 18:00	3	14191	0.002	3	14191	0.009	3	14191	0.011
18:00 - 18:30	3	14191	0.005	3	14191	0.005	3	14191	0.010
18:30 - 19:00	3	14191	0.005	3	14191	0.002	3	14191	0.007
19:00 - 19:30	1	20400	0.000	1	20400	0.000	1	20400	0.000
19:30 - 20:00	1	20400	0.000	1	20400	0.000	1	20400	0.000
20:00 - 20:30	1	20400	0.000	1	20400	0.005	1	20400	0.005
20:30 - 21:00	1	20400	0.000	1	20400	0.000	1	20400	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.066			0.062			0.128

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

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

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

CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	3	14191	0.042	3	14191	0.021	3	14191	0.063
07:30 - 08:00	3	14191	0.155	3	14191	0.012	3	14191	0.167
08:00 - 08:30	3	14191	0.134	3	14191	0.023	3	14191	0.157
08:30 - 09:00	3	14191	0.197	3	14191	0.014	3	14191	0.211
09:00 - 09:30	3	14191	0.068	3	14191	0.012	3	14191	0.080
09:30 - 10:00	3	14191	0.038	3	14191	0.019	3	14191	0.057
10:00 - 10:30	3	14191	0.014	3	14191	0.005	3	14191	0.019
10:30 - 11:00	3	14191	0.028	3	14191	0.028	3	14191	0.056
11:00 - 11:30	3	14191	0.014	3	14191	0.040	3	14191	0.054
11:30 - 12:00	3	14191	0.049	3	14191	0.042	3	14191	0.091
12:00 - 12:30	3	14191	0.016	3	14191	0.096	3	14191	0.112
12:30 - 13:00	3	14191	0.054	3	14191	0.047	3	14191	0.101
13:00 - 13:30	3	14191	0.087	3	14191	0.056	3	14191	0.143
13:30 - 14:00	3	14191	0.061	3	14191	0.049	3	14191	0.110
14:00 - 14:30	3	14191	0.052	3	14191	0.042	3	14191	0.094
14:30 - 15:00	3	14191	0.019	3	14191	0.038	3	14191	0.057
15:00 - 15:30	3	14191	0.014	3	14191	0.042	3	14191	0.056
15:30 - 16:00	3	14191	0.026	3	14191	0.026	3	14191	0.052
16:00 - 16:30	3	14191	0.042	3	14191	0.063	3	14191	0.105
16:30 - 17:00	3	14191	0.026	3	14191	0.080	3	14191	0.106
17:00 - 17:30	3	14191	0.021	3	14191	0.150	3	14191	0.171
17:30 - 18:00	3	14191	0.075	3	14191	0.223	3	14191	0.298
18:00 - 18:30	3	14191	0.040	3	14191	0.115	3	14191	0.155
18:30 - 19:00	3	14191	0.066	3	14191	0.070	3	14191	0.136
19:00 - 19:30	1	20400	0.010	1	20400	0.157	1	20400	0.167
19:30 - 20:00	1	20400	0.010	1	20400	0.025	1	20400	0.035
20:00 - 20:30	1	20400	0.000	1	20400	0.020	1	20400	0.020
20:30 - 21:00	1	20400	0.000	1	20400	0.005	1	20400	0.005
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.358			1.520			2.878

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

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

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

LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	3	14191	0.007	3	14191	0.005	3	14191	0.012
07:30 - 08:00	3	14191	0.012	3	14191	0.009	3	14191	0.021
08:00 - 08:30	3	14191	0.016	3	14191	0.005	3	14191	0.021
08:30 - 09:00	3	14191	0.021	3	14191	0.016	3	14191	0.037
09:00 - 09:30	3	14191	0.040	3	14191	0.014	3	14191	0.054
09:30 - 10:00	3	14191	0.014	3	14191	0.026	3	14191	0.040
10:00 - 10:30	3	14191	0.023	3	14191	0.016	3	14191	0.039
10:30 - 11:00	3	14191	0.035	3	14191	0.038	3	14191	0.073
11:00 - 11:30	3	14191	0.031	3	14191	0.031	3	14191	0.062
11:30 - 12:00	3	14191	0.035	3	14191	0.038	3	14191	0.073
12:00 - 12:30	3	14191	0.033	3	14191	0.035	3	14191	0.068
12:30 - 13:00	3	14191	0.031	3	14191	0.021	3	14191	0.052
13:00 - 13:30	3	14191	0.019	3	14191	0.019	3	14191	0.038
13:30 - 14:00	3	14191	0.014	3	14191	0.016	3	14191	0.030
14:00 - 14:30	3	14191	0.007	3	14191	0.019	3	14191	0.026
14:30 - 15:00	3	14191	0.014	3	14191	0.019	3	14191	0.033
15:00 - 15:30	3	14191	0.026	3	14191	0.023	3	14191	0.049
15:30 - 16:00	3	14191	0.028	3	14191	0.028	3	14191	0.056
16:00 - 16:30	3	14191	0.009	3	14191	0.021	3	14191	0.030
16:30 - 17:00	3	14191	0.021	3	14191	0.014	3	14191	0.035
17:00 - 17:30	3	14191	0.009	3	14191	0.026	3	14191	0.035
17:30 - 18:00	3	14191	0.019	3	14191	0.007	3	14191	0.026
18:00 - 18:30	3	14191	0.016	3	14191	0.021	3	14191	0.037
18:30 - 19:00	3	14191	0.014	3	14191	0.016	3	14191	0.030
19:00 - 19:30	1	20400	0.000	1	20400	0.010	1	20400	0.010
19:30 - 20:00	1	20400	0.005	1	20400	0.005	1	20400	0.010
20:00 - 20:30	1	20400	0.000	1	20400	0.000	1	20400	0.000
20:30 - 21:00	1	20400	0.000	1	20400	0.000	1	20400	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.499			0.498			0.997

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/F - WAREHOUSING (COMMERCIAL)

MOTOR CYCLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	3	14191	0.002	3	14191	0.000	3	14191	0.002
07:30 - 08:00	3	14191	0.000	3	14191	0.000	3	14191	0.000
08:00 - 08:30	3	14191	0.000	3	14191	0.000	3	14191	0.000
08:30 - 09:00	3	14191	0.002	3	14191	0.000	3	14191	0.002
09:00 - 09:30	3	14191	0.000	3	14191	0.000	3	14191	0.000
09:30 - 10:00	3	14191	0.000	3	14191	0.000	3	14191	0.000
10:00 - 10:30	3	14191	0.000	3	14191	0.000	3	14191	0.000
10:30 - 11:00	3	14191	0.000	3	14191	0.000	3	14191	0.000
11:00 - 11:30	3	14191	0.002	3	14191	0.002	3	14191	0.004
11:30 - 12:00	3	14191	0.000	3	14191	0.000	3	14191	0.000
12:00 - 12:30	3	14191	0.002	3	14191	0.000	3	14191	0.002
12:30 - 13:00	3	14191	0.002	3	14191	0.000	3	14191	0.002
13:00 - 13:30	3	14191	0.000	3	14191	0.002	3	14191	0.002
13:30 - 14:00	3	14191	0.005	3	14191	0.000	3	14191	0.005
14:00 - 14:30	3	14191	0.000	3	14191	0.002	3	14191	0.002
14:30 - 15:00	3	14191	0.000	3	14191	0.000	3	14191	0.000
15:00 - 15:30	3	14191	0.009	3	14191	0.005	3	14191	0.014
15:30 - 16:00	3	14191	0.000	3	14191	0.002	3	14191	0.002
16:00 - 16:30	3	14191	0.002	3	14191	0.005	3	14191	0.007
16:30 - 17:00	3	14191	0.007	3	14191	0.000	3	14191	0.007
17:00 - 17:30	3	14191	0.002	3	14191	0.005	3	14191	0.007
17:30 - 18:00	3	14191	0.000	3	14191	0.005	3	14191	0.005
18:00 - 18:30	3	14191	0.002	3	14191	0.002	3	14191	0.004
18:30 - 19:00	3	14191	0.000	3	14191	0.000	3	14191	0.000
19:00 - 19:30	1	20400	0.000	1	20400	0.000	1	20400	0.000
19:30 - 20:00	1	20400	0.000	1	20400	0.000	1	20400	0.000
20:00 - 20:30	1	20400	0.000	1	20400	0.000	1	20400	0.000
20:30 - 21:00	1	20400	0.000	1	20400	0.000	1	20400	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.037			0.030			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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Calculation Reference: AUDIT-805401-221114-1152

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	BO BEDFORD	1 days
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	TB TORBAY	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	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: 190 to 4700 (units: sqm)
 Range Selected by User: 190 to 6000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 27/09/21

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
Thursday	1 days
Friday	2 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Edge of Town	5

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

Selected Location Sub Categories:

Industrial Zone	4
Commercial Zone	1
Built-Up Zone	1

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

Secondary Filtering selection:

Use Class:

n/a	1 days
B8	5 days

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	4 days
10,001 to 15,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
125,001 to 250,000	3 days
500,001 or More	1 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	2 days
1.1 to 1.5	4 days

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

Travel Plan:

No	6 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	6 days
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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
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LIST OF SITES relevant to selection parameters

1	BO-02-F-01 CAMBRIDGE ROAD BEDFORD	DRI NKS WHOLESALER	BEDFORD
	Edge of Town Industrial Zone Total Gross floor area:	3500 sqm	
	Survey date: THURSDAY	15/10/20	Survey Type: MANUAL
2	HC-02-F-03 WARSASH ROAD PARK GATE	PPE DI STRI BUTION	HAMPSHI RE
	Edge of Town Industrial Zone Total Gross floor area:	3665 sqm	
	Survey date: MONDAY	27/09/21	Survey Type: MANUAL
3	SF-02-F-03 CENTRAL AVENUE IPSWICH WARREN HEATH	ROAD HAULAGE	SUFFOLK
	Edge of Town Industrial Zone Total Gross floor area:	4700 sqm	
	Survey date: FRIDAY	18/09/15	Survey Type: MANUAL
4	TB-02-F-01 ALDERS WAY PAIGNTON	OPTICS WAREHOUSE	TORBAY
	Edge of Town Industrial Zone Total Gross floor area:	190 sqm	
	Survey date: FRIDAY	29/03/19	Survey Type: MANUAL
5	WM-02-F-02 SOVEREIGN ROAD BIRMINGHAM KINGS NORTON	LOGI STI CS FI RM	WEST MI DLANDS
	Edge of Town Commercial Zone Total Gross floor area:	3625 sqm	
	Survey date: MONDAY	09/11/15	Survey Type: MANUAL
6	WY-02-F-01 MORTIMER STREET CLECKHEATON	ELECTRONI CS DI STRI BUTION	WEST YORKSHI RE
	Edge of Town Centre Built-Up Zone Total Gross floor area:	1507 sqm	
	Survey date: MONDAY	19/09/16	Survey Type: MANUAL

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

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

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	1845	0.054	2	1845	0.000	2	1845	0.054
05:30 - 06:00	2	1845	0.163	2	1845	0.027	2	1845	0.190
06:00 - 06:30	2	1845	0.081	2	1845	0.081	2	1845	0.162
06:30 - 07:00	2	1845	0.108	2	1845	0.027	2	1845	0.135
07:00 - 07:30	6	2865	0.081	6	2865	0.076	6	2865	0.157
07:30 - 08:00	6	2865	0.116	6	2865	0.023	6	2865	0.139
08:00 - 08:30	6	2865	0.169	6	2865	0.047	6	2865	0.216
08:30 - 09:00	6	2865	0.227	6	2865	0.070	6	2865	0.297
09:00 - 09:30	6	2865	0.087	6	2865	0.006	6	2865	0.093
09:30 - 10:00	6	2865	0.081	6	2865	0.029	6	2865	0.110
10:00 - 10:30	6	2865	0.099	6	2865	0.087	6	2865	0.186
10:30 - 11:00	6	2865	0.157	6	2865	0.111	6	2865	0.268
11:00 - 11:30	6	2865	0.105	6	2865	0.111	6	2865	0.216
11:30 - 12:00	6	2865	0.122	6	2865	0.116	6	2865	0.238
12:00 - 12:30	6	2865	0.087	6	2865	0.093	6	2865	0.180
12:30 - 13:00	6	2865	0.122	6	2865	0.116	6	2865	0.238
13:00 - 13:30	6	2865	0.151	6	2865	0.122	6	2865	0.273
13:30 - 14:00	6	2865	0.140	6	2865	0.087	6	2865	0.227
14:00 - 14:30	6	2865	0.122	6	2865	0.122	6	2865	0.244
14:30 - 15:00	6	2865	0.105	6	2865	0.128	6	2865	0.233
15:00 - 15:30	6	2865	0.081	6	2865	0.239	6	2865	0.320
15:30 - 16:00	6	2865	0.070	6	2865	0.134	6	2865	0.204
16:00 - 16:30	6	2865	0.070	6	2865	0.111	6	2865	0.181
16:30 - 17:00	6	2865	0.041	6	2865	0.093	6	2865	0.134
17:00 - 17:30	6	2865	0.035	6	2865	0.262	6	2865	0.297
17:30 - 18:00	6	2865	0.029	6	2865	0.128	6	2865	0.157
18:00 - 18:30	5	3136	0.026	5	3136	0.102	5	3136	0.128
18:30 - 19:00	5	3136	0.026	5	3136	0.045	5	3136	0.071
19:00 - 19:30	2	1845	0.000	2	1845	0.027	2	1845	0.027
19:30 - 20:00	2	1845	0.000	2	1845	0.000	2	1845	0.000
20:00 - 20:30	2	1845	0.000	2	1845	0.000	2	1845	0.000
20:30 - 21:00	2	1845	0.000	2	1845	0.000	2	1845	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.755			2.620			5.375

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:	190 - 4700 (units: sqm)
Survey date range:	01/01/14 - 27/09/21
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	1845	0.027	2	1845	0.000	2	1845	0.027
05:30 - 06:00	2	1845	0.000	2	1845	0.027	2	1845	0.027
06:00 - 06:30	2	1845	0.000	2	1845	0.027	2	1845	0.027
06:30 - 07:00	2	1845	0.000	2	1845	0.027	2	1845	0.027
07:00 - 07:30	6	2865	0.017	6	2865	0.058	6	2865	0.075
07:30 - 08:00	6	2865	0.017	6	2865	0.023	6	2865	0.040
08:00 - 08:30	6	2865	0.017	6	2865	0.017	6	2865	0.034
08:30 - 09:00	6	2865	0.023	6	2865	0.029	6	2865	0.052
09:00 - 09:30	6	2865	0.012	6	2865	0.006	6	2865	0.018
09:30 - 10:00	6	2865	0.041	6	2865	0.012	6	2865	0.053
10:00 - 10:30	6	2865	0.023	6	2865	0.047	6	2865	0.070
10:30 - 11:00	6	2865	0.064	6	2865	0.041	6	2865	0.105
11:00 - 11:30	6	2865	0.052	6	2865	0.058	6	2865	0.110
11:30 - 12:00	6	2865	0.035	6	2865	0.041	6	2865	0.076
12:00 - 12:30	6	2865	0.041	6	2865	0.029	6	2865	0.070
12:30 - 13:00	6	2865	0.041	6	2865	0.017	6	2865	0.058
13:00 - 13:30	6	2865	0.041	6	2865	0.029	6	2865	0.070
13:30 - 14:00	6	2865	0.052	6	2865	0.017	6	2865	0.069
14:00 - 14:30	6	2865	0.047	6	2865	0.017	6	2865	0.064
14:30 - 15:00	6	2865	0.047	6	2865	0.017	6	2865	0.064
15:00 - 15:30	6	2865	0.047	6	2865	0.041	6	2865	0.088
15:30 - 16:00	6	2865	0.023	6	2865	0.012	6	2865	0.035
16:00 - 16:30	6	2865	0.035	6	2865	0.047	6	2865	0.082
16:30 - 17:00	6	2865	0.017	6	2865	0.017	6	2865	0.034
17:00 - 17:30	6	2865	0.000	6	2865	0.017	6	2865	0.017
17:30 - 18:00	6	2865	0.006	6	2865	0.035	6	2865	0.041
18:00 - 18:30	5	3136	0.006	5	3136	0.019	5	3136	0.025
18:30 - 19:00	5	3136	0.013	5	3136	0.013	5	3136	0.026
19:00 - 19:30	2	1845	0.000	2	1845	0.000	2	1845	0.000
19:30 - 20:00	2	1845	0.000	2	1845	0.000	2	1845	0.000
20:00 - 20:30	2	1845	0.000	2	1845	0.000	2	1845	0.000
20:30 - 21:00	2	1845	0.000	2	1845	0.000	2	1845	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.744			0.740			1.484

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

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

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

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	1845	0.000	2	1845	0.000	2	1845	0.000
05:30 - 06:00	2	1845	0.000	2	1845	0.000	2	1845	0.000
06:00 - 06:30	2	1845	0.027	2	1845	0.000	2	1845	0.027
06:30 - 07:00	2	1845	0.027	2	1845	0.000	2	1845	0.027
07:00 - 07:30	6	2865	0.000	6	2865	0.000	6	2865	0.000
07:30 - 08:00	6	2865	0.006	6	2865	0.000	6	2865	0.006
08:00 - 08:30	6	2865	0.006	6	2865	0.000	6	2865	0.006
08:30 - 09:00	6	2865	0.006	6	2865	0.000	6	2865	0.006
09:00 - 09:30	6	2865	0.000	6	2865	0.000	6	2865	0.000
09:30 - 10:00	6	2865	0.000	6	2865	0.006	6	2865	0.006
10:00 - 10:30	6	2865	0.006	6	2865	0.000	6	2865	0.006
10:30 - 11:00	6	2865	0.000	6	2865	0.000	6	2865	0.000
11:00 - 11:30	6	2865	0.006	6	2865	0.006	6	2865	0.012
11:30 - 12:00	6	2865	0.000	6	2865	0.000	6	2865	0.000
12:00 - 12:30	6	2865	0.006	6	2865	0.000	6	2865	0.006
12:30 - 13:00	6	2865	0.000	6	2865	0.000	6	2865	0.000
13:00 - 13:30	6	2865	0.000	6	2865	0.000	6	2865	0.000
13:30 - 14:00	6	2865	0.000	6	2865	0.000	6	2865	0.000
14:00 - 14:30	6	2865	0.000	6	2865	0.000	6	2865	0.000
14:30 - 15:00	6	2865	0.006	6	2865	0.006	6	2865	0.012
15:00 - 15:30	6	2865	0.000	6	2865	0.017	6	2865	0.017
15:30 - 16:00	6	2865	0.000	6	2865	0.017	6	2865	0.017
16:00 - 16:30	6	2865	0.000	6	2865	0.000	6	2865	0.000
16:30 - 17:00	6	2865	0.000	6	2865	0.000	6	2865	0.000
17:00 - 17:30	6	2865	0.000	6	2865	0.006	6	2865	0.006
17:30 - 18:00	6	2865	0.000	6	2865	0.000	6	2865	0.000
18:00 - 18:30	5	3136	0.000	5	3136	0.000	5	3136	0.000
18:30 - 19:00	5	3136	0.000	5	3136	0.000	5	3136	0.000
19:00 - 19:30	2	1845	0.000	2	1845	0.000	2	1845	0.000
19:30 - 20:00	2	1845	0.000	2	1845	0.000	2	1845	0.000
20:00 - 20:30	2	1845	0.000	2	1845	0.000	2	1845	0.000
20:30 - 21:00	2	1845	0.000	2	1845	0.000	2	1845	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.096			0.058			0.154

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

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

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

CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	2	1845	0.027	2	1845	0.000	2	1845	0.027
05:30 - 06:00	2	1845	0.163	2	1845	0.000	2	1845	0.163
06:00 - 06:30	2	1845	0.027	2	1845	0.000	2	1845	0.027
06:30 - 07:00	2	1845	0.108	2	1845	0.000	2	1845	0.108
07:00 - 07:30	6	2865	0.047	6	2865	0.006	6	2865	0.053
07:30 - 08:00	6	2865	0.093	6	2865	0.000	6	2865	0.093
08:00 - 08:30	6	2865	0.134	6	2865	0.017	6	2865	0.151
08:30 - 09:00	6	2865	0.175	6	2865	0.017	6	2865	0.192
09:00 - 09:30	6	2865	0.070	6	2865	0.000	6	2865	0.070
09:30 - 10:00	6	2865	0.023	6	2865	0.012	6	2865	0.035
10:00 - 10:30	6	2865	0.035	6	2865	0.017	6	2865	0.052
10:30 - 11:00	6	2865	0.070	6	2865	0.035	6	2865	0.105
11:00 - 11:30	6	2865	0.029	6	2865	0.041	6	2865	0.070
11:30 - 12:00	6	2865	0.052	6	2865	0.029	6	2865	0.081
12:00 - 12:30	6	2865	0.029	6	2865	0.047	6	2865	0.076
12:30 - 13:00	6	2865	0.058	6	2865	0.076	6	2865	0.134
13:00 - 13:30	6	2865	0.081	6	2865	0.064	6	2865	0.145
13:30 - 14:00	6	2865	0.070	6	2865	0.047	6	2865	0.117
14:00 - 14:30	6	2865	0.058	6	2865	0.093	6	2865	0.151
14:30 - 15:00	6	2865	0.047	6	2865	0.087	6	2865	0.134
15:00 - 15:30	6	2865	0.023	6	2865	0.175	6	2865	0.198
15:30 - 16:00	6	2865	0.029	6	2865	0.105	6	2865	0.134
16:00 - 16:30	6	2865	0.012	6	2865	0.041	6	2865	0.053
16:30 - 17:00	6	2865	0.023	6	2865	0.070	6	2865	0.093
17:00 - 17:30	6	2865	0.029	6	2865	0.233	6	2865	0.262
17:30 - 18:00	6	2865	0.017	6	2865	0.087	6	2865	0.104
18:00 - 18:30	5	3136	0.019	5	3136	0.083	5	3136	0.102
18:30 - 19:00	5	3136	0.006	5	3136	0.032	5	3136	0.038
19:00 - 19:30	2	1845	0.000	2	1845	0.000	2	1845	0.000
19:30 - 20:00	2	1845	0.000	2	1845	0.000	2	1845	0.000
20:00 - 20:30	2	1845	0.000	2	1845	0.000	2	1845	0.000
20:30 - 21:00	2	1845	0.000	2	1845	0.000	2	1845	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.554			1.414			2.968

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

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

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

LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	2	1845	0.000	2	1845	0.000	2	1845	0.000
05:30 - 06:00	2	1845	0.000	2	1845	0.000	2	1845	0.000
06:00 - 06:30	2	1845	0.054	2	1845	0.054	2	1845	0.108
06:30 - 07:00	2	1845	0.000	2	1845	0.000	2	1845	0.000
07:00 - 07:30	6	2865	0.017	6	2865	0.012	6	2865	0.029
07:30 - 08:00	6	2865	0.006	6	2865	0.000	6	2865	0.006
08:00 - 08:30	6	2865	0.012	6	2865	0.012	6	2865	0.024
08:30 - 09:00	6	2865	0.023	6	2865	0.023	6	2865	0.046
09:00 - 09:30	6	2865	0.006	6	2865	0.000	6	2865	0.006
09:30 - 10:00	6	2865	0.017	6	2865	0.006	6	2865	0.023
10:00 - 10:30	6	2865	0.035	6	2865	0.023	6	2865	0.058
10:30 - 11:00	6	2865	0.017	6	2865	0.035	6	2865	0.052
11:00 - 11:30	6	2865	0.017	6	2865	0.012	6	2865	0.029
11:30 - 12:00	6	2865	0.035	6	2865	0.041	6	2865	0.076
12:00 - 12:30	6	2865	0.017	6	2865	0.017	6	2865	0.034
12:30 - 13:00	6	2865	0.017	6	2865	0.023	6	2865	0.040
13:00 - 13:30	6	2865	0.029	6	2865	0.029	6	2865	0.058
13:30 - 14:00	6	2865	0.017	6	2865	0.023	6	2865	0.040
14:00 - 14:30	6	2865	0.017	6	2865	0.012	6	2865	0.029
14:30 - 15:00	6	2865	0.012	6	2865	0.017	6	2865	0.029
15:00 - 15:30	6	2865	0.012	6	2865	0.017	6	2865	0.029
15:30 - 16:00	6	2865	0.017	6	2865	0.012	6	2865	0.029
16:00 - 16:30	6	2865	0.017	6	2865	0.023	6	2865	0.040
16:30 - 17:00	6	2865	0.000	6	2865	0.000	6	2865	0.000
17:00 - 17:30	6	2865	0.006	6	2865	0.012	6	2865	0.018
17:30 - 18:00	6	2865	0.006	6	2865	0.006	6	2865	0.012
18:00 - 18:30	5	3136	0.000	5	3136	0.000	5	3136	0.000
18:30 - 19:00	5	3136	0.006	5	3136	0.000	5	3136	0.006
19:00 - 19:30	2	1845	0.000	2	1845	0.027	2	1845	0.027
19:30 - 20:00	2	1845	0.000	2	1845	0.000	2	1845	0.000
20:00 - 20:30	2	1845	0.000	2	1845	0.000	2	1845	0.000
20:30 - 21:00	2	1845	0.000	2	1845	0.000	2	1845	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.412			0.436			0.848

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

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

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

MOTOR CYCLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	2	1845	0.000	2	1845	0.000	2	1845	0.000
05:30 - 06:00	2	1845	0.000	2	1845	0.000	2	1845	0.000
06:00 - 06:30	2	1845	0.000	2	1845	0.000	2	1845	0.000
06:30 - 07:00	2	1845	0.000	2	1845	0.000	2	1845	0.000
07:00 - 07:30	6	2865	0.000	6	2865	0.000	6	2865	0.000
07:30 - 08:00	6	2865	0.000	6	2865	0.000	6	2865	0.000
08:00 - 08:30	6	2865	0.006	6	2865	0.000	6	2865	0.006
08:30 - 09:00	6	2865	0.006	6	2865	0.000	6	2865	0.006
09:00 - 09:30	6	2865	0.000	6	2865	0.000	6	2865	0.000
09:30 - 10:00	6	2865	0.000	6	2865	0.000	6	2865	0.000
10:00 - 10:30	6	2865	0.006	6	2865	0.000	6	2865	0.006
10:30 - 11:00	6	2865	0.006	6	2865	0.000	6	2865	0.006
11:00 - 11:30	6	2865	0.006	6	2865	0.000	6	2865	0.006
11:30 - 12:00	6	2865	0.000	6	2865	0.006	6	2865	0.006
12:00 - 12:30	6	2865	0.000	6	2865	0.000	6	2865	0.000
12:30 - 13:00	6	2865	0.006	6	2865	0.000	6	2865	0.006
13:00 - 13:30	6	2865	0.000	6	2865	0.000	6	2865	0.000
13:30 - 14:00	6	2865	0.000	6	2865	0.000	6	2865	0.000
14:00 - 14:30	6	2865	0.000	6	2865	0.000	6	2865	0.000
14:30 - 15:00	6	2865	0.000	6	2865	0.006	6	2865	0.006
15:00 - 15:30	6	2865	0.000	6	2865	0.006	6	2865	0.006
15:30 - 16:00	6	2865	0.000	6	2865	0.006	6	2865	0.006
16:00 - 16:30	6	2865	0.006	6	2865	0.000	6	2865	0.006
16:30 - 17:00	6	2865	0.000	6	2865	0.006	6	2865	0.006
17:00 - 17:30	6	2865	0.000	6	2865	0.000	6	2865	0.000
17:30 - 18:00	6	2865	0.000	6	2865	0.000	6	2865	0.000
18:00 - 18:30	5	3136	0.000	5	3136	0.000	5	3136	0.000
18:30 - 19:00	5	3136	0.000	5	3136	0.000	5	3136	0.000
19:00 - 19:30	2	1845	0.000	2	1845	0.000	2	1845	0.000
19:30 - 20:00	2	1845	0.000	2	1845	0.000	2	1845	0.000
20:00 - 20:30	2	1845	0.000	2	1845	0.000	2	1845	0.000
20:30 - 21:00	2	1845	0.000	2	1845	0.000	2	1845	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.042			0.030			0.072

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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