

Thames Water

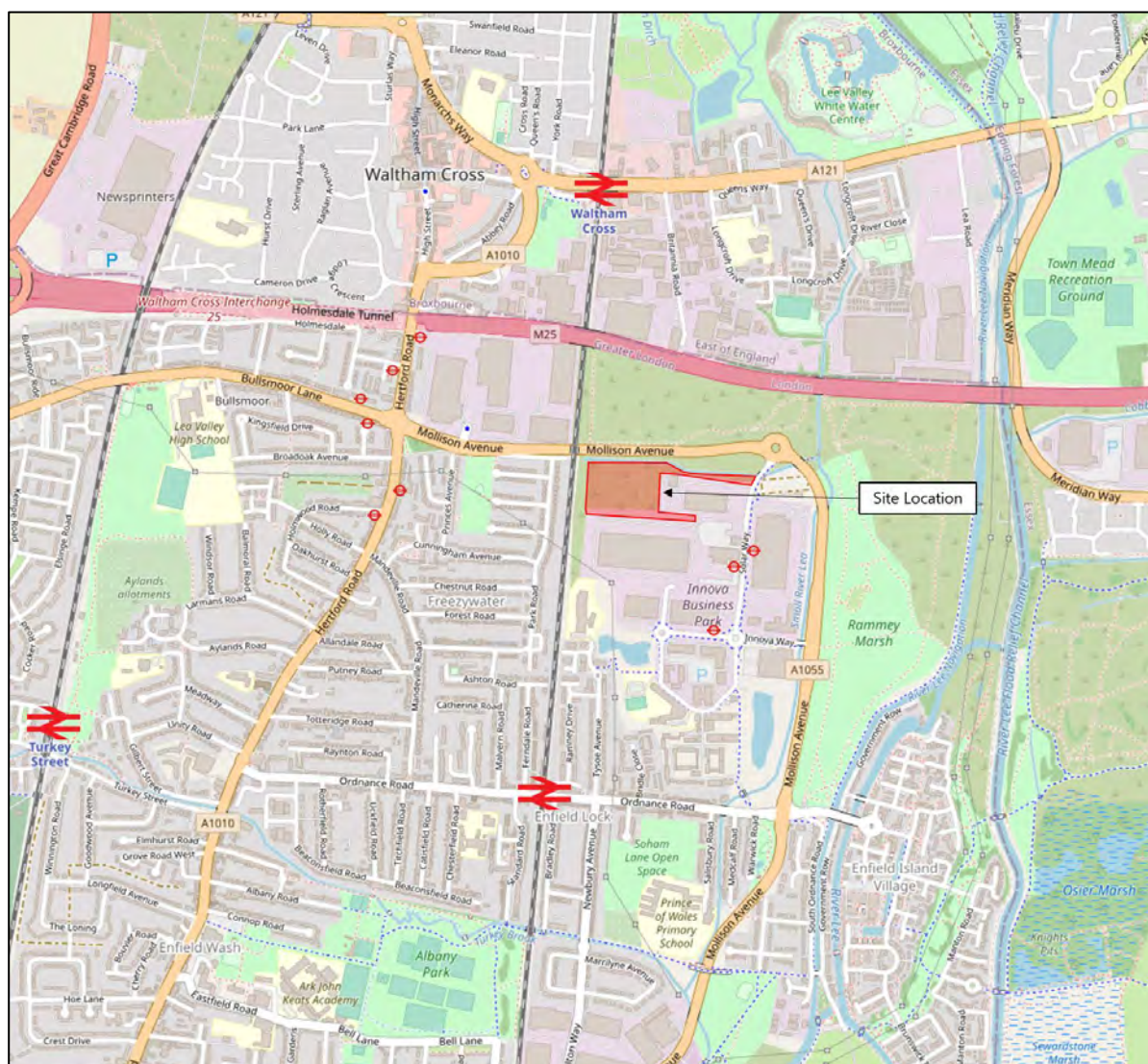
Innova Park,
LONDON BOROUGH OF ENFIELD

Project Reference: 2107-022/TN/01A

Technical Note

1 Introduction

- 1.1 Transport Planning Associates (TPA) has been commissioned by Thames Water to provide transport planning consultancy services in relation to the potential development of land at Innova Park, in the London Borough of Enfield.
- 1.2 The site, which totals approximately 3.2 hectares, is located to the north of Enfield Lock and is adjacent to the Innova Park industrial estate. The site is allocated as a location for employment site, SA55, within the Draft New Enfield Local Plan. Within the Draft New Enfield Local Plan it is noted that the development should provide at least 16,445sqm of employment ((light industrial, general industrial, storage and distribution, and related sui generis) floorspace.
- 1.3 The site is located 2km south of Cheshunt, 4.5km northwest of Enfield and 20km north of Central London. The site location is illustrated in **Figure 1.1**.

Figure 1.1 Site Location Plan

Source: ©OpenStreetMap-contributors

Note: site location approximated

- 1.4 This Technical Note will review the sustainability of the site, the preferred access strategy and the likely trip attraction in relation to any future commercial development. A future development at this location is likely to consist of either light industrial (Land use B2) or for warehousing / distribution (Land use B8).

2 Site Sustainability

Site Use and Location

- 2.1 As detailed previously, the site totals approximately 3.2 hectares. The site currently consists of an unused area of grassland located to the northwest of the Innova Business Park.
- 2.2 A drainage channel, which is connected to a pumping station at the north west boundary of the site, runs along the northern boundary of the site, a bridge provides a connection from the site to an area of grassland on the northern side of the drainage channel. A narrow section of the site runs along the drainage channel and fronts onto Solar Way.
- 2.3 Vehicle access into the site is granted via the A1055 Mollison Avenue, with a short stub and metal gate provided at this location. The existing stub is located outside the site boundary, and is within the grassland to the north of the drainage channel.

Pedestrian Infrastructure

- 2.4 A shared-use footway / cycleway is provided along the northern side of the A1055 Mollison Avenue for the entirety of its length, that has a width of approximately 1.2m adjacent to the access stub. Along the southern side of Mollison Avenue, there is a footway provided to the west of the of the existing access spur that terminates approximately 400m to the west of the site with no footway provided to the east. The footway along Mollison Avenue provides connections to the local residential areas, bus stops and adjacent industrial units.
- 2.5 Footways are generally present along both sides of the other roads within the local area including Solar Way, Hertford Road, Bullsmoor Lane, Innova Way and the residential streets within Enfield Lock providing convenient links throughout the local area on foot.
- 2.6 There are no formal crossing points within 750m of the site, however, informal crossing points, with tactile paving and dropped kerbs are provided at the Mollison Avenue / Solar Way roundabout. Furthermore, signal controlled crossings are available at the Hertford Road / Mollison Avenue / Bullsmoor Lane junction.

Local Amenities

- 2.7 The Chartered Institution of Highways & Transportation (CIHT) publication '*Providing for Journeys on Foot, 2000*' sets out in Table 3.2 suggested acceptable walking distance, which are reproduced in **Table 2.1** below.

Table 2.1 CIHT Suggests Acceptable Walking Distance

	Town Centres	Commuting / School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m

Source: Table 3.2 of the Chartered Institution of Highways & Transportation (CIHT) publication 'Providing for Journeys on Foot, 2000'

2.8 In addition, the CIHT publication 'Planning for Walking 2015' sets out that:

"Most people will only walk if their destination is less than a mile away. Land use patterns most conducive to walking are thus mixed in use and resemble patchworks of "walkable neighbourhoods," with a typical catchment of around 800m, or 10 minutes' walk"

2.9 The bicycle is an effective mode of transport for short trips up to five to eight kilometres (appositely 20 – 35 minutes)¹.

2.10 The site is within an 800m walk of multiple bus stops, the local shop at the Hertford Road / Mollison Avenue / Bullsmoor Lane junction and the café / restaurant facilities within Innova Park. In addition, two rail stations are located within 2000m of the site, as is Waltham Cross town centre, the local centre on Enfield Island Village, multiple schools well as a range of shops including supermarkets and convenience stores.

2.11 The pedestrian isochrones from the site, showing the facilities accessible within 2km of the site are outlined in TPA drawing 2107-022 PL01, which is reproduced at **Appendix A**.

Cycle Infrastructure

2.12 There are a range of local cycle routes accessible within the local area as outlined in **Figure 2.1** below consisting of off-carriageway shared surface routes. Local cycle routes are provided along Mollison Avenue, Solar Way, Innova Way, Hertford Road and Bullsmoor Lane. These local cycle routes connect the site to the local residential areas, Enfield Lock Rail Station and local shops and services.

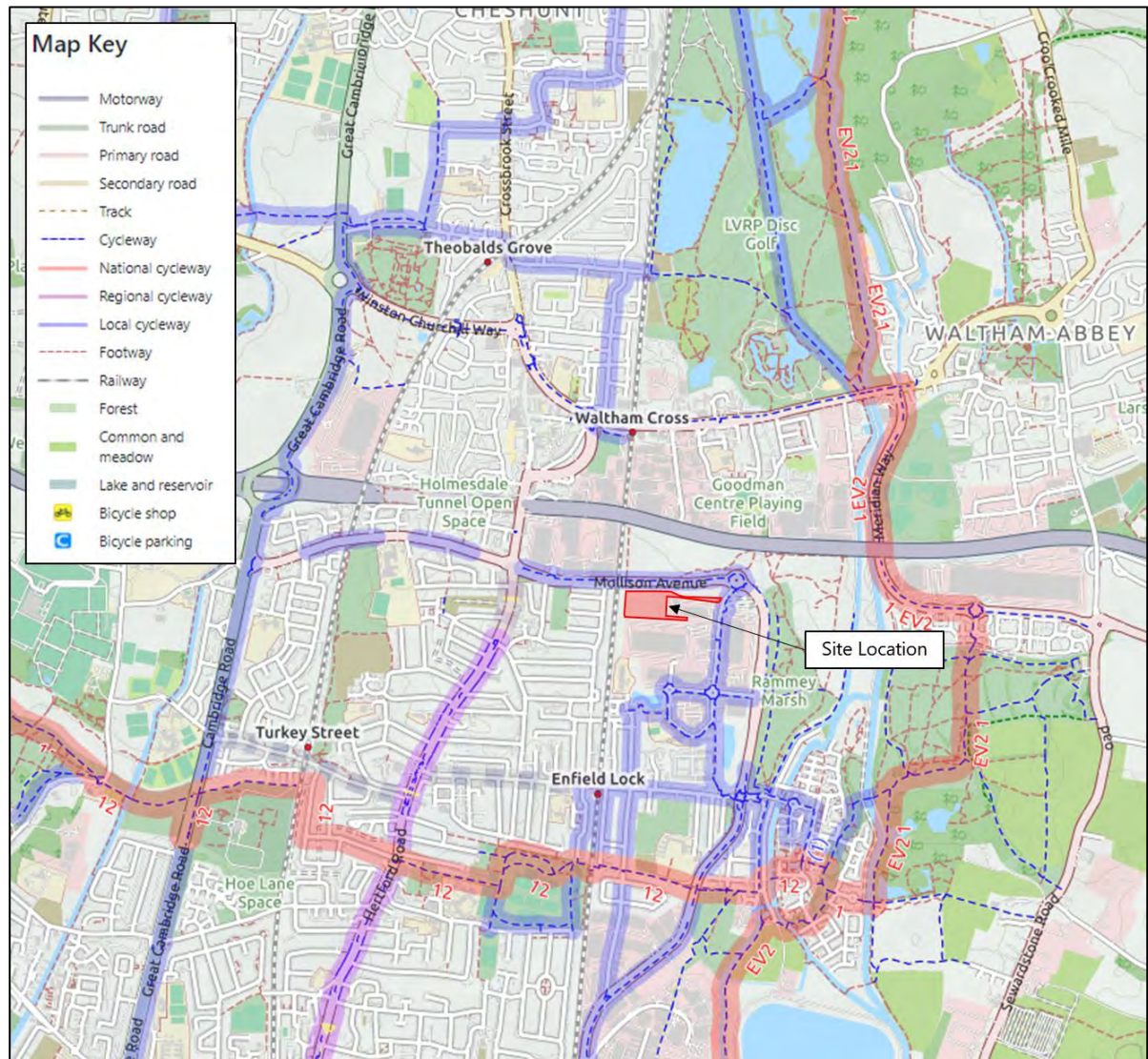
2.13 Two National Cycle Routes (NCR) can be accessed through the local cycle network. NCR 1 is a long distance cycle route that runs from Dover to Scotland, it provides links to Waltham Abbey, Hoddesdon, Chelmsford,

¹ Source: Changing Journeys to Work, An Employers Guide to Green Commuter Plans, Transport 2000

Tottenham, Clapton, Hackney and Canary Wharf. While NCR 12 is a cycle route that runs from Enfield Lock to Peterborough via Spalding, Stevenage and St Neots.

2.14 The local cycle routes are outlined in **Figure 2.1** below.

Figure 2.1 Local Cycle Routes



Source: ©OpenStreetMap-contributors

Note: site location approximated

2.15 The site is within a 2km cycle ride of the of Waltham Cross and Enfield Lock with Cheshunt, Waltham Abbey, Ponders End, Southbury, Enfield Wash located within a 5km cycle distance of the site as shown in TPA drawing 2107-022 PL02, which is reproduced at **Appendix A**.

Public Transport

Local Bus Services

- 2.16 The closest bus stops to the site are located approximately 675m to the east of the centre of the site along Solar Way. These bus stops are served by bus route 491. This service provide links to Waltham Cross, Enfield Village, Ponders End and the North Middlesex Hospital.
- 2.17 The bus services from bus stops on Solar Way are outlined in **Table 2.2** below.

Table 2.2 Summary of Bus Services from Solar Way, Innova Park

Route No.	Route	Service Frequency		
		Monday – Friday	Saturday	Sunday
491	Waltham Cross – Innova Park – Enfield Island Village – Ponders End – North Middlesex Hospital	Every 20 Mins	Every 20 Mins	Every 30 Mins

Source: <https://www.tfl.gov.uk/>

- 2.18 In addition to the bus services along Solar Way, four further bus routes, are accessible within 800m of the site. Bus routes 217, 279, 317 and 327 stop within the vicinity of the Mollison Avenue / Hertford Road / Bullsmoor Lane junction providing a range of further sustainable transport options.
- 2.19 The bus services from the other local bus stops are outlined in **Table 2.3** below.

Table 2.3 Summary of Additional Local Bus Services

Route No.	Route	Daytime Service Frequency		
		Monday – Friday	Saturday	Sunday
217	Waltham Cross – Enfield Retail Park – Great Cambridge Road – Turnpike Lane Station	Every 15 Mins	Every 15 Mins	Every 20 Mins
279 / N279	Waltham Cross – Ponders End – Edmonton – Tottenham – Manor House	Every 6-8 Mins	Every 6-8 Mins	Every 9-11 Mins
317	Waltham Cross – Great Cambridge Road – Enfield Retail Park – Enfield	Every 20 Mins	Every 20 Mins	Every 30 Mins
327	Waltham Cross – Elsing Estate – Turkey Street – Waltham Cross	Hourly	Every 40 Mins	No Service

Source: <https://www.tfl.gov.uk/>

Local Rail Services

- 2.20 The closest Railway Station to the site is Waltham Cross, which is located approximately 1.7km north of the site, in addition approximately 1.9km south of the site, rail users can also access Enfield Lock Rail Station.
- 2.21 Both Waltham Cross and Enfield Lock are located on the West Anglia Mainline with services to London Liverpool Street, Tottenham, Cheshunt, Stratford, Hertford, Harlow and Bishops Stortford. The stations and all services operated by Greater Anglia.
- 2.22 **Table 2.4** provides a brief summary of the frequency of rail services available from Waltham Cross / Enfield Lock.

Table 2.4 Summary of Rail Services Waltham Cross / Enfield Lock

Operator	Destination	Monday – Saturday Frequency (Trains per hour)	Sunday Frequency (Trains per hour)
South Western Railway	London Liverpool Street	2	2
	Tottenham Hale	3	3
	Stratford	1	1
	Cheshunt	3	3
	Hertford East	2	2
	Harlow	1	1
	Bishops Stortford	1	1

Source: <https://www.nationalrail.co.uk/>

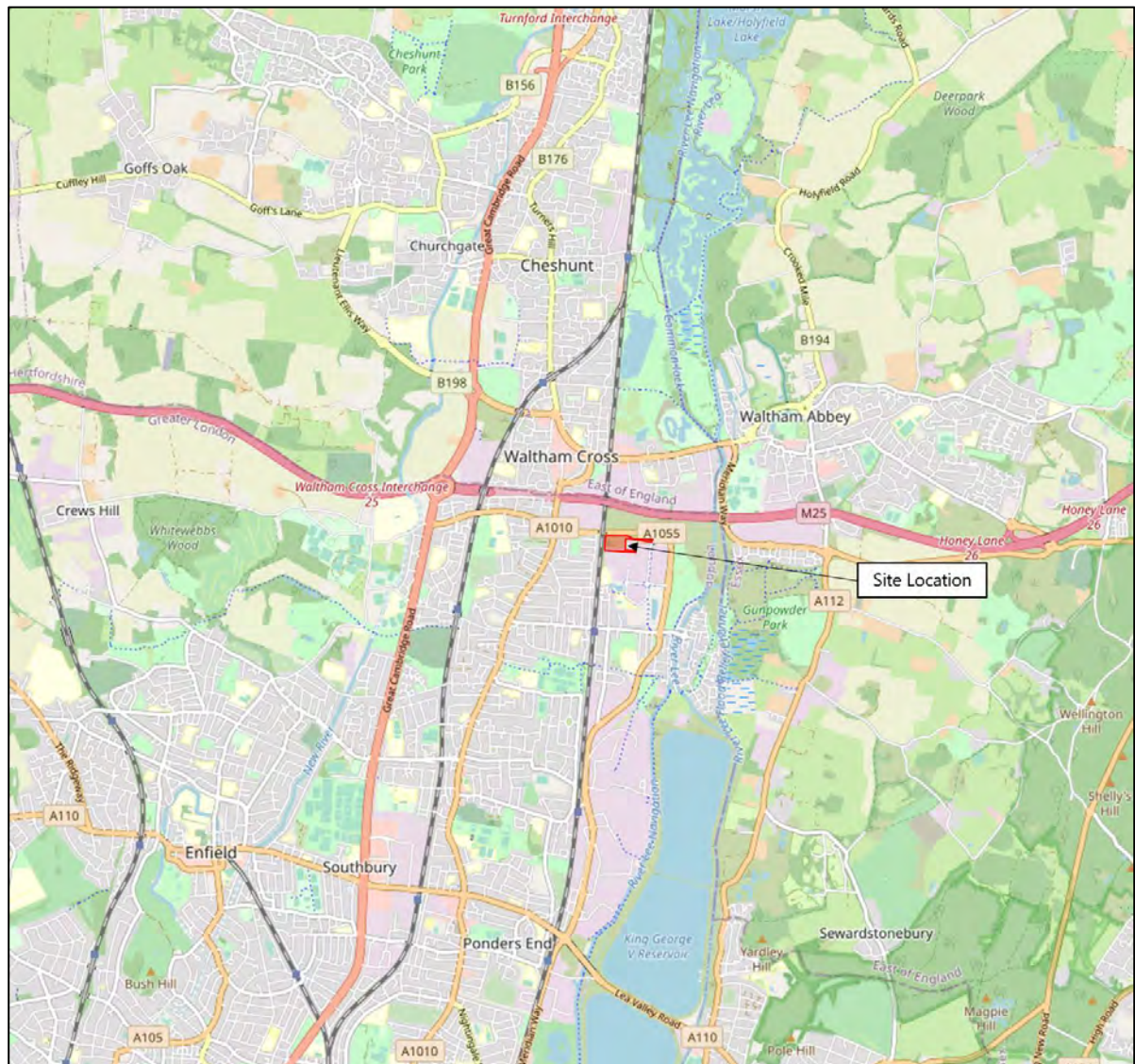
- 2.23 Both Waltham Cross and Enfield Lock Rail Stations are located within preferred walking distance of 2km. In addition, cycle parking is available at both stations, with 26 cycle parking spaces available at Waltham Cross and six cycle parking spaces at Enfield Lock.
- 2.24 TPA drawing 2107-022 PL03, which is reproduced at **Appendix A** demonstrates that it is possible to access a number of major towns and cities within a 90-minute rail journey.

PTAL

- 2.25 The accessibility of the site can be defined by using the Public Transport Accessibility Level (PTAL) methodology which calculates an Accessibility Index in order to quantify how accessible a site is by public transport services. PTAL is considered to be a detailed and accurate measure of the accessibility of a point to the public transport network, taking into account walk access and service frequency.
- 2.26 The site is poorly placed in terms of accessibility with PTAL a rating of 1b. However as outlined above there are a range of bus and rail services accessible within walking distance and as such the site is still considered to be accessible.

Local Highway Network

- 2.27 The A1055, Mollison Avenue runs roughly east to west to the north of the site. The A1055 runs from the A10, Great Cambridge Road in the west to the A110 in Ponders End. Within the vicinity of the site Mollison Avenue has a width of approximately 8.8m with a speed limit of 40mph.
- 2.28 Mollison Avenue provides vehicle access to a number of industrial areas and warehouse units both through direct accesses and via formalised junctions and as such is characterised by a frequent HGV movements. In addition, it connects to a number of local distributor roads, including the A110, A1055, Green Street, Ordnance Road and Smeaton Road, and to the strategic highway network. Therefore, Mollison Avenue is well suited to the full range of vehicle types including HGV's and other large vehicles.
- 2.29 Solar Way, which runs along a section of the eastern boundary of the site has a width of approximately 7.3m, it runs from Mollison Avenue in the north to Innova Way in the south. The road forms the main route through and access into the Innova Business Park. It has a speed limit of 30mph.
- 2.30 Within 2km of the site, via Mollison Avenue and Bullsmoor Lane vehicle users can access the A10, Great Cambridge Road, which forms part of the strategic highway network. From the A10, vehicle users can access junction 25 of the M25 providing connections to a wide range of regional and national destinations.
- 2.31 The local highway network is outlined in **Figure 2.2**.

Figure 2.2 Local Highway Network

Source: OpenStreetMap

- 2.32 TPA drawing 2107-022 PL04, which is reproduced at **Appendix A** demonstrates the range of destinations accessible with a 60 minute drive from the site.

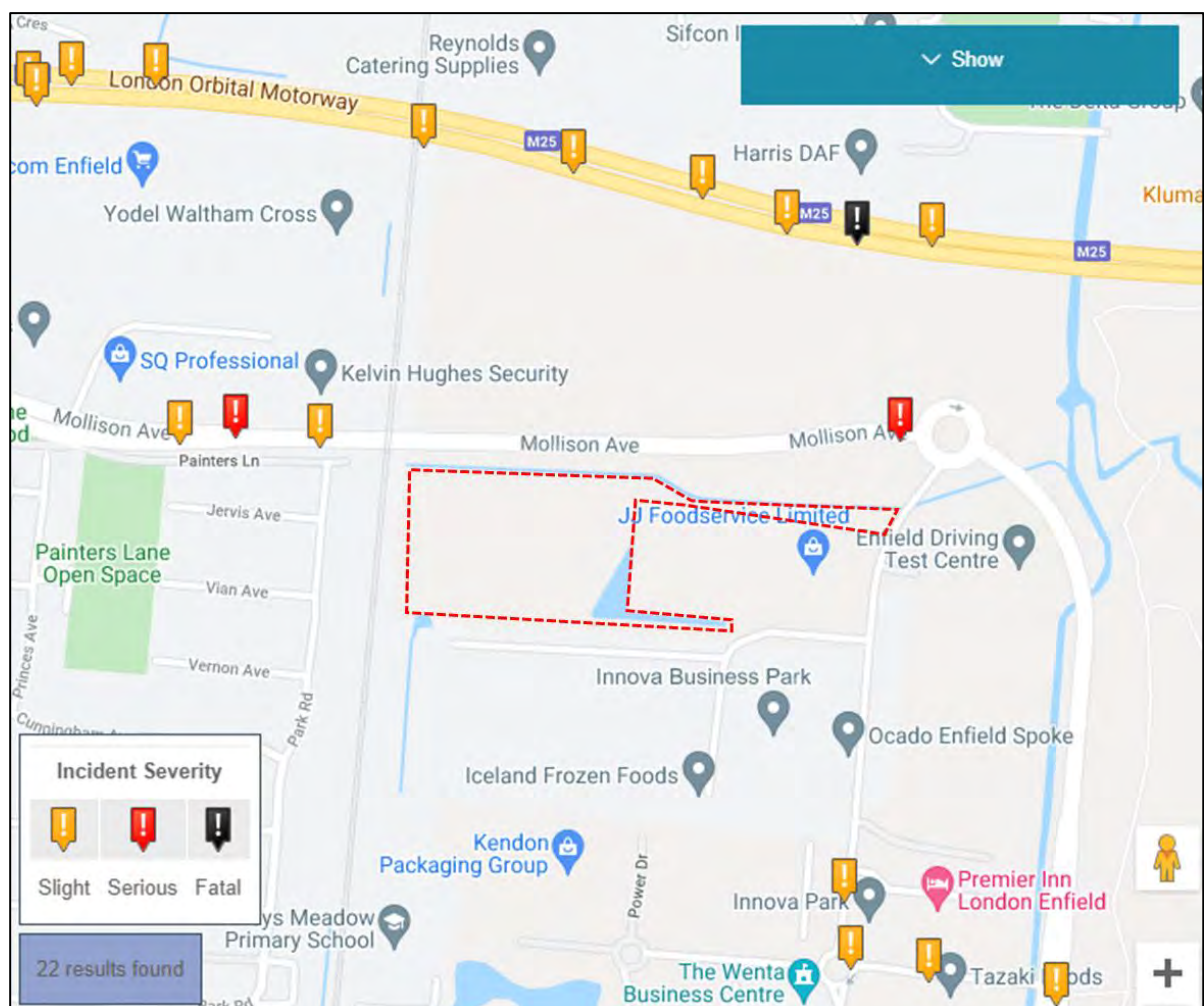
Personal Injury Accidents

- 2.33 Open source Personal Injury Collision Data has been obtained from Crashmap for the most recently available five years (2016-2021 inclusive). The Crashmap data shows that during the last five years there have been no injury accidents along the site frontage.
- 2.34 Within the wider area, within approximately 800m of the site, there have only been four recorded injury accidents, two of which have been recorded as serious injuries and two of which have been classed as slight.

The collisions all took place along Mollison Avenue, with three to the west of the site and one to the east of the site.

- 2.35 Of the four collisions that took place within 800m of the site, one (a slight collision) involved a goods vehicle, with one (a serious collision) involving a cyclist.
- 2.36 A total of four collisions were recorded over a 60-month period. This equates to approximately an accident every 15 months or 0.6 accidents per month.
- 2.37 The location of the accidents are shown in **Figure 2.3**.

Figure 2.3 Personal Injury Accident Data



Source: crashmap.co.uk

- 2.38 Based on the low number of PIC's recorded locally over the last five years, there does not appear to be any apparent deficiencies in the local road network, nor is there an apparent accident problem.

Summary

- 2.39 The site is located in a highly accessible location through walking, cycling and using public transport. The local public transport services provide regular services providing links to a range of local residential areas and town centres.

3 Access Option

- 3.1 A review of the potential access options at the site was undertaken; this took into account local land constraints including vegetation and watercourses, geometric design requirements, likely vehicle movements, visibility and land ownership.
- 3.2 The preferred access option is to provide a priority junction from A1055 Mollison Avenue in the northeast corner of the site. The potential access proposals at this location are outlined below.

Pedestrian and Cycle

- 3.3 The primary pedestrian / cycle access to the site is to be provided alongside the western side of the access road. This should have a minimum width of 2m and will tie into the existing footway along the southern side of Mollison Avenue.
- 3.4 There should be some consideration of providing a pedestrian crossing across Mollison Avenue in order to allow pedestrians / cyclists to join the continuous shared-use footway/ cycleway along the northern side of Mollison Avenue.
- 3.5 There is also the potential to provide direct pedestrian and cycle access to Solar Way. A pedestrian route could run to the south of the drainage channel and to the north of the adjacent industrial unit. This route could provide a more direct and shorter link to the bus stops currently located along Solar Way.

Vehicle Access

- 3.6 The preferred option for vehicle access is a priority junction from the A1055 Mollison Avenue; this would be located at the site of an existing spur on the southern side of the carriageway. The junction would be left in and left out, meaning that vehicles arriving from the west would be required to make a U-turn at the Mollison Avenue / Solar Way roundabout.
- 3.7 As previously indicated, Mollison Avenue provides vehicle access to a number of industrial areas and individual units through formalised junctions or direct accesses. Therefore, a new access along this road would be in keeping with the general character of Mollison Avenue.
- 3.8 Given the nature of the land uses in the local area Mollison Avenue has been designed to accommodate the high levels of HGVs which move through the area, which is reflected in the wide carriageway width. The wide carriageway width further supports providing a new access onto Mollison Avenue.

- 3.9 It is noted that any access point at this location would be required to cross the watercourse that runs along the north boundary of the site. It is envisaged that this could be achieved via either providing a bridge or via the installation of culverts.
- 3.10 An access track to an existing pumping station, along the northern site boundary will also have to be provided, to ensure that access to this facility is retained.
- 3.11 A potential access arrangement at this location is outlined in TPA drawing 2107-022 SK01, which is reproduced at **Appendix B**. The junction has been designed in accordance with CD123 (Geometric design of at-grade priority and signal-controlled junctions) of the Design Manual for Roads and Bridges (DMRB), with suitable lane widening to account for the reduced corner radius. Visibility Splays of 120m in accordance with the posted speed limit (40mph), can be achieved this location as is shown on TPA drawing 2107-022 SK01.
- 3.12 Given that a development at this location is likely to consist of either light industrial (Land use B2) or distribution / warehousing (Land use B8) there will be the requirement for HGV's up to and including a 16.5m articulated vehicle to access / egress the site. Therefore, TPA drawing 2107-022 SP01, which is reproduced at **Appendix B**, shows that a 16.5m articulated vehicle can access and egress the site in a safe manner. It is also noted that Mollison Avenue currently serves a large number of industrial / warehouse units and as such, it is a suitable route for HGV usage.
- 3.13 Within the last 5 years only four Personal Injury Collisions have been recorded along Mollison Avenue, with none of these occurring within the vicinity off the potential site access location. As outlined earlier only one of the collisions recorded along Mollison Avenue in the last 5 years involved a HGV and therefore given the low number of collisions in an area that is characterised by HGV movements, the proposed land use and access is considered to be acceptable in transport terms.
- 3.14 As noted earlier this access spur, where the proposed access would be positioned is located outside of the redline. However, the land between Mollison Avenue and the drainage channel forms part of the highway boundary² and therefore the provision of an access at this location is considered to be achievable and deliverable.

² Highway Boundary Data provided by Enfield Council on the 07/09/2021.

4 Trip Attraction

Proposed Land Use Trip Attraction

- 4.1 Trip rates have been obtained from the Trip Rate Information Computer System (TRICS) version 7.8.2. TRICS allows for the selection of suitable proxy survey sites utilising parameters set out by the user. The selected site are averaged out to create an average profile per 100sqm or hectare, which can then be scaled to provide trip attraction for the proposed development.
- 4.2 As detailed previously, the site totals approximately 3.2 hectares.
- 4.3 The site is likely to be suitable either light industrial (Land use B2) or for warehousing / distribution (Land use B8). Therefore, two separate trip rates and attractions have been outlined.
- 4.4 For industrial sites (Land use B2), the TRICS database allows the trip attraction to be based upon site area rather than Gross Floor Area and therefore the total site area of 3.2 hectares has been used to calculate the potential trip attraction. However, for distribution / warehousing (Land use B2) trips attraction cannot be based on the site area with Gross Floor Area being the only suitable option. Therefore, in order to establish a realistic trip attraction it has been assumed that 70% of the site is likely to provide B8 floorspace with the remaining 30% being used for parking, landscaping, access and other ancillary requirements. As such, the trip attraction for warehousing / distribution will be based on a floor area of 2.24 hectares (2,400sqm).

Industrial (Land use B2)

- 4.5 The resultant parameters utilised in selecting suitable proxy survey sites from the TRICS database is contained within **Table 4.1**.

Table 4.1 TRICS Site Selection Parameters

02 – Employment D - Industrial Estate
Located in Greater London
0.75-4.0 hectare
Surveyed within the last 10 years
Weekday Trip Rate (Monday – Friday)
Located in suburban or an edge of town location

Source: TRICS Database version 7.6.1.

- 4.6 The potential trip rates for the site, over the peak periods and over the course of the day, are outlined in **Table 4.2 below**. The TRICS output report is reproduced in **Appendix C**.

Table 4.2 Vehicle Trip Rates (per hectare)

Time Period		02 – Employment D - Industrial Estate		
		Arrivals	Departures	Two-Way
AM Peak Period	07:00 – 08:00	30.749	21.834	52.583
	08:00 – 09:00	40.697	26.874	67.571
	09:00 – 20:00	42.119	32.687	74.806
PM Peak Period	16:00 – 17:00	22.868	28.553	51.421
	17:00 – 18:00	14.858	25.323	40.181
	18:00 – 19:00	13.695	17.829	31.524
Daily		407.872	398.746	806.618

Source: TRICS version 7.8.2;

Notes: Trip Rates output per hectare.

- 4.7 Based on the 3.2 hectare site area, **Table 4.2** below outlines the likely trip attraction.

Table 4.3 Trip Attraction (3.2 hectare)

Time Period		02 – Employment D - Industrial Estate		
		Arrivals	Departures	Two-Way
AM Peak Period	07:00 – 08:00	98	70	168
	08:00 – 09:00	130	86	216
	09:00 – 20:00	135	105	239
PM Peak Period	16:00 – 17:00	73	91	165
	17:00 – 18:00	48	81	129
	18:00 – 19:00	44	57	101
Daily		1,305	1,276	2,581

Source: TRICS version 7.8.2.

- 4.8 As set out in **Table 4.3**, a site with an area of 3.2 hectare is likely to attract a daily total of 2,581 two-way vehicle movements (1,305 arrivals and 1,276 departures). In the AM peak hour (08:00-09:00) the

development is likely to attract approximately 130 arrivals and 86 departures while in the PM peak hour the development is likely to attract approximately 48 arrivals and 81 departures.

- 4.9 This equates to an additional four vehicle movements per minute during the AM peak hour and two vehicles per minute in the PM peak hour. This number of additional vehicles per minute is considered to be negligible and as such is expected to generate a minimal impact on the local highway network or have a detrimental impact on the free flow of traffic along Mollison Avenue.
- 4.10 In terms of HGV numbers, over the course of the day approximately 6% of the vehicle movements to / from the site are likely to be HGV's. In the AM peak hour 6% of the arrivals and 7% of the departures are likely to consist of HGV's while in the PM peak hour 4% of the arrivals and 2% of the departures are likely to consist of HGV's.

Warehousing / Distribution (Land use B8)

- 4.11 The resultant parameters utilised in selecting suitable proxy survey sites from the TRICS database is contained within **Table 4.4**.

Table 4.4 TRICS Site Selection Parameters

02 – Employment F - Warehousing – Commercial
Located in Greater London / South East / East Anglia
8,000 – 40,000sqm
Surveyed within the last 10 years
Weekday Trip Rate (Monday – Friday)
Located in suburban or an edge of town location

Source: TRICS Database version 7.6.1.

- 4.12 The potential trip rates for the site, over the peak periods and over the course of the day, are outlined in **Table 4.5 below**. The TRICS output report is reproduced in **Appendix D**.

Table 4.5 Vehicle Trip Rates (per 100sqm)

Time Period		02 – Employment F - Warehousing – Commercial		
		Arrivals	Departures	Two-Way
AM Peak Period	07:00 – 08:00	0.258	0.094	0.352
	08:00 – 09:00	0.406	0.101	0.507
	09:00 – 20:00	0.209	0.115	0.324
PM Peak Period	16:00 – 17:00	0.148	0.214	0.362
	17:00 – 18:00	0.165	0.458	0.623
	18:00 – 19:00	0.166	0.246	0.412
Daily		2.435	2.580	5.015

Source: TRICS version 7.8.2;

Notes: Trip Rates output per 100 sqm.

- 4.13 Based on a potential floor area of 22,6400sqm as outlined earlier, **Table 4.6** below outlines the likely trip attraction.

Table 4.6 Trip Attraction (22,400sqm)

Time Period		02 – Employment F - Warehousing – Commercial		
		Arrivals	Departures	Two-Way
AM Peak Period	07:00 – 08:00	59	22	81
	08:00 – 09:00	81	25	107
	09:00 – 20:00	52	28	79
PM Peak Period	16:00 – 17:00	29	53	82
	17:00 – 18:00	27	82	109
	18:00 – 19:00	27	48	75
Daily		523	566	1,090

Source: TRICS version 7.8.2.

- 4.14 As set out in **Table 3.3**, a development of 22,400sqm is likely to attract a daily total of 1,090 two-way vehicle movements (523 arrivals and 566 departures). In the AM peak hour (08:00-09:00) the development is likely to attract approximately 81 arrivals and 25 departures while in the PM peak hour the development is likely to attract approximately 27 arrivals and 82 departures.

- 4.15 This equates to an additional two vehicle movements per minute during the AM peak hour to two vehicles per minute in the PM peak hour. This number of additional vehicles per minute is considered to be negligible and as such is expected to generate a minimal impact on the local highway network or have a detrimental impact on the free flow of traffic along Mollison Avenue.
- 4.16 In terms of HGV numbers, over the course of the day approximately 22% of the vehicle movements to / from the site are likely to be HGV's. In the AM peak hour 10% of the arrivals and 35% of the departures are likely to consist of HGV's while in the PM peak hour 17% of the arrivals and 12% of the departures are likely to consist of HGV's.
- 4.17 As Mollison Avenue currently serves a large number of industrial / warehouse units it is considered the number of HGV movements generated by the site would not pose an issue, nor impede the existing character along Mollison Avenue.

5 Summary

- 5.1 Transport Planning Associates (TPA) has been commissioned by Thames Water to provide transport planning consultancy services in relation to the potential development of land at Innova Park, in the London Borough of Enfield.
- 5.2 The site, which totals approximately 3.2 hectares, is located to the north of Enfield Lock and is adjacent to the Innova Park industrial estate. The site is located 2km south of Cheshunt, 4.5km northwest of Enfield and 20km north of Central London.
- 5.3 The site is located in a highly accessible location through walking, cycling and using public transport. The local public transport services provide regular services providing links to a range of local residential areas and town centres.
- 5.4 The preferred access option is to provide a priority junction from A1055 Mollison Avenue in the northeast corner of the site.
- 5.5 The primary pedestrian / cycle access to the site is to be provided alongside the western side of the access road. This should have a minimum width of 2m and will tie into the existing footway along the southern side of Mollison Avenue.
- 5.6 The preferred option for vehicle access is a priority junction from the A1055 Mollison Avenue; this would be located at the site of an existing spur on the southern side of the carriageway. The junction would be left in and left out. Visibility Splays in accordance with the posted speed limit can be achieved at this location.
- 5.7 An industrial site with an area of 3.2 hectare is likely to attract a daily total of 2,581 two-way vehicle movements (1,305 arrivals and 1,276 departures). With approximately 130 arrivals and 86 departures in the AM peak hour and 48 arrivals and 81 departures in the PM peak hour. This equates to an additional four vehicle movements per minute during the AM peak hour and two vehicles per minute in the PM peak hour.
- 5.8 A development consisting of distribution / warehousing (Land use B8) with a floor are of 22,400sqm is likely to attract a daily total of 1,090 two-way vehicle movements (523 arrivals and 566 departures). With approximately 81 arrivals and 25 departures in the AM peak and approximately 27 arrivals and 82 departures in the PM peak hour. This equates to an additional two vehicle movements per minute during the AM peak hour and two vehicles per minute in the PM peak hour.
- 5.9 A development consisting of either industrial or distribution / warehousing is anticipated to have a minimal impact on the local highway network nor is it anticipated to have a detrimental impact on the free flow of traffic along Mollison Avenue.

Document Management

© 2021 Transport Planning Associates Limited. All Rights Reserved.

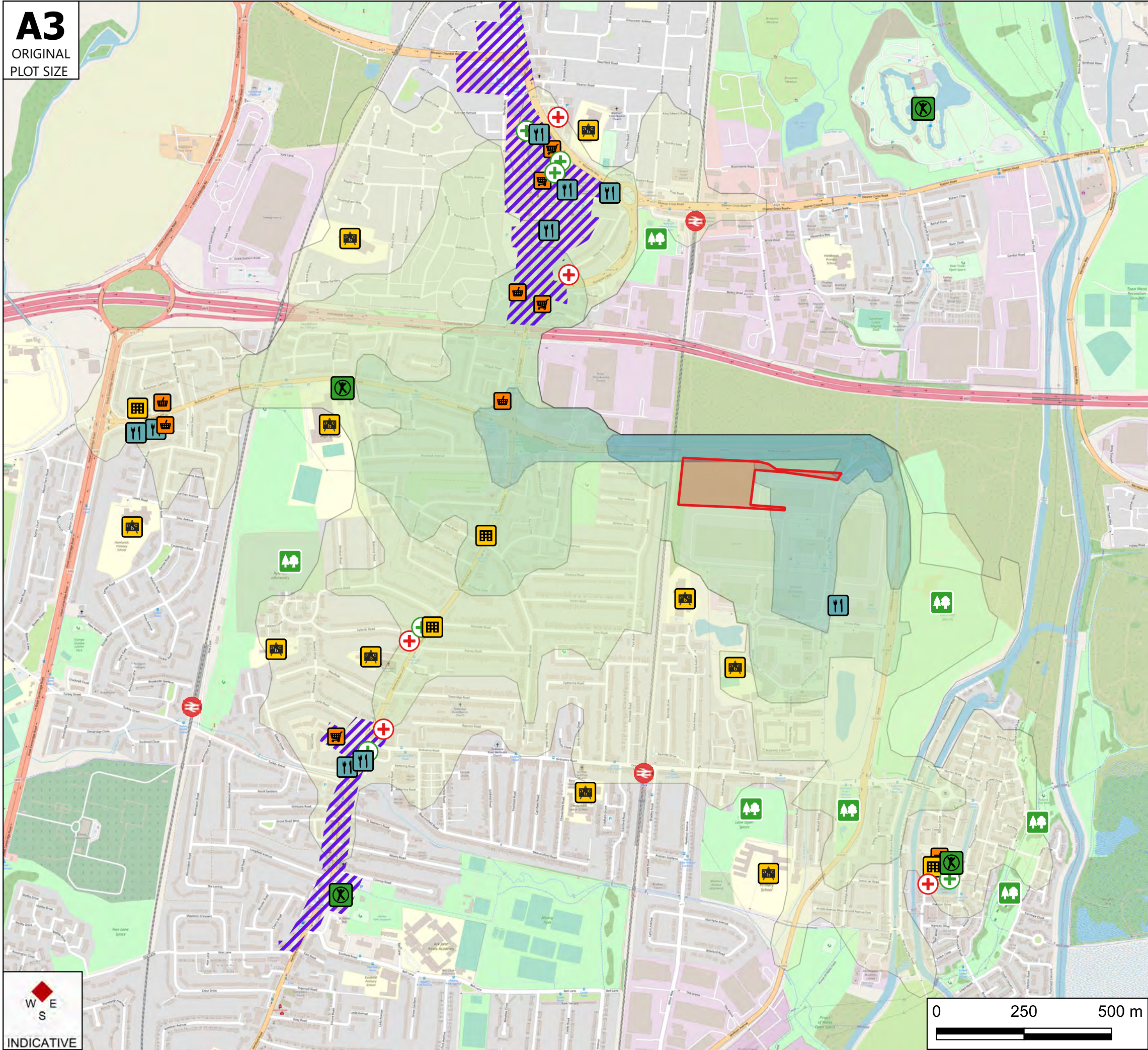
This document has been prepared by Transport Planning Associates for the sole use of our client in accordance with generally accepted consultancy principles, the budget for fees and the terms of service agreed between Transport Planning Associates and our client. Any information provided by third parties and referred to herein has not been checked or verified by Transport Planning Associates, unless otherwise expressly stated in the document. No third parties may rely upon this document without the prior and express written agreement of Transport Planning Associates.

Document Review

	Status	Author	Checker	Approver	Date
01	Draft	TW	TH	JC	20 08 2021
-	Issue	TW	TH	JC	20 08 2021
	Revision A	TW	DEF	DEF	07 09 2021

APPENDIX A

A3
ORIGINAL
PLOT SIZE



Reproduced from OpenStreetMap
Isochrones based on data provided from HGIS

NOTES

Site Location	Gym / Leisure Centre
Rail Station	Doctors
Convenience Store	Pharmacy
Local Centre	Town Centre
Supermarket	400m
School	800m
Restaurant	1200m
Green Space	1600m
	2000m

Rev	Date	Details	Drawn by	Checked by	Approved by

Bristol
Cambridge
London
Manchester
Oxford
Welwyn Garden City

tpa
Transport Planning Associates

Sandford Gate
East Point Business Park
Oxford
OX4 8LB
01865 910220
www.tpa.uk.com

CLIENT:
THAMES WATER

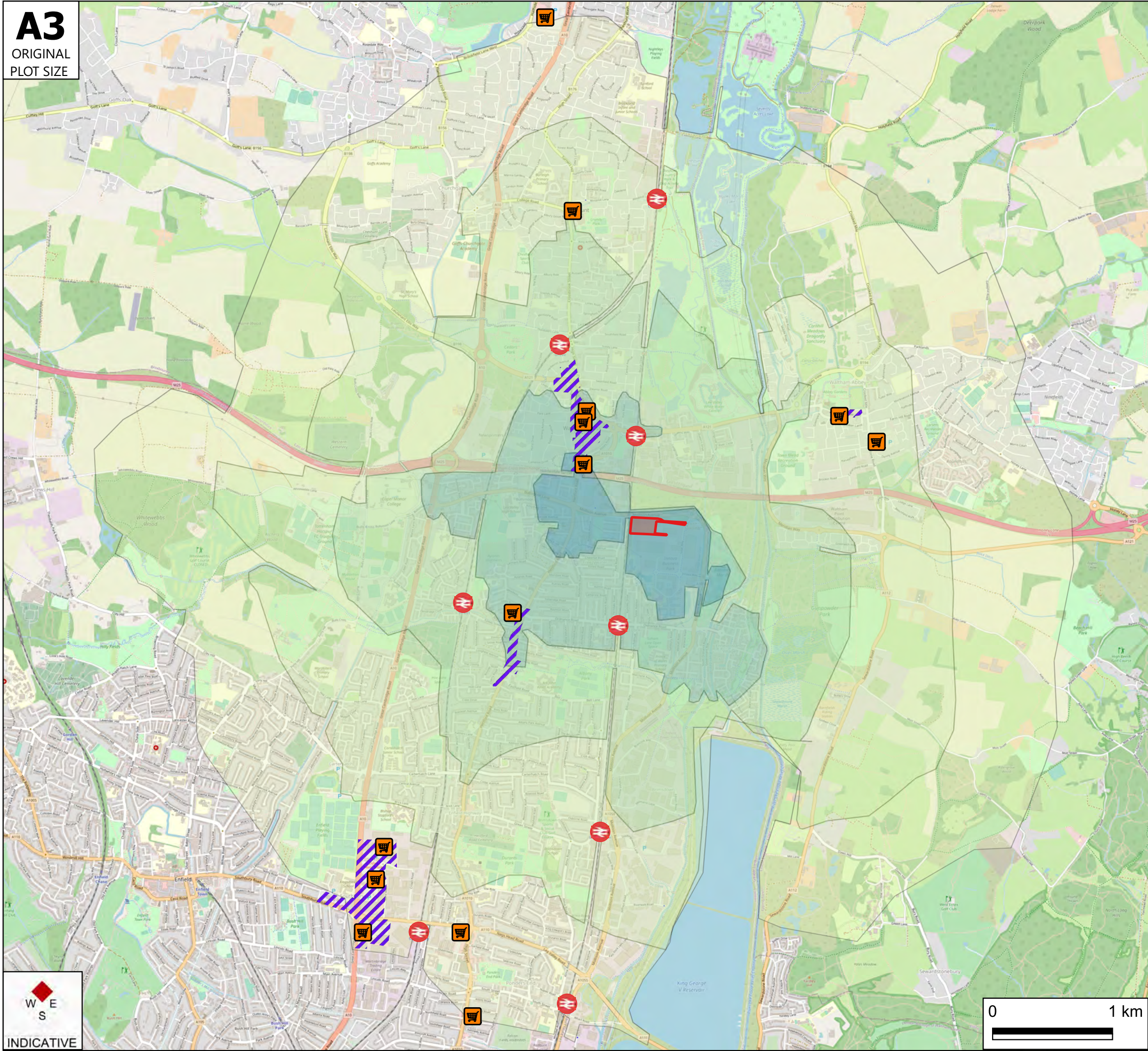
PROJECT:
**INNOVA PARK,
LONDON BOROUGH OF
ENFIELD**

TITLE:
**PEDESTRIAN ISOCHRONES
AND LOCAL FACILITIES**

STATUS:
FOR INFORMATION

SCALE: 1:17500	DATE: 19/08/21	DRAWN: TW	CHECKED: TH	APPROVED: JC
JOB NO: 2107-022		DRAWING NO: PL01		REVISION: -

A3
ORIGINAL
PLOT SIZE



Reproduced from OpenStreetMap
Isochrones based on data provided from HGIS

NOTES

- Site Location
- Rail Station
- Local Centre
- Supermarket
- Town Centre
- 1000 m
- 2000 m
- 3000 m
- 4000 m
- 5000 m

Rev	Date	Details	Drawn by	Checked by	Approved by

Bristol
Cambridge
London
Manchester
Oxford
Welwyn Garden City

tpa
Transport Planning Associates

Sandford Gate
East Point Business Park
Oxford
OX4 8LB
01865 910220
www.tpa.uk.com

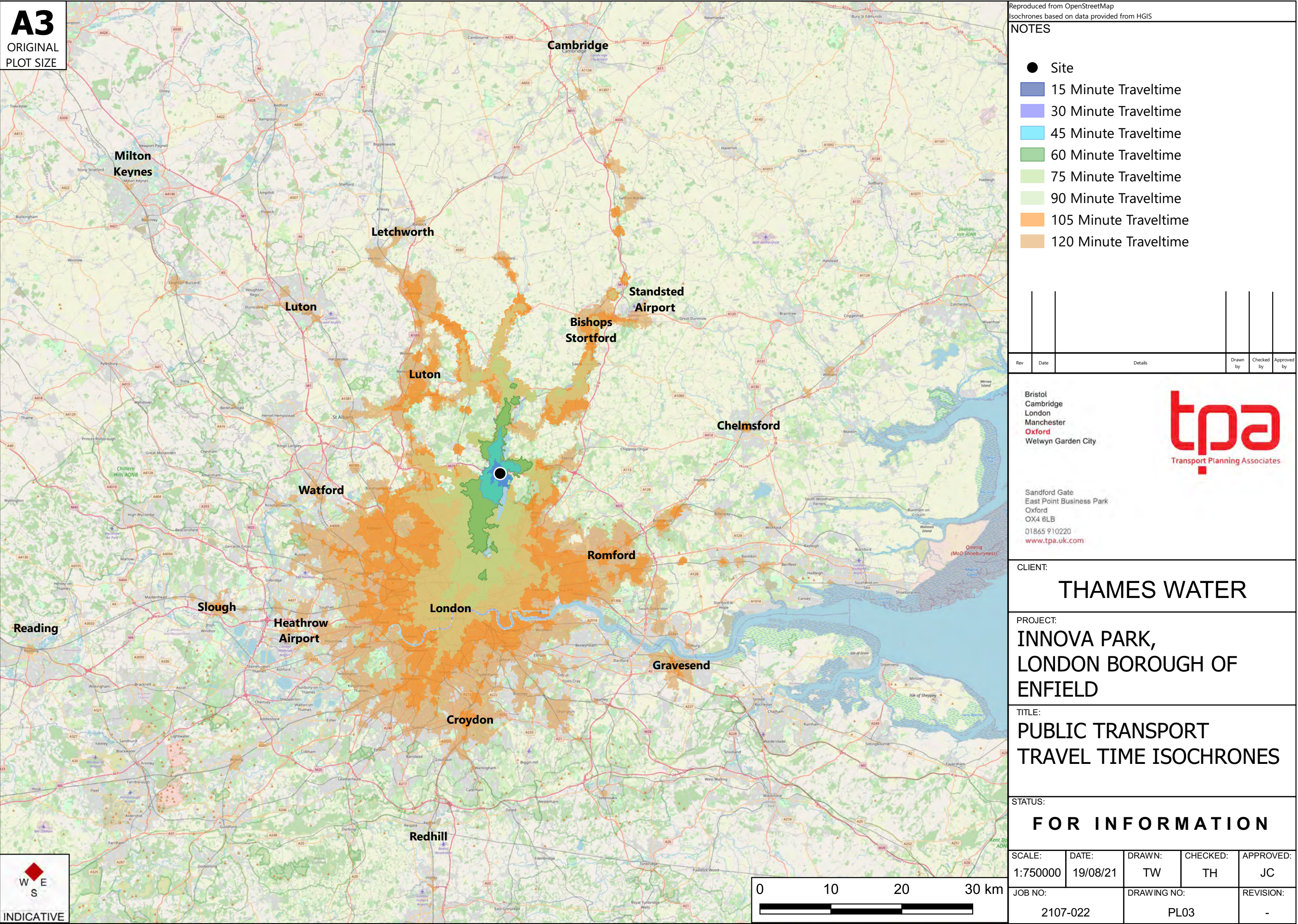
CLIENT:
THAMES WATER

PROJECT:
**INNOVA PARK,
LONDON BOROUGH OF
ENFIELD**

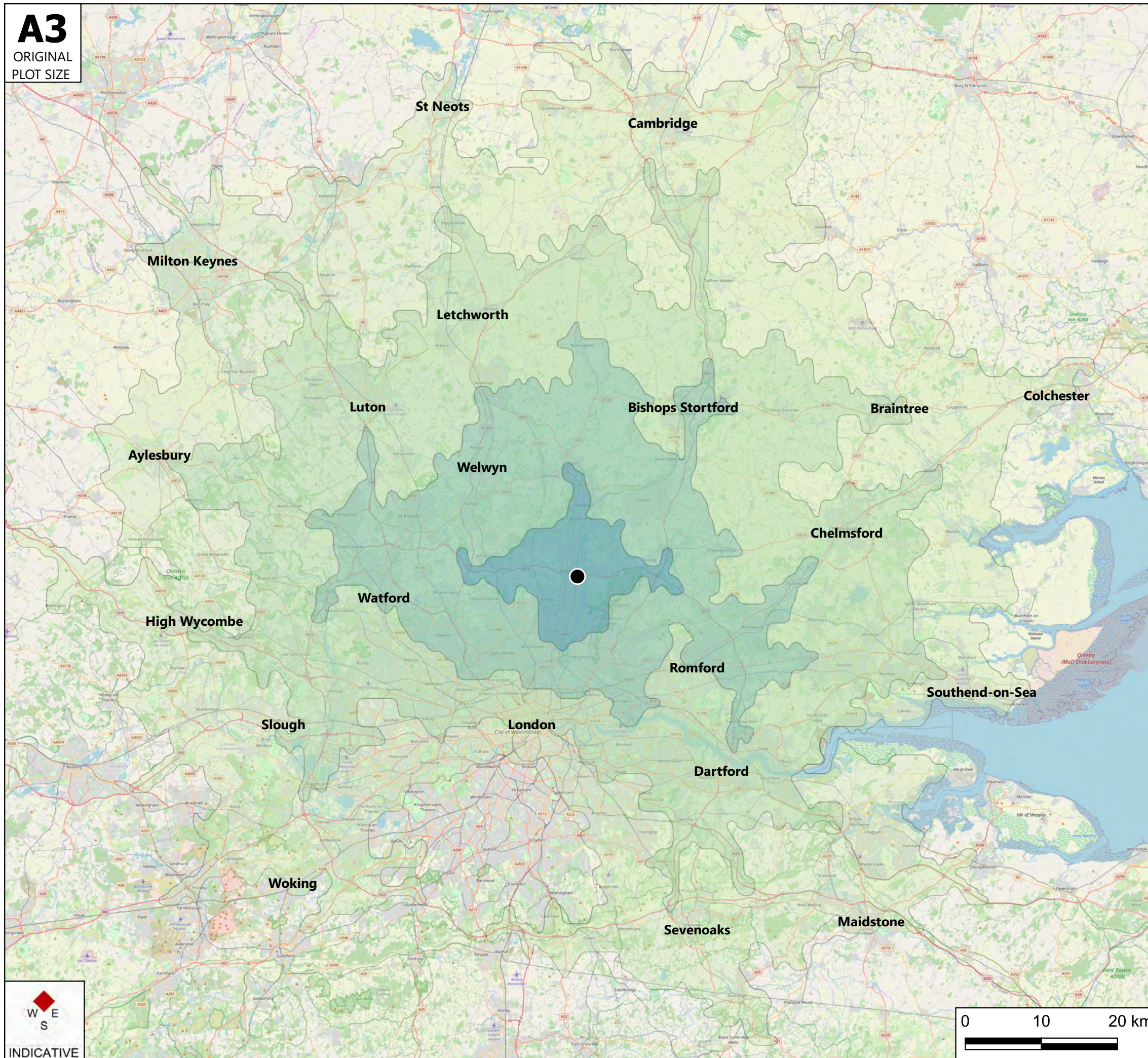
TITLE:
**CYCLE ISOCHRONES AND
LOCAL FACILITIES**

STATUS:
FOR INFORMATION

SCALE: 1:50000	DATE: 19/08/21	DRAWN: TW	CHECKED: TH	APPROVED: JC
JOB NO: 2107-022		DRAWING NO: PL02		REVISION: -



ORIGINAL
PLOT SIZE



Reproduced from OpenStreetMap
Isochrones based on data provided from HGIS

● Site
 ■ 15 Minute Drive
 ■ 30 Minute Drive
 ■ 45 Minute Drive
 ■ 60 Minute Drive

Rev	Date	Details			Drawn by Checked by Approved by



Sandford Gate
East Point Business Park
Oxford
OX4 6LB
01865 910220
www.tpa.uk.com

CLIENT:

THAMES WATER

PROJECT:

INNOVA PARK, LONDON BOROUGH OF ENFIELD

TITLE:

VEHICLE TRAVELTIME ISOCHRONE

STATUS:

FOR INFORMATION

SCALE: 1:800000	DATE: 19/08/21	DRAWN: TW	CHECKED: TH	APPROVED: JC
JOB NO: 2107-022		DRAWING NO: PL04		REVISION: -

APPENDIX B

ORIGINAL
PLOT SIZE

Scale:-
1:500

NOTES:

1. Indicative un-surveyed existing road markings.
2. Based on OS Mapping.
3. Subject to confirmation of Highway Boundary.
4. Subject to topographical survey.
5. Visibility Splays provided in accordance with DMRB.

-  - Indicative Site Boundary.
-  - Proposed Highway Alignment.
-  - Proposed New Footway.
-  - Visibility Splay.

Bristol
Cambridge
London
Manchester
Oxford
Welwyn Garden City



THAMES WATER

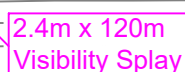
INNOVA PARK, LONDON BOROUGH OF ENFIELD

PROPOSED SITE ACCESS AND VISIBILITY - A1055 MOLLISON ROAD

FOR INFORMATION

JOB NO:	DRAWING NO:	REVISION:
2107-022	SK01	-

Scale:-
1:1,000



2.4m x 120m
Visibility Splay



RESERVED COPYRIGHT

A3

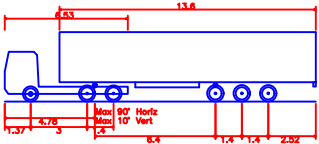
ORIGINAL
PLOT SIZE

Reproduced from Ordnance Survey Superplan Data with the permission of The Controller of Her Majesty's Stationery Office. Crown Copyright - Licence No. AL100034021

NOTES:

1. Indicative un-surveyed existing road markings
2. Based on OS Mapping.

Vehicle Tracking Profile:



Max. Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 4.881m
Min Body Ground Clearance 0.411m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m

Swept Path Key

- Swept path - Wheel Pathway.
- Swept path - Vehicle Overhang.

A	02/08/21	UPDATED SITE LAYOUT	TW	DEF	DEF
Rev	Date	Details	Drawn by	Checked by	Approved by

Bristol
Cambridge
London
Manchester
Oxford
Welwyn Garden City



Sandford Gate
East Point Business Park
Oxford
OX4 6LB
01865 910220
www.tpa.uk.com

CLIENT:

THAMES WATER

PROJECT:

INNOVA PARK,
LONDON BOROUGH OF
ENFIELD

TITLE:

SWEPT PATH ANALYSIS OF
16.5M ARTICULATED HGV
- A1055 MOLLISON ROAD

STATUS:

FOR INFORMATION

SCALE: 1:500	DATE: 01/08/21	DRAWN: TW	CHECKED: DEF	APPROVED: DEF
JOB NO: 2107-022	DRAWING NO: SP01	REVISION: -		



INDICATIVE

RESERVED COPYRIGHT

APPENDIX C

Calculation Reference: AUDIT-219602-210818-0831

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : D - INDUSTRIAL ESTATE
TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
BT	BRENT	1 days
HD	HILLINGDON	2 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:	Site area
Actual Range:	0.76 to 2.76 (units: hect)
Range Selected by User:	0.63 to 8.70 (units: hect)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 08/09/20

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

Selected survey days:

Monday	1 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	4 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)	3
Edge of Town	1

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

Selected Location Sub Categories:

Industrial Zone	3
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:
Not Known 4 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 1 days
10,001 to 15,000 1 days
50,001 to 100,000 2 days

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

Population within 5 miles:
50,001 to 75,000 1 days
500,001 or More 3 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 2 days

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

Travel Plan:
Yes 1 days
No 3 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:
1b Very poor 2 days
2 Poor 1 days
3 Moderate 1 days

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

LIST OF SITES relevant to selection parameters

1	BT-02-D-01	INDUSTRIAL ESTATE	BRENT
	NORTH CIRCULAR ROAD		
	NEASDEN		
	BRENT PARK		
	Suburban Area (PPS6 Out of Centre)		
	Built-Up Zone		
	Total Site area:	0.76 hect	
	Survey date: WEDNESDAY	14/11/18	Survey Type: MANUAL
2	HD-02-D-02	INDUSTRIAL ESTATE	HILLINGDON
	BRADFIELD ROAD		
	RUISLIP		
	SOUTH RUISLIP		
	Edge of Town		
	Industrial Zone		
	Total Site area:	2.76 hect	
	Survey date: THURSDAY	25/06/15	Survey Type: MANUAL
3	HD-02-D-03	INDUSTRIAL ESTATE	HILLINGDON
	BRADFIELD ROAD		
	RUISLIP		
	SOUTH RUISLIP		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Site area:	2.30 hect	
	Survey date: MONDAY	10/06/19	Survey Type: MANUAL
4	HO-02-D-01	INDUSTRIAL ESTATE	HOUNSLOW
	HAMPTON ROAD WEST		
	FELTHAM		
	HANWORTH		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Site area:	1.92 hect	
	Survey date: THURSDAY	25/06/15	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BE-02-D-01	SITE AREA
BK-02-D-01	Covid
HV-02-D-01	SITE AREA

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
TOTAL VEHICLES
 Calculation factor: 1 hect
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	2.11	0.948	2	2.11	0.000	2	2.11	0.948
05:30 - 06:00	2	2.11	2.370	2	2.11	0.237	2	2.11	2.607
06:00 - 06:30	2	2.11	6.398	2	2.11	1.659	2	2.11	8.057
06:30 - 07:00	2	2.11	8.531	2	2.11	4.028	2	2.11	12.559
07:00 - 07:30	4	1.93	14.858	4	1.93	9.302	4	1.93	24.160
07:30 - 08:00	4	1.93	15.891	4	1.93	12.532	4	1.93	28.423
08:00 - 08:30	4	1.93	19.767	4	1.93	12.016	4	1.93	31.783
08:30 - 09:00	4	1.93	20.930	4	1.93	14.858	4	1.93	35.788
09:00 - 09:30	4	1.93	21.318	4	1.93	14.341	4	1.93	35.659
09:30 - 10:00	4	1.93	20.801	4	1.93	18.346	4	1.93	39.147
10:00 - 10:30	4	1.93	21.059	4	1.93	21.059	4	1.93	42.118
10:30 - 11:00	4	1.93	22.610	4	1.93	18.863	4	1.93	41.473
11:00 - 11:30	4	1.93	22.610	4	1.93	23.773	4	1.93	46.383
11:30 - 12:00	4	1.93	18.475	4	1.93	21.189	4	1.93	39.664
12:00 - 12:30	4	1.93	20.930	4	1.93	20.543	4	1.93	41.473
12:30 - 13:00	4	1.93	16.408	4	1.93	17.959	4	1.93	34.367
13:00 - 13:30	4	1.93	18.863	4	1.93	21.705	4	1.93	40.568
13:30 - 14:00	4	1.93	16.408	4	1.93	12.920	4	1.93	29.328
14:00 - 14:30	4	1.93	15.633	4	1.93	17.829	4	1.93	33.462
14:30 - 15:00	4	1.93	15.375	4	1.93	17.313	4	1.93	32.688
15:00 - 15:30	4	1.93	15.891	4	1.93	18.475	4	1.93	34.366
15:30 - 16:00	4	1.93	13.307	4	1.93	15.375	4	1.93	28.682
16:00 - 16:30	4	1.93	13.049	4	1.93	14.470	4	1.93	27.519
16:30 - 17:00	4	1.93	9.819	4	1.93	14.083	4	1.93	23.902
17:00 - 17:30	4	1.93	8.656	4	1.93	12.920	4	1.93	21.576
17:30 - 18:00	4	1.93	6.202	4	1.93	12.403	4	1.93	18.605
18:00 - 18:30	4	1.93	7.364	4	1.93	10.594	4	1.93	17.958
18:30 - 19:00	4	1.93	6.331	4	1.93	7.235	4	1.93	13.566
19:00 - 19:30	2	2.11	4.739	2	2.11	4.976	2	2.11	9.715
19:30 - 20:00	2	2.11	1.896	2	2.11	4.265	2	2.11	6.161
20:00 - 20:30	1	2.30	0.435	1	2.30	1.739	1	2.30	2.174
20:30 - 21:00	1	2.30	0.000	1	2.30	1.739	1	2.30	1.739
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:			407.872			398.746			806.618

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	0.76 to 2.76 (units: hect)
Survey date date range:	01/01/13 - 08/09/20
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

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/D - INDUSTRIAL ESTATE
TAXIS
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	2.11	0.000	2	2.11	0.000	2	2.11	0.000
05:30 - 06:00	2	2.11	0.000	2	2.11	0.000	2	2.11	0.000
06:00 - 06:30	2	2.11	0.000	2	2.11	0.000	2	2.11	0.000
06:30 - 07:00	2	2.11	0.000	2	2.11	0.000	2	2.11	0.000
07:00 - 07:30	4	1.93	0.129	4	1.93	0.129	4	1.93	0.258
07:30 - 08:00	4	1.93	0.000	4	1.93	0.000	4	1.93	0.000
08:00 - 08:30	4	1.93	0.000	4	1.93	0.000	4	1.93	0.000
08:30 - 09:00	4	1.93	0.000	4	1.93	0.000	4	1.93	0.000
09:00 - 09:30	4	1.93	0.258	4	1.93	0.258	4	1.93	0.516
09:30 - 10:00	4	1.93	0.000	4	1.93	0.000	4	1.93	0.000
10:00 - 10:30	4	1.93	0.000	4	1.93	0.000	4	1.93	0.000
10:30 - 11:00	4	1.93	0.000	4	1.93	0.000	4	1.93	0.000
11:00 - 11:30	4	1.93	0.258	4	1.93	0.258	4	1.93	0.516
11:30 - 12:00	4	1.93	0.000	4	1.93	0.000	4	1.93	0.000
12:00 - 12:30	4	1.93	0.000	4	1.93	0.000	4	1.93	0.000
12:30 - 13:00	4	1.93	0.000	4	1.93	0.000	4	1.93	0.000
13:00 - 13:30	4	1.93	0.388	4	1.93	0.388	4	1.93	0.776
13:30 - 14:00	4	1.93	0.000	4	1.93	0.000	4	1.93	0.000
14:00 - 14:30	4	1.93	0.000	4	1.93	0.000	4	1.93	0.000
14:30 - 15:00	4	1.93	0.258	4	1.93	0.258	4	1.93	0.516
15:00 - 15:30	4	1.93	0.129	4	1.93	0.129	4	1.93	0.258
15:30 - 16:00	4	1.93	0.000	4	1.93	0.000	4	1.93	0.000
16:00 - 16:30	4	1.93	0.129	4	1.93	0.129	4	1.93	0.258
16:30 - 17:00	4	1.93	0.000	4	1.93	0.000	4	1.93	0.000
17:00 - 17:30	4	1.93	0.129	4	1.93	0.129	4	1.93	0.258
17:30 - 18:00	4	1.93	0.000	4	1.93	0.000	4	1.93	0.000
18:00 - 18:30	4	1.93	0.000	4	1.93	0.000	4	1.93	0.000
18:30 - 19:00	4	1.93	0.000	4	1.93	0.000	4	1.93	0.000
19:00 - 19:30	2	2.11	0.000	2	2.11	0.000	2	2.11	0.000
19:30 - 20:00	2	2.11	0.000	2	2.11	0.000	2	2.11	0.000
20:00 - 20:30	1	2.30	0.000	1	2.30	0.000	1	2.30	0.000
20:30 - 21:00	1	2.30	0.000	1	2.30	0.000	1	2.30	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:			1.678			1.678			3.356

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/D - INDUSTRIAL ESTATE

OGVS

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	2.11	0.237	2	2.11	0.000	2	2.11	0.237
05:30 - 06:00	2	2.11	0.237	2	2.11	0.000	2	2.11	0.237
06:00 - 06:30	2	2.11	0.237	2	2.11	0.000	2	2.11	0.237
06:30 - 07:00	2	2.11	0.948	2	2.11	0.474	2	2.11	1.422
07:00 - 07:30	4	1.93	0.904	4	1.93	1.550	4	1.93	2.454
07:30 - 08:00	4	1.93	0.646	4	1.93	0.517	4	1.93	1.163
08:00 - 08:30	4	1.93	0.904	4	1.93	0.646	4	1.93	1.550
08:30 - 09:00	4	1.93	1.550	4	1.93	1.163	4	1.93	2.713
09:00 - 09:30	4	1.93	0.388	4	1.93	0.904	4	1.93	1.292
09:30 - 10:00	4	1.93	1.809	4	1.93	1.421	4	1.93	3.230
10:00 - 10:30	4	1.93	1.938	4	1.93	1.550	4	1.93	3.488
10:30 - 11:00	4	1.93	1.163	4	1.93	1.550	4	1.93	2.713
11:00 - 11:30	4	1.93	1.292	4	1.93	1.163	4	1.93	2.455
11:30 - 12:00	4	1.93	1.421	4	1.93	1.680	4	1.93	3.101
12:00 - 12:30	4	1.93	0.775	4	1.93	0.904	4	1.93	1.679
12:30 - 13:00	4	1.93	0.775	4	1.93	0.646	4	1.93	1.421
13:00 - 13:30	4	1.93	1.680	4	1.93	1.163	4	1.93	2.843
13:30 - 14:00	4	1.93	1.163	4	1.93	1.809	4	1.93	2.972
14:00 - 14:30	4	1.93	0.775	4	1.93	0.775	4	1.93	1.550
14:30 - 15:00	4	1.93	0.775	4	1.93	0.388	4	1.93	1.163
15:00 - 15:30	4	1.93	1.292	4	1.93	1.292	4	1.93	2.584
15:30 - 16:00	4	1.93	0.646	4	1.93	0.517	4	1.93	1.163
16:00 - 16:30	4	1.93	1.034	4	1.93	1.034	4	1.93	2.068
16:30 - 17:00	4	1.93	0.258	4	1.93	0.646	4	1.93	0.904
17:00 - 17:30	4	1.93	0.517	4	1.93	0.517	4	1.93	1.034
17:30 - 18:00	4	1.93	0.129	4	1.93	0.000	4	1.93	0.129
18:00 - 18:30	4	1.93	0.000	4	1.93	0.258	4	1.93	0.258
18:30 - 19:00	4	1.93	0.129	4	1.93	0.000	4	1.93	0.129
19:00 - 19:30	2	2.11	0.237	2	2.11	0.474	2	2.11	0.711
19:30 - 20:00	2	2.11	0.237	2	2.11	0.000	2	2.11	0.237
20:00 - 20:30	1	2.30	0.000	1	2.30	0.000	1	2.30	0.000
20:30 - 21:00	1	2.30	0.000	1	2.30	0.000	1	2.30	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:			24.096			23.041			47.137

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/D - INDUSTRIAL ESTATE

PSVS

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	2.11	0.000	2	2.11	0.000	2	2.11	0.000
05:30 - 06:00	2	2.11	0.000	2	2.11	0.000	2	2.11	0.000
06:00 - 06:30	2	2.11	0.000	2	2.11	0.000	2	2.11	0.000
06:30 - 07:00	2	2.11	0.000	2	2.11	0.000	2	2.11	0.000
07:00 - 07:30	4	1.93	0.000	4	1.93	0.000	4	1.93	0.000
07:30 - 08:00	4	1.93	0.000	4	1.93	0.000	4	1.93	0.000
08:00 - 08:30	4	1.93	0.000	4	1.93	0.000	4	1.93	0.000
08:30 - 09:00	4	1.93	0.000	4	1.93	0.000	4	1.93	0.000
09:00 - 09:30	4	1.93	0.000	4	1.93	0.000	4	1.93	0.000
09:30 - 10:00	4	1.93	0.000	4	1.93	0.000	4	1.93	0.000
10:00 - 10:30	4	1.93	0.000	4	1.93	0.000	4	1.93	0.000
10:30 - 11:00	4	1.93	0.000	4	1.93	0.000	4	1.93	0.000
11:00 - 11:30	4	1.93	0.000	4	1.93	0.000	4	1.93	0.000
11:30 - 12:00	4	1.93	0.000	4	1.93	0.000	4	1.93	0.000
12:00 - 12:30	4	1.93	0.000	4	1.93	0.000	4	1.93	0.000
12:30 - 13:00	4	1.93	0.000	4	1.93	0.000	4	1.93	0.000
13:00 - 13:30	4	1.93	0.000	4	1.93	0.000	4	1.93	0.000
13:30 - 14:00	4	1.93	0.000	4	1.93	0.000	4	1.93	0.000
14:00 - 14:30	4	1.93	0.129	4	1.93	0.000	4	1.93	0.129
14:30 - 15:00	4	1.93	0.000	4	1.93	0.000	4	1.93	0.000
15:00 - 15:30	4	1.93	0.000	4	1.93	0.000	4	1.93	0.000
15:30 - 16:00	4	1.93	0.000	4	1.93	0.000	4	1.93	0.000
16:00 - 16:30	4	1.93	0.000	4	1.93	0.000	4	1.93	0.000
16:30 - 17:00	4	1.93	0.000	4	1.93	0.000	4	1.93	0.000
17:00 - 17:30	4	1.93	0.000	4	1.93	0.000	4	1.93	0.000
17:30 - 18:00	4	1.93	0.000	4	1.93	0.000	4	1.93	0.000
18:00 - 18:30	4	1.93	0.000	4	1.93	0.000	4	1.93	0.000
18:30 - 19:00	4	1.93	0.000	4	1.93	0.000	4	1.93	0.000
19:00 - 19:30	2	2.11	0.000	2	2.11	0.000	2	2.11	0.000
19:30 - 20:00	2	2.11	0.000	2	2.11	0.000	2	2.11	0.000
20:00 - 20:30	1	2.30	0.000	1	2.30	0.000	1	2.30	0.000
20:30 - 21:00	1	2.30	0.000	1	2.30	0.000	1	2.30	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:			0.129			0.000			0.129

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/D - INDUSTRIAL ESTATE
CYCLISTS
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	2.11	0.000	2	2.11	0.000	2	2.11	0.000
05:30 - 06:00	2	2.11	0.948	2	2.11	0.237	2	2.11	1.185
06:00 - 06:30	2	2.11	0.000	2	2.11	0.000	2	2.11	0.000
06:30 - 07:00	2	2.11	0.237	2	2.11	0.000	2	2.11	0.237
07:00 - 07:30	4	1.93	0.517	4	1.93	0.000	4	1.93	0.517
07:30 - 08:00	4	1.93	0.775	4	1.93	0.129	4	1.93	0.904
08:00 - 08:30	4	1.93	0.000	4	1.93	0.258	4	1.93	0.258
08:30 - 09:00	4	1.93	0.000	4	1.93	0.258	4	1.93	0.258
09:00 - 09:30	4	1.93	0.388	4	1.93	0.000	4	1.93	0.388
09:30 - 10:00	4	1.93	0.129	4	1.93	0.000	4	1.93	0.129
10:00 - 10:30	4	1.93	0.000	4	1.93	0.258	4	1.93	0.258
10:30 - 11:00	4	1.93	0.129	4	1.93	0.129	4	1.93	0.258
11:00 - 11:30	4	1.93	0.388	4	1.93	0.258	4	1.93	0.646
11:30 - 12:00	4	1.93	0.258	4	1.93	0.129	4	1.93	0.387
12:00 - 12:30	4	1.93	0.129	4	1.93	0.129	4	1.93	0.258
12:30 - 13:00	4	1.93	0.388	4	1.93	0.129	4	1.93	0.517
13:00 - 13:30	4	1.93	0.129	4	1.93	0.258	4	1.93	0.387
13:30 - 14:00	4	1.93	0.129	4	1.93	0.129	4	1.93	0.258
14:00 - 14:30	4	1.93	0.258	4	1.93	0.129	4	1.93	0.387
14:30 - 15:00	4	1.93	0.000	4	1.93	0.000	4	1.93	0.000
15:00 - 15:30	4	1.93	0.129	4	1.93	1.292	4	1.93	1.421
15:30 - 16:00	4	1.93	0.129	4	1.93	0.129	4	1.93	0.258
16:00 - 16:30	4	1.93	0.000	4	1.93	0.388	4	1.93	0.388
16:30 - 17:00	4	1.93	0.258	4	1.93	0.129	4	1.93	0.387
17:00 - 17:30	4	1.93	0.000	4	1.93	0.646	4	1.93	0.646
17:30 - 18:00	4	1.93	0.000	4	1.93	0.129	4	1.93	0.129
18:00 - 18:30	4	1.93	0.000	4	1.93	0.129	4	1.93	0.129
18:30 - 19:00	4	1.93	0.129	4	1.93	0.258	4	1.93	0.387
19:00 - 19:30	2	2.11	0.000	2	2.11	0.000	2	2.11	0.000
19:30 - 20:00	2	2.11	0.000	2	2.11	0.474	2	2.11	0.474
20:00 - 20:30	1	2.30	0.000	1	2.30	0.000	1	2.30	0.000
20:30 - 21:00	1	2.30	0.000	1	2.30	0.000	1	2.30	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:			5.447			6.004			11.451

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/D - INDUSTRIAL ESTATE

CARS

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	2.11	0.711	2	2.11	0.000	2	2.11	0.711
05:30 - 06:00	2	2.11	1.659	2	2.11	0.237	2	2.11	1.896
06:00 - 06:30	2	2.11	3.791	2	2.11	1.185	2	2.11	4.976
06:30 - 07:00	2	2.11	4.265	2	2.11	1.659	2	2.11	5.924
07:00 - 07:30	4	1.93	7.235	4	1.93	2.326	4	1.93	9.561
07:30 - 08:00	4	1.93	8.010	4	1.93	3.488	4	1.93	11.498
08:00 - 08:30	4	1.93	10.078	4	1.93	4.005	4	1.93	14.083
08:30 - 09:00	4	1.93	11.111	4	1.93	5.426	4	1.93	16.537
09:00 - 09:30	4	1.93	14.341	4	1.93	6.848	4	1.93	21.189
09:30 - 10:00	4	1.93	11.370	4	1.93	10.853	4	1.93	22.223
10:00 - 10:30	4	1.93	10.594	4	1.93	9.432	4	1.93	20.026
10:30 - 11:00	4	1.93	11.628	4	1.93	9.432	4	1.93	21.060
11:00 - 11:30	4	1.93	11.757	4	1.93	11.240	4	1.93	22.997
11:30 - 12:00	4	1.93	8.010	4	1.93	8.915	4	1.93	16.925
12:00 - 12:30	4	1.93	10.594	4	1.93	12.274	4	1.93	22.868
12:30 - 13:00	4	1.93	8.398	4	1.93	7.752	4	1.93	16.150
13:00 - 13:30	4	1.93	9.432	4	1.93	11.886	4	1.93	21.318
13:30 - 14:00	4	1.93	7.623	4	1.93	6.589	4	1.93	14.212
14:00 - 14:30	4	1.93	7.881	4	1.93	8.140	4	1.93	16.021
14:30 - 15:00	4	1.93	7.623	4	1.93	10.078	4	1.93	17.701
15:00 - 15:30	4	1.93	8.398	4	1.93	9.690	4	1.93	18.088
15:30 - 16:00	4	1.93	6.848	4	1.93	8.915	4	1.93	15.763
16:00 - 16:30	4	1.93	7.623	4	1.93	9.302	4	1.93	16.925
16:30 - 17:00	4	1.93	5.685	4	1.93	8.786	4	1.93	14.471
17:00 - 17:30	4	1.93	5.685	4	1.93	8.527	4	1.93	14.212
17:30 - 18:00	4	1.93	3.359	4	1.93	9.690	4	1.93	13.049
18:00 - 18:30	4	1.93	5.168	4	1.93	6.848	4	1.93	12.016
18:30 - 19:00	4	1.93	3.618	4	1.93	4.780	4	1.93	8.398
19:00 - 19:30	2	2.11	3.555	2	2.11	3.791	2	2.11	7.346
19:30 - 20:00	2	2.11	1.422	2	2.11	3.318	2	2.11	4.740
20:00 - 20:30	1	2.30	0.435	1	2.30	1.304	1	2.30	1.739
20:30 - 21:00	1	2.30	0.000	1	2.30	1.304	1	2.30	1.304
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:			217.907			208.020			425.927

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/D - INDUSTRIAL ESTATE

LGVS

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	2.11	0.000	2	2.11	0.000	2	2.11	0.000
05:30 - 06:00	2	2.11	0.474	2	2.11	0.000	2	2.11	0.474
06:00 - 06:30	2	2.11	2.370	2	2.11	0.474	2	2.11	2.844
06:30 - 07:00	2	2.11	3.318	2	2.11	1.896	2	2.11	5.214
07:00 - 07:30	4	1.93	6.589	4	1.93	5.297	4	1.93	11.886
07:30 - 08:00	4	1.93	6.718	4	1.93	8.398	4	1.93	15.116
08:00 - 08:30	4	1.93	8.656	4	1.93	7.364	4	1.93	16.020
08:30 - 09:00	4	1.93	8.010	4	1.93	8.140	4	1.93	16.150
09:00 - 09:30	4	1.93	6.331	4	1.93	6.202	4	1.93	12.533
09:30 - 10:00	4	1.93	7.623	4	1.93	6.072	4	1.93	13.695
10:00 - 10:30	4	1.93	8.398	4	1.93	10.078	4	1.93	18.476
10:30 - 11:00	4	1.93	9.819	4	1.93	7.881	4	1.93	17.700
11:00 - 11:30	4	1.93	9.173	4	1.93	10.982	4	1.93	20.155
11:30 - 12:00	4	1.93	8.915	4	1.93	10.594	4	1.93	19.509
12:00 - 12:30	4	1.93	9.432	4	1.93	7.235	4	1.93	16.667
12:30 - 13:00	4	1.93	7.235	4	1.93	9.432	4	1.93	16.667
13:00 - 13:30	4	1.93	7.235	4	1.93	8.269	4	1.93	15.504
13:30 - 14:00	4	1.93	7.364	4	1.93	4.522	4	1.93	11.886
14:00 - 14:30	4	1.93	6.848	4	1.93	8.656	4	1.93	15.504
14:30 - 15:00	4	1.93	6.718	4	1.93	6.589	4	1.93	13.307
15:00 - 15:30	4	1.93	6.072	4	1.93	7.235	4	1.93	13.307
15:30 - 16:00	4	1.93	5.556	4	1.93	5.814	4	1.93	11.370
16:00 - 16:30	4	1.93	4.264	4	1.93	3.876	4	1.93	8.140
16:30 - 17:00	4	1.93	3.747	4	1.93	4.264	4	1.93	8.011
17:00 - 17:30	4	1.93	2.326	4	1.93	3.618	4	1.93	5.944
17:30 - 18:00	4	1.93	2.713	4	1.93	2.584	4	1.93	5.297
18:00 - 18:30	4	1.93	2.196	4	1.93	3.359	4	1.93	5.555
18:30 - 19:00	4	1.93	2.584	4	1.93	2.455	4	1.93	5.039
19:00 - 19:30	2	2.11	0.948	2	2.11	0.711	2	2.11	1.659
19:30 - 20:00	2	2.11	0.237	2	2.11	0.948	2	2.11	1.185
20:00 - 20:30	1	2.30	0.000	1	2.30	0.435	1	2.30	0.435
20:30 - 21:00	1	2.30	0.000	1	2.30	0.435	1	2.30	0.435
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:			161.869			163.815			325.684

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/D - INDUSTRIAL ESTATE
MOTOR CYCLES
 Calculation factor: 1 hect
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	2.11	0.000	2	2.11	0.000	2	2.11	0.000
05:30 - 06:00	2	2.11	0.000	2	2.11	0.000	2	2.11	0.000
06:00 - 06:30	2	2.11	0.000	2	2.11	0.000	2	2.11	0.000
06:30 - 07:00	2	2.11	0.000	2	2.11	0.000	2	2.11	0.000
07:00 - 07:30	4	1.93	0.000	4	1.93	0.000	4	1.93	0.000
07:30 - 08:00	4	1.93	0.517	4	1.93	0.129	4	1.93	0.646
08:00 - 08:30	4	1.93	0.129	4	1.93	0.000	4	1.93	0.129
08:30 - 09:00	4	1.93	0.258	4	1.93	0.129	4	1.93	0.387
09:00 - 09:30	4	1.93	0.000	4	1.93	0.129	4	1.93	0.129
09:30 - 10:00	4	1.93	0.000	4	1.93	0.000	4	1.93	0.000
10:00 - 10:30	4	1.93	0.129	4	1.93	0.000	4	1.93	0.129
10:30 - 11:00	4	1.93	0.000	4	1.93	0.000	4	1.93	0.000
11:00 - 11:30	4	1.93	0.129	4	1.93	0.129	4	1.93	0.258
11:30 - 12:00	4	1.93	0.129	4	1.93	0.000	4	1.93	0.129
12:00 - 12:30	4	1.93	0.129	4	1.93	0.129	4	1.93	0.258
12:30 - 13:00	4	1.93	0.000	4	1.93	0.129	4	1.93	0.129
13:00 - 13:30	4	1.93	0.129	4	1.93	0.000	4	1.93	0.129
13:30 - 14:00	4	1.93	0.258	4	1.93	0.000	4	1.93	0.258
14:00 - 14:30	4	1.93	0.000	4	1.93	0.258	4	1.93	0.258
14:30 - 15:00	4	1.93	0.000	4	1.93	0.000	4	1.93	0.000
15:00 - 15:30	4	1.93	0.000	4	1.93	0.129	4	1.93	0.129
15:30 - 16:00	4	1.93	0.258	4	1.93	0.129	4	1.93	0.387
16:00 - 16:30	4	1.93	0.000	4	1.93	0.129	4	1.93	0.129
16:30 - 17:00	4	1.93	0.129	4	1.93	0.388	4	1.93	0.517
17:00 - 17:30	4	1.93	0.000	4	1.93	0.129	4	1.93	0.129
17:30 - 18:00	4	1.93	0.000	4	1.93	0.258	4	1.93	0.258
18:00 - 18:30	4	1.93	0.000	4	1.93	0.129	4	1.93	0.129
18:30 - 19:00	4	1.93	0.000	4	1.93	0.000	4	1.93	0.000
19:00 - 19:30	2	2.11	0.000	2	2.11	0.000	2	2.11	0.000
19:30 - 20:00	2	2.11	0.000	2	2.11	0.000	2	2.11	0.000
20:00 - 20:30	1	2.30	0.000	1	2.30	0.000	1	2.30	0.000
20:30 - 21:00	1	2.30	0.000	1	2.30	0.000	1	2.30	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:			2.194			2.323			4.517

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.

APPENDIX D

Calculation Reference: AUDIT-219602-210817-0814

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: 01/01/13 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 Survey date: THURSDAY 20/09/18		Survey Type: MANUAL
2	HD-02-F-01 NINE ACRES CLOSE HAYES	FOOD DISTRIBUTOR	HILLINGDON
	Edge of Town Industrial Zone Total Gross floor area: 8673 sqm Survey date: THURSDAY 27/09/18		Survey Type: MANUAL
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 Survey date: WEDNESDAY 23/11/16		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									
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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	8673 - 20400 (units: sqm)
Survey date date range:	01/01/13 - 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.

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)
 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.

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)
 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.

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									
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.

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.