mode
transport planning

Bridge UK Properties 7 LP

# Weybridge Business Park, Weybridge

## Transport Assessment

April 2022

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# Weybridge Business Park, Weybridge

# Transport Assessment

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# APPENDICES

# 1. Introduction

## 1.1 Overview

1.1.1 mode transport planning (mode) has been appointed by Bridge UK Properties 7 LP (Bridge) to provide highway and transportation advice for the proposed redevelopment of land at Weybridge Business Park, Addlestone Road.

1.1.2 The existing site comprises of seven office buildings (land use B1) and associated car parking which is split between two parcels of land to the north and south of Addlestone Road. The existing parcel of offices to the south of Addlestone Road are currently accessed via two vehicular access points off Addlestone Road and a further to the west off Hamm Moor Lane.

1.1.3 The existing office to the north of Addlestone Road is currently accessed via a bridged access point which will be retained as part of the development proposals.

1.1.4 The development proposals seek to deliver the demolition of existing buildings and the development of three employment units within Classes E(g)ii, E(g)iii, B2 and B8, with ancillary office accommodation, new vehicular access, associated external yard areas, HGV and car parking, servicing, external lighting, hard and soft landscaping, infrastructure and all associated works.

1.1.5 The three employment units within Classes E(g)ii, E(g)(iii), B2 and B8 land uses are totalling a floor area of 17,820m$^2$ Gross Internal Area (GIA). The breakdown of the three units GIA are as follows:

- Unit 100 – 14,752m$^2$
- Unit 210 – 1,407m$^2$
- Unit 220 – 1,660m$^2$

1.1.6 The existing western access of the access point off Addlestone Road as well as the Hamm Moor Lane access will be stopped up. A new access will be provided further to the western end of Addlestone Road which will provide HGV access as well as access to a car park for the southern site. The existing bridge access to the northern parcel will be retained.

1.1.7 The proposed site layout is provided in Appendix A.

## 1.2 Report Structure

1.2.1 The remainder of this TA is structured as follows:

- Chapter 2 sets out the relevant national and local transport policy context;

- Chapter 3 describes the existing situation, including a description of the local highway network and road accident analysis;
- Chapter 4 details how to access the development site via sustainable modes of transport;
- Chapter 5 outlines the development proposals;
- Chapter 6 details the proposed trip generation and the net traffic impact and provides a parking accumulation assessment based on the proposed trip generation;
- Chapter 7 summarises and concludes the findings of the report.

# 2. Planning Policy

## 2.1 Introduction

2.1.1 This chapter considers the following adopted national and local transport and land use policies that relate to the proposed development:

- National Planning Policy Framework (NPPF);
- Runnymede Local Plan (2020); and,
- Surrey Design Guide (2002).

## 2.2 National Policy

### National Planning Policy Framework

2.2.1 The National Planning Policy Framework (NPPF) (July 2021) sets out the Government's planning policies for England and how these are expected to be applied (paragraph 35 of the NPPF). The NPPF presumes in favour of sustainable development and is material consideration in planning decisions.

2.2.2 Local planning authorities should approach decisions on proposed developments in a positive and creative way, using the full range of planning tools available including brownfield registers and work proactively with applicants to secure development that will improve the economic, social and environmental conditions of the area. It is suggested to makes as much use as possible of suitable brownfield sites and underutilised land.

2.2.3 Central to the NPPF is a *"presumption in favour of sustainable development"* (paragraph 10), which for decision-taking means that:

- *"approving development proposals that accord with an up-to-date development plan without delay; or;*
- *Where there are no relevant development plan policies, or the policies which are most important for determining the application are out-to-date, granting permission, unless:*
- *the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
- *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole."*

2.2.4 The NPPF states within Paragraph 110 that "*In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

- *appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- *safe and suitable access to the site can be achieved for all users;*

- *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and*
- *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

2.2.5 As such Paragraph 111 states that a *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*

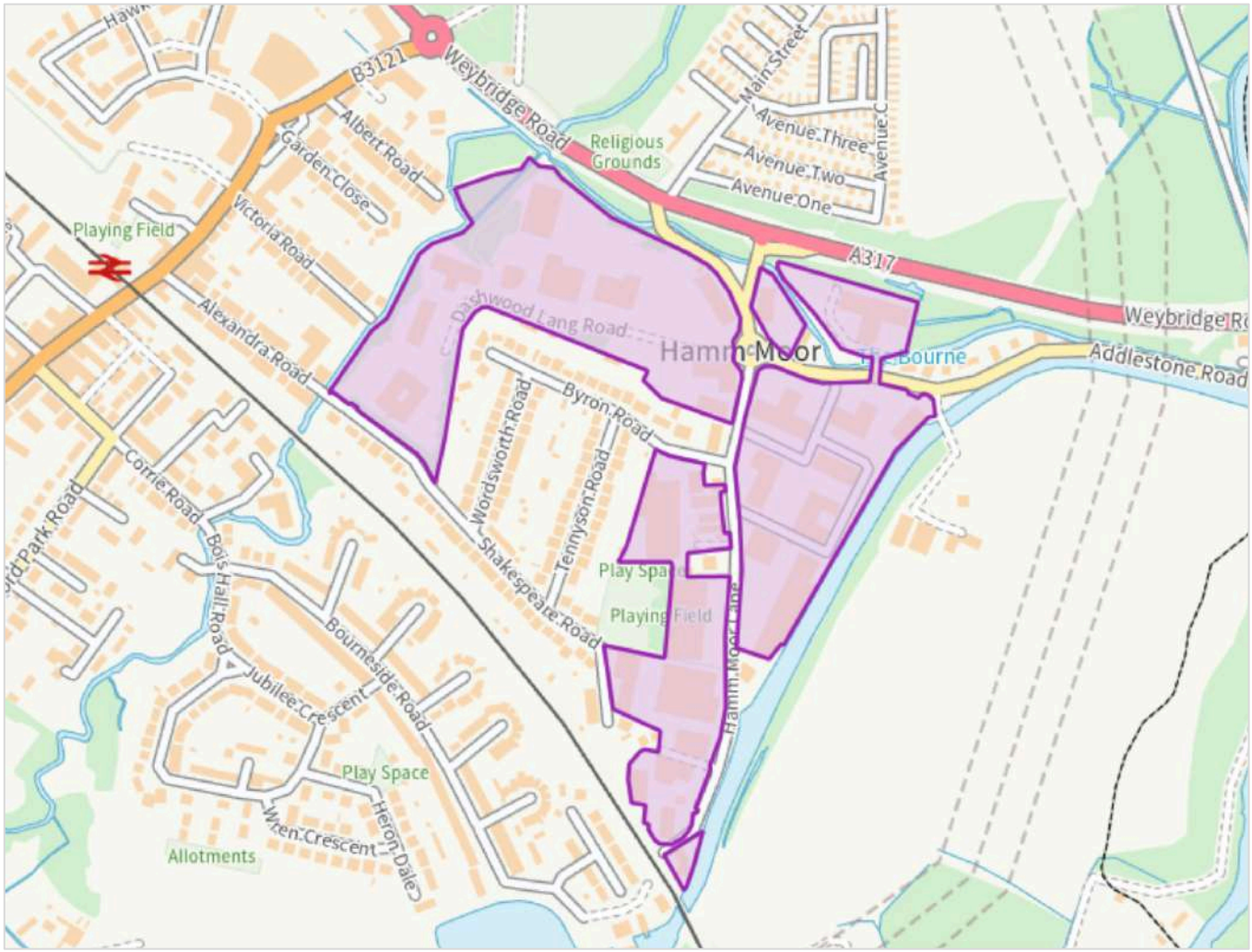
## 2.3 Local Policy

### Runnymede 2030 Local Plan

2.3.1 The Runnymede 2030 Local Plan (LP) was adopted by Runnymede Borough Council on the 16th July 2020 replacing the Runnymede Local Plan 2001. The LP sets out key planning policies which determine the location, scale and timing of new development in the borough in the period up to 2030. This includes the spatial development strategy, allocations for housing, employment and retail development and protection of the environment.

2.3.2 Policy IE2: Strategic Employment Areas highlights the five employment areas in the borough which are the core supply of employment land which will be protected as Strategic Employment Areas. The fifth Strategic Area is SEA5: Weybridge and Bourne Business Park and Waterside Trading Estate. The Policy states '*The refurbishment and redevelopment of sites in these areas for employment use, and proposals for the intensification of sites for employment will be permitted where they accord with other policies in the plan.* The area covered by SEA5 which includes for the application site is shown on Figure 2.1.

Figure 2.1 SEA5: Weybridge and Bourne Business Park and Waterside Trading Estate




## Surrey Design Guide

2.3.3 The Surrey Design Guide was produced by SCC and all eleven of the Surrey District Councils. The guide sets out key objectives and principles to be considered to ensure all new developments are of the highest design quality. The design guide has been adopted by SCC a Supplementary Planning Guidance and was most recently updated in September 2015.

2.3.4 The design guide presents seven key objectives which are as follows:

1. To promote good design through the development process;
2. To create attractive and accessible places;
3. To ensure that all development contributes to local distinctiveness and character,
4. To conserve energy and water, maintain biodiversity and reduce waste and pollution;
5. To encourage vibrant and mixed communities where people feel safe;
6. To create places for people that are safe and easy to move through and are accessible to all; and,

7. To make best use of the land available.

2.3.5 The design guide provides a Technical Appendix. The Technical Appendix has an emphasis on reducing the need for single occupancy car journeys. Paragraph 4 states that '*Pedestrians and cyclists should have as direct a route as possible to local facilities in order to encourage local journeys without a car.*' The appendix presents the guidelines for the provision and fundamentals of footways, cycle paths and crossings.

2.3.6 Public transport is a desirable alternative to reduce single occupancy car journeys to and from developments. The report states that '*The Department for Transport, Local Government and Regions (DTLR) suggests that no property (development) should be more than 400m walking distance from the nearest bus stop. Developers must therefore ensure that a good bus corridor is provided which affords an efficient passage for buses to and through a development'.* The location of the proposed development is provided a regular bus service within a 400m walking distance from the centre of the site, therefore adhering to the guidance.

2.3.7 Further to sustainable transport, the Technical Appendix supplies 'Parking Fundamentals' including the minimum size for car parking spaces, including disabled spaces.

## 2.4 Summary

2.4.1 National and local level transport policy encourages development to be located in areas that are readily accessible on foot, cycle or public transport. In addition, the NPPF provides policy that states that new developments "*should only be prevented or refused on highways grounds if there is an unacceptable impact on the highway safety, or the residual cumulative impact on the road network would be severe."* The site conforms to the policy and guidance as it is situated in a location that is easily accessible by a range of modes of sustainable transport and would not have a negative impact on the local highway network.

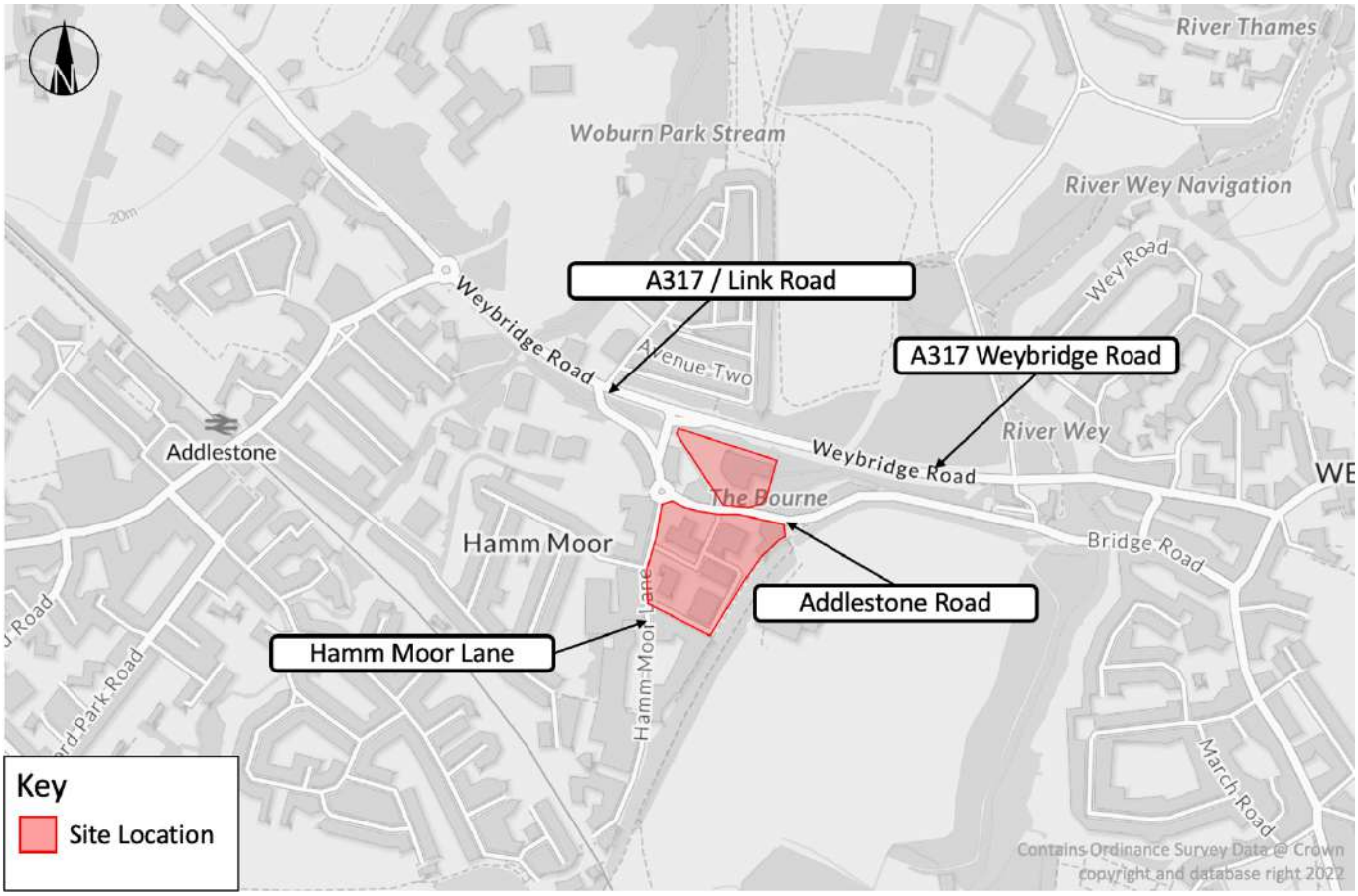
# 3. Existing Conditions

## 3.1 Introduction

3.1.1 The application site is located on land south of the A317 Weybridge Road and distributed to the north and south of Addlestone Road.

3.1.2 The existing site comprises of seven office buildings (land use B1) with a combined GIA of 16,536.26m$^2$. The location of the application site is shown on Figure 3.1.

Figure 3.1 Site Location




## 3.2 Local Highway Network

3.2.1 The location of the site in the context of the local highway network is shown on Figure 3.1 with vehicular access being provided off Addlestone Road to the northern site and off Addlestone Road and Hamm Moor Lane for the southern site.

3.2.2 Addlestone Road is a single carriageway road subject to a speed limit of 30mph. Addlestone Road has traffic calming measures in the form of speed humps within proximity to the site accesses.

3.2.3 Addlestone Road runs from the Addlestone Road/Link Road/Hamm Moor Lane roundabout to the west to the Heath Road/Addlestone Road priority junction to the east.

3.2.4 Addlestone Road benefits from a pedestrian footway on both sides of the carriageway. The northern side has a footway which extends the entire length of the road, whereas the southern side of the carriageway becomes a riverside track to the east of the proposed site. Addlestone Road is subject to restrictions approximately 550m to the east of the Addlestone Road/Link Road/Hamm Moor Lane roundabout. The restrictions comprise of a maximum weight of 7.5tonnes and a width of 7'0".

3.2.5 Hamm Moor Lane runs southwards from the Addlestone Road/Link Road/Hamm Moor Lane roundabout and ends to the north of the railway line. Hamm Moor Lane provides access to further industrial units located to the west including Borne Business Park. Hamm Moor Lane is a single carriageway which is subject to a 30mph speed limit, and benefits from a footway on both sides of the carriageway.

3.2.6 Link Road provides a route between the Addlestone Road/Link Road/Hamm Moor Lane roundabout to the A317 Weybridge Road. The A317 Weybridge Road/Link Road priority junction is a left turn only junction from Link Road on to the A317.

3.2.7 The A317 Weybridge Road is a dual carriageway subject to a speed limit of 40mph. The A317 provides a route from Weybridge to Addlestone, Chertsey, Oatlands and Hersham. The A317 benefits from a segregated cycle path, namely National Cycle Network (NCN) Route 4, which runs along the footway on both sides of the carriageway.

## 3.3 Personal Injury Collision Data

3.3.1 Personal Injury Collision (PIC) data has been obtained from Crashmap Pro (crashmap.co.uk) for the most recently available 5-year period, between January 2016 and July 2021. The study includes the following:

- Addlestone Road in proximity to the site;
- A317 Weybridge Road/Link Road junction; and
- Addlestone Road/Link Road/Hamm Moor Lane roundabout.

Figure 3.2 PIC Study Area


3.3.2 Figure 3.2 demonstrates that a total of four collisions occurred in the most-recent five-year period within the vicinity of the site. These four collisions were all been deemed slight.

3.3.3 Collision 2016450072263 is the only collision which has occurred on an existing site access on the 05/09/2016. The collision involved one vehicle and resulted in one casualty. The collision occurred during the day light and the weather was wet without high winds.

3.3.4 Three collisions have occurred in proximity to the Hamm Moor Lane/Addlestone Road roundabout, these are as follows:

- 2016450098899 – this collision occurred on the 23/08/2016 and involved three vehicles, resulting in one casualty. The weather was fine and dry during daylight.
- 2016450053656 – this collision occurred on the 16/03/2016 and involved two vehicles, resulting in one casualty. The weather was fine and dry during daylight.
- 2016450047966 – this collision occurred on the 24/02/2016 and involved two vehicles, causing one casualty. The weather was fine without high winds and the street was dark but with the presence of streetlights.

3.3.5 The review of the collision data on the adjacent highway network indicates that there is not a specific highway safety concern that would warrant mitigation as part of the proposals.

# 4. Sustainable Travel

## 4.1 Pedestrian Accessibility

4.1.1 Guideline walking distances provided in the Chartered Institution of Highways and Transportation (CIHT) document 'Planning for Walking (2015)' are as follows:

- *"Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 metres). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating. Developers should consider the safety of the routes (adequacy of surveillance, sight lines and appropriate lighting) as well as landscaping factors (indigenous planting, habitat creation) in their design.*

- *The power of a destination determines how far people will walk to get to it. For bus stops in residential areas, 400 metres has traditionally been regarded as a cut-off point and in town centres, 200 metres (DOENI, 2000). People will walk up to 800 metres to get to a railway station, which reflects the greater perceived quality or importance of rail services."*

4.1.2 Appropriate walking distances are dependent upon the location of the specific development; more remote locations will see people being prepared to walk further to their end destination. Similarly, appropriate walking distances are also dependent on upon the standard of existing pedestrian infrastructure provision, with further walking distances achievable in locations with extensive and high-quality pedestrian footways, crossings and pedestrianised areas.

4.1.3 There are pedestrian footways on both sides of the Addlestone Road carriageway serving all proposed accesses points to the site. Hamm Moor Lane also benefits from a pedestrian footway on both sides of the carriageway.

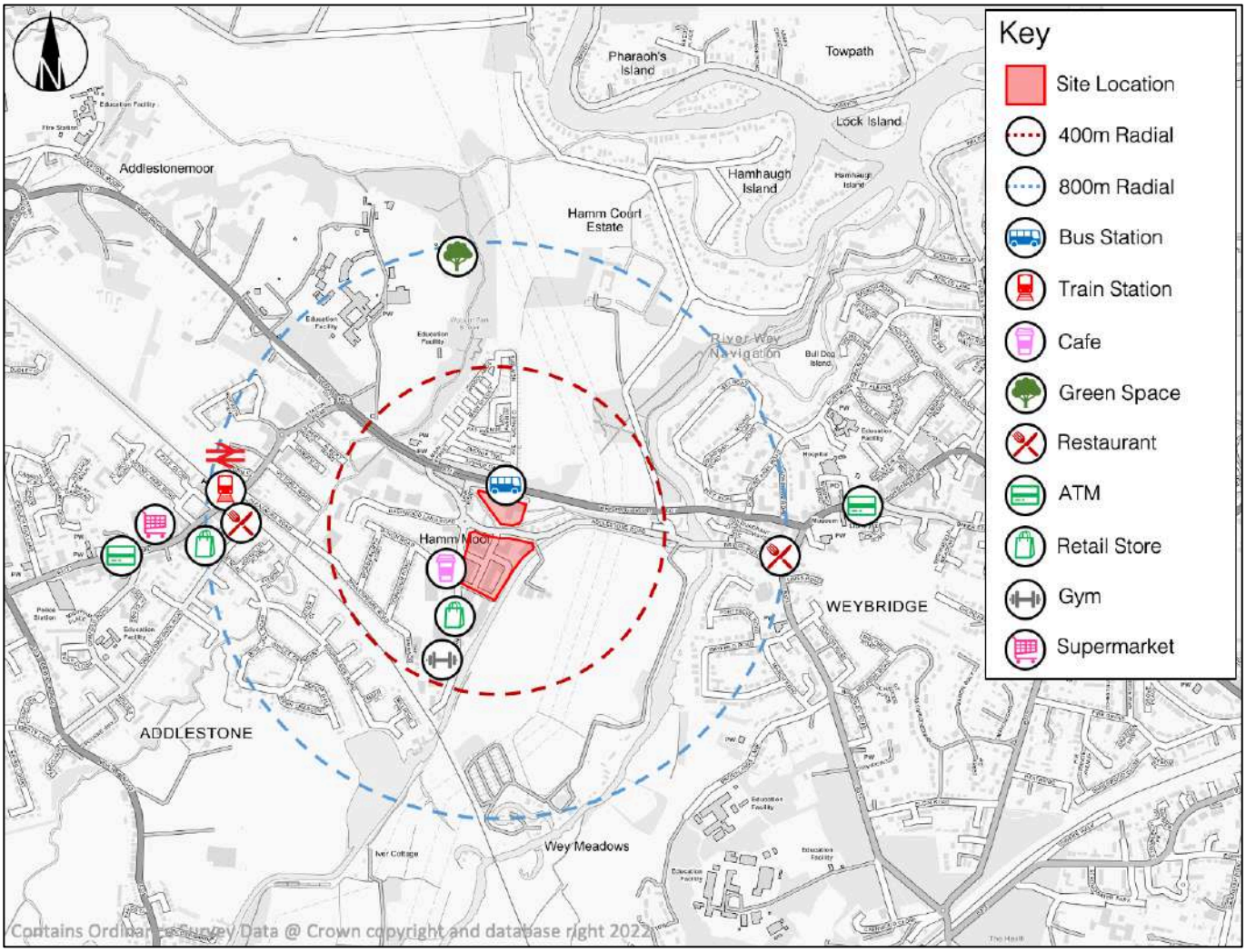
4.1.4 The Addlestone Road/Link Road/Hamm Moor Lane roundabout provides uncontrolled pedestrian crossing points on all arms with dropped kerbs and tactile paving. The Addlestone Road footway continues to Link Road heading northwards to the A317. The A317/Link Road (southbound) junction is signalised and benefits from a controlled signalised crossing with central reservation across the A317.

4.1.5 The closest bus stops to site are located on the A317 to the east of the A317/Link Road (southbound) junction, approximately 350m from the centre of the northern site and 325m from the centre of the southern site.

4.1.6 The existing footway network provides pedestrians access to the surrounding amenities, including bus stops located within an acceptable walking distance from the site.

4.1.7 Figure 4.1 presents the local amenities located within 400m and 800m walking radials form the site.

Figure 4.1 Local Amenities




## 4.2 Cycle Accessibility

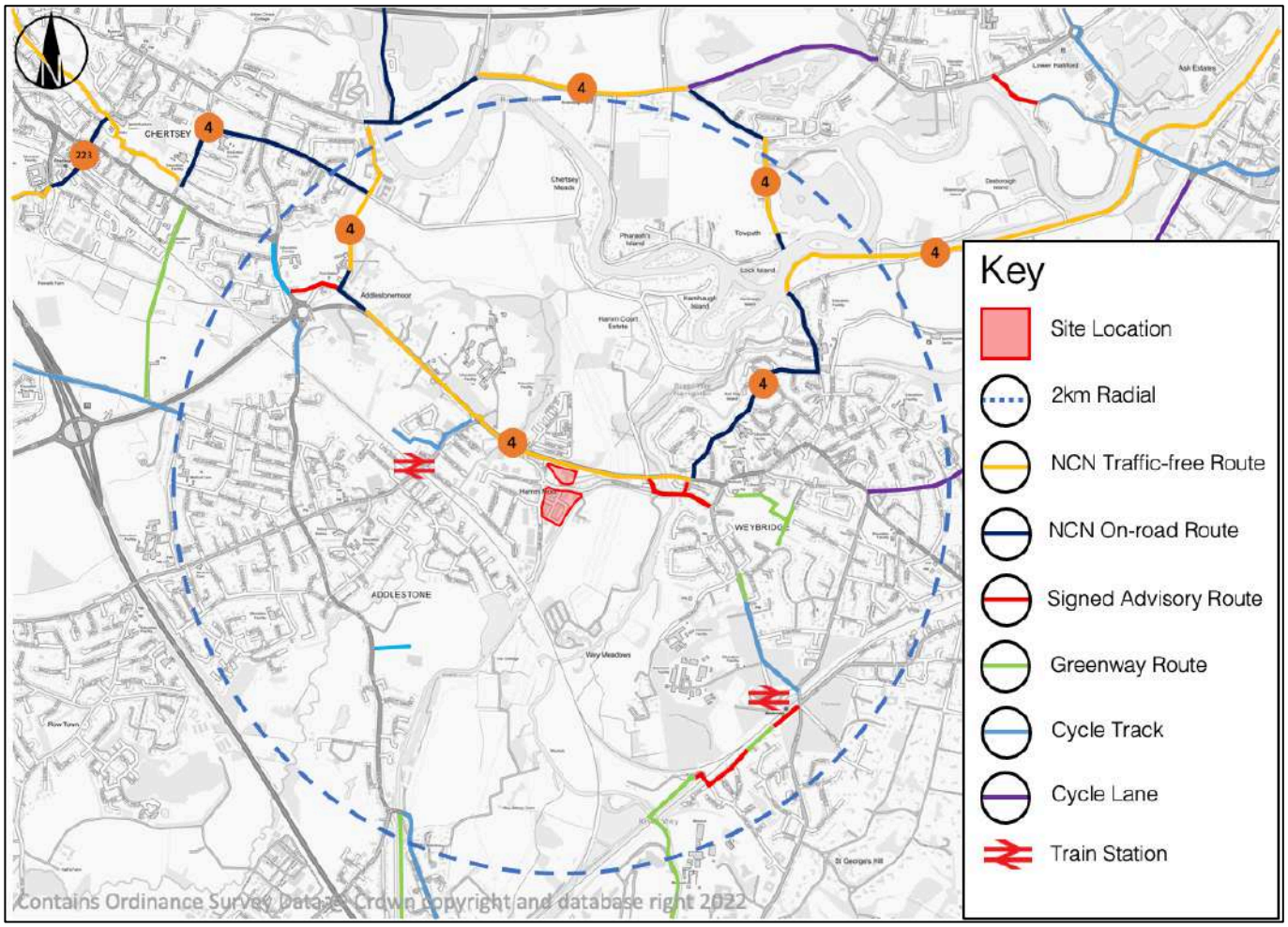
4.2.1 As with pedestrian accessibility, the level of a site's cycle accessibility depends upon a combination of the distance from local amenities and the standard of existing cycle infrastructure. It should however be noted that cycle infrastructure can include facilities shared with vehicles and pedestrians as well as dedicated cycle infrastructure.

4.2.2 In respect of acceptable cycle distances, 'Local Transport Note 1/120 Cycling Infrastructure Design', published by DfT, states that many utility cycle trips are less than three miles (approximately five kilometres) but for commuter journeys a distance of over five miles (approximately eight kilometres) is not uncommon.

4.2.3 As previously noted, the site is approximately 300m from the NCN Route 4 which is a segregated cycle route along the A317. NCN Route 4 is one of the longest NCN routes within the UK, stretching 679.8km in total. The route connects London to Fishguard. However, in relation to the site, the route provides access to neighbouring residential areas in Weybridge, Chertsey, Walton-on-Thames, and Addlestone Moor.

4.2.4 SCC provide a Cycle Facilities Map on their website (https://surreycc.maps.arcgis.com/apps/View) which shows the location of cycle routes, crossings, and parking facilities. SCC's cycle routes and the NCN routes in relation to the application site are demonstrated on Figure 4.2.

Figure 4.2 Cycle Routes




## 4.3 Bus Accessibility

4.3.1 A summary of the routes and times of the bus services accessible at bus stops located within a 400m catchment from the site is provided in Table 4.1.

Table 4.1 Bus Services and Frequencies

| Service No. | Route | Mon-Fri (peaks) | Mon-Fri (off-peak) | Sat | Sun |
|---|---|---|---|---|---|
| 461 | Kingstone - Addlestone | 3 | 3 | 2 | - |
| 637 | Byfleet - Chertsey | School service only | | - | - |

4.3.2 The bus stops closest to the site are located on either side of the A317 Weybridge Road, approximately 300m to the north of the site access along Addlestone Road. The bus stops are comprised of a bus flagpoles, seating, bus shelters and timetables.

## 4.4 Rail Accessibility

4.4.1 The nearest rail station to the site is Addlestone railway station and is located approximately 1km west of the site. The railway station benefits from a car park with 24/7 accessibility and, the station also provides 24 sheltered cycle spaces.

4.4.2 A summary of the direct train services available from Addlestone railway station are summarised below in Table 4.2.

Table 4.2 Train Services and Frequencies

| Destination | Approx. Frequency | Approx. Journey Time |
|---|---|---|
| London Waterloo | 2 services / hour | 80 minutes |
| Weybridge | 2 services / hour | 5-8 minutes |

4.4.3 In addition, Weybridge railway station is located approximately 1.6km to the southeast of the site. Weybridge railway station offers a wider variety of destinations including Woking, Barnes, and Basingstoke as well as London Waterloo. Weybridge railway station provides 106 cycle parking spaces which are sheltered and secure.

# 5. Development Proposals

## 5.1 Introduction

5.1.1 This chapter describes the development proposals including full details of the site access, parking and internal road network.

## 5.2 Development Schedule

5.2.1 The development proposal seeks to deliver flexible E(g)(ii), E(g)(iii), B2 and B8 land uses, totalling a floor area of 17,820m² Gross Internal Area (GIA). For trip generation and car parking considerations within this TA the calculations have been undertaken utilising TRICS data from the Industrial Estate to ensure all flexible land uses are accounted for.

5.2.2 The breakdown of the three units GIA are as follows:

- Unit 100 – 14,752m²
- Unit 210 – 1,407m²
- Unit 220 – 1,660m²

## 5.3 Access Arrangements

5.3.1 As the proposed development site constitutes of two land parcels with Addlestone Road separating the two, parcel one (Unit 100) provides two vehicular accesses, while the northern parcel (Units 210 & 220) will have one access. The proposed vehicular accesses points will provide a betterment to the existing vehicular access arrangements that serve the site. All vehicular accesses will be located off Addlestone Road.

5.3.2 A new access will be provided along Addlestone Road and be allocated as the sole point of access for HGVs for Unit 100 as well as to serve a smaller car parking area. This access will provide a widened point of entry to ensure the access will be suitable for articulated vehicles associated with B8 land use. Within Appendix D, Drawing J32-6431-PS-001 provides a swept path analysis for a 16.5m articulated vehicle.

5.3.3 The existing eastern vehicular access off Addlestone Road will be retained to serve as the main staff and visitor car park to the north-east corner of the site for the southern site. This access forms of a priority bellmouth junction. Drawing J32-6431-PS-003 provides the swept path analysis for the eastern Addlestone Road access.

5.3.4 It is noted that a third existing access off Addlestone Road to the southern site is proposed to be stopped up as part of the development proposals, in addition to the stopping up of the Hamm Moor Lane access.

5.3.5 The Unit 210 & Unit 220 site access is the existing access for the northern parcel and is in the form of a priority bellmouth access and bridge to cross the River Wey with a security gate to the north extent of the bridge.

5.3.6 The existing bridge access has no maximum weight limit and has a carriageway width of approximately 5.90m. As part of the development proposals, the carriageway will be extended to 6.8m in width with a 1.2m footway on the eastern side. The access will have a give way line set back 12.5m from the bellmouth junction with Addlestone Road to allow for exiting 10m rigid vehicles to have enough visibility to see if another HGV is entering the site.

5.3.7 As for the northern site, day-to-day servicing is expected to be limited to rigid trucks, as demonstrated on Drawing J32-6431-AT-C01. This is on the basis that the proposed units will not be provided with dock loaders for vehicles larger than a 12m rigid truck. Whilst it will be possible for larger vehicles to access the site, this is generally not expected where businesses will be anticipated to occupy units on the basis of servicing provision available.

5.3.8 Visibility splays have been completed for all proposed access points. As Addlestone Road is subject to a speed limit of 30mph the Manual for Streets Guidelines state that the required visibility for a priority junction at 30mph is 2.4m x 43m in both directions. It is further noted that ATC surveys have been undertaken for Addlestone Road. This data has provided the 85$^{th}$ percentile speed for Addlestone Road with a result of 25.4mph.

5.3.9 The horizontal visibility splays are shown in Drawing J32-6431-PS-001, Drawing J32-6431-PS-002, and Drawing J32-6431-PS-003 within Appendix D.

5.3.10 At the request of the highways officer, all site access points have been subject to a Stage 1 Road Safety Audit (RSA1). The RSA1 and Designer's Response is provided in Appendix E.

## 5.4 Internal Layout

5.4.1 The internal layout of the sites is available in Appendix A. Drawing J32-6431-AT-C03 and Drawing J32-6431-AT-C04 shows the northern sites servicing bays being accessed by two 10m rigid vehicles. While Drawing J32-6431-AT-B02 shows the inbound movement at the southern site being accessed by a 16.5m articulated vehicle and Drawing J32-6431-AT-B03 shows the outbound movements.

## 5.5 Car Parking Provision

5.5.1 The proposed car parking provision has been informed by the maximum parking standards set out within Surrey County Council (SCC)'s Vehicular, and Cycle Parking Standards Guidance (Jan 2020). As part of initial dialogue with Runnymede Borough Council (RBC) and SCC it has been confirmed that these parking standards would apply instead of RBC's Supplementary Planning Guidance on car parking (2001). A summary of the car parking standards is provided in Table 5.1.

Table 5.1 Surrey County Council Car Parking Standards (Maximum)

| Land Use | Car Parking Standard (Maximum) |
|---|---|
| B8 – Warehousing (Storage) | 1 space per 100m²<br>1 lorry space per 200m² |
| B8 – Warehousing (Distribution) | 1 space per 70m²<br>1 lorry space per 200m² |
| B2 – General Industry | 1 space per 30m² |
| B1 – Office | 1 space per 30m² |

5.5.2 The site layout plan is provided in Appendix A and shows that the southern site will provide a total of 120 car parking spaces for Unit 100 including 6 disabled bays and 24 active EV parking spaces. The northern site will provide a total of 60 car parking spaces for Units 210 and 220 including 4 disabled bays and 12 active EV parking spaces; further infrastructure for passive EV car parking provision will be made and monitored through the site's Travel Plan.

5.5.3 Ultimately the SCC parking standards state with respect to non-residential land uses that *"In the case of all other land uses…Parking proposed at levels below the maximum standard will not be objected to, other than in exceptional circumstances where there are significant implications for road safety."*

5.5.4 Utilising the agreed trips rates to represent realistic prediction of the vehicular trip generation profile of the proposed development (B2 General Industry, B8 Warehousing, and/or E Light Industry) a TRICS based car parking accumulation has been undertaken.

5.5.5 The TRICS assessment of parking demand has been undertaken for a 16-hour weekday period to demonstrate that the level of on-site parking proposed will be sufficient; this has been summarised below in Table 5.2.

Table 5.2 TRICS based Parking Accumulation

| Time Period | Arrivals (veh) | Departures (veh) | Parking Accumulation (veh) | Parking Capacity | Parking Accumulation (%) |
|---|---|---|---|---|---|
| 05:00 – 06:00 | 10 | 2 | 26 | 180 | 14% |
| 06:00 – 07:00 | 25 | 6 | 45 | 180 | 25% |
| 07:00 – 08:00 | 49 | 11 | 83 | 180 | 46% |
| 08:00 – 09:00 | 68 | 25 | 126 | 180 | 70% |
| 09:00 – 10:00 | 45 | 33 | 138 | 180 | 77% |
| 10:00 – 11:00 | 38 | 30 | 146 | 180 | 81% |
| 11:00 – 12:00 | 34 | 28 | 152 | 180 | 84% |
| 12:00 – 13:00 | 34 | 44 | 142 | 180 | 79% |
| 13:00 – 14:00 | 34 | 32 | 144 | 180 | 80% |
| 14:00 – 15:00 | 34 | 41 | 137 | 180 | 76% |
| 15:00 – 16:00 | 27 | 36 | 128 | 180 | 71% |
| 16:00 – 17:00 | 47 | 63 | 112 | 180 | 62% |
| 17:00 – 18:00 | 30 | 76 | 66 | 180 | 37% |
| 18:00 – 19:00 | 11 | 27 | 50 | 180 | 28% |
| 19:00 – 20:00 | 25 | 23 | 52 | 180 | 29% |
| 20:00 – 21:00 | 5 | 14 | 43 | 180 | 24% |

5.5.6 The analysis indicates that based on the proposed development, the maximum parking accumulation for the number of occupied spaces across the day would be 152 spaces. This falls below the on-site provision of 180 car parking spaces. As such, the TRICS based parking accumulation has demonstrated that the anticipated car parking demand would not incur any errant parking onto the surrounding highway network.

## 5.6 Cycle Parking Provision

5.6.1 To determine the level of cycle parking required for the proposed land uses, the minimum parking standards set out within SCC Vehicular, and Cycle Parking Standards Guidance (Jan 2020) have been considered, with a summary of the cycle parking standards set out in Table 5.3.

Table 5.3 Surrey County Council Cycle Parking Standards (Minimum)

| Land Use | Cycle Parking Standard (Minimum) |
|---|---|
| B8 – Warehousing (Storage or Distribution) | 1 space per 500m$^2$ |
| B2 – General Industry | 1 space per 500m$^2$ |
| B1 – Office (Research & Development / Light Industry) | 1 space per 250m$^2$ |

5.6.2 Cycle parking will be provided in line with the standards set out within Table 5.3. Unit 100 is providing a minimum of 40 cycle spaces, while Units 210 and Unit 220 are providing a minimum of 20 cycle parking spaces each. Additionally, the cycle parking will be located across the sites and be safe, secure and lit.

## 5.7 HGV Access Strategy

5.7.1 A detailed swept path analysis of the site accesses has been undertaken utilising a 16.5 metre articulated HGV for the southern site, and a 10m rigid vehicle for the northern site, which are the largest vehicles anticipated to access and egress the sites. The swept path drawings are appended to this report as outlined in Section 5.3.

# 6. Trip Generation

## 6.1 Introduction

6.1.1 The application site currently comprises of seven B1 Office land use buildings with a total area of 16,536m², therefore the proposal for warehousing and light industrial units will generate a decrease in traffic on the surrounding highway network. However, as part of this Transport Assessment, the total movements generated by the development site have been considered and a net impact calculated.

## 6.2 Existing Trip Generation

6.2.1 To assess the trip generation for the existing land use, total vehicle trip rates have been derived from the TRICS database using the land category '*02 – Employment – A – Office'.* The TRICS outputs are provided in Appendix B.

6.2.2 The following criteria has been applied when examining the TRICS data:

- Region – England excluding Greater London
- Date Range – 01/01/13 to 14/03/19
- Location – Edge of Town Centre, Suburban Area, Edge of Town
- No. Surveyed Sites – 12

6.2.3 Vehicular trip rates and associated movements for the AM peak (08:00-09:00) and the PM peak (17:00-18:00) periods are summarised in Table 6.1.

Table 6.1 AM and PM Vehicular Trip Generation (Existing Office Buildings)

| Land Use | | AM Peak (08:00-09:00) | | | PM Peak (17:00-18:00) | | |
|---|---|---|---|---|---|---|---|
| | | Arrivals | Departures | Total | Arrivals | Departures | Total |
| Office (Existing – 16,536sqm) | Vehicular Trip Rate | 1.344 | 0.208 | 1.552 | 0.181 | 1,181 | 1.362 |
| | Vehicular Trips | 222 | 34 | 257 | 30 | 195 | 225 |

## 6.3 Proposed Development Trip Generation

6.3.1 To assess the trip generational potential of the development proposals, total vehicle trip rates have been derived from the TRICS database using the land category *'02 – Employment – D – Industrial Estate'*. The TRICS outputs are provided in Appendix B.

6.3.2 The following criteria has been applied when examining the TRICS data for the land category '*02 – Employment – D – Industrial Estate':*

- Region – England excluding Greater London
- Date Range – 01/01/13 to 27/09/19
- Location – Suburban Area, Edge of Town
- No. Surveyed Sites – 7

6.3.3 The sites selected reflects a broad mix of Class E(g)(iii) (previously B1c), B2 and B8. The trip rates are considered robust as the sites selected include a proportion of B1a and B1b land uses which are characteristically higher trip generators compared with B2 and B8 land uses.

6.3.4 The land-use split of each TRICS survey has been broken down in Table 6.2.

Table 6.2 TRICS Surveys Land-use Split

| Land Use | Site 1 | Site 2 | Site 3 | Site 4 | Site 5 | Site 6 | Site 7* | Average |
|---|---|---|---|---|---|---|---|---|
| B1 | 0% | 5% | 10% | 30% | 10% | 25% | - | **13%** |
| B2 | 0% | 20% | 55% | 30% | 10% | 75% | - | **32%** |
| B8 | 100% | 75% | 35% | 40% | 80% | 0% | - | **55%** |

6.3.5 As shown in Table 6.2 there is on average a higher proportion of B8 and B2 land-use in the TRICS based sites used to calculate the vehicle trip rates. Site 7* has not been allocated with a breakdown of the percentage use class operating on the site. Upon further investigation via a desktop review the existing occupiers of Site 7 appear to conform to a industrial estate land use, as such the site has been included in the calculation of the trip rates.

### Vehicle Trip Generation

6.3.6 The total vehicular trip rates and associated movements for the AM peak (08:00-09:00) and the PM peak (17:00-18:00) periods are summarised in Table 6.3.

Table 6.3 AM and PM Peak Vehicular Trip Generation (Proposed Development 17,820m²)

| Industrial Estate | | AM Peak (08:00-09:00) | | | PM Peak (17:00-18:00) | | |
|---|---|---|---|---|---|---|---|
| | | Arrivals | Departures | Two Way | Arrivals | Departures | Two Way |
| All Units – 17,820sqm | Vehicular Trip Rate | 0.379 | 0.143 | 0.522 | 0.168 | 0.426 | 0.594 |
| | Vehicular Trips | 28 | 9 | 37 | 7 | 23 | 30 |

6.3.7 Table 6.3 demonstrates that the development proposals have the potential to generate 37 two-way vehicle movements during the AM peak. During the PM peak, the development could generate approximately 30 two-way vehicle movements.

### HGV Trip Generation

6.3.8 The proposed development HGV trip generation has been calculated using the same TRICS assessment detailed in para 6.3.2. Both the AM and PM peak movements are summarised in Table 6.4.

**Table 6.4 Proposed Development HGV Trip Generation**

| | AM Peak (08:00-09:00) | | | PM Peak (17:00-18:00) | | |
|---|---|---|---|---|---|---|
| | Arrivals | Departures | Total | Arrivals | Departures | Total |
| Trip Rate | 0.015 | 0.01 | 0.025 | 0.001 | 0.004 | 0.005 |
| Trips | 3 | 2 | 4 | 0 | 1 | 1 |

6.3.9 Table 6.4 demonstrates that the development proposals have the potential to generate 4 two-way HGV movements during the AM peak. During the PM peak, the development could generate approximately 1 two-way HGV movement which is considered to have a negligible impact on the surrounding highway network.

## 6.4 Net Trip Generation

6.4.1 The net reduction in vehicular trips (inc. HGV detailed in Table 6.4) which would occur following the proposed redevelopment of the site to industrial/warehousing land uses as detailed above is summarised in Table 6.5.

**Table 6.5 Net Change in Vehicular Trips (inc. HGV)**

| | AM Peak (08:00-09:00) | | | PM Peak (17:00-18:00) | | |
|---|---|---|---|---|---|---|
| | Arrivals | Departures | Two Way | Arrivals | Departures | Two Way |
| Existing Vehicular Trip Generation | 222 | 34 | 257 | 30 | 195 | 225 |
| Proposed Vehicular Trip Generation | 28 | 9 | 37 | 7 | 23 | 30 |
| **Net Change in Trips** | **-194** | **-25** | **-219** | **-23** | **-172** | **-195** |

6.4.2 In summary, during the AM peak a potential decrease of 219 vehicular two-way trips would be expected, whilst during the PM peak 195 fewer vehicular two-way trips would be expected on the surrounding highway network.

## 6.5 Modal Share

6.5.1 The current modal split for the local ward has been obtained from the 2011 Census data for "Method of Travel to Work" for the MSOA Runnymede 007. The data is summarised in Table 6.6 below.

Table 6.6 Modal Split

| Method of Travel to Work | Modal Split |
|---|---|
| Underground, metro, light rail, tram | 0% |
| Train | 7% |
| Bus, minibus or coach | 2% |
| Taxi | 0% |
| Motorcycle, scooter or moped | 1% |
| **Driving a car or van** | **73%** |
| Passenger in a car or van | 4% |
| Bicycle | 4% |
| On foot | 8% |
| Other method of travel to work | 1% |
| **Total** | **100%** |

6.5.2 Currently, sustainable modes of transport account for 22% of all trips undertaken in local area.

# 7. Summary and Conclusion

## 7.1 Summary

7.1.1 mode transport planning (mode) has been appointed by Bridge UK Properties 7 LP to provide highway and transportation advice for the proposed redevelopment of land at Weybridge Business Park, Addlestone Road, Weybridge.

7.1.2 The existing site comprises of seven office buildings (land use B1) and associated car parking which is split between two parcels of land to the north and south of Addlestone Road. The existing parcel of offices to the south of Addlestone Road are currently accessed via two vehicular access points off Addlestone Road and a further to the west off Hamm Moor Lane

7.1.3 The existing office to the north of Addlestone Road is currently accessed via a bridged access point which will be retained as part of the development proposals.

7.1.4 The development proposal seeks to deliver flexible E(g)(ii), E(g)(iii), B2 and B8 land uses, totalling a floor area of 17,820m$^2$ Gross Internal Area (GIA). The breakdown of the three units GIA are as follows:

- Unit 100 – 14,752m$^2$
- Unit 210 & Unit 220 – 3,067m$^2$

7.1.5 The analysis in this report has been carried out in accordance with current policy, guidance and best practice, and demonstrates that:

- Following a review of the most recent Personal Injury Collision records, there is no evidence of a highway safety issue that would need to be mitigated as part of the scheme;
- This site is accessible by sustainable modes of transport, including bus services which can be accessed within an acceptable walking distance of the site.
- The development will benefit from car and cycle parking, provided in accordance with SCC parking standards;
- Based on the TRICS based trip generation the site could generate in the order of 35 two-way vehicle trips in the morning peak, whilst in the afternoon peak 29 two-way vehicle trips could be generated. This equates to circa 2 vehicle trips per minute in the peak hours;
- The comparison of the existing land use with the proposed trip generation shows that there would be a net reduction in trips by 219 vehicles (inc. HGVs) in the AM peak hour and 195 vehicles (inc. HGVs) in the PM peak hour as such the proposed development provides a betterment to the surrounding highway network than the existing land use on site; and
- The development proposals can be implemented in accordance with current highway design standards and is compliant with policy, including the NPPF and the Runnymede 2030 Local Plan.

## 7.2 Conclusion

7.2.1 In view of the above, the proposed development is considered to be acceptable in transport terms and meets with local and national policy criteria. The assessment work undertaken has indicated that there would be no evident harm arising from the proposed scheme and there are no identifiable severe impacts. Therefore, there are no transportation reasons why the development should not be granted planning consent.

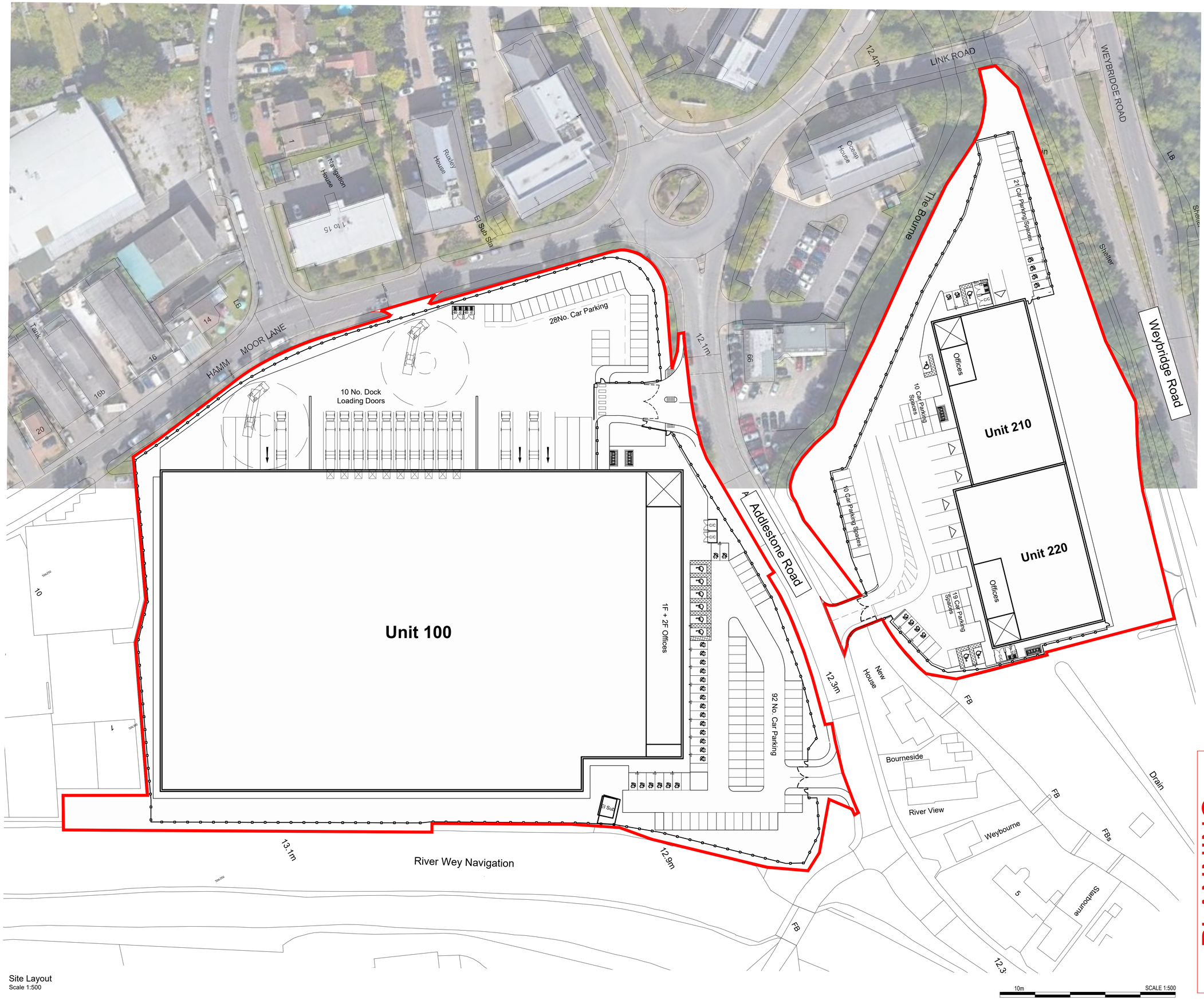
mode
transport planning

# APPENDICES

# APPENDIX A

Site Masterplan

- Dimensions are in millimeters, unless stated otherwise.
- Scaling of this drawing is not recommended.
- It is the recipients responsibility to print this document to the correct scale.
- All relevant drawings and specifications should be read in conjunction with this drawing.




Site Layout
Scale 1:500

**UNIT 100 GIA**

| | | |
|---|---|---|
| Warehouse Area | 139,980 ft² | 13,004 m² |
| Ground Floor Core | 1,109 ft² | 103 m² |
| First Floor Office | 8,659 ft² | 804 m² |
| Second Floor Office | 8,659 ft² | 804 m² |
| Escape Stair | 389 ft² | 36 m² |
| **Total GIA Area** | **158,795 ft²** | **14,752 m²** |

**UNIT 100 GEA**

| | | |
|---|---|---|
| Warehouse Area | 142,371 ft² | 13,227 m² |
| Ground Floor Core | 1,221 ft² | 113 m² |
| First Floor Office | 9,430 ft² | 876 m² |
| Second Floor Office | 9,430 ft² | 876 m² |
| Escape Stair | 465 ft² | 43 m² |
| **Total GEA Area** | **162,916 ft²** | **15,135 m²** |

**UNIT 210 GIA**

| | | |
|---|---|---|
| Warehouse Area | 12,875 ft² | 1,196 m² |
| Ground Floor Core | 715 ft² | 66 m² |
| First Floor Office | 1,560 ft² | 145 m² |
| **Total GIA Area** | **15,150 ft²** | **1,407 m²** |

**UNIT 210 GEA**

| | | |
|---|---|---|
| Warehouse Area | 13,519 ft² | 1,256 m² |
| Ground Floor Core | 805 ft² | 75 m² |
| First Floor Office | 1,778 ft² | 165 m² |
| **Total GEA Area** | **16,102 ft²** | **1,496 m²** |

**UNIT 220 GIA**

| | | |
|---|---|---|
| Warehouse Area | 15,029 ft² | 1,396 m² |
| Ground Floor Core | 805 ft² | 75 m² |
| First Floor Office | 2,032 ft² | 189 m² |
| **Total GIA Area** | **17,866 ft²** | **1,660 m²** |

**UNIT 220 GEA**

| | | |
|---|---|---|
| Warehouse Area | 15,712 ft² | 1,460 m² |
| Ground Floor Core | 715 ft² | 66 m² |
| First Floor Office | 2,295 ft² | 213 m² |
| **Total GEA Area** | **18,722 ft²** | **1,739 m²** |

| | | |
|---|---|---|
| **Total Area GIA** | **191,812 ft²** | **17,820 m²** |
| **Total Area GEA** | **197,741 ft²** | **18,371 m²** |
| **Northern Boundary** | **2.66 Acres** | **1.07 Hectares** |
| **Southern Boundery** | **6.56 Acres** | **2.65 Hectares** |
| **Application Boundary Total** | **9.22 Acres** | **3.72 Hectares** |

| rev | amendments | by | ckd | date |
|---|---|---|---|---|
| F | Drawing revised inline with topographical survey. | LAH | MT | 12.04.22 |
| E | Drawing revised inline with planning comments. | LAH | MT | 05.04.22 |
| D | Drawing revised inline with Mode Transport drawing 326431_PS-002. | LAH | MT | 24.03.22 |
| C | Mode transport planning coordinated. | LAH | MT | 22.03.22 |
| B | Mode transport planning coordinated. | LAH | MT | 21.03.22 |
| A | Initial Issue | LAH | MT | 10.03.22 |

Weybridge Business Park, Weybridge

Site Layout

PLANNING

THIS DRAWING IS TO BE USED FOR THE STATED PURPOSE ONLY AND SHOULD NOT BE USED FOR ANY OTHER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| | |
|---|---|
| RIBA PoW Stage: | 2 - Concept Design |
| Document Suitability: | S1 |
| Drawn / Checked: | LAH / MT |
| Date: | 09.03.22 |
| Scale: | 1:500 A1 |
| UMC Project Number: | 21490 |
| Document Reference: | Drawing no: Revision: |
| 21490 - UMC - ZZZZ - SI - DR - A | 0602 F |

# APPENDIX B

TRICS Outputs

Calculation Reference: AUDIT-754101-220222-0205

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

*Selected regions and areas:*

| | | | |
|---|---|---|---|
| 02 | SOUTH EAST | | |
| | BD | BEDFORDSHIRE | 1 days |
| | ES | EAST SUSSEX | 1 days |
| | HF | HERTFORDSHIRE | 1 days |
| | SO | SLOUGH | 1 days |
| 04 | EAST ANGLIA | | |
| | NF | NORFOLK | 1 days |
| | SF | SUFFOLK | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE | | |
| | NY | NORTH YORKSHIRE | 1 days |
| | WY | WEST YORKSHIRE | 1 days |
| 08 | NORTH WEST | | |
| | GM | GREATER MANCHESTER | 1 days |
| | LC | LANCASHIRE | 1 days |
| | MS | MERSEYSIDE | 1 days |
| 09 | NORTH | | |
| | TW | TYNE & WEAR | 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: 1230 to 11250 (units: sqm)
Range Selected by User: 1000 to 50000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 14/03/19

*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 | 2 days |
| Tuesday | 4 days |
| Thursday | 4 days |
| Friday | 2 days |

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

*Selected survey types:*

| | |
|---|---|
| Manual count | 12 days |
| Directional ATC Count | 0 days |

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

*Selected Locations:*

| | |
|---|---|
| Edge of Town Centre | 9 |
| Suburban Area (PPS6 Out of Centre) | 2 |
| 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:*

| | |
|---|---|
| Commercial Zone | 2 |
| Residential Zone | 2 |
| Built-Up Zone | 5 |

*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 | 12 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:*

| | |
|---|---|
| 1,001 to 5,000 | 1 days |
| 5,001 to 10,000 | 3 days |
| 15,001 to 20,000 | 2 days |
| 20,001 to 25,000 | 1 days |
| 25,001 to 50,000 | 5 days |

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

*Population within 5 miles:*

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

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

*Travel Plan:*

| | |
|---|---|
| Yes | 2 days |
| No | 10 days |

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

*PTAL Rating:*

| | |
|---|---|
| No PTAL Present | 12 days |

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

*LIST OF SITES relevant to selection parameters*

1 BD-02-A-03 OFFICES BEDFORDSHIRE
BROMHAM ROAD
BEDFORD

Edge of Town Centre
No Sub Category
Total Gross floor area: 1469 sqm
*Survey date: MONDAY* *14/10/13* *Survey Type: MANUAL*

2 ES-02-A-12 COUNCIL OFFICES EAST SUSSEX
VICARAGE LANE
HAILSHAM

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 3640 sqm
*Survey date: THURSDAY* *26/11/15* *Survey Type: MANUAL*

3 GM-02-A-09 LEASED OFFICES GREATER MANCHESTER
NEW MOUNT STREET
MANCHESTER

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 2500 sqm
*Survey date: MONDAY* *26/09/16* *Survey Type: MANUAL*

4 HF-02-A-04 OFFICES HERTFORDSHIRE
STATION WAY
ST ALBANS

Edge of Town Centre
Residential Zone
Total Gross floor area: 5000 sqm
*Survey date: THURSDAY* *02/10/14* *Survey Type: MANUAL*

5 LC-02-A-09 OFFICES LANCASHIRE
FURTHERGATE
BLACKBURN

Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total Gross floor area: 2600 sqm
*Survey date: TUESDAY* *04/06/13* *Survey Type: MANUAL*

6 MS-02-A-02 SCIENCE PARK OFFICES MERSEYSIDE
MOUNT PLEASANT
LIVERPOOL

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 11250 sqm
*Survey date: TUESDAY* *13/11/18* *Survey Type: MANUAL*

7 NF-02-A-03 OFFICES NORFOLK
NORTH QUAY
GREAT YARMOUTH

Edge of Town Centre
Commercial Zone
Total Gross floor area: 5500 sqm
*Survey date: TUESDAY* *12/09/17* *Survey Type: MANUAL*

8 NY-02-A-02 DISTRICT COUNCIL OFFICES NORTH YORKSHIRE
STATION ROAD
RICHMOND

Edge of Town Centre
No Sub Category
Total Gross floor area: 1930 sqm
*Survey date: THURSDAY* *14/03/19* *Survey Type: MANUAL*

*LIST OF SITES relevant to selection parameters (Cont.)*

| | | | | |
|---|---|---|---|---|
| 9 | SF-02-A-02<br>BATH STREET<br>IPSWICH | OFFICES | | SUFFOLK |
| | Edge of Town Centre<br>Commercial Zone<br>Total Gross floor area:<br>*Survey date: FRIDAY* | | 6505 sqm<br>*19/07/13* | *Survey Type: MANUAL* |
| 10 | SO-02-A-02<br>BATH ROAD<br>SLOUGH | COUNCIL OFFICES | | SLOUGH |
| | Edge of Town Centre<br>Built-Up Zone<br>Total Gross floor area:<br>*Survey date: THURSDAY* | | 5050 sqm<br>*27/02/14* | *Survey Type: MANUAL* |
| 11 | TW-02-A-08<br>BENTON PARK ROAD<br>NEWCASTLE UPON TYNE<br>LONGBENTON<br>Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Gross floor area:<br>*Survey date: FRIDAY* | HOUSING ASSOCIATION OFFICE | 4800 sqm<br>*19/10/18* | TYNE & WEAR<br>*Survey Type: MANUAL* |
| 12 | WY-02-A-05<br>PIONEER WAY<br>CASTLEFORD<br>WHITWOOD<br>Edge of Town<br>No Sub Category<br>Total Gross floor area:<br>*Survey date: TUESDAY* | OFFICES | 1230 sqm<br>*23/05/17* | WEST YORKSHIRE<br>*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.*

mode transport limited Lombard House, 145 Great Charles Street Birmimgham, B3 3LP Licence No: 754101

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.90

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 12 | 4290 | 0.416 | 12 | 4290 | 0.051 | 12 | 4290 | 0.467 |
| 08:00 - 09:00 | 12 | 4290 | 1.344 | 12 | 4290 | 0.208 | 12 | 4290 | 1.552 |
| 09:00 - 10:00 | 12 | 4290 | 1.063 | 12 | 4290 | 0.344 | 12 | 4290 | 1.407 |
| 10:00 - 11:00 | 12 | 4290 | 0.379 | 12 | 4290 | 0.282 | 12 | 4290 | 0.661 |
| 11:00 - 12:00 | 12 | 4290 | 0.243 | 12 | 4290 | 0.272 | 12 | 4290 | 0.515 |
| 12:00 - 13:00 | 12 | 4290 | 0.402 | 12 | 4290 | 0.482 | 12 | 4290 | 0.884 |
| 13:00 - 14:00 | 12 | 4290 | 0.501 | 12 | 4290 | 0.379 | 12 | 4290 | 0.880 |
| 14:00 - 15:00 | 12 | 4290 | 0.307 | 12 | 4290 | 0.340 | 12 | 4290 | 0.647 |
| 15:00 - 16:00 | 12 | 4290 | 0.266 | 12 | 4290 | 0.445 | 12 | 4290 | 0.711 |
| 16:00 - 17:00 | 12 | 4290 | 0.216 | 12 | 4290 | 0.861 | 12 | 4290 | 1.077 |
| 17:00 - 18:00 | 12 | 4290 | 0.181 | 12 | 4290 | 1.181 | 12 | 4290 | 1.362 |
| 18:00 - 19:00 | 11 | 4568 | 0.060 | 11 | 4568 | 0.394 | 11 | 4568 | 0.454 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 5.378 | | | 5.239 | | | 10.617 |

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

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

Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 1230 - 11250 (units: sqm) |
| Survey date date range: | 01/01/13 - 14/03/19 |
| Number of weekdays (Monday-Friday): | 12 |
| 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.*

mode transport limited Lombard House, 145 Great Charles Street Birmimgham, B3 3LP Licence No: 754101

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 12 | 4290 | 0.000 | 12 | 4290 | 0.000 | 12 | 4290 | 0.000 |
| 08:00 - 09:00 | 12 | 4290 | 0.023 | 12 | 4290 | 0.021 | 12 | 4290 | 0.044 |
| 09:00 - 10:00 | 12 | 4290 | 0.019 | 12 | 4290 | 0.023 | 12 | 4290 | 0.042 |
| 10:00 - 11:00 | 12 | 4290 | 0.008 | 12 | 4290 | 0.008 | 12 | 4290 | 0.016 |
| 11:00 - 12:00 | 12 | 4290 | 0.004 | 12 | 4290 | 0.004 | 12 | 4290 | 0.008 |
| 12:00 - 13:00 | 12 | 4290 | 0.010 | 12 | 4290 | 0.008 | 12 | 4290 | 0.018 |
| 13:00 - 14:00 | 12 | 4290 | 0.006 | 12 | 4290 | 0.006 | 12 | 4290 | 0.012 |
| 14:00 - 15:00 | 12 | 4290 | 0.004 | 12 | 4290 | 0.006 | 12 | 4290 | 0.010 |
| 15:00 - 16:00 | 12 | 4290 | 0.008 | 12 | 4290 | 0.008 | 12 | 4290 | 0.016 |
| 16:00 - 17:00 | 12 | 4290 | 0.008 | 12 | 4290 | 0.006 | 12 | 4290 | 0.014 |
| 17:00 - 18:00 | 12 | 4290 | 0.021 | 12 | 4290 | 0.023 | 12 | 4290 | 0.044 |
| 18:00 - 19:00 | 11 | 4568 | 0.000 | 11 | 4568 | 0.000 | 11 | 4568 | 0.000 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.111 | | | 0.113 | | | 0.224 |

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

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 12 | 4290 | 0.002 | 12 | 4290 | 0.000 | 12 | 4290 | 0.002 |
| 08:00 - 09:00 | 12 | 4290 | 0.006 | 12 | 4290 | 0.006 | 12 | 4290 | 0.012 |
| 09:00 - 10:00 | 12 | 4290 | 0.002 | 12 | 4290 | 0.004 | 12 | 4290 | 0.006 |
| 10:00 - 11:00 | 12 | 4290 | 0.002 | 12 | 4290 | 0.002 | 12 | 4290 | 0.004 |
| 11:00 - 12:00 | 12 | 4290 | 0.000 | 12 | 4290 | 0.000 | 12 | 4290 | 0.000 |
| 12:00 - 13:00 | 12 | 4290 | 0.000 | 12 | 4290 | 0.000 | 12 | 4290 | 0.000 |
| 13:00 - 14:00 | 12 | 4290 | 0.000 | 12 | 4290 | 0.000 | 12 | 4290 | 0.000 |
| 14:00 - 15:00 | 12 | 4290 | 0.004 | 12 | 4290 | 0.004 | 12 | 4290 | 0.008 |
| 15:00 - 16:00 | 12 | 4290 | 0.006 | 12 | 4290 | 0.004 | 12 | 4290 | 0.010 |
| 16:00 - 17:00 | 12 | 4290 | 0.000 | 12 | 4290 | 0.002 | 12 | 4290 | 0.002 |
| 17:00 - 18:00 | 12 | 4290 | 0.000 | 12 | 4290 | 0.000 | 12 | 4290 | 0.000 |
| 18:00 - 19:00 | 11 | 4568 | 0.000 | 11 | 4568 | 0.000 | 11 | 4568 | 0.000 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.022 | | | 0.022 | | | 0.044 |

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

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 12 | 4290 | 0.000 | 12 | 4290 | 0.000 | 12 | 4290 | 0.000 |
| 08:00 - 09:00 | 12 | 4290 | 0.006 | 12 | 4290 | 0.000 | 12 | 4290 | 0.006 |
| 09:00 - 10:00 | 12 | 4290 | 0.000 | 12 | 4290 | 0.000 | 12 | 4290 | 0.000 |
| 10:00 - 11:00 | 12 | 4290 | 0.000 | 12 | 4290 | 0.000 | 12 | 4290 | 0.000 |
| 11:00 - 12:00 | 12 | 4290 | 0.000 | 12 | 4290 | 0.000 | 12 | 4290 | 0.000 |
| 12:00 - 13:00 | 12 | 4290 | 0.000 | 12 | 4290 | 0.000 | 12 | 4290 | 0.000 |
| 13:00 - 14:00 | 12 | 4290 | 0.000 | 12 | 4290 | 0.000 | 12 | 4290 | 0.000 |
| 14:00 - 15:00 | 12 | 4290 | 0.000 | 12 | 4290 | 0.000 | 12 | 4290 | 0.000 |
| 15:00 - 16:00 | 12 | 4290 | 0.000 | 12 | 4290 | 0.000 | 12 | 4290 | 0.000 |
| 16:00 - 17:00 | 12 | 4290 | 0.000 | 12 | 4290 | 0.000 | 12 | 4290 | 0.000 |
| 17:00 - 18:00 | 12 | 4290 | 0.000 | 12 | 4290 | 0.002 | 12 | 4290 | 0.002 |
| 18:00 - 19:00 | 11 | 4568 | 0.000 | 11 | 4568 | 0.000 | 11 | 4568 | 0.000 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.006 | | | 0.002 | | | 0.008 |

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

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 12 | 4290 | 0.008 | 12 | 4290 | 0.000 | 12 | 4290 | 0.008 |
| 08:00 - 09:00 | 12 | 4290 | 0.056 | 12 | 4290 | 0.000 | 12 | 4290 | 0.056 |
| 09:00 - 10:00 | 12 | 4290 | 0.031 | 12 | 4290 | 0.000 | 12 | 4290 | 0.031 |
| 10:00 - 11:00 | 12 | 4290 | 0.017 | 12 | 4290 | 0.008 | 12 | 4290 | 0.025 |
| 11:00 - 12:00 | 12 | 4290 | 0.010 | 12 | 4290 | 0.004 | 12 | 4290 | 0.014 |
| 12:00 - 13:00 | 12 | 4290 | 0.012 | 12 | 4290 | 0.017 | 12 | 4290 | 0.029 |
| 13:00 - 14:00 | 12 | 4290 | 0.008 | 12 | 4290 | 0.016 | 12 | 4290 | 0.024 |
| 14:00 - 15:00 | 12 | 4290 | 0.000 | 12 | 4290 | 0.008 | 12 | 4290 | 0.008 |
| 15:00 - 16:00 | 12 | 4290 | 0.010 | 12 | 4290 | 0.016 | 12 | 4290 | 0.026 |
| 16:00 - 17:00 | 12 | 4290 | 0.002 | 12 | 4290 | 0.023 | 12 | 4290 | 0.025 |
| 17:00 - 18:00 | 12 | 4290 | 0.004 | 12 | 4290 | 0.052 | 12 | 4290 | 0.056 |
| 18:00 - 19:00 | 11 | 4568 | 0.004 | 11 | 4568 | 0.016 | 11 | 4568 | 0.020 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.162 | | | 0.160 | | | 0.322 |

*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.*

mode transport limited Lombard House, 145 Great Charles Street Birmimgham, B3 3LP Licence No: 754101

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 12 | 4290 | 0.443 | 12 | 4290 | 0.045 | 12 | 4290 | 0.488 |
| 08:00 - 09:00 | 12 | 4290 | 1.492 | 12 | 4290 | 0.202 | 12 | 4290 | 1.694 |
| 09:00 - 10:00 | 12 | 4290 | 1.185 | 12 | 4290 | 0.352 | 12 | 4290 | 1.537 |
| 10:00 - 11:00 | 12 | 4290 | 0.424 | 12 | 4290 | 0.317 | 12 | 4290 | 0.741 |
| 11:00 - 12:00 | 12 | 4290 | 0.278 | 12 | 4290 | 0.297 | 12 | 4290 | 0.575 |
| 12:00 - 13:00 | 12 | 4290 | 0.474 | 12 | 4290 | 0.561 | 12 | 4290 | 1.035 |
| 13:00 - 14:00 | 12 | 4290 | 0.602 | 12 | 4290 | 0.433 | 12 | 4290 | 1.035 |
| 14:00 - 15:00 | 12 | 4290 | 0.361 | 12 | 4290 | 0.402 | 12 | 4290 | 0.763 |
| 15:00 - 16:00 | 12 | 4290 | 0.291 | 12 | 4290 | 0.515 | 12 | 4290 | 0.806 |
| 16:00 - 17:00 | 12 | 4290 | 0.247 | 12 | 4290 | 0.950 | 12 | 4290 | 1.197 |
| 17:00 - 18:00 | 12 | 4290 | 0.192 | 12 | 4290 | 1.352 | 12 | 4290 | 1.544 |
| 18:00 - 19:00 | 11 | 4568 | 0.058 | 11 | 4568 | 0.452 | 11 | 4568 | 0.510 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 6.047 | | | 5.878 | | | 11.925 |

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

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 12 | 4290 | 0.087 | 12 | 4290 | 0.010 | 12 | 4290 | 0.097 |
| 08:00 - 09:00 | 12 | 4290 | 0.274 | 12 | 4290 | 0.037 | 12 | 4290 | 0.311 |
| 09:00 - 10:00 | 12 | 4290 | 0.280 | 12 | 4290 | 0.115 | 12 | 4290 | 0.395 |
| 10:00 - 11:00 | 12 | 4290 | 0.146 | 12 | 4290 | 0.148 | 12 | 4290 | 0.294 |
| 11:00 - 12:00 | 12 | 4290 | 0.152 | 12 | 4290 | 0.187 | 12 | 4290 | 0.339 |
| 12:00 - 13:00 | 12 | 4290 | 0.369 | 12 | 4290 | 0.593 | 12 | 4290 | 0.962 |
| 13:00 - 14:00 | 12 | 4290 | 0.596 | 12 | 4290 | 0.530 | 12 | 4290 | 1.126 |
| 14:00 - 15:00 | 12 | 4290 | 0.344 | 12 | 4290 | 0.155 | 12 | 4290 | 0.499 |
| 15:00 - 16:00 | 12 | 4290 | 0.113 | 12 | 4290 | 0.089 | 12 | 4290 | 0.202 |
| 16:00 - 17:00 | 12 | 4290 | 0.058 | 12 | 4290 | 0.179 | 12 | 4290 | 0.237 |
| 17:00 - 18:00 | 12 | 4290 | 0.058 | 12 | 4290 | 0.352 | 12 | 4290 | 0.410 |
| 18:00 - 19:00 | 11 | 4568 | 0.018 | 11 | 4568 | 0.076 | 11 | 4568 | 0.094 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 2.495 | | | 2.471 | | | 4.966 |

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

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 12 | 4290 | 0.045 | 12 | 4290 | 0.002 | 12 | 4290 | 0.047 |
| 08:00 - 09:00 | 12 | 4290 | 0.206 | 12 | 4290 | 0.006 | 12 | 4290 | 0.212 |
| 09:00 - 10:00 | 12 | 4290 | 0.194 | 12 | 4290 | 0.043 | 12 | 4290 | 0.237 |
| 10:00 - 11:00 | 12 | 4290 | 0.091 | 12 | 4290 | 0.031 | 12 | 4290 | 0.122 |
| 11:00 - 12:00 | 12 | 4290 | 0.047 | 12 | 4290 | 0.049 | 12 | 4290 | 0.096 |
| 12:00 - 13:00 | 12 | 4290 | 0.068 | 12 | 4290 | 0.153 | 12 | 4290 | 0.221 |
| 13:00 - 14:00 | 12 | 4290 | 0.107 | 12 | 4290 | 0.144 | 12 | 4290 | 0.251 |
| 14:00 - 15:00 | 12 | 4290 | 0.037 | 12 | 4290 | 0.056 | 12 | 4290 | 0.093 |
| 15:00 - 16:00 | 12 | 4290 | 0.043 | 12 | 4290 | 0.064 | 12 | 4290 | 0.107 |
| 16:00 - 17:00 | 12 | 4290 | 0.043 | 12 | 4290 | 0.148 | 12 | 4290 | 0.191 |
| 17:00 - 18:00 | 12 | 4290 | 0.008 | 12 | 4290 | 0.175 | 12 | 4290 | 0.183 |
| 18:00 - 19:00 | 11 | 4568 | 0.004 | 11 | 4568 | 0.034 | 11 | 4568 | 0.038 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.893 | | | 0.905 | | | 1.798 |

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

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 12 | 4290 | 0.025 | 12 | 4290 | 0.006 | 12 | 4290 | 0.031 |
| 08:00 - 09:00 | 12 | 4290 | 0.167 | 12 | 4290 | 0.017 | 12 | 4290 | 0.184 |
| 09:00 - 10:00 | 12 | 4290 | 0.113 | 12 | 4290 | 0.019 | 12 | 4290 | 0.132 |
| 10:00 - 11:00 | 12 | 4290 | 0.025 | 12 | 4290 | 0.025 | 12 | 4290 | 0.050 |
| 11:00 - 12:00 | 12 | 4290 | 0.027 | 12 | 4290 | 0.012 | 12 | 4290 | 0.039 |
| 12:00 - 13:00 | 12 | 4290 | 0.031 | 12 | 4290 | 0.058 | 12 | 4290 | 0.089 |
| 13:00 - 14:00 | 12 | 4290 | 0.068 | 12 | 4290 | 0.082 | 12 | 4290 | 0.150 |
| 14:00 - 15:00 | 12 | 4290 | 0.037 | 12 | 4290 | 0.023 | 12 | 4290 | 0.060 |
| 15:00 - 16:00 | 12 | 4290 | 0.031 | 12 | 4290 | 0.045 | 12 | 4290 | 0.076 |
| 16:00 - 17:00 | 12 | 4290 | 0.017 | 12 | 4290 | 0.068 | 12 | 4290 | 0.085 |
| 17:00 - 18:00 | 12 | 4290 | 0.019 | 12 | 4290 | 0.134 | 12 | 4290 | 0.153 |
| 18:00 - 19:00 | 11 | 4568 | 0.010 | 11 | 4568 | 0.062 | 11 | 4568 | 0.072 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.570 | | | 0.551 | | | 1.121 |

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

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 12 | 4290 | 0.070 | 12 | 4290 | 0.008 | 12 | 4290 | 0.078 |
| 08:00 - 09:00 | 12 | 4290 | 0.373 | 12 | 4290 | 0.023 | 12 | 4290 | 0.396 |
| 09:00 - 10:00 | 12 | 4290 | 0.307 | 12 | 4290 | 0.062 | 12 | 4290 | 0.369 |
| 10:00 - 11:00 | 12 | 4290 | 0.117 | 12 | 4290 | 0.056 | 12 | 4290 | 0.173 |
| 11:00 - 12:00 | 12 | 4290 | 0.074 | 12 | 4290 | 0.060 | 12 | 4290 | 0.134 |
| 12:00 - 13:00 | 12 | 4290 | 0.099 | 12 | 4290 | 0.212 | 12 | 4290 | 0.311 |
| 13:00 - 14:00 | 12 | 4290 | 0.175 | 12 | 4290 | 0.225 | 12 | 4290 | 0.400 |
| 14:00 - 15:00 | 12 | 4290 | 0.074 | 12 | 4290 | 0.080 | 12 | 4290 | 0.154 |
| 15:00 - 16:00 | 12 | 4290 | 0.074 | 12 | 4290 | 0.109 | 12 | 4290 | 0.183 |
| 16:00 - 17:00 | 12 | 4290 | 0.060 | 12 | 4290 | 0.216 | 12 | 4290 | 0.276 |
| 17:00 - 18:00 | 12 | 4290 | 0.027 | 12 | 4290 | 0.309 | 12 | 4290 | 0.336 |
| 18:00 - 19:00 | 11 | 4568 | 0.014 | 11 | 4568 | 0.096 | 11 | 4568 | 0.110 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 1.464 | | | 1.456 | | | 2.920 |

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.90

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 12 | 4290 | 0.608 | 12 | 4290 | 0.062 | 12 | 4290 | 0.670 |
| 08:00 - 09:00 | 12 | 4290 | 2.195 | 12 | 4290 | 0.262 | 12 | 4290 | 2.457 |
| 09:00 - 10:00 | 12 | 4290 | 1.803 | 12 | 4290 | 0.528 | 12 | 4290 | 2.331 |
| 10:00 - 11:00 | 12 | 4290 | 0.703 | 12 | 4290 | 0.528 | 12 | 4290 | 1.231 |
| 11:00 - 12:00 | 12 | 4290 | 0.513 | 12 | 4290 | 0.548 | 12 | 4290 | 1.061 |
| 12:00 - 13:00 | 12 | 4290 | 0.954 | 12 | 4290 | 1.383 | 12 | 4290 | 2.337 |
| 13:00 - 14:00 | 12 | 4290 | 1.381 | 12 | 4290 | 1.204 | 12 | 4290 | 2.585 |
| 14:00 - 15:00 | 12 | 4290 | 0.779 | 12 | 4290 | 0.645 | 12 | 4290 | 1.424 |
| 15:00 - 16:00 | 12 | 4290 | 0.488 | 12 | 4290 | 0.729 | 12 | 4290 | 1.217 |
| 16:00 - 17:00 | 12 | 4290 | 0.367 | 12 | 4290 | 1.368 | 12 | 4290 | 1.735 |
| 17:00 - 18:00 | 12 | 4290 | 0.282 | 12 | 4290 | 2.065 | 12 | 4290 | 2.347 |
| 18:00 - 19:00 | 11 | 4568 | 0.094 | 11 | 4568 | 0.639 | 11 | 4568 | 0.733 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 10.167 | | | 9.961 | | | 20.128 |

*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/A - OFFICE
MULTI-MODAL CARS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 12 | 4290 | 0.390 | 12 | 4290 | 0.039 | 12 | 4290 | 0.429 |
| 08:00 - 09:00 | 12 | 4290 | 1.263 | 12 | 4290 | 0.134 | 12 | 4290 | 1.397 |
| 09:00 - 10:00 | 12 | 4290 | 0.987 | 12 | 4290 | 0.262 | 12 | 4290 | 1.249 |
| 10:00 - 11:00 | 12 | 4290 | 0.334 | 12 | 4290 | 0.247 | 12 | 4290 | 0.581 |
| 11:00 - 12:00 | 12 | 4290 | 0.212 | 12 | 4290 | 0.237 | 12 | 4290 | 0.449 |
| 12:00 - 13:00 | 12 | 4290 | 0.356 | 12 | 4290 | 0.441 | 12 | 4290 | 0.797 |
| 13:00 - 14:00 | 12 | 4290 | 0.470 | 12 | 4290 | 0.352 | 12 | 4290 | 0.822 |
| 14:00 - 15:00 | 12 | 4290 | 0.266 | 12 | 4290 | 0.305 | 12 | 4290 | 0.571 |
| 15:00 - 16:00 | 12 | 4290 | 0.221 | 12 | 4290 | 0.390 | 12 | 4290 | 0.611 |
| 16:00 - 17:00 | 12 | 4290 | 0.177 | 12 | 4290 | 0.818 | 12 | 4290 | 0.995 |
| 17:00 - 18:00 | 12 | 4290 | 0.138 | 12 | 4290 | 1.135 | 12 | 4290 | 1.273 |
| 18:00 - 19:00 | 11 | 4568 | 0.054 | 11 | 4568 | 0.378 | 11 | 4568 | 0.432 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 4.868 | | | 4.738 | | | 9.606 |

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

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 12 | 4290 | 0.021 | 12 | 4290 | 0.010 | 12 | 4290 | 0.031 |
| 08:00 - 09:00 | 12 | 4290 | 0.035 | 12 | 4290 | 0.045 | 12 | 4290 | 0.080 |
| 09:00 - 10:00 | 12 | 4290 | 0.049 | 12 | 4290 | 0.051 | 12 | 4290 | 0.100 |
| 10:00 - 11:00 | 12 | 4290 | 0.033 | 12 | 4290 | 0.025 | 12 | 4290 | 0.058 |
| 11:00 - 12:00 | 12 | 4290 | 0.025 | 12 | 4290 | 0.029 | 12 | 4290 | 0.054 |
| 12:00 - 13:00 | 12 | 4290 | 0.035 | 12 | 4290 | 0.033 | 12 | 4290 | 0.068 |
| 13:00 - 14:00 | 12 | 4290 | 0.025 | 12 | 4290 | 0.021 | 12 | 4290 | 0.046 |
| 14:00 - 15:00 | 12 | 4290 | 0.031 | 12 | 4290 | 0.023 | 12 | 4290 | 0.054 |
| 15:00 - 16:00 | 12 | 4290 | 0.031 | 12 | 4290 | 0.039 | 12 | 4290 | 0.070 |
| 16:00 - 17:00 | 12 | 4290 | 0.031 | 12 | 4290 | 0.031 | 12 | 4290 | 0.062 |
| 17:00 - 18:00 | 12 | 4290 | 0.019 | 12 | 4290 | 0.016 | 12 | 4290 | 0.035 |
| 18:00 - 19:00 | 11 | 4568 | 0.006 | 11 | 4568 | 0.014 | 11 | 4568 | 0.020 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.341 | | | 0.337 | | | 0.678 |

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

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 12 | 4290 | 0.000 | 12 | 4290 | 0.000 | 12 | 4290 | 0.000 |
| 08:00 - 09:00 | 12 | 4290 | 0.012 | 12 | 4290 | 0.002 | 12 | 4290 | 0.014 |
| 09:00 - 10:00 | 12 | 4290 | 0.006 | 12 | 4290 | 0.004 | 12 | 4290 | 0.010 |
| 10:00 - 11:00 | 12 | 4290 | 0.002 | 12 | 4290 | 0.000 | 12 | 4290 | 0.002 |
| 11:00 - 12:00 | 12 | 4290 | 0.002 | 12 | 4290 | 0.002 | 12 | 4290 | 0.004 |
| 12:00 - 13:00 | 12 | 4290 | 0.002 | 12 | 4290 | 0.000 | 12 | 4290 | 0.002 |
| 13:00 - 14:00 | 12 | 4290 | 0.000 | 12 | 4290 | 0.000 | 12 | 4290 | 0.000 |
| 14:00 - 15:00 | 12 | 4290 | 0.002 | 12 | 4290 | 0.002 | 12 | 4290 | 0.004 |
| 15:00 - 16:00 | 12 | 4290 | 0.000 | 12 | 4290 | 0.004 | 12 | 4290 | 0.004 |
| 16:00 - 17:00 | 12 | 4290 | 0.000 | 12 | 4290 | 0.004 | 12 | 4290 | 0.004 |
| 17:00 - 18:00 | 12 | 4290 | 0.002 | 12 | 4290 | 0.006 | 12 | 4290 | 0.008 |
| 18:00 - 19:00 | 11 | 4568 | 0.000 | 11 | 4568 | 0.002 | 11 | 4568 | 0.002 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.028 | | | 0.026 | | | 0.054 |

*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.*

Calculation Reference: AUDIT-754101-220222-0219

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

*Selected regions and areas:*

| | | | |
|---|---|---|---|
| 03 | SOUTH WEST | | |
| | BR | BRISTOL CITY | 2 days |
| | WL | WILTSHIRE | 1 days |
| 06 | WEST MIDLANDS | | |
| | WK | WARWICKSHIRE | 2 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE | | |
| | WY | WEST YORKSHIRE | 1 days |
| 09 | NORTH | | |
| | TW | TYNE & WEAR | 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: 8310 to 20860 (units: sqm)
Range Selected by User: 8000 to 30000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 27/09/19

*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:*

| | |
|---|---|
| Tuesday | 2 days |
| Wednesday | 1 days |
| Thursday | 1 days |
| Friday | 3 days |

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

*Selected survey types:*

| | |
|---|---|
| Manual count | 7 days |
| Directional ATC Count | 0 days |

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

*Selected Locations:*

| | |
|---|---|
| Suburban Area (PPS6 Out of Centre) | 4 |
| Edge of Town | 3 |

*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 |
| Development Zone | 1 |
| Residential Zone | 1 |
| No Sub Category | 2 |

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

Secondary Filtering selection:

*Use Class:*

| | |
|---|---|
| Not Known | 7 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 |
| 20,001 to 25,000 | 1 days |
| 25,001 to 50,000 | 4 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 |
| 125,001 to 250,000 | 4 days |
| 250,001 to 500,000 | 1 days |
| 500,001 or More | 1 days |

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

*Car ownership within 5 miles:*

| | |
|---|---|
| 0.6 to 1.0 | 4 days |
| 1.1 to 1.5 | 3 days |

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

*Travel Plan:*

| | |
|---|---|
| No | 7 days |

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

*PTAL Rating:*

| | |
|---|---|
| No PTAL Present | 7 days |

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

*LIST OF SITES relevant to selection parameters*

1 BR-02-D-04 INDUSTRIAL ESTATE BRISTOL CITY
CROFTS END ROAD
BRISTOL
SPEEDWELL
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 18018 sqm
*Survey date: FRIDAY* *29/11/13* *Survey Type: MANUAL*

2 BR-02-D-05 INDUSTRIAL ESTATE BRISTOL CITY
NOVERS HILL
BRISTOL
BEDMINSTER
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 18128 sqm
*Survey date: FRIDAY* *29/11/13* *Survey Type: MANUAL*

3 TW-02-D-08 INDUSTRIAL ESTATE TYNE & WEAR
NORTH HYLTON ROAD
SUNDERLAND
SOUTHWICK
Suburban Area (PPS6 Out of Centre)
Development Zone
Total Gross floor area: 8310 sqm
*Survey date: TUESDAY* *04/04/17* *Survey Type: MANUAL*

4 WK-02-D-03 INDUSTRIAL ESTATE WARWICKSHIRE
EASTBORO WAY
NUNEATON

Edge of Town
Industrial Zone
Total Gross floor area: 20860 sqm
*Survey date: THURSDAY* *26/09/19* *Survey Type: MANUAL*

5 WK-02-D-04 INDUSTRIAL ESTATE WARWICKSHIRE
ABELES WAY
ATHERSTONE

Edge of Town
No Sub Category
Total Gross floor area: 17500 sqm
*Survey date: FRIDAY* *27/09/19* *Survey Type: MANUAL*

6 WL-02-D-02 INDUSTRIAL ESTATE WILTSHIRE
HEADLANDS GROVE
SWINDON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 10000 sqm
*Survey date: TUESDAY* *20/09/16* *Survey Type: MANUAL*

7 WY-02-D-08 INDUSTRIAL ESTATE WEST YORKSHIRE
MILL LANE
HALIFAX

Edge of Town
No Sub Category
Total Gross floor area: 11305 sqm
*Survey date: WEDNESDAY* *17/10/18* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.42

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | 2 | 19180 | 0.055 | 2 | 19180 | 0.010 | 2 | 19180 | 0.065 |
| 06:00 - 07:00 | 2 | 19180 | 0.141 | 2 | 19180 | 0.036 | 2 | 19180 | 0.177 |
| 07:00 - 08:00 | 7 | 14874 | 0.277 | 7 | 14874 | 0.064 | 7 | 14874 | 0.341 |
| 08:00 - 09:00 | 7 | 14874 | 0.379 | 7 | 14874 | 0.143 | 7 | 14874 | 0.522 |
| 09:00 - 10:00 | 7 | 14874 | 0.255 | 7 | 14874 | 0.185 | 7 | 14874 | 0.440 |
| 10:00 - 11:00 | 7 | 14874 | 0.214 | 7 | 14874 | 0.169 | 7 | 14874 | 0.383 |
| 11:00 - 12:00 | 7 | 14874 | 0.189 | 7 | 14874 | 0.159 | 7 | 14874 | 0.348 |
| 12:00 - 13:00 | 7 | 14874 | 0.192 | 7 | 14874 | 0.247 | 7 | 14874 | 0.439 |
| 13:00 - 14:00 | 7 | 14874 | 0.192 | 7 | 14874 | 0.178 | 7 | 14874 | 0.370 |
| 14:00 - 15:00 | 7 | 14874 | 0.189 | 7 | 14874 | 0.232 | 7 | 14874 | 0.421 |
| 15:00 - 16:00 | 7 | 14874 | 0.149 | 7 | 14874 | 0.200 | 7 | 14874 | 0.349 |
| 16:00 - 17:00 | 7 | 14874 | 0.266 | 7 | 14874 | 0.351 | 7 | 14874 | 0.617 |
| 17:00 - 18:00 | 7 | 14874 | 0.168 | 7 | 14874 | 0.426 | 7 | 14874 | 0.594 |
| 18:00 - 19:00 | 7 | 14874 | 0.064 | 7 | 14874 | 0.154 | 7 | 14874 | 0.218 |
| 19:00 - 20:00 | 2 | 19180 | 0.141 | 2 | 19180 | 0.130 | 2 | 19180 | 0.271 |
| 20:00 - 21:00 | 2 | 19180 | 0.026 | 2 | 19180 | 0.078 | 2 | 19180 | 0.104 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 2.897 | | | 2.762 | | | 5.659 |

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

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

Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 8310 - 20860 (units: sqm) |
| Survey date date range: | 01/01/13 - 27/09/19 |
| Number of weekdays (Monday-Friday): | 7 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MULTI-MODAL TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | 2 | 19180 | 0.000 | 2 | 19180 | 0.000 | 2 | 19180 | 0.000 |
| 06:00 - 07:00 | 2 | 19180 | 0.000 | 2 | 19180 | 0.000 | 2 | 19180 | 0.000 |
| 07:00 - 08:00 | 7 | 14874 | 0.000 | 7 | 14874 | 0.000 | 7 | 14874 | 0.000 |
| 08:00 - 09:00 | 7 | 14874 | 0.002 | 7 | 14874 | 0.002 | 7 | 14874 | 0.004 |
| 09:00 - 10:00 | 7 | 14874 | 0.001 | 7 | 14874 | 0.001 | 7 | 14874 | 0.002 |
| 10:00 - 11:00 | 7 | 14874 | 0.000 | 7 | 14874 | 0.000 | 7 | 14874 | 0.000 |
| 11:00 - 12:00 | 7 | 14874 | 0.000 | 7 | 14874 | 0.000 | 7 | 14874 | 0.000 |
| 12:00 - 13:00 | 7 | 14874 | 0.000 | 7 | 14874 | 0.000 | 7 | 14874 | 0.000 |
| 13:00 - 14:00 | 7 | 14874 | 0.000 | 7 | 14874 | 0.000 | 7 | 14874 | 0.000 |
| 14:00 - 15:00 | 7 | 14874 | 0.001 | 7 | 14874 | 0.001 | 7 | 14874 | 0.002 |
| 15:00 - 16:00 | 7 | 14874 | 0.003 | 7 | 14874 | 0.003 | 7 | 14874 | 0.006 |
| 16:00 - 17:00 | 7 | 14874 | 0.000 | 7 | 14874 | 0.000 | 7 | 14874 | 0.000 |
| 17:00 - 18:00 | 7 | 14874 | 0.000 | 7 | 14874 | 0.000 | 7 | 14874 | 0.000 |
| 18:00 - 19:00 | 7 | 14874 | 0.001 | 7 | 14874 | 0.001 | 7 | 14874 | 0.002 |
| 19:00 - 20:00 | 2 | 19180 | 0.003 | 2 | 19180 | 0.003 | 2 | 19180 | 0.006 |
| 20:00 - 21:00 | 2 | 19180 | 0.000 | 2 | 19180 | 0.000 | 2 | 19180 | 0.000 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.011 | | | 0.011 | | | 0.022 |

*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.*

mode transport limited Lombard House, 145 Great Charles Street Birmimgham, B3 3LP Licence No: 754101

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MULTI-MODAL OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | 2 | 19180 | 0.000 | 2 | 19180 | 0.003 | 2 | 19180 | 0.003 |
| 06:00 - 07:00 | 2 | 19180 | 0.005 | 2 | 19180 | 0.003 | 2 | 19180 | 0.008 |
| 07:00 - 08:00 | 7 | 14874 | 0.009 | 7 | 14874 | 0.010 | 7 | 14874 | 0.019 |
| 08:00 - 09:00 | 7 | 14874 | 0.015 | 7 | 14874 | 0.010 | 7 | 14874 | 0.025 |
| 09:00 - 10:00 | 7 | 14874 | 0.018 | 7 | 14874 | 0.018 | 7 | 14874 | 0.036 |
| 10:00 - 11:00 | 7 | 14874 | 0.019 | 7 | 14874 | 0.014 | 7 | 14874 | 0.033 |
| 11:00 - 12:00 | 7 | 14874 | 0.013 | 7 | 14874 | 0.012 | 7 | 14874 | 0.025 |
| 12:00 - 13:00 | 7 | 14874 | 0.018 | 7 | 14874 | 0.016 | 7 | 14874 | 0.034 |
| 13:00 - 14:00 | 7 | 14874 | 0.016 | 7 | 14874 | 0.018 | 7 | 14874 | 0.034 |
| 14:00 - 15:00 | 7 | 14874 | 0.014 | 7 | 14874 | 0.017 | 7 | 14874 | 0.031 |
| 15:00 - 16:00 | 7 | 14874 | 0.018 | 7 | 14874 | 0.018 | 7 | 14874 | 0.036 |
| 16:00 - 17:00 | 7 | 14874 | 0.007 | 7 | 14874 | 0.010 | 7 | 14874 | 0.017 |
| 17:00 - 18:00 | 7 | 14874 | 0.001 | 7 | 14874 | 0.004 | 7 | 14874 | 0.005 |
| 18:00 - 19:00 | 7 | 14874 | 0.003 | 7 | 14874 | 0.000 | 7 | 14874 | 0.003 |
| 19:00 - 20:00 | 2 | 19180 | 0.000 | 2 | 19180 | 0.000 | 2 | 19180 | 0.000 |
| 20:00 - 21:00 | 2 | 19180 | 0.005 | 2 | 19180 | 0.000 | 2 | 19180 | 0.005 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.161 | | | 0.153 | | | 0.314 |

*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
MULTI-MODAL PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | 2 | 19180 | 0.000 | 2 | 19180 | 0.000 | 2 | 19180 | 0.000 |
| 06:00 - 07:00 | 2 | 19180 | 0.000 | 2 | 19180 | 0.000 | 2 | 19180 | 0.000 |
| 07:00 - 08:00 | 7 | 14874 | 0.000 | 7 | 14874 | 0.000 | 7 | 14874 | 0.000 |
| 08:00 - 09:00 | 7 | 14874 | 0.001 | 7 | 14874 | 0.001 | 7 | 14874 | 0.002 |
| 09:00 - 10:00 | 7 | 14874 | 0.002 | 7 | 14874 | 0.002 | 7 | 14874 | 0.004 |
| 10:00 - 11:00 | 7 | 14874 | 0.002 | 7 | 14874 | 0.001 | 7 | 14874 | 0.003 |
| 11:00 - 12:00 | 7 | 14874 | 0.000 | 7 | 14874 | 0.001 | 7 | 14874 | 0.001 |
| 12:00 - 13:00 | 7 | 14874 | 0.000 | 7 | 14874 | 0.000 | 7 | 14874 | 0.000 |
| 13:00 - 14:00 | 7 | 14874 | 0.000 | 7 | 14874 | 0.000 | 7 | 14874 | 0.000 |
| 14:00 - 15:00 | 7 | 14874 | 0.000 | 7 | 14874 | 0.000 | 7 | 14874 | 0.000 |
| 15:00 - 16:00 | 7 | 14874 | 0.001 | 7 | 14874 | 0.001 | 7 | 14874 | 0.002 |
| 16:00 - 17:00 | 7 | 14874 | 0.000 | 7 | 14874 | 0.000 | 7 | 14874 | 0.000 |
| 17:00 - 18:00 | 7 | 14874 | 0.000 | 7 | 14874 | 0.000 | 7 | 14874 | 0.000 |
| 18:00 - 19:00 | 7 | 14874 | 0.000 | 7 | 14874 | 0.000 | 7 | 14874 | 0.000 |
| 19:00 - 20:00 | 2 | 19180 | 0.000 | 2 | 19180 | 0.000 | 2 | 19180 | 0.000 |
| 20:00 - 21:00 | 2 | 19180 | 0.000 | 2 | 19180 | 0.000 | 2 | 19180 | 0.000 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.006 | | | 0.006 | | | 0.012 |

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | 2 | 19180 | 0.000 | 2 | 19180 | 0.000 | 2 | 19180 | 0.000 |
| 06:00 - 07:00 | 2 | 19180 | 0.008 | 2 | 19180 | 0.000 | 2 | 19180 | 0.008 |
| 07:00 - 08:00 | 7 | 14874 | 0.004 | 7 | 14874 | 0.000 | 7 | 14874 | 0.004 |
| 08:00 - 09:00 | 7 | 14874 | 0.003 | 7 | 14874 | 0.000 | 7 | 14874 | 0.003 |
| 09:00 - 10:00 | 7 | 14874 | 0.001 | 7 | 14874 | 0.001 | 7 | 14874 | 0.002 |
| 10:00 - 11:00 | 7 | 14874 | 0.001 | 7 | 14874 | 0.000 | 7 | 14874 | 0.001 |
| 11:00 - 12:00 | 7 | 14874 | 0.000 | 7 | 14874 | 0.000 | 7 | 14874 | 0.000 |
| 12:00 - 13:00 | 7 | 14874 | 0.000 | 7 | 14874 | 0.001 | 7 | 14874 | 0.001 |
| 13:00 - 14:00 | 7 | 14874 | 0.002 | 7 | 14874 | 0.000 | 7 | 14874 | 0.002 |
| 14:00 - 15:00 | 7 | 14874 | 0.001 | 7 | 14874 | 0.002 | 7 | 14874 | 0.003 |
| 15:00 - 16:00 | 7 | 14874 | 0.002 | 7 | 14874 | 0.000 | 7 | 14874 | 0.002 |
| 16:00 - 17:00 | 7 | 14874 | 0.000 | 7 | 14874 | 0.009 | 7 | 14874 | 0.009 |
| 17:00 - 18:00 | 7 | 14874 | 0.002 | 7 | 14874 | 0.005 | 7 | 14874 | 0.007 |
| 18:00 - 19:00 | 7 | 14874 | 0.000 | 7 | 14874 | 0.001 | 7 | 14874 | 0.001 |
| 19:00 - 20:00 | 2 | 19180 | 0.000 | 2 | 19180 | 0.000 | 2 | 19180 | 0.000 |
| 20:00 - 21:00 | 2 | 19180 | 0.000 | 2 | 19180 | 0.000 | 2 | 19180 | 0.000 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.024 | | | 0.019 | | | 0.043 |

*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
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | 2 | 19180 | 0.065 | 2 | 19180 | 0.010 | 2 | 19180 | 0.075 |
| 06:00 - 07:00 | 2 | 19180 | 0.193 | 2 | 19180 | 0.044 | 2 | 19180 | 0.237 |
| 07:00 - 08:00 | 7 | 14874 | 0.330 | 7 | 14874 | 0.077 | 7 | 14874 | 0.407 |
| 08:00 - 09:00 | 7 | 14874 | 0.457 | 7 | 14874 | 0.168 | 7 | 14874 | 0.625 |
| 09:00 - 10:00 | 7 | 14874 | 0.305 | 7 | 14874 | 0.241 | 7 | 14874 | 0.546 |
| 10:00 - 11:00 | 7 | 14874 | 0.255 | 7 | 14874 | 0.200 | 7 | 14874 | 0.455 |
| 11:00 - 12:00 | 7 | 14874 | 0.225 | 7 | 14874 | 0.196 | 7 | 14874 | 0.421 |
| 12:00 - 13:00 | 7 | 14874 | 0.235 | 7 | 14874 | 0.299 | 7 | 14874 | 0.534 |
| 13:00 - 14:00 | 7 | 14874 | 0.244 | 7 | 14874 | 0.230 | 7 | 14874 | 0.474 |
| 14:00 - 15:00 | 7 | 14874 | 0.260 | 7 | 14874 | 0.273 | 7 | 14874 | 0.533 |
| 15:00 - 16:00 | 7 | 14874 | 0.203 | 7 | 14874 | 0.254 | 7 | 14874 | 0.457 |
| 16:00 - 17:00 | 7 | 14874 | 0.417 | 7 | 14874 | 0.417 | 7 | 14874 | 0.834 |
| 17:00 - 18:00 | 7 | 14874 | 0.240 | 7 | 14874 | 0.579 | 7 | 14874 | 0.819 |
| 18:00 - 19:00 | 7 | 14874 | 0.085 | 7 | 14874 | 0.232 | 7 | 14874 | 0.317 |
| 19:00 - 20:00 | 2 | 19180 | 0.138 | 2 | 19180 | 0.138 | 2 | 19180 | 0.276 |
| 20:00 - 21:00 | 2 | 19180 | 0.026 | 2 | 19180 | 0.083 | 2 | 19180 | 0.109 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 3.678 | | | 3.441 | | | 7.119 |

*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
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | 2 | 19180 | 0.000 | 2 | 19180 | 0.003 | 2 | 19180 | 0.003 |
| 06:00 - 07:00 | 2 | 19180 | 0.000 | 2 | 19180 | 0.000 | 2 | 19180 | 0.000 |
| 07:00 - 08:00 | 7 | 14874 | 0.022 | 7 | 14874 | 0.012 | 7 | 14874 | 0.034 |
| 08:00 - 09:00 | 7 | 14874 | 0.035 | 7 | 14874 | 0.016 | 7 | 14874 | 0.051 |
| 09:00 - 10:00 | 7 | 14874 | 0.026 | 7 | 14874 | 0.016 | 7 | 14874 | 0.042 |
| 10:00 - 11:00 | 7 | 14874 | 0.009 | 7 | 14874 | 0.013 | 7 | 14874 | 0.022 |
| 11:00 - 12:00 | 7 | 14874 | 0.029 | 7 | 14874 | 0.019 | 7 | 14874 | 0.048 |
| 12:00 - 13:00 | 7 | 14874 | 0.038 | 7 | 14874 | 0.036 | 7 | 14874 | 0.074 |
| 13:00 - 14:00 | 7 | 14874 | 0.036 | 7 | 14874 | 0.044 | 7 | 14874 | 0.080 |
| 14:00 - 15:00 | 7 | 14874 | 0.022 | 7 | 14874 | 0.024 | 7 | 14874 | 0.046 |
| 15:00 - 16:00 | 7 | 14874 | 0.028 | 7 | 14874 | 0.023 | 7 | 14874 | 0.051 |
| 16:00 - 17:00 | 7 | 14874 | 0.023 | 7 | 14874 | 0.034 | 7 | 14874 | 0.057 |
| 17:00 - 18:00 | 7 | 14874 | 0.024 | 7 | 14874 | 0.037 | 7 | 14874 | 0.061 |
| 18:00 - 19:00 | 7 | 14874 | 0.014 | 7 | 14874 | 0.021 | 7 | 14874 | 0.035 |
| 19:00 - 20:00 | 2 | 19180 | 0.008 | 2 | 19180 | 0.042 | 2 | 19180 | 0.050 |
| 20:00 - 21:00 | 2 | 19180 | 0.003 | 2 | 19180 | 0.000 | 2 | 19180 | 0.003 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.317 | | | 0.340 | | | 0.657 |

*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
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | 2 | 19180 | 0.000 | 2 | 19180 | 0.000 | 2 | 19180 | 0.000 |
| 06:00 - 07:00 | 2 | 19180 | 0.000 | 2 | 19180 | 0.000 | 2 | 19180 | 0.000 |
| 07:00 - 08:00 | 7 | 14874 | 0.010 | 7 | 14874 | 0.000 | 7 | 14874 | 0.010 |
| 08:00 - 09:00 | 7 | 14874 | 0.011 | 7 | 14874 | 0.000 | 7 | 14874 | 0.011 |
| 09:00 - 10:00 | 7 | 14874 | 0.010 | 7 | 14874 | 0.001 | 7 | 14874 | 0.011 |
| 10:00 - 11:00 | 7 | 14874 | 0.004 | 7 | 14874 | 0.003 | 7 | 14874 | 0.007 |
| 11:00 - 12:00 | 7 | 14874 | 0.003 | 7 | 14874 | 0.003 | 7 | 14874 | 0.006 |
| 12:00 - 13:00 | 7 | 14874 | 0.003 | 7 | 14874 | 0.001 | 7 | 14874 | 0.004 |
| 13:00 - 14:00 | 7 | 14874 | 0.005 | 7 | 14874 | 0.005 | 7 | 14874 | 0.010 |
| 14:00 - 15:00 | 7 | 14874 | 0.001 | 7 | 14874 | 0.001 | 7 | 14874 | 0.002 |
| 15:00 - 16:00 | 7 | 14874 | 0.001 | 7 | 14874 | 0.011 | 7 | 14874 | 0.012 |
| 16:00 - 17:00 | 7 | 14874 | 0.002 | 7 | 14874 | 0.006 | 7 | 14874 | 0.008 |
| 17:00 - 18:00 | 7 | 14874 | 0.001 | 7 | 14874 | 0.007 | 7 | 14874 | 0.008 |
| 18:00 - 19:00 | 7 | 14874 | 0.000 | 7 | 14874 | 0.006 | 7 | 14874 | 0.006 |
| 19:00 - 20:00 | 2 | 19180 | 0.000 | 2 | 19180 | 0.000 | 2 | 19180 | 0.000 |
| 20:00 - 21:00 | 2 | 19180 | 0.000 | 2 | 19180 | 0.000 | 2 | 19180 | 0.000 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.051 | | | 0.044 | | | 0.095 |

*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
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | 2 | 19180 | 0.000 | 2 | 19180 | 0.000 | 2 | 19180 | 0.000 |
| 06:00 - 07:00 | 2 | 19180 | 0.000 | 2 | 19180 | 0.000 | 2 | 19180 | 0.000 |
| 07:00 - 08:00 | 7 | 14874 | 0.000 | 7 | 14874 | 0.000 | 7 | 14874 | 0.000 |
| 08:00 - 09:00 | 7 | 14874 | 0.003 | 7 | 14874 | 0.000 | 7 | 14874 | 0.003 |
| 09:00 - 10:00 | 7 | 14874 | 0.006 | 7 | 14874 | 0.000 | 7 | 14874 | 0.006 |
| 10:00 - 11:00 | 7 | 14874 | 0.001 | 7 | 14874 | 0.000 | 7 | 14874 | 0.001 |
| 11:00 - 12:00 | 7 | 14874 | 0.000 | 7 | 14874 | 0.000 | 7 | 14874 | 0.000 |
| 12:00 - 13:00 | 7 | 14874 | 0.000 | 7 | 14874 | 0.001 | 7 | 14874 | 0.001 |
| 13:00 - 14:00 | 7 | 14874 | 0.000 | 7 | 14874 | 0.004 | 7 | 14874 | 0.004 |
| 14:00 - 15:00 | 7 | 14874 | 0.000 | 7 | 14874 | 0.003 | 7 | 14874 | 0.003 |
| 15:00 - 16:00 | 7 | 14874 | 0.000 | 7 | 14874 | 0.002 | 7 | 14874 | 0.002 |
| 16:00 - 17:00 | 7 | 14874 | 0.000 | 7 | 14874 | 0.000 | 7 | 14874 | 0.000 |
| 17:00 - 18:00 | 7 | 14874 | 0.000 | 7 | 14874 | 0.000 | 7 | 14874 | 0.000 |
| 18:00 - 19:00 | 7 | 14874 | 0.000 | 7 | 14874 | 0.000 | 7 | 14874 | 0.000 |
| 19:00 - 20:00 | 2 | 19180 | 0.000 | 2 | 19180 | 0.000 | 2 | 19180 | 0.000 |
| 20:00 - 21:00 | 2 | 19180 | 0.000 | 2 | 19180 | 0.000 | 2 | 19180 | 0.000 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.010 | | | 0.010 | | | 0.020 |

*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
MULTI-MODAL COACH PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | 2 | 19180 | 0.000 | 2 | 19180 | 0.000 | 2 | 19180 | 0.000 |
| 06:00 - 07:00 | 2 | 19180 | 0.000 | 2 | 19180 | 0.000 | 2 | 19180 | 0.000 |
| 07:00 - 08:00 | 7 | 14874 | 0.000 | 7 | 14874 | 0.000 | 7 | 14874 | 0.000 |
| 08:00 - 09:00 | 7 | 14874 | 0.000 | 7 | 14874 | 0.001 | 7 | 14874 | 0.001 |
| 09:00 - 10:00 | 7 | 14874 | 0.007 | 7 | 14874 | 0.000 | 7 | 14874 | 0.007 |
| 10:00 - 11:00 | 7 | 14874 | 0.000 | 7 | 14874 | 0.000 | 7 | 14874 | 0.000 |
| 11:00 - 12:00 | 7 | 14874 | 0.000 | 7 | 14874 | 0.002 | 7 | 14874 | 0.002 |
| 12:00 - 13:00 | 7 | 14874 | 0.000 | 7 | 14874 | 0.000 | 7 | 14874 | 0.000 |
| 13:00 - 14:00 | 7 | 14874 | 0.000 | 7 | 14874 | 0.000 | 7 | 14874 | 0.000 |
| 14:00 - 15:00 | 7 | 14874 | 0.000 | 7 | 14874 | 0.000 | 7 | 14874 | 0.000 |
| 15:00 - 16:00 | 7 | 14874 | 0.000 | 7 | 14874 | 0.005 | 7 | 14874 | 0.005 |
| 16:00 - 17:00 | 7 | 14874 | 0.000 | 7 | 14874 | 0.000 | 7 | 14874 | 0.000 |
| 17:00 - 18:00 | 7 | 14874 | 0.000 | 7 | 14874 | 0.000 | 7 | 14874 | 0.000 |
| 18:00 - 19:00 | 7 | 14874 | 0.000 | 7 | 14874 | 0.000 | 7 | 14874 | 0.000 |
| 19:00 - 20:00 | 2 | 19180 | 0.000 | 2 | 19180 | 0.000 | 2 | 19180 | 0.000 |
| 20:00 - 21:00 | 2 | 19180 | 0.000 | 2 | 19180 | 0.000 | 2 | 19180 | 0.000 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.007 | | | 0.008 | | | 0.015 |

*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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | 2 | 19180 | 0.000 | 2 | 19180 | 0.000 | 2 | 19180 | 0.000 |
| 06:00 - 07:00 | 2 | 19180 | 0.000 | 2 | 19180 | 0.000 | 2 | 19180 | 0.000 |
| 07:00 - 08:00 | 7 | 14874 | 0.010 | 7 | 14874 | 0.000 | 7 | 14874 | 0.010 |
| 08:00 - 09:00 | 7 | 14874 | 0.013 | 7 | 14874 | 0.001 | 7 | 14874 | 0.014 |
| 09:00 - 10:00 | 7 | 14874 | 0.022 | 7 | 14874 | 0.001 | 7 | 14874 | 0.023 |
| 10:00 - 11:00 | 7 | 14874 | 0.005 | 7 | 14874 | 0.003 | 7 | 14874 | 0.008 |
| 11:00 - 12:00 | 7 | 14874 | 0.003 | 7 | 14874 | 0.005 | 7 | 14874 | 0.008 |
| 12:00 - 13:00 | 7 | 14874 | 0.003 | 7 | 14874 | 0.002 | 7 | 14874 | 0.005 |
| 13:00 - 14:00 | 7 | 14874 | 0.005 | 7 | 14874 | 0.009 | 7 | 14874 | 0.014 |
| 14:00 - 15:00 | 7 | 14874 | 0.001 | 7 | 14874 | 0.004 | 7 | 14874 | 0.005 |
| 15:00 - 16:00 | 7 | 14874 | 0.001 | 7 | 14874 | 0.017 | 7 | 14874 | 0.018 |
| 16:00 - 17:00 | 7 | 14874 | 0.002 | 7 | 14874 | 0.006 | 7 | 14874 | 0.008 |
| 17:00 - 18:00 | 7 | 14874 | 0.001 | 7 | 14874 | 0.007 | 7 | 14874 | 0.008 |
| 18:00 - 19:00 | 7 | 14874 | 0.000 | 7 | 14874 | 0.006 | 7 | 14874 | 0.006 |
| 19:00 - 20:00 | 2 | 19180 | 0.000 | 2 | 19180 | 0.000 | 2 | 19180 | 0.000 |
| 20:00 - 21:00 | 2 | 19180 | 0.000 | 2 | 19180 | 0.000 | 2 | 19180 | 0.000 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.066 | | | 0.061 | | | 0.127 |

*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
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.42

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | 2 | 19180 | 0.065 | 2 | 19180 | 0.013 | 2 | 19180 | 0.078 |
| 06:00 - 07:00 | 2 | 19180 | 0.201 | 2 | 19180 | 0.044 | 2 | 19180 | 0.245 |
| 07:00 - 08:00 | 7 | 14874 | 0.366 | 7 | 14874 | 0.088 | 7 | 14874 | 0.454 |
| 08:00 - 09:00 | 7 | 14874 | 0.508 | 7 | 14874 | 0.185 | 7 | 14874 | 0.693 |
| 09:00 - 10:00 | 7 | 14874 | 0.354 | 7 | 14874 | 0.259 | 7 | 14874 | 0.613 |
| 10:00 - 11:00 | 7 | 14874 | 0.270 | 7 | 14874 | 0.216 | 7 | 14874 | 0.486 |
| 11:00 - 12:00 | 7 | 14874 | 0.256 | 7 | 14874 | 0.220 | 7 | 14874 | 0.476 |
| 12:00 - 13:00 | 7 | 14874 | 0.277 | 7 | 14874 | 0.338 | 7 | 14874 | 0.615 |
| 13:00 - 14:00 | 7 | 14874 | 0.287 | 7 | 14874 | 0.282 | 7 | 14874 | 0.569 |
| 14:00 - 15:00 | 7 | 14874 | 0.284 | 7 | 14874 | 0.303 | 7 | 14874 | 0.587 |
| 15:00 - 16:00 | 7 | 14874 | 0.233 | 7 | 14874 | 0.294 | 7 | 14874 | 0.527 |
| 16:00 - 17:00 | 7 | 14874 | 0.442 | 7 | 14874 | 0.465 | 7 | 14874 | 0.907 |
| 17:00 - 18:00 | 7 | 14874 | 0.267 | 7 | 14874 | 0.628 | 7 | 14874 | 0.895 |
| 18:00 - 19:00 | 7 | 14874 | 0.099 | 7 | 14874 | 0.260 | 7 | 14874 | 0.359 |
| 19:00 - 20:00 | 2 | 19180 | 0.146 | 2 | 19180 | 0.180 | 2 | 19180 | 0.326 |
| 20:00 - 21:00 | 2 | 19180 | 0.029 | 2 | 19180 | 0.083 | 2 | 19180 | 0.112 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 4.084 | | | 3.858 | | | 7.942 |

*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
MULTI-MODAL CARS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | 2 | 19180 | 0.039 | 2 | 19180 | 0.003 | 2 | 19180 | 0.042 |
| 06:00 - 07:00 | 2 | 19180 | 0.123 | 2 | 19180 | 0.026 | 2 | 19180 | 0.149 |
| 07:00 - 08:00 | 7 | 14874 | 0.191 | 7 | 14874 | 0.026 | 7 | 14874 | 0.217 |
| 08:00 - 09:00 | 7 | 14874 | 0.303 | 7 | 14874 | 0.079 | 7 | 14874 | 0.382 |
| 09:00 - 10:00 | 7 | 14874 | 0.161 | 7 | 14874 | 0.090 | 7 | 14874 | 0.251 |
| 10:00 - 11:00 | 7 | 14874 | 0.131 | 7 | 14874 | 0.087 | 7 | 14874 | 0.218 |
| 11:00 - 12:00 | 7 | 14874 | 0.107 | 7 | 14874 | 0.092 | 7 | 14874 | 0.199 |
| 12:00 - 13:00 | 7 | 14874 | 0.116 | 7 | 14874 | 0.161 | 7 | 14874 | 0.277 |
| 13:00 - 14:00 | 7 | 14874 | 0.105 | 7 | 14874 | 0.109 | 7 | 14874 | 0.214 |
| 14:00 - 15:00 | 7 | 14874 | 0.114 | 7 | 14874 | 0.145 | 7 | 14874 | 0.259 |
| 15:00 - 16:00 | 7 | 14874 | 0.076 | 7 | 14874 | 0.124 | 7 | 14874 | 0.200 |
| 16:00 - 17:00 | 7 | 14874 | 0.216 | 7 | 14874 | 0.282 | 7 | 14874 | 0.498 |
| 17:00 - 18:00 | 7 | 14874 | 0.140 | 7 | 14874 | 0.367 | 7 | 14874 | 0.507 |
| 18:00 - 19:00 | 7 | 14874 | 0.056 | 7 | 14874 | 0.126 | 7 | 14874 | 0.182 |
| 19:00 - 20:00 | 2 | 19180 | 0.130 | 2 | 19180 | 0.123 | 2 | 19180 | 0.253 |
| 20:00 - 21:00 | 2 | 19180 | 0.016 | 2 | 19180 | 0.065 | 2 | 19180 | 0.081 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 2.024 | | | 1.905 | | | 3.929 |

*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
MULTI-MODAL LGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | 2 | 19180 | 0.010 | 2 | 19180 | 0.005 | 2 | 19180 | 0.015 |
| 06:00 - 07:00 | 2 | 19180 | 0.013 | 2 | 19180 | 0.008 | 2 | 19180 | 0.021 |
| 07:00 - 08:00 | 7 | 14874 | 0.076 | 7 | 14874 | 0.028 | 7 | 14874 | 0.104 |
| 08:00 - 09:00 | 7 | 14874 | 0.058 | 7 | 14874 | 0.052 | 7 | 14874 | 0.110 |
| 09:00 - 10:00 | 7 | 14874 | 0.071 | 7 | 14874 | 0.073 | 7 | 14874 | 0.144 |
| 10:00 - 11:00 | 7 | 14874 | 0.062 | 7 | 14874 | 0.066 | 7 | 14874 | 0.128 |
| 11:00 - 12:00 | 7 | 14874 | 0.069 | 7 | 14874 | 0.054 | 7 | 14874 | 0.123 |
| 12:00 - 13:00 | 7 | 14874 | 0.057 | 7 | 14874 | 0.069 | 7 | 14874 | 0.126 |
| 13:00 - 14:00 | 7 | 14874 | 0.071 | 7 | 14874 | 0.050 | 7 | 14874 | 0.121 |
| 14:00 - 15:00 | 7 | 14874 | 0.060 | 7 | 14874 | 0.068 | 7 | 14874 | 0.128 |
| 15:00 - 16:00 | 7 | 14874 | 0.051 | 7 | 14874 | 0.054 | 7 | 14874 | 0.105 |
| 16:00 - 17:00 | 7 | 14874 | 0.043 | 7 | 14874 | 0.058 | 7 | 14874 | 0.101 |
| 17:00 - 18:00 | 7 | 14874 | 0.026 | 7 | 14874 | 0.055 | 7 | 14874 | 0.081 |
| 18:00 - 19:00 | 7 | 14874 | 0.005 | 7 | 14874 | 0.026 | 7 | 14874 | 0.031 |
| 19:00 - 20:00 | 2 | 19180 | 0.008 | 2 | 19180 | 0.003 | 2 | 19180 | 0.011 |
| 20:00 - 21:00 | 2 | 19180 | 0.005 | 2 | 19180 | 0.013 | 2 | 19180 | 0.018 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.685 | | | 0.682 | | | 1.367 |

*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
MULTI-MODAL MOTOR CYCLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | 2 | 19180 | 0.005 | 2 | 19180 | 0.000 | 2 | 19180 | 0.005 |
| 06:00 - 07:00 | 2 | 19180 | 0.000 | 2 | 19180 | 0.000 | 2 | 19180 | 0.000 |
| 07:00 - 08:00 | 7 | 14874 | 0.001 | 7 | 14874 | 0.001 | 7 | 14874 | 0.002 |
| 08:00 - 09:00 | 7 | 14874 | 0.001 | 7 | 14874 | 0.000 | 7 | 14874 | 0.001 |
| 09:00 - 10:00 | 7 | 14874 | 0.001 | 7 | 14874 | 0.001 | 7 | 14874 | 0.002 |
| 10:00 - 11:00 | 7 | 14874 | 0.000 | 7 | 14874 | 0.000 | 7 | 14874 | 0.000 |
| 11:00 - 12:00 | 7 | 14874 | 0.000 | 7 | 14874 | 0.000 | 7 | 14874 | 0.000 |
| 12:00 - 13:00 | 7 | 14874 | 0.001 | 7 | 14874 | 0.000 | 7 | 14874 | 0.001 |
| 13:00 - 14:00 | 7 | 14874 | 0.000 | 7 | 14874 | 0.000 | 7 | 14874 | 0.000 |
| 14:00 - 15:00 | 7 | 14874 | 0.000 | 7 | 14874 | 0.001 | 7 | 14874 | 0.001 |
| 15:00 - 16:00 | 7 | 14874 | 0.000 | 7 | 14874 | 0.000 | 7 | 14874 | 0.000 |
| 16:00 - 17:00 | 7 | 14874 | 0.000 | 7 | 14874 | 0.001 | 7 | 14874 | 0.001 |
| 17:00 - 18:00 | 7 | 14874 | 0.001 | 7 | 14874 | 0.001 | 7 | 14874 | 0.002 |
| 18:00 - 19:00 | 7 | 14874 | 0.000 | 7 | 14874 | 0.001 | 7 | 14874 | 0.001 |
| 19:00 - 20:00 | 2 | 19180 | 0.000 | 2 | 19180 | 0.003 | 2 | 19180 | 0.003 |
| 20:00 - 21:00 | 2 | 19180 | 0.000 | 2 | 19180 | 0.000 | 2 | 19180 | 0.000 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.010 | | | 0.009 | | | 0.019 |

*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.*

mode transport limited Lombard House, 145 Great Charles Street Birmimgham, B3 3LP Licence No: 754101

Calculation Reference: AUDIT-754101-220222-0258

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

*Selected regions and areas:*

| | | | |
|---|---|---|---|
| 02 | SOUTH EAST | | |
| | EX | ESSEX | 1 days |
| 03 | SOUTH WEST | | |
| | DV | DEVON | 1 days |
| 05 | EAST MIDLANDS | | |
| | LN | LINCOLNSHIRE | 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: | 6560 to 50000 (units: sqm) |
| Range Selected by User: | 3824 to 80066 (units: sqm) |

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 03/04/19

*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 |
| Friday | 1 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 undertaking using machines.*

*Selected Locations:*

| | |
|---|---|
| Edge of Town | 2 |
| Free Standing (PPS6 Out 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 | 1 |
| Out of Town | 1 |
| No Sub Category | 1 |

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

Secondary Filtering selection:

*Use Class:*

| | |
|---|---|
| n/a | 1 days |
| B8 | 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®.*

*Filter by Site Operations Breakdown:*
All Surveys Included

*Population within 500m Range:*
All Surveys Included

*Population within 1 mile:*

| | |
|---|---|
| 1,000 or Less | 1 days |
| 10,001 to 15,000 | 2 days |

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

*Population within 5 miles:*

| | |
|---|---|
| 25,001 to 50,000 | 1 days |
| 125,001 to 250,000 | 2 days |

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

*Car ownership within 5 miles:*

| | |
|---|---|
| 0.6 to 1.0 | 1 days |
| 1.1 to 1.5 | 2 days |

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

*Travel Plan:*

| | |
|---|---|
| No | 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:*

| | |
|---|---|
| No PTAL Present | 3 days |

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

*LIST OF SITES relevant to selection parameters*

| | | | |
|---|---|---|---|
| 1 | DV-02-F-02 | LIDL DISTRIBUTION CENTRE | DEVON |
| | CHILLPARK BRAKE | | |
| | NEAR EXETER | | |
| | CLYST HONITON | | |
| | Free Standing (PPS6 Out of Town) | | |
| | Out of Town | | |
| | Total Gross floor area: | 50000 sqm | |
| | *Survey date: WEDNESDAY* | *03/04/19* | *Survey Type: MANUAL* |
| 2 | EX-02-F-01 | SPORTS SUPPLEMENTS | ESSEX |
| | BRUNEL WAY | | |
| | COLCHESTER | | |
| | SEVERALLS INDUSTRIAL PK | | |
| | Edge of Town | | |
| | Industrial Zone | | |
| | Total Gross floor area: | 6560 sqm | |
| | *Survey date: FRIDAY* | *18/05/18* | *Survey Type: MANUAL* |
| 3 | LN-02-F-01 | BOOK SERVICE | LINCOLNSHIRE |
| | TRENT ROAD | | |
| | GRANTHAM | | |
| | Edge of Town | | |
| | No Sub Category | | |
| | Total Gross floor area: | 32300 sqm | |
| | *Survey date: MONDAY* | *29/11/10* | *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.*

mode transport limited Lombard House, 145 Great Charles Street Birmimgham, B3 3LP Licence No: 754101

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.52

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | 1 | 50000 | 0.024 | 1 | 50000 | 0.020 | 1 | 50000 | 0.044 |
| 06:00 - 07:00 | 1 | 50000 | 0.046 | 1 | 50000 | 0.030 | 1 | 50000 | 0.076 |
| 07:00 - 08:00 | 3 | 29620 | 0.074 | 3 | 29620 | 0.019 | 3 | 29620 | 0.093 |
| 08:00 - 09:00 | 3 | 29620 | 0.110 | 3 | 29620 | 0.034 | 3 | 29620 | 0.144 |
| 09:00 - 10:00 | 3 | 29620 | 0.101 | 3 | 29620 | 0.050 | 3 | 29620 | 0.151 |
| 10:00 - 11:00 | 3 | 29620 | 0.043 | 3 | 29620 | 0.035 | 3 | 29620 | 0.078 |
| 11:00 - 12:00 | 3 | 29620 | 0.046 | 3 | 29620 | 0.057 | 3 | 29620 | 0.103 |
| 12:00 - 13:00 | 3 | 29620 | 0.050 | 3 | 29620 | 0.064 | 3 | 29620 | 0.114 |
| 13:00 - 14:00 | 3 | 29620 | 0.102 | 3 | 29620 | 0.077 | 3 | 29620 | 0.179 |
| 14:00 - 15:00 | 3 | 29620 | 0.028 | 3 | 29620 | 0.077 | 3 | 29620 | 0.105 |
| 15:00 - 16:00 | 3 | 29620 | 0.028 | 3 | 29620 | 0.051 | 3 | 29620 | 0.079 |
| 16:00 - 17:00 | 3 | 29620 | 0.035 | 3 | 29620 | 0.066 | 3 | 29620 | 0.101 |
| 17:00 - 18:00 | 3 | 29620 | 0.012 | 3 | 29620 | 0.068 | 3 | 29620 | 0.080 |
| 18:00 - 19:00 | 3 | 29620 | 0.014 | 3 | 29620 | 0.070 | 3 | 29620 | 0.084 |
| 19:00 - 20:00 | 1 | 50000 | 0.014 | 1 | 50000 | 0.014 | 1 | 50000 | 0.028 |
| 20:00 - 21:00 | 1 | 50000 | 0.028 | 1 | 50000 | 0.022 | 1 | 50000 | 0.050 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.755 | | | 0.754 | | | 1.509 |

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

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

Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 6560 - 50000 (units: sqm) |
| Survey date date range: | 01/01/10 - 03/04/19 |
| Number of weekdays (Monday-Friday): | 3 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
MULTI-MODAL OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | 1 | 50000 | 0.016 | 1 | 50000 | 0.014 | 1 | 50000 | 0.030 |
| 06:00 - 07:00 | 1 | 50000 | 0.034 | 1 | 50000 | 0.018 | 1 | 50000 | 0.052 |
| 07:00 - 08:00 | 3 | 29620 | 0.026 | 3 | 29620 | 0.016 | 3 | 29620 | 0.042 |
| 08:00 - 09:00 | 3 | 29620 | 0.034 | 3 | 29620 | 0.025 | 3 | 29620 | 0.059 |
| 09:00 - 10:00 | 3 | 29620 | 0.042 | 3 | 29620 | 0.025 | 3 | 29620 | 0.067 |
| 10:00 - 11:00 | 3 | 29620 | 0.029 | 3 | 29620 | 0.021 | 3 | 29620 | 0.050 |
| 11:00 - 12:00 | 3 | 29620 | 0.016 | 3 | 29620 | 0.034 | 3 | 29620 | 0.050 |
| 12:00 - 13:00 | 3 | 29620 | 0.015 | 3 | 29620 | 0.033 | 3 | 29620 | 0.048 |
| 13:00 - 14:00 | 3 | 29620 | 0.011 | 3 | 29620 | 0.023 | 3 | 29620 | 0.034 |
| 14:00 - 15:00 | 3 | 29620 | 0.003 | 3 | 29620 | 0.009 | 3 | 29620 | 0.012 |
| 15:00 - 16:00 | 3 | 29620 | 0.016 | 3 | 29620 | 0.007 | 3 | 29620 | 0.023 |
| 16:00 - 17:00 | 3 | 29620 | 0.012 | 3 | 29620 | 0.008 | 3 | 29620 | 0.020 |
| 17:00 - 18:00 | 3 | 29620 | 0.006 | 3 | 29620 | 0.011 | 3 | 29620 | 0.017 |
| 18:00 - 19:00 | 3 | 29620 | 0.001 | 3 | 29620 | 0.012 | 3 | 29620 | 0.013 |
| 19:00 - 20:00 | 1 | 50000 | 0.008 | 1 | 50000 | 0.010 | 1 | 50000 | 0.018 |
| 20:00 - 21:00 | 1 | 50000 | 0.012 | 1 | 50000 | 0.008 | 1 | 50000 | 0.020 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.281 | | | 0.274 | | | 0.555 |

*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.*

mode transport limited Lombard House, 145 Great Charles Street Birmimgham, B3 3LP Licence No: 754101

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | 1 | 50000 | 0.000 | 1 | 50000 | 0.000 | 1 | 50000 | 0.000 |
| 06:00 - 07:00 | 1 | 50000 | 0.002 | 1 | 50000 | 0.002 | 1 | 50000 | 0.004 |
| 07:00 - 08:00 | 3 | 29620 | 0.000 | 3 | 29620 | 0.000 | 3 | 29620 | 0.000 |
| 08:00 - 09:00 | 3 | 29620 | 0.001 | 3 | 29620 | 0.001 | 3 | 29620 | 0.002 |
| 09:00 - 10:00 | 3 | 29620 | 0.002 | 3 | 29620 | 0.000 | 3 | 29620 | 0.002 |
| 10:00 - 11:00 | 3 | 29620 | 0.000 | 3 | 29620 | 0.000 | 3 | 29620 | 0.000 |
| 11:00 - 12:00 | 3 | 29620 | 0.000 | 3 | 29620 | 0.001 | 3 | 29620 | 0.001 |
| 12:00 - 13:00 | 3 | 29620 | 0.001 | 3 | 29620 | 0.000 | 3 | 29620 | 0.001 |
| 13:00 - 14:00 | 3 | 29620 | 0.006 | 3 | 29620 | 0.005 | 3 | 29620 | 0.011 |
| 14:00 - 15:00 | 3 | 29620 | 0.000 | 3 | 29620 | 0.003 | 3 | 29620 | 0.003 |
| 15:00 - 16:00 | 3 | 29620 | 0.000 | 3 | 29620 | 0.000 | 3 | 29620 | 0.000 |
| 16:00 - 17:00 | 3 | 29620 | 0.000 | 3 | 29620 | 0.000 | 3 | 29620 | 0.000 |
| 17:00 - 18:00 | 3 | 29620 | 0.000 | 3 | 29620 | 0.001 | 3 | 29620 | 0.001 |
| 18:00 - 19:00 | 3 | 29620 | 0.000 | 3 | 29620 | 0.002 | 3 | 29620 | 0.002 |
| 19:00 - 20:00 | 1 | 50000 | 0.000 | 1 | 50000 | 0.000 | 1 | 50000 | 0.000 |
| 20:00 - 21:00 | 1 | 50000 | 0.000 | 1 | 50000 | 0.000 | 1 | 50000 | 0.000 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.012 | | | 0.015 | | | 0.027 |

*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)
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | 1 | 50000 | 0.032 | 1 | 50000 | 0.024 | 1 | 50000 | 0.056 |
| 06:00 - 07:00 | 1 | 50000 | 0.078 | 1 | 50000 | 0.036 | 1 | 50000 | 0.114 |
| 07:00 - 08:00 | 3 | 29620 | 0.113 | 3 | 29620 | 0.027 | 3 | 29620 | 0.140 |
| 08:00 - 09:00 | 3 | 29620 | 0.155 | 3 | 29620 | 0.043 | 3 | 29620 | 0.198 |
| 09:00 - 10:00 | 3 | 29620 | 0.142 | 3 | 29620 | 0.077 | 3 | 29620 | 0.219 |
| 10:00 - 11:00 | 3 | 29620 | 0.059 | 3 | 29620 | 0.041 | 3 | 29620 | 0.100 |
| 11:00 - 12:00 | 3 | 29620 | 0.061 | 3 | 29620 | 0.081 | 3 | 29620 | 0.142 |
| 12:00 - 13:00 | 3 | 29620 | 0.062 | 3 | 29620 | 0.095 | 3 | 29620 | 0.157 |
| 13:00 - 14:00 | 3 | 29620 | 0.138 | 3 | 29620 | 0.123 | 3 | 29620 | 0.261 |
| 14:00 - 15:00 | 3 | 29620 | 0.035 | 3 | 29620 | 0.100 | 3 | 29620 | 0.135 |
| 15:00 - 16:00 | 3 | 29620 | 0.033 | 3 | 29620 | 0.068 | 3 | 29620 | 0.101 |
| 16:00 - 17:00 | 3 | 29620 | 0.053 | 3 | 29620 | 0.092 | 3 | 29620 | 0.145 |
| 17:00 - 18:00 | 3 | 29620 | 0.018 | 3 | 29620 | 0.098 | 3 | 29620 | 0.116 |
| 18:00 - 19:00 | 3 | 29620 | 0.017 | 3 | 29620 | 0.096 | 3 | 29620 | 0.113 |
| 19:00 - 20:00 | 1 | 50000 | 0.014 | 1 | 50000 | 0.020 | 1 | 50000 | 0.034 |
| 20:00 - 21:00 | 1 | 50000 | 0.036 | 1 | 50000 | 0.032 | 1 | 50000 | 0.068 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 1.046 | | | 1.053 | | | 2.099 |

*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)
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | 1 | 50000 | 0.000 | 1 | 50000 | 0.000 | 1 | 50000 | 0.000 |
| 06:00 - 07:00 | 1 | 50000 | 0.000 | 1 | 50000 | 0.000 | 1 | 50000 | 0.000 |
| 07:00 - 08:00 | 3 | 29620 | 0.003 | 3 | 29620 | 0.000 | 3 | 29620 | 0.003 |
| 08:00 - 09:00 | 3 | 29620 | 0.007 | 3 | 29620 | 0.000 | 3 | 29620 | 0.007 |
| 09:00 - 10:00 | 3 | 29620 | 0.014 | 3 | 29620 | 0.000 | 3 | 29620 | 0.014 |
| 10:00 - 11:00 | 3 | 29620 | 0.000 | 3 | 29620 | 0.000 | 3 | 29620 | 0.000 |
| 11:00 - 12:00 | 3 | 29620 | 0.000 | 3 | 29620 | 0.000 | 3 | 29620 | 0.000 |
| 12:00 - 13:00 | 3 | 29620 | 0.007 | 3 | 29620 | 0.002 | 3 | 29620 | 0.009 |
| 13:00 - 14:00 | 3 | 29620 | 0.015 | 3 | 29620 | 0.005 | 3 | 29620 | 0.020 |
| 14:00 - 15:00 | 3 | 29620 | 0.000 | 3 | 29620 | 0.008 | 3 | 29620 | 0.008 |
| 15:00 - 16:00 | 3 | 29620 | 0.000 | 3 | 29620 | 0.003 | 3 | 29620 | 0.003 |
| 16:00 - 17:00 | 3 | 29620 | 0.001 | 3 | 29620 | 0.007 | 3 | 29620 | 0.008 |
| 17:00 - 18:00 | 3 | 29620 | 0.000 | 3 | 29620 | 0.005 | 3 | 29620 | 0.005 |
| 18:00 - 19:00 | 3 | 29620 | 0.001 | 3 | 29620 | 0.009 | 3 | 29620 | 0.010 |
| 19:00 - 20:00 | 1 | 50000 | 0.000 | 1 | 50000 | 0.002 | 1 | 50000 | 0.002 |
| 20:00 - 21:00 | 1 | 50000 | 0.000 | 1 | 50000 | 0.000 | 1 | 50000 | 0.000 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.048 | | | 0.041 | | | 0.089 |

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | 1 | 50000 | 0.002 | 1 | 50000 | 0.000 | 1 | 50000 | 0.002 |
| 06:00 - 07:00 | 1 | 50000 | 0.000 | 1 | 50000 | 0.000 | 1 | 50000 | 0.000 |
| 07:00 - 08:00 | 3 | 29620 | 0.001 | 3 | 29620 | 0.000 | 3 | 29620 | 0.001 |
| 08:00 - 09:00 | 3 | 29620 | 0.006 | 3 | 29620 | 0.000 | 3 | 29620 | 0.006 |
| 09:00 - 10:00 | 3 | 29620 | 0.001 | 3 | 29620 | 0.000 | 3 | 29620 | 0.001 |
| 10:00 - 11:00 | 3 | 29620 | 0.001 | 3 | 29620 | 0.001 | 3 | 29620 | 0.002 |
| 11:00 - 12:00 | 3 | 29620 | 0.002 | 3 | 29620 | 0.000 | 3 | 29620 | 0.002 |
| 12:00 - 13:00 | 3 | 29620 | 0.005 | 3 | 29620 | 0.003 | 3 | 29620 | 0.008 |
| 13:00 - 14:00 | 3 | 29620 | 0.003 | 3 | 29620 | 0.005 | 3 | 29620 | 0.008 |
| 14:00 - 15:00 | 3 | 29620 | 0.000 | 3 | 29620 | 0.001 | 3 | 29620 | 0.001 |
| 15:00 - 16:00 | 3 | 29620 | 0.001 | 3 | 29620 | 0.001 | 3 | 29620 | 0.002 |
| 16:00 - 17:00 | 3 | 29620 | 0.000 | 3 | 29620 | 0.000 | 3 | 29620 | 0.000 |
| 17:00 - 18:00 | 3 | 29620 | 0.000 | 3 | 29620 | 0.007 | 3 | 29620 | 0.007 |
| 18:00 - 19:00 | 3 | 29620 | 0.001 | 3 | 29620 | 0.001 | 3 | 29620 | 0.002 |
| 19:00 - 20:00 | 1 | 50000 | 0.004 | 1 | 50000 | 0.002 | 1 | 50000 | 0.006 |
| 20:00 - 21:00 | 1 | 50000 | 0.004 | 1 | 50000 | 0.000 | 1 | 50000 | 0.004 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.031 | | | 0.021 | | | 0.052 |

*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)
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | 1 | 50000 | 0.002 | 1 | 50000 | 0.000 | 1 | 50000 | 0.002 |
| 06:00 - 07:00 | 1 | 50000 | 0.000 | 1 | 50000 | 0.000 | 1 | 50000 | 0.000 |
| 07:00 - 08:00 | 3 | 29620 | 0.005 | 3 | 29620 | 0.000 | 3 | 29620 | 0.005 |
| 08:00 - 09:00 | 3 | 29620 | 0.007 | 3 | 29620 | 0.000 | 3 | 29620 | 0.007 |
| 09:00 - 10:00 | 3 | 29620 | 0.003 | 3 | 29620 | 0.001 | 3 | 29620 | 0.004 |
| 10:00 - 11:00 | 3 | 29620 | 0.001 | 3 | 29620 | 0.001 | 3 | 29620 | 0.002 |
| 11:00 - 12:00 | 3 | 29620 | 0.002 | 3 | 29620 | 0.000 | 3 | 29620 | 0.002 |
| 12:00 - 13:00 | 3 | 29620 | 0.008 | 3 | 29620 | 0.003 | 3 | 29620 | 0.011 |
| 13:00 - 14:00 | 3 | 29620 | 0.005 | 3 | 29620 | 0.006 | 3 | 29620 | 0.011 |
| 14:00 - 15:00 | 3 | 29620 | 0.000 | 3 | 29620 | 0.003 | 3 | 29620 | 0.003 |
| 15:00 - 16:00 | 3 | 29620 | 0.001 | 3 | 29620 | 0.002 | 3 | 29620 | 0.003 |
| 16:00 - 17:00 | 3 | 29620 | 0.000 | 3 | 29620 | 0.005 | 3 | 29620 | 0.005 |
| 17:00 - 18:00 | 3 | 29620 | 0.000 | 3 | 29620 | 0.007 | 3 | 29620 | 0.007 |
| 18:00 - 19:00 | 3 | 29620 | 0.001 | 3 | 29620 | 0.005 | 3 | 29620 | 0.006 |
| 19:00 - 20:00 | 1 | 50000 | 0.004 | 1 | 50000 | 0.002 | 1 | 50000 | 0.006 |
| 20:00 - 21:00 | 1 | 50000 | 0.004 | 1 | 50000 | 0.000 | 1 | 50000 | 0.004 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.043 | | | 0.035 | | | 0.078 |

*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)
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.52

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | 1 | 50000 | 0.034 | 1 | 50000 | 0.024 | 1 | 50000 | 0.058 |
| 06:00 - 07:00 | 1 | 50000 | 0.080 | 1 | 50000 | 0.038 | 1 | 50000 | 0.118 |
| 07:00 - 08:00 | 3 | 29620 | 0.120 | 3 | 29620 | 0.027 | 3 | 29620 | 0.147 |
| 08:00 - 09:00 | 3 | 29620 | 0.170 | 3 | 29620 | 0.044 | 3 | 29620 | 0.214 |
| 09:00 - 10:00 | 3 | 29620 | 0.161 | 3 | 29620 | 0.078 | 3 | 29620 | 0.239 |
| 10:00 - 11:00 | 3 | 29620 | 0.060 | 3 | 29620 | 0.042 | 3 | 29620 | 0.102 |
| 11:00 - 12:00 | 3 | 29620 | 0.063 | 3 | 29620 | 0.082 | 3 | 29620 | 0.145 |
| 12:00 - 13:00 | 3 | 29620 | 0.078 | 3 | 29620 | 0.100 | 3 | 29620 | 0.178 |
| 13:00 - 14:00 | 3 | 29620 | 0.163 | 3 | 29620 | 0.137 | 3 | 29620 | 0.300 |
| 14:00 - 15:00 | 3 | 29620 | 0.035 | 3 | 29620 | 0.115 | 3 | 29620 | 0.150 |
| 15:00 - 16:00 | 3 | 29620 | 0.034 | 3 | 29620 | 0.073 | 3 | 29620 | 0.107 |
| 16:00 - 17:00 | 3 | 29620 | 0.054 | 3 | 29620 | 0.104 | 3 | 29620 | 0.158 |
| 17:00 - 18:00 | 3 | 29620 | 0.018 | 3 | 29620 | 0.110 | 3 | 29620 | 0.128 |
| 18:00 - 19:00 | 3 | 29620 | 0.019 | 3 | 29620 | 0.111 | 3 | 29620 | 0.130 |
| 19:00 - 20:00 | 1 | 50000 | 0.018 | 1 | 50000 | 0.024 | 1 | 50000 | 0.042 |
| 20:00 - 21:00 | 1 | 50000 | 0.040 | 1 | 50000 | 0.032 | 1 | 50000 | 0.072 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 1.147 | | | 1.141 | | | 2.288 |

*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 C

2011 Census Data

## QS701EW - Method of travel to work



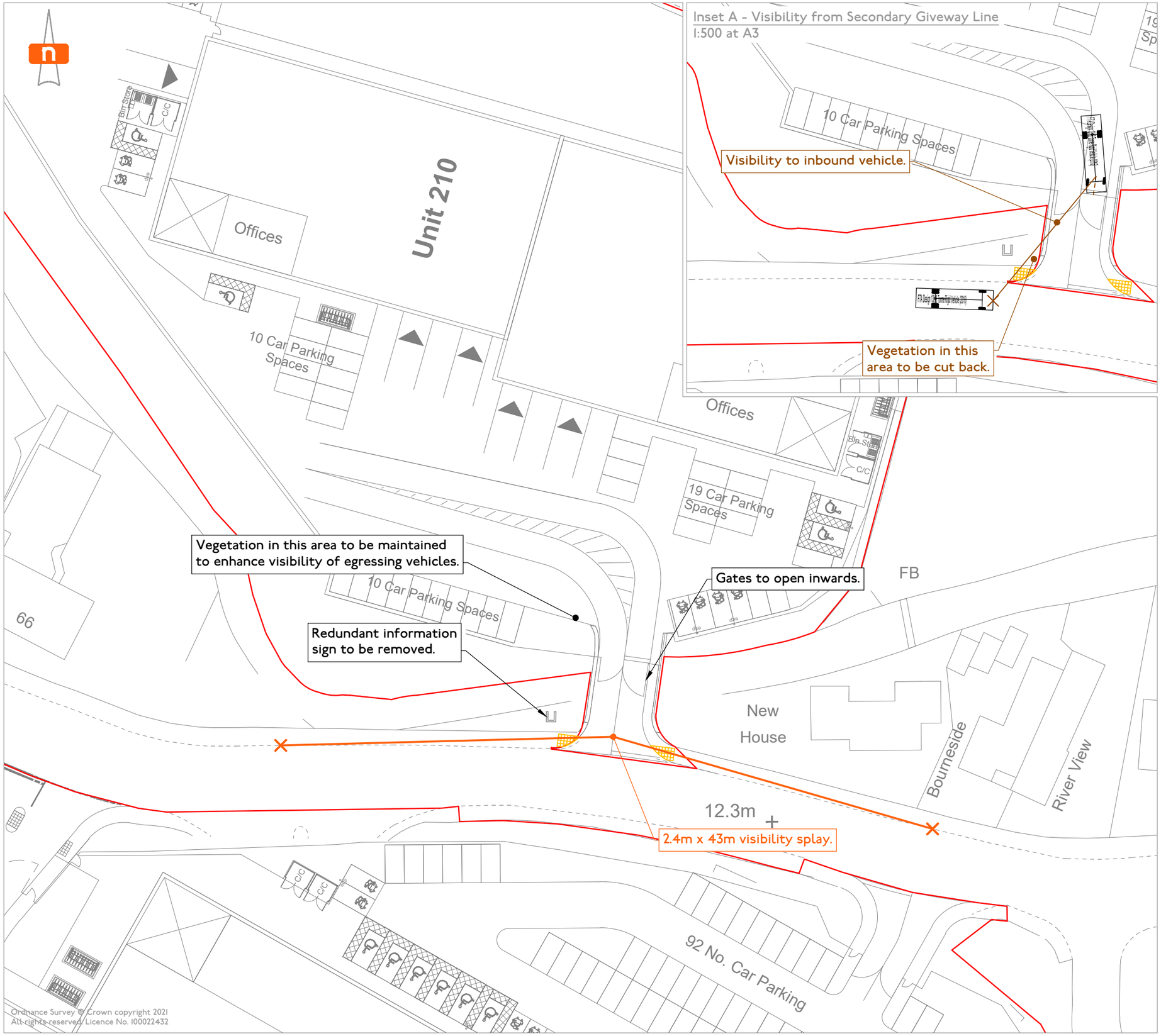
| | |
|---|---|
| population | All usual residents aged 16 to 74 |
| units | Persons |
| date | 2011 |
| rural urban | Total |

| Method of Travel to Work | E02006399 : Runnymede 007 |
|---|---|
| All categories: Method of travel to work | 7,706 |
| Work mainly at or from home | 300 |
| Underground, metro, light rail, tram | 20 |
| Train | 376 |
| Bus, minibus or coach | 89 |
| Taxi | 18 |
| Motorcycle, scooter or moped | 60 |
| Driving a car or van | 3,817 |
| Passenger in a car or van | 227 |
| Bicycle | 190 |
| On foot | 419 |
| Other method of travel to work | 35 |

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

# APPENDIX D

Drawings




Note:

1. This drawing is indicative and subject to discussions with local & national highway authorities. This design is also subject to confirmation of land ownership, topography location of statutory services, detailed design and traffic modelling.
2. Road markings & traffic signs are to be in accordance with "The Traffic Signs Regulations and General Directions 2016".
3. Do not scale from this drawing. Work from figured dimensions only.
4. All dimensions are shown in metres unless noted otherwise.
5. Drawing based on UMC layout:
   21490-UMC-ZZZZ-SI-M2-A-0602 [F] Site Layout.dwg

| REV | DATE | REMARKS |
|---|---|---|
| D | 22.04.2022 | Client name updated |
| C | 19.04.2022 | Layout updated |
| B | 19.04.2022 | Updated to suit RSA comments |
| A | 05.04.2022 | Layout updated |
| - | 18.03.2022 | Initial Issue |

CLIENT

Bridge UK Properties 7 LP

JOB TITLE

Weybridge Business Park

DRAWING TITLE

Site Access Option - Northern Site
Addlestone Road

DRAWING NO.

J32-6431-PS-002

| DRAWN | CHECKED |
|---|---|
| KB | CH |
| CREATED | SCALE |
| March '22 | 1:500 at A3 |

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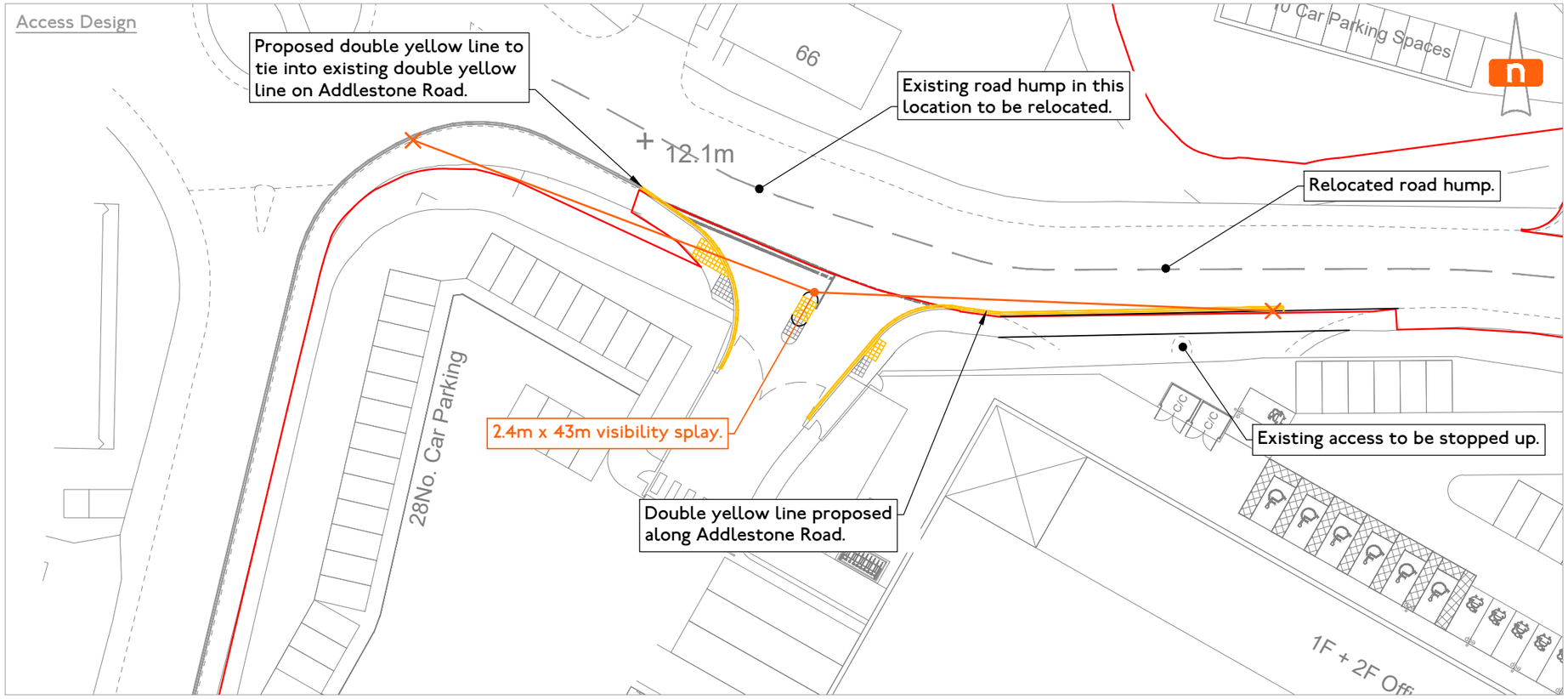
mode
transport planning

## Access Design




## Swept Path Analysis - 16.5m Articulated Vehicle - Right in/Left Out




Note:

1. This drawing is indicative and subject to discussions with local & national highway authorities. This design is also subject to confirmation of land ownership, topography location of statutory services, detailed design and traffic modelling.
2. Road markings & traffic signs are to be in accordance with "The Traffic Signs Regulations and General Directions 2016".
3. Do not scale from this drawing. Work from figured dimensions only.
4. All dimensions are shown in metres unless noted otherwise.
5. Drawing based on UMC layout:
   21490-UMC-ZZZZ-SI-M2-A-0602 [F] Site Layout.dwg

| REV | DATE | REMARKS |
|---|---|---|
| E | 22.04.2022 | Client name updated |
| D | 19.04.2022 | Layout updated |
| C | 19.04.2022 | Updated to suit RSA comments |
| B | 05.04.2022 | Layout updated |
| A | 21.03.2022 | Pedestrian refuge provided |
| - | 14.03.2022 | Initial Issue |

CLIENT

Bridge UK Properties 7 LP

JOB TITLE

Weybridge Business Park

DRAWING TITLE

Site Access Option
Addlestone Road

DRAWING NO.

J32-6431-PS-001

| DRAWN | CHECKED |
|---|---|
| KB | CH |
| CREATED | SCALE |
| March '22 | 1:500 at A3 |

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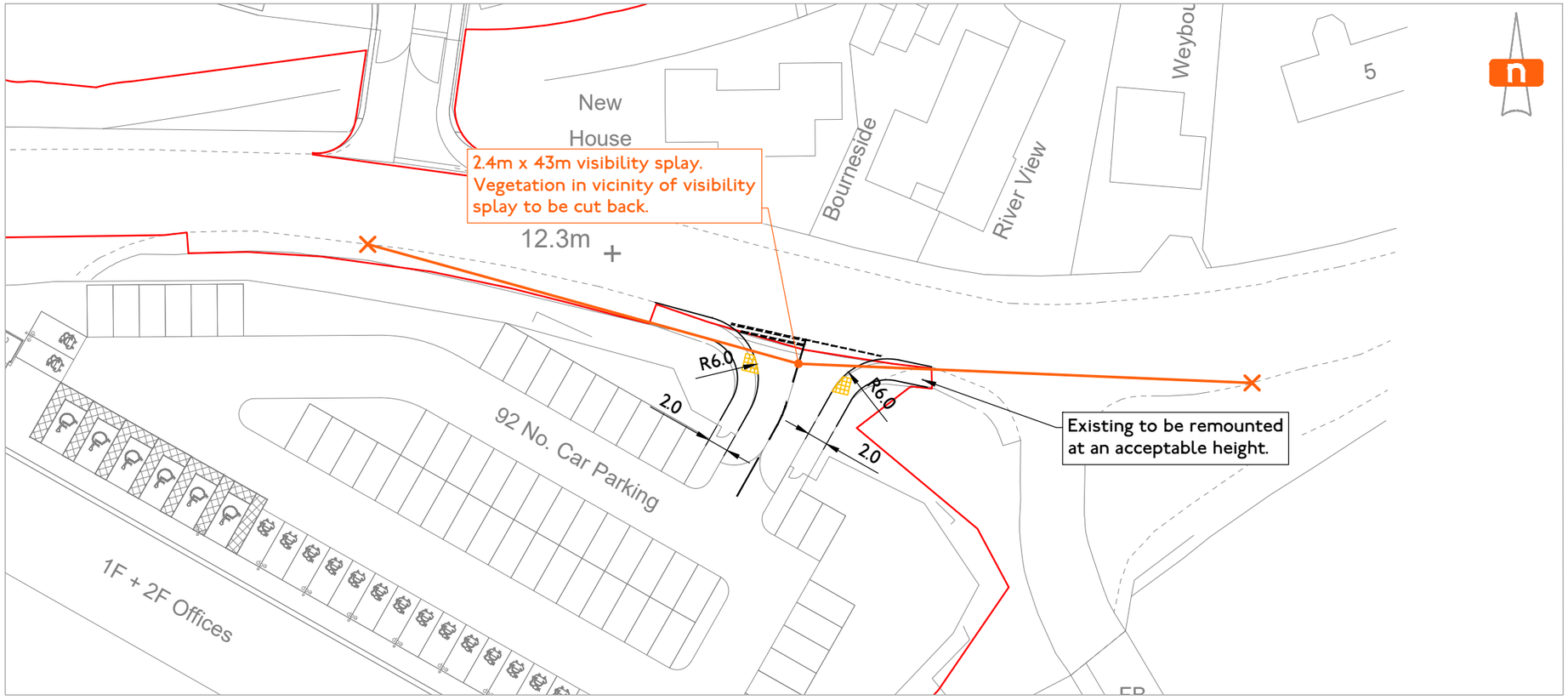
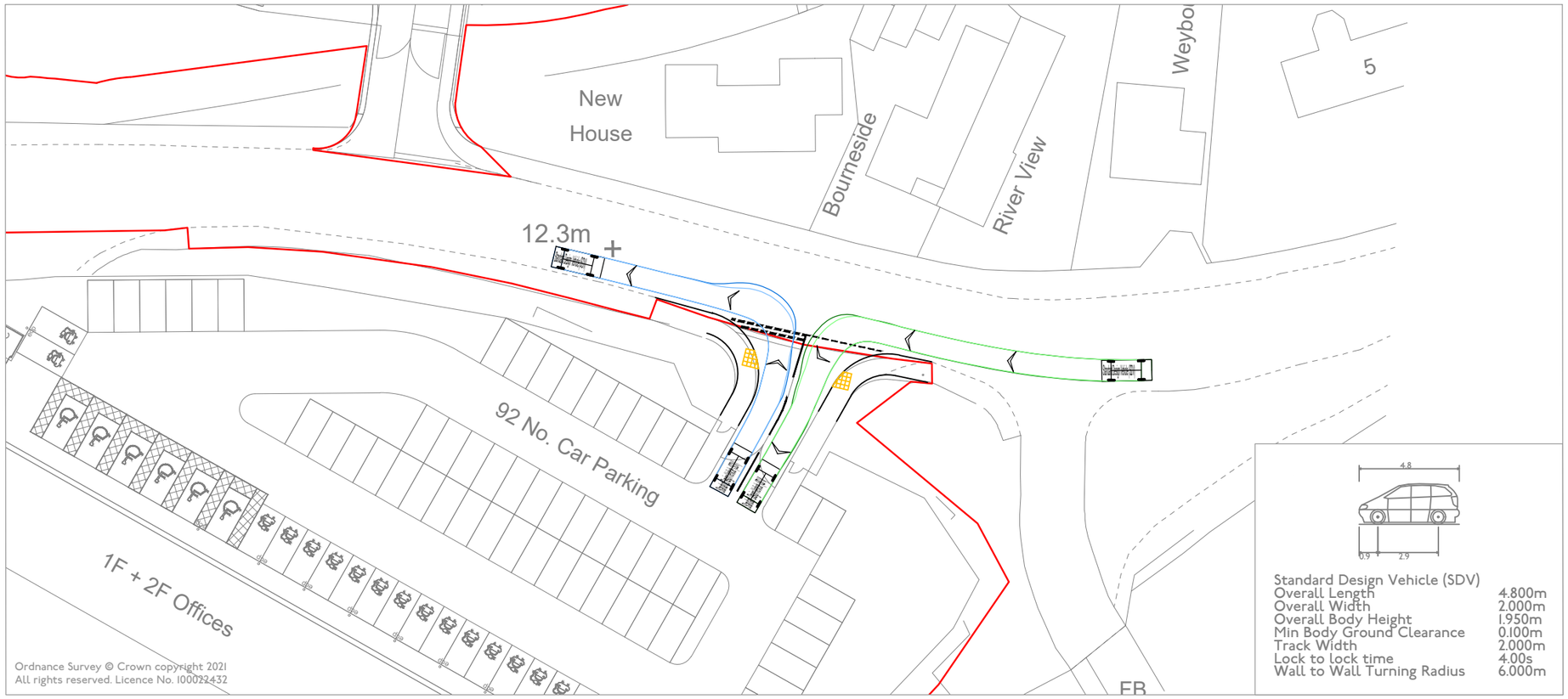
mode
transport planning






Note:

1. This drawing is indicative and subject to discussions with local & national highway authorities. This design is also subject to confirmation of land ownership, topography location of statutory services, detailed design and traffic modelling.
2. Road markings & traffic signs are to be in accordance with "The Traffic Signs Regulations and General Directions 2016".
3. Do not scale from this drawing. Work from figured dimensions only.
4. All dimensions are shown in metres unless noted otherwise.
5. Drawing based on UMC layout:
21490-UMC-ZZZZ-SI-M2-A-0602 [F] Site Layout.dwg

| REV | DATE | REMARKS |
|---|---|---|
| C | 22.04.2022 | Client name updated |
| B | 19.04.2022 | Layout updated |
| A | 19.04.2022 | Updated to suit RSA comments |
| - | 06.04.2022 | Initial Issue |

CLIENT

Bridge UK Properties 7 LP

JOB TITLE

Weybridge Business Park

DRAWING TITLE

Site Access Option - Southern Site Car Park
Addlestone Road

DRAWING NO.

J32-6431-PS-003

| DRAWN | CHECKED |
|---|---|
| KB | CH |
| CREATED | SCALE |
| April '22 | 1:500 at A3 |

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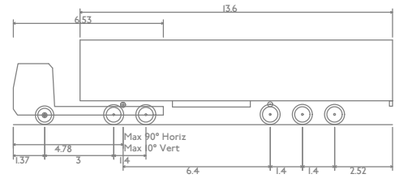
mode
transport planning




Note:

1. This drawing is indicative and subject to discussions with local & national highway authorities. This design is also subject to confirmation of land ownership, topography location of statutory services, detailed design and traffic modelling.
2. Road markings & traffic signs are to be in accordance with "The Traffic Signs Regulations and General Directions 2016".
3. Do not scale from this drawing. Work from figured dimensions only.
4. All dimensions are shown in metres unless noted otherwise.
5. Drawing based on UMC layout:
21490-UMC-ZZZZ-SI-M2-A-0602 [F] Site Layout




| Max Legal Length (UK) Articulated Vehicle (16.5m) | |
|---|---|
| Overall Length | 16.500m |
| Overall Width | 2.550m |
| Overall Body Height | 3.681m |
| Min Body Ground Clearance | 0.411m |
| Max Track Width | 2.500m |
| Lock to lock time | 6.00s |
| Kerb to Kerb Turning Radius | 6.530m |

| REV | DATE | REMARKS |
|---|---|---|
| - | 22.04.2022 | Initial Issue |

CLIENT

Bridge UK Properties LP

JOB TITLE

Weybridge Business Park

DRAWING TITLE

Swept Path Analysis
Southern Site - Servicing - Outbound
16.5m Articulated Vehicle

DRAWING NO.

J32-6431-AT-B03

| DRAWN | CHECKED |
|---|---|
| KB | CH |
| CREATED | SCALE |
| April '22 | 1:500 at A3 |

mode transport planning
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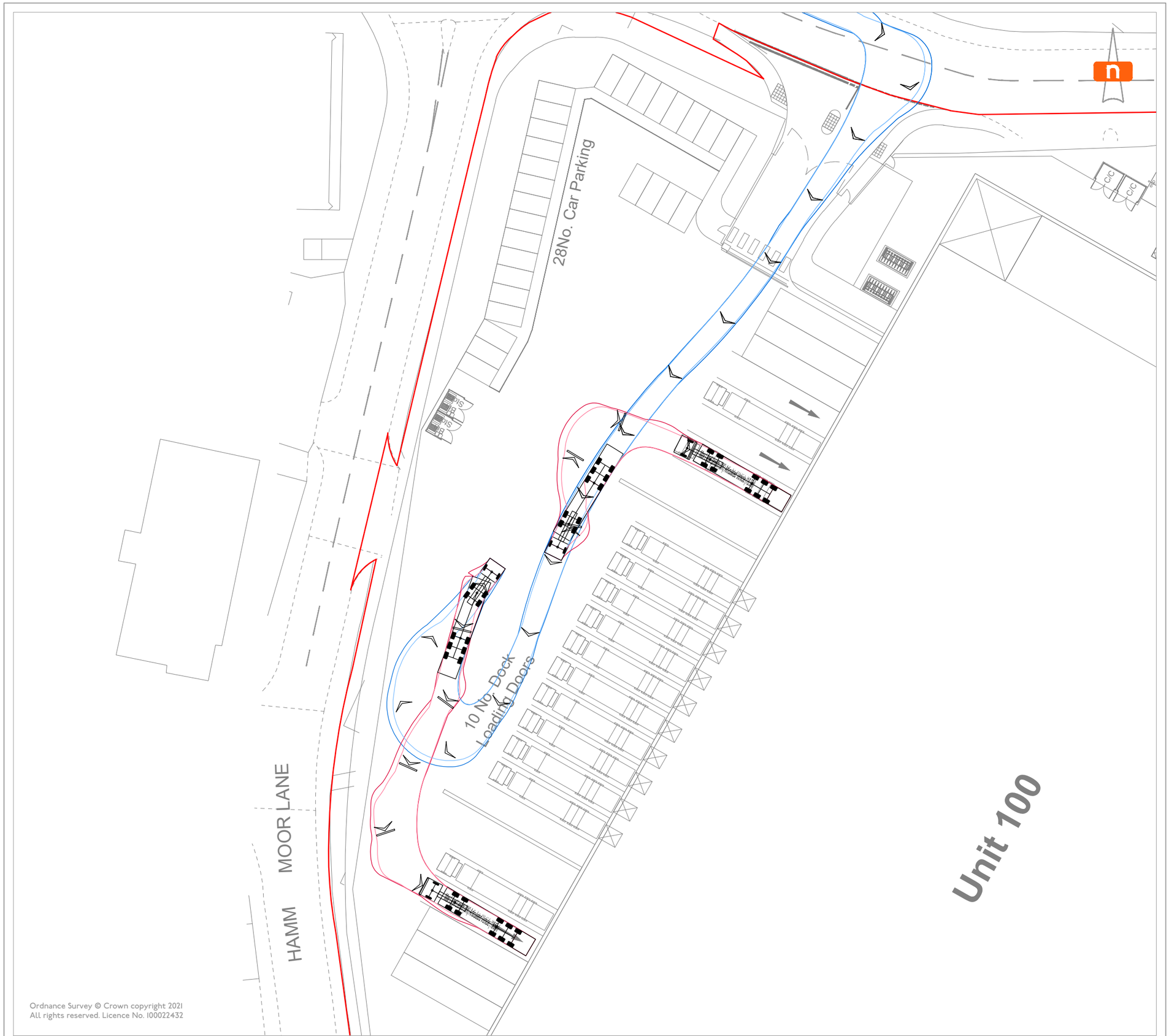
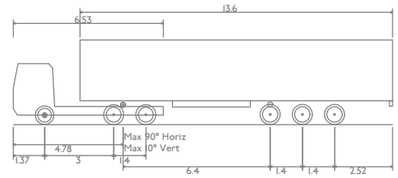
transport planning






Note:

1. This drawing is indicative and subject to discussions with local & national highway authorities. This design is also subject to confirmation of land ownership, topography location of statutory services, detailed design and traffic modelling.
2. Road markings & traffic signs are to be in accordance with "The Traffic Signs Regulations and General Directions 2016".
3. Do not scale from this drawing. Work from figured dimensions only.
4. All dimensions are shown in metres unless noted otherwise.
5. Drawing based on UMC layout:
21490-UMC-ZZZZ-SI-M2-A-0602 [F] Site Layout




| Max Legal Length (UK) Articulated Vehicle (16.5m) | |
|---|---|
| Overall Length | 16.500m |
| Overall Width | 2.550m |
| Overall Body Height | 3.681m |
| Min Body Ground Clearance | 0.411m |
| Max Track Width | 2.500m |
| Lock to lock time | 6.00s |
| Kerb to Kerb Turning Radius | 6.530m |

| REV | DATE | REMARKS |
|---|---|---|
| - | 22.04.2022 | Initial Issue |

CLIENT

Bridge UK Properties LP

JOB TITLE

Weybridge Business Park

DRAWING TITLE

Swept Path Analysis
Southern Site - Servicing - Inbound
16.5m Articulated Vehicle

DRAWING NO.

J32-6431-AT-B02

| DRAWN | CHECKED |
|---|---|
| KB | CH |
| CREATED | SCALE |
| April '22 | 1:500 at A3 |

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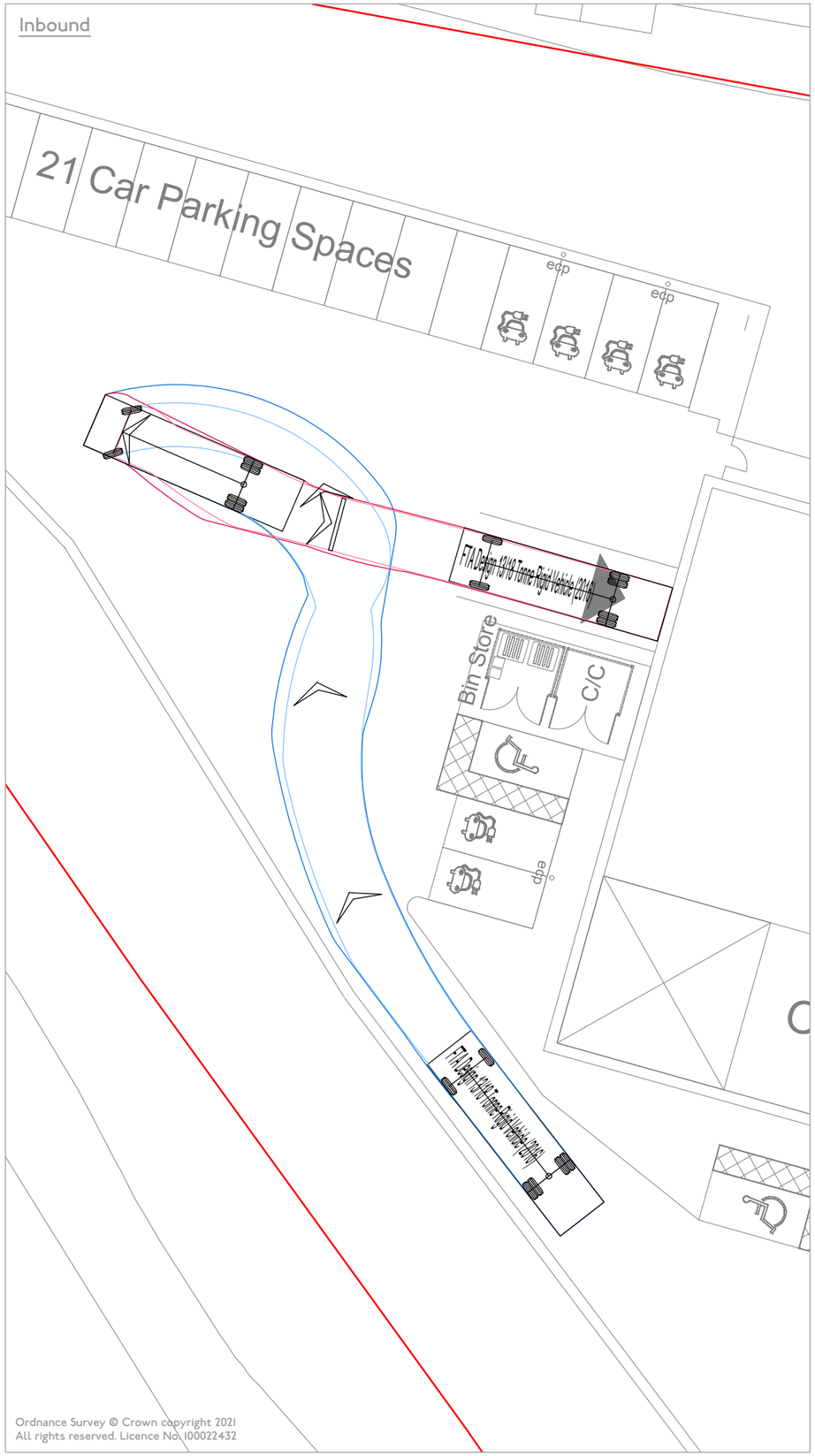
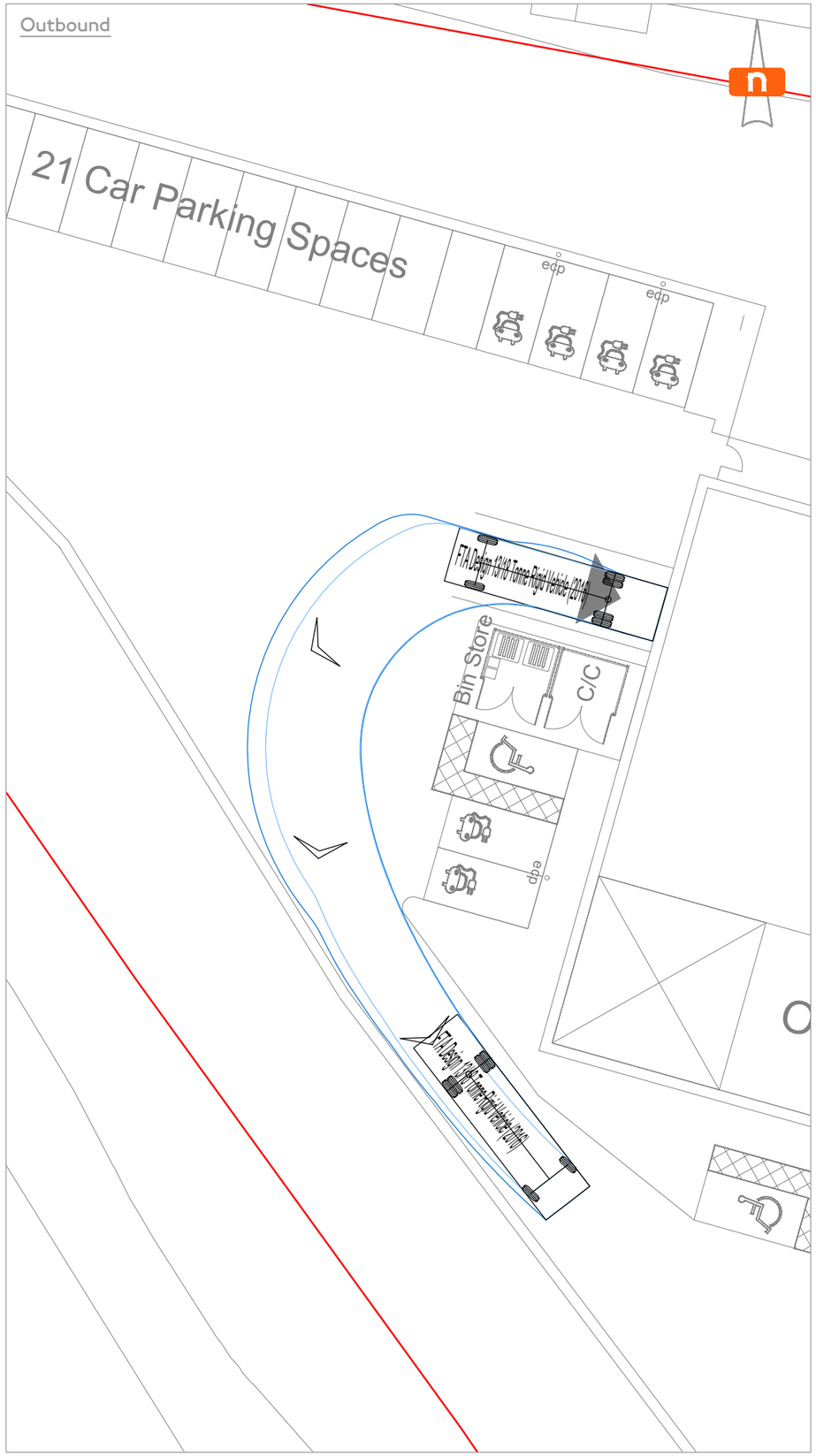
Inbound



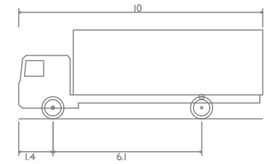



Outbound




Note:

1. This drawing is indicative and subject to discussions with local & national highway authorities. This design is also subject to confirmation of land ownership, topography location of statutory services, detailed design and traffic modelling.
2. Road markings & traffic signs are to be in accordance with "The Traffic Signs Regulations and General Directions 2016".
3. Do not scale from this drawing. Work from figured dimensions only.
4. All dimensions are shown in metres unless noted otherwise.
5. Drawing based on UMC layout:
   21490-UMC-ZZZZ-SI-M2-A-0602 [F] Site Layout.dwg




| FTA Design 13/18 Tonne Rigid Vehicle (2016) | |
|---|---|
| Overall Length | 10.000m |
| Overall Width | 2.550m |
| Overall Body Height | 3.645m |
| Min Body Ground Clearance | 0.440m |
| Track Width | 2.470m |
| Lock to lock time | 3.00s |
| Kerb to Kerb Turning Radius | 11.000m |

| REV | DATE | REMARKS |
|---|---|---|
| - | 22.04.2022 | Initial Issue |

CLIENT

Bridge UK Properties 7 LP

JOB TITLE

Weybridge Business Park

DRAWING TITLE

Swept Path Analysis
Northern Site - Servicing - Unit 210 Northern Bay
10m Rigid Vehicle

DRAWING NO.

J32-6431-AT-C04

| DRAWN | CHECKED |
|---|---|
| KB | CH |
| CREATED | SCALE |
| April '22 | 1:250 at A3 |

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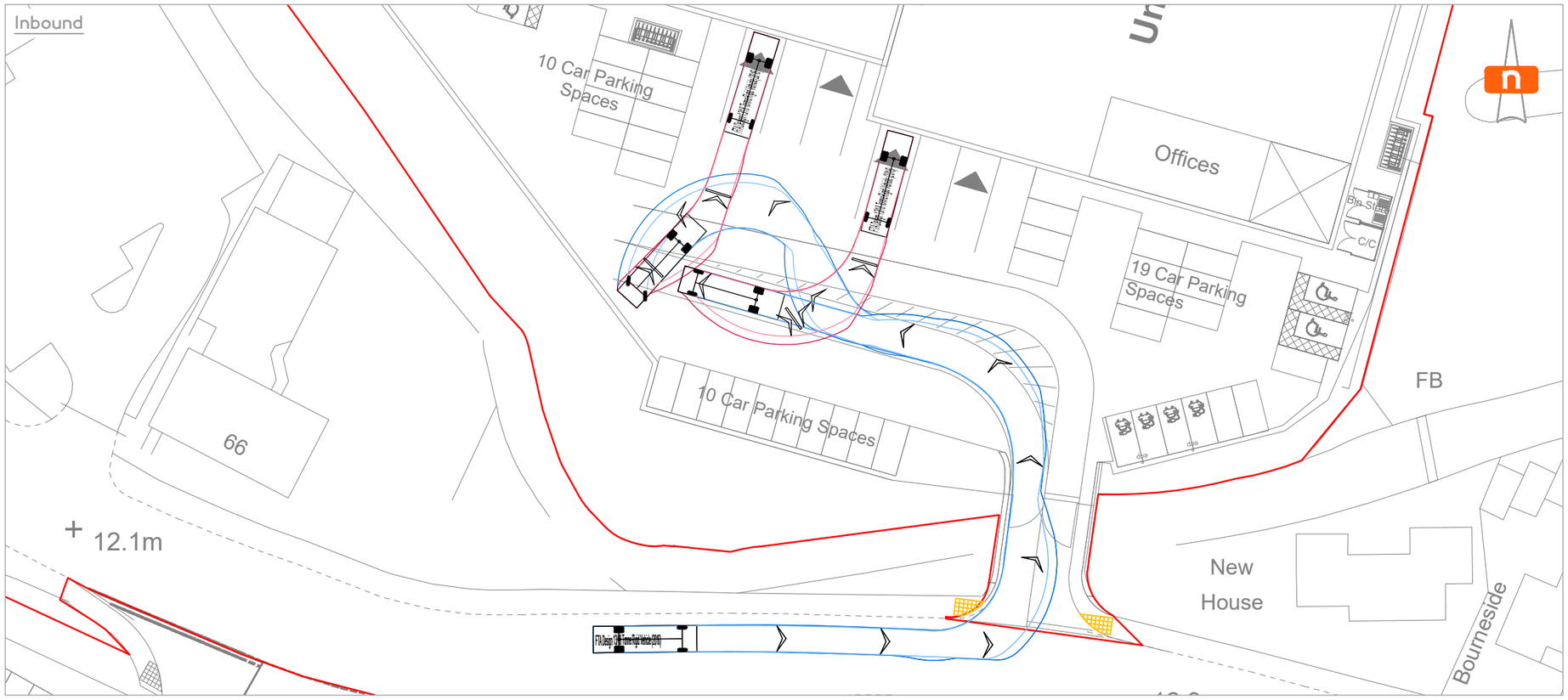
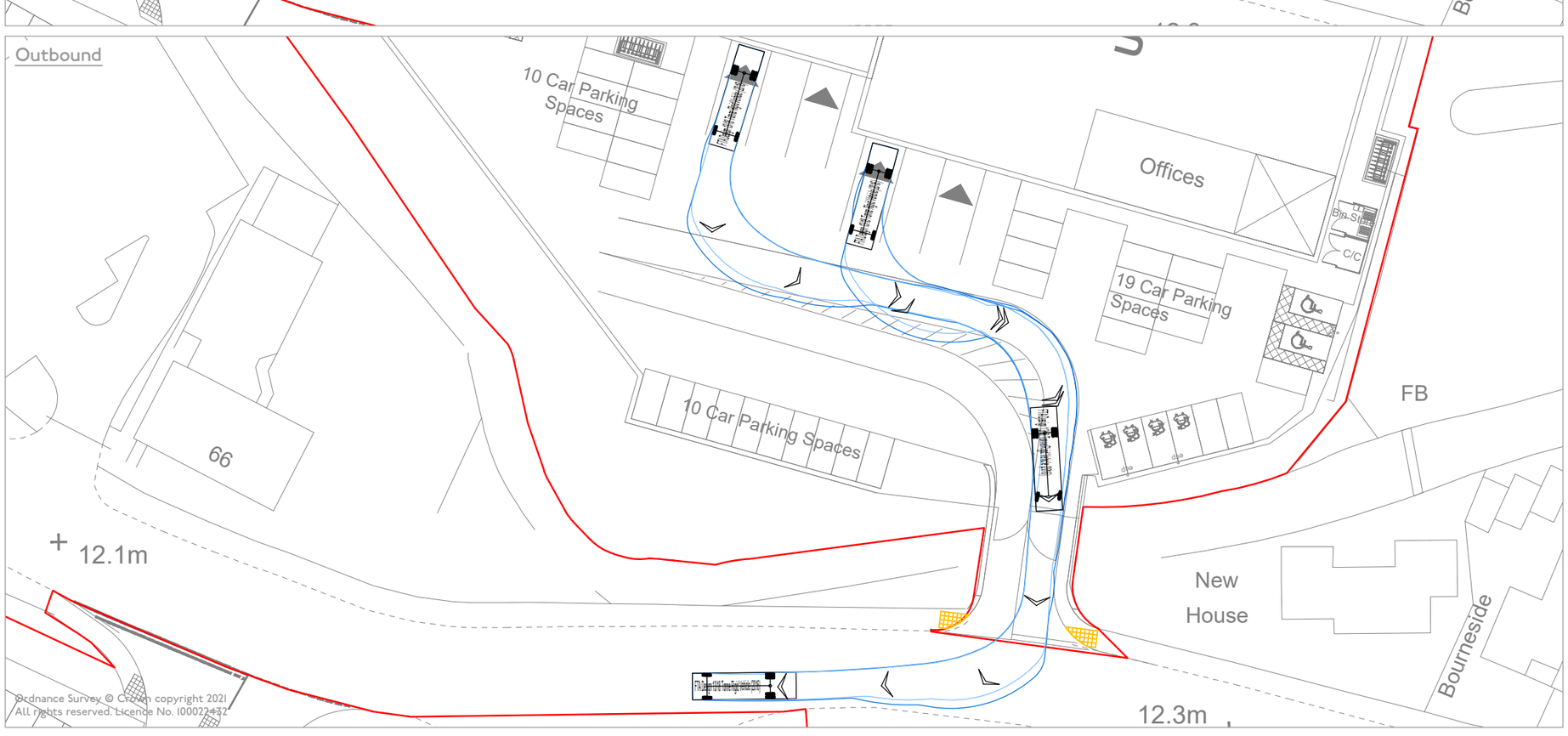
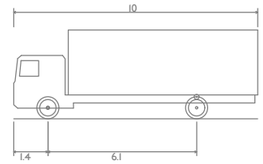





Note:

1. This drawing is indicative and subject to discussions with local & national highway authorities. This design is also subject to confirmation of land ownership, topography location of statutory services, detailed design and traffic modelling.
2. Road markings & traffic signs are to be in accordance with "The Traffic Signs Regulations and General Directions 2016".
3. Do not scale from this drawing. Work from figured dimensions only.
4. All dimensions are shown in metres unless noted otherwise.
5. Drawing based on UMC layout:
   21490-UMC-ZZZZ-SI-M2-A-0602 [F] Site Layout.dwg




FTA Design 13/18 Tonne Rigid Vehicle (2016)

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

| REV | DATE | REMARKS |
|---|---|---|
| - | 22.04.2022 | Initial Issue |

CLIENT

Bridge UK Properties 7 LP

JOB TITLE

Weybridge Business Park

DRAWING TITLE

Swept Path Analysis
Northern Site - Servicing
10m Rigid Vehicle

DRAWING NO.

J32-6431-AT-C03

| DRAWN | CHECKED |
|---|---|
| KB | CH |
| CREATED | SCALE |
| April '22 | 1:500 at A3 |

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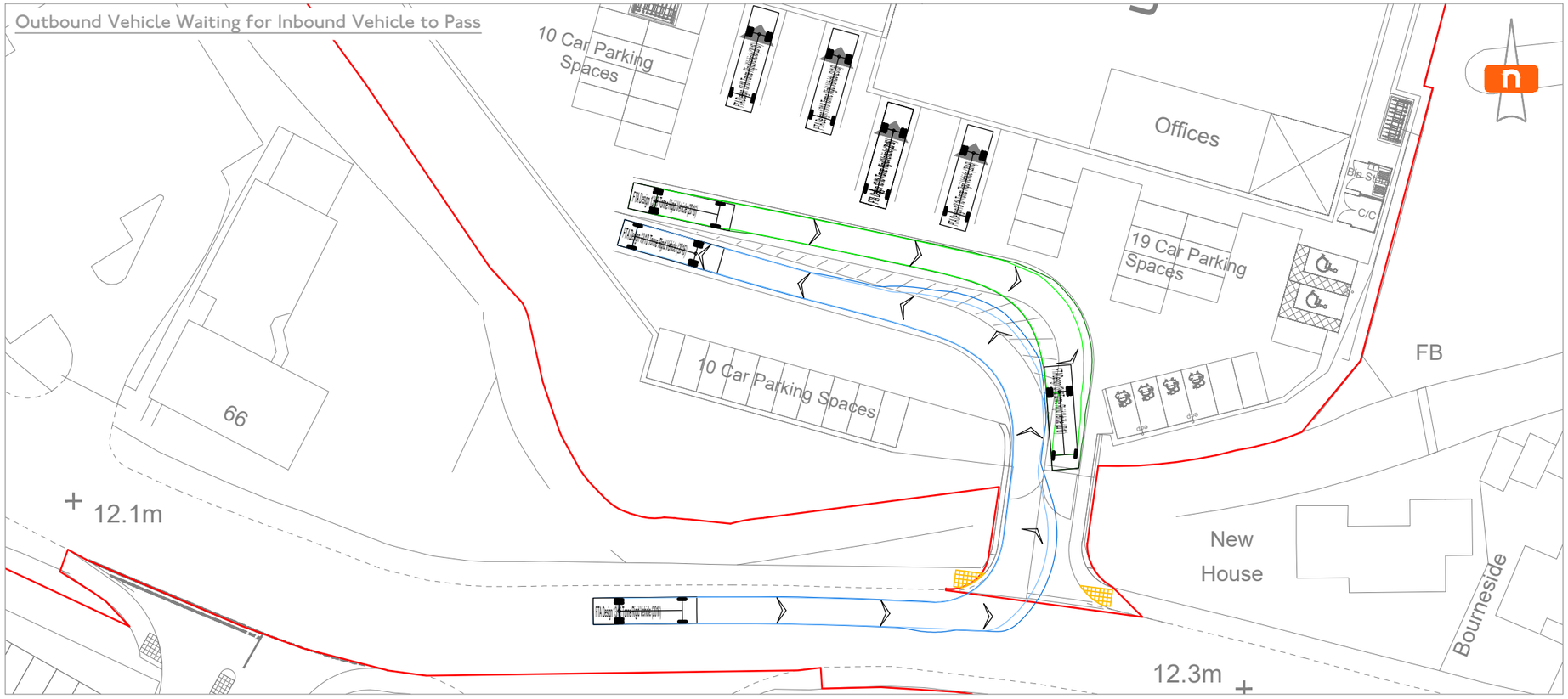
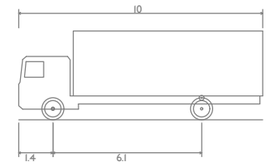
transport planning





Note:

1. This drawing is indicative and subject to discussions with local & national highway authorities. This design is also subject to confirmation of land ownership, topography location of statutory services, detailed design and traffic modelling.
2. Road markings & traffic signs are to be in accordance with "The Traffic Signs Regulations and General Directions 2016".
3. Do not scale from this drawing. Work from figured dimensions only.
4. All dimensions are shown in metres unless noted otherwise.
5. Drawing based on UMC layout:
   21490-UMC-ZZZZ-SI-M2-A-0602 [F] Site Layout.dwg




FTA Design 13/18 Tonne Rigid Vehicle (2016)

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

| REV | DATE | REMARKS |
|---|---|---|
| D | 22.04.2022 | Client name updated |
| C | 19.04.2022 | Layout updated |
| B | 19.04.2022 | Updated to suit RSA comments |
| A | 05.04.2022 | Layout updated |
| - | 18.03.2022 | Initial Issue |

CLIENT

Bridge UK Properties 7 LP

JOB TITLE

Weybridge Business Park

DRAWING TITLE

Swept Path Analysis
Northern Site - Site Access Option
Addlestone Road

DRAWING NO.

J32-6431-AT-C01

| DRAWN | CHECKED |
|---|---|
| KB | CH |
| CREATED | SCALE |
| March '22 | 1:500 at A3 |

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# APPENDIX E

RSA Report

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Ref: 220419 326431 Designers Response V1.0

# 1) Introduction

## Weybridge Business Park - RSA Stage 1 Response Report

Job Number: 326431 Date: 19.04.22 Client: Bridge UK Properties 7

Prepared By: Kain Blackson Reviewed By: Matthew Fitchett

## Project Details

| | |
|---|---|
| Project: | Redevelopment of two plots of industrial land use on the northern and southern sides of Addlestone Road. |
| Report Title: | Stage 1 Road Safety Audit Response Report |
| Date of Report: | 19.04.2022 |
| Document Ref & Revision: | 220419 326431 Designers Response V1.0 |
| Prepared by: | mode Transport Planning |

## Authorisation Sheet

| | |
|---|---|
| Prepared by: | Kain Blackson |
| Position: | Senior CAD Technician |
| Signed: | [redacted] |
| Organisation: | mode Transport Planning |
| Date: | 19.04.2022 |

| | |
|---|---|
| Approved by: | Wing Lee |
| Position: | Director |
| Signed: | [redacted] |
| Organisation: | Grange Transport Consulting |
| Date: | 19.04.22 |

1.1. This report results from a Stage 1 Road Safety Audit (RSA) carried out on Tuesday 12 April 2022 (Ref: 220126_J190023_RSA1). The audit was undertaken on behalf of mode transport planning (London).

1.2. The audit was carried out in response to a brief supplied by Matthew Fitchett of mode transport planning (London) and agreed with the audit team.

1.3. The Road Safety Audit team comprised of the following individuals:

Wing Lee BEng(Hons), PGCert, HE CoC, MCHIT, MIHE – **Audit Team Leader**

Ian Medd MCHIT, FSoRSA – **Audit Team Member**

1.4. Addlestone Road is a two-way single carriageway road running generally east-west between Weybridge and Addlestone. At the River Wey it becomes Bridge Road and connects with the B374 Heath Road via a T-junction to the east. To the west Addlestone Road forms a 4-arm roundabout with Ham Moor Lane, Dashwood Lang Road, and Link Road. Link Road is formed of two one-way (northbound and southbound) links which connect with the A317 Weybridge Road.

1.5. The western extent of Addlestone Road serves commercial units whilst the eastern extent along Bridge Road serves residential dwellings.

1.6. Addlestone Road is subject to a 30mph speed limit. The carriageway has a 7.5T weight restriction and a reduced width of 7'0" at the bridge over the River Wey, where a single lane, traffic signal operation is in place.

1.7. In the vicinity of the site footways are provided on both sides of the road. To the east of the site the footway is provided only on the northern side of the road, whilst a tow path is present along the River Wey (south of Addlestone Road).

1.8. Traffic calming in the form of speed humps are installed at regular intervals along the entire section of Addlestone Road.

1.9. In the vicinity of the site the vertical alignment of Addlestone Road is generally level, whilst the horizontal alignment comprises of a gentle left-hand and right-hand bend in the eastbound direction.

1.10. The existing northern access incorporates a bridge over a River Wey tributary, which runs parallel and north of Addlestone Road in the vicinity of the site.

1.11. A review of the five-year (2016-2021) collision data indicates two slight severity collisions occurred in January 2021 and May 2016 in the vicinity of the site on Addlestone Road. Three slight severity collisions occurred in February, March, and August of 2016 at various locations on the Ham Moor Lane roundabout.

1.12. The Road Safety Audit has been carried out in accordance with the principals of the National Highways document, as described in the Design Manuals for Roads and Bridges (DMRB) standard - GG119 Road Safety Audit.

1.13. The Audit Team has examined and reported only on the road safety implications of the scheme as presented by mode transport planning, and has not examined or verified the compliance of the designs to any other criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem the Audit Team may, on occasion, have referred to design standards without touching on technical audit.

1.14. The redevelopment of the Toshiba office complex north of Addlestone Road and the Weybridge Business Park south of the carriageway is proposed for office and warehousing units (18,371sqm GEA). The sites will be served via three accesses. The existing southern access will be relocated, whilst two existing junctions will be utilised and amended.

1.15. The proposals submitted for Stage 1 RSA relate to the access junctions to serve the employment sites, including new access junctions with priority working, new crossing facilities, and footway facilities along Addlestone Road.

1.16. The Road Safety Audit includes a desktop study where all documents provided by the Design Team are reviewed. A list of the documents and drawing submitted for this Stage 1 RSA can be found at Appendix B of the Stage 1 RSA report.

1.17. The Audit Team has not been informed of any departures from standards relating to the designs submitted for audit.

## 2) Road Safety Audit Decision Log

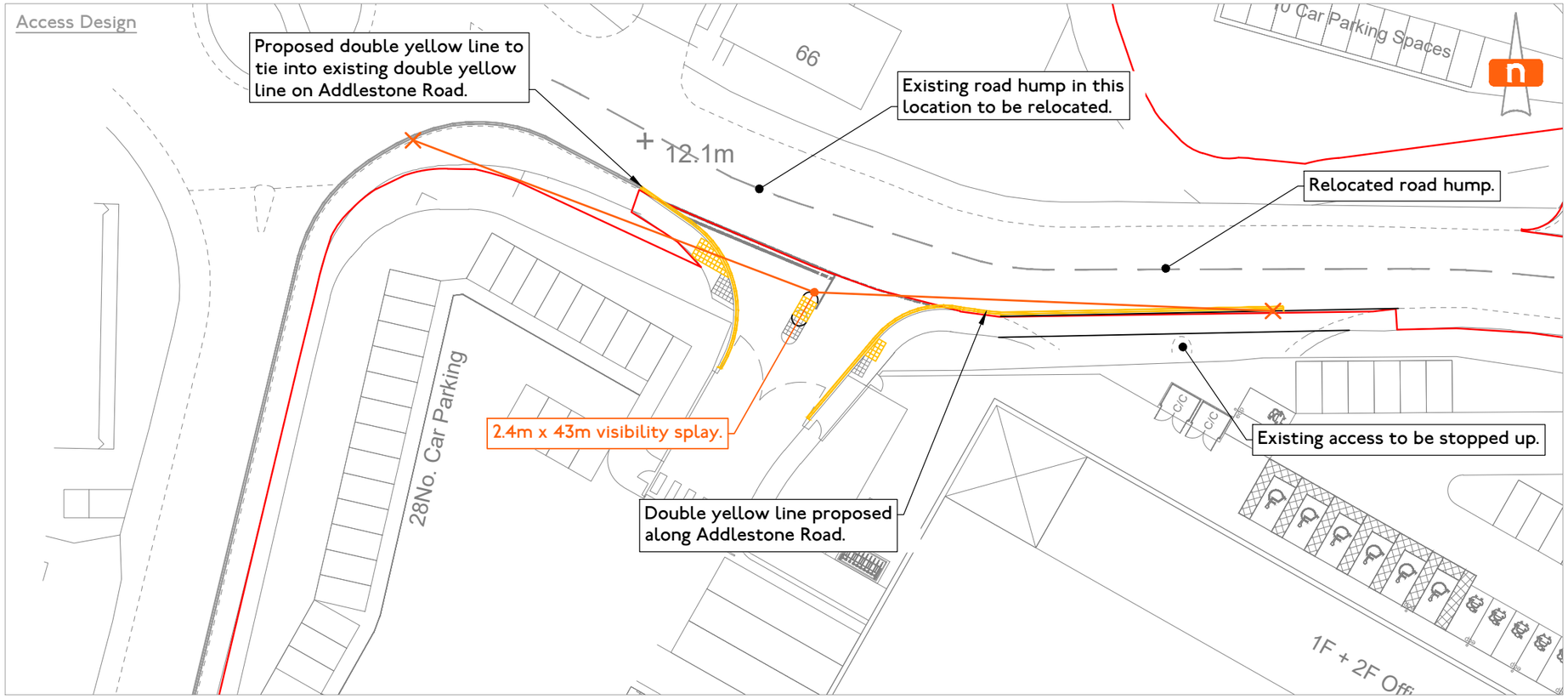
| RSA Problem | RSA Recommendation | Design Response Organisation | Overseeing Response Organisation | Agreed RSA Response |
|---|---|---|---|---|
| 2.1: Problem 1<br>Location: Addlestone Road – Access for Unit 100<br><br>Summary: Location of existing speed hump at proposed site access will cause problems for turning vehicles.<br><br>An existing speed hump is located at the proposed site access position for Unit 100. The presence of the hump will cause stability problems for turning vehicles, particularly high-sided HGVs manoeuvring into/out of the site. | Relocate the speed hump a sufficient distance away from the access junction. | **Problem – Agreed**<br><br>**Recommendation – Agreed**<br><br>The existing speed hump has been relocated east of the access. | - | - |
| 2.2: Problem 2<br>Location: Addlestone Road – Access for Unit 100<br>Summary: On-street parking will obstruct visibility at the proposed access.<br>It was observed that on-street parking currently occurs on the southern side of Addlestone Road, in the vicinity of the existing site access and Mazda car showroom, where no parking restrictions are in place. On-street parking will obstruct visibility both sides of the new site access and may result in collisions between exiting vehicles and passing vehicles along Addlestone Road. | Provide parking restrictions in the vicinity of the site access to ensure visibility splays are maintained and achieved. | **Problem – Agreed**<br>**Recommendation – Agreed**<br>Double yellow lines provided along Addlestone Road in vicinity of Unit 100 access. | - | - |

| RSA Problem | RSA Recommendation | Design Response Organisation | Overseeing Response Organisation | Agreed RSA Response |
|---|---|---|---|---|
| 2.3: Problem 3<br><br>Location: Addlestone Road – Access for Unit 100<br><br>Summary: Pedestrians not using crossing facility due to the alignment not being on the desire line.<br><br>The site access for Unit 100 includes a pedestrian crossing with a refuge area. The proposed alignment of the crossing is such that the eastern extent is set further back into the junction. This may result in pedestrians not using the crossing point and tripping over when negotiating full height kerbs. | Amend alignment of pedestrian crossing closer to the desire line. | **Problem – Agreed**<br><br>**Recommendation – Agreed**<br><br>Pedestrian crossing relocated closer to the desire line. | - | - |
| 2.4: Problem 4<br><br>Location: Addlestone Road – Access for Unit 100<br><br>Summary: Reduced visibility of pedestrians at crossing facility due to set back distance.<br><br>The site access for Unit 100 includes a pedestrian crossing, where the eastern extent is set further back into the junction. This will reduce the visibility of any pedestrians waiting to cross (east to west), for left-turning vehicles into the site and may result in collisions between vehicles and pedestrians. | Amend alignment of pedestrian crossing and remove/maintain vegetation to achieve sufficient visibility. | **Problem – Agreed**<br><br>**Recommendation – Agreed**<br><br>Pedestrian crossing relocated north to improve visibility. | - | - |
| 2.5: Problem 5<br><br>Location: Footway East of Unit 100 Car Park Junction<br><br>Summary: An existing width restriction sign obstructs footway.<br><br>The proposed footway to the east of the car park junction leads to an existing footway, where a road sign is located. The existing road sign plate is mounted too low and pedestrians may collide with the low mounted sign. | Remount the sign plate to provide sufficient clearance height. | **Problem – Agreed**<br><br>**Recommendation – Agreed**<br><br>Sign to be remounted at a sufficient height. | - | - |

| RSA Problem | RSA Recommendation | Design Response Organisation | Overseeing Response Organisation | Agreed RSA Response |
|---|---|---|---|---|
| 2.6: Problem 6<br>Location: Unit 100 Car Park Junction<br>Summary: Vegetation obstructs visibility at junction.<br>There is overgrown vegetation both sides of the car park junction. This will obstruct the visibility splay for exiting vehicles and may result in collisions between vehicles. | Cut back and maintain vegetation to ensure visibility splays are achieved at the junction. | **Problem – Agreed**<br>**Recommendation – Agreed**<br>Vegetation in vicinity of visibility splay is to be cut back. | - | - |
| 2.7 Problem 7<br>Location: Addlestone Road – Access for Units 210 & 220<br>Summary: Existing sign obstructs intervisibility of vehicle may cause collisions.<br>The existing bridge access will be utilised for Units 210 & 220. An information sign is also located at the junction, which will obstruct the intervisibility of approaching HGVs. | Remove the redundant information sign at the junction to improve HGV intervisibility. | **Problem – Agreed**<br>**Recommendation – Agreed**<br>Redundant sign is to be removed. | - | - |
| 2.8: Problem 8<br>Location: Addlestone Road – Access for Units 210 & 220<br>Summary: Limited intervisibility of approaching vehicles may cause collisions.<br>The proposed site access will utilise the existing bridge structure. A small area of vegetation to the west of the bridge will be removed. This will only allow exiting HGVs to see approaching HGVs when at/near the give-way line and may cause sudden braking or rear-end shunts. | Increase the area of vegetation to be removed to increase intervisibility for approaching HGVs. | **Problem – Agree**<br>**Recommendation – Agree**<br>Vegetation will be maintained within the ownership boundary and maintainable highway. Intervisibility has been demonstrated ahead of the point at which a vehicle would stop to turn, to the set back giveway line. Vehicles will be in the process of giving way or turning, so vehicle speeds will be low and so intervisibility show should be deemed acceptable. | - | - |

| RSA Problem | RSA Recommendation | Design Response Organisation | Overseeing Response Organisation | Agreed RSA Response |
|---|---|---|---|---|
| 2.9: Problem 9<br><br>Location: Addlestone Road – Access for Units 210 & 220<br><br>Summary: Gates open outwards and reduce the storage capacity of the access.<br><br>Gates are proposed at the site access and set back from Addlestone Road. Given that the gates will open towards the main road and the set back distance of the gates, HGVs arriving at the site are likely to be overhanging the main road. This may result in collisions with passing vehicles along Addlestone Road. | Amend the gate arrangement to ensure approaching vehicles do not obstruct the highway. | **Problem – Agree**<br><br>**Recommendation – Agree**<br><br>Gates will be left open during operational hours and so will not obstruct highway. | - | - |

## Access Design




## Swept Path Analysis - 16.5m Articulated Vehicle - Right in/Left Out




Note:

1. This drawing is indicative and subject to discussions with local & national highway authorities. This design is also subject to confirmation of land ownership, topography location of statutory services, detailed design and traffic modelling.
2. Road markings & traffic signs are to be in accordance with "The Traffic Signs Regulations and General Directions 2016".
3. Do not scale from this drawing. Work from figured dimensions only.
4. All dimensions are shown in metres unless noted otherwise.
5. Drawing based on UMC layout:
   21490-UMC-ZZZZ-SI-M2-A-0602 [F] Site Layout.dwg

| REV | DATE | REMARKS |
|---|---|---|
| D | 19.04.2022 | Layout updated |
| C | 19.04.2022 | Updated to suit RSA comments |
| B | 05.04.2022 | Layout updated |
| A | 21.03.2022 | Pedestrian refuge provided |
| - | 14.03.2022 | Initial Issue |

CLIENT

Bridge UK Properties 7

JOB TITLE

Weybridge Business Park

DRAWING TITLE

Site Access Option
Addlestone Road

DRAWING NO.

J32-6431-PS-001

| DRAWN | CHECKED |
|---|---|
| KB | CH |
| CREATED | SCALE |
| March '22 | 1:500 at A3 |

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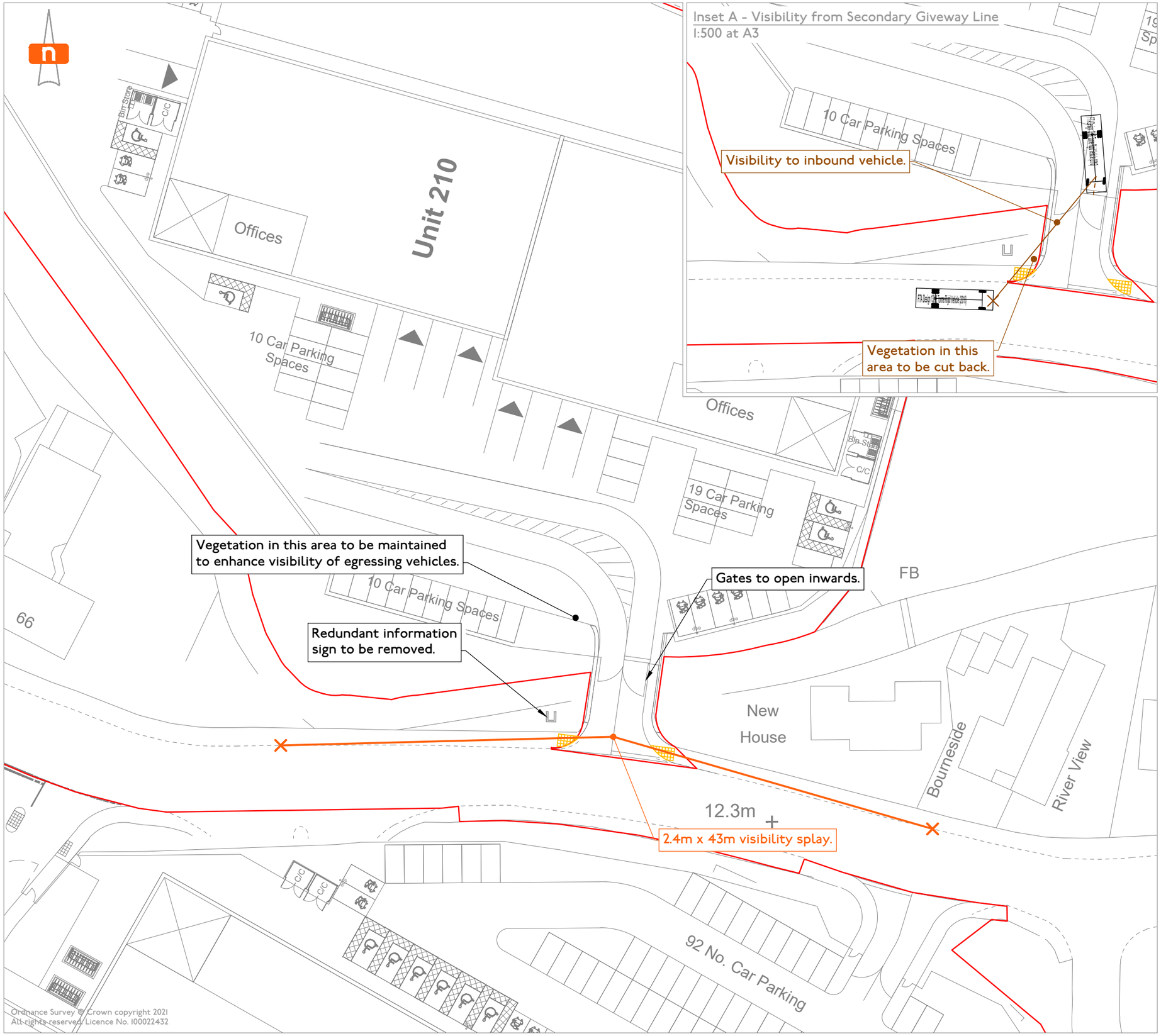
transport planning




Note:

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4. All dimensions are shown in metres unless noted otherwise.
5. Drawing based on UMC layout:
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| REV | DATE | REMARKS |
|---|---|---|
| C | 19.04.2022 | Layout updated |
| B | 19.04.2022 | Updated to suit RSA comments |
| A | 05.04.2022 | Layout updated |
| - | 18.03.2022 | Initial Issue |

CLIENT

Bridge UK Properties 7

JOB TITLE

Weybridge Business Park

DRAWING TITLE

Site Access Option - Northern Site
Addlestone Road

DRAWING NO.

J32-6431-PS-002

| DRAWN | CHECKED |
|---|---|
| KB | CH |
| CREATED | SCALE |
| March '22 | 1:500 at A3 |

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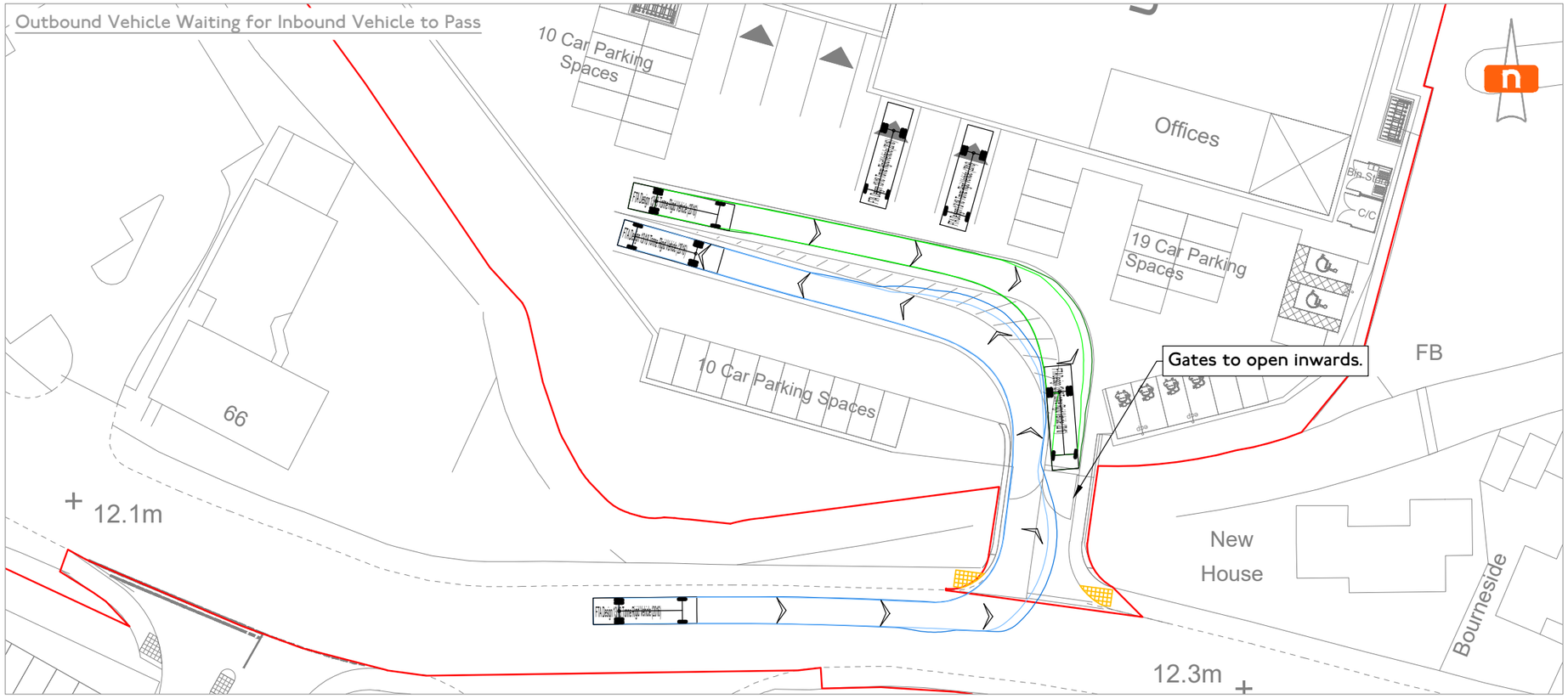
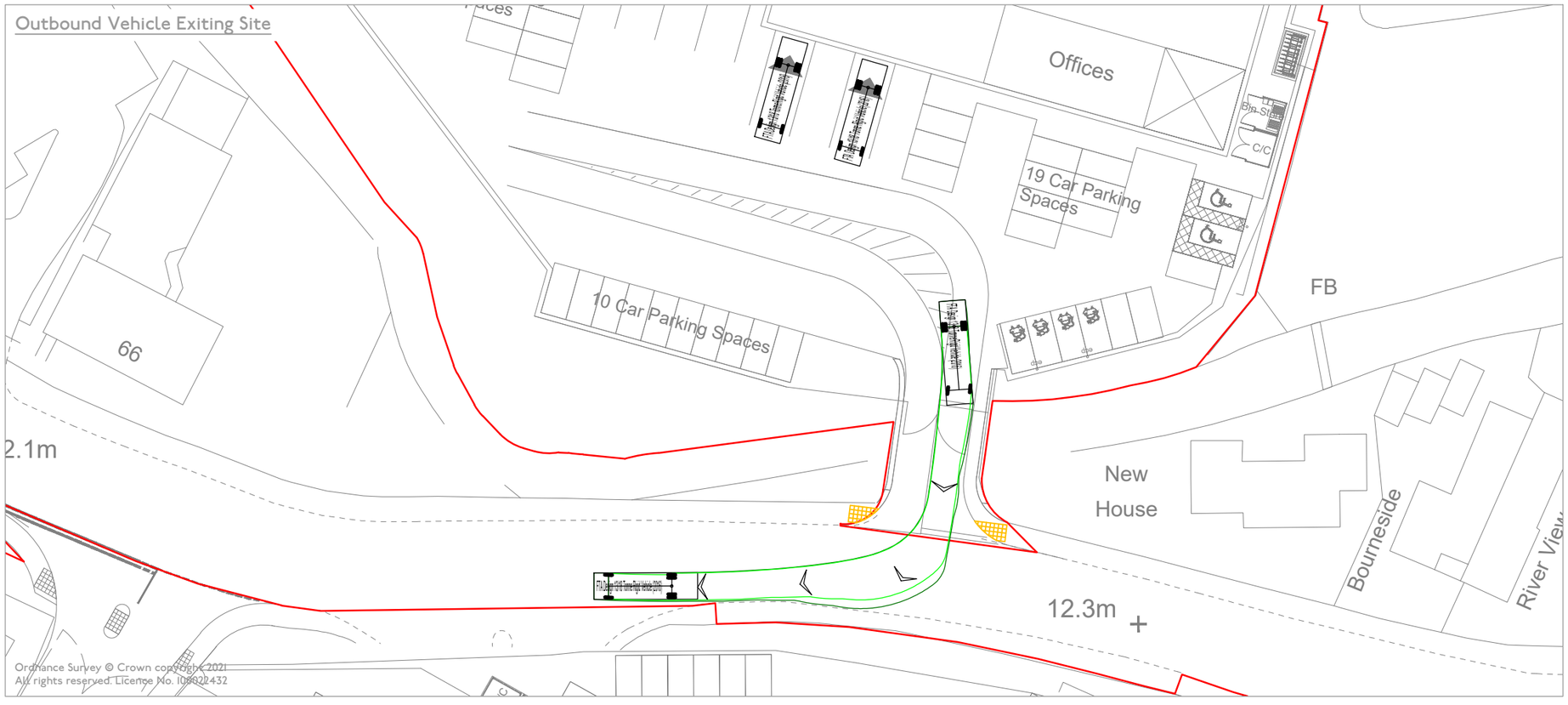
transport planning

Outbound Vehicle Waiting for Inbound Vehicle to Pass



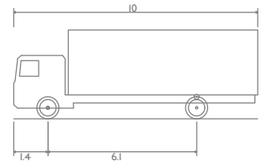

Outbound Vehicle Exiting Site






Note:

1. This drawing is indicative and subject to discussions with local & national highway authorities. This design is also subject to confirmation of land ownership, topography location of statutory services, detailed design and traffic modelling.
2. Road markings & traffic signs are to be in accordance with "The Traffic Signs Regulations and General Directions 2016".
3. Do not scale from this drawing. Work from figured dimensions only.
4. All dimensions are shown in metres unless noted otherwise.
5. Drawing based on UMC layout:
   21490-UMC-ZZZZ-SI-M2-A-0602 [F] Site Layout.dwg




FTA Design 13/18 Tonne Rigid Vehicle (2016)

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

| REV | DATE | REMARKS |
|---|---|---|
| C | 19.04.2022 | Layout updated |
| B | 19.04.2022 | Updated to suit RSA comments |
| A | 05.04.2022 | Layout updated |
| - | 18.03.2022 | Initial Issue |

CLIENT

Bridge UK Properties 7

JOB TITLE

Weybridge Business Park

DRAWING TITLE

Swept Path Analysis
Northern Site - Site Access Option
Addlestone Road

DRAWING NO.

J32-6431-AT-C01

| DRAWN | CHECKED |
|---|---|
| KB | CH |
| CREATED | SCALE |
| March '22 | 1:500 at A3 |

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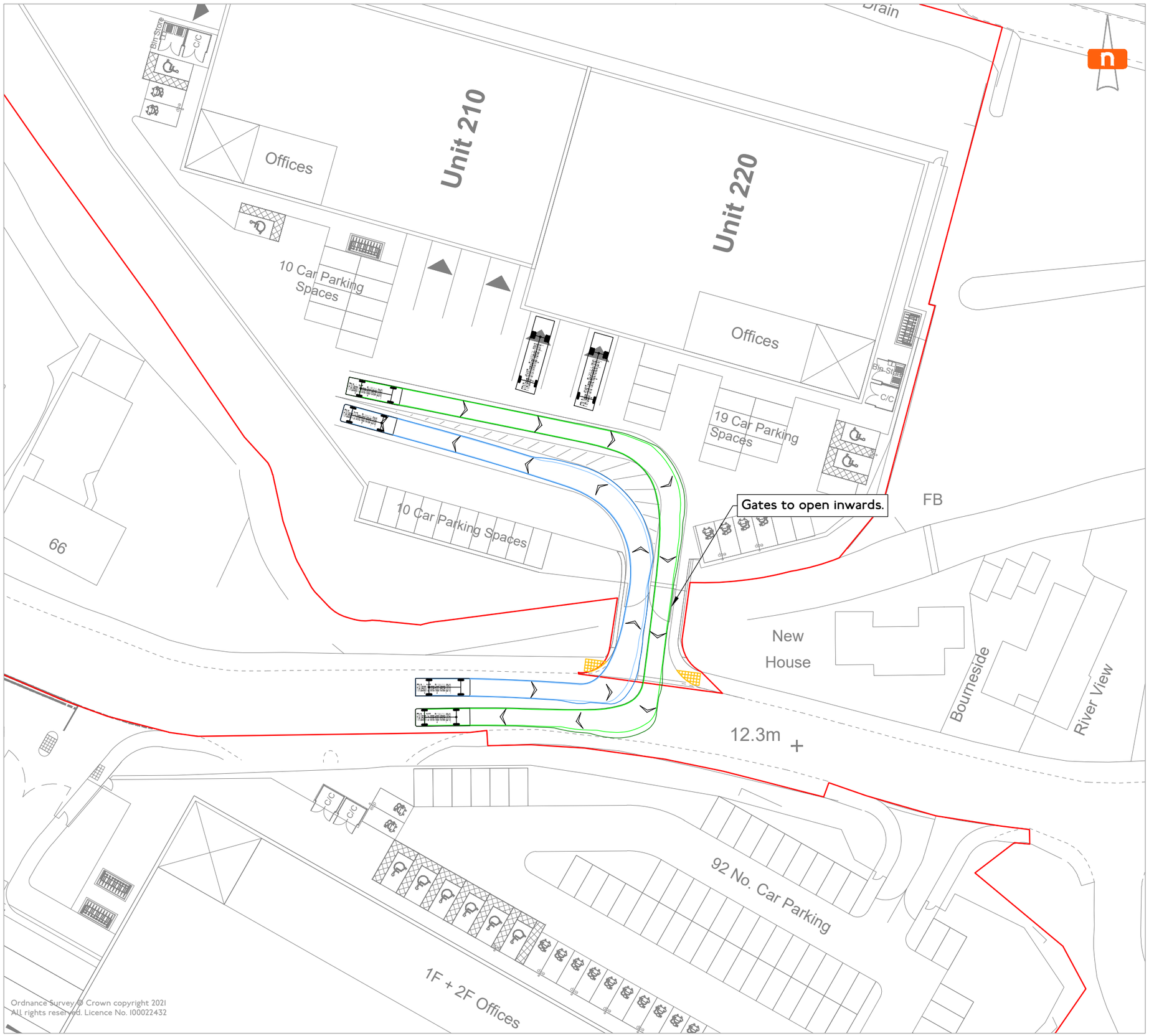
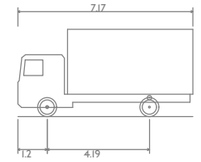



Note:

1. This drawing is indicative and subject to discussions with local & national highway authorities. This design is also subject to confirmation of land ownership, topography location of statutory services, detailed design and traffic modelling.
2. Road markings & traffic signs are to be in accordance with "The Traffic Signs Regulations and General Directions 2016".
3. Do not scale from this drawing. Work from figured dimensions only.
4. All dimensions are shown in metres unless noted otherwise.
5. Drawing based on UMC layout:
   21490-UMC-ZZZZ-SI-M2-A-0602 [F] Site Layout.dwg




| FTA Design 7.5 Tonne Rigid Vehicle (2016) | |
|---|---|
| Overall Length | 7.170m |
| Overall Width | 2.300m |
| Overall Body Height | 3.580m |
| Min Body Ground Clearance | 0.375m |
| Track Width | 2.120m |
| Lock to lock time | 3.00s |
| Kerb to Kerb Turning Radius | 7.000m |

| REV | DATE | REMARKS |
|---|---|---|
| A | 19.04.2022 | Layout updated |
| - | 18.03.2022 | Initial Issue |

CLIENT

Bridge UK Properties 7

JOB TITLE

Weybridge Business Park

DRAWING TITLE

Swept Path Analysis
Northern Site - Site Access Option Addlestone Road
FTA 7.5t Rigid Vehicle

DRAWING NO.

J32-6431-AT-C02

| DRAWN | CHECKED |
|---|---|
| KB | CH |
| CREATED | SCALE |
| March '22 | 1:500 at A3 |

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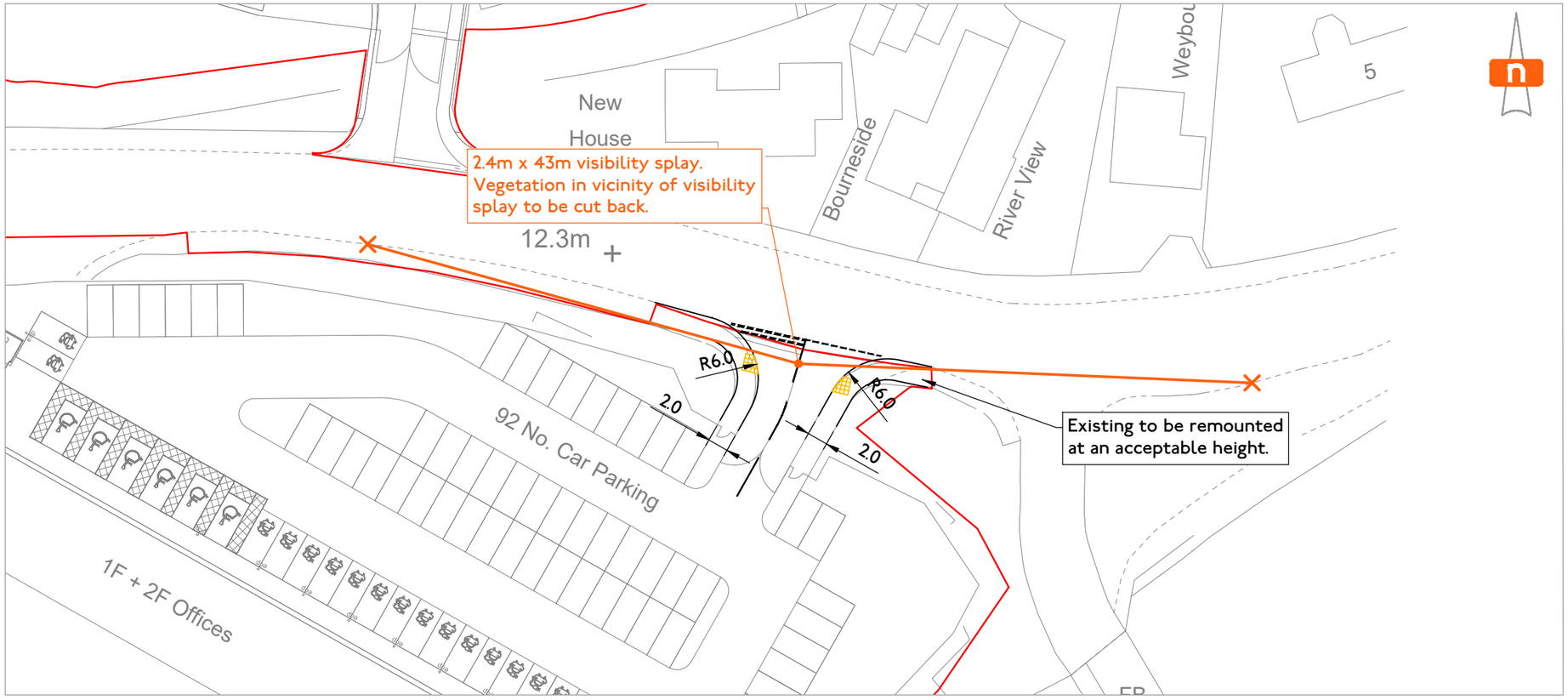


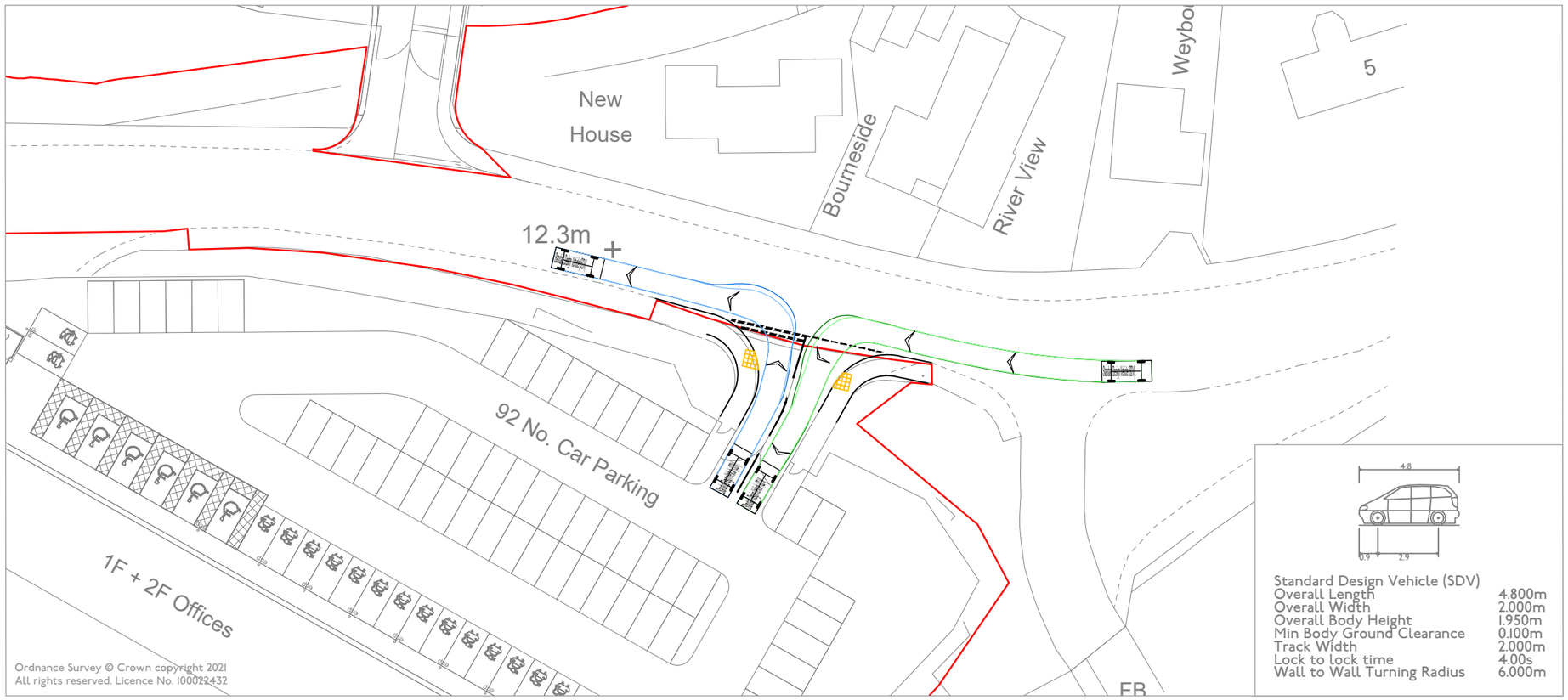




Note:

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2. Road markings & traffic signs are to be in accordance with "The Traffic Signs Regulations and General Directions 2016".
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4. All dimensions are shown in metres unless noted otherwise.
5. Drawing based on UMC layout:
21490-UMC-ZZZZ-SI-M2-A-0602 [F] Site Layout.dwg

| REV | DATE | REMARKS |
|---|---|---|
| B | 19.04.2022 | Layout updated |
| A | 19.04.2022 | Updated to suit RSA comments |
| - | 06.04.2022 | Initial Issue |

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Bridge UK Properties 7

JOB TITLE

Weybridge Business Park

DRAWING TITLE

Site Access Option - Southern Site Car Park
Addlestone Road

DRAWING NO.

J32-6431-PS-003

| DRAWN | CHECKED |
|---|---|
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