MBC
traffic
engineers
&
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planners

Honor Properties Limited
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PARTIAL CHANGE OF USE OF CLASS E COMMERCIAL UNIT TO A CLASS C1 APART-HOTEL WITH 9 No. SERVICED STUDIO APARTMENTS, DEMOLITION OF REAR EXTENSION, REPLACEMENT EXTENSION, EXTERNAL ALTERATIONS AND PROVISION OF REFUSE AND CYCLE STORAGE

TRANSPORT STATEMENT

Bristol City Council Planning Application Reference: 23/03351/F

Technical Report 29648/1A

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1.0 INTRODUCTION

1.1 Preamble

1.1.1 This Transport Statement (TS) has been produced in support of a full planning application submitted by Honor Properties Limited to Bristol City Council (the City Council). The Council's planning application reference being 23/03351/F. The proposal being for the extension and conversion of 72-74 Gloucester Road, Bishopston BS7 8BF.

1.1.2 The proposal is to extend and convert the existing 3 storey commercial building (the former NatWest Bank building) as shown on the front cover of this TS to create 9 serviced studio apartments (C1) on the upper floors to be let over flexible periods ranging from 5 to 180 days with the retention of the ground floor commercial unit albeit with a reduction of commercial floor area.

1.1.3 The site's location is shown on **drawing 29648/100**, and is an overall key plan also showing the areas / roads that have been subject to the requested parking surveys. The site lies on the west side of Gloucester Road. The property is surrounded by residential development to the rear, and on the opposite side of Gloucester Road, with commercial properties along Gloucester Road on both sides within an easy walk. The site lies within the designated Gloucester Road Town Centre, and Primary Shopping Area.

1.1.4 The site is considered to be well located for sustainable travel use being located in close proximity to bus stops provided with bus shelters and countdown information for both directions of travel. Local bus services operate on a 24 hour basis on a frequent hourly basis during the day, and well into the evening. A diverse range of facilities including a choice of convenience shop, community facilities, library, places of worship and leisure opportunities including a choice of restaurants and public houses are available locally within acceptable (easy) walking distances.

1.1.5 For the development of such sites, irrespective of their location there are usually the following key issues that are required to be addressed in any supporting documentation namely:

i) Whether a safe and suitable access to the site for all users can be achieved,

ii) The assessment of the impact of the redevelopment on the local and wider highway network to assess if there is an unacceptable impact, and particularly to assess whether there is a "*severe*" impact, and

iii) The overall transport accessibility of the site.

1.1.6 These issues are those detailed in the National Planning Policy Framework (NPPF) December 2023 paragraphs 114 to 116, and are also contained in the NPPF Consultation Draft July 2024 as paragraphs 112 to 114. They are largely mirrored in the City Council's Local Plan.

1.1.7 The "*de minimis*" nature of the development does not warrant any detailed consideration of the operation of any junction removed from the site, and being car free that it is opined will constrain car use. It is furthermore opined that the proposal may reduce overall daytime parking demand due to the reduction in the commercial floor area.

1.1.8 This TS has followed the submission of the planning application, and the receipt of the City Council's Transport Development Management (TDM) initial consultation response on highways / transport issues dated 11th March 2024, which is detailed in section 1.2 that follows with an initial retort provided as appropriate.

1.2 TDM's Initial Highways Consultation Response

1.2.1 TDM's initial consultation response dated 11th March 2024 indicated:

> *"The application is for the demolition and replacement of the rear extension and the conversion of the site to accommodate 9x 'apart-hotel' serviced studio apartments, to be let over periods ranging from 5-180x days, with a retained ground-floor commercial unit."*

1.2.2 This is considered to be commentary only, and no detailed response is required to it. Under the heading "*Highway Network"* the initial consultation response continued:

> *"The site is located on the corner of Gloucester Road (A38) and Shadwell Road, an unclassified adopted highway. Both are subject to a 20mph speed limit.*
>
> *Recent recorded traffic incidents on the nearby highway network include the following at the Gloucester Road/Shadwell Road junction in front of the site:*
>
> *- on 14/02/2019, a motor vehicle incident with one casualty.*

1.2.3 It is opined that this does not indicate any significant accident record locally, and as such this does not require further response. The City Council's comments on this issue are considered to be commentary only.

1.2.4 Under the heading "*Transport Assessment"* the initial consultation response indicated:

> *"The applicant should provide a Transport Statement setting out the proposed total people trips likely to result from the development and the scope of any proposed highway improvements."*

1.2.5 This TS is that requested document. Under the heading "*Access*" the initial consultation response indicated:

> *"The footway providing pedestrian access to the development site and coloured red below is in a poor state of repair and must be resurfaced and reinstated to full kerb height, and the existing NWAAT lining and signage refreshed in order to provide a safe and adequate principal access for visitors to the site in accordance with Policy DM23.*
>
> *Moreover, TDM is concerned that the existing adopted footway at the junction of Shadwell Road and Gloucester Road is too narrow to support the proposed intensification of use of the site. In particular, the existing crossing facilities offer poor sightlines for pedestrians and encourage high vehicles speeds. The width of Shadwell Road also encourages inappropriate parking near the junction, to the detriment of visibility and the pedestrian experience.*
>
> *The applicant must undertake to narrow the pedestrian crossing distance by constructing a kerb-build-out on either side of the Shadwell Road junction. The applicant must provide a general arrangement plan showing the proposed works and construction details.*
>
> *To undertake these works, the applicant is required to enter into a Section 278 agreement with the Council and pay the appropriate fee."*

1.2.6 The issue of movement impact is considered subsequently in this TS though it is opined that there is no intensification in use, and as such no justification in any such works being required. Under the heading "*Cycle Storage*" the initial consultation response indicated:

> *"The applicant proposes to provide 10x cycle storage spaces using a 2-tier bike rack on the ground floor, accessible from Shadwell Road. While the quantum is acceptable, the lack of Sheffield stands will impede access by those with mobility impairments. At least 50% of the proposed provision should be Sheffield stands, laid out in accordance with BCC's Guidance on Cycle Storage. Angled or vertical storage is not permitted.*

The 2x internal doorways leading to the proposed cycle storage are not sufficiently wide to accommodate a person pushing a bike to the adopted highway. TDM requires an absolute minimum width of 1.2m. The applicant must provide revised plans showing an accessway of the proper width.

1.2.7 Under the heading *"Car Parking"* the initial consultation response indicated that:

"There are no off-street parking spaces at this development. Local on-street parking is largely unrestricted and is constrained due to high demand. The applicant should submit a parking survey, indicating the number of on-street parking spaces available within 150m walking distance of the site. The applicant should also undertake an analysis of historical car ownership in the ward in which the site is located."

1.2.8 The proposal would lead to the removal of part of a commercial unit that generates movements and parking most likely on street, and whose removal will be likely to increase daytime parking availability. Under the heading *"Waste"* the initial consultation response indicated:

"While the apart-hotel will fall within the C1 use class, it seems appropriate that the refuse and recycling containers at Table 2 (p.18) of the Council's Waste & Recycling Guidance. The applicant should revised its submissions accordingly.

It appears that the proposed storage area in the front garden is not covered and will therefore likely attract pests and weather damage. The applicant should revise the ground floor layout to accommodate the apart-hotel waste store internally within the proposed buildings, or in an enclosed external store.

The applicant should indicate on the ground floor plan the containers proposed to be provided in the commercial waste store. The containers should provide for the separation of recyclable waste streams in accordance with the Council's waste standards.

The details of refuse storage set out at point 3.5 of the DAS dated August 2023 does not make clear the proposals for refuse collection at the site. It is not clear that the apart-hotel would qualify for free collections by Bristol Waste, and so a paid collection will likely be

necessary. The applicant must submit with the application its Operational Waste Management Strategy for the apart-hotel.
Waste containers must not be placed on the adopted highway, save for on collection days."

1.2.9 105 West Architects Limited's **drawing 1736(L)001 rev b** shows the location of the proposed refuse facilities. Under the heading "*Construction Management*" the initial consultation response indicated:

"The narrow footway and traffic sensitive status of Gloucester Road require that the applicant submit a construction management plan before commencing development. The plan/statement must provide for the restriction of loading or receiving deliveries between the hours of 7-9:30am and 3:30-6pm on weekdays, except during school holidays or where otherwise agreed with the Council."

1.2.10 Under the heading *"Travel Planning"* the initial consultation response indicated:

"The applicant must submit before commencing occupation a travel plan or travel plan statement comprising immediate, continuing, and long-term measures to promote and encourage active travel and other alternatives to single-occupancy car use. Further information on the Council's fees for Management & Auditing and Implementation is available in the online Travel Plan Guidance.

1.2.11 A Travel Plan can be conditioned, and does not require to be submitted at this stage. Under the heading *"Recommendation"* the initial consultation response indicated:

"TDM is unable to make a recommendation until outstanding issues relating to access, cycle parking, refuse storage have been resolved.
The applicant must therefore provide, as outlined above:
- a transport statement as requested;
- a GA plan showing the proposed highway works;
- revised plans showing a 1.2m-wide route leading to cycle storage;
- results of a parking survey undertaken at the site;
- revised plans and designs for cycle storage; and
- revised plans and designs for refuse storage.
Subject to receiving the above information, TDM will recommend appropriate conditions"

1.2.12 This TS provides the requested data by which TDM can make an informed decision regarding the acceptability of the proposal.

1.3 **Structure of this TS**

1.3.1 This TS should be read in conjunction with the various drawings prepared by 105 West Architects Limited, and the "*Heritage, Design & Access Statement*" (PDAS) jointly prepared by Aspect 360 Limited, and 105 West Architects Limited.

1.3.2 This TS is structured as follows:

i) Section 2 details the relevant planning policy context from a highways and transport perspective,

ii) Section 3 details the adjacent highways network, and the existing traffic conditions, and access to the site by all modes of transport including by vehicles, public transport, cycling and access by foot, and also details the results of the parking surveys requested by the City Council as part of TDM's initial consultation response,

iii) Section 4 considers the proposed development,

iv) Section 5 details the levels of movement likely to be attracted to and generated by the proposed development, and by the "*fall back*" development,

v) Section 6 considers the movement impact of the proposal, and

vi) Section 7 presents the conclusions of this TS.

2.0 PLANNING POLICY CONTEXT

2.1 Introduction

2.1.1 This section considers the relevant national and local planning context from a highways and transport perspective.

2.2 National Planning Policy Framework

2.2.1 The National Planning Policy Framework (NPPF) sets out the Government's economic, environmental and social policies. The NPPF is committed to a "*presumption in favour of sustainable development*". The latest version of the NPPF is December 2023 though there is a July 2024 update that is currently subject to consultation. From a highways / transport perspective, there is no substantial difference between the two versions, and to assist consideration of this TS, this TS references paragraphs from the December 2023 version unbracketed with the bracketed paragraph numbers being the July 2024 Consultation Draft version.

2.2.2 Essentially, local planning authorities are required to approve development proposals that accord with the Development Plan, and to grant planning permission where the Development Plan is absent, silent, indeterminate or where policies are out of date.

2.2.3 Chapter 9 sets the aims and policies for *'Promoting sustainable transport'.* Under this heading paragraph 108 (106) indicates:

> *"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*
>
> *a) the potential impacts of development on transport networks can be addressed;*
>
> *b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
>
> *c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
>
> *d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*

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

2.2.4 Paragraph 109 (107) indicates:

"The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

2.2.5 Paragraph 114 (112) of the NPPF indicates that:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

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

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the context of associated standards to reflect current national guidance, including the National Design Guide and the National Model Design Code; and

c) 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."

2.2.6 This TS will confirm that there are opportunities for the use of more sustainable modes of transport reflective of the site's location, that a safe and suitable access to the site can be achieved for all modes of travel, and that the residual cumulative movement impact of the development cannot by any reasonable definition be classed as being "*severe*".

2.2.7 Paragraph 115 (113) of the NPPF indicates:

> *"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(, in all tested scenarios)."*

2.2.8 This paragraph is altered in the July 2024 consultation version by the addition of the bracketed words. This TS confirms that the impact of the proposal both vehicular and by all other non-car borne modes cannot be classed by any reasonable interpretation as being "*severe*" at any local junction that development traffic will route through given the variety of local routes possible if the lack of parking does not constrain car use.

2.2.9 NPPF paragraph 116 (114) indicates that:

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

2.2.10 In our opinion, the opportunities for sustainable transport can be taken up due to the locational characteristics of this site, safe and suitable access to the site can be achieved both by cycles, by foot, by vehicles, and the residual impact cannot by any reasonable interpretation be likely to be classed as being "*severe*".

2.3 City Council's Policies

2.3.1 The City Council's Core Strategy was adopted in June 2011. The Core Strategy is supported by a number of other plans, and documents. The Delivery Strategy includes policy BCS10 which covers transport and access issues.

2.3.2 Of relevance to development proposals, under the sub heading "*Development Principles*", the later part of BCS10 indicates:

> *"Without prejudice to the implementation of the major transport schemes listed above, proposals will be determined and schemes will be designed to reflect the following transport user priorities as set out in the Joint Local Transport Plan:*
>
> *a) The pedestrian;*
> *b) The cyclist;*
> *c) Public transport;*
> *d) Access for commercial vehicles;*
> *e) Short stay visitors by car;*
> *f) The private car.*
>
> *The needs of disabled people will be considered within all of the above headings.*
>
> *Development proposals should be located where sustainable travel patterns can be achieved, with more intensive, higher density mixed use development at accessible centres and along or close to main public transport routes. Proposals should minimise the need to travel, especially by private car, and maximise opportunities for the use of walking, cycling and public transport.*
>
> *Developments should be designed and located to ensure the provision of safe streets and reduce as far as possible the negative impacts of vehicles such as excessive volumes, fumes and noise. Proposals should create places and streets where traffic and other activities are integrated and where buildings, spaces and the needs of people shape the area."*

2.3.3 Policy BCS10 is as such concerned with "*Transport and Access Improvements*". It performs a number of functions namely it supports the delivery of significant improvements to transport infrastructure to provide an integrated transport system; it

identifies key infrastructure projects; it safeguards routes and facilities; it sets priorities for transport user groups and it includes criteria for development proposals. The latter is most relevant to this planning application and in this regard the policy states that development should be located where sustainable travel patterns can be achieved. Proposals should also minimise the need to travel and maximise opportunities for the use of walking, cycling and public transport.

2.3.4 The Site Allocations and Development Management Policies Local Plan was adopted in July 2014. As the name suggests the Plan includes a number of specific allocations but also contains more detailed policies on specific areas of development management.

2.3.5 Transport matters in respect of development management is covered by policy DM23. This requires that new development should not give rise to unacceptable traffic conditions but is expected to provide:

- safe and adequate access for all sectors of the community
- adequate access to public transport
- appropriate transport improvements to overcome unsatisfactory transport conditions created or exacerbated by the development
- for pedestrians and cyclists and where appropriate enhancing the pedestrian and cyclist network

2.3.6 Transport Assessments and / or a Travel Plan will be required where proposals are likely to have a significant impact. The applicant, if so required, is content to have a condition applied to any consent requiring a Travel Plan in order to define facilities to users of the site, and to detail local walking and cycling routes together with public transport information. Development is also expected to protect and enhance public rights of way and to provide an appropriate level of safe, secure, accessible and useable parking provision, and appropriate servicing and loading facilities.

3.0 EXISTING CONDITIONS

3.1 Introduction

3.1.1 This section details the existing site uses, the adjacent highway network, and the existing traffic conditions. It also will consider access to the site by all modes of transport including vehicles, public transport, cycling and access by foot.

3.1.2 This section also details the results of the parking surveys requested by the City Council, which have been undertaken in accordance with the Council's "*Parking Methodology*".

3.2 The Existing Use

3.2.1 The site is located on the west side of the A38 Gloucester Road within the heart of Bishopston, and located within the Gloucester Road Town Centre, and Primary Shopping Area. There is an existing use of the site which represents the "*fall back*" position that can be deducted from the proposal's impact. The "*fall back*" use generates both vehicles, non car borne movements, and it follows parking demand.

3.2.2 The site is occupied by an extended two to three storey building arranged over three levels with a total internal floor area of 308 sq. m GIFA (343 sq. m GFA). The site has its main entrance for pedestrians onto Gloucester Road. On the Shadwell Road frontage there is a further pedestrian entrance, and an area of hardstanding for two cars to park. Parking demand as detailed subsequently for the "*fall back*" use is likely to exceed this level of off street parking, and hence associated with the existing and "*fall back*" uses are likely to be levels of on street car parking.

3.2.3 The building itself was originally constructed in 1903 for Stuckey and Co (a Bristol based bank), which was taken over by National Westminster Bank in the early 1970s. The building remained in use by the subsequent renamed as Natwest Bank until its closure in early 2022.

3.3 The Local Area

3.3.1 Gloucester Road is the principal road in the area running to the south of the City Centre, and to the north to Horfield, and beyond to Filton. Gloucester Road accommodates many independent retailers plus several multiples including Co-op, Tesco, and Sainsburys.

3.3.2 The site is best described as being within a well-established mixed use area with residential development behind it, and a variety of retail and service uses along Gloucester Road within a very short walk catering for a wide range of uses, and

allowing potentially for linked trips. There are a range of facilities within an easy walk, or cycle of the site which will encourage access by non car-borne modes of movement as the first choice compared to single occupancy car use.

3.3.3 There are footways on both sides of all local roads to connect to facilities. There are also lengths of local cycle routes along the A38 albeit with some discontinuities.

3.3.4 The site is considered to be well located for sustainable travel being adjacent to bus stops for both directions of travel, and it is evident by any reasonable interpretation.

3.4 **Access by Public Transport**

3.4.1 There is direct access to the site by bus with bus stops located within 100m of the site The nearest bus stops have bus shelters, bus boarders, seating, and countdown / "*real time*" public information for both directions of travel which will assist in ensuring that those waiting for services are comfortable.

3.4.2 The nearest railway station is Montpelier on the Severn Beach Line which lies approximately 1.3km away or a 12 to 15 minute walk to the south. The station provides access to the south to Stapleton Road, Lawrence Hill, and Bristol City Centre with every other train during the day extended to Weston Super Mare via Bedminster, Parson Street, Nailsea and Backwell, Yatton, and Worle, and access to the north to Redland, Clifton, Sea Mills, Shirehampton, Portway Park and Ride, and Avonmouth with some peak period services running from and extended to St Andrews Road, and Severn Beach.

3.4.3 Bus services are summarised as:

17 Bristol City Centre to Keynsham

via Southmead Hospital Staple Hill Kingswood Hanham Common and Longwell Green

72 Bristol Temple Meads to UWE Frenchay Campus

via City Centre BRI University of Bristol Whiteladies Road Redland Gloucester Road and Filton Avenue

73 Winterbourne to Bradley Stoke

via Hengrove Bristol Temple Meads City Centre (Haymarket) Gloucester Road Filton Avenue Bristol Parkway Station

74 Bristol Temple Meads to UWE Frenchay

via Filton Avenue

75 Hengrove Depot to Cribbs Causeway

via Hengrove Park Hartcliffe Bishopsworth Bedminster City Centre (Haymarket) Gloucester Road Horfield Common and Gipsy Patch Lane

76 Hengrove Depot to Cribbs Causeway

via Hengrove Park Hartcliffe Withywood Bedminster City Centre (Haymarket) Gloucester Road Horfield Common Southmead and Henbury

77 Henleaze to Muller Road

Via Whiteladies Road, and City Centre

3.4.4 Journey times to selected destinations varies by the service chosen, and public transport users will be able to have a choice of route to some key destinations, and similarly from them. The various journey times shown below being expressed in minutes during the weekday between peak hours are:

Bristol Temple Meads	18
Bristol Parkway	25
University of Bristol	24
University of the West of England (Frenchay Campus)	24
City Centre (Haymarket)	8
City Centre (Broad Quay)	11
Whiteladies Road	8
Southmead for Hospital	22
Cribbs Causeway	32

3.4.5 Given the area, the frequency of the various service, and the destinations served, the local bus services provide an excellent level of public transport accessibility to the site in accord with the general thrust of local and national advice.

3.5 **Parking Surveys**

3.5.1 To inform this TS, and to demonstrate that a "*car free*" scheme will work, and be successful at constraining vehicle use, a set of parking surveys in accordance with the City Council's guidance have been undertaken.

3.5.2 The extent of the study area is shown on **figure 29648/100**. The survey extent being detailed as:

i) Gloucester Road from Raglan Road to Bishop Road at a 111m walk south to Raglan Road, and 175m walk north to Bishop Road,

ii) Shadwell Road from Gloucester Road to Tyne Road at up to a 205m walk depending on walk route choice,

iii) Wolsley Road from Gloucester Road to Tyne Road at between a 55m to 272m walk,

iv) Tyne Road from Shadwell Road to Raglan Road at between a 205m to 314m walk, and

v) Raglan Road from Gloucester Road to Tyne Road including Pine Grove Place, and Raglan Place at between a 111m to 314m walk

3.5.3 The surveys were undertaken for the daytime period between 10.00 and 12.00 on Tuesday 18th June Wednesday 19th, Friday 21st and Saturday 22nd 2024 and between 22.00 and 23.59 on both Tuesday 18th June 2022 and Friday 21st June 2024. The surveys can be considered to be representative being within both school term time, and within University term time. As the parking surveys were undertaken whilst the building was in use, the survey results particularly during the day are likely to include vehicles associated with the site which it is not possible to disaggregate.

3.5.4 The Bristol Parking Methodology requires that the surveys are generally undertaken within a 150m walking distance of the site without crossing a major road though extended to the nearest junction as it is unlikely that any driver when choosing a place to park would know exactly where 150m was away from their access, and this imaginary line is unlikely in practice to stop a resident from parking slightly further away if there were vacant spaces identified within their vision. In practice, given the local and wider network with various roads being one way it is likely that the search for spaces would be Wolseley Road, Tyne Road, Shadwell Road then recirculate into Raglan Road.

3.5.5 The Council's guidance of 150m walk equates to a 2 minute walk using the IHT guidance of 4.8 kph walking speed. In our opinion, there is no section of the study area which can be reasonably perceived to be unsafe or uncomfortable to walk with large loads such as steep, narrow or dark streets with poor surveillance.

3.5.6 The detailed survey results are summarised on **figures 29648/101 to 105** for Shadwell Road, Wolseley Road, Gloucester Road, Tyne Road and Raglan Road respectively as follows:

i) There are a number of waiting restrictions within the study area considered for the parking surveys including double yellow lines, time restricted parking, and

some stretches of wholly unrestricted duration on street parking, where residents or employees of local businesses can freely park subject only to finding a safe and suitable place to park,

ii) The survey results for the lengths of wholly unrestricted parking for the whole of the study area are:

Link	Spaces Available	Spaces Used	% spaces Used	Spare spaces	% Spare Spaces
AM 1					
1	54	46	85%	8	15%
2	67	63	94%	4	6%
3	0	0	100%	0	0%
4	16	11	69%	5	31%
5	85	83 (85)	98% (100%)	2 (-1)	2% (0%)
Totals	222	203 (205)	91% (92%)	19 (17)	9% (8%)
AM 2					
1	54	47	87%	7	13%
2	67	63	94%	4	6%
3	0	0	100%	0	0%
4	16	11	69%	5	31%
5	85	84 (86)	99% (102%)	1 (-1)	15 (-2%)
Totals	222	205 (207)	92% (93%)	17 (18)	8% (7%)
AM 3					
1	54	48	89%	6	11%
2	67	63	94%	4	6%
3	0	0	100%	0	0%
4	16	11	69%	5	31%
5	85	84 (88)	99% (104%)	1 (-3)	1% (-4%)
Totals	222	206 (210)	93% (95%)	16 (12)	7% (5%)
AM 4					
1	54	48	89%	6	11%
2	67	63	94%	4	6%
3	0	0	100%	0	0%
4	16	11	69%	5	31%
5	85	84 (88)	99% (104%)	1 (-3)	1% (-4%)
Totals	222	206 (210)	93% (95%)	16 (12)	7% (5%)
Overnight 1					
1	54	50	93%	4	7%
2	67	62	93%	5	7%
3	0	0	100%	0	0%
4	16	14	88%	2	12%
5	85	88 (88)	104% (104%)	-3 (-3)	-4% (-4%)
Totals	222	214 (214)	96% (96%)	8 (8)	4% (4%)
Overnight 2					
1	54	48	89%	6	11%
2	67	62	93%	5	7%
3	0	0	100%	0	0%
4	16	13	81%	3	19%
5	85	88 (88)	104% (104%)	-3 (-3)	-4% (-4%)
Totals	222	211 (211)	95% (95%)	11 (11)	5% (5%)

3.5.7 For the avoidance of doubt the values are those for wholly unrestricted parking for ambulant users whose vehicles could be freely parked for periods of up to 24 hours or in excess if required. The values shown bracketed include those values parked on white lining around junctions. The links are identified as:

1 Shadwell Road
2 Wolseley Road
3 Gloucester Road
4 Tyne Road
5 Raglan Road

3.5.8 The results demonstrate that there are not any significant levels of spare capacity to accommodate any additional parking demand during the potential peak parking demand period, which is either overnight or late evening when most residents will be likely to be at home. The surveys identify that across the study area that there are only of the order of 4% spare spaces. This implies that the roads are at their practical capacity, which is usually taken as 5% spare capacity.

3.5.9 As such, it is opined, informed by the surveys undertaken in accordance with the City Council's guidance that the lack of regularly available on street parking within a short walk will severely constrain vehicle use to access the site for any element of the proposed redevelopment.

3.5.10 The values at paragraphs 3.5.6 and 3.5.7 above are for wholly unrestricted parking where an employee of the commercial unit or aparthotel user could access the local area to park at any time of choice, and for any choice of parking duration length.

3.5.9 There are additional parking spaces available for either short duration of up to 1 hour, or from 18.30 to 07.00 overnight but these are unlikely to be attractive to use by all occupants of the development, and as such have been discounted.

4.0 PROPOSED DEVELOPMENT

4.1 Introduction

4.1.1 This section details the proposed development, the development's parking provision, and the site access arrangements.

4.2 The Proposal

4.2.1 The applicants are seeking planning permission to demolish the building's rear extension and replace it with a 2 storey extension, and to create an aparthotel with 9 serviced apartments. The commercial unit at ground floor level will remain but at a reduced level of 124 sq. m GFA reduced from 343 sq. m GFA with the reduction at ground floor necessary to accommodate the entrance of the serviced apartments via a new entrance off Shadwell Road.

4.2.2 105 West Architects Limited's **drawing 1736(L)11 rev b** shows the proposed ground floor accommodation, and also shows the bin store, and recycling area accessed from Shadwell Road, the entrance to the apartments, and the bicycle store for the apartments located internally being secure, covered, and weatherproof and hence attractive to use.

4.2.3 The apartments will be actively managed by the applicants' agent who will have responsibility for arranging the lets with guests, providing laundry services and managing the block in terms of cleaning and ensuring refuse is collected and the store is left clean and tidy. The submitted "*Premises Management Plan*" provides information on how the uses will be managed on a day to day basis.

4.2.4 Guests will be provided with fully furnished accommodation, kitchen equipment, china, glassware and cutlery. Bed linen and towels will also be provided with it changed by the housemaid twice a week. Cleaning and general housekeeping will also be undertaken at this time. The apartments will also benefit from television and internet services.

4.2.5 The existing dropped kerb along Shadwell Road frontage will be removed and the footway with a kerb reinstated. Potentially, the double yellow lines that extend outside the site could be reduced to create an additional on-street parking space. Under the heading "*Access"* the initial consultation response indicated:

> *"The footway providing pedestrian access to the development site and coloured red below is in a poor state of repair and must be resurfaced and reinstated to full kerb height, and the existing NWAAT lining and*

signage refreshed in order to provide a safe and adequate principal access for visitors to the site in accordance with Policy DM23.

Moreover, TDM is concerned that the existing adopted footway at the junction of Shadwell Road and Gloucester Road is too narrow to support the proposed intensification of use of the site. In particular, the existing crossing facilities offer poor sightlines for pedestrians and encourage high vehicles speeds. The width of Shadwell Road also encourages inappropriate parking near the junction, to the detriment of visibility and the pedestrian experience.

The applicant must undertake to narrow the pedestrian crossing distance by constructing a kerb-build-out on either side of the Shadwell Road junction. The applicant must provide a general arrangement plan showing the proposed works and construction details.

To undertake these works, the applicant is required to enter into a Section 278 agreement with the Council and pay the appropriate fee."

4.2.6 The issue of movement impact is considered subsequently in this TS though it is opined that there is no intensification in use, and as such no justification for any such works.

4.2.7 The comparison of floor areas indicating:

		Existing	**Proposed**
Commercial use			
	G	205	124
	1	123	0
	2	15	0
Sub total		343	124
Aparthotel	G	0	89
	1	0	194
	2	0	33
Sub total		0	316
Totals		343	440

4.2.8 It is opined that the development with zero car parking will serve to severely constrain car use. By being a "*car free*" development it will appeal to those aparthotel patrons that do not own or do not want to use a car, and are attracted to the ability to access

facilities by other modes. There is practically very limited on street parking available at all times for any user of any part of the redevelopment in any event.

4.3 **Parking Provision**

4.3.1 There is no vehicular car parking provision but there is proposed to be parking for non vehicular modes. The overall provision is consistent with the City Council's parking standards, and the issue of the level of zero car parking has not been raised as an issue by TDM by any reasonable interpretation of the consultation responses save for the need for parking surveys. 105 West Architects Limited's **drawing 1736(L)11 rev b** shows the bicycle store for the apartments located internally being secure, covered, and weatherproof and hence attractive to use.

4.3.2 The parking surveys undertaken to inform this TS have demonstrated that there are not any significant levels of spare capacity to accommodate any additional parking demand during the potential peak parking demand period, which is either overnight or late evening when most residents will be likely to be at home.

4.4 **Refuse Collection**

4.4.1 A refuse store will be created adjacent to the entrance to the apart-hotel, as shown on **drawing 1736(L)11 rev b.** The provision includes a general waste wheelie bin, 2, recycling boxes, a kitchen waste bin and cardboard bag on shelves. The second store is provided for the apart-hotel where the communal bins will serve the guests. A mix of general waste and recycling bins are provided, all of which will collected by a commercial waste contractor as part of the operational management strategy for the block.

5.0 MOVEMENT ATTRACTION

5.1 Introduction

5.1.1 This section considers the levels of movement likely to be attracted to and generated by the proposed development by reference to a consideration of a variety of sites contained within the TRICS database for the proposal, and assesses the levels of movement to the "*fall back*" use.

5.2 Movement Attraction: Preamble

5.2.1 TRICS database version 2024 (b) v7.11.2 has been used for this TS to ensure that the latest versions of all available data is used. The default date for site data of 1st January 2014 had been used so that any data collected prior to this is not used in the data selection process.

5.2.2 The TRICS Consortium advocate when considering trip rates that:

> *"By definition the use of "averages" as a guide to future developments implies that such values are likely to be exceeded on 50% of occasions. The Consortium have found based on experience that it may be of more value to look at the range of observed trip rates and then select a value close to say an 85th percentile of all values. Such estimates provide a reasonable assurance, both to developer and the highway authority, that any infrastructure provision will meet the demands placed upon it."*

5.2.3 In assessing the site by reference to TRICS particular regard will be made to the "*TRICS Good Practice Guide 2024*" (TGPG2024). This guidance essentially provides guidance to users of the TRICS system "so that they may undertake good practice when using the system". One of the key principles as set out at paragraph 1.4 is:

> *"There are many areas within the system whereby careful selection criteria and ranges are important in achieving robust and reliable data calculated by the system. The guidance is designed to assist users in this task."*

5.2.4 One of the principles identified under the heading "*Understanding Land Use Definitions*" at paragraph 3.2 of the TGPG2024 indicates:

> *"It is vital that users apply trip rate calculation data from land uses which correctly apply to their individual cases. For example, a discount food store (e.g. Aldi) should not apply to a larger mainstream foodstore (e.g. Asda)."*

5.2.5 Section 4 considers site selection by reference to the various selection parameters. The indication at paragraph 4.2 being:

> *"trip rates obtained from Greater London cannot apply to trip rates generated from the Shetland Islands, for obvious reasons. But, taking into account all local factors, especially the location type, there is no obvious reason why some data from, say, Glasgow cannot apply to some data from Greater Manchester. Similarly, some site scenarios in parts of London may be compatible with sites in other large cities. However, the importance of compatibility in terms of local population, vehicle ownership, location type, etc. cannot be stressed enough. It is in the areas of site and development data where true compatibility should be sought, rather than just through the exclusion of regions, which could unnecessarily remove many compatible sites from a user's selected set."*

5.2.6 Paragraph 4.5 additionally indicates:

> "*The most important data fields in terms of site selection compatibility are the main category and sub-category location types. Sites in a town centre with good local public transport accessibility will naturally, as a rule, achieve a different type of modal split to a site in the country without any public transport. Mixing sites which are clearly incompatible in a set for trip rate calculation could lead to the production of misleading trip rates."*

5.2.7 Paragraph 4.7 indicates examples where data should not be mixed:

> *"There are occasions where the location mix within a selected data set is not acceptable. For example, a mix of sites containing both "Town Centre" and "Free Standing (out of town)" location types will most likely produce incorrect and misleading trip rate results. If a mix of location types is used (based on Table 4.1), it is the data supplier's responsibility to ensure that justification for the inclusion of the mix is given. This should include geographical location evidence, such as maps, etc."*

5.2.8 For reasons, that will be evident below, advice in the TGPG2024 also covers the selection of site, and sample sizes. Paragraph 11.1 indicates:

> *"The food superstore category has over 260 sites present, whilst other sets of data contain lower levels. Because of this, obtaining a representative sample of data for a trip rate calculation involves a balance between meeting a set of criteria for inclusion and the availability of data."*

5.2.9 Paragraph 11.2 covers rules regarding the number of sites in a sample indicating:

> *"The general rule for obtaining a representative sample of data is to include as many sites as possible. But this should not be to the detriment of selection criteria. Wherever possible, users should aim to use as stringent a set of criteria as possible and obtain a selected set of at least 5 or 6 sites. However, there are no fixed rules; the aim is to achieve a balance. It is better practice to have a lower number of sites acceptable to the selection criteria than to have a larger data set which is not. In the latter case, the trip rates produced will more likely be misrepresentative than the former case. However, because of the complex diversity of the database, it is impossible to define a preferred number of sites."*

5.2.10 Paragraph 11.9 considers the issue that may arise in the disparity between selecting a high trip rate for network testing, and parking implications viz:

> *"It should also be noted that presenting relatively high trip rates may wrongly inflate potential parking levels, and therefore use of 85th percentile trip rate figures needs to reflect his possibility."*

5.2.11 The summary of the TGPG2024 at section 19.4 indicates:

> *"Location type, both main category and sub-category, is a very important factor in the selection of sites for trip rate calculation. There is no clear evidence to suggest that users should select sites by regional category; it is more appropriate to select sites which meet similar local environmental and location-type conditions, within agreed criteria."*

5.2.12 Paragraph 19.11 indicates:

> *"The general rule for representative sample sizes in TRICS is "the more the better". However, this is not always an option. Users are encouraged to find a balance between the strictness of their selection criteria and the level of data available."*

5.2.13 As will be detailed below, the selection process will exclude sites that would be unrepresentative in terms of size of the development whilst ensuring in accordance with paragraph 11.2 of the TRICS Good Practice Guide that the overall sample size is not too small.

5.3 **Movement Attraction: "Fall Back" Use**

5.3.1 The "*fall back*" use would be a class E use that includes retail, offices, and professional services for example which could in the "fall back" be generated by 343 sq. m GFA. TRICS database category 02/A "*Employment / Office*" has been used for the commercial unit for both existing and proposed to enable comparison. The TRICS output being included as **appendix A. Table 1** shows the arrival / departure profiles for vehicles, pedestrians and public transport users for the "fall back" use of 343 sq. m GFA which indicates:

Total daily movements two way by	
Vehicles	62
Pedestrians	29
Public transport (bus and rail)	3
Peak parking demand (daytime)	
Off street	2
On street	8
Total	10

5.4 **Movement Attraction: The Proposal**

5.4.1 **Table 2** shows the arrival / departure profiles for vehicles, pedestrians and public transport users for the proposed commercial use of 124 sq. m GFA which indicates:

Total daily movements two way by	
Vehicles	22
Pedestrians	10
Public transport (bus and rail)	1
Peak parking demand (daytime)	
Off street	0
On street	4
Total	4

5.4.2 The movement impact of the reduction in commercial floor space being:

Vehicles	-40
Pedestrians	-19
Public transport (bus and rail)	-2
Peak parking demand (daytime)	
Off street	-2
On street	-4
Total	-6

5.4.3 The development will have zero parking provision for the aparthotel customers' general use. To further encourage non car borne modes of transport, there is a secure covered bicycle storage area at the rear of the building at ground floor level. The proposed levels of parking is zero spaces overall. This provision is considered acceptable given the proximity of the site to a wide range of facilities, and to reasonable levels of bus services to a variety of destinations.

5.4.4 If any of the aparthotel customers were to bring a car then there could be several consequences of a zero parking scheme. Firstly, it can result in additional demand to park on street, but this will only occur if parking restrictions or availability allow such parking, but it is opined that where there are convenient alternatives to the use of the private car for all likely trip purposes for occupiers including shopping, leisure and trips for employment / business.

5.4.5 The difference of 40 less vehicles per day due to the reduction in the commercial floor space means that even if the lack of off street parking did not constrain car use for the aparthotel that each unit could have at least 4 vehicles movements per day , and still not exceed the movements associated with the "*fall back"* use.

5.4.6 The parking surveys were undertaken in accordance with good practice, and clearly indicate that any potential demand generated by the site could not be accommodated on street within a very short walk of the site.

5.4.7 The parking surveys demonstrate that any residential demand if it could not be constrained could not in fact be accommodated overnight on street within a reasonable walk, and this would be unlikely to be attractive to any student occupier.

6.0 TRAFFIC IMPACT

6.1 Introduction

6.1.1 This section considers the traffic impact of the proposal.

6.2 Guidance

6.2.1 Guidance on assessing the traffic impact of a development used to be set out in the Communities and Local Government / Department for Transport (CLG / DfT) publication "*Guidance on Transport Assessment*" (GTA). It is prudent to assess relevant sections of the guidance, and additionally to consider the advice regarding the use of the TRICS database.

6.2.2 The CLG / DfT guidance at section 3.4 indicates that:

> *"if the site of the proposed development has a current use or an extant planning permission with trip patterns / volumes, the net level of change that might arise out of the new proposals should be set out"*

6.2.3 In this case, there is an existing / "*fall back*" use of the site against which the impact is required to be assessed. This guidance is amplified at section 4.7 which indicates:

> *"the quantification of the person trips generated from the existing site and their modal distribution, or where the site is vacant or partially vacant, the person trips which might realistically be generated by any extant planning permission or permitted uses"*

6.2.4 As such the guidance is clear that a netting off assessment of impact has to be undertaken, and this is logical. This is fully consistent with the earlier 1994 Institution of Highways and Transportation's "*Guidelines for Traffic Impact Assessment*" which the CLG / DfT guidance is intended to replace.

6.2.5 Section 4.62 of the CLG / DfT guidance indicates:

> *"If sites with comparable accessibility as well as scale and location cannot be found when using a standard database system, 85th percentile trip generation rates should be considered as a starting point for assessment of the baseline traffic generation"*

6.2.6 Section 4.63 indicates:

> *"In cases where the degree of comparability of source data sites to the development proposals is difficult to determine, it may be appropriate (in consultation with the appropriate highway authorities) to undertake a sensitivity analysis using both 85th percentile and average (50th*

percentile) trip rates to inform the process of the differences between these two assumptions."

6.3 **Overall Impact**

6.3.1 The existing / "*fall back*" use generates a degree of on-street car parking demand associated with employee / visitor use. The intention is that the development would be "*car free*". The users of the aparthotel will be discouraged from bringing a car to Bristol. If required a Travel Plan can be prepared to raise awareness and the use of alternative and more sustainable transport modes could be provided for the future occupiers. Given the site's location it is highly accessible for pedestrians, cyclists and public transport users. Therefore the development of the site is in accordance with both National and local policies and guidance. This can be secured by condition.

6.3.2 By any reasonable definition, the impact of the proposed development in the context of NPPF paragraphs 114 (112) to 116 (114) cannot be regarded as "*severe*".

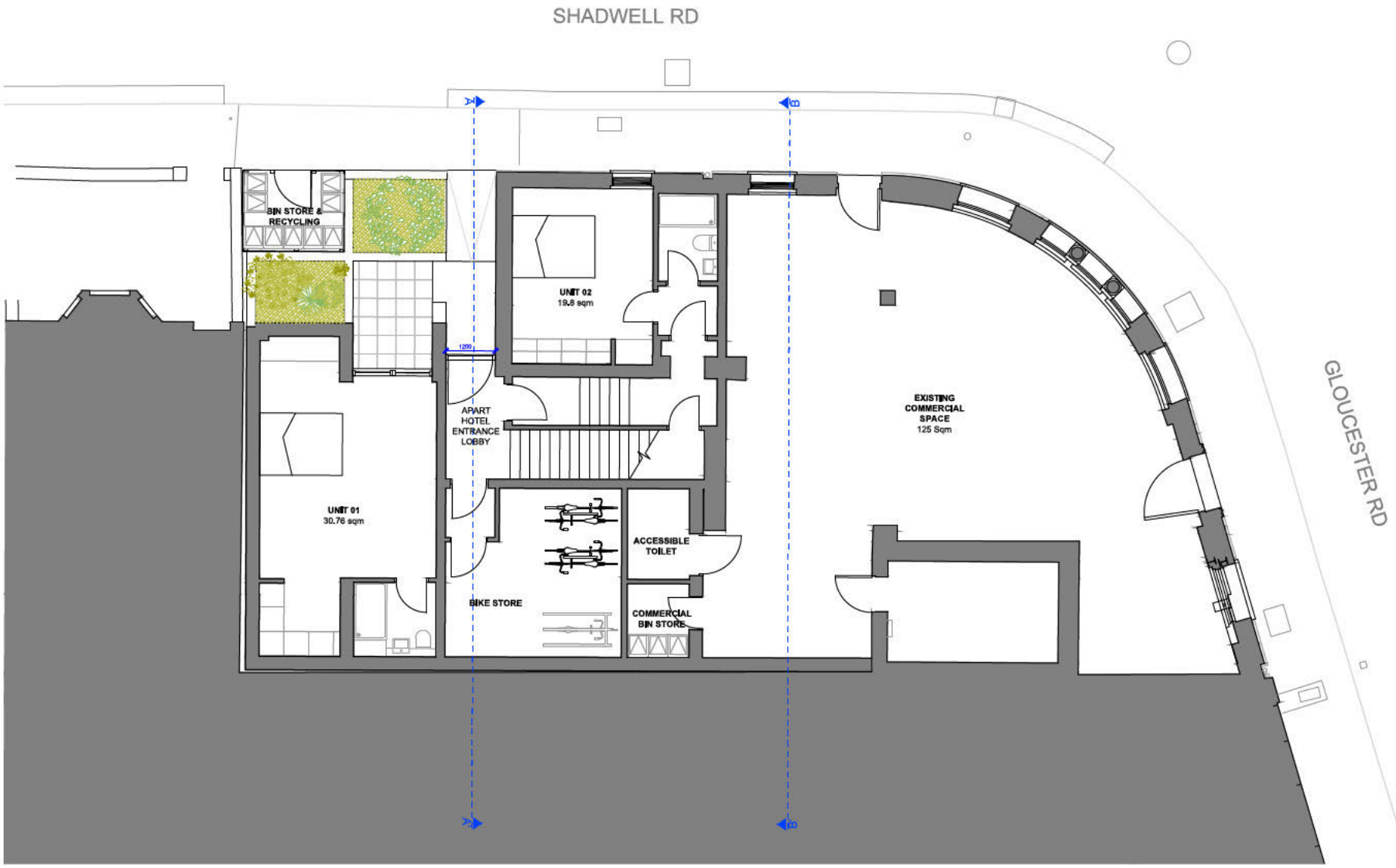
7.0 CONCLUSIONS

7.1 This TS confirms that the site is accessible by means of transport other than private motor car reflective of the location.

7.2 This TS has demonstrated that overall there are considered to be no overriding highways or traffic objections to the proposal. In the context of NPPF paragraphs 114 (112) to 116 (114), safe and suitable access for all uses can be achieved, that the site is accessible by modes other than the private car reflective of the site's location, that parking is severely limited that will set a strict constraint to car use that can be controlled by a Travel Plan, and that there is not a "*severe*" residual cumulative impact of the development.

7.3 Overall this TS has confirmed that there are considered to be no overriding highways or traffic objections to the modest proposal as accepted by TDM in their initial consultation response.

FIGURES



REV	Note	Date
b	Bin and bike store updated	20/08/23
a	Door swing updated	10/07/23

105WESTARCHITECTS E info@105west.co.uk

Project: 72 Gloucester Road

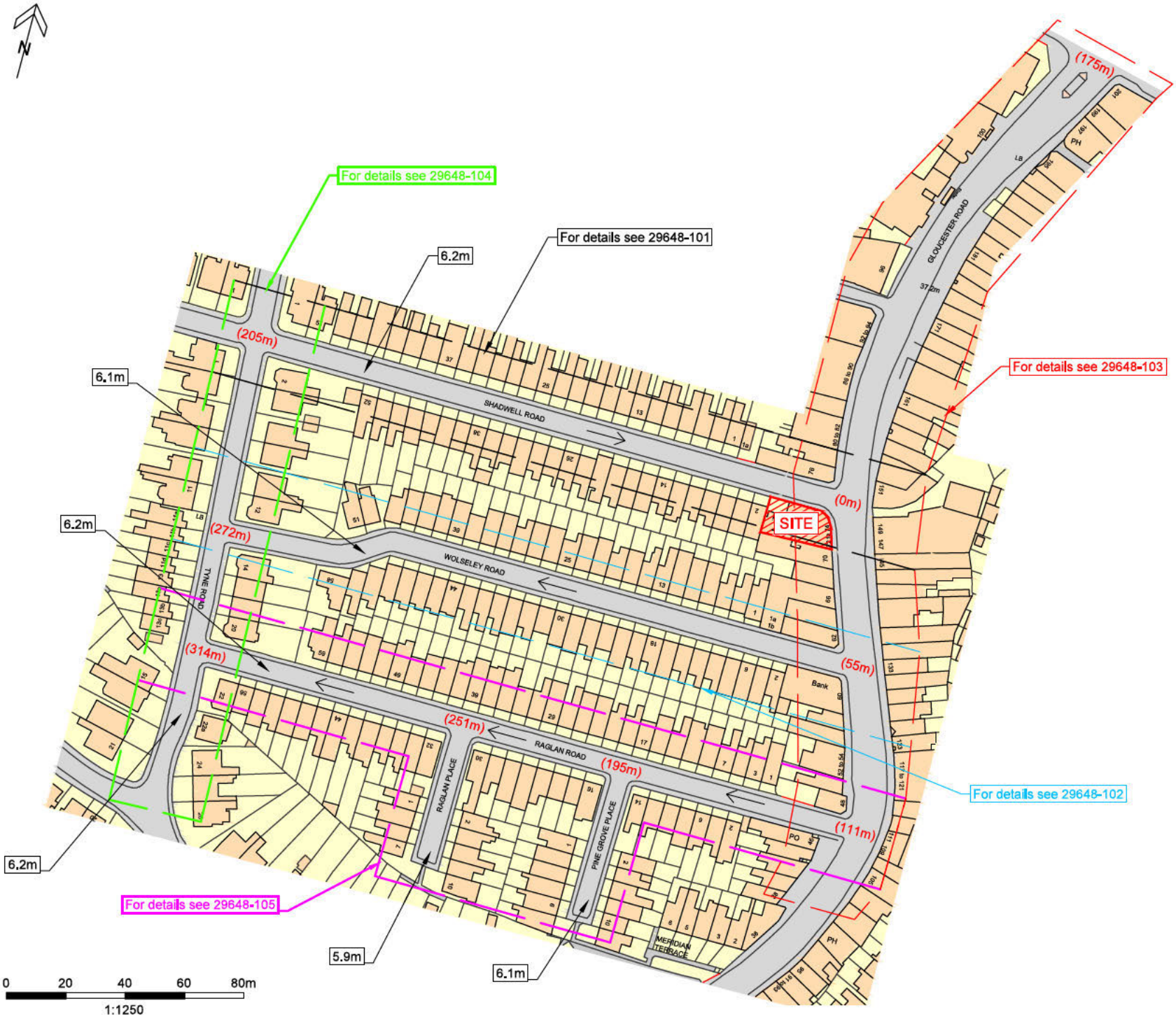
Drawing Title: Proposed Ground Floor Plan

Drawing No.: 1736(L)11

Scale @A3	drawn by	Date	Rev
1:100	[redacted]	14/06/23	b

0 4m @1:100

Proposed Ground Floor Plan 1:100



KEY:

(Xm) Distance from the access to the site in metres as a walked distance to the junction indicated.

← Road shown arrowed are one way in the direction shown.

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0	Original Issue	CAS	MB	06/24

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HONOR PROPERTIES

Project

CONVERSION OF 72–74 GLOUCESTER ROAD, BISHOPSTON, BRISTOL, BS7 8BF

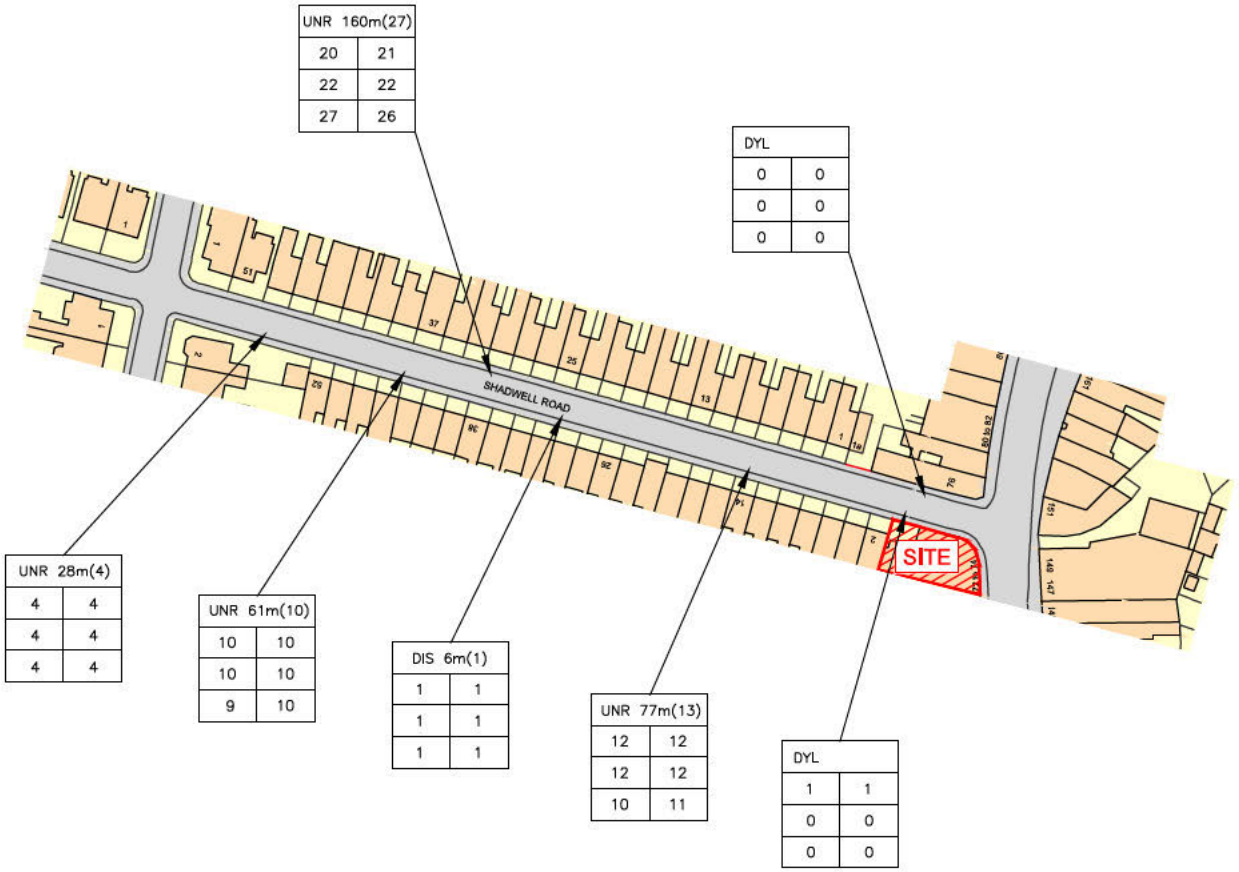
Title

PARKING SURVEY KEY PLAN

Drawn	Checked	Approved	Date
CAS	[redacted]	[redacted]	06/2024

Scales 1:1250 @ A3

CAD Ref	Plot	Drawing No.	Rev
		29648–100	0



0 20 40 60 80m

1:1250

KEY:

Xm (length) (x) spaces	
AM 1	AM 2
AM 3	AM 4
PM 1	PM 2

NOTES:

1. Parking restrictions are:

   WHL – White lines
   DYL – Double yellow lines. No Parking at any time
   UNR – Unrestricted parking
   UNRB– Unrestricted parking in marked bays
   DIS – Disabled persons parking only
   SYL – No waiting Monday to Saturday: 07:00 to 18:30
   No loading: 07:00 to 09:30 16:30 to 18:30
   RESTRA– Restricted parking Monday to Friday: No waiting: 07:00 to 09:30 16:30 to 18:30
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   Restricted parking Monday to Friday: 09:30 to 16:30 1 hour no return within 2 hours.
   Restricted parking Saturday: 08:00 to 18:00 1 hour no return within 2 hours.
   ZIGZAG– Zigzag pedestrian crossing markings.

2. To be read in conjunction with technical report 29648/1.

3. Road width at 6.2m allows parking on both sides as one way towards Gloucester Road.

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0	Original Issue	CAS	MB	06/24

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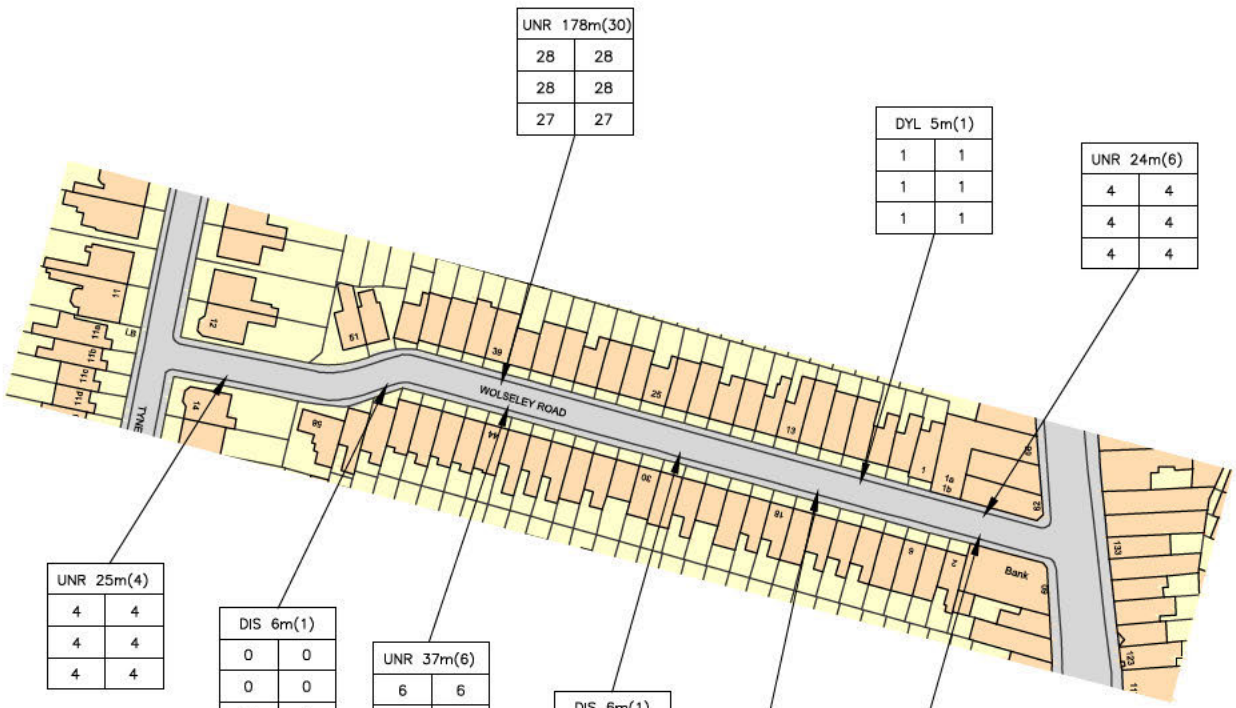
Title
PARKING SURVEY RESULTS: SHADWELL ROAD

Drawn	Checked	Approved	Date
CAS	[redacted]	[redacted]	06/2024

Scales 1:1250 @ A3

CAD Ref	Plot	Drawing No.	Rev
		29648–101	0



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2. To be read in conjunction with technical report 29648/1.

3. Road width at 6.2m allows parking on both sides as one way towards Gloucester Road.

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CONVERSION OF 72–74 GLOUCESTER ROAD, BISHOPSTON, BRISTOL, BS7 8BF

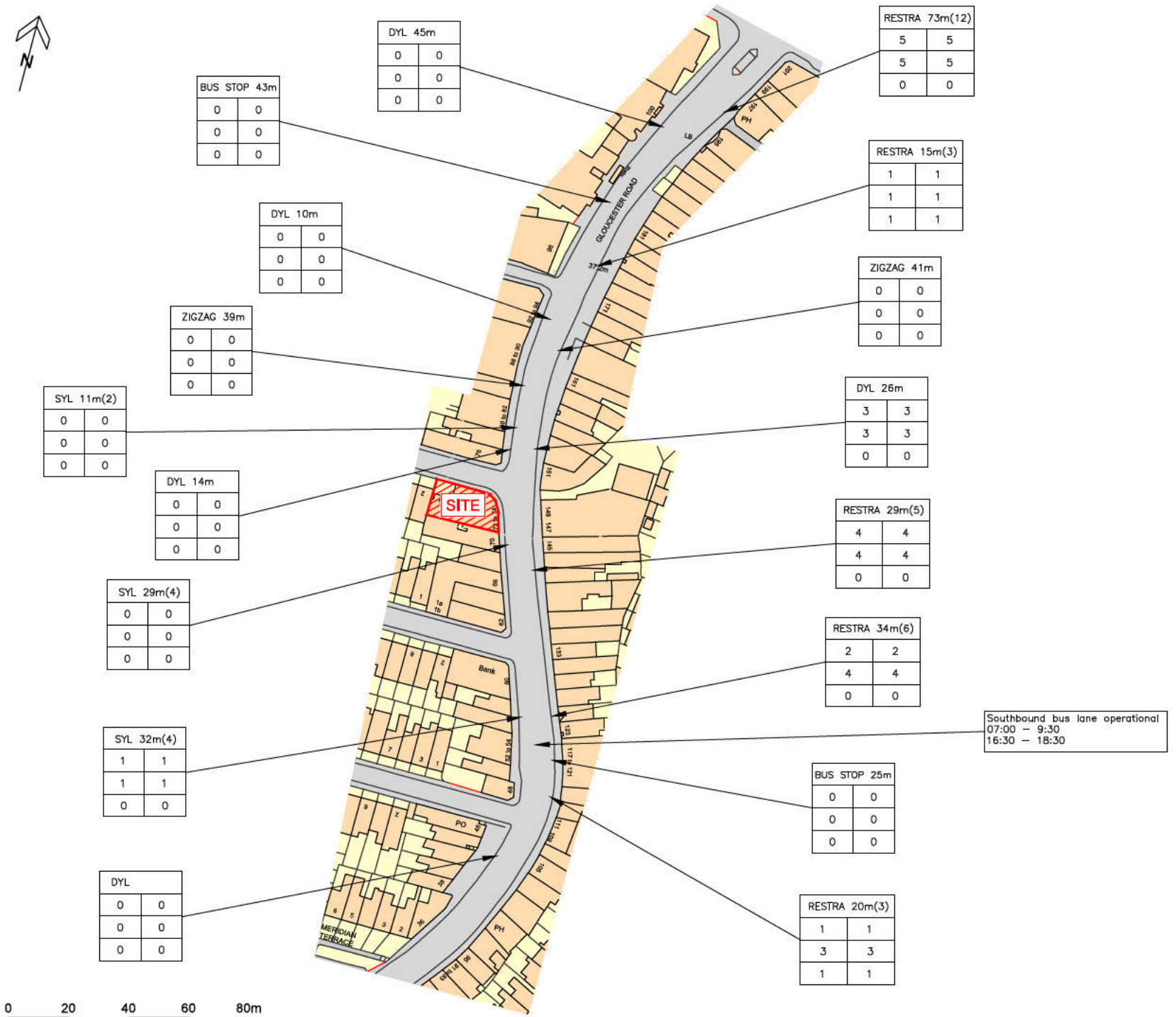
Title

PARKING SURVEY RESULTS: WOLSELEY ROAD

Drawn	Checked	Approved	Date
CAS	[redacted]	[redacted]	06/2024

Scales 1:1250 @ A3

CAD Ref	Plot	Drawing No.	Rev
		29648–102	0



KEY:

Xm (length) (x) spaces	
AM 1	AM 2
AM 3	AM 4
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Title
PARKING SURVEY RESULTS: GLOUCESTER ROAD

Drawn	Checked	Approved	Date
CAS	[redacted]	[redacted]	06/2024

Scales 1:1250 @ A3

CAD Ref	Plot	Drawing No.	Rev
		29648–103	0

UNR 4m(1)	
1	1
1	1
1	1

UNR 6m(1)	
1	1
1	1
1	1

UNR 7m(1)	
0	0
0	0
1	1

UNR 7m(1)	
0	0
0	0
0	0

UNR 24m(4)	
2	2
2	2
2	1

UNR 5m(1)	
0	0
0	0
0	0

UNR 38m(6)	
6	6
6	6
6	6

UNR 5m(1)	
1	1
1	1
2	2

0 20 40 60 80m

1:1250

KEY:

Xm (length) (x) spaces	
AM 1	AM 2
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3. Road width at 6.2m allows parking on both sides as one way towards Gloucester Road.

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0	Original Issue	CAS	MB	06/24

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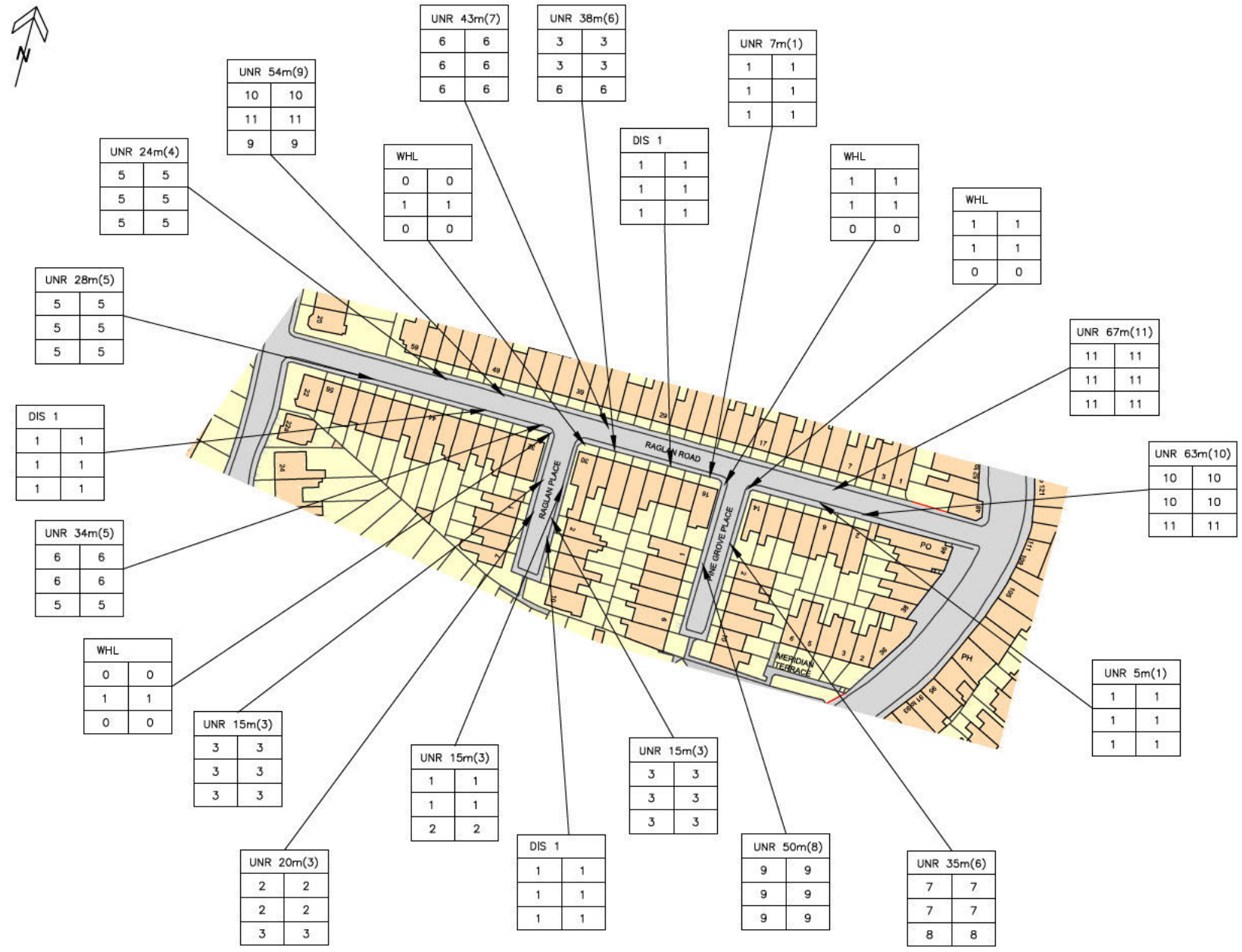
Project
CONVERSION OF 72–74 GLOUCESTER ROAD, BISHOPSTON, BRISTOL, BS7 8BF

Title
PARKING SURVEY RESULTS: TYNE ROAD

Drawn	Checked	Approved	Date
CAS	[redacted]	[redacted]	06/2024

Scales 1:1250 @ A3

CAD Ref	Plot	Drawing No.	Rev
		29648–104	0



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Rev	Revision	Drn	App	Date
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CONVERSION OF 72–74 GLOUCESTER ROAD, BISHOPSTON, BRISTOL, BS7 8BF

Title
PARKING SURVEY RESULTS: RAGLAN ROAD

Drawn	Checked	Approved	Date
CAS	[redacted]	[redacted]	06/2024

Scales 1:1250 @ A3

CAD Ref	Plot	Drawing No.	Rev
		29648–105	0

TABLES

Table 1

ARRIVAL DEPARTURE PROFILES FOR EXISTING OFFICE USE

Period	Vehicle Trip Rate		Pedestrian Trip Rate		Public Transport Trip Rate		Vehicles for 343 sq m			Pedestrians for 343 sq m		Public Transport Users for 343 sq m	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Acc	Arr	Dep	Arr	Dep
07.00	0.000	0.000	0.000	0.000	0.000	0.000	0	0	0	0	0	0	0
07.30	0.212	0.000	0.000	0.000	0.000	0.000	1	0	1	0	0	0	0
08.00	1.256	0.000	0.063	0.000	0.126	0.000	4	0	5	0	0	0	0
08.30	1.570	0.251	0.565	0.000	0.251	0.000	5	1	10	2	0	1	0
09.00	0.879	0.942	0.251	0.063	0.063	0.000	3	3	9	1	0	0	0
09.30	0.503	0.565	0.063	0.377	0.000	0.000	2	2	9	0	1	0	0
10.00	0.503	0.377	0.251	0.188	0.000	0.000	2	1	10	1	1	0	0
10.30	0.440	0.377	0.063	0.754	0.000	0.000	2	1	10	0	3	0	0
11.00	0.314	0.377	0.879	0.063	0.000	0.000	1	1	10	3	0	0	0
11.30	0.503	0.440	0.188	0.188	0.000	0.063	2	2	10	1	1	0	0
12.00	0.063	0.503	0.063	0.314	0.000	0.000	0	2	8	0	1	0	0
12.30	0.377	0.628	0.565	0.691	0.000	0.000	1	2	7	2	2	0	0
13.00	0.314	0.440	0.063	0.503	0.000	0.000	1	2	7	0	2	0	0
13.30	0.503	0.188	0.503	0.314	0.000	0.000	2	1	8	2	1	0	0
14.00	0.314	0.440	0.377	0.063	0.000	0.000	1	2	8	1	0	0	0
14.30	0.314	0.377	0.000	0.126	0.000	0.000	1	1	7	0	0	0	0
15.00	0.314	0.188	0.063	0.063	0.000	0.000	1	1	8	0	0	0	0
15.30	0.126	0.314	0.063	0.063	0.000	0.000	0	1	7	0	0	0	0
16.00	0.251	0.628	0.000	0.063	0.000	0.000	1	2	6	0	0	0	0
16.30	0.126	0.817	0.063	0.314	0.000	0.000	0	3	4	0	1	0	0
17.00	0.126	0.879	0.000	0.188	0.000	0.314	0	3	1	0	1	0	1
17.30	0.000	0.314	0.000	0.063	0.000	0.000	0	1	0	0	0	0	0
18.00	0.000	0.000	0.000	0.000	0.000	0.000	0	0	0	0	0	0	0
18.30	0.000	0.000	0.000	0.000	0.000	0.000	0	0	0	0	0	0	0
Totals	9.008	9.045	4.083	4.398	0.440	0.377	31	31	143	14	15	2	1

Table 2

ARRIVAL DEPARTURE PROFILES FOR PROPOSED OFFICE USE

Period	Vehicle Trip Rate		Pedestrian Trip Rate		Public Transport Trip Rate		Vehicles for 124 sq m			Pedestrians for 124 sq m		Public Transport Users for 124 sq m	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Acc	Arr	Dep	Arr	Dep
07.00	0.000	0.000	0.000	0.000	0.000	0.000	0	0	0	0	0	0	0
07.30	0.212	0.000	0.000	0.000	0.000	0.000	0	0	0	0	0	0	0
08.00	1.256	0.000	0.063	0.000	0.126	0.000	2	0	2	0	0	0	0
08.30	1.570	0.251	0.565	0.000	0.251	0.000	2	0	3	1	0	0	0
09.00	0.879	0.942	0.251	0.063	0.063	0.000	1	1	3	0	0	0	0
09.30	0.503	0.565	0.063	0.377	0.000	0.000	1	1	3	0	0	0	0
10.00	0.503	0.377	0.251	0.188	0.000	0.000	1	0	3	0	0	0	0
10.30	0.440	0.377	0.063	0.754	0.000	0.000	1	0	4	0	1	0	0
11.00	0.314	0.377	0.879	0.063	0.000	0.000	0	0	3	1	0	0	0
11.30	0.503	0.440	0.188	0.188	0.000	0.063	1	1	4	0	0	0	0
12.00	0.063	0.503	0.063	0.314	0.000	0.000	0	1	3	0	0	0	0
12.30	0.377	0.628	0.565	0.691	0.000	0.000	0	1	3	1	1	0	0
13.00	0.314	0.440	0.063	0.503	0.000	0.000	0	1	3	0	1	0	0
13.30	0.503	0.188	0.503	0.314	0.000	0.000	1	0	3	1	0	0	0
14.00	0.314	0.440	0.377	0.063	0.000	0.000	0	1	3	0	0	0	0
14.30	0.314	0.377	0.000	0.126	0.000	0.000	0	0	3	0	0	0	0
15.00	0.314	0.188	0.063	0.063	0.000	0.000	0	0	3	0	0	0	0
15.30	0.126	0.314	0.063	0.063	0.000	0.000	0	0	3	0	0	0	0
16.00	0.251	0.628	0.000	0.063	0.000	0.000	0	1	2	0	0	0	0
16.30	0.126	0.817	0.063	0.314	0.000	0.000	0	1	1	0	0	0	0
17.00	0.126	0.879	0.000	0.188	0.000	0.314	0	1	0	0	0	0	0
17.30	0.000	0.314	0.000	0.063	0.000	0.000	0	0	0	0	0	0	0
18.00	0.000	0.000	0.000	0.000	0.000	0.000	0	0	0	0	0	0	0
18.30	0.000	0.000	0.000	0.000	0.000	0.000	0	0	0	0	0	0	0
Totals	9.008	9.045	4.083	4.398	0.440	0.377	11	11		5	5	1	0

APPENDIX A
TRICS OUTPUT
FOR OFFICES

Calculation Reference: AUDIT-748101-240826-0833

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	BH	BRIGHTON & HOVE	1 days
05	**EAST MIDLANDS**		
	DY	DERBY	1 days
06	**WEST MIDLANDS**		
	WK	WARWICKSHIRE	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NY	NORTH YORKSHIRE	1 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	178 to 594 (units: sqm)
Range Selected by User:	178 to 600 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 14/11/22

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

Selected survey days:

Monday	1 days
Wednesday	1 days
Thursday	2 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	4

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:

Residential Zone	2
Built-Up Zone	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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	5 days - Selected
Servicing vehicles Excluded	X days - Selected

Secondary Filtering selection:

Use Class:

Not Known	4 days

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

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

100,001 to 125,000	2 days
250,001 to 500,000	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	2 days
1.1 to 1.5	2 days

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

Travel Plan:

No	4 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	4 days

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

LIST OF SITES relevant to selection parameters

1 **BH-02-A-05** **OFFICES** **BRIGHTON & HOVE**
ROMAN ROAD
HOVE

Edge of Town Centre
Residential Zone
Total Gross floor area: 280 sqm
Survey date: WEDNESDAY *04/07/18* *Survey Type: MANUAL*

2 **DY-02-A-02** **REAL ESTATE DEVELOPERS** **DERBY**
PRIME PARKWAY
DERBY

Edge of Town Centre
No Sub Category
Total Gross floor area: 594 sqm
Survey date: THURSDAY *21/10/21* *Survey Type: MANUAL*

3 **NY-02-A-01** **SOLICITORS** **NORTH YORKSHIRE**
NORTH PARK ROAD
HARROGATE

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 178 sqm
Survey date: THURSDAY *04/10/18* *Survey Type: MANUAL*

4 **WK-02-A-02** **OFFICES** **WARWICKSHIRE**
WHITEHALL ROAD
RUGBY

Edge of Town Centre
Residential Zone
Total Gross floor area: 540 sqm
Survey date: MONDAY *14/11/22* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

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): 1.63

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	471	0.000	3	471	0.000	3	471	0.000
07:30 - 08:00	3	471	0.212	3	471	0.000	3	471	0.212
08:00 - 08:30	4	398	1.256	4	398	0.000	4	398	1.256
08:30 - 09:00	**4**	**398**	**1.570**	4	398	0.251	**4**	**398**	**1.821**
09:00 - 09:30	4	398	0.879	**4**	**398**	**0.942**	4	398	1.821
09:30 - 10:00	4	398	0.503	4	398	0.565	4	398	1.068
10:00 - 10:30	4	398	0.503	4	398	0.377	4	398	0.880
10:30 - 11:00	4	398	0.440	4	398	0.377	4	398	0.817
11:00 - 11:30	4	398	0.314	4	398	0.377	4	398	0.691
11:30 - 12:00	4	398	0.503	4	398	0.440	4	398	0.943
12:00 - 12:30	4	398	0.063	4	398	0.503	4	398	0.566
12:30 - 13:00	4	398	0.377	4	398	0.628	4	398	1.005
13:00 - 13:30	4	398	0.314	4	398	0.440	4	398	0.754
13:30 - 14:00	4	398	0.503	4	398	0.188	4	398	0.691
14:00 - 14:30	4	398	0.314	4	398	0.440	4	398	0.754
14:30 - 15:00	4	398	0.314	4	398	0.377	4	398	0.691
15:00 - 15:30	4	398	0.314	4	398	0.188	4	398	0.502
15:30 - 16:00	4	398	0.126	4	398	0.314	4	398	0.440
16:00 - 16:30	4	398	0.251	4	398	0.628	4	398	0.879
16:30 - 17:00	4	398	0.126	4	398	0.817	4	398	0.943
17:00 - 17:30	4	398	0.126	4	398	0.879	4	398	1.005
17:30 - 18:00	4	398	0.000	4	398	0.314	4	398	0.314
18:00 - 18:30	3	471	0.000	3	471	0.000	3	471	0.000
18:30 - 19:00	3	471	0.000	3	471	0.000	3	471	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			9.008			9.045			18.053

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:	178 - 594 (units: sqm)
Survey date date range:	01/01/16 - 14/11/22
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	471	0.000	3	471	0.000	3	471	0.000
07:30 - 08:00	3	471	0.000	3	471	0.000	3	471	0.000
08:00 - 08:30	4	398	0.000	4	398	0.000	4	398	0.000
08:30 - 09:00	4	398	0.000	4	398	0.000	4	398	0.000
09:00 - 09:30	4	398	0.000	4	398	0.000	4	398	0.000
09:30 - 10:00	4	398	0.000	4	398	0.000	4	398	0.000
10:00 - 10:30	4	398	0.000	4	398	0.000	4	398	0.000
10:30 - 11:00	4	398	0.000	4	398	0.000	4	398	0.000
11:00 - 11:30	**4**	**398**	**0.063**	**4**	**398**	**0.063**	**4**	**398**	**0.126**
11:30 - 12:00	4	398	0.000	4	398	0.000	4	398	0.000
12:00 - 12:30	4	398	0.000	4	398	0.000	4	398	0.000
12:30 - 13:00	4	398	0.000	4	398	0.000	4	398	0.000
13:00 - 13:30	4	398	0.063	4	398	0.063	4	398	0.126
13:30 - 14:00	4	398	0.000	4	398	0.000	4	398	0.000
14:00 - 14:30	4	398	0.000	4	398	0.000	4	398	0.000
14:30 - 15:00	4	398	0.000	4	398	0.000	4	398	0.000
15:00 - 15:30	4	398	0.000	4	398	0.000	4	398	0.000
15:30 - 16:00	4	398	0.000	4	398	0.000	4	398	0.000
16:00 - 16:30	4	398	0.000	4	398	0.000	4	398	0.000
16:30 - 17:00	4	398	0.000	4	398	0.000	4	398	0.000
17:00 - 17:30	4	398	0.000	4	398	0.000	4	398	0.000
17:30 - 18:00	4	398	0.000	4	398	0.000	4	398	0.000
18:00 - 18:30	3	471	0.000	3	471	0.000	3	471	0.000
18:30 - 19:00	3	471	0.000	3	471	0.000	3	471	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.126			0.126			0.252

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	471	0.000	3	471	0.000	3	471	0.000
07:30 - 08:00	3	471	0.000	3	471	0.000	3	471	0.000
08:00 - 08:30	4	398	0.000	4	398	0.000	4	398	0.000
08:30 - 09:00	4	398	0.000	4	398	0.000	4	398	0.000
09:00 - 09:30	4	398	0.000	4	398	0.000	4	398	0.000
09:30 - 10:00	4	398	0.000	4	398	0.000	4	398	0.000
10:00 - 10:30	4	398	0.000	4	398	0.000	4	398	0.000
10:30 - 11:00	4	398	0.000	4	398	0.000	4	398	0.000
11:00 - 11:30	4	398	0.000	4	398	0.000	4	398	0.000
11:30 - 12:00	4	398	0.000	4	398	0.000	4	398	0.000
12:00 - 12:30	4	398	0.000	4	398	0.000	4	398	0.000
12:30 - 13:00	**4**	**398**	**0.063**	**4**	**398**	**0.063**	**4**	**398**	**0.126**
13:00 - 13:30	4	398	0.000	4	398	0.000	4	398	0.000
13:30 - 14:00	4	398	0.000	4	398	0.000	4	398	0.000
14:00 - 14:30	4	398	0.000	4	398	0.000	4	398	0.000
14:30 - 15:00	4	398	0.000	4	398	0.000	4	398	0.000
15:00 - 15:30	4	398	0.000	4	398	0.000	4	398	0.000
15:30 - 16:00	4	398	0.000	4	398	0.000	4	398	0.000
16:00 - 16:30	4	398	0.000	4	398	0.000	4	398	0.000
16:30 - 17:00	4	398	0.000	4	398	0.000	4	398	0.000
17:00 - 17:30	4	398	0.000	4	398	0.000	4	398	0.000
17:30 - 18:00	4	398	0.000	4	398	0.000	4	398	0.000
18:00 - 18:30	3	471	0.000	3	471	0.000	3	471	0.000
18:30 - 19:00	3	471	0.000	3	471	0.000	3	471	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.063			0.063			0.126

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	471	0.000	3	471	0.000	3	471	0.000
07:30 - 08:00	3	471	0.000	3	471	0.000	3	471	0.000
08:00 - 08:30	**4**	**398**	**0.126**	4	398	0.000	**4**	**398**	**0.126**
08:30 - 09:00	4	398	0.063	4	398	0.000	4	398	0.063
09:00 - 09:30	4	398	0.000	4	398	0.000	4	398	0.000
09:30 - 10:00	4	398	0.000	4	398	0.000	4	398	0.000
10:00 - 10:30	4	398	0.000	4	398	0.000	4	398	0.000
10:30 - 11:00	4	398	0.000	4	398	0.000	4	398	0.000
11:00 - 11:30	4	398	0.000	4	398	0.000	4	398	0.000
11:30 - 12:00	4	398	0.000	4	398	0.000	4	398	0.000
12:00 - 12:30	4	398	0.000	4	398	0.000	4	398	0.000
12:30 - 13:00	4	398	0.000	4	398	0.000	4	398	0.000
13:00 - 13:30	4	398	0.000	4	398	0.000	4	398	0.000
13:30 - 14:00	4	398	0.000	4	398	0.000	4	398	0.000
14:00 - 14:30	4	398	0.000	4	398	0.000	4	398	0.000
14:30 - 15:00	4	398	0.000	4	398	0.000	4	398	0.000
15:00 - 15:30	4	398	0.000	4	398	0.000	4	398	0.000
15:30 - 16:00	4	398	0.000	4	398	0.000	4	398	0.000
16:00 - 16:30	4	398	0.000	4	398	0.000	4	398	0.000
16:30 - 17:00	4	398	0.000	4	398	0.000	4	398	0.000
17:00 - 17:30	4	398	0.000	**4**	**398**	**0.126**	4	398	0.126
17:30 - 18:00	4	398	0.000	4	398	0.000	4	398	0.000
18:00 - 18:30	3	471	0.000	3	471	0.000	3	471	0.000
18:30 - 19:00	3	471	0.000	3	471	0.000	3	471	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.189			0.126			0.315

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 VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	471	0.000	3	471	0.000	3	471	0.000
07:30 - 08:00	3	471	0.212	3	471	0.000	3	471	0.212
08:00 - 08:30	4	398	1.445	4	398	0.000	4	398	1.445
08:30 - 09:00	**4**	**398**	**1.696**	4	398	0.314	**4**	**398**	**2.010**
09:00 - 09:30	4	398	0.942	**4**	**398**	**1.068**	4	398	2.010
09:30 - 10:00	4	398	0.503	4	398	0.565	4	398	1.068
10:00 - 10:30	4	398	0.565	4	398	0.377	4	398	0.942
10:30 - 11:00	4	398	0.440	4	398	0.440	4	398	0.880
11:00 - 11:30	4	398	0.314	4	398	0.314	4	398	0.628
11:30 - 12:00	4	398	0.691	4	398	0.503	4	398	1.194
12:00 - 12:30	4	398	0.063	4	398	0.691	4	398	0.754
12:30 - 13:00	4	398	0.440	4	398	0.628	4	398	1.068
13:00 - 13:30	4	398	0.251	4	398	0.503	4	398	0.754
13:30 - 14:00	4	398	0.565	4	398	0.188	4	398	0.753
14:00 - 14:30	4	398	0.377	4	398	0.503	4	398	0.880
14:30 - 15:00	4	398	0.314	4	398	0.377	4	398	0.691
15:00 - 15:30	4	398	0.377	4	398	0.251	4	398	0.628
15:30 - 16:00	4	398	0.126	4	398	0.377	4	398	0.503
16:00 - 16:30	4	398	0.251	4	398	0.628	4	398	0.879
16:30 - 17:00	4	398	0.126	4	398	0.879	4	398	1.005
17:00 - 17:30	4	398	0.063	4	398	1.005	4	398	1.068
17:30 - 18:00	4	398	0.063	4	398	0.314	4	398	0.377
18:00 - 18:30	3	471	0.000	3	471	0.000	3	471	0.000
18:30 - 19:00	3	471	0.000	3	471	0.000	3	471	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			9.824			9.925			19.749

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	471	0.000	3	471	0.000	3	471	0.000
07:30 - 08:00	3	471	0.000	3	471	0.000	3	471	0.000
08:00 - 08:30	4	398	0.063	4	398	0.000	4	398	0.063
08:30 - 09:00	4	398	0.565	4	398	0.000	4	398	0.565
09:00 - 09:30	4	398	0.251	4	398	0.063	4	398	0.314
09:30 - 10:00	4	398	0.063	4	398	0.377	4	398	0.440
10:00 - 10:30	4	398	0.251	4	398	0.188	4	398	0.439
10:30 - 11:00	4	398	0.063	**4**	**398**	**0.754**	4	398	0.817
11:00 - 11:30	**4**	**398**	**0.879**	4	398	0.063	4	398	0.942
11:30 - 12:00	4	398	0.188	4	398	0.188	4	398	0.376
12:00 - 12:30	4	398	0.063	4	398	0.314	4	398	0.377
12:30 - 13:00	4	398	0.565	4	398	0.691	**4**	**398**	**1.256**
13:00 - 13:30	4	398	0.063	4	398	0.503	4	398	0.566
13:30 - 14:00	4	398	0.503	4	398	0.314	4	398	0.817
14:00 - 14:30	4	398	0.377	4	398	0.063	4	398	0.440
14:30 - 15:00	4	398	0.000	4	398	0.126	4	398	0.126
15:00 - 15:30	4	398	0.063	4	398	0.063	4	398	0.126
15:30 - 16:00	4	398	0.063	4	398	0.063	4	398	0.126
16:00 - 16:30	4	398	0.000	4	398	0.063	4	398	0.063
16:30 - 17:00	4	398	0.063	4	398	0.314	4	398	0.377
17:00 - 17:30	4	398	0.000	4	398	0.188	4	398	0.188
17:30 - 18:00	4	398	0.000	4	398	0.063	4	398	0.063
18:00 - 18:30	3	471	0.000	3	471	0.000	3	471	0.000
18:30 - 19:00	3	471	0.000	3	471	0.000	3	471	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			4.083			4.398			8.481

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	471	0.000	3	471	0.000	3	471	0.000
07:30 - 08:00	3	471	0.000	3	471	0.000	3	471	0.000
08:00 - 08:30	4	398	0.126	4	398	0.000	4	398	0.126
08:30 - 09:00	**4**	**398**	**0.188**	4	398	0.000	**4**	**398**	**0.188**
09:00 - 09:30	4	398	0.000	4	398	0.000	4	398	0.000
09:30 - 10:00	4	398	0.000	4	398	0.000	4	398	0.000
10:00 - 10:30	4	398	0.000	4	398	0.000	4	398	0.000
10:30 - 11:00	4	398	0.000	4	398	0.000	4	398	0.000
11:00 - 11:30	4	398	0.000	4	398	0.000	4	398	0.000
11:30 - 12:00	4	398	0.000	4	398	0.063	4	398	0.063
12:00 - 12:30	4	398	0.000	4	398	0.000	4	398	0.000
12:30 - 13:00	4	398	0.000	4	398	0.000	4	398	0.000
13:00 - 13:30	4	398	0.000	4	398	0.000	4	398	0.000
13:30 - 14:00	4	398	0.000	4	398	0.000	4	398	0.000
14:00 - 14:30	4	398	0.000	4	398	0.000	4	398	0.000
14:30 - 15:00	4	398	0.000	4	398	0.000	4	398	0.000
15:00 - 15:30	4	398	0.000	4	398	0.000	4	398	0.000
15:30 - 16:00	4	398	0.000	4	398	0.000	4	398	0.000
16:00 - 16:30	4	398	0.000	4	398	0.000	4	398	0.000
16:30 - 17:00	4	398	0.000	4	398	0.000	4	398	0.000
17:00 - 17:30	4	398	0.000	**4**	**398**	**0.188**	4	398	0.188
17:30 - 18:00	4	398	0.000	4	398	0.000	4	398	0.000
18:00 - 18:30	3	471	0.000	3	471	0.000	3	471	0.000
18:30 - 19:00	3	471	0.000	3	471	0.000	3	471	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.314			0.251			0.565

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	471	0.000	3	471	0.000	3	471	0.000
07:30 - 08:00	3	471	0.000	3	471	0.000	3	471	0.000
08:00 - 08:30	4	398	0.000	4	398	0.000	4	398	0.000
08:30 - 09:00	**4**	**398**	**0.063**	4	398	0.000	4	398	0.063
09:00 - 09:30	4	398	0.063	4	398	0.000	4	398	0.063
09:30 - 10:00	4	398	0.000	4	398	0.000	4	398	0.000
10:00 - 10:30	4	398	0.000	4	398	0.000	4	398	0.000
10:30 - 11:00	4	398	0.000	4	398	0.000	4	398	0.000
11:00 - 11:30	4	398	0.000	4	398	0.000	4	398	0.000
11:30 - 12:00	4	398	0.000	4	398	0.000	4	398	0.000
12:00 - 12:30	4	398	0.000	4	398	0.000	4	398	0.000
12:30 - 13:00	4	398	0.000	4	398	0.000	4	398	0.000
13:00 - 13:30	4	398	0.000	4	398	0.000	4	398	0.000
13:30 - 14:00	4	398	0.000	4	398	0.000	4	398	0.000
14:00 - 14:30	4	398	0.000	4	398	0.000	4	398	0.000
14:30 - 15:00	4	398	0.000	4	398	0.000	4	398	0.000
15:00 - 15:30	4	398	0.000	4	398	0.000	4	398	0.000
15:30 - 16:00	4	398	0.000	4	398	0.000	4	398	0.000
16:00 - 16:30	4	398	0.000	4	398	0.000	4	398	0.000
16:30 - 17:00	4	398	0.000	4	398	0.000	4	398	0.000
17:00 - 17:30	4	398	0.000	**4**	**398**	**0.126**	**4**	**398**	**0.126**
17:30 - 18:00	4	398	0.000	4	398	0.000	4	398	0.000
18:00 - 18:30	3	471	0.000	3	471	0.000	3	471	0.000
18:30 - 19:00	3	471	0.000	3	471	0.000	3	471	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.126			0.126			0.252

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	471	0.000	3	471	0.000	3	471	0.000
07:30 - 08:00	3	471	0.000	3	471	0.000	3	471	0.000
08:00 - 08:30	4	398	0.126	4	398	0.000	4	398	0.126
08:30 - 09:00	**4**	**398**	**0.251**	4	398	0.000	4	398	0.251
09:00 - 09:30	4	398	0.063	4	398	0.000	4	398	0.063
09:30 - 10:00	4	398	0.000	4	398	0.000	4	398	0.000
10:00 - 10:30	4	398	0.000	4	398	0.000	4	398	0.000
10:30 - 11:00	4	398	0.000	4	398	0.000	4	398	0.000
11:00 - 11:30	4	398	0.000	4	398	0.000	4	398	0.000
11:30 - 12:00	4	398	0.000	4	398	0.063	4	398	0.063
12:00 - 12:30	4	398	0.000	4	398	0.000	4	398	0.000
12:30 - 13:00	4	398	0.000	4	398	0.000	4	398	0.000
13:00 - 13:30	4	398	0.000	4	398	0.000	4	398	0.000
13:30 - 14:00	4	398	0.000	4	398	0.000	4	398	0.000
14:00 - 14:30	4	398	0.000	4	398	0.000	4	398	0.000
14:30 - 15:00	4	398	0.000	4	398	0.000	4	398	0.000
15:00 - 15:30	4	398	0.000	4	398	0.000	4	398	0.000
15:30 - 16:00	4	398	0.000	4	398	0.000	4	398	0.000
16:00 - 16:30	4	398	0.000	4	398	0.000	4	398	0.000
16:30 - 17:00	4	398	0.000	4	398	0.000	4	398	0.000
17:00 - 17:30	4	398	0.000	**4**	**398**	**0.314**	**4**	**398**	**0.314**
17:30 - 18:00	4	398	0.000	4	398	0.000	4	398	0.000
18:00 - 18:30	3	471	0.000	3	471	0.000	3	471	0.000
18:30 - 19:00	3	471	0.000	3	471	0.000	3	471	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.440			0.377			0.817

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): 1.63

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	471	0.000	3	471	0.000	3	471	0.000
07:30 - 08:00	3	471	0.212	3	471	0.000	3	471	0.212
08:00 - 08:30	4	398	1.759	4	398	0.000	4	398	1.759
08:30 - 09:00	**4**	**398**	**2.575**	4	398	0.314	**4**	**398**	**2.889**
09:00 - 09:30	4	398	1.256	4	398	1.131	4	398	2.387
09:30 - 10:00	4	398	0.565	4	398	0.942	4	398	1.507
10:00 - 10:30	4	398	0.817	4	398	0.565	4	398	1.382
10:30 - 11:00	4	398	0.503	4	398	1.193	4	398	1.696
11:00 - 11:30	4	398	1.193	4	398	0.377	4	398	1.570
11:30 - 12:00	4	398	0.879	4	398	0.754	4	398	1.633
12:00 - 12:30	4	398	0.126	4	398	1.005	4	398	1.131
12:30 - 13:00	4	398	1.005	4	398	1.319	4	398	2.324
13:00 - 13:30	4	398	0.314	4	398	1.005	4	398	1.319
13:30 - 14:00	4	398	1.068	4	398	0.503	4	398	1.571
14:00 - 14:30	4	398	0.754	4	398	0.565	4	398	1.319
14:30 - 15:00	4	398	0.314	4	398	0.503	4	398	0.817
15:00 - 15:30	4	398	0.440	4	398	0.314	4	398	0.754
15:30 - 16:00	4	398	0.188	4	398	0.440	4	398	0.628
16:00 - 16:30	4	398	0.251	4	398	0.691	4	398	0.942
16:30 - 17:00	4	398	0.188	4	398	1.193	4	398	1.381
17:00 - 17:30	4	398	0.063	**4**	**398**	**1.633**	4	398	1.696
17:30 - 18:00	4	398	0.063	4	398	0.377	4	398	0.440
18:00 - 18:30	3	471	0.000	3	471	0.000	3	471	0.000
18:30 - 19:00	3	471	0.000	3	471	0.000	3	471	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			14.533			14.824			29.357

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	471	0.000	3	471	0.000	3	471	0.000
07:30 - 08:00	3	471	0.212	3	471	0.000	3	471	0.212
08:00 - 08:30	4	398	1.256	4	398	0.000	4	398	1.256
08:30 - 09:00	**4**	**398**	**1.508**	4	398	0.251	**4**	**398**	**1.759**
09:00 - 09:30	4	398	0.817	4	398	0.754	4	398	1.571
09:30 - 10:00	4	398	0.377	4	398	0.565	4	398	0.942
10:00 - 10:30	4	398	0.377	4	398	0.188	4	398	0.565
10:30 - 11:00	4	398	0.440	4	398	0.377	4	398	0.817
11:00 - 11:30	4	398	0.126	4	398	0.314	4	398	0.440
11:30 - 12:00	4	398	0.314	4	398	0.251	4	398	0.565
12:00 - 12:30	4	398	0.063	4	398	0.377	4	398	0.440
12:30 - 13:00	4	398	0.314	4	398	0.565	4	398	0.879
13:00 - 13:30	4	398	0.251	4	398	0.377	4	398	0.628
13:30 - 14:00	4	398	0.440	4	398	0.188	4	398	0.628
14:00 - 14:30	4	398	0.314	4	398	0.377	4	398	0.691
14:30 - 15:00	4	398	0.188	4	398	0.314	4	398	0.502
15:00 - 15:30	4	398	0.314	4	398	0.126	4	398	0.440
15:30 - 16:00	4	398	0.063	4	398	0.188	4	398	0.251
16:00 - 16:30	4	398	0.126	4	398	0.565	4	398	0.691
16:30 - 17:00	4	398	0.126	4	398	0.817	4	398	0.943
17:00 - 17:30	4	398	0.126	**4**	**398**	**0.879**	4	398	1.005
17:30 - 18:00	4	398	0.000	4	398	0.314	4	398	0.314
18:00 - 18:30	3	471	0.000	3	471	0.000	3	471	0.000
18:30 - 19:00	3	471	0.000	3	471	0.000	3	471	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			7.752			7.787			15.539

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	471	0.000	3	471	0.000	3	471	0.000
07:30 - 08:00	3	471	0.000	3	471	0.000	3	471	0.000
08:00 - 08:30	4	398	0.000	4	398	0.000	4	398	0.000
08:30 - 09:00	4	398	0.063	4	398	0.000	4	398	0.063
09:00 - 09:30	4	398	0.063	**4**	**398**	**0.188**	4	398	0.251
09:30 - 10:00	4	398	0.126	4	398	0.000	4	398	0.126
10:00 - 10:30	4	398	0.063	4	398	0.188	4	398	0.251
10:30 - 11:00	4	398	0.000	4	398	0.000	4	398	0.000
11:00 - 11:30	4	398	0.126	4	398	0.000	4	398	0.126
11:30 - 12:00	**4**	**398**	**0.188**	4	398	0.188	**4**	**398**	**0.376**
12:00 - 12:30	4	398	0.000	4	398	0.126	4	398	0.126
12:30 - 13:00	4	398	0.000	4	398	0.000	4	398	0.000
13:00 - 13:30	4	398	0.000	4	398	0.000	4	398	0.000
13:30 - 14:00	4	398	0.063	4	398	0.000	4	398	0.063
14:00 - 14:30	4	398	0.000	4	398	0.063	4	398	0.063
14:30 - 15:00	4	398	0.126	4	398	0.063	4	398	0.189
15:00 - 15:30	4	398	0.000	4	398	0.063	4	398	0.063
15:30 - 16:00	4	398	0.063	4	398	0.063	4	398	0.126
16:00 - 16:30	4	398	0.126	4	398	0.063	4	398	0.189
16:30 - 17:00	4	398	0.000	4	398	0.000	4	398	0.000
17:00 - 17:30	4	398	0.000	4	398	0.000	4	398	0.000
17:30 - 18:00	4	398	0.000	4	398	0.000	4	398	0.000
18:00 - 18:30	3	471	0.000	3	471	0.000	3	471	0.000
18:30 - 19:00	3	471	0.000	3	471	0.000	3	471	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.007			1.005			2.012

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/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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	471	0.000	3	471	0.000	3	471	0.000
07:30 - 08:00	3	471	0.000	3	471	0.000	3	471	0.000
08:00 - 08:30	4	398	0.000	4	398	0.000	4	398	0.000
08:30 - 09:00	4	398	0.000	4	398	0.000	4	398	0.000
09:00 - 09:30	4	398	0.000	4	398	0.000	4	398	0.000
09:30 - 10:00	4	398	0.000	4	398	0.000	4	398	0.000
10:00 - 10:30	**4**	**398**	**0.063**	4	398	0.000	**4**	**398**	**0.063**
10:30 - 11:00	4	398	0.000	4	398	0.000	4	398	0.000
11:00 - 11:30	4	398	0.000	4	398	0.000	4	398	0.000
11:30 - 12:00	4	398	0.000	4	398	0.000	4	398	0.000
12:00 - 12:30	4	398	0.000	4	398	0.000	4	398	0.000
12:30 - 13:00	4	398	0.000	4	398	0.000	4	398	0.000
13:00 - 13:30	4	398	0.000	4	398	0.000	4	398	0.000
13:30 - 14:00	4	398	0.000	4	398	0.000	4	398	0.000
14:00 - 14:30	4	398	0.000	4	398	0.000	4	398	0.000
14:30 - 15:00	4	398	0.000	4	398	0.000	4	398	0.000
15:00 - 15:30	4	398	0.000	4	398	0.000	4	398	0.000
15:30 - 16:00	4	398	0.000	**4**	**398**	**0.063**	4	398	0.063
16:00 - 16:30	4	398	0.000	4	398	0.000	4	398	0.000
16:30 - 17:00	4	398	0.000	4	398	0.000	4	398	0.000
17:00 - 17:30	4	398	0.000	4	398	0.000	4	398	0.000
17:30 - 18:00	4	398	0.000	4	398	0.000	4	398	0.000
18:00 - 18:30	3	471	0.000	3	471	0.000	3	471	0.000
18:30 - 19:00	3	471	0.000	3	471	0.000	3	471	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.063			0.063			0.126

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 Servicing Vehicles
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	471	0.000	3	471	0.000	3	471	0.000
07:30 - 08:00	3	471	0.071	3	471	0.000	3	471	0.071
08:00 - 08:30	4	398	0.063	4	398	0.000	4	398	0.063
08:30 - 09:00	4	398	0.126	4	398	0.000	4	398	0.126
09:00 - 09:30	4	398	0.063	**4**	**398**	**0.314**	**4**	**398**	**0.377**
09:30 - 10:00	4	398	0.000	4	398	0.000	4	398	0.000
10:00 - 10:30	**4**	**398**	**0.188**	4	398	0.188	4	398	0.376
10:30 - 11:00	4	398	0.000	4	398	0.000	4	398	0.000
11:00 - 11:30	4	398	0.063	4	398	0.000	4	398	0.063
11:30 - 12:00	4	398	0.126	4	398	0.126	4	398	0.252
12:00 - 12:30	4	398	0.000	4	398	0.063	4	398	0.063
12:30 - 13:00	4	398	0.063	4	398	0.063	4	398	0.126
13:00 - 13:30	4	398	0.000	4	398	0.000	4	398	0.000
13:30 - 14:00	4	398	0.063	4	398	0.000	4	398	0.063
14:00 - 14:30	4	398	0.000	4	398	0.063	4	398	0.063
14:30 - 15:00	4	398	0.063	4	398	0.063	4	398	0.126
15:00 - 15:30	4	398	0.063	4	398	0.063	4	398	0.126
15:30 - 16:00	4	398	0.063	4	398	0.063	4	398	0.126
16:00 - 16:30	4	398	0.063	4	398	0.063	4	398	0.126
16:30 - 17:00	4	398	0.000	4	398	0.000	4	398	0.000
17:00 - 17:30	4	398	0.000	4	398	0.000	4	398	0.000
17:30 - 18:00	4	398	0.000	4	398	0.000	4	398	0.000
18:00 - 18:30	3	471	0.000	3	471	0.000	3	471	0.000
18:30 - 19:00	3	471	0.000	3	471	0.000	3	471	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.078			1.069			2.147

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.*