

Calcinotto

Calcinotto

civil and structural engineers

114828

Pixmore Avenue
Transport Statement

19 November 2024
Revision 1.0

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Transport Statement

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1 Introduction

- 1.1 Calcinotto Ltd has been appointed to prepare a Transport Statement in support of a planning application for the development of four light industrial (B2 / B8 Use) units at Pixmore Avenue, Letchworth. The site is previously developed land that once accommodated a warehouse building that has since been demolished.



Figure 1 – Location Plan

- 2 **Development Proposal & Planning Policy Framework Synopsis**
- 2.1 **Proposed Development**
- 2.1.1 The proposal considered by this Transport Statement is for the construction of four industrial units (Class B2 / B8) uses with associated parking.
- 2.2 **National Planning Policy Framework (2023)**
- 2.2.1 The National Planning Policy Framework (NPPF) sets out the Government’s planning policies for England and how these should be applied.
- 2.2.2 Chapter 9 of NPPF relates to the promotion of sustainable transport and advises (para. 108) that, in assessing planning applications it should be ensured that:
- the potential impacts of development on transport networks can be addressed;
 - 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;
 - opportunities to promote walking, cycling and public transport use are identified and pursued;
 - 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
 - patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.
- 2.2.3 In assessing development proposals NPPF states (para. 114) that the following should be assured.
- appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
 - safe and suitable access to the site can be achieved for all users;
 - the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
 - any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree
- 2.2.4 NPPF (para. 115) directs that:
- Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 2.2.5 Within this context, applications for development should (para 116):
- give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use; address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
-

- create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

2.3 North Hertfordshire Local Plan 2011 - 2031

- 2.3.1 In terms of transport related policies it is considered that the following are relevant.
- 2.3.2 Policy T1 requires that development should not lead to highway safety problems or cause unacceptable impacts upon the highway network.
- 2.3.3 Policy T2 requires that parking provision aligns with the standards set out in Supplementary Planning Document and that the design of the parking layout ensures that it will function safely.

2.4 Vehicle Parking at New Developments Supplementary Planning Document (2011)

- 2.4.1 The guidance provided for mixed B2/B8 development where it is not heavily orientated towards B8 is that a maximum of 1 car parking space per 40m² of gross floor area (GFA) and minimum of 1 staff cycle parking space per 500m² GFA and 1 visitor cycle space per 1000m² of GFA should be provided.
- 2.4.2 The car parking provision (when less than 200 spaces are provided) should include 2 disabled parking spaces or 5% of the overall total, whichever is greater.

3 Existing Conditions

3.1 The Site

3.2 The application site is located on the eastern side of Pixmore Avenue and northern side of Protea Way. The site is approximately 180m to the south of the Pixmore Avenue / Birds Hill / Works Road junction.

3.3 The site's western boundary is along Pixmore Avenue. The southern and eastern boundaries are along Protea Way and there is industrial development along the northern boundary. There are multiple industrial and commercial units located in the immediate area around the site.

3.4 Pedestrian Accessibility

3.4.1 The Chartered Institution of Highways and Transportation's (CIHT) 'Planning for Walking' (2015) states that "Across Britain about 80 per cent of journeys shorter than 1 mile (1.6km) are made wholly on foot – something that has changed little in thirty years. In 2012 walkers accounted for 79 per cent of all journeys shorter than 1 mile, but beyond that distance cars are the dominant mode (DfT, annual)".

3.4.2 Figure 2 shows the areas that are within a 2km / 30-minute walk of the application site and it is considered that walking is a realistically viable choice for trips between the application site and locations within this catchments area. The majority of Letchworth is within this catchment area.

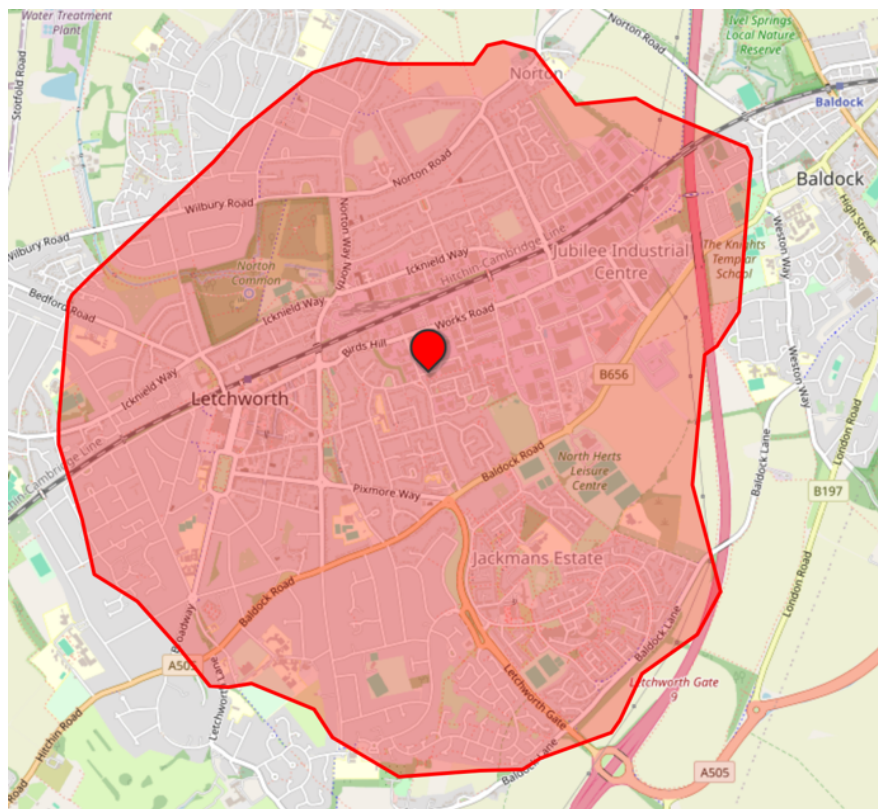


Figure 2 – 2km Walk Catchment

- 3.4.3 The site is accessible to pedestrians from the footways that run along both sides of Pixmore Avenue. There is an uncontrolled pedestrian crossing with a central refuge located some 50m to the south of the site.

3.5 Cycle Accessibility

- 3.5.1 The CIHT's 'Planning for Cycling' (2014) states that 'cycle use is more seasonal than for other modes, with up to twice as many cyclists in summer compared with winter. The majority of cycling trips are for short distances, with 80% being less than five miles (8km) and with 40% being less than two miles (3km). However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips (National Travel Survey, 2013, Department for Transport).'
- 3.5.2 A cycle trip of around five miles takes approximately 30 minutes and The figure below shows the areas that are within a 30-minute cycle ride to the application site. Also shown is the alignment of National Cycle Network Route 12 (NCN12), which connects Letchworth to Stotfold and Henlow to the north and Stevenage to the south. Through Letchworth NCN12 splits and follows two routes, one that passes through the western side of the town and the other that runs between Letchworth and Baldock.

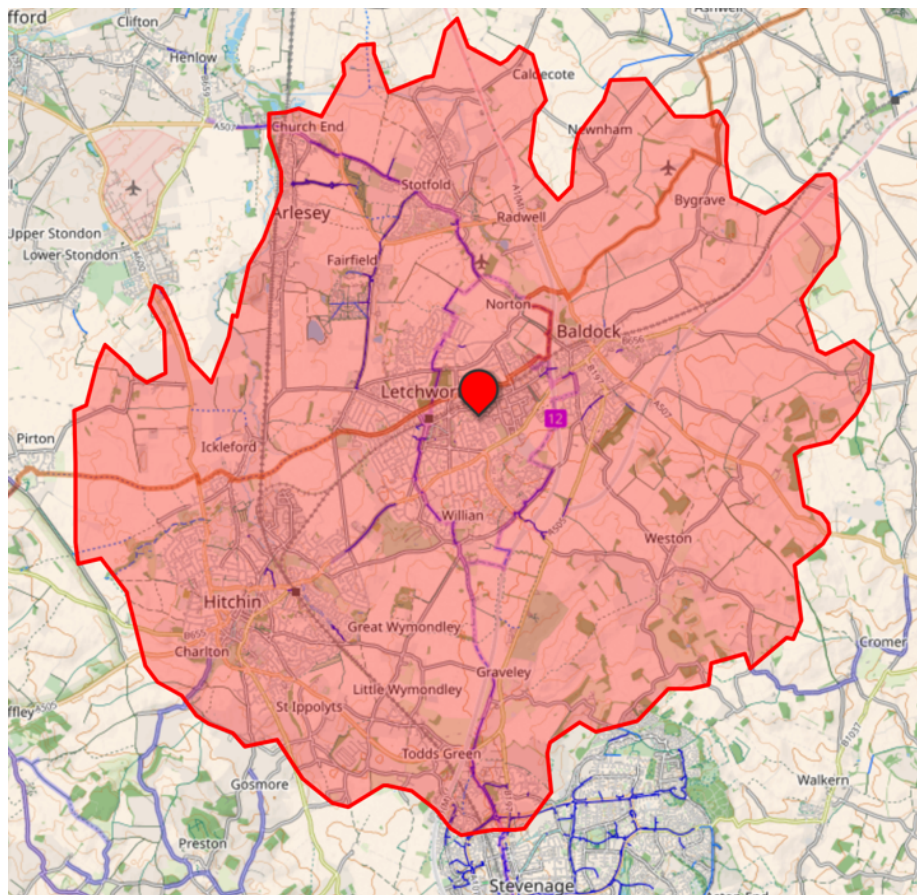


Figure 3 – 30-Minute Cycle Catchment

3.6 Public Transport

- 3.6.1 The nearest bus stops are located some 100m to the north of the site on Pixmore Avenue. These stops provide access to the 90/91 service described in the table below. The services provide a connection to Letchworth Garden City railway station with the journey time by bus being only around 3 minutes (walk time to the railway station is around 15 minutes).

Service	Route	General Frequency
90/91	Royston to Letchworth, via Baldock, Newnham & Bygrave	6 journeys each direction (Mon – Fri) 5 journeys each direction (Sat)

Table 1 – Bus Services from Pixmore Avenue Bus Stops

- 3.6.2 The town's railway station provides access to regular services to London King's Cross, Brighton (via Gatwick Airport) and Cambridge.

3.7 Highway Network

- 3.7.1 The site is accessed from Pixmore Avenue. The application site's exiting access is located at its south western corner and is contiguous with the Protea Way junction.



Figure 4 – Protea Way Junction with the Site Access Adjacent

- 3.7.2 Pixmore Avenue has a 7m wide carriageway with footways on both sides and street lighting. It is subject to a 30mph speed limit.
- 3.7.3 Pixmore Avenue links with Birds Hill/Works Road to the north and Baldock Road (B656) and the nearby A505 to the south.

- 3.7.4 A review of injury collision records for the area around the site has been undertaken for latest five-year period for which data is available (2019 – 2023 inclusive). There have been no recorded incidents in the immediate vicinity of the site. There is a record on an isolated collision to the south of the site and two collisions each recorded near the Birds Hill junction and the Broughton Hill Junction. All of these incidents resulted in slight severity incidents. The absence of significant clusters of collisions or ones resulting in serious or fatal injuries demonstrates that the highway network operates within an acceptable level of safety.

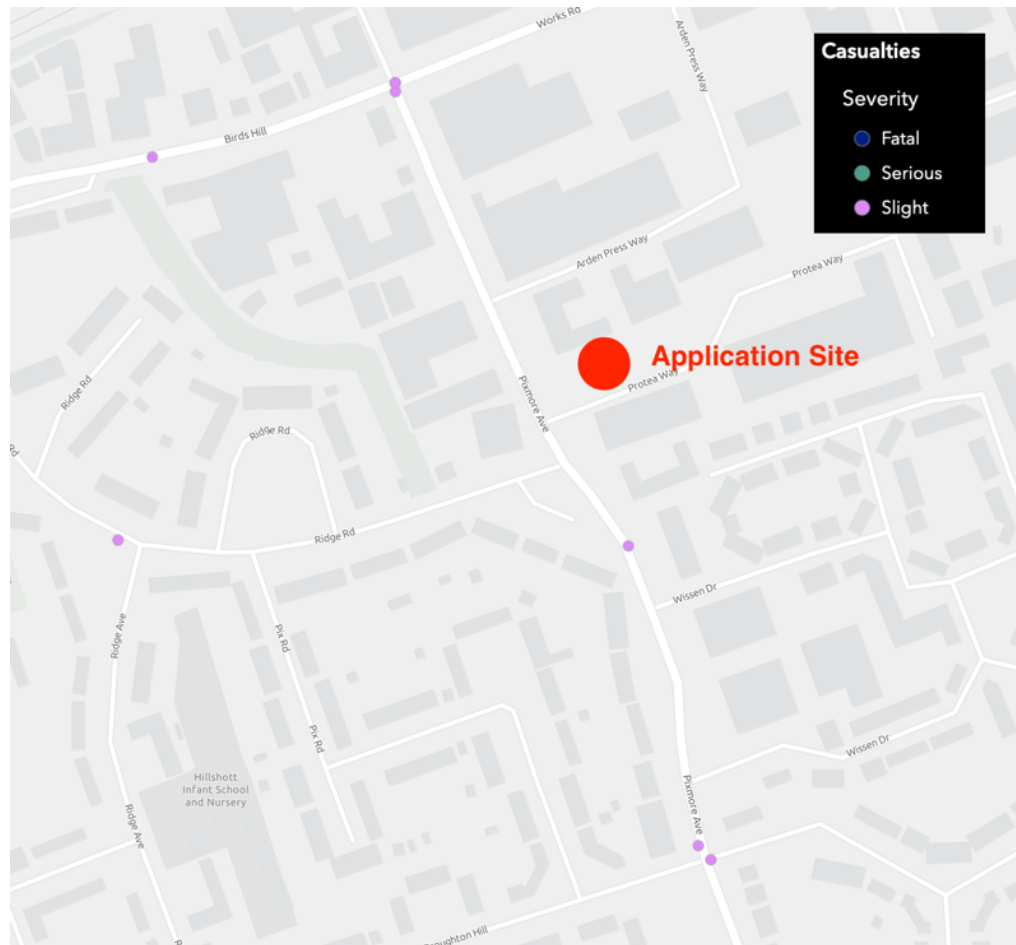


Figure 5 – Injury Collision Locations & Severity 2019 – 2023 (Source: DfT MAVRIC)

3.8 Summary

- 3.8.1 The site is in a sustainable and accessible location. The site is accessible to pedestrians, cyclists and public transport users. This increases the possibility that journeys generated by the development can be made by sustainable forms of transport. The local highway network operates safely.

4 Proposed Development

4.1 Introduction

- 4.1.1 The proposed development comprises of four industrial units that will provide a combined total of 1,004m² of floor area.

Unit A 304m²

Unit B 232m²

Unit C 234m²

Unit D 234m²

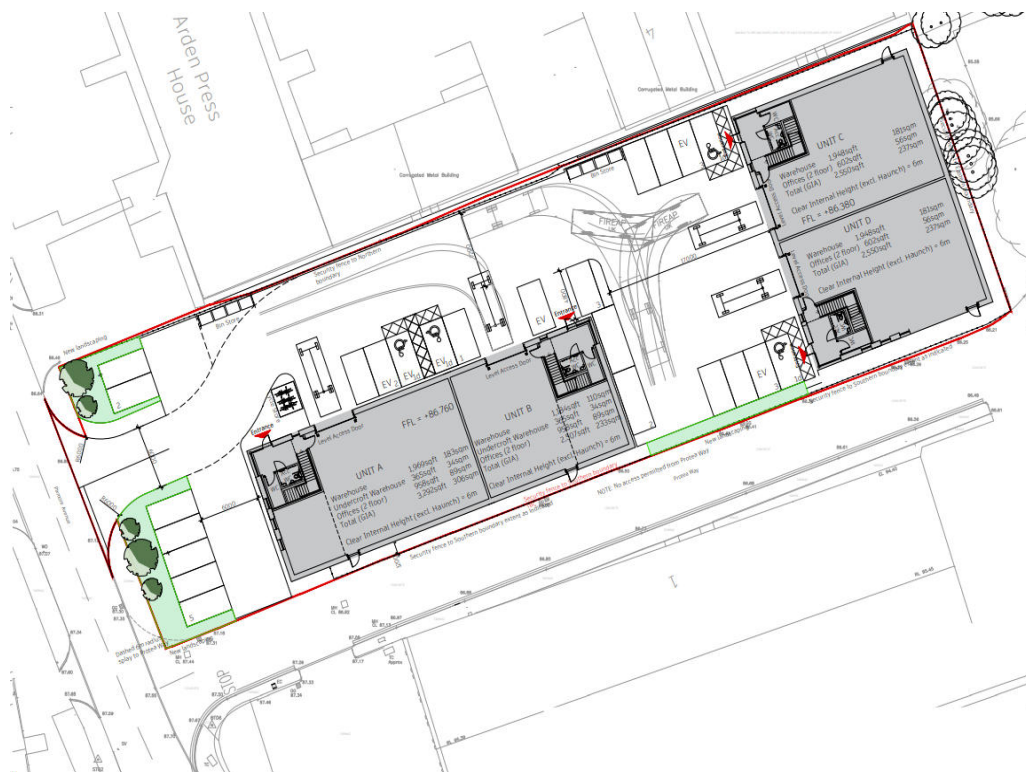


Figure 6 – Proposed Development

4.2 Access, Servicing & Parking

- 4.2.1 A new access will be formed from Pixmore Avenue. It will be 6m wide with 6m radii. There is good visibility from the new access that exceeds the minimum 2.4m x 43m requirement for 30mph speed limit areas.
- 4.2.2 The existing dropped kerbs at the south western corner of the site (the site's former access) will be retained to accommodate the swept path of vehicles turning into Protea Way.

4.2.3 Swept path analysis has been undertaken to ensure that the access arrangement is suitable for the expected size of delivery, refuse and emergency vehicles (**Appendix A**)

4.2.4 A total of 24 car parking spaces are provided, including 4 accessible spaces for blue-badge holders and 6 EV charging spaces. This aligns with the Parking Standards SPD's recommended ratio of 1 space per 40m², which equate to a maximum of 25 spaces. A cycle parking shelter is provided near the site entrance.

4.3 Trip Generation

4.3.1 The likely trip generation of the development has been estimated by reference to the TRICS trip rate database. To arrive at a sample of representative and comparable sites the following filtering criteria were applied:

- **Land use:** Employment: Industrial Estate
- **Parameter:** Between 500m² and 2,000m² Gross Floor Area
- **Regions:** England (Excluding Greater London), Scotland and Wales
- **Survey Days:** Weekdays
- **Locations:** Sites in suburban or edge of town areas

4.3.2 The TRICS output is provided in detail in **Appendix B** and summarised below.

Time Range	Total People	Pedestrians	Cyclists	Public Transport Users	Drivers	Vehicle Passengers
08:00-09:00	2.95	0.42	0.00	0.07	2.01	0.46
17:00-18:00	1.81	0.09	0.02	0.18	1.29	0.24
Daily:	24.54	2.51	0.04	0.53	18.32	3.14

Table 2 – Modal Trip Rates per 100m² Floor Area – Industrial Estate

Time Range	Total People	Pedestrians	Cyclists	Public Transport Users	Drivers	Vehicle Passengers
08:00-09:00	30	4	0	1	20	5
17:00-18:00	18	1	0	2	13	2
Daily:	246	25	0	5	184	32

Table 3 – Development Modal Trip Generation

4.3.3 The data suggests that the development will generate some 246 daily people trips and some 18 to 30 people trips during the highway network peak hours (08:00-09:00 & 17:00-18:00).

4.3.4 Around 13 to 20 peak hour trips will be made as vehicle drivers, resulting in 13 to 20 peak hour vehicle movements. This is a modest number that is unlikely to have a measurable impact on surrounding highway conditions.

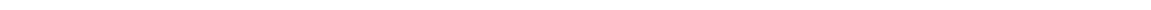
5 Summary & Conclusion

- 5.1.1 The proposal is for the construction of four units for B2 and / or B8 use.
- 5.1.2 The site is in a sustainable and accessible location. It is accessible to pedestrians and cyclists and is located close to bus stops that provide access to regular bus services. The town's railway station is a 15-minute walk or 4-minute bus ride from the site.
- 5.1.3 The layout of the proposed development is considered to be acceptable, providing a safe means of access to the development for all. Appropriate levels of car and cycle parking are provided that align with the requirements of the adopted parking standards.
- 5.1.4 The layout of the site has been designed to accommodate delivery vehicle movements. The largest expected vehicle is able to manoeuvre within the site with all car parking spaces occupied.
- 5.1.5 It is estimated that the proposed development will generate only around 13 to 20 peak hour vehicle movements. The development will have no significant impact on surrounding highway conditions.

5.2 Conclusion

- 5.2.1 It is considered that the proposal meets planning policy requirements in terms of being in an appropriate location that is safely accessible by a range of transport modes and that the impacts of the development on the continued operation and safety of the surrounding highway network would be acceptable.

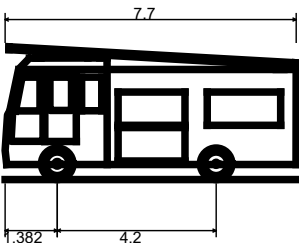
A Swept Path Analysis



Notes:

1. This drawing is to be read in conjunction with all of the relevant architects, engineers and specialist sub-contractor drawings and specifications.

2. Any discrepancies between the engineers and the architects drawings to be referred to the architect before proceeding. Drawings must not be scaled.



Dennis Sabre Fire Tender (LWB)

Overall Length	7.700m
Overall Width	2.430m
Overall Body Height	3.512m
Min Body Ground Clearance	0.397m
Track Width	2.350m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	7.400m

P1 07.11.24 Preliminary Issue

Rev.	Date	Description



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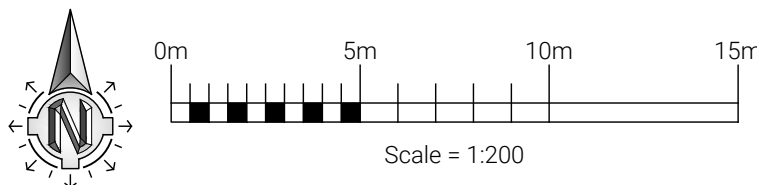
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Pixmore Avenue

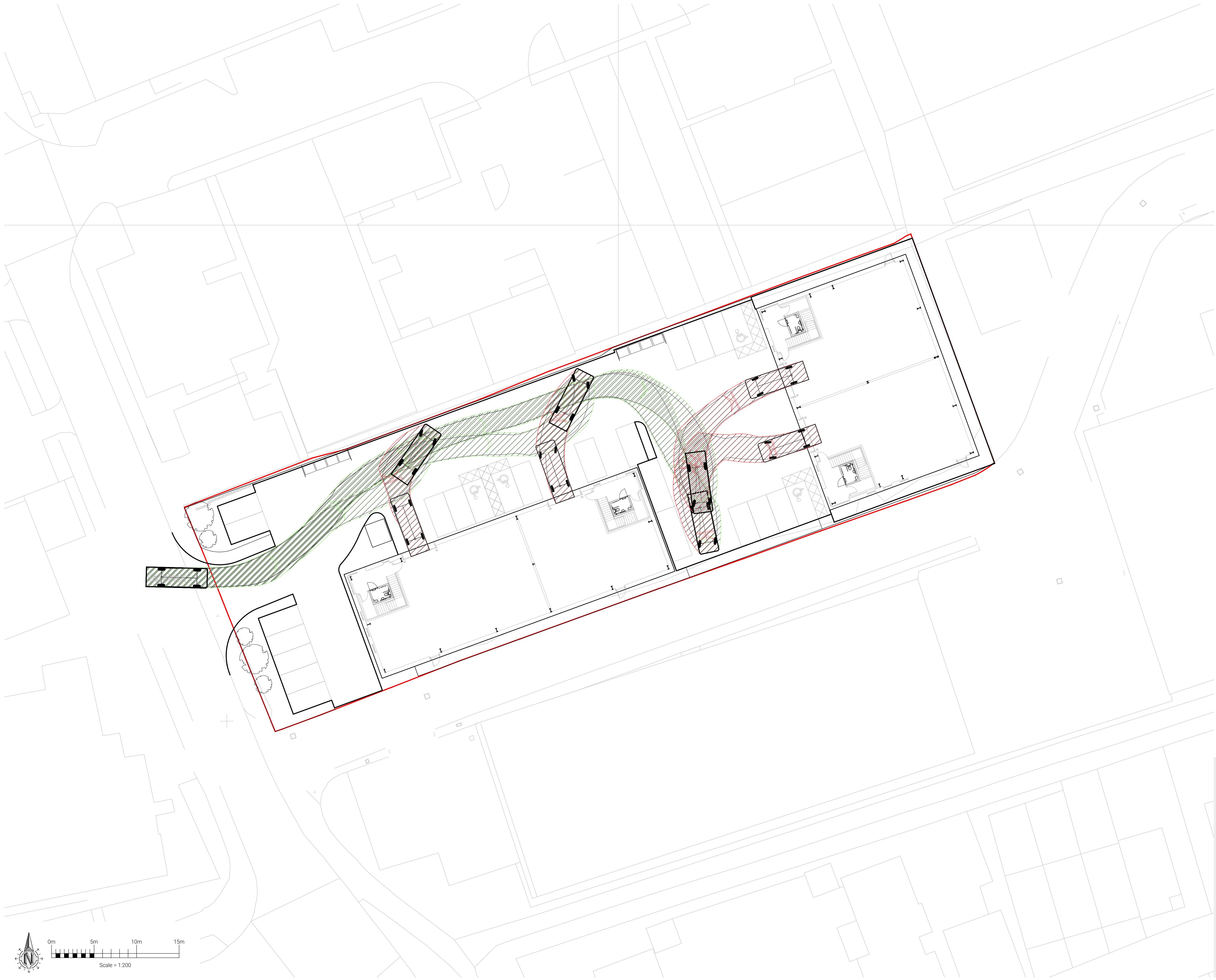
Drawing Title
Vehicle Tracking
Sheet 1 of 3
Fire Tender - IN

Drawing Status
Preliminary

Originator No.	Rev by	Chk by	Scale
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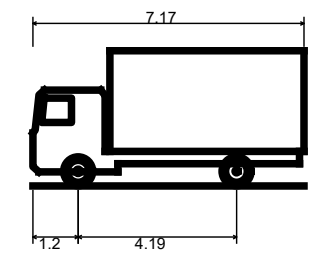
PROJECT ORIGINATOR ZONE LEVEL TYPE ROLE NO.	Revision
114828-CAL-XX-XX-DR-D-0400	P1





Notes:

1. This drawing is to be read in conjunction with all of the relevant architects, engineers and specialist sub-contractor drawings and specifications.
2. Any discrepancies between the engineers and the architects drawings to be referred to the architect before proceeding. Drawings must not be scaled.



FTA Design 7.5 Tonne Rigid Vehicle (2016)

Overall Length	7.170m
Overall Width	2.300m
Overall Body Height	3.580m
Min Body Ground Clearance	0.375m
Track Width	2.120m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	7.000m

P1	07.11.24	Preliminary Issue
Rev.	Date	Description



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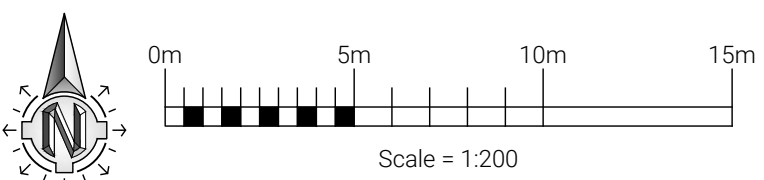
Project Title
Pixmore Avenue

Drawing Title
Vehicle Tracking
Sheet 2 of 3
7.5 Tn Delivery Vehicle - IN

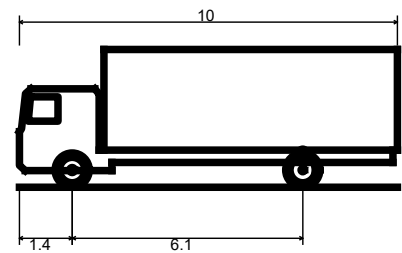
Originator No.	Rev by	Chk by	Scale
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PROJECT | ORIGINATOR | ZONE | LEVEL | TYPE | ROLE | NO.
114828-CAL-XX-XX-DR-D-0410

Revision	P1
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Notes:
1. This drawing is to be read in conjunction with all of the relevant architects, engineers and specialist sub-contractor drawings and specifications.
2. Any discrepancies between the engineers and the architects drawings to be referred to the architect before proceeding. Drawings must not be scaled.



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

P1 07.11.24 Preliminary Issue
Rev. Date Description

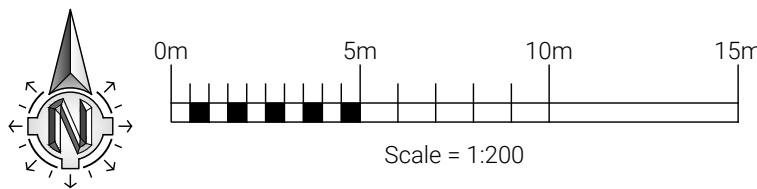


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Project Title
Pixmore Avenue
Drawing Title
Vehicle Tracking
Sheet 3 of 3
13/18 Tn Delivery Vehicle - IN

Originator No. 114828
Rev by MJ
Chk by MD
Scale 1:200 @ A1

PROJECT | ORIGINATOR | ZONE | LEVEL | TYPE | ROLE | NO.
114828-CAL-XX-XX-DR-D-0420
Revision
P1



B TRICS Trip Rate Data

Calculation Reference: AUDIT-648801-241115-1121

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	AK WAKEFIELD	1 days
	NY NORTH YORKSHIRE	1 days

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

Acstro Ltd Salem Llandeilo

Licence No: 648801

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: 1138 to 1776 (units: sqm)
 Range Selected by User: 552 to 2000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 30/06/23

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
 Tuesday 1 days
 Friday 1 days

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

Selected survey types:

Manual count 3 days
 Directional ATC Count 0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Industrial Zone 1
 Development Zone 1
 Residential Zone 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 2 days - Selected
 Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:**Use Class:**

Not Known 3 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:

10,001 to 15,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

100,001 to 125,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	2 days

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

Travel Plan:

No	3 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

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

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

LIST OF SITES relevant to selection parameters

1	AK-02-D-01	INDUSTRIAL ESTATE	WAKEFIELD
	CARR WOOD ROAD		
	CASTLEFORD		
	Edge of Town		
	Development Zone		
	Total Gross floor area:	1776 sqm	
	Survey date: MONDAY	22/05/17	Survey Type: MANUAL
2	NY-02-D-04	INDUSTRIAL ESTATE	NORTH YORKSHIRE
	GRIMBALD CRAG CLOSE		
	KNARESBOROUGH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1660 sqm	
	Survey date: FRIDAY	30/06/23	Survey Type: MANUAL
3	WM-02-D-03	INDUSTRIAL ESTATE	WEST MIDLANDS
	JUNCTION ROAD		
	STOURBRIDGE		
	AUDNAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	1138 sqm	
	Survey date: TUESDAY	28/11/17	Survey Type: MANUAL

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.34

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	1660	0.060	1	1660	0.060	1	1660	0.120
06:00 - 07:00	1	1660	0.000	1	1660	0.000	1	1660	0.000
07:00 - 08:00	3	1525	0.481	3	1525	0.175	3	1525	0.656
08:00 - 09:00	3	1525	1.399	3	1525	0.612	3	1525	2.011
09:00 - 10:00	3	1525	0.678	3	1525	0.656	3	1525	1.334
10:00 - 11:00	3	1525	0.831	3	1525	0.568	3	1525	1.399
11:00 - 12:00	3	1525	0.787	3	1525	0.896	3	1525	1.683
12:00 - 13:00	3	1525	1.093	3	1525	1.071	3	1525	2.164
13:00 - 14:00	3	1525	0.896	3	1525	1.137	3	1525	2.033
14:00 - 15:00	3	1525	0.918	3	1525	0.875	3	1525	1.793
15:00 - 16:00	3	1525	0.743	3	1525	1.006	3	1525	1.749
16:00 - 17:00	3	1525	0.678	3	1525	1.115	3	1525	1.793
17:00 - 18:00	3	1525	0.350	3	1525	0.940	3	1525	1.290
18:00 - 19:00	3	1525	0.066	3	1525	0.109	3	1525	0.175
19:00 - 20:00	1	1660	0.000	1	1660	0.120	1	1660	0.120
20:00 - 21:00	1	1660	0.000	1	1660	0.000	1	1660	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			8.980			9.340			18.320

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

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

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Parameter summary

Trip rate parameter range selected:	1138 - 1776 (units: sqm)
Survey date range:	01/01/16 - 30/06/23
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	1660	0.000	1	1660	0.000	1	1660	0.000
06:00 - 07:00	1	1660	0.000	1	1660	0.000	1	1660	0.000
07:00 - 08:00	3	1525	0.000	3	1525	0.000	3	1525	0.000
08:00 - 09:00	3	1525	0.000	3	1525	0.000	3	1525	0.000
09:00 - 10:00	3	1525	0.000	3	1525	0.000	3	1525	0.000
10:00 - 11:00	3	1525	0.000	3	1525	0.000	3	1525	0.000
11:00 - 12:00	3	1525	0.022	3	1525	0.000	3	1525	0.022
12:00 - 13:00	3	1525	0.000	3	1525	0.000	3	1525	0.000
13:00 - 14:00	3	1525	0.000	3	1525	0.000	3	1525	0.000
14:00 - 15:00	3	1525	0.000	3	1525	0.000	3	1525	0.000
15:00 - 16:00	3	1525	0.000	3	1525	0.000	3	1525	0.000
16:00 - 17:00	3	1525	0.000	3	1525	0.000	3	1525	0.000
17:00 - 18:00	3	1525	0.000	3	1525	0.022	3	1525	0.022
18:00 - 19:00	3	1525	0.000	3	1525	0.000	3	1525	0.000
19:00 - 20:00	1	1660	0.000	1	1660	0.000	1	1660	0.000
20:00 - 21:00	1	1660	0.000	1	1660	0.000	1	1660	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.022			0.022			0.044

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	1660	0.060	1	1660	0.060	1	1660	0.120
06:00 - 07:00	1	1660	0.000	1	1660	0.000	1	1660	0.000
07:00 - 08:00	3	1525	0.503	3	1525	0.175	3	1525	0.678
08:00 - 09:00	3	1525	1.705	3	1525	0.765	3	1525	2.470
09:00 - 10:00	3	1525	0.743	3	1525	0.700	3	1525	1.443
10:00 - 11:00	3	1525	1.028	3	1525	0.853	3	1525	1.881
11:00 - 12:00	3	1525	0.918	3	1525	1.049	3	1525	1.967
12:00 - 13:00	3	1525	1.246	3	1525	1.290	3	1525	2.536
13:00 - 14:00	3	1525	1.006	3	1525	1.202	3	1525	2.208
14:00 - 15:00	3	1525	1.028	3	1525	0.984	3	1525	2.012
15:00 - 16:00	3	1525	0.918	3	1525	1.159	3	1525	2.077
16:00 - 17:00	3	1525	0.809	3	1525	1.246	3	1525	2.055
17:00 - 18:00	3	1525	0.415	3	1525	1.115	3	1525	1.530
18:00 - 19:00	3	1525	0.109	3	1525	0.131	3	1525	0.240
19:00 - 20:00	1	1660	0.000	1	1660	0.241	1	1660	0.241
20:00 - 21:00	1	1660	0.000	1	1660	0.000	1	1660	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			10.488			10.970			21.458

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	1660	0.000	1	1660	0.000	1	1660	0.000
06:00 - 07:00	1	1660	0.000	1	1660	0.000	1	1660	0.000
07:00 - 08:00	3	1525	0.044	3	1525	0.066	3	1525	0.110
08:00 - 09:00	3	1525	0.262	3	1525	0.153	3	1525	0.415
09:00 - 10:00	3	1525	0.109	3	1525	0.131	3	1525	0.240
10:00 - 11:00	3	1525	0.109	3	1525	0.131	3	1525	0.240
11:00 - 12:00	3	1525	0.153	3	1525	0.153	3	1525	0.306
12:00 - 13:00	3	1525	0.087	3	1525	0.000	3	1525	0.087
13:00 - 14:00	3	1525	0.109	3	1525	0.131	3	1525	0.240
14:00 - 15:00	3	1525	0.240	3	1525	0.087	3	1525	0.327
15:00 - 16:00	3	1525	0.066	3	1525	0.022	3	1525	0.088
16:00 - 17:00	3	1525	0.219	3	1525	0.066	3	1525	0.285
17:00 - 18:00	3	1525	0.000	3	1525	0.087	3	1525	0.087
18:00 - 19:00	3	1525	0.022	3	1525	0.066	3	1525	0.088
19:00 - 20:00	1	1660	0.000	1	1660	0.000	1	1660	0.000
20:00 - 21:00	1	1660	0.000	1	1660	0.000	1	1660	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.420			1.093			2.513

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	1660	0.000	1	1660	0.000	1	1660	0.000
06:00 - 07:00	1	1660	0.000	1	1660	0.000	1	1660	0.000
07:00 - 08:00	3	1525	0.000	3	1525	0.000	3	1525	0.000
08:00 - 09:00	3	1525	0.066	3	1525	0.000	3	1525	0.066
09:00 - 10:00	3	1525	0.000	3	1525	0.000	3	1525	0.000
10:00 - 11:00	3	1525	0.000	3	1525	0.000	3	1525	0.000
11:00 - 12:00	3	1525	0.044	3	1525	0.000	3	1525	0.044
12:00 - 13:00	3	1525	0.022	3	1525	0.022	3	1525	0.044
13:00 - 14:00	3	1525	0.022	3	1525	0.000	3	1525	0.022
14:00 - 15:00	3	1525	0.066	3	1525	0.000	3	1525	0.066
15:00 - 16:00	3	1525	0.000	3	1525	0.044	3	1525	0.044
16:00 - 17:00	3	1525	0.044	3	1525	0.022	3	1525	0.066
17:00 - 18:00	3	1525	0.000	3	1525	0.175	3	1525	0.175
18:00 - 19:00	3	1525	0.000	3	1525	0.000	3	1525	0.000
19:00 - 20:00	1	1660	0.000	1	1660	0.000	1	1660	0.000
20:00 - 21:00	1	1660	0.000	1	1660	0.000	1	1660	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.264			0.263			0.527

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.34

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	1660	0.060	1	1660	0.060	1	1660	0.120
06:00 - 07:00	1	1660	0.000	1	1660	0.000	1	1660	0.000
07:00 - 08:00	3	1525	0.547	3	1525	0.240	3	1525	0.787
08:00 - 09:00	3	1525	2.033	3	1525	0.918	3	1525	2.951
09:00 - 10:00	3	1525	0.853	3	1525	0.831	3	1525	1.684
10:00 - 11:00	3	1525	1.137	3	1525	0.984	3	1525	2.121
11:00 - 12:00	3	1525	1.137	3	1525	1.202	3	1525	2.339
12:00 - 13:00	3	1525	1.355	3	1525	1.312	3	1525	2.667
13:00 - 14:00	3	1525	1.137	3	1525	1.334	3	1525	2.471
14:00 - 15:00	3	1525	1.334	3	1525	1.071	3	1525	2.405
15:00 - 16:00	3	1525	0.984	3	1525	1.224	3	1525	2.208
16:00 - 17:00	3	1525	1.071	3	1525	1.334	3	1525	2.405
17:00 - 18:00	3	1525	0.415	3	1525	1.399	3	1525	1.814
18:00 - 19:00	3	1525	0.131	3	1525	0.197	3	1525	0.328
19:00 - 20:00	1	1660	0.000	1	1660	0.241	1	1660	0.241
20:00 - 21:00	1	1660	0.000	1	1660	0.000	1	1660	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			12.194			12.347			24.541

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.*