

Transport Statement

March 2025

EAS

Unit 5

Hunting Gate, Hitchin SG4 0TJ

Padel Zone Ltd

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The content of this report is based on information available as of March 2025, the validity of the statements made may therefore vary over time as planning guidance / policies and the evidence base change.

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1 Introduction

- 1.1 This Transport Statement has been prepared by EAS on behalf of Padel Zone Ltd to support an application for the redevelopment of an existing Sui Generis recycling/skip hire centre at Unit 5, Hunting Gate, Hitching SG4 0TJ.
- 1.2 The site is based in the east of the Wilbury Way industrial estate, located in the northeast of Hitchin.
- 1.3 A location plan is included in **Appendix A**.
- 1.4 The site currently consists of 1,557sqm of warehousing space, located to the rear of the unit, as well as 605.5sqm of office use across 3 floors.
- 1.5 It is proposed that the site will be developed into 4 full-sized padel courts, 1 half-sized padel court, with changing rooms, showers and an ancillary seating area/café. The proposals also seek to retain the first and second floors of office space for use as a private working area for the applicant and as a meeting room for sponsors and businesses interested in corporate events.
- 1.6 The proposed development plans are included in **Appendix B**.
- 1.7 The contents of this Transport Statement are:
 - Section 2 – sets the national and local policy context;
 - Section 3 – describes the existing site conditions;
 - Section 4 – describes the proposed development;
 - Section 5 – identifies the likely trip generation and traffic impact; and
 - Section 6 – concludes the statement.

2 Policy Context

Introduction

- 2.1 This chapter identifies the current planning policy documents at national and local levels that are relevant to the proposal.
- 2.2 The policy documents reviewed include:
- National Planning Policy Framework (NPPF) (2024);
 - Hertfordshire's Local Transport Plan (LTP4) (2018);
 - North Hertfordshire Local Plan (2022);
 - Vehicle Parking at new Development Supplementary Planning Document (2011)

National Planning Policy Framework (NPPF) (2024)

- 2.3 This document sets out the government's planning policies for England and how these are expected to be applied.
- 2.4 Planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. The National Planning Policy Framework must be taken into account in preparing the development plan and it is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements.
- 2.5 The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.
- 2.6 In this regard, Paragraph 10 of the NPPF states:
- So that sustainable development is pursued in a positive way, at the heart of the Framework is a **presumption in favour of sustainable development** [original emphasis].
- 2.7 Section 9 of the NPPF on Promoting Sustainable Transport states, in paragraphs 109 and 110:
- Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:
- a) Making transport consideration an important part of early engagement with local communities;
 - b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;
 - c) understanding and addressing the potential impacts of development on transport networks;

- d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage- for example in relation to the scaler, location or density of development that can be accommodated;
- e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and
- f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure- including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.

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.

2.8 Paragraph 112 states that the following should be taken into account when setting local parking standards:

- a) the accessibility of the development;
- b) the type, mix and use of development;
- c) the availability of and opportunities for public transport;
- d) local car ownership levels; and
- e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

2.9 Paragraph 113 adds that:

Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

2.10 Paragraphs 115 states:

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

- a) sustainable transport modes are prioritised taking account of the vision for the site, 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 content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
- d) 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 through a vision-led approach.

2.11 Paragraphs 116 states:

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, following mitigation, would be severe, taking into account all reasonable future scenarios.

2.12 Within that context, paragraphs 117 states that applications for development should:

- a) 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;
- 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. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

2.13 Paragraph 118 states:

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.

Hertfordshire's Local Transport Plan (LTP4) (2018)

2.14 The Hertfordshire Local Transport Plan 2018 -2031 ('LTP'), is the fourth such regional plan, having been adopted in May 2018. This plan is guided by four key principles:

- integration of land use and transport planning;

- application and development of technology;
- cost-effective delivery and maintenance; and
- modal shift and encouraging active travel.

2.15 HCC policy therefore does consider HCC's Climate Emergency declaration, issued in July 2019, which emphasizes the LTP's to assess and advance the potential for sustainable development, through active travel and public transport modes as a priority for development sites, in particular for residential sites located within urban centres.

2.16 The LTP's main policies, by order of importance, are:

- I. "Achieving travel demand reduction and modal shift: A Transport User Hierarchy*
- II. Influencing Travel Behaviour*
- III. Managing New Development*
- IV. Accessibility*
- V. Active Travel – Walking and Cycling*
- VI. Buses*
- VII. Rail*
- VIII. Airports*
- IX. Managing the movement of vehicle traffic and freight on the Highway Network*
- X. Road Safety and Security*
- XI. Emissions Reduction*
- XII. Environment*
- XIII. Asset Management"*

2.17 From the above it is pertinent to note that HCC prioritise the use and development of sustainable travel modes in achieving a more balanced approach towards demand for travel, moving away from the private car, to support walking, cycling and public transport modes.

2.18 In this regard, the position of LTP is that new developments are expected to help sustain existing sustainable travel networks through improved custom and to help develop new networks and infrastructure that promote modal shift to green travel networks.

North Hertfordshire Local Plan (2022)

2.19 The North Hertfordshire Local Plan sets out the planning framework for the District Council for the period of 2011-2031, and was adopted in November 2022.

2.20 Policy SP6: 'Sustainable Transport' states the following:

"We will deliver accessibility improvements and promote the use of sustainable transport modes insofar as reasonable and practicable. We will:

- a) Comply with the NHDC Transport Strategy and the provisions of the Local Transport Plan and other supporting documents as relevant;
- b) Encourage development in locations which enable sustainable journeys to be made to key services and facilities;
- c) Work with Hertfordshire County Council, neighbouring authorities, Highways England and service providers to ensure that a range of sustainable transport options are available to all potential occupants or users. This may involve new or improved pedestrian, cycle and passenger transport (including rail and/or bus) links and routes;
- d) Seek the earliest reasonable opportunity to implement sustainable travel infrastructure on Strategic Housing Sites and other development sites in order to influence the behaviour of occupiers or users, along with supporting Travel Plans in order that sustainable travel patterns become embedded at an early stage;
- e) Assess development proposals against the parking standards set out in this Plan and having regard to relevant supplementary advice;
- f) Require applicants to provide assessments, plans and supporting documents to demonstrate the safety and sustainability of their proposals; and
- g) Protect existing rights of way, cycling and equestrian routes and, should diversion be unavoidable, require replacement routes to the satisfaction of the Council.

Vehicle Parking at new Development Supplementary Planning Document (2011)

- 2.21 It is understood that this document comprises the relevant parking standards for new development proposals within North Hertfordshire.
- 2.22 Within this document, no parking standards are provided for padel courts, although standards for Tennis/badminton courts are given, stating that 4 spaces must be provided per court. The standards also outline that 1 short term cycle parking space must be provided per 25sqm gfa and 1 long term cycle parking space per 10 full-time staff members.

3 Existing Site Assessment

Site Location

- 3.1 The site is located at Unit 5, Hunting Gate, Hitchin SG4 0TJ, in the east of the Wilbury Way industrial estate, which is itself circa 2.15km northeast from the centre of Hitchin.
- 3.2 The site is immediately bordered by Hunting Gate to the south and industrial/commercial uses in all other directions.
- 3.3 A site location plan is contained at **Appendix A**.

Existing Use

- 3.4 The site currently comprises circa 2,162.5sqm of Sui Generis use operating as a recycling/skip hire centre. The existing unit consists of circa 1,557sqm of warehousing space and circa 605.5sqm of office use. The existing office use is located along the site's frontage with Hunting Gate and is spread over three floors, with the associated warehousing use located beyond this within the unit.

Access

- 3.5 Pedestrian access to the site is located in the southwestern corner of the unit off Hunting Gate. This offers direct access to the ground floor office and all other floors, as well as the rear of the site.
- 3.6 Vehicular access to the site is gained directly off Hunting Gate via a driveway which borders the western wall of the building. The access offers a simple dropped kerb arrangement that is circa 8.5m in width where it meets the northern side of Hunting Gate.
- 3.7 The access route remains at circa 6.5m in width for most of its extent and leads north for circa 75m until the site's main parking area is reached, located to the north of the unit. Given the access route's width, two-way vehicular traffic will occur.

The Local Road Network

- 3.8 Hunting Gate is an unclassified road which runs east/west past the site, measuring circa 9m in width. It leads to an existing parking area in the east and Wilbury Way in the west, which offers access to all commercial units within the wider industrial estate.
- 3.9 To the south, Wilbury Way becomes Grove Road, which leads to the A505, offering access into the centre of Hitchin. The A505 also offers access to Letchworth in the east and Luton in the west.

Public Transport

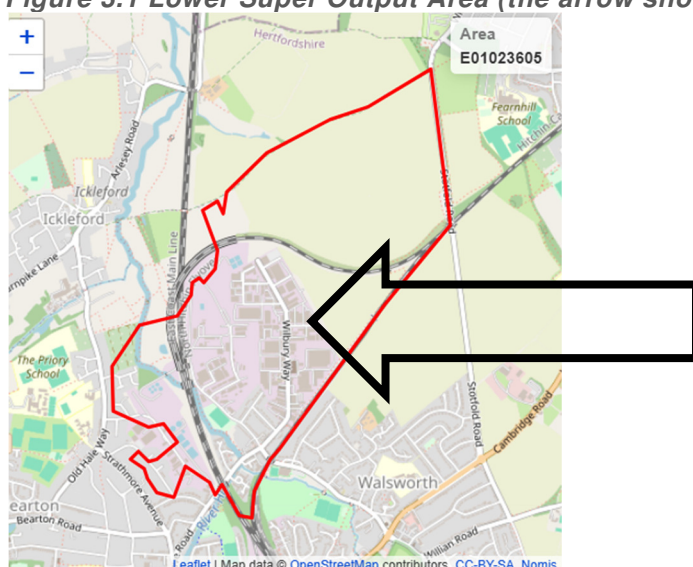
- 3.10 The Hunting Gate bus stops are located along Wilbury Way, a circa 140m/2-minute walk from the site. The stops are served by the 89 bus route, which runs between Hitchin and Henlow Camp, with key stops including Hitchin train station, Meppershall and Pirton. Buses serve the stops on weekdays, with three buses a day calling at the stops at 08:00, 17:00 and 18:00.

- 3.11 Beyond this, the Millstream Close bus stops are located approximately 800m/11-minute walk from the site, with the stops offering access to the no. 81 bus route, in addition to the 89. The 81 route runs between Westmill Estate, Hitchin town centre and High Dane, with hourly buses serving the stops Monday-Saturday between 07:00 and 19:00; no services run on Sundays.
- 3.12 The nearest railway station to the site is Hitchin station, which is circa 1.9km/27-minute walk or 7-minute cycle from the site. The station can also be accessed utilising both the 81 and 89 bus routes.
- 3.13 Public transport is, therefore, viable for many future staff members and patrons to the site.

Census Journey to Work Data

- 3.14 Table 3.1 below shows the mode of travel to work by residents living in the site's Lower Super Output Area (E01023605: North Hertfordshire 010E) as given by the 2011 Census.
- 3.15 It should be noted that 2011 Census data was used for obtaining journey to work data because the 2021 Census was undertaken during a Covid-19 lockdown.
- 3.16 The accompanying Figure 3.1 below shows the location of the LSOA.

Figure 3.1 Lower Super Output Area (the arrow shows the location of the site)



Motorcycle, scooter or moped	4	0.5
Driving car or van	533	61.9
Passenger car or van	39	4.5
Bicycle	16	1.9
On foot	107	12.4
Other method of travel to work	0	0
Total travelling to work	861	100.0%

- 3.17 The data in Table 3.1 above highlights that circa 32.9% of residents within the site's LSOA get to work using sustainable transport modes. It, therefore, could be expected that around one-third of person-trips made by future staff and patrons of the site would be by sustainable modes (i.e. active travel and public transport).

Parking Provision

- 3.18 There is an existing hardstanding parking area located to the north of the unit. This parking area consists of concrete hardstanding and offers circa 35 parking spaces for vehicles in an informal arrangement, given the lack of parking space markings.
- 3.19 It is also noted that the site benefits from an additional parking area located to the east of the building. The car parking area can be accessed off the eastern extent of Hunting Gate, where formal car parking spaces are located, shared between local businesses. The applicant has advised that the site has an allocation of circa 40 parking spaces in this area.

Traffic Collisions

- 3.20 The CrashMap database has been reviewed to determine the incidence of personal injury traffic collisions in the vicinity of the site during the most recent 5-year period available, 2019 to 2023 (inclusive).
- 3.21 No collisions are identified as having occurred at the site access or along Hunting Gate.
- 3.22 The closest collision to the site is identified as having occurred on Wilbury Way, circa 115m southwest of the site. The collision was classified as a 'slight' incident. No other collisions are identified as having occurred within 500m of the site.
- 3.23 The absence of occurrence of traffic collisions at the site access suggests there are no concerns relating to highway safety on the local network.

4 Proposed Development

Proposed Use

- 4.1 The proposals comprise converting an existing Sui Generis recycling/skip hire centre and its associated office space into 4 full-size and 1 half-size padel courts. The development will include changing rooms, showers, and an ancillary viewing area/café. The proposal also seeks to retain the first and second floors of office space for use as a private working area for the applicant and as a meeting room for sponsors and businesses interested in corporate events.
- 4.2 The retained office space will be private and exclusively associated with the applicant rather than operating as a typical business office. There is potential to convert the first and second floors into warm-up and cool-down areas in the future. However, any trips related to this use will be made by staff who are already traveling to the site for work.
- 4.3 The applicant has confirmed that the ancillary café will not be licensed to serve alcohol and will not be advertised as a standalone venue. As a result, café patrons are expected to be padel court players using the facility before or after their bookings.
- 4.4 The padel courts, reception, changing area, café, and spectator area will occupy the entire ground floor of the warehouse, while the private meeting room and office space will utilise the existing first and second floors of the main building.
- 4.5 The proposed site plan is included at **Appendix B**.

Access

- 4.6 Access to the site will remain in line with current arrangements and utilise the existing vehicular crossover on the northern side of Hunting Gate.
- 4.7 The access in its current format has facilitated access of large heavy goods vehicles as part of the sites existing operation and therefore can comfortably accommodate the movement of regular sized vehicles. In any case, swept path analysis included at **Appendix C** illustrates that a car and van can pass each other at the access without obstructing Hunting Gate.

Car Parking

- 4.8 There is limited information on parking standards set out within North Hertfordshire policy for padel courts uses, with the most comparable land use being for tennis and badminton courts. North Hertfordshire Parking Standards highlight a requirement of 4 car parking spaces per court meaning the site would be required to provide 18 car parking spaces for the proposed 4.5 courts.
- 4.9 As the remaining uses on the site are ancillary to the padel court, they would generate limited standalone trips and therefore are unlikely to require additional parking in their own right.
- 4.10 The existing parking area to the rear of the site is proposed to be formalised to provide 29 marked parking spaces, which exceeds local policy requirements for tennis and badminton courts. The drawing contained at **Appendix D** highlights that all corner spaces within this parking area can be access by a large car.

- 4.11 The site also has the benefit of the parking area located at the eastern extent of Hunting Gate, where the site has an allocation of a further circa 40 parking spaces in this area.
- 4.12 With the above in mind, it is understood that the site can comfortably accommodate the parking demand and provide policy compliant car parking.

Cycle Parking

- 4.13 Similarly to car parking standards, there is no standard directly related to padel courts and therefore the most comparable use would be for tennis and badminton courts. The cycle parking standards state a requirement of 1 short term space per 25sqm and 1 long term space per 10 full time staff.
- 4.14 After discussions with the client, it was noted that a maximum of 3 full time employees would be on site at any time, meaning there is a requirement of 1 long term space.
- 4.15 The padel court area within the existing warehouse has a total GFA of circa 1,440sqm, meaning there is a requirement of 58 short term cycle spaces. This is deemed excessive, especially when considering the proposed trip generation figure outlined in Section 5 and therefore, the proposals will provide 2 long-term cycle parking spaces for staff as well as 20 short-term cycle parking spaces for patrons of the site. The applicant is willing to commit to providing additional visitor cycle parking spaces if such a need arises.

Servicing

- 4.16 The site is expected to continue being served as it currently is under its existing operation. There is a bin store located to the rear of the building within the car park where refuse will be collected from directly. There is ample space for a refuse vehicle to enter the site in forward gear, turn and exit in forward gear.
- 4.17 Larger deliveries can also be made from the rear of the building, with suitable turning facilities available for larger delivery vehicles.
- 4.18 The swept path analysis of a refuse vehicle has been contained within the drawing at **Appendix E**.

5 Development Impact

Existing Trip Generation – Warehousing Space

- 5.1 To estimate trip generation associated with the existing circa 1,557sqm of warehousing space on site, the TRICS database has been interrogated using the following criteria:
- Warehousing (Commercial) (02/F);
 - Weekday, Multi-Modal Sites;
 - Located in England, outside of Greater London;
 - Situated in 'Edge of Town';
 - Between 1750sqm and 6560sqm
 - Surveys carried out in the last 8 years.
- 5.2 It should be highlighted that whilst the site was classified as a Sui Generis use, it was utilised as a recycling and skip hire centre, which isn't necessarily included in warehousing on the TRICS database. However, the obtained TRICS data offers a good understanding of Sui Generis land uses in general.
- 5.3 Whilst the TRICS database does have Civic Amenity facilities, this was not selected as these typically form public outdoor recycling centres, which were not deemed comparable to how the existing site operated. It is understood, based on information from the applicant, that the operations at the site managed recycling and offered skip hire, utilising the 1,557sqm warehouse as storage space. It is also understood that the existing site had large lorry's loading and unloading into the warehouse on a regular basis, rather than the public offloading their own refuse, like a Civic Amenity facility.
- 5.4 The TRICS search returned 3 surveys, from which estimated trip rates are drawn as summarised in Table 5.1 below. The TRICS datasheet is contained at **Appendix F**.

Table 5.1 - Estimated trip generation for 1,557sqm of commercial warehousing use (from TRICS)

	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Total (05:00-21:00)
	Arrivals	Departures	Arrivals	Departures	
Vehicle trip rate – (per 100sqm)	0.284	0.138	0.081	0.284	5.480
Vehicle trip numbers – (per 1,557sqm)	4 (4.42)	2 (2.15)	1 (1.26)	4 (4.42)	85 (85.32)
OGV trip rate – (per 100sqm)	0.073	0.065	0.049	0.057	2.095
OGV trip rate – (per 1,557sqm)	1 (1.14)	1 (1.01)	1 (0.76)	1 (0.89)	33 (32.62)

- 5.5 Table 5.1 above outlines that the existing 1,557sqm of Sui Generis use at the site would be likely to generate 6 and 5 vehicle trips in the respective AM and PM peak hours, as well as 85 vehicle trips throughout the course of a day. The existing use is also expected to generate 33 OGV trips throughout the course of a day.

Existing Trip Generation – Office Space

5.6 To estimate trip generation associated with the existing 605.5sqm of office space located within the unit, the TRICS database was consulted with the following criteria selected:

- Employment: Office (02/A);
- Located in England, outside of Greater London;
- Situated in 'Edge of Town' location;
- Between 178sqm and 1000sqm;
- Surveys carried out in the last 8 years.

5.7 This search returned 2 surveys, from which estimated trip rates are drawn as summarised in Table 5.2 below. The TRICS datasheet is contained in **Appendix F**.

Table 5.2 - Estimated trip generation for the existing 605.5sqm of office use (from TRICS)

	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Total (07:00-19:00)
	Arrivals	Departures	Arrivals	Departures	
Vehicle trip rate – (per 100sqm)	1.466	0.077	0.000	2.701	12.963
Vehicle trip numbers – (605.5 sqm)	9 (8.88)	0 (0.47)	0	16 (16.35)	78 (78.49)
OGV trip rate – (per 100sqm)	0.000	0.000	0.000	0.000	0.000
OGV trip rate – (605.5 sqm)	0	0	0	0	0

5.8 Table 5.2 above outlines that the existing 605.5sqm of office space located at the existing site would be likely to generate 9 and 16 vehicle trips in the respective AM and PM peak hours, as well as 78 vehicle trips throughout the course of a day. The existing office use is estimated to generate 0 OGV trips a day.

Total Existing Trip Generation

5.9 Table 5.3 below total all existing vehicle trips generated by the warehouse and office use.

Table 5.3 – Total existing trip generation (from TRICS)

	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Total (07:00-19:00)
	Arrivals	Departures	Arrivals	Departures	
Vehicle trip numbers – (warehouse)	4	2	1	4	85
Vehicle trip numbers – (office)	9	0	0	16	78
Total trip numbers	13	2	1	21	163

5.10 Table 5.3 shows that the existing unit generates circa 163 vehicular trips throughout the course of a day. This is equivalent to 15 and 22 vehicle trips in the AM and PM peak hours, as well as 33 OGV trips throughout the course of a day.

5.11 Total existing trip generation at the site therefore comprises 85 vehicular trips associated with the 1,557sqm of Sui Generis warehousing and 78 vehicular trips associated with the existing 605.5sqm of office.

Proposed Trip Generation – Padel Courts

5.12 To estimate trip generation associated with the proposed 4.5 padel courts, the TRICS database was consulted to obtain comparable surveys of similar uses.

5.13 Unfortunately, the TRICS database does not include any surveys for padel courts, so instead, surveys undertaken at sites consisting of tennis courts were obtained, as this was deemed to be the most comparable use to padel courts.

5.14 First, surveys were selected which met the following criteria:

- Tennis Clubs (07/G);
- Located in England and Ireland, outside of Greater London;
- Situated in 'Edge of Town Centre' and 'Suburban Area' locations;
- Surveys carried out in the last 9 years.

5.15 This yielded 8 surveys. However, 5 surveys were discounted as they were found to have uses additional to tennis courts, such as bowling greens or sport halls included within the trip counts and would therefore not be representative of the proposed use.

5.16 The 3 obtained surveys were at tennis courts located in town/urban locations, which is comparable to the site's urban location. Trip data is presented as 'trip generation per tennis court'. A copy of the TRICS datasheet is contained in **Appendix F**.

5.17 To estimate trip generation for the proposed padel courts, it is assumed that an average of 3 players use a tennis court per session, given that both doubles and singles games can be played on a tennis court. This is slightly less than the number of players who use a padel court, as only doubles games can be played; therefore, 4 players use a full-sized padel court per session (and 2 players use a half-sized padel court per session).

5.18 As a result of this, total vehicle trip rate figures for a tennis court, obtained from TRICS, were divided by 3 to obtain an assumed 'per person' vehicular trip rate. This was then multiplied by 4 to calculate a trip rate per padel court.

5.19 Table 5.4 below estimates a trip generation rate per 1 proposed padel court.

Table 5.4 - Estimated trip generation for tennis courts (adapted from TRICS)

	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Total (05:00-21:00)
	Arrivals	Departures	Arrivals	Departures	
Vehicle trip rate – (per court, from TRICS)	0.571	0.214	1.071	1.714	23.739
Vehicle trip rate – (per person)	0.190	0.071	0.357	0.571	7.913
Vehicle trip rate – (per 4 people)	0.760	0.284	1.428	2.284	31.652

- 5.20 Table 5.4 overleaf estimates that a single padel court (4 patrons) is likely to generate 1 and 3 vehicle trips in the AM and PM peak hours, as well as 32 vehicle trips throughout the course of a day.
- 5.21 The data contained in Table 5.4 was then multiplied by 4.5 to calculate the total number of vehicle trips generated by the proposed 4.5 padel courts on site. This is outlined in Table 5.5 below.

Table 5.5 - Estimated trip generation for the proposed 4.5 padel courts (adapted from TRICS as per table 5.4)

	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Total (05:00-21:00)
	Arrivals	Departures	Arrivals	Departures	
Vehicle trip rate – (per court)	0.760	0.284	1.428	2.284	31.652
Vehicle trip numbers – (per 4.5 courts)	3 (3.420)	1 (1.278)	6 (6.426)	10 (10.278)	142 (142.434)

- 5.22 Table 5.5 above estimates that the proposed 4.5 padel courts are likely to generate 4 and 16 vehicle trips in the AM and PM peak hours, as well as 142 vehicle trips throughout the course of a day.
- 5.23 Estimated proposed vehicle trips is deemed to be robust with what would be expected to be generated by 4.5 padel courts, especially considering the site's proximity to sustainable transport modes and the probability of car sharing amongst patrons, as it is likely that players on the same team/court may travel to the site together.
- 5.24 It is also envisaged that vehicle trip patterns associated with the padel courts will follow the scheduling of matches/booking slots of the courts. It is anticipated that the padel courts will be bookable as one-hour slots and therefore players will arrive shortly before their booked slot to prepare, resulting in arrivals being concentrated during the last 10 minutes of the previous hour. For example, for a booking slot starting at 18:00, most players would arrive between circa 17:50 and 18:00.
- 5.25 In contrast, departures would occur after bookings have concluded. For a court booking starting at 17:00, players would leave between 18:00 and 18:10. This creates a predictable pattern where arrivals and departures are confined to specific 10-minute windows.

Proposed Trip Generation – Viewing Area and Office Use

- 5.26 The applicant has advised that the site will rely on an electronic booking slot system that will allow players to remotely book their sessions without needing to attend the site. Accordingly, it is envisioned that the site will only employ 3 full-time members of staff who will mostly work in the viewing area/café. As such, there are likely to be an additional 6 vehicle trips generated by the site daily, with these estimated to fall outside of network peak hours. These additional trips have been added to the overall proposed trip generation at the site, as seen below.
- 5.27 The applicant has also outlined that the proposed seating area/café is an ancillary use to the proposed padel courts and will not be advertised as 'open' to the public, nor will it sell alcohol. It is therefore estimated that this space will solely be used by patrons either waiting to play padel or those who have just finished their game. As such it is assumed that this part of the site will

not be an inherent trip generator in and of itself but will instead be used by patrons as a secondary use to the padel courts.

5.28 Similarly, the applicant has outlined that the retained office space on the first and second floor will be private and exclusively associated with staff of the site, rather than operating as a typical business office. Therefore, any trips related to this use will be made by staff who are already traveling to the site for work.

5.29 It is therefore estimated that all uses ancillary to the proposed padel courts would not be standalone trip generators and would therefore not generate additional trips to the padel courts. Patrons will utilise the ancillary uses as a secondary use to the padel courts.

Net Vehicle Trip Generation

5.30 To estimate net trip generation at the site, both the existing and proposed trip generation figures have been compared. This is highlighted in Table 5.6 below.

Table 5.6 – Net trip generation

	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Total (07:00-19:00)
	Arrivals	Departures	Arrivals	Departures	
Existing Uses					
Vehicle trip numbers – (warehouse)	4	2	1	4	85
Vehicle trip numbers – (office)	9	0	0	16	78
Total	13	2	1	21	163
Proposed Use					
Vehicle trip numbers – (4.5 padel courts)	3	1	6	10	148
Net Trip Generation	-10	-1	+5	-11	-15

5.31 It can be seen in Table 5.6 that the proposals are likely to engender a decrease of 11 and 6 vehicle trips in each of the AM and PM peak hours, as well as a decrease in 15 vehicular trips throughout the course of a day.

5.32 It is also worth noting that the proposals will significantly change the profile of vehicles accessing the site with less trips made by bulky HGVs and other similar goods vehicles. Most future vehicular trips to the site will be made by cars.

5.33 The proposal would, therefore, be expected to have a benefit to the local highway network in terms of capacity, congestion and safety.

6 Summary and Conclusion

Summary

- 6.1 This Transport Statement has been prepared by EAS on behalf of Padel Zone Ltd to support an application for the redevelopment of an existing Sui Generis recycling/skip hire centre at Unit 5, Hunting Gate, Hitching SG4 0TJ.
- 6.2 The site currently comprises circa 2162.5sqm of Sui Generis use operating as a recycling/skip hire centre. The existing unit consists of circa 1,557sqm of warehousing space and circa 605.5sqm of office use. The existing office use is located along the site's frontage with Hunting Gate and is spread over three floors, with the associated warehousing use located beyond this within the unit.
- 6.3 Pedestrian access to the site is located in the southwestern corner of the unit off Hunting Gate. This offers direct access to the ground floor office and all other floors, as well as the rear of the site.
- 6.4 Vehicular access to the site is gained directly off Hunting Gate via a driveway which borders the western wall of the building.
- 6.5 The site offers access to nearby sustainable travel infrastructure including bus stops and Hitchin Train Station.
- 6.6 It is proposed that the site will be developed into 4 full-sized padel courts, 1 half-sized padel court, with changing rooms, showers and an ancillary seating area/café. The proposals also seek to retain the first and second floors of office space for use as a private working area for the applicant and as a meeting room for sponsors and businesses interested in corporate events.
- 6.7 Access to the site will remain in line with current arrangements and utilise the existing vehicular crossover on the northern side of Hunting Gate.
- 6.8 The proposals will provide a policy compliant level of car parking utilising the existing hard standing area to the rear of the site, as well as a car park to the east of the unit which the applicant has right of use over.
- 6.9 The proposals will provide 2 long-term cycle parking spaces for staff as well as 20 short-term cycle parking spaces for patrons of the site. The applicant is willing to commit to providing additional visitor cycle parking spaces if such a need arises.
- 6.10 Through the completion of a trip generation study, it is identified that the proposals are likely to engender a decrease of 11 and 6 vehicle trips in each of the AM and PM peak hours, as well as a decrease in 15 vehicular trips throughout the course of a day.
- 6.11 The proposal would, therefore, be expected to have a benefit to the local highway network in terms of capacity, congestion and safety.

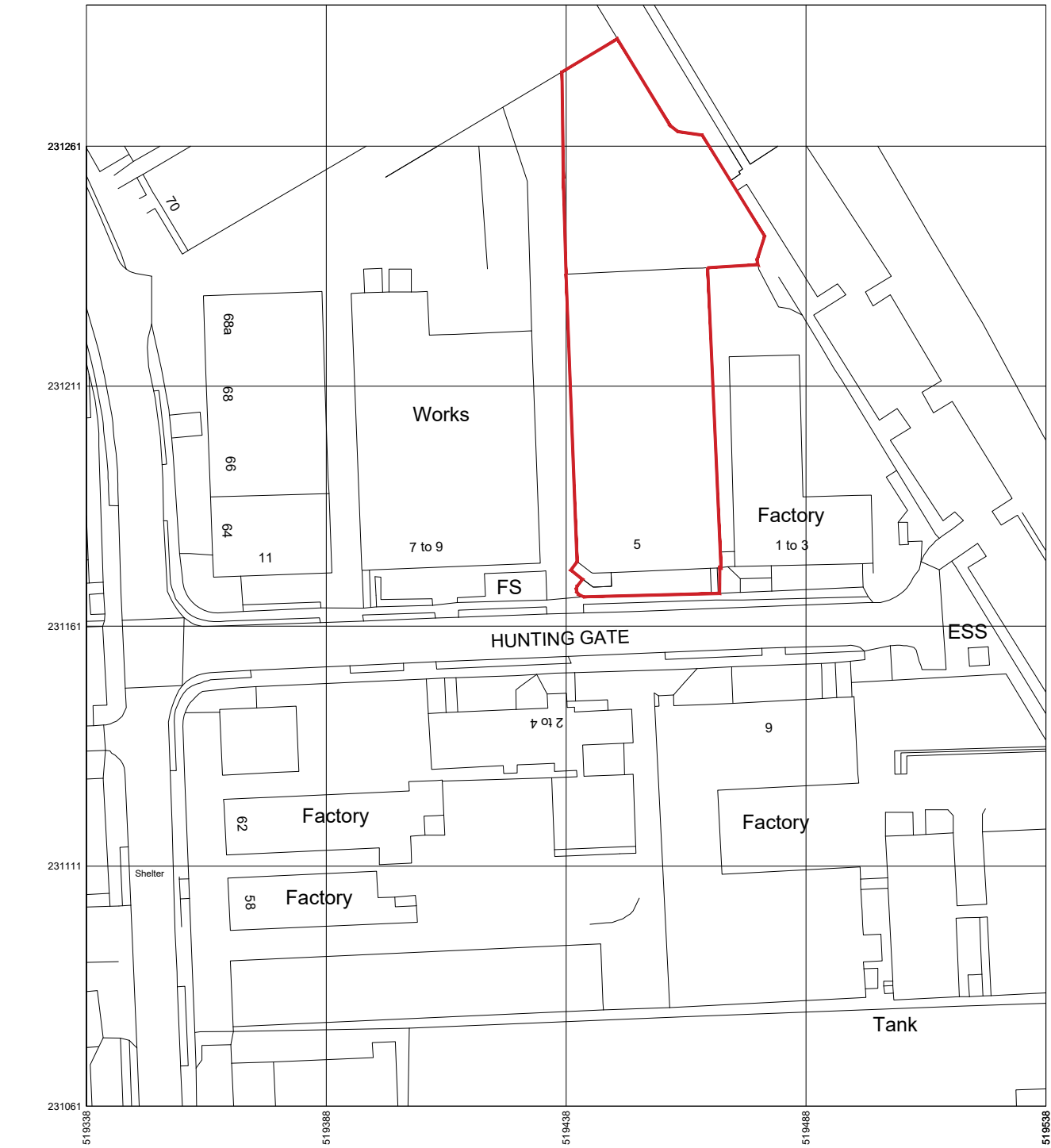
Conclusion

- 6.12 The proposed site is in an accessible location and is expected to result in a reduction in vehicular trip generation, while an appropriate level of parking is proposed based on the characteristics of the site and local area.
- 6.13 The proposals are thus not expected to generate a negative material change to the nature and character of traffic in the vicinity of the site.
- 6.14 This Transport Statement, therefore, demonstrates that the proposed application will support wider local, regional and national transport aims, and thus should be supported on transport and highways grounds.

Appendices

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Appendix: A - Location Plan



Notes:

All dimensions to be check on site.
Do not scale from this drawing.

Rev:	Date:	Details:	By:	Chk:
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CONCEPT DESIGN

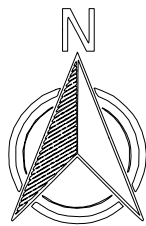
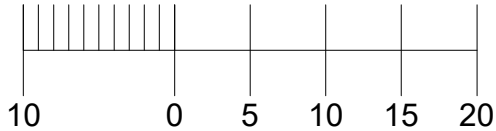
Client / Location:
Padel Zone
5 Hunting Gate, SG4 0TG

Drawing:
Location plan

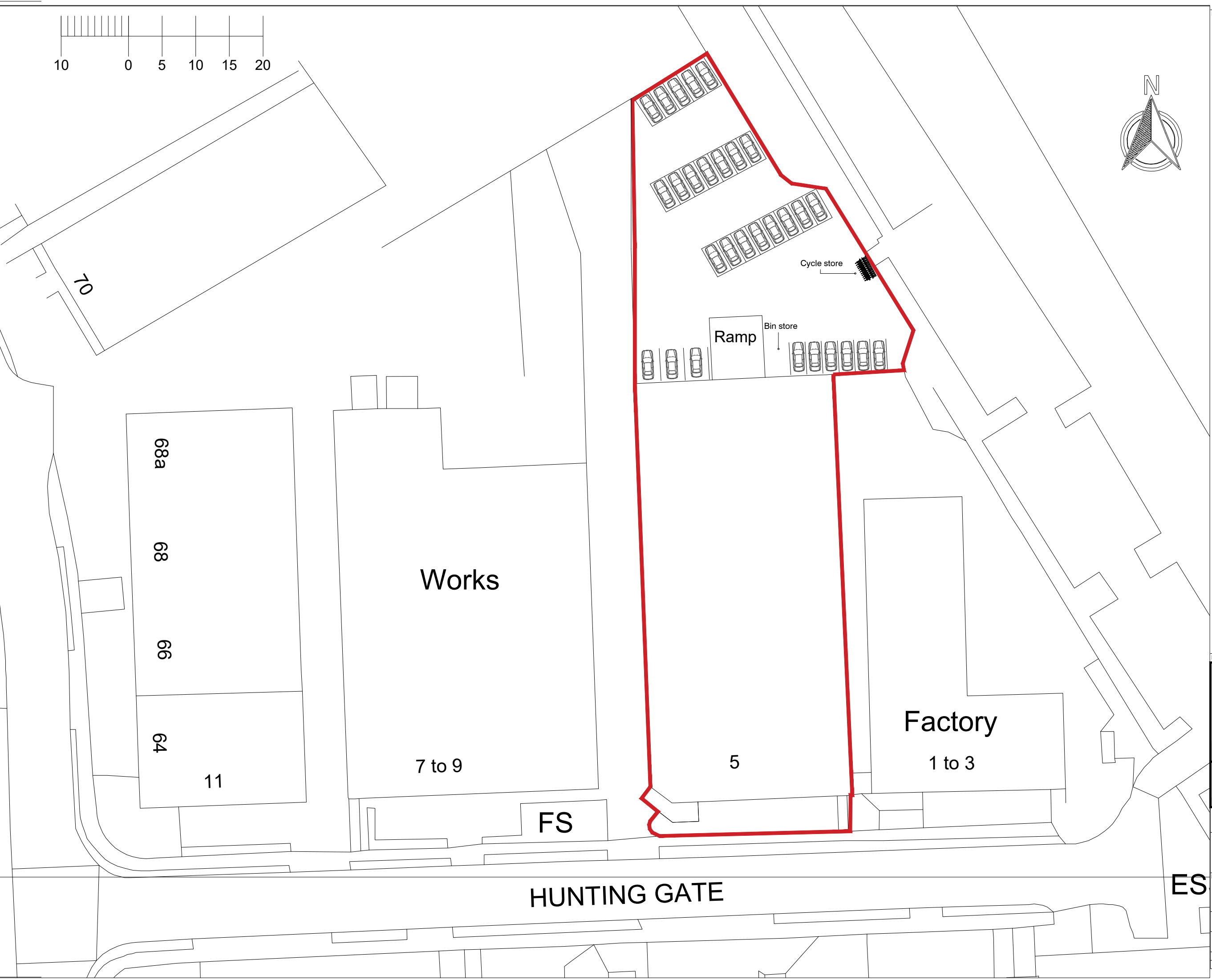
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Job No: SD01125	Dwg No: 1003	Rev: A	

Do not scale. Work to figured dimensions only which should be verified on site.

Appendix: B – Proposed Plans



Notes:
All dimensions to be check on site.
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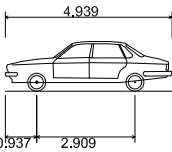
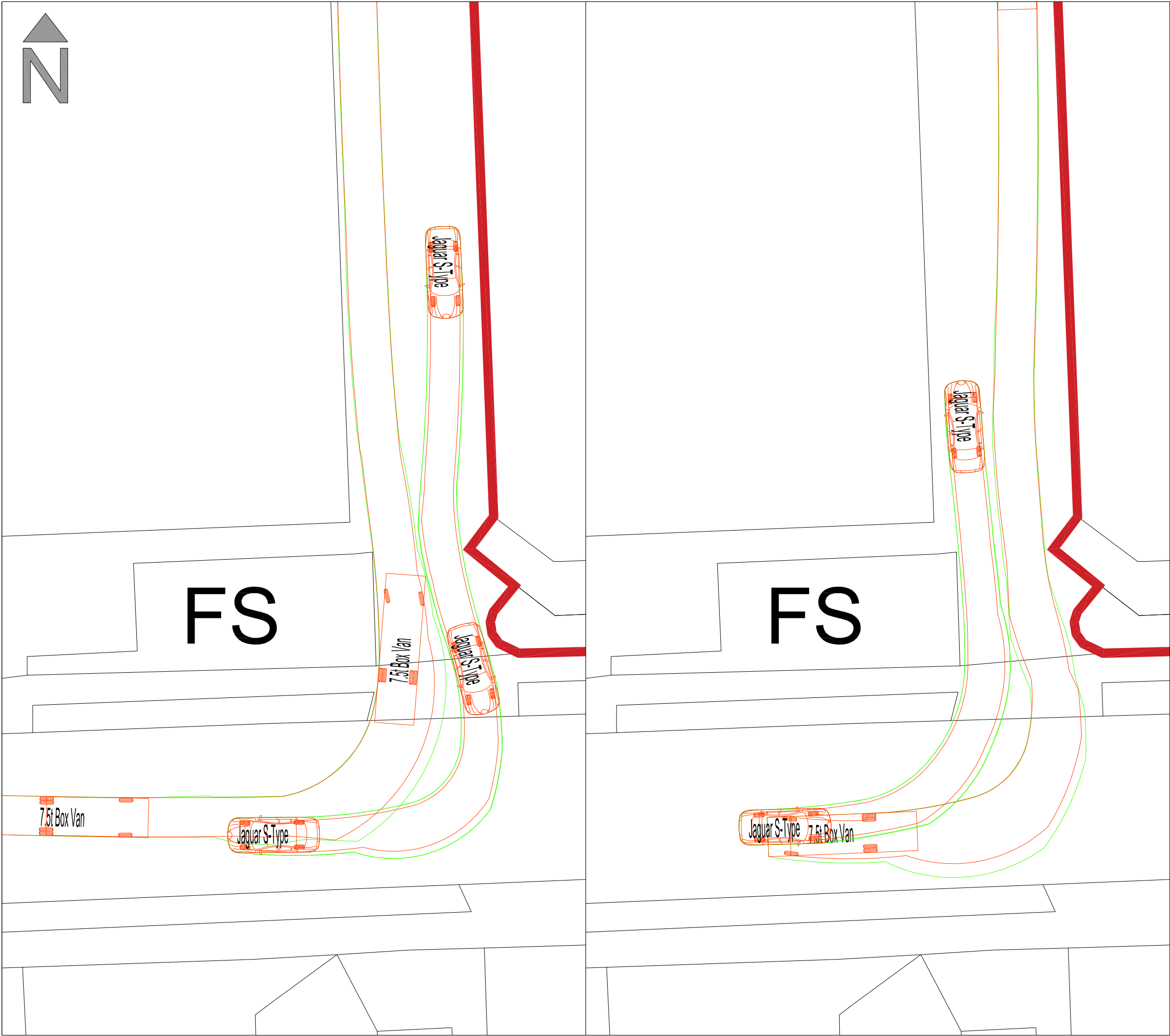
Client / Location:
Padel Zone
5 Hunting Gate, SG4 0TG

Drawing:
Block plan proposed

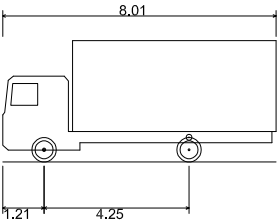
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Job No: SD01125	Dwg No: 1005	Rev: D	

Do not scale. Work to figured dimensions only which should be verified on site.

Appendix: C – Vehicular Access Swept Path Analysis



Jaguar S-Type
Overall Length 4.939m
Overall Width 1.878m
Overall Body Height 1.474m
Min Body Ground Clearance 0.259m
Max Track Width 1.544m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.000m



7.5t Box Van
Overall Length 8.010m
Overall Width 2.100m
Overall Body Height 3.556m
Min Body Ground Clearance 0.351m
Track Width 2.064m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.400m

REV	DATE	BY	DESCRIPTION	CHK	APD
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ARCHITECT:

PROJECT:

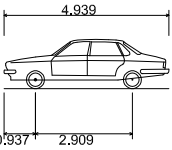
NORTH HERTFORDSHIRE, HITCHIN
HUNTING GATE, UNIT 5

TITLE:

ACCESS SWEEP PATH ANALYSIS

SCALE @ A3: 1:200	DESIGN-DRAWN: CG	DATE: 27/03/2025
PROJECT No: 5779	DRAWING No: SK01	

Appendix: D – Car Parking Swept Path Analysis



Jaguar S-Type	4.939m
Overall Length	1.878m
Overall Width	1.474m
Overall Body Height	0.259m
Min Body Ground Clearance	1.544m
Max Track Width	4.00s
Lock to lock time	6.000m
Kerb to Kerb Turning Radius	

REV	DATE	BY	DESCRIPTION	CHK	APD
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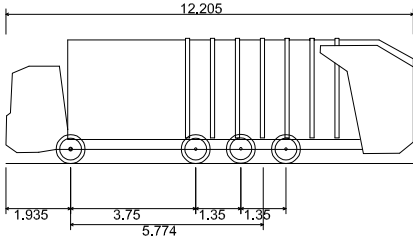
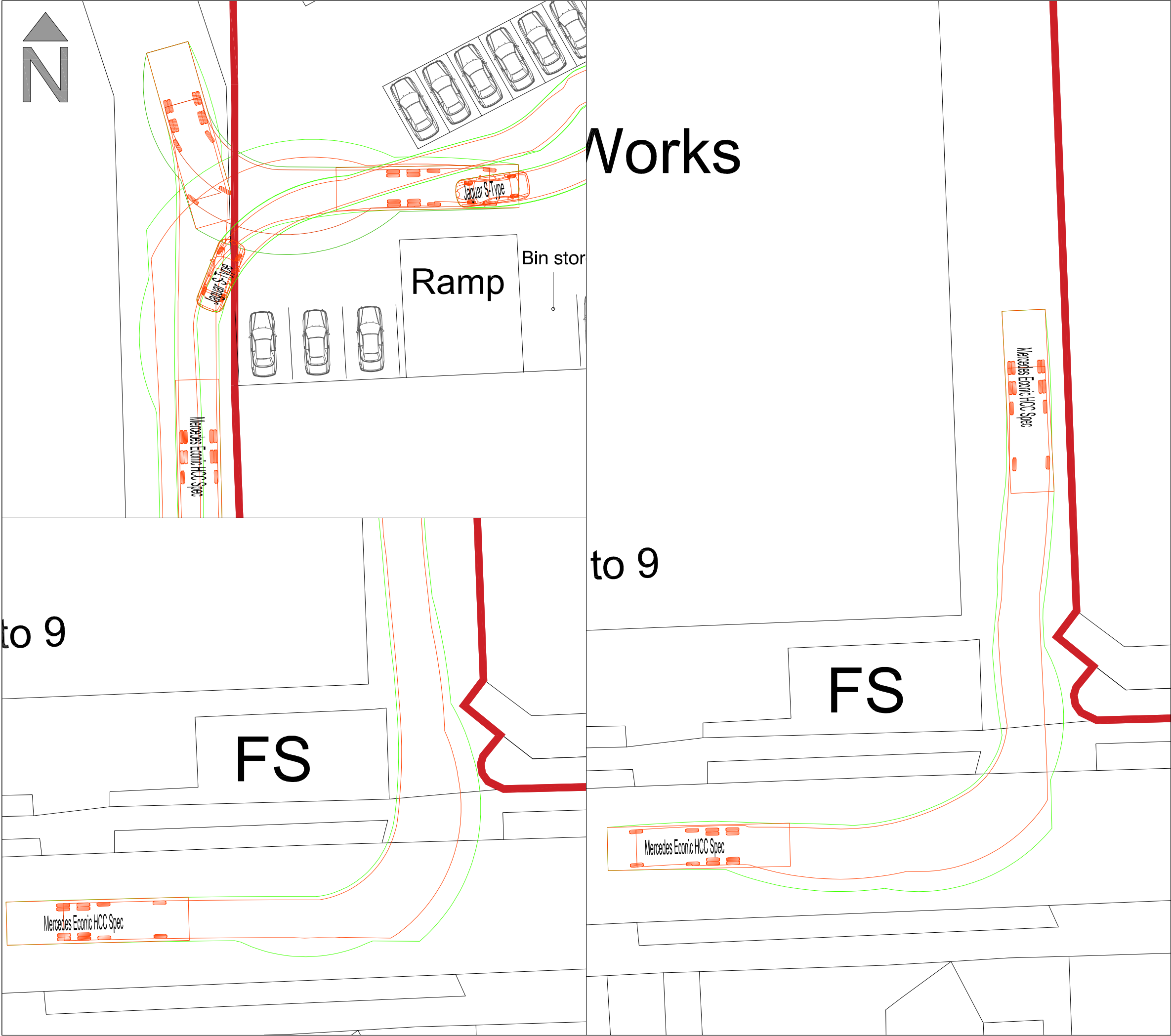
NORTH HERTFORDSHIRE, HITCHIN
HUNTING GATE, UNIT 5

TITLE:

CAR PARK SWEEP PATH ANALYSIS

SCALE @ A3:	DESIGN-DRAWN:	DATE:
1:250	CG	08/05/2025
PROJECT No:	DRAWING No:	
5779	SK03 REV A	

Appendix: E – Refuse Vehicle Swept Path Analysis



Mercedes Eonic HCC Spec
Overall Length 12.205m
Overall Width 2.890m
Overall Body Height 3.750m
Min Body Ground Clearance 0.302m
Max Track Width 2.500m
Lock to lock time 4.00s
Wall to Wall Turning Radius 11.250m

REV	DATE	BY	DESCRIPTION	CHK	APD
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ARCHITECT:

PROJECT:
NORTH HERTFORDSHIRE, HITCHIN
HUNTING GATE, UNIT 5

TITLE:
ACCESS SWEEP PATH ANALYSIS

SCALE @ A3: 1:250	DESIGN-DRAWN: CG	DATE: 07/05/2025
PROJECT No: 5779	DRAWING No: SK02 REV A	

Appendix: F – TRICS Data

Calculation Reference: AUDIT-743101-250325-0347

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

<u>Selected regions and areas:</u>		
02	SOUTH EAST	
	EX ESSEX	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	CU CUMBERLAND	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: 1750 to 6560 (units: sqm)
Range Selected by User: 1750 to 50000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 19/06/24

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

Selected survey days:

Monday 1 days
Wednesday 1 days
Friday 1 days

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

Selected survey types:

Manual count 3 days
Directional ATC Count 0 days

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

Selected Locations:

Edge of Town 3

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

Selected Location Sub Categories:

Industrial Zone 3

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:**

n/a 1 days
B8 2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (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:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	3 days
------------	--------

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

Travel Plan:

No	3 days
----	--------

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

PTAL Rating:

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

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

LIST OF SITES relevant to selection parameters

1	CU-02-F-01 CARLISLE ROAD BRAMPTON	WAREHOUSING & DISTRIBUTION	CUMBERLAND
	Edge of Town Industrial Zone Total Gross floor area: 4007 sqm Survey date: WEDNESDAY 19/06/24		Survey Type: MANUAL
2	EX-02-F-01 BRUNEL WAY COLCHESTER SEVERALLS INDUSTRIAL PK	SPORTS SUPPLEMENTS	ESSEX
	Edge of Town Industrial Zone Total Gross floor area: 6560 sqm Survey date: FRIDAY 18/05/18		Survey Type: MANUAL
3	NY-02-F-01 GRIMBALD CRAG CLOSE KNARESBOROUGH	REMOVALS SERVICE	NORTH YORKSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 1750 sqm Survey date: MONDAY 19/06/23		Survey Type: MANUAL

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

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

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	4007	0.349	1	4007	0.225	1	4007	0.574
06:00 - 07:00	1	4007	0.225	1	4007	0.349	1	4007	0.574
07:00 - 08:00	3	4106	0.195	3	4106	0.114	3	4106	0.309
08:00 - 09:00	3	4106	0.284	3	4106	0.138	3	4106	0.422
09:00 - 10:00	3	4106	0.309	3	4106	0.106	3	4106	0.415
10:00 - 11:00	3	4106	0.130	3	4106	0.106	3	4106	0.236
11:00 - 12:00	3	4106	0.154	3	4106	0.154	3	4106	0.308
12:00 - 13:00	3	4106	0.211	3	4106	0.154	3	4106	0.365
13:00 - 14:00	3	4106	0.162	3	4106	0.146	3	4106	0.308
14:00 - 15:00	3	4106	0.195	3	4106	0.268	3	4106	0.463
15:00 - 16:00	3	4106	0.146	3	4106	0.179	3	4106	0.325
16:00 - 17:00	3	4106	0.154	3	4106	0.252	3	4106	0.406
17:00 - 18:00	3	4106	0.081	3	4106	0.284	3	4106	0.365
18:00 - 19:00	3	4106	0.032	3	4106	0.203	3	4106	0.235
19:00 - 20:00	1	4007	0.075	1	4007	0.075	1	4007	0.150
20:00 - 21:00	1	4007	0.000	1	4007	0.025	1	4007	0.025
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.702			2.778			5.480

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:	1750 - 6560 (units: sqm)
Survey date range:	01/01/16 - 19/06/24
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/F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	4007	0.100	1	4007	0.125	1	4007	0.225
06:00 - 07:00	1	4007	0.125	1	4007	0.299	1	4007	0.424
07:00 - 08:00	3	4106	0.008	3	4106	0.057	3	4106	0.065
08:00 - 09:00	3	4106	0.073	3	4106	0.065	3	4106	0.138
09:00 - 10:00	3	4106	0.097	3	4106	0.049	3	4106	0.146
10:00 - 11:00	3	4106	0.065	3	4106	0.057	3	4106	0.122
11:00 - 12:00	3	4106	0.049	3	4106	0.057	3	4106	0.106
12:00 - 13:00	3	4106	0.089	3	4106	0.057	3	4106	0.146
13:00 - 14:00	3	4106	0.049	3	4106	0.065	3	4106	0.114
14:00 - 15:00	3	4106	0.089	3	4106	0.057	3	4106	0.146
15:00 - 16:00	3	4106	0.097	3	4106	0.065	3	4106	0.162
16:00 - 17:00	3	4106	0.049	3	4106	0.089	3	4106	0.138
17:00 - 18:00	3	4106	0.049	3	4106	0.057	3	4106	0.106
18:00 - 19:00	3	4106	0.024	3	4106	0.008	3	4106	0.032
19:00 - 20:00	1	4007	0.025	1	4007	0.000	1	4007	0.025
20:00 - 21:00	1	4007	0.000	1	4007	0.000	1	4007	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.988			1.107			2.095

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

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

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

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	4007	0.000	1	4007	0.000	1	4007	0.000
06:00 - 07:00	1	4007	0.000	1	4007	0.000	1	4007	0.000
07:00 - 08:00	3	4106	0.000	3	4106	0.000	3	4106	0.000
08:00 - 09:00	3	4106	0.008	3	4106	0.000	3	4106	0.008
09:00 - 10:00	3	4106	0.000	3	4106	0.000	3	4106	0.000
10:00 - 11:00	3	4106	0.000	3	4106	0.000	3	4106	0.000
11:00 - 12:00	3	4106	0.000	3	4106	0.000	3	4106	0.000
12:00 - 13:00	3	4106	0.000	3	4106	0.000	3	4106	0.000
13:00 - 14:00	3	4106	0.000	3	4106	0.000	3	4106	0.000
14:00 - 15:00	3	4106	0.000	3	4106	0.000	3	4106	0.000
15:00 - 16:00	3	4106	0.000	3	4106	0.000	3	4106	0.000
16:00 - 17:00	3	4106	0.000	3	4106	0.008	3	4106	0.008
17:00 - 18:00	3	4106	0.000	3	4106	0.000	3	4106	0.000
18:00 - 19:00	3	4106	0.000	3	4106	0.000	3	4106	0.000
19:00 - 20:00	1	4007	0.000	1	4007	0.000	1	4007	0.000
20:00 - 21:00	1	4007	0.000	1	4007	0.000	1	4007	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.008			0.016

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

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

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

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	4007	0.424	1	4007	0.275	1	4007	0.699
06:00 - 07:00	1	4007	0.299	1	4007	0.449	1	4007	0.748
07:00 - 08:00	3	4106	0.227	3	4106	0.146	3	4106	0.373
08:00 - 09:00	3	4106	0.382	3	4106	0.179	3	4106	0.561
09:00 - 10:00	3	4106	0.422	3	4106	0.146	3	4106	0.568
10:00 - 11:00	3	4106	0.162	3	4106	0.122	3	4106	0.284
11:00 - 12:00	3	4106	0.195	3	4106	0.203	3	4106	0.398
12:00 - 13:00	3	4106	0.260	3	4106	0.195	3	4106	0.455
13:00 - 14:00	3	4106	0.203	3	4106	0.187	3	4106	0.390
14:00 - 15:00	3	4106	0.260	3	4106	0.333	3	4106	0.593
15:00 - 16:00	3	4106	0.187	3	4106	0.219	3	4106	0.406
16:00 - 17:00	3	4106	0.195	3	4106	0.300	3	4106	0.495
17:00 - 18:00	3	4106	0.097	3	4106	0.382	3	4106	0.479
18:00 - 19:00	3	4106	0.032	3	4106	0.268	3	4106	0.300
19:00 - 20:00	1	4007	0.075	1	4007	0.075	1	4007	0.150
20:00 - 21:00	1	4007	0.000	1	4007	0.025	1	4007	0.025
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.420			3.504			6.924

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

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

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

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	4007	0.000	1	4007	0.000	1	4007	0.000
06:00 - 07:00	1	4007	0.000	1	4007	0.000	1	4007	0.000
07:00 - 08:00	3	4106	0.008	3	4106	0.000	3	4106	0.008
08:00 - 09:00	3	4106	0.032	3	4106	0.000	3	4106	0.032
09:00 - 10:00	3	4106	0.008	3	4106	0.008	3	4106	0.016
10:00 - 11:00	3	4106	0.008	3	4106	0.008	3	4106	0.016
11:00 - 12:00	3	4106	0.016	3	4106	0.008	3	4106	0.024
12:00 - 13:00	3	4106	0.000	3	4106	0.008	3	4106	0.008
13:00 - 14:00	3	4106	0.008	3	4106	0.008	3	4106	0.016
14:00 - 15:00	3	4106	0.000	3	4106	0.008	3	4106	0.008
15:00 - 16:00	3	4106	0.000	3	4106	0.008	3	4106	0.008
16:00 - 17:00	3	4106	0.008	3	4106	0.008	3	4106	0.016
17:00 - 18:00	3	4106	0.000	3	4106	0.016	3	4106	0.016
18:00 - 19:00	3	4106	0.000	3	4106	0.024	3	4106	0.024
19:00 - 20:00	1	4007	0.000	1	4007	0.000	1	4007	0.000
20:00 - 21:00	1	4007	0.000	1	4007	0.000	1	4007	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.088			0.104			0.192

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

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

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

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

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	4007	0.000	1	4007	0.000	1	4007	0.000
06:00 - 07:00	1	4007	0.000	1	4007	0.000	1	4007	0.000
07:00 - 08:00	3	4106	0.000	3	4106	0.000	3	4106	0.000
08:00 - 09:00	3	4106	0.032	3	4106	0.000	3	4106	0.032
09:00 - 10:00	3	4106	0.008	3	4106	0.000	3	4106	0.008
10:00 - 11:00	3	4106	0.000	3	4106	0.000	3	4106	0.000
11:00 - 12:00	3	4106	0.000	3	4106	0.000	3	4106	0.000
12:00 - 13:00	3	4106	0.000	3	4106	0.000	3	4106	0.000
13:00 - 14:00	3	4106	0.000	3	4106	0.008	3	4106	0.008
14:00 - 15:00	3	4106	0.000	3	4106	0.000	3	4106	0.000
15:00 - 16:00	3	4106	0.000	3	4106	0.000	3	4106	0.000
16:00 - 17:00	3	4106	0.000	3	4106	0.000	3	4106	0.000
17:00 - 18:00	3	4106	0.000	3	4106	0.041	3	4106	0.041
18:00 - 19:00	3	4106	0.000	3	4106	0.000	3	4106	0.000
19:00 - 20:00	1	4007	0.000	1	4007	0.000	1	4007	0.000
20:00 - 21:00	1	4007	0.000	1	4007	0.000	1	4007	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.040			0.049			0.089

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

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

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

MULTI-MODAL 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	4007	0.000	1	4007	0.000	1	4007	0.000
06:00 - 07:00	1	4007	0.000	1	4007	0.000	1	4007	0.000
07:00 - 08:00	3	4106	0.000	3	4106	0.000	3	4106	0.000
08:00 - 09:00	3	4106	0.032	3	4106	0.000	3	4106	0.032
09:00 - 10:00	3	4106	0.008	3	4106	0.000	3	4106	0.008
10:00 - 11:00	3	4106	0.000	3	4106	0.000	3	4106	0.000
11:00 - 12:00	3	4106	0.000	3	4106	0.000	3	4106	0.000
12:00 - 13:00	3	4106	0.000	3	4106	0.000	3	4106	0.000
13:00 - 14:00	3	4106	0.000	3	4106	0.008	3	4106	0.008
14:00 - 15:00	3	4106	0.000	3	4106	0.000	3	4106	0.000
15:00 - 16:00	3	4106	0.000	3	4106	0.000	3	4106	0.000
16:00 - 17:00	3	4106	0.000	3	4106	0.000	3	4106	0.000
17:00 - 18:00	3	4106	0.000	3	4106	0.041	3	4106	0.041
18:00 - 19:00	3	4106	0.000	3	4106	0.000	3	4106	0.000
19:00 - 20:00	1	4007	0.000	1	4007	0.000	1	4007	0.000
20:00 - 21:00	1	4007	0.000	1	4007	0.000	1	4007	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.040			0.049			0.089

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

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

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

MULTI-MODAL 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	4007	0.424	1	4007	0.275	1	4007	0.699
06:00 - 07:00	1	4007	0.299	1	4007	0.449	1	4007	0.748
07:00 - 08:00	3	4106	0.235	3	4106	0.146	3	4106	0.381
08:00 - 09:00	3	4106	0.455	3	4106	0.179	3	4106	0.634
09:00 - 10:00	3	4106	0.438	3	4106	0.154	3	4106	0.592
10:00 - 11:00	3	4106	0.170	3	4106	0.130	3	4106	0.300
11:00 - 12:00	3	4106	0.211	3	4106	0.211	3	4106	0.422
12:00 - 13:00	3	4106	0.260	3	4106	0.203	3	4106	0.463
13:00 - 14:00	3	4106	0.211	3	4106	0.203	3	4106	0.414
14:00 - 15:00	3	4106	0.260	3	4106	0.341	3	4106	0.601
15:00 - 16:00	3	4106	0.187	3	4106	0.227	3	4106	0.414
16:00 - 17:00	3	4106	0.203	3	4106	0.317	3	4106	0.520
17:00 - 18:00	3	4106	0.097	3	4106	0.438	3	4106	0.535
18:00 - 19:00	3	4106	0.032	3	4106	0.292	3	4106	0.324
19:00 - 20:00	1	4007	0.075	1	4007	0.075	1	4007	0.150
20:00 - 21:00	1	4007	0.000	1	4007	0.025	1	4007	0.025
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.557			3.665			7.222

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

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

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

MULTI-MODAL CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	4007	0.200	1	4007	0.050	1	4007	0.250
06:00 - 07:00	1	4007	0.100	1	4007	0.025	1	4007	0.125
07:00 - 08:00	3	4106	0.154	3	4106	0.024	3	4106	0.178
08:00 - 09:00	3	4106	0.154	3	4106	0.032	3	4106	0.186
09:00 - 10:00	3	4106	0.146	3	4106	0.024	3	4106	0.170
10:00 - 11:00	3	4106	0.016	3	4106	0.016	3	4106	0.032
11:00 - 12:00	3	4106	0.057	3	4106	0.073	3	4106	0.130
12:00 - 13:00	3	4106	0.073	3	4106	0.073	3	4106	0.146
13:00 - 14:00	3	4106	0.073	3	4106	0.057	3	4106	0.130
14:00 - 15:00	3	4106	0.073	3	4106	0.154	3	4106	0.227
15:00 - 16:00	3	4106	0.032	3	4106	0.081	3	4106	0.113
16:00 - 17:00	3	4106	0.057	3	4106	0.122	3	4106	0.179
17:00 - 18:00	3	4106	0.016	3	4106	0.219	3	4106	0.235
18:00 - 19:00	3	4106	0.008	3	4106	0.162	3	4106	0.170
19:00 - 20:00	1	4007	0.025	1	4007	0.050	1	4007	0.075
20:00 - 21:00	1	4007	0.000	1	4007	0.025	1	4007	0.025
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.184			1.187			2.371

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

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

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

MULTI-MODAL LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	4007	0.050	1	4007	0.050	1	4007	0.100
06:00 - 07:00	1	4007	0.000	1	4007	0.025	1	4007	0.025
07:00 - 08:00	3	4106	0.024	3	4106	0.008	3	4106	0.032
08:00 - 09:00	3	4106	0.032	3	4106	0.032	3	4106	0.064
09:00 - 10:00	3	4106	0.065	3	4106	0.032	3	4106	0.097
10:00 - 11:00	3	4106	0.049	3	4106	0.032	3	4106	0.081
11:00 - 12:00	3	4106	0.049	3	4106	0.024	3	4106	0.073
12:00 - 13:00	3	4106	0.032	3	4106	0.024	3	4106	0.056
13:00 - 14:00	3	4106	0.041	3	4106	0.024	3	4106	0.065
14:00 - 15:00	3	4106	0.032	3	4106	0.024	3	4106	0.056
15:00 - 16:00	3	4106	0.008	3	4106	0.024	3	4106	0.032
16:00 - 17:00	3	4106	0.032	3	4106	0.041	3	4106	0.073
17:00 - 18:00	3	4106	0.016	3	4106	0.008	3	4106	0.024
18:00 - 19:00	3	4106	0.000	3	4106	0.032	3	4106	0.032
19:00 - 20:00	1	4007	0.025	1	4007	0.025	1	4007	0.050
20:00 - 21:00	1	4007	0.000	1	4007	0.000	1	4007	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.455			0.405			0.860

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

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

Calculation Reference: AUDIT-743101-250325-0339

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

<u>Selected regions and areas:</u>		
04	EAST ANGLIA	
	NF NORFOLK	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	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: 500 to 796 (units: sqm)
 Range Selected by User: 178 to 1000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 21/03/24

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

Selected survey days:

Wednesday 2 days

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

Selected survey types:

Manual count 2 days
 Directional ATC Count 0 days

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

Selected Locations:

Edge of Town 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
 Commercial 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 X days - Selected

Secondary Filtering selection:**Use Class:**

Not Known 2 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
15,001 to 20,000	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

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
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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	2 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	2 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	NF-02-A-04 WHITING ROAD NORWICH	BUILDING CONSULTANT	NORFOLK
	Edge of Town Commercial Zone Total Gross floor area: 500 sqm Survey date: WEDNESDAY 13/11/19		Survey Type: MANUAL
2	WK-02-A-03 BUDBROOKE ROAD WARWICK	ENGINEERING CONSULTANTS	WARWICKSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 796 sqm Survey date: WEDNESDAY 23/11/22		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): 1.57

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									
06:00 - 07:00									
07:00 - 08:00	2	648	1.929	2	648	0.000	2	648	1.929
08:00 - 09:00	2	648	1.466	2	648	0.077	2	648	1.543
09:00 - 10:00	2	648	1.466	2	648	0.386	2	648	1.852
10:00 - 11:00	2	648	0.000	2	648	0.000	2	648	0.000
11:00 - 12:00	2	648	0.309	2	648	0.386	2	648	0.695
12:00 - 13:00	2	648	0.463	2	648	0.772	2	648	1.235
13:00 - 14:00	2	648	0.386	2	648	0.154	2	648	0.540
14:00 - 15:00	2	648	0.231	2	648	0.154	2	648	0.385
15:00 - 16:00	2	648	0.154	2	648	0.386	2	648	0.540
16:00 - 17:00	2	648	0.000	2	648	0.772	2	648	0.772
17:00 - 18:00	2	648	0.000	2	648	2.701	2	648	2.701
18:00 - 19:00	2	648	0.077	2	648	0.694	2	648	0.771
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			6.481			6.482			12.963

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:	500 - 796 (units: sqm)
Survey date range:	01/01/16 - 21/03/24
Number of weekdays (Monday-Friday):	2
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/A - OFFICE

MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	648	0.000	2	648	0.000	2	648	0.000
08:00 - 09:00	2	648	0.000	2	648	0.000	2	648	0.000
09:00 - 10:00	2	648	0.000	2	648	0.000	2	648	0.000
10:00 - 11:00	2	648	0.000	2	648	0.000	2	648	0.000
11:00 - 12:00	2	648	0.077	2	648	0.077	2	648	0.154
12:00 - 13:00	2	648	0.077	2	648	0.077	2	648	0.154
13:00 - 14:00	2	648	0.000	2	648	0.000	2	648	0.000
14:00 - 15:00	2	648	0.000	2	648	0.000	2	648	0.000
15:00 - 16:00	2	648	0.000	2	648	0.000	2	648	0.000
16:00 - 17:00	2	648	0.000	2	648	0.000	2	648	0.000
17:00 - 18:00	2	648	0.000	2	648	0.000	2	648	0.000
18:00 - 19:00	2	648	0.000	2	648	0.000	2	648	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.154			0.154			0.308

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

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									
06:00 - 07:00									
07:00 - 08:00	2	648	0.077	2	648	0.000	2	648	0.077
08:00 - 09:00	2	648	0.077	2	648	0.000	2	648	0.077
09:00 - 10:00	2	648	0.077	2	648	0.000	2	648	0.077
10:00 - 11:00	2	648	0.077	2	648	0.077	2	648	0.154
11:00 - 12:00	2	648	0.000	2	648	0.000	2	648	0.000
12:00 - 13:00	2	648	0.000	2	648	0.077	2	648	0.077
13:00 - 14:00	2	648	0.309	2	648	0.231	2	648	0.540
14:00 - 15:00	2	648	0.154	2	648	0.154	2	648	0.308
15:00 - 16:00	2	648	0.000	2	648	0.154	2	648	0.154
16:00 - 17:00	2	648	0.000	2	648	0.000	2	648	0.000
17:00 - 18:00	2	648	0.000	2	648	0.077	2	648	0.077
18:00 - 19:00	2	648	0.000	2	648	0.000	2	648	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.771			0.770			1.541

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.

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

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									
06:00 - 07:00									
07:00 - 08:00	2	648	1.929	2	648	0.000	2	648	1.929
08:00 - 09:00	2	648	1.466	2	648	0.077	2	648	1.543
09:00 - 10:00	2	648	1.466	2	648	0.386	2	648	1.852
10:00 - 11:00	2	648	0.000	2	648	0.000	2	648	0.000
11:00 - 12:00	2	648	0.309	2	648	0.463	2	648	0.772
12:00 - 13:00	2	648	0.540	2	648	0.772	2	648	1.312
13:00 - 14:00	2	648	0.386	2	648	0.154	2	648	0.540
14:00 - 15:00	2	648	0.309	2	648	0.231	2	648	0.540
15:00 - 16:00	2	648	0.154	2	648	0.386	2	648	0.540
16:00 - 17:00	2	648	0.000	2	648	0.772	2	648	0.772
17:00 - 18:00	2	648	0.000	2	648	2.701	2	648	2.701
18:00 - 19:00	2	648	0.231	2	648	0.849	2	648	1.080
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			6.790			6.791			13.581

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

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									
06:00 - 07:00									
07:00 - 08:00	2	648	0.000	2	648	0.000	2	648	0.000
08:00 - 09:00	2	648	0.000	2	648	0.000	2	648	0.000
09:00 - 10:00	2	648	0.000	2	648	0.000	2	648	0.000
10:00 - 11:00	2	648	0.077	2	648	0.077	2	648	0.154
11:00 - 12:00	2	648	0.000	2	648	0.077	2	648	0.077
12:00 - 13:00	2	648	0.463	2	648	0.386	2	648	0.849
13:00 - 14:00	2	648	0.540	2	648	0.386	2	648	0.926
14:00 - 15:00	2	648	0.386	2	648	0.309	2	648	0.695
15:00 - 16:00	2	648	0.077	2	648	0.309	2	648	0.386
16:00 - 17:00	2	648	0.231	2	648	0.231	2	648	0.462
17:00 - 18:00	2	648	0.000	2	648	0.000	2	648	0.000
18:00 - 19:00	2	648	0.000	2	648	0.000	2	648	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.774			1.775			3.549

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

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									
06:00 - 07:00									
07:00 - 08:00	2	648	0.154	2	648	0.000	2	648	0.154
08:00 - 09:00	2	648	0.077	2	648	0.000	2	648	0.077
09:00 - 10:00	2	648	0.077	2	648	0.231	2	648	0.308
10:00 - 11:00	2	648	0.077	2	648	0.000	2	648	0.077
11:00 - 12:00	2	648	0.000	2	648	0.000	2	648	0.000
12:00 - 13:00	2	648	0.154	2	648	0.231	2	648	0.385
13:00 - 14:00	2	648	0.309	2	648	0.154	2	648	0.463
14:00 - 15:00	2	648	0.000	2	648	0.077	2	648	0.077
15:00 - 16:00	2	648	0.000	2	648	0.000	2	648	0.000
16:00 - 17:00	2	648	0.000	2	648	0.077	2	648	0.077
17:00 - 18:00	2	648	0.000	2	648	0.077	2	648	0.077
18:00 - 19:00	2	648	0.000	2	648	0.000	2	648	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.848			0.847			1.695

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

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									
06:00 - 07:00									
07:00 - 08:00	2	648	0.154	2	648	0.000	2	648	0.154
08:00 - 09:00	2	648	0.077	2	648	0.000	2	648	0.077
09:00 - 10:00	2	648	0.077	2	648	0.231	2	648	0.308
10:00 - 11:00	2	648	0.077	2	648	0.000	2	648	0.077
11:00 - 12:00	2	648	0.000	2	648	0.000	2	648	0.000
12:00 - 13:00	2	648	0.154	2	648	0.231	2	648	0.385
13:00 - 14:00	2	648	0.309	2	648	0.154	2	648	0.463
14:00 - 15:00	2	648	0.000	2	648	0.077	2	648	0.077
15:00 - 16:00	2	648	0.000	2	648	0.000	2	648	0.000
16:00 - 17:00	2	648	0.000	2	648	0.077	2	648	0.077
17:00 - 18:00	2	648	0.000	2	648	0.077	2	648	0.077
18:00 - 19:00	2	648	0.000	2	648	0.000	2	648	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.848			0.847			1.695

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): 1.57

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									
06:00 - 07:00									
07:00 - 08:00	2	648	2.160	2	648	0.000	2	648	2.160
08:00 - 09:00	2	648	1.620	2	648	0.077	2	648	1.697
09:00 - 10:00	2	648	1.620	2	648	0.617	2	648	2.237
10:00 - 11:00	2	648	0.231	2	648	0.154	2	648	0.385
11:00 - 12:00	2	648	0.309	2	648	0.540	2	648	0.849
12:00 - 13:00	2	648	1.157	2	648	1.466	2	648	2.623
13:00 - 14:00	2	648	1.543	2	648	0.926	2	648	2.469
14:00 - 15:00	2	648	0.849	2	648	0.772	2	648	1.621
15:00 - 16:00	2	648	0.231	2	648	0.849	2	648	1.080
16:00 - 17:00	2	648	0.231	2	648	1.080	2	648	1.311
17:00 - 18:00	2	648	0.000	2	648	2.855	2	648	2.855
18:00 - 19:00	2	648	0.231	2	648	0.849	2	648	1.080
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			10.182			10.185			20.367

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

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

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

MULTI-MODAL CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	648	1.852	2	648	0.000	2	648	1.852
08:00 - 09:00	2	648	1.466	2	648	0.077	2	648	1.543
09:00 - 10:00	2	648	1.389	2	648	0.309	2	648	1.698
10:00 - 11:00	2	648	0.000	2	648	0.000	2	648	0.000
11:00 - 12:00	2	648	0.154	2	648	0.231	2	648	0.385
12:00 - 13:00	2	648	0.231	2	648	0.540	2	648	0.771
13:00 - 14:00	2	648	0.386	2	648	0.154	2	648	0.540
14:00 - 15:00	2	648	0.154	2	648	0.077	2	648	0.231
15:00 - 16:00	2	648	0.077	2	648	0.309	2	648	0.386
16:00 - 17:00	2	648	0.000	2	648	0.694	2	648	0.694
17:00 - 18:00	2	648	0.000	2	648	2.701	2	648	2.701
18:00 - 19:00	2	648	0.077	2	648	0.694	2	648	0.771
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.786			5.786			11.572

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

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									
06:00 - 07:00									
07:00 - 08:00	2	648	0.077	2	648	0.000	2	648	0.077
08:00 - 09:00	2	648	0.000	2	648	0.000	2	648	0.000
09:00 - 10:00	2	648	0.077	2	648	0.077	2	648	0.154
10:00 - 11:00	2	648	0.000	2	648	0.000	2	648	0.000
11:00 - 12:00	2	648	0.077	2	648	0.077	2	648	0.154
12:00 - 13:00	2	648	0.154	2	648	0.154	2	648	0.308
13:00 - 14:00	2	648	0.000	2	648	0.000	2	648	0.000
14:00 - 15:00	2	648	0.077	2	648	0.077	2	648	0.154
15:00 - 16:00	2	648	0.077	2	648	0.077	2	648	0.154
16:00 - 17:00	2	648	0.000	2	648	0.077	2	648	0.077
17:00 - 18:00	2	648	0.000	2	648	0.000	2	648	0.000
18:00 - 19:00	2	648	0.000	2	648	0.000	2	648	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.539			0.539			1.078

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

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

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

MULTI-MODAL Servicing Vehicles

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	648	0.077	2	648	0.000	2	648	0.077
08:00 - 09:00	2	648	0.000	2	648	0.000	2	648	0.000
09:00 - 10:00	2	648	0.077	2	648	0.077	2	648	0.154
10:00 - 11:00	2	648	0.000	2	648	0.000	2	648	0.000
11:00 - 12:00	2	648	0.154	2	648	0.154	2	648	0.308
12:00 - 13:00	2	648	0.231	2	648	0.231	2	648	0.462
13:00 - 14:00	2	648	0.000	2	648	0.000	2	648	0.000
14:00 - 15:00	2	648	0.077	2	648	0.077	2	648	0.154
15:00 - 16:00	2	648	0.154	2	648	0.154	2	648	0.308
16:00 - 17:00	2	648	0.000	2	648	0.077	2	648	0.077
17:00 - 18:00	2	648	0.000	2	648	0.000	2	648	0.000
18:00 - 19:00	2	648	0.000	2	648	0.000	2	648	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.770			0.770			1.540

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

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

Calculation Reference: AUDIT-743101-241111-1147

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : G - TENNIS CLUBS
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	SC SURREY	1 days
05	EAST MIDLANDS	
	LR LEICESTER	1 days
13	MUNSTER	
	CL CLARE	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: Number of courts
 Actual Range: 4 to 6 (units:)
 Range Selected by User: 4 to 12 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 12/10/22

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:

Tuesday 1 days
 Wednesday 1 days
 Saturday 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:

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

Residential Zone 3

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 1 days - Selected
 Servicing vehicles Excluded 7 days - Selected

Secondary Filtering selection:**Use Class:**

F2(c) 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®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
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:

1.1 to 1.5	3 days
------------	--------

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

Travel Plan:

No	3 days
----	--------

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

PTAL Rating:

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

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

LIST OF SITES relevant to selection parameters

1	CL-07-G-01 NEW STREET KILLALOE	TENNIS CLUB		CLARE
	Edge of Town Centre Residential Zone Total Number of courts: 4 <i>Survey date: WEDNESDAY 12/10/22</i>			
	<i>Survey Type: MANUAL</i>			
2	LR-07-G-01 HOMEWAY ROAD LEICESTER	TENNIS CLUB		LEICESTER
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of courts: 4 <i>Survey date: SATURDAY 20/06/09</i>			
	<i>Survey Type: MANUAL</i>			
3	SC-07-G-01 HILLIER ROAD GUILDFORD	TENNIS CLUB		SURREY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of courts: 6 <i>Survey date: TUESDAY 08/07/08</i>			
	<i>Survey Type: MANUAL</i>			

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
AD-07-G-01	extra
ER-07-G-01	extra
ER-07-G-02	extra
WK-07-G-01	extra
WS-07-G-01	extra

TRIP RATE for Land Use 07 - LEISURE/G - TENNIS CLUBS
 MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 COURTS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.56

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	6	0.000	1	6	0.000	1	6	0.000
08:00 - 09:00	3	5	0.571	3	5	0.214	3	5	0.785
09:00 - 10:00	3	5	1.571	3	5	0.643	3	5	2.214
10:00 - 11:00	3	5	0.857	3	5	1.071	3	5	1.928
11:00 - 12:00	3	5	1.214	3	5	1.071	3	5	2.285
12:00 - 13:00	3	5	0.571	3	5	0.500	3	5	1.071
13:00 - 14:00	3	5	0.500	3	5	0.714	3	5	1.214
14:00 - 15:00	3	5	0.786	3	5	0.786	3	5	1.572
15:00 - 16:00	3	5	0.714	3	5	0.286	3	5	1.000
16:00 - 17:00	3	5	1.214	3	5	0.571	3	5	1.785
17:00 - 18:00	3	5	1.071	3	5	1.714	3	5	2.785
18:00 - 19:00	2	5	1.700	2	5	2.100	2	5	3.800
19:00 - 20:00	2	5	0.300	2	5	1.000	2	5	1.300
20:00 - 21:00	2	5	0.600	2	5	0.900	2	5	1.500
21:00 - 22:00	2	5	0.000	2	5	0.500	2	5	0.500
22:00 - 23:00	1	4	0.000	1	4	0.000	1	4	0.000
23:00 - 24:00									
Total Rates:			11.669			12.070			23.739

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:
 Survey date date range:
 Number of weekdays (Monday-Friday):
 Number of Saturdays:
 Number of Sundays:
 Surveys automatically removed from selection:
 Surveys manually removed from selection:

4 - 6 (units:)
 01/01/00 - 12/10/22
 2
 1
 0
 0
 5

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 07 - LEISURE/G - TENNIS CLUBS
 MULTI-MODAL TAXIS
 Calculation factor: 1 COURTS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	6	0.000	1	6	0.000	1	6	0.000
08:00 - 09:00	3	5	0.000	3	5	0.000	3	5	0.000
09:00 - 10:00	3	5	0.000	3	5	0.000	3	5	0.000
10:00 - 11:00	3	5	0.000	3	5	0.000	3	5	0.000
11:00 - 12:00	3	5	0.071	3	5	0.071	3	5	0.142
12:00 - 13:00	3	5	0.000	3	5	0.000	3	5	0.000
13:00 - 14:00	3	5	0.000	3	5	0.000	3	5	0.000
14:00 - 15:00	3	5	0.000	3	5	0.000	3	5	0.000
15:00 - 16:00	3	5	0.000	3	5	0.000	3	5	0.000
16:00 - 17:00	3	5	0.000	3	5	0.000	3	5	0.000
17:00 - 18:00	3	5	0.000	3	5	0.000	3	5	0.000
18:00 - 19:00	2	5	0.000	2	5	0.000	2	5	0.000
19:00 - 20:00	2	5	0.000	2	5	0.000	2	5	0.000
20:00 - 21:00	2	5	0.000	2	5	0.000	2	5	0.000
21:00 - 22:00	2	5	0.000	2	5	0.000	2	5	0.000
22:00 - 23:00	1	4	0.000	1	4	0.000	1	4	0.000
23:00 - 24:00									
Total Rates:			0.071			0.071			0.142

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 07 - LEISURE/G - TENNIS CLUBS
 MULTI-MODAL CYCLISTS
 Calculation factor: 1 COURTS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	6	0.000	1	6	0.000	1	6	0.000
08:00 - 09:00	3	5	0.000	3	5	0.000	3	5	0.000
09:00 - 10:00	3	5	0.071	3	5	0.071	3	5	0.142
10:00 - 11:00	3	5	0.143	3	5	0.000	3	5	0.143
11:00 - 12:00	3	5	0.071	3	5	0.214	3	5	0.285
12:00 - 13:00	3	5	0.000	3	5	0.000	3	5	0.000
13:00 - 14:00	3	5	0.000	3	5	0.000	3	5	0.000
14:00 - 15:00	3	5	0.000	3	5	0.000	3	5	0.000
15:00 - 16:00	3	5	0.000	3	5	0.000	3	5	0.000
16:00 - 17:00	3	5	0.214	3	5	0.000	3	5	0.214
17:00 - 18:00	3	5	0.071	3	5	0.000	3	5	0.071
18:00 - 19:00	2	5	0.100	2	5	0.100	2	5	0.200
19:00 - 20:00	2	5	0.000	2	5	0.100	2	5	0.100
20:00 - 21:00	2	5	0.000	2	5	0.300	2	5	0.300
21:00 - 22:00	2	5	0.000	2	5	0.000	2	5	0.000
22:00 - 23:00	1	4	0.000	1	4	0.000	1	4	0.000
23:00 - 24:00									
Total Rates:			0.670			0.785			1.455

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 07 - LEISURE/G - TENNIS CLUBS
 MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 1 COURTS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	6	0.000	1	6	0.000	1	6	0.000
08:00 - 09:00	3	5	0.571	3	5	0.214	3	5	0.785
09:00 - 10:00	3	5	2.143	3	5	0.429	3	5	2.572
10:00 - 11:00	3	5	1.071	3	5	1.357	3	5	2.428
11:00 - 12:00	3	5	1.429	3	5	1.429	3	5	2.858
12:00 - 13:00	3	5	0.500	3	5	0.571	3	5	1.071
13:00 - 14:00	3	5	0.571	3	5	0.714	3	5	1.285
14:00 - 15:00	3	5	1.000	3	5	1.000	3	5	2.000
15:00 - 16:00	3	5	1.071	3	5	0.429	3	5	1.500
16:00 - 17:00	3	5	1.500	3	5	0.786	3	5	2.286
17:00 - 18:00	3	5	1.214	3	5	2.071	3	5	3.285
18:00 - 19:00	2	5	2.000	2	5	2.400	2	5	4.400
19:00 - 20:00	2	5	0.300	2	5	1.100	2	5	1.400
20:00 - 21:00	2	5	0.800	2	5	1.200	2	5	2.000
21:00 - 22:00	2	5	0.000	2	5	0.700	2	5	0.700
22:00 - 23:00	1	4	0.000	1	4	0.000	1	4	0.000
23:00 - 24:00									
Total Rates:			14.170			14.400			28.570

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 07 - LEISURE/G - TENNIS CLUBS
 MULTI-MODAL PEDESTRIANS
 Calculation factor: 1 COURTS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	6	0.000	1	6	0.000	1	6	0.000
08:00 - 09:00	3	5	0.143	3	5	0.000	3	5	0.143
09:00 - 10:00	3	5	0.429	3	5	0.143	3	5	0.572
10:00 - 11:00	3	5	0.143	3	5	0.429	3	5	0.572
11:00 - 12:00	3	5	0.429	3	5	0.286	3	5	0.715
12:00 - 13:00	3	5	0.357	3	5	0.643	3	5	1.000
13:00 - 14:00	3	5	0.214	3	5	0.143	3	5	0.357
14:00 - 15:00	3	5	0.286	3	5	0.214	3	5	0.500
15:00 - 16:00	3	5	0.286	3	5	0.143	3	5	0.429
16:00 - 17:00	3	5	0.071	3	5	0.214	3	5	0.285
17:00 - 18:00	3	5	0.357	3	5	0.357	3	5	0.714
18:00 - 19:00	2	5	0.400	2	5	0.000	2	5	0.400
19:00 - 20:00	2	5	0.000	2	5	0.500	2	5	0.500
20:00 - 21:00	2	5	0.000	2	5	0.400	2	5	0.400
21:00 - 22:00	2	5	0.000	2	5	0.000	2	5	0.000
22:00 - 23:00	1	4	0.000	1	4	0.000	1	4	0.000
23:00 - 24:00									
Total Rates:			3.115			3.472			6.587

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 07 - LEISURE/G - TENNIS CLUBS
 MULTI-MODAL BUS/TRAM PASSENGERS
 Calculation factor: 1 COURTS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	6	0.000	1	6	0.000	1	6	0.000
08:00 - 09:00	3	5	0.000	3	5	0.000	3	5	0.000
09:00 - 10:00	3	5	0.000	3	5	0.000	3	5	0.000
10:00 - 11:00	3	5	0.000	3	5	0.000	3	5	0.000
11:00 - 12:00	3	5	0.000	3	5	0.000	3	5	0.000
12:00 - 13:00	3	5	0.000	3	5	0.000	3	5	0.000
13:00 - 14:00	3	5	0.000	3	5	0.000	3	5	0.000
14:00 - 15:00	3	5	0.143	3	5	0.000	3	5	0.143
15:00 - 16:00	3	5	0.000	3	5	0.000	3	5	0.000
16:00 - 17:00	3	5	0.000	3	5	0.000	3	5	0.000
17:00 - 18:00	3	5	0.000	3	5	0.000	3	5	0.000
18:00 - 19:00	2	5	0.000	2	5	0.200	2	5	0.200
19:00 - 20:00	2	5	0.000	2	5	0.000	2	5	0.000
20:00 - 21:00	2	5	0.000	2	5	0.000	2	5	0.000
21:00 - 22:00	2	5	0.000	2	5	0.000	2	5	0.000
22:00 - 23:00	1	4	0.000	1	4	0.000	1	4	0.000
23:00 - 24:00									
Total Rates:			0.143			0.200			0.343

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 07 - LEISURE/G - TENNIS CLUBS
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 1 COURTS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	6	0.000	1	6	0.000	1	6	0.000
08:00 - 09:00	3	5	0.000	3	5	0.000	3	5	0.000
09:00 - 10:00	3	5	0.000	3	5	0.000	3	5	0.000
10:00 - 11:00	3	5	0.000	3	5	0.000	3	5	0.000
11:00 - 12:00	3	5	0.000	3	5	0.000	3	5	0.000
12:00 - 13:00	3	5	0.000	3	5	0.000	3	5	0.000
13:00 - 14:00	3	5	0.000	3	5	0.000	3	5	0.000
14:00 - 15:00	3	5	0.143	3	5	0.000	3	5	0.143
15:00 - 16:00	3	5	0.000	3	5	0.000	3	5	0.000
16:00 - 17:00	3	5	0.000	3	5	0.000	3	5	0.000
17:00 - 18:00	3	5	0.000	3	5	0.000	3	5	0.000
18:00 - 19:00	2	5	0.000	2	5	0.200	2	5	0.200
19:00 - 20:00	2	5	0.000	2	5	0.000	2	5	0.000
20:00 - 21:00	2	5	0.000	2	5	0.000	2	5	0.000
21:00 - 22:00	2	5	0.000	2	5	0.000	2	5	0.000
22:00 - 23:00	1	4	0.000	1	4	0.000	1	4	0.000
23:00 - 24:00									
Total Rates:			0.143			0.200			0.343

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 07 - LEISURE/G - TENNIS CLUBS

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 COURTS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.56

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	6	0.000	1	6	0.000	1	6	0.000
08:00 - 09:00	3	5	0.714	3	5	0.214	3	5	0.928
09:00 - 10:00	3	5	2.643	3	5	0.643	3	5	3.286
10:00 - 11:00	3	5	1.357	3	5	1.786	3	5	3.143
11:00 - 12:00	3	5	1.929	3	5	1.929	3	5	3.858
12:00 - 13:00	3	5	0.857	3	5	1.214	3	5	2.071
13:00 - 14:00	3	5	0.786	3	5	0.857	3	5	1.643
14:00 - 15:00	3	5	1.429	3	5	1.214	3	5	2.643
15:00 - 16:00	3	5	1.357	3	5	0.571	3	5	1.928
16:00 - 17:00	3	5	1.786	3	5	1.000	3	5	2.786
17:00 - 18:00	3	5	1.643	3	5	2.429	3	5	4.072
18:00 - 19:00	2	5	2.500	2	5	2.700	2	5	5.200
19:00 - 20:00	2	5	0.300	2	5	1.700	2	5	2.000
20:00 - 21:00	2	5	0.800	2	5	1.900	2	5	2.700
21:00 - 22:00	2	5	0.000	2	5	0.700	2	5	0.700
22:00 - 23:00	1	4	0.000	1	4	0.000	1	4	0.000
23:00 - 24:00									
Total Rates:			18.101				18.857	36.958	

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.