



Cole Easdon

TRANSPORT STATEMENT

Proposed Mixed-Use Development, Christchurch Hall,
Portland Street, Clifton, Bristol on Behalf of Crossman
(Portland Street) Limited

Date: October 2024
Issue No. 3



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CE Plan 9694-201

Location & Accessibility Plan

Appendix 2 – Drawings by Westworks

Drawing No. W0802.WW.XX.B1.DR.A.0219.S0

Level B1 Planning Plan

Drawing No. W0802.WW.XX.00.DR.A.0220.S0

Level 00 Planning Plan

Drawing No. W0802.WW.XX.01.DR.A.0221.S0

Level 01 Planning Plan

Drawing No. W0802.WW.XX.02.DR.A.0222.S0

Level 02 Planning Plan

Drawing No. W0802.WW.XX.03.DR.A.0223.S0

Level 03 Planning Plan

Drawing No. W0802.WW.XX.04.DR.A.0224.S0

Level 04 Planning Plan

Appendix 3 – Miscellaneous

Bristol Cycle Map

Census Data

TRICS Outputs

1.0 INTRODUCTION

- 1.1 This *Transport Statement (TS)* has been prepared by Cole Easdon Consultants (CE) on behalf of Crossman (Portland Street) Limited in respect of a proposed mixed-use development at Christchurch Hall, Portland Street, Clifton, Bristol. Refer to CE Plan 9694-201 [*Location & Accessibility Plan*] contained within Appendix 1.
- 1.2 The site contains a 6 storey building (which includes a basement and loft space), and is Grade II listed. Originally a brewery, the site was converted into a radio and drama studio and was most recently used by the Bristol Old Vic Theatre School to serve as a teaching facility and as a recording studio for a wide range of music artists.
- 1.3 It is proposed to convert the building into a mixed-used development, featuring 227m² of commercial office space (Class E) and nine residential units. Refer to the following Drawings (by Westworks) contained within Appendix 2 of this Report:
- Drawing No. W0802.WW.XX.B1.DR.A.0219.S0 [*Level B1 Planning Plan*];
 - Drawing No. W0802.WW.XX.00.DR.A.0220.S0 [*Level 00 Planning Plan*];
 - Drawing No. W0802.WW.XX.01.DR.A.0221.S0 [*Level 01 Planning Plan*];
 - Drawing No. W0802.WW.XX.02.DR.A.0222.S0 [*Level 02 Planning Plan*];
 - Drawing No. W0802.WW.XX.03.DR.A.0223.S0 [*Level 03 Planning Plan*]; and
 - Drawing No. W0802.WW.XX.04.DR.A.0224.S0 [*Level 04 Planning Plan*].
- Full details regarding the development proposals are provided within Section 4 of this Report.
- 1.4 This *TS* is accompanied by a *Travel Plan Statement* that focuses on encouraging the use of sustainable modes of transport amongst future residents.
- 1.5 This *TS* considers the traffic, transportation and highway implications associated with the proposed development, including the accessibility of the site by sustainable transport modes, the proposed access arrangements, parking provision and the predicted trip generation.

Scope of Study

- 1.6 This *TS* is structured as follows:
- Section 2.0 describes the site and surrounding highway network;
 - Section 3.0 provides a summary of relevant local and national transport policy;
 - Section 4.0 outlines the redevelopment proposals;
 - Section 5.0 provides an appraisal of the site's accessibility by sustainable modes of transport;

-
- Section 6.0 considers the predicted vehicular trip generation of the proposed development;
and
 - Section 7.0 summarises and concludes the Report.

2.0 LOCAL HIGHWAY NETWORK

Site Location

- 2.1 The proposed development site lies between Portland Street (to the south) and Gloucester Street (to the north) within the suburb of Clifton, Bristol. Courtyard Spaces (shared with residential properties with access off Portland Street) form the immediate western and eastern boundaries to the site, whilst residential properties fronting onto Gloucester Street form the northwestern and northeastern boundaries. The total site area (including the parking site) is 340m² (0.034ha).
- 2.2 The site is located approximately 2.6km (1.6 miles) to the northwest of Bristol city centre. A 20mph speed limit applies to all streets within the Clifton Village area.

Local Highway Network

Portland Street

- 2.3 Portland Street runs on a largely east to west axis between Clifton Down Road in the east and The Coronation Tap Public House to the west. The road is split into two sections. The eastern section between Clifton Down Road and The Mall is one-way (eastbound) and features parking along both sides of the road. This section of road can be used to exit the development site towards Central Bristol only.
- 2.4 The western side of the road (where the development site is located) between The Mall and The Coronation Tap Public House is narrower, with parking along the northern side of the road. As this section is a no-through route, traffic can travel along in both directions. A turning head is located adjacent to The Coronation Tap, where no parking is allowed.
- 2.5 Both sections of road feature footways along both sides and limited streetlighting. Access into and out of the western section of Portland Street can be made from Gloucester Row (B3129) to the north of the site via The Mall. Access into the site can also be made from Clifton Down Road via Princess Victoria Street and The Mall, although this section of Princess Victoria Street is closed to traffic between 11:00 and 17:00 daily.

Gloucester Street

- 2.6 Gloucester Street is located to the north of the western section of Portland Street running on an east to west axis from The Mall to Sion Place. Unlike the western section of Portland Street, through traffic is allowed (in both directions), although the western end of the road is unsuitable for wider or longer vehicles.

- 2.7 A footway is provided along the southern side of the road for much of its length, with parking permitted along this side of the road.

The Mall

- 2.8 This road runs on a north to south axis between Gloucester Row (B3129) and Princess Victoria Street, which cuts across Portland Street approximately midway. Two-way traffic is permitted between Gloucester Row and Portland Street, but becomes one-way (northbound) between Portland Street and Princess Victoria Street. Footways are provided along either side of the road and parking is permitted along each side.

Sion Place

- 2.9 Sion Place is located to the west of Gloucester Street and runs largely parallel with The Mall on a north to south axis between Gloucester Row (B3129) and The Coronation Tap Public House. Two-way traffic is permitted along Sion Place.
- 2.10 Parking is permitted along the eastern side of Sion Place over its entire length and additionally on the western side between Gloucester Row and Sion Hill. Footways are provided along both sides of the road, with limited street lighting. At the southern end of the road, traffic can route west onto Westfield Place.

Parking

- 2.11 A permit system is in place along all of the roads detailed above. Where parking is permitted, it is only within marked bays. Between 09:00 and 21:00 (Monday to Saturday), only permit holders are allowed to park in Sion Place, Gloucester Street and the western section of Portland Street. Along the eastern section of Portland Street and the full length of The Mall, parking charges apply. Vehicles can stay for a maximum of three hours between 09:00 and 17:00 and for a maximum of four hours between 17:00 and 21:00. Permit holders are able to park in marked bays without charge at the far eastern end of Portland Street.
- 2.12 Eligible properties can apply for up to three permits, except where off-street parking is provided, when only one permit is allowed. Costs of each permit do vary. The first permit costs between £56 and £84 a year depending on a vehicle's CO₂ emissions, although this is expected to rise to £178 a year. A second permit costs £224 a year and the third costs £560 per year. Each household is also entitled to up to 60 free visitor permits per year and a further 60 at £1.30 each.

-
- 2.13 Developments that are considered car free or low car built since August 2018 are not entitled to apply for either a residents or visitor parking permit. These do include developments with off-street parking (even if parking is not provided for all properties). The only exception to this is for residents in possession of a Blue Badge.

3.0 PLANNING AND POLICY CONTEXT

3.1 In this Section, we summarise the national and local transport policies relevant to the proposed development.

National

- *National Planning Policy Framework (December 2023)*

Local

- *Bristol Development Framework Core Strategy (June 2011)*
- *Bristol Site Allocations and Development Management Policies (July 2014)*
- *West of England Joint Local Transport Plan 4 2020-2036 (March 2020)*

National Planning Policy Framework (December 2023)

3.2 The *National Planning Policy Framework (NPPF)* provides a framework within which locally-prepared plans for housing and other development can be produced.

3.3 Paragraph 108 of the *NPPF* states that transport issues should be considered from the earliest stages of plan-making and development proposals so that, amongst others, *'the potential impacts of development on transport networks can be addressed; opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realized; opportunities to promote walking cycling and public transport use are identified and pursued; and that patterns of movements, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places'*.

3.4 Paragraph 109 adds that the planning system should actively manage patterns of growth in support of the above objectives. Significant growth *'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'*.

3.5 Paragraph 110 states that Planning Policies should *'support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities'*.

3.6 In assessing specific applications for development, it should be ensured that *'appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location; safe and suitable access to the site can be achieved'*

for all users; and significant impacts from the development (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree'.

- 3.7 In summary to the above, the *NPPF* states that ‘*development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*’.

Bristol Development Framework Core Strategy (June 2011)

- 3.8 The *Core Strategy* is the main planning policy document for the area within the remit of Bristol City Council (BCC). It sets out how much development is required and identifies where, when and how development will take place.

- 3.9 Policy BCS10 relates to ‘Transport and Access Improvements’. The needs of different transport users will need to be taken into consideration when setting out proposals for new development. Development must take into account the needs of:

- the pedestrian;
- the cyclist;
- public transport;
- access for commercial vehicles;
- short stay visitors by car; and
- the private car.

- 3.10 The location of the development should be situated where sustainable travel patterns can be formed with increased opportunities to walk, cycle and take the bus and a preference for development being situated along or close to main public transport corridors, as well as being of a higher density and featuring a mix of uses to reduce the need to travel, particularly by car. Developments should also be designed to reduce the negative impacts of excessive traffic volumes and the environmental impact of transport.

- 3.11 The proposed development achieves this by being situated adjacent to a frequent bus service and in close proximity to destinations that can be walked, cycled or accessed using public transport.

Bristol Site Allocations and Development Management Policies (July 2014)

- 3.12 Relevant policies from this document include:
- Policy DM1 (Presumption in favour of sustainable development); and
 - Policy DM23 (Transport Development Management).

3.13 Policy DM23 of this document sets out the transport and traffic considerations that should be addressed by new development including parking standards and the accessibility of the site by walking, cycling and public transport.

West of England Joint Local Transport Plan 4 (LTP4) 2020-2036 (March 2020)

3.14 This document is produced by the West of England Combined Authority (WECA) in collaboration with the four local authorities that cover the West of England (Bath & North East Somerset, South Gloucestershire, Bristol City and North Somerset). At a sub-regional level, the responsibility for transport in the Bristol City Council area lies with WECA, with responsibility for local transport remaining with Bristol City Council.

3.15 Relevant Key Elements of the LTP4 are:

- to encourage modal shift, by increasing the number of people walking, cycling and using public transport;
- to increase capacity on the rail network;
- to improve air quality and the take up of low emission vehicles;
- to increase accessibility, particularly in deprived areas;
- to increase connectivity by walking and cycling and for those without private cars;
- identifying barriers to accessibility;
- identifying measures to manage and reduce the vulnerability of transport infrastructure to weather and climate change;
- 20 mph schemes expanded across residential streets;
- integrating public transport and active travel modes into new developments;
- to have a highway network that works effectively without unnecessary delay to those using it; and
- to improve road safety amongst different road user groups.

3.16 This Report has been produced taking into consideration both overarching national and more local planning policy including the requirements set out in the *NPPF*.

4.0 DEVELOPMENT PROPOSALS

4.1 The planning application seeks permission to change the use of the existing building to create nine residential units and 227m² of commercial office space (Class E). The exterior elevations, which are relatively unchanged, will be retained with only beneficial works undertaken.

4.2 The commercial office space will be located on the basement and ground floors of the building, together with stores for the residential units, as shown on Drawing Nos. W0802.WW.XX.B1.DR.A.0219.S0 [*Level B1 Planning Plan*] W0802.WW.XX.00.DR.A.0220.S0 [*Level 00 Planning Plan*] (by Westworks) contained within Appendix 2 of this Report.

4.3 The residential units will occupy the remaining floors of the property as follows:

- first floor;
 - 1 No. one-bedroom apartment;
 - 2 No. two-bedroom apartments;
- second floor;
 - 1 No. one-bedroom apartment;
 - 2 No. two-bedroom apartments;
- third and fourth (Loft) floors;
 - 3 No. three-bedroom duplex apartments.

Refer to Drawing Nos. W0802.WW.XX.01.DR.A.0221.S0 [*Level 01 Planning Plan*], W0802.WW.XX.02.DR.A.0222.S0 [*Level 02 Planning Plan*], W0802.WW.XX.03.DR.A.0223.S0 [*Level 03 Planning Plan*] and W0802.WW.XX.04.DR.A.0224.S0 [*Level 04 Planning Plan*] (by Westworks) contained within Appendix 2 of this Report.

Proposed Access

4.4 The existing access into the building will be retained as part of the development proposals. Ground floor access is available from Portland Street to serve the commercial office space and six of the residential units. The other three residential units will be accessed from the first floor of the building from Gloucester Street (at street level).

Car Parking

4.5 Car parking standards (maxima) are included within Appendix 2 of BCC's *Site Allocations and Development Management Policies* document (July 2014). For office use (Class B1¹) a maximum of one space per 50m² is stipulated.

¹ Replaced in 2020 by Class Type E

- 4.6 For residential dwellings (Class C3), the following maximum standards apply:
- one bedroom house / flat – 1 space per dwelling;
 - two bedroom house / flat – 1.25 spaces per dwelling;
 - three or more bedroom house / flat – 1.5 spaces per dwelling.
- 4.7 There is flexibility to the above standards with regards to individual or small-scale developments. Two car parking spaces are currently provided for the building. These are located off-street almost directly opposite the Portland Street entrance. During business hours (between 08:00 and 18:00 Monday to Friday), they will be reserved for those working in the office space. Outside of those times, they will be allocated for use by the two largest residential units only.
- 4.8 Permits will be issued by the developer to employees of the office space and to the largest residential units.
- 4.9 The remainder of the residential units will be car free. In accordance with the Clifton Village residential parking zone, residents will not be entitled to apply for parking or visitor permits.
- Cycle Parking**
- 4.10 Cycle parking standards (minima) are also contained within Appendix 2 of BCC's *Site Allocations and Development Management Policies* document (July 2014).
- 4.11 For office use (Class B1) a minimum of one space per 100m² is required (from a threshold of 200m²).
- 4.12 For residential dwellings the following relevant standards apply:
- a minimum of one space per dwelling for 1-bedroom dwellings; and
 - a minimum of two spaces per dwelling for 2 to 3-bedroom dwellings.
- 4.13 Each of the residential units will be provided with a store on the basement level. The stores for the two and three bedroom units will include space for two bicycles to be accommodated within them, together with stands to secure them in place. The stores for the one bedroom units will include space for one bicycle to be accommodated within them. This will provide a total of 16 No. cycle spaces in accordance with the standards shown in Paragraph 4.12. Refer to Figure 4.1.



Figure 4.1: Location of the Residential Cycle Parking within each Storage Area

4.14 A cycle store will also be provided on the ground floor to cater for the commercial office space. This is located close to the entrance from Portland Street and will provide space for 3 No. bicycles in excess of the standards shown in Paragraph 4.11. Refer to Figure 4.2.

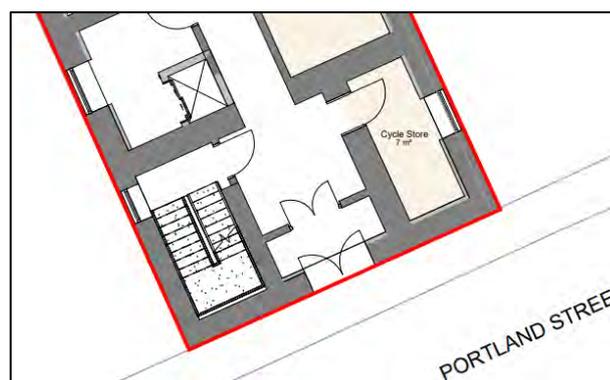


Figure 4.2: Location of the Commercial Cycle Storage Area

Waste Collection

4.15 The development's approach to waste and recycling follows the guidance set out in BCC's *Waste and Recycling Storage and Collection Facilities Guidance for Developers of Residential, Commercial and Mixed-Use Properties* document (March 2022).

- 4.16 Residential and commercial development proposals must provide sufficient waste storage capacity to allow for the separation of dry recycling, food waste and residual waste.
- 4.17 Residential developments should additionally *'Provide sufficient waste storage capacity for at least two weeks' worth of storage of recycling, food and residual waste*, whilst commercial developments must set out as part of a 'Waste Management Plan' details of their waste collection requirements.
- 4.18 Residents should not transport waste more than 30m from their home to the waste collection point.
- 4.19 The area that is currently used as a car parking area (almost directly opposite the Portland Street entrance) has additional space for other uses, which is currently not used. To maximise the use of this area, a waste collection point will be located here. The waste collection point will not cause conflict with the car parking area and will also help to mitigate against the risk of refuse and recycling causing an obstruction on Portland Street. Refer to Figure 4.3.

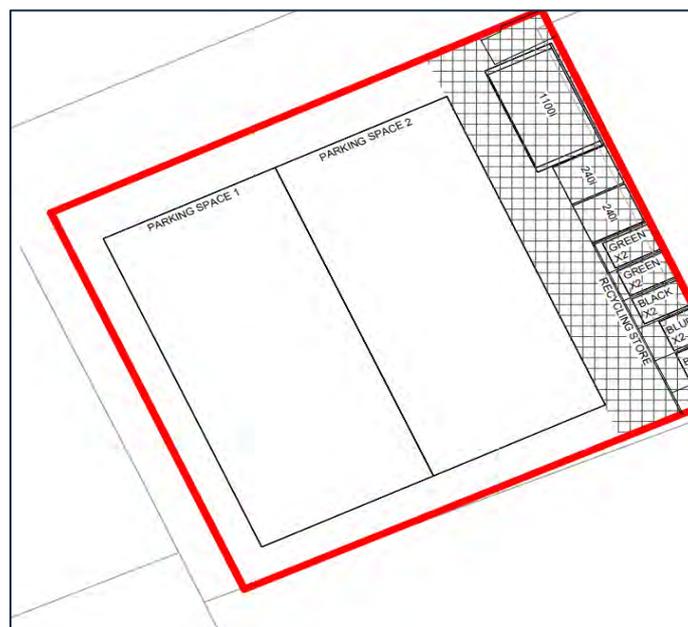


Figure 4.3: Location of the Refuse and Recycling Facilities

- 4.20 Refuse and recycling will be collected by separate operatives of Bristol Waste. Refuse will be collected fortnightly and recycling weekly.

5.0 ACCESSIBILITY & SUSTAINABILITY

5.1 This Section of the Report outlines the availability of public transport services and existing walking and cycling infrastructure, as well as the availability of important day to day services and facilities such as food stores and doctor's surgeries within close proximity to the site.

Access to Key Services

5.2 Table 5.1 provides summary details of the nearest services and facilities (by type) to the proposed development site. Refer also to CE Plan 9694-201 [*Location & Accessibility Plan*] within Appendix 1.

Table 5.1: Approximate Distances to Local Services from the Proposed Development Site

Description	Approx. Distance from Site for Walking / Cycling	Local Service
Convenience Store	230m (0.1 miles)	Co-op Food - Clifton, Princess Victoria St, Clifton, BS8 4BX
	350m (0.2 miles)	Tesco Express, 32 And 34 Regent St, BS8 4HU
	450m (0.3 miles)	Premier, 22 Regent St, BS8 4HG
Supermarket	1.8km (1.1 miles)	Sainsbury's, Clifton Down Shopping Centre, Whiteladies Rd, BS8 2NN
Cashpoint (free)	350m (0.2 miles)	Tesco Express, 32 And 34 Regent St, BS8 4HU
Gym / Leisure Facilities	500m (0.3 miles)	Feel Fit - Sustainable Fitness, 5a Regent St, BS8 4HW
	950m (0.6 miles)	Clifton Group Fitness Studio, Guthrie Rd, BS8 3EZ
	1.4km (0.8 miles)	Anytime Fitness Bristol, 48 Queens Rd, BS8 1RE
Hairdresser	100m (315 ft)	Omglamour Hair and Beauty, 17, 19 Portland St, BS8 4JA
	400m (0.2 miles)	Seventh Avenue Hair and Beauty, 7 Boyce's Ave, BS8 4AA
Dentist	100m (315 ft)	Christchurch Healthcare & Management Ltd, 15 The Mall, BS8 4DS
	350m (0.2 miles)	Bupa Dental Care Clifton, 40-42 Regent St, BS8 4HU
Doctors / GP	1.3km (0.8 miles)	Pembroke Road Surgery, 111A Pembroke Rd, BS8 3EU
Pharmacy	300m (0.2 miles)	Clifton Village Pharmacy, 10 Princess Victoria St, BS8 4BP
	450m (0.3 miles)	Regent Pharmacy 13 Regent St, BS8 4HW
Library	280m (0.2 miles)	Clifton Library, 13 Princess Victoria St, BS8 4BX
Public House	17m (56 ft)	The Coronation Tap, 8 Sion Pl, BS8 4AX
	100m (315 ft)	The Brunel, 38 The Mall, BS8 4DS
Post Office	400m (0.3 miles)	Clifton Village Post Office, 22 Regent St, BS8 4HG

5.3 It can be seen from Table 5.1 that all of the local amenities are situated within 2km of the proposed development. The vast majority of them are within 500m of the proposed development, so are easily accessible by walking and cycling.

5.4 In addition to the facilities listed above, the development is situated within 500m of The Mall, Princess Victoria Street and Regent Street / Clifton Down Road, which form the main shopping streets within Clifton Village. A large number of cafes, take-aways, bars and restaurants are all situated within this area together with a number of independent shops, which further enhance the sustainable credentials of the proposed development.

5.5 The following provides a synopsis of the nearby provisions by type.

Employment

5.6 Principal employment areas within close proximity to the proposed development site include:

- Clifton Triangle (1.3km, 0.8 miles – 15 minutes' walk²);
- BBC Bristol, Whiteladies Road (1.4km, 0.9 miles – 17 minutes' walk);
- Bristol University, Tyndall Avenue (1.7km, 1.0 mile – 20 minutes' walk);
- Canons Marsh (1.9km, 1.2 miles – 23 minutes' walk);
- Bristol Royal Infirmary, Upper Maudlin Street (2.3km, 1.4 miles – 12 minutes' cycle³);
- Bristol city centre (2.6km, 1.6 miles – 13 minutes' cycle);
- Broadmead (3.0km, 1.8 miles – 15 minutes' cycle); and
- Temple Quay (3.4km, 2.1 miles – 17 minutes' cycle).

5.7 All of the locations listed above are located within the 5km where cycling trips can replace car trips.

Walking and Cycling

5.8 As described in Section 2.0, Portland Street, Gloucester Street, The Mall and Sion Place all benefit from footway provision. A pedestrian crossing located on Gloucester Row, close to the junction with The Mall (to the north of the site), provides access onto a number of pedestrian only routes that run along the edge of Clifton Village towards Clifton Down as well as a pedestrian route towards Clifton Suspension Bridge, Ashton Court Estate and Leigh Woods.

5.9 The nearby shopping streets of Princess Victoria Street and Regent Street / Clifton Down Road also benefit from being accessible for pedestrians and cyclists. Princess Victoria Street is

² At 1.4m/s in accordance with *Providing Journeys on Foot*, CIHT

³ At 12kph (7.5mph) as recommended by the DfT

- 5.13 Connections can be made at Hotwells onto the Festival Way cycle route (part of National Cycle Network Route 33), which offers a route towards the University of the West of England's Bower Ashton Campus, Long Ashton and Nailsea and also onto National Cycle Network Route 41, which provides a link towards Pill, Portishead and Clevedon.
- 5.14 In Bristol city centre there are connections to a number of cycle routes, most of which are traffic free.
- 5.15 The Downs Way can be accessed from Woodland Road, close to Clifton Triangle and Bristol University (approximately 2.0km to the west of the development). This provides a signed cycle route towards Redland, Westbury and Henbury, largely along quieter roads. A copy of BCC's *Bristol Cycle Map* is included within Appendix 3 of this Report and provides details of all cycle routes within Bristol.
- 5.16 Figure 5.2 below illustrates the cycling distance that can be achieved within 20 minutes of the site. This covers a large part of Bristol including Westbury-on-Trym and Bishopston to the north, Eastville and Lawrence Hill to the east, Bedminster Down to the south and Long Ashton, Ashton Court and Leigh Woods to the west.

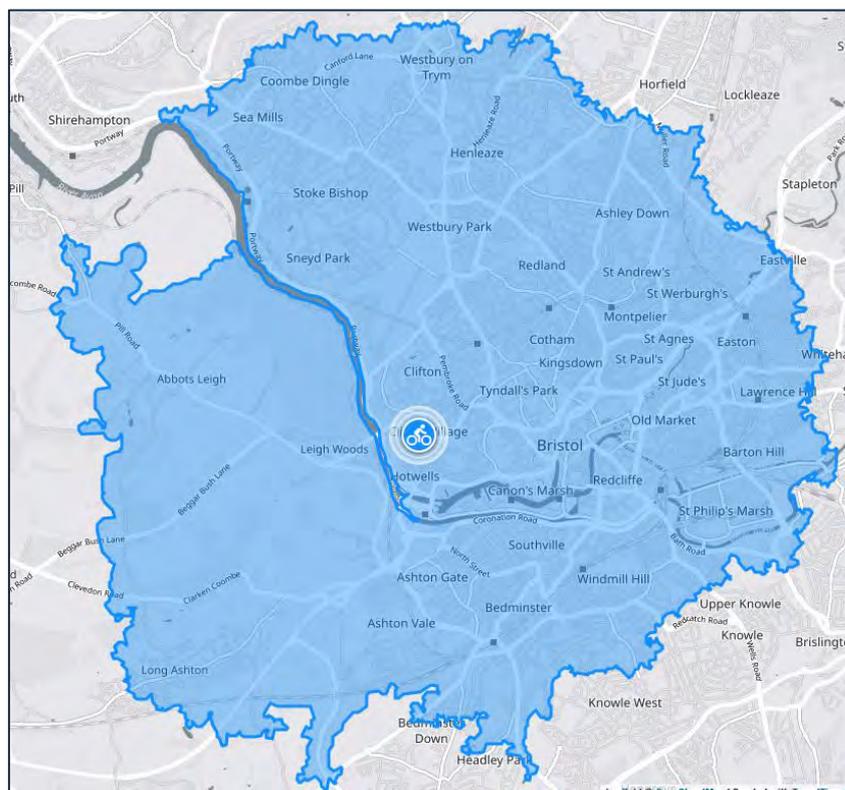


Figure 5.2: Cycling distance achievable within 20 minutes from the site
Source: traveltime.com

5.17 Those residents that are not in possession of a bicycle, can make use of Bristol's cycle and scooter hire scheme. Users will need to sign up to the operator's mobile phone app, where they can then rent an electric bicycle and scooter. The nearest parking point is located on Clifton Down Road, close to the junction with Portland Street (approx. 280m to the east of the development). Each vehicle costs 99p to unlock and is then charged at 16p per minute. Frequent users can make use of passes that reduce the cost of rentals.

Bus

5.18 The development is well served by local bus services. These can be accessed from bus stops on Clifton Down Road (Clifton Village) and Clifton Down (Clifton Christchurch) both of which are located approximately 300m from the site (to the southeast and northeast respectively).

5.19 Both sets of stops in either direction feature a bus flag, timetable information, shelters, seating and real-time passenger information displays. Both sets of stops at Clifton Christchurch, plus the northbound Clifton Village stop also feature raised kerbs, so that a bus can stop level with the kerb for wheelchairs and pushchairs. A summary of local bus services is provided within Table 5.2.

Table 5.2: Summary of bus services available in close proximity to the site⁴

Service No.	Nearest Bus Stop	Route	Approximate Frequency
5 First	Clifton Village and Clifton Christchurch (southbound)	Clifton Down Road – Clifton Triangle – College Green – City Centre – Broadmead – Cabot Circus – Old Market – Barton Hill – St Annes	<p>MONDAY – FRIDAY 06:20-19:35 2 buses per hour 19:35-21:45 1 bus per hour</p> <p>SATURDAY 07:15-19:40 2 buses per hour 20:40, 22:05</p> <p>SUNDAY 08:40-19:20 every 45 minutes</p>
	Clifton Village and Clifton Christchurch (southbound)	Clifton Down Road – Clifton Triangle – College Green – City Centre – Broadmead – Cabot Circus – Temple Meads Railway Station	<p>MONDAY – FRIDAY 05:45, 06:20, 06:50 07:05-19:35 5 buses per hour 19:35-23:35 3 buses per hour</p> <p>SATURDAY 06:20-08:20 2 buses per hour 08:20-09:30 3 buses per hour 09:30-18:45 4 buses per hour 18:45-20:30 3 buses per hour 20:30-23:30 2 buses per hour</p> <p>SUNDAY 07:20-09:20 2 buses per hour 09:20-12:40 3 buses per hour 12:40-18:00 4 buses per hour 18:00-19:40 3 buses per hour 19:40-23:40 2 buses per hour</p>
8 First	Clifton Village (northbound)	Clifton Down Road – Pembroke Road – Clifton Down – Clifton Down Road	<p>MONDAY – FRIDAY 05:45, 06:20, 06:50 07:05-19:35 5 buses per hour 19:35-23:35 3 buses per hour</p> <p>SATURDAY 06:20-08:20 2 buses per hour 08:20-09:30 3 buses per hour 09:30-18:45 4 buses per hour 18:45-20:30 3 buses per hour 20:30-23:30 2 buses per hour</p> <p>SUNDAY 07:20-09:20 2 buses per hour 09:20-12:40 3 buses per hour 12:40-18:00 4 buses per hour 18:00-19:40 3 buses per hour 19:40-23:40 2 buses per hour</p>

⁴ As of January 2024

Service No.	Nearest Bus Stop	Route	Approximate Frequency
505 Stagecoach	Clifton Village and Clifton Christchurch (southbound)	Clifton Down Road – Clifton Triangle – Hotwells Road – Hotwells – Bower Ashton – Long Ashton (Park & Ride)	MONDAY – SATURDAY 06:10-19:15 2 buses per hour 19:15-21:15 1 bus per hour 21:50, 22:50 SUNDAY 10:20-18:20 1 bus per hour
	Clifton Village and Clifton Christchurch (northbound)	Clifton Down Road – Clifton Down – Blackboy Hill – Westbury Park – Kellaway Avenue – Horfield Common – Southmead Hospital	

5.20 Reference to Table 5.2 demonstrates that the proposed development is well connected to frequent bus services into Bristol city centre, Broadmead and Bristol Temple Meads as well as services towards north Bristol, Southmead Hospital and southeast Bristol.

Rail

5.21 The nearest railway station is Clifton Down, located approximately 1.6km (1.0 mile) to the northeast of the proposed development. The station can be accessed via Pembroke Road and All Saints Road to the western entrance into the station. The site can be accessed in approximately 19 minutes on foot and eight minutes by bicycle.

5.22 The station is served by suburban services to Avonmouth, Severn Beach, Lawrence Hill, Bristol Temple Meads and Weston-super-Mare. Table 5.3 provides a summary of direct services available from Clifton Down, all of which are operated by Great Western Railway (GWR).

Table 5.3: Summary of direct rail services from Lawrence Hill Railway Station⁵

Destination	Typical Journey Time	Typical Frequency	Weekend Services
Shirehampton via Sea Mills	8 minutes	2 trains per hour	Sat: 2 trains per hour Sun: 1 train per hour
Avonmouth via Portway	12 minutes		
Severn Beach	23 minutes	1 train per hour	Sat & Sun: 1 train per hour
Montpelier via Redland	4 minutes	2 trains per hour	Sat: 2 trains per hour Sun: 1 train per hour
Lawrence Hill via Stapleton Road	11 minutes		
Bristol Temple Meads	16 minutes		
Parson Street via Bedminster	31 minutes	1 train per hour	Sat & Sun: 1 train per hour
Nailsea & Backwell	38 minutes		
Weston-super-Mare via Yatton	1 hour		

⁵ As of April 2024

- 5.23 As can be seen from Table 5.3, a number of destinations can be accessed from Clifton Down railway station. Improvements to the train service introduced in 2021, mean that a number of destinations within Bristol can be accessed without the need to change trains or enter Bristol city centre such as Bedminster, Parson Street, Avonmouth and Severn Beach all of which are major employment centres. Additionally, those working and visiting Weston-super-Mare now have a direct service from Clifton Down.
- 5.24 Cycle stands at the station can accommodate up to 32 bicycles. Additionally, bicycles can be taken aboard most trains that serve Clifton Down.
- 5.25 More frequent railway services can be accessed from Bristol Temple Meads station, which is the main railway station serving the city of Bristol. This is located approximately 3.4km to the southeast of the proposed development and can be accessed on bicycle within approximately 17 minutes or by bus service 8 from Clifton Down Road within approximately 35 minutes. This bus service terminates adjacent to the entrance into Temple Meads station, for seamless connection between bus and train.
- 5.26 There is space for over 400 bicycles to be stored at the station and bicycles can be taken aboard many train services.
- 5.27 A summary of train services from Bristol Temple Meads is as follows⁶:
- up to four times per hour to Bath Spa;
 - continuing two times per hour to London Paddington via Chippenham, Swindon, Didcot Parkway and Reading;
 - continuing two times per hour to Westbury via Bradford-on-Avon and Trowbridge with alternate trains to Warminster, Salisbury, Romsey, Southampton, Fareham and Portsmouth Harbour;
 - trains once every two hours extend beyond Westbury to Frome, Yeovil Pen Mill, Dorchester West and Weymouth;
 - up to four times per hour to Weston-super-Mare;
 - continuing once per hour to Penzance via Burnham-on-Sea, Bridgwater, Taunton, Exeter St Davids, Plymouth and Truro;
 - up to once an hour to Plymouth direct via Taunton, Tiverton Parkway, Exeter St Davids, Newton Abbot and Totnes;
 - up to two trains per hour to Cardiff Central via Newport; and
 - up to four trains per hour to Bristol Parkway;

⁶ Monday to Friday daytime

- continuing two times per hour to Gloucester via Yate and Cam & Dursley, with alternate trains to Cheltenham Spa and Worcester;
- continuing two times per hour to Birmingham New Street via Cheltenham Spa, with alternate trains to Manchester Piccadilly (via Stoke-on-Trent) and to Edinburgh (via Yorkshire and the North East).

Car Club

5.28 There are four car club facilities located within close proximity to the development site. This reduces the need to own and park a vehicle on site, with users being able to sign up to the scheme and make use of the vehicles when available. This is beneficial to residents at this development site, as the current arrangements for parking within Clifton Village will make it difficult to own and park a car within the surrounding area.

5.29 Zip Car operate two car club facilities to the south of the site at Royal York Crescent and Victoria Square (500m and 550m from the site respectively), whilst Co-Wheels operate two to the north of the site at Canynge Road and Christchurch Road (350m and 450m from the site respectively). Figure 5.3 below, shows the location of the Car Clubs facilities (denoted by the Car Club logos).

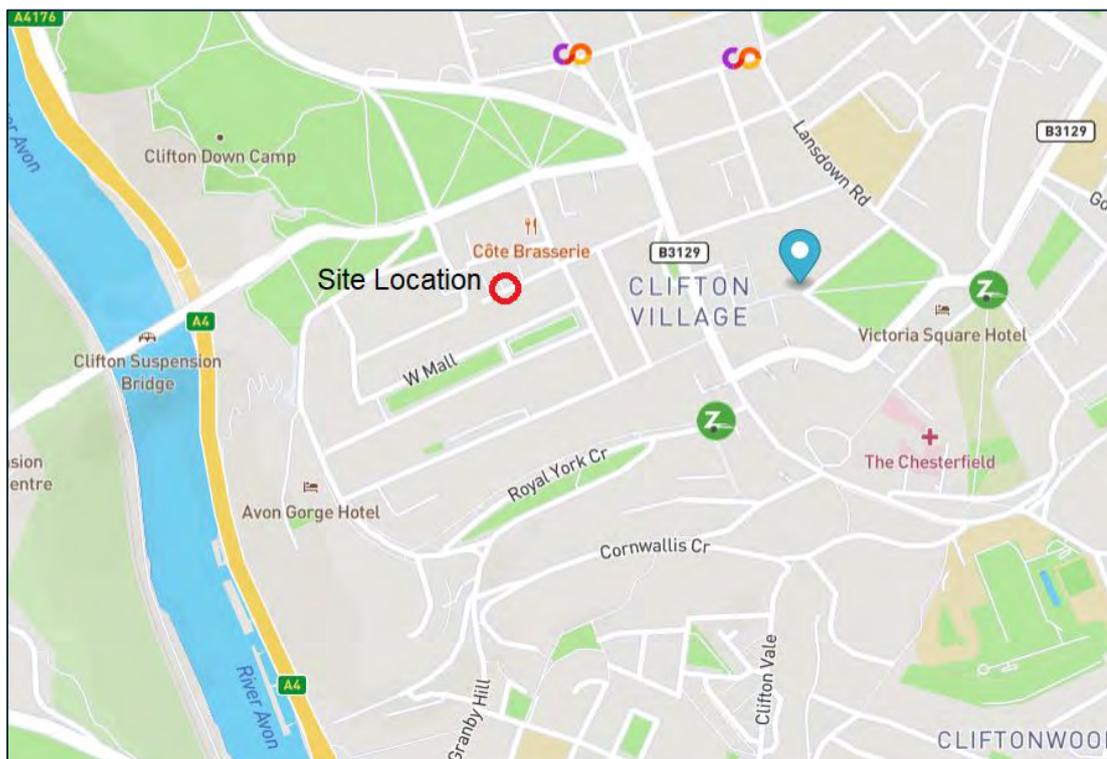


Figure 5.3: Car Club Locations in Close Proximity of the Site
Source: CoMoUk

Summary

- 5.30 Future residents of the proposed development will benefit from the close proximity to Clifton Village, where a range of amenities are located which are accessible easily on foot. The development is also located in close proximity to Clifton Triangle and Bristol city centre, both of which are easily accessed by foot and bicycle.
- 5.31 Residents can also benefit from easy access to the electric bicycle and scooter hire scheme as well as frequent bus services to Bristol city centre and Bristol Temple Meads railway station. For those residents that wish to travel further afield, Clifton Down railway station is located in close proximity and the frequent bus service from Clifton Village into Bristol Temple Meads provides easy access to all other train services from Bristol.
- 5.32 Additionally, there are a number of Car Club facilities that provide users with the flexibility of car travel, without the need to own a vehicle.
- 5.33 It has been demonstrated that future residents of the proposed development will not be reliant on travel by private car.

6.0 FUTURE VEHICLE TRIP GENERATION

6.1 This Section of the Report considers the predicted multi-modal trip generation of the proposed development. As part of this assessment the trip generation of the existing development has also been taken into account. CE has derived person trip rates using the TRICS database (version 7.11.1), featuring sites within England (outside London), Wales and Scotland in town centre and edge of town centre locations. Full TRICS outputs are included within Appendix 3 of this Report.

Existing Use

6.2 Trip rates have been obtained that best match the most recent use of the site and also the planning use class of the site. For the most recent use of the site the 'Education – College / University' category was used, with sites featuring a gross floor area (GFA) of up to 2,500m². This resulted in a single site (an arts and technical college) being selected.

6.3 For the planning use class of the site (Class E – Office), the 'Employment – Office' category has been used, with sites featuring a GFA of up to 2,000m². 15 sites were selected of which four were retained as they featured characteristics (location and public transport provision) that were comparable to the site. Of the 11 sites that were removed, one was removed as it was not located near to the edge of a town centre and the others were removed as they were served by a higher level of public transport than was comparable.

6.4 Table 6.1 shows the trip rates for both use classes during the AM (08:00-09:00) and PM (17:00-18:00) peak hour periods as well as between 07:00 and 19:00. Table 6.1 then shows an average trip rate (which best reflects the current use of the site as a drama school). Table 6.2 shows the predicted person trip generation based on the average trip rate.

Table 6.1: Person Trip Generation Rates for Existing Use (per 100m²)

	Arrivals	Departures	Total
College / University			
AM Peak Hour (08:00-09:00)	1.150	0.164	1.314
PM Peak Hour (17:00-18:00)	1.807	1.437	3.244
12-Hour Day (07:00-19:00)	19.712	16.303	36.015
Office			
AM Peak Hour (08:00-09:00)	3.170	0.409	3.579
PM Peak Hour (17:00-18:00)	0.256	1.892	2.148
12-Hour Day (07:00-19:00)	12.173	12.314	24.487
Average			
AM Peak Hour (08:00-09:00)	2.160	0.287	2.447
PM Peak Hour (17:00-18:00)	1.032	1.665	2.697
12-Hour Day (07:00-19:00)	15.943	14.309	30.252

Table 6.2: Predicted Volume of Person Trips for Existing Use (887m²)

	Arrivals	Departures	Total
AM Peak Hour (08:00-09:00)	19	3	22
PM Peak Hour (17:00-18:00)	9	15	24
12-Hour Day (07:00-19:00)	141	127	268

6.5 In order to provide an assessment on the number of trips that are being made by mode for the most recent use, data from the 2011 Census has been used, relating to medium super output area (MSOA) 030 for Bristol. This is because data from the 2021 Census only covers households travelling from their residence and not data travelling to a workplace / education destination. Due to the parking restrictions within the surrounding area (which restricts parking to permit holders or for a maximum of three to four hours between 09:00 and 21:00), the modal split for driving a car or van has been re-adjusted and re-distributed proportionally onto other modes. The results are shown in Table 6.3. Table 6.4 shows the predicted multi-modal trip generation during the AM and PM peak hours and between 07:00 and 19:00.

Table 6.3: Modal Split Data to the Site (obtained from the 2011 Census)

Mode	Modal Split	
	Census 2011 ⁷	Census 2011 ⁸
Work mainly at or from home	0.0%	0.0%
Train	1.9%	3.9%
Bus, minibus or coach	7.9%	16.2%
Taxi	0.1%	0.2%
Motorcycle, scooter or moped	1.2%	2.4%
Driving a car or van	56.0%	10.0%
Passenger in a car or van	4.3%	8.8%
Bicycle	6.9%	14.1%
On foot	21.6%	44.2%
Other method of travel to work	0.1%	0.2%
TOTAL	100.0%	100.0%

Table 6.4: Predicted Multi-Modal Trip Generation for Existing Use (887m²)

Mode	Modal Split	AM Peak Hour (08:00-09:00)		PM Peak Hour (17:00-18:00)		12-Hour Day (07:00-19:00)	
		Arr	Dep	Arr	Dep	Arr	Dep
All Person Trips	100.0%	9	3	9	15	141	127
Train	3.9%	0	0	0	1	6	5
Bus, minibus or coach	16.2%	2	1	2	2	23	21
Motorcycling	2.4%	0	0	0	0	3	3
Driving a Car or Van	10.0%	1	0	1	2	14	13
Passenger in a Car or Van	8.8%	1	0	1	1	12	11
Bicycle	14.1%	1	1	1	2	20	18
On Foot	44.2%	4	1	4	7	62	56
Other (including Taxi)	0.4%	0	0	0	0	1	0

⁷ Original Data

⁸ Modal Split for Driving a car or van reduced, with all other modes re-adjusted (pro-rata)

6.6 As can be seen from Table 6.4, the site in its most recent use is predicted to have generated 1 No. and 3 No. two-way vehicle trips during the AM (08:00-09:00) and PM (17:00-18:00) peak hour periods respectively and 27 two-way vehicle trips between 07:00 and 19:00.

Proposed Use

6.7 Trip rates for the proposed office portion of the development have been derived using the 'Employment – Office' category of TRICS only. The process to derive these trip rates is detailed in Paragraph 6.3. The resulting people trip rates used to assess the impact of the proposed office development are shown in Table 6.5.

6.8 For the residential portion of the development, the TRICS category 'Residential – Flats Privately Owned' has been used with sites featuring a maximum of 30 units. Nine sites were selected of which five were retained as they featured characteristics (location and public transport provision) that were comparable to the site. Of the four sites that were removed, two were removed as they were not located near to the edge of a town centre, one was removed as it was served by a higher level of public transport than was comparable and the fourth site removed as the survey took place when COVID-19 restrictions were in force. The resulting people trip rates used to assess the impact of the proposed residential development are shown in Table 6.6.

6.9 Table 6.7 shows the predicted people trip generation for both portions of the development during the AM and PM peak hour periods and between 07:00 and 19:00.

Table 6.5: Person Trip Rates for Proposed Office Development (per 100m²)

Office	Arrivals	Departures	Total
AM Peak Hour (08:00-09:00)	3.170	0.409	3.579
PM Peak Hour (17:00-18:00)	0.256	1.892	2.148
12-Hour Day (07:00-19:00)	12.173	12.314	24.487

Table 6.6: Person Trip Rates for Proposed Residential Development (per unit)

Residential	Arrivals	Departures	Total
AM Peak Hour (08:00-09:00)	1.150	0.164	1.314
PM Peak Hour (17:00-18:00)	1.807	1.437	3.244
12-Hour Day (07:00-19:00)	19.712	16.303	36.015

Table 6.7: Predicted Volume of Person Trips for Proposed Residential Development

		Arrivals	Departures	Total
AM Peak Hour (08:00-09:00)	Office (227m ²)	7	1	8
	Residential (9 Units)	3	6	9
	TOTAL	10	7	17
PM Peak Hour (17:00-18:00)	Office (227m ²)	1	4	5
	Residential (9 Units)	3	2	5
	TOTAL	4	6	10
12-Hour Day (07:00-19:00)	Office (227m ²)	28	28	56
	Residential (9 Units)	30	31	61
	TOTAL	58	59	117

- 6.10 In order to provide a more detailed assessment of the residential element of the development, data from the 2021 Census has been used, covering medium super output area (MSOA) 030 for Bristol. As with the Census data used for the existing use, the modal split for driving a car or van has been re-adjusted and re-distributed proportionally onto other modes to reflect the parking restrictions within the surrounding area. This is shown in Table 6.8.

Table 6.8: Modal Split Data from the Site (obtained from the 2021 Census)

Mode	Modal Split		
	Census 2021 ⁹	Census 2021 ¹⁰	Census 2021 ¹¹
Work mainly at or from home	54.1%	N/A	N/A
Train	0.9%	1.9%	2.9%
Bus, minibus or coach	2.5%	5.4%	8.3%
Taxi	0.3%	0.7%	1.1%
Motorcycle, scooter or moped	0.3%	0.7%	1.1%
Driving a car or van	19.1%	41.6%	10.0%
Passenger in a car or van	1.1%	2.4%	3.7%
Bicycle	4.4%	9.6%	14.8%
On foot	16.4%	35.7%	55.0%
Other method of travel to work	0.9%	2.0%	3.1%
TOTAL	100.0%	100.0%	100.0%

⁹ Original Data

¹⁰ Modal Split for Working from Home removed, with all other modes re-adjusted (pro-rata)

¹¹ Modal Split for Driving a car or van reduced, with all other modes re-adjusted (pro-rata)

6.11 The modal split shown in Table 6.3 has been used to determine the predicted multi-modal trip generation for the office use, whilst the modal split shown in Table 6.8 has been used for the residential use. Table 6.9 shows the multi modal trip generation for the proposed development.

Table 6.9: Predicted Multi-Modal Trip Generation for Proposed Development

Mode	Modal Split	AM Peak Hour (08:00-09:00)		PM Peak Hour (17:00-18:00)		12-Hour Day (07:00-19:00)	
		Arr	Dep	Arr	Dep	Arr	Dep
Office (227m²)							
Total Person Trips	100.0%	7	1	1	4	28	28
Train	3.9%	0	0	0	0	1	1
Bus, minibus or coach	16.2%	1	0	0	1	5	5
Motorcycling	2.4%	0	0	0	0	1	1
Driving a Car or Van	10.0%	1	0	0	0	3	3
Passenger in a Car or Van	8.8%	1	0	0	0	2	2
Bicycle	14.1%	1	0	0	1	4	4
On Foot	44.2%	3	1	1	2	12	12
Other (including Taxi)	0.4%	0	0	0	0	0	0
Residential (9 Units)							
Total Person Trips	100.0%	3	6	3	2	30	31
Train	2.9%	0	0	0	0	1	1
Bus, minibus or coach	8.3%	0	1	0	0	3	3
Motorcycling	1.1%	0	0	0	0	0	0
Driving a Car or Van	10.0%	0	1	0	0	3	3
Passenger in a Car or Van	3.7%	0	0	0	0	1	1
Bicycle	14.8%	1	1	1	1	4	5
On Foot	55.0%	2	3	2	1	17	17
Other (including Taxi)	4.2%	0	0	0	0	1	1
Total							
Total Person Trips		10	7	4	6	58	59
Train		0	0	0	0	2	2
Bus, minibus or coach		1	1	0	1	8	8
Motorcycling		0	0	0	0	1	1
Driving a Car or Van		1	1	0	0	6	6
Passenger in a Car or Van		1	0	0	0	3	3
Bicycle		2	1	1	2	8	9
On Foot		5	4	3	3	29	29
Other (including Taxi)		0	0	0	0	1	1

6.12 As can be seen from Table 6.9, the proposed development is predicted to generate 2 No. two-way vehicle trips during the AM (08:00-09:00) peak hour period and 14 two-way vehicle trips between 07:00 and 19:00. No vehicle trips are predicted to be generated during the PM (17:00-18:00) peak hour.

6.13 Table 6.10 compares the trip generation for the existing and proposed development.

Table 6.10: Comparison of Predicted Multi-Modal Trip Generation between Existing Use and Proposed Development

Mode	AM Peak Hour (08:00-09:00)		PM Peak Hour (17:00-18:00)		12-Hour Day (07:00-19:00)	
	Arr	Dep	Arr	Dep	Arr	Dep
Existing Development						
Total Person Trips	9	3	9	15	141	127
Train	0	0	0	1	6	5
Bus, minibus or coach	2	1	2	2	23	21
Motorcycling	0	0	0	0	3	3
Driving a Car or Van	1	0	1	2	14	13
Passenger in a Car or Van	1	0	1	1	12	11
Bicycle	1	1	1	2	20	18
On Foot	4	1	4	7	62	56
Other (including Taxi)	0	0	0	0	1	0
Proposed Development						
Total Person Trips	11	7	4	6	59	60
Train	0	0	0	0	2	2
Bus, minibus or coach	1	1	0	1	8	8
Motorcycling	0	0	0	0	1	1
Driving a Car or Van	1	1	0	0	6	6
Passenger in a Car or Van	1	0	0	0	3	3
Bicycle	2	1	1	2	8	9
On Foot	5	4	3	3	29	29
Other (including Taxi)	0	0	0	0	1	1
Change						
Total Person Trips	+2	+4	-5	-9	-82	-67
Train	0	0	0	-1	-4	-4
Bus, minibus or coach	-1	0	-2	-1	-15	-13
Motorcycling	0	0	0	0	-2	-2
Driving a Car or Van	0	+1	-1	-2	-8	-7
Passenger in a Car or Van	0	0	-1	-1	-9	-8
Bicycle	+1	0	0	0	-12	-9
On Foot	+1	+3	-1	-4	-33	-27
Other (including Taxi)	0	0	0	0	0	+1

6.14 Table 6.10 shows that the proposed development is predicted to result in a small increase in the number of vehicle trips generated during the AM peak hour (08:00-09:00) (one additional

vehicle). This reflects the small overall increase in people trips predicted during this period. The overall number of trips during the PM peak hour (17:00-18:00) and between 07:00-19:00 is predicted to reduce, with the number of two-way vehicle trips predicted to reduce by three and 15 trips respectively. Thus, overall, the proposed development will result in a net reduction in trips generated by all modes of transport.

7.0 SUMMARY AND CONCLUSION

7.1 This *TS* has been prepared on behalf of Crossman (Portland Street) Limited in respect of a proposed mixed-use development at Christchurch Hall, Portland Street, Clifton, Bristol, which involves the conversion of the ground and basement floors for office (Class E) use and the conversion of the remainder of the building into 9 No. residential units.

7.2 This Report has considered the highway and transportation matters associated with the proposed development, including a description of the local highway network; a review of the site's accessibility by sustainable transport modes and its proximity to local services and facilities; and the predicted vehicle trip generation.

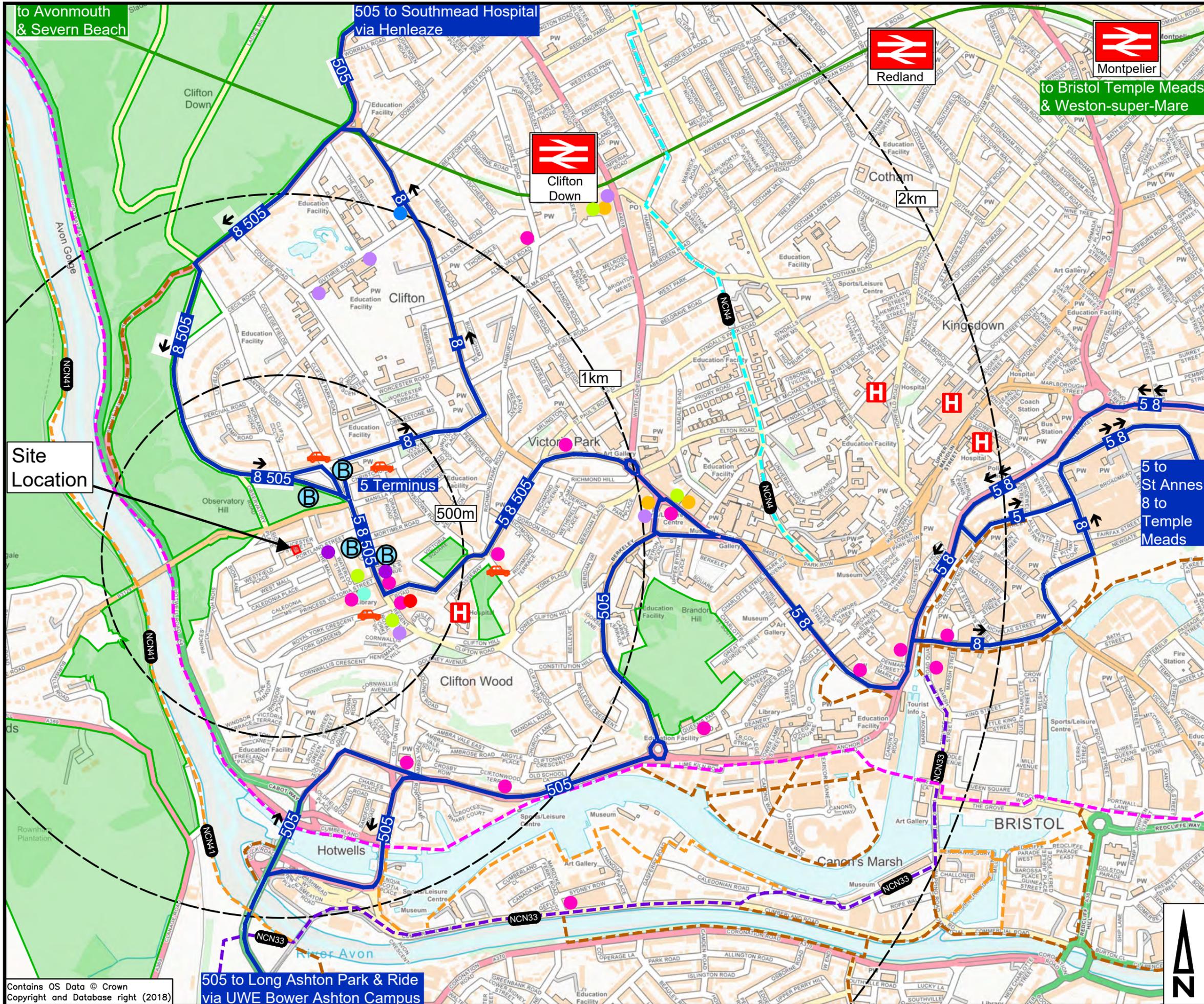
7.3 The conclusions of this Report are:

- a total of 19 No. cycle parking spaces will be provided, including 16 No. for the residential units and 3 No. for the office development. This is in accordance with the requirements of BCC;
- two parking spaces will be allocated to the office between 10:00 and 18:00 Monday to Friday and to two of the residential units at other times;
- residents of the development will be unable to apply for parking permits, which will encourage the use of sustainable modes of transport;
- a large number of destinations are accessible within a 20-minute walking and cycling distance from the proposed development;
- the development is located in close proximity to a number of signed cycle routes;
- frequent bus services are provided from Clifton Down Road towards Clifton Triangle, Bristol city centre, Broadmead and Bristol Temple Meads railway station;
- Clifton Down railway station is located within close proximity, providing direct train services to a number of destinations within Bristol and to employment opportunities at Avonmouth, Severn Beach and Weston-super-Mare;
- it is predicted that only 2 No. two-way vehicle trips will be generated during the AM (08:00-09:00) peak hour period, with no vehicle trips predicted to be generated during the PM (17:00-18:00) peak hour;
- based on the previous use of the site, the development is expected to generate three fewer vehicle movements during the PM peak hour and similar levels of vehicle movement during the AM peak hour to the most recent use; and
- overall the development will result in fewer daily vehicle trips than the previous use of the building.

- 7.4 Based on the information provided above and when assessing the proposal in the context of the *National Planning Policy Framework* (December 2023), Policy BCS10 of BCC's *Core Strategy* (June 2011) and Policy DM23 of BCC's *Site Allocations and Development Management Policies* (July 2014) document it is concluded that there will be no severe residual cumulative impacts resulting from the development nor an unacceptable impact on highway safety, and that accordingly, this application should not be prevented or refused on highway grounds.

Cole Easdon Consultants Limited
October 2024

Appendix 1



KEY

- Isolines
- Pharmacy
- Doctors / GP
- Post Office
- Dentist
- Public House
- Convenience Store
- Leisure Centre / Gym
- Supermarket
- Library
- Hospital
- Local Bus Services
- Local Bus Stops
- Railway Station
- Railway Line
- Portway Cycleway
- River Avon Cycleway
- Festival Way Cycleway
- Downs Way Cycleway
- Other Off-road Footway
- National Cycle Network Route
- Car Club Parking Space
- SITE LOCATION
- Recreation / POS

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Client
Crossman (Portland Street) Ltd

Job Title
Proposed Mixed-Use Development
Christchurch Hall
Portland Street
Clifton
Bristol

Drawing Title
Location & Accessibility Plan

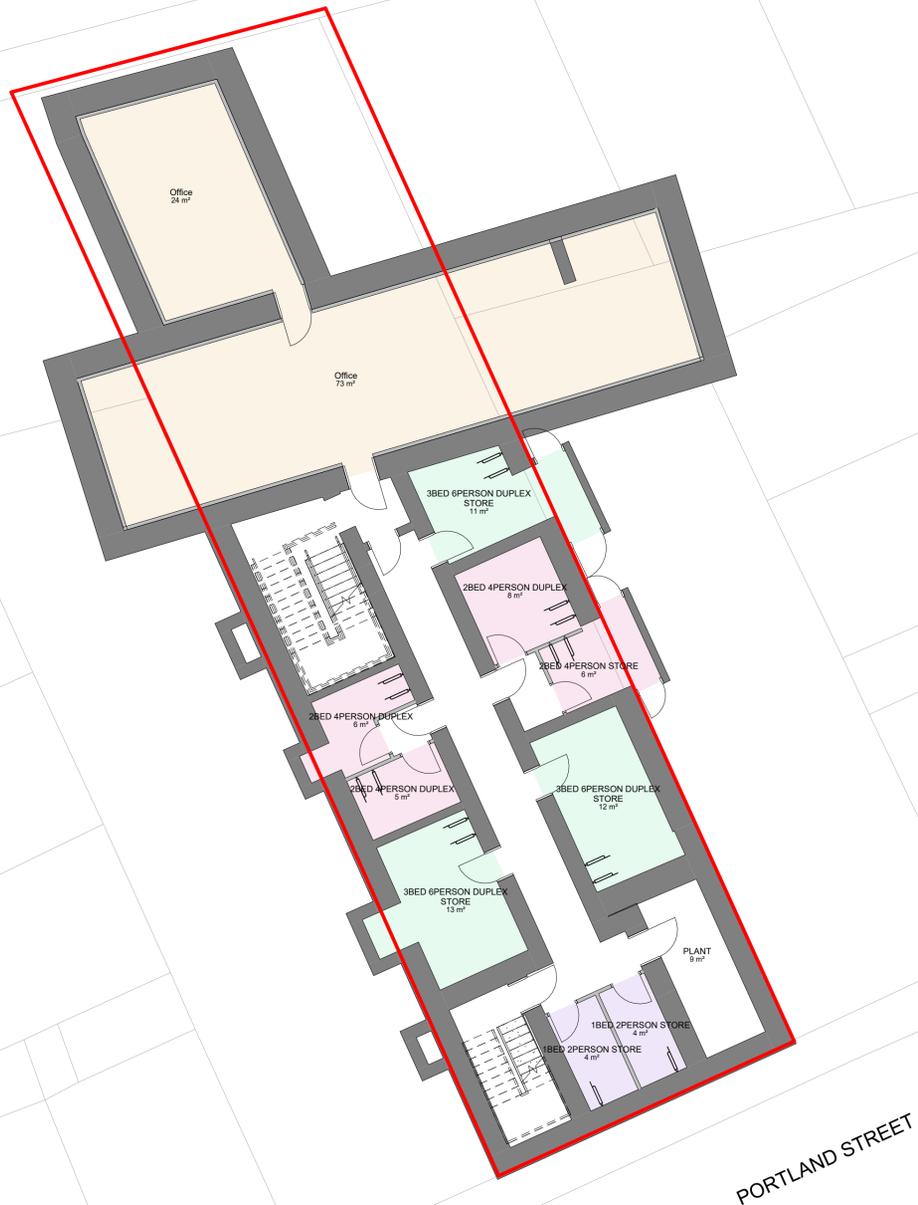
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FOR COMMENT	FOR PLANNING	FOR TENDER	FOR APPROVAL
FOR CONSTRUCTION	AS BUILT		
CONSTRUCTION AT CLIENT / CONTRACTOR RISK			
Designed by:	CGC	Checked by:	DH
Date:	April 2024	Scale:	1:10,000 (A3)
Dwg. No.:	9694-201	Rev.:	-

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505 to Long Ashton Park & Ride via UWE Bower Ashton Campus

Appendix 2

GLOUCESTER STREET



PORTLAND STREET

Application Boundary Line

Rev	Date	Revision Details	Dr	Cn

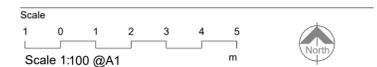


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Client's Name
CROSSMAN GROUP

Job Title
CHRISTCHURCH HALL

Drawing Title
Level B1 Planning Plan



Drawn: AG, Checked: JW, Date: 10/10/24

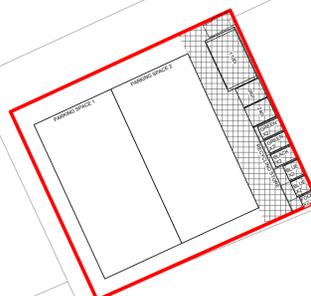
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W0802	WW	XX	B1	DR	A	0219	S0	

Status
PLANNING

GLOUCESTER STREET



PORTLAND STREET



Application Boundary Line

Rev	Date	Revision Details	Dr	Cn
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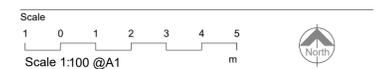


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London SE1 0BL
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Client's Name
CROSSMAN GROUP

Job Title
CHRISTCHURCH HALL

Drawing Title
Level 00 Planning Plan



Drawn: AG
Checked: JW
Date: 10/10/24

Job No	Origin	Vol	Level	Type	Role	Number	Status	Rev
W0802	WW	XX	00	DR	A	0220	SO	

Status
PLANNING

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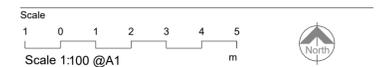
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Client's Name
CROSSMAN GROUP

Job Title
CHRISTCHURCH HALL

Drawing Title
Level 01 Planning Plan



Drawn AG Checked JW Date 10/10/24

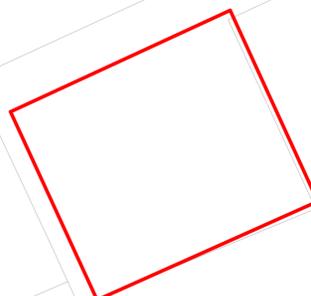
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Status
PLANNING

GLOUCESTER STREET



PORTLAND STREET



Application Boundary Line

Rev	Date	Revision Details	Dr	Cn

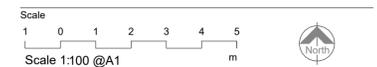


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Client's Name
CROSSMAN GROUP

Job Title
CHRISTCHURCH HALL

Drawing Title
Level 02 Planning Plan



Drawn: AG
Checked: JW
Date: 10/10/24

Job No	Origin	Vol	Level	Type	Role	Number	Status	Rev
W0802	WW	XX	02	DR	A	0222	S0	

Status
PLANNING

GLOUCESTER STREET



PORTLAND STREET

Application Boundary Line

Rev	Date	Revision Details	Dr	Cn

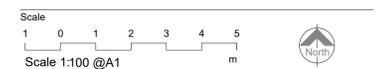


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Client's Name
CROSSMAN GROUP

Job Title
CHRISTCHURCH HALL

Drawing Title
Level 03 Planning Plan



Drawn: AG, Checked: JW, Date: 10/10/24

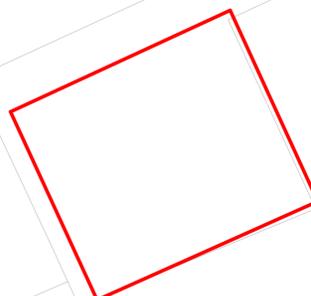
Job No	Origin	Vol	Level	Type	Role	Number	Status	Rev
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Status
PLANNING

GLOUCESTER STREET



PORTLAND STREET



Application Boundary Line

Rev	Date	Revision Details	Dr	Cn

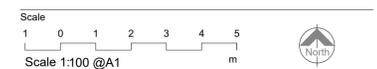


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Client's Name
CROSSMAN GROUP

Job Title
CHRISTCHURCH HALL

Drawing Title
Level 04 Planning Plan

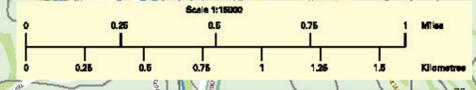
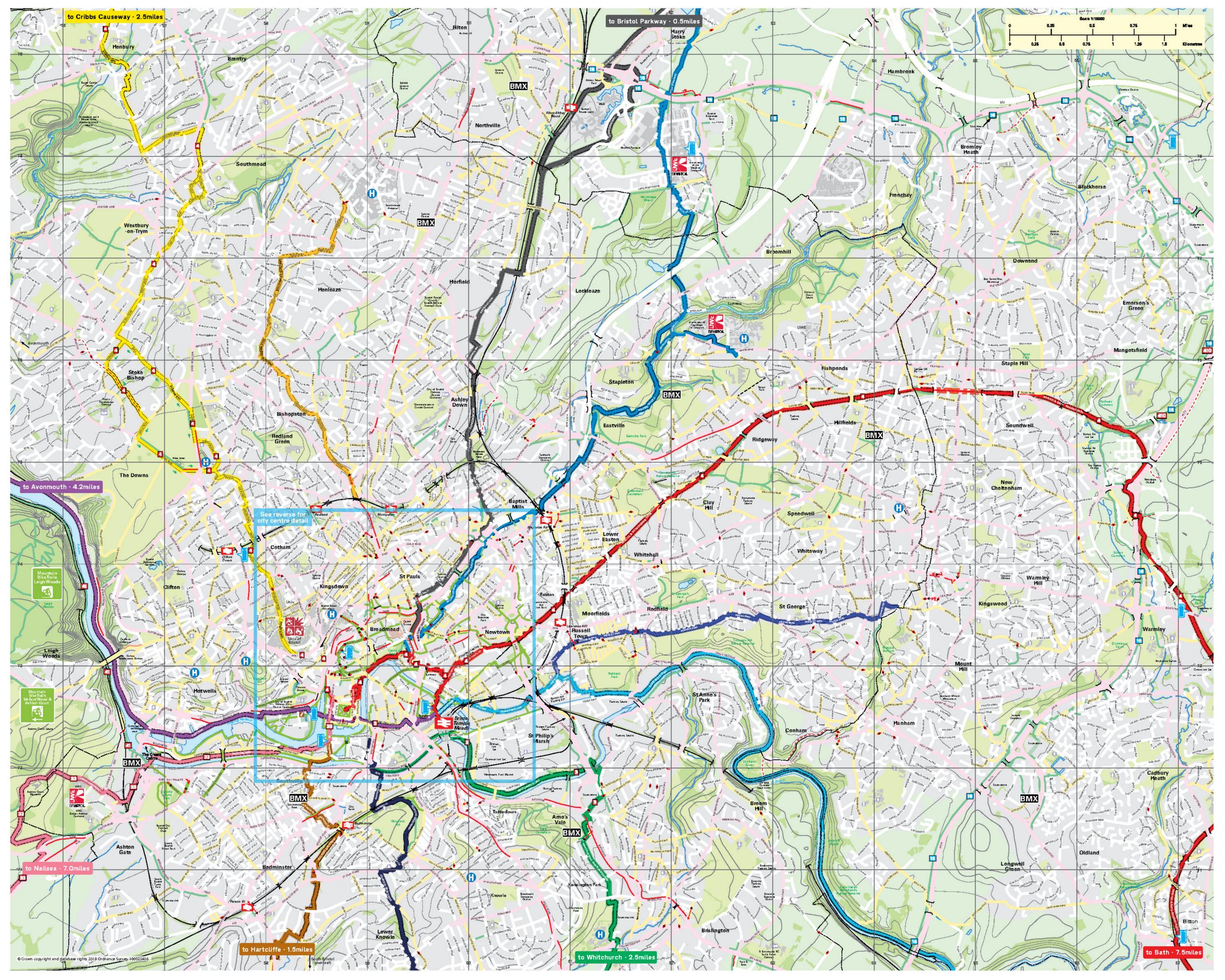


Drawn: AG
Checked: JW
Date: 10/10/24

Job No	Origin	Vol	Level	Type	Role	Number	Status	Rev
W0802	WW	XX	04	DR	A	0224	S0	

Status
PLANNING

Appendix 3



See reverse for city centre detail

TS061 - Method used to travel to work

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population All usual residents aged 16 years and over in employment the week before the census
units Persons
area type 2021 super output areas - middle layer
area name E02003041 : Bristol 030

Method of travel to workplace

	2021		
	number	%	
Total: All usual residents aged	3,404	100.0	
Work mainly at or from home	1,841	54.1	54.1%
Underground, metro, light rail, t	4	0.1	0.1%
Train	28	0.8	0.8%
Bus, minibus or coach	80	2.4	2.5%
Taxi	11	0.3	0.3%
Motorcycle, scooter or moped	11	0.3	0.3%
Driving a car or van	651	19.1	19.1%
Passenger in a car or van	39	1.1	1.1%
Bicycle	151	4.4	4.4%
On foot	557	16.4	16.4%
Other method of travel to work	31	0.9	0.9%

In order to protect against disclosure of personal information, records have been swapped between different geographic areas and counts perturbed by small amounts. Small counts at the lowest geographies will be most affected.

Census 2021 took place during a period of rapid change. We gave extra guidance to help people on furlough answer the census questions about work. However, we are unable to determine how furloughed people followed the guidance. Take care when using this data for planning purposes. Read more about specific quality considerations in our <https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/methodologies/traveltoworkqualityinformationforcensus2021>.

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

ONS Crown Copyright Reserved [from Nomis on 23 January 2024]

Population : All usual residents aged 16 and over in employment the week before the census

Units : Persons

Date : 2011

Method of Travel to Work: All Modes

Place of work : E02003041 : Bristol 030 (2011 super output area - middle layer)												
	All Journeys	Work mainly at or from home	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi	Motorcycle, scooter or moped	Driving a car or van	Passenger in a car or van	Bicycle	On foot	Other method of travel to work
Total	3608	0	10	56	285	5	42	2020	157	249	780	4
Modal Split	100.0%	0.0%	0.3%	1.6%	7.9%	0.1%	1.2%	56.0%	4.3%	6.9%	21.6%	0.1%

Calculation Reference: AUDIT-228601-240423-0410

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION

Category : C - COLLEGE/UNIVERSITY

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

06 WEST MIDLANDS

WM WEST MIDLANDS

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: 2435 to 2435 (units: sqm)
Range Selected by User: 2435 to 2500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/06 to 20/02/06

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

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

Selected survey types:

Manual count 1 days
Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 1

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:

No Sub Category 1

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

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

F1(a) 1 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

Population within 1 mile:

25,001 to 50,000 1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

500,001 or More 1 days

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

0.5 or Less 1 days

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

No 1 days

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

No PTAL Present 1 days

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

LIST OF SITES relevant to selection parameters

1	WM-04-C-01	ARTS/TECH COLLEGE	WEST MIDLANDS
	SCARBOROUGH RD		
	WALSALL		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	2435 sqm	
	Survey date: MONDAY	20/02/06	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 04 - EDUCATION/C - COLLEGE/UNIVERSITY

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): 3.12

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	1	2435	0.041	1	2435	0.041	1	2435	0.082
08:00 - 09:00	1	2435	0.821	1	2435	0.164	1	2435	0.985
09:00 - 10:00	1	2435	1.602	1	2435	0.698	1	2435	2.300
10:00 - 11:00	1	2435	0.493	1	2435	0.164	1	2435	0.657
11:00 - 12:00	1	2435	0.287	1	2435	0.329	1	2435	0.616
12:00 - 13:00	1	2435	0.534	1	2435	0.370	1	2435	0.904
13:00 - 14:00	1	2435	0.452	1	2435	0.370	1	2435	0.822
14:00 - 15:00	1	2435	0.123	1	2435	0.123	1	2435	0.246
15:00 - 16:00	1	2435	0.370	1	2435	0.411	1	2435	0.781
16:00 - 17:00	1	2435	0.534	1	2435	0.862	1	2435	1.396
17:00 - 18:00	1	2435	0.821	1	2435	0.862	1	2435	1.683
18:00 - 19:00	1	2435	0.493	1	2435	0.575	1	2435	1.068
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			6.571			4.969			11.540

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.*

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Parameter summary

Trip rate parameter range selected: 2435 - 2435 (units: sqm)
 Survey date date range: 01/01/06 - 20/02/06
 Number of weekdays (Monday-Friday): 1
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 04 - EDUCATION/C - COLLEGE/UNIVERSITY

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	1	2435	0.000	1	2435	0.000	1	2435	0.000
08:00 - 09:00	1	2435	0.000	1	2435	0.000	1	2435	0.000
09:00 - 10:00	1	2435	0.000	1	2435	0.000	1	2435	0.000
10:00 - 11:00	1	2435	0.041	1	2435	0.041	1	2435	0.082
11:00 - 12:00	1	2435	0.000	1	2435	0.000	1	2435	0.000
12:00 - 13:00	1	2435	0.000	1	2435	0.000	1	2435	0.000
13:00 - 14:00	1	2435	0.000	1	2435	0.000	1	2435	0.000
14:00 - 15:00	1	2435	0.000	1	2435	0.000	1	2435	0.000
15:00 - 16:00	1	2435	0.000	1	2435	0.000	1	2435	0.000
16:00 - 17:00	1	2435	0.000	1	2435	0.000	1	2435	0.000
17:00 - 18:00	1	2435	0.000	1	2435	0.000	1	2435	0.000
18:00 - 19:00	1	2435	0.000	1	2435	0.000	1	2435	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.041			0.041			0.082

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 04 - EDUCATION/C - COLLEGE/UNIVERSITY
 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	1	2435	0.041	1	2435	0.041	1	2435	0.082
08:00 - 09:00	1	2435	0.945	1	2435	0.164	1	2435	1.109
09:00 - 10:00	1	2435	2.218	1	2435	0.698	1	2435	2.916
10:00 - 11:00	1	2435	1.068	1	2435	0.246	1	2435	1.314
11:00 - 12:00	1	2435	0.287	1	2435	0.411	1	2435	0.698
12:00 - 13:00	1	2435	0.739	1	2435	0.411	1	2435	1.150
13:00 - 14:00	1	2435	0.821	1	2435	0.657	1	2435	1.478
14:00 - 15:00	1	2435	0.123	1	2435	0.164	1	2435	0.287
15:00 - 16:00	1	2435	0.698	1	2435	1.109	1	2435	1.807
16:00 - 17:00	1	2435	1.273	1	2435	1.889	1	2435	3.162
17:00 - 18:00	1	2435	1.766	1	2435	1.437	1	2435	3.203
18:00 - 19:00	1	2435	0.862	1	2435	1.314	1	2435	2.176
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			10.841			8.541			19.382

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 04 - EDUCATION/C - COLLEGE/UNIVERSITY
 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	1	2435	0.000	1	2435	0.205	1	2435	0.205
08:00 - 09:00	1	2435	0.082	1	2435	0.000	1	2435	0.082
09:00 - 10:00	1	2435	0.986	1	2435	0.329	1	2435	1.315
10:00 - 11:00	1	2435	0.739	1	2435	0.698	1	2435	1.437
11:00 - 12:00	1	2435	1.191	1	2435	1.109	1	2435	2.300
12:00 - 13:00	1	2435	0.780	1	2435	1.273	1	2435	2.053
13:00 - 14:00	1	2435	0.821	1	2435	0.164	1	2435	0.985
14:00 - 15:00	1	2435	0.698	1	2435	0.739	1	2435	1.437
15:00 - 16:00	1	2435	0.411	1	2435	0.082	1	2435	0.493
16:00 - 17:00	1	2435	0.041	1	2435	0.205	1	2435	0.246
17:00 - 18:00	1	2435	0.000	1	2435	0.000	1	2435	0.000
18:00 - 19:00	1	2435	0.041	1	2435	0.123	1	2435	0.164
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.790			4.927			10.717

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 04 - EDUCATION/C - COLLEGE/UNIVERSITY

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	1	2435	0.000	1	2435	0.000	1	2435	0.000
08:00 - 09:00	1	2435	0.123	1	2435	0.000	1	2435	0.123
09:00 - 10:00	1	2435	1.889	1	2435	0.000	1	2435	1.889
10:00 - 11:00	1	2435	0.411	1	2435	0.041	1	2435	0.452
11:00 - 12:00	1	2435	0.123	1	2435	0.000	1	2435	0.123
12:00 - 13:00	1	2435	0.123	1	2435	0.164	1	2435	0.287
13:00 - 14:00	1	2435	0.287	1	2435	0.041	1	2435	0.328
14:00 - 15:00	1	2435	0.000	1	2435	0.698	1	2435	0.698
15:00 - 16:00	1	2435	0.000	1	2435	0.903	1	2435	0.903
16:00 - 17:00	1	2435	0.082	1	2435	0.986	1	2435	1.068
17:00 - 18:00	1	2435	0.041	1	2435	0.000	1	2435	0.041
18:00 - 19:00	1	2435	0.000	1	2435	0.000	1	2435	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.079			2.833			5.912

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 04 - EDUCATION/C - COLLEGE/UNIVERSITY
 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	1	2435	0.000	1	2435	0.000	1	2435	0.000
08:00 - 09:00	1	2435	0.123	1	2435	0.000	1	2435	0.123
09:00 - 10:00	1	2435	1.889	1	2435	0.000	1	2435	1.889
10:00 - 11:00	1	2435	0.411	1	2435	0.041	1	2435	0.452
11:00 - 12:00	1	2435	0.123	1	2435	0.000	1	2435	0.123
12:00 - 13:00	1	2435	0.123	1	2435	0.164	1	2435	0.287
13:00 - 14:00	1	2435	0.287	1	2435	0.041	1	2435	0.328
14:00 - 15:00	1	2435	0.000	1	2435	0.698	1	2435	0.698
15:00 - 16:00	1	2435	0.000	1	2435	0.903	1	2435	0.903
16:00 - 17:00	1	2435	0.082	1	2435	0.986	1	2435	1.068
17:00 - 18:00	1	2435	0.041	1	2435	0.000	1	2435	0.041
18:00 - 19:00	1	2435	0.000	1	2435	0.000	1	2435	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.079			2.833			5.912

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 04 - EDUCATION/C - COLLEGE/UNIVERSITY

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): 3.12

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	1	2435	0.041	1	2435	0.246	1	2435	0.287
08:00 - 09:00	1	2435	1.150	1	2435	0.164	1	2435	1.314
09:00 - 10:00	1	2435	5.092	1	2435	1.027	1	2435	6.119
10:00 - 11:00	1	2435	2.218	1	2435	0.986	1	2435	3.204
11:00 - 12:00	1	2435	1.602	1	2435	1.520	1	2435	3.122
12:00 - 13:00	1	2435	1.643	1	2435	1.848	1	2435	3.491
13:00 - 14:00	1	2435	1.930	1	2435	0.862	1	2435	2.792
14:00 - 15:00	1	2435	0.821	1	2435	1.602	1	2435	2.423
15:00 - 16:00	1	2435	1.109	1	2435	2.094	1	2435	3.203
16:00 - 17:00	1	2435	1.396	1	2435	3.080	1	2435	4.476
17:00 - 18:00	1	2435	1.807	1	2435	1.437	1	2435	3.244
18:00 - 19:00	1	2435	0.903	1	2435	1.437	1	2435	2.340
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			19.712			16.303			36.015

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

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

Calculation Reference: AUDIT-228601-240423-0439

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DC DORSET	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 178 to 1590 (units: sqm)
 Range Selected by User: 178 to 2000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/06 to 23/11/22

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

Selected survey days:

Thursday 3 days
 Friday 1 days

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

Selected survey types:

Manual count 4 days
 Directional ATC Count 0 days

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

Selected Locations:

Edge of Town Centre 4

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

Selected Location Sub Categories:

Built-Up Zone 1
 No Sub Category 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 7 days - Selected
 Servicing vehicles Excluded 11 days - Selected

Secondary Filtering selection:

Use Class:

Not Known 4 days

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

25,001 to 50,000	2 days
100,001 to 125,000	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	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	4 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	4 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	DC-02-A-08 STATION APPROACH DORCHESTER	OFFICE	DORSET
	Edge of Town Centre No Sub Category Total Gross floor area: 1550 sqm <i>Survey date: THURSDAY 03/07/08</i>		<i>Survey Type: MANUAL</i>
2	DY-02-A-02 PRIME PARKWAY DERBY	REAL ESTATE DEVELOPERS	DERBY
	Edge of Town Centre No Sub Category Total Gross floor area: 594 sqm <i>Survey date: THURSDAY 21/10/21</i>		<i>Survey Type: MANUAL</i>
3	NY-02-A-01 NORTH PARK ROAD HARROGATE	SOLICITORS	NORTH YORKSHIRE
	Edge of Town Centre Built-Up Zone Total Gross floor area: 178 sqm <i>Survey date: THURSDAY 04/10/18</i>		<i>Survey Type: MANUAL</i>
4	NY-02-A-03 STATION ROAD RICHMOND	DISTRICT COUNCIL OFFICES	NORTH YORKSHIRE
	Edge of Town Centre No Sub Category Total Gross floor area: 1590 sqm <i>Survey date: FRIDAY 06/05/22</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
BH-02-A-05	Too much public transport
BO-02-A-01	Too much public transport
CU-02-A-02	Nowhere near edge of town centre
HF-02-A-03	Too much public transport
KC-02-A-09	Too much public transport
LC-02-A-08	Too much public transport
NF-02-A-02	Too much public transport
SO-02-A-01	Too much public transport
WK-02-A-02	Too much public transport
WM-02-A-05	Too much public transport
WS-02-A-05	Too much public transport

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): 1.73

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	3	1245	0.428	3	1245	0.080	3	1245	0.508
08:00 - 09:00	4	978	1.968	4	978	0.256	4	978	2.224
09:00 - 10:00	4	978	1.278	4	978	0.716	4	978	1.994
10:00 - 11:00	4	978	0.792	4	978	0.460	4	978	1.252
11:00 - 12:00	4	978	0.307	4	978	0.409	4	978	0.716
12:00 - 13:00	4	978	0.256	4	978	0.792	4	978	1.048
13:00 - 14:00	4	978	0.716	4	978	0.716	4	978	1.432
14:00 - 15:00	4	978	0.486	4	978	0.741	4	978	1.227
15:00 - 16:00	4	978	0.383	4	978	0.537	4	978	0.920
16:00 - 17:00	4	978	0.204	4	978	1.099	4	978	1.303
17:00 - 18:00	4	978	0.230	4	978	1.099	4	978	1.329
18:00 - 19:00	3	1245	0.027	3	1245	0.214	3	1245	0.241
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.075			7.119			14.194

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.

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Parameter summary

Trip rate parameter range selected:	178 - 1590 (units: sqm)
Survey date range:	01/01/06 - 23/11/22
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	11

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 TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	3	1245	0.000	3	1245	0.000	3	1245	0.000
08:00 - 09:00	4	978	0.000	4	978	0.000	4	978	0.000
09:00 - 10:00	4	978	0.000	4	978	0.000	4	978	0.000
10:00 - 11:00	4	978	0.000	4	978	0.000	4	978	0.000
11:00 - 12:00	4	978	0.026	4	978	0.026	4	978	0.052
12:00 - 13:00	4	978	0.000	4	978	0.000	4	978	0.000
13:00 - 14:00	4	978	0.026	4	978	0.026	4	978	0.052
14:00 - 15:00	4	978	0.000	4	978	0.000	4	978	0.000
15:00 - 16:00	4	978	0.000	4	978	0.000	4	978	0.000
16:00 - 17:00	4	978	0.000	4	978	0.000	4	978	0.000
17:00 - 18:00	4	978	0.000	4	978	0.000	4	978	0.000
18:00 - 19:00	3	1245	0.000	3	1245	0.000	3	1245	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.052			0.052			0.104

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	3	1245	0.027	3	1245	0.000	3	1245	0.027
08:00 - 09:00	4	978	0.102	4	978	0.000	4	978	0.102
09:00 - 10:00	4	978	0.026	4	978	0.000	4	978	0.026
10:00 - 11:00	4	978	0.000	4	978	0.000	4	978	0.000
11:00 - 12:00	4	978	0.026	4	978	0.026	4	978	0.052
12:00 - 13:00	4	978	0.000	4	978	0.026	4	978	0.026
13:00 - 14:00	4	978	0.000	4	978	0.026	4	978	0.026
14:00 - 15:00	4	978	0.051	4	978	0.000	4	978	0.051
15:00 - 16:00	4	978	0.000	4	978	0.000	4	978	0.000
16:00 - 17:00	4	978	0.000	4	978	0.026	4	978	0.026
17:00 - 18:00	4	978	0.000	4	978	0.051	4	978	0.051
18:00 - 19:00	3	1245	0.000	3	1245	0.027	3	1245	0.027
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.232			0.182			0.414

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.

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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	3	1245	0.455	3	1245	0.107	3	1245	0.562
08:00 - 09:00	4	978	2.147	4	978	0.281	4	978	2.428
09:00 - 10:00	4	978	1.329	4	978	0.767	4	978	2.096
10:00 - 11:00	4	978	0.792	4	978	0.460	4	978	1.252
11:00 - 12:00	4	978	0.383	4	978	0.486	4	978	0.869
12:00 - 13:00	4	978	0.281	4	978	0.895	4	978	1.176
13:00 - 14:00	4	978	0.895	4	978	0.741	4	978	1.636
14:00 - 15:00	4	978	0.511	4	978	0.792	4	978	1.303
15:00 - 16:00	4	978	0.435	4	978	0.588	4	978	1.023
16:00 - 17:00	4	978	0.204	4	978	1.176	4	978	1.380
17:00 - 18:00	4	978	0.256	4	978	1.227	4	978	1.483
18:00 - 19:00	3	1245	0.054	3	1245	0.241	3	1245	0.295
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.742			7.761			15.503

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	3	1245	0.134	3	1245	0.027	3	1245	0.161
08:00 - 09:00	4	978	0.741	4	978	0.128	4	978	0.869
09:00 - 10:00	4	978	0.281	4	978	0.256	4	978	0.537
10:00 - 11:00	4	978	0.383	4	978	0.281	4	978	0.664
11:00 - 12:00	4	978	0.153	4	978	0.128	4	978	0.281
12:00 - 13:00	4	978	0.409	4	978	0.997	4	978	1.406
13:00 - 14:00	4	978	1.048	4	978	0.997	4	978	2.045
14:00 - 15:00	4	978	0.460	4	978	0.307	4	978	0.767
15:00 - 16:00	4	978	0.281	4	978	0.204	4	978	0.485
16:00 - 17:00	4	978	0.077	4	978	0.307	4	978	0.384
17:00 - 18:00	4	978	0.000	4	978	0.486	4	978	0.486
18:00 - 19:00	3	1245	0.000	3	1245	0.027	3	1245	0.027
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.967			4.145			8.112

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	3	1245	0.000	3	1245	0.000	3	1245	0.000
08:00 - 09:00	4	978	0.102	4	978	0.000	4	978	0.102
09:00 - 10:00	4	978	0.026	4	978	0.000	4	978	0.026
10:00 - 11:00	4	978	0.000	4	978	0.000	4	978	0.000
11:00 - 12:00	4	978	0.000	4	978	0.000	4	978	0.000
12:00 - 13:00	4	978	0.000	4	978	0.000	4	978	0.000
13:00 - 14:00	4	978	0.000	4	978	0.026	4	978	0.026
14:00 - 15:00	4	978	0.000	4	978	0.000	4	978	0.000
15:00 - 16:00	4	978	0.000	4	978	0.000	4	978	0.000
16:00 - 17:00	4	978	0.000	4	978	0.051	4	978	0.051
17:00 - 18:00	4	978	0.000	4	978	0.051	4	978	0.051
18:00 - 19:00	3	1245	0.000	3	1245	0.000	3	1245	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.128			0.128			0.256

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

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

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

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	3	1245	0.000	3	1245	0.000	3	1245	0.000
08:00 - 09:00	4	978	0.077	4	978	0.000	4	978	0.077
09:00 - 10:00	4	978	0.026	4	978	0.000	4	978	0.026
10:00 - 11:00	4	978	0.000	4	978	0.000	4	978	0.000
11:00 - 12:00	4	978	0.000	4	978	0.026	4	978	0.026
12:00 - 13:00	4	978	0.000	4	978	0.000	4	978	0.000
13:00 - 14:00	4	978	0.000	4	978	0.000	4	978	0.000
14:00 - 15:00	4	978	0.000	4	978	0.000	4	978	0.000
15:00 - 16:00	4	978	0.000	4	978	0.000	4	978	0.000
16:00 - 17:00	4	978	0.000	4	978	0.000	4	978	0.000
17:00 - 18:00	4	978	0.000	4	978	0.077	4	978	0.077
18:00 - 19:00	3	1245	0.000	3	1245	0.000	3	1245	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.103			0.103			0.206

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	3	1245	0.000	3	1245	0.000	3	1245	0.000
08:00 - 09:00	4	978	0.179	4	978	0.000	4	978	0.179
09:00 - 10:00	4	978	0.051	4	978	0.000	4	978	0.051
10:00 - 11:00	4	978	0.000	4	978	0.000	4	978	0.000
11:00 - 12:00	4	978	0.000	4	978	0.026	4	978	0.026
12:00 - 13:00	4	978	0.000	4	978	0.000	4	978	0.000
13:00 - 14:00	4	978	0.000	4	978	0.026	4	978	0.026
14:00 - 15:00	4	978	0.000	4	978	0.000	4	978	0.000
15:00 - 16:00	4	978	0.000	4	978	0.000	4	978	0.000
16:00 - 17:00	4	978	0.000	4	978	0.051	4	978	0.051
17:00 - 18:00	4	978	0.000	4	978	0.128	4	978	0.128
18:00 - 19:00	3	1245	0.000	3	1245	0.000	3	1245	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.230			0.231			0.461

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): 1.73

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	3	1245	0.616	3	1245	0.134	3	1245	0.750
08:00 - 09:00	4	978	3.170	4	978	0.409	4	978	3.579
09:00 - 10:00	4	978	1.687	4	978	1.022	4	978	2.709
10:00 - 11:00	4	978	1.176	4	978	0.741	4	978	1.917
11:00 - 12:00	4	978	0.562	4	978	0.665	4	978	1.227
12:00 - 13:00	4	978	0.690	4	978	1.917	4	978	2.607
13:00 - 14:00	4	978	1.943	4	978	1.789	4	978	3.732
14:00 - 15:00	4	978	1.022	4	978	1.099	4	978	2.121
15:00 - 16:00	4	978	0.716	4	978	0.792	4	978	1.508
16:00 - 17:00	4	978	0.281	4	978	1.559	4	978	1.840
17:00 - 18:00	4	978	0.256	4	978	1.892	4	978	2.148
18:00 - 19:00	3	1245	0.054	3	1245	0.295	3	1245	0.349
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			12.173			12.314			24.487

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.

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TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL

Category : C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DC DORSET	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	KS KIRKLEES	1 days
10	WALES	
	DB DENBIGHSHIRE	1 days
	FS FLINTSHIRE	1 days
11	SCOTLAND	
	HI HIGHLAND	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: No of Dwellings
Actual Range: 12 to 30 (units:)
Range Selected by User: 6 to 30 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

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

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	2 days
Friday	1 days

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

Selected survey types:

Manual count	5 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	4
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Residential Zone	3
Built-Up Zone	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	7 days - Selected

Secondary Filtering selection:

Use Class:

C3	5 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
5,001 to 10,000	1 days
10,001 to 15,000	1 days
20,001 to 25,000	2 days

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	3 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	1 days
1.1 to 1.5	4 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	5 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	5 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	DB-03-C-01 RHYL ROAD RHUDDLAN	FLATS IN HOUSES		DENBIGHSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 16 <i>Survey date: FRIDAY 07/10/11</i>			<i>Survey Type: MANUAL</i>
2	DC-03-C-01 ABBOTSBURY ROAD WEYMOUTH	BLOCKS OF FLATS		DORSET
	Edge of Town Centre Residential Zone Total No of Dwellings: 27 <i>Survey date: TUESDAY 08/07/08</i>			<i>Survey Type: MANUAL</i>
3	FS-03-C-01 WREXHAM STREET MOLD	BLOCK OF FLATS		FLINTSHIRE
	Edge of Town Centre Built-Up Zone Total No of Dwellings: 30 <i>Survey date: MONDAY 06/07/09</i>			<i>Survey Type: MANUAL</i>
4	HI-03-C-02 KING STREET NAIRN	BLOCK OF FLATS		HIGHLAND
	Edge of Town Centre Residential Zone Total No of Dwellings: 16 <i>Survey date: WEDNESDAY 19/04/23</i>			<i>Survey Type: MANUAL</i>
5	KS-03-C-01 KINGS MILL LANE HUDDERSFIELD ASPLEY	BLOCK OF FLATS		KIRKLEES
	Edge of Town Centre Built-Up Zone Total No of Dwellings: 12 <i>Survey date: WEDNESDAY 13/09/06</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
GM-03-C-03	Too much public transport
MS-03-C-04	Surveyed during COVID-19 restrictions
SS-03-C-01	Nowhere near a centre
WS-03-C-01	Nowhere near a centre

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.43

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	5	20	0.050	5	20	0.109	5	20	0.159
08:00 - 09:00	5	20	0.119	5	20	0.267	5	20	0.386
09:00 - 10:00	5	20	0.109	5	20	0.129	5	20	0.238
10:00 - 11:00	5	20	0.099	5	20	0.149	5	20	0.248
11:00 - 12:00	5	20	0.109	5	20	0.079	5	20	0.188
12:00 - 13:00	5	20	0.059	5	20	0.109	5	20	0.168
13:00 - 14:00	5	20	0.129	5	20	0.099	5	20	0.228
14:00 - 15:00	5	20	0.099	5	20	0.069	5	20	0.168
15:00 - 16:00	5	20	0.149	5	20	0.158	5	20	0.307
16:00 - 17:00	5	20	0.119	5	20	0.099	5	20	0.218
17:00 - 18:00	5	20	0.188	5	20	0.109	5	20	0.297
18:00 - 19:00	5	20	0.109	5	20	0.079	5	20	0.188
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.338			1.455			2.793

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:	12 - 30 (units:)
Survey date date range:	01/01/06 - 16/06/23
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	4

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL TAXIS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	5	20	0.010	5	20	0.010	5	20	0.020
08:00 - 09:00	5	20	0.010	5	20	0.010	5	20	0.020
09:00 - 10:00	5	20	0.000	5	20	0.000	5	20	0.000
10:00 - 11:00	5	20	0.010	5	20	0.010	5	20	0.020
11:00 - 12:00	5	20	0.010	5	20	0.010	5	20	0.020
12:00 - 13:00	5	20	0.000	5	20	0.000	5	20	0.000
13:00 - 14:00	5	20	0.000	5	20	0.000	5	20	0.000
14:00 - 15:00	5	20	0.000	5	20	0.000	5	20	0.000
15:00 - 16:00	5	20	0.020	5	20	0.020	5	20	0.040
16:00 - 17:00	5	20	0.000	5	20	0.000	5	20	0.000
17:00 - 18:00	5	20	0.000	5	20	0.000	5	20	0.000
18:00 - 19:00	5	20	0.020	5	20	0.020	5	20	0.040
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.080			0.080			0.160

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL OGVS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	5	20	0.020	5	20	0.020	5	20	0.040
08:00 - 09:00	5	20	0.000	5	20	0.000	5	20	0.000
09:00 - 10:00	5	20	0.000	5	20	0.000	5	20	0.000
10:00 - 11:00	5	20	0.010	5	20	0.010	5	20	0.020
11:00 - 12:00	5	20	0.000	5	20	0.000	5	20	0.000
12:00 - 13:00	5	20	0.000	5	20	0.000	5	20	0.000
13:00 - 14:00	5	20	0.000	5	20	0.000	5	20	0.000
14:00 - 15:00	5	20	0.000	5	20	0.000	5	20	0.000
15:00 - 16:00	5	20	0.000	5	20	0.000	5	20	0.000
16:00 - 17:00	5	20	0.000	5	20	0.000	5	20	0.000
17:00 - 18:00	5	20	0.000	5	20	0.000	5	20	0.000
18:00 - 19:00	5	20	0.000	5	20	0.000	5	20	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.030			0.030			0.060

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL CYCLISTS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	5	20	0.020	5	20	0.030	5	20	0.050
08:00 - 09:00	5	20	0.000	5	20	0.000	5	20	0.000
09:00 - 10:00	5	20	0.000	5	20	0.000	5	20	0.000
10:00 - 11:00	5	20	0.000	5	20	0.000	5	20	0.000
11:00 - 12:00	5	20	0.000	5	20	0.000	5	20	0.000
12:00 - 13:00	5	20	0.000	5	20	0.000	5	20	0.000
13:00 - 14:00	5	20	0.000	5	20	0.010	5	20	0.010
14:00 - 15:00	5	20	0.010	5	20	0.010	5	20	0.020
15:00 - 16:00	5	20	0.010	5	20	0.010	5	20	0.020
16:00 - 17:00	5	20	0.000	5	20	0.000	5	20	0.000
17:00 - 18:00	5	20	0.010	5	20	0.010	5	20	0.020
18:00 - 19:00	5	20	0.000	5	20	0.000	5	20	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.050			0.070			0.120

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	5	20	0.050	5	20	0.129	5	20	0.179
08:00 - 09:00	5	20	0.188	5	20	0.436	5	20	0.624
09:00 - 10:00	5	20	0.129	5	20	0.158	5	20	0.287
10:00 - 11:00	5	20	0.129	5	20	0.178	5	20	0.307
11:00 - 12:00	5	20	0.129	5	20	0.119	5	20	0.248
12:00 - 13:00	5	20	0.119	5	20	0.168	5	20	0.287
13:00 - 14:00	5	20	0.188	5	20	0.158	5	20	0.346
14:00 - 15:00	5	20	0.129	5	20	0.079	5	20	0.208
15:00 - 16:00	5	20	0.228	5	20	0.228	5	20	0.456
16:00 - 17:00	5	20	0.178	5	20	0.109	5	20	0.287
17:00 - 18:00	5	20	0.228	5	20	0.119	5	20	0.347
18:00 - 19:00	5	20	0.149	5	20	0.079	5	20	0.228
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.844			1.960			3.804

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL PEDESTRIANS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	5	20	0.050	5	20	0.119	5	20	0.169
08:00 - 09:00	5	20	0.129	5	20	0.218	5	20	0.347
09:00 - 10:00	5	20	0.099	5	20	0.089	5	20	0.188
10:00 - 11:00	5	20	0.129	5	20	0.109	5	20	0.238
11:00 - 12:00	5	20	0.099	5	20	0.129	5	20	0.228
12:00 - 13:00	5	20	0.089	5	20	0.119	5	20	0.208
13:00 - 14:00	5	20	0.079	5	20	0.079	5	20	0.158
14:00 - 15:00	5	20	0.089	5	20	0.079	5	20	0.168
15:00 - 16:00	5	20	0.129	5	20	0.089	5	20	0.218
16:00 - 17:00	5	20	0.119	5	20	0.089	5	20	0.208
17:00 - 18:00	5	20	0.089	5	20	0.059	5	20	0.148
18:00 - 19:00	5	20	0.079	5	20	0.099	5	20	0.178
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.179			1.277			2.456

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	5	20	0.000	5	20	0.010	5	20	0.010
08:00 - 09:00	5	20	0.000	5	20	0.020	5	20	0.020
09:00 - 10:00	5	20	0.000	5	20	0.030	5	20	0.030
10:00 - 11:00	5	20	0.010	5	20	0.020	5	20	0.030
11:00 - 12:00	5	20	0.010	5	20	0.020	5	20	0.030
12:00 - 13:00	5	20	0.020	5	20	0.000	5	20	0.020
13:00 - 14:00	5	20	0.040	5	20	0.010	5	20	0.050
14:00 - 15:00	5	20	0.020	5	20	0.040	5	20	0.060
15:00 - 16:00	5	20	0.020	5	20	0.000	5	20	0.020
16:00 - 17:00	5	20	0.030	5	20	0.010	5	20	0.040
17:00 - 18:00	5	20	0.030	5	20	0.000	5	20	0.030
18:00 - 19:00	5	20	0.030	5	20	0.000	5	20	0.030
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.210			0.160			0.370

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL TOTAL RAIL PASSENGERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	5	20	0.000	5	20	0.000	5	20	0.000
08:00 - 09:00	5	20	0.000	5	20	0.000	5	20	0.000
09:00 - 10:00	5	20	0.000	5	20	0.000	5	20	0.000
10:00 - 11:00	5	20	0.000	5	20	0.000	5	20	0.000
11:00 - 12:00	5	20	0.000	5	20	0.010	5	20	0.010
12:00 - 13:00	5	20	0.010	5	20	0.000	5	20	0.010
13:00 - 14:00	5	20	0.000	5	20	0.000	5	20	0.000
14:00 - 15:00	5	20	0.000	5	20	0.000	5	20	0.000
15:00 - 16:00	5	20	0.000	5	20	0.010	5	20	0.010
16:00 - 17:00	5	20	0.010	5	20	0.000	5	20	0.010
17:00 - 18:00	5	20	0.000	5	20	0.000	5	20	0.000
18:00 - 19:00	5	20	0.000	5	20	0.000	5	20	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.020			0.040

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	5	20	0.000	5	20	0.010	5	20	0.010
08:00 - 09:00	5	20	0.000	5	20	0.020	5	20	0.020
09:00 - 10:00	5	20	0.000	5	20	0.030	5	20	0.030
10:00 - 11:00	5	20	0.010	5	20	0.020	5	20	0.030
11:00 - 12:00	5	20	0.010	5	20	0.030	5	20	0.040
12:00 - 13:00	5	20	0.030	5	20	0.000	5	20	0.030
13:00 - 14:00	5	20	0.040	5	20	0.010	5	20	0.050
14:00 - 15:00	5	20	0.020	5	20	0.040	5	20	0.060
15:00 - 16:00	5	20	0.020	5	20	0.010	5	20	0.030
16:00 - 17:00	5	20	0.040	5	20	0.010	5	20	0.050
17:00 - 18:00	5	20	0.030	5	20	0.000	5	20	0.030
18:00 - 19:00	5	20	0.030	5	20	0.000	5	20	0.030
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.230			0.180			0.410

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.43

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	5	20	0.119	5	20	0.287	5	20	0.406
08:00 - 09:00	5	20	0.317	5	20	0.673	5	20	0.990
09:00 - 10:00	5	20	0.228	5	20	0.277	5	20	0.505
10:00 - 11:00	5	20	0.267	5	20	0.307	5	20	0.574
11:00 - 12:00	5	20	0.238	5	20	0.277	5	20	0.515
12:00 - 13:00	5	20	0.238	5	20	0.287	5	20	0.525
13:00 - 14:00	5	20	0.307	5	20	0.257	5	20	0.564
14:00 - 15:00	5	20	0.248	5	20	0.208	5	20	0.456
15:00 - 16:00	5	20	0.386	5	20	0.337	5	20	0.723
16:00 - 17:00	5	20	0.337	5	20	0.208	5	20	0.545
17:00 - 18:00	5	20	0.356	5	20	0.188	5	20	0.544
18:00 - 19:00	5	20	0.257	5	20	0.178	5	20	0.435
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.298			3.484			6.782

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.