

CAPITAL INDUSTRIAL 3 LIMITED

BLOCK F, BOUNDS GREEN IND. ESTATE, HARINGEY



TRANSPORT STATEMENT

REPORT REF.
2102502-01

August 2023

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REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	Project team review	AJT	SAF	DRAFT	08.02.2023
-	Project team Review	AJT	AJT	SAF	19.07.2023
-	Planning Submission	AJT	AJT 	SAF 	22.08.2023

Distribution

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1. INTRODUCTION

- 1.1. Ardent Consulting Engineers (ACE) has been appointed by Capital Industrial 3 Limited to prepare a Transport Statement (TS) in connection with the proposed reprovision of the existing industrial units F1, F2 and F3 at Bounds Green Industrial Estate, N11 2UL.
- 1.2. The TS accompanies a full planning application to be submitted to London Borough of Haringey (LBH) as the local highway and planning authority.
- 1.3. This TS has been prepared following pre-application comments provided by LBH dated 9th August 2022.
- 1.4. Following this introduction, the remainder of this report is structured as follows:
 - **Section 2.0** describes the existing situation, including proximity of the site to pedestrian and cycle facilities and accessibility by public transport;
 - **Section 3.0** outlines the proposed redevelopment scheme;
 - **Section 4.0** sets out the predicted trip attraction of the existing site use and proposed development;
 - **Section 5.0** covers the requirements for the subsequent Construction Logistics Plan; and
 - **Section 6.0** provides a summary and sets out the conclusions.

2. EXISTING SITUATION

The Site

- 2.1. The application site is located at Bounds Green Industrial Estate, Bounds Green Road, Haringey, N11 2UL and comprises three industrial units F1, F2 and F3 which are in industrial use. The units combine to give a total gross external area (GEA) of 861sqm.
- 2.2. The units are located in the southern area of the estate and are bound by Southway to the north and Ring Way around the remaining perimeter.
- 2.3. The site location is as shown at **Figure 2.1** and **Figure 2.2** below.

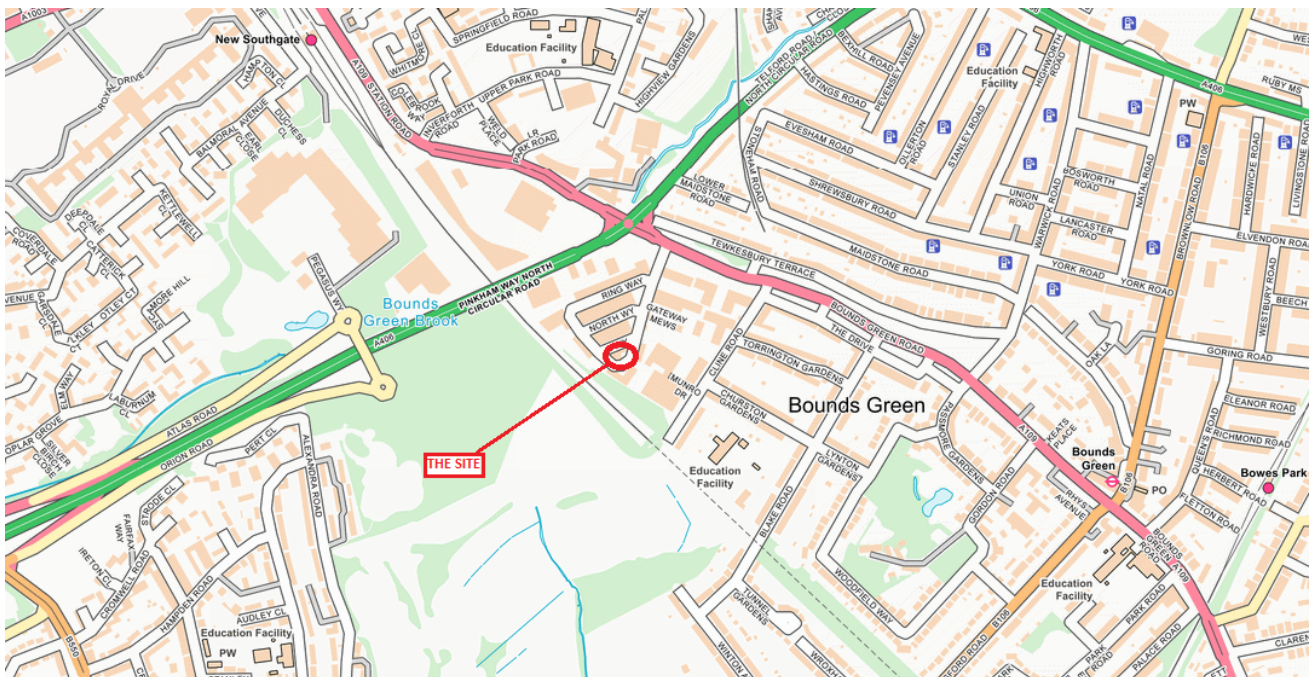


Figure 2.1: Site Location (Source: Street Map)



Figure 2.2: Local Context Site Location (Source: Street Map)

- 2.4. A total of 29 vehicle parking spaces are situated on both Ring Way (to the west) and South Way. This includes parking within the existing building extents. Refer to the existing site plan at **Appendix A**.
- 2.5. Ring Way provides access to the site with South Way linking Ring Way and forming an auxiliary road for deliveries and servicing for the adjacent businesses. The western junction of South Way is shown in **Figure 2.3** below.



Figure 2.3: South Way, Junction with Ring Way (Source: Googlemaps)

- 2.6. Ring Way is a single carriageway road which is subject to a 20mph speed limit, with traffic calming, footways and street lighting on both sides of the road. The estate is private and parking is controlled 24 hours a day by a management company.
- 2.7. Approximately 200m to the north of the site Ring Way joins Bounds Green Road (A109) as the minor arm of a priority 'T' junction.
- 2.8. Bounds Green Road is a single carriageway road which is subject to a 30mph speed limit, with wide footways and street lighting present on both sides of the road. There are controlled signalised pedestrian crossing facilities situated to the east of Ring Way. Further east, Bounds Green Road connects to the areas of Bowes Park and Wood Green.
- 2.9. To the west, Bounds Green joins the signalised crossroads junction of the North Circular (A406)/Station Road which includes controlled crossing facilities for pedestrians and cyclists.

Cycling

- 2.10. The closest dedicated cycle route is the off-road route along the A406.

2.11. The local highway provides permeable links for cyclists to the wider area.

Bus Services

2.12. The nearest bus stops to the site are situated on Bounds Green Road adjacent to the junction with Cline Road, Station Road and A406, within 400m walking distance (5-minutes walk) of the site to the north west.

2.13. The next nearest bus stops are at Inverforth Road around 620m walking distance (7-minutes walk), again north west of the site.

2.14. A summary of available bus services and frequencies which serve the stops are set out in **Table 2.2**.

Table 2.2: Local Bus Services

Route No.	Service	Typical Frequency (minutes)		
		Weekdays	Saturday	Sunday
221	Edgware - Mill Hill - Woodside Park - North Finchley - Friern Barnet - New Southgate - Bounds Green - Wood Green - Turnpike Lane Station	8-15 mins	8-15 mins	10-12 mins
232	St Raphael's - Brent Cross - Arnos Grove - Turnpike Lane	12 mins	14-22 mins	15-20 mins
382	Southgate Station - West Walk - North London Business Park - Arnos Grove Station - New Southgate Station - Colney Hatch Lane - Finchley - Mill Hill - Millbrook Park	12-20 mins	15 mins	30 mins
N91	Cockfosters - Holloway - Trafalgar Square	15-30 mins	30 mins	30 mins

2.15. **Table 2.2** shows that bus routes served by stops within easy walking distance of the site provide a number of services to settlements and transport hubs in the immediate area and further afield.

Rail Services

2.16. New Southgate rail station is located approximately 950m to the southwest of the site, around a 12-minutes walk. The station is managed by Great Northern and is served by trains running between London,

2.17. The station has 10 secure cycle parking stands located near the station entrance.

2.18. In the weekday morning peak periods (07:00-09:00) there are four direct trains that connect to Moorgate, four to London King's Cross and four to Welwyn Garden City.

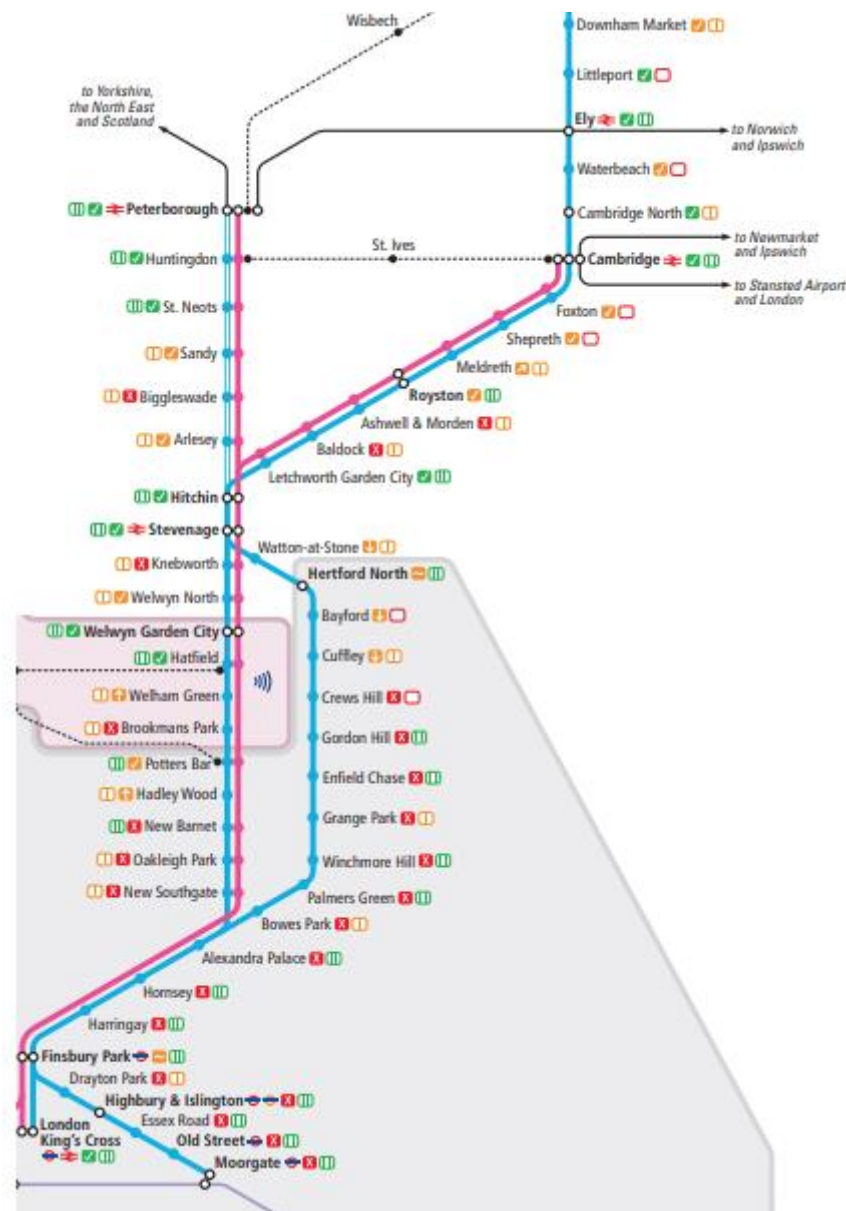


Figure 2.4: Rail Network (Source: Great Northern)

2.19. These services also call at stations including Hatfield, New Barnet and Finsbury Park. During weekday off-peak periods and all day at weekends there are also direct services to/from Stevenage, Hitchin, Letchworth Garden City and Cambridge.

2.20. There are direct trains to London St. Pancras running every 12-15 minutes and around every 30 minutes towards Stevenage.

2.21. The next nearest station is Bounds Green which is located approximately 1km southeast of the site. The station forms part of the Piccadilly Line providing connections between Cockfosters, Central London, Ealing and Heathrow with a frequency of around every 5 minutes.

Public Transport Accessibility Level

2.22. An important aspect of reviewing transport links to the site and the characteristics for modal split is to assess its accessibility to the public transport network using the Public Transport Accessibility Level (PTAL) method.

2.23. The current PTAL methodology, which has been set out by TfL, assumes a walk speed of 4.8km/hr and considers rail stations within 12-minutes walk (960m) of the site and bus stops within 8-minutes walk (640m), together with weekday morning peak period service frequencies.

2.24. The site is situated within a PTAL 2 area (which is described as 'poor') according to TfL's Planning Information Database, 2021 forecast (as shown on **Figure 2.2**).

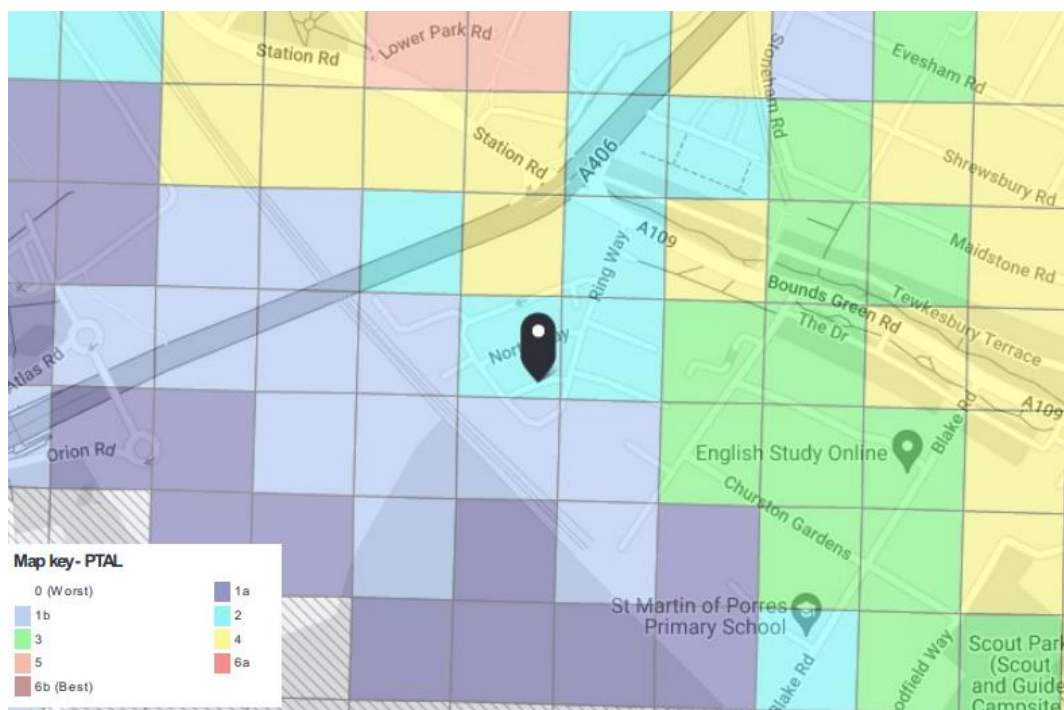


Figure 2.5: PTAL Map, 2021 Forecast (Source: Transport for London)

3. THE PROPOSED DEVELOPMENT

- 3.1. The proposals seek to demolish the existing industrial units and redevelop the site to provide 4 units totalling a gross external area of 909sqm with B2/B8 planning use classes in a more modern and organised manner.
- 3.2. The Architect's layout plan is provided at **Appendix B**.
- 3.3. The estate road layout is proposed to be reconfigured to make South Way one-way working from east to west. This is considered to be of highways benefit as it reduces the potential conflict between vehicles, particularly Heavy Goods Vehicles (HGV) and presents better loading/unloading facilities for waiting vehicles.
- 3.4. The southwestern section of Ring Way will become restricted to vehicle traffic only, while pedestrians and cyclist movements will be maintained, see below.

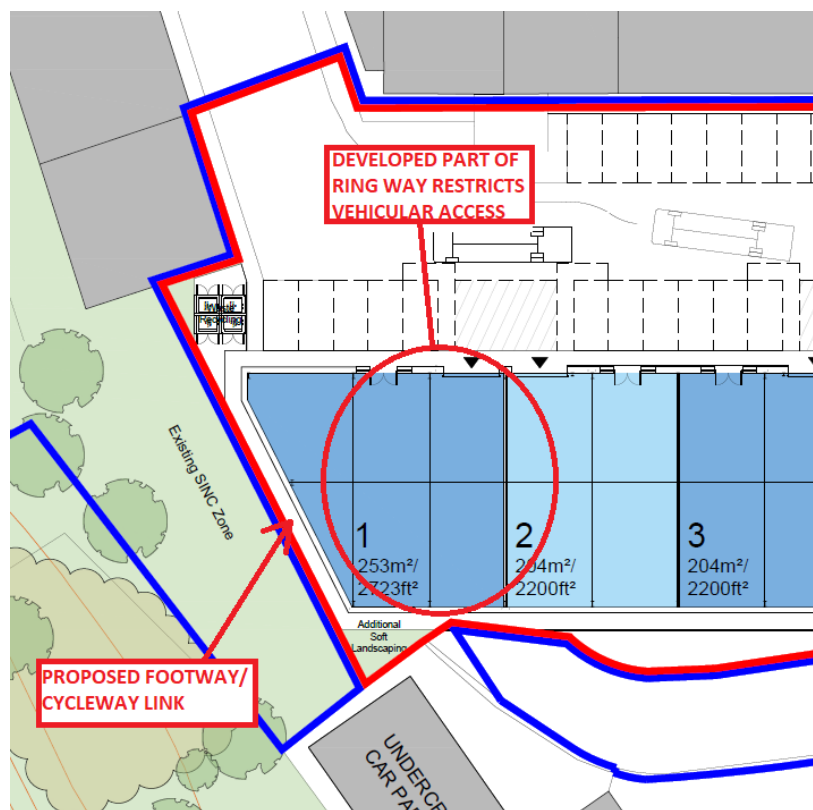


Figure 3.1: Proposed Footway/Cycleway Link and Restriction to Vehicular Traffic on Ring Way

3.5. With respect to the road layout and access arrangements, LBH's pre-application comments stated, the following.

"Road Layout & Access Arrangements

4.8. There are currently numerous private carriageways within the Bounds Green Industrial Estate. These roads are laid out in a 'loop system', which enables vehicles to enter and exit the estate without needing to make a turning manoeuvre. The footprint of the proposed building would extend over the carriageway in the south-western corner of the estate meaning that the 'loop' would be removed in this location. The first observation of the Transportation Officer is that this would not necessarily appear to be a positive change, as existing and established connections within the estate would be removed. As part of any future planning application, the applicant needs to fully explain the rationale for this alteration and outline any positive aspects of this change.

4.9. The applicant at the pre-application meeting did refer to this part of the loop being unusable for certain types of vehicles, due to the width of the carriageway. The size and width of the carriageway needs to be fully detailed in any future submission, so to clearly demonstrate the usability of this route. In addition, it should be outlined which type of vehicles can utilise this existing loop. There are further business units to the south of the site and it appears likely that those occupying these premises would currently use the existing loop for access and egress. As part of any future planning submission, it should be detailed how connectivity and accessibility would be retained for the units to the south.

4.10. The alteration to the road layout would mean that delivery, servicing and emergency vehicles would have to turn to exit this part of the estate, particularly those vehicles accessing the units to the south. In any future submission, it would be useful if the applicant could explain how these larger vehicles currently access and exit this part of the industrial estate.

Furthermore, it should be outlined how these larger vehicles would access the proposed units and the business premises to the south, if this scheme were implemented.

4.11. At the pre-application meeting, the Transportation Officer did query whether pedestrian permeability could be provided/retained as part of any future development. Provision of a footpath along both South Way and Ringway would be positive in promoting walking and ensuring safety for pedestrians on the estate. Additionally, the Transportation Officer explained that a footway will be required between the new building and the scrubland to the west, so to ensure that connectivity for pedestrians/cyclists is not restricted by the re-configured road layout."

- 3.6. The access arrangements have been considered fully, with the existing businesses to the south having their existing gated accesses maintained which enables vehicle turning, while South Way provides a looped road arrangement as one-way. The one-way arrangements give easier manoeuvring for the largest vehicles and reduces conflicting vehicle movements.
- 3.7. The swept path analysis on **Drawing no. 2102502-001C** shows that cars, vans and HGVs anticipated to visit site can sufficiently access South Way. It also shows that existing businesses situated south of the site are able to still access and egress their gated accesses.
- 3.8. A footway is proposed between the new building and the scrubland to the west. On this basis it is considered that the road layout and access comments raised in the pre-application advice have been addressed with the proposals maintaining a link for pedestrians and cyclists.

Parking Requirements

Car Parking Standards

- 3.9. LBH have adopted the London Plan parking standards. For B2 / B8 uses there are no specific standards although Policy T6.1 of the London Plan promotes the uptake of electrical vehicles and requires 20% of all parking spaces to provide electric charging points for electric vehicles with an additional 20% 'passive' provision for electric vehicles in the future. 'Passive' provision means putting in place the cabling and supporting infrastructure to facilitate future installation of charging points.

3.10. The London Plan requires a total of 5% of the spaces should be provide with for disabled drivers.

3.11. In LBH's pre-application comments, they state:

"4.13 Policy T6.2 and Table 10.4 of the London Plan outline the maximum parking standards for office developments. It is assumed that this scheme would not deliver office floor space and instead would provide general industrial units (use class: B2). London Plan Policy T6.2 explains that the proposed car parking for B2 uses should have regard to the office parking standards, however a degree of flexibility can be applied, acknowledging the lower employment densities for B2 uses. Table 10.4 notes that in Outer London up to 1 space should be provided per 100 square metres (gross internal area)

4.14 In this instance, the site plan indicates that 29 car parking spaces would be provided on South Way and the scheme overall would deliver approximately 877 square metres of employment floor space. Therefore, the parking provision would go notably beyond the maximum parking standards identified in the London Plan. While this is acknowledged, officers accept that in this case regard must be had to the existing parking arrangements on the estate. This has not been clearly set out in this pre-application submission, however it should be outlined in any future planning application. Additionally, it has not been explained whether these new parking spaces would solely serve the proposed industrial units. Again, this should be clarified in any future submission. The applicant may also wish to provide a justification for this level of parking, given the potential non compliance with policy".

3.12. It is considered that applying office use car parking standards is not appropriate in this instance given the proposed uses are mostly B2/B8. Therefore, it is considered that the application of office related parking standards is not appropriate in this instance given the proposed use.

3.13. It is proposed to provide 29 car parking spaces. This is considered an appropriate level of operational car parking and is the same as the existing level of vehicle parking (29 spaces). This level of parking would address the future needs of the development and provides a more organised and

safer parking layout which includes disabled parking and facility for electric vehicles.

3.14. Electric vehicle charging will be provided in accordance with the London Plan standards. A total of 4 disabled parking are proposed which complies with the standards.

3.15. Provision is made for HGVs which can load/unload from South Way.

Cycle Parking

3.16. Cycle parking is to be provided in accordance with the London Plan. For B2-B8 uses the standards are, as follows:

- Long Stay - 1 space per 150sqm (GEA); and
- Short Stay – 1 space per 500sqm (GEA).

3.17. All cycle parking is to be in a secure location undercover within each unit.

Servicing and Emergency Vehicles

3.18. Given the small scale of the site it is proposed to provide kerbside refuse collection as per the existing situation.

3.19. A fire tender is able to get within 45m of the units in accordance with the recommendations in the *Manual for Streets* guidance.

4. TRIP ATTRACTION

Existing Trip Attraction

- 4.1. To ascertain the expected weekday peak hour trip attraction for the existing B2 use, the TRICS database has been used with data extracted based on sites of all regions except Ireland and for sites with a gross floor area (GFA) of 150sqm – 1,500 sqm for the main land use “02-Employment” and sub-land use “C-Industrial Unit”. Sites outside of London were selected due to the small number of overall sites available.
- 4.2. A summary of vehicle trip rates and resultant vehicle trip attraction is provided in the table below.

Table 5.1: Predicted Weekday Vehicle Trips – Existing Industrial Units (source: TRICS)

Mode	Weekday AM peak hour (08:00-09:00)			Weekday PM peak hour (17:00-18:00)			Weekday 12hrs
	In	Out	Two-way	In	Out	Two-way	Two-way
Vehicle Trip Rates per 100sqm							
Vehicle trip rates	0.520	0.360	0.880	0.114	0.380	0.494	8.523
Number of Vehicle Trips (816sqm)							
Total Vehicle Trips	4	3	7	1	3	4	69

Note: Above figures are subject to rounding.

- 4.3. The above table indicates that on a weekday, the existing site would likely attract 7 two-way vehicle trips during the AM peak hour, 4 two-way trips during the PM peak hour and 69 two-way vehicle trips during the 12-hour period. The TRICS data is provided at **Appendix B**.

Trip Attraction, Proposed Industrial Units

- 4.4. To ascertain the expected weekday peak hour trip attraction for the proposed industrial units, the TRICS database used to forecast the existing industrial units has been used, given the similar uses.
- 4.5. A summary of trip rates and resultant potential vehicle trips associated with the proposed units is provided in the table below.

Table 5.2: Predicted Weekday Total Vehicle Trips – Predicted Industrial Units (source: TRICS)

Mode	Weekday AM peak hour (08:00-09:00)			Weekday PM peak hour (17:00-18:00)			Weekday (07:00 – 19:00)
	In	Out	Two-way	In	Out	Two-way	Two-way
Total Vehicle Trip Rates (per 100sqm)							
Total vehicle trip rates	0.520	0.360	0.880	0.114	0.380	0.494	8.523
Number of Total Vehicle Trips (841sqm)							
Total people trips	5	3	8	1	3	4	77

- 4.6. The above table indicates that on a weekday, the proposed units are predicted to attract 8 two-way vehicle trips during the AM peak hour, 4 two-way vehicle trips during the PM peak hour and 77 two-way vehicle trips during the 12-hour period.
- 4.7. A comparison of the predicted vehicle trips associated with the existing and proposed uses (**Table 5.1** and **Table 5.2**) is presented in the table below.

Table 5.3: Vehicle Trip Comparison (Existing and Proposed Uses)

Situation	Vehicle Trips (Two-way)		
	AM Peak Hour	PM Peak Hour	12-Hr
<i>Existing Industrial Units</i>	7	4	69
<i>Proposed Industrial Units</i>	8	4	77
<i>Difference</i>	+1	0	+8

4.8. The above table demonstrates that the proposals are likely to result in a negligible change in vehicle trips during the weekday AM/PM peak hours and an increase of only 8 two-way movements over the 12-hour period.

4.9. Although withdrawn in October 2014, the Guidance on TAs published by the Departments for Transport and Communities & Local Government (DfT/DCLG) remains the most recent document setting out thresholds on the assessment of traffic impact at junctions. It suggests a figure of 30 movements during peak hours as “a starting point for discussions”. The predicted traffic resulting from the proposed development is well below the 30 movements suggested threshold.

4.10. With respect to the *National Planning Policy Framework* (July 2021), paragraph 111 states: -

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”

4.11. This report demonstrates that the proposals result in an insignificant increase in vehicle movements and will therefore not result in a severe impact on highways safety and capacity.

5. CONSTRUCTION LOGISTICS PLAN

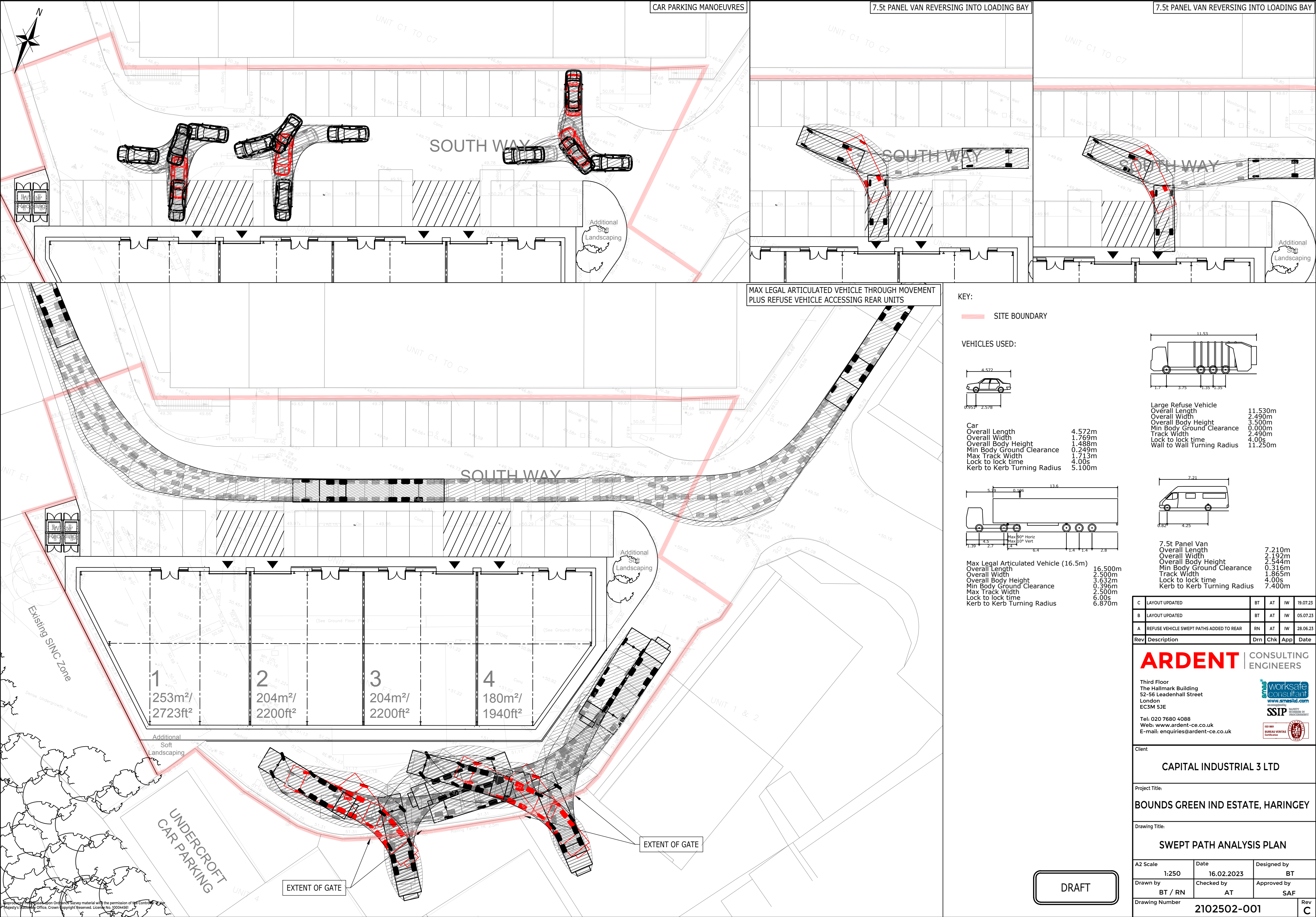
- 5.1. A Construction Logistics Plan (CLP) is to be secured by a planning condition and will be submitted to LBH and approved prior to the start of demolition/construction work.
- 5.2. The CLP will likely be produced by the potential subsequent Principal Contractor appointed, subject to the positive determination of the planning application.
- 5.3. The document would outline the approach to managing the demolition and re-construction works on site.
- 5.4. The document would include specific comment on site establishment, logistics and the process of managing the overall environment surrounding the site. It would ensure that the works cause the minimum disruption to the adjacent businesses with safe working.
- 5.5. The document would cover the various elements, as follows.
- Works programme;
 - Communication (Consultation);
 - Construction Vehicle Routes;
 - Number and type of vehicle movements;
 - Site establishment;
 - Access;
 - Working hours;
 - Emergency procedures;
 - Security;
 - Health and Safety; and
 - Scaffolding.
- 5.6. Any subsequent CLP is to be approved by LBH before works commence.

6. SUMMARY AND CONCLUSIONS

- 6.1. Ardent Consulting Engineers has been appointed by Capital Industrial 3 Limited to prepare a Transport Statement to accompany a full planning application submission for the proposed redevelopment of the existing industrial units Bounds Green Industrial Estate, N11 2UL.
- 6.2. The exiting site provides a total of 29 car parking spaces.
- 6.3. The proposed scheme seeks to demolish the existing buildings and construct 4 new industrial unit for B2/B8 uses with 29 car parking spaces (including 4 disabled spaces). This is considered an appropriate level of operational car parking and provides a more organised and safer parking layout which includes disabled parking and facility for electric vehicles.
- 6.4. The proposed road layout presents a one-way arrangement that reduces the conflict between vehicle turning movements.
- 6.5. Cycle parking provision is to accord with the London Plan standards which exceeds the provision provide on-site currently.
- 6.6. The site is within an area with a PTAL of 2 (poor).
- 6.7. Refuse vehicles are able to collect waste from the kerbside, as is the existing situation.
- 6.8. The proposals are forecast to result in an insignificant increase in vehicle movements, thus unlikely to adversely impact on traffic congestion and highways safety.
- 6.9. The outline of the subsequent Construction Logistics Plan has been included which will be secured through a planning condition.
- 6.10. Having fully considered highways/transport matters, we consider that the scheme should be recommended for approval.

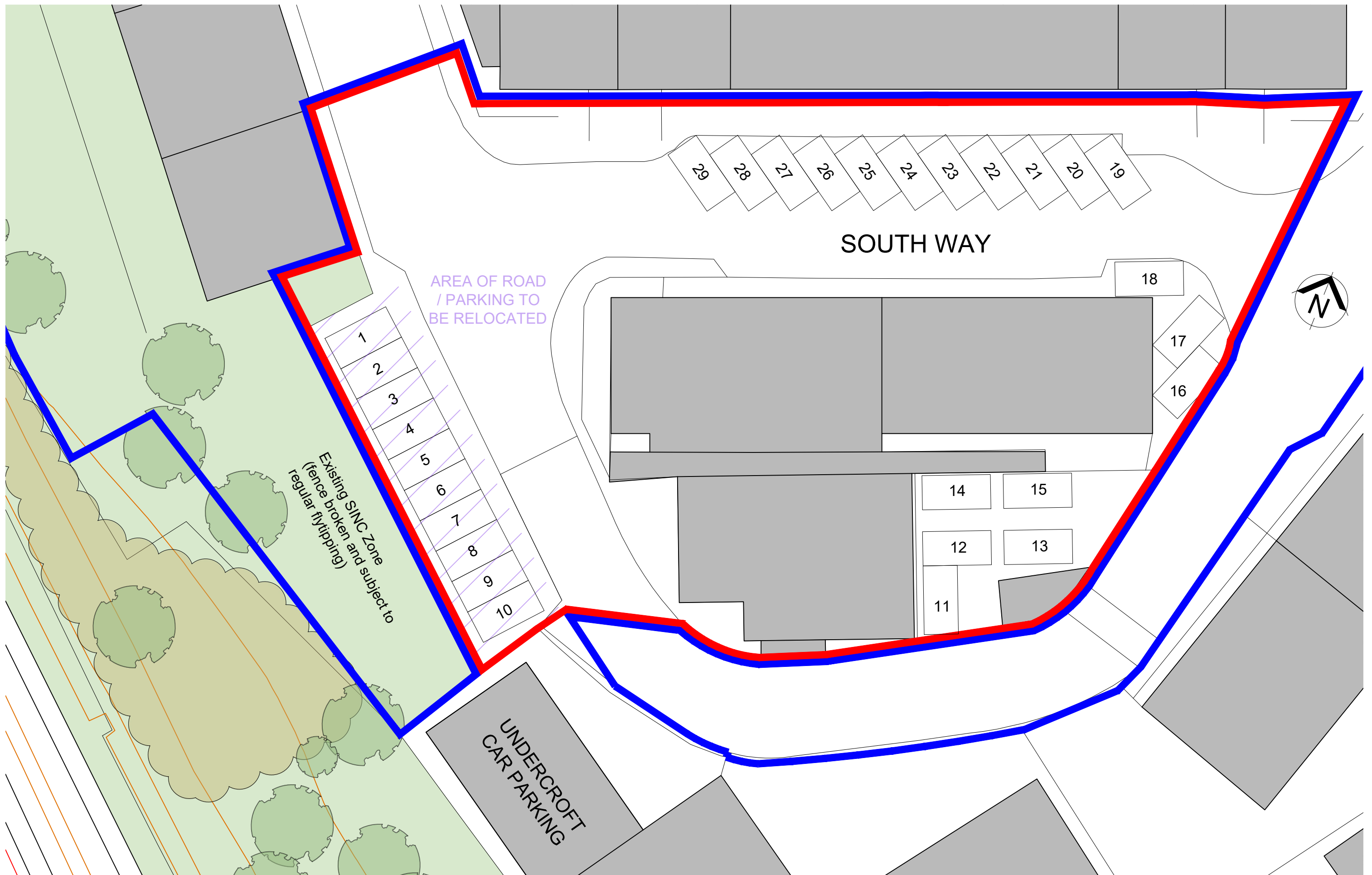
Drawings

2102502-001C – Swept Path Analysis



Appendix A

Existing Site Plan



EXISTING SITE PLAN

BLOCK F, BOUNDS GREEN INDUSTRIAL ESTATE, N11 2UL

1:250 @ A3

4092_PL02E

1:250 @ A3

T: 020 3141 3600

DOVETAIL
ARCHITECTS

Appendix B

Architect's Layout



PROPOSED SITE PLAN

BLOCK F, BOUNDS GREEN INDUSTRIAL ESTATE, N11 2UL

4092_PL05G

1:250 @ A3

T: 020 3141 3600

1:250 @ A3

DOVETAIL
ARCHITECTS

Appendix C

TRICS Data – Industrial Units

Calculation Reference: AUDIT-437201-230202-0220

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : C - INDUSTRIAL UNIT
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	BR BRISTOL CITY	1 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
08	NORTH WEST	
	BP BLACKPOOL	1 days
	LC LANCASHIRE	2 days
09	NORTH	
	CB CUMBRIA	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: 150 to 1475 (units: sqm)
 Range Selected by User: 150 to 1500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 17/06/22

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

Selected survey days:

Monday	1 days
Tuesday	2 days
Thursday	4 days
Friday	1 days

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

Selected survey types:

Manual count	8 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)	3
Edge of Town	5

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

Selected Location Sub Categories:

Industrial Zone	8
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This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	12 days - Selected

Secondary Filtering selection:

Use Class:

Not Known 8 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

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
25,001 to 50,000	3 days

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

Population within 5 miles:

50,001 to 75,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	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 8 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 8 days

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

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
BO-02-C-01	COVID
LC-02-C-05	COVID
NN-02-C-01	COVID
TV-02-C-02	COVID
VG-02-C-01	COVID

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	700	0.000	1	700	0.000	1	700	0.000
05:30 - 06:00	1	700	0.000	1	700	0.000	1	700	0.000
06:00 - 06:30	1	700	0.143	1	700	0.000	1	700	0.143
06:30 - 07:00	1	700	0.286	1	700	0.143	1	700	0.429
07:00 - 07:30	7	714	0.080	7	714	0.000	7	714	0.080
07:30 - 08:00	7	714	0.320	7	714	0.080	7	714	0.400
08:00 - 08:30	7	714	0.260	7	714	0.100	7	714	0.360
08:30 - 09:00	7	714	0.260	7	714	0.260	7	714	0.520
09:00 - 09:30	8	657	0.190	8	657	0.133	8	657	0.323
09:30 - 10:00	8	657	0.209	8	657	0.152	8	657	0.361
10:00 - 10:30	8	657	0.361	8	657	0.133	8	657	0.494
10:30 - 11:00	8	657	0.209	8	657	0.266	8	657	0.475
11:00 - 11:30	8	657	0.209	8	657	0.152	8	657	0.361
11:30 - 12:00	8	657	0.152	8	657	0.171	8	657	0.323
12:00 - 12:30	8	657	0.228	8	657	0.228	8	657	0.456
12:30 - 13:00	8	657	0.247	8	657	0.247	8	657	0.494
13:00 - 13:30	8	657	0.228	8	657	0.323	8	657	0.551
13:30 - 14:00	8	657	0.152	8	657	0.114	8	657	0.266
14:00 - 14:30	8	657	0.247	8	657	0.076	8	657	0.323
14:30 - 15:00	8	657	0.152	8	657	0.285	8	657	0.437
15:00 - 15:30	8	657	0.228	8	657	0.171	8	657	0.399
15:30 - 16:00	8	657	0.171	8	657	0.285	8	657	0.456
16:00 - 16:30	8	657	0.114	8	657	0.342	8	657	0.456
16:30 - 17:00	8	657	0.076	8	657	0.228	8	657	0.304
17:00 - 17:30	8	657	0.057	8	657	0.342	8	657	0.399
17:30 - 18:00	8	657	0.057	8	657	0.038	8	657	0.095
18:00 - 18:30	8	657	0.057	8	657	0.057	8	657	0.114
18:30 - 19:00	8	657	0.019	8	657	0.057	8	657	0.076
19:00 - 19:30	2	478	0.000	2	478	0.105	2	478	0.105
19:30 - 20:00	2	478	0.000	2	478	0.000	2	478	0.000
20:00 - 20:30	1	700	0.000	1	700	0.000	1	700	0.000
20:30 - 21:00	1	700	0.000	1	700	0.000	1	700	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			4.712			4.488			9.200

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:	150 - 1475 (units: sqm)
Survey date range:	01/01/14 - 17/06/22
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	5

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