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CONSULTING ENGINEERS
AN EMPLOYEE OWNED COMPANY

SOUTH TOTTENHAM PROPCO LTD

LAWRENCE ROAD

DELIVERY AND SERVICING MANAGEMENT PLAN

REPORT REF. 2602780_A-ACE-00-XX-RP-C-0103

June 2026

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Appendix B – Site Waste Management Plan
Appendix C – TRICS Output

Drawing

26027780_A-ACE-XX-00-DR-C-0507 Site Layout Plan and Swept Path Analysis

Document Control Sheet

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	Draft	SR	BS	Draft Only	01.06.26
-	Final	SR	BS	KM	11.06.26

Distribution

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1. Introduction

1.1. Ardent Consulting Engineers (ACE) has been appointed by South Tottenham PropCo to produce a Delivery and Servicing Management Plan for the consented self-storage development at Lawrence Road, South Tottenham, for submission to the London Borough of Haringey Council.

1.2. Full permission was granted for the following application (HGY/2025/3108):

"Alterations and extension to existing building to provide new self-storage facility (Use Class B8), new flexible workspace / incubator units and other works ancillary to the development."

1.3. This DSMP supports an application to discharge Condition 8 of the decision notice. Condition 8 states:

"Development (except demolition) shall commence until a Servicing and Delivery and Waste Management Plan to ensure that servicing and deliveries and waste management activity can be undertaken in a safe and effective manner, has been submitted to, and approved in writing by, the Local Planning Authority.

The use shall thereafter be implemented in accordance with the approved Servicing and Delivery Plan and Waste Management Plan for the lifetime of the development. The plan shall include the following:

- *The contact details of a suitably qualified co-ordinator;*
- *How vehicle arrivals, departures, parking, stopping and waiting will be controlled to minimise any impact on the highway.*
- *Details of any freight consolidation operation, centre and the servicing and delivery booking and management systems.*
- *Measures to be implemented to avoid activity in high peak hours (08:00-09:00 and 17:00-18:00).*
- *Arrangements for accessing/egressing the site in forward gear and avoidance of having to transit roads in reverse gear.*
- *Detailing of measures to ensure that temporary servicing and delivery arrangements/emergency vehicle access are managed safely for all road users.*
- *Details of the capacity of the proposed on-site loading bay.*
- *Trip generation figures for servicing and delivery activity for the site, including existing trip generation to understand uplift in such activity. Trip generation, using TRICs should be disaggregated by usage.*

- *Details of the refuse storage facilities on all plans (for both self-storage and Fab- Lab uses) need to show clearly the waste storage capacity.*

Benefits of a DSMP

1.4. The DSMP provides a framework to manage all delivery and servicing movements to and from the site, including refuse collection. The benefits of an effective DSMP include minimising environmental impact and the safeguarding of highway users.

1.5. A summary of the benefits of a DSMP are outlined in **Table 1.1**.

Save time and money	Benefit from lower operating costs if deliveries are consolidated into larger, less frequent deliveries free up time staff spend receiving goods and completing activities such as invoice processing. Supply chain economies of scale
Improve safety	Fewer deliveries – fewer accidents Compliance with health and safety legislation
Improve reliability	Ensures the supply chain continues to operate effectively during large planned events or other foreseeable disruption
Reduce environmental impact	Reduced emissions at site Contribute to social responsibility objectives Create a more pleasant environment
Supplier and freight operator benefits	Fuel savings from reduced mileage Increased certainty over delivery times Reduced risk of collisions due to fewer journeys and less likely to unload in an unsafe location Less risk of having to park illegally and attracting penalty charge notices Reduced environmental impact

Table 1.1 – Benefits of DSMP

1.6. Implementation of a DSMP can assist in reduction operation costs and help minimise vehicle activity at a site, as well as having wider area benefits associated with more efficient deliveries in terms of emissions on the wider road network.

1.7. This DSMP has been produced in accordance with appropriate policy/guidance, including:

1. London Plan Policy T4: Assessing and mitigating transport impacts

The *London Plan* requires that *impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed.*

Delivery and servicing plans will be required having regard to Transport for London Guidance.

2. London Freight Plan: Delivery and Servicing Plans

The *London Freight Plan*, produced by TfL, is a document that aims to co-ordinate the role of freight in London. It sets out the requirements for new development to produce DSMPs. These should aim to reduce delivery trips (particularly during peak periods), increase loading bay availability and the use of safe and legal loading facilities.

Within Part D of the document ('Project 2 – The Delivery Plan'), paragraph D.27 sets out the main elements of any management plan. These are as follows:

- A plan to reduce the number of trips, particularly in the peak period, justified by a Transport Assessment that considers the benefits of using consolidation;
- A plan showing when and where deliveries and servicing can take place safely and legally; and
- Details of contractual changes requiring suppliers and servicing companies to reduce the number of trips and to use legal loading facilities. The selection process for supply and servicing contracts will specify Freight Operator Recognition Scheme membership.

3. TfL's Kerbside Loading Guidance: Freight Unit technical advice note FU5/08

This document provides information on kerbside loading facilities on London's road network, addressing relevant freight and delivery issues, to aid decision making and to influence everyone involved with the streetscape.

Scope of Report

1.8. This DSMP sets out the anticipated site operation, considering management measures required to minimise the impact of delivery and servicing arrangements associated with the site.

1.9. The remainder of this report is structured as follows:

- **Section 2** provides a description of the proposed redevelopment scheme and surroundings;
- **Section 3** considers the anticipated delivery and servicing trips;
- **Section 4** outlines potential delivery and servicing management measures; and
- **Section 5** provides a summary and conclusions.

2. Consented Development

2.1. This section outlines the nature of the surrounding area and describes the consented development.

Site Location

2.2. The site is located on the eastern edge of Lawrence Road in Tottenham, within the London Borough of Haringey.

Plate 2.1 – Site Location Plan

2.3. The site was formerly occupied by a two storey unrestricted use class E building with full height roller shutters fronting on to a substantial vehicular servicing / parking area and was used as an industrial dry cleaners.

Development Quantum

2.4. The proposal development quantum consists of:

- 4,452sqm GIA self-storage; and
- 519sqm of light industrial workspace / incubator 'FabLab' units.

2.5. The 'FabLab' workplace units are provided to support start-up businesses. They are functional robust spaces, sized to accommodate light-industrial type Small Medium Enterprises & creative industries.

Access

2.6. The proposals have active frontage onto Lawrence Road and both the Fab Labs and self-storage elements of the site will gain pedestrian access directly on to Lawrence Road.

2.7. Vehicular access to the site is via the existing vehicular crossover on to Lawrence Road. Vehicles can comfortably wait in the curtilage of the site, not blocking the footway or carriageway.

2.8. Only vehicles permitted to access the site are able to do so, with access restricted to customers who can gain access using their mobile phones and the dedicated Storex App, or via the intercom.

3. Delivery and Servicing Arrangements

3.1. This section outlines the delivery and servicing arrangements of the proposed redevelopment.

Deliveries

3.2. An operational loading area for the self-storage aspect is provided on site as illustrated on the site layout plan in **Appendix A**. This operational parking/servicing area is designed to allow a flexible space to accommodate various numbers and combinations of vehicles ranging from cars to light vans, in line with established demand from other operational stores. Due to the nature of the land use, where bulky items are stored on site, some element of vehicular loading space is required for operational purposes and proposed in accordance with London Plan policy to enable the site to function. **ACE Drawing 26027780_A-ACE-XX-00-DR-C-0507** demonstrates a peak parking demand scenario as well as a number of manoeuvres within the operational loading area.

3.3. The largest vehicle anticipated to require regular access to the site is a 3.5T panel van. **ACE Drawing 26027780_A-ACE-XX-00-DR-C-0507** shows swept path analysis of this vehicle accessing the internal loading area. This loading area can also accommodate a 4.6T light van in the unlikely event such a vehicle requires access to the site, and a private refuse vehicle.

3.4. Servicing for the fab-lab part of the development can easily be accommodated on site using the operational loading area detailed above.

Refuse Collection

3.5. The proposed refuse store is located close to the security gates, adjacent to the entrance lobby to the STOREX hub and Fab Labs entrance, where all onsite waste would be generated. This has been located to ensure the store is in close proximity to the entrance of the site, where a refuse vehicle would make a collection. This is highlighted in the On-Site Waste Management Plan shown in **Appendix B.**

3.6. The path between the bin store and the collection point will be enhanced with drop kerbs to ensure the ease of movement across the site. Bins will be moved to the

collection point on bin day from the bin store by internal operatives – this will ensure that there is a maximum drag distance of 6.5m for collection operatives.

3.7. On bin collection day operatives would move the bins from the bin store to the collection point outside the shop. The refuse collection vehicle will park just outside the shop and collection refuse.

3.8. There will be a low volume of waste associated with self-storage element of the site (refuse will only be generated by the front of house floor areas as customers will be required to take their waste with them) and therefore this arrangement is considered appropriate.

3.9. The refuse collection will occur outside times of operation to minimise conflict with any other vehicles.

Existing Vehicle Trip Attraction

3.10. In order to satisfy the requirements of Condition 8 (Ref: HGY/2025/3108), details of the trips associated with the existing industrial dry cleaners on site (Use Class E) has been calculated.

3.11. The TRICS database has been interrogated to ascertain the number of vehicular trips associated using the vehicle only 'Industrial Unit' category in TRICS. Sites were filtered by location (edge of town and suburban area), floor area (500sqm – 3500sqm) and parking (0-45 spaces) resulting in 20 sites being selected.

3.12. Given the nature of an industrial dry cleaners, whereby laundry is delivered and collected, the trip profile and mode share are deemed to be appropriate to represent the extant land use. The TRICS outputs are shown in **Appendix C**, and the servicing trip rates and associated trips for the existing 1,834sqm is shown in **Table 3.1**.

3.13.

	Time Period	Servicing Vehicles		
		Arr	Dep	Tot
Trip Rates (Per 100sqm)	AM (0800 – 0900)	0.091	0.091	0.182
	PM (1700 – 1800)	0.000	0.000	0.000
	Daily (0700-1900)	0.411	0.411	0.822
Trips (1,834sqm)	AM (0800 – 0900)	2	2	3
	PM (1700 – 1800)	0	0	0
	Daily (0700-1900)	8	8	15

Table 3.1 – Existing Site Trips

Servicing Vehicle Trip Attraction

3.14. The number of delivery movements associated with the site is anticipated to be low and so the servicing demand of the site is expected to have a negligible impact on the local highway network.

3.15. We have utilised trip generation information from a comparable self-storage site recently granted permission in London Borough of Hounslow (ref: P/2021/4405), the details of which as discussed in detail in Section 6 of the TA **ACE Reference 2504840-ACE-00-XX-RP-XX-0102** and summarised in **Table 3.2**, below. As a robust assessment, every LGV and OGV predicted to access the site has been assumed to be a servicing vehicle. **Table 3.2** shows the appropriate trip rates, and calculated trip generation for the proposed maximum floorspace of 8,017sq.m of development. Whilst servicing and delivery vehicles will be encouraged to avoid the peak hours, the potential number of servicing vehicles has been shown to demonstrate the potential low volume associated with the site.

3.16.

Servicing Trips	Trip Rate (per 100sq.m)			Trips (8,017sq.m)		
	Arr	Dep	Tot	Arr	Dep	Tot
Daily	0.153	0.153	0.382	15	15	31

Note – any errors due to rounding

Table 3.2: Servicing Vehicle Trips

3.17. **Table 3.2** shows that 15 'servicing' vehicles are predicted to access the site daily which will have a negligible impact on the local highway network.

3.18. The servicing trips are not additional trips to the network, rather trips already accounted for in the 'vehicles' assessment of the Transport Assessment.

3.19. This assessment is overly robust, as every LGV and OGV recorded has been assumed to be a servicing trip whereas in reality the number is considerably less.

3.20. In order to quantify servicing movements associated with the FabLab element of the development, the 'servicing' trip rate based on light industrial uses have been derived from the TRICs database. The same sites are used as for the main assessment within the Transport Assessment.

3.21. **Table 3.3** shows the 'servicing' trip attraction of the fablabs.

Period	Trip Rate (Per 100sqm)			Trip Attraction (519 sqm)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
Daily	0.299	0.199	0.498	2	1	3

Note – Errors are due to rounding

Table 3.3 – Proposed Fablab Servicing Trips

3.22. **Table 3.3** shows the proposed FabLab space is expected to generate approximately 2 vehicular deliveries / servicing vehicles daily.

Routing

3.23. This section outlines a potential route for vehicles. This section does not identify the sole access route for servicing and delivery vehicles to the site. The surrounding area is commercial and residential nature, which is designed to accommodate a high proportion of delivery and servicing vehicles.

3.24. Vehicles accessing from the strategic road network would likely route from the A10 to the east before approaching the site along Philip Lane or West Green Road. Vehicles would access and egress in a forward gear, without the need to turn to return the original direction.

3.25. The route outlined above is appropriate for all anticipated vehicles associated with the development site.

4. Delivery and Servicing Management Measures

4.1. The objectives of the DSMP are to detail the anticipated operation of the site to allow deliveries to be well managed and to help reduce the negative impacts of delivery and servicing activities.

4.2. To minimise the potential impact of servicing vehicles on the local highway network the following measures are being undertaken. This will require staff to coordinate with delivery companies when placing goods orders and when setting up regular supplies (such as office stationery for example) to ensure they are aware of the best practice measures that should be adopted when serving the site.

4.3. Deliveries will be logged by staff, to ensure that delivery drivers are expected and admitted through the site access gate upon arrival to reduce waiting times at the site access gate.

4.4. The contact details of for this staff member will be those of the STOREX Self Storage Store Manager and will be included in the employment contract for the site.

4.5. To reduce the impact of delivery trips and improve the efficiency of freight movement, delivery companies that are committed to following best practice such as the Freight Operator Recognition Scheme (FORS) will be selected where possible.

4.6. Suppliers will be encouraged to use low or no emission vehicles/modes where possible such as when making smaller deliveries e.g. by motorcycle, bicycle or on-foot. It is envisaged that goods and services will be locally sourced where possible to help maintain the sustainable nature of the development and reduce the distances of deliveries.

4.7. Where possible, deliveries will be limited to outside of the traditional peak hours (0730 to 0930, and 1630 to 1830), and the site operational peaks to minimise the impact on the surrounding area.

4.8. In the unlikely event that large vehicles are required to serve the site, these will be arranged to arrive within 'daytime' hours (1000 to 1600) in order to reduce the noise impact on the site and the surrounding areas.

4.9. The above measures will help improve operations at the site by managing and efficiently accommodating the required deliveries and servicing trips, thereby minimising the impact of the site operation on the surrounding highway network.

5. Summary and Conclusion

5.1. This DSMP has been prepared to set out the anticipated site operation and consider management measures required to minimise the impact of delivery and servicing arrangements associated with the proposed development.

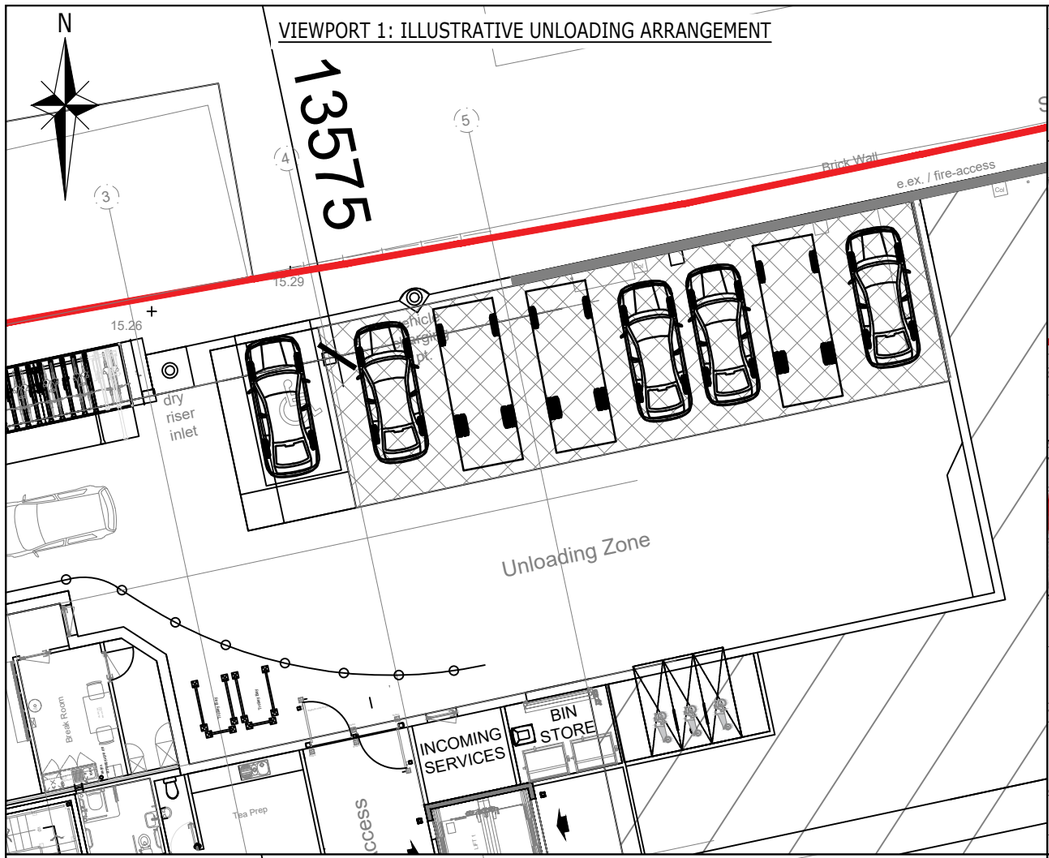
5.2. This report provides the framework for managing delivery and servicing movements at the site and seeking best practice arrangements to minimise potential conflict. The objectives of the DSMP are to allow deliveries to be better managed and to help reduce the negative impacts of delivery-related and servicing activities.

5.3. The details reviewed within this document demonstrate that the operation of refuse collections and deliveries in servicing the site shall have no detrimental impact on existing users of local streets.

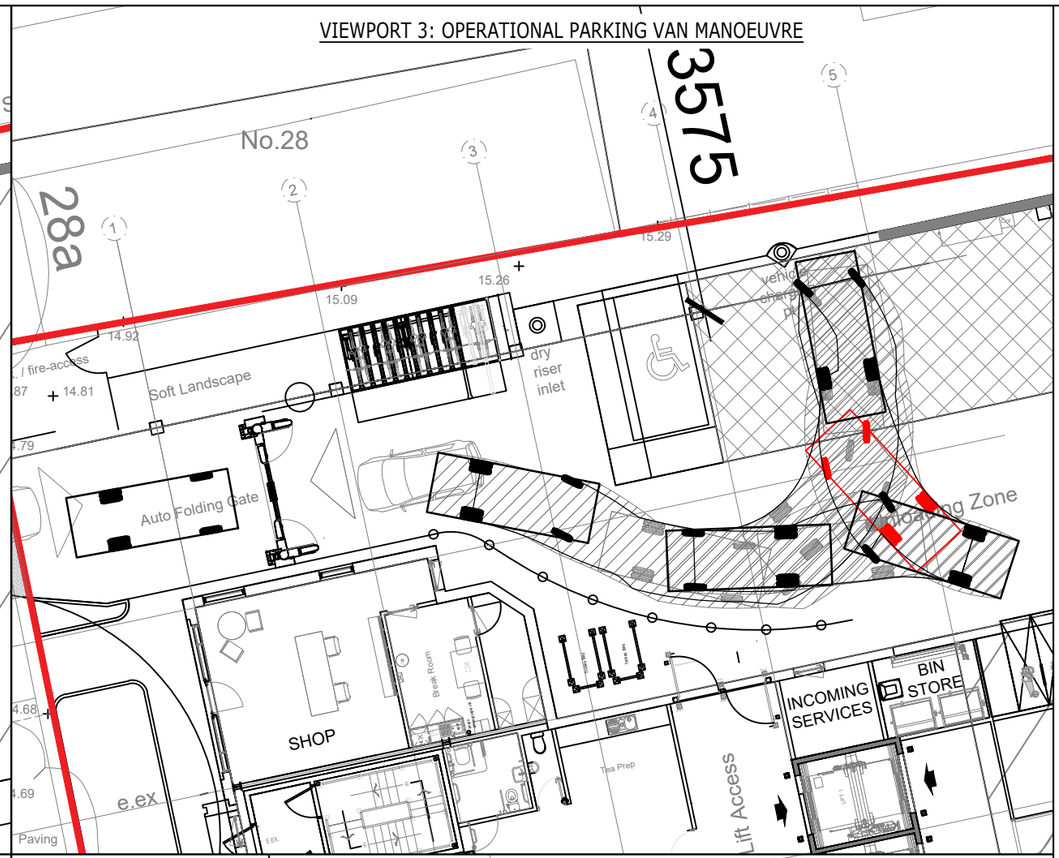
5.4. Vehicle routing has been considered and likely approach to the site for vehicles serving the site have been identified.

Drawing

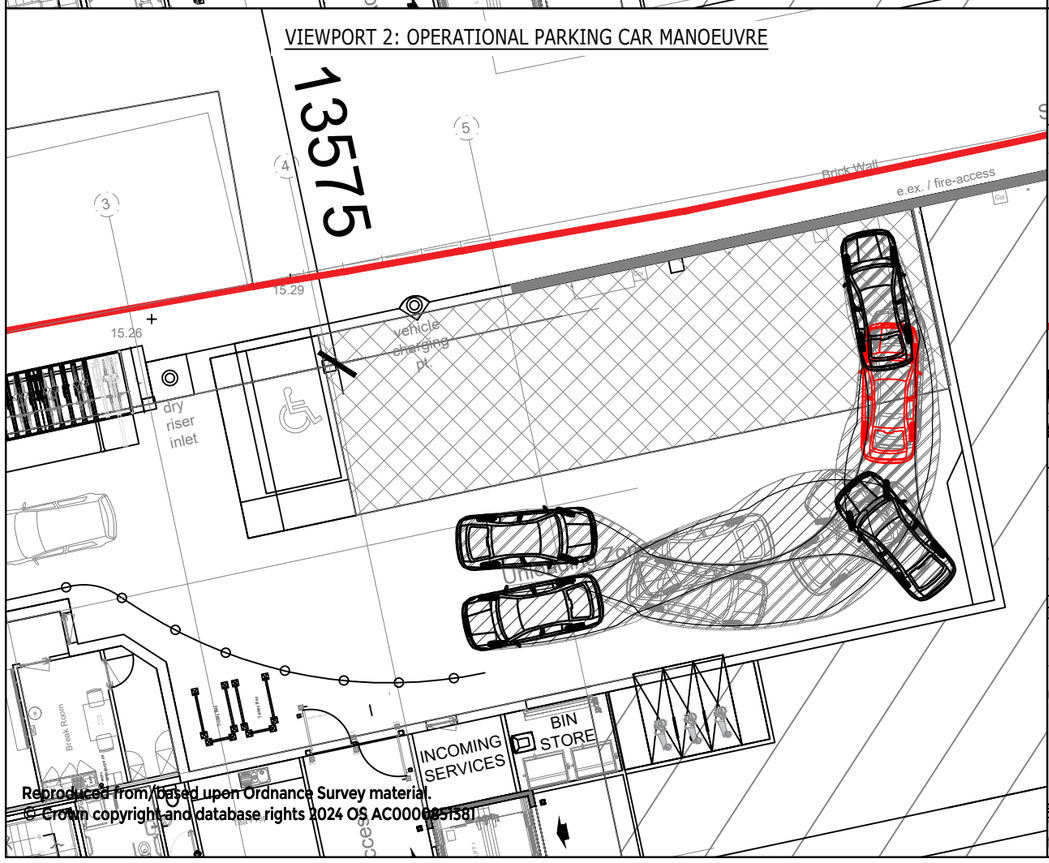
VIEWPORT 1: ILLUSTRATIVE UNLOADING ARRANGEMENT



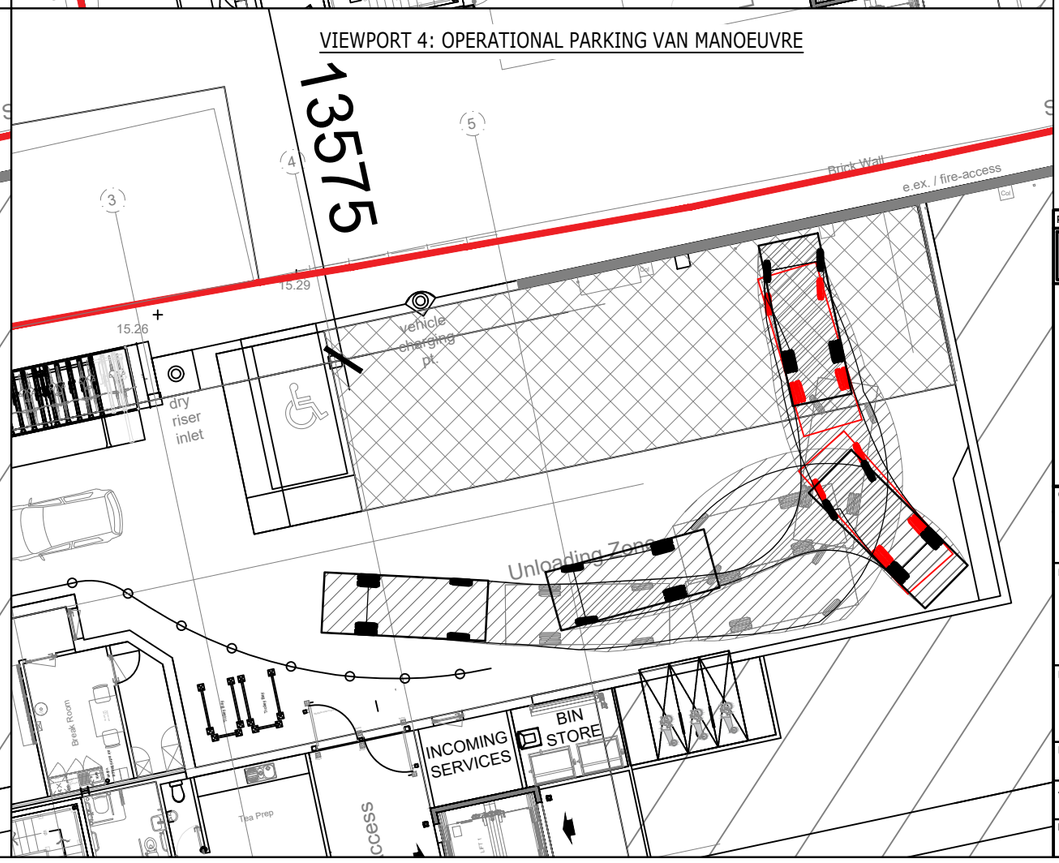
VIEWPORT 3: OPERATIONAL PARKING VAN MANOEUVRE



VIEWPORT 2: OPERATIONAL PARKING CAR MANOEUVRE



VIEWPORT 4: OPERATIONAL PARKING VAN MANOEUVRE



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KEY

SITE BOUNDARY

VEHICLE USED:

Skoda Octavia	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m

3.5t Panel Van	
Overall Length	5.350m
Overall Width	1.970m
Overall Body Height	2.562m
Min Body Ground Clearance	0.335m
Track Width	1.970m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.850m

DRAFT

Rev	Description	Drn	Chk	App	Date

Purpose: DRAFT

Status: NOT YET APPROVED

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Client
SOUTH TOTTENHAM PROPCO LTD

Project Title:
LAWRENCE ROAD

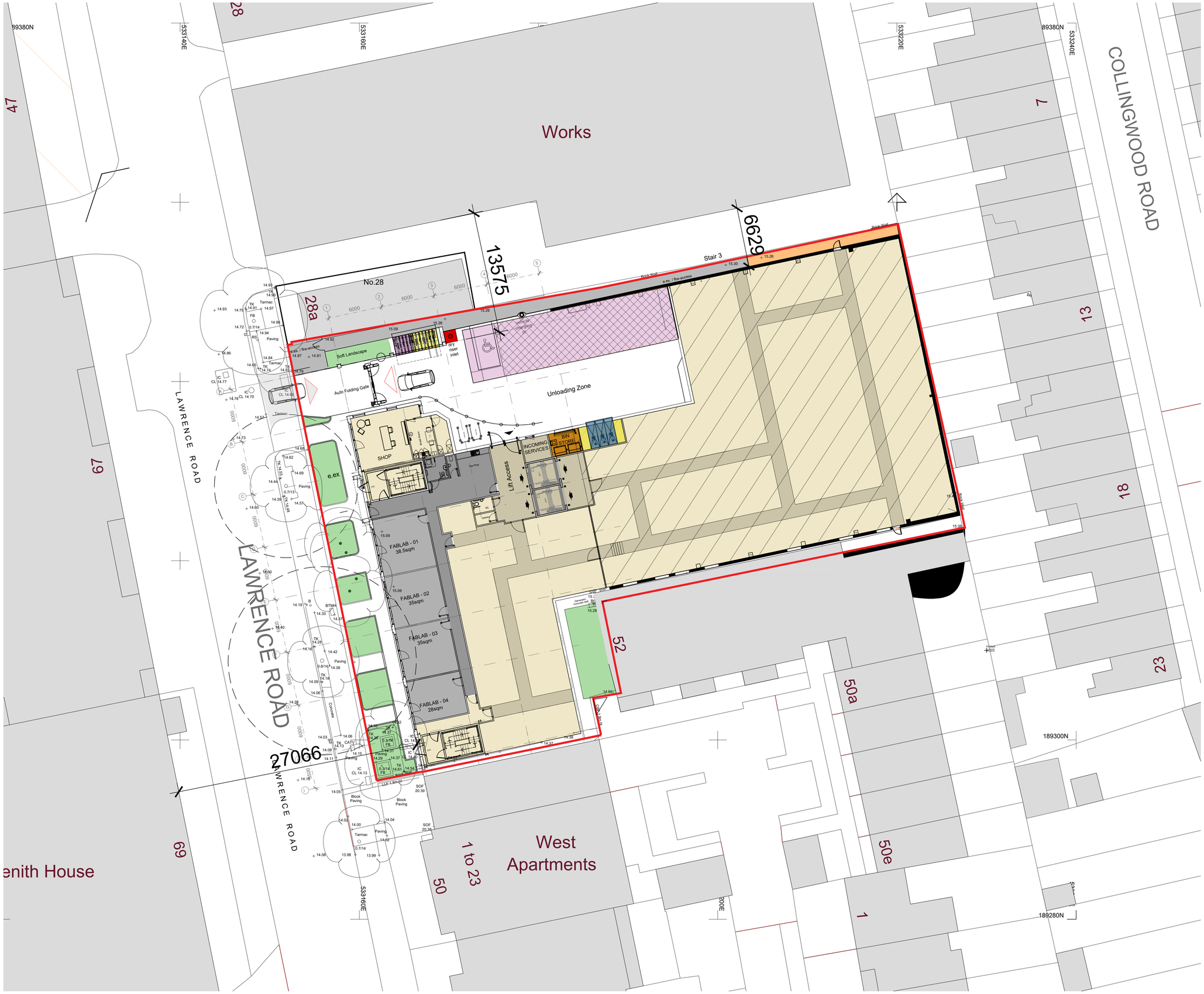
Drawing Title:
SITE LAYOUT PLAN AND SWEPT PATH ANALYSIS

Drawn by	Checked by	Approved by	Revision
SR	BS	KM	-

A3 Scale	Date
1: 200	11.06.26

Drawing Number
2602780_A-ACE-XX-00-DR-C-0507

Appendix A



NOTES

ORIGINAL A1

All levels and dimensions to be checked on site prior to construction / fabrication; report discrepancies immediately.
Do not scale dimensions from this drawings.
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REVISION

A	290925	Undercroft updated	AF
B	231025	Internals adjusted	AF
C	271025	General update	AF
D	281025	Cycle provision updated	AF

Customer loading: **8 x Car space** (2 of which are Electrical Charge points, 1 accessible & 2 Luton van)

Electrical Car "Twin" charging point

Bicycle Parking: 9 short stay - standard
18 long stay - standard
(of which 3 are cargo bikes)

Refuse Requirement = 0.1 sqm

Actual Refuse Store = 8m2
Calculation: Total back of house/shop area = 57m2 Storage area Req @ 2 m2 / 1000m2
Sum: 57/1000 x 2 = 0.114m2

LEGEND: Surface Finishes

Gravel access strip

New Proposed Landscaping

SCALE 1:200

0 2 4 6 8 10m

N

PLANNING

SCALE	DATE	DRAWN	CHECKED
1:200	SEPT'25	AF	DA

PROJECT

STOREX SELF STORAGE
30-48 Lawrence Road
Tottenham: N15 4EG

DRAWING

Site Plan
As Proposed

FUSI ALLAN

info@fusiallan.com
www.fusiallan.com

DRAWING No.

25012_D_001D

Appendix B

WASTE STRATEGY

The proposed refuse store is located close to the security gates, beside the entrance lobby to the STOREX Hub and Fab Labs where any waste would be generated. This is in close proximity to the entrance to the site where any refuse vehicle would make a collection. The size of the bin store has been assessed accordingly and calculated in accordance with British Standard 5906:2005 Waste Management in Buildings code of Practice.

Operational Waste - Self Storage

British Standard 5906:2005 provides a code of practice for the storage, collection, segregation for recycling and recovery, and on-site treatment of waste. It applies to new buildings, refurbishments and conversions of residential and non-residential buildings. Table 1 of the Standard presents typical weekly waste airings and subsequent storage requirements for a variety of building types. For this scheme it has been based on office use which is calculated on the Volume arising per employee [50 litres] x number of employees. Consideration has also been given to anticipated waste arisings associated with the operation of the buildings.

STOREX customers are prohibited from leaving their waste on Site. Therefore, the only waste generated from the Site is from the front desk and business centre within the building. Working on the assumption that circa two employees are present on site on an ongoing basis, and based on the BS 5906:2005 weekly arisings for offices, an estimated 100 litres / week is predicted. Using the WRAP conversation factor for co-mingled (plastic bottles, news & prams, cardboard, mixed cans and glass) of 84kg/m3 (as measured from samples taken from 240 litres wheeled bins); the total weekly arisings are estimated to be 8.4kg; equating to 0.4 tonnes over the course of the year.

OPERATIONAL WASTE - Fablabs

Consideration has been given to anticipated waste arising, associated with the operation of the Fablabs. Based on the BS 5906:2005 Table A.1 recommends:

Light Industrial (non-food) waste generation: 50 litres per employee per week. It is assume there will be a max of 40 employees as such 2000l would be required.

Total Waste
As such with 100L assumed for the shop and 2,000L for the Fablabs, a total of 2,100L a week is predicted. The scheme will provide for 2,440 litres.

WASTE MANAGEMENT

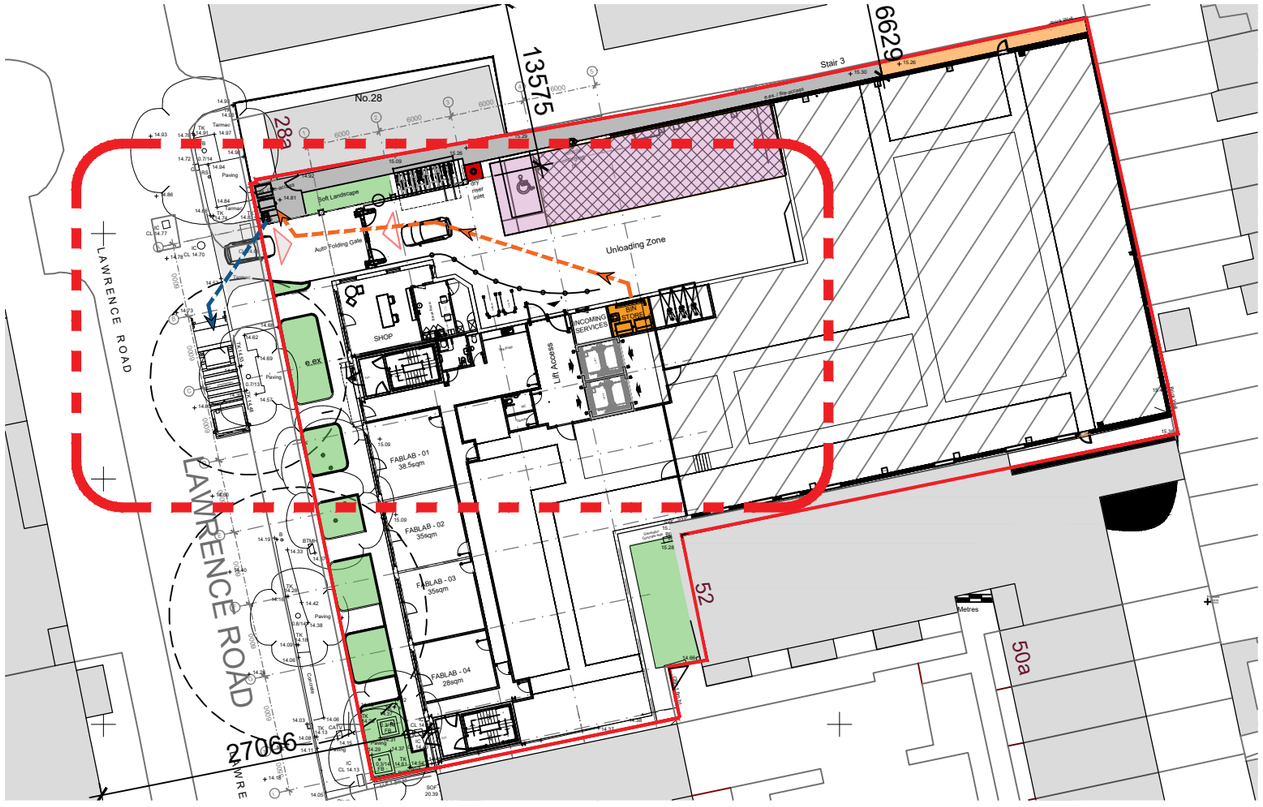
The waste produced will be sorted into 3 bins, those being Dry Recyclables (1 x 1100 litre for paper, plastic, metal, glass) Food waste (1x240 litre) and residual/black bin waste (1 x 1100 litres).

This aligns with the London plan policy SI 8 Waste and Haringey Council's Waste Guidance Note which also notes 50% of storage capacity must be allocated to recycling. The scheme will provide 55%.

NOTE:
The path between the bin store and the collection point will be enhanced with drop kerbs to ensure ease of movement. Bins will be moved to the collection point on bin day from the bin store by store operatives. Max 6.5m drag for local authority collection operatives.

BIN COLLECTION DAY PROTOCOL.

On bin collection day the store operatives would move the bins from the bin store to the collection point outside of the shop. The refuse collection vehicle (RCV) will park just outside the shop. The drag for the bins will be 3m. Once the bins have been emptied into the RCV, the building management team will return these empty bins back to the bin store. The RCV will then pull away continuing down Lawrence Road.



Site plan - 1:500

Vehicle Collection point.

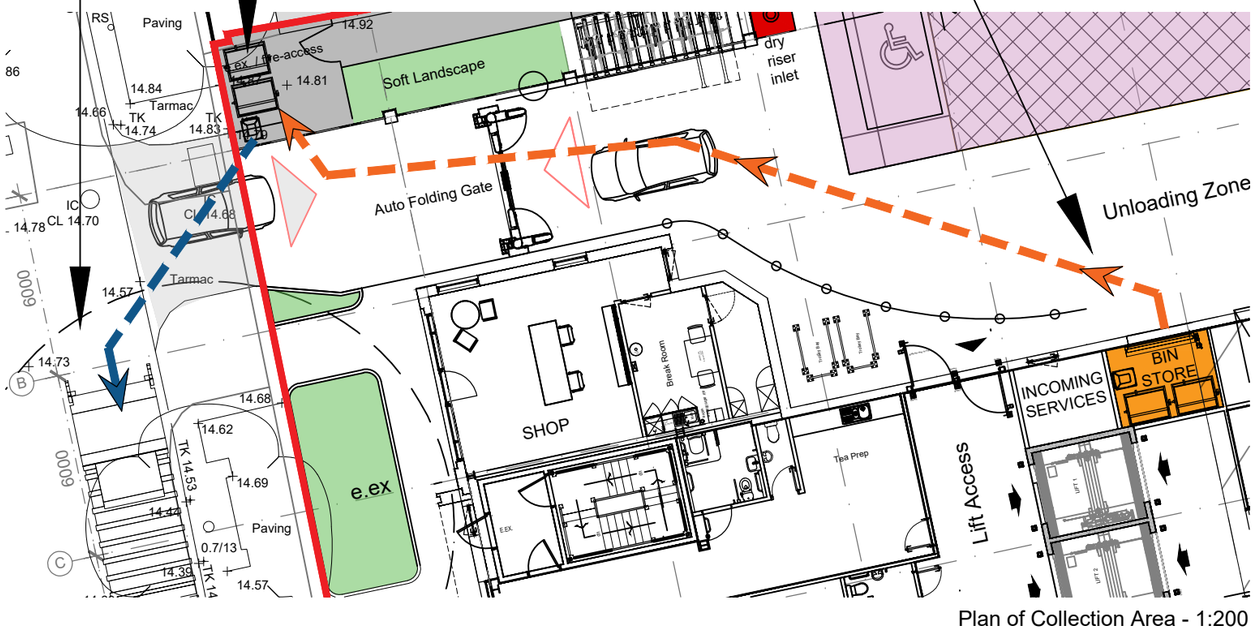
On the day of collection, the Refuse Collection Vehicle (RCV) will park outside the shop. 3m drag for collection operatives

Collection point.

Bins moved here on collection day from bin store by store operatives. Once emptied, the building management team will return these empty bins back to the bin store.

Bin Store

Space for 3 bins:
- 1 x 1100L Dry Recyclables (paper, plastics, metal, glass)
- 1 x 240L Food Waste
- 1 x 1100L Residual



Plan of Collection Area - 1:200

NOTES ORIGINAL A3

All levels and dimensions to be checked on site prior to construction / fabrication; report discrepancies immediately.
Do not scale dimensions from this drawings.
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REVISION

A	290925	Undercroft updated	AF	
B	271025	Staircores updated	AF	DA

SCALE 1:200
0 2 4 6 8 10m
SCALE 1:500
0 5 10 15 20 25m
N

PLANNING

SCALE	DATE	DRAWN	CHECKED
1:200/500	SEP'25	AF	DA

PROJECT
STOREX SELF STORAGE
Lawrence Road, Tottenham
LONDON: N15 4EG

DRAWING
REFUGE STRATEGY
AS PROPOSED

FUSI ALLAN

info@fusiallan.com
www.fusiallan.com

DRAWING No.
25012_D_014B

Appendix C

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: C - INDUSTRIAL UNIT

Selected Vehicle Type: Servicing Vehicles

Selected regions and areas:

04	**EAST ANGLIA**		
	NF	NORFOLK	1 day
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NY	NORTH YORKSHIRE	1 day

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

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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:	GFA
Actual Range:	690 to 1500 (units:sqm)
Range Selected by User:	500 to 3500 (units:sqm)
Parking Spaces Range:	7 - 1378

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	13/09/88 to 03/06/25

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	2 days

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

Selected survey types:

Manual count	2
Direction ATC Count	0

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

Selected Locations:

Edge of Town	1 days
Suburban Area	1 days

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	2 days

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 Vehicle Counts:

Servicing vehicles Included	2 days

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Secondary Filtering Selection:

Use Class:

Not Known	2 surveys

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:

458 - 3584

Population within 1 mile:

25,001 to 50,000	1 surveys
5,001 to 10,000	1 surveys

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

Population within 5 miles:

125,001 to 250,000	1 surveys
75,001 to 100,000	1 surveys

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 surveys
1.1 to 1.5	1 surveys

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.

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Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	2 surveys

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

PTAL Rating:

No PTAL Present	2 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

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1 **NF-02-C-04** **EXHIBITION DESIGN & MANUF.** **NORFOLK**
FLETCHER WAY
NORWICH
UPPER HELLESDON
Suburban Area
Industrial Zone
Gross floor area: 690.00 sqm
Survey date: Thursday 14/11/2019 Survey Type: Manual

2 **NY-02-C-03** **WORKWEAR MANUFACTURER** **NORTH YORKSHIRE**
WETHERBY ROAD
KNARESBOROUGH
Edge of Town
Industrial Zone
Gross floor area: 1500.00 sqm
Survey date: Thursday 29/06/2023 Survey Type: Manual

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

Total Vehicles

Calculation factor: 100 sqm

Estimated TRIP rate value per 100 sqm shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								
06:00-07:00								
07:00-08:00	2	1095	0.411	0.411	0.000	0.000	0.411	0.411
08:00-09:00	2	1095	0.913	0.913	0.228	0.228	1.141	1.141
09:00-10:00	2	1095	0.274	0.274	0.183	0.183	0.457	0.457
10:00-11:00	2	1095	0.183	0.183	0.365	0.365	0.548	0.548
11:00-12:00	2	1095	0.183	0.183	0.274	0.274	0.457	0.457
12:00-13:00	2	1095	0.228	0.228	0.365	0.365	0.593	0.593
13:00-14:00	2	1095	0.228	0.228	0.183	0.183	0.411	0.411
14:00-15:00	2	1095	0.228	0.228	0.183	0.183	0.411	0.411
15:00-16:00	2	1095	0.183	0.183	0.228	0.228	0.411	0.411
16:00-17:00	2	1095	0.091	0.091	0.776	0.776	0.867	0.867
17:00-18:00	2	1095	0.000	0.000	0.137	0.137	0.137	0.137
18:00-19:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			2.922	2.922	2.922	2.922	5.844	5.845

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:	500 - 3500 (units: sqm)
Survey date date range:	14/11/2019 - 29/06/2023
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

Total People

Calculation factor: 100 sqm

Estimated TRIP rate value per 100 sqm shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								
06:00-07:00								
07:00-08:00	2	1095	0.594	0.594	0.000	0.000	0.594	0.594
08:00-09:00	2	1095	1.142	1.142	0.228	0.228	1.370	1.370
09:00-10:00	2	1095	0.274	0.274	0.183	0.183	0.457	0.457
10:00-11:00	2	1095	0.228	0.228	0.411	0.411	0.639	0.639
11:00-12:00	2	1095	0.183	0.183	0.320	0.320	0.503	0.503
12:00-13:00	2	1095	0.411	0.411	0.594	0.594	1.005	1.005
13:00-14:00	2	1095	0.411	0.411	0.365	0.365	0.776	0.776
14:00-15:00	2	1095	0.365	0.365	0.365	0.365	0.730	0.730
15:00-16:00	2	1095	0.228	0.228	0.274	0.274	0.502	0.502
16:00-17:00	2	1095	0.091	0.091	1.050	1.050	1.141	1.141
17:00-18:00	2	1095	0.000	0.000	0.137	0.137	0.137	0.137
18:00-19:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			3.927	3.927	3.927	3.927	7.854	7.854

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:	500 - 3500 (units: sqm)
Survey date date range:	14/11/2019 - 29/06/2023
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

Cyclists

Calculation factor: 100 sqm

Estimated TRIP rate value per 100 sqm shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								
06:00-07:00								
07:00-08:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
08:00-09:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
09:00-10:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
10:00-11:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
11:00-12:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
12:00-13:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
13:00-14:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
14:00-15:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
15:00-16:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
16:00-17:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
17:00-18:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
18:00-19:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			0.000	0.000	0.000	0.000	0.000	0.000

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:	500 - 3500 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
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.

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

PSVs

Calculation factor: 100 sqm

Estimated TRIP rate value per 100 sqm shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								
06:00-07:00								
07:00-08:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
08:00-09:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
09:00-10:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
10:00-11:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
11:00-12:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
12:00-13:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
13:00-14:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
14:00-15:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
15:00-16:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
16:00-17:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
17:00-18:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
18:00-19:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			0.000	0.000	0.000	0.000	0.000	0.000

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:	500 - 3500 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

OGVs

Calculation factor: 100 sqm

Estimated TRIP rate value per 100 sqm shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								
06:00-07:00								
07:00-08:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
08:00-09:00	2	1095	0.046	0.046	0.046	0.046	0.092	0.092
09:00-10:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
10:00-11:00	2	1095	0.046	0.046	0.046	0.046	0.092	0.092
11:00-12:00	2	1095	0.046	0.046	0.046	0.046	0.092	0.092
12:00-13:00	2	1095	0.046	0.046	0.046	0.046	0.092	0.092
13:00-14:00	2	1095	0.046	0.046	0.000	0.000	0.046	0.046
14:00-15:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
15:00-16:00	2	1095	0.000	0.000	0.046	0.046	0.046	0.046
16:00-17:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
17:00-18:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
18:00-19:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			0.230	0.228	0.230	0.228	0.460	0.457

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:	500 - 3500 (units: sqm)
Survey date date range:	14/11/2019 - 29/06/2023
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Taxis

Calculation factor: 100 sqm

Estimated TRIP rate value per 100 sqm shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								
06:00-07:00								
07:00-08:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
08:00-09:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
09:00-10:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
10:00-11:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
11:00-12:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
12:00-13:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
13:00-14:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
14:00-15:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
15:00-16:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
16:00-17:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
17:00-18:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
18:00-19:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			0.000	0.000	0.000	0.000	0.000	0.000

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

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

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Parameter Summary:

Trip rate parameter range selected:	500 - 3500 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
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.

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

Cars

Calculation factor: 100 sqm

Estimated TRIP rate value per 100 sqm shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								
06:00-07:00								
07:00-08:00	2	1095	0.411	0.411	0.000	0.000	0.411	0.411
08:00-09:00	2	1095	0.639	0.639	0.046	0.046	0.685	0.685
09:00-10:00	2	1095	0.137	0.137	0.046	0.046	0.183	0.183
10:00-11:00	2	1095	0.000	0.000	0.137	0.137	0.137	0.137
11:00-12:00	2	1095	0.046	0.046	0.137	0.137	0.183	0.183
12:00-13:00	2	1095	0.091	0.091	0.274	0.274	0.365	0.365
13:00-14:00	2	1095	0.137	0.137	0.137	0.137	0.274	0.274
14:00-15:00	2	1095	0.091	0.091	0.000	0.000	0.091	0.091
15:00-16:00	2	1095	0.137	0.137	0.137	0.137	0.274	0.274
16:00-17:00	2	1095	0.046	0.046	0.685	0.685	0.731	0.731
17:00-18:00	2	1095	0.000	0.000	0.137	0.137	0.137	0.137
18:00-19:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			1.735	1.735	1.736	1.735	3.471	3.470

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

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

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Parameter Summary:

Trip rate parameter range selected:	500 - 3500 (units: sqm)
Survey date date range:	14/11/2019 - 29/06/2023
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

LGVs

Calculation factor: 100 sqm

Estimated TRIP rate value per 100 sqm shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								
06:00-07:00								
07:00-08:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
08:00-09:00	2	1095	0.228	0.228	0.137	0.137	0.365	0.365
09:00-10:00	2	1095	0.137	0.137	0.137	0.137	0.274	0.274
10:00-11:00	2	1095	0.137	0.137	0.183	0.183	0.320	0.320
11:00-12:00	2	1095	0.091	0.091	0.091	0.091	0.182	0.182
12:00-13:00	2	1095	0.091	0.091	0.046	0.046	0.137	0.137
13:00-14:00	2	1095	0.046	0.046	0.046	0.046	0.092	0.092
14:00-15:00	2	1095	0.137	0.137	0.183	0.183	0.320	0.320
15:00-16:00	2	1095	0.046	0.046	0.046	0.046	0.092	0.092
16:00-17:00	2	1095	0.046	0.046	0.091	0.091	0.137	0.137
17:00-18:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
18:00-19:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			0.959	0.959	0.960	0.959	1.919	1.918

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

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

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Parameter Summary:

Trip rate parameter range selected:	500 - 3500 (units: sqm)
Survey date date range:	14/11/2019 - 29/06/2023
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

Motorcycles

Calculation factor: 100 sqm

Estimated TRIP rate value per 100 sqm shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								
06:00-07:00								
07:00-08:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
08:00-09:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
09:00-10:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
10:00-11:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
11:00-12:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
12:00-13:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
13:00-14:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
14:00-15:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
15:00-16:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
16:00-17:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
17:00-18:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
18:00-19:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			0.000	0.000	0.000	0.000	0.000	0.000

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

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

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Parameter Summary:

Trip rate parameter range selected:	500 - 3500 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
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.

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

Servicing Vehicles

Calculation factor: 100 sqm

Estimated TRIP rate value per 100 sqm shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								
06:00-07:00								
07:00-08:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
08:00-09:00	2	1095	0.091	0.091	0.091	0.091	0.182	0.182
09:00-10:00	2	1095	0.046	0.046	0.046	0.046	0.092	0.092
10:00-11:00	2	1095	0.091	0.091	0.091	0.091	0.182	0.182
11:00-12:00	2	1095	0.091	0.091	0.091	0.091	0.182	0.182
12:00-13:00	2	1095	0.046	0.046	0.046	0.046	0.092	0.092
13:00-14:00	2	1095	0.046	0.046	0.000	0.000	0.046	0.046
14:00-15:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
15:00-16:00	2	1095	0.000	0.000	0.046	0.046	0.046	0.046
16:00-17:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
17:00-18:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
18:00-19:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			0.411	0.411	0.411	0.411	0.822	0.822

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:	500 - 3500 (units: sqm)
Survey date date range:	14/11/2019 - 29/06/2023
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

Vehicle Occupants

Calculation factor: 100 sqm

Estimated TRIP rate value per 100 sqm shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								
06:00-07:00								
07:00-08:00	2	1095	0.411	0.411	0.000	0.000	0.411	0.411
08:00-09:00	2	1095	1.005	1.005	0.228	0.228	1.233	1.233
09:00-10:00	2	1095	0.274	0.274	0.183	0.183	0.457	0.457
10:00-11:00	2	1095	0.228	0.228	0.411	0.411	0.639	0.639
11:00-12:00	2	1095	0.183	0.183	0.320	0.320	0.503	0.503
12:00-13:00	2	1095	0.365	0.365	0.457	0.457	0.822	0.822
13:00-14:00	2	1095	0.320	0.320	0.274	0.274	0.594	0.594
14:00-15:00	2	1095	0.365	0.365	0.320	0.320	0.685	0.685
15:00-16:00	2	1095	0.228	0.228	0.274	0.274	0.502	0.502
16:00-17:00	2	1095	0.091	0.091	0.868	0.868	0.959	0.959
17:00-18:00	2	1095	0.000	0.000	0.137	0.137	0.137	0.137
18:00-19:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			3.470	3.470	3.472	3.470	6.942	6.941

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:	500 - 3500 (units: sqm)
Survey date date range:	14/11/2019 - 29/06/2023
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

Pedestrians

Calculation factor: 100 sqm

Estimated TRIP rate value per 100 sqm shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								
06:00-07:00								
07:00-08:00	2	1095	0.183	0.183	0.000	0.000	0.183	0.183
08:00-09:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
09:00-10:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
10:00-11:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
11:00-12:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
12:00-13:00	2	1095	0.046	0.046	0.137	0.137	0.183	0.183
13:00-14:00	2	1095	0.091	0.091	0.091	0.091	0.182	0.182
14:00-15:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
15:00-16:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
16:00-17:00	2	1095	0.000	0.000	0.091	0.091	0.091	0.091
17:00-18:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
18:00-19:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			0.320	0.320	0.319	0.320	0.639	0.639

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

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

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Parameter Summary:

Trip rate parameter range selected:	500 - 3500 (units: sqm)
Survey date date range:	14/11/2019 - 29/06/2023
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

Public Transport Users

Calculation factor: 100 sqm

Estimated TRIP rate value per 100 sqm shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								
06:00-07:00								
07:00-08:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
08:00-09:00	2	1095	0.137	0.137	0.000	0.000	0.137	0.137
09:00-10:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
10:00-11:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
11:00-12:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
12:00-13:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
13:00-14:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
14:00-15:00	2	1095	0.000	0.000	0.046	0.046	0.046	0.046
15:00-16:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
16:00-17:00	2	1095	0.000	0.000	0.091	0.091	0.091	0.091
17:00-18:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
18:00-19:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			0.137	0.137	0.137	0.137	0.274	0.274

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

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

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Parameter Summary:

Trip rate parameter range selected:	500 - 3500 (units: sqm)
Survey date date range:	29/06/2023 - 29/06/2023
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.

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

Bus/Tram Passengers

Calculation factor: 100 sqm

Estimated TRIP rate value per 100 sqm shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								
06:00-07:00								
07:00-08:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
08:00-09:00	2	1095	0.137	0.137	0.000	0.000	0.137	0.137
09:00-10:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
10:00-11:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
11:00-12:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
12:00-13:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
13:00-14:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
14:00-15:00	2	1095	0.000	0.000	0.046	0.046	0.046	0.046
15:00-16:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
16:00-17:00	2	1095	0.000	0.000	0.091	0.091	0.091	0.091
17:00-18:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
18:00-19:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			0.137	0.137	0.137	0.137	0.274	0.274

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

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

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Parameter Summary:

Trip rate parameter range selected:	500 - 3500 (units: sqm)
Survey date date range:	29/06/2023 - 29/06/2023
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.

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

Coach Passengers

Calculation factor: 100 sqm

Estimated TRIP rate value per 100 sqm shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								
06:00-07:00								
07:00-08:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
08:00-09:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
09:00-10:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
10:00-11:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
11:00-12:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
12:00-13:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
13:00-14:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
14:00-15:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
15:00-16:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
16:00-17:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
17:00-18:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
18:00-19:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			0.000	0.000	0.000	0.000	0.000	0.000

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:	500 - 3500 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
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.

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

Total Rail Passengers

Calculation factor: 100 sqm

Estimated TRIP rate value per 100 sqm shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								
06:00-07:00								
07:00-08:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
08:00-09:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
09:00-10:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
10:00-11:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
11:00-12:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
12:00-13:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
13:00-14:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
14:00-15:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
15:00-16:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
16:00-17:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
17:00-18:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
18:00-19:00	2	1095	0.000	0.000	0.000	0.000	0.000	0.000
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			0.000	0.000	0.000	0.000	0.000	0.000

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:	500 - 3500 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
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.

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