

**Former Poultry Farm,
Rockfield Road, Monmouth**

**Transport Statement
February 2024**

Applicant: Morspan Holdings Ltd.

Project no: T24.102

Document ref no: T24.102.TS D2

Document issue date: 15 February 2024

Project name: Rockfield Road, Monmouth

Offices at:

Unit 9, Oak Tree Court
Mulberry Drive,
Cardiff Gate Business Park,
Cardiff, CF23 8RS
Tel: 029 2073 2652

Suite D, 1st Floor,
220 High Street,
Swansea,
SA1 1NW
Tel: 01792 480535

CONTENTS

1	Introduction	4
2	Existing Situation.....	6
3	Development Proposals	15
4	Transport Characteristics	18
5	Conclusion.....	21

FIGURES

Figure 1.1 Site location	4
Figure 2.1 Local Highway Network	6
Figure 2.2 Active Travel infrastructure within proximity	8
Figure 2.3 Active Travel Network map.....	9
Figure 2.4 Local public transport infrastructure	10
Figure 2.5 Local amenities within proximity	13
Figure 2.6 Collision plot area	14

APPENDICES

Appendix A	Site masterplan
Appendix B	TRICS Data

1 INTRODUCTION

1.1 Background

1.2 Asbri Transport Ltd has been appointed by Morspan Holdings Ltd to produce a Transport Statement (TS) to accompany an application for the site to be included within the emerging Monmouthshire LDP for use as B1.

1.3 It is proposed to develop two units for B1 use, with a GFA of 3260m².

1.3.1 The site currently benefits from an extant planning permission for redeveloping the existing buildings to provide a total of 3836m² of office space (Application Ref: DM/2018/02026, approved 2021).

1.3.2 The site location is shown in **Figure 1.1**.



Figure 1.1 Site location

1.4 Purpose of the Report

1.4.1 The purpose of this report is to detail the likely transport characteristics of the proposed development and identify the potential impact of the proposals on the surrounding

transport network. This report also considers the on-site layout with regard to parking provision.

1.5 Structure of the Report

1.5.1 Following this introductory section, the report is structured as follows:

- Section 2 details the existing situation and outlines existing highway safety within the vicinity of the site;
- Section 3 of the report describes the development proposals and the access strategy for all modes of travel;
- Section 4 considers the likely travel demand generated by the proposed development on the surrounding highway network and includes a comparative analysis with the travel demand that could be generated by the extant planning permission and,
- Section 5 provides the conclusions of the report.

2 EXISTING SITUATION

2.1 Introduction

2.1.1 In order to assess the impact of the proposed allocation, it is necessary to establish the conditions that exist within the surrounding transport network. This section of the report therefore describes the existing transport network within the vicinity of the site.

2.2 Site Location

2.2.1 As outlined above, the site is located on the north-western edge of the town of Monmouth.

2.2.2 The local town of Monmouth offers an extensive range of facilities including food stores, pharmacies, post office, schools, leisure centre, retail units and restaurants and cafes.

2.2.3 The site is bounded to the north by greenfield land, to the south by a food store and fish and chip shop, to the east by Watery Lane and a caravan park and to the west by residential properties and Rockfield Road (B4233).

2.2.4 The location of the site and local highway network is indicated in **Figure 2.1**.



Figure 2.1 Local Highway Network

2.3 Highway Network

B4233 Rockfield Road

- 2.3.1 Rockfield Road has a north-west south-east alignment and connects in the south to the A40, providing links to Abergavenny and Ross-on-Wye as well as the B4293 providing access to Chepstow. To the north, the B4233 provides a cross country link to Abergavenny, west of Monmouth.
- 2.3.2 In the vicinity of the application site, the road is lit and is subject to a 20mph speed limit. The road has an approximate carriageway width of 5.5m, and footways approximately 2m in width along both sides of the carriageway in both directions.
- 2.3.3 There are no pedestrian crossing facilities currently in place within the vicinity of the site.
- 2.3.4 Parking restrictions in the form of double yellow lines currently run along Rockfield Road on both sides of the carriageway. The double yellow lines come to an end on the western side of the carriageway approximately 20m north from the existing site access but continue in both directions on the eastern side.

A40

- 2.3.5 The A40 is a major trunk road connecting London to Fishguard and runs for 262miles. It is located approx. 1km to the south east of the site and is dualled the carriageway is separated by a central reservation within the vicinity of the proposed development. The carriageway is lit on both sides and has a speed limit of 50mph within the vicinity of the site.

2.4 Active Travel Provision

2.4.1 Active Travel infrastructure within proximity of the development site is detailed in **Figure 2.2**.



Figure 2.2 Active Travel infrastructure within proximity

Pedestrians

2.5 **Figure 2.2** demonstrates that the site is well connected and easily accessible by foot and to Monmouth town centre.

2.5.1 Footways are provided on both sides of the carriageway in both directions in the vicinity of the site, providing access into the town of Monmouth. There is a zebra crossing located 140m southeast of the site access on Rockfield Road and further zebra crossings located to the southeast providing safe pedestrian access into Monmouth town centre.

2.6 The site complies with local and national policy in this respect offering real transport choice, improving health and well-being and being socially inclusive.

Cyclists

2.6.1 Cycling as a mode of travel is ever increasing and is seen as a key travel mode for a modal shift away from the private car.

2.7 National Cycle route 423 runs to the south of the site along Wonastow Road and Rockfield Road. The route runs for 28 miles and links Cwmbran to Ross via Monmouth.

2.8 Active Travel Network Map

2.8.1 The Welsh Government Active Travel Network Maps show future walking and cycling routes to be subject to feasibility studies within proximity of the development site. These are depicted in **Figure 2.3** below.

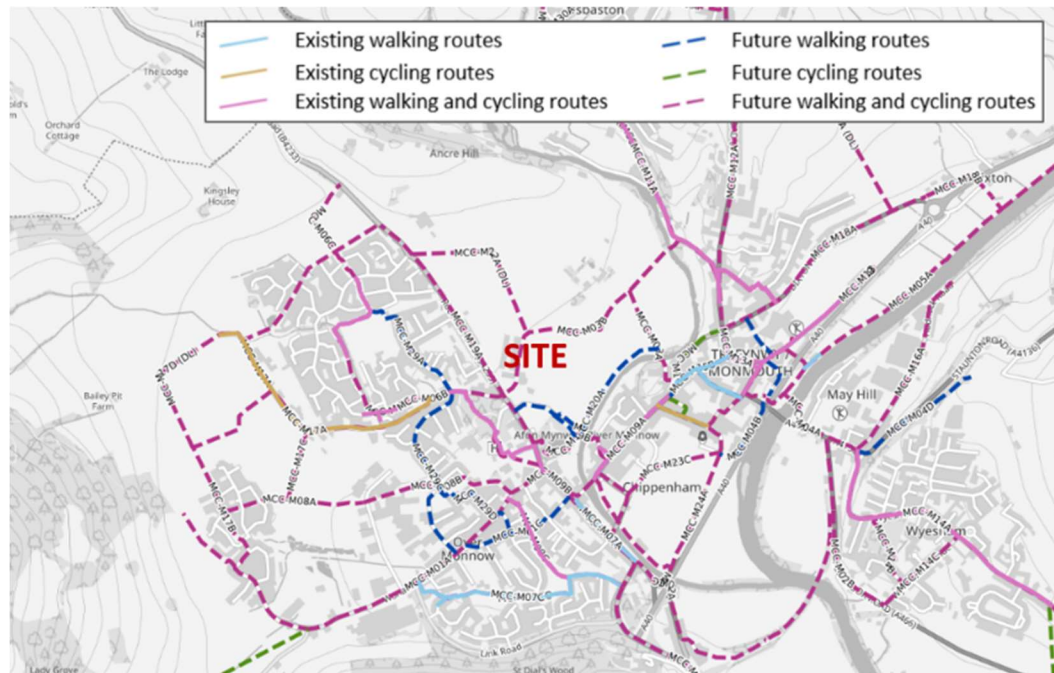


Figure 2.3 Active Travel Network map

2.8.2 As can be seen, a link to existing NCN routes has been identified as a future walking and cycling route.

2.9 Public Transport

2.9.1 The proposed development is well served by public transport, with several scheduled bus services connecting Monmouth with destinations such as Abergavenny and Newport.

2.9.2 Public transport infrastructure within proximity of the development site is shown in **Figure 2.4**.



Figure 2.4 Local public transport infrastructure

Bus

2.9.3 There are existing bus stops on Rockfield Road – both north and south bound - within easy walking distance (i.e. 400m) of the site access facilitating movement within Monmouth and to neighbouring settlements.

2.9.4 The closest bus stop to the site is located 30m north of the site access along Rockfield Road.

2.9.5 The bus services that call at stops within a 600m radius of the proposed development are shown in **Table 2.1** and a map of local public transport infrastructure is shown in **Figure 2.4**.

Route No.	Destination	Stop	Frequency
36	Monmouth - Hereford	Ancre Hill	Mon-Fri: 07:10
	Hereford - Monmouth	Ancre Hill	Mon-Fri: 18:05
60	Monmouth - Newport	Somerset Rd	Mon-Fri: Every 1-2 hrs from 06:58-19:28 Sat: ~ every 2 hrs from 08:29-17:54
	Newport - Monmouth	Somerset Rd	Mon-Fri: Every 1-2 hrs from 08:03-19:17 Sat: ~ every 2 hrs from 08:17-17:42
68	Monmouth - Abergavenny	Somerset Rd	Mon-Sat: Every 2hrs from 08:31-18:16
	Abergavenny - Monmouth	Somerset Rd	Mon-Sat: Every 2hrs from 08:13-18:03
W5/W 5a	Monmouth - Rockfield Estate - Monmouth	Ancre Hill	Mon-Fri: 08:35 & 09:35 then hourly from 10:05-12:05 & 16:20

Table 2-1 Bus services operating within proximity

2.9.6 As identified in **Table 2.1**, there is good bus provision in close proximity to the site, with access to a number of bus services per hour on Rockfield Road and Wonastow Road approximately 500m to the south of the site.

Rail Services

2.9.7 There is no railway station in Monmouth. The closest railway stations to the application site are Lydney and Abergavenny.

2.9.8 Lydney Railway Station is located approximately 23km south-east of the site and Abergavenny is approximately 25km to the west of the application site.

2.9.9 Abergavenny Railway station is located along the Welsh Marches line and provides regular services in each direction between Manchester Piccadilly and Cardiff Central. Abergavenny Railway Station is accessible via bus from Monmouth.

2.9.10 Abergavenny Railway Station is most easily accessible from Monmouth due to existing bus provisions; the bus service no. 68 calls at Abergavenny Railway Station. From Monmouth Bus Station, the service no. 83 operated between Abergavenny and Monmouth.

2.10 Local Amenities

- 2.10.1 The Chartered Institution of Highways and Transportation (CIHT) guidelines for 'Providing for Journeys on Foot' indicate that the desirable walking distance for commuting is 500 metres, the acceptable walking distance is 1km, and 2km is the preferred maximum. The desirable walking distance for 'Elsewhere' (this includes access to local amenities) is 400m, the acceptable distance is 800m and 1.2km is the preferred maximum.
- 2.10.2 The propensity for people to walk or cycle depends on individual preferences and circumstances. These circumstances might include, for instance, the purpose of the journey, the attractiveness of, and activity along the route, the weather, and the cost of alternatives.
- 2.10.3 The thrust of land use and transport policy is to promote and encourage the choice of walking and cycling above all else where travel needs to occur. Therefore, it is both reasonable to assume that walking is a viable and growing means of travel, and that new development such as this one, should be designed to promote and encourage it.
- 2.10.4 A number of local amenities/facilities are located in Monmouth within walking distance of the site, as shown in Figure 2.5, including Monmouth town centre and a food store to name but a few. The walking distances to local amenities are summarised in Table 2-2.

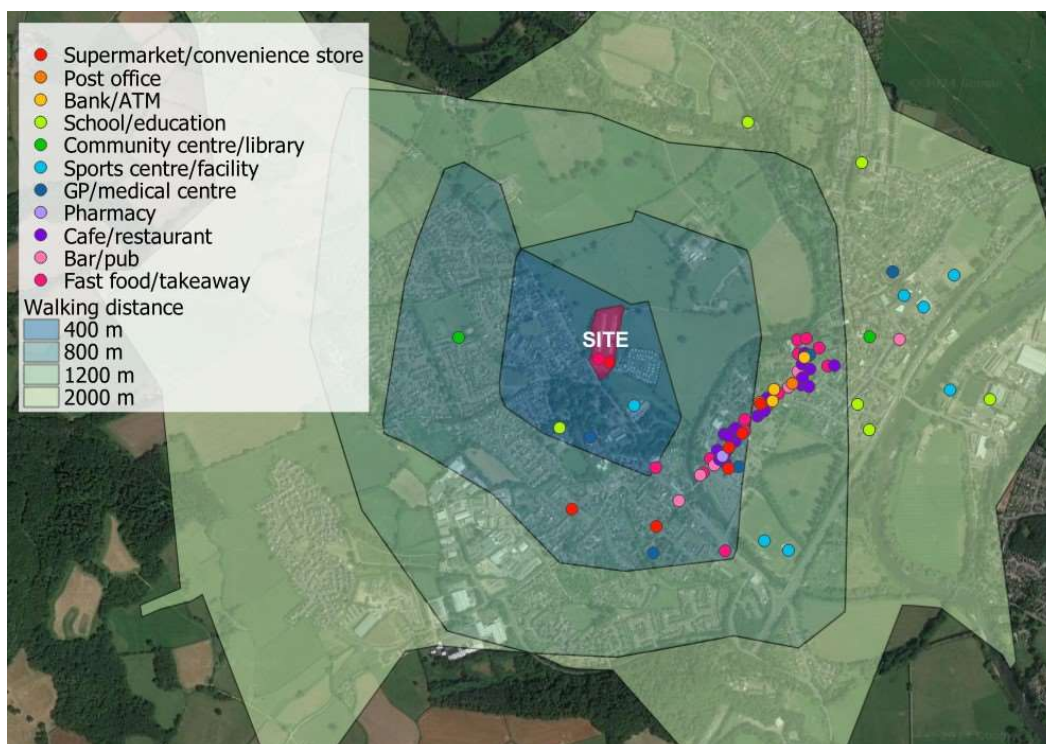


Figure 2.5 Local amenities within proximity

Facility	Distance (m)	Walk Time (minutes)	Cycle Time (minutes)
Queens Fish & Chips	50	1	0
Co-op Monmouth	50	1	0
Monnow Vale Health & Social Care Facility	300	4	2
Overmonnow Primary School	350	4	3
Monmouth Skatepark	400	5	3
Jewel Balti Contemporary	450	5	4
The Green Dragon Inn	600	7	5
Rockfield Park Community Centre	700	8	6
Best One	700	8	6
SPAR Kings Fee Stores	750	9	6
Waitrose	750	9	6
Well Pharmacy	750	9	6
M&S food	850	10	7
Monmouth Post Office	1000	12	8

Table 2-2 Local amenities within proximity

2.10.5 There are a good range of amenities and facilities within walking or cycling distance of the site including shops, cafes, restaurants and supermarkets offered by the main Monmouth High Street, Monnow Street.

2.11 Highway safety

2.11.1 Personal Injury Collision (PIC) data was obtained from Welsh Government Open Data for the most recent 5-year period available (2018-2022). This is summarised in **Table 2.3** and shown in **Figure 2.6**.

Year	Severity				Pedestrians	Cyclists	Casualties	Vehicles
	Fatal	Serious	Slight	Total				
2018	0	0	1	1	1	0	1	1
2019	0	0	0	0	0	0	0	0
2020	0	1	1	2	1	0	2	3
2021	0	1	2	3	0	1	3	6
2022	0	0	1	1	0	1	1	2
Total	0	2	5	7	2	2	7	12

Table 2-3 Collision severity and number of casualties by year



Figure 2.6 Collision plot area

2.11.2 It is evident from **Table 2.3** and **Figure 2.6** that there has been a total of 7 collisions within proximity of the site; 5 slight and 2 serious resulting in 7 casualties. The collisions have involved a total of 2 pedestrians, 2 cyclists and 12 vehicles. There are no obvious accident clusters present along Rockfield Road.

3 DEVELOPMENT PROPOSALS

3.1 Land use

3.1.1 As outlined in Chapter 1, it is proposed to redevelop the site to construct two units for B1 use, with a GFA of 1630m² each (total 3260m²). Draft proposals have been prepared showing an office use and include 98 car parking spaces with additional disabled bays and cycle parking. An indicative layout of the proposed development is included at Appendix A.

3.1.2 It is noted that the site benefits from an existing planning consent for conversion of the two poultry barns into office space totalling 3836m².

3.2 Access

Vehicular

3.3 The principle of the access to the site has already been accepted by the Local Highway Authority in approving the consented scheme, and this is reinforced in their initial LDP Screening response, which confirms that safe and satisfactory access to the site can be achieved.

3.4 The main vehicular access to the site will incorporate facilities for pedestrians and cyclists, with 1.8m wide footways provided on one side of the carriageway and cyclists accessing the site via the road network from Rockfield Road.

3.5 The development will provide the necessary pedestrian and cyclist infrastructure within the site to encourage employees to walk and cycle, with 1.8m wide footways included on one side of the carriageway, tying in with the existing footways currently provided along the western side of the carriageway, providing safe passage for pedestrians into the site.

3.6 In addition, the extant private path located within the woodland area along the western boundary of the site is to be retained as part of the development proposals.

3.7 As set out previously, the vehicular access is to be provided via an existing junction with Rockfield Road which currently serves the recently developed retail units.

3.8 The existing access road is 6m wide along its entire length with 1.8m footways along the western side of the carriageway. As set out above, these existing footways will be continued into the site.

3.9 The required visibility splays at the site access, indicated in Figure 4.1, are based on the sight stopping distance (SSD) of vehicles along the site frontage. In accordance with a speed limit of 30mph, the required SSD is 90m. It can be seen from the diagram that the required visibility splays are accommodated within land owned by the applicant/highway authority.

3.10 Parking

3.11 The development is proposed to provide a total of 98 car parking spaces, of which, 8 will be for disabled use. 12 of the spaces will provide charging points for Electric Vehicles. In addition, 6 motorcycle bays are to be provided along with 22 cycle spaces.

3.12 **Table 3-1** below outlines the maximum number of car parking spaces based on Monmouthshire County Councils adopted Parking Standards.

Table 3-1 - Development Parking

Development	Parking standard	Maximum Parking provision	Proposed Parking provision
Vehicular Parking Provision			
Offices >1000m ²	1 space per 40m ²	82	98
Total		82	98
Cycle Parking Provision			
Offices	1 stand per 200m ²	16	22
Total		16	22

3.13 As identified in **Table 3-1**, a maximum of 98 car parking spaces should be provided in accordance with Monmouthshire's adopted parking standards.

3.14 The proposed car parking provision exceeds Monmouthshire's adopted parking standards guidance. However, the level of car parking has been maximised to accommodate the car parking levels required by the end user and to ensure car parking does not spill over onto Rockfield Road or the neighbouring retail development and provide space for operational needs and servicing requirements.

3.15 Cycle parking

- 3.16 Cycle parking at the proposed development will be provided in accordance with Monmouthshire's adopted parking standards. It is proposed that the development will provide 22 cycle parking spaces, significantly more than the required minimum, in order to encourage active travel.

4 TRANSPORT CHARACTERISTICS

4.1 Introduction

4.2 In order to assess the impact of the site on the existing transport infrastructure, it is necessary to assess the likely level of vehicular trips generated by the proposed employment use on the site.

4.3 This section of the report, therefore outlines the methodology used to predict traffic generation for the proposed development, and provides an estimate of future trips to/from the development site.

4.4 Proposed Use

4.4.1 In order to assess the impact of the proposals, the potential use as office has been analysed for its traffic generation.

4.5 The vehicle trip generation rates for the proposed offices are the same as those used for the consented planning application, which were been obtained from the TRICS 7.5.1 trip generation database. Sites have been selected on the basis of the following selection criteria:

- Land use: Employment - Office
- Survey days: Monday – Friday;
- Location of the development: UK, excluding Greater London, Northern Ireland and Republic of Ireland.

4.6 The vehicle trip generation is summarised in **Table 4-1** and the full TRICS output is included in Appendix B. It should be noted that 85th percentile trip rates have been used which represent a worst-case scenario for the two office blocks proposed.

Peak Period	Trip rate			Vehicles		
	Arrive	Depart	Total	Arrive	Depart	Total
0800-0900	2.211	0.249	2.460	72	8	80
1700-1800	0.086	1.713	1.799	3	56	59

Table 4-1 Summary of multi-modal trip generation for 3260m² office

- 4.6.1 It can be seen from Table 6.1 that proposed development could generate up to 80 vehicles (two-way) in the AM peak period and up to 59 vehicles (two-way) in the PM peak period.

4.7 Extant Planning position

- 4.7.1 The development site benefits from planning permission for a total of 3836m² of B1 office created by converting the existing buildings on the site.
- 4.7.2 The same TRICS sample has been used to derive the trip generation associated with the extant planning position in **Table 4.2** below.

Peak Period	Trip rate			Vehicles		
	Arrive	Depart	Total	Arrive	Depart	Total
0800-0900	2.211	0.249	2.460	85	10	94
1700-1800	0.086	1.713	1.799	3	66	69

Table 4-2 Summary of multi-modal trip generation for extant 3836m² office

4.8 Comparison of extant versus proposed development

- 4.8.1 By comparison of Table 4.1 and Table 4.2 it is evident that the proposed scheme will generate fewer trips than the consented scheme, and should therefore be acceptable in terms of impact on the local highway. This is supported by the response from Monmouthshire Highways officers to the LDP screening, which confirmed that the proposals can be accommodated on the local highway network.

4.9 Alternative B1 Use

- 4.9.1 The analysis above is based upon the site being developed for office use. Under a B1 allocation, it would be possible for other land uses such as Light Industrial to be developed, and as such a trip generation exercise has been undertaken for an industrial development of the same size. This is summarised in Table 4-3 below.

Peak Period	Trip rate			Vehicles		
	Arrive	Depart	Total	Arrive	Depart	Total
0800-0900	0.631	0.099	0.730	21	3	24
1700-1800	0.076	0.511	0.587	2	17	19

Table 4-3 Summary of multi-modal trip generation for industrial use (3260m²)

- 4.9.2 This exercise demonstrates that an alternative B1 use would result in significantly less traffic than an office based development, and would have less impact than the already consented scheme.

5 CONCLUSION

5.1 Summary

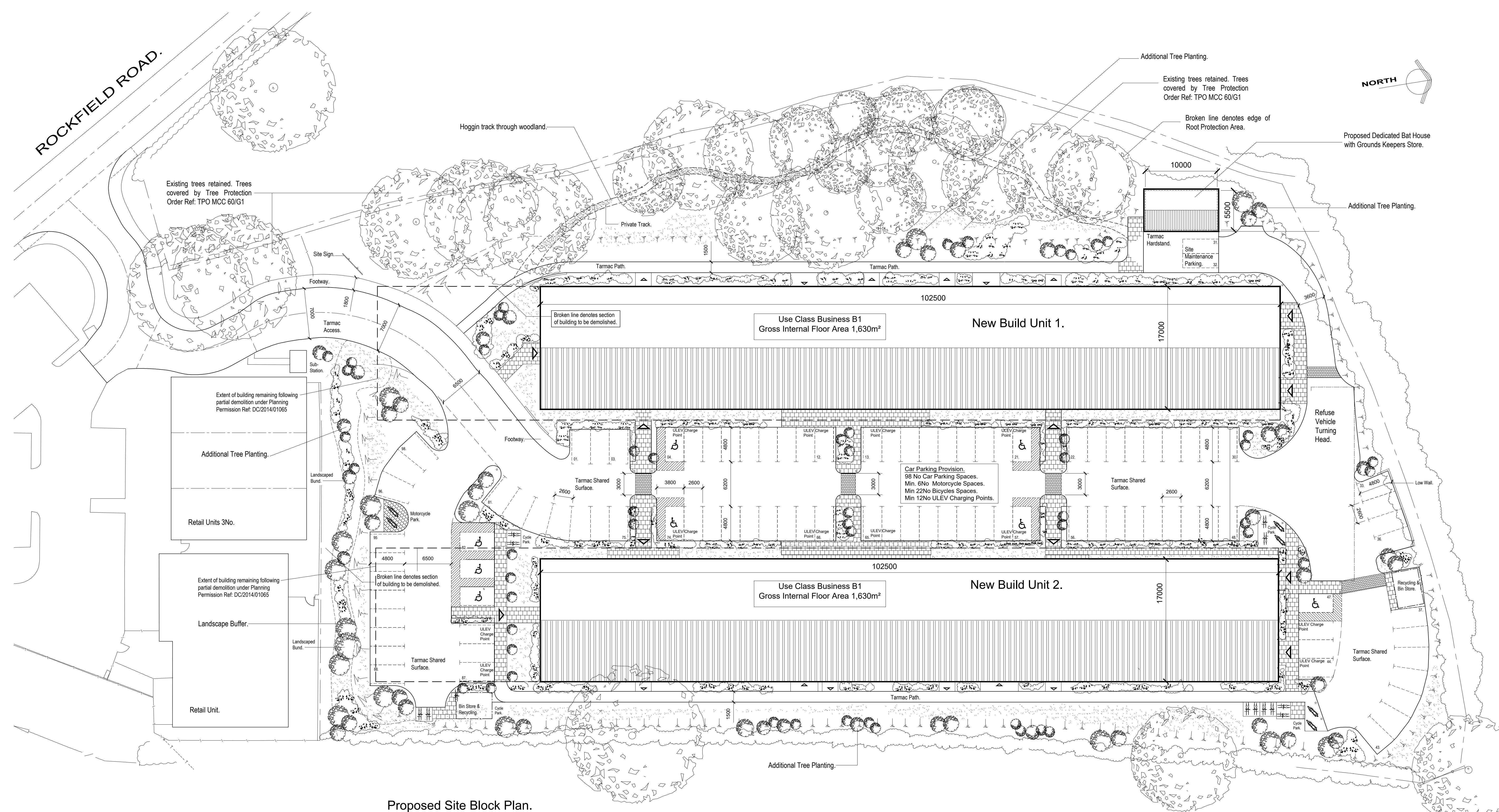
- 5.1.1 Asbri Transport has been appointed by Morspan Holdings Ltd, to produce a Transport Statement in support of a submission to allocate the site of the former poultry farm for B1 use.
- 5.1.2 The site currently benefits from an extant planning permission for a change of use of the existing buildings to B1 offices.
- 5.1.3 The proposed allocation would permit the construction of two new B1 buildings, totalling 3260m². The proposals include 98 car parking spaces with additional motorcycle bays and cycle parking.
- 5.1.4 It is considered that the proposed development complies with relevant national and local policies, as the site's location towards the outskirts of the town provides easy access to local amenities and facilities in Monmouth, including residential areas and bus stops, as well as being within walking distance of the wider range of facilities within Monmouth.
- 5.1.5 The layout of the site has been designed to ensure ease of pedestrian and cyclist access and will include links to the surrounding pedestrian and cycling networks. Access to the existing public transport network is within close proximity to the site.
- 5.1.6 An analysis of the local highway network, including provision for pedestrian, cyclist and public transport movement has been undertaken, and concluded that there are opportunities for users of the proposed development to undertake trips by alternative modes of travel to the private car and that the site is situated within close proximity to existing bus services and local amenities.
- 5.1.7 Access to the site is proposed via the existing simple priority junction from Rockfield Road, with pedestrian footways provided on both sides of the carriageway. The existing footway along the western kerb line is proposed to be extended into the development.
- 5.1.8 It is predicted that the development will generate up to 85 and 59 vehicle movements (two-way) in the morning and evening peak hour respectively if developed for office use. Alternative B1 uses would result in fewer trips.

5.1.9 Capacity analysis accompanying the consented scheme demonstrated that the proposed access junction and the Rockfield Road/Watery Lane roundabout will have sufficient capacity to accommodate the development proposals.

5.2 Conclusion

5.2.1 In conclusion, the proposed development site is considered to be appropriate and acceptable in traffic and transport terms. It is considered that the development proposals could be accommodated on the highway network and will not have a detrimental impact on the free flow of traffic using the local highway network.

Appendix A



Proposed Site Block Plan.

BAT MITIGATION NOTES.

Please be aware this site contains European Protected Species (EPS). An EPS Licence must be obtained from Natural Resources Wales prior the commencement of works on site. Refer to David Clements Ecology - Survey For Bats & Nesting Birds - Survey Report for Mitigation proposals.

The Retained Ecologist DAVID CLEMENTS ECOLOGY LIMITED 02920 350120 should be consulted on all issues relating to the protected species.

Proposed Mitigation to include:-

- Dedicated Bat Loft
- Four Number Integrated bat boxes on adjacent tress;
- Four Number Surface Mounted bat boxes on adjacent tress;
- Crawl board gaps between fascias / barge and wall;
- Using type 1F hessian-backed bitumen felt lining. The use of breathable roofing membrane will not be permitted.
- Sensitive lighting strategy;

Dedicated Bat House: Refer to drawing 1376[PL]11 & 1376[PL]12. To mitigate/compensate for the loss of the existing bat roosts a new dedicated Bat House will be constructed on site. The dimensions of the bat roost set below a duo-pitched roof will have the approximate dimensions as follows: apex height of **5.0m**, a width of **5.0m** and a length of **5.0m** giving a total volume of **100.0m³**. The secondary space containing the Toast Rack an Hot box has a apex height of **2.0m**, providing a further volume of **22.0m³**. Total volume of **122.0m³**. The bat loft will be created for the use by brown long-eared bats and other bat species such as common pipistrelles.

BAT MITIGATION Continued.

The retained Ecologist will undertake a Toolbox talk with the Contractors prior to development works commencing on site. Advising of protocol and procedures should a bat be discovered. The retained Ecologist will also be attendance during the soft strip of sensitive areas identified in the report.

Disturbance works to the existing structure shall be restricted, where practical, to the winter period between November and March.

Where the barge boards lie next to the roost, care will be taken to ensure that there are adequate gaps of at least 50mm x 20mm along the top of the wall panel to allow access by bats below the verge and onto the top edge of the wall panels into the roost without being blocked by insulation or other structures.

Hopper type access to Bat Roost formed in North Gable of dedicated building providing weather protection.

Bat access points to be left unobstructed during or post construction with rafters and purlins to roof structure exposed providing uninterrupted flying space.

External lights to be positioned at low level and away from bat access points. Installed to agreed positions with Ecologist.

All timber treatment chemicals and procedures to be approved by Natural Resources Wales.

BIRD NESTING OPPORTUNITIES.

Construction work on the buildings that may be used by breeding birds should, wherever possible, be undertaken from September to February outside the bird breeding season (March to August inclusive). Alternatively, any works undertaken from March to August should be subject to a check for nesting birds by a suitably qualified ecologist immediately prior to removal of such habitats. If any active nests are found these will be protected, along with an appropriate buffer zone of approximately 5m, until the nesting is complete and the young have fledged.

Proposed Mitigation to include:-

- Four number Swallow nest cups in a sheltered location on the structure;
- A integrated Starling box shall be installed in the wall structure.
- Two Number Jackdaw bird nest boxes to be located in nearby trees;
- Two Sparrow terraces shall be affixed / built into the structure; Located away from Bat mitigation features;
- A Barn Owl nest box located in a nearby tree;
- Two Number wren and robin nestboxes located in nearby trees;
- A Little Owl nest box located in a nearby tree;
- A House Martin cup to be affixed to the building;
- Nesting Box for Blue Tit, Birdhouse, Titmice fixed to a nearby tree;
- A integrated swift box shall be installed in the wall structure.

NOTE. All boxes should be of Woodcrete or other similar durable material other than wood.

Buckle Chamberlain Partnership Ltd. Architects & Architectural Technologists.

Mill House, Llancayo Court, Llancayo, Usk, Monmouthshire NP15 1HY
Tel: 01291 672264
01291 673424
Fax: 01291 671050
Email: enquiries@bucklechamberlain.co.uk

Client Morspan Pension Scheme Limited.

Project Candidate Site Proposal For the Siting of Business Use Class B1 - On Land At Rockfield Road, Monmouth.

Drawing Proposed Site Block Plan.

Date	August 2021	Scale	1:250 @ A1
Drawn by	JSS	Drawing No	1450[SK]11
Checked by			
Status	Preliminary		

Appendix B

Calculation Reference: AUDIT-317901-180522-0515

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
10	WALES	
	PS POWYS	1 days

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

Secondary 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: 3640 to 4040 (units: sqm)
 Range Selected by User: 3500 to 4100 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 30/11/16

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

Selected survey days:

Tuesday	2 days
Wednesday	2 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	3
Edge of Town	1

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

Selected Location Sub Categories:

Commercial Zone	1
Built-Up Zone	2
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

A1	1 days
B1	3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	2 days

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

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	2 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	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:

Yes	1 days
No	3 days

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

PTAL Rating:

No PTAL Present	4 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	CA-02-A-06 LYNCH WOOD	OFFICES		CAMBRIDGESHIRE
	PETERBOROUGH Edge of Town Commercial Zone			
	Total Gross floor area:	4040 sqm		
	Survey date: WEDNESDAY	19/10/16	Survey Type: MANUAL	
2	ES-02-A-08 VICARAGE LANE	COUNCIL OFFICES		EAST SUSSEX
	HAILSHAM Edge of Town Centre Built-Up Zone			
	Total Gross floor area:	3640 sqm		
	Survey date: TUESDAY	18/09/12	Survey Type: MANUAL	
3	LE-02-A-04 BURTON STREET	COUNCIL OFFICES		LEICESTERSHIRE
	MELTON MOWBRAY Edge of Town Centre Built-Up Zone			
	Total Gross floor area:	3981 sqm		
	Survey date: WEDNESDAY	30/11/16	Survey Type: MANUAL	
4	PS-02-A-01 SEVERN ROAD	COUNCIL OFFICES		POWYS
	WELSHPOOL Edge of Town Centre No Sub Category			
	Total Gross floor area:	3920 sqm		
	Survey date: TUESDAY	12/05/15	Survey Type: MANUAL	

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

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

VEHICLES

Calculation factor: 100 sqm

Estimated TRIP rate value per 3836 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	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	4	3895	0.700	26.836	4	3895	0.071	2.708	4	3895	0.771	29.544
08:00 - 09:00	4	3895	2.458	94.294	4	3895	0.225	8.617	4	3895	2.683	102.911
09:00 - 10:00	4	3895	1.309	50.224	4	3895	0.347	13.295	4	3895	1.656	63.519
10:00 - 11:00	4	3895	0.276	10.586	4	3895	0.282	10.833	4	3895	0.558	21.419
11:00 - 12:00	4	3895	0.404	15.510	4	3895	0.456	17.480	4	3895	0.860	32.990
12:00 - 13:00	4	3895	0.578	22.158	4	3895	0.764	29.297	4	3895	1.342	51.455
13:00 - 14:00	4	3895	0.597	22.896	4	3895	0.603	23.143	4	3895	1.200	46.039
14:00 - 15:00	4	3895	0.340	13.048	4	3895	0.584	22.404	4	3895	0.924	35.452
15:00 - 16:00	4	3895	0.180	6.894	4	3895	0.449	17.234	4	3895	0.629	24.128
16:00 - 17:00	4	3895	0.257	9.848	4	3895	1.085	41.607	4	3895	1.342	51.455
17:00 - 18:00	4	3895	0.077	2.954	4	3895	1.938	74.352	4	3895	2.015	77.306
18:00 - 19:00	4	3895	0.019	0.739	4	3895	0.321	12.310	4	3895	0.340	13.049
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			7.195	275.987			7.125	273.280			14.320	549.267

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	3640 - 4040 (units: sqm)
Survey date range:	01/01/10 - 30/11/16
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

TAXIS

Calculation factor: 100 sqm

Estimated TRIP rate value per 3836 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	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	4	3895	0.006	0.246	4	3895	0.006	0.246	4	3895	0.012	0.492
08:00 - 09:00	4	3895	0.000	0.000	4	3895	0.000	0.000	4	3895	0.000	0.000
09:00 - 10:00	4	3895	0.000	0.000	4	3895	0.000	0.000	4	3895	0.000	0.000
10:00 - 11:00	4	3895	0.006	0.246	4	3895	0.006	0.246	4	3895	0.012	0.492
11:00 - 12:00	4	3895	0.006	0.246	4	3895	0.006	0.246	4	3895	0.012	0.492
12:00 - 13:00	4	3895	0.006	0.246	4	3895	0.006	0.246	4	3895	0.012	0.492
13:00 - 14:00	4	3895	0.013	0.492	4	3895	0.013	0.492	4	3895	0.026	0.984
14:00 - 15:00	4	3895	0.013	0.492	4	3895	0.013	0.492	4	3895	0.026	0.984
15:00 - 16:00	4	3895	0.006	0.246	4	3895	0.006	0.246	4	3895	0.012	0.492
16:00 - 17:00	4	3895	0.000	0.000	4	3895	0.000	0.000	4	3895	0.000	0.000
17:00 - 18:00	4	3895	0.006	0.246	4	3895	0.006	0.246	4	3895	0.012	0.492
18:00 - 19:00	4	3895	0.000	0.000	4	3895	0.000	0.000	4	3895	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.062	2.460			0.062	2.460			0.124	4.920

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	3640 - 4040 (units: sqm)
Survey date range:	01/01/10 - 30/11/16
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

OGVS

Calculation factor: 100 sqm

Estimated TRIP rate value per 3836 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	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	4	3895	0.006	0.246	4	3895	0.006	0.246	4	3895	0.012	0.492
08:00 - 09:00	4	3895	0.000	0.000	4	3895	0.000	0.000	4	3895	0.000	0.000
09:00 - 10:00	4	3895	0.013	0.492	4	3895	0.013	0.492	4	3895	0.026	0.984
10:00 - 11:00	4	3895	0.000	0.000	4	3895	0.000	0.000	4	3895	0.000	0.000
11:00 - 12:00	4	3895	0.006	0.246	4	3895	0.006	0.246	4	3895	0.012	0.492
12:00 - 13:00	4	3895	0.000	0.000	4	3895	0.000	0.000	4	3895	0.000	0.000
13:00 - 14:00	4	3895	0.006	0.246	4	3895	0.000	0.000	4	3895	0.006	0.246
14:00 - 15:00	4	3895	0.000	0.000	4	3895	0.006	0.246	4	3895	0.006	0.246
15:00 - 16:00	4	3895	0.000	0.000	4	3895	0.000	0.000	4	3895	0.000	0.000
16:00 - 17:00	4	3895	0.000	0.000	4	3895	0.000	0.000	4	3895	0.000	0.000
17:00 - 18:00	4	3895	0.000	0.000	4	3895	0.000	0.000	4	3895	0.000	0.000
18:00 - 19:00	4	3895	0.000	0.000	4	3895	0.000	0.000	4	3895	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.031	1.230			0.031	1.230			0.062	2.460

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	3640 - 4040 (units: sqm)
Survey date range:	01/01/10 - 30/11/16
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

PSVS

Calculation factor: 100 sqm

Estimated TRIP rate value per 3836 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	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	4	3895	0.000	0.000	4	3895	0.000	0.000	4	3895	0.000	0.000
08:00 - 09:00	4	3895	0.006	0.246	4	3895	0.006	0.246	4	3895	0.012	0.492
09:00 - 10:00	4	3895	0.000	0.000	4	3895	0.000	0.000	4	3895	0.000	0.000
10:00 - 11:00	4	3895	0.000	0.000	4	3895	0.000	0.000	4	3895	0.000	0.000
11:00 - 12:00	4	3895	0.000	0.000	4	3895	0.000	0.000	4	3895	0.000	0.000
12:00 - 13:00	4	3895	0.000	0.000	4	3895	0.000	0.000	4	3895	0.000	0.000
13:00 - 14:00	4	3895	0.000	0.000	4	3895	0.000	0.000	4	3895	0.000	0.000
14:00 - 15:00	4	3895	0.000	0.000	4	3895	0.000	0.000	4	3895	0.000	0.000
15:00 - 16:00	4	3895	0.000	0.000	4	3895	0.000	0.000	4	3895	0.000	0.000
16:00 - 17:00	4	3895	0.006	0.246	4	3895	0.006	0.246	4	3895	0.012	0.492
17:00 - 18:00	4	3895	0.000	0.000	4	3895	0.000	0.000	4	3895	0.000	0.000
18:00 - 19:00	4	3895	0.000	0.000	4	3895	0.000	0.000	4	3895	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.012	0.492			0.012	0.492			0.024	0.984

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	3640 - 4040 (units: sqm)
Survey date date range:	01/01/10 - 30/11/16
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

CYCLISTS

Calculation factor: 100 sqm

Estimated TRIP rate value per 3836 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	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	4	3895	0.026	0.985	4	3895	0.013	0.492	4	3895	0.039	1.477
08:00 - 09:00	4	3895	0.013	0.492	4	3895	0.000	0.000	4	3895	0.013	0.492
09:00 - 10:00	4	3895	0.006	0.246	4	3895	0.000	0.000	4	3895	0.006	0.246
10:00 - 11:00	4	3895	0.000	0.000	4	3895	0.000	0.000	4	3895	0.000	0.000
11:00 - 12:00	4	3895	0.000	0.000	4	3895	0.013	0.492	4	3895	0.013	0.492
12:00 - 13:00	4	3895	0.000	0.000	4	3895	0.000	0.000	4	3895	0.000	0.000
13:00 - 14:00	4	3895	0.000	0.000	4	3895	0.000	0.000	4	3895	0.000	0.000
14:00 - 15:00	4	3895	0.006	0.246	4	3895	0.000	0.000	4	3895	0.006	0.246
15:00 - 16:00	4	3895	0.000	0.000	4	3895	0.006	0.246	4	3895	0.006	0.246
16:00 - 17:00	4	3895	0.000	0.000	4	3895	0.013	0.492	4	3895	0.013	0.492
17:00 - 18:00	4	3895	0.000	0.000	4	3895	0.006	0.246	4	3895	0.006	0.246
18:00 - 19:00	4	3895	0.000	0.000	4	3895	0.000	0.000	4	3895	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.051	1.969			0.051	1.968			0.102	3.937

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	3640 - 4040 (units: sqm)
Survey date date range:	01/01/10 - 30/11/16
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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