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| <b>Project Name:</b>       | 'Barfoots of Botley', Sefter Farm, Bognor Regis |
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| <b>Document Name:</b>      | Technical Note                                  |
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## 1.0 INTRODUCTION

- 1.1 This Technical Note (TN) has been prepared by Paul Basham Associates (PBA) on behalf of 'Barfoots of Botley Ltd' to provide additional information to West Sussex County Council (WSCC)'s highway officers for a proposed new production facility at Sefter Farm, Pagham.
- 1.2 The application (ref: P/76/16/PL) is currently awaiting determination for '*Construction of a building for the packaging, preparation & distribution of fresh foods with ancillary accommodation associated with the existing horticultural business, revisions to internal access road, car parking & hardstanding areas & landscaping & provision of a wetland*'. The site location is demonstrated in **Figure 1**, whilst the site layout is included as **Appendix A**.

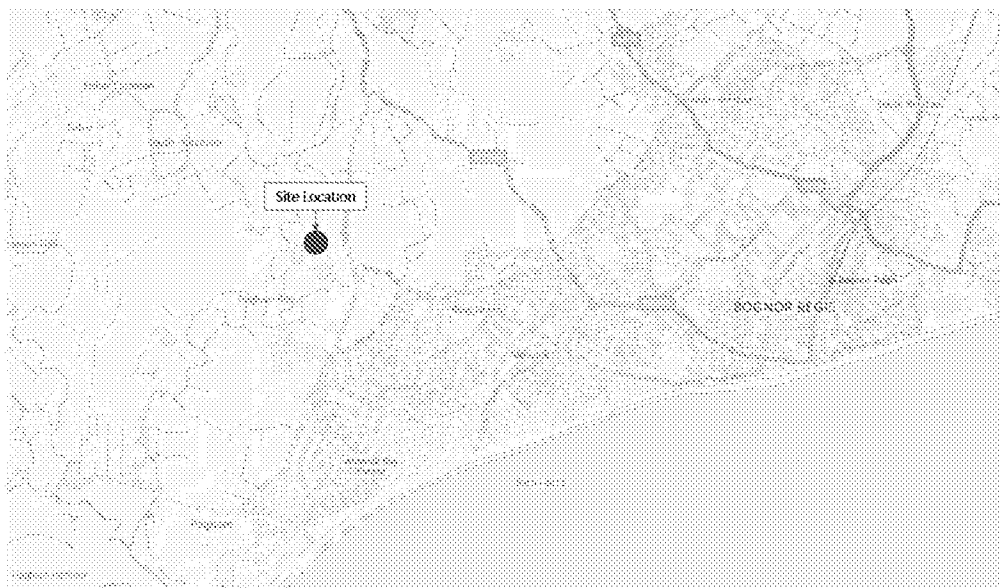


**Figure 1:** Site Location

- 1.3 The site, located 7.2km south of Chichester and 2.7km north of Pagham, is currently in use as Barfoot's operational base, comprising approximately 2.7 hectares and employing 400 staff from the local area.
- 1.4 Barfoots are involved in the cultivation, harvesting, preparation and packaging of vegetables and salad products, and the approval for an extended facility on this site will

enable the business to operate more efficiently, creating a more sustainable business model.

- 1.5 The application has drawn a number of concerns from WSCC highway officers, and a total of three responses have been received to date requesting more information, with the most recent response citing a highways objection as a result of sufficient information not being received from the applicant and their previous consultants.
- 1.6 This TN will therefore aim to provide all outstanding highway information, and will be structured in the following manner:

**Chapter 2:** Context & Background

**Chapter 3:** Site Accessibility

**Chapter 4:** Traffic Impact

**Chapter 5:** Parking

**Chapter 6:** Summary and Conclusions

- 1.7 PBA conducted a site visit on 28<sup>th</sup> November 2016, and the observations made have been used to inform this TN.

## 2.0 CONTEXT AND BACKGROUND

- 2.1 As previously described, the application for an extension to the existing uses on the site (comprising the construction of a pack house and office) is currently under consideration, with a highways objection raised on 18<sup>th</sup> November 2016 by WSCC.
- 2.2 The Transport Assessment (TA) to support the application (dated July 2016) was undertaken by The Civil Engineering Practice (CEP), and considered the site's potential highway impact on the Local Road Network, including accessibility, traffic impact, access and parking.
- 2.3 This Chapter provides a summary of the information submitted to the Local Highway Authority to date (including the CEP TA and subsequent information provided by CEP and the applicant), as well as of the written responses received by WSCC highway officers. The aim of this chapter is to provide an overview of the information which has been obtained and agreed to by WSCC, and that which is still outstanding (and therefore is to be addressed in the remainder of this TN).

### **First Response (3<sup>rd</sup> August 2016)**

- 2.4 The first comments provided by WSCC were in direct response to the CEP TA submitted alongside the application. The response ultimately requested 'more information' to enable further consideration of the proposals.

### **Second Response (12<sup>th</sup> October 2016)**

- 2.5 The second comments provided by WSCC were prepared in response to additional information being received via e-mail. Again, the response ultimately requested 'more information' to enable further consideration of the proposals. It was noted at this point that, *'in the absence of suitable information, a highway objection is raised'*.
- 2.6 At this point also, the highway response included comments from the Fire & Rescue Service (F&RS) and from the Public Rights of Way (PRoW) team. The F&RS provided a positive response requiring no further action, and the PRoW team advised that the unofficial path to the north of the site be upgraded and connected to the existing PRoW to benefit employees.

### Third Response (18<sup>th</sup> November 2016)

- 2.7 Subsequent to further additional information being received in the form of an e-mail from CEP, a third response was submitted by WSCC, to which a highways 'objection' was recommended. The third response is included as **Appendix B**.
- 2.8 The response states, *'The Highway Authority raises an objection on highway safety, sustainability and parking grounds. Insufficient information has been provided to demonstrate the suitability of the development in highway terms. Concerns remain about the increased use of the vehicular and pedestrian accesses to the site; the lack of consideration of access to and from the site from the wider surrounding road network...; lack of clear information about potential traffic generation and comparisons with similar facilities to fully inform traffic impact on the surrounding road network; lack of information informing number of car parking spaces to be provided.'*
- 2.9 The specific issues raised are similar to those submitted in previous responses, however for clarity, those outstanding are listed below:
- Further details of likely trip generation from the site (other examples of similar sites) including confirmation of the amount of produce which is both grown and processed on site, and the amount which is brought in;
  - Further information about creation and use of footpaths between the site and Pagham Road (to be assessed again within Road Safety Audit Designer's Response);
  - Consideration made to the addition of a bridleway route going north from the access to Barfoots to join the existing bridleway;
  - Consideration of cycle routes;
  - Further information in support of bus and mini-bus provision, and improvements considered for existing stops and access thereto;
  - Provision of a Travel Plan;
  - Further information in support of parking provision, including cars, cycles and motorcycles.

### Information Agreed by WSCC

- 2.10 The information agreed to by WSCC (and therefore not included within this report) is listed below:
- Vehicular access to the site to remain as existing, taken directly from Pagham Road via a private access road running into the site;

- Peak traffic flow times being September (given harvesting etc.).

### **Summary**

- 2.11 The remainder of this TN will aim to address the outstanding issues as listed above and in WSCC's third response. Each issue will be addressed in turn, with the hope of providing sufficient information to WSCC highway officers in order to alleviate their concerns.

### 3.0 SITE ACCESSIBILITY

3.1 This Chapter aims to address the potential concerns which can be categorised as associated with 'site accessibility'. Specifically, the concerns to be addressed are:

1. Clarification of Site Access Road Safety Audit concerns
2. Further information about creation and use of footpaths between the site and Pagham Road (to be assessed again within Road Safety Audit Designer's Response if necessary);
3. Further information in support of bus and mini-bus provision, and improvements considered for existing stops and access thereto;
4. Consideration of cycle routes;
5. Provision of a Travel Plan;
6. Further information in response to WSCC's Public Right of Way (PRoW) team.

#### **Site Access & Footpath provision between site & Pagham Road**

3.2 The CEP TA provides details of walking accessibility in the vicinity of the site, and acknowledges that pedestrian infrastructure is limited, as there are no defined footways or street lighting on either side of Pagham Road. It does however go on to state that a footpath is provided within the site along its eastern (southern) boundary which extends along the length of the site from a point adjacent to Pagham Road to the main farm access and buildings of Sefter Farm.

3.3 Comments received from WSCC state that this path needs to be improved, in particular with relation to its surfacing and visibility at the point it meets Pagham Road.

3.4 A Stage 1 Road Safety Audit was provided by GM Traffic Consultants Ltd in September 2016, which assessed the site access and the footway. In relation to both, the following two issues arose:

### 3.1 PROBLEM

**LOCATION:** Farm Access

**SUMMARY:** Restricted Visibility

The hedge row on the eastern verge to the north of the Barfoots access restricts the 2.4m x 215m visibility splay for traffic waiting to turn right from Barfoots. The same hedge row also reduces the forward visibility for southbound traffic on Pagham Road approaching any queuing traffic waiting to turn right in to Barfoots increasing risk of tail-end shunts.

**RECOMMENDATION:**

The offending vegetation to the north of Barfoots access should be trimmed back ensuring this is carried out at regular intervals to maintain visibility.

### 3.2 PROBLEM

**LOCATION:** Farm footpath access to Pagham Road

**SUMMARY:** Restricted Visibility

The visibility for pedestrians leaving the private footpath to cross Pagham Road is severely restricted by the hedges either side of the cutting. This also results in approaching traffic being unaware of pedestrians waiting to cross and could lead to pedestrians stepping out in front of oncoming traffic.

**RECOMMENDATION:**

The hedge row to the south of the pedestrian cutting in the vicinity of Sefton Road should be removed and set back from the cutting to the existing sign opposite the junction. South of this point the hedgerow should be trimmed back as should the hedge north of the cutting ensuring this is carried out at regular intervals to maintain visibility.

3.5 In response, CEP provided the following comment:

*'The vegetation referred to is within the highway boundary and we will notify the Highway Authority to ensure that this is addressed as part of their regular maintenance.'*

3.6 The third response issued by WSCC states, *'investigation of historic legal records reveals that hedges were planted on highway land as part of accommodation works alongside land acquisitions for road improvements in 2000. As such, the obligation and responsibility to remove the hedges falls to the landowners and not the Highway Authority on this occasion.'*

#### **Problem 3.1: Restricted visibility at farm Access**

3.7 It was noted in WSCC's third response that it was Highway Authority's responsibility to consider serving notice to remove the offending vegetation subject to a plan being agreed which identifies the area to be maintained. This plan was provided by CEP at the application stage, and was considered as part of the Road Safety Audit. This is therefore considered to be the most suitable plan to agree an area for removal of vegetation. The full Road Safety

Audit including the visibility splay plan is provided in **Appendix C**, with an updated Designer's Response to reflect the above provided in **Appendix D**.

**Problem 3.2: Restricted visibility at footpath access to Pagham Road.**

- 3.8 It should be noted that, whilst access to the bus stop is somewhat restricted, it is at present the only choice for staff if wishing to travel to work via bus.
- 3.9 As such, further information has been obtained on the existing site's use of sustainable methods of transport (rather than a private car) to travel to the site. As demonstrated in **Table 1**, the existing split between the private car and sustainable modes is poor, with only 12 trips (3%) undertaken by public bus.

|                               | Car | Car Share | Motorcycle | Public Bus | Cycle | Walk | Total |
|-------------------------------|-----|-----------|------------|------------|-------|------|-------|
| <b>Modal Split</b>            | 84  | 184       | 4          | 12         | 44    | 72   | 400   |
| <b>Percentage Modal Split</b> | 21% | 46%       | 1%         | 3%         | 11%   | 18%  | 100%  |

**Table 1:** Existing Site's Modal Split

- 3.10 The proposed development is expected to add 30 members of staff to the existing 400, however if this same split is used, only 1 additional trip by public bus is expected.
- 3.11 This trend is expected to continue with the existing arrangement as (as previously described and also highlighted in the CEP TA) access to the stop is poor, and public bus services from this stop are limited in number, frequency and destination.
- 3.12 Two options for upgrading the existing bus stops and access thereto have been explored by PBA. The first option was to extend the existing footway to the south of its existing location (directly opposite the junction with Sefter Road), and provide a hardstanding area and dropped kerb/ tactile paving crossing arrangement to the southbound stop. A second option explored by PBA was to re-locate the bus stop to just south of the site access, also providing a hardstanding area and crossing point.
- 3.13 Both options were drawn up by PBA, and as shown in **Appendix E** and **F**, visibility for pedestrians is poor and cannot be provided within the highway boundary and/ or land under the applicant's ownership. Even if the hedgerows were cut back, this would not provide sufficient visibility for the speed of Pagham Road. Moreover, extensive cutting back

of vegetation could lead to greater speed on Pagham Road due to visually opening up the area and improving forward visibility.

- 3.14 Travel by sustainable modes is key component of the scheme to the applicant, and it is felt that either option could greatly reduce pedestrian safety on Pagham Road, particularly if travel by bus were to be actively promoted by Barfoots themselves.
- 3.15 Notwithstanding the above, even if pedestrian access to the bus stop could be improved to provide safe means of access, this does not address the issues of number/ frequency/ destination of the bus services, nor does it address the limited provision of street lightning along the length of Pagham Road for these additional users.
- 3.16 It is therefore proposed that, rather than upgrading the existing bus stops, a new service is provided which is tailored to Barfoots staff, to travel and stop within the site to avoid potential pedestrian conflict with Pagham Road. The Road Safety Audit's Designers Response has been updated to reflect this, and is included in **Appendix D**.

#### **Proposed Mini-bus service**

- 3.17 Through discussions with the client and Stagecoach buses, further analysis of the proposed mini-bus service has been undertaken.
- 3.18 Concerns have been raised by WSCC highway officers on the viability of the mini-bus service, particularly as limited information has been given to date. Officers are also concerned of the long-term sustainability of the service given that Stagecoach have requested that a revenue of 90% of the operating cost is required to continue the service without charging Barfoots directly.
- 3.19 **Appendix G** demonstrates information obtained from Stagecoach as to the nature, routing, costs and financial agreements of the proposed mini-bus service.
- 3.20 The service, run by Stagecoach, would be a 38 seat single deck vehicle, and would run directly into the site, to avoid the need to use the footway or wait on Pagham Road (increasing convenience and therefore attractiveness to staff). The services would cover the core residential areas of Bognor Regis and Portsmouth, with service times corresponding with shift patterns (again increasing attractiveness to staff).

- 3.21 To understand the potential take-up of the mini-bus service, 'Location of usual residence and place of work' data has been obtained from the 2011 Census for the Pagham & Rose Green ward. Using this data, an overview of where the workday population of the Pagham and Rose Green ward travel from, with Barfoots employees likely to follow similar patterns as the rest of the ward. A summary of the data is demonstrated in **Table 2**.

| currently residing in : 2011 super output area - middle layer | E02006560 : Arun<br>019 | Percentage  |
|---------------------------------------------------------------|-------------------------|-------------|
| Bognor Regis                                                  | 233                     | 23%         |
| Pagham & Rose Green                                           | 211                     | 21%         |
| Chichester                                                    | 132                     | 13%         |
| Bognor Regis (Aldwick)                                        | 98                      | 10%         |
| Bognor Regis (North Bersted)                                  | 74                      | 7%          |
| Southampton                                                   | 57                      | 6%          |
| Bognor Regis (Felpham)                                        | 56                      | 6%          |
| Littlehampton                                                 | 37                      | 4%          |
| Portsmouth                                                    | 22                      | 2%          |
| Westergate, Eastergate                                        | 17                      | 2%          |
| Worthing                                                      | 13                      | 1%          |
| Fareham                                                       | 9                       | 1%          |
| Havant                                                        | 9                       | 1%          |
| East Hampshire                                                | 8                       | 1%          |
| Yapton                                                        | 8                       | 1%          |
| Angmering                                                     | 7                       | 1%          |
| <b>TOTAL</b>                                                  | <b>991</b>              | <b>100%</b> |

**Table 2:** Census 2011 'Location of usual Residence and Place of Work' data

- 3.22 As demonstrated in **Table 2**, the majority of staff (46%) would come from Bognor Regis, with a further 21% coming from the Pagham & Rose Green ward. Whilst only 2% of employees may come from Portsmouth (to which the Route BF3 will travel), from Portsmouth, a much wider range of services including bus and trains can provide an interchange to wider destinations of Southampton, Fareham, Havant and East Hampshire, making it a viable destination for the mini-bus service.
- 3.23 The mini-bus service has been provided to specifically meet the needs of Barfoot's staff, with service times directly corresponding with shift patterns (which, as advised by the applicant are usually 6am-6pm), as demonstrated in **Appendix G**.
- 3.24 The service would provide a more suitable alternative to the public bus, as it would be tailored to the site's known travel patterns and behaviours and would travel directly into the site. Whilst the expected take-up of the service cannot be known at this stage (as the service has not previously run), the existing car sharing modal split and the take up of the

‘cycle to work’ scheme so far (as detailed below) implies that travel by sustainable modes is sought after by the Barfoot’s workforce.

- 3.25 If the bus is available to 69% of employees (as detailed in **Table 2**), there is a potential for over 297 users (of the 430 staff; existing and proposed), far more than the existing to use the public bus service.
- 3.26 The impact of implementing this mini-bus service would more than mitigate the impact of the additional 30 staff coming to/ from the site as a result of this ancillary packaging facilities, and exemplifies Barfoots’ commitment to staff and their operation at Sefter Farm for the long-term benefit of the local economy.

#### **Cycle Routes and Consideration of Bridleway**

- 3.27 The CEP TA provides a brief summary of cycle infrastructure in the vicinity of the site, although it is noted in the highway comments that cycle infrastructure is relatively poor, with the unlit, rural nature of Pagham Road possibly acting as a deterrent.
- 3.28 The PRow comments, which were included in WSCC highway’s second and third responses, outlined the need to consider the addition of a bridleway route going north from the site access to join the existing Bridleway BW129, which they advise would enable cycling from the site to the north.
- 3.29 Whilst this is acknowledged, it should also be noted that Pagham Road in this location is on the ‘South Coast Cycle Route’ as demonstrated in **Figure 2** and promoted on WSCC’s website, and is considered suitable for cycling by those bodies promoting this route.



**Figure 2:** Cycle Route Map (received from <http://cyclejourneyplanner.westsussex.gov.uk/>)

- 3.30 It is therefore seen as excessive to provide an entirely new route for c.500m directly adjacent to the existing road which is already considered suitable for cycling.
- 3.31 In any case, further information has been obtained from the applicant in regards to existing and potential take up of cycling. As identified in the TA, a 'cycle to work' scheme is in place, which has been recently 'revamped' and is monitored to identify take-up.
- 3.32 The most recent figures (obtained in December 2016 from Barfoots) state that 15 members of staff have taken up the cycle to work scheme, equating to 4% of staff (however a total of 49 staff (11%) currently cycle to work). This figure is based on the existing cycle routes which are currently in place in the vicinity of the site, and an increase of just 30 members of staff would in no way warrant the need for a new cycleway to be provided, particularly when mitigation measures are already proposed to encourage sustainable transport (mini-bus service).
- 3.33 Cycle parking is also provided on-site (as detailed in **Chapter 5** of this report), and two shower cubicles and associated changing rooms are available, located within the main factory.

## Travel Plan

- 3.34 With regards to a Travel Plan, the applicant has confirmed that the preferred option is for the Travel Plan to be conditioned. When a Travel Plan is provided, it is expected that its' focus will be to promote the mini- bus services and the 'cycle to work' scheme.
- 3.35 The Travel Plan will be provided in accordance with WSCC's Guidance on Travel Plans, and will include details of the following:
- Baseline Travel Patterns and Targets;
  - Travel Plan Strategy, including details of measures to encourage travel by sustainable modes; particularly bus travel and cycling (as car sharing is already prevalent amongst employees);
  - Implementation and Monitoring;
  - Enforcement, including 5 year monitoring reports and yearly sign-off by WSCC.
- 3.36 As a general guide at this stage, baseline modal splits and indicative targets are demonstrated in **Table 3**, which would provide a basis for the Travel Plan and its Co-Ordination strategy.

| Target | Objective                                     | Baseline Modal Share (Obtained by Barfoots) | Modal Share Target |
|--------|-----------------------------------------------|---------------------------------------------|--------------------|
| TP1    | Single occupancy vehicles                     | 21%                                         | 11%                |
| TP2    | Public transport (including Mini-Bus Service) | 3%                                          | 10%                |
| TP3    | Car Sharing                                   | 46%                                         | 46%                |
| TP4    | Active travel modes (cycling)                 | 11%                                         | 14%                |

**Table 3:** Baseline Modal Splits (2016) and Indicative Targets

## Summary

- 3.37 To summarise this Chapter, the following points outline the response to each concern raised by WSCC:
- Having considered options to upgrade the existing bus stop on Pagham Road, or re-provide a stop closer to the site, visibility, lighting and service frequency constraints limit the opportunity to do this, and therefore a mini-bus service is proposed to go

on-site to avoid potential pedestrian conflict with Pagham Road and increase attractiveness/ convenience of bus travel for staff.

- The impact of implementing this mini-bus service would more than mitigate the impact of the additional 30 staff coming to/ from the site as a result of this ancillary packaging facility, and exemplifies Barfoots' commitment to staff and their operation at Sefter Farm for the long-term benefit of the local economy.
- Whilst it is acknowledged that cycle provision is relatively poor in the vicinity of the site, the increase of 30 staff does not warrant the provision of a new bridleway to the north of the site.
- A Travel Plan will be provided (to be conditioned), which will focus on shifting use of the private car towards bus, cycle and car sharing. Indicative targets (using baseline shares obtained by Barfoots) suggest that Travel Plan Coordination could reduce travel by single occupancy private car to 11% over 5 years.

#### 4.0 TRAFFIC IMPACT

- 4.1 The third response by WSCC acknowledges that, further to the original assessment provided in the Transport Assessment, the applicant provided a further assessment (using the TRICS database) of the site's existing and potential trip generation, and also confirmed that the original surveys were undertaken in September, a peak time given harvests etc.
- 4.2 It was noted however, that CEP suggested the original analysis nor the only available TRICS data were particularly relevant to this site, and used either estimates based on Barfoot's existing movements (i.e. not pack houses) or TRICS sites in Cornwall and Norfolk.
- 4.3 This Chapter therefore provides an entirely new analysis of the potential trips generated by the site, using examples of other similar, recently consented sites within Chichester District/ West Sussex, and other details which should be taken into account when measuring associated trips, as provided by the applicant.

##### **Proposed Trip Generation (based on other, similar sites)**

- 4.4 The WSCC comments (third response) stated, *'WSCC previously asked for examples of similar operations so comparisons could be made... as such, the final impact traffic-wise of the development is not known.'*
- 4.5 Information has now been obtained from two other recently consented schemes within Chichester District in West Sussex, which are particularly comparable to this proposed scheme. These two examples have been chosen as they have been recently consented, are of similar size, development type and location, and can therefore be considered representative. It should be noted that a number of other schemes were also referenced by the applicant and reviewed by PBA, however were discounted due to them having not been decided, or that they were not representative of the size, type and location of this proposed scheme.

1. Natures Way Food Limited (Merston Site) Chichester Food Park, Bognor Road, Chichester, West Sussex, PO20 1NW  
14/02300/FUL (Chichester District Council)

*'Horticultural pack house incorporating ancillary uses including changing rooms, hygiene areas, ancillary offices together with parking and loading areas and a new balancing pond.'*

Permitted (with S106) on 25<sup>th</sup> November 2015

- This scheme was slightly larger in size than that proposed at Sefter Farm (Pack house facility of 8,294m<sup>2</sup> floor area of production and dry good space, plus 1,608m<sup>2</sup> of welfare facilities on the ground floor and 1,608m<sup>2</sup> of ancillary office space).
- Referring to the Transport Assessment undertaken by CEP, the packing facility trip generation estimates were based on 'worst case' estimates of up to 90 staff working during each of the two 12 hour shifts per day; 90 in the morning shift and 90 in the evening shift, equating to a total of 360 daily staff trips.
- The Transport Assessment goes on to say however, that *'experience from the existing Natures Way Foods operations and other commercial horticultural businesses in the area suggests that car sharing is prevalent among employees, and there is generally an average of at least 3 persons per car with approximately 60 pack house staff anticipated to drive to the site each day out of the 180 operatives as car sharing is extensive.'* **(Resulting in a total of 120 trips from the packing facility).**
- In terms of the office use, the TRICS database was used, adjusted by National Census Travel to Work data for the local area.
- *'Based on TRICS data it is estimated that there will be up to 42 two way daily trips during peak hours **30 of which are likely to be by car**, 6 of which are likely to co-inside with the packing facility peak hours.'*
- HGV demand is based on the estimated operation of the site, to distribute up to 106 pallets of produce per day. As each HGV can accommodate up to 26 pallets, an expected **8 trips a day would be by HGV use.**
- **The total 9,902m<sup>2</sup> of pack house and office use therefore equated to 158 daily two-way trips of which 8 would be by HGVs. This would amount to 0.0159 trip per metre squared.**

2. Wights Salads Unit 1, Chichester Food Park, Bognor Road, Chichester, West Sussex, PO20 1NW

16/02461/FUL (Chichester District Council)

*'Extension of office and existing horticultural pack house to accommodate 3,975sqm of additional floor space'*

Permitted 16<sup>th</sup> November 2016

- The scheme is slightly smaller than that proposed in this case, with a proposed increase in floor space by 3,975m<sup>2</sup>. (Pack house: 3,355m<sup>2</sup>, Office: 620m<sup>2</sup>)
- This scheme anticipated an increase of c.175 employees once the site is fully operational (150 pack house, 15 office)
- Again, anticipated trip generation was based on shift patterns and potential peak staff, with a ratio of three people to one car again suggested (and referring to application 14/02300/FUL). **A peak generation of 50 vehicle trips is therefore suggested.**
- In addition, it was anticipated that (based on current levels of demand), there would be an additional **16-18 two-way daily HGV movements generated by the site's expansion.**
- The TRICS database was also used for the proposed office use, which stated (based on 620m<sup>2</sup>) a trip generation of 189 staff could be expected, **of which 76% (146) trips would be undertaken by car.**
- **The total 3,975m<sup>2</sup> of pack house and office use therefore equated to 212-214 daily two-way trips of which 16-18 would be by HGVs. This would amount to 0.0538 trip per metre squared.**

### Summary

- 4.6 To summarise the approach taken by both similar applications;
- The potential trip generation for the pack house was based on the anticipated number of staff (using shift patterns), and was adjusted for the potential of car sharing based on a ratio of 1 car per three employees;
  - The HGV movements were again an estimated, based on the current and anticipated levels of demand. It should be noted that the HGV movements were not supported by any further information, however were estimated based on a 'worst case, robust estimate';
  - The TRICS database was used for the proposed office use, from which census data was used to analyse the number of these trips undertaken by car;
  - Both schemes' traffic impact were accepted by WSCC highways;
  - The total trip rate per square metre ranged between 0.0159 and 0.0538.

### Potential Trip Generation

- 4.7 Using the above approach, the following trip generation is expected from the proposed extension of the site:

#### Pack House (5,887m<sup>2</sup>)

- 30 additional staff over two shifts, equating to a potential 60 movements per day.
- Using the potential car sharing ratio (as previously discussed and consented as part of the example schemes) of 1 car per three employees, this would equate to a net generation of 20 additional movements across a 12 hour period (although as demonstrated in **Chapter 3** of this report, 49% of existing employees car-share).
- Vans and LGV movements are not expected to increase, as no LGVs are associated with the pack house facility's business model.
- HGV movements associated with the site are expected to be in accordance with those presented in the CEP TA; an increase of two HGV movements per day.

#### Office Use (1,857m<sup>2</sup>)

4.8 The trip generation for the office use is based on an updated TRICS impact assessment, using similar to the consented parameters used for the Wights Salads example as above:

- Multi-modal sites selected;
- Office Only;
- Sites located in Greater London and Ireland discounted;
- Edge of Town Locations;
- Sites with a GFA of 186m<sup>2</sup>-3,000m<sup>2</sup> only;
- Monday – Friday surveys only.

4.9 The trip rate outputs are included as **Appendix H**, with the resulting office trip rates presented in **Table 4**.

| Trip Rate/<br>Generation<br>(TRICS)          | AM Peak (0800-0900) |            | PM Peak (1700-1800) |            | Total  |
|----------------------------------------------|---------------------|------------|---------------------|------------|--------|
|                                              | Arrivals            | Departures | Arrivals            | Departures |        |
| Trip Rate (per 100m <sup>2</sup> )           | 2.172               | 0.256      | 0.218               | 2.644      | 19.701 |
| Total Trip Generation (1,857m <sup>2</sup> ) | 40                  | 5          | 4                   | 49         | 366    |

**Table 4:** Office Trip Generation (using TRICS v.7.3.3)

- 4.10 Using 2011 census data for the Pagham and Rose Green Ward, the 'Method of Travel to Work' dataset has been assessed (as with the two example sites) and is included as **Table 5**.

Method of Travel to Work (QS701EW)

|                                      |       |         | Pagham and Rose<br>Green<br>Ward | Percentage |       |
|--------------------------------------|-------|---------|----------------------------------|------------|-------|
| All Usual Residents Aged 16 to 74    | Count | Persons | Mar-11                           | 3,194      | 100%  |
| Work Mainly at or From Home          | Count | Persons | Mar-11                           | 187        | 6%    |
| Underground, Metro, Light Rail, Tram | Count | Persons | Mar-11                           | 7          | 0.20% |
| Train                                | Count | Persons | Mar-11                           | 46         | 1%    |
| Bus, Minibus or Coach                | Count | Persons | Mar-11                           | 111        | 4%    |
| Taxi                                 | Count | Persons | Mar-11                           | 12         | 0.40% |
| Motorcycle, Scooter or Moped         | Count | Persons | Mar-11                           | 40         | 1%    |
| Driving a Car or Van                 | Count | Persons | Mar-11                           | 2332       | 73%   |
| Passenger in a Car or Van            | Count | Persons | Mar-11                           | 188        | 6%    |
| Bicycle                              | Count | Persons | Mar-11                           | 99         | 3%    |
| On Foot                              | Count | Persons | Mar-11                           | 161        | 5%    |
| Other Method of Travel to Work       | Count | Persons | Mar-11                           | 11         | 0.30% |

**Table 5:** Pagham & Rose Green Ward 'Method of Travel to Work' (2011 Census)

- 4.11 As demonstrated in **Table 5**, 73% of journeys are undertaken by car or van, equating to 267 trips.
- 4.12 It is important to note that, whilst the trip rates associated by the office use using the TRICS database were consented in the other example sites, the TRICS rates are not particularly comparable to this office use as highlighted by CEP in their first response to WSCC. This is clear when comparing the potential trips of 267 per day from the office with the number of potential staff (30). In reality, the number of trips is therefore expected to be far lower.
- 4.13 The trip rates per square metre approved for the two other recent approvals in Chichester have been sensitivity tested against this assessment in **Table 6**.

| Approach to Trip Calculation    | Trip Generation         |
|---------------------------------|-------------------------|
| Barfoots + TRICS                | 22+ 267 = 289           |
| Application 14/02300/FUL        | 0.0139 x 7,744sqm = 123 |
| Application 16/02461/FUL        | 0.0538 x 7,744sqm = 417 |
| <b>Average Trip Calculation</b> | <b>0.0373</b>           |

**Table 6:** Trip Rate Sensitivity Test

- 4.14 As demonstrated in **Table 6**, the two previously consented applications have varying trip rates, and the trip generation proposed by this assessment provides an expected trip generation which is similar to these two approaches.

**Potential Trip Generation (including sites which are consented but not yet built)**

- 4.15 Information has now been obtained by the applicant to understand any potential trip generation which could, in the future be exhibited by schemes which have been consented but not yet implemented.

- 4.16 The information obtained has clarified that, of the two consented-but-not-implemented applications, just one is applicable;

*‘Glasshouse, balancing pond/ irrigation storage, staff facilities, water tanks, security fence and access road.’* (Application ref: P/68/15/PL), approved with conditions in October 2015.

- 4.17 Application ref: P/7/05 (‘Farm building extensions and replacement offices’) has been partly implemented (with the trips generated included in the existing trip generation estimates), however due to the proposed road and car park alignment, the remaining aspect of the development (additional office use) has not been and is therefore not included in any potential trip generation or car parking calculations.

Glasshouse (P/68/15/PL) Potential Trip Generation

- 4.18 Conditionally approved in October 2015, this application was supported by a Transport Assessment written by CEP, which outlined that the proposals were likely to see an increase of 18 two-way vehicular movements (9 staff were expected to drive to the site), and no increase in HGV movements.

- 4.19 The Transport Assessment was assessed by WSCC, who provided ‘no objection’, and supported the statement from CEP that the *‘additional number of trips to the site from this*

*development will be minimal'*, and that the existing car park is sufficient to accommodate the potential increase of 9 cars on the site.

- 4.20 A similar approach to this consented application could be taken for the office use at this proposed site. If estimates were based on the number of staff which are actually expected to drive to the site, a potential 60 trips could realistically be expected (using a robust, worst case scenario of 100% of staff working each day, and 100% of those driving to and from the site).

#### **Potential Reductions in Trip Generation**

- 4.21 The figures associated with the example survey sites do not suggest a potential reduction in trips associated with new methods of production. The traffic generation exhibited by the site as a whole is expected to shift over the next three years due to a number of factors, resulting in a vast reduction in the number of staff on-site.
- 4.22 Whilst the precise figures are difficult to quantify exactly, further information has been obtained from the applicant on the changes to be expected over the next three years (and the number of additional staff to be employed reflect these changes):
- 4.23 *'Following the EU Referendum result on 24<sup>th</sup> June 2016 the business has had to review its' labour strategy and formulate a plan to react to the new reality around Freedom of Movement, Labour Availability, National Living Wage etc. This will require significant investment in not only equipment, but in space in which to house it.'*
- 4.24 Some examples are:
- A typical production line with 16 operatives carrying out semi-automatic weighing grading and packing processes will be re-designed to separate grading from weighing and packing. Grading will be carried out using an automated optical vision grader;
  - A typical vegetable peeling process with upwards of 30 people involved in manually peeling produce will be re-designed to incorporate semi-automatic batch peelers which will require some human intervention in terms of re-work but will reduce labour requirement overall by at least 50%. Grading will be carried out using an automated optical vision grader;
  - Weighing will be automated through a multi-head weighing system that delivers product direct to the packing machine infeed with little or no human intervention.

*‘This investment process will take up to 3 years and will require a shift in skill levels for machine operators, whilst achieving a significant overall reduction in head count.’*

- 4.25 In addition, it should be noted that the provision of a pack house on-site will result in decreased movement from the existing operation of the site, as existing produce is currently transported off-site to be packaged elsewhere. Whilst it is difficult to quantify the impact of the reduction in these type of trips, it is expected that the results of this will be seen immediately once the pack house is operational.

### Summary

- The revised potential trip generation has been undertaken using the same approach taken by two similar, consented schemes in West Sussex, as requested by WSCC;
- The approach taken uses anticipated number of staff (adjusted for car sharing) for the pack house, the TRICS database for the office and estimates based on existing demand for HGVs. No additional LGVs or Vans are expected;
- The expected trip generation from the pack house is 20 additional movements across a 12 hour period;
- An increase of 2 HGV movements is expected across a 12 hour period;
- According to the TRICS database, 267 trips are expected from the office use;
- The TRICS database is not considered representative, given that only 30 additional staff are expected on-site;
- Sensitivity test against trip rates for other 2 approvals suggests between 123 and 417, and therefore the trips expected by the site are similar in the approach.
- One further consented-but-not-yet-built scheme should also be taken into account, from which 18 two-way movements are predicted per day;
- The trip generation approach taken by this consented scheme is much more representative, and using a robust, worst case approach of 100% of staff working each day and 100% driving to and from the site, 60 additional staff could be expected.
- In total therefore, an additional 80 movements could be associated with the proposals across a 12 hour day, with an additional two HGV movements.
- **Of these, 73% are expected to be undertaken by car or van, equating to 58 trips.**
- Again, in reality, trips are expected to be lower than those estimated throughout this Chapter due to recent changes in working practices, improving efficiency throughout the site, as well as the implementation of a Travel Plan, mini-bus service and ‘cycle to work’ scheme, which aims to reduce single occupancy travel by at least 10%.

## 5.0 PARKING

- 5.1 The TA produced by CEP notes that, *'the re-located car park to the east of the proposed new building will have the same capacity as the existing car park. With the introduction of the new bus service and promotion of sustainable modes of transport it is anticipated that parking demand will reduce on-site.'*
- 5.2 The third response by WSCC assesses the potential demand for car parking exhibited by the site in relation to WSCC's parking guidance, which provides guidance for both B1 (Office) and B8 (Storage and Distribution) use.
- 5.3 It is noted in WSCC's responses that the applicant suggests that c.170 unmarked spaces are currently available, and that c.215 spaces could be provided if spaces were to be marked out. However WSCC anticipated based on general B1/B8 standards that the total demand would be increased to 274. WSCC also noted that these figures do not take into account additional demand from any on-site consented developments which are yet to be constructed, and therefore demand may increase further.
- 5.4 This Chapter provides further detail on the potential demand exhibited by the site, in relation to the existing use, the proposed use (this current application) and any consented developments which are yet to be constructed. From this, an overall demand is presented, referring back to the proposed methods to increase sustainable travel from the site, and therefore reduce the need to travel by private car.
- 5.5 This Chapter will also provide more information on the numbers of cycle and motorcycle spaces to be provided, as well as clarity to the proposed lorry parking figures exhibited in the CEP TA.

### **Existing Car Parking Arrangement**

- 5.6 The existing car park is not currently marked out, however information obtained by the applicant states that the car park currently accommodates 175 cars. In addition, further spaces are provided throughout the site. A breakdown of the existing car parking provision is listed below:
- Main car park (175 spaces; unmarked);
  - Main Reception (30 spaces);
  - Current Main Office (5 spaces);
  - AD Plant (5 spaces);

- 5.7 This equates to current parking provision on the site of 215 spaces.
- 5.8 Further information in support of car parking demand has been obtained by the applicant, who states that generally, the car parks are underused. This is supported by interrogation of Google maps, which shows 107 cars in the car park and no cars in the visitor bays. This is demonstrated in **Figure 3**.

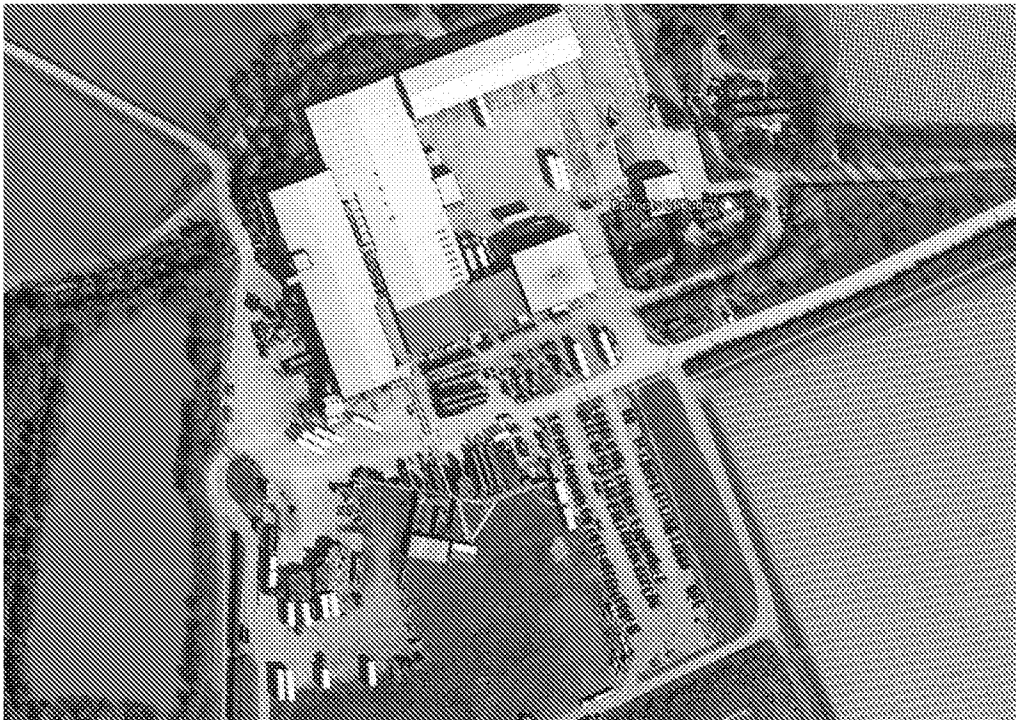


**Figure 3:** Existing Car Parking Provision ([www.googlemaps.com](http://www.googlemaps.com))

#### **Proposed Car Park Arrangement**

- 5.9 The anticipated trip generation from the proposed development (as described in **Chapter 4**) is 58 (29 arrivals, 29 departures), however it should also be noted that new measures to increase efficiency, as well as the introduction of a Travel Plan and associated mini-bus service and cycle to work scheme, could reduce car traffic by a further 10%, and therefore there is a potential demand for a further 26 spaces.
- 5.10 With the car parking on-site equating to a total provision of 215 spaces, the existing arrangements are considered suitable to accommodate the potential 26 additional vehicles, particularly as existing demand is in the region of 107 spaces (as demonstrated in **Figure 3**).

- 5.11 It should be noted (as per **Chapter 4** of this report) that only one of the consented-but-not-implemented schemes would have the potential to increase parking demand at the site. The application was supported by a Transport Assessment which suggested that the existing car park could sufficiently accommodate the potential increase of 9 cars, which was supported by WSCC at the time.
- 5.12 The car park is continually monitored by Barfoots, and it has been established that, if demand is high enough, the car park can be formally marked out, and that an additional 40 spaces could be accommodated in the main car park (equating to total provision of 255 spaces on-site).
- 5.13 The car park will not be formally marked out at present, as Barfoots wish to encourage the use of other modes of travel (as described throughout this report), and focus funding on these areas. It is felt that the provision of a formal car park may undermine the aim and objectives of the Travel Plan.
- 5.14 It should also be recognised by WSCC that it would be in Barfoot's interest to mark out the car park if demand required, as the surrounding Local Road Network (including Pagham Road in the immediate vicinity of the site) as overflow parking on the public highway would never occur due to the site's distance from it, as well as its road characteristics (being an unrestricted road). It should therefore be seen that car parking demand would have no effect on the operation of the surrounding road network.

#### **Cycle and motorcycles parking**

- 5.15 Further information has been obtained by the applicant with regards to the cycle and motorcycle provision on-site. If one were to use the cycle and motorcycle parking requirements anticipated in WSCC's third response, a total of 22 additional cycle and 14 additional motorcycle spaces would be required.
- 5.16 Information obtained by the applicant states that cycle parking for c.60 cycles is currently provided, located adjacent to the main car park. In addition, a hardstanding area is provided for motorcycles (also adjacent to the main car park).
- 5.17 It is considered that existing cycle and motorcycle parking are suitable for both the existing and proposed demand, however it is requested that, if required, additional cycle and

motorcycle parking could be conditioned, and that there is additional space to provide such parking if considered necessary by WSCC.

## 6.0 SUMMARY AND CONCLUSIONS

- 6.1 This Technical Note (TN) has been prepared by Paul Basham Associates (PBA) on behalf of 'Barfoots of Botley Ltd' to provide additional information to West Sussex County Council (WSCC)'s highway officers for a proposed new production facility at Sefter Farm, Pagham.
- 6.2 The application (ref: P/76/16/PL) is currently awaiting decision for '*Construction of a building for the packaging, preparation & distribution of fresh foods with ancillary accommodation associated with the existing horticultural business, revisions to internal access road, car parking & hardstanding areas & landscaping & provision of a wetland*'.
- 6.3 The application has drawn a number of concerns from WSCC highway officers, and a total of three responses have been received to date requesting more information, with the most recent response citing a highways objection as a result of sufficient information not being received from the applicant and their previous consultants.
- 6.4 Having considered options to upgrade the existing bus stop on Pagham Road, or re-provide a stop closer to the site, visibility, lighting and service frequency constraints limit the opportunity to do this, and therefore a mini-bus service is proposed to go on-site to avoid potential pedestrian conflict with Pagham Road and increase attractiveness/ convenience of bus travel for staff.
- 6.5 The impact of implementing this mini-bus service would more than mitigate the impact of the additional 30 staff coming to/ from the site as a result of this ancillary packaging facilities, and exemplifies Barfoots' commitment to staff and their operation at Sefter Farm for the long-term benefit of the local economy.
- 6.6 Whilst it is acknowledged that cycle provision is relatively poor in the vicinity of the site, the increase of 30 staff does not warrant the provision of a new bridleway to the north of the site.
- 6.7 A Travel Plan will be provided (to be conditioned), which will focus on shifting use of the private car towards bus, cycle and car sharing. Indicative targets (using baseline shares obtained by Barfoots) suggest that Travel Plan Coordination could reduce travel by private car to 14% over 5 years.

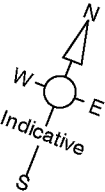
- 6.8 The revised potential trip generation has been undertaken using the same approach taken by two similar, consented schemes in West Sussex, as requested by WSCC. The expected trip generation from the pack house is 20 additional movements across a 12 hour period, with an increase of 2 HGV movements.
- 6.9 The trip generation approach taken by this consented scheme is much more representative, and using a robust, worst case approach of 100% of staff working each day and 100% driving to and from the site, 60 additional staff could be expected. In total therefore, an additional 80 movements could be associated with the proposals across a 12 hour day, with an additional two HGV movements, of which 73% are expected to be undertaken by car or van, equating to 58 trips.
- 6.10 The current parking provision on-site is 215 spaces, with a total demand anticipated from the site for a further 26 spaces. With the car parking on-site equating to a total provision of 215 spaces, the existing arrangements are considered suitable to accommodate the potential 26 additional vehicles.
- 6.11 Cycle parking for c.60 cycles is currently provided, located adjacent to the main car park. In addition, a hardstanding area is provided for motorcycles (also adjacent to the main car park). It is considered that existing cycle and motorcycle parking are suitable for both the existing and proposed demand.
- 6.12 This TN has comprehensively addressed concerns which the WSCC highway officers may have on the proposed production facility at Sefter Farm. The proposed development is neither detrimental in terms of highways safety or traffic impact, and provides suitable sustainable measures to mitigate its impact. We therefore encourage WSCC to look favourably upon this application in highway terms.

## Appendix A

Sefter Farm, Pagham

020.0259/TN/3

NOTES:  
Dimensions to be checked on site before commencing work.  
any discrepancies shall be reported to Curtis Leeves Technical Ltd. immediately.  
Do not scale from these drawings except for planning purposes.  
Use figured dimensions only.  
Where applicable this drawing is to be read in conjunction with other consultants' drawings.  
This drawing is the copyright of Curtis Leeves Technical Ltd.  
and may not be copied, altered or reproduced in any way, or passed to a third party, without written authority.



Proposed Buildings

Existing Buildings

Proposed/Modified Roads/Yard

Existing Roads/Yard

Proposed 'gravel' parking area

Existing 'gravel' parking area

Pedestrian circulation routes

Main vehicle circulation routes

Physical Scale 1:1250  
0 25m 50m

12 rev Planning description 07.07.16 date

status **PLANNING**



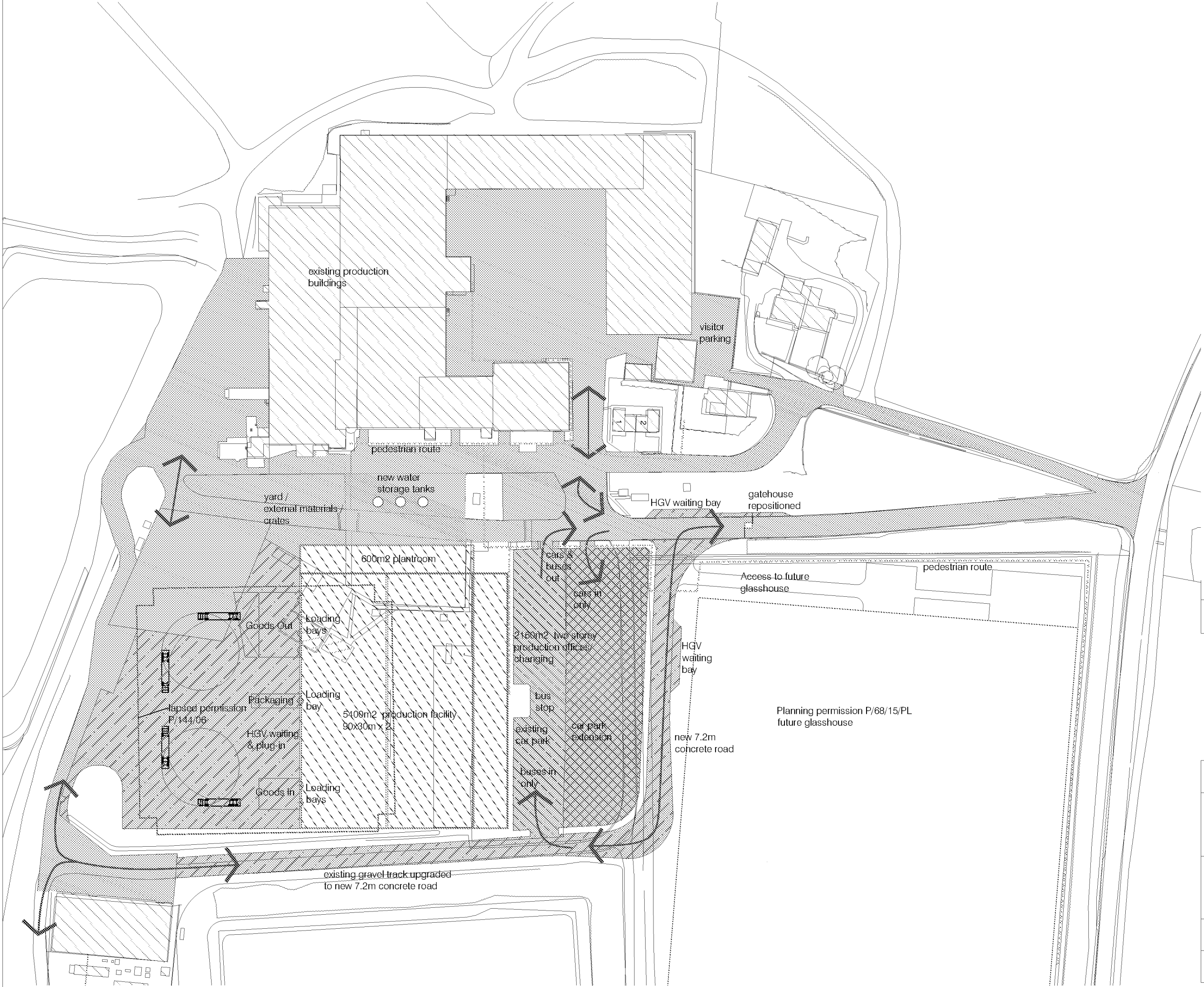
CURTIS LEEVES TECHNICAL LTD  
01243 378070 | mail@cltechnical.co.uk

client  
**BARFOOTS OF BOTLEY**

project  
**Proposed Production Facility  
Sefter Farm  
Pagham**

title  
**Proposed Site Plan**

|             |             |       |      |
|-------------|-------------|-------|------|
| date        | scale @ A3  | drawn | chkd |
| March 2016  | 1:1250      | GBC   | MRL  |
| project no. | drawing no. | rev   |      |
| 1603        | P102        | 12    |      |



## Appendix B

Sefter Farm, Pagham

020.0259/TN/3

**WEST SUSSEX COUNTY COUNCIL  
STRATEGIC PLANNING CONSULTATION**

**DATE: 18<sup>th</sup> November 2016**

**FROM: Tim Townsend TO: Arun District Council  
FAO: Richard Temple**

**SUBJECT: P/76/16/PL - Construction of a building for the packaging, preparation & distribution of fresh foods with ancillary accommodation associated with the existing horticultural business, revisions to internal access road, car parking & hardstanding areas & landscaping & provision of a wetland. This application affects the setting of Listed Buildings.**

**ADDITIONAL INFORMATION RECEIVED.**

**LOCATION: Sefter Farm, Pagham Road, Bognor Regis, West Sussex, PO21 3PX.**

**DATE OF SITE VISIT: 28<sup>th</sup> July 2016**

**RECOMMENDATION:**

|                  |                                     |                     |                          |                         |                          |
|------------------|-------------------------------------|---------------------|--------------------------|-------------------------|--------------------------|
| <b>Advice</b>    | <input type="checkbox"/>            | <b>Modification</b> | <input type="checkbox"/> | <b>More Information</b> | <input type="checkbox"/> |
| <b>Objection</b> | <input checked="" type="checkbox"/> | <b>No Objection</b> | <input type="checkbox"/> | <b>Refusal</b>          | <input type="checkbox"/> |

**S106 contribution total (see below for breakdown): £TBC**

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This is the third WSCC highways and transport response to the planning application. It follows assessment of additional information provided by the applicant's highway consultant in email – Bava Sathan (The Civil Engineering Practice) to Tim Townsend (WSCC Highway Authority) dated 1<sup>st</sup> November 2016.

**Summary position of WSCC as Highway Authority.**

The Highway Authority raises an objection on highway safety, sustainability and parking grounds. Insufficient information has been provided to demonstrate the suitability of the development in highway terms. Concerns remain about the increased use of the vehicular and pedestrian accesses to the site; the lack of consideration of access to and from the site from the wider surrounding road network (i.e. footway and Public footpath (PRoW) accesses to local communities and public transport access); lack of clear information about potential traffic generation and comparisons with similar facilities to fully inform traffic impact on the surrounding road network; lack of information informing number of car parking spaces to be provided.

**Proposal.**

The proposed development is for a new food packing and preparation house, offices and associated parking, turning and loading bays. The application form states the following:

- Office facility – 1,857sqm (although 2,160sqm is quoted on Drg. No. P102 Rev. 12 provided by Curtis Leeves Technical Ltd.)
- Pack House – 5,887sqm (although 5,400sqm is quoted on Drg. No. P102 Rev. 12)
- **Total roof area of new buildings – 7,744sqm (7,560sqm if using the figures quoted from Drg. No. P102 Rev. 12)**

The applicant's agent, in his letter of 26<sup>th</sup> September 2016, has explained that the floorspace figures quoted on the application form are the correct ones to use. Therefore, the Highway Authority's consideration of the application is based on the overall figure of **7,744sqm** (1,857 office facility and 5,887sqm pack-house).

As part of the proposal, the applicant states that 30 new staff members will be employed taking the overall staff presence on site from 400 to 430. In his letter of 26<sup>th</sup> September, the applicant's planning

consultant has stated that the underlying trend is for improved efficiency at the site through mechanisation and, therefore, the staff numbers will not materially increase.

### Access.

Access is shown taken directly from Pagham Road (B2166) via a private access road running east-west into the site.

### Traffic impact.

Alongside a short snap-shot of traffic entering and leaving the site associated with the existing activities taken in mid-late September 2015, a further assessment (using TRICS) has been carried out by the applicant. The applicant concludes that traffic flow and parking numbers have been arrived at from experience of likely demand and new more-automated ways of working, including sustainable modes of transport that they consider will minimise vehicular impact. In its previous comments, the Highway Authority was unclear whether the time period assessed was the peak time for existing traffic entering and leaving the site. This has now been explained further by the applicant's planning consultant who states that September is a peak time given harvest times etc.

Based on the *on-site* assessment, it suggests the following:

Summary of All Modes of Transport

|               | Mon | Tue | Wed | Thu | Fri | Sat |
|---------------|-----|-----|-----|-----|-----|-----|
| 00:00 - 01:00 | 0   | 0   | 2   |     | 1   | 1   |
| 01:00 - 02:00 | 0   | 0   | 1   |     | 0   | 0   |
| 02:00 - 03:00 | 0   | 0   | 0   |     | 12  | 0   |
| 03:00 - 04:00 | 0   | 0   | 0   |     | 1   | 1   |
| 04:00 - 05:00 | 1   | 0   | 0   |     | 1   | 0   |
| 05:00 - 06:00 | 5   | 3   | 8   |     | 9   | 17  |
| 06:00 - 07:00 | 18  | 24  | 17  |     | 14  | 9   |
| 07:00 - 08:00 | 15  | 17  | 23  |     | 9   | 5   |
| 08:00 - 09:00 | 11  | 13  | 11  |     | 16  | 3   |
| 09:00 - 10:00 | 10  | 15  | 18  |     | 11  | 10  |
| 10:00 - 11:00 | 9   | 12  | 17  |     | 25  | 18  |
| 11:00 - 12:00 | 8   | 9   | 13  |     | 18  | 15  |
| 12:00 - 13:00 | 19  | 26  | 23  |     | 27  | 29  |
| 13:00 - 14:00 | 21  | 26  | 28  | 2   | 33  | 27  |
| 14:00 - 15:00 | 14  | 18  | 19  | 13  | 21  | 19  |
| 15:00 - 16:00 | 17  | 21  | 22  | 12  | 17  | 27  |
| 16:00 - 17:00 | 21  | 32  | 38  | 37  | 35  | 57  |
| 17:00 - 18:00 | 37  | 50  | 78  | 58  | 78  | 53  |
| 18:00 - 19:00 | 65  | 77  | 85  | 39  | 41  | 35  |
| 19:00 - 20:00 | 5   | 18  | 23  | 24  | 17  | 18  |
| 20:00 - 21:00 | 0   | 11  | 10  | 4   | 13  | 14  |
| 21:00 - 22:00 | 1   | 4   | 4   | 10  | 11  | 9   |
| 22:00 - 23:00 | 0   | 3   | 5   | 5   | 1   | 1   |
| 23:00 - 00:00 | 4   | 2   | 3   | 6   | 2   | 0   |
| Total Daily   | 331 | 411 | 468 | 211 | 403 | 372 |

Figure 1: All modes of transport summary (traffic movements)

| Summary of All Goods / Heavy Vehicles |     |     |     |     |     |     |
|---------------------------------------|-----|-----|-----|-----|-----|-----|
|                                       | Mon | Tue | Wed | Thu | Fri | Sat |
| 00:00 - 01:00                         | 0   | 0   | 0   |     | 0   | 0   |
| 01:00 - 02:00                         | 0   | 0   | 0   |     | 0   | 0   |
| 02:00 - 03:00                         | 0   | 0   | 0   |     | 0   | 0   |
| 03:00 - 04:00                         | 0   | 0   | 0   |     | 0   | 0   |
| 04:00 - 05:00                         | 0   | 0   | 0   |     | 1   | 0   |
| 05:00 - 06:00                         | 1   | 0   | 0   |     | 0   | 1   |
| 06:00 - 07:00                         | 4   | 8   | 4   |     | 10  | 3   |
| 07:00 - 08:00                         | 8   | 9   | 9   |     | 4   | 3   |
| 08:00 - 09:00                         | 2   | 3   | 4   |     | 2   | 4   |
| 09:00 - 10:00                         | 8   | 9   | 12  |     | 7   | 3   |
| 10:00 - 11:00                         | 8   | 10  | 14  |     | 10  | 9   |
| 11:00 - 12:00                         | 4   | 5   | 7   |     | 13  | 9   |
| 12:00 - 13:00                         | 10  | 12  | 12  |     | 11  | 9   |
| 13:00 - 14:00                         | 5   | 7   | 8   | 1   | 8   | 11  |
| 14:00 - 15:00                         | 5   | 10  | 11  | 5   | 8   | 9   |
| 15:00 - 16:00                         | 12  | 14  | 13  | 3   | 8   | 7   |
| 16:00 - 17:00                         | 8   | 13  | 14  | 9   | 10  | 8   |
| 17:00 - 18:00                         | 4   | 5   | 7   | 4   | 10  | 13  |
| 18:00 - 19:00                         | 5   | 11  | 15  | 3   | 5   | 8   |
| 19:00 - 20:00                         | 2   | 6   | 8   | 7   | 6   | 7   |
| 20:00 - 21:00                         | 0   | 4   | 3   | 3   | 12  | 11  |
| 21:00 - 22:00                         | 0   | 0   | 0   | 4   | 1   | 6   |
| 22:00 - 23:00                         | 0   | 2   | 2   | 2   | 1   | 1   |
| 23:00 - 00:00                         | 1   | 2   | 2   | 3   | 1   | 0   |
| Total Daily                           | 88  | 130 | 143 | 44  | 137 | 121 |

**Figure 2: Goods vehicles summary (vehicle movements)**

The applicant's TA suggests that any increase brought-about by the new development would only increase these movements marginally. However, this is not evidenced in any way. WSCC previously asked for examples of similar operations so comparisons could be made. Some TRICS information has now been provided. However, by their own admission, the applicant states that the sites used do not represent the operations proposed at the application site nor are they representative of the location because of the areas the other two operations are in (Cornwall and Norfolk). As such, the final impact traffic-wise of the development is not known.

Using the information provided so far (not TRICS), if staff numbers are proposed to increase by approximately 30, as stated in the TA, then this would amount to an additional 34 vehicular trips over a normal working day (figure arrived at by use of 1.75 car-share ratio) and 12 new HGVs, amounting to 24 HGV movements. This amounts to an additional 58 traffic movements per day (combined cars and HGVs). Vans and LGVs still do not appear to be included so movements might be additional to the figures quoted above. Again, the applicant was asked to provide additional information but this has not been forthcoming. That further information should also include traffic figures associated with any other consented schemes for the site not yet built.

In its previous consideration of the proposal and turning to the specific information set out in Section 4 of the TA, it was not clear what year the census data had been taken from (2001 or 2011). This has now been clarified with the planning consultant stating 2011.

The TA (in paragraph 4.6.4 states that car sharing is *anticipated* to be relatively high among employees).

In an attempt to qualify this, the applicant has stated that car sharing amounts to a ratio of approximately 2.4 persons per vehicle, based on 400 existing staff. The suggestion by the applicant (via his planning consultant) is that this ratio figure then equates to the car park accommodating approximately 170 cars. The Transport Assessment (TA) provided by the applicant then quotes a car sharing ratio of 1.75, based on the 2011 census data for the region. If one were to add the 30 additional staff the applicant suggests will be new to the site, the resultant number of staff would amount to 430. Using the ratio of 1.75, this would suggest that 245 vehicles would require access to the site. If the applicant's ratio of 2.4 is used, the resultant figure is approximately 180.

Finally, in previous CHA comments, the question was asked whether produce processed on-site is solely that grown on-site or brought in from other sites. The applicant has said that Barfoots currently store some produce on remote sites given absence of space at Seftor. No specific details are provided. In any event, the CHA assessment has had to focus on the scenario currently presented and not what the applicant suggests might happen outside of this planning application.

## **Parking.**

Both existing and proposed parking and turning for cars is shown in one location east of the new building. Parking and turning for HGVs and/or delivery vehicles is shown to the rear (west) of the building. Although the applicant states that the uses proposed are sui generis, if B1 (office) and B8 (storage and distribution) planning uses are used, using the WSCC Parking Guidance document as a guide, suggests that the number of additional spaces should be as follows:

- Office use (1 space per 40m<sup>2</sup> + 5% for disabled/mobility impaired drivers) – 46 (+2 of these for disabled/mobility impaired drivers) – based on 1,857sqm floor space
- Pack House (B8 storage and distribution has been used at 1 space per 100sqm + 5% for disabled/mobility impaired drivers) – 58 (+1 of these for disabled/mobility impaired drivers) - based on 5,887sqm floor space

From both on-site observation and scrutiny of 'Google Streetview', the existing car park currently provides about 130 car parking spaces and appears to be already well-used. The applicant's planning consultant suggests that 170 spaces are available, albeit unmarked on a gravel surface. He goes on to say that if the spaces are marked-out, approximately 215 spaces could be provided.

Scrutiny of the submitted plans shows the location of the proposed building and the car parking moved eastwards. The applicant states that the existing provision will be adequate for the new proposal. If it is assumed that the figure of 170 is adequate for the current operations (note that this does not include anything previously approved and not yet built – applicant has not provided further information about this) and then one adds a further requirement for the new buildings based on parking guidance, this would suggest that an additional 104 spaces are required, bringing the total amount required to 274.

If one then assesses parking requirements for the new packing house using the aforementioned parking ratio of 1.75 (but leaving the offices at the WSCC guide figure of 1 space per 40sqm), the resultant figure would be for 79 additional spaces – therefore bringing the total to 170 + 79 = 249. The applicant suggests that 215 marked spaces could be provided on-site. This would amount to a shortfall of approximately 34 spaces which expressed as a percentage, is approximately 13% less than guidance, it should be noted that the figures quoted do not appear to take into account anything proposed under any as-yet-to-be constructed developments on the site. Therefore, the number of spaces on-site might need to increase further. Previously, the applicant was asked to do this. However, additional information has not been provided.

The following should also be considered (again based on floor areas and using WSCC parking guidance):

- Cycle parking (1 space per 500m<sup>2</sup> for staff + 1 space per 1000m<sup>2</sup> for visitors) – 22
- Motorcycle parking (1 space + 1 per 10 car parking spaces) – based on 130 spaces - 14
- Lorry parking – 1 minimum + 1 space per 500m<sup>2</sup> – 12 spaces

Turning to the Transport Assessment (TA) provided by the applicant, this states that parking will be provided as follows:

- Car parking – Applicant states (in paragraph 7.2.1) that car parking will have the same capacity as existing given the likely take-up of the new bus service
- Cycle parking – No number quoted
- Motorcycle parking – No number quoted
- Lorry parking - No number quoted but large loading/unloading areas shown to rear of proposed building.

In addition to any final figure arrived at for car parking, the applicant would be expected to provide adequate cycle, motorcycle and lorry parking on-site. The applicant's planning consultant has stated that a planning condition could be used to secure the cycle and motorcycle parking. The CHA recommend that in the event the application is permitted, a further condition should be added to secure adequate parking and turning for the additional HGVs proposed.

### **Sustainable provision (including Travel Plan).**

*Walking* – Access on foot to the site is limited and provided in the form of a narrow private footpath within the site boundary leading from the site and emerging to Pagham Road almost opposite its junction with Sefter Road. It is not known whether this path is a recent addition. However, it is not a formal Public Right of Way (PRoW). From site observation, the path is narrow and unmade. Also, visibility at the point it joins Pagham Road for both users and drivers on Pagham Road is very limited. Although it has the potential to be used, it does need to be improved.

Suitable access routes to and from the site for pedestrians, cyclists etc. avoiding the carriageways of Pagham Road, Sefter Road and the B2166, has also not been demonstrated - particularly given both the identified existing access shortcomings of the site and its surroundings and the increased activity brought about by this application. Any new routes and changes to existing ones would have to be considered within a Stage 1 Road Safety Audit and appropriate Design Check/Report.

*Cycling* – Access provided between Bognor Regis and the site is possible using the local road network if cyclists are so minded to do so. However, both Pagham Road and Sefter Road in the vicinity of the site are subject to a 60mph speed limit, are unlit and rural in nature and as such, might discourage some people from cycling to and from the site. Again, this is an area the applicant should look at alongside this application. With regards cycle parking, this should be located in a secure, overlooked and covered area, with showers provided for staff on-site. The use of 'Sheffield' Stands (or similar) is recommended. A 'Cycle to Work' Scheme is welcomed and should be secured in the Travel Plan required for this site. A Travel Plan should be secured by planning condition if permission is granted.

*Bus provision* – The 600 service by Stagecoach PLC provides for 20 minute frequency Monday-Saturday (other than evening when frequency reduces to hourly, finishing at 21:00pm). Services on Sunday are also hourly during shopping hours. The service runs between Bognor and Chichester. A southbound bus stop can be found just south of the junction of Sefter Road and Pagham Road – about a 6-7 minute walk from the centre of the site using the aforementioned footpath, approximately 400m from the centre of the site. However, it requires users to step into Pagham Road where no footway exists, is unlit and at a point where visibility is very limited. Also, the bus stop does not have a shelter nor footway or hardstanding for users, requiring them to walk either in the road or on verge. For northbound users, a bus stop (again with no shelter but with footway in-part) can be found about 1km south of the entrance to Sefter Farm along Pagham Road opposite the junction with Hook Lane. Like the southbound one, it requires those on-foot to walk within the carriageway of Pagham Road from the site where it is unlit and subject to a 60mph speed limit. A further southbound stop is found opposite the northbound one. Consideration of ways to improve access to these is still required to be put forward by the applicant.

In addition to the public service, the TA states that a new bus service is currently being discussed with Stagecoach PLC, operating between Chichester and Bognor Regis, operating between 05:30am to 17:00pm. The applicant proposes to subsidise this, albeit only for a very short period of time (6 weeks). After that, they have assumed that the service will then be self-funding and that its impact would result in an anticipated take-up by staff of 50%. Although further information has now been provided and notwithstanding the very short timescale the applicant proposes to subsidise it, it states that users will be charged to use it. Therefore, reliance on such a service cannot be guaranteed. It is also not known where buses will stop. Furthermore, the use of mini-buses is referred to but no information about frequencies and where services run is given.

*Travel Plan* – A Travel Plan should be provided for the entire development site (for both existing and proposed activities on-site). A planning condition should be attached to any planning consent to secure this if permission is granted.

### **Road Safety.**

Interrogation of latest 5-years of personal injury (PIA) accident records shows that four (4) accidents have occurred close to the site. No PIAs appear to have occurred at the site entrance. Examining the access in detail, the access to Pagham Road provides visibility for traffic emerging looking in the leading traffic direction (i.e. looking south from the entrance). Looking in the trailing direction (north), again visibility is provided for emerging traffic. Dimensions are quoted on Civil Engineering Practice Drawing No. 6, suggesting that sight lines of 2.4m 'x' distance by 215m 'y' distances can be provided. However, existing hedgerow on the eastern side of Pagham Road currently obscures the sight line in

the trailing traffic direction and for forward visibility for drivers travelling southbound. The now-submitted 'Road Safety Assessment' (not a Road Safety Audit that accords with Highway Directive 19/15) also picks this up, including further concerns about pedestrian visibility further south from the access opposite Sefter Road at a pedestrian entrance to the site. The report recommends visibility be improved by regular hedge cutting for both the vehicular and pedestrian accesses.

Given the identified shortcomings of the access and the associated increase in traffic movements, the CHA previously requested that a Stage 1 Road Safety Audit be provided giving consideration to both of these. This has now been provided. Previously, just the aforementioned 'Road Safety Assessment' (produced by GM Consultants – September 2016) was provided, which was *not* a Road Safety Audit.

CHA policy setting out when Safety Audits are required is clear – namely:

"For all 'major' planning applications that include any of the following:

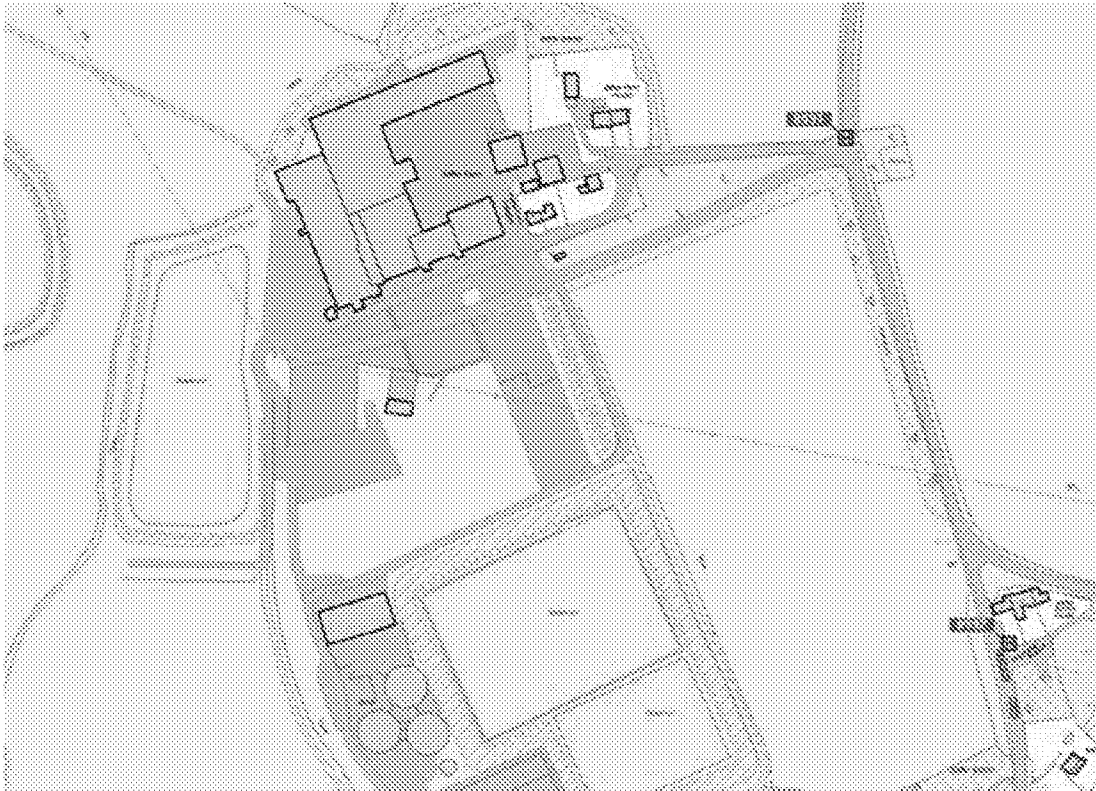
- *Alteration to an existing highway,*
- *Intensification of use of an existing access. Intensification is generally defined as 50 or more vehicle movements per day. However, it is recommended that clarification is sought from WSCC where a proposal involves the intensification of an existing access as other issues such as collision data and geometry need to be considered,*
- *Formation of a new access,*
- *Off-site improvements,*
- *New residential estate roads where a through-route is created, where a bus route is created or where the road serves a school or other major community or retail facility."*

The CHA, Road Safety Report and now the recently submitted Road Safety Audit all identify shortcomings with the entrance and the nearby pedestrian access to the site. As such, alongside these recommended improvements, off-site improvements to aid walking and cycling further to and from the site, should also be provided.

In their reply, the applicant's Highway Consultant has stated that as the identified visibility obstructions are located on land within the public highway, it should be the Highway Authority who removes vegetation and maintain such requirements. However, investigation of historic legal records reveals that hedges were planted on highway land as part of accommodation works alongside land acquisitions for road improvements in 2000. As such, the obligation and responsibility to remove the hedges falls to the landowners and *not* the Highway Authority on this occasion. WSCC has powers to make landowners do this under Section 154 of the Highways Act 1980. Clearly though, the applicant will firstly need to demonstrate what is required to meet the recommendations in the Stage 1 Road Safety Audit and - if plans are agreed - the Highway Authority could be approached to consider serving notice. Please note that although this might overcome part of the objections raised in this report, it would not overcome all issues raised in this report.

**Fire and Rescue Service (F&RS) response (information originally sent to planning officer on 3rd August 2016).**

The plans have been reviewed and access to water is sufficient as the building is surrounded by two very large reservoirs and there is a hydrant at the entrance to the site (see plan below). Although this is above the commercial distance specification of 90m, it would suffice whilst pumping from the reservoirs is set up. Access for the fire appliances is acceptable.



**Public Rights of Way (PRoW) response (previous comments sent to planning officer in email dated 3<sup>rd</sup> August 2016).**

Whilst the main part of the application does not directly impact on the bridleway known as BW129, there is the reed bed and wetland mitigation which is very close to the southern boundary to the bridleway.

This particular area does get very wet especially during the winter months. The bridleway also drains downhill to this area (corner of the field to the Pagham Rife). The creation of the wetland area and reed bed could be of great benefit to hold water and provide good wildlife habitat, it also could improve the drainage in the area which would benefit the bridleway. Previously, comments from the PRoW officer said that before WSCC could offer support to this application, further clarification as to how the wetland area is to be constructed should be provided and if there is any opportunity to take some of the surface water from the bridleway into the wetland area to therefore improve the bridleway drainage at this point. WSCC would also ask for further assurances that this will not make the bridleway any wetter.

The applicant's has responded to this regarding the wetland area being a closed system. They are proposing a 10m margin between the wetland and the ditch on the southern boundary of the bridleway which WSCC PRoW team will accept on this occasion. The PRoW team is also happy with the assurance that the bridleway drainage will not be affected by the wetland system. In any event, if there is any problem with the drainage from the wetland to the bridleway going into the future this will be covered by legislation.

However, with regard to the applicant's response to consideration of a bridleway link parallel to Pagham Road north of the access road leading up to Public Bridleway 129, WSCC is disappointed with the response. A connection running along the inside of the hedge would be of great value and benefit to staff and visitors (we note they have a cycle/walk to work policy) and the wider local community. This would provide a safe means of linking the Barfoots site to BW129 which would take users over to the quieter roads of South Mundham which can then be used to go on to Chichester via the PRoW network to Marsh Lane and Vinnetrow Rd, thereby minimising use of the busy B2166 and Pagham Road. The applicant has not replied further on this point in the latest information.

Notwithstanding the shortcomings of the access identified elsewhere in this report where this path connects to Pagham Road and links thereto, the applicant should also consider up-grading the unofficial path used by Barfoots employees which runs parallel to the Pagham Road along with the further addition of a bridleway route going north from the access to Barfoots to join the bridleway known as BW129. Bridleway status would also enable cycle use which would be of great benefit to both the community and Barfoots employees in providing a safe walking/equestrian/cycle link to then join BW129 to South Mundham off road, as well as providing a safe walking/equestrian/cycle route off-road away from Pagham Road of which part is the B2166, subject to appropriate design and safety criteria being met. The Public Rights of Way section has previously stated that it would be happy to help and advise accordingly.

The following standard advice will also apply:

- The granting of planning permission does not authorise obstruction of, interference to or moving of any Public Right of Way (PROW); this can only be done with the prior consent of West Sussex County Council (WSCC), as highway authority, through a legal process.
- Safe & convenient public access is to be available at all times across the full width of the PROW, which may be wider than the available route – advice on the width can be provided by WSCC Public Rights of Way (PRoW) Team. The path is not to be obstructed by vehicles, plant, scaffolding or the temporary storage of materials and/or chemicals during any works.
- Any down pipes or soakaways associated with the development should discharge into an existing or new drainage system and away from the surface of the PROW. No drainage system is to be installed through the surface of the path without the prior consent of WSCC's RoW team.
- Any alteration to, or replacement of, the existing boundary with the PRoW or the erection of new fence lines, must be done in consultation with WSCC's PRoW Team to ensure the legal width of the path is maintained and there is no unlawful encroachment.
- Access along the PROW by contractor's vehicles, deliveries or plant is only lawful if the applicant can prove they have a vehicular right. If the path surface is considered damaged as a result of the development then the applicant will be required to make good the surface to a standard satisfactory to WSCC's PRoW Team.

#### **S106/highways contributions.**

To be determined depending on outcomes of further highways information and discussions.

#### **Other information.**

If not done so already, the Planning Case Officer should consult Highways England (HE) given the proximity of the site and possible traffic impact of the development on the A27 Trunk Road.

#### **Conclusion.**

Insufficient information has been provided to demonstrate the suitability of the development in highway terms. Therefore, the Highway Authority raises an objection on highway safety, sustainability and parking grounds. Concerns remain about the increased use of the vehicular and pedestrian accesses to the site; the lack of consideration of access to and from the site from the wider surrounding road network (i.e. footway and footpath accesses to local communities and public transport access) by sustainable modes – i.e. walking and cycling etc; lack of clear information about potential traffic generation and comparisons with similar facilities to fully inform traffic impact on the surrounding road network and lack of information informing number of car parking spaces to be provided.

In its consideration of the proposal and in-line with good planning practice, County officers have engaged with the applicant's Planning Consultant and Transport Consultant in an attempt to give them the opportunity to provide sufficient information and demonstrate suitable improvements as required to overcome the issues identified by the Highway Authority. Although additional information has been provided, it does not provide sufficient reassurance nor demonstrate how the site and its associated impacts on the highway network could be made acceptable to the Highway Authority.

In the absence of suitable information, the Highway Authority considers the impact of the development on the local highway network should be considered severe when assessed alongside the NPPF and local policy.

As such, the following highway objection is raised:

***“Adequate information has not been submitted to satisfy the Local Highway Authority that the proposal is acceptable in terms of access (vehicular and pedestrian), visibility splays, traffic generation, off-street parking and sustainable access, thereby giving rise to increased hazards for highway users resulting in a severe impact to highway safety, contrary to paragraph’s 32 and 35 of the NPPF and paragraph’s 1.2.1 and 1.4.9 of the WSCC Local Transport Plan 2011-26.”***

**Tim Townsend**  
**Strategic Planning**

## Appendix C

Sefter Farm, Pagham

020.0259/TN/3

**SEFTER FARM  
PAGHAM ROAD  
PAGHAM**

**EXISTING HIGHWAY ARRANGEMENTS**

**STAGE 1 ROAD SAFETY AUDIT**

**SEPTEMBER 2016**

| Revision Status      | Prepared by:<br>(Name) | Checked by:<br>(Name) | Approved by:<br>(Signature) | Date Approved:   |
|----------------------|------------------------|-----------------------|-----------------------------|------------------|
| Original             | Mark Barrett           | Ian Medd              |                             | 7 September 2016 |
| Designer's Response  |                        |                       |                             |                  |
| Authority's Response |                        |                       |                             |                  |

**Client:**  
**CEP**

**Engineer:**  
**GM**  
**Traffic Consultants Ltd**  
2 Brook Close  
North Baddesley  
SO52 9FJ

Date: 7 September 2016

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| 4.0 | AUDITOR STATEMENT .....                     | 6 |

**APPENDIX A**            **Location Plans**

**APPENDIX B**            **Designers Response**

**APPENDIX C**            **Local Highway Authority Response**

## **1.0 INTRODUCTION**

### **1.1 General**

- 1.1.1 This report results from a Stage 1 Road Safety Audit carried out on the existing highway arrangements associated with a planning application for Sefter Farm on Pagham Road, Pagham. The planning proposals comprise the construction of a new building for packaging, preparation and distribution of fresh foods for the existing horticultural business operating at this location. Revisions to internal roads, parking and landscaping are also proposed.
- 1.1.2 The RSA was carried out at the request of CEP.
- 1.1.3 GM Traffic Consultants Ltd carried out the Audit between 3<sup>rd</sup> September 2016 and 7<sup>th</sup> September 2016. The Auditors were:  
  
Mark Barrett Highways England Cert. of Comp  
Ian Medd FSoRSA
- 1.1.4 The Audit Team are independent of the project design team and have had no other involvement with the project.
- 1.1.5 The report has been prepared in accordance with the Design Manual for Roads and Bridges (DMRB) Highways Directive (HD) 19/15.
- 1.1.6 Whilst reference is made to certain design standards, where safety may be compromised by a reduction in standard, this report is not intended to provide a design check. The Auditors have only reported on matters that might have an adverse effect on road safety in the context of the chosen design. No attempt has been made to comment on the justification of the scheme or the appropriateness of the design. Consequently, the Auditors accept no responsibility for the design or construction of the scheme.
- 1.1.7 The Audit consisted of a desk top study and a site visit, which was carried out on Wednesday 7<sup>th</sup> September 2016 at 10:30. Traffic flows were light and the weather dry and sunny.
- 1.1.8 The recommendations in this report are aimed at addressing the road safety problems; however there may be other alternative acceptable ways to overcome a specific problem, when other practical issues are considered. The recommendations contained herein do not absolve the Designer of his/her responsibilities.
- 1.1.9 The Auditors would be pleased to discuss the acceptability of alternative solutions to problems identified during the Audit, and would encourage the Designer to consult them on this matter.
- 1.1.10 The LHA response to the RSA should be formally recorded and reported to the Designer and the RSA Team so that a record of the Audit process is contained in the *As Built* design pack to be provided and retained by the LHA on final completion.

## 2.0 ITEMS CONSIDERED

- 2.1 The Road Safety Audit was undertaken on the scheme detailed in the following documentation.

| Drawing No. | Rev | Title                       |
|-------------|-----|-----------------------------|
| 13207-112   | -   | Proposed Farm Access Plan   |
| 7           | -   | Existing Visibility Splays  |
| 6           | -   | Unmade Access Footpath Plan |

- 2.2 The Audit Team have not been informed of any departures from standards relating to the design.
- 2.3 The personal injury collision record for the five year period ending 30<sup>th</sup> April 2016 has been provided. A review of the data has identified four collisions in the study area between just north of the Barfoot access to south of Sefter Road (Figure 3).
- 2.4 The study area also includes the Sefter Road approach to Pagham Road. All four accidents resulted in slight casualties with two of the collisions occurring at the Pagham Road and Sefter Road junction. Both collisions occurred as a result of vehicles turning right from Sefter Road in front of northbound vehicles on Pagham Road.
- 2.5 The third collision occurred outside Rookery Cottage to the south of Sefter Road and involved a northbound vehicle on Pagham Road losing control on a slight right hand bend and after overcorrecting collides with the bank and fencing on the eastern side of Pagham Road.
- 2.6 The fourth collision occurred on Sefter Road and involved a vehicle failing to stop for a marked police car then losing control on a left hand bend.

### **3.0 MATTERS ARISING FROM THIS STAGE 1 RSA**

#### **3.1 PROBLEM**

LOCATION: Farm access

SUMMARY: Restricted visibility

The hedge row on the eastern verge to the north of the Barfoots access restricts the 2.4m x 215m visibility splay for traffic waiting to turn right from Barfoots. The same hedge row also reduces the forward visibility for southbound traffic on Pagham Road approaching any queuing traffic waiting to turn right in to Barfoots increasing risk of tail-end shunts.

#### **RECOMMENDATION**

The offending vegetation to the north of Barfoots access should be should be trimmed back ensuring this is carried out at regular intervals to maintain visibility.

#### **3.2 PROBLEM**

LOCATION: Farm footpath access to Pagham Road

SUMMARY: Restricted visibility

The visibility for pedestrians leaving the private footpath to cross Pagham Road is severely restricted by the hedges either side of the cutting. This also results in approaching traffic being unaware of pedestrians waiting to cross and could lead to pedestrians stepping out in front of oncoming traffic.

#### **RECOMMENDATION**

The hedge row to the south of the pedestrian cutting in the vicinity of Sefter Road should be removed and set back from the cutting to the existing sign opposite the junction. South of this point the hedge row should be trimmed back as should the hedge north of the cutting ensuring this is carried out at regular intervals to maintain visibility.

#### **4.0 AUDITOR STATEMENT**

4.1 I certify that this audit has been carried out in compliance with HD 19/15.

##### **AUDIT TEAM LEADER**

Mark Barrett

**GM Traffic Consultants Ltd**

Signed: ...



TEL: 07787 158 834

##### **AUDIT TEAM MEMBER**

Ian Medd

Signed:



Date: 7 SEPTEMBER 2016

## APPENDIX A: LOCATION PLANS



## APPENDIX B: DESIGNERS RESPONSE

Auditors: Mark Barrett (Team Leader) and Ian Medd (Team Member).

Scheme: Sefter Farm, Pagham Road, Pagham - Existing Highway Arrangements

Date Audit Completed: 7 September 2016

This response is to a Stage 1 Road Safety Audit to the design standard detailed within HD19/15 of Volume 5, Section 2, Part 2, of the Design Manual for Roads and Bridges, as detailed by the Highways Agency.

| Problem no.<br>in safety<br>audit report | Problem<br>accepted<br>(yes/no) | Recommended<br>measure accepted<br>(yes/no) | Alternative measure (detail description)                                                                                                                                  |
|------------------------------------------|---------------------------------|---------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 3.1                                      | Yes                             | No                                          | The vegetation referred to is within the highway boundary and we will notify the Highway Authority to ensure that this is addressed as part of their regular maintenance. |
| 3.2                                      | Yes                             | No                                          | The vegetation referred to is within the highway boundary and we will notify the Highway Authority to ensure that this is addressed as part of their regular maintenance. |

---

## APPENDIX C: LOCAL HIGHWAY AUTHORITY RESPONSE

### Principal Engineer's Statement:

#### Road Safety Audit for Sefter Farm, Pagham Road, Pagham - Existing Highway Arrangements

I certify that I have considered the items that have arisen in the Stage 1 Road Safety Audit Report and I am content to accept all of its recommendations except for the ones listed above. I have stated my reasons for not accepting them and I seek the Chief Engineer's endorsement of my proposals.

..... Date.....

Principal Engineer

### Chief Engineer's Decision:

I accept these proposals by the Principal Engineer.

..... Date.....

Chief Engineer

## Appendix D

Sefter Farm, Pagham

020.0259/TN/3

## Stage 1 Road Safety Audit: Designer's Response

Auditors: Mark Barrett (Team Leader) and Ian Medd (Team Member)

Scheme: Sefter Farm, Pagham Road, Pagham – Existing Highway Arrangements

Date Audit Completed: 7 September 2016

This response is to a Stage 1 Road Safety Audit to the design standards detailed within HD19/15 of Volume 5, Section 2, Part 2, of the Design Manual for Roads and Bridges, as detailed by the Highway Agency.

### (PROBLEM 3.1)

**LOCATION:** Farm Access

**SUMMARY:** Restricted visibility

The hedge row on the eastern verge to the north of the Barfoots access restricts the 2.4m x 215m visibility splay for traffic waiting to turn right from Barfoots. The same hedge row also reduces the forward visibility for southbound traffic on Pagham Road approaching any queuing traffic waiting to turn right in to Barfoots increasing risk of tail-end shunts.

### **RECOMMENDATION**

The offending vegetation to the north of Barfoots access should be trimmed back ensuring this is carried out at regular intervals to maintain visibility.

### (PROBLEM 3.2)

**LOCATION:** Farm footpath access to Pagham Road

**SUMMARY:** Restricted visibility

The visibility for pedestrians leaving the private footpath to cross Pagham Road is severely restricted by the hedges either side of the cutting. This also results in approaching traffic being unaware of pedestrians waiting to cross and could lead to pedestrians stepping out in front of oncoming traffic.

### **RECOMMENDATION**

The hedge row to the south of the pedestrian cutting in the vicinity of Sefter Road should be removed and set back from the cutting to the existing sign opposite the junction. South of this point the hedge row should be trimmed back as should the hedge north of the cutting ensuring this is carried out at regular intervals to maintain visibility.

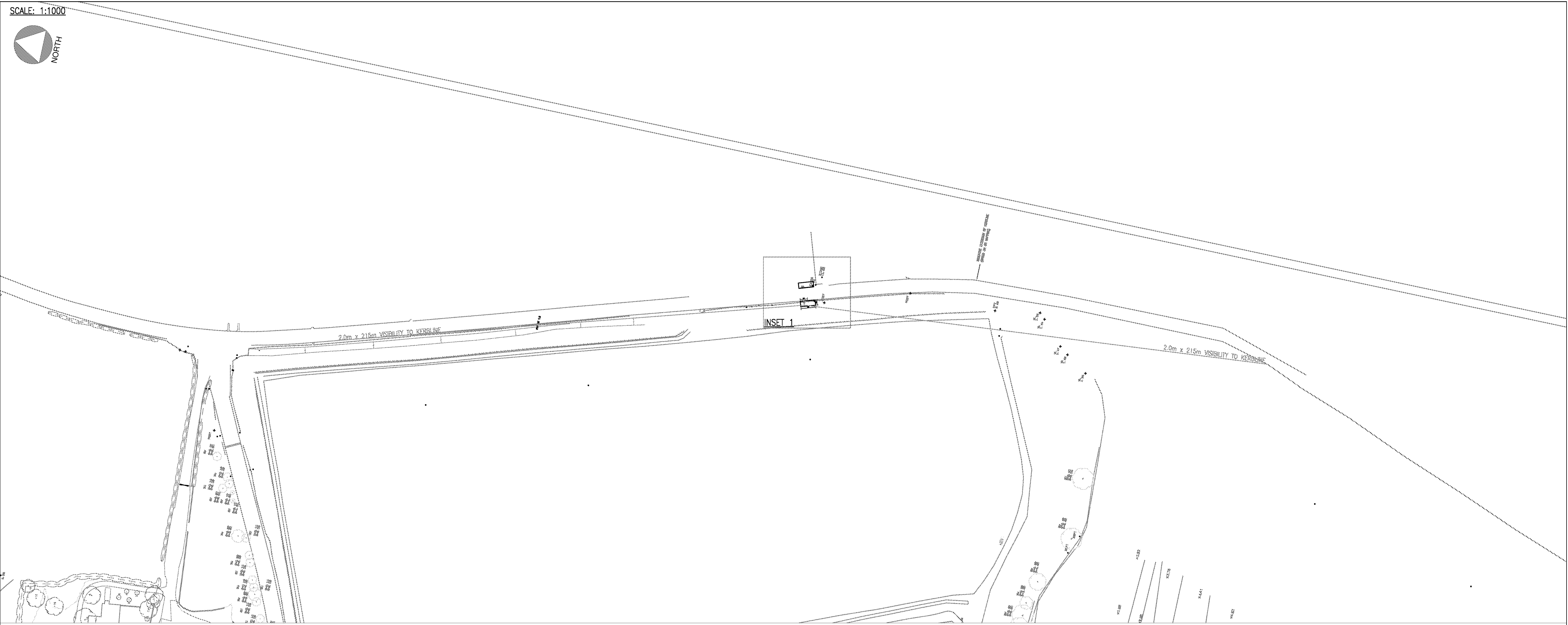
| Problem no. in safety audit report | Problem accepted (yes/no) | Recommended measure accepted (yes/no) | Alternative measure (detail description)                                                                                                                                                                                                                                                                                                                                   |
|------------------------------------|---------------------------|---------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 3.1                                | Yes                       | No                                    | WSCC have advised that it is their responsibility to consider servicing notice to remove the offending vegetation. This is proposed to be based on the submitted plan showing visibility from the site access.                                                                                                                                                             |
| 3.2                                | Yes                       | No                                    | As the vegetation is under private ownership not under the applicant's control, limited scope is available to improve visibility. As the footpath serves mainly the bus stop, a mini-bus service is therefore proposed to travel into the site, to enable staff that may otherwise use the pedestrian footway to the bus stop to catch the bus from a much safer location. |

## Appendix E

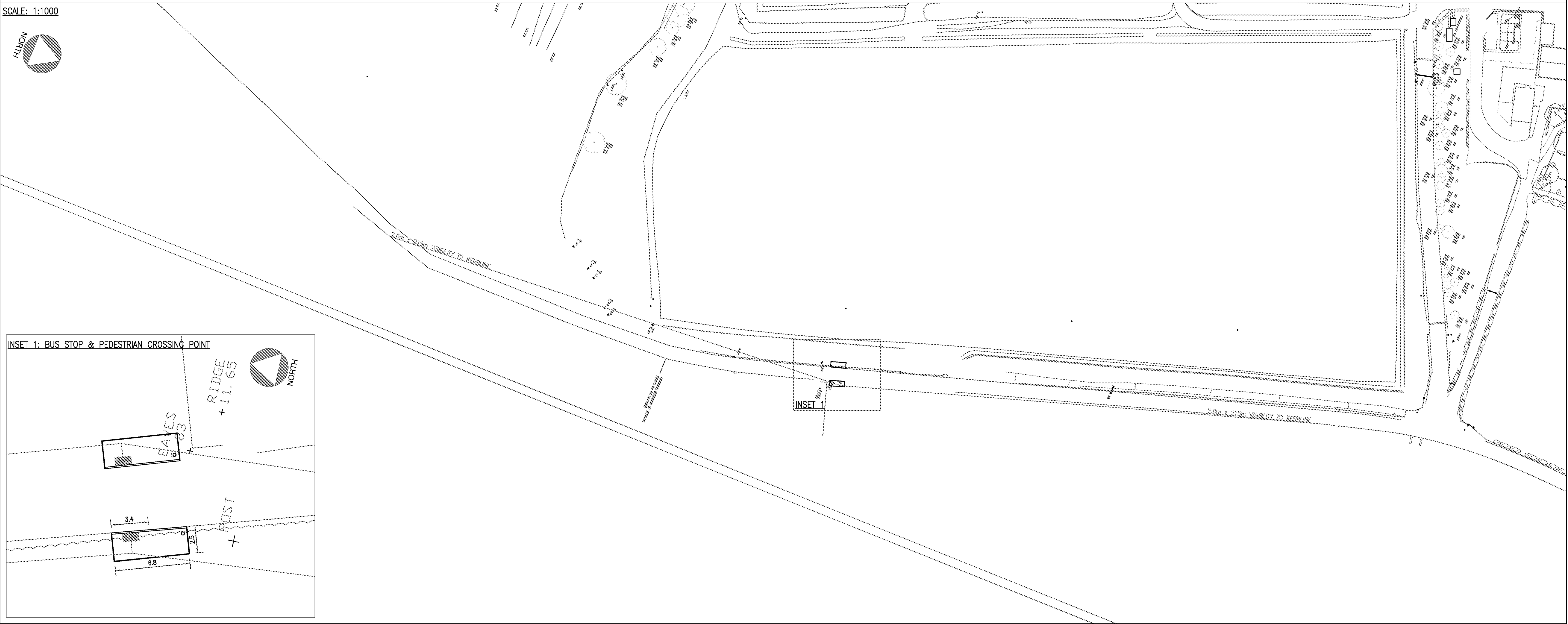
Sefter Farm, Pagham

020.0259/TN/3

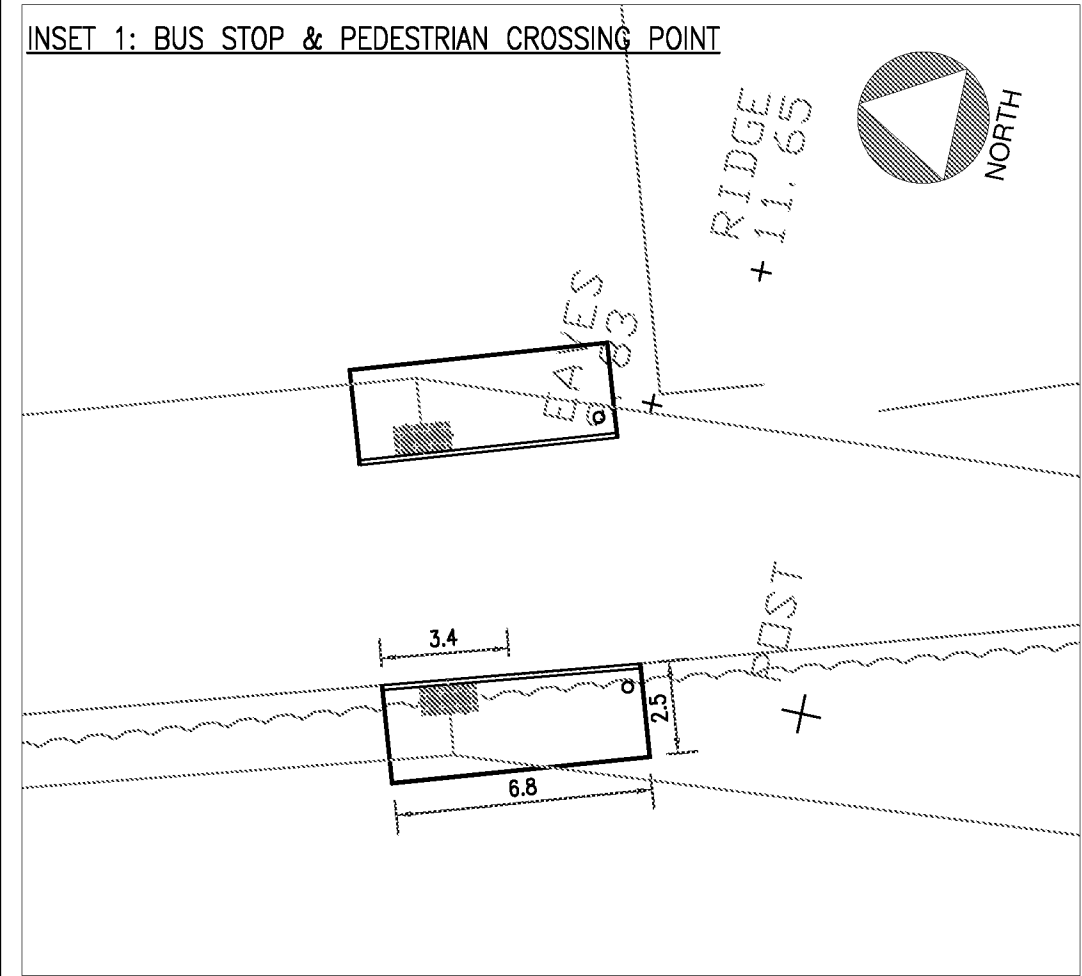
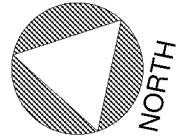
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SCALE: 1:1000



INSET 1: BUS STOP & PEDESTRIAN CROSSING POINT



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Client

PRIVATE CLIENT

Project Name  
SEFTER FARM  
PAGHAM

Title  
POTENTIAL BUS STOP/ CROSSING POINT 1  
(EXISTING BUS STOP LOCATION)

Project Phase

PRELIMINARY

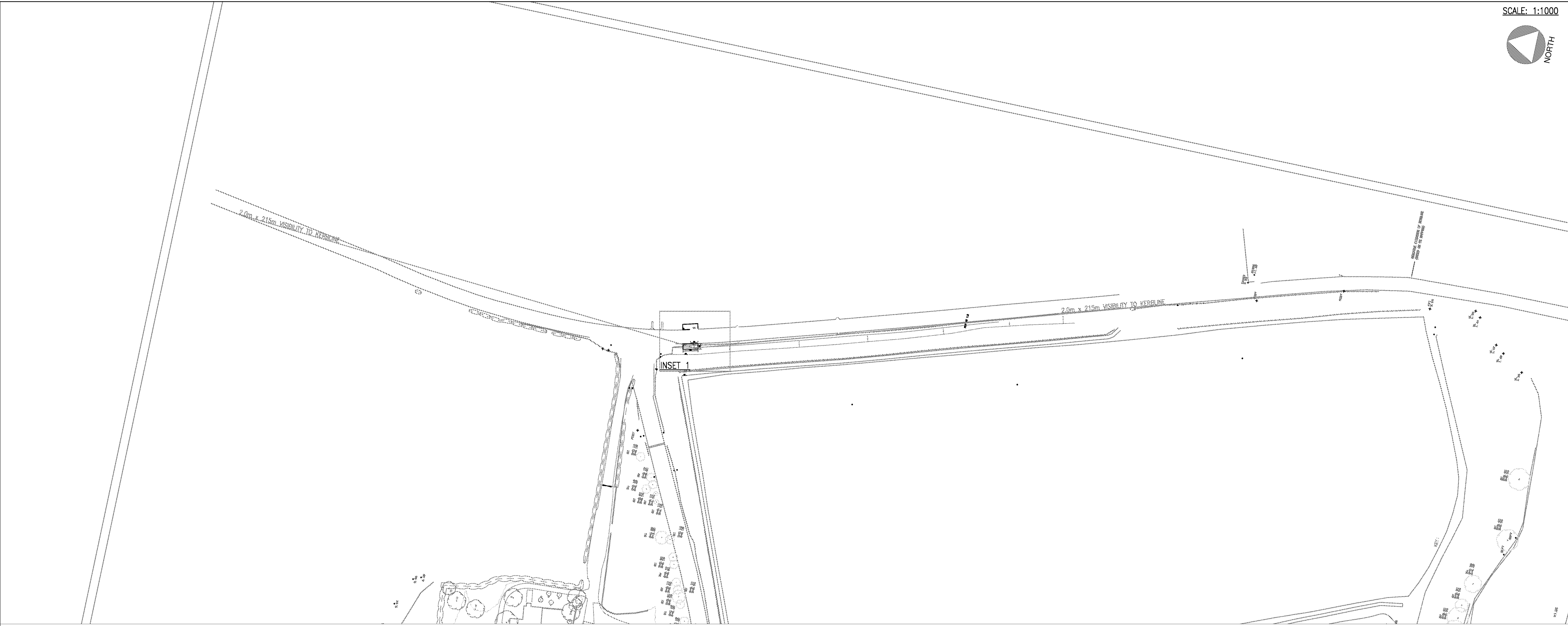
|                   |              |          |              |
|-------------------|--------------|----------|--------------|
| Checked By        | Checked Date | Drawn By | Drawn Date   |
| MS                | 08.12.16     | BW       | 08.12.16     |
| Client Drawing No |              | Scale    |              |
|                   |              | AS SHOWN | (AT A1 SIZE) |

|                |          |
|----------------|----------|
| PBA Drawing No | Revision |
| 020.0259.001   | -        |

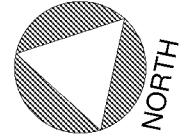
## Appendix F

Sefter Farm, Pagham

020.0259/TN/3



SCALE: 1:1000



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GENERAL NOTES

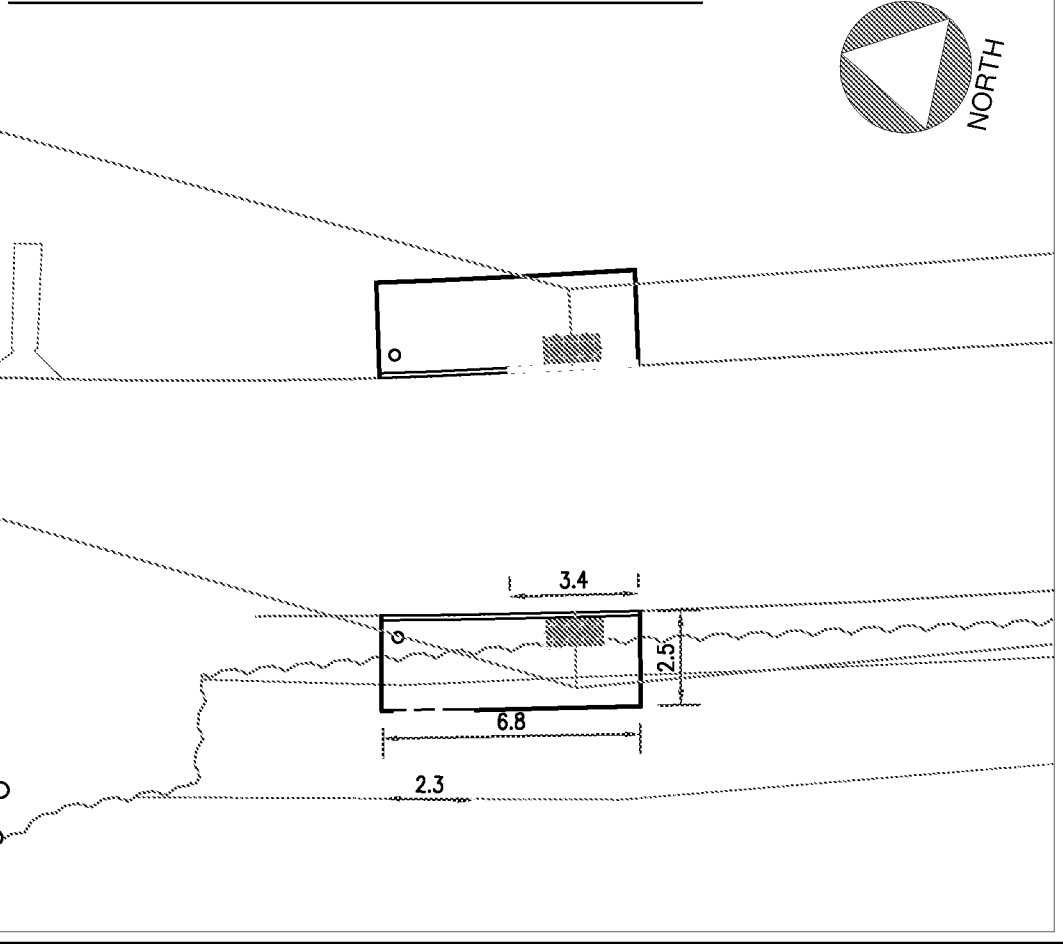
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2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
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SCALE: 1:1000



INSET 1: BUS STOP & PEDESTRIAN CROSSING POINT



|                                                                                                                                                                                                                                                                     |                          |                                |                        |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------------|------------------------|
|  <p>Paul Basham Associates Ltd<br/>Lancaster Court, 8 Barrow Valley Road, Pagham, PO19 6TU<br/>01323 668124<br/>info@paulbashamassociates.com www.paulbashamassociates.com</p> |                          |                                |                        |
| Client<br><br>PRIVATE CLIENT                                                                                                                                                                                                                                        |                          |                                |                        |
| Project Name<br>SEFTER FARM<br>PAGHAM                                                                                                                                                                                                                               |                          |                                |                        |
| Title<br>POTENTIAL BUS STOP/ CROSSING POINT 2<br>(DIRECTLY EAST OF SITE ACCESS)                                                                                                                                                                                     |                          |                                |                        |
| Project Phase<br>PRELIMINARY                                                                                                                                                                                                                                        |                          |                                |                        |
| Checked By<br>MS                                                                                                                                                                                                                                                    | Checked Date<br>08.12.16 | Drawn By<br>BW                 | Drawn Date<br>08.12.16 |
| Client Drawing No<br>-                                                                                                                                                                                                                                              |                          | Scale<br>AS SHOWN (AT A1 SIZE) |                        |
| PBA Drawing No<br>020.0259.001                                                                                                                                                                                                                                      |                          |                                | Revision<br>-          |

## Appendix G

Sefter Farm, Pagham

020.0259/TN/3

Geoff Taylor  
Single Resource

## Barfoots, Pagham Bus Services Proposal.

### Key Features:

- Three routes designed around current employee's
- Timetable to suit shift times
- Commitment to Service Development
- Commitment to Marketing and Promotion

Stagecoach South are prepared to operate three bus routes designed to meet the needs of people working at the Barfoots, Sefter Farm site as detailed below. All of the routes would be registered as public bus services which means that we can charge individual fares to the passengers.

### Routes:

BF1 and BF2 cover the core residential areas of Bognor Regis and Route BF3 serves the core residential area of Portsmouth at the following times. I have attached maps showing the roads to be used.

#### Route BF1

|                                        |      |      |      |      |
|----------------------------------------|------|------|------|------|
| Rose Green, St Anthony's Church        | 0527 | 0557 | 0627 | 0657 |
| Bognor Regis Hospital, Chichester Rd   | 0534 | 0604 | 0634 | 0704 |
| Bognor Regis Rail Station, Longford Rd | 0538 | 0608 | 0638 | 0708 |
| Aldwick Road Post Office               | 0541 | 0611 | 0641 | 0711 |
| Rose Green, St Anthony's Church        | 0546 | 0616 | 0646 | 0716 |
| Pagham, Barfoots Farm                  | 0550 | 0620 | 0650 | 0720 |

|                                        |      |      |      |
|----------------------------------------|------|------|------|
| Pagham, Barfoots Farm                  | 1810 | 1840 | 1910 |
| Rose Green, St Anthony's Church        | 1814 | 1844 | 1914 |
| Bognor Regis Hospital, Chichester Rd   | 1821 | 1851 | 1921 |
| Bognor Regis Rail Station, Longford Rd | 1825 | 1855 | 1925 |
| Aldwick Road Post Office               | 1828 | 1858 | 1928 |
| Rose Green, St Anthony's Church        | 1833 | 1903 | 1933 |

### Route BF2

|                               |      |      |      |      |
|-------------------------------|------|------|------|------|
| North Bersted Shops           | 0535 | 0605 | 0635 | 0705 |
| South Bersted Oak Grove       | 0539 | 0609 | 0639 | 0709 |
| Rose Green St Anthonys Church | 0546 | 0616 | 0646 | 0716 |
| Pagham, Barfoots Farm         | 0550 | 0620 | 0650 | 0720 |

|                               |      |      |      |
|-------------------------------|------|------|------|
| Pagham, Barfoots Farm         | 1810 | 1840 | 1910 |
| Rose Green St Anthonys Church | 1814 | 1844 | 1914 |
| South Bersted Oak Grove       | 1826 | 1856 | 1926 |
| North Bersted Shops           | 1830 | 1900 | 1930 |

### Route BF3

|                              |      |
|------------------------------|------|
| Copnor Green Lane            | 0532 |
| Kingston Prison              | 0539 |
| Eastney Health Centre        | 0547 |
| Albert Road Lights           | 0551 |
| University of Portsmouth     | 0558 |
| Fratton Bridge               | 0602 |
| Stamshaw, Mountbatten Centre | 0610 |
| Hilsea Lido                  | 0615 |
| <i>Then Non-Stop to</i>      |      |
| Pagham, Barfoots Farm        | 0647 |

|                             |      |
|-----------------------------|------|
| Pagham, Barfoots Farm       | 1810 |
| <i>Non Stop to</i>          |      |
| Hilsea Lido                 | 1840 |
| Stamshaw Mountbatten Centre | 1846 |
| Fratton Bridge              | 1857 |
| University of Portsmouth    | 1900 |
| Albert Road Lights          | 1905 |
| Eastney Health Centre       | 1910 |
| Kingston Prison             | 1916 |
| Copnor Green Lane           | 1923 |

**Costs:**

If we to formally tender to operate these services then we would be quoting the following based on a 7 day per week, 52 weeks per annum operation (excluding Christmas Day).

All the costs are based on using a 38 seat single deck vehicle.

BF 1     £180 per day

BF 2     £180 per day

BF 3     £200 per day

Thus for all three routes the total daily operating cost is £560 per day

Thus to cover this revenue requirement we would need 85 passengers per day using each of the Bognor routes and 38 using the Portsmouth route based on fares of Bognor £1 single/£2 return and Portsmouth £4 single/£5 return.

**Financial Arrangement:**

We would require a revenue guarantee to cover 90% of the operating cost, thus if revenue over a four week period averaged less than £560 per day we would wish to invoice you for the difference. Once revenue exceeded 110% of the operating cost then we would be prepared to share that or to reduce fares.

**Ticketing and Fares:**

Tickets would be sold on bus as singles or returns but we could also offer route specific weekly tickets. We also have a range of weekly tickets that would also cover our other bus services in either Bognor Regis or Portsmouth which we would also be allowed to be used. For the purpose of the revenue/costs then we would be able to track their use.

**Service Developments:**

We would be able to track usage of each route on a daily basis and thus be able to review them as required however as all these routes would be what we describe as 'registered' bus routes we are bound by a legal requirement to give 56 days notice of a change.

I would propose that we review the finances and the routes after three months, if we were to discontinue the service or any part we would need 3 months notice in order to fulfil our legal requirements.

**Marketing:**

It would be our proposal to produce a leaflet for each route detailing the times and the exact route and bus stops and ideally we would like that to be circulated to all staff. The details would also be available on our website. We would show these routes as being a Partnership between ourselves, Barfoots and Single Resource as appropriate.

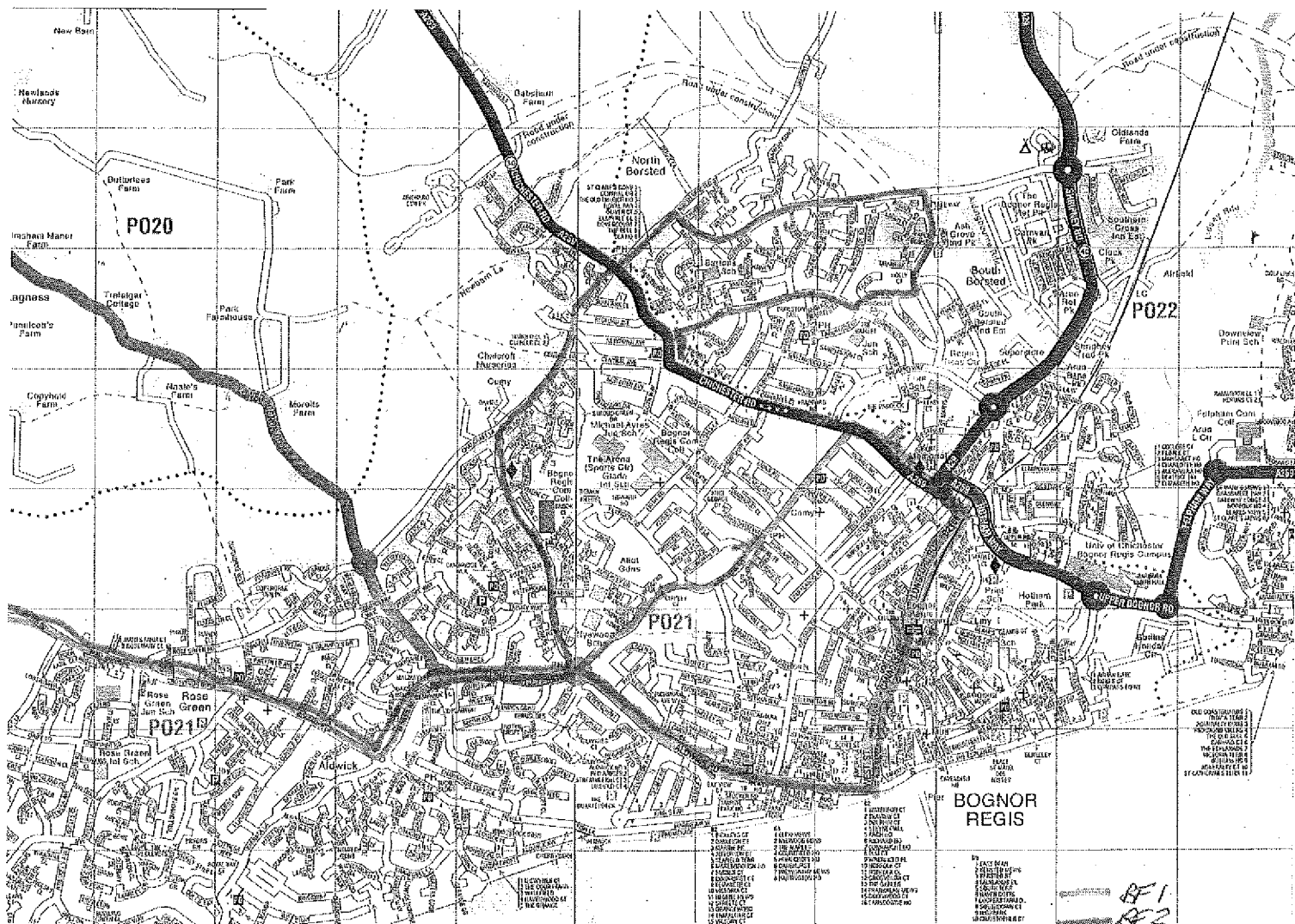
**Start Date:**

Once we have agreement we could start the process of registration and design of marketing material. I would envisage being able to start in the first week of December 2017.

I hope that this proposal meets your needs at this stage and I would be happy to discuss further to finalise.

Mark Turner,  
Stagecoach South  
30.09.16

DRAFT



## Appendix H

Sefter Farm, Pagham

020.0259/TN/3

Calculation Reference: AUDIT-247601-161208-1226

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

**MULTI-MODAL VEHICLES**Selected regions and areas:

|           |                   |        |
|-----------|-------------------|--------|
| <b>02</b> | <b>SOUTH EAST</b> |        |
|           | KC KENT           | 1 days |
| <b>09</b> | <b>NORTH</b>      |        |
|           | DH DURHAM         | 1 days |
|           | TW TYNE & WEAR    | 1 days |
| <b>11</b> | <b>SCOTLAND</b>   |        |
|           | HI HIGHLAND       | 1 days |

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

**Filtering Stage 2 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: 804 to 2525 (units: sqm)  
 Range Selected by User: 186 to 3000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 17/11/15

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

Selected survey days:

|           |        |
|-----------|--------|
| Monday    | 1 days |
| Tuesday   | 2 days |
| Wednesday | 1 days |

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

Selected survey types:

|                       |        |
|-----------------------|--------|
| Manual count          | 4 days |
| Directional ATC Count | 0 days |

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

Selected Locations:

|              |   |
|--------------|---|
| Edge of Town | 4 |
|--------------|---|

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

Selected Location Sub Categories:

|                  |   |
|------------------|---|
| Industrial Zone  | 2 |
| Commercial Zone  | 1 |
| Development Zone | 1 |

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

**Filtering Stage 3 selection:**Use Class:

|    |        |
|----|--------|
| B1 | 4 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®.*

Population within 1 mile:

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

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

Population within 5 miles:

|                    |        |
|--------------------|--------|
| 75,001 to 100,000  | 2 days |
| 100,001 to 125,000 | 1 days |
| 250,001 to 500,000 | 1 days |

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

Car ownership within 5 miles:

|            |        |
|------------|--------|
| 0.6 to 1.0 | 2 days |
| 1.1 to 1.5 | 2 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.*

LIST OF SITES relevant to selection parameters

|          |                               |                              |                            |
|----------|-------------------------------|------------------------------|----------------------------|
| <b>1</b> | <b>DH-02-A-02</b>             | <b>CONSTRUCTI ON COMPANY</b> | <b>DURHAM</b>              |
|          | DURHAM ROAD                   |                              |                            |
|          | BOWBURN                       |                              |                            |
|          | NEAR DURHAM                   |                              |                            |
|          | Edge of Town                  |                              |                            |
|          | Industrial Zone               |                              |                            |
|          | Total Gross floor area:       | 2000 sqm                     |                            |
|          | Survey date: <i>TUESDAY</i>   | 27/11/12                     | Survey Type: <i>MANUAL</i> |
| <b>2</b> | <b>HI-02-A-01</b>             | <b>OFFI CE</b>               | <b>HI GH LAND</b>          |
|          | HIGHLANDER WAY                |                              |                            |
|          | INVERNESS                     |                              |                            |
|          | Edge of Town                  |                              |                            |
|          | Development Zone              |                              |                            |
|          | Total Gross floor area:       | 804 sqm                      |                            |
|          | Survey date: <i>WEDNESDAY</i> | 20/05/09                     | Survey Type: <i>MANUAL</i> |
| <b>3</b> | <b>KC-02-A-07</b>             | <b>KCC HI GHWAYS REG.</b>    | <b>KENT</b>                |
|          | KAVELIN WAY                   |                              |                            |
|          | HENWOOD IND. ESTATE           |                              |                            |
|          | ASHFORD                       |                              |                            |
|          | Edge of Town                  |                              |                            |
|          | Commercial Zone               |                              |                            |
|          | Total Gross floor area:       | 2525 sqm                     |                            |
|          | Survey date: <i>MONDAY</i>    | 05/12/11                     | Survey Type: <i>MANUAL</i> |
| <b>4</b> | <b>TW-02-A-04</b>             | <b>HOUSI NG CO.</b>          | <b>TYNE &amp; WEAR</b>     |
|          | EARLSWAY                      |                              |                            |
|          | TEAM VALLEY TRAD. EST.        |                              |                            |
|          | GATESHEAD                     |                              |                            |
|          | Edge of Town                  |                              |                            |
|          | Industrial Zone               |                              |                            |
|          | Total Gross floor area:       | 2500 sqm                     |                            |
|          | Survey date: <i>TUESDAY</i>   | 29/09/09                     | Survey Type: <i>MANUAL</i> |

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

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

**MULTI-MODAL VEHICLES**

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period**

| Time Range    | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|               | No. Days | Ave. GFA    | Trip Rate    | No. Days   | Ave. GFA    | Trip Rate    | No. Days | Ave. GFA    | Trip Rate    |
| 00:00 - 00:30 |          |             |              |            |             |              |          |             |              |
| 00:30 - 01:00 |          |             |              |            |             |              |          |             |              |
| 01:00 - 01:30 |          |             |              |            |             |              |          |             |              |
| 01:30 - 02:00 |          |             |              |            |             |              |          |             |              |
| 02:00 - 02:30 |          |             |              |            |             |              |          |             |              |
| 02:30 - 03:00 |          |             |              |            |             |              |          |             |              |
| 03:00 - 03:30 |          |             |              |            |             |              |          |             |              |
| 03:30 - 04:00 |          |             |              |            |             |              |          |             |              |
| 04:00 - 04:30 |          |             |              |            |             |              |          |             |              |
| 04:30 - 05:00 |          |             |              |            |             |              |          |             |              |
| 05:00 - 05:30 |          |             |              |            |             |              |          |             |              |
| 05:30 - 06:00 |          |             |              |            |             |              |          |             |              |
| 06:00 - 06:30 |          |             |              |            |             |              |          |             |              |
| 06:30 - 07:00 |          |             |              |            |             |              |          |             |              |
| 07:00 - 07:30 | 4        | 1957        | 0.370        | 4          | 1957        | 0.089        | 4        | 1957        | 0.459        |
| 07:30 - 08:00 | 4        | 1957        | 0.600        | 4          | 1957        | 0.179        | 4        | 1957        | 0.779        |
| 08:00 - 08:30 | 4        | 1957        | 1.022        | 4          | 1957        | 0.141        | 4        | 1957        | 1.163        |
| 08:30 - 09:00 | <b>4</b> | <b>1957</b> | <b>1.150</b> | 4          | 1957        | 0.064        | 4        | 1957        | 1.214        |
| 09:00 - 09:30 | 4        | 1957        | 1.022        | 4          | 1957        | 0.192        | 4        | 1957        | 1.214        |
| 09:30 - 10:00 | 4        | 1957        | 0.690        | 4          | 1957        | 0.230        | 4        | 1957        | 0.920        |
| 10:00 - 10:30 | 4        | 1957        | 0.460        | 4          | 1957        | 0.243        | 4        | 1957        | 0.703        |
| 10:30 - 11:00 | 4        | 1957        | 0.268        | 4          | 1957        | 0.192        | 4        | 1957        | 0.460        |
| 11:00 - 11:30 | 4        | 1957        | 0.204        | 4          | 1957        | 0.243        | 4        | 1957        | 0.447        |
| 11:30 - 12:00 | 4        | 1957        | 0.230        | 4          | 1957        | 0.192        | 4        | 1957        | 0.422        |
| 12:00 - 12:30 | 4        | 1957        | 0.332        | 4          | 1957        | 0.422        | 4        | 1957        | 0.754        |
| 12:30 - 13:00 | 4        | 1957        | 0.511        | 4          | 1957        | 0.383        | 4        | 1957        | 0.894        |
| 13:00 - 13:30 | 4        | 1957        | 0.677        | 4          | 1957        | 0.268        | 4        | 1957        | 0.945        |
| 13:30 - 14:00 | 4        | 1957        | 0.396        | 4          | 1957        | 0.281        | 4        | 1957        | 0.677        |
| 14:00 - 14:30 | 4        | 1957        | 0.358        | 4          | 1957        | 0.255        | 4        | 1957        | 0.613        |
| 14:30 - 15:00 | 4        | 1957        | 0.230        | 4          | 1957        | 0.396        | 4        | 1957        | 0.626        |
| 15:00 - 15:30 | 4        | 1957        | 0.294        | 4          | 1957        | 0.498        | 4        | 1957        | 0.792        |
| 15:30 - 16:00 | 4        | 1957        | 0.243        | 4          | 1957        | 0.473        | 4        | 1957        | 0.716        |
| 16:00 - 16:30 | 4        | 1957        | 0.281        | 4          | 1957        | 0.907        | 4        | 1957        | 1.188        |
| 16:30 - 17:00 | 4        | 1957        | 0.077        | 4          | 1957        | 1.188        | 4        | 1957        | 1.265        |
| 17:00 - 17:30 | 4        | 1957        | 0.141        | <b>4</b>   | <b>1957</b> | <b>1.660</b> | <b>4</b> | <b>1957</b> | <b>1.801</b> |
| 17:30 - 18:00 | 4        | 1957        | 0.077        | 4          | 1957        | 0.984        | 4        | 1957        | 1.061        |
| 18:00 - 18:30 | 4        | 1957        | 0.051        | 4          | 1957        | 0.345        | 4        | 1957        | 0.396        |
| 18:30 - 19:00 | 4        | 1957        | 0.000        | 4          | 1957        | 0.192        | 4        | 1957        | 0.192        |
| 19:00 - 19:30 |          |             |              |            |             |              |          |             |              |
| 19:30 - 20:00 |          |             |              |            |             |              |          |             |              |
| 20:00 - 20:30 |          |             |              |            |             |              |          |             |              |
| 20:30 - 21:00 |          |             |              |            |             |              |          |             |              |
| 21:00 - 21:30 |          |             |              |            |             |              |          |             |              |
| 21:30 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 22:30 |          |             |              |            |             |              |          |             |              |
| 22:30 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 23:30 |          |             |              |            |             |              |          |             |              |
| 23:30 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 9.684        |            |             | 10.017       |          |             | 19.701       |

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:  $COUNT/TRP \times FACT$ . Trip rates are then rounded to 3 decimal places.

**Parameter summary**

|                                               |                         |
|-----------------------------------------------|-------------------------|
| Trip rate parameter range selected:           | 804 - 2525 (units: sqm) |
| Survey date date range:                       | 01/01/08 - 17/11/15     |
| 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

**MULTI-MODAL TAXIS****Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

| Time Range    | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|               | No. Days | Ave. GFA    | Trip Rate    | No. Days   | Ave. GFA    | Trip Rate    | No. Days | Ave. GFA    | Trip Rate    |
| 00:00 - 00:30 |          |             |              |            |             |              |          |             |              |
| 00:30 - 01:00 |          |             |              |            |             |              |          |             |              |
| 01:00 - 01:30 |          |             |              |            |             |              |          |             |              |
| 01:30 - 02:00 |          |             |              |            |             |              |          |             |              |
| 02:00 - 02:30 |          |             |              |            |             |              |          |             |              |
| 02:30 - 03:00 |          |             |              |            |             |              |          |             |              |
| 03:00 - 03:30 |          |             |              |            |             |              |          |             |              |
| 03:30 - 04:00 |          |             |              |            |             |              |          |             |              |
| 04:00 - 04:30 |          |             |              |            |             |              |          |             |              |
| 04:30 - 05:00 |          |             |              |            |             |              |          |             |              |
| 05:00 - 05:30 |          |             |              |            |             |              |          |             |              |
| 05:30 - 06:00 |          |             |              |            |             |              |          |             |              |
| 06:00 - 06:30 |          |             |              |            |             |              |          |             |              |
| 06:30 - 07:00 |          |             |              |            |             |              |          |             |              |
| 07:00 - 07:30 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 07:30 - 08:00 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 08:00 - 08:30 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 08:30 - 09:00 | 4        | 1957        | 0.026        | 4          | 1957        | 0.013        | 4        | 1957        | 0.039        |
| 09:00 - 09:30 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 09:30 - 10:00 | 4        | <b>1957</b> | <b>0.038</b> | 4          | <b>1957</b> | <b>0.038</b> | 4        | <b>1957</b> | <b>0.076</b> |
| 10:00 - 10:30 | 4        | 1957        | 0.000        | 4          | 1957        | 0.013        | 4        | 1957        | 0.013        |
| 10:30 - 11:00 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 11:00 - 11:30 | 4        | 1957        | 0.013        | 4          | 1957        | 0.013        | 4        | 1957        | 0.026        |
| 11:30 - 12:00 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 12:00 - 12:30 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 12:30 - 13:00 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 13:00 - 13:30 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 13:30 - 14:00 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 14:00 - 14:30 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 14:30 - 15:00 | 4        | 1957        | 0.013        | 4          | 1957        | 0.013        | 4        | 1957        | 0.026        |
| 15:00 - 15:30 | 4        | 1957        | 0.026        | 4          | 1957        | 0.026        | 4        | 1957        | 0.052        |
| 15:30 - 16:00 | 4        | 1957        | 0.038        | 4          | 1957        | 0.026        | 4        | 1957        | 0.064        |
| 16:00 - 16:30 | 4        | 1957        | 0.000        | 4          | 1957        | 0.013        | 4        | 1957        | 0.013        |
| 16:30 - 17:00 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 17:00 - 17:30 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 17:30 - 18:00 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 18:00 - 18:30 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 18:30 - 19:00 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 19:00 - 19:30 |          |             |              |            |             |              |          |             |              |
| 19:30 - 20:00 |          |             |              |            |             |              |          |             |              |
| 20:00 - 20:30 |          |             |              |            |             |              |          |             |              |
| 20:30 - 21:00 |          |             |              |            |             |              |          |             |              |
| 21:00 - 21:30 |          |             |              |            |             |              |          |             |              |
| 21:30 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 22:30 |          |             |              |            |             |              |          |             |              |
| 22:30 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 23:30 |          |             |              |            |             |              |          |             |              |
| 23:30 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 0.154        |            |             | 0.155        |          |             | 0.309        |

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.

**Parameter summary**

|                                               |                         |
|-----------------------------------------------|-------------------------|
| Trip rate parameter range selected:           | 804 - 2525 (units: sqm) |
| Survey date date range:                       | 01/01/08 - 17/11/15     |
| 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

**MULTI-MODAL OGVS****Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

| Time Range    | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|               | No. Days | Ave. GFA    | Trip Rate    | No. Days   | Ave. GFA    | Trip Rate    | No. Days | Ave. GFA    | Trip Rate    |
| 00:00 - 00:30 |          |             |              |            |             |              |          |             |              |
| 00:30 - 01:00 |          |             |              |            |             |              |          |             |              |
| 01:00 - 01:30 |          |             |              |            |             |              |          |             |              |
| 01:30 - 02:00 |          |             |              |            |             |              |          |             |              |
| 02:00 - 02:30 |          |             |              |            |             |              |          |             |              |
| 02:30 - 03:00 |          |             |              |            |             |              |          |             |              |
| 03:00 - 03:30 |          |             |              |            |             |              |          |             |              |
| 03:30 - 04:00 |          |             |              |            |             |              |          |             |              |
| 04:00 - 04:30 |          |             |              |            |             |              |          |             |              |
| 04:30 - 05:00 |          |             |              |            |             |              |          |             |              |
| 05:00 - 05:30 |          |             |              |            |             |              |          |             |              |
| 05:30 - 06:00 |          |             |              |            |             |              |          |             |              |
| 06:00 - 06:30 |          |             |              |            |             |              |          |             |              |
| 06:30 - 07:00 |          |             |              |            |             |              |          |             |              |
| 07:00 - 07:30 | 4        | 1957        | 0.013        | 4          | 1957        | 0.000        | 4        | 1957        | 0.013        |
| 07:30 - 08:00 | 4        | 1957        | 0.000        | 4          | 1957        | 0.013        | 4        | 1957        | 0.013        |
| 08:00 - 08:30 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 08:30 - 09:00 | 4        | 1957        | 0.013        | 4          | 1957        | 0.000        | 4        | 1957        | 0.013        |
| 09:00 - 09:30 | 4        | 1957        | 0.013        | 4          | 1957        | 0.026        | 4        | 1957        | 0.039        |
| 09:30 - 10:00 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 10:00 - 10:30 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 10:30 - 11:00 | 4        | 1957        | 0.013        | 4          | 1957        | 0.000        | 4        | 1957        | 0.013        |
| 11:00 - 11:30 | 4        | 1957        | 0.013        | 4          | 1957        | 0.026        | 4        | 1957        | 0.039        |
| 11:30 - 12:00 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 12:00 - 12:30 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 12:30 - 13:00 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 13:00 - 13:30 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 13:30 - 14:00 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 14:00 - 14:30 | 4        | 1957        | 0.013        | 4          | 1957        | 0.000        | 4        | 1957        | 0.013        |
| 14:30 - 15:00 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 15:00 - 15:30 | 4        | 1957        | 0.013        | 4          | 1957        | 0.026        | 4        | 1957        | 0.039        |
| 15:30 - 16:00 | 4        | 1957        | 0.038        | 4          | 1957        | 0.026        | 4        | 1957        | 0.064        |
| 16:00 - 16:30 | 4        | <b>1957</b> | <b>0.051</b> | 4          | <b>1957</b> | <b>0.038</b> | 4        | <b>1957</b> | <b>0.089</b> |
| 16:30 - 17:00 | 4        | 1957        | 0.000        | 4          | 1957        | 0.013        | 4        | 1957        | 0.013        |
| 17:00 - 17:30 | 4        | 1957        | 0.000        | 4          | 1957        | 0.013        | 4        | 1957        | 0.013        |
| 17:30 - 18:00 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 18:00 - 18:30 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 18:30 - 19:00 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 19:00 - 19:30 |          |             |              |            |             |              |          |             |              |
| 19:30 - 20:00 |          |             |              |            |             |              |          |             |              |
| 20:00 - 20:30 |          |             |              |            |             |              |          |             |              |
| 20:30 - 21:00 |          |             |              |            |             |              |          |             |              |
| 21:00 - 21:30 |          |             |              |            |             |              |          |             |              |
| 21:30 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 22:30 |          |             |              |            |             |              |          |             |              |
| 22:30 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 23:30 |          |             |              |            |             |              |          |             |              |
| 23:30 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 0.180        |            |             | 0.181        |          |             | 0.361        |

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.

**Parameter summary**

|                                               |                         |
|-----------------------------------------------|-------------------------|
| Trip rate parameter range selected:           | 804 - 2525 (units: sqm) |
| Survey date date range:                       | 01/01/08 - 17/11/15     |
| 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

**MULTI-MODAL PSVS****Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 00:30 |          |          |           |            |          |           |          |          |           |
| 00:30 - 01:00 |          |          |           |            |          |           |          |          |           |
| 01:00 - 01:30 |          |          |           |            |          |           |          |          |           |
| 01:30 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 02:30 |          |          |           |            |          |           |          |          |           |
| 02:30 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 03:30 |          |          |           |            |          |           |          |          |           |
| 03:30 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 04:30 |          |          |           |            |          |           |          |          |           |
| 04:30 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 05:30 |          |          |           |            |          |           |          |          |           |
| 05:30 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 06:30 |          |          |           |            |          |           |          |          |           |
| 06:30 - 07:00 |          |          |           |            |          |           |          |          |           |
| 07:00 - 07:30 | 4        | 1957     | 0.000     | 4          | 1957     | 0.000     | 4        | 1957     | 0.000     |
| 07:30 - 08:00 | 4        | 1957     | 0.000     | 4          | 1957     | 0.000     | 4        | 1957     | 0.000     |
| 08:00 - 08:30 | 4        | 1957     | 0.000     | 4          | 1957     | 0.000     | 4        | 1957     | 0.000     |
| 08:30 - 09:00 | 4        | 1957     | 0.000     | 4          | 1957     | 0.000     | 4        | 1957     | 0.000     |
| 09:00 - 09:30 | 4        | 1957     | 0.000     | 4          | 1957     | 0.000     | 4        | 1957     | 0.000     |
| 09:30 - 10:00 | 4        | 1957     | 0.000     | 4          | 1957     | 0.000     | 4        | 1957     | 0.000     |
| 10:00 - 10:30 | 4        | 1957     | 0.000     | 4          | 1957     | 0.000     | 4        | 1957     | 0.000     |
| 10:30 - 11:00 | 4        | 1957     | 0.000     | 4          | 1957     | 0.000     | 4        | 1957     | 0.000     |
| 11:00 - 11:30 | 4        | 1957     | 0.000     | 4          | 1957     | 0.000     | 4        | 1957     | 0.000     |
| 11:30 - 12:00 | 4        | 1957     | 0.000     | 4          | 1957     | 0.000     | 4        | 1957     | 0.000     |
| 12:00 - 12:30 | 4        | 1957     | 0.000     | 4          | 1957     | 0.000     | 4        | 1957     | 0.000     |
| 12:30 - 13:00 | 4        | 1957     | 0.000     | 4          | 1957     | 0.000     | 4        | 1957     | 0.000     |
| 13:00 - 13:30 | 4        | 1957     | 0.000     | 4          | 1957     | 0.000     | 4        | 1957     | 0.000     |
| 13:30 - 14:00 | 4        | 1957     | 0.000     | 4          | 1957     | 0.000     | 4        | 1957     | 0.000     |
| 14:00 - 14:30 | 4        | 1957     | 0.000     | 4          | 1957     | 0.000     | 4        | 1957     | 0.000     |
| 14:30 - 15:00 | 4        | 1957     | 0.000     | 4          | 1957     | 0.000     | 4        | 1957     | 0.000     |
| 15:00 - 15:30 | 4        | 1957     | 0.000     | 4          | 1957     | 0.000     | 4        | 1957     | 0.000     |
| 15:30 - 16:00 | 4        | 1957     | 0.000     | 4          | 1957     | 0.000     | 4        | 1957     | 0.000     |
| 16:00 - 16:30 | 4        | 1957     | 0.000     | 4          | 1957     | 0.000     | 4        | 1957     | 0.000     |
| 16:30 - 17:00 | 4        | 1957     | 0.000     | 4          | 1957     | 0.000     | 4        | 1957     | 0.000     |
| 17:00 - 17:30 | 4        | 1957     | 0.000     | 4          | 1957     | 0.000     | 4        | 1957     | 0.000     |
| 17:30 - 18:00 | 4        | 1957     | 0.000     | 4          | 1957     | 0.000     | 4        | 1957     | 0.000     |
| 18:00 - 18:30 | 4        | 1957     | 0.000     | 4          | 1957     | 0.000     | 4        | 1957     | 0.000     |
| 18:30 - 19:00 | 4        | 1957     | 0.000     | 4          | 1957     | 0.000     | 4        | 1957     | 0.000     |
| 19:00 - 19:30 |          |          |           |            |          |           |          |          |           |
| 19:30 - 20:00 |          |          |           |            |          |           |          |          |           |
| 20:00 - 20:30 |          |          |           |            |          |           |          |          |           |
| 20:30 - 21:00 |          |          |           |            |          |           |          |          |           |
| 21:00 - 21:30 |          |          |           |            |          |           |          |          |           |
| 21:30 - 22:00 |          |          |           |            |          |           |          |          |           |
| 22:00 - 22:30 |          |          |           |            |          |           |          |          |           |
| 22:30 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 23:30 |          |          |           |            |          |           |          |          |           |
| 23:30 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 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.

**Parameter summary**

|                                               |                         |
|-----------------------------------------------|-------------------------|
| Trip rate parameter range selected:           | 804 - 2525 (units: sqm) |
| Survey date date range:                       | 01/01/08 - 17/11/15     |
| 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

**MULTI-MODAL CYCLISTS**

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period**

| Time Range    | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|               | No. Days | Ave. GFA    | Trip Rate    | No. Days   | Ave. GFA    | Trip Rate    | No. Days | Ave. GFA    | Trip Rate    |
| 00:00 - 00:30 |          |             |              |            |             |              |          |             |              |
| 00:30 - 01:00 |          |             |              |            |             |              |          |             |              |
| 01:00 - 01:30 |          |             |              |            |             |              |          |             |              |
| 01:30 - 02:00 |          |             |              |            |             |              |          |             |              |
| 02:00 - 02:30 |          |             |              |            |             |              |          |             |              |
| 02:30 - 03:00 |          |             |              |            |             |              |          |             |              |
| 03:00 - 03:30 |          |             |              |            |             |              |          |             |              |
| 03:30 - 04:00 |          |             |              |            |             |              |          |             |              |
| 04:00 - 04:30 |          |             |              |            |             |              |          |             |              |
| 04:30 - 05:00 |          |             |              |            |             |              |          |             |              |
| 05:00 - 05:30 |          |             |              |            |             |              |          |             |              |
| 05:30 - 06:00 |          |             |              |            |             |              |          |             |              |
| 06:00 - 06:30 |          |             |              |            |             |              |          |             |              |
| 06:30 - 07:00 |          |             |              |            |             |              |          |             |              |
| 07:00 - 07:30 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 07:30 - 08:00 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 08:00 - 08:30 | <b>4</b> | <b>1957</b> | <b>0.026</b> | 4          | 1957        | 0.000        | 4        | 1957        | 0.026        |
| 08:30 - 09:00 | 4        | 1957        | 0.000        | <b>4</b>   | <b>1957</b> | <b>0.038</b> | 4        | 1957        | 0.038        |
| 09:00 - 09:30 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 09:30 - 10:00 | 4        | 1957        | 0.013        | 4          | 1957        | 0.013        | 4        | 1957        | 0.026        |
| 10:00 - 10:30 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 10:30 - 11:00 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 11:00 - 11:30 | 4        | 1957        | 0.000        | 4          | 1957        | 0.013        | 4        | 1957        | 0.013        |
| 11:30 - 12:00 | 4        | 1957        | 0.013        | 4          | 1957        | 0.000        | 4        | 1957        | 0.013        |
| 12:00 - 12:30 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 12:30 - 13:00 | 4        | 1957        | 0.000        | 4          | 1957        | 0.013        | 4        | 1957        | 0.013        |
| 13:00 - 13:30 | 4        | 1957        | 0.013        | 4          | 1957        | 0.000        | 4        | 1957        | 0.013        |
| 13:30 - 14:00 | 4        | 1957        | 0.000        | 4          | 1957        | 0.013        | 4        | 1957        | 0.013        |
| 14:00 - 14:30 | 4        | 1957        | 0.000        | 4          | 1957        | 0.013        | 4        | 1957        | 0.013        |
| 14:30 - 15:00 | 4        | 1957        | 0.013        | 4          | 1957        | 0.000        | 4        | 1957        | 0.013        |
| 15:00 - 15:30 | 4        | 1957        | 0.013        | 4          | 1957        | 0.000        | 4        | 1957        | 0.013        |
| 15:30 - 16:00 | 4        | 1957        | 0.000        | 4          | 1957        | 0.013        | 4        | 1957        | 0.013        |
| 16:00 - 16:30 | 4        | 1957        | 0.026        | 4          | 1957        | 0.000        | 4        | 1957        | 0.026        |
| 16:30 - 17:00 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 17:00 - 17:30 | 4        | 1957        | 0.026        | 4          | 1957        | 0.013        | <b>4</b> | <b>1957</b> | <b>0.039</b> |
| 17:30 - 18:00 | 4        | 1957        | 0.000        | 4          | 1957        | 0.013        | 4        | 1957        | 0.013        |
| 18:00 - 18:30 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 18:30 - 19:00 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 19:00 - 19:30 |          |             |              |            |             |              |          |             |              |
| 19:30 - 20:00 |          |             |              |            |             |              |          |             |              |
| 20:00 - 20:30 |          |             |              |            |             |              |          |             |              |
| 20:30 - 21:00 |          |             |              |            |             |              |          |             |              |
| 21:00 - 21:30 |          |             |              |            |             |              |          |             |              |
| 21:30 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 22:30 |          |             |              |            |             |              |          |             |              |
| 22:30 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 23:30 |          |             |              |            |             |              |          |             |              |
| 23:30 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 0.143        |            |             | 0.142        |          |             | 0.285        |

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:  $COUNT/TRP \times FACT$ . Trip rates are then rounded to 3 decimal places.

**Parameter summary**

|                                               |                         |
|-----------------------------------------------|-------------------------|
| Trip rate parameter range selected:           | 804 - 2525 (units: sqm) |
| Survey date date range:                       | 01/01/08 - 17/11/15     |
| 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

**MULTI-MODAL VEHICLE OCCUPANTS****Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

| Time Range    | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|               | No. Days | Ave. GFA    | Trip Rate    | No. Days   | Ave. GFA    | Trip Rate    | No. Days | Ave. GFA    | Trip Rate    |
| 00:00 - 00:30 |          |             |              |            |             |              |          |             |              |
| 00:30 - 01:00 |          |             |              |            |             |              |          |             |              |
| 01:00 - 01:30 |          |             |              |            |             |              |          |             |              |
| 01:30 - 02:00 |          |             |              |            |             |              |          |             |              |
| 02:00 - 02:30 |          |             |              |            |             |              |          |             |              |
| 02:30 - 03:00 |          |             |              |            |             |              |          |             |              |
| 03:00 - 03:30 |          |             |              |            |             |              |          |             |              |
| 03:30 - 04:00 |          |             |              |            |             |              |          |             |              |
| 04:00 - 04:30 |          |             |              |            |             |              |          |             |              |
| 04:30 - 05:00 |          |             |              |            |             |              |          |             |              |
| 05:00 - 05:30 |          |             |              |            |             |              |          |             |              |
| 05:30 - 06:00 |          |             |              |            |             |              |          |             |              |
| 06:00 - 06:30 |          |             |              |            |             |              |          |             |              |
| 06:30 - 07:00 |          |             |              |            |             |              |          |             |              |
| 07:00 - 07:30 | 4        | 1957        | 0.396        | 4          | 1957        | 0.102        | 4        | 1957        | 0.498        |
| 07:30 - 08:00 | 4        | 1957        | 0.600        | 4          | 1957        | 0.179        | 4        | 1957        | 0.779        |
| 08:00 - 08:30 | 4        | 1957        | 1.073        | 4          | 1957        | 0.141        | 4        | 1957        | 1.214        |
| 08:30 - 09:00 | <b>4</b> | <b>1957</b> | <b>1.226</b> | 4          | 1957        | 0.064        | 4        | 1957        | 1.290        |
| 09:00 - 09:30 | 4        | 1957        | 1.098        | 4          | 1957        | 0.281        | 4        | 1957        | 1.379        |
| 09:30 - 10:00 | 4        | 1957        | 0.715        | 4          | 1957        | 0.307        | 4        | 1957        | 1.022        |
| 10:00 - 10:30 | 4        | 1957        | 0.498        | 4          | 1957        | 0.268        | 4        | 1957        | 0.766        |
| 10:30 - 11:00 | 4        | 1957        | 0.319        | 4          | 1957        | 0.230        | 4        | 1957        | 0.549        |
| 11:00 - 11:30 | 4        | 1957        | 0.255        | 4          | 1957        | 0.255        | 4        | 1957        | 0.510        |
| 11:30 - 12:00 | 4        | 1957        | 0.268        | 4          | 1957        | 0.230        | 4        | 1957        | 0.498        |
| 12:00 - 12:30 | 4        | 1957        | 0.345        | 4          | 1957        | 0.460        | 4        | 1957        | 0.805        |
| 12:30 - 13:00 | 4        | 1957        | 0.588        | 4          | 1957        | 0.447        | 4        | 1957        | 1.035        |
| 13:00 - 13:30 | 4        | 1957        | 0.792        | 4          | 1957        | 0.307        | 4        | 1957        | 1.099        |
| 13:30 - 14:00 | 4        | 1957        | 0.485        | 4          | 1957        | 0.294        | 4        | 1957        | 0.779        |
| 14:00 - 14:30 | 4        | 1957        | 0.473        | 4          | 1957        | 0.332        | 4        | 1957        | 0.805        |
| 14:30 - 15:00 | 4        | 1957        | 0.281        | 4          | 1957        | 0.434        | 4        | 1957        | 0.715        |
| 15:00 - 15:30 | 4        | 1957        | 0.319        | 4          | 1957        | 0.664        | 4        | 1957        | 0.983        |
| 15:30 - 16:00 | 4        | 1957        | 0.255        | 4          | 1957        | 0.536        | 4        | 1957        | 0.791        |
| 16:00 - 16:30 | 4        | 1957        | 0.345        | 4          | 1957        | 0.971        | 4        | 1957        | 1.316        |
| 16:30 - 17:00 | 4        | 1957        | 0.077        | 4          | 1957        | 1.277        | 4        | 1957        | 1.354        |
| 17:00 - 17:30 | 4        | 1957        | 0.179        | <b>4</b>   | <b>1957</b> | <b>1.801</b> | <b>4</b> | <b>1957</b> | <b>1.980</b> |
| 17:30 - 18:00 | 4        | 1957        | 0.102        | 4          | 1957        | 0.984        | 4        | 1957        | 1.086        |
| 18:00 - 18:30 | 4        | 1957        | 0.064        | 4          | 1957        | 0.383        | 4        | 1957        | 0.447        |
| 18:30 - 19:00 | 4        | 1957        | 0.000        | 4          | 1957        | 0.204        | 4        | 1957        | 0.204        |
| 19:00 - 19:30 |          |             |              |            |             |              |          |             |              |
| 19:30 - 20:00 |          |             |              |            |             |              |          |             |              |
| 20:00 - 20:30 |          |             |              |            |             |              |          |             |              |
| 20:30 - 21:00 |          |             |              |            |             |              |          |             |              |
| 21:00 - 21:30 |          |             |              |            |             |              |          |             |              |
| 21:30 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 22:30 |          |             |              |            |             |              |          |             |              |
| 22:30 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 23:30 |          |             |              |            |             |              |          |             |              |
| 23:30 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 10.753       |            |             | 11.151       |          |             | 21.904       |

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:  $COUNT/TRP \times FACT$ . Trip rates are then rounded to 3 decimal places.

**Parameter summary**

|                                               |                         |
|-----------------------------------------------|-------------------------|
| Trip rate parameter range selected:           | 804 - 2525 (units: sqm) |
| Survey date date range:                       | 01/01/08 - 17/11/15     |
| 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

**MULTI-MODAL PEDESTRIANS****Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

| Time Range    | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|               | No. Days | Ave. GFA    | Trip Rate    | No. Days   | Ave. GFA    | Trip Rate    | No. Days | Ave. GFA    | Trip Rate    |
| 00:00 - 00:30 |          |             |              |            |             |              |          |             |              |
| 00:30 - 01:00 |          |             |              |            |             |              |          |             |              |
| 01:00 - 01:30 |          |             |              |            |             |              |          |             |              |
| 01:30 - 02:00 |          |             |              |            |             |              |          |             |              |
| 02:00 - 02:30 |          |             |              |            |             |              |          |             |              |
| 02:30 - 03:00 |          |             |              |            |             |              |          |             |              |
| 03:00 - 03:30 |          |             |              |            |             |              |          |             |              |
| 03:30 - 04:00 |          |             |              |            |             |              |          |             |              |
| 04:00 - 04:30 |          |             |              |            |             |              |          |             |              |
| 04:30 - 05:00 |          |             |              |            |             |              |          |             |              |
| 05:00 - 05:30 |          |             |              |            |             |              |          |             |              |
| 05:30 - 06:00 |          |             |              |            |             |              |          |             |              |
| 06:00 - 06:30 |          |             |              |            |             |              |          |             |              |
| 06:30 - 07:00 |          |             |              |            |             |              |          |             |              |
| 07:00 - 07:30 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 07:30 - 08:00 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 08:00 - 08:30 | 4        | 1957        | 0.115        | 4          | 1957        | 0.000        | 4        | 1957        | 0.115        |
| 08:30 - 09:00 | <b>4</b> | <b>1957</b> | <b>0.179</b> | 4          | 1957        | 0.000        | <b>4</b> | <b>1957</b> | <b>0.179</b> |
| 09:00 - 09:30 | 4        | 1957        | 0.077        | 4          | 1957        | 0.026        | 4        | 1957        | 0.103        |
| 09:30 - 10:00 | 4        | 1957        | 0.077        | 4          | 1957        | 0.038        | 4        | 1957        | 0.115        |
| 10:00 - 10:30 | 4        | 1957        | 0.038        | 4          | 1957        | 0.026        | 4        | 1957        | 0.064        |
| 10:30 - 11:00 | 4        | 1957        | 0.026        | 4          | 1957        | 0.051        | 4        | 1957        | 0.077        |
| 11:00 - 11:30 | 4        | 1957        | 0.051        | 4          | 1957        | 0.038        | 4        | 1957        | 0.089        |
| 11:30 - 12:00 | 4        | 1957        | 0.051        | 4          | 1957        | 0.064        | 4        | 1957        | 0.115        |
| 12:00 - 12:30 | 4        | 1957        | 0.077        | 4          | 1957        | 0.051        | 4        | 1957        | 0.128        |
| 12:30 - 13:00 | 4        | 1957        | 0.026        | 4          | 1957        | 0.089        | 4        | 1957        | 0.115        |
| 13:00 - 13:30 | 4        | 1957        | 0.128        | 4          | 1957        | 0.038        | 4        | 1957        | 0.166        |
| 13:30 - 14:00 | 4        | 1957        | 0.089        | 4          | 1957        | 0.038        | 4        | 1957        | 0.127        |
| 14:00 - 14:30 | 4        | 1957        | 0.038        | 4          | 1957        | 0.038        | 4        | 1957        | 0.076        |
| 14:30 - 15:00 | 4        | 1957        | 0.102        | 4          | 1957        | 0.051        | 4        | 1957        | 0.153        |
| 15:00 - 15:30 | 4        | 1957        | 0.000        | 4          | 1957        | 0.064        | 4        | 1957        | 0.064        |
| 15:30 - 16:00 | 4        | 1957        | 0.026        | 4          | 1957        | 0.077        | 4        | 1957        | 0.103        |
| 16:00 - 16:30 | 4        | 1957        | 0.026        | 4          | 1957        | 0.128        | 4        | 1957        | 0.154        |
| 16:30 - 17:00 | 4        | 1957        | 0.026        | 4          | 1957        | 0.089        | 4        | 1957        | 0.115        |
| 17:00 - 17:30 | 4        | 1957        | 0.000        | <b>4</b>   | <b>1957</b> | <b>0.166</b> | 4        | 1957        | 0.166        |
| 17:30 - 18:00 | 4        | 1957        | 0.000        | 4          | 1957        | 0.064        | 4        | 1957        | 0.064        |
| 18:00 - 18:30 | 4        | 1957        | 0.000        | 4          | 1957        | 0.013        | 4        | 1957        | 0.013        |
| 18:30 - 19:00 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 19:00 - 19:30 |          |             |              |            |             |              |          |             |              |
| 19:30 - 20:00 |          |             |              |            |             |              |          |             |              |
| 20:00 - 20:30 |          |             |              |            |             |              |          |             |              |
| 20:30 - 21:00 |          |             |              |            |             |              |          |             |              |
| 21:00 - 21:30 |          |             |              |            |             |              |          |             |              |
| 21:30 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 22:30 |          |             |              |            |             |              |          |             |              |
| 22:30 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 23:30 |          |             |              |            |             |              |          |             |              |
| 23:30 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 1.152        |            |             | 1.149        |          |             | 2.301        |

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:  $COUNT/TRP \times FACT$ . Trip rates are then rounded to 3 decimal places.

**Parameter summary**

|                                               |                         |
|-----------------------------------------------|-------------------------|
| Trip rate parameter range selected:           | 804 - 2525 (units: sqm) |
| Survey date date range:                       | 01/01/08 - 17/11/15     |
| 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

**MULTI-MODAL BUS/ TRAM PASSENGERS****Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

| Time Range    | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|               | No. Days | Ave. GFA    | Trip Rate    | No. Days   | Ave. GFA    | Trip Rate    | No. Days | Ave. GFA    | Trip Rate    |
| 00:00 - 00:30 |          |             |              |            |             |              |          |             |              |
| 00:30 - 01:00 |          |             |              |            |             |              |          |             |              |
| 01:00 - 01:30 |          |             |              |            |             |              |          |             |              |
| 01:30 - 02:00 |          |             |              |            |             |              |          |             |              |
| 02:00 - 02:30 |          |             |              |            |             |              |          |             |              |
| 02:30 - 03:00 |          |             |              |            |             |              |          |             |              |
| 03:00 - 03:30 |          |             |              |            |             |              |          |             |              |
| 03:30 - 04:00 |          |             |              |            |             |              |          |             |              |
| 04:00 - 04:30 |          |             |              |            |             |              |          |             |              |
| 04:30 - 05:00 |          |             |              |            |             |              |          |             |              |
| 05:00 - 05:30 |          |             |              |            |             |              |          |             |              |
| 05:30 - 06:00 |          |             |              |            |             |              |          |             |              |
| 06:00 - 06:30 |          |             |              |            |             |              |          |             |              |
| 06:30 - 07:00 |          |             |              |            |             |              |          |             |              |
| 07:00 - 07:30 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 07:30 - 08:00 | 4        | 1957        | 0.013        | 4          | 1957        | 0.000        | 4        | 1957        | 0.013        |
| 08:00 - 08:30 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 08:30 - 09:00 | <b>4</b> | <b>1957</b> | <b>0.077</b> | 4          | 1957        | 0.000        | <b>4</b> | <b>1957</b> | <b>0.077</b> |
| 09:00 - 09:30 | 4        | 1957        | 0.038        | 4          | 1957        | 0.000        | 4        | 1957        | 0.038        |
| 09:30 - 10:00 | 4        | 1957        | 0.038        | 4          | 1957        | 0.000        | 4        | 1957        | 0.038        |
| 10:00 - 10:30 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 10:30 - 11:00 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 11:00 - 11:30 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 11:30 - 12:00 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 12:00 - 12:30 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 12:30 - 13:00 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 13:00 - 13:30 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 13:30 - 14:00 | 4        | 1957        | 0.000        | 4          | 1957        | 0.013        | 4        | 1957        | 0.013        |
| 14:00 - 14:30 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 14:30 - 15:00 | 4        | 1957        | 0.000        | 4          | 1957        | 0.013        | 4        | 1957        | 0.013        |
| 15:00 - 15:30 | 4        | 1957        | 0.000        | 4          | 1957        | 0.026        | 4        | 1957        | 0.026        |
| 15:30 - 16:00 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 16:00 - 16:30 | 4        | 1957        | 0.000        | 4          | 1957        | 0.013        | 4        | 1957        | 0.013        |
| 16:30 - 17:00 | 4        | 1957        | 0.000        | 4          | 1957        | 0.038        | 4        | 1957        | 0.038        |
| 17:00 - 17:30 | 4        | 1957        | 0.000        | <b>4</b>   | <b>1957</b> | <b>0.051</b> | 4        | 1957        | 0.051        |
| 17:30 - 18:00 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 18:00 - 18:30 | 4        | 1957        | 0.000        | 4          | 1957        | 0.013        | 4        | 1957        | 0.013        |
| 18:30 - 19:00 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 19:00 - 19:30 |          |             |              |            |             |              |          |             |              |
| 19:30 - 20:00 |          |             |              |            |             |              |          |             |              |
| 20:00 - 20:30 |          |             |              |            |             |              |          |             |              |
| 20:30 - 21:00 |          |             |              |            |             |              |          |             |              |
| 21:00 - 21:30 |          |             |              |            |             |              |          |             |              |
| 21:30 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 22:30 |          |             |              |            |             |              |          |             |              |
| 22:30 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 23:30 |          |             |              |            |             |              |          |             |              |
| 23:30 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 0.166        |            |             | 0.167        |          |             | 0.333        |

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.

**Parameter summary**

|                                               |                         |
|-----------------------------------------------|-------------------------|
| Trip rate parameter range selected:           | 804 - 2525 (units: sqm) |
| Survey date date range:                       | 01/01/08 - 17/11/15     |
| 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

**MULTI-MODAL TOTAL RAIL PASSENGERS****Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

| Time Range    | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|               | No. Days | Ave. GFA    | Trip Rate    | No. Days   | Ave. GFA    | Trip Rate    | No. Days | Ave. GFA    | Trip Rate    |
| 00:00 - 00:30 |          |             |              |            |             |              |          |             |              |
| 00:30 - 01:00 |          |             |              |            |             |              |          |             |              |
| 01:00 - 01:30 |          |             |              |            |             |              |          |             |              |
| 01:30 - 02:00 |          |             |              |            |             |              |          |             |              |
| 02:00 - 02:30 |          |             |              |            |             |              |          |             |              |
| 02:30 - 03:00 |          |             |              |            |             |              |          |             |              |
| 03:00 - 03:30 |          |             |              |            |             |              |          |             |              |
| 03:30 - 04:00 |          |             |              |            |             |              |          |             |              |
| 04:00 - 04:30 |          |             |              |            |             |              |          |             |              |
| 04:30 - 05:00 |          |             |              |            |             |              |          |             |              |
| 05:00 - 05:30 |          |             |              |            |             |              |          |             |              |
| 05:30 - 06:00 |          |             |              |            |             |              |          |             |              |
| 06:00 - 06:30 |          |             |              |            |             |              |          |             |              |
| 06:30 - 07:00 |          |             |              |            |             |              |          |             |              |
| 07:00 - 07:30 | <b>4</b> | <b>1957</b> | <b>0.013</b> | <b>4</b>   | <b>1957</b> | <b>0.000</b> | <b>4</b> | <b>1957</b> | <b>0.013</b> |
| 07:30 - 08:00 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 08:00 - 08:30 | 4        | 1957        | 0.013        | 4          | 1957        | 0.000        | 4        | 1957        | 0.013        |
| 08:30 - 09:00 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 09:00 - 09:30 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 09:30 - 10:00 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 10:00 - 10:30 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 10:30 - 11:00 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 11:00 - 11:30 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 11:30 - 12:00 | 4        | 1957        | 0.013        | 4          | 1957        | 0.000        | 4        | 1957        | 0.013        |
| 12:00 - 12:30 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 12:30 - 13:00 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 13:00 - 13:30 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 13:30 - 14:00 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 14:00 - 14:30 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 14:30 - 15:00 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 15:00 - 15:30 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 15:30 - 16:00 | 4        | 1957        | 0.000        | <b>4</b>   | <b>1957</b> | <b>0.026</b> | <b>4</b> | <b>1957</b> | <b>0.026</b> |
| 16:00 - 16:30 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 16:30 - 17:00 | 4        | 1957        | 0.000        | 4          | 1957        | 0.013        | 4        | 1957        | 0.013        |
| 17:00 - 17:30 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 17:30 - 18:00 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 18:00 - 18:30 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 18:30 - 19:00 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 19:00 - 19:30 |          |             |              |            |             |              |          |             |              |
| 19:30 - 20:00 |          |             |              |            |             |              |          |             |              |
| 20:00 - 20:30 |          |             |              |            |             |              |          |             |              |
| 20:30 - 21:00 |          |             |              |            |             |              |          |             |              |
| 21:00 - 21:30 |          |             |              |            |             |              |          |             |              |
| 21:30 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 22:30 |          |             |              |            |             |              |          |             |              |
| 22:30 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 23:30 |          |             |              |            |             |              |          |             |              |
| 23:30 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 0.039        |            |             |              | 0.039    | 0.078       |              |

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

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

**Parameter summary**

|                                               |                         |
|-----------------------------------------------|-------------------------|
| Trip rate parameter range selected:           | 804 - 2525 (units: sqm) |
| Survey date date range:                       | 01/01/08 - 17/11/15     |
| 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

**MULTI-MODAL COACH PASSENGERS****Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 00:30 |          |          |           |            |          |           |          |          |           |
| 00:30 - 01:00 |          |          |           |            |          |           |          |          |           |
| 01:00 - 01:30 |          |          |           |            |          |           |          |          |           |
| 01:30 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 02:30 |          |          |           |            |          |           |          |          |           |
| 02:30 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 03:30 |          |          |           |            |          |           |          |          |           |
| 03:30 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 04:30 |          |          |           |            |          |           |          |          |           |
| 04:30 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 05:30 |          |          |           |            |          |           |          |          |           |
| 05:30 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 06:30 |          |          |           |            |          |           |          |          |           |
| 06:30 - 07:00 |          |          |           |            |          |           |          |          |           |
| 07:00 - 07:30 | 4        | 1957     | 0.000     | 4          | 1957     | 0.000     | 4        | 1957     | 0.000     |
| 07:30 - 08:00 | 4        | 1957     | 0.000     | 4          | 1957     | 0.000     | 4        | 1957     | 0.000     |
| 08:00 - 08:30 | 4        | 1957     | 0.000     | 4          | 1957     | 0.000     | 4        | 1957     | 0.000     |
| 08:30 - 09:00 | 4        | 1957     | 0.000     | 4          | 1957     | 0.000     | 4        | 1957     | 0.000     |
| 09:00 - 09:30 | 4        | 1957     | 0.000     | 4          | 1957     | 0.000     | 4        | 1957     | 0.000     |
| 09:30 - 10:00 | 4        | 1957     | 0.000     | 4          | 1957     | 0.000     | 4        | 1957     | 0.000     |
| 10:00 - 10:30 | 4        | 1957     | 0.000     | 4          | 1957     | 0.000     | 4        | 1957     | 0.000     |
| 10:30 - 11:00 | 4        | 1957     | 0.000     | 4          | 1957     | 0.000     | 4        | 1957     | 0.000     |
| 11:00 - 11:30 | 4        | 1957     | 0.000     | 4          | 1957     | 0.000     | 4        | 1957     | 0.000     |
| 11:30 - 12:00 | 4        | 1957     | 0.000     | 4          | 1957     | 0.000     | 4        | 1957     | 0.000     |
| 12:00 - 12:30 | 4        | 1957     | 0.000     | 4          | 1957     | 0.000     | 4        | 1957     | 0.000     |
| 12:30 - 13:00 | 4        | 1957     | 0.000     | 4          | 1957     | 0.000     | 4        | 1957     | 0.000     |
| 13:00 - 13:30 | 4        | 1957     | 0.000     | 4          | 1957     | 0.000     | 4        | 1957     | 0.000     |
| 13:30 - 14:00 | 4        | 1957     | 0.000     | 4          | 1957     | 0.000     | 4        | 1957     | 0.000     |
| 14:00 - 14:30 | 4        | 1957     | 0.000     | 4          | 1957     | 0.000     | 4        | 1957     | 0.000     |
| 14:30 - 15:00 | 4        | 1957     | 0.000     | 4          | 1957     | 0.000     | 4        | 1957     | 0.000     |
| 15:00 - 15:30 | 4        | 1957     | 0.000     | 4          | 1957     | 0.000     | 4        | 1957     | 0.000     |
| 15:30 - 16:00 | 4        | 1957     | 0.000     | 4          | 1957     | 0.000     | 4        | 1957     | 0.000     |
| 16:00 - 16:30 | 4        | 1957     | 0.000     | 4          | 1957     | 0.000     | 4        | 1957     | 0.000     |
| 16:30 - 17:00 | 4        | 1957     | 0.000     | 4          | 1957     | 0.000     | 4        | 1957     | 0.000     |
| 17:00 - 17:30 | 4        | 1957     | 0.000     | 4          | 1957     | 0.000     | 4        | 1957     | 0.000     |
| 17:30 - 18:00 | 4        | 1957     | 0.000     | 4          | 1957     | 0.000     | 4        | 1957     | 0.000     |
| 18:00 - 18:30 | 4        | 1957     | 0.000     | 4          | 1957     | 0.000     | 4        | 1957     | 0.000     |
| 18:30 - 19:00 | 4        | 1957     | 0.000     | 4          | 1957     | 0.000     | 4        | 1957     | 0.000     |
| 19:00 - 19:30 |          |          |           |            |          |           |          |          |           |
| 19:30 - 20:00 |          |          |           |            |          |           |          |          |           |
| 20:00 - 20:30 |          |          |           |            |          |           |          |          |           |
| 20:30 - 21:00 |          |          |           |            |          |           |          |          |           |
| 21:00 - 21:30 |          |          |           |            |          |           |          |          |           |
| 21:30 - 22:00 |          |          |           |            |          |           |          |          |           |
| 22:00 - 22:30 |          |          |           |            |          |           |          |          |           |
| 22:30 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 23:30 |          |          |           |            |          |           |          |          |           |
| 23:30 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 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.

**Parameter summary**

|                                               |                         |
|-----------------------------------------------|-------------------------|
| Trip rate parameter range selected:           | 804 - 2525 (units: sqm) |
| Survey date date range:                       | 01/01/08 - 17/11/15     |
| 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

**MULTI-MODAL PUBLIC TRANSPORT USERS**

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period**

| Time Range    | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|               | No. Days | Ave. GFA    | Trip Rate    | No. Days   | Ave. GFA    | Trip Rate    | No. Days | Ave. GFA    | Trip Rate    |
| 00:00 - 00:30 |          |             |              |            |             |              |          |             |              |
| 00:30 - 01:00 |          |             |              |            |             |              |          |             |              |
| 01:00 - 01:30 |          |             |              |            |             |              |          |             |              |
| 01:30 - 02:00 |          |             |              |            |             |              |          |             |              |
| 02:00 - 02:30 |          |             |              |            |             |              |          |             |              |
| 02:30 - 03:00 |          |             |              |            |             |              |          |             |              |
| 03:00 - 03:30 |          |             |              |            |             |              |          |             |              |
| 03:30 - 04:00 |          |             |              |            |             |              |          |             |              |
| 04:00 - 04:30 |          |             |              |            |             |              |          |             |              |
| 04:30 - 05:00 |          |             |              |            |             |              |          |             |              |
| 05:00 - 05:30 |          |             |              |            |             |              |          |             |              |
| 05:30 - 06:00 |          |             |              |            |             |              |          |             |              |
| 06:00 - 06:30 |          |             |              |            |             |              |          |             |              |
| 06:30 - 07:00 |          |             |              |            |             |              |          |             |              |
| 07:00 - 07:30 | 4        | 1957        | 0.013        | 4          | 1957        | 0.000        | 4        | 1957        | 0.013        |
| 07:30 - 08:00 | 4        | 1957        | 0.013        | 4          | 1957        | 0.000        | 4        | 1957        | 0.013        |
| 08:00 - 08:30 | 4        | 1957        | 0.013        | 4          | 1957        | 0.000        | 4        | 1957        | 0.013        |
| 08:30 - 09:00 | <b>4</b> | <b>1957</b> | <b>0.077</b> | 4          | 1957        | 0.000        | <b>4</b> | <b>1957</b> | <b>0.077</b> |
| 09:00 - 09:30 | 4        | 1957        | 0.038        | 4          | 1957        | 0.000        | 4        | 1957        | 0.038        |
| 09:30 - 10:00 | 4        | 1957        | 0.038        | 4          | 1957        | 0.000        | 4        | 1957        | 0.038        |
| 10:00 - 10:30 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 10:30 - 11:00 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 11:00 - 11:30 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 11:30 - 12:00 | 4        | 1957        | 0.013        | 4          | 1957        | 0.000        | 4        | 1957        | 0.013        |
| 12:00 - 12:30 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 12:30 - 13:00 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 13:00 - 13:30 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 13:30 - 14:00 | 4        | 1957        | 0.000        | 4          | 1957        | 0.013        | 4        | 1957        | 0.013        |
| 14:00 - 14:30 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 14:30 - 15:00 | 4        | 1957        | 0.000        | 4          | 1957        | 0.013        | 4        | 1957        | 0.013        |
| 15:00 - 15:30 | 4        | 1957        | 0.000        | 4          | 1957        | 0.026        | 4        | 1957        | 0.026        |
| 15:30 - 16:00 | 4        | 1957        | 0.000        | 4          | 1957        | 0.026        | 4        | 1957        | 0.026        |
| 16:00 - 16:30 | 4        | 1957        | 0.000        | 4          | 1957        | 0.013        | 4        | 1957        | 0.013        |
| 16:30 - 17:00 | 4        | 1957        | 0.000        | <b>4</b>   | <b>1957</b> | <b>0.051</b> | 4        | 1957        | 0.051        |
| 17:00 - 17:30 | 4        | 1957        | 0.000        | 4          | 1957        | 0.051        | 4        | 1957        | 0.051        |
| 17:30 - 18:00 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 18:00 - 18:30 | 4        | 1957        | 0.000        | 4          | 1957        | 0.013        | 4        | 1957        | 0.013        |
| 18:30 - 19:00 | 4        | 1957        | 0.000        | 4          | 1957        | 0.000        | 4        | 1957        | 0.000        |
| 19:00 - 19:30 |          |             |              |            |             |              |          |             |              |
| 19:30 - 20:00 |          |             |              |            |             |              |          |             |              |
| 20:00 - 20:30 |          |             |              |            |             |              |          |             |              |
| 20:30 - 21:00 |          |             |              |            |             |              |          |             |              |
| 21:00 - 21:30 |          |             |              |            |             |              |          |             |              |
| 21:30 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 22:30 |          |             |              |            |             |              |          |             |              |
| 22:30 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 23:30 |          |             |              |            |             |              |          |             |              |
| 23:30 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 0.205        |            |             |              | 0.206    | 0.411       |              |

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:  $COUNT/TRP \times FACT$ . Trip rates are then rounded to 3 decimal places.

**Parameter summary**

|                                               |                         |
|-----------------------------------------------|-------------------------|
| Trip rate parameter range selected:           | 804 - 2525 (units: sqm) |
| Survey date date range:                       | 01/01/08 - 17/11/15     |
| 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

**MULTI-MODAL TOTAL PEOPLE****Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

| Time Range    | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|               | No. Days | Ave. GFA    | Trip Rate    | No. Days   | Ave. GFA    | Trip Rate    | No. Days | Ave. GFA    | Trip Rate    |
| 00:00 - 00:30 |          |             |              |            |             |              |          |             |              |
| 00:30 - 01:00 |          |             |              |            |             |              |          |             |              |
| 01:00 - 01:30 |          |             |              |            |             |              |          |             |              |
| 01:30 - 02:00 |          |             |              |            |             |              |          |             |              |
| 02:00 - 02:30 |          |             |              |            |             |              |          |             |              |
| 02:30 - 03:00 |          |             |              |            |             |              |          |             |              |
| 03:00 - 03:30 |          |             |              |            |             |              |          |             |              |
| 03:30 - 04:00 |          |             |              |            |             |              |          |             |              |
| 04:00 - 04:30 |          |             |              |            |             |              |          |             |              |
| 04:30 - 05:00 |          |             |              |            |             |              |          |             |              |
| 05:00 - 05:30 |          |             |              |            |             |              |          |             |              |
| 05:30 - 06:00 |          |             |              |            |             |              |          |             |              |
| 06:00 - 06:30 |          |             |              |            |             |              |          |             |              |
| 06:30 - 07:00 |          |             |              |            |             |              |          |             |              |
| 07:00 - 07:30 | 4        | 1957        | 0.409        | 4          | 1957        | 0.102        | 4        | 1957        | 0.511        |
| 07:30 - 08:00 | 4        | 1957        | 0.613        | 4          | 1957        | 0.179        | 4        | 1957        | 0.792        |
| 08:00 - 08:30 | 4        | 1957        | 1.226        | 4          | 1957        | 0.141        | 4        | 1957        | 1.367        |
| 08:30 - 09:00 | <b>4</b> | <b>1957</b> | <b>1.482</b> | 4          | 1957        | 0.102        | 4        | 1957        | 1.584        |
| 09:00 - 09:30 | 4        | 1957        | 1.213        | 4          | 1957        | 0.307        | 4        | 1957        | 1.520        |
| 09:30 - 10:00 | 4        | 1957        | 0.843        | 4          | 1957        | 0.358        | 4        | 1957        | 1.201        |
| 10:00 - 10:30 | 4        | 1957        | 0.536        | 4          | 1957        | 0.294        | 4        | 1957        | 0.830        |
| 10:30 - 11:00 | 4        | 1957        | 0.345        | 4          | 1957        | 0.281        | 4        | 1957        | 0.626        |
| 11:00 - 11:30 | 4        | 1957        | 0.307        | 4          | 1957        | 0.307        | 4        | 1957        | 0.614        |
| 11:30 - 12:00 | 4        | 1957        | 0.345        | 4          | 1957        | 0.294        | 4        | 1957        | 0.639        |
| 12:00 - 12:30 | 4        | 1957        | 0.422        | 4          | 1957        | 0.511        | 4        | 1957        | 0.933        |
| 12:30 - 13:00 | 4        | 1957        | 0.613        | 4          | 1957        | 0.549        | 4        | 1957        | 1.162        |
| 13:00 - 13:30 | 4        | 1957        | 0.932        | 4          | 1957        | 0.345        | 4        | 1957        | 1.277        |
| 13:30 - 14:00 | 4        | 1957        | 0.575        | 4          | 1957        | 0.358        | 4        | 1957        | 0.933        |
| 14:00 - 14:30 | 4        | 1957        | 0.511        | 4          | 1957        | 0.383        | 4        | 1957        | 0.894        |
| 14:30 - 15:00 | 4        | 1957        | 0.396        | 4          | 1957        | 0.498        | 4        | 1957        | 0.894        |
| 15:00 - 15:30 | 4        | 1957        | 0.332        | 4          | 1957        | 0.754        | 4        | 1957        | 1.086        |
| 15:30 - 16:00 | 4        | 1957        | 0.281        | 4          | 1957        | 0.651        | 4        | 1957        | 0.932        |
| 16:00 - 16:30 | 4        | 1957        | 0.396        | 4          | 1957        | 1.111        | 4        | 1957        | 1.507        |
| 16:30 - 17:00 | 4        | 1957        | 0.102        | 4          | 1957        | 1.418        | 4        | 1957        | 1.520        |
| 17:00 - 17:30 | 4        | 1957        | 0.204        | <b>4</b>   | <b>1957</b> | <b>2.031</b> | <b>4</b> | <b>1957</b> | <b>2.235</b> |
| 17:30 - 18:00 | 4        | 1957        | 0.102        | 4          | 1957        | 1.060        | 4        | 1957        | 1.162        |
| 18:00 - 18:30 | 4        | 1957        | 0.064        | 4          | 1957        | 0.409        | 4        | 1957        | 0.473        |
| 18:30 - 19:00 | 4        | 1957        | 0.000        | 4          | 1957        | 0.204        | 4        | 1957        | 0.204        |
| 19:00 - 19:30 |          |             |              |            |             |              |          |             |              |
| 19:30 - 20:00 |          |             |              |            |             |              |          |             |              |
| 20:00 - 20:30 |          |             |              |            |             |              |          |             |              |
| 20:30 - 21:00 |          |             |              |            |             |              |          |             |              |
| 21:00 - 21:30 |          |             |              |            |             |              |          |             |              |
| 21:30 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 22:30 |          |             |              |            |             |              |          |             |              |
| 22:30 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 23:30 |          |             |              |            |             |              |          |             |              |
| 23:30 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 12.249       |            |             | 12.647       |          |             | 24.896       |

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:  $COUNT/TRP \times FACT$ . Trip rates are then rounded to 3 decimal places.

**Parameter summary**

|                                               |                         |
|-----------------------------------------------|-------------------------|
| Trip rate parameter range selected:           | 804 - 2525 (units: sqm) |
| Survey date date range:                       | 01/01/08 - 17/11/15     |
| 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.*