

**LAND AT OLDLANDS FARM (PHASE 1A)
BOGNOR REGIS
WEST SUSSEX**

TRANSPORT ASSESSMENT

**COM-V LIMITED
&
HANBURY (PM) LIMITED**

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FIGURES:

Figure 1 Site Location

APPENDICES:

Appendix A Oldlands Farm Phase 1A Masterplan

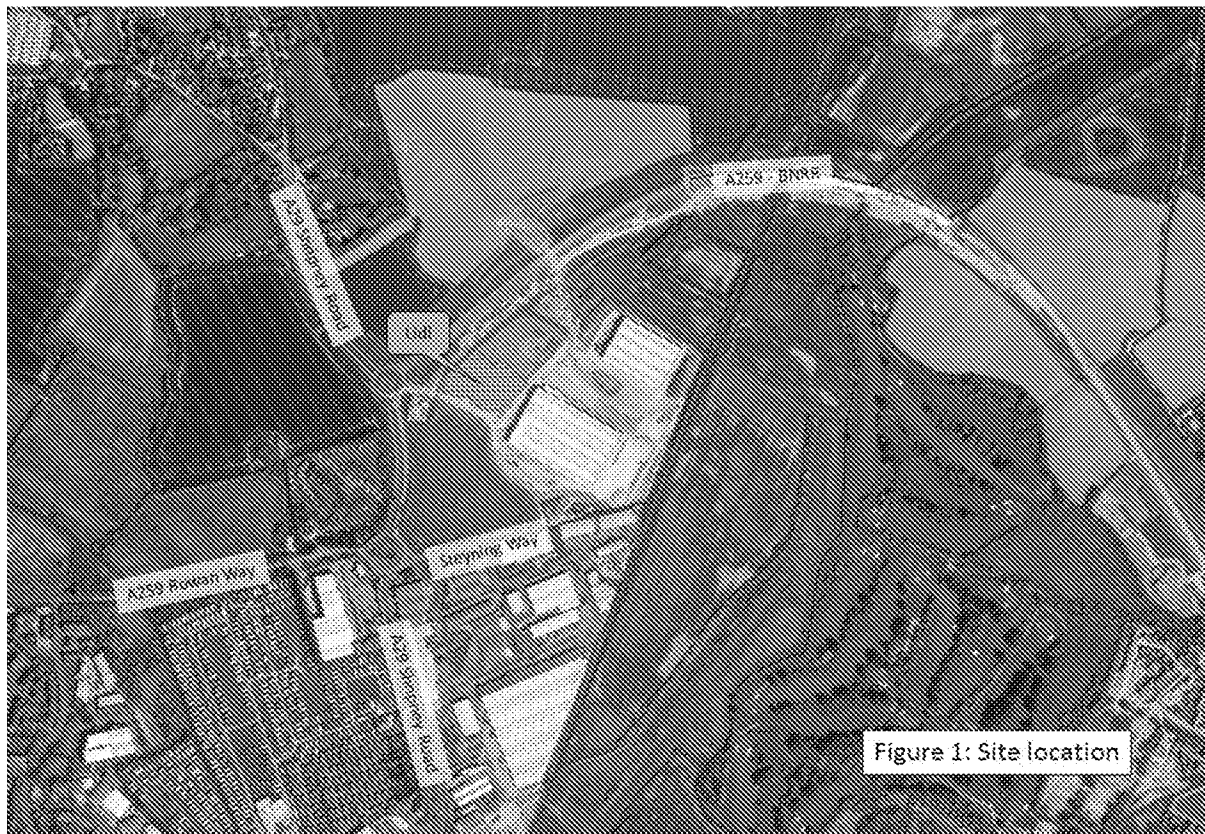
Appendix B TRICS results

1 Introduction

1.1 General

1.1.1 Hanbury Properties Ltd (Hanbury) has retained MJA Consulting (MJA) to produce a Transport Assessment (TA) highlighting the traffic impact associated with the current proposals for Phase 1A on Oldlands Farm, Bognor Regis.

1.1.2 The application site is circa 1.07Ha in area (red shaded) and situated to the south of the Bognor Regis Northern Relief Road (BNRR) and to the east of the A29 Shripney Road, as shown in **Figure 1**.



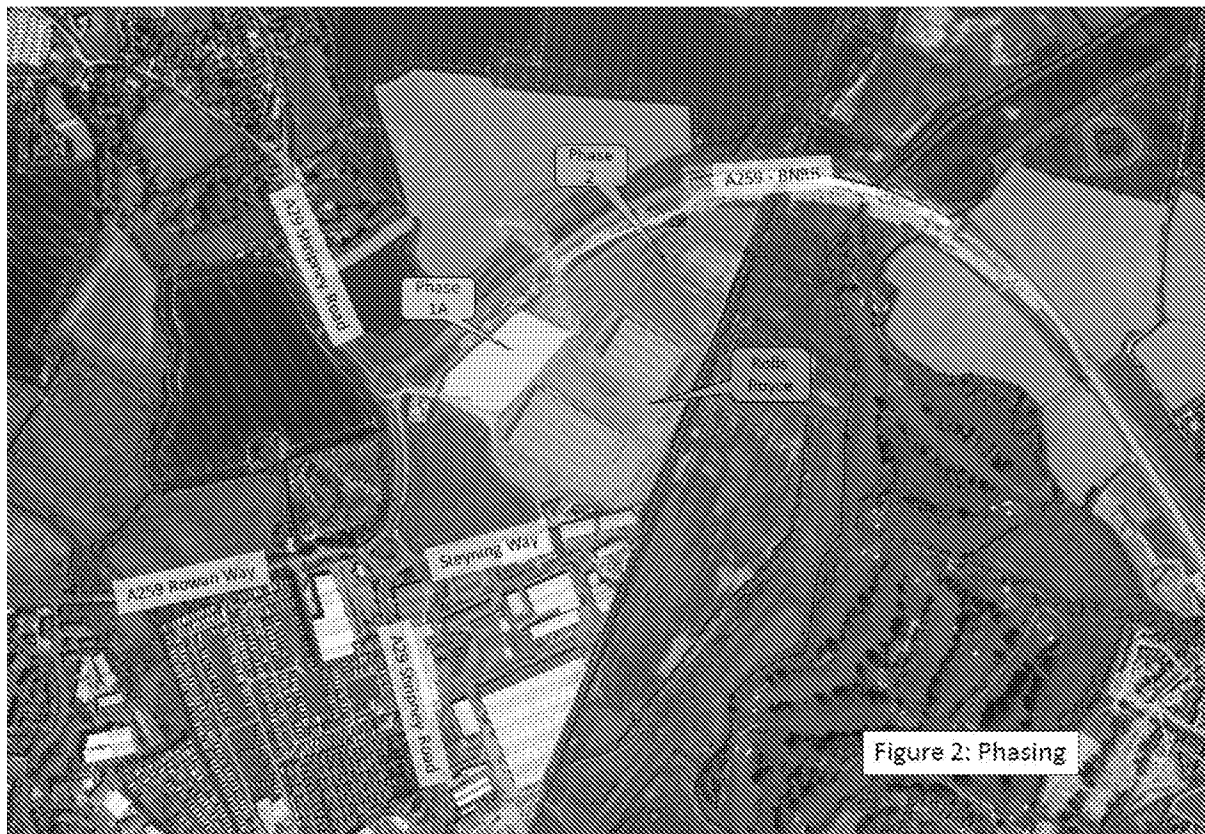
1.2 Planning History

1.2.1 Oldlands Farm is included as part of the Policy Sites 5 and 6, allocated for commercial and employment uses. Highway consent was received in 2011 for B1 use for the site of 9.5ha, where 38,000sqm GFA was considered for the entire site within the 2004 Boreham Civil Engineers (BCE) Transport Assessment.

1.2.2 The Oldlands Farm Phase 1 development (app.ref.**BE/61/13**) was granted planning consent in March 2014 for the following mix of uses:

- B1 office, B2 Industrial, B8 Warehousing (total of 25,034sqm);
- Retail (4,366sqm);
- B8 trade counter (1,856sqm); and
- Sui generis (1,856sqm).

The area of land that Phase 1 encompassed can be seen of **Figure 2** above and consisted of the total of the blue and green shaded parcels of land.



1.2.3 A portion of the Phase 1 site (blue shaded area) has been developed by Rolls Royce under planning application **BE/73/14/PL**. This involved 38,099sqm B2/B8 and was consented in August 2014. Construction of the units commenced in October 2014. It is understood that the primary function of the Rolls Royce site will be for B8 uses.

1.2.4 The Oldlands Farm Phase 2 development (app.ref.**AL/58/15/OUT**) was permitted planning permission in April 2016 for up to 20,453sqm of B2, together with B8 floorspace. This encompassed the orange shaded area in **Figure 2**.



1.3 Scope

- 1.3.1 As stated above the Oldlands Farm Phase 1 site has already received outline consent, having been assessed, amongst other criteria, on the level of traffic generation. The main purpose of this Transport Assessment is to demonstrate that the current proposals for the Phase 1A site (which forms only a portion of the original Phase 1 area) has an appropriate level of trip generation. Subsequently the traffic impact of the Phase 1A scheme can be determined.



2 Development Proposals

2.1 General

- 2.1.1 The current Phase 1A site occupies circa 1.07Ha of land (red shaded area in **Figure 1**). It is bounded to the west and north by the A259 BNRR; to the east by the Rolls Royce site (Phase 1B); and a field to the south. The spine road for the Oldlands Farm site runs along the south and east boundaries of the Phase 1A site.

2.2 Development Proposals (Phase 1A)

- 2.2.1 It is proposed to provide a discount food store within Phase 1A: Lidl supermarket – 1,410sqm sales area (2,265sqm GFA), for retail of groceries. The latest Phase 1A masterplan (**dwg.no. AD 110_RevC**) is contained at **Appendix A**, which illustrates the site layout and building arrangements.

2.3 Site Access Arrangements

- 2.3.1 The main Oldlands Farm spine road was constructed under the planning permission for the Rolls Royce scheme. It commences at the A29 Shripney Road / A259 BNRR roundabout, where the purpose-built access arm enters Oldlands Farm in a south-easterly direction, then turns to a north-easterly direction to serve the entire site.
- 2.3.2 The customer access for the Phase 1A area utilises the approved access point under app.ref.**BE/61/13**. Consequently, no changes are proposed and hence this access should remain acceptable to serve the proposed Phase 1A uses.
- 2.3.3 The approved access point for delivery vehicles is positioned at the north-eastern extent of the original Phase 1A site, which was suitable for the unit layout for app.ref.**BE/61/13**. As can be seen on the latest layout at **Appendix A**, the retail unit is positioned at the southern extent, consequently it is now proposed to provide a delivery access at a central position, which will serve the Lidl unit. The layout plan shows that the proposed service access will have similar geometries to the previous, albeit located outside Lidl.

2.4 Proposed Parking Facilities

- 2.4.1 The layout contained at **Appendix A** shows that a total of 149 car parking spaces including 2 EVC spaces will be provided at the site. These will include a total of 10 disabled parking bays and 11 parent & child spaces located in close proximity to the store entrance point. Two
- 2.4.2 A review of the WSCC parking standards has been carried out in order to compare with the proposals. A summary of Table 3 of the WSCC parking standards is contained at **Table 2.1**.

Table 2.1: Extract of WSCC parking standards				
Use	Car spaces	Cycle spaces	Motorcycle spaces	Disabled spaces
Food retail	1 per 14m ²	Staff - 1 per 100m ² Customers - 1 per 100m ²	Refer to MfS	5% of car spaces

Car spaces

- 2.4.3 The proposed GFA for Lidl is 2,265sqm, which equates to a car parking allocation of 165 spaces. The WSCC parking document aims for a flexible approach to parking provision, and also highlights that businesses should promote sustainable travel behaviour including controlling available car parking.
- 2.4.4 It can be seen that the proposed 149 parking spaces are similar to the WSCC guidance and hence considered acceptable for this use type.

Cycle spaces

- 2.4.5 **Table 2.1** indicated that an A1 food retail store with a GFA of 2,265sqm would need to provide a minimum of 23 cycle spaces for the customers. A total of 24 customer cycle parking spaces will be provided in a form of 12 Sheffield cycle stands.
- 2.4.6 To support staff trips by bicycle, staff cycle parking will be provided within the store warehouse. It is recognised that the latest WSCC parking guidance provides 'broad brush' figures for A1 use, and does not distinguish the individual categories within each use class. Generally, it is likely that Lidl staff members will work on a shift basis. Consequently, not all staff will be present at the same time and will not require the level of cycle parking suggested in the WSCC guidance.

Disabled Car spaces

- 2.4.7 The minimum disabled parking provision should be 5% of the total for the site. As mentioned above 149 spaces are proposed, thus equating to a provision of 8 disabled



parking spaces. **Dwg.no. 18179-AD-110_Rev B** shows that 10 disabled spaces will be provided to serve the Lidl store.

Motorcycle spaces

- 2.4.8 The previous WSCC parking guidance suggested that parking for motorcycles should be at a rate of 1 space for every 25 standard car spaces. This equates to a total of 6 spaces on site. However, the 2019 guidance refers to MfS guidance for motorcycle parking. MfS generally relates to residential developments, and also does not specify parking rates. Nonetheless, in order to encourage non-car journeys to Lidl, the layout plan shows a total **of 8 motorcycle spaces provided.**
- 2.4.9 It is considered that the above proposed parking provision is in accord with the WSCC guidance for the A1 uses, and should be appropriate to serve the development scheme.

3 Trip Generation

3.1 Oldlands Farm Site

- 3.1.1 The Boreham Consulting Engineers Ltd (BCE) TA 2004 in respect of major Site 6 scheme considered B1 use only for the Oldlands Farm site, and for approximately 40% of the site area. This resulted in the predicted trip generation summarised in **Table 3.1** for 38,000sqm B1 use.

Table 3.1: Accepted BCE Office (B1) trip rates – 38,000sqm for Site 6						
	Weekday AM peak			Weekday PM peak		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way
Trip rate	1.46	0.34	1.80	0.27	1.51	1.78
Trips	554	130	684	104	573	677

- 3.1.2 The level of trip generation shown in **Table 3.1** for Oldlands Farm was accepted by the highway authority in 2011. The BCE TA demonstrated that this magnitude of additional traffic could be accommodated on the highway network, along with numerous off-site mitigation measures.
- 3.1.3 Junction capacity modelling was also carried out which demonstrated that the (then proposed) A29 Shripney Road/A259 BNRR roundabout would satisfactorily accommodate the forecast traffic flows.

3.2 Phase 1 (combined Phases 1A and 1B)

- 3.2.1 It was demonstrated within the Oldlands Farm Phase 1 Transport Assessment (2013) (app.ref.**BE/61/13**) for a mixed employment and commercial use site, that the total trip generation would be significantly less than the accepted trip generation for B1 use only assessed within the BCE TA.
- 3.2.2 **Table 3.2** shows the accepted total trip generation for mixed-uses at Oldlands Farm Phase 1. It should be noted that the Transport Assessment considered a site-mix with higher trip generation than that contained within the submitted application.

Table 3.2: Extant Oldlands Farm Phase 1 development trips (app.ref.BE/61/13)						
	AM peak			PM peak		
	Arrive	Depart	2-way	Arrive	Depart	2-way
All uses	247	136	383	216	298	516

Rounding errors occur

- 3.2.3 The 2013 Phase 1 TA also included a new traffic survey, which indicated that traffic flows on the local highway network were lower than when recorded for the BCE TA in 2004. Consequently, it was concluded that the spare capacity at the A29 Shripney Road/ A259 BNRR roundabout would be greater than previously forecast.

3.3 Phase 1B - Rolls Royce

- 3.3.1 The Phase 1B Rolls Royce site (see **Figure 2**) encompasses the eastern portion of the Phase 1 site. The planning application (app.ref.BE/73/14/PL) was approved for a total of 38,100sqm B2/B8 use. The Hydrock TA indicated that the entire Oldlands Farm Phase 1 site would generate less traffic with the inclusion of the new development mix and Rolls Royce at the site.
- 3.3.2 **Table 3.3** contains the trip generations for Rolls Royce for either all B8 or all B2 use. The table also shows the effect of each Rolls Royce scenario and the associated change in trip generation compared to the extant trips for Phase 1, as shown in **Table 3.2** above.
- e.g. Extant trips minus B8 scenario minus commercial (383 - 158 - 58 = 167 two-way fewer trips). Note - Commercial trips are associated with the previously submitted Phase 1A area for Retail, B8 trade counter, and Sui generis.

Table 3.3: Comparison of Oldlands Farm trips with Rolls Royce						
Description	AM peak			PM peak		
	Arrive	Depart	2-way	Arrive	Depart	2-way
Rolls Royce B8 (1) or Rolls Royce B2 (2)	113 227	45 106	158 333	27 59	86 170	113 229
Extant – see Table 3.2	247	136	383	216	298	516
Commercial trips	40	18	58	54	66	120
Remaining trips (1) or Remaining trips (2)	94 -20	73 12	167 -8	135 81	146 80	283 165

Rounding errors occur

- 3.3.3 It is understood that the majority of the Rolls Royce site will be utilised generally for B8 uses rather than B2. Nonetheless, it can be seen from the above table that if only B2 uses were

provided reductions in trips during both peak periods would still occur. Also if only B8 use is provided then further trip reductions will be realised at the site.

3.4 Phase 2

3.4.1 The Phase 2 site is located at the north-eastern extent of Oldlands Farm and will comprise of circa 20,453sqm of B2, together with B8 floorspace. The 2015 Addendum TA included a review of relevant trip rates for B2 use and determined the trip generation. The trip rates and trip generation were accepted by WSCC and replicated below.

Table 3.4: Industrial Estate (B2) and Warehousing – commercial (B8) trip rates						
Use	AM peak			PM peak		
	Arrive	Depart	2-way	Arrive	Depart	2-way
B2	0.484	0.206	0.690	0.110	0.403	0.513
B8	0.275	0.089	0.364	0.089	0.240	0.329

3.4.2 The resultant trip generation for the Phase 2 site is contained in **Table 3.5**.

Table 3.5: Typical trip generation - Oldlands Farm Phase 2 (6,940sqm B2 & 13,650sqm B8)						
Use	AM peak			PM peak		
	Arrive	Depart	2-way	Arrive	Depart	2-way
B2	34	14	48	7	28	36
B8	38	12	50	12	33	45
Total	71	26	98	20	61	81

Rounding errors occur

3.4.3 It can be seen that the total trips during both peak hours, shown in **Table 3.5**, are 98 and 81 two-way trips respectively. This would suggest that when B8 uses are associated with the Rolls Royce site, the total trip generation of Oldlands Farm would be within the previously accepted levels i.e. Phase 2 trips are within the 'Remaining trips (1)' shown in **Table 3.3**.

3.4.4 In light of the accepted trip rates for B2 and B8 uses, the Rolls Royce trip generation have been updated in **Table 3.3a** below.

Table 3.3a: Updated Rolls Royce trip generation (total 38,100sqm)						
Description	AM peak			PM peak		
	Arrive	Depart	2-way	Arrive	Depart	2-way
Rolls Royce B8 (1) or Rolls Royce B2 (2)	105	34	139	34	91	125
	184	78	263	42	154	195

3.5 Phase 1A – Lidl foodstore

3.5.1 As part of the larger Phase 1 site, the Phase 1A area was previously approved for commercial uses i.e. sui generis, A1 retail, B8 trade counter.

3.5.2 The current application for Phase 1A involves:

- A1 discount food retail – 1,410sqm RFA

3.5.3 The latest TRICS database has been interrogated in order to obtain representative trip rates to reflect the food retail outlet. The ‘Retail – Discount food stores’ category was chosen and weekday surveys were selected. Surveys were filtered by Retail floor area, whilst Town Centre and Edge of Town Centre surveys were removed. Further filtering removed sites with very high levels of public transport.

3.5.4 The resultant trip rates are summarised in **Table 3.7** below, whilst the full TRICS outputs are contained at **Appendix B**.

Table 3.7: Discount food store (A1) per 100sqm RFA - for 1,410sqm						
	AM peak			PM peak		
	Arrive	Depart	2-way	Arrive	Depart	2-way
Trip rate	3.145	2.344	5.489	5.032	5.357	10.389
Trips	44	33	77	71	76	146

4 Highway Impact

4.1 Changes in trip generation

4.1.1 In light of the current development proposals, a review of the proposed trip generation has been assessed against the previously consented level of trips at Oldlands Farm. This incorporates the most up-to-date information regarding the development at Oldlands Farm.

Table 4.1: Trip generation comparison at Oldlands Farm							
Table no.	Description	AM peak			PM peak		
		Arrive	Depart	2-way	Arrive	Depart	2-way
3.1	i.Consented Oldlands	554	130	684	104	573	677
3.2	ii.Extant trips (Ph1)	247	136	383	216	298	516
3.3a	iii.Ph1B ¹ Rolls Royce	105	34	139	34	91	125
3.3a	iv.Ph1B ² Rolls Royce	184	78	263	42	154	195
3.9	v.Ph1A (Lidl)	44	33	77	71	76	146
3.5	vi.Ph2	71	26	98	20	61	81
-	vii.[Ph1A+Ph1B ¹]+Ph2	220	93	314	125	228	352
-	viii [Ph1A+Ph1B ²]+Ph2	300	138	438	133	290	422
Remaining/spare trips (ii - vii)		27	43	69	91	70	164
Remaining/spare trips (ii - viii)		-53	-2	-55	83	8	94
Remaining/spare trips (i - vii)		334	37	370	-21	345	325
Remaining/spare trips (i - viii)		254	-8	246	-29	283	255

Rounding errors occur , ¹ B8 use only , ² B2 use only

4.1.2 As demonstrated above, the proposals for Phase 1A will not have significant levels of trip generation during the weekday peak hours. **Table 4.1** shows that the overall trip generation for the various phases of Oldlands Farm is below the extant consent when B8 use at Rolls Royce is assumed

i.e. **ii. Extant trips (Ph1) > vii.[Ph1A+PhB¹] + Ph2**

It can also be seen that compared with the original approved B1 trip generation, the proposed trip generation is significantly lower (see **Remaining/spare trips (i – vii)** values).

4.1.3 **Table 4.1** also indicates that when all B2 use is assumed at Rolls Royce, the overall trips for Phase 1 will be greater than the extant trips (see 'Remaining (ii – viii)' values). It is recognised that the Rolls Royce site has consent for an element of B2 use, rather than for the whole site. Given the logistical uses, it is unlikely that a significant level of B2 unit/floor

area will be developed. Consequently the B8 trip generation is considered to appropriately reflect the site operations for Rolls Royce.

- 4.1.4 A traffic survey was carried out to understand the current background traffic levels on the local highway network. The survey was conducted in December 2016 and at a time that was sufficient for the Rolls Royce site to establish operations. The observed traffic flows indicate that the level of background traffic on the A29 was lower than previously observed or forecast. The survey also recorded traffic flows (see **Appendix C**) from Oldlands Farm Phase 1B (the only operational development at Oldlands Farm) which are similar to those forecast for B8 uses within the Hydrock TA for the 12,450sqm unit.

Table 4.2: 2016 Observed traffic flows vs. forecast						
Site access	Weekday AM peak			Weekday PM peak		
	Arrive	Depart	2-way	Arrive	Depart	2-way
2016 Observed	60	15	75	9	32	41
Ph1B (Unit 2)	37	15	52	9	28	37

- 4.1.5 Given the observed low level flows and the unit types constructed at Phase 1B, it is concluded that the majority of the Rolls Royce site has implemented B8 use.
- 4.1.6 It is expected that an element of linked trip journeys will occur across the site given the various uses consented/proposed. Consequently, the level of individual trip generation shown in **Table 4.1** is likely to be lower when the entire site is built out. Furthermore, it is recognised that food retail stores are highly competitive, and new stores commonly operate to secure a proportion of the existing market share. The trip generation of the food retail store includes linked trips, diverted trips, and transferred trips from nearby existing food retailers. New trips for food retail are typically only circa 20% of the total generation. Thus the level of additional network trips are considered to be very low.

5 Summary and Conclusion

5.1 Summary

- 5.1.1 This Transport Assessment has been produced in relation to the Phase 1A development site at Oldlands Farm, Bognor Regis for retail uses. The application site is circa 1.07Ha and situated at the western extent of Oldlands Farm. Oldlands Farm site is located east of the A29 Shripney Road and south of the Bognor Regis Northern Relief Road. It is proposed to develop the site to offer food retail and non-food retail units.
- 5.1.2 Planning consent has been received for the Phase 1 site, following this the Phase 1B area was developed by Rolls Royce which utilises a proportion of the agreed trip generation. A further application has been submitted for the Phase 2 site, which is located at the north-eastern part of the overall Oldlands Farm site.
- 5.1.3 The latest TRICS database has provided relevant trip rates, which were applied to the scheme in order to determine the Phase 1A trip generation. The weekday AM and PM peak hour flows are forecast to be up to 75 and 339 two-way respectively. It is considered likely that linked trip journeys will occur when the entire Oldlands Farm site is built out, resulting in a lower trip generation than for the total individual forecast trips.
- 5.1.4 This Transport Assessment has undertaken an appraisal of the traffic generation for the individual development areas within Oldlands Farm, in order to compare with the previously accepted levels forecast by the employment site.
- 5.1.5 The initial Transport Assessment for Oldlands Farm included traffic forecasts for the unbuilt BNRR and site access roundabout, a traffic count was also undertaken along the A29 Shripney Road in 2004. The Phase 1 Transport Assessment included a 2012 traffic count, which revealed that background traffic flows were similar to 2004 levels and had not increased in line with previous forecasts. A recent 2016 traffic count has been undertaken, again indicating traffic flows below forecast growth on the network. The count also revealed that traffic flows at the Oldlands Farm access were similar to the level forecast for a B8 unit for the Rolls Royce site.
- 5.1.6 The traffic impact analysis has demonstrated that the total forecast trip generations of the various development areas is less than the extant trip generation for the site.



- 5.1.7 Previous junction capacity modelling demonstrated that the A29 Shripney Road / BNRR roundabout would operate satisfactorily in the 2031 future year. Given the latest reduced trip generation forecasts and reduced background traffic levels, it is considered that no additional modelling is necessary.

5.2 Conclusion

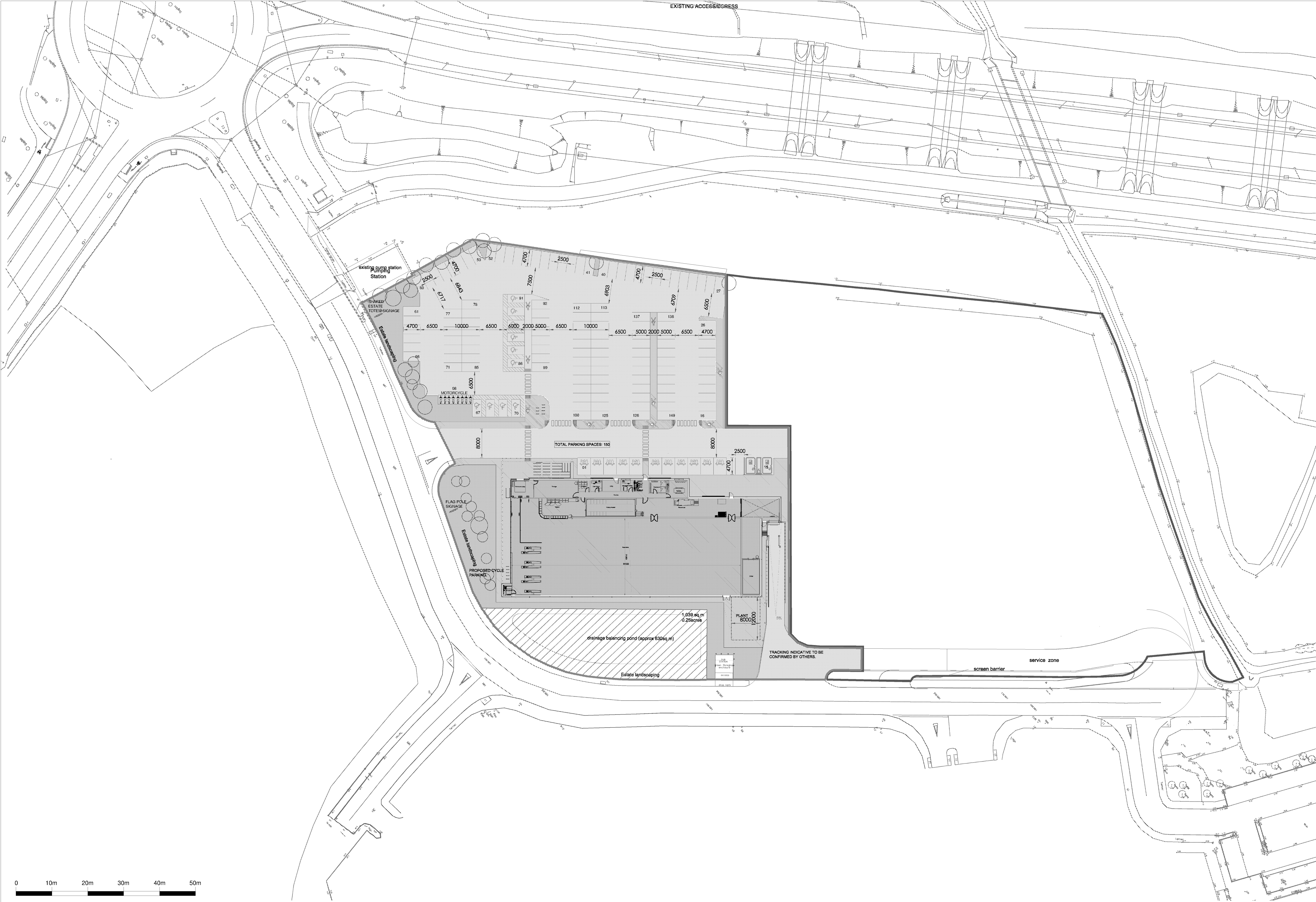
- 5.2.1 The latest trip generation forecasts demonstrate that the Oldlands Phase 1A proposals will be in line with the extant trip generation. Consequently, the traffic impact on the highway network will be negligible. When compared with the approved B1 use there will be a reduction in the two-way flows in both AM and PM peaks.
- 5.2.2 Traffic counts indicate that background traffic flows have not increased to the levels previously forecast. The A29 Shripney Road / BNRR roundabout will operate satisfactorily with all Oldlands Farm development added to the highway network.
- 5.2.3 It is concluded that the Phase 1A development scheme will not have a detrimental traffic impact on the local highway network.



Appendix A

Masterplan

(Dwg.no. AD110_RevC)

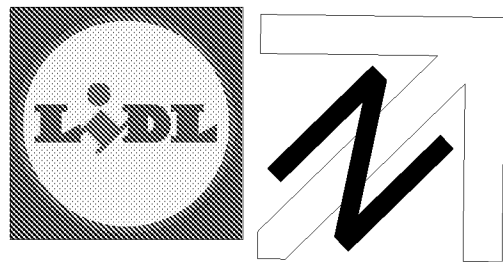


SCHEDULE	
Sales Area	1410 m²
Warehouse gla inc freezer/chiller	398 m²
Ancillary gla inc all welfare & bakery	304 m²
Internal walls	47 m²
GIA	2159 m²
GEA	2265 m²
Total Site Area Red (Approximate)	10740 m²
Total Site Area Blue (Approximate)	11476 m²
Standard Parking Spaces 2.5*5.0M	126. spaces
Disabled Parking Spaces	10. spaces
P&C Parking Spaces	11. spaces
EVC Parking Spaces	2. spaces
Total Parking Spaces	149. spaces
Motor cycle Spaces	8. spaces



IMPORTANT INFORMATION
Dimensions to be confirmed on site prior to start of works and ODAS to be informed of discrepancies immediately. No dimensions to be scaled from this drawing.
All materials and works are to be carried out in accordance with current British Standards, Planning Approval, current Building Regulations and Codes of Practice.
Party Wall Act - Notices under the Party Wall Act are to be served by the property owner or appointed third party by property owner.
Health and Safety - CDM 2015 Regulations apply to all construction works to be carried out and apply to designers, contractors and the client. As such all parties have duties under these regulations.

Notes



Revisions	
Rev	Date
C	18.11.19
B	23.10.19
A	24.09.19
Description	
UPDATED PER CLIENT REQUEST	
UPDATED IN LINE WITH LEGAL DRAWINGS	
UPDATED IN LINE WITH CLIENT COMMENTS	
Revised By	Checked By
EB	EB
LMC	LMC

Client:
LIDL GREAT BRITAIN LTD.
FOXES PARK, BROWN HILL WAY,
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Project Name:
BOGNOR REGIS
OLDLANDS FARM

Drawing Title:
PROPOSED SITE PLAN

Drawing Status: PLANNING

Project No: 18179
Drawing No: AD 110_REV C
Drawn By: LMC
Checked By: -
Date: JULY 2019
Scale @ A1: 1:500

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Appendix B

TRICS results (A1 Discount food store uses)

Calculation Reference: AUDIT-723101-191101-1103

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : C - DISCOUNT FOOD STORES

VEHICLESSelected regions and areas:

03	SOUTH WEST	
	SM SOMERSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
09	NORTH	
	DH DURHAM	1 days
	TW TYNE & WEAR	1 days
10	WALES	
	CF CARDIFF	1 days
15	GREATER DUBLIN	
	DL DUBLIN	1 days
17	ULSTER (NORTHERN IRELAND)	
	AN ANTRIM	1 days

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

Secondary Filtering selection:

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

Parameter: Retail floor area
 Actual Range: 500 to 1548 (units: sqm)
 Range Selected by User: 500 to 1550 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 15/06/19

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

Selected survey days:

Tuesday	1 days
Wednesday	2 days
Thursday	3 days
Friday	2 days

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	5
Neighbourhood Centre (PPS6 Local Centre)	2

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	1
Development Zone	2
Residential Zone	1
Retail Zone	2
No Sub Category	2

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

Secondary Filtering selection:Use Class:

A1	8 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:

1,001 to 5,000	1 days
5,001 to 10,000	4 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:

5,001 to 25,000	1 days
25,001 to 50,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	2 days
250,001 to 500,000	2 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	4 days
1.6 to 2.0	1 days
2.1 to 2.5	1 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	8 days

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

Travel Plan:

Not Known	1 days
Yes	1 days
No	6 days

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

PTAL Rating:

No PTAL Present	8 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	AN-01-C-02	LIDL		ANTRIM
	BELFAST ROAD			
	CARRICKFERGUS			
	Edge of Town			
	Development Zone			
	Total Retail floor area:	1198 sqm		
	Survey date: WEDNESDAY	12/10/16		Survey Type: MANUAL
2	CA-01-C-01	LIDL		CAMBRIDGESHIRE
	CROMWELL ROAD			
	WISBECH			
	Edge of Town			
	Retail Zone			
	Total Retail floor area:	500 sqm		
	Survey date: FRIDAY	21/10/16		Survey Type: MANUAL
3	CF-01-C-01	LIDL		CARDIFF
	EAST TYNDALL STREET			
	CARDIFF			
	Suburban Area (PPS6 Out of Centre)			
	Development Zone			
	Total Retail floor area:	1407 sqm		
	Survey date: THURSDAY	29/06/17		Survey Type: MANUAL
4	DH-01-C-01	ALDI		DURHAM
	WATLING ROAD			
	BISHOP AUCKLAND			
	Edge of Town			
	Retail Zone			
	Total Retail floor area:	953 sqm		
	Survey date: THURSDAY	06/04/17		Survey Type: MANUAL
5	DL-01-C-01	LIDL		DUBLIN
	SALLYNOGGIN ROAD			
	DUBLIN			
	THOMASTOWN			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Retail floor area:	1420 sqm		
	Survey date: WEDNESDAY	20/06/18		Survey Type: MANUAL
6	NT-01-C-01	LIDL		NOTTINGHAMSHIRE
	CHAPEL LANE			
	BINGHAM			
	Edge of Town			
	Industrial Zone			
	Total Retail floor area:	1424 sqm		
	Survey date: FRIDAY	15/07/16		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

7	SM-01-C-01	LI DL	SOMERSET
	SEAWARD WAY		
	MINEHEAD		
	Edge of Town		
	No Sub Category		
	Total Retail floor area:	1407 sqm	
	Survey date: THURSDAY	22/06/17	Survey Type: MANUAL
8	TW-01-C-01	ALDI	TYNE & WEAR
	EDGEFIELD AVENUE		
	NEWCASTLE		
	FAWDON		
	Neighbourhood Centre (PPS6 Local Centre)		
	No Sub Category		
	Total Retail floor area:	1548 sqm	
	Survey date: TUESDAY	30/04/19	Survey Type: MANUAL

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	1232	0.568	8	1232	0.203	8	1232	0.771
08:00 - 09:00	8	1232	3.459	8	1232	2.577	8	1232	6.036
09:00 - 10:00	8	1232	4.646	8	1232	3.825	8	1232	8.471
10:00 - 11:00	8	1232	5.174	8	1232	5.012	8	1232	10.186
11:00 - 12:00	8	1232	5.965	8	1232	6.036	8	1232	12.001
12:00 - 13:00	8	1232	6.178	8	1232	5.844	8	1232	12.022
13:00 - 14:00	8	1232	6.077	8	1232	6.483	8	1232	12.560
14:00 - 15:00	8	1232	5.894	8	1232	6.057	8	1232	11.951
15:00 - 16:00	8	1232	5.986	8	1232	6.026	8	1232	12.012
16:00 - 17:00	8	1232	5.773	8	1232	5.742	8	1232	11.515
17:00 - 18:00	8	1232	5.367	8	1232	5.610	8	1232	10.977
18:00 - 19:00	8	1232	4.788	8	1232	5.144	8	1232	9.932
19:00 - 20:00	8	1232	3.368	8	1232	3.591	8	1232	6.959
20:00 - 21:00	8	1232	2.212	8	1232	2.577	8	1232	4.789
21:00 - 22:00	8	1232	0.872	8	1232	1.451	8	1232	2.323
22:00 - 23:00	6	1207	0.055	6	1207	0.276	6	1207	0.331
23:00 - 24:00									
Total Rates:		66.382			66.454			132.836	

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

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

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Parameter summary

Trip rate parameter range selected:	500 - 1548 (units: sqm)
Survey date range:	01/01/11 - 15/06/19
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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 01 - RETAIL/C - DISCOUNT FOOD STORES

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	1232	0.010	8	1232	0.010	8	1232	0.020
08:00 - 09:00	8	1232	0.030	8	1232	0.020	8	1232	0.050
09:00 - 10:00	8	1232	0.071	8	1232	0.061	8	1232	0.132
10:00 - 11:00	8	1232	0.061	8	1232	0.041	8	1232	0.102
11:00 - 12:00	8	1232	0.000	8	1232	0.030	8	1232	0.030
12:00 - 13:00	8	1232	0.041	8	1232	0.030	8	1232	0.071
13:00 - 14:00	8	1232	0.041	8	1232	0.061	8	1232	0.102
14:00 - 15:00	8	1232	0.061	8	1232	0.020	8	1232	0.081
15:00 - 16:00	8	1232	0.051	8	1232	0.071	8	1232	0.122
16:00 - 17:00	8	1232	0.041	8	1232	0.071	8	1232	0.112
17:00 - 18:00	8	1232	0.041	8	1232	0.030	8	1232	0.071
18:00 - 19:00	8	1232	0.081	8	1232	0.091	8	1232	0.172
19:00 - 20:00	8	1232	0.030	8	1232	0.020	8	1232	0.050
20:00 - 21:00	8	1232	0.041	8	1232	0.030	8	1232	0.071
21:00 - 22:00	8	1232	0.020	8	1232	0.030	8	1232	0.050
22:00 - 23:00	6	1207	0.000	6	1207	0.000	6	1207	0.000
23:00 - 24:00									
Total Rates:			0.620			0.616			1.236

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.

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	1232	0.000	8	1232	0.010	8	1232	0.010
08:00 - 09:00	8	1232	0.010	8	1232	0.020	8	1232	0.030
09:00 - 10:00	8	1232	0.020	8	1232	0.020	8	1232	0.040
10:00 - 11:00	8	1232	0.041	8	1232	0.041	8	1232	0.082
11:00 - 12:00	8	1232	0.010	8	1232	0.010	8	1232	0.020
12:00 - 13:00	8	1232	0.051	8	1232	0.051	8	1232	0.102
13:00 - 14:00	8	1232	0.061	8	1232	0.051	8	1232	0.112
14:00 - 15:00	8	1232	0.010	8	1232	0.030	8	1232	0.040
15:00 - 16:00	8	1232	0.000	8	1232	0.000	8	1232	0.000
16:00 - 17:00	8	1232	0.010	8	1232	0.010	8	1232	0.020
17:00 - 18:00	8	1232	0.010	8	1232	0.000	8	1232	0.010
18:00 - 19:00	8	1232	0.030	8	1232	0.030	8	1232	0.060
19:00 - 20:00	8	1232	0.010	8	1232	0.010	8	1232	0.020
20:00 - 21:00	8	1232	0.041	8	1232	0.030	8	1232	0.071
21:00 - 22:00	8	1232	0.010	8	1232	0.010	8	1232	0.020
22:00 - 23:00	6	1207	0.000	6	1207	0.000	6	1207	0.000
23:00 - 24:00									
Total Rates:			0.314			0.323			0.637

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.

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	1232	0.000	8	1232	0.000	8	1232	0.000
08:00 - 09:00	8	1232	0.000	8	1232	0.000	8	1232	0.000
09:00 - 10:00	8	1232	0.000	8	1232	0.000	8	1232	0.000
10:00 - 11:00	8	1232	0.000	8	1232	0.000	8	1232	0.000
11:00 - 12:00	8	1232	0.000	8	1232	0.000	8	1232	0.000
12:00 - 13:00	8	1232	0.000	8	1232	0.000	8	1232	0.000
13:00 - 14:00	8	1232	0.010	8	1232	0.010	8	1232	0.020
14:00 - 15:00	8	1232	0.000	8	1232	0.000	8	1232	0.000
15:00 - 16:00	8	1232	0.000	8	1232	0.000	8	1232	0.000
16:00 - 17:00	8	1232	0.000	8	1232	0.000	8	1232	0.000
17:00 - 18:00	8	1232	0.000	8	1232	0.000	8	1232	0.000
18:00 - 19:00	8	1232	0.000	8	1232	0.000	8	1232	0.000
19:00 - 20:00	8	1232	0.000	8	1232	0.000	8	1232	0.000
20:00 - 21:00	8	1232	0.000	8	1232	0.000	8	1232	0.000
21:00 - 22:00	8	1232	0.000	8	1232	0.000	8	1232	0.000
22:00 - 23:00	6	1207	0.000	6	1207	0.000	6	1207	0.000
23:00 - 24:00									
Total Rates:			0.010			0.010			0.020

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.

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

CYCLISTS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	1232	0.020	8	1232	0.000	8	1232	0.020
08:00 - 09:00	8	1232	0.061	8	1232	0.041	8	1232	0.102
09:00 - 10:00	8	1232	0.132	8	1232	0.071	8	1232	0.203
10:00 - 11:00	8	1232	0.142	8	1232	0.132	8	1232	0.274
11:00 - 12:00	8	1232	0.071	8	1232	0.142	8	1232	0.213
12:00 - 13:00	8	1232	0.081	8	1232	0.091	8	1232	0.172
13:00 - 14:00	8	1232	0.193	8	1232	0.152	8	1232	0.345
14:00 - 15:00	8	1232	0.162	8	1232	0.142	8	1232	0.304
15:00 - 16:00	8	1232	0.112	8	1232	0.101	8	1232	0.213
16:00 - 17:00	8	1232	0.172	8	1232	0.091	8	1232	0.263
17:00 - 18:00	8	1232	0.172	8	1232	0.304	8	1232	0.476
18:00 - 19:00	8	1232	0.172	8	1232	0.172	8	1232	0.344
19:00 - 20:00	8	1232	0.071	8	1232	0.091	8	1232	0.162
20:00 - 21:00	8	1232	0.101	8	1232	0.101	8	1232	0.202
21:00 - 22:00	8	1232	0.000	8	1232	0.030	8	1232	0.030
22:00 - 23:00	6	1207	0.000	6	1207	0.000	6	1207	0.000
23:00 - 24:00									
Total Rates:			1.662			1.661			3.323

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.

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

CARS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	1232	0.517	8	1232	0.152	8	1232	0.669
08:00 - 09:00	8	1232	3.145	8	1232	2.344	8	1232	5.489
09:00 - 10:00	8	1232	4.180	8	1232	3.459	8	1232	7.639
10:00 - 11:00	8	1232	4.839	8	1232	4.687	8	1232	9.526
11:00 - 12:00	8	1232	5.641	8	1232	5.671	8	1232	11.312
12:00 - 13:00	8	1232	5.732	8	1232	5.448	8	1232	11.180
13:00 - 14:00	8	1232	5.722	8	1232	6.077	8	1232	11.799
14:00 - 15:00	8	1232	5.529	8	1232	5.732	8	1232	11.261
15:00 - 16:00	8	1232	5.651	8	1232	5.600	8	1232	11.251
16:00 - 17:00	8	1232	5.438	8	1232	5.367	8	1232	10.805
17:00 - 18:00	8	1232	5.032	8	1232	5.357	8	1232	10.389
18:00 - 19:00	8	1232	4.515	8	1232	4.829	8	1232	9.344
19:00 - 20:00	8	1232	3.125	8	1232	3.368	8	1232	6.493
20:00 - 21:00	8	1232	2.039	8	1232	2.364	8	1232	4.403
21:00 - 22:00	8	1232	0.791	8	1232	1.339	8	1232	2.130
22:00 - 23:00	6	1207	0.055	6	1207	0.276	6	1207	0.331
23:00 - 24:00									
Total Rates:			61.951			62.070			124.021

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.

TRIP RATE for Land Use 01 - RETAIL/ C - DISCOUNT FOOD STORES

LGVS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	1232	0.041	8	1232	0.030	8	1232	0.071
08:00 - 09:00	8	1232	0.254	8	1232	0.193	8	1232	0.447
09:00 - 10:00	8	1232	0.375	8	1232	0.274	8	1232	0.649
10:00 - 11:00	8	1232	0.223	8	1232	0.233	8	1232	0.456
11:00 - 12:00	8	1232	0.284	8	1232	0.304	8	1232	0.588
12:00 - 13:00	8	1232	0.314	8	1232	0.284	8	1232	0.598
13:00 - 14:00	8	1232	0.223	8	1232	0.264	8	1232	0.487
14:00 - 15:00	8	1232	0.264	8	1232	0.264	8	1232	0.528
15:00 - 16:00	8	1232	0.254	8	1232	0.304	8	1232	0.558
16:00 - 17:00	8	1232	0.274	8	1232	0.274	8	1232	0.548
17:00 - 18:00	8	1232	0.243	8	1232	0.203	8	1232	0.446
18:00 - 19:00	8	1232	0.142	8	1232	0.172	8	1232	0.314
19:00 - 20:00	8	1232	0.203	8	1232	0.193	8	1232	0.396
20:00 - 21:00	8	1232	0.081	8	1232	0.142	8	1232	0.223
21:00 - 22:00	8	1232	0.041	8	1232	0.051	8	1232	0.092
22:00 - 23:00	6	1207	0.000	6	1207	0.000	6	1207	0.000
23:00 - 24:00									
Total Rates:			3.216			3.185			6.401

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

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

TRIP RATE for Land Use 01 - RETAIL/ C - DISCOUNT FOOD STORES

MOTOR CYCLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	1232	0.000	8	1232	0.000	8	1232	0.000
08:00 - 09:00	8	1232	0.010	8	1232	0.000	8	1232	0.010
09:00 - 10:00	8	1232	0.000	8	1232	0.010	8	1232	0.010
10:00 - 11:00	8	1232	0.010	8	1232	0.010	8	1232	0.020
11:00 - 12:00	8	1232	0.030	8	1232	0.020	8	1232	0.050
12:00 - 13:00	8	1232	0.041	8	1232	0.030	8	1232	0.071
13:00 - 14:00	8	1232	0.020	8	1232	0.020	8	1232	0.040
14:00 - 15:00	8	1232	0.030	8	1232	0.010	8	1232	0.040
15:00 - 16:00	8	1232	0.030	8	1232	0.051	8	1232	0.081
16:00 - 17:00	8	1232	0.010	8	1232	0.020	8	1232	0.030
17:00 - 18:00	8	1232	0.041	8	1232	0.020	8	1232	0.061
18:00 - 19:00	8	1232	0.020	8	1232	0.020	8	1232	0.040
19:00 - 20:00	8	1232	0.000	8	1232	0.000	8	1232	0.000
20:00 - 21:00	8	1232	0.010	8	1232	0.010	8	1232	0.020
21:00 - 22:00	8	1232	0.010	8	1232	0.020	8	1232	0.030
22:00 - 23:00	6	1207	0.000	6	1207	0.000	6	1207	0.000
23:00 - 24:00									
Total Rates:			0.262			0.241			0.503

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

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



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