



PARAGON
HIGHWAYS

Leeds Road, Birstall

Transport Statement

March 2022

1690(C)

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Quality Management

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1 INTRODUCTION

- 1.1.1 Paragon Highway Consultants have been appointed to prepare this Transport Statement relating to the proposal to demolish the existing buildings to make way for a retail unit on land off Leeds Road (A643) and Huddersfield Road (A62), Birstall. The site location in relation to the immediate highway network is shown at Appendix A.
- 1.1.2 The site is currently occupied by 4 dilapidated dwellings, and formally used as a large car sales yard with large garage buildings used for vehicle repairs. The existing use will be replaced by a new retail unit, which is envisaged to be used as a convenience store. Sufficient areas for parking and servicing are to be provided along with access improvements proposed as part of the development.
- 1.1.3 This Transport Statement follows a pre application meeting and considers such matters as access, sustainability, car parking and servicing and presents the proposals in relation to current guidance and data. The traffic impact associated with the current development proposals is also presented.

2 EXISTING CONDITIONS

2.1 Site Description

2.1.1 The site is located within the local centre of Birstall surrounded by residential, retail, and commercial properties typical of a village of this size.

2.1.2 The site contains 4 terrace houses located at the far northwest corner that front onto Huddersfield Road, with circa 1910 sqm of car sales area located to the sides and rear. There are also two vehicle repair buildings to the rear of the site equating to a floor area of circa 333sqm. From previous site visits it was established that the site was completely saturated with vehicles either for sale or being repaired. It should be noted that the vehicle repairs business operated separately to the car sales business, allowing for the general public to use the vehicle repair services at the site.



Photograph 1 – Existing Site (looking south from Leeds Road)



Photograph 2 – Existing Site (looking east from Leeds Road)

- 2.1.3 The existing site contains 3 points of access, with 2 located off Leeds Road and 1 located off Huddersfield Road. The main access to the site is located off Leeds Road to the far east side of the site and takes the form of a dropped vehicle crossing some 8.2m wide. Visibility to the east is somewhat restricted due to the adjacent boundary wall offering a visibility splay of 2.4m x 20m to the wheel track. However, due to the general low traffic speeds along Leeds Road the access appears to operate safely.
- 2.1.4 The second site access off Leeds Road is located adjacent to the traffic signal stop line and also takes the form of a dropped vehicle crossing, which is approximately 6.4m wide. Due to the location of the access in relation to the traffic signals any vehicle using this access would have difficulties turning into the site without impacting the safe and free flow of traffic travelling through this busy signalised junction. Similarly, any vehicle emerging out of the site access would not be able to sufficiently line up with the stop line, which would lead to vehicles manoeuvring in the opposing traffic lane or obstructing the footway, which would also represent a road safety hazard for other road users.

2.1.5 The third site access is located off Huddersfield Road adjacent to the signals stop line. This access also takes the form of a dropped vehicular crossing and is approximately 4.2m wide. For similar reasons as above due to the location of the access in relation to the traffic signals any vehicle using this access would have difficulties turning into the site without impacting the safe and free flow of traffic travelling through this busy signalised junction. Additionally, any vehicle emerging out of the site access would not be able to sufficiently line up with the stop line, which would lead to a stationary vehicle within the opposing traffic lane waiting for a space at the stop line, which would also represent a road safety hazard for other road users.

2.1.6 The existing site access arrangements and site layout can be found at Appendix B.

2.1.7 The site is situated in the centre of Birstall around 4.6km north of Dewsbury, 9km southeast of Bradford and 10km southwest of Leeds.

2.2 Local Highway Network

2.2.1 The site gains access from both Leeds Road A643 and Huddersfield Road A62. Leeds Road is a principal route forming part the A643 that connects Leeds with Brighouse and is subject to heavy traffic volumes throughout the day. Within the vicinity of the existing site access points the road is a two way single carriageway road with footways provided on both sides. The carriageway ranges between 7m and 9m to the east and west respectively, with a south side footway that ranges between 1.5m and 3m along the site frontage. The north side footway ranges in width between 1.8m and 3.8m. Both the footways and carriageways are in fair condition and considered to be suitable for their day to day use for all traffic. The road contains street lighting to main road standards and is subject to a 30mph speed limit. There are Traffic Regulation Orders on Leeds Road on both sides along the site that restrict waiting, with loading restrictions on the north side junction radius with Huddersfield Road.

- 2.2.2 There is a signalised junction between Leeds Road (A643) and Huddersfield Road (A62) to the far northwest corner of the site with designated ahead left/ right turn traffic lanes leading to the stop line on both the Leeds Road and Huddersfield Road approaches to the junction. The junction contains push button pedestrian crossing facilities on all arms along with a box junction marking for southbound Huddersfield Road traffic, so that Leeds Road traffic is not obstructed by stationary vehicles during busier periods. There are Traffic Regulation Orders that restrict waiting on all arms of the junction.
- 2.2.3 Huddersfield Road (A62) is also a principal road linking Huddersfield with Leeds and is also subject to heavy traffic volumes throughout the day. Huddersfield Road is a two way single carriageway road with footways on both sides. Along the west side site frontage the carriageway ranges between 9.5m and 9.8m in width with an east side footway ranging between 2.1m and 2.3m. The west side footway is around 2.2m wide. Both the carriageway and footway are in fair condition and considered to be suitable for their day to day use in terms of layout, width, and accessibility to the application site.
- 2.2.4 Huddersfield Road contains street lighting to main road standards and has a 30mph speed limit.

2.3 Road Traffic Accidents

- 2.3.1 To appraise the road safety record of the adjacent network, it has been necessary to obtain reported injury accident data over the last 5 years up to June 2021 using the Crashmap website. The information available on the Crashmap website is approved by the National Statistics Authority and reported on by the Dept for Transport.
- 2.3.2 The study area includes some 350m of public highway including the signalised junction. Details of the collision data can be found at Appendix C.
- 2.3.3 There has been a total of three collisions within the study area and all were classified as slight and situated at the signalised crossroad junction between Leeds Road and Huddersfield Road. It should be noted that there are no collisions on Leeds Road along the site frontage or at the existing access point.

- 2.3.4 The first collision took place in January 2017 on a dry day after nightfall and involved two vehicles. Both vehicles were proceeding normally along the carriageway, not on a bend, when the front of the second vehicle impacted with the first vehicle. The driver of the first vehicle received slight injuries.
- 2.3.5 The second collision took place in March 2019 in wet conditions after nightfall and involved 5 vehicles. The first vehicle was in the process of turning right and impacted at the front. The second vehicle was proceeding normally along the carriageway and impacted at the front. The third vehicle was proceeding normally along the carriageway and impacted at the rear. The fourth vehicle was in the act of turning right and was impacted at the rear. The fifth vehicle was proceeding normally along the carriageway and was impacted at the nearside. The drivers of the first and second vehicles received slight injuries.
- 2.3.6 The third collision took place in October 2019 in dry conditions after nightfall and involved two vehicles. The first vehicle was proceeding normally along the carriageway and impacted from the front with the nearside of the second vehicle, which was in the process of turning right. The driver of the second vehicle received slight injuries.
- 2.3.7 It should be noted that there have been no collisions on Leeds Road along the site frontage or at the existing access point.
- 2.3.8 Given the accident record above and the high volume of traffic along the adjacent network the collision data does not indicate a road safety problem or any trends of any significance which would warrant treatment or be a cause for concern as a result of slight change in peak hour flows as a result of the development proposals.

2.4 **Transport Sustainability**

- 2.4.1 The site is in a sustainable location being within walking distance of public transport facilities and the nearby amenities offered in Birstall. The sustainability elements are discussed in more detail in the paragraphs below.

2.4.2 The revised National Planning Policy Framework was published in July 2021 and sets out the government's planning policies for England and how these are expected to be applied. It recommends that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be significant. Within this context, applications for development, with regard to Transport, should.

- Consider the potential impacts of development on the transport network;
- Provide opportunities to promote cycling, walking and public transport use;
- Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places;
- Allow for the efficient delivery of goods, and access by service and emergency vehicles;
- Include within the design for the charging of plug in and ultra-low emission vehicles in safe and convenient locations.

2.4.3 However, the guidance within PPG 13 is still useful as a reference and the relevant policies within the Council's Local Plan still apply.

2.4.4 The catchment areas for the preferred maximum walking distance of 2km for staff and visitors are shown on the plan at Appendix D. The catchment shows the areas accessible by foot, which includes the residential and commercial areas of Birstall as well as many local bus stops and part of the neighbouring settlement of Gomersal.

2.4.5 With regards to cycling, PPG13: Transport states "Cycling also has the potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport." The plan at Appendix D also shows the 5km cycle catchment area from the site.

- 2.4.6 The localities of Birkenshaw, Drighlington, Morley, Cleckheaton, Heckmondwike and Batley are included within the 5km cycle catchment. These areas comprise of residential properties as well as business and leisure facilities. The train stations at Morley and Batley are also located within cycling distance, providing the opportunity for further travel by public transport.
- 2.4.7 Leeds Road and Huddersfield Road link to National Cycle Route No.66 in the south, which has sections from Manchester city centre to Spurn Head in Yorkshire via Bradford, Leeds, York, Beverley and Kingston upon Hull. The route includes stretches of traffic-free cycle paths, canals, disused railways and the Spen Valley Greenway, and takes place mostly over asphalt terrain.
- 2.4.8 This demonstrates that there are a significant number of residential areas within this catchment, providing opportunities for potential employees and visitors to walk or cycle from their homes or other businesses to the site.
- 2.4.9 In relation to local bus facilities, there are stops on Leeds Road to the east and Gelderd Road to the north, both of which are within 200 metres of the access to the development site. Both stops on Leeds Road have flagpole and timetable cases, as does the southbound stop on Gelderd Road. The northbound stop has the benefit of a passenger shelter. The table below identifies the bus services available from these stops.

Service No.	Stop Location	Route	Frequency	Frequency
			Mon – Sat	Lates & Sundays
229	Gelder Road Nelson Street	Leeds Bus Station, Gildersome, Birstall, Heckmondwike, Hartshead, Deighton, Huddersfield Bus Station	15 mins	Last service at 23.36 30 mins
200	Leeds Road Sovereign Close	Leeds Bus Station, Beeston, White Rose Shopping Centre, Morley, Birstall, Cleckheaton Bus Station	30 mins	Last service at 20.01 60 mins
281	Leeds Road Sovereign Close	Dewsbury Bus Station, Batley, Howden Clough, Birstall, Birstall Retail Park	30 mins	Last service at 23.41 60 mins

Table 1: Bus Services

2.4.10 As can be identified from the above table, there are three bus services that operate from the nearest stops with 8 services per hour, providing links to nearby settlements as well as the bus stations at Leeds, Huddersfield, Cleckheaton and Dewsbury and retail locations such as Birstall Retail Park and the White Rose Shopping Centre.

2.4.11 There are also three railway stations within cycling distance of the development site. Batley station is situated 3.29km to the southeast and operates on the Leeds to Manchester Victoria via Bradford Interchange/Brighouse and Manchester to Blackburn line. It has the benefit of 4 cycle storage lockers which are covered by CCTV and has a 24-hour car park with 20 spaces.

- 2.4.12 Dewsbury station is located approximately 4.68km to the south of the development site and operates on the same line as Batley station. It has the benefit of 70 cycle spaces which are sheltered from the elements and covered by CCTV. There are also cycle racks available on Platform 1 and the station car park is open 24-hour and has space for 80 cars.
- 2.4.13 Morley station is situated 4.82km to the east of the development site and operates on the same line as Batley and Dewsbury. It has 16 cycle storage stands which are sheltered and covered by CCTV. There is also a small car park with space for 15 cars that operates 24-hours a day.
- 2.4.14 From the above it is evident that the site is considered to be in a sustainable location with reference to local fare stages providing connections to nearby settlements, large towns and retail areas. There are also several train stations within cycling distance which offer the opportunity for multi-modal transport to locations such as Leeds, Huddersfield, Wigan, Manchester city centre and its airport, Redcar, Liverpool and Newcastle. There are also many amenities and facilities in the local area within walking and cycling distance. Therefore, the site generally conforms to Government directives for ensuring developments are located in a sustainable location.

3 THE DEVELOPMENT PROPOSALS

3.1 Proposed Development

3.1.1 The proposals are for the demolition of the existing dwellings, garage buildings and the removal of car sales uses from the site to make way for a retail unit envisaged to be used as a convenience store.

3.1.2 The retail unit is around 408 sqm gross floor area, comprising of 279 sqm sales area and 129 sqm back of house area. The proposed unit is situated on the far west side of the site with parking areas located to the east side.

3.2 Vehicular Access

3.2.1 It is proposed to improve the existing access point off Leeds Road for the development. This access will be widened to around 9.7m to allow sufficient access for all traffic including service and delivery vehicles to the site. The result of the widening has provided a slight improvement in visibility at the access of 2.4m x 21m (to wheel track) in the critical direction (to the east) and 2.4m x 43m to the west. It has been considered appropriate to use the improved access arrangement at this location as it maximises the distance between the access and the signalised junction stop line located some 38m to the west. Due to the location of the signals and traffic sometimes queuing back from the stop line it is proposed to provide a keep clear marking so that vehicles turning right into the site can do so without obstructing through traffic approaching from the west. The keep clear marking would also allow for vehicles to turn right out of the site easily.

3.2.2 The existing site also contains two other access points which are both located adjacent to the signalised junction stop line. As part of the development it is proposed to permanently close these access points and reinstate the footway to a full kerb height. This would provide a significant road safety benefit when compared to the existing situation.

3.2.3 The site servicing can also be adequately catered for as a service yard is to be provided along with sufficient internal turning to accommodate a 12m long rigid HGV, which is the largest vehicle anticipated to access the site by the potential occupiers and could be conditioned as part of a Service Delivery Management Plan if deemed necessary by the LPA.

3.2.4 The proposed site access, layout and swept path analysis can be found at Appendix E.

3.3 **Parking Provision**

3.3.1 The Council do not currently have specific parking standards for retail developments in the Kirklees area as confirmed within the Kirklees Highway Design Guide (adopted November 2019). Therefore, to determine the overall parking provision it has been necessary to look at the TRICS database output and potential accumulations of arrivals and departures at the site.

3.3.2 The proposed parking accumulation calculations are shown at Appendix F.

3.3.3 The parking accumulation based on the TRICS database has revealed an overall hourly maximum of 14 vehicles between 5pm and 6pm. The proposals include 18 parking spaces located to the east and immediate south of the store, which provides an additional 4 spaces from that predicted by the accumulations from TRICS should there be any unforeseen spikes in parking demand, and for any parking spaces allocated for staff (although it is envisaged that the convenience store would employ local people in the surrounding area).

3.3.4 Secure cycle parking provision will be provided within the site with 8 short stay spaces proposed to the northeast of the proposed retail unit.

3.4 Traffic Impact

Existing Traffic

3.4.1 The site has previously been occupied by car sales (1910 sqm), vehicle repair garage (333sqm), and contains four terrace houses. To determine the existing potential trip generation from the lawful uses at the site, the national TRICS database has been interrogated.

3.4.2 The tables below identify the existing traffic generation based on the following TRICS parameters, which are considered to be accurate having regard to the site location:

- Sites located within England only (excluding Greater London)
- Located within Neighbourhood Centre, Suburban Area or Edge of Town locations.
- The cross test variation (to ascertain variation percentage) on the sites selected ranges between 8.1% and 12.4% during the network morning peak period (between 8am and 9am) and between 5.8% and 14.8% during the network evening peak period (between 5pm and 6pm).

	Rates		Trips		Two Way
	ARR	DEP	ARR	DEP	
AM Peak	0.16	0.64	1	2	3
PM Peak	0.64	0.16	2	1	3

Table 2 – Trip Rates and Generations (Houses)

	Rates		Trips		
	ARR	DEP	ARR	DEP	Two Way
AM Peak	30.088	12.370	6	2	8
PM Peak	11.492	21.548	2	4	6

Table 3 – Trip Rates and Generations (Car Showroom)

	Rates		Trips		
	ARR	DEP	ARR	DEP	Two Way
AM Peak	1.884	1.159	6	4	10
PM Peak	0.145	0.580	0	2	2

Table 4 – Trip Rates and Generations (Vehicle Repair Garage – Slow Fit)

	Trips		
	ARR	DEP	Two Way
AM Peak	13	8	21
PM Peak	4	7	11

Table 5 – Total Traffic Generations (Existing Use)

3.4.3 As can be identified above, the existing site has the potential to generate up to 21 movements during the morning peak period and 11 movements during the evening peak period, using all 3 access points, which is far from ideal given that 2 of these access points are too close to the signal stop lines at the Huddersfield Road/ Leeds Road junction.

Proposed Traffic

3.4.4 The application site is situated in the centre of Birstall on the A62 Huddersfield Road and A643 Leeds Road, which are busy routes throughout the day with a noticeable increase in trips at the network peak periods. 'Pass by and Diverted Trips' TRICS Research Report 14/1 provides some information on the number of pass by trips. This guidance states that 'On other less significant commuting routes, in and out of locations and in urban areas with smaller populations, the pass-by proportion can be assumed to be in the range of 15 to 25%'. As the site is located on two principal routes, it is assumed that the actual proportion of pass-by trips would be much higher. However, the proposed pass by proportion of 20% is considered to be robust and has been confirmed acceptable by the Councils Highways Officer.

3.4.5 Whilst the above demonstrates that 20% of vehicle trips to the site would be pass-by, all of these vehicles would use the proposed access point on Leeds Road. Using the TRICS database the tables below provide the trip rates and generations for the proposed convenience store. As with the existing uses, the same parameters within the TRICS database have been used with a cross test variation percentage of between 4.2% and 14.8% during the morning peak period (between 8am and 9am) and between 15.6% and 5.2% during the evening peak period (between 5pm and 6pm).

	Rates		Trips		
	ARR	DEP	ARR	DEP	Two Way
AM Peak	8.792	8.307	36	34	70
PM Peak	10.562	10.248	43	42	85

Table 6 – Trip Rates and Generation (Convenience Store)

	Trips		
	ARR	DEP	Two Way
AM Peak	23	26	49
PM Peak	39	35	74

Table 7 – Net Generation Increase

3.4.6 Table 6 above identifies that the store would generate between 70 and 85 trips during the network peak hours. The proposed generations are comparable to a similar convenience store development at Hill Top, Gomersal, where the local Sainsburys store was envisaged to generate between 75 and 77 trips during the network peak hours (planning application reference 2013/93067).

3.4.7 As can be seen from Table 7 above the proposed convenience store would provide a net increase of between 48 and 58 movements during each of the network peak periods. However, it has been agreed that 20% of trips could be regarded as pass-by, where visiting the proposed convenience store would be part of another journey. Table 8 below identifies the adjusted traffic generation for vehicles already located on the adjacent network visiting the convenience store and is shown below. Table 9 provides the net generation increase along the adjacent network with pass-by deducted, demonstrating the impact on the adjacent highway network.

	Trips		
	ARR	DEP	Two Way
AM Peak	29	27	56
PM Peak	34	34	68

Table 8 – Convenience Store Generations (Adjusted For Pass-By)

	Trips		
	ARR	DEP	Two Way
AM Peak	16	19	35
PM Peak	30	27	57

Table 9 – Net Generations Increase (Adjusted For Pass-By)

- 3.4.8 From the tables above, the proposed development would provide a net traffic increase of between 35 and 57 traffic movements during the network morning and evening peak hours, providing a 1 traffic movement on average every minute during the busiest hour. It is envisaged that the above trips would be distributed evenly along the surrounding highway network given the status of adjacent roads.
- 3.4.9 As can be identified above the increase in traffic associated with the development would not be significant nor severe, as per the current test within the current NPPF.
- 3.4.10 In summary the proposed development has little or no residual impact on the local highway network and could not be considered to be severe as per the test within the current NPPF.

4 TRANSPORT POLICY

- 4.1.1 When considering transport policy compliance for planning applications, the main thrust of local, regional and national policy is that new development should be conveniently accessible by a range of sustainable transport modes, including public transport, cycling and walking. This policy therefore sets out the framework for this Transport Statement and the project's compliance with the policy objectives. Further details of the relevant policy documents are set out below.

National Planning Policy Framework – Promoting Sustainable Transport

- 4.1.2 The revised National Planning Policy Framework was published in July 2021 and sets out the government's planning policies for England and how these are expected to be applied. It recommends that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be significant. Within this context, applications for development, with regard to Transport, should: -

- Consider the potential impacts of development on the transport network;
- *Provide* opportunities to promote cycling, walking and public transport use are identified;
- *Patterns* of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places;
- *Allow* for the efficient delivery of goods, and access by service and emergency vehicles
- *Include* within the design for the charging of plug in and ultra-low emission vehicles in safe and convenient locations.

- 4.1.3 The NPPF states "Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impact on the road network would be significant.

Local Transport Plan

4.1.4 The current Local Transport Plan is the third West Yorkshire Local Transport Plan (LTP3) which covers the period 2011 to 2026. The key objectives of the LTP3 include:

- *To improve access to jobs, education and other key services for everyone;*
- *To reduce delays to the movement of people and goods;*
- *To improve safety for all highway users;*
- *To limit transport emissions of air pollutants, greenhouse gases and noise;*
- *To improve the condition of the transport infrastructure.*

4.1.5 The LTP sets out the walking and cycling strategy for West Yorkshire to encourage more people to use these modes of travel to help reduce the dependency on private cars. With regards to cycling provision within development proposals, the WYCS seeks to 'ensure that new development proposals are located and designed to be cycle friendly and adopt guidelines for cycle parking standards. With regards to walking, the LTP seeks to improve the local environment to make walking more attractive by enhancing safety, security and environmental quality.

4.1.6 The LTP also sets out a bus strategy for West Yorkshire and seeks to increase patronage for all categories of bus passenger and modal shift towards the bus and away from the car.

Kirklees Council Local Plan

4.1.7 The Kirklees Local Plan covers the period of 2013 – 2031 and Policy LP21 specifically relates to highways and access.

- The proposed development shall demonstrate that they can accommodate sustainable modes of transport and be accessed safely and effectively by all users.

- New development will normally be permitted where safe and suitable access to the site can be achieved for all people and where the residual cumulative impacts of the development are not severe.
- The proposals shall demonstrate adequate information and mitigation measures to avoid a detrimental impact on highway safety and the local highway network. Proposals shall also consider any impact on the Strategic Road Network.
- All proposals shall ensure the safe and efficient flow of traffic within the development and on the surrounding highway network.
- Where needed, provide new infrastructure or improvements on or off site to ensure safe access from the highway network for pedestrians, cyclists, public transport users and private vehicles.
- Be accompanied by a supporting Transport Assessment or Transport Statement where the development would generate significant trip generation, providing detail as to the impact on highway safety, air quality, noise and light restrictions.
- Take into account changes in site levels and topography to ensure the development can be accessed easily and safely by all sections of the community and by different modes of transport.
- Take into account the features of surrounding roads and footpaths and provide adequate layout and visibility to allow the development to be accessed safely.
- Take into account access for emergency, refuse collection and service vehicles.
- Provide on-site safe, secure and convenient cycle parking and storage facilities to encourage sustainable travel modes.

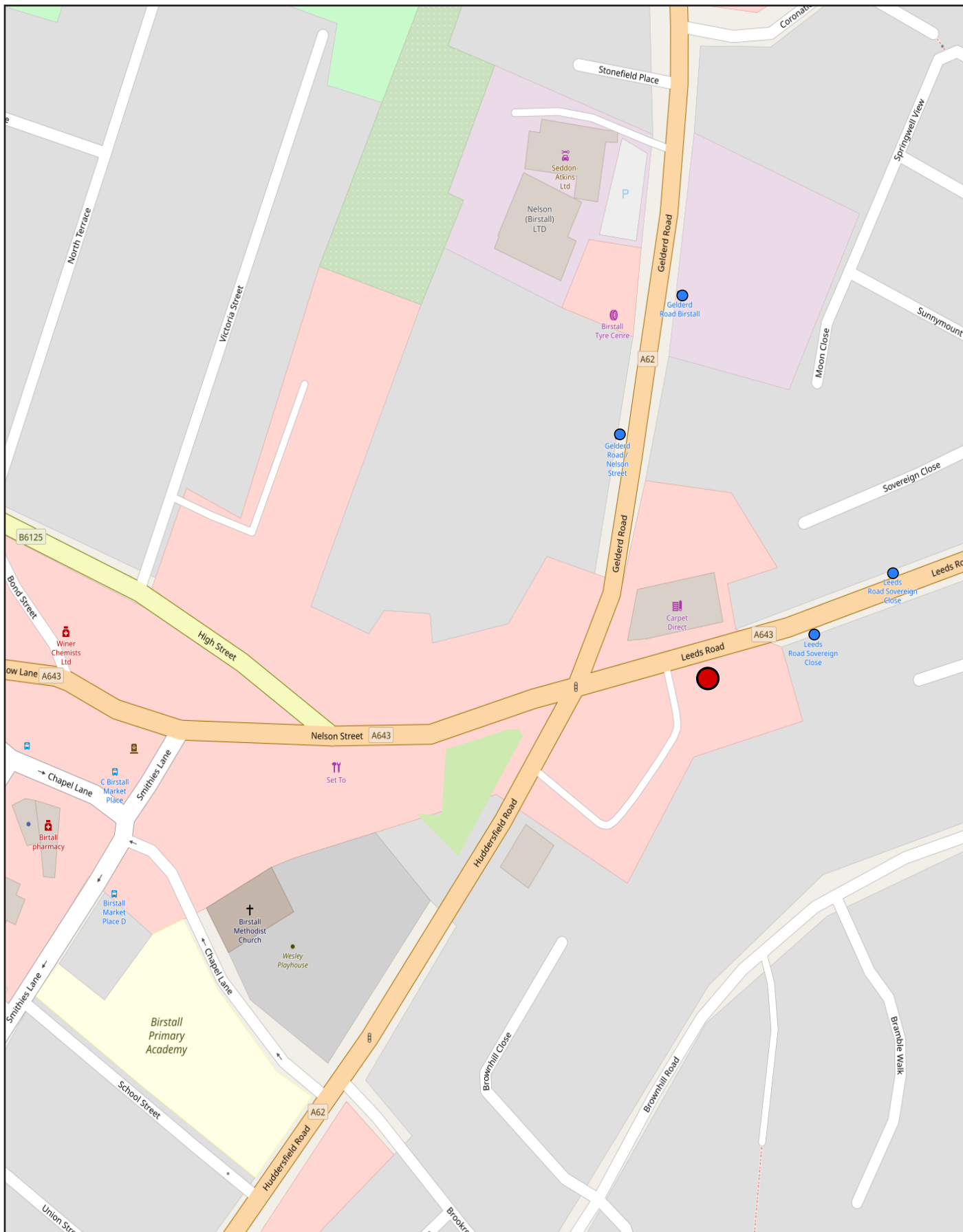
- 4.1.8 The proposed development site is within a sustainable location close to good bus and train routes, providing jobs and services to the local community. The proposals also provide suitable access and mitigation thus meeting the requirements of local and national policy.

5 CONCLUSIONS



- 5.1.1 This report presents the proposals to redevelop the site to provide a retail unit envisaged to be used as a convenience store. Suitable access, parking and servicing arrangements are provided as part of the development. Suitable cycle parking is also provided. This report considers such matters as access, sustainability, car parking and servicing, and presents the proposals in relation to current guidance and data. The traffic impact associated with the current development proposals has also been presented.
- 5.1.2 The site is considered to be in a sustainable location with reference to local fare stages providing connections to nearby settlements, large towns and retail areas. There are also several train stations within cycling distance which offer the opportunity for multi-modal transport to locations such as Leeds, Huddersfield, Wigan, Manchester city centre and its airport, Redcar, Liverpool and Newcastle. There are also many amenities and facilities in the local area within walking and cycling distance. Therefore, the site generally conforms to Government directives for ensuring developments are located in a sustainable location.
- 5.1.3 The proposed increase in traffic associated with the development would not be significant nor severe, as per the current test within the current NPPF. The proposed development has little or no residual impact on the local highway network.
- 5.1.4 It is therefore concluded that the development is considered acceptable, and that there are no highway safety or efficiency reasons why planning consent for the proposed development should not be granted.

Appendix A

Site Location

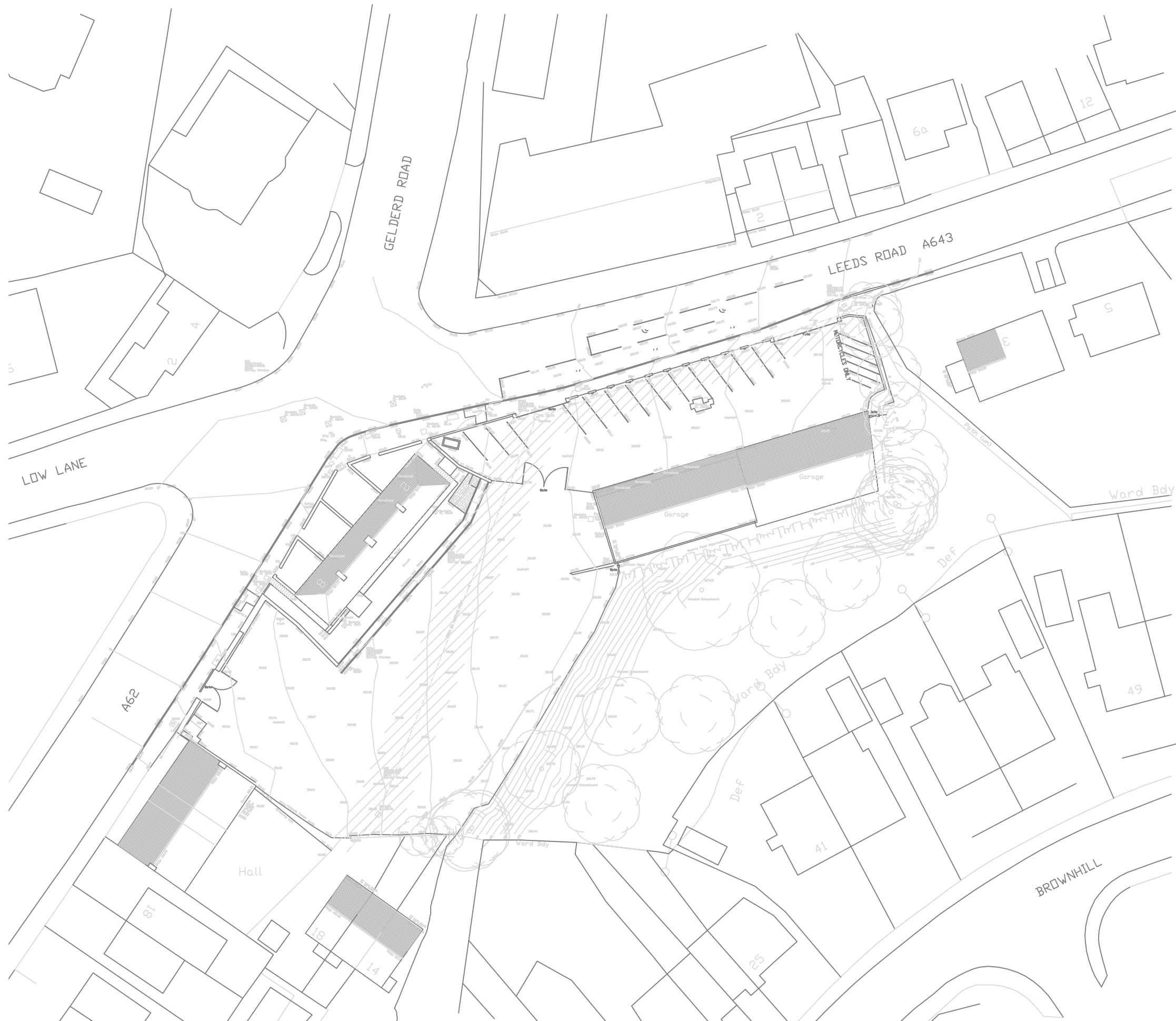
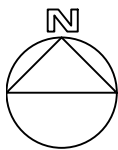


Legend:

-  Site Location
-  Closest Unique Bus Stops

Appendix B

Existing Site Layout



GENERAL NOTES

This drawing shows the provisional design only and is subject to Local Authority approval. This drawing should not be scaled for setting out purposes unless specified.

This drawing is based on a topographical/ordnance survey provided by others.

REVISIONS
PROJECT
LEEDS ROAD & HUDDERSFIELD ROAD, BIRSTALL
TITLE
EXISTING LAYOUT
SCALE
1:500 @ A3
DRAWING
1620-101A
DATE
07.05.2021

Appendix C

Road Traffic Accidents



Validated Data

Crash Date: Saturday, October 26, 2019 **Time of Crash:** 11:20:00 PM **Crash Reference:** 2019136AQ1999

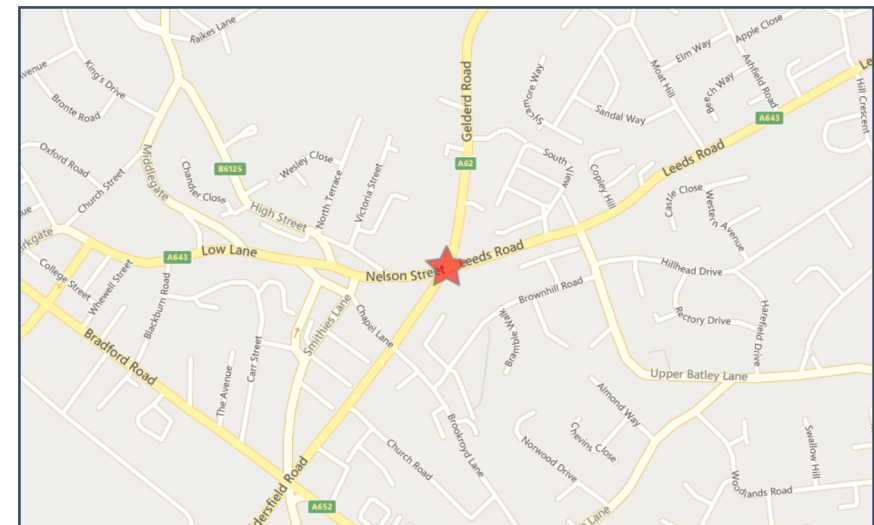
Highest Injury Severity: Slight
Highway Authority: Kirklees
Local Authority: Kirklees
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: Crossroads
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Auto traffic signal

Road Number: U0

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 422687 426242



For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Taxi/Private hire car		8 Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Car (excluding private hire)		5 Female	36 - 45	Vehicle is in the act of turning right	Nearside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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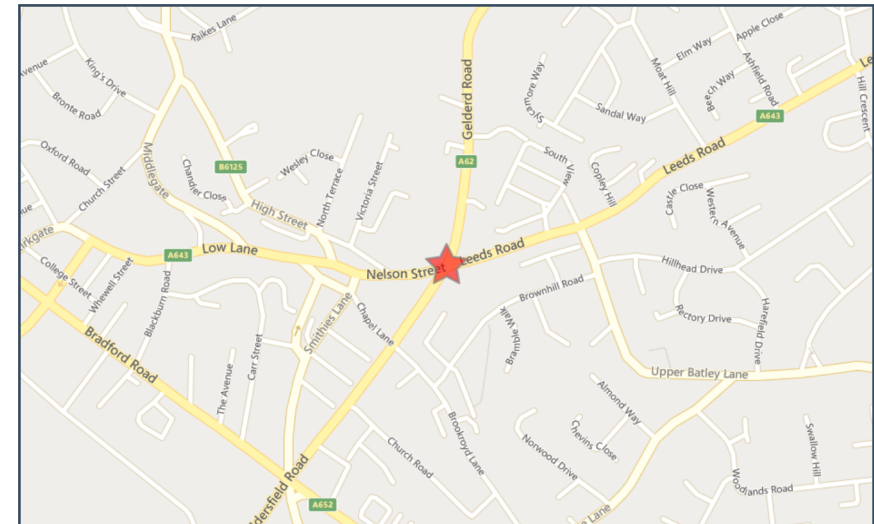


crashmap.co.uk

Validated Data

Crash Date: Wednesday, March 06, 2019 **Time of Crash:** 8:00:00 PM **Crash Reference:** 2019136361578

Highest Injury Severity:	Slight	Road Number:	A62	Number of Casualties:	2
Highway Authority:	Kirklees	Number of Vehicles:	5	OS Grid Reference:	422686 426244
Local Authority:	Kirklees				
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Auto traffic signal				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	13	Male	26 - 35	Vehicle is in the act of turning right	Front	Other	None	None
2	Car (excluding private hire)	8	Female	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
3	Car (excluding private hire)	15	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Back	Other	None	None
4	Car (excluding private hire)	2	Male	36 - 45	Vehicle is in the act of turning right	Back	Journey as part of work	None	None
5	Car (excluding private hire)	3	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Female	56 - 65	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services

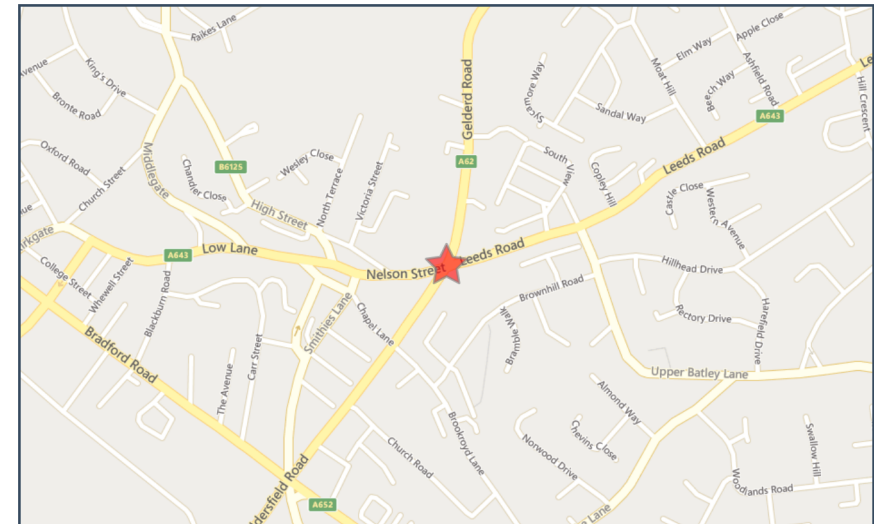


crashmap.co.uk

Validated Data

Crash Date: Monday, January 16, 2017 **Time of Crash:** 4:34:00 PM **Crash Reference:** 20171341G1081

Highest Injury Severity:	Slight	Road Number:	A62	Number of Casualties:	1
Highway Authority:	Kirklees	Number of Vehicles:	2	OS Grid Reference:	422686 426244
Local Authority:	Kirklees				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	Pedestrian phase at traffic signal junction				
Road Type:	Single carriageway				
Junction Control:	Auto traffic signal				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		9 Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Commuting to/from work	None	None
2	Car (excluding private hire)		2 Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None

Casualties

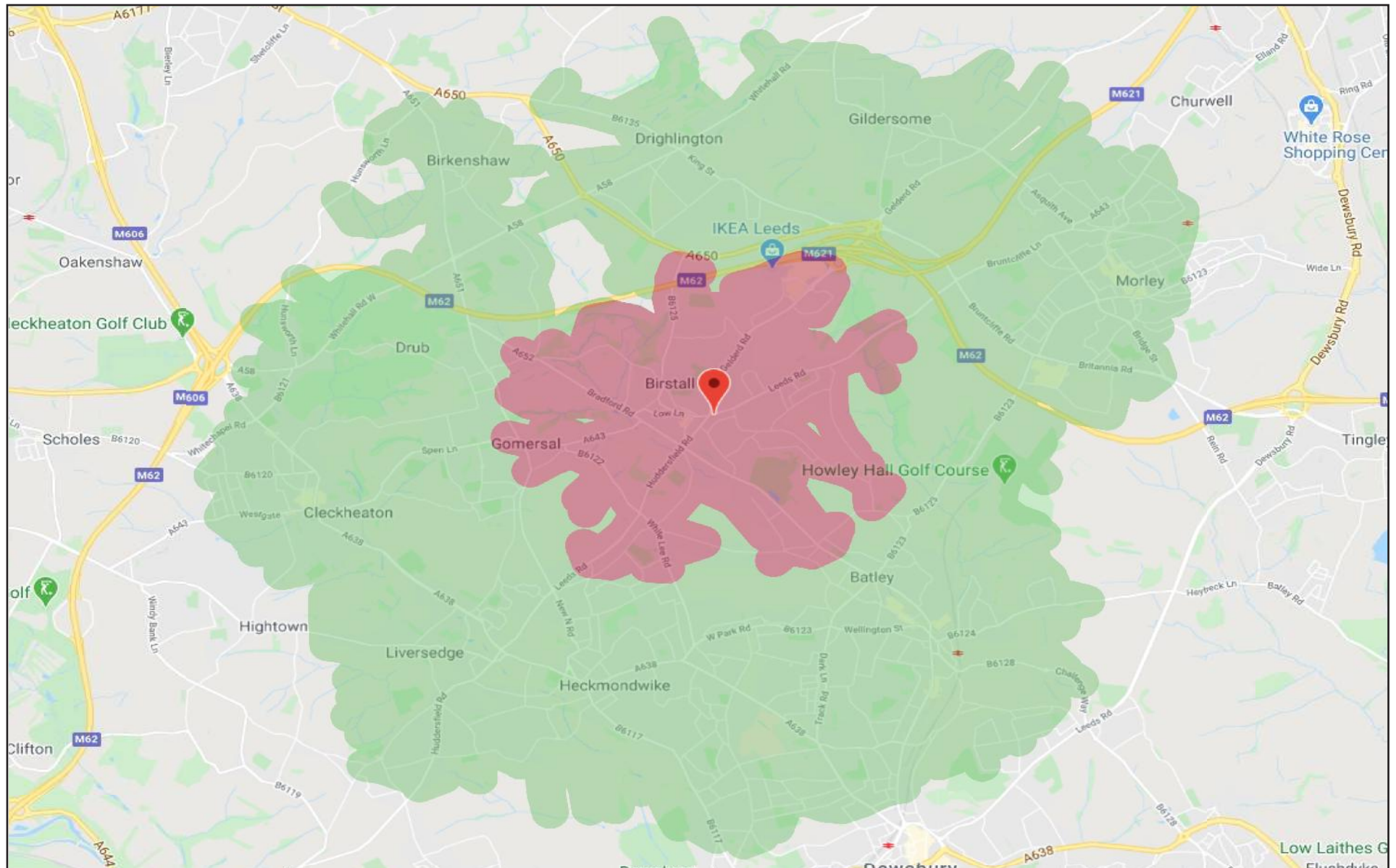
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Appendix D

Walking & Cycle Catchment

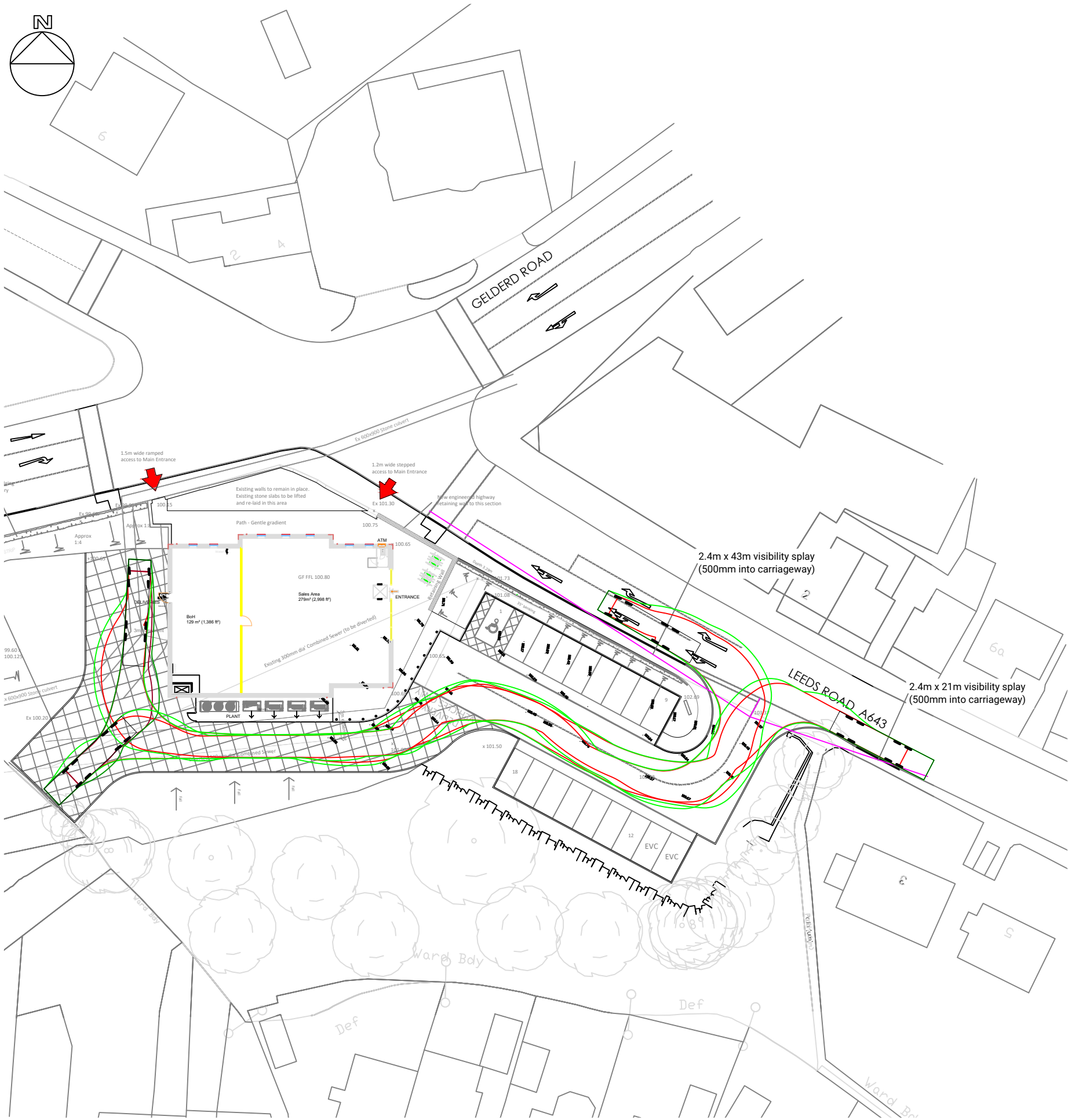


Legend:

- 5km Cycle Catchment
- 2km Walking Catchment
- Site Location

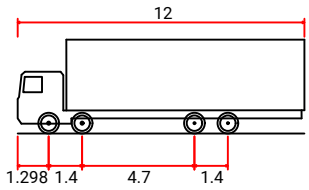
Appendix E

Proposed Access Arrangements



GENERAL NOTES
This drawing shows the provisional design only and is subject to Local Authority approval. This drawing should not be scaled for setting out purposes unless specified.

This drawing is based on a topographical/ordnance survey provided by others.



Rigid Truck
Overall Length 12.000m
Overall Width 2.500m
Overall Body Height 3.928m
Min Body Ground Clearance 0.412m
Track Width 2.471m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 9.800m

- Key:
- Body outline (forward gear)
 - Wheel outline (forward gear)
 - Body outline (reverse gear)
 - Wheel outline (reverse gear)

PROJECT
LEEDS ROAD & HUDDERSFIELD ROAD, BIRSTALL

TITLE
VISIBILITY & VEHICLE TRACKING - RIGID TRUCK

SCALE
1:500 @ A3

DRAWING
1620-201

DATE
31/03/2022

Appendix F

Proposed Parking Accumulation

Proposed Parking Accumulation - Retail Development, Leeds Road, Birstall

Convenience Store

Time Range	Arrivals		Departures		Accumulation	
	Trip Rate	Generation	Trip Rate	Generation		Total
06:00 - 07:00	4.223	17	4.088	17	0	0
07:00 - 08:00	6.851	28	6.309	26	2	2
08:00 - 09:00	8.792	36	8.307	34	2	4
09:00 - 10:00	6.509	27	6.109	25	2	6
10:00 - 11:00	6.166	25	5.995	24	1	7
11:00 - 12:00	6.081	25	6.395	26	-1	6
12:00 - 13:00	8.478	35	7.965	32	3	9
13:00 - 14:00	5.738	23	5.51	22	1	10
14:00 - 15:00	7.165	29	7.023	29	0	10
15:00 - 16:00	7.565	31	7.936	32	-1	9
16:00 - 17:00	8.593	35	7.508	31	4	13
17:00 - 18:00	10.562	43	10.248	42	1	14
18:00 - 19:00	10.677	44	11.048	45	-1	13
19:00 - 20:00	8.336	34	9.078	37	-3	10
20:00 - 21:00	3.534	14	4.903	20	-6	4
21:00 - 22:00	3.081	13	3.526	14	-1	3
22:00 - 23:00	1.919	8	2.559	10	-2	1

Appendix G

TRICS Existing Use

Calculation Reference: AUDIT-742101-200604-0635

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 14 - CAR SHOW ROOMS
Category : A - CAR SHOW ROOMS
VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
	SO SLOUGH	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DV DEVON	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	SY SOUTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	2 days
08	NORTH WEST	
	CH CHESHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	TW TYNE & WEAR	2 days

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

Primary Filtering selection:

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

Parameter: Site area
Actual Range: 0.06 to 1.38 (units: hect)
Range Selected by User: 0.02 to 2.00 (units: hect)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 28/06/19

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:

Monday	2 days
Tuesday	2 days
Wednesday	4 days
Thursday	4 days
Friday	6 days

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

Selected survey types:

Manual count	18 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)	8
Edge of Town	8
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:

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 18 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	4 days
10,001 to 15,000	2 days
15,001 to 20,000	3 days
20,001 to 25,000	5 days
25,001 to 50,000	4 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	1 days
50,001 to 75,000	1 days
75,001 to 100,000	4 days
100,001 to 125,000	1 days
125,001 to 250,000	7 days
250,001 to 500,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	12 days

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

Travel Plan:

No 18 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 18 days

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

LIST OF SITES relevant to selection parameters

1	CA-14-A-04 BARNWELL ROAD CAMBRIDGE	MERCEDES BENZ		CAMBRI D G E S H I R E
	Edge of Town Commercial Zone Total Site area:		0.80 hect	
	Survey date:	THURSDAY	11/10/12	Survey Type: MANUAL
2	CB-14-A-03 GILWILLY ROAD PENRITH GILWILLY IND. ESTATE	PEUGEOT		CUMBRIA
	Edge of Town Industrial Zone Total Site area:		0.42 hect	
	Survey date:	WEDNESDAY	11/06/14	Survey Type: MANUAL
3	CH-14-A-01 STADIUM WAY CHESTER SEALAND IND. ESTATE	EVANS HALSHAW FORD		CHESHIRE
	Edge of Town Industrial Zone Total Site area:		0.74 hect	
	Survey date:	WEDNESDAY	12/11/14	Survey Type: MANUAL
4	DV-14-A-02 MARSH BARTON ROAD EXETER	VAUXHALL		DEVON
	Suburban Area (PPS6 Out of Centre) Retail Zone Total Site area:		0.66 hect	
	Survey date:	THURSDAY	28/11/13	Survey Type: MANUAL
5	EX-14-A-02 BRAINTREE ROAD BRAINTREE	KIA		ESSEX
	Edge of Town Development Zone Total Site area:		0.59 hect	
	Survey date:	FRIDAY	08/07/16	Survey Type: MANUAL
6	LE-14-A-05 45-49 COVENTRY ROAD LEICESTER NARBOROUGH	HONDA		LEICESTERSHIRE
	Edge of Town Industrial Zone Total Site area:		0.65 hect	
	Survey date:	TUESDAY	04/11/14	Survey Type: MANUAL
7	LN-14-A-03 SOUTH PARK AVENUE LINCOLN CANWICK HILL	CAR SHOW ROOM		LINCOLNSHIRE
	Edge of Town Residential Zone Total Site area:		0.06 hect	
	Survey date:	FRIDAY	28/06/19	Survey Type: MANUAL
8	NY-14-A-04 HUTTON BANK RIPON	LAND ROVER		NORTH YORKSHIRE
	Edge of Town Industrial Zone Total Site area:		0.93 hect	
	Survey date:	MONDAY	23/09/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	SO-14-A-01 LEIGH ROAD SLOUGH SLOUGH TRADING ESTATE Suburban Area (PPS6 Out of Centre) Industrial Zone Total Site area: <i>Survey date: MONDAY</i>	JAGUAR LAND ROVER 1.18 hect 09/07/18	SLOUGH <i>Survey Type: MANUAL</i>
10	SY-14-A-01 MIDDLE BANK DONCASTER HYDE PARK Suburban Area (PPS6 Out of Centre) Industrial Zone Total Site area: <i>Survey date: FRIDAY</i>	HYUNDAI 0.40 hect 21/12/12	SOUTH YORKSHIRE <i>Survey Type: MANUAL</i>
11	TW-14-A-02 STONEYGATE CLOSE GATESHEAD Suburban Area (PPS6 Out of Centre) Industrial Zone Total Site area: <i>Survey date: FRIDAY</i>	RENAULT 1.10 hect 04/10/13	TYNE & WEAR <i>Survey Type: MANUAL</i>
12	TW-14-A-03 SOUTHWICK ROAD SUNDERLAND MONKWEARMOUTH Suburban Area (PPS6 Out of Centre) Development Zone Total Site area: <i>Survey date: WEDNESDAY</i>	CAR SHOW ROOM 0.18 hect 05/04/17	TYNE & WEAR <i>Survey Type: MANUAL</i>
13	WL-14-A-02 GREAT WESTERN WAY SWINDON Suburban Area (PPS6 Out of Centre) Retail Zone Total Site area: <i>Survey date: WEDNESDAY</i>	MERCEDES BENZ 1.38 hect 21/09/16	WILTSHIRE <i>Survey Type: MANUAL</i>
14	WM-14-A-04 LAWLEY MIDDLEWAY BIRMINGHAM Suburban Area (PPS6 Out of Centre) Industrial Zone Total Site area: <i>Survey date: THURSDAY</i>	VOLKSWAGEN 1.04 hect 25/10/12	WEST MIDLANDS <i>Survey Type: MANUAL</i>
15	WO-14-A-01 BROMYARD ROAD WORCESTER HENWICK Neighbourhood Centre (PPS6 Local Centre) No Sub Category Total Site area: <i>Survey date: FRIDAY</i>	HONDA 0.20 hect 23/05/14	WORCESTERSHIRE <i>Survey Type: MANUAL</i>
16	WS-14-A-03 BROUGHAM ROAD WORTHING Edge of Town Residential Zone Total Site area: <i>Survey date: FRIDAY</i>	FORD 0.41 hect 17/10/14	WEST SUSSEX <i>Survey Type: MANUAL</i>
17	WY-14-A-03 ELLAND ROAD LEEDS Suburban Area (PPS6 Out of Centre) Industrial Zone Total Site area: <i>Survey date: TUESDAY</i>	VOLKSWAGEN 1.34 hect 24/09/13	WEST YORKSHIRE <i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

18	WY-14-A-04 LEEDS ROAD NEAR DEWSBURY WOODKIRK Neighbourhood Centre (PPS6 Local Centre) Village Total Site area:	PEUGEOT 0.45 hect <i>Survey date: THURSDAY</i>	WEST YORKSHIRE <i>15/09/16</i> <i>Survey Type: 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 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS
VEHICLES

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	13	0.83	15.863	13	0.83	2.041	13	0.83	17.904
08:00 - 09:00	18	0.70	30.088	18	0.70	12.370	18	0.70	42.458
09:00 - 10:00	18	0.70	22.745	18	0.70	18.835	18	0.70	41.580
10:00 - 11:00	18	0.70	19.792	18	0.70	15.722	18	0.70	35.514
11:00 - 12:00	18	0.70	16.919	18	0.70	17.159	18	0.70	34.078
12:00 - 13:00	18	0.70	19.234	18	0.70	18.835	18	0.70	38.069
13:00 - 14:00	18	0.70	18.675	18	0.70	17.638	18	0.70	36.313
14:00 - 15:00	18	0.70	16.281	18	0.70	19.473	18	0.70	35.754
15:00 - 16:00	18	0.70	14.206	18	0.70	18.037	18	0.70	32.243
16:00 - 17:00	18	0.70	15.084	18	0.70	21.548	18	0.70	36.632
17:00 - 18:00	18	0.70	11.492	18	0.70	21.548	18	0.70	33.040
18:00 - 19:00	16	0.75	3.314	16	0.75	16.487	16	0.75	19.801
19:00 - 20:00	4	0.96	0.521	4	0.96	9.635	4	0.96	10.156
20:00 - 21:00	1	0.66	4.545	1	0.66	7.576	1	0.66	12.121
21:00 - 22:00	1	0.66	0.000	1	0.66	21.212	1	0.66	21.212
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			208.759			238.116			446.875

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:	0.06 to 1.38 (units: hect)
Survey date range:	01/01/12 - 28/06/19
Number of weekdays (Monday-Friday):	18
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 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS

TAXI S

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	13	0.83	0.000	13	0.83	0.000	13	0.83	0.000
08:00 - 09:00	18	0.70	0.638	18	0.70	0.638	18	0.70	1.276
09:00 - 10:00	18	0.70	0.080	18	0.70	0.080	18	0.70	0.160
10:00 - 11:00	18	0.70	0.319	18	0.70	0.399	18	0.70	0.718
11:00 - 12:00	18	0.70	0.080	18	0.70	0.239	18	0.70	0.319
12:00 - 13:00	18	0.70	0.080	18	0.70	0.080	18	0.70	0.160
13:00 - 14:00	18	0.70	0.399	18	0.70	0.399	18	0.70	0.798
14:00 - 15:00	18	0.70	0.160	18	0.70	0.160	18	0.70	0.320
15:00 - 16:00	18	0.70	0.160	18	0.70	0.160	18	0.70	0.320
16:00 - 17:00	18	0.70	0.319	18	0.70	0.319	18	0.70	0.638
17:00 - 18:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
18:00 - 19:00	16	0.75	0.166	16	0.75	0.166	16	0.75	0.332
19:00 - 20:00	4	0.96	0.000	4	0.96	0.000	4	0.96	0.000
20:00 - 21:00	1	0.66	0.000	1	0.66	0.000	1	0.66	0.000
21:00 - 22:00	1	0.66	0.000	1	0.66	0.000	1	0.66	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	2.401			2.640			5.041		

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 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS

OGVS

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	13	0.83	0.464	13	0.83	0.371	13	0.83	0.835
08:00 - 09:00	18	0.70	0.319	18	0.70	0.239	18	0.70	0.558
09:00 - 10:00	18	0.70	0.559	18	0.70	0.559	18	0.70	1.118
10:00 - 11:00	18	0.70	0.239	18	0.70	0.399	18	0.70	0.638
11:00 - 12:00	18	0.70	0.319	18	0.70	0.239	18	0.70	0.558
12:00 - 13:00	18	0.70	0.080	18	0.70	0.319	18	0.70	0.399
13:00 - 14:00	18	0.70	0.399	18	0.70	0.239	18	0.70	0.638
14:00 - 15:00	18	0.70	0.239	18	0.70	0.319	18	0.70	0.558
15:00 - 16:00	18	0.70	0.160	18	0.70	0.160	18	0.70	0.320
16:00 - 17:00	18	0.70	0.239	18	0.70	0.080	18	0.70	0.319
17:00 - 18:00	18	0.70	0.160	18	0.70	0.239	18	0.70	0.399
18:00 - 19:00	16	0.75	0.000	16	0.75	0.166	16	0.75	0.166
19:00 - 20:00	4	0.96	0.000	4	0.96	0.000	4	0.96	0.000
20:00 - 21:00	1	0.66	0.000	1	0.66	0.000	1	0.66	0.000
21:00 - 22:00	1	0.66	0.000	1	0.66	0.000	1	0.66	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.177			3.329			6.506

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 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS

PSVS

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	13	0.83	0.000	13	0.83	0.000	13	0.83	0.000
08:00 - 09:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
09:00 - 10:00	18	0.70	0.160	18	0.70	0.080	18	0.70	0.240
10:00 - 11:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
11:00 - 12:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
12:00 - 13:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
13:00 - 14:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
14:00 - 15:00	18	0.70	0.000	18	0.70	0.080	18	0.70	0.080
15:00 - 16:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
16:00 - 17:00	18	0.70	0.080	18	0.70	0.160	18	0.70	0.240
17:00 - 18:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
18:00 - 19:00	16	0.75	0.000	16	0.75	0.000	16	0.75	0.000
19:00 - 20:00	4	0.96	0.000	4	0.96	0.000	4	0.96	0.000
20:00 - 21:00	1	0.66	0.000	1	0.66	0.000	1	0.66	0.000
21:00 - 22:00	1	0.66	0.000	1	0.66	0.000	1	0.66	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.240			0.320			0.560

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 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS
CYCLISTS

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	13	0.83	1.020	13	0.83	0.093	13	0.83	1.113
08:00 - 09:00	18	0.70	0.958	18	0.70	0.160	18	0.70	1.118
09:00 - 10:00	18	0.70	0.160	18	0.70	0.239	18	0.70	0.399
10:00 - 11:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
11:00 - 12:00	18	0.70	0.160	18	0.70	0.080	18	0.70	0.240
12:00 - 13:00	18	0.70	0.080	18	0.70	0.160	18	0.70	0.240
13:00 - 14:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
14:00 - 15:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
15:00 - 16:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
16:00 - 17:00	18	0.70	0.000	18	0.70	0.399	18	0.70	0.399
17:00 - 18:00	18	0.70	0.000	18	0.70	0.798	18	0.70	0.798
18:00 - 19:00	16	0.75	0.000	16	0.75	0.497	16	0.75	0.497
19:00 - 20:00	4	0.96	0.000	4	0.96	0.000	4	0.96	0.000
20:00 - 21:00	1	0.66	0.000	1	0.66	0.000	1	0.66	0.000
21:00 - 22:00	1	0.66	0.000	1	0.66	0.000	1	0.66	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.378			2.426			4.804

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 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS

Light Vehicles (LV)

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	13	0.83	0.000	13	0.83	0.000	13	0.83	0.000
08:00 - 09:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
09:00 - 10:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
10:00 - 11:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
11:00 - 12:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
12:00 - 13:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
13:00 - 14:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
14:00 - 15:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
15:00 - 16:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
16:00 - 17:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
17:00 - 18:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
18:00 - 19:00	16	0.75	0.000	16	0.75	0.000	16	0.75	0.000
19:00 - 20:00	4	0.96	0.000	4	0.96	0.000	4	0.96	0.000
20:00 - 21:00	1	0.66	0.000	1	0.66	0.000	1	0.66	0.000
21:00 - 22:00	1	0.66	0.000	1	0.66	0.000	1	0.66	0.000
22:00 - 23:00									
23:00 - 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.

TRIP RATE for Land Use 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS

Rigid Trucks - No Trailer (OGV1)

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	13	0.83	0.000	13	0.83	0.000	13	0.83	0.000
08:00 - 09:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
09:00 - 10:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
10:00 - 11:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
11:00 - 12:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
12:00 - 13:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
13:00 - 14:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
14:00 - 15:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
15:00 - 16:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
16:00 - 17:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
17:00 - 18:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
18:00 - 19:00	16	0.75	0.000	16	0.75	0.000	16	0.75	0.000
19:00 - 20:00	4	0.96	0.000	4	0.96	0.000	4	0.96	0.000
20:00 - 21:00	1	0.66	0.000	1	0.66	0.000	1	0.66	0.000
21:00 - 22:00	1	0.66	0.000	1	0.66	0.000	1	0.66	0.000
22:00 - 23:00									
23:00 - 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.

TRIP RATE for Land Use 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS

Trucks Towing Trailers (OGV2)

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	13	0.83	0.000	13	0.83	0.000	13	0.83	0.000
08:00 - 09:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
09:00 - 10:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
10:00 - 11:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
11:00 - 12:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
12:00 - 13:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
13:00 - 14:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
14:00 - 15:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
15:00 - 16:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
16:00 - 17:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
17:00 - 18:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
18:00 - 19:00	16	0.75	0.000	16	0.75	0.000	16	0.75	0.000
19:00 - 20:00	4	0.96	0.000	4	0.96	0.000	4	0.96	0.000
20:00 - 21:00	1	0.66	0.000	1	0.66	0.000	1	0.66	0.000
21:00 - 22:00	1	0.66	0.000	1	0.66	0.000	1	0.66	0.000
22:00 - 23:00									
23:00 - 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.*

TRIP RATE for Land Use 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS

Buses

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	13	0.83	0.000	13	0.83	0.000	13	0.83	0.000
08:00 - 09:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
09:00 - 10:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
10:00 - 11:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
11:00 - 12:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
12:00 - 13:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
13:00 - 14:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
14:00 - 15:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
15:00 - 16:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
16:00 - 17:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
17:00 - 18:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
18:00 - 19:00	16	0.75	0.000	16	0.75	0.000	16	0.75	0.000
19:00 - 20:00	4	0.96	0.000	4	0.96	0.000	4	0.96	0.000
20:00 - 21:00	1	0.66	0.000	1	0.66	0.000	1	0.66	0.000
21:00 - 22:00	1	0.66	0.000	1	0.66	0.000	1	0.66	0.000
22:00 - 23:00									
23:00 - 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.

TRIP RATE for Land Use 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS

Non-Motorised Vehicles (NMV)

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	13	0.83	0.000	13	0.83	0.000	13	0.83	0.000
08:00 - 09:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
09:00 - 10:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
10:00 - 11:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
11:00 - 12:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
12:00 - 13:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
13:00 - 14:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
14:00 - 15:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
15:00 - 16:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
16:00 - 17:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
17:00 - 18:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
18:00 - 19:00	16	0.75	0.000	16	0.75	0.000	16	0.75	0.000
19:00 - 20:00	4	0.96	0.000	4	0.96	0.000	4	0.96	0.000
20:00 - 21:00	1	0.66	0.000	1	0.66	0.000	1	0.66	0.000
21:00 - 22:00	1	0.66	0.000	1	0.66	0.000	1	0.66	0.000
22:00 - 23:00									
23:00 - 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.*

TRIP RATE for Land Use 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS

Cycles

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	13	0.83	0.000	13	0.83	0.000	13	0.83	0.000
08:00 - 09:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
09:00 - 10:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
10:00 - 11:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
11:00 - 12:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
12:00 - 13:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
13:00 - 14:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
14:00 - 15:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
15:00 - 16:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
16:00 - 17:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
17:00 - 18:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
18:00 - 19:00	16	0.75	0.000	16	0.75	0.000	16	0.75	0.000
19:00 - 20:00	4	0.96	0.000	4	0.96	0.000	4	0.96	0.000
20:00 - 21:00	1	0.66	0.000	1	0.66	0.000	1	0.66	0.000
21:00 - 22:00	1	0.66	0.000	1	0.66	0.000	1	0.66	0.000
22:00 - 23:00									
23:00 - 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.*

TRIP RATE for Land Use 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS

Scooters

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	13	0.83	0.000	13	0.83	0.000	13	0.83	0.000
08:00 - 09:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
09:00 - 10:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
10:00 - 11:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
11:00 - 12:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
12:00 - 13:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
13:00 - 14:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
14:00 - 15:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
15:00 - 16:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
16:00 - 17:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
17:00 - 18:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
18:00 - 19:00	16	0.75	0.000	16	0.75	0.000	16	0.75	0.000
19:00 - 20:00	4	0.96	0.000	4	0.96	0.000	4	0.96	0.000
20:00 - 21:00	1	0.66	0.000	1	0.66	0.000	1	0.66	0.000
21:00 - 22:00	1	0.66	0.000	1	0.66	0.000	1	0.66	0.000
22:00 - 23:00									
23:00 - 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.

TRIP RATE for Land Use 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS

Non-Vehicular People Movements (NVPM)

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	13	0.83	0.000	13	0.83	0.000	13	0.83	0.000
08:00 - 09:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
09:00 - 10:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
10:00 - 11:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
11:00 - 12:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
12:00 - 13:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
13:00 - 14:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
14:00 - 15:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
15:00 - 16:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
16:00 - 17:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
17:00 - 18:00	18	0.70	0.000	18	0.70	0.000	18	0.70	0.000
18:00 - 19:00	16	0.75	0.000	16	0.75	0.000	16	0.75	0.000
19:00 - 20:00	4	0.96	0.000	4	0.96	0.000	4	0.96	0.000
20:00 - 21:00	1	0.66	0.000	1	0.66	0.000	1	0.66	0.000
21:00 - 22:00	1	0.66	0.000	1	0.66	0.000	1	0.66	0.000
22:00 - 23:00									
23:00 - 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.

Calculation Reference: AUDIT-742101-200604-0614

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 15 - VEHICLE SERVICES
 Category : A - VEHICLE REPAIR GARAGE (SLOW FIT)
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HF	HERTFORDSHIRE
		1 days
09	NORTH	
	TW	TYNE & WEAR
		1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 290 to 400 (units: sqm)
 Range Selected by User: 290 to 400 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 28/06/19

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:

Friday 2 days

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

Selected survey types:

Manual count 2 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 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 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:

n/a 2 days

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	1 days
15,001 to 20,000	1 days

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

Population within 5 miles:

125,001 to 250,000	1 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	1 days
1.1 to 1.5	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.

Travel Plan:

No	2 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	2 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	HF-15-A-01 LEYDEN ROAD STEVENAGE	GARAGE	HERTFORDSHIRE
	Edge of Town Industrial Zone		
	Total Gross floor area:	290 sqm	
	Survey date: FRIDAY	28/06/19	Survey Type: MANUAL
2	TW-15-A-01 HENDON STREET SUNDERLAND HENDON	COMMERCIAL VEHICLE GARAGE	TYNE & WEAR
	Edge of Town Industrial Zone		
	Total Gross floor area:	400 sqm	
	Survey date: FRIDAY	24/05/19	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 15 - VEHICLE SERVICES/A - VEHICLE REPAIR GARAGE (SLOW FIT)
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 - 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	1	400	0.250	1	400	0.000	1	400	0.250
07:00 - 08:00	2	345	0.435	2	345	0.145	2	345	0.580
08:00 - 09:00	2	345	1.884	2	345	1.159	2	345	3.043
09:00 - 10:00	2	345	3.043	2	345	2.319	2	345	5.362
10:00 - 11:00	2	345	1.014	2	345	0.580	2	345	1.594
11:00 - 12:00	2	345	1.594	2	345	1.449	2	345	3.043
12:00 - 13:00	2	345	1.159	2	345	1.159	2	345	2.318
13:00 - 14:00	2	345	0.725	2	345	1.159	2	345	1.884
14:00 - 15:00	2	345	1.884	2	345	1.739	2	345	3.623
15:00 - 16:00	2	345	0.725	2	345	1.449	2	345	2.174
16:00 - 17:00	2	345	0.290	2	345	1.594	2	345	1.884
17:00 - 18:00	2	345	0.145	2	345	0.580	2	345	0.725
18:00 - 19:00	2	345	0.000	2	345	0.000	2	345	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			13.148			13.332			26.480

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:	290 - 400 (units: sqm)
Survey date range:	01/01/12 - 28/06/19
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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 15 - VEHICLE SERVICES/A - VEHICLE REPAIR GARAGE (SLOW FIT)

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 - 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	1	400	0.000	1	400	0.000	1	400	0.000
07:00 - 08:00	2	345	0.000	2	345	0.000	2	345	0.000
08:00 - 09:00	2	345	0.145	2	345	0.145	2	345	0.290
09:00 - 10:00	2	345	0.000	2	345	0.000	2	345	0.000
10:00 - 11:00	2	345	0.000	2	345	0.000	2	345	0.000
11:00 - 12:00	2	345	0.000	2	345	0.000	2	345	0.000
12:00 - 13:00	2	345	0.000	2	345	0.000	2	345	0.000
13:00 - 14:00	2	345	0.000	2	345	0.000	2	345	0.000
14:00 - 15:00	2	345	0.000	2	345	0.000	2	345	0.000
15:00 - 16:00	2	345	0.000	2	345	0.000	2	345	0.000
16:00 - 17:00	2	345	0.000	2	345	0.000	2	345	0.000
17:00 - 18:00	2	345	0.000	2	345	0.000	2	345	0.000
18:00 - 19:00	2	345	0.000	2	345	0.000	2	345	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.145			0.145			0.290

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 15 - VEHICLE SERVICES/A - VEHICLE REPAIR GARAGE (SLOW FIT)

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 - 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	1	400	0.000	1	400	0.000	1	400	0.000
07:00 - 08:00	2	345	0.000	2	345	0.000	2	345	0.000
08:00 - 09:00	2	345	0.145	2	345	0.145	2	345	0.290
09:00 - 10:00	2	345	0.290	2	345	0.290	2	345	0.580
10:00 - 11:00	2	345	0.000	2	345	0.000	2	345	0.000
11:00 - 12:00	2	345	0.000	2	345	0.000	2	345	0.000
12:00 - 13:00	2	345	0.000	2	345	0.000	2	345	0.000
13:00 - 14:00	2	345	0.000	2	345	0.000	2	345	0.000
14:00 - 15:00	2	345	0.000	2	345	0.000	2	345	0.000
15:00 - 16:00	2	345	0.145	2	345	0.145	2	345	0.290
16:00 - 17:00	2	345	0.000	2	345	0.000	2	345	0.000
17:00 - 18:00	2	345	0.000	2	345	0.000	2	345	0.000
18:00 - 19:00	2	345	0.000	2	345	0.000	2	345	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.580			0.580			1.160

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 15 - VEHICLE SERVICES/A - VEHICLE REPAIR GARAGE (SLOW FIT)

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 - 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	1	400	0.000	1	400	0.000	1	400	0.000
07:00 - 08:00	2	345	0.000	2	345	0.000	2	345	0.000
08:00 - 09:00	2	345	0.000	2	345	0.000	2	345	0.000
09:00 - 10:00	2	345	0.000	2	345	0.000	2	345	0.000
10:00 - 11:00	2	345	0.000	2	345	0.000	2	345	0.000
11:00 - 12:00	2	345	0.000	2	345	0.000	2	345	0.000
12:00 - 13:00	2	345	0.000	2	345	0.000	2	345	0.000
13:00 - 14:00	2	345	0.000	2	345	0.000	2	345	0.000
14:00 - 15:00	2	345	0.000	2	345	0.000	2	345	0.000
15:00 - 16:00	2	345	0.000	2	345	0.000	2	345	0.000
16:00 - 17:00	2	345	0.000	2	345	0.000	2	345	0.000
17:00 - 18:00	2	345	0.145	2	345	0.145	2	345	0.290
18:00 - 19:00	2	345	0.000	2	345	0.000	2	345	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.145			0.145			0.290

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 15 - VEHICLE SERVICES/A - VEHICLE REPAIR GARAGE (SLOW FIT)
CARS

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 - 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	1	400	0.000	1	400	0.000	1	400	0.000
07:00 - 08:00	2	345	0.145	2	345	0.000	2	345	0.145
08:00 - 09:00	2	345	1.159	2	345	0.580	2	345	1.739
09:00 - 10:00	2	345	1.739	2	345	0.870	2	345	2.609
10:00 - 11:00	2	345	0.725	2	345	0.290	2	345	1.015
11:00 - 12:00	2	345	0.870	2	345	0.580	2	345	1.450
12:00 - 13:00	2	345	0.290	2	345	0.290	2	345	0.580
13:00 - 14:00	2	345	0.290	2	345	0.725	2	345	1.015
14:00 - 15:00	2	345	1.159	2	345	1.304	2	345	2.463
15:00 - 16:00	2	345	0.435	2	345	0.870	2	345	1.305
16:00 - 17:00	2	345	0.145	2	345	1.449	2	345	1.594
17:00 - 18:00	2	345	0.145	2	345	0.580	2	345	0.725
18:00 - 19:00	2	345	0.000	2	345	0.000	2	345	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.102			7.538			14.640

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 15 - VEHICLE SERVICES/A - VEHICLE REPAIR GARAGE (SLOW FIT)
LGVS

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 - 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	1	400	0.250	1	400	0.000	1	400	0.250
07:00 - 08:00	2	345	0.290	2	345	0.145	2	345	0.435
08:00 - 09:00	2	345	0.435	2	345	0.290	2	345	0.725
09:00 - 10:00	2	345	1.014	2	345	1.159	2	345	2.173
10:00 - 11:00	2	345	0.290	2	345	0.290	2	345	0.580
11:00 - 12:00	2	345	0.725	2	345	0.870	2	345	1.595
12:00 - 13:00	2	345	0.870	2	345	0.870	2	345	1.740
13:00 - 14:00	2	345	0.435	2	345	0.435	2	345	0.870
14:00 - 15:00	2	345	0.725	2	345	0.435	2	345	1.160
15:00 - 16:00	2	345	0.145	2	345	0.435	2	345	0.580
16:00 - 17:00	2	345	0.145	2	345	0.145	2	345	0.290
17:00 - 18:00	2	345	0.000	2	345	0.000	2	345	0.000
18:00 - 19:00	2	345	0.000	2	345	0.000	2	345	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.324			5.074			10.398

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 15 - VEHICLE SERVICES/A - VEHICLE REPAIR GARAGE (SLOW FIT)
 Light Vehicles (LV)
 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 - 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	1	400	0.000	1	400	0.000	1	400	0.000
07:00 - 08:00	2	345	0.000	2	345	0.000	2	345	0.000
08:00 - 09:00	2	345	0.000	2	345	0.000	2	345	0.000
09:00 - 10:00	2	345	0.000	2	345	0.000	2	345	0.000
10:00 - 11:00	2	345	0.000	2	345	0.000	2	345	0.000
11:00 - 12:00	2	345	0.000	2	345	0.000	2	345	0.000
12:00 - 13:00	2	345	0.000	2	345	0.000	2	345	0.000
13:00 - 14:00	2	345	0.000	2	345	0.000	2	345	0.000
14:00 - 15:00	2	345	0.000	2	345	0.000	2	345	0.000
15:00 - 16:00	2	345	0.000	2	345	0.000	2	345	0.000
16:00 - 17:00	2	345	0.000	2	345	0.000	2	345	0.000
17:00 - 18:00	2	345	0.000	2	345	0.000	2	345	0.000
18:00 - 19:00	2	345	0.000	2	345	0.000	2	345	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			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.*

TRIP RATE for Land Use 15 - VEHICLE SERVICES/A - VEHICLE REPAIR GARAGE (SLOW FIT)
Rigid Trucks - No Trailer (OGV1)
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 - 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	1	400	0.000	1	400	0.000	1	400	0.000
07:00 - 08:00	2	345	0.000	2	345	0.000	2	345	0.000
08:00 - 09:00	2	345	0.000	2	345	0.000	2	345	0.000
09:00 - 10:00	2	345	0.000	2	345	0.000	2	345	0.000
10:00 - 11:00	2	345	0.000	2	345	0.000	2	345	0.000
11:00 - 12:00	2	345	0.000	2	345	0.000	2	345	0.000
12:00 - 13:00	2	345	0.000	2	345	0.000	2	345	0.000
13:00 - 14:00	2	345	0.000	2	345	0.000	2	345	0.000
14:00 - 15:00	2	345	0.000	2	345	0.000	2	345	0.000
15:00 - 16:00	2	345	0.000	2	345	0.000	2	345	0.000
16:00 - 17:00	2	345	0.000	2	345	0.000	2	345	0.000
17:00 - 18:00	2	345	0.000	2	345	0.000	2	345	0.000
18:00 - 19:00	2	345	0.000	2	345	0.000	2	345	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			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.*

TRIP RATE for Land Use 15 - VEHICLE SERVICES/A - VEHICLE REPAIR GARAGE (SLOW FIT)
Trucks Towing Trailers (OGV2)
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 - 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	1	400	0.000	1	400	0.000	1	400	0.000
07:00 - 08:00	2	345	0.000	2	345	0.000	2	345	0.000
08:00 - 09:00	2	345	0.000	2	345	0.000	2	345	0.000
09:00 - 10:00	2	345	0.000	2	345	0.000	2	345	0.000
10:00 - 11:00	2	345	0.000	2	345	0.000	2	345	0.000
11:00 - 12:00	2	345	0.000	2	345	0.000	2	345	0.000
12:00 - 13:00	2	345	0.000	2	345	0.000	2	345	0.000
13:00 - 14:00	2	345	0.000	2	345	0.000	2	345	0.000
14:00 - 15:00	2	345	0.000	2	345	0.000	2	345	0.000
15:00 - 16:00	2	345	0.000	2	345	0.000	2	345	0.000
16:00 - 17:00	2	345	0.000	2	345	0.000	2	345	0.000
17:00 - 18:00	2	345	0.000	2	345	0.000	2	345	0.000
18:00 - 19:00	2	345	0.000	2	345	0.000	2	345	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			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.*

TRIP RATE for Land Use 15 - VEHICLE SERVICES/A - VEHICLE REPAIR GARAGE (SLOW FIT)

Buses

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 - 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	1	400	0.000	1	400	0.000	1	400	0.000
07:00 - 08:00	2	345	0.000	2	345	0.000	2	345	0.000
08:00 - 09:00	2	345	0.000	2	345	0.000	2	345	0.000
09:00 - 10:00	2	345	0.000	2	345	0.000	2	345	0.000
10:00 - 11:00	2	345	0.000	2	345	0.000	2	345	0.000
11:00 - 12:00	2	345	0.000	2	345	0.000	2	345	0.000
12:00 - 13:00	2	345	0.000	2	345	0.000	2	345	0.000
13:00 - 14:00	2	345	0.000	2	345	0.000	2	345	0.000
14:00 - 15:00	2	345	0.000	2	345	0.000	2	345	0.000
15:00 - 16:00	2	345	0.000	2	345	0.000	2	345	0.000
16:00 - 17:00	2	345	0.000	2	345	0.000	2	345	0.000
17:00 - 18:00	2	345	0.000	2	345	0.000	2	345	0.000
18:00 - 19:00	2	345	0.000	2	345	0.000	2	345	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			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.

TRIP RATE for Land Use 15 - VEHICLE SERVICES/A - VEHICLE REPAIR GARAGE (SLOW FIT)
Non-Motorised Vehicles (NMV)
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 - 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	1	400	0.000	1	400	0.000	1	400	0.000
07:00 - 08:00	2	345	0.000	2	345	0.000	2	345	0.000
08:00 - 09:00	2	345	0.000	2	345	0.000	2	345	0.000
09:00 - 10:00	2	345	0.000	2	345	0.000	2	345	0.000
10:00 - 11:00	2	345	0.000	2	345	0.000	2	345	0.000
11:00 - 12:00	2	345	0.000	2	345	0.000	2	345	0.000
12:00 - 13:00	2	345	0.000	2	345	0.000	2	345	0.000
13:00 - 14:00	2	345	0.000	2	345	0.000	2	345	0.000
14:00 - 15:00	2	345	0.000	2	345	0.000	2	345	0.000
15:00 - 16:00	2	345	0.000	2	345	0.000	2	345	0.000
16:00 - 17:00	2	345	0.000	2	345	0.000	2	345	0.000
17:00 - 18:00	2	345	0.000	2	345	0.000	2	345	0.000
18:00 - 19:00	2	345	0.000	2	345	0.000	2	345	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			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.

TRIP RATE for Land Use 15 - VEHICLE SERVICES/A - VEHICLE REPAIR GARAGE (SLOW FIT)
Cycles
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 - 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	1	400	0.000	1	400	0.000	1	400	0.000
07:00 - 08:00	2	345	0.000	2	345	0.000	2	345	0.000
08:00 - 09:00	2	345	0.000	2	345	0.000	2	345	0.000
09:00 - 10:00	2	345	0.000	2	345	0.000	2	345	0.000
10:00 - 11:00	2	345	0.000	2	345	0.000	2	345	0.000
11:00 - 12:00	2	345	0.000	2	345	0.000	2	345	0.000
12:00 - 13:00	2	345	0.000	2	345	0.000	2	345	0.000
13:00 - 14:00	2	345	0.000	2	345	0.000	2	345	0.000
14:00 - 15:00	2	345	0.000	2	345	0.000	2	345	0.000
15:00 - 16:00	2	345	0.000	2	345	0.000	2	345	0.000
16:00 - 17:00	2	345	0.000	2	345	0.000	2	345	0.000
17:00 - 18:00	2	345	0.000	2	345	0.000	2	345	0.000
18:00 - 19:00	2	345	0.000	2	345	0.000	2	345	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			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.*

TRIP RATE for Land Use 15 - VEHICLE SERVICES/A - VEHICLE REPAIR GARAGE (SLOW FIT)

Scooters

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 - 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	1	400	0.000	1	400	0.000	1	400	0.000
07:00 - 08:00	2	345	0.000	2	345	0.000	2	345	0.000
08:00 - 09:00	2	345	0.000	2	345	0.000	2	345	0.000
09:00 - 10:00	2	345	0.000	2	345	0.000	2	345	0.000
10:00 - 11:00	2	345	0.000	2	345	0.000	2	345	0.000
11:00 - 12:00	2	345	0.000	2	345	0.000	2	345	0.000
12:00 - 13:00	2	345	0.000	2	345	0.000	2	345	0.000
13:00 - 14:00	2	345	0.000	2	345	0.000	2	345	0.000
14:00 - 15:00	2	345	0.000	2	345	0.000	2	345	0.000
15:00 - 16:00	2	345	0.000	2	345	0.000	2	345	0.000
16:00 - 17:00	2	345	0.000	2	345	0.000	2	345	0.000
17:00 - 18:00	2	345	0.000	2	345	0.000	2	345	0.000
18:00 - 19:00	2	345	0.000	2	345	0.000	2	345	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			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.

TRIP RATE for Land Use 15 - VEHICLE SERVICES/A - VEHICLE REPAIR GARAGE (SLOW FIT)

Non-Vehicular People Movements (NVPM)

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 - 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	1	400	0.000	1	400	0.000	1	400	0.000
07:00 - 08:00	2	345	0.000	2	345	0.000	2	345	0.000
08:00 - 09:00	2	345	0.000	2	345	0.000	2	345	0.000
09:00 - 10:00	2	345	0.000	2	345	0.000	2	345	0.000
10:00 - 11:00	2	345	0.000	2	345	0.000	2	345	0.000
11:00 - 12:00	2	345	0.000	2	345	0.000	2	345	0.000
12:00 - 13:00	2	345	0.000	2	345	0.000	2	345	0.000
13:00 - 14:00	2	345	0.000	2	345	0.000	2	345	0.000
14:00 - 15:00	2	345	0.000	2	345	0.000	2	345	0.000
15:00 - 16:00	2	345	0.000	2	345	0.000	2	345	0.000
16:00 - 17:00	2	345	0.000	2	345	0.000	2	345	0.000
17:00 - 18:00	2	345	0.000	2	345	0.000	2	345	0.000
18:00 - 19:00	2	345	0.000	2	345	0.000	2	345	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			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.*

Appendix H

TRICS Proposed Use

Calculation Reference: AUDIT-742101-200604-0633

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : O - CONVENIENCE STORE
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
03	SOUTH WEST	
	DV DEVON	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	2 days
09	NORTH	
	CB CUMBRIA	1 days
	DH DURHAM	1 days
	TW TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 70 to 539 (units: sqm)
 Range Selected by User: 70 to 800 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 07/04/17

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	3 days
Wednesday	2 days
Thursday	2 days
Friday	3 days
Saturday	1 days

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

Selected survey types:

Manual count	11 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)	9
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Residential Zone	10
Built-Up 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.

Secondary Filtering selection:

Use Class:

A1 11 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	2 days
10,001 to 15,000	2 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	4 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	1 days
75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	3 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	6 days
1.1 to 1.5	5 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	11 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:

No 11 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 11 days

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

LIST OF SITES relevant to selection parameters

1	CB-01-O-01 DENTON STREET CARLISLE	CO-OPERATIVE		CUMBRIA
	Suburban Area (PPS6 Out of Centre) Built-Up Zone Total Gross floor area:		300 sqm	
	Survey date: SATURDAY		25/06/16	Survey Type: MANUAL
2	DH-01-O-01 132 STATION LANE HARTLEPOOL SEATON CAREW	SAINSBURY'S LOCAL		DURHAM
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:		469 sqm	
	Survey date: MONDAY		26/11/12	Survey Type: MANUAL
3	DV-01-O-01 MELROSE AVENUE PLYMOUTH	PREMIER		DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:		70 sqm	
	Survey date: WEDNESDAY		18/07/12	Survey Type: MANUAL
4	ES-01-O-01 THE SIDINGS HASTINGS ORE VALLEY	ONE STOP		EAST SUSSEX
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:		280 sqm	
	Survey date: WEDNESDAY		19/12/12	Survey Type: MANUAL
5	LE-01-O-01 THE FAIRWAY LEICESTER AYLESTONE PARK	BEST ONE		LEICESTERSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:		220 sqm	
	Survey date: THURSDAY		27/09/12	Survey Type: MANUAL
6	NF-01-O-01 DEREHAM ROAD NORWICH	TESCO EXPRESS		NORFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:		298 sqm	
	Survey date: FRIDAY		26/10/12	Survey Type: MANUAL
7	NY-01-O-03 FOREST ROAD NORTHALLERTON	CO-OPERATIVE		NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:		305 sqm	
	Survey date: MONDAY		19/09/16	Survey Type: MANUAL
8	TW-01-O-02 ETHEL TERRACE SUNDERLAND CASTLETOWN	CO-OPERATIVE		TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:		330 sqm	
	Survey date: FRIDAY		07/04/17	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	WL-01-O-01 THE CIRCLE SWINDON	ONE STOP		WILTSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 292 sqm Survey date: FRIDAY 23/09/16 Survey Type: MANUAL			
10	WY-01-O-01 KEIGHLEY ROAD BRADFORD	SAINSBURY'S LOCAL		WEST YORKSHIRE
	Edge of Town Residential Zone Total Gross floor area: 400 sqm Survey date: THURSDAY 06/12/12 Survey Type: MANUAL			
11	WY-01-O-02 AINSTY ROAD WETHERBY	CO-OPERATIVE		WEST YORKSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 539 sqm Survey date: MONDAY 26/09/16 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/O - CONVENIENCE STORE
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 - 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	5	298	4.223	5	298	4.088	5	298	8.311
07:00 - 08:00	11	318	6.851	11	318	6.309	11	318	13.160
08:00 - 09:00	11	318	8.792	11	318	8.307	11	318	17.099
09:00 - 10:00	11	318	6.509	11	318	6.109	11	318	12.618
10:00 - 11:00	11	318	6.166	11	318	5.995	11	318	12.161
11:00 - 12:00	11	318	6.081	11	318	6.395	11	318	12.476
12:00 - 13:00	11	318	8.478	11	318	7.965	11	318	16.443
13:00 - 14:00	11	318	5.738	11	318	5.510	11	318	11.248
14:00 - 15:00	11	318	7.165	11	318	7.023	11	318	14.188
15:00 - 16:00	11	318	7.565	11	318	7.936	11	318	15.501
16:00 - 17:00	11	318	8.593	11	318	7.508	11	318	16.101
17:00 - 18:00	11	318	10.562	11	318	10.248	11	318	20.810
18:00 - 19:00	11	318	10.677	11	318	11.048	11	318	21.725
19:00 - 20:00	11	318	8.336	11	318	9.078	11	318	17.414
20:00 - 21:00	9	349	3.534	9	349	4.903	9	349	8.437
21:00 - 22:00	8	365	3.081	8	365	3.526	8	365	6.607
22:00 - 23:00	1	469	1.919	1	469	2.559	1	469	4.478
23:00 - 24:00									
Total Rates:			114.270			114.507			228.777

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

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Parameter summary

Trip rate parameter range selected:	70 - 539 (units: sqm)
Survey date range:	01/01/12 - 07/04/17
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

TAXI S

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 - 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	5	298	0.000	5	298	0.000	5	298	0.000
07:00 - 08:00	11	318	0.114	11	318	0.114	11	318	0.228
08:00 - 09:00	11	318	0.228	11	318	0.171	11	318	0.399
09:00 - 10:00	11	318	0.086	11	318	0.114	11	318	0.200
10:00 - 11:00	11	318	0.114	11	318	0.114	11	318	0.228
11:00 - 12:00	11	318	0.086	11	318	0.114	11	318	0.200
12:00 - 13:00	11	318	0.200	11	318	0.200	11	318	0.400
13:00 - 14:00	11	318	0.114	11	318	0.114	11	318	0.228
14:00 - 15:00	11	318	0.114	11	318	0.086	11	318	0.200
15:00 - 16:00	11	318	0.114	11	318	0.143	11	318	0.257
16:00 - 17:00	11	318	0.143	11	318	0.086	11	318	0.229
17:00 - 18:00	11	318	0.086	11	318	0.114	11	318	0.200
18:00 - 19:00	11	318	0.029	11	318	0.029	11	318	0.058
19:00 - 20:00	11	318	0.029	11	318	0.057	11	318	0.086
20:00 - 21:00	9	349	0.064	9	349	0.064	9	349	0.128
21:00 - 22:00	8	365	0.068	8	365	0.068	8	365	0.136
22:00 - 23:00	1	469	0.000	1	469	0.000	1	469	0.000
23:00 - 24:00									
Total Rates:			1.589			1.588			3.177

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/O - CONVENIENCE STORE
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 - 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	5	298	0.134	5	298	0.134	5	298	0.268
07:00 - 08:00	11	318	0.285	11	318	0.285	11	318	0.570
08:00 - 09:00	11	318	0.285	11	318	0.228	11	318	0.513
09:00 - 10:00	11	318	0.114	11	318	0.171	11	318	0.285
10:00 - 11:00	11	318	0.057	11	318	0.057	11	318	0.114
11:00 - 12:00	11	318	0.086	11	318	0.086	11	318	0.172
12:00 - 13:00	11	318	0.057	11	318	0.057	11	318	0.114
13:00 - 14:00	11	318	0.057	11	318	0.057	11	318	0.114
14:00 - 15:00	11	318	0.000	11	318	0.000	11	318	0.000
15:00 - 16:00	11	318	0.029	11	318	0.029	11	318	0.058
16:00 - 17:00	11	318	0.029	11	318	0.029	11	318	0.058
17:00 - 18:00	11	318	0.029	11	318	0.029	11	318	0.058
18:00 - 19:00	11	318	0.000	11	318	0.000	11	318	0.000
19:00 - 20:00	11	318	0.000	11	318	0.000	11	318	0.000
20:00 - 21:00	9	349	0.000	9	349	0.000	9	349	0.000
21:00 - 22:00	8	365	0.000	8	365	0.000	8	365	0.000
22:00 - 23:00	1	469	0.000	1	469	0.000	1	469	0.000
23:00 - 24:00									
Total Rates:			1.162			1.162			2.324

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/O - CONVENIENCE STORE

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 - 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	5	298	0.335	5	298	0.268	5	298	0.603
07:00 - 08:00	11	318	0.371	11	318	0.371	11	318	0.742
08:00 - 09:00	11	318	0.514	11	318	0.485	11	318	0.999
09:00 - 10:00	11	318	0.343	11	318	0.257	11	318	0.600
10:00 - 11:00	11	318	0.228	11	318	0.200	11	318	0.428
11:00 - 12:00	11	318	0.171	11	318	0.228	11	318	0.399
12:00 - 13:00	11	318	0.285	11	318	0.200	11	318	0.485
13:00 - 14:00	11	318	0.114	11	318	0.228	11	318	0.342
14:00 - 15:00	11	318	0.228	11	318	0.228	11	318	0.456
15:00 - 16:00	11	318	0.400	11	318	0.428	11	318	0.828
16:00 - 17:00	11	318	0.657	11	318	0.485	11	318	1.142
17:00 - 18:00	11	318	0.514	11	318	0.485	11	318	0.999
18:00 - 19:00	11	318	0.628	11	318	0.571	11	318	1.199
19:00 - 20:00	11	318	0.343	11	318	0.314	11	318	0.657
20:00 - 21:00	9	349	0.064	9	349	0.191	9	349	0.255
21:00 - 22:00	8	365	0.103	8	365	0.103	8	365	0.206
22:00 - 23:00	1	469	0.000	1	469	0.000	1	469	0.000
23:00 - 24:00									
Total Rates:			5.298			5.042			10.340

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/O - CONVENIENCE STORE
Light Vehicles (LV)
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 - 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	5	298	0.000	5	298	0.000	5	298	0.000
07:00 - 08:00	11	318	0.000	11	318	0.000	11	318	0.000
08:00 - 09:00	11	318	0.000	11	318	0.000	11	318	0.000
09:00 - 10:00	11	318	0.000	11	318	0.000	11	318	0.000
10:00 - 11:00	11	318	0.000	11	318	0.000	11	318	0.000
11:00 - 12:00	11	318	0.000	11	318	0.000	11	318	0.000
12:00 - 13:00	11	318	0.000	11	318	0.000	11	318	0.000
13:00 - 14:00	11	318	0.000	11	318	0.000	11	318	0.000
14:00 - 15:00	11	318	0.000	11	318	0.000	11	318	0.000
15:00 - 16:00	11	318	0.000	11	318	0.000	11	318	0.000
16:00 - 17:00	11	318	0.000	11	318	0.000	11	318	0.000
17:00 - 18:00	11	318	0.000	11	318	0.000	11	318	0.000
18:00 - 19:00	11	318	0.000	11	318	0.000	11	318	0.000
19:00 - 20:00	11	318	0.000	11	318	0.000	11	318	0.000
20:00 - 21:00	9	349	0.000	9	349	0.000	9	349	0.000
21:00 - 22:00	8	365	0.000	8	365	0.000	8	365	0.000
22:00 - 23:00	1	469	0.000	1	469	0.000	1	469	0.000
23:00 - 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.*

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
Rigid Trucks - No Trailer (OGV1)
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 - 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	5	298	0.000	5	298	0.000	5	298	0.000
07:00 - 08:00	11	318	0.000	11	318	0.000	11	318	0.000
08:00 - 09:00	11	318	0.000	11	318	0.000	11	318	0.000
09:00 - 10:00	11	318	0.000	11	318	0.000	11	318	0.000
10:00 - 11:00	11	318	0.000	11	318	0.000	11	318	0.000
11:00 - 12:00	11	318	0.000	11	318	0.000	11	318	0.000
12:00 - 13:00	11	318	0.000	11	318	0.000	11	318	0.000
13:00 - 14:00	11	318	0.000	11	318	0.000	11	318	0.000
14:00 - 15:00	11	318	0.000	11	318	0.000	11	318	0.000
15:00 - 16:00	11	318	0.000	11	318	0.000	11	318	0.000
16:00 - 17:00	11	318	0.000	11	318	0.000	11	318	0.000
17:00 - 18:00	11	318	0.000	11	318	0.000	11	318	0.000
18:00 - 19:00	11	318	0.000	11	318	0.000	11	318	0.000
19:00 - 20:00	11	318	0.000	11	318	0.000	11	318	0.000
20:00 - 21:00	9	349	0.000	9	349	0.000	9	349	0.000
21:00 - 22:00	8	365	0.000	8	365	0.000	8	365	0.000
22:00 - 23:00	1	469	0.000	1	469	0.000	1	469	0.000
23:00 - 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.*

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
Trucks Towing Trailers (OGV2)
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 - 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	5	298	0.000	5	298	0.000	5	298	0.000
07:00 - 08:00	11	318	0.000	11	318	0.000	11	318	0.000
08:00 - 09:00	11	318	0.000	11	318	0.000	11	318	0.000
09:00 - 10:00	11	318	0.000	11	318	0.000	11	318	0.000
10:00 - 11:00	11	318	0.000	11	318	0.000	11	318	0.000
11:00 - 12:00	11	318	0.000	11	318	0.000	11	318	0.000
12:00 - 13:00	11	318	0.000	11	318	0.000	11	318	0.000
13:00 - 14:00	11	318	0.000	11	318	0.000	11	318	0.000
14:00 - 15:00	11	318	0.000	11	318	0.000	11	318	0.000
15:00 - 16:00	11	318	0.000	11	318	0.000	11	318	0.000
16:00 - 17:00	11	318	0.000	11	318	0.000	11	318	0.000
17:00 - 18:00	11	318	0.000	11	318	0.000	11	318	0.000
18:00 - 19:00	11	318	0.000	11	318	0.000	11	318	0.000
19:00 - 20:00	11	318	0.000	11	318	0.000	11	318	0.000
20:00 - 21:00	9	349	0.000	9	349	0.000	9	349	0.000
21:00 - 22:00	8	365	0.000	8	365	0.000	8	365	0.000
22:00 - 23:00	1	469	0.000	1	469	0.000	1	469	0.000
23:00 - 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.*

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
 Buses
 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 - 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	5	298	0.000	5	298	0.000	5	298	0.000
07:00 - 08:00	11	318	0.000	11	318	0.000	11	318	0.000
08:00 - 09:00	11	318	0.000	11	318	0.000	11	318	0.000
09:00 - 10:00	11	318	0.000	11	318	0.000	11	318	0.000
10:00 - 11:00	11	318	0.000	11	318	0.000	11	318	0.000
11:00 - 12:00	11	318	0.000	11	318	0.000	11	318	0.000
12:00 - 13:00	11	318	0.000	11	318	0.000	11	318	0.000
13:00 - 14:00	11	318	0.000	11	318	0.000	11	318	0.000
14:00 - 15:00	11	318	0.000	11	318	0.000	11	318	0.000
15:00 - 16:00	11	318	0.000	11	318	0.000	11	318	0.000
16:00 - 17:00	11	318	0.000	11	318	0.000	11	318	0.000
17:00 - 18:00	11	318	0.000	11	318	0.000	11	318	0.000
18:00 - 19:00	11	318	0.000	11	318	0.000	11	318	0.000
19:00 - 20:00	11	318	0.000	11	318	0.000	11	318	0.000
20:00 - 21:00	9	349	0.000	9	349	0.000	9	349	0.000
21:00 - 22:00	8	365	0.000	8	365	0.000	8	365	0.000
22:00 - 23:00	1	469	0.000	1	469	0.000	1	469	0.000
23:00 - 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.*

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
 Non-Motorised Vehicles (NMV)
 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 - 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	5	298	0.000	5	298	0.000	5	298	0.000
07:00 - 08:00	11	318	0.000	11	318	0.000	11	318	0.000
08:00 - 09:00	11	318	0.000	11	318	0.000	11	318	0.000
09:00 - 10:00	11	318	0.000	11	318	0.000	11	318	0.000
10:00 - 11:00	11	318	0.000	11	318	0.000	11	318	0.000
11:00 - 12:00	11	318	0.000	11	318	0.000	11	318	0.000
12:00 - 13:00	11	318	0.000	11	318	0.000	11	318	0.000
13:00 - 14:00	11	318	0.000	11	318	0.000	11	318	0.000
14:00 - 15:00	11	318	0.000	11	318	0.000	11	318	0.000
15:00 - 16:00	11	318	0.000	11	318	0.000	11	318	0.000
16:00 - 17:00	11	318	0.000	11	318	0.000	11	318	0.000
17:00 - 18:00	11	318	0.000	11	318	0.000	11	318	0.000
18:00 - 19:00	11	318	0.000	11	318	0.000	11	318	0.000
19:00 - 20:00	11	318	0.000	11	318	0.000	11	318	0.000
20:00 - 21:00	9	349	0.000	9	349	0.000	9	349	0.000
21:00 - 22:00	8	365	0.000	8	365	0.000	8	365	0.000
22:00 - 23:00	1	469	0.000	1	469	0.000	1	469	0.000
23:00 - 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.*

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
Cycles
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 - 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	5	298	0.000	5	298	0.000	5	298	0.000
07:00 - 08:00	11	318	0.000	11	318	0.000	11	318	0.000
08:00 - 09:00	11	318	0.000	11	318	0.000	11	318	0.000
09:00 - 10:00	11	318	0.000	11	318	0.000	11	318	0.000
10:00 - 11:00	11	318	0.000	11	318	0.000	11	318	0.000
11:00 - 12:00	11	318	0.000	11	318	0.000	11	318	0.000
12:00 - 13:00	11	318	0.000	11	318	0.000	11	318	0.000
13:00 - 14:00	11	318	0.000	11	318	0.000	11	318	0.000
14:00 - 15:00	11	318	0.000	11	318	0.000	11	318	0.000
15:00 - 16:00	11	318	0.000	11	318	0.000	11	318	0.000
16:00 - 17:00	11	318	0.000	11	318	0.000	11	318	0.000
17:00 - 18:00	11	318	0.000	11	318	0.000	11	318	0.000
18:00 - 19:00	11	318	0.000	11	318	0.000	11	318	0.000
19:00 - 20:00	11	318	0.000	11	318	0.000	11	318	0.000
20:00 - 21:00	9	349	0.000	9	349	0.000	9	349	0.000
21:00 - 22:00	8	365	0.000	8	365	0.000	8	365	0.000
22:00 - 23:00	1	469	0.000	1	469	0.000	1	469	0.000
23:00 - 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.*

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
Scooters
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 - 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	5	298	0.000	5	298	0.000	5	298	0.000
07:00 - 08:00	11	318	0.000	11	318	0.000	11	318	0.000
08:00 - 09:00	11	318	0.000	11	318	0.000	11	318	0.000
09:00 - 10:00	11	318	0.000	11	318	0.000	11	318	0.000
10:00 - 11:00	11	318	0.000	11	318	0.000	11	318	0.000
11:00 - 12:00	11	318	0.000	11	318	0.000	11	318	0.000
12:00 - 13:00	11	318	0.000	11	318	0.000	11	318	0.000
13:00 - 14:00	11	318	0.000	11	318	0.000	11	318	0.000
14:00 - 15:00	11	318	0.000	11	318	0.000	11	318	0.000
15:00 - 16:00	11	318	0.000	11	318	0.000	11	318	0.000
16:00 - 17:00	11	318	0.000	11	318	0.000	11	318	0.000
17:00 - 18:00	11	318	0.000	11	318	0.000	11	318	0.000
18:00 - 19:00	11	318	0.000	11	318	0.000	11	318	0.000
19:00 - 20:00	11	318	0.000	11	318	0.000	11	318	0.000
20:00 - 21:00	9	349	0.000	9	349	0.000	9	349	0.000
21:00 - 22:00	8	365	0.000	8	365	0.000	8	365	0.000
22:00 - 23:00	1	469	0.000	1	469	0.000	1	469	0.000
23:00 - 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.*

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
 Non-Vehicular People Movements (NVPM)
 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 - 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	5	298	0.000	5	298	0.000	5	298	0.000
07:00 - 08:00	11	318	0.000	11	318	0.000	11	318	0.000
08:00 - 09:00	11	318	0.000	11	318	0.000	11	318	0.000
09:00 - 10:00	11	318	0.000	11	318	0.000	11	318	0.000
10:00 - 11:00	11	318	0.000	11	318	0.000	11	318	0.000
11:00 - 12:00	11	318	0.000	11	318	0.000	11	318	0.000
12:00 - 13:00	11	318	0.000	11	318	0.000	11	318	0.000
13:00 - 14:00	11	318	0.000	11	318	0.000	11	318	0.000
14:00 - 15:00	11	318	0.000	11	318	0.000	11	318	0.000
15:00 - 16:00	11	318	0.000	11	318	0.000	11	318	0.000
16:00 - 17:00	11	318	0.000	11	318	0.000	11	318	0.000
17:00 - 18:00	11	318	0.000	11	318	0.000	11	318	0.000
18:00 - 19:00	11	318	0.000	11	318	0.000	11	318	0.000
19:00 - 20:00	11	318	0.000	11	318	0.000	11	318	0.000
20:00 - 21:00	9	349	0.000	9	349	0.000	9	349	0.000
21:00 - 22:00	8	365	0.000	8	365	0.000	8	365	0.000
22:00 - 23:00	1	469	0.000	1	469	0.000	1	469	0.000
23:00 - 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.*