Stephen Reid Consulting
Traffic and Transportation

Proposed Licenced Discount Foodstore at Main Street Upper, Newcastle, Co Dublin

Traffic and Transportation Assessment

Client: Lidl Ireland GmbH

JULY 2022

Rev	Date	Purpose of Issue	Approved
-	18.07.2022	Draft Issue for review	SR
1	20.07.2022	Final Planning Issue	SR

Prepared by:

Stephen Reid Consulting Traffic and Transportation Limited
Estuary House, New Street, Malahide, Co Dublin K36 KH32

+353(0)87 979 3479

stephenreid@stephenreidconsulting.com

www.stephenreidconsulting.com

Contents

Appendices

1 INTRODUCTION

1.1 BACKGROUND

Stephen Reid Consulting Traffic and Transportation (SRC) has been retained by Lidl Ireland GmbH (Lidl) to provide traffic consulting engineering services in relation to this application for the following:

1) The construction of a single storey Discount Foodstore Supermarket with ancillary off-licence use (with mono-pitch roof and overall building height of c. 6.74 metres) measuring c. 2,207 sqm gross floor space with a net retail sales area of c. 1,410 sqm;

2) Construction of a vehicular access point to Main Street Upper and associated works to carriageway and including partial removal of boundary wall / façade, modification of existing footpaths / public realm and associated and ancillary works including proposed entrance plaza area;

3) Demolition of part of an existing rear / southern single storey residential extension (and related alterations to remaining structure) of 'Kelly Estates' building. The original 'Kelly Estates' building (a protected structure - Eircode: D22 Y9H7) will not be modified;

4) Demolition of detached single storey accommodation / residential structure and ancillary wall / fence demolitions to rear of existing 'Kelly Estates' building;

5) Demolition of existing single storey (stable) building along Main Street and construction of single storey retail / café unit on an extended footprint measuring c. 118 sqm and associated alterations to existing Main Street boundary façade;

6) Renovation and change of use of existing (vacant) two storey vernacular townhouse structure to Main Street, and single storey extension to rear, for retail / commercial use (single level throughout) totalling c. 61 sqm;

7) Repair and renewal of existing Western and Eastern 'burgage plot' tree and hedgerow site boundaries; and,

8) Provision of associated car parking, cycle parking (and staff cycle parking shelter), pedestrian access routes and (ramp and stair) structures (to / through the southern and western site boundaries to facilitate connections to potential future development), free standing and building mounted signage, free standing trolley bay cover / enclosure, refrigeration and air conditioning plant and equipment, roof mounted solar panels, public lighting, hard and soft landscaping, boundary treatments and divisions, retaining wall structures, drainage infrastructure and connections to services / utilities, electricity Substation and all other associated and ancillary development and works above and below ground level including within the curtilage of a protected structure.

1.2 METHODOLOGY

The purpose of this TTA report is to consider the key traffic and transport issues relating to the proposed development of the site.

The report has been carried out in accordance with the TII TTA Guidelines and with reference to the South Dublin County Development Plan (in effect from 03.08.2022), and the Design Manual for Urban Roads and Streets (DMURS, updated 2019).

Newcastle had a recorded population of 3,100 (from 2016 Census) and there have been a number of residential developments completed since then, with further granted but as yet unconstructed residential sites. It is designated as a Small Town in the Development Plan.

The site is located on the R405 Main Street just to the west of the R120 junction, as illustrated in Figure 1.1 and Figure 1.2.

Figure 1.1: Site Location, Newcastle Co Dublin (source: www.google.ie/maps)

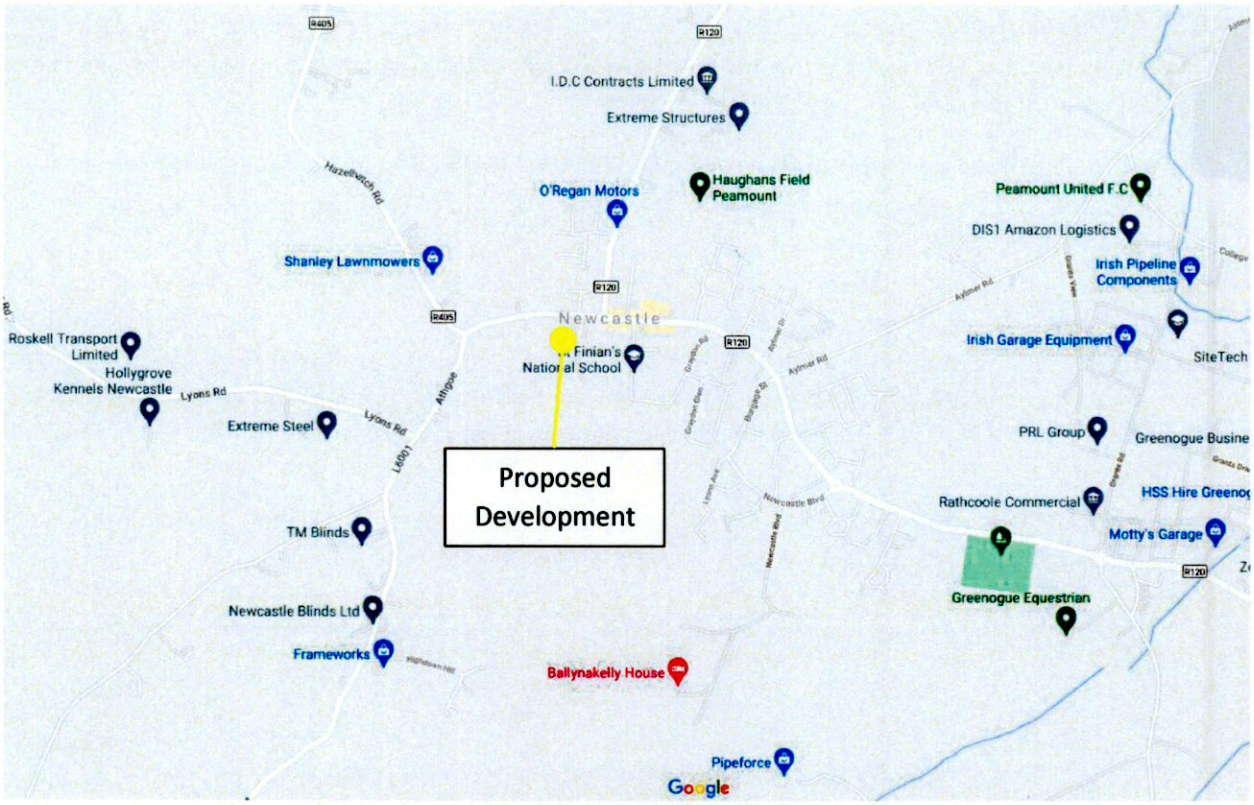


Figure 1.2: Site Location in Newcastle village (source: www.google.ie/maps**)**

2 NON-TECHNICAL SUMMARY

Application

- The construction of a single storey Discount Foodstore Supermarket with ancillary off-licence use (with mono-pitch roof and overall building height of c. 6.74 metres) measuring c. 2,207 sqm gross floor space with a net retail sales area of c. 1,410 sqm;
- Construction of a vehicular access point to Main Street Upper and associated works to carriageway and including partial removal of boundary wall / façade, modification of existing footpaths / public realm and associated and ancillary works including proposed entrance plaza area;
- Demolition of part of an existing rear / southern single storey residential extension (and related alterations to remaining structure) of 'Kelly Estates' building. The original 'Kelly Estates' building (a protected structure - Eircode: D22 Y9H7) will not be modified;
- Demolition of detached single storey accommodation / residential structure and ancillary wall / fence demolitions to rear of existing 'Kelly Estates' building;
- Demolition of existing single storey (stable) building along Main Street and construction of single storey retail / café unit on an extended footprint measuring c. 118 sqm and associated alterations to existing Main Street boundary façade;
- Renovation and change of use of existing (vacant) two storey vernacular townhouse structure to Main Street, and single storey extension to rear, for retail / commercial use (single level throughout) totalling c. 61 sqm;
- Repair and renewal of existing Western and Eastern 'burgage plot' tree and hedgerow site boundaries; and,
- Provision of associated car parking, cycle parking (and staff cycle parking shelter), pedestrian access routes and (ramp and stair) structures (to / through the southern and western site boundaries to facilitate connections to potential future development), free standing and building mounted signage, free standing trolley bay cover / enclosure, refrigeration and air conditioning plant and equipment, roof mounted solar panels, public lighting, hard and soft landscaping, boundary treatments and divisions, retaining wall structures, drainage infrastructure and connections to services / utilities, electricity Substation and all other associated and ancillary development and works above and below ground level including within the curtilage of a protected structure.

The site is located on the west side of the village centre and is accessed from the R405 Main Street Upper.

Current Uses

The site is largely comprising a gravel yard in the northern area and undeveloped open space in the southern area, with hedgerow along the boundaries. At Main Street Upper there is a set back gated access in a stone boundary wall, with a stable building on the east side of the access gate abutting Kelly Estates building, and a two-storey townhouse structure on the west side of the access gate.

The existing access on Main Street Upper is 125m west of the R120 Peamount Road junction and 275m from the T-junction with R405 Hazelhatch Road (which forms the minor arm), as the major road continues southwest as the L6002 Athgoe Road.

Existing Traffic Volumes

Traffic counts were undertaken on Tuesday 15th March 2022 from 07:00-19:00 to include term-time traffic volumes with school run and other peak period traffic. These counts determined the existing network peak hours are 08.00-09.00 (AM peak) and 17.00-18.00 (PM peak).

The peak hour two-way volume on the R405 passing the proposed site access was 714 pcu* in the AM peak hour (72% eastbound) and 692 pcu* in the PM peak hour (68% westbound).

Over the 12 -hour survey period the directional flows on the R405 were evenly balanced with a total of 5,850 pcu passing the site access.

*(pcu = passenger car units).

Proposed Traffic Volumes

The traffic resulting from the proposed was determined, using data obtained from the TRICS database and other existing Lidl sites. The development trips were treated as wholly new trips on the network (in the Do Something scenarios).

This exercise determined that there will be an additional 100 vehicles (AM peak hour) and 206 vehicles (PM peak hour) due to the proposed development.

Development Impact

As a result of the proposed redevelopment, there would be impacts on traffic link flow/Level of Service (LOS) capacity on the R405 passing the sit e and on the capacity of the R120 Main Street/R120 Peamount Road/R405 Main Street Upper junction.

The additional traffic generated by the proposed development would represent a maximum 14.94% increase in traffic on the R405 Main Street Upper to the east of the access junction, and a 12.29% increase in traffic on the R405 to the west of the access junction, during the PM peak hour.

These are robust figures, with no discounting to allow for possible secondary trips (such as pass-by traffic already on the R405 which is attracted to turn into the development access in the future, traffic diverting from the R120 Peamount Road/Main Street (E), or additional cross-visitation between the proposed development and nearby trip attractors in the village).

Also, the introduction of a Lidl store at this location will reduce the need for the population of Newcastle to travel further to access a Lidl store in Celbridge or Fortunestown, improving local accessibility to a choice of convenience retailers.

It is considered that there would be no measurable change in environmental impacts due to changes in traffic resulting from the development proposals.

Other Planned Developments

Cairn Homes site – this is a large residential development which will have access on the R120 at the east end of the village (via Newcastle Boulevard) and onto the Athgoe Road, 100m to the south west of the R405 Hazelhatch Road junction. Most of the traffic from that development is expected to use the Newcastle Boulevard access but there is clearly potential some of the Cairn development to use the Athgoe Road access which would be more convenient if travelling to/from the Hazelhatch & Celbridge train station and the N4/M4 to the north via the R405.

Pedestrian and Cyclist Accessibility

There is a footpath along both sides of the R405 and the R120 within the Newcastle village urban area, and public streetlighting.

There are currently dropped kerbs at junctions in the village centre area but no tactile provision to assist visually impaired pedestrians (except at the controlled crossing of the R120 in front of St Finian's School and the uncontrolled crossing of the school access road).

Development Access

Adequate sightlines can be provided to the left and right of the proposed access, in accordance with DMURS requirements (49m x 2.4m each way, being aware of proposed future BusConnects routes proposed on the R405).

Pedestrian access points into the site from the Main Street Upper footpath will be at the vehicle access with additional ramped and ambulant stepped access provision on the south west boundary of the site to provide interconnectivity to the Cairn developments for pedestrians and cyclists.

A loading bay is located on the south end of the Lidl building, with tracking assessment of swept paths for an articulated truck informing the layout of the car parking layout.

Measures to Improve Sustainability

It is recognised that retail supermarket trips (in areas outside of city centre cores) are primarily made by car. To encourage sustainable travel, particularly for staff and customers who live in the Newcastle area, customer cycle parking is to be provided within the site car park, close to the trolley bays and Lidl store access, and adjacent to the bottom of the ramped access from the Cairn site. Staff cycle parking in a covered shelter is located to the south of the Kelly Estates building, accessed from the proposed car park.

Parking provision is within the maximum requirements in the County Development Plan, with regard to the site location in Newcastle and 'Zone 2' level of provision which is appropriate due to incoming public transport improvements (BusConnects).

EV charging parking spaces are also to be provided.

3 Site Location & Existing Conditions

3.1 Receiving Environment – Road Network and Accessibility

Road Network and Existing Access

The area is primarily serviced by the R120 and R405 regional roads. The R120 connects from the N7 J4 Saggart/Rathcoole interchange at its southeasternmost end (3.7km from the site), passing Greenogue and into Newcastle at its eastern end, before turning northwards at Main Street onto Peamount Road, and then continuing northwards passing west of the Grangecastle employment area to Adamstown and Lucan, where it connects with the N4 at J4.

The R405 commences at the Peamount Road junction (100m east of the site access) as the continuation westwards of Main Street and passes the site frontage. It then turns northwestwards at the L6001 Athgoe Road junction (275m west of the site access) and passes Celbridge & Hazelhatch Station (3.4km from the site) before continuing through Celbridge and on to Maynooth (with a connection via the R449 to the M4 at J6, to the southwest of Leixlip).

There is also a western connection to the N7 at J5 (Athgoe) via the L6001, which connects to the R405 to the west end of Newcastle village.

Therefore, the site is well located to service the Newcastle village area and also to intercept passing traffic on the regional roads (i.e., commuters travelling between these urban centres on the South County Dublin/County Kildare border, or to/from the Railway Park & Ride and Greenogue/Grangecastle employment areas).

The R405/R120 Main Street is subject to a 50km/h speed limit in the site vicinity, with traffic calming ramps and buildouts, including a ramp beside the proposed access.

The R405 Main Street has a varying cross-section width due to kerb buildouts and parallel parking insets to either side of the proposed development access, and on the opposite side which serve the village/St Finian's Community Centre.

Footpaths are generally quite wide due to the buildouts and are finished in a block paver with granite kerbing through the village centre area. The existing access to the site is a gate with a 6m setback from the kerb at the buildout/ramp and operates as a 'crossover' of the footpath.

At the ramp the width of the R405 carriageway is 7.0m wide between kerblines, while at the west end of the inset parallel parking on the northern kerbline, the width is 7.9m.

To the east of the ramp, there is a newly constructed housing development (Market Square) on the north side of the R405, with a mix of residential units and commercial/retail ground floor units fronting onto Main Street. There is an access roadway into the main body of the Market Square development, located 50m to the east of the proposed access to the Lidl site on the opposite side of the road.

On the Main Street frontage there are 10 perpendicular parking spaces to the west of the access road, and 4 parallel spaces to the east of the access road. The perpendicular spaces between the ramp and the Market Square access junction do not appear to be well used due to the configuration of the retail units

have 'front door' public access to the internal plaza area of Market Square. which It is noted that there is provision within the northwestern terrace cul-de-sac for the roadway to be extended into the lands to the west (behind the Community Centre).

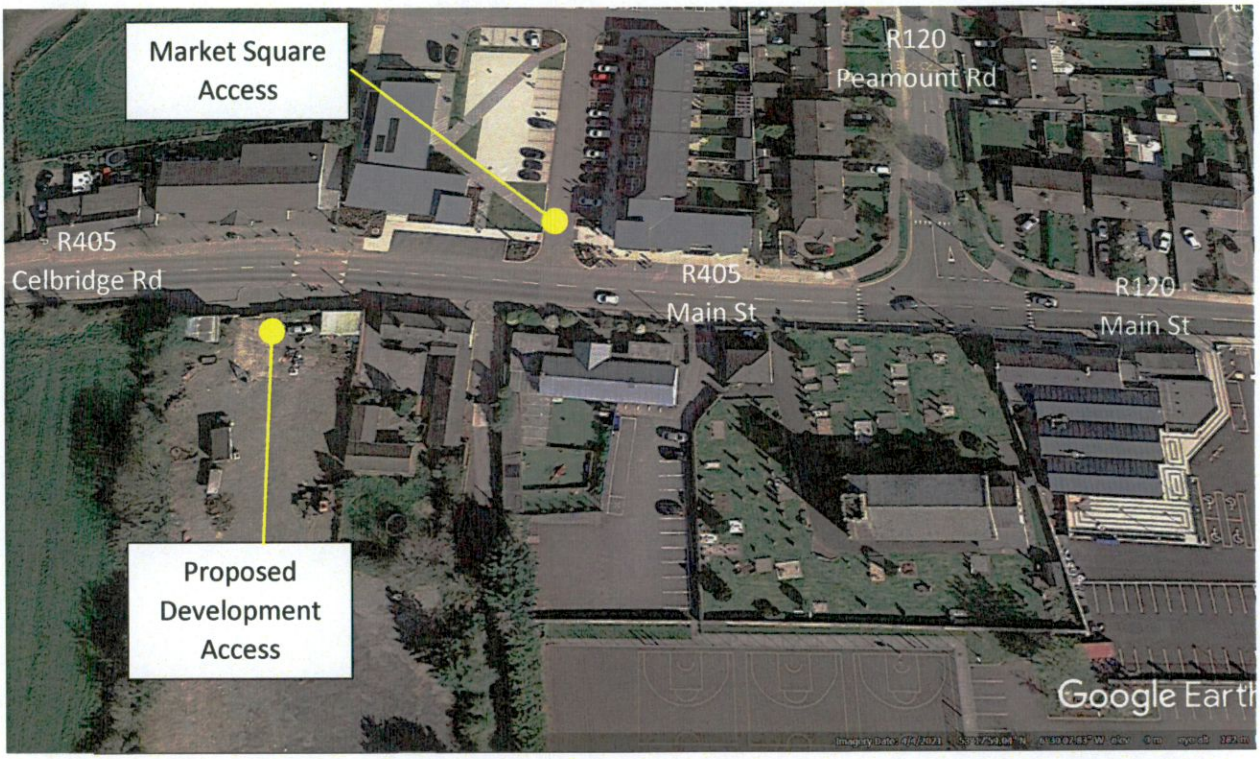


Figure 3: Proposed Development Site Access and Key Roads (source: www.google.ie/maps)

Figure 3.2: Existing sightline to right of site access (source: SRC, June 2022)

Figure 3.3: Existing sightline to left of site access (source: SRC, June 2022)

Figure 3.4: Forward visibility of eastbound vehicle on approach to development access (source: SRC, June 2022)

Figure 3.5: Forward visibility of westbound vehicle on approach to development access (source: SRC, June 2022)

Existing Access for Pedestrians

There is a footpath along both sides of the R405 and the R120 within the Newcastle village urban area, and public streetlighting.

There are currently dropped kerbs at junctions in the village centre area but no tactile provision to assist visually impaired pedestrians (except at the controlled crossing of the R120 in front of St Finian's School and the uncontrolled crossing of the school access road).

Existing Access for Cyclists

There are no existing cycle lanes on the R405 or R120 in the vicinity of the site. There are cycle facilities proposed as part of the Cairn Developments site and cyclepaths on the St Finian's School access road.

Existing Public Transport

Existing public transport in the area comprises the No.68 Dublin Bus which follows the R120 route, turning at the Main Street/Peamount Road junction, with stops on Main Street (to the east) and Peamount Road (to the north) of the junction, which are all within a short walking distance of the site.

The current service is hourly in each direction, and the route operates between Greenogue/Newcastle (via Peamount Hospital and New Nangor Road) and Poolbeg Street in Dublin City Centre.

These services are within walking distance of the site, which would be very suitable for staff of the proposed development.

3.2 Existing Traffic Volumes

Traffic counts were undertaken on the R405/L6001 and R405/R120 junctions to the east and west of the site, on Tuesday 15th March 2022 from 07.00-19.00 to include term-time traffic volumes with school run and other peak period traffic.

These counts determined the existing network peak hours are 08.00-09.00 (AM peak) and 17.00-18.00 (PM peak), with a clear tidal flow passing the site eastbound in the AM peak and westbound in the PM peak.

The peak hour two-way volume on the R405 passing the proposed site access was 714 pcu* in the AM peak hour (72% eastbound) and 692 pcu* in the PM peak hour (68% westbound).

Over the 12 -hour survey period the flows were balanced with a total of 5,850 pcu passing the site access.

*(pcu = passenger car units).

The existing 2022 baseline traffic flows are illustrated in Diagrams 1(a) and 1(b) for the AM and PM peak hours.

3.3 Proposed Roads Infrastructure

The South Dublin Development Plan 2022-2028 (in effect from 03.08.2022) identifies objectives to deliver a network of streets serving the Masterplan lands to the south of the development, similar to those proposed in the previous Development Plan.

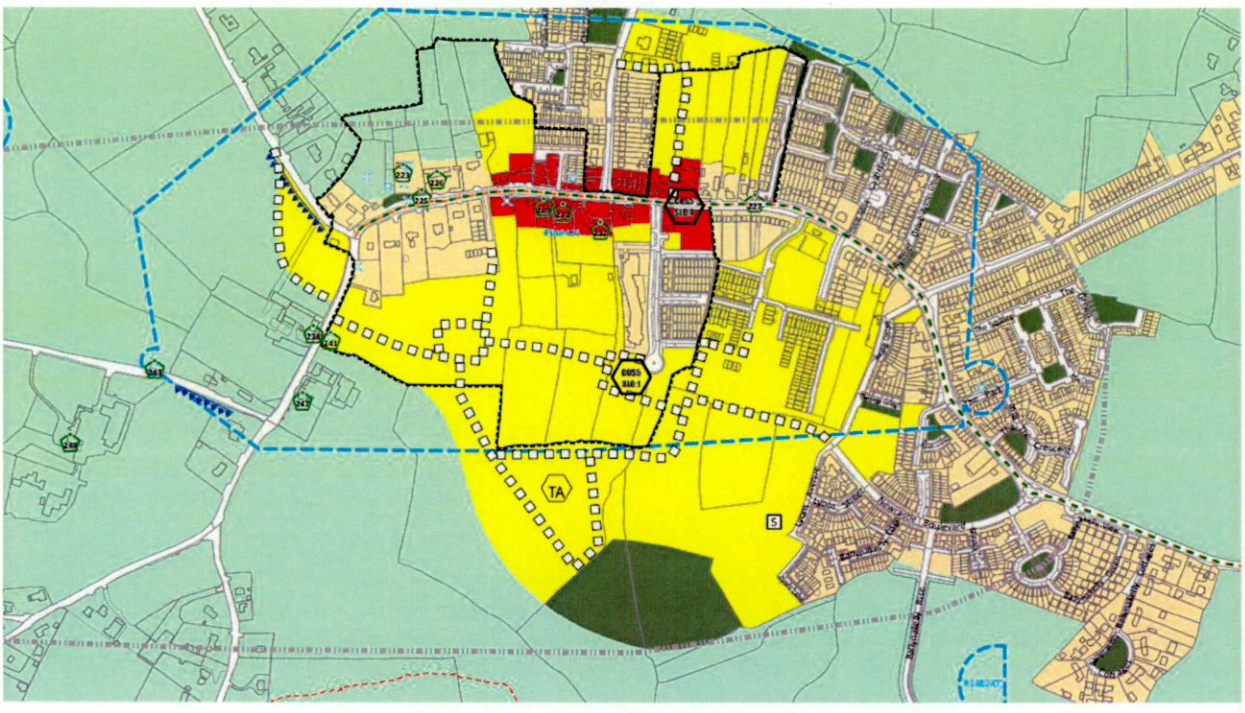


Figure 3.6: Newcastle Area Objectives Map, South Dublin Development Plan 2022-2028 (source: SDCC, July 2022)

4 PROPOSED DEVELOPMENT

4.1 GENERAL

The planning application comprises the following:

- The construction of a single storey Discount Foodstore Supermarket with ancillary off-licence use (with mono-pitch roof and overall building height of c. 6.74 metres) measuring c. 2,207 sqm gross floor space with a net retail sales area of c. 1,410 sqm;
- Construction of a vehicular access point to Main Street Upper and associated works to carriageway and including partial removal of boundary wall / façade, modification of existing footpaths / public realm and associated and ancillary works including proposed entrance plaza area;
- Demolition of part of an existing rear / southern single storey residential extension (and related alterations to remaining structure) of 'Kelly Estates' building. The original 'Kelly Estates' building (a protected structure - Eircode: D22 Y9H7) will not be modified;
- Demolition of detached single storey accommodation / residential structure and ancillary wall / fence demolitions to rear of existing 'Kelly Estates' building;
- Demolition of existing single storey (stable) building along Main Street and construction of single storey retail / café unit on an extended footprint measuring c. 118 sqm and associated alterations to existing Main Street boundary façade;
- Renovation and change of use of existing (vacant) two storey vernacular townhouse structure to Main Street, and single storey extension to rear, for retail / commercial use (single level throughout) totalling c. 61 sqm;
- Repair and renewal of existing Western and Eastern 'burgage plot' tree and hedgerow site boundaries; and,
- Provision of associated car parking, cycle parking (and staff cycle parking shelter), pedestrian access routes and (ramp and stair) structures (to / through the southern and western site boundaries to facilitate connections to potential future development), free standing and building mounted signage, free standing trolley bay cover / enclosure, refrigeration and air conditioning plant and equipment, roof mounted solar panels, public lighting, hard and soft landscaping, boundary treatments and divisions, retaining wall structures, drainage infrastructure and connections to services / utilities, electricity Substation and all other associated and ancillary development and works above and below ground level including within the curtilage of a protected structure.

4.2 ACCOMMODATION

When completed the development will contain a Lidl store with a net retail sales area of 1,410 sq. m. and an overall gross floor area of 2,207 sq. m.

A standalone café/retail unit with a floor area of 118 sq. m will be formed from the refurbished and extended stable building, with a retail/commercial use of 61 sq m in the refurbished townhouse. The refurbished buildings will form a gateway of buildings bracketing the access road to the development car park and the anchor Lidl unit.

4.3 Development Access

Vehicle Access

The proposed layout of the site is illustrated on the Darmody Architects layout drawings submitted with the application.

The access will have an entry treatment ramp and 6m corner radii, in accordance with the recommendations of DMURS, to maintain low vehicle speeds entering/exiting the development and facilitate pedestrian priority across the proposed access on the public footpath.

The sightlines for the access are in accordance with the DMURS requirements (which are 49m x 2.4m, for a 50kph bus route – on the basis that there is likely to be new BusConnects services passing the site frontage in the next few years). These are shown on Darmody architects site plan, submitted with the planning application.

SRC note – the setback distance and the sightlines are measured and drawn to the edge of the road using the existing topographical survey kerbline.

Pedestrian Access

The tactile crossing on the access is positioned to be in line with the desire line for pedestrians walking along the southern footpath on the Main Street Upper.

It is proposed to revise the existing ramp which overlaps the proposed access slightly, removing the buildout kerbline to form a regular 'guiding' edge (with reference to the Road Safety Audit) and reconstructing the ramp to incorporate tactile paving and more coherent and consistent street furniture/bollards.

Within the site footpaths connect to the Lidl store and to allow for future connections to the Cairn site to the south/south west, a gentle ramped access and an ambulant stepped access is also provided, with defined crossing points to connect to the footpath linking to the retail units.

4.4 Deliveries

The loading bay for the Lidl store is proposed on the south elevation of the building.

It should be noted that it is standard operating procedure for Lidl Ireland to schedule a single delivery per day to their retail stores, from a Regional Distribution Centre, and this is normally scheduled to occur at times when there are lower levels of customer activity to minimise interaction with customer traffic.

The site layout plan and accesses have been assessed using AutoTrack software to confirm that the arrangements are adequate (please see SDS drawing 22058-1030-PL2 submitted with the planning application).

4.5 Car Parking

Development Plan Standards

The requirements for new convenience and comparison retail developments are set out in the County Development Plan (at Table 13.25) on a maximum rate of 1 space per 15 sq. m GFA (Zone 1), reducing to 1 space per 25 sq. m GFA (Zone 2). Zone 2 is applicable within town and village centres within 400m of high-quality public transport services (a high frequency route is where buses operate with a minimum 10-minute frequency at peak times and a 20-minute off-peak frequency). For café/restaurant use the Zone 1 standard is 1 space per 15 sq. m GFA while the Zone 2 standard is 1 space per 20 sq. m GFA.

For a total retail area of 2,268 sq m (including the smaller unit) and café area of 118 sq.m GFA, the Zone 1 standards would equate to a maximum requirement of 151 + 8 = 159 spaces, while Zone 2 standards would equate to a maximum requirement of 91 + 6 = 97 spaces.

The proposed development should be assessed in the context of the likely environment which will exist in future years when it is operational. While the existing bus service is limited (the routes run from Greenogue to Dublin City Centre via Newcastle and Clondalkin), the current BusConnects proposals will introduce a new frequent Orbital service along the R405 passing the site and connecting to the Hazelhatch & Celbridge Rail Station, and to Celbridge, Leixlip and Maynooth towns to the north, and connecting to the proposed hub at Citywest and Luas Red line to the north of Saggart village and passing the east end of Rathcoole Main Street. The BusConnects proposals, along with the pedestrian and cycle connectivity to the village centre area and to the Cairn development to the south would indicate that the development will in the future operate in a Zone 2 environment and therefore a maximum of 97 parking spaces would be permissible.

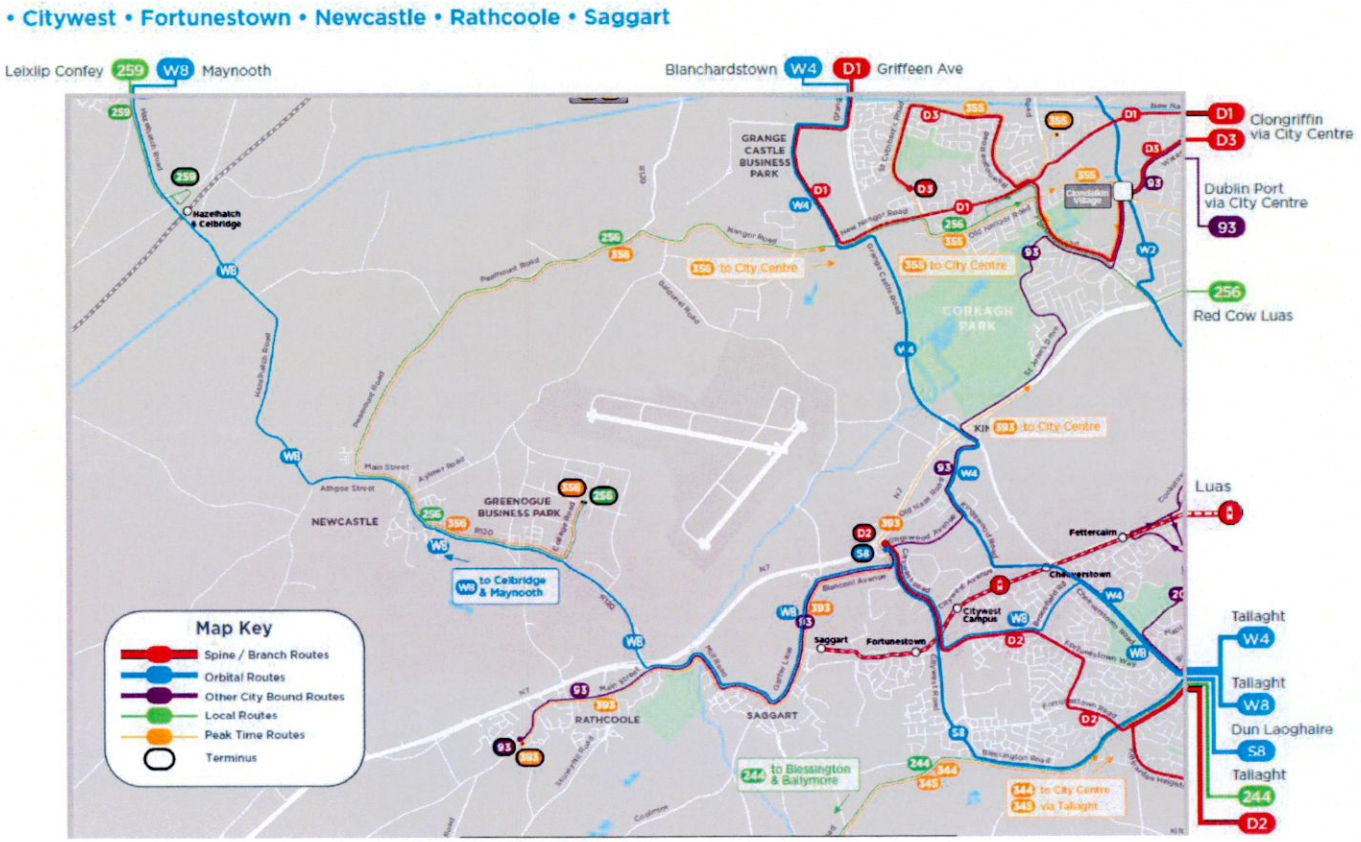


Figure 4.1: Saggart Area BusConnects Map
(source: https://busconnects.ie/initiatives/new-dublin-area-bus-network/local-area-maps/)

The S8 will provide connections to the Luas Red Line at Fortunestown, so will also serve West Tallaght and Citywest.

Orbital frequency tables

The number in each box is the expected time in minutes between buses. It is subject to adjustment in line with future passenger numbers.

Orbital Routes – Weekday

Route no.	To and From	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11
O	Inner Orbital (North and South Circular)	30	15	8	8	8	8	8	8	8	8	8	8	8	8	15	15	15	15	30
N2	Heuston - Broombridge - Clontarf Rail Station		20	15	15	20	20	20	20	20	20	15	15	15	20	30	30	30	30	30
N4	Blanch. SC - Finglas - DCU - Collins Ave - Docklands	20	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	20
N6	Finglas - Santry - Coolock - Donaghmede	20	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	20
N8	Blanch SC - Dublin Airport - Clongriffin	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60
S2	Heuston - Kimmage - Ballsbridge - Poolbeg	30	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	30
S4	Liffey Valley - Ballyfermot - Crumlin - Milltown - UCD	20	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	20
S6	Tallaght - Dundrum - UCD - Blackrock	30	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	30
S8	Tallaght - Sandyford - Dun Laoghaire		20	15	15	20	20	20	20	20	20	15	15	15	20	30	30	30	30	30
W2	Liffey Valley - Clondalkin - Tallaght	30	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	30
W4	Blanch. SC - Liffey Valley - Grange Castle Rd - Tallaght		30	15	15	30	30	30	30	30	30	15	15	15	30	30	30	30	30	60
W6	Maynooth - Celbridge - Citywest - Tallaght		30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60
D-SPINE	Malahide Rd - City Centre - Crumlin	8	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	8
D1	Clongriffin - City Centre - Grange Castle	30	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	30
D2	Clare Hall - City Centre - Citywest	30	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	30
D3	Clongriffin - City Centre - Clondalkin	30	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	30
D4	Swords Road - City Centre - Killinarden	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60
D5	Edenmore - City Centre - Tallaght	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60

Orbital Routes – Saturday

Route no.	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11
O	15	15	15	10	10	10	10	10	10	10	10	10	10	15	15	15	15	30
N2	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30
N4	15	15	15	10	10	10	10	10	10	10	10	10	10	15	15	15	15	20
N6	15	15	15	10	10	10	10	10	10	10	10	10	10	15	15	15	15	20
N8	60	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60
S2	20	20	20	15	15	15	15	15	15	15	15	15	15	20	20	20	20	30
S4	15	15	15	10	10	10	10	10	10	10	10	10	10	15	15	15	15	20
S6	20	20	20	15	15	15	15	15	15	15	15	15	15	20	20	20	20	30
S8	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30
W2	20	20	20	15	15	15	15	15	15	15	15	15	15	20	20	20	20	30
W4	60	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60
W6	60	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60
D-SPINE	5	5	5	4	4	4	4	4	4	4	4	4	4	5	5	5	5	[illegible]
D1	20	20	20	15	15	15	15	15	15	15	15	15	15	20	20	20	20	30
D2	20	20	20	15	15	15	15	15	15	15	15	15	15	20	20	20	20	30
D3	20	20	20	15	15	15	15	15	15	15	15	15	15	20	20	20	20	30
D4	40	40	40	30	30	30	30	30	30	30	30	30	30	40	40	40	40	60
D5	40	40	40	30	30	30	30	30	30	30	30	30	30	40	40	40	40	60

Orbital Routes – Sunday

Route no.	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11
O	30	30	15	15	15	15	15	15	15	15	15	15	15	15	15	30
N2	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30
N4	20	20	15	15	15	15	15	15	15	15	15	20	20	20	20	20
N6	20	20	15	15	15	15	15	15	15	15	15	20	20	20	20	20
N8	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	60
S2	30	30	20	20	20	20	20	20	20	20	20	30	30	30	30	30
S4	20	20	15	15	15	15	15	15	15	15	15	20	20	20	20	20
S6	30	30	20	20	20	20	20	20	20	20	20	30	30	30	30	30
S8	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	30
W2	30	30	20	20	20	20	20	20	20	20	20	30	30	30	30	30
W4	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	60
W6	60	60	30	30	30	30	30	30	30	30	30	30	30	30	30	60
D-SPINE	[illegible]	[illegible]	5	5	5	5	5	5	5	5	5	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
D1	30	30	20	20	20	20	20	20	20	20	20	30	30	30	30	30
D2	30	30	20	20	20	20	20	20	20	20	20	30	30	30	30	30
D3	30	30	20	20	20	20	20	20	20	20	20	30	30	30	30	30
D4	60	60	40	40	40	40	40	40	40	40	40	60	60	60	60	60
D5	60	60	40	40	40	40	40	40	40	40	40	60	60	60	60	60

(Source: https://busconnects.ie/media/1988/a3-frequency-tables-061020-fa.pdf)

**SRC Note: Route W6 is now Route W8 in the Saggart Area Map*

Proposed Parking Quantum

The development car park will contain 93 no. parking spaces (including 6no. accessible spaces and 5no. parent & child spaces in the parking courtyard area between the retail units, including 6 EV charging spaces located at the south end of the site where there is room to install charging point plinths without impacting on footpaths and landscaping along the western boundary). Section 6 of this assessment demonstrates that the proposed parking quantum will be adequate to accommodate the development generated parking demands.

EV Charging Spaces

The Development Plan requirement is to provide 15-20% EV spaces within commercial developments, which would quate to a requirement for 14-19 EV spaces. Lidl propose to install 6 no. points in the immediate term, which is considered sufficient to deal with current and medium-term demand having regard to the percentage of EV vehicles currently in the Dublin Metropolitan Area, with potential for expansion if/when demand increases (by installing subsurface ducting within the car park to allow for future expansion of charging points provided).

4.6 Cycle Parking

The cycle parking standard in Table 13.24 of the Development Plan is a minimum of 1/5 staff for retail and café uses (long term, covered and secure from public access) plus 1/50 sq. m (short term) for retail uses, and 1/10 seats for café use.

Assuming 25 staff at Lidl and 8 staff in the 2 smaller units, this would equate to a requirement for 7 long stay spaces for staff and 45 (retail) + 3 (café) short stay spaces for customers.

It is considered that the short-stay provision would far exceed demands for the convenience retail element (Lidl) and therefore it is proposed to provide 32 spaces (in two groups of 16 spaces) using

Sheffield stands located opposite the trolley bay (for cyclists accessing the site from the Main Street) and at the bottom of the ramp from the Cairn site (for cyclists accessing from the Cairn site internal network.

A further 8 spaces for staff cycle are proposed to be located on the perimeter of the car park to the south of the Kelly Estates building. These will be long stay use and therefore will be covered and secure.

4.7 Road Safety Audit

An independent Road Safety Audit has been carried out by Traffico (TII approved Auditors) for the site plan and access junction arrangements, which informed the design process and identified issues to be considered and addressed at this stage in the planning process.

A Designer Feedback has been completed and the responses are signed off by the RSA Team as acceptable.

The RSA is submitted with this application.

5 TRIP GENERATION OF DEVELOPMENT

5.1 TRIP GENERATION METHODOLOGY

While the methodology in the TTA Guidelines recommends estimating person trips (by all modes) and then providing a breakdown for modes (to determine vehicle, walking, cycling, Public Transport trips), it is noted that the scale of the development, types of use and location means that the predominant issue for consideration would be the volume of vehicle trips generated.

The TRICS database has been used to obtain trip rates for the proposed Lidl store, café/coffee shop and second small retail unit proposed.

The weekday totals are based on a period which starts 1 hour preceding the opening hour and end 1 hour after the closing hour, based on a standard Lidl trading day of 08.00-22.00 (to ensure it includes staff arriving and departing outside of the trading hours).

5.2 VEHICLE TRIP RATES

The following weekday peak hour and daily vehicle trip rates were obtained from the TRICS database.

Land Use	Rate	Weekday morning (08.00-09.00)		Weekday Evening (17.00-18.00)		Weekday Daily (07.00-23.00)	
		In	Out	In	Out	In	Out
Discount Retail	Per 100 sq. m	2.459	1.591	3.989	4.313	49.200	48.945
Café/coffee shop	Per 100sq. m	4.000	3.000	6.667	7.143	97.488	97.940
Small retail unit	Per 100sq m	4.092	3.772	5.577	5.752	68.450	68.360

Table 5.1 – Trip Rates for Proposed Development Lands (source: TRICS)

When the above trip rates are used in conjunction with the schedule of accommodation of the proposed development, the total vehicle trips generated are obtained. These can be seen in Table 5.2 below (rounded to the nearest whole number).

Land Use	Area	Weekday morning (08.00-09.00)		Weekday Evening (17.00-18.00)		Weekday Daily (06.00-23.00)	
		In	Out	In	Out	In	Out
Discount Retail	2,207 sq. m	52	35	88	95	1,086	1,080
Café/coffee shop	118 sq. m	5	4	8	8	115	116
Small retail unit	61 sq. m	2	2	3	4	42	42
Development Total		***59***	***41***	***99***	***107***	***1,243***	***1,238***

Table 5.2 – Vehicle Trips for Proposed Development

The total traffic generated during the peak hours is as follows (in two-way totals of arrivals and departures combined):

- 100 vehicles in the weekday morning peak hour
- 206 vehicles in the weekday evening peak hour.

It is noted that with regard the discount retail foodstore, typically a development of this type would not generate wholly new 'primary' trips on the network, and with some being 'non-primary' as a result of pass-by traffic already on the road passing the site, or others being diverted from nearby similar sites. For convenience retail supermarket uses, this can be between 10% and 30% of total trips during peak hours. For coffee shops/cafes this can be 50% or higher.

Notwithstanding this, for the purpose of ensuring a robust assessment, no discounting to allow for these non-primary trips (either pass-by or secondary) has been applied to the total generated trips.

The trips generated by the proposed development (from Table 5.2) have been distributed on the surrounding road network based on existing flows on the R405 and R120 junctions during the peak hours.

Clearly as the traffic disperses from the access junction, the impact on the downstream junctions is significantly lower, and the percentage of additional traffic diminishes rapidly.

The proposed movements created by the development in the peak hours are shown in Diagrams 2(a) to 2(b) (Appendix A).

6 IMPACT OF PROPOSED DEVELOPMENT

6.1 OPENING YEAR AND FUTURE YEAR NETWORK TRAFFIC

To assess the impact of the development, an opening year of 2024 for the proposed completion of the development has been selected, allowing for typical planning process, tendering and construction programme. Design years of +5 and +15 years after opening have also been considered, having regard to standard practice for Traffic Impact Assessment.

To calculate the future year traffic, the existing background traffic from the 2022 traffic counts has been factored up, using the growth factors in the TII PAG Unit 5.3 document 'Travel Demand Projections' (PE-PAG-02017, May 2019).

As the development traffic remains 'flat' and does not increase in line with background traffic growth in a 'Do Something' scenario, the growth is applied to the 'Do Nothing' traffic and then development trips are added in on top of this.

From review of Figure 6.1of PE-PAG-02017, the Newcastle site is located in the Dublin Metropolitan Area.

The compound total rates of background traffic increase selected from Table 6.1 of the TII document, which sets out link-based growth rates for the Metropolitan Areas including Dublin (see extract below).

Table 6.1: Link-Based Growth Rates: Metropolitan Area Annual Growth Rates

Metropolitan Area	Low Sensitivity Growth Rates						Central Growth Rates						High Sensitivity Growth Rates					
	2016-2030		2030-2040		2040-2050		2016-2030		2030-2040		2040-2050		2016-2030		2030-2040		2040-2050	
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
Dublin	1.0146	1.0280	1.0034	1.0116	1.0028	1.0144	1.0162	1.0295	1.0051	1.0136	1.0044	1.0162	1.0191	1.0328	1.0087	1.0172	1.0093	1.0256

The annual Dublin 'Central Growth Rates' from Table 6.1 are as follows:

- 2016-2030 1.0162 (LV)
- 2030-2040 1.0051 (LV)

As the traffic flows in the diagrams are already in pcu and there is a low level of HGV traffic through the key junctions in the peak hours, the LV factor is selected for the factors for each year.

The resultant factors are as follows:

- 2022-2024 (opening year) 1.0327 (+3.27%)
- 2022-2029 (opening year +5) 1.1191 (+11.91%)
- 2022-2039 (opening year +15) 1.1894 (+18.94%)

The resultant Do Nothing traffic flows for AM and PM peak hours in the years of 2024, 2029 and 2039 are presented in Diagrams 3 (a) to-5 (b) of this report.

08.00-09.00		Assessment Year			
Site	**Road Link**	**2022**	**2024**	**2029**	**2039**
Junction 1	R120 East (Main Street)	849	877	950	1010
	R120 North (Peamount Rd)	452	467	506	538
	R405 West (Main St Upper)	837	864	937	996
Junction 2	R405 West (Main St Upper)	748	772	837	890
	R405 North (Celbridge Rd)	483	499	541	574
	L6001 South (Athgoe Rd)	537	555	601	639
Development Access	R405 East (Main St Upper)	837	864	937	996
	R405 West (Main St Upper)	748	772	837	890

Table 6.1 AM Peak Hour Two Way Link Flows with Background Growth (Do Nothing)

17.00-18.00		Assessment Year			
Site	**Road Link**	**2022**	**2024**	**2029**	**2039**
Junction 1	R120 East (Main Street)	803	829	899	955
	R120 North (Peamount Rd)	370	382	414	440
	R405 West (Main St Upper)	765	790	856	910
Junction 2	R405 West (Main St Upper)	701	724	784	834
	R405 North (Celbridge Rd)	429	443	480	510
	L6001 South (Athgoe Rd)	462	477	517	550
Development Access	R405 East (Main St Upper)	765	790	856	910
	R405 West (Main St Upper)	701	724	784	834

Table 6.2 PM Peak Hour Two Way Link Flows with Background Growth (Do Nothing)

6.2 Post Development Traffic Flows

The additional Lidl generated traffic from Diagrams 2(a) and 2(b) are summed with these Do-Nothing Diagrams to generate Do-Something (or Post Development) traffic flows for each assessment year.

The TII Guidelines for Transport Assessments state that the thresholds for junction analysis in Transport Assessments are as follows:

- *"Traffic to and from the development exceeds 10% of the existing two-way traffic flow on the adjoining highway."*

- *"Traffic to and from the development exceeds 5% of the existing two-way traffic flow on the adjoining highway, where traffic congestion exists or will exist within the assessment period or in other sensitive locations".*

The impact on the road links on the R405 to the west and east of the development access, comparing the 'Do Nothing' (DN) flows in Diagrams 3(a) to 5(b) with the 'Do Something' (DS) flows including additional traffic generated by the development, from Diagrams 6(a) and 8(b) is as follows:

08.00-09.00		**Assessment Year**		
Site	**Road Link**	**2024**	**2029**	**2039**
Junction 1	R120 East (Main Street)	914 (+4.22%)	987 (+3.89%)	1047 (+3.66%)
	R120 North (Peamount Rd)	487 (+4.28%)	526 (+3.95%)	558 (+3.72%)
	R405 West (Main St Upper)	921 (+6.59%)	994 (+6.09%)	1053 (+5.73%)
Junction 2	R405 West (Main St Upper)	815 (+5.57%)	880 (+5.14%)	933 (+4.83%)
	R405 North (Celbridge Rd)	520 (+4.21%)	562 (+3.89%)	595 (+3.66%)
	L6001 South (Athgoe Rd)	577 (+3.97%)	623 (+3.66%)	661 (+3.44%)
Development Access	R405 East (Main St Upper)	921 (+6.59%)	994 (+6.09%)	1053 (+5.73%)
	R405 West (Main St Upper)	815 (+5.57%)	880 (+5.14%)	933 (+4.83%)

Table 6.3 AM Peak Hour Two Way Link Flows from Table 6.1 + Development Traffic (Do Something)

17.00-18.00		**Assessment Year**		
Site	**Road Link**	**2024**	**2029**	**2039**
Junction 1	R120 East (Main Street)	910 (+9.77%)	980 (+9.01%)	1036 (+8.48%)
	R120 North (Peamount Rd)	419 (+9.68%)	451 (+8.94%)	477 (+8.41%)
	R405 West (Main St Upper)	908 (+14.94%)	974 (+13.78%)	1028 (+12.97%)
Junction 2	R405 West (Main St Upper)	813 (+12.29%)	873 (+11.14%)	923 (+10.67%)
	R405 North (Celbridge Rd)	486 (+9.71%)	523 (+8.96%)	553 (+8.43%)
	L6001 South (Athgoe Rd)	523 (+9.64%)	563 (+8.90%)	596 (+8.37%)
Development Access	R405 East (Main St Upper)	908 (+14.94%)	974 (+13.78%)	1028 (+12.97%)
	R405 West (Main St Upper)	813 (+12.29%)	873 (+11.14%)	923 (+10.67%)

Table 6.4 PM Peak Hour Two Way Link Flows from Table 6.2 + Development Traffic (Do Something)

6.3 Discussion of Impacts

During the AM peak period, the resultant impact of the proposed redevelopment is below the +10% level on Main Street Upper to the west and east of the proposed development access junction (highest impact in the opening year of +6.59%).

During the PM peak period, there is a more significant development impact, as this is a period of the day when there would be a higher level of development activity, with the Main Street Upper two-way link flow increasing by +14.94% to the east of the proposed access and +12.29% to the west of the proposed access (in the 2024 opening year).

It should be noted that while the total link flow increases in each assessment year, the percentage impact on each link in the 2024 opening year will diminish slightly in the 2029 and 2039 design years as the background traffic growth increases in the future Do-Nothing total flow, while the development trips due to the proposed development remain constant for each assessment year in the Do Something flows.

The typical capacity of a single traffic lane in an urban 50kph speed limit area is 1,800 vehicles per hour, and therefore the peak hour maximum practical capacity of the Main Street two-way link would be 3,600 vehicles per hour.

The highest Do Something two-way flow adjacent to the site access on the Main Street Upper in 2039 is 1,053 pcu (AM peak) and 1,028 pcu (PM peak). As the directional volumes are tidal in the AM and PM peaks, with a 72% eastbound proportion in the AM peak and 68% westbound proportion in the PM peak, the highest predicted Post Development flows in the 2039 Design Year are therefore in the order of 42.4% of the capacity of the eastbound road link (AM peak) and 38.8% of the capacity of the westbound road link (PM peak).

These additional traffic movements generated by the proposed redevelopment will dissipate further as they pass though upstream and downstream junctions on the R405 and R120, and therefore the impact on the junctions to the west and east is lower.

From the foregoing, the proposed development will not have any significant traffic impacts on the road network during the AM or PM peak period, and the volume of off-peak movements are also at a level which will not result in operational issues for the road network or impact on road user safety.

Notwithstanding this, to demonstrate that the access road junction can accommodate the highest predicted flows, SRC have modelled the access priority junction for the 2039 Do Something PM peak hour (see Section 6.4 below).

6.4 Capacity Assessment of Access Junction Post Redevelopment

As noted above, the highest predicted traffic flows through the R405 Main Street Upper/site access junction in 2039 AM and PM peak hours (from Diagrams 8(a) and 8(b)) are used to test the capacity of the proposed junction layout.

The geometry and sightlines of the have been taken from the proposed site plan, topographical survey and from on-site observations, and the junction is modelled using standard software for modelling priority junctions.

It should be noted that the ramp on Main Street immediately to the east of the access junction has a positive effect of controlling speeds of passing traffic.

Scenario	Arm of Junction	Max RFC	Max Queue (pcu)
2039 AM Peak Hour (Do Something)	Arm 1 –Main Street East of access	0.260	0.2
	Arm 2 – Site Access	0.070	0.0
	Arm 3 – Main Street West of access	0.331	0.2
2039 PM Peak Hour (Do Something)	Arm 1 –Main Street East of access	0.414	0.4
	Arm 2 – Site Access	0.218	0.1
	Arm 3 – Main Street West of access	0.208	0.1

Table 6.5 – Capacity Assessment of Main Street Upper/Development Access Junction 2039 PM Peak Hour (Do Something)

The results of the modelling demonstrate that the junction has adequate capacity to accommodate peak hour traffic flows with no queueing issues on the Main Street Upper approaches or for traffic exiting from the development access roadway.

6.5 Capacity Assessment of Development Car Park

The proposed development is to contain 93 car parking spaces. Based on the TRICS data (referenced in Chapter 5 and appended to this report) the following profile of arrivals and departures and parking accumulation has been generated for the overall development is set out in Table 6.6.

This demonstrates that there would be adequate capacity within the car park to cater for peak parking demand (69 of 93 spaces occupied = 74%). The nature of this type of development with Lidl customers spending an average of 30 minutes on-site means most of the parking spaces are constantly turning over and therefore the level of provision is suitable and has a comfort factor to ensure customers can always find a space with ease at peak times.

Time Range	In	Out	Parked
00:00-01:00	0	0	0
01:00-02:00	0	0	0
02:00-03:00	0	0	0
03:00-04:00	0	0	0
04:00-05:00	0	0	0
05:00-06:00	0	0	1
06:00-07:00	10	1	11
07:00-08:00	14	6	19
08:00-09:00	61	41	39
09:00-10:00	88	76	51
10:00-11:00	104	88	67
11:00-12:00	108	108	68
12:00-13:00	111	110	**69**
13:00-14:00	111	117	64
14:00-15:00	108	113	59
15:00-16:00	107	107	59
16:00-17:00	103	111	51
17:00-18:00	99	107	43
18:00-19:00	86	96	34
19:00-20:00	69	75	27
20:00-21:00	41	53	16
21:00-22:00	18	24	9
22:00-23:00	2	6	6
23:00-24:00	0	0	0
Daily totals	1243	1237	

Table 6.6 – Weekday Parking Accumulation of Proposed Development Car Park

Appendices

Stephen Reid Consulting
Traffic and Transportation

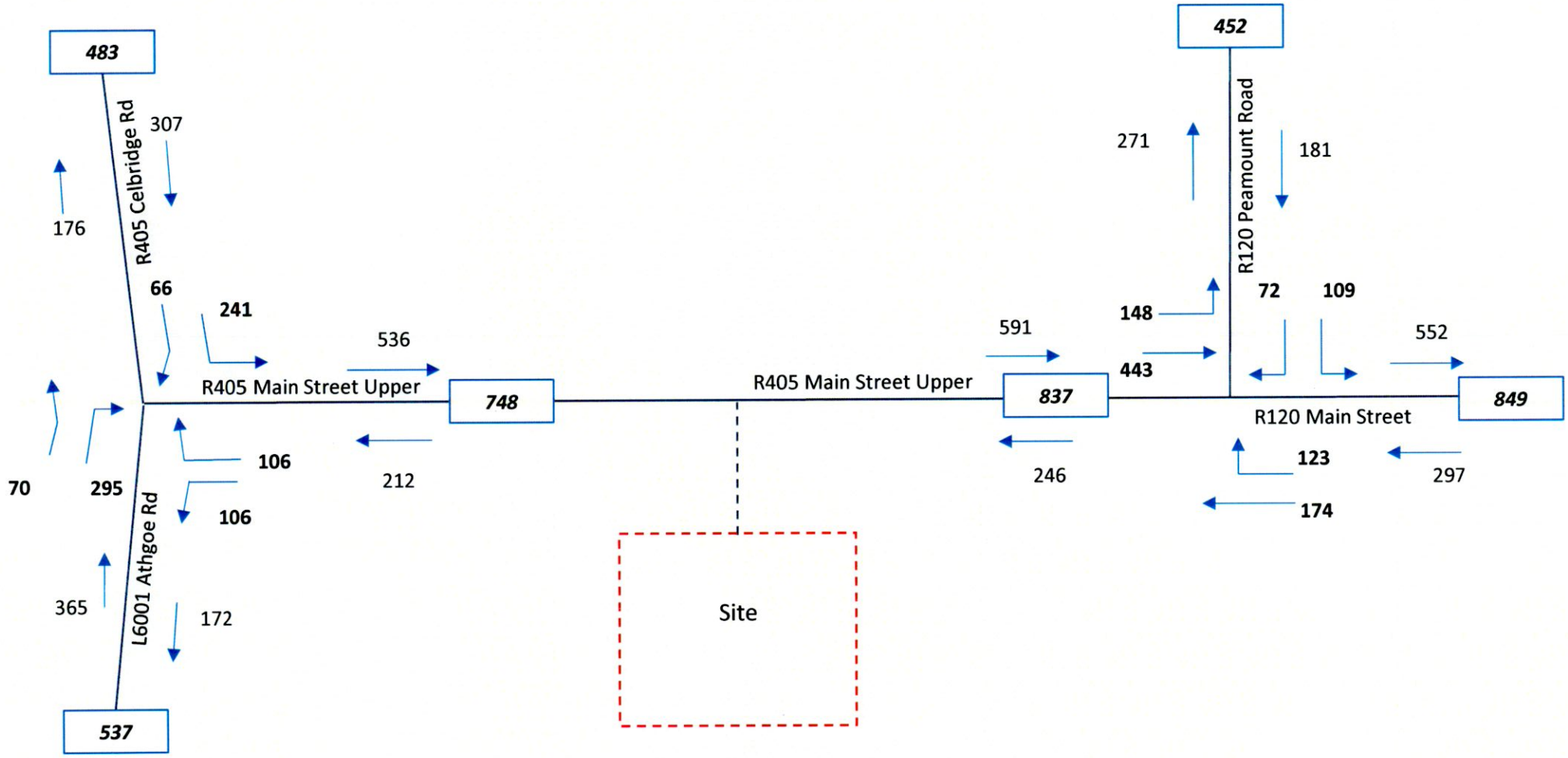


Diagram 1(a) 2022 Weekday AM Peak Hour 08.00-09.00

Surveyed Tuesday 15th March 2022
flows in pcu/hr
Two-way link flow in boxes

Stephen Reid Consulting
Traffic and Transportation

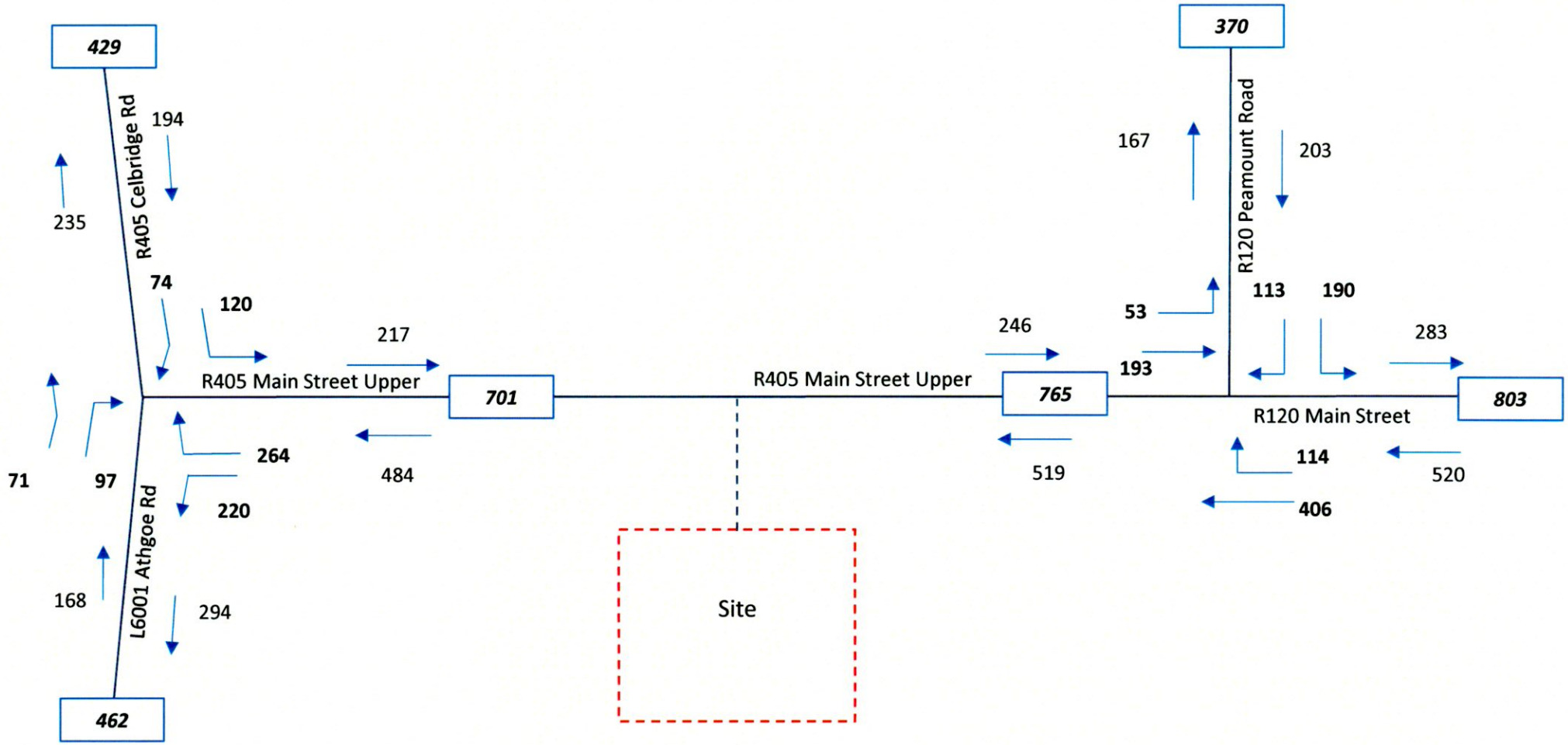
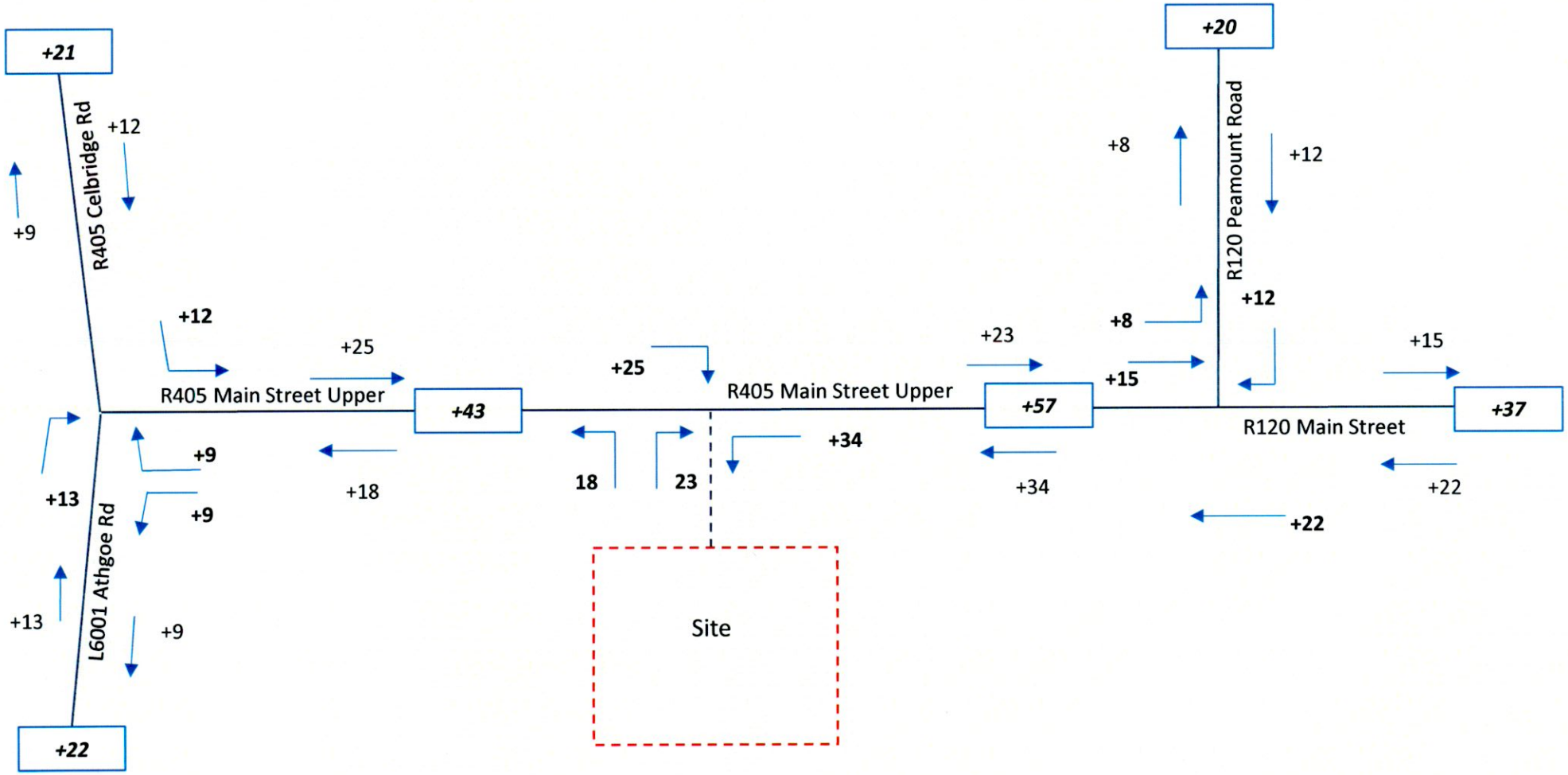


Diagram 1(b) 2022 Weekday PM Peak Hour 17.00-18.00

Surveyed Tuesday 15th March 2022
flows in pcu/hr
Two-way link flow in boxes

Stephen Reid Consulting
Traffic and Transportation



Development Traffic from Chapter 5 of TIA
flows in pcu/hr
Two-way link flow in boxes

Diagram 2(a) Development Traffic - Weekday AM Peak Hour 08.00-09.00

Stephen Reid Consulting
Traffic and Transportation

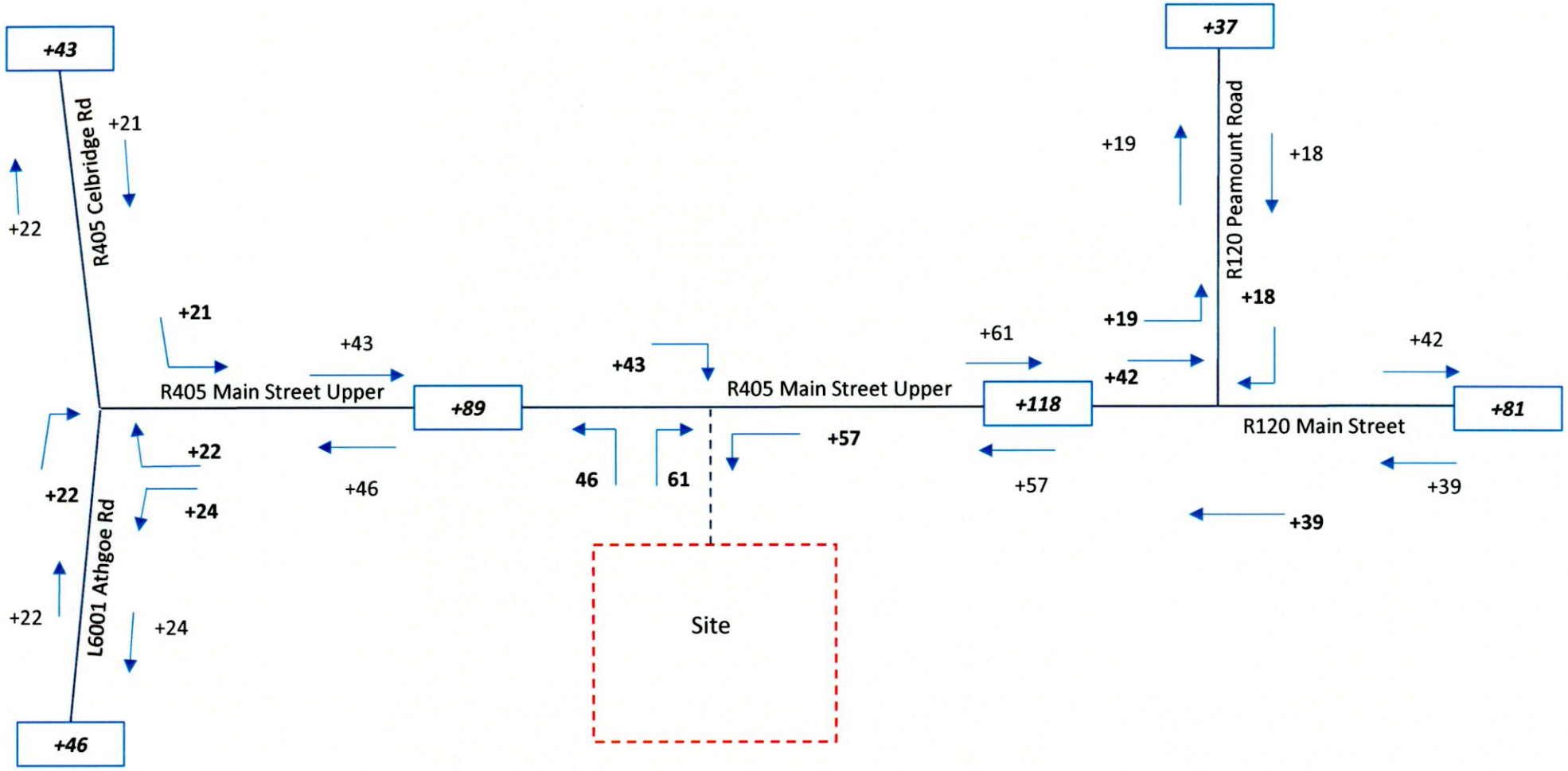


Diagram 2(b) Development Traffic - Weekday PM Peak Hour 17.00-18.00

Development Traffic from Chapter 5 of TIA
flows in pcu/hr
Two-way link flow in boxes

Stephen Reid Consulting
Traffic and Transportation

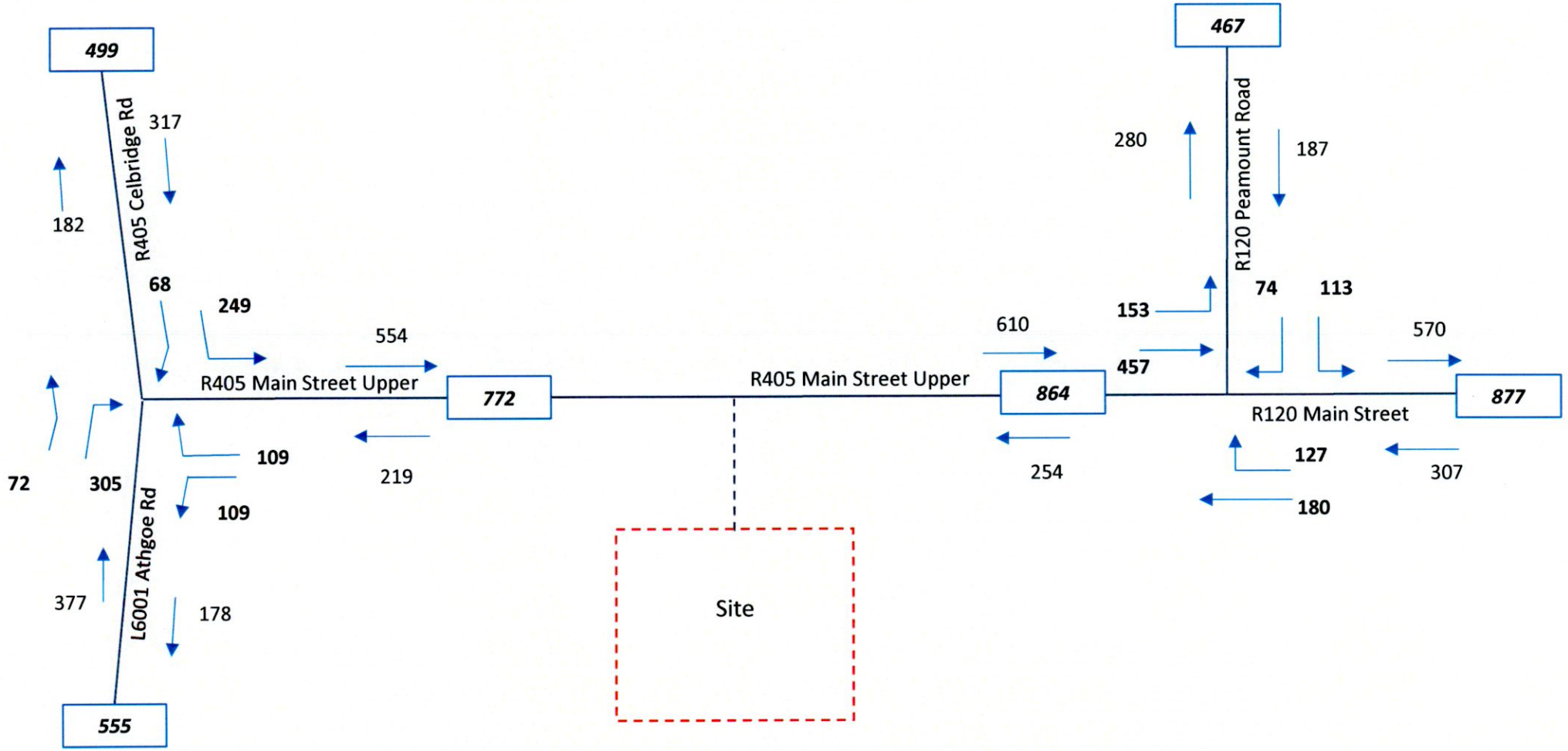


Diagram 3(a) 2024 Do Nothing Weekday AM Peak Hour 08.00-09.00

Diagram 1(a) flows x TII Growth Factor of 3.27%
flows in pcu/hr
Two-way link flow in boxes

Stephen Reid Consulting
Traffic and Transportation

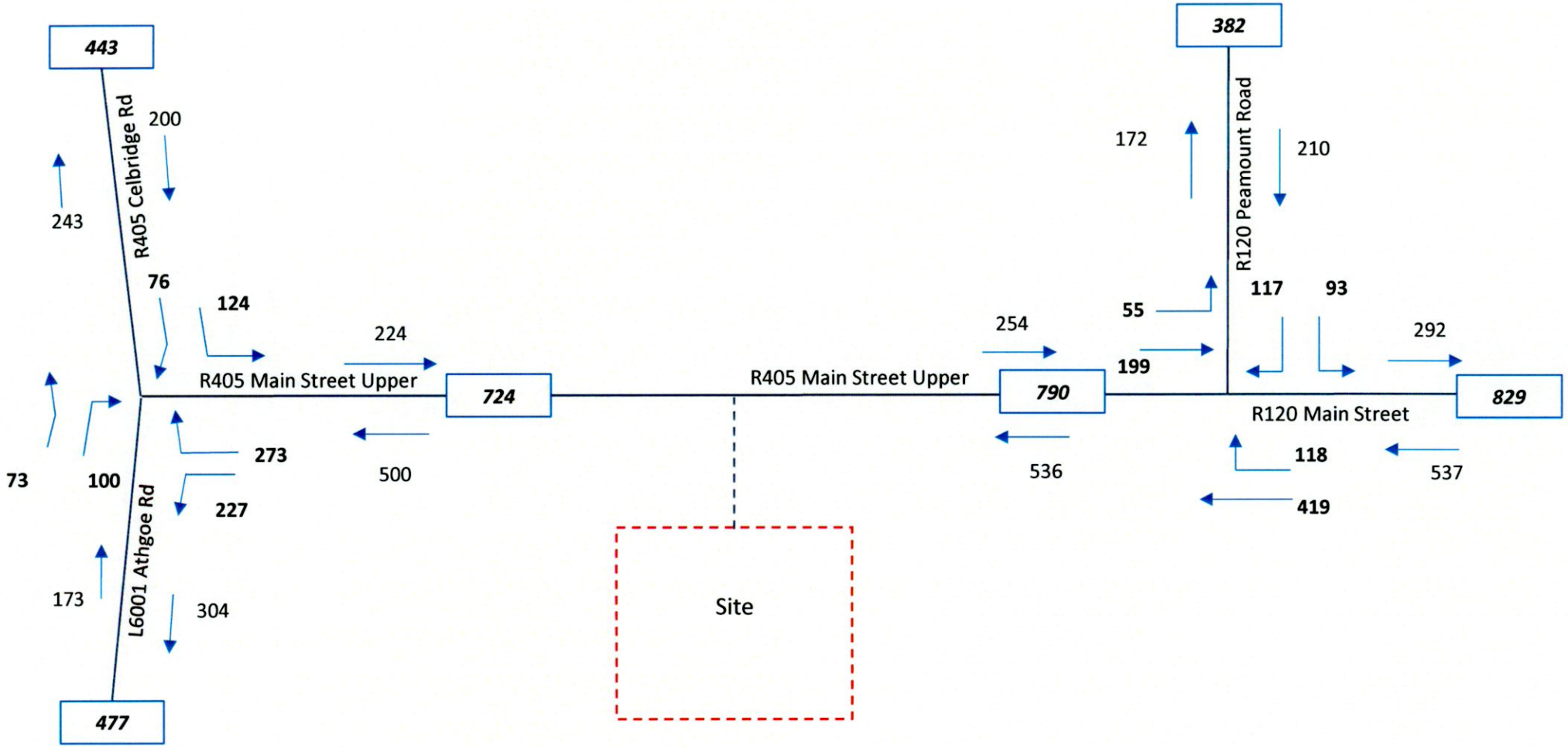


Diagram 3(b) 2024 Do Nothing Weekday PM Peak Hour 17.00-18.00

Diagram 1(b) flows x TII Growth Factor of 3.27%
flows in pcu/hr
Two-way link flow in boxes

Stephen Reid Consulting
Traffic and Transportation

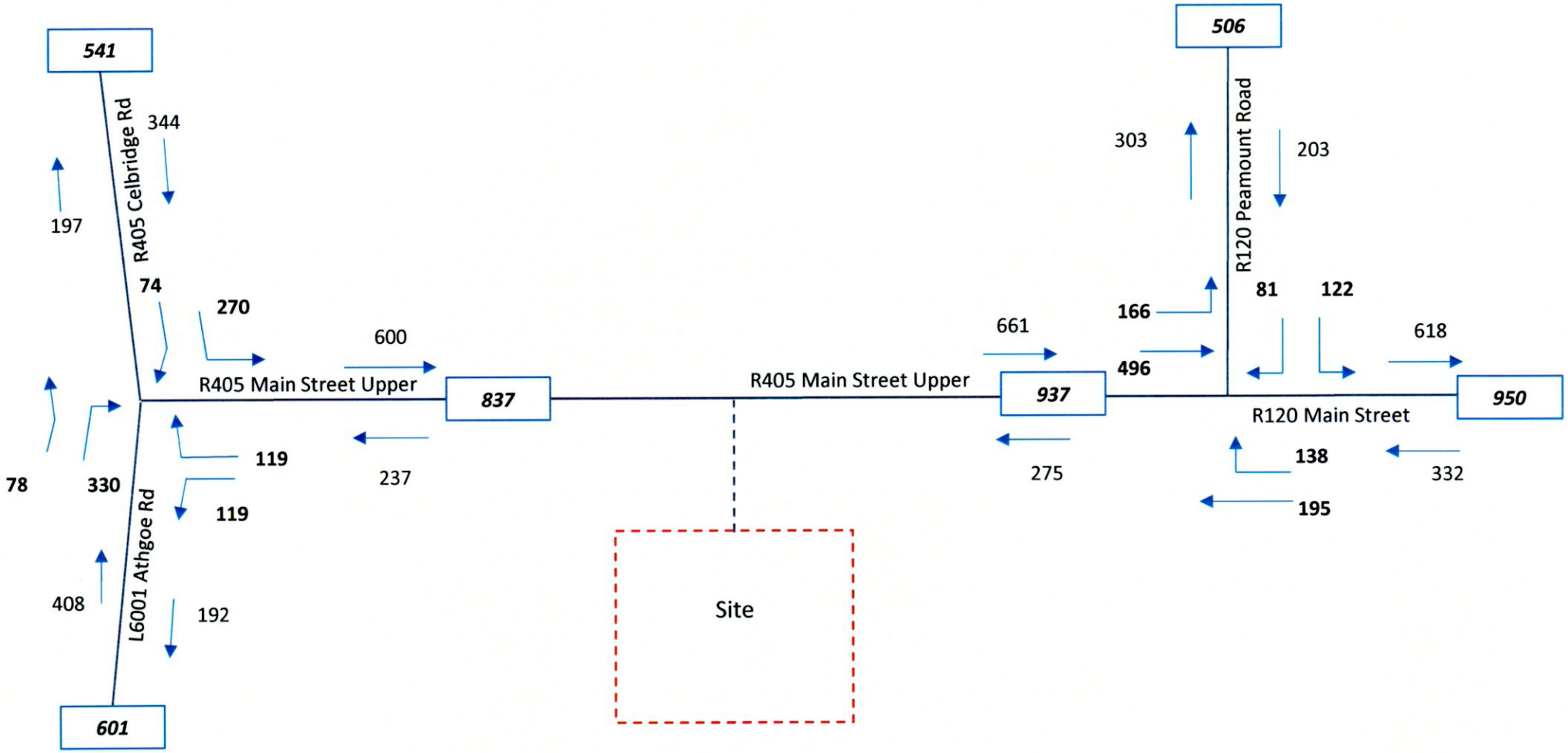


Diagram 4(a) 2029 Do Nothing Weekday AM Peak Hour 08.00-09.00

Diagram 1(a) flows x TII Growth Factor of 11.91%
flows in pcu/hr
Two-way link flow in boxes

Stephen Reid Consulting
Traffic and Transportation

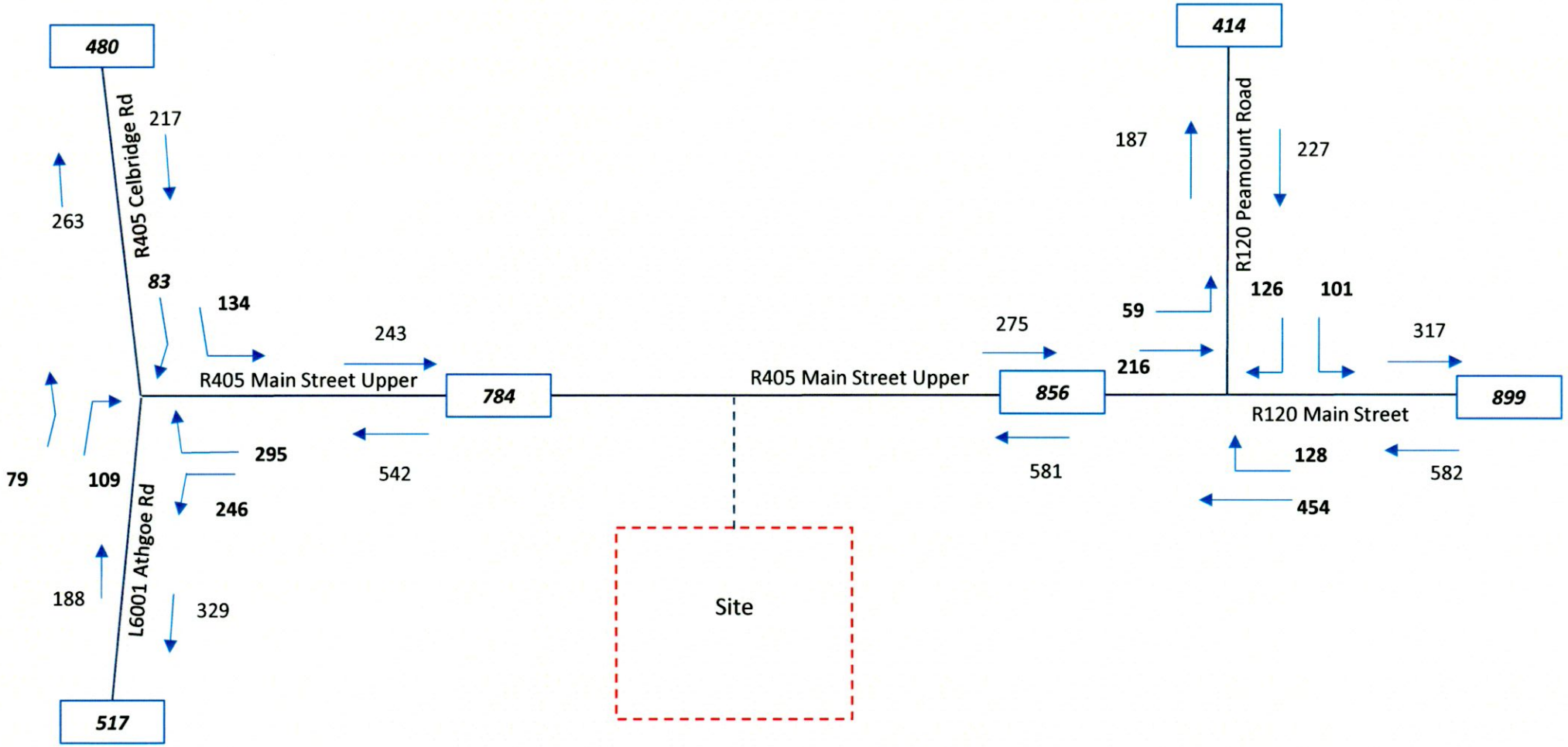


Diagram 4(b) 2029 Do Nothing Weekday PM Peak Hour 17.00-18.00

Diagram 1(b) flows x TII Growth Factor of 11.91%
flows in pcu/hr
Two-way link flow in boxes

Stephen Reid Consulting
Traffic and Transportation

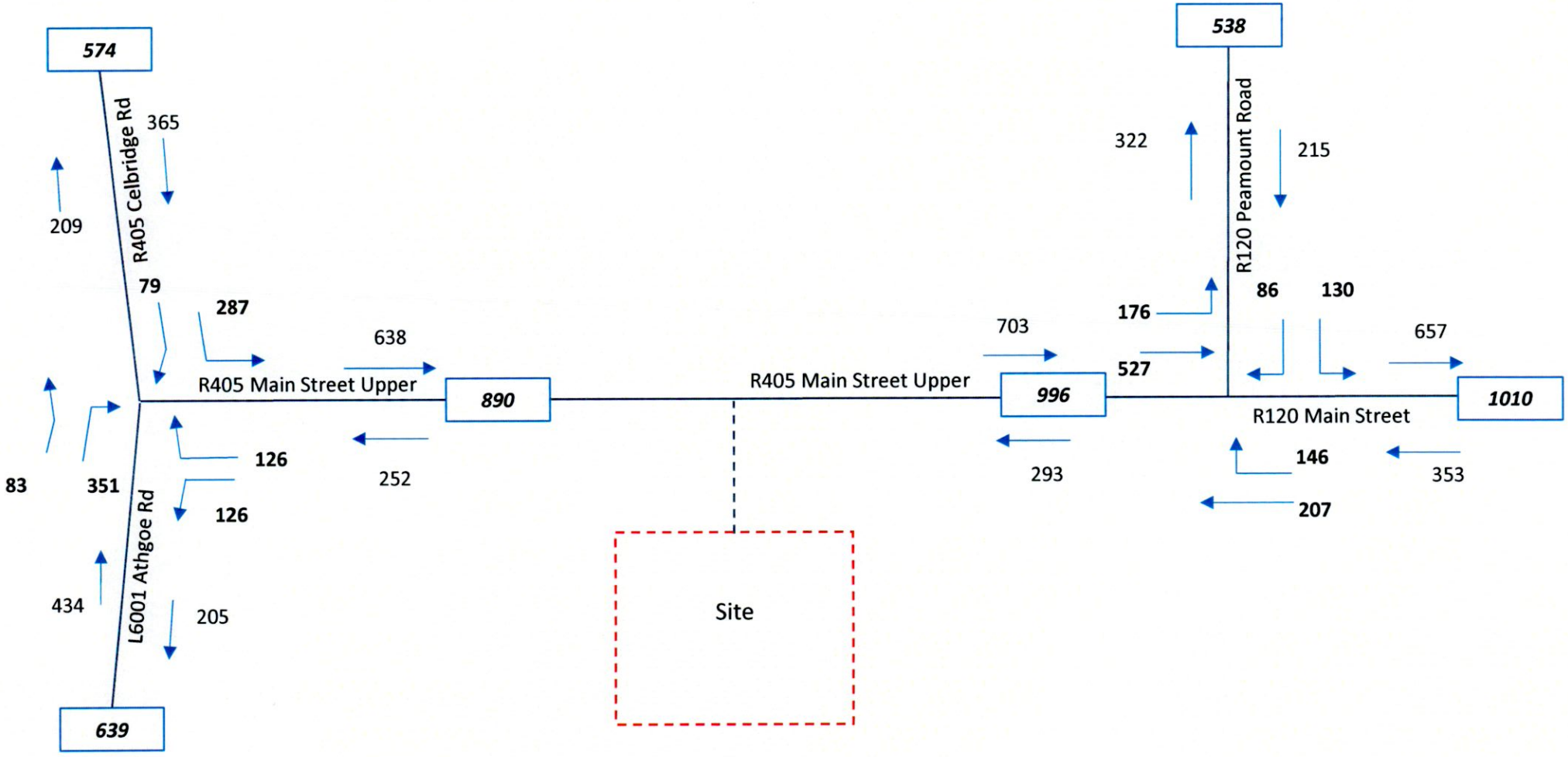


Diagram 5(a) 2039 Do Nothing Weekday AM Peak Hour 08.00-09.00

Diagram 1(a) flows x TII Growth Factor of 18.94%
flows in pcu/hr
Two-way link flow in boxes

Stephen Reid Consulting
Traffic and Transportation

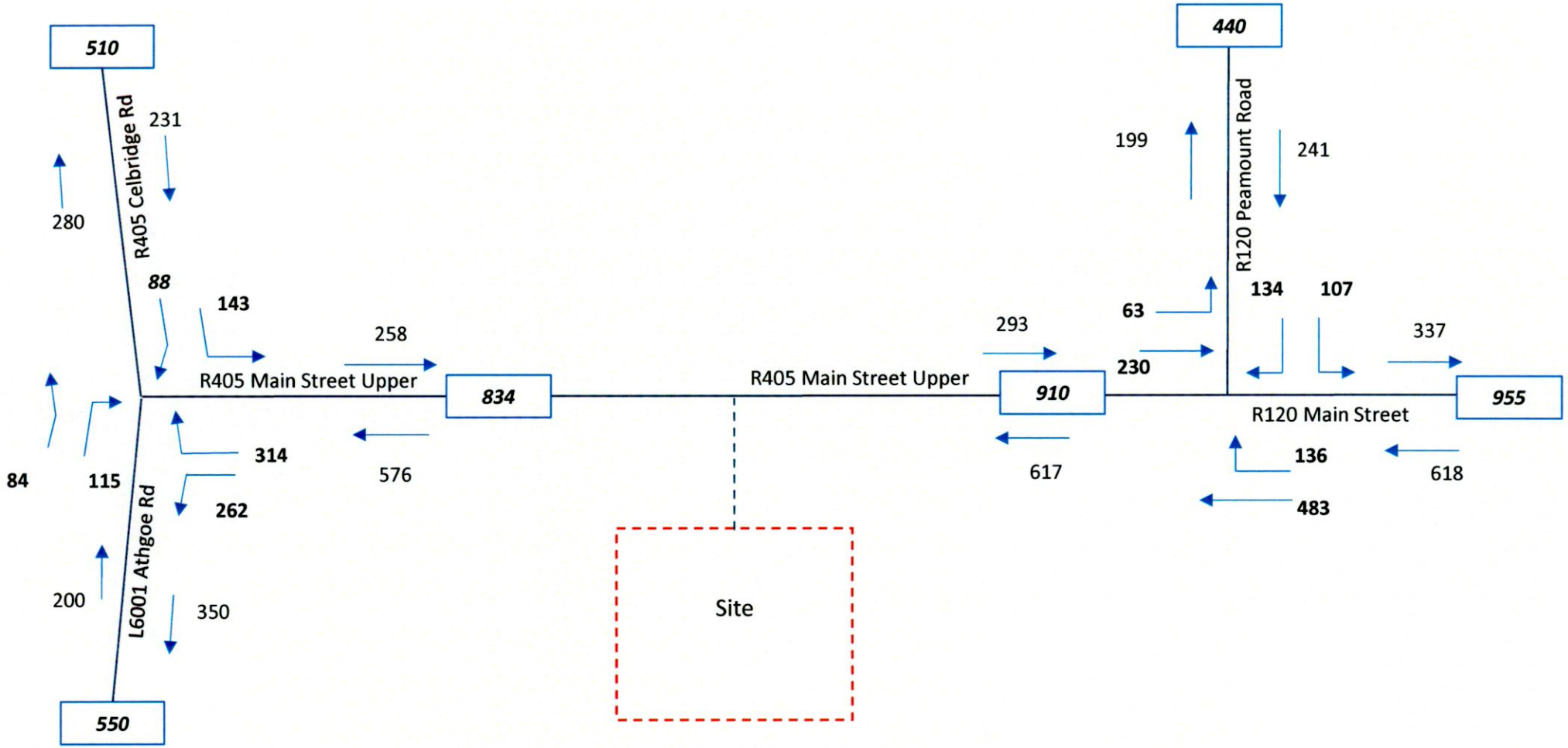


Diagram 5(b) 2039 Do Nothing Weekday PM Peak Hour 17.00-18.00

Diagram 1(b) flows x TII Growth Factor of 18.94%
flows in pcu/hr
Two-way link flow in boxes

Stephen Reid Consulting
Traffic and Transportation

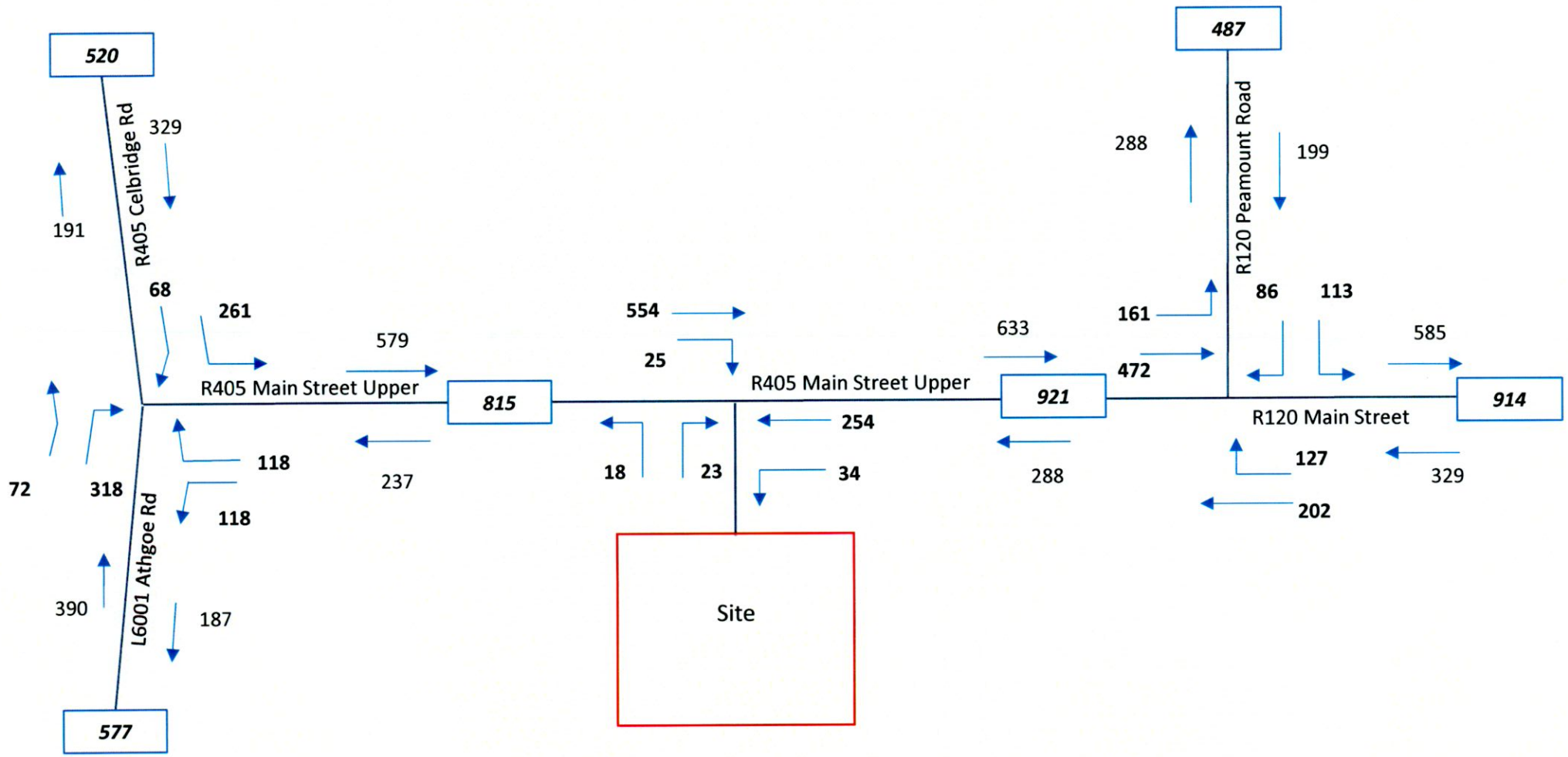


Diagram 6(a) 2024 Do Something Weekday AM Peak Hour 08.00-09.00

Diagram 2(a) + 3(a)
flows in pcu/hr
Two-way link flow in boxes

Stephen Reid Consulting
Traffic and Transportation

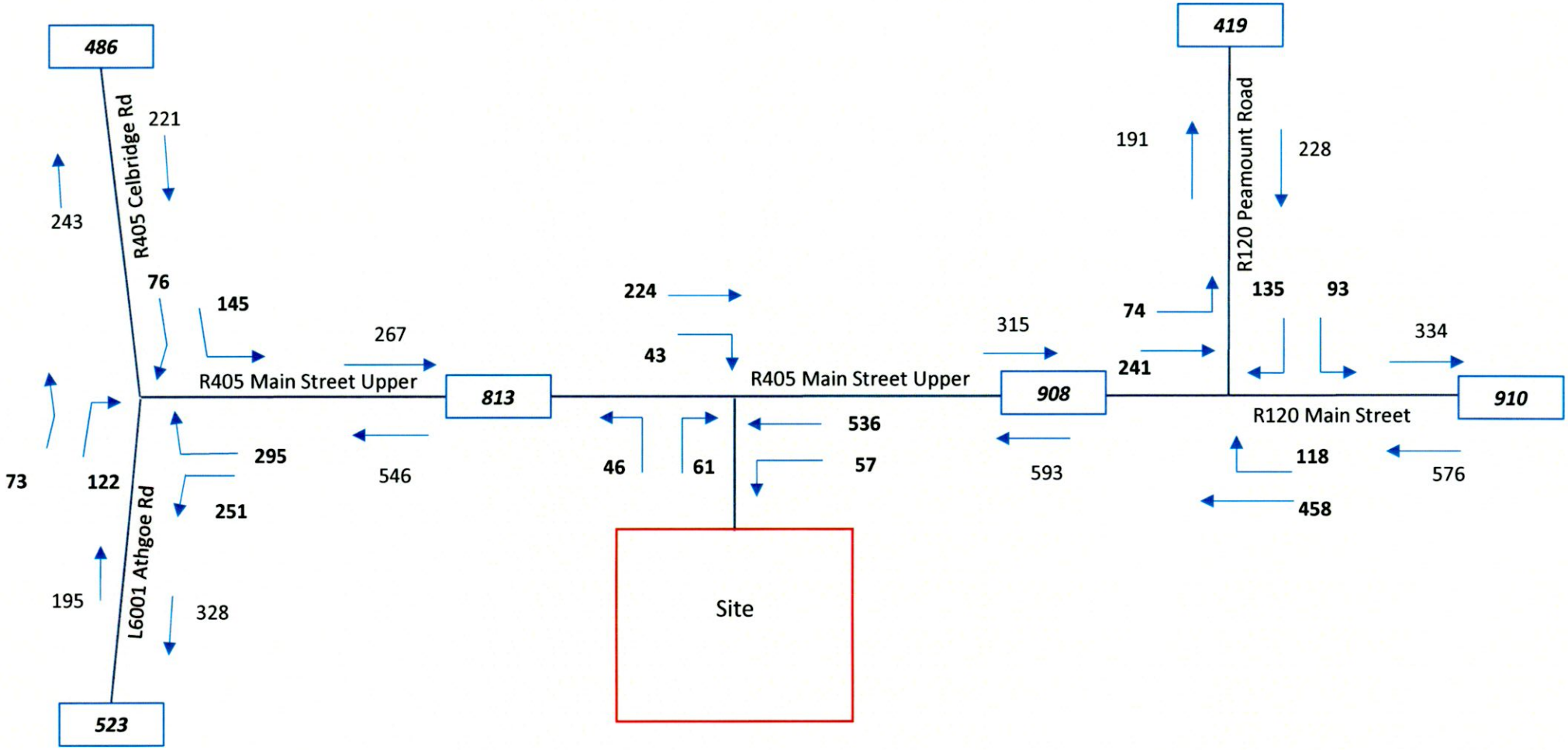


Diagram 6(b) 2024 Do Something Weekday PM Peak Hour 17.00-18.00

Diagram 2(b) + 3(b)
flows in pcu/hr
Two-way link flow in boxes

Stephen Reid Consulting
Traffic and Transportation

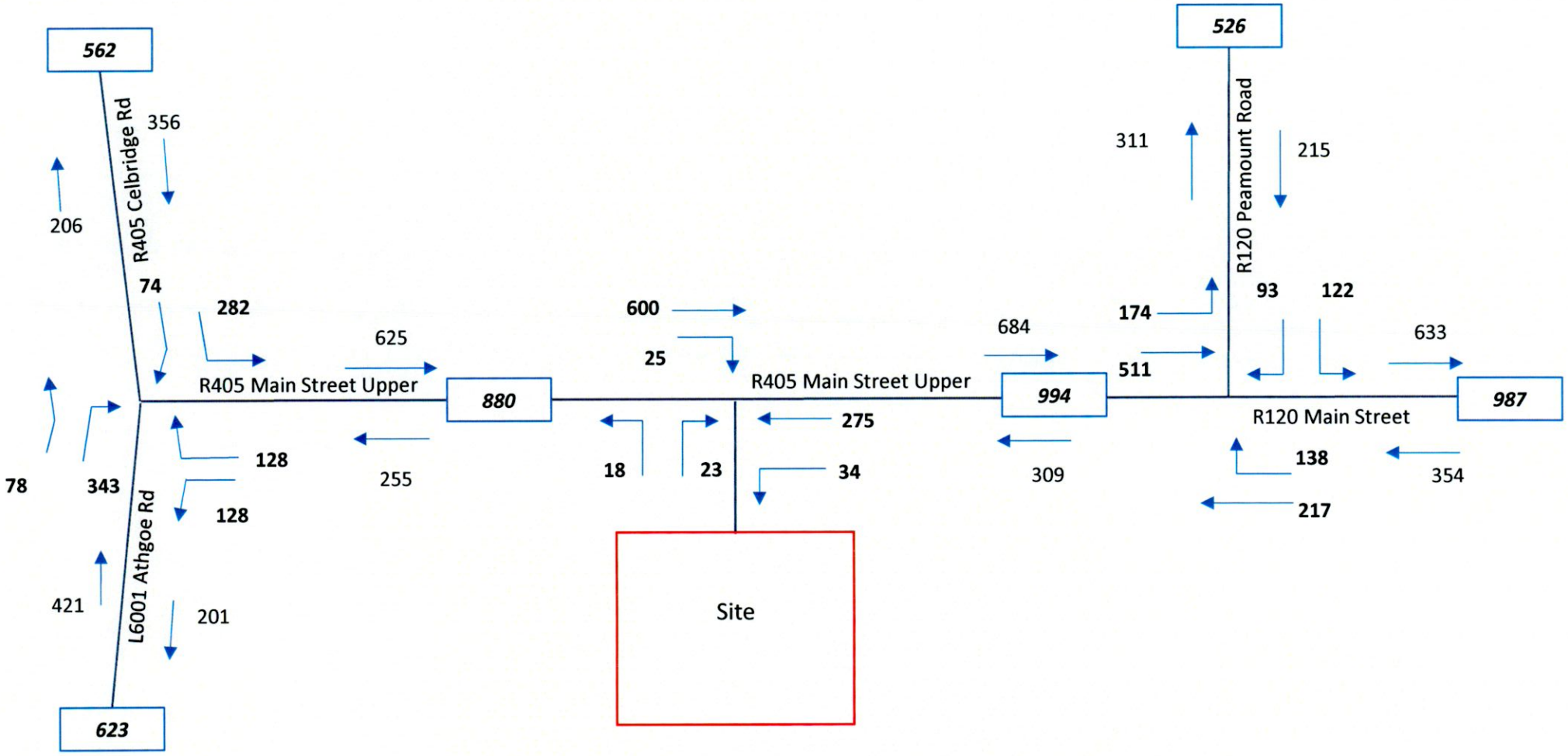


Diagram 7(a) 2029 Do Something Weekday AM Peak Hour 08.00-09.00

Diagram 2(a) + 4(a)
flows in pcu/hr
Two-way link flow in boxes

Stephen Reid Consulting
Traffic and Transportation

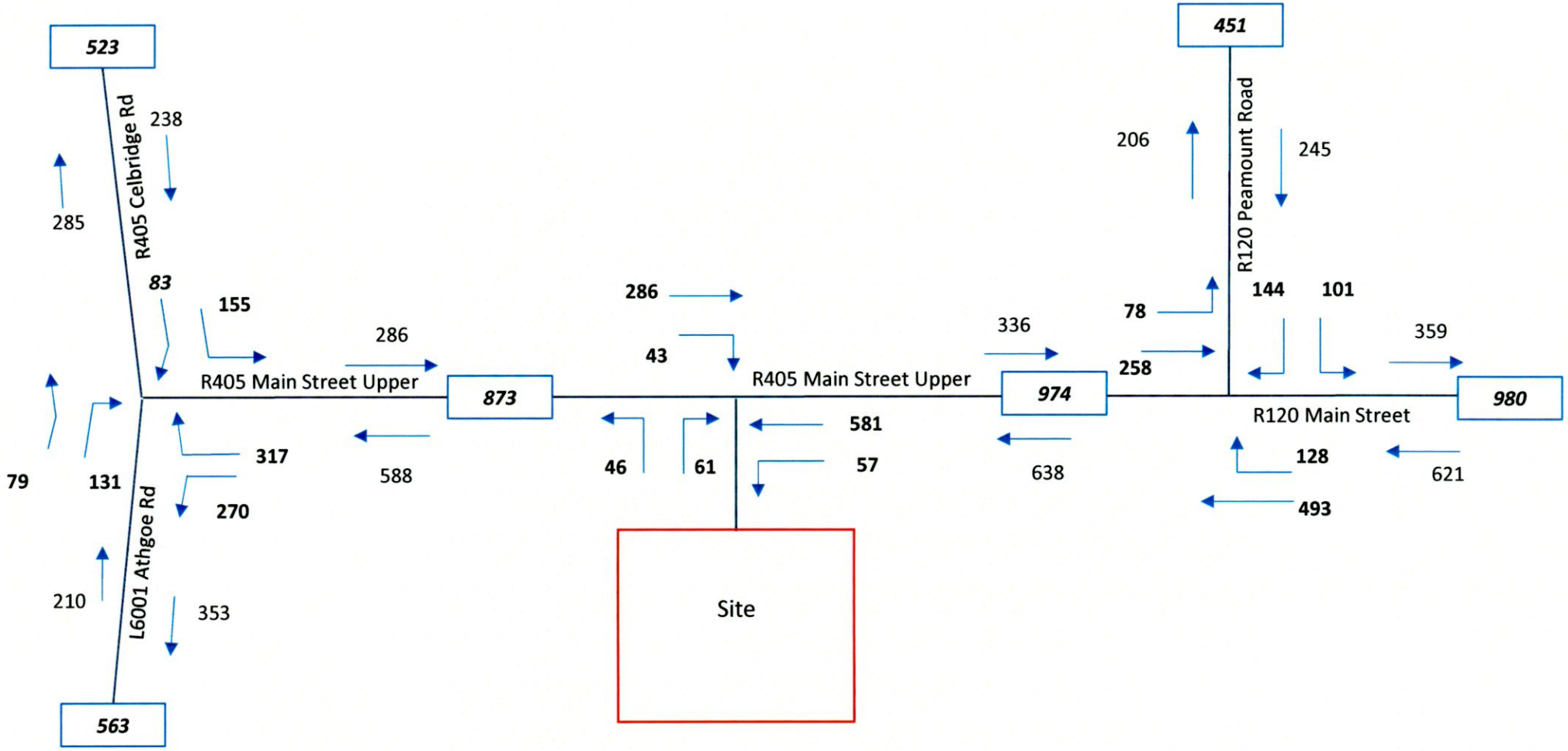


Diagram 7(b) 2029 Do Something Weekday PM Peak Hour 17.00-18.00

Diagram 2(b) + 4(b)
flows in pcu/hr
Two-way link flow in boxes

Stephen Reid Consulting
Traffic and Transportation

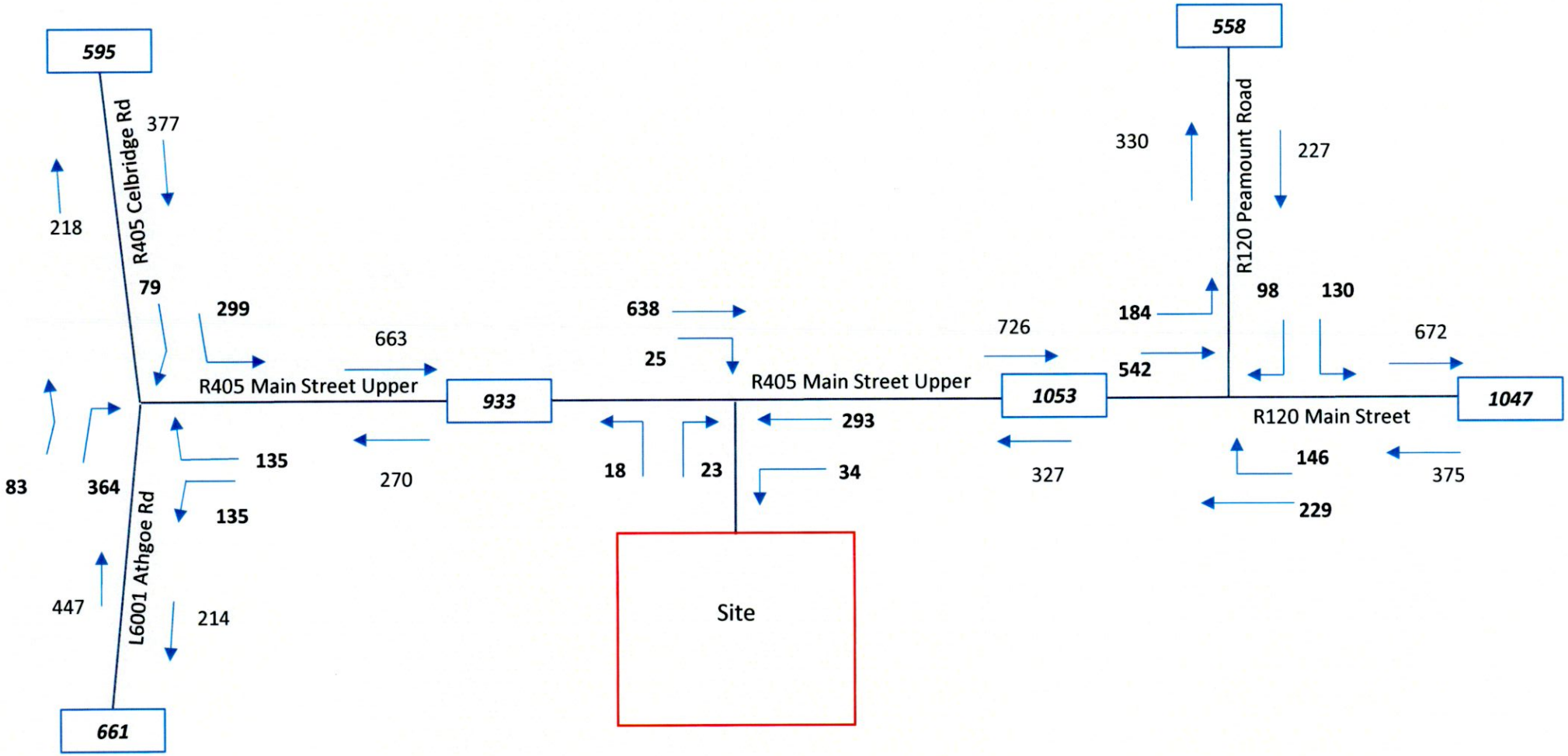


Diagram 8(a) 2039 Do Something Weekday AM Peak Hour 08.00-09.00

Diagram 2(a) + 5(a)
flows in pcu/hr
Two-way link flow in boxes

Stephen Reid Consulting
Traffic and Transportation

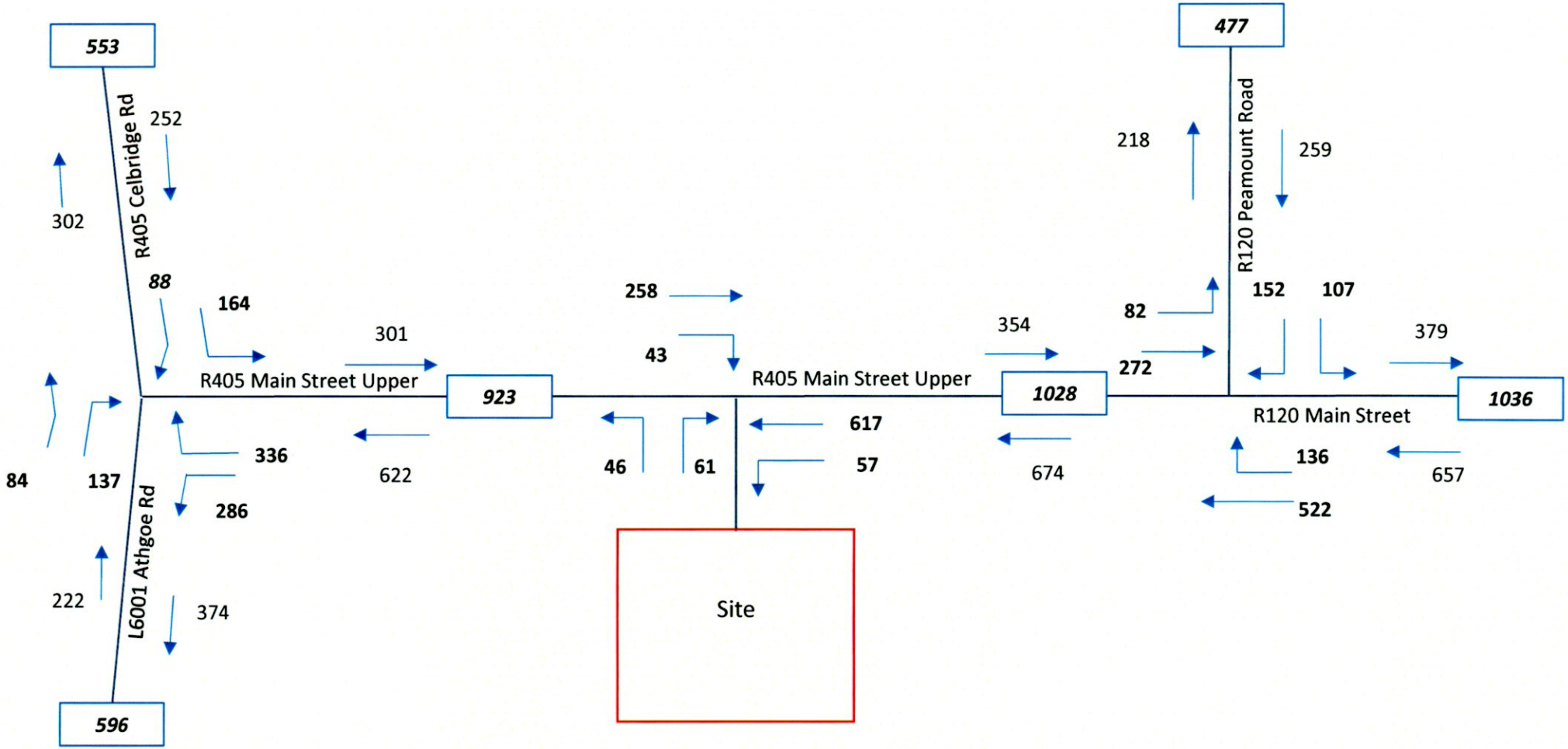
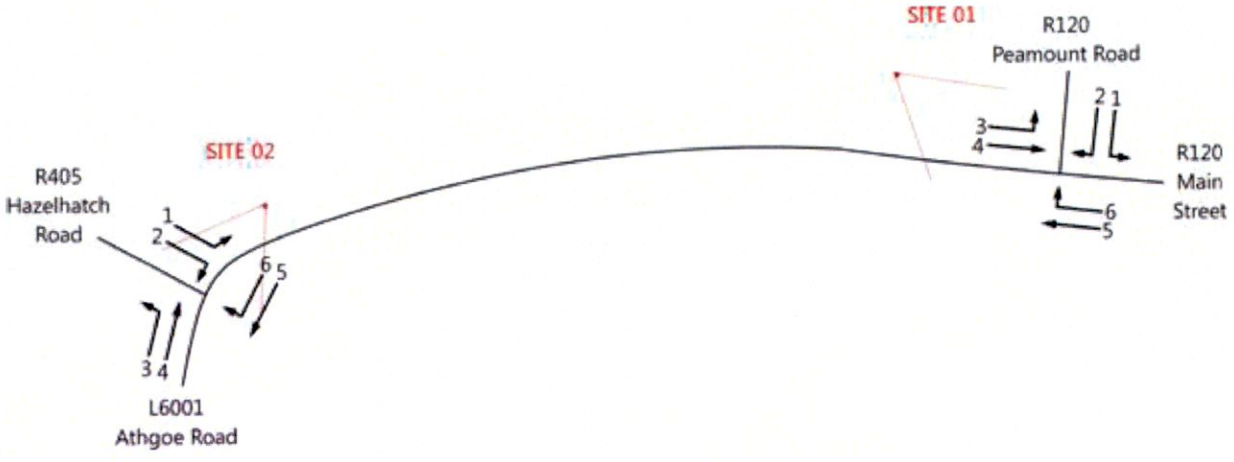


Diagram 8(b) 2039 Do Something Weekday PM Peak Hour 17.00-18.00

Diagram 2(b) + 5(b)
flows in pcu/hr
Two-way link flow in boxes

Site Locations

Movement Numbering



	Job number: TRA/22/072	Job Date: 15th March 2022	Drawing No: TRA/22/072-01	traffinomics.ie
	Client: Stephen Reid	Job Day: Tuesday	Author: SPW	

SITE: 01 DATE: 15th February 2022 SITE: 01 DATE: 15th February 2022

LOCATION: R120 Peamount Road/R405 Athgoe Road/R120 Main Street DAY: Tuesday LOCATION: R120 Peamount Road/R405 Athgoe Road/R120 Main Street DAY: Tuesday

	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3							MOVEMENT 4							MOVEMENT 5							MOVEMENT 6							PCU's Through Junction
TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	
07:00	11	4	3	1	0	19	22	5	0	0	0	0	5	5	14	3	2	1	0	20	22	07:00	46	10	2	1	0	59	61	21	5	1	1	0	28	30	8	3	0	1	1	13	15	156
07:15	13	2	1	0	1	17	19	11	2	0	2	0	15	18	18	12	2	0	0	32	33	07:15	43	10	4	1	0	58	61	22	10	2	2	0	36	40	17	5	2	0	0	24	25	195
07:30	12	4	0	3	2	21	27	7	1	1	0	0	9	10	40	5	1	0	0	46	47	07:30	49	16	2	2	0	69	73	26	15	0	0	0	41	41	21	5	3	2	1	32	37	234
07:45	20	4	0	0	0	24	24	7	3	1	0	0	11	12	64	17	1	1	0	83	85	07:45	78	19	0	0	0	97	97	35	11	1	2	1	50	54	32	6	1	1	1	41	44	315
H/TOT	56	14	4	4	3	81	91	30	6	2	2	0	40	44	136	37	6	2	0	181	187	H/TOT	216	55	8	4	0	283	292	104	41	4	5	1	155	165	78	19	6	4	3	110	121	899
08:00	22	4	0	0	1	27	28	19	4	1	0	0	24	25	45	9	1	0	0	55	56	08:00	131	17	6	0	1	155	159	33	12	3	0	0	48	50	29	7	1	0	2	39	42	358
08:15	21	5	3	0	2	31	35	13	0	1	0	0	14	15	43	1	3	1	0	48	51	08:15	101	21	0	0	1	123	124	25	8	3	0	0	36	38	21	5	0	0	0	26	26	287
08:30	13	2	0	1	0	16	17	10	3	2	0	0	15	16	12	4	3	0	0	19	21	08:30	48	14	1	1	0	64	66	22	14	0	2	0	38	41	17	4	1	3	1	26	31	192
08:45	22	5	0	0	1	28	29	12	1	1	0	1	15	17	12	3	3	0	1	19	22	08:45	65	14	4	4	0	87	94	25	8	3	3	1	40	46	19	2	1	0	1	23	25	232
H/TOT	78	16	3	1	4	102	109	54	8	5	0	1	68	72	112	17	10	1	1	141	148	H/TOT	345	66	11	5	2	429	443	105	42	9	5	1	162	174	86	18	3	3	4	114	123	1069
09:00	18	5	1	0	1	25	27	7	2	1	0	1	11	13	5	1	3	0	0	9	11	09:00	56	11	3	0	1	71	74	28	10	3	3	0	44	49	19	2	0	0	2	23	25	197
09:15	16	3	2	0	0	21	22	9	1	1	0	0	11	12	5	5	0	0	0	10	10	09:15	49	11	3	4	0	67	74	33	11	2	1	1	48	51	22	5	1	0	0	28	29	197
09:30	9	1	2	0	2	14	17	6	1	0	0	0	7	7	8	1	1	1	0	11	13	09:30	32	8	4	1	1	46	50	28	6	3	0	1	38	41	13	5	0	0	0	18	18	146
09:45	14	8	0	0	0	22	22	3	1	0	0	0	4	4	7	4	0	0	0	11	11	09:45	36	4	7	4	0	51	60	24	6	2	0	1	33	35	6	6	1	0	0	13	14	145
H/TOT	57	17	5	0	3	82	88	25	5	2	0	1	33	35	25	11	4	1	0	41	44	H/TOT	173	34	17	9	2	235	257	113	33	10	4	3	163	176	60	18	2	0	2	82	85	685
10:00	17	4	1	1	0	23	25	2	0	0	0	0	2	2	9	2	0	0	0	11	11	10:00	25	20	3	0	0	48	50	34	12	2	1	1	50	53	16	5	1	0	1	23	25	165
10:15	5	6	0	0	1	12	13	9	0	1	0	0	10	11	2	4	0	0	0	6	6	10:15	24	8	3	0	1	36	39	22	17	0	1	1	41	43	11	6	0	0	0	17	17	128
10:30	6	5	3	1	1	16	20	7	3	0	1	0	11	12	9	9	0	1	0	19	20	10:30	35	8	3	1	0	47	50	17	10	4	1	0	32	35	24	4	2	0	0	30	31	169
10:45	17	5	0	0	1	23	24	4	0	0	1	0	5	6	6	1	0	0	0	7	7	10:45	28	11	5	1	1	46	51	26	11	0	2	0	39	42	9	7	2	0	0	18	19	149
H/TOT	45	20	4	2	3	74	82	22	3	1	2	0	28	31	26	16	0	1	0	43	44	H/TOT	112	47	14	2	2	177	189	99	50	6	5	2	162	174	60	22	5	0	1	88	92	611
11:00	16	6	1	0	1	24	26	6	1	0	0	0	7	7	5	2	0	0	0	7	7	11:00	34	7	3	1	0	45	48	29	11	2	2	1	45	50	11	5	2	0	1	19	21	158
11:15	12	4	2	0	0	18	19	7	5	1	0	0	13	14	6	2	0	1	0	9	10	11:15	24	6	1	2	0	33	36	25	4	2	2	0	33	37	19	6	3	0	1	29	32	147
11:30	16	3	1	0	1	21	23	6	2	0	0	0	8	8	3	2	0	0	0	5	5	11:30	28	8	3	2	1	42	47	27	4	2	2	0	35	39	11	3	0	0	0	14	14	135
11:45	12	2	0	1	0	15	16	6	3	0	0	0	9	9	5	1	1	0	0	7	8	11:45	26	7	5	0	0	38	41	29	10	0	0	0	39	39	11	6	0	0	0	17	17	129
H/TOT	56	15	4	1	2	78	83	25	11	1	0	0	37	38	19	7	1	1	0	28	30	H/TOT	112	28	12	5	1	158	172	110	29	6	6	1	152	164	52	20	5	0	2	79	84	569
12:00	15	3	0	1	0	19	20	4	2	1	0	0	7	8	7	1	0	1	0	9	10	12:00	21	9	2	0	0	32	33	27	15	0	2	0	44	47	23	2	2	0	1	28	30	148
12:15	15	4	0	0	1	20	21	6	0	1	0	0	7	8	5	4	0	0	0	9	9	12:15	29	9	3	1	0	42	45	32	7	1	2	0	42	45	19	6	0	0	0	25	25	152
12:30	21	6	1	1	1	30	33	8	5	1	0	0	14	15	4	0	0	0	0	4	4	12:30	30	9	1	3	0	43	47	33	10	3	0	0	46	48	14	3	1	0	0	18	19	165
12:45	11	5	1	0	1	18	20	9	3	0	0	0	12	12	3	1	0	0	0	4	4	12:45	31	10	1	3	0	45	49	20	14	1	1	0	36	38	16	2	0	0	0	18	18	141
H/TOT	62	18	2	2	3	87	94	27	10	3	0	0	40	42	19	6	0	1	0	26	27	H/TOT	111	37	7	7	0	162	175	112	46	5	5	0	168	177	72	13	3	0	1	89	92	606

TRAFFINOMICS LIMITED

NEWCASTLE TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

TRAFFINOMICS LIMITED

MARCH 2022 NEWCASTLE TRAFFIC COUNTS
TRA/22/072 MANUAL CLASSIFIED JUNCTION TURNING COUNTS

MARCH 2022
TRA/22/072

SITE: 01 DATE: 15th February 2022 SITE: 01 DATE: 15th February 2022

LOCATION: R120 Peamount Road/R405 Athgoe Road/R120 Main Street DAY: Tuesday LOCATION: R120 Peamount Road/R405 Athgoe Road/R120 Main Street DAY: Tuesday

	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3							MOVEMENT 4							MOVEMENT 5							MOVEMENT 6							PCU's Through Junction
TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	
13:00	24	4	1	0	0	29	30	8	3	0	0	0	11	11	8	2	0	0	0	10	10	13:00	31	14	3	0	0	48	50	42	10	2	0	0	54	55	15	4	0	0	1	20	21	176
13:15	12	6	0	0	0	18	18	4	2	0	0	0	6	6	1	3	0	0	0	4	4	13:15	31	9	0	0	0	40	40	25	15	2	1	0	43	45	15	3	1	0	1	20	22	135
13:30	22	8	0	1	1	32	34	8	4	0	1	0	13	14	4	1	0	0	1	6	7	13:30	36	13	4	0	6	59	67	28	4	4	1	1	38	42	12	4	2	0	0	18	19	184
13:45	22	2	0	0	0	24	24	3	3	2	0	0	8	9	9	2	1	0	0	12	13	13:45	18	13	2	0	1	34	36	35	22	0	0	0	57	57	22	5	2	1	1	31	34	173
H/TOT	80	20	1	1	1	103	106	23	12	2	1	0	38	40	22	8	1	0	1	32	34	H/TOT	116	49	9	0	7	181	193	130	51	8	2	1	192	200	64	16	5	1	3	89	96	668
14:00	21	4	1	0	1	27	29	6	6	0	0	0	12	12	9	0	0	0	0	9	9	14:00	43	8	6	0	0	57	60	39	7	1	0	0	47	48	18	1	1	1	1	22	25	182
14:15	27	4	1	0	0	32	33	4	3	1	0	0	8	9	6	0	1	0	0	7	8	14:15	39	7	2	1	0	49	51	24	9	5	2	0	40	45	11	3	1	1	0	16	18	163
14:30	23	2	1	0	0	26	27	3	1	0	0	0	4	4	4	0	0	0	0	4	4	14:30	38	10	2	0	0	50	51	30	7	0	2	1	40	44	9	3	0	1	0	13	14	143
14:45	13	4	0	0	1	18	19	9	2	0	0	0	11	11	3	2	0	0	0	5	5	14:45	17	8	4	0	1	30	33	39	11	0	0	0	50	50	21	1	0	1	1	24	26	144
H/TOT	84	14	3	0	2	103	107	22	12	1	0	0	35	36	22	2	1	0	0	25	26	H/TOT	137	33	14	1	1	186	195	132	34	6	4	1	177	186	59	8	2	4	2	75	83	632
15:00	14	5	1	2	1	23	27	13	2	0	0	0	15	15	8	0	1	0	0	9	10	15:00	29	9	1	2	0	41	44	51	9	5	1	0	66	70	24	5	2	0	3	34	38	204
15:15	14	5	1	1	1	22	25	5	2	0	0	0	7	7	6	2	0	0	0	8	8	15:15	25	8	2	1	1	37	40	37	8	5	1	1	52	57	27	3	1	0	0	31	32	168
15:30	21	2	0	1	1	25	27	8	1	1	0	0	10	11	4	3	1	0	0	8	9	15:30	21	5	2	0	0	28	29	47	11	2	2	0	62	66	18	5	3	0	0	26	28	168
15:45	23	1	1	0	1	26	28	11	4	1	0	0	16	17	8	0	0	0	0	8	8	15:45	30	14	4	0	0	48	50	41	6	7	1	1	56	62	30	5	0	1	1	37	39	203
H/TOT	72	13	3	4	4	96	107	37	9	2	0	0	48	49	26	5	2	0	0	33	34	H/TOT	105	36	9	3	1	154	163	176	34	19	5	2	236	254	99	18	6	1	4	128	136	743
16:00	21	4	2	0	0	27	28	20	3	0	0	0	23	23	7	5	2	0	0	14	15	16:00	21	7	1	1	0	30	32	53	12	5	2	0	72	77	7	4	1	1	2	15	19	194
16:15	21	7	0	0	0	28	28	21	6	0	1	0	28	29	8	4	0	0	0	12	12	16:15	40	9	1	0	0	50	51	76	21	1	1	0	99	101	22	8	1	0	0	31	32	252
16:30	25	2	0	1	2	30	33	37	8	0	0	0	45	45	7	0	1	1	0	9	11	16:30	28	5	1	1	0	35	37	65	15	0	1	0	81	82	15	7	1	0	1	24	26	234
16:45	23	4	0	0	0	27	27	18	8	0	0	0	26	26	11	1	0	0	0	12	12	16:45	45	11	0	1	0	57	58	65	16	1	0	0	82	83	13	5	1	2	0	21	24	230
H/TOT	90	17	2	1	2	112	116	96	25	0	1	0	122	123	33	10	3	1	0	47	50	H/TOT	134	32	3	3	0	172	177	259	64	7	4	0	334	343	57	24	4	3	3	91	100	909
17:00	16	3	0	1	0	20	21	26	9	0	0	0	35	35	18	3	0	0	0	21	21	17:00	43	7	1	0	0	51	52	96	31	1	0	0	128	129	14	7	0	0	0	21	21	278
17:15	21	4	1	0	0	26	27	24	5	1	0	0	30	31	13	1	0	0	0	14	14	17:15	40	10	3	2	0	55	59	99	15	0	0	0	114	114	19	6	0	1	1	27	29	273
17:30	17	5	0	0	0	22	22	20	5	0	0	0	25	25	10	0	0	0	0	10	10	17:30	28	10	0	0	0	38	38	78	13	1	2	0	94	97	15	3	1	2	0	21	24	216
17:45	16	2	0	0	1	19	20	19	3	0	0	0	22	22	5	3	0	0	0	8	8	17:45	37	6	1	0	0	44	45	58	8	0	0	0	66	66	32	4	1	1	0	38	40	200
H/TOT	70	14	1	1	1	87	90	89	22	1	0	0	112	113	46	7	0	0	0	53	53	H/TOT	148	33	5	2	0	188	193	331	67	2	2	0	402	406	80	20	2	4	1	107	114	968
18:00	19	4	1	0	0	24	25	7	4	0	0	0	11	11	8	3	0	0	0	11	11	18:00	23	6	1	0	0	30	31	46	6	2	1	0	55	57	14	8	0	0	0	22	22	156
18:15	31	4	0	0	0	35	35	9	1	0	0	0	10	10	5	0	0	0	0	5	5	18:15	36	6	1	0	0	43	44	57	9	0	0	0	66	66	17	2	0	1	1	21	23	183
18:30	23	5	0	1	0	29	30	5	1	1	0	0	7	8	9	2	0	0	0	11	11	18:30	32	7	0	1	0	40	41	40	10	0	0	0	50	50	19	4	0	0	0	23	23	163
18:45	14	5	1	0	1	21	23	3	2	0	1	0	6	7	6	1	0	0	0	7	7	18:45	32	4	0	0	0	36	36	34	8	0	0	0	42	42	17	3	0	0	0	20	20	135
H/TOT	87	18	2	1	1	109	112	24	8	1	1	0	34	36	28	6	0	0	0	34	34	H/TOT	123	23	2	1	0	149	151	177	33	2	1	0	213	215	67	17	0	1	1	86	88	637
P/TOT	837	196	34	18	29	1114	1183	474	131	21	7	2	635	657	514	132	28	8	2	684	710	P/TOT	1832	473	111	42	16	2474	2600	1848	524	84	48	12	2516	2632	834	213	43	21	27	1138	1214	8997

TRAFFINOMICS LIMITED

MARCH 2022 NEWCASTLE TRAFFIC COUNTS
TRA/22/072 MANUAL CLASSIFIED JUNCTION TURNING COUNTS

MARCH 2022
TRA/22/072

SITE: 02 DATE: 15th February 2022 SITE: 02 DATE: 15th February 2022

LOCATION: R405 Hazelhatch Road/L6001 Athgoe Road DAY: Tuesday LOCATION: R405 Hazelhatch Road/L6001 Athgoe Road DAY: Tuesday

	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3							MOVEMENT 4							MOVEMENT 5							MOVEMENT 6							PCU's Through Junction
TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	
07:00	33	9	1	0	0	43	44	10	5	0	0	0	15	15	12	9	0	0	0	21	21	07:00	26	7	3	2	0	38	42	11	4	2	1	0	18	20	15	0	0	0	0	15	15	157
07:15	37	7	2	1	0	47	49	5	2	0	0	0	7	7	17	3	0	0	0	20	20	07:15	31	16	4	1	0	52	55	18	10	2	3	0	33	38	14	1	0	0	0	15	15	185
07:30	34	9	0	1	0	44	45	10	3	0	0	0	13	13	15	2	0	0	0	17	17	07:30	51	10	2	1	0	64	66	20	11	0	1	0	32	33	17	5	1	0	0	23	24	198
07:45	54	12	1	0	0	67	68	7	1	0	0	0	8	8	13	4	0	0	0	17	17	07:45	90	28	1	1	1	121	124	18	11	2	1	0	32	34	18	4	0	1	1	24	26	277
H/TOT	158	37	4	2	0	201	206	32	11	0	0	0	43	43	57	18	0	0	0	75	75	H/TOT	198	61	10	5	1	275	288	67	36	6	6	0	115	126	64	10	1	1	1	77	80	817
08:00	74	7	4	0	1	86	89	11	2	0	0	0	13	13	15	0	1	0	0	16	17	08:00	83	18	5	0	0	106	109	26	6	4	0	0	36	38	21	8	0	0	0	29	29	294
08:15	50	14	0	0	1	65	66	14	1	0	0	0	15	15	7	6	0	0	0	13	13	08:15	80	6	2	1	0	89	91	13	3	2	1	0	19	21	19	5	0	0	0	24	24	231
08:30	26	8	1	1	0	36	38	15	2	1	0	0	18	19	15	2	1	0	0	18	19	08:30	26	9	2	0	0	37	38	15	5	0	2	0	22	25	16	8	0	0	0	24	24	161
08:45	36	6	1	2	0	45	48	16	2	1	0	0	19	20	17	3	1	0	0	21	22	08:45	37	8	4	2	1	52	58	12	9	1	0	0	22	23	13	1	3	3	2	22	29	199
H/TOT	186	35	6	3	2	232	241	56	7	2	0	0	65	66	54	11	3	0	0	68	70	H/TOT	226	41	13	3	1	284	295	66	23	7	3	0	99	106	69	22	3	3	2	99	106	885
09:00	26	6	0	0	1	33	34	9	1	0	1	1	12	14	8	1	1	0	0	10	11	09:00	33	11	3	0	0	47	49	14	9	1	2	1	27	31	16	5	2	1	0	24	26	165
09:15	28	10	2	3	0	43	48	9	2	0	0	0	11	11	9	4	2	0	0	15	16	09:15	19	3	2	1	0	25	27	16	6	2	1	1	26	29	20	6	1	0	0	27	28	159
09:30	23	3	4	1	0	31	34	6	2	0	0	0	8	8	4	2	1	0	0	7	8	09:30	19	8	3	1	1	32	36	16	4	1	0	1	22	24	16	3	2	0	0	21	22	131
09:45	17	3	3	2	0	25	29	7	4	0	0	0	11	11	7	1	0	0	0	8	8	09:45	21	1	2	1	0	25	27	13	3	1	0	1	18	20	10	2	1	0	0	13	14	108
H/TOT	94	22	9	6	1	132	145	31	9	0	1	1	42	44	28	8	4	0	0	40	42	H/TOT	92	23	10	3	1	129	139	59	22	5	3	4	93	103	62	16	6	1	0	85	89	563
10:00	17	9	3	0	0	29	31	3	0	0	0	0	3	3	9	6	0	0	0	15	15	10:00	20	9	0	0	1	30	31	17	8	1	0	0	26	27	19	3	0	1	1	24	26	132
10:15	7	8	1	0	0	16	17	5	1	1	0	0	7	8	3	0	0	0	0	3	3	10:15	14	6	2	0	0	22	23	20	3	1	1	1	26	29	7	9	1	0	0	17	18	96
10:30	17	4	2	1	0	24	26	6	2	0	0	0	8	8	5	3	0	1	0	9	10	10:30	19	8	3	2	0	32	36	12	7	2	2	0	23	27	6	6	2	0	0	14	15	122
10:45	6	3	3	0	0	12	14	1	2	0	0	0	3	3	7	2	0	0	0	9	9	10:45	20	7	3	0	1	31	34	15	2	0	3	0	20	24	15	7	0	0	0	22	22	105
H/TOT	47	24	9	1	0	81	87	15	5	1	0	0	21	22	24	11	0	1	0	36	37	H/TOT	73	30	8	2	2	115	124	64	20	4	6	1	95	106	47	25	3	1	1	77	81	456
11:00	21	3	0	0	0	24	24	8	3	0	0	0	11	11	4	1	0	0	0	5	5	11:00	17	6	0	1	0	24	25	14	6	1	2	1	24	28	16	5	1	0	0	22	23	116
11:15	20	3	0	0	0	23	23	3	1	0	0	0	4	4	7	1	0	0	0	8	8	11:15	9	5	1	3	0	18	22	19	7	3	1	0	30	33	10	3	0	1	0	14	15	106
11:30	13	2	2	0	0	17	18	5	0	0	0	0	5	5	3	3	2	0	0	8	9	11:30	12	5	1	2	1	21	25	21	5	0	2	0	28	31	6	2	2	0	0	10	11	99
11:45	21	1	2	0	0	24	25	4	0	0	0	0	4	4	8	4	0	0	0	12	12	11:45	9	5	4	0	0	18	20	14	5	0	0	0	19	19	12	6	0	0	0	18	18	98
H/TOT	75	9	4	0	0	88	90	20	4	0	0	0	24	24	22	9	2	0	0	33	34	H/TOT	47	21	6	6	1	81	93	68	23	4	5	1	101	111	44	16	3	1	0	64	67	418
12:00	10	4	2	0	0	16	17	5	0	0	0	0	5	5	5	2	0	0	0	7	7	12:00	15	6	1	1	0	23	25	14	11	1	2	0	28	31	15	4	0	0	0	19	19	104
12:15	14	8	0	0	0	22	22	2	1	0	0	0	3	3	3	1	0	0	0	4	4	12:15	10	3	2	1	0	16	18	15	4	0	1	0	20	21	20	1	1	1	0	23	25	93
12:30	18	6	0	0	0	24	24	8	2	0	0	0	10	10	2	0	1	0	1	4	6	12:30	16	4	0	3	0	23	27	12	12	1	0	0	25	26	18	2	2	0	0	22	23	115
12:45	18	3	1	2	0	24	27	3	1	0	0	0	4	4	2	2	0	0	0	4	4	12:45	15	6	0	1	0	22	23	14	7	1	0	0	22	23	14	8	0	1	0	23	24	105
H/TOT	60	21	3	2	0	86	90	18	4	0	0	0	22	22	12	5	1	0	1	19	21	H/TOT	56	19	3	6	0	84	93	55	34	3	3	0	95	100	67	15	3	2	0	87	91	417

TRAFFINOMICS LIMITED

NEWCASTLE TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION TURNING COUNTS

TRAFFINOMICS LIMITED

MARCH 2022 NEWCASTLE TRAFFIC COUNTS
TRA/22/072 MANUAL CLASSIFIED JUNCTION TURNING COUNTS

MARCH 2022
TRA/22/072

SITE: 02 DATE: 15th February 2022 SITE: 02 DATE: 15th February 2022

LOCATION: R405 Hazelhatch Road/L6001 Athgoe Road DAY: Tuesday LOCATION: R405 Hazelhatch Road/L6001 Athgoe Road DAY: Tuesday

	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3							MOVEMENT 4							MOVEMENT 5							MOVEMENT 6							PCU's Through Junction
TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	
13:00	18	6	3	0	0	27	29	5	2	0	0	0	7	7	5	2	0	0	0	7	7	13:00	18	10	0	0	0	28	28	22	8	2	0	0	32	33	25	7	0	0	0	32	32	136
13:15	25	4	0	0	0	29	29	4	3	0	0	1	8	9	3	3	0	0	0	6	6	13:15	16	9	0	0	1	26	27	12	6	2	0	0	20	21	15	8	0	0	0	23	23	115
13:30	17	6	2	0	0	25	26	5	2	0	0	0	7	7	6	0	1	0	0	7	8	13:30	10	5	1	1	6	23	31	20	5	3	1	1	30	34	16	2	2	1	0	21	23	128
13:45	12	6	2	0	0	20	21	3	4	0	0	0	7	7	3	4	0	0	2	9	11	13:45	18	5	2	0	1	26	28	15	14	2	0	0	31	32	24	8	0	0	0	32	32	131
H/TOT	72	22	7	0	0	101	105	17	11	0	0	1	29	30	17	9	1	0	2	29	32	H/TOT	62	29	3	1	8	103	114	69	33	9	1	1	113	120	80	25	2	1	0	108	110	510
14:00	26	1	3	1	0	31	34	6	2	0	0	0	8	8	10	5	2	1	0	18	20	14:00	22	6	1	0	0	29	30	15	9	1	0	0	25	26	24	3	0	0	0	27	27	144
14:15	27	5	1	0	0	33	34	5	0	0	0	0	5	5	2	2	0	0	0	4	4	14:15	21	2	2	0	0	25	26	13	5	3	0	0	21	23	21	7	2	1	0	31	33	124
14:30	13	4	0	0	0	17	17	8	2	1	0	0	11	12	5	3	0	0	0	8	8	14:30	25	4	1	0	0	30	31	13	4	0	1	0	18	19	12	2	0	1	1	16	18	105
14:45	12	4	0	0	1	17	18	4	3	1	0	0	8	9	4	2	0	0	0	6	6	14:45	10	5	4	0	0	19	21	26	11	0	1	0	38	39	24	5	0	0	0	29	29	122
H/TOT	78	14	4	1	1	98	102	23	7	2	0	0	32	33	21	12	2	1	0	36	38	H/TOT	78	17	8	0	0	103	107	67	29	4	2	0	102	107	81	17	2	2	1	103	108	495
15:00	15	6	0	1	0	22	23	5	3	0	0	0	8	8	7	1	0	0	0	8	8	15:00	16	4	1	1	0	22	24	28	3	3	0	0	34	36	31	7	3	1	0	42	45	143
15:15	15	6	2	0	0	23	24	11	3	0	0	0	14	14	12	2	0	0	0	14	14	15:15	12	1	0	1	0	14	15	16	6	2	1	0	25	27	22	4	2	0	1	29	31	126
15:30	12	3	1	1	0	17	19	10	0	0	0	0	10	10	6	1	0	0	0	7	7	15:30	14	6	2	0	0	22	23	18	7	3	1	0	29	32	36	4	1	1	0	42	44	134
15:45	22	8	1	0	0	31	32	10	4	0	0	0	14	14	9	1	0	0	0	10	10	15:45	9	9	4	0	0	22	24	24	5	3	0	0	32	34	22	5	6	1	1	35	40	153
H/TOT	64	23	4	2	0	93	98	36	10	0	0	0	46	46	34	5	0	0	0	39	39	H/TOT	51	20	7	2	0	80	86	86	21	11	2	0	120	128	111	20	12	3	2	148	160	557
16:00	13	3	0	1	0	17	18	11	7	0	0	0	18	18	16	2	0	0	0	18	18	16:00	12	8	2	0	0	22	23	28	10	2	0	0	40	41	33	6	2	2	0	43	47	165
16:15	25	4	1	1	0	31	33	14	6	0	0	0	20	20	13	0	0	0	0	13	13	16:15	21	8	0	0	0	29	29	39	13	1	2	0	55	58	58	10	2	0	0	70	71	224
16:30	22	2	0	1	0	25	26	18	7	0	0	0	25	25	9	5	1	0	0	15	16	16:30	9	7	2	1	0	19	21	63	18	0	1	0	82	83	41	5	0	0	0	46	46	217
16:45	27	3	0	0	0	30	30	18	2	0	0	0	20	20	6	2	0	0	0	8	8	16:45	16	7	0	1	0	24	25	36	14	0	0	0	50	50	40	10	1	0	0	51	52	185
H/TOT	87	12	1	3	0	103	107	61	22	0	0	0	83	83	44	9	1	0	0	54	55	H/TOT	58	30	4	2	0	94	99	166	55	3	3	0	227	232	172	31	5	2	0	210	215	791
17:00	23	7	0	0	0	30	30	13	5	0	0	0	18	18	21	5	0	0	0	26	26	17:00	31	3	1	0	0	35	36	54	14	1	0	0	69	70	61	18	0	0	0	79	79	258
17:15	23	4	2	1	0	30	32	11	6	1	0	0	18	19	10	2	0	0	0	12	12	17:15	24	5	1	1	0	31	33	51	13	1	0	0	65	66	67	5	0	0	0	72	72	233
17:30	22	5	0	0	0	27	27	12	6	0	1	0	19	20	18	0	0	0	0	18	18	17:30	9	4	0	0	0	13	13	36	11	1	0	0	48	49	56	7	1	1	0	65	67	194
17:45	26	3	1	0	0	30	31	15	1	1	0	0	17	18	14	1	0	0	0	15	15	17:45	12	4	0	0	0	16	16	31	5	0	0	0	36	36	41	5	0	0	0	46	46	161
H/TOT	94	19	3	1	0	117	120	51	18	2	1	0	72	74	63	8	0	0	0	71	71	H/TOT	76	16	2	1	0	95	97	172	43	3	0	0	218	220	225	35	1	1	0	262	264	846
18:00	19	3	1	0	0	23	24	15	4	0	0	0	19	19	8	0	0	0	0	8	8	18:00	4	5	0	0	0	9	9	18	9	0	1	0	28	29	27	4	2	0	0	33	34	123
18:15	24	2	1	0	0	27	28	10	3	0	0	0	13	13	7	1	0	0	0	8	8	18:15	14	3	0	0	0	17	17	22	6	0	0	0	28	28	36	2	0	0	0	38	38	132
18:30	19	3	0	0	0	22	22	13	1	0	0	0	14	14	7	0	0	0	0	7	7	18:30	20	2	0	1	0	23	24	13	5	1	0	0	19	20	31	6	0	0	0	37	37	124
18:45	19	2	0	0	0	21	21	7	1	0	0	0	8	8	5	1	0	0	0	6	6	18:45	16	1	0	0	0	17	17	10	4	0	1	0	15	16	25	5	0	0	0	30	30	98
H/TOT	81	10	2	0	0	93	94	45	9	0	0	0	54	54	27	2	0	0	0	29	29	H/TOT	54	11	0	1	0	66	67	63	24	1	2	0	90	93	119	17	2	0	0	138	139	476
P/TOT	1096	248	56	21	4	1425	1484	405	117	7	2	2	533	541	403	107	14	2	3	529	542	P/TOT	1071	318	74	32	14	1509	1602	1002	363	60	36	7	1468	1552	1141	249	43	18	7	1458	1510	7230

TRICS 7.9.2
Trip Rate P Gross floor area

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
Calculation Factor: 100 sqm
Estimated TRIP rate value per 2207 SQM shown in Estimated column
Count Type: TOTAL VEHICLES

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00-01:00												
01:00-02:00												
02:00-03:00												
03:00-04:00												
04:00-05:00												
05:00-06:00												
06:00-07:0	1	2125	0.376	8.309	1	2125	0	0	1	2125	0.376	8.309
07:00-08:0	19	1819	0.475	10.474	19	1819	0.136	3.002	19	1819	0.611	13.476
08:00-09:0	21	1793	2.459	54.271	21	1793	1.591	35.106	21	1793	4.05	89.377
09:00-10:0	21	1793	3.423	75.546	21	1793	2.956	65.231	21	1793	6.379	140.777
10:00-11:0	21	1793	3.827	84.454	21	1793	3.269	72.146	21	1793	7.096	156.6
11:00-12:0	21	1793	4.212	92.952	21	1793	4.14	91.37	21	1793	8.352	184.322
12:00-13:0	21	1793	4.315	95.238	21	1793	4.233	93.421	21	1793	8.548	188.659
13:00-14:0	21	1793	4.334	95.648	21	1793	4.493	99.165	21	1793	8.827	194.813
14:00-15:0	21	1793	4.222	93.187	21	1793	4.337	95.707	21	1793	8.559	188.894
15:00-16:0	21	1793	4.278	94.417	21	1793	4.331	95.59	21	1793	8.609	190.007
16:00-17:0	21	1793	4.254	93.89	21	1793	4.56	100.63	21	1793	8.814	194.52
17:00-18:0	21	1793	3.989	88.029	21	1793	4.313	95.179	21	1793	8.302	183.208
18:00-19:0	21	1793	3.598	79.414	21	1793	3.949	87.15	21	1793	7.547	166.564
19:00-20:0	21	1793	2.849	62.886	21	1793	3.126	68.982	21	1793	5.975	131.868
20:00-21:0	21	1793	1.779	39.267	21	1793	2.286	50.461	21	1793	4.065	89.728
21:00-22:0	21	1793	0.746	16.469	21	1793	1.014	22.388	21	1793	1.76	38.857
22:00-23:0	13	1934	0.064	1.405	13	1934	0.211	4.653	13	1934	0.275	6.058
23:00-24:00												
Daily Trip Rates:			49.2	1086			48.945	1080			98.145	2166

Time Range	In	Out	Parked
00:00-01:00			
01:00-02:00			
02:00-03:00			
03:00-04:00			
04:00-05:00			
05:00-06:00			0
06:00-07:00	8	0	8
07:00-08:00	10	3	16
08:00-09:00	54	35	35
09:00-10:00	76	65	45
10:00-11:00	84	72	58
11:00-12:00	93	91	59
12:00-13:00	95	93	61
13:00-14:00	96	99	57
14:00-15:00	93	96	55
15:00-16:00	94	96	54
16:00-17:00	94	101	47
17:00-18:00	88	95	40
18:00-19:00	79	87	32
19:00-20:00	63	69	26
20:00-21:00	39	50	15
21:00-22:00	16	22	9
22:00-23:00	1	5	6
23:00-24:00			
Daily totals	1086	1080	

TRICS 7.9.2
Trip Rate P Gross floor area

TRIP RATE : FOOD & DRINK/K - CAFE
Calculation Factor: 100 sqm
Estimated TRIP rate value per 118 SQM shown in Estimated column
Count Type: TOTAL VEHICLES

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00-01:00												
01:00-02:00												
02:00-03:00												
03:00-04:00												
04:00-05:00												
05:00-06:00												
06:00-07:0	1	210	0.952	1.124	1	210	0	0	1	210	0.952	1.124
07:00-08:0	1	210	1.429	1.686	1	210	0.952	1.124	1	210	2.381	2.81
08:00-09:0	2	200	4.000	4.72	2	200	3.000	3.54	2	200	7	8.26
09:00-10:0	2	200	8.000	9.44	2	200	7.00	8.26	2	200	15	17.7
10:00-11:0	2	200	14.5	17.11	2	200	11	12.98	2	200	25.5	30.09
11:00-12:0	2	200	10.5	12.39	2	200	11.5	13.57	2	200	22	25.96
12:00-13:0	2	200	10.75	12.685	2	200	11	12.98	2	200	21.75	25.665
13:00-14:0	2	200	10.75	12.685	2	200	12.25	14.455	2	200	23	27.14
14:00-15:0	2	200	10.5	12.39	2	200	12.5	14.75	2	200	23	27.14
15:00-16:0	2	200	8.25	9.735	2	200	7.5	8.85	2	200	15.75	18.585
16:00-17:0	2	200	5	5.9	2	200	6	7.08	2	200	11	12.98
17:00-18:0	1	210	6.667	7.867	1	210	7.143	8.429	1	210	13.81	16.296
18:00-19:0	1	210	3.333	3.933	1	210	4.762	5.619	1	210	8.095	9.552
19:00-20:0	1	210	2.857	3.371	1	210	2.857	3.371	1	210	5.714	6.742
20:00-21:0	1	210	0	0	1	210	0.476	0.562	1	210	0.476	0.562
21:00-22:00												
22:00-23:00												
23:00-24:00												
Daily Trip Rates:			97.488	115			97.94	116			195.428	231

Time Range	In	Out	Parked
00:00-01:00			
01:00-02:00			
02:00-03:00			
03:00-04:00			
04:00-05:00			
05:00-06:00			1
06:00-07:00	1	0	2
07:00-08:00	2	1	3
08:00-09:00	5	4	4
09:00-10:00	9	8	5
10:00-11:00	17	13	9
11:00-12:00	12	14	8
12:00-13:00	13	13	8
13:00-14:00	13	14	6
14:00-15:00	12	15	4
15:00-16:00	10	9	4
16:00-17:00	6	7	3
17:00-18:00	8	8	3
18:00-19:00	4	6	1
19:00-20:00	3	3	1
20:00-21:00	0	1	0
21:00-22:00	0	0	0
22:00-23:00	0	0	0
23:00-24:00			
Daily totals	115	116	

TRICS 7.9.2
Trip Rate P Gross floor area

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
Calculation Factor: 100 sqm
Estimated TRIP rate value per 61 SQM shown in Estimated column
Count Type: TOTAL VEHICLES

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00-01:00												
01:00-02:00												
02:00-03:00												
03:00-04:00												
04:00-05:00												
05:00-06:00												
06:00-07:0	2	1485	1.582	0.965	2	1485	1.313	0.801	2	1485	2.895	1.766
07:00-08:0	11	1402	3.145	1.918	11	1402	3.022	1.843	11	1402	6.167	3.761
08:00-09:0	11	1402	4.092	2.496	11	1402	3.722	2.271	11	1402	7.814	4.767
09:00-10:0	11	1402	4.202	2.563	11	1402	4.092	2.496	11	1402	8.294	5.059
10:00-11:0	11	1402	4.565	2.785	11	1402	4.345	2.65	11	1402	8.91	5.435
11:00-12:0	11	1402	4.494	2.741	11	1402	4.377	2.67	11	1402	8.871	5.411
12:00-13:0	11	1402	5.428	3.311	11	1402	5.356	3.267	11	1402	10.784	6.578
13:00-14:0	11	1402	5.136	3.133	11	1402	5.259	3.208	11	1402	10.395	6.341
14:00-15:0	11	1402	4.578	2.793	11	1402	4.688	2.86	11	1402	9.266	5.653
15:00-16:0	11	1402	4.74	2.892	11	1402	4.889	2.983	11	1402	9.629	5.875
16:00-17:0	11	1402	5.214	3.18	11	1402	4.98	3.038	11	1402	10.194	6.218
17:00-18:0	11	1402	5.577	3.402	11	1402	5.752	3.509	11	1402	11.329	6.911
18:00-19:0	11	1402	4.935	3.01	11	1402	5.298	3.232	11	1402	10.233	6.242
19:00-20:0	11	1402	4.228	2.579	11	1402	4.312	2.631	11	1402	8.54	5.21
20:00-21:0	11	1402	2.769	1.689	11	1402	2.853	1.74	11	1402	5.622	3.429
21:00-22:0	10	1137	2.454	1.497	10	1137	2.709	1.653	10	1137	5.163	3.15
22:00-23:0	2	1220	1.311	0.8	2	1220	1.393	0.85	2	1220	2.704	1.65
23:00-24:00												
Daily Trip Rates:			68.45	42			68.36	42			136.81	83

Time Range	In	Out	Parked
00:00-01:00			
01:00-02:00			
02:00-03:00			
03:00-04:00			
04:00-05:00			
05:00-06:00			0
06:00-07:00	1	1	0
07:00-08:00	2	2	0
08:00-09:00	2	2	0
09:00-10:00	3	2	1
10:00-11:00	3	3	1
11:00-12:00	3	3	1
12:00-13:00	3	3	1
13:00-14:00	3	3	1
14:00-15:00	3	3	1
15:00-16:00	3	3	1
16:00-17:00	3	3	1
17:00-18:00	3	4	1
18:00-19:00	3	3	0
19:00-20:00	3	3	0
20:00-21:00	2	2	0
21:00-22:00	1	2	0
22:00-23:00	1	1	0
23:00-24:00			
Daily totals	42	42	

site total			
Time Range	In	Out	Parked
00:00-01:00	0	0	0
01:00-02:00	0	0	0
02:00-03:00	0	0	0
03:00-04:00	0	0	0
04:00-05:00	0	0	0
05:00-06:00	0	0	1
06:00-07:00	10	1	11
07:00-08:00	14	6	19
08:00-09:00	61	41	39
09:00-10:00	88	76	51
10:00-11:00	104	88	67
11:00-12:00	108	108	68
12:00-13:00	111	110	69
13:00-14:00	111	117	64
14:00-15:00	108	113	59
15:00-16:00	107	107	59
16:00-17:00	103	111	51
17:00-18:00	99	107	43
18:00-19:00	86	96	34
19:00-20:00	69	75	27
20:00-21:00	41	53	16
21:00-22:00	18	24	9
22:00-23:00	2	6	6
23:00-24:00	0	0	0
Daily totals	1243	1237	

Factor from 2022 - 2024	1.0327
2022-2029	1.1191
2022-2039	1.1894

Calculation Reference: AUDIT-758001-220719-0737

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	**GREATER LONDON**		
	BM	BROMLEY	1 days
	MR	MERTON	1 days
02	**SOUTH EAST**		
	WS	WEST SUSSEX	1 days
03	**SOUTH WEST**		
	SM	SOMERSET	1 days
04	**EAST ANGLIA**		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	1 days
06	**WEST MIDLANDS**		
	WM	WEST MIDLANDS	2 days
	WO	WORCESTERSHIRE	2 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	WY	WEST YORKSHIRE	1 days
09	**NORTH**		
	DH	DURHAM	1 days
	TW	TYNE & WEAR	1 days
10	**WALES**		
	CF	CARDIFF	1 days
11	**SCOTLAND**		
	SR	STIRLING	1 days
13	**MUNSTER**		
	KE	KERRY	1 days
14	**LEINSTER**		
	LU	LOUTH	1 days
15	**GREATER DUBLIN**		
	DL	DUBLIN	1 days
17	**ULSTER (NORTHERN IRELAND)**		
	AN	ANTRIM	1 days
	DE	DERRY	1 days
	TY	TYRONE	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:	700 to 2568 (units: sqm)
Range Selected by User:	700 to 2703 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 23/09/21

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
Tuesday	5 days
Wednesday	6 days
Thursday	5 days
Friday	2 days

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

Selected survey types:

Manual count	21 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 undertaking using machines.

Selected Locations:

Town Centre	2
Suburban Area (PPS6 Out of Centre)	3
Edge of Town	8
Neighbourhood Centre (PPS6 Local Centre)	8

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:

Development Zone	2
Residential Zone	5
Retail Zone	5
Built-Up Zone	1
High Street	1
No Sub Category	7

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:

E(a)	21 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 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	5 days
10,001 to 15,000	3 days
15,001 to 20,000	3 days
25,001 to 50,000	5 days
50,001 to 100,000	3 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	4 days
50,001 to 75,000	3 days
75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	3 days
500,001 or More	5 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	11 days
1.1 to 1.5	6 days
1.6 to 2.0	3 days
2.1 to 2.5	1 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	21 days

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

Travel Plan:

Not Known	1 days
Yes	1 days
No	19 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	19 days
4 Good	2 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

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

TOTAL VEHICLES

Calculation factor: 100 sqm

Estimated TRIP rate value per 2207 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00	1	2125	0.376	8.309	1	2125	0.000	0.000	1	2125	0.376	8.309
07:00 - 08:00	19	1819	0.475	10.474	19	1819	0.136	3.002	19	1819	0.611	13.476
08:00 - 09:00	21	1793	2.459	54.271	21	1793	1.591	35.106	21	1793	4.050	89.377
09:00 - 10:00	21	1793	3.423	75.546	21	1793	2.956	65.231	21	1793	6.379	140.777
10:00 - 11:00	21	1793	3.827	84.454	21	1793	3.269	72.146	21	1793	7.096	156.600
11:00 - 12:00	21	1793	4.212	92.952	21	1793	4.140	91.370	21	1793	8.352	184.322
12:00 - 13:00	21	1793	4.315	95.238	21	1793	4.233	93.421	21	1793	8.548	188.659
13:00 - 14:00	**21**	**1793**	**4.334**	**95.648**	21	1793	4.493	99.165	**21**	**1793**	**8.827**	**194.813**
14:00 - 15:00	21	1793	4.222	93.187	21	1793	4.337	95.707	21	1793	8.559	188.894
15:00 - 16:00	21	1793	4.278	94.417	21	1793	4.331	95.590	21	1793	8.609	190.007
16:00 - 17:00	21	1793	4.254	93.890	**21**	**1793**	**4.560**	**100.630**	21	1793	8.814	194.520
17:00 - 18:00	21	1793	3.989	88.029	21	1793	4.313	95.179	21	1793	8.302	183.208
18:00 - 19:00	21	1793	3.598	79.414	21	1793	3.949	87.150	21	1793	7.547	166.564
19:00 - 20:00	21	1793	2.849	62.886	21	1793	3.126	68.982	21	1793	5.975	131.868
20:00 - 21:00	21	1793	1.779	39.267	21	1793	2.286	50.461	21	1793	4.065	89.728
21:00 - 22:00	21	1793	0.746	16.469	21	1793	1.014	22.388	21	1793	1.760	38.857
22:00 - 23:00	13	1934	0.064	1.405	13	1934	0.211	4.653	13	1934	0.275	6.058
23:00 - 24:00												
Total Rates:			49.200	1085.856			48.945	1080.181			98.145	2166.037

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

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

Parameter summary

Trip rate parameter range selected:	700 - 2568 (units: sqm)
Survey date date range:	01/01/14 - 23/09/21
Number of weekdays (Monday-Friday):	21
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

TAXIS

Calculation factor: 100 sqm

Estimated TRIP rate value per 2207 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00	1	2125	0.000	0.000	1	2125	0.000	0.000	1	2125	0.000	0.000
07:00 - 08:00	19	1819	0.003	0.064	19	1819	0.003	0.064	19	1819	0.006	0.128
08:00 - 09:00	21	1793	0.019	0.410	21	1793	0.011	0.234	21	1793	0.030	0.644
09:00 - 10:00	21	1793	0.042	0.938	21	1793	0.045	0.996	21	1793	0.087	1.934
10:00 - 11:00	21	1793	0.040	0.879	21	1793	0.027	0.586	21	1793	0.067	1.465
11:00 - 12:00	21	1793	0.021	0.469	21	1793	0.037	0.821	21	1793	0.058	1.290
12:00 - 13:00	21	1793	0.040	0.879	21	1793	0.037	0.821	21	1793	0.077	1.700
13:00 - 14:00	21	1793	0.040	0.879	21	1793	0.040	0.879	21	1793	0.080	1.758
14:00 - 15:00	21	1793	0.042	0.938	21	1793	0.037	0.821	21	1793	0.079	1.759
15:00 - 16:00	21	1793	0.040	0.879	21	1793	0.040	0.879	21	1793	0.080	1.758
16:00 - 17:00	21	1793	0.037	0.821	21	1793	0.040	0.879	21	1793	0.077	1.700
17:00 - 18:00	**21**	**1793**	**0.048**	**1.055**	21	1793	0.040	0.879	21	1793	0.088	1.934
18:00 - 19:00	21	1793	0.040	0.879	**21**	**1793**	**0.053**	**1.172**	**21**	**1793**	**0.093**	**2.051**
19:00 - 20:00	21	1793	0.019	0.410	21	1793	0.019	0.410	21	1793	0.038	0.820
20:00 - 21:00	21	1793	0.019	0.410	21	1793	0.016	0.352	21	1793	0.035	0.762
21:00 - 22:00	21	1793	0.013	0.293	21	1793	0.019	0.410	21	1793	0.032	0.703
22:00 - 23:00	13	1934	0.000	0.000	13	1934	0.000	0.000	13	1934	0.000	0.000
23:00 - 24:00												
Total Rates:			0.463	10.203			0.464	10.203			0.927	20.406

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

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

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

OGVS

Calculation factor: 100 sqm

Estimated TRIP rate value per 2207 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00	1	2125	0.000	0.000	1	2125	0.000	0.000	1	2125	0.000	0.000
07:00 - 08:00	19	1819	0.009	0.192	19	1819	0.012	0.255	19	1819	0.021	0.447
08:00 - 09:00	21	1793	0.013	0.293	21	1793	0.008	0.176	21	1793	0.021	0.469
09:00 - 10:00	21	1793	0.011	0.234	21	1793	0.019	0.410	21	1793	0.030	0.644
10:00 - 11:00	21	1793	0.016	0.352	21	1793	0.016	0.352	21	1793	0.032	0.704
11:00 - 12:00	21	1793	0.013	0.293	21	1793	0.013	0.293	21	1793	0.026	0.586
12:00 - 13:00	**21**	**1793**	**0.021**	**0.469**	21	1793	0.011	0.234	21	1793	0.032	0.703
13:00 - 14:00	21	1793	0.021	0.469	**21**	**1793**	**0.024**	**0.527**	**21**	**1793**	**0.045**	**0.996**
14:00 - 15:00	21	1793	0.005	0.117	21	1793	0.013	0.293	21	1793	0.018	0.410
15:00 - 16:00	21	1793	0.011	0.234	21	1793	0.005	0.117	21	1793	0.016	0.351
16:00 - 17:00	21	1793	0.008	0.176	21	1793	0.011	0.234	21	1793	0.019	0.410
17:00 - 18:00	21	1793	0.003	0.059	21	1793	0.005	0.117	21	1793	0.008	0.176
18:00 - 19:00	21	1793	0.019	0.410	21	1793	0.013	0.293	21	1793	0.032	0.703
19:00 - 20:00	21	1793	0.019	0.410	21	1793	0.019	0.410	21	1793	0.038	0.820
20:00 - 21:00	21	1793	0.011	0.234	21	1793	0.013	0.293	21	1793	0.024	0.527
21:00 - 22:00	21	1793	0.005	0.117	21	1793	0.003	0.059	21	1793	0.008	0.176
22:00 - 23:00	13	1934	0.000	0.000	13	1934	0.004	0.088	13	1934	0.004	0.088
23:00 - 24:00												
Total Rates:			0.185	4.059			0.189	4.151			0.374	8.210

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

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

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

PSVS

Calculation factor: 100 sqm

Estimated TRIP rate value per 2207 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00	1	2125	0.000	0.000	1	2125	0.000	0.000	1	2125	0.000	0.000
07:00 - 08:00	19	1819	0.000	0.000	19	1819	0.000	0.000	19	1819	0.000	0.000
08:00 - 09:00	21	1793	0.000	0.000	21	1793	0.000	0.000	21	1793	0.000	0.000
09:00 - 10:00	21	1793	0.000	0.000	21	1793	0.000	0.000	21	1793	0.000	0.000
10:00 - 11:00	21	1793	0.000	0.000	21	1793	0.000	0.000	21	1793	0.000	0.000
11:00 - 12:00	21	1793	0.000	0.000	21	1793	0.000	0.000	21	1793	0.000	0.000
12:00 - 13:00	21	1793	0.000	0.000	21	1793	0.000	0.000	21	1793	0.000	0.000
13:00 - 14:00	**21**	**1793**	**0.003**	**0.059**	**21**	**1793**	**0.003**	**0.059**	**21**	**1793**	**0.006**	**0.118**
14:00 - 15:00	21	1793	0.003	0.059	21	1793	0.003	0.059	21	1793	0.006	0.118
15:00 - 16:00	21	1793	0.000	0.000	21	1793	0.000	0.000	21	1793	0.000	0.000
16:00 - 17:00	21	1793	0.003	0.059	21	1793	0.003	0.059	21	1793	0.006	0.118
17:00 - 18:00	21	1793	0.000	0.000	21	1793	0.000	0.000	21	1793	0.000	0.000
18:00 - 19:00	21	1793	0.000	0.000	21	1793	0.000	0.000	21	1793	0.000	0.000
19:00 - 20:00	21	1793	0.000	0.000	21	1793	0.000	0.000	21	1793	0.000	0.000
20:00 - 21:00	21	1793	0.000	0.000	21	1793	0.000	0.000	21	1793	0.000	0.000
21:00 - 22:00	21	1793	0.000	0.000	21	1793	0.000	0.000	21	1793	0.000	0.000
22:00 - 23:00	13	1934	0.000	0.000	13	1934	0.000	0.000	13	1934	0.000	0.000
23:00 - 24:00												
Total Rates:			0.009	0.177			0.009	0.177			0.018	0.354

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

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

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

CYCLISTS

Calculation factor: 100 sqm

Estimated TRIP rate value per 2207 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00	1	2125	0.047	1.039	1	2125	0.000	0.000	1	2125	0.047	1.039
07:00 - 08:00	19	1819	0.020	0.447	19	1819	0.000	0.000	19	1819	0.020	0.447
08:00 - 09:00	21	1793	0.066	1.465	21	1793	0.048	1.055	21	1793	0.114	2.520
09:00 - 10:00	21	1793	0.040	0.879	21	1793	0.040	0.879	21	1793	0.080	1.758
10:00 - 11:00	21	1793	0.056	1.231	21	1793	0.048	1.055	21	1793	0.104	2.286
11:00 - 12:00	21	1793	0.058	1.289	21	1793	0.040	0.879	21	1793	0.098	2.168
12:00 - 13:00	21	1793	0.048	1.055	21	1793	0.053	1.172	21	1793	0.101	2.227
13:00 - 14:00	21	1793	0.072	1.582	21	1793	0.061	1.348	21	1793	0.133	2.930
14:00 - 15:00	21	1793	0.058	1.289	21	1793	0.066	1.465	21	1793	0.124	2.754
15:00 - 16:00	21	1793	0.061	1.348	21	1793	0.064	1.407	21	1793	0.125	2.755
16:00 - 17:00	21	1793	0.074	1.641	21	1793	0.064	1.407	21	1793	0.138	3.048
17:00 - 18:00	**21**	**1793**	**0.109**	**2.403**	**21**	**1793**	**0.119**	**2.637**	**21**	**1793**	**0.228**	**5.040**
18:00 - 19:00	21	1793	0.093	2.051	21	1793	0.098	2.168	21	1793	0.191	4.219
19:00 - 20:00	21	1793	0.045	0.996	21	1793	0.064	1.407	21	1793	0.109	2.403
20:00 - 21:00	21	1793	0.045	0.996	21	1793	0.050	1.114	21	1793	0.095	2.110
21:00 - 22:00	21	1793	0.003	0.059	21	1793	0.027	0.586	21	1793	0.030	0.645
22:00 - 23:00	13	1934	0.008	0.176	13	1934	0.020	0.439	13	1934	0.028	0.615
23:00 - 24:00												
Total Rates:			0.903	19.946			0.862	19.018			1.765	38.964

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

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

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

CARS

Calculation factor: 100 sqm

Estimated TRIP rate value per 2207 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00	1	2125	0.329	7.270	1	2125	0.000	0.000	1	2125	0.329	7.270
07:00 - 08:00	19	1819	0.431	9.516	19	1819	0.107	2.363	19	1819	0.538	11.879
08:00 - 09:00	21	1793	2.294	50.637	21	1793	1.479	32.645	21	1793	3.773	83.282
09:00 - 10:00	21	1793	3.155	69.626	21	1793	2.725	60.132	21	1793	5.880	129.758
10:00 - 11:00	21	1793	3.543	78.183	21	1793	3.030	66.872	21	1793	6.573	145.055
11:00 - 12:00	21	1793	3.991	88.088	21	1793	3.864	85.275	21	1793	7.855	173.363
12:00 - 13:00	**21**	**1793**	**4.060**	**89.612**	21	1793	3.997	88.205	21	1793	8.057	177.817
13:00 - 14:00	21	1793	4.028	88.908	21	1793	4.201	92.718	21	1793	8.229	181.626
14:00 - 15:00	21	1793	3.975	87.736	21	1793	4.076	89.963	21	1793	8.051	177.699
15:00 - 16:00	21	1793	3.978	87.795	21	1793	4.028	88.908	21	1793	8.006	176.703
16:00 - 17:00	21	1793	3.962	87.443	**21**	**1793**	**4.275**	**94.359**	**21**	**1793**	**8.237**	**181.802**
17:00 - 18:00	21	1793	3.734	82.403	21	1793	4.034	89.025	21	1793	7.768	171.428
18:00 - 19:00	21	1793	3.351	73.963	21	1793	3.673	81.055	21	1793	7.024	155.018
19:00 - 20:00	21	1793	2.637	58.198	21	1793	2.908	64.176	21	1793	5.545	122.374
20:00 - 21:00	21	1793	1.649	36.396	21	1793	2.109	46.535	21	1793	3.758	82.931
21:00 - 22:00	21	1793	0.698	15.414	21	1793	0.953	21.040	21	1793	1.651	36.454
22:00 - 23:00	13	1934	0.064	1.405	13	1934	0.195	4.301	13	1934	0.259	5.706
23:00 - 24:00												
Total Rates:			45.879	1012.593			45.654	1007.572			91.533	2020.165

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

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

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

LGVS

Calculation factor: 100 sqm

Estimated TRIP rate value per 2207 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00	1	2125	0.047	1.039	1	2125	0.000	0.000	1	2125	0.047	1.039
07:00 - 08:00	19	1819	0.032	0.703	19	1819	0.014	0.319	19	1819	0.046	1.022
08:00 - 09:00	21	1793	0.119	2.637	21	1793	0.090	1.993	21	1793	0.209	4.630
09:00 - 10:00	21	1793	0.207	4.571	21	1793	0.159	3.516	21	1793	0.366	8.087
10:00 - 11:00	21	1793	0.204	4.513	21	1793	0.183	4.044	21	1793	0.387	8.557
11:00 - 12:00	21	1793	0.162	3.575	21	1793	0.194	4.278	21	1793	0.356	7.853
12:00 - 13:00	21	1793	0.167	3.692	21	1793	0.165	3.634	21	1793	0.332	7.326
13:00 - 14:00	**21**	**1793**	**0.218**	**4.806**	21	1793	0.199	4.396	21	1793	0.417	9.202
14:00 - 15:00	21	1793	0.173	3.810	21	1793	0.186	4.103	21	1793	0.359	7.913
15:00 - 16:00	21	1793	0.207	4.571	**21**	**1793**	**0.223**	**4.923**	**21**	**1793**	**0.430**	**9.494**
16:00 - 17:00	21	1793	0.218	4.806	21	1793	0.207	4.571	21	1793	0.425	9.377
17:00 - 18:00	21	1793	0.173	3.810	21	1793	0.194	4.278	21	1793	0.367	8.088
18:00 - 19:00	21	1793	0.159	3.516	21	1793	0.173	3.810	21	1793	0.332	7.326
19:00 - 20:00	21	1793	0.157	3.458	21	1793	0.165	3.634	21	1793	0.322	7.092
20:00 - 21:00	21	1793	0.088	1.934	21	1793	0.133	2.930	21	1793	0.221	4.864
21:00 - 22:00	21	1793	0.024	0.527	21	1793	0.032	0.703	21	1793	0.056	1.230
22:00 - 23:00	13	1934	0.000	0.000	13	1934	0.012	0.263	13	1934	0.012	0.263
23:00 - 24:00												
Total Rates:			2.355	51.968			2.329	51.395			4.684	103.363

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

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

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

MOTOR CYCLES

Calculation factor: 100 sqm

Estimated TRIP rate value per 2207 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00	1	2125	0.000	0.000	1	2125	0.000	0.000	1	2125	0.000	0.000
07:00 - 08:00	19	1819	0.000	0.000	19	1819	0.000	0.000	19	1819	0.000	0.000
08:00 - 09:00	21	1793	0.011	0.234	21	1793	0.003	0.059	21	1793	0.014	0.293
09:00 - 10:00	21	1793	0.008	0.176	21	1793	0.008	0.176	21	1793	0.016	0.352
10:00 - 11:00	21	1793	0.024	0.527	21	1793	0.013	0.293	21	1793	0.037	0.820
11:00 - 12:00	21	1793	0.024	0.527	21	1793	0.032	0.703	21	1793	0.056	1.230
12:00 - 13:00	21	1793	0.027	0.586	21	1793	0.024	0.527	21	1793	0.051	1.113
13:00 - 14:00	21	1793	0.024	0.527	21	1793	0.027	0.586	21	1793	0.051	1.113
14:00 - 15:00	21	1793	0.027	0.586	21	1793	0.021	0.469	21	1793	0.048	1.055
15:00 - 16:00	**21**	**1793**	**0.042**	**0.938**	21	1793	0.035	0.762	**21**	**1793**	**0.077**	**1.700**
16:00 - 17:00	21	1793	0.027	0.586	21	1793	0.024	0.527	21	1793	0.051	1.113
17:00 - 18:00	21	1793	0.032	0.703	**21**	**1793**	**0.040**	**0.879**	21	1793	0.072	1.582
18:00 - 19:00	21	1793	0.029	0.645	21	1793	0.037	0.821	21	1793	0.066	1.466
19:00 - 20:00	21	1793	0.019	0.410	21	1793	0.016	0.352	21	1793	0.035	0.762
20:00 - 21:00	21	1793	0.013	0.293	21	1793	0.016	0.352	21	1793	0.029	0.645
21:00 - 22:00	21	1793	0.005	0.117	21	1793	0.008	0.176	21	1793	0.013	0.293
22:00 - 23:00	13	1934	0.000	0.000	13	1934	0.000	0.000	13	1934	0.000	0.000
23:00 - 24:00												
Total Rates:			0.312	6.855			0.304	6.682			0.616	13.537

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-758001-220719-0711

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : I - SHOPPING CENTRE - LOCAL SHOPS
TOTAL VEHICLES

Selected regions and areas:

01	**GREATER LONDON**		
	EN	ENFIELD	1 days
02	**SOUTH EAST**		
	EX	ESSEX	1 days
	HF	HERTFORDSHIRE	1 days
03	**SOUTH WEST**		
	BR	BRISTOL CITY	1 days
05	**EAST MIDLANDS**		
	LE	LEICESTERSHIRE	1 days
06	**WEST MIDLANDS**		
	WO	WORCESTERSHIRE	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	SY	SOUTH YORKSHIRE	1 days
09	**NORTH**		
	CB	CUMBRIA	1 days
	TW	TYNE & WEAR	1 days
11	**SCOTLAND**		
	SR	STIRLING	1 days
15	**GREATER DUBLIN**		
	DL	DUBLIN	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: 375 to 4052 (units: sqm)
Range Selected by User: 210 to 84009 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 15/10/21

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

Selected survey days:

Tuesday	3 days
Wednesday	1 days
Thursday	2 days
Friday	5 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	5
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	4

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

Selected Location Sub Categories:

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	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 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
20,001 to 25,000	7 days
25,001 to 50,000	2 days

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

Population within 5 miles:

75,001 to 100,000	3 days
125,001 to 250,000	3 days
250,001 to 500,000	4 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	4 days
1.1 to 1.5	7 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:

Yes	1 days
No	10 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	10 days
3 Moderate	1 days

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

TOTAL VEHICLES

Calculation factor: 100 sqm

Estimated TRIP rate value per 61 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00	2	1485	1.582	0.965	2	1485	1.313	0.801	2	1485	2.895	1.766
07:00 - 08:00	11	1402	3.145	1.918	11	1402	3.022	1.843	11	1402	6.167	3.761
08:00 - 09:00	11	1402	4.092	2.496	11	1402	3.722	2.271	11	1402	7.814	4.767
09:00 - 10:00	11	1402	4.202	2.563	11	1402	4.092	2.496	11	1402	8.294	5.059
10:00 - 11:00	11	1402	4.565	2.785	11	1402	4.345	2.650	11	1402	8.910	5.435
11:00 - 12:00	11	1402	4.494	2.741	11	1402	4.377	2.670	11	1402	8.871	5.411
12:00 - 13:00	11	1402	5.428	3.311	11	1402	5.356	3.267	11	1402	10.784	6.578
13:00 - 14:00	11	1402	5.136	3.133	11	1402	5.259	3.208	11	1402	10.395	6.341
14:00 - 15:00	11	1402	4.578	2.793	11	1402	4.688	2.860	11	1402	9.266	5.653
15:00 - 16:00	11	1402	4.740	2.892	11	1402	4.889	2.983	11	1402	9.629	5.875
16:00 - 17:00	11	1402	5.214	3.180	11	1402	4.980	3.038	11	1402	10.194	6.218
17:00 - 18:00	**11**	**1402**	**5.577**	**3.402**	**11**	**1402**	**5.752**	**3.509**	**11**	**1402**	**11.329**	**6.911**
18:00 - 19:00	11	1402	4.935	3.010	11	1402	5.298	3.232	11	1402	10.233	6.242
19:00 - 20:00	11	1402	4.228	2.579	11	1402	4.312	2.631	11	1402	8.540	5.210
20:00 - 21:00	11	1402	2.769	1.689	11	1402	2.853	1.740	11	1402	5.622	3.429
21:00 - 22:00	10	1137	2.454	1.497	10	1137	2.709	1.653	10	1137	5.163	3.150
22:00 - 23:00	2	1220	1.311	0.800	2	1220	1.393	0.850	2	1220	2.704	1.650
23:00 - 24:00												
Total Rates:			68.450	41.754			68.360	41.702			136.810	83.456

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

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

Parameter summary

Trip rate parameter range selected:	375 - 4052 (units: sqm)
Survey date date range:	01/01/14 - 15/10/21
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

TAXIS

Calculation factor: 100 sqm

Estimated TRIP rate value per 61 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00	2	1485	0.000	0.000	2	1485	0.000	0.000	2	1485	0.000	0.000
07:00 - 08:00	11	1402	0.026	0.016	11	1402	0.026	0.016	11	1402	0.052	0.032
08:00 - 09:00	11	1402	0.065	0.040	11	1402	0.065	0.040	11	1402	0.130	0.080
09:00 - 10:00	11	1402	0.039	0.024	11	1402	0.039	0.024	11	1402	0.078	0.048
10:00 - 11:00	11	1402	0.052	0.032	11	1402	0.032	0.020	11	1402	0.084	0.052
11:00 - 12:00	11	1402	0.045	0.028	11	1402	0.058	0.036	11	1402	0.103	0.064
12:00 - 13:00	11	1402	0.052	0.032	11	1402	0.052	0.032	11	1402	0.104	0.064
13:00 - 14:00	11	1402	0.052	0.032	11	1402	0.039	0.024	11	1402	0.091	0.056
14:00 - 15:00	11	1402	0.058	0.036	11	1402	0.071	0.044	11	1402	0.129	0.080
15:00 - 16:00	11	1402	0.058	0.036	11	1402	0.058	0.036	11	1402	0.116	0.072
16:00 - 17:00	11	1402	0.065	0.040	11	1402	0.071	0.044	11	1402	0.136	0.084
17:00 - 18:00	11	1402	0.104	0.063	11	1402	0.097	0.059	11	1402	0.201	0.122
18:00 - 19:00	11	1402	0.084	0.051	11	1402	0.071	0.044	11	1402	0.155	0.095
19:00 - 20:00	11	1402	0.071	0.044	11	1402	0.091	0.055	11	1402	0.162	0.099
20:00 - 21:00	**11**	**1402**	**0.195**	**0.119**	11	1402	0.104	0.063	**11**	**1402**	**0.299**	**0.182**
21:00 - 22:00	10	1137	0.070	0.043	**10**	**1137**	**0.167**	**0.102**	10	1137	0.237	0.145
22:00 - 23:00	2	1220	0.041	0.025	2	1220	0.041	0.025	2	1220	0.082	0.050
23:00 - 24:00												
Total Rates:			1.077	0.661			1.082	0.664			2.159	1.325

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/I - SHOPPING CENTRE - LOCAL SHOPS

OGVS

Calculation factor: 100 sqm

Estimated TRIP rate value per 61 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00	2	1485	0.034	0.021	2	1485	0.000	0.000	2	1485	0.034	0.021
07:00 - 08:00	**11**	**1402**	**0.097**	**0.059**	**11**	**1402**	**0.091**	**0.055**	**11**	**1402**	**0.188**	**0.114**
08:00 - 09:00	11	1402	0.071	0.044	11	1402	0.058	0.036	11	1402	0.129	0.080
09:00 - 10:00	11	1402	0.052	0.032	11	1402	0.078	0.047	11	1402	0.130	0.079
10:00 - 11:00	11	1402	0.019	0.012	11	1402	0.026	0.016	11	1402	0.045	0.028
11:00 - 12:00	11	1402	0.058	0.036	11	1402	0.045	0.028	11	1402	0.103	0.064
12:00 - 13:00	11	1402	0.045	0.028	11	1402	0.052	0.032	11	1402	0.097	0.060
13:00 - 14:00	11	1402	0.019	0.012	11	1402	0.026	0.016	11	1402	0.045	0.028
14:00 - 15:00	11	1402	0.045	0.028	11	1402	0.039	0.024	11	1402	0.084	0.052
15:00 - 16:00	11	1402	0.026	0.016	11	1402	0.026	0.016	11	1402	0.052	0.032
16:00 - 17:00	11	1402	0.019	0.012	11	1402	0.026	0.016	11	1402	0.045	0.028
17:00 - 18:00	11	1402	0.019	0.012	11	1402	0.013	0.008	11	1402	0.032	0.020
18:00 - 19:00	11	1402	0.006	0.004	11	1402	0.013	0.008	11	1402	0.019	0.012
19:00 - 20:00	11	1402	0.000	0.000	11	1402	0.000	0.000	11	1402	0.000	0.000
20:00 - 21:00	11	1402	0.000	0.000	11	1402	0.000	0.000	11	1402	0.000	0.000
21:00 - 22:00	10	1137	0.009	0.005	10	1137	0.009	0.005	10	1137	0.018	0.010
22:00 - 23:00	2	1220	0.000	0.000	2	1220	0.000	0.000	2	1220	0.000	0.000
23:00 - 24:00												
Total Rates:			0.519	0.321			0.502	0.307			1.021	0.628

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/I - SHOPPING CENTRE - LOCAL SHOPS

PSVS

Calculation factor: 100 sqm

Estimated TRIP rate value per 61 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00	2	1485	0.000	0.000	2	1485	0.000	0.000	2	1485	0.000	0.000
07:00 - 08:00	11	1402	0.000	0.000	11	1402	0.000	0.000	11	1402	0.000	0.000
08:00 - 09:00	**11**	**1402**	**0.026**	**0.016**	**11**	**1402**	**0.026**	**0.016**	**11**	**1402**	**0.052**	**0.032**
09:00 - 10:00	11	1402	0.019	0.012	11	1402	0.019	0.012	11	1402	0.038	0.024
10:00 - 11:00	11	1402	0.000	0.000	11	1402	0.000	0.000	11	1402	0.000	0.000
11:00 - 12:00	11	1402	0.000	0.000	11	1402	0.000	0.000	11	1402	0.000	0.000
12:00 - 13:00	11	1402	0.000	0.000	11	1402	0.000	0.000	11	1402	0.000	0.000
13:00 - 14:00	11	1402	0.013	0.008	11	1402	0.006	0.004	11	1402	0.019	0.012
14:00 - 15:00	11	1402	0.013	0.008	11	1402	0.013	0.008	11	1402	0.026	0.016
15:00 - 16:00	11	1402	0.013	0.008	11	1402	0.019	0.012	11	1402	0.032	0.020
16:00 - 17:00	11	1402	0.000	0.000	11	1402	0.000	0.000	11	1402	0.000	0.000
17:00 - 18:00	11	1402	0.000	0.000	11	1402	0.000	0.000	11	1402	0.000	0.000
18:00 - 19:00	11	1402	0.006	0.004	11	1402	0.006	0.004	11	1402	0.012	0.008
19:00 - 20:00	11	1402	0.000	0.000	11	1402	0.000	0.000	11	1402	0.000	0.000
20:00 - 21:00	11	1402	0.000	0.000	11	1402	0.000	0.000	11	1402	0.000	0.000
21:00 - 22:00	10	1137	0.000	0.000	10	1137	0.000	0.000	10	1137	0.000	0.000
22:00 - 23:00	2	1220	0.000	0.000	2	1220	0.000	0.000	2	1220	0.000	0.000
23:00 - 24:00												
Total Rates:			0.090	0.056			0.089	0.056			0.179	0.112

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/I - SHOPPING CENTRE - LOCAL SHOPS

CYCLISTS

Calculation factor: 100 sqm

Estimated TRIP rate value per 61 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00	2	1485	0.034	0.021	2	1485	0.000	0.000	2	1485	0.034	0.021
07:00 - 08:00	11	1402	0.026	0.016	11	1402	0.032	0.020	11	1402	0.058	0.036
08:00 - 09:00	11	1402	0.071	0.044	11	1402	0.071	0.044	11	1402	0.142	0.088
09:00 - 10:00	11	1402	0.052	0.032	11	1402	0.026	0.016	11	1402	0.078	0.048
10:00 - 11:00	11	1402	0.052	0.032	11	1402	0.045	0.028	11	1402	0.097	0.060
11:00 - 12:00	11	1402	0.039	0.024	11	1402	0.058	0.036	11	1402	0.097	0.060
12:00 - 13:00	11	1402	0.058	0.036	11	1402	0.058	0.036	11	1402	0.116	0.072
13:00 - 14:00	11	1402	0.058	0.036	11	1402	0.071	0.044	11	1402	0.129	0.080
14:00 - 15:00	11	1402	0.065	0.040	11	1402	0.052	0.032	11	1402	0.117	0.072
15:00 - 16:00	11	1402	0.104	0.063	11	1402	0.130	0.079	11	1402	0.234	0.142
16:00 - 17:00	11	1402	0.084	0.051	11	1402	0.071	0.044	11	1402	0.155	0.095
17:00 - 18:00	11	1402	0.084	0.051	11	1402	0.071	0.044	11	1402	0.155	0.095
18:00 - 19:00	**11**	**1402**	**0.136**	**0.083**	**11**	**1402**	**0.136**	**0.083**	**11**	**1402**	**0.272**	**0.166**
19:00 - 20:00	11	1402	0.084	0.051	11	1402	0.058	0.036	11	1402	0.142	0.087
20:00 - 21:00	11	1402	0.091	0.055	11	1402	0.097	0.059	11	1402	0.188	0.114
21:00 - 22:00	10	1137	0.088	0.054	10	1137	0.106	0.064	10	1137	0.194	0.118
22:00 - 23:00	2	1220	0.041	0.025	2	1220	0.000	0.000	2	1220	0.041	0.025
23:00 - 24:00												
Total Rates:			1.167	0.714			1.082	0.665			2.249	1.379

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/I - SHOPPING CENTRE - LOCAL SHOPS

CARS

Calculation factor: 100 sqm

Estimated TRIP rate value per 61 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00	2	1485	1.246	0.760	2	1485	1.044	0.637	2	1485	2.290	1.397
07:00 - 08:00	11	1402	2.283	1.392	11	1402	2.172	1.325	11	1402	4.455	2.717
08:00 - 09:00	11	1402	3.379	2.061	11	1402	3.022	1.843	11	1402	6.401	3.904
09:00 - 10:00	11	1402	3.625	2.211	11	1402	3.547	2.164	11	1402	7.172	4.375
10:00 - 11:00	11	1402	3.943	2.405	11	1402	3.709	2.263	11	1402	7.652	4.668
11:00 - 12:00	11	1402	3.936	2.401	11	1402	3.787	2.310	11	1402	7.723	4.711
12:00 - 13:00	11	1402	4.701	2.868	11	1402	4.675	2.852	11	1402	9.376	5.720
13:00 - 14:00	11	1402	4.526	2.761	11	1402	4.643	2.832	11	1402	9.169	5.593
14:00 - 15:00	11	1402	3.988	2.433	11	1402	4.098	2.500	11	1402	8.086	4.933
15:00 - 16:00	11	1402	4.170	2.543	11	1402	4.280	2.611	11	1402	8.450	5.154
16:00 - 17:00	11	1402	4.604	2.809	11	1402	4.397	2.682	11	1402	9.001	5.491
17:00 - 18:00	**11**	**1402**	**4.909**	**2.994**	**11**	**1402**	**5.097**	**3.109**	**11**	**1402**	**10.006**	**6.103**
18:00 - 19:00	11	1402	4.384	2.674	11	1402	4.727	2.884	11	1402	9.111	5.558
19:00 - 20:00	11	1402	3.806	2.322	11	1402	3.865	2.358	11	1402	7.671	4.680
20:00 - 21:00	11	1402	2.386	1.456	11	1402	2.503	1.527	11	1402	4.889	2.983
21:00 - 22:00	10	1137	2.252	1.374	10	1137	2.384	1.454	10	1137	4.636	2.828
22:00 - 23:00	2	1220	1.189	0.725	2	1220	1.189	0.725	2	1220	2.378	1.450
23:00 - 24:00												
Total Rates:			59.327	36.189			59.139	36.076			118.466	72.265

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/I - SHOPPING CENTRE - LOCAL SHOPS

LGVS

Calculation factor: 100 sqm

Estimated TRIP rate value per 61 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00	2	1485	0.303	0.185	2	1485	0.269	0.164	2	1485	0.572	0.349
07:00 - 08:00	**11**	**1402**	**0.726**	**0.443**	**11**	**1402**	**0.720**	**0.439**	**11**	**1402**	**1.446**	**0.882**
08:00 - 09:00	11	1402	0.545	0.332	11	1402	0.545	0.332	11	1402	1.090	0.664
09:00 - 10:00	11	1402	0.467	0.285	11	1402	0.402	0.245	11	1402	0.869	0.530
10:00 - 11:00	11	1402	0.519	0.316	11	1402	0.558	0.340	11	1402	1.077	0.656
11:00 - 12:00	11	1402	0.428	0.261	11	1402	0.460	0.281	11	1402	0.888	0.542
12:00 - 13:00	11	1402	0.584	0.356	11	1402	0.538	0.328	11	1402	1.122	0.684
13:00 - 14:00	11	1402	0.473	0.289	11	1402	0.493	0.301	11	1402	0.966	0.590
14:00 - 15:00	11	1402	0.428	0.261	11	1402	0.428	0.261	11	1402	0.856	0.522
15:00 - 16:00	11	1402	0.460	0.281	11	1402	0.473	0.289	11	1402	0.933	0.570
16:00 - 17:00	11	1402	0.473	0.289	11	1402	0.441	0.269	11	1402	0.914	0.558
17:00 - 18:00	11	1402	0.519	0.316	11	1402	0.519	0.316	11	1402	1.038	0.632
18:00 - 19:00	11	1402	0.480	0.293	11	1402	0.460	0.281	11	1402	0.940	0.574
19:00 - 20:00	11	1402	0.324	0.198	11	1402	0.344	0.210	11	1402	0.668	0.408
20:00 - 21:00	11	1402	0.175	0.107	11	1402	0.233	0.142	11	1402	0.408	0.249
21:00 - 22:00	10	1137	0.114	0.070	10	1137	0.141	0.086	10	1137	0.255	0.156
22:00 - 23:00	2	1220	0.082	0.050	2	1220	0.123	0.075	2	1220	0.205	0.125
23:00 - 24:00												
Total Rates:			7.100	4.332			7.147	4.359			14.247	8.691

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/I - SHOPPING CENTRE - LOCAL SHOPS

MOTOR CYCLES

Calculation factor: 100 sqm

Estimated TRIP rate value per 61 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00	2	1485	0.000	0.000	2	1485	0.000	0.000	2	1485	0.000	0.000
07:00 - 08:00	11	1402	0.013	0.008	11	1402	0.013	0.008	11	1402	0.026	0.016
08:00 - 09:00	11	1402	0.006	0.004	11	1402	0.006	0.004	11	1402	0.012	0.008
09:00 - 10:00	11	1402	0.000	0.000	11	1402	0.006	0.004	11	1402	0.006	0.004
10:00 - 11:00	11	1402	0.032	0.020	11	1402	0.019	0.012	11	1402	0.051	0.032
11:00 - 12:00	11	1402	0.026	0.016	11	1402	0.026	0.016	11	1402	0.052	0.032
12:00 - 13:00	11	1402	0.045	0.028	11	1402	0.039	0.024	11	1402	0.084	0.052
13:00 - 14:00	**11**	**1402**	**0.052**	**0.032**	**11**	**1402**	**0.052**	**0.032**	**11**	**1402**	**0.104**	**0.064**
14:00 - 15:00	11	1402	0.045	0.028	11	1402	0.039	0.024	11	1402	0.084	0.052
15:00 - 16:00	11	1402	0.013	0.008	11	1402	0.032	0.020	11	1402	0.045	0.028
16:00 - 17:00	11	1402	0.052	0.032	11	1402	0.045	0.028	11	1402	0.097	0.060
17:00 - 18:00	11	1402	0.026	0.016	11	1402	0.026	0.016	11	1402	0.052	0.032
18:00 - 19:00	11	1402	0.013	0.008	11	1402	0.019	0.012	11	1402	0.032	0.020
19:00 - 20:00	11	1402	0.026	0.016	11	1402	0.013	0.008	11	1402	0.039	0.024
20:00 - 21:00	11	1402	0.013	0.008	11	1402	0.013	0.008	11	1402	0.026	0.016
21:00 - 22:00	10	1137	0.009	0.005	10	1137	0.009	0.005	10	1137	0.018	0.010
22:00 - 23:00	2	1220	0.000	0.000	2	1220	0.041	0.025	2	1220	0.041	0.025
23:00 - 24:00												
Total Rates:			0.371	0.229			0.398	0.246			0.769	0.475

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-758001-220719-0723

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : K - CAFE
TOTAL VEHICLES

Selected regions and areas:

05	**EAST MIDLANDS**		
	LN	LINCOLNSHIRE	1 days
09	**NORTH**		
	NB	NORTHUMBERLAND	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:	190 to 210 (units: sqm)
Range Selected by User:	190 to 210 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 16/10/21

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

Selected survey days:

Tuesday	1 days
Saturday	1 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 undertaking using machines.

Selected Locations:

Town Centre	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:

Built-Up Zone	1
Village	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:

E(b)	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®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	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:

5,001 to 25,000	1 days
50,001 to 75,000	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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/K - CAFE

TOTAL VEHICLES

Calculation factor: 100 sqm

Estimated TRIP rate value per 118 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00	1	210	0.952	1.124	1	210	0.000	0.000	1	210	0.952	1.124
07:00 - 08:00	1	210	1.429	1.686	1	210	0.952	1.124	1	210	2.381	2.810
08:00 - 09:00	2	200	4.000	4.720	2	200	3.000	3.540	2	200	7.000	8.260
09:00 - 10:00	2	200	8.000	9.440	2	200	7.000	8.260	2	200	15.000	17.700
10:00 - 11:00	**2**	**200**	**14.500**	**17.110**	2	200	11.000	12.980	**2**	**200**	**25.500**	**30.090**
11:00 - 12:00	2	200	10.500	12.390	2	200	11.500	13.570	2	200	22.000	25.960
12:00 - 13:00	2	200	10.750	12.685	2	200	11.000	12.980	2	200	21.750	25.665
13:00 - 14:00	2	200	10.750	12.685	2	200	12.250	14.455	2	200	23.000	27.140
14:00 - 15:00	2	200	10.500	12.390	**2**	**200**	**12.500**	**14.750**	2	200	23.000	27.140
15:00 - 16:00	2	200	8.250	9.735	2	200	7.500	8.850	2	200	15.750	18.585
16:00 - 17:00	2	200	5.000	5.900	2	200	6.000	7.080	2	200	11.000	12.980
17:00 - 18:00	1	210	6.667	7.867	1	210	7.143	8.429	1	210	13.810	16.296
18:00 - 19:00	1	210	3.333	3.933	1	210	4.762	5.619	1	210	8.095	9.552
19:00 - 20:00	1	210	2.857	3.371	1	210	2.857	3.371	1	210	5.714	6.742
20:00 - 21:00	1	210	0.000	0.000	1	210	0.476	0.562	1	210	0.476	0.562
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			97.488	115.036			97.940	115.570			195.428	230.606

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

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

Parameter summary

Trip rate parameter range selected:	190 - 210 (units: sqm)
Survey date date range:	01/01/14 - 16/10/21
Number of weekdays (Monday-Friday):	1
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 06 - HOTEL, FOOD & DRINK/K - CAFE

TAXIS

Calculation factor: 100 sqm

Estimated TRIP rate value per 118 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00	1	210	0.000	0.000	1	210	0.000	0.000	1	210	0.000	0.000
07:00 - 08:00	1	210	0.000	0.000	1	210	0.000	0.000	1	210	0.000	0.000
08:00 - 09:00	2	200	0.000	0.000	2	200	0.000	0.000	2	200	0.000	0.000
09:00 - 10:00	2	200	0.000	0.000	2	200	0.000	0.000	2	200	0.000	0.000
10:00 - 11:00	**2**	**200**	**0.250**	**0.295**	**2**	**200**	**0.250**	**0.295**	**2**	**200**	**0.500**	**0.590**
11:00 - 12:00	2	200	0.250	0.295	2	200	0.250	0.295	2	200	0.500	0.590
12:00 - 13:00	2	200	0.000	0.000	2	200	0.000	0.000	2	200	0.000	0.000
13:00 - 14:00	2	200	0.250	0.295	2	200	0.250	0.295	2	200	0.500	0.590
14:00 - 15:00	2	200	0.250	0.295	2	200	0.250	0.295	2	200	0.500	0.590
15:00 - 16:00	2	200	0.000	0.000	2	200	0.000	0.000	2	200	0.000	0.000
16:00 - 17:00	2	200	0.000	0.000	2	200	0.000	0.000	2	200	0.000	0.000
17:00 - 18:00	1	210	0.000	0.000	1	210	0.000	0.000	1	210	0.000	0.000
18:00 - 19:00	1	210	0.000	0.000	1	210	0.000	0.000	1	210	0.000	0.000
19:00 - 20:00	1	210	0.000	0.000	1	210	0.000	0.000	1	210	0.000	0.000
20:00 - 21:00	1	210	0.000	0.000	1	210	0.000	0.000	1	210	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.000	1.180			1.000	1.180			2.000	2.360

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 06 - HOTEL, FOOD & DRINK/K - CAFE

OGVS

Calculation factor: 100 sqm

Estimated TRIP rate value per 118 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00	1	210	0.000	0.000	1	210	0.000	0.000	1	210	0.000	0.000
07:00 - 08:00	1	210	0.000	0.000	1	210	0.000	0.000	1	210	0.000	0.000
08:00 - 09:00	2	200	0.250	0.295	2	200	0.000	0.000	2	200	0.250	0.295
09:00 - 10:00	2	200	0.000	0.000	2	200	0.250	0.295	2	200	0.250	0.295
10:00 - 11:00	2	200	0.000	0.000	2	200	0.000	0.000	2	200	0.000	0.000
11:00 - 12:00	2	200	0.000	0.000	2	200	0.000	0.000	2	200	0.000	0.000
12:00 - 13:00	2	200	0.000	0.000	2	200	0.000	0.000	2	200	0.000	0.000
13:00 - 14:00	2	200	0.000	0.000	2	200	0.000	0.000	2	200	0.000	0.000
14:00 - 15:00	2	200	0.000	0.000	2	200	0.000	0.000	2	200	0.000	0.000
15:00 - 16:00	2	200	0.000	0.000	2	200	0.000	0.000	2	200	0.000	0.000
16:00 - 17:00	2	200	0.000	0.000	2	200	0.000	0.000	2	200	0.000	0.000
17:00 - 18:00	**1**	**210**	**0.476**	**0.562**	**1**	**210**	**0.476**	**0.562**	**1**	**210**	**0.952**	**1.124**
18:00 - 19:00	1	210	0.000	0.000	1	210	0.000	0.000	1	210	0.000	0.000
19:00 - 20:00	1	210	0.000	0.000	1	210	0.000	0.000	1	210	0.000	0.000
20:00 - 21:00	1	210	0.000	0.000	1	210	0.000	0.000	1	210	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.726	0.857			0.726	0.857			1.452	1.714

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 06 - HOTEL, FOOD & DRINK/K - CAFE

CYCLISTS

Calculation factor: 100 sqm

Estimated TRIP rate value per 118 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00	1	210	0.000	0.000	1	210	0.000	0.000	1	210	0.000	0.000
07:00 - 08:00	1	210	0.000	0.000	1	210	0.000	0.000	1	210	0.000	0.000
08:00 - 09:00	2	200	0.000	0.000	2	200	0.000	0.000	2	200	0.000	0.000
09:00 - 10:00	2	200	0.250	0.295	**2**	**200**	**0.250**	**0.295**	2	200	0.500	0.590
10:00 - 11:00	2	200	0.000	0.000	2	200	0.000	0.000	2	200	0.000	0.000
11:00 - 12:00	2	200	0.000	0.000	2	200	0.000	0.000	2	200	0.000	0.000
12:00 - 13:00	**2**	**200**	**0.500**	**0.590**	2	200	0.250	0.295	**2**	**200**	**0.750**	**0.885**
13:00 - 14:00	2	200	0.000	0.000	2	200	0.250	0.295	2	200	0.250	0.295
14:00 - 15:00	2	200	0.000	0.000	2	200	0.000	0.000	2	200	0.000	0.000
15:00 - 16:00	2	200	0.000	0.000	2	200	0.000	0.000	2	200	0.000	0.000
16:00 - 17:00	2	200	0.000	0.000	2	200	0.000	0.000	2	200	0.000	0.000
17:00 - 18:00	1	210	0.000	0.000	1	210	0.000	0.000	1	210	0.000	0.000
18:00 - 19:00	1	210	0.000	0.000	1	210	0.000	0.000	1	210	0.000	0.000
19:00 - 20:00	1	210	0.000	0.000	1	210	0.000	0.000	1	210	0.000	0.000
20:00 - 21:00	1	210	0.000	0.000	1	210	0.000	0.000	1	210	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.750	0.885			0.750	0.885			1.500	1.770

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 06 - HOTEL, FOOD & DRINK/K - CAFE

CARS

Calculation factor: 100 sqm

Estimated TRIP rate value per 118 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00	1	210	0.952	1.124	1	210	0.000	0.000	1	210	0.952	1.124
07:00 - 08:00	1	210	0.952	1.124	1	210	0.952	1.124	1	210	1.904	2.248
08:00 - 09:00	2	200	3.250	3.835	2	200	2.500	2.950	2	200	5.750	6.785
09:00 - 10:00	2	200	7.750	9.145	2	200	6.250	7.375	2	200	14.000	16.520
10:00 - 11:00	**2**	**200**	**13.750**	**16.225**	2	200	10.500	12.390	**2**	**200**	**24.250**	**28.615**
11:00 - 12:00	2	200	10.000	11.800	2	200	10.750	12.685	2	200	20.750	24.485
12:00 - 13:00	2	200	10.250	12.095	2	200	10.750	12.685	2	200	21.000	24.780
13:00 - 14:00	2	200	9.500	11.210	**2**	**200**	**11.000**	**12.980**	2	200	20.500	24.190
14:00 - 15:00	2	200	8.750	10.325	2	200	10.500	12.390	2	200	19.250	22.715
15:00 - 16:00	2	200	8.000	9.440	2	200	7.250	8.555	2	200	15.250	17.995
16:00 - 17:00	2	200	4.500	5.310	2	200	5.500	6.490	2	200	10.000	11.800
17:00 - 18:00	1	210	5.238	6.181	1	210	5.714	6.743	1	210	10.952	12.924
18:00 - 19:00	1	210	3.333	3.933	1	210	4.762	5.619	1	210	8.095	9.552
19:00 - 20:00	1	210	2.857	3.371	1	210	2.857	3.371	1	210	5.714	6.742
20:00 - 21:00	1	210	0.000	0.000	1	210	0.476	0.562	1	210	0.476	0.562
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			89.082	105.118			89.761	105.919			178.843	211.037

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 06 - HOTEL, FOOD & DRINK/K - CAFE

LGVS

Calculation factor: 100 sqm

Estimated TRIP rate value per 118 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00	1	210	0.000	0.000	1	210	0.000	0.000	1	210	0.000	0.000
07:00 - 08:00	1	210	0.476	0.562	1	210	0.000	0.000	1	210	0.476	0.562
08:00 - 09:00	2	200	0.500	0.590	2	200	0.500	0.590	2	200	1.000	1.180
09:00 - 10:00	2	200	0.250	0.295	2	200	0.500	0.590	2	200	0.750	0.885
10:00 - 11:00	2	200	0.500	0.590	2	200	0.250	0.295	2	200	0.750	0.885
11:00 - 12:00	2	200	0.250	0.295	2	200	0.500	0.590	2	200	0.750	0.885
12:00 - 13:00	2	200	0.500	0.590	2	200	0.250	0.295	2	200	0.750	0.885
13:00 - 14:00	2	200	1.000	1.180	2	200	1.000	1.180	2	200	2.000	2.360
14:00 - 15:00	**2**	**200**	**1.500**	**1.770**	**2**	**200**	**1.750**	**2.065**	**2**	**200**	**3.250**	**3.835**
15:00 - 16:00	2	200	0.250	0.295	2	200	0.250	0.295	2	200	0.500	0.590
16:00 - 17:00	2	200	0.250	0.295	2	200	0.250	0.295	2	200	0.500	0.590
17:00 - 18:00	1	210	0.952	1.124	1	210	0.952	1.124	1	210	1.904	2.248
18:00 - 19:00	1	210	0.000	0.000	1	210	0.000	0.000	1	210	0.000	0.000
19:00 - 20:00	1	210	0.000	0.000	1	210	0.000	0.000	1	210	0.000	0.000
20:00 - 21:00	1	210	0.000	0.000	1	210	0.000	0.000	1	210	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			6.428	7.586			6.202	7.319			12.630	14.905

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 06 - HOTEL, FOOD & DRINK/K - CAFE

MOTOR CYCLES

Calculation factor: 100 sqm

Estimated TRIP rate value per 118 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00	1	210	0.000	0.000	1	210	0.000	0.000	1	210	0.000	0.000
07:00 - 08:00	1	210	0.000	0.000	1	210	0.000	0.000	1	210	0.000	0.000
08:00 - 09:00	2	200	0.000	0.000	2	200	0.000	0.000	2	200	0.000	0.000
09:00 - 10:00	2	200	0.000	0.000	2	200	0.000	0.000	2	200	0.000	0.000
10:00 - 11:00	2	200	0.000	0.000	2	200	0.000	0.000	2	200	0.000	0.000
11:00 - 12:00	2	200	0.000	0.000	2	200	0.000	0.000	2	200	0.000	0.000
12:00 - 13:00	2	200	0.000	0.000	2	200	0.000	0.000	2	200	0.000	0.000
13:00 - 14:00	2	200	0.000	0.000	2	200	0.000	0.000	2	200	0.000	0.000
14:00 - 15:00	2	200	0.000	0.000	2	200	0.000	0.000	2	200	0.000	0.000
15:00 - 16:00	2	200	0.000	0.000	2	200	0.000	0.000	2	200	0.000	0.000
16:00 - 17:00	**2**	**200**	**0.250**	**0.295**	**2**	**200**	**0.250**	**0.295**	**2**	**200**	**0.500**	**0.590**
17:00 - 18:00	1	210	0.000	0.000	1	210	0.000	0.000	1	210	0.000	0.000
18:00 - 19:00	1	210	0.000	0.000	1	210	0.000	0.000	1	210	0.000	0.000
19:00 - 20:00	1	210	0.000	0.000	1	210	0.000	0.000	1	210	0.000	0.000
20:00 - 21:00	1	210	0.000	0.000	1	210	0.000	0.000	1	210	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.250	0.295			0.250	0.295			0.500	0.590

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.*

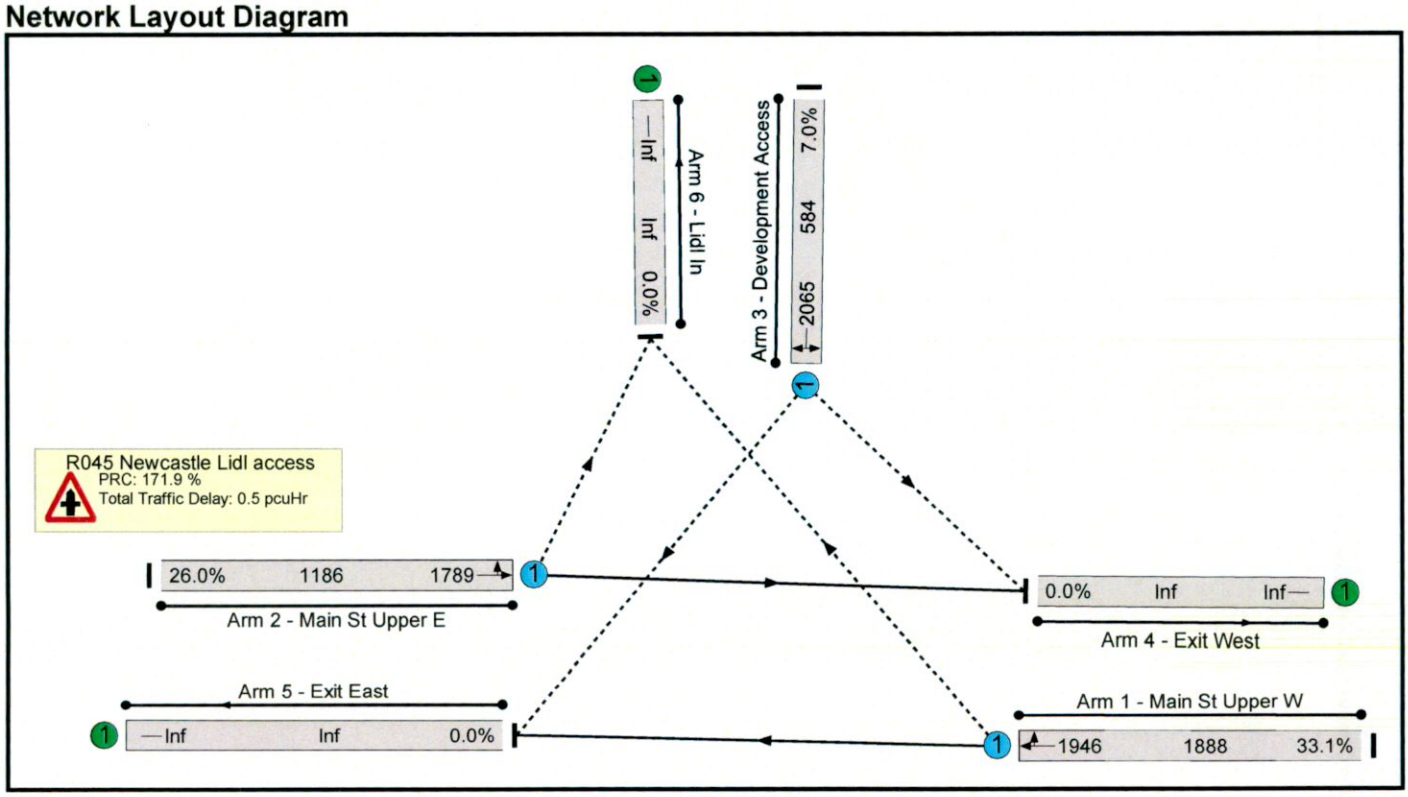
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Site access priority model.lsg3x
Author:	
Company:	
Address:	

Scenario 1: 'Scenario 1' (FG1: '2039AM DS', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**33.1%**	**975**	**0**	**0**	**0.5**	-	-
R045 Newcastle Lidl access	-	-	-		-	-	-	-	-	-	**33.1%**	**975**	**0**	**0**	**0.5**	-	-
1/1	Main St Upper W Ahead Right	O	-		-	-	-	625	1946	1888	33.1%	625	0	0	0.2	1.4	0.2
2/1	Main St Upper E Ahead Left	O	-		-	-	-	309	1789	1186	26.0%	309	0	0	0.2	2.1	0.2
3/1	Development Access Left Right	O	-		-	-	-	41	2065	584	7.0%	41	0	0	0.0	3.3	0.0

C1

PRC for Signalled Lanes (%): 0.0
PRC Over All Lanes (%): 171.9

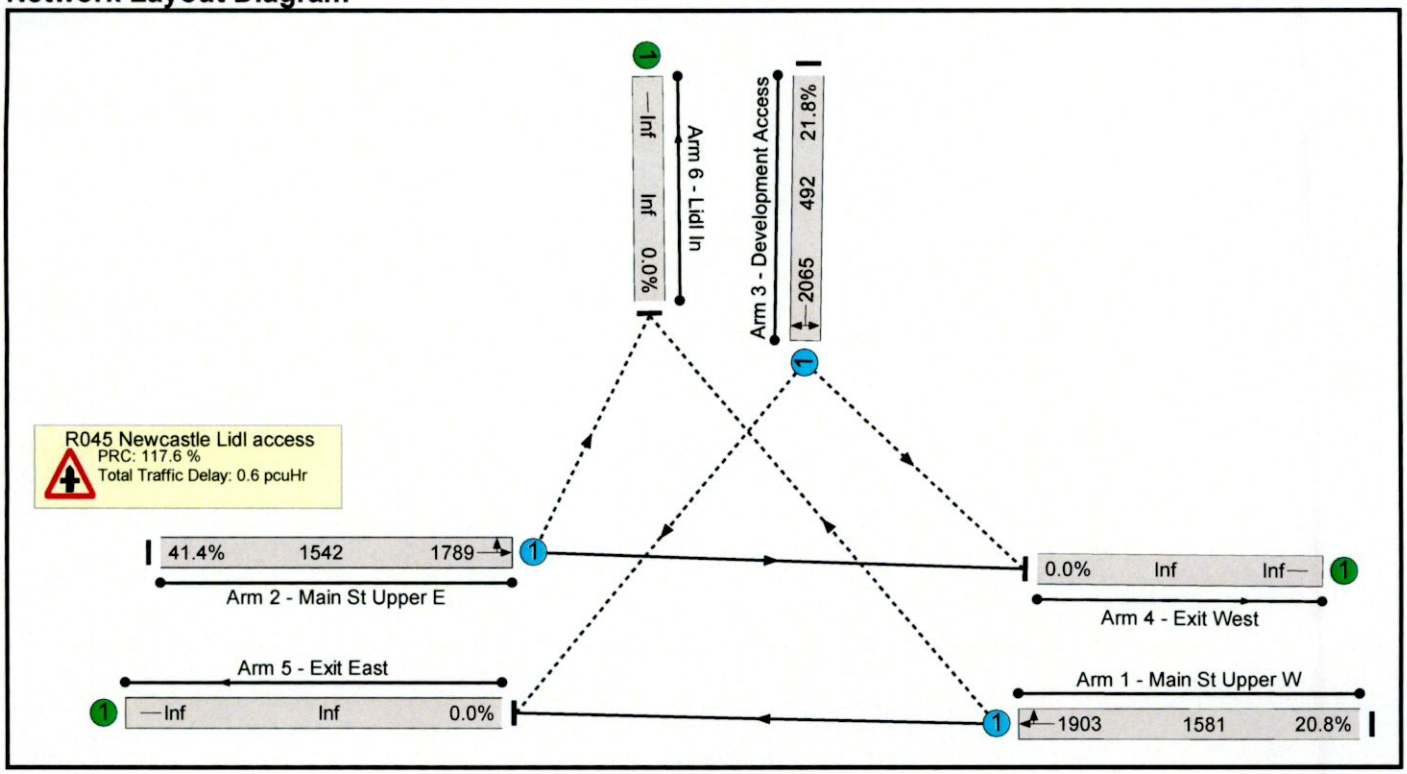
Total Delay for Signalled Lanes (pcuHr): 0.00
Total Delay Over All Lanes(pcuHr): 0.46

Cycle Time (s): 90

Basic Results Summary

Scenario 2: 'Scenario 2' (FG2: '2039PM DS', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**41.4%**	**1074**	**0**	**0**	**0.6**	-	-
R045 Newcastle Lidl access	-	-	-		-	-	-	-	-	-	**41.4%**	**1074**	**0**	**0**	**0.6**	-	-
1/1	Main St Upper W Ahead Right	O	-		-	-	-	329	1903	1581	20.8%	329	0	0	0.1	1.4	0.1
2/1	Main St Upper E Ahead Left	O	-		-	-	-	638	1789	1542	41.4%	638	0	0	0.4	2.0	0.4
3/1	Development Access Left Right	O	-		-	-	-	107	2065	492	21.8%	107	0	0	0.1	4.7	0.1

C1

PRC for Signalled Lanes (%): 0.0
PRC Over All Lanes (%): 117.6

Total Delay for Signalled Lanes (pcuHr): 0.00
Total Delay Over All Lanes(pcuHr): 0.62

Cycle Time (s): 90