

Project Title: Land South of Manor Road, Hayling Island
Report Reference: JNY9067-03
Date: 11 October 2017

TRANSPORT ASSESSMENT REVIEW

Introduction

- 1 A consultation response was received on 1 August 2017 from Hampshire County Council (HCC) the local highway authority in response to the planning application for Land South of Manor Road, Hayling Island. The proposals comprise a discount foodstore with associated parking, landscaping, and a new vehicular and pedestrian access onto Manor Road (Planning Reference: APP/17/00656).
- 2 This technical note provides a response to each comment raised by HCC, with further information and clarification to address the authority's concerns. This note should be read with reference to the Transport Assessment (RPS Reference: JNY9067-01) and HCC's consultation response.
- 3 HCC raised the following issues:
 - Traffic Data;
 - Trip Rates;
 - Forecast Traffic Growth;
 - Trip Distribution;
 - Site access arrangements;
 - Road Safety Audit Report;
 - Review of the level of impact in terms of additional traffic generated on the A3023 to 2036;
 - Confirmation of traffic flows applied to junction models;
 - Provision of the junction models;
 - Accident analysis in the vicinity of the site;
 - Review of sustainable access arrangements and appropriate mitigation measures for journeys by bus, pedal cycle and on foot;
 - Proposals to cater for school drop off facilities; and
 - A revised Travel Plan.

Traffic Data

- 4 HCC's consultation response states that:

"The distribution observed from the recorded traffic flows of 59% of movements eastbound and 41% of movements westbound has been applied. This methodology cannot be agreed however without a review of the data collected. Due to the tidal nature of traffic flows on the A3023 at peak times there is the potential that this split may not be appropriate during the assessed peak hours."

- 5 Automatic Traffic Counts (ATCs) were undertaken on Manor Road between Wednesday 16th November and Tuesday 22 November 2016. These recorded the two-way movement of vehicles at the location of the proposed site access on Manor Road. The raw traffic data is attached at **Appendix A**.
- 6 The Traffic Flow Diagrams for the 2016 Saturday peak hour (11:00-12:00) are included in **Appendix B** which shows the existing distribution of A3023 traffic at the busiest hour.
- 7 For clarity, the generated traffic from the development was not distributed based on the current traffic profiles, but as explained in the TA (paragraphs 5.15 to 5.19) and further expanded upon later in this Technical Note.

Trip Generation

- 8 HCC's consultation response states that:

"A survey of an existing store in Wokingham has been used to determine the Saturday peak flows. There however is no detail on the stores, discussion on why they are suitable comparisons or robust reasons for why different methodologies have been used for the Friday and Saturday peak periods. The proposed store in Hayling Island is in a fairly unique location and robust consideration of the trip generation given the sensitivity of the A3023 is required."

- 9 The TA methodology used to calculate development trip rates and trip generation was as previously agreed with HCC for a proposed Lidl discount foodstore in Ringwood (Planning Ref: 15/11745), as it was understood that the Ringwood approach (overall) was deemed acceptable by HCC.
- 10 In summary, for the weekday assessment, trip rates were selected from the TRICS database (7.3.4) for the Retail - Discount Food Stores (01/C) category, sites within England and Wales (excluding London) located at the Edge of Town or Edge of Town Centre. The sites included both Aldi and Lidl stores with a store Gross Internal Area (GIA) size between 1100m² - 1256m² with surveys undertaken on Tuesdays, Wednesday and Friday. These trip rates are included in Table 5.1 of the TA, with the TRICS data attached at **Appendix C**. The trip rates and corresponding trip generation shows that the peak hour is 17:00-18:00.
- 11 For the Saturday trip generation assessment, as TRICS had no data for Saturday, traffic surveys from the Wokingham Lidl Store between 11:00 - 15:00 on a Saturday were applied to that of the proposed store. The Lidl store in Wokingham (1,286m² retail area), a store located on Molly Millars Lane, is within a largely commercial area, approximately 1.6km to the west of Wokingham town centre.
- 12 The latest 2017 version of the TRICS database (which does have Saturday data) has been reviewed to compare the Saturday trip rates included within the TA with trip rates for more recent traffic surveys at discount stores. The parameters utilised within the TRICS database include sites within England and Wales (excluding London) located at the Edge of Town Centre or Neighbourhood Centre. The sites include both Aldi and Lidl stores with a store GIA between 2,085m² - 2240m². These latest TRICS trip rates have use to derive trip generation both of which are included in **Table 1** below, the corresponding TRICS report is attached at **Appendix D**. The data used is therefore considered to be the best, most comparable data.

Table 1: TRICS Trip Rates and Trip Generation (Saturday)

Time Period	Trip Rate (100m ²)			Trip Generation (1,340m ²)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
08:00-09:00	0.299	0.055	0.354	4	1	5
09:00-10:00	2.448	1.518	3.966	33	20	53
10:00-11:00	3.689	3.235	6.924	50	44	93
11:00-12:00	5.65	5.04	10.69	76	68	144
12:00-13:00	6.481	5.927	12.408	87	80	167
13:00-14:00	6.193	7.212	13.405	83	97	180
14:00-15:00	5.971	5.428	11.399	80	73	153
15:00-16:00	5.384	5.295	10.679	72	71	144
16:00-17:00	5.461	5.993	11.454	73	81	154
17:00-18:00	5.251	5.229	10.48	71	70	141
18:00-19:00	4.608	4.586	9.194	62	62	124
19:00-20:00	3.722	4.099	7.821	50	55	105
20:00-21:00	2.349	2.836	5.185	32	38	70
21:00-22:00	1.584	1.839	3.423	21	25	46
22:00-23:00	0.62	1.13	1.75	8	15	24
23:00-24:00	0	0.188	0.188	0	3	3

- 13 As can be seen from **Table 1** above, the highest trip generation for a Saturday is during the 13:00-14:00 peak hour with 180 two-way movements and is the same as the highest peak hour utilised in the TA (12:00-13:00) of 180 two-way movements. Therefore, it is considered that the Saturday trip rates within the TA are reasonable and robust.
- 14 For Sundays, trip rates have now also been derived from the latest 2017 TRICS database. The parameters utilised within the TRICS database include sites within England and Wales (excluding London) located at the Edge of Town or Edge of Town Centre. The sites included both Aldi and Lidl stores with a store GIA between 1,755m² - 2,635m² with surveys undertaken on Sundays. The trip rates and trips are included in **Table 2** below, the corresponding TRICS report is attached at **Appendix E**.

Table 2: TRICS Trip Rates and Trip Generation (Sunday)

Time Period	Trip Rate (100m ²)			Trip Generation (1,340m ²)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
08:00-09:00	0.171	0.057	0.228	2	1	3
09:00-10:00	2.336	0.969	3.305	31	13	44
10:00-11:00	4.501	2.507	7.008	61	34	94
11:00-12:00	4.465	4.784	9.249	60	64	124
12:00-13:00	4.169	3.759	7.928	56	51	107
13:00-14:00	5.125	4.579	9.704	69	62	131
14:00-15:00	4.032	4.351	8.383	54	59	113
15:00-16:00	4.67	4.897	9.567	63	66	129
16:00-17:00	4.1	5.467	9.567	55	74	129
17:00-18:00	3.932	3.989	7.921	53	54	107
18:00-19:00	3.533	3.989	7.522	48	54	101
19:00-20:00	1.595	1.766	3.361	21	24	45
20:00-21:00	1.254	1.652	2.906	17	22	39
21:00-22:00	0	0.114	0.114	0	2	2

- 15 As can be seen in **Table 2** above, the peak trip generation is 131 two-way movements between 13:00-14:00, lower than the peak demand assessed in the TA of 180 vehicles.
- 16 HCC's consultation response states that:

“The TA refers to the Saturday local peak hour flows being greater than the weekday peaks however the survey data has not been provided to establish whether this is agreed. The network also experiences a peak at school collection times which can be greater than the evening peak in some locations. So that peak periods requiring assessment can be identified the survey data will need to be provided to the highway authority.”

- 17 **Table 3** below shows that the peak hour traffic flow on an average weekday is between 08:00-09:00 (517 vehicles), on a Saturday is between 11:00-12:00 (534 vehicles) and on a Sunday, is between 12:00-13:00 (569 vehicles). The highest level of traffic is recorded on a Sunday, although there is a marginal difference in flows between all three peaks.
- 18 With respect to the school collection times, generally between 15:00 and 16:00, the traffic flows (498 vehicles) are also relatively high but still lower than the peaks identified. The peak hour data used can therefore be considered to be robust. The raw traffic survey data is, as previously mentioned, attached at **Appendix A**.

Table 3: Baseline (2016) Traffic Flows

Time Begin	5 Day Weekday Average			Saturday			Sunday		
	EB	WB	Two-way	EB	WB	Two-way	EB	WB	Two-way
00:00	8	11	19	31	27	58	43	35	78
01:00	5	5	10	14	17	31	8	26	34
02:00	4	3	7	6	7	13	10	11	21
03:00	3	4	7	4	6	10	4	3	7
04:00	10	3	13	6	5	11	7	0	7
05:00	35	11	46	20	4	24	9	4	13
06:00	110	42	152	31	26	57	20	12	32
07:00	204	120	324	71	68	139	43	31	74
08:00	301	215	517	149	84	233	82	70	152
09:00	254	222	476	227	169	396	172	182	354
10:00	264	197	461	266	216	482	234	208	442
11:00	247	209	456	314	220	534	301	240	541
12:00	229	221	449	234	270	504	303	266	569
13:00	230	228	458	234	205	439	257	251	508
14:00	260	216	477	245	228	473	244	223	467
15:00	227	271	498	193	224	417	255	233	488
16:00	207	245	451	187	198	385	207	207	414
17:00	157	226	383	133	212	345	149	128	277
18:00	132	206	339	153	150	303	123	92	215
19:00	96	148	244	132	179	311	82	83	165
20:00	71	96	167	73	61	134	69	51	120
21:00	54	76	130	49	49	98	35	38	73
22:00	46	50	96	80	49	129	27	27	54
23:00	24	31	55	64	42	106	19	18	37
Peak Hour Distribution (%)	58%	42%	100%	59%	41%	100%	53%	47%	100%

- 19 HCC's consultation response states that:

“The Retail Assessment acknowledges that a discount food store does not have the same offer as the larger retail areas, yet the Transport Assessment assumes that 69% of trips will be pure transfer and not new trips on the network. This is not considered robust by the Highway Authority. Whilst some of the retail value of the trip will be transferred to the new store additional or chained trips will occur to other food retail stores who offer complimentary facilities to Lidl. The proposed figures for pass-by and transferred trips relevant to this particular site need to be justified further against an evidence base. The current evidence reviewed is dated and the percentages shown within the reports cannot be generically applied as they have been here. Site specific justification is necessary. The remaining trip generation after agreeing a suitable percentage for pass-by and transferred are then naturally considered to be new on the network. Network diagrams demonstrating the assumptions made will be necessary to support the application.”

- 20 The methodology for deriving the proportion of different types of vehicular trips is based on the methodology set out within the Ringwood TA (October 2015) and Supplementary TA submitted in February 2016 (Planning Ref: 15/11745). Although the highway authority were not in a position to agree with the proposed trip splits presented by the applicant, it is understood that they were content with the total additional trips generated by the proposed development on the highway network.
- 21 The TA approach to deriving New, Pass-by and Transferred trips follows a well-tested and widely accepted methodology. The evidence base may have been established some time ago, but that does not diminish its acceptability, and the fact that it has not been updated is because it's still generally acceptable to stakeholders, even if shopping patterns have changed slightly over recent years.
- 22 Notwithstanding, RPS understands the point raised by HCC on the applicability of the quoted percentages for the various trip types for smaller discount convenience stores which may not have such a range of goods as large superstores. To clarify, the trip types (percentages used) are not generic to retailing but have been reached based on the characteristics of discount convenience stores:
- New Trips – the TA assumes 16% of trips will be new to the network, which is significantly higher than the often used 5% for new retail superstores;
 - Pass-by Trips – the TA assumes 15% of trips will be passing the site, which is significantly less than the often used 30% for new retail superstores; and
 - Transfer Trips – the TA assumes 69% of trips will be transferred from trips to other convenience stores.
- 23 Overall, is it considered that the TA approach to trip generation is robust and reasonable, and specifically tailored to discount convenience retailing. It should be highlighted that the TA analysis assumes that **“all trips will be ‘new’ in the context of the highway capacity assessment”**, and as such presents a highly worst-case scenario.
- 24 For clarity, the number of trips for each trip type is set out in Table 5.4 of the TA. The corresponding traffic flow diagrams for the development on a Saturday (the busiest period) are included in **Appendix F**. These trips have been used to assess the highway capacity implications of the proposed development. Please note that for additional robustness RPS has applied the highest Saturday TRICS hourly trip rates (12:00 to 13:00) to the highest hourly network flows (11:00 to 12:00).
- 25 HCC's consultation response states:

“Finally there have been no trip generation proposals for staff and this should be considered and set out within the TA.”

- 26 Lidl has confirmed that their staff will very rarely be required to arrive at the store at peak times. Given the staffing numbers impact on the highway network is immaterial.

Background Traffic Growth

- 27 HCC's consultation response states that:

“To account for background traffic growth a forecast year of 2021 has been applied. This is not acceptable since the application has been made in May 2017 and therefore the forecast year should be 2022 to meet the 5 year post application requirement.”

- 28 Background traffic growth on the local road network has been calculated using the National Transport Model (NTM) and TEMPRO. The resulting background traffic growth rate for Havant (015 / 016 / 017) from TEMPRO for the 2016 base year to a future year of 2022 is:

- Saturday Peak Hour = 1.089973

- 29 The corresponding traffic flows for the 2022 Future Year traffic flows are included in **Appendix G**. The 2022 Future Year Traffic Flows with Development are included in **Appendix H**. These traffic flows have been used to assess the highway capacity implications of the proposed development.

- 30 HCC's consultation response states that:

“In addition given the sensitivity of the A3023 for unallocated residential applications we have required sensitivity testing of the network to 2036 and assumed all housing allocations within Havant's Local Plan Housing Statement for robustness be manually added to TEMPRO forecast traffic growth. The same approach would need to be undertaken at this unallocated site when assessing the transport implications. Details on the selection criteria for TEMPRO and the manual assumptions will need to be provided to support the application.

The residential applications have also been asked to review in modelling terms the impact on the A3023. This development varies from residential as not all trips can be assumed to be new to the A3023 therefore the network diagrams will need to be reviewed to determine whether the level of additional flow on the A3023 could be considered significant enough to require this level of analysis. The matter will need to be discussed further when the information is available.”

- 31 In terms of testing the road network in 2036 and unallocated developments, RPS takes the view that:

- Adding the trip generation of allocated housing developments to TEMPRO will lead to an element of double counting as TEMPRO allows for Local Plan housing numbers. Although HCC may consider such an approach is robust, RPS considers it to be an unreasonable request particularly as the proposal is clearly to serve the local population and will have very limited effects on the A3032; and
- A future year assessment of 2036 is likewise considered unreasonable, representing a 19 year future year assessment which has no basis in the transport assessment of a retail land use development, particularly as discount convenience retailing has a lower turnover than traditional convenience retailing.

- 32 Further, residential land uses tend to increase local populations and car use. This is in contrast to the proposed development whose purpose is to attract trade from the existing Hayling Island

population, reducing leakage from the Island, by reducing the need for existing residents to travel to and from the mainland and thereby reducing vehicle mileage and congestion at the crossing onto the mainland.

- 33 Notwithstanding, and mindful that HCC are seeking a better appreciation of what may occur in the longer term, RPS has undertaken an additional traffic assessment for 2036 by applying the TEMPRO growth factor of 1.223983 to the 2016 base flows, and testing the proposed site access and Manor Road / Havant Road / Church Road roundabout. The traffic flow diagram for the 2036 Future Year is attached at **Appendix I** and for the 2036 Future Year with development at **Appendix J**. These traffic flows have also been used to assess the highway capacity implications of the proposed development.
- 34 Putting aside the RPS view as described in paragraphs 33 and 34, this Technical Note provides HCC with the additional analysis it requires, which shows (see paragraphs 47 to 49) that the proposed development will not cause a severe impact on the highway network in 2036.

Trip Distribution

- 35 HCC's consultation response states that:

“Consideration with regards distribution has been given to the Hayling West and Hayling East wards. It is not clear how those residents coming from the North of the island have been accounted for. The catchment area included within the retail assessment is for the proposed development is for the whole island and therefore trips from the north need to be considered.”

- 36 As set out within the TA, it is assumed that residents of Hayling Island will be the main customer to the proposed discount store as there are many large supermarkets, including discount food stores in Havant which cater for those residents not living on Hayling Island. The distribution of traffic on Manor Road has been based on the proportion of residents in the output and super output areas of Hayling Island represented in the Census (2011) data. The majority of residents (65%) will access the store via Manor Road (East), of these 12 percent will reside in the north of Hayling Island and will exit the Manor Road roundabout via Havant Road, and 53 percent will reside in the south east of Hayling Island and will exit the Manor Road roundabout via Church Road. The remaining residents (35%) will access the store via Manor Road (West). The distribution is represented in **Figure 1**.

- 37 HCC's consultation response states that:

“Paragraph 5.18 within the TA refers to how the pass-by and transferred trips have been considered on the network and whether they should be considered additional trips. This is dependent on where the trip generates. For those that live to the north of the Manor Road/Church Road roundabout that transfer from Aldi to Lidl would be new trips on the roundabout junction. However those that come from the southern end of West Lane transferring from the Aldi store for example would be reduction at the Manor Road/Church Road junction. Network diagrams are therefore required to clearly show the assumptions made.”

- 38 The traffic flow diagrams showing the distribution/assignment of these trips from the site access onto Manor Road is attached at **Appendix F**. These distributed/assigned traffic flows have been used in the highway capacity assessment, and it should be highlighted that all Transferred Trips have been considered as new trips at the roundabout junction.

Site Access

39 HCC's consultation response states that:

"The proposed junction form is not appropriate for the current or forecast level of flow on the A3023. The ATC data collected show average flows which would support this junction type however the forecast development flows as presented demonstrate that the average daily two way flows will considerably exceed 300 per day and therefore a ghost island right turn lane will need to be explored. Given the nature of the A3023 and delay that right turners will cause in the peak times it is felt that a right turn lane would be beneficial to keep flow on the major arm unimpeded.

The proposed bellmouth arrangement has been tracked for delivery vehicles. These vehicles are not able to safely negotiate the junction in its current form. The junction design would be helped through limiting of movements by HGV's at the junction. In reality deliveries will be from the mainland and therefore turning left in and right out. A planning restriction could be placed on the site to only permit deliveries from these movements. This would aid with difficult movements demonstrated such as turning left out where a vehicle would be required to swerve to avoid the lorry. In addition right turners in to the development enter the access road on the incorrect side in order to negotiate the internal layout. As currently stands for any movements a car could not pass a turning lorry into the site and this will cause conflict internally.

Due to the above the site access arrangements need to be reviewed. A Road Safety Audit must also be submitted to support the site access proposals."

- 40 Design Manual for Roads and Bridges TD 42/95 sets out for urban roads that if a minor road flow exceeds 500 vehicles 2-way AADT (300 vehicles for a rural road), or a right turning accident problem is evident, or where vehicles waiting on the major road to turn right inhibit the through flow and create a hazard, then upgrading the junction (from a simple priority junction) should be considered.
- 41 The requirement or otherwise for a ghosted right turn lane has been discussed at length. On this occasion Lidl are happy to include or this in the proposals. As such an appropriate junction design is shown in drawing JNY9067-02 at **Appendix L**, with supporting capacity analysis attached at **Appendix M**.
- 42 Lidl stores only have two or three HGV deliveries per day. The HGV delivers frozen, chilled and ambient goods, and transports waste and recycling on the return trip. All HGVs will be delivering goods from the mainland and therefore will turn left in and right out of the site. Lidl are willing to accept a planning conditions which will limit delivery vehicles to these movements only. The Swept Path analysis for this movement is shown on Drawing JNY9067-03 attached at **Appendix N**.
- 43 A Road Safety Audit has been undertaken by independent consultants which is attached at **Appendix O**. The Audit raises no safety problems, albeit the covering letter recommends that existing vegetation which overhangs the adjacent footways is pruned back.

Junction Assessments

44 HCC's consultation response states that:

“As the trip generation and distribution has not been agreed specific comments cannot be made on the operation of the junction of Manor Road/Church Road or the site access.

It is noted however that paragraph 6.2 refers to a reduction in overall trips at the peak times. This may be the case for the A3023 further north but will need to be carefully justified and reviewed against where the trips have started from. As previously outlined in some cases trips within the island road network may be increased.

Confirmation of a traffic flow figures applied to the site access is also required. It is unclear whether reductions in traffic flows mentioned in paragraph 6.2 have been applied to the site access. Traffic is actually only going to increase on this section of Manor Road and this should be reflected within the modelling work.

A review of the additional flow from the development on the A3023 to 2036 as already discussed will also need to be provided within this section of the TA.”

- 45 To further explain, paragraph 6.2 of the TA refers to the Primary Transfer Trips, and are those trips likely to be retained within Hayling Island rather than travelling to the mainland. RPS accepts that traffic will increase at some locations in Hayling Island but the proposals have been shown not to cause any significant or indeed severe impacts, and overall the proposals should be beneficial to Hayling Island's road network. Notwithstanding, and to be clear, the highway capacity assessments (attached to this Technical Note) **“assume all trips are New to the Island's road network”**. This is a highly robust assessment compared to the traditional approach to the highway assessment of convenience stores.
- 46 The PICADY results for the proposed site access are attached at **Appendix K** (priority junction) and **Appendix M** (ghosted right turn), and the ARCADY results for the Manor Road / Havant Road / Church Road roundabout junction assessments are attached at **Appendix P**. These assessments show that the proposed development can be accommodated within the local highway network without any significant (or severe) impacts.

Sustainable Modes of Access

- 47 HCC's consultation response states for trains:
- “...in table 6.3 it is proposed that the development trips will generate journeys by train/underground. Given the lack of rail facilities on Hayling Island, this needs to be reviewed. Details of the ward information used should also be provided.”**
- 48 As requested by HCC the Ward data has been provided, see paragraph 38.
- 49 The predicted number of development trips by rail/underground is predicted to be low at 3 percent. This percentage has been derived from Hayling Island ward data (see TA paragraphs 6.10 to 6.12). These trips (three arrivals/departures) are likely to be non-primary e.g. work - shop - home, and mindful of significant out-commuting from Hayling Island seem reasonable.
- 50 HCC's consultation response states for buses:
- “Bus stop provision is on the A3023 north of the development past the Church Road Roundabout. Whilst these are within a 400m walking distance for residential development they are considered to be too far to**

make this mode of travel to the store attractive. Therefore given that the bus service currently runs across the front of the site new bus stops should be provided within the revised layout of Manor Road. If it is possible to accommodate the bus stops with layby's these should be provided to reduce delay on the A3023 at peak times."

51 To clarify, at paragraph 3.15 of the TA the distances to the nearest bus stops are provided, 260m to the east and 230m to the west, distances of approximately 3 minutes' walk for most people. RPS considers that these existing bus stops are within acceptable walking distances of the proposed store. As such it is not considered necessary (or desirable) to provide additional bus stops for this particular development.

52 HCC's consultation response states for walking:

"It is identified within the TA that walking to the development from residential areas is within a distance of 2 miles and this should be considered acceptable. This however is beyond the recognised acceptable walking distances of 800m with a preferred maximum of 1200m.

In order to encourage walking and cycling trips therefore the existing infrastructure needs to be improved to provide additional connectivity to the site. This includes providing suitable crossing facilities to the existing footway.

There is a large residential area off West Lane. Currently there are no crossing facilities of Manor Road at the Brights Lane junction. The provision of a refuge island crossing should be explored by the applicant."

53 The store is reasonably well placed with respect to HCC's quoted 800m and 1200m walking distances with many residential properties within those distances. Indeed, 1200m includes a substantial proportion of homes south of the site to St. Mary's Road. The TA quotes two miles which is a maximum walking distance and one often used by authorities to determine the full potential for walking, as against currently accepted norms. Two miles covers most of Hayling Island, and suggests that the store has the potential to provide a significant opportunity for residents to travel sustainably which is currently not the case.

54 In terms of improving the local pedestrian routes, RPS considers that the existing facilities are satisfactory, and based on the expected demand that the proposed development will generate, and there is no need for any improvements. However, RPS has investigated the possibility of providing a pedestrian refuge across Manor Road in close proximity to Brights Lane but the road width, on-street parking and bus use, means that the negative effects on local residents outweigh any benefits of such an improvement.

55 HCC's consultation response states that for cycling:

"Cycle connectivity to the site is also poor. There are no off road facilities on Manor Road and the road itself is subject to a 40mph restriction. This along with the traffic flow on Manor Road does not create a welcome cycling environment. A particular difficulty would be for cyclists to turn right into the development site from Manor Road. The applicant should therefore review and consider the potential for off road provision for cyclists to access the development site. This should not only be from Manor Road but from Church Road and Havant Road directions also. From our review of the site there is scope to remove

cyclists from the carriageway prior to the A3020 / Church Road roundabout and provide shared use paths to connect to the site. In association with this a review of how cyclists from the south of the island travelling on Manor Road access the cycle parking also needs to be considered. There may be suitable justification to consider reviewing the cycle parking location to better serve all access points.”

- 56 Based on the predicted percentage of trips by cycle (1%), and the absence of any evidence that the surrounding road network is unsafe for cycle use it is not considered necessary to provide enhancements. Notwithstanding, RPS has reviewed whether shared use paths can be provided. With respect to Manor Road the existing footways/verges are too narrow to accommodate a shared facility, as are those along Havant Road (other than a short section close to Manor Road). A similar situation exists for Church Road albeit the proposed development does provide an access into the site at the Church Lane / Manor Road roundabout.
- 57 It should be stated that a key benefit from a sustainable travel perspective is the potential for the proposed store to reduce the length of shopping trips. Currently any resident who wishes to visit a discount convenience store must journey to the mainland, with most trips undertaken by private car, whereas the proposal provides a greater opportunity to travel by cycle.
- 58 Finally, although the proposal will still have trips carried out by car, the length of many car journeys will be significantly reduced, and therefore overall the proposals offer a far more sustainable proposition than currently exists on Hayling Island.

Personal Injury Accident Data

- 59 HCC’s consultation response states:

“No personal injury accident data has been provided. The extent of Manor Road should be checked from and including Brights Lane to and including the A3023 / Church Road roundabout. Narratives of the accidents should be provided from Hampshire Constabulary on any accidents within this area along with a review within the TA on how these accidents have been considered within the design.”

- 60 A review of Personal Injury Accidents (PIAs) within the local area for the latest five years (up to 2016) was undertaken using Crashmap. The review showed that no PIAs had taken place (recorded) on Manor Road between the Manor Road / Havant Road / Church Road roundabout and Manor Road / West Lane junction during the selected 5 year period, see **Figure 2**.
- 61 There is no evidence to suggest that the proposed development will result in any road traffic accidents.

School Drop Off Facilities

- 62 HCC’s consultation response states:

“The travel plan refers to the inclusion of a 90 minute parking restriction for Lidl shoppers only. We are aware that discussions at the pre application stage with the Planning Authority were had regarding making the car park available for park and stride to Mill Rythe School’s. This is considered to add wider benefit to the community for the site and help relieve congestion on the network at school peak times. The applicant should include a commitment to allow for this from the site to mitigate the daily traffic impact of the proposed development.”

63 Lidl is very happy for customers to link their shopping trip with a school drop off / pick up provided that such users comply with the car park restrictions which understandably are focused on shopper needs.

64 There is no evidence to suggest that the proposed development will have any negative effect on the operation of the school, and ultimately it's not the responsibility of Lidl to address any current issues. Notwithstanding, as previously mentioned parents will be able to use the Lidl car park if they combine their school travel trip with a shop at Lidl.

Revised Travel Plan

65 An amended Travel Plan has now been submitted.

Conclusions

66 This Technical Notes provides a comprehensive response to the issues raised by HCC.

67 Additional information and clarification has been provided on:

- Traffic Data;
- Trip Rates;
- Forecast Traffic Growth;
- Trip Distribution;
- Site access arrangements;
- Review of the level of impact in terms of additional traffic generated on the A3023 to 2036;
- Confirmation of traffic flows applied to junction models;
- Provision of the junction models;
- Accident analysis in the vicinity of the site;
- Review of sustainable access arrangements and appropriate mitigation measures for journeys by bus, pedal cycle and on foot; and
- Proposals to cater for school drop off facilities.

68 In particular it should be stressed that the traffic analysis assumes all development car trips are New, with no discounts for transferred or linked trips. This is a highly robust approach, and one further reinforced by undertaking an assessment for a future year of 2036. Even in this extremely robust scenario the analysis shows that the proposed development can be safely accommodated on the highway network with no severe effects.

69 The Travel Plan has also been revised, and a Road Safety Audit undertaken with respect to the proposed site access.

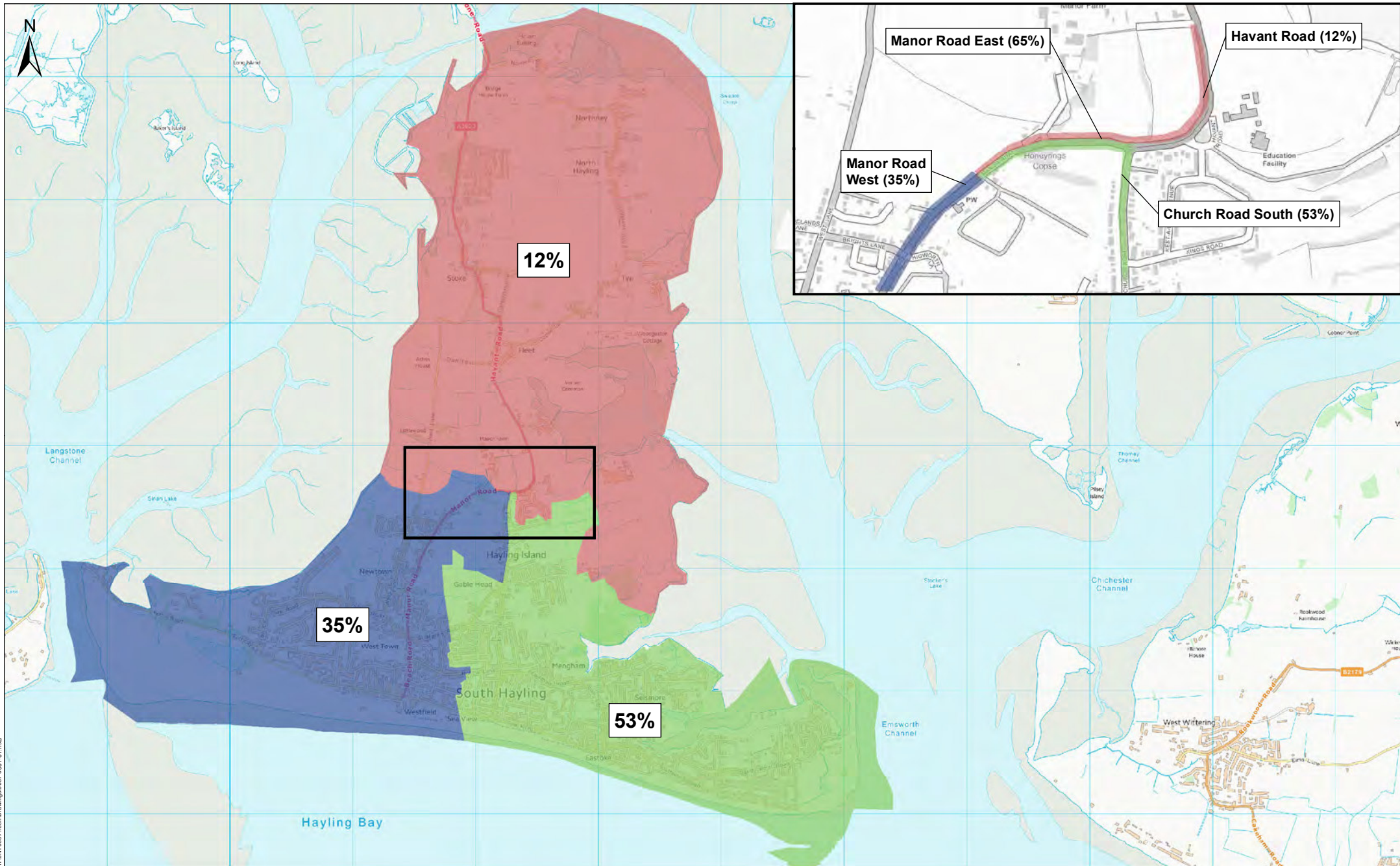
70 Finally, Lidl has agreed to provide a ghosted right turn lane to serve the development, which will easily accommodate the predicted demand in a safe and efficient manner.

71 HCC should now have sufficient information to satisfy itself that the proposed development will not have a severe effect on the transport networks, and can reach a decision that the proposal is acceptable from a transport perspective.

FIGURES

Figure 1 - Trip Distribution

Figure 2 - PIA Diagram



File: hayling_02project.dwg, TRANSPORT\JNY9067\Tech Drawings\9067-001-01.mxd

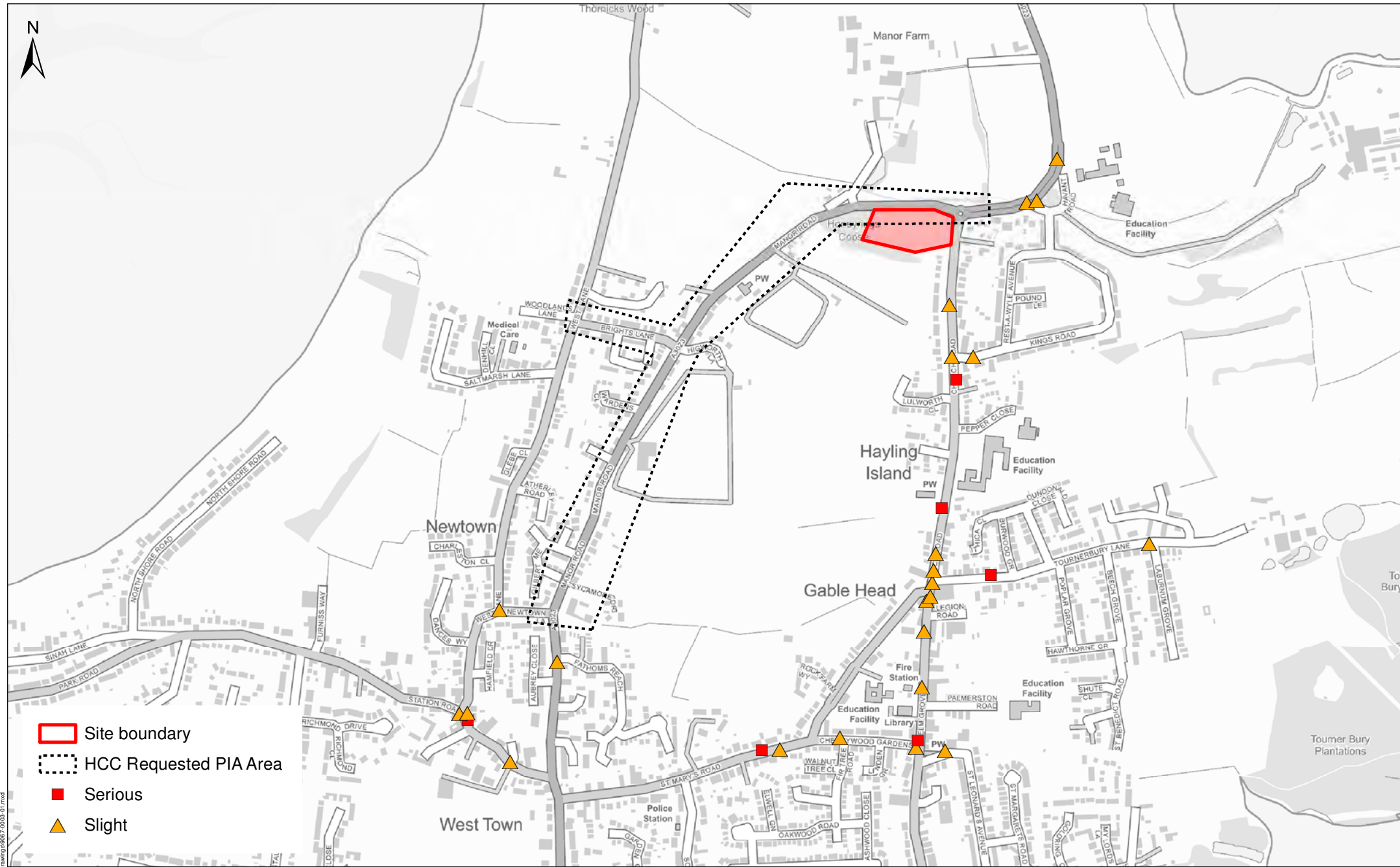
RPS

Date: Sep 2017 Scale: 1:40,000 Rev: 1
 Drwg. No: JNY9067-01 Drawn: CR Checked: AN

Project:
 LIDL HAYLING ISLAND
 Title:
 TRIP DISTRIBUTION

Figure No:
 1

Transport



- Site boundary
- HCC Requested PIA Area
- Serious
- ▲ Slight



Date: Oct 2017 Scale: 1:10,000 Rev: 1
 Drwg. No: JNY9067-01 Drawn: CR Checked: AN

Project: LIDL HAYLING ISLAND
 Title: PERSONAL INJURY ACCIDENT DATA (2012-2016)

Figure No: 1

APPENDICES

Appendix A - Traffic Survey Data

Appendix B - Baseline (2016) Traffic Flows

Appendix C - Weekday Trip Rates (TRICS)

Appendix D - Saturday Trip Rates (TRICS)

Appendix E - Sunday Trip Rates (TRICS)

Appendix F - Development Traffic Flows (Saturday)

Appendix G - Future Year (2022) Traffic Flows

Appendix H - Future Year (2022) + Development Traffic Flows

Appendix I - Future Year (2036) Traffic Flows

Appendix J - Future Year (2036) + Development Traffic Flows

Appendix K - Site Access - Manor Road Junction - PICADY Results

Appendix L - JNY9067-02 Ghost Right Turn SPA

Appendix M - Site Access (with right turn) - Manor Road Junction - PICADY Results

Appendix N - JNY9067-03 Ghost Right Turn SPA

Appendix O - Road Safety Audit

Appendix P - Manor Road - Havant Road - Church Road Roundabout - ARCADY Results

APPENDIX A

1611 19		HAYLING ISLAND								
		NOVEMBER 2016								
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site No: 21005001	Manor Road, Hayling Island (LC 530 SU 72143 00640)	Channel: Eastbound	Wed 16-Nov-16	Tue 22-Nov-16	40	21517	3180	3074	38.9	33.6
		Channel: Westbound	Wed 16-Nov-16	Tue 22-Nov-16		20434	3056	2919	38.8	34.1

1611 19		HAYLING ISLAND			Site No: 21005001		Location		Manor Road, Hayling Island (LC 530)		
Wed 16-Nov-16 to Tue 22-Nov-16				Channel: Eastbound							
TIME PERI OD	TOTAL VEHI CLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 16-Nov-16											
00:00	12	1	8.3	10	83.3	1	8.3	0	0.0	0	0.0
01:00	7	0	0.0	6	85.7	0	0.0	1	14.3	0	0.0
02:00	4	1	25.0	2	50.0	1	25.0	0	0.0	0	0.0
03:00	6	0	0.0	2	33.3	4	66.7	0	0.0	0	0.0
04:00	7	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
05:00	36	1	2.8	29	80.6	6	16.7	0	0.0	0	0.0
06:00	120	2	1.7	98	81.7	18	15.0	2	1.7	0	0.0
07:00	222	1	0.5	194	87.4	24	10.8	3	1.4	0	0.0
08:00	303	3	1.0	278	91.8	14	4.6	8	2.6	0	0.0
09:00	279	2	0.7	242	86.7	23	8.2	10	3.6	2	0.7
10:00	275	2	0.7	242	88.0	18	6.6	10	3.6	3	1.1
11:00	274	4	1.5	235	85.8	27	9.9	7	2.6	1	0.4
12:00	301	5	1.7	262	87.0	24	8.0	10	3.3	0	0.0
13:00	267	0	0.0	233	87.3	26	9.7	7	2.6	1	0.4
14:00	292	2	0.7	251	86.0	29	9.9	9	3.1	1	0.3
15:00	250	3	1.2	211	84.4	29	11.6	5	2.0	2	0.8
16:00	243	0	0.0	205	84.4	30	12.4	8	3.3	0	0.0
17:00	162	2	1.2	143	88.3	14	8.6	3	1.9	0	0.0
18:00	128	2	1.6	114	89.1	10	7.8	2	1.6	0	0.0
19:00	91	1	1.1	86	94.5	4	4.4	0	0.0	0	0.0
20:00	85	1	1.2	79	92.9	3	3.5	2	2.4	0	0.0
21:00	69	0	0.0	66	95.7	2	2.9	1	1.5	0	0.0
22:00	39	0	0.0	37	94.9	1	2.6	1	2.6	0	0.0
23:00	19	2	10.5	17	89.5	0	0.0	0	0.0	0	0.0
12H,7-19	2996	26	0.9	2610	87.1	268	9.0	82	2.7	10	0.3
16H,6-22	3361	30	0.9	2939	87.4	295	8.8	87	2.6	10	0.3
18H,6-24	3419	32	0.9	2993	87.5	296	8.7	88	2.6	10	0.3

1611 19

HAYLING ISLAND

Site No: 21005001

Location

Manor Road, Hayling Island (LC 530

Wed 16-Nov-16 to Tue 22-Nov-16

Channel: Eastbound

TIME PERI OD	TOTAL VEHI CLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
24H,0-24	3491	35	1.0	3048	87.3	309	8.9	89	2.6	10	0.3

1611 19		HAYLING ISLAND		Site No: 21005001		Location		Manor Road, Hayling Island (LC 530)			
Wed 16-Nov-16 to Tue 22-Nov-16				Channel: Eastbound							
TIME PERI OD	TOTAL VEHI CLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 17-Nov-16											
00:00	7	1	14.3	5	71.4	1	14.3	0	0.0	0	0.0
01:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
02:00	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
03:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
04:00	11	2	18.2	7	63.6	2	18.2	0	0.0	0	0.0
05:00	43	0	0.0	36	83.7	6	14.0	1	2.3	0	0.0
06:00	115	3	2.6	94	81.7	17	14.8	1	0.9	0	0.0
07:00	226	0	0.0	196	86.7	28	12.4	2	0.9	0	0.0
08:00	287	2	0.7	262	91.3	14	4.9	9	3.1	0	0.0
09:00	219	0	0.0	184	84.0	24	11.0	9	4.1	2	0.9
10:00	260	0	0.0	216	83.1	33	12.7	9	3.5	2	0.8
11:00	248	1	0.4	212	85.5	25	10.1	8	3.2	2	0.8
12:00	204	1	0.5	184	90.2	15	7.4	4	2.0	0	0.0
13:00	223	1	0.5	193	86.6	21	9.4	7	3.1	1	0.5
14:00	265	0	0.0	226	85.3	33	12.5	5	1.9	1	0.4
15:00	225	1	0.4	201	89.3	20	8.9	3	1.3	0	0.0
16:00	206	3	1.5	179	86.9	21	10.2	2	1.0	1	0.5
17:00	166	0	0.0	148	89.2	15	9.0	3	1.8	0	0.0
18:00	141	1	0.7	130	92.2	7	5.0	3	2.1	0	0.0
19:00	109	0	0.0	100	91.7	6	5.5	3	2.8	0	0.0
20:00	88	0	0.0	80	90.9	6	6.8	2	2.3	0	0.0
21:00	51	1	2.0	47	92.2	3	5.9	0	0.0	0	0.0
22:00	51	0	0.0	48	94.1	2	3.9	1	2.0	0	0.0
23:00	17	0	0.0	17	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	2670	10	0.4	2331	87.3	256	9.6	64	2.4	9	0.3
16H,6-22	3033	14	0.5	2652	87.4	288	9.5	70	2.3	9	0.3
18H,6-24	3101	14	0.5	2717	87.6	290	9.4	71	2.3	9	0.3

1611 19

HAYLING ISLAND

Site No: 21005001

Location

Manor Road, Hayling Island (LC 530

Wed 16-Nov-16 to Tue 22-Nov-16

Channel: Eastbound

TIME PERI OD	TOTAL VEHI CLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
24H,0-24	3177	17	0.5	2780	87.5	299	9.4	72	2.3	9	0.3

1611 19		HAYLING ISLAND			Site No: 21005001		Location		Manor Road, Hayling Island (LC 530)		
Wed 16-Nov-16 to Tue 22-Nov-16				Channel: Eastbound							
TIME PERI OD	TOTAL VEHI CLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 18-Nov-16											
00:00	9	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
01:00	5	0	0.0	3	60.0	2	40.0	0	0.0	0	0.0
02:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
03:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
04:00	11	1	9.1	8	72.7	1	9.1	1	9.1	0	0.0
05:00	33	1	3.0	27	81.8	5	15.2	0	0.0	0	0.0
06:00	107	4	3.7	87	81.3	13	12.2	3	2.8	0	0.0
07:00	195	1	0.5	166	85.1	25	12.8	3	1.5	0	0.0
08:00	310	3	1.0	277	89.4	20	6.5	10	3.2	0	0.0
09:00	298	1	0.3	259	86.9	28	9.4	9	3.0	1	0.3
10:00	283	2	0.7	240	84.8	25	8.8	9	3.2	7	2.5
11:00	266	1	0.4	234	88.0	23	8.7	7	2.6	1	0.4
12:00	219	4	1.8	188	85.8	21	9.6	4	1.8	2	0.9
13:00	243	1	0.4	204	84.0	31	12.8	6	2.5	1	0.4
14:00	248	1	0.4	215	86.7	25	10.1	7	2.8	0	0.0
15:00	217	1	0.5	191	88.0	20	9.2	5	2.3	0	0.0
16:00	225	2	0.9	195	86.7	24	10.7	4	1.8	0	0.0
17:00	171	3	1.8	150	87.7	14	8.2	4	2.3	0	0.0
18:00	143	0	0.0	135	94.4	7	4.9	1	0.7	0	0.0
19:00	101	1	1.0	99	98.0	0	0.0	1	1.0	0	0.0
20:00	66	2	3.0	61	92.4	2	3.0	1	1.5	0	0.0
21:00	56	1	1.8	50	89.3	5	8.9	0	0.0	0	0.0
22:00	83	2	2.4	78	94.0	1	1.2	2	2.4	0	0.0
23:00	45	0	0.0	44	97.8	1	2.2	0	0.0	0	0.0
12H,7-19	2818	20	0.7	2454	87.1	263	9.3	69	2.5	12	0.4
16H,6-22	3148	28	0.9	2751	87.4	283	9.0	74	2.4	12	0.4
18H,6-24	3276	30	0.9	2873	87.7	285	8.7	76	2.3	12	0.4

1611 19

HAYLING ISLAND

Site No: 21005001

Location

Manor Road, Hayling Island (LC 530

Wed 16-Nov-16 to Tue 22-Nov-16

Channel: Eastbound

TIME PERI OD	TOTAL VEHI CLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
24H,0-24	3341	32	1.0	2926	87.6	294	8.8	77	2.3	12	0.4

1611 19		HAYLING ISLAND			Site No: 21005001		Location		Manor Road, Hayling Island (LC 530)		
Wed 16-Nov-16 to Tue 22-Nov-16		Channel: Eastbound									
TIME PERI OD	TOTAL VEHI CLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 19-Nov-16											
00:00	31	0	0.0	29	93.6	1	3.2	0	0.0	1	3.2
01:00	14	0	0.0	14	100.0	0	0.0	0	0.0	0	0.0
02:00	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
03:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
04:00	6	1	16.7	5	83.3	0	0.0	0	0.0	0	0.0
05:00	20	1	5.0	17	85.0	2	10.0	0	0.0	0	0.0
06:00	31	0	0.0	28	90.3	3	9.7	0	0.0	0	0.0
07:00	71	1	1.4	62	87.3	5	7.0	3	4.2	0	0.0
08:00	149	3	2.0	133	89.3	11	7.4	2	1.3	0	0.0
09:00	227	2	0.9	203	89.4	16	7.1	5	2.2	1	0.4
10:00	266	2	0.8	244	91.7	16	6.0	4	1.5	0	0.0
11:00	314	1	0.3	289	92.0	19	6.1	5	1.6	0	0.0
12:00	234	1	0.4	217	92.7	12	5.1	4	1.7	0	0.0
13:00	234	1	0.4	214	91.5	13	5.6	6	2.6	0	0.0
14:00	245	3	1.2	225	91.8	13	5.3	4	1.6	0	0.0
15:00	193	0	0.0	182	94.3	7	3.6	4	2.1	0	0.0
16:00	187	2	1.1	172	92.0	11	5.9	2	1.1	0	0.0
17:00	133	0	0.0	121	91.0	10	7.5	2	1.5	0	0.0
18:00	153	2	1.3	134	87.6	14	9.2	3	2.0	0	0.0
19:00	132	1	0.8	127	96.2	3	2.3	1	0.8	0	0.0
20:00	73	1	1.4	70	95.9	1	1.4	1	1.4	0	0.0
21:00	49	0	0.0	46	93.9	3	6.1	0	0.0	0	0.0
22:00	80	0	0.0	77	96.3	2	2.5	1	1.3	0	0.0
23:00	64	0	0.0	61	95.3	3	4.7	0	0.0	0	0.0
12H,7-19	2406	18	0.8	2196	91.3	147	6.1	44	1.8	1	0.0
16H,6-22	2691	20	0.7	2467	91.7	157	5.8	46	1.7	1	0.0
18H,6-24	2835	20	0.7	2605	91.9	162	5.7	47	1.7	1	0.0

1611 19

HAYLING ISLAND

Site No: 21005001

Location

Manor Road, Hayling Island (LC 530

Wed 16-Nov-16 to Tue 22-Nov-16

Channel: Eastbound

TIME PERI OD	TOTAL VEHI CLES	MOTOR- CYCLES	MOTOR- CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
24H,0-24	2916	22	0.8	2679	91.9	166	5.7	47	1.6	2	0.1

1611 19		HAYLING ISLAND		Site No: 21005001		Location		Manor Road, Hayling Island (LC 530)			
Wed 16-Nov-16 to Tue 22-Nov-16				Channel: Eastbound							
TIME PERI OD	TOTAL VEHI CLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 20-Nov-16											
00:00	43	0	0.0	38	88.4	5	11.6	0	0.0	0	0.0
01:00	8	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0
02:00	10	0	0.0	9	90.0	1	10.0	0	0.0	0	0.0
03:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
04:00	7	0	0.0	5	71.4	2	28.6	0	0.0	0	0.0
05:00	9	0	0.0	8	88.9	1	11.1	0	0.0	0	0.0
06:00	20	1	5.0	19	95.0	0	0.0	0	0.0	0	0.0
07:00	43	0	0.0	38	88.4	5	11.6	0	0.0	0	0.0
08:00	82	1	1.2	76	92.7	4	4.9	0	0.0	1	1.2
09:00	172	0	0.0	164	95.4	6	3.5	2	1.2	0	0.0
10:00	234	1	0.4	216	92.3	14	6.0	3	1.3	0	0.0
11:00	301	2	0.7	280	93.0	16	5.3	3	1.0	0	0.0
12:00	303	1	0.3	288	95.1	12	4.0	2	0.7	0	0.0
13:00	257	1	0.4	242	94.2	11	4.3	3	1.2	0	0.0
14:00	244	2	0.8	228	93.4	11	4.5	3	1.2	0	0.0
15:00	255	2	0.8	243	95.3	8	3.1	2	0.8	0	0.0
16:00	207	2	1.0	199	96.1	5	2.4	1	0.5	0	0.0
17:00	149	0	0.0	140	94.0	8	5.4	1	0.7	0	0.0
18:00	123	2	1.6	115	93.5	6	4.9	0	0.0	0	0.0
19:00	82	3	3.7	75	91.5	3	3.7	1	1.2	0	0.0
20:00	69	1	1.5	65	94.2	3	4.4	0	0.0	0	0.0
21:00	35	1	2.9	34	97.1	0	0.0	0	0.0	0	0.0
22:00	27	0	0.0	27	100.0	0	0.0	0	0.0	0	0.0
23:00	19	0	0.0	17	89.5	2	10.5	0	0.0	0	0.0
12H,7-19	2370	14	0.6	2229	94.1	106	4.5	20	0.8	1	0.0
16H,6-22	2576	20	0.8	2422	94.0	112	4.4	21	0.8	1	0.0
18H,6-24	2622	20	0.8	2466	94.1	114	4.4	21	0.8	1	0.0

1611 19

HAYLING ISLAND

Site No: 21005001

Location

Manor Road, Hayling Island (LC 530

Wed 16-Nov-16 to Tue 22-Nov-16

Channel: Eastbound

TIME PERI OD	TOTAL VEHI CLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
24H,0-24	2703	20	0.7	2537	93.9	124	4.6	21	0.8	1	0.0

1611 19		HAYLING ISLAND		Site No: 21005001		Location		Manor Road, Hayling Island (LC 530)			
Wed 16-Nov-16 to Tue 22-Nov-16				Channel: Eastbound							
TIME PERI OD	TOTAL VEHI CLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 21-Nov-16											
00:00	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
01:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	13	1	7.7	9	69.2	3	23.1	0	0.0	0	0.0
05:00	28	1	3.6	24	85.7	3	10.7	0	0.0	0	0.0
06:00	91	3	3.3	78	85.7	9	9.9	1	1.1	0	0.0
07:00	186	3	1.6	158	85.0	22	11.8	3	1.6	0	0.0
08:00	310	4	1.3	276	89.0	23	7.4	6	1.9	1	0.3
09:00	248	1	0.4	214	86.3	23	9.3	10	4.0	0	0.0
10:00	303	1	0.3	271	89.4	24	7.9	6	2.0	1	0.3
11:00	234	0	0.0	206	88.0	18	7.7	10	4.3	0	0.0
12:00	205	3	1.5	176	85.9	20	9.8	6	2.9	0	0.0
13:00	188	3	1.6	162	86.2	18	9.6	5	2.7	0	0.0
14:00	227	0	0.0	192	84.6	24	10.6	11	4.9	0	0.0
15:00	216	0	0.0	183	84.7	25	11.6	8	3.7	0	0.0
16:00	178	1	0.6	156	87.6	16	9.0	4	2.3	1	0.6
17:00	146	0	0.0	136	93.2	8	5.5	2	1.4	0	0.0
18:00	112	0	0.0	102	91.1	7	6.3	3	2.7	0	0.0
19:00	75	1	1.3	72	96.0	1	1.3	1	1.3	0	0.0
20:00	55	0	0.0	52	94.6	2	3.6	1	1.8	0	0.0
21:00	49	0	0.0	47	95.9	2	4.1	0	0.0	0	0.0
22:00	28	0	0.0	25	89.3	2	7.1	1	3.6	0	0.0
23:00	21	1	4.8	18	85.7	2	9.5	0	0.0	0	0.0
12H,7-19	2553	16	0.6	2232	87.4	228	8.9	74	2.9	3	0.1
16H,6-22	2823	20	0.7	2481	87.9	242	8.6	77	2.7	3	0.1
18H,6-24	2872	21	0.7	2524	87.9	246	8.6	78	2.7	3	0.1

1611 19

HAYLING ISLAND

Site No: 21005001

Location

Manor Road, Hayling Island (LC 530

Wed 16-Nov-16 to Tue 22-Nov-16

Channel: Eastbound

TIME PERI OD	TOTAL VEHI CLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
24H,0-24	2923	23	0.8	2566	87.8	253	8.7	78	2.7	3	0.1

1611 19		HAYLING ISLAND		Site No: 21005001		Location		Manor Road, Hayling Island (LC 530)			
Wed 16-Nov-16 to Tue 22-Nov-16				Channel: Eastbound							
TIME PERI OD	TOTAL VEHI CLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 22-Nov-16											
00:00	7	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
01:00	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
02:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
03:00	3	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
04:00	7	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
05:00	34	0	0.0	30	88.2	4	11.8	0	0.0	0	0.0
06:00	118	1	0.9	99	83.9	17	14.4	1	0.9	0	0.0
07:00	191	2	1.1	160	83.8	23	12.0	6	3.1	0	0.0
08:00	297	5	1.7	264	88.9	19	6.4	8	2.7	1	0.3
09:00	227	1	0.4	186	81.9	28	12.3	8	3.5	4	1.8
10:00	199	0	0.0	167	83.9	22	11.1	9	4.5	1	0.5
11:00	215	0	0.0	184	85.6	23	10.7	8	3.7	0	0.0
12:00	214	2	0.9	178	83.2	27	12.6	6	2.8	1	0.5
13:00	229	1	0.4	195	85.2	20	8.7	12	5.2	1	0.4
14:00	269	2	0.7	229	85.1	27	10.0	10	3.7	1	0.4
15:00	227	3	1.3	193	85.0	25	11.0	6	2.6	0	0.0
16:00	181	1	0.6	160	88.4	18	9.9	2	1.1	0	0.0
17:00	138	1	0.7	125	90.6	10	7.3	2	1.5	0	0.0
18:00	138	1	0.7	125	90.6	7	5.1	4	2.9	1	0.7
19:00	105	0	0.0	101	96.2	3	2.9	1	1.0	0	0.0
20:00	63	1	1.6	58	92.1	2	3.2	2	3.2	0	0.0
21:00	47	1	2.1	44	93.6	2	4.3	0	0.0	0	0.0
22:00	28	1	3.6	22	78.6	4	14.3	1	3.6	0	0.0
23:00	19	0	0.0	18	94.7	0	0.0	0	0.0	1	5.3
12H,7-19	2525	19	0.8	2166	85.8	249	9.9	81	3.2	10	0.4
16H,6-22	2858	22	0.8	2468	86.4	273	9.6	85	3.0	10	0.4
18H,6-24	2905	23	0.8	2508	86.3	277	9.5	86	3.0	11	0.4

1611 19

HAYLING ISLAND

Site No: 21005001

Location

Manor Road, Hayling Island (LC 530

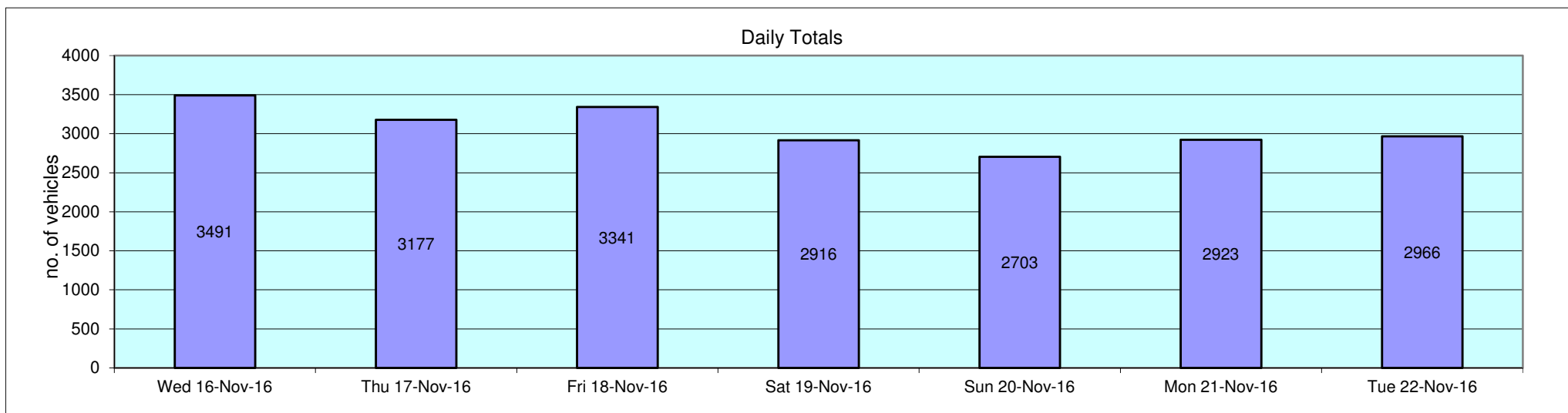
Wed 16-Nov-16 to Tue 22-Nov-16

Channel: Eastbound

TIME PERI OD	TOTAL VEHI CLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
24H,0-24	2966	23	0.8	2562	86.4	284	9.6	86	2.9	11	0.4

1611 19	HAYLING ISLAND	Site No: 21005001	Location	Manor Road, Hayling Island (LC 530)
Wed 16-Nov-16 to Tue 22-Nov-16		Channel: Eastbound		

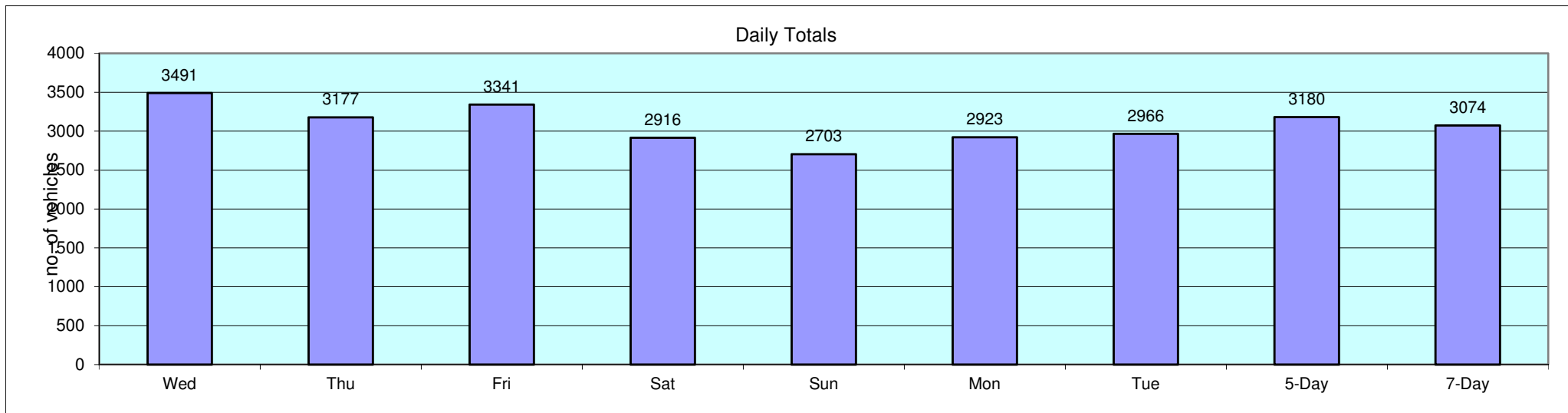
TIME PERI OD	TOTAL VEHI CLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Wed 16-Nov-16	3491	35	1.0	3048	87.3	309	8.9	89	2.6	10	0.3
Thu 17-Nov-16	3177	17	0.5	2780	87.5	299	9.4	72	2.3	9	0.3
Fri 18-Nov-16	3341	32	1.0	2926	87.6	294	8.8	77	2.3	12	0.4
Sat 19-Nov-16	2916	22	0.8	2679	91.9	166	5.7	47	1.6	2	0.1
Sun 20-Nov-16	2703	20	0.7	2537	93.9	124	4.6	21	0.8	1	0.0
Mon 21-Nov-16	2923	23	0.8	2566	87.8	253	8.7	78	2.7	3	0.1
Tue 22-Nov-16	2966	23	0.8	2562	86.4	284	9.6	86	2.9	11	0.4
Total Vehicles											
[--]	21517	172	0.8	19098	88.9	1729	7.9	470	2.2	48	0.2



1611 19	HAYLING ISLAND			Site No: 21005001	Location		Manor Road, Hayling Island (LC 530)		
Channel: Eastbound									
	Wed	Thu	Fri	Sat	Sun	Mon	Tue	5-Day	7-Day
TIME PERIOD	16/ 11/ 16	17/ 11/ 16	18/ 11/ 16	19/ 11/ 16	20/ 11/ 16	21/ 11/ 16	22/ 11/ 16	Av	Av
Week Begin: 16-Nov-16									
00:00	12	7	9	31	43	6	7	8	16
01:00	7	4	5	14	8	1	6	5	6
02:00	4	6	5	6	10	2	4	4	5
03:00	6	5	2	4	4	1	3	3	4
04:00	7	11	11	6	7	13	7	10	9
05:00	36	43	33	20	9	28	34	35	29
06:00	120	115	107	31	20	91	118	110	86
07:00	222	226	195	71	43	186	191	204	162
08:00	303	287	310	149	82	310	297	301	248
09:00	279	219	298	227	172	248	227	254	239
10:00	275	260	283	266	234	303	199	264	260
11:00	274	248	266	314	301	234	215	247	265
12:00	301	204	219	234	303	205	214	229	240
13:00	267	223	243	234	257	188	229	230	234
14:00	292	265	248	245	244	227	269	260	256
15:00	250	225	217	193	255	216	227	227	226
16:00	243	206	225	187	207	178	181	207	204
17:00	162	166	171	133	149	146	138	157	152
18:00	128	141	143	153	123	112	138	132	134
19:00	91	109	101	132	82	75	105	96	99
20:00	85	88	66	73	69	55	63	71	71
21:00	69	51	56	49	35	49	47	54	51
22:00	39	51	83	80	27	28	28	46	48
23:00	19	17	45	64	19	21	19	24	29
12H,7-19	2996	2670	2818	2406	2370	2553	2525	2712	2620
16H,6-22	3361	3033	3148	2691	2576	2823	2858	3045	2927
18H,6-24	3419	3101	3276	2835	2622	2872	2905	3115	3004
24H,0-24	3491	3177	3341	2916	2703	2923	2966	3180	3074
Am	08:00	08:00	08:00	11:00	11:00	08:00	08:00	-	-

1611 19	HAYLING ISLAND			Site No: 21005001	Location	Manor Road, Hayling Island (LC 530)			
	Channel: Eastbound								
	Wed	Thu	Fri	Sat	Sun	Mon	Tue	5-Day	7-Day
TIME PERIOD	16/ 11/ 16	17/ 11/ 16	18/ 11/ 16	19/ 11/ 16	20/ 11/ 16	21/ 11/ 16	22/ 11/ 16	Av	Av
Peak	303	287	310	314	301	310	297	301	303
Pm	12:00	14:00	14:00	14:00	12:00	14:00	14:00	-	-
Peak	301	265	248	245	303	227	269	262	265

1611 19	HAYLING ISLAND			Site No: 21005001	Location	Manor Road, Hayling Island (LC 530)			
				Channel: Eastbound					
	Wed	Thu	Fri	Sat	Sun	Mon	Tue	5-Day	7-Day
TIME PERIOD	16/ 11/ 16	17/ 11/ 16	18/ 11/ 16	19/ 11/ 16	20/ 11/ 16	21/ 11/ 16	22/ 11/ 16	Av	Av



1611 19		HAYLING ISLAND		Site No: 21005001		Location		Manor Road, Hayling Island (LC 530)			
Wed 16-Nov-16 to Tue 22-Nov-16				Channel: Westbound							
TIME PERI OD	TOTAL VEHI CLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 16-Nov-16											
00:00	12	2	16.7	10	83.3	0	0.0	0	0.0	0	0.0
01:00	6	0	0.0	4	66.7	1	16.7	1	16.7	0	0.0
02:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
03:00	5	1	20.0	3	60.0	1	20.0	0	0.0	0	0.0
04:00	4	0	0.0	1	25.0	3	75.0	0	0.0	0	0.0
05:00	20	0	0.0	13	65.0	6	30.0	1	5.0	0	0.0
06:00	53	1	1.9	40	75.5	9	17.0	3	5.7	0	0.0
07:00	146	3	2.1	106	72.6	31	21.2	6	4.1	0	0.0
08:00	231	1	0.4	194	84.0	29	12.6	5	2.2	2	0.9
09:00	288	2	0.7	240	83.3	31	10.8	13	4.5	2	0.7
10:00	250	2	0.8	221	88.4	18	7.2	8	3.2	1	0.4
11:00	238	1	0.4	199	83.6	29	12.2	9	3.8	0	0.0
12:00	237	3	1.3	204	86.1	18	7.6	12	5.1	0	0.0
13:00	253	4	1.6	222	87.8	22	8.7	4	1.6	1	0.4
14:00	234	0	0.0	201	85.9	25	10.7	8	3.4	0	0.0
15:00	259	2	0.8	234	90.4	17	6.6	3	1.2	3	1.2
16:00	258	2	0.8	226	87.6	22	8.5	8	3.1	0	0.0
17:00	237	0	0.0	211	89.0	22	9.3	4	1.7	0	0.0
18:00	228	2	0.9	209	91.7	16	7.0	1	0.4	0	0.0
19:00	178	0	0.0	172	96.6	5	2.8	1	0.6	0	0.0
20:00	100	2	2.0	96	96.0	2	2.0	0	0.0	0	0.0
21:00	73	2	2.7	66	90.4	4	5.5	1	1.4	0	0.0
22:00	48	0	0.0	46	95.8	1	2.1	1	2.1	0	0.0
23:00	29	1	3.5	25	86.2	3	10.3	0	0.0	0	0.0
12H,7-19	2859	22	0.8	2467	86.3	280	9.8	81	2.8	9	0.3
16H,6-22	3263	27	0.8	2841	87.1	300	9.2	86	2.6	9	0.3
18H,6-24	3340	28	0.8	2912	87.2	304	9.1	87	2.6	9	0.3

1611 19

HAYLING ISLAND

Site No: 21005001

Location

Manor Road, Hayling Island (LC 530

Wed 16-Nov-16 to Tue 22-Nov-16

Channel: Westbound

TIME PERI OD	TOTAL VEHI CLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
24H,0-24	3391	31	0.9	2947	86.9	315	9.3	89	2.6	9	0.3

1611 19		HAYLING ISLAND		Site No: 21005001		Location		Manor Road, Hayling Island (LC 530)			
Wed 16-Nov-16 to Tue 22-Nov-16		Channel: Westbound									
TIME PERI OD	TOTAL VEHI CLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 17-Nov-16											
00:00	9	1	11.1	8	88.9	0	0.0	0	0.0	0	0.0
01:00	8	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
02:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
03:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
04:00	1	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
05:00	11	0	0.0	8	72.7	2	18.2	1	9.1	0	0.0
06:00	42	0	0.0	29	69.1	8	19.1	5	11.9	0	0.0
07:00	116	3	2.6	80	69.0	23	19.8	8	6.9	2	1.7
08:00	213	4	1.9	176	82.6	24	11.3	9	4.2	0	0.0
09:00	223	3	1.4	180	80.7	32	14.4	8	3.6	0	0.0
10:00	172	0	0.0	144	83.7	18	10.5	10	5.8	0	0.0
11:00	192	1	0.5	164	85.4	22	11.5	5	2.6	0	0.0
12:00	207	3	1.5	180	87.0	14	6.8	8	3.9	2	1.0
13:00	221	1	0.5	187	84.6	29	13.1	3	1.4	1	0.5
14:00	223	3	1.4	194	87.0	18	8.1	6	2.7	2	0.9
15:00	262	1	0.4	231	88.2	26	9.9	3	1.2	1	0.4
16:00	227	2	0.9	206	90.8	15	6.6	4	1.8	0	0.0
17:00	241	0	0.0	224	93.0	14	5.8	3	1.2	0	0.0
18:00	211	3	1.4	199	94.3	7	3.3	2	1.0	0	0.0
19:00	147	2	1.4	136	92.5	8	5.4	1	0.7	0	0.0
20:00	109	1	0.9	97	89.0	10	9.2	1	0.9	0	0.0
21:00	91	1	1.1	87	95.6	2	2.2	1	1.1	0	0.0
22:00	48	0	0.0	46	95.8	2	4.2	0	0.0	0	0.0
23:00	38	0	0.0	34	89.5	4	10.5	0	0.0	0	0.0
12H,7-19	2508	24	1.0	2165	86.3	242	9.7	69	2.8	8	0.3
16H,6-22	2897	28	1.0	2514	86.8	270	9.3	77	2.7	8	0.3
18H,6-24	2983	28	0.9	2594	87.0	276	9.3	77	2.6	8	0.3

1611 19

HAYLING ISLAND

Site No: 21005001

Location

Manor Road, Hayling Island (LC 530

Wed 16-Nov-16 to Tue 22-Nov-16

Channel: Westbound

TIME PERI OD	TOTAL VEHI CLES	MOTOR- CYCLES	MOTOR- CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
24H,0-24	3020	29	1.0	2626	87.0	279	9.2	78	2.6	8	0.3

1611 19		HAYLING ISLAND		Site No: 21005001		Location		Manor Road, Hayling Island (LC 530)			
Wed 16-Nov-16 to Tue 22-Nov-16				Channel: Westbound							
TIME PERI OD	TOTAL VEHI CLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 18-Nov-16											
00:00	15	0	0.0	13	86.7	2	13.3	0	0.0	0	0.0
01:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
02:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
03:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
04:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
05:00	8	0	0.0	5	62.5	2	25.0	1	12.5	0	0.0
06:00	40	0	0.0	32	80.0	4	10.0	4	10.0	0	0.0
07:00	120	2	1.7	92	76.7	18	15.0	8	6.7	0	0.0
08:00	195	0	0.0	154	79.0	32	16.4	7	3.6	2	1.0
09:00	209	2	1.0	174	83.3	20	9.6	10	4.8	3	1.4
10:00	214	1	0.5	178	83.2	27	12.6	6	2.8	2	0.9
11:00	240	2	0.8	215	89.6	18	7.5	5	2.1	0	0.0
12:00	276	1	0.4	252	91.3	18	6.5	4	1.5	1	0.4
13:00	271	5	1.9	236	87.1	20	7.4	10	3.7	0	0.0
14:00	231	1	0.4	208	90.0	17	7.4	5	2.2	0	0.0
15:00	296	1	0.3	280	94.6	12	4.1	3	1.0	0	0.0
16:00	261	1	0.4	242	92.7	15	5.8	3	1.2	0	0.0
17:00	233	4	1.7	211	90.6	15	6.4	3	1.3	0	0.0
18:00	208	2	1.0	195	93.8	9	4.3	2	1.0	0	0.0
19:00	145	0	0.0	138	95.2	5	3.5	2	1.4	0	0.0
20:00	102	0	0.0	96	94.1	5	4.9	1	1.0	0	0.0
21:00	79	3	3.8	70	88.6	5	6.3	1	1.3	0	0.0
22:00	47	4	8.5	42	89.4	1	2.1	0	0.0	0	0.0
23:00	35	0	0.0	34	97.1	1	2.9	0	0.0	0	0.0
12H,7-19	2754	22	0.8	2437	88.5	221	8.0	66	2.4	8	0.3
16H,6-22	3120	25	0.8	2773	88.9	240	7.7	74	2.4	8	0.3
18H,6-24	3202	29	0.9	2849	89.0	242	7.6	74	2.3	8	0.3

1611 19

HAYLING ISLAND

Site No: 21005001

Location

Manor Road, Hayling Island (LC 530

Wed 16-Nov-16 to Tue 22-Nov-16

Channel: Westbound

TIME PERI OD	TOTAL VEHI CLES	MOTOR- CYCLES	MOTOR- CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
24H,0-24	3237	29	0.9	2878	88.9	247	7.6	75	2.3	8	0.3

1611 19		HAYLING ISLAND		Site No: 21005001		Location		Manor Road, Hayling Island (LC 530)			
Wed 16-Nov-16 to Tue 22-Nov-16				Channel: Westbound							
TIME PERI OD	TOTAL VEHI CLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 19-Nov-16											
00:00	27	2	7.4	24	88.9	0	0.0	0	0.0	1	3.7
01:00	17	0	0.0	16	94.1	1	5.9	0	0.0	0	0.0
02:00	7	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
03:00	6	0	0.0	4	66.7	2	33.3	0	0.0	0	0.0
04:00	5	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
05:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
06:00	26	1	3.9	21	80.8	1	3.9	3	11.5	0	0.0
07:00	68	1	1.5	57	83.8	6	8.8	4	5.9	0	0.0
08:00	84	0	0.0	73	86.9	10	11.9	1	1.2	0	0.0
09:00	169	3	1.8	145	85.8	17	10.1	4	2.4	0	0.0
10:00	216	2	0.9	195	90.3	16	7.4	3	1.4	0	0.0
11:00	220	5	2.3	203	92.3	8	3.6	4	1.8	0	0.0
12:00	270	2	0.7	247	91.5	17	6.3	4	1.5	0	0.0
13:00	205	2	1.0	193	94.2	8	3.9	2	1.0	0	0.0
14:00	228	1	0.4	214	93.9	10	4.4	3	1.3	0	0.0
15:00	224	3	1.3	207	92.4	12	5.4	2	0.9	0	0.0
16:00	198	1	0.5	184	92.9	11	5.6	2	1.0	0	0.0
17:00	212	0	0.0	200	94.3	10	4.7	2	0.9	0	0.0
18:00	150	0	0.0	139	92.7	8	5.3	3	2.0	0	0.0
19:00	179	0	0.0	169	94.4	8	4.5	2	1.1	0	0.0
20:00	61	0	0.0	59	96.7	2	3.3	0	0.0	0	0.0
21:00	49	2	4.1	46	93.9	0	0.0	1	2.0	0	0.0
22:00	49	2	4.1	46	93.9	1	2.0	0	0.0	0	0.0
23:00	42	1	2.4	41	97.6	0	0.0	0	0.0	0	0.0
12H,7-19	2244	20	0.9	2057	91.7	133	5.9	34	1.5	0	0.0
16H,6-22	2559	23	0.9	2352	91.9	144	5.6	40	1.6	0	0.0
18H,6-24	2650	26	1.0	2439	92.0	145	5.5	40	1.5	0	0.0

1611 19

HAYLING ISLAND

Site No: 21005001

Location

Manor Road, Hayling Island (LC 530

Wed 16-Nov-16 to Tue 22-Nov-16

Channel: Westbound

TIME PERI OD	TOTAL VEHI CLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
24H,0-24	2716	28	1.0	2498	92.0	149	5.5	40	1.5	1	0.0

1611 19		HAYLING ISLAND		Site No: 21005001		Location		Manor Road, Hayling Island (LC 530)			
Wed 16-Nov-16 to Tue 22-Nov-16				Channel: Westbound							
TIME PERI OD	TOTAL VEHI CLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 20-Nov-16											
00:00	35	0	0.0	28	80.0	7	20.0	0	0.0	0	0.0
01:00	26	0	0.0	26	100.0	0	0.0	0	0.0	0	0.0
02:00	11	0	0.0	8	72.7	3	27.3	0	0.0	0	0.0
03:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
06:00	12	1	8.3	11	91.7	0	0.0	0	0.0	0	0.0
07:00	31	0	0.0	30	96.8	1	3.2	0	0.0	0	0.0
08:00	70	1	1.4	61	87.1	6	8.6	2	2.9	0	0.0
09:00	182	0	0.0	168	92.3	11	6.0	3	1.7	0	0.0
10:00	208	2	1.0	197	94.7	6	2.9	3	1.4	0	0.0
11:00	240	1	0.4	224	93.3	13	5.4	2	0.8	0	0.0
12:00	266	2	0.8	250	94.0	11	4.1	3	1.1	0	0.0
13:00	251	2	0.8	237	94.4	10	4.0	2	0.8	0	0.0
14:00	223	3	1.4	204	91.5	12	5.4	4	1.8	0	0.0
15:00	233	4	1.7	217	93.1	9	3.9	2	0.9	1	0.4
16:00	207	0	0.0	199	96.1	7	3.4	1	0.5	0	0.0
17:00	128	1	0.8	120	93.8	4	3.1	3	2.3	0	0.0
18:00	92	1	1.1	89	96.7	2	2.2	0	0.0	0	0.0
19:00	83	1	1.2	79	95.2	2	2.4	1	1.2	0	0.0
20:00	51	1	2.0	48	94.1	2	3.9	0	0.0	0	0.0
21:00	38	2	5.3	36	94.7	0	0.0	0	0.0	0	0.0
22:00	27	1	3.7	26	96.3	0	0.0	0	0.0	0	0.0
23:00	18	0	0.0	18	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	2131	17	0.8	1996	93.7	92	4.3	25	1.2	1	0.1
16H,6-22	2315	22	1.0	2170	93.7	96	4.2	26	1.1	1	0.0
18H,6-24	2360	23	1.0	2214	93.8	96	4.1	26	1.1	1	0.0

1611 19		HAYLING ISLAND		Site No: 21005001		Location		Manor Road, Hayling Island (LC 530)			
Wed 16-Nov-16 to Tue 22-Nov-16				Channel: Westbound							
TIME PERI OD	TOTAL VEHI CLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
24H,0-24	2439	23	0.9	2283	93.6	106	4.4	26	1.1	1	0.0

1611 19		HAYLING ISLAND		Site No: 21005001		Location		Manor Road, Hayling Island (LC 530)			
Wed 16-Nov-16 to Tue 22-Nov-16				Channel: Westbound							
TIME PERI OD	TOTAL VEHI CLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 21-Nov-16											
00:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
01:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
02:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
03:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
04:00	4	0	0.0	1	25.0	3	75.0	0	0.0	0	0.0
05:00	6	0	0.0	2	33.3	3	50.0	1	16.7	0	0.0
06:00	40	0	0.0	33	82.5	3	7.5	4	10.0	0	0.0
07:00	104	3	2.9	74	71.2	19	18.3	8	7.7	0	0.0
08:00	234	3	1.3	191	81.6	32	13.7	8	3.4	0	0.0
09:00	183	0	0.0	145	79.2	28	15.3	9	4.9	1	0.6
10:00	175	2	1.1	149	85.1	20	11.4	4	2.3	0	0.0
11:00	197	2	1.0	172	87.3	17	8.6	6	3.1	0	0.0
12:00	203	2	1.0	180	88.7	17	8.4	4	2.0	0	0.0
13:00	192	0	0.0	168	87.5	14	7.3	9	4.7	1	0.5
14:00	184	0	0.0	158	85.9	20	10.9	5	2.7	1	0.5
15:00	258	3	1.2	234	90.7	14	5.4	6	2.3	1	0.4
16:00	237	4	1.7	212	89.5	17	7.2	2	0.8	2	0.8
17:00	207	0	0.0	189	91.3	16	7.7	2	1.0	0	0.0
18:00	187	2	1.1	172	92.0	10	5.4	3	1.6	0	0.0
19:00	140	0	0.0	130	92.9	9	6.4	1	0.7	0	0.0
20:00	72	1	1.4	70	97.2	1	1.4	0	0.0	0	0.0
21:00	57	2	3.5	52	91.2	2	3.5	1	1.8	0	0.0
22:00	53	0	0.0	48	90.6	5	9.4	0	0.0	0	0.0
23:00	21	0	0.0	21	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	2361	21	0.9	2044	86.6	224	9.5	66	2.8	6	0.3
16H,6-22	2670	24	0.9	2329	87.2	239	9.0	72	2.7	6	0.2
18H,6-24	2744	24	0.9	2398	87.4	244	8.9	72	2.6	6	0.2

1611 19		HAYLING ISLAND		Site No: 21005001		Location		Manor Road, Hayling Island (LC 530)			
Wed 16-Nov-16 to Tue 22-Nov-16				Channel: Westbound							
TIME PERI OD	TOTAL VEHI CLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
24H,0-24	2765	24	0.9	2411	87.2	251	9.1	73	2.6	6	0.2

1611 19		HAYLING ISLAND		Site No: 21005001		Location		Manor Road, Hayling Island (LC 530)			
Wed 16-Nov-16 to Tue 22-Nov-16				Channel: Westbound							
TIME PERI OD	TOTAL VEHI CLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 22-Nov-16											
00:00	15	0	0.0	15	100.0	0	0.0	0	0.0	0	0.0
01:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
02:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
03:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
04:00	4	0	0.0	2	50.0	2	50.0	0	0.0	0	0.0
05:00	9	0	0.0	7	77.8	0	0.0	2	22.2	0	0.0
06:00	33	1	3.0	24	72.7	4	12.1	4	12.1	0	0.0
07:00	116	4	3.5	82	70.7	20	17.2	9	7.8	1	0.9
08:00	203	0	0.0	173	85.2	22	10.8	7	3.5	1	0.5
09:00	207	0	0.0	170	82.1	30	14.5	6	2.9	1	0.5
10:00	176	2	1.1	142	80.7	25	14.2	7	4.0	0	0.0
11:00	176	1	0.6	151	85.8	19	10.8	5	2.8	0	0.0
12:00	181	1	0.6	154	85.1	17	9.4	8	4.4	1	0.6
13:00	204	1	0.5	175	85.8	19	9.3	9	4.4	0	0.0
14:00	210	1	0.5	185	88.1	16	7.6	7	3.3	1	0.5
15:00	282	3	1.1	256	90.8	19	6.7	4	1.4	0	0.0
16:00	240	3	1.3	216	90.0	14	5.8	7	2.9	0	0.0
17:00	212	1	0.5	194	91.5	14	6.6	2	0.9	1	0.5
18:00	197	1	0.5	178	90.4	13	6.6	5	2.5	0	0.0
19:00	128	0	0.0	119	93.0	8	6.3	1	0.8	0	0.0
20:00	95	1	1.1	92	96.8	2	2.1	0	0.0	0	0.0
21:00	78	4	5.1	69	88.5	4	5.1	1	1.3	0	0.0
22:00	55	2	3.6	48	87.3	5	9.1	0	0.0	0	0.0
23:00	33	1	3.0	30	90.9	1	3.0	0	0.0	1	3.0
12H,7-19	2404	18	0.8	2076	86.4	228	9.5	76	3.2	6	0.3
16H,6-22	2738	24	0.9	2380	86.9	246	9.0	82	3.0	6	0.2
18H,6-24	2826	27	1.0	2458	87.0	252	8.9	82	2.9	7	0.3

1611 19

HAYLING ISLAND

Site No: 21005001

Location

Manor Road, Hayling Island (LC 530

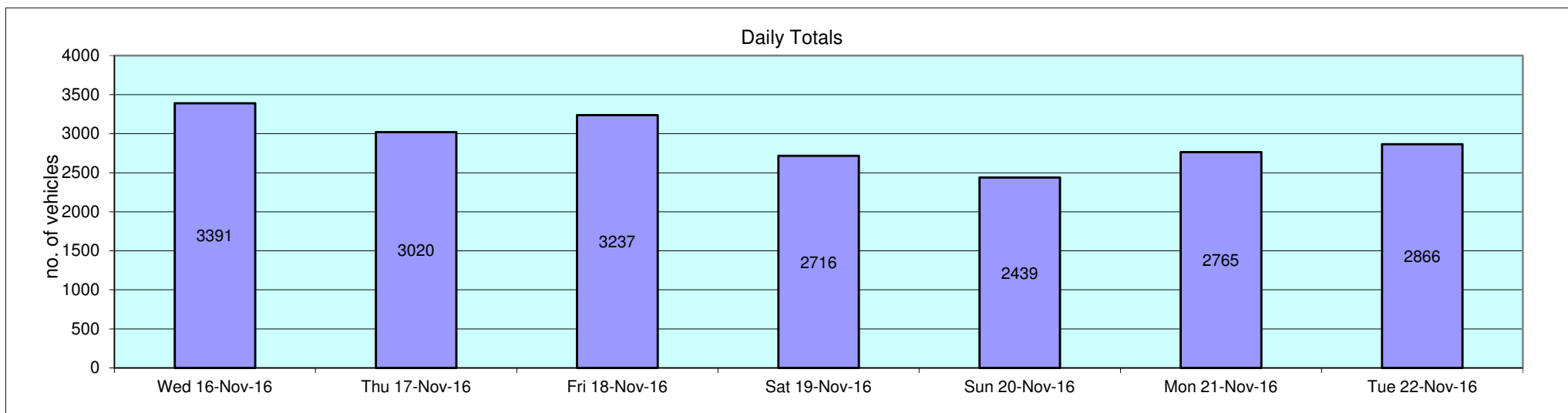
Wed 16-Nov-16 to Tue 22-Nov-16

Channel: Westbound

TIME PERI OD	TOTAL VEHI CLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
24H,0-24	2866	27	0.9	2493	87.0	255	8.9	84	2.9	7	0.2

1611 19	HAYLING ISLAND	Site No: 21005001	Location	Manor Road, Hayling Island (LC 530)
Wed 16-Nov-16 to Tue 22-Nov-16		Channel: Westbound		

TIME PERI OD	TOTAL VEHI CLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Wed 16-Nov-16	3391	31	0.9	2947	86.9	315	9.3	89	2.6	9	0.3
Thu 17-Nov-16	3020	29	1.0	2626	87.0	279	9.2	78	2.6	8	0.3
Fri 18-Nov-16	3237	29	0.9	2878	88.9	247	7.6	75	2.3	8	0.3
Sat 19-Nov-16	2716	28	1.0	2498	92.0	149	5.5	40	1.5	1	0.0
Sun 20-Nov-16	2439	23	0.9	2283	93.6	106	4.4	26	1.1	1	0.0
Mon 21-Nov-16	2765	24	0.9	2411	87.2	251	9.1	73	2.6	6	0.2
Tue 22-Nov-16	2866	27	0.9	2493	87.0	255	8.9	84	2.9	7	0.2
Total Vehicles											
[--]	20434	191	0.9	18136	88.9	1602	7.7	465	2.2	40	0.2



1611 19					HAYLING ISLAND					Site No: 21005001					Location Manor Road, Hayling Island (LC 530)						
Wed 16-Nov-16 to Tue 22-Nov-16					Channel: Westbound																
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61					
Wed 16-Nov-16																					
00:00	12	39.7	33.1	9.4	1	0	0	1	1	3	5	1	0	0	0	0					
01:00	6	-	29.3	4	0	0	0	1	3	2	0	0	0	0	0	0					
02:00	4	-	34.8	2.8	0	0	0	0	0	3	1	0	0	0	0	0					
03:00	5	-	33.5	3.7	0	0	0	0	1	3	1	0	0	0	0	0					
04:00	4	-	33.5	4.2	0	0	0	0	1	2	1	0	0	0	0	0					
05:00	20	37.5	33.3	4.1	0	0	0	0	6	9	5	0	0	0	0	0					
06:00	53	36.5	33.1	4.7	0	0	0	1	15	28	6	2	1	0	0	0					
07:00	146	38	33.2	5.2	0	0	0	11	29	72	29	4	0	0	1	0					
08:00	231	38	33.6	4.3	0	0	0	7	44	126	48	4	2	0	0	0					
09:00	288	38.4	33.5	4.6	0	0	0	10	68	133	70	6	0	1	0	0					
10:00	250	37.4	33.3	4	0	0	1	1	59	138	46	5	0	0	0	0					
11:00	238	38.2	33.6	4.4	0	0	1	6	47	122	59	2	0	1	0	0					
12:00	237	38.6	33.8	4.4	0	0	0	4	55	113	55	10	0	0	0	0					
13:00	253	39.1	34.1	4.6	0	0	1	2	58	108	74	9	1	0	0	0					
14:00	234	39	34.4	4.2	0	0	0	0	43	118	63	8	2	0	0	0					
15:00	259	38.8	34.3	4.3	0	0	0	3	40	142	63	10	0	0	1	0					
16:00	258	38.3	33.9	4.3	0	0	1	3	48	142	53	10	1	0	0	0					
17:00	237	38.8	33.9	4.7	0	0	1	4	49	116	55	10	2	0	0	0					
18:00	228	39.5	34.9	4.8	0	0	0	3	30	118	61	14	1	0	0	1					
19:00	178	39.1	33.9	5.4	0	0	0	5	46	73	43	7	2	1	1	0					
20:00	100	39.5	34.8	4.5	0	0	0	2	15	45	32	6	0	0	0	0					
21:00	73	40	34.5	6.2	0	1	0	2	15	30	17	4	4	0	0	0					
22:00	48	41.3	35.2	6.1	0	0	0	1	10	20	9	6	1	1	0	0					
23:00	29	38.3	34.9	4.8	0	0	0	0	3	18	7	0	0	1	0	0					
12H,7-19	2859	38.6	33.9	4.5	0	0	5	54	570	1448	676	92	9	2	2	1					
16H,6-22	3263	38.7	33.9	4.6	0	1	5	64	661	1624	774	111	16	3	3	1					
18H,6-24	3340	38.7	33.9	4.6	0	1	5	65	674	1662	790	117	17	5	3	1					
24H,0-24	3391	38.7	33.9	4.6	1	1	5	67	686	1684	803	118	17	5	3	1					

1611 19					HAYLING ISLAND				Site No: 21005001				Location				Manor Road, Hayling Island (LC 530)			
Wed 16-Nov-16 to Tue 22-Nov-16					Channel: Westbound															
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61				
Thu 17-Nov-16																				
00:00	9	-	34.1	10.1	1	0	0	0	0	3	4	1	0	0	0	0				
01:00	8	-	34.8	4.6	0	0	0	0	1	5	1	1	0	0	0	0				
02:00	3	-	35.2	10.4	0	0	0	1	0	0	1	1	0	0	0	0				
03:00	5	-	36.5	4.6	0	0	0	0	0	3	1	1	0	0	0	0				
04:00	1	-	33.5	-	0	0	0	0	0	1	0	0	0	0	0	0				
05:00	11	38.1	34.4	5.1	0	0	0	1	0	7	2	1	0	0	0	0				
06:00	42	37	33.4	4.3	0	0	0	1	9	24	6	2	0	0	0	0				
07:00	116	38.1	33.2	4.9	1	0	0	2	30	54	26	3	0	0	0	0				
08:00	213	38.4	33.4	5.3	0	3	0	8	44	104	44	8	2	0	0	0				
09:00	223	39.1	34.2	4.7	0	0	0	6	38	113	51	13	2	0	0	0				
10:00	172	35.6	32.1	4.4	0	0	0	10	53	89	17	1	2	0	0	0				
11:00	192	38.7	33.8	4.8	0	0	1	5	41	90	48	5	1	1	0	0				
12:00	207	36.3	32.9	4.6	0	1	2	5	45	121	28	3	1	1	0	0				
13:00	221	38.7	34	4.6	0	0	0	5	41	112	54	7	1	1	0	0				
14:00	223	37.7	33.2	4.5	0	0	0	5	59	111	42	4	1	1	0	0				
15:00	262	38.4	33.5	4.7	0	0	2	7	58	131	51	12	1	0	0	0				
16:00	227	37.8	33.3	4.6	0	0	2	6	49	119	46	4	0	1	0	0				
17:00	241	38	33.5	4.9	0	0	0	12	45	130	43	6	4	1	0	0				
18:00	211	39	34.2	4.8	0	2	0	2	35	109	52	9	2	0	0	0				
19:00	147	38.7	34.2	4.6	0	0	0	1	29	78	30	6	3	0	0	0				
20:00	109	37.7	33.9	5.2	0	0	0	5	15	66	18	2	1	1	1	0				
21:00	91	38.5	33.7	4.9	0	0	0	2	22	44	18	4	0	1	0	0				
22:00	48	38.4	34.1	4.1	0	0	0	0	9	26	11	2	0	0	0	0				
23:00	38	38.8	34.3	4.8	0	0	0	1	7	17	12	0	1	0	0	0				
12H,7-19	2508	38.2	33.5	4.8	1	6	7	73	538	1283	502	75	17	6	0	0				
16H,6-22	2897	38.2	33.5	4.8	1	6	7	82	613	1495	574	89	21	8	1	0				
18H,6-24	2983	38.3	33.6	4.8	1	6	7	83	629	1538	597	91	22	8	1	0				
24H,0-24	3020	38.3	33.6	4.8	2	6	7	85	630	1557	606	96	22	8	1	0				

1611 19					HAYLING ISLAND					Site No: 21005001					Location Manor Road, Hayling Island (LC 530)						
Wed 16-Nov-16 to Tue 22-Nov-16					Channel: Westbound																
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61					
Fri 18-Nov-16																					
00:00	15	38.8	33.8	5	0	0	0	0	5	5	4	1	0	0	0	0					
01:00	4	-	37.3	2.8	0	0	0	0	0	1	3	0	0	0	0	0					
02:00	2	-	28.5	1.8	0	0	0	0	2	0	0	0	0	0	0	0					
03:00	4	-	37.3	4.9	0	0	0	0	0	2	1	1	0	0	0	0					
04:00	2	-	38.5	7.1	0	0	0	0	0	1	0	1	0	0	0	0					
05:00	8	-	34.8	5.9	0	0	0	1	1	1	5	0	0	0	0	0					
06:00	40	38.8	34.4	4.7	0	0	0	1	6	21	10	1	1	0	0	0					
07:00	120	38.9	33.5	5.4	1	0	0	4	30	50	28	6	1	0	0	0					
08:00	195	39.7	34.8	4.6	0	0	0	3	30	89	59	13	1	0	0	0					
09:00	209	38.5	33.4	5	0	0	1	10	46	102	37	12	1	0	0	0					
10:00	214	38.3	33.7	4.5	0	0	0	3	49	106	50	4	1	1	0	0					
11:00	240	38.3	34	4	0	0	0	0	45	133	55	5	2	0	0	0					
12:00	276	38.2	33.6	4.5	0	0	0	9	56	140	65	4	1	1	0	0					
13:00	271	38.5	33.9	4.6	0	0	0	3	61	135	62	7	1	2	0	0					
14:00	231	39.5	35.1	4.2	0	0	0	1	26	120	69	13	2	0	0	0					
15:00	296	39.3	34.7	4.7	0	0	0	5	39	158	75	15	3	0	0	1					
16:00	261	39	34.2	5	0	0	0	6	48	133	57	11	4	2	0	0					
17:00	233	39.6	34.5	5.1	0	1	1	3	42	105	64	12	5	0	0	0					
18:00	208	39	34.1	4.8	0	1	0	4	37	103	52	10	0	1	0	0					
19:00	145	38.3	33.8	4.3	0	0	0	5	23	79	34	4	0	0	0	0					
20:00	102	39.3	34.5	4.6	0	0	0	2	16	50	28	5	1	0	0	0					
21:00	79	38.8	34.4	4.7	0	0	0	2	11	43	19	3	0	1	0	0					
22:00	47	40.4	35.9	6.3	0	0	0	2	4	21	14	3	2	0	1	0					
23:00	35	40.4	36.2	5.9	0	0	0	1	4	12	14	2	1	1	0	0					
12H,7-19	2754	39	34.2	4.7	1	2	2	51	509	1374	673	112	22	7	0	1					
16H,6-22	3120	39	34.2	4.7	1	2	2	61	565	1567	764	125	24	8	0	1					
18H,6-24	3202	39	34.2	4.7	1	2	2	64	573	1600	792	130	27	9	1	1					
24H,0-24	3237	39	34.2	4.7	1	2	2	65	581	1610	805	133	27	9	1	1					

1611 19					HAYLING ISLAND				Site No: 21005001				Location				Manor Road, Hayling Island (LC 530)			
Wed 16-Nov-16 to Tue 22-Nov-16					Channel: Westbound															
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61				
Sat 19-Nov-16																				
00:00	27	39.7	34.8	7	1	0	0	0	3	11	10	1	1	0	0	0				
01:00	17	43.4	37	7.2	0	0	0	0	4	4	4	4	0	1	0	0				
02:00	7	-	34.9	4.9	0	0	0	0	2	1	4	0	0	0	0	0				
03:00	6	-	37.7	6	0	0	0	0	1	1	2	2	0	0	0	0				
04:00	5	-	33.5	3.7	0	0	0	0	1	3	1	0	0	0	0	0				
05:00	4	-	34.8	2.8	0	0	0	0	0	3	1	0	0	0	0	0				
06:00	26	39.7	34.1	7.1	1	0	0	1	3	10	9	2	0	0	0	0				
07:00	68	39.4	35	4.5	0	0	0	2	6	33	24	2	1	0	0	0				
08:00	84	39.5	35.5	3.8	0	0	0	1	6	37	38	2	0	0	0	0				
09:00	169	39.3	34.6	5.3	0	1	2	2	22	84	49	5	2	2	0	0				
10:00	216	39	34.1	4.9	0	0	1	8	35	106	55	9	1	1	0	0				
11:00	220	38.1	33.4	4.6	0	1	1	1	55	110	45	6	0	1	0	0				
12:00	270	39.2	33.9	4.8	0	0	1	3	65	123	58	20	0	0	0	0				
13:00	205	39.1	34.6	4.1	0	0	0	0	29	113	52	10	1	0	0	0				
14:00	228	39	34.5	4.2	0	0	0	5	25	128	59	10	1	0	0	0				
15:00	224	38.5	34.1	4.1	0	0	0	3	37	125	50	9	0	0	0	0				
16:00	198	38.9	34.3	4.5	0	0	1	4	26	109	48	8	2	0	0	0				
17:00	212	38.2	33.7	4.5	0	0	0	2	49	107	49	3	1	0	1	0				
18:00	150	38	33	5.4	0	0	2	6	41	69	22	7	3	0	0	0				
19:00	179	35.9	32.5	4.1	0	0	0	4	58	91	22	4	0	0	0	0				
20:00	61	38.9	34.3	4.7	0	0	0	2	9	31	16	2	1	0	0	0				
21:00	49	38.6	33.4	6.2	0	0	1	0	17	18	10	2	0	0	1	0				
22:00	49	39.8	34.9	4.7	0	0	0	0	10	19	16	4	0	0	0	0				
23:00	42	38.6	34	5.9	0	1	0	0	8	21	10	1	0	1	0	0				
12H,7-19	2244	38.9	34.1	4.6	0	2	8	37	396	1144	549	91	12	4	1	0				
16H,6-22	2559	38.8	34	4.7	1	2	9	44	483	1294	606	101	13	4	2	0				
18H,6-24	2650	38.8	34	4.7	1	3	9	44	501	1334	632	106	13	5	2	0				
24H,0-24	2716	38.9	34.1	4.7	2	3	9	44	512	1357	654	113	14	6	2	0				

1611 19					HAYLING ISLAND				Site No: 21005001		Location Manor Road, Hayling Island (LC 530)						
Wed 16-Nov-16 to Tue 22-Nov-16					Channel: Westbound												
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61	
Sun 20-Nov-16																	
00:00	35	38.3	34.6	3.9	0	0	0	0	3	24	5	3	0	0	0	0	
01:00	26	40.1	35.8	4.9	0	0	0	0	3	12	8	2	1	0	0	0	
02:00	11	40.6	35.8	7	0	0	1	0	0	4	4	2	0	0	0	0	
03:00	3	-	38.5	5	0	0	0	0	0	1	1	1	0	0	0	0	
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	4	-	37.3	7.6	0	0	0	0	0	3	0	0	1	0	0	0	
06:00	12	38.8	32.7	9.5	1	0	0	0	3	4	3	0	1	0	0	0	
07:00	31	38.4	34	4.6	0	0	0	1	5	17	6	2	0	0	0	0	
08:00	70	38.1	33.8	4.4	0	0	1	0	13	39	14	3	0	0	0	0	
09:00	182	37.9	32.8	5	0	0	0	14	45	84	29	10	0	0	0	0	
10:00	208	38.7	34.3	4.3	0	0	0	2	34	111	54	5	1	1	0	0	
11:00	240	37.7	33.7	3.8	0	0	0	3	42	141	51	2	1	0	0	0	
12:00	266	38.3	33.9	4	0	0	0	3	48	146	61	8	0	0	0	0	
13:00	251	38.7	34.7	3.6	0	0	0	0	23	154	66	7	1	0	0	0	
14:00	223	39	34.7	4.1	0	0	0	2	26	125	60	8	2	0	0	0	
15:00	233	39.5	34.8	4.6	0	1	1	2	28	115	73	12	1	0	0	0	
16:00	207	38.5	34.3	4.1	0	0	0	0	32	117	52	4	1	1	0	0	
17:00	128	39	34.2	4.7	0	0	1	0	26	61	34	4	2	0	0	0	
18:00	92	40.1	35.1	5	0	0	0	1	15	42	24	8	2	0	0	0	
19:00	83	38.6	34	4.3	0	0	0	3	12	43	23	2	0	0	0	0	
20:00	51	39.8	34.8	5.6	0	0	0	1	11	21	13	2	3	0	0	0	
21:00	38	35.8	33	4.1	0	0	0	1	9	22	5	1	0	0	0	0	
22:00	27	39.2	35	4.3	0	0	0	1	2	13	10	1	0	0	0	0	
23:00	18	38.7	34.9	3.6	0	0	0	0	2	9	7	0	0	0	0	0	
12H,7-19	2131	38.8	34.2	4.3	0	1	3	28	337	1152	524	73	11	2	0	0	
16H,6-22	2315	38.8	34.2	4.4	1	1	3	33	372	1242	568	78	15	2	0	0	
18H,6-24	2360	38.8	34.2	4.4	1	1	3	34	376	1264	585	79	15	2	0	0	
24H,0-24	2439	38.8	34.2	4.4	1	1	4	34	382	1308	603	87	17	2	0	0	

1611 19					HAYLING ISLAND					Site No: 21005001					Location Manor Road, Hayling Island (LC 530)						
Wed 16-Nov-16 to Tue 22-Nov-16					Channel: Westbound																
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61					
Mon 21-Nov-16																					
00:00	4	-	34.8	2.8	0	0	0	0	0	3	1	0	0	0	0	0					
01:00	3	-	33.5	5	0	0	0	0	1	1	1	0	0	0	0	0					
02:00	2	-	33.5	7.1	0	0	0	0	1	0	1	0	0	0	0	0					
03:00	2	-	36	3.5	0	0	0	0	0	1	1	0	0	0	0	0					
04:00	4	-	38.5	1.6	0	0	0	0	0	0	4	0	0	0	0	0					
05:00	6	-	36.8	4.3	0	0	0	0	1	0	5	0	0	0	0	0					
06:00	40	39.3	34	5	0	0	0	1	10	16	10	3	0	0	0	0					
07:00	104	38.3	33.1	6	1	0	0	6	26	48	15	7	0	0	1	0					
08:00	234	38.7	33.9	4.7	0	1	0	3	51	109	63	4	3	0	0	0					
09:00	183	38.7	33.9	4.4	0	0	0	4	38	84	54	2	1	0	0	0					
10:00	175	36.9	32.2	5.1	0	0	8	8	39	88	30	2	0	0	0	0					
11:00	197	37.2	33.7	3.9	0	0	0	0	37	122	32	4	2	0	0	0					
12:00	203	37.8	33.6	3.9	0	0	0	1	43	113	43	2	1	0	0	0					
13:00	192	36.7	33.2	3.9	0	0	0	3	42	114	28	5	0	0	0	0					
14:00	184	39	34.3	4.4	0	0	0	5	25	98	46	10	0	0	0	0					
15:00	258	38.7	34.3	3.9	0	0	0	0	41	142	67	8	0	0	0	0					
16:00	237	38.8	34.2	4.4	0	0	0	2	44	124	55	9	3	0	0	0					
17:00	207	39	34.8	4.1	0	0	0	0	22	121	54	8	1	1	0	0					
18:00	187	39	34.4	4.4	0	0	1	3	26	94	57	5	1	0	0	0					
19:00	140	39.2	35.1	3.9	0	0	0	0	10	86	35	8	1	0	0	0					
20:00	72	40	35.8	4.4	0	0	0	2	5	28	32	5	0	0	0	0					
21:00	57	41	36	5.6	0	0	0	1	5	29	13	6	2	1	0	0					
22:00	53	39.2	34.8	4.1	0	0	0	0	9	22	21	1	0	0	0	0					
23:00	21	42.4	36.4	5.3	0	0	0	0	3	8	5	5	0	0	0	0					
12H,7-19	2361	38.5	33.9	4.4	1	1	9	35	434	1257	544	66	12	1	1	0					
16H,6-22	2670	38.7	34	4.4	1	1	9	39	464	1416	634	88	15	2	1	0					
18H,6-24	2744	38.7	34.1	4.5	1	1	9	39	476	1446	660	94	15	2	1	0					
24H,0-24	2765	38.7	34.1	4.4	1	1	9	39	479	1451	673	94	15	2	1	0					

1611 19					HAYLING ISLAND					Site No: 21005001					Location Manor Road, Hayling Island (LC 530)						
Wed 16-Nov-16 to Tue 22-Nov-16					Channel: Westbound																
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61					
Tue 22-Nov-16																					
00:00	15	41.6	37.5	4.9	0	0	0	0	0	7	5	2	1	0	0	0					
01:00	5	-	36.5	5.8	0	0	0	0	1	1	2	1	0	0	0	0					
02:00	3	-	30.2	5.9	0	0	0	1	0	2	0	0	0	0	0	0					
03:00	4	-	34.8	2.8	0	0	0	0	0	3	1	0	0	0	0	0					
04:00	4	-	36	3.2	0	0	0	0	0	2	2	0	0	0	0	0					
05:00	9	-	35.2	7.2	0	0	0	0	3	3	1	1	1	0	0	0					
06:00	33	39.3	33.2	6.7	1	0	0	1	8	13	7	3	0	0	0	0					
07:00	116	39.2	33.9	5.5	1	1	0	1	25	48	35	4	1	0	0	0					
08:00	203	37.8	33.1	5	0	1	1	8	49	100	36	6	2	0	0	0					
09:00	207	38.9	34	4.7	0	0	0	7	39	96	57	7	0	1	0	0					
10:00	176	39.2	34.5	4.3	0	0	0	0	36	78	55	6	1	0	0	0					
11:00	176	39.8	35.1	4.6	0	0	1	4	15	85	58	13	0	0	0	0					
12:00	181	39.2	34.4	4.8	0	1	0	1	32	89	48	7	3	0	0	0					
13:00	204	38.7	33.8	4.6	0	1	0	3	43	99	50	8	0	0	0	0					
14:00	210	38.5	34	4.1	0	0	0	3	39	109	53	6	0	0	0	0					
15:00	282	39.2	34.4	5	1	0	1	3	48	140	72	11	5	1	0	0					
16:00	240	38.8	34.3	4.6	0	0	0	8	34	124	66	5	2	1	0	0					
17:00	212	39.8	35.2	4.7	0	0	0	3	24	103	66	13	2	0	1	0					
18:00	197	40.1	35.2	4.9	0	0	0	1	30	92	53	18	2	1	0	0					
19:00	128	39.8	35	5	0	0	0	4	17	55	43	7	1	1	0	0					
20:00	95	39.6	35.3	5	0	0	0	1	11	46	31	3	1	2	0	0					
21:00	78	39.8	34.7	5.6	0	0	0	2	15	35	18	7	0	0	1	0					
22:00	55	39.9	35.8	4.4	0	0	0	0	6	23	22	3	1	0	0	0					
23:00	33	39.3	35.8	5.4	0	0	0	0	3	16	13	0	0	0	1	0					
12H,7-19	2404	39.2	34.3	4.8	2	4	3	42	414	1163	649	104	18	4	1	0					
16H,6-22	2738	39.3	34.4	4.8	3	4	3	50	465	1312	748	124	20	7	2	0					
18H,6-24	2826	39.3	34.4	4.8	3	4	3	50	474	1351	783	127	21	7	3	0					
24H,0-24	2866	39.3	34.5	4.8	3	4	3	51	478	1369	794	131	23	7	3	0					

1611 19 HAYLING ISLAND Site No: 21005001 Location Manor Road, Hayling Island (LC 530)
 Wed 16-Nov-16 to Tue 22-Nov-16 Channel: Westbound

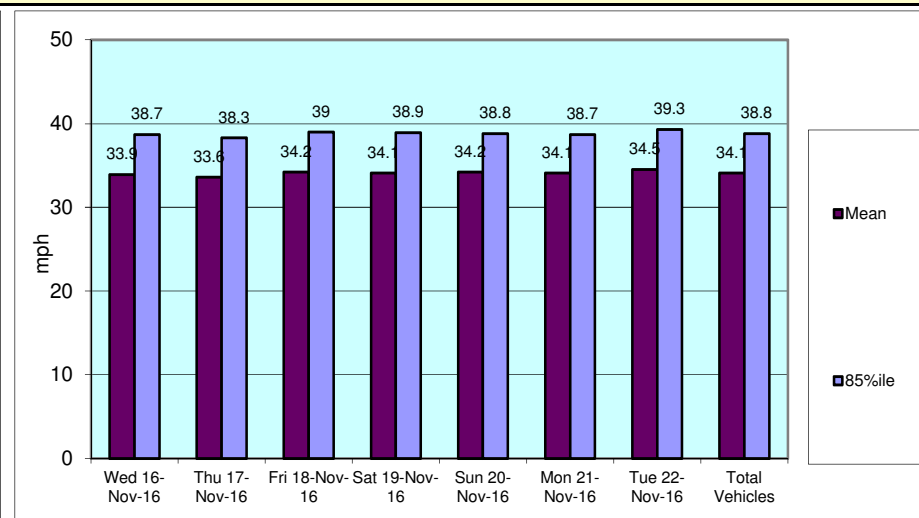
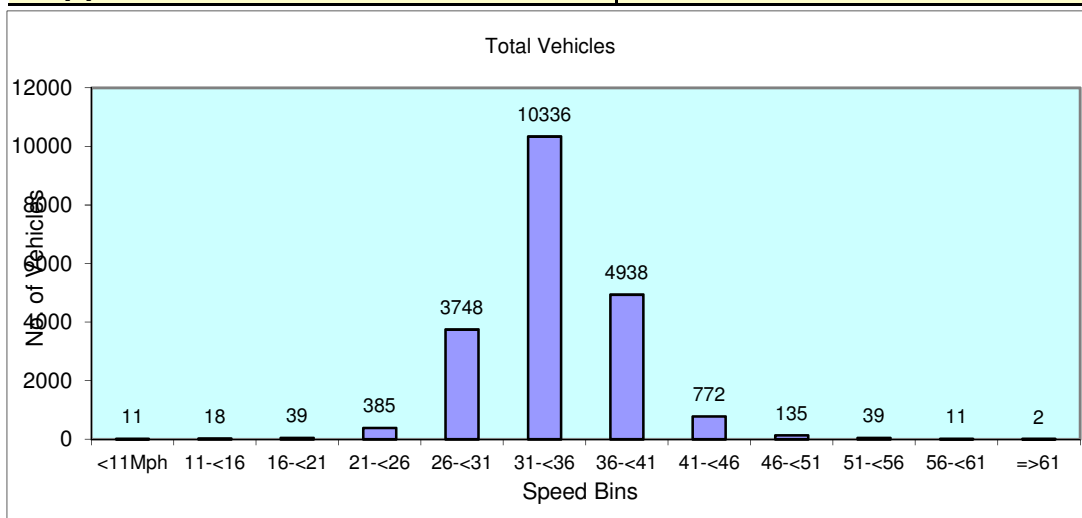
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
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Daily Totals

Wed 16-Nov-16	3391	38.7	33.9	4.6	1	1	5	67	686	1684	803	118	17	5	3	1
Thu 17-Nov-16	3020	38.3	33.6	4.8	2	6	7	85	630	1557	606	96	22	8	1	0
Fri 18-Nov-16	3237	39	34.2	4.7	1	2	2	65	581	1610	805	133	27	9	1	1
Sat 19-Nov-16	2716	38.9	34.1	4.7	2	3	9	44	512	1357	654	113	14	6	2	0
Sun 20-Nov-16	2439	38.8	34.2	4.4	1	1	4	34	382	1308	603	87	17	2	0	0
Mon 21-Nov-16	2765	38.7	34.1	4.4	1	1	9	39	479	1451	673	94	15	2	1	0
Tue 22-Nov-16	2866	39.3	34.5	4.8	3	4	3	51	478	1369	794	131	23	7	3	0

Total Vehicles

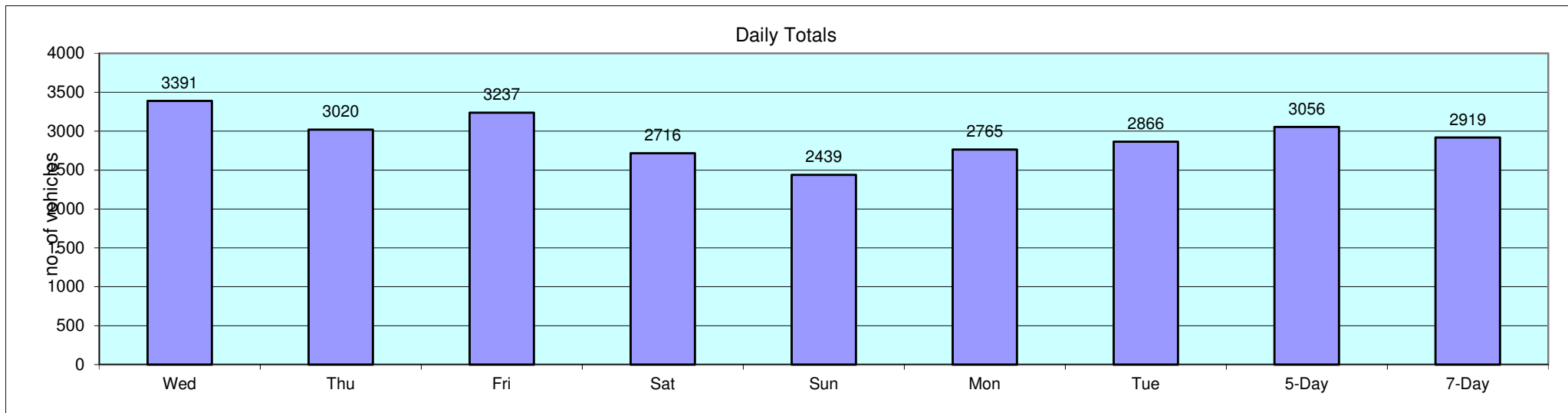
[--]	20434	38.8	34.1	4.6	11	18	39	385	3748	10336	4938	772	135	39	11	2
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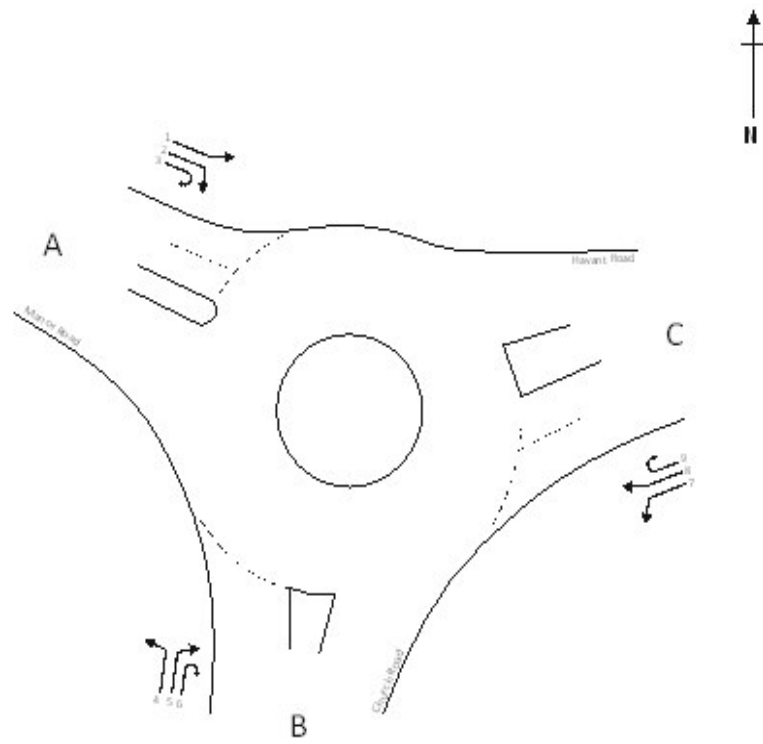


1611 19	HAYLING ISLAND			Site No: 21005001	Location		Manor Road, Hayling Island (LC 530)		
	Channel: Westbound								
	Wed	Thu	Fri	Sat	Sun	Mon	Tue	5-Day	7-Day
TIME PERIOD	16/ 11/ 16	17/ 11/ 16	18/ 11/ 16	19/ 11/ 16	20/ 11/ 16	21/ 11/ 16	22/ 11/ 16	Av	Av
Week Begin: 16-Nov-16									
00:00	12	9	15	27	35	4	15	11	17
01:00	6	8	4	17	26	3	5	5	10
02:00	4	3	2	7	11	2	3	3	5
03:00	5	5	4	6	3	2	4	4	4
04:00	4	1	2	5	0	4	4	3	3
05:00	20	11	8	4	4	6	9	11	9
06:00	53	42	40	26	12	40	33	42	35
07:00	146	116	120	68	31	104	116	120	100
08:00	231	213	195	84	70	234	203	215	176
09:00	288	223	209	169	182	183	207	222	209
10:00	250	172	214	216	208	175	176	197	202
11:00	238	192	240	220	240	197	176	209	215
12:00	237	207	276	270	266	203	181	221	234
13:00	253	221	271	205	251	192	204	228	228
14:00	234	223	231	228	223	184	210	216	219
15:00	259	262	296	224	233	258	282	271	259
16:00	258	227	261	198	207	237	240	245	233
17:00	237	241	233	212	128	207	212	226	210
18:00	228	211	208	150	92	187	197	206	182
19:00	178	147	145	179	83	140	128	148	143
20:00	100	109	102	61	51	72	95	96	84
21:00	73	91	79	49	38	57	78	76	66
22:00	48	48	47	49	27	53	55	50	47
23:00	29	38	35	42	18	21	33	31	31
12H,7-19	2859	2508	2754	2244	2131	2361	2404	2577	2466
16H,6-22	3263	2897	3120	2559	2315	2670	2738	2938	2795
18H,6-24	3340	2983	3202	2650	2360	2744	2826	3019	2872
24H,0-24	3391	3020	3237	2716	2439	2765	2866	3056	2919
Am	09:00	09:00	11:00	11:00	11:00	08:00	09:00	-	-

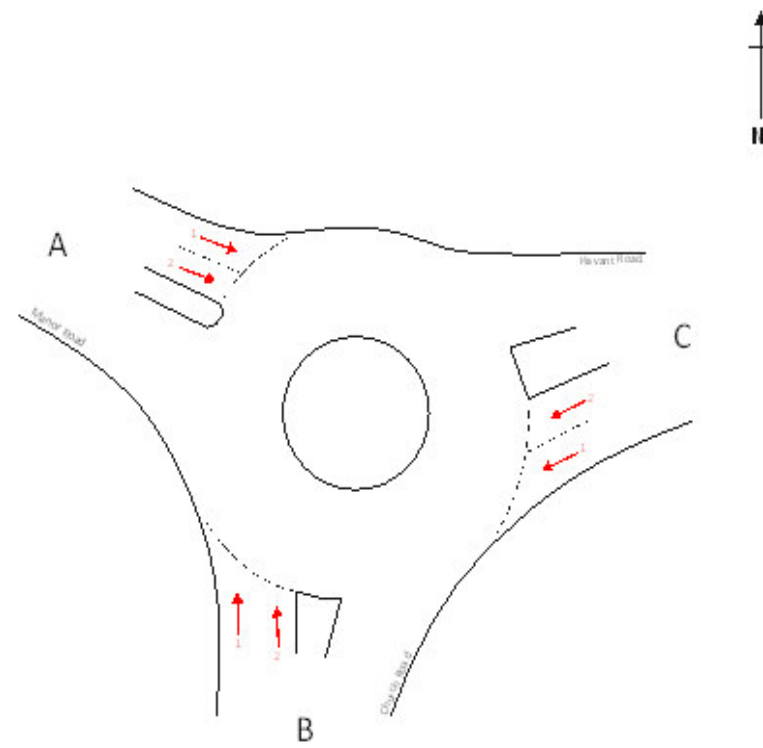
1611 19	HAYLING ISLAND			Site No: 21005001	Location	Manor Road, Hayling Island (LC 530)			
	Channel: Westbound								
	Wed	Thu	Fri	Sat	Sun	Mon	Tue	5-Day	7-Day
TIME PERIOD	16/ 11/ 16	17/ 11/ 16	18/ 11/ 16	19/ 11/ 16	20/ 11/ 16	21/ 11/ 16	22/ 11/ 16	Av	Av
Peak	288	223	240	220	240	234	207	238	236
Pm	15:00	15:00	15:00	12:00	12:00	15:00	15:00	-	-
Peak	259	262	296	270	266	258	282	271	270

1611 19	HAYLING ISLAND			Site No: 21005001	Location	Manor Road, Hayling Island (LC 530)			
				Channel: Westbound					
	Wed	Thu	Fri	Sat	Sun	Mon	Tue	5-Day	7-Day
TIME PERIOD	16/ 11/ 16	17/ 11/ 16	18/ 11/ 16	19/ 11/ 16	20/ 11/ 16	21/ 11/ 16	22/ 11/ 16	Av	Av





SITE 1 - COUNTS



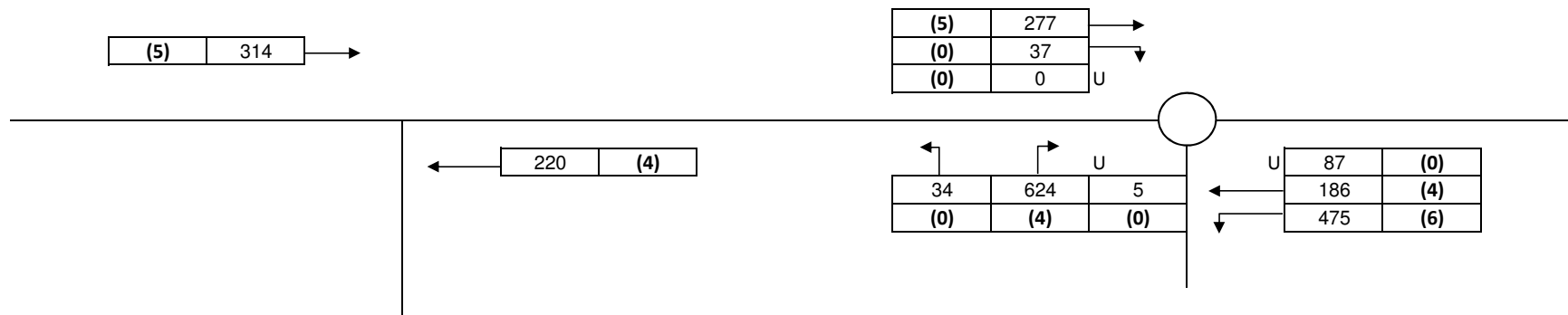
SITE 1 - QUEUES

APPENDIX B

KEY

Peak Hour: 1100-1200

10	Totals
(1)	HGVs



Job no. JNY9067	Rev.		Hayling Island, Hants
Drawing No. -	Rev Date. Aug 17		Baseline 2016 Observed Traffic Flows (Saturday 11:00 - 12:00)
Drawn by ARN	Authorised JJE		Appendix B

APPENDIX C

Calculation Reference: AUDIT-515501-170321-0329

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLESSelected regions and areas:

05	EAST MIDLANDS	
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
10	WALES	
	GW GWYNEDD	1 days

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

Secondary Filtering selection:

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

Parameter: Retail floor area
 Actual Range: 1000 to 1256 (units: sqm)
 Range Selected by User: 600 to 1256 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 19/10/15

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

Selected survey days:

Tuesday	2 days
Wednesday	1 days
Friday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Industrial Zone	1
No Sub Category	3

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:

Not Known	1 days
A1	3 days

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

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	2 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
25,001 to 50,000	1 days
50,001 to 75,000	1 days
100,001 to 125,000	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	4 days
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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	4 days

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

Travel Plan:

No	4 days
----	--------

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

PTAL Rating:

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

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

LIST OF SITES relevant to selection parameters

1	GW-01-C-01	LIDL	GWYNEDD
	HIGH STREET		
	BANGOR		
	Edge of Town Centre		
	No Sub Category		
	Total Retail floor area:	1100 sqm	
	Survey date: FRIDAY	10/07/09	Survey Type: MANUAL
2	NR-01-C-01	ALDI	NORTHAMPTONSHIRE
	DALTON ROAD		
	CORBY		
	Edge of Town		
	Industrial Zone		
	Total Retail floor area:	1000 sqm	
	Survey date: WEDNESDAY	19/11/08	Survey Type: MANUAL
3	NY-01-C-02	LIDL	NORTH YORKSHIRE
	STATION ROAD		
	THIRSK		
	Edge of Town Centre		
	No Sub Category		
	Total Retail floor area:	1256 sqm	
	Survey date: TUESDAY	11/10/11	Survey Type: MANUAL
4	SH-01-C-01	LIDL	SHROPSHIRE
	CASTLE STREET		
	HADLEY		
	TELFORD		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Retail floor area:	1200 sqm	
	Survey date: TUESDAY	16/06/09	Survey Type: MANUAL

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1150	0.435	2	1150	0.087	2	1150	0.522
08:00 - 09:00	4	1139	1.383	4	1139	0.878	4	1139	2.261
09:00 - 10:00	4	1139	2.897	4	1139	2.041	4	1139	4.938
10:00 - 11:00	4	1139	4.763	4	1139	4.324	4	1139	9.087
11:00 - 12:00	4	1139	4.763	4	1139	4.478	4	1139	9.241
12:00 - 13:00	4	1139	4.346	4	1139	4.456	4	1139	8.802
13:00 - 14:00	4	1139	3.929	4	1139	4.258	4	1139	8.187
14:00 - 15:00	4	1139	5.334	4	1139	5.070	4	1139	10.404
15:00 - 16:00	4	1139	4.675	4	1139	4.982	4	1139	9.657
16:00 - 17:00	4	1139	4.170	4	1139	4.456	4	1139	8.626
17:00 - 18:00	4	1139	4.851	4	1139	5.224	4	1139	10.075
18:00 - 19:00	4	1139	3.512	4	1139	3.863	4	1139	7.375
19:00 - 20:00	4	1139	2.019	4	1139	2.634	4	1139	4.653
20:00 - 21:00	2	1178	0.127	2	1178	0.382	2	1178	0.509
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			47.204			47.133			94.337

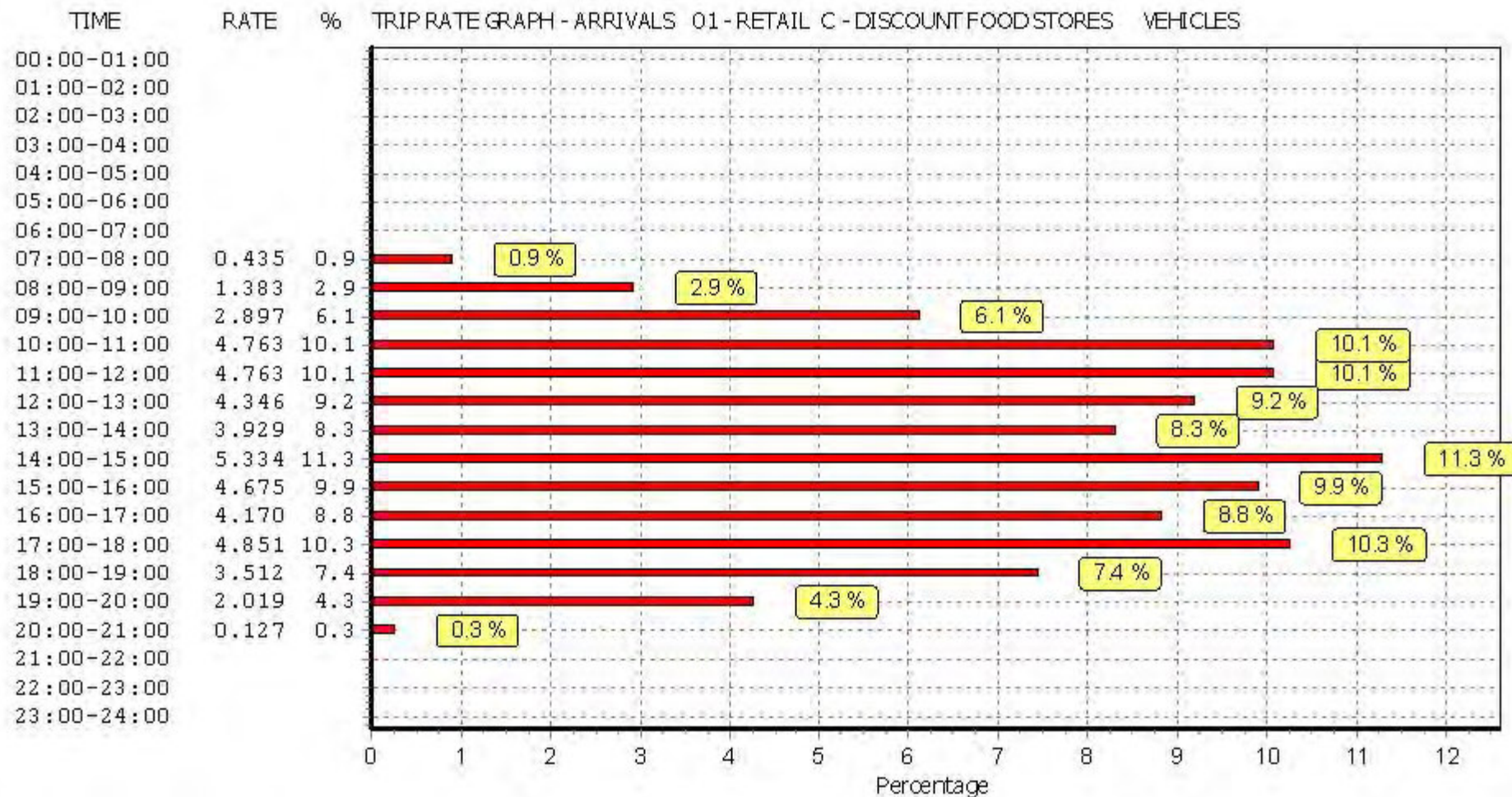
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

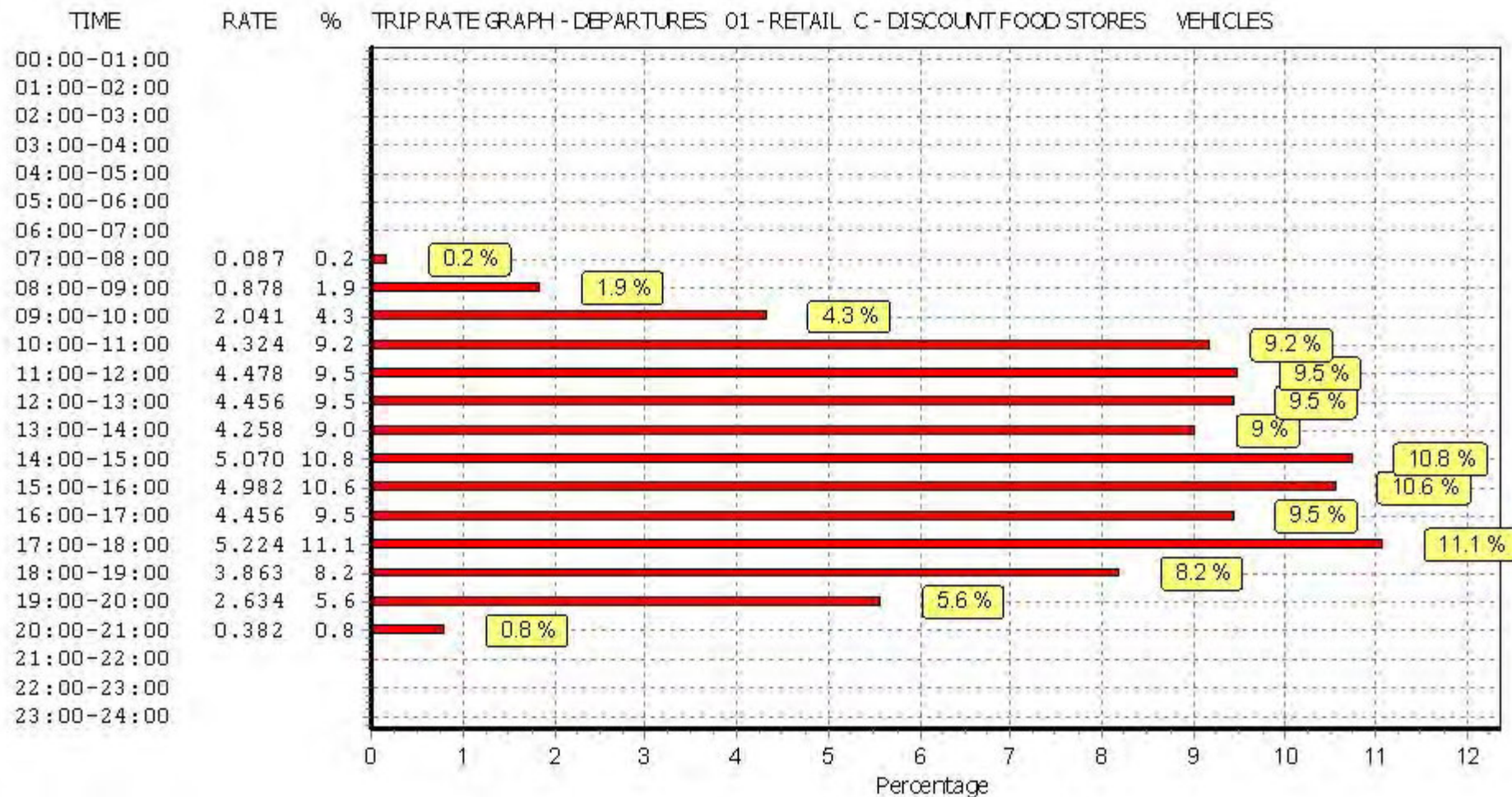
Parameter summary

Trip rate parameter range selected:	1000 - 1256 (units: sqm)
Survey date range:	01/01/08 - 19/10/15
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

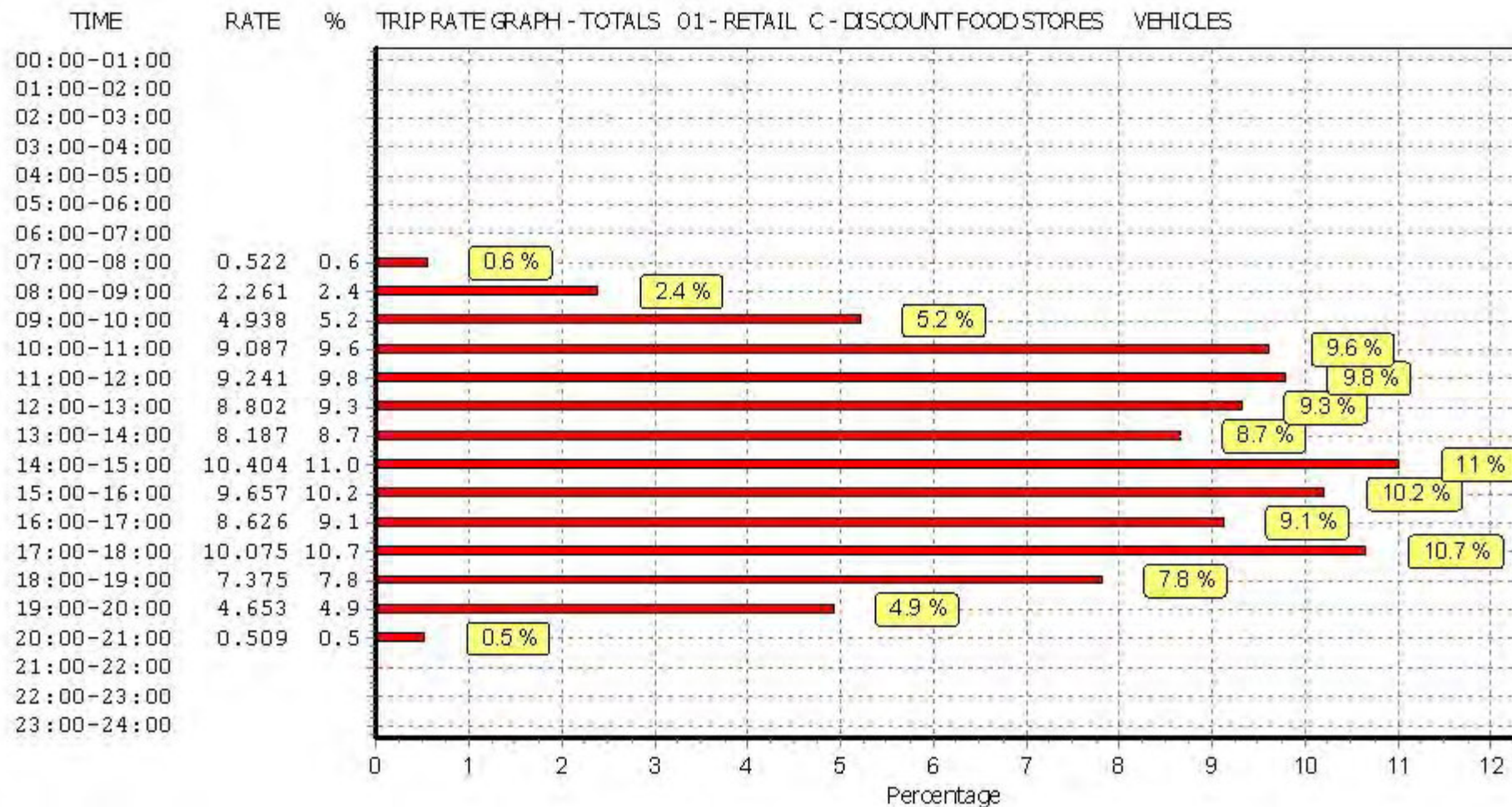
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1150	0.000	2	1150	0.000	2	1150	0.000
08:00 - 09:00	4	1139	0.022	4	1139	0.022	4	1139	0.044
09:00 - 10:00	4	1139	0.022	4	1139	0.022	4	1139	0.044
10:00 - 11:00	4	1139	0.066	4	1139	0.044	4	1139	0.110
11:00 - 12:00	4	1139	0.022	4	1139	0.044	4	1139	0.066
12:00 - 13:00	4	1139	0.066	4	1139	0.066	4	1139	0.132
13:00 - 14:00	4	1139	0.066	4	1139	0.066	4	1139	0.132
14:00 - 15:00	4	1139	0.088	4	1139	0.066	4	1139	0.154
15:00 - 16:00	4	1139	0.110	4	1139	0.132	4	1139	0.242
16:00 - 17:00	4	1139	0.044	4	1139	0.044	4	1139	0.088
17:00 - 18:00	4	1139	0.000	4	1139	0.000	4	1139	0.000
18:00 - 19:00	4	1139	0.022	4	1139	0.022	4	1139	0.044
19:00 - 20:00	4	1139	0.022	4	1139	0.022	4	1139	0.044
20:00 - 21:00	2	1178	0.000	2	1178	0.000	2	1178	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.550			0.550			1.100

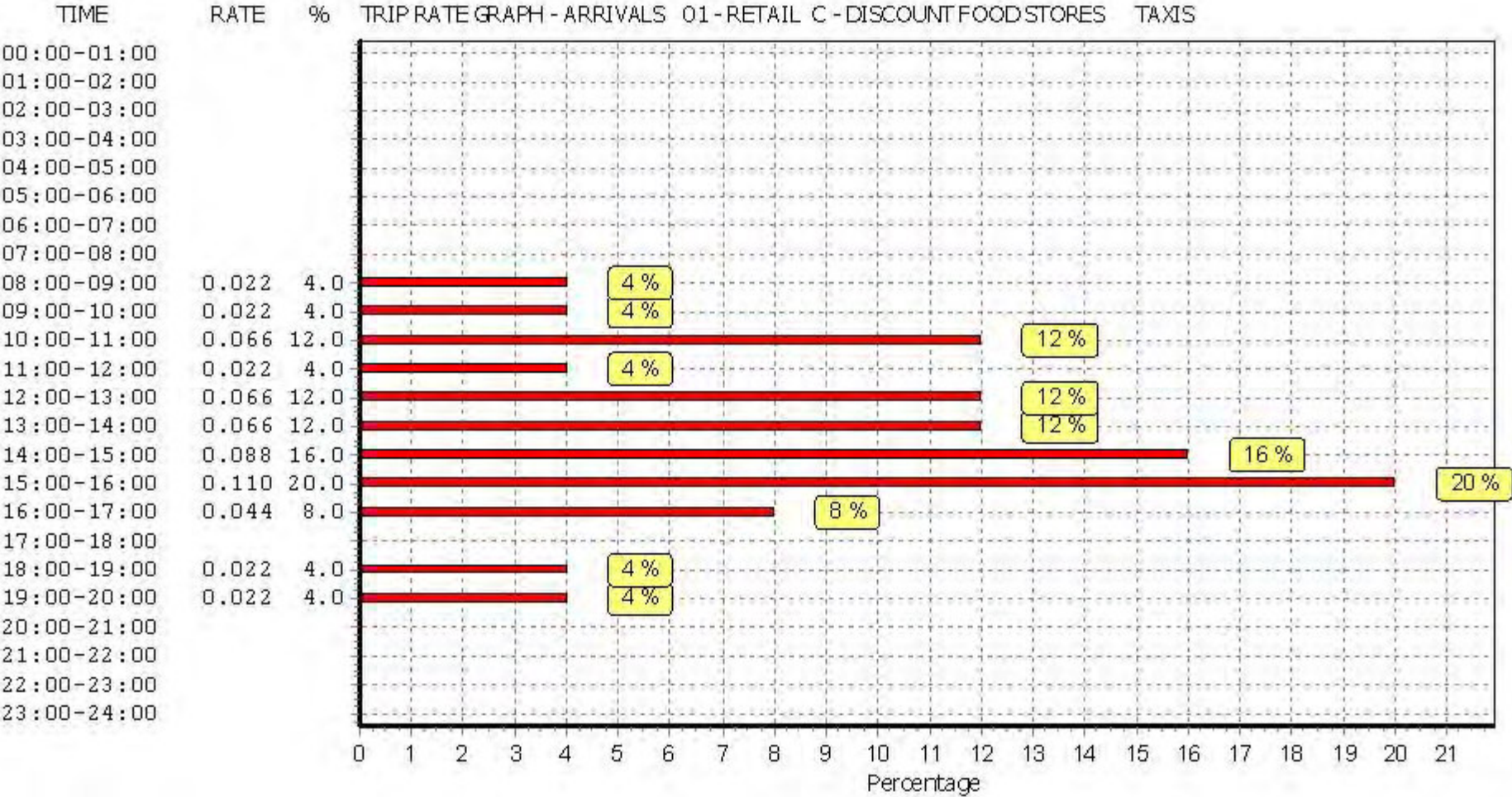
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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Parameter summary

Trip rate parameter range selected:	1000 - 1256 (units: sqm)
Survey date range:	01/01/08 - 19/10/15
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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



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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1150	0.000	2	1150	0.000	2	1150	0.000
08:00 - 09:00	4	1139	0.044	4	1139	0.044	4	1139	0.088
09:00 - 10:00	4	1139	0.044	4	1139	0.022	4	1139	0.066
10:00 - 11:00	4	1139	0.000	4	1139	0.022	4	1139	0.022
11:00 - 12:00	4	1139	0.044	4	1139	0.044	4	1139	0.088
12:00 - 13:00	4	1139	0.000	4	1139	0.000	4	1139	0.000
13:00 - 14:00	4	1139	0.000	4	1139	0.000	4	1139	0.000
14:00 - 15:00	4	1139	0.000	4	1139	0.000	4	1139	0.000
15:00 - 16:00	4	1139	0.044	4	1139	0.022	4	1139	0.066
16:00 - 17:00	4	1139	0.000	4	1139	0.022	4	1139	0.022
17:00 - 18:00	4	1139	0.000	4	1139	0.000	4	1139	0.000
18:00 - 19:00	4	1139	0.022	4	1139	0.022	4	1139	0.044
19:00 - 20:00	4	1139	0.000	4	1139	0.000	4	1139	0.000
20:00 - 21:00	2	1178	0.000	2	1178	0.000	2	1178	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.198			0.198			0.396

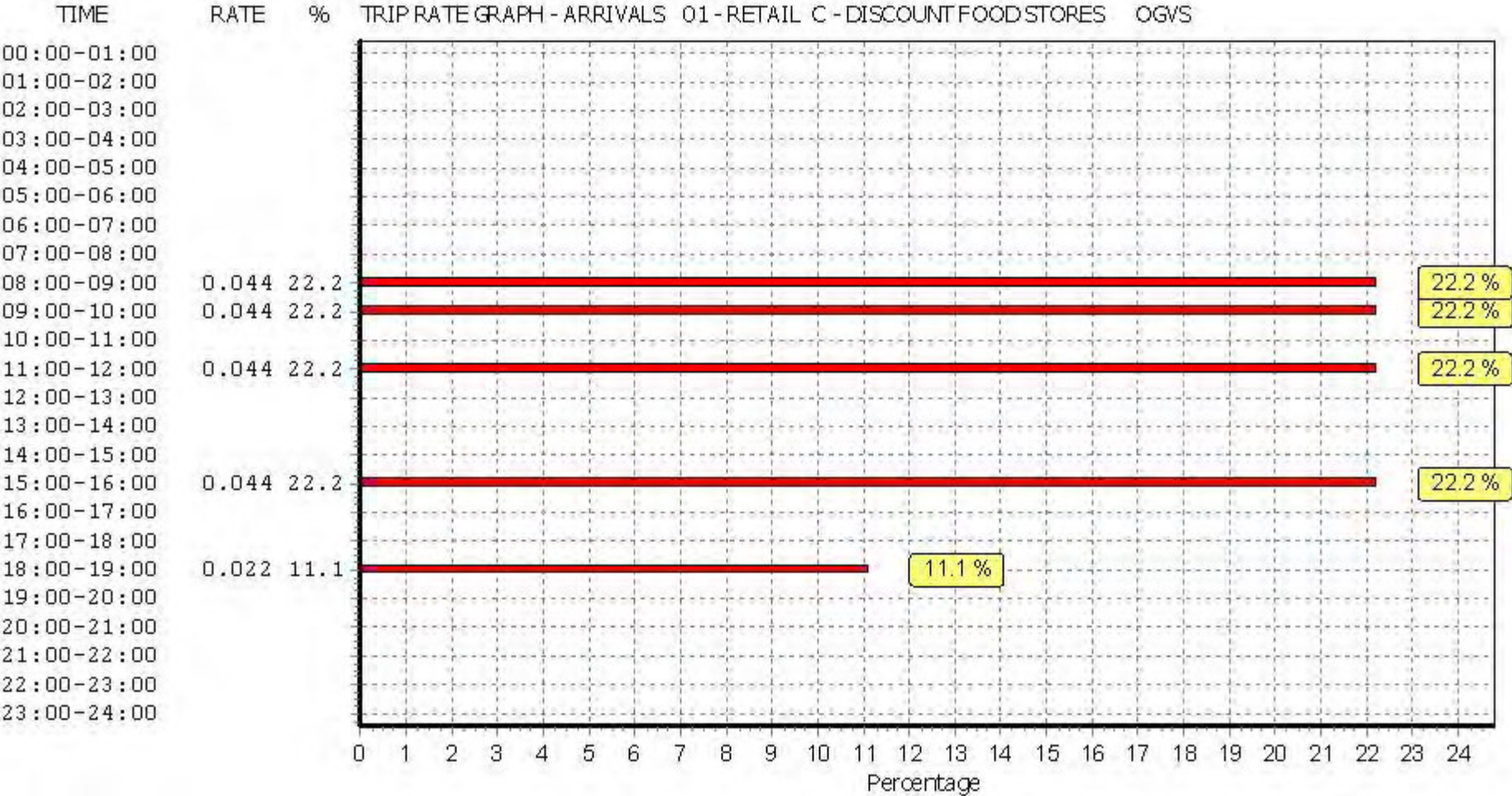
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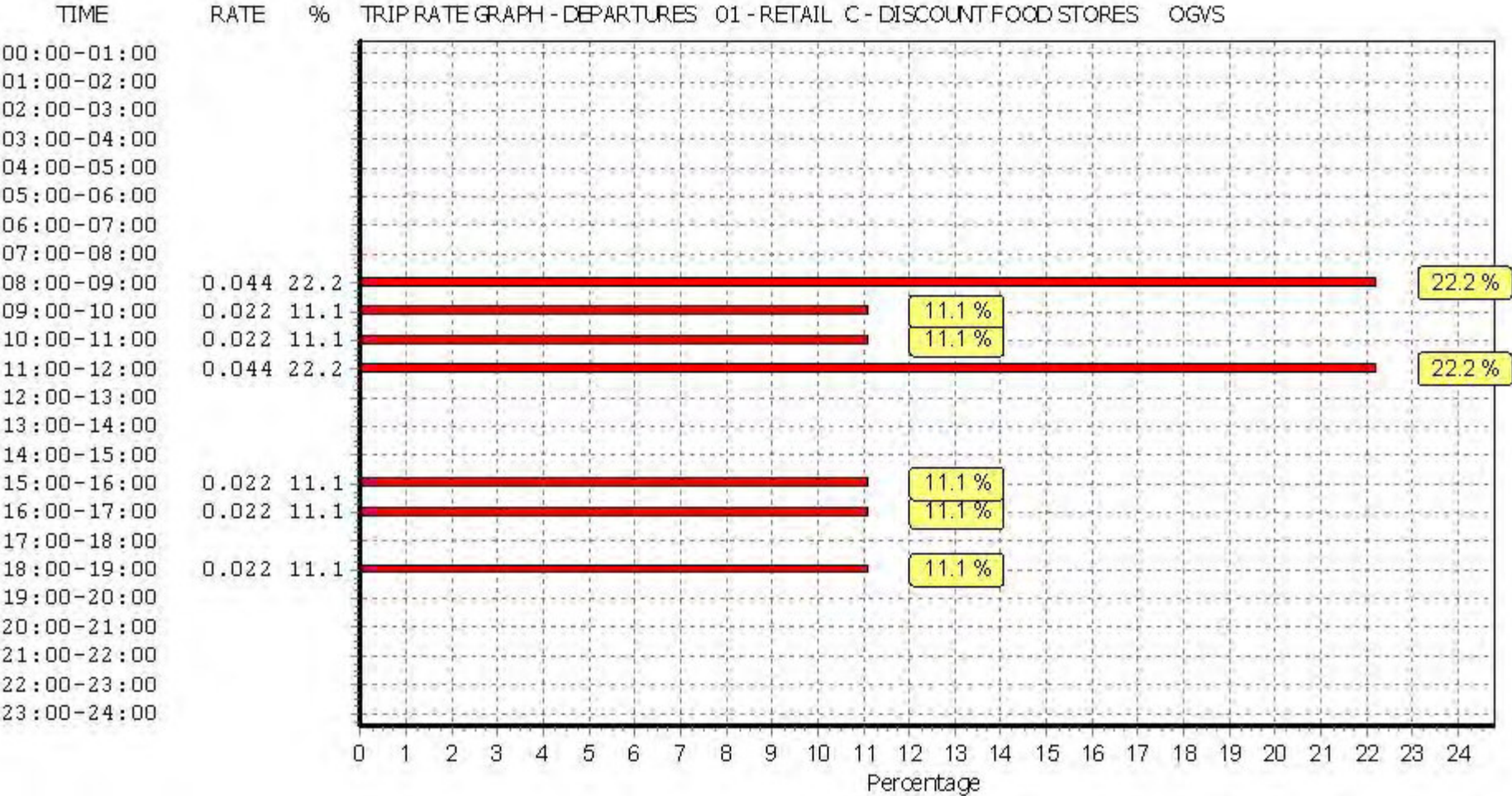
Parameter summary

Trip rate parameter range selected:	1000 - 1256 (units: sqm)
Survey date range:	01/01/08 - 19/10/15
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

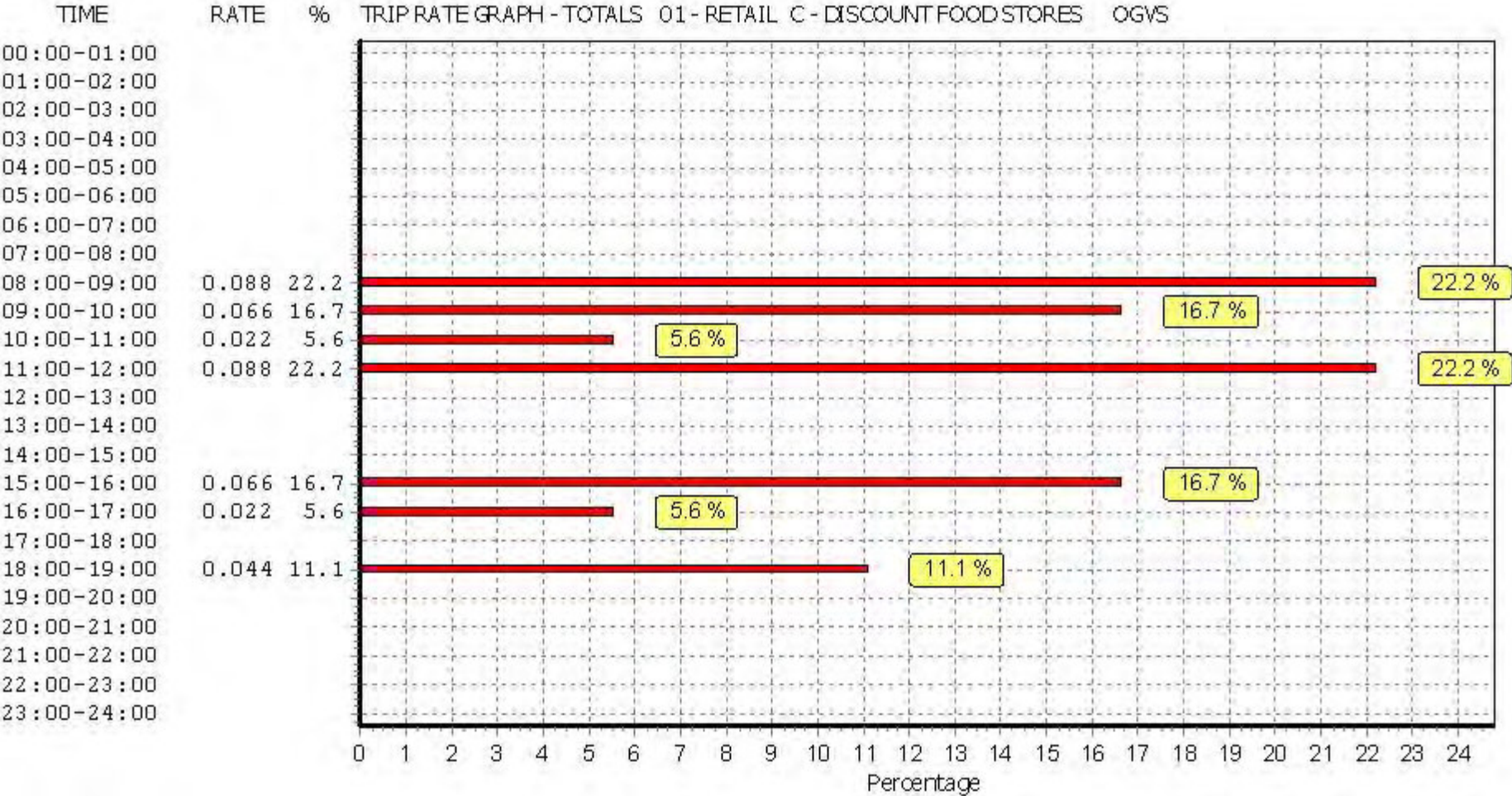
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TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1150	0.000	2	1150	0.000	2	1150	0.000
08:00 - 09:00	4	1139	0.000	4	1139	0.000	4	1139	0.000
09:00 - 10:00	4	1139	0.000	4	1139	0.000	4	1139	0.000
10:00 - 11:00	4	1139	0.000	4	1139	0.000	4	1139	0.000
11:00 - 12:00	4	1139	0.000	4	1139	0.000	4	1139	0.000
12:00 - 13:00	4	1139	0.000	4	1139	0.000	4	1139	0.000
13:00 - 14:00	4	1139	0.000	4	1139	0.000	4	1139	0.000
14:00 - 15:00	4	1139	0.000	4	1139	0.000	4	1139	0.000
15:00 - 16:00	4	1139	0.000	4	1139	0.000	4	1139	0.000
16:00 - 17:00	4	1139	0.000	4	1139	0.000	4	1139	0.000
17:00 - 18:00	4	1139	0.000	4	1139	0.000	4	1139	0.000
18:00 - 19:00	4	1139	0.000	4	1139	0.000	4	1139	0.000
19:00 - 20:00	4	1139	0.000	4	1139	0.000	4	1139	0.000
20:00 - 21:00	2	1178	0.000	2	1178	0.000	2	1178	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.000			0.000			0.000	

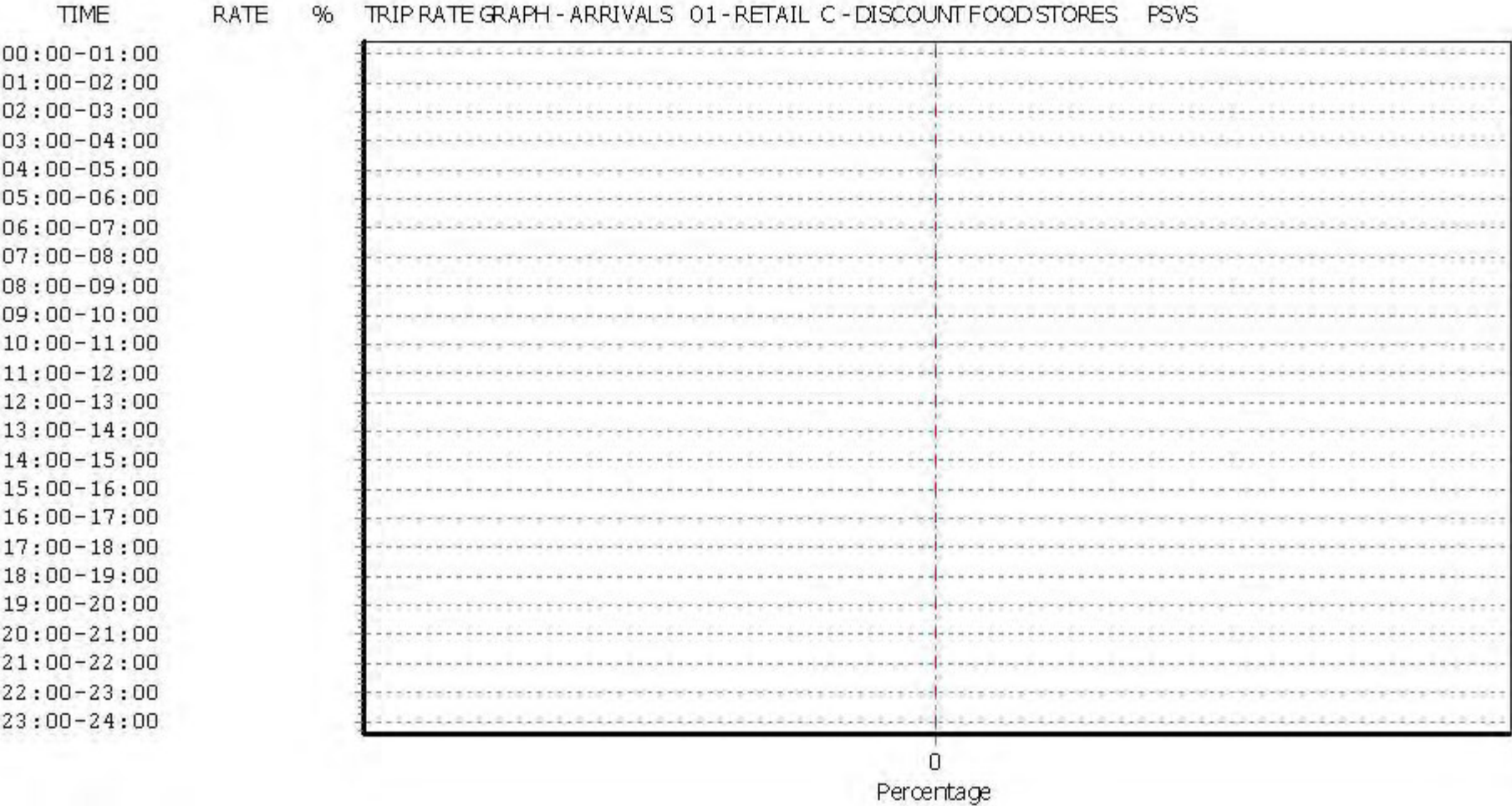
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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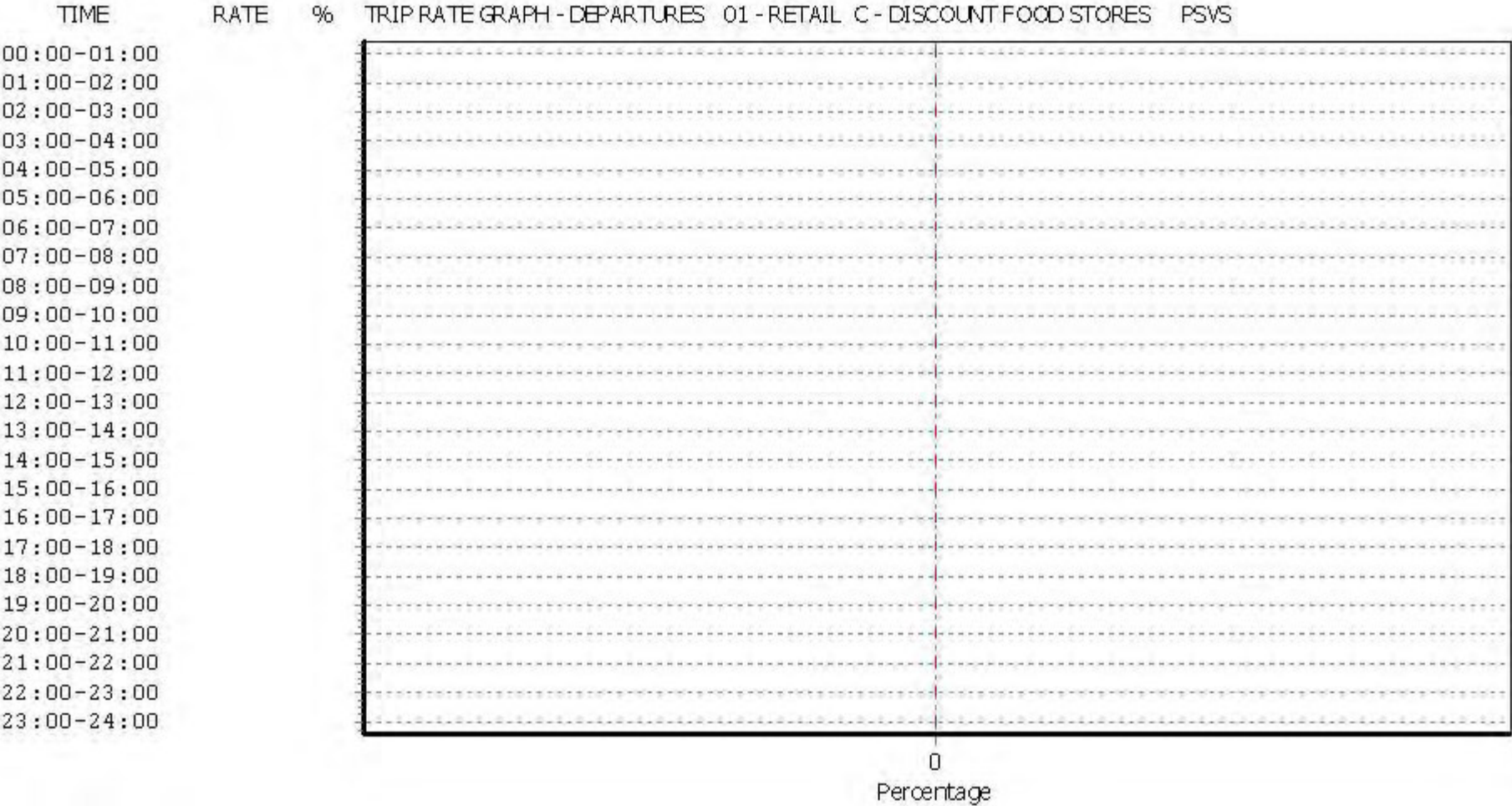
Parameter summary

Trip rate parameter range selected:	1000 - 1256 (units: sqm)
Survey date range:	01/01/08 - 19/10/15
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

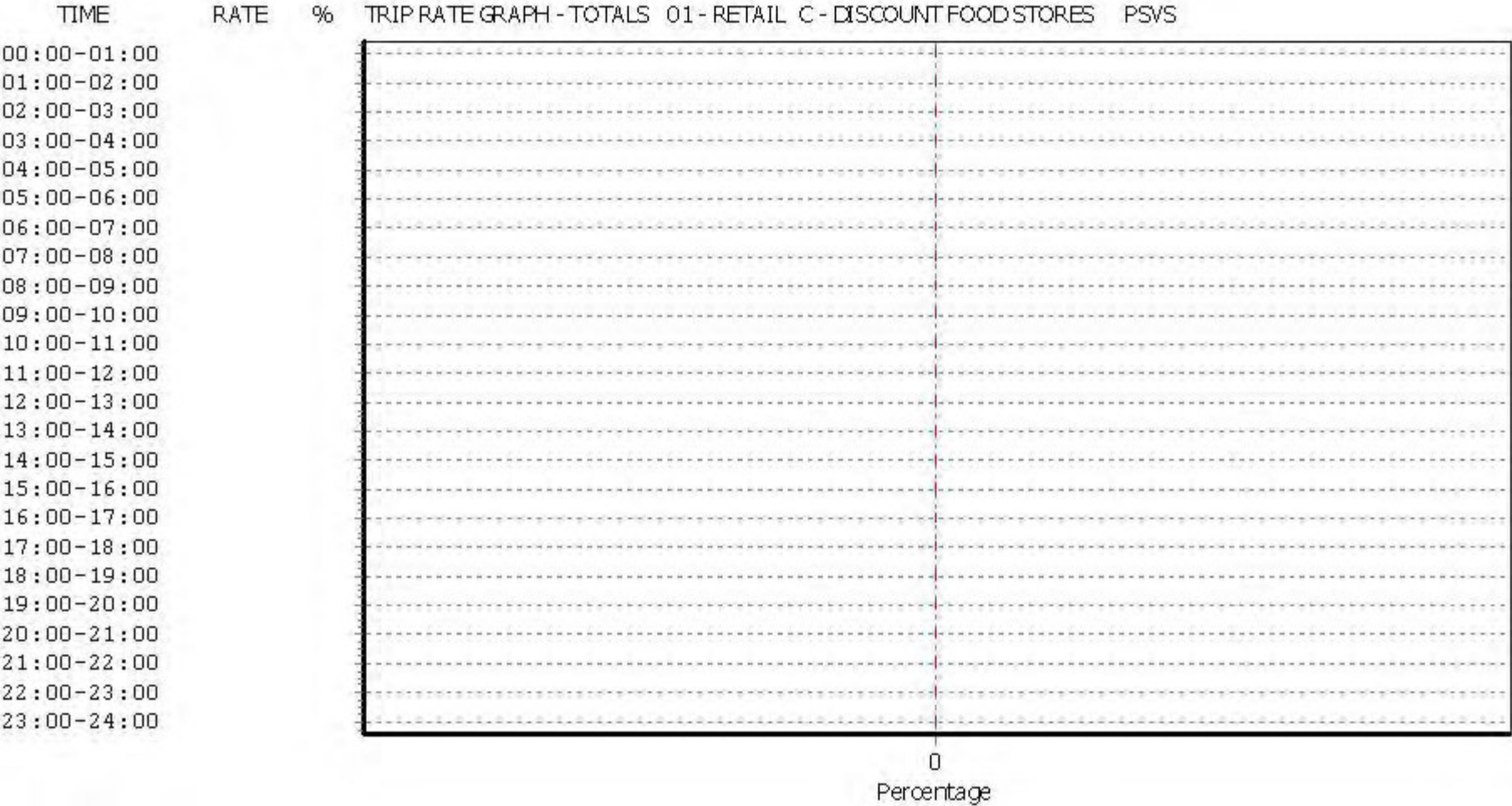
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1150	0.000	2	1150	0.000	2	1150	0.000
08:00 - 09:00	4	1139	0.000	4	1139	0.000	4	1139	0.000
09:00 - 10:00	4	1139	0.044	4	1139	0.044	4	1139	0.088
10:00 - 11:00	4	1139	0.022	4	1139	0.022	4	1139	0.044
11:00 - 12:00	4	1139	0.132	4	1139	0.066	4	1139	0.198
12:00 - 13:00	4	1139	0.022	4	1139	0.044	4	1139	0.066
13:00 - 14:00	4	1139	0.088	4	1139	0.066	4	1139	0.154
14:00 - 15:00	4	1139	0.044	4	1139	0.110	4	1139	0.154
15:00 - 16:00	4	1139	0.066	4	1139	0.044	4	1139	0.110
16:00 - 17:00	4	1139	0.176	4	1139	0.176	4	1139	0.352
17:00 - 18:00	4	1139	0.219	4	1139	0.241	4	1139	0.460
18:00 - 19:00	4	1139	0.022	4	1139	0.000	4	1139	0.022
19:00 - 20:00	4	1139	0.044	4	1139	0.044	4	1139	0.088
20:00 - 21:00	2	1178	0.000	2	1178	0.042	2	1178	0.042
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.879			0.899			1.778

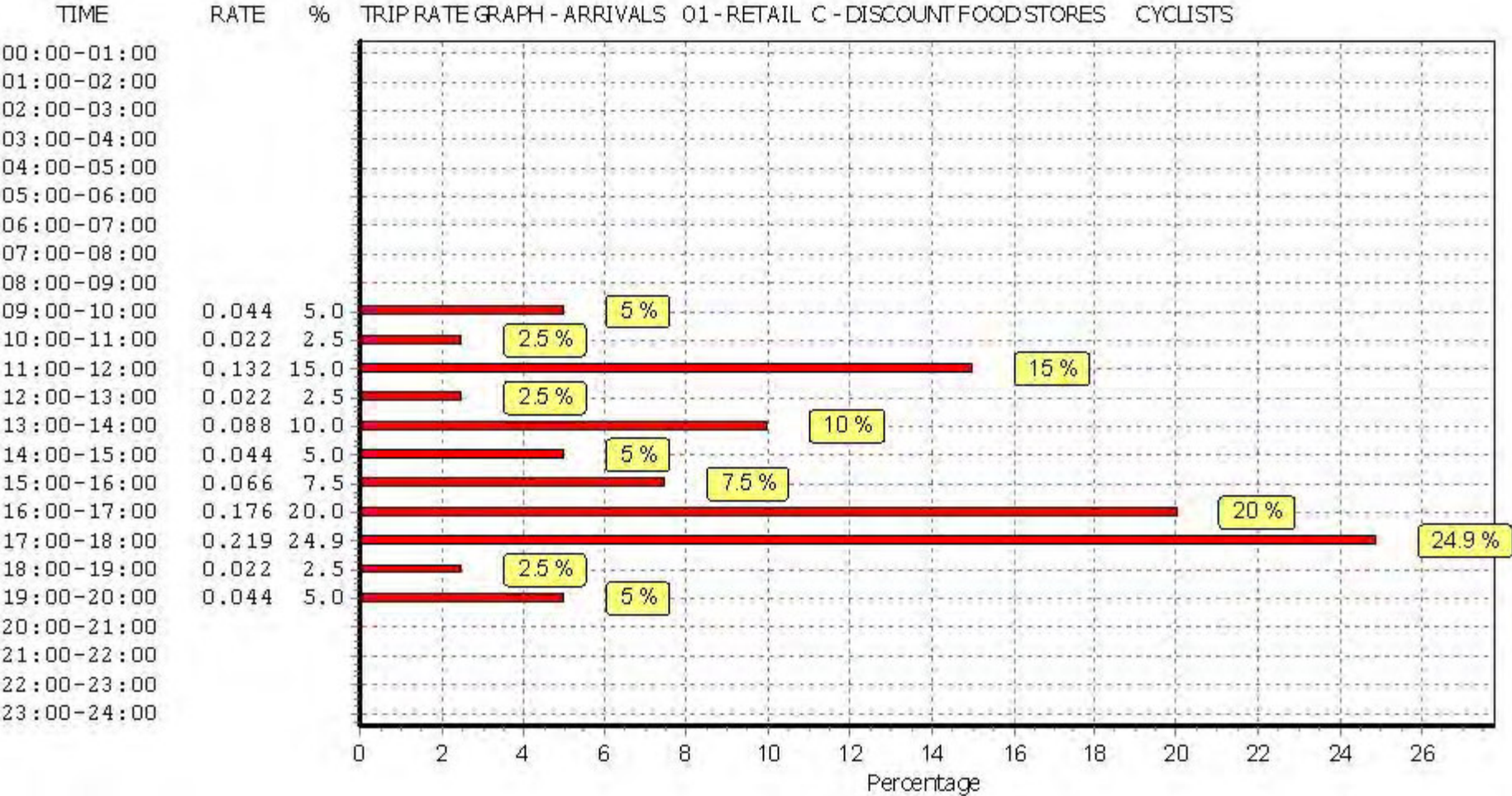
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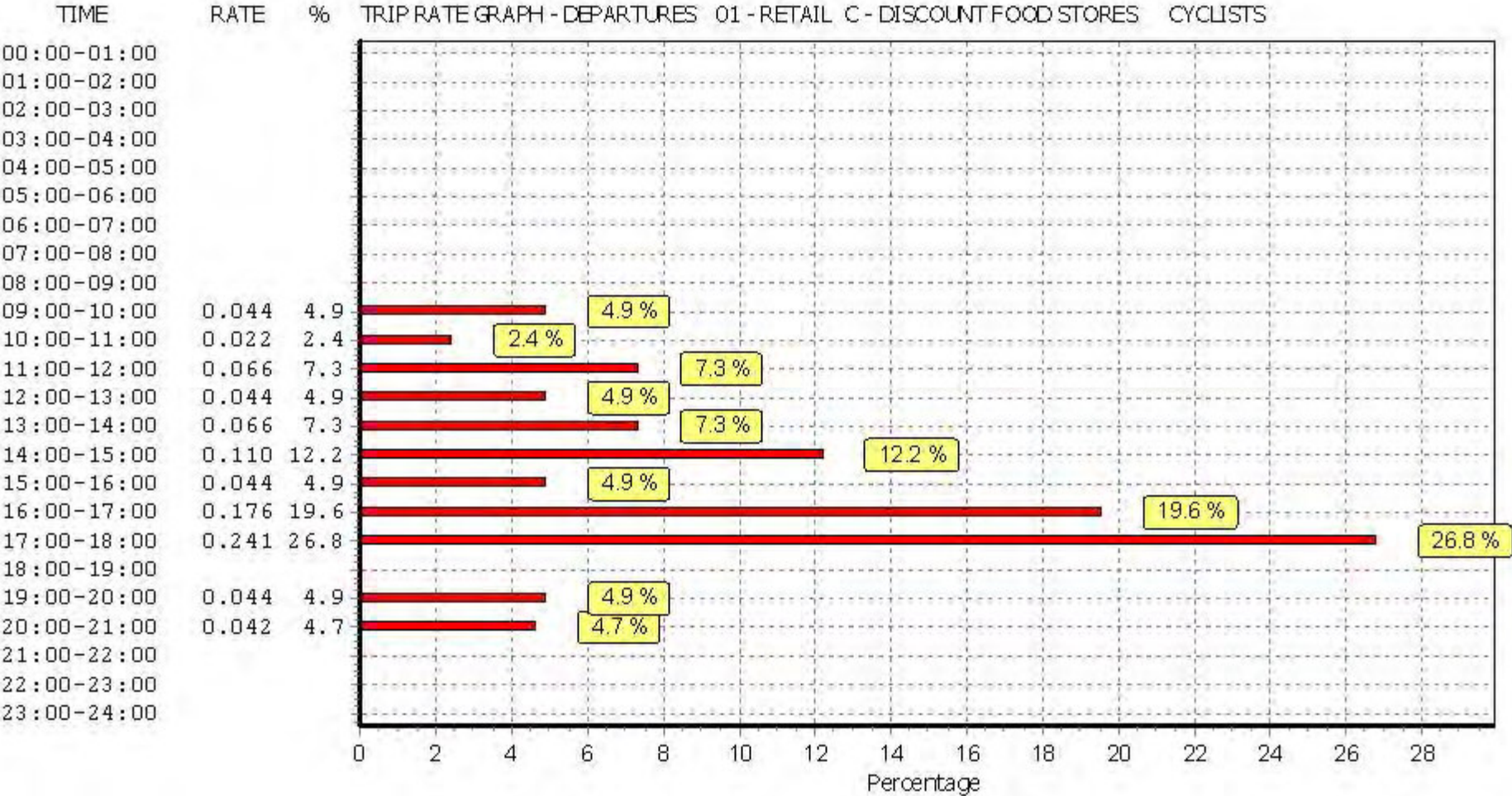
Parameter summary

Trip rate parameter range selected:	1000 - 1256 (units: sqm)
Survey date range:	01/01/08 - 19/10/15
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

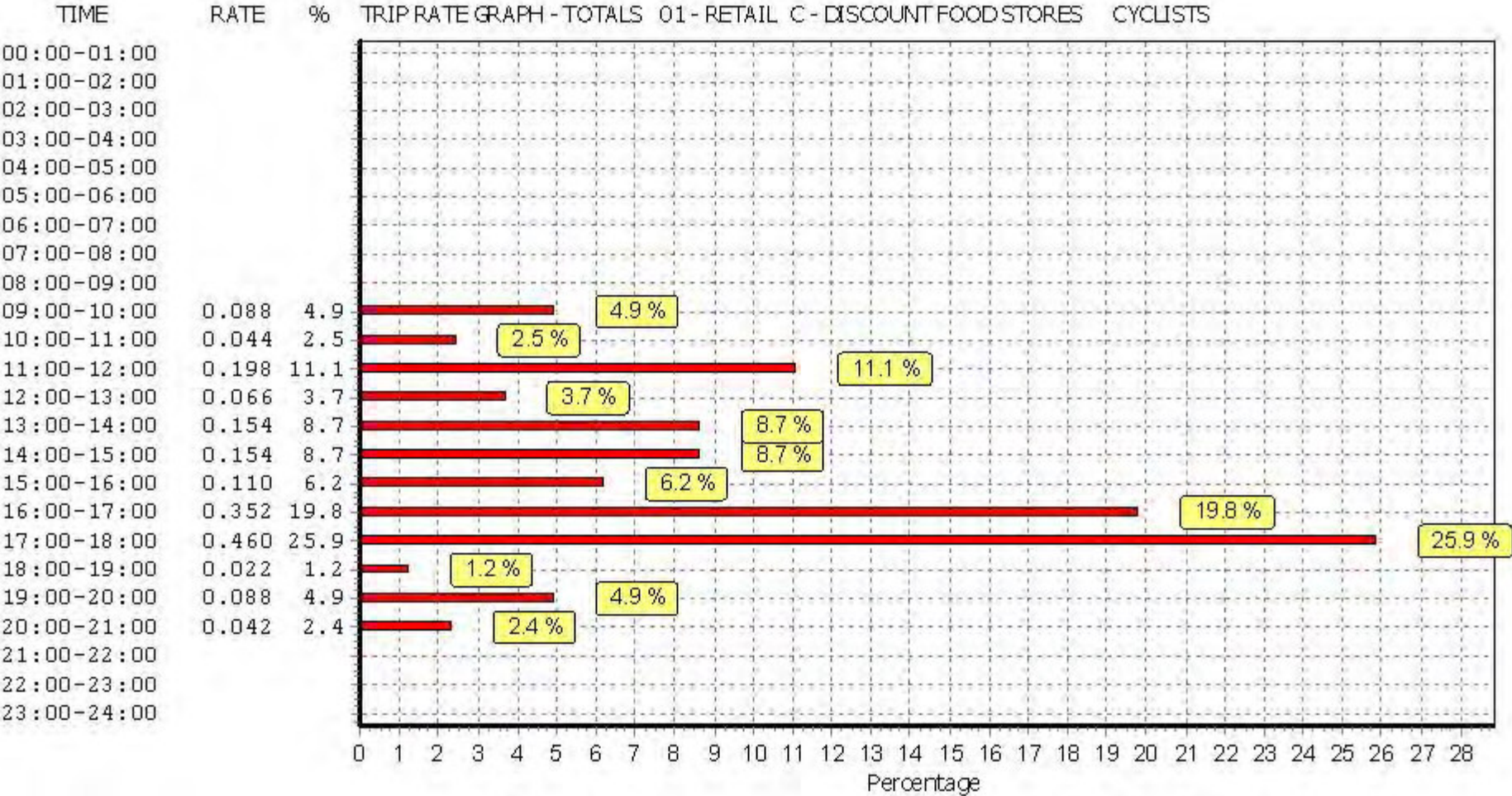
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APPENDIX D

Calculation Reference: AUDIT-515501-170816-0810

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL VEHICLESSelected regions and areas:

05 EAST MIDLANDS	
NT NOTTINGHAMSHIRE	1 days
06 WEST MIDLANDS	
WM WEST MIDLANDS	2 days
WO WORCESTERSHIRE	1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 2085 to 2440 (units: sqm)
 Range Selected by User: 900 to 2635 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 06/04/17

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

Selected survey days:

Saturday 4 days

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

Selected survey types:

Manual count 4 days
 Directional ATC Count 0 days

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

Selected Locations:

Edge of Town 2
 Neighbourhood Centre (PPS6 Local Centre) 2

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

Selected Location Sub Categories:

Industrial Zone 1
 Retail Zone 1
 High Street 1
 No Sub Category 1

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

Secondary Filtering selection:Use Class:

A1	4 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
25,001 to 50,000	1 days
50,001 to 100,000	1 days

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

Population within 5 miles:

50,001 to 75,000	1 days
250,001 to 500,000	1 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	2 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	4 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	3 days

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

PTAL Rating:

No PTAL Present	4 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	NT-01-C-01	LI DL	NOTTINGHAMSHIRE
	CHAPEL LANE		
	BINGHAM		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	2440 sqm	
	Survey date: SATURDAY	16/07/16	Survey Type: MANUAL
2	WM-01-C-01	LI DL	WEST MIDLANDS
	MACKADOWN LANE		
	KITT'S GREEN		
	BIRMINGHAM		
	Neighbourhood Centre (PPS6 Local Centre)		
	No Sub Category		
	Total Gross floor area:	2085 sqm	
	Survey date: SATURDAY	09/07/16	Survey Type: MANUAL
3	WM-01-C-02	LI DL	WEST MIDLANDS
	HIGH STREET		
	GUNS VILLAGE		
	WEST BROMWICH		
	Neighbourhood Centre (PPS6 Local Centre)		
	High Street		
	Total Gross floor area:	2085 sqm	
	Survey date: SATURDAY	09/07/16	Survey Type: MANUAL
4	WO-01-C-01	LI DL	WORCESTERSHIRE
	BLACKPOLE ROAD		
	BRICKFIELDS		
	WORCESTER		
	Edge of Town		
	Retail Zone		
	Total Gross floor area:	2417 sqm	
	Survey date: SATURDAY	16/07/16	Survey Type: MANUAL

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	2257	0.299	4	2257	0.055	4	2257	0.354
08:00 - 09:00	4	2257	2.448	4	2257	1.518	4	2257	3.966
09:00 - 10:00	4	2257	3.689	4	2257	3.235	4	2257	6.924
10:00 - 11:00	4	2257	5.650	4	2257	5.040	4	2257	10.690
11:00 - 12:00	4	2257	6.481	4	2257	5.927	4	2257	12.408
12:00 - 13:00	4	2257	6.193	4	2257	7.212	4	2257	13.405
13:00 - 14:00	4	2257	5.971	4	2257	5.428	4	2257	11.399
14:00 - 15:00	4	2257	5.384	4	2257	5.295	4	2257	10.679
15:00 - 16:00	4	2257	5.461	4	2257	5.993	4	2257	11.454
16:00 - 17:00	4	2257	5.251	4	2257	5.229	4	2257	10.480
17:00 - 18:00	4	2257	4.608	4	2257	4.586	4	2257	9.194
18:00 - 19:00	4	2257	3.722	4	2257	4.099	4	2257	7.821
19:00 - 20:00	4	2257	2.349	4	2257	2.836	4	2257	5.185
20:00 - 21:00	4	2257	1.584	4	2257	1.839	4	2257	3.423
21:00 - 22:00	4	2257	0.620	4	2257	1.130	4	2257	1.750
22:00 - 23:00	4	2257	0.000	4	2257	0.188	4	2257	0.188
23:00 - 24:00									
Total Rates:			59.710			59.610			119.320

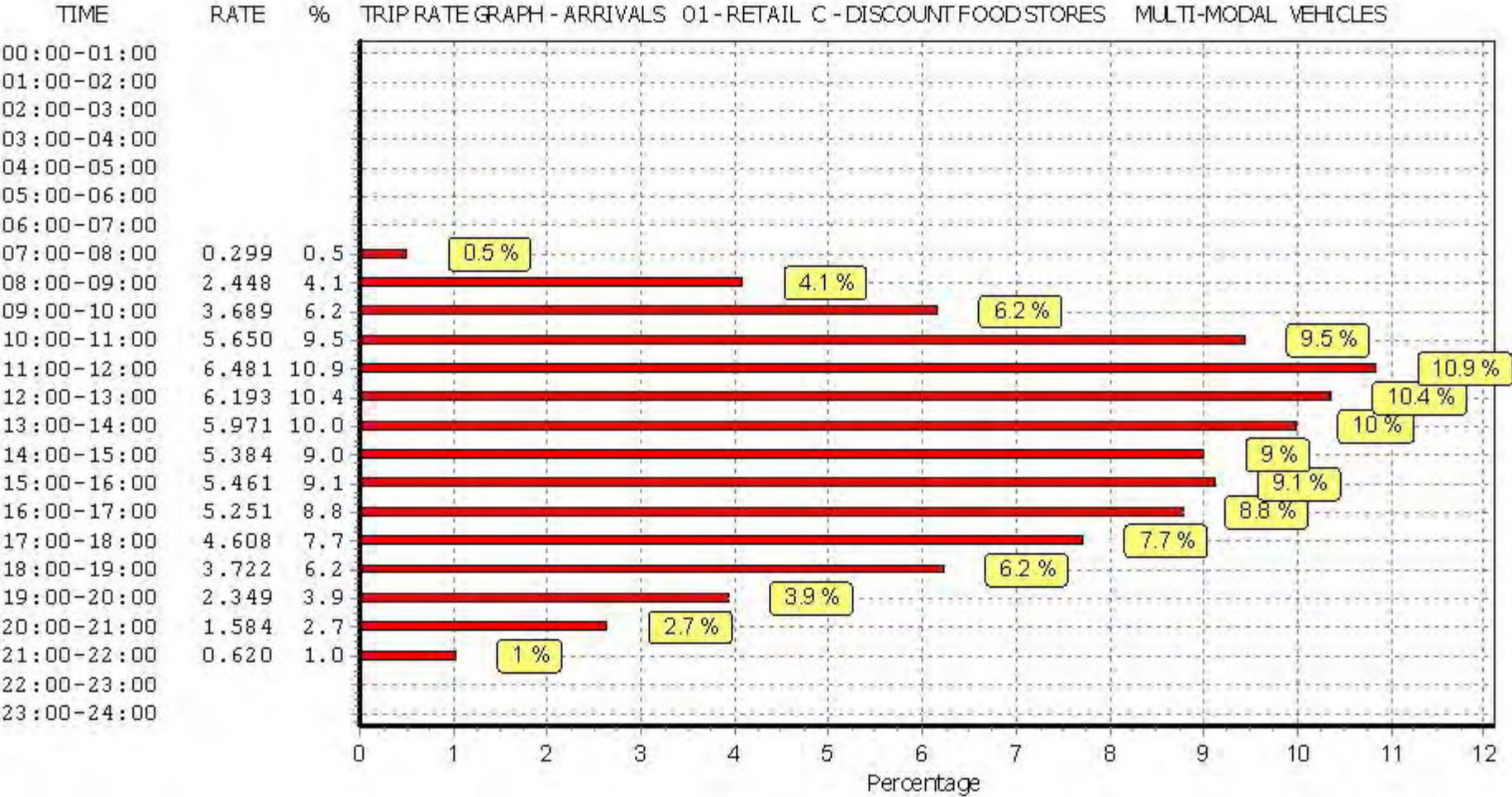
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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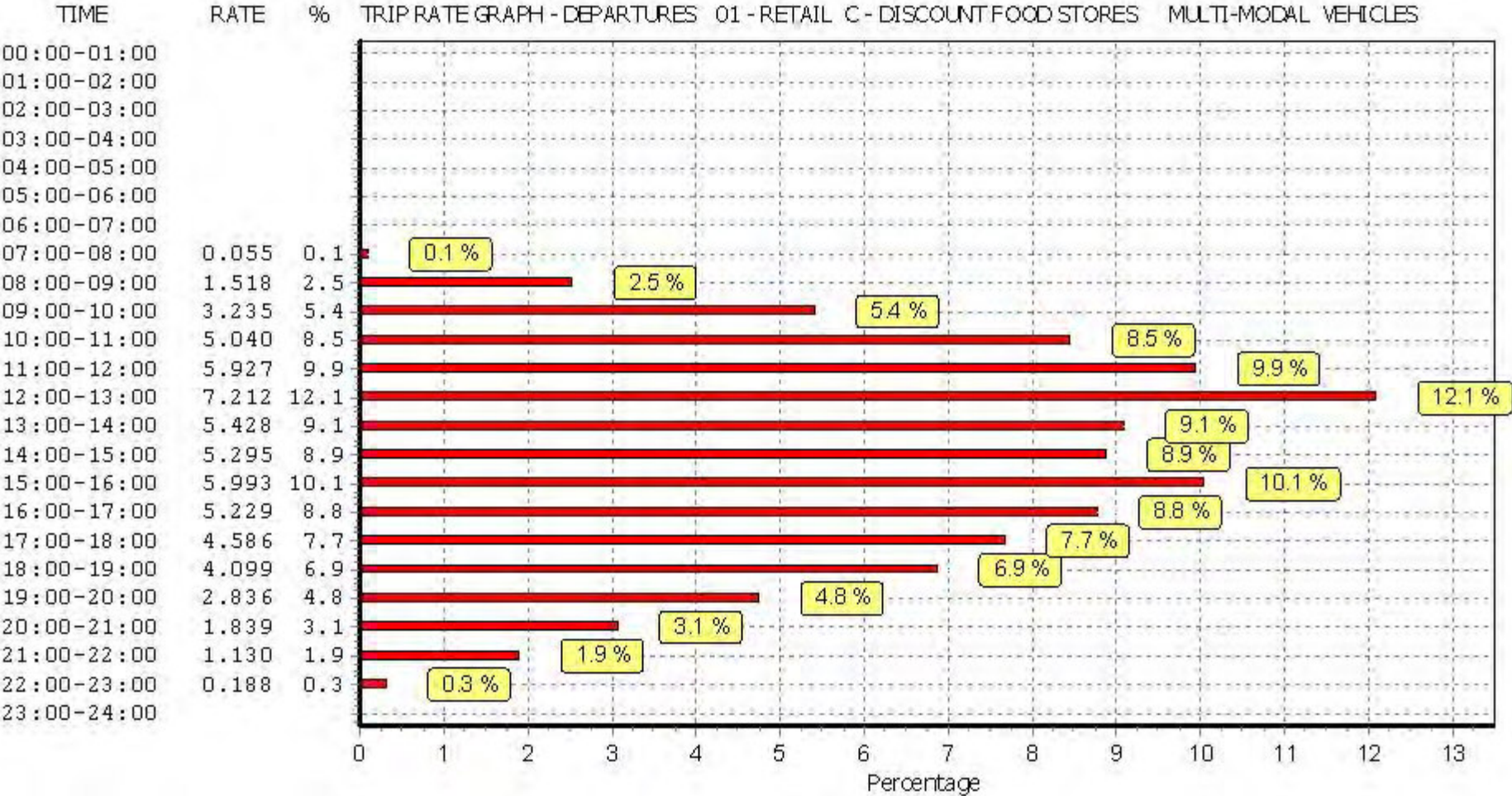
Parameter summary

Trip rate parameter range selected:	2085 - 2440 (units: sqm)
Survey date range:	01/01/09 - 06/04/17
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	4
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

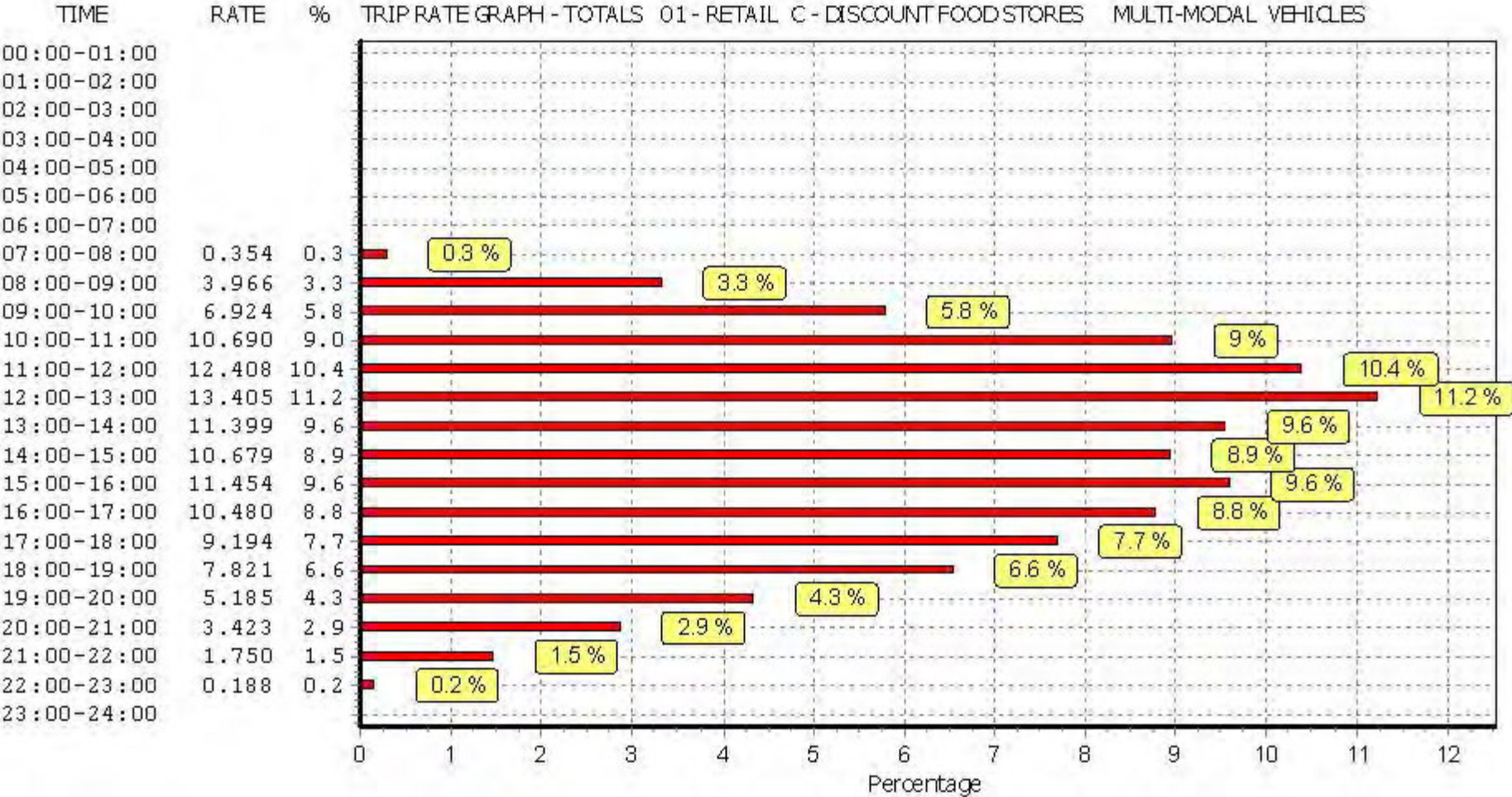
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TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
08:00 - 09:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
09:00 - 10:00	4	2257	0.011	4	2257	0.000	4	2257	0.011
10:00 - 11:00	4	2257	0.033	4	2257	0.011	4	2257	0.044
11:00 - 12:00	4	2257	0.111	4	2257	0.078	4	2257	0.189
12:00 - 13:00	4	2257	0.100	4	2257	0.122	4	2257	0.222
13:00 - 14:00	4	2257	0.100	4	2257	0.078	4	2257	0.178
14:00 - 15:00	4	2257	0.144	4	2257	0.133	4	2257	0.277
15:00 - 16:00	4	2257	0.100	4	2257	0.133	4	2257	0.233
16:00 - 17:00	4	2257	0.111	4	2257	0.100	4	2257	0.211
17:00 - 18:00	4	2257	0.111	4	2257	0.133	4	2257	0.244
18:00 - 19:00	4	2257	0.066	4	2257	0.078	4	2257	0.144
19:00 - 20:00	4	2257	0.022	4	2257	0.033	4	2257	0.055
20:00 - 21:00	4	2257	0.022	4	2257	0.022	4	2257	0.044
21:00 - 22:00	4	2257	0.000	4	2257	0.011	4	2257	0.011
22:00 - 23:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
23:00 - 24:00									
Total Rates:			0.931			0.932			1.863

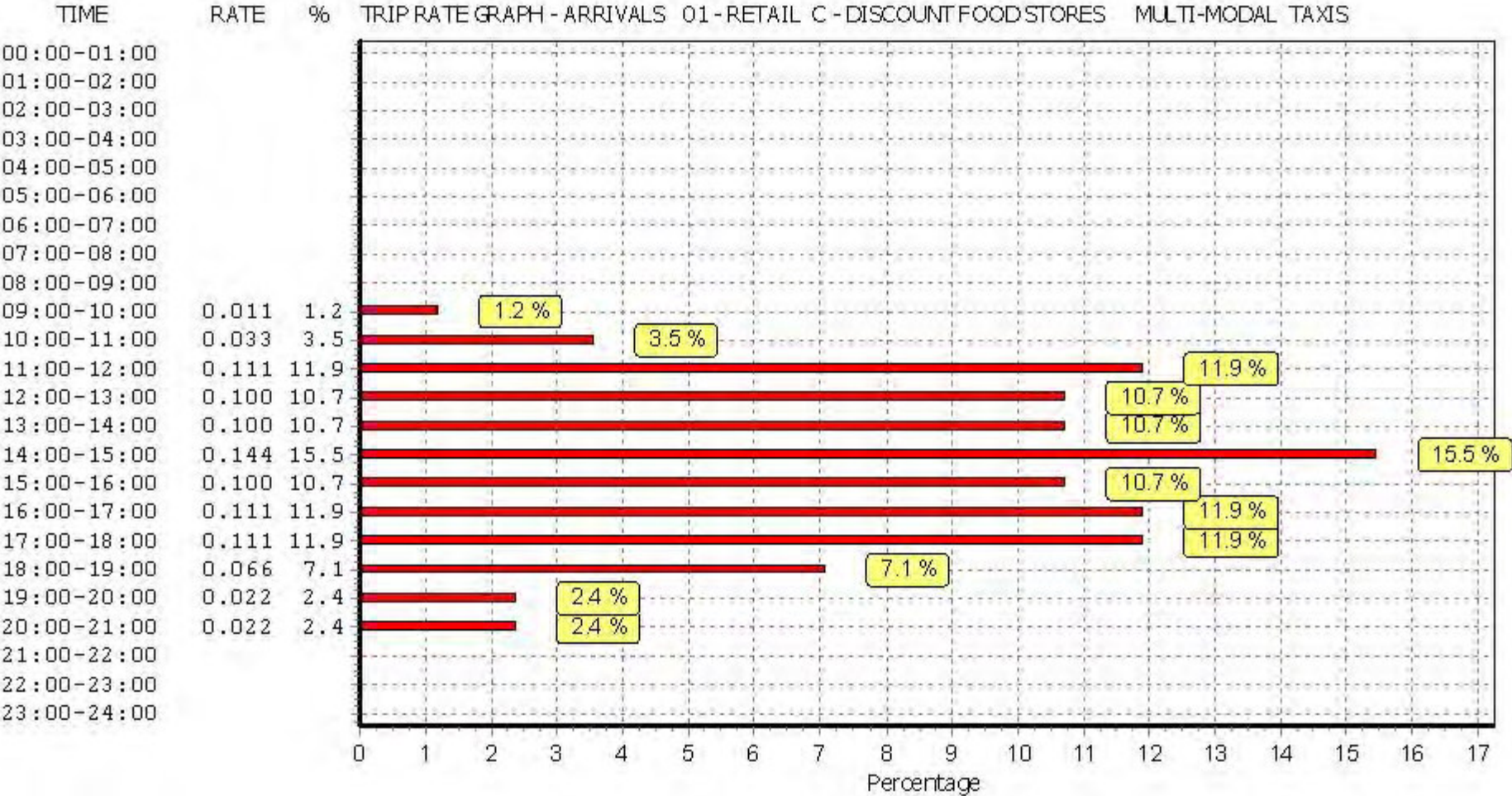
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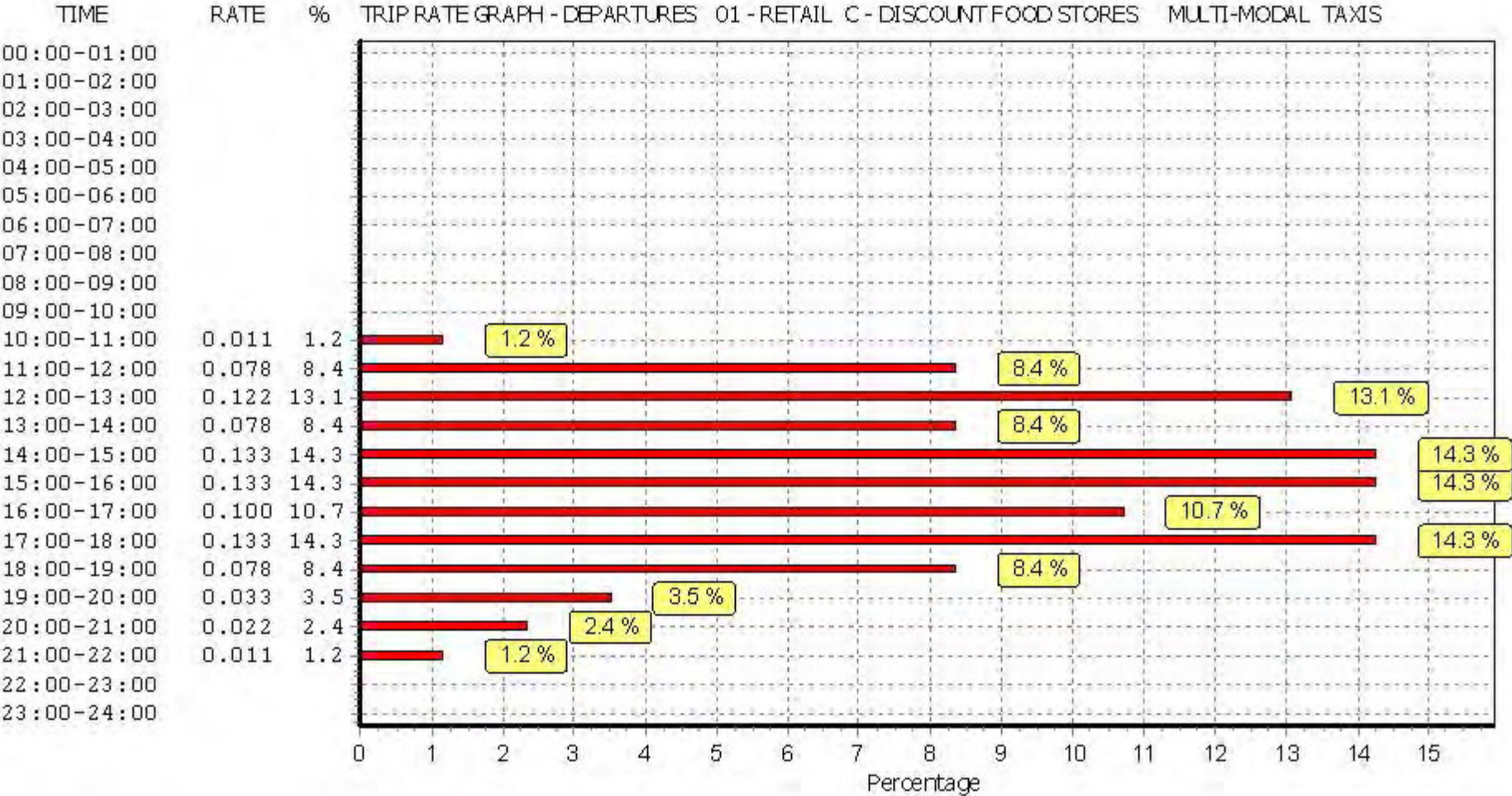
Parameter summary

Trip rate parameter range selected:	2085 - 2440 (units: sqm)
Survey date range:	01/01/09 - 06/04/17
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	4
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

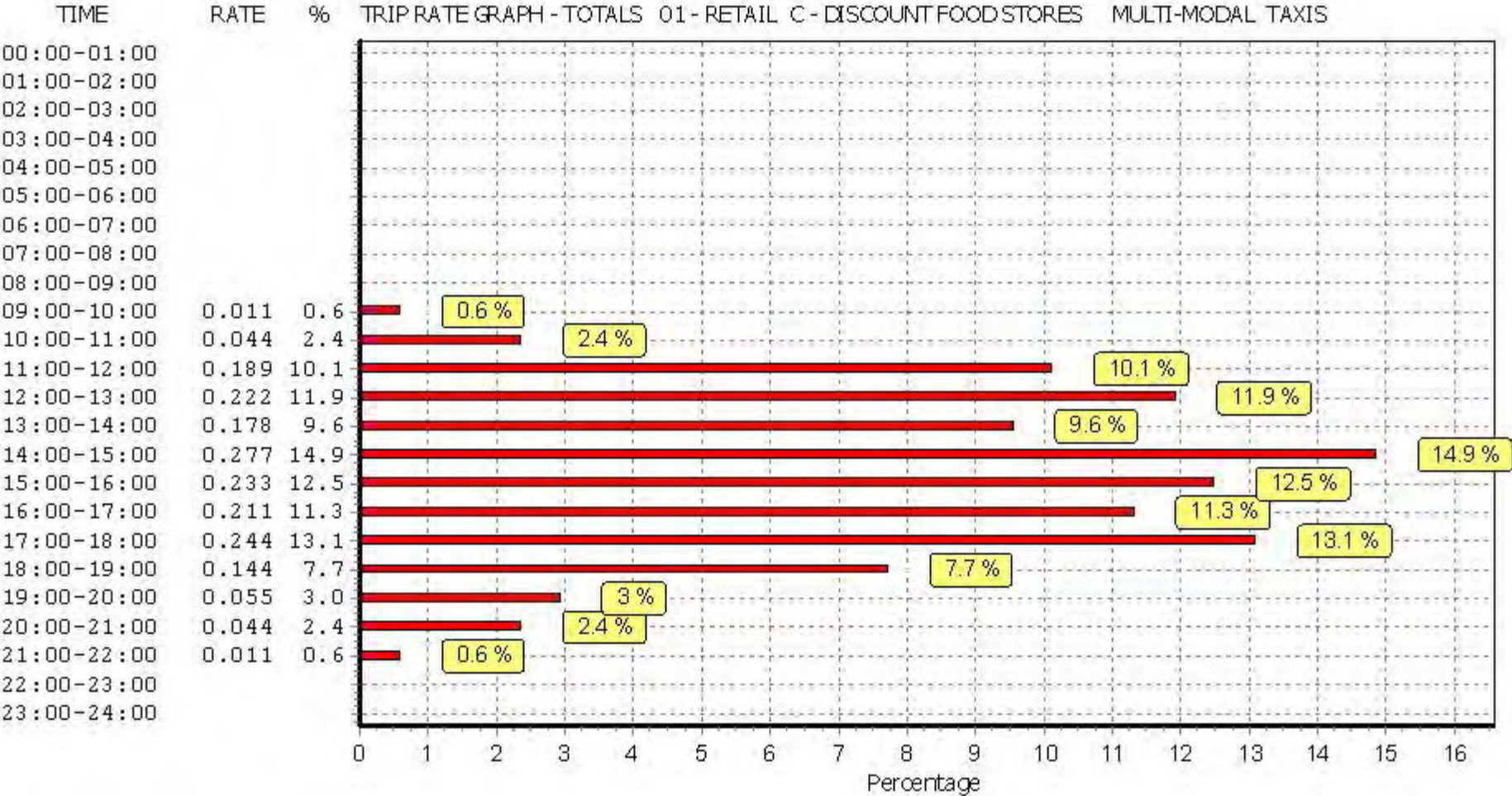
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TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
08:00 - 09:00	4	2257	0.022	4	2257	0.011	4	2257	0.033
09:00 - 10:00	4	2257	0.011	4	2257	0.011	4	2257	0.022
10:00 - 11:00	4	2257	0.011	4	2257	0.011	4	2257	0.022
11:00 - 12:00	4	2257	0.000	4	2257	0.011	4	2257	0.011
12:00 - 13:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
13:00 - 14:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
14:00 - 15:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
15:00 - 16:00	4	2257	0.033	4	2257	0.022	4	2257	0.055
16:00 - 17:00	4	2257	0.011	4	2257	0.011	4	2257	0.022
17:00 - 18:00	4	2257	0.000	4	2257	0.011	4	2257	0.011
18:00 - 19:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
19:00 - 20:00	4	2257	0.022	4	2257	0.011	4	2257	0.033
20:00 - 21:00	4	2257	0.000	4	2257	0.011	4	2257	0.011
21:00 - 22:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
22:00 - 23:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
23:00 - 24:00									
Total Rates:			0.110			0.110			0.220

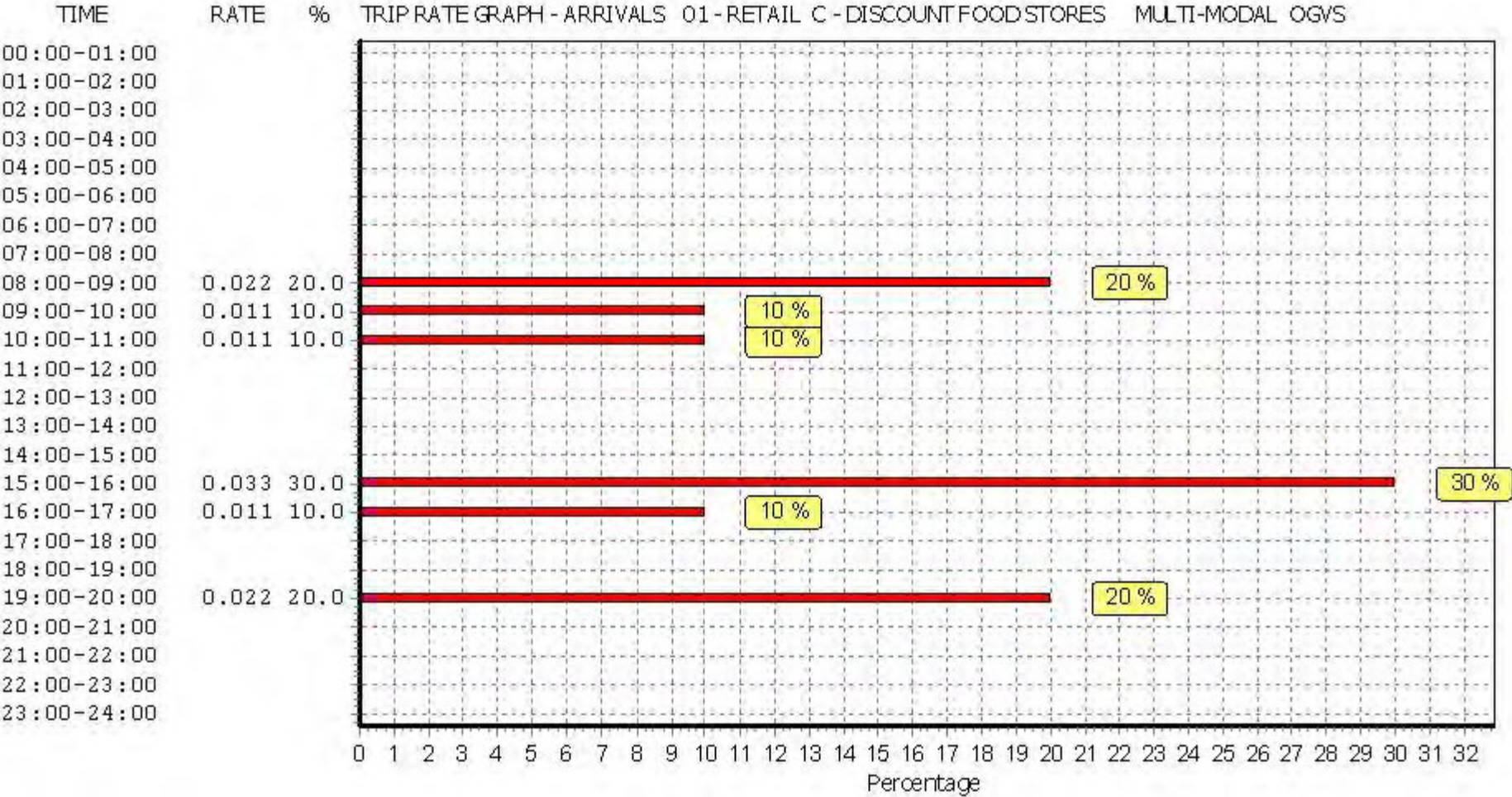
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

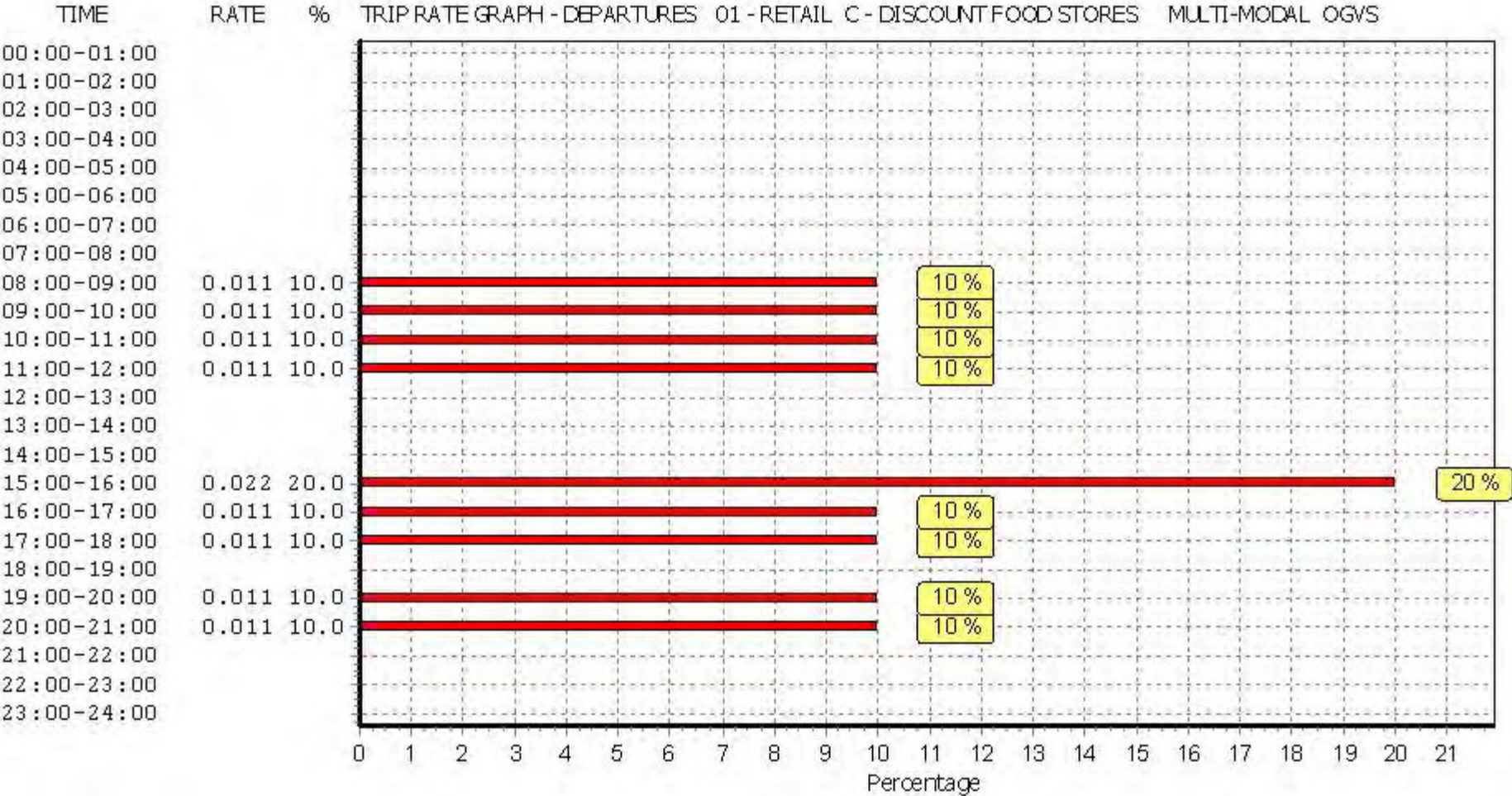
Parameter summary

Trip rate parameter range selected:	2085 - 2440 (units: sqm)
Survey date range:	01/01/09 - 06/04/17
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	4
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

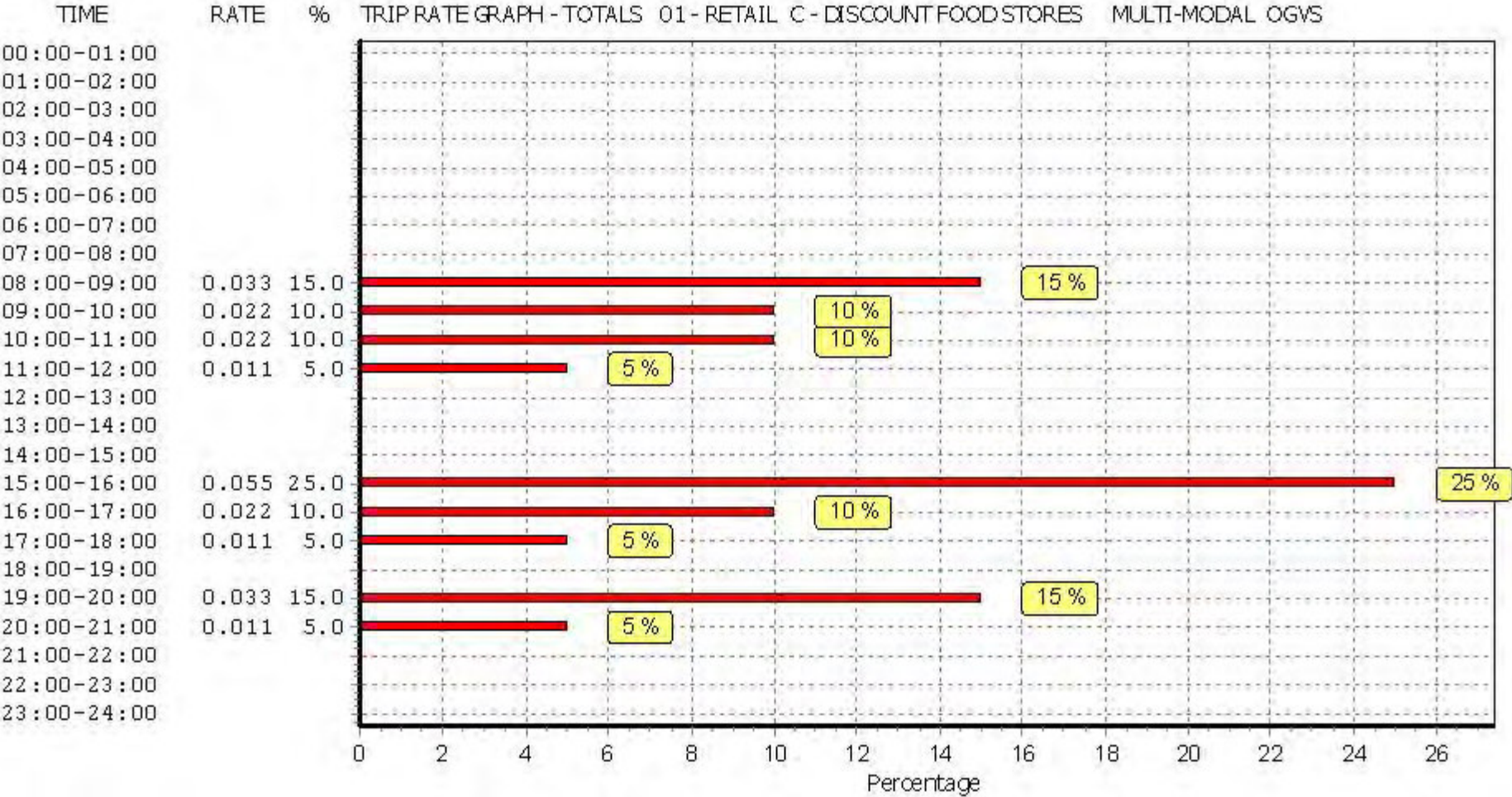
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
08:00 - 09:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
09:00 - 10:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
10:00 - 11:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
11:00 - 12:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
12:00 - 13:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
13:00 - 14:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
14:00 - 15:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
15:00 - 16:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
16:00 - 17:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
17:00 - 18:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
18:00 - 19:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
19:00 - 20:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
20:00 - 21:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
21:00 - 22:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
22:00 - 23:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

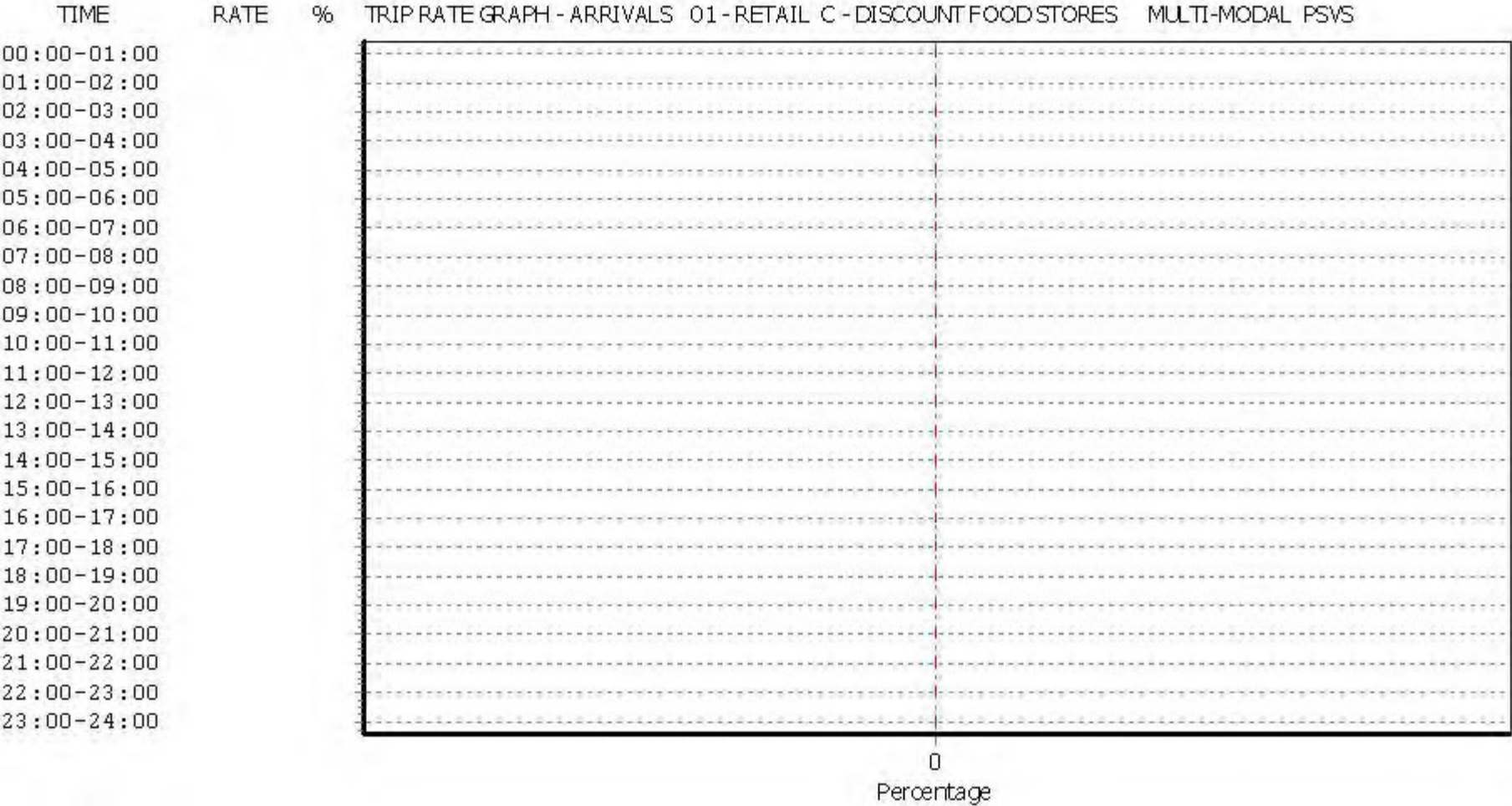
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

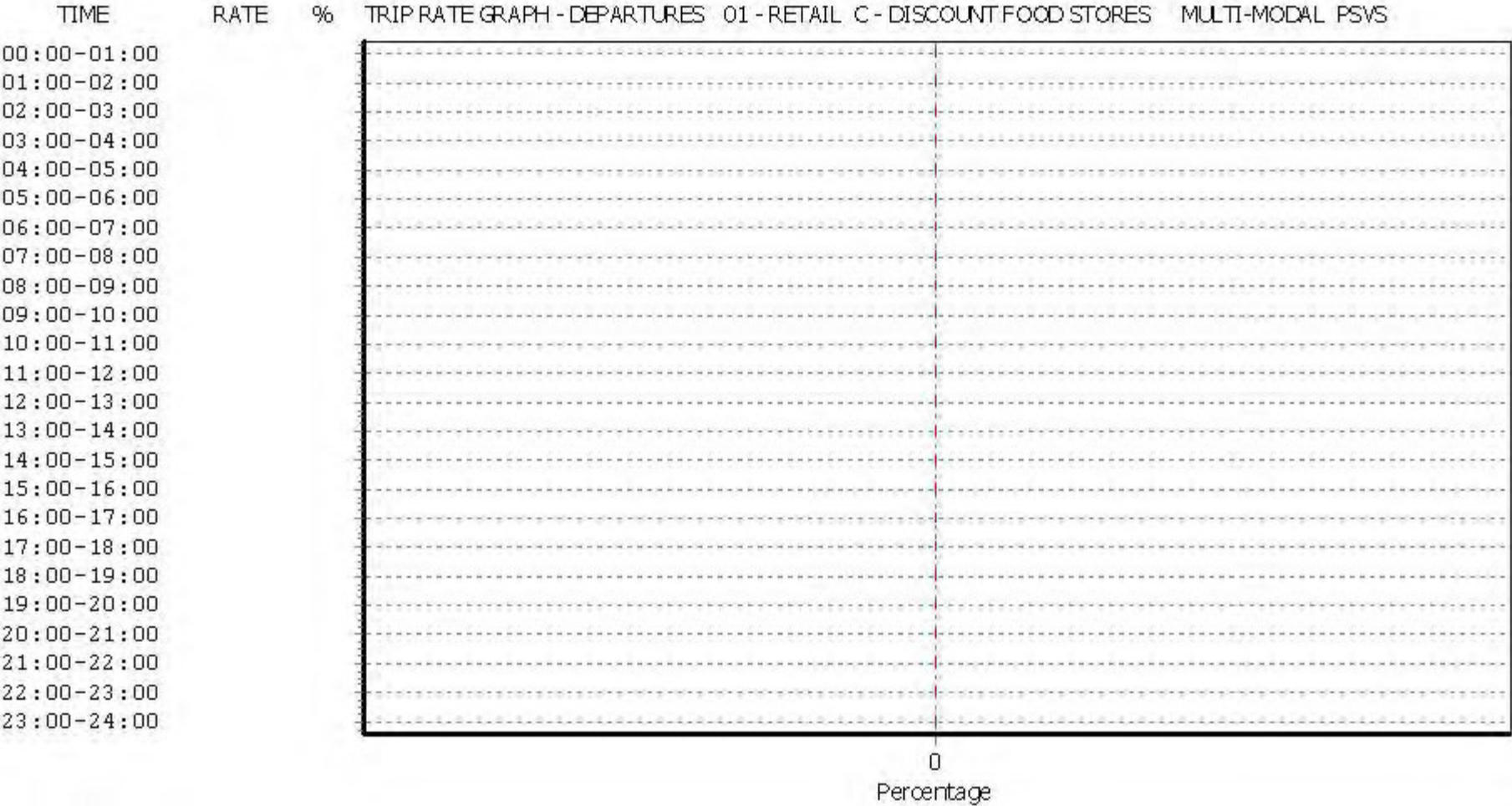
Parameter summary

Trip rate parameter range selected:	2085 - 2440 (units: sqm)
Survey date range:	01/01/09 - 06/04/17
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	4
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

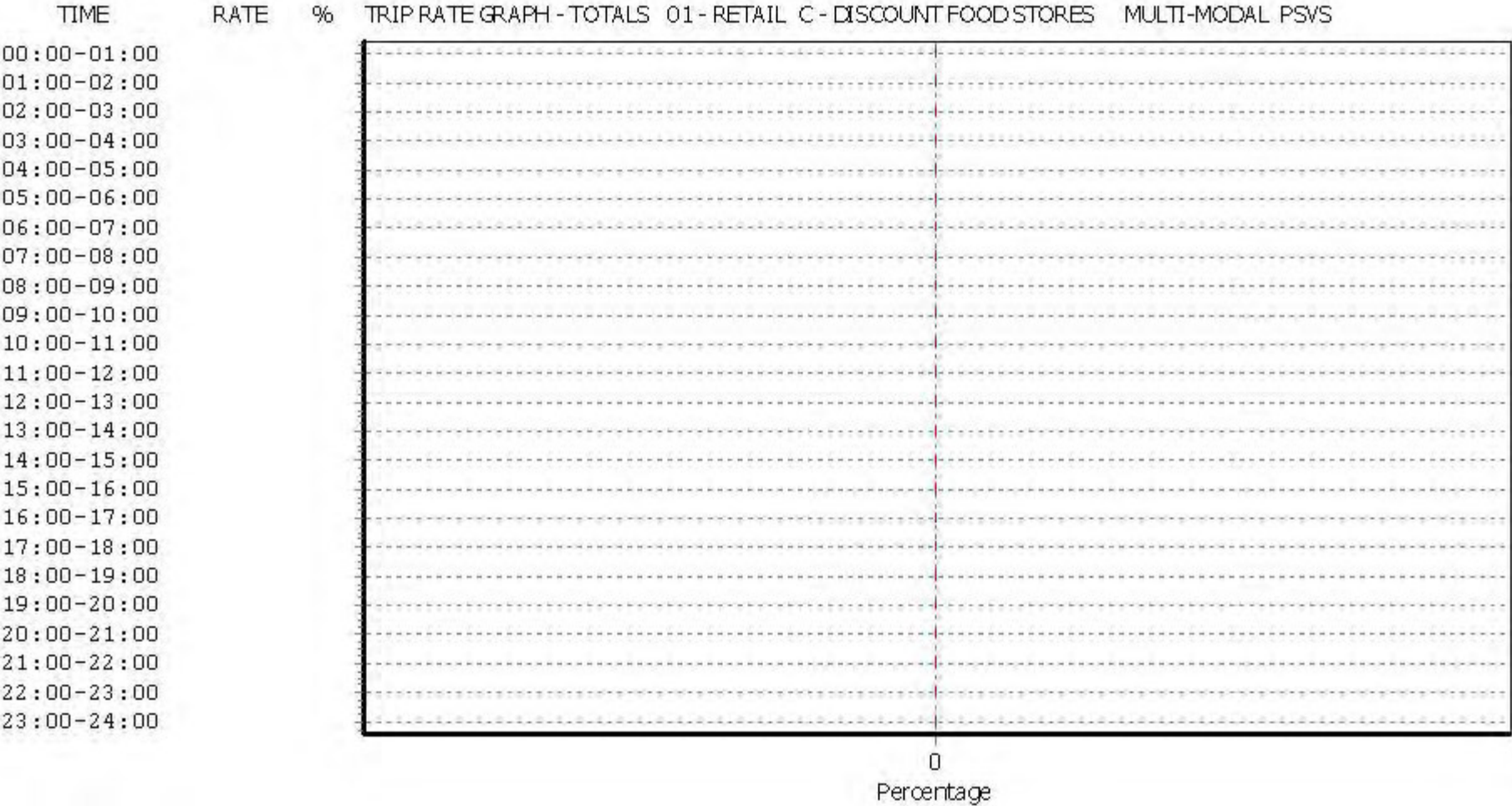
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	2257	0.033	4	2257	0.000	4	2257	0.033
08:00 - 09:00	4	2257	0.022	4	2257	0.022	4	2257	0.044
09:00 - 10:00	4	2257	0.000	4	2257	0.022	4	2257	0.022
10:00 - 11:00	4	2257	0.055	4	2257	0.011	4	2257	0.066
11:00 - 12:00	4	2257	0.044	4	2257	0.044	4	2257	0.088
12:00 - 13:00	4	2257	0.055	4	2257	0.044	4	2257	0.099
13:00 - 14:00	4	2257	0.133	4	2257	0.089	4	2257	0.222
14:00 - 15:00	4	2257	0.022	4	2257	0.122	4	2257	0.144
15:00 - 16:00	4	2257	0.089	4	2257	0.055	4	2257	0.144
16:00 - 17:00	4	2257	0.055	4	2257	0.066	4	2257	0.121
17:00 - 18:00	4	2257	0.044	4	2257	0.089	4	2257	0.133
18:00 - 19:00	4	2257	0.100	4	2257	0.066	4	2257	0.166
19:00 - 20:00	4	2257	0.033	4	2257	0.022	4	2257	0.055
20:00 - 21:00	4	2257	0.033	4	2257	0.033	4	2257	0.066
21:00 - 22:00	4	2257	0.011	4	2257	0.022	4	2257	0.033
22:00 - 23:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
23:00 - 24:00									
Total Rates:			0.729			0.707			1.436

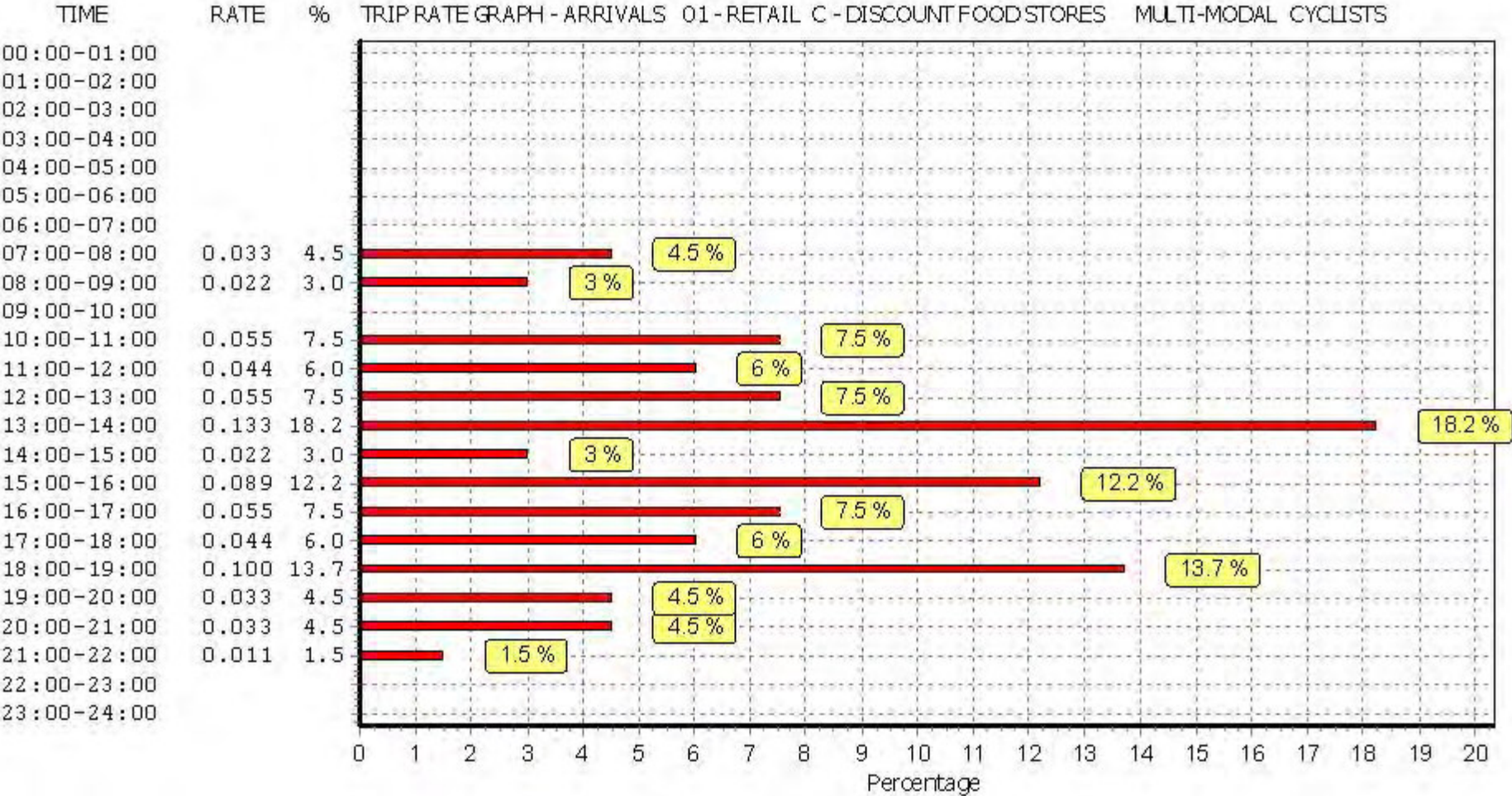
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

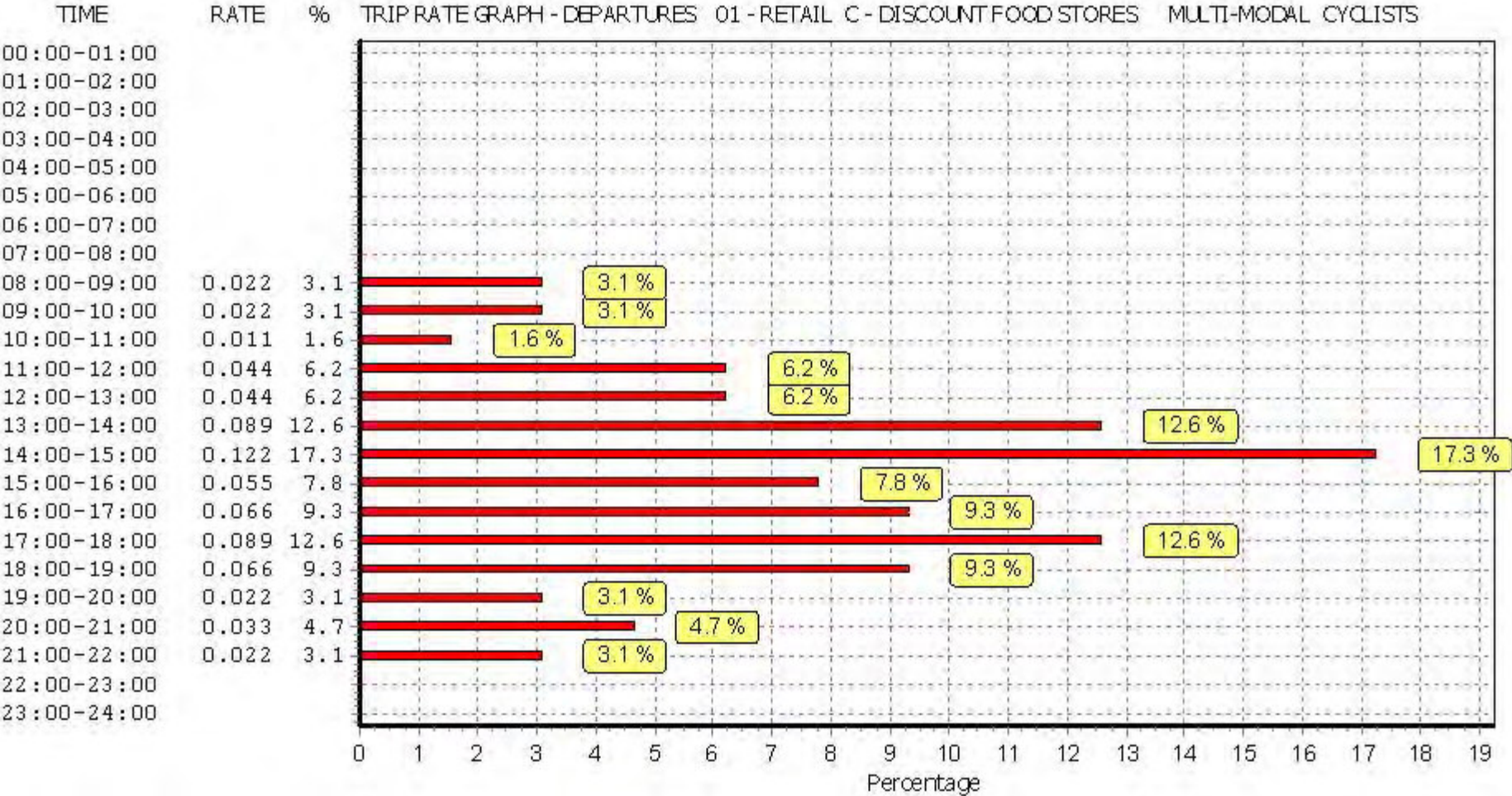
Parameter summary

Trip rate parameter range selected:	2085 - 2440 (units: sqm)
Survey date range:	01/01/09 - 06/04/17
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	4
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

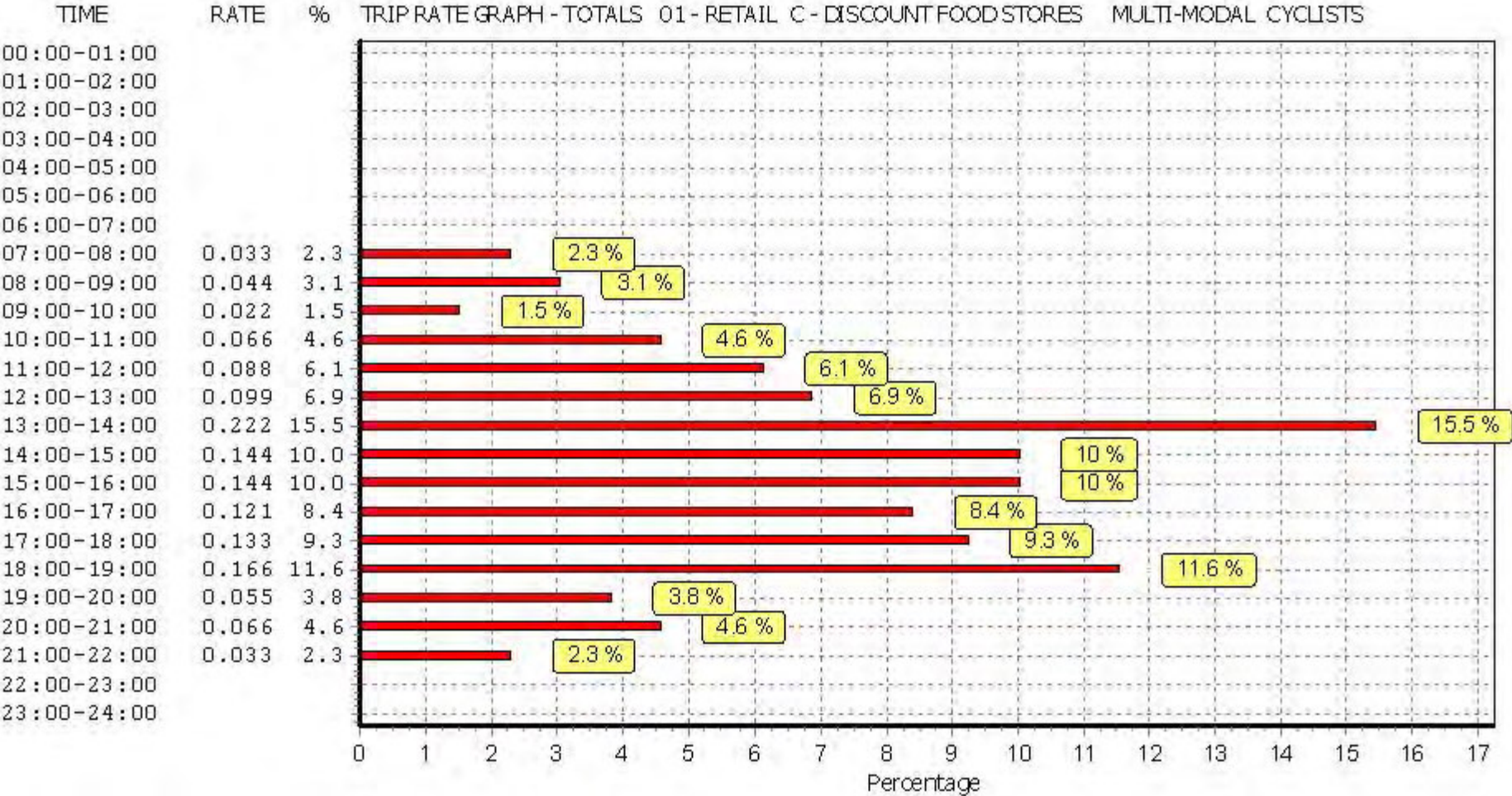
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	2257	0.421	4	2257	0.055	4	2257	0.476
08:00 - 09:00	4	2257	3.246	4	2257	2.027	4	2257	5.273
09:00 - 10:00	4	2257	5.162	4	2257	4.509	4	2257	9.671
10:00 - 11:00	4	2257	8.430	4	2257	7.588	4	2257	16.018
11:00 - 12:00	4	2257	10.214	4	2257	8.973	4	2257	19.187
12:00 - 13:00	4	2257	10.081	4	2257	11.554	4	2257	21.635
13:00 - 14:00	4	2257	10.701	4	2257	9.361	4	2257	20.062
14:00 - 15:00	4	2257	9.239	4	2257	8.862	4	2257	18.101
15:00 - 16:00	4	2257	9.372	4	2257	10.214	4	2257	19.586
16:00 - 17:00	4	2257	8.740	4	2257	8.740	4	2257	17.480
17:00 - 18:00	4	2257	7.489	4	2257	7.611	4	2257	15.100
18:00 - 19:00	4	2257	5.960	4	2257	6.669	4	2257	12.629
19:00 - 20:00	4	2257	3.910	4	2257	4.896	4	2257	8.806
20:00 - 21:00	4	2257	2.393	4	2257	3.002	4	2257	5.395
21:00 - 22:00	4	2257	0.975	4	2257	1.628	4	2257	2.603
22:00 - 23:00	4	2257	0.000	4	2257	0.188	4	2257	0.188
23:00 - 24:00									
Total Rates:			96.333			95.877			192.210

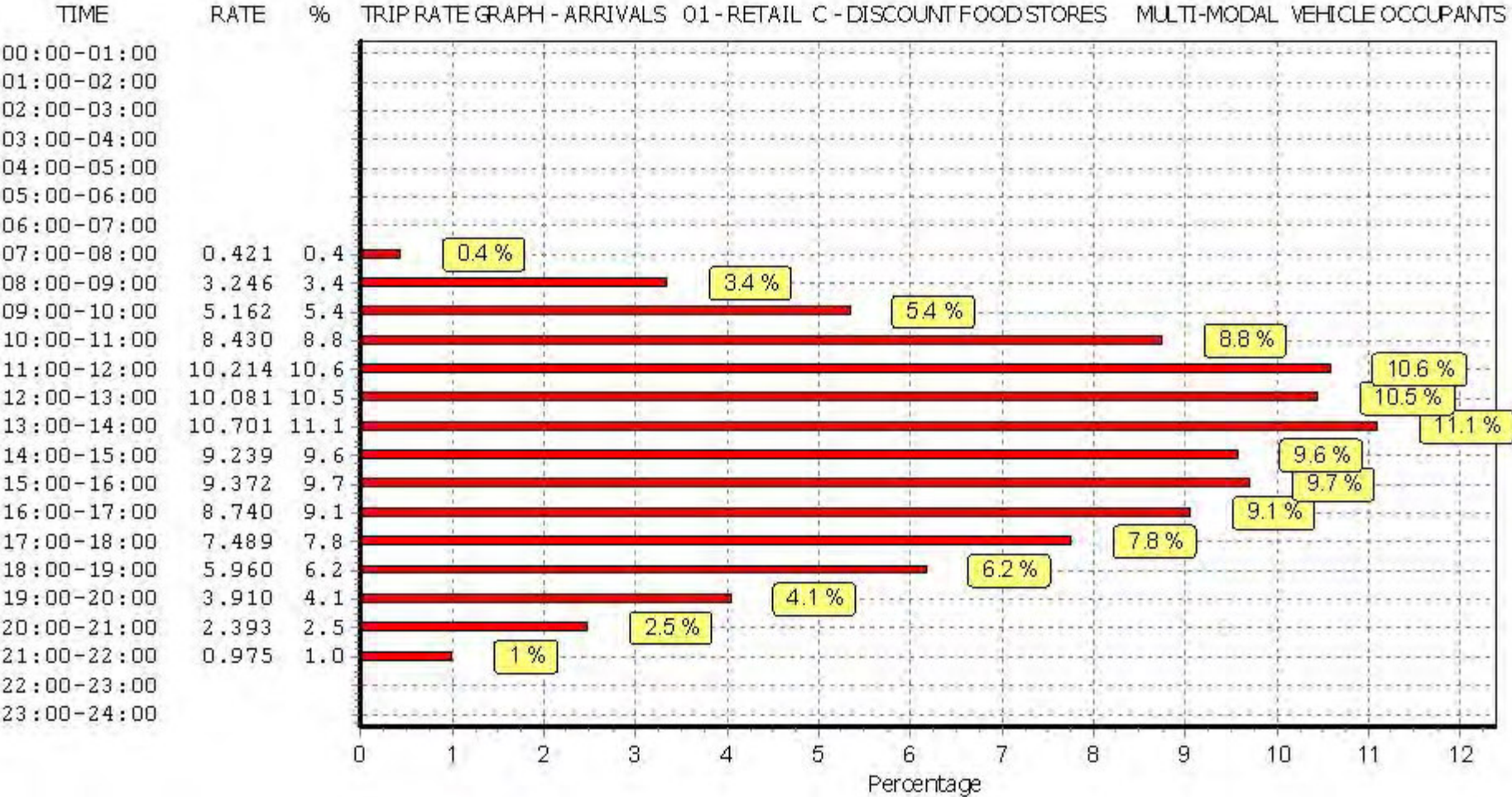
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

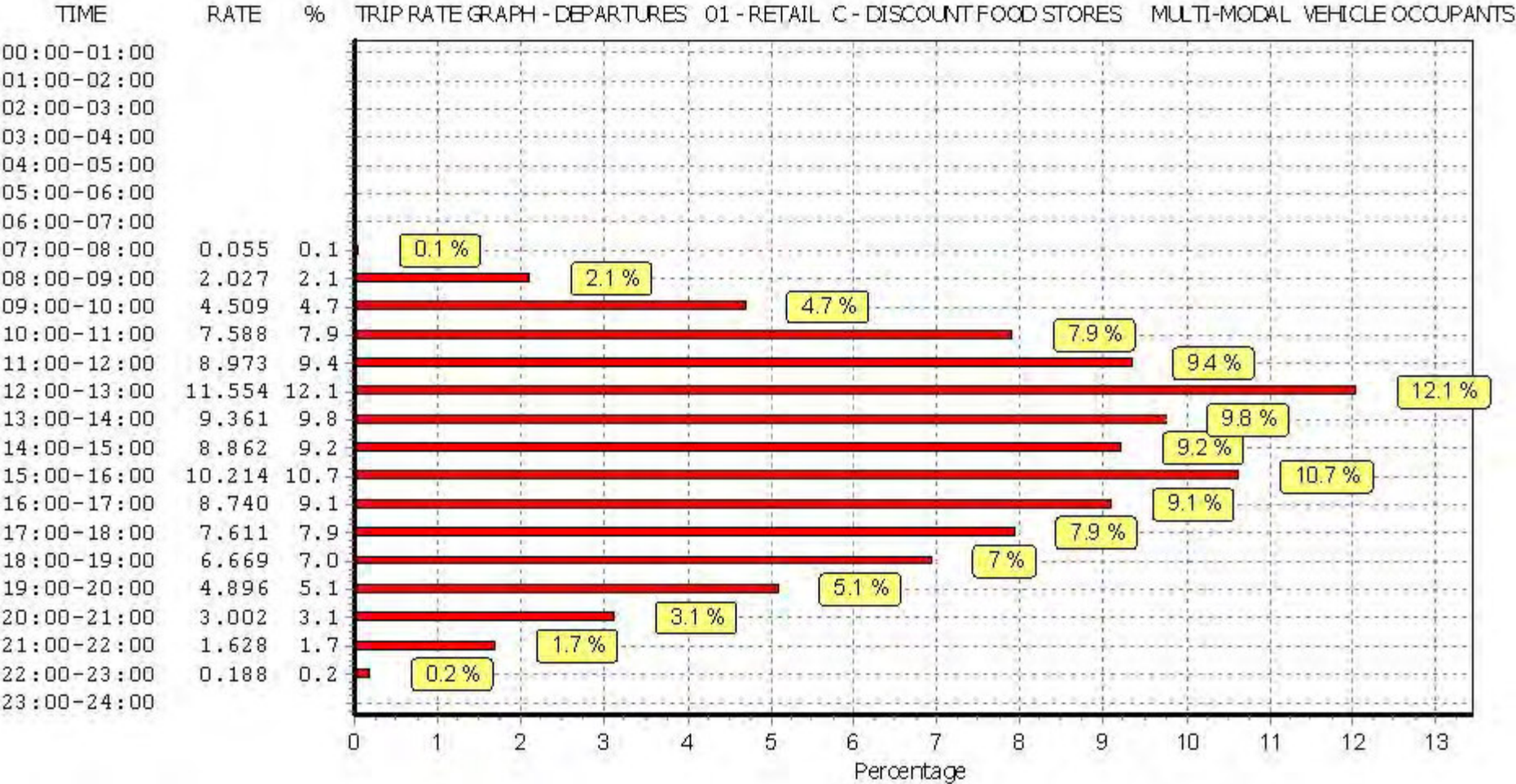
Parameter summary

Trip rate parameter range selected:	2085 - 2440 (units: sqm)
Survey date range:	01/01/09 - 06/04/17
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	4
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

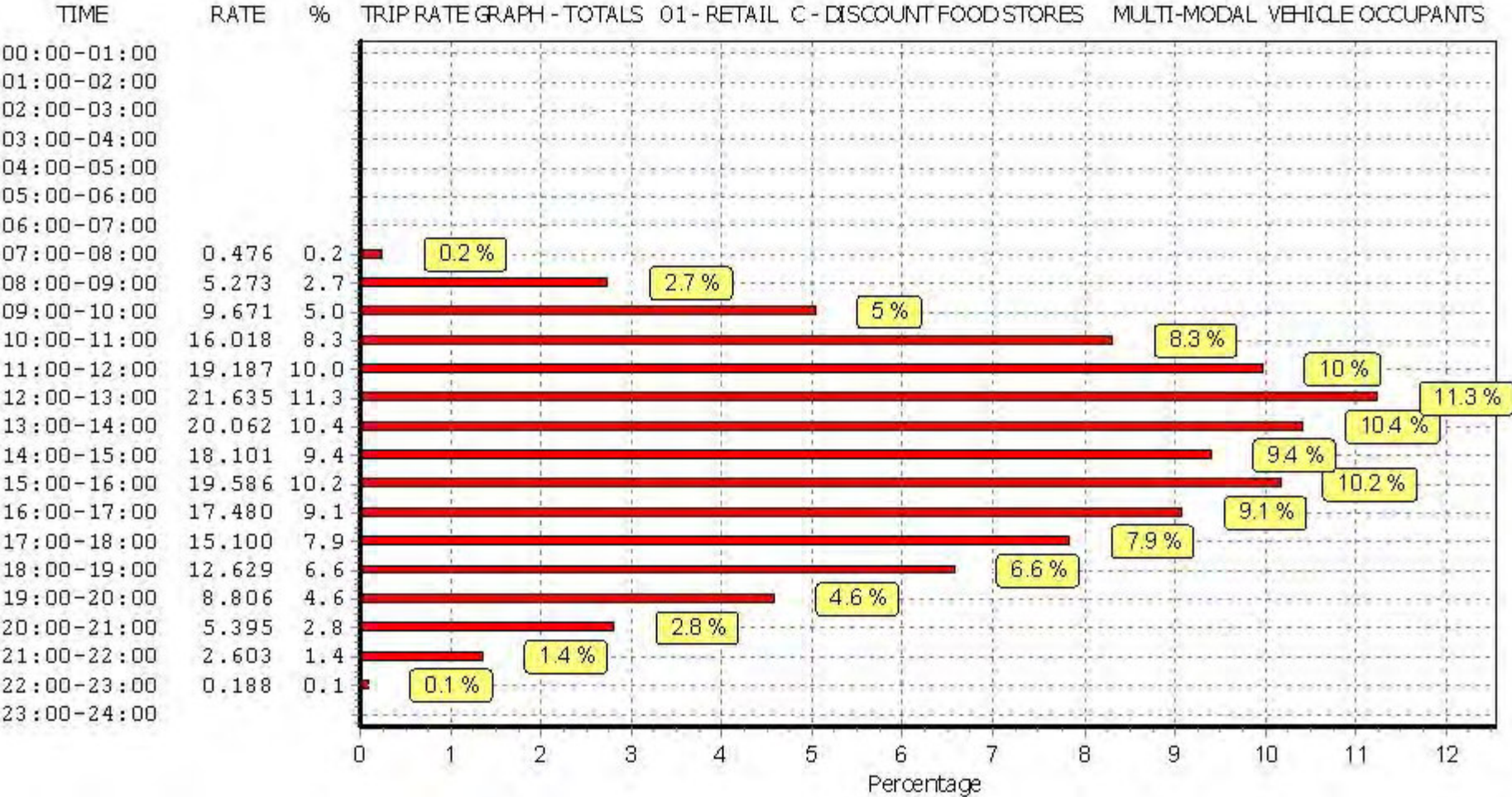
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	2257	0.055	4	2257	0.000	4	2257	0.055
08:00 - 09:00	4	2257	0.543	4	2257	0.354	4	2257	0.897
09:00 - 10:00	4	2257	0.532	4	2257	0.521	4	2257	1.053
10:00 - 11:00	4	2257	1.063	4	2257	0.809	4	2257	1.872
11:00 - 12:00	4	2257	1.063	4	2257	1.230	4	2257	2.293
12:00 - 13:00	4	2257	2.038	4	2257	1.883	4	2257	3.921
13:00 - 14:00	4	2257	2.714	4	2257	2.304	4	2257	5.018
14:00 - 15:00	4	2257	2.481	4	2257	2.581	4	2257	5.062
15:00 - 16:00	4	2257	1.950	4	2257	2.681	4	2257	4.631
16:00 - 17:00	4	2257	2.204	4	2257	2.349	4	2257	4.553
17:00 - 18:00	4	2257	2.326	4	2257	1.872	4	2257	4.198
18:00 - 19:00	4	2257	2.426	4	2257	1.806	4	2257	4.232
19:00 - 20:00	4	2257	1.252	4	2257	1.695	4	2257	2.947
20:00 - 21:00	4	2257	1.230	4	2257	1.617	4	2257	2.847
21:00 - 22:00	4	2257	0.543	4	2257	0.598	4	2257	1.141
22:00 - 23:00	4	2257	0.000	4	2257	0.133	4	2257	0.133
23:00 - 24:00									
Total Rates:		22.420				22.433			44.853

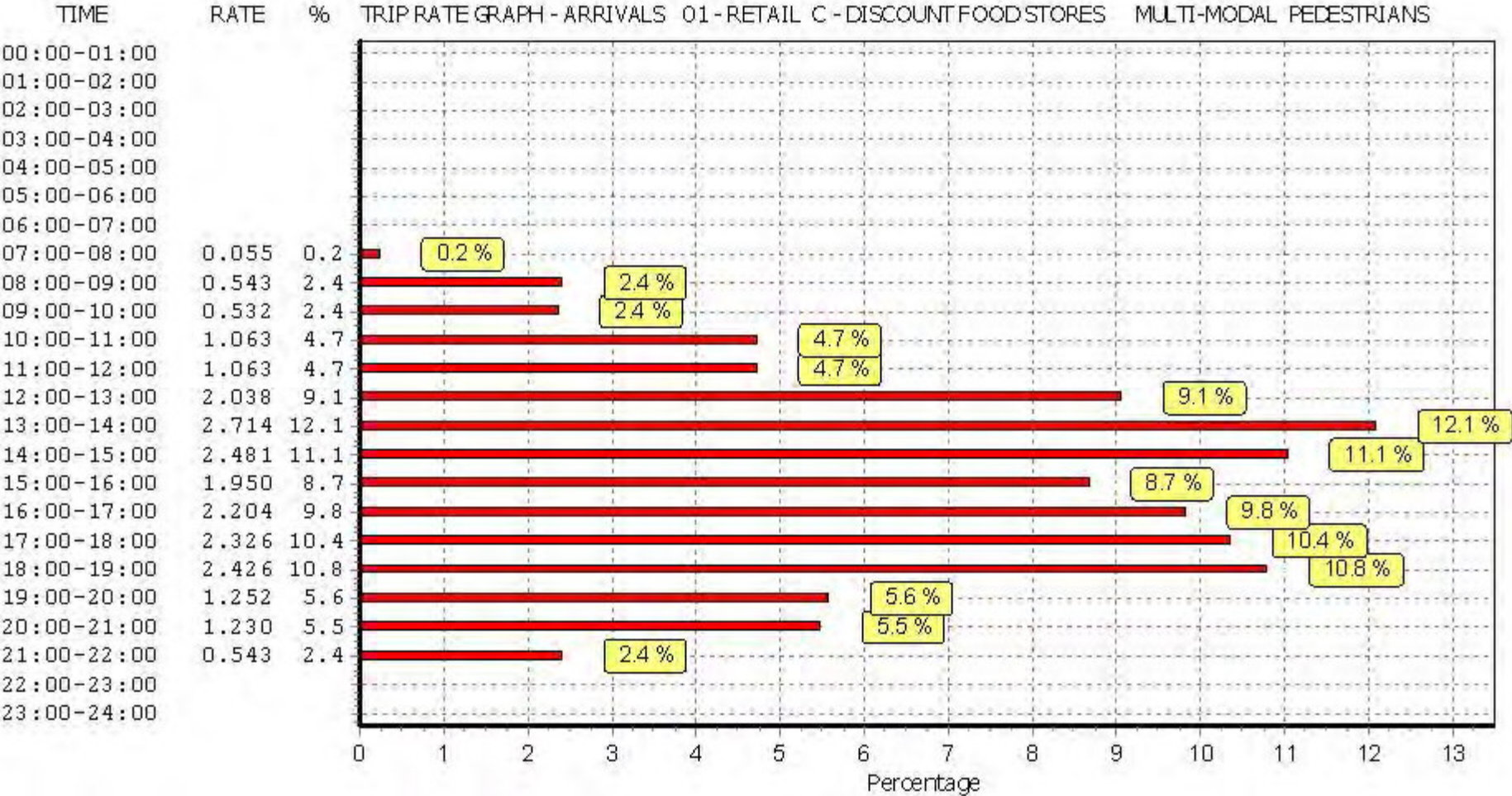
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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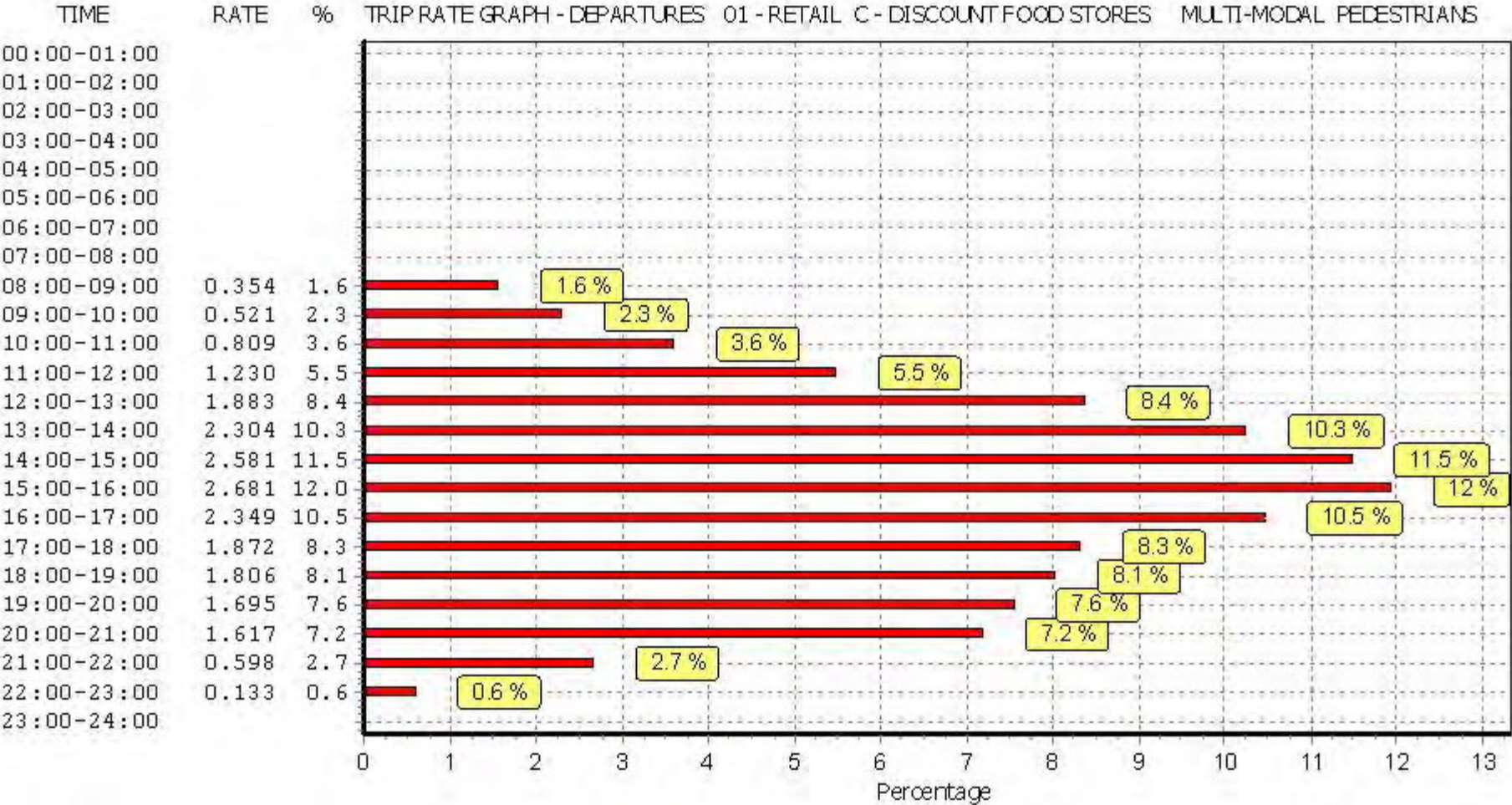
Parameter summary

Trip rate parameter range selected:	2085 - 2440 (units: sqm)
Survey date range:	01/01/09 - 06/04/17
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	4
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

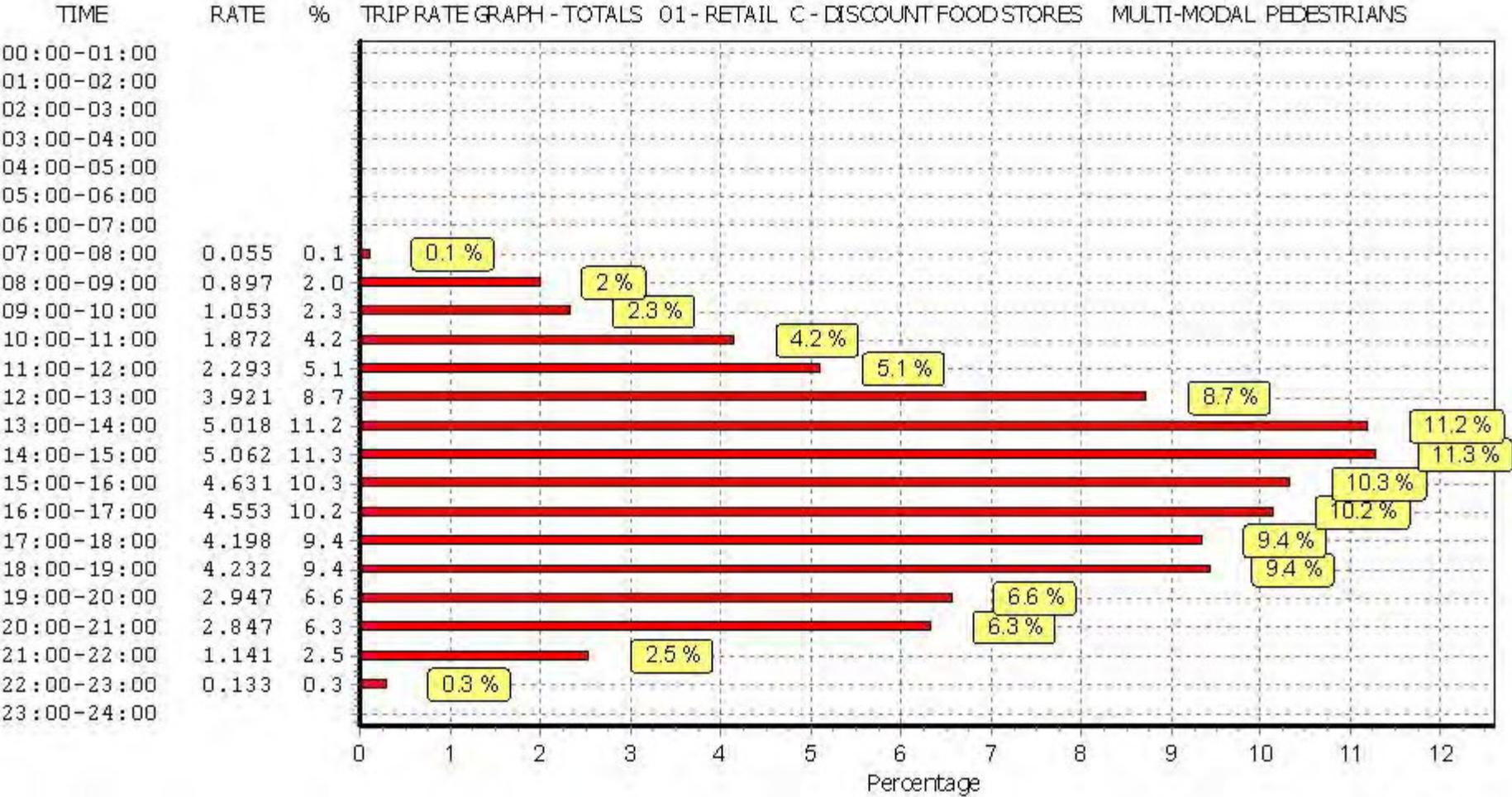
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	2257	0.000	4	2257	0.011	4	2257	0.011
08:00 - 09:00	4	2257	0.100	4	2257	0.011	4	2257	0.111
09:00 - 10:00	4	2257	0.066	4	2257	0.044	4	2257	0.110
10:00 - 11:00	4	2257	0.166	4	2257	0.022	4	2257	0.188
11:00 - 12:00	4	2257	0.155	4	2257	0.066	4	2257	0.221
12:00 - 13:00	4	2257	0.155	4	2257	0.089	4	2257	0.244
13:00 - 14:00	4	2257	0.133	4	2257	0.022	4	2257	0.155
14:00 - 15:00	4	2257	0.144	4	2257	0.144	4	2257	0.288
15:00 - 16:00	4	2257	0.100	4	2257	0.166	4	2257	0.266
16:00 - 17:00	4	2257	0.022	4	2257	0.133	4	2257	0.155
17:00 - 18:00	4	2257	0.055	4	2257	0.122	4	2257	0.177
18:00 - 19:00	4	2257	0.133	4	2257	0.155	4	2257	0.288
19:00 - 20:00	4	2257	0.033	4	2257	0.177	4	2257	0.210
20:00 - 21:00	4	2257	0.033	4	2257	0.066	4	2257	0.099
21:00 - 22:00	4	2257	0.000	4	2257	0.022	4	2257	0.022
22:00 - 23:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
23:00 - 24:00									
Total Rates:			1.295			1.250			2.545

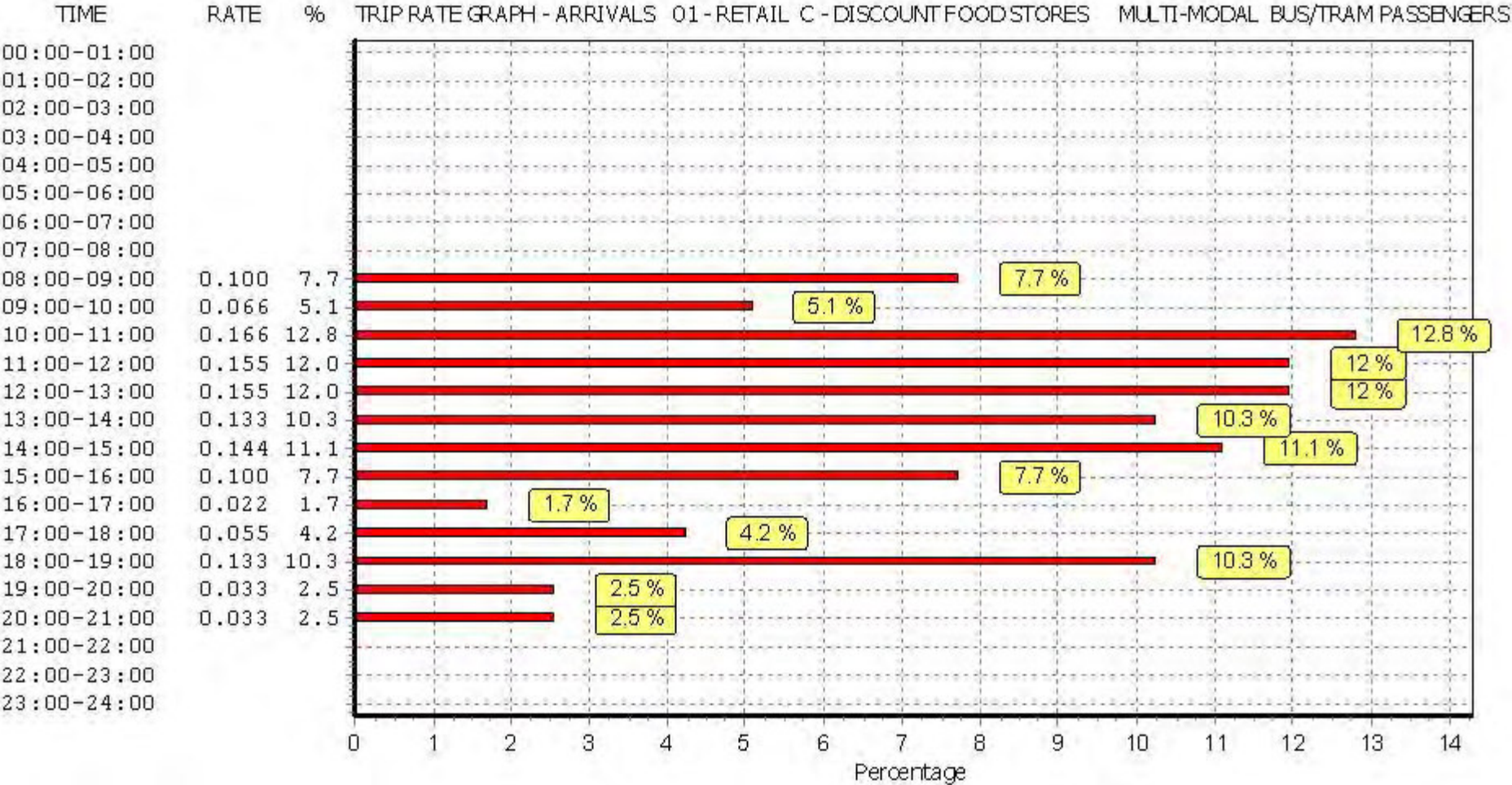
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

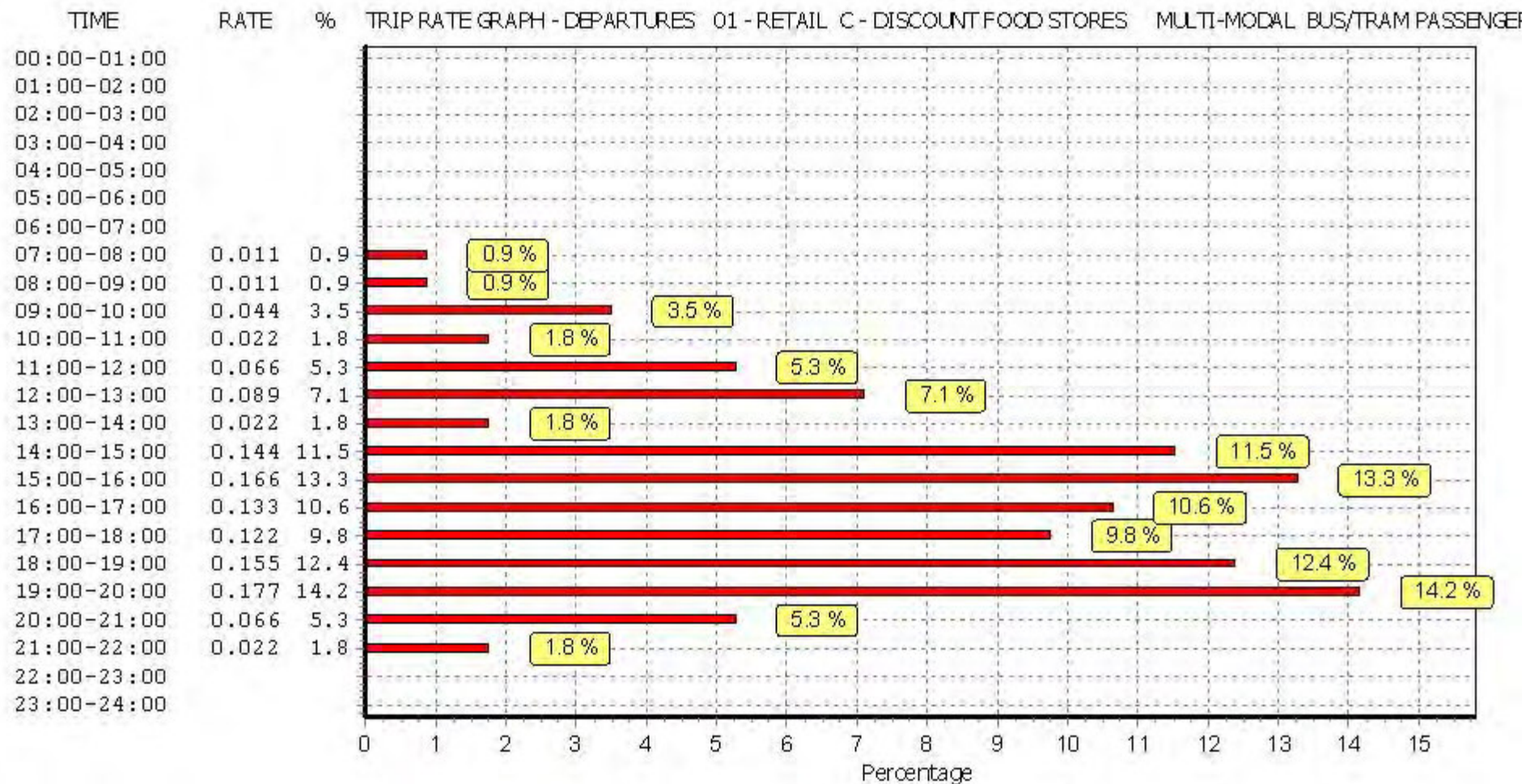
Parameter summary

Trip rate parameter range selected:	2085 - 2440 (units: sqm)
Survey date range:	01/01/09 - 06/04/17
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	4
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

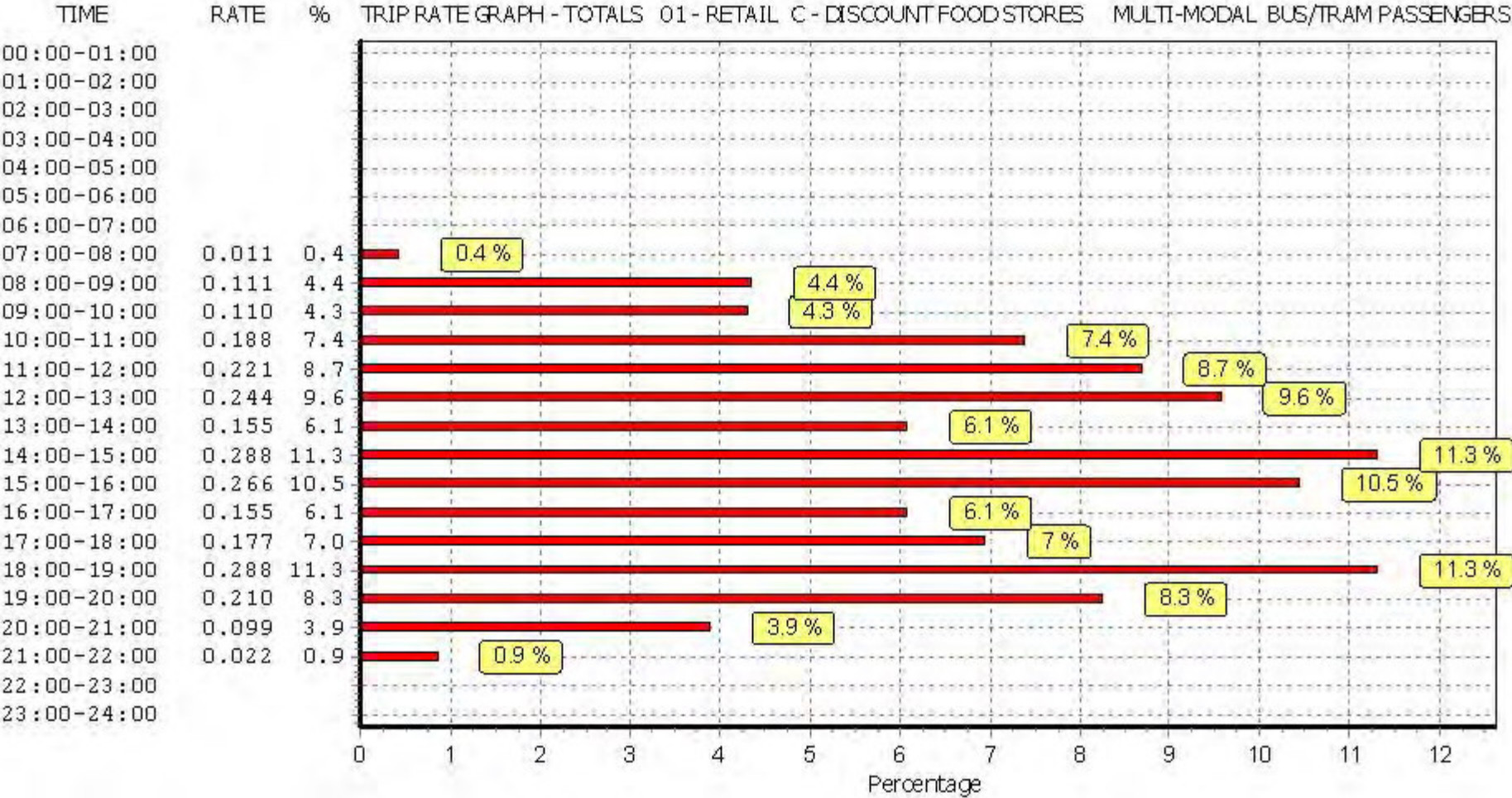
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
08:00 - 09:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
09:00 - 10:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
10:00 - 11:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
11:00 - 12:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
12:00 - 13:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
13:00 - 14:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
14:00 - 15:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
15:00 - 16:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
16:00 - 17:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
17:00 - 18:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
18:00 - 19:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
19:00 - 20:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
20:00 - 21:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
21:00 - 22:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
22:00 - 23:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

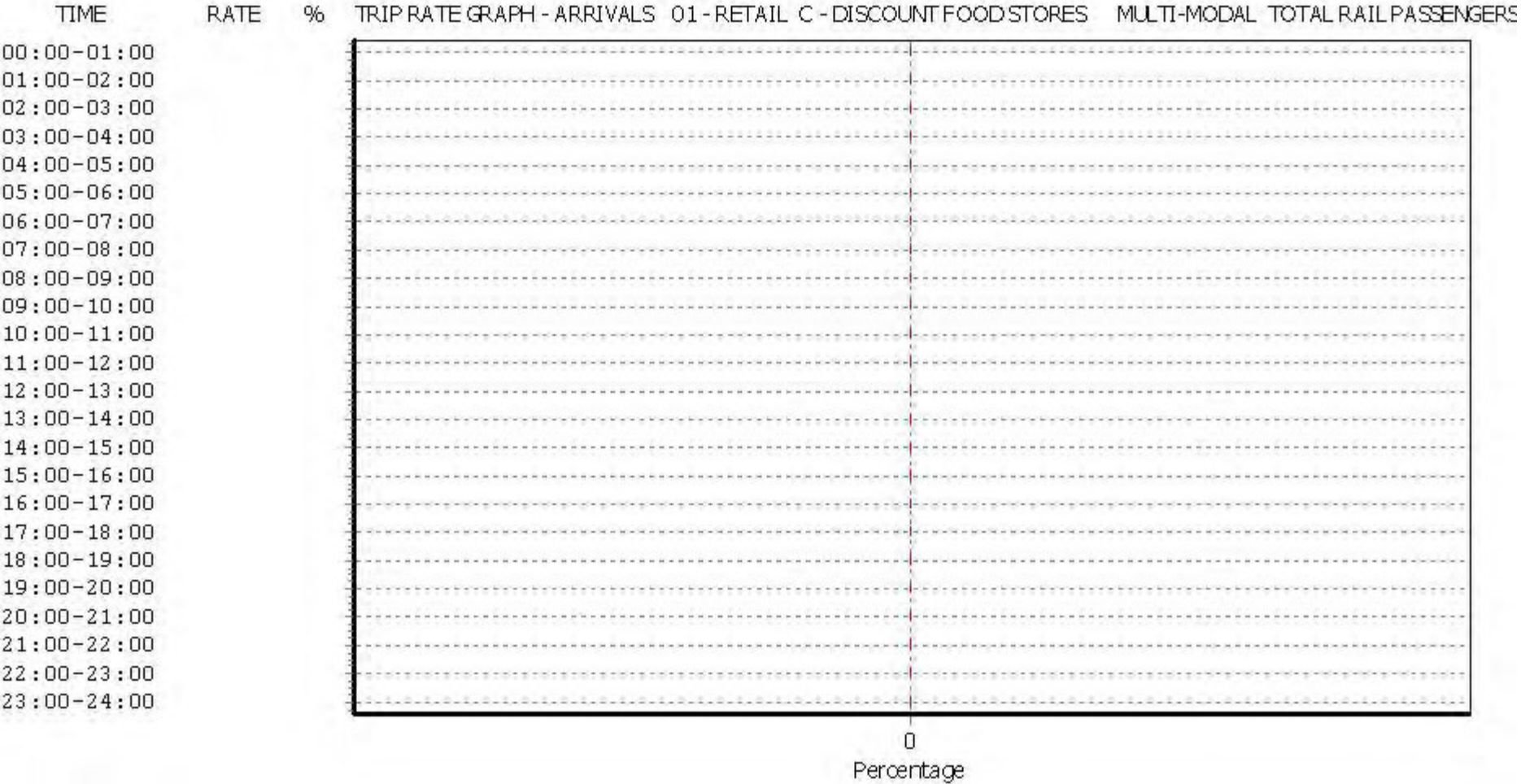
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

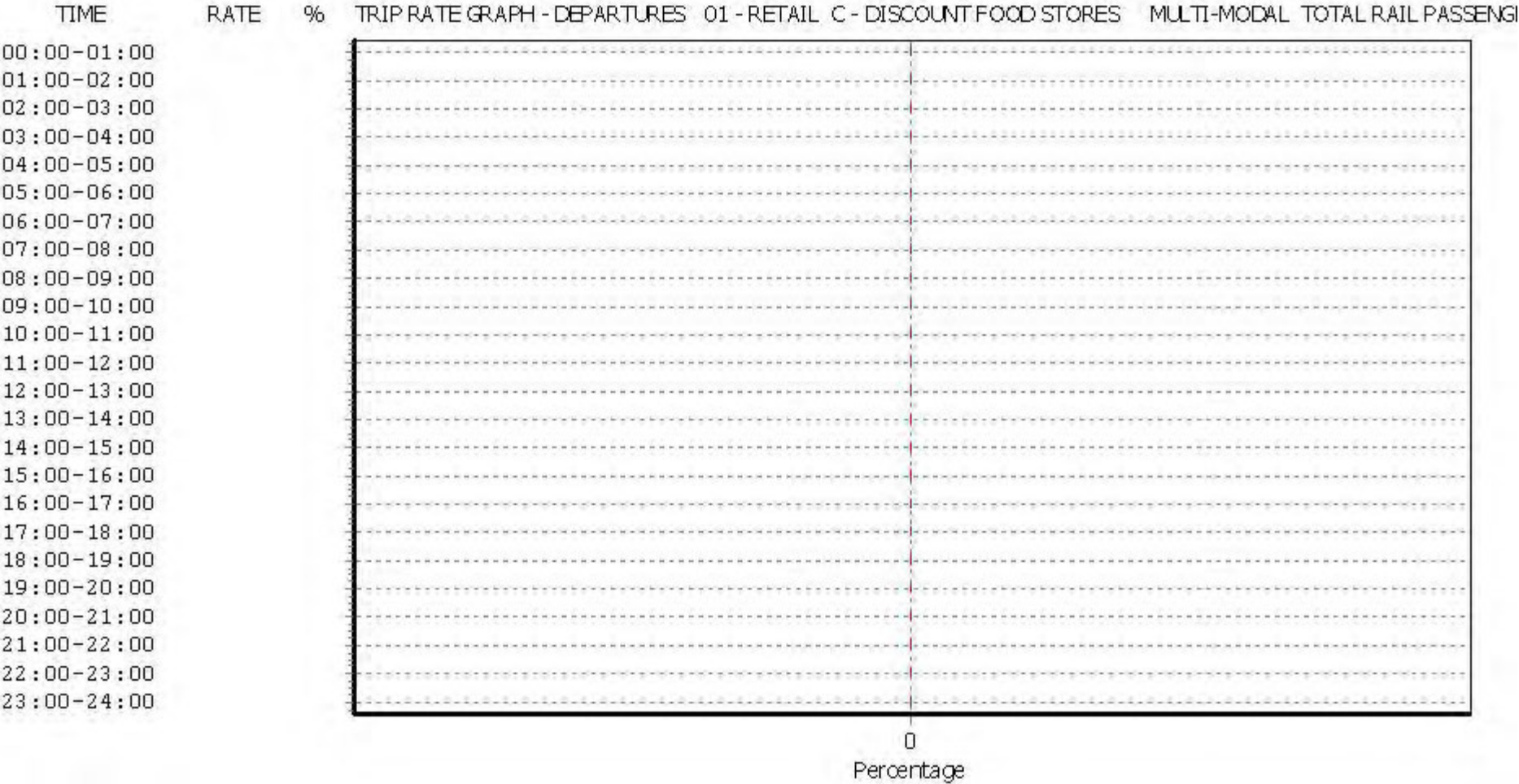
Parameter summary

Trip rate parameter range selected:	2085 - 2440 (units: sqm)
Survey date range:	01/01/09 - 06/04/17
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	4
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

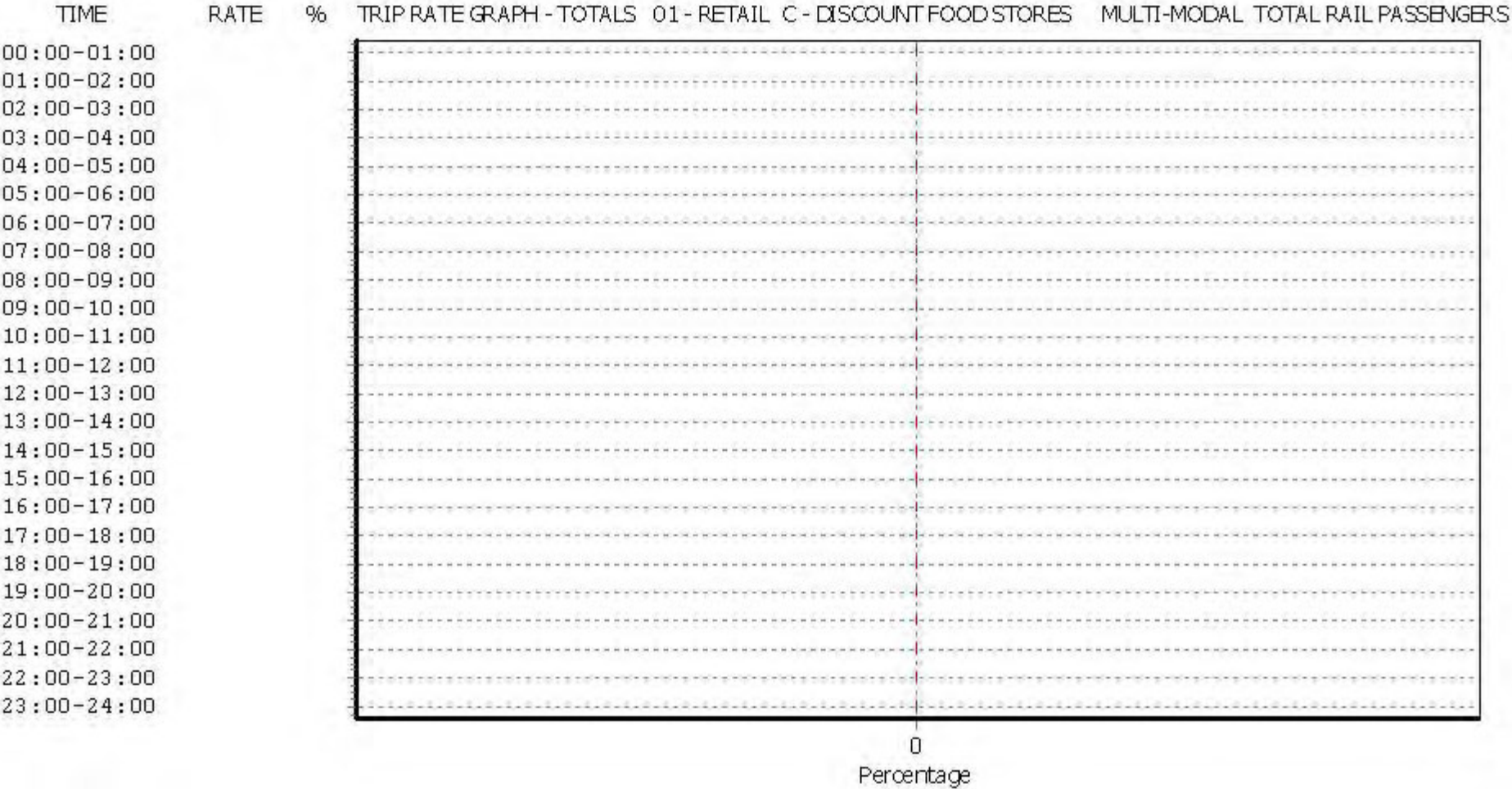
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
08:00 - 09:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
09:00 - 10:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
10:00 - 11:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
11:00 - 12:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
12:00 - 13:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
13:00 - 14:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
14:00 - 15:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
15:00 - 16:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
16:00 - 17:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
17:00 - 18:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
18:00 - 19:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
19:00 - 20:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
20:00 - 21:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
21:00 - 22:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
22:00 - 23:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

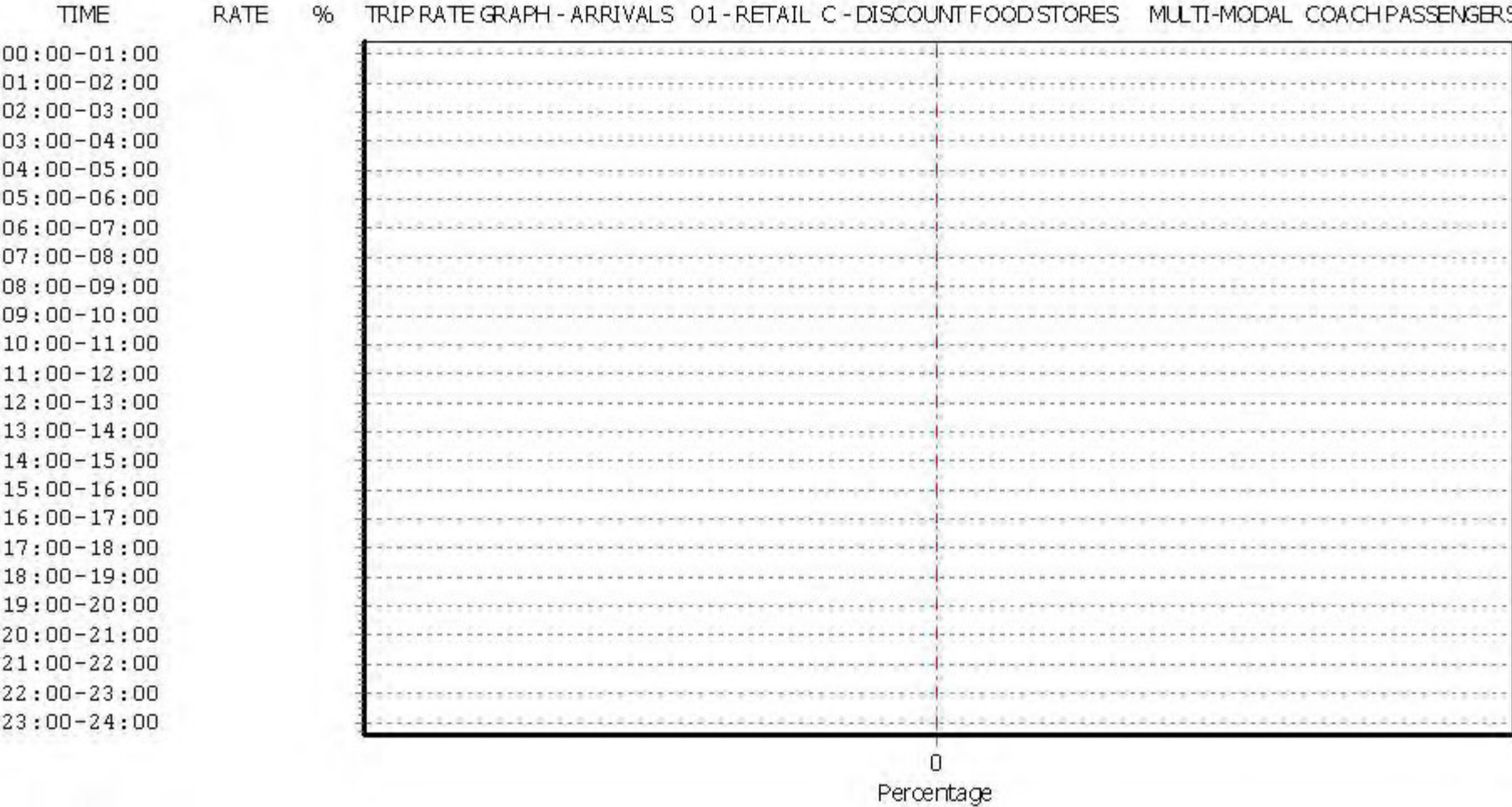
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

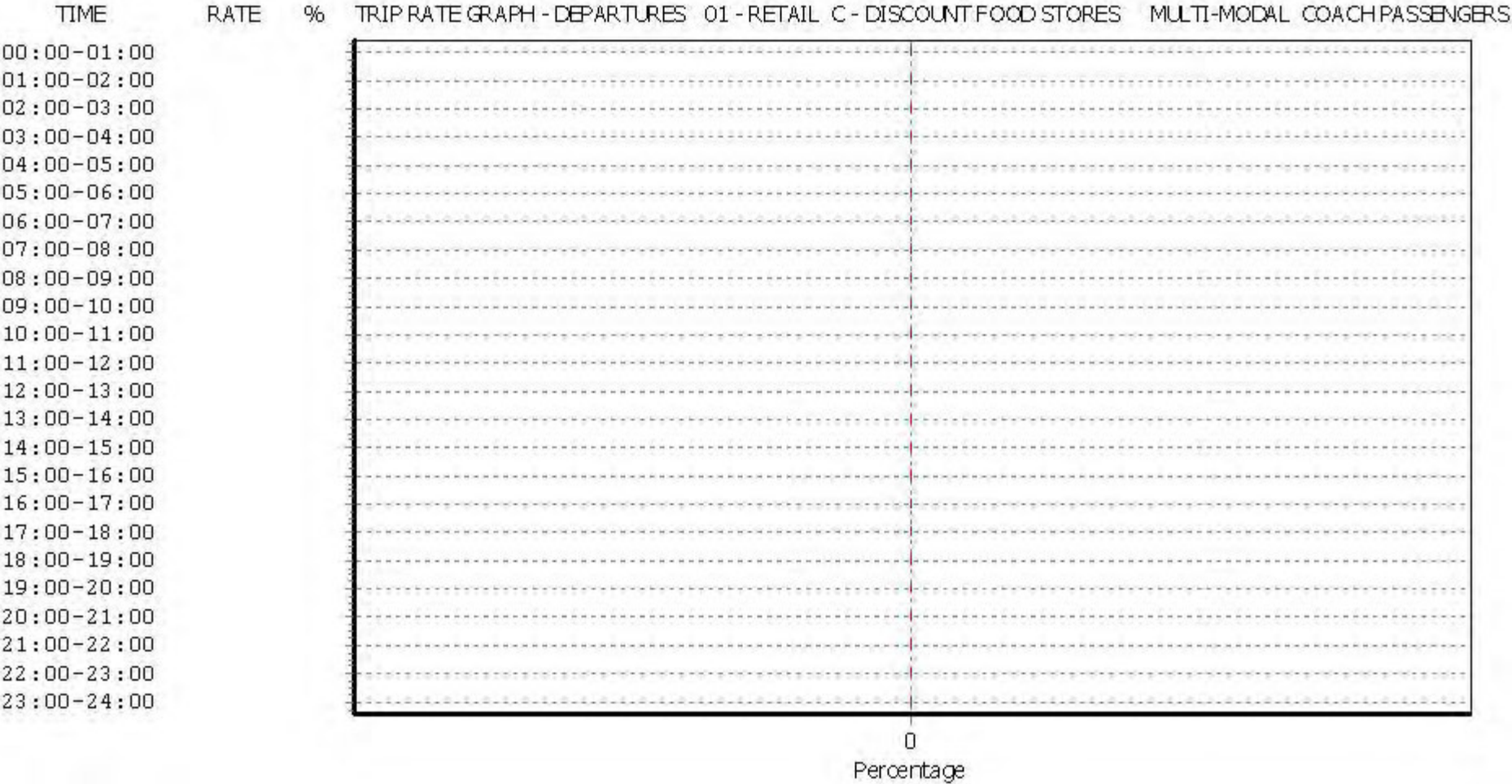
Parameter summary

Trip rate parameter range selected:	2085 - 2440 (units: sqm)
Survey date range:	01/01/09 - 06/04/17
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	4
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

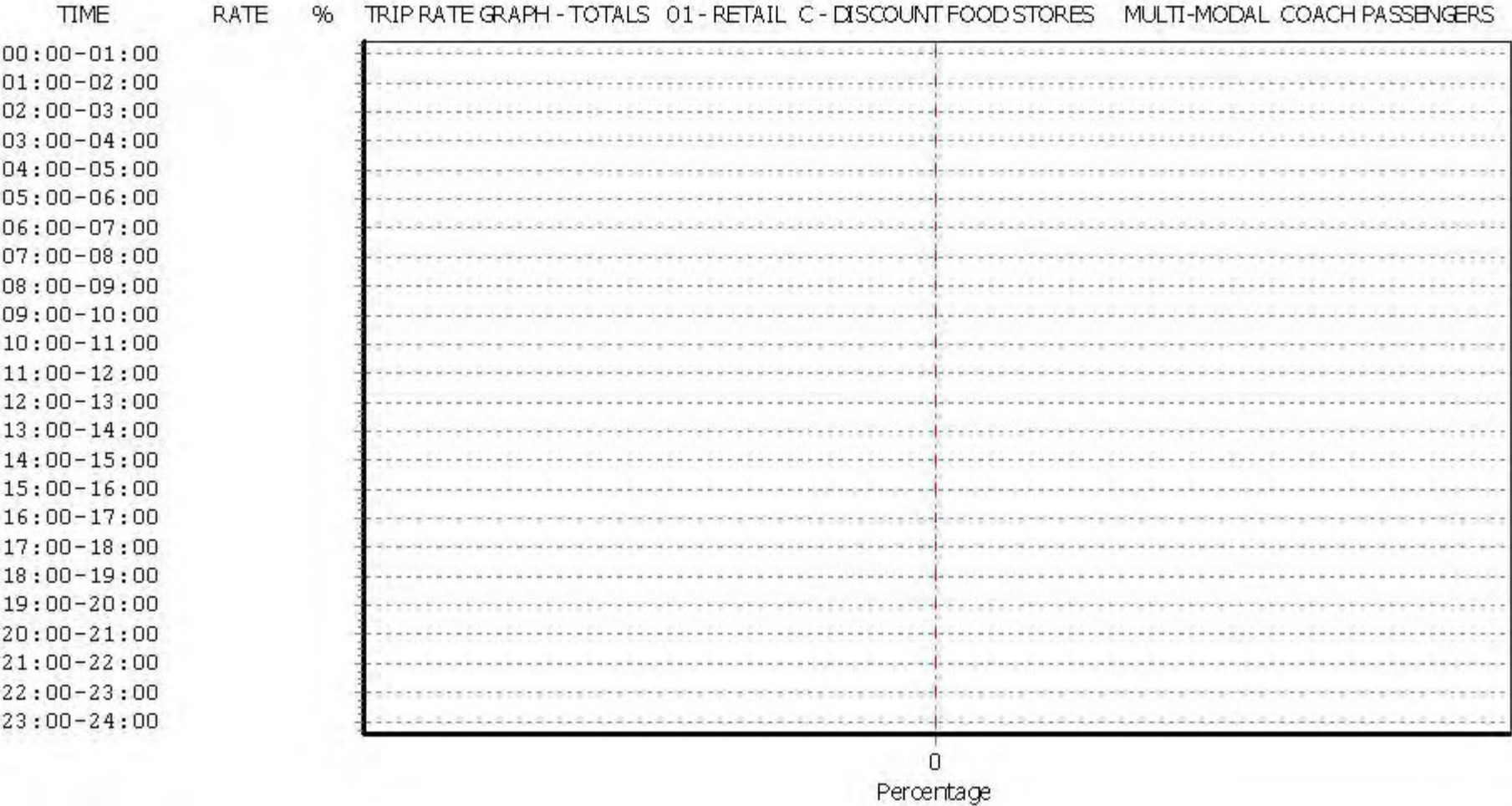
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	2257	0.000	4	2257	0.011	4	2257	0.011
08:00 - 09:00	4	2257	0.100	4	2257	0.011	4	2257	0.111
09:00 - 10:00	4	2257	0.066	4	2257	0.044	4	2257	0.110
10:00 - 11:00	4	2257	0.166	4	2257	0.022	4	2257	0.188
11:00 - 12:00	4	2257	0.155	4	2257	0.066	4	2257	0.221
12:00 - 13:00	4	2257	0.155	4	2257	0.089	4	2257	0.244
13:00 - 14:00	4	2257	0.133	4	2257	0.022	4	2257	0.155
14:00 - 15:00	4	2257	0.144	4	2257	0.144	4	2257	0.288
15:00 - 16:00	4	2257	0.100	4	2257	0.166	4	2257	0.266
16:00 - 17:00	4	2257	0.022	4	2257	0.133	4	2257	0.155
17:00 - 18:00	4	2257	0.055	4	2257	0.122	4	2257	0.177
18:00 - 19:00	4	2257	0.133	4	2257	0.155	4	2257	0.288
19:00 - 20:00	4	2257	0.033	4	2257	0.177	4	2257	0.210
20:00 - 21:00	4	2257	0.033	4	2257	0.066	4	2257	0.099
21:00 - 22:00	4	2257	0.000	4	2257	0.022	4	2257	0.022
22:00 - 23:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
23:00 - 24:00									
Total Rates:			1.295			1.250			2.545

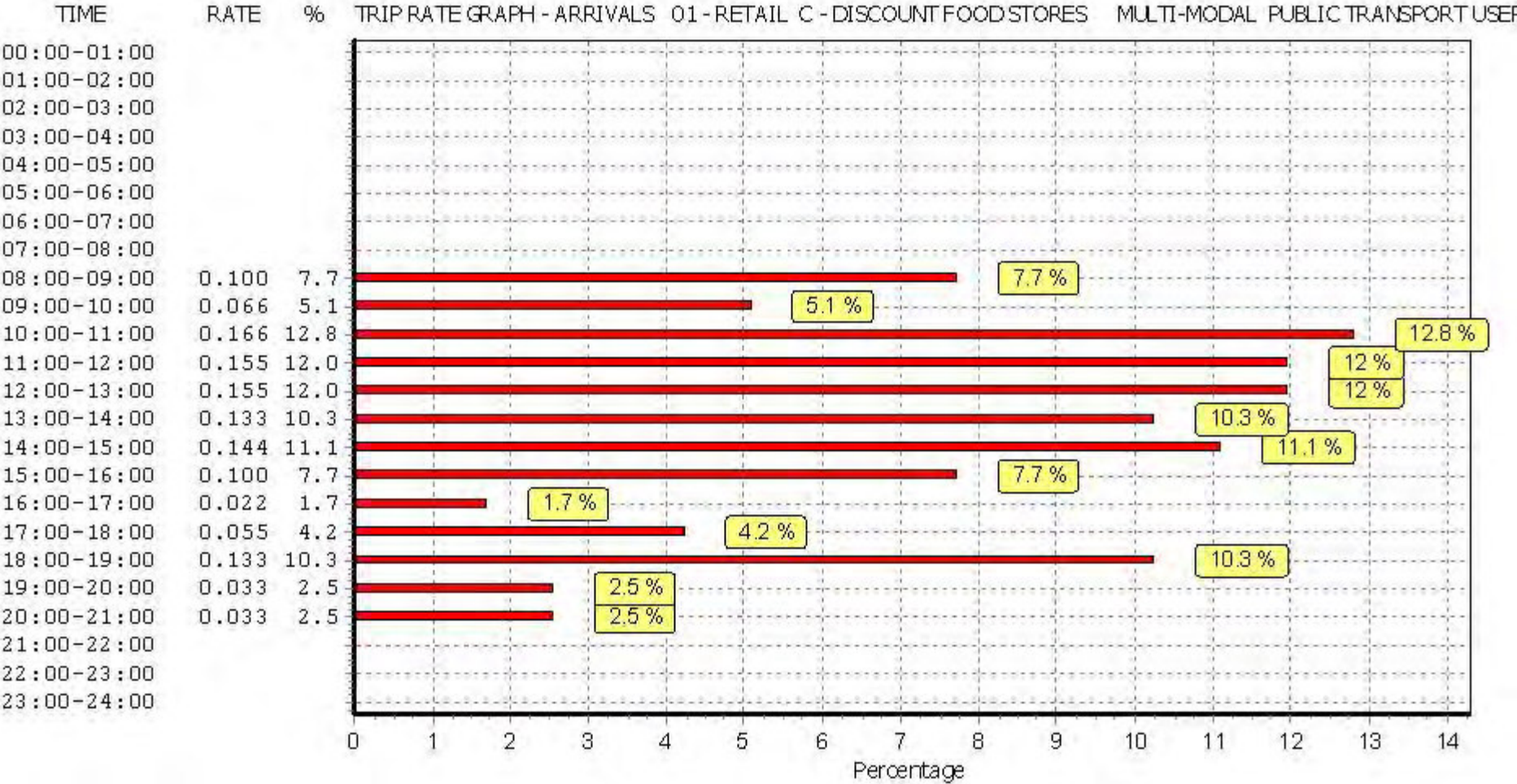
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

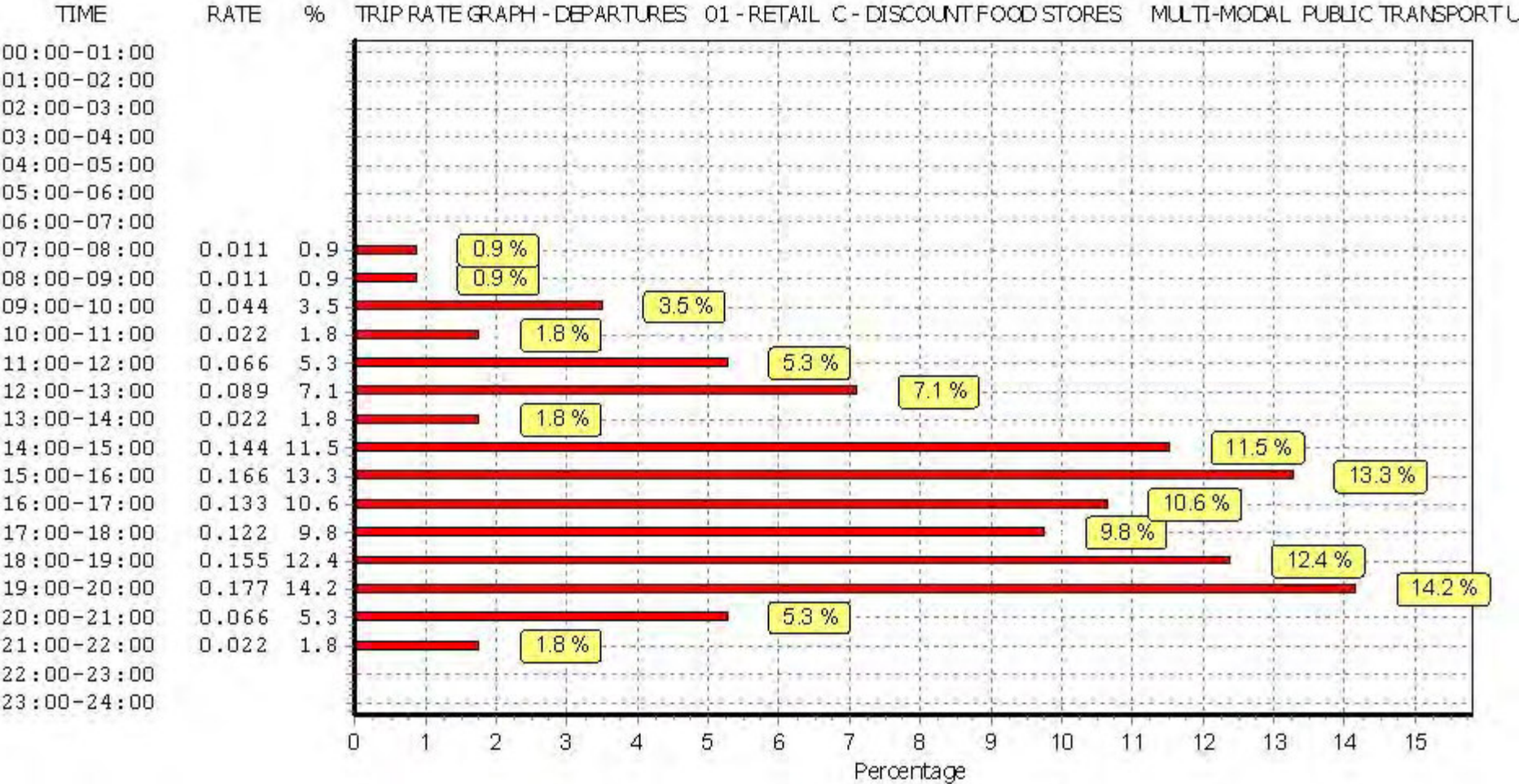
Parameter summary

Trip rate parameter range selected:	2085 - 2440 (units: sqm)
Survey date range:	01/01/09 - 06/04/17
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	4
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

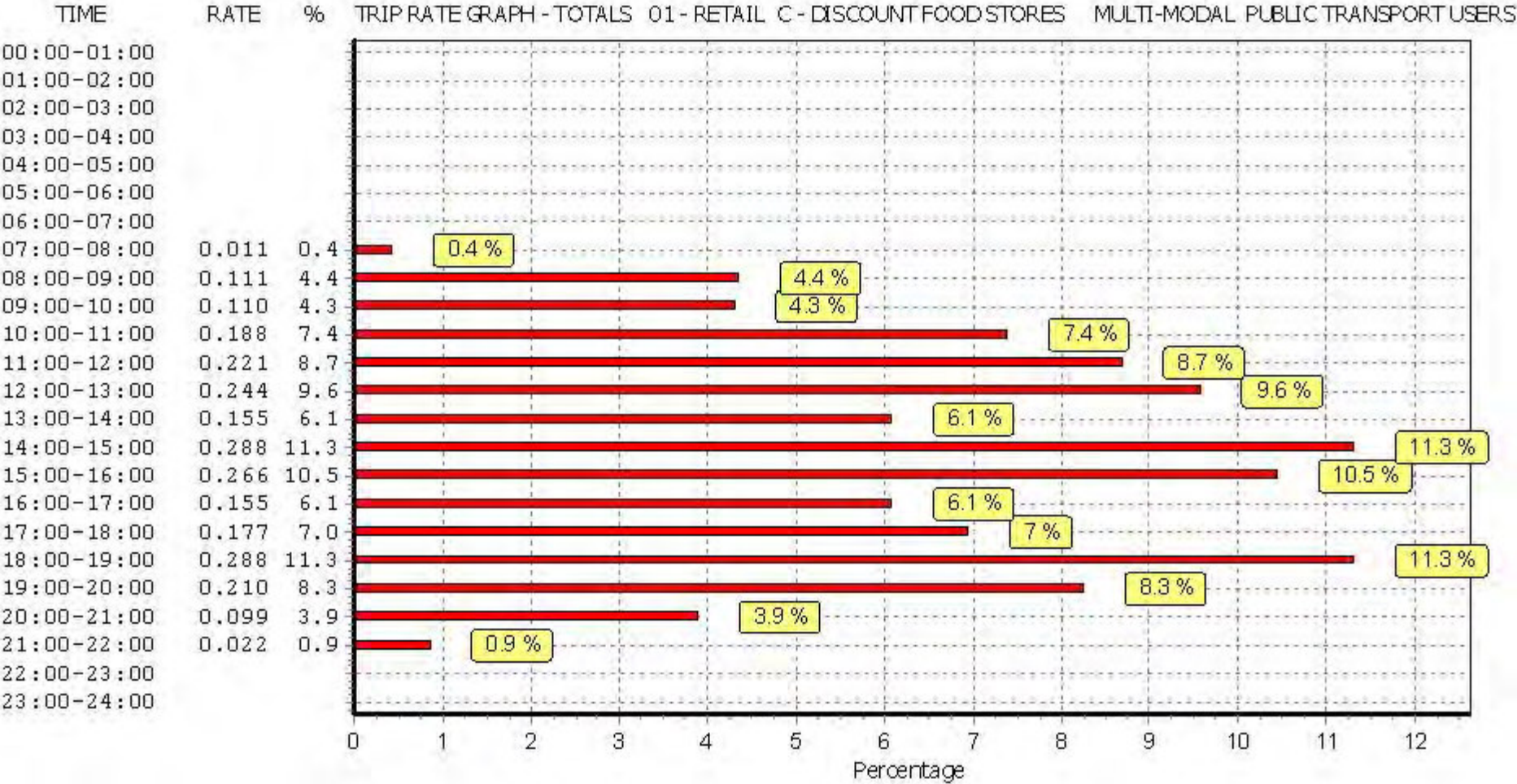
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	2257	0.510	4	2257	0.066	4	2257	0.576
08:00 - 09:00	4	2257	3.910	4	2257	2.415	4	2257	6.325
09:00 - 10:00	4	2257	5.760	4	2257	5.096	4	2257	10.856
10:00 - 11:00	4	2257	9.715	4	2257	8.430	4	2257	18.145
11:00 - 12:00	4	2257	11.477	4	2257	10.314	4	2257	21.791
12:00 - 13:00	4	2257	12.330	4	2257	13.570	4	2257	25.900
13:00 - 14:00	4	2257	13.681	4	2257	11.776	4	2257	25.457
14:00 - 15:00	4	2257	11.887	4	2257	11.709	4	2257	23.596
15:00 - 16:00	4	2257	11.510	4	2257	13.116	4	2257	24.626
16:00 - 17:00	4	2257	11.022	4	2257	11.288	4	2257	22.310
17:00 - 18:00	4	2257	9.915	4	2257	9.693	4	2257	19.608
18:00 - 19:00	4	2257	8.619	4	2257	8.696	4	2257	17.315
19:00 - 20:00	4	2257	5.229	4	2257	6.791	4	2257	12.020
20:00 - 21:00	4	2257	3.689	4	2257	4.719	4	2257	8.408
21:00 - 22:00	4	2257	1.529	4	2257	2.271	4	2257	3.800
22:00 - 23:00	4	2257	0.000	4	2257	0.321	4	2257	0.321
23:00 - 24:00									
Total Rates:			120.783			120.271			241.054

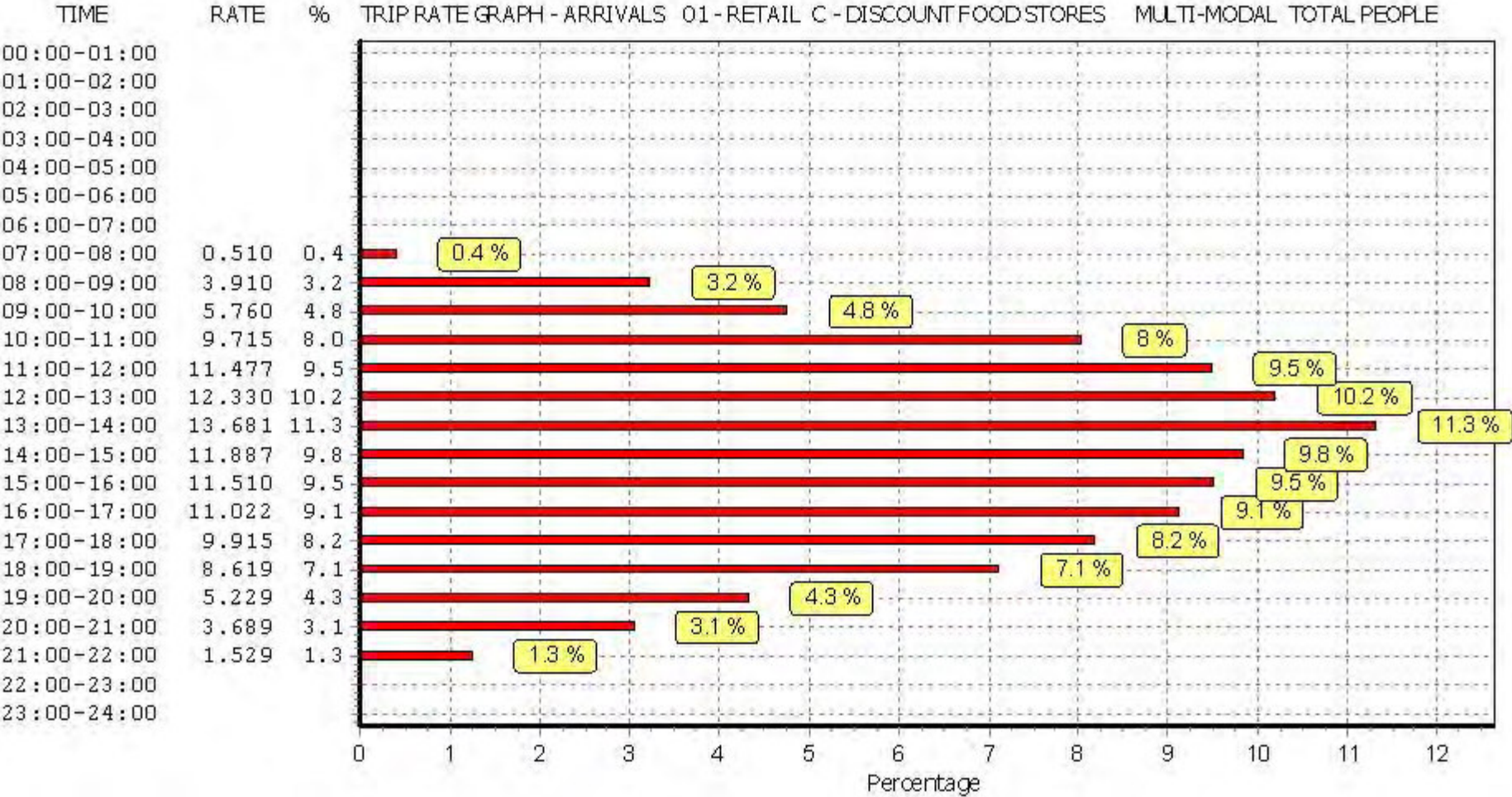
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

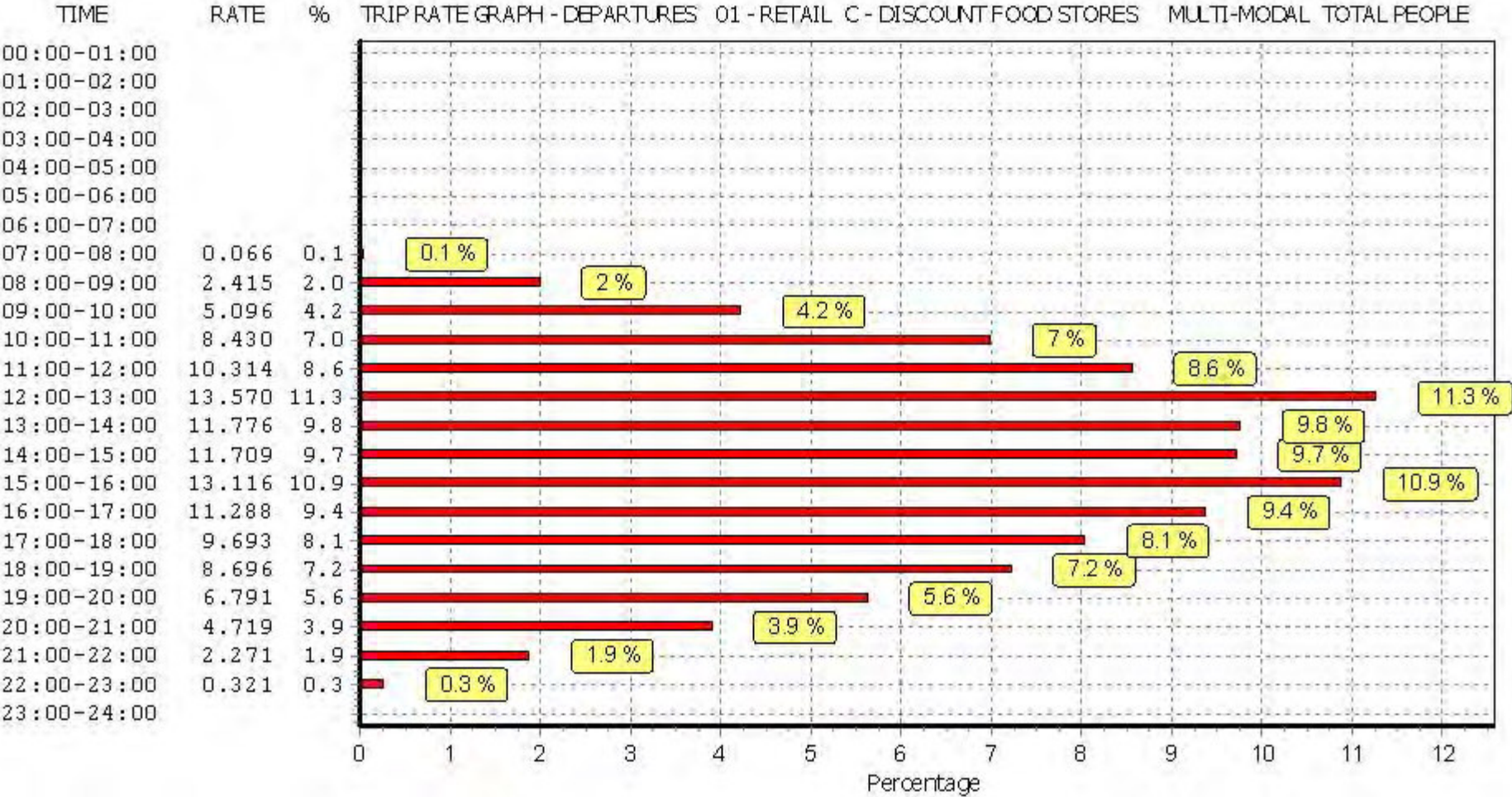
Parameter summary

Trip rate parameter range selected:	2085 - 2440 (units: sqm)
Survey date range:	01/01/09 - 06/04/17
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	4
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

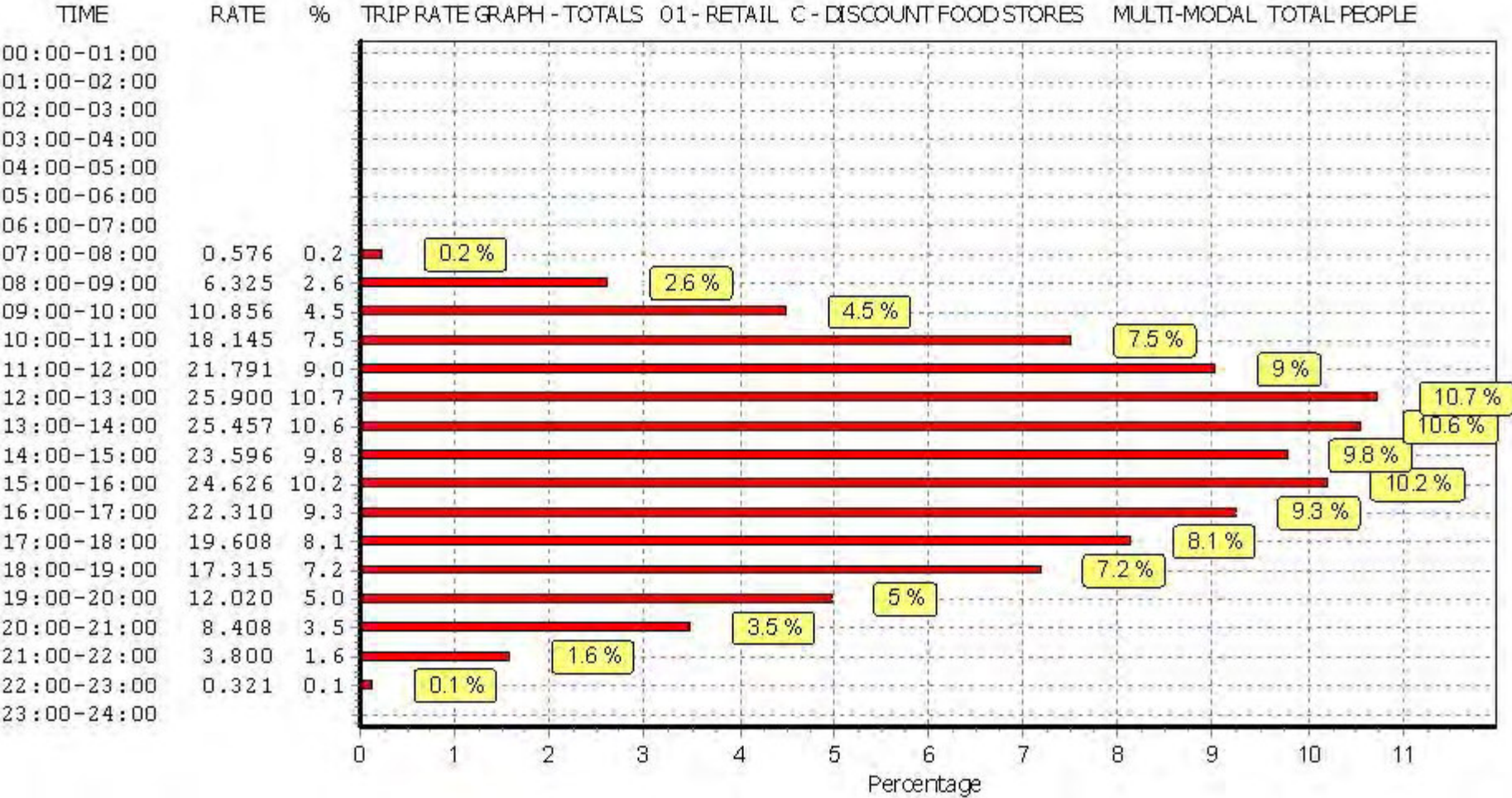
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	2257	0.244	4	2257	0.044	4	2257	0.288
08:00 - 09:00	4	2257	2.293	4	2257	1.407	4	2257	3.700
09:00 - 10:00	4	2257	3.523	4	2257	3.135	4	2257	6.658
10:00 - 11:00	4	2257	5.450	4	2257	4.907	4	2257	10.357
11:00 - 12:00	4	2257	6.237	4	2257	5.639	4	2257	11.876
12:00 - 13:00	4	2257	5.916	4	2257	6.935	4	2257	12.851
13:00 - 14:00	4	2257	5.583	4	2257	5.151	4	2257	10.734
14:00 - 15:00	4	2257	5.018	4	2257	4.919	4	2257	9.937
15:00 - 16:00	4	2257	5.173	4	2257	5.683	4	2257	10.856
16:00 - 17:00	4	2257	5.052	4	2257	4.996	4	2257	10.048
17:00 - 18:00	4	2257	4.354	4	2257	4.287	4	2257	8.641
18:00 - 19:00	4	2257	3.523	4	2257	3.899	4	2257	7.422
19:00 - 20:00	4	2257	2.260	4	2257	2.681	4	2257	4.941
20:00 - 21:00	4	2257	1.484	4	2257	1.695	4	2257	3.179
21:00 - 22:00	4	2257	0.576	4	2257	1.063	4	2257	1.639
22:00 - 23:00	4	2257	0.000	4	2257	0.188	4	2257	0.188
23:00 - 24:00									
Total Rates:			56.686			56.629			113.315

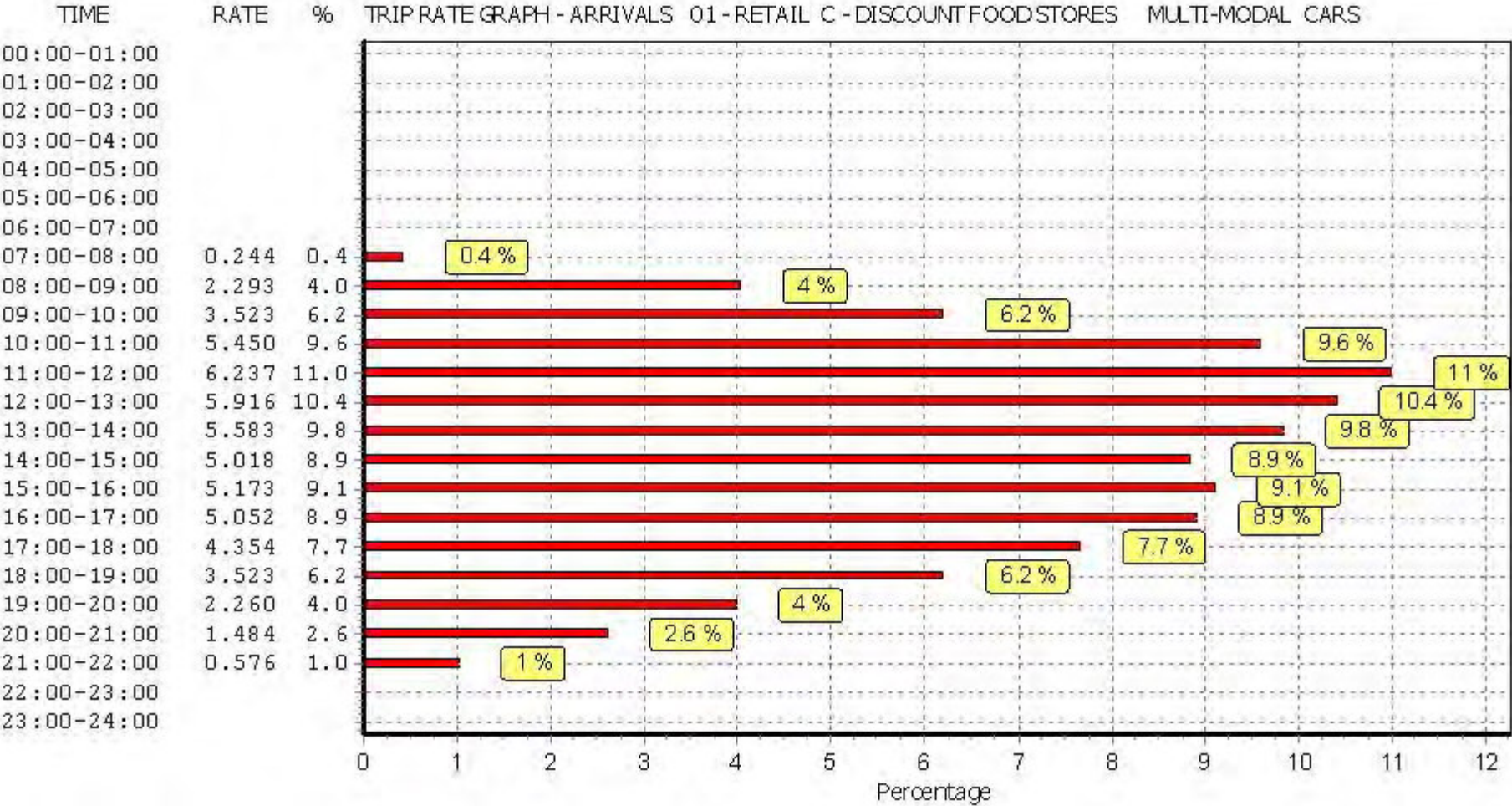
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

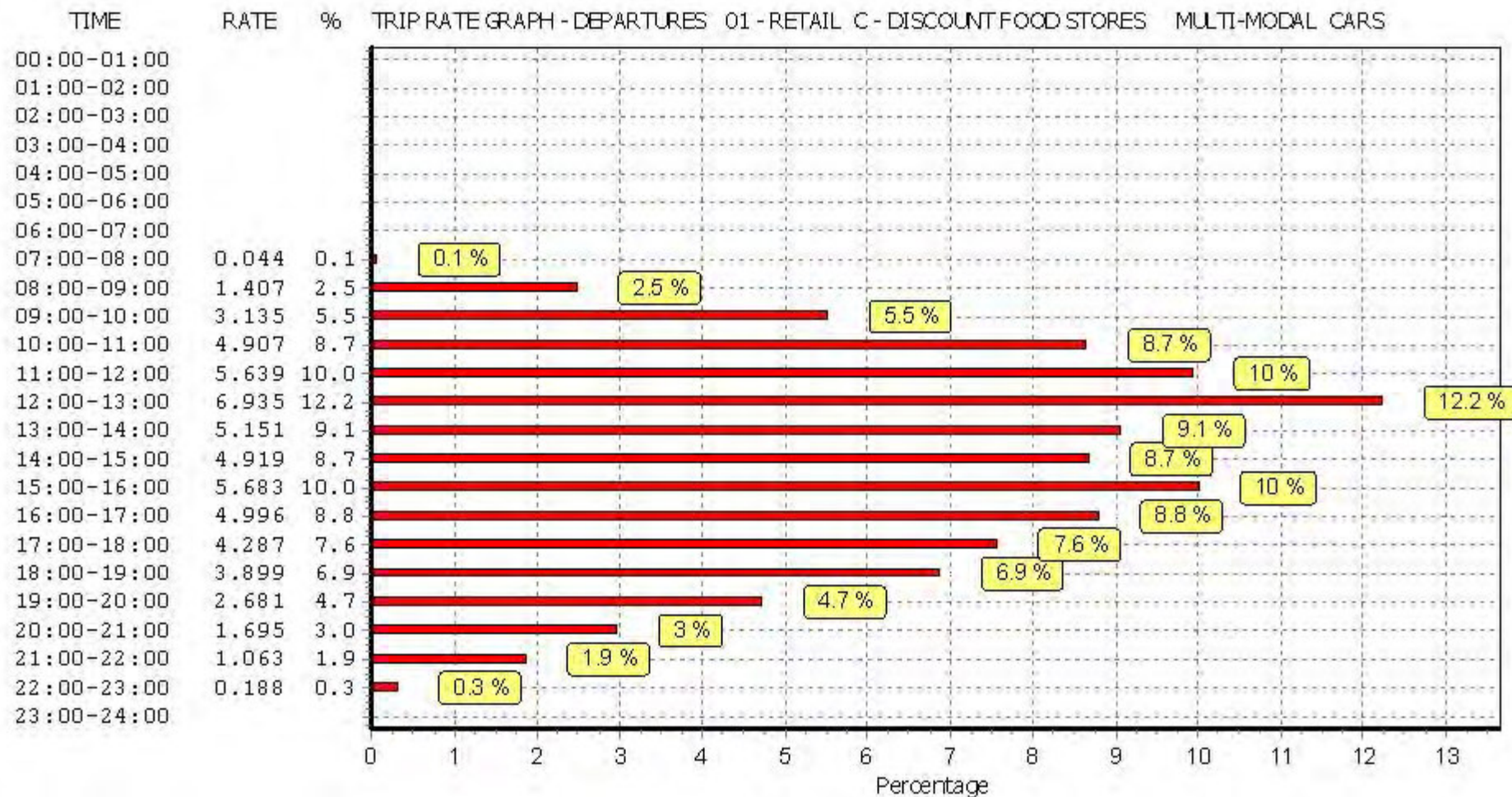
Parameter summary

Trip rate parameter range selected:	2085 - 2440 (units: sqm)
Survey date range:	01/01/09 - 06/04/17
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	4
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

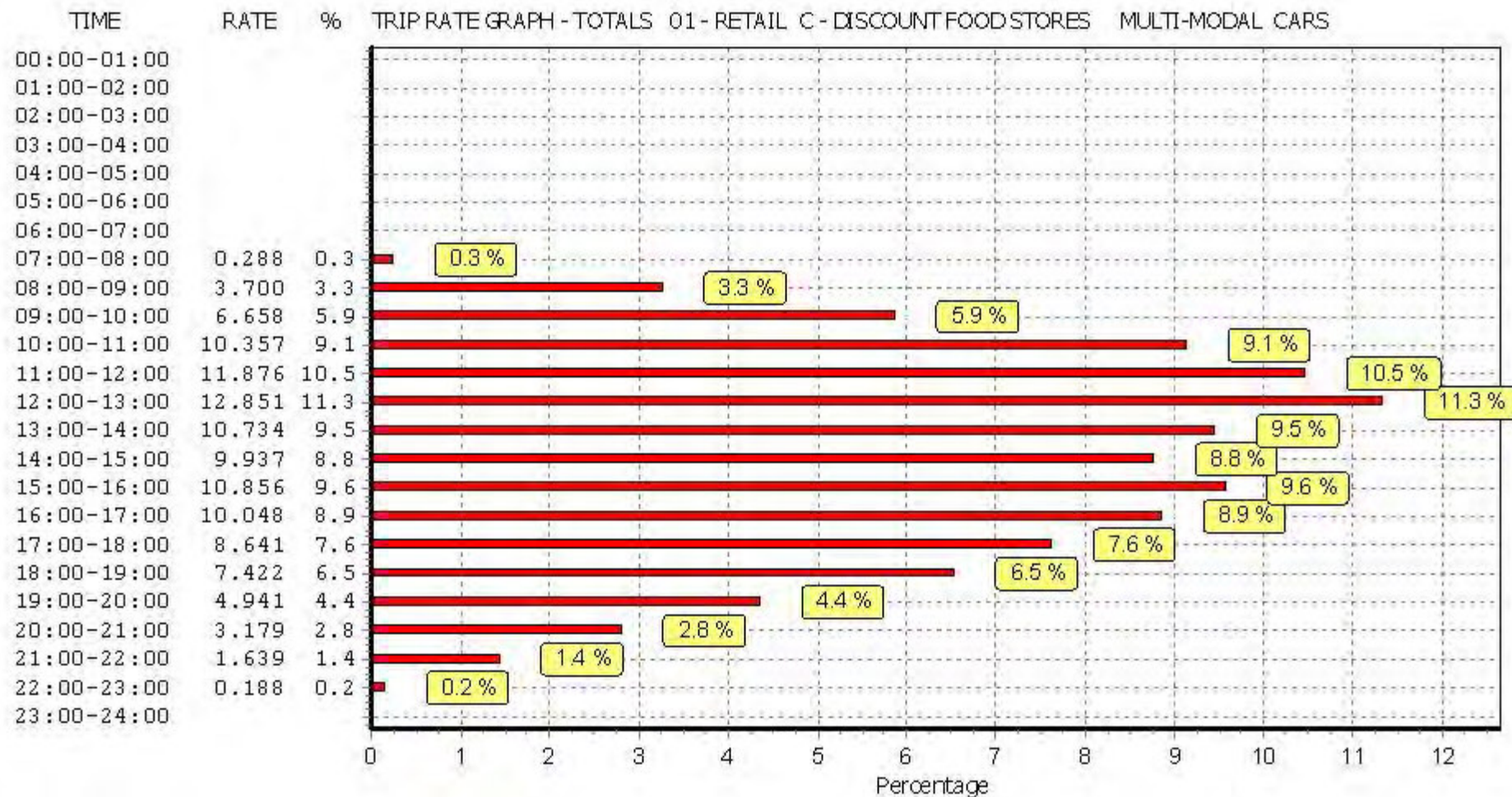
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	2257	0.044	4	2257	0.011	4	2257	0.055
08:00 - 09:00	4	2257	0.133	4	2257	0.100	4	2257	0.233
09:00 - 10:00	4	2257	0.144	4	2257	0.089	4	2257	0.233
10:00 - 11:00	4	2257	0.155	4	2257	0.100	4	2257	0.255
11:00 - 12:00	4	2257	0.111	4	2257	0.188	4	2257	0.299
12:00 - 13:00	4	2257	0.166	4	2257	0.144	4	2257	0.310
13:00 - 14:00	4	2257	0.255	4	2257	0.177	4	2257	0.432
14:00 - 15:00	4	2257	0.222	4	2257	0.244	4	2257	0.466
15:00 - 16:00	4	2257	0.133	4	2257	0.122	4	2257	0.255
16:00 - 17:00	4	2257	0.078	4	2257	0.122	4	2257	0.200
17:00 - 18:00	4	2257	0.144	4	2257	0.144	4	2257	0.288
18:00 - 19:00	4	2257	0.122	4	2257	0.111	4	2257	0.233
19:00 - 20:00	4	2257	0.044	4	2257	0.111	4	2257	0.155
20:00 - 21:00	4	2257	0.055	4	2257	0.100	4	2257	0.155
21:00 - 22:00	4	2257	0.044	4	2257	0.044	4	2257	0.088
22:00 - 23:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
23:00 - 24:00									
Total Rates:			1.850			1.807			3.657

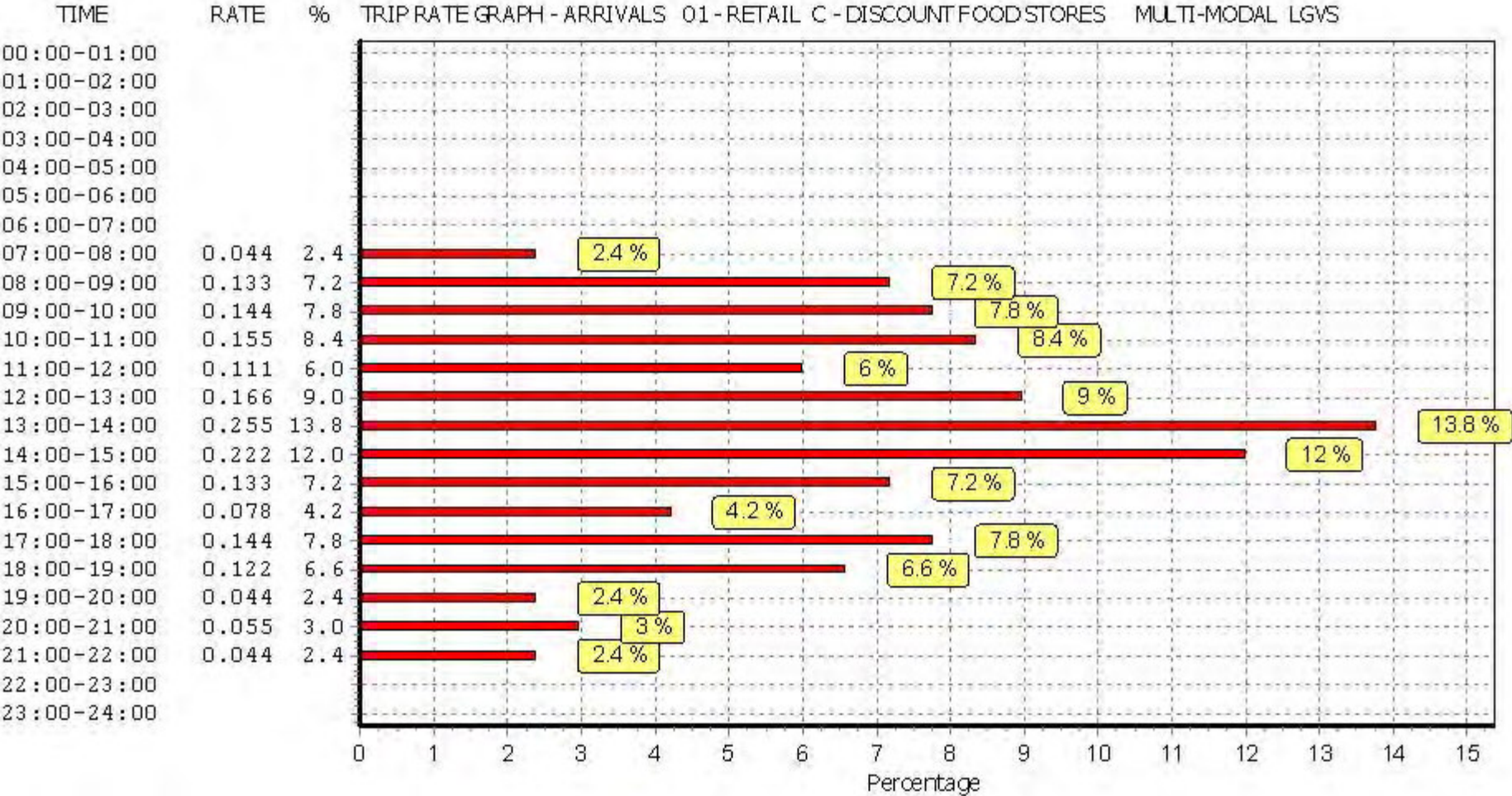
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

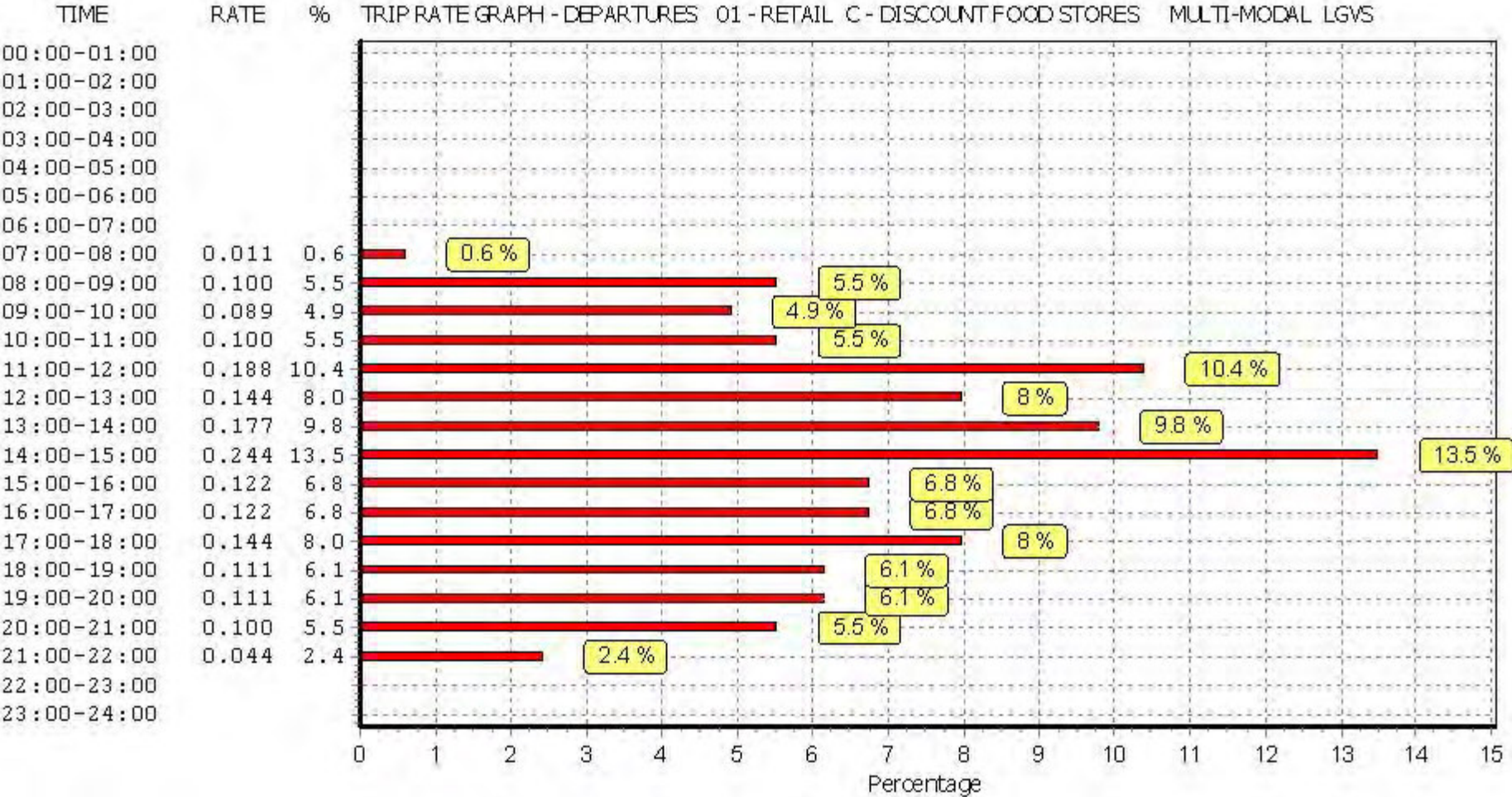
Parameter summary

Trip rate parameter range selected:	2085 - 2440 (units: sqm)
Survey date range:	01/01/09 - 06/04/17
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	4
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

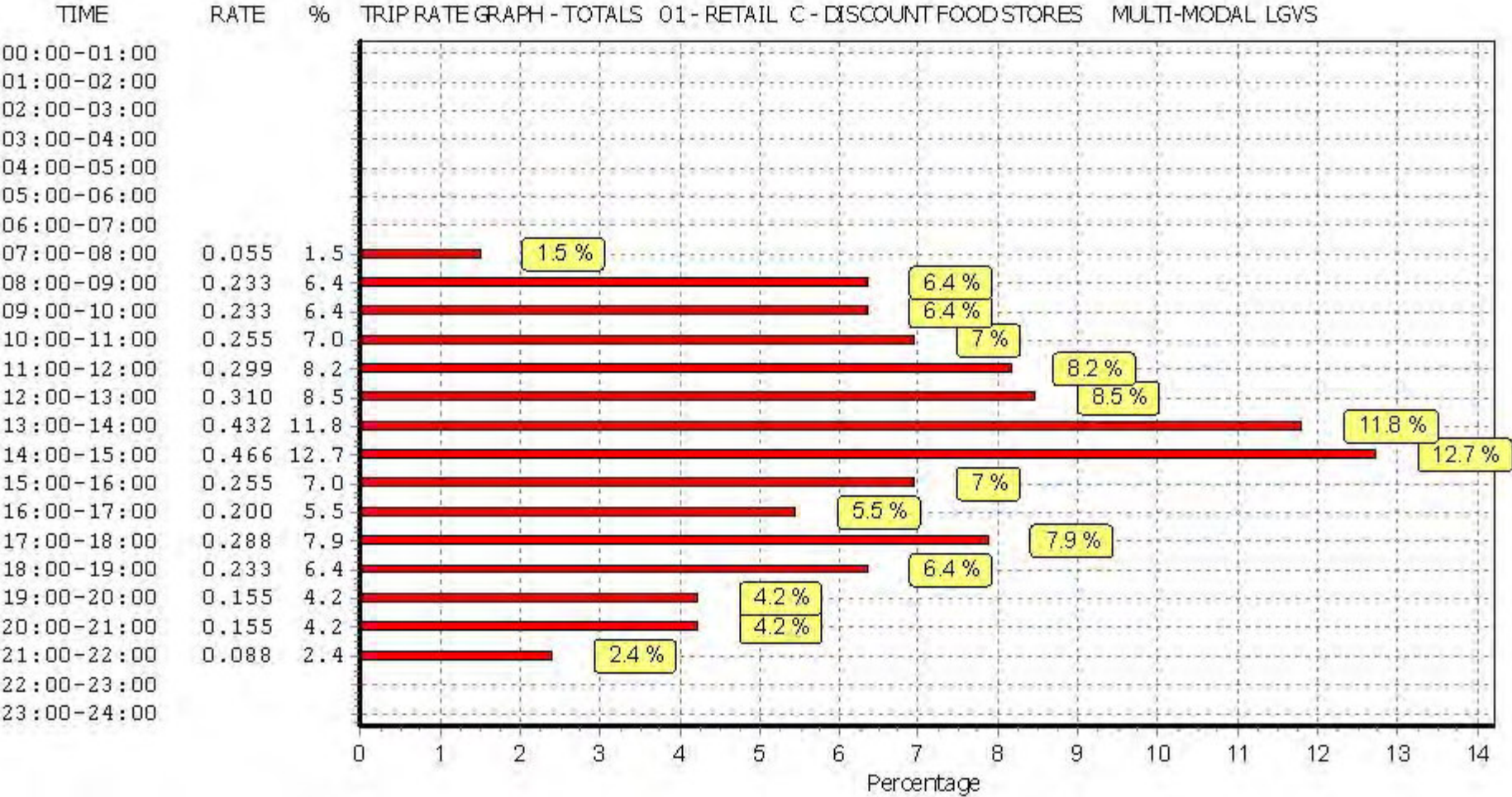
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	2257	0.011	4	2257	0.000	4	2257	0.011
08:00 - 09:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
09:00 - 10:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
10:00 - 11:00	4	2257	0.000	4	2257	0.011	4	2257	0.011
11:00 - 12:00	4	2257	0.022	4	2257	0.011	4	2257	0.033
12:00 - 13:00	4	2257	0.011	4	2257	0.011	4	2257	0.022
13:00 - 14:00	4	2257	0.033	4	2257	0.022	4	2257	0.055
14:00 - 15:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
15:00 - 16:00	4	2257	0.022	4	2257	0.033	4	2257	0.055
16:00 - 17:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
17:00 - 18:00	4	2257	0.000	4	2257	0.011	4	2257	0.011
18:00 - 19:00	4	2257	0.011	4	2257	0.011	4	2257	0.022
19:00 - 20:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
20:00 - 21:00	4	2257	0.022	4	2257	0.011	4	2257	0.033
21:00 - 22:00	4	2257	0.000	4	2257	0.011	4	2257	0.011
22:00 - 23:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
23:00 - 24:00									
Total Rates:			0.132			0.132			0.264

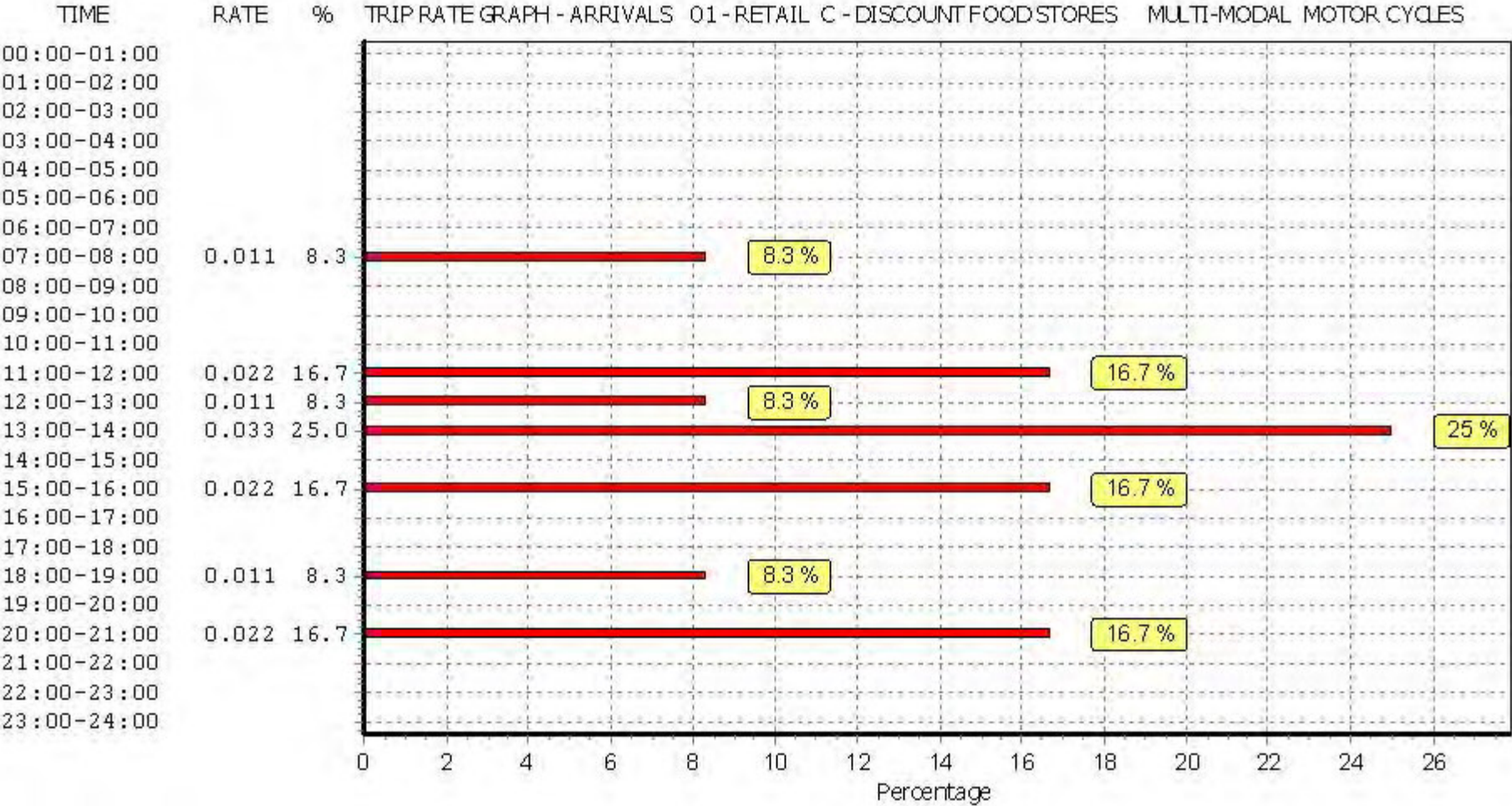
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

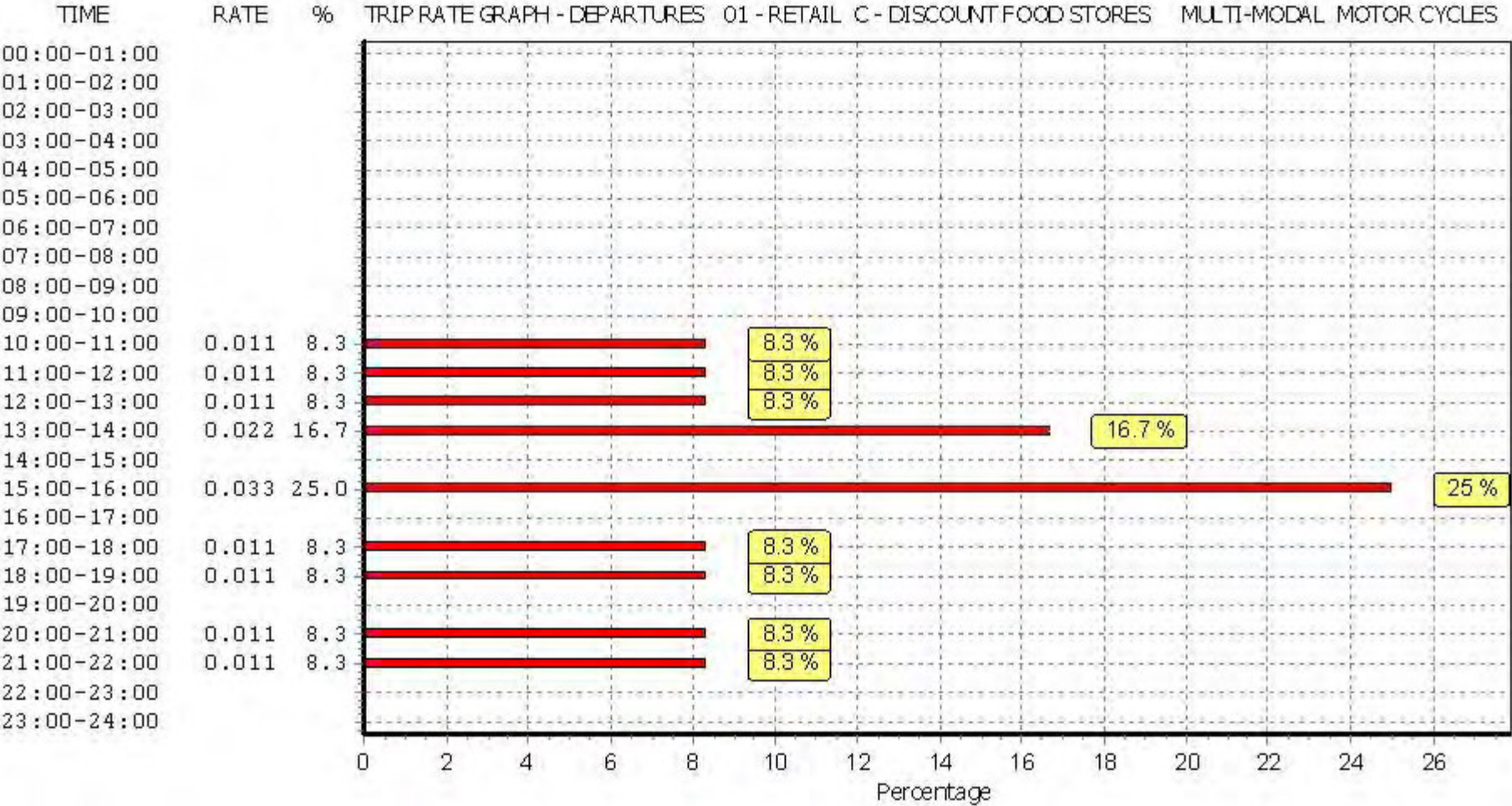
Parameter summary

Trip rate parameter range selected:	2085 - 2440 (units: sqm)
Survey date range:	01/01/09 - 06/04/17
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	4
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

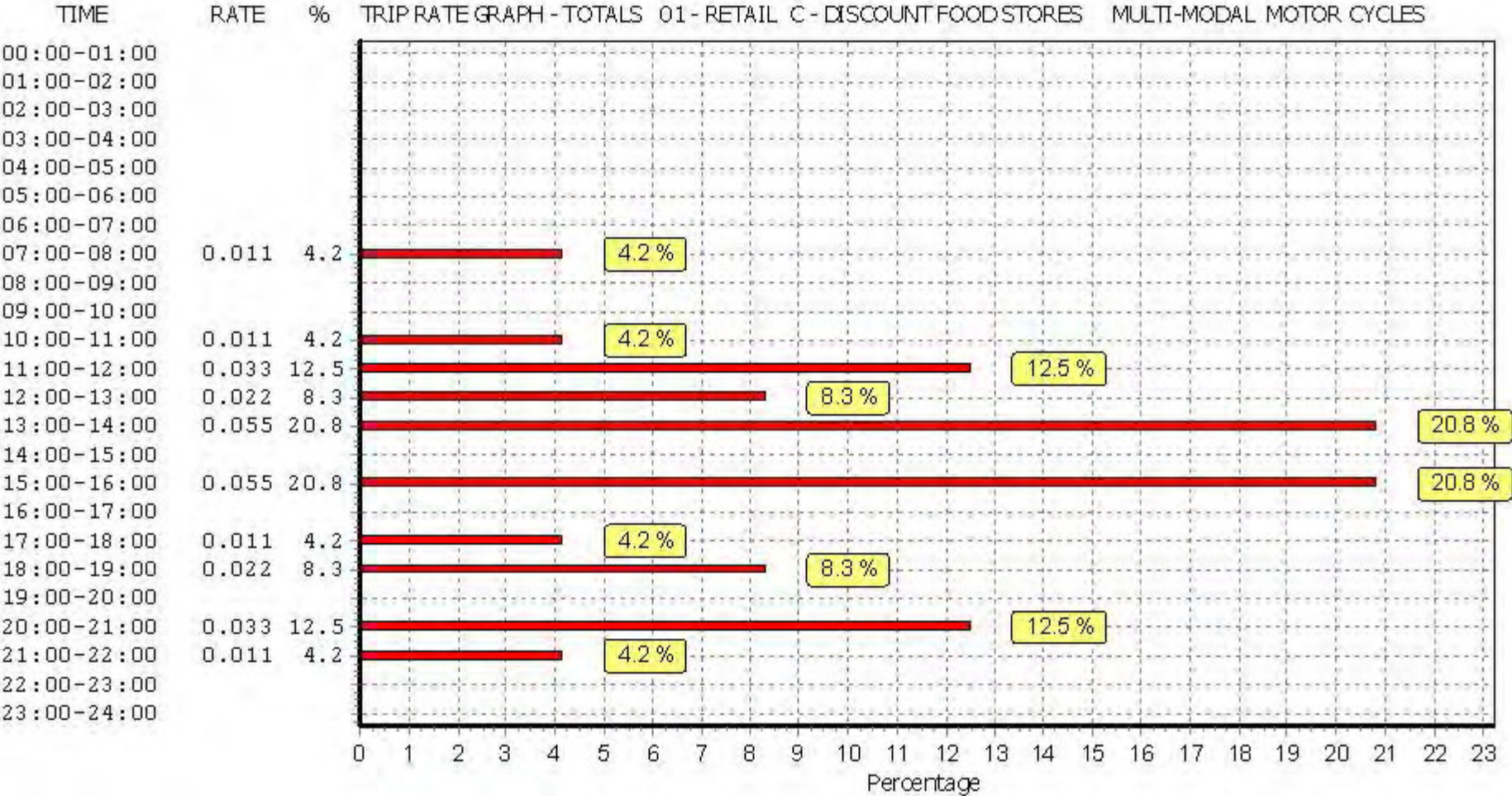
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
08:00 - 09:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
09:00 - 10:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
10:00 - 11:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
11:00 - 12:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
12:00 - 13:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
13:00 - 14:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
14:00 - 15:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
15:00 - 16:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
16:00 - 17:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
17:00 - 18:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
18:00 - 19:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
19:00 - 20:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
20:00 - 21:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
21:00 - 22:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
22:00 - 23:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

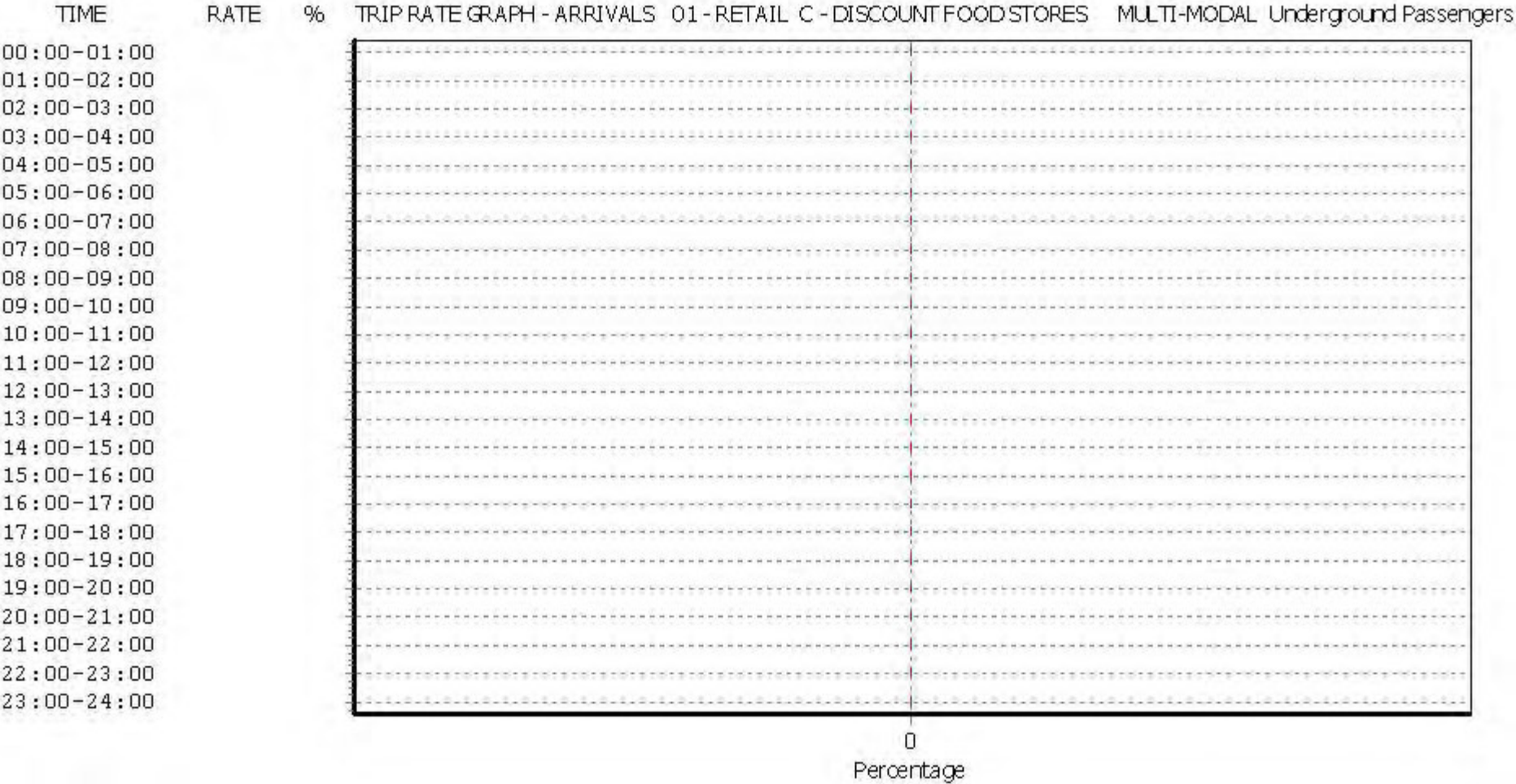
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

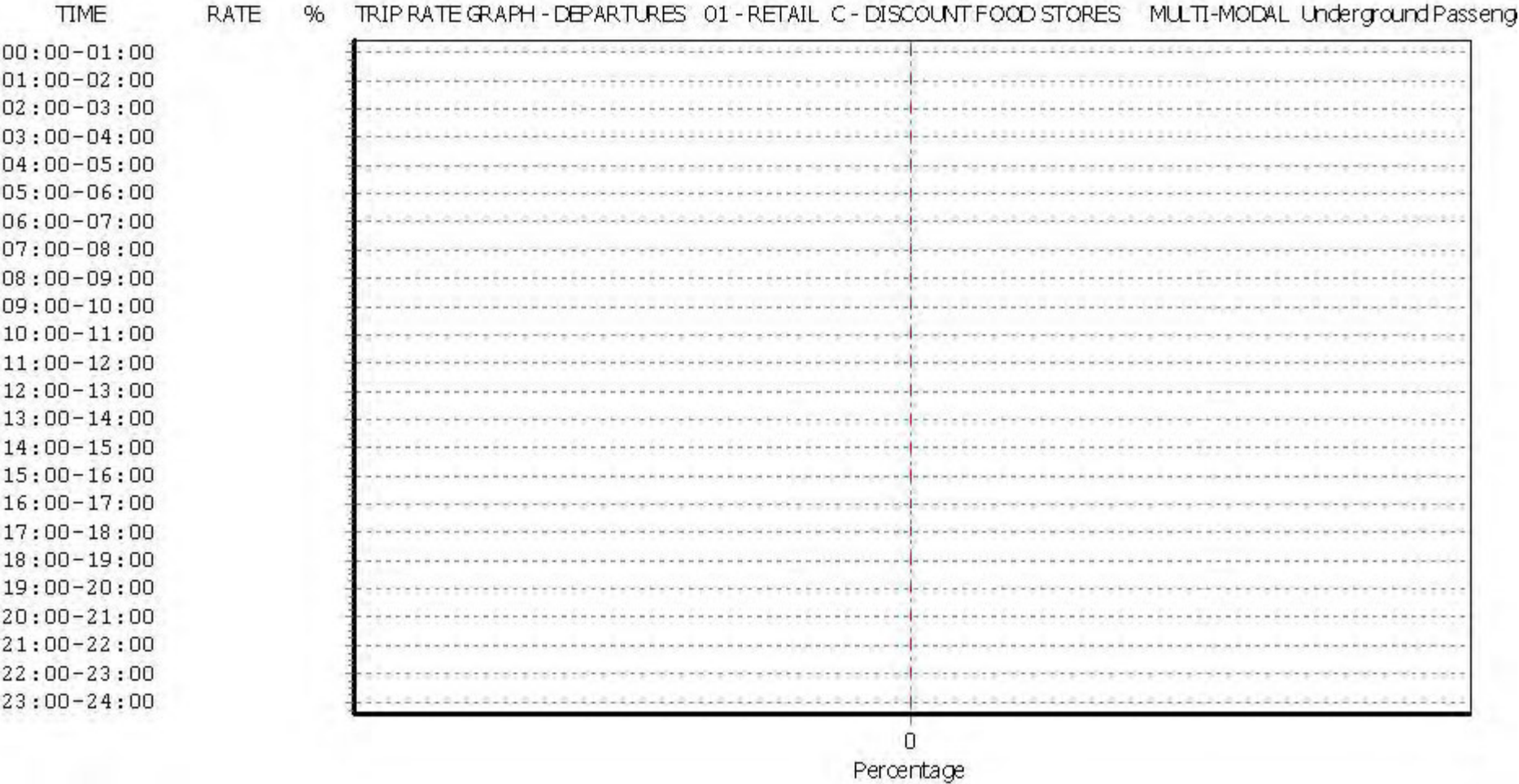
Parameter summary

Trip rate parameter range selected:	2085 - 2440 (units: sqm)
Survey date range:	01/01/09 - 06/04/17
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	4
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

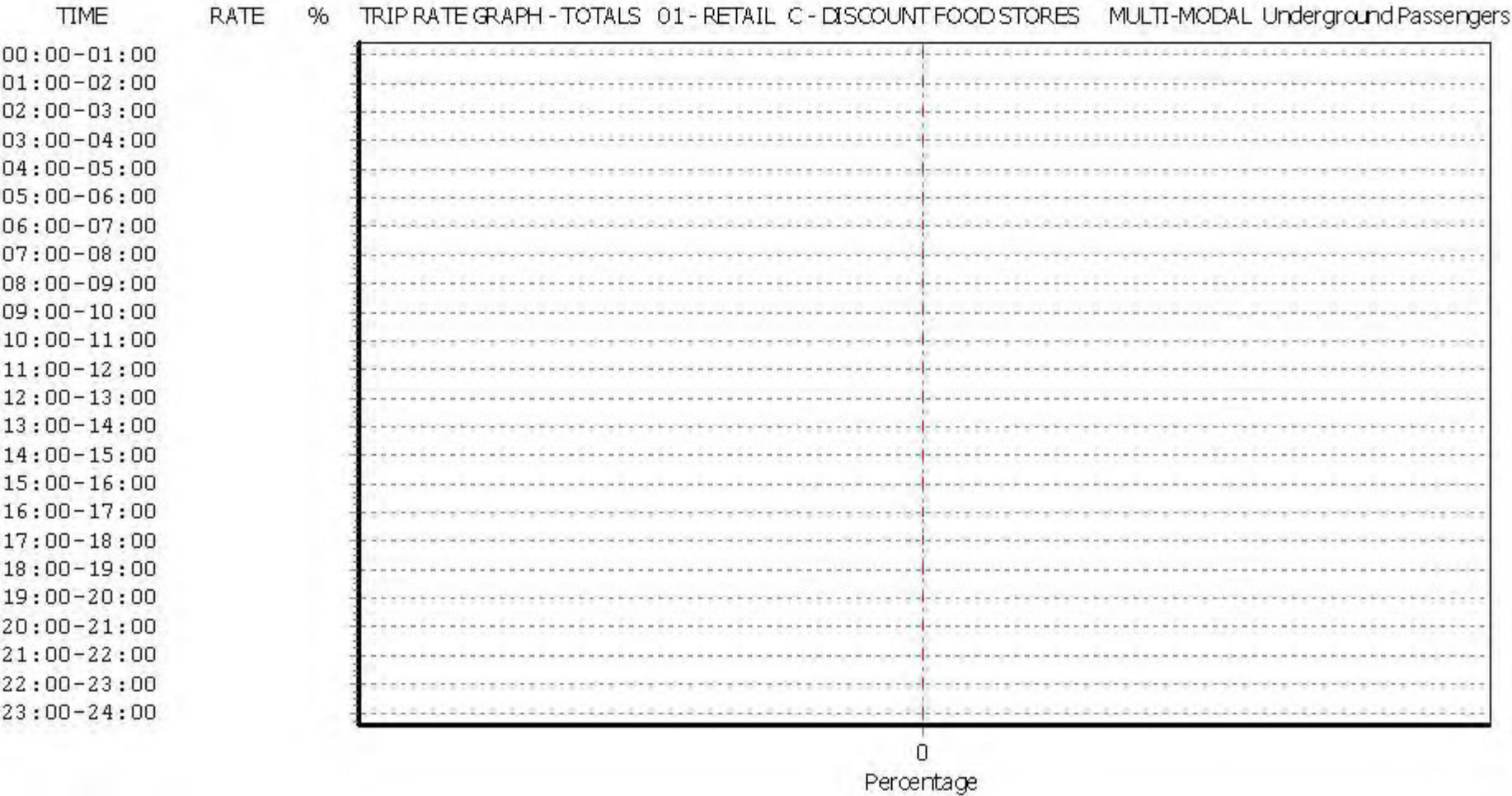
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
08:00 - 09:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
09:00 - 10:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
10:00 - 11:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
11:00 - 12:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
12:00 - 13:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
13:00 - 14:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
14:00 - 15:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
15:00 - 16:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
16:00 - 17:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
17:00 - 18:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
18:00 - 19:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
19:00 - 20:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
20:00 - 21:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
21:00 - 22:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
22:00 - 23:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

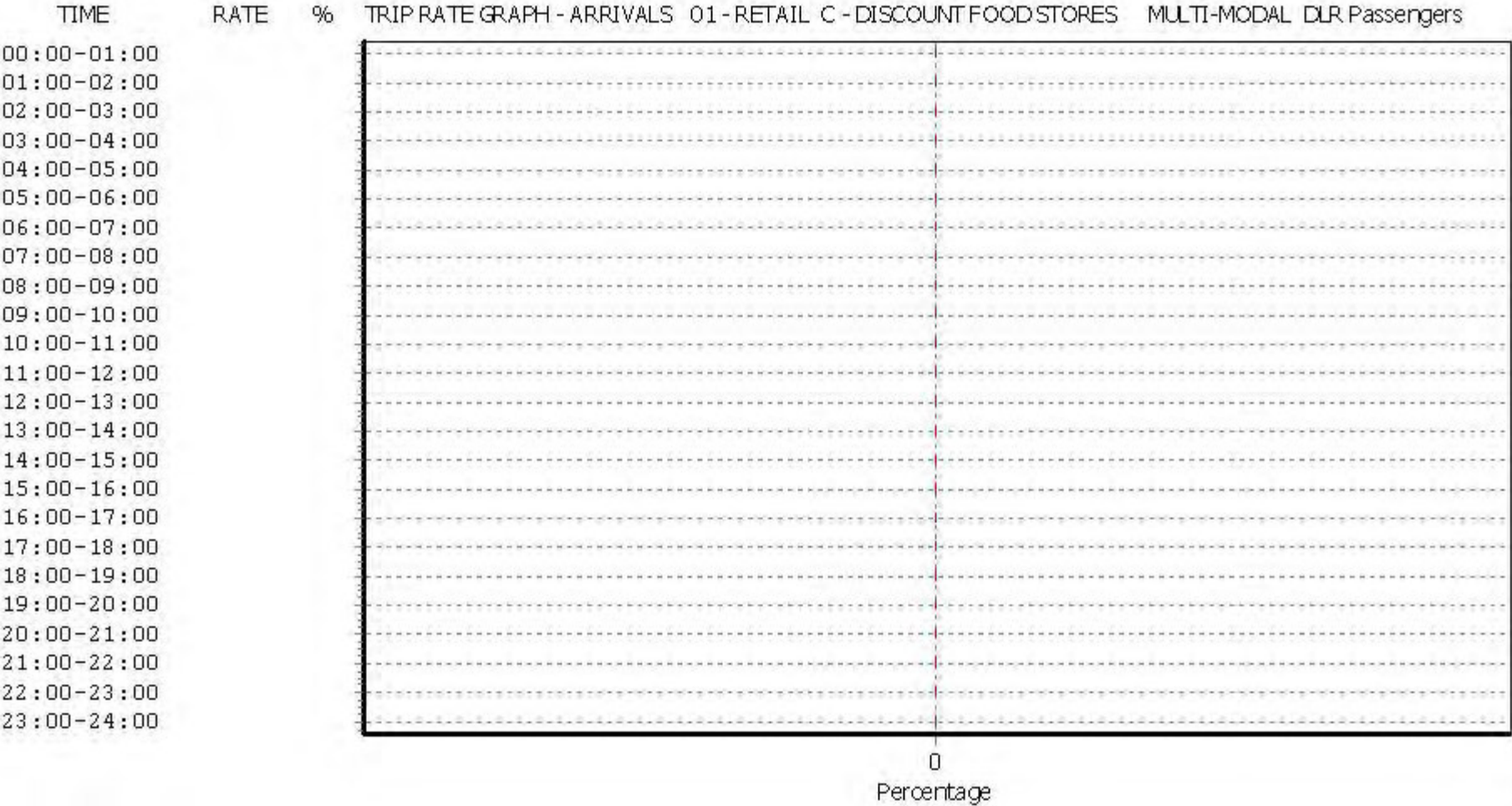
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

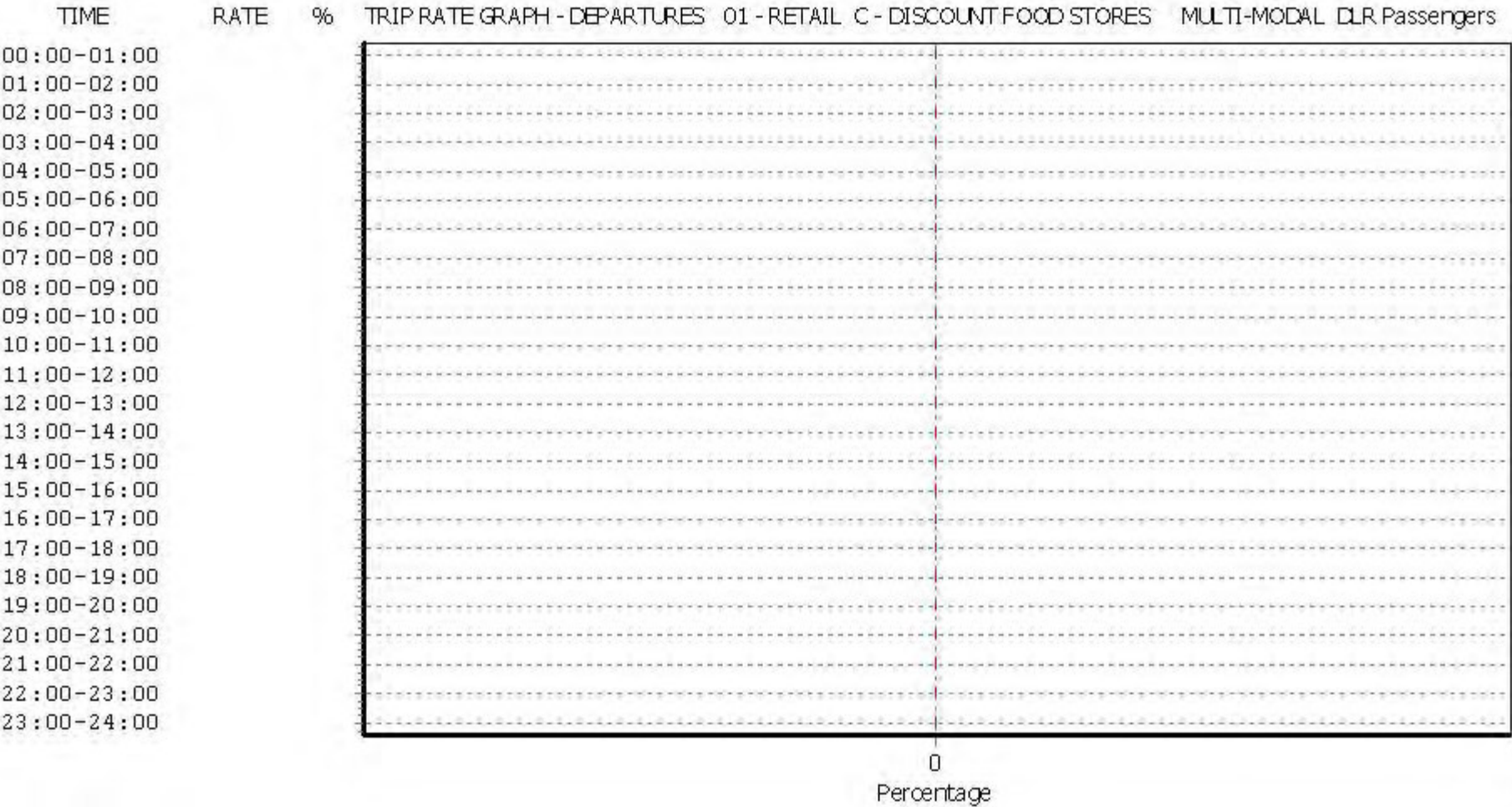
Parameter summary

Trip rate parameter range selected:	2085 - 2440 (units: sqm)
Survey date range:	01/01/09 - 06/04/17
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	4
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

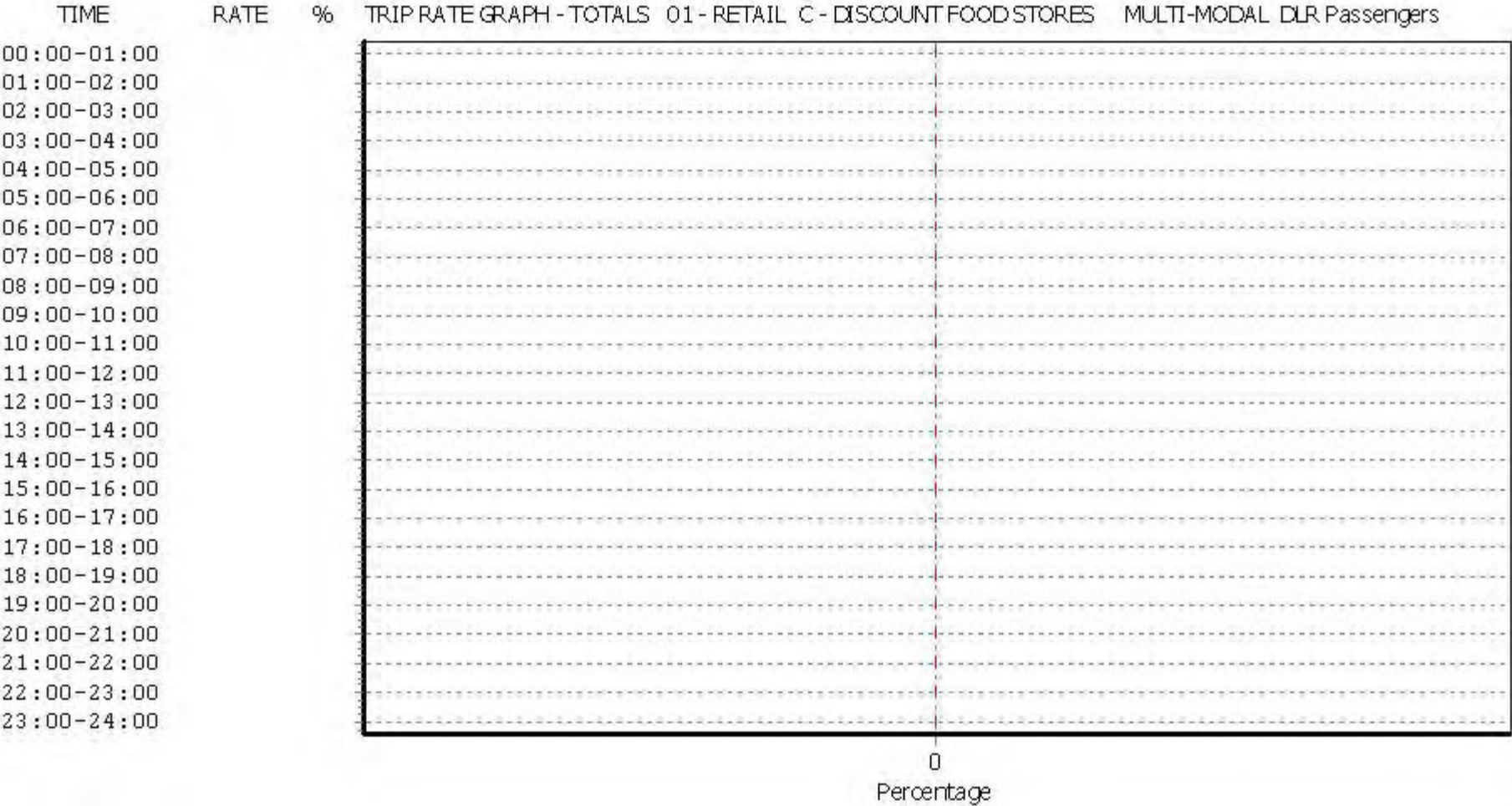
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
08:00 - 09:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
09:00 - 10:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
10:00 - 11:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
11:00 - 12:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
12:00 - 13:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
13:00 - 14:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
14:00 - 15:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
15:00 - 16:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
16:00 - 17:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
17:00 - 18:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
18:00 - 19:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
19:00 - 20:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
20:00 - 21:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
21:00 - 22:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
22:00 - 23:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

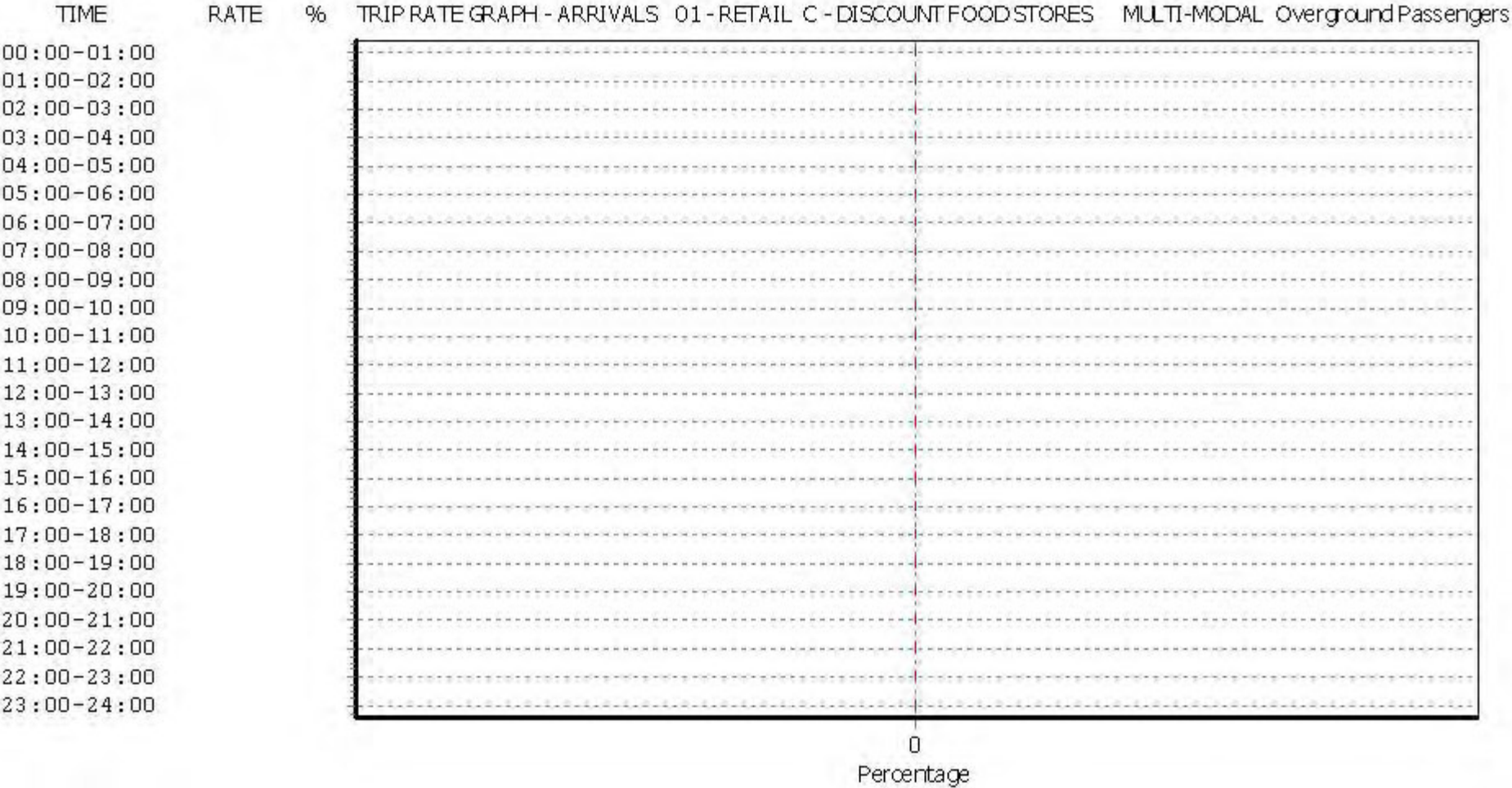
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

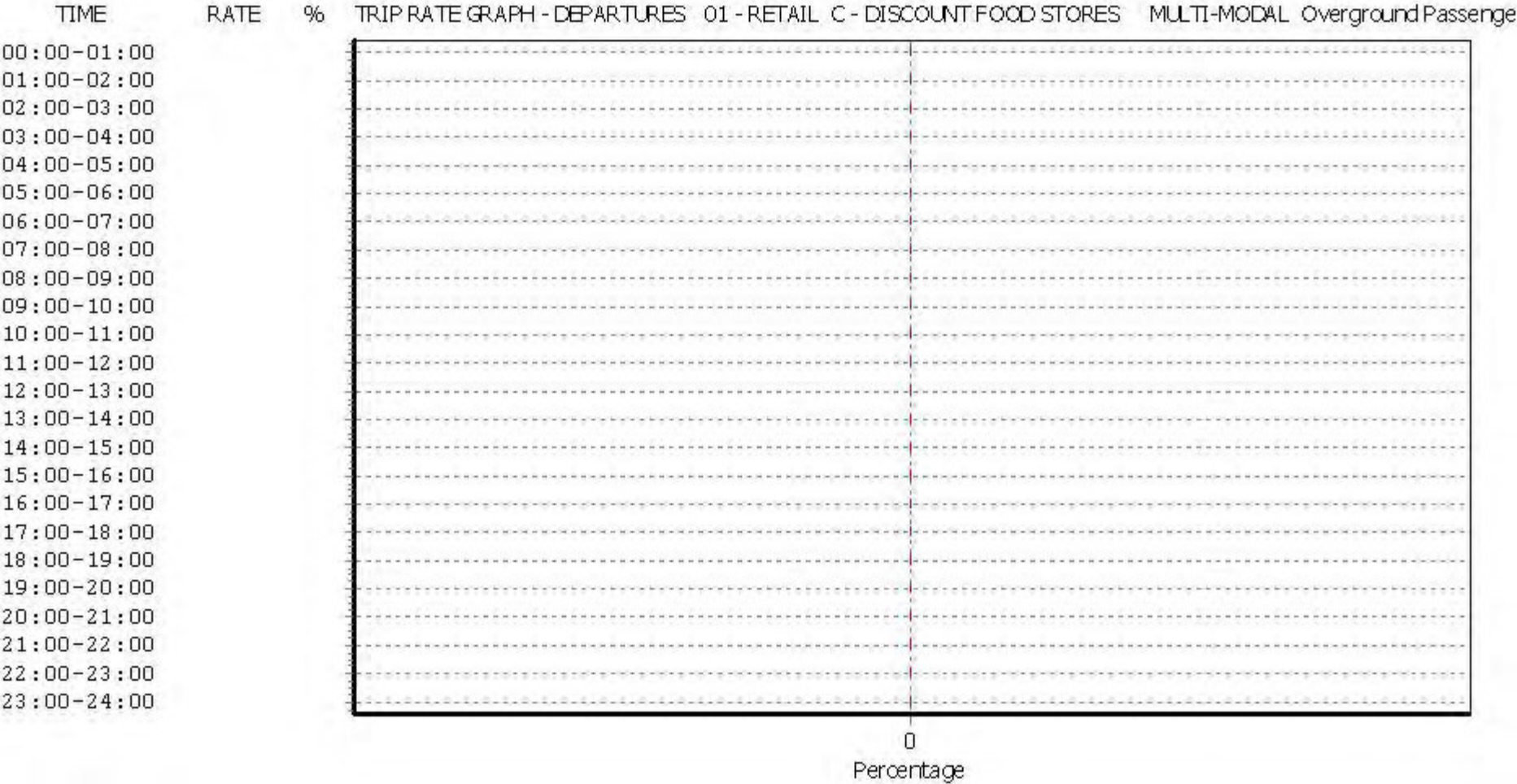
Parameter summary

Trip rate parameter range selected:	2085 - 2440 (units: sqm)
Survey date range:	01/01/09 - 06/04/17
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	4
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

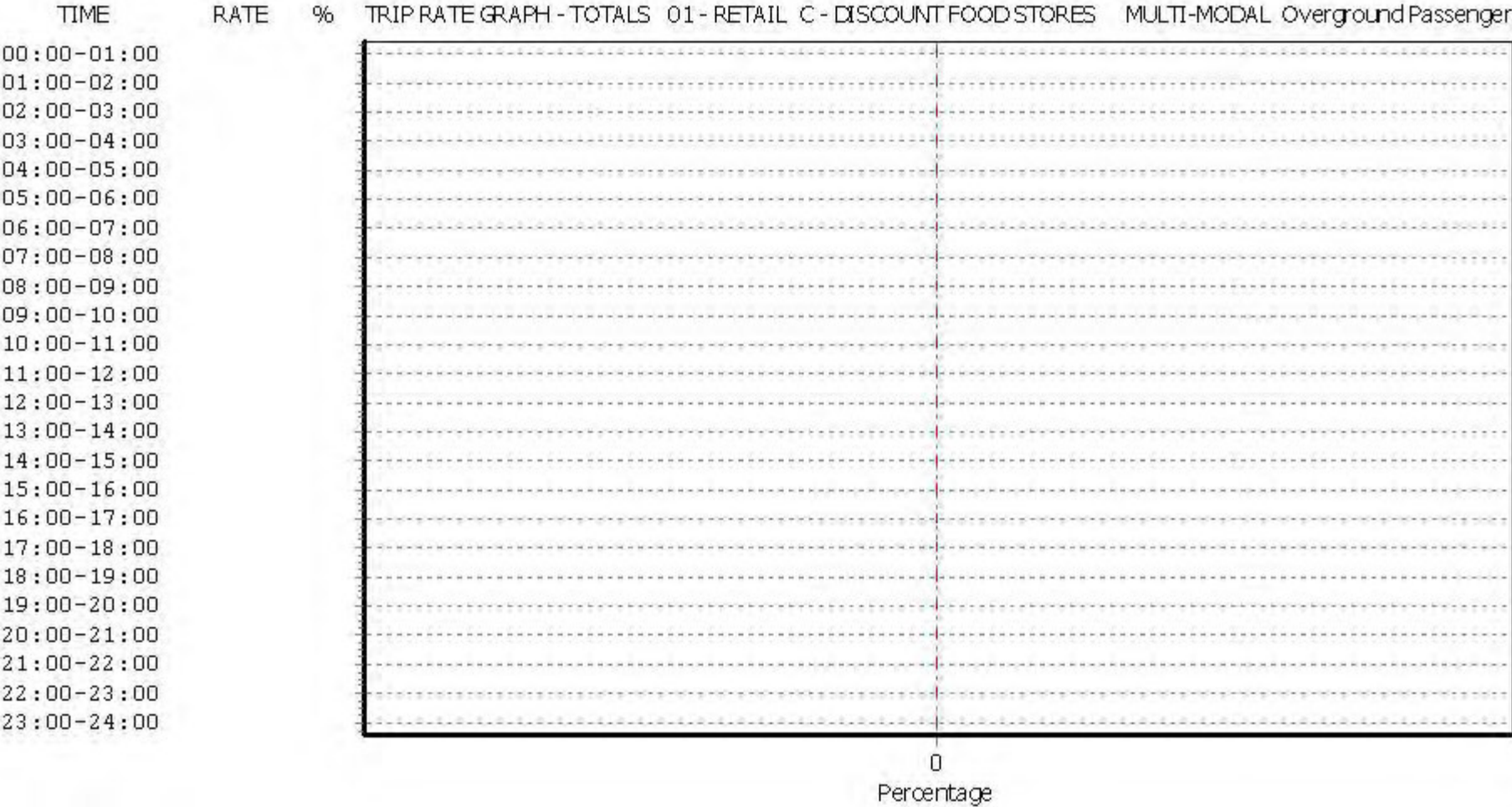
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
08:00 - 09:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
09:00 - 10:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
10:00 - 11:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
11:00 - 12:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
12:00 - 13:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
13:00 - 14:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
14:00 - 15:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
15:00 - 16:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
16:00 - 17:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
17:00 - 18:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
18:00 - 19:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
19:00 - 20:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
20:00 - 21:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
21:00 - 22:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
22:00 - 23:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

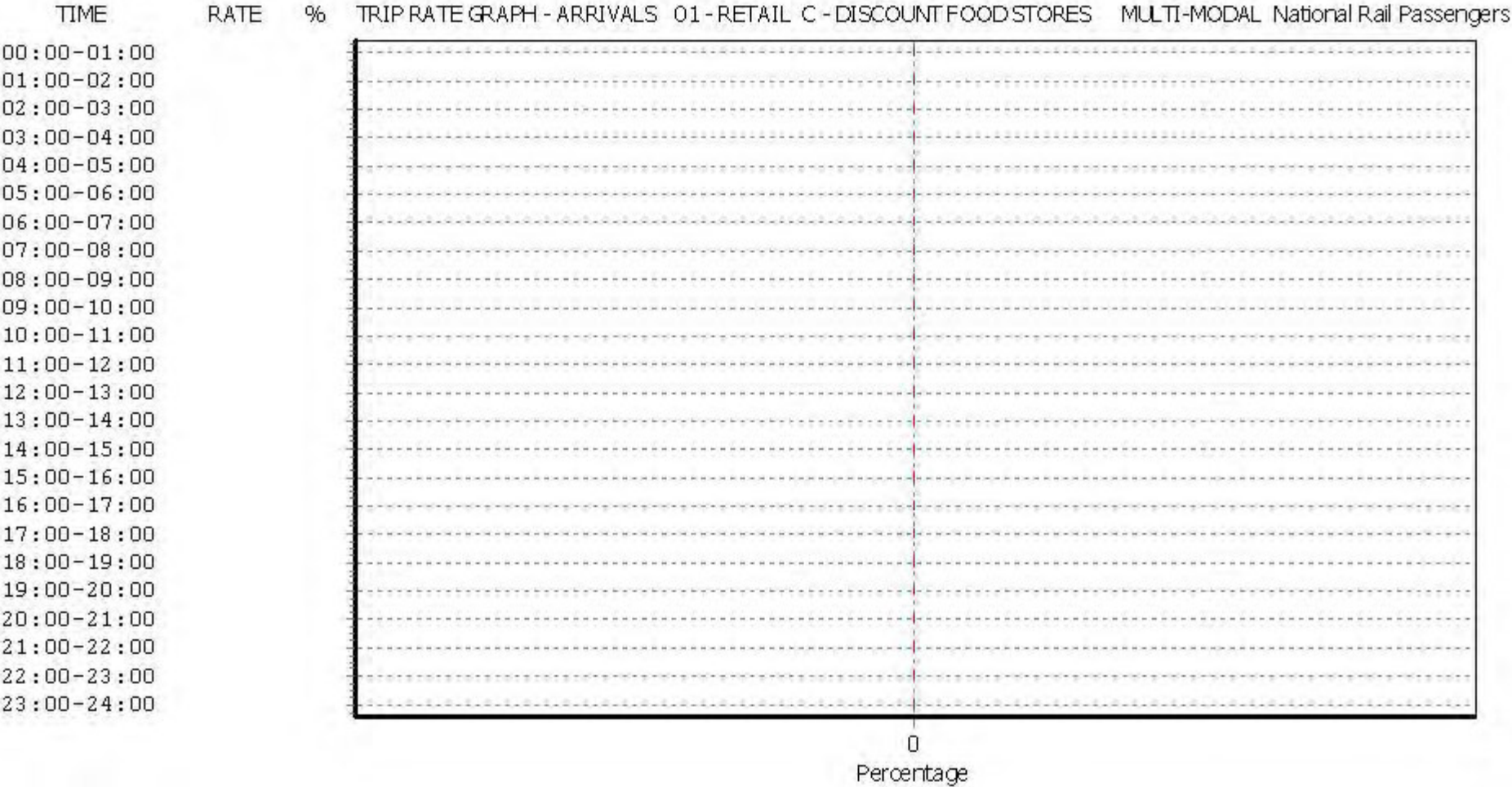
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

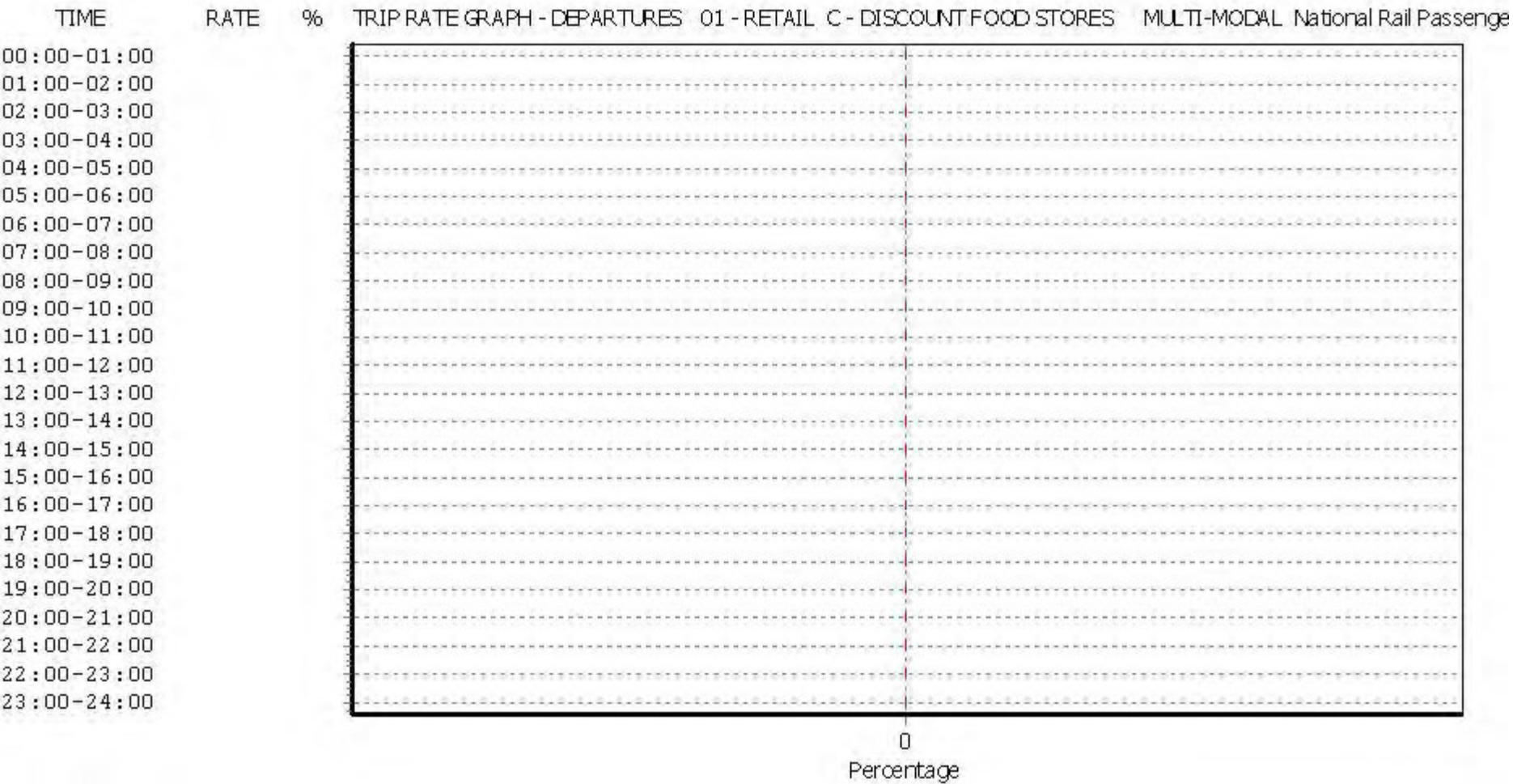
Parameter summary

Trip rate parameter range selected:	2085 - 2440 (units: sqm)
Survey date range:	01/01/09 - 06/04/17
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	4
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

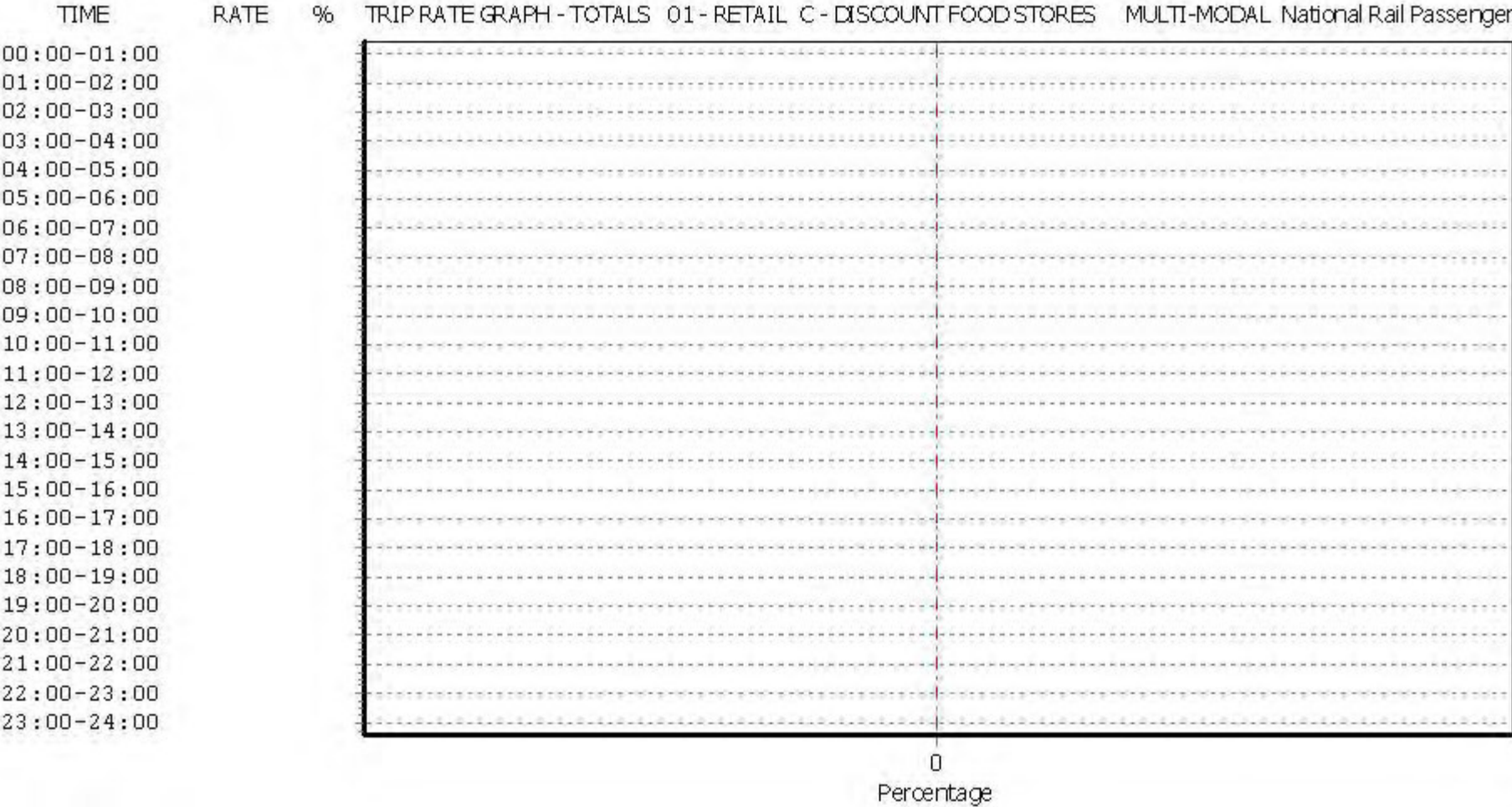
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
08:00 - 09:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
09:00 - 10:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
10:00 - 11:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
11:00 - 12:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
12:00 - 13:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
13:00 - 14:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
14:00 - 15:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
15:00 - 16:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
16:00 - 17:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
17:00 - 18:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
18:00 - 19:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
19:00 - 20:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
20:00 - 21:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
21:00 - 22:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
22:00 - 23:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

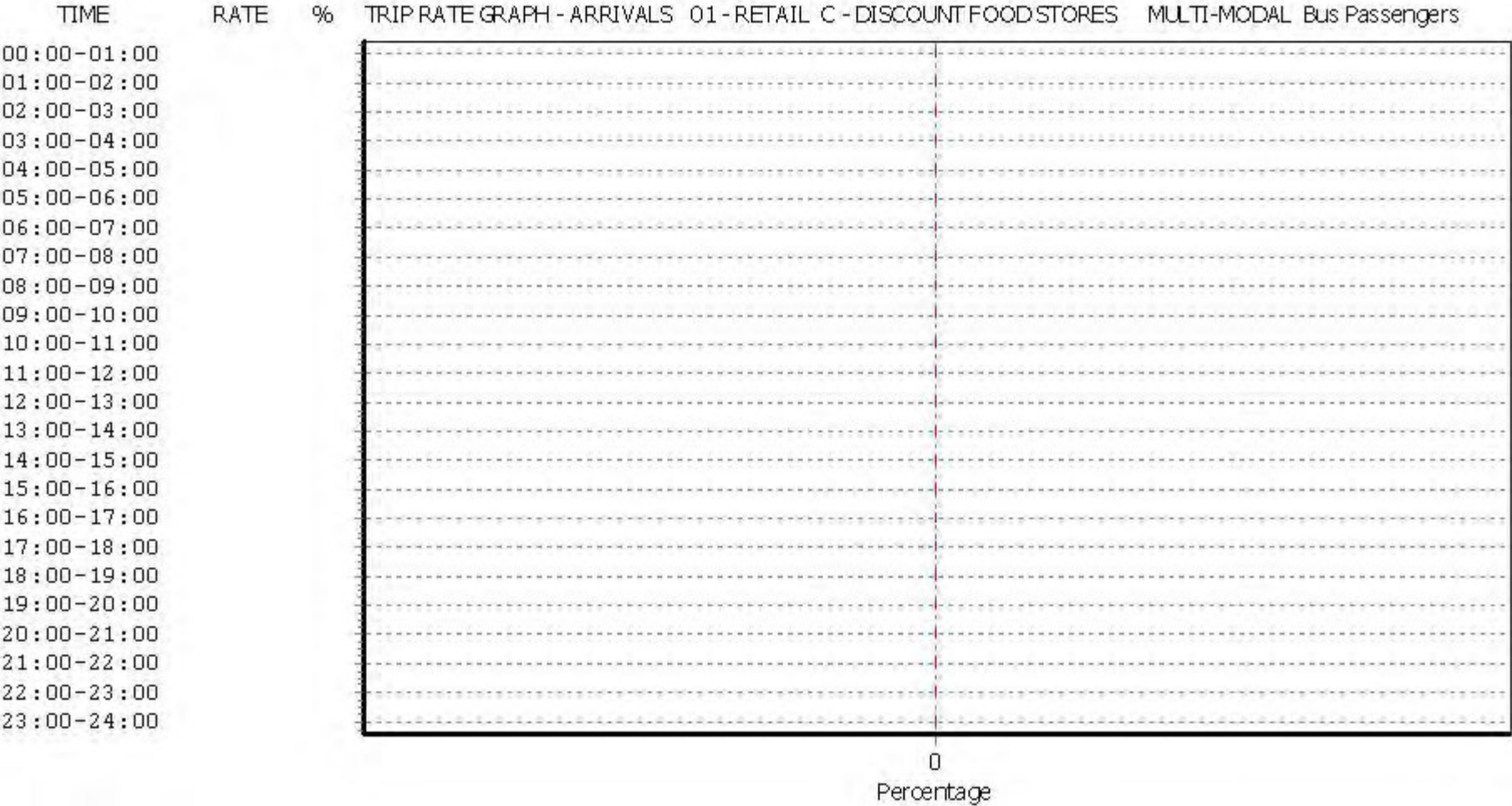
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

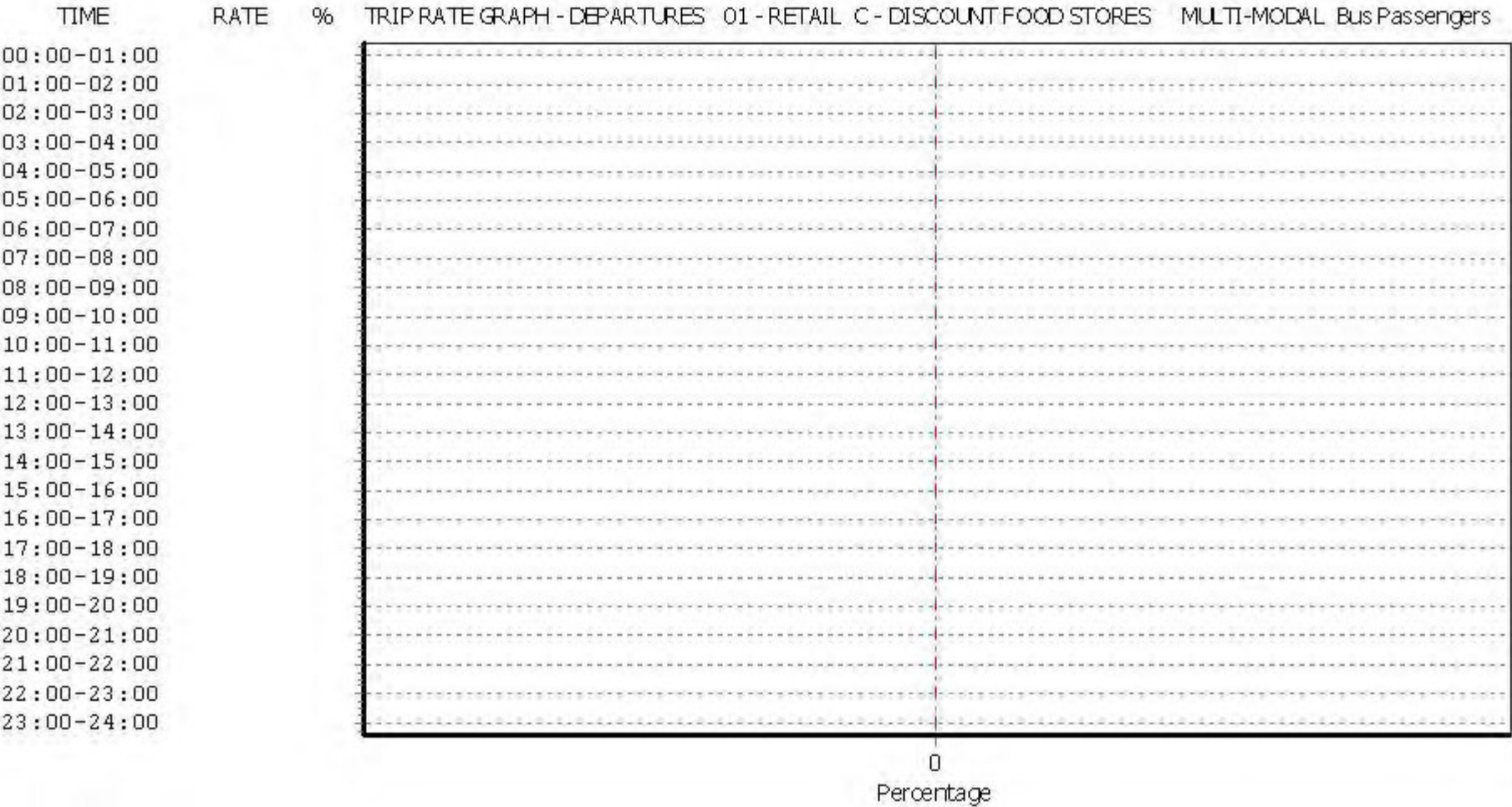
Parameter summary

Trip rate parameter range selected:	2085 - 2440 (units: sqm)
Survey date range:	01/01/09 - 06/04/17
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	4
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

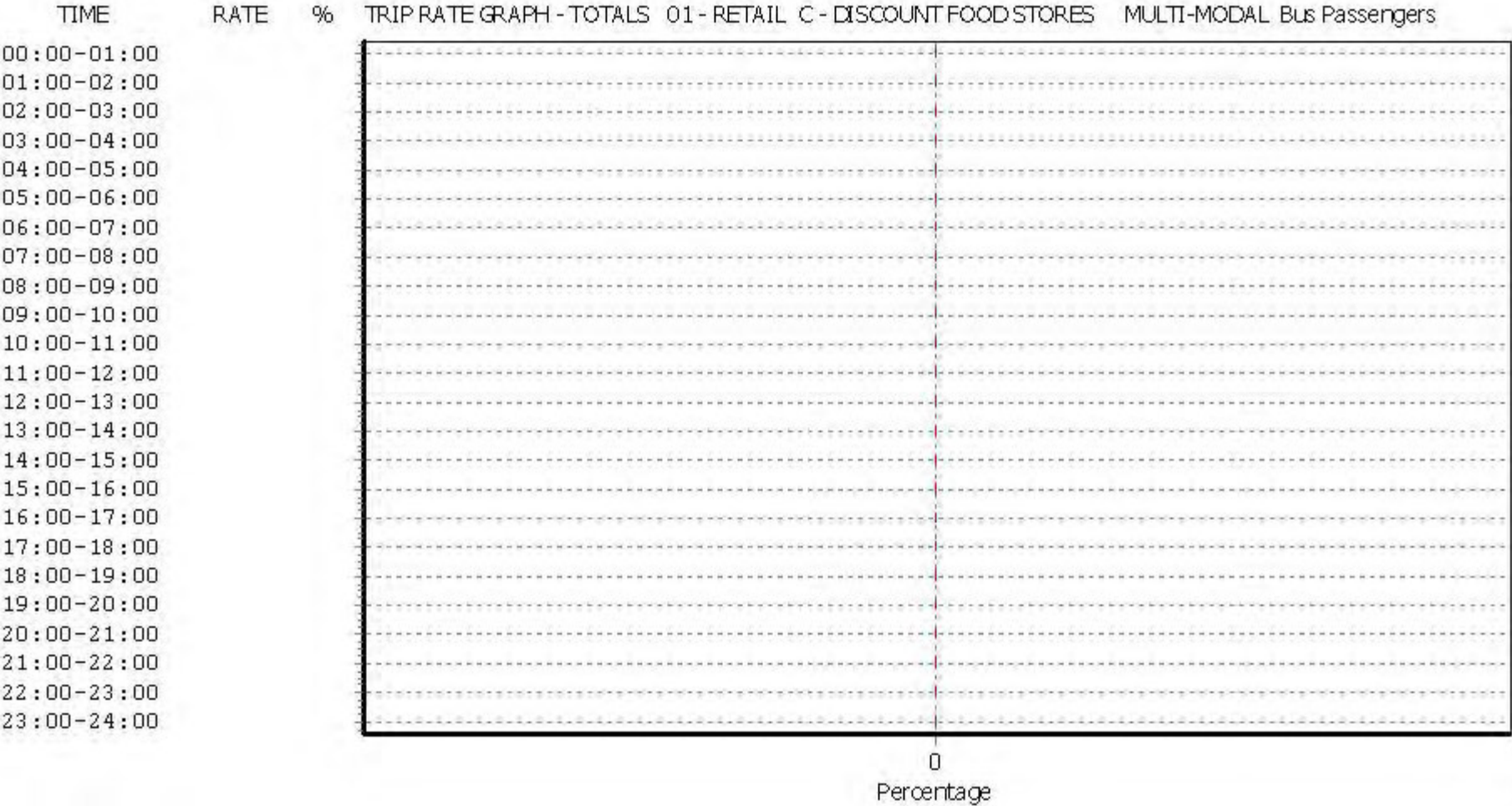
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
08:00 - 09:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
09:00 - 10:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
10:00 - 11:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
11:00 - 12:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
12:00 - 13:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
13:00 - 14:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
14:00 - 15:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
15:00 - 16:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
16:00 - 17:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
17:00 - 18:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
18:00 - 19:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
19:00 - 20:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
20:00 - 21:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
21:00 - 22:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
22:00 - 23:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

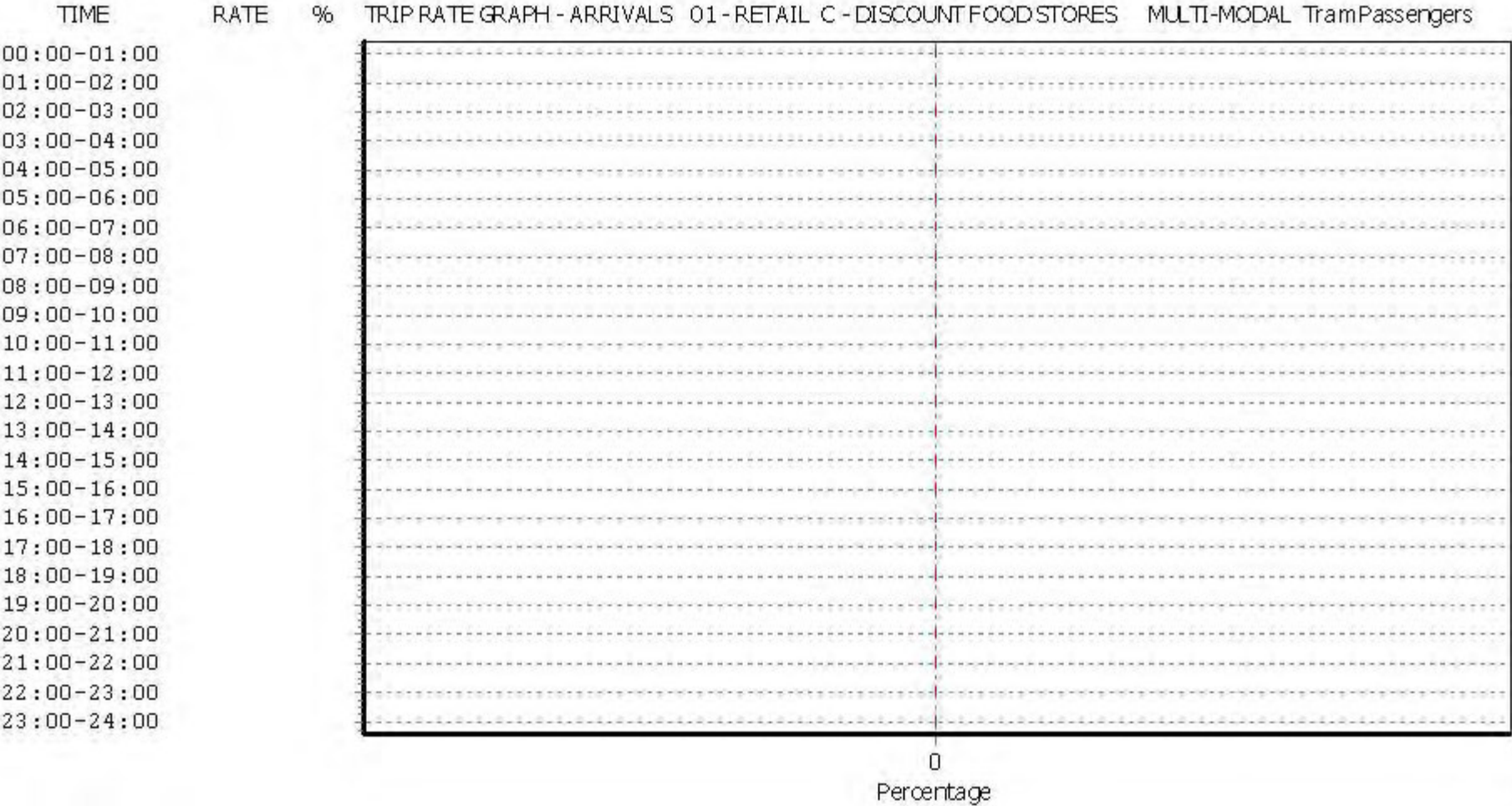
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

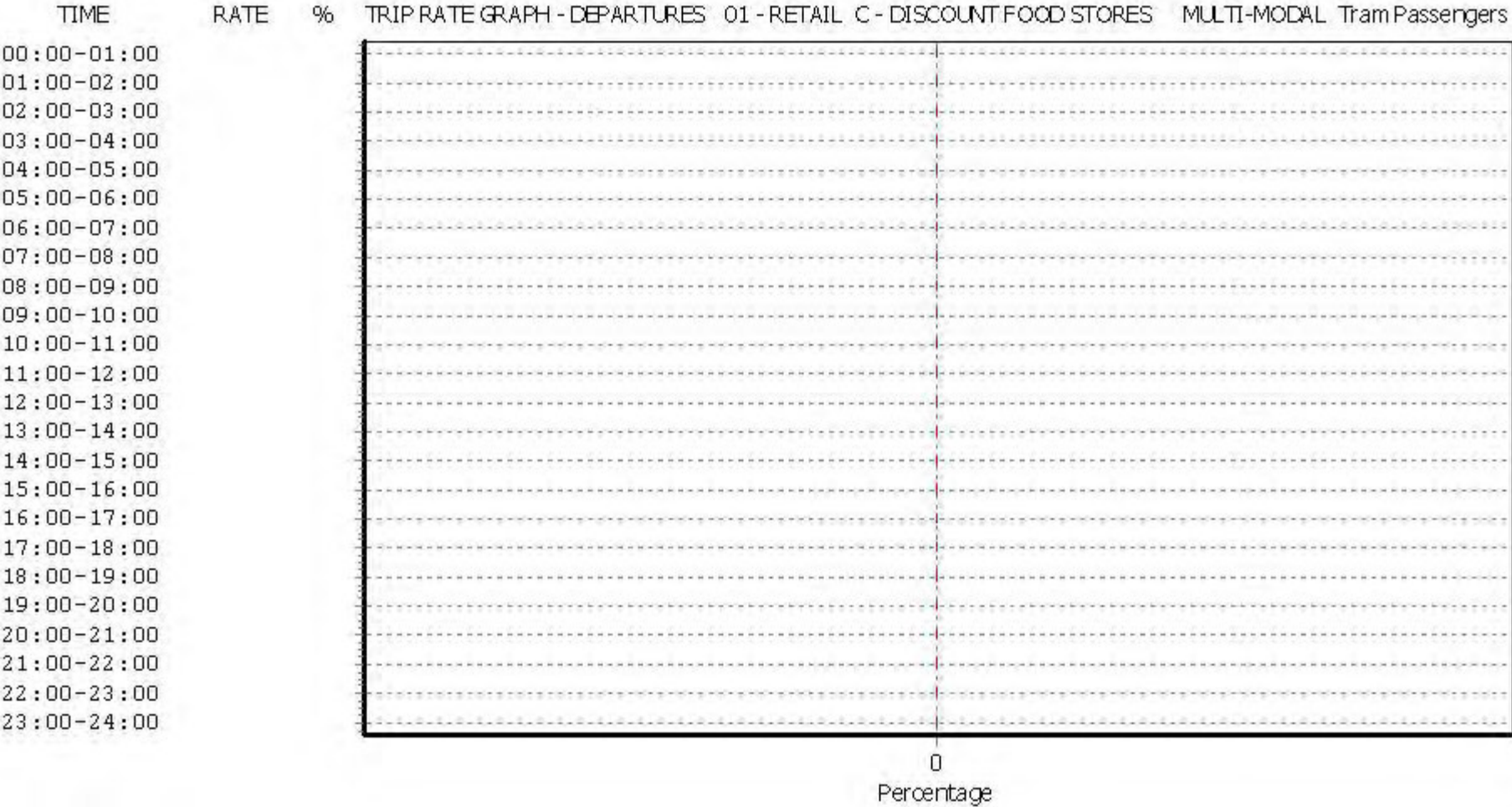
Parameter summary

Trip rate parameter range selected:	2085 - 2440 (units: sqm)
Survey date range:	01/01/09 - 06/04/17
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	4
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

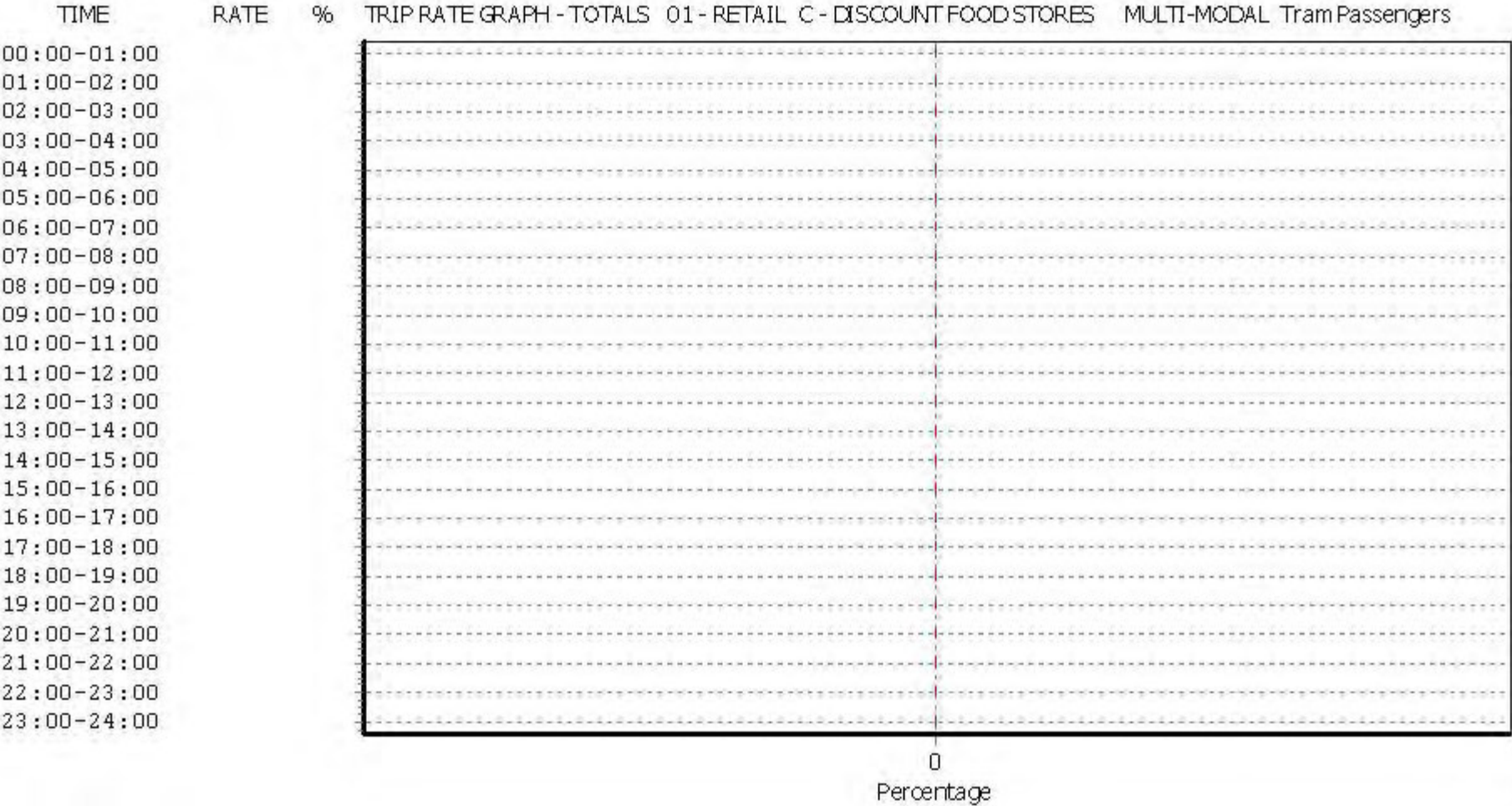
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
08:00 - 09:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
09:00 - 10:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
10:00 - 11:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
11:00 - 12:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
12:00 - 13:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
13:00 - 14:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
14:00 - 15:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
15:00 - 16:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
16:00 - 17:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
17:00 - 18:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
18:00 - 19:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
19:00 - 20:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
20:00 - 21:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
21:00 - 22:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
22:00 - 23:00	4	2257	0.000	4	2257	0.000	4	2257	0.000
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

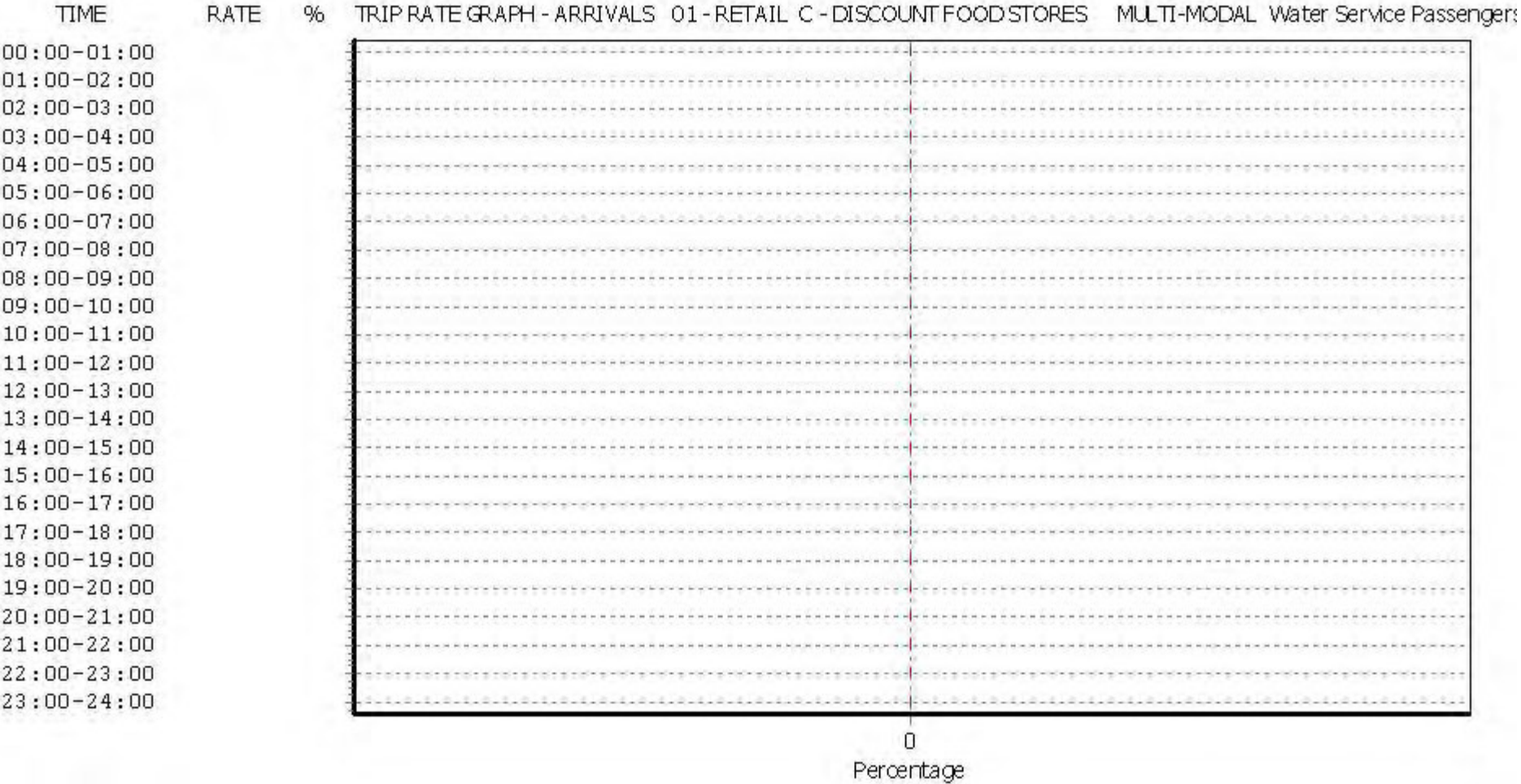
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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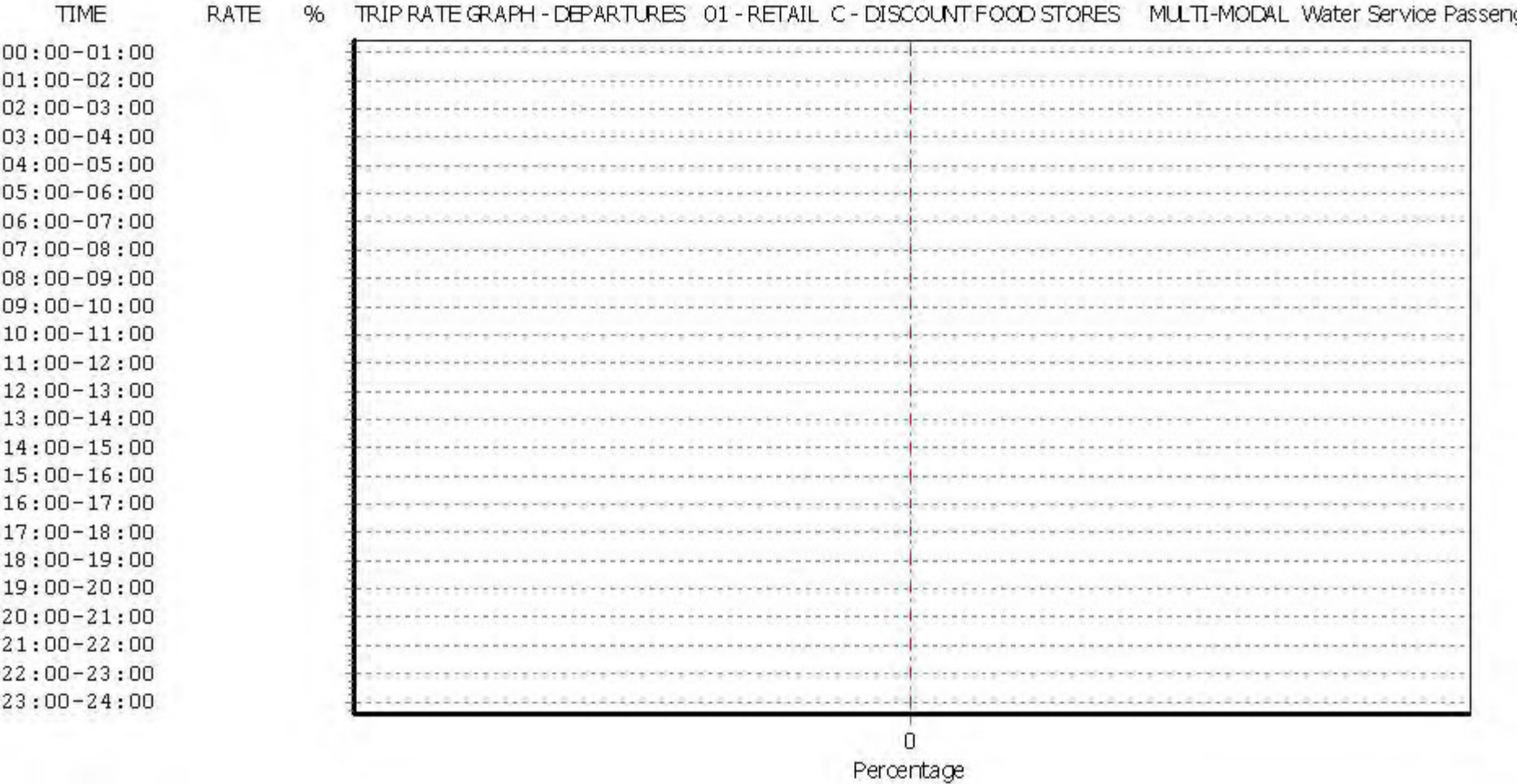
Parameter summary

Trip rate parameter range selected:	2085 - 2440 (units: sqm)
Survey date range:	01/01/09 - 06/04/17
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	4
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

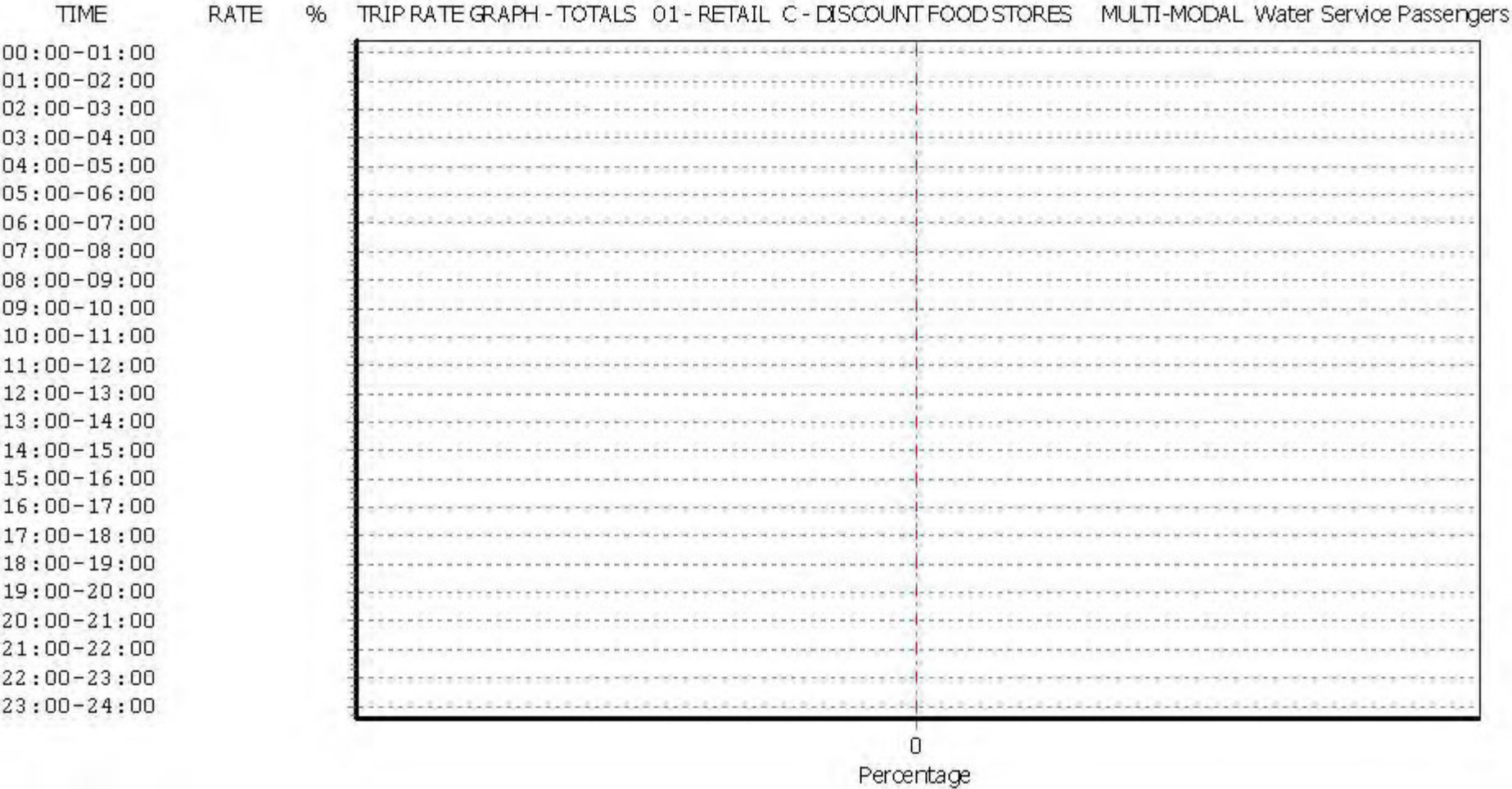
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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APPENDIX E

Calculation Reference: AUDIT-515501-170815-0850

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL VEHICLESSelected regions and areas:

08 NORTH WEST
 GM GREATER MANCHESTER 1 days
12 CONNAUGHT
 LT LEITRIM 1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 1755 to 2635 (units: sqm)
 Range Selected by User: 900 to 2635 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 06/04/17

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

Selected survey days:

Sunday 2 days

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

Selected survey types:

Manual count 2 days
 Directional ATC Count 0 days

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

Selected Locations:

Edge of Town Centre 1
 Edge of Town 1

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

Selected Location Sub Categories:

Retail Zone 1
 No Sub Category 1

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

Secondary Filtering selection:Use Class:

A1	2 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	1 days
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	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.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	2 days

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

Travel Plan:

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

LIST OF SITES relevant to selection parameters

1	GM-01-C-10	ALDI	GREATER MANCHESTER
	GREAT ANCOATS STREET		
	URBAN EXCHANGE		
	MANCHESTER		
	Edge of Town Centre		
	Retail Zone		
	Total Gross floor area:	2635 sqm	
	Survey date: SUNDAY	25/09/16	Survey Type: MANUAL
2	LT-01-C-01	LIDL	LEITRIM
	BOYLE ROAD		
	CORTOBER		
	CARRICK-ON-SHANNON		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	1755 sqm	
	Survey date: SUNDAY	19/04/15	Survey Type: MANUAL

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	1755	0.171	1	1755	0.057	1	1755	0.228
09:00 - 10:00	1	1755	2.336	1	1755	0.969	1	1755	3.305
10:00 - 11:00	1	1755	4.501	1	1755	2.507	1	1755	7.008
11:00 - 12:00	2	2195	4.465	2	2195	4.784	2	2195	9.249
12:00 - 13:00	2	2195	4.169	2	2195	3.759	2	2195	7.928
13:00 - 14:00	2	2195	5.125	2	2195	4.579	2	2195	9.704
14:00 - 15:00	2	2195	4.032	2	2195	4.351	2	2195	8.383
15:00 - 16:00	2	2195	4.670	2	2195	4.897	2	2195	9.567
16:00 - 17:00	2	2195	4.100	2	2195	5.467	2	2195	9.567
17:00 - 18:00	1	1755	3.932	1	1755	3.989	1	1755	7.921
18:00 - 19:00	1	1755	3.533	1	1755	3.989	1	1755	7.522
19:00 - 20:00	1	1755	1.595	1	1755	1.766	1	1755	3.361
20:00 - 21:00	1	1755	1.254	1	1755	1.652	1	1755	2.906
21:00 - 22:00	1	1755	0.000	1	1755	0.114	1	1755	0.114
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			43.883			42.880			86.763

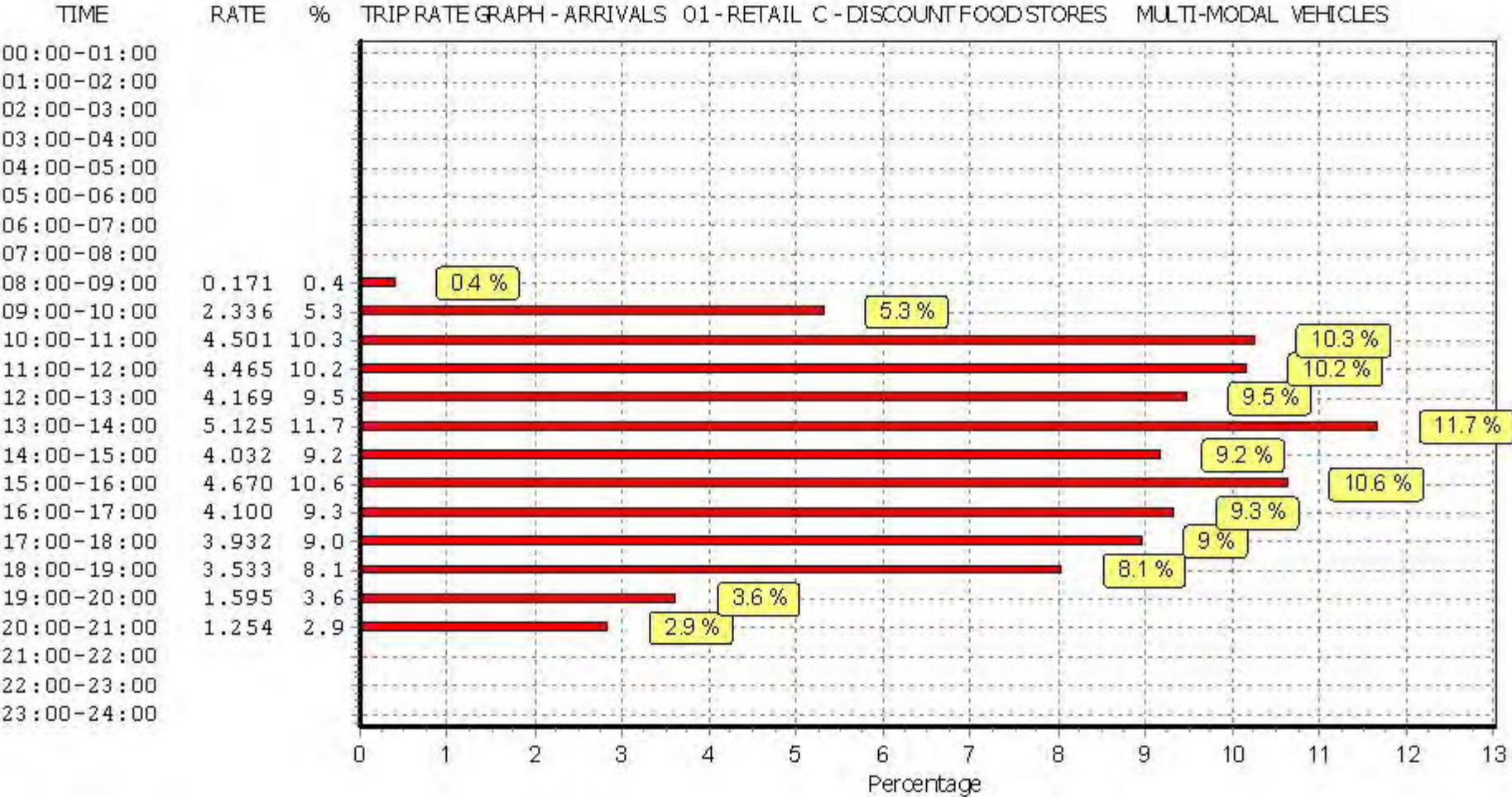
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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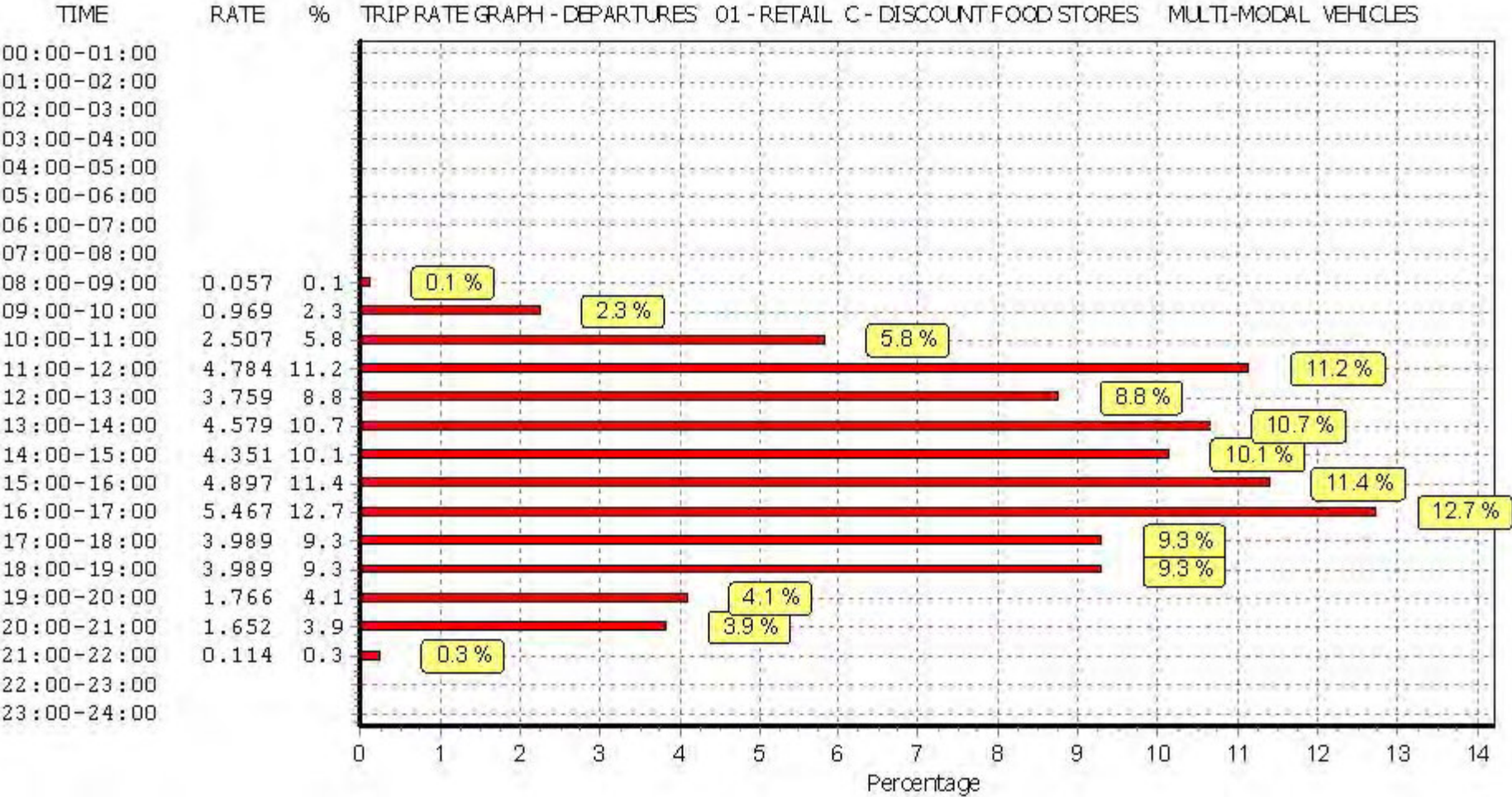
Parameter summary

Trip rate parameter range selected:	1755 - 2635 (units: sqm)
Survey date range:	01/01/09 - 06/04/17
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	2
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

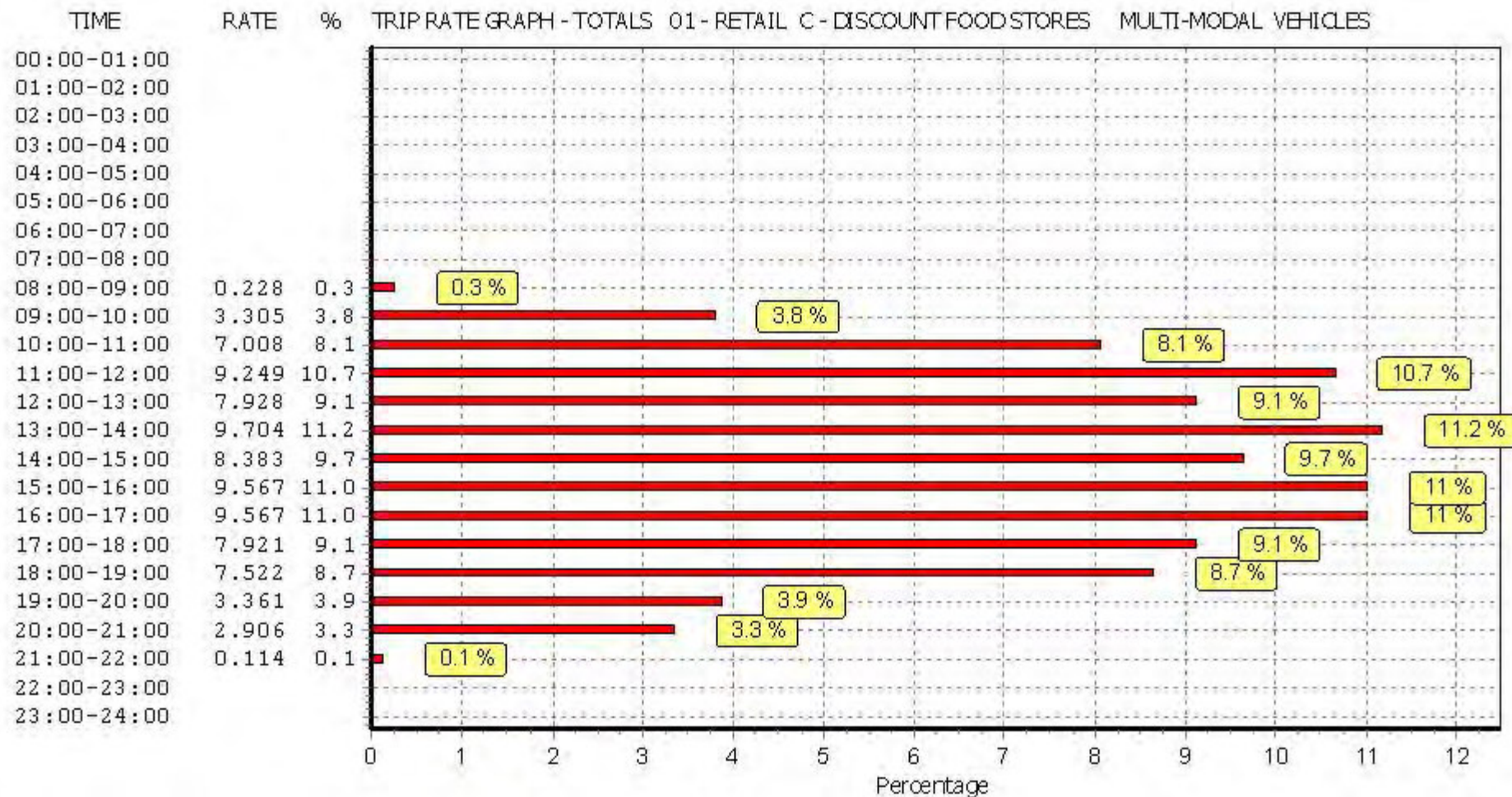
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TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
09:00 - 10:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
10:00 - 11:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
11:00 - 12:00	2	2195	0.000	2	2195	0.000	2	2195	0.000
12:00 - 13:00	2	2195	0.046	2	2195	0.046	2	2195	0.092
13:00 - 14:00	2	2195	0.023	2	2195	0.023	2	2195	0.046
14:00 - 15:00	2	2195	0.023	2	2195	0.023	2	2195	0.046
15:00 - 16:00	2	2195	0.000	2	2195	0.000	2	2195	0.000
16:00 - 17:00	2	2195	0.000	2	2195	0.000	2	2195	0.000
17:00 - 18:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
18:00 - 19:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
19:00 - 20:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
20:00 - 21:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
21:00 - 22:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.092			0.092			0.184

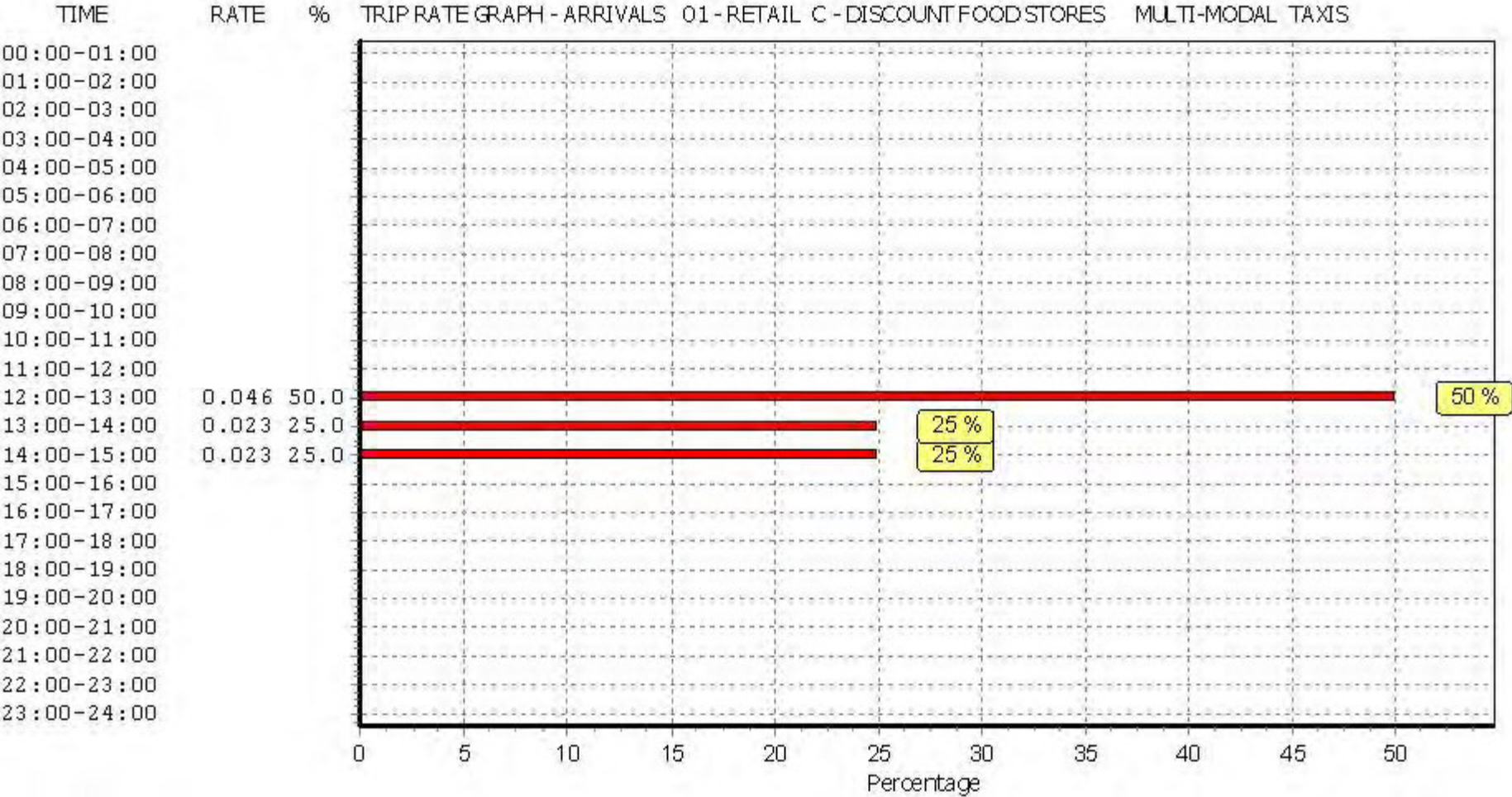
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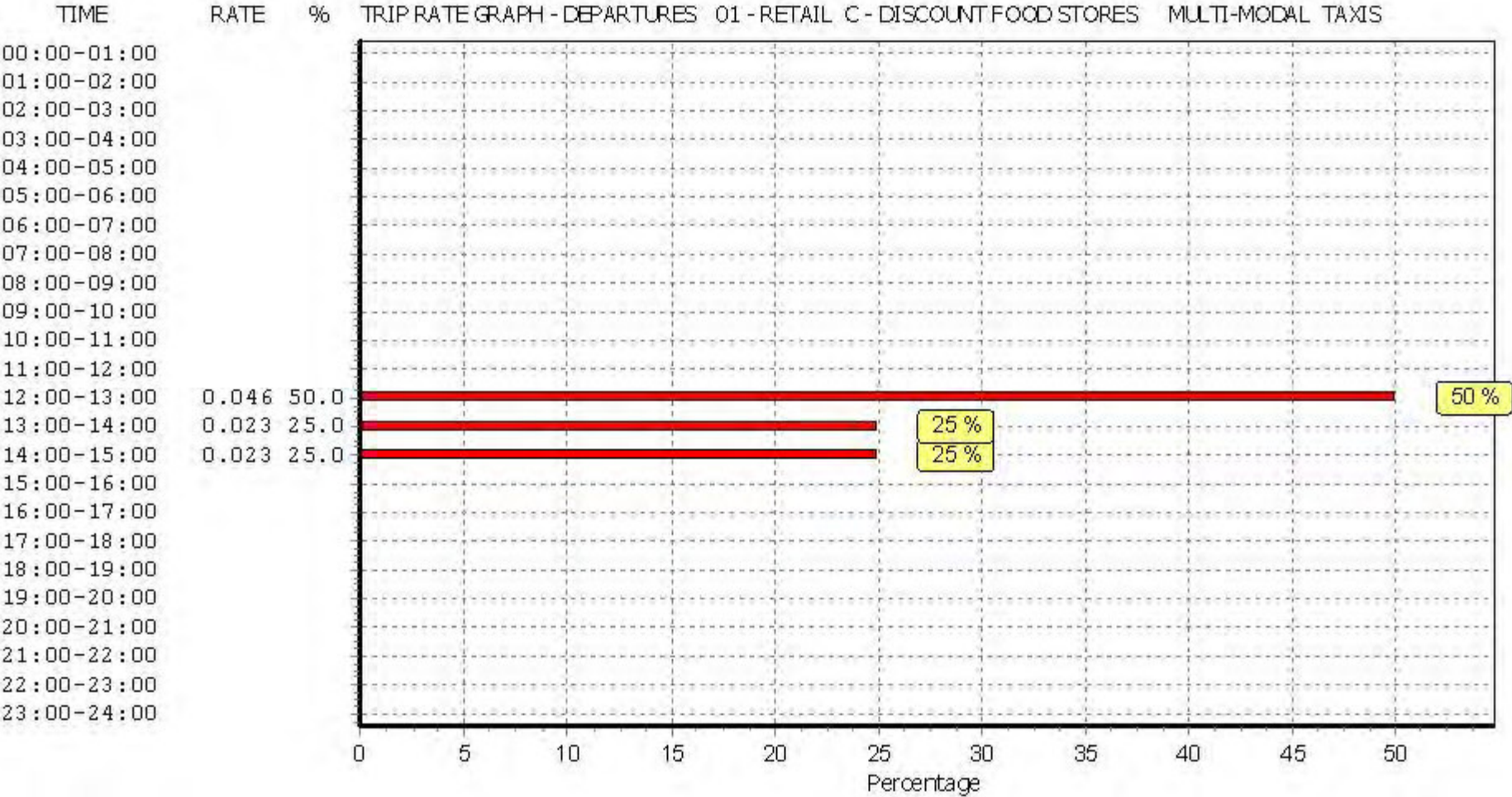
Parameter summary

Trip rate parameter range selected:	1755 - 2635 (units: sqm)
Survey date range:	01/01/09 - 06/04/17
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	2
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

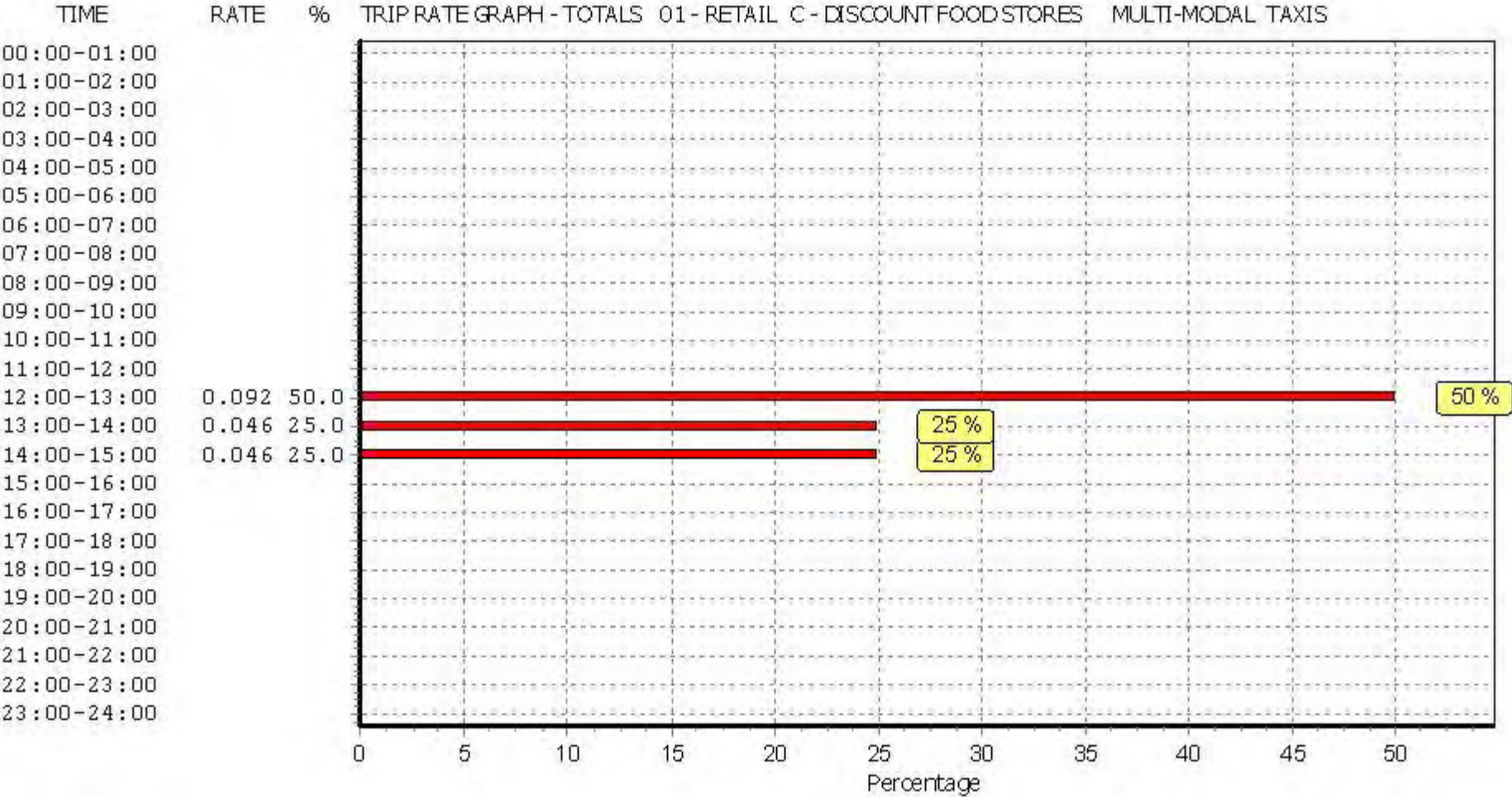
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TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
09:00 - 10:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
10:00 - 11:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
11:00 - 12:00	2	2195	0.000	2	2195	0.000	2	2195	0.000
12:00 - 13:00	2	2195	0.000	2	2195	0.000	2	2195	0.000
13:00 - 14:00	2	2195	0.000	2	2195	0.000	2	2195	0.000
14:00 - 15:00	2	2195	0.046	2	2195	0.023	2	2195	0.069
15:00 - 16:00	2	2195	0.000	2	2195	0.023	2	2195	0.023
16:00 - 17:00	2	2195	0.000	2	2195	0.000	2	2195	0.000
17:00 - 18:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
18:00 - 19:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
19:00 - 20:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
20:00 - 21:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
21:00 - 22:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.046			0.046			0.092

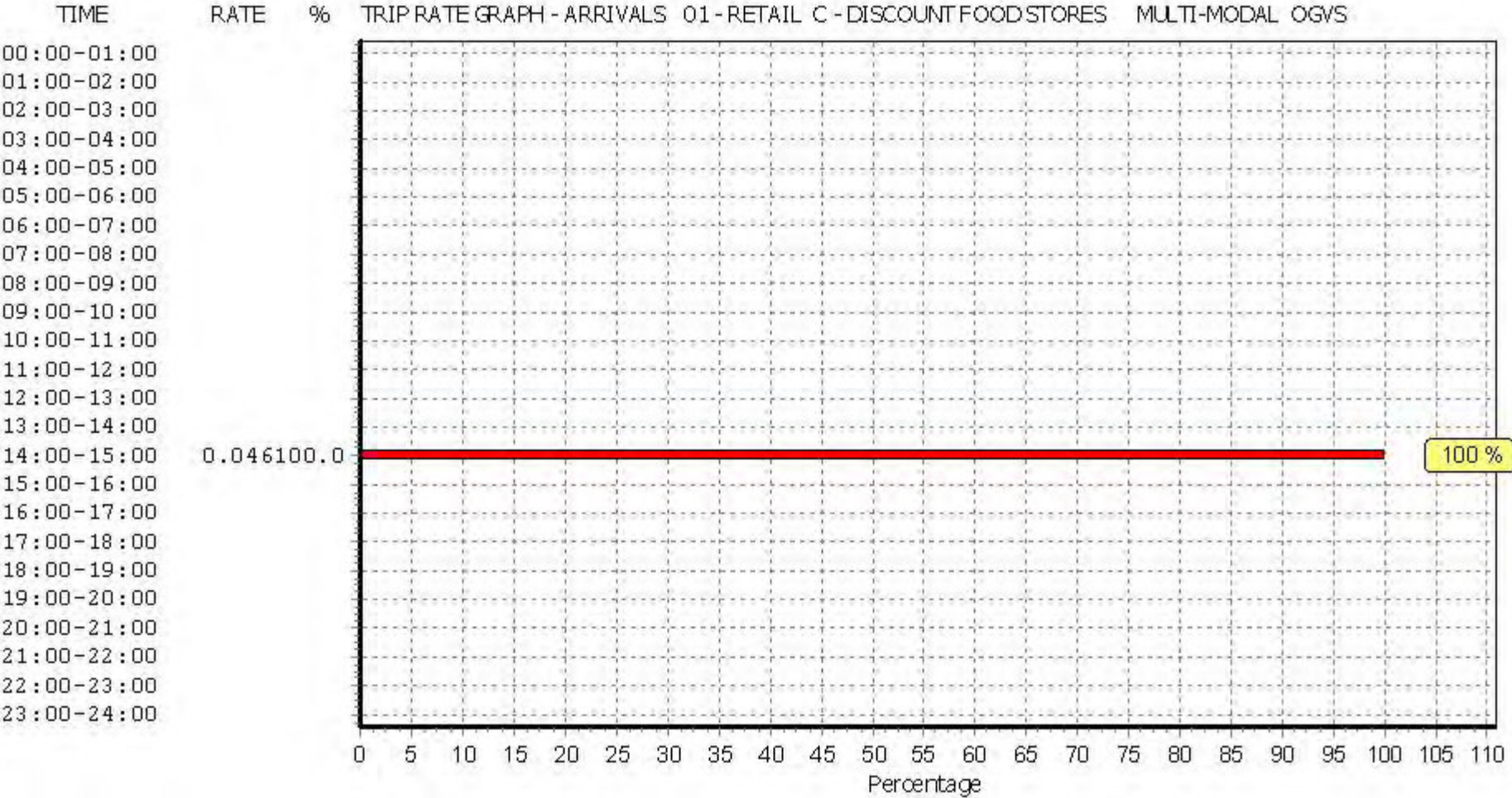
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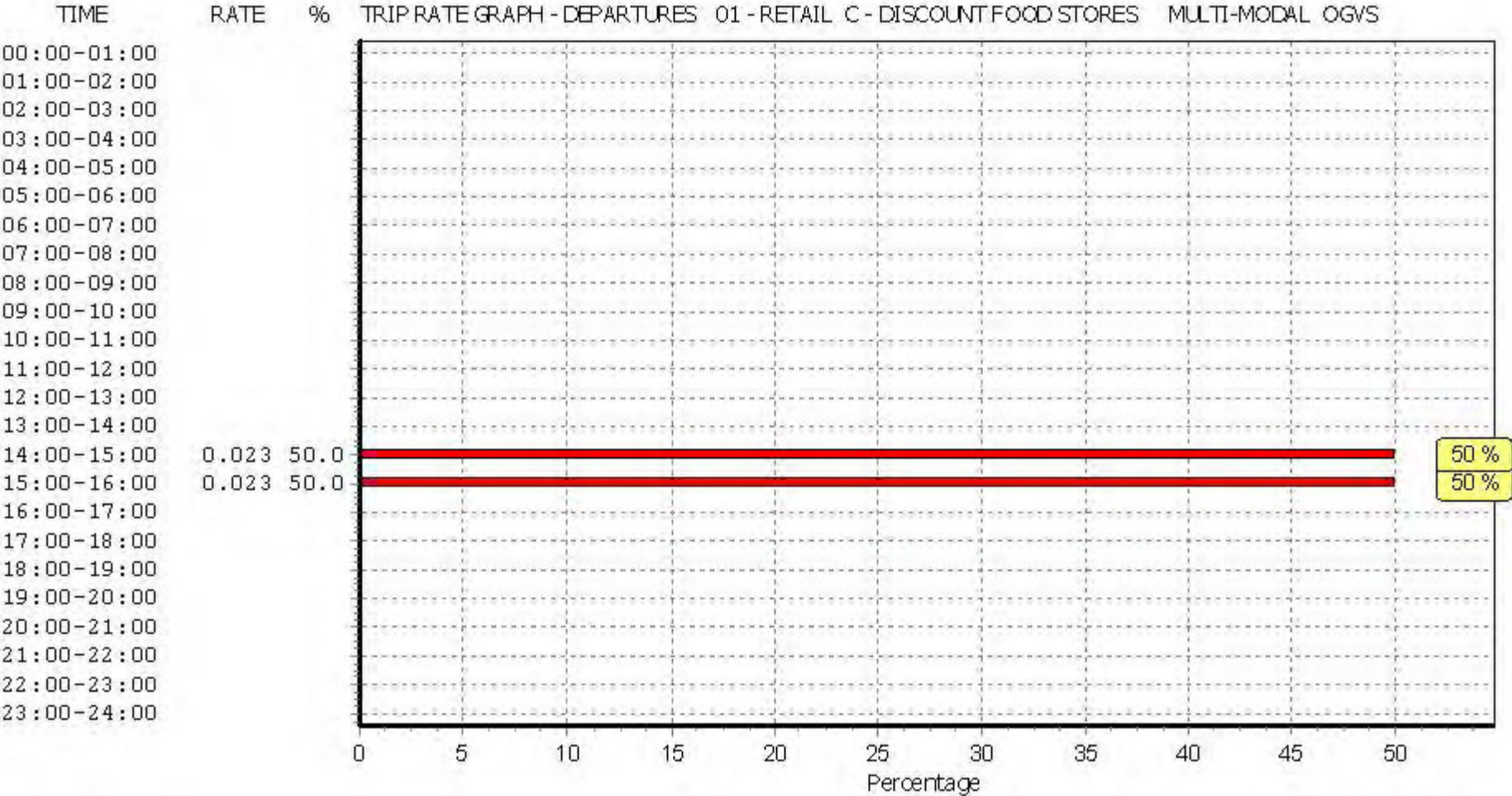
Parameter summary

Trip rate parameter range selected:	1755 - 2635 (units: sqm)
Survey date range:	01/01/09 - 06/04/17
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	2
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

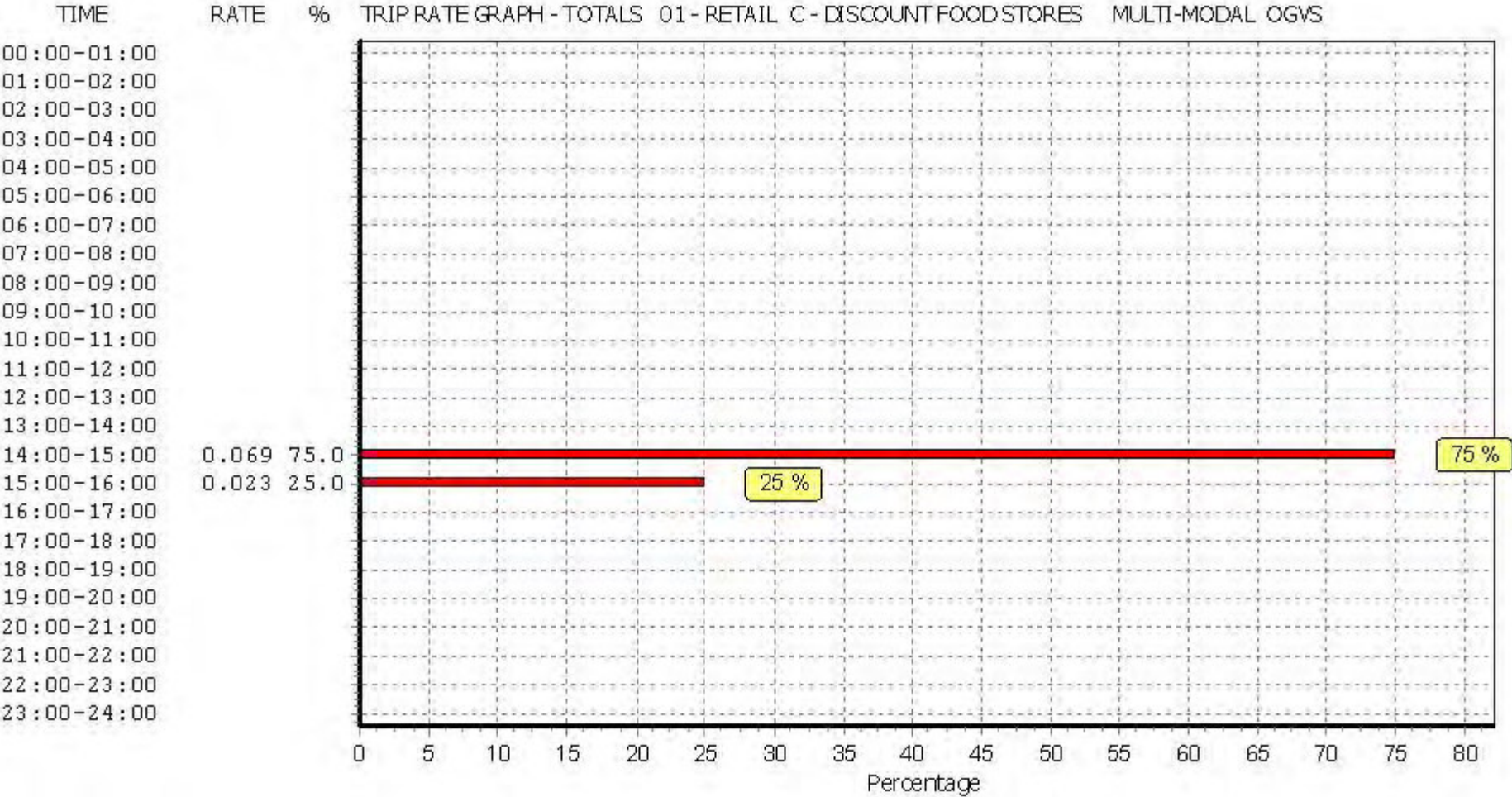
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
09:00 - 10:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
10:00 - 11:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
11:00 - 12:00	2	2195	0.000	2	2195	0.000	2	2195	0.000
12:00 - 13:00	2	2195	0.000	2	2195	0.000	2	2195	0.000
13:00 - 14:00	2	2195	0.000	2	2195	0.000	2	2195	0.000
14:00 - 15:00	2	2195	0.000	2	2195	0.000	2	2195	0.000
15:00 - 16:00	2	2195	0.023	2	2195	0.023	2	2195	0.046
16:00 - 17:00	2	2195	0.000	2	2195	0.000	2	2195	0.000
17:00 - 18:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
18:00 - 19:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
19:00 - 20:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
20:00 - 21:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
21:00 - 22:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.023			0.023			0.046

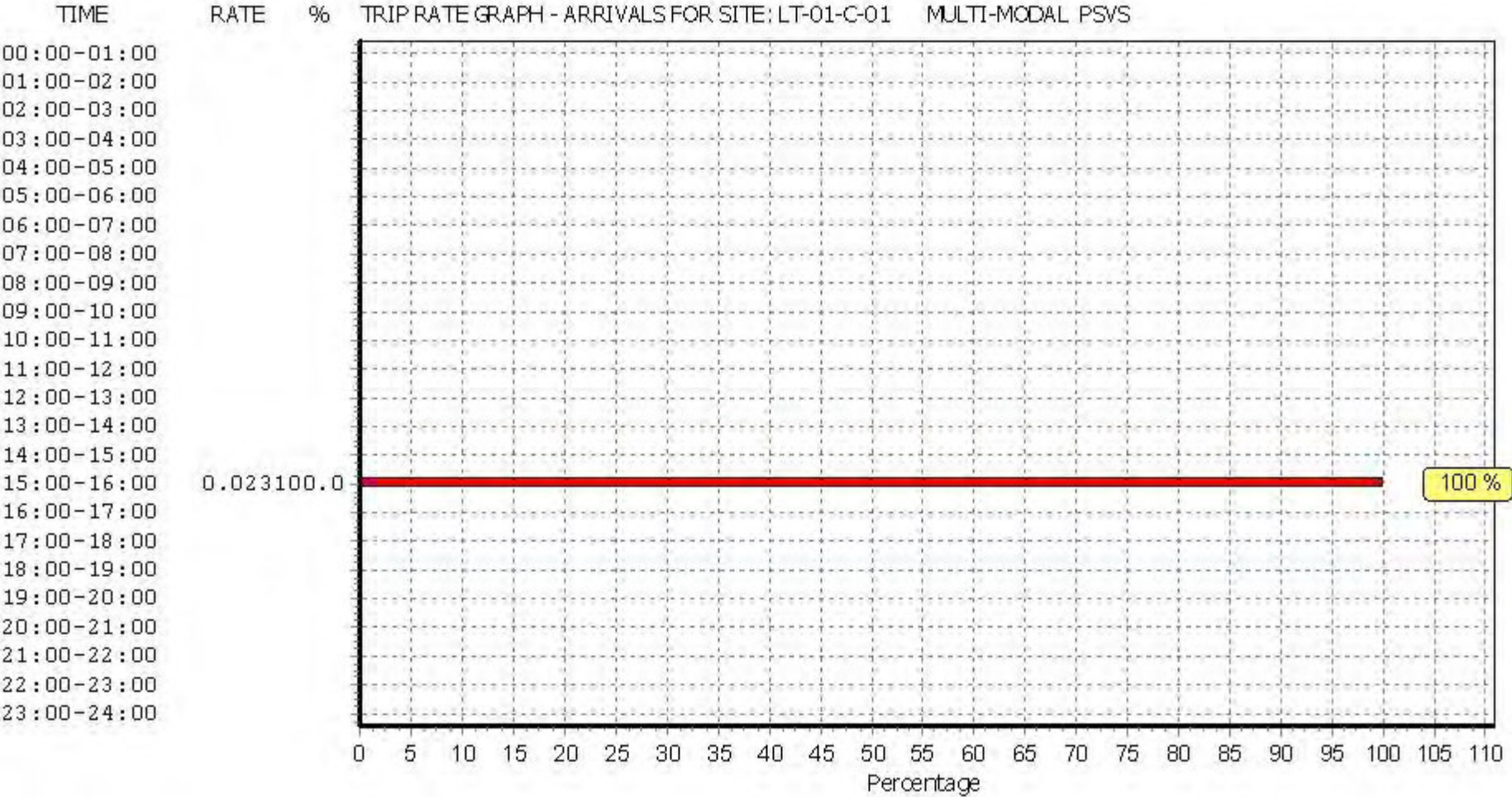
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

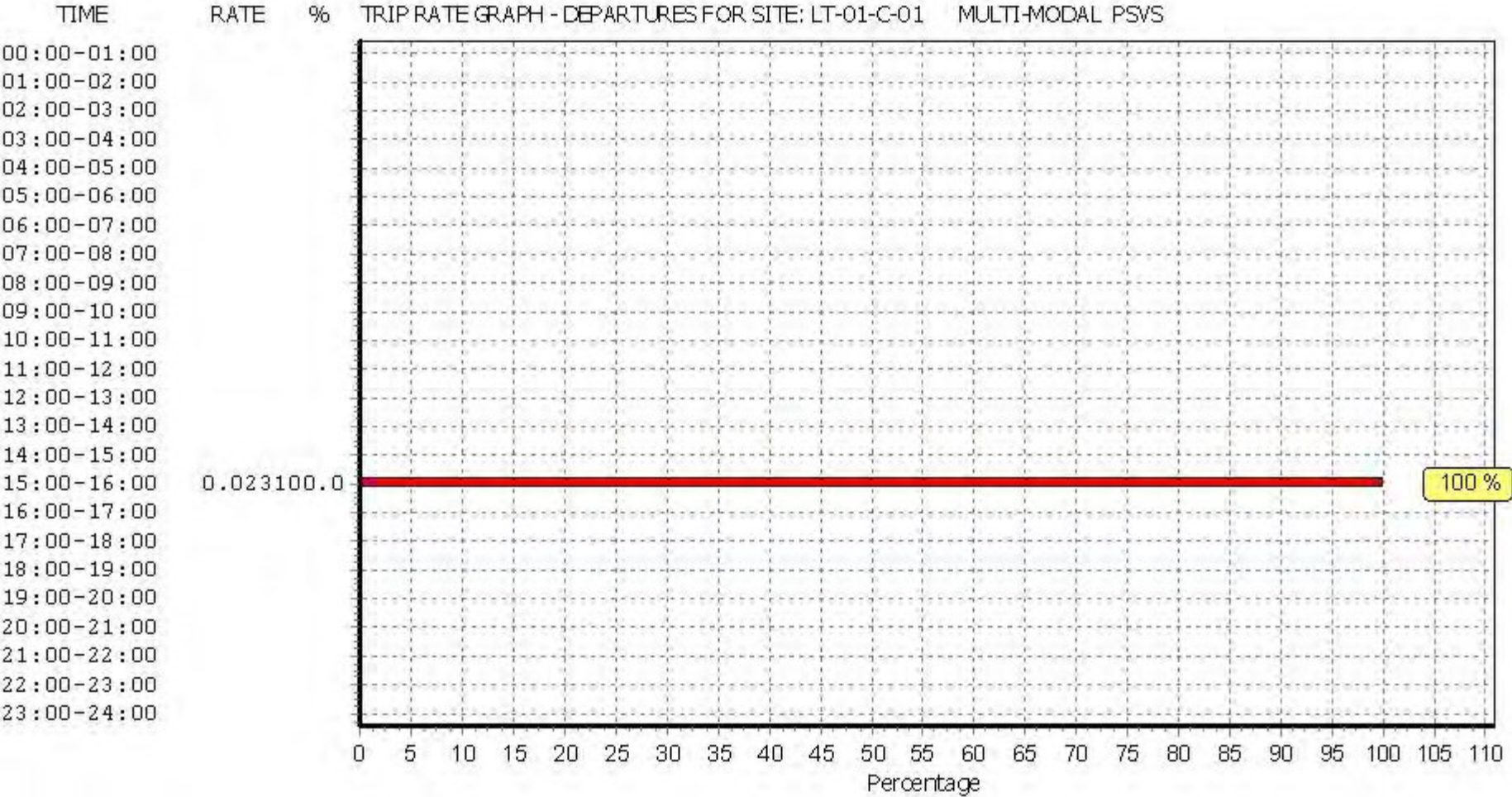
Parameter summary

Trip rate parameter range selected:	1755 - 2635 (units: sqm)
Survey date range:	01/01/09 - 06/04/17
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	2
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

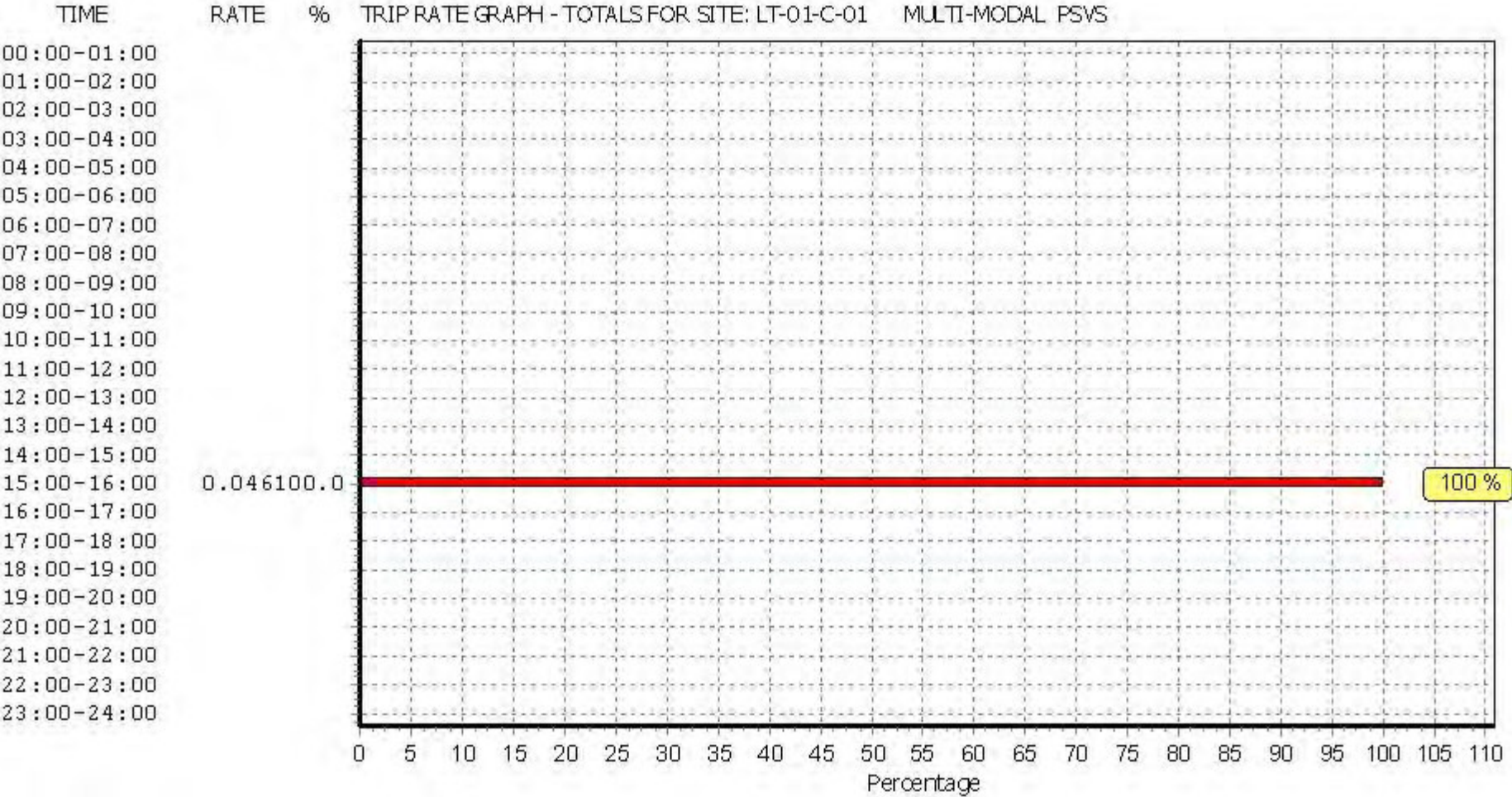
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
09:00 - 10:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
10:00 - 11:00	1	1755	0.057	1	1755	0.057	1	1755	0.114
11:00 - 12:00	2	2195	0.023	2	2195	0.000	2	2195	0.023
12:00 - 13:00	2	2195	0.023	2	2195	0.000	2	2195	0.023
13:00 - 14:00	2	2195	0.000	2	2195	0.000	2	2195	0.000
14:00 - 15:00	2	2195	0.046	2	2195	0.068	2	2195	0.114
15:00 - 16:00	2	2195	0.000	2	2195	0.023	2	2195	0.023
16:00 - 17:00	2	2195	0.068	2	2195	0.137	2	2195	0.205
17:00 - 18:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
18:00 - 19:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
19:00 - 20:00	1	1755	0.057	1	1755	0.000	1	1755	0.057
20:00 - 21:00	1	1755	0.000	1	1755	0.057	1	1755	0.057
21:00 - 22:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.274			0.342			0.616

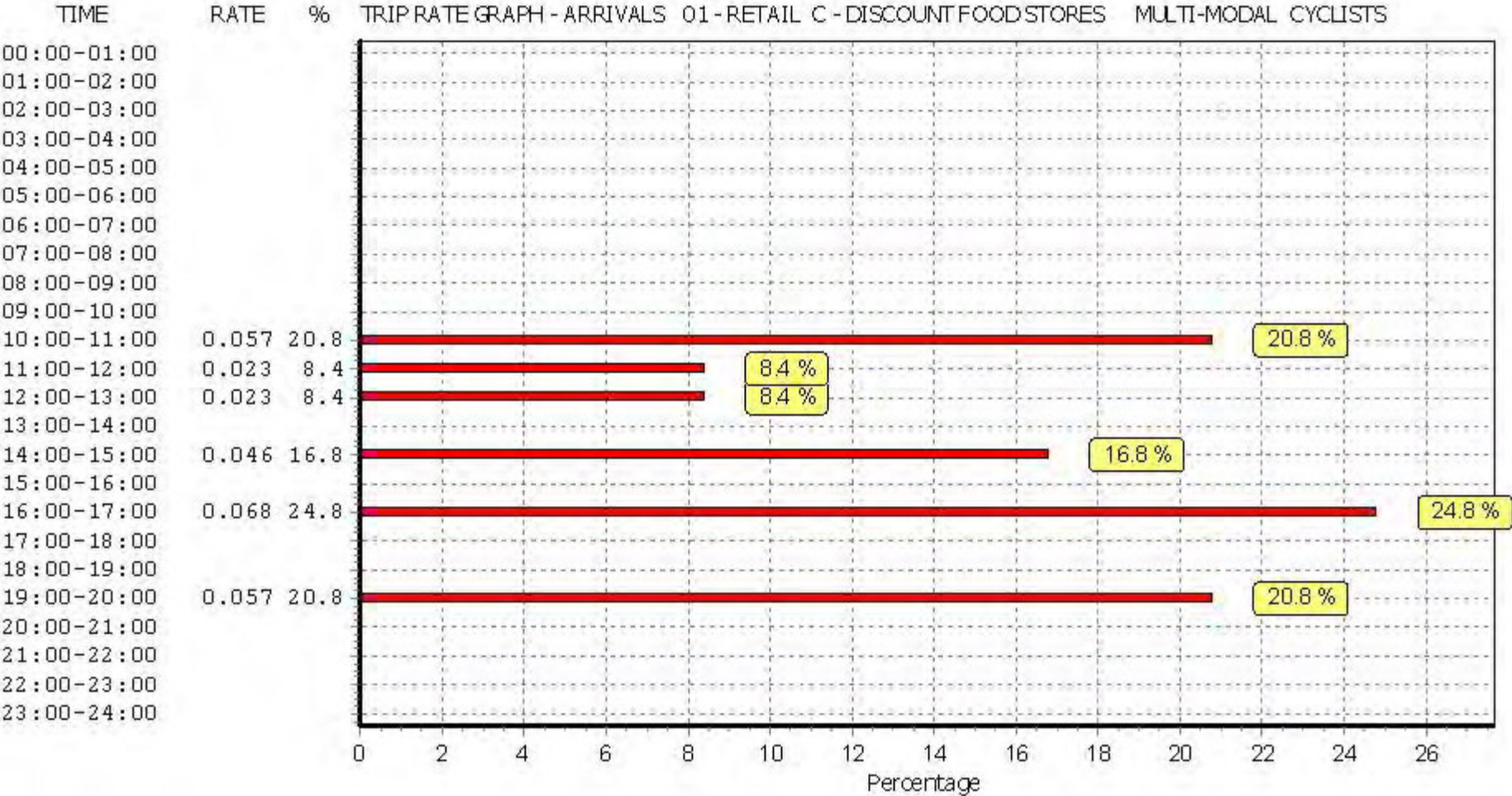
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

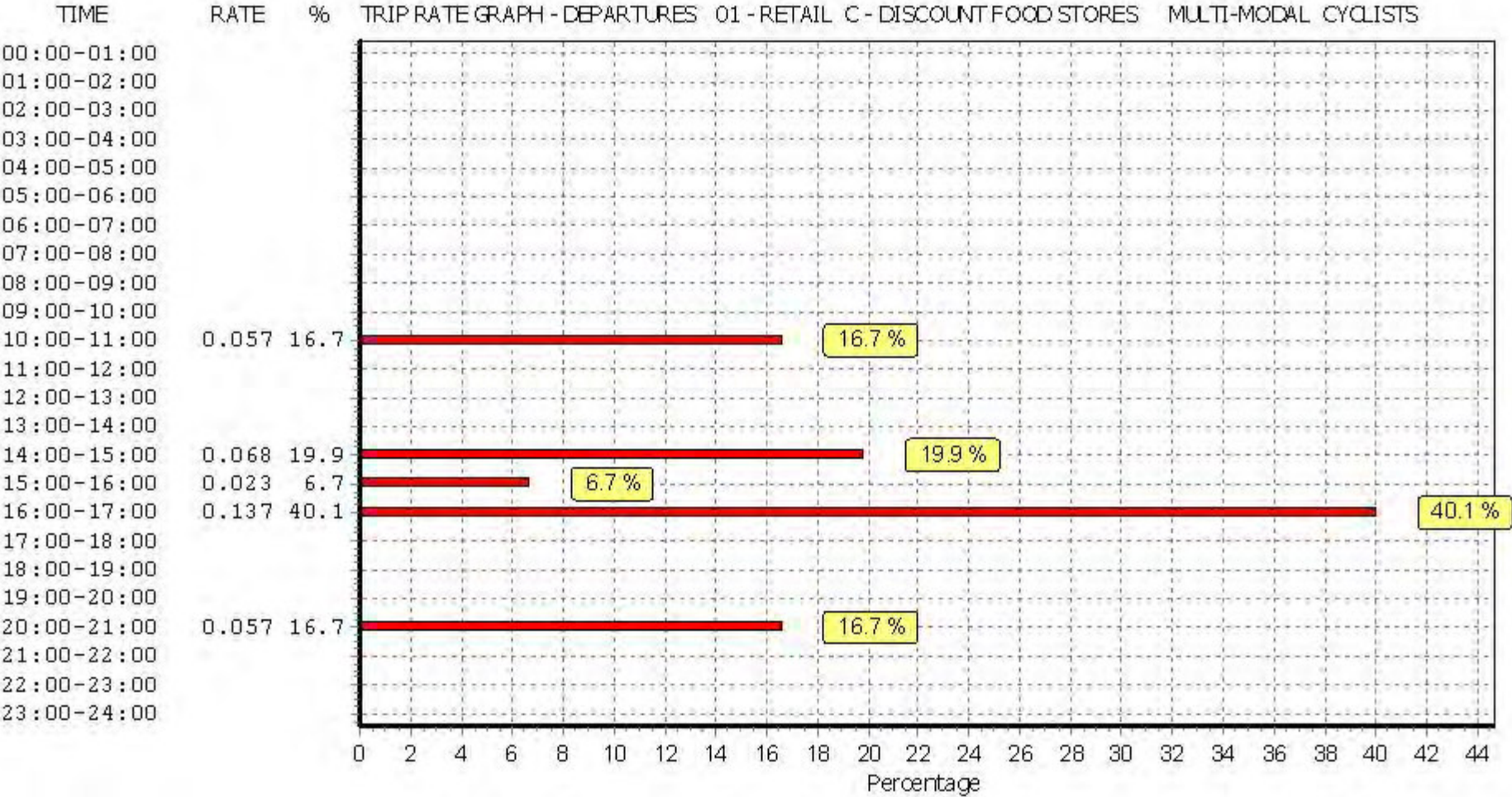
Parameter summary

Trip rate parameter range selected:	1755 - 2635 (units: sqm)
Survey date range:	01/01/09 - 06/04/17
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	2
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

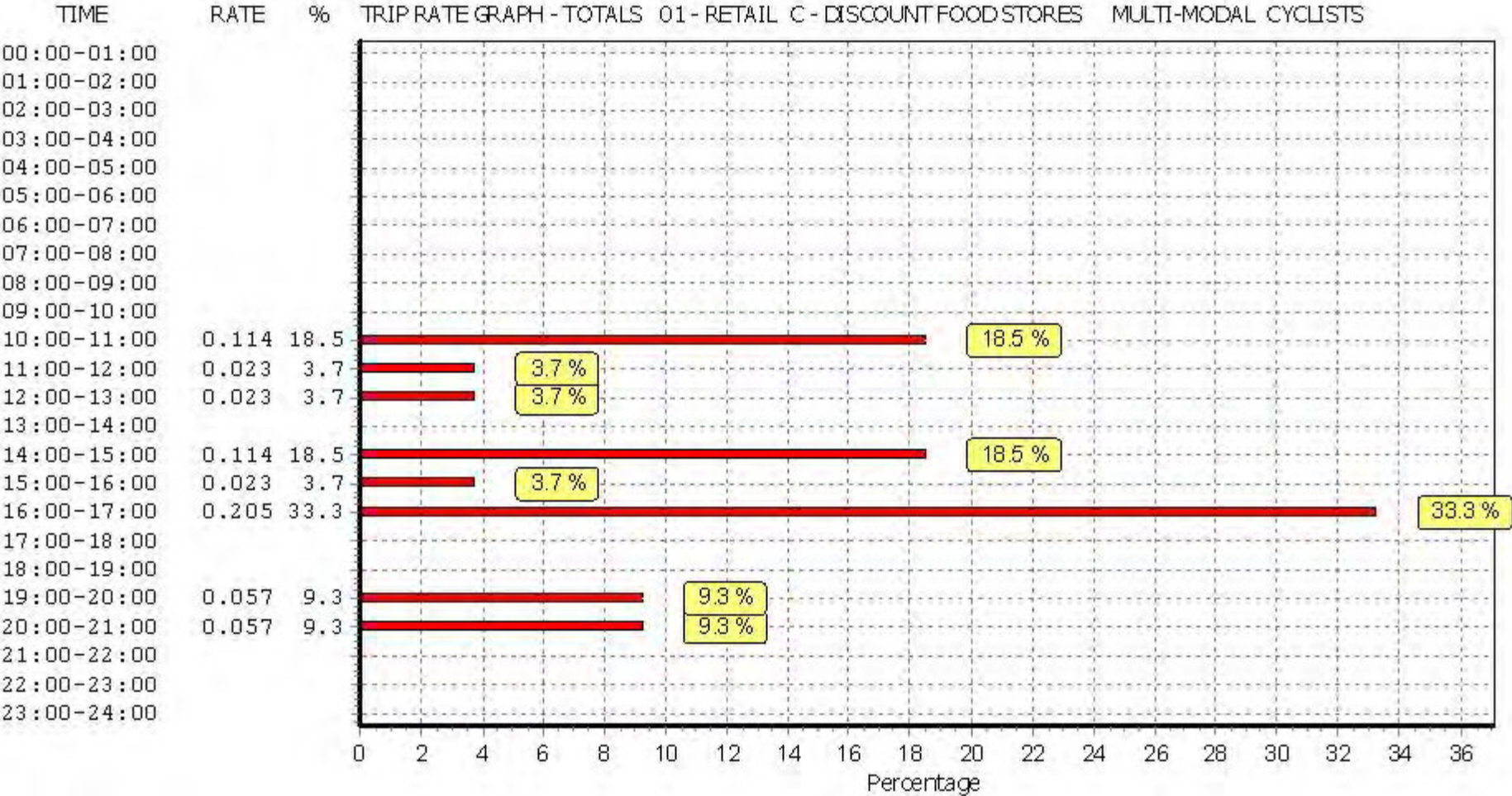
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	1755	0.228	1	1755	0.057	1	1755	0.285
09:00 - 10:00	1	1755	2.678	1	1755	1.311	1	1755	3.989
10:00 - 11:00	1	1755	5.584	1	1755	3.077	1	1755	8.661
11:00 - 12:00	2	2195	6.720	2	2195	7.107	2	2195	13.827
12:00 - 13:00	2	2195	6.515	2	2195	5.467	2	2195	11.982
13:00 - 14:00	2	2195	8.633	2	2195	7.836	2	2195	16.469
14:00 - 15:00	2	2195	6.651	2	2195	7.198	2	2195	13.849
15:00 - 16:00	2	2195	7.882	2	2195	7.904	2	2195	15.786
16:00 - 17:00	2	2195	6.879	2	2195	8.929	2	2195	15.808
17:00 - 18:00	1	1755	6.724	1	1755	6.496	1	1755	13.220
18:00 - 19:00	1	1755	5.356	1	1755	6.439	1	1755	11.795
19:00 - 20:00	1	1755	2.279	1	1755	2.564	1	1755	4.843
20:00 - 21:00	1	1755	2.222	1	1755	2.792	1	1755	5.014
21:00 - 22:00	1	1755	0.000	1	1755	0.171	1	1755	0.171
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			68.351			67.348			135.699

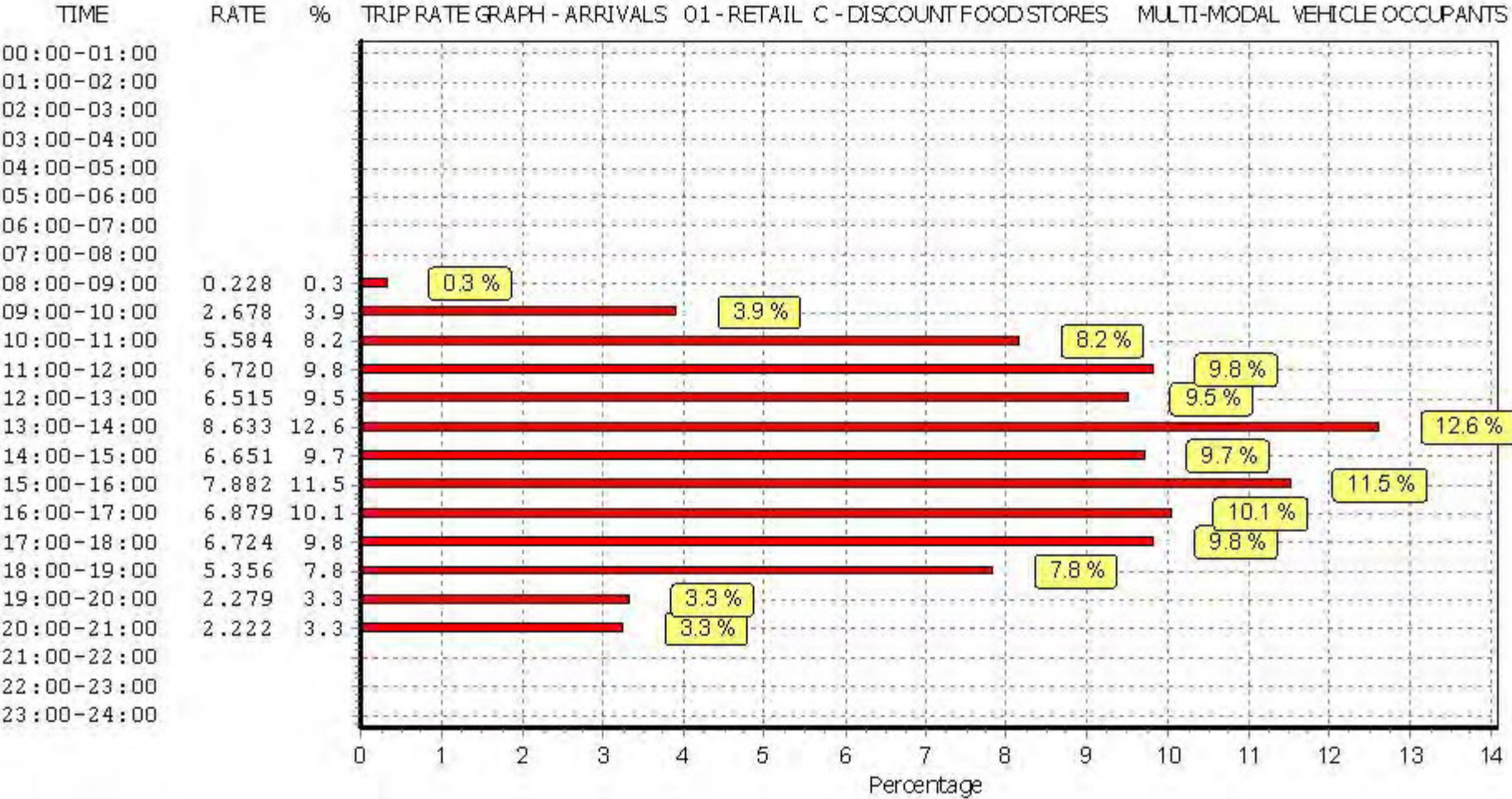
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

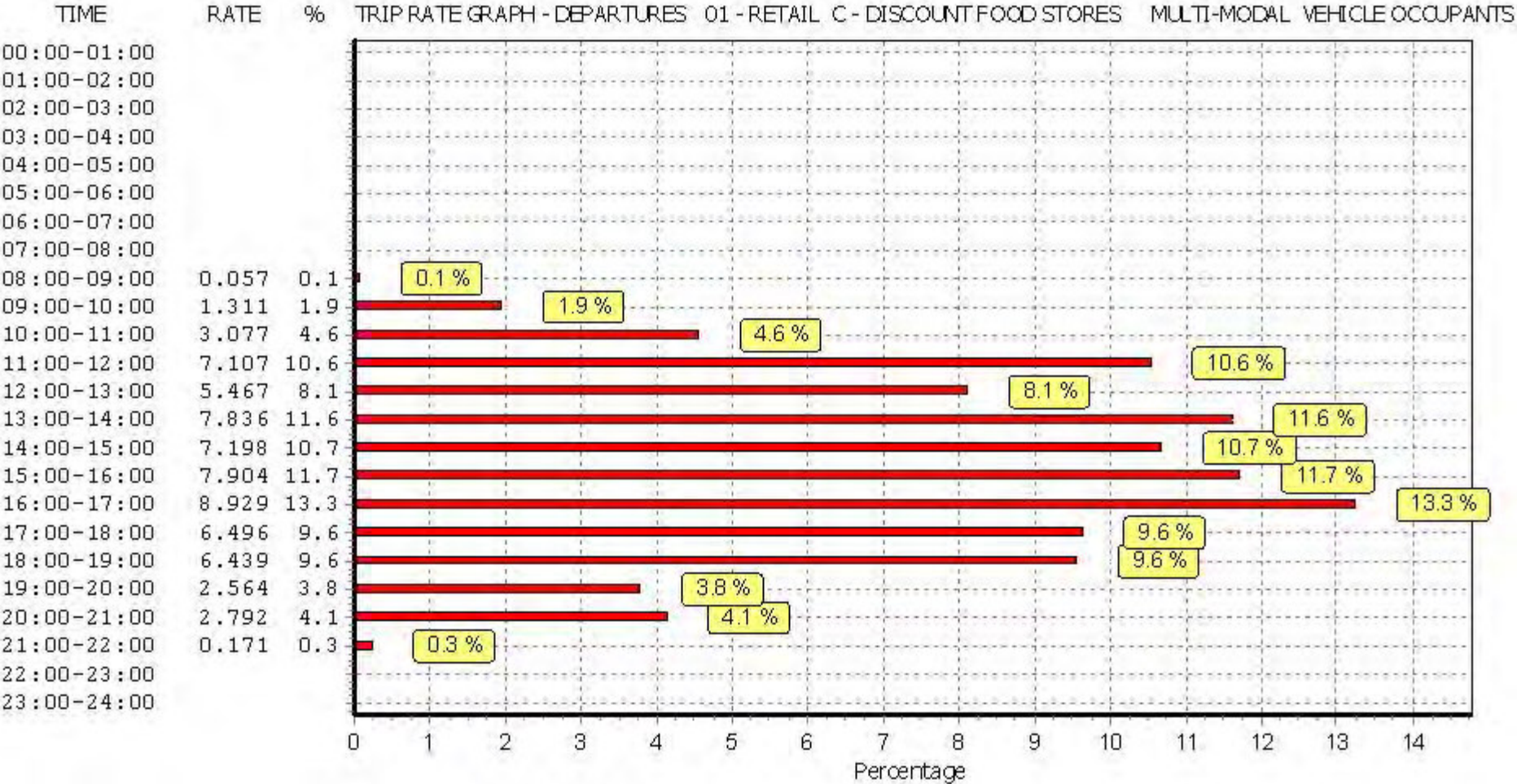
Parameter summary

Trip rate parameter range selected:	1755 - 2635 (units: sqm)
Survey date range:	01/01/09 - 06/04/17
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	2
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

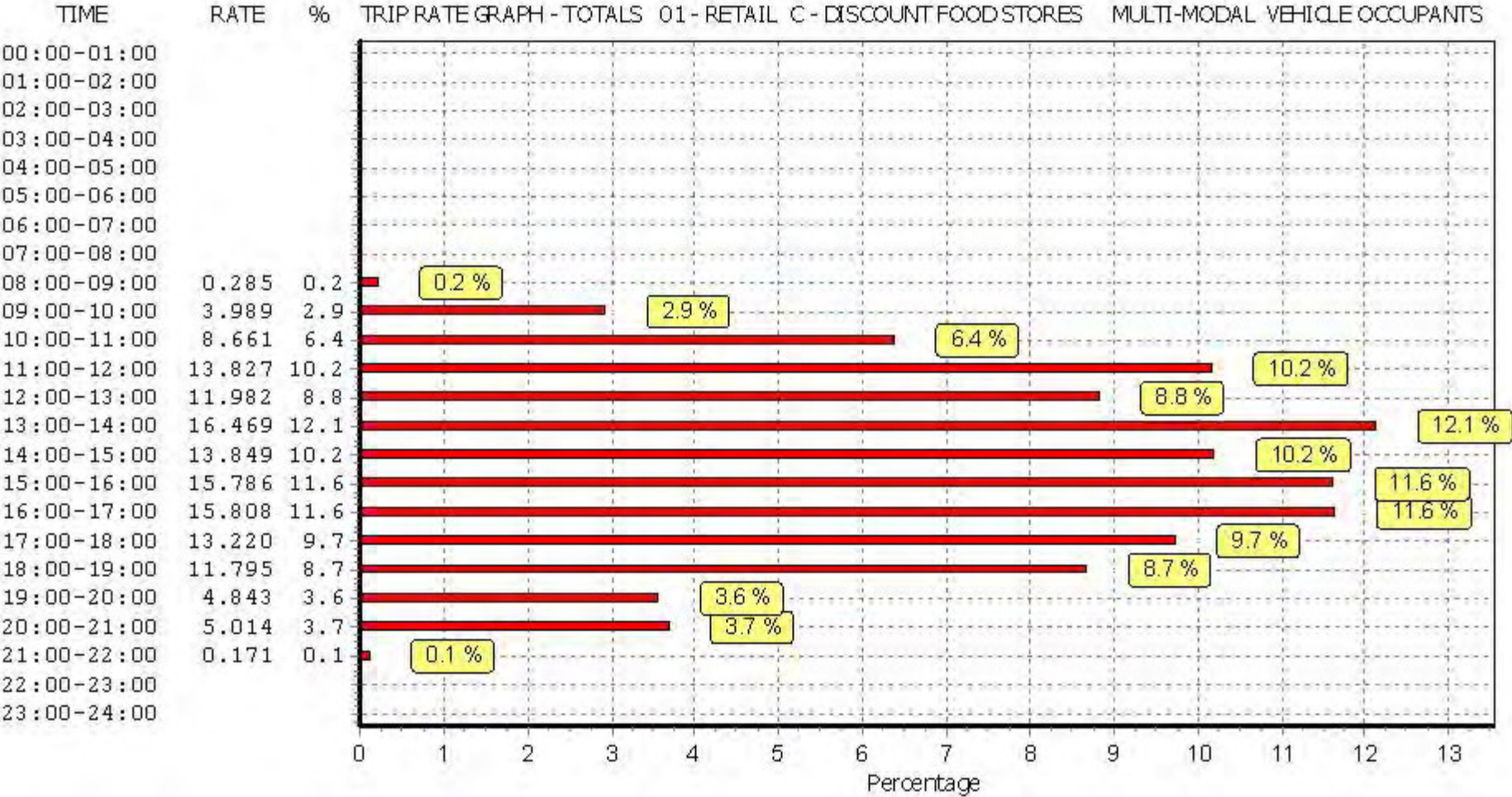
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	1755	0.114	1	1755	0.000	1	1755	0.114
09:00 - 10:00	1	1755	1.026	1	1755	0.399	1	1755	1.425
10:00 - 11:00	1	1755	2.336	1	1755	1.083	1	1755	3.419
11:00 - 12:00	2	2195	1.412	2	2195	2.164	2	2195	3.576
12:00 - 13:00	2	2195	1.230	2	2195	1.822	2	2195	3.052
13:00 - 14:00	2	2195	1.207	2	2195	1.891	2	2195	3.098
14:00 - 15:00	2	2195	1.800	2	2195	1.526	2	2195	3.326
15:00 - 16:00	2	2195	2.415	2	2195	1.800	2	2195	4.215
16:00 - 17:00	2	2195	3.030	2	2195	2.597	2	2195	5.627
17:00 - 18:00	1	1755	0.057	1	1755	0.171	1	1755	0.228
18:00 - 19:00	1	1755	0.114	1	1755	0.000	1	1755	0.114
19:00 - 20:00	1	1755	0.171	1	1755	0.114	1	1755	0.285
20:00 - 21:00	1	1755	0.057	1	1755	0.057	1	1755	0.114
21:00 - 22:00	1	1755	0.000	1	1755	0.057	1	1755	0.057
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			14.969			13.681			28.650

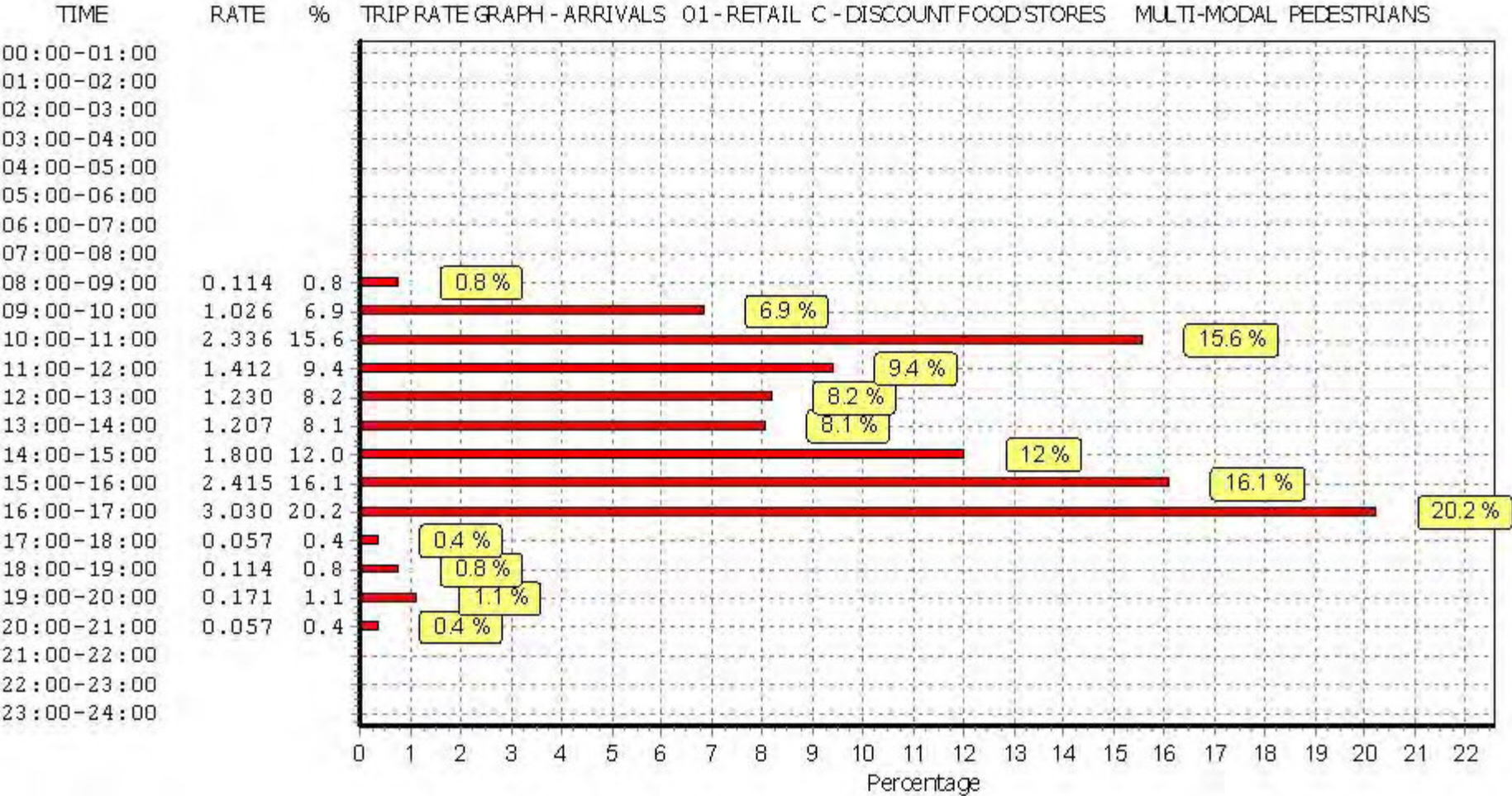
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

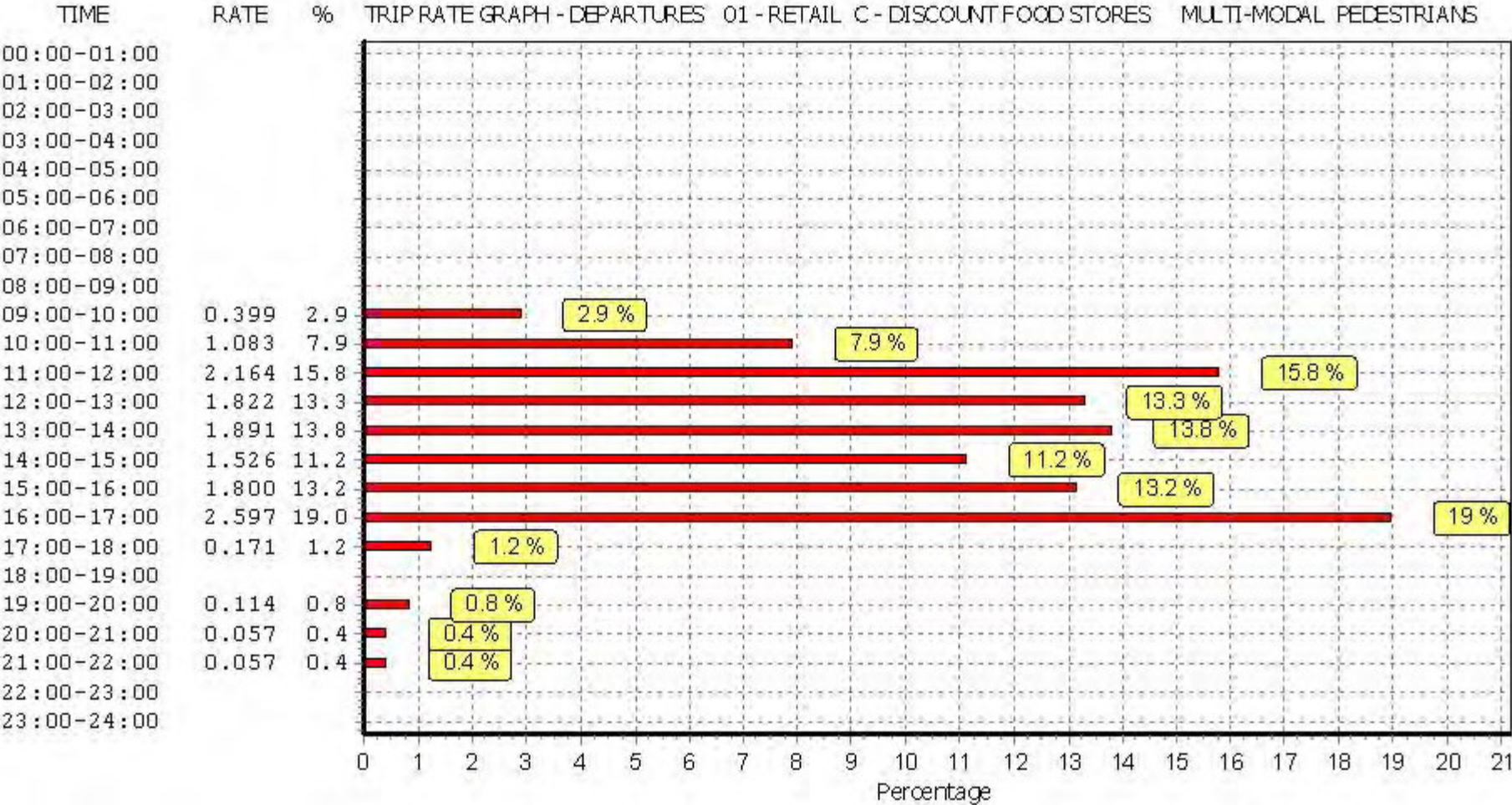
Parameter summary

Trip rate parameter range selected:	1755 - 2635 (units: sqm)
Survey date range:	01/01/09 - 06/04/17
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	2
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

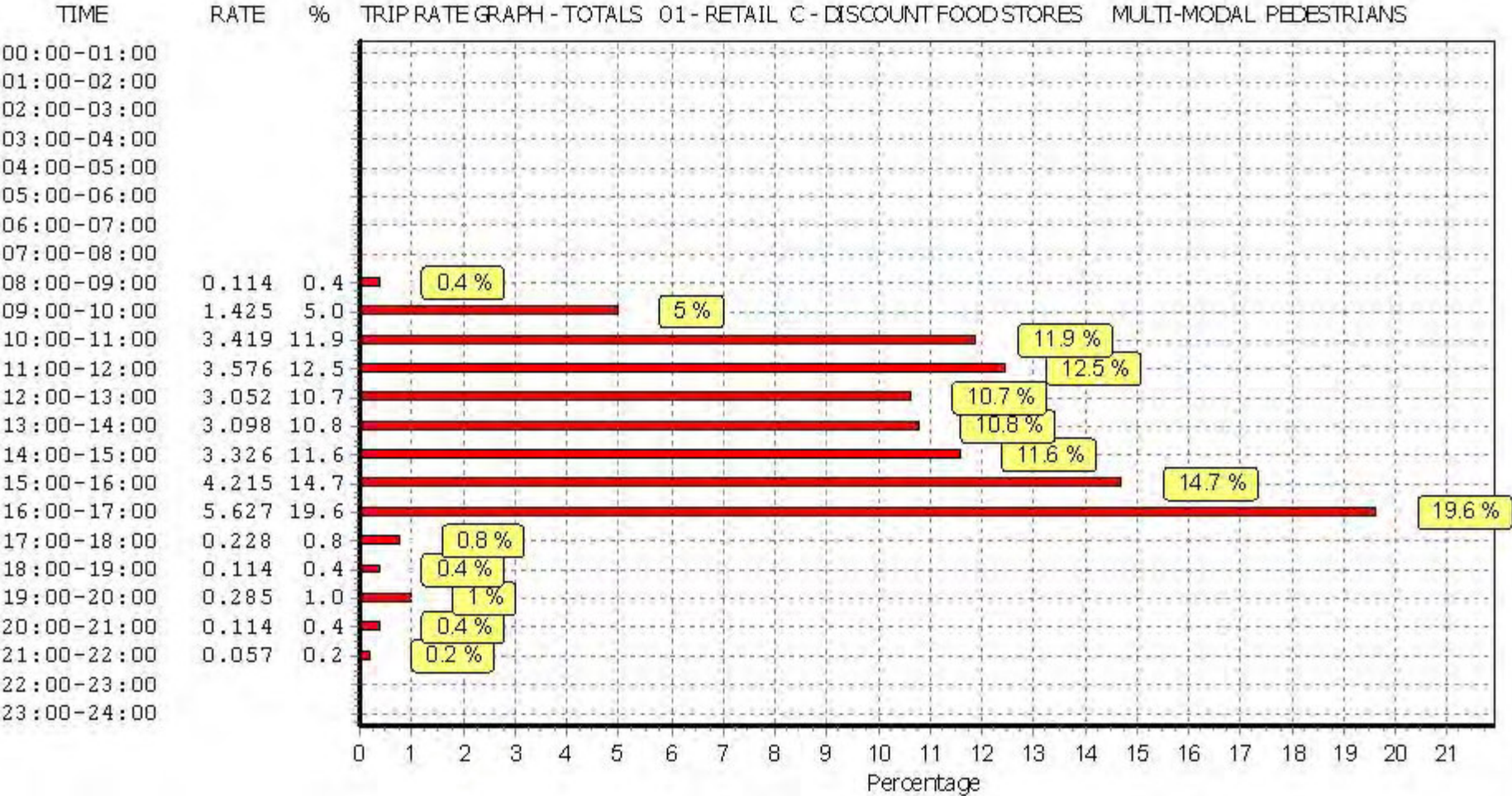
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
09:00 - 10:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
10:00 - 11:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
11:00 - 12:00	2	2195	0.478	2	2195	0.296	2	2195	0.774
12:00 - 13:00	2	2195	0.456	2	2195	0.387	2	2195	0.843
13:00 - 14:00	2	2195	0.501	2	2195	0.342	2	2195	0.843
14:00 - 15:00	2	2195	0.364	2	2195	0.364	2	2195	0.728
15:00 - 16:00	2	2195	0.205	2	2195	0.296	2	2195	0.501
16:00 - 17:00	2	2195	0.091	2	2195	0.410	2	2195	0.501
17:00 - 18:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
18:00 - 19:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
19:00 - 20:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
20:00 - 21:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
21:00 - 22:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.095			2.095			4.190

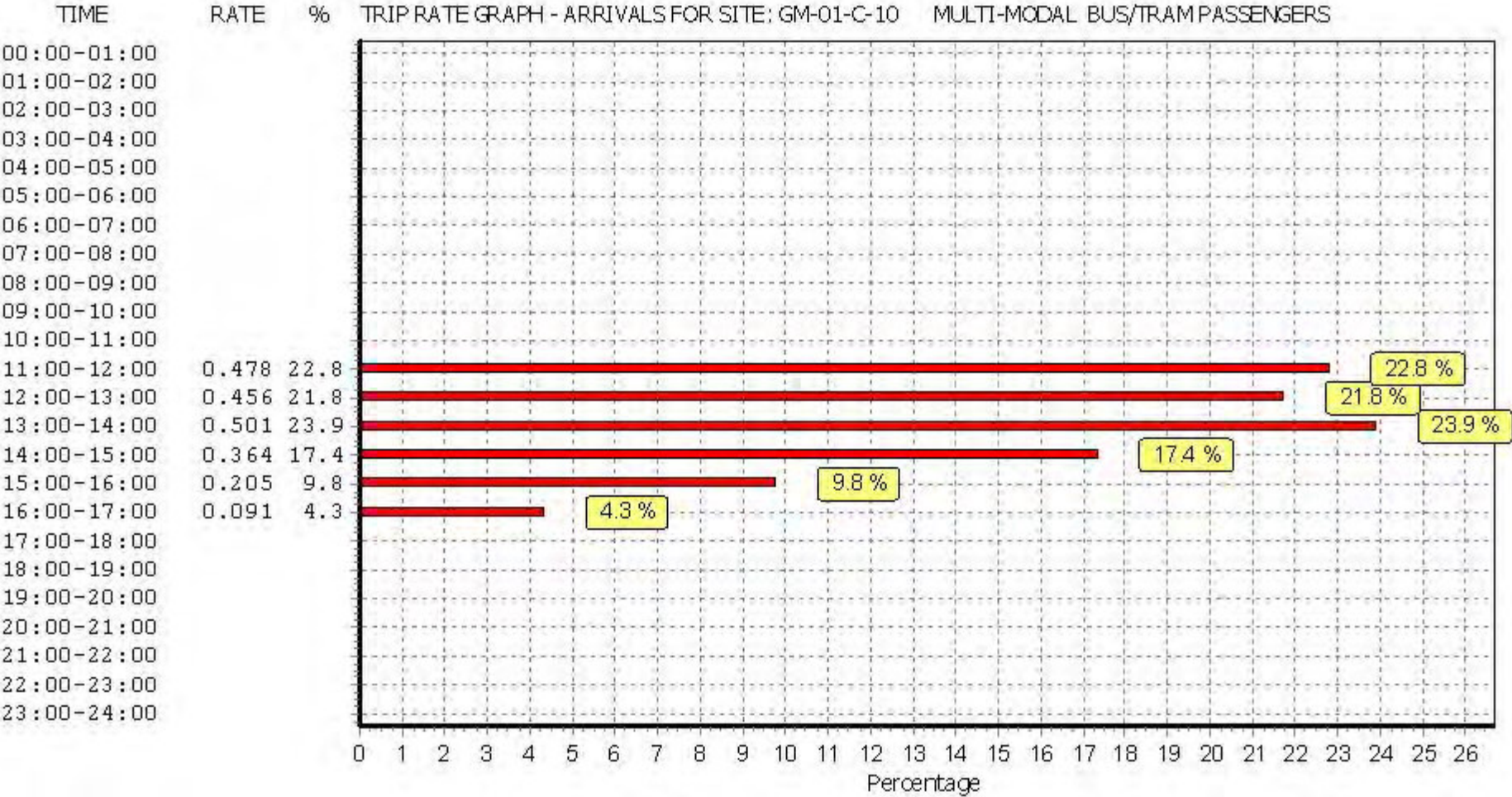
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

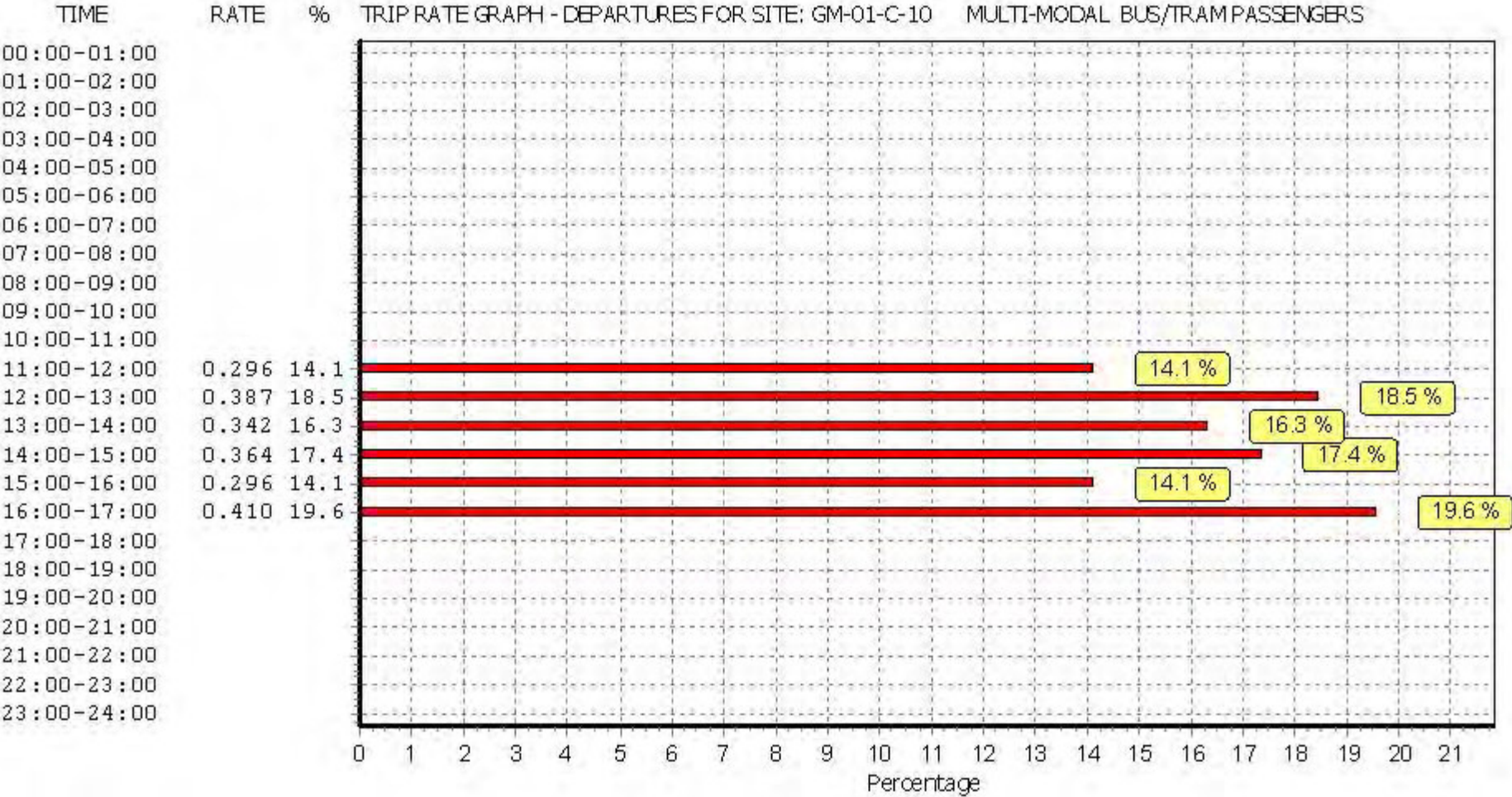
Parameter summary

Trip rate parameter range selected:	1755 - 2635 (units: sqm)
Survey date range:	01/01/09 - 06/04/17
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	2
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

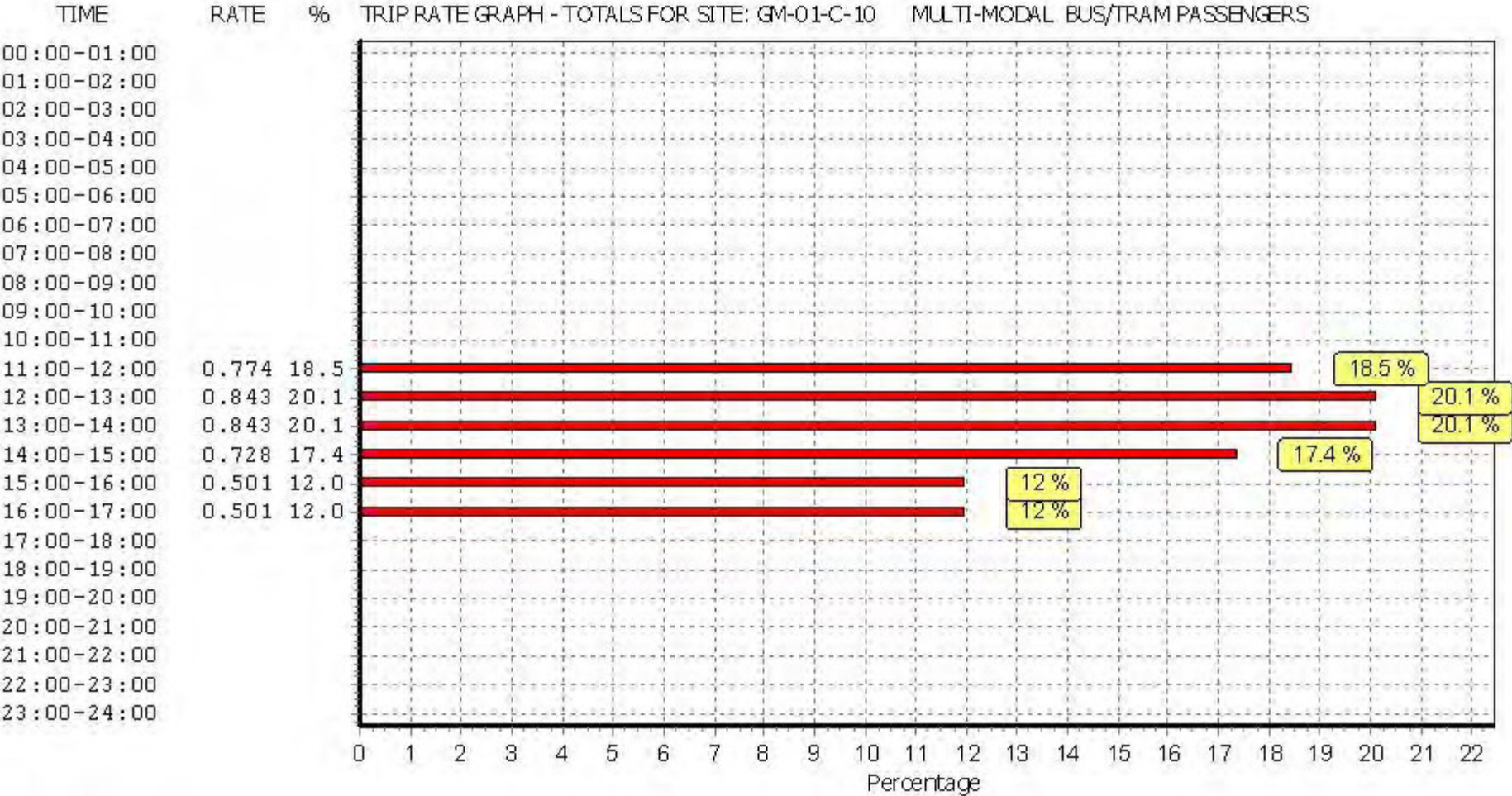
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
09:00 - 10:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
10:00 - 11:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
11:00 - 12:00	2	2195	0.000	2	2195	0.000	2	2195	0.000
12:00 - 13:00	2	2195	0.000	2	2195	0.000	2	2195	0.000
13:00 - 14:00	2	2195	0.000	2	2195	0.000	2	2195	0.000
14:00 - 15:00	2	2195	0.000	2	2195	0.000	2	2195	0.000
15:00 - 16:00	2	2195	0.000	2	2195	0.000	2	2195	0.000
16:00 - 17:00	2	2195	0.000	2	2195	0.000	2	2195	0.000
17:00 - 18:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
18:00 - 19:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
19:00 - 20:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
20:00 - 21:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
21:00 - 22:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.000			0.000			0.000	

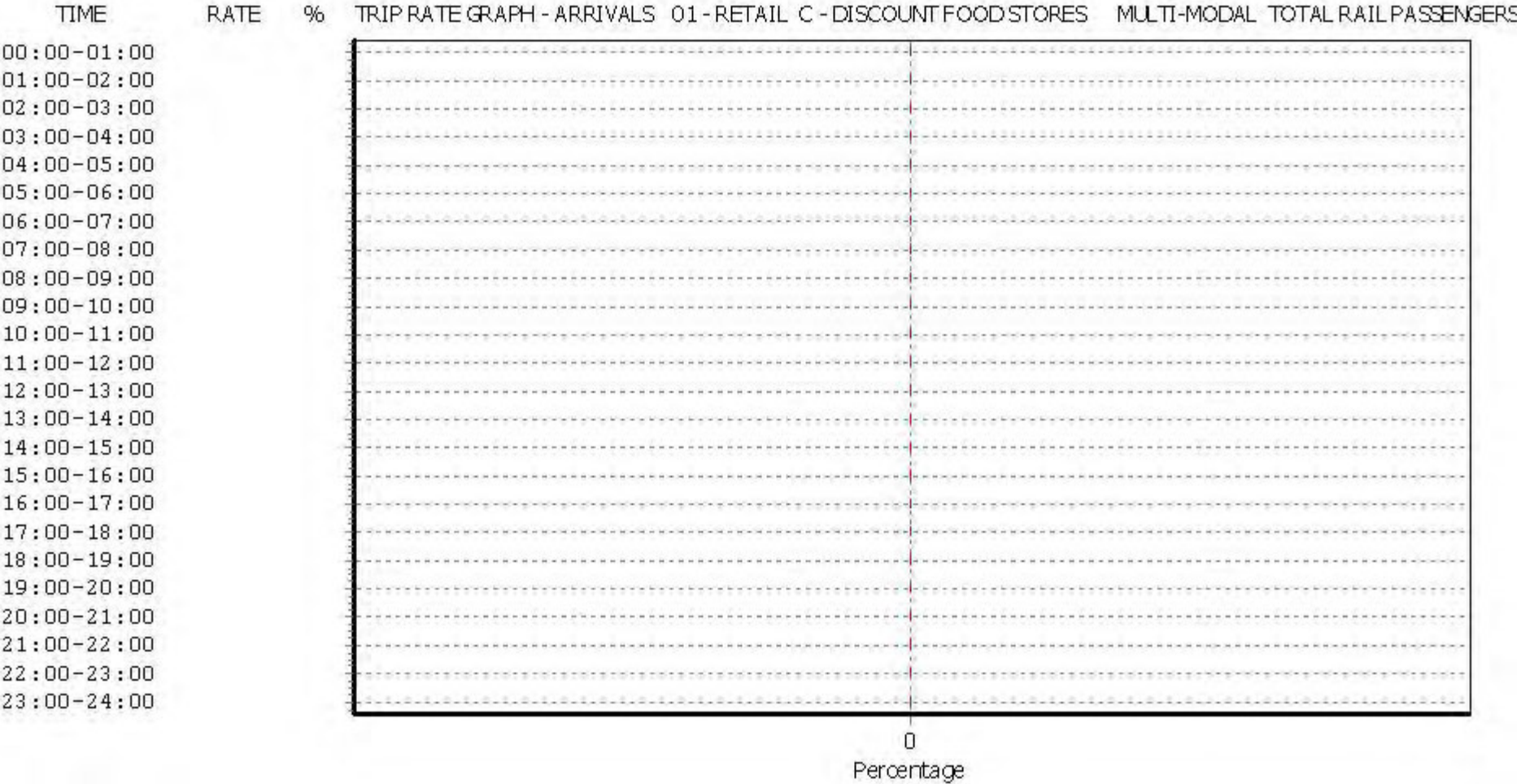
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

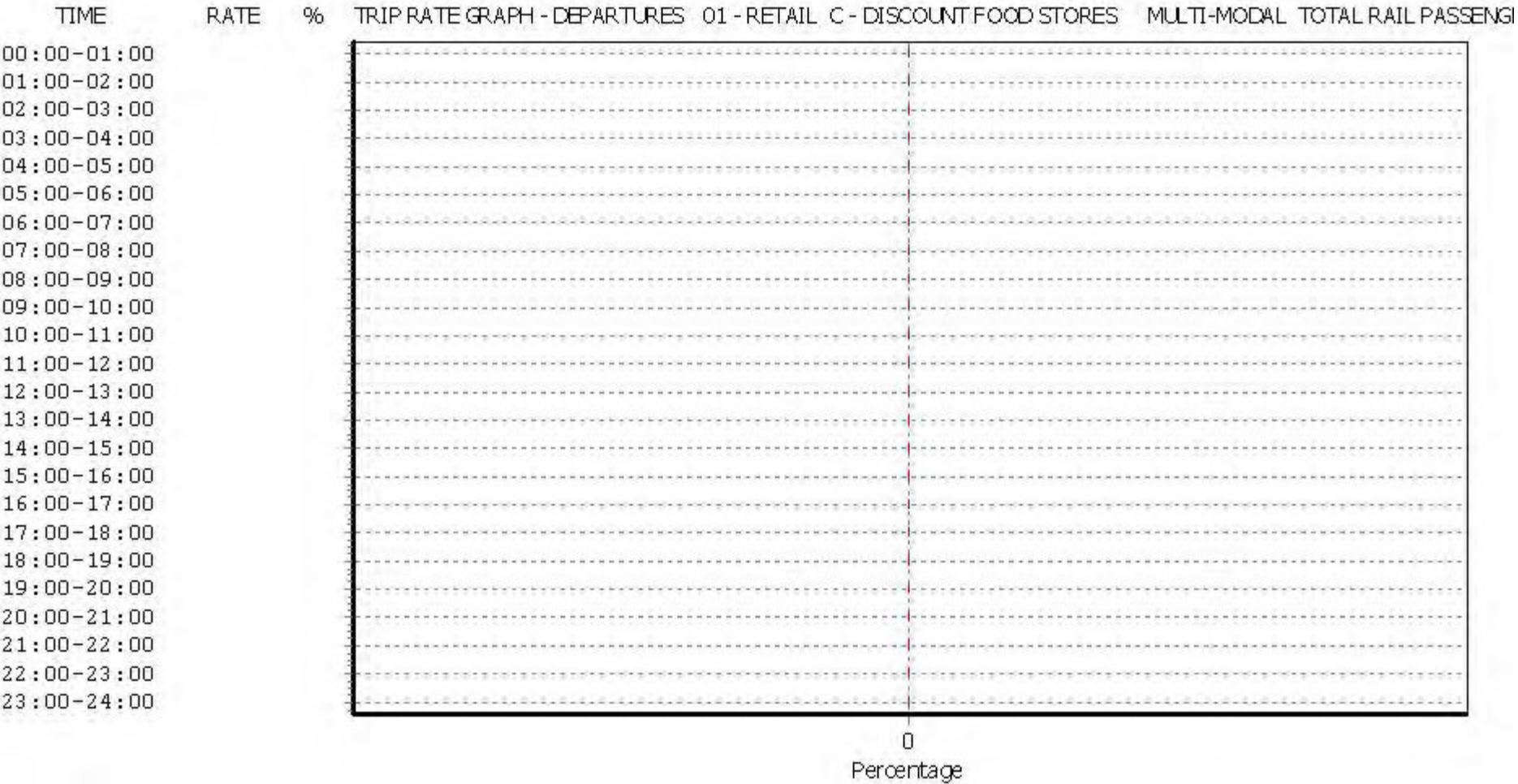
Parameter summary

Trip rate parameter range selected:	1755 - 2635 (units: sqm)
Survey date range:	01/01/09 - 06/04/17
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	2
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

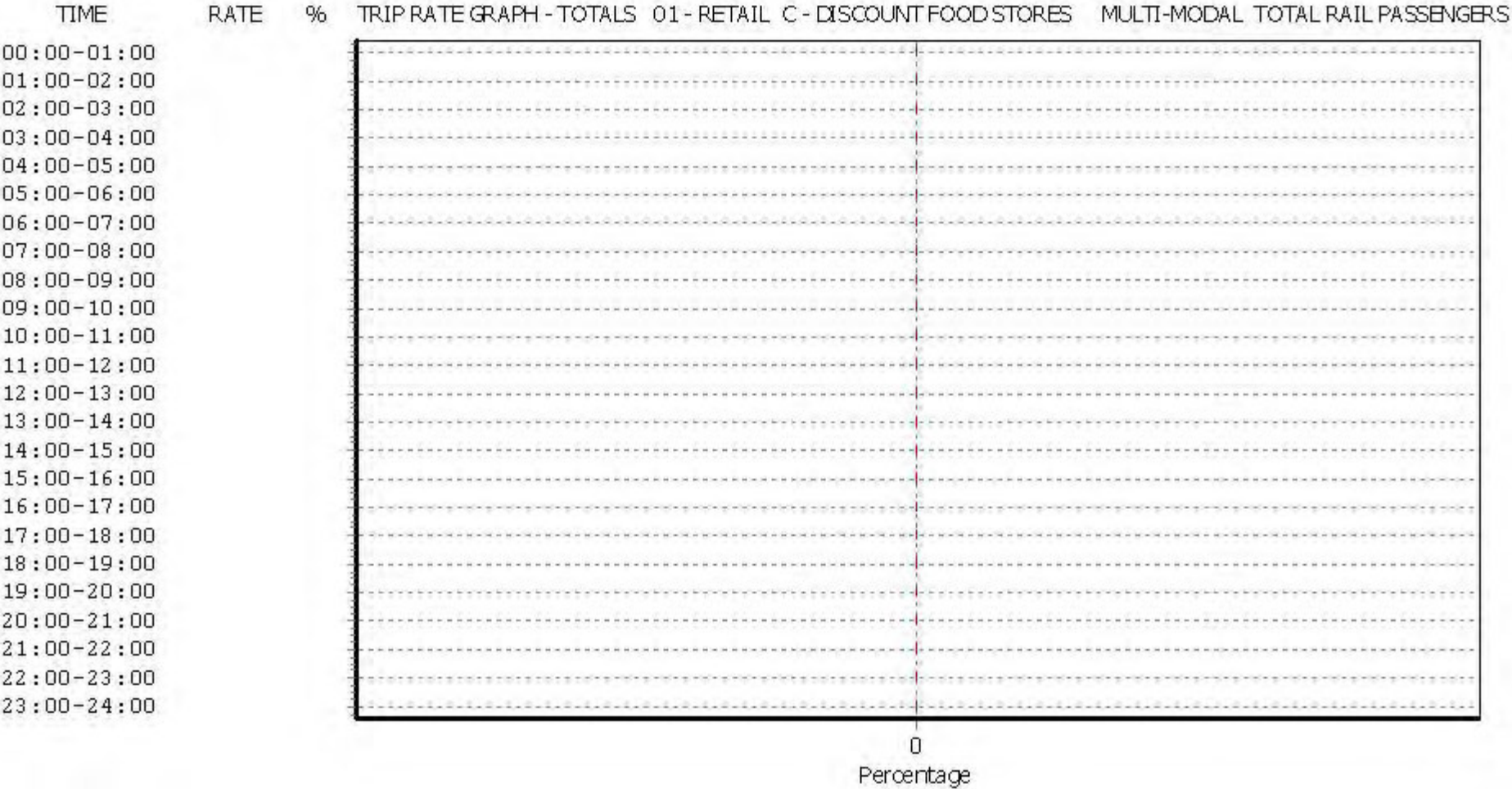
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
09:00 - 10:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
10:00 - 11:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
11:00 - 12:00	2	2195	0.000	2	2195	0.000	2	2195	0.000
12:00 - 13:00	2	2195	0.000	2	2195	0.000	2	2195	0.000
13:00 - 14:00	2	2195	0.000	2	2195	0.000	2	2195	0.000
14:00 - 15:00	2	2195	0.000	2	2195	0.000	2	2195	0.000
15:00 - 16:00	2	2195	0.000	2	2195	0.000	2	2195	0.000
16:00 - 17:00	2	2195	0.000	2	2195	0.000	2	2195	0.000
17:00 - 18:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
18:00 - 19:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
19:00 - 20:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
20:00 - 21:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
21:00 - 22:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.000			0.000			0.000	

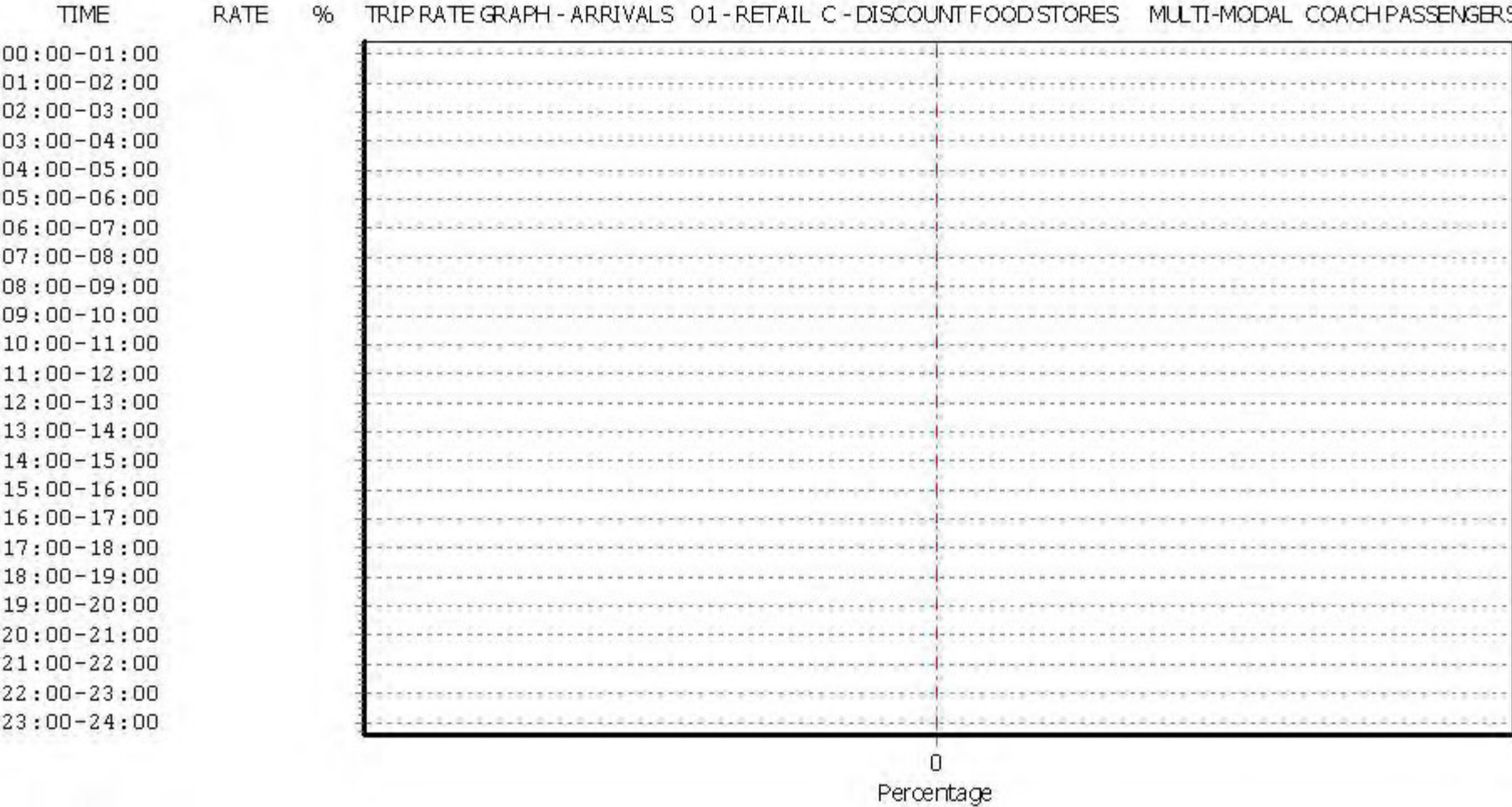
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

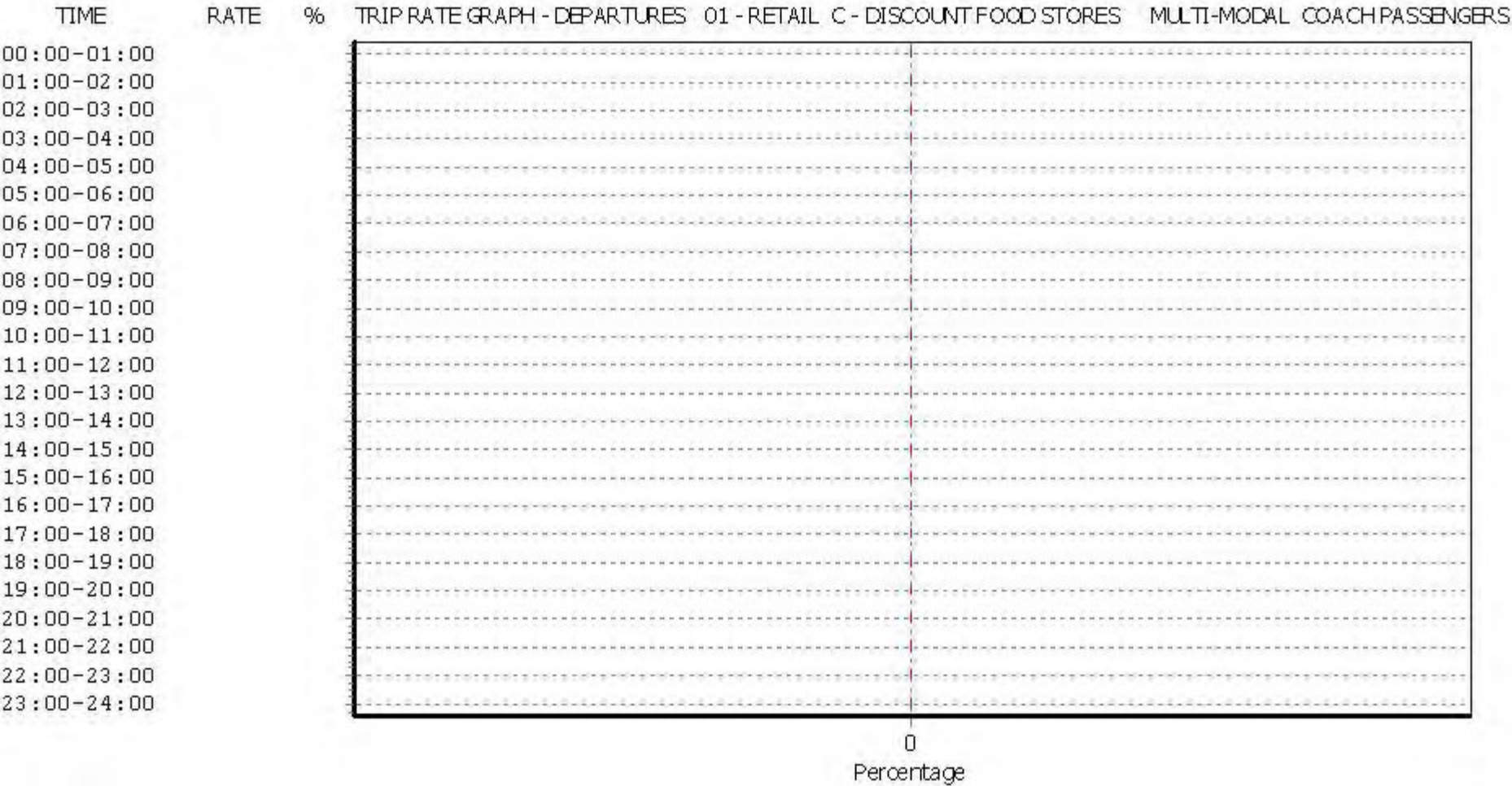
Parameter summary

Trip rate parameter range selected:	1755 - 2635 (units: sqm)
Survey date range:	01/01/09 - 06/04/17
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	2
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

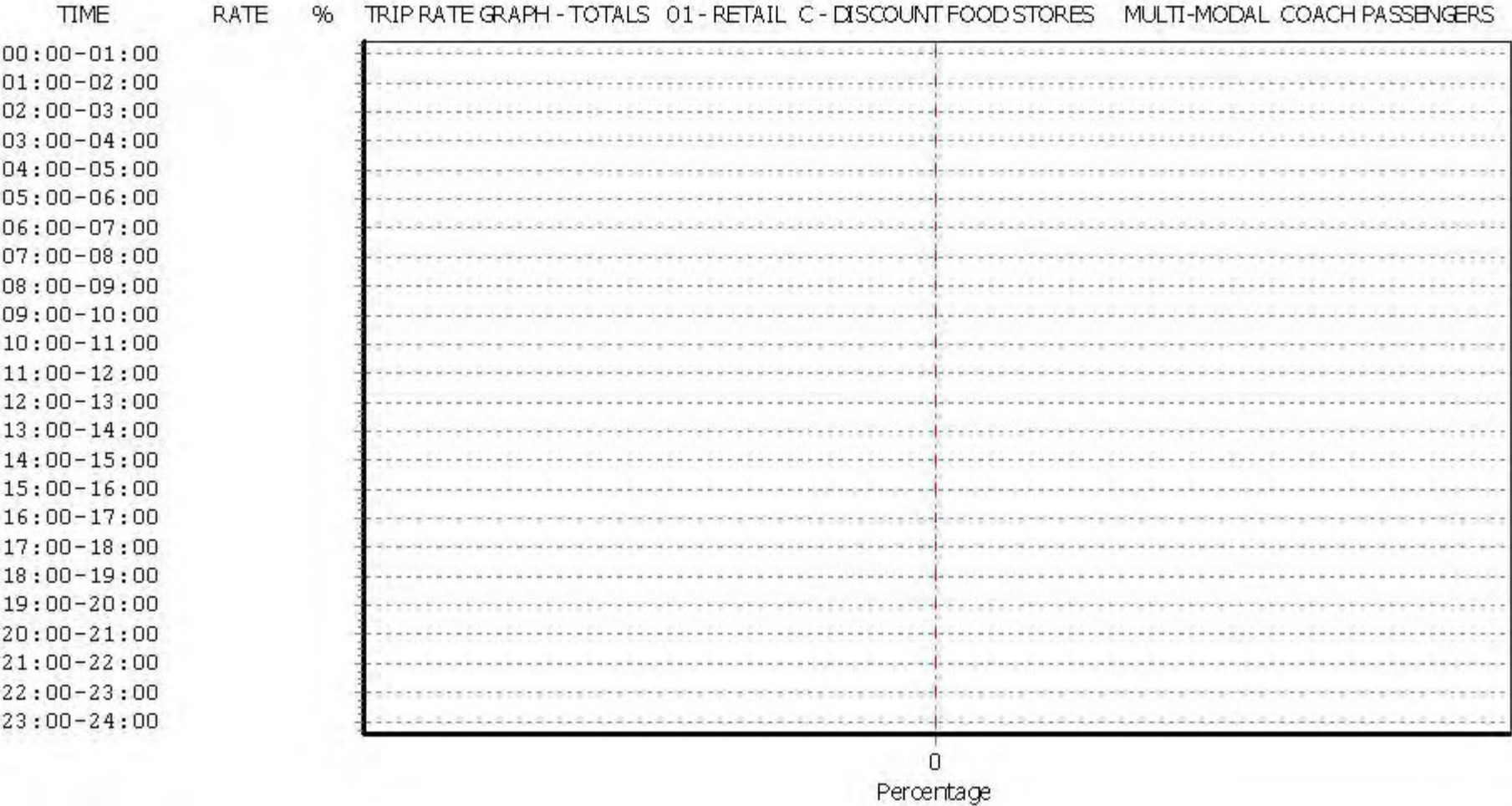
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
09:00 - 10:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
10:00 - 11:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
11:00 - 12:00	2	2195	0.478	2	2195	0.296	2	2195	0.774
12:00 - 13:00	2	2195	0.456	2	2195	0.387	2	2195	0.843
13:00 - 14:00	2	2195	0.501	2	2195	0.342	2	2195	0.843
14:00 - 15:00	2	2195	0.364	2	2195	0.364	2	2195	0.728
15:00 - 16:00	2	2195	0.205	2	2195	0.296	2	2195	0.501
16:00 - 17:00	2	2195	0.091	2	2195	0.410	2	2195	0.501
17:00 - 18:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
18:00 - 19:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
19:00 - 20:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
20:00 - 21:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
21:00 - 22:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.095			2.095			4.190

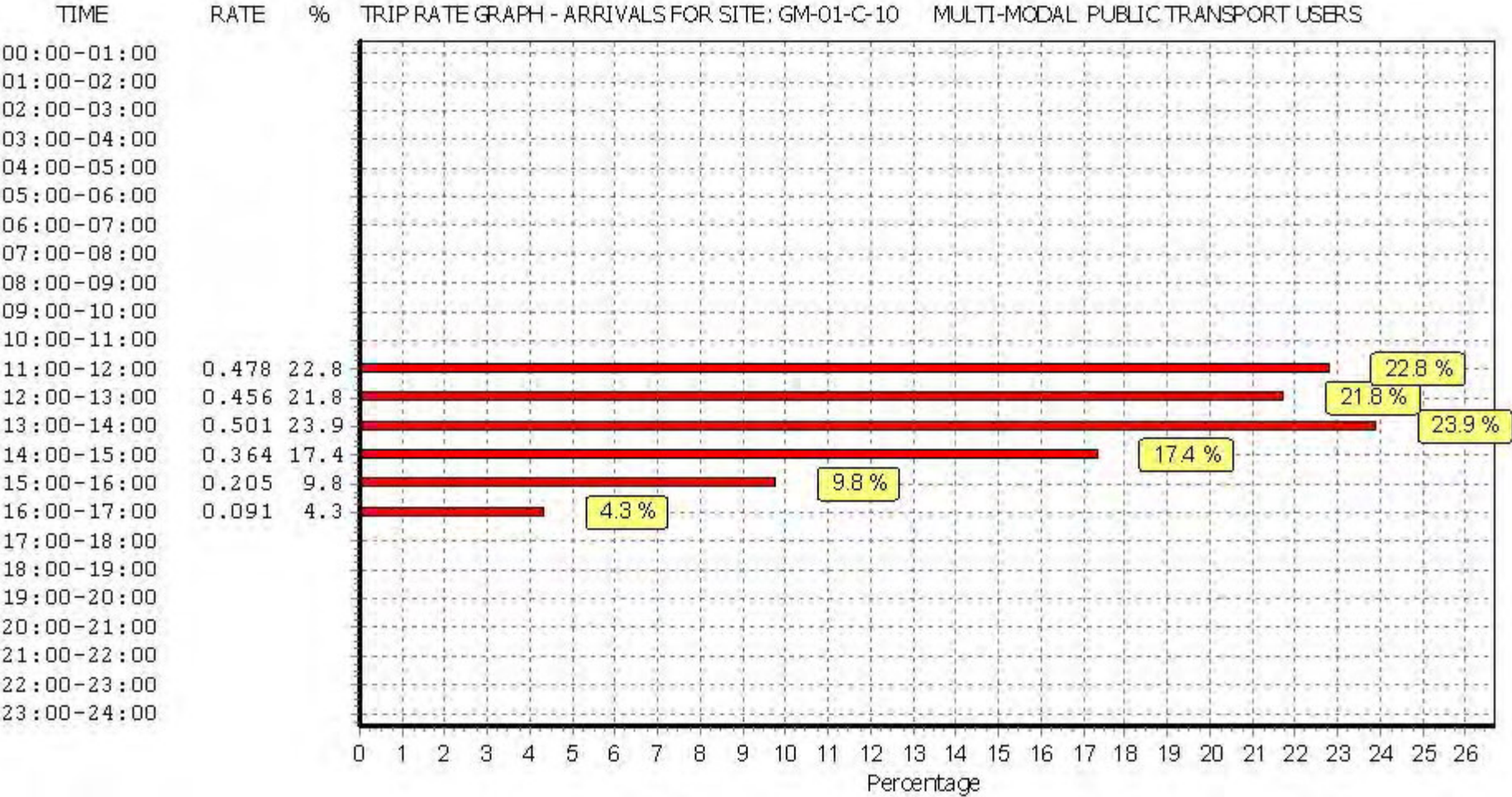
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

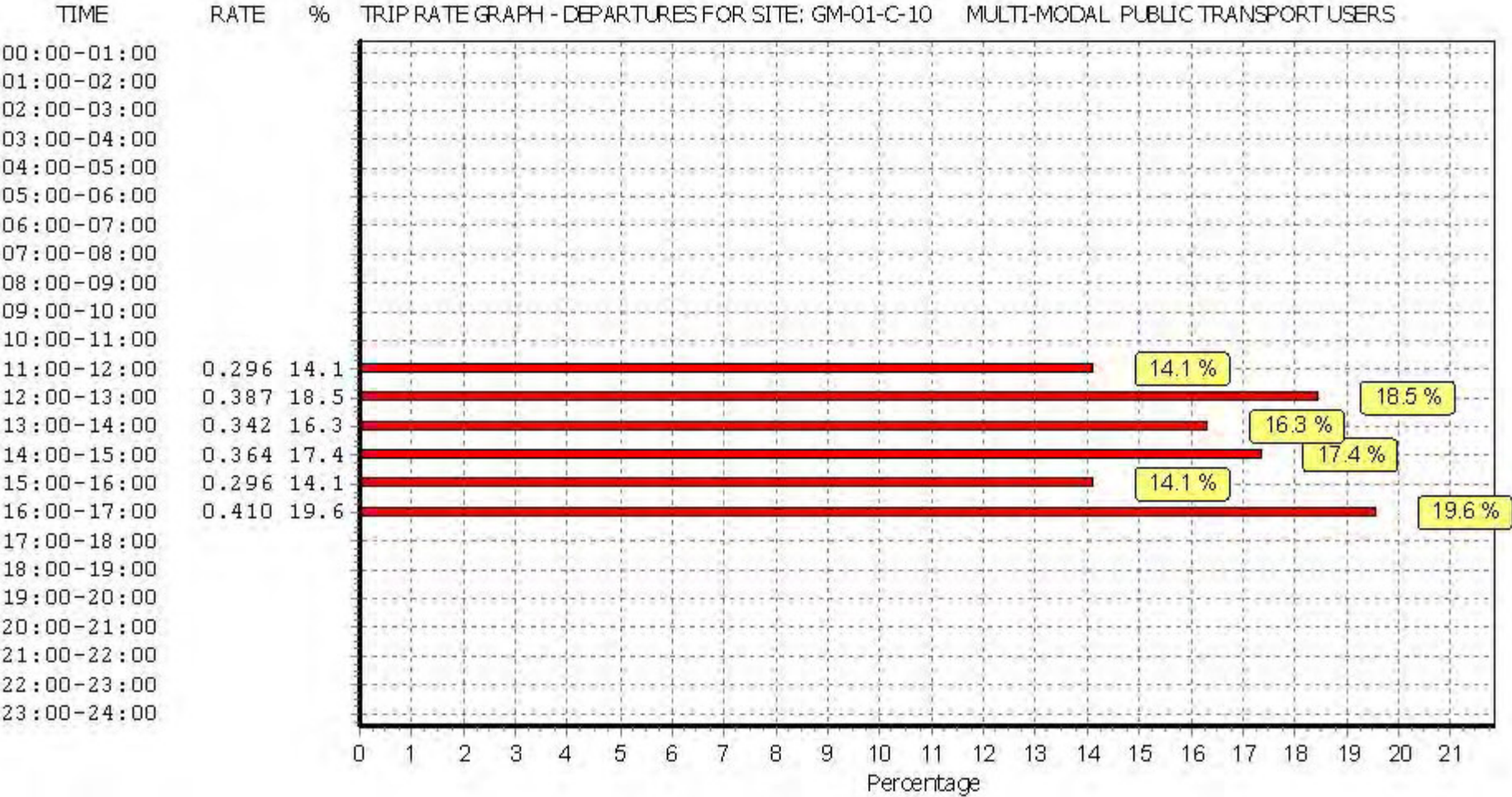
Parameter summary

Trip rate parameter range selected:	1755 - 2635 (units: sqm)
Survey date range:	01/01/09 - 06/04/17
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	2
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

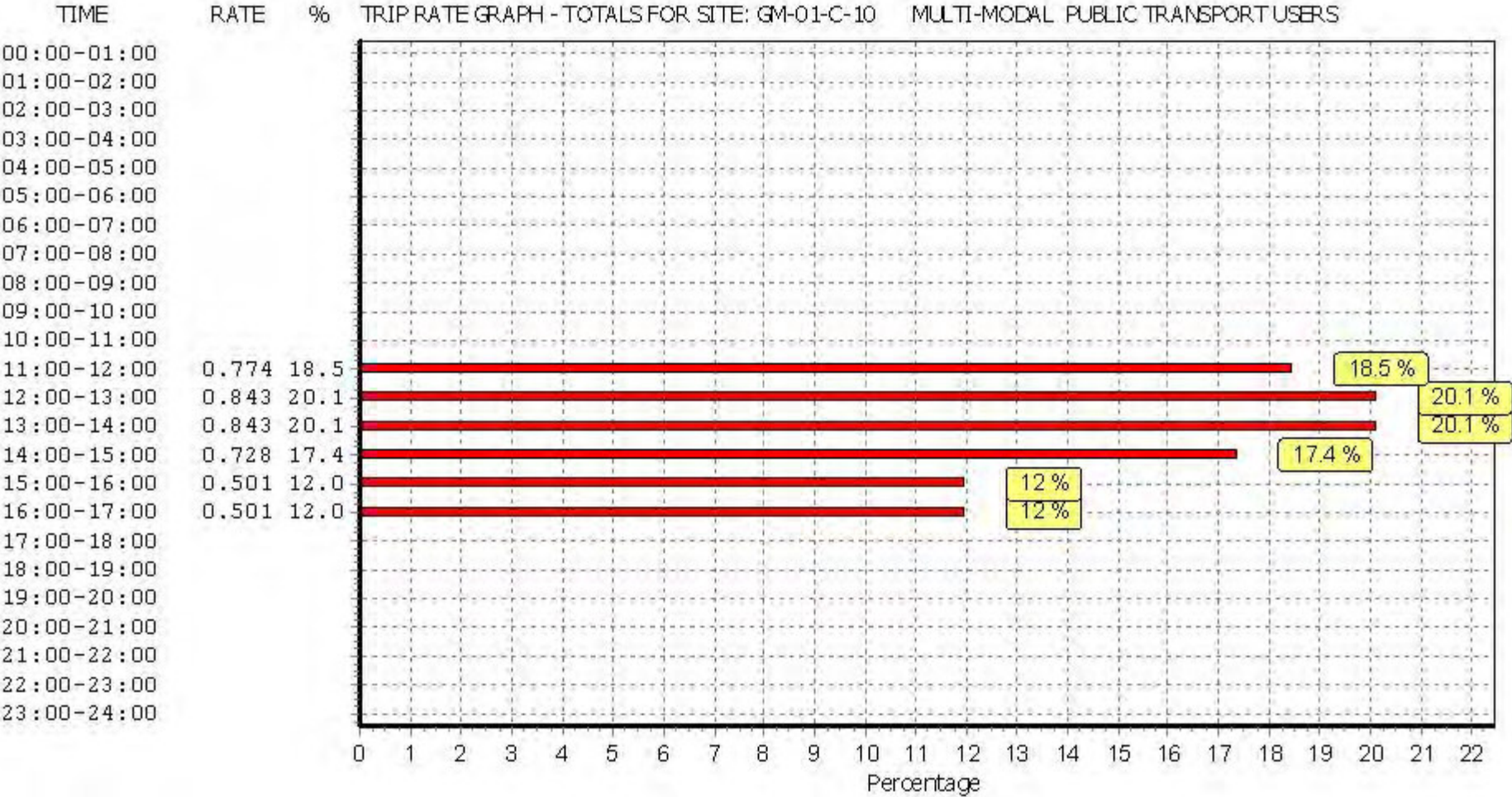
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	1755	0.342	1	1755	0.057	1	1755	0.399
09:00 - 10:00	1	1755	3.704	1	1755	1.709	1	1755	5.413
10:00 - 11:00	1	1755	7.977	1	1755	4.217	1	1755	12.194
11:00 - 12:00	2	2195	8.633	2	2195	9.567	2	2195	18.200
12:00 - 13:00	2	2195	8.223	2	2195	7.677	2	2195	15.900
13:00 - 14:00	2	2195	10.342	2	2195	10.068	2	2195	20.410
14:00 - 15:00	2	2195	8.861	2	2195	9.157	2	2195	18.018
15:00 - 16:00	2	2195	10.501	2	2195	10.023	2	2195	20.524
16:00 - 17:00	2	2195	10.068	2	2195	12.073	2	2195	22.141
17:00 - 18:00	1	1755	6.781	1	1755	6.667	1	1755	13.448
18:00 - 19:00	1	1755	5.470	1	1755	6.439	1	1755	11.909
19:00 - 20:00	1	1755	2.507	1	1755	2.678	1	1755	5.185
20:00 - 21:00	1	1755	2.279	1	1755	2.906	1	1755	5.185
21:00 - 22:00	1	1755	0.000	1	1755	0.228	1	1755	0.228
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			85.688			83.466			169.154

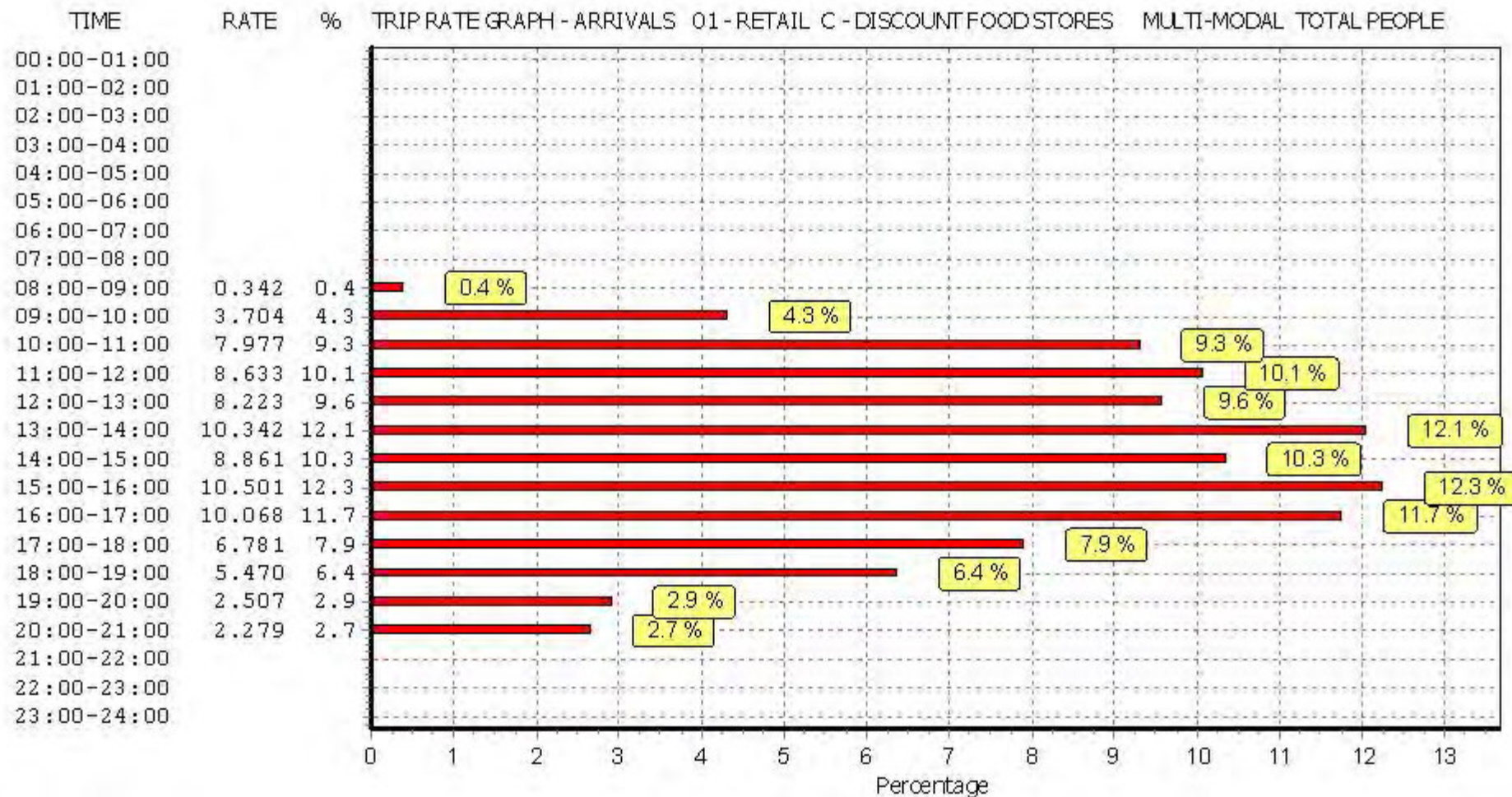
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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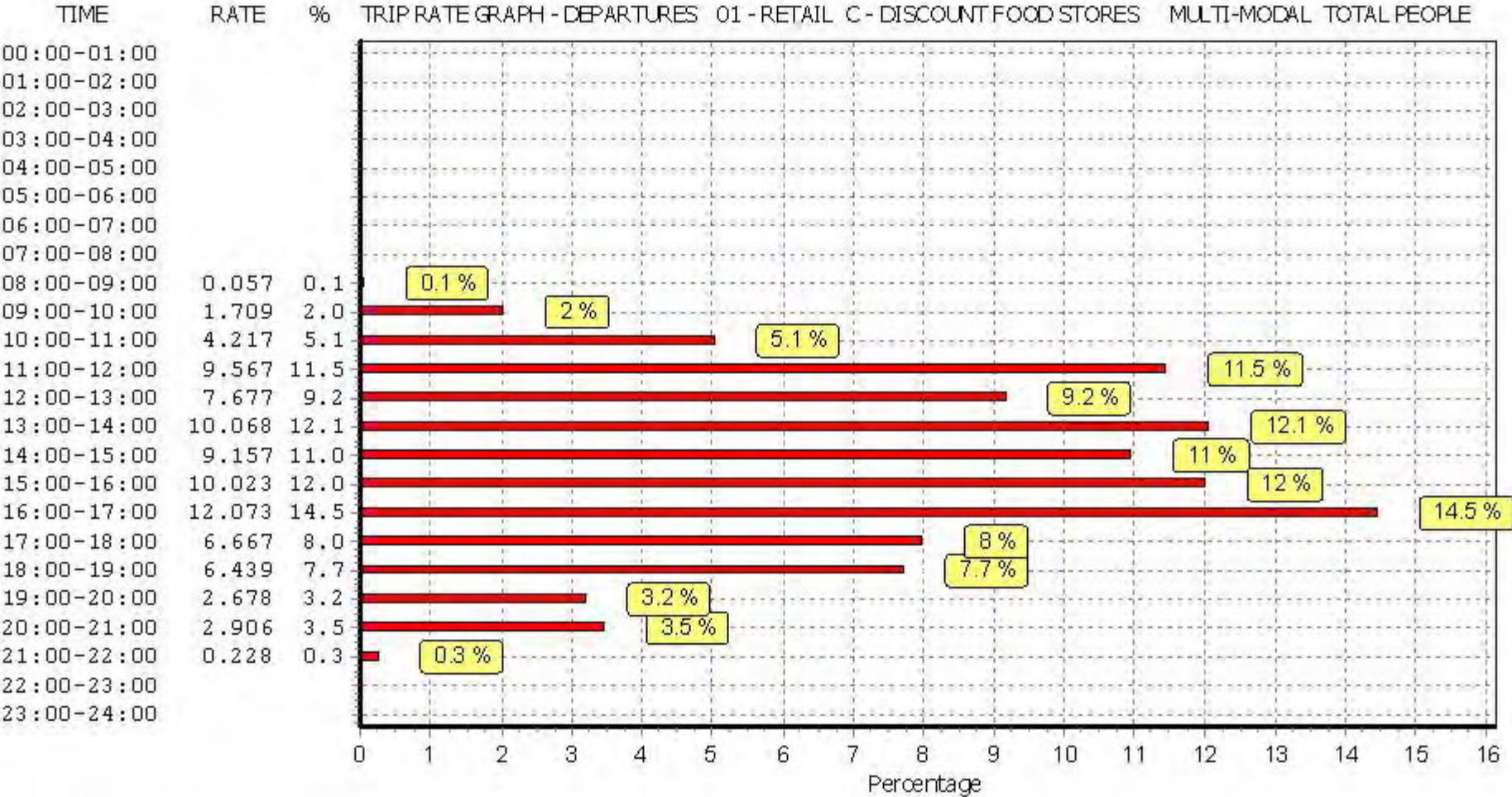
Parameter summary

Trip rate parameter range selected:	1755 - 2635 (units: sqm)
Survey date range:	01/01/09 - 06/04/17
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	2
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

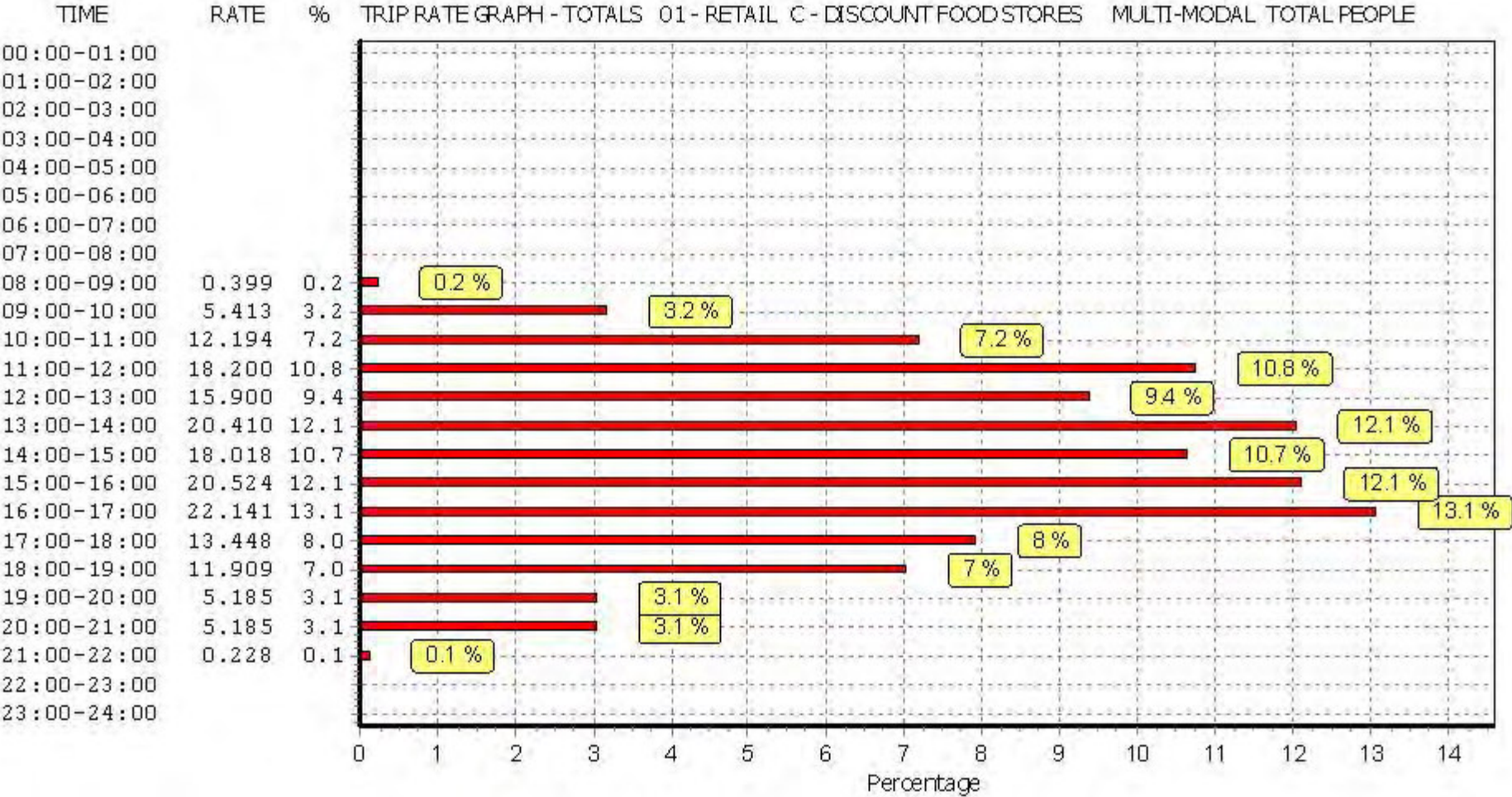
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TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	1755	0.171	1	1755	0.057	1	1755	0.228
09:00 - 10:00	1	1755	2.108	1	1755	0.912	1	1755	3.020
10:00 - 11:00	1	1755	3.818	1	1755	2.393	1	1755	6.211
11:00 - 12:00	2	2195	4.260	2	2195	4.487	2	2195	8.747
12:00 - 13:00	2	2195	3.986	2	2195	3.531	2	2195	7.517
13:00 - 14:00	2	2195	4.920	2	2195	4.305	2	2195	9.225
14:00 - 15:00	2	2195	3.736	2	2195	4.146	2	2195	7.882
15:00 - 16:00	2	2195	4.374	2	2195	4.579	2	2195	8.953
16:00 - 17:00	2	2195	3.918	2	2195	5.148	2	2195	9.066
17:00 - 18:00	1	1755	3.818	1	1755	3.818	1	1755	7.636
18:00 - 19:00	1	1755	3.305	1	1755	3.761	1	1755	7.066
19:00 - 20:00	1	1755	1.595	1	1755	1.709	1	1755	3.304
20:00 - 21:00	1	1755	1.140	1	1755	1.538	1	1755	2.678
21:00 - 22:00	1	1755	0.000	1	1755	0.114	1	1755	0.114
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			41.149			40.498			81.647

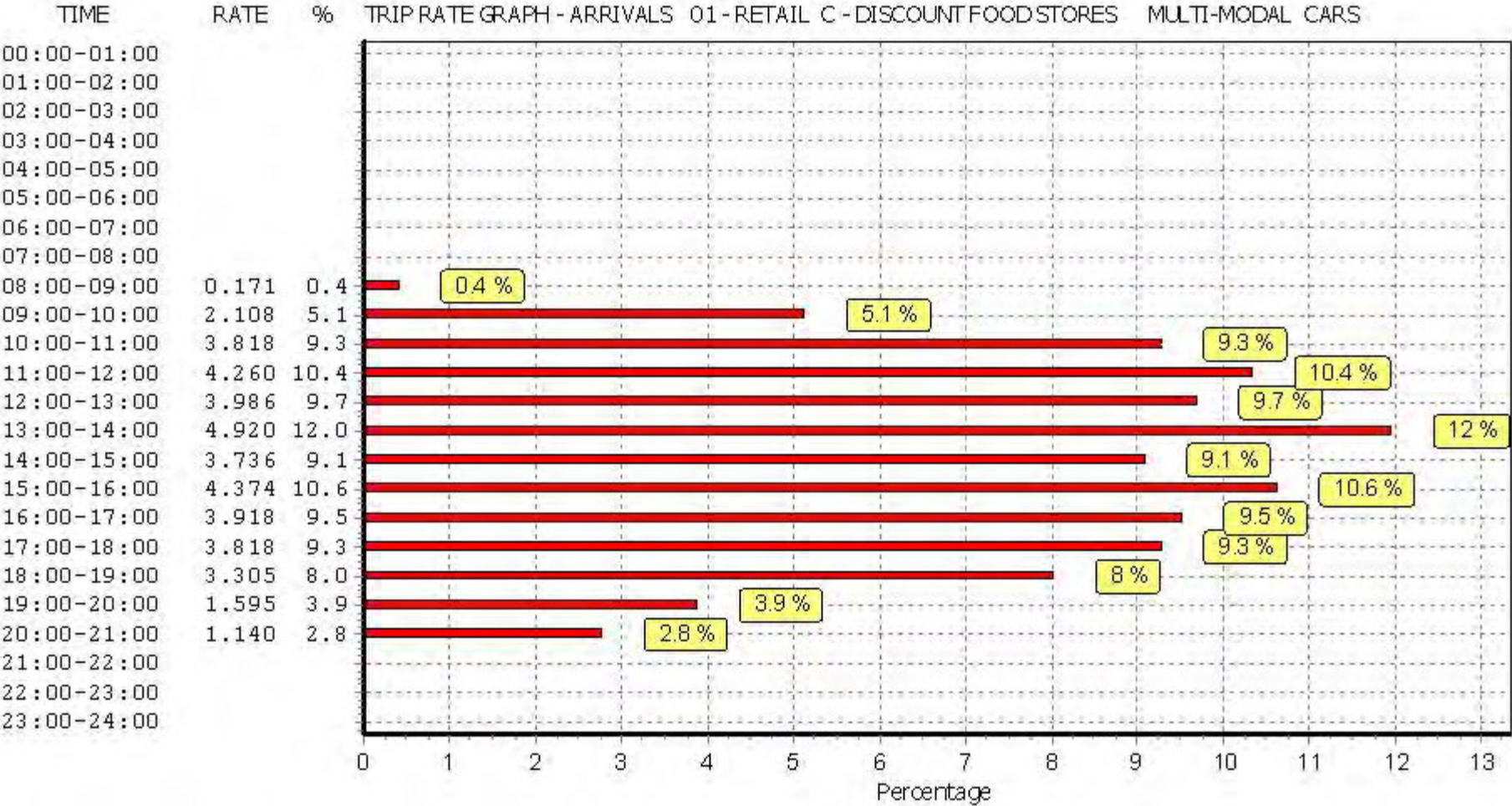
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

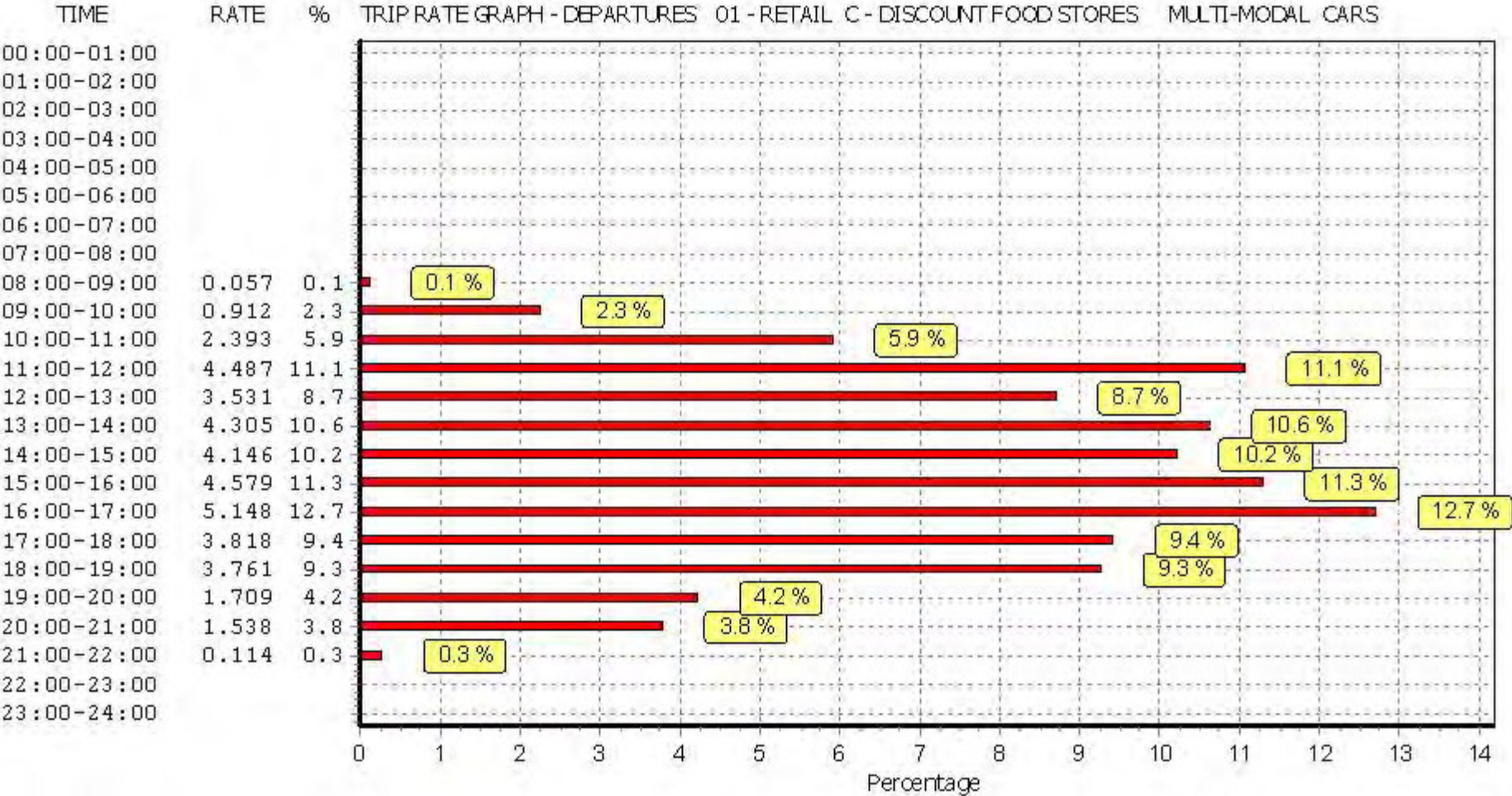
Parameter summary

Trip rate parameter range selected:	1755 - 2635 (units: sqm)
Survey date range:	01/01/09 - 06/04/17
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	2
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

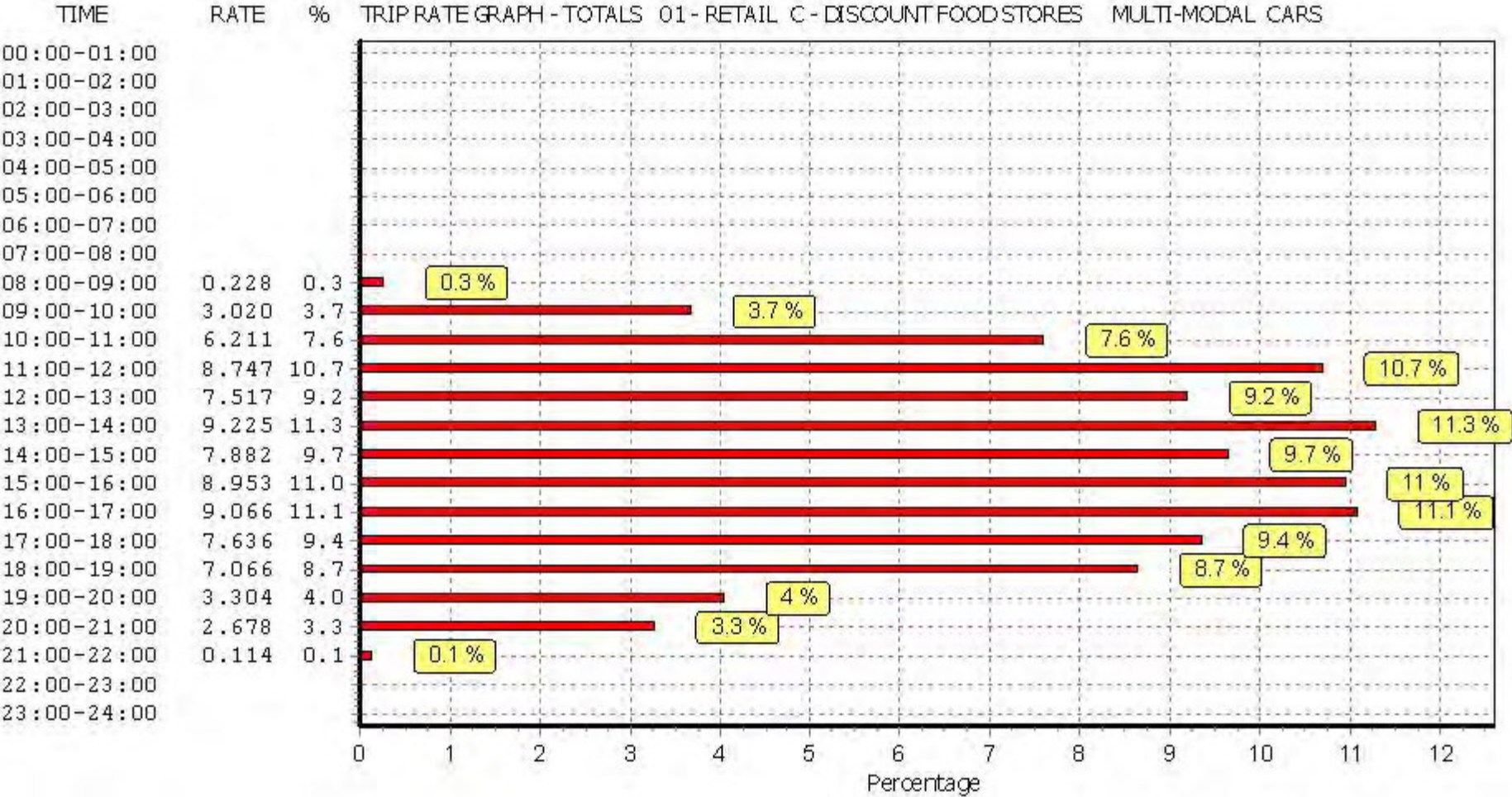
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
09:00 - 10:00	1	1755	0.228	1	1755	0.057	1	1755	0.285
10:00 - 11:00	1	1755	0.627	1	1755	0.114	1	1755	0.741
11:00 - 12:00	2	2195	0.182	2	2195	0.273	2	2195	0.455
12:00 - 13:00	2	2195	0.137	2	2195	0.182	2	2195	0.319
13:00 - 14:00	2	2195	0.182	2	2195	0.228	2	2195	0.410
14:00 - 15:00	2	2195	0.159	2	2195	0.114	2	2195	0.273
15:00 - 16:00	2	2195	0.251	2	2195	0.228	2	2195	0.479
16:00 - 17:00	2	2195	0.182	2	2195	0.296	2	2195	0.478
17:00 - 18:00	1	1755	0.114	1	1755	0.171	1	1755	0.285
18:00 - 19:00	1	1755	0.228	1	1755	0.228	1	1755	0.456
19:00 - 20:00	1	1755	0.000	1	1755	0.057	1	1755	0.057
20:00 - 21:00	1	1755	0.114	1	1755	0.114	1	1755	0.228
21:00 - 22:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.404			2.062			4.466

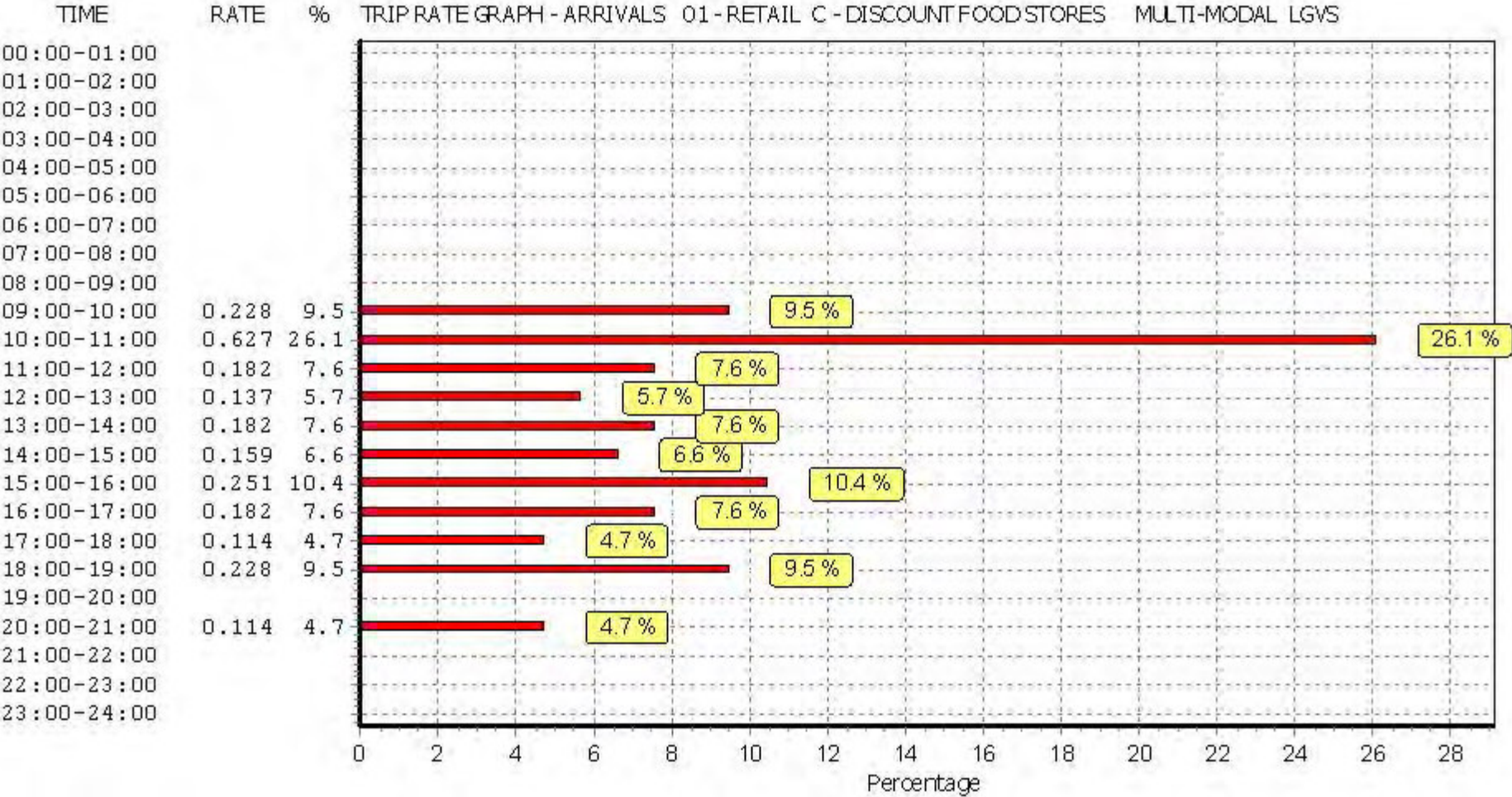
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

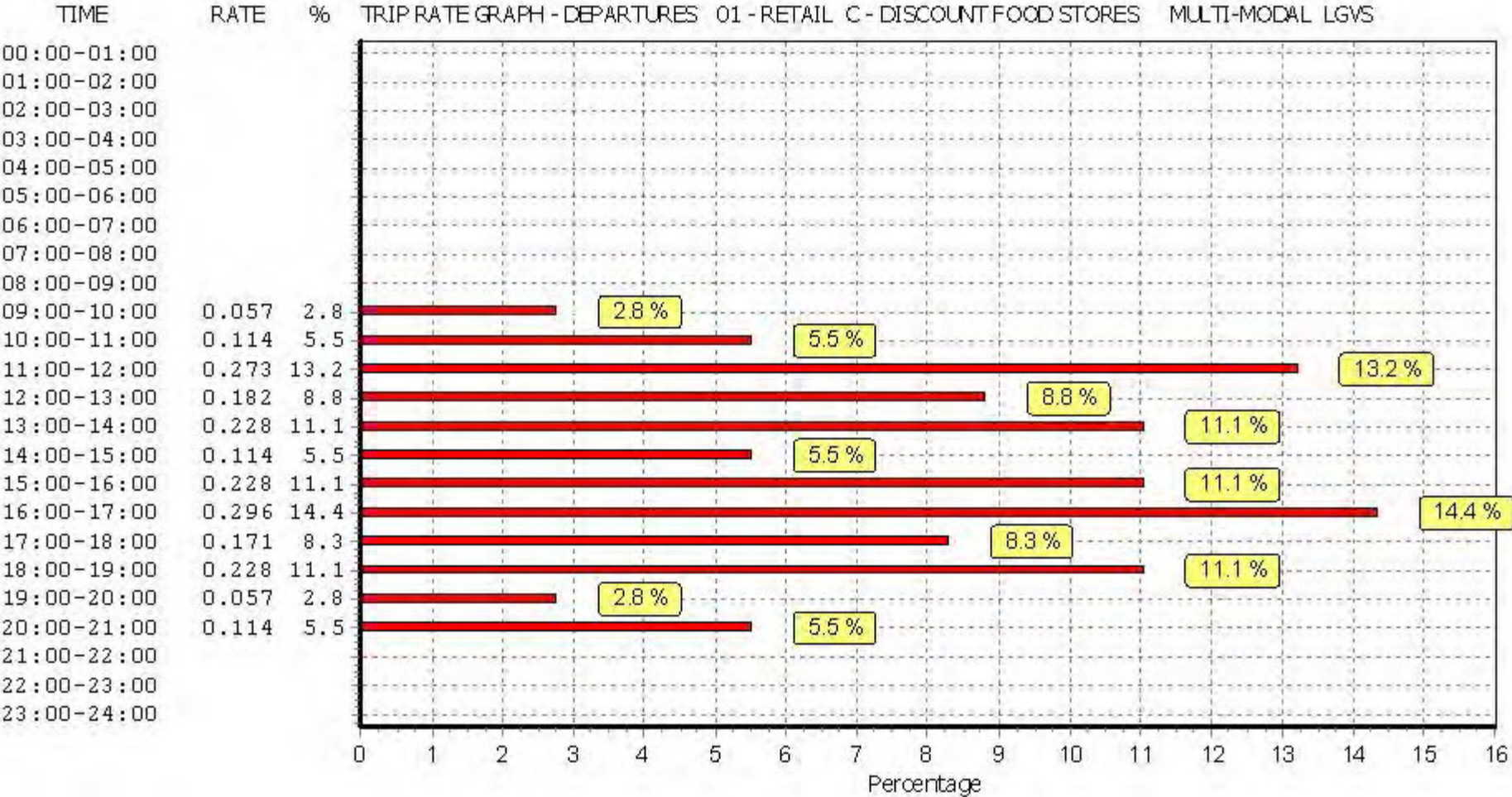
Parameter summary

Trip rate parameter range selected:	1755 - 2635 (units: sqm)
Survey date range:	01/01/09 - 06/04/17
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	2
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

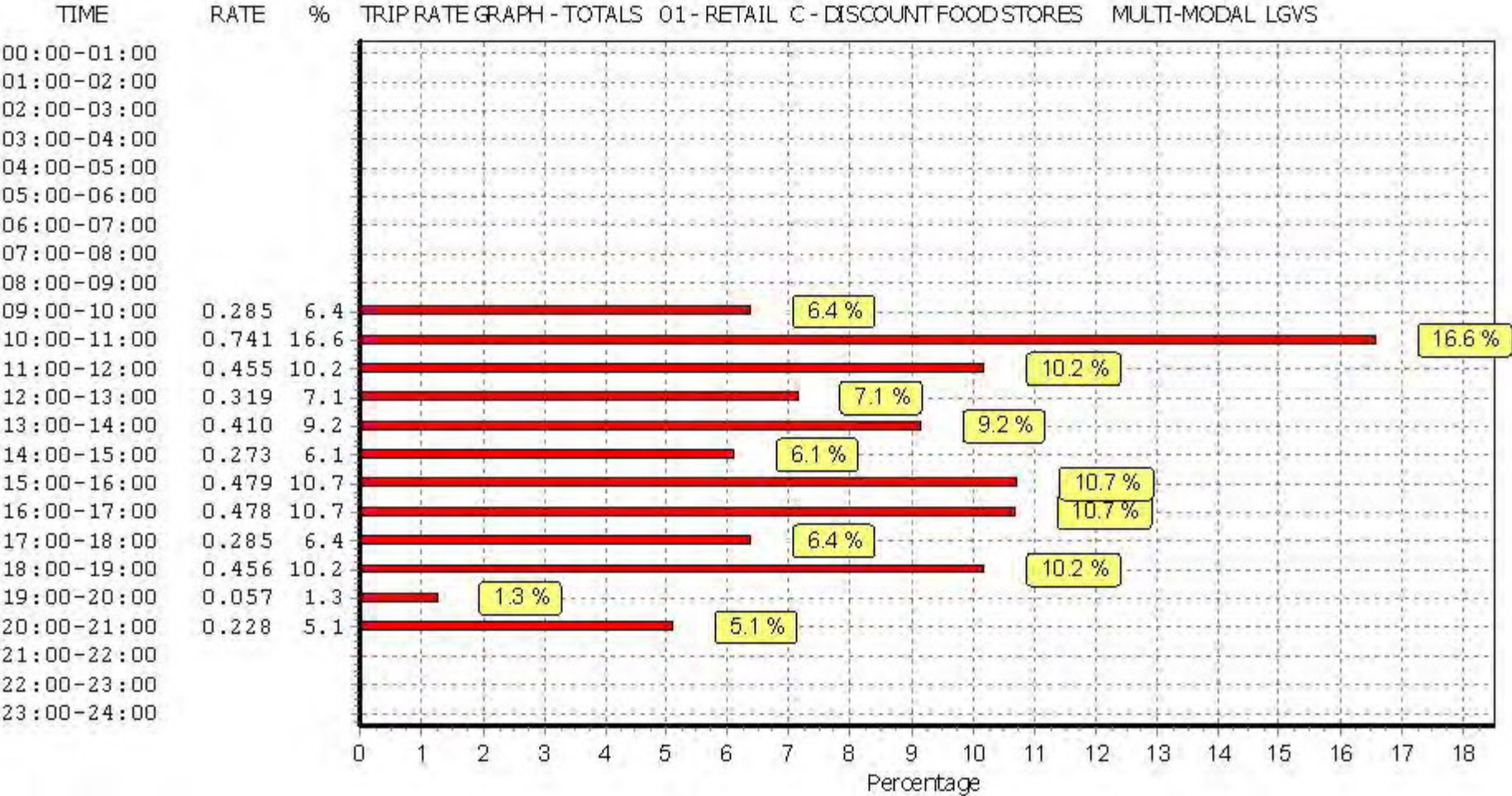
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
09:00 - 10:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
10:00 - 11:00	1	1755	0.057	1	1755	0.000	1	1755	0.057
11:00 - 12:00	2	2195	0.023	2	2195	0.023	2	2195	0.046
12:00 - 13:00	2	2195	0.000	2	2195	0.000	2	2195	0.000
13:00 - 14:00	2	2195	0.000	2	2195	0.023	2	2195	0.023
14:00 - 15:00	2	2195	0.068	2	2195	0.046	2	2195	0.114
15:00 - 16:00	2	2195	0.023	2	2195	0.046	2	2195	0.069
16:00 - 17:00	2	2195	0.000	2	2195	0.023	2	2195	0.023
17:00 - 18:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
18:00 - 19:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
19:00 - 20:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
20:00 - 21:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
21:00 - 22:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.171			0.161			0.332

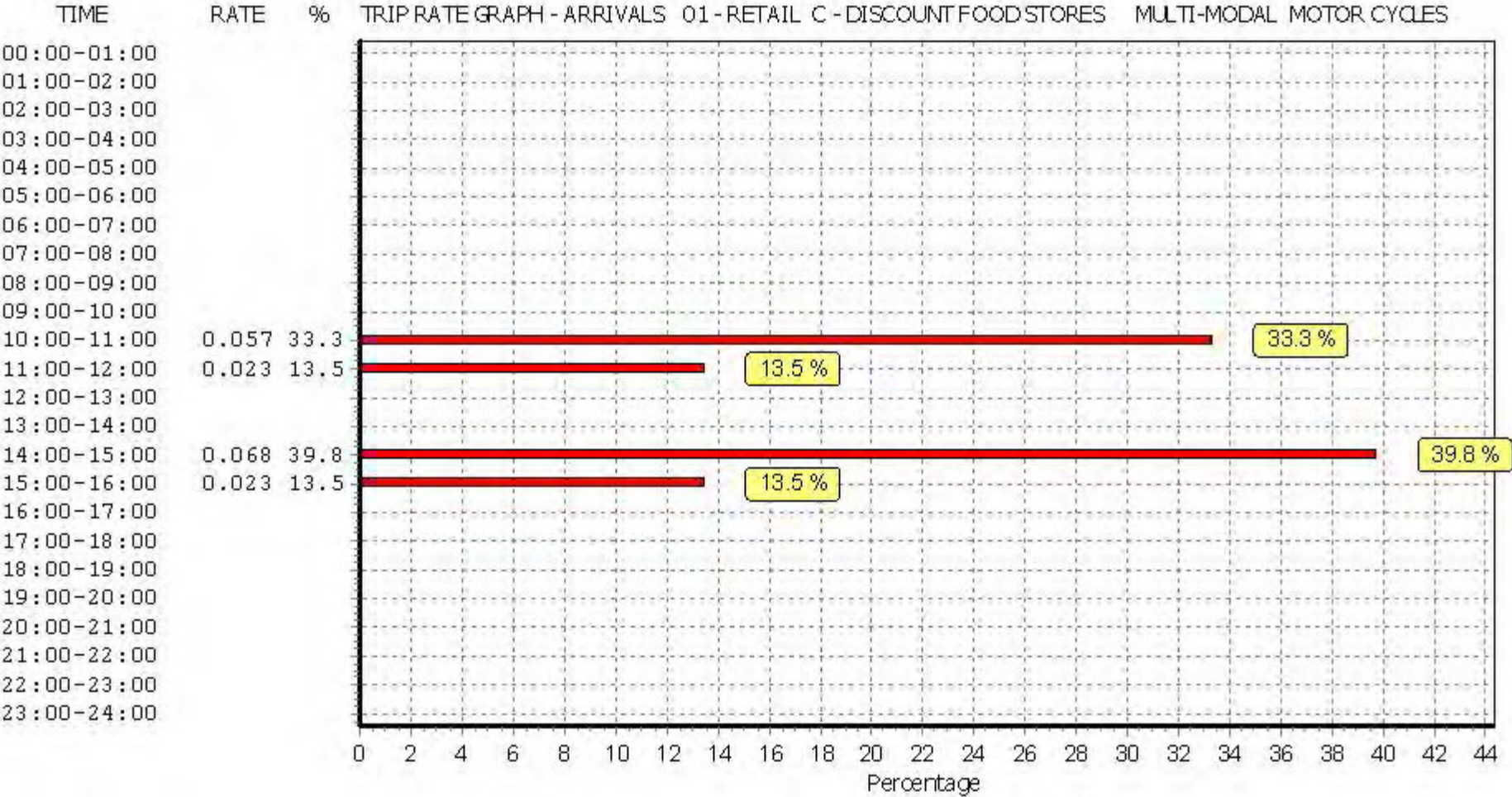
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

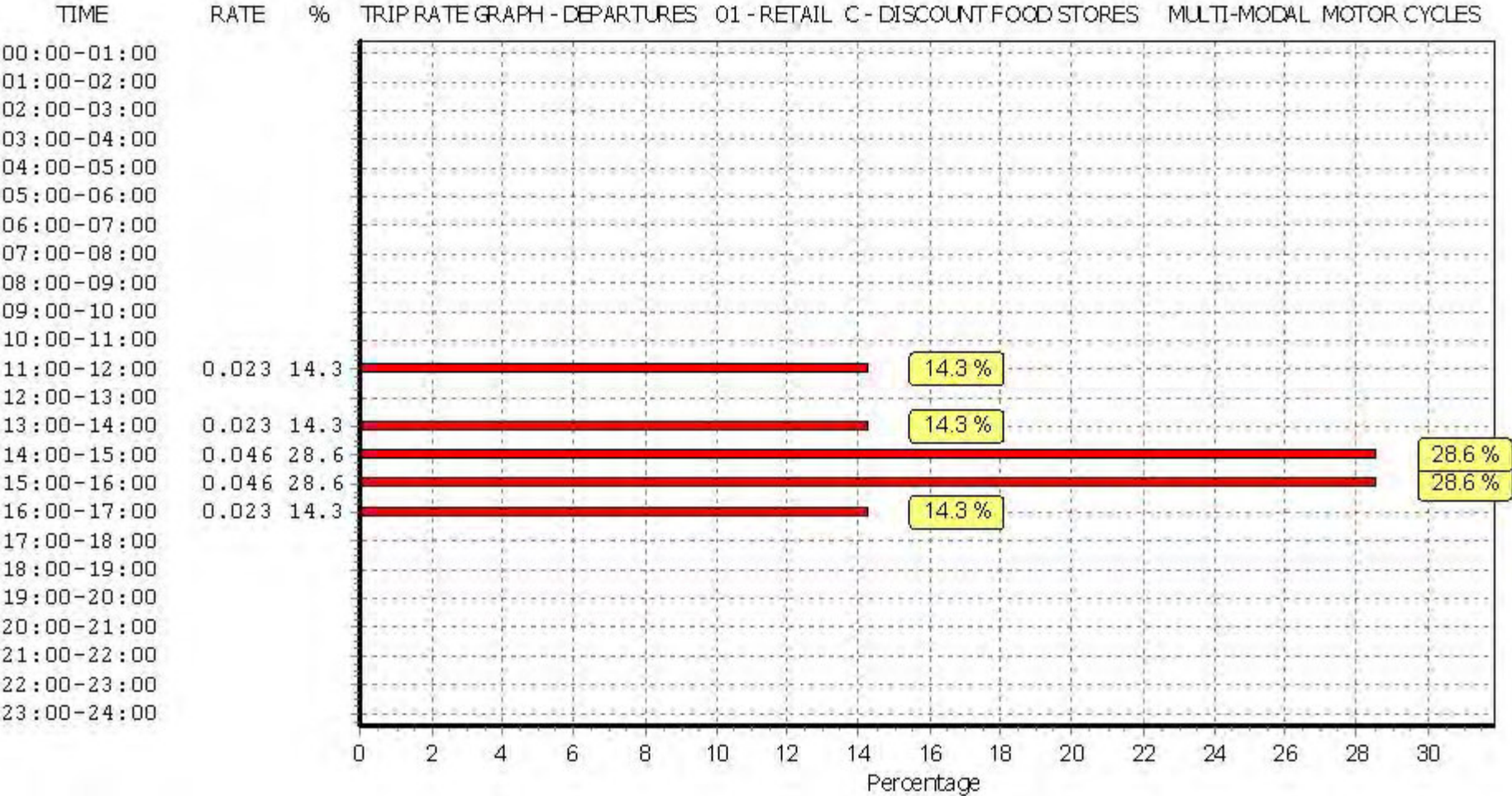
Parameter summary

Trip rate parameter range selected:	1755 - 2635 (units: sqm)
Survey date range:	01/01/09 - 06/04/17
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	2
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

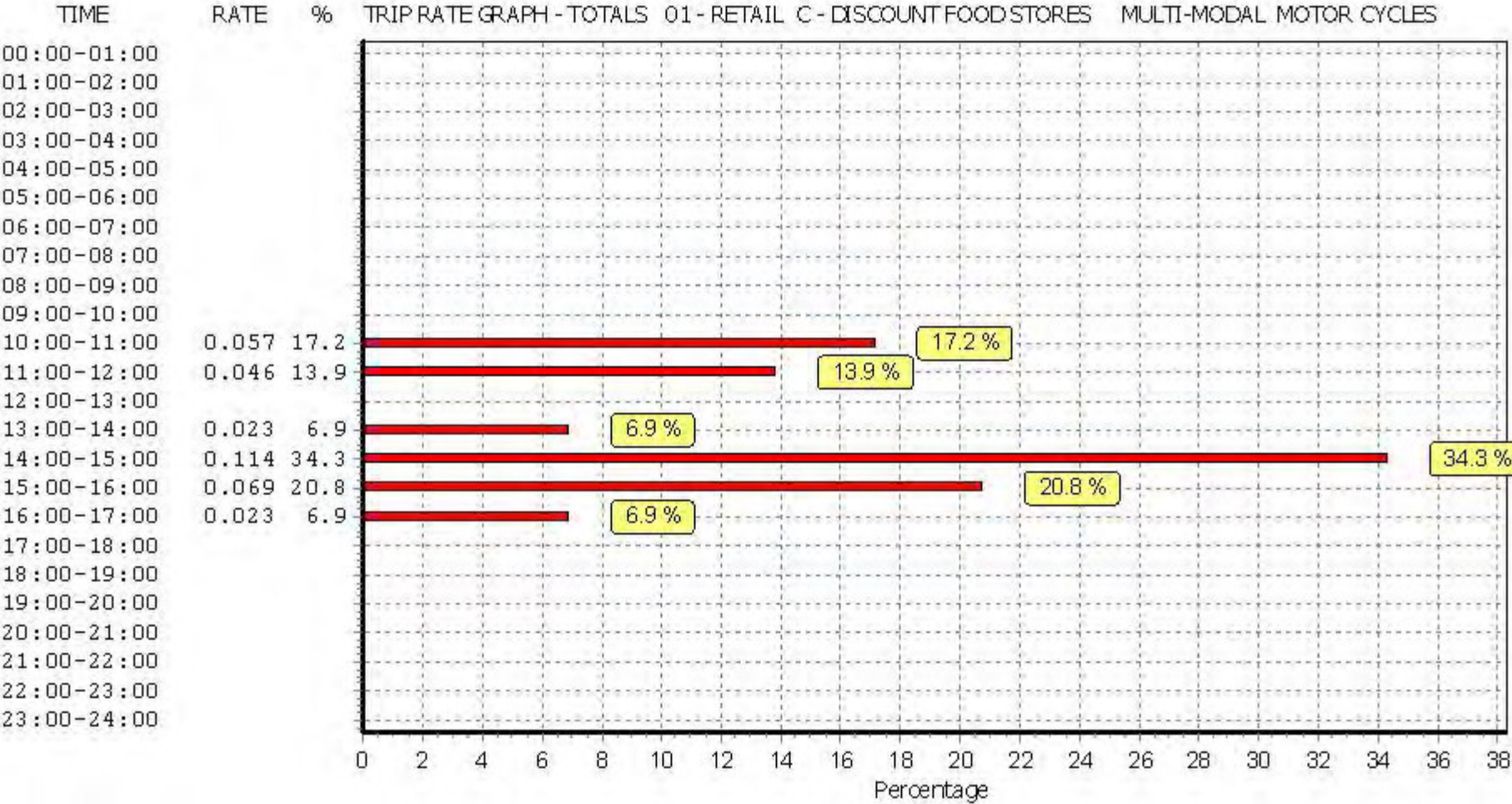
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
09:00 - 10:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
10:00 - 11:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
11:00 - 12:00	2	2195	0.000	2	2195	0.000	2	2195	0.000
12:00 - 13:00	2	2195	0.000	2	2195	0.000	2	2195	0.000
13:00 - 14:00	2	2195	0.000	2	2195	0.000	2	2195	0.000
14:00 - 15:00	2	2195	0.000	2	2195	0.000	2	2195	0.000
15:00 - 16:00	2	2195	0.000	2	2195	0.000	2	2195	0.000
16:00 - 17:00	2	2195	0.000	2	2195	0.000	2	2195	0.000
17:00 - 18:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
18:00 - 19:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
19:00 - 20:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
20:00 - 21:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
21:00 - 22:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.000			0.000			0.000	

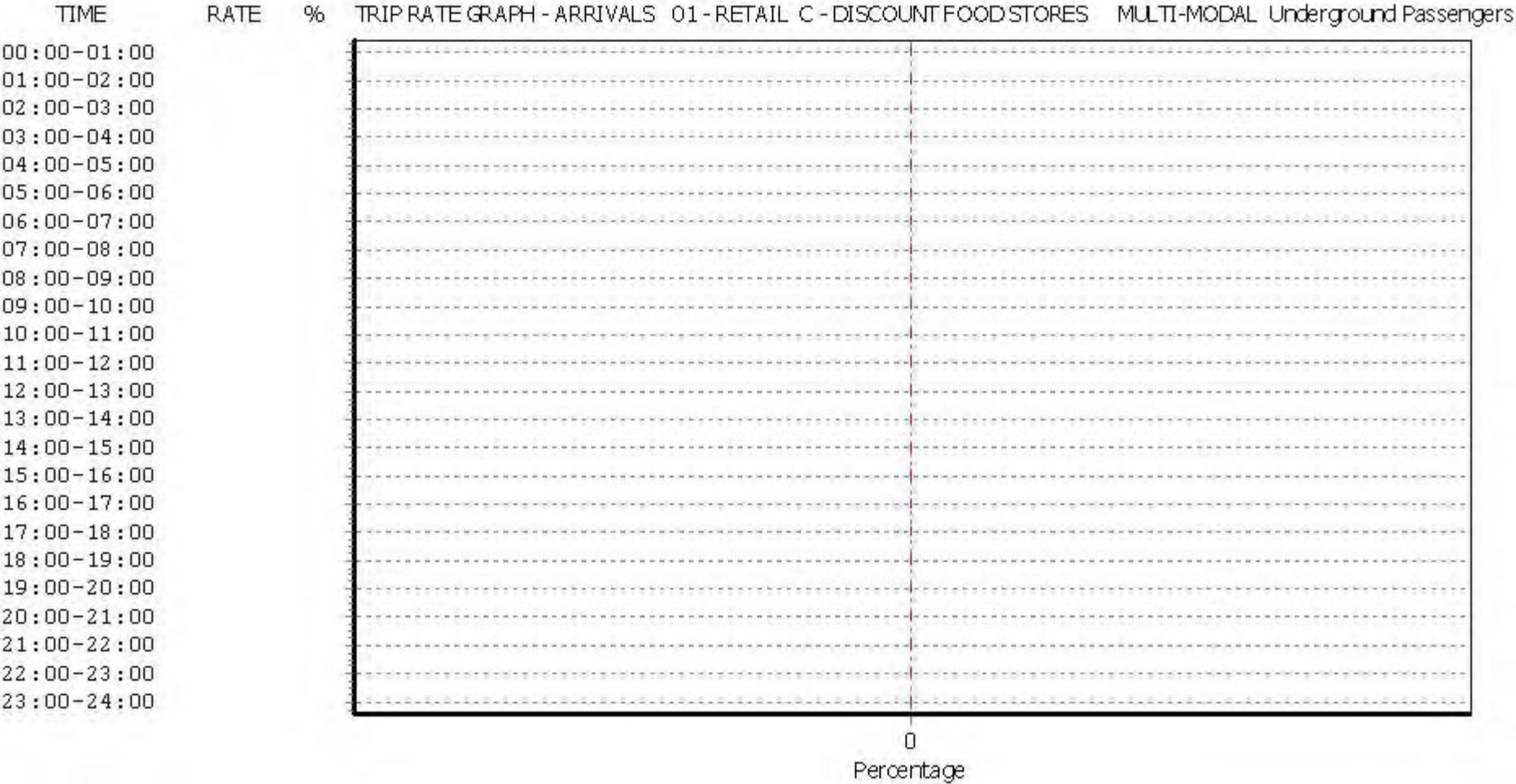
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

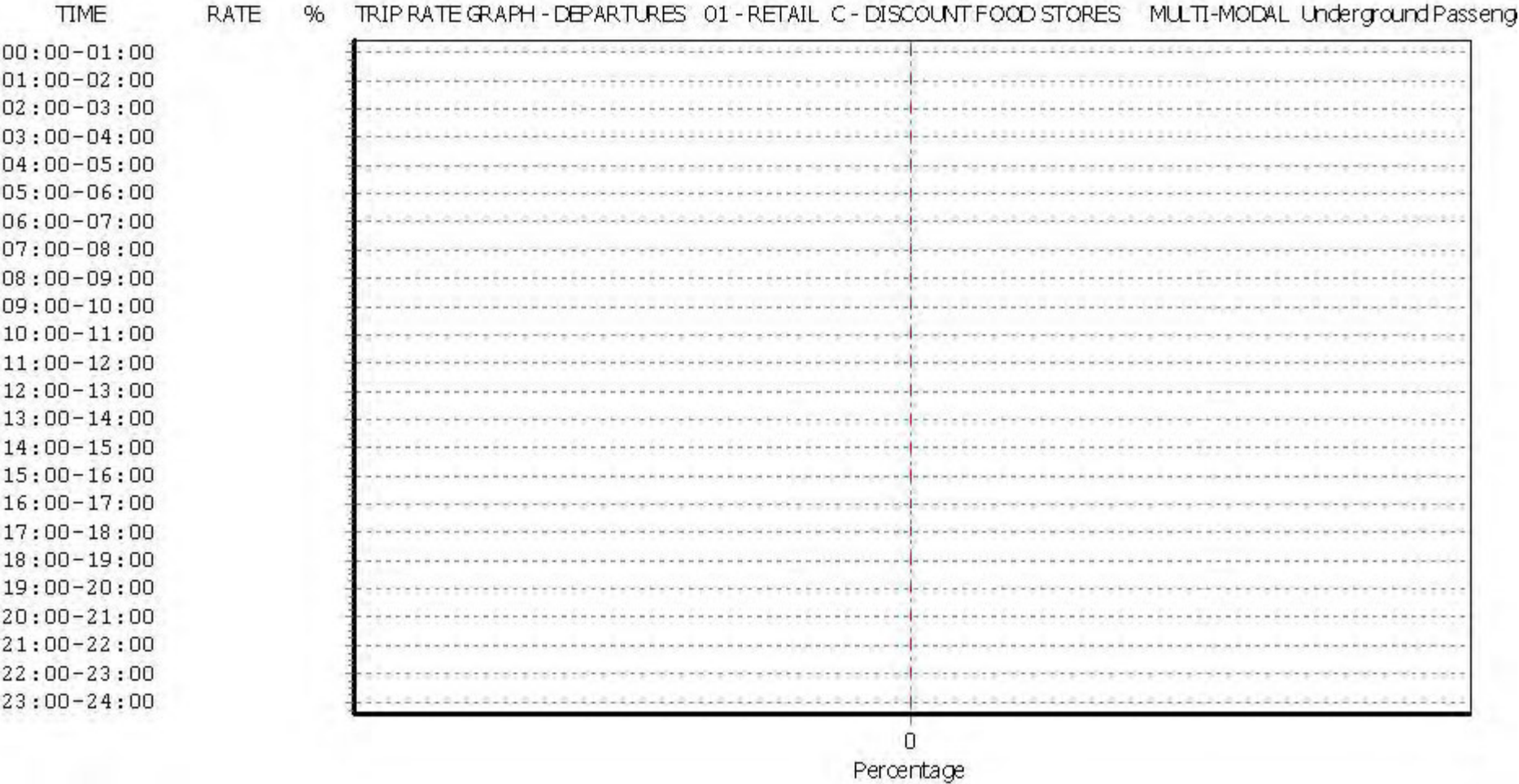
Parameter summary

Trip rate parameter range selected:	1755 - 2635 (units: sqm)
Survey date range:	01/01/09 - 06/04/17
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	2
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

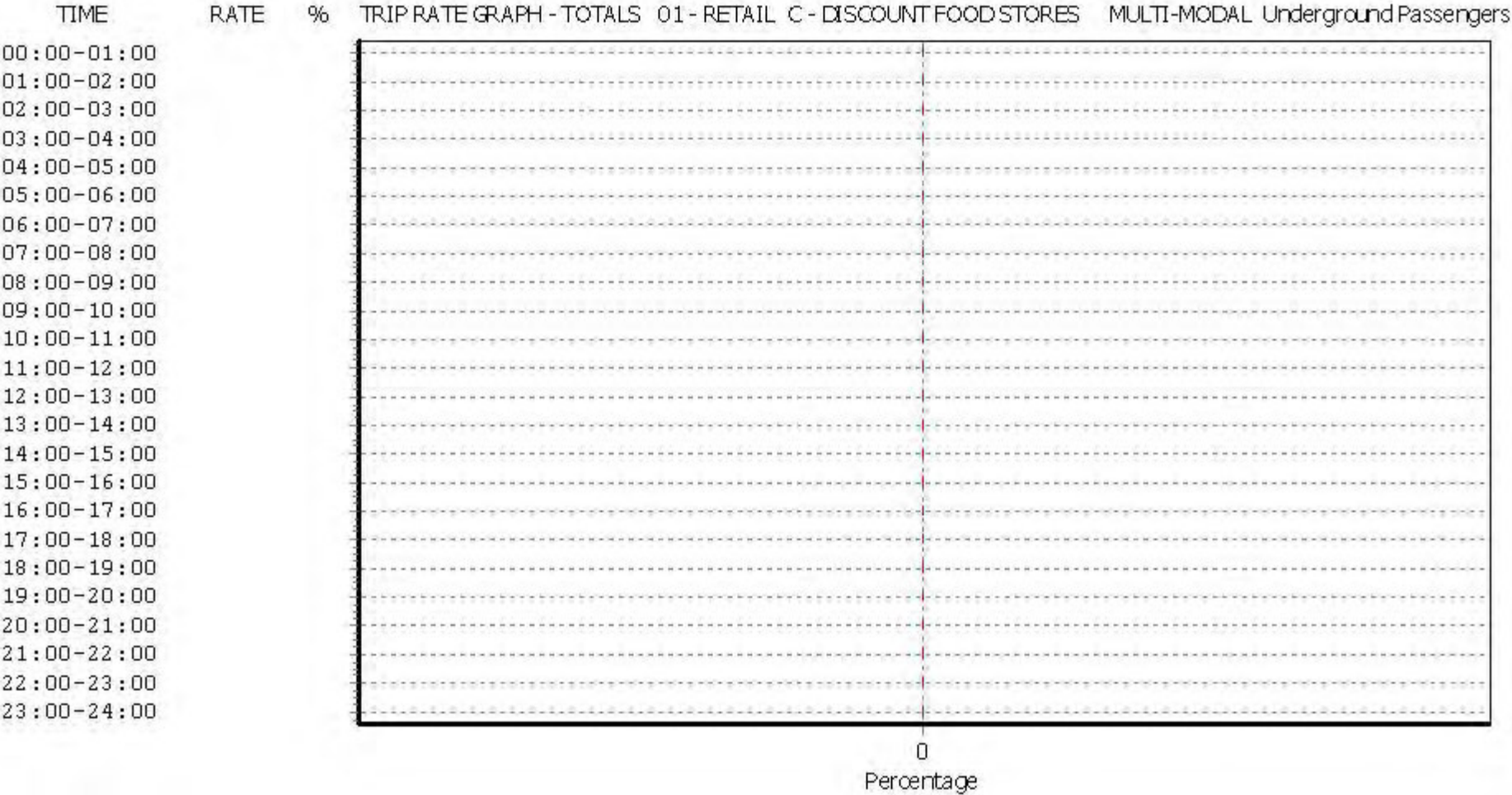
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
09:00 - 10:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
10:00 - 11:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
11:00 - 12:00	2	2195	0.000	2	2195	0.000	2	2195	0.000
12:00 - 13:00	2	2195	0.000	2	2195	0.000	2	2195	0.000
13:00 - 14:00	2	2195	0.000	2	2195	0.000	2	2195	0.000
14:00 - 15:00	2	2195	0.000	2	2195	0.000	2	2195	0.000
15:00 - 16:00	2	2195	0.000	2	2195	0.000	2	2195	0.000
16:00 - 17:00	2	2195	0.000	2	2195	0.000	2	2195	0.000
17:00 - 18:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
18:00 - 19:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
19:00 - 20:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
20:00 - 21:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
21:00 - 22:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.000			0.000			0.000	

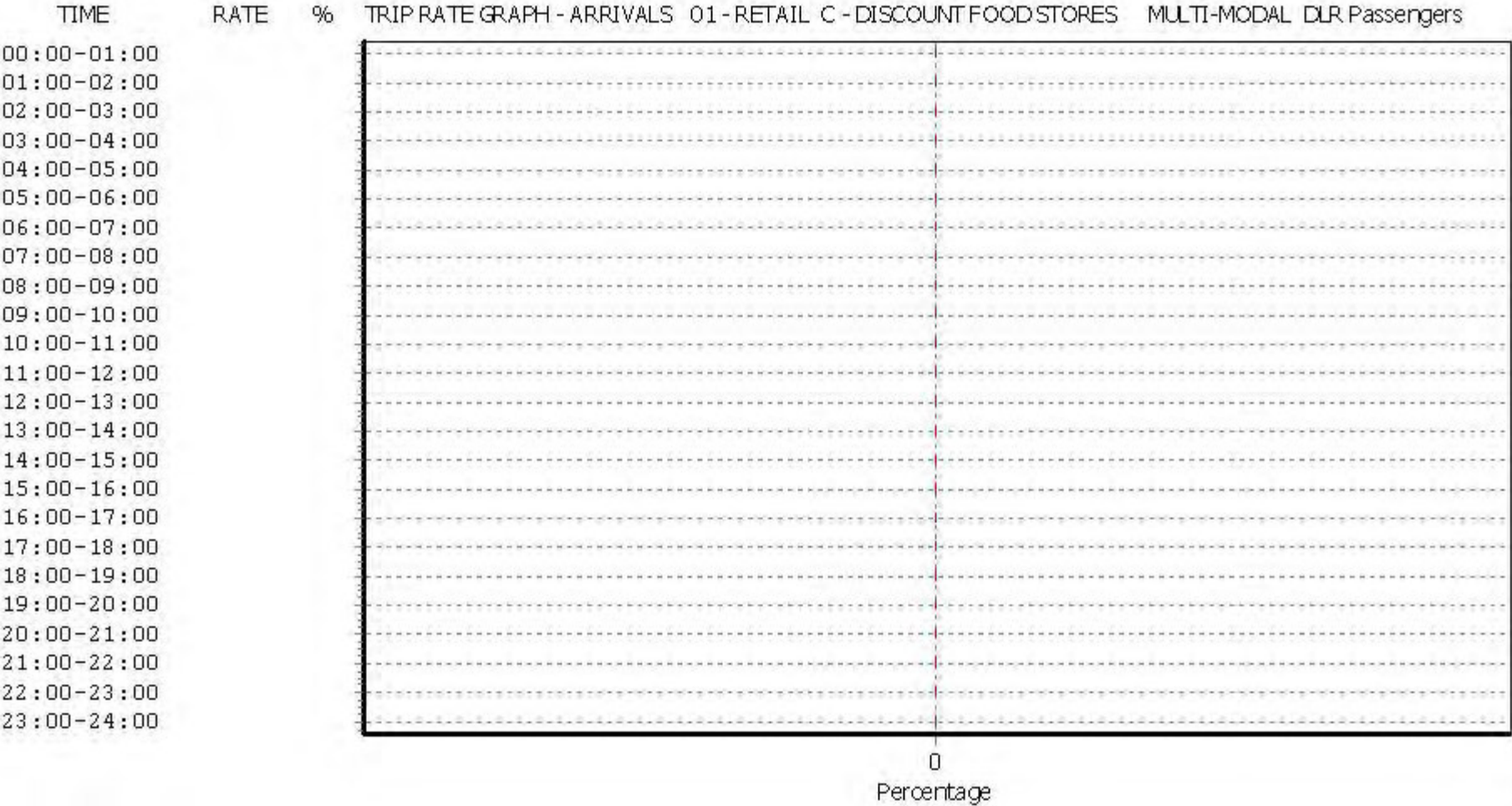
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

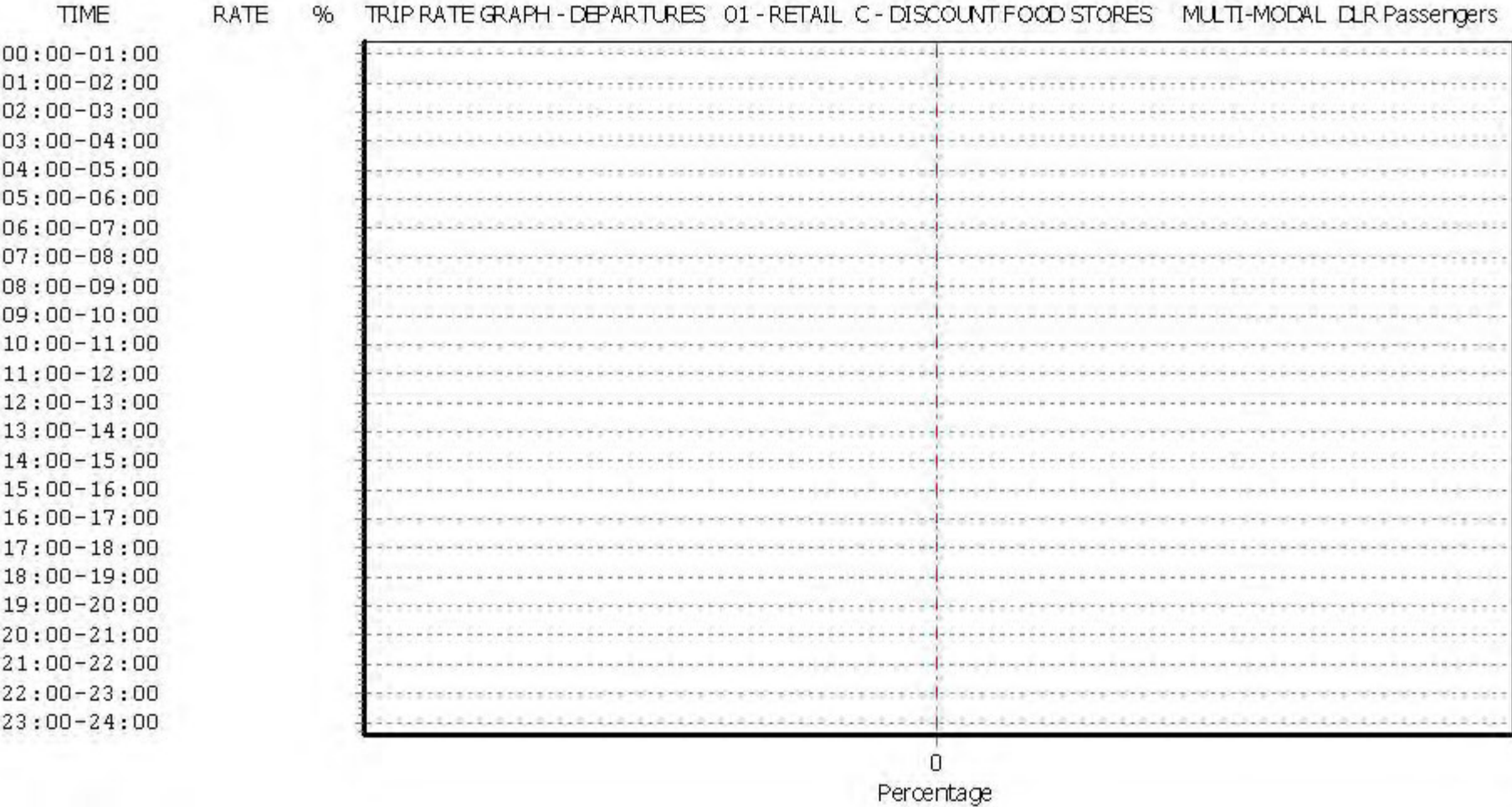
Parameter summary

Trip rate parameter range selected:	1755 - 2635 (units: sqm)
Survey date range:	01/01/09 - 06/04/17
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	2
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

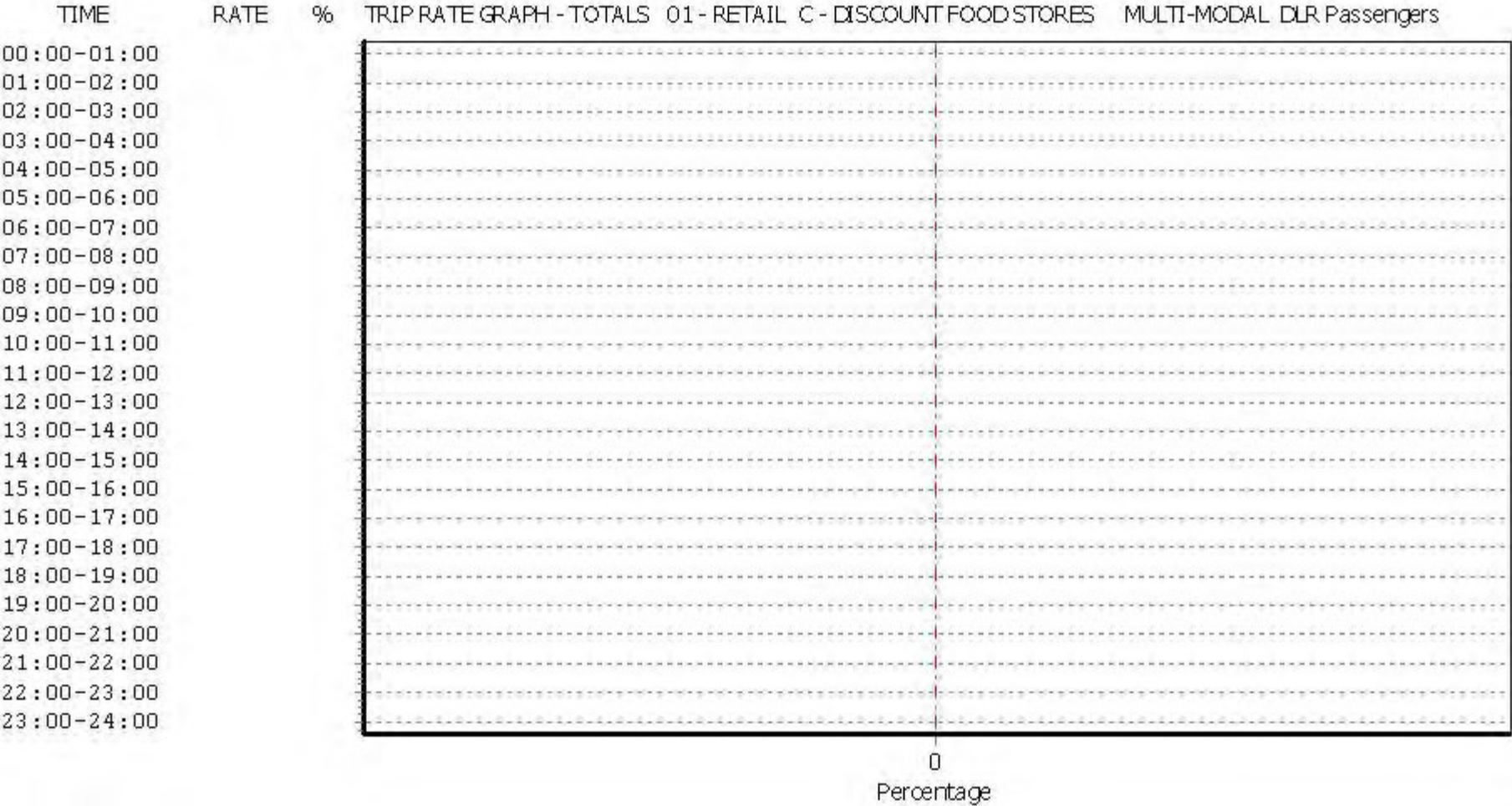
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
09:00 - 10:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
10:00 - 11:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
11:00 - 12:00	2	2195	0.000	2	2195	0.000	2	2195	0.000
12:00 - 13:00	2	2195	0.000	2	2195	0.000	2	2195	0.000
13:00 - 14:00	2	2195	0.000	2	2195	0.000	2	2195	0.000
14:00 - 15:00	2	2195	0.000	2	2195	0.000	2	2195	0.000
15:00 - 16:00	2	2195	0.000	2	2195	0.000	2	2195	0.000
16:00 - 17:00	2	2195	0.000	2	2195	0.000	2	2195	0.000
17:00 - 18:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
18:00 - 19:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
19:00 - 20:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
20:00 - 21:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
21:00 - 22:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.000			0.000			0.000	

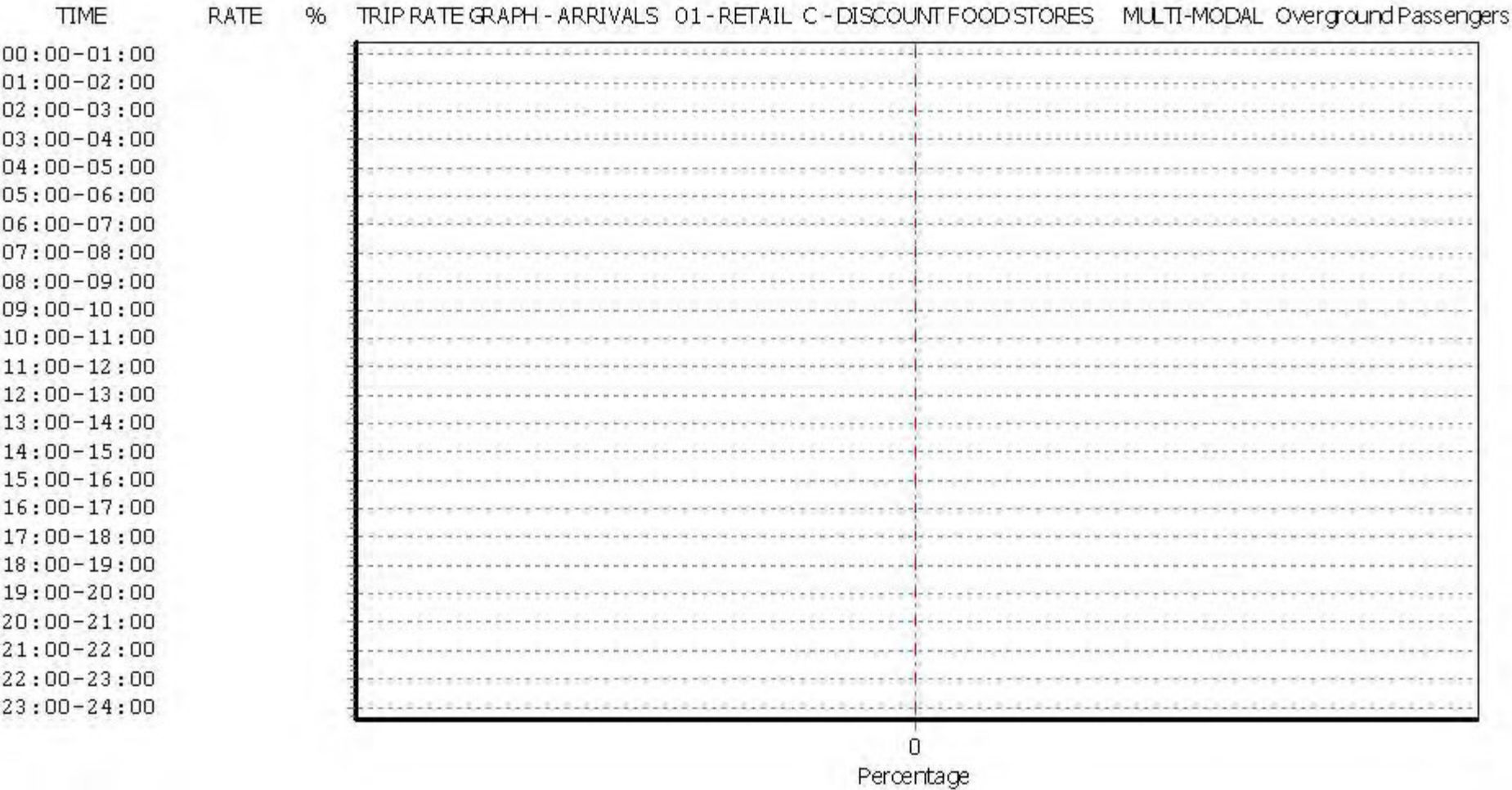
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

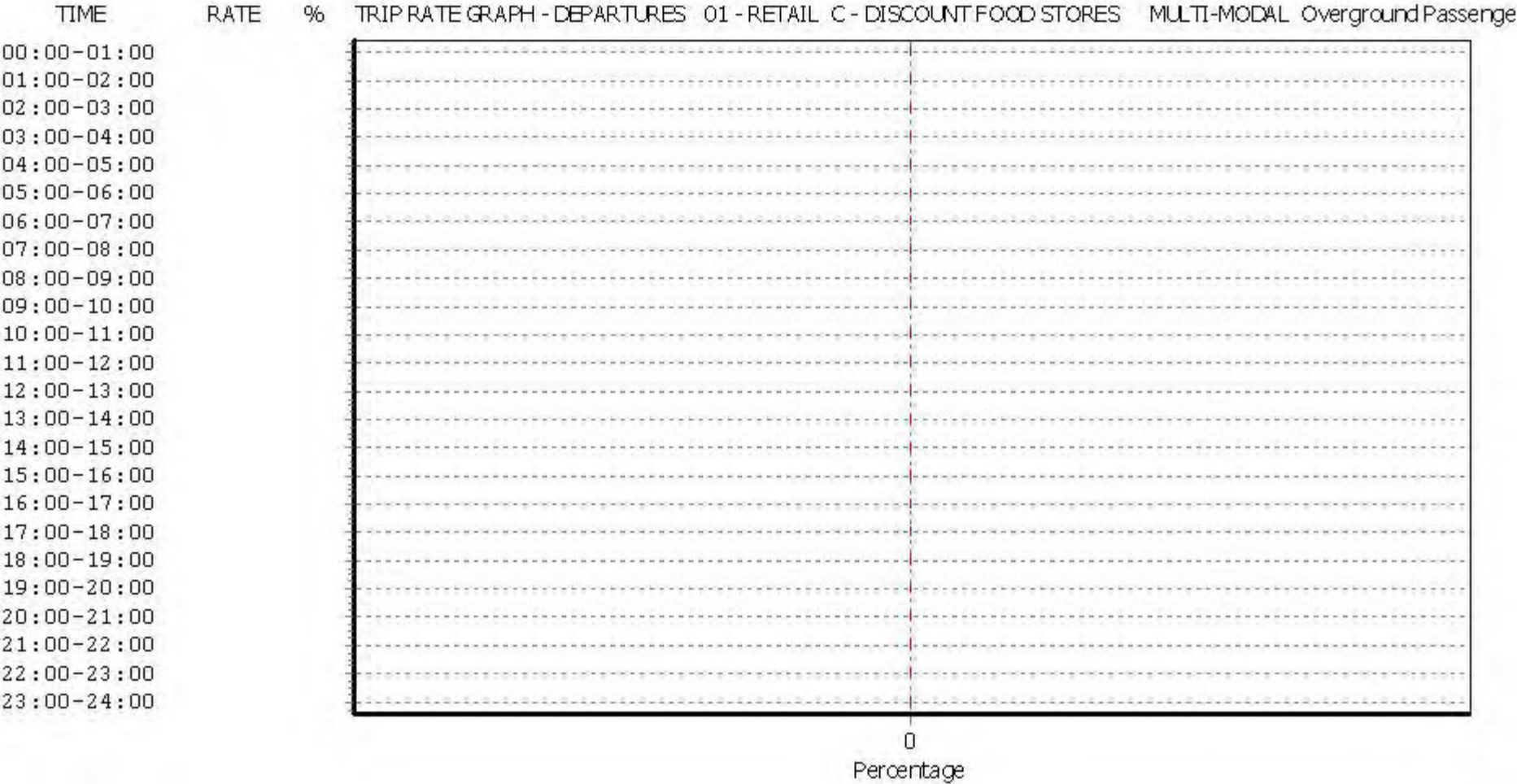
Parameter summary

Trip rate parameter range selected:	1755 - 2635 (units: sqm)
Survey date range:	01/01/09 - 06/04/17
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	2
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

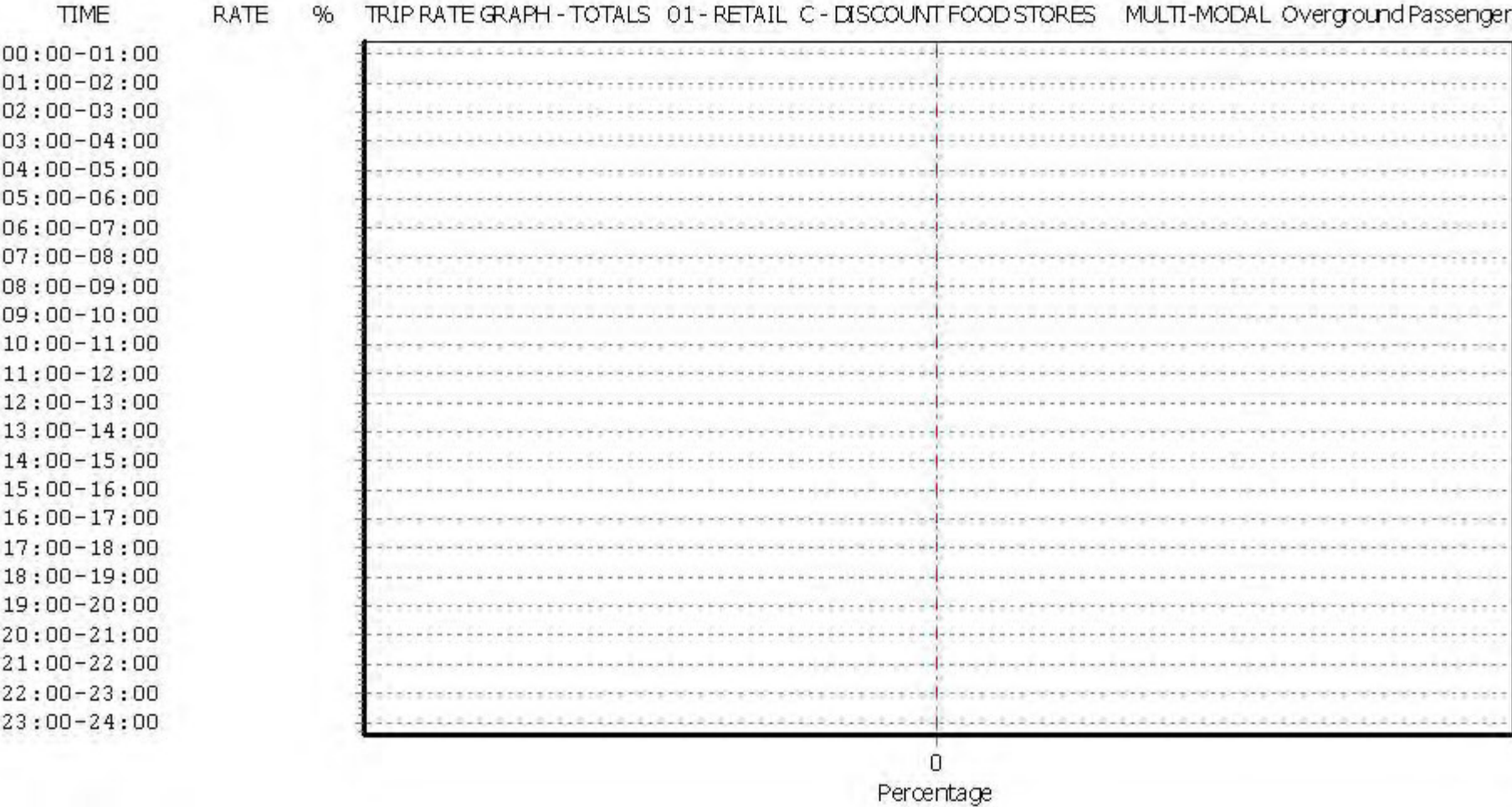
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
09:00 - 10:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
10:00 - 11:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
11:00 - 12:00	2	2195	0.000	2	2195	0.000	2	2195	0.000
12:00 - 13:00	2	2195	0.000	2	2195	0.000	2	2195	0.000
13:00 - 14:00	2	2195	0.000	2	2195	0.000	2	2195	0.000
14:00 - 15:00	2	2195	0.000	2	2195	0.000	2	2195	0.000
15:00 - 16:00	2	2195	0.000	2	2195	0.000	2	2195	0.000
16:00 - 17:00	2	2195	0.000	2	2195	0.000	2	2195	0.000
17:00 - 18:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
18:00 - 19:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
19:00 - 20:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
20:00 - 21:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
21:00 - 22:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.000			0.000			0.000	

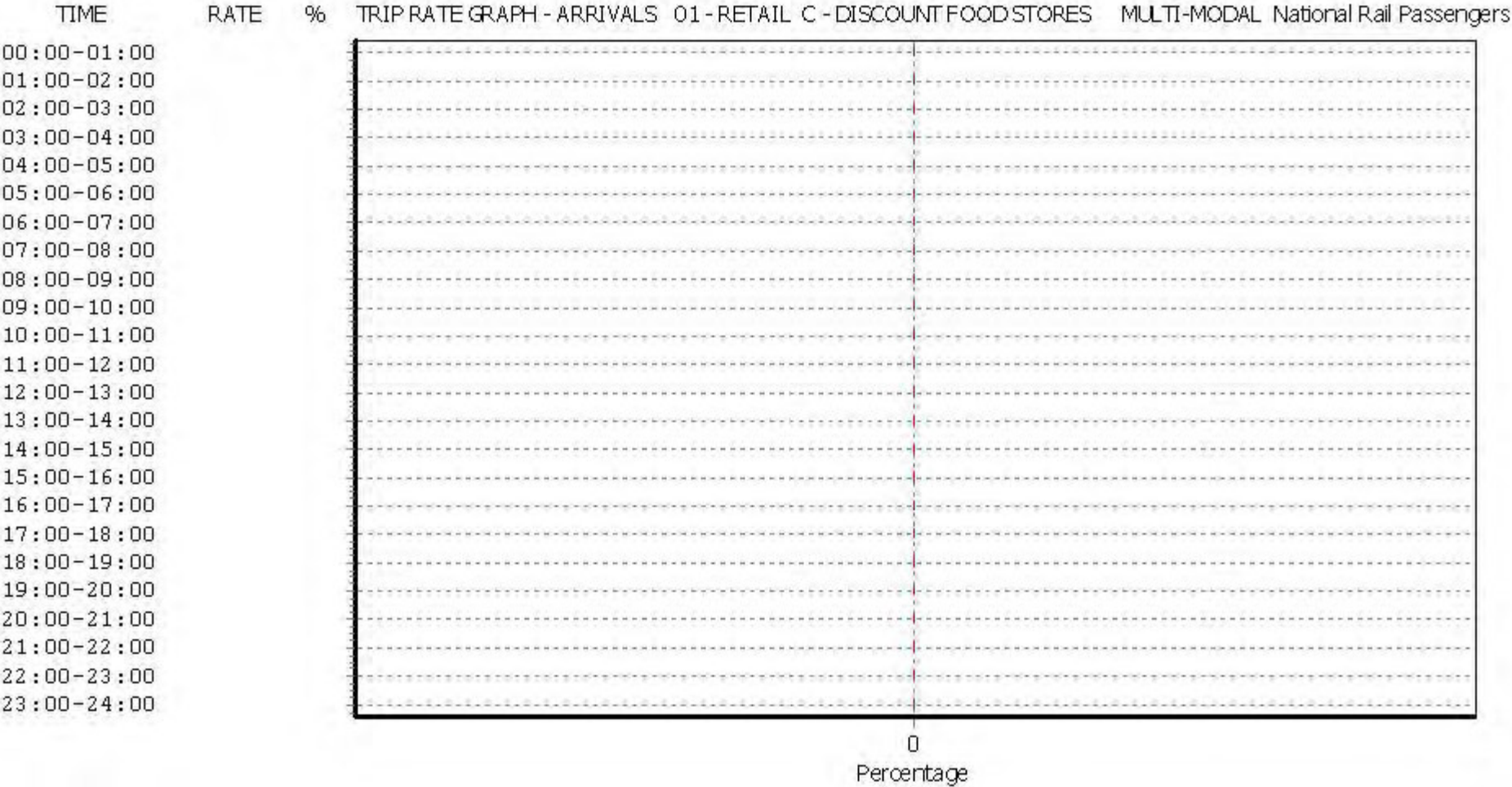
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

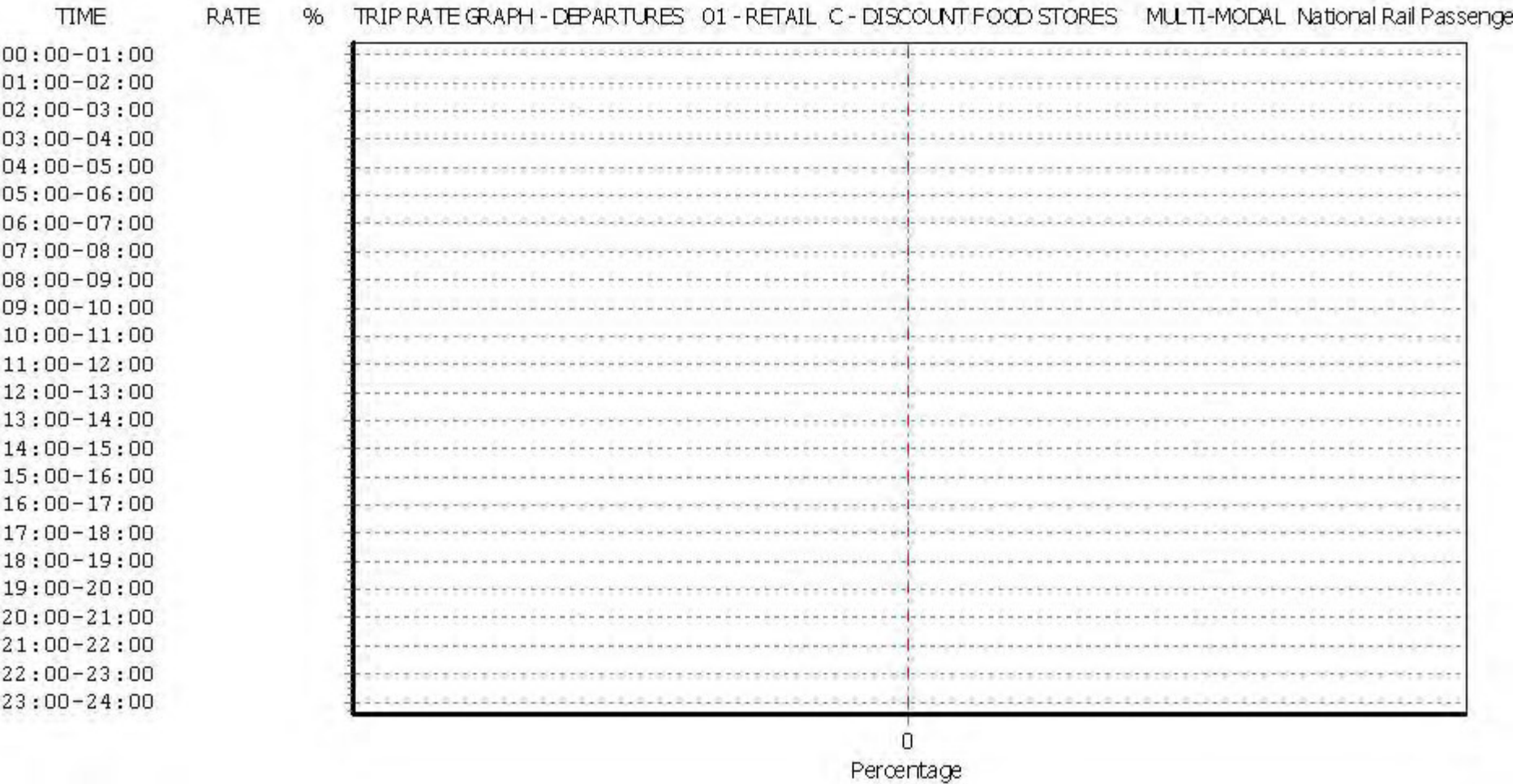
Parameter summary

Trip rate parameter range selected:	1755 - 2635 (units: sqm)
Survey date range:	01/01/09 - 06/04/17
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	2
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

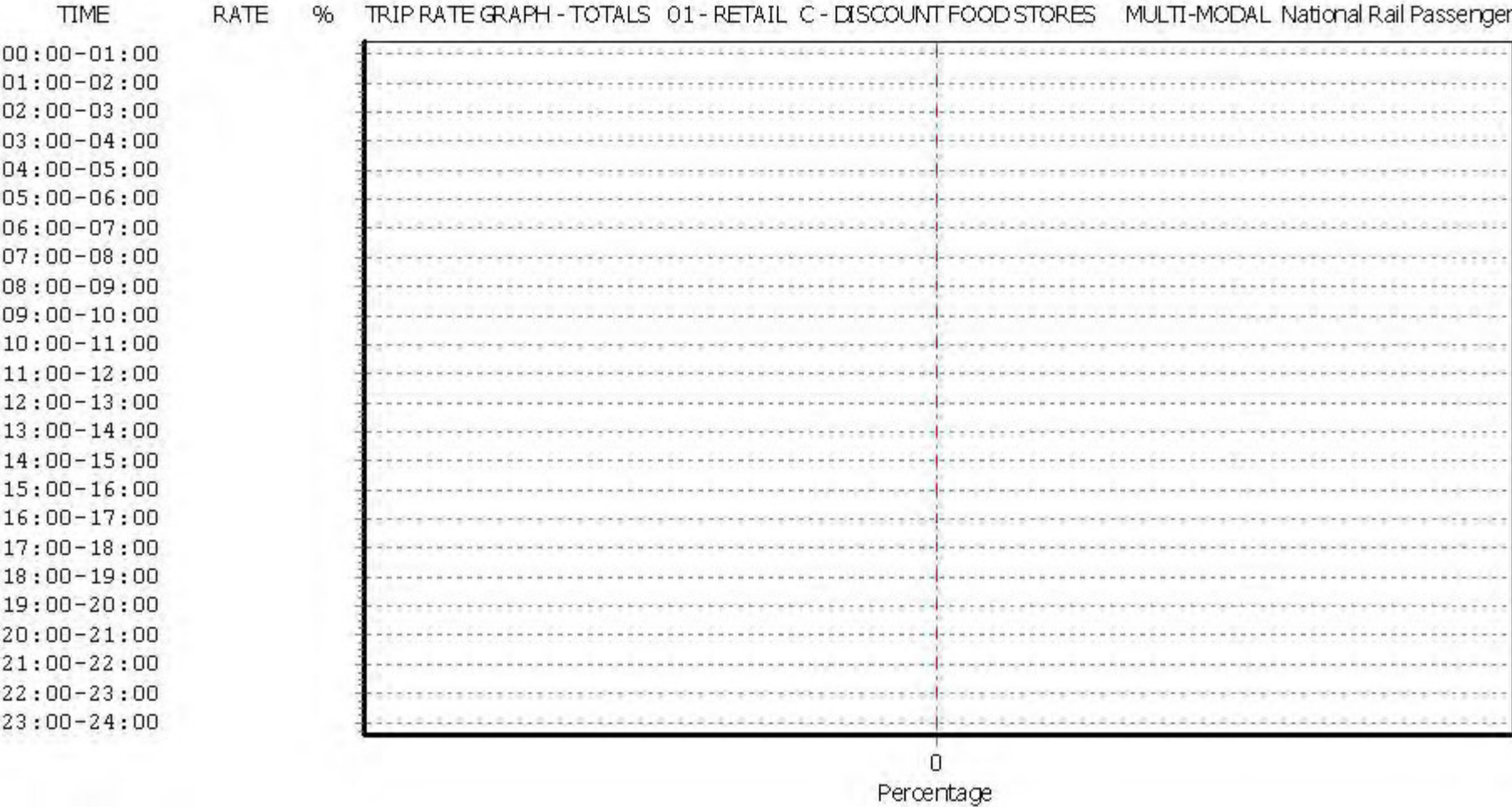
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
09:00 - 10:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
10:00 - 11:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
11:00 - 12:00	2	2195	0.000	2	2195	0.000	2	2195	0.000
12:00 - 13:00	2	2195	0.000	2	2195	0.000	2	2195	0.000
13:00 - 14:00	2	2195	0.000	2	2195	0.000	2	2195	0.000
14:00 - 15:00	2	2195	0.000	2	2195	0.000	2	2195	0.000
15:00 - 16:00	2	2195	0.000	2	2195	0.000	2	2195	0.000
16:00 - 17:00	2	2195	0.000	2	2195	0.000	2	2195	0.000
17:00 - 18:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
18:00 - 19:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
19:00 - 20:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
20:00 - 21:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
21:00 - 22:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.000			0.000			0.000	

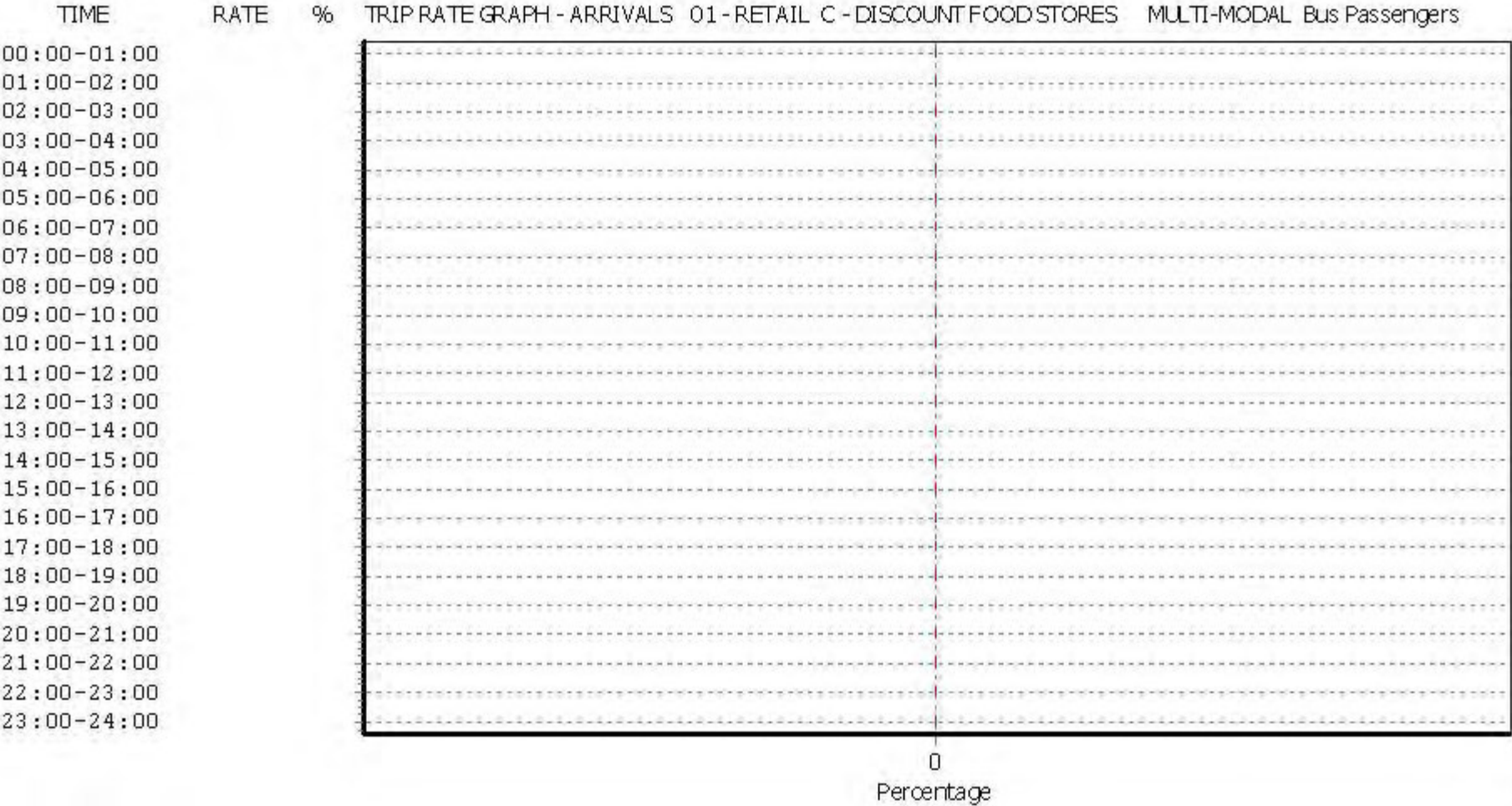
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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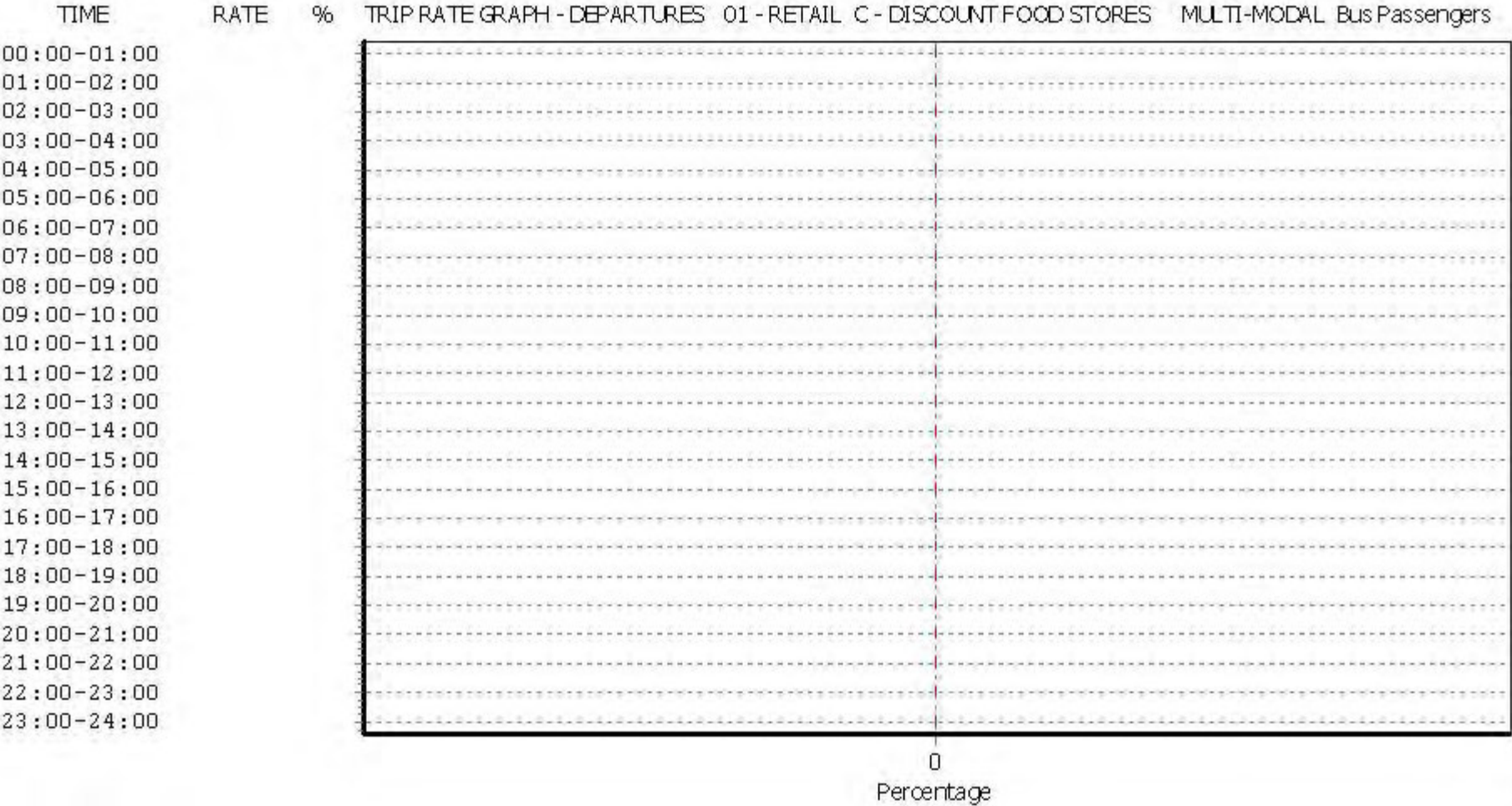
Parameter summary

Trip rate parameter range selected:	1755 - 2635 (units: sqm)
Survey date range:	01/01/09 - 06/04/17
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	2
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

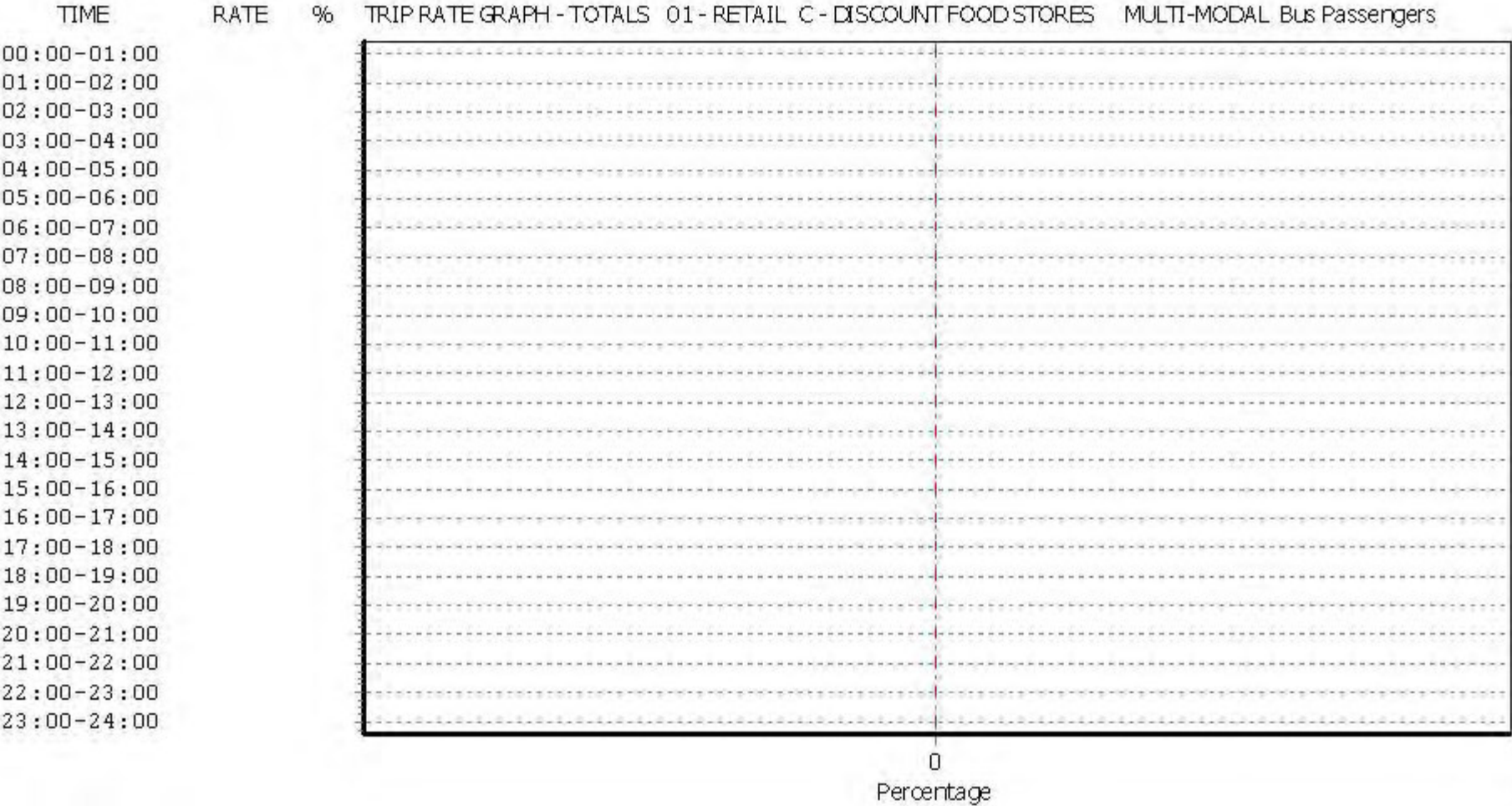
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
09:00 - 10:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
10:00 - 11:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
11:00 - 12:00	2	2195	0.000	2	2195	0.000	2	2195	0.000
12:00 - 13:00	2	2195	0.000	2	2195	0.000	2	2195	0.000
13:00 - 14:00	2	2195	0.000	2	2195	0.000	2	2195	0.000
14:00 - 15:00	2	2195	0.000	2	2195	0.000	2	2195	0.000
15:00 - 16:00	2	2195	0.000	2	2195	0.000	2	2195	0.000
16:00 - 17:00	2	2195	0.000	2	2195	0.000	2	2195	0.000
17:00 - 18:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
18:00 - 19:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
19:00 - 20:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
20:00 - 21:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
21:00 - 22:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.000			0.000			0.000	

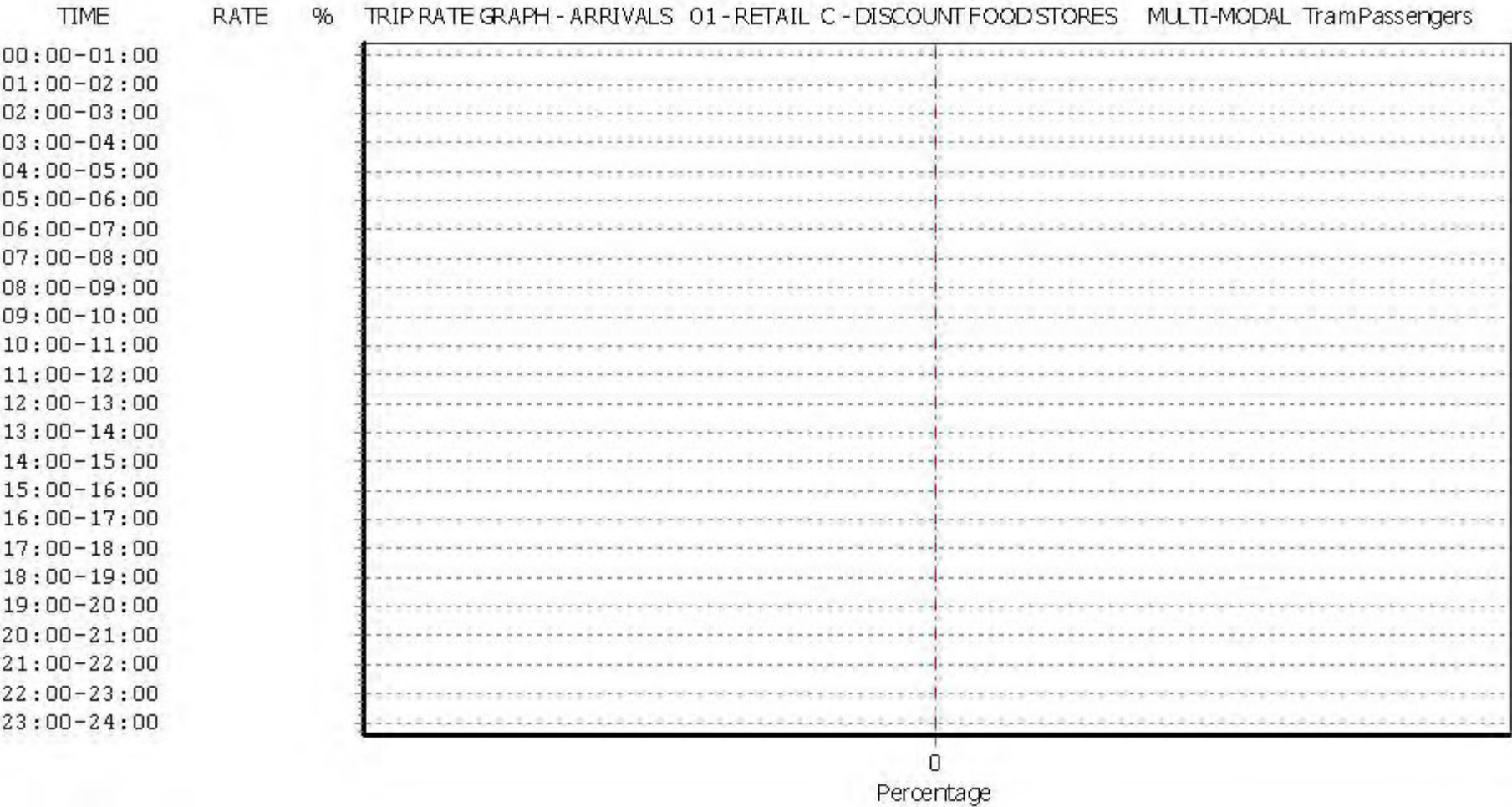
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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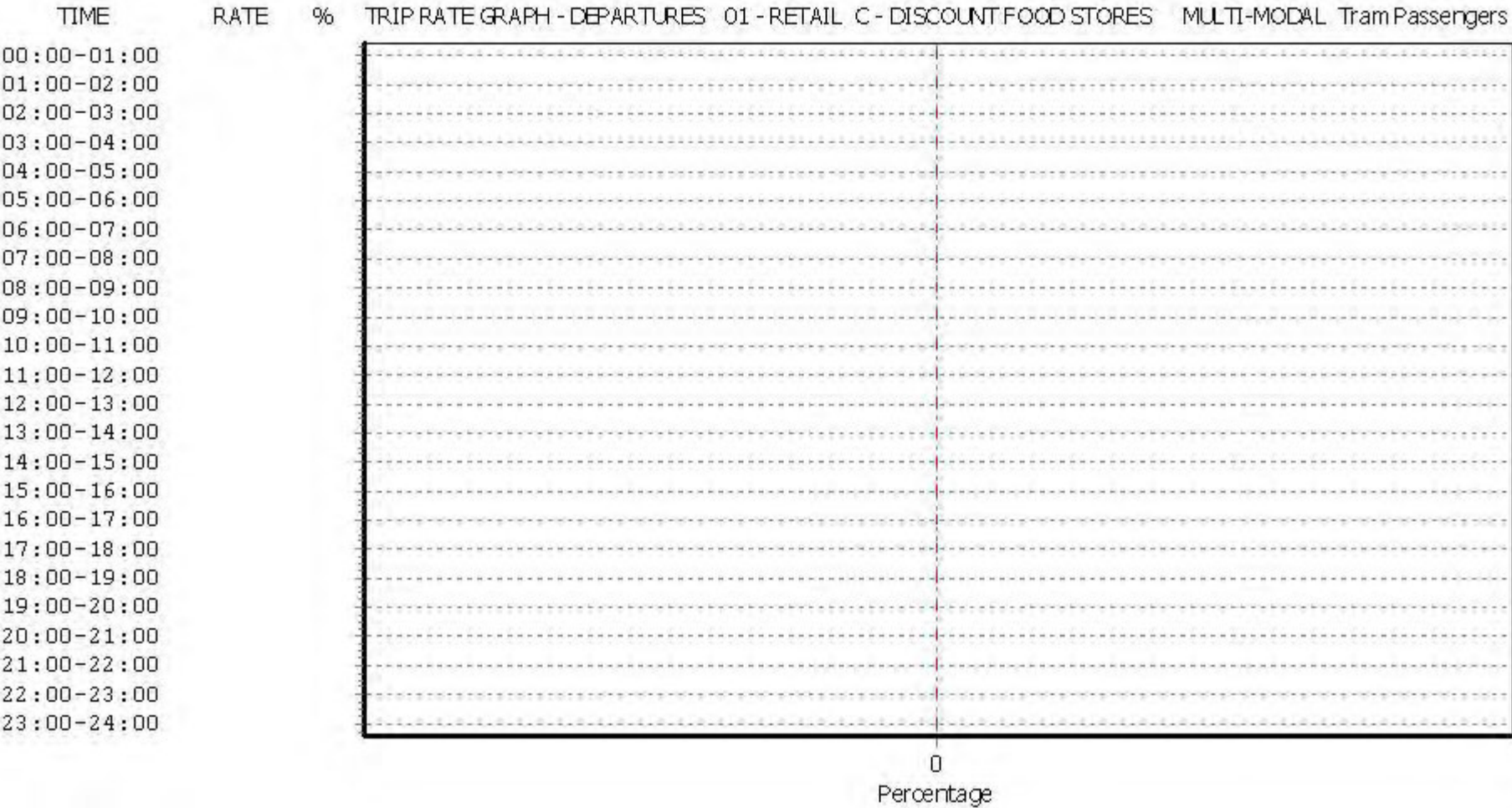
Parameter summary

Trip rate parameter range selected:	1755 - 2635 (units: sqm)
Survey date range:	01/01/09 - 06/04/17
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	2
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

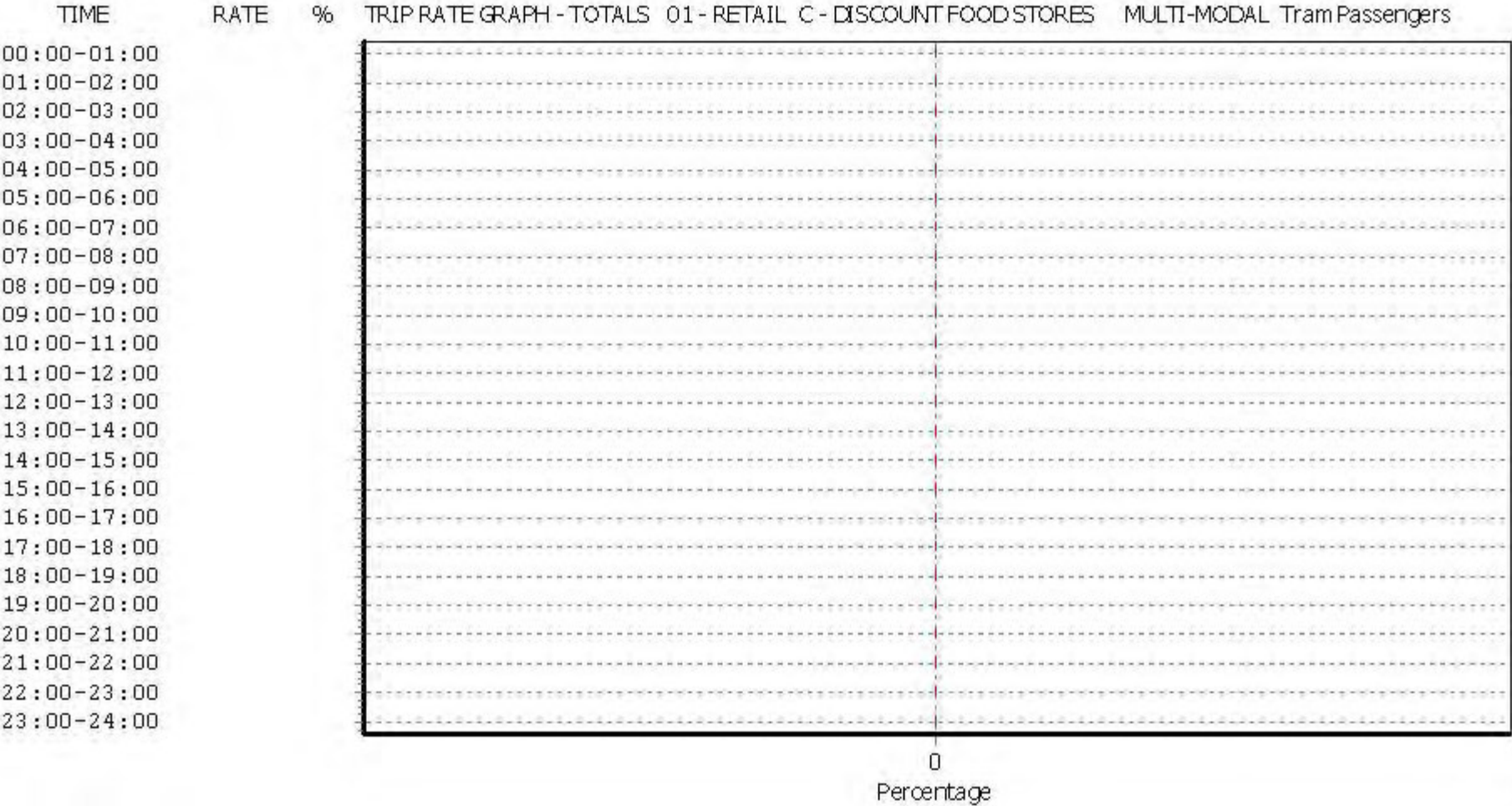
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
09:00 - 10:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
10:00 - 11:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
11:00 - 12:00	2	2195	0.000	2	2195	0.000	2	2195	0.000
12:00 - 13:00	2	2195	0.000	2	2195	0.000	2	2195	0.000
13:00 - 14:00	2	2195	0.000	2	2195	0.000	2	2195	0.000
14:00 - 15:00	2	2195	0.000	2	2195	0.000	2	2195	0.000
15:00 - 16:00	2	2195	0.000	2	2195	0.000	2	2195	0.000
16:00 - 17:00	2	2195	0.000	2	2195	0.000	2	2195	0.000
17:00 - 18:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
18:00 - 19:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
19:00 - 20:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
20:00 - 21:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
21:00 - 22:00	1	1755	0.000	1	1755	0.000	1	1755	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.000			0.000			0.000	

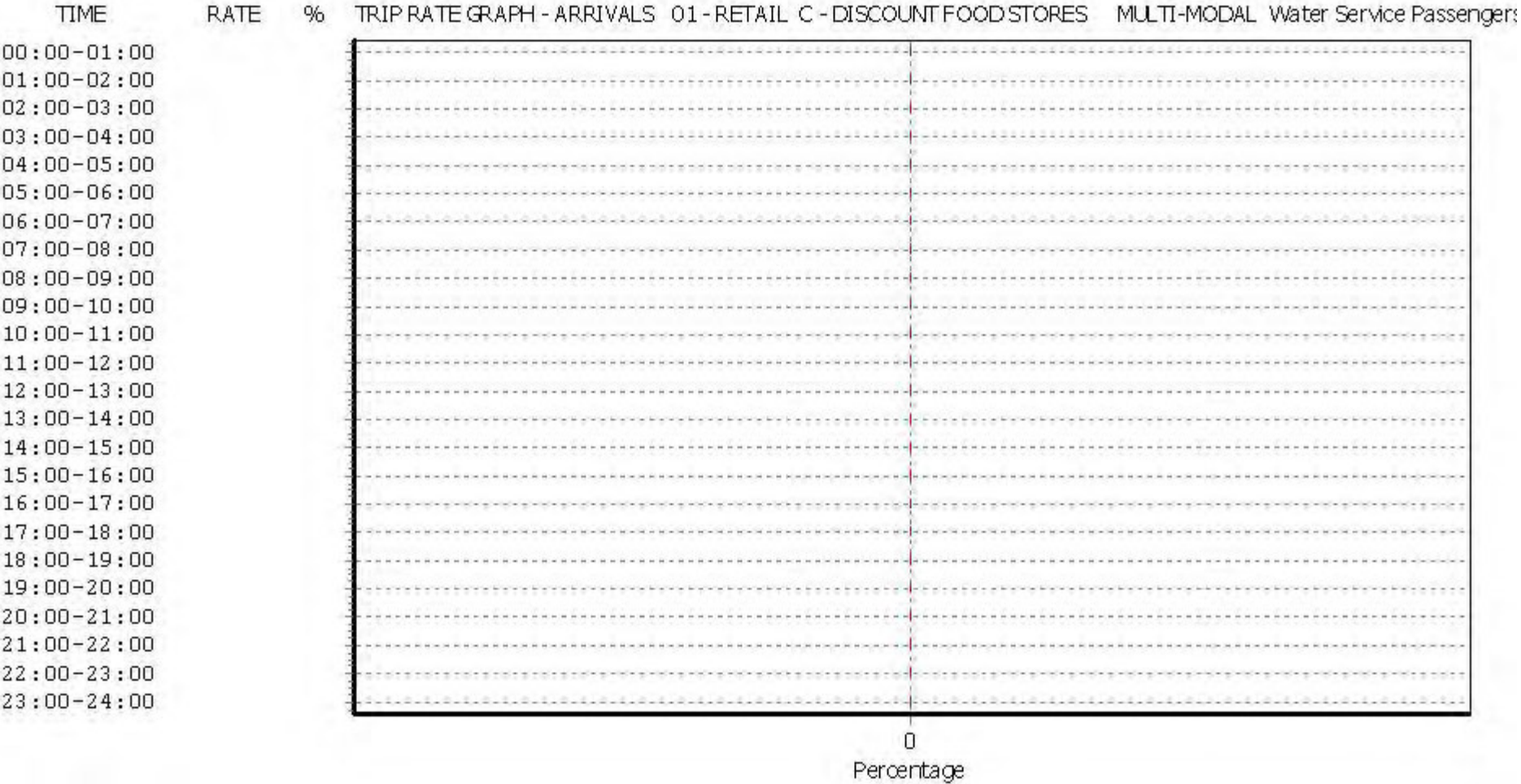
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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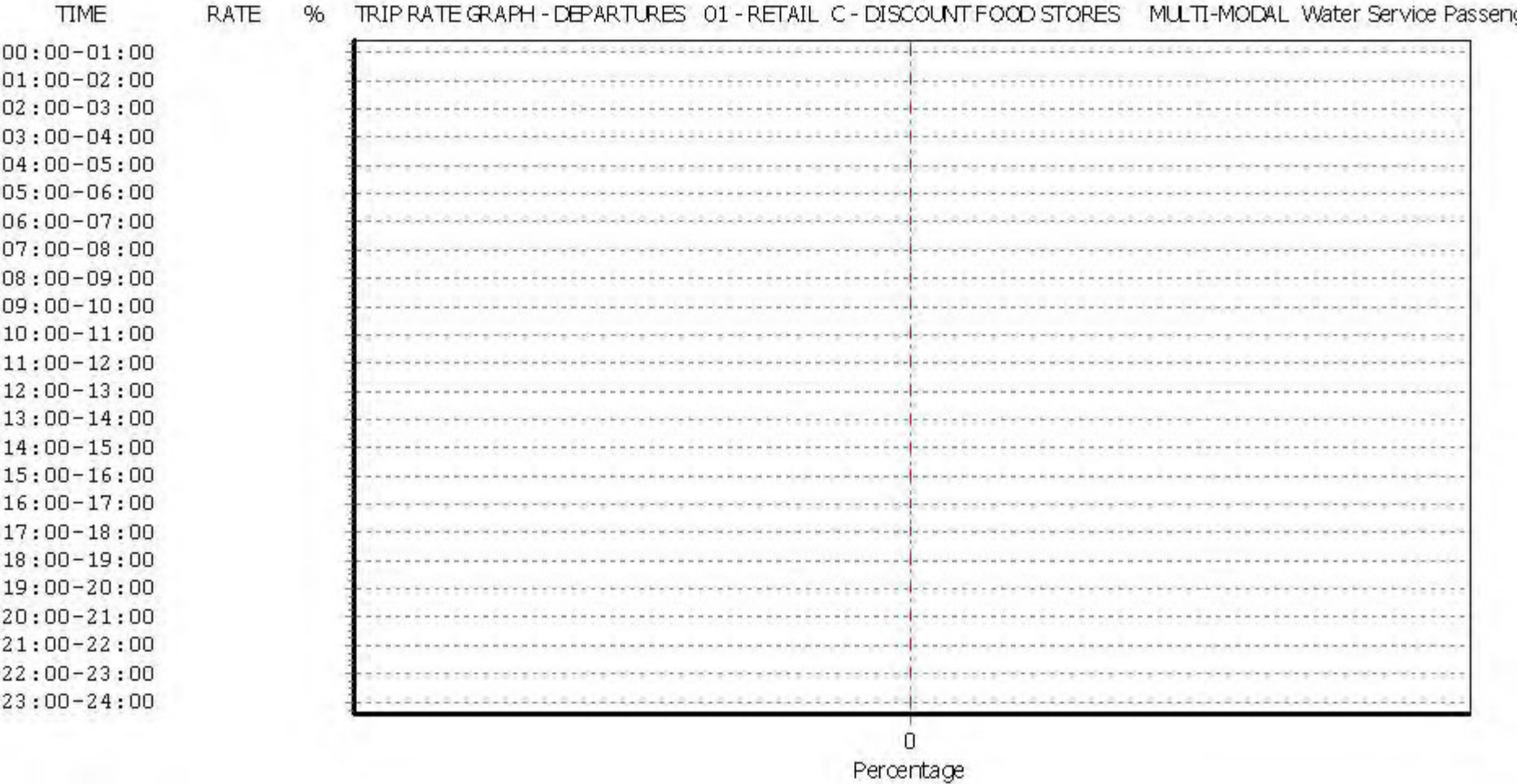
Parameter summary

Trip rate parameter range selected:	1755 - 2635 (units: sqm)
Survey date range:	01/01/09 - 06/04/17
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	2
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

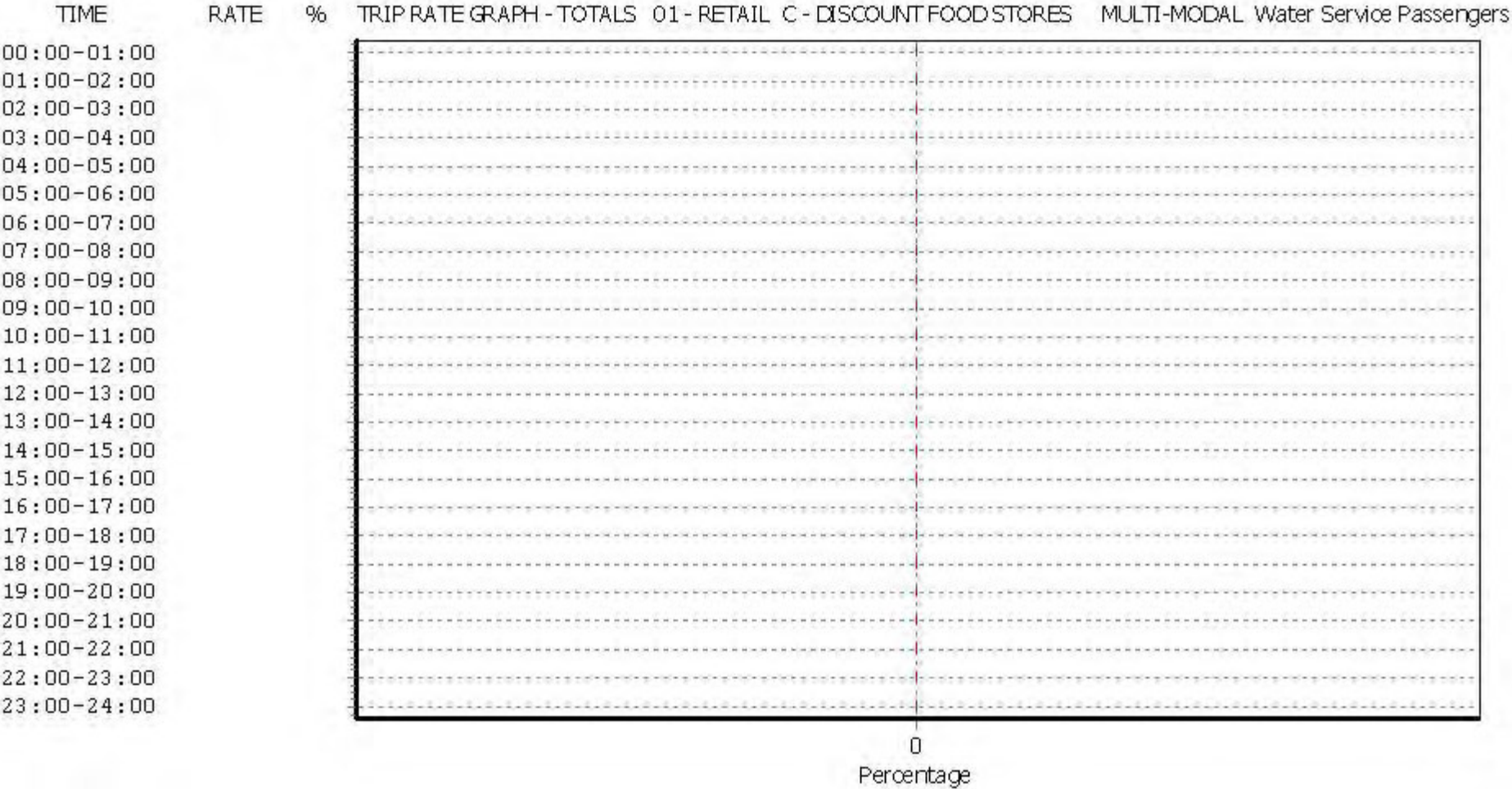
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



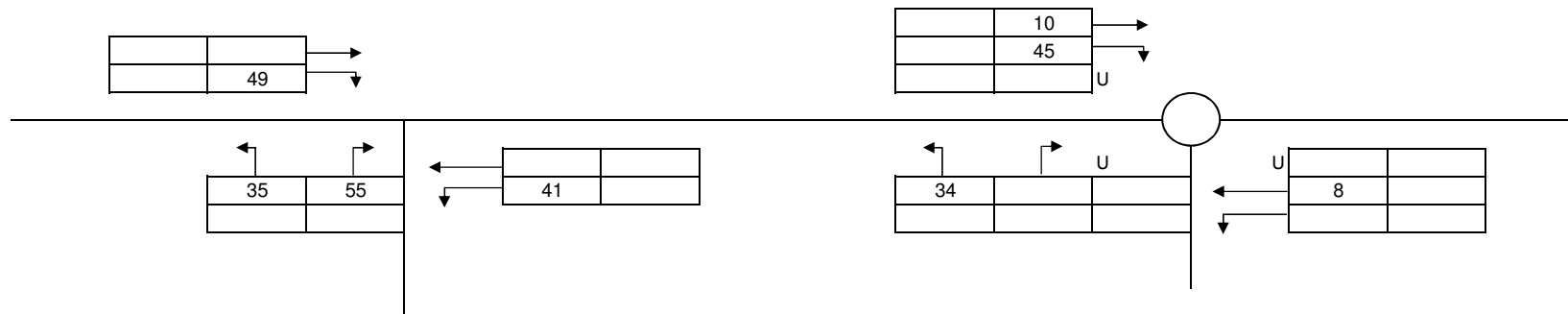
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

APPENDIX F

KEY

Peak Hour: 1200-1300

10	Totals
(1)	HGVs



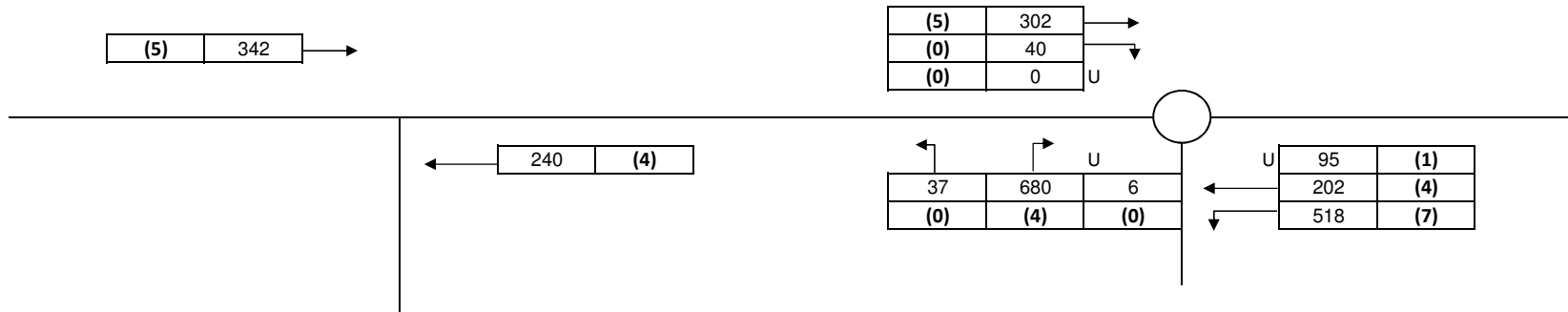
Job no. JNY9067	Rev. Aug 17		Hayling Island, Hants
Drawing No. -	Rev Date. Aug 17		Development Traffic Flows (Saturday 12:00-13:00)
Drawn by ARN	Authorised JJE		Appendix F

APPENDIX G

KEY

Peak Hour: 1100-1200

10	Totals
(1)	HGVs



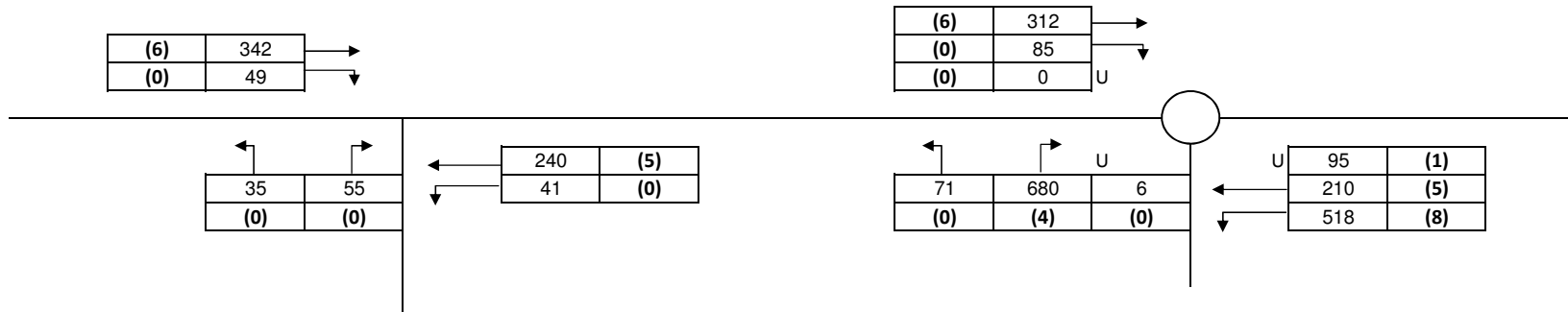
Job no. JNY9067	Rev.		Hayling Island, Hants
Drawing No. -	Rev Date. Aug 17		2022 Future Traffic Flows (Saturday 11:00 - 12:00)
Drawn by ARN	Authorised JJE		Appendix G

APPENDIX H

KEY

Peak Hour: 1100-1200

10	Totals
(1)	HGVs



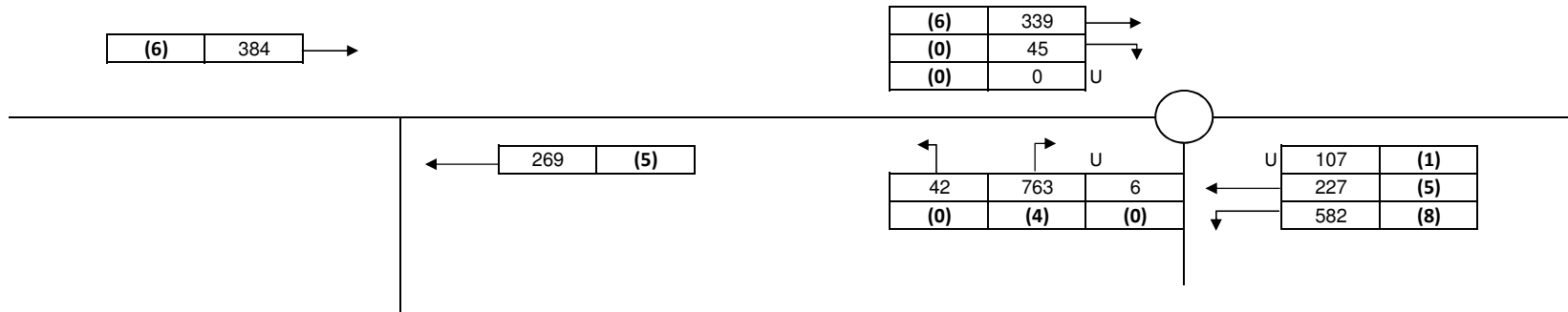
Job no. JNY9067	Rev.		Hayling Island, Hants
Drawing No. -	Rev Date. Aug 17		2022 Future + Development Traffic Flows (Saturday 11:00 - 12:00)
Drawn by ARN	Authorised JJE		Appendix H

APPENDIX I

KEY

Peak Hour: 1100-1200

10	Totals
(1)	HGVs



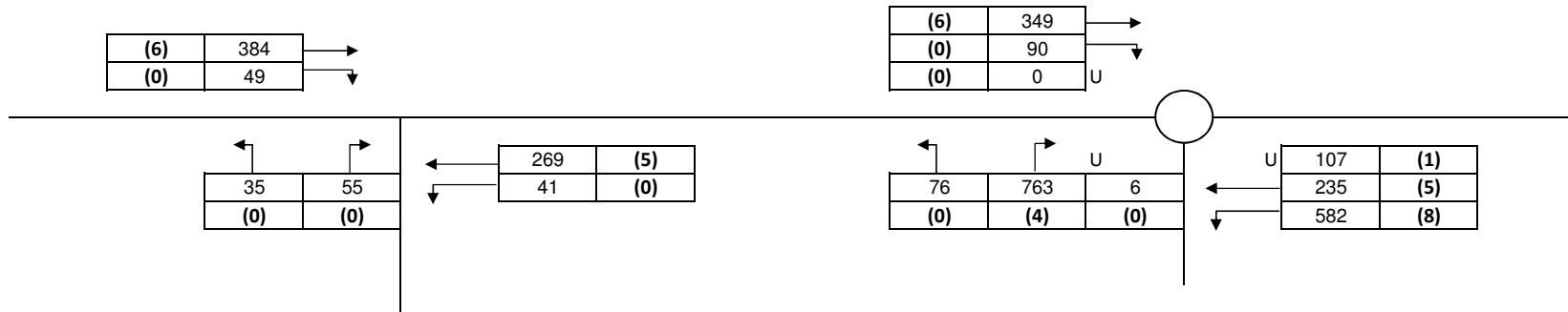
Job no. JNY9067	Rev.		Hayling Island, Hants
Drawing No. -	Rev Date. Aug 17		2036 Future Traffic Flows (Saturday 11:00 - 12:00)
Drawn by ARN	Authorised JJE		Appendix I

APPENDIX J

KEY

Peak Hour: 1100-1200

10	Totals
(1)	HGVs



Job no. JNY9067	Rev.		Hayling Island, Hants
Drawing No. -	Rev Date. Aug 17		2036 Future + Development Traffic Flows (Saturday 11:00 - 12:00)
Drawn by ARN	Authorised JJE		Appendix J

APPENDIX K

Junctions 9			
PICADY 9 - Priority Intersection Module			
Version: 9.0.1.4646 [] © Copyright TRL Limited, 2017			
For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk			
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution			

Filename: Sit Access - Manor Road Junction - Revised Sept 2017 (to 2036).j9

Path: P:\JNY9067 - Lidl Hayling Island, Hants\Transport\Picady

Report generation date: 19/09/2017 12:26:33

»2022 + Dev Sat,

»2036 + Dev Sat,

Summary of junction performance

	Queue (Veh)	Delay (s)	RFC
2022 + Dev Sat			
Stream B-AC	0.2	7.63	0.17
Stream C-AB	0.2	5.09	0.12
2036 + Dev Sat			
Stream B-AC	0.2	7.91	0.18
Stream C-AB	0.3	4.99	0.13

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	Site Access - Manor Road
Location	Hayling Island
Site number	
Date	08/12/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	EUR\charles.montgomerie
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022 + Dev Sat	ONE HOUR	10:45	12:15	15	✓
D3	2036 + Dev Sat	ONE HOUR	10:45	12:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2022 + Dev Sat,

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.44	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Manor Road E		Major
B	Site Access		Minor
C	Manor Road W		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Manor Road W	7.73			120.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	4.67	120	120

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	675	0.114	0.287	0.181	0.410
1	B-C	816	0.116	0.293	-	-
1	C-B	643	0.231	0.231	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022 + Dev Sat	ONE HOUR	10:45	12:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Manor Road E		ONE HOUR	✓	281	100.000
B - Site Access		ONE HOUR	✓	90	100.000
C - Manor Road W		ONE HOUR	✓	391	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Manor Road E	B - Site Access	C - Manor Road W
From				
	A - Manor Road E	0	41	240
	B - Site Access	55	0	35
	C - Manor Road W	342	49	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Manor Road E	B - Site Access	C - Manor Road W
From				
	A - Manor Road E	0	0	2
	B - Site Access	0	0	0
	C - Manor Road W	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.17	7.63	0.2	A	83	124
C-AB	0.12	5.09	0.2	A	76	114
C-A					283	424
A-B					38	56
A-C					220	330

Main Results for each time segment

10:45 - 11:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	68	17	620	0.109	67	0.0	0.1	6.504	A
C-AB	56	14	765	0.073	55	0.0	0.1	5.072	A
C-A	239	60			239				
A-B	31	8			31				
A-C	181	45			181				

11:00 - 11:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	81	20	600	0.135	81	0.1	0.2	6.937	A
C-AB	72	18	790	0.092	72	0.1	0.2	5.016	A
C-A	279	70			279				
A-B	37	9			37				
A-C	216	54			216				

11:15 - 11:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	99	25	571	0.174	99	0.2	0.2	7.626	A
C-AB	100	25	826	0.121	99	0.2	0.2	4.957	A
C-A	331	83			331				
A-B	45	11			45				
A-C	264	66			264				

11:30 - 11:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	99	25	571	0.174	99	0.2	0.2	7.633	A
C-AB	100	25	826	0.121	100	0.2	0.2	4.964	A
C-A	331	83			331				
A-B	45	11			45				
A-C	264	66			264				

11:45 - 12:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	81	20	599	0.135	81	0.2	0.2	6.946	A
C-AB	72	18	790	0.092	73	0.2	0.2	5.028	A
C-A	279	70			279				
A-B	37	9			37				
A-C	216	54			216				

12:00 - 12:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	68	17	620	0.109	68	0.2	0.1	6.519	A
C-AB	56	14	765	0.073	56	0.2	0.1	5.087	A
C-A	239	60			239				
A-B	31	8			31				
A-C	181	45			181				

2036 + Dev Sat,

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.37	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2036 + Dev Sat	ONE HOUR	10:45	12:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Manor Road E		ONE HOUR	✓	310	100.000
B - Site Access		ONE HOUR	✓	90	100.000
C - Manor Road W		ONE HOUR	✓	433	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Manor Road E	B - Site Access	C - Manor Road W
From	A - Manor Road E	0	41	269
	B - Site Access	55	0	35
	C - Manor Road W	384	49	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Manor Road E	B - Site Access	C - Manor Road W
From	A - Manor Road E	0	0	2
	B - Site Access	0	0	0
	C - Manor Road W	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.18	7.91	0.2	A	83	124
C-AB	0.13	4.99	0.3	A	81	122
C-A					316	474
A-B					38	56
A-C					247	370

Main Results for each time segment

10:45 - 11:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	68	17	609	0.111	67	0.0	0.1	6.636	A
C-AB	59	15	781	0.075	58	0.0	0.1	4.976	A
C-A	267	67			267				
A-B	31	8			31				
A-C	203	51			203				

11:00 - 11:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	81	20	586	0.138	81	0.1	0.2	7.119	A
C-AB	77	19	810	0.095	77	0.1	0.2	4.909	A
C-A	312	78			312				
A-B	37	9			37				
A-C	242	60			242				

11:15 - 11:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	99	25	554	0.179	99	0.2	0.2	7.902	A
C-AB	108	27	851	0.126	107	0.2	0.3	4.840	A
C-A	369	92			369				
A-B	45	11			45				
A-C	296	74			296				

11:30 - 11:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	99	25	554	0.179	99	0.2	0.2	7.911	A
C-AB	108	27	852	0.127	108	0.3	0.3	4.846	A
C-A	369	92			369				
A-B	45	11			45				
A-C	296	74			296				

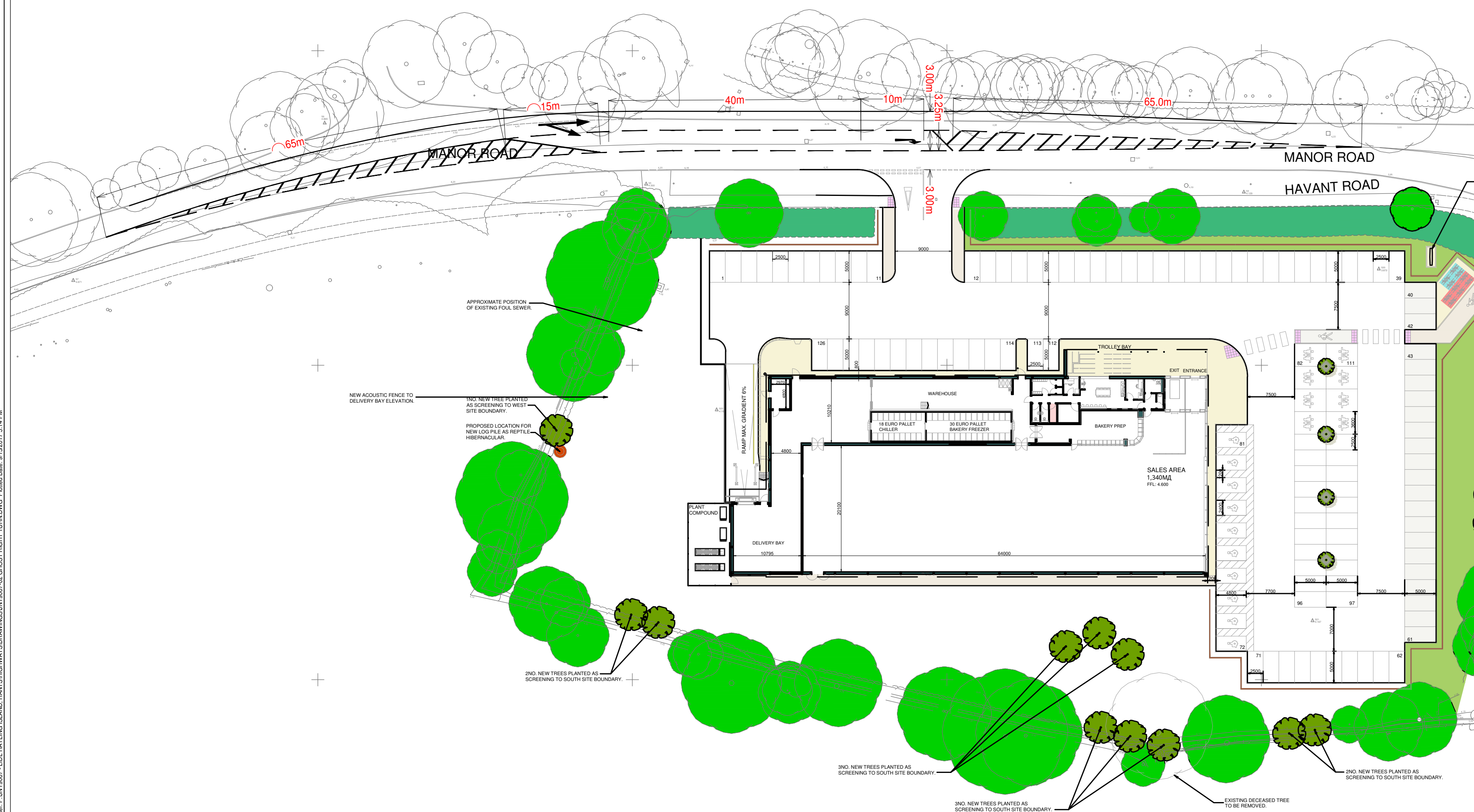
11:45 - 12:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	81	20	586	0.138	81	0.2	0.2	7.130	A
C-AB	77	19	811	0.095	78	0.3	0.2	4.921	A
C-A	312	78			312				
A-B	37	9			37				
A-C	242	60			242				

12:00 - 12:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	68	17	609	0.111	68	0.2	0.1	6.652	A
C-AB	59	15	782	0.075	59	0.2	0.1	4.990	A
C-A	267	67			267				
A-B	31	8			31				
A-C	203	51			203				

APPENDIX L



NOTES

Rev	Description	Date	Initial	Checked
-----	-------------	------	---------	---------



Client	Lidl
--------	------

Status	Drawn By	Checked by
Preliminary	AJ	
Project Number	Scale @ A2	Date Created
JNY9067	1:500	15.09.17

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APPENDIX M

Junctions 9			
PICADY 9 - Priority Intersection Module			
Version: 9.0.1.4646 [] © Copyright TRL Limited, 2017			
For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk			
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution			

Filename: Site Access (with right turn) - Manor Road Junction - Revised Sept 2017 (to 2036).j9

Path: C:\Users\alice.nolan\Desktop

Report generation date: 19/09/2017 16:59:49

»2022 + Dev Sat,

»2036 + Dev Sat,

Summary of junction performance

	Queue (Veh)	Delay (s)	RFC
2022 + Dev Sat			
Stream B-AC	0.2	7.85	0.18
Stream C-AB	0.1	6.42	0.09
2036 + Dev Sat			
Stream B-AC	0.2	8.17	0.18
Stream C-AB	0.1	6.53	0.09

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	Site Access - Manor Road
Location	Hayling Island
Site number	
Date	08/12/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	EUR\charles.montgomerie
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022 + Dev Sat	ONE HOUR	10:45	12:15	15	✓
D3	2036 + Dev Sat	ONE HOUR	10:45	12:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2022 + Dev Sat,

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.32	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Manor Road E		Major
B	Site Access		Minor
C	Manor Road W		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Manor Road W	6.00		✓	3.00	120.0	✓	8.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	4.67	120	120

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	675	0.123	0.311	0.195	0.444
1	B-C	816	0.125	0.316	-	-
1	C-B	699	0.271	0.271	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022 + Dev Sat	ONE HOUR	10:45	12:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Manor Road E		ONE HOUR	✓	281	100.000
B - Site Access		ONE HOUR	✓	90	100.000
C - Manor Road W		ONE HOUR	✓	391	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Manor Road E	B - Site Access	C - Manor Road W
From				
	A - Manor Road E	0	41	240
	B - Site Access	55	0	35
	C - Manor Road W	342	49	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Manor Road E	B - Site Access	C - Manor Road W
From				
	A - Manor Road E	0	0	2
	B - Site Access	0	0	0
	C - Manor Road W	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.18	7.85	0.2	A	83	124
C-AB	0.09	6.42	0.1	A	45	67
C-A					314	471
A-B					38	56
A-C					220	330

Main Results for each time segment

10:45 - 11:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	68	17	612	0.111	67	0.0	0.1	6.607	A
C-AB	37	9	641	0.058	37	0.0	0.1	5.951	A
C-A	257	64			257				
A-B	31	8			31				
A-C	181	45			181				

11:00 - 11:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	81	20	589	0.137	81	0.1	0.2	7.078	A
C-AB	44	11	630	0.070	44	0.1	0.1	6.144	A
C-A	307	77			307				
A-B	37	9			37				
A-C	216	54			216				

11:15 - 11:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	99	25	558	0.178	99	0.2	0.2	7.839	A
C-AB	54	13	614	0.088	54	0.1	0.1	6.424	A
C-A	377	94			377				
A-B	45	11			45				
A-C	264	66			264				

11:30 - 11:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	99	25	558	0.178	99	0.2	0.2	7.847	A
C-AB	54	13	614	0.088	54	0.1	0.1	6.424	A
C-A	377	94			377				
A-B	45	11			45				
A-C	264	66			264				

11:45 - 12:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	81	20	589	0.137	81	0.2	0.2	7.090	A
C-AB	44	11	630	0.070	44	0.1	0.1	6.148	A
C-A	307	77			307				
A-B	37	9			37				
A-C	216	54			216				

12:00 - 12:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	68	17	612	0.111	68	0.2	0.1	6.624	A
C-AB	37	9	641	0.058	37	0.1	0.1	5.960	A
C-A	257	64			257				
A-B	31	8			31				
A-C	181	45			181				

2036 + Dev Sat,

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.25	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2036 + Dev Sat	ONE HOUR	10:45	12:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Manor Road E		ONE HOUR	✓	310	100.000
B - Site Access		ONE HOUR	✓	90	100.000
C - Manor Road W		ONE HOUR	✓	433	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Manor Road E	B - Site Access	C - Manor Road W
From	A - Manor Road E	0	41	269
	B - Site Access	55	0	35
	C - Manor Road W	384	49	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Manor Road E	B - Site Access	C - Manor Road W
From	A - Manor Road E	0	0	2
	B - Site Access	0	0	0
	C - Manor Road W	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.18	8.17	0.2	A	83	124
C-AB	0.09	6.53	0.1	A	45	67
C-A					352	529
A-B					38	56
A-C					247	370

Main Results for each time segment

10:45 - 11:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	68	17	600	0.113	67	0.0	0.1	6.755	A
C-AB	37	9	635	0.058	37	0.0	0.1	6.012	A
C-A	289	72			289				
A-B	31	8			31				
A-C	203	51			203				

11:00 - 11:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	81	20	575	0.141	81	0.1	0.2	7.285	A
C-AB	44	11	623	0.071	44	0.1	0.1	6.221	A
C-A	345	86			345				
A-B	37	9			37				
A-C	242	60			242				

11:15 - 11:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	99	25	540	0.184	99	0.2	0.2	8.159	A
C-AB	54	13	605	0.089	54	0.1	0.1	6.527	A
C-A	423	106			423				
A-B	45	11			45				
A-C	296	74			296				

11:30 - 11:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	99	25	540	0.184	99	0.2	0.2	8.167	A
C-AB	54	13	605	0.089	54	0.1	0.1	6.527	A
C-A	423	106			423				
A-B	45	11			45				
A-C	296	74			296				

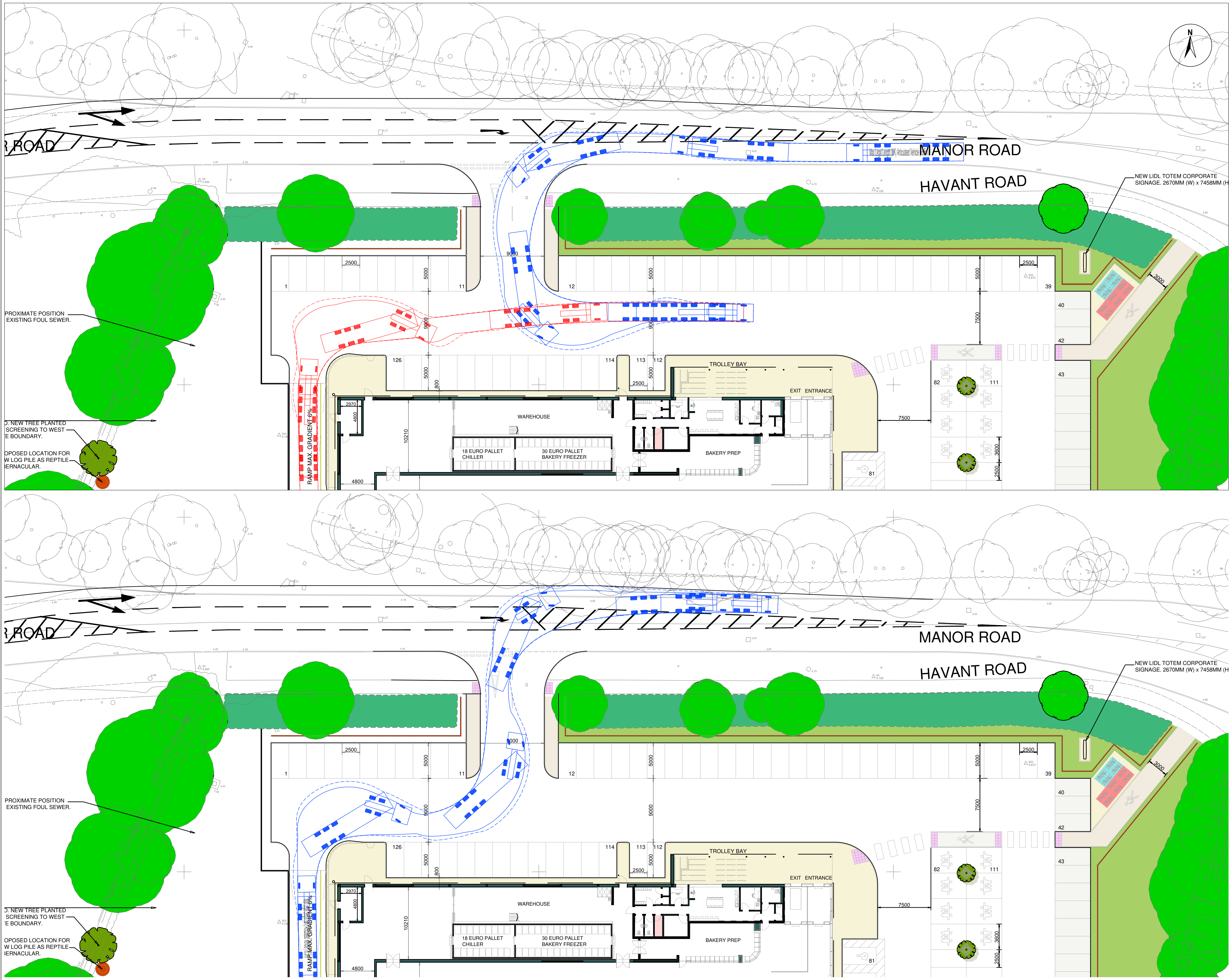
11:45 - 12:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	81	20	575	0.141	81	0.2	0.2	7.298	A
C-AB	44	11	623	0.071	44	0.1	0.1	6.225	A
C-A	345	86			345				
A-B	37	9			37				
A-C	242	60			242				

12:00 - 12:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	68	17	600	0.113	68	0.2	0.1	6.774	A
C-AB	37	9	635	0.058	37	0.1	0.1	6.020	A
C-A	289	72			289				
A-B	31	8			31				
A-C	203	51			203				

APPENDIX N



APPENDIX O

FAO: Alice Nolan
RPS Planning and Development,
20 Western Avenue,
Milton Park,
Abingdon,
Oxfordshire,
OX14 4SH

22nd September 2017

Dear Alice,

**A3023 MANOR ROAD, HAYLING ISLAND
PROPOSED DEVELOPMENT ACCESS (LIDL)
STAGE 1 ROAD SAFETY AUDIT**

Please find enclosed the signed and dated PDF Version 1.0 of the Stage 1 Road Safety Audit Report for A3023 Manor Road, Hayling Island - Proposed Development Access (Lidl).

As referred to in Section 1.4 of the Road Safety Audit Report, there is one issue identified and observation made during the Stage 1 Road Safety Audit and site inspection, which the Terms of Reference exclude from the Road Safety Audit Report, but which the Audit Team wishes to draw to the attention of yourself and the Audit Project Sponsor, i.e. the Local Highway Authority, Hampshire County Council:

- The scheme proposals include the installation of new lengths of footway within the development. These proposed footways tie into the existing footway provision along the southern side of A3023 Manor Road. At the time of the site visit this existing length of footway was overgrown by brambles and vegetation.

You will note that whilst the Stage 1 Road Safety Audit Report has not identified any specific road safety Problems nor offered any Recommendations that need to be reported at this moment, there could well be Items raised when the scheme is subjected to the rigours of the Stage 2 Road Safety Audit process

I look forward to receiving your response to this Covering for the purposes of retention on my file.

Should you have any queries, please do not hesitate to contact me.

Yours sincerely



Sarah Bowie

**A3023 Manor Road,
Hayling Island
Proposed Development Access (Lidl)**

Road Safety Audit - Stage 1

Final Report

September 2017



Taylor Bowie Ltd
ROAD SAFETY & TRANSPORTATION CONSULTANCY

REPORT APPROVAL

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Revision History

This document has the following history:

Version No.	Version Date	Summary of Changes	Changes marked
1.0	12/09/2017	N/A	N/A

Approvals

This document requires the following approvals:

Name	Title
Sarah Bowie	Audit Team Leader
Mario Gatti	Audit Team Member

Distribution

This document has also been distributed to:

Name	Title & Organisation
Alice Nolan	Senior Consultant - RPS Planning & Development

1 INTRODUCTION

1.1 Commission & Terms of Reference

This report has been prepared in response to an e-mail commission dated 30th August 2017 from Alice Nolan, RPS Planning & Development, requiring a Stage 1 Road Safety Audit on a proposed Development Access off A3023 Manor Road, Hayling Island.

The Terms of Reference are as described in the Highways Agency's Design Manual for Roads and Bridges document HD 19/15 'Road Safety Audit'.

1.2 The Scheme and its Purpose

The proposal consists of a priority junction arrangement for a proposed Lidl store located directly off the southern side of A3023 Manor Road, Hayling Island.

1.3 The Audit & Audit Report

The audit comprised an examination of documents forming the Audit Brief and an examination of the site during daylight hours. The documents were made available to the Audit Team by Alice Nolan who was available to respond to queries from the auditors to clarify detailed issues, to provide additional details and to achieve an Audit Brief acceptable to the Audit Team. The total documents forming the Audit Brief are listed in **Appendix A**. Generally, the Brief comprised:

- Site plan
- Swept path analysis

This information was considered sufficient as the Audit Brief for the purpose of undertaking the road safety audit requested.

The Audit Team membership approved for this audit was:

Sarah Bowie IEng, MICE, FIHE, MCIHT, MSoRSA, HE RSA Cert Comp

(Audit Team Leader) Director, Taylor Bowie Ltd

Mario Gatti BSc Civ Eng, HE RSA Cert Comp

(Audit Team Member) Associate Consultant, Taylor Bowie Ltd

The audit took place at Taylor Bowie Ltd Letchworth office during September 2017, and both Audit Team Members examined the site together in daylight hours on the afternoon of Tuesday 12th September 2017. The weather during the site visit was mild and sunny. The carriageway surface

was dry. Traffic flows at all times were light to moderate. No pedestrians and three cyclists were observed during the site visit.

The scheme has been examined, and this report compiled, only with regard to the safety implications to road users of the scheme as presented. It has not been examined or verified for compliance with any other Standards or criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem the Audit Team may, on occasion, have referred to a Design Standard without touching on technical audit.

No Departures from Standards (DfS) have been provided to the Audit Team. It is important that if there are any DfS, then they are submitted to the Overseeing Authority (OA) as soon as possible with appropriate mitigating measures for the OA to approve.

1.4 Audit Administration

This Audit Report has been submitted to the Design Organisation as a draft for checking, consideration and approval. The Design Organisation is responsible for agreeing with the Audit Team Leader the form of the final version of the report and for instructing that the report is presented in its final form.

It is the responsibility of the Audit Project Sponsor, i.e. the local highway authority, Hampshire County Council, to advise the Audit Team Leader if any Problem or Recommendation is not adopted. A copy of every signed Exception Report is required by the Audit Team Leader from the Audit Project Sponsor for attachment to the master copy of the Final Audit Report.

Safety issues identified during the audit and site inspection which the Terms of Reference exclude from this report, but which the audit team wishes to draw to the attention of the Audit Project Sponsor, will be set out in a separate letter. These issues could include maintenance items and operational issues. In this regard, the Audit Team have made reference to one item as referred to in a covering letter to the Design Organisation, RPS Planning & Development, dated 22nd September 2017. This covering letter should be supplied to the Audit Project Sponsor, Hampshire County Council and, be considered in conjunction with this Stage 1 Road Safety Audit Report.

2 ITEMS RAISED IN THIS STAGE 1 ROAD SAFETY AUDIT

2.1 General

No Problems identified in this category at this Stage 1 Road Safety Audit.

2.2 Local Alignment

No Problems identified in this category at this Stage 1 Road Safety Audit.

2.3 Junctions

No Problems identified in this category at this Stage 1 Road Safety Audit.

2.4 Non-Motorised User Provision

No Problems identified in this category at this Stage 1 Road Safety Audit

2.5 Road Signs, Carriageway Markings & Street Lighting

No Problems identified in this category at this Stage 1 Road Safety Audit.

END OF REPORT - NO PROBLEMS IDENTIFIED OR RECOMMENDATIONS OFFERED IN THIS

STAGE 1 ROAD SAFETY AUDIT

3 AUDIT TEAM STATEMENT

We certify that this Audit has been carried out in accordance with HD 19/15.

AUDIT TEAM LEADER

Sarah Bowie I.Eng, MICE, FIHE, MCIHT, MSoRSA, HE RSA Cert Comp

Director

Taylor Bowie Ltd

Road Safety & Transportation Consultants

5 Curlew Close

Letchworth Garden City

Hertfordshire

SG6 4TG

Signed: 

Date : 22nd September 2017

AUDIT TEAM MEMBER

Mario Gatti BSc Civ Eng, HE RSA Cert Comp

Associate Consultant

Taylor Bowie Ltd

Road Safety & Transportation Consultants

5 Curlew Close

Letchworth Garden City

Hertfordshire

SG6 4TG

Signed: 

Date : 22nd September 2017

APPENDIX A

Documents Forming the Audit Brief

Drawings:

DRAWING NO.	TITLE
JNY9067-01 Rev A	Swept Path Analysis Drawing - Sheet 1
JNY9067-02 Rev A	Swept Path Analysis Drawing - Sheet 2
3671-02 Rev N	Site Plan

Taylor Bowie Ltd

ROAD SAFETY & TRANSPORTATION CONSULTANCY

5 Curlew Close
Letchworth Garden City
Hertfordshire
SG6 4TG

E: sarah.bowie@taylorbowie.co.uk

W: www.taylorbowie.co.uk

M: 07810 712985

APPENDIX P

Junctions 9			
ARCADY 9 - Roundabout Module			
Version: 9.0.1.4646 [] © Copyright TRL Limited, 2017			
For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk			
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution			

Filename: Manor Road - Havant Road - Church Road Roundabout - Revised Sept 2017 to 2036.j9

Path: P:\JNY9067 - Lidl Hayling Island, Hants\Transport\Arcady

Report generation date: 19/09/2017 12:29:39

»2016 Sat,
»2022 Sat,
»2022 + Dev Sat,
»2036 Sat,
»2036 + Dev Sat,

Summary of junction performance

	Queue (Veh)	Delay (s)	RFC
2016 Sat			
1 - Manor Road	0.4	4.22	0.29
2 - Havant Road	0.7	3.28	0.43
3 - Church Road	0.8	3.72	0.43
2022 Sat			
1 - Manor Road	0.5	4.65	0.33
2 - Havant Road	0.9	3.54	0.47
3 - Church Road	0.9	4.08	0.47
2022 + Dev Sat			
1 - Manor Road	0.6	5.03	0.38
2 - Havant Road	0.9	3.70	0.48
3 - Church Road	1.0	4.29	0.50
2036 Sat			
1 - Manor Road	0.6	5.47	0.39
2 - Havant Road	1.1	3.99	0.53
3 - Church Road	1.2	4.76	0.54
2036 + Dev Sat			
1 - Manor Road	0.8	6.01	0.45
2 - Havant Road	1.2	4.20	0.54
3 - Church Road	1.3	5.05	0.57

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	06/12/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	EUR\alice.nolan
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2016 Sat	ONE HOUR	10:45	12:15	15	✓
D6	2022 Sat	ONE HOUR	10:45	12:15	15	✓
D8	2022 + Dev Sat	ONE HOUR	10:45	12:15	15	✓
D9	2036 Sat	ONE HOUR	10:45	12:15	15	✓
D10	2036 + Dev Sat	ONE HOUR	10:45	12:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2016 Sat,

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Manor Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - Havant Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3	3.62	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Manor Road	
2	Havant Road	
3	Church Road	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Manor Road	3.68	6.28	33.5	9.0	28.8	11.5	
2 - Havant Road	5.00	6.40	61.4	22.9	28.8	22.0	
3 - Church Road	3.40	7.80	25.7	26.8	28.8	27.5	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Manor Road	0.672	1754
2 - Havant Road	0.726	1975
3 - Church Road	0.713	1931

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2016 Sat	ONE HOUR	10:45	12:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Manor Road		ONE HOUR	✓	314	100.000
2 - Havant Road		ONE HOUR	✓	748	100.000
3 - Church Road		ONE HOUR	✓	663	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - Manor Road	2 - Havant Road	3 - Church Road
From	1 - Manor Road	0	277	37
	2 - Havant Road	186	87	475
	3 - Church Road	34	624	5

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Manor Road	2 - Havant Road	3 - Church Road
From	1 - Manor Road	0	2	0
	2 - Havant Road	2	0	1
	3 - Church Road	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Manor Road	0.29	4.22	0.4	A	288	432
2 - Havant Road	0.43	3.28	0.7	A	686	1030
3 - Church Road	0.43	3.72	0.8	A	608	913

Main Results for each time segment

10:45 - 11:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Manor Road	236	59	537	1366	0.173	236	165	0.0	0.2	3.184	A
2 - Havant Road	563	141	32	1930	0.292	561	741	0.0	0.4	2.626	A
3 - Church Road	499	125	205	1766	0.283	498	388	0.0	0.4	2.833	A

11:00 - 11:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Manor Road	282	71	643	1295	0.218	282	198	0.2	0.3	3.552	A
2 - Havant Road	672	168	38	1926	0.349	672	887	0.4	0.5	2.868	A
3 - Church Road	596	149	245	1738	0.343	596	464	0.4	0.5	3.150	A

11:15 - 11:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Manor Road	346	86	787	1199	0.288	345	242	0.3	0.4	4.211	A
2 - Havant Road	824	206	46	1920	0.429	823	1086	0.5	0.7	3.276	A
3 - Church Road	730	182	300	1698	0.430	729	569	0.5	0.7	3.711	A

11:30 - 11:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Manor Road	346	86	788	1199	0.288	346	242	0.4	0.4	4.219	A
2 - Havant Road	824	206	46	1920	0.429	824	1088	0.7	0.7	3.282	A
3 - Church Road	730	182	301	1698	0.430	730	569	0.7	0.8	3.718	A

11:45 - 12:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Manor Road	282	71	645	1294	0.218	283	198	0.4	0.3	3.559	A
2 - Havant Road	672	168	38	1926	0.349	673	890	0.7	0.5	2.875	A
3 - Church Road	596	149	246	1737	0.343	597	465	0.8	0.5	3.158	A

12:00 - 12:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Manor Road	236	59	540	1364	0.173	237	166	0.3	0.2	3.192	A
2 - Havant Road	563	141	32	1930	0.292	564	745	0.5	0.4	2.634	A
3 - Church Road	499	125	206	1766	0.283	500	390	0.5	0.4	2.843	A

2022 Sat,

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Manor Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - Havant Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3	3.95	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2022 Sat	ONE HOUR	10:45	12:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Manor Road		ONE HOUR	✓	342	100.000
2 - Havant Road		ONE HOUR	✓	815	100.000
3 - Church Road		ONE HOUR	✓	723	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - Manor Road	2 - Havant Road	3 - Church Road
From	1 - Manor Road	0	302	40
	2 - Havant Road	202	95	518
	3 - Church Road	37	680	6

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Manor Road	2 - Havant Road	3 - Church Road
From	1 - Manor Road	0	2	0
	2 - Havant Road	2	1	1
	3 - Church Road	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Manor Road	0.33	4.65	0.5	A	314	471
2 - Havant Road	0.47	3.54	0.9	A	748	1122
3 - Church Road	0.47	4.08	0.9	A	663	995

Main Results for each time segment

10:45 - 11:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Manor Road	257	64	586	1333	0.193	257	179	0.0	0.2	3.341	A
2 - Havant Road	614	153	35	1926	0.319	612	808	0.0	0.5	2.735	A
3 - Church Road	544	136	223	1753	0.310	543	423	0.0	0.4	2.970	A

11:00 - 11:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Manor Road	307	77	701	1256	0.245	307	215	0.2	0.3	3.794	A
2 - Havant Road	733	183	41	1921	0.381	732	967	0.5	0.6	3.025	A
3 - Church Road	650	162	267	1722	0.378	649	507	0.4	0.6	3.356	A

11:15 - 11:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Manor Road	377	94	859	1151	0.327	376	263	0.3	0.5	4.639	A
2 - Havant Road	897	224	51	1915	0.469	896	1184	0.6	0.9	3.532	A
3 - Church Road	796	199	327	1679	0.474	795	620	0.6	0.9	4.069	A

11:30 - 11:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Manor Road	377	94	860	1150	0.327	377	263	0.5	0.5	4.651	A
2 - Havant Road	897	224	51	1915	0.469	897	1186	0.9	0.9	3.538	A
3 - Church Road	796	199	327	1678	0.474	796	621	0.9	0.9	4.080	A

11:45 - 12:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Manor Road	307	77	703	1255	0.245	308	215	0.5	0.3	3.807	A
2 - Havant Road	733	183	41	1921	0.381	734	970	0.9	0.6	3.036	A
3 - Church Road	650	162	267	1721	0.378	651	508	0.9	0.6	3.369	A

12:00 - 12:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Manor Road	257	64	589	1331	0.193	258	180	0.3	0.2	3.354	A
2 - Havant Road	614	153	35	1926	0.319	614	812	0.6	0.5	2.747	A
3 - Church Road	544	136	224	1752	0.311	545	425	0.6	0.5	2.982	A

2022 + Dev Sat,

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Manor Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - Havant Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3	4.19	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2022 + Dev Sat	ONE HOUR	10:45	12:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Manor Road		ONE HOUR	✓	397	100.000
2 - Havant Road		ONE HOUR	✓	823	100.000
3 - Church Road		ONE HOUR	✓	757	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - Manor Road	2 - Havant Road	3 - Church Road
From	1 - Manor Road	0	312	85
	2 - Havant Road	210	95	518
	3 - Church Road	71	680	6

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Manor Road	2 - Havant Road	3 - Church Road
From	1 - Manor Road	0	2	0
	2 - Havant Road	2	1	1
	3 - Church Road	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Manor Road	0.38	5.03	0.6	A	364	546
2 - Havant Road	0.48	3.70	0.9	A	755	1133
3 - Church Road	0.50	4.29	1.0	A	695	1042

Main Results for each time segment

10:45 - 11:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Manor Road	299	75	586	1336	0.224	298	211	0.0	0.3	3.466	A
2 - Havant Road	620	155	68	1902	0.326	618	815	0.0	0.5	2.800	A
3 - Church Road	570	142	229	1749	0.326	568	457	0.0	0.5	3.041	A

11:00 - 11:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Manor Road	357	89	701	1258	0.284	356	252	0.3	0.4	3.989	A
2 - Havant Road	740	185	82	1892	0.391	739	976	0.5	0.6	3.121	A
3 - Church Road	681	170	274	1717	0.396	680	547	0.5	0.7	3.469	A

11:15 - 11:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Manor Road	437	109	859	1154	0.379	436	309	0.4	0.6	5.012	A
2 - Havant Road	906	227	100	1879	0.482	905	1195	0.6	0.9	3.690	A
3 - Church Road	833	208	335	1673	0.498	832	670	0.7	1.0	4.274	A

11:30 - 11:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Manor Road	437	109	860	1153	0.379	437	309	0.6	0.6	5.030	A
2 - Havant Road	906	227	100	1879	0.482	906	1197	0.9	0.9	3.699	A
3 - Church Road	833	208	336	1673	0.498	833	671	1.0	1.0	4.289	A

11:45 - 12:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Manor Road	357	89	703	1257	0.284	358	253	0.6	0.4	4.007	A
2 - Havant Road	740	185	82	1892	0.391	741	979	0.9	0.6	3.130	A
3 - Church Road	681	170	275	1717	0.396	682	548	1.0	0.7	3.485	A

12:00 - 12:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Manor Road	299	75	589	1334	0.224	299	212	0.4	0.3	3.480	A
2 - Havant Road	620	155	69	1902	0.326	620	819	0.6	0.5	2.812	A
3 - Church Road	570	142	230	1749	0.326	571	459	0.7	0.5	3.059	A

2036 Sat,

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Manor Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - Havant Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3	4.56	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2036 Sat	ONE HOUR	10:45	12:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Manor Road		ONE HOUR	✓	384	100.000
2 - Havant Road		ONE HOUR	✓	916	100.000
3 - Church Road		ONE HOUR	✓	811	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - Manor Road	2 - Havant Road	3 - Church Road
From	1 - Manor Road	0	339	45
	2 - Havant Road	227	107	582
	3 - Church Road	42	763	6

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Manor Road	2 - Havant Road	3 - Church Road
From	1 - Manor Road	0	2	0
	2 - Havant Road	2	1	1
	3 - Church Road	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Manor Road	0.39	5.47	0.6	A	352	529
2 - Havant Road	0.53	3.99	1.1	A	841	1261
3 - Church Road	0.54	4.76	1.2	A	744	1116

Main Results for each time segment

10:45 - 11:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Manor Road	289	72	657	1286	0.225	288	202	0.0	0.3	3.606	A
2 - Havant Road	690	172	38	1923	0.359	687	907	0.0	0.6	2.907	A
3 - Church Road	611	153	251	1733	0.352	608	475	0.0	0.5	3.196	A

11:00 - 11:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Manor Road	345	86	787	1199	0.288	345	242	0.3	0.4	4.211	A
2 - Havant Road	823	206	46	1918	0.429	823	1086	0.6	0.7	3.285	A
3 - Church Road	729	182	300	1698	0.429	728	569	0.5	0.7	3.709	A

11:15 - 11:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Manor Road	423	106	963	1082	0.391	422	296	0.4	0.6	5.446	A
2 - Havant Road	1009	252	56	1911	0.528	1007	1329	0.7	1.1	3.977	A
3 - Church Road	893	223	367	1649	0.541	891	696	0.7	1.2	4.738	A

11:30 - 11:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Manor Road	423	106	964	1081	0.391	423	296	0.6	0.6	5.470	A
2 - Havant Road	1009	252	56	1911	0.528	1009	1331	1.1	1.1	3.990	A
3 - Church Road	893	223	368	1649	0.541	893	697	1.2	1.2	4.760	A

11:45 - 12:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Manor Road	345	86	789	1198	0.288	346	242	0.6	0.4	4.234	A
2 - Havant Road	823	206	46	1918	0.429	825	1089	1.1	0.8	3.297	A
3 - Church Road	729	182	301	1697	0.430	731	570	1.2	0.8	3.730	A

12:00 - 12:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Manor Road	289	72	660	1283	0.225	290	203	0.4	0.3	3.625	A
2 - Havant Road	690	172	38	1923	0.359	690	911	0.8	0.6	2.923	A
3 - Church Road	611	153	252	1732	0.352	611	477	0.8	0.5	3.215	A

2036 + Dev Sat,

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Manor Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - Havant Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3	4.88	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2036 + Dev Sat	ONE HOUR	10:45	12:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Manor Road		ONE HOUR	✓	439	100.000
2 - Havant Road		ONE HOUR	✓	924	100.000
3 - Church Road		ONE HOUR	✓	845	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - Manor Road	2 - Havant Road	3 - Church Road
From	1 - Manor Road	0	349	90
	2 - Havant Road	235	107	582
	3 - Church Road	76	763	6

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Manor Road	2 - Havant Road	3 - Church Road
From	1 - Manor Road	0	2	0
	2 - Havant Road	2	1	1
	3 - Church Road	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Manor Road	0.45	6.01	0.8	A	403	604
2 - Havant Road	0.54	4.20	1.2	A	848	1272
3 - Church Road	0.57	5.05	1.3	A	775	1163

Main Results for each time segment

10:45 - 11:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Manor Road	331	83	657	1288	0.257	329	233	0.0	0.3	3.750	A
2 - Havant Road	696	174	72	1899	0.366	693	914	0.0	0.6	2.981	A
3 - Church Road	636	159	257	1729	0.368	634	509	0.0	0.6	3.279	A

11:00 - 11:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Manor Road	395	99	787	1201	0.328	394	279	0.3	0.5	4.456	A
2 - Havant Road	831	208	86	1889	0.440	830	1094	0.6	0.8	3.394	A
3 - Church Road	760	190	307	1693	0.449	759	609	0.6	0.8	3.848	A

11:15 - 11:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Manor Road	483	121	963	1084	0.446	482	342	0.5	0.8	5.970	A
2 - Havant Road	1017	254	105	1875	0.543	1016	1339	0.8	1.2	4.181	A
3 - Church Road	930	233	376	1644	0.566	928	745	0.8	1.3	5.020	A

11:30 - 11:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Manor Road	483	121	964	1083	0.446	483	342	0.8	0.8	6.006	A
2 - Havant Road	1017	254	106	1875	0.543	1017	1342	1.2	1.2	4.197	A
3 - Church Road	930	233	377	1643	0.566	930	746	1.3	1.3	5.049	A

11:45 - 12:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Manor Road	395	99	789	1200	0.329	396	280	0.8	0.5	4.486	A
2 - Havant Road	831	208	87	1889	0.440	832	1099	1.2	0.8	3.414	A
3 - Church Road	760	190	308	1693	0.449	762	611	1.3	0.8	3.874	A

12:00 - 12:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - Manor Road	331	83	660	1286	0.257	331	234	0.5	0.3	3.775	A
2 - Havant Road	696	174	72	1899	0.366	696	919	0.8	0.6	2.995	A
3 - Church Road	636	159	258	1729	0.368	637	511	0.8	0.6	3.302	A

