



ttp consulting
transport planning specialists

Corona Vulcan Wellington Ltd

**UNIT 1B, WELLINGTON RETAIL
PARK, WATERLOOVILLE**

**Transport Statement – Variation of
Condition 1 of Planning Permission
APP/10/00585 relating to the sale
of food**

February 2022

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1 INTRODUCTION

- 1.1 TTP Consulting is retained to provide highways and transport advice associated with the proposals for Unit 1B (the Unit) at Wellington Retail Park (the Park).

Figure 1.1: Location Plan



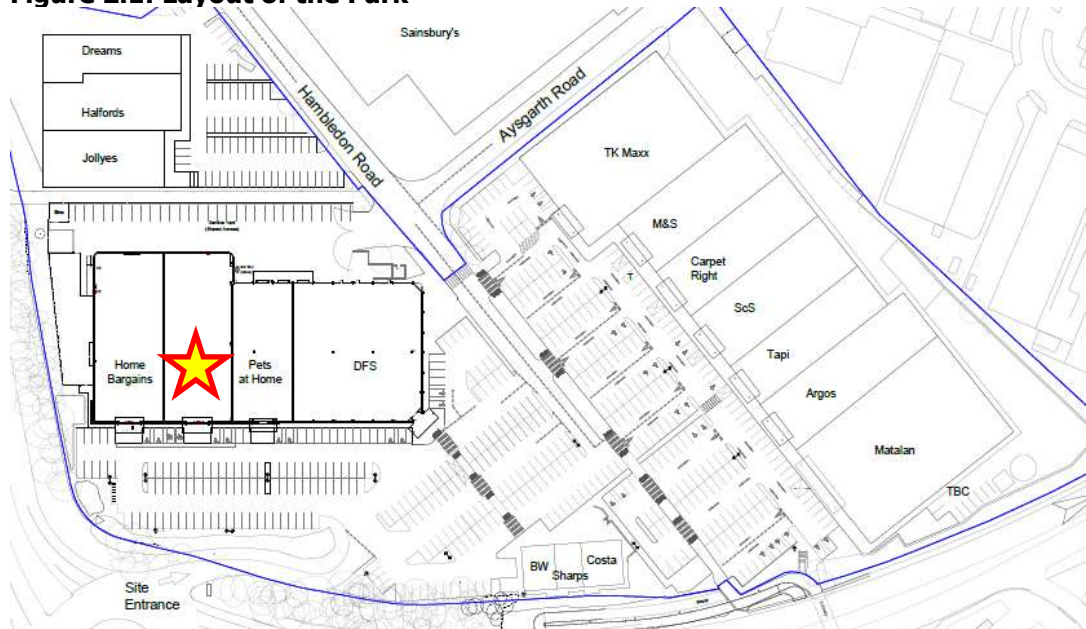
- 1.2 The Park is located in the town centre to the north-east of the A3 / Hambledon Road roundabout. It consists of three main retail terraces along with a terrace of smaller units along the southern boundary with parking for up to 580 cars. Unit 1B which is located in the south-western terrace closest to the A3 / Hambledon Road roundabout is currently occupied by Bensons for Beds and has a gross floor area of circa 1,787sqm including 1,067sqm at ground.
- 1.3 This report has been prepared to support a planning application to vary Condition 1 of Planning Permission APP/10/00585 in relation to the sale of food to enable Unit 1B to be occupied by a Food Retailer. It has been prepared following feedback from Hampshire County Council Highways and takes into account prevailing conditions and policy. A copy of the highways feedback is provided at **Appendix A**.

2 EXISTING SITUATION

The Park and Surrounding Area

- 2.1 The Park which is located in the town centre comprise a total of 17 units in four terraces which includes 7 units in the eastern terrace to the south of Sainsbury's, three units in the north-western terrace and 4 units in the south-eastern terrace, plus 3 units in the southern terrace. **Figure 2.1** illustrates the layout of the Park along with the location of the Unit subject to the application. Tenants in the eastern terrace include Marks & Spencer (Foodhall) along with Matalan and TK Maxx.

Figure 2.1: Layout of the Park



- 2.2 Unit 1B which is the subject of the application has a gross floor area of circa 1,787sqm including 1,067sqm at ground and a 720sqm mezzanine, and is currently occupied by Bensons for Beds. All deliveries take place via the service yard to the rear of the Unit. There is no restriction on either the non-food use of the unit, or the ability to use any of the floorspace for retail sales.
- 2.3 There is parking for up to 580 cars including 33 spaces reserved for Blue Badge Holders and 2 for parents with small children, and 45 spaces in the serviced yards. Access is taken from the A3 / Hambleton Road roundabout (entry only), with entry and exit permitted via Aston Road.
- 2.4 There is a Sainsbury's supermarket with associated parking and Petrol Filling Station to the north of the Park, with the car parking provided under the building. The supermarket shares the access with the Park, and with the commercial buildings to the north-east of the eastern terrace which are accessed via Aysgarth Road. In addition, there is an ASDA supermarket with petrol filling station immediate south of the Park to the south of the A3.

Accessibility by Modes other than the Car

- 2.5 The Park is accessible by modes of transport other than the car given it is located within the town centre where there is a network of walking and cycling routes along with bus services calling at nearby stops. A brief summary as follows:
- There are footways along both sides of Hambledon Road which connects to Aston Road. these facilitate access to / from the commercial and residential to the north.
 - There is a shared footway / cycleway that runs along the northern side of the service yard to the rear of Unit 1B that connects Hambledon Road to the bus stop on the B2150 Hambledon Road. There is a bus stop at the end of the footway / cycleway that is served by southbound buses on routes 7, 39 and 654. Northbound buses are available from the stop on the western side of the carriageway that is accessible via the signal crossing at Aston Road.
 - Further bus services are available from stops to the south of the A3 which are available on foot via the ramped access and signalised crossing over the A3.
 - There is a signalised crossing and an underpass to the south of the eastern terrace adjacent to Matalan that facilitates access to further shops and activity south of the A3; both are accessed via the ramp or steps between Costa and Matalan, with stepped access only to the underpass on the southern side of the A3.
 - There are footways on both sides of Houghton Avenue that cater for movements into and out of the new residential area.
 - There is a shared footway / cycleway along the western side of the B2150 Hambledon Road, with a footway along the eastern side of Hambledon Road.
- 2.6 Within the Park, there is a network of footways that facilitate access between the terraces and along the retail frontages, which includes a footway with zebra crossing between DFS and Bedworld, and between Costa and the eastern retail terrace.
- 2.7 There is parking for up to 14 bicycles in the vicinity of Unit 1A / Home Bargains which is adjacent to the Unit subject to this application.

The Highway Network

- 2.8 The A3 Maurepas Way runs in a east-west orientation to the south of the Park through the town centre, and in a north – south orientation from the B2150 Hambledon Road junction. It varies in width, typically two lanes in each direction widening to three on the approaches to key junctions.
- 2.9 The B2150 which runs in a broadly north south orientation from the A3 Maurepas Way is a dual carriageway in the vicinity of the Park, with two lanes in each direction widening to three at the junction with Aston Road which is signalised, and with the A3. There is a service / feeder road that runs along the eastern side of the carriageway that is also known as Hambledon Road which facilitates access to residential properties; the road extends to the south of Aston Road to facilitate access to Sainsbury's and the Park along with the commercial zone east of the Park.
- 2.10 Houghton Avenue which runs in a east – west orientation from the A3 / B2150 roundabout is a single carriageway road that facilitates access to Berewood, the new residential area to the west of the town centre.
- 2.11 Aston Road is a single carriageway road that facilitates access to the Park and Sainsbury's along with the commercial zone to the north-east. It has one lane in each direction for the majority of it's length, with the exception of the section between the Sainsbury's and the B2150 Hambledon Road. The connection to Jubilee Road to the east is restricted to pedestrians and cyclists, with all motorised traffic required to approach and depart from / to the west.
- 2.12 Traffic movements in the vicinity are influenced by the nature of the local highway network which includes the A3 that passes through the town centre along with commercial and retail activity in the wider town centre, and the residential development at Berewood that is being built out.

3 EFFECTS OF THE PROPOSED DEVELOPMENT

Trip Generation

3.1 The planning application seeks to widen the range of goods sold from the Unit to include food from the ground floor to enable it to be occupied by a food retailer. Furthermore, the extent of the mezzanine will be reduced from 720sqm to circa 185sqm. The potential change in number of trips associated with this application has been estimated as follows:

- Existing Non-food Use: Based on all surveys in the Retail: Other Individual Non-Food Superstores category from the TRICS database surveyed since January 2015 in England, outside of London with a gross floor area less than 7,500sqm. The exercise revealed a total of 5 weekday and 3 Saturday surveys.
- Proposed Food Use: Based on all surveys in the Discount Food Store category from the TRICS Database in England outside Greater London surveyed between January 2017 and March 2020. The exercise revealed a total of 7 weekday and 4 Saturday surveys.

3.2 **Tables 3.1** and **Table 3.2** provide a summary of the trip rates and resultant flows for the weekday morning (0800 – 0900), weekday evening (1700 – 1800) and Saturday afternoon (1200 – 1300) peak hours for the existing and proposed uses, with the 1,602sqm of non-food floorspace being replaced by 1,067sqm used for the sale of food. **Table 3.3** sets out the change in gross trips for the peak hours. Copies of the TRICS data is provided at **Appendix C**.

Table 3.1: Trip Rates and Resultant Flows (Existing 1,602sqm Non-Food use)

Period	Vehicular Trip Rate		Vehicular Trips	
	Arrive	Depart	Arrive	Depart
AM Peak (0800 – 0900)	0.135	0.056	2	1
PM Peak (1700 – 1800)	0.775	0.831	13	14
SAT Peak (1200 – 1300)	2.526	2.580	40	41

Table 3.2: Trip Rates and Resultant Flows (Proposed 1,067sqm Food use)

Period	Vehicular Trip Rate		Vehicular Trips	
	Arrive	Depart	Arrive	Depart
AM Peak (0800 – 0900)	2.261	1.447	24	15
PM Peak (1700 – 1800)	3.751	4.149	40	44
SAT Peak (1200 – 1300)	5.443	5.989	58	64

Table 3.3: Change in Gross Trips		
Time	Net Change in Vehicle Trips	
	Arrive	Depart
AM Peak (0800 – 0900)	+22	+14
PM Peak (1700 – 1800)	+27	+30
SAT Peak (1200 – 1300)	+18	+23

3.3 Shopping is a discretionary trip with customers having a choice in relation to when and where they shop and how they travel with factors such as actual or perceived traffic levels, availability of parking and offer along with alternatives influencing a person's choice, with people unlikely to make a dedicated trip at a time of day to a destination considered less convenient. Secondary trips are typically classified as diverted, linked or pass-by trips and summarised as follows.

- Linked Trips are those that are linked with another trip in the local area. It is generally accepted that there would be a higher proportion of linked trips where there is a higher concentration of retail such as in the immediate vicinity with the Park being located in the town centre.
- Diverted Trips are those that divert to the new facility on the grounds it is perceived to be more convenient than an existing facility. In this regard, the majority of customer trips to a new foodstore (or food sales in general) are likely to be diverted from an existing facility which could include Sainsbury's and M&S on the Park, as well as Asda and other supermarkets in the town centre or further afield.
- Pass-by Trips are those which divert to the new store from the adjacent highway network. It is generally accepted that there would be a higher proportion of pass-by trips on higher order roads such as the A3 and B2150, particularly during the commuter peak hours with people visiting the Unit enroute to or from work.

3.4 All other trips would be classified as New. As set out above, these are typically relatively low for a foodstore / food sale with the majority diverted.

3.5 **Tables 3.4** and **3.5** provide summaries of the assumed breakdown of trips for the Existing and Proposed uses. **Table 3.6** summarises the net trip generation impact as a result of the proposals which suggests that there could be 17 additional two-way new trips (10 Arrivals / 7 Departures) during the weekday morning peak hour, 24 additional two-way new trips (11

Arrivals / 13 Departures) during the weekday evening peak hour and 4 additional two-way new trips (1 Arrival / 3 Departures) during the Saturday afternoon peak hour.

Table 3.4: Assumed Breakdown of Vehicular Trips (Existing Non-Food Use)						
	AM Peak* (0800 -0900)		PM Peak (1700 – 1800)		SAT Peak (1200 – 1300)	
	Arrive	Depart	Arrive	Depart	Arrive	depart
Diverted Trips (0%)	0	0	0	0	0	0
Linked Trips (20%)	0	0	3	3	8	8
Pass-by Trips (10%)	0	0	1	1	4	4
New Trips (70%)	2	1	9	10	28	29
Total	2	1	13	14	40	41

*All trips considered as new during AM Peak

Table 3.5: Assumed Breakdown of Vehicular Trips (Proposed Food Use)						
	AM Peak (0800 -0900)		PM Peak (1700 – 1800)		SAT Peak (1200 – 1300)	
	Arrive	Depart	Arrive	Depart	Arrive	depart
Diverted Trips (20%)	5	3	8	9	12	13
Linked Trips (20%)	5	3	8	9	12	13
Pass-by Trips (10%)	2	2	4	4	6	6
New Trips (50%)	12	8	20	22	29	32
Total	24	15	40	44	58	64

Table 3.6: New Trip Generation (Proposed vs Existing)						
	AM Peak (0800 -0900)		PM Peak (1700 – 1800)		SAT Peak (1200 – 1300)	
	Arrive	Depart	Arrive	Depart	Arrive	depart
Diverted Trips	+5	+3	+8	+9	+12	+13
Linked Trips	+5	+3	+5	+6	+3	+5
Pass-by Trips	+2	+2	+3	+3	+2	+2
New Trips	+10	+7	+11	+12	+1	+3
Total	+22	+14	+27	+30	+18	+23

3.6 The trips would be distributed on roads in the area including the A3, Hambledon Road and Houghton Avenue. Flow Diagrams 01, 02 and 03 set out the anticipated change in the flows during the weekday morning, weekday evening and Saturday afternoon peak hours respectively, with 6 additional movements each-way on the B2150 Hambledon Road to the north of Aston Road during the weekday evening peak hour, with lower increases at other times of the day and on links to the south. These increases would fall within typical daily variations and not

impact on the operation of the local or wider highway network; as such, capacity assessments have not been undertaken. Furthermore, the proportion of secondary trips is considered to be conservative with fewer new trips in reality, particularly for food retailer with a higher proportion diverting from other existing offers in the immediate area.

Access

- 3.7 The proposals do not include any changes to the access arrangements, with entry only from the south into the car park directly from the A3 / B2150 Hambledon Road roundabout, and entry / exit from / to the north via Hambledon Road which in turn connects to Aston Road onto the B2150.
- 3.8 Comments received from County Council highways raised concerns in relation to the potential impact on the proposed development on queues backing up onto the A3 / B2150 Hambledon Road; the ramp is circa 70m long. The trip generation exercise suggests that the proposed development could result in 7 to 8 additional arrivals via the ramp from the roundabout during the weekday morning and evening peak hours, i.e. one additional vehicle every 7min to 8min which would not impact on the capacity of the access nor increase queues, with no material changes during the Saturday afternoon peak hour.
- 3.9 In order to understand the existing situation, surveys were commissioned on the 21st and 22nd January with cameras looking towards the bottom of the ramp and the roundabout; the footage revealed that very little queuing occurred at the bottom of the ramp, and when queues did form, they were typically no more than 1 to 2 cars with a couple of short peaks of 4 to 5 cars, and one occurrence when the queue reached 7 cars on the 21st. Drivers have a choice of four routes to take at the bottom of the ramp, with one westbound towards Unit 1 and three eastbound towards the main retail terrace and route through to Sainsbury's; the most popular option was the northern most eastbound aisle.
- 3.10 There were on average 223 arrivals per hour via the ramp between 7am and 7pm on the Friday with a peak of 285 entries, with an average of 296 vehicles per hour between 9am and 5pm on the Saturday with a peak of 336 entries. As such, although the predicted increase in the number of vehicles using the ramp would be higher during the weekdays, the resultant overall number of weekday trips using the ramp would be significantly lower than the existing Saturday number using the ramp when no long queues were observed. As such, it can be concluded that the proposals associated with this planning application would not impact on the operation of the ramp. Copies of the survey data is included at **Appendix D**.

- 3.11 Traffic data has been obtained from the counters at the entrances to the Park that demonstrate that traffic flows during the week of the surveys was normal with 26,672 entries which compares to historic data from 2019 when there were an average of 25,167 entries for the period March through October; the flows represent all traffic entering the Park, including any traffic that passes through the car park to reach Sainsbury's. Traffic data from 2020 and 2021 is not considered representative due to the ongoing COVID-19 pandemic where there would have been periods with significantly lower flows, and others with higher flows when restrictions were removed and also the 2021 petrol crisis when queues were forming outside of petrol filling stations associated with the HGV driver shortage.
- 3.12 **Table 3.7** provides a summary of the entry / exit flows with copies of the 2019 individual weekly data in **Appendix E** and snips from the videos in **Appendix F**; video footage can be made available if needed.

Table 3.7: Summary of Entry Flows	
Period	Flow
2019 Maximum	30,020
2019 Minimum	17,917
2019 Average	25,167
Week covering 21 st / 22 nd January 2022	26,672

- 3.13 The 2019 historic data demonstrates that the entry data when the video surveys were undertaken was normal, which in turn did not reveal any queuing issues on the ramp. Whereas there may have been some queues that formed in 2020 and 2021 extending back to the roundabout, these are most likely associated with abnormal trading patterns through the COVID-19 pandemic. The proposals associated with this planning application which are for food retail in a town centre location will not materially affect traffic volumes entering the car park, with 8 additional movements via the ramp during the weekday evening peak hour, and no change on the Saturday afternoon.

Car Parking

- 3.14 There is parking for up to 580 cars including 33 spaces reserved for Blue Badge Holders and 2 for parents with small children, and 45 spaces in the serviced yards.
- 3.15 The proposals associated with this application could result in demand for an additional 6 spaces on a Saturday afternoon based on an average dwell of 20min for the existing and proposed uses taking into account the size of the Unit, with a lesser increase at other times.
- Existing Non-food Use: 40 arrivals * 0.33 for 20min dwell = 13 spaces
 - Proposed Food Use: 58 arrivals * 0.33 for 20min dwell = 19 spaces
 - 19 spaces – 13 spaces = 6 spaces
- 3.16 Overall, the proposals would not affect the availability of parking.

Deliveries and Refuse Collection

- 3.17 Deliveries and refuse collection would take place via the service yard to the rear of the Unit as per existing.

4 SUMMARY AND CONCLUSION

Summary

- 4.1 The Park which is located in the town centre comprises of 17 units with parking for up to 580 cars. Access is taken from the north via Hambledon Road and from the south via a ramp down from the A3 / B2150 roundabout. The ramp access also facilitates a route through to the Sainsbury's supermarket and petrol filling station which are located immediately to the north of the Park.
- 4.2 It is in an accessible location in the town centre being within walking and cycling distances of nearly residential and commercial, with bus services operating along adjacent streets.
- 4.3 Movements into and out of the car park were recorded on the 21st and 22nd January 2022 which revealed an average of 223 entries via the ramp on the Friday between 7am and 7pm, with an average of 296 movements between 9am and 5pm on the Saturday. The survey also picked up queues through the day at the bottom of the ramp where queues were not typically longer than 1 or 2 cars.
- 4.4 This report has been prepared to support an application to vary the range of goods sold to include food from Unit 1B to enable it to be occupied by a food retailer; the existing mezzanine will be reduced from 720sqm to 185sqm
- 4.5 The potential changing in trips has been estimated based on trip rate information from the TRICS database which suggests that there could be an average of 8 additional vehicles approaching via the ramp during the weekday evening peak hour with no change during the Saturday afternoon peak hour.
- 4.6 The County Council highways has raised concerns in relation to the potential impact on queues forming on the ramp as a result of the proposed development; surveys undertaken on the 21st and 22nd January 2022 revealed relatively little queuing, with data from the Park entry counters confirming that traffic flows are representative. Whereas there could have been some queues that formed in the past couple of years, these are most likely a result of abnormal trading patterns; the proposals associated with this application would not impact on traffic conditions on the local or wider highway network. Furthermore, the resultant number of trips using the ramp taking into account the predicted increases during the weekday morning and evening peak periods would still be significantly less than existing volumes on the Saturday where no material queues were observed on the ramp

- 4.7 It is estimated that the proposals could result in a demand for an additional 10 spaces on the Saturday afternoon which would not affect the availability of parking under normal trading conditions.

Conclusion

- 4.8 The proposals are acceptable in highways and transportation terms and would not impact on the operation of the car park or local highway network, nor on the likelihood of queues forming on the ramp from the A3. The Park forms part of the town centre with associated opportunities for travel by modes other than the private car.

Appendix A

(HCC Letter)

Havant Borough Council
Civic Offices
Civic Centre Road
Havant
PO9 2AX

*Economy, Transport and Environment Department
Elizabeth II Court West, The Castle
Winchester, Hampshire SO23 8UD*

Tel: 0300 555 1375 (General Enquiries)
0300 555 1388 (Roads and Transport)
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Textphone 0300 555 1390
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Enquiries To Sophie Osborne

Direct Line

Date 12 January 2022

My reference 035494

Your reference APP/21/01246

Email havantdc@hants.gov.uk

Dear Sir,

1B Wellington Retail Park, 2 Hambledon Road, Waterlooville, PO7 7FG

Variation of condition No.1 of Planning Permission APP/10/00585 relating to the sale of food.

Thank you for consulting the Highway Authority on the above application to increase the available floor space for food retail.

In order for the Highway Authority to consider the impact of the proposal a Transport Statement should be provided which considers the additional trip generation as a result of the proposed change and appropriately assesses the impact of additional trips on the network.

The transport assessment should assess the site in the AM and PM weekday peak as well as the Saturday peak, and consider additional traffic generation across the day. There is a acknowledged issue with the access to the site from the A3 Hambledon Road Roundabout, where traffic backs onto the roundabout from the access and this should also be appropriately considered within the assessment.

It is noted an assessment was undertaken in relation to application APP/12/00330 however this only accounted for the variation sought at that time and does not consider this additional amendment.

*Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI*

The Highway Authority understand that previous discussions were held regarding amendments to the internal layout of the car park. This should be considered as a mitigation measure to reduce the impact on site access from the A3 Hambledon Road Roundabout.

Summary

The Highway Authority require additional information before the Highway impacts of the application can be considered. If the Planning Authority wish to determine the application in the absence of this information please do not hesitate to contact me for our reasons for refusal.

Yours faithfully,

Sophie Osborne
Assistant Transport Planner - Highways Development Planning

Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI

Appendix B

(TRICS Data)

Calculation Reference: AUDIT-752101-211210-1246

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST	
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
09	NORTH	
	DH DURHAM	1 days
	NB NORTHUMBERLAND	1 days
	TW TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 1023 to 2555 (units: sqm)
 Range Selected by User: 700 to 2635 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/17 to 01/03/20

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

Selected survey days:

Monday	1 days
Tuesday	2 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	6 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
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:

Residential Zone	1
Retail Zone	1
No Sub Category	4

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

Secondary Filtering selection:

Use Class:

E(a) 6 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	3 days
2.1 to 2.5	1 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	6 days

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

Travel Plan:

Not Known	1 days
Yes	1 days
No	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	6 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	DH-01-C-01	ALDI		DURHAM
	WATLING ROAD			
	BISHOP AUCKLAND			
	Edge of Town			
	Retail Zone			
	Total Gross floor area:	1023 sqm		
	Survey date: THURSDAY	06/04/17	Survey Type: MANUAL	
2	NB-01-C-01	LIDL		NORTHUMBERLAND
	SCHALKSMUHLE ROAD			
	BEDLINGTON			
	Edge of Town Centre			
	No Sub Category			
	Total Gross floor area:	2450 sqm		
	Survey date: MONDAY	12/06/17	Survey Type: MANUAL	
3	NF-01-C-01	LIDL		NORFOLK
	AYLSHAM ROAD			
	NORWICH			
	Neighbourhood Centre (PPS6 Local Centre)			
	No Sub Category			
	Total Gross floor area:	2555 sqm		
	Survey date: FRIDAY	29/11/19	Survey Type: MANUAL	
4	SM-01-C-01	LIDL		SOMERSET
	SEAWARD WAY			
	MINEHEAD			
	Edge of Town			
	No Sub Category			
	Total Gross floor area:	2247 sqm		
	Survey date: THURSDAY	22/06/17	Survey Type: MANUAL	
5	TW-01-C-01	ALDI		TYNE & WEAR
	EDGEFIELD AVENUE			
	NEWCASTLE			
	FAWDON			
	Neighbourhood Centre (PPS6 Local Centre)			
	No Sub Category			
	Total Gross floor area:	1798 sqm		
	Survey date: TUESDAY	30/04/19	Survey Type: MANUAL	
6	WO-01-C-02	LIDL		WORCESTERSHIRE
	WORCESTER ROAD			
	MALVERN			
	Edge of Town Centre			
	Residential Zone			
	Total Gross floor area:	1471 sqm		
	Survey date: TUESDAY	26/06/18	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

TOTAL 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	6	1924	0.468	6	1924	0.104	6	1924	0.572
08:00 - 09:00	6	1924	2.261	6	1924	1.447	6	1924	3.708
09:00 - 10:00	6	1924	3.101	6	1924	2.867	6	1924	5.968
10:00 - 11:00	6	1924	3.448	6	1924	2.867	6	1924	6.315
11:00 - 12:00	6	1924	3.690	6	1924	3.751	6	1924	7.441
12:00 - 13:00	6	1924	3.716	6	1924	3.812	6	1924	7.528
13:00 - 14:00	6	1924	3.526	6	1924	3.889	6	1924	7.415
14:00 - 15:00	6	1924	3.760	6	1924	3.915	6	1924	7.675
15:00 - 16:00	6	1924	3.846	6	1924	3.837	6	1924	7.683
16:00 - 17:00	6	1924	4.314	6	1924	4.288	6	1924	8.602
17:00 - 18:00	6	1924	3.751	6	1924	4.149	6	1924	7.900
18:00 - 19:00	6	1924	2.954	6	1924	3.153	6	1924	6.107
19:00 - 20:00	6	1924	2.183	6	1924	2.270	6	1924	4.453
20:00 - 21:00	6	1924	1.143	6	1924	1.525	6	1924	2.668
21:00 - 22:00	6	1924	0.537	6	1924	0.754	6	1924	1.291
22:00 - 23:00	5	2015	0.000	5	2015	0.139	5	2015	0.139
23:00 - 24:00									
Total Rates:			42.698				42.767	85.465	

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

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

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Parameter summary

Trip rate parameter range selected:	1023 - 2555 (units: sqm)
Survey date range:	01/01/17 - 01/03/20
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 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. 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	6	1924	0.000	6	1924	0.000	6	1924	0.000
08:00 - 09:00	6	1924	0.017	6	1924	0.009	6	1924	0.026
09:00 - 10:00	6	1924	0.052	6	1924	0.052	6	1924	0.104
10:00 - 11:00	6	1924	0.043	6	1924	0.043	6	1924	0.086
11:00 - 12:00	6	1924	0.017	6	1924	0.017	6	1924	0.034
12:00 - 13:00	6	1924	0.026	6	1924	0.026	6	1924	0.052
13:00 - 14:00	6	1924	0.052	6	1924	0.043	6	1924	0.095
14:00 - 15:00	6	1924	0.017	6	1924	0.026	6	1924	0.043
15:00 - 16:00	6	1924	0.017	6	1924	0.026	6	1924	0.043
16:00 - 17:00	6	1924	0.035	6	1924	0.026	6	1924	0.061
17:00 - 18:00	6	1924	0.026	6	1924	0.035	6	1924	0.061
18:00 - 19:00	6	1924	0.026	6	1924	0.026	6	1924	0.052
19:00 - 20:00	6	1924	0.009	6	1924	0.009	6	1924	0.018
20:00 - 21:00	6	1924	0.009	6	1924	0.009	6	1924	0.018
21:00 - 22:00	6	1924	0.017	6	1924	0.017	6	1924	0.034
22:00 - 23:00	5	2015	0.000	5	2015	0.000	5	2015	0.000
23:00 - 24:00									
Total Rates:			0.363			0.364			0.727

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

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

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

OGVS

Calculation factor: 100 sqm

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	6	1924	0.017	6	1924	0.009	6	1924	0.026
08:00 - 09:00	6	1924	0.009	6	1924	0.009	6	1924	0.018
09:00 - 10:00	6	1924	0.009	6	1924	0.017	6	1924	0.026
10:00 - 11:00	6	1924	0.026	6	1924	0.017	6	1924	0.043
11:00 - 12:00	6	1924	0.000	6	1924	0.017	6	1924	0.017
12:00 - 13:00	6	1924	0.000	6	1924	0.000	6	1924	0.000
13:00 - 14:00	6	1924	0.009	6	1924	0.000	6	1924	0.009
14:00 - 15:00	6	1924	0.000	6	1924	0.000	6	1924	0.000
15:00 - 16:00	6	1924	0.009	6	1924	0.017	6	1924	0.026
16:00 - 17:00	6	1924	0.009	6	1924	0.009	6	1924	0.018
17:00 - 18:00	6	1924	0.000	6	1924	0.000	6	1924	0.000
18:00 - 19:00	6	1924	0.017	6	1924	0.009	6	1924	0.026
19:00 - 20:00	6	1924	0.017	6	1924	0.026	6	1924	0.043
20:00 - 21:00	6	1924	0.009	6	1924	0.000	6	1924	0.009
21:00 - 22:00	6	1924	0.000	6	1924	0.009	6	1924	0.009
22:00 - 23:00	5	2015	0.000	5	2015	0.000	5	2015	0.000
23:00 - 24:00									
Total Rates:			0.131			0.139			0.270

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

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

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

CYCLISTS

Calculation factor: 100 sqm

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	6	1924	0.009	6	1924	0.000	6	1924	0.009
08:00 - 09:00	6	1924	0.069	6	1924	0.043	6	1924	0.112
09:00 - 10:00	6	1924	0.052	6	1924	0.052	6	1924	0.104
10:00 - 11:00	6	1924	0.113	6	1924	0.069	6	1924	0.182
11:00 - 12:00	6	1924	0.095	6	1924	0.061	6	1924	0.156
12:00 - 13:00	6	1924	0.104	6	1924	0.139	6	1924	0.243
13:00 - 14:00	6	1924	0.078	6	1924	0.078	6	1924	0.156
14:00 - 15:00	6	1924	0.052	6	1924	0.061	6	1924	0.113
15:00 - 16:00	6	1924	0.087	6	1924	0.078	6	1924	0.165
16:00 - 17:00	6	1924	0.078	6	1924	0.069	6	1924	0.147
17:00 - 18:00	6	1924	0.208	6	1924	0.191	6	1924	0.399
18:00 - 19:00	6	1924	0.156	6	1924	0.130	6	1924	0.286
19:00 - 20:00	6	1924	0.052	6	1924	0.069	6	1924	0.121
20:00 - 21:00	6	1924	0.061	6	1924	0.087	6	1924	0.148
21:00 - 22:00	6	1924	0.009	6	1924	0.061	6	1924	0.070
22:00 - 23:00	5	2015	0.010	5	2015	0.040	5	2015	0.050
23:00 - 24:00									
Total Rates:			1.233			1.228			2.461

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

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

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

CARS

Calculation factor: 100 sqm

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	6	1924	0.433	6	1924	0.087	6	1924	0.520
08:00 - 09:00	6	1924	2.088	6	1924	1.343	6	1924	3.431
09:00 - 10:00	6	1924	2.937	6	1924	2.694	6	1924	5.631
10:00 - 11:00	6	1924	3.240	6	1924	2.685	6	1924	5.925
11:00 - 12:00	6	1924	3.543	6	1924	3.560	6	1924	7.103
12:00 - 13:00	6	1924	3.586	6	1924	3.682	6	1924	7.268
13:00 - 14:00	6	1924	3.231	6	1924	3.630	6	1924	6.861
14:00 - 15:00	6	1924	3.604	6	1924	3.768	6	1924	7.372
15:00 - 16:00	6	1924	3.578	6	1924	3.578	6	1924	7.156
16:00 - 17:00	6	1924	4.054	6	1924	4.071	6	1924	8.125
17:00 - 18:00	6	1924	3.543	6	1924	3.846	6	1924	7.389
18:00 - 19:00	6	1924	2.815	6	1924	2.971	6	1924	5.786
19:00 - 20:00	6	1924	2.036	6	1924	2.140	6	1924	4.176
20:00 - 21:00	6	1924	1.091	6	1924	1.421	6	1924	2.512
21:00 - 22:00	6	1924	0.485	6	1924	0.684	6	1924	1.169
22:00 - 23:00	5	2015	0.000	5	2015	0.129	5	2015	0.129
23:00 - 24:00									
Total Rates:			40.264				40.289	80.553	

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

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

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

LGVS

Calculation factor: 100 sqm

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	6	1924	0.017	6	1924	0.009	6	1924	0.026
08:00 - 09:00	6	1924	0.121	6	1924	0.078	6	1924	0.199
09:00 - 10:00	6	1924	0.095	6	1924	0.087	6	1924	0.182
10:00 - 11:00	6	1924	0.104	6	1924	0.095	6	1924	0.199
11:00 - 12:00	6	1924	0.104	6	1924	0.139	6	1924	0.243
12:00 - 13:00	6	1924	0.087	6	1924	0.095	6	1924	0.182
13:00 - 14:00	6	1924	0.208	6	1924	0.182	6	1924	0.390
14:00 - 15:00	6	1924	0.121	6	1924	0.104	6	1924	0.225
15:00 - 16:00	6	1924	0.234	6	1924	0.208	6	1924	0.442
16:00 - 17:00	6	1924	0.173	6	1924	0.156	6	1924	0.329
17:00 - 18:00	6	1924	0.139	6	1924	0.208	6	1924	0.347
18:00 - 19:00	6	1924	0.087	6	1924	0.130	6	1924	0.217
19:00 - 20:00	6	1924	0.113	6	1924	0.087	6	1924	0.200
20:00 - 21:00	6	1924	0.035	6	1924	0.087	6	1924	0.122
21:00 - 22:00	6	1924	0.035	6	1924	0.035	6	1924	0.070
22:00 - 23:00	5	2015	0.000	5	2015	0.010	5	2015	0.010
23:00 - 24:00									
Total Rates:			1.673			1.710			3.383

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

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

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

MOTOR CYCLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. 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	6	1924	0.000	6	1924	0.000	6	1924	0.000
08:00 - 09:00	6	1924	0.026	6	1924	0.009	6	1924	0.035
09:00 - 10:00	6	1924	0.009	6	1924	0.017	6	1924	0.026
10:00 - 11:00	6	1924	0.035	6	1924	0.026	6	1924	0.061
11:00 - 12:00	6	1924	0.026	6	1924	0.017	6	1924	0.043
12:00 - 13:00	6	1924	0.017	6	1924	0.009	6	1924	0.026
13:00 - 14:00	6	1924	0.026	6	1924	0.035	6	1924	0.061
14:00 - 15:00	6	1924	0.017	6	1924	0.017	6	1924	0.034
15:00 - 16:00	6	1924	0.009	6	1924	0.009	6	1924	0.018
16:00 - 17:00	6	1924	0.043	6	1924	0.026	6	1924	0.069
17:00 - 18:00	6	1924	0.043	6	1924	0.061	6	1924	0.104
18:00 - 19:00	6	1924	0.009	6	1924	0.017	6	1924	0.026
19:00 - 20:00	6	1924	0.009	6	1924	0.009	6	1924	0.018
20:00 - 21:00	6	1924	0.000	6	1924	0.009	6	1924	0.009
21:00 - 22:00	6	1924	0.000	6	1924	0.009	6	1924	0.009
22:00 - 23:00	5	2015	0.000	5	2015	0.000	5	2015	0.000
23:00 - 24:00									
Total Rates:			0.269			0.270			0.539

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

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

Calculation Reference: AUDIT-752101-211210-1251

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST	
	SM SOMERSET	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	2 days
09	NORTH	
	NB NORTHUMBERLAND	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 1485 to 2450 (units: sqm)
 Range Selected by User: 700 to 2635 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/17 to 01/03/20

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 Centre	1
Suburban Area (PPS6 Out of Centre)	2
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:

High Street	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:

E(a) 4 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	2 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
125,001 to 250,000	3 days

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

Car ownership within 5 miles:

0.5 or Less	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:

Not Known	1 days
Yes	1 days
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	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	LN-01-C-02	LIDL	LINCOLNSHIRE
	DIXON STREET		
	LINCOLN		
	NEW BOULTHAM		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	2233 sqm	
	Survey date: SATURDAY	28/10/17	Survey Type: MANUAL
2	LN-01-C-03	ALDI	LINCOLNSHIRE
	NEWARK ROAD		
	LINCOLN		
	BRACEBRIDGE		
	Suburban Area (PPS6 Out of Centre)		
	High Street		
	Total Gross floor area:	1485 sqm	
	Survey date: SATURDAY	28/10/17	Survey Type: MANUAL
3	NB-01-C-01	LIDL	NORTHUMBERLAND
	SCHALKSMUHLE ROAD		
	BEDLINGTON		
	Edge of Town Centre		
	No Sub Category		
	Total Gross floor area:	2450 sqm	
	Survey date: SATURDAY	10/06/17	Survey Type: MANUAL
4	SM-01-C-01	LIDL	SOMERSET
	SEAWARD WAY		
	MINEHEAD		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	2247 sqm	
	Survey date: SATURDAY	24/06/17	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

TOTAL 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	2104	0.642	4	2104	0.119	4	2104	0.761
08:00 - 09:00	4	2104	2.555	4	2104	1.996	4	2104	4.551
09:00 - 10:00	4	2104	3.874	4	2104	3.042	4	2104	6.916
10:00 - 11:00	4	2104	4.730	4	2104	4.349	4	2104	9.079
11:00 - 12:00	4	2104	6.203	4	2104	5.966	4	2104	12.169
12:00 - 13:00	4	2104	5.443	4	2104	5.989	4	2104	11.432
13:00 - 14:00	4	2104	5.359	4	2104	5.276	4	2104	10.635
14:00 - 15:00	4	2104	5.205	4	2104	5.419	4	2104	10.624
15:00 - 16:00	4	2104	5.086	4	2104	5.264	4	2104	10.350
16:00 - 17:00	4	2104	4.706	4	2104	4.920	4	2104	9.626
17:00 - 18:00	4	2104	4.112	4	2104	4.135	4	2104	8.247
18:00 - 19:00	4	2104	2.056	4	2104	2.567	4	2104	4.623
19:00 - 20:00	4	2104	1.854	4	2104	2.329	4	2104	4.183
20:00 - 21:00	4	2104	0.677	4	2104	0.939	4	2104	1.616
21:00 - 22:00	4	2104	0.475	4	2104	0.654	4	2104	1.129
22:00 - 23:00	4	2104	0.083	4	2104	0.166	4	2104	0.249
23:00 - 24:00									
Total Rates:			53.060				53.130	106.190	

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.

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Parameter summary

Trip rate parameter range selected:	1485 - 2450 (units: sqm)
Survey date range:	01/01/17 - 01/03/20
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.

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. 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	2104	0.000	4	2104	0.000	4	2104	0.000
08:00 - 09:00	4	2104	0.000	4	2104	0.000	4	2104	0.000
09:00 - 10:00	4	2104	0.012	4	2104	0.012	4	2104	0.024
10:00 - 11:00	4	2104	0.048	4	2104	0.048	4	2104	0.096
11:00 - 12:00	4	2104	0.071	4	2104	0.071	4	2104	0.142
12:00 - 13:00	4	2104	0.048	4	2104	0.048	4	2104	0.096
13:00 - 14:00	4	2104	0.048	4	2104	0.036	4	2104	0.084
14:00 - 15:00	4	2104	0.024	4	2104	0.024	4	2104	0.048
15:00 - 16:00	4	2104	0.048	4	2104	0.059	4	2104	0.107
16:00 - 17:00	4	2104	0.048	4	2104	0.048	4	2104	0.096
17:00 - 18:00	4	2104	0.036	4	2104	0.036	4	2104	0.072
18:00 - 19:00	4	2104	0.024	4	2104	0.024	4	2104	0.048
19:00 - 20:00	4	2104	0.024	4	2104	0.024	4	2104	0.048
20:00 - 21:00	4	2104	0.000	4	2104	0.000	4	2104	0.000
21:00 - 22:00	4	2104	0.012	4	2104	0.012	4	2104	0.024
22:00 - 23:00	4	2104	0.000	4	2104	0.000	4	2104	0.000
23:00 - 24:00									
Total Rates:			0.443			0.442			0.885

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

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

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

OGVS

Calculation factor: 100 sqm

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	2104	0.024	4	2104	0.012	4	2104	0.036
08:00 - 09:00	4	2104	0.000	4	2104	0.024	4	2104	0.024
09:00 - 10:00	4	2104	0.024	4	2104	0.012	4	2104	0.036
10:00 - 11:00	4	2104	0.000	4	2104	0.012	4	2104	0.012
11:00 - 12:00	4	2104	0.000	4	2104	0.000	4	2104	0.000
12:00 - 13:00	4	2104	0.000	4	2104	0.000	4	2104	0.000
13:00 - 14:00	4	2104	0.012	4	2104	0.000	4	2104	0.012
14:00 - 15:00	4	2104	0.012	4	2104	0.012	4	2104	0.024
15:00 - 16:00	4	2104	0.000	4	2104	0.012	4	2104	0.012
16:00 - 17:00	4	2104	0.000	4	2104	0.000	4	2104	0.000
17:00 - 18:00	4	2104	0.012	4	2104	0.000	4	2104	0.012
18:00 - 19:00	4	2104	0.000	4	2104	0.000	4	2104	0.000
19:00 - 20:00	4	2104	0.012	4	2104	0.012	4	2104	0.024
20:00 - 21:00	4	2104	0.012	4	2104	0.012	4	2104	0.024
21:00 - 22:00	4	2104	0.000	4	2104	0.012	4	2104	0.012
22:00 - 23:00	4	2104	0.000	4	2104	0.000	4	2104	0.000
23:00 - 24:00									
Total Rates:			0.108			0.120			0.228

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

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

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

PSVS

Calculation factor: 100 sqm

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	2104	0.000	4	2104	0.000	4	2104	0.000
08:00 - 09:00	4	2104	0.000	4	2104	0.000	4	2104	0.000
09:00 - 10:00	4	2104	0.000	4	2104	0.000	4	2104	0.000
10:00 - 11:00	4	2104	0.012	4	2104	0.000	4	2104	0.012
11:00 - 12:00	4	2104	0.000	4	2104	0.012	4	2104	0.012
12:00 - 13:00	4	2104	0.000	4	2104	0.000	4	2104	0.000
13:00 - 14:00	4	2104	0.000	4	2104	0.000	4	2104	0.000
14:00 - 15:00	4	2104	0.000	4	2104	0.000	4	2104	0.000
15:00 - 16:00	4	2104	0.000	4	2104	0.000	4	2104	0.000
16:00 - 17:00	4	2104	0.000	4	2104	0.000	4	2104	0.000
17:00 - 18:00	4	2104	0.000	4	2104	0.000	4	2104	0.000
18:00 - 19:00	4	2104	0.000	4	2104	0.000	4	2104	0.000
19:00 - 20:00	4	2104	0.000	4	2104	0.000	4	2104	0.000
20:00 - 21:00	4	2104	0.000	4	2104	0.000	4	2104	0.000
21:00 - 22:00	4	2104	0.000	4	2104	0.000	4	2104	0.000
22:00 - 23:00	4	2104	0.000	4	2104	0.000	4	2104	0.000
23:00 - 24:00									
Total Rates:			0.012				0.012	0.024	

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

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

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

CYCLISTS

Calculation factor: 100 sqm

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	2104	0.024	4	2104	0.000	4	2104	0.024
08:00 - 09:00	4	2104	0.036	4	2104	0.059	4	2104	0.095
09:00 - 10:00	4	2104	0.024	4	2104	0.012	4	2104	0.036
10:00 - 11:00	4	2104	0.131	4	2104	0.095	4	2104	0.226
11:00 - 12:00	4	2104	0.119	4	2104	0.095	4	2104	0.214
12:00 - 13:00	4	2104	0.048	4	2104	0.024	4	2104	0.072
13:00 - 14:00	4	2104	0.119	4	2104	0.083	4	2104	0.202
14:00 - 15:00	4	2104	0.107	4	2104	0.095	4	2104	0.202
15:00 - 16:00	4	2104	0.048	4	2104	0.036	4	2104	0.084
16:00 - 17:00	4	2104	0.048	4	2104	0.071	4	2104	0.119
17:00 - 18:00	4	2104	0.059	4	2104	0.095	4	2104	0.154
18:00 - 19:00	4	2104	0.048	4	2104	0.059	4	2104	0.107
19:00 - 20:00	4	2104	0.071	4	2104	0.083	4	2104	0.154
20:00 - 21:00	4	2104	0.071	4	2104	0.107	4	2104	0.178
21:00 - 22:00	4	2104	0.048	4	2104	0.048	4	2104	0.096
22:00 - 23:00	4	2104	0.000	4	2104	0.024	4	2104	0.024
23:00 - 24:00									
Total Rates:			1.001	0.986			1.987		

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

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

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

CARS

Calculation factor: 100 sqm

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	2104	0.535	4	2104	0.083	4	2104	0.618
08:00 - 09:00	4	2104	2.412	4	2104	1.842	4	2104	4.254
09:00 - 10:00	4	2104	3.696	4	2104	2.888	4	2104	6.584
10:00 - 11:00	4	2104	4.492	4	2104	4.147	4	2104	8.639
11:00 - 12:00	4	2104	5.918	4	2104	5.668	4	2104	11.586
12:00 - 13:00	4	2104	5.229	4	2104	5.704	4	2104	10.933
13:00 - 14:00	4	2104	5.169	4	2104	5.146	4	2104	10.315
14:00 - 15:00	4	2104	5.003	4	2104	5.241	4	2104	10.244
15:00 - 16:00	4	2104	4.872	4	2104	4.991	4	2104	9.863
16:00 - 17:00	4	2104	4.480	4	2104	4.706	4	2104	9.186
17:00 - 18:00	4	2104	3.827	4	2104	3.910	4	2104	7.737
18:00 - 19:00	4	2104	1.937	4	2104	2.377	4	2104	4.314
19:00 - 20:00	4	2104	1.735	4	2104	2.163	4	2104	3.898
20:00 - 21:00	4	2104	0.630	4	2104	0.903	4	2104	1.533
21:00 - 22:00	4	2104	0.428	4	2104	0.582	4	2104	1.010
22:00 - 23:00	4	2104	0.083	4	2104	0.154	4	2104	0.237
23:00 - 24:00									
Total Rates:			50.446				50.505	100.951	

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

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

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

LGVS

Calculation factor: 100 sqm

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	2104	0.083	4	2104	0.024	4	2104	0.107
08:00 - 09:00	4	2104	0.131	4	2104	0.119	4	2104	0.250
09:00 - 10:00	4	2104	0.143	4	2104	0.131	4	2104	0.274
10:00 - 11:00	4	2104	0.178	4	2104	0.143	4	2104	0.321
11:00 - 12:00	4	2104	0.202	4	2104	0.202	4	2104	0.404
12:00 - 13:00	4	2104	0.143	4	2104	0.214	4	2104	0.357
13:00 - 14:00	4	2104	0.131	4	2104	0.095	4	2104	0.226
14:00 - 15:00	4	2104	0.119	4	2104	0.119	4	2104	0.238
15:00 - 16:00	4	2104	0.154	4	2104	0.166	4	2104	0.320
16:00 - 17:00	4	2104	0.178	4	2104	0.166	4	2104	0.344
17:00 - 18:00	4	2104	0.214	4	2104	0.166	4	2104	0.380
18:00 - 19:00	4	2104	0.095	4	2104	0.166	4	2104	0.261
19:00 - 20:00	4	2104	0.083	4	2104	0.131	4	2104	0.214
20:00 - 21:00	4	2104	0.036	4	2104	0.024	4	2104	0.060
21:00 - 22:00	4	2104	0.036	4	2104	0.048	4	2104	0.084
22:00 - 23:00	4	2104	0.000	4	2104	0.012	4	2104	0.012
23:00 - 24:00									
Total Rates:			1.926				1.926	3.852	

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

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

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

MOTOR CYCLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. 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	2104	0.000	4	2104	0.000	4	2104	0.000
08:00 - 09:00	4	2104	0.012	4	2104	0.012	4	2104	0.024
09:00 - 10:00	4	2104	0.000	4	2104	0.000	4	2104	0.000
10:00 - 11:00	4	2104	0.000	4	2104	0.000	4	2104	0.000
11:00 - 12:00	4	2104	0.012	4	2104	0.012	4	2104	0.024
12:00 - 13:00	4	2104	0.024	4	2104	0.024	4	2104	0.048
13:00 - 14:00	4	2104	0.000	4	2104	0.000	4	2104	0.000
14:00 - 15:00	4	2104	0.048	4	2104	0.024	4	2104	0.072
15:00 - 16:00	4	2104	0.012	4	2104	0.036	4	2104	0.048
16:00 - 17:00	4	2104	0.000	4	2104	0.000	4	2104	0.000
17:00 - 18:00	4	2104	0.024	4	2104	0.024	4	2104	0.048
18:00 - 19:00	4	2104	0.000	4	2104	0.000	4	2104	0.000
19:00 - 20:00	4	2104	0.000	4	2104	0.000	4	2104	0.000
20:00 - 21:00	4	2104	0.000	4	2104	0.000	4	2104	0.000
21:00 - 22:00	4	2104	0.000	4	2104	0.000	4	2104	0.000
22:00 - 23:00	4	2104	0.000	4	2104	0.000	4	2104	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.

Calculation Reference: AUDIT-752101-210810-0843

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	KC KENT	1 days
03	SOUTH WEST	
	DC DORSET	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 470 to 4755 (units: sqm)
 Range Selected by User: 290 to 7500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 14/03/19

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

Selected survey days:

Saturday 3 days

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

Selected survey types:

Manual count 3 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
 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
 Built-Up Zone 2

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

Secondary Filtering selection:

Use Class:

E(a) 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 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	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	3 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	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	3 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	DC-01-G-02	THE RANGE		DORSET
		GREAT WESTERN ROAD		
		DORCHESTER		
		Edge of Town Centre		
		Built-Up Zone		
		Total Gross floor area:	2100 sqm	
		Survey date: SATURDAY	17/09/16	Survey Type: MANUAL
2	KC-01-G-04	MAJESTIC WINE		KENT
		LONDON ROAD		
		MAIDSTONE		
		ROCKY HILL		
		Edge of Town Centre		
		Built-Up Zone		
		Total Gross floor area:	470 sqm	
		Survey date: SATURDAY	12/05/18	Survey Type: MANUAL
3	WY-01-G-01	CURRYS PC WORLD		WEST YORKSHIRE
		HOLDEN ING WAY		
		BATLEY		
		BIRSTALL		
		Edge of Town		
		Retail Zone		
		Total Gross floor area:	4755 sqm	
		Survey date: SATURDAY	20/10/18	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/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

TOTAL 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	1	2100	0.095	1	2100	0.000	1	2100	0.095
08:00 - 09:00	3	2442	0.560	3	2442	0.259	3	2442	0.819
09:00 - 10:00	3	2442	1.433	3	2442	1.051	3	2442	2.484
10:00 - 11:00	3	2442	2.321	3	2442	1.829	3	2442	4.150
11:00 - 12:00	3	2442	2.553	3	2442	2.266	3	2442	4.819
12:00 - 13:00	3	2442	2.526	3	2442	2.580	3	2442	5.106
13:00 - 14:00	3	2442	3.399	3	2442	3.317	3	2442	6.716
14:00 - 15:00	3	2442	3.604	3	2442	3.645	3	2442	7.249
15:00 - 16:00	3	2442	2.976	3	2442	3.372	3	2442	6.348
16:00 - 17:00	3	2442	2.157	3	2442	2.389	3	2442	4.546
17:00 - 18:00	3	2442	1.433	3	2442	1.829	3	2442	3.262
18:00 - 19:00	3	2442	0.560	3	2442	0.819	3	2442	1.379
19:00 - 20:00	2	1285	0.739	2	1285	0.895	2	1285	1.634
20:00 - 21:00	1	2100	0.571	1	2100	0.667	1	2100	1.238
21:00 - 22:00	1	2100	0.000	1	2100	0.286	1	2100	0.286
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			24.927			25.204			50.131

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

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

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Parameter summary

Trip rate parameter range selected: 470 - 4755 (units: sqm)
 Survey date range: 01/01/15 - 14/03/19
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 3
 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.

Calculation Reference: AUDIT-752101-210810-0832

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	LC LANCASHIRE	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 1000 to 4100 (units: sqm)
 Range Selected by User: 290 to 7500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 14/03/19

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

Selected survey days:

Monday	1 days
Tuesday	2 days
Thursday	2 days

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

Selected survey types:

Manual count	5 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:

Town Centre	2
Edge of Town Centre	1
Suburban Area (PPS6 Out of 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	3
Built-Up Zone	1

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

Secondary Filtering selection:

Use Class:

E(a) 5 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	1 days
125,001 to 250,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.5 or Less	2 days
0.6 to 1.0	2 days
1.6 to 2.0	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	5 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 5 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 5 days

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

LIST OF SITES relevant to selection parameters

1	CA-01-G-01	JUST FOR PETS	CAMBRIDGESHIRE
	BACK LANE		
	CAMBOURNE		
	GREAT CAMBOURNE		
	Town Centre		
	Retail Zone		
	Total Gross floor area:	1068 sqm	
	Survey date: THURSDAY	07/06/18	Survey Type: MANUAL
2	CH-01-G-02	MAGNET	CHESHIRE
	KING EDWARD STREET		
	MACCLESFIELD		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	1000 sqm	
	Survey date: MONDAY	06/11/17	Survey Type: MANUAL
3	LC-01-G-01	CURRYS PC WORLD	LANCASHIRE
	BLACKPOOL ROAD		
	PRESTON		
	RIBBLETON		
	Suburban Area (PPS6 Out of Centre)		
	Retail Zone		
	Total Gross floor area:	4100 sqm	
	Survey date: TUESDAY	06/11/18	Survey Type: MANUAL
4	LN-01-G-01	PETS AT HOME	LINCOLNSHIRE
	TRITTON ROAD		
	LINCOLN		
	TRITTON RETAIL PARK		
	Edge of Town Centre		
	Retail Zone		
	Total Gross floor area:	1600 sqm	
	Survey date: TUESDAY	31/10/17	Survey Type: MANUAL
5	WY-01-G-02	SUPA SOFA	WEST YORKSHIRE
	CLARENCE ROAD		
	LEEDS		
	HUNSLET		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	1140 sqm	
	Survey date: THURSDAY	14/03/19	Survey Type: MANUAL

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

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

TOTAL 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	2	2550	0.118	2	2550	0.039	2	2550	0.157
08:00 - 09:00	5	1782	0.135	5	1782	0.056	5	1782	0.191
09:00 - 10:00	5	1782	0.752	5	1782	0.438	5	1782	1.190
10:00 - 11:00	5	1782	0.864	5	1782	0.561	5	1782	1.425
11:00 - 12:00	5	1782	0.921	5	1782	0.909	5	1782	1.830
12:00 - 13:00	5	1782	0.797	5	1782	0.831	5	1782	1.628
13:00 - 14:00	5	1782	0.853	5	1782	0.909	5	1782	1.762
14:00 - 15:00	5	1782	0.808	5	1782	0.685	5	1782	1.493
15:00 - 16:00	5	1782	0.550	5	1782	0.617	5	1782	1.167
16:00 - 17:00	5	1782	0.786	5	1782	0.741	5	1782	1.527
17:00 - 18:00	5	1782	0.775	5	1782	0.831	5	1782	1.606
18:00 - 19:00	4	1977	0.797	4	1977	1.062	4	1977	1.859
19:00 - 20:00	3	2256	0.502	3	2256	0.813	3	2256	1.315
20:00 - 21:00	2	2850	0.000	2	2850	0.316	2	2850	0.316
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			8.658			8.808			17.466

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.

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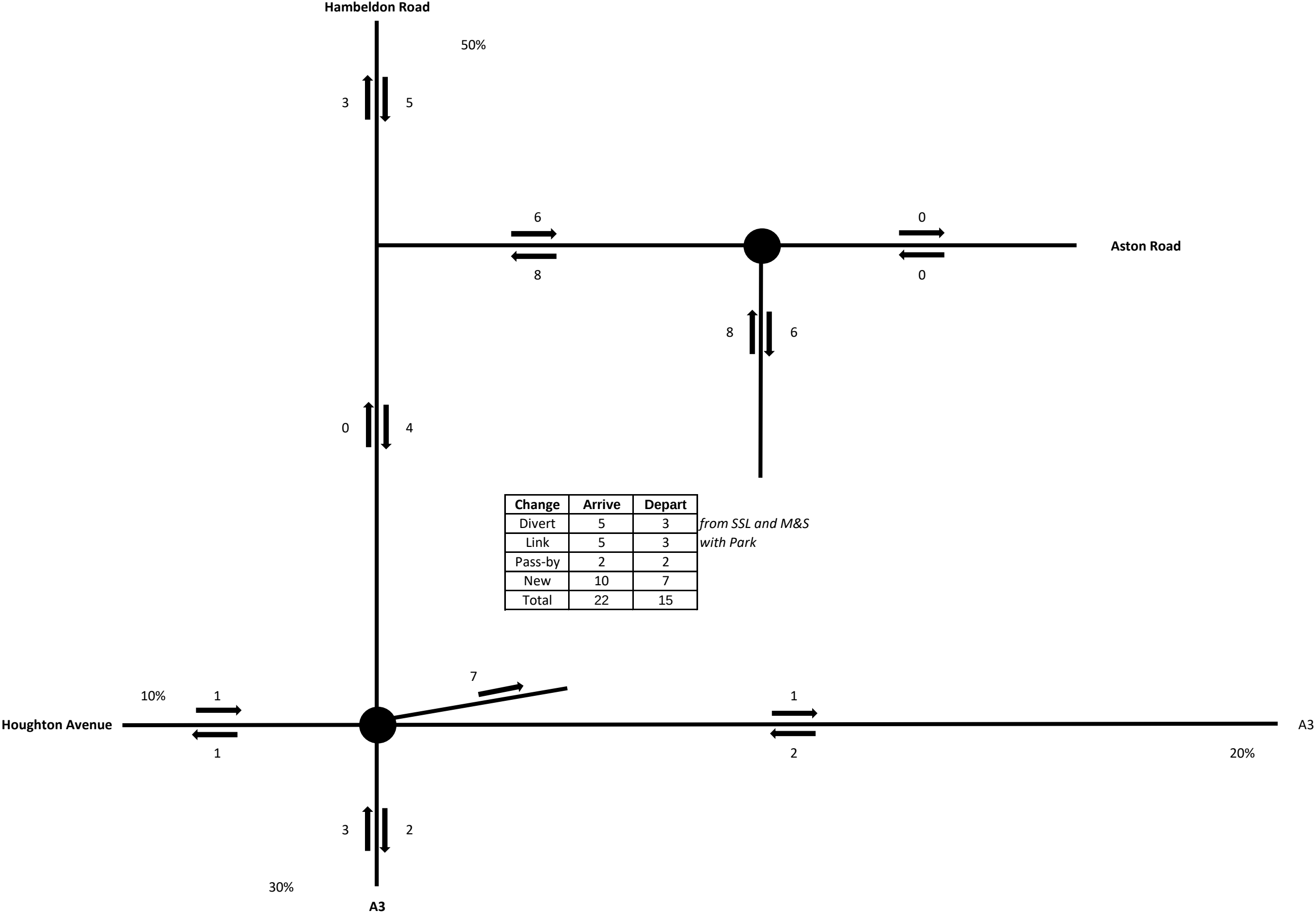
Parameter summary

Trip rate parameter range selected:	1000 - 4100 (units: sqm)
Survey date range:	01/01/15 - 14/03/19
Number of weekdays (Monday-Friday):	5
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.

Appendix C

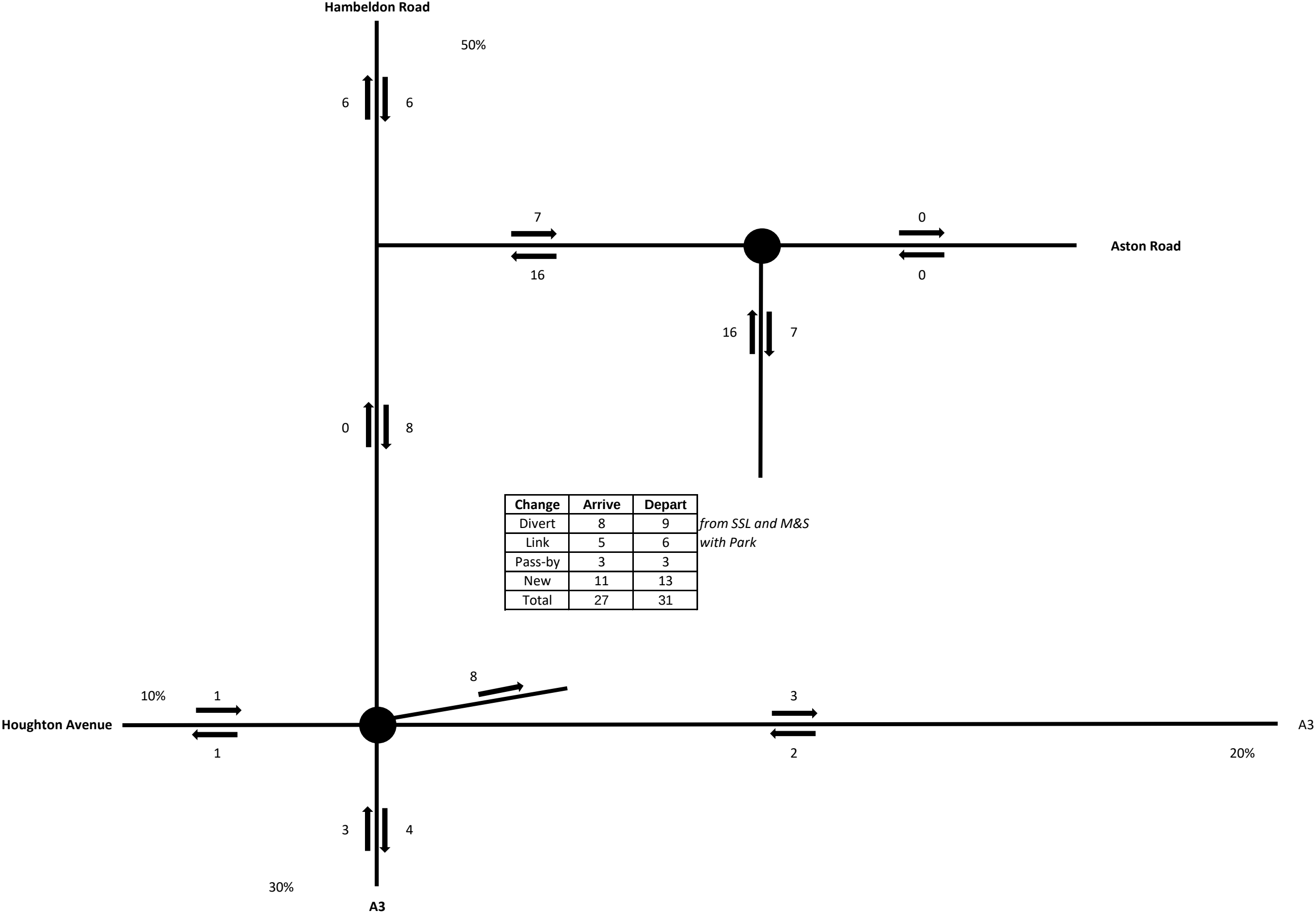
(Flow Diagrams)



Change	Arrive	Depart
Divert	5	3
Link	5	3
Pass-by	2	2
New	10	7
Total	22	15

from SSL and M&S
with Park

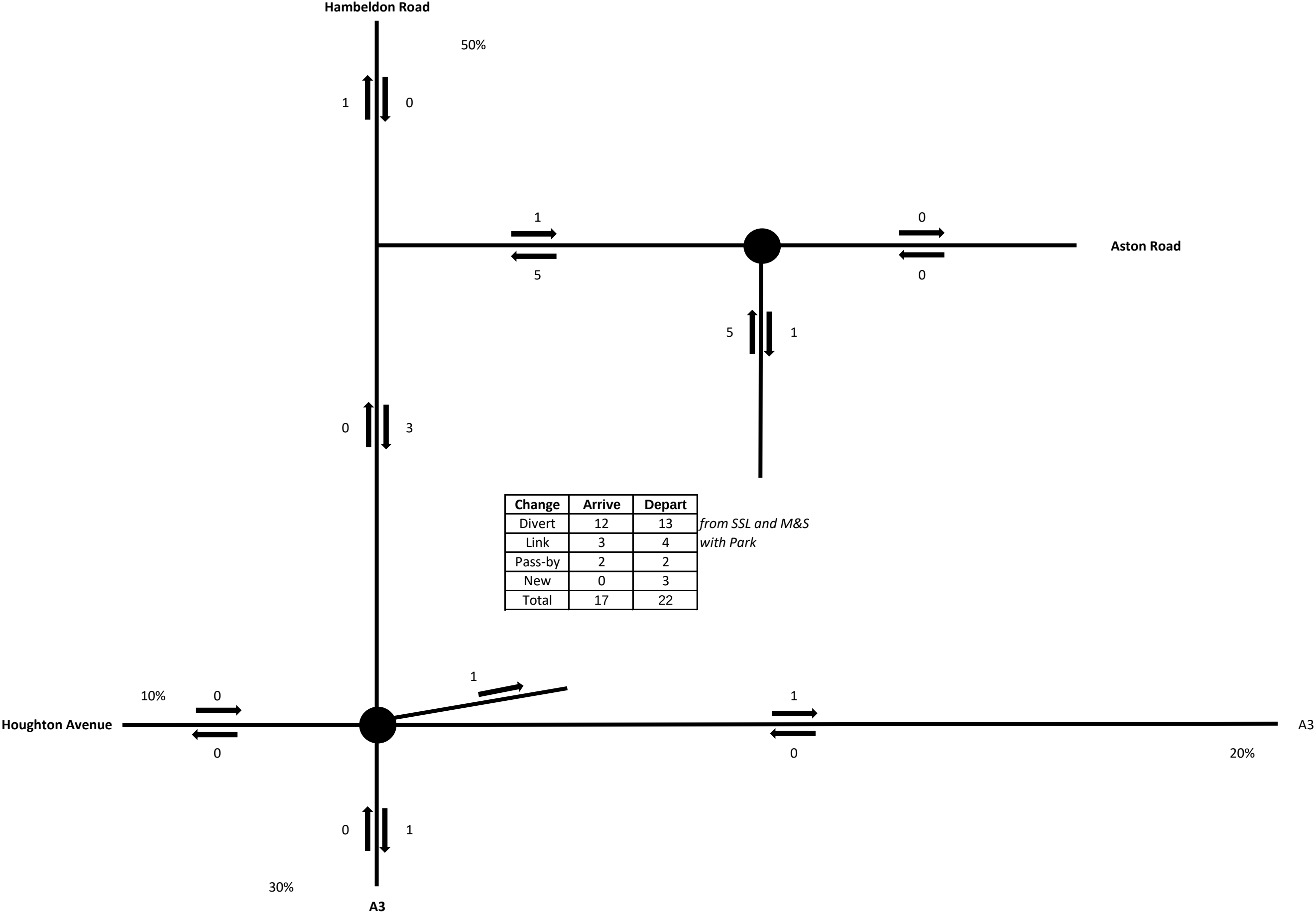
Flow 01 - Net Flows (AM Peak 0800 - 0900)



Change	Arrive	Depart
Divert	8	9
Link	5	6
Pass-by	3	3
New	11	13
Total	27	31

*from SSL and M&S
with Park*

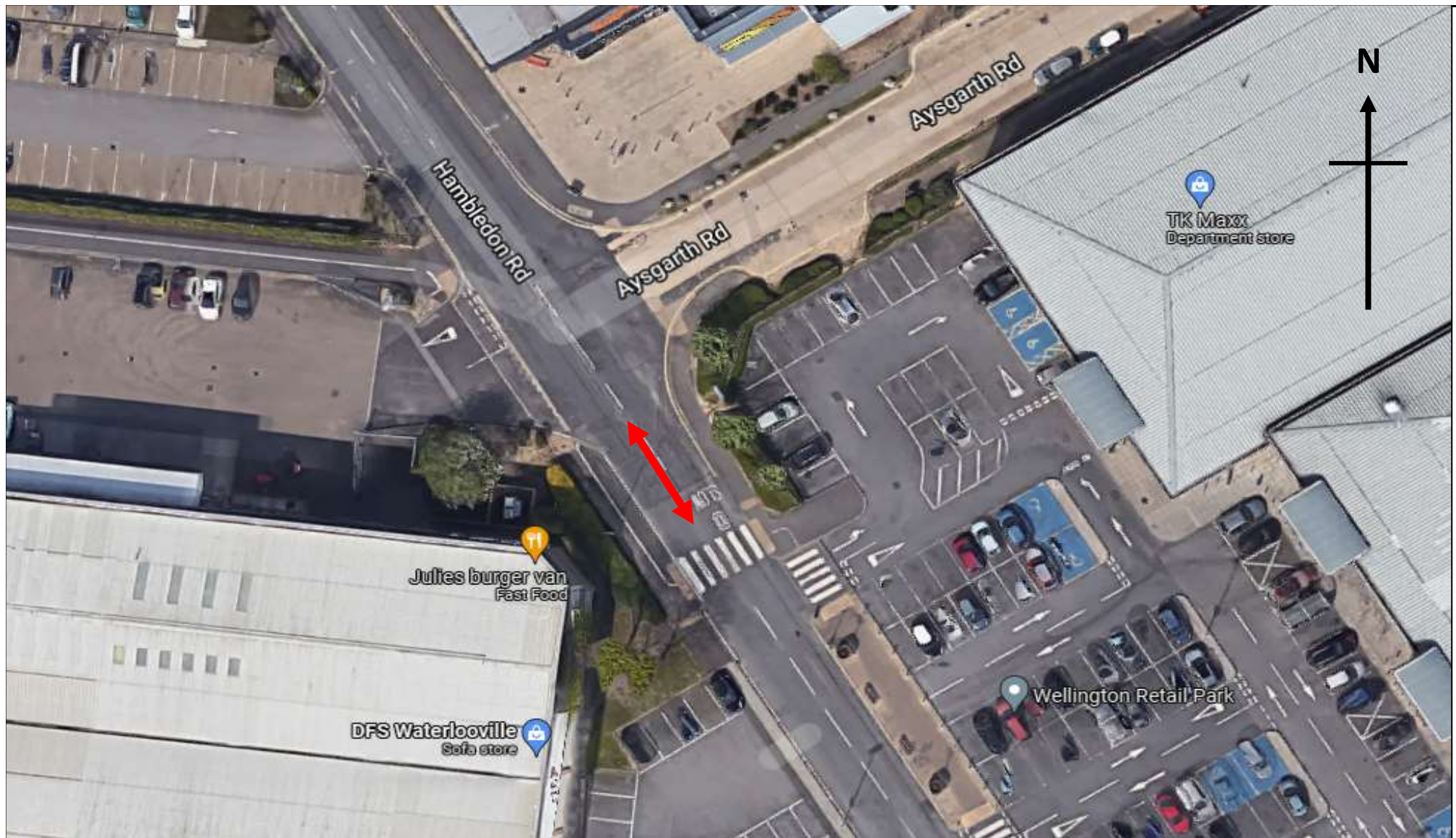
Flow 02 - Net Flows (PM Peak 1700 - 1800)



Flow 03 - Net Flows (SAT Peak 1200 - 1300)

Appendix D

(2022 Survey Data)



	Site / Location: Site 1, Hambledon Road, Wellington Retail Park	Project No: 12438	Drawing No: 12438-01	Drawn By: EA
	Survey Date: Friday 21st January 2022 and Saturday 22nd January 2022	Project Name: Waterlooville		
	Survey Times: Weekday - 0700 to 1900 Weekend - 0900 to 1700	Drawing Title: Site Layout and Observed Movements		



12438 / WATERLOOVILLE
JANUARY 2022
ENTRY AND EXIT COUNTS

SITE: 1

DATE: 21/01/2022

LOCATION: Hambledon Road, Wellington Retail Park

DAY: Friday

TIME	Entry							TOT	Exit							TOT
	CAR	LGV	OGV1	OGV2	PSV	MC	PC		CAR	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	1	0	0	0	0	0	0	1	21	1	0	0	0	0	1	23
07:15	0	0	0	0	0	0	0	0	23	5	2	0	0	1	1	32
07:30	3	1	0	0	0	0	0	4	30	7	1	0	0	2	2	42
07:45	1	0	1	0	0	0	0	2	38	8	1	0	0	1	0	48
08:00	8	1	0	0	0	0	1	10	20	5	0	0	0	0	2	27
08:15	14	2	0	0	0	0	2	18	35	5	0	0	0	0	0	40
08:30	18	1	0	0	0	0	1	20	39	4	0	0	0	0	0	43
08:45	15	2	0	0	0	0	0	17	52	2	0	0	0	0	1	55
09:00	17	0	0	0	0	0	1	18	63	7	0	0	0	0	0	70
09:15	18	0	0	0	0	0	0	18	58	4	0	0	0	1	0	63
09:30	29	0	0	0	0	0	1	30	47	3	0	0	0	0	0	50
09:45	20	2	0	0	0	0	0	22	58	5	0	0	0	0	0	63
10:00	24	2	1	0	0	0	0	27	64	8	1	0	0	0	0	73
10:15	35	1	0	0	0	0	1	37	60	3	2	0	0	0	1	66
10:30	25	0	0	0	1	0	1	27	81	3	1	0	1	0	0	86
10:45	29	1	0	0	0	0	2	32	80	6	0	0	1	0	0	87
11:00	30	1	0	0	0	0	1	32	72	2	1	0	0	0	0	75
11:15	27	1	0	0	0	0	3	31	78	4	0	0	0	0	1	83
11:30	27	1	0	0	0	0	1	29	84	10	0	0	0	1	0	95
11:45	34	1	0	0	0	1	0	36	91	6	0	0	0	0	0	97
12:00	22	2	0	0	0	1	2	27	76	2	0	0	0	0	2	80
12:15	25	1	0	0	0	0	1	27	87	3	0	0	0	0	0	90
12:30	24	1	0	0	0	0	2	27	111	16	0	0	0	0	1	128
12:45	28	1	0	0	0	0	2	31	86	7	0	0	0	0	0	93
13:00	29	3	0	0	0	0	0	32	94	5	0	0	1	0	0	100
13:15	14	0	0	0	0	1	0	15	90	6	0	0	0	0	0	96
13:30	33	2	2	0	0	0	0	37	91	2	1	0	1	1	1	97
13:45	26	0	0	0	0	0	0	26	106	9	1	0	0	0	0	116
14:00	26	1	1	0	0	0	0	28	91	5	1	0	0	0	2	99
14:15	28	0	0	0	0	0	2	30	95	2	1	0	0	0	1	99
14:30	32	2	0	0	0	1	1	36	86	7	0	0	0	1	0	94
14:45	25	0	0	0	0	0	0	25	77	7	1	0	0	1	0	86
15:00	17	1	0	0	0	0	1	19	82	8	0	0	0	0	2	92
15:15	28	3	1	0	0	0	0	32	94	11	1	0	1	0	2	109
15:30	32	0	0	0	0	0	0	32	78	6	0	0	0	0	3	87
15:45	18	2	0	0	0	0	2	22	82	5	0	0	0	0	4	91
16:00	10	0	0	0	0	0	0	10	64	6	0	0	0	0	0	70
16:15	25	0	0	0	0	0	1	26	100	7	1	0	0	0	1	109
16:30	19	0	0	0	0	0	1	20	65	0	0	0	1	0	2	68
16:45	18	0	0	0	0	0	1	19	72	3	0	0	0	0	2	77
17:00	17	0	0	0	0	0	1	18	84	2	0	0	0	0	1	87
17:15	18	2	0	0	0	0	0	20	63	4	1	0	0	0	0	68
17:30	12	2	0	0	0	0	1	15	78	4	0	0	0	0	0	82
17:45	18	1	0	0	0	0	3	22	59	1	0	0	0	0	0	60
18:00	17	0	0	0	0	0	1	18	71	2	0	0	0	2	0	75
18:15	18	0	0	0	0	0	0	18	50	6	0	0	0	0	0	56
18:30	17	0	0	0	0	0	1	18	50	3	1	0	0	0	1	55
18:45	12	1	0	0	0	0	0	13	49	1	0	0	0	0	0	50
P/TOT	983	42	6	0	1	4	38	1074	3325	238	18	0	6	11	34	3632



SITE:1

DATE: 22/01/2022

LOCATION: Hambledon Road, Wellington Retail Park

DAY: Saturday

TIME	Entry							TOT	Exit							TOT
	CAR	LGV	OGV1	OGV2	PSV	MC	PC		CAR	LGV	OGV1	OGV2	PSV	MC	PC	
09:00	25	1	0	0	0	0	2	28	49	4	0	0	0	0	0	53
09:15	26	2	0	0	0	0	1	29	54	6	0	0	0	0	0	60
09:30	27	1	0	0	0	0	0	28	59	5	0	0	0	1	0	65
09:45	28	2	0	0	0	0	0	30	54	3	0	0	0	1	1	59
10:00	25	0	0	0	0	0	0	25	75	5	0	0	0	0	0	80
10:15	35	1	0	0	0	0	1	37	78	6	0	0	0	0	0	84
10:30	28	2	0	0	0	0	0	30	86	2	0	0	0	0	0	88
10:45	28	1	0	0	0	0	0	29	103	8	0	0	0	0	0	111
11:00	33	1	0	0	0	0	0	34	79	4	0	0	0	0	0	83
11:15	40	0	0	0	0	0	5	45	107	4	0	0	0	0	0	111
11:30	38	4	0	0	0	0	1	43	94	4	0	0	0	0	0	98
11:45	25	3	0	0	0	0	0	28	80	8	0	0	0	0	1	89
12:00	34	0	1	0	0	0	1	36	101	6	1	0	0	0	1	109
12:15	33	0	0	0	0	0	0	33	116	6	1	0	0	0	0	123
12:30	28	2	0	0	0	0	1	31	86	3	2	0	0	0	1	92
12:45	35	1	0	0	0	0	2	38	106	5	0	0	0	0	1	112
13:00	30	0	0	0	0	0	4	34	114	8	0	0	0	0	1	123
13:15	31	1	0	0	0	0	2	34	116	5	0	0	0	1	1	123
13:30	30	1	0	0	0	0	3	34	100	6	0	0	0	0	0	106
13:45	30	2	0	0	0	1	3	36	121	5	0	0	0	0	0	126
14:00	40	0	0	0	0	0	4	44	103	5	0	0	0	1	0	109
14:15	28	1	0	0	0	0	0	29	102	3	0	0	0	0	0	105
14:30	29	1	0	0	0	0	1	31	87	6	0	0	0	0	1	94
14:45	33	1	0	0	0	0	1	35	107	2	0	0	0	0	0	109
15:00	29	0	0	0	0	0	1	30	115	3	0	0	0	0	1	119
15:15	25	0	0	0	0	0	1	26	115	5	0	0	0	0	0	120
15:30	29	2	0	0	0	0	2	33	119	5	0	0	0	0	0	124
15:45	26	1	0	0	0	0	0	27	113	4	0	0	0	0	0	117
16:00	20	0	0	0	0	0	0	20	104	5	0	0	0	0	0	109
16:15	23	0	0	0	0	0	0	23	95	3	0	0	0	0	0	98
16:30	21	0	0	0	0	0	4	25	83	5	0	0	1	0	1	90
16:45	20	1	0	0	0	0	1	22	100	5	0	0	0	1	0	106
P/TOT	932	32	1	0	0	1	41	1007	3021	154	4	0	1	5	10	3195



	Site / Location: Site 2, Wellington Retail Park	Project No: 12438	Drawing No: 12438-02	Drawn By: EA
	Survey Date: Friday 21st January 2022 and Saturday 22nd January 2022	Project Name: Waterloooville		
	Survey Times: Weekday - 0700 to 1900 Weekend - 0900 to 1700	Drawing Title: Site Layout and Observed Movements		



12438 / WATERLOOVILLE
JANUARY 2022
ENTRY AND EXIT COUNTS

SITE: 2

DATE: 21/01/2022

LOCATION: Wellington Retail Park

DAY: Friday

TIME	Entry							TOT	Exit							TOT
	CAR	LGV	OGV1	OGV2	PSV	MC	PC		CAR	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	22	0	0	0	0	0	0	22	0	0	0	0	0	0	0	0
07:15	25	4	1	0	0	1	0	31	0	0	0	0	0	0	0	0
07:30	32	8	1	0	0	1	0	42	0	0	0	0	0	0	0	0
07:45	41	9	0	0	0	1	0	51	0	0	0	0	0	0	0	0
08:00	28	3	0	0	0	0	0	31	0	0	0	0	0	0	0	0
08:15	25	9	0	0	0	0	0	34	0	0	0	0	0	0	0	0
08:30	38	4	0	0	0	0	0	42	0	0	0	0	0	0	0	0
08:45	63	4	0	0	0	1	1	69	0	0	0	0	0	0	0	0
09:00	59	3	0	0	0	1	0	63	0	0	0	0	0	0	0	0
09:15	52	2	0	0	0	0	0	54	0	0	0	0	0	0	0	0
09:30	54	2	0	0	1	1	0	58	0	0	0	0	0	0	0	0
09:45	58	6	1	0	0	0	0	65	0	0	0	0	0	0	0	0
10:00	32	2	0	0	0	0	0	34	0	0	0	0	0	0	0	0
10:15	56	2	1	0	0	0	0	59	0	0	0	0	0	0	0	0
10:30	65	5	1	0	0	0	0	71	0	0	0	0	0	0	0	0
10:45	55	2	0	0	0	0	0	57	0	0	0	0	0	0	0	0
11:00	68	3	0	0	0	0	0	71	0	0	0	0	0	0	0	0
11:15	56	6	0	0	0	0	0	62	0	0	0	0	0	0	0	0
11:30	58	5	0	0	0	0	0	63	0	0	0	0	0	0	0	0
11:45	71	7	0	0	0	0	0	78	0	0	0	0	0	0	0	0
12:00	63	4	1	0	0	0	0	68	0	0	0	0	0	0	0	0
12:15	64	6	0	0	0	0	0	70	0	0	0	0	0	0	0	0
12:30	61	8	0	0	0	0	0	69	0	0	0	0	0	0	0	0
12:45	55	3	0	0	0	0	0	58	0	0	0	0	0	0	0	0
13:00	58	6	0	0	1	0	0	65	0	0	0	0	0	0	0	0
13:15	61	5	0	0	0	0	0	66	0	0	0	0	0	0	0	0
13:30	71	3	0	0	1	0	0	75	0	0	0	0	0	0	0	0
13:45	62	5	0	0	0	0	0	67	0	0	0	0	0	0	0	0
14:00	65	5	0	0	0	0	1	71	0	0	0	0	0	0	0	0
14:15	60	1	1	0	0	0	0	62	0	0	0	0	0	0	0	0
14:30	53	6	0	0	0	0	0	59	0	0	0	0	0	0	0	0
14:45	41	9	1	0	0	1	0	52	0	0	0	0	0	0	0	0
15:00	54	7	0	0	0	0	0	61	0	0	0	0	0	0	0	0
15:15	55	7	0	0	0	0	0	62	0	0	0	0	0	0	0	0
15:30	59	4	0	0	0	0	0	63	0	0	0	0	0	0	0	0
15:45	51	10	1	0	0	0	0	62	0	0	0	0	0	0	0	0
16:00	55	4	0	0	0	0	0	59	0	0	0	0	0	0	0	0
16:15	47	2	0	0	0	0	0	49	0	0	0	0	0	0	0	0
16:30	49	2	0	0	0	0	0	51	0	0	0	0	0	0	0	0
16:45	45	1	1	0	0	0	0	47	0	0	0	0	0	0	0	0
17:00	43	5	0	0	0	0	0	48	0	0	0	0	0	0	0	0
17:15	53	2	0	0	0	0	0	55	0	0	0	0	0	0	0	0
17:30	41	2	0	0	0	0	0	43	0	0	0	0	0	0	0	0
17:45	40	0	0	0	0	0	0	40	0	0	0	0	0	0	0	0
18:00	32	4	0	0	0	0	0	36	0	0	0	0	0	0	0	0
18:15	31	3	0	0	0	0	0	34	0	0	0	0	0	0	0	0
18:30	20	1	0	0	0	0	0	21	0	0	0	0	0	0	0	0
18:45	18	2	1	0	0	0	0	21	0	0	0	0	0	0	0	0
P/TOT	2365	203	11	0	3	7	2	2591	0	0	0	0	0	0	0	0



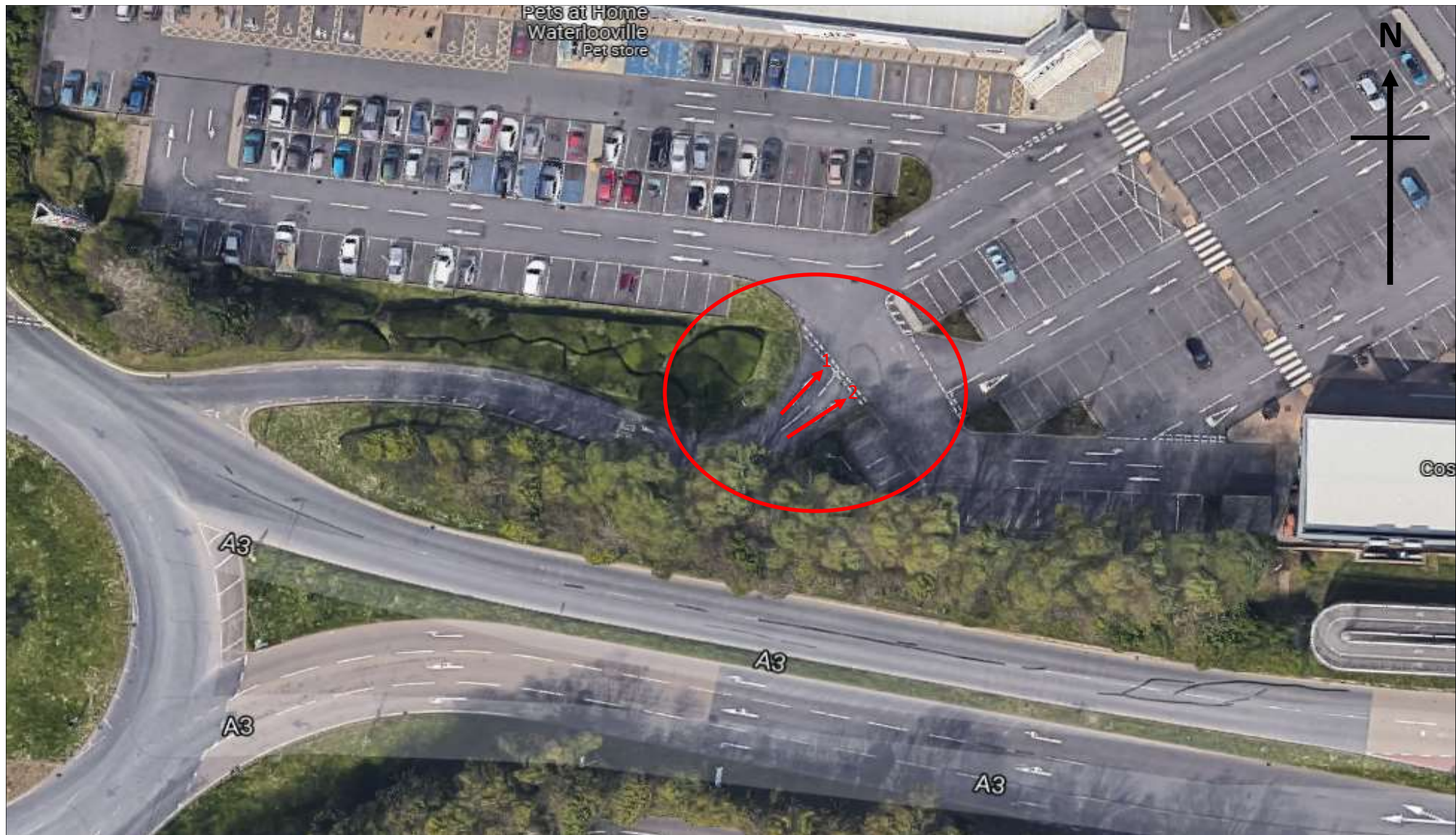
SITE:2

DATE: 22/01/2022

LOCATION: Wellington Retail Park

DAY: Saturday

TIME	Entry							TOT	Exit							TOT
	CAR	LGV	OGV1	OGV2	PSV	MC	PC		CAR	LGV	OGV1	OGV2	PSV	MC	PC	
09:00	48	2	0	0	0	0	0	50	0	0	0	0	0	0	0	0
09:15	42	3	0	0	0	2	0	47	0	0	0	0	0	0	0	0
09:30	61	8	0	0	0	0	0	69	0	0	0	0	0	0	0	0
09:45	45	2	0	0	0	0	0	47	0	0	0	0	0	0	0	0
10:00	65	4	0	0	0	0	0	69	0	0	0	0	0	0	0	0
10:15	61	4	0	0	0	0	0	65	0	0	0	0	0	0	0	0
10:30	71	5	0	0	0	0	0	76	0	0	0	0	0	0	0	0
10:45	69	8	0	0	0	0	0	77	0	0	0	0	0	0	0	0
11:00	69	3	0	0	0	0	0	72	0	0	0	0	0	0	0	0
11:15	77	4	1	0	0	0	0	82	0	0	0	0	0	0	0	0
11:30	76	2	0	0	0	0	0	78	0	0	0	0	0	0	0	0
11:45	70	4	0	0	0	0	0	74	0	0	0	0	0	0	0	0
12:00	73	4	0	0	0	0	0	77	0	0	0	0	0	0	0	0
12:15	63	5	2	0	0	0	0	70	0	0	0	0	0	0	0	0
12:30	70	3	0	0	0	0	0	73	0	0	0	0	0	0	0	0
12:45	90	6	0	0	0	0	0	96	0	0	0	0	0	0	0	0
13:00	71	5	0	0	0	0	0	76	0	0	0	0	0	0	0	0
13:15	83	1	0	0	0	1	0	85	0	0	0	0	0	0	0	0
13:30	74	5	0	0	0	0	0	79	0	0	0	0	0	0	0	0
13:45	73	2	0	0	0	0	0	75	0	0	0	0	0	0	0	0
14:00	81	5	0	0	0	0	0	86	0	0	0	0	0	0	0	0
14:15	73	7	0	0	0	0	0	80	0	0	0	0	0	0	0	0
14:30	85	1	0	0	0	0	0	86	0	0	0	0	0	0	0	0
14:45	73	3	0	0	0	0	0	76	0	0	0	0	0	0	0	0
15:00	67	2	0	0	0	0	0	69	0	0	0	0	0	0	0	0
15:15	78	3	0	0	0	0	0	81	0	0	0	0	0	0	0	0
15:30	72	4	0	0	0	0	0	76	0	0	0	0	0	0	0	0
15:45	64	5	0	0	0	0	0	69	0	0	0	0	0	0	0	0
16:00	69	1	0	0	0	0	1	71	0	0	0	0	0	0	0	0
16:15	65	2	0	0	0	0	0	67	0	0	0	0	0	0	0	0
16:30	61	5	0	0	1	1	0	68	0	0	0	0	0	0	0	0
16:45	41	4	0	0	0	0	0	45	0	0	0	0	0	0	0	0
P/TOT	2180	122	3	0	1	4	1	2311	0	0	0	0	0	0	0	0



	Site / Location: Site 2, Wellington Retail Park	Project No: 12438	Drawing No: 12438-02	Drawn By: EA
	Survey Date: Friday 21st January 2022 and Saturday 22nd January 2022	Project Name: Waterlooville		
	Survey Times: Weekday - 0700 to 1900 Weekend - 0900 to 1700	Drawing Title: Site Layout and Observed Movements		



SITE:2

DATE:21/01/2022

LOCATION:Wellington Retail Park

DAY:FRIDAY

ANALYSIS: Queue at (i) each 5 minute interval and the (ii) Maximum Queue per 5 minute period

Site 2 - Lane 1							Site 2 - Lane 2						
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
07:00	0	0	0	0	0	0	07:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
07:05	0	0	0	0	0	0	07:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
07:10	0	0	0	0	0	0	07:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
07:15	0	0	0	0	0	0	07:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
07:20	0	0	0	0	0	0	07:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
07:25	0	0	0	0	0	0	07:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
07:30	0	0	0	0	0	0	07:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
07:35	0	0	0	0	0	0	07:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
07:40	0	0	0	0	0	0	07:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
07:45	0	0	0	0	0	0	07:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
07:50	0	0	0	0	0	0	07:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
07:55	0	0	0	0	0	0	07:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
08:00	0	0	0	0	0	0	08:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
08:05	0	0	0	0	0	0	08:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
08:10	0	0	0	0	0	0	08:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
08:15	0	0	0	0	0	0	08:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
08:20	0	0	0	0	0	0	08:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
08:25	0	0	0	0	0	0	08:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
08:30	0	0	0	0	0	0	08:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
08:35	0	0	0	0	0	0	08:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
08:40	0	0	0	0	0	0	08:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
08:45	0	0	0	0	0	0	08:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
08:50	0	0	0	0	0	0	08:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
08:55	0	0	0	0	0	0	08:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
09:00	0	0	0	0	0	0	09:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
09:05	0	0	0	0	0	0	09:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
09:10	0	0	0	0	0	0	09:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
09:15	0	0	0	0	0	0	09:15	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	0	0	0	0	0	0
09:20	0	0	0	0	0	0	09:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
09:25	0	0	0	0	0	0	09:25	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
09:30	0	0	0	0	0	0	09:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
09:35	0	0	0	0	0	0	09:35	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
09:40	0	0	0	0	0	0	09:40	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
09:45	0	0	0	0	0	0	09:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
09:50	0	0	0	0	0	0	09:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
09:55	0	0	0	0	0	0	09:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
10:00	0	0	0	0	0	0	10:00	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
10:05	0	0	0	0	0	0	10:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
10:10	0	0	0	0	0	0	10:10	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	0	0	0	0	0	0
10:15	0	0	0	0	0	0	10:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
10:20	0	0	0	0	0	0	10:20	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
10:25	0	0	0	0	0	0	10:25	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	0	0	0	0	0	0
10:30	0	0	0	0	0	0	10:30	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
10:35	0	0	0	0	0	0	10:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
10:40	0	0	0	0	0	0	10:40	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	0	0	0	0	0	0
10:45	0	0	0	0	0	0	10:45	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	0	0	0	0	0	0
10:50	0	0	0	0	0	0	10:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
10:55	0	0	0	0	0	0	10:55	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0



SITE:2

DATE:21/01/2022

LOCATION:Wellington Retail Park

DAY:FRIDAY

ANALYSIS: Queue at (i) each 5 minute interval and the (ii) Maximum Queue per 5 minute period

Site 2 - Lane 1							Site 2 - Lane 2						
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
11:00	0	0	0	0	0	0	11:00	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
11:05	0	0	0	0	0	0	11:05	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	0	0	0	0	0	0
11:10	0	0	0	0	0	0	11:10	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	0	0	0	0	0	0
11:15	0	0	0	0	0	0	11:15	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	0	0	0	0	0	0
11:20	2	2	0	0	0	11.5	11:20	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	0	0	0	0	0	0
11:25	0	0	0	0	0	0	11:25	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
11:30	0	0	0	0	0	0	11:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
11:35	0	0	0	0	0	0	11:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
11:40	0	0	0	0	0	0	11:40	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
11:45	0	0	0	0	0	0	11:45	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	1	1	0	0	0	5.75
11:50	1	1	0	0	0	5.75	11:50	1	1	0	0	0	5.75
Max Queue	2	2	0	0	0	11.5	Max Queue	0	0	0	0	0	0
11:55	0	0	0	0	0	0	11:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
12:00	0	0	0	0	0	0	12:00	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
12:05	0	0	0	0	0	0	12:05	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
12:10	0	0	0	0	0	0	12:10	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	0	0	0	0	0	0
12:15	0	0	0	0	0	0	12:15	0	0	0	0	0	0
Max Queue	5	5	0	0	0	28.75	Max Queue	0	0	0	0	0	0
12:20	0	0	0	0	0	0	12:20	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	0	0	0	0	0	0
12:25	2	2	0	0	0	11.5	12:25	0	0	0	0	0	0
Max Queue	7	7	0	0	0	40.25	Max Queue	0	0	0	0	0	0
12:30	6	6	0	0	0	34.5	12:30	0	0	0	0	0	0
Max Queue	6	6	0	0	0	34.5	Max Queue	0	0	0	0	0	0
12:35	0	0	0	0	0	0	12:35	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
12:40	0	0	0	0	0	0	12:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
12:45	0	0	0	0	0	0	12:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
12:50	0	0	0	0	0	0	12:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
12:55	0	0	0	0	0	0	12:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
13:00	0	0	0	0	0	0	13:00	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	0	0	0	0	0	0
13:05	0	0	0	0	0	0	13:05	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
13:10	0	0	0	0	0	0	13:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
13:15	0	0	0	0	0	0	13:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
13:20	0	0	0	0	0	0	13:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
13:25	0	0	0	0	0	0	13:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
13:30	0	0	0	0	0	0	13:30	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
13:35	0	0	0	0	0	0	13:35	0	0	0	0	0	0
Max Queue	4	4	0	0	0	23	Max Queue	0	0	0	0	0	0
13:40	0	0	0	0	0	0	13:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
13:45	0	0	0	0	0	0	13:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
13:50	0	0	0	0	0	0	13:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
13:55	0	0	0	0	0	0	13:55	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
14:00	0	0	0	0	0	0	14:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
14:05	0	0	0	0	0	0	14:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
14:10	0	0	0	0	0	0	14:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
14:15	0	0	0	0	0	0	14:15	0	0	0	0	0	0
Max Queue	3	3	0	0	0	17.25	Max Queue	0	0	0	0	0	0
14:20	0	0	0	0	0	0	14:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
14:25	0	0	0	0	0	0	14:25	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
14:30	0	0	0	0	0	0	14:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
14:35	0	0	0	0	0	0	14:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
14:40	0	0	0	0	0	0	14:40	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
14:45	0	0	0	0	0	0	14:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
14:50	0	0	0	0	0	0	14:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
14:55	0	0	0	0	0	0	14:55	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0



SITE: 2
LOCATION: Wellington Retail Park

DATE: 21/01/2022
DAY: FRIDAY

ANALYSIS: Queue at (i) each 5 minute interval and the (ii) Maximum Queue per 5 minute period

Site 2 - Lane 1							Site 2 - Lane 2						
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
15:00	0	0	0	0	0	0	15:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
15:05	0	0	0	0	0	0	15:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
15:10	0	0	0	0	0	0	15:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
15:15	0	0	0	0	0	0	15:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
15:20	0	0	0	0	0	0	15:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
15:25	0	0	0	0	0	0	15:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
15:30	0	0	0	0	0	0	15:30	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
15:35	0	0	0	0	0	0	15:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
15:40	0	0	0	0	0	0	15:40	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	0	0	0	0	0	0
15:45	0	0	0	0	0	0	15:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
15:50	0	0	0	0	0	0	15:50	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	0	0	0	0	0	0
15:55	0	0	0	0	0	0	15:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
16:00	0	0	0	0	0	0	16:00	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
16:05	0	0	0	0	0	0	16:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
16:10	0	0	0	0	0	0	16:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
16:15	0	0	0	0	0	0	16:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
16:20	0	0	0	0	0	0	16:20	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
16:25	0	0	0	0	0	0	16:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
16:30	0	0	0	0	0	0	16:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
16:35	0	0	0	0	0	0	16:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
16:40	0	0	0	0	0	0	16:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
16:45	0	0	0	0	0	0	16:45	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
16:50	1	1	0	0	0	5.75	16:50	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
16:55	0	0	0	0	0	0	16:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
17:00	0	0	0	0	0	0	17:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
17:05	0	0	0	0	0	0	17:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
17:10	0	0	0	0	0	0	17:10	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
17:15	0	0	0	0	0	0	17:15	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
17:20	0	0	0	0	0	0	17:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
17:25	0	0	0	0	0	0	17:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
17:30	0	0	0	0	0	0	17:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
17:35	0	0	0	0	0	0	17:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
17:40	0	0	0	0	0	0	17:40	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
17:45	0	0	0	0	0	0	17:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
17:50	0	0	0	0	0	0	17:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
17:55	0	0	0	0	0	0	17:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
18:00	0	0	0	0	0	0	18:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
18:05	0	0	0	0	0	0	18:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
18:10	0	0	0	0	0	0	18:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
18:15	0	0	0	0	0	0	18:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
18:20	0	0	0	0	0	0	18:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
18:25	0	0	0	0	0	0	18:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
18:30	0	0	0	0	0	0	18:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
18:35	0	0	0	0	0	0	18:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
18:40	0	0	0	0	0	0	18:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
18:45	0	0	0	0	0	0	18:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
18:50	0	0	0	0	0	0	18:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
18:55	0	0	0	0	0	0	18:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0



SITE: 2
LOCATION: Wellington Retail Park

DATE: 22/01/2022
DAY: SATURDAY

ANALYSIS: Queue at (i) each 5 minute interval and the (ii) Maximum Queue per 5 minute period

Site 2 - Lane 1							Site 2 - Lane 2						
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
09:00	0	0	0	0	0	0	09:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
09:05	0	0	0	0	0	0	09:05	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
09:10	0	0	0	0	0	0	09:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
09:15	0	0	0	0	0	0	09:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
09:20	0	0	0	0	0	0	09:20	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
09:25	0	0	0	0	0	0	09:25	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	0	0	0	0	0	0
09:30	0	0	0	0	0	0	09:30	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
09:35	0	0	0	0	0	0	09:35	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	0	0	0	0	0	0
09:40	0	0	0	0	0	0	09:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
09:45	0	0	0	0	0	0	09:45	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
09:50	0	0	0	0	0	0	09:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
09:55	0	0	0	0	0	0	09:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
10:00	0	0	0	0	0	0	10:00	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
10:05	0	0	0	0	0	0	10:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
10:10	0	0	0	0	0	0	10:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
10:15	0	0	0	0	0	0	10:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
10:20	0	0	0	0	0	0	10:20	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
10:25	0	0	0	0	0	0	10:25	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
10:30	0	0	0	0	0	0	10:30	0	0	0	0	0	0
Max Queue	3	3	0	0	0	17.25	Max Queue	0	0	0	0	0	0
10:35	0	0	0	0	0	0	10:35	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
10:40	0	0	0	0	0	0	10:40	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
10:45	0	0	0	0	0	0	10:45	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	1	1	0	0	0	5.75
10:50	0	0	0	0	0	0	10:50	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	0	0	0	0	0	0
10:55	0	0	0	0	0	0	10:55	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
11:00	0	0	0	0	0	0	11:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
11:05	0	0	0	0	0	0	11:05	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	0	0	0	0	0	0
11:10	0	0	0	0	0	0	11:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2	2	0	0	0	11.5
11:15	0	0	0	0	0	0	11:15	0	0	0	0	0	0
Max Queue	3	3	0	0	0	17.25	Max Queue	0	0	0	0	0	0
11:20	1	1	0	0	0	5.75	11:20	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	0	0	0	0	0	0
11:25	0	0	0	0	0	0	11:25	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
11:30	0	0	0	0	0	0	11:30	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	0	0	0	0	0	0
11:35	0	0	0	0	0	0	11:35	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
11:40	0	0	0	0	0	0	11:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
11:45	0	0	0	0	0	0	11:45	0	0	0	0	0	0
Max Queue	3	3	0	0	0	17.25	Max Queue	0	0	0	0	0	0
11:50	0	0	0	0	0	0	11:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
11:55	0	0	0	0	0	0	11:55	0	0	0	0	0	0
Max Queue	5	5	0	0	0	28.75	Max Queue	0	0	0	0	0	0
12:00	0	0	0	0	0	0	12:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
12:05	0	0	0	0	0	0	12:05	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
12:10	0	0	0	0	0	0	12:10	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	0	0	0	0	0	0
12:15	0	0	0	0	0	0	12:15	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
12:20	0	0	0	0	0	0	12:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
12:25	0	0	0	0	0	0	12:25	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	0	0	0	0	0	0
12:30	0	0	0	0	0	0	12:30	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
12:35	0	0	0	0	0	0	12:35	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	0	0	0	0	0	0
12:40	0	0	0	0	0	0	12:40	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	0	0	0	0	0	0
12:45	0	0	0	0	0	0	12:45	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	0	0	0	0	0	0
12:50	0	0	0	0	0	0	12:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
12:55	0	0	0	0	0	0	12:55	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0



SITE: 2
LOCATION: Wellington Retail Park

DATE: 22/01/2022
DAY: SATURDAY

ANALYSIS: Queue at (i) each 5 minute interval and the (ii) Maximum Queue per 5 minute period

Site 2 - Lane 1							Site 2 - Lane 2						
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
13:00	0	0	0	0	0	0	13:00	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
13:05	1	1	0	0	0	5.75	13:05	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
13:10	0	0	0	0	0	0	13:10	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
13:15	0	0	0	0	0	0	13:15	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
13:20	0	0	0	0	0	0	13:20	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
13:25	0	0	0	0	0	0	13:25	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	1	1	0	0	0	5.75
13:30	0	0	0	0	0	0	13:30	0	0	0	0	0	0
Max Queue	5	5	0	0	0	28.75	Max Queue	0	0	0	0	0	0
13:35	0	0	0	0	0	0	13:35	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	0	0	0	0	0	0
13:40	0	0	0	0	0	0	13:40	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
13:45	0	0	0	0	0	0	13:45	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
13:50	0	0	0	0	0	0	13:50	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	0	0	0	0	0	0
13:55	0	0	0	0	0	0	13:55	0	0	0	0	0	0
Max Queue	4	4	0	0	0	23	Max Queue	0	0	0	0	0	0
14:00	0	0	0	0	0	0	14:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
14:05	0	0	0	0	0	0	14:05	0	0	0	0	0	0
Max Queue	4	4	0	0	0	23	Max Queue	1	1	0	0	0	5.75
14:10	0	0	0	0	0	0	14:10	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
14:15	0	0	0	0	0	0	14:15	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
14:20	0	0	0	0	0	0	14:20	0	0	0	0	0	0
Max Queue	3	3	0	0	0	17.25	Max Queue	0	0	0	0	0	0
14:25	0	0	0	0	0	0	14:25	0	0	0	0	0	0
Max Queue	4	4	0	0	0	23	Max Queue	0	0	0	0	0	0
14:30	0	0	0	0	0	0	14:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
14:35	0	0	0	0	0	0	14:35	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	0	0	0	0	0	0
14:40	0	0	0	0	0	0	14:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
14:45	0	0	0	0	0	0	14:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
14:50	0	0	0	0	0	0	14:50	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	1	1	0	0	0	5.75
14:55	0	0	0	0	0	0	14:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
15:00	0	0	0	0	0	0	15:00	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
15:05	0	0	0	0	0	0	15:05	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	0	0	0	0	0	0
15:10	0	0	0	0	0	0	15:10	0	0	0	0	0	0
Max Queue	4	4	0	0	0	23	Max Queue	0	0	0	0	0	0
15:15	0	0	0	0	0	0	15:15	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	0	0	0	0	0	0
15:20	0	0	0	0	0	0	15:20	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
15:25	0	0	0	0	0	0	15:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
15:30	0	0	0	0	0	0	15:30	0	0	0	0	0	0
Max Queue	4	4	0	0	0	23	Max Queue	0	0	0	0	0	0
15:35	0	0	0	0	0	0	15:35	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	0	0	0	0	0	0
15:40	0	0	0	0	0	0	15:40	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
15:45	0	0	0	0	0	0	15:45	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	0	0	0	0	0	0
15:50	0	0	0	0	0	0	15:50	0	0	0	0	0	0
Max Queue	4	4	0	0	0	23	Max Queue	0	0	0	0	0	0
15:55	0	0	0	0	0	0	15:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
16:00	0	0	0	0	0	0	16:00	0	0	0	0	0	0
Max Queue	3	3	0	0	0	17.25	Max Queue	0	0	0	0	0	0
16:05	0	0	0	0	0	0	16:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2	2	0	0	0	11.5
16:10	0	0	0	0	0	0	16:10	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
16:15	0	0	0	0	0	0	16:15	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
16:20	0	0	0	0	0	0	16:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
16:25	0	0	0	0	0	0	16:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
16:30	0	0	0	0	0	0	16:30	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
16:35	0	0	0	0	0	0	16:35	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	0	0	0	0	0	0
16:40	0	0	0	0	0	0	16:40	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
16:45	0	0	0	0	0	0	16:45	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
16:50	0	0	0	0	0	0	16:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
16:55	0	0	0	0	0	0	16:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0

Appendix E

(Historic Car Park Data)

Wellington Retail Park	
Week Commencing	Flows
22/03/2019	30,020
29/03/2019	29,807
05/04/2019	27,300
12/04/2019	28,573
19/04/2019	24,398
26/04/2019	27,621
03/05/2019	26,460
10/05/2019	27,085
17/05/2019	22,398
24/05/2019	17,917
31/05/2019	26,515
07/06/2019	26,911
14/06/2019	25,570
21/06/2019	25,940
28/06/2019	26,080
05/07/2019	26,148
12/07/2019	25,250
19/07/2019	25,165
26/07/2019	25,006
02/08/2019	23,893
09/08/2019	23,752
16/08/2019	23,428
23/08/2019	22,676
30/08/2019	24,415
06/09/2019	22,366
13/09/2019	21,087
20/09/2019	21,902
27/09/2019	28,335
04/10/2019	27,903
11/10/2019	22,276
18/10/2019	19,813
25/10/2019	29,341

Maximum	30,020
Minimum	17,917
Average	25,167

Appendix F

(Video Snips)





