Transport Statement

PROPOSED RETAIL DEVELOPMENT

Barnsley Road, Highgate, Goldthorpe

December 2015

Dearne Estates (Goldthorpe) Ltd

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1. INTRODUCTION

1.1 This Transport Statement (TS) has been prepared to support 2 no. planning application for 2 no. new retail stores; unit 1 offers 1394 sqm GIA and unit 2 offers 232 sqm GIA, entirely replacing a 35 no. dwelling development.

1.2 This Transport Statement considers the cumulative effect of both developments and is therefore considered robust.

1.3 The site currently has planning consent for 35 no. dwellings. The consent for the Aldi store on the adjacent site has been built out and is now trading.

1.4 The holistic site previously had planning consent for a pub/restaurant and Hotel alongside 2 no. fast food drive thru's offering 42 and 37 parking spaces respectively.

1.5 The proposed development entirely replaces the existing planning consent for 35 no. dwellings and this is fully analysed as part of this Transport Assessment.

1.6 Barnsley Road connects the Dearne Valley Parkway to Highgate, Goldthorpe.

1.7 This TS has been produced in line with the DfT Guidance on Transport Assessment and the scope agreed with Barnsley Metropolitan District Council (BMBC) Highways officers.

1.8 The TS provides a background to the existing highways situation in the area and that connected to the existing site use. The proposed development is then discussed and the impact on the network is demonstrated.

2. EXISTING SITUATION

2.1 Highgate, Goldthorpe is located approximately 7 miles from Barnsley and Doncaster centres. Highgate, Goldthorpe is a market town, located in the western area of Barnsley Metropolitan Borough Council.

2.2 Goldthorpe District Centre offers a small ASDA store along with a mixture of small retailers. The majority of people in Goldthorpe carry out their retailing either at Wath upon Dearne or in Barnsley or Doncaster.

2.3 The site fronts Barnsley Road and the A635, which is flanked by level footways.

2.4 The footway on the site side is approximately 2.0m across the site frontage and is lit.

2.5 There is a pedestrian island on the exit of Hollygrove roundabout, ensuring a safe passage for pedestrians and a link from the site to the surrounding area.

2.6 A signal controlled pedestrian crossing facility is provided approximately 310m east of the site at the crossroads, allowing a safe passage for pedestrians coming from the centre of Goldthorpe.

2.7 There are no on street cycle facilities down Barnsley Road due to the road width.

2.8 Buses travel along Barnsley Road, at a good frequency to many locations across the Barnsley area.

2.9 The bus stops on Barnsley Road are approximately 10m from the existing site access for eastbound travel and 25m for westbound travel. Both stops are provided with a timetable and a flag.

2.10 The table below provides information on the bus operation times, frequency and major destinations.

Number – Route	Start /Finish	Weekday Frequency	Saturday Frequency	Sunday Frequency
X19 Barnsley – Goldthorpe – Robin Hood Airport	06:24/21:40	60 mins	60 mins	60 mins
203 Doncaster – Goldthorpe – Barnsley	07:29/18:02	60 mins	60 mins	No Service
216 Wombwell – Goldthorpe – Grimethorpe	06:15/22:05	8 Hours	8 Hours	8 Hours

217/218 Barnsley – Goldthorpe – Rotherham	06:54/17:54	60 mins	30 mins	60 mins
219 Barnsley – Goldthorpe – Doncaster	06:15/22:50	30 mins	30 mins	60 mins
226 Barnsley – Goldthorpe – Thurnscoe	06:30/23:00	30 mins	30 mins	30 mins

Table 2.1 – Bus Frequency Table.

2.11 The existing footways are of a sufficient standard, the propensity for walk in trips is high and the bus frequency is very good.

2.12 Goldthorpe Railway station is approximately 660m east of the site with links to Sheffield and Leeds, trains operate hourly in each direction.

Highway Network

2.13 The A635 links Goldthorpe to Darfield and Barnsley to the West and then Doncaster to the East. Bolton upon Dearne lies to the south on the B6098 and Thurnscoe to the North.

2.14 Highgate, Goldthorpe is located approximately midway between the A1 and the M1 on the A635.

2.15 Highgate, Goldthorpe is accessible to the national network and as such is a popular location for logistics companies.

2.16 Generally, the network is well trafficked without significant delay.

2.17 The network has capacity at present and this is analysed further in section 6 of this Transport Assessment.

3. ACCIDENT ANALYSIS

3.1 In accordance with the Transport Assessment guidelines an accident assessment has been carried out within the agreed study area.

3.2 Accidents are investigated to highlight a common theme and to ensure that the development would not affect the accident rate. The locally recorded data has been compared against the national average.

3.3 Within the study area, there have been 20 no. accidents of which none were reported as a fatality, 3 were reported as severe, and 6 were reported as slight.

3.4 A variety of factors have been investigated, the charts below outline the accident analysis in summary.

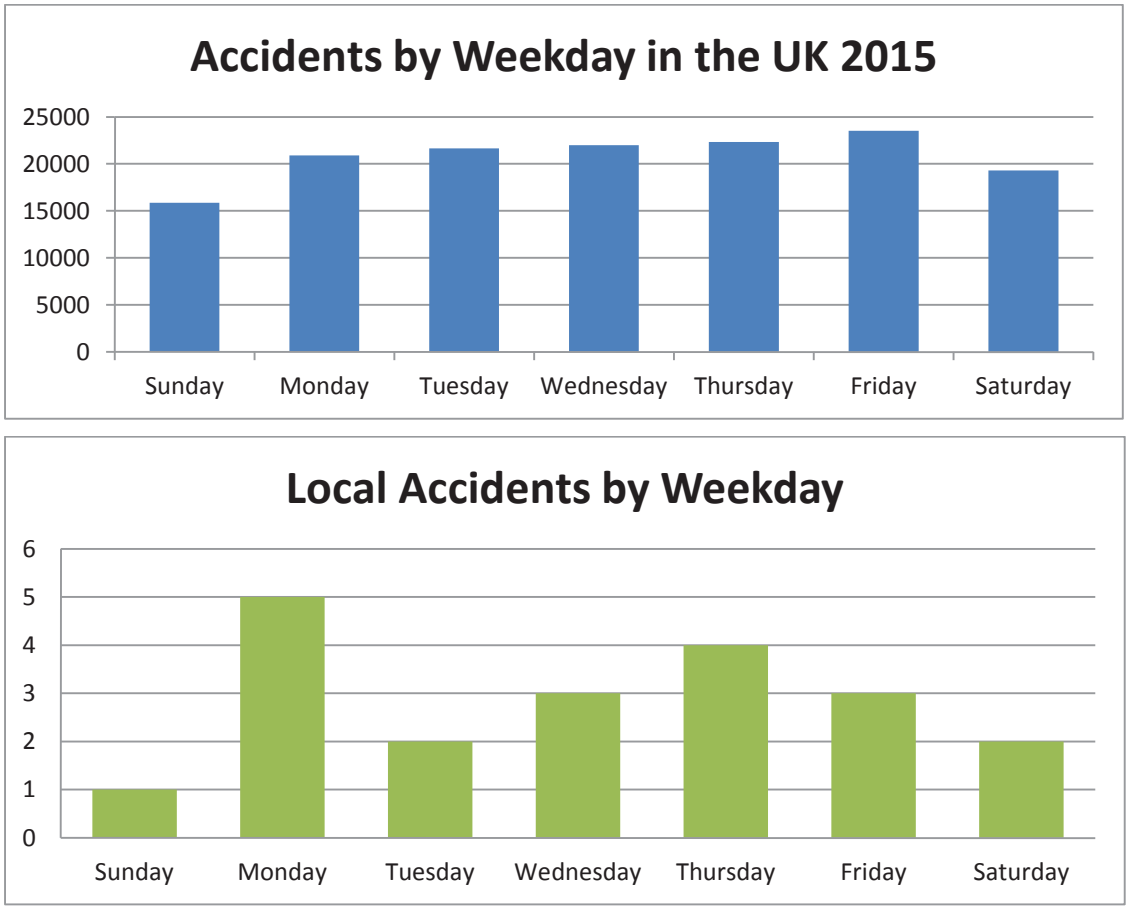


Figure 3.1 – Accident by Weekday

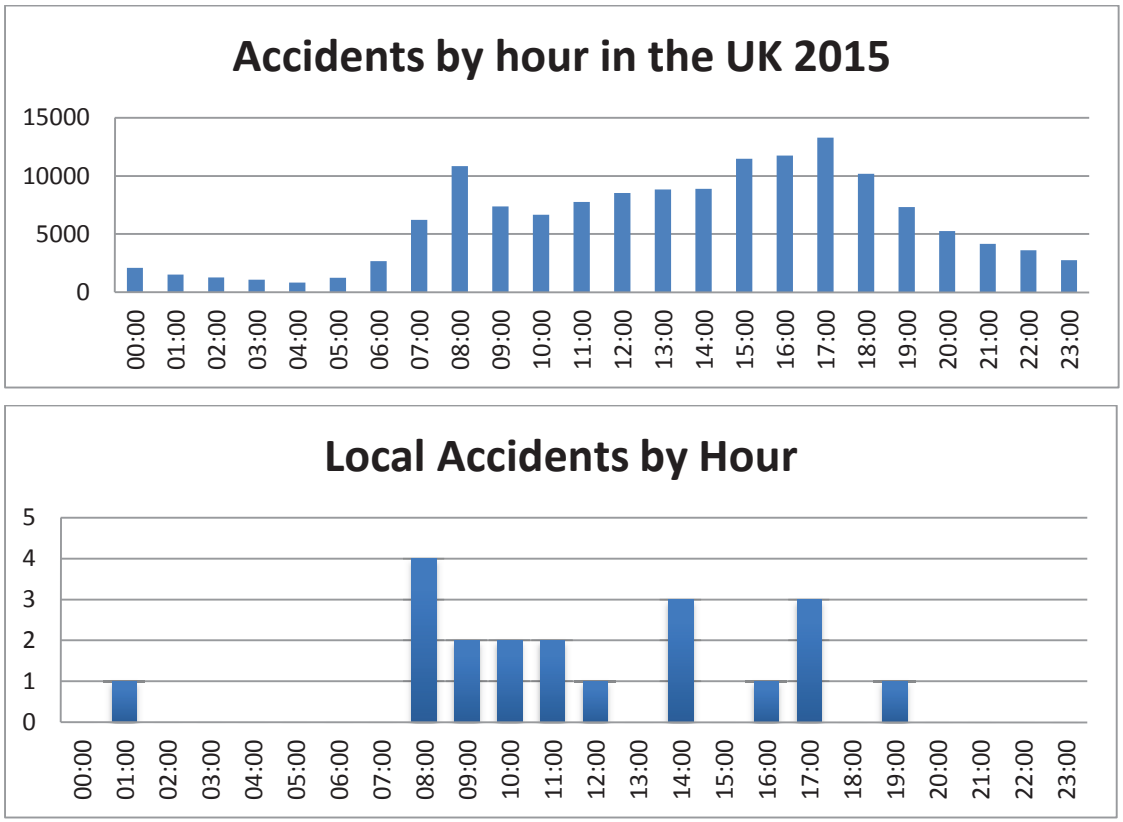


Figure 3.2 Accidents by Hour of Day

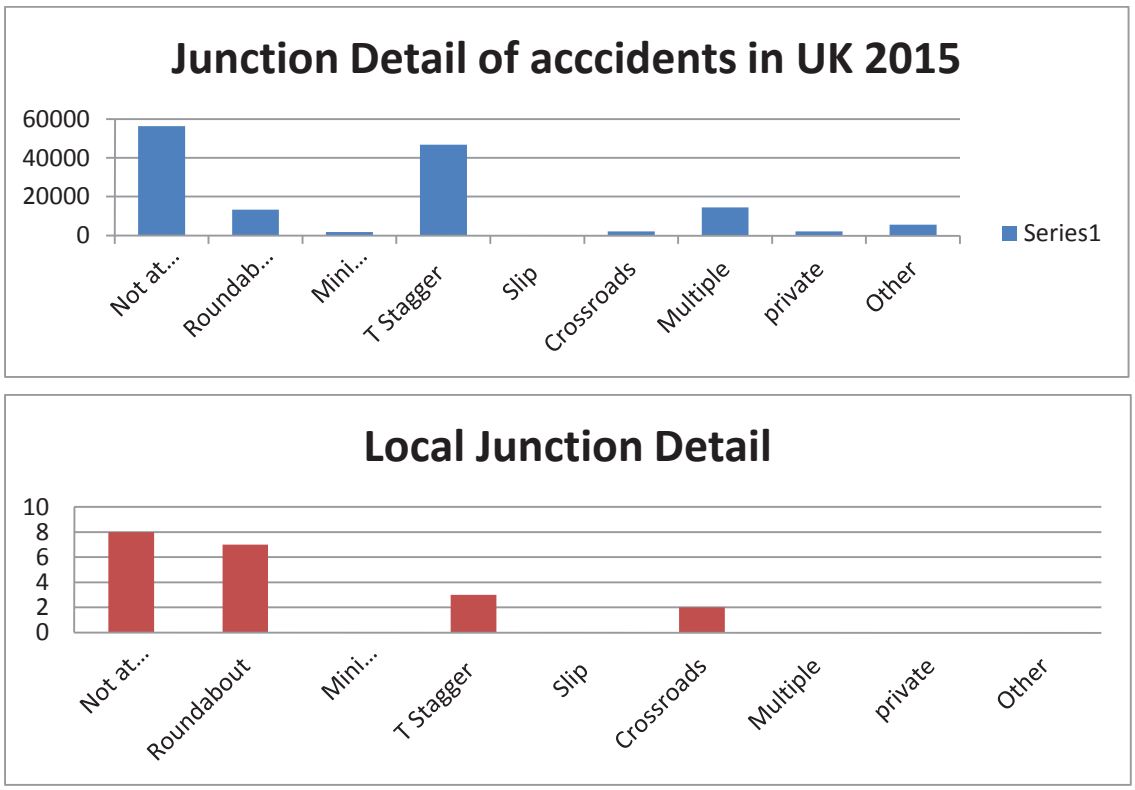
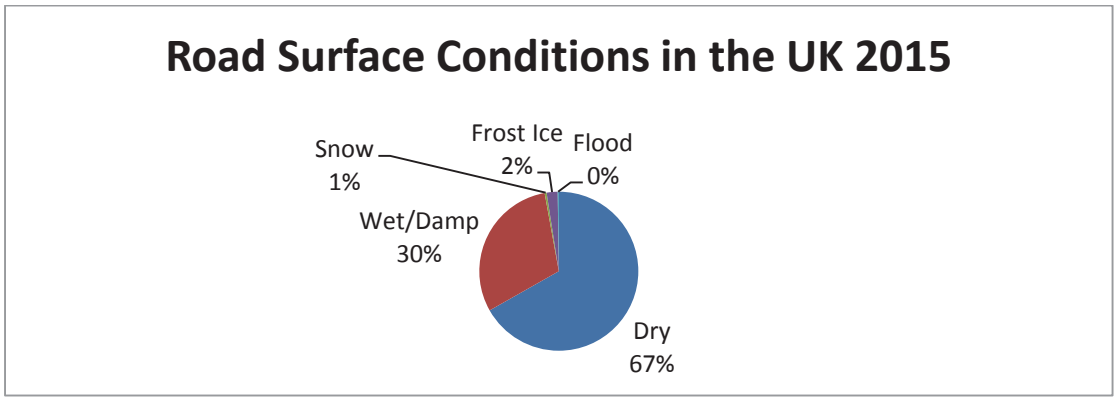


Figure 3.3 – Accident by junction type



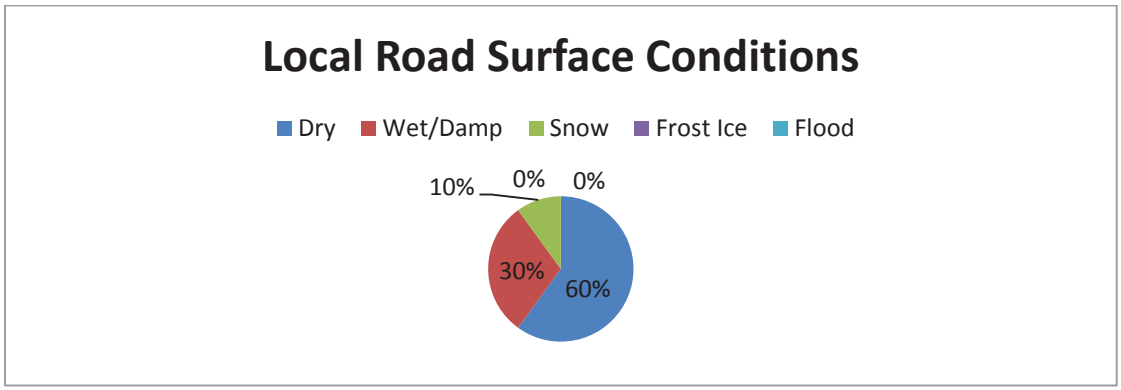
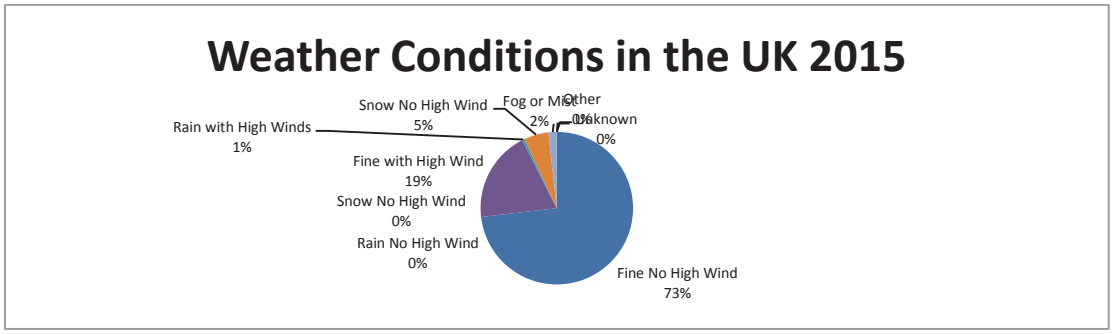


Figure 3.4 – Road Surface Conditions



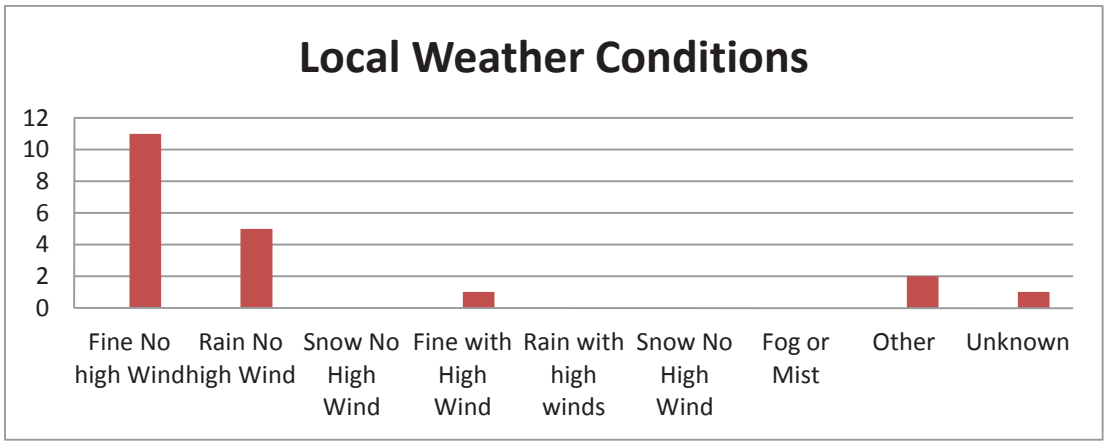


Figure 3.5 – Weather Conditions at Time of Accident

3.5 Having thoroughly investigated the accident data there are no common causation factors. The accident plot is attached to this report.

3.6 The accident rate in Highgate, Goldthorpe is similar to that experienced throughout the UK. There are no specific issues highlighted as part of this assessment.

3.7 Based on the above consenting this development would have no effect on the existing accident rate.

4. PROPOSED DEVELOPMENT

4.1 This Transport Statement (TS) assesses the effect of providing a retail store replacing the outline planning consent for a 35 no. dwelling residential development served by a new Ghost Right Turn Priority junction on Barnsley Road.

4.2 Unit 1 offers 1394 Sqm Gross Internal Area (GIA) and unit 2 offers 232 sqm GIA, and is supported by 113 car parking spaces.

4.3 The approved residential element formed an outline application securing the means of access, this includes space to turn a HGV within the proposed adoptable highway boundary. This has been designed to meet the requirements of the South Yorkshire Residential Design Guide (SYRDG) and has been implemented.

Access

4.4 The proposed junctions have been designed and installed to meet the requirements of Barnsley Metropolitan Borough Council (BMBC).

4.5 This application does not propose any changes to the highway network as none are considered necessary.

Retail Stores

4.6 Given the characteristics discussed in the previous chapter, the site has a significant walk in catchment at some 2492 residents within an identified 1km walk in catchment.

4.7 Given the location, the store would capture many pass-by and linked trips. Retail is unique as people shop somewhere at present; a new store does not encourage new trips, but redistributes existing trips, generally as a result of the new facility being more convenient. This is discussed in detail in the next section of this report.

4.8 The store would be supported by a new 113 space car park and 10 cycle spaces.

4.9 All developments proposing more than 10 spaces should provide 6% of the spaces as accessible by disabled motorists. This has been included within the proposed layout. These bays are supplemented further by Parent and Child Bays.

4.10 Servicing is entirely carried out within the site boundary, unit 1 has a dedicated service yard. Unit 2 is a much smaller unit and would be serviced by small vehicles from the car park. Given the size of the unit deliveries would be small and are likely to occur at most daily.

4.11 Deliveries to unit 1 are likely to be made every couple of days amounting to 3-4 deliveries per week.

4.12 The servicing arrangement for unit 1 is separated from the customer car park, however the vehicle does travel through the car park, therefore the manoeuvre can be carried out when the store is operating and when it is closed.

5. TRANSPORT PLANNING POLICY

National Planning Policy

5.1 The former Planning Policy Statement (PPS) 13 'Transport' (2011) was replaced by the National Planning Policy Framework (NPPF) on the 27th March 2012. This document condenses all previous PPGs and PPSs in to one document.

5.2 One of the 'core principles' of the NPPF is 'promoting sustainable transport'. The main objective of the NPPF is to "*actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in location which are or can be made sustainable*" (page 6). Paragraph 37 states that planning policies should aim for "*a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities."*

Summary

5.3 Overall the entire development achieves the aspirations of national and local policy. The development provides a key destination necessary for all and therefore reduces the need for people to leave the local area to carry out a retail shop. The residential element is located in this highly accessible area and is provided with modal choice.

6. TRIP GENERATION AND EFFECT

6.1 This section investigates the new land use, trip generation, mode and trip type, this is discussed in detail throughout this section.

6.2 The development will cause the largest effect at peak times; this section of the TS investigates the effect of replacing 35 no. dwellings with a retail store.

Trip Generation

6.3 The TRICS database has been investigated to determine the trip generation connected with the proposed store, this is compared to the trips associated with the existing outline consent.

6.4 The output files are provided at Appendix A at the rear of this report.

6.5 Based on the TRICS Good Practice Guide, the following parameters were selected therefore making the sample representative;

Retail –Retail Stores

Similar Parking Provision

Weekday and Saturday surveys only

Location –Edge of Town, Free Standing

Residential – Houses Privately Owned

Similar Parking Provision

Weekday and Saturday surveys only

Location –Edge of Town,

6.6 The peak hour was determined by the traffic surveys carried out in line with the scoping agreed with highway officers.

	Arrival	Departure
Weekday PM Peak 35 no. Residential Dwellings	13	9
Saturday Peak 35 no. Residential Dwellings	19	20

Table 6.1 – Consented Development PM Peak Hour Trip Generation

	Walk (1.8%)	Cycle (0.2%)	Public Transport (0.0%)	Single Occupancy Vehicle (18%)	Multiple Occupancy Vehicle (79.9%)	Total (100%)
Proposed Store Unit 1 (1394 GIA) (Weekday)	1	0	0	6	28	35
Proposed Store Unit 2 (232 GIA) (Weekday)	0	0	0	1	5	6
Proposed Store Unit 1 (1394 GIA) (Saturday)	1	0	0	10	42	53
Proposed Store Unit 2 (232 GIA) (Saturday)	0	0	0	2	7	9

Table 6.3 – Proposed Peak Hour Trip Generation (* Rounding error)

	Arrival	Departure
Proposed Retail Development 16:00-17:00	18	22
Consented Development 16:00-17:00	13	9
Net Change	+5	+13

Table 6.4 – Weekday Trip Generation Consented vs Proposed Development

	Arrival	Departure
Proposed Retail Development 11:45-12:45	32	29
Consented Development	19	20
Net Change	+13	+9

Table 6.5 – Saturday Trip Generation Consented vs Proposed Development

6.7 Based on the TRICS information there would be no increase in new trips as a result of the development as 100% of the residential trips are new to the network.

6.8 The tables above do illustrate an immaterial increase in turning movements at the access onto Barnsley Road. Assuming no linked trips occur with the Aldi this could result in an additional 18 turning movements in the PM peak and 21 over the peak hour on a Saturday.

6.9 This is likely to be imperceptible on the highway network given that the area is lightly trafficked at peak times and the predicted additional trips are immaterial.

6.10 This potential immaterial effect is further reduced when trip types and trip linkage is considered.

Trip Type

6.11 Trips related to retail purchases are carried out by each person / household at present. A new store does not necessarily involve new trips; it does alter trip patterns and habits.

6.12 The residential trips are considered as new to the study area as it cannot be determined where the occupants currently reside.

Linked Trips

6.13 These are trips that are already visiting the Aldi store and whilst carrying out the existing trip visit the proposed retail store or vice versa.

6.14 Given that visitors are already attracted to the area; it is likely that during peak periods customers may visit the two occupiers.

Primary Transfer, Diverted and Pass-by Trips

6.15 It was previously agreed that the following trip types would apply to retail development;

- Primary Transfer 50%
- Diverted 20%
- Pass-by 30%

6.16 Taking into account the above information the following table outlines the trips by type.

	Arrival	Departure
Proposed Retail Development 16:45-17:45	18	22
Primary Transfer (50% net total)	9	11
Diverted (20% net total)	4	4
Pass- by (30% net total)	5	7

Table 6.4 – Weekday Trip Generation by Trip Type and Use

	Arrival	Departure
Proposed Retail Development 16:45-17:45	32	29
Primary Transfer (50% net total)	16	15
Diverted (20% net total)	6	6
Pass- by (30% net total)	10	9

Table 6.5 – Saturday Trip Generation by Trip Type and Use

Junction Analysis

6.17 The proposed development is predicted to generate an immaterial amount of turning movements at the existing access. Retail development redistributes existing trips as opposed to generating new trips; as such the effect is likely to be lower than that predicted above. This is further reduced due to the propensity for linked trips with the trading Aldi store on the adjacent site.

6.18 As this proposal entirely replaces the existing development it is predicted that there would be an immaterial effect on turning patterns with an additional 18 two way trips in the PM peak and 21 two way trips in the Saturday peak hour. This benefit is further enhanced as the proposed retail store would capture trips leaving Highgate and Goldthorpe from travelling to Wath, Barnsley, etc. to carry out a retail shop.

6.19 Given that it is predicted that there would be an immaterial effect on turning movements there is no requirement for junction assessment.

7. CONCLUSION

7.1 This Transport Statement has considered the cumulative effect of both developments and is therefore considered robust.

7.2 The proposed redevelopment of this site would provide a retail destination within walking distance of many properties and within a 10 min walk to the Goldthorpe Centre.

7.3 Each retail store is located ideally for pass-by trips as residents return from work on a daily basis, and diverted trips from the bypass do not affect the residents of Highgate, Goldthorpe.

7.4 The site is accessible by all modes of travel, it has access to many bus services, providing access to the local residential areas. This includes a new stop provided by the Aldi development.

7.5 The junction has been constructed in line with BMBC requirements and operates without any issue at present. No highway works are required to deliver this proposed development.

7.6 Accident data has been investigated; there is no significant link in accidents, over the past 5 years there are no reported accidents fronting the site.

7.7 Given that the proposed development would generate an immaterial increase in trips than approved under the existing consent no improvements were considered necessary. It is therefore considered that no physical off site capacity improvement is required to mitigate the effect of this proposal as it is likely to be imperceptible on the network.

7.8 Given the above, there are no highways or transportation reason as to why this development should not be approved.

APPENDIX A

TRICS Data

Calculation Reference: AUDIT-250601-151222-1253

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

07 YORKSHIRE & NORTH LINCOLNSHIRE

NY	NORTH YORKSHIRE	1 days
SY	SOUTH YORKSHIRE	1 days

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

Filtering Stage 2 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:	3127 to 3500 (units: sqm)
Range Selected by User:	290 to 5000 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/07 to 26/10/13

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
Wednesday	1 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	2

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

Selected Location Sub Categories:

Retail 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.

Filtering Stage 3 selection:

Use Class:

A1	2 days

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

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days

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

Population within 5 miles:

125,001 to 250,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	1 days

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

Petrol filling station:

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

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

Travel Plan:

No	2 days

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

LIST OF SITES relevant to selection parameters

1 **NY-01-G-03** **DUNELM MILL** **NORTH YORKSHIRE**
STIRLING ROAD
CLIFTON MOOR
YORK
Edge of Town
Retail Zone
Total Gross floor area: 3500 sqm
Survey date: WEDNESDAY *16/09/09* *Survey Type: MANUAL*

2 **SY-01-G-01** **DUNELM MILL** **SOUTH YORKSHIRE**
WOMBWELL LANE
BARNSLEY RETAIL PARK
BARNSLEY
Edge of Town
Retail Zone
Total Gross floor area: 3127 sqm
Survey date: MONDAY *21/06/10* *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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
EB-01-G-01	City of Edinburgh

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

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	2	3314	0.226	2	3314	0.045	2	3314	0.271
09:00 - 10:00	2	3314	1.584	2	3314	0.770	2	3314	2.354
10:00 - 11:00	2	3314	2.384	2	3314	1.871	2	3314	4.255
11:00 - 12:00	2	3314	2.761	2	3314	2.475	2	3314	5.236
12:00 - 13:00	2	3314	2.203	2	3314	2.429	2	3314	4.632
13:00 - 14:00	**2**	**3314**	**2.837**	2	3314	2.565	**2**	**3314**	**5.402**
14:00 - 15:00	2	3314	2.414	**2**	**3314**	**2.656**	2	3314	5.070
15:00 - 16:00	2	3314	1.766	2	3314	2.218	2	3314	3.984
16:00 - 17:00	2	3314	1.071	2	3314	1.434	2	3314	2.505
17:00 - 18:00	2	3314	1.313	2	3314	1.252	2	3314	2.565
18:00 - 19:00	2	3314	0.362	2	3314	0.649	2	3314	1.011
19:00 - 20:00	2	3314	0.136	2	3314	0.362	2	3314	0.498
20:00 - 21:00	1	3127	0.000	1	3127	0.000	1	3127	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			19.057			18.726			37.783

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

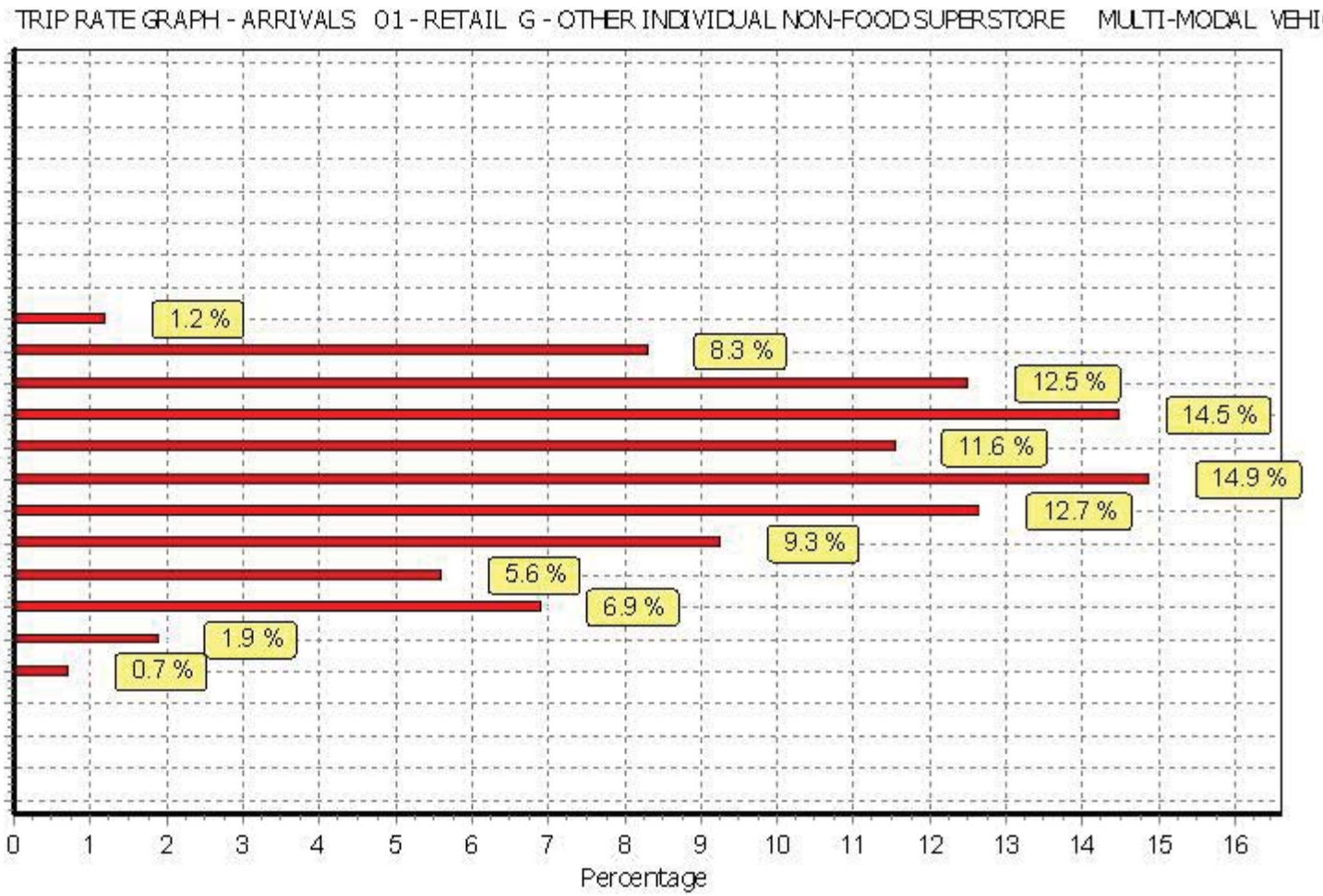
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

Parameter summary

Trip rate parameter range selected:	3127 - 3500 (units: sqm)
Survey date date range:	01/01/07 - 26/10/13
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

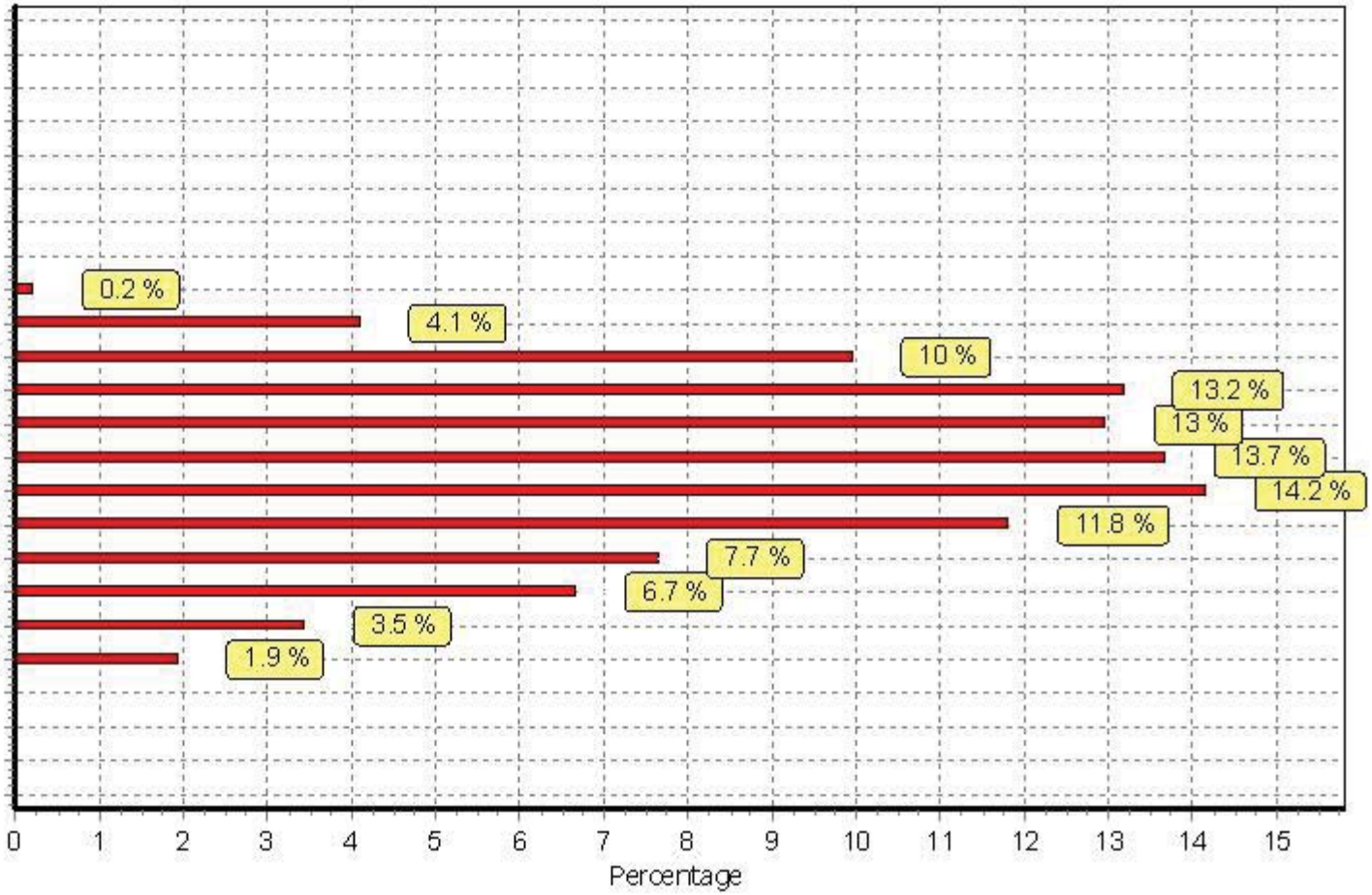
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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

TIME	RATE	%
00:00-01:00		
01:00-02:00		
02:00-03:00		
03:00-04:00		
04:00-05:00		
05:00-06:00		
06:00-07:00		
07:00-08:00		
08:00-09:00	0.226	1.2
09:00-10:00	1.584	8.3
10:00-11:00	2.384	12.5
11:00-12:00	2.761	14.5
12:00-13:00	2.203	11.6
13:00-14:00	2.837	14.9
14:00-15:00	2.414	12.7
15:00-16:00	1.766	9.3
16:00-17:00	1.071	5.6
17:00-18:00	1.313	6.9
18:00-19:00	0.362	1.9
19:00-20:00	0.136	0.7
20:00-21:00		
21:00-22:00		
22:00-23:00		
23:00-24:00		



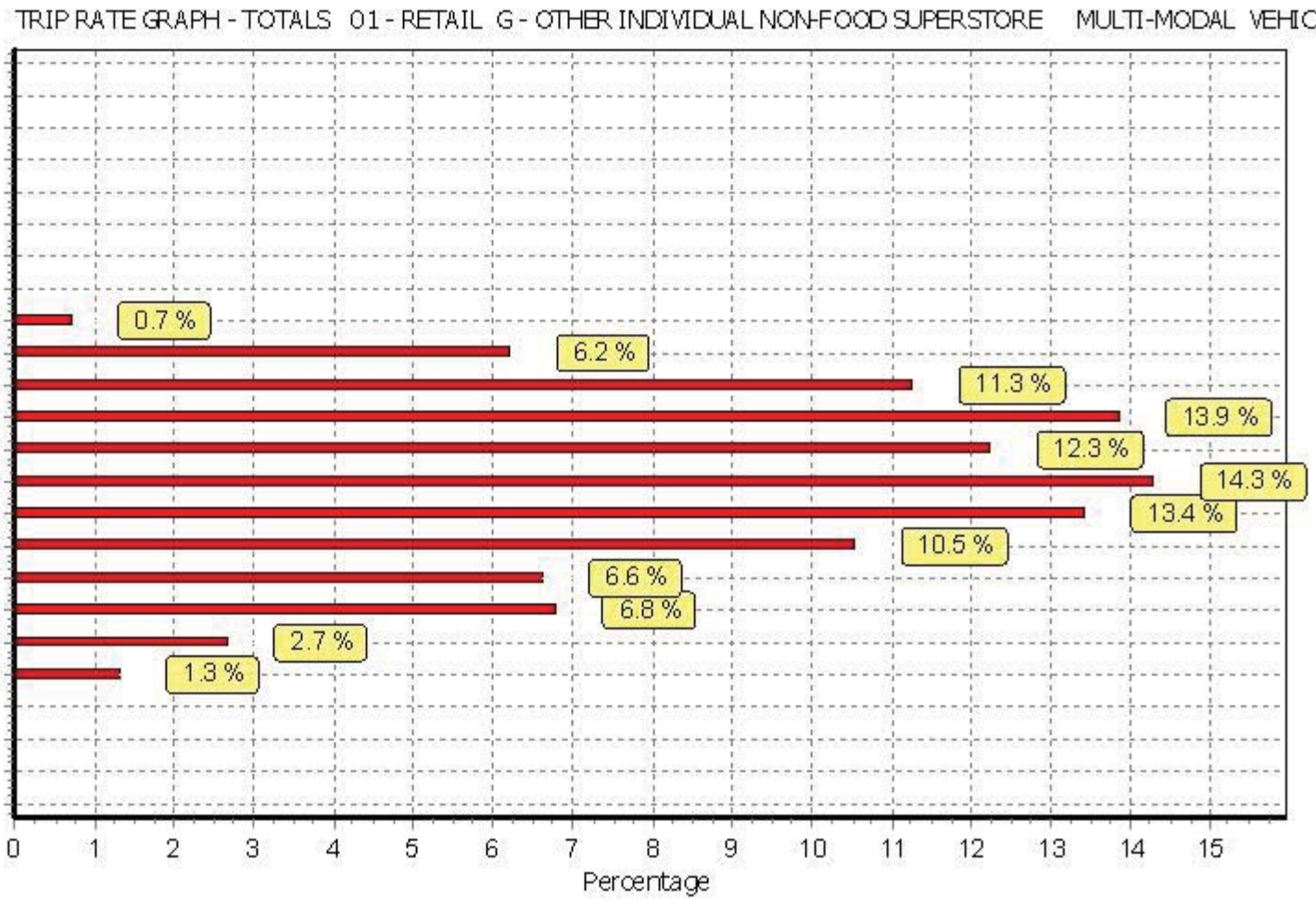
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

TIME	RATE	%
00:00-01:00		
01:00-02:00		
02:00-03:00		
03:00-04:00		
04:00-05:00		
05:00-06:00		
06:00-07:00		
07:00-08:00		
08:00-09:00	0.045	0.2
09:00-10:00	0.770	4.1
10:00-11:00	1.871	10.0
11:00-12:00	2.475	13.2
12:00-13:00	2.429	13.0
13:00-14:00	2.565	13.7
14:00-15:00	2.656	14.2
15:00-16:00	2.218	11.8
16:00-17:00	1.434	7.7
17:00-18:00	1.252	6.7
18:00-19:00	0.649	3.5
19:00-20:00	0.362	1.9
20:00-21:00		
21:00-22:00		
22:00-23:00		
23:00-24:00		



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

TIME	RATE	%
00:00-01:00		
01:00-02:00		
02:00-03:00		
03:00-04:00		
04:00-05:00		
05:00-06:00		
06:00-07:00		
07:00-08:00		
08:00-09:00	0.271	0.7
09:00-10:00	2.354	6.2
10:00-11:00	4.255	11.3
11:00-12:00	5.236	13.9
12:00-13:00	4.632	12.3
13:00-14:00	5.402	14.3
14:00-15:00	5.070	13.4
15:00-16:00	3.984	10.5
16:00-17:00	2.505	6.6
17:00-18:00	2.565	6.8
18:00-19:00	1.011	2.7
19:00-20:00	0.498	1.3
20:00-21:00		
21:00-22:00		
22:00-23:00		
23:00-24:00		



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

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

MULTI-MODAL TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	2	3314	0.000	2	3314	0.000	2	3314	0.000
09:00 - 10:00	2	3314	0.000	2	3314	0.000	2	3314	0.000
10:00 - 11:00	**2**	**3314**	**0.015**	2	3314	0.000	2	3314	0.015
11:00 - 12:00	2	3314	0.000	**2**	**3314**	**0.015**	2	3314	0.015
12:00 - 13:00	2	3314	0.000	2	3314	0.000	2	3314	0.000
13:00 - 14:00	2	3314	0.000	2	3314	0.000	2	3314	0.000
14:00 - 15:00	2	3314	0.015	2	3314	0.015	**2**	**3314**	**0.030**
15:00 - 16:00	2	3314	0.000	2	3314	0.000	2	3314	0.000
16:00 - 17:00	2	3314	0.000	2	3314	0.000	2	3314	0.000
17:00 - 18:00	2	3314	0.000	2	3314	0.000	2	3314	0.000
18:00 - 19:00	2	3314	0.000	2	3314	0.000	2	3314	0.000
19:00 - 20:00	2	3314	0.000	2	3314	0.000	2	3314	0.000
20:00 - 21:00	1	3127	0.000	1	3127	0.000	1	3127	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.030			0.030			0.060

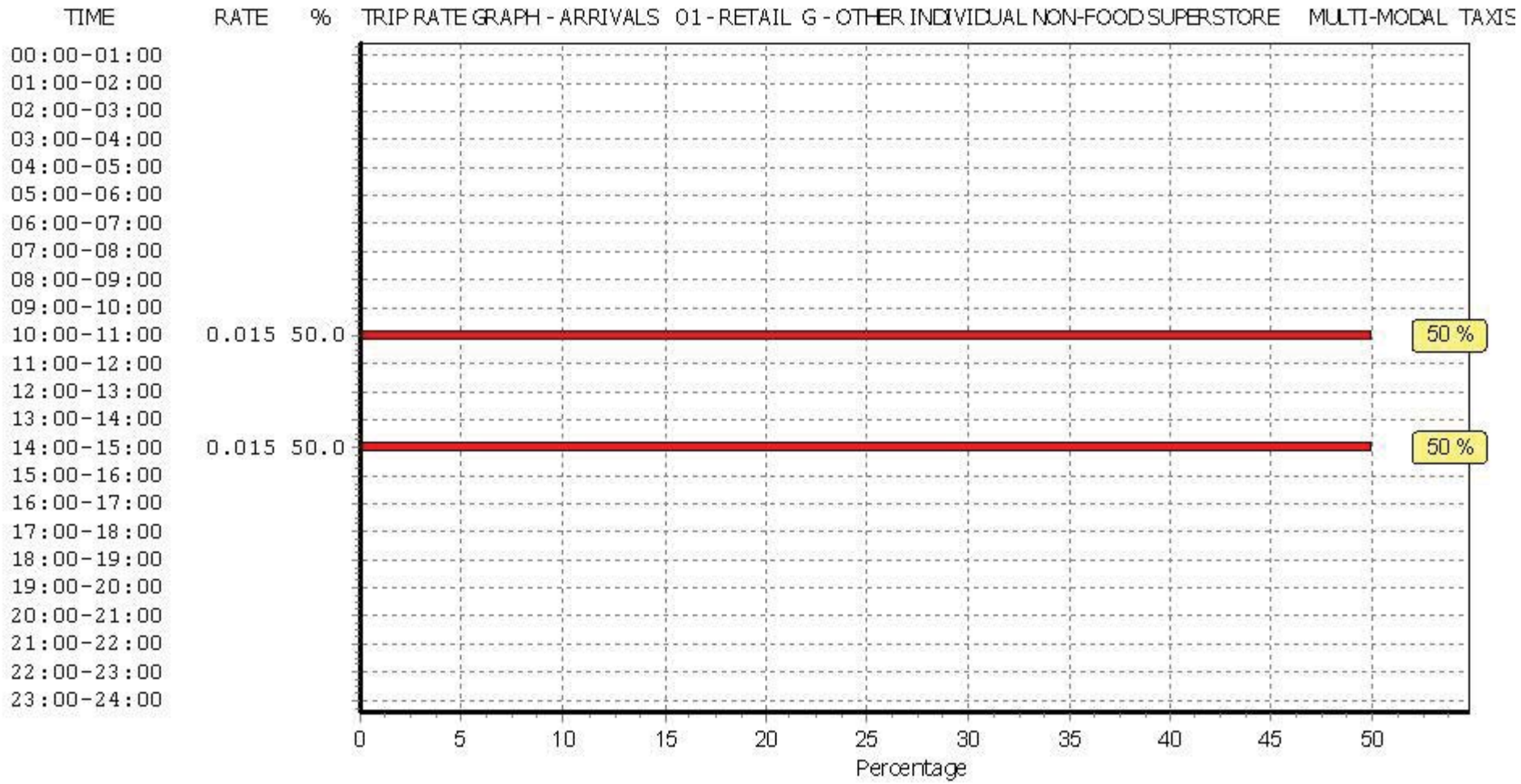
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

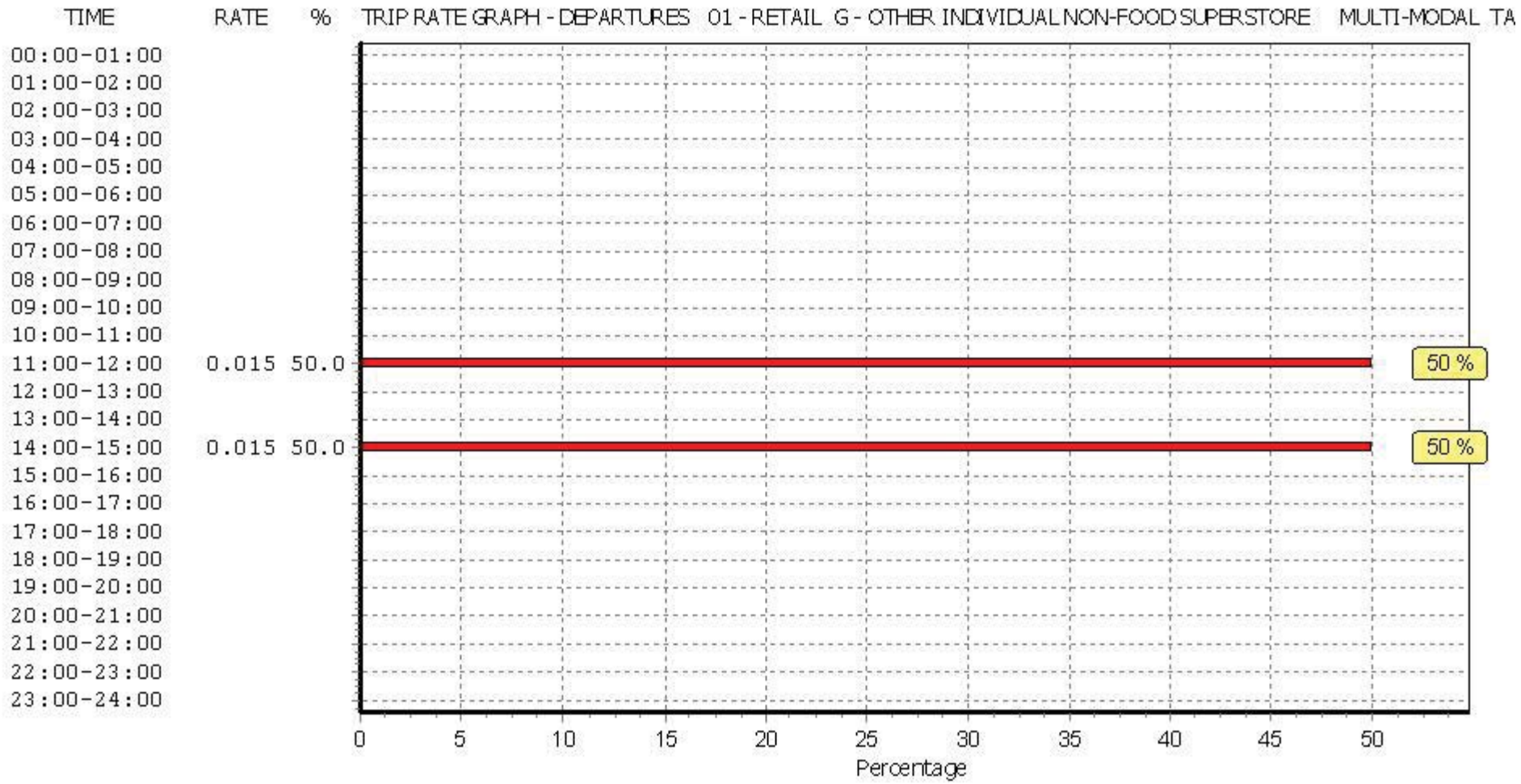
Parameter summary

Trip rate parameter range selected:	3127 - 3500 (units: sqm)
Survey date date range:	01/01/07 - 26/10/13
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

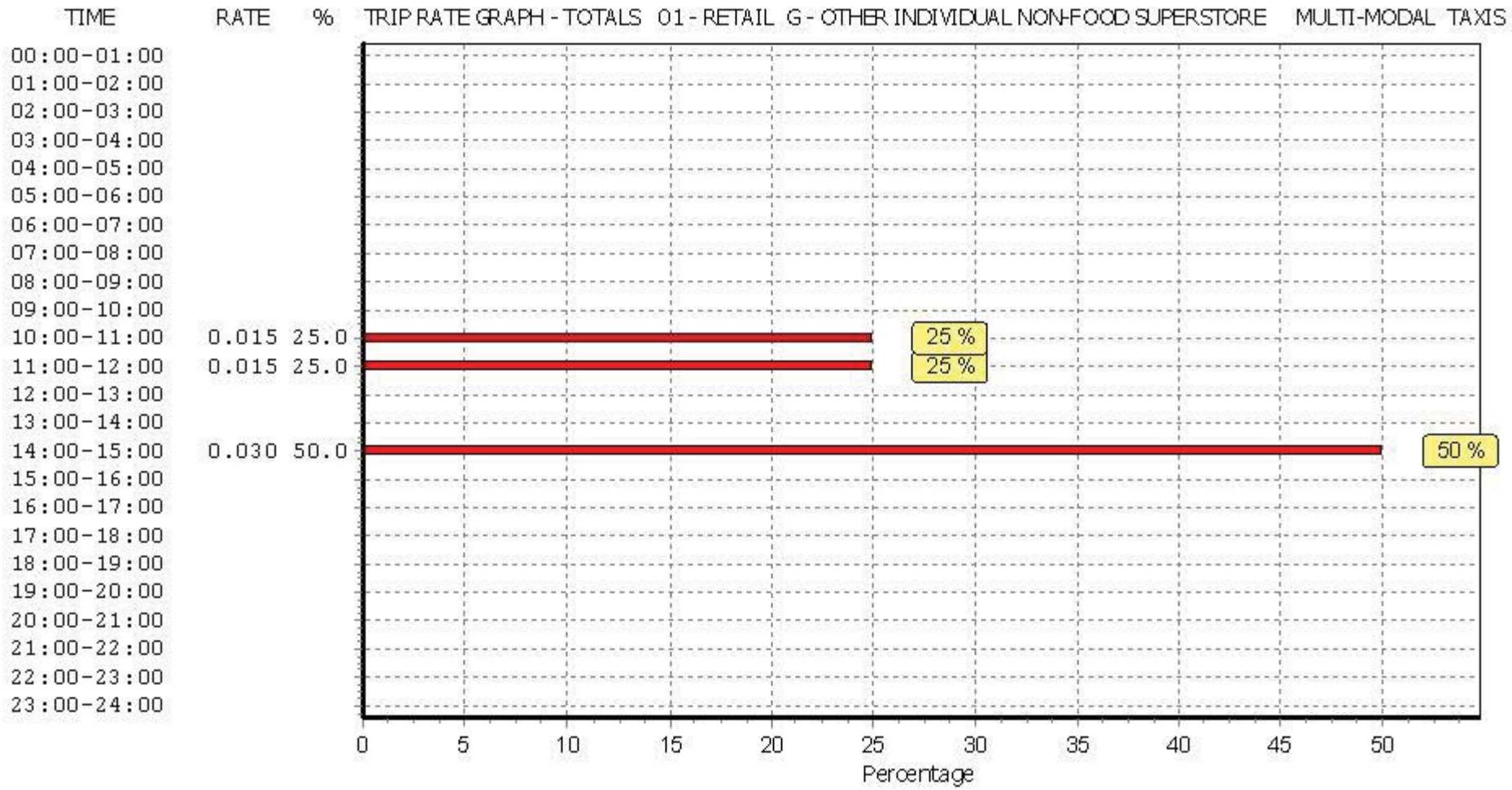
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

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

MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	2	3314	0.000	2	3314	0.000	2	3314	0.000
09:00 - 10:00	**2**	**3314**	**0.015**	**2**	**3314**	**0.015**	**2**	**3314**	**0.030**
10:00 - 11:00	2	3314	0.000	2	3314	0.000	2	3314	0.000
11:00 - 12:00	2	3314	0.000	2	3314	0.000	2	3314	0.000
12:00 - 13:00	2	3314	0.000	2	3314	0.000	2	3314	0.000
13:00 - 14:00	2	3314	0.015	2	3314	0.015	2	3314	0.030
14:00 - 15:00	2	3314	0.000	2	3314	0.000	2	3314	0.000
15:00 - 16:00	2	3314	0.000	2	3314	0.000	2	3314	0.000
16:00 - 17:00	2	3314	0.000	2	3314	0.000	2	3314	0.000
17:00 - 18:00	2	3314	0.000	2	3314	0.000	2	3314	0.000
18:00 - 19:00	2	3314	0.000	2	3314	0.000	2	3314	0.000
19:00 - 20:00	2	3314	0.000	2	3314	0.000	2	3314	0.000
20:00 - 21:00	1	3127	0.000	1	3127	0.000	1	3127	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.030			0.030			0.060

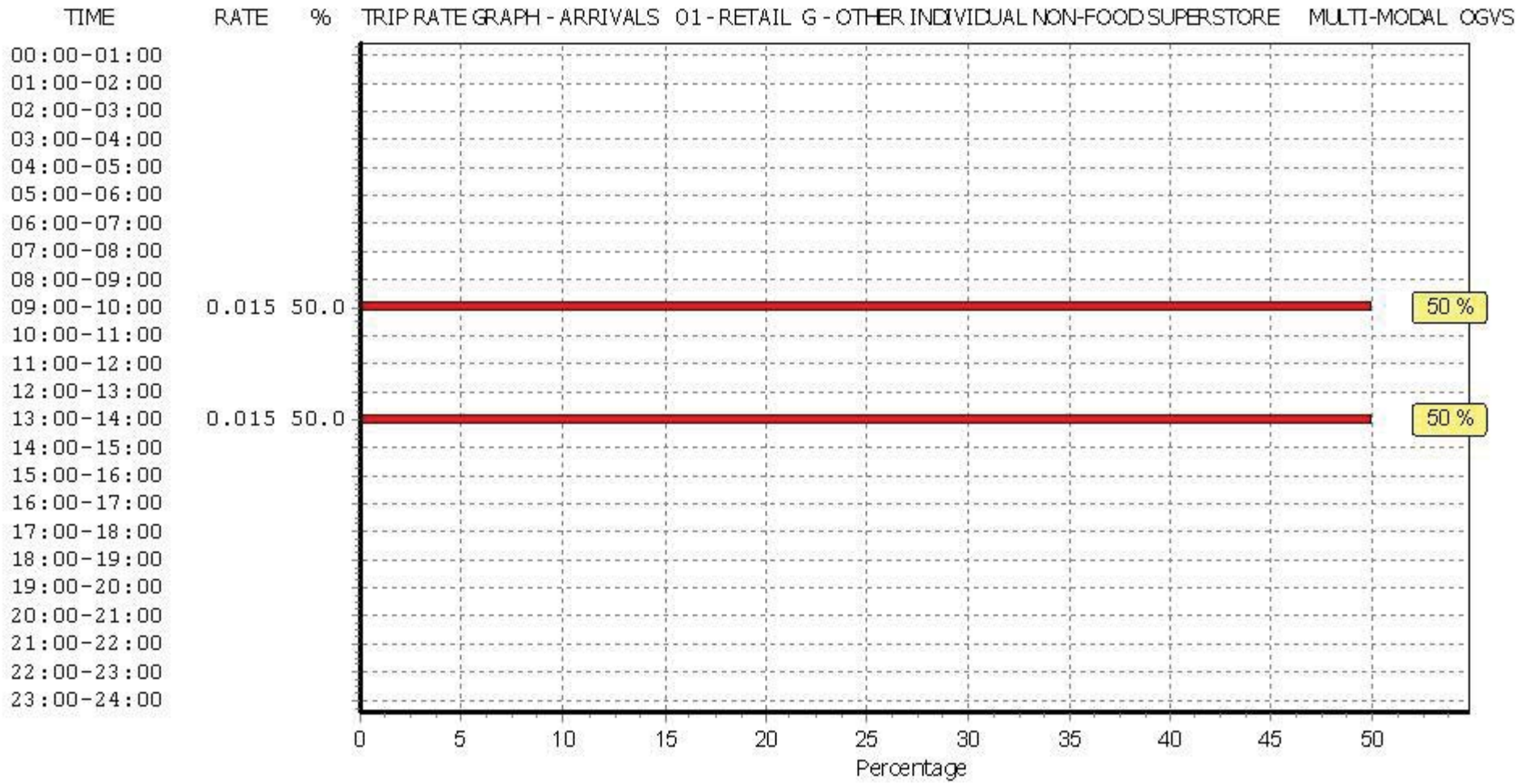
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

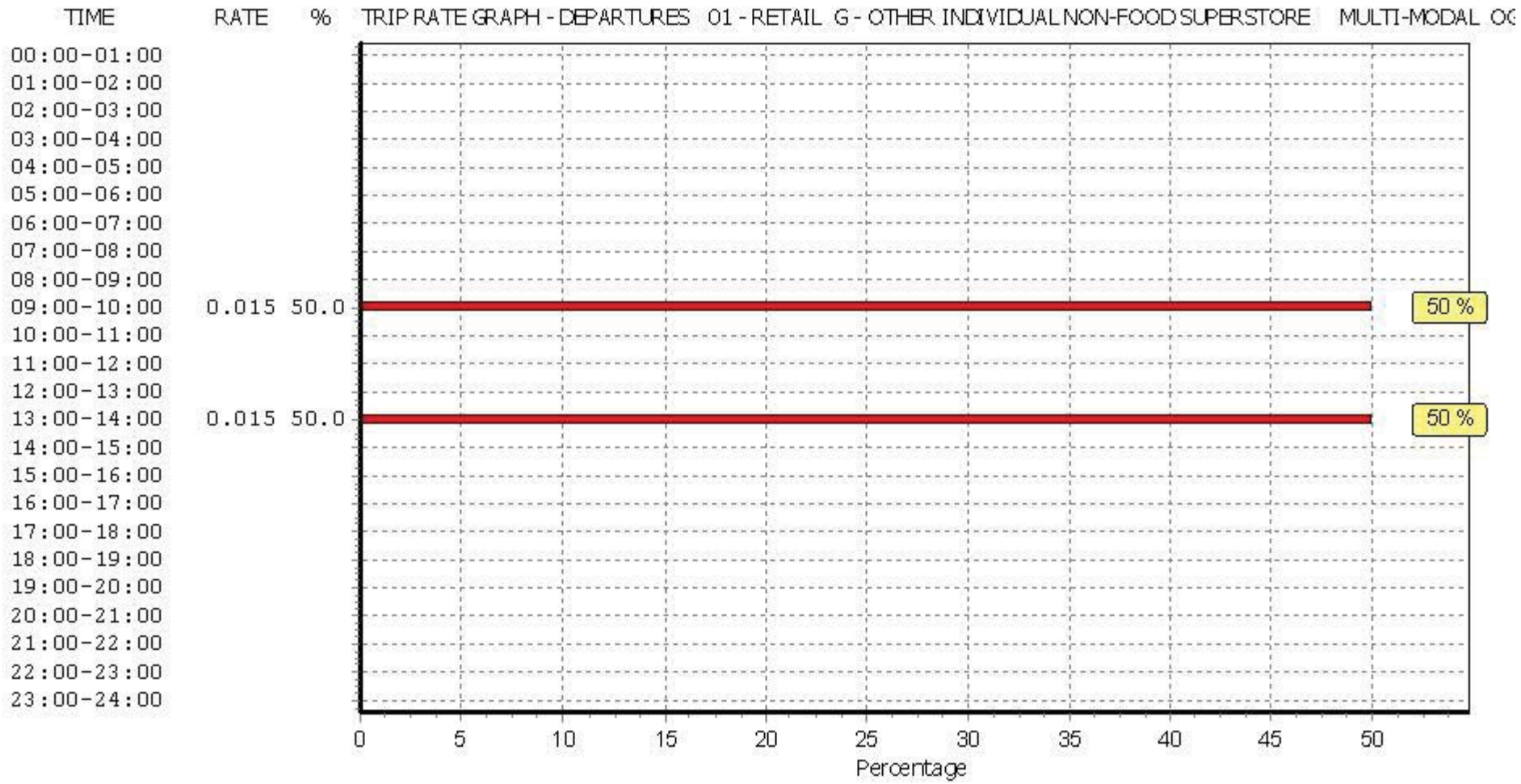
Parameter summary

Trip rate parameter range selected:	3127 - 3500 (units: sqm)
Survey date date range:	01/01/07 - 26/10/13
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

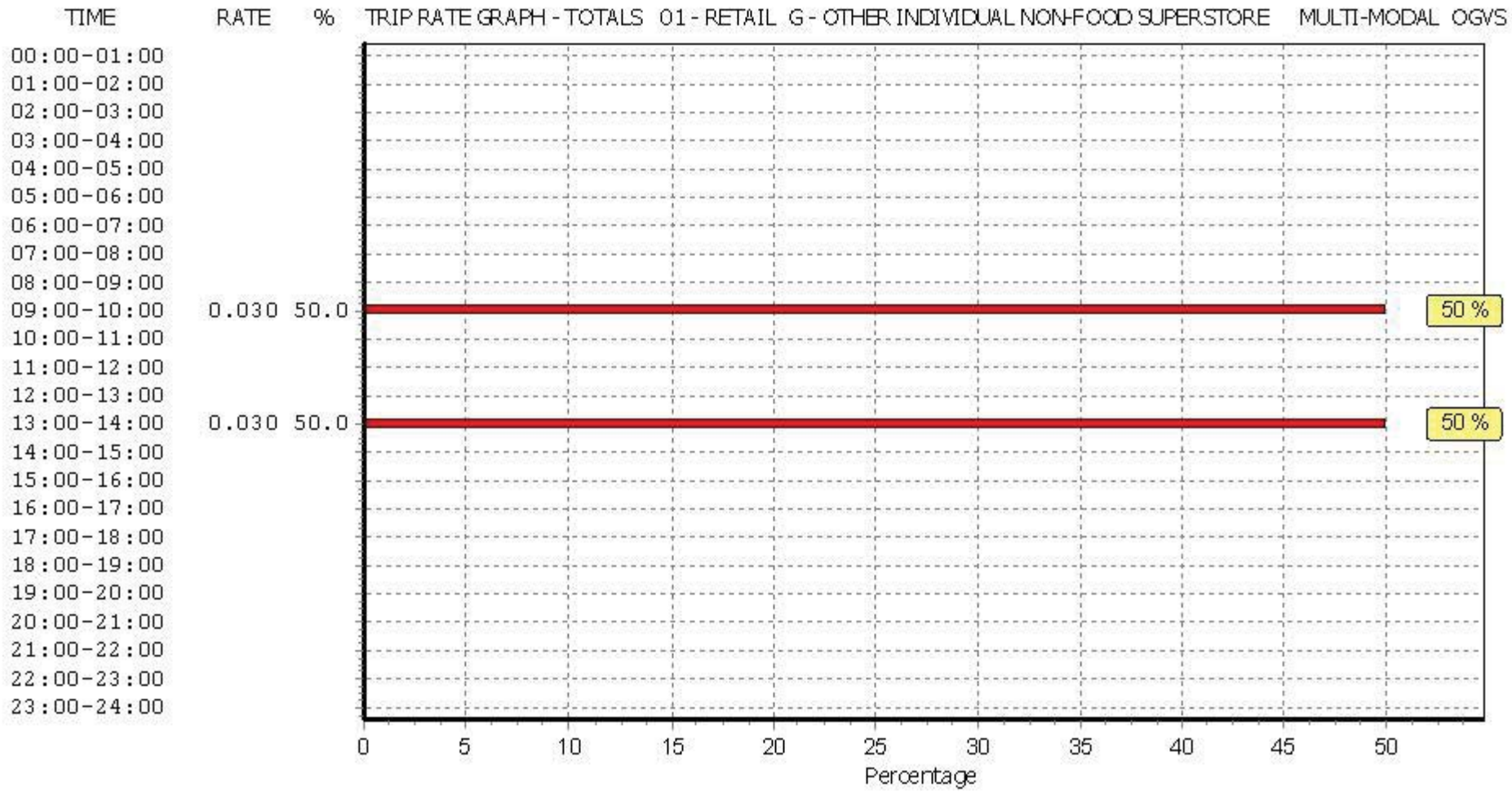
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

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

MULTI-MODAL PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	2	3314	0.000	2	3314	0.000	2	3314	0.000
09:00 - 10:00	2	3314	0.000	2	3314	0.000	2	3314	0.000
10:00 - 11:00	2	3314	0.000	2	3314	0.000	2	3314	0.000
11:00 - 12:00	2	3314	0.000	2	3314	0.000	2	3314	0.000
12:00 - 13:00	2	3314	0.000	2	3314	0.000	2	3314	0.000
13:00 - 14:00	2	3314	0.000	2	3314	0.000	2	3314	0.000
14:00 - 15:00	2	3314	0.000	2	3314	0.000	2	3314	0.000
15:00 - 16:00	2	3314	0.000	2	3314	0.000	2	3314	0.000
16:00 - 17:00	2	3314	0.000	2	3314	0.000	2	3314	0.000
17:00 - 18:00	2	3314	0.000	2	3314	0.000	2	3314	0.000
18:00 - 19:00	2	3314	0.000	2	3314	0.000	2	3314	0.000
19:00 - 20:00	2	3314	0.000	2	3314	0.000	2	3314	0.000
20:00 - 21:00	1	3127	0.000	1	3127	0.000	1	3127	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

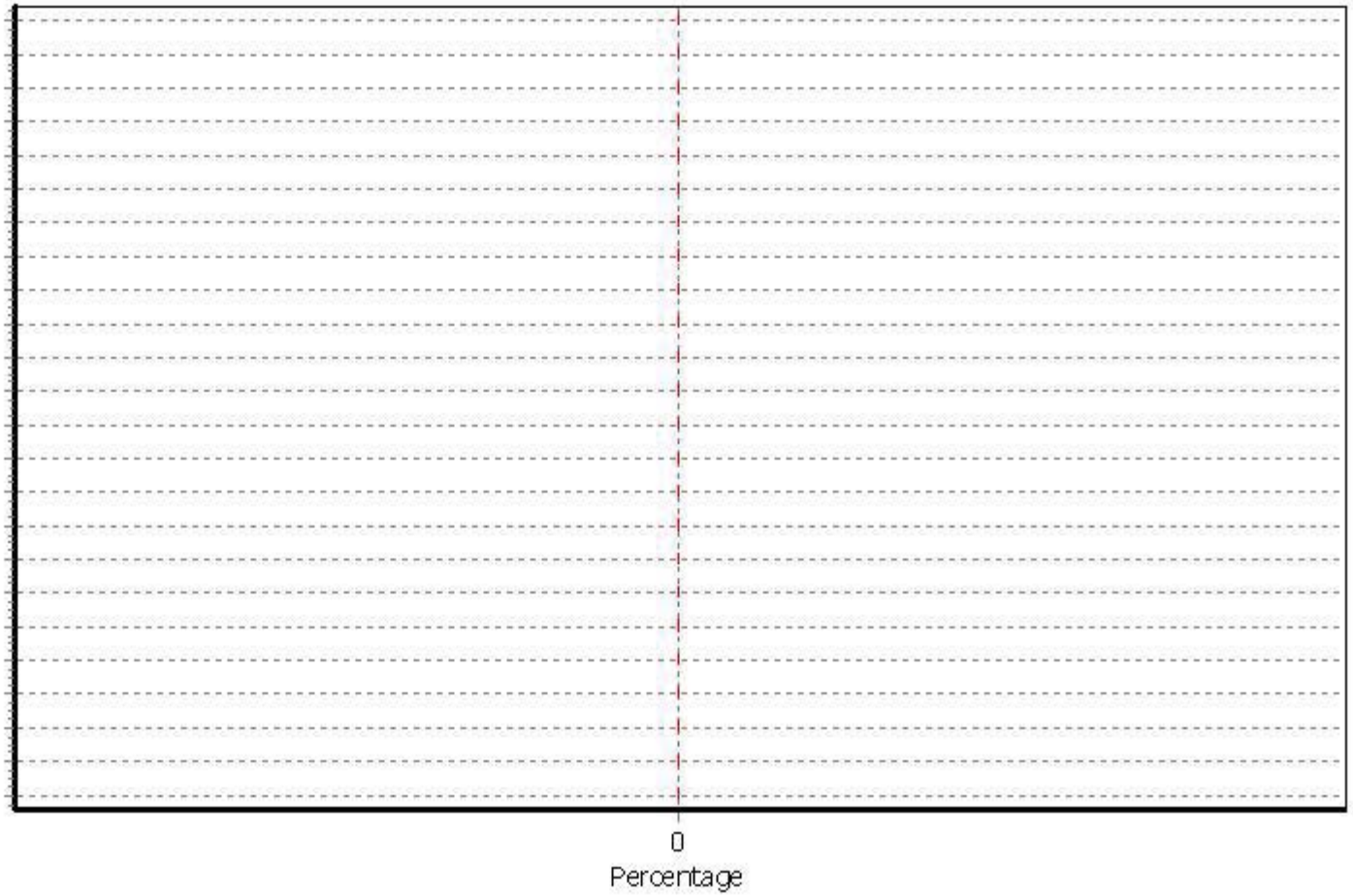
Parameter summary

Trip rate parameter range selected:	3127 - 3500 (units: sqm)
Survey date date range:	01/01/07 - 26/10/13
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

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

TRIP RATE GRAPH - ARRIVALS 01 - RETAIL G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE MULTI-MODAL PSVS

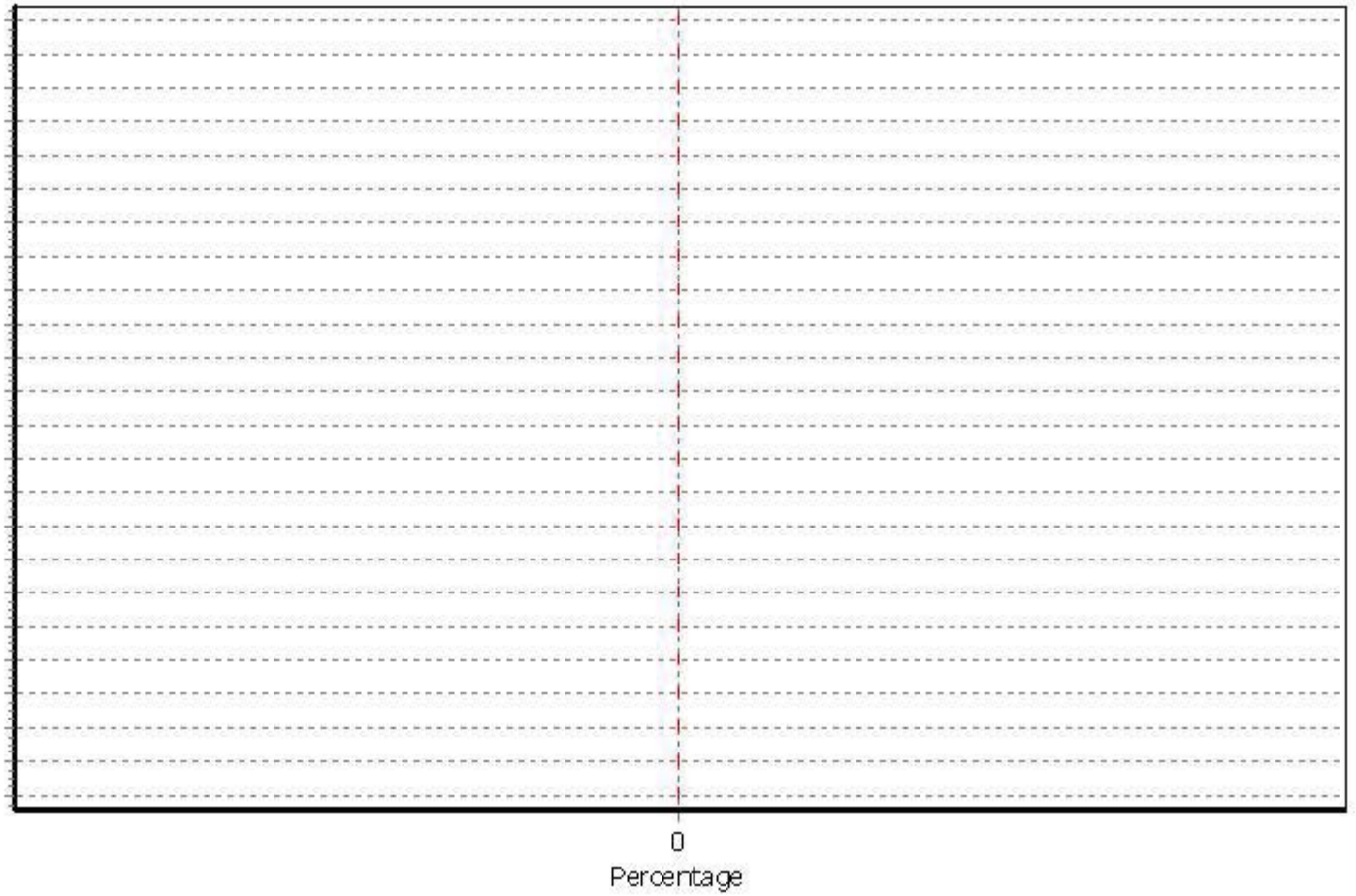
TIME	RATE	%
00:00-01:00		
01:00-02:00		
02:00-03:00		
03:00-04:00		
04:00-05:00		
05:00-06:00		
06:00-07:00		
07:00-08:00		
08:00-09:00		
09:00-10:00		
10:00-11:00		
11:00-12:00		
12:00-13:00		
13:00-14:00		
14:00-15:00		
15:00-16:00		
16:00-17:00		
17:00-18:00		
18:00-19:00		
19:00-20:00		
20:00-21:00		
21:00-22:00		
22:00-23:00		
23:00-24:00		



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

TRIP RATE GRAPH - DEPARTURES 01 - RETAIL G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE MULTI-MODAL PS

TIME	RATE	%
00:00-01:00		
01:00-02:00		
02:00-03:00		
03:00-04:00		
04:00-05:00		
05:00-06:00		
06:00-07:00		
07:00-08:00		
08:00-09:00		
09:00-10:00		
10:00-11:00		
11:00-12:00		
12:00-13:00		
13:00-14:00		
14:00-15:00		
15:00-16:00		
16:00-17:00		
17:00-18:00		
18:00-19:00		
19:00-20:00		
20:00-21:00		
21:00-22:00		
22:00-23:00		
23:00-24:00		



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

TRIP RATE GRAPH - TOTALS 01 - RETAIL G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE MULTI-MODAL PSVS

TIME	RATE	%
00:00-01:00		
01:00-02:00		
02:00-03:00		
03:00-04:00		
04:00-05:00		
05:00-06:00		
06:00-07:00		
07:00-08:00		
08:00-09:00		
09:00-10:00		
10:00-11:00		
11:00-12:00		
12:00-13:00		
13:00-14:00		
14:00-15:00		
15:00-16:00		
16:00-17:00		
17:00-18:00		
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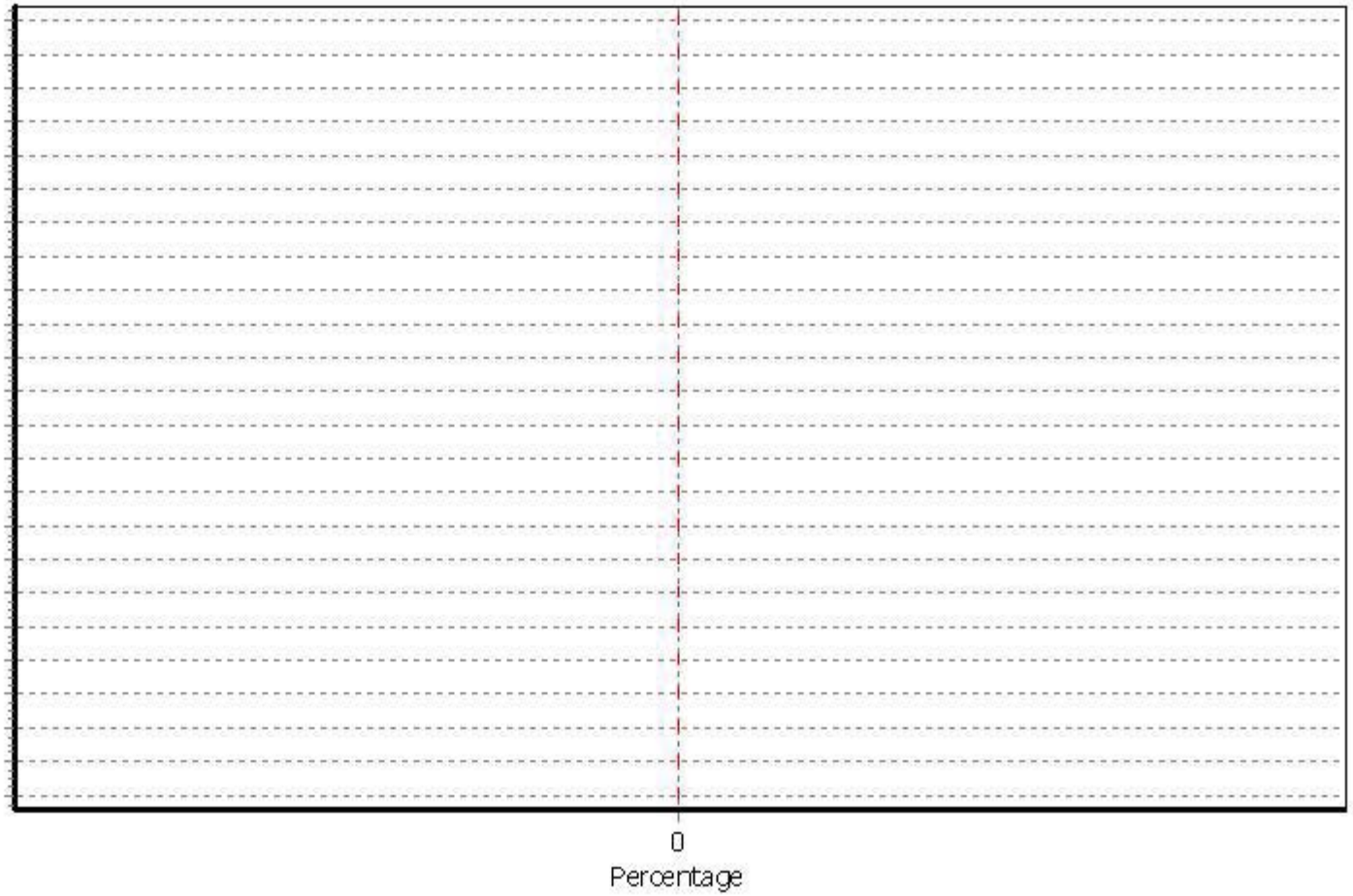
20:00-21:00		
21:00-22:00		
22:00-23:00		
23:00-24:00		



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

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

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	2	3314	0.015	2	3314	0.000	2	3314	0.015
09:00 - 10:00	**2**	**3314**	**0.030**	2	3314	0.015	**2**	**3314**	**0.045**
10:00 - 11:00	2	3314	0.015	2	3314	0.000	2	3314	0.015
11:00 - 12:00	2	3314	0.030	2	3314	0.000	2	3314	0.030
12:00 - 13:00	2	3314	0.000	2	3314	0.000	2	3314	0.000
13:00 - 14:00	2	3314	0.000	2	3314	0.000	2	3314	0.000
14:00 - 15:00	2	3314	0.015	**2**	**3314**	**0.030**	2	3314	0.045
15:00 - 16:00	2	3314	0.030	2	3314	0.015	2	3314	0.045
16:00 - 17:00	2	3314	0.000	2	3314	0.000	2	3314	0.000
17:00 - 18:00	2	3314	0.000	2	3314	0.000	2	3314	0.000
18:00 - 19:00	2	3314	0.000	2	3314	0.000	2	3314	0.000
19:00 - 20:00	2	3314	0.000	2	3314	0.000	2	3314	0.000
20:00 - 21:00	1	3127	0.000	1	3127	0.000	1	3127	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.135			0.060			0.195

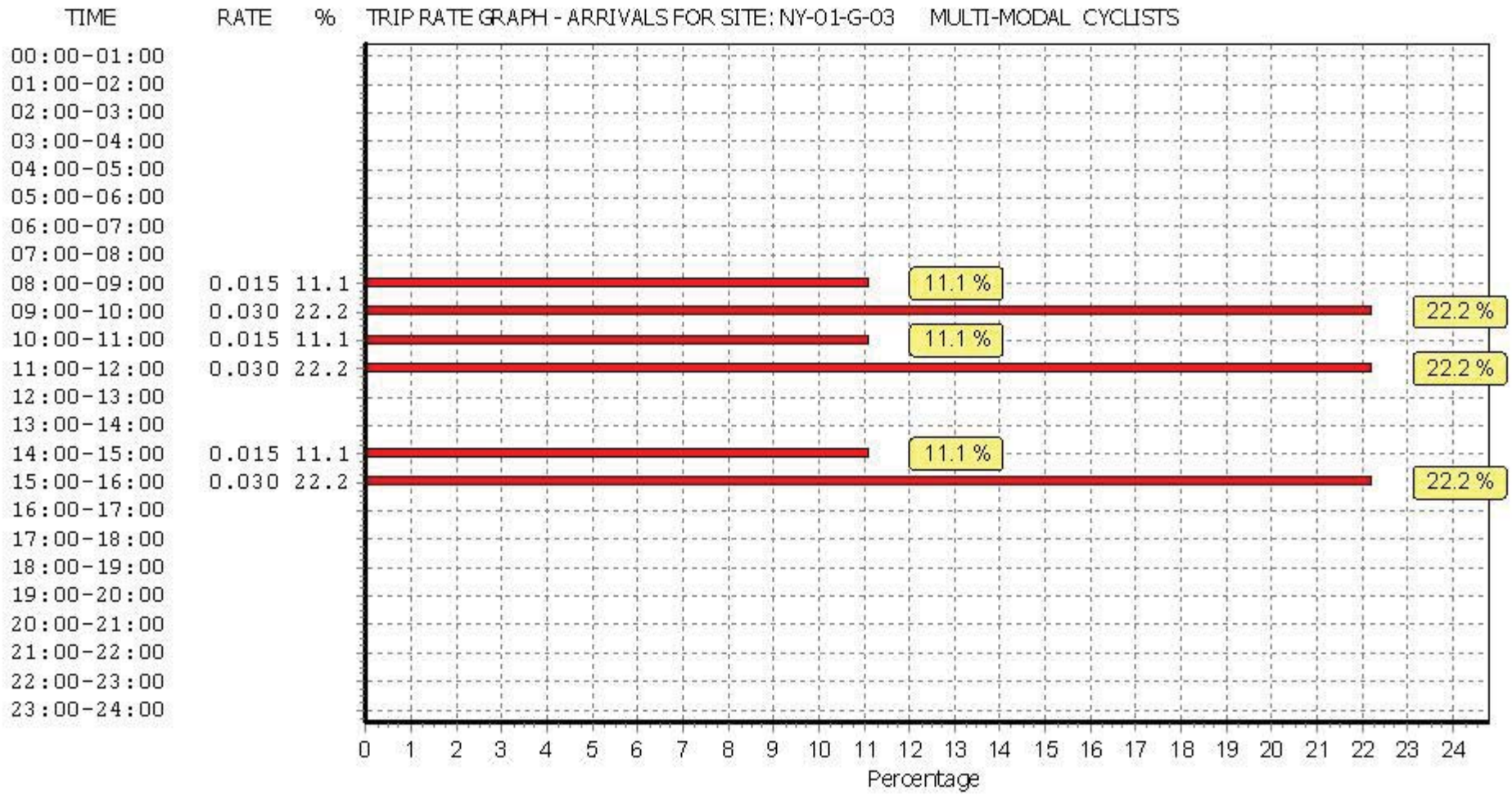
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

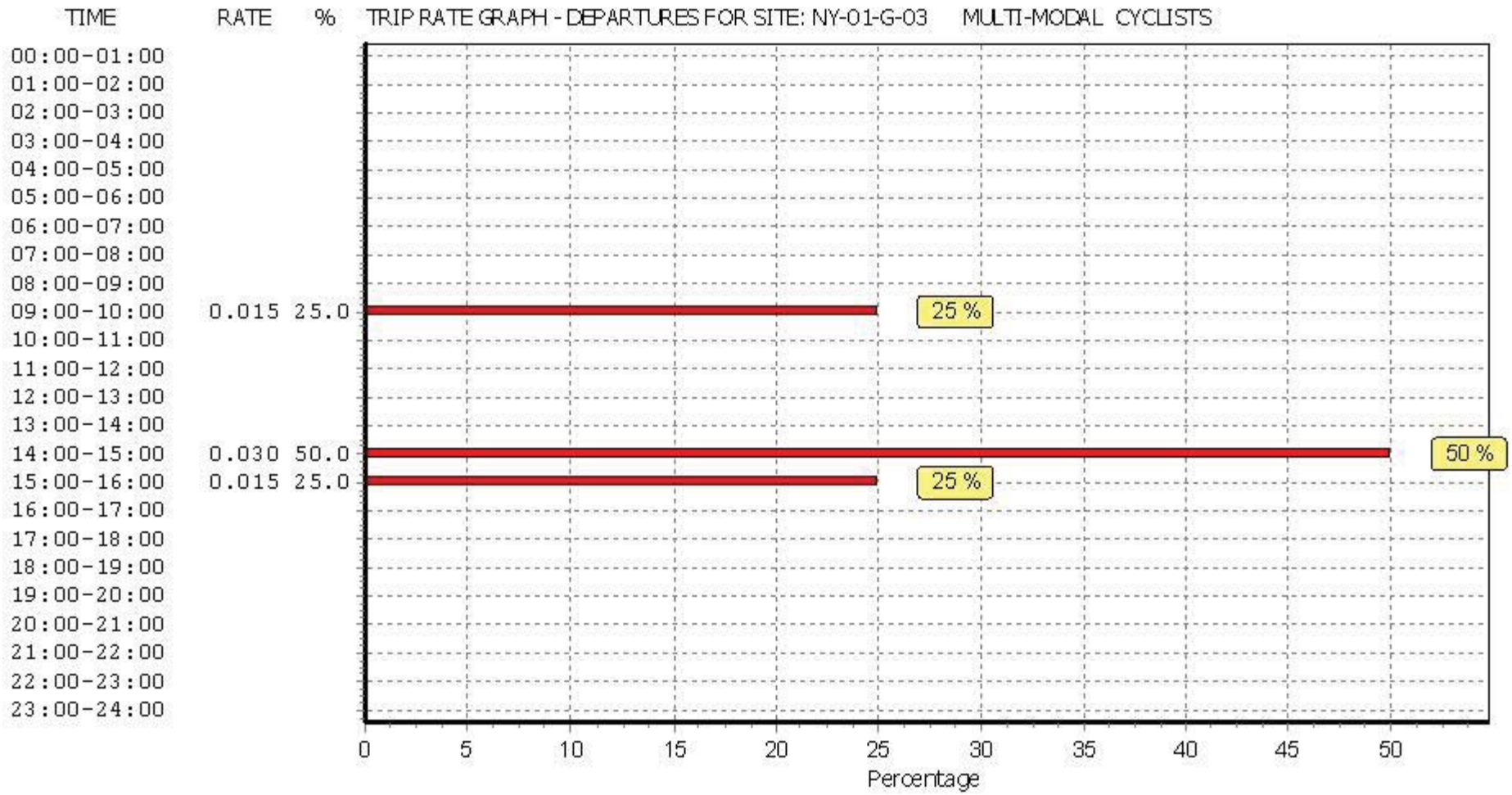
Parameter summary

Trip rate parameter range selected:	3127 - 3500 (units: sqm)
Survey date date range:	01/01/07 - 26/10/13
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

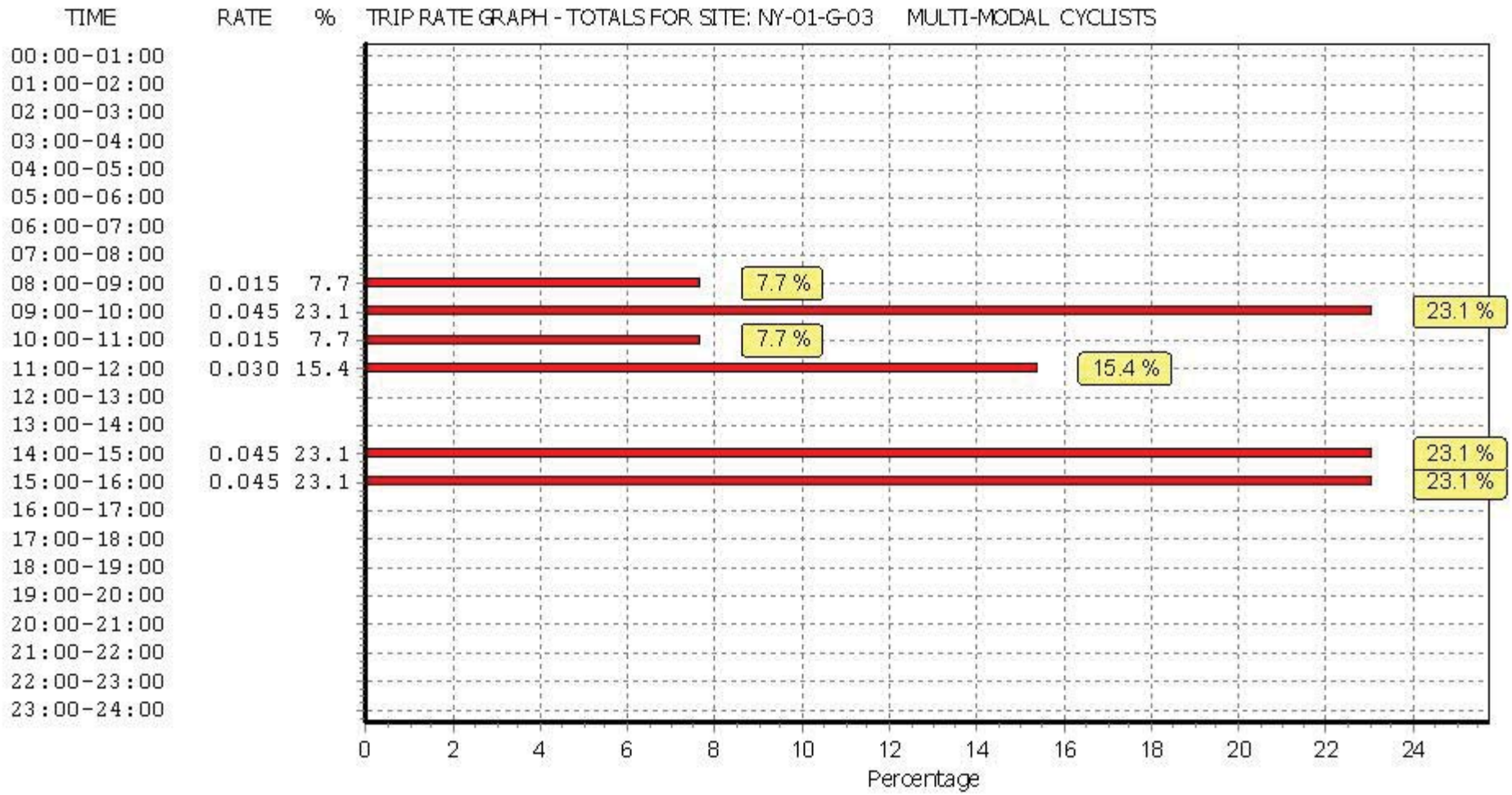
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	2	3314	0.272	2	3314	0.045	2	3314	0.317
09:00 - 10:00	2	3314	2.369	2	3314	1.102	2	3314	3.471
10:00 - 11:00	2	3314	4.029	2	3314	2.912	2	3314	6.941
11:00 - 12:00	2	3314	4.316	**2**	**3314**	**4.633**	2	3314	8.949
12:00 - 13:00	2	3314	3.637	2	3314	4.044	2	3314	7.681
13:00 - 14:00	**2**	**3314**	**4.814**	2	3314	4.301	**2**	**3314**	**9.115**
14:00 - 15:00	2	3314	4.029	2	3314	4.406	2	3314	8.435
15:00 - 16:00	2	3314	2.746	2	3314	3.712	2	3314	6.458
16:00 - 17:00	2	3314	1.766	2	3314	2.294	2	3314	4.060
17:00 - 18:00	2	3314	2.158	2	3314	2.067	2	3314	4.225
18:00 - 19:00	2	3314	0.709	2	3314	1.117	2	3314	1.826
19:00 - 20:00	2	3314	0.287	2	3314	0.679	2	3314	0.966
20:00 - 21:00	1	3127	0.000	1	3127	0.000	1	3127	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			31.132			31.312			62.444

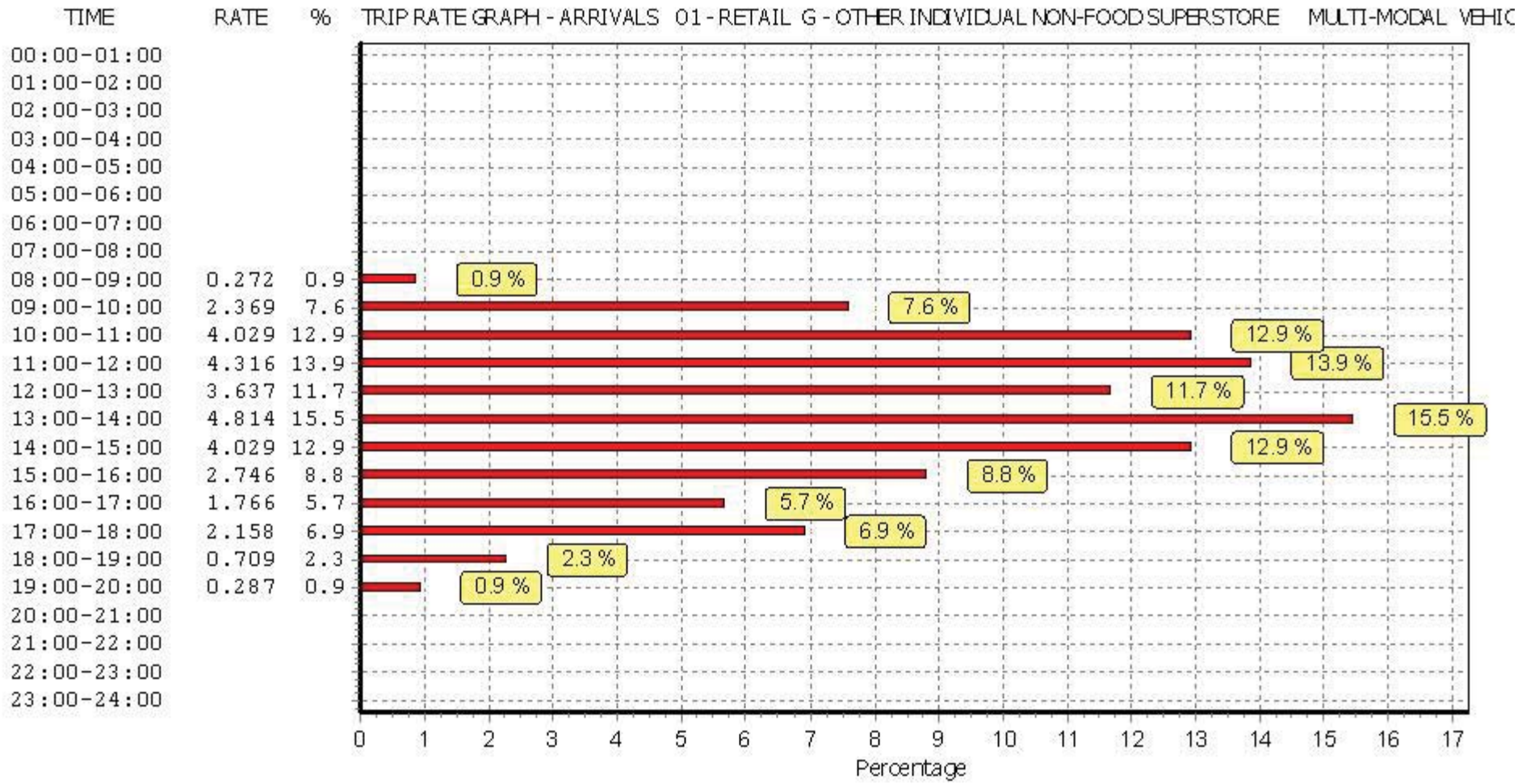
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

Parameter summary

Trip rate parameter range selected:	3127 - 3500 (units: sqm)
Survey date date range:	01/01/07 - 26/10/13
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

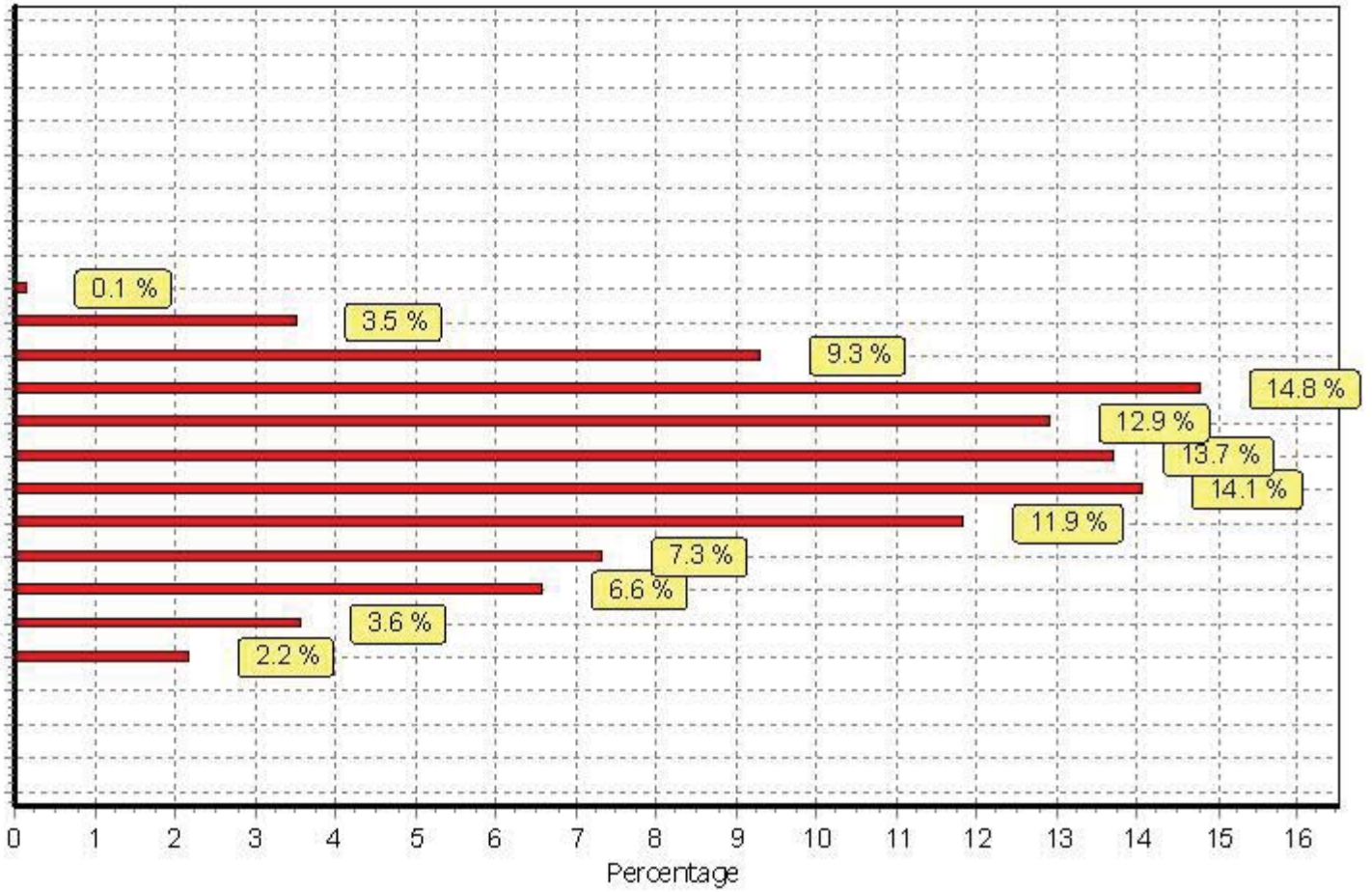
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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

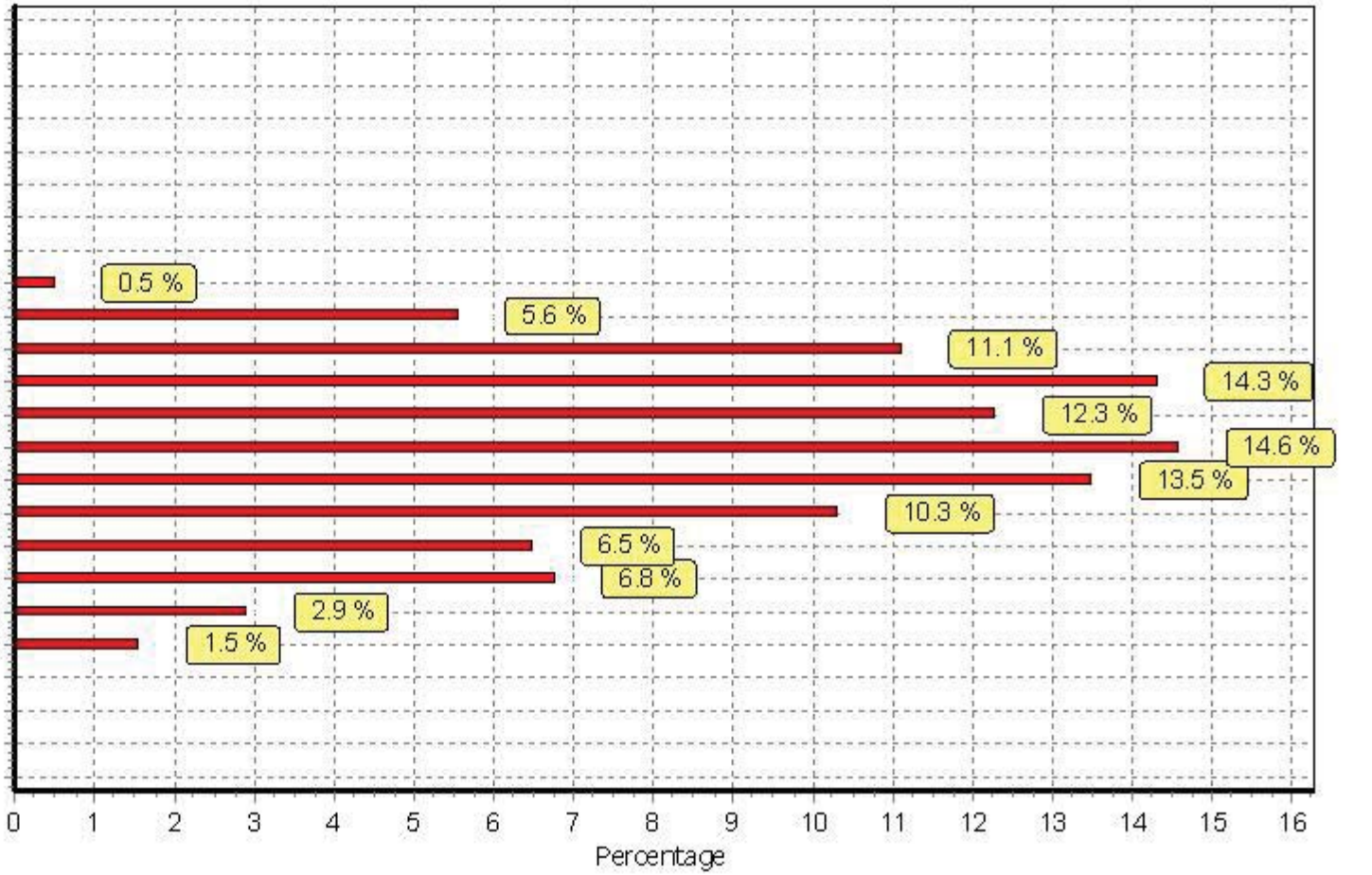
TRIP RATE GRAPH - DEPARTURES 01 - RETAIL G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE MULTI-MODAL VE

TIME	RATE	%
00:00-01:00		
01:00-02:00		
02:00-03:00		
03:00-04:00		
04:00-05:00		
05:00-06:00		
06:00-07:00		
07:00-08:00		
08:00-09:00	0.045	0.1
09:00-10:00	1.102	3.5
10:00-11:00	2.912	9.3
11:00-12:00	4.633	14.8
12:00-13:00	4.044	12.9
13:00-14:00	4.301	13.7
14:00-15:00	4.406	14.1
15:00-16:00	3.712	11.9
16:00-17:00	2.294	7.3
17:00-18:00	2.067	6.6
18:00-19:00	1.117	3.6
19:00-20:00	0.679	2.2
20:00-21:00		
21:00-22:00		
22:00-23:00		
23:00-24:00		



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

TIME	RATE	%
00:00-01:00		
01:00-02:00		
02:00-03:00		
03:00-04:00		
04:00-05:00		
05:00-06:00		
06:00-07:00		
07:00-08:00		
08:00-09:00	0.317	0.5
09:00-10:00	3.471	5.6
10:00-11:00	6.941	11.1
11:00-12:00	8.949	14.3
12:00-13:00	7.681	12.3
13:00-14:00	9.115	14.6
14:00-15:00	8.435	13.5
15:00-16:00	6.458	10.3
16:00-17:00	4.060	6.5
17:00-18:00	4.225	6.8
18:00-19:00	1.826	2.9
19:00-20:00	0.966	1.5
20:00-21:00		
21:00-22:00		
22:00-23:00		
23:00-24:00		



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

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	2	3314	0.015	2	3314	0.000	2	3314	0.015
09:00 - 10:00	2	3314	0.030	2	3314	0.045	2	3314	0.075
10:00 - 11:00	2	3314	0.060	2	3314	0.106	2	3314	0.166
11:00 - 12:00	2	3314	0.060	2	3314	0.030	2	3314	0.090
12:00 - 13:00	2	3314	0.091	2	3314	0.045	2	3314	0.136
13:00 - 14:00	2	3314	0.091	2	3314	0.045	2	3314	0.136
14:00 - 15:00	**2**	**3314**	**0.181**	2	3314	0.075	**2**	**3314**	**0.256**
15:00 - 16:00	2	3314	0.091	2	3314	0.091	2	3314	0.182
16:00 - 17:00	2	3314	0.060	**2**	**3314**	**0.136**	2	3314	0.196
17:00 - 18:00	2	3314	0.000	2	3314	0.075	2	3314	0.075
18:00 - 19:00	2	3314	0.000	2	3314	0.030	2	3314	0.030
19:00 - 20:00	2	3314	0.000	2	3314	0.045	2	3314	0.045
20:00 - 21:00	1	3127	0.000	1	3127	0.000	1	3127	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.679			0.723			1.402

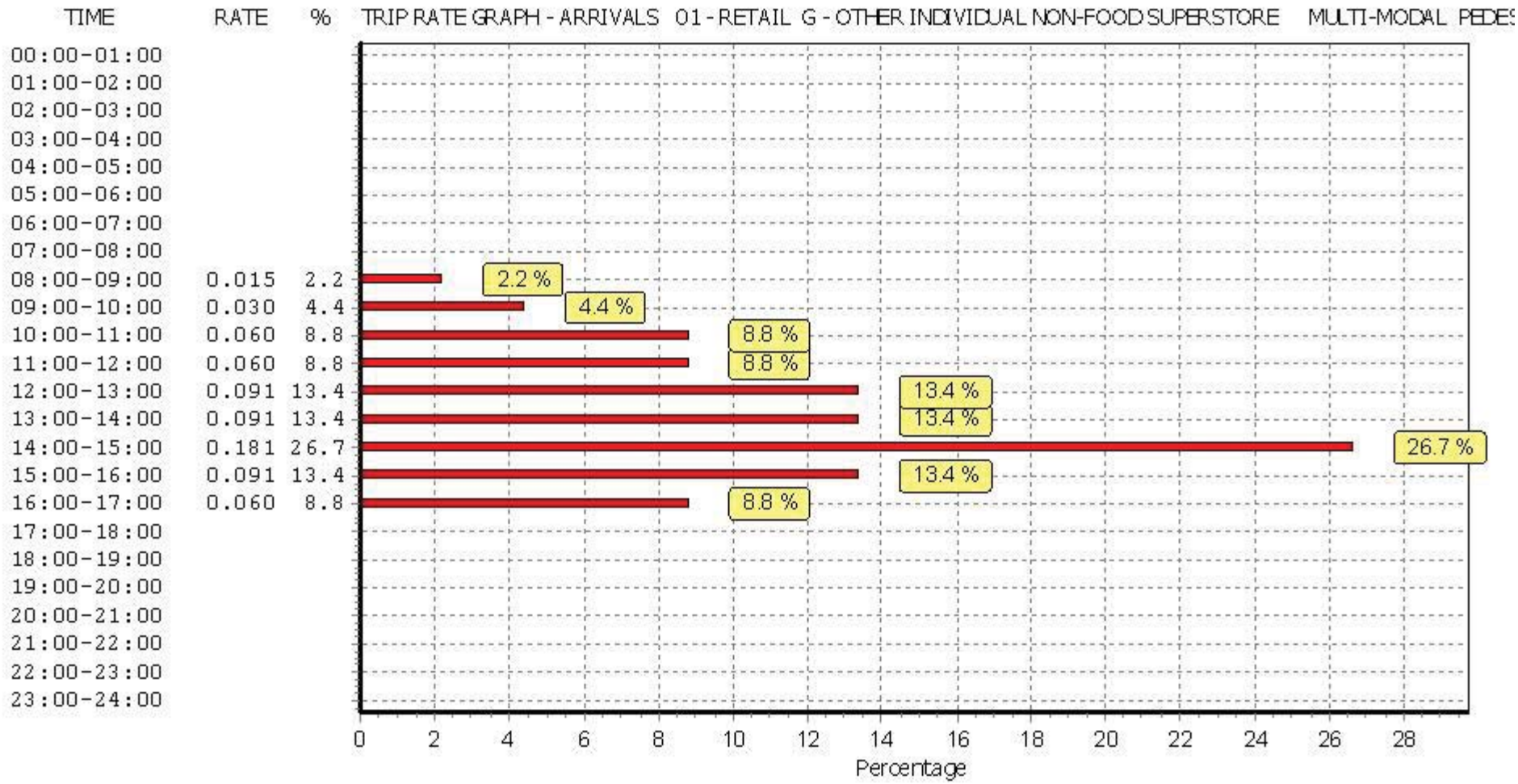
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

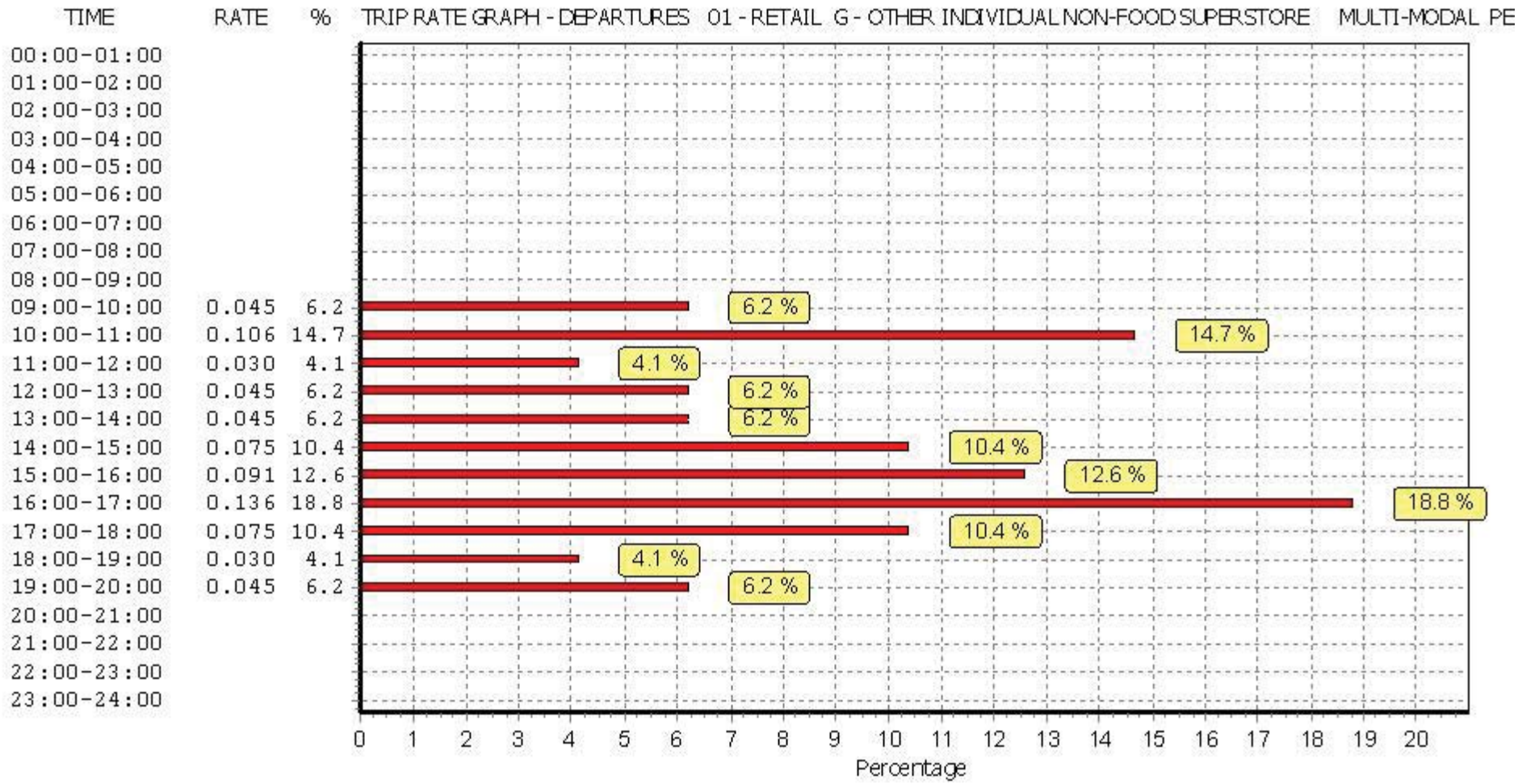
Parameter summary

Trip rate parameter range selected:	3127 - 3500 (units: sqm)
Survey date date range:	01/01/07 - 26/10/13
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

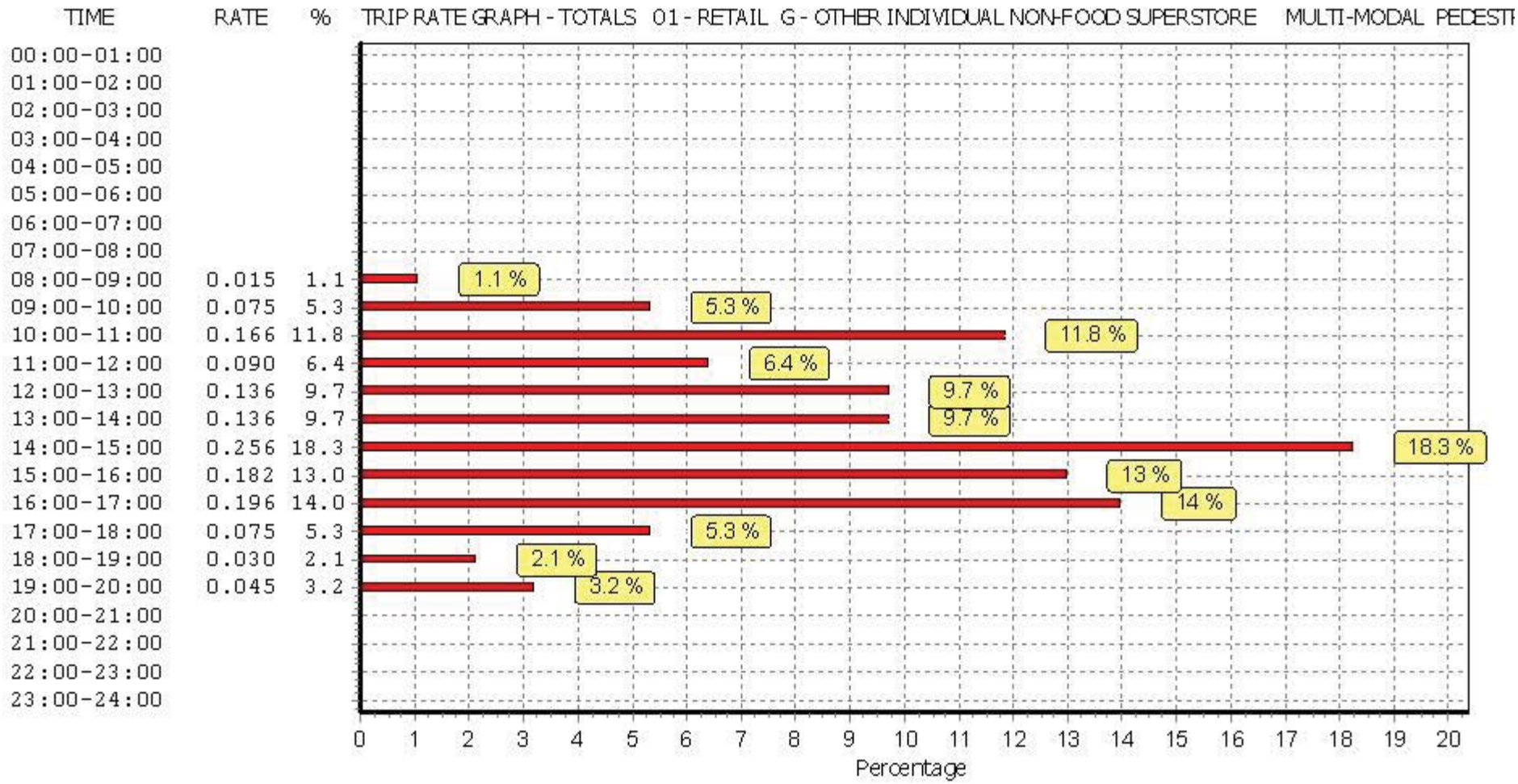
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

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

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	2	3314	0.015	2	3314	0.000	2	3314	0.015
09:00 - 10:00	2	3314	0.060	2	3314	0.015	2	3314	0.075
10:00 - 11:00	**2**	**3314**	**0.151**	**2**	**3314**	**0.151**	**2**	**3314**	**0.302**
11:00 - 12:00	2	3314	0.151	2	3314	0.075	2	3314	0.226
12:00 - 13:00	2	3314	0.121	2	3314	0.091	2	3314	0.212
13:00 - 14:00	2	3314	0.060	2	3314	0.060	2	3314	0.120
14:00 - 15:00	2	3314	0.075	2	3314	0.136	2	3314	0.211
15:00 - 16:00	2	3314	0.030	2	3314	0.015	2	3314	0.045
16:00 - 17:00	2	3314	0.045	2	3314	0.060	2	3314	0.105
17:00 - 18:00	2	3314	0.045	2	3314	0.060	2	3314	0.105
18:00 - 19:00	2	3314	0.045	2	3314	0.030	2	3314	0.075
19:00 - 20:00	2	3314	0.015	2	3314	0.045	2	3314	0.060
20:00 - 21:00	1	3127	0.000	1	3127	0.000	1	3127	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.813			0.738			1.551

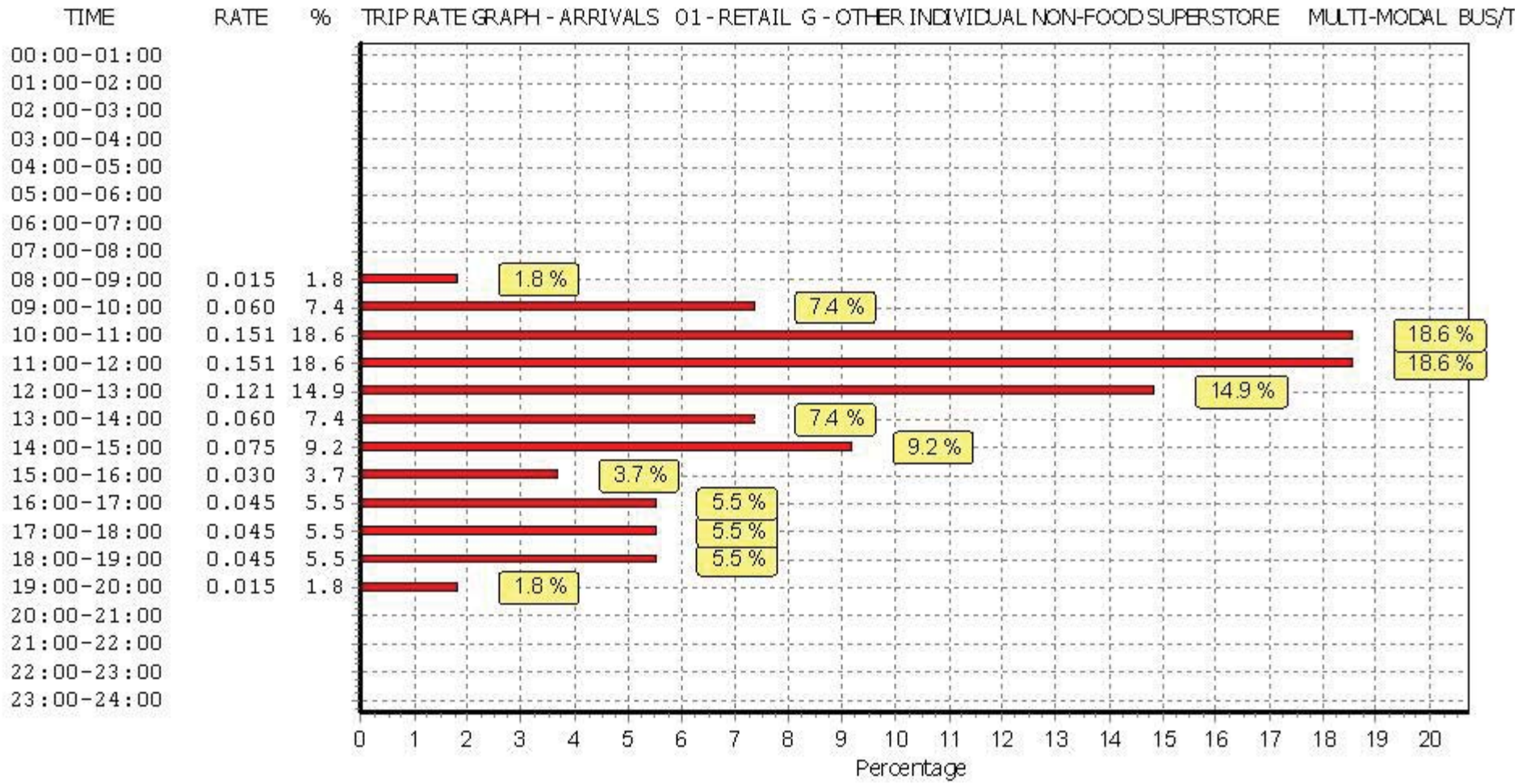
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

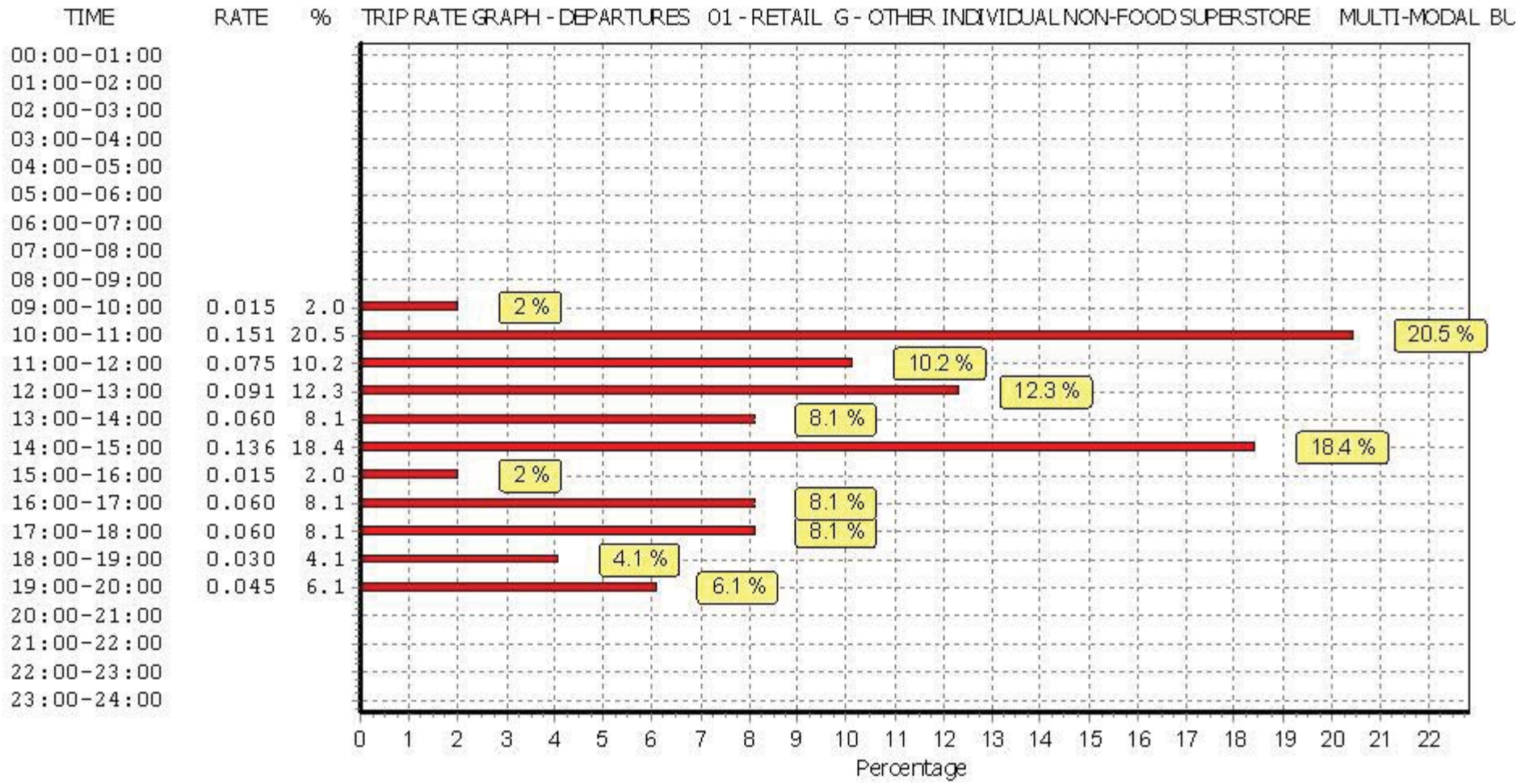
Parameter summary

Trip rate parameter range selected:	3127 - 3500 (units: sqm)
Survey date date range:	01/01/07 - 26/10/13
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

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



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



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

TIME	RATE	%
00:00-01:00		
01:00-02:00		
02:00-03:00		
03:00-04:00		
04:00-05:00		
05:00-06:00		
06:00-07:00		
07:00-08:00		
08:00-09:00	0.015	1.0
09:00-10:00	0.075	4.8
10:00-11:00	0.302	19.5
11:00-12:00	0.226	14.6
12:00-13:00	0.212	13.7
13:00-14:00	0.120	7.7
14:00-15:00	0.211	13.6
15:00-16:00	0.045	2.9
16:00-17:00	0.105	6.8
17:00-18:00	0.105	6.8
18:00-19:00	0.075	4.8
19:00-20:00	0.060	3.9
20:00-21:00		
21:00-22:00		
22:00-23:00		
23:00-24:00		



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

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

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	2	3314	0.000	2	3314	0.000	2	3314	0.000
09:00 - 10:00	2	3314	0.000	2	3314	0.000	2	3314	0.000
10:00 - 11:00	2	3314	0.000	2	3314	0.000	2	3314	0.000
11:00 - 12:00	2	3314	0.000	2	3314	0.000	2	3314	0.000
12:00 - 13:00	2	3314	0.000	2	3314	0.000	2	3314	0.000
13:00 - 14:00	2	3314	0.000	2	3314	0.000	2	3314	0.000
14:00 - 15:00	2	3314	0.000	2	3314	0.000	2	3314	0.000
15:00 - 16:00	2	3314	0.000	2	3314	0.000	2	3314	0.000
16:00 - 17:00	2	3314	0.000	2	3314	0.000	2	3314	0.000
17:00 - 18:00	2	3314	0.000	2	3314	0.000	2	3314	0.000
18:00 - 19:00	2	3314	0.000	2	3314	0.000	2	3314	0.000
19:00 - 20:00	2	3314	0.000	2	3314	0.000	2	3314	0.000
20:00 - 21:00	1	3127	0.000	1	3127	0.000	1	3127	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

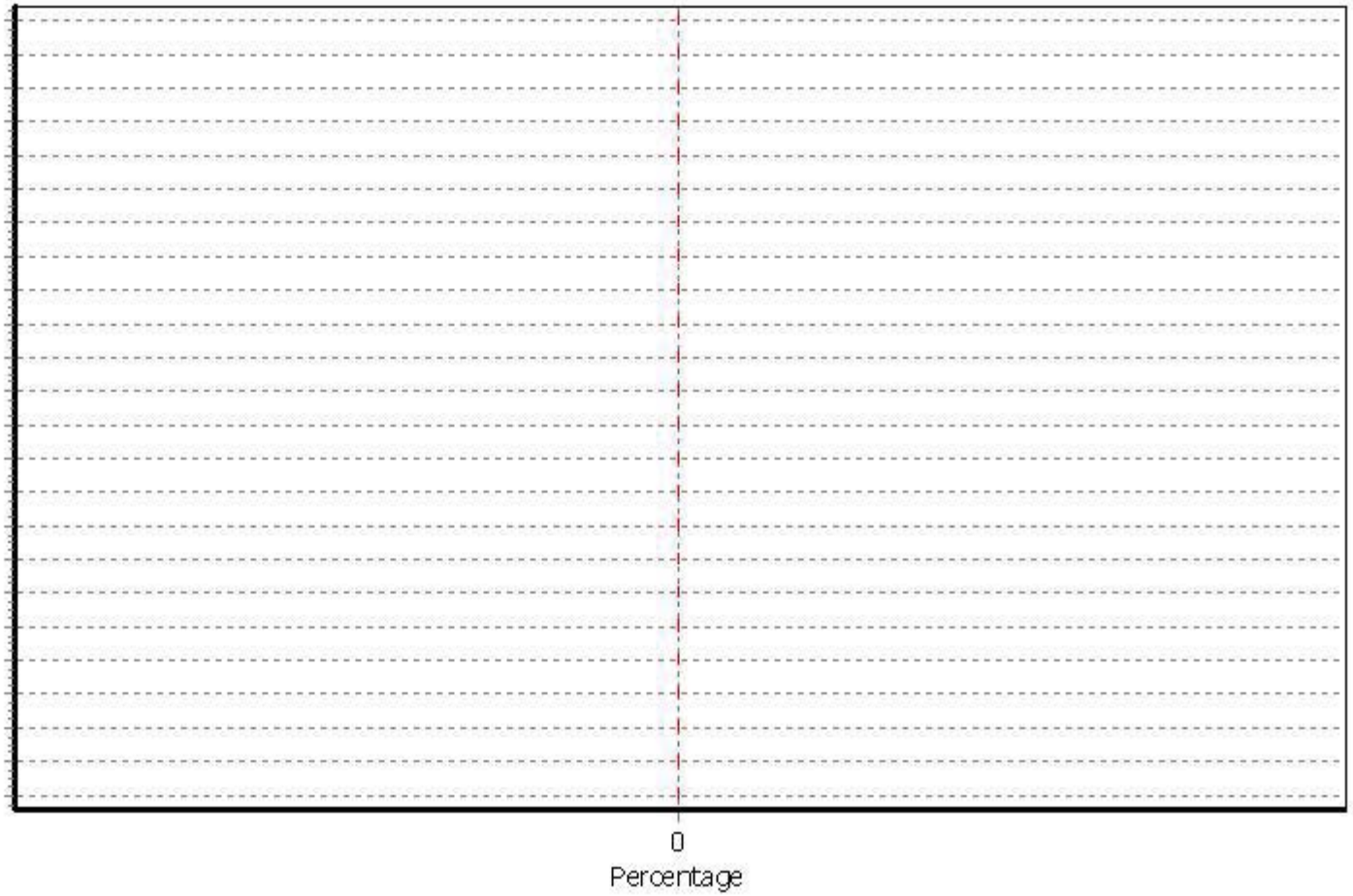
Parameter summary

Trip rate parameter range selected:	3127 - 3500 (units: sqm)
Survey date date range:	01/01/07 - 26/10/13
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

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

TIME	RATE	%
00:00-01:00		
01:00-02:00		
02:00-03:00		
03:00-04:00		
04:00-05:00		
05:00-06:00		
06:00-07:00		
07:00-08:00		
08:00-09:00		
09:00-10:00		
10:00-11:00		
11:00-12:00		
12:00-13:00		
13:00-14:00		
14:00-15:00		
15:00-16:00		
16:00-17:00		
17:00-18:00		
18:00-19:00		
19:00-20:00		
20:00-21:00		
21:00-22:00		
22:00-23:00		
23:00-24:00		

TRIP RATE GRAPH - ARRIVALS 01 - RETAIL G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE MULTI-MODAL TOTAL



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

TRIP RATE GRAPH - DEPARTURES 01 - RETAIL G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE MULTI-MODAL TC

TIME	RATE	%
00:00-01:00		
01:00-02:00		
02:00-03:00		
03:00-04:00		
04:00-05:00		
05:00-06:00		
06:00-07:00		
07:00-08:00		
08:00-09:00		
09:00-10:00		
10:00-11:00		
11:00-12:00		
12:00-13:00		
13:00-14:00		
14:00-15:00		
15:00-16:00		
16:00-17:00		
17:00-18:00		
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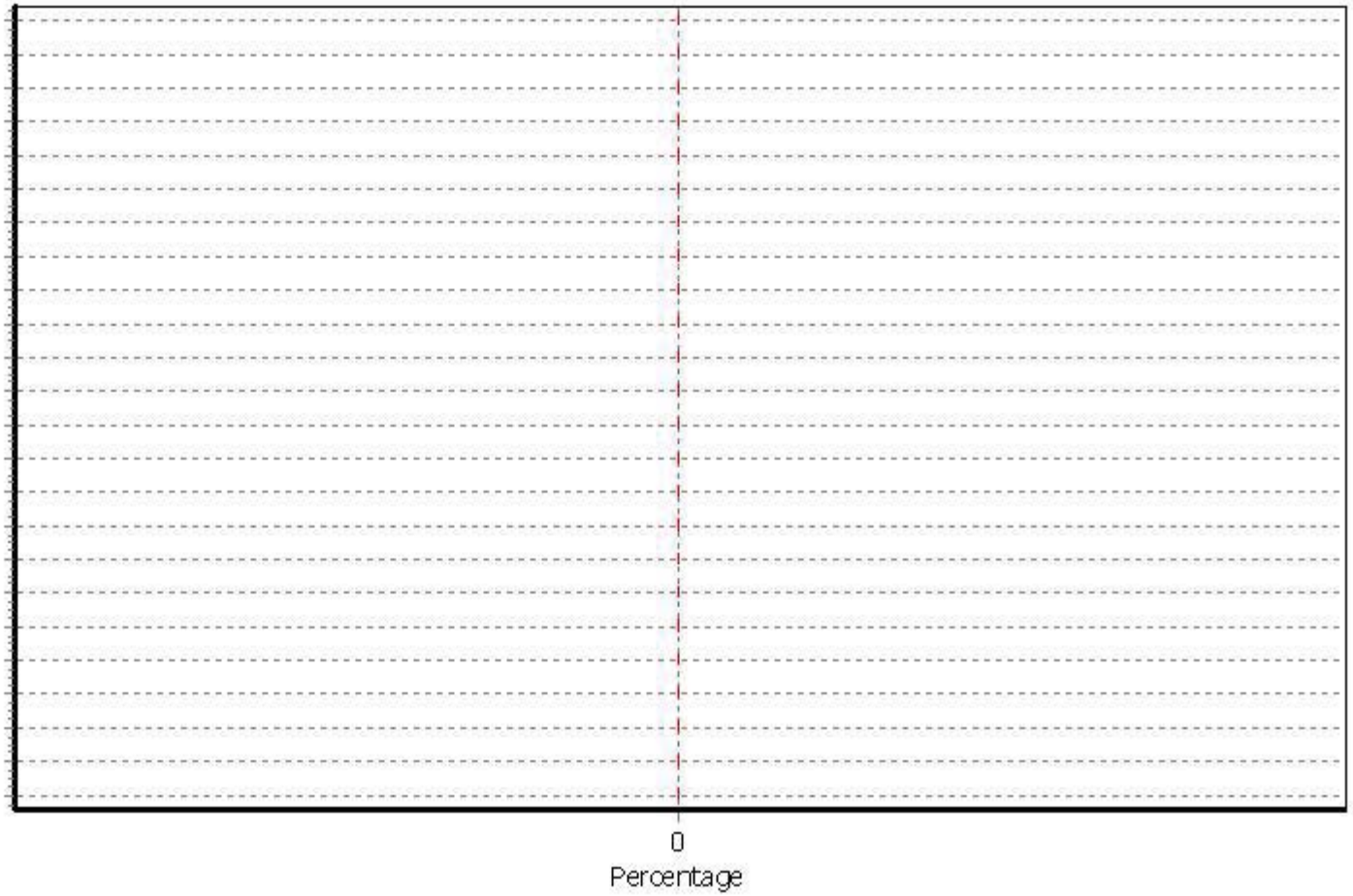
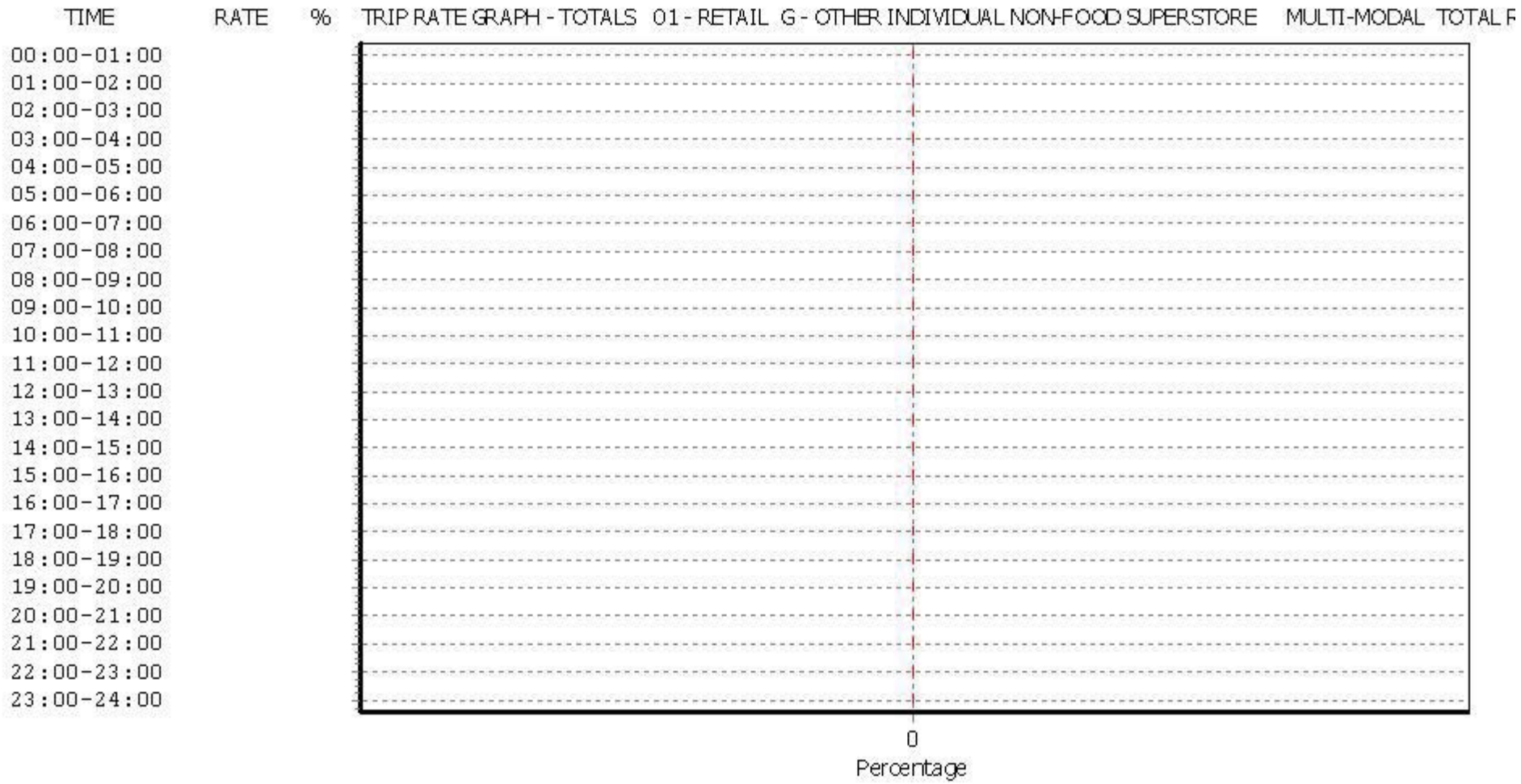
22:00-23:00		
23:00-24:00		



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



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

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

MULTI-MODAL COACH PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	2	3314	0.000	2	3314	0.000	2	3314	0.000
09:00 - 10:00	2	3314	0.000	2	3314	0.000	2	3314	0.000
10:00 - 11:00	2	3314	0.000	2	3314	0.000	2	3314	0.000
11:00 - 12:00	2	3314	0.000	2	3314	0.000	2	3314	0.000
12:00 - 13:00	2	3314	0.000	2	3314	0.000	2	3314	0.000
13:00 - 14:00	2	3314	0.000	2	3314	0.000	2	3314	0.000
14:00 - 15:00	2	3314	0.000	2	3314	0.000	2	3314	0.000
15:00 - 16:00	2	3314	0.000	2	3314	0.000	2	3314	0.000
16:00 - 17:00	2	3314	0.000	2	3314	0.000	2	3314	0.000
17:00 - 18:00	2	3314	0.000	2	3314	0.000	2	3314	0.000
18:00 - 19:00	2	3314	0.000	2	3314	0.000	2	3314	0.000
19:00 - 20:00	2	3314	0.000	2	3314	0.000	2	3314	0.000
20:00 - 21:00	1	3127	0.000	1	3127	0.000	1	3127	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected:	3127 - 3500 (units: sqm)
Survey date date range:	01/01/07 - 26/10/13
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

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

TRIP RATE GRAPH - ARRIVALS 01 - RETAIL G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE MULTI-MODAL COAC

TIME	RATE	%
00:00-01:00		
01:00-02:00		
02:00-03:00		
03:00-04:00		
04:00-05:00		
05:00-06:00		
06:00-07:00		
07:00-08:00		
08:00-09:00		
09:00-10:00		
10:00-11:00		
11:00-12:00		
12:00-13:00		
13:00-14:00		
14:00-15:00		
15:00-16:00		
16:00-17:00		
17:00-18:00		
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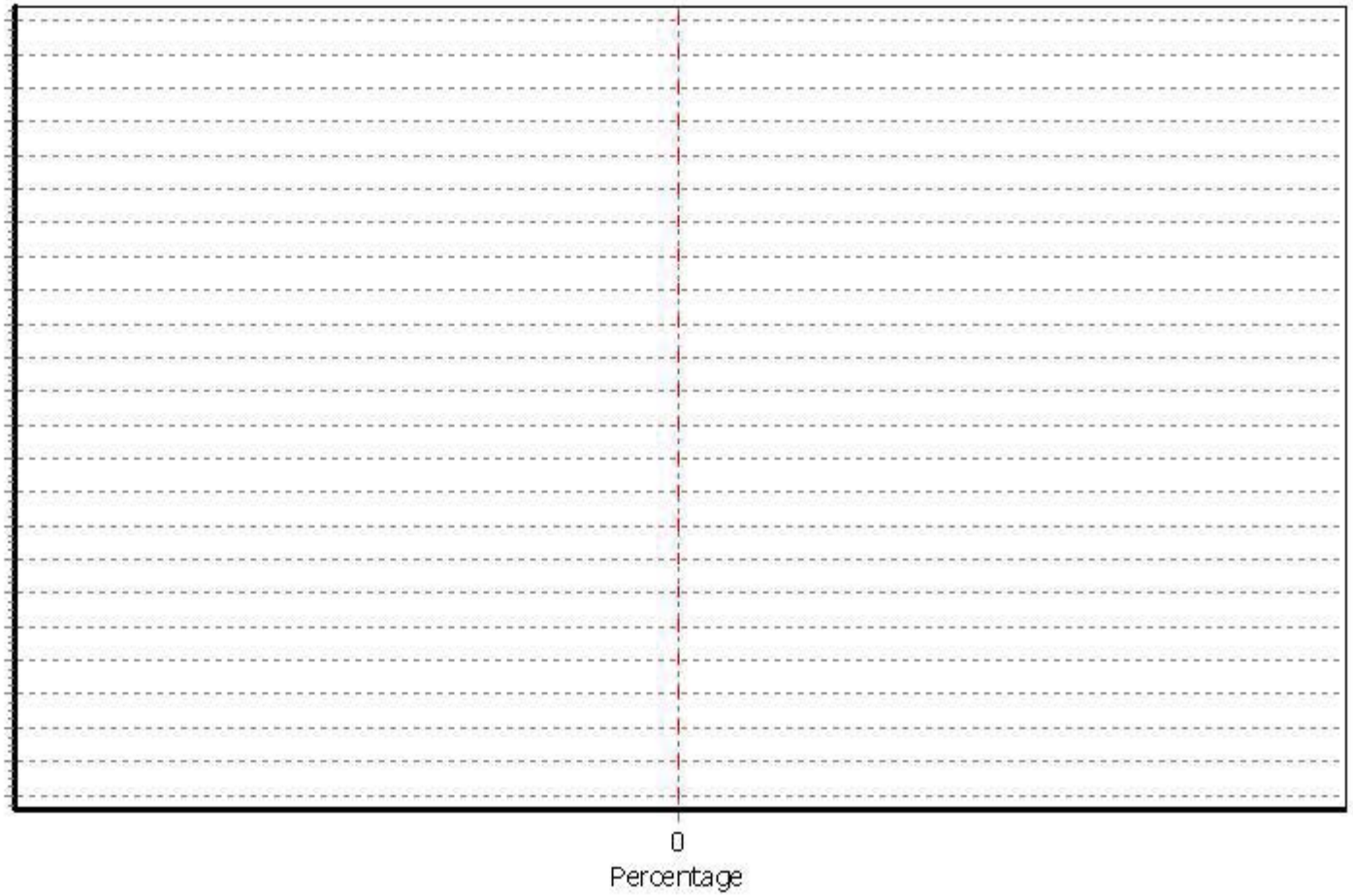
21:00-22:00		
22:00-23:00		
23:00-24:00		



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

TRIP RATE GRAPH - DEPARTURES 01 - RETAIL G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE MULTI-MODAL CC

TIME	RATE	%
00:00-01:00		
01:00-02:00		
02:00-03:00		
03:00-04:00		
04:00-05:00		
05:00-06:00		
06:00-07:00		
07:00-08:00		
08:00-09:00		
09:00-10:00		
10:00-11:00		
11:00-12:00		
12:00-13:00		
13:00-14:00		
14:00-15:00		
15:00-16:00		
16:00-17:00		
17:00-18:00		
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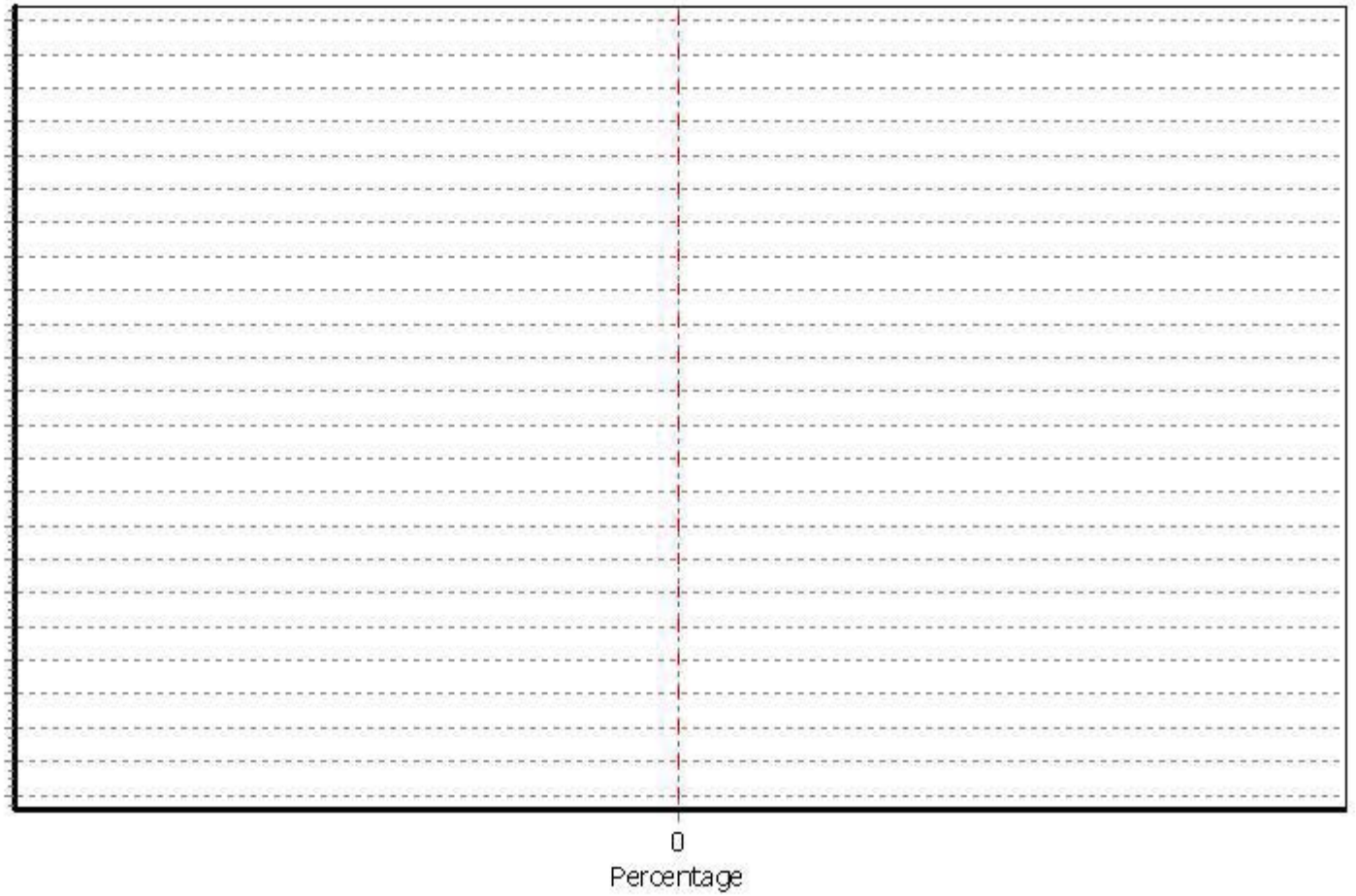
22:00-23:00		
23:00-24:00		



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

TRIP RATE GRAPH - TOTALS 01 - RETAIL G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE MULTI-MODAL COACH

TIME	RATE	%
00:00-01:00		
01:00-02:00		
02:00-03:00		
03:00-04:00		
04:00-05:00		
05:00-06:00		
06:00-07:00		
07:00-08:00		
08:00-09:00		
09:00-10:00		
10:00-11:00		
11:00-12:00		
12:00-13:00		
13:00-14:00		
14:00-15:00		
15:00-16:00		
16:00-17:00		
17:00-18:00		
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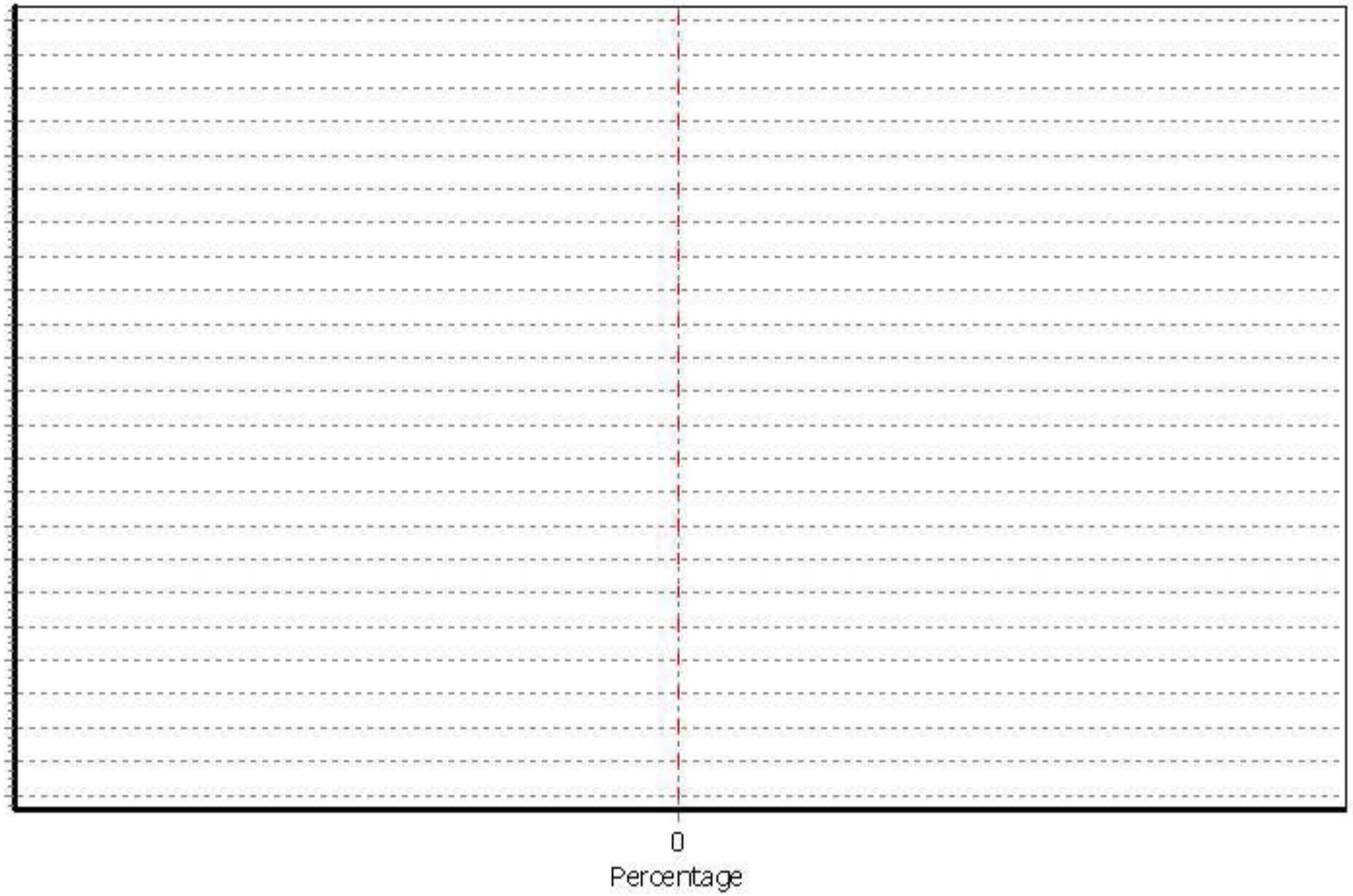
21:00-22:00		
22:00-23:00		
23:00-24:00		



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

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

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	2	3314	0.015	2	3314	0.000	2	3314	0.015
09:00 - 10:00	2	3314	0.060	2	3314	0.015	2	3314	0.075
10:00 - 11:00	**2**	**3314**	**0.151**	**2**	**3314**	**0.151**	**2**	**3314**	**0.302**
11:00 - 12:00	2	3314	0.151	2	3314	0.075	2	3314	0.226
12:00 - 13:00	2	3314	0.121	2	3314	0.091	2	3314	0.212
13:00 - 14:00	2	3314	0.060	2	3314	0.060	2	3314	0.120
14:00 - 15:00	2	3314	0.075	2	3314	0.136	2	3314	0.211
15:00 - 16:00	2	3314	0.030	2	3314	0.015	2	3314	0.045
16:00 - 17:00	2	3314	0.045	2	3314	0.060	2	3314	0.105
17:00 - 18:00	2	3314	0.045	2	3314	0.060	2	3314	0.105
18:00 - 19:00	2	3314	0.045	2	3314	0.030	2	3314	0.075
19:00 - 20:00	2	3314	0.015	2	3314	0.045	2	3314	0.060
20:00 - 21:00	1	3127	0.000	1	3127	0.000	1	3127	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.813			0.738			1.551

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

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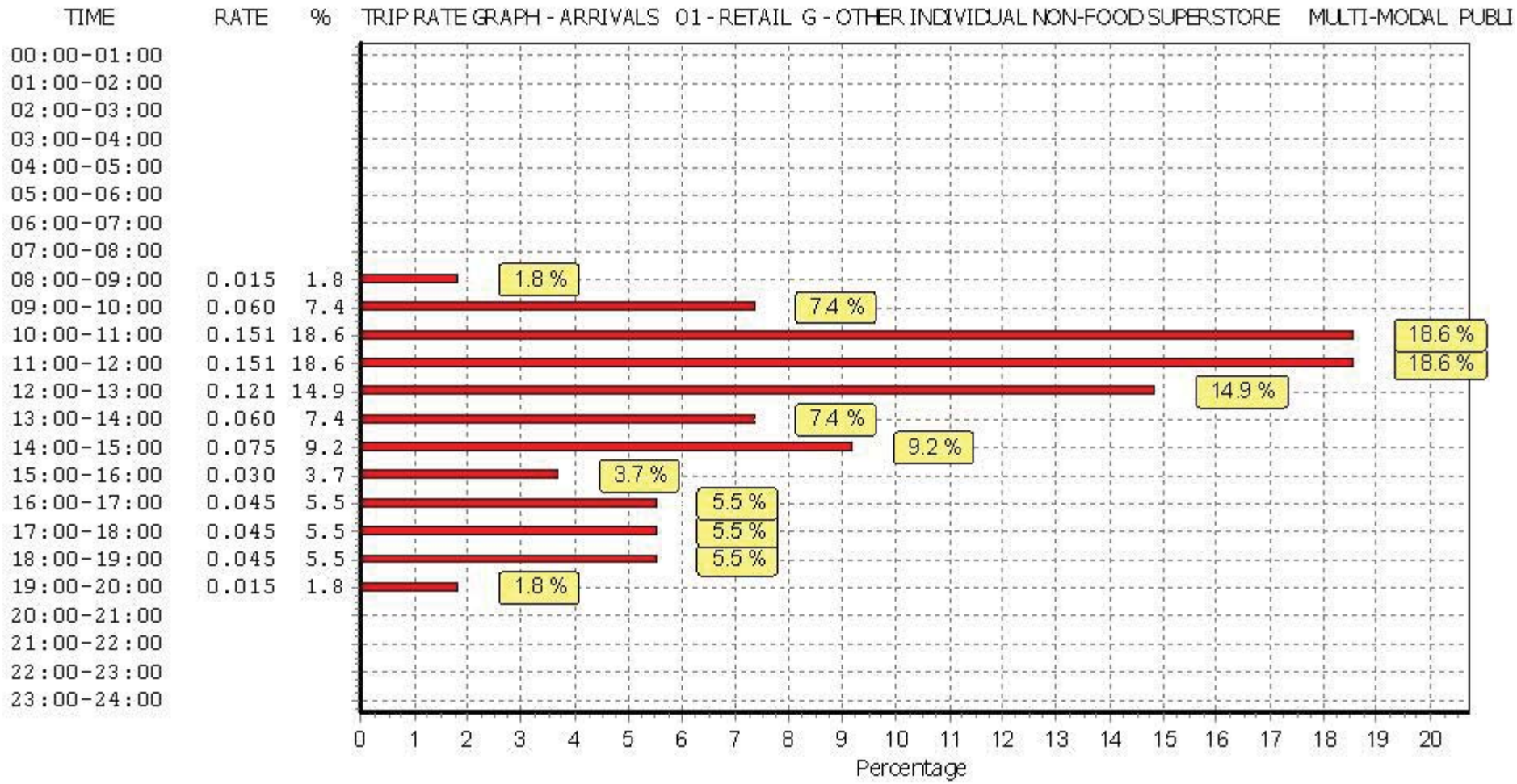
Parameter summary

Trip rate parameter range selected:	3127 - 3500 (units: sqm)
Survey date date range:	01/01/07 - 26/10/13
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

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



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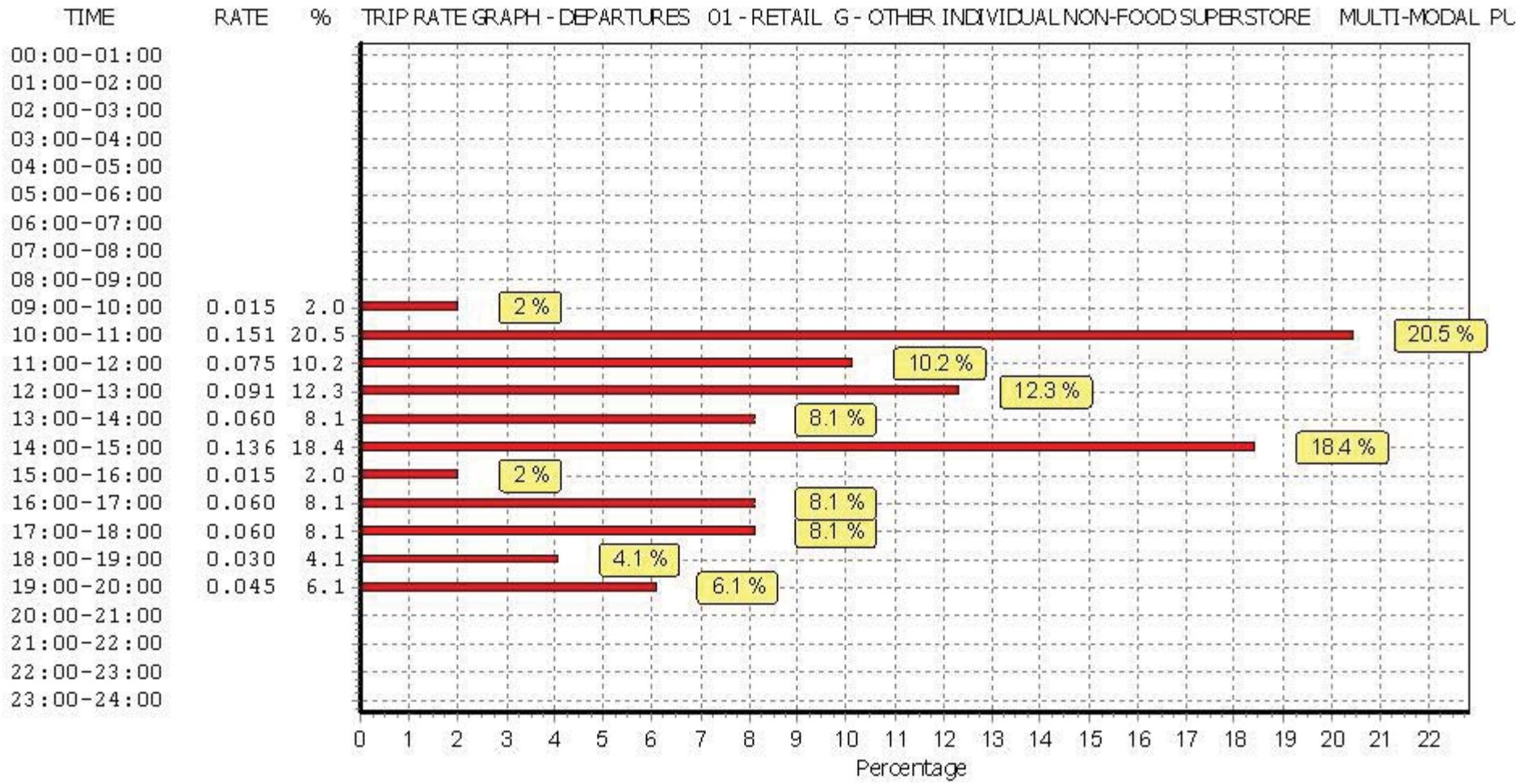

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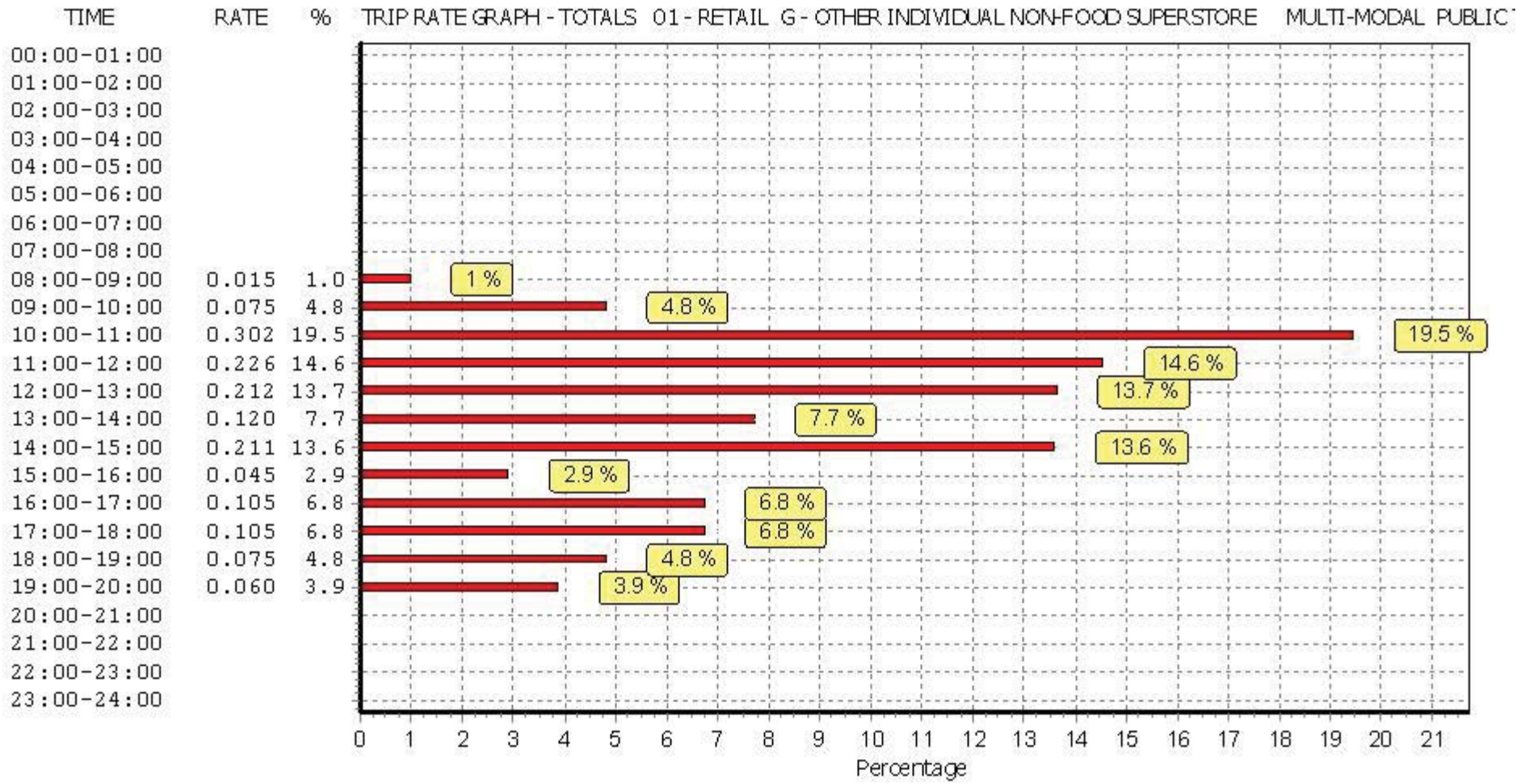

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TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	2	3314	0.317	2	3314	0.045	2	3314	0.362
09:00 - 10:00	2	3314	2.490	2	3314	1.177	2	3314	3.667
10:00 - 11:00	2	3314	4.255	2	3314	3.169	2	3314	7.424
11:00 - 12:00	2	3314	4.557	**2**	**3314**	**4.738**	2	3314	9.295
12:00 - 13:00	2	3314	3.848	2	3314	4.180	2	3314	8.028
13:00 - 14:00	**2**	**3314**	**4.965**	2	3314	4.406	**2**	**3314**	**9.371**
14:00 - 15:00	2	3314	4.301	2	3314	4.648	2	3314	8.949
15:00 - 16:00	2	3314	2.897	2	3314	3.833	2	3314	6.730
16:00 - 17:00	2	3314	1.871	2	3314	2.490	2	3314	4.361
17:00 - 18:00	2	3314	2.203	2	3314	2.203	2	3314	4.406
18:00 - 19:00	2	3314	0.754	2	3314	1.177	2	3314	1.931
19:00 - 20:00	2	3314	0.302	2	3314	0.770	2	3314	1.072
20:00 - 21:00	1	3127	0.000	1	3127	0.000	1	3127	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			32.760			32.836			65.596

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

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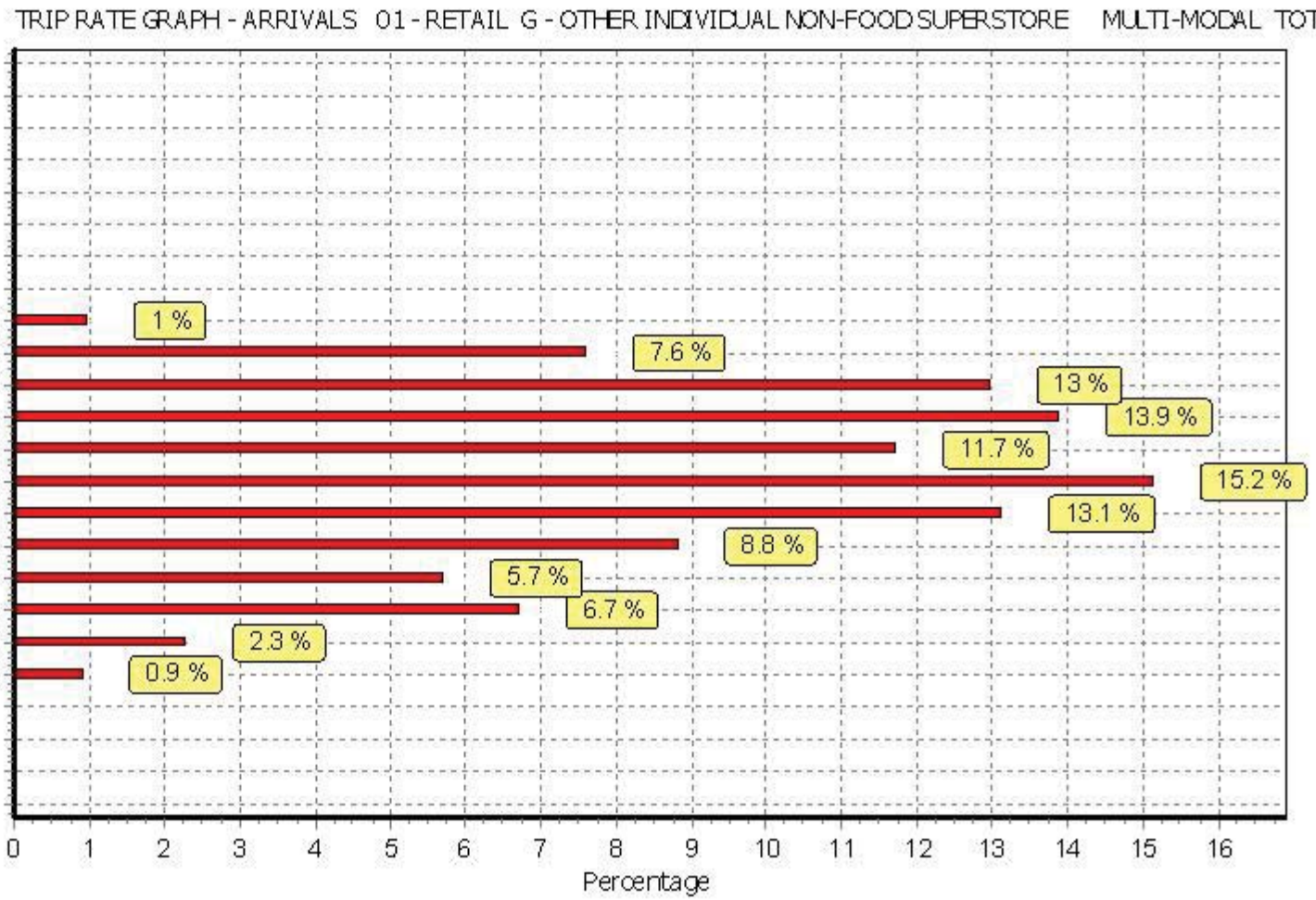
Parameter summary

Trip rate parameter range selected:	3127 - 3500 (units: sqm)
Survey date date range:	01/01/07 - 26/10/13
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

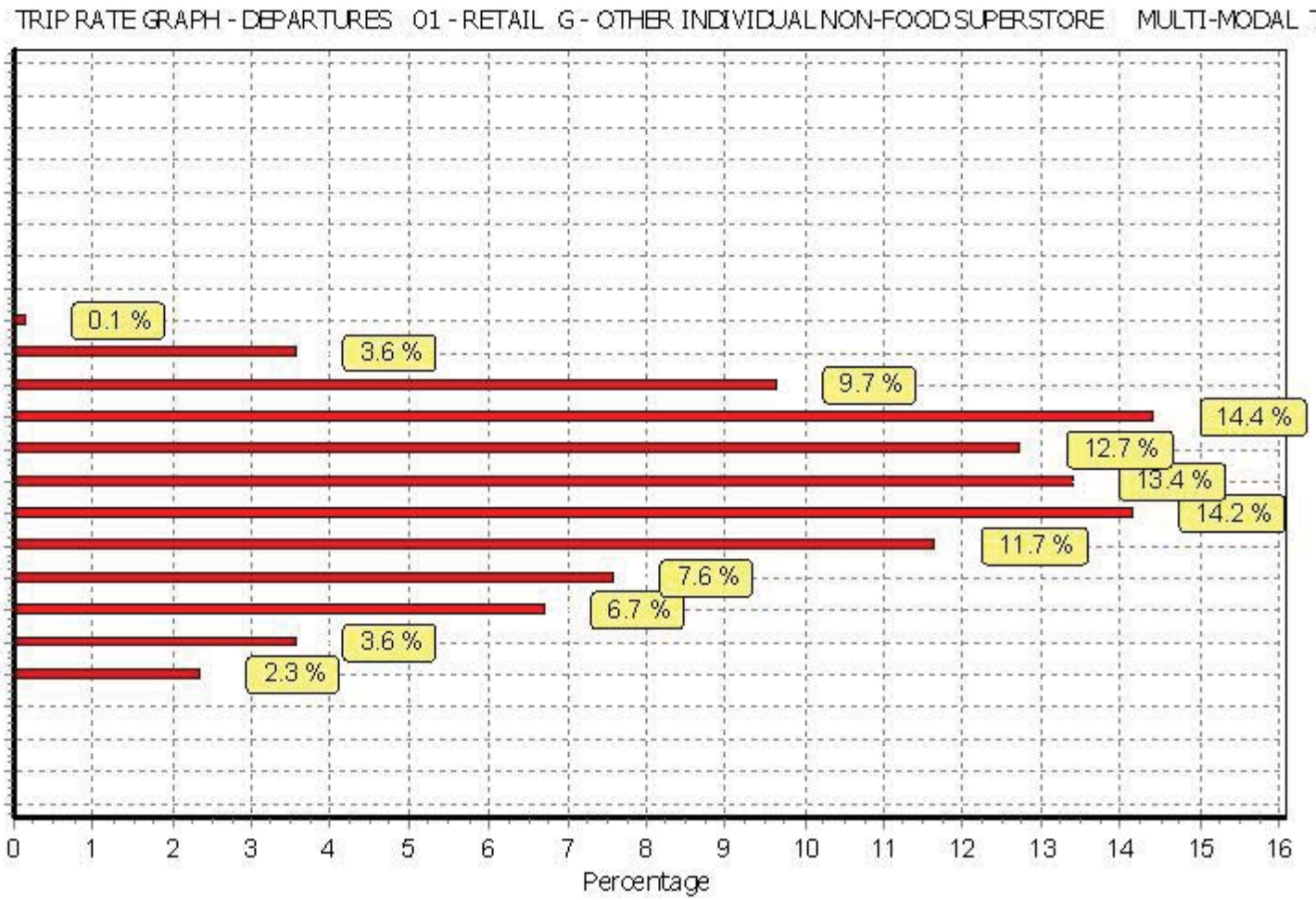
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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

TIME	RATE	%
00:00-01:00		
01:00-02:00		
02:00-03:00		
03:00-04:00		
04:00-05:00		
05:00-06:00		
06:00-07:00		
07:00-08:00		
08:00-09:00	0.317	1.0
09:00-10:00	2.490	7.6
10:00-11:00	4.255	13.0
11:00-12:00	4.557	13.9
12:00-13:00	3.848	11.7
13:00-14:00	4.965	15.2
14:00-15:00	4.301	13.1
15:00-16:00	2.897	8.8
16:00-17:00	1.871	5.7
17:00-18:00	2.203	6.7
18:00-19:00	0.754	2.3
19:00-20:00	0.302	0.9
20:00-21:00		
21:00-22:00		
22:00-23:00		
23:00-24:00		



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

TIME	RATE	%
00:00-01:00		
01:00-02:00		
02:00-03:00		
03:00-04:00		
04:00-05:00		
05:00-06:00		
06:00-07:00		
07:00-08:00		
08:00-09:00	0.045	0.1
09:00-10:00	1.177	3.6
10:00-11:00	3.169	9.7
11:00-12:00	4.738	14.4
12:00-13:00	4.180	12.7
13:00-14:00	4.406	13.4
14:00-15:00	4.648	14.2
15:00-16:00	3.833	11.7
16:00-17:00	2.490	7.6
17:00-18:00	2.203	6.7
18:00-19:00	1.177	3.6
19:00-20:00	0.770	2.3
20:00-21:00		
21:00-22:00		
22:00-23:00		
23:00-24:00		



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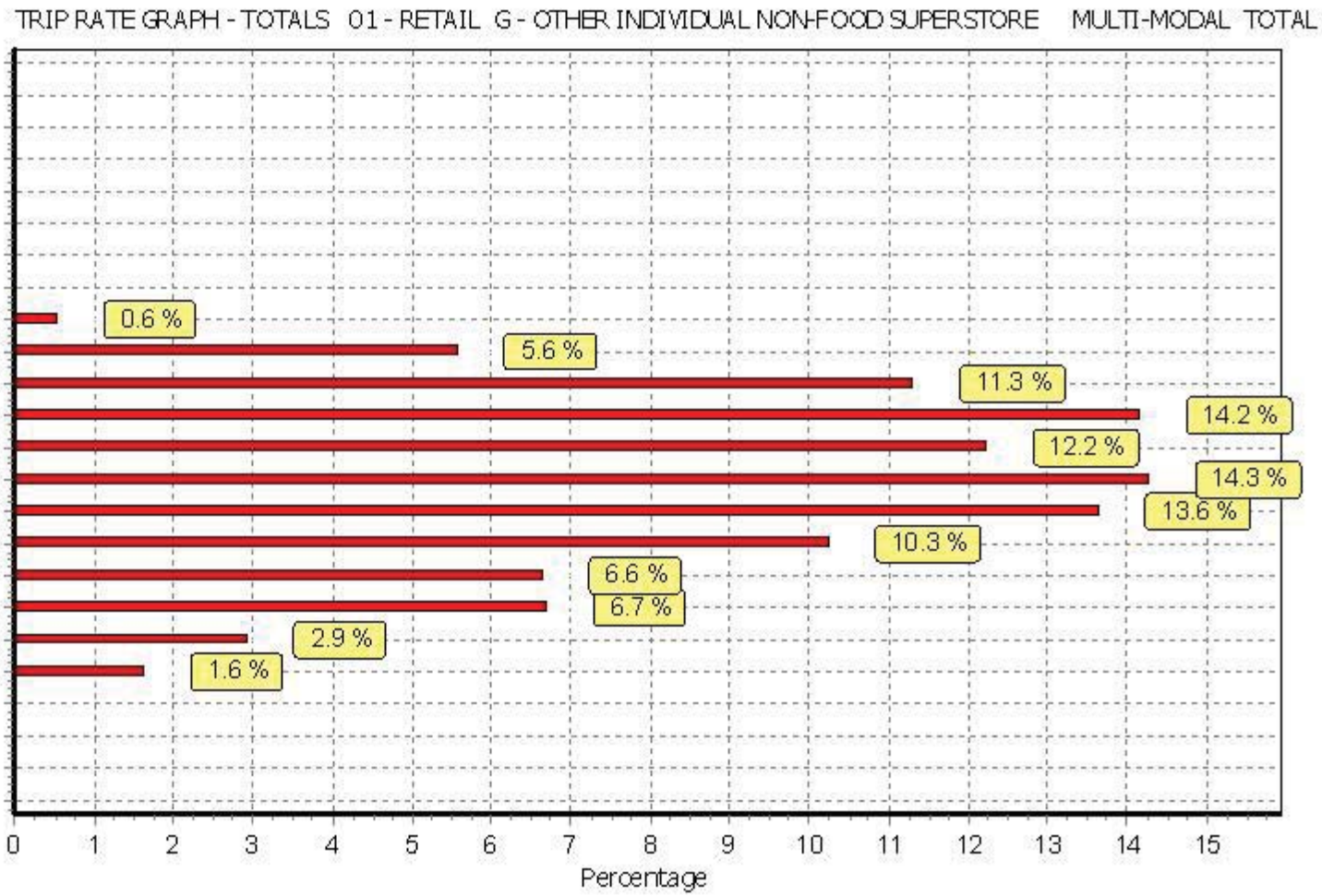
TIME	RATE	%
00:00-01:00		
01:00-02:00		
02:00-03:00		
03:00-04:00		
04:00-05:00		
05:00-06:00		
06:00-07:00		
07:00-08:00		
08:00-09:00	0.362	0.6
09:00-10:00	3.667	5.6
10:00-11:00	7.424	11.3
11:00-12:00	9.295	14.2
12:00-13:00	8.028	12.2
13:00-14:00	9.371	14.3
14:00-15:00	8.949	13.6
15:00-16:00	6.730	10.3
16:00-17:00	4.361	6.6
17:00-18:00	4.406	6.7
18:00-19:00	1.931	2.9
19:00-20:00	1.072	1.6
20:00-21:00		
21:00-22:00		
22:00-23:00		
23:00-24:00		



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