Transport Potential

Transport Planning and Design

Transport Statement

PROPOSED REDEVELOPMENT, ALDI FOODSTORE

High Street, Royston, Barnsley

November 2014

Aldi Stores Ltd

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1. INTRODUCTION

1.1 This Transport Statement (TS) has been prepared to support a new application for a revised layout at High Street, Royston. The proposal consists of a slightly larger retail floor area (RFA) on the site previously consented for a new Aldi food store at Royston, Barnsley.

1.2 The site benefits from an existing planning consent 2014/0318 for a retail store and outline consent for a residential development previously tested to for a maximum of 10 dwellings.

1.3 The retail floor area increases from 1000 sqm (consented) to 1108 sqm (proposed) at the proposed Aldi Store, however this would remove the 10 no. dwellings previously tested as part of the original assessment.

1.4 The parking provision increases from 94 spaces to 121 spaces this is supported by 10 cycle spaces.

1.5 No additional product lines will feature at the revised store layout compared to existing Aldi Stores. The RFA will serve to increase the levels of stock on the shelves.

1.6 As identified in the original Transport Assessment approved by BMBC: The proposed Aldi store has a finite catchment and as such would look to attract Royston resident's that are currently leaving the area to carry out a food retail shop; it is also expected that some customers will continue to travel from the smaller villages where residents travel through or visit Royston at present.

1.7 The closest Aldi store to the site is Claycliffe Road, Barugh Green at (3.5 miles), this is the closest discount food retailer; a Lidl is available 3.6 miles away at Peel Street, Barnsley.

1.8 This TS provides supporting evidence to suggest that the revised application would have no impact on the highway network in Royston.

2. EXISTING SITUATION

2.1 Royston is located approximately 4 miles from Barnsley Town Centre and 8 miles from Wakefield City Centre. Royston is a village, located in the Northern area of the Barnsley Metropolitan Borough Council area and is close to the Wakefield Metropolitan Borough Council area.

2.2 Royston village centre offers a mixture of small retailers, including a small ASDA store and co-operative store. The majority of people in Royston carry out their large food shop outside of Royston.

Accessibility by Non Car Modes

2.1 The site fronts High Street (B2468), which is flanked by level footways; this provides a pedestrian link to the neighbouring dwellings, commercial uses and East of the primary school by approximately 100m. The routes are overlooked by residential properties and already accommodate walking trips.

2.2 The footway is approximately 1.8m across the site frontage and is lit. This meets the requirements for two pedestrians with pushchairs or wheelchairs to pass simultaneously.

2.3 A signal controlled pedestrian crossing facility is provided approximately 270m east of the site, enabling a safe passage from Station Road and Church Street onto High Street where the site is situated.

2.4 There are currently no on street cycle facilities due to the restricted width.

2.5 Buses travel along High Street and Church Street at a good frequency to many locations in Royston.

2.6 The bus stops on High Street are approximately 11m from the existing site access for westbound travel and 100m for eastbound travel. Both stops are provided with timetables and a flag.

2.7 The closest northbound bus stop is located approximately 350m from the site on Church Street. This stop consists of a shelter, flag and timetable.

2.8 The site is considered to be highly accessible by non-car modes with housing surrounding the site and easy access for walk trips.

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

Number – Route	Start /Finish	Weekday Frequency	Saturday Frequency	Sunday Frequency
194 – Barnsley – Royston – Wakefield	05:40/21:54	60 mins	60 mins	60 mins
57 – Barnsley – Royston	07:20/18:15	20 mins	15 mins	No Service
58, 58A – Barnsley – Royston – Barnsley (Circular)	07:30/15:43	35 mins	40 mins	No service
59, 59A – Barnsley – Royston – Wakefield	05:20/17:30	30 mins	30 mins	30 mins

Table 2.1 – Bus Frequency Table.

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

2.11 The proposed residents are also provided with access to the village centre and a food store on the adjacent site.

Highway Network

2.12 High Street travels west – east through Royston Village Centre. This connects Mapplewell and the A61 to Ryhill in the west.

2.13 The existing site benefits from a large dropped kerb access, this engineering works generated significant levels of traffic, dominated by Heavy Goods Vehicles.

2.14 High Street terminates at the signal controlled 4 arm junction in the village centre. This junction is the focal point in Royston where High Street meets; Station Road, Church Street and Midland Road.

2.15 There is an all red phase to enable pedestrians to cross the junction safely, this has an effect on the junction capacity, but is essential for safe pedestrian movement.

2.16 Generally the network is well trafficked without significant delay, the majority of queues in Royston are experienced as a result of the signal controlled junction.

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

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.

3.3 Within the study area, there have been 25 no. accidents of which 0 were reported as fatalities, 6 were reported as severe, and 19 were reported as slight.

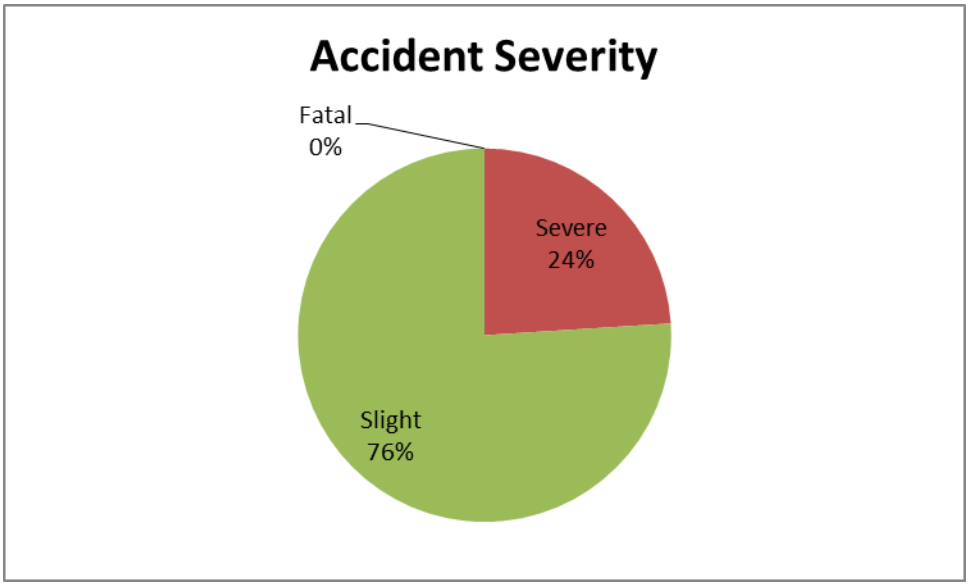


Figure 3.1 – Accident Severity Chart

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

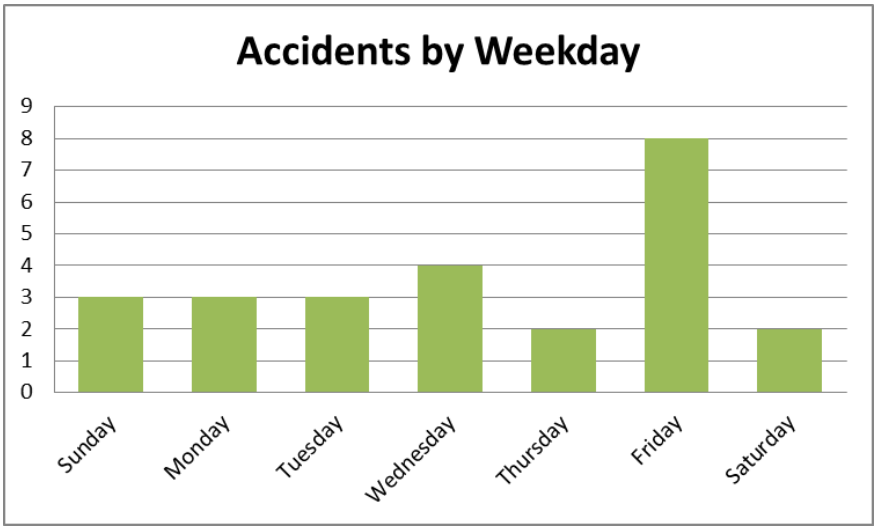


Figure 3.2 – Accident by Weekday

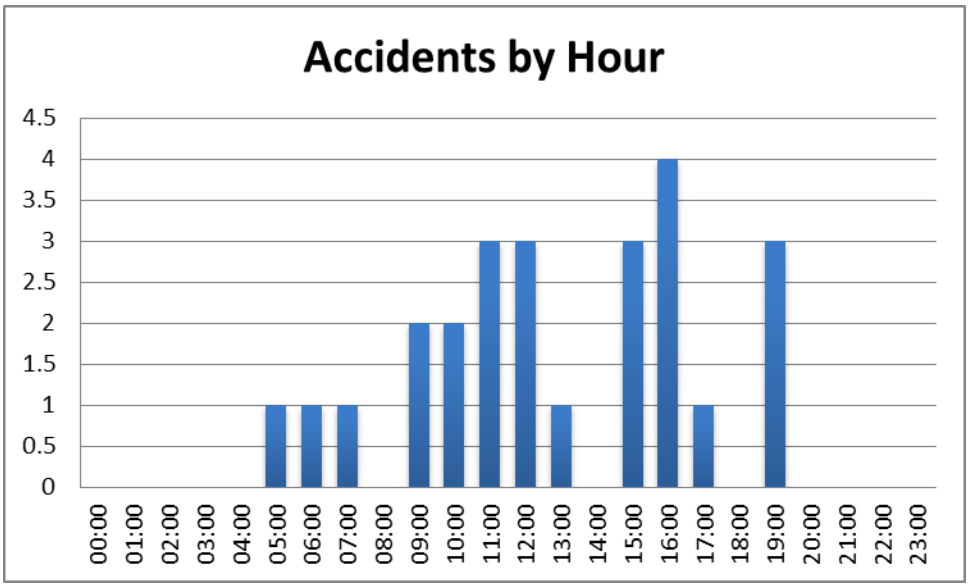


Figure 3.4 Accidents by Hour of Day

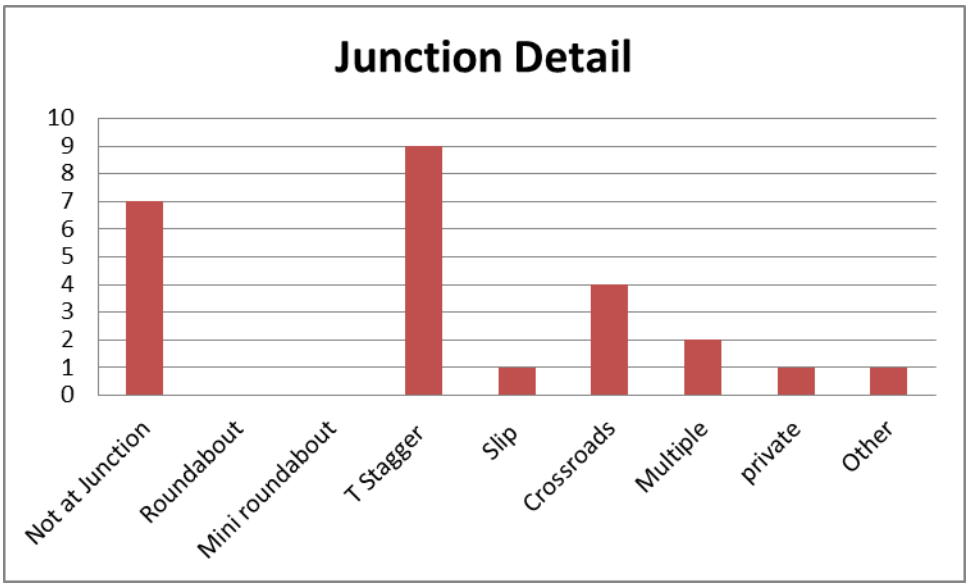


Figure 3.5 – Accident by junction type

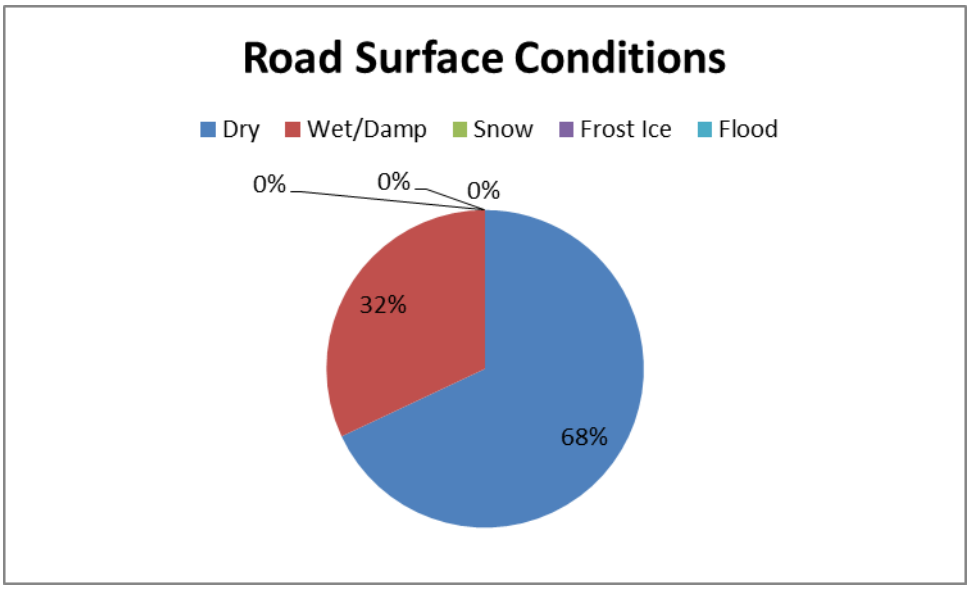


Figure 3.6 – Road Surface Conditions

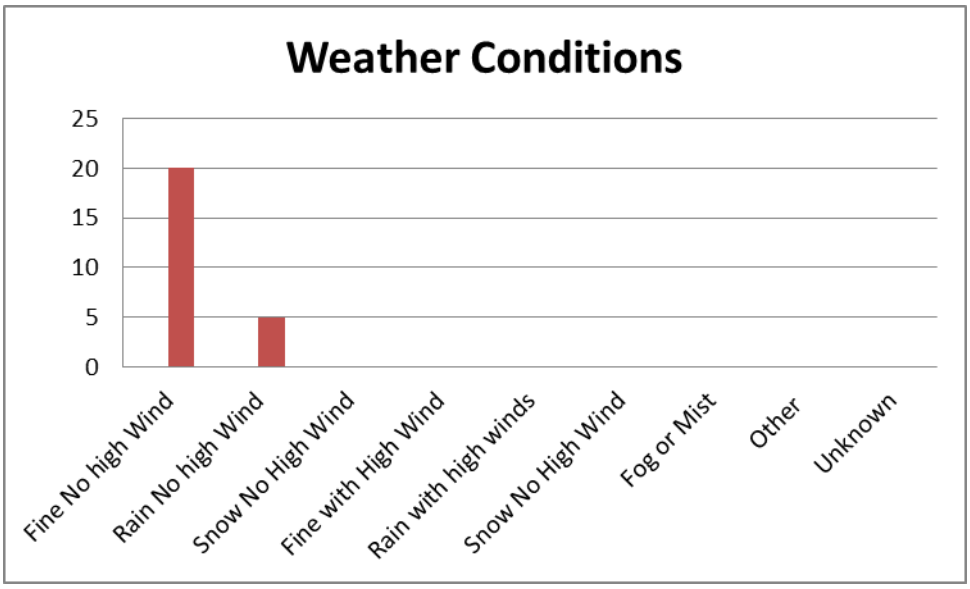


Figure 3.7 – Weather Conditions at Time of Accident

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

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

4. TRIP GENERATION AND EFFECT

4.1 This section investigates the revised layout and the effect on the trip generation, this is discussed in detail throughout this section.

Trip Generation

4.2 The TRICS database was investigated to determine the trip generation related to the previous proposal. This has been utilised again to demonstrate a robust analysis, however the database has also been used to demonstrate that the RFA of an Aldi Store is not always directly related to trip generation.

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

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

Retail – Discount Food Stores

Similar Parking Provision

Weekday and Saturday surveys only

Location –Edge of Centre, Suburban Area, Neighbourhood Centre

4.5 The analysis below considers the effect of an increase in floor area assuming that the number of trips rises at the same rate as RFA. This is not considered be realistic, but is considered to be very robust.

4.6 Table 6.1 shows the agreed trip generation associated with the approved Aldi Store 1,000 sqm RFA and 10 residential dwellings and just an Aldi Store with 1,108 sqm RFA.

Scenario	Arrivals
Consented Development	104
Proposed Development	107
Net Change	+3

Table 4.1 – Consented vs Proposed Aldi Peak Hour Trip Generation

Scenario	Arrivals
Consented Development	134
Proposed Development	140
Net Change	+6

Table 4.2 – Consented vs Proposed Aldi Peak Hour Trip Generation

4.7 As a result of the revised layout there is a marginal increase in RFA of the proposed Aldi Food Store, from 1000 sqm to 1108 sqm, however the

residential dwellings are removed. There is a slight improvement in the PM peak as a result of this application, however on a Saturday there is predicted to be an immaterial increase in two way movements at the site access.

4.8 The trip generation above is a very robust assessment, as essentially the larger store, stocks more product on the shelves, however the range is identical. This creates an improved shopping environment as a result of removing the need for constant restocking.

4.9 A floor area increase at an Aldi Store is not considered to attract customers at the same rate as a new store being provided. The additional 108 sqm is highly unlikely to be seen as a reason for new trips to travel that were not assessed as part of the original assessment.

4.10 Broadstock (2008) finds trip generation at food superstores follow a standard micro-economic demand theory. Whereby, trip generation is influenced by the following variables[1]:

- Proximity to competition
- Parking provision
- Floor space

4.11 However, the level of influence the variables have on trip generation differs. Empirical evidence from econometric analysis of TRICS data by Broadstock (2008).

4.12 As aforementioned, there will be no additional product lines stocked, just an increase in capacity for more stock to be placed on shelves in the store. Consequently, the size of the store will have no effect on product lines and will exude an equivalent attractiveness to customers.

4.13 Aldi customers will shop at the store regardless of the RFA. Aldi is categorised as discount store, and therefore its attractiveness as a discount food retailer is the price of it goods. As highlighted above, there will be no additional product lines as a result of the increased RFA.

4.14 Analysis of Aldi Food Stores of differing sizes on TRICS found that the smaller stores had a greater trip generation than larger stores. This information has been graphically represented below.

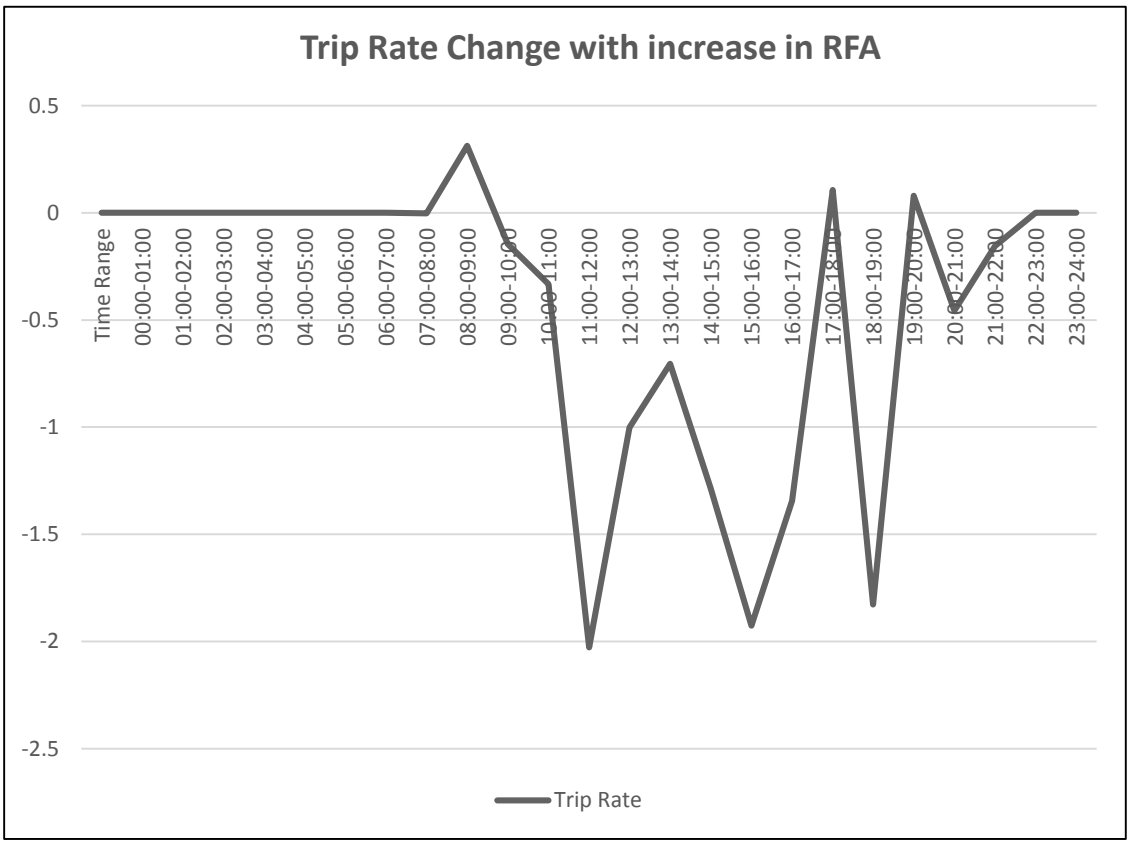


Table 2.2 – ALDI (700-1000sqm) vs ALDI (1000-1500sqm) RFA change in trip generation

4.15 It was previously agreed that trips generated by the Aldi store will be already in the network. Customers will already be shopping at a supermarket prior to the development and therefore most customers will have been captured from other supermarkets locally. Additional RFA will not influence this trend, as customers predominately choose their store based on its brand appeal, locality to competition and parking provision (the size of the store can be omitted as there is a minimal change in RFA).

4.16 The trip rate reduces as the floor area rises, further demonstrating that the floor area at an Aldi store has a limited effect on trip generation. It is the presence of a store that has the largest effect on trip generation.

4.17 This section has demonstrated that an Aldi store generates a similar level of trips regardless of store size. However if this were to be considered to be a new store there would be an immaterial change in the PM peak with +3 trips due to the removal of the residential development. On a Saturday

there is considered to be an additional 6 two way trips based on a robust assessment.

4.18 Overall using either argument there is not predicted to be a material impact <30 two way trips and as such there is no requirement for any additional modelling.

5. CONCLUSION

5.1 The proposed redevelopment of this site would provide a food retail destination within walking distance of many properties and within a 2 min walk to the village centre.

5.2 The site is accessible by all modes of travel, it has access to many bus services, providing access to the local residential areas. This was agreed as part of the original assessment.

5.3 The site is located within close proximity to the existing retail units in the centre, the proposal increases the number of parking spaces on offer within Royston and as such the propensity for linked trips is extremely high especially with the school.

5.4 A replacement junction is proposed meeting the latest design standards. This achieves the necessary design standards.

5.5 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.

5.6 Capacity assessments have been carried out; the results demonstrate that there is a negligible impact as a result of this development in the 2014 and 2019 assessment years.

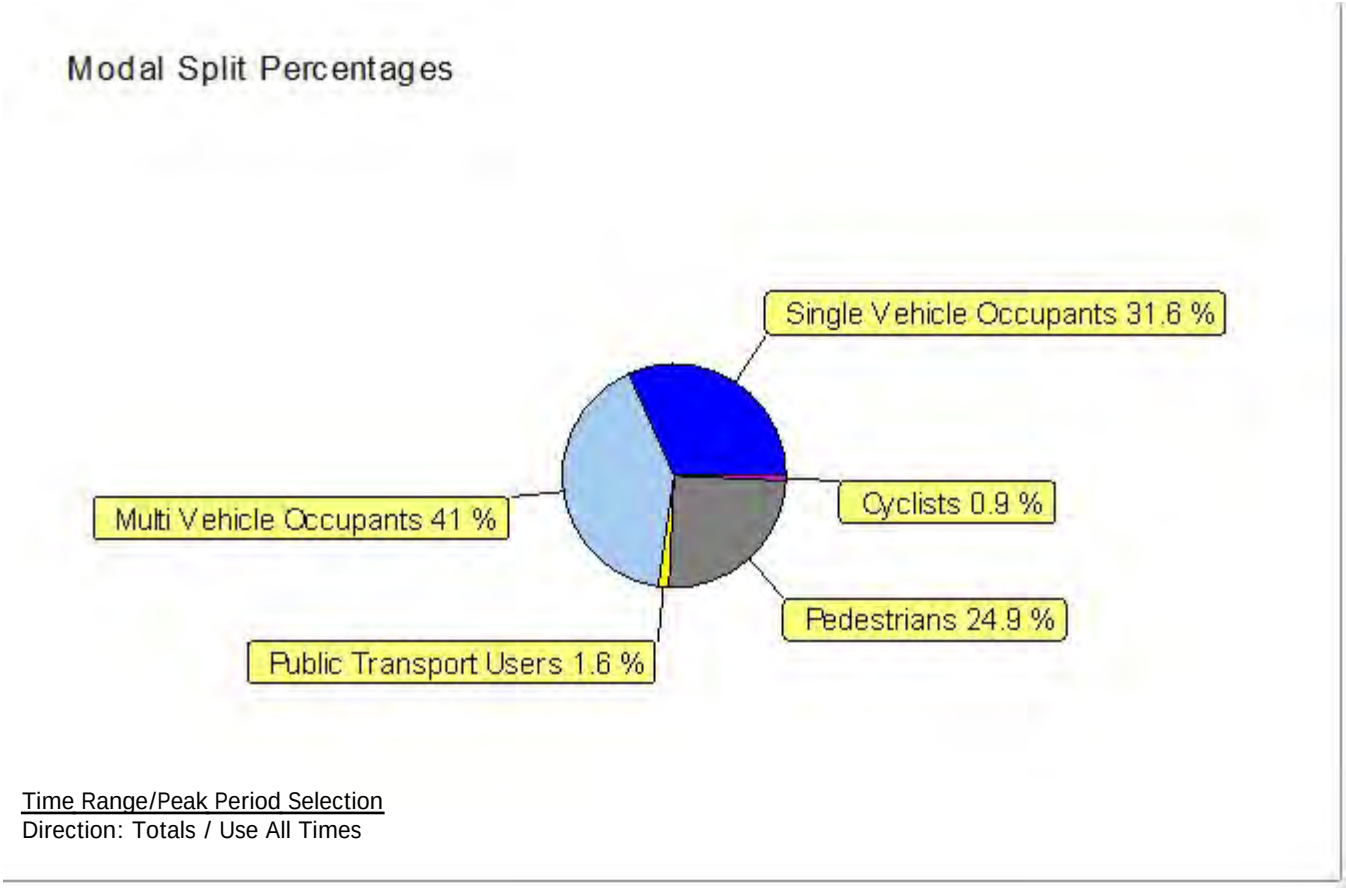
5.7 The impact of the traffic connected to the subject site would continue to be mitigated in the 2019 PM peak + committed development + development scenario with a 9 second increase to the cycle time. This is not considered to be material and could be reduced once the committed development is affected. This was agreed as part of the original planning consent.

5.8 It is therefore considered that no physical capacity improvement is required to mitigate the effect of this proposal.

5.9 Given the above, there are no highways or transportation reason as to why this development should not be approved subject to the same conditions imposed on the previous application.

APPENDIX A

TRICS Data



Time Range/Peak Period Selection
Direction: Totals / Use All Times

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
10	WALES		
	CP	CAERPHILLY	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:	Retail floor area
Actual Range:	700 to 1050 (units: sqm)
Range Selected by User:	612 to 1350 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/05 to 27/11/12

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	2 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Commercial Zone	1
No Sub Category	1

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

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:

1,001 to 5,000	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:

5,001 to 25,000	1 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	1 days

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

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	CP-01-C-01	KWIK SAVE		CAERPHILLY
	FIELDS ROAD			
	PONTYMINSTER			
	RISCA			
	Edge of Town			
	No Sub Category			
	Total Retail floor area:		700 sqm	
	Survey date: SATURDAY		03/09/05	Survey Type: MANUAL
2	NY-01-C-01	NETTO		NORTH YORKSHIRE
	LAYERTHORPE			
	YORK			
	Suburban Area (PPS6 Out of Centre)			
	Commercial Zone			
	Total Retail floor area:		1050 sqm	
	Survey date: SATURDAY		21/05/05	Survey Type: MANUAL

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	1050	2.000	1	1050	0.286	1	1050	2.286
08:00 - 09:00	2	875	2.571	2	875	1.314	2	875	3.885
09:00 - 10:00	2	875	4.229	2	875	2.114	2	875	6.343
10:00 - 11:00	2	875	4.800	2	875	4.057	2	875	8.857
11:00 - 12:00	2	875	6.343	2	875	5.886	2	875	12.229
12:00 - 13:00	2	875	5.143	2	875	5.943	2	875	11.086
13:00 - 14:00	2	875	6.400	2	875	5.657	2	875	12.057
14:00 - 15:00	2	875	5.714	2	875	5.257	2	875	10.971
15:00 - 16:00	2	875	6.229	2	875	6.914	2	875	13.143
16:00 - 17:00	2	875	4.571	2	875	5.657	2	875	10.228
17:00 - 18:00	2	875	3.200	2	875	4.743	2	875	7.943
18:00 - 19:00	2	875	1.829	2	875	2.171	2	875	4.000
19:00 - 20:00	1	700	1.429	1	700	2.429	1	700	3.858
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			54.458			52.428			106.886

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

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

Parameter summary

Trip rate parameter range selected:	700 - 1050 (units: sqm)
Survey date date range:	01/01/05 - 27/11/12
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	1050	0.000	1	1050	0.000	1	1050	0.000
08:00 - 09:00	2	875	0.114	2	875	0.114	2	875	0.228
09:00 - 10:00	2	875	0.000	2	875	0.000	2	875	0.000
10:00 - 11:00	2	875	0.000	2	875	0.000	2	875	0.000
11:00 - 12:00	2	875	0.057	2	875	0.057	2	875	0.114
12:00 - 13:00	2	875	0.000	2	875	0.000	2	875	0.000
13:00 - 14:00	2	875	0.000	2	875	0.000	2	875	0.000
14:00 - 15:00	2	875	0.000	2	875	0.000	2	875	0.000
15:00 - 16:00	2	875	0.000	2	875	0.000	2	875	0.000
16:00 - 17:00	2	875	0.000	2	875	0.000	2	875	0.000
17:00 - 18:00	2	875	0.000	2	875	0.000	2	875	0.000
18:00 - 19:00	2	875	0.000	2	875	0.000	2	875	0.000
19:00 - 20:00	1	700	0.000	1	700	0.000	1	700	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.171			0.171			0.342

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TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
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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	1050	0.000	1	1050	0.000	1	1050	0.000
08:00 - 09:00	2	875	0.057	2	875	0.000	2	875	0.057
09:00 - 10:00	2	875	0.000	2	875	0.000	2	875	0.000
10:00 - 11:00	2	875	0.000	2	875	0.000	2	875	0.000
11:00 - 12:00	2	875	0.000	2	875	0.000	2	875	0.000
12:00 - 13:00	2	875	0.000	2	875	0.000	2	875	0.000
13:00 - 14:00	2	875	0.000	2	875	0.000	2	875	0.000
14:00 - 15:00	2	875	0.000	2	875	0.000	2	875	0.000
15:00 - 16:00	2	875	0.000	2	875	0.000	2	875	0.000
16:00 - 17:00	2	875	0.000	2	875	0.057	2	875	0.057
17:00 - 18:00	2	875	0.000	2	875	0.000	2	875	0.000
18:00 - 19:00	2	875	0.000	2	875	0.000	2	875	0.000
19:00 - 20:00	1	700	0.000	1	700	0.000	1	700	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.057			0.057			0.114

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

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

Parameter summary

Trip rate parameter range selected:	700 - 1050 (units: sqm)
Survey date date range:	01/01/05 - 27/11/12
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	1050	0.000	1	1050	0.000	1	1050	0.000
08:00 - 09:00	2	875	0.057	2	875	0.000	2	875	0.057
09:00 - 10:00	2	875	0.000	2	875	0.000	2	875	0.000
10:00 - 11:00	2	875	0.057	2	875	0.000	2	875	0.057
11:00 - 12:00	2	875	0.000	2	875	0.057	2	875	0.057
12:00 - 13:00	2	875	0.000	2	875	0.000	2	875	0.000
13:00 - 14:00	2	875	0.171	2	875	0.171	2	875	0.342
14:00 - 15:00	2	875	0.057	2	875	0.057	2	875	0.114
15:00 - 16:00	2	875	0.000	2	875	0.057	2	875	0.057
16:00 - 17:00	2	875	0.000	2	875	0.057	2	875	0.057
17:00 - 18:00	2	875	0.000	2	875	0.000	2	875	0.000
18:00 - 19:00	2	875	0.000	2	875	0.000	2	875	0.000
19:00 - 20:00	1	700	0.000	1	700	0.000	1	700	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.342			0.399			0.741

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

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

Parameter summary

Trip rate parameter range selected:	700 - 1050 (units: sqm)
Survey date date range:	01/01/05 - 27/11/12
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
08	NORTH WEST		
	MS	MERSEYSIDE	2 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:	Retail floor area
Actual Range:	800 to 1200 (units: sqm)
Range Selected by User:	612 to 1350 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/05 to 27/11/12

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	1 days
Wednesday	1 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Residential Zone	2
No Sub Category	1

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

Filtering Stage 3 selection:

Use Class:

A1	3 days

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

Population within 1 mile:

10,001 to 15,000	1 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:

100,001 to 125,000	1 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	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	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.

LIST OF SITES relevant to selection parameters

1 MS-01-C-02 ALDI MERSEYSIDE
SMITHDOWN ROAD
WAVERTREE
LIVERPOOL
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Retail floor area: 900 sqm
Survey date: MONDAY 18/06/07 Survey Type: MANUAL

2 MS-01-C-03 ALDI MERSEYSIDE
LAUREL ROAD
ELM PARK
LIVERPOOL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Retail floor area: 800 sqm
Survey date: WEDNESDAY 20/06/07 Survey Type: MANUAL

3 SH-01-C-01 LIDL SHROPSHIRE
CASTLE STREET
HADLEY
TELFORD
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Retail floor area: 1200 sqm
Survey date: TUESDAY 16/06/09 Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
DC-01-C-02	n

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1050	0.238	2	1050	0.143	2	1050	0.381
08:00 - 09:00	3	967	0.897	3	967	0.414	3	967	1.311
09:00 - 10:00	3	967	2.759	3	967	1.897	3	967	4.656
10:00 - 11:00	3	967	4.034	3	967	3.966	3	967	8.000
11:00 - 12:00	3	967	4.207	3	967	4.000	3	967	8.207
12:00 - 13:00	3	967	4.759	3	967	4.793	3	967	9.552
13:00 - 14:00	3	967	4.690	3	967	4.138	3	967	8.828
14:00 - 15:00	3	967	4.517	3	967	4.103	3	967	8.620
15:00 - 16:00	3	967	5.034	3	967	5.241	3	967	10.275
16:00 - 17:00	3	967	4.276	3	967	4.759	3	967	9.035
17:00 - 18:00	3	967	3.448	3	967	4.138	3	967	7.586
18:00 - 19:00	3	967	2.759	3	967	3.517	3	967	6.276
19:00 - 20:00	3	967	0.897	3	967	1.414	3	967	2.311
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			42.515			42.523			85.038

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:	800 - 1200 (units: sqm)
Survey date date range:	01/01/05 - 27/11/12
Number of weekdays (Monday-Friday):	3
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 for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1050	0.000	2	1050	0.000	2	1050	0.000
08:00 - 09:00	3	967	0.034	3	967	0.034	3	967	0.068
09:00 - 10:00	3	967	0.000	3	967	0.000	3	967	0.000
10:00 - 11:00	3	967	0.069	3	967	0.069	3	967	0.138
11:00 - 12:00	3	967	0.103	3	967	0.103	3	967	0.206
12:00 - 13:00	3	967	0.138	3	967	0.103	3	967	0.241
13:00 - 14:00	3	967	0.103	3	967	0.138	3	967	0.241
14:00 - 15:00	3	967	0.138	3	967	0.103	3	967	0.241
15:00 - 16:00	3	967	0.138	3	967	0.138	3	967	0.276
16:00 - 17:00	3	967	0.172	3	967	0.138	3	967	0.310
17:00 - 18:00	3	967	0.034	3	967	0.069	3	967	0.103
18:00 - 19:00	3	967	0.034	3	967	0.069	3	967	0.103
19:00 - 20:00	3	967	0.000	3	967	0.000	3	967	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.963			0.964			1.927

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:	800 - 1200 (units: sqm)
Survey date date range:	01/01/05 - 27/11/12
Number of weekdays (Monday-Friday):	3
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 for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1050	0.000	2	1050	0.000	2	1050	0.000
08:00 - 09:00	3	967	0.000	3	967	0.000	3	967	0.000
09:00 - 10:00	3	967	0.034	3	967	0.034	3	967	0.068
10:00 - 11:00	3	967	0.034	3	967	0.034	3	967	0.068
11:00 - 12:00	3	967	0.034	3	967	0.034	3	967	0.068
12:00 - 13:00	3	967	0.000	3	967	0.000	3	967	0.000
13:00 - 14:00	3	967	0.000	3	967	0.000	3	967	0.000
14:00 - 15:00	3	967	0.000	3	967	0.000	3	967	0.000
15:00 - 16:00	3	967	0.000	3	967	0.000	3	967	0.000
16:00 - 17:00	3	967	0.000	3	967	0.000	3	967	0.000
17:00 - 18:00	3	967	0.000	3	967	0.000	3	967	0.000
18:00 - 19:00	3	967	0.000	3	967	0.000	3	967	0.000
19:00 - 20:00	3	967	0.000	3	967	0.000	3	967	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.102			0.102			0.204

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:	800 - 1200 (units: sqm)
Survey date date range:	01/01/05 - 27/11/12
Number of weekdays (Monday-Friday):	3
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 for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1050	0.000	2	1050	0.000	2	1050	0.000
08:00 - 09:00	3	967	0.000	3	967	0.000	3	967	0.000
09:00 - 10:00	3	967	0.000	3	967	0.000	3	967	0.000
10:00 - 11:00	3	967	0.000	3	967	0.000	3	967	0.000
11:00 - 12:00	3	967	0.000	3	967	0.000	3	967	0.000
12:00 - 13:00	3	967	0.000	3	967	0.000	3	967	0.000
13:00 - 14:00	3	967	0.000	3	967	0.000	3	967	0.000
14:00 - 15:00	3	967	0.000	3	967	0.000	3	967	0.000
15:00 - 16:00	3	967	0.000	3	967	0.000	3	967	0.000
16:00 - 17:00	3	967	0.000	3	967	0.000	3	967	0.000
17:00 - 18:00	3	967	0.000	3	967	0.000	3	967	0.000
18:00 - 19:00	3	967	0.000	3	967	0.000	3	967	0.000
19:00 - 20:00	3	967	0.000	3	967	0.000	3	967	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected:	800 - 1200 (units: sqm)
Survey date date range:	01/01/05 - 27/11/12
Number of weekdays (Monday-Friday):	3
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 for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1050	0.000	2	1050	0.000	2	1050	0.000
08:00 - 09:00	3	967	0.000	3	967	0.000	3	967	0.000
09:00 - 10:00	3	967	0.000	3	967	0.000	3	967	0.000
10:00 - 11:00	3	967	0.000	3	967	0.000	3	967	0.000
11:00 - 12:00	3	967	0.172	3	967	0.069	3	967	0.241
12:00 - 13:00	3	967	0.034	3	967	0.069	3	967	0.103
13:00 - 14:00	3	967	0.069	3	967	0.103	3	967	0.172
14:00 - 15:00	3	967	0.103	3	967	0.103	3	967	0.206
15:00 - 16:00	3	967	0.103	3	967	0.034	3	967	0.137
16:00 - 17:00	3	967	0.172	3	967	0.172	3	967	0.344
17:00 - 18:00	3	967	0.172	3	967	0.241	3	967	0.413
18:00 - 19:00	3	967	0.000	3	967	0.034	3	967	0.034
19:00 - 20:00	3	967	0.000	3	967	0.000	3	967	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.825			0.825			1.650

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

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

Parameter summary

Trip rate parameter range selected:	800 - 1200 (units: sqm)
Survey date date range:	01/01/05 - 27/11/12
Number of weekdays (Monday-Friday):	3
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 CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
VEHICLES

Selected regions and areas:

03	SOUTH WEST		
	CW	CORNWALL	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
10	WALES		
	CP	CAERPHILLY	1 days
11	SCOTLAND		
	FA	FALKIRK	1 days
	FI	FIFE	1 days
	PK	PERTH & KINROSS	1 days
12	CONNAUGHT		
	CS	SLIGO	2 days
	MA	MAYO	1 days
	RO	ROSCOMMON	1 days
13	MUNSTER		
	CR	CORK	1 days
14	LEINSTER		
	KD	KILDARE	1 days
	KK	KILKENNY	1 days
17	ULSTER (NORTHERN IRELAND)		
	AN	ANTRIM	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:	Number of dwellings
Actual Range:	27 to 74 (units:)
Range Selected by User:	25 to 100 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/05 to 30/05/13

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	2 days
Tuesday	5 days
Wednesday	1 days
Thursday	6 days
Friday	1 days

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

Selected survey types:

Manual count	15 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 Centre	2
Suburban Area (PPS6 Out of Centre)	13

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	11
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.

Filtering Stage 3 selection:

Use Class:

C3	15 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®.

Filtering Stage 3 selection (Cont.):

Population within 1 mile:

1,001 to 5,000	5 days
5,001 to 10,000	4 days
10,001 to 15,000	3 days
15,001 to 20,000	3 days

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

Population within 5 miles:

5,000 or Less	1 days
5,001 to 25,000	6 days
25,001 to 50,000	4 days
50,001 to 75,000	1 days
75,001 to 100,000	2 days
100,001 to 125,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	9 days

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

Travel Plan:

No	15 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 AN-03-A-07 THE CEDARS ANTRIM
CASTLE WAY

ANTRIM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 55
Survey date: TUESDAY 20/12/11 Survey Type: MANUAL

2 CP-03-A-02 SEMI DETACHED CAERPHILLY
THE RISE

PENGAM
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 41
Survey date: MONDAY 05/09/05 Survey Type: MANUAL

3 CR-03-A-01 BUNGALOWS CORK
CURRAGH ROAD
TURNER'S CROSS
CORK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 48
Survey date: THURSDAY 08/12/05 Survey Type: MANUAL

4 CS-03-A-01 TERRACED SLIGO
CIRCULAR ROAD

SLIGO
Edge of Town Centre
No Sub Category
Total Number of dwellings: 46
Survey date: THURSDAY 14/06/07 Survey Type: MANUAL

5 CS-03-A-02 DETACHED SLIGO
CHURCH HILL

SLIGO
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 35
Survey date: THURSDAY 14/06/07 Survey Type: MANUAL

6 CW-03-A-02 SEMI D./DETATCHED CORNWALL
BOSVEAN GARDENS

TRURO
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 73
Survey date: TUESDAY 18/09/07 Survey Type: MANUAL

7 FA-03-A-01 SEMI-DETACHED/TERRACED FALKIRK
MANDELA AVENUE

FALKIRK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 37
Survey date: THURSDAY 30/05/13 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8 FI-03-A-02 SEMI DETACHED FIFE
WAROUT ROAD

GLENROTHES
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 58
Survey date: MONDAY 16/05/05 Survey Type: MANUAL

9 KD-03-A-02 TERRACED/SEMI-D. KILDARE
CEDARWOOD PARK
MORRISTOWN ROAD
NEWBRIDGE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 71
Survey date: TUESDAY 12/05/09 Survey Type: MANUAL

10 KK-03-A-04 TERRACED KILKENNY
PATRICK STREET

KILKENNY
Edge of Town Centre
No Sub Category
Total Number of dwellings: 30
Survey date: THURSDAY 27/11/08 Survey Type: MANUAL

11 MA-03-A-01 SEMI-DET. & TERRACED MAYO
N26 STATION ROAD

BALLINA
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 74
Survey date: FRIDAY 15/07/11 Survey Type: MANUAL

12 NF-03-A-01 SEMI DET. & BUNGALOWS NORFOLK
YARMOUTH ROAD

CAISTER-ON-SEA
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 27
Survey date: TUESDAY 16/10/12 Survey Type: MANUAL

13 NY-03-A-01 MIXED HOUSES NORTH YORKSHIRE
GRAMMAR SCHOOL LANE

NORTHALLERTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 52
Survey date: TUESDAY 25/09/07 Survey Type: MANUAL

14 PK-03-A-01 DETAC. & BUNGALOWS PERTH & KINROSS
TULLYLUMB TERRACE
GORNHILL
PERTH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 36
Survey date: WEDNESDAY 11/05/11 Survey Type: MANUAL

15 RO-03-A-02 SEMI DET. & BUNGALOWS ROSCOMMON
SLIGO ROAD

BALLAGHADERREEN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 31
Survey date: THURSDAY 14/07/11 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
AD-03-A-01	City
DL-03-A-07	City
DL-03-A-08	City
HI-03-A-14	City
NF-03-A-02	City
SF-03-A-01	Large Town

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	30	0.133	1	30	0.033	1	30	0.166
07:00 - 08:00	15	48	0.077	15	48	0.242	15	48	0.319
08:00 - 09:00	15	48	0.225	15	48	0.430	15	48	0.655
09:00 - 10:00	15	48	0.196	15	48	0.286	15	48	0.482
10:00 - 11:00	15	48	0.192	15	48	0.204	15	48	0.396
11:00 - 12:00	15	48	0.199	15	48	0.209	15	48	0.408
12:00 - 13:00	15	48	0.203	15	48	0.206	15	48	0.409
13:00 - 14:00	15	48	0.235	15	48	0.234	15	48	0.469
14:00 - 15:00	15	48	0.268	15	48	0.262	15	48	0.530
15:00 - 16:00	15	48	0.266	15	48	0.192	15	48	0.458
16:00 - 17:00	15	48	0.378	15	48	0.265	15	48	0.643
17:00 - 18:00	15	48	0.423	15	48	0.305	15	48	0.728
18:00 - 19:00	15	48	0.366	15	48	0.238	15	48	0.604
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.161			3.106			6.267

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:	27 - 74 (units:)
Survey date date range:	01/01/05 - 30/05/13
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	6

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	30	0.000	1	30	0.000	1	30	0.000
07:00 - 08:00	15	48	0.001	15	48	0.000	15	48	0.001
08:00 - 09:00	15	48	0.001	15	48	0.004	15	48	0.005
09:00 - 10:00	15	48	0.001	15	48	0.000	15	48	0.001
10:00 - 11:00	15	48	0.001	15	48	0.003	15	48	0.004
11:00 - 12:00	15	48	0.004	15	48	0.003	15	48	0.007
12:00 - 13:00	15	48	0.003	15	48	0.000	15	48	0.003
13:00 - 14:00	15	48	0.006	15	48	0.003	15	48	0.009
14:00 - 15:00	15	48	0.003	15	48	0.006	15	48	0.009
15:00 - 16:00	15	48	0.000	15	48	0.001	15	48	0.001
16:00 - 17:00	15	48	0.001	15	48	0.001	15	48	0.002
17:00 - 18:00	15	48	0.001	15	48	0.000	15	48	0.001
18:00 - 19:00	15	48	0.000	15	48	0.000	15	48	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.022			0.021			0.043

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:	27 - 74 (units:)
Survey date date range:	01/01/05 - 30/05/13
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	6

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
PSVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	30	0.000	1	30	0.000	1	30	0.000
07:00 - 08:00	15	48	0.000	15	48	0.000	15	48	0.000
08:00 - 09:00	15	48	0.001	15	48	0.001	15	48	0.002
09:00 - 10:00	15	48	0.001	15	48	0.000	15	48	0.001
10:00 - 11:00	15	48	0.000	15	48	0.001	15	48	0.001
11:00 - 12:00	15	48	0.000	15	48	0.000	15	48	0.000
12:00 - 13:00	15	48	0.000	15	48	0.000	15	48	0.000
13:00 - 14:00	15	48	0.000	15	48	0.000	15	48	0.000
14:00 - 15:00	15	48	0.001	15	48	0.001	15	48	0.002
15:00 - 16:00	15	48	0.004	15	48	0.003	15	48	0.007
16:00 - 17:00	15	48	0.001	15	48	0.003	15	48	0.004
17:00 - 18:00	15	48	0.000	15	48	0.000	15	48	0.000
18:00 - 19:00	15	48	0.000	15	48	0.000	15	48	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.009			0.017

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:	27 - 74 (units:)
Survey date date range:	01/01/05 - 30/05/13
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	6

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	30	0.000	1	30	0.000	1	30	0.000
07:00 - 08:00	15	48	0.003	15	48	0.004	15	48	0.007
08:00 - 09:00	15	48	0.001	15	48	0.007	15	48	0.008
09:00 - 10:00	15	48	0.000	15	48	0.000	15	48	0.000
10:00 - 11:00	15	48	0.006	15	48	0.007	15	48	0.013
11:00 - 12:00	15	48	0.006	15	48	0.004	15	48	0.010
12:00 - 13:00	15	48	0.004	15	48	0.007	15	48	0.011
13:00 - 14:00	15	48	0.003	15	48	0.003	15	48	0.006
14:00 - 15:00	15	48	0.006	15	48	0.010	15	48	0.016
15:00 - 16:00	15	48	0.008	15	48	0.008	15	48	0.016
16:00 - 17:00	15	48	0.011	15	48	0.011	15	48	0.022
17:00 - 18:00	15	48	0.013	15	48	0.003	15	48	0.016
18:00 - 19:00	15	48	0.011	15	48	0.007	15	48	0.018
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.072			0.071			0.143

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:	27 - 74 (units:)
Survey date date range:	01/01/05 - 30/05/13
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	6

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 CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	WS	WEST SUSSEX	1 days
14	LEINSTER		
	KK	KILKENNY	1 days
17	ULSTER (NORTHERN IRELAND)		
	TY	TYRONE	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:	Number of dwellings
Actual Range:	44 to 90 (units:)
Range Selected by User:	30 to 100 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/00 to 30/05/13

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:

Saturday	3 days

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

Selected survey types:

Manual count	1 days
Directional ATC Count	2 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 Centre	1
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Residential Zone	1
Village	1
No Sub Category	1

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

Filtering Stage 3 selection:

Use Class:

C3	3 days

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

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	2 days

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

Car ownership within 5 miles:

1.1 to 1.5	3 days

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

Travel Plan:

Not Known	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.

LIST OF SITES relevant to selection parameters

1 KK-03-A-02 SEMI-DETACHED KILKENNY
UPPER PATRICK STREET

KILKENNY
Edge of Town Centre
Residential Zone
Total Number of dwellings: 68
Survey date: SATURDAY 29/11/08 Survey Type: MANUAL

2 TY-03-A-01 DETACHED/SEMI DET. TYRONE

OMAGH
Edge of Town
No Sub Category
Total Number of dwellings: 44
Survey date: SATURDAY 27/09/03 Survey Type: DIRECTIONAL ATC COUNT

3 WS-03-A-03 SEMI DET. & TERRACED WEST SUSSEX
A266
MID LAVANT
NEAR CHICHESTER
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of dwellings: 90
Survey date: SATURDAY 25/11/00 Survey Type: DIRECTIONAL ATC COUNT

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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	2	67	0.060	2	67	0.037	2	67	0.097
01:00 - 02:00	2	67	0.045	2	67	0.030	2	67	0.075
02:00 - 03:00	2	67	0.030	2	67	0.015	2	67	0.045
03:00 - 04:00	2	67	0.007	2	67	0.015	2	67	0.022
04:00 - 05:00	2	67	0.007	2	67	0.015	2	67	0.022
05:00 - 06:00	2	67	0.007	2	67	0.000	2	67	0.007
06:00 - 07:00	2	67	0.007	2	67	0.037	2	67	0.044
07:00 - 08:00	3	67	0.030	3	67	0.084	3	67	0.114
08:00 - 09:00	3	67	0.109	3	67	0.297	3	67	0.406
09:00 - 10:00	3	67	0.178	3	67	0.302	3	67	0.480
10:00 - 11:00	3	67	0.228	3	67	0.228	3	67	0.456
11:00 - 12:00	3	67	0.416	3	67	0.391	3	67	0.807
12:00 - 13:00	3	67	0.366	3	67	0.252	3	67	0.618
13:00 - 14:00	3	67	0.238	3	67	0.292	3	67	0.530
14:00 - 15:00	3	67	0.297	3	67	0.238	3	67	0.535
15:00 - 16:00	3	67	0.302	3	67	0.317	3	67	0.619
16:00 - 17:00	3	67	0.292	3	67	0.183	3	67	0.475
17:00 - 18:00	3	67	0.356	3	67	0.282	3	67	0.638
18:00 - 19:00	3	67	0.267	3	67	0.248	3	67	0.515
19:00 - 20:00	2	67	0.201	2	67	0.201	2	67	0.402
20:00 - 21:00	2	67	0.239	2	67	0.194	2	67	0.433
21:00 - 22:00	2	67	0.134	2	67	0.090	2	67	0.224
22:00 - 23:00	2	67	0.075	2	67	0.037	2	67	0.112
23:00 - 24:00	2	67	0.067	2	67	0.075	2	67	0.142
Total Rates:			3.958			3.860			7.818

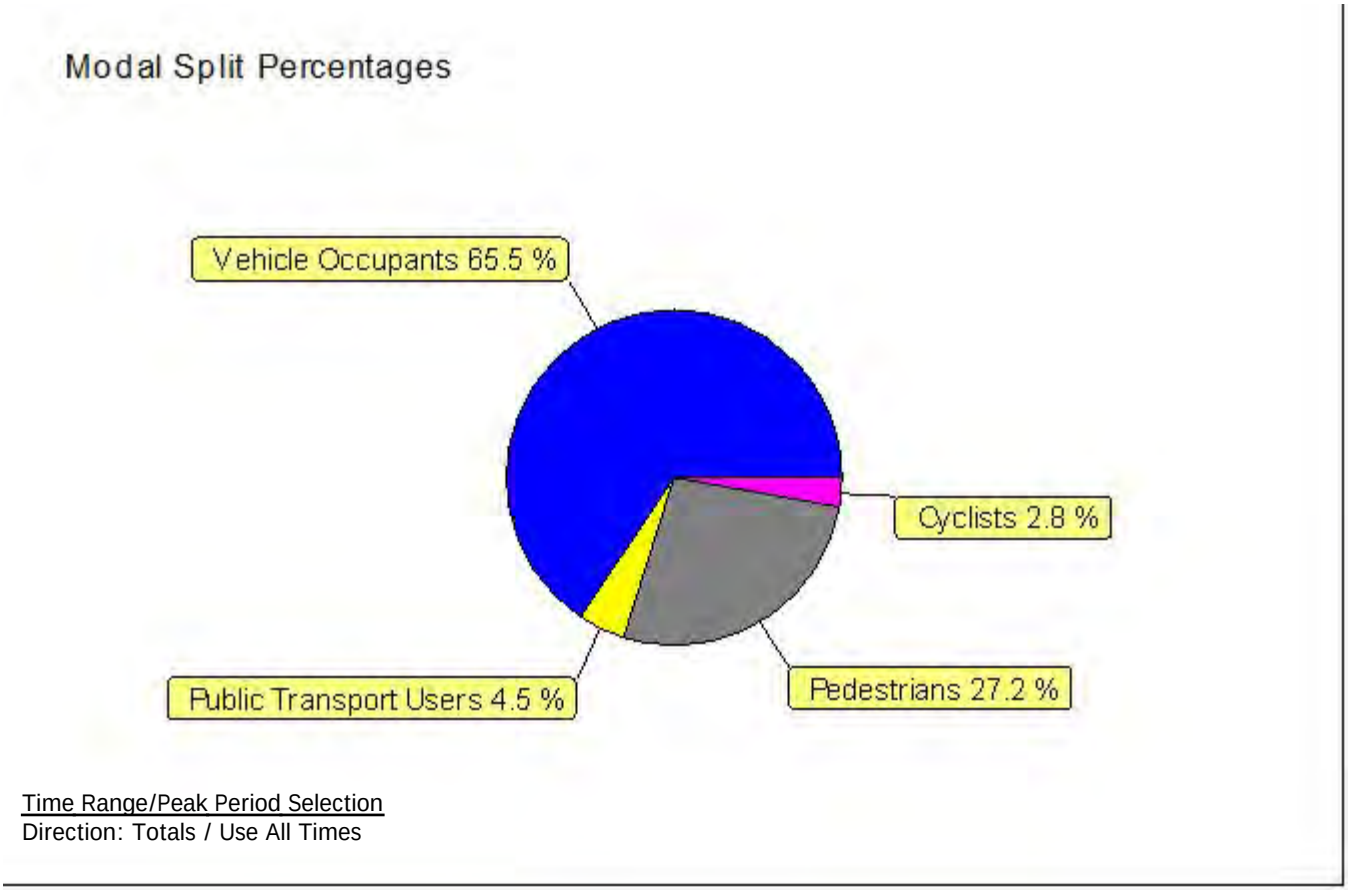
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

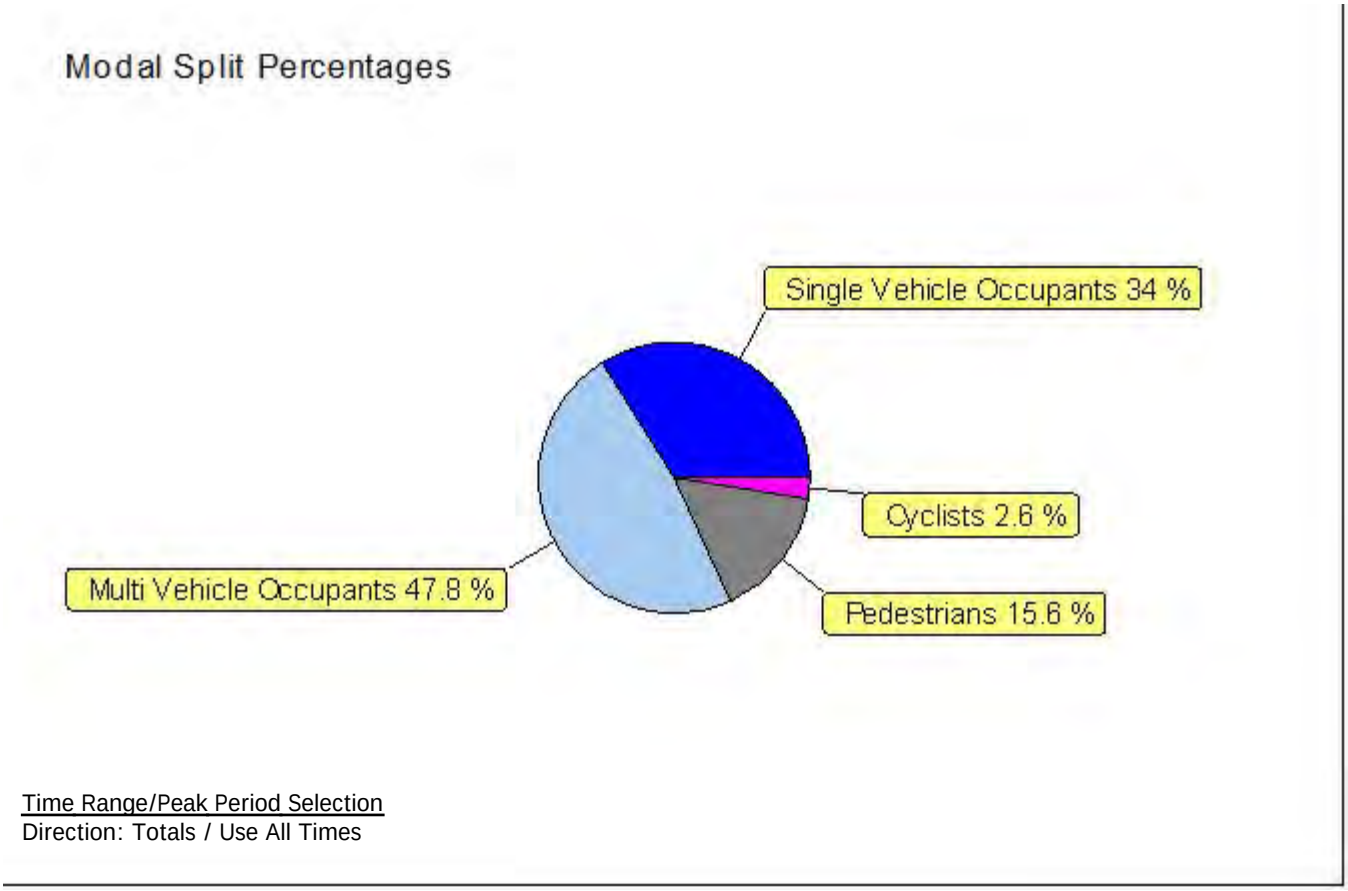
Parameter summary

Trip rate parameter range selected:	44 - 90 (units:)
Survey date date range:	01/01/00 - 30/05/13
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	3
Number of Sundays:	0
Surveys manually removed from selection:	0

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



Time Range/Peak Period Selection
Direction: Totals / Use All Times



Time Range/Peak Period Selection
Direction: Totals / Use All Times

TRICS 7.1.2
Trip Rate Param Retail floor area

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
Calculation Factor: 100 sqm
Count Type: TOTAL PEOPLE

			ARRIVALS			DEPARTURES			TOTALS
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	RFA	Rate	Days	RFA	Rate	Days	RFA	Rate
00:00-01:00	0	0	0	0	0	0	0	0	0
01:00-02:00	0	0	0	0	0	0	0	0	0
02:00-03:00	0	0	0	0	0	0	0	0	0
03:00-04:00	0	0	0	0	0	0	0	0	0
04:00-05:00	0	0	0	0	0	0	0	0	0
05:00-06:00	0	0	0	0	0	0	0	0	0
06:00-07:00	0	0	0	0	0	0	0	0	0
07:00-08:00	2	995	0.402	2	995	0	2	995	0.402
08:00-09:00	3	988	1.18	3	988	0.708	3	988	1.888
09:00-10:00	3	988	3.845	3	988	2.901	3	988	6.746
10:00-11:00	3	988	4.958	3	988	3.575	3	988	8.533
11:00-12:00	3	988	4.013	3	988	4.115	3	988	8.128
12:00-13:00	3	988	4.283	3	988	4.519	3	988	8.802
13:00-14:00	3	988	4.25	3	988	4.654	3	988	8.904
14:00-15:00	3	988	5.329	3	988	4.958	3	988	10.287
15:00-16:00	3	988	5.261	3	988	5.565	3	988	10.826
16:00-17:00	3	988	4.755	3	988	4.789	3	988	9.544
17:00-18:00	3	988	3.238	3	988	4.755	3	988	7.993
18:00-19:00	3	988	2.53	3	988	2.698	3	988	5.228
19:00-20:00	3	988	0.607	3	988	1.113	3	988	1.72
20:00-21:00	2	995	0.603	2	995	0.653	2	995	1.256
21:00-22:00	2	995	0.201	2	995	0.553	2	995	0.754
22:00-23:00	0	0	0	0	0	0	0	0	0
23:00-24:00	0	0	0	0	0	0	0	0	0
Daily Trip Rates:			45.455			45.556			91.011

TRICS 7.1.2
Trip Rate Parameter: Retail floor area

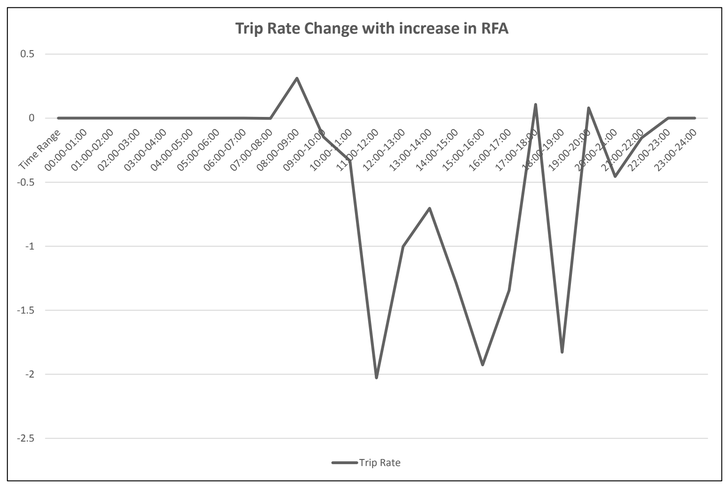
TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
Calculation Factor: 100 sqm
Count Type: VEHICLES

			ARRIVALS			DEPARTURES			TOTALS
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	RFA	Rate	Days	RFA	Rate	Days	RFA	Rate
00:00-01:00	0	0	0	0	0	0	0	0	0
01:00-02:00	0	0	0	0	0	0	0	0	0
02:00-03:00	0	0	0	0	0	0	0	0	0
03:00-04:00	0	0	0	0	0	0	0	0	0
04:00-05:00	0	0	0	0	0	0	0	0	0
05:00-06:00	0	0	0	0	0	0	0	0	0
06:00-07:00	0	0	0	0	0	0	0	0	0
07:00-08:00	1	1000	0.4	1	1000	0	1	1000	0.4
08:00-09:00	1	1000	1.2	1	1000	1	1	1000	2.2
09:00-10:00	1	1000	4	1	1000	2.6	1	1000	6.6
10:00-11:00	1	1000	4.9	1	1000	3.3	1	1000	8.2
11:00-12:00	1	1000	2.8	1	1000	3.3	1	1000	6.1
12:00-13:00	1	1000	4.1	1	1000	3.7	1	1000	7.8
13:00-14:00	1	1000	4.1	1	1000	4.1	1	1000	8.2
14:00-15:00	1	1000	4.1	1	1000	4.9	1	1000	9
15:00-16:00	1	1000	4	1	1000	4.9	1	1000	8.9
16:00-17:00	1	1000	4	1	1000	4.2	1	1000	8.2
17:00-18:00	1	1000	3.6	1	1000	4.5	1	1000	8.1
18:00-19:00	1	1000	1.8	1	1000	1.6	1	1000	3.4
19:00-20:00	1	1000	0.6	1	1000	1.2	1	1000	1.8
20:00-21:00	1	1000	0.5	1	1000	0.3	1	1000	0.8
21:00-22:00	1	1000	0.2	1	1000	0.4	1	1000	0.6
22:00-23:00	0	0	0	0	0	0	0	0	0
23:00-24:00	0	0	0	0	0	0	0	0	0
Daily Trip Rates:			40.3			40			80.3

(1000 to 1500 - 700 to 1000) sqm RFA

Note: A postive interger illustrates an increase in trips as a result of a larger RFA

			ARRIVALS			DEPARTURES			TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip Rate	
Time Range	Days	RFA	Rate	Days	RFA	Rate	Days	RFA	Rate	
00:00-01:00	0	0	0	0	0	0	0	0	0	
01:00-02:00	0	0	0	0	0	0	0	0	0	
02:00-03:00	0	0	0	0	0	0	0	0	0	
03:00-04:00	0	0	0	0	0	0	0	0	0	
04:00-05:00	0	0	0	0	0	0	0	0	0	
05:00-06:00	0	0	0	0	0	0	0	0	0	
06:00-07:00	0	0	0	0	0	0	0	0	0	
07:00-08:00	-1	5	-0.002	-1	5	0	-1	5	-0.002	
08:00-09:00	-2	12	0.02	-2	12	0.292	-2	12	0.312	
09:00-10:00	-2	12	0.155	-2	12	-0.301	-2	12	-0.146	
10:00-11:00	-2	12	-0.058	-2	12	-0.275	-2	12	-0.333	
11:00-12:00	-2	12	-1.213	-2	12	-0.815	-2	12	-2.028	Largest Decrease
12:00-13:00	-2	12	-0.183	-2	12	-0.819	-2	12	-1.002	
13:00-14:00	-2	12	-0.15	-2	12	-0.554	-2	12	-0.704	
14:00-15:00	-2	12	-1.229	-2	12	-0.058	-2	12	-1.287	
15:00-16:00	-2	12	-1.261	-2	12	-0.665	-2	12	-1.926	
16:00-17:00	-2	12	-0.755	-2	12	-0.589	-2	12	-1.344	
17:00-18:00	-2	12	0.362	-2	12	-0.255	-2	12	0.107	
18:00-19:00	-2	12	-0.73	-2	12	-1.098	-2	12	-1.828	
19:00-20:00	-2	12	-0.007	-2	12	0.087	-2	12	0.08	
20:00-21:00	-1	5	-0.103	-1	5	-0.353	-1	5	-0.456	
21:00-22:00	-1	5	-0.001	-1	5	-0.153	-1	5	-0.154	
22:00-23:00	0	0	0	0	0	0	0	0	0	
23:00-24:00	0	0	0	0	0	0	0	0	0	
Daily Trip Rates:			-5.155			-5.556			-10.711	



APPENDIX B

Accident Data

ID	Accident I	Location E	Location N	Longitude	Latitude	Police Fon	Accident S	Number o	Number o	Date	Day of We	Time	Local Aut	Local Authority (Hi	Hetwavl	1st Road	1st Road	Road Type	Speed limi	Junction D	Junction C	2nd Road	2nd Road	Pedestrian	Pedestrian	Light Conc	Weather C	Road Surf	Special Co	Carriagewa	Urban or	Did Police	LSOA of Ac
6796684	20061480	435630	411520	-1.46308	53.59904	14	3	1	1	24/01/2006	3	16:00:00	210	E08000016		4	6428	6	30	3	3	6	0	0	0	1	1	1	0	0	1	2	E01007435
6796685	20061481	436180	411450	-1.45478	53.59837	14	3	2	1	01/09/2006	6	13:20:00	210	E08000016		6	0	6	30	7	2	6	0	0	4	1	1	1	0	0	1	1	E01007434
6796686	20061481	435750	411130	-1.46131	53.59552	14	2	2	1	27/12/2006	4	16:46:00	210	E08000016		6	0	6	20	5	4	6	0	0	0	4	2	2	0	0	1	1	E01007435
6796687	20071480	436080	411590	-1.45627	53.59964	14	3	2	1	04/03/2007	1	06:00:00	210	E08000016		4	6132	6	30	0	-1	-1	0	0	0	4	1	2	0	0	1	1	E01007434
6796688	20071480	436180	411440	-1.45478	53.59828	14	3	1	1	20/04/2007	6	16:30:00	210	E08000016		4	6428	6	30	6	2	6	0	0	5	1	1	1	0	0	1	1	E01007434
6796689	20071480	436040	411660	-1.45687	53.60027	14	3	2	3	12/05/2007	7	19:00:00	210	E08000016		4	6132	6	30	3	3	6	0	0	0	1	1	2	0	0	1	1	E01007438
6796690	20071480	436040	411660	-1.45687	53.60027	14	3	1	1	12/06/2007	3	15:30:00	210	E08000016		6	0	6	30	3	3	6	0	0	0	1	1	1	0	0	1	1	E01007438
6796691	20071480	436050	411370	-1.45675	53.59766	14	3	2	3	13/07/2007	6	09:20:00	210	E08000016		4	6248	6	30	3	4	6	0	0	0	1	1	2	0	0	1	1	E01007434
6796692	20071480	436180	411450	-1.45478	53.59837	14	3	2	1	20/07/2007	6	17:45:00	210	E08000016		6	0	6	30	6	2	6	0	0	4	1	2	2	0	0	1	1	E01007434
6796693	20081480	436050	411650	-1.45672	53.60018	14	3	2	1	08/02/2008	6	07:20:00	210	E08000016		4	6132	6	30	9	4	6	0	0	0	1	1	1	0	0	1	1	E01007434
6796694	20081480	436100	411380	-1.456	53.59775	14	3	2	1	11/04/2008	6	16:00:00	210	E08000016		6	0	6	30	0	0	-1	0	0	0	4	2	2	0	0	1	2	E01007434
6796695	20081480	436050	411320	-1.45676	53.59721	14	3	1	1	02/07/2008	4	15:30:00	210	E08000016		6	0	6	30	0	0	-1	0	0	0	1	1	1	0	0	1	1	E01007435
6796696	20081481	436040	411670	-1.45687	53.60036	14	3	2	1	24/11/2008	2	10:45:00	210	E08000016		4	6132	6	30	3	4	6	0	0	0	1	1	1	0	0	1	1	E01007438
6796697	20091480	436180	411450	-1.45478	53.59837	14	3	2	2	16/01/2009	6	11:38:00	210	E08000016		6	0	6	30	6	2	6	0	0	0	1	1	1	0	0	1	1	E01007434
6796698	20091480	435860	411440	-1.45962	53.5983	14	2	1	2	04/06/2009	5	12:37:00	210	E08000016		6	0	6	30	0	0	-1	0	0	0	1	1	1	0	0	1	1	E01007434
6796699	20091480	435860	411440	-1.45962	53.5983	14	3	2	2	16/06/2009	3	19:00:00	210	E08000016		4	6428	6	30	0	0	-1	0	0	0	1	1	1	0	0	1	2	E01007434
6796700	20091480	436100	411550	-1.45598	53.59927	14	3	2	2	07/09/2009	2	12:30:00	210	E08000016		6	0	6	30	7	4	6	0	0	0	1	1	1	0	0	1	1	E01007434
6796701	20091481	435710	411360	-1.46189	53.59759	14	2	2	1	01/10/2009	5	05:32:00	210	E08000016		6	0	6	30	0	0	-1	0	0	0	4	1	1	0	0	1	1	E01007435
6796702	20101480	436180	411450	-1.45478	53.59837	14	3	2	2	17/01/2010	1	19:30:00	210	E08000016		6	0	6	30	6	2	6	0	0	5	4	1	1	0	0	1	1	E01007434
6796703	20111480	436050	411640	-1.45672	53.60009	14	2	3	1	02/03/2011	4	15:35:00	210	E08000016		4	6132	6	30	8	4	6	0	0	0	1	1	1	0	0	1	1	E01007434
6796704	20111480	435510	411280	-1.46492	53.59689	14	2	1	4	23/07/2011	7	11:51:00	210	E08000016		6	0	6	30	3	4	6	0	0	0	1	1	1	0	0	1	1	E01007435
6796705	20111480	436050	411640	-1.45672	53.60009	14	3	2	1	07/08/2011	1	11:55:00	210	E08000016		6	0	6	30	3	4	6	0	0	0	1	1	1	0	0	1	1	E01007434
6796706	20111481	435780	411470	-1.46082	53.59858	14	3	2	2	19/12/2011	2	10:16:00	210	E08000016		4	6428	6	30	3	4	6	0	0	0	1	2	2	0	0	1	1	E01007435
6796707	20121480	435590	411640	-1.46367	53.60012	14	2	2	1	23/03/2012	6	09:00:00	210	E08000016		6	0	6	30	0	-1	-1	0	0	0	1	1	1	0	0	1	1	E01007439
6796708	20121481	435990	411390	-1.45766	53.59784	14	3	1	1	19/12/2012	4	12:50:00	210	E08000016		4	6428	6	30	3	4	6	0	0	0	1	2	2	0	0	1	2	E01007434



Scale 1:5,000	DRAWN BY PR	CHECKED BY CS	Transport Potential	SCHEME Scheme	DRAWING TITLE Accident Data
DRAWING REFERENCE royst/gis/03		REV		ON BEHALF OF client	
DATE Jan 2014	CAD REF GIS/Full COA map - 2011		Transport Potential LTD,1 Mariner Court, Calder Park, Wakefield, WF4 3FL		

Pedestrian Crossing

Alexandra Working Mens Club

INDICATIVE TRUE NORTH

HIGH STREET

Improved access subject to LA highway approval

Existing Tree to be removed

1 in 20 access road

Aldi Signage subject to seperate application

Proposed stepped access (subject to land owner)

MAX 1 in 2

MAX 1 in 2

1 in 4

121 no. Parking spaces

(2.5m x 5m Bays)

Pedestrian priority crossing

Proposed Pedestrian Access

Pedestrian priority crossing

1 in 14.5

1 in 20

1 in 20

1 in 20

1 in 5 embankment

1 in 2.5 embankment

Proposed 1m retaining wall

1 in 40

1 in 80

1 in 15

Pedestrian priority crossing

Pedestrian priority crossing

1 in 40

1 in 40

1 in 80

1 in 30

1 in 100

No Gradient

1 in 35

1 in 35

1 in 2.4 embankment

1 in 2.5 embankment

1 in 4 embankment

1 in 55

1.8m high timber closed board fence to boundary

Proposed 2.3m retaining wall

Proposed 0.2m retaining wall

Existing retaining wall

Existing retaining wall

2m high timber acoustic closed board fence

2m high timber closed board fence to boundary

Proposed 3m retaining

Proposed 2.5m retaining

Landscape Buffer

Gated security fence to rear of store

Site Boundary

FOODSTORE SITE

approx 2.53 ACRES

(1.03 HA)

Proposed

ALDI Foodstore

1728sq.m GIA

1788sq.m GEA

1108sq.m Nett Sales Area

1254sq.m Gross Sales Area

FFL +70.500

5 no. Cycle Hoops

MOTORCYCLES

MOTORCYCLES

NATIVE LANDSCAPING

Existing Landscaping

Existing Landscaping

Existing Trees to be removed

WINMARTH COURT

Flat Area

Flat Area

Flat Area

74.56 74.57 74.01 74.185 73.66 73.75 74.20 73.951 73.75 73.888 73.13 73.52 73.23 73.19 72.38 72.45 72.85 72.51 72.27 72.08 72.87 71.89 71.83 71.48 72.38 73.380 71.215 71.385 72.930 71.175 71.000 71.44 71.100 71.000 71.000 71.365 71.320 70.090 71.930 71.76 70.820 70.470 70.450 70.350 70.67 71.77 70.420 70.210 71.180 69.24 69.97 71.365 70.660 70.450 70.305 67.89 68.32 66.74 65.51 66.41 64.65 66.58 69.950 66.56 69.678 66.71 69.200 69.830 69.830 69.520 63.87 65.19 65.500 65.69 66.19 66.28 65.88 65.500 65.500 65.400 65.500 65.400 63.11 65.31 65.42 65.37 65.53 65.41 65.30 64.06 69.37 69.19 67.43 70.350 66.90 70.000 65.26

D	23.10.14	Layout amended to include 3E engineers drawing. Car parking & Landscapingamended to suit; store layout updated	LH	NJC
C	12.08.14	Layout amended to exclude residential site	LH	NJC
B	12.05.14	Pedestrian link to west boundary footpath amended	JDB	NJC
A	25.04.14	Fence to rear of store added & trees amended	JDB	NJC
Rev	Date	Description	Rev By	Chk'd By

Project Title	Proposed Development High Street Royston
Client	Aldi Stores Ltd
Status	Planning
Scale	1:200
Drawing Size	A1
Drawn By	LH
Checked By	JDB
Date	02/14

Drawing Title	Proposed Site Plan
Job-Dwg No	1124-100
Rev	D

THE HARRIS PARTNERSHIP WAKEFIELD
2 St. Johns North, Wakefield, WF1 3QA
t. 01924 291 800 f. 01924 290 072

THE HARRIS PARTNERSHIP MANCHESTER
2nd Floor, Carvers Warehouse,
77 Dale Street, Manchester, M1 2HG
t. 0161 238 8555 f. 0161 244 5809

THE HARRIS PARTNERSHIP MILTON KEYNES
The Old Rectory, 79 High Street
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THE HARRIS PARTNERSHIP READING
101 London Road, Reading, RG1 5BY
t. 0118 950 7700 f. 0118 956 8642

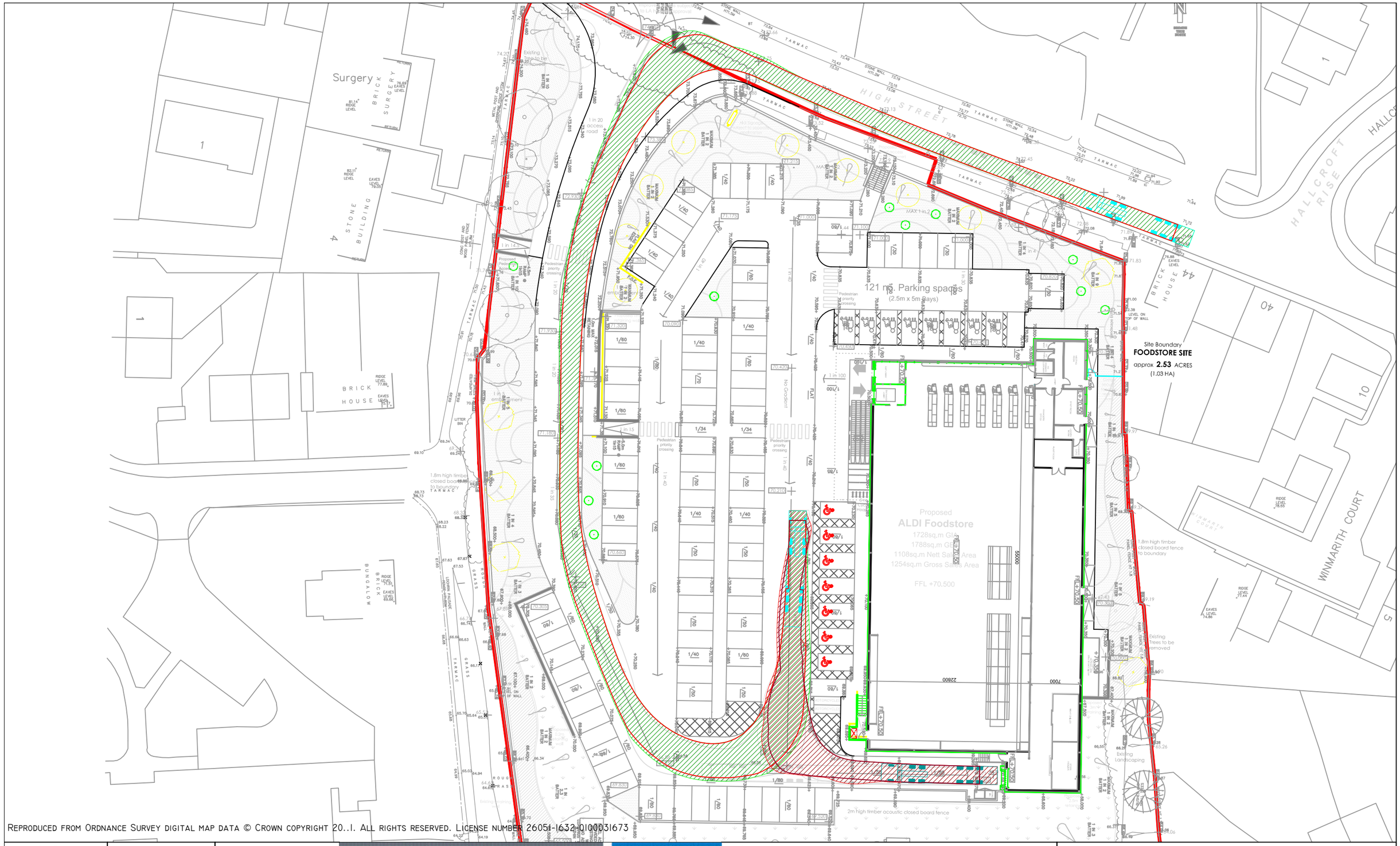
THE HARRIS PARTNERSHIP
ARCHITECTS
www.harrispartnership.com

0 2 4 6 8 10m

SCALE 1:200

CAD file reference

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SCALE @ A3	DRAWN BY PR	CHECKED BY CS	
DRAWING REFERENCE T237_19		REVISION	
DATE NOVEMBER 2014	CAD REF T237_19.DWG		

Transport Potential

UNIT 1, THE GATEWAY. SILKWOOD PARK, WAKEFIELD. WF5 9TJ

SCHEME
ROYSTON

ON BEHALF OF
ALDI STORES LTD

DRAWING TITLE
SWEPT PATH