



South Shields Transport Interchange and Retail/Office Development

TRANSPORT ASSESSMENT

Report

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JMP Consultants Ltd
Milburn House
Dean Street
Newcastle Upon Tyne
NE1 1LE
T 0191 260 0135 F 0191 206 4001 E newcastle@jmp.co.uk

www.jmp.co.uk
forwardthinking@jmp.co.uk
facebook.com/jmp.consultants
twitter.com/#!/_jmp
linkedin.com/company/jmp consulting

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1 Introduction

BACKGROUND

- 1.1 JMP have been appointed by MUSE Developments, Nexus and South Tyneside Council to carry out a Transport Assessment and accompanying Travel Plan for the proposed development of a bus and metro Transport Interchange (hereafter referred to as the Interchange) in South Shields town centre, South Tyneside. The Interchange is an integral part of the wider regeneration of the town centre as part of the South Shields 365 Vision.
- 1.2 The development consists of:
- A new bus and metro interchange incorporating a travel shop, small retail outlet and staff/customer amenities;
 - 293m² of retail development;
 - 620m² of office development;
 - A pickup/drop off area for short term parking;
 - A loading bay
 - Taxi rank; and
 - Public realm improvements.
- 1.3 STC has embarked on an ambitious initiative intent on the regeneration and revitalisation of South Shields town centre referred to as the South Shields 365 town centre vision. This sets out a sustainable economic vision for South Shields which will help create new opportunities for residents, businesses and visitors. This will include the creation of an expanded retail and leisure offer which ensures that a greater amount of spend is retained in the borough.
- 1.4 Fundamental to the town centre is the provision of a range of other attractions and experiences which add value and create a unique offer to encourage repeat trips. This will aid STC's ambition to create a vibrant town centre which will be a place of all year round cultural, leisure and retail activity for residents, businesses and visitors.
- 1.5 Taking this bold vision forward is a major step in securing a sustainable future for South Shields. It sets out major interventions which will transform the town and provide lasting improvements to the way the town functions - from the shopping and leisure offer to the way people travel to, from and around the town centre, making it easy for all visitors to enjoy the Foreshore and Riverside as well.
- 1.6 This element forms the second stage of the town centre works creating an important transport hub that gives a great first impression for arrivals to South Shields town centre.
- 1.7 The first phase of works, 'The Word' creates a new community hub in the heart of the town centre, was granted planning permission in October 2014.

STRUCTURE OF REPORT

- 1.8 The assessment will undertake the following stages:
- Existing transport conditions;
 - Collision analysis;
 - Trip Generation & distribution; and
 - Impact assessment.

POLICY REVIEW

- 1.9 The proposals have been developed in accordance with current policy at national and local level.

National Policy

National Planning Policy Framework (NPPF)

- 1.10 The final version of the NPPF was published on 27 March 2012. It came into effect immediately, superseding all other national planning policy (eg. PPGs, PPSs) (except on waste).
- 1.11 The document sets out the Government's economic, environmental and social planning policies for England and its expectation for their application. It is meant as high level guidance for local councils to use when defining their local and neighbourhood plans. This approach allows the planning system to be tailored to reflect the needs and priorities of individual communities.
- 1.12 The essence of the document is to support sustainable development, defined as 'meeting the needs of the present without compromising the ability of future generations to meet their own needs'.
- 1.13 The NPPF defines the delivery of sustainable development through three roles, as given below, and notes that to achieve sustainable development, these roles should be sought jointly and simultaneously through the planning system:
- Planning for prosperity (an economic role);
 - Planning for people (a social role); and
 - Planning for places (an environmental role).
- 1.14 At the heart of the NPPF is a presumption in favour of sustainable development which 'should be seen as a golden thread running through both plan making and decision taking' (Paragraph 14). In Paragraph 15, it goes on to say that 'Policies in Local Plans should follow the approach of the presumption in favour of sustainable development so that it is clear that development which is sustainable can be approved without delay'.
- 1.15 NPPF recognises that transport policies have an important role to play in wider sustainability and health objectives as well as their direct influence on development. It seeks to ensure that the transport system is balanced in favour of sustainable transport modes, giving people a real choice about how they travel.
- 1.16 Paragraph 32 states that developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. It goes on to state that plans and decisions should take account of whether:
- 'The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
 - Safe and sustainable access to the site can be achieved for all people; and
 - Improvements can be undertaken within the transport networks that cost-effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe'.

The Future of Transport White Paper

- 1.17 The current approach to the provision of transportation infrastructure was introduced by the Department for Transport (DfT) in the 2004 White Paper 'The Future of Transport'. An underlying objective of the strategy was to deal with the pressures of increasing demand for travel by striking the right balance between environmental, economic and social objectives, now and into the future. This placed greater emphasis on managing the growing demand for travel and recognised that simply providing ever more capacity on the existing road network is not the answer in the long term.

Increasing emphasis should be placed on encouraging the provision and use of public transport, particularly buses, and the greater introduction of Travel Plan initiatives.

- 1.18 The development proposals take on board the key tenets of the White Paper; aiming to provide a land use that is well integrated with the surrounding areas and easily accessible by a range of modes of travel, with particular emphasis on encouraging the use of non-car modes of transport.

Local Planning Policy

Local Planning Policy (LEPs)

- 1.19 Upon formation, the Coalition Government moved rapidly to remove the regional tier of government in England, with the revocation of Regional Spatial Strategies.
- 1.20 The policy focus has shifted to the promotion of planning at a local neighbourhood or community scale, at a level to be influenced by local people. This move towards localism serves to strengthen the role of directly elected Local Authorities in determining their own priorities and strategies, and encourages a much stronger partnership with local businesses and local people in delivering the growth and regeneration of their own communities. Consequently, as part of this move towards more responsible community led governance Local Authorities were invited to come together to submit proposals with business leaders to form LEPs in their area. The North East LEP consists of Northumberland, North Tyneside, South Tyneside, Sunderland, Newcastle, Gateshead and Durham Councils.

South Shields 365 Town Centre Vision

- 1.21 The South Shields 365 Town Centre Vision document sets out a sustainable economic vision for South Shields which will help create new opportunities for residents, businesses and visitors. It identifies the economic core of the headland comprising three distinct geographic 'character areas' namely the Riverside, the town centre and the Foreshore with each serving a distinct economic function for South Shields.
- 1.22 Fundamental to the strategy is linking these areas to ensure a broader experience for residents and visitors and for increasing internal expenditure. This needs to be supported by improving permeability and legibility within the town centre connecting the traditional heart of the centre with the new opportunities.

Tyne and Wear Local Transport Plan 3 (LTP3)

- 1.23 The third Local Transport Plan for Tyne and Wear comprises of a ten-year strategy (2011 – 2021) encompassing all forms of transport. The strategy will be out into effect through a series of three-year delivery plans, the first of which will run from 2011 to 2014.
- 1.24 The vision for LTP3 is:

Tyne and Wear will have a fully integrated and sustainable transport network, allowing everyone the opportunity to achieve their full potential and have a high quality of life. Our strategic networks will support the efficient movement of people and goods within and beyond Tyne and Wear, and a comprehensive network of pedestrian, cycle and passenger transport links will ensure that everyone has access to employment, training, community services and facilities.

- 1.25 In order to achieve this vision five goals have been set:
- to support the economic development, regeneration and competitiveness of Tyne and Wear, improving the efficiency, reliability and integration of transport networks across all modes;

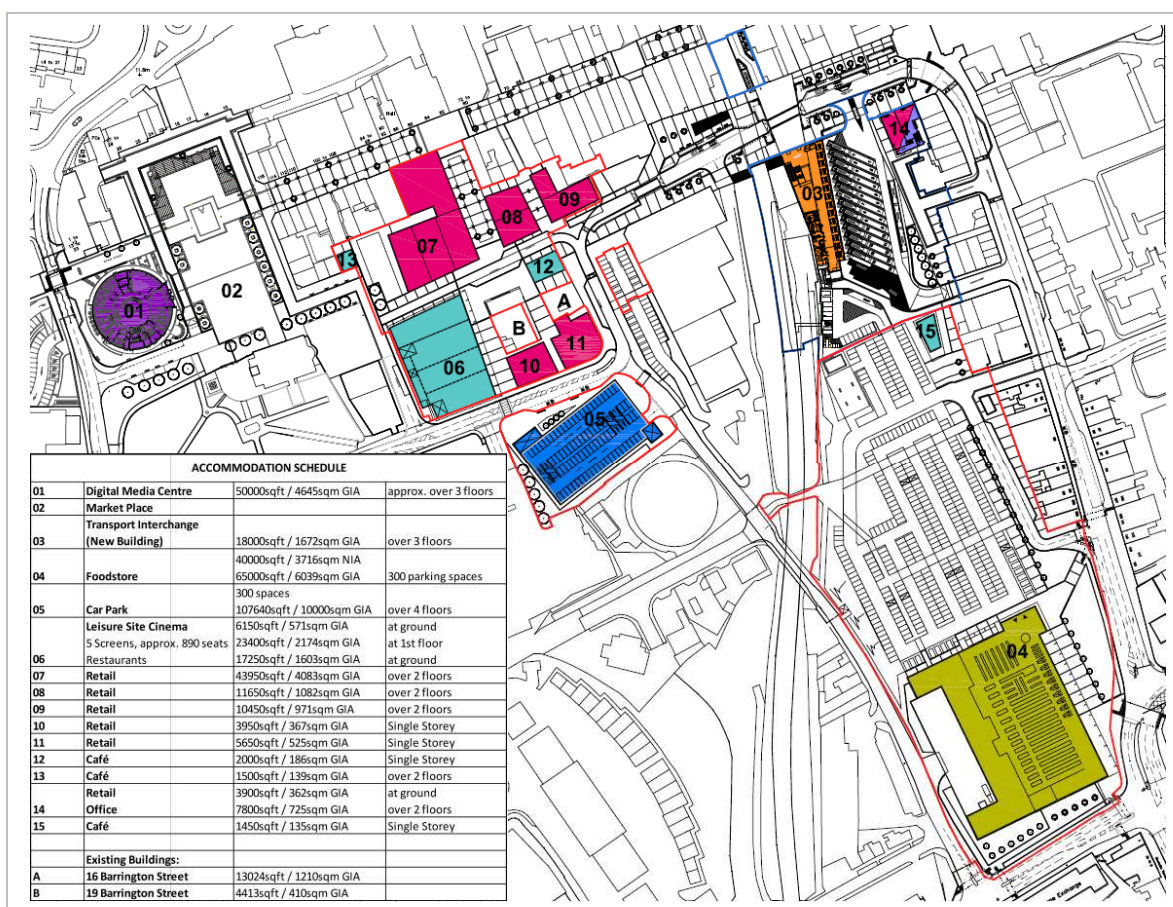
- to reduce carbon emissions produced by local transport movements, and to strengthen our networks against the effects of climate change and extreme weather events;
- to contribute to healthier and safer communities in Tyne and Wear, with higher levels of physical activity and personal security;
- to create a fairer Tyne and Wear, providing everyone with the opportunity to achieve their full potential and access a wide range of employment, training, facilities and services; and
- to protect, preserve and enhance our natural and built environments, improving people's quality of life and creating high quality public places.

1.26 The proposed development is considered to sit within the policy framework and particularly build on the key elements of promoting economic development and prosperity within a safe, sustainable and efficient environment.

2 South Shields Masterplan Overview

- 2.1 South Tyneside Council and Muse Developments are actively working in partnership to deliver a significant step change in the quality of the retail and leisure offer in the town centre as well as improving the general visitor experience.
- 2.2 The proposed Masterplan site in relation to the surrounding areas can be viewed on **Figure 2.1**.

Figure 2.1 Illustrative Masterplan



- 2.3 The retail market has been identified as a key area which will undergo a number of new improvements and extensive development throughout the scheme. The Masterplan has identified a provision for extensive new retail space on King Street and Barrington Street. These units have been designed to accommodate retailers who are new to the town but who cannot currently find suitable premises on King Street for their operations.
- 2.4 The regeneration proposals for this area include the demolition of existing buildings to be undertaken by the council as well as the realignment of Barrington Street so that it is linear with Keppel Street.
- 2.5 This will allow the realigned Barrington Street to have a pedestrianised feel allowing for improved linkages between the north and south parts of the town centre. A new retail circuit is created as a result improving the retail experience for all.

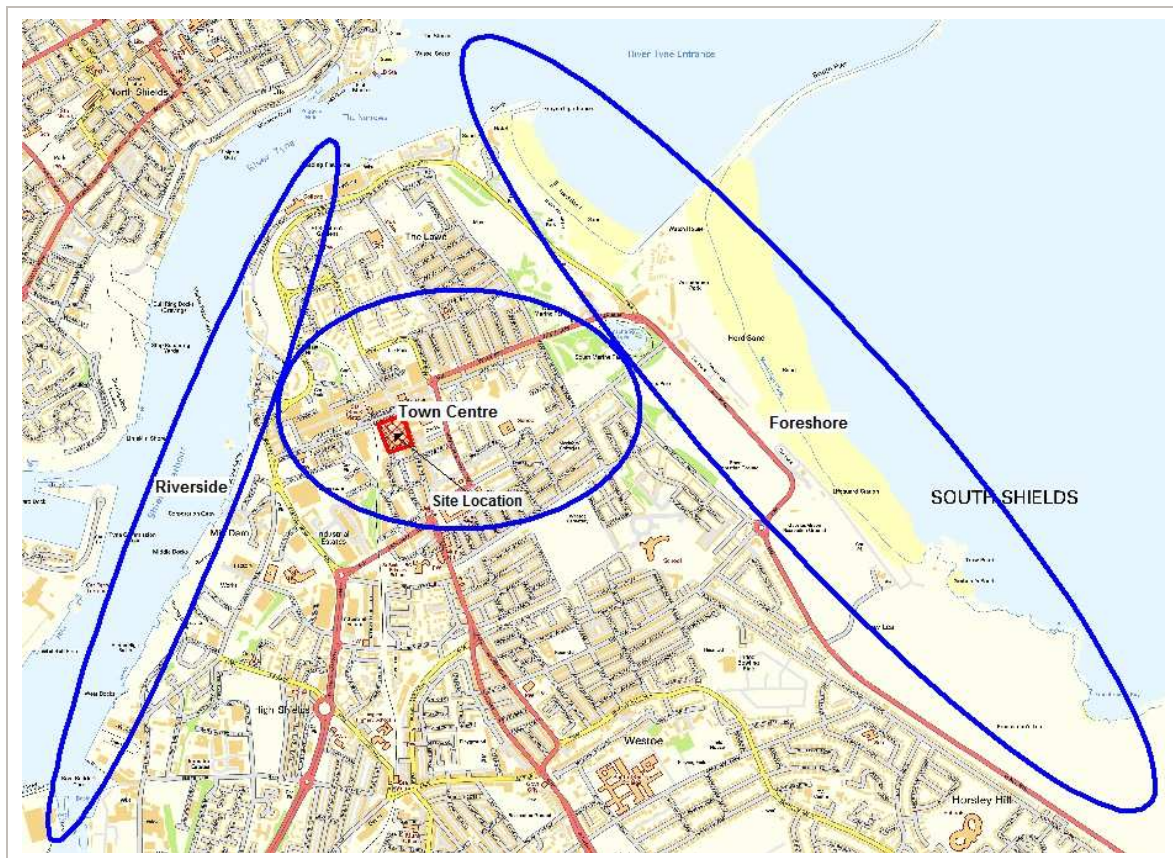
- 2.6 It is envisaged that the proposed new leisure provision in Barrington Street will encourage visitors to stay in South Shields later into the evening. Proposals for a new cinema together with family oriented restaurant units will mean that early evening attractions are created.
- 2.7 A new food store is also planned to further reinforce retail spend in the town centre and to provide a wider choice of convenience shopping. The food store will be orientated to create a land mark building at this key gateway to South Shields town centre. The food store's main facade will face Fowler Street creating an active civic scale facade with service access at the rear on Garden Lane. The food store will include a 300 space car park. It is anticipated that this car park will operate in a similar manner to the existing ASDA car park i.e. non-food store users will be charged for using this car park whereas food store customers will enjoy free parking via their tickets being validated when spending more than a given amount.
- 2.8 Provisions to improve parking measures within the town centre for existing business and visitor use including two new car parks both on existing Council owned sites at Oyston Street and Harton Quay.
- 2.9 The development will also include a number of high quality enhancements and infrastructure works creating two new public squares, improved pedestrian links, new bus stops on Coronation Street and a large reduction in bus movements along Keppel Street by removing the two way flow of existing services.
- 2.10 The Masterplan includes proposal for the development of a new Transport Interchange. In order to improve existing transport links the proposal includes plans to close Chapter Row and redirect the east-west bus routes onto Coronation Street. The proposals will allow for greater interaction between transport modes and will provide a great first impression for people arriving in South Shields.

3 Existing Site Conditions

SITE LOCATION

- 3.1 The proposed development is located within South Shields town centre, the largest urban settlement in South Tyneside.
- 3.2 The development is located centrally to the town centre and therefore provides connections not only to the employment and retail core but also the leisure and tourism facilities associated with the Riverside and Foreshore. The development in relation to the surrounding area and the three distinct geographical areas can be viewed on **Figure 3.1**.

Figure 3.1 Site Location in context of the town centre



HIGHWAY NETWORK

Town Centre

- 3.3 The road network in South Shields is typical of a town centre in that it seeks to find the right balance between access by general traffic, access for servicing and access by public transport.
- 3.4 Permeability of the central area for general traffic is constrained on Fowler Street, north of Winchester Street, through Keppel Street and Chapter Row with these areas given over to buses however observations suggest that this is abused. Access to town centre car parks is afforded by

the remaining road network. Service vehicles can access all of the town centre area although timed constraints exist.

- 3.5 The Keppel Street/Chapter Row link through the town is currently dominated by buses, effectively using the highway as a bus interchange. Buses currently use the westbound carriageway route to drop off, undertake a 'U' turn at the roundabout, and then pick up on the eastbound carriageway. This results in a substantial amount of carriageway and associated infrastructure in the central area which results in segregation of pedestrian routes and very poor pedestrian permeability.
- 3.6 The Metro is a very important asset, however the entrance into it is poor and the space is not very attractive considering this should be a visual gateway into the town for public transport users.
- 3.7 Its road network benefits from its geography, in that vehicles in South Shields are there to visit South Shields rather than are passing through on the way to somewhere else. As such its road network does not experience substantial congestion even during peak hours.
- 3.8 The A194/A1018 signalised junction in front of the Town Hall is considered to be the most prone to congestion, however this is very localised to the junction and occurs primarily during peak periods.
- 3.9 Seasonal congestion can occur as a result of the proximity to the Foreshore area during good weather spells and during events such as the Great North Run. These are however intermittent and do not give rise to ongoing operational problems.
- 3.10 There are a number of car parks in the town centre with some used more frequently than others. Car parks located to the north of King Street (North Street) and the car parks in the central area (Oyston Street & Garden Lane) are well used throughout the day. The car parks located to the rear of Fowler Street are less well used.
- 3.11 The nearest strategic road to the site is the A19 dual carriageway which runs approximately 4 kilometres southwest of the site. It runs north to south and links Northumberland and North Tyneside to South Tyneside, Sunderland and Middlesbrough via the Tyne Tunnel.
- 3.12 The key access route from the A19 corridor is via the A194 Western Approach which runs in a north easterly direction to South Shields town centre. The other main access routes to South Shields are via the A183 Coast Road (from the south via the east coast) and the A1018 Westoe Road (from the south towards Sunderland).

A194

- 3.13 The A194 road is a dual carriageway. It runs northeast from its start at junction 65 of the A1(M) near Washington, and the first 3 miles (4.8 km) are motorway standard, designated the A194(M) and subject to the national speed limit. There are various intermediate junctions with the A182 and the A195 before the motorway section ends at the A184 Whitemare Pool junction.
- 3.14 The A194 from Whitemare Pool is subject to a 50mph speed limit until the A19 Lindisfarne junction. North of this junction the A194 is subject to a 40mph speed limit until Laygate where it is reduced to 30mph as it passes through the residential areas of South Tyneside.

A183

- 3.15 The A183 road runs from South Shields, through Sunderland and towards Chester-le-Street in County Durham. It is a major route in South Tyneside, Sunderland and Chester-le-Street serving many areas and landmarks along its route.
- 3.16 The A183 is subject to a 30mph speed limit as it passes through the town centre on an easterly approach to the foreshore.

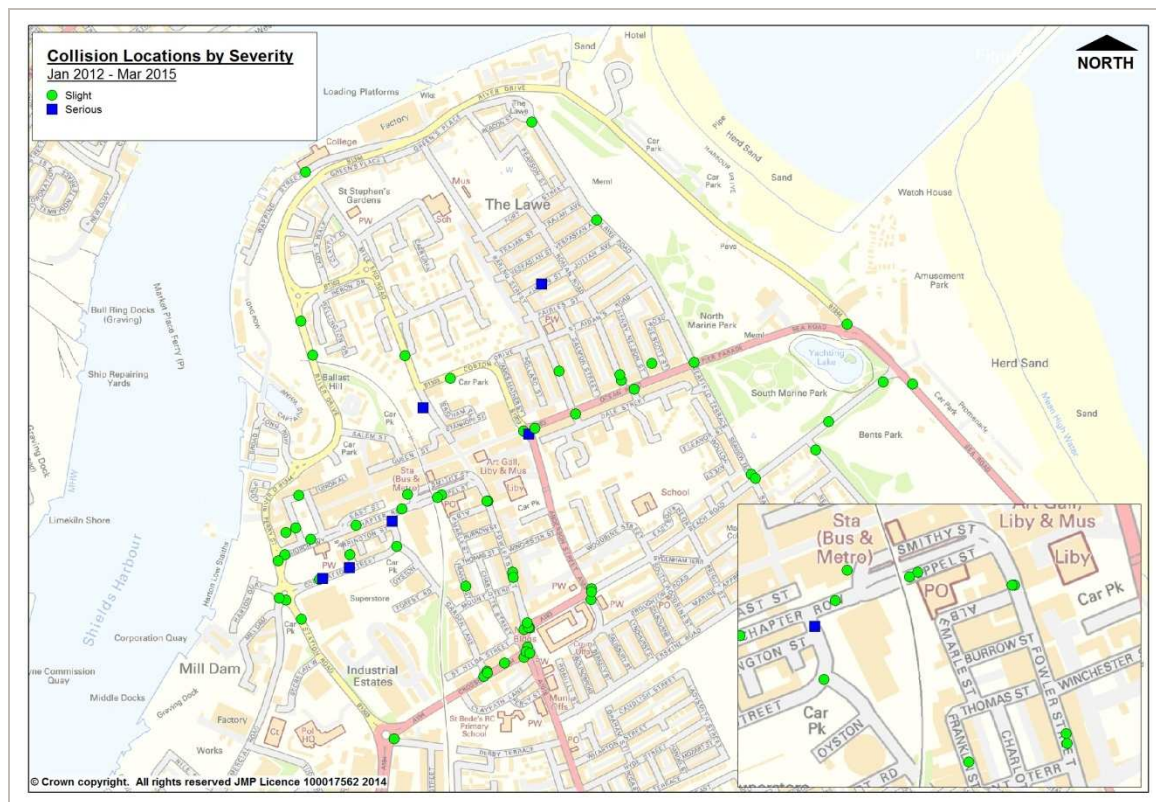
A1018

- 3.17 The A1018 runs between South Shields and the A19 near Seaham, County Durham via Sunderland. The A1018 is subject to a range of speed limits, but is 30mph as it passes through the residential areas of South Tyneside towards the town centre.

COLLISION ANALYSIS

- 3.18 This section of the report analyses the collisions that have occurred within the vicinity of the development site in a three year study period between January 2012 and March 2015.
- 3.19 **Figure 3.2** shows the collision locations and severities across the town centre area and within the vicinity of the development.

Figure 3.2 Collision Locations and Severity – Town Centre



- 3.20 67 collisions have occurred across the town centre area during the study period. The vast majority of collisions (61) were slight in nature, with 6 classified as serious. The collisions by year and severity can be seen in **Table 3.1**.

Table 3.1 Collisions by Year and Severity – Town Centre Area

Year / Accident Severity	Slight	Serious	Fatal
2012	23	3	0
2013	22	2	0
2014	15	1	0
Jan 2015 – Mar 2015	1	0	0

- 3.21 Looking in more detail at the highway around the proposed development i.e. from the Fowler Street/Winchester Street junction to the Keppel Street/Coronation Street junction identifies the collisions shown in **Table 3.2**.

Table 3.2 Collisions by Year and Severity – Vicinity of the Development

Year / Accident Severity	Slight	Serious	Fatal
2012	2	1	0
2013	3	0	0
2014	2	0	0
Jan 2015 – Mar 2015	0	0	0

- 3.22 Assessment of the collision reports identifies that of the 8 collisions, 4 involved passengers falling on buses. The cause of these incidents were as a result of interaction between pedestrians and buses resulting in buses having to stop quickly or buses moving off from stops before passengers were sat down.
- 3.23 Two collisions occurred as a result of conflict between pedestrians and buses, one as a result of conflict between a pedestrian and a car and one as a result of vehicular conflict.
- 3.24 The proposed scheme will have a substantial impact upon the movement of buses around the town centre. The provision of a dedicated bus station will allow for further segregation of bus and pedestrian movements which will allow for reduced conflict. The scheme will also include improved pedestrian routes and crossing facilities between the Interchange and the wider town centre area.
- 3.25 The processed collision data can be seen in **Appendix A**.

Car Parks

- 3.26 There are a number of existing public town centre car parks which will offer parking opportunities for users of the development as shown in **Table 3.3**.

Table 3.3 Public Town Centre Car Parks

Parking Area	Time of Charge	Charge
Short Stay Parking Areas		
Salem Street (34)	9am to 6pm	Mon-Sat - 1p per min for first hour, 80p per hour thereafter / max stay 2 hours Sun – 1p per min, £1 all day
North Street (115)	9am to 6pm	
Denmark Centre (120)	9am to 5pm	70p per hour
Garden Lane North (75)	9am to 6pm	70p per hour
Library	9am to 6pm (weekends only)	Sat – 1p per min for first hour, 80p per hour thereafter / max stay 2 hours Sun – 1p per min, £1 all day
Broughton Road, Anderson Street, Beach Road West		Everyday - 1p per min for first hour, 80p per hour thereafter / max stay 2 hours.
East Street (16)		Mon-Sat - 1p per min for first hour, 80p per hour thereafter / max stay 2 hours Sun – 1p per min, £1 all day
Long Stay Parking Areas		
Thomas Street (50)	9am to 6pm	Mon-Sat - 1p per min for first hour, 80p per hour thereafter / max stay 2 hours. £3 all day. Sun – 1p per min, £1 all day
Charlotte Street (153)		
Oyston Street (95)		
Mile End Road		
Mill Dam (172)	9am to 5pm	Mon-Sat - 70p per hour Sun - £1 all day
Winchester Street (155)	9am to 6pm (weekends only)	Sat - 1p per min for first hour, 80p per hour thereafter / max stay 2 hours. £3 all day. Sun – 1p per min, £1 all day
Free Parking Areas		
Fowler Street (7)		Max stay 20 mins
Garden Lane (26)		Max stay 2 hours
Claypath Lane (40)		Weekends only

3.27 These are supplemented by a number of private car parks including ASDA and Morrisons.

SUSTAINABLE TRANSPORT NETWORK

Buses

3.28 There is a comprehensive network of existing bus services in South Tyneside which will need to be accommodated within the proposed Interchange. The services that currently access South Shields are outlined in **Table 3.4**.

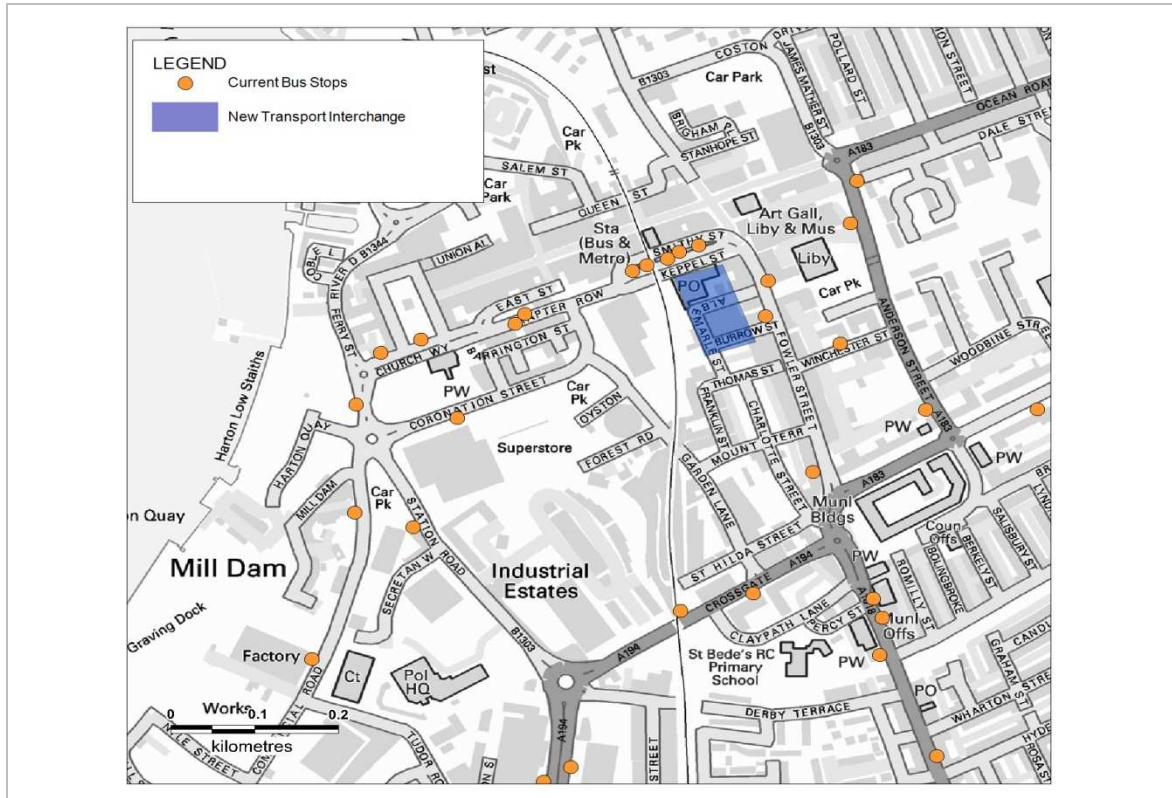
Table 3.4 Bus services in the town centre

Service	Route	Mon – Sat Daytime	Mon – Sat Evening	Sunday Daytime	Sunday Evening
		Frequency (number of services per hour)			
Stagecoach					
3/4	South Shields – Biddick Hall – South Shields	6	2	2	2
7/8	South Shields – Marsden – South Shields	6	2	2	2
10/11	South Shields – Harton Nook – Biddick Hall – Low Simonside – South Shields	2	2	2	2
12	The Lonnen – South Shields	2	2	2	2
13/14	South Shields – Horsley Hill – Biddick Hall – Low Simonside – Jarrow	2	-	-	-
16	South Shields – Whiteleas – South Shields	4	-	4	-
17	South Shields – Whiteleas – South Shields	4	2	2	2
18	South Shields – Brockley Whins – South Shields	6	2	2	2
E1	South Shields – Whitburn – Sunderland	3	2	2	2
E2	South Shields – Whitburn – Sunderland	3	2	2	2
E6	South Shields – Whitburn – South Shields	3	2	2	2
X20	South Shields – Simonside – Fellgate – Simonside – South Shields	2	-	-	-
Go North East					
27	Newcastle – Heworth Metro – Jarrow – South Shields	2	2	2	2
27A	Newcastle – Heworth Metro – Jarrow – South Shields	2	-	4 (per day?)	-
30	South Shields – Cleadon – Boldon	2	1	1	1
35	South Shields – Sunderland – Houghton-le-Spring – Hetton Le Hole	4	2	4	2
50	South Shields – Washington – Chester-le-street – Durham	2	1	1	1
57	Newcastle – Gateshead – Leam Lane – Heworth – Fellgate – South Shields	2	2	2	2
57A	Newcastle – Gateshead – Leam Lane – Heworth – Fellgate – South Shields	2	1	1	1
88	South Shields – Jarrow – Monkton Lane Estate	2	2	2	2
Budget Buses					
500	South Shields – The Lawe – South Shields	1	-	-	-
501	South Shields – Pier Head – South Shields	1	-	-	-
TB502	South Shields – Simonside – South Tyneside General Hospital	1	-	-	-

- 3.29 The services provide frequent access to the site from key residential areas in South Tyneside such as Cleadon, Boldon and Whiteleas as well as services to Newcastle, Gateshead and Sunderland.
- 3.30 The site is located in South Shields town centre, where passengers can access the extensive bus network that covers South Tyneside and Sunderland. There are a number of existing bus stops at the Keppel Street Bus Station and one set down stop (where passengers can alight but are not able to board a bus).
- 3.31 The South Shields Metro Station is also situated next to the Keppel Street Bus Station and a Nexus Travel Centre is located close by on Fowler Street. Additionally there are two bus stops on Fowler Street in the town centre.

3.32 Figure 3.3 shows the number of bus stops within the vicinity of the development.

Figure 3.3 Existing bus stop locations in vicinity of the development



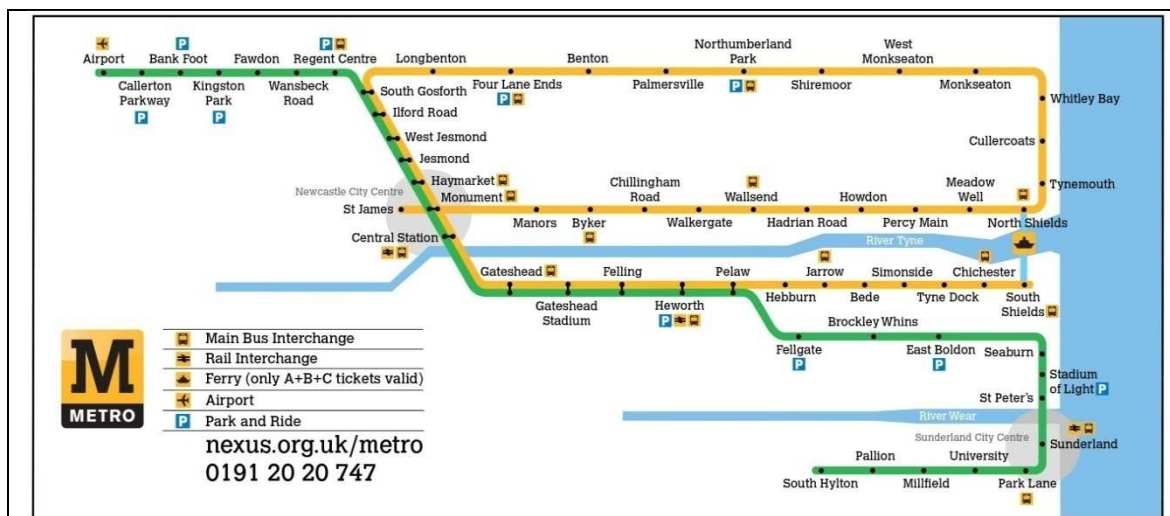
Community Transport Options

3.33 A number of alternative public transport options are available to residents of South Tyneside. Taxicard is a smartcard that contains £125 worth of taxi fares that can be used when using taxis. The passenger pays the first £1.50, then the next £3.00 is deducted from the card. The remainder of the fare is then made up by the passenger. People automatically qualify for this scheme if they receive high rate mobility component of the disability living allowance, attendance allowance or are registered as severely visually impaired or blind.

Metro Services

3.34 The South Shields Metro Station is located in close proximity to the site. The Tyne and Wear Metro network can be seen in Figure 3.4. South Shields is positioned on the yellow line, which serves many destinations in North and South Tyneside, including major employment attractors such as Gateshead and Newcastle. The green line is also accessible to people via Pelaw. The green line provides further access to and from the airport and South Hylton via Sunderland, stopping at many destinations in South Tyneside including Fellgate, Brockley Whins and East Boldon.

Figure 3.4 Map showing the Tyne and Wear Metro Network



Source: Nexus.org.uk

- 3.35 Services from the South Shields Metro Station are outlined in the table below. The first service on weekday and Saturday mornings is 05:45 and 05:51 respectively, while the first service on a Sunday morning is at 07:03. The Metro operates until approximately midnight seven days a week.

Table 3.5 Frequency of Metro services from South Shields Station

Day	Daytime Frequency	Evening Frequency
Monday to Friday	Every 12 mins	Every 15 mins
Saturday	Every 12 mins	Every 15 mins
Sunday	Every 15 mins	Every 15 mins

- 3.36 The table below provides several examples of approximate Metro journey times from the South Shields Station. The journey time from the South Shields to the Chichester Station is approximately two minutes.

Table 3.6 Examples of approximate journey times from the South Shields Station

Destination	Approximate journey time
Pelaw	17 minutes
Heworth	19 minutes
Gateshead	24 minutes
Newcastle (Monument)	28 minutes
Newcastle (Haymarket)	29 minutes
South Gosforth	36 minutes
Whitley Bay	54 minutes

- 3.37 South Shields Metro Station does not have dedicated car parking facilities, but does have a taxi rank, cycle parking (eight spaces at the bottom of the station steps) and information points.

Ferry

- 3.38 The ferry landing at South Shields is located to the west of Ferry Street located approximately 500m west of the proposed development. There is pedestrian access from Ferry Street to the ferry landing

stage. The Shields Ferry provides passenger transport across the River Tyne between two floating landing stages at North Shields and South Shields.

- 3.39 The ferry connects with other public transport services in close proximity on the north and south side of the River Tyne, including bus and Metro networks via the existing footpath network. Ferries depart from each landing every 30 minutes and the journey takes approximately seven minutes. **Table 3.7** below summarises the ferry timetable.

Table 3.7 Summary timetable for ferry crossings

Service	From North Shields to South Shields	From South Shields to North Shields
First Service	Mon-Wed 07:00	Mon-Wed 06:45
	Thurs-Sat 07:00	Thurs-Sat 06:45
	Sunday 10:30	Sunday 10:15
Last Service	Mon-Wed 20:00	Mon-Wed 19:45
	Thurs-Sat 22:50	Thurs-Sat 22:40
	Sunday 18:00	Sunday 17:45

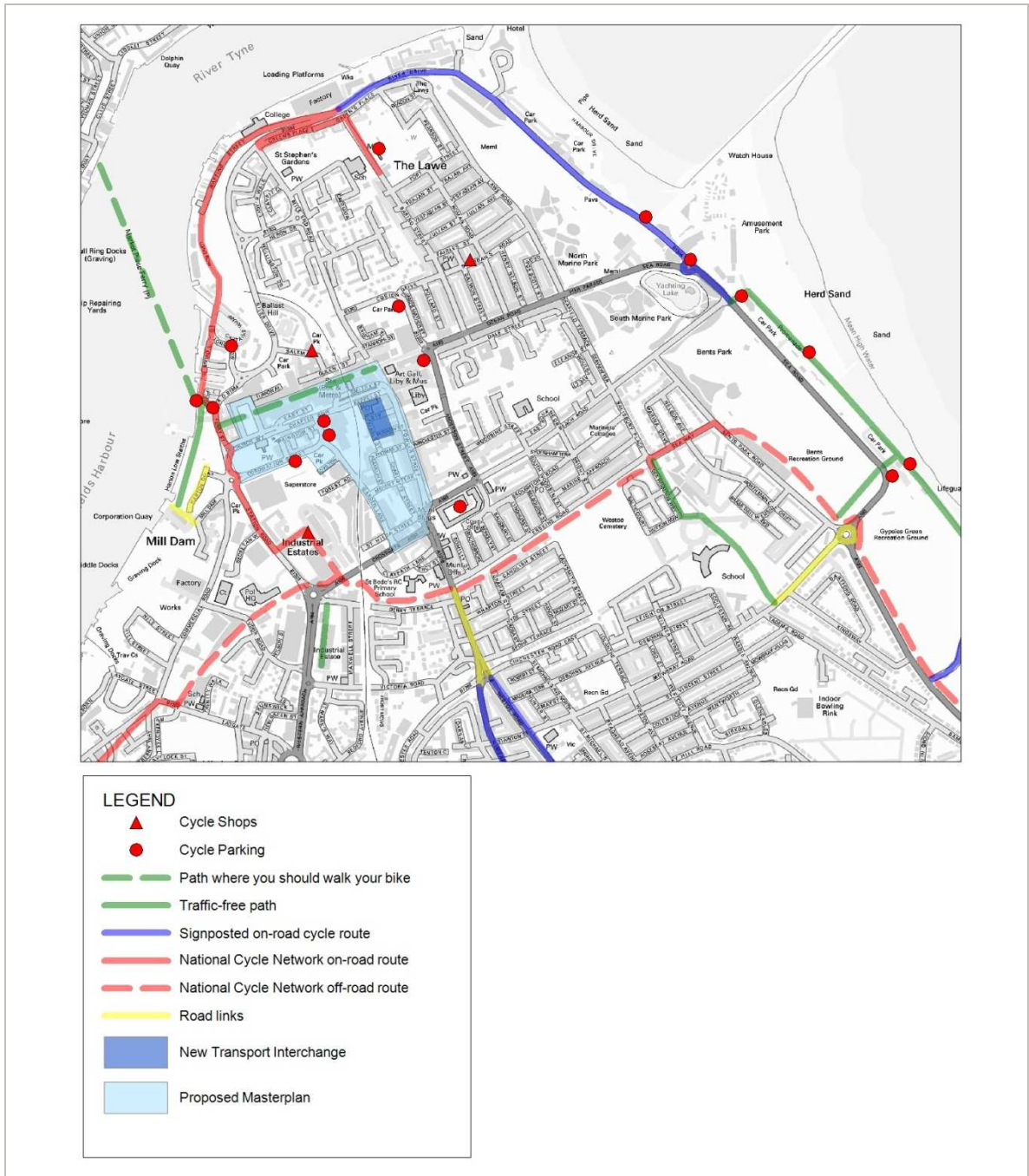
Pedestrian Infrastructure

- 3.40 The site is located within the developed retail centre of South Shields and, as such, is surrounded by an extensive pedestrian network. Footways from the development offer connections to all facilities within South Shields town centre and the surrounding residential areas.
- 3.41 The existing footways are considered to be a suitable width to accommodate passing push chairs, those with small children, wheelchairs and those with varying levels of disability and visual impairment. The footways lead to a number of formal and informal pedestrian crossings within the area. All crossings are provided with dropped kerbs and appropriately coloured tactile paving.

Cycle Infrastructure

- 3.42 There are 3 National Cycle Network (NCN) routes in close proximity to the proposed development site. These are:
- NCN Route 1 – Dover to Shetland via the east coast;
 - NCN Route 14 – Three Rivers Cycle Route, Stockton to South Shields via Hartlepool, Durham, Consett and Gateshead; and
 - NCN Route 72 – Hadrian's Cycleway, Kendal to South Shields via Whitehaven, Carlisle, Newcastle upon Tyne and Tynemouth.
- 3.43 Within South Tyneside NCN Routes 14 and 72 are mainly on road with some section traffic free whereas NCN Route 1 is almost entirely on traffic free paths. In addition there is also on road cycle facilities along the length of King George Road. The proposed development is located in close proximity to where the three cycle routes meet therefore making it very well located with regard to cycling.
- 3.44 The cycling network also provides opportunities to integrate with other sustainable modes of transport, such as the Shields Ferry and Metro stations in the area.

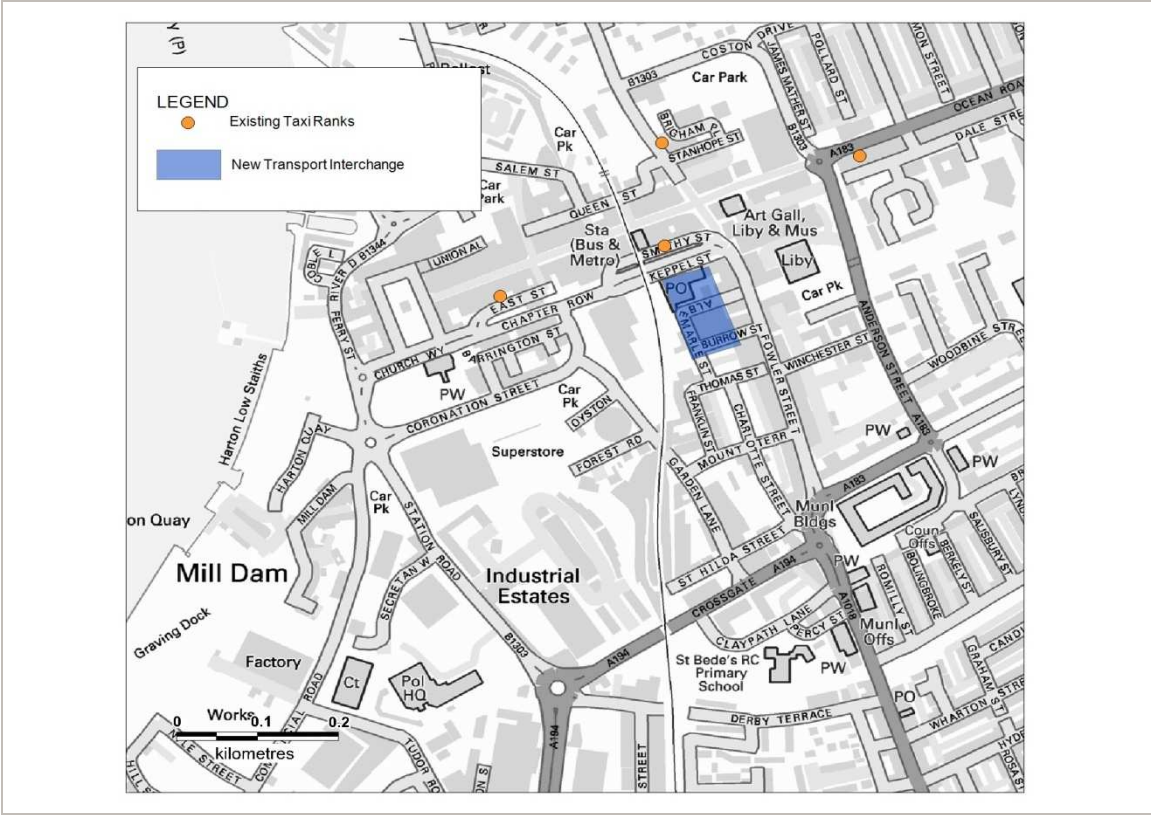
Figure 3.5 Existing Cycle Network



Taxi

- 3.45 There are currently various taxi pick-up and drop-off locations across the town centre as shown on Figure 3.6.

Figure 3.6 Existing taxi ranks within South Shields town centre



4 Development Proposal

TRANSPORT INTERCHANGE

- 4.1 The new Interchange is designed to accommodate a variety of public transport modes within one facility allowing for interchange between modes. The Interchange building will allow for access to 15 bus bays, one of which will be dedicated to use by coaches. There will be a drop off space in advance of the main bays and also a layover area with capacity for three buses.
- 4.2 The bus station comprises a concourse or apron set parallel to the Metro line and a series of drive-in, reverse out (DIRO) stands. Extensive consultation with the bus operators and Nexus has led to the agreement of the DIRO layout. Essential to this requirement is the need to separate passenger / pedestrian and vehicle flows. In designing the bus station layout JMP has considered the requirements of the following guidance:
 - Guidance for the design and safe operation of bus stations and interchanges (June 2011)
 - TfL Interchange guidance (April 2002)
- 4.3 The coach bay will allow local and national coach services to gain direct access to the town centre, allowing visitors to easily access other areas of the town thus increasing footfall and economic activity.
- 4.4 Access to the Metro platform will be via stairs, lift and escalators. The new metro station will include new ticket machines and gates and new covered waiting areas on the platform for passengers.
- 4.5 Buses and coaches will access the interchange from Fowler Street via the reconfigured Burrow Street. The apron area is designed to be a one way through route which will maximise the efficiency of the layout. Egress will therefore be via Keppel Street.
- 4.6 The development includes a short stay car park accessed via William Street and will have on site cycle parking provision located in close proximity to the interchange building.
- 4.7 The scheme also includes the provision of a new taxi rank and loading bay on Keppel Street. These facilities provide a much improved arrangement to the existing provision on Smithy Street.
- 4.8 The proposals also include works to Keppel Street including the provision of an improved public realm incorporating upgraded pedestrian routes.
- 4.9 Rear access to the proposed retail/office outlet and the existing retail premises on Fowler Street adjacent will also be improved via a revised service area layout.

Figure 4.1 Proposed Development

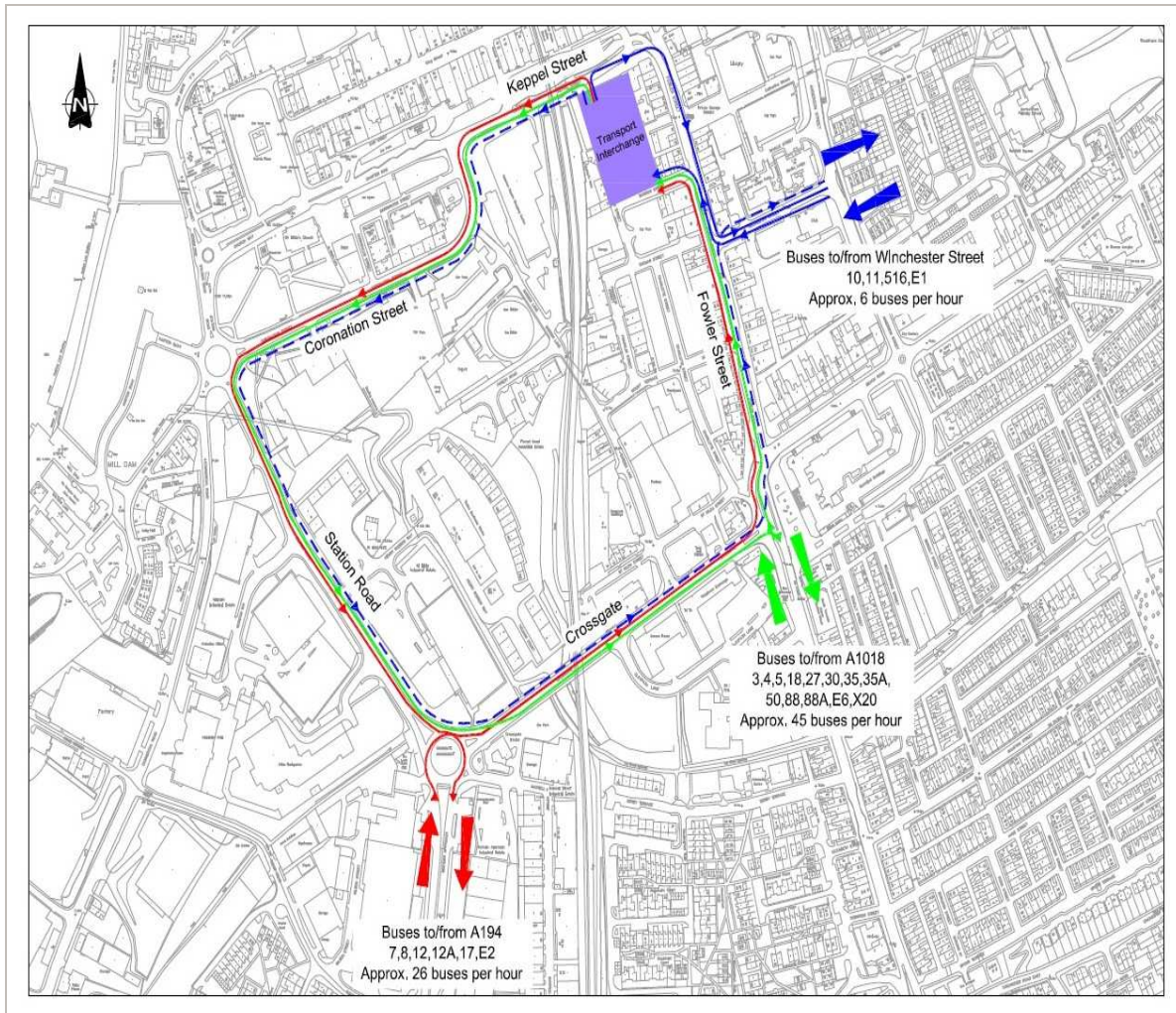


- 4.10 The proposed layout of the Interchange, and associated auto-tracking, can be seen on **Drawing Refs: NEA1239/BS/GL01 & NEA1239/BS/SP01** in **Appendix B**.

Bus Routing

- 4.11 The Interchange development and implementation of the wider Masterplan will be supported by the rerouting of buses within the town centre. The purpose of this to reduce the dominance of the town centre by buses currently using Keppel Street and Chapter Row effectively as a bus interchange and to provide a critical mass of bus and interchange activity in one location.
- 4.12 Buses currently use the westbound carriageway route to drop off, undertake a 'U' turn at the roundabout, and then pick up on the eastbound carriageway. This results in a substantial amount of carriageway and associated infrastructure in the central area which results in segregation of pedestrian routes.
- 4.13 Consultation with the bus companies and Nexus has therefore resulted in a revised approach to routing whereby buses pass through the town centre running in an anti-clockwise direction. The routing can be seen on **Figure 4.2** below:

Figure 4.2 Proposed Bus Routing



- 4.14 There will be approximately 26 buses per hour to/from the A194 including the No 7, 8, 12A, 17 and E2.
- 4.15 There will be approximately six buses per hour which will access the proposed Interchange via Winchester Street including the No. 10, 11, 516 and E1 services.
- 4.16 The majority of buses will access the interchange via the A1018 and will offer up to 44 buses per hour to the site including the No 3, 4, 5, 18, 27, 30, 35, 35A, 50, 88, 88A, E6 and X20 services.
- 4.17 The distances travelled by buses using existing routing and future routing options has been measured for the three main access points to the town centre. The measurements have been taken from fixed points as identified in **Table 4.1**.

Table 4.1 Difference in travel distance by route

Route	Start/Finish Point	Existing Route	Future Route	Journey Savings
A194	10m south of Crossgate Rbt	2.63km	1.80km	-0.83km
A1018	End of splitter island on northbound approach to Town Hall signals	1.86km	1.74km	-0.12km
Winchester St via Coronation St	Westbound exit from junction with Anderson St	1.60km	1.93km	+0.33km
Winchester St via Fowler Street	Westbound exit from junction with Anderson St	1.60km	0.71km	-0.89km

- 4.18 As can be seen the proposed routing options result in reduced travel distances for the A194 and A1018 routes which carry the majority of buses (approximately 70 buses per hour). Buses from Winchester Street (6 per hour) see an increase in travel distance if they continue in an anti-clockwise direction via Coronation Street. Alternately if those buses turned right out of the interchange and returned to Winchester Street via Fowler Street they would see a reduction in travel distance.
- 4.19 Based on the assessment above, even assuming the routing of the Winchester Street buses via Coronation Street, the total journey savings in one hour is 24.9km.

Bus Stand Allocation Exercise

- 4.20 The allocation of bus stands is a function of the quantum of buses present and the corridors on which they operate. In a bus station environment the allocation of stands should follow logical system for passenger experience purposes with common corridors at adjacent stops where possible.
- 4.21 Analysis of timetables shows a maximum of 10 buses in any single minute present in the town centre. In practice a stand allocation exercise develops this in a route by route assessment of how each stand would be occupied on a minute by minute basis.
- 4.22 The analysis was conducted for a typical hour during the main Monday to Friday operating day. The assessment indicates a maximum of 10 buses at any one time in the South Shields town centre area and occupying a bus stand.
- 4.23 However in practical terms 10 stands will be insufficient to accommodate fully the services currently operating.
- 4.24 For example, service 18 has arrivals and departures which overlap in time and would therefore require at least two stands or adequate layover provision. Service 8 would virtually have a single stand in full time use. This equates to an additional 2 stands required. Service 12 would use two stands in this analysis, one for each direction but could be accommodated on a single stand, albeit with less clarity to the travelling public. It is therefore appropriate that two stands remain allocated.
- 4.25 The arrival and departures from the bus station will, if operating to the published timetable, require 12 stands. On the basis that 'on time' is defined within the traffic commissioner's statutory guidance as operating within one minute early and five minutes late the provision of an additional stand and layover bays is necessary to ensure the bus station will continue to function during disruption to service and to allow for minor variations in the scheduled operation of services.
- 4.26 Further to this assessment it is recommended that one additional bay is provided allowing for resilience. An additional three layover bays are considered appropriate to allow further flexibility of use.

Growth

- 4.27 The 365 masterplan includes for the enhancement of the retail and leisure offer in South Shields. This is coupled with the South Tyneside Core Strategy which outlines the development aspirations for the wider South Tyneside area.
- 4.28 Given the already high proportion of trips within South Tyneside undertaken by sustainable modes of transport; the development aspirations are anticipated to result in future growth in patronage and service provision.
- 4.29 It is considered a reasonable assumption that the bus operators will react to increased frequencies rather than vehicle sizes (the area has an all single decker bus fleet). On that basis it is considered that an additional 8 vehicle movements per hour (circa 300-340 additional seats per hour) may be required in the future.
- 4.30 A single additional stand within the bus station, bringing the provision up to 14, will allow for this increase to be catered for.

Off station bus stops - Coronation Street

- 4.31 The stops in Coronation Street serve the west end of the town centre. Demand in this area will be increased by the proposed retail and leisure opportunities identified in the Masterplan. Five existing stands are provided although access to these stands is restricted if another bus is utilising the stand i.e. a bus would be unable to get flush to the kerb if another bus is in an adjacent stand.
- 4.32 As such, a detailed assessment of the stopping arrangements in Coronation Street has been made to understand the implications of the new Transport Interchange on operations there.
- 4.33 Currently there are five stops (on the westbound carriageway) in Coronation Street although as outlined above, full accessibility of all five stands is restricted if another bus is utilising the stand.
- 4.34 A minute by minute assessment of current timetables based on a one minute dwell time shows two incidences when four stops would be required when the bus station and new routings are implemented.
- 4.35 When assuming a scenario of additional demand resulting in an additional eight services (spread evenly across the hour at seven minute intervals). Utilising a one minute stopping time again results in the same two incidences when four stops are occupied.
- 4.36 To provide further robustness to the assessment, the exercise has been repeated using a two minute stopping time. This is considered unlikely but provides further comfort and flexibility to the analysis.
- 4.37 The minute by minute assessment has been repeated which identifies that again four stops are required throughout the hour when the bus station and new routings are implemented. However again allowing for growth, eight additional services assuming a two minute stopping time (spread evenly across the hour at seven minute intervals), results in one minute per hour where five stops are possibly required.
- 4.38 Therefore to ensure resilience, five stops will be accommodated on Coronation Street. The proposed layout of the Coronation Street stops, and associated auto-tracking, can be seen on **Drawing Refs: NEA1239/MP/GL03 & NEA1239/MP/SP03** in **Appendix B**.

Off station bus stops – Station Road and Crossgate

- 4.39 Existing bus stops exist on Station Road and Crossgate based on the existing two-way routing around the town centre. The northbound stop on Station Road and the westbound stop on Crossgate will be obsolete under the new routing arrangement and can therefore be removed.

- 4.40 An existing shelter exists on the southbound carriageway of Station Road north of the Henry Robson Way junction which is understood to be disused which will be brought back into use. A second stop will be provided on Station Road to the north of the Crossgate roundabout.
- 4.41 The existing stop on Crossgate will be retained although an upgraded facility will be provided through a double length marked bus bay with a clearway marking.

RETAIL & OFFICE DEVELOPMENT

- 4.42 The proposed development includes retail and office provision in a building located to the east of the Interchange and will provide an active frontage onto Keppel Street. This will provide accommodation for 293m² of retail space (ground floor) and 620m² of office space (1st and 2nd floor).
- 4.43 Access to the new outlet for general traffic will be afforded by the existing and proposed town centre car parks which are located within walking distance of the proposed development. The proposed Transport Interchange will allow for easy access by bus and Metro to within close proximity of the development. The proposed cycle parking provision associated with the Interchange, supplemented by the existing cycle parking provision in the town centre, will also allow for cyclists to be within walking distance of the development.
- 4.44 Servicing to the retail/office development will be via the rear of the building accessed via Albemarle Street. Servicing to existing premises fronting Fowler Street will be retained again via Albemarle Street.
- 4.45 Taxi bays will be located to the northern kerb of the revised carriageway opposite the exit from the Interchange and the new retail/office development.

PUBLIC REALM IMPROVEMENTS

- 4.46 The proposed scheme includes for public realm improvement works on Keppel Street between the new Interchange and the rear of King Street. The works will include the reduction in carriageway space and infrastructure associated with existing bus stands. The carriageway will be narrowed with two-way running retained to the east and to one-way running provided to the west of the Interchange exit. Improved pedestrian provision will be provided in these areas through wider footways and improved crossing facilities. Landscaping will also be provided.
- 4.47 The existing loading and taxi bays located on Smithy Street will be upgraded as part of the public realm works. A new loading bay and taxi rank will be located to the northern kerb of the revised carriageway opposite the exit from the Interchange and the new retail/office development.

HIGHWAY IMPROVEMENTS

- 4.48 The proposed amendments to the town centre discussed above including the revised bus routing arrangement will result in fundamental changes to the operation of the highway network in the town centre. The most fundamental change is the establishment of a one way system that runs anti-clockwise through the town centre from north of Winchester Street to the Waterloo Square/Barrington Street junction. This will be designated as a bus, taxi and cycle lane except for access by loading vehicles between 6pm and 8am.
- 4.49 The section of Chapter Row between East Street and Waterloo Square will be closed to traffic. Access to East Street will be maintained via Church Way.
- 4.50 The existing one way system on Cornwallis Street and Barrington Street will be altered to run in the opposing clockwise direction. This is to allow for a better interaction with the one way system along Keppel Street.

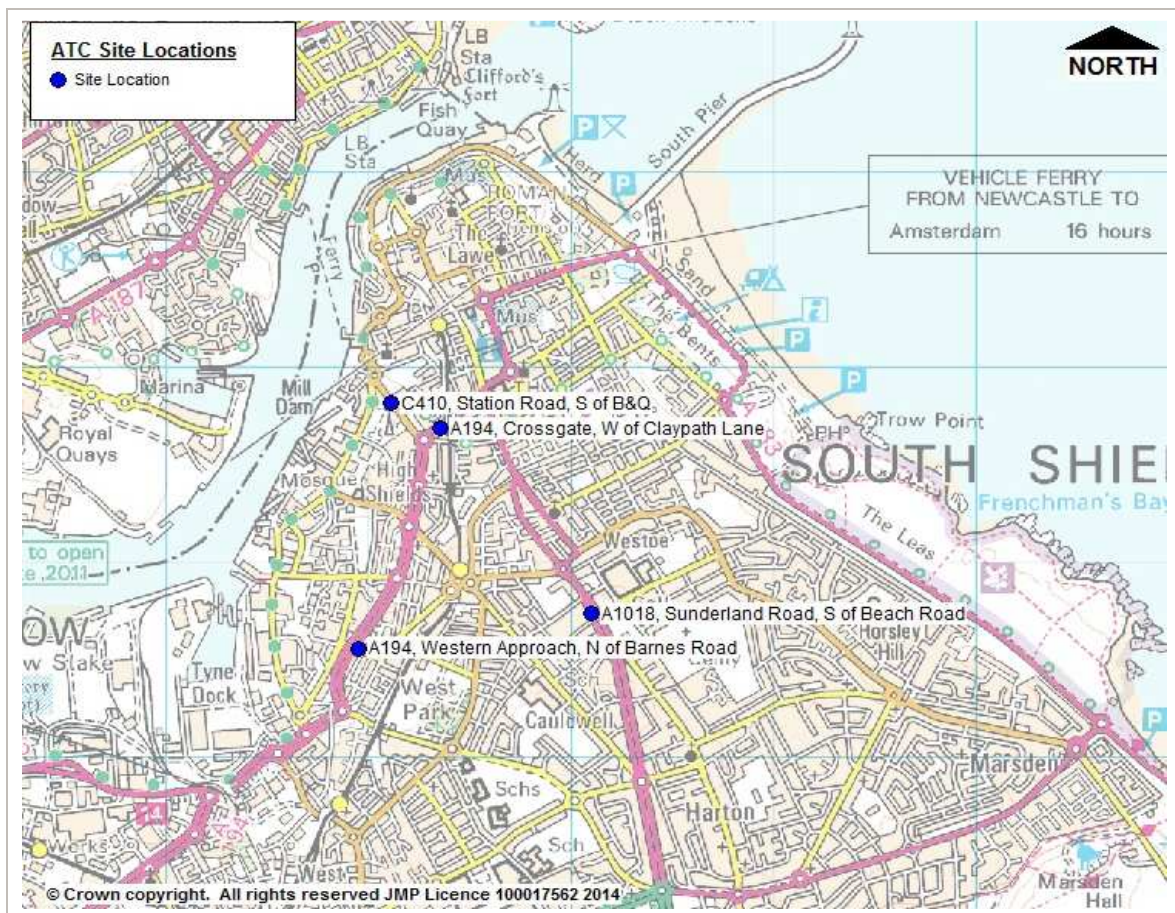
- 4.51 These will be supported by a number of measures at the junctions on the approaches to the town centre. These are discussed in more detail below.
- 4.52 At the A194 Western Approach/Crossgate junction it is proposed to provide a new bus lane on the southbound approach to the roundabout running a distance of approximately 100 metres. This bus lane ties into the existing flare and therefore no existing carriageway space allocated to general traffic is lost.
- 4.53 At the Station Road/Coronation Street junction it is proposed to introduce partial signalisation at the roundabout identified for the northern arm and the opposing eastbound circulatory carriageway. The scheme is considered to break up the flow of traffic that will conflict with bus movements from Coronation Street.
- 4.54 At the A1018/Cossgate/Beach Road junction the proposed scheme includes the maximising of capacity on approach to the junction through localised widening. This is supplemented by pedestrian crossings on the key pedestrian routes.
- 4.55 Details of interim changes to the town centre road network can be seen on **Drawing Refs: NEA1239/IS/GL02, NEA1239/IS/SI02 & NEA1239/IS/SR02** included in Appendix B.

5 Trip Generation & Distribution

TRAFFIC SURVEYS AND BASE NETWORK FLOWS

- 5.1 Manual traffic counts, supplemented by queue length surveys, were undertaken by Capita Symonds on behalf of South Tyneside Council in December 2013. The surveys covered the town centre area. This data has been provided to JMP for use within the assessment process.
- 5.2 Analysis of the survey data by Capita identified the network peak hours as 08:30 – 09:30 and 16:45 – 17:45. These network peak hours will therefore be used within the assessment.
- 5.3 As December is not considered to be a neutral month, it is considered appropriate to undertake a sensitivity test against data from a neutral month to ascertain the validity of the surveyed data. There is also a requirement to assess the increase, if any, in background traffic growth since December 2013.
- 5.4 To address both of these issues, a comparison of ATC data collected at the same time as the surveys in December 2013 with four individual weeks of ATC data collected in October 2014 (the most recent complete set of data) was considered appropriate.
- 5.5 The Traffic and Accident Data Unit has been contacted to acquire available ATC data for the South Shields area. Four ATC locations have been identified which are shown on **Figure 5.1** below.

Figure 5.1 Automatic Traffic Counter Locations



- 5.6 **Table 5.1** identifies a comparison of the weekday (Monday – Thursday) flows for December 2013 flows with the weekday flows for October 2014 for a range of time periods. The full output data can be seen appended to this document.

Table 5.1 Comparison of Weekday Flows

Location	AM Peak 0800-0900	3hr AM Peak 0700-1000	PM Peak 1700-1800	3hr PM Peak 1600-1900	12 Hour 0700-1900	24 Hour 0000 – 0000
	Oct14/Dec13	Oct14/Dec13	Oct14/Dec13	Oct14/Dec13	Oct14/Dec13	Oct14/Dec13
A1018	1.01	0.99	1.04	1.01	0.99	0.99
Crossgate	0.97	0.99	1.13	1.11	1.02	1.04
A194	0.99	0.98	1.02	0.99	0.99	0.99
Station Rd	0.96	0.93	0.91	0.90	0.91	0.91
Network Average	0.98	0.97	1.03	1.00	0.98	0.98

- 5.7 As can be seen the flows from December 2013 and October 2014 are very similar, with on average the flows from December 2013 being higher than the flows from October 2014.
- 5.8 This is considered to demonstrate that use of the surveyed December 2013 flows ensures a robust assessment of the road network capacity.
- 5.9 This exercise allows for the identification of:
- Weekday morning peak hour flows; and
 - Weekday evening peak hour flows.
- 5.10 However given that the proposed Masterplan includes a Supermarket, and is centred on a town centre, it is considered appropriate to undertake further analysis to identify if ‘super-peak’ periods occur at Friday evenings and Saturday lunchtimes.
- 5.11 Comparison of the December 2013 ATC data for the Friday evening peak and Saturday lunchtime peak with the ATC data for the weekday evening peak for December 2013 can be seen in **Table 5.2**.

Table 5.2 Comparison of Weekday Peak Flows with Friday and Saturday Peaks

Location	Weekday PM Peak 1700-1800	Friday PM Peak 1700-1800	Difference between Weekday and Friday Evening Peak	Saturday Lunchtime Peak 1200- 1300	Difference between Weekday and Saturday Lunchtime Peak
A1018	1352	1399	-47	1500	-148
Crossgate	971	1019	-48	1076	-105
A194	1422	1422	0	1543	-121
Station Rd	843	987	-144	1241	-398

- 5.12 The analysis shows that the Friday evening peak is marginally higher than the weekday evening peak, with the largest difference being on the Station Road link. The analysis shows that the Saturday lunchtime peak is higher than the weekday evening peak, again with the largest difference being on the Station Road link. It is anticipated that that the Station Road link is different during these periods as there is an increase in vehicles accessing the town centre to visit the car parks.

- 5.13 To replicate this increase in flows, it is considered appropriate to hardwire the higher flows taken from the Station Road ATC into the traffic flow diagrams for the Friday evening peak and Saturday lunchtime peak and then redistribute these additional flows through the network based upon the existing turning proportions.
- 5.14 This exercise allows for the identification of:
 - Friday evening peak hour flows; and
 - Saturday lunchtime peak hour flows.
- 5.15 The base traffic flows for the time periods can be seen on **Drawing Ref: NEA1239/TF/01 - /04** in **Appendix D**.

TRIP GENERATION

Person & Vehicle Trips

Interchange

- 5.16 The trip generation for the development will be undertaken by a mix of first principles and TRICS trip generation. The TRICS output can be seen in **Appendix C**.
- 5.17 The trip generation for the interchange itself will consider the number of buses serving the site during the network peak hours. This will include an analysis of routing and stand allocation.
- 5.18 Any additional trips to the site for example by staff working in the interchange building are considered to be nominal and will be scoped out of the assessment.
- 5.19 This results in the following vehicle trips:

Table 5.3 – Vehicle Trips – Interchange

	Weekday				Friday		Saturday	
	AM Peak		PM Peak		PM Peak		Lunchtime Peak	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
Interchange Vehicle Trips	76	76	76	76	76	76	76	76

- 5.20 These vehicle trips are of course existing services that will be redistributed as part of the assessment.

Retail

- 5.21 The proposed retail element will be 293m². The trip generation for the retail element will be determined from the TRICS database. Time specific trip generation rates have been calculated. Where this has not been possible the worst case time period has been utilised.
- 5.22 The land use sub-category 'Shopping Centre – Local Shops' has been used. This is defined as:

'A collection of small local shops within close proximity, possibly with shared parking facilities. Would include a superstore with accompanying small shops if the small shops exceed 15% of the total floor space of the site'.

- 5.23 The TRICS database further states:

'Entries for A1 retail result in trip estimates for which extreme caution should be applied. Regardless of the use of historical data in this way, identifying trip rates for individual units within a multiple occupancy retail development (shopping centres) is extremely difficult and may not be related to individual vehicle trips without direct market survey style research. Publicly available information of this nature is not readily available and the figures referenced above remain the only estimate against which to provide a comparison for the proposed use'.

5.24 Analysis has been undertaken to identify time specific multi-modal trip rates for the four time periods identified above. A multi-modal trip generation exercise is considered appropriate, given the location / proximity to sustainable transport modes and the potential for a number of trips to be undertaken by non-car modes.

5.25 The multi-modal trip rates to be used in the assessment are outlined below:

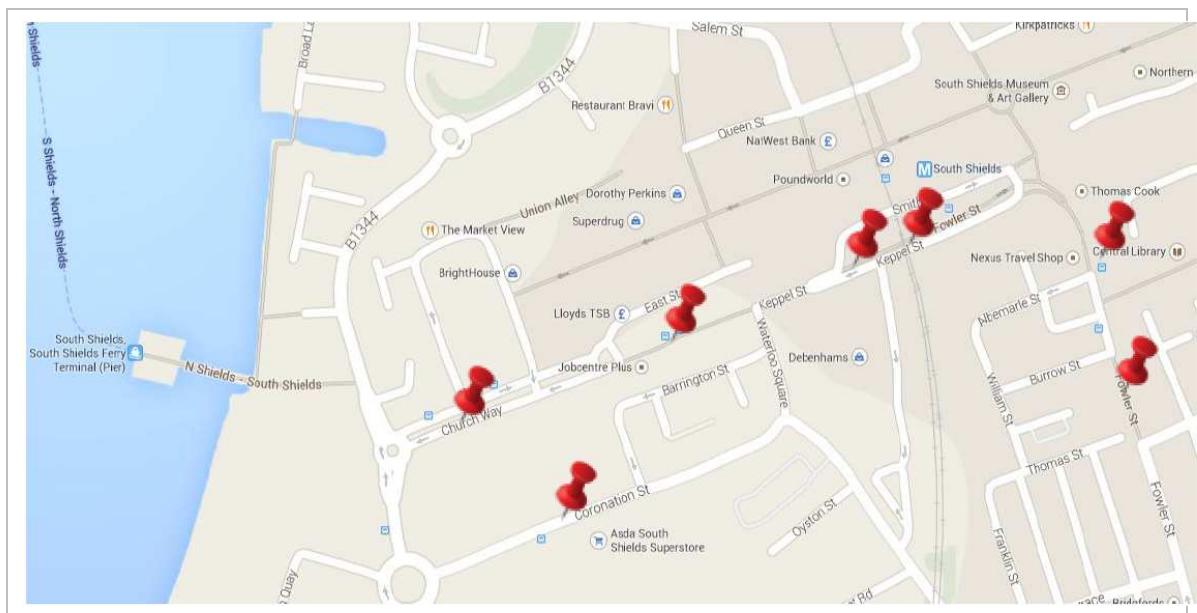
Table 5.4 Multi-Modal Trip Rates

	Weekday				Friday		Saturday	
	AM Peak		PM Peak		PM Peak		Lunchtime Peak	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
Person Trip Rates (per 100sqm)	11.718	11.196	11.215	11.793	16.694	17.804	16.694	17.804
Person Trips	34	33	33	35	49	52	49	52

5.26 As can be seen, no Saturday specific rates could be acquired from TRICS, therefore the higher Friday rates have been used.

5.27 The most appropriate modal split data for retail use is considered to be from the independent surveys undertaken by MRUK (July 2014) in South Shields town centre. They undertook 708 interviews, with at least 100 interviews at each of the following locations:

Figure 5.2 Survey Locations



MRUK

5.28 They identified the following modal splits for travel to the town centre:

Table 5.5 Mode Share for Retail Trips to the Town Centre

Mode	Mode Share
Car as driver	15%
Car as passenger	6%
Bus	53%
Metro	6%
Walking	17%
Bicycle	1%
Ferry	1%

5.29 Due to ambiguity within the question, it is unclear if the respondents who stated 'car as driver' were single occupants or had passengers. Although it is highly unlikely that all those who stated 'car as driver' were single occupancy vehicles, they will be used as such to result in a robust assessment.

5.30 This results in the following vehicle trips:

Table 5.6 Vehicle Trips – Retail Element

	Weekday				Friday		Saturday	
	AM Peak		PM Peak		PM Peak		Lunchtime Peak	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
Vehicle Trips Retail Element	5	5	5	5	7	8	7	8

Office

5.31 The proposed office element will be 620m². The trip generation for the office element will be determined from the TRICS database.

5.32 Analysis has been undertaken to identify time specific multi-modal trip rates for the four time periods identified above. A multi-modal trip generation exercise is considered appropriate, given the location / proximity to sustainable transport modes and the potential for a number of trips to be undertaken by non-car modes.

5.33 The multi-modal trip rates to be used in the assessment are outlined below:

Table 5.7 Multi-Modal Trip Rates

	Weekday				Friday		Saturday	
	AM Peak		PM Peak		PM Peak		Lunchtime Peak	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
Person Trip Rates (per 100sqm)	2.664	0.42	0.174	2.73	0.174	2.73	0	0
Person Trips	17	3	1	17	1	17	0	0

5.34 As can be seen, no Friday specific rates could be acquired from TRICs. It was assumed the office development was closed on Saturday.

5.35 The most appropriate modal split data for office use is the 2011 Journey to Work Census data for the Beacon and Bents ward which covers the town centre area. This is identified in **Table 5.8**.

Table 5.8 Journey to Work Census Data for Beacon and Bents Ward

Mode	Mode Share
Work from home	8%
Car as driver	45.8%
Car as passenger	3.9%
Taxi	0.7%
Motorcycle	0.5%
Bus	8.5%
Metro/Train	12.3%
Walking	16.3%
Bicycle	1.5%
Other method	2.5%

5.36 This results in the following vehicle trips:

Table 5.9 Vehicle Trips – Office Element

	Weekday				Friday		Saturday	
	AM Peak		PM Peak		PM Peak		Lunchtime Peak	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
Vehicle Trips Office Element	8	1	0	8	0	8	0	0

Trip Linking

5.37 It is assumed that the majority of people do not travel to the town centre to undertake one activity and go home. This is supported by the MRUK survey which identified that 66% of visitors travelled to South Shields for more than one reason, with 40% saying there were coming to shop at more than one location.

5.38 To assess individual development elements in isolation is therefore considered to be inappropriate. The TRICS Research Report 05/1 Trip Attraction Rates of Developments with Multiple Retail and Leisure Uses has been reviewed to understand the interaction or linking of trips between uses. The key findings of the study are:

- The amount of trip linking is associated with the number of sites within the development that could potentially be visited. Multi-use sites with 4 or more developments reduce on average the total number of external trips by about 20% through trip linking.
- However, for comparable sites with a generous supply of parking the trip reduction benefits of multi-use development were, on average, lost completely.
- The generous supply of parking at multi-use developments was shown on average to generate an additional 25% more car trips to the site. It is likely that additional parking provision encourages greater car-dependency which is manifest in the substantially higher trip rates for multi-use sites that have allocated parking, compared to those that manage shared parking for the development.

5.39 South Shields town centre is considered to be aligned with the first finding in that it has substantially more 'developments' than four incorporating a mix of uses including retail uses (supermarkets, butchers, grocers, hair and beauty salons, jewellers, charity shops, convenience stores, chemists, financial services, betting shops etc), leisure uses (gyms, bingo hall, library, customs house, museum & art gallery), health facilities (health centre, doctors, dentists, chiropracter), food providers (hot takeaways, public houses, restaurants, cafes), residential (hotels, boarding houses, nursing homes, dwellings

houses and apartments), places of worship and other employment uses (offices, light industry). It could therefore be argued that a reduction in trips of 20% through linking could be an under-estimate.

- 5.40 South Shields town centre is also considered to be aligned with the second finding in that it has shared parking facilities for the town centre developments. The provision of parking is constrained in line with the Council's SPD6 Parking Standards which identify the objective of 'concentrating the provision of non-operational parking in town centres and on the foreshore, in the form of strategically located car parks available for use by the general public and with good access arrangements'.
- 5.41 It is considered that if a review of the Council's parking standards were undertaken based upon the existing land uses within the town centre, the required level of parking would substantially outstrip the provision of parking spaces. This demonstrates that trip linking is already anticipated to occur within the town centre and that travel to the town centre by sustainable transport modes is already well established.
- 5.42 Given the findings of the TRICS Report it is considered justifiable to reduce new retail trips to the town centre by 20%. Although it is envisaged that some office trips will be linked, they will not be reduced to ensure robustness.

Table 5.10 Vehicle Trips Following Trip Linking – Retail Element

	Weekday				Friday		Saturday	
	AM Peak		PM Peak		PM Peak		Lunchtime Peak	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
Vehicle Trips Retail Element	5	5	5	5	7	8	7	8
Vehicle Trips Following Trip Linking	4	4	4	4	6	6	6	6

Netting Off

- 5.43 The proposed Interchange development will be located on the existing site of the following:
 - Disused office building – 3 Keppel Street – Anticipated to be 185m² x 3 floors = 555m²
 - Travel agents with office facilities above – 5/7 Keppel Street – Anticipated to be 130m² x 3 floors = 390m²;
 - Post office building containing a shop, delivery office and sorting facility – Anticipated to be 350m² of retail and 1243m² of sorting office = 3186m².
 - Graham House is located on William Street containing a mix of uses including a plumbing contractor, motor services and a holistic therapy centre. It is difficult to quantify the vehicle trips associated with these due to their size, however it is considered to be nominal and excluding them results in a robust assessment.
- 5.44 In summary this is considered to provide:
 - Office B1 – 815m²;
 - Retail A1 – 480m²;
 - Distribution Centre B8 – 3186m²;
- 5.45 Again the TRICS database has been used to calculate trip numbers anticipated to be generated by these existing uses. The office and distribution rates have been calculated in vehicle trips. It is assumed that the office element will be closed on a Saturday. Rates for distribution centres have been

used for the Royal Mail facility, this is considered to underestimate the number of vehicle trips associated with the facility resulting in a robust assessment.

- 5.46 The retail element has been calculated using the person trip rates and modal split outlined in **Table 5.4** and **5.5**. The resultant vehicle trips can be seen in **Table 5.11** below.

Table 5.11 Vehicle Trips – Netting Off Existing Uses

	Weekday				Friday		Saturday	
	AM Peak		PM Peak		PM Peak		Lunchtime Peak	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
Vehicle Trips Post Office	16	7	13	21	13	21	6	13
Vehicle Trips Retail Element	2	8	8	8	12	13	12	13
Vehicle Trips Office Element	6	1	1	7	1	7	0	0
Vehicle Trips to be Netted Off	24	16	21	36	25	41	18	25

- 5.47 Clearly a similar reduction of 20% for the linkage of trips needs to be allowed for within the existing developments. This results in the trips show in **Table 5.12**.

Table 5.12 Vehicle Trips Following Trip Linking – Existing Uses

	Weekday				Friday		Saturday	
	AM Peak		PM Peak		PM Peak		Lunchtime Peak	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
Vehicle Trips to be Netted Off	24	16	21	36	25	41	18	25
Vehicle Trips Following Trip Linking	19	13	17	29	20	32	14	20

- 5.48 One of the aims of the masterplan is to relocate businesses that are being removed to facilitate development to vacant properties in the central area. As such it is assumed that 50% of these trips will be retained within the town centre and will therefore not be included in the netting off calculation. This results in the trips shown in **Table 5.13**.

Table 5.13 Vehicle trips following Netting Off

	Weekday				Friday		Saturday	
	AM Peak		PM Peak		PM Peak		Lunchtime Peak	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
Vehicle Trips Retail Element	4	4	4	4	6	6	6	6
Vehicle Trips Office Element	8	1	0	8	0	8	0	0
Vehicle Trips to be Netted Off (50%)	10	6	9	14	10	16	7	10
Vehicle Trips Retail/Office Element Following Netting Off	2	0	0	0	0	0	0	0

5.49 As can be seen from **Table 5.13**, the number of new vehicle trips generated by the proposed development is nominal.

DEVELOPMENT TRIP DISTRIBUTION

5.50 Distribution for the development will be undertaken using two separate methodologies.

5.51 Development of the Transport Interchange will see the rerouting of existing bus services. These will therefore be manually reassigned to the network based upon the routing agreed with the bus companies and Nexus. This will result in an increase in buses at some locations, but conversely a reduction in buses at other locations.

5.52 The additional vehicle trips associated with the retail/office element will be assigned on the wider network i.e. the three main approaches to the town centre, using existing traffic proportions taken from the recorded traffic flow data.

5.53 The wider network flows will be distributed as identified in **Table 5.14**.

Table 5.14 Distribution of Existing Arrivals and Departures to the Town Centre – Wider Network

	Weekday				Friday		Saturday	
	AM Peak		PM Peak		PM Peak		Lunchtime Peak	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
Total Movements	1548	1116	1167	1994	1192	2042	1369	1994
A194 Western Approach	844 (54.5%)	470 (42.1%)	674 (57.8%)	830 (41.6%)	698 (58.6%)	868 (42.5%)	870 (63.6%)	830 (41.6%)
A1018 Westoe Road	373 (24.1%)	473 (42.4%)	312 (26.7%)	792 (39.7%)	312 (26.2%)	798 (39.1%)	312 (22.8%)	792 (39.7%)
Beach Rd to the A183	331 (21.3%)	173 (15.5%)	181 (15.5%)	372 (18.7%)	182 (15.3%)	376 (18.4%)	187 (13.7%)	372 (18.7%)

5.54 The results in the following vehicle movements.

Table 5.15 Distribution of Vehicle Trips Retail/Office Element – Wider Network

	Weekday				Friday		Saturday	
	AM Peak		PM Peak		PM Peak		Lunchtime Peak	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
Total Movements	2	0	0	0	0	0	0	0
A194 Western Approach	1	0	0	0	0	0	0	0
A1018 Westoe Road	1	0	0	0	0	0	0	0
Beach Rd to the A183	0	0	0	0	0	0	0	0

5.55 Locally i.e. within the town centre, trips will be assigned to car parks based upon an analysis of the number of available parking spaces. Car parks have been grouped geographically where possible if they exist off the assessed network. Where car parks on the assessed network they have been assessed individually. **Table 5.16** summarises the outcome of this assessment. A map showing the car park locations and associated assignment methodology can be seen in **Appendix D**.

Table 5.16 Distribution of Vehicle Trips Retail/Office Element – Local Network

Car Park	Spaces	Assignment Grouping	Cumulative Spaces	Percentage of Spaces	Assignment Methodology
Salem Street	34	North	209	10.1%	All trips via Ferry Street
North Street	115	North			
Mile End Road	60	North			
Denmark Centre	120	Northeast	300	14.4%	All trips via Anderson Street
Library	40	Northeast			
Morrisons	140	Northeast			
Garden Lane	101	Garden Lane	101	4.9%	Trips from Beach Rd/A1018 via Garden Lane. Trips from A194 via Coronation Street
Oyston Street MSCP	300	Oyston Street	300	14.4%	Trips from Beach Rd/A1018 via Garden Lane. Trips from A194 via Coronation Street
Winchester Street	155	Winchester Street	155	7.5%	Trips from Beach Rd via Anderson Street. Trips from A1018/A194 via Fowler Street
ASDA	500	ASDA	500	24.1%	Trips from Beach Rd/A1018 via Garden Lane. Trips from A194 via Coronation Street
New Foodstore	300	New Foodstore	300	14.4%	All trips via Fowler Street
Mill Dam	172	West	212	10.2%	All trips via Station Road
Harton Quays	40	West			
Total	2077		2077	100%	

- 5.56 It should be noted the analysis excludes existing parking at East Street, Thomas Street, Charlotte Street, Fowler Street, St Hilda Street, Broughton Road which are lost as part of the masterplan developments.
- 5.57 It also excludes Beach Road West, Claypath Lane, Anderson Street which are considered to be outside the central town centre area.
- 5.58 The development trips for the Interchange and the retail/office development can be seen on **Drawing Refs: NEA1239/TF/09 - /12 in Appendix D.**
- 5.59 The base + development trips for the Interchange and the retail/office development can be seen on **Drawing Refs: NEA1239/TF/17 - /20 in Appendix D.**

6 Impact Assessment – Interchange Application

6.1 Operational capacity of the following junctions will be assessed using Junction 8 for the roundabout junctions and LINSIG3 for the signalised junction:

- A194/Crossgate Roundabout;
- Station Road/Coronation Street Roundabout; and
- A194/A1018 Town Hall Signals.

6.2 The worst case scenarios for each individual junction will be assessed. As such the following scenarios will be modelled:

- A194/Crossgate Roundabout:
 - 2014 Saturday base lunchtime peak hour flows – 1200 – 1300;
 - 2014 Saturday base lunchtime peak hour flows + Transport Interchange Application – 1200 – 1300;
- Station Road/Coronation Street Roundabout:
 - 2014 Saturday base lunchtime peak hour flows – 1200 – 1300;
 - 2014 Saturday base lunchtime peak hour flows + Transport Interchange Application – 1200 – 1300;
- A194/A1018 Town Hall Signals.
 - 2014 Friday evening base peak hour flows – 16:45 – 17:45;
 - 2014 Friday evening base peak hour flows + Transport Interchange Application – 16:45 – 17:45;

6.3 The full modelling output for the following scenarios can be seen in **Appendix E**.

6.4 It is not considered necessary to test a future year scenario, as any development impacting on these junctions will come from the town centre masterplan which has a 10 – 15 year roll out.

A194/CROSSGATE ROUNDABOUT

- 2014 Saturday base lunchtime peak hour flows – 1200 – 1300;

6.5 The modelling results for this scenario can be seen in **Table 6.1** below. As can be seen the junction is considered to operate well within its theoretical capacity within the base scenario as demonstrated by the Ratio of Flow to Capacity (RFC). Maximum queuing at the junction is on the southbound approach to the roundabout, but this is only 1.39 pcus. Worst case delay at the junction is on the Maxwell Street arm which carries nominal traffic flows associated with the adjacent industrial developments.

Table 6.1 A194/Crossgate Roundabout – Summary of Junction Performance - Base

Arm	Queue (PCU)	Delay (s)	RFC	LOS
Station Road	1.39	7.22	0.57	A
A194 Crossgate	0.71	4.41	0.39	A
Maxwell Street	0.23	9.73	0.17	A
A194 Western Approach	1.14	3.98	0.51	A

- 2014 Saturday base lunchtime peak hour flows + Transport Interchange Application – 1200 – 1300;

6.6 The modelling results can be seen in **Table 6.2**. As can be seen with the addition of the traffic associated with the Interchange application i.e. rerouting of the buses and the vehicle trips associated with the retail/office element; the junction is considered to continue to operate well within its theoretical capacity as demonstrated by the RFCs. Maximum queuing at the junction remains on the southbound approach to the roundabout, but this is only 1.86 pcus. Worst case delay at the junction is on the Station Road with an average delay of approximately 12 seconds.

Table 6.2 A194/Crossgate Roundabout – Summary of Junction Performance – Base + Interchange

Arm	Queue (PCU)	Delay (s)	RFC	LOS
Station Road	1.86	8.45	0.63	A
A194 Crossgate	0.46	3.58	0.32	A
Maxwell Street	0.14	7.32	0.12	A
A194 Western Approach	0.80	3.21	0.44	A

6.7 This exercise demonstrates that the junction works within capacity with the addition of the traffic associated with the Interchange application i.e. rerouting of the buses and the vehicle trips associated with the retail/office element; during the worst case assessment period. No junction mitigation is considered to be required on capacity grounds.

6.8 Nonetheless it is considered appropriate to investigate a mitigation scheme given the volume of buses using the southbound approach to the junction to exit the town.

6.9 The proposed scheme includes a new bus lane on the southbound approach to the roundabout running a distance of approximately 100 metres. This bus lane ties into the existing flare and therefore no existing carriageway space allocated to general traffic is lost. The proposed scheme can be seen on **Drawing Ref: NEA1239/IS/GL02** in **Appendix B**.

STATION ROAD/CORONATION STREET ROUNDABOUT

- 2014 Saturday base lunchtime peak hour flows – 1200 – 1300;

6.10 The modelling results for this scenario can be seen in **Table 6.3** below. As can be seen the junction is considered to operate well within its theoretical capacity within the base scenario as demonstrated by the RFC. Maximum queuing at the junction is on the northbound approach to the roundabout, but this is only 1.48 pcus. Worst case delay at the junction is on the Station Road northbound approach to the junction.

Table 6.3 Station Road/Coronation Street Roundabout – Summary of Junction Performance - Base

Arm	Queue (PCU)	Delay (s)	RFC	LOS
Station Road	1.48	8.93	0.59	A
Commercial Road	0.31	4.27	0.24	A
Harton Quay	0.08	4.68	0.07	A
Ferry Street	0.66	4.47	0.40	A
Coronation Street	0.46	4.65	0.31	A

- 2014 Saturday base lunchtime peak hour flows + Transport Interchange Application – 1200 – 1300;

6.11 The modelling results for this scenario can be seen in **Table 6.4** below. As can be seen with the addition of the traffic associated with the Interchange application i.e. rerouting of the buses and the vehicle trips associated with the retail/office element; the junction is considered to operate well within its theoretical capacity as demonstrated by the RFC. Maximum queuing at the junction is on the northbound approach to the roundabout, but this is only 1.39 pcus. Worst case delay at the junction is on the Station Road northbound approach to the junction at 8.59 seconds.

Table 6.4 Station Road/Coronation Street Roundabout – Summary of Junction Performance – Base + Interchange

Arm	Queue (PCU)	Delay (s)	RFC	LOS
Station Road	1.39	8.59	0.58	A
Commercial Road	0.31	4.24	0.24	A
Harton Quay	0.07	4.64	0.07	A
Ferry Street	0.66	4.47	0.40	A
Coronation Street	0.90	6.50	0.43	A

- 6.12 This exercise demonstrates that the junction works comfortably within capacity the addition of the traffic associated with the Interchange application i.e. rerouting of the buses and the vehicle trips associated with the retail/office element; during the worst case assessment period. No junction mitigation is therefore considered to be required.
- 6.13 Nonetheless given the number of buses travelling via the junction it is considered appropriate to investigate a mitigation scheme to provide bus priority.
- 6.14 The proposed scheme includes partial installation of traffic signals at the roundabout, identified to for the northern arm and the opposing eastbound circulatory carriageway. The scheme is considered to break up the flow of traffic that will conflict with bus movements from Coronation Street. Allowing Coronation Street to operate uncontrolled ensures delay does not occur during quiet periods. The proposed scheme can be seen on **Drawing Ref: NEA1239/IS/GL02** in **Appendix B**.

A194/A1018 TOWN HALL SIGNALS

- 6.15 The existing junction arrangement includes measures to facilitate bus movements travelling south on Fowler Street via this junction and on to the A1018. Given the revised bus routing arrangement, the layout of this junction will need to be revised.
- 6.16 Nonetheless for completeness, the junction has been modelled using the existing layout to understand the existing operation.
 - 2014 Friday evening base peak hour flows – 16:45 – 17:45;
- 6.17 As can be seen the junction is considered to operate within its theoretical capacity within the base scenario as demonstrated by the DoS. Maximum queuing at the junction is on right turn from Crossgate to Westoe Road, but this is only 9.2 pcus.
- 6.18 The modelling results for this scenario can be seen in **Table 6.5** below.

Table 6.5 A194/A1018 Town Hall Signals Existing Layout – Summary of Junction Performance – Base

Arm	DoS %	Av.Delay (s/pcu)	Mean Max Queue (pcu)
Beach Road Left	21.9	5.2	2.4
Beach Road Left	19.8	5.1	2.1
Northbound Internal Left	12.5	2.8	0.4
Northbound Internal Right	39.7	4.7	2.7
Fowler Street Ahead	45.8	47.5	3.2
Southbound Internal Ahead	33.6	15.3	4.9
Southbound Internal Right	57.0	33.2	7.2
Westoe Road Ahead/Left	55.2	38.6	6.0
Westoe Road Ahead	51.6	37.1	5.8
Crossgate Left	31.8	10.0	4.1
Crossgate Right	57.7	24.7	9.2

➤ 2014 Friday evening base peak hour flows + Transport Interchange Application + Mitigation – 16:45 – 17:45;

6.19 A proposed mitigation scheme has been developed given the revised routing of buses and the desire of the masterplan to improve pedestrian movements across the junction. The proposed scheme can be seen on **Drawing Ref: NEA1239/IS/GL02** in **Appendix B**.

6.20 The modelling results for the revised junction layout can be seen in **Table 6.6**.

Table 6.6 A194/A1018 Town Hall Signals Proposed Layout – Summary of Junction Performance

Arm	DoS %	Av.Delay (s/pcu)	Mean Max Queue (pcu)
Beach Road Left	31.8	15.1	4.5
Beach Road Left/Right	29.5	15.5	4.1
Northbound Internal Left	29.8	7.2	1.9
Northbound Internal Right	55.8	11.2	9.7
Fowler Street Ahead/Left	4.0	48.5	0.2
Southbound Internal Ahead	40.9	13.2	1.8
Southbound Internal Right	54.4	24.2	6.1
Westoe Road Left/Ahead	48.9	34.6	4.0
Westoe Road Ahead	55.0	39.1	6.1
Crossgate Left	37.0	9.5	5.0
Crossgate Right	56.0	19.2	10.0

- 6.21 This junction modelling exercise demonstrates that the junction operates well with the addition of the traffic associated with the Interchange application i.e. rerouting of the buses and the vehicle trips associated with the retail/office element; during the worst case assessment period. Queuing does occur on the internal stacking links which in reality would be dispersed across the approach lanes.

7 Planned Development – The Proposed Masterplan

- 7.1 As outlined in Section 2, development of the Transport Interchange and retail/office provision is part of the wider South Shields 365 Vision Masterplan. A separate outline application is being developed for the Masterplan development.
- 7.2 It is imperative therefore that this phase of the application does not jeopardise the wider masterplan application and similarly that the effective operation of the network and the interchange is not adversely affected by the masterplan development. It is therefore considered appropriate to assess the impact of the developments simultaneously.
- 7.3 The trip generation and distribution exercise for the wider masterplan is summarised below. It should be noted that as far as possible the trip generation and distribution methodology for the masterplan replicates that outlined above. To see the detailed process and supporting information please refer to the application documents for that application.

Trip Generation

- 7.4 The trip generation for the masterplan development has been undertaken using the TRICS database. The development profile of the masterplan is subject to change, however for the purpose of the assessment the following profile will be assessed:
- Foodstore & PFS – 6039m²
 - Retail – 6875m²
 - Cinema – 3512m²
 - Restaurant – 1254m²
 - MSCP – 300 spaces
 - Cafes – 697m²
- 7.5 The multi-modal trip rates and the resultant person trips used in the assessment are outlined in **Table 7.1**.

Table 7.1 Multi-Modal Trip Rates & Resultant Person Trips

	Weekday				Friday		Saturday	
	AM Peak		PM Peak		PM Peak		Lunchtime Peak	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
Foodstore Person Trip Rate (per 100sqm)	5.136	3.463	7.503	7.464	12.603	13.309	12.807	12.604
Retail Person Trip Rates (per 100sqm)	11.718	11.196	11.215	11.793	16.694	17.804	16.694	17.804
Cinema Person Trip Rates (per 100sqm)	0.0	0.0	4.112	2.615	4.112	2.642	7.433	7.033
Restaurant Person Trip Rates (per 100sqm)	0.0	0.0	4.571	4.696	7.372	6.057	5.029	2.057
Foodstore Person Trips	310	209	453	451	761	804	773	761
Retail Person Trips	806	770	771	811	1148	1224	1148	1224
Cinema Person Trips	0	0	144	93	144	93	261	247
Restaurant Person Trips	0	0	57	59	92	76	63	26
Total Person Trips	1426	1188	1879	1864	2907	3001	3018	3019

- 7.6 A range of modal splits have been used given the range of development types. Using these methodologies results in the vehicle trips outlined in **Table 7.2**.

Table 7.2 Town Centre Masterplan Vehicle Trips

	Weekday				Friday		Saturday	
	AM Peak		PM Peak		PM Peak		Lunchtime Peak	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
Foodstore Vehicle Trips	215	152	317	301	529	567	428	425
Retail Vehicle Trips	121	115	116	122	172	184	172	184
Cinema Vehicle Trips	0	0	22	14	22	14	39	37
Restaurant Vehicle Trips	0	0	9	9	14	11	9	4
Total Vehicle Trips	336	267	462	445	736	775	649	649

- 7.7 A review of the potential for trip linking has been undertaken as outlined above. This results in the vehicle trips outlined in **Table 7.3**.

Table 7.3 Vehicle Trips Following Trip Linking

	Weekday				Friday		Saturday	
	AM Peak		PM Peak		PM Peak		Lunchtime Peak	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
Total Vehicle Trips	337	271	468	448	741	778	650	650
Vehicle Trips Following Trip Linking	269	217	375	358	593	623	520	520

7.8 Netting off of trips has been undertaken as outlined above. This results in the vehicle trips outlined in **Table 7.4**.

Table 7.4 Vehicle Trips – Netting Off Existing Uses

	Weekday				Friday		Saturday	
	AM Peak		PM Peak		PM Peak		Lunchtime Peak	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
Fowler Street to Garden Lane								
Vehicle Trips Retail Element	24	23	23	24	34	36	34	36
Vehicle Trips Professional Services	2	2	2	2	3	3	3	3
Vehicle Trips Ind. Unit	3	1	1	3	1	3	0	0
Vehicle Trips Factory Shop	5	11	1	5	5	5	12	10
Vehicle Trips Builders Merchant	19	17	4	8	4	8	0	0
Vehicle Trips Apartments	1	5	8	3	6	3	2	1
Vehicle Trips to be Netted Off Fowler Street	53	59	39	45	53	58	51	50
Barrington Street								
Vehicle Trips Retail Element	18	17	17	18	25	27	25	27
Vehicle Trips Professional Services	2	2	2	2	3	3	3	3
Vehicle Trips to be Netted Off Barrington Street	20	19	19	20	28	30	28	30

7.9 Clearly a similar reduction of 20% for the linkage of trips needs to be allowed for within the existing developments. This reduction can be seen in **Table 7.5**.

Table 7.5 Vehicle Trips Following Trip Linking – Existing Uses

	Weekday				Friday		Saturday	
	AM Peak		PM Peak		PM Peak		Lunchtime Peak	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
Vehicle Trips Following Trip Linking - Fowler Street	43	47	31	36	43	47	41	41
Vehicle Trips Following Trip Linking – Barrington Street	16	15	15	16	22	24	22	24

7.10 One of the aims of the masterplan is to relocate some of the businesses that have been removed to facilitate new developments to vacant properties in the central area. As such it is assumed that 50% of these trips will be retained within the town centre.

7.11 This results in the development trips shown in **Table 7.6**:

Table 7.6 Town Centre Masterplan Vehicle Trips

	Weekday				Friday		Saturday	
	AM Peak		PM Peak		PM Peak		Lunchtime Peak	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
Foodstore Vehicle Trips	172	122	253	241	423	453	342	340
Netting Off Existing Trips - Fowler Street	21	24	15	18	21	24	21	20
Foodstore Vehicle Trips Following Netting Off	151	98	238	223	402	430	322	320
Remaining Masterplan Vehicle Trips	98	95	121	118	170	169	178	180
Netting Off Existing Trips – Barrington Street	8	7	7	8	11	12	11	12
Remaining Masterplan Vehicle Trips Following Netting Off	89	88	114	110	159	157	166	168

Trip Distribution

7.12 Vehicle trips will be assigned on the wider network i.e. the three main approaches to the town centre, using existing traffic proportions taken from the recorded traffic flow data. This results in the vehicle movements identified in **Table 7.7**.

Table 7.7 Distribution of Vehicle Trips

	Weekday				Friday		Saturday	
	AM Peak		PM Peak		PM Peak		Lunchtime Peak	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
Foodstore Movements	151	98	238	223	402	430	322	320
A194 Western Approach	82	41	138	93	235	183	205	133
A1018 Westoe Road	36	42	64	88	105	168	73	127
Beach Rd to the A183	32	15	37	42	61	79	44	60
Remaining Masterplan Movements	89	88	114	110	159	157	166	168
A194 Western Approach	49	37	66	46	93	67	106	70
A1018 Westoe Road	22	37	30	44	42	61	38	67
Beach Rd to the A183	19	14	18	21	24	29	23	31

- 7.13 Locally i.e. within the town centre, trips have been assigned by two methods. Trips to the foodstore have been assigned directly to the car park provided. Trips to the remaining masterplan elements have been assigned to car parks based upon an analysis of the number of available parking spaces.
- 7.14 The development trips for the masterplan development can be seen on **Drawing Ref: NEA1239/TF/13 - /16** in **Appendix D**.
- 7.15 The reassigned base + development trips for the Interchange, retail/office and the masterplan development can be seen on **Drawing Refs: NEA1239/TF/21 - /24** in **Appendix D**.

8 Impact Assessment – Masterplan Application

- 8.1 Operational capacity of the following junctions will be assessed using Junction 8 for the roundabout junctions and LINSIG3 for the signalised junction:
- A194/Crossgate Roundabout;
 - Station Road/Coronation Street Roundabout; and
 - A194/A1018 Town Hall Signals.
- 8.2 The worst case scenarios for each individual junction will be assessed. As such the following scenarios will be modelled:
- A194/Crossgate Roundabout:
 - 2014 Saturday base lunchtime peak hour flows – 1200 – 1300; and
 - 2014 Saturday base lunchtime peak hour flows + Transport Interchange Application + Masterplan – 1200 – 1300.
 - Station Road/Coronation Street Roundabout:
 - 2014 Saturday base lunchtime peak hour flows – 1200 – 1300; and
 - 2014 Saturday base lunchtime peak hour flows + Transport Interchange Application + Masterplan – 1200 – 1300.
 - A194/A1018 Town Hall Signals.
 - 2014 Friday evening base peak hour flows – 16:45 – 17:45; and
 - 2014 Friday evening base peak hour flows + Transport Interchange Application + Masterplan – 16:45 – 17:45;
- 8.3 The full modelling output for the following scenarios can be seen in **Appendix E**.
- 8.4 It is not considered necessary to test a future year scenario, as any development impacting on these junctions will come from the town centre masterplan which has a 10 – 15 year roll out.

HIGHWAY IMPROVEMENTS

- 8.5 The proposed amendments to the town centre including the revised bus routing arrangement will result in fundamental changes to the operation of the highway network in the town centre. The most fundamental change is the establishment of a one way system that runs anti-clockwise through the town centre from north of Winchester Street to north of the Coronation Street/Garden Lane junction. This will be designated as a bus, taxi and cycle lane except for access by loading vehicles between 6pm and 8am.
- 8.6 The section of existing carriageway that runs from Station Road to Waterloo Square will be removed. It will be replaced with a shared space area providing greater pedestrian provision and public realm measures. Access to the Market Place will remain via Station Road. Access to East Street and Barrington Street will be via Cornwallis Street. These areas will be subject to a pedestrian zone except for access by loading vehicles between 6pm and 8am.
- 8.7 These will be supported by a number of measures at the junctions on the approaches to the town centre. These are discussed in more detail below.
- 8.8 At the A194 Western Approach/Crossgate junction it is proposed to provide a new bus lane on the southbound approach to the roundabout running a distance of approximately 100 metres. This bus lane ties into the existing flare and therefore no existing carriageway space allocated to general traffic is lost.

- 8.9 At the Station Road/Coronation Street junction it is proposed to introduce partial signalisation at the roundabout identified for the northern arm and the opposing eastbound circulatory carriageway. The scheme is considered to break up the flow of traffic that will conflict with bus movements from Coronation Street.
- 8.10 At the A1018/Cossgate/Beach Road junction the proposed scheme includes the provision of a series of traffic signal controlled junctions at Garden Lane, the Town Hall and at the access to the proposed foodstore on Fowler Street. These will be supported by localised widening on the junction approaches to maximise capacity. This is supplemented by pedestrian crossings on the key pedestrian routes.
- 8.11 In addition it is proposed to introduce shuttle running traffic signals on Garden Lane under the metro bridge. This is to allow for an improved pedestrian route to be provided under the bridge.
- 8.12 Details of masterplan changes to the town centre road network can be seen on **Drawing Refs: NEA1239/MP/GL03, NEA1239/MP/SI03 & NEA1239/MP/SR03** included in **Appendix B**.

A194/CROSSGATE ROUNDABOUT

➤ 2014 Saturday base lunchtime peak hour flows – 1200 – 1300;

- 8.13 The modelling results for this scenario can be seen in **Table 8.1** below. As can be seen the junction is considered to operate well within its theoretical capacity within the base scenario as demonstrated by the Ratio of Flow to Capacity (RFC). Maximum queuing at the junction is on the southbound approach to the roundabout, but this is only 1.39 pcus. Worst case delay at the junction is on the Maxwell Street arm which carries nominal traffic flows associated with the adjacent industrial developments.

Table 8.1 A194/Crossgate Roundabout – Summary of Junction Performance - Base

Arm	Queue (PCU)	Delay (s)	RFC	LOS
Station Road	1.39	7.22	0.57	A
A194 Crossgate	0.71	4.41	0.39	A
Maxwell Street	0.23	9.73	0.17	A
A194 Western Approach	1.14	3.98	0.51	A

➤ 2014 Saturday base lunchtime peak hour flows + Transport Interchange Application + Masterplan – 1200 – 1300.

- 8.14 The modelling results can be seen in **Table 8.2**. As can be seen with the addition of the traffic associated with the application i.e. rerouting of the buses and vehicle trips associated with the masterplan; the junction is considered to continue to operate well within its theoretical capacity as demonstrated by the RFCs. Maximum queuing at the junction remains on the southbound approach to the roundabout, but this is only 3.85 pcus. Worst case delay at the junction is on the Station Road with an average delay of approximately 16 seconds.

Table 8.2 A194/Crossgate Roundabout – Summary of Junction Performance – Base + Interchange + Masterplan

Arm	Queue (PCU)	Delay (s)	RFC	LOS
Station Road	3.85	16.38	0.78	C
A194 Crossgate	0.78	4.44	0.44	A
Maxwell Street	0.18	9.42	0.15	A
A194 Western Approach	1.47	4.42	0.59	A

8.15 This exercise demonstrates that the junction works within capacity with full development during the worst case assessment period. No junction mitigation is considered to be required on capacity grounds.

➤ 2014 Saturday base lunchtime peak hour flows + Transport Interchange Application + Masterplan + Mitigation – 1200 – 1300.

8.16 Nonetheless it is considered appropriate to investigate a mitigation scheme given the volume of buses using the southbound approach to the junction to exit the town.

8.17 The proposed scheme includes a new bus lane on the southbound approach to the roundabout running a distance of approximately 100 metres. This bus lane ties into the existing flare and therefore no existing carriageway space allocated to general traffic is lost. It is not possible to model this scenario within the Junctions 8 package however the scheme is considered to provide priority for buses that can bypass queuing on the approach to the junction. The proposed scheme can be seen on **Drawing Ref: NEA1239/MP/GL03** in **Appendix B**.

STATION ROAD/CORONATION STREET ROUNDABOUT

➤ 2014 Saturday base lunchtime peak hour flows – 1200 – 1300;

8.18 The modelling results for this scenario can be seen in **Table 8.3** below. As can be seen the junction is considered to operate well within its theoretical capacity within the base scenario as demonstrated by the RFC. Maximum queuing at the junction is on the northbound approach to the roundabout, but this is only 1.48 pcus. Worst case delay at the junction is on the Station Road northbound approach to the junction.

Table 8.3 Station Road/Coronation Street Roundabout – Summary of Junction Performance - Base

Arm	Queue (PCU)	Delay (s)	RFC	LOS
Station Road	1.48	8.93	0.59	A
Commercial Road	0.31	4.27	0.24	A
Harton Quay	0.08	4.68	0.07	A
Ferry Street	0.66	4.47	0.40	A
Coronation Street	0.46	4.65	0.31	A

➤ 2014 Saturday base lunchtime peak hour flows + Transport Interchange Application + Masterplan – 1200 – 1300.

8.19 The modelling results for this scenario can be seen in **Table 8.4** below. As can be seen with the addition of the traffic associated with the application i.e. rerouting of the buses and the vehicle trips associated with the masterplan; the junction is considered to operate well within its theoretical capacity

as demonstrated by the RFC. Maximum queuing at the junction is on the northbound approach to the roundabout, but this is only 1.64 pcus. Worst case delay at the junction is on the Station Road northbound approach to the junction at 9.33 seconds.

Table 8.4 Station Road/Coronation Street Roundabout – Summary of Junction Performance – Base + Interchange + Masterplan

Arm	Queue (PCU)	Delay (s)	RFC	LOS
Station Road	1.64	9.33	0.62	A
Commercial Road	0.31	4.25	0.24	A
Harton Quay	0.10	4.70	0.09	A
Ferry Street	0.61	4.50	0.38	A
Coronation Street	1.00	6.61	0.46	A

8.20 This exercise demonstrates that the junction works comfortably within capacity with full development during the worst case assessment period. No junction mitigation is therefore considered to be required.

➤ 2014 Saturday base lunchtime peak hour flows + Transport Interchange Application + Masterplan + Mitigation – 1200 – 1300.

8.21 Nonetheless given the number of buses travelling via the junction it is considered appropriate to investigate a mitigation scheme.

8.22 The proposed scheme includes partial installation of traffic signals at the roundabout, identified to for the northern arm and the opposing eastbound circulatory carriageway. The scheme is considered to break up the flow of traffic that will conflict with bus movements from Coronation Street at busy periods. Allowing Coronation Street to operate uncontrolled ensures delay does not occur during quiet periods. The proposed scheme can be seen on **Drawing Ref: NEA1239/MP/GL03 in Appendix B.**

8.23 As can be seen the junction is considered to operate well within its theoretical capacity within the scenario as demonstrated by the Degree of Saturation (DoS). The modelling results for the revised junction layout can be seen in **Table 8.5.**

Table 8.5 Station Road/Coronation Street Partial Signalised Roundabout – Summary of Junction Performance – Base + Interchange + Masterplan + Mitigation

Arm	DoS %	Av.Delay (s/pcu)	Mean Max Queue (pcu)
Coronation Street	55.8	7.3	4.5
Station Road	70.3	6.6	5.6
Commercial Road	40.6	4.4	0.4
Harton Quay	16.7	4.9	0.3
Ferry Street	66.7	20.6	8.3
Eastbound Internal Ahead	43.1	15.4	4.4
Eastbound Internal Right	10.4	13.2	0.9

A194/A1018 TOWN HALL SIGNALS

- 8.24 The existing junction arrangement includes measures to facilitate bus movements travelling south on Fowler Street via this junction and on to the A1018. Given the revised bus routing arrangement, the layout of this junction will need to be revised.
- 8.25 Nonetheless for completeness, the junction has been modelled using the existing layout to understand the impact that full development would have.
- 2014 Friday evening base peak hour flows – 16:45 – 17:45;
- 8.26 As can be seen the junction is considered to operate within its theoretical capacity within the base scenario as demonstrated by the DoS. Maximum queuing at the junction is on right turn from Crossgate to Westoe Road, but this is only 9.9 pcus.
- 8.27 The modelling results for this scenario can be seen in **Table 8.6** below.

Table 8.6 A194/A1018 Town Hall Signals Existing Layout – Summary of Junction Performance – Base

Arm	DoS %	Av.Delay (s/pcu)	Mean Max Queue (pcu)
Beach Road Left	21.9	5.2	2.4
Beach Road Left	19.8	5.1	2.1
Northbound Internal Left	12.5	2.8	0.4
Northbound Internal Right	39.7	4.7	2.7
Fowler Street Ahead	45.8	47.5	3.2
Southbound Internal Ahead	33.6	15.3	4.9
Southbound Internal Right	57.0	33.2	7.2
Westoe Road Ahead/Left	55.2	38.6	6.0
Westoe Road Ahead	51.6	37.1	5.8
Crossgate Left	31.8	10.0	4.1
Crossgate Right	57.7	24.7	9.2

- 2014 Friday evening base peak hour flows + Transport Interchange Application + Masterplan – 16:45 – 17:45;
- 8.28 As can be seen with the addition of the development traffic the junction demonstrates links that operate just in excess of capacity. As such minor queuing and delay occurs. The modelling results can be seen in **Table 8.7**.

Table 8.7 A194/A1018 Town Hall Signals Existing Layout – Summary of Junction Performance – Base + Interchange + Masterplan

Arm	DoS %	Av.Delay (s/pcu)	Mean Max Queue (pcu)
Beach Road Left	28.5	11.5	4.0
Beach Road Left	25.8	11.2	3.5
Northbound Internal Left	66.9	15.2	11.1
Northbound Internal Right	54.6	13.8	9.6
Fowler Street Ahead	77.1	42.3	11.4
Southbound Internal Ahead	28.8	8.8	1.7
Southbound Internal Right	91.6	63.4	17.6
Westoe Road Ahead/Left	85.1	53.8	12.7
Westoe Road Ahead	48.5	34.4	5.8
Crossgate Left	67.5	16.9	12.6
Crossgate Right	93.3	62.6	19.4

➤ 2014 Friday evening base peak hour flows + Transport Interchange Application + Masterplan + Mitigation – 16:45 – 17:45;

8.29 A proposed mitigation scheme has been developed given the revised routing of buses, the need for additional junction capacity, and the desire of the masterplan to improve pedestrian movements across the junction. The proposed scheme can be seen on **Drawing Ref: NEA1239/MP/GL03** in **Appendix B**.

8.30 The modelling results for the revised junction layout can be seen in **Table 8.8**.

Table 8.8 A194/A1018 Town Hall Signals Proposed Layout – Summary of Junction Performance

Arm	DoS %	Av.Delay (s/pcu)	Mean Max Queue (pcu)
Beach Road Left	39.4	21.2	5.6
Beach Road Left/Right	56.0	27.5	7.1
Northbound Internal Left	80.8	27.2	12.5
Northbound Internal Right	71.1	22.4	10.0
Fowler Street Ahead/Left	75.6	55.4	7.8
Fowler Street Ahead	71.0	52.1	7.0
Southbound Internal Ahead	46.7	12.0	7.4
Southbound Internal Right	86.5	40.8	16.2
Westoe Road Left/Ahead	61.8	32.0	7.0
Westoe Road Ahead	43.6	30.9	5.5
Crossgate Left	68.3	18.2	13.0
Crossgate Right	67.6	28.7	7.8

- 8.31 This junction modelling exercise demonstrates that the junction operates well with full development. Queuing does occur on the internal stacking links which in reality would be dispersed across the approach lanes.
- 8.32 It should be noted that to ensure a robust assessment all trips to the Foodstore are considered to be new to the network.
- 8.33 The proposed junction mitigation scheme is therefore considered to be a robust design to accommodate future development aspirations.

A194/A1018 SIGNALS WITH GARDEN LANE AND FOODSTORE ACCESS

- 8.34 Further testing has been undertaken to consider the interaction of this junction with the adjacent junctions of Garden Lane and the proposed foodstore. Both adjacent junctions will be signalised in this scenario.
- 8.35 The Garden Lane junction includes for an indicative left turn green arrow on the southbound Garden Lane arm to run against the westbound flow on Crossgate. This is the best way to maximise these two movements. A full pedestrian phase is included in the phasing. The proposed scheme can be seen on **Drawing Ref: NEA1239/MP/GL03** in **Appendix B**.
- 8.36 The modelling results can be seen in **Table 8.9**.

Table 8.9 A194/A1018, Garden Lane, Foodstore Access Signalised Layout – Summary of Junction Performance

Arm	DoS %	Av.Delay (s/pcu)	Mean Max Queue (pcu)
A194/A1018 Town Hall Junction			
Beach Road Left	40.4	21.3	5.7
Beach Road Left/Right	77.5	39.1	8.3
Northbound Internal Left	78.2	28.3	16.6
Northbound Internal Right	68.8	24.0	9.3
Fowler Street Ahead/Left	75.6	48.9	6.7
Fowler Street Ahead	70.7	45.6	5.9
Southbound Internal Ahead	43.0	6.2	6.6
Southbound Internal Right	76.4	22.2	8.9
Westoe Road Left/Ahead	60.0	30.7	6.8
Westoe Road Ahead	42.1	29.7	5.4
Crossgate Left	65.7	11.6	12.9
Crossgate Right	72.3	29.9	8.6
Foodstore Access Junction			
Fowler Street Left	30.8	1.8	0.2
Fowler St Ahead	50.9	25.9	3.6
Foodstore Right	51.5	12.2	7.3
Garden Lane Junction			

Garden Lane	69.0	41.0	7.1
Crossgate West	55.9	7.9	3.4
Crossgate East Ahead/Left	67.9	24.3	12.8
Crossgate Ahead	46.3	19.4	7.6

- 8.37 The junction modelling exercise is considered to demonstrate that the network of junctions operates well with full development. Queuing does occur but this is not considered to be substantial given that this is the worst case scenario.
- 8.38 Again it should be noted that to ensure a robust assessment all trips to the Foodstore are considered to be new to the network.
- 8.39 The proposed junction mitigation scheme is therefore considered to be a robust design to accommodate future development aspirations.

9 Conclusion

- 9.1 JMP have been appointed by MUSE and South Tyneside Council, to carry out a Transport Assessment and accompanying Travel Plan for a proposed development in South Shields town centre, South Tyneside. The development consists of:
- Proposed development of a new Interchange incorporating improved facilities for bus and metro passengers;
 - A travel shop and staff/customer amenities;
 - 293m² of retail development;
 - 620m² of office development;
 - A pickup/drop off area for short term parking;
 - A loading bay
 - Taxi rank; and
 - Public realm improvements.
- 9.2 The assessment has gone through the following stages:
- Existing transport conditions;
 - Collision analysis;
 - Trip generation and distribution; and
 - Impact assessment.
- 9.3 Operational capacity of the following junctions have been assessed:
- A194/Crossgate Roundabout
 - Station Road/Coronation Street Roundabout
 - A194/A1018 Town Hall Signals
- 9.4 The assessment is considered to show all junctions continue to operate effectively with addition of the Interchange application i.e. rerouting of the buses and the vehicle trips associated with the retail/office element; during the worst case assessment periods.
- 9.5 Nonetheless given the number of buses travelling through these junctions it is considered appropriate to develop mitigation schemes to provide bus priority.
- 9.6 Further junction modelling demonstrates that the mitigated junctions operate well with addition of full development as identified in the 365 Masterplan.
- 9.7 It should be noted that the latter assessments are considered to be robust as all trips to the Foodstore are considered to be new to the network.
- 9.8 The proposed junction mitigation schemes are therefore considered to result in robust designs to accommodate future development aspirations.

Appendix A

COLLISION DATA

South Shields Town Centre
Casualties

Age Of Casualty	Casualty Severity	Pedestrian Location	Pedestrian Movement	Pedestrian Direction	Pupil Category	Car Passenger	Bus Or Coach Passenger	Casualty Post Code	Road Works	Seat Belt In Use	Cycle Helmet Worn
57	Slight				Other	Not a car passenger	Not a bus or coach passenger	NE34 8EE		Not Applicable	Not a Cyclist
31	Slight	On footway or verge	Walking along in carriageway - back to traffic	South East	Other	Not a car passenger	Not a bus or coach passenger	NE33 3HA	No	Not Applicable	Not a Cyclist
33	Slight				Other	Not a car passenger	Not a bus or coach passenger			Not Applicable	Yes
43	Slight				Other	Not a car passenger	Not a bus or coach passenger	NE33 2DR		Not Applicable	Not Known
47	Slight				Other	Not a car passenger	Not a bus or coach passenger			Worn and independently confirmed	Not a Cyclist
47	Slight				Other	Front seat passenger	Not a bus or coach passenger			Not Applicable	Not a Cyclist
33	Slight				Other	Rear seat passenger	Not a bus or coach passenger			Not Applicable	Not a Cyclist
13	Slight				Other	Not a car passenger	Not a bus or coach passenger			Not Applicable	Not Known
19	Slight				Other	Not a car passenger	Not a bus or coach passenger	NE34 9DU		Unknown	Not a Cyclist
17	Slight	In carriageway, crossing elsewhere	Crossing from driver's offside	East	a journey t	Not a car passenger	Not a bus or coach passenger	NE37 1DZ	No	Not Applicable	Not a Cyclist
71	Serious	In carriageway, crossing on pedestrian crossing facility	Crossing from driver's offside - masked by parked or stationary vehicle	South West	Other	Not a car passenger	Not a bus or coach passenger		No	Not Applicable	Not a Cyclist
10	Slight				Other	Not a car passenger	Not a bus or coach passenger	NE33 2HA		Not Applicable	Not Known
26	Slight				Other	Not a car passenger	Not a bus or coach passenger	NE28 0LW		Worn and independently confirmed	Not a Cyclist
58	Slight				Other	Not a car passenger	Not a bus or coach passenger	NE33 3PB		Not Applicable	Not a Cyclist
20	Slight	In carriageway, not crossing	In carriageway, stationary - not crossing (standing or playing)	Standing Still	Other	Not a car passenger	Not a bus or coach passenger	NE34 9HB	No	Not Applicable	Not a Cyclist
65	Slight				Other	Not a car passenger	Alighting			Not Applicable	Not a Cyclist
21	Slight				Other	Not a car passenger	Not a bus or coach passenger	NE33 2PB		Unknown	Not a Cyclist
39	Slight				Other	Not a car passenger	Not a bus or coach passenger	NE33 2HB		Not Applicable	Not Known
20	Slight	In carriageway, crossing on pedestrian crossing facility	Crossing from driver's offside	South	Other	Not a car passenger	Not a bus or coach passenger	NE31 2DW	No	Not Applicable	Not a Cyclist
10	Slight				School Pupil on a journey t	Not a car passenger	Not a bus or coach passenger	NE33 2EA		Not Applicable	No
60	Serious	In carriageway, crossing within zig-zag lines at crossing exit	Unknown or other	South	Other	Not a car passenger	Not a bus or coach passenger	DL13 5HX	No	Not Applicable	Not a Cyclist
64	Serious				Other	Not a car passenger	Standing passenger	NE33 4DA		Not Applicable	Not a Cyclist
37	Slight				Other	Not a car passenger	Standing passenger	NE34 0RE		Not Applicable	Not a Cyclist
2	Slight				Other	Not a car passenger	Standing passenger			Not Applicable	Not a Cyclist
24	Slight	On footway or verge	Unknown or other	Standing Still	Other	Not a car passenger	Not a bus or coach passenger		No	Not Applicable	Not a Cyclist
37	Slight				Other	Not a car passenger	Not a bus or coach passenger	NE34 8LR		Worn but not independently confirmed	Not a Cyclist
80	Slight	In centre of carriageway, not on refuge, central island or central reservation	Crossing from driver's offside	North	Other	Not a car passenger	Not a bus or coach passenger	NE34 9DH	No	Not Applicable	Not a Cyclist
75	Slight	In centre of carriageway, not on refuge, central island or central reservation	Crossing from driver's offside	North	Other	Not a car passenger	Not a bus or coach passenger	NE34 9DF	No	Not Applicable	Not a Cyclist
65	Slight				Other	Not a car passenger	Seated passenger	NE33 4LF		Not Applicable	Not a Cyclist
27	Serious	In carriageway, not crossing	Unknown or other	West	Other	Not a car passenger	Not a bus or coach passenger	NE5 2QA	Yes	Not Applicable	Not a Cyclist
3	Slight				Other	Rear seat passenger	Not a bus or coach passenger			Not Applicable	Not a Cyclist
35	Slight				Other	Not a car passenger	Standing passenger	NE33 3PU		Not Applicable	Not a Cyclist
57	Slight				Other	Not a car passenger	Not a bus or coach passenger	NE33 2EP		Not Applicable	Not a Cyclist
44	Slight	In centre of carriageway, not on refuge, central island or central reservation	Crossing from driver's nearside	East	Other	Not a car passenger	Not a bus or coach passenger	NE33 1EA	No	Not Applicable	Not a Cyclist

Northumbria	13	7	349013	1	1	Pedestrian	Female	51	Slight	On footway or verge	Walking along in carriageway - facing traffic	North	Other	Not a car passenger	Not a bus or coach passenger	DN3 1QQ	No	Not Applicable	Not a Cyclist
Northumbria	13	7	349013	1	2	Pedestrian	Male	58	Slight	On footway or verge	Walking along in carriageway - back to traffic	North	Other	Not a car passenger	Not a bus or coach passenger		No	Not Applicable	Not a Cyclist
Northumbria	13	7	357013	2	1	Driver or rider	Male	45	Slight				Other	Not a car passenger	Not a bus or coach passenger	NE38 7NX		Not Applicable	Not a Cyclist
Northumbria	13	7	381313	2	1	Driver or rider	Male	40	Slight				Other	Not a car passenger	Not a bus or coach passenger	NE34 8EL		Unknown	Not a Cyclist
Northumbria	13	5	381713	1	1	Vehicle or pillion passenger	Female	71	Slight				Other	Not a car passenger	Seated passenger	SR3 0AT		Not Applicable	Not a Cyclist
Northumbria	13	8	407613	1	1	Pedestrian	Female	61	Slight	In carriageway, crossing elsewhere	Crossing from driver's nearside	North	Other	Not a car passenger	Not a bus or coach passenger		No	Not Applicable	Not a Cyclist
Northumbria	13	9	480213	1	1	Vehicle or pillion passenger	Female	78	Slight				Other	Not a car passenger	Seated passenger	NE34 7JT		Not Applicable	Not a Cyclist
Northumbria	13	9	517613	1	1	Vehicle or pillion passenger	Female	50	Slight				Other	Not a car passenger	Alighting	NE34 7PE		Not Applicable	Not a Cyclist
Northumbria	13	9	519013	2	1	Driver or rider	Male	52	Slight				Other	Not a car passenger	Not a bus or coach passenger	NE6 2RU		Unknown	Not a Cyclist
Northumbria	13	10	566713	1	1	Driver or rider	Female	18	Slight				Other	Not a car passenger	Not a bus or coach passenger	NE34 7OR		Unknown	Not a Cyclist
Northumbria	13	10	566713	2	2	Driver or rider	Male	63	Slight				Other	Not a car passenger	Not a bus or coach passenger	NE9 4LB		Not Applicable	Not a Cyclist
Northumbria	13	10	583613	1	1	Driver or rider	Male	61	Slight				Other	Not a car passenger	Not a bus or coach passenger	NE34 0PE		Worn and independently confirmed	Not a Cyclist
Northumbria	13	10	583613	2	2	Driver or rider	Female	27	Slight				Other	Not a car passenger	Not a bus or coach passenger	NE34 7EH		Unknown	Not a Cyclist
Northumbria	13	11	631613	2	1	Driver or rider	Female	57	Slight				Other	Not a car passenger	Not a bus or coach passenger	DH8 6RE		Worn but not independently confirmed	Not a Cyclist
Northumbria	13	11	653413	1	1	Vehicle or pillion passenger	Female	17	Slight				Other	Not a car passenger	Standing passenger	NE34 8HR		Not Applicable	Not a Cyclist
Northumbria	14	2	62714	1	1	Vehicle or pillion passenger	Female	18	Slight				Other	Not a car passenger	Seated passenger	SR6 0SE		Not Applicable	Not a Cyclist
Northumbria	14	2	104814	2	1	Driver or rider	Male	27	Slight				Other	Not a car passenger	Not a bus or coach passenger	NE34 9MT		Not Applicable	Not a Cyclist
Northumbria	14	2	92614	2	1	Driver or rider	Male	35	Slight				Other	Not a car passenger	Not a bus or coach passenger	NE33 4EP		Not Applicable	Not a Cyclist
Northumbria	14	3	139514	2	1	Driver or rider	Female	28	Slight				Other	Not a car passenger	Not a bus or coach passenger			Not Applicable	Not a Cyclist
Northumbria	14	5	298514	2	1	Driver or rider	Male	29	Slight				Other	Not a car passenger	Not a bus or coach passenger	NE27 0BX		Worn but not independently confirmed	Not a Cyclist
Northumbria	14	5	298514	2	2	Vehicle or pillion passenger	Female	28	Slight				Other	Front seat passenger	Not a bus or coach passenger			Not Applicable	Not a Cyclist
Northumbria	14	6	314614	1	1	Vehicle or pillion passenger	Female	21	Slight				Other	Not a car passenger	Alighting	NE34 0BY		Not Applicable	Not a Cyclist
Northumbria	14	6	352014	2	1	Driver or rider	Male	31	Slight				Other	Not a car passenger	Not a bus or coach passenger	NE36 6LF		Not Applicable	Yes
Northumbria	14	6	360314	2	1	Vehicle or pillion passenger	Male	41	Slight				Other	Front seat passenger	Not a bus or coach passenger			Not Applicable	Not a Cyclist
Northumbria	14	6	360314	2	2	Vehicle or pillion passenger	Male	2	Slight				Other	Rear seat passenger	Not a bus or coach passenger			Not Applicable	Not a Cyclist
Northumbria	14	7	411114	1	1	Vehicle or pillion passenger	Female	84	Slight				Other	Not a car passenger	Standing passenger			Not Applicable	Not a Cyclist
Northumbria	14	8	507814	1	1	Vehicle or pillion passenger	Female	89	Slight				Other	Not a car passenger	Standing passenger	NE34 6EB		Not Applicable	Not a Cyclist
Northumbria	14	9	549714	2	1	Driver or rider	Male	35	Slight				Other	Not a car passenger	Not a bus or coach passenger			Not Applicable	No
Northumbria	14	10	578614	2	1	Vehicle or pillion passenger	Male	30	Slight				Other	Not a car passenger	Standing passenger	NE34 6AJ		Not Applicable	Not a Cyclist
Northumbria	14	10	578614	2	2	Vehicle or pillion passenger	Female	80	Slight				Other	Not a car passenger	Seated passenger	SR6 7SS		Not Applicable	Not a Cyclist
Northumbria	14	10	578614	2	3	Vehicle or pillion passenger	Female	82	Slight				Other	Not a car passenger	Standing passenger	SR6 7RP		Not Applicable	Not a Cyclist
Northumbria	14	10	617614	1	1	Vehicle or pillion passenger	Female	65	Slight				Other	Not a car passenger	Alighting	NE33 5DE		Not Applicable	Not a Cyclist
Northumbria	14	11	673014	1	1	Vehicle or pillion passenger	Female	30	Slight				Other	Not a car passenger	Boarding	NE31 1JY		Not Applicable	Not a Cyclist
Northumbria	14	11	744914	1	1	Vehicle or pillion passenger	Male	45	Slight				Other	Not a car passenger	Standing passenger			Not Applicable	Not a Cyclist
Northumbria	14	11	744914	1	2	Vehicle or pillion passenger	Female	45	Slight				Other	Not a car passenger	Seated passenger			Not Applicable	Not a Cyclist
Northumbria	15	3	172915	3	1	Driver or rider	Female	19	Slight				Other	Not a car passenger	Not a bus or coach passenger	NE34 9DX		Unknown	Not a Cyclist

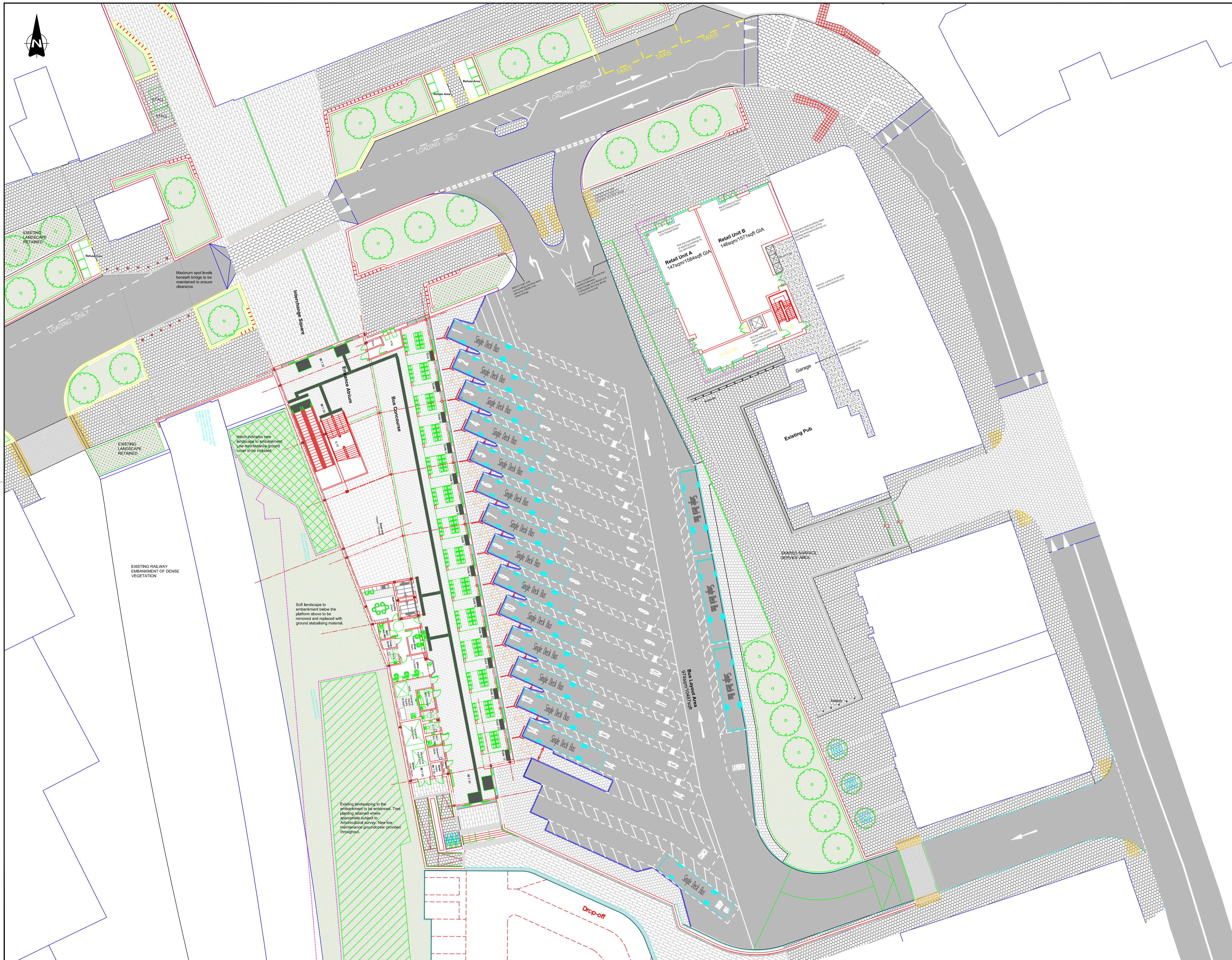
Police Force	Year	Month	Acc Ref	Veh Ref	Type Of Vehicle	Towing or Artic	Manoeuvres	Direction Of Travel From	Direction Of Travel To	Vehicle Location	Junction Location	Skidding and Overturning	Hit Object In Carriageway	Vehicle Leaving Carriageway	First Object Off the Carriageway	First Point of Impact	Sex Of Driver	Age Of Driver	Breath Test	Hit and Run	Driver Post Code	Foreign Registered Vehicle	Journey Purpose	Left Hand Drive
Northumbria	12	1	8512	2	Car	No tow or articulation	Turning left	South East	South West	On main carriageway - not in restricted lane	Cleared junction or waiting/parked at junction exit	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Front	Male	57	Driver not contacted	Other	NE34 8EE	Not a foreign registered vehicle	Other	No
Northumbria	12	1	8512	1	Car	No tow or articulation	Turning left	South East	South West	On main carriageway - not in restricted lane	Cleared junction or waiting/parked at junction exit	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Front	Female	23	Driver not contacted	Other	NE34 7NR	Not a foreign registered vehicle	Commuting to/from work	No
Northumbria	12	1	8512	3	Car	No tow or articulation	Turning left	South East	South West	On main carriageway - not in restricted lane	Cleared junction or waiting/parked at junction exit	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Back	Female	70	Driver not contacted	Other	NE33 4TN	Not a foreign registered vehicle	Other	No
Northumbria	12	1	52912	1	Bus or coach (17 or more passenger seats)	No tow or articulation	Slowing or stopping	North West	South East	Bus Lane	Mid junction - on roundabout or on main road	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Front	Not traced		Driver not contacted at time of accident	Other		Not a foreign registered vehicle	Journey as part of work	No
Northumbria	12	2	98412	2	Pedal Cycle	No tow or articulation	Going ahead other	North	South	On main carriageway - not in restricted lane	Mid junction - on roundabout or on main road	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Did not impact	Male	33	Not requested	Other		Not a foreign registered vehicle	Commuting to/from work	No
Northumbria	12	2	98412	1	Car	No tow or articulation	Turning left	North East	South	On main carriageway - not in restricted lane	Entering roundabout	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Did not impact	Not traced		Driver not contacted	Other		Not a foreign registered vehicle	Journey as part of work	No
Northumbria	12	3	171712	2	Pedal Cycle	No tow or articulation	Going ahead other	South West	North East	On main carriageway - not in restricted lane	Approaching junction or waiting/parked at junction exit	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Nearside	Male	43	Not requested	Other	NE33 2DR	Not a foreign registered vehicle	Commuting to/from work	No
Northumbria	12	3	171712	1	Car	No tow or articulation	Going ahead other	North West	South East	Leaving lay-by or hard shoulder	Approaching junction or waiting/parked at junction exit	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Front	Male	80	Negative	Hit and Run	NE34 6QT	Not a foreign registered vehicle	Commuting to/from work	No
Northumbria	12	3	189412	2	Car	No tow or articulation	Waiting to go ahead but held up	North West	South East	On main carriageway - not in restricted lane	Approaching junction or waiting/parked at junction exit	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Back	Male	47	Negative	Other		Not a foreign registered vehicle	Other	No
Northumbria	12	3	189412	1	Car	No tow or articulation	Going ahead other	North West	South East	On main carriageway - not in restricted lane	Approaching junction or waiting/parked at junction exit	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Front	Female	24	Negative	Other		Not a foreign registered vehicle	Other	No
Northumbria	12	3	195812	2	Pedal Cycle	No tow or articulation	Going ahead other	North West	South East	On main carriageway - not in restricted lane	Not at, or within 20 metres of junction	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Front	Male	13	Not requested	Other		Not a foreign registered vehicle	Not known	No
Northumbria	12	3	195812	1	Car	No tow or articulation	Going ahead other	South East	North West	On main carriageway - not in restricted lane	Not at, or within 20 metres of junction	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Front	Not traced		Driver not contacted	Other		Not a foreign registered vehicle	Not known	No
Northumbria	12	4	210012	2	Car	No tow or articulation	Waiting to go ahead but held up	South West	North East	On main carriageway - not in restricted lane	Approaching junction or waiting/parked at junction exit	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Back	Female	19	Negative	Other	NE34 9DU	Not a foreign registered vehicle	Other	No
Northumbria	12	4	210012	1	Car	No tow or articulation	Going ahead other	South West	North East	On main carriageway - not in restricted lane	Approaching junction or waiting/parked at junction exit	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Front	Male	32	Negative	Other	NE33 2DZ	Not a foreign registered vehicle	Other	No
Northumbria	12	4	184612	1	Car	No tow or articulation	Slowing or stopping	North West	South East	On main carriageway - not in restricted lane	Not at, or within 20 metres of junction	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Offside	Not traced		Driver not contacted	Hit and Run		Not a foreign registered vehicle	Not known	No
Northumbria	12	5	258312	1	Car	No tow or articulation	Going ahead other	South East	North West	On main carriageway - not in restricted lane	Not at, or within 20 metres of junction	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Front	Male	46	Negative	Other	NE33 4TS	Not a foreign registered vehicle	Other	No
Northumbria	12	6	316912	1	Pedal Cycle	No tow or articulation	Going ahead other	North West	South East	On main carriageway - not in restricted lane	Mid junction - on roundabout or on main road	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Front	Male	10	Not applicable	Other	NE33 2HA	Not a foreign registered vehicle	Other	No
Northumbria	12	6	316912	2	Car	No tow or articulation	Going ahead other	North East	South West	On main carriageway - not in restricted lane	Mid junction - on roundabout or on main road	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Offside	Female	55	Not requested	Other	SR6 7TG	Not a foreign registered vehicle	Other	No
Northumbria	12	6	326612	1	Car	No tow or articulation	Going ahead other	North East	South West	On main carriageway - not in restricted lane	Entering main road	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Front	Male	26	Not requested	Other	NE28 0LW	Not a foreign registered vehicle	Commuting to/from work	No
Northumbria	12	6	326612	2	Car	No tow or articulation	Going ahead other	North West	South East	On main carriageway - not in restricted lane	Mid junction - on roundabout or on main road	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Front	Male	53	Negative	Other	NE33 2EQ	Not a foreign registered vehicle	Commuting to/from work	No
Northumbria	12	5	363212	2	Mobility Scooter	No tow or articulation	Slowing or stopping	South East	North West	On main carriageway - not in restricted lane	Approaching junction or waiting/parked at junction exit	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Front	Female	58	Not requested	Other	NE33 3PB	Not a foreign registered vehicle	Other	No
Northumbria	12	5	363212	1	Car	No tow or articulation	Moving off	North East	South West	On main carriageway - not in restricted lane	Approaching junction or waiting/parked at junction exit	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Front	Not traced		Not requested	Hit and Run		Not a foreign registered vehicle	Not known	No
Northumbria	12	7	372212	1	Car	No tow or articulation	Going ahead other	South	North	On main carriageway - not in restricted lane	Not at, or within 20 metres of junction	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Nearside	Male	21	Driver not contacted	Other	NE33 2PB	Not a foreign registered vehicle	Not known	No
Northumbria	12	7	381112	1	Bus or coach (17 or more passenger seats)	No tow or articulation	Going ahead other	West	East	On main carriageway - not in restricted lane	Not at, or within 20 metres of junction	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Did not impact	Male	55	Driver not contacted	Other	NE31 1PE	Not a foreign registered vehicle	Journey as part of work	No
Northumbria	12	7	394612	2	Car	No tow or articulation	Going ahead other	North	South	On main carriageway - not in restricted lane	Cleared junction or waiting/parked at junction exit	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Back	Male	21	Negative	Other	NE33 2PB	Not a foreign registered vehicle	Not known	No
Northumbria	12	7	394612	1	Car	No tow or articulation	Going ahead other	South	North	On main carriageway - not in restricted lane	Cleared junction or waiting/parked at junction exit	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Back	Male	41	Negative	Other	NE34 7BJ	Not a foreign registered vehicle	Not known	No
Northumbria	12	7	403512	2	Pedal Cycle	No tow or articulation	Going ahead other	North West	South East	On main carriageway - not in restricted lane	Mid junction - on roundabout or on main road	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Back	Male	39	Not applicable	Other	NE33 2HB	Not a foreign registered vehicle	Other	No
Northumbria	12	7	403512	1	Car	No tow or articulation	Going ahead other	North West	South East	On main carriageway - not in restricted lane	Mid junction - on roundabout or on main road	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Front	Male		Driver not contacted at time of	Other	NE32 4BB	Not a foreign registered vehicle	Not known	No
Northumbria	12	9	506512	1	Car	No tow or articulation	Going ahead other	East	West	On main carriageway - not in restricted lane	Not at, or within 20 metres of junction	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Offside	Male	61	Negative	Other	NE32 4BF	Not a foreign registered vehicle	Not known	No

Northumbria	12	9	523012	1	Pedal Cycle	No tow or articulation	Going ahead other	West	East	On main carriageway - not in restricted lane	Mid junction - on roundabout or on main road	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Front	Male	10	Not requested	Other	NE33 2EA	Not a foreign registered vehicle	Pupil riding to/from school	No
Northumbria	12	9	523012	2	Car	No tow or articulation	Going ahead other	South	North	On main carriageway - not in restricted lane	Mid junction - on roundabout or on main road	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Nearside	Male	45	Negative	Other	NE33 2ED	Not a foreign registered vehicle	Taking pupil to/from school	No
Northumbria	12	10	606212	1	Car	No tow or articulation	Turning right	South	East	On main carriageway - not in restricted lane	Entering main road	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Offside	Male	56	Negative	Other	NE33 4BY	Not a foreign registered vehicle	Journey as part of work	No
Northumbria	12	12	702612	1	Bus or coach (17 or more passenger seats)	No tow or articulation	Moving off	South	North	Bus Lane	Not at, or within 20 metres of junction	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Did not impact	Male	56	Not requested	Other	NE34 7SB	Not a foreign registered vehicle	Journey as part of work	No
Northumbria	12	12	708812	1	Bus or coach (17 or more passenger seats)	No tow or articulation	Turning right	East	North	On main carriageway - not in restricted lane	Entering main road	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Did not impact	Male	25	Not requested	Other	NE34 0QY	Not a foreign registered vehicle	Journey as part of work	No
Northumbria	12	12	720612	1	Goods vehicle 3.5 tonnes maximum gross weight (mgw) and	No tow or articulation	Reversing	West	East	On main carriageway - not in restricted lane	Not at, or within 20 metres of junction	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Back	Not traced		Driver not contacted	Hit and Run		Not a foreign registered vehicle	Other	No
Northumbria	13	2	161413	2	Car	No tow or articulation	Waiting to go ahead but held up	South	North	On main carriageway - not in restricted lane	Approaching junction or waiting/parked at junction exit	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Back	Female	37	Driver not contacted	Other	NE34 8LR	Not a foreign registered vehicle	Commuting to/from work	No
Northumbria	13	2	161413	1	Car	No tow or articulation	Going ahead other	South	North	On main carriageway - not in restricted lane	Approaching junction or waiting/parked at junction exit	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Front	Male	27	Driver not contacted	Other	NE29 8SV	Not a foreign registered vehicle	Not known	No
Northumbria	13	3	132613	1	Goods vehicle 3.5 tonnes maximum gross weight (mgw) and	No tow or articulation	Reversing	East	West	On main carriageway - not in restricted lane	Not at, or within 20 metres of junction	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Back	Male	27	Driver not contacted	Hit and Run	DHS 0HE	Not a foreign registered vehicle	Journey as part of work	No
Northumbria	13	3	135113	1	Bus or coach (17 or more passenger seats)	No tow or articulation	Changing lane to right	North	South	On main carriageway - not in restricted lane	Mid junction - on roundabout or on main road	No skidding, jack-knifing or overturning	None	Did not leave carriageway	Lamp Post	Did not impact	Male	46	Driver not contacted	Other		Not a foreign registered vehicle	Journey as part of work	No
Northumbria	13	4	162913	1	Goods vehicle 7.5 tonnes mgw and over	No tow or articulation	Reversing	West	East	On main carriageway - not in restricted lane	Not at, or within 20 metres of junction	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Offside	Male	52	Negative	Other	SR2 8SJ	Not a foreign registered vehicle	Journey as part of work	No
Northumbria	13	5	229813	2	Car	No tow or articulation	Slowing or stopping	South	North	On main carriageway - not in restricted lane	Approaching junction or waiting/parked at junction exit	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Front	Male	34	Negative	Other	DHS 9PB	Not a foreign registered vehicle	Other	No
Northumbria	13	5	229813	1	Car	No tow or articulation	Going ahead other	South	North	On main carriageway - not in restricted lane	Approaching junction or waiting/parked at junction exit	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Front	Female	31	Negative	Other	NE33 1LN	Not a foreign registered vehicle	Other	No
Northumbria	13	5	229813	3	Car	No tow or articulation	Slowing or stopping	South	North	On main carriageway - not in restricted lane	Approaching junction or waiting/parked at junction exit	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Back	Male	46	Negative	Other	TS19 0SZ	Not a foreign registered vehicle	Other	No
Northumbria	13	5	234613	1	Bus or coach (17 or more passenger seats)	No tow or articulation	Slowing or stopping	South	North	On main carriageway - not in restricted lane	Not at, or within 20 metres of junction	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Did not impact	Male	46	Driver not contacted at time of	Other	SR8 5QU	Not a foreign registered vehicle	Journey as part of work	No
Northumbria	13	6	301313	1	Motorcycle 50cc and Under	No tow or articulation	Going ahead other	South	North	On main carriageway - not in restricted lane	Not at, or within 20 metres of junction	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Offside	Male	57	Not requested	Other	NE33 2EP	Not a foreign registered vehicle	Not known	No
Northumbria	13	6	301313	2	Goods vehicle 3.5 tonnes maximum gross weight (mgw) and	No tow or articulation	Reversing	North	South	On main carriageway - not in restricted lane	Not at, or within 20 metres of junction	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Nearside	Male	33	Negative	Other	SR4 8AX	Not a foreign registered vehicle	Journey as part of work	No
Northumbria	13	6	301313	3	Car	No tow or articulation	Parked	Parked	Parked	On main carriageway - not in restricted lane	Not at, or within 20 metres of junction	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Offside	Not traced		Not requested	Other		Not a foreign registered vehicle	Not known	No
Northumbria	13	6	311513	1	Goods vehicle 3.5 tonnes maximum gross weight (mgw) and	No tow or articulation	Turning left	South	West	On main carriageway - not in restricted lane	Entering main road	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Front	Male		Driver not contacted	Other	NE33 2BY	Not a foreign registered vehicle	Not known	No
Northumbria	13	7	349013	1	Car	No tow or articulation	Going ahead other	North	South	On main carriageway - not in restricted lane	Not at, or within 20 metres of junction	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Nearside	Not traced		Driver not contacted	Hit and Run		Not a foreign registered vehicle	Not known	No
Northumbria	13	7	357013	2	Motorcycle over 500cc	No tow or articulation	Going ahead other	East	West	On main carriageway - not in restricted lane	Mid junction - on roundabout or on main road	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Front	Male	45	Negative	Other	NE38 7NX	Not a foreign registered vehicle	Other	No
Northumbria	13	7	357013	1	Car	No tow or articulation	Turning right	West	South	On main carriageway - not in restricted lane	Entering main road	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Front	Male	27	Negative	Other	NE33 2DT	Not a foreign registered vehicle	Commuting to/from work	No
Northumbria	13	7	381313	2	Car	No tow or articulation	Going ahead other	West	East	On main carriageway - not in restricted lane	Mid junction - on roundabout or on main road	No skidding, jack-knifing or overturning	None	Did not leave carriageway	Other permanent	Nearside	Male	40	Not requested	Other	NE34 8EL	Not a foreign registered vehicle	Other	No
Northumbria	13	7	381313	1	Car	No tow or articulation	Turning left	North	East	On main carriageway - not in restricted lane	Mid junction - on roundabout or on main road	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Front	Female	29	Negative	Other	NE33 3PB	Not a foreign registered vehicle	Other	No
Northumbria	13	5	381713	1	Bus or coach (17 or more passenger seats)	No tow or articulation	Slowing or stopping	East	West	On main carriageway - not in restricted lane	Approaching junction or waiting/parked at junction exit	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Did not impact	Not traced		Driver not contacted	Other		Not a foreign registered vehicle	Journey as part of work	No
Northumbria	13	8	407613	1	Bus or coach (17 or more passenger seats)	No tow or articulation	Slowing or stopping	West	East	On main carriageway - not in restricted lane	Not at, or within 20 metres of junction	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Front	Male	59	Driver not contacted	Other	NE34 9TX	Not a foreign registered vehicle	Journey as part of work	No
Northumbria	13	9	517613	1	Bus or coach (17 or more passenger seats)	No tow or articulation	Slowing or stopping	South	North	On main carriageway - not in restricted lane	Mid junction - on roundabout or on main road	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Did not impact	Male	54	Not requested	Other	NE34 0TY	Not a foreign registered vehicle	Journey as part of work	No
Northumbria	13	9	519013	2	Car	No tow or articulation	Going ahead other	East	West	On main carriageway - not in restricted lane	Mid junction - on roundabout or on main road	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Front	Male	52	Not provided (medical reasons)	Other	NE6 2RU	Not a foreign registered vehicle	Not known	No
Northumbria	13	9	519013	1	Car	No tow or articulation	Going ahead other	South	North	On main carriageway - not in restricted lane	Mid junction - on roundabout or on main road	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Front	Male	40	Negative	Other	NE33 2EA	Not a foreign registered vehicle	Other	No
Northumbria	13	10	566713	1	Car	No tow or articulation	Turning right	South	North	On main carriageway - not in restricted lane	Entering main road	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Offside	Female	18	Not requested	Other	NE34 7QR	Not a foreign registered vehicle	Commuting to/from work	No
Northumbria	13	10	566713	2	Bus or coach (17 or more passenger seats)	No tow or articulation	Going ahead right hand bend	North	South	On main carriageway - not in restricted lane	Mid junction - on roundabout or on main road	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Front	Male	63	Not requested	Other	NE9 4LB	Not a foreign registered vehicle	Journey as part of work	No
Northumbria	13	10	583613	1	Car	No tow or articulation	Turning right	North	North	On main carriageway - not in restricted lane	Leaving main road	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Front	Male	61	Not requested	Other	NE34 0PE	Not a foreign registered vehicle	Not known	No

Northumbria		13	10	583613	2	Car	No tow or articulation	Waiting to turn right	North West	North East	On main carriageway - not in restricted lane	Approaching junction or waiting/parked at junction exit	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Offside	Female	27	Not requested	Other	NE34 7EH	Not a foreign registered vehicle	Not known	No
Northumbria		13	11	631613	2	Car	No tow or articulation	Waiting to turn right	North East	North	On main carriageway - not in restricted lane	Approaching junction or waiting/parked at junction exit	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Offside	Female	57	Not requested	Other	DH8 6RE	Not a foreign registered vehicle	Other	No
Northumbria		13	11	631613	1	Car	No tow or articulation	Turning right	North	West	On main carriageway - not in restricted lane	Entering main road	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Front	Male	62	Not requested	Other		Not a foreign registered vehicle	Journey as part of work	No
Northumbria		13	11	653413	1	Bus or coach (17 or more passenger seats)	No tow or articulation	Moving off	South	North	On main carriageway - not in restricted lane	Not at, or within 20 metres of junction	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Did not impact	Male	36	Not requested	Other	NE32 4AW	Not a foreign registered vehicle	Journey as part of work	No
Northumbria		14	2	62714	1	Bus or coach (17 or more passenger seats)	No tow or articulation	Going ahead other	North	South	Bus Lane	Approaching junction or waiting/parked at junction exit	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Did not impact	Male	51	Driver not contacted	Other	NE34 8TZ	Not a foreign registered vehicle	Journey as part of work	No
Northumbria		14	2	104814	2	Motorcycle 50cc and Under	No tow or articulation	Going ahead other	North	South	On main carriageway - not in restricted lane	Mid junction - on roundabout or on main road	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Front	Male	27	Not requested	Other	NE34 9MT	Not a foreign registered vehicle	Other	No
Northumbria		14	2	104814	1	Car	No tow or articulation	Going ahead other	East	West	On main carriageway - not in restricted lane	Mid junction - on roundabout or on main road	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Offside	Female	44	Not requested	Other	NE34 6AS	Not a foreign registered vehicle	Other	No
Northumbria		14	2	92614	2	Motorcycle 50cc and Under	No tow or articulation	Going ahead other	South West	North East	On main carriageway - not in restricted lane	Mid junction - on roundabout or on main road	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Did not impact	Male	35	Not requested	Hit and Run	NE33 4EP	Not a foreign registered vehicle	Other	No
Northumbria		14	2	92614	1	Car	No tow or articulation	Turning right	North East	South West	On main carriageway - not in restricted lane	Leaving main road	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Nearside	Female	66	Not requested	Other	NE33 5QX	Not a foreign registered vehicle	Other	No
Northumbria		14	3	139514	2	Bus or coach (17 or more passenger seats)	No tow or articulation	Going ahead other	North	South	On main carriageway - not in restricted lane	Mid junction - on roundabout or on main road	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Front	Female	28	Not requested	Other		Not a foreign registered vehicle	Journey as part of work	No
Northumbria		14	3	139514	1	Car	No tow or articulation	Going ahead right hand bend	South	East	On main carriageway - not in restricted lane	Mid junction - on roundabout or on main road	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Front	Male	65	Not requested	Other	SR7 9JJ	Not a foreign registered vehicle	Other	No
Northumbria		14	5	298514	2	Car	No tow or articulation	Waiting to go ahead but held up	North West	South East	On main carriageway - not in restricted lane	Approaching junction or waiting/parked at junction exit	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Back	Male	29	Driver not contacted	Other	NE27 0BX	Not a foreign registered vehicle	Other	No
Northumbria		14	5	298514	1	Car	No tow or articulation	Moving off	North West	South East	On main carriageway - not in restricted lane	Approaching junction or waiting/parked at junction exit	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Front	Male	83	Refused to provide	Other	DH4 7QU	Not a foreign registered vehicle	Other	No
Northumbria		14	6	314614	1	Bus or coach (17 or more passenger seats)	No tow or articulation	Going ahead other	South	North	Bus Lane	Not at, or within 20 metres of junction	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Did not impact	Male	40	Not requested	Other	NE10 8AD	Not a foreign registered vehicle	Journey as part of work	No
Northumbria		14	6	352014	2	Pedal Cycle	No tow or articulation	Going ahead other	West	East	On main carriageway - not in restricted lane	Mid junction - on roundabout or on main road	Overtaken	None	Did not leave carriageway	None	Front	Male	31	Not applicable	Other	NE36 6LF	Not a foreign registered vehicle	Other	No
Northumbria		14	6	352014	1	Car	No tow or articulation	Turning right	East	North	On main carriageway - not in restricted lane	Leaving main road	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Front	Male	19	Negative	Other	SR5 3BN	Not a foreign registered vehicle	Other	No
Northumbria		14	6	360314	2	Car	No tow or articulation	Parked	Parked	Parked	On main carriageway - not in restricted lane	Not at, or within 20 metres of junction	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Offside	Female	26	Driver not contacted	Other	NE34 7EP	Not a foreign registered vehicle	Other	No
Northumbria		14	6	360314	1	Car	No tow or articulation	Going ahead other	South	North	On main carriageway - not in restricted lane	Not at, or within 20 metres of junction	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Front	Female	48	Driver not contacted	Hit and Run	NE34 7LP	Not a foreign registered vehicle	Other	No
Northumbria		14	8	507814	1	Bus or coach (17 or more passenger seats)	No tow or articulation	Going ahead other	South West	North East	On main carriageway - not in restricted lane	Not at, or within 20 metres of junction	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Did not impact	Female	58	Not requested	Other	NE34 6JD	Not a foreign registered vehicle	Journey as part of work	No
Northumbria		14	9	549714	2	Pedal Cycle	No tow or articulation	Going ahead other	North	South	On main carriageway - not in restricted lane	Not at, or within 20 metres of junction	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Offside	Male	35	Not applicable	Other		Not a foreign registered vehicle	Not known	No
Northumbria		14	9	549714	1	Car	No tow or articulation	Going ahead other	North	South	On main carriageway - not in restricted lane	Not at, or within 20 metres of junction	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Front	Not traced		Driver not contacted	Other		Not a foreign registered vehicle	Not known	No
Northumbria		14	10	578614	2	Bus or coach (17 or more passenger seats)	No tow or articulation	Going ahead other	North	South	On main carriageway - not in restricted lane	Cleared junction or waiting/parked at junction exit	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Did not impact	Male	51	Not requested	Other	SR3 4PG	Not a foreign registered vehicle	Journey as part of work	No
Northumbria		14	10	578614	1	Car	No tow or articulation	Turning left	North	East	On main carriageway - not in restricted lane	Leaving main road	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Did not impact	Female	71	Driver not contacted	Non-Stop Vehicle, not hit	NE33 2NN	Not a foreign registered vehicle	Not known	No
Northumbria		14	10	617614	1	Bus or coach (17 or more passenger seats)	No tow or articulation	Moving off	West	East	On main carriageway - not in restricted lane	Not at, or within 20 metres of junction	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Did not impact	Male	52	Driver not contacted	Other	NE33 5RU	Not a foreign registered vehicle	Journey as part of work	No
Northumbria		14	11	673014	1	Bus or coach (17 or more passenger seats)	No tow or articulation	Parked	Parked	Parked	On main carriageway - not in restricted lane	Not at, or within 20 metres of junction	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Did not impact	Male	47	Driver not contacted	Other	NE21 6PY	Not a foreign registered vehicle	Journey as part of work	No
Northumbria		14	11	744914	1	Bus or coach (17 or more passenger seats)	No tow or articulation	Slowing or stopping	South	North	On main carriageway - not in restricted lane	Not at, or within 20 metres of junction	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Did not impact	Male	49	Driver not contacted	Other	NE3 3AR	Not a foreign registered vehicle	Journey as part of work	No
Northumbria		15	3	172915	3	Car	No tow or articulation	Going ahead other	North East	South West	On main carriageway - not in restricted lane	Mid junction - on roundabout or on main road	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Front	Female	19	Driver not contacted	Other	NE34 9DX	Not a foreign registered vehicle	Not known	No
Northumbria		15	3	172915	1	Car	No tow or articulation	Going ahead other	North East	South West	On main carriageway - not in restricted lane	Mid junction - on roundabout or on main road	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Did not impact	Not traced		Driver not contacted	Non-Stop Vehicle, not hit		Not a foreign registered vehicle	Not known	No
Northumbria		15	3	172915	2	Car	No tow or articulation	Going ahead other	North East	South West	On main carriageway - not in restricted lane	Mid junction - on roundabout or on main road	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Back	Female	38	Driver not contacted	Other	NE34 9HS	Not a foreign registered vehicle	Not known	No
Northumbria		15	3	172915	4	Car	No tow or articulation	Going ahead other	North East	South West	On main carriageway - not in restricted lane	Mid junction - on roundabout or on main road	No skidding, jack-knifing or overturning	None	Did not leave carriageway	None	Did not impact	Male	52	Not requested	Other		Not a foreign registered vehicle	Journey as part of work	No

Appendix B

PROPOSED SCHEME DRAWINGS



Rev	Desc	Author	Rev	Desc	Author

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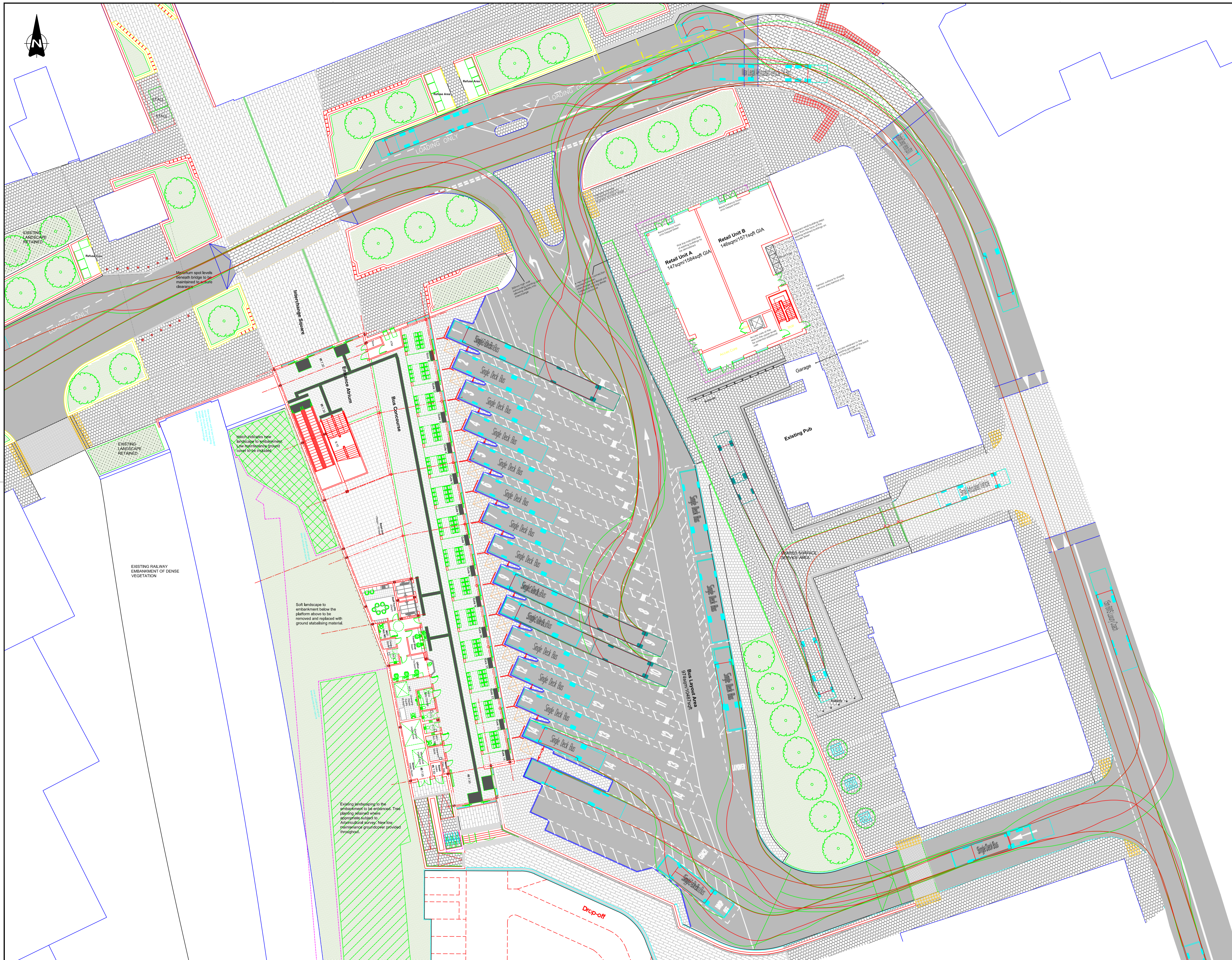
T 0191 260 0135
E newcastle@jmp.co.uk
W www.jmp.co.uk

Muse Developments

South Shields Town Centre Regeneration

Transport Interchange
General Layout

Drawn	CC	Checked	JQ	Approved	SP
Design No.	A1	Date	26.05.15	Scale	1:250
Drawing Status	FINAL	NEA1239 / BS / GL01			



Rev	Desc	Author	Check	Date

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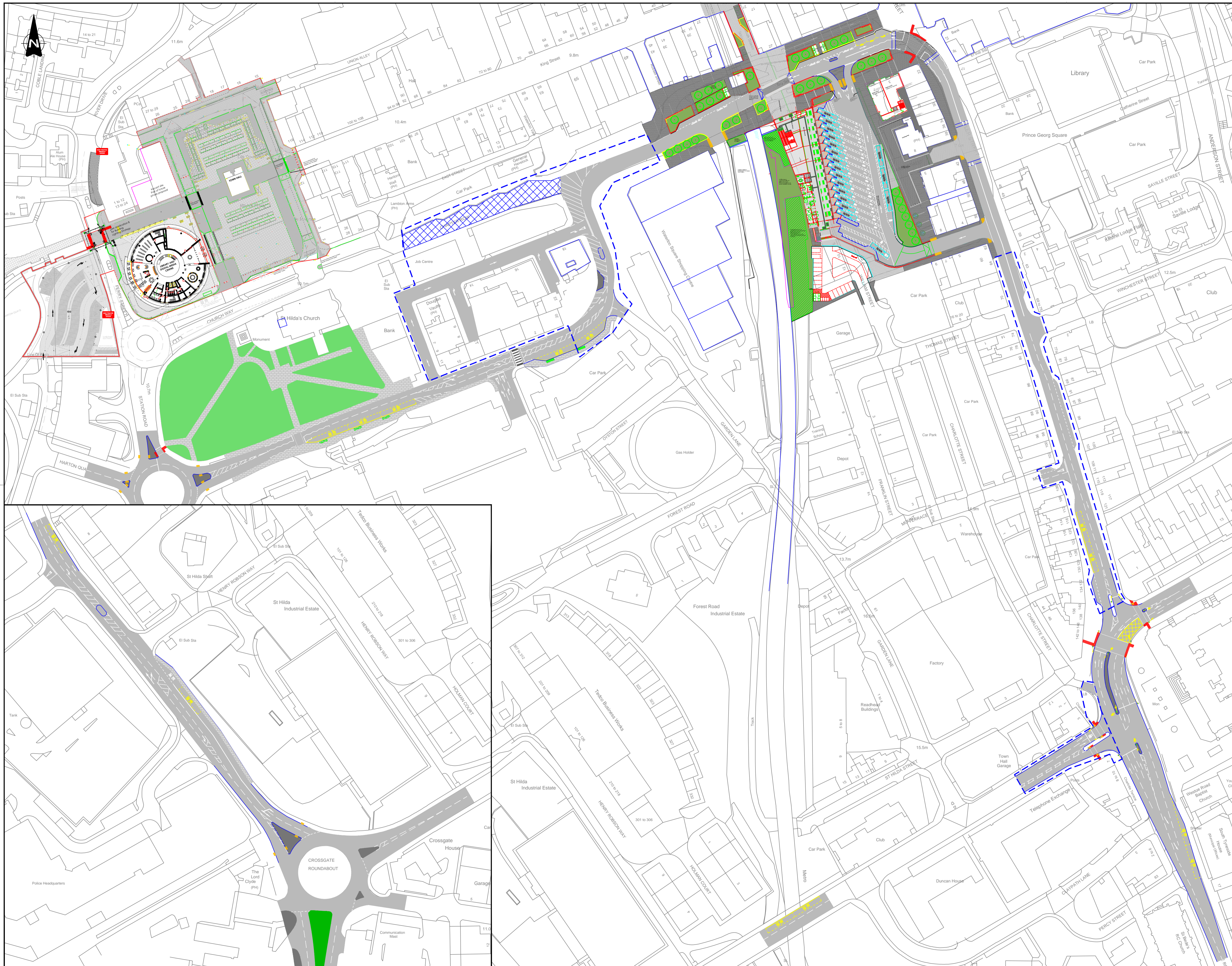
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 NE1 1LE
 T 0191 260 0135
 E newcastle@jmp.co.uk
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Muse Developments

South Shields Town Centre Regeneration

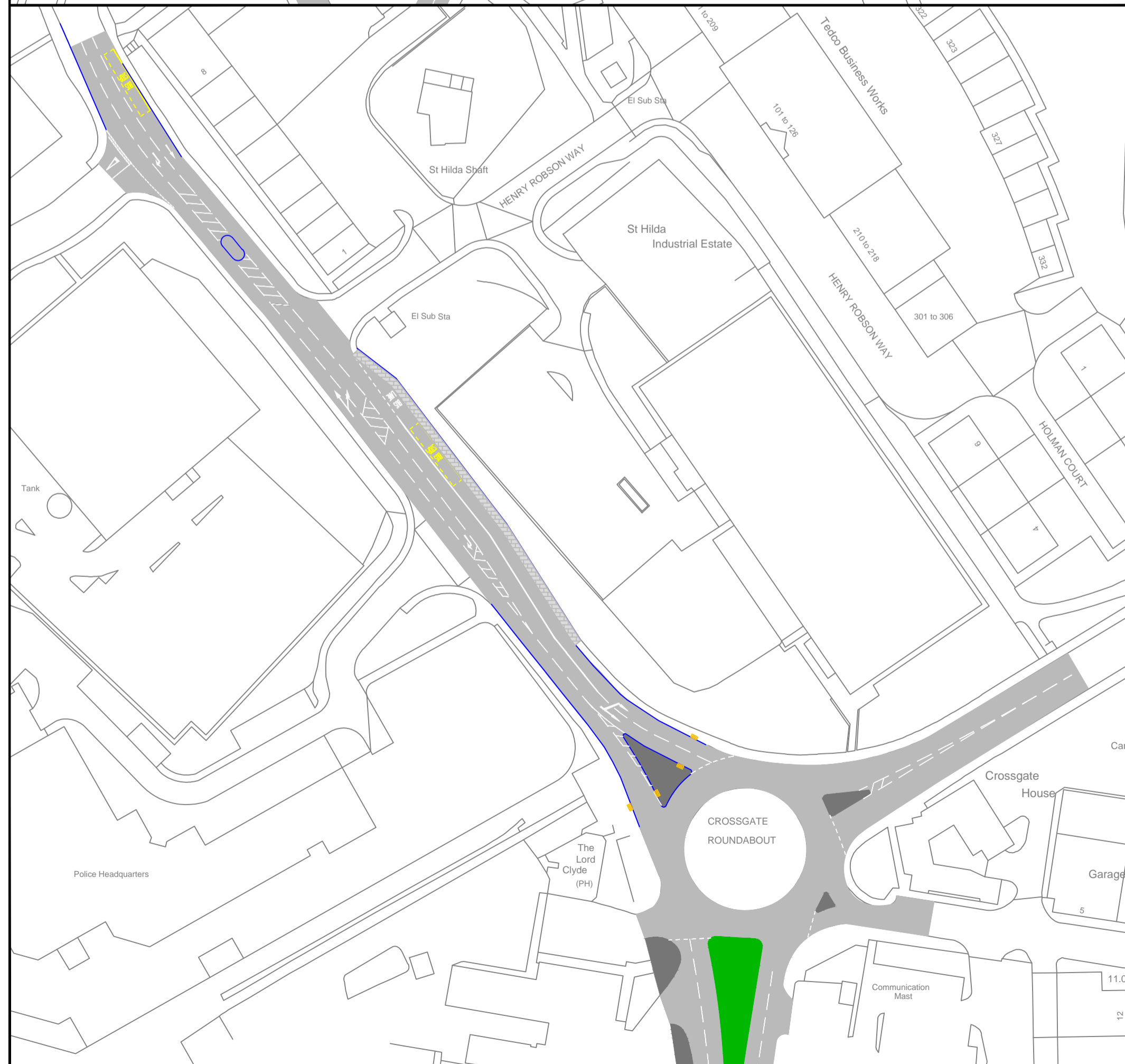
Transport Interchange
 General Layout
 with Swept Path Analysis

Drawn	CC	Checked	JQ	Approved	SP
Design No.	A1	Date	26.05.15	Scale	1:250
Drawing Status	FINAL	NEA1239 / BS / SP01			



KEY

- Extent of temporary works
- Redundant carriageway to be temporarily fenced off



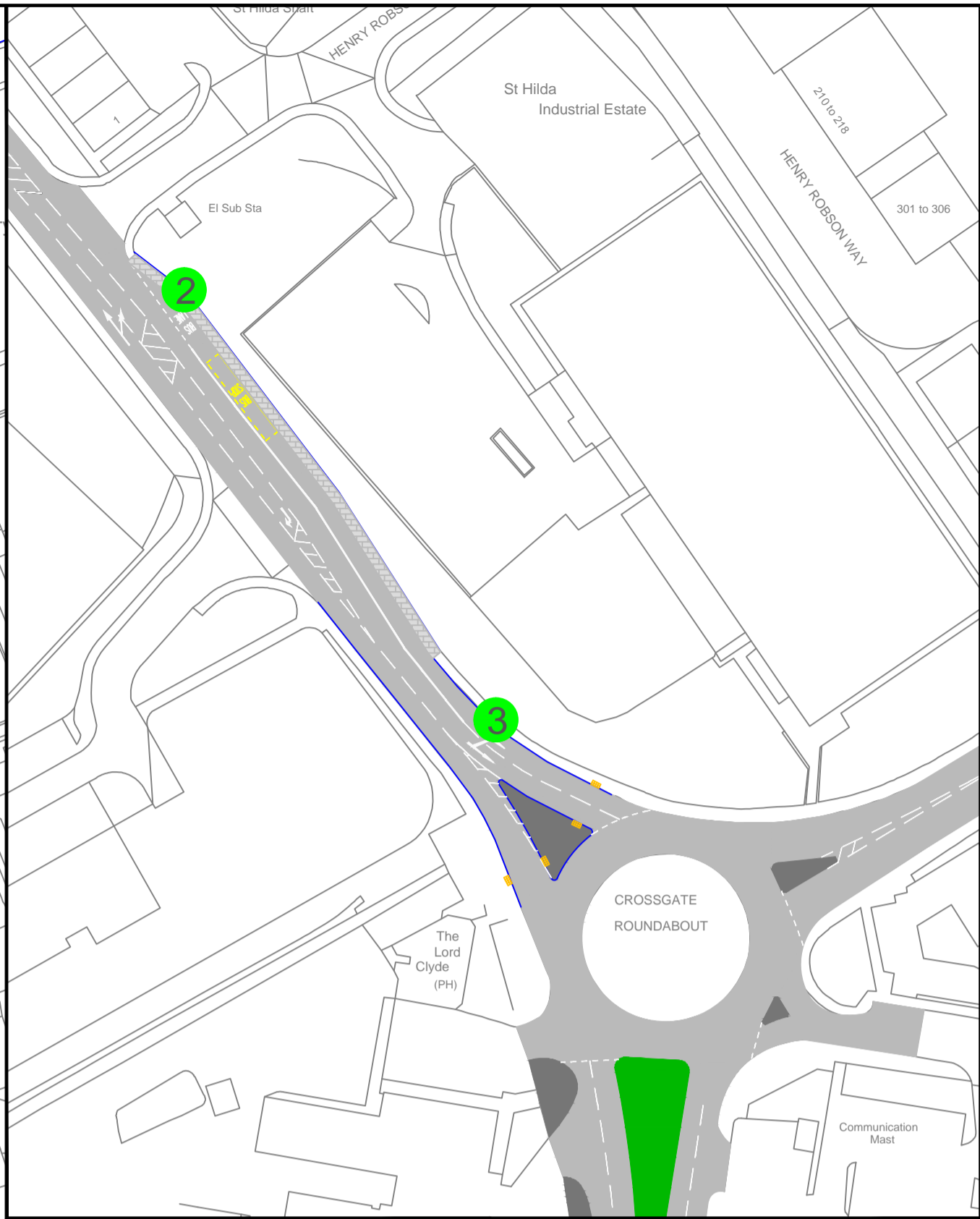
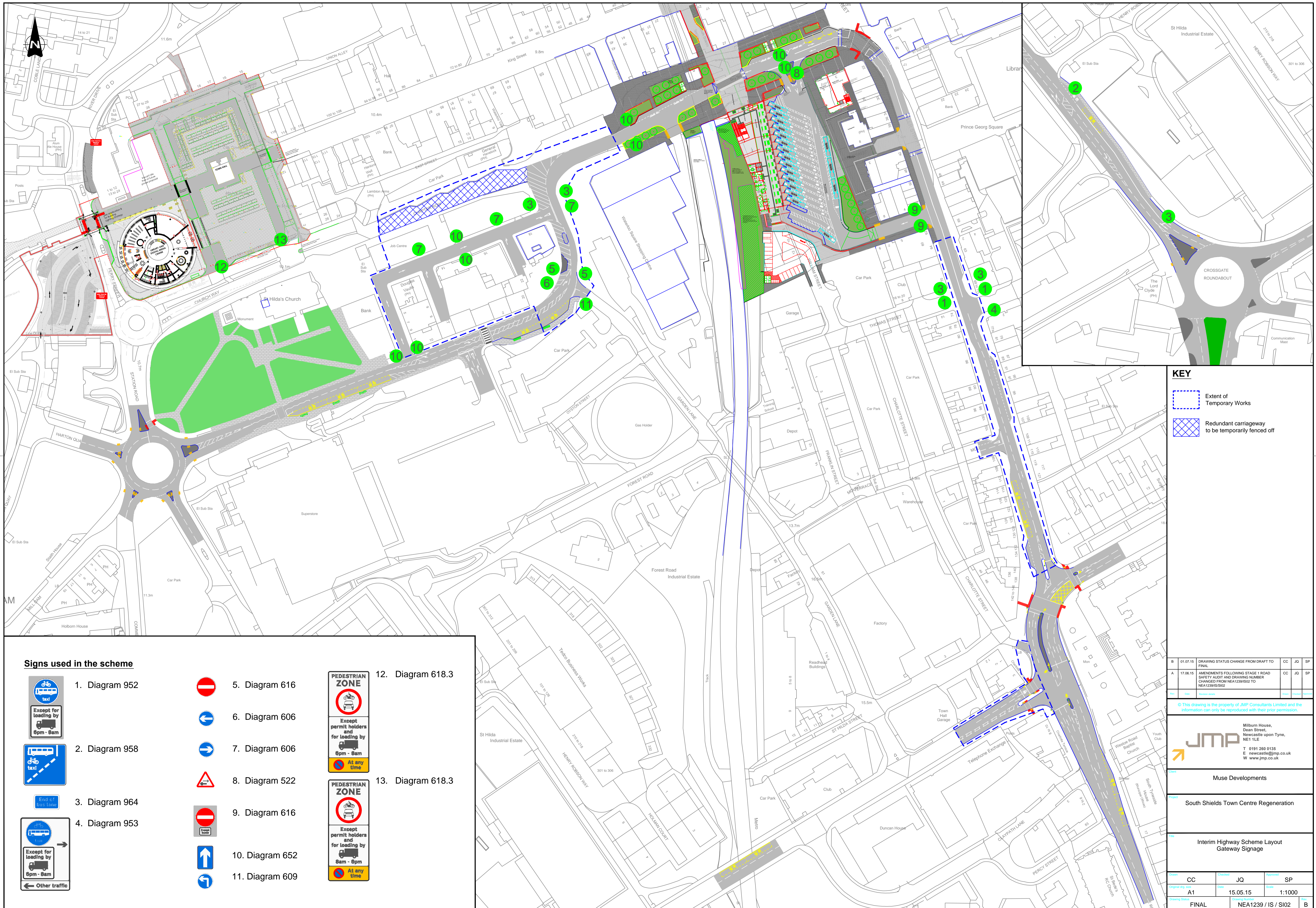
B	01.07.15	DRAWING STATUS CHANGED FROM DRAFT TO FINAL	CC	JQ	SP
A	17.06.15	AMENDMENTS FOLLOWING STAGE 1 ROAD SAFETY AUDIT AND DRAWING NUMBER CHANGED FROM NEA1239/IS01 TO NEA1239/IS/GL02	CC	JQ	SP

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- Muse Developments
- South Shields Town Centre Regeneration
- Interim Highway Scheme Layout

Drawn by	CC	Checked by	JQ	Approved by	SP
Design No.	A1	Date	15.05.15	Scale	1:1000
Drawing Status	FINAL	Project No.	NEA1239 / IS / GL02	Rev.	B



KEY

- Extent of Temporary Works
- Redundant carriageway to be temporarily fenced off

Signs used in the scheme

- 1. Diagram 952
- 2. Diagram 958
- 3. Diagram 964
- 4. Diagram 953
- 5. Diagram 616
- 6. Diagram 606
- 7. Diagram 606
- 8. Diagram 522
- 9. Diagram 616
- 10. Diagram 652
- 11. Diagram 609

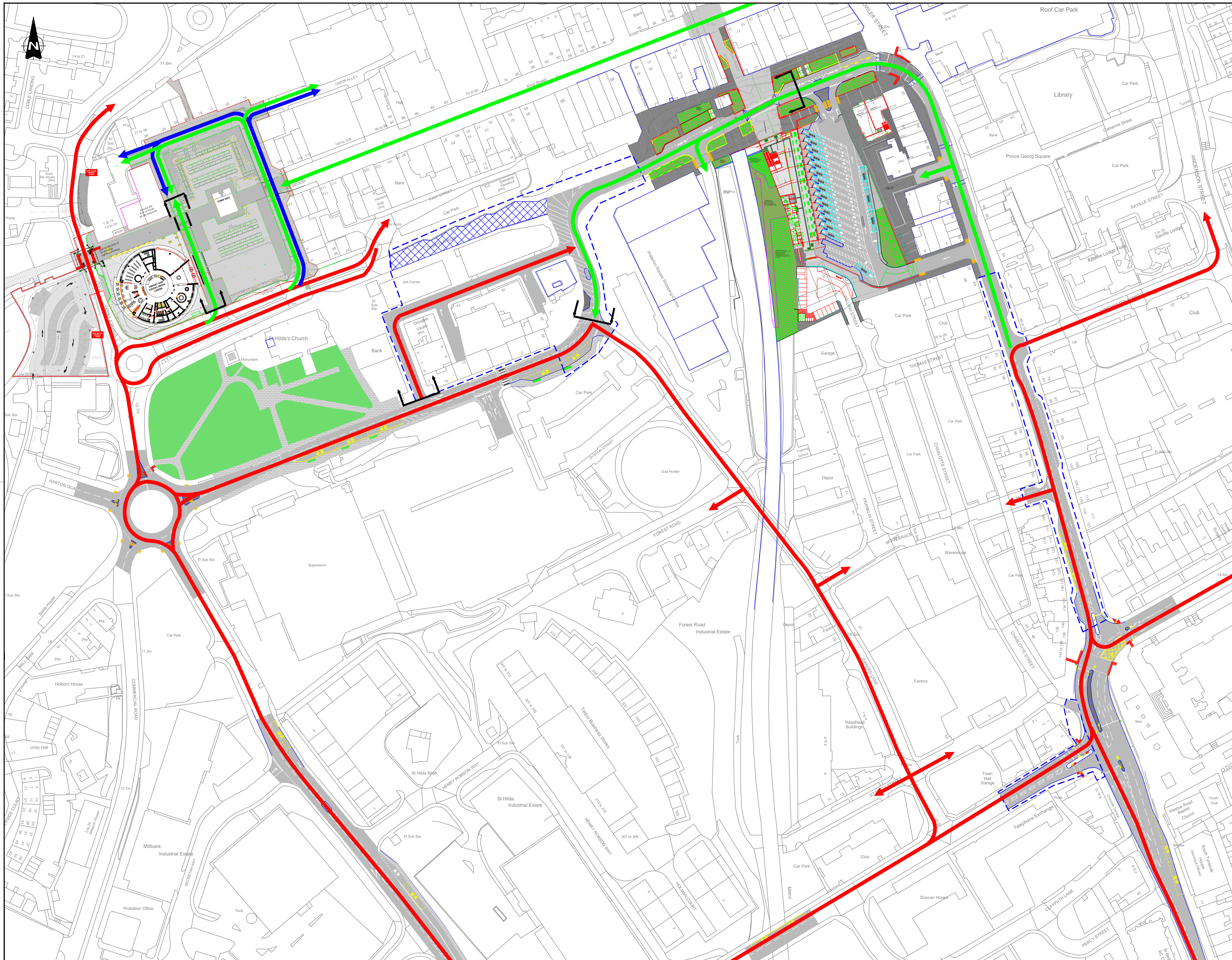
- 12. Diagram 618.3
- 13. Diagram 618.3

B	01.07.15	DRAWING STATUS CHANGE FROM DRAFT TO FINAL	CC	JQ	SP
A	17.06.15	AMENDMENTS FOLLOWING STAGE 1 ROAD SAFETY AUDIT AND DRAWING NUMBER CHANGED FROM NEA1239/S02 TO NEA1239/S02	CC	JQ	SP

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Muse Developments					
South Shields Town Centre Regeneration					
Interim Highway Scheme Layout Gateway Signage					
Drawn	CC	Checked	JQ	Approved	SP
Original by	A1	Date	15.05.15	Scale	1:1000
Drawing Status	FINAL	Project Name	NEA1239 / IS / S102	Rev	B



- KEY**
- Extent of Temporary Works
 - Redundant Carriageway to be closed
 - Proposed Servicing Routes At any time
 - Proposed Servicing Routes 6pm - 8am
 - Proposed Servicing routes 8am - 6pm
 - ↔ One way system in marked area

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Muse Developments

South Shields Town Centre Regeneration

Interim Highway Scheme Layout
 Servicing Routes

Drawn	CC	Checked	JQ	Approved	SP
Design day	A1	Date	15.05.15	Scale	1:1000
Drawing Status	FINAL	NEA1239 / IS / SR02			



E	01.07.15	DRAWING STATUS CHANGED FROM DRAFT TO FINAL	CC	JQ	SP
D	17.06.15	AMENDMENTS FOLLOWING STAGE 1 ROAD SAFETY AUDIT AND DRAWING NUMBER CHANGED FROM NEA1239/T01 AND NEA1239/MP/GL03	CC	JQ	SP
C	27.05.15	AMENDMENTS FOLLOWING DISCUSSIONS WITH SOUTH TYNESIDE COUNCIL	CC	JQ	SP
B	18.05.15	UPDATED MASTERPLAN LAYOUT	CC	JQ	SP
A	02.04.15	AMENDMENTS FOLLOWING DISCUSSIONS WITH SOUTH TYNESIDE COUNCIL	CC	JQ	SP

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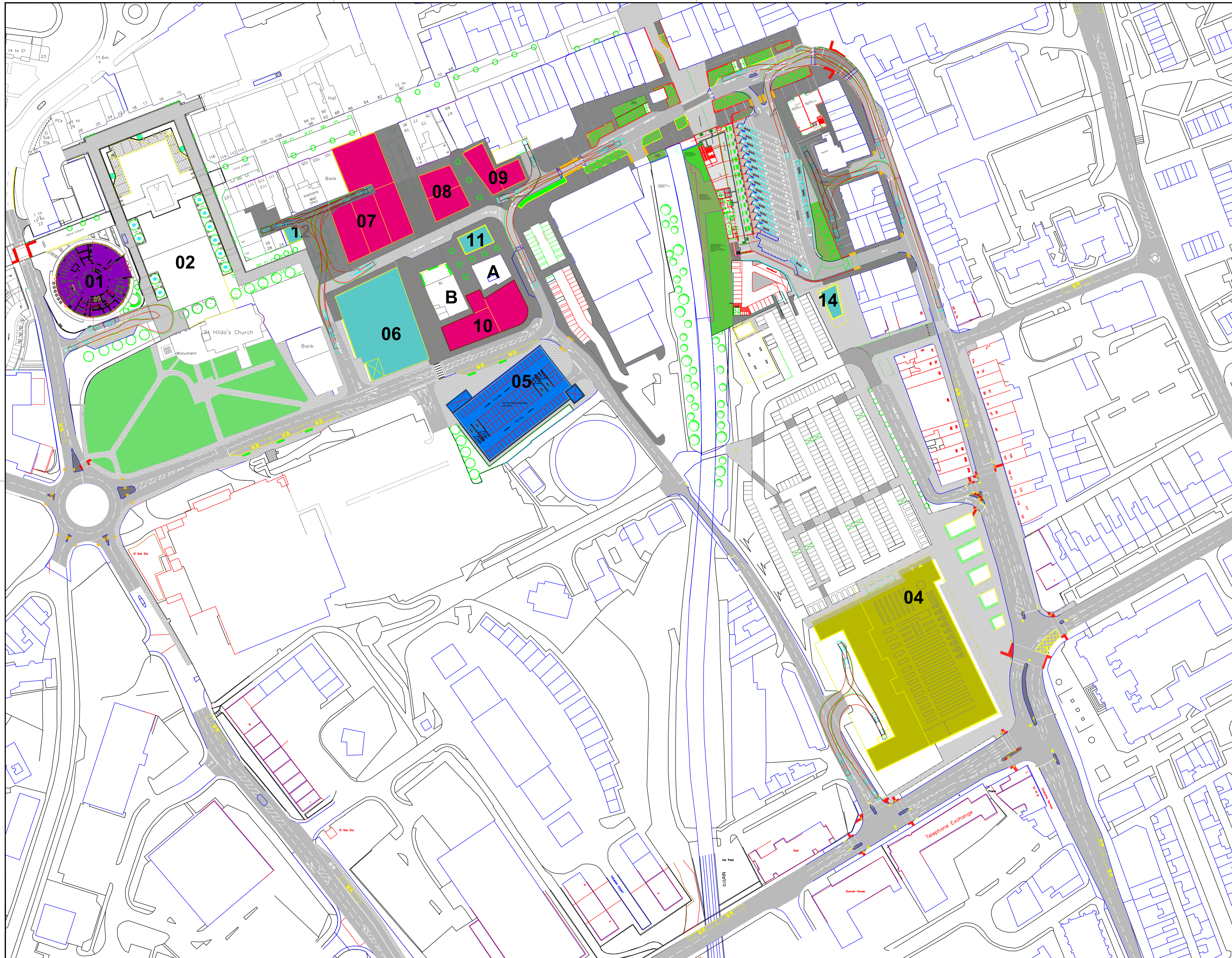

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 Dean Street,
 Newcastle upon Tyne,
 NE1 1LE
 T 0191 280 0135
 E newcastle@jmp.co.uk
 W www.jmp.co.uk

Muse Developments

South Shields Town Centre Regeneration

Proposed Masterplan Highway Layout

Author	CC	Checked	JQ	Approved	SP
Drawing Date	A1	Date	28.01.15	Scale	1:1000
Revision	FINAL	Project	NEA1239 / MP / GL03	Sheet	E



D	01.07.15	DRAWING STATUS CHANGED FROM DRAFT TO FINAL	CC	JQ	SP
C	17.06.15	AMENDMENTS FOLLOWING STAGE 1 ROAD SAFETY ASSESSMENT AND DRAWING NUMBER CHANGED FROM NEA1239/T01 TO NEA1239/MP/SP03	CC	JQ	SP
B	18.06.15	UPDATED MASTERPLAN LAYOUT	CC	JQ	SP
A	02.04.15	AMENDMENTS FOLLOWING DISCUSSIONS WITH SOUTH TYNESIDE COUNCIL	CC	JQ	SP

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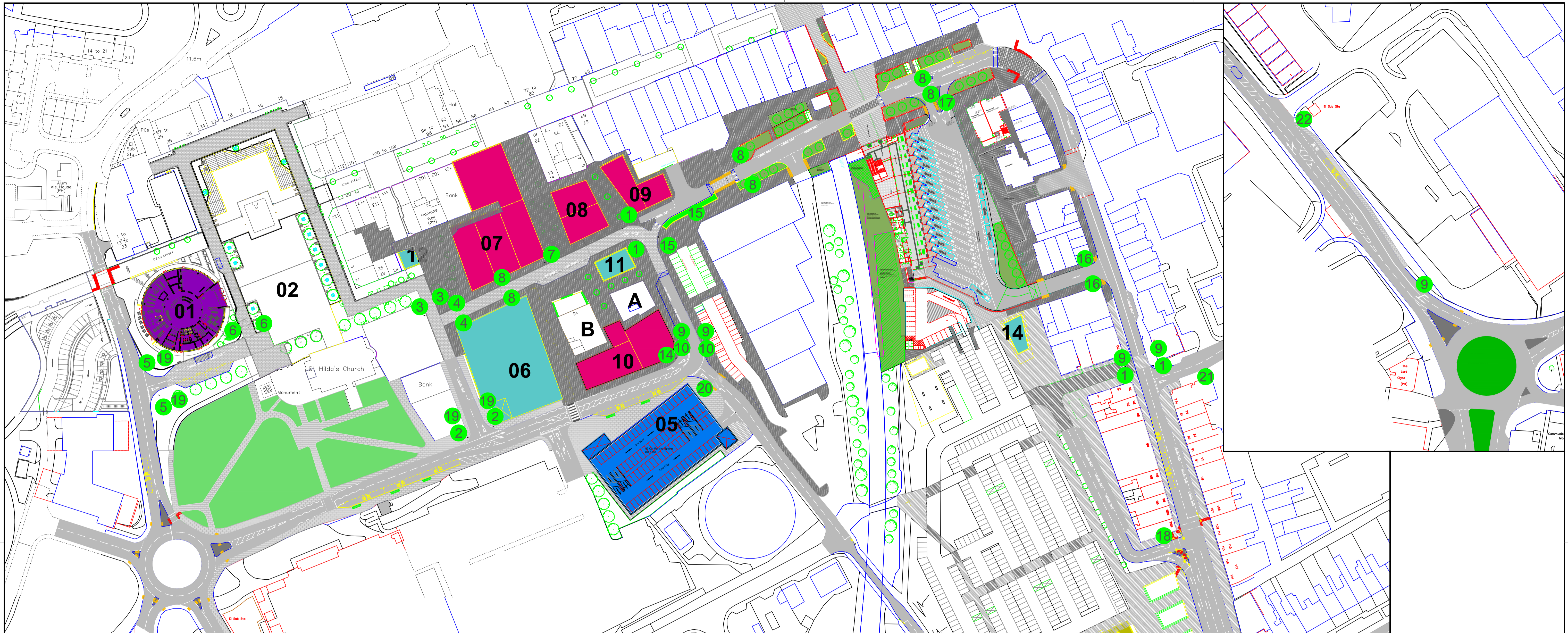
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South Shields Town Centre Regeneration

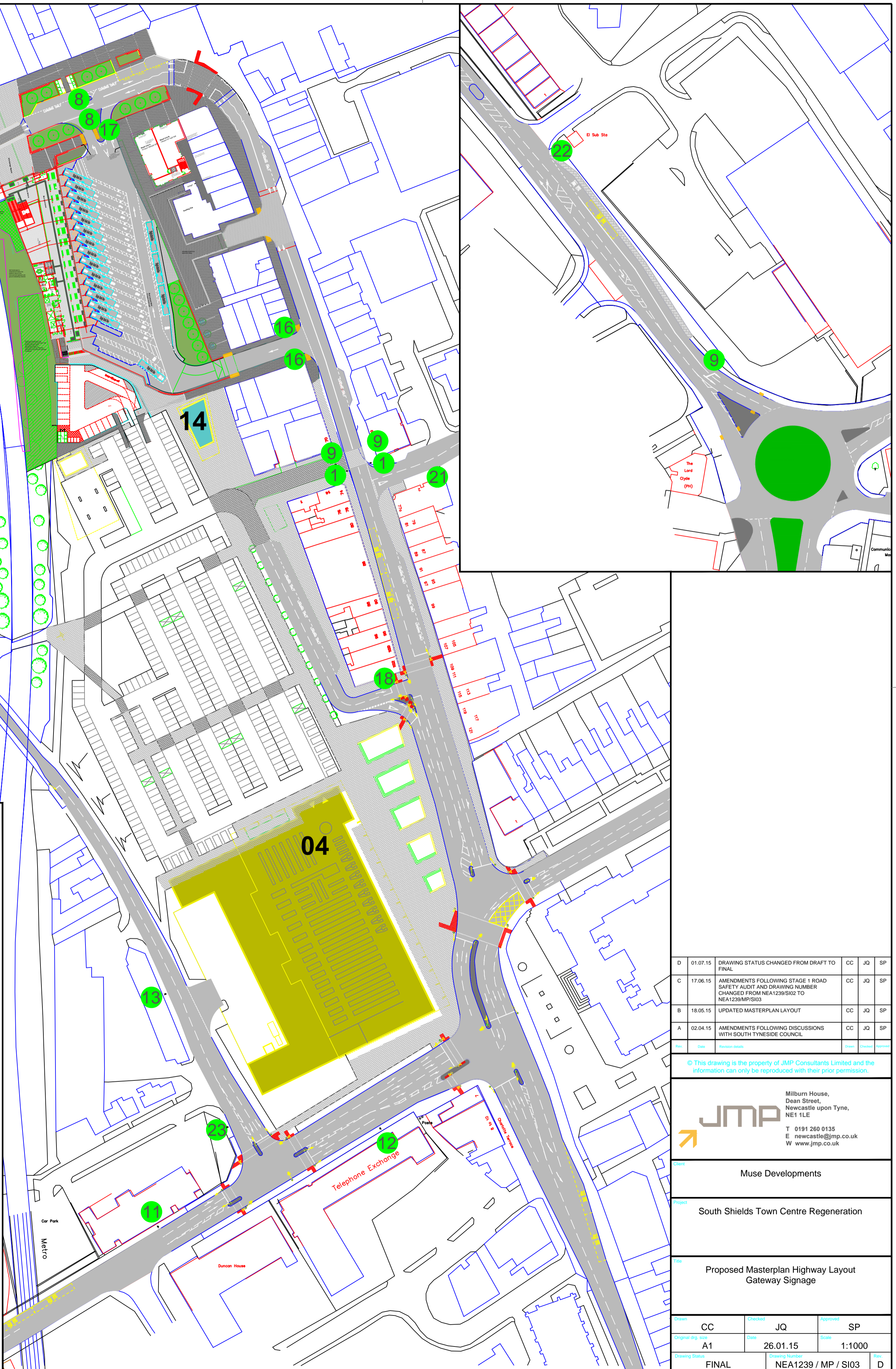
Proposed Masterplan Highway Layout
 with Swept Path Analysis

Author	CC	Checked	JQ	Approved	SP
Original Date	A1	Date	28.01.15	Scale	1:1000
Drawing Status	DRAFT	Project	NEA1239 / MP / SP03	Sheet	D



Signs used in the scheme

<p>1. Diagram 953</p>	<p>3. Diagram 618.3</p>	<p>5b. Diagram 618.3A Variable Message sign to be shown between 6pm and 8am.</p>	<p>11. Diagram 813.3</p>	<p>19. Diagram 618.4</p>
<p>2a. Diagram 618.3A Variable Message sign to be shown between 8am and 6pm.</p>	<p>4. Diagram 618.3</p>	<p>6. Diagram 618.3</p>	<p>12. Diagram 813.3</p>	<p>20. Diagram 609</p>
<p>2b. Diagram 618.3A Variable message sign to be shown between 6pm and 8am.</p>	<p>5a. Diagram 618.3A Variable message sign to be shown between 8am and 6pm.</p>	<p>7. Diagram 609</p>	<p>13. Diagram 813.3</p>	<p>21. Diagram 953</p>
	<p>8. Diagram 652</p>	<p>14. Diagram 606</p>	<p>15. Diagram 606</p>	<p>22. Diagram 958</p>
	<p>9. Diagram 964</p>	<p>16. Diagram 616 with supplementary plate</p>	<p>17. Diagram 522</p>	<p>23. Diagram 813.3</p>
	<p>10. Diagram 616</p>	<p>17. Diagram 522</p>	<p>18. Diagram 613</p>	



D	01.07.15	DRAWING STATUS CHANGED FROM DRAFT TO FINAL	CC	JQ	SP
C	17.06.15	AMENDMENTS FOLLOWING STAGE 1 ROAD SAFETY AUDIT AND DRAWING NUMBER CHANGED FROM NEA1239/S102 TO NEA1239/MP/S103	CC	JQ	SP
B	18.05.15	UPDATED MASTERPLAN LAYOUT	CC	JQ	SP
A	02.04.15	AMENDMENTS FOLLOWING DISCUSSIONS WITH SOUTH TYNESHIRE COUNCIL	CC	JQ	SP
Rev	000				

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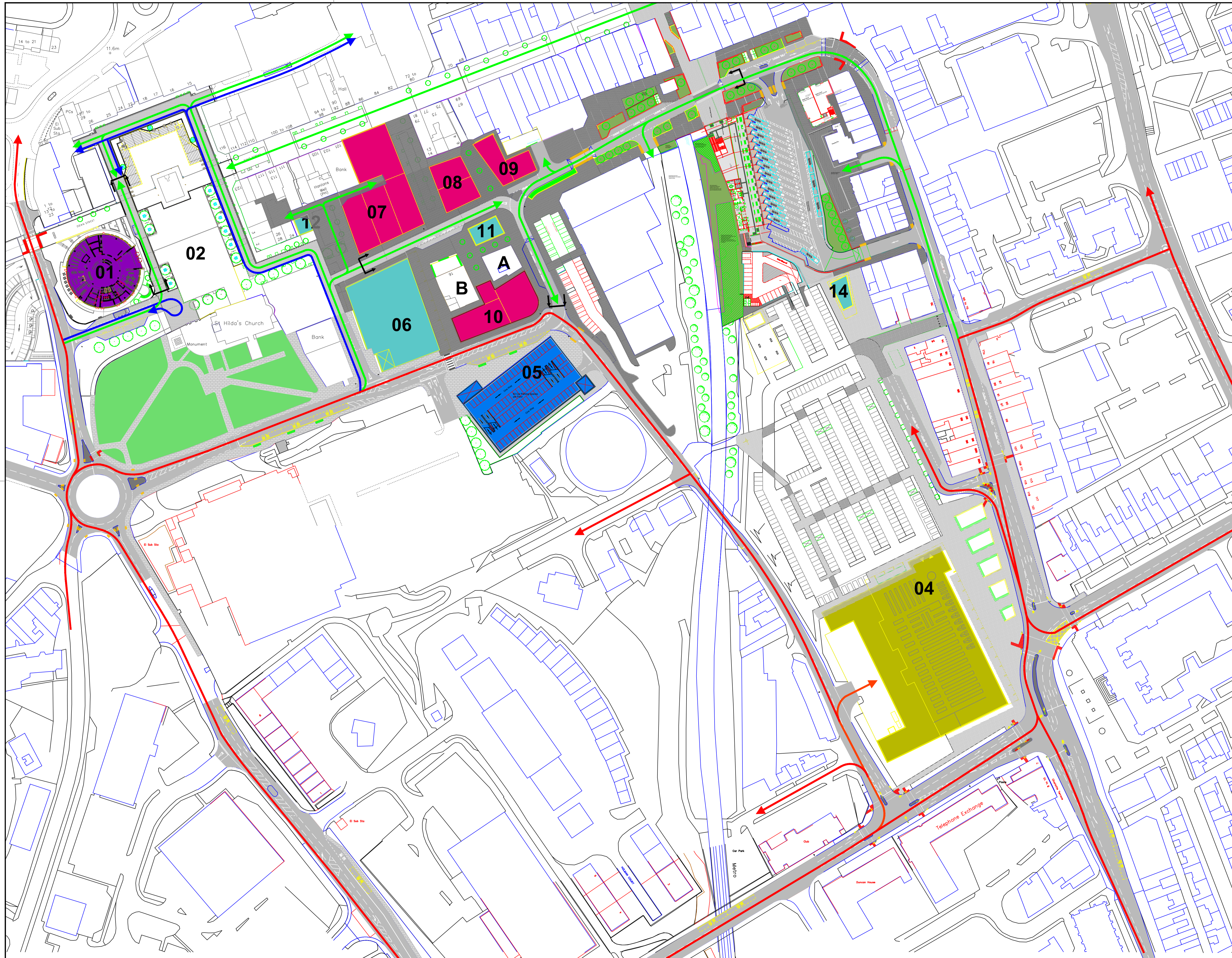
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Newcastle upon Tyne,
NE1 1LE
T 0191 260 0135
E newcastle@jmp.co.uk
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Muse Developments

South Shields Town Centre Regeneration

Proposed Masterplan Highway Layout
Gateway Signage

CC	JQ	SP
A1	26.01.15	1:1000
FINAL	NEA1239 / MP / S103	D



- KEY**
- Proposed Servicing Routes At any time
 - Proposed Servicing Routes 6pm - 8am
 - Proposed Servicing Routes 8am - 6pm
 - One way system in marked area

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Muse Developments

South Shields Town Centre Regeneration

Proposed Servicing Routes

CC	JQ	SP
A1	17.06.15	1:1000
FINAL	NEA1239 / MP / SR03	

Appendix C

TRICS OUTPUT

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LE LEICESTERSHIRE	1 days
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WM WEST MIDLANDS	2 days
08	NORTH WEST	
	CH CHESHIRE	2 days
09	NORTH	
	TV TEES VALLEY	1 days
	TW TYNE & WEAR	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: Gross floor area
 Actual Range: 260 to 1550 (units: sqm)
 Range Selected by User: 260 to 1890 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/06 to 24/10/13

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

Selected survey days:

Monday	1 days
Tuesday	3 days
Wednesday	4 days
Thursday	3 days

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

Selected survey types:

Manual count	11 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	3
Neighbourhood Centre (PPS6 Local Centre)	7

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
Residential Zone	10

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 7 days

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

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	2 days
15,001 to 20,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	4 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
100,001 to 125,000	3 days
125,001 to 250,000	3 days
250,001 to 500,000	4 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	5 days
1.1 to 1.5	6 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	11 days

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

Travel Plan:

No 11 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	CH-01-I-02 LOCAL SHOPS CHRISTLETON ROAD BOUGHTON HEATH CHESTER Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 260 sqm Survey date: TUESDAY 15/05/12	CESHIRE	Survey Type: MANUAL
2	CH-01-I-03 LOCAL SHOPS MILL LANE BACHE CHESTER Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 365 sqm Survey date: THURSDAY 17/05/12	CESHIRE	Survey Type: MANUAL
3	DS-01-I-01 LOCAL SHOPS STONELOW ROAD HOLMESDALE DRONFIELD Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 1130 sqm Survey date: WEDNESDAY 21/06/06	DERBYSHIRE	Survey Type: MANUAL
4	LE-01-I-01 LOCAL SHOPS RYDER ROAD BRAUNSTONE FRITH LEICESTER Edge of Town Residential Zone Total Gross floor area: 606 sqm Survey date: WEDNESDAY 26/09/12	LEICESTERSHIRE	Survey Type: MANUAL
5	NR-01-I-01 LOCAL SHOPS OCCUPATION ROAD CORBY Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 755 sqm Survey date: WEDNESDAY 19/11/08	NORTHAMPTONSHIRE	Survey Type: MANUAL
6	SH-01-I-02 LOCAL SHOPS WREKIN DRIVE DONNINGTON TELFORD Edge of Town Residential Zone Total Gross floor area: 900 sqm Survey date: THURSDAY 24/10/13	SHROPSHIRE	Survey Type: MANUAL
7	TV-01-I-04 LOCAL SHOPS CARGO FLEET LANE ORMESBY MIDDLESBROUGH Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 585 sqm Survey date: MONDAY 07/10/13	TEES VALLEY	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	TW-01-I-01 LOCAL SHOPS FARRINGDON ROAD MARDEN NORTH SHIELDS Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 850 sqm Survey date: TUESDAY 17/10/06	TYNE & WEAR Survey Type: MANUAL TYNE & WEAR
9	TW-01-I-02 LOCAL SHOPS DURHAM ROAD BARNES PARK SUNDERLAND Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 540 sqm Survey date: WEDNESDAY 21/11/12	TYNE & WEAR Survey Type: MANUAL WEST MIDLANDS
10	WM-01-I-01 LOCAL SHOPS HOLYHEAD ROAD COVENTRY Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 1550 sqm Survey date: THURSDAY 27/09/07	WEST MIDLANDS Survey Type: MANUAL WEST MIDLANDS
11	WM-01-I-02 LOCAL SHOPS MARSHALL LAKE ROAD SHIRLEY SOLIHULL Edge of Town Commercial Zone Total Gross floor area: 515 sqm Survey date: TUESDAY 18/09/07	WEST MIDLANDS 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/I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	1.296	1	540	1.296	1	540	2.592
07:00 - 08:00	11	732	4.444	11	732	4.084	11	732	8.528
08:00 - 09:00	11	732	5.400	11	732	5.002	11	732	10.402
09:00 - 10:00	11	732	5.747	11	732	5.673	11	732	11.420
10:00 - 11:00	11	732	6.095	11	732	5.524	11	732	11.619
11:00 - 12:00	11	732	6.045	11	732	6.418	11	732	12.463
12:00 - 13:00	11	732	7.262	11	732	6.691	11	732	13.953
13:00 - 14:00	11	732	5.760	11	732	5.698	11	732	11.458
14:00 - 15:00	11	732	4.916	11	732	4.804	11	732	9.720
15:00 - 16:00	11	732	5.425	11	732	5.884	11	732	11.309
16:00 - 17:00	11	732	5.722	11	732	6.107	11	732	11.829
17:00 - 18:00	11	732	6.033	11	732	6.008	11	732	12.041
18:00 - 19:00	11	732	5.909	11	732	6.020	11	732	11.929
19:00 - 20:00	9	826	4.656	9	826	4.589	9	826	9.245
20:00 - 21:00	7	779	3.320	7	779	3.779	7	779	7.099
21:00 - 22:00	4	658	4.143	4	658	4.903	4	658	9.046
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			82.173			82.480			164.653

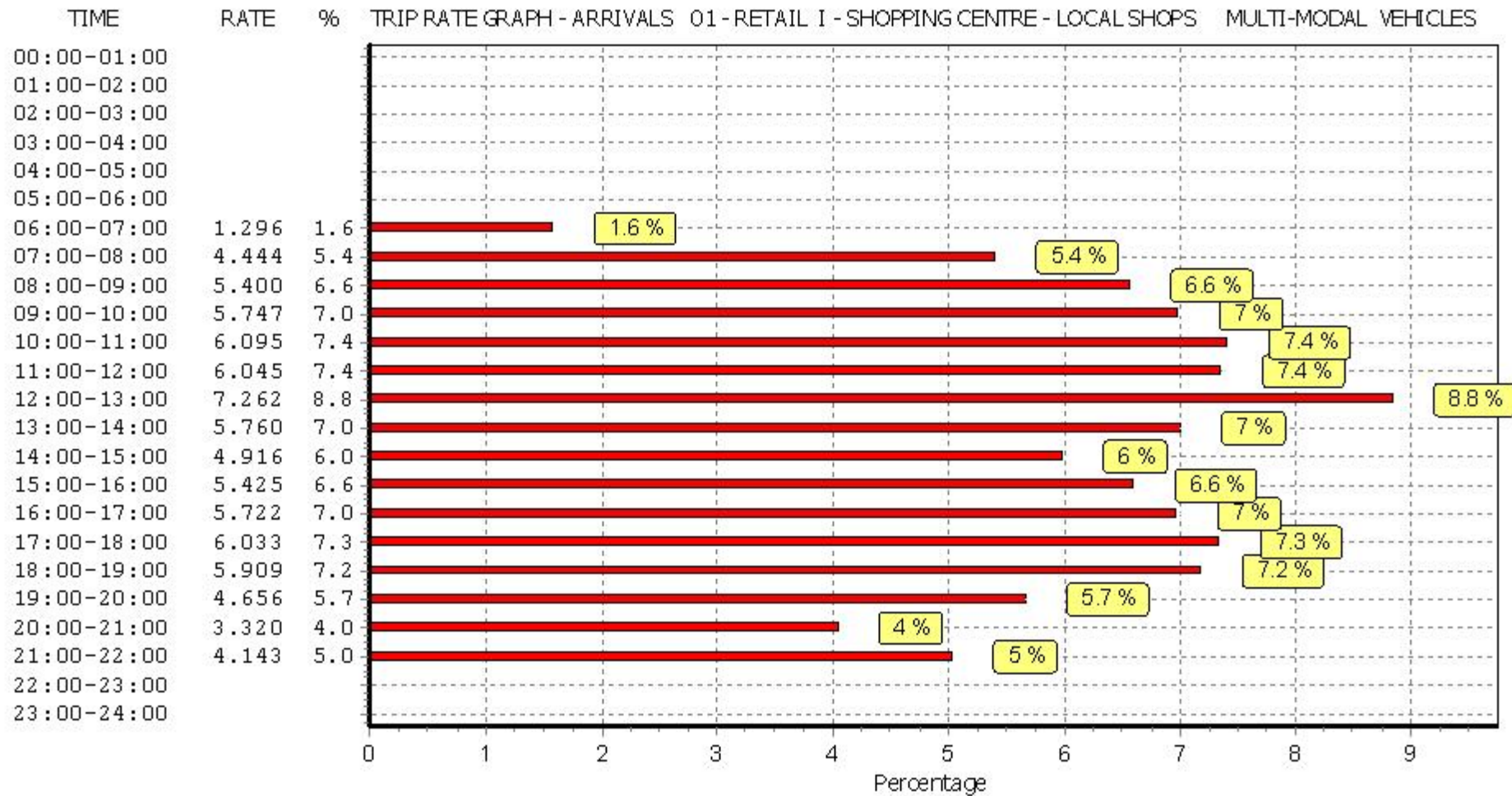
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

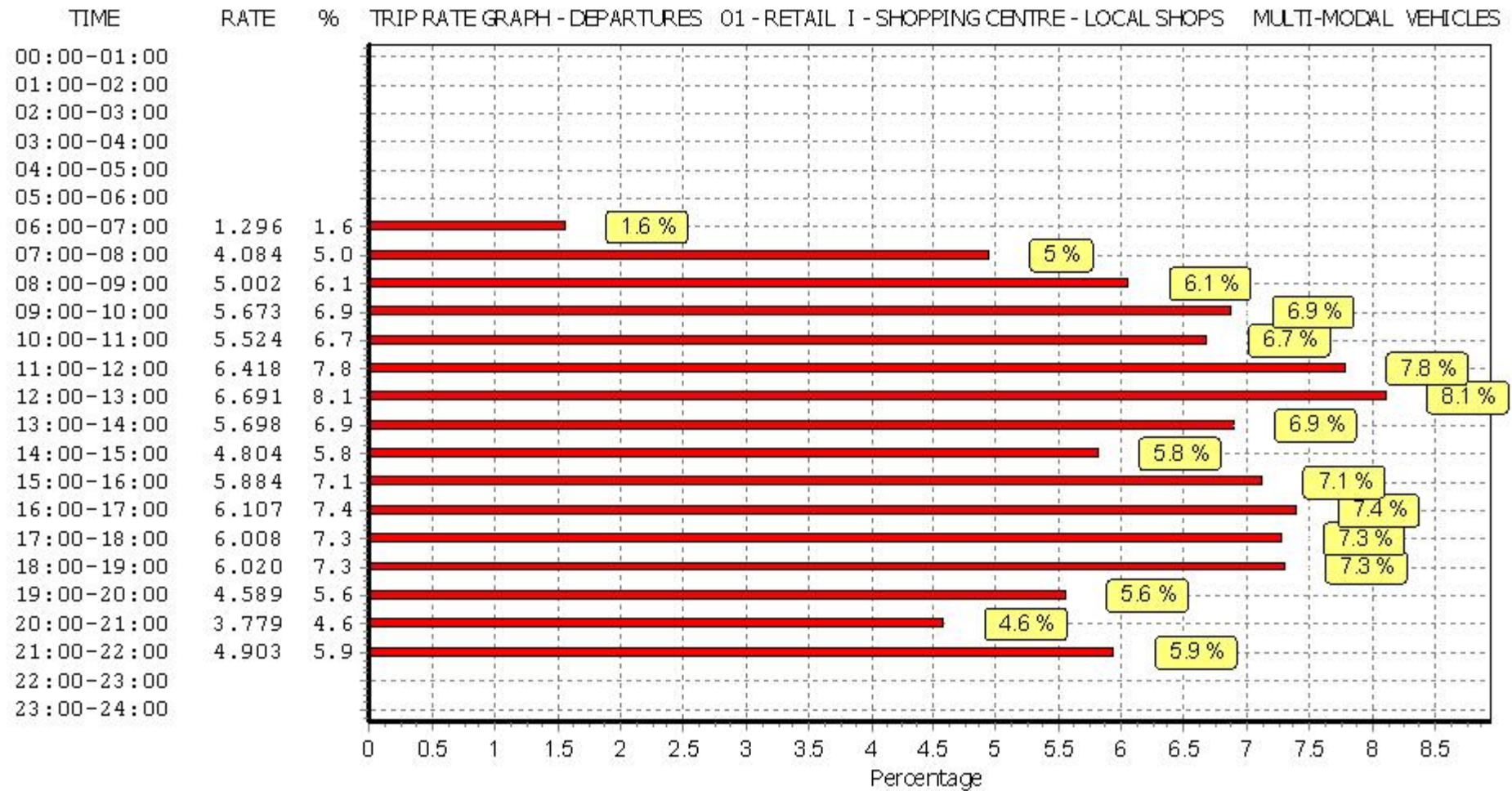
Parameter summary

Trip rate parameter range selected: 260 - 1550 (units: sqm)
 Survey date date range: 01/01/06 - 24/10/13
 Number of weekdays (Monday-Friday): 11
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

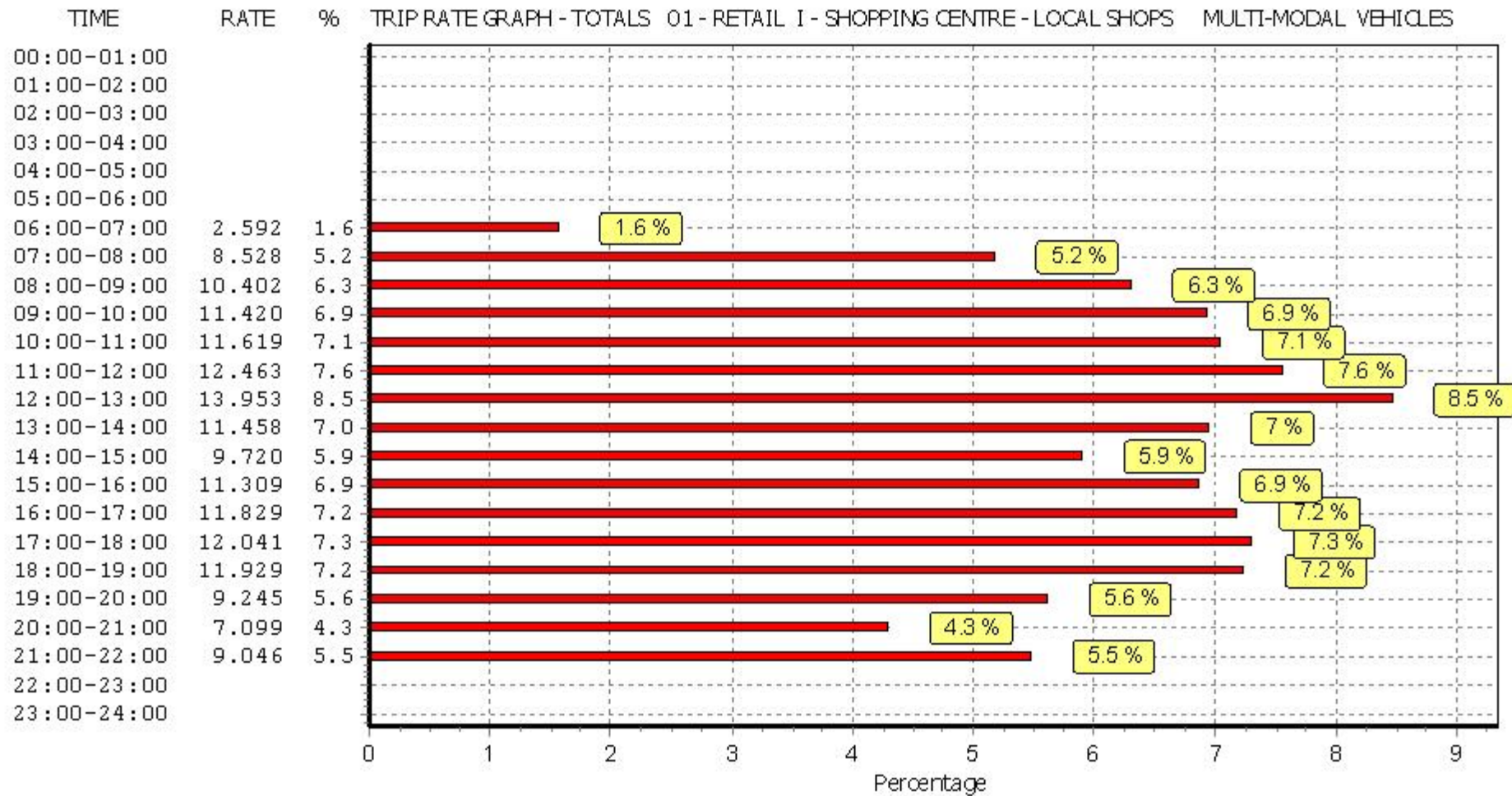
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

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

MULTI-MODAL TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	0.000	1	540	0.000	1	540	0.000
07:00 - 08:00	11	732	0.000	11	732	0.000	11	732	0.000
08:00 - 09:00	11	732	0.062	11	732	0.062	11	732	0.124
09:00 - 10:00	11	732	0.124	11	732	0.099	11	732	0.223
10:00 - 11:00	11	732	0.074	11	732	0.099	11	732	0.173
11:00 - 12:00	11	732	0.124	11	732	0.124	11	732	0.248
12:00 - 13:00	11	732	0.112	11	732	0.099	11	732	0.211
13:00 - 14:00	11	732	0.037	11	732	0.037	11	732	0.074
14:00 - 15:00	11	732	0.074	11	732	0.062	11	732	0.136
15:00 - 16:00	11	732	0.099	11	732	0.099	11	732	0.198
16:00 - 17:00	11	732	0.050	11	732	0.037	11	732	0.087
17:00 - 18:00	11	732	0.037	11	732	0.050	11	732	0.087
18:00 - 19:00	11	732	0.112	11	732	0.074	11	732	0.186
19:00 - 20:00	9	826	0.013	9	826	0.081	9	826	0.094
20:00 - 21:00	7	779	0.018	7	779	0.018	7	779	0.036
21:00 - 22:00	4	658	0.038	4	658	0.000	4	658	0.038
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.974			0.941			1.915

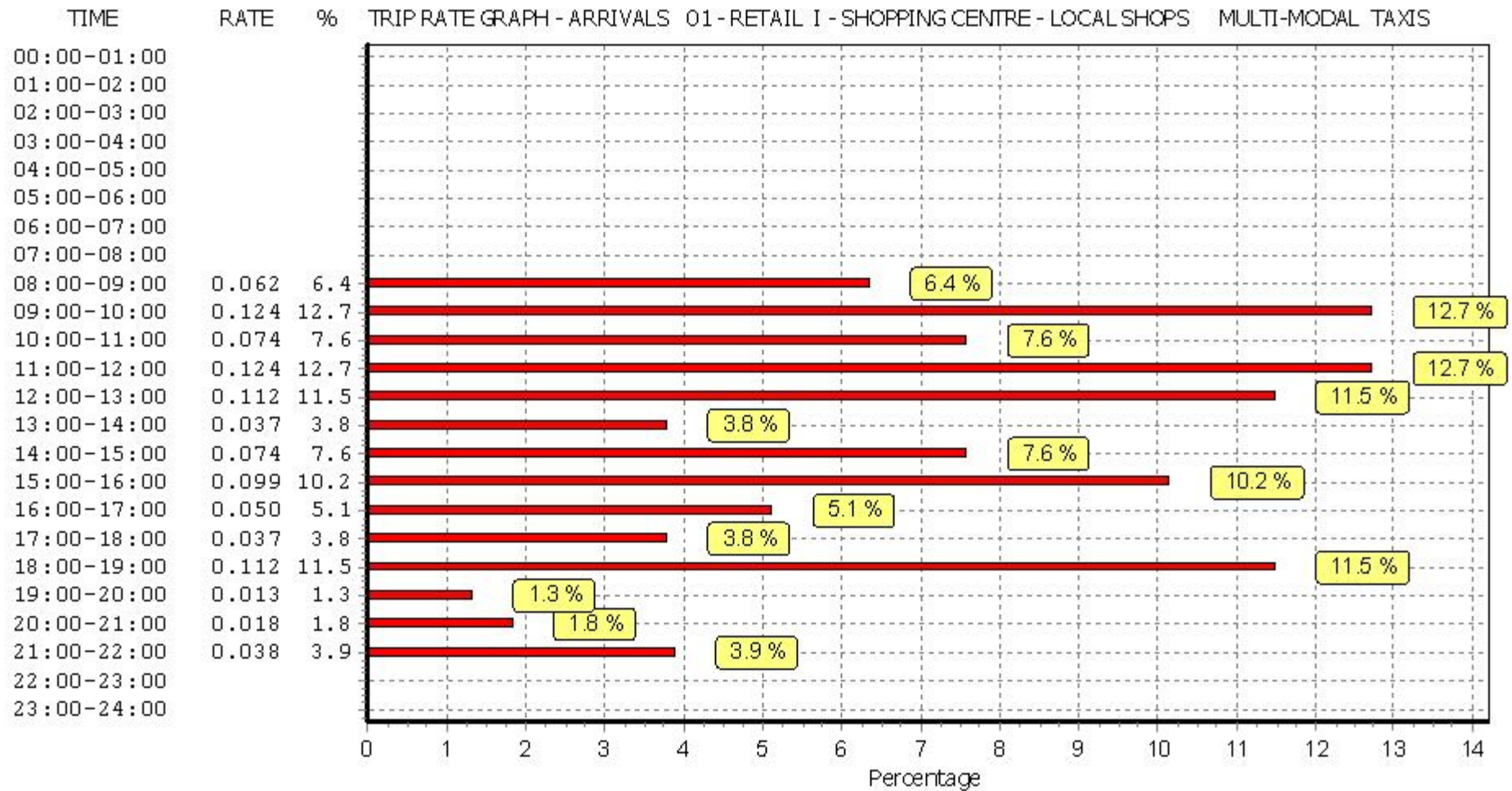
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

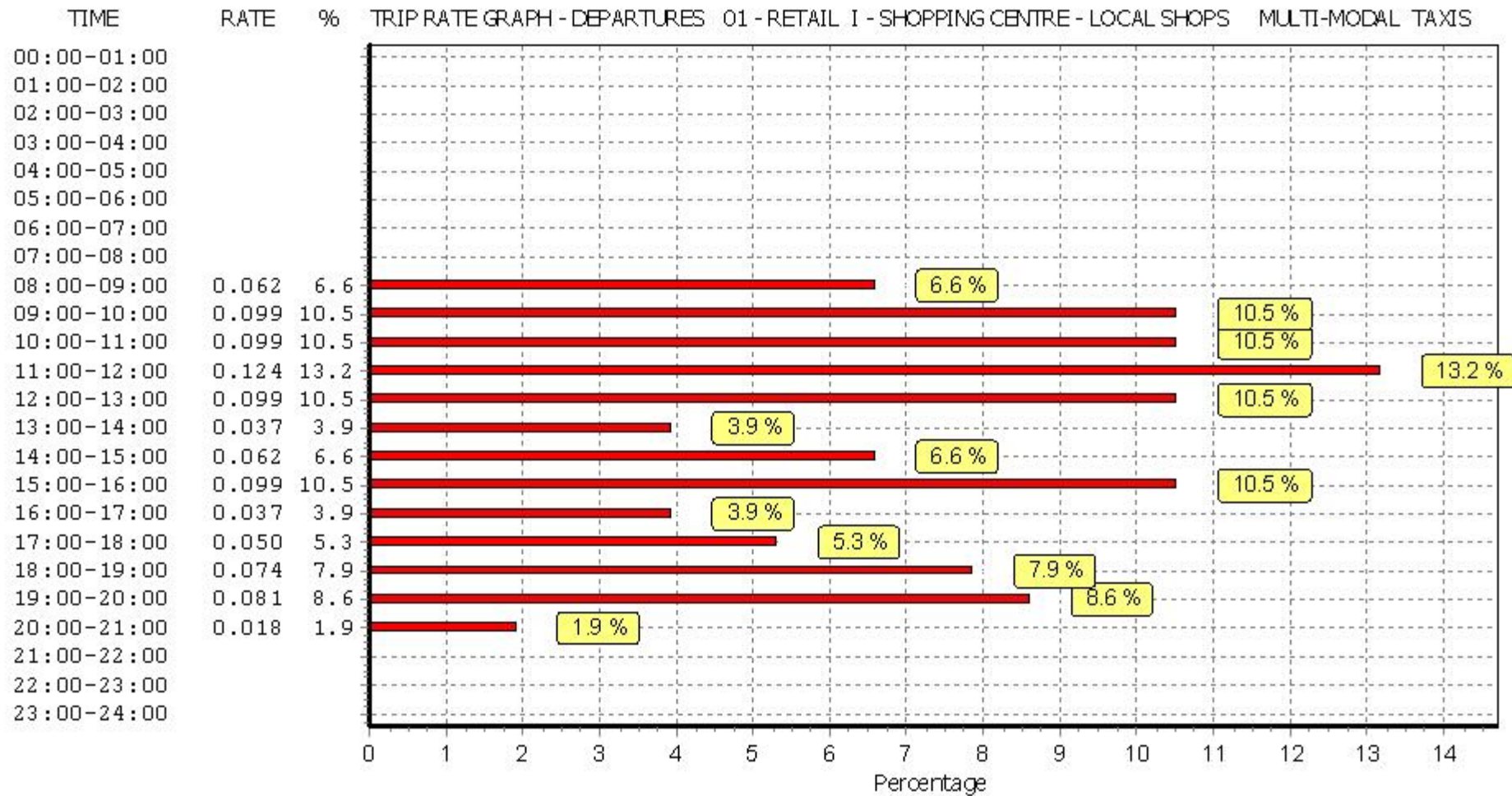
Parameter summary

Trip rate parameter range selected: 260 - 1550 (units: sqm)
 Survey date date range: 01/01/06 - 24/10/13
 Number of weekdays (Monday-Friday): 11
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

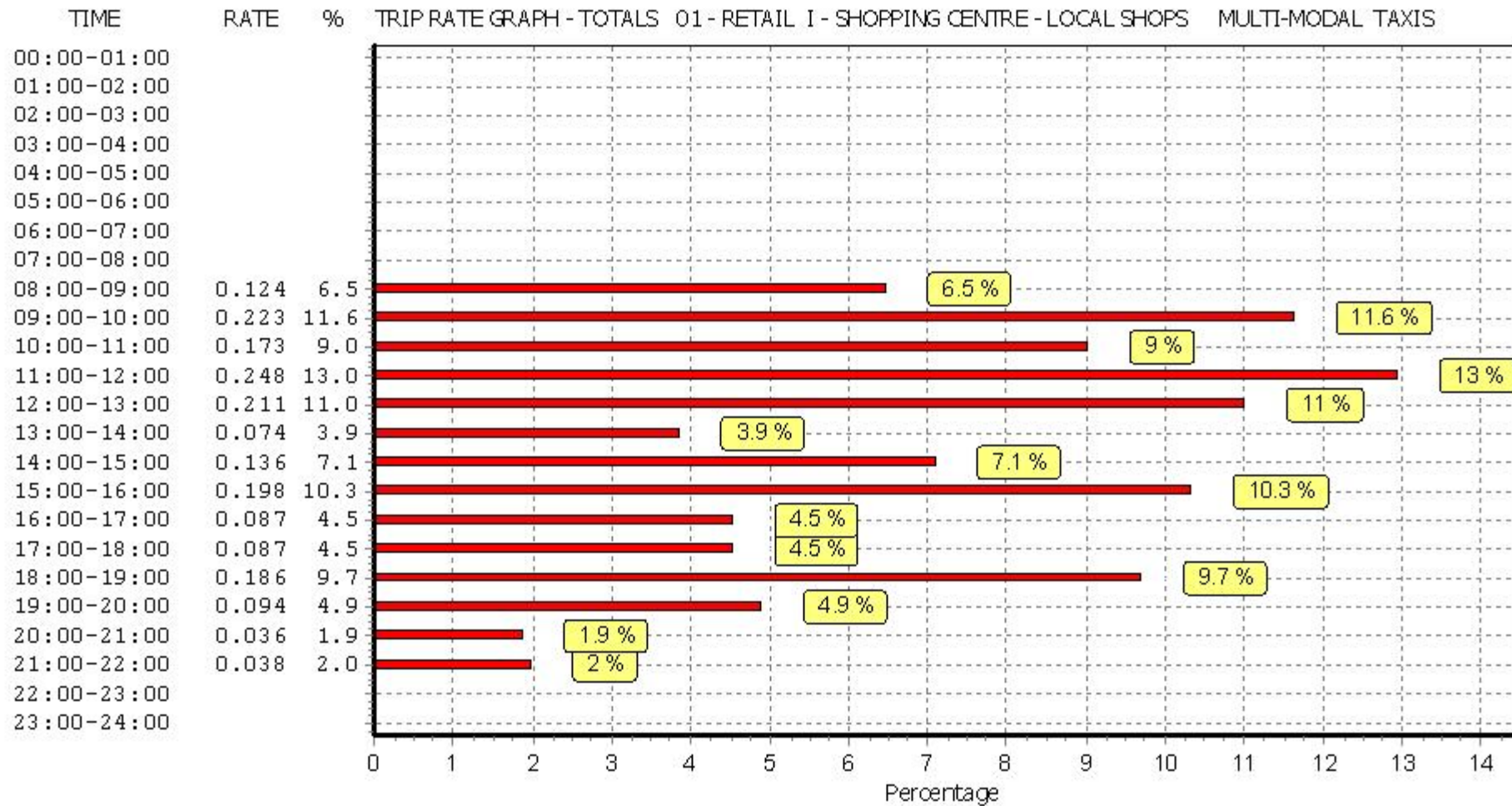
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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

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

MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	0.000	1	540	0.000	1	540	0.000
07:00 - 08:00	11	732	0.074	11	732	0.037	11	732	0.111
08:00 - 09:00	11	732	0.124	11	732	0.099	11	732	0.223
09:00 - 10:00	11	732	0.174	11	732	0.186	11	732	0.360
10:00 - 11:00	11	732	0.137	11	732	0.087	11	732	0.224
11:00 - 12:00	11	732	0.124	11	732	0.124	11	732	0.248
12:00 - 13:00	11	732	0.124	11	732	0.149	11	732	0.273
13:00 - 14:00	11	732	0.137	11	732	0.161	11	732	0.298
14:00 - 15:00	11	732	0.087	11	732	0.074	11	732	0.161
15:00 - 16:00	11	732	0.074	11	732	0.074	11	732	0.148
16:00 - 17:00	11	732	0.062	11	732	0.062	11	732	0.124
17:00 - 18:00	11	732	0.037	11	732	0.050	11	732	0.087
18:00 - 19:00	11	732	0.012	11	732	0.050	11	732	0.062
19:00 - 20:00	9	826	0.013	9	826	0.013	9	826	0.026
20:00 - 21:00	7	779	0.000	7	779	0.000	7	779	0.000
21:00 - 22:00	4	658	0.038	4	658	0.038	4	658	0.076
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.217			1.204			2.421

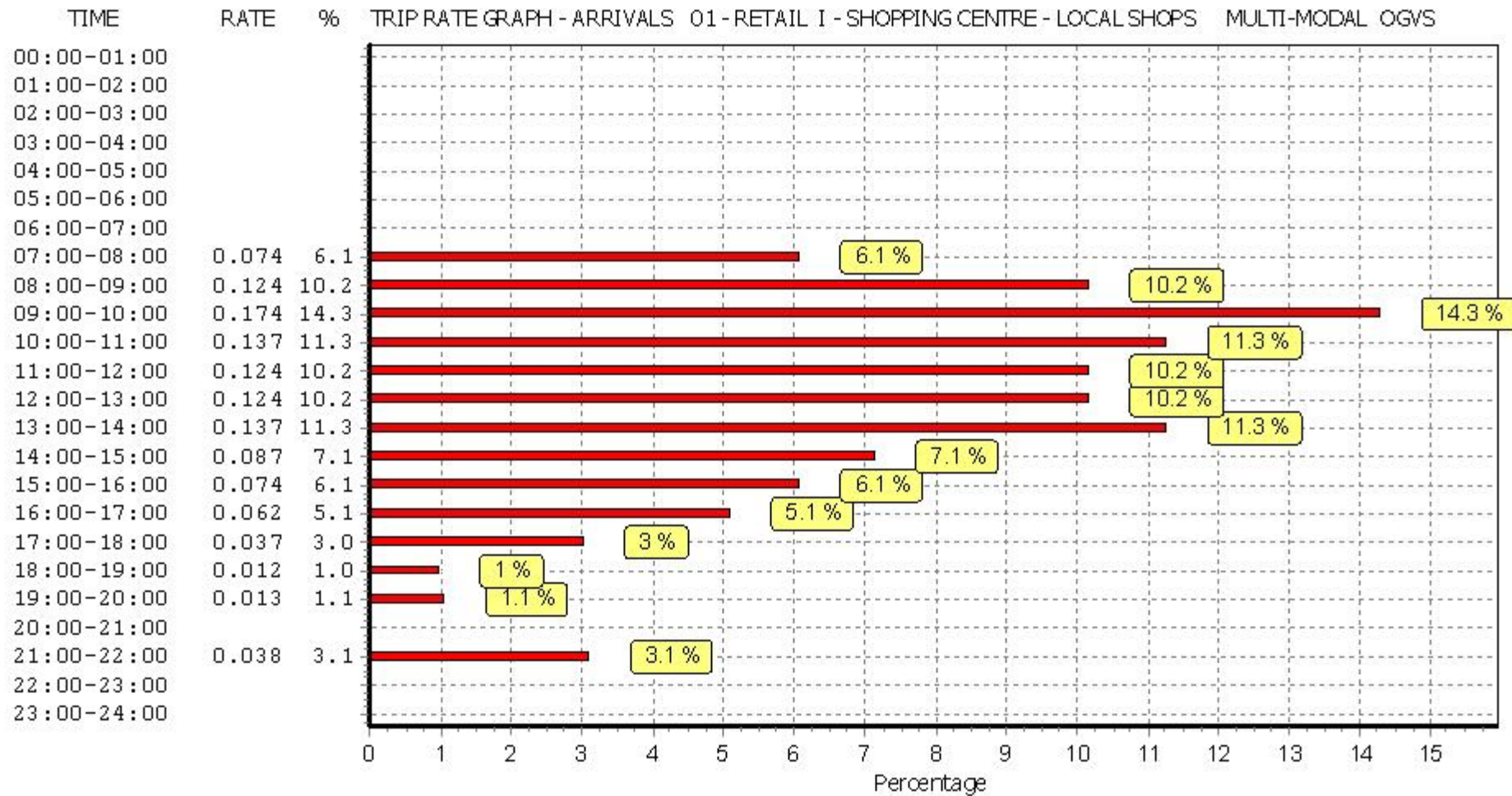
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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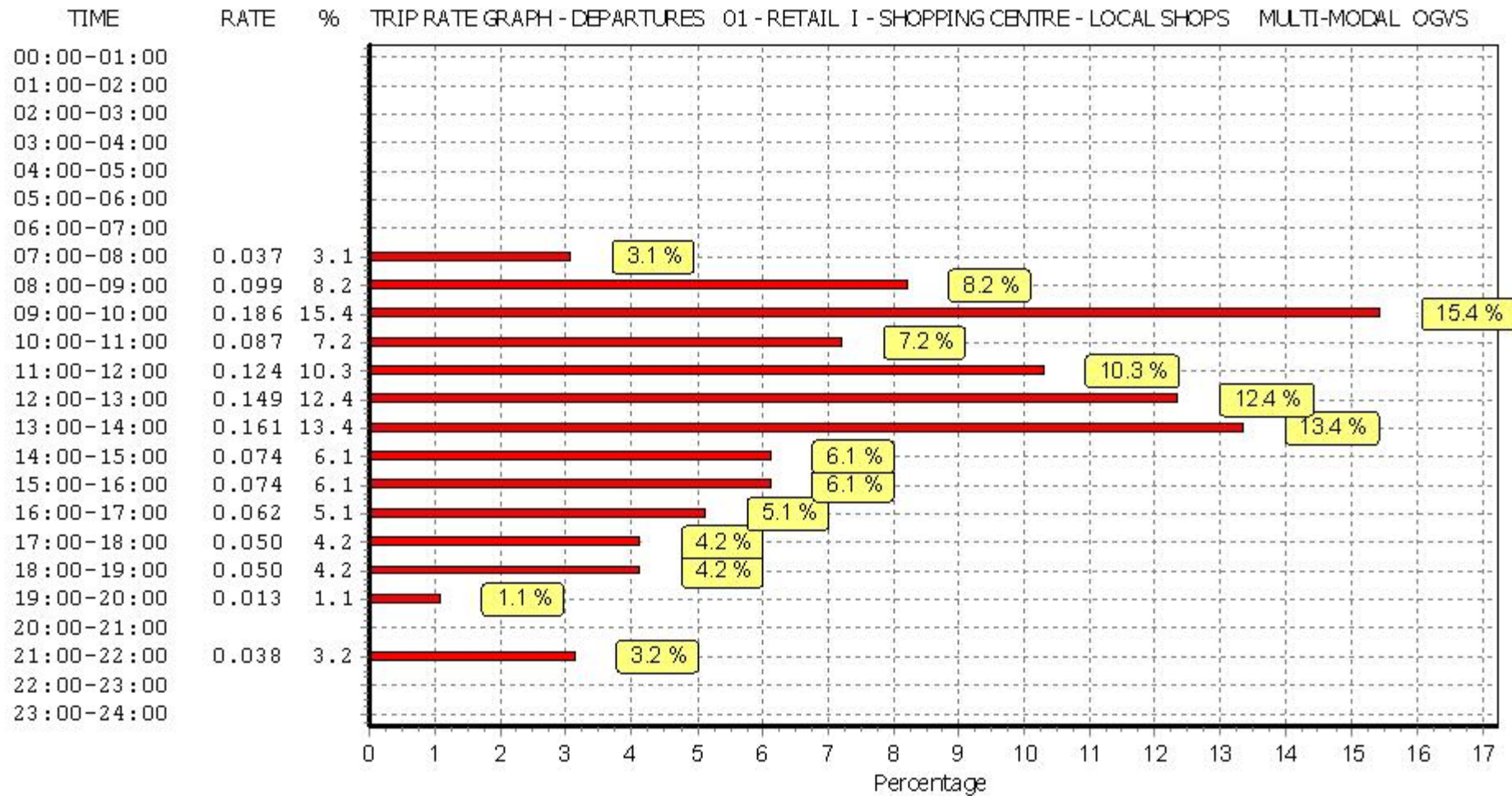
Parameter summary

Trip rate parameter range selected: 260 - 1550 (units: sqm)
 Survey date date range: 01/01/06 - 24/10/13
 Number of weekdays (Monday-Friday): 11
 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



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

MULTI-MODAL PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	0.000	1	540	0.000	1	540	0.000
07:00 - 08:00	11	732	0.050	11	732	0.050	11	732	0.100
08:00 - 09:00	11	732	0.000	11	732	0.000	11	732	0.000
09:00 - 10:00	11	732	0.000	11	732	0.000	11	732	0.000
10:00 - 11:00	11	732	0.025	11	732	0.025	11	732	0.050
11:00 - 12:00	11	732	0.012	11	732	0.012	11	732	0.024
12:00 - 13:00	11	732	0.025	11	732	0.012	11	732	0.037
13:00 - 14:00	11	732	0.012	11	732	0.025	11	732	0.037
14:00 - 15:00	11	732	0.012	11	732	0.000	11	732	0.012
15:00 - 16:00	11	732	0.012	11	732	0.025	11	732	0.037
16:00 - 17:00	11	732	0.012	11	732	0.012	11	732	0.024
17:00 - 18:00	11	732	0.000	11	732	0.000	11	732	0.000
18:00 - 19:00	11	732	0.000	11	732	0.000	11	732	0.000
19:00 - 20:00	9	826	0.000	9	826	0.000	9	826	0.000
20:00 - 21:00	7	779	0.000	7	779	0.000	7	779	0.000
21:00 - 22:00	4	658	0.000	4	658	0.000	4	658	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.160			0.161			0.321

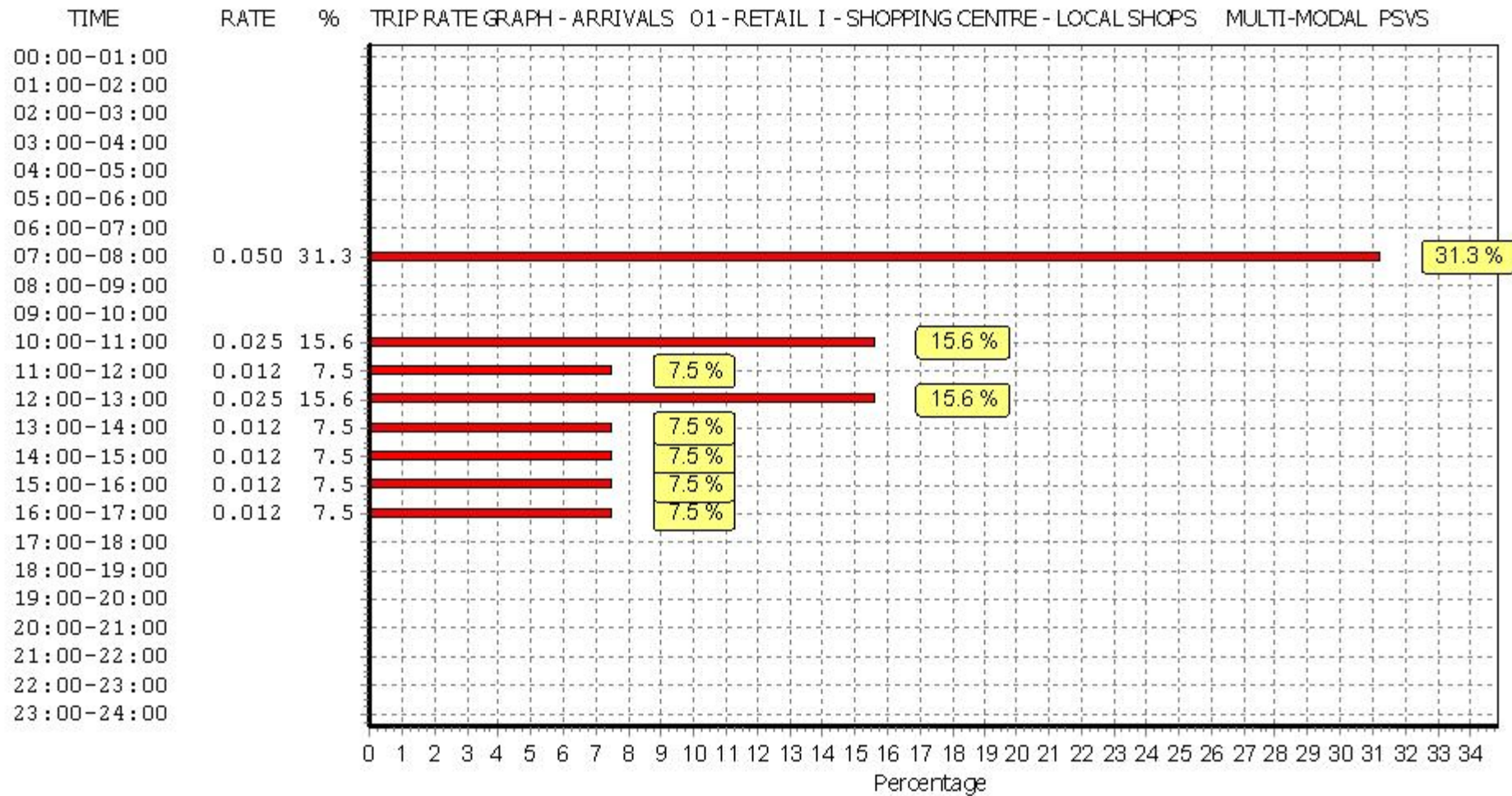
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

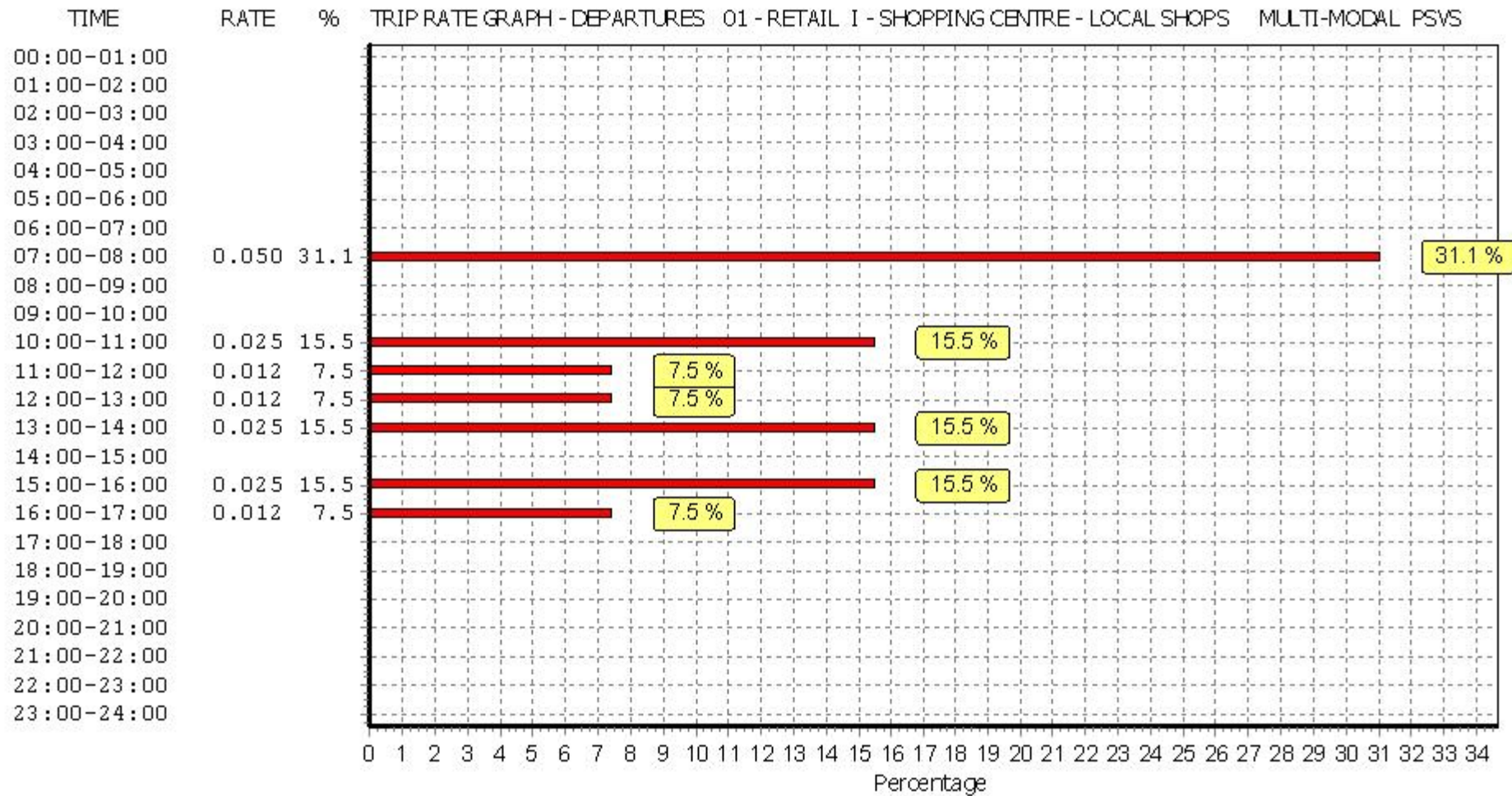
Parameter summary

Trip rate parameter range selected: 260 - 1550 (units: sqm)
 Survey date date range: 01/01/06 - 24/10/13
 Number of weekdays (Monday-Friday): 11
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

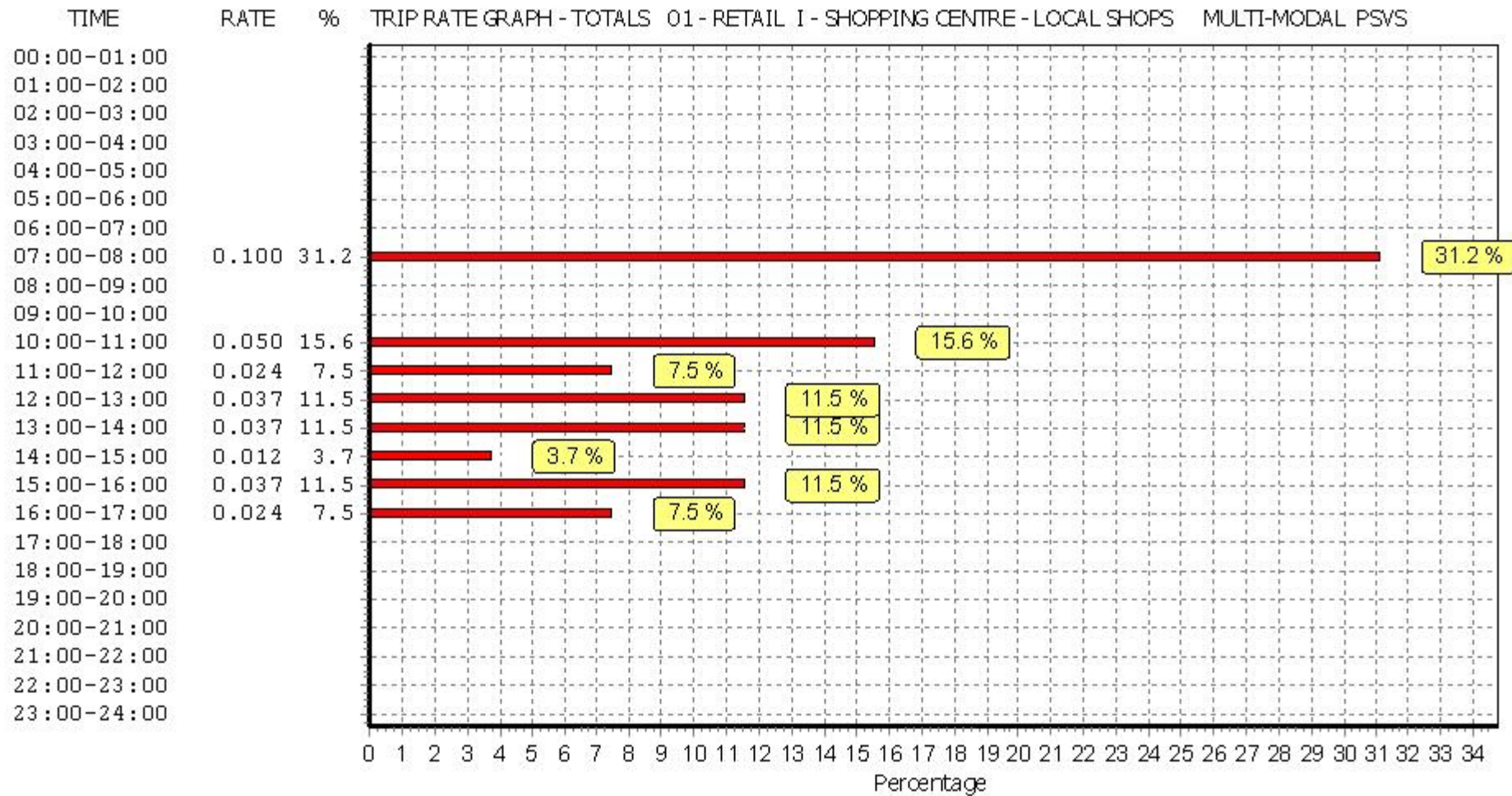
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	0.185	1	540	0.000	1	540	0.185
07:00 - 08:00	11	732	0.261	11	732	0.199	11	732	0.460
08:00 - 09:00	11	732	0.137	11	732	0.137	11	732	0.274
09:00 - 10:00	11	732	0.124	11	732	0.149	11	732	0.273
10:00 - 11:00	11	732	0.137	11	732	0.124	11	732	0.261
11:00 - 12:00	11	732	0.149	11	732	0.099	11	732	0.248
12:00 - 13:00	11	732	0.062	11	732	0.099	11	732	0.161
13:00 - 14:00	11	732	0.149	11	732	0.137	11	732	0.286
14:00 - 15:00	11	732	0.236	11	732	0.248	11	732	0.484
15:00 - 16:00	11	732	0.273	11	732	0.248	11	732	0.521
16:00 - 17:00	11	732	0.298	11	732	0.199	11	732	0.497
17:00 - 18:00	11	732	0.074	11	732	0.137	11	732	0.211
18:00 - 19:00	11	732	0.335	11	732	0.348	11	732	0.683
19:00 - 20:00	9	826	0.135	9	826	0.175	9	826	0.310
20:00 - 21:00	7	779	0.018	7	779	0.073	7	779	0.091
21:00 - 22:00	4	658	0.228	4	658	0.190	4	658	0.418
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.801			2.562			5.363

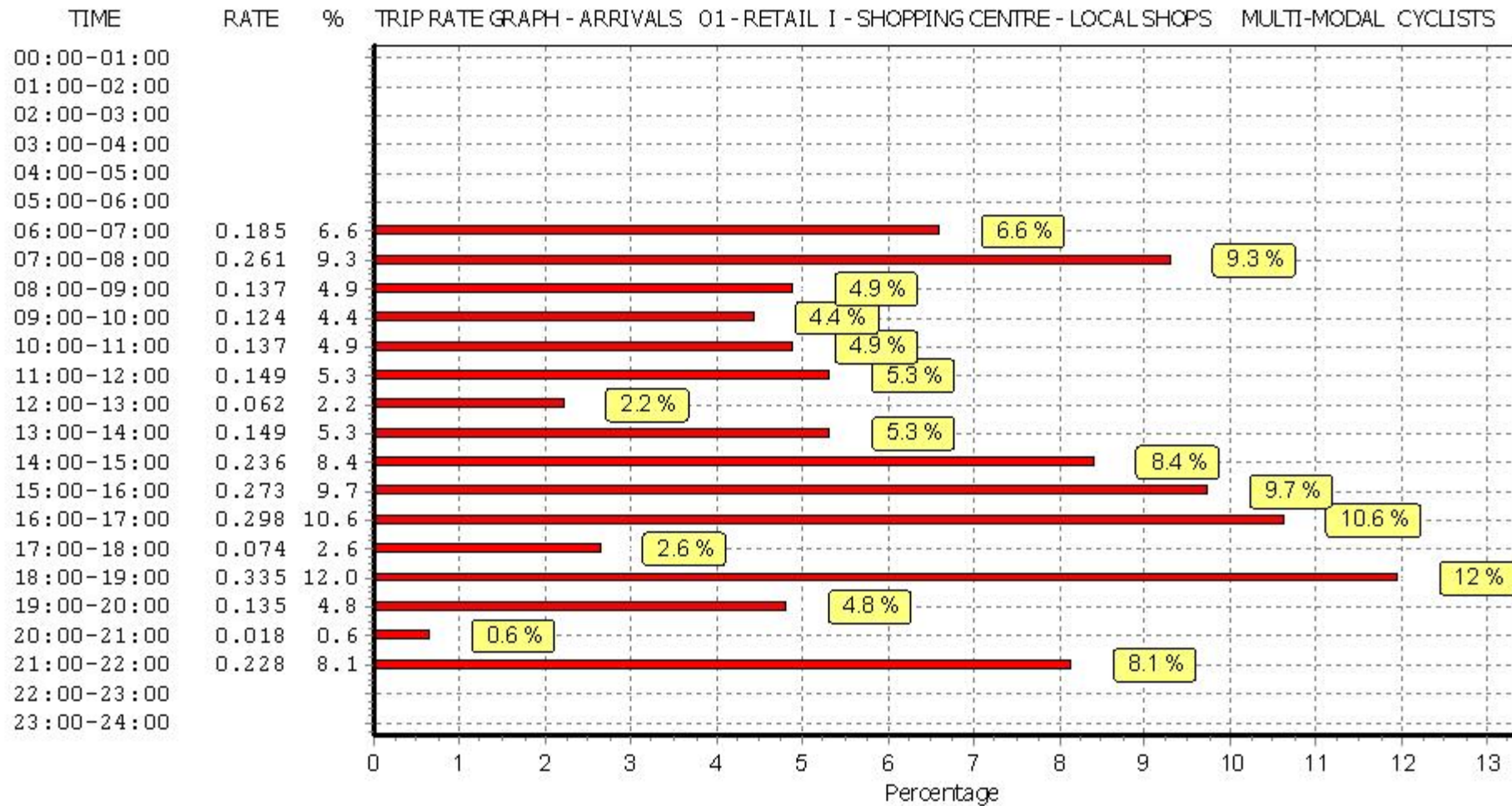
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

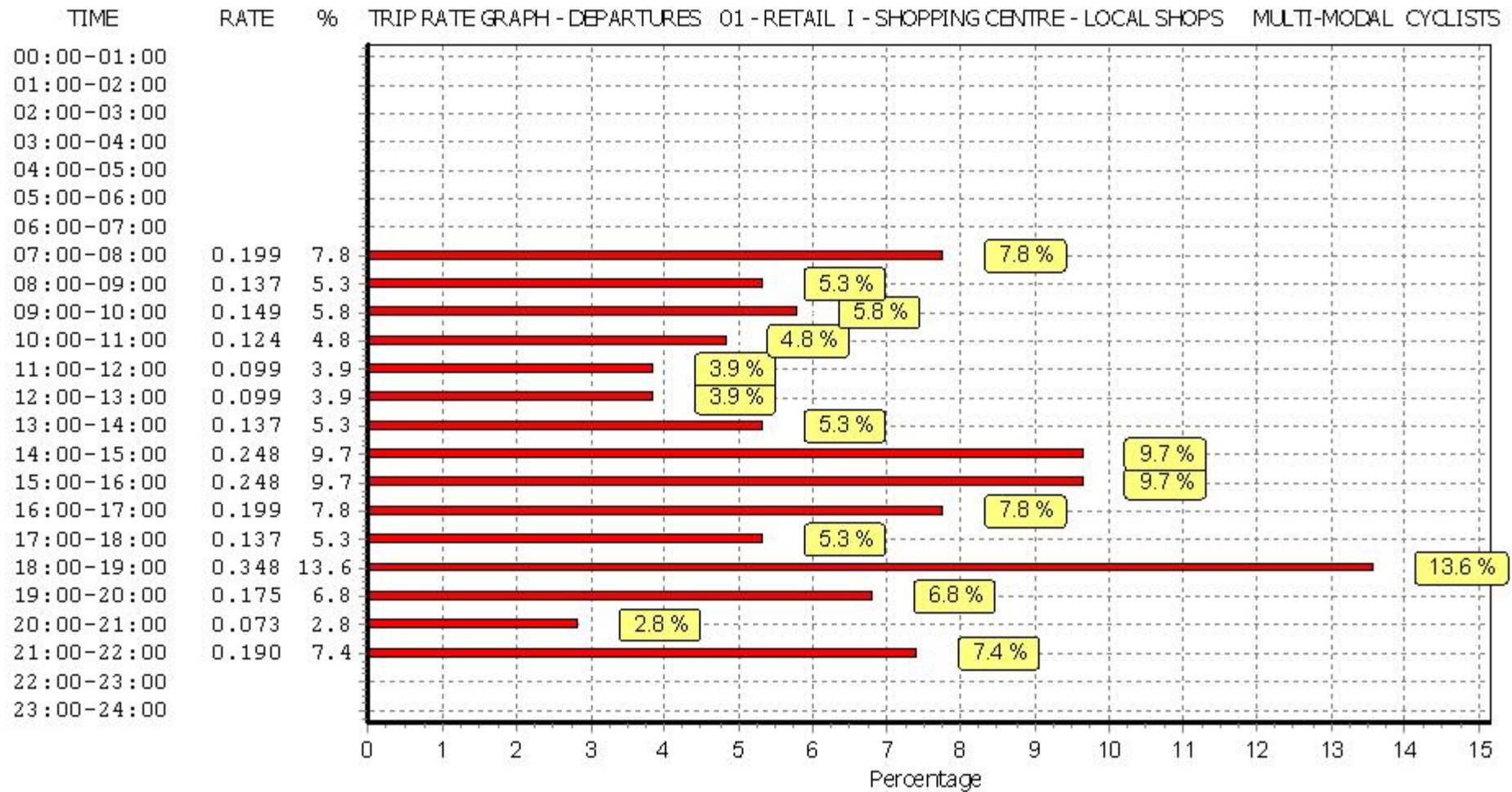
Parameter summary

Trip rate parameter range selected: 260 - 1550 (units: sqm)
 Survey date range: 01/01/06 - 24/10/13
 Number of weekdays (Monday-Friday): 11
 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



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



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



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

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	1.481	1	540	1.481	1	540	2.962
07:00 - 08:00	11	732	5.350	11	732	4.779	11	732	10.129
08:00 - 09:00	11	732	6.790	11	732	6.169	11	732	12.959
09:00 - 10:00	11	732	6.889	11	732	6.691	11	732	13.580
10:00 - 11:00	11	732	7.560	11	732	6.765	11	732	14.325
11:00 - 12:00	11	732	7.299	11	732	7.684	11	732	14.983
12:00 - 13:00	11	732	9.111	11	732	8.429	11	732	17.540
13:00 - 14:00	11	732	6.927	11	732	6.765	11	732	13.692
14:00 - 15:00	11	732	6.244	11	732	6.070	11	732	12.314
15:00 - 16:00	11	732	7.485	11	732	7.634	11	732	15.119
16:00 - 17:00	11	732	7.535	11	732	8.044	11	732	15.579
17:00 - 18:00	11	732	7.498	11	732	7.721	11	732	15.219
18:00 - 19:00	11	732	7.882	11	732	7.969	11	732	15.851
19:00 - 20:00	9	826	5.921	9	826	6.042	9	826	11.963
20:00 - 21:00	7	779	4.311	7	779	4.898	7	779	9.209
21:00 - 22:00	4	658	4.979	4	658	5.777	4	658	10.756
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			103.262			102.918			206.180

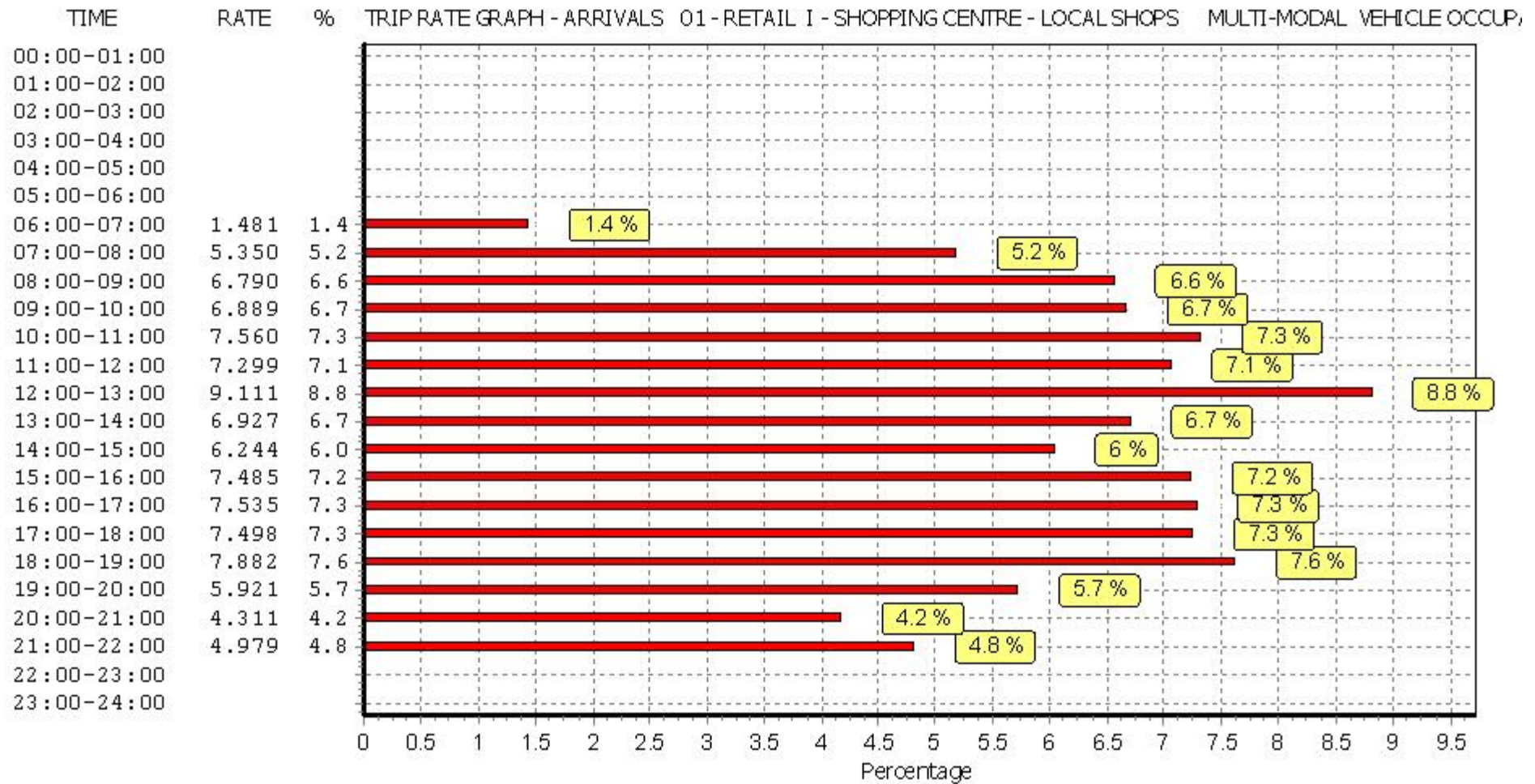
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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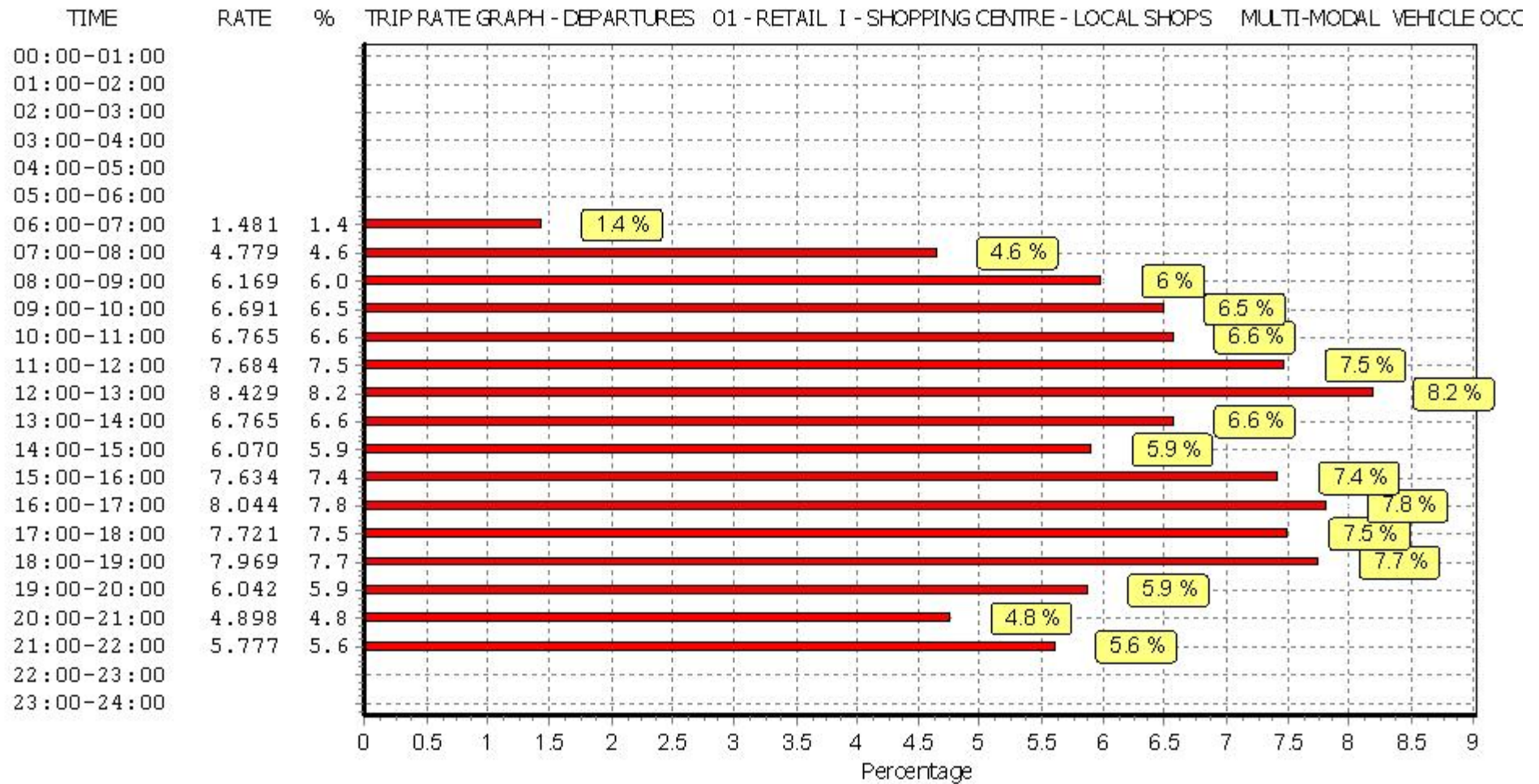
Parameter summary

Trip rate parameter range selected: 260 - 1550 (units: sqm)
 Survey date range: 01/01/06 - 24/10/13
 Number of weekdays (Monday-Friday): 11
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

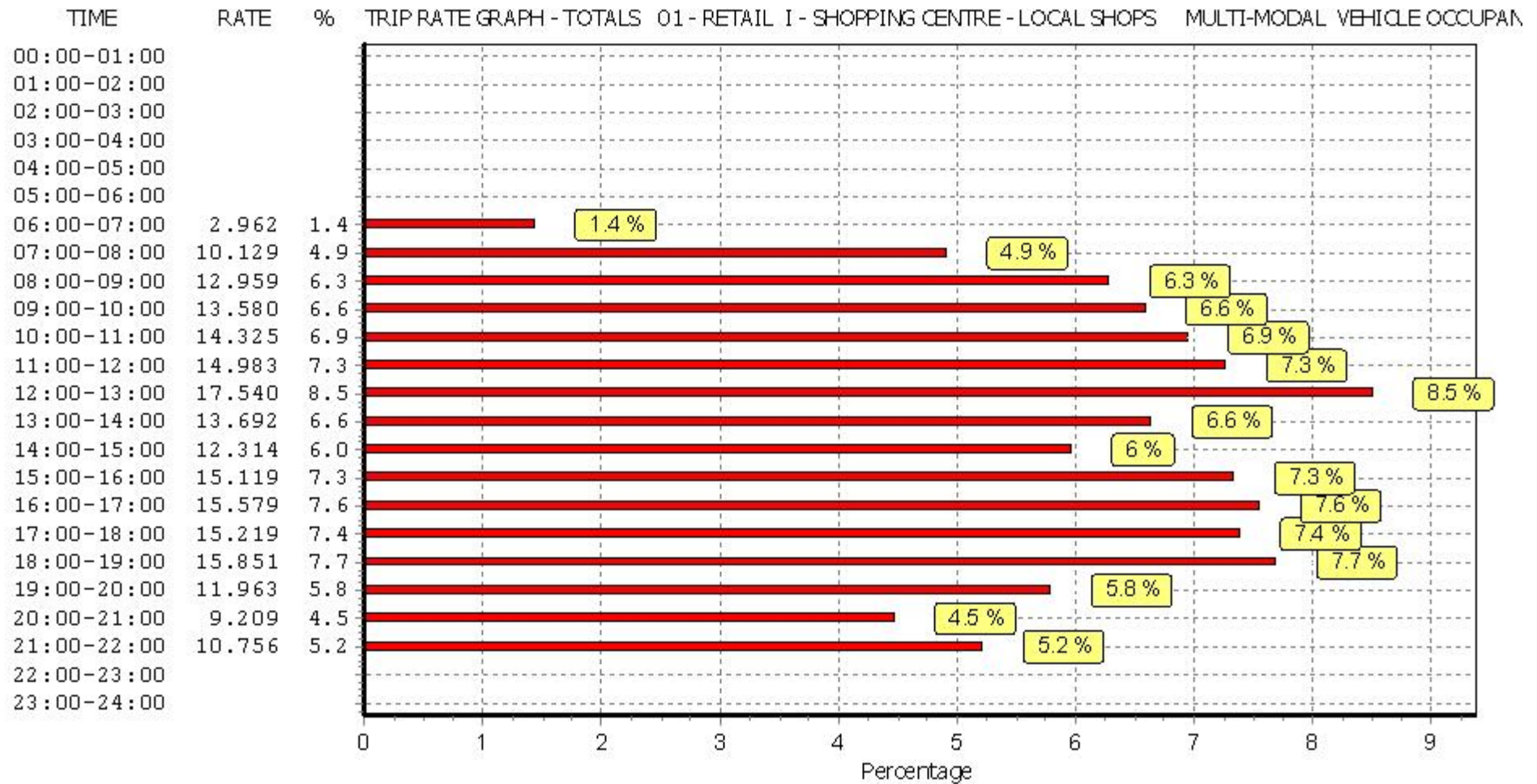
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	4.259	1	540	3.333	1	540	7.592
07:00 - 08:00	11	732	2.632	11	732	2.085	11	732	4.717
08:00 - 09:00	11	732	5.189	11	732	5.176	11	732	10.365
09:00 - 10:00	11	732	4.146	11	732	3.724	11	732	7.870
10:00 - 11:00	11	732	3.798	11	732	3.463	11	732	7.261
11:00 - 12:00	11	732	3.811	11	732	3.985	11	732	7.796
12:00 - 13:00	11	732	5.933	11	732	5.151	11	732	11.084
13:00 - 14:00	11	732	3.687	11	732	4.183	11	732	7.870
14:00 - 15:00	11	732	3.563	11	732	3.749	11	732	7.312
15:00 - 16:00	11	732	5.946	11	732	5.971	11	732	11.917
16:00 - 17:00	11	732	3.600	11	732	3.786	11	732	7.386
17:00 - 18:00	11	732	3.302	11	732	3.674	11	732	6.976
18:00 - 19:00	11	732	2.929	11	732	3.687	11	732	6.616
19:00 - 20:00	9	826	2.449	9	826	2.543	9	826	4.992
20:00 - 21:00	7	779	1.724	7	779	2.256	7	779	3.980
21:00 - 22:00	4	658	2.128	4	658	2.471	4	658	4.599
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			59.096			59.237			118.333

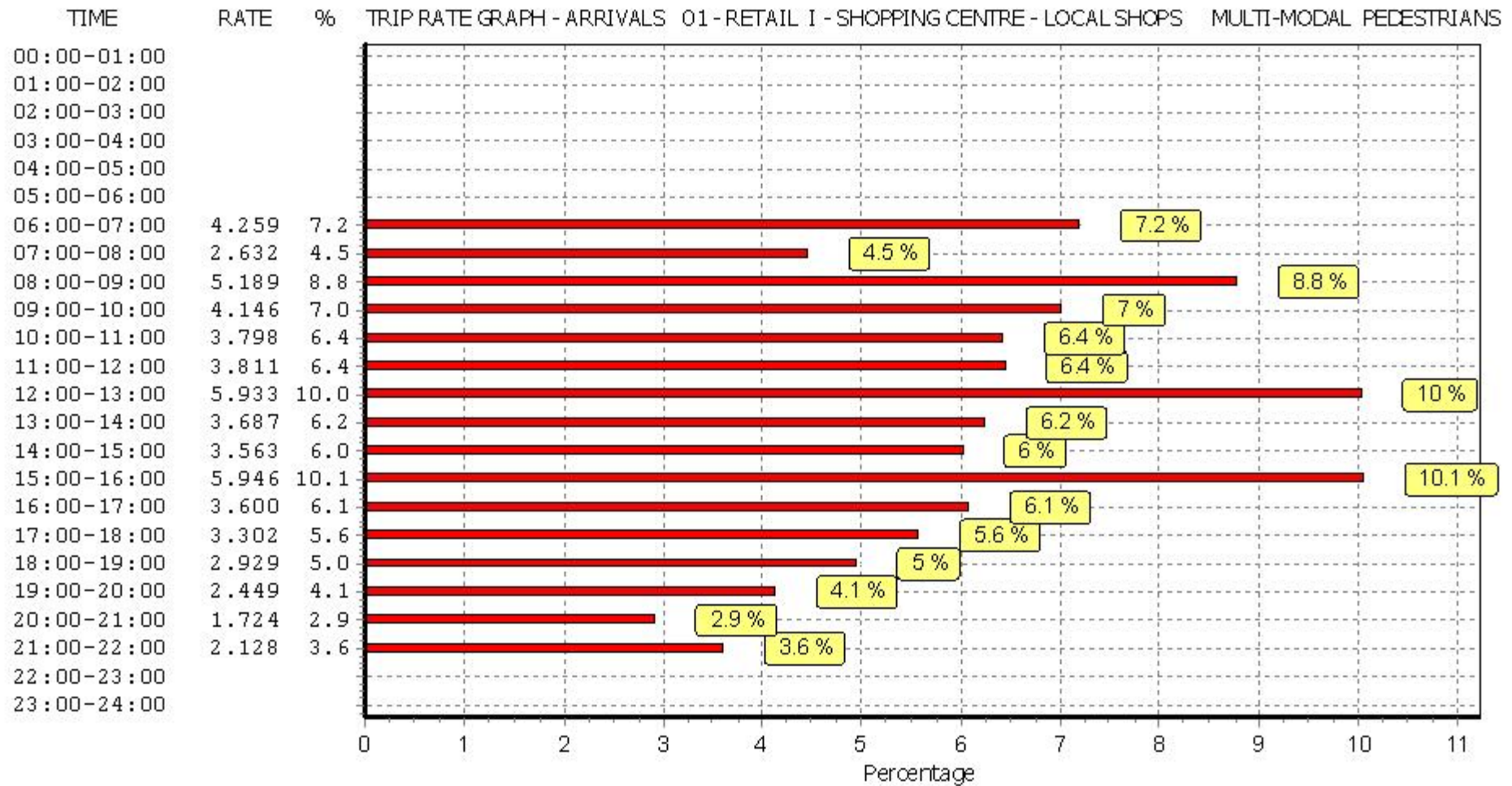
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

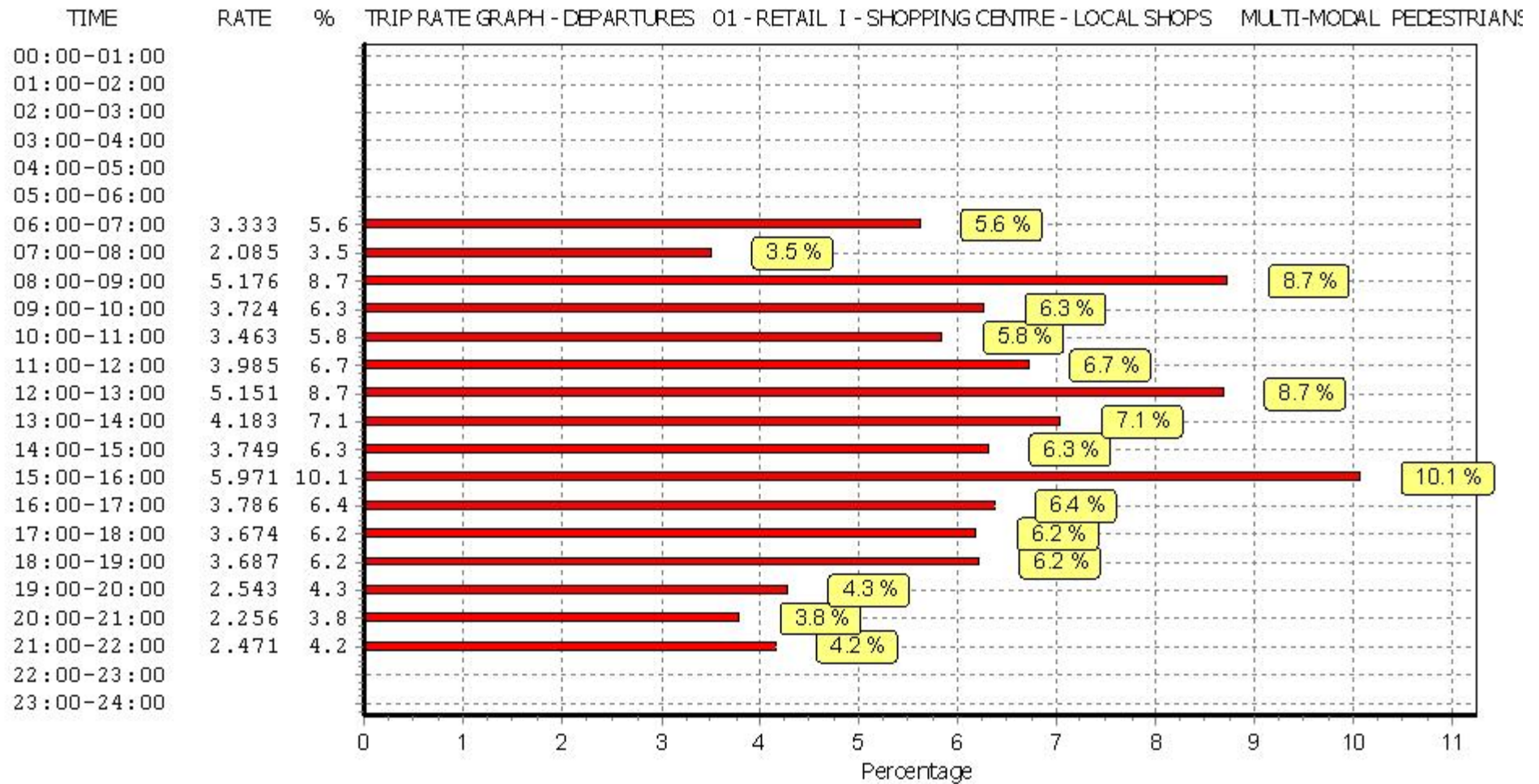
Parameter summary

Trip rate parameter range selected: 260 - 1550 (units: sqm)
 Survey date range: 01/01/06 - 24/10/13
 Number of weekdays (Monday-Friday): 11
 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



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



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TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
 MULTI-MODAL BUS/TRAM PASSENGERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	0.741	1	540	1.111	1	540	1.852
07:00 - 08:00	11	732	0.037	11	732	0.137	11	732	0.174
08:00 - 09:00	11	732	0.050	11	732	0.248	11	732	0.298
09:00 - 10:00	11	732	0.087	11	732	0.074	11	732	0.161
10:00 - 11:00	11	732	0.149	11	732	0.112	11	732	0.261
11:00 - 12:00	11	732	0.323	11	732	0.360	11	732	0.683
12:00 - 13:00	11	732	0.248	11	732	0.186	11	732	0.434
13:00 - 14:00	11	732	0.236	11	732	0.174	11	732	0.410
14:00 - 15:00	11	732	0.161	11	732	0.099	11	732	0.260
15:00 - 16:00	11	732	0.348	11	732	0.074	11	732	0.422
16:00 - 17:00	11	732	0.211	11	732	0.174	11	732	0.385
17:00 - 18:00	11	732	0.199	11	732	0.124	11	732	0.323
18:00 - 19:00	11	732	0.112	11	732	0.174	11	732	0.286
19:00 - 20:00	9	826	0.188	9	826	0.108	9	826	0.296
20:00 - 21:00	7	779	0.092	7	779	0.128	7	779	0.220
21:00 - 22:00	4	658	0.266	4	658	0.304	4	658	0.570
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.448			3.587			7.035

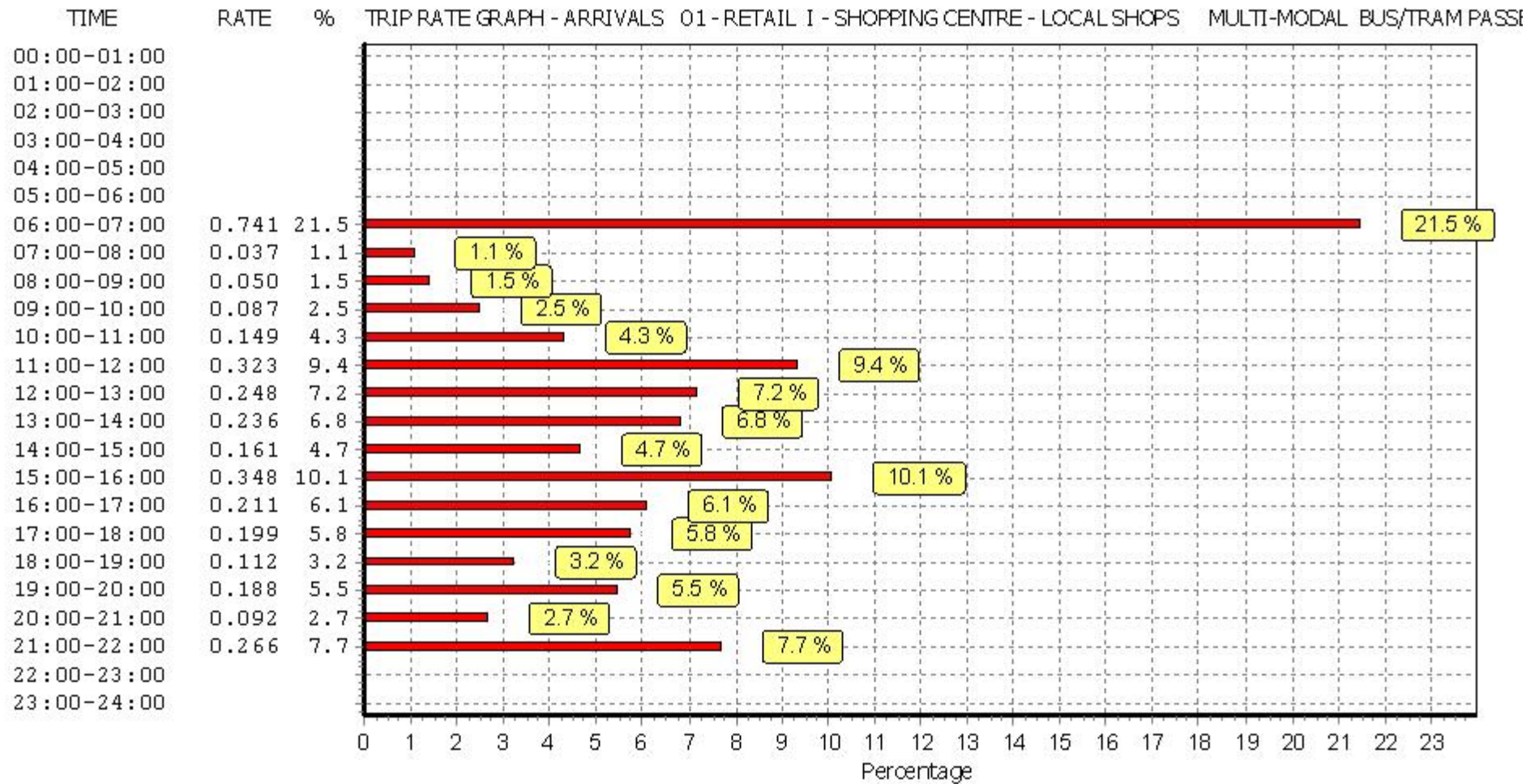
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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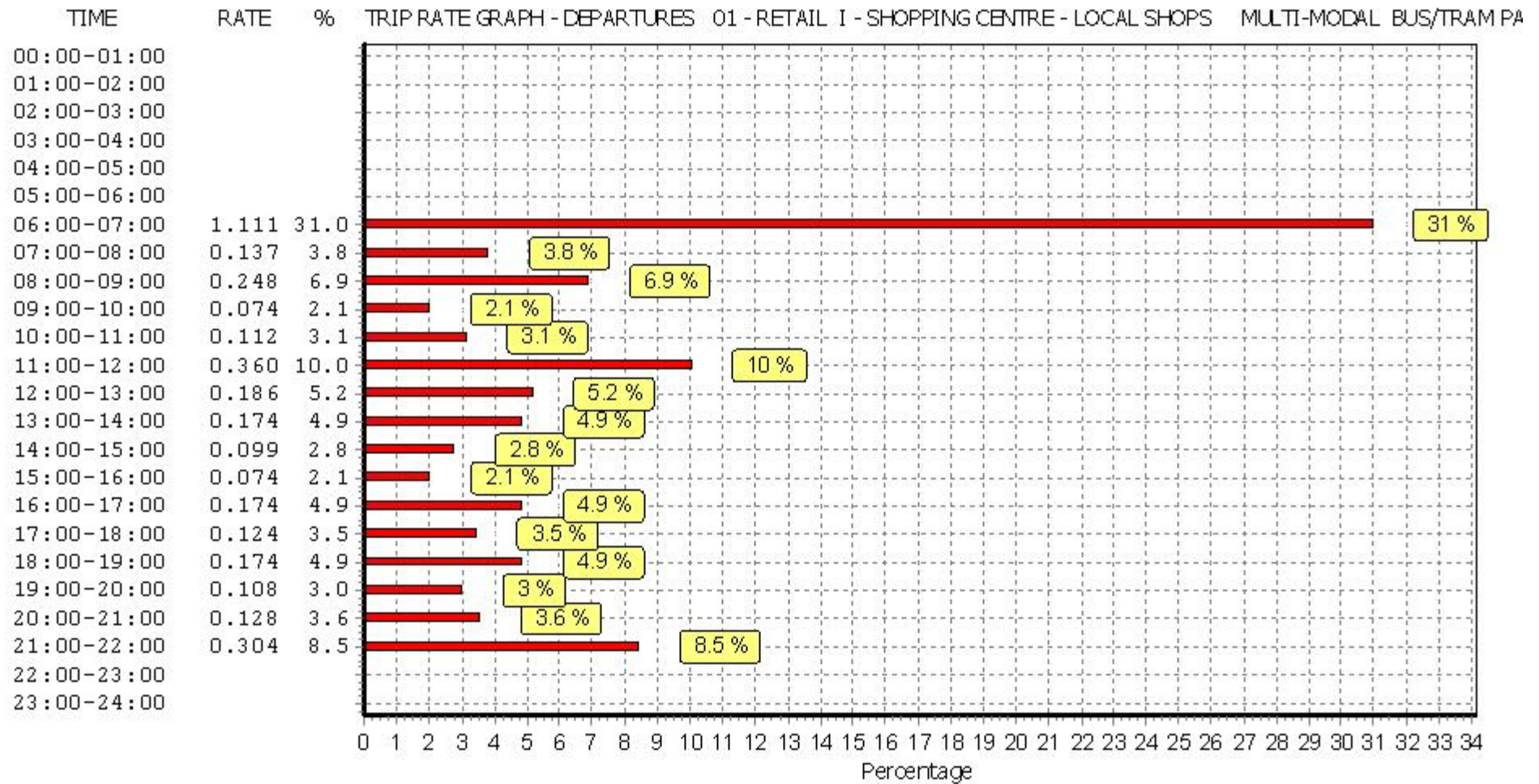
Parameter summary

Trip rate parameter range selected: 260 - 1550 (units: sqm)
 Survey date date range: 01/01/06 - 24/10/13
 Number of weekdays (Monday-Friday): 11
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

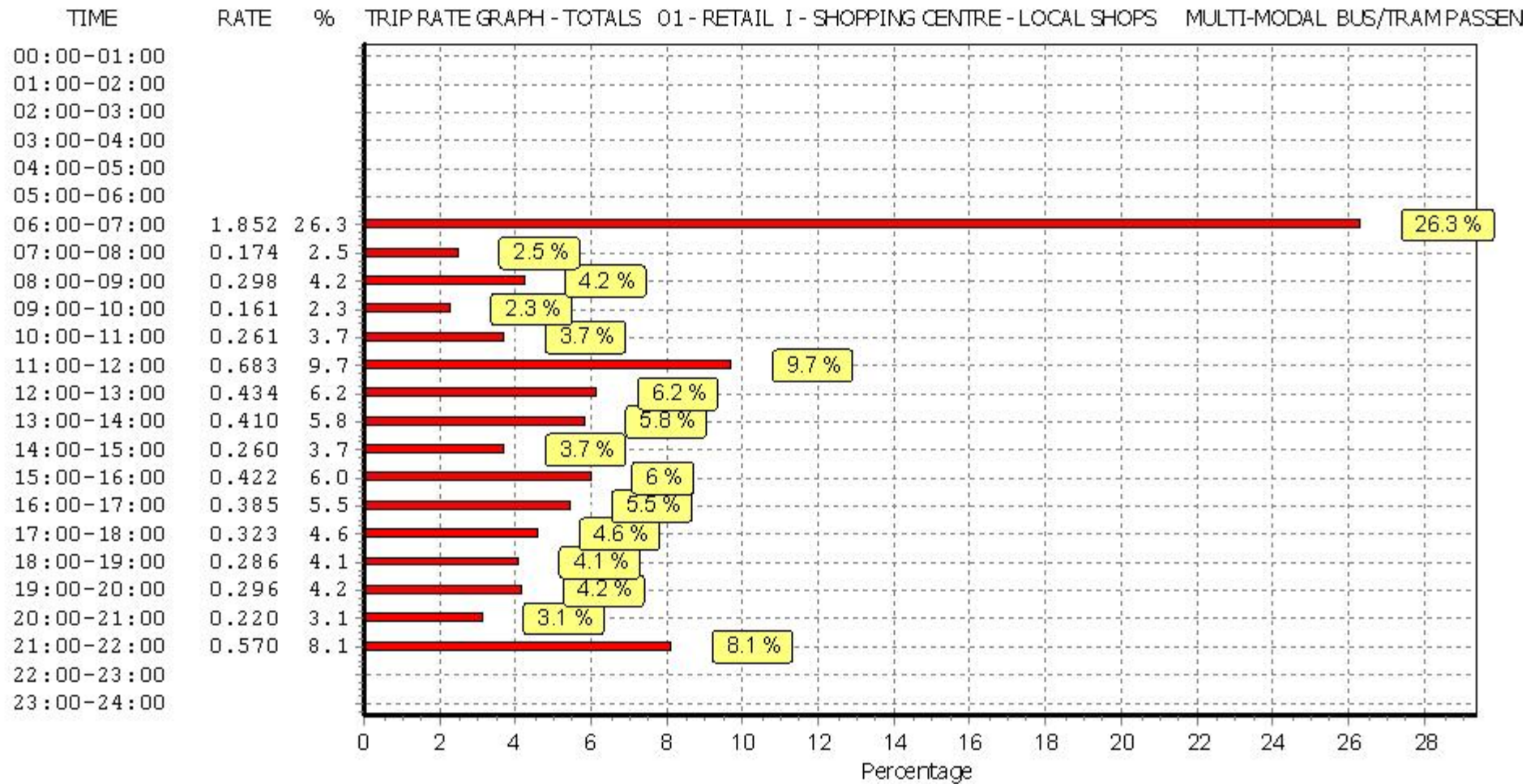
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
 MULTI-MODAL TRAIN PASSENGERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	0.000	1	540	0.000	1	540	0.000
07:00 - 08:00	11	732	0.025	11	732	0.012	11	732	0.037
08:00 - 09:00	11	732	0.012	11	732	0.012	11	732	0.024
09:00 - 10:00	11	732	0.012	11	732	0.012	11	732	0.024
10:00 - 11:00	11	732	0.000	11	732	0.000	11	732	0.000
11:00 - 12:00	11	732	0.000	11	732	0.000	11	732	0.000
12:00 - 13:00	11	732	0.012	11	732	0.012	11	732	0.024
13:00 - 14:00	11	732	0.050	11	732	0.037	11	732	0.087
14:00 - 15:00	11	732	0.000	11	732	0.000	11	732	0.000
15:00 - 16:00	11	732	0.000	11	732	0.025	11	732	0.025
16:00 - 17:00	11	732	0.000	11	732	0.000	11	732	0.000
17:00 - 18:00	11	732	0.000	11	732	0.000	11	732	0.000
18:00 - 19:00	11	732	0.025	11	732	0.025	11	732	0.050
19:00 - 20:00	9	826	0.000	9	826	0.000	9	826	0.000
20:00 - 21:00	7	779	0.000	7	779	0.000	7	779	0.000
21:00 - 22:00	4	658	0.000	4	658	0.000	4	658	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.136			0.135			0.271

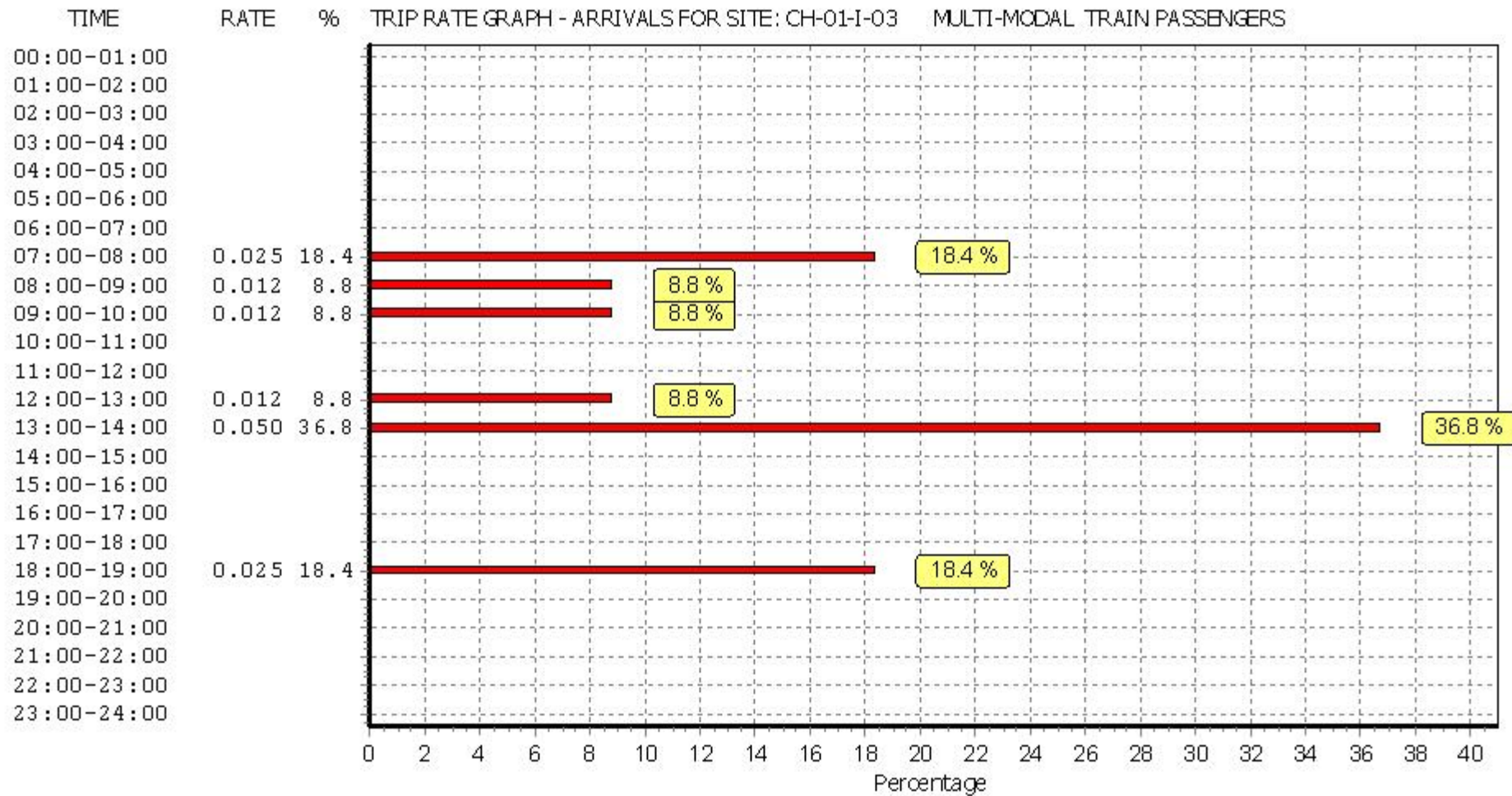
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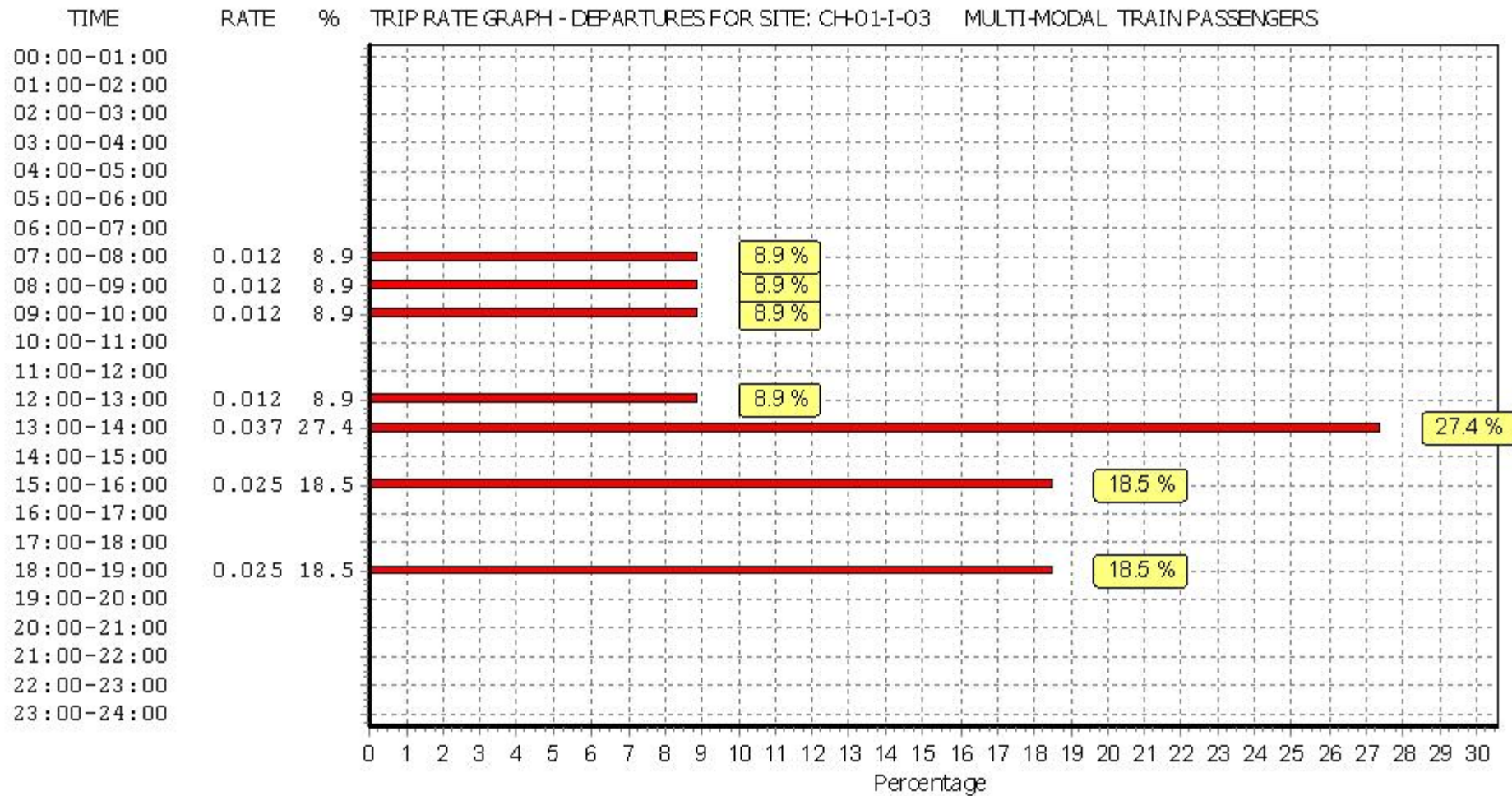
Parameter summary

Trip rate parameter range selected: 260 - 1550 (units: sqm)
 Survey date date range: 01/01/06 - 24/10/13
 Number of weekdays (Monday-Friday): 11
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

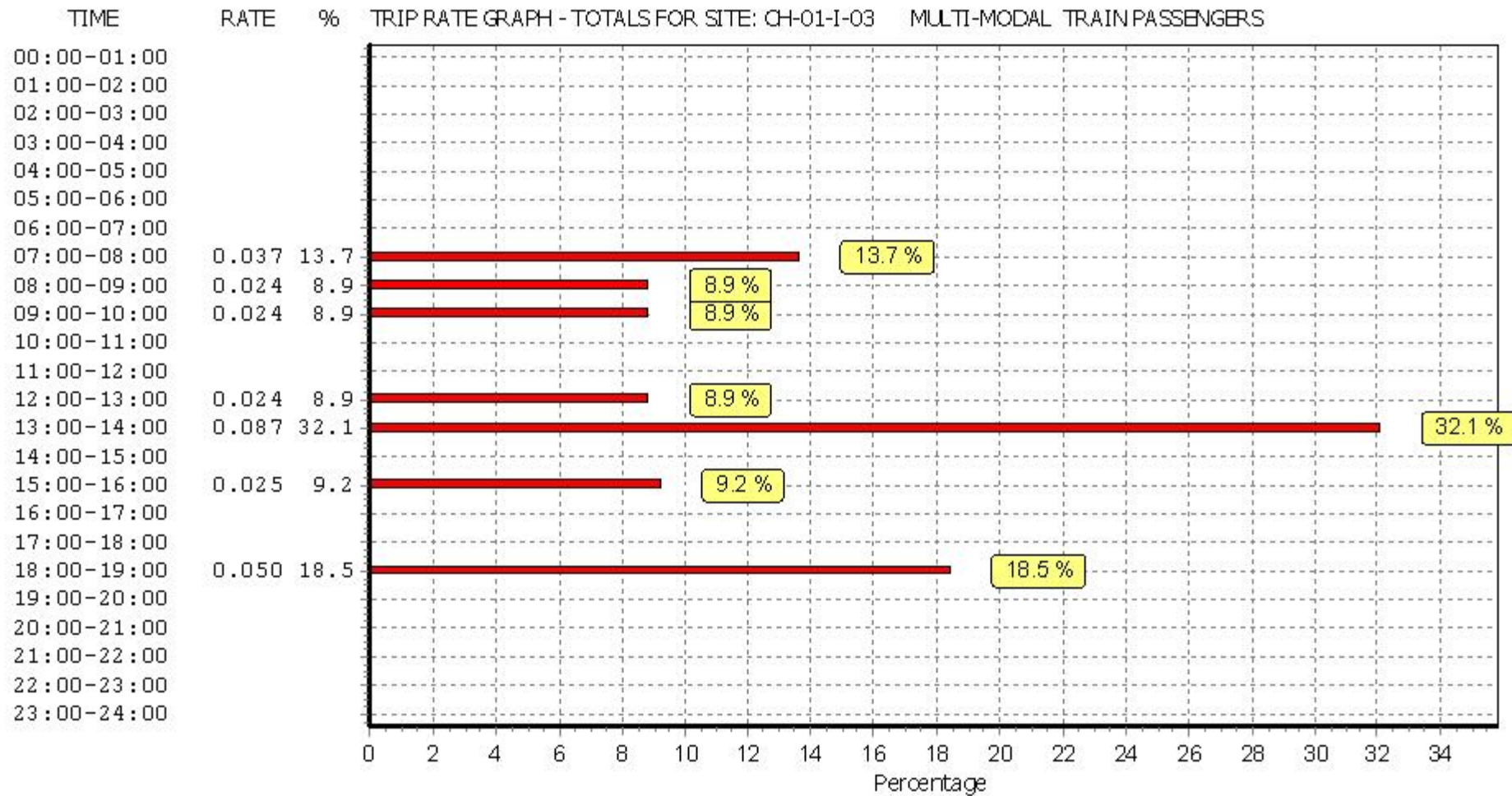
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TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL COACH PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	0.000	1	540	0.000	1	540	0.000
07:00 - 08:00	11	732	0.050	11	732	0.050	11	732	0.100
08:00 - 09:00	11	732	0.000	11	732	0.000	11	732	0.000
09:00 - 10:00	11	732	0.000	11	732	0.000	11	732	0.000
10:00 - 11:00	11	732	0.025	11	732	0.025	11	732	0.050
11:00 - 12:00	11	732	0.012	11	732	0.012	11	732	0.024
12:00 - 13:00	11	732	0.037	11	732	0.012	11	732	0.049
13:00 - 14:00	11	732	0.012	11	732	0.037	11	732	0.049
14:00 - 15:00	11	732	0.000	11	732	0.000	11	732	0.000
15:00 - 16:00	11	732	0.000	11	732	0.000	11	732	0.000
16:00 - 17:00	11	732	0.000	11	732	0.000	11	732	0.000
17:00 - 18:00	11	732	0.000	11	732	0.000	11	732	0.000
18:00 - 19:00	11	732	0.000	11	732	0.000	11	732	0.000
19:00 - 20:00	9	826	0.000	9	826	0.000	9	826	0.000
20:00 - 21:00	7	779	0.000	7	779	0.000	7	779	0.000
21:00 - 22:00	4	658	0.000	4	658	0.000	4	658	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.136			0.136			0.272

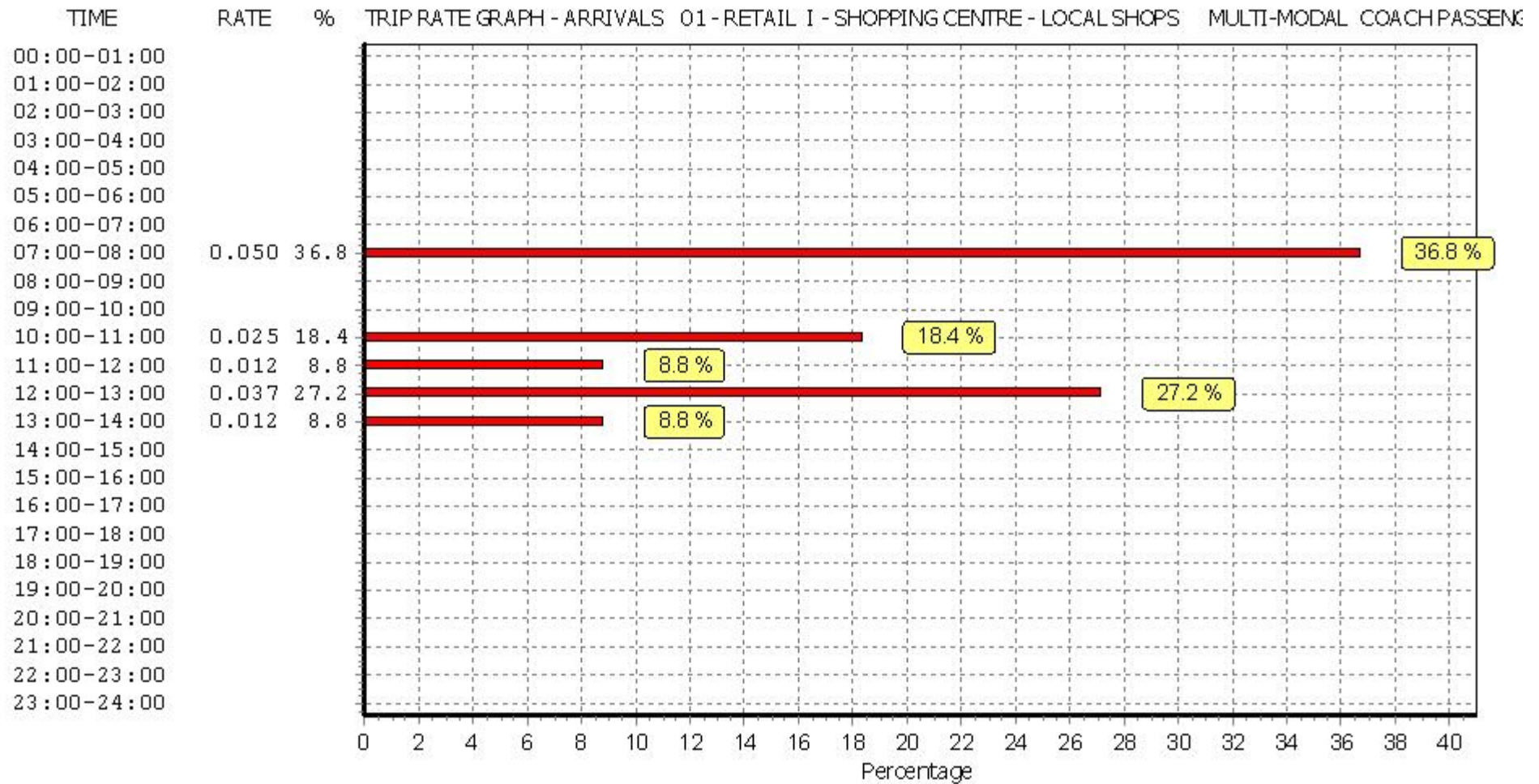
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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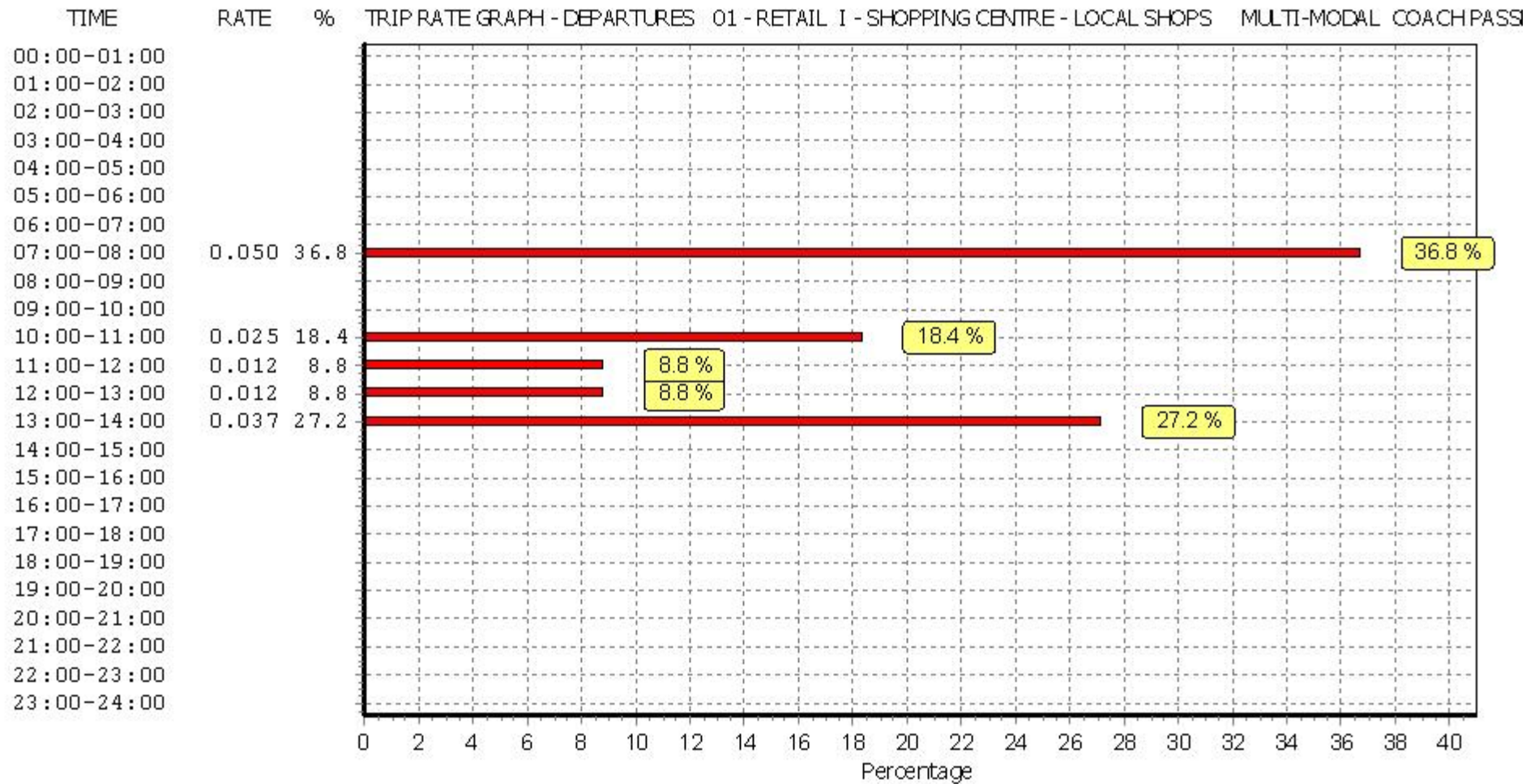
Parameter summary

Trip rate parameter range selected: 260 - 1550 (units: sqm)
 Survey date range: 01/01/06 - 24/10/13
 Number of weekdays (Monday-Friday): 11
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

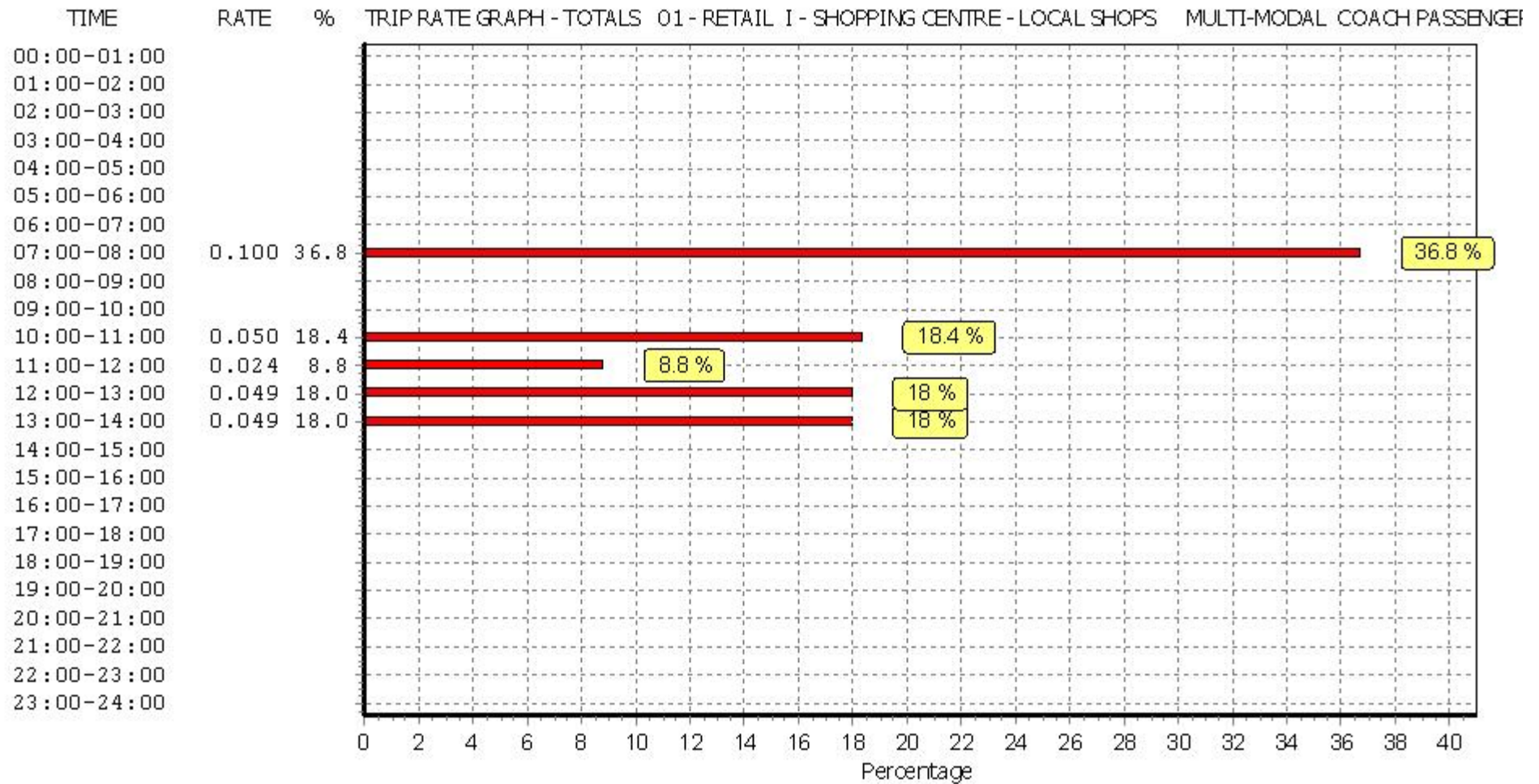
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This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period,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



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TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	0.741	1	540	1.111	1	540	1.852
07:00 - 08:00	11	732	0.112	11	732	0.199	11	732	0.311
08:00 - 09:00	11	732	0.062	11	732	0.261	11	732	0.323
09:00 - 10:00	11	732	0.099	11	732	0.087	11	732	0.186
10:00 - 11:00	11	732	0.174	11	732	0.137	11	732	0.311
11:00 - 12:00	11	732	0.335	11	732	0.372	11	732	0.707
12:00 - 13:00	11	732	0.298	11	732	0.211	11	732	0.509
13:00 - 14:00	11	732	0.298	11	732	0.248	11	732	0.546
14:00 - 15:00	11	732	0.161	11	732	0.099	11	732	0.260
15:00 - 16:00	11	732	0.348	11	732	0.099	11	732	0.447
16:00 - 17:00	11	732	0.211	11	732	0.174	11	732	0.385
17:00 - 18:00	11	732	0.199	11	732	0.124	11	732	0.323
18:00 - 19:00	11	732	0.137	11	732	0.199	11	732	0.336
19:00 - 20:00	9	826	0.188	9	826	0.108	9	826	0.296
20:00 - 21:00	7	779	0.092	7	779	0.128	7	779	0.220
21:00 - 22:00	4	658	0.266	4	658	0.304	4	658	0.570
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.721			3.861			7.582

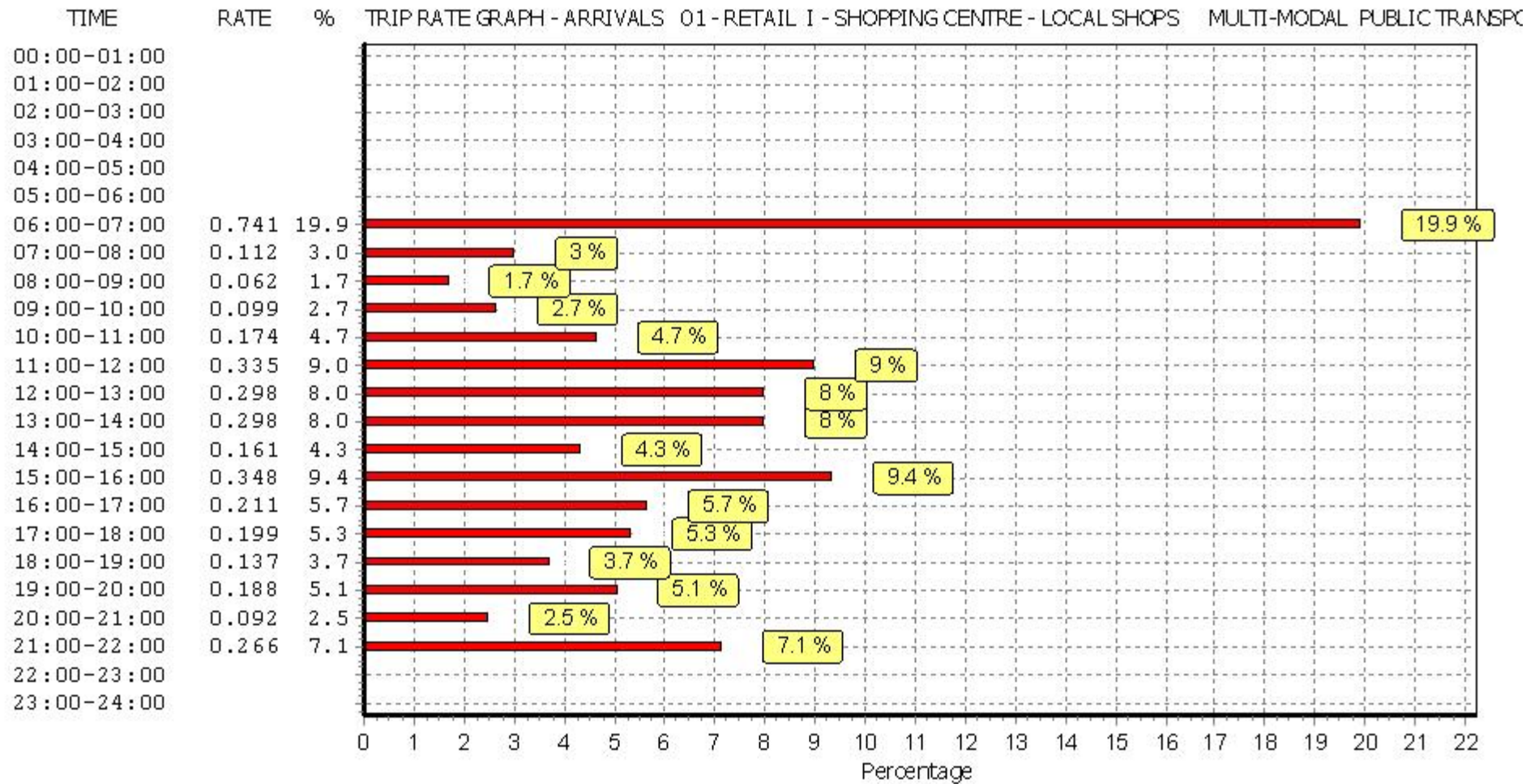
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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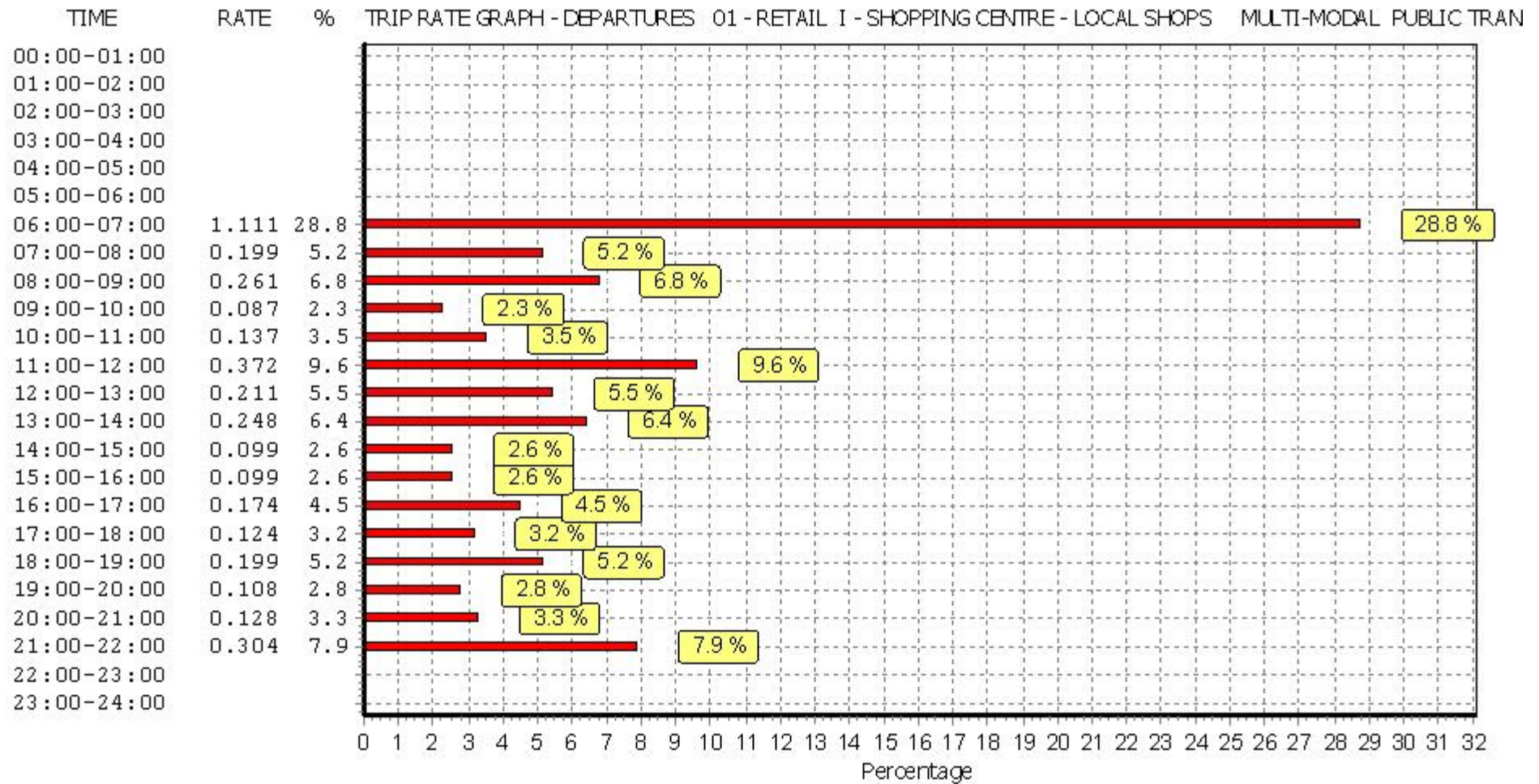
Parameter summary

Trip rate parameter range selected: 260 - 1550 (units: sqm)
 Survey date date range: 01/01/06 - 24/10/13
 Number of weekdays (Monday-Friday): 11
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

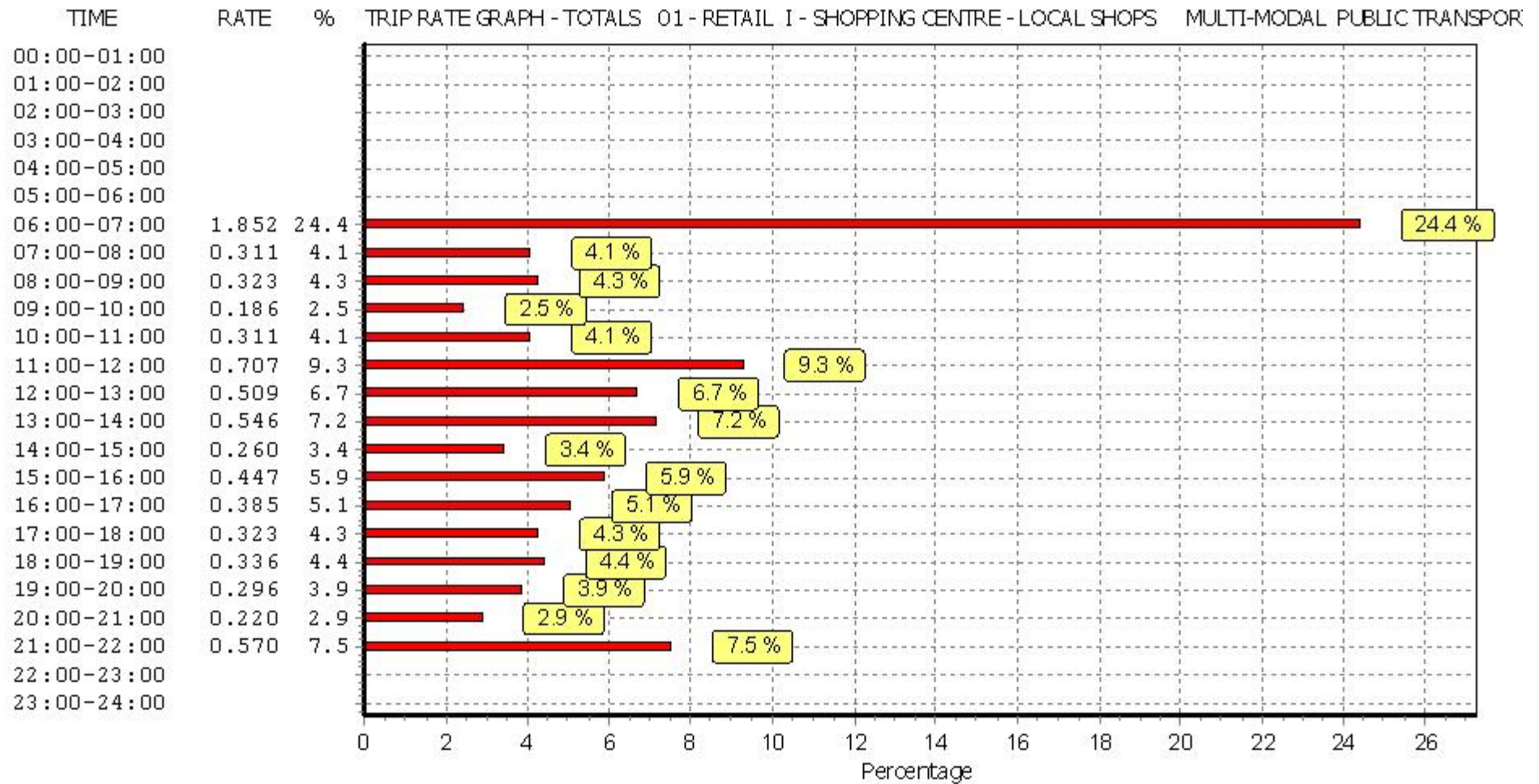
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	6.667	1	540	5.926	1	540	12.593
07:00 - 08:00	11	732	8.354	11	732	7.262	11	732	15.616
08:00 - 09:00	11	732	12.177	11	732	11.743	11	732	23.920
09:00 - 10:00	11	732	11.259	11	732	10.650	11	732	21.909
10:00 - 11:00	11	732	11.668	11	732	10.489	11	732	22.157
11:00 - 12:00	11	732	11.594	11	732	12.140	11	732	23.734
12:00 - 13:00	11	732	15.405	11	732	13.890	11	732	29.295
13:00 - 14:00	11	732	11.060	11	732	11.333	11	732	22.393
14:00 - 15:00	11	732	10.204	11	732	10.166	11	732	20.370
15:00 - 16:00	11	732	14.052	11	732	13.952	11	732	28.004
16:00 - 17:00	11	732	11.643	11	732	12.202	11	732	23.845
17:00 - 18:00	11	732	11.072	11	732	11.656	11	732	22.728
18:00 - 19:00	11	732	11.284	11	732	12.202	11	732	23.486
19:00 - 20:00	9	826	8.693	9	826	8.868	9	826	17.561
20:00 - 21:00	7	779	6.146	7	779	7.356	7	779	13.502
21:00 - 22:00	4	658	7.602	4	658	8.742	4	658	16.344
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			168.880			168.577			337.457

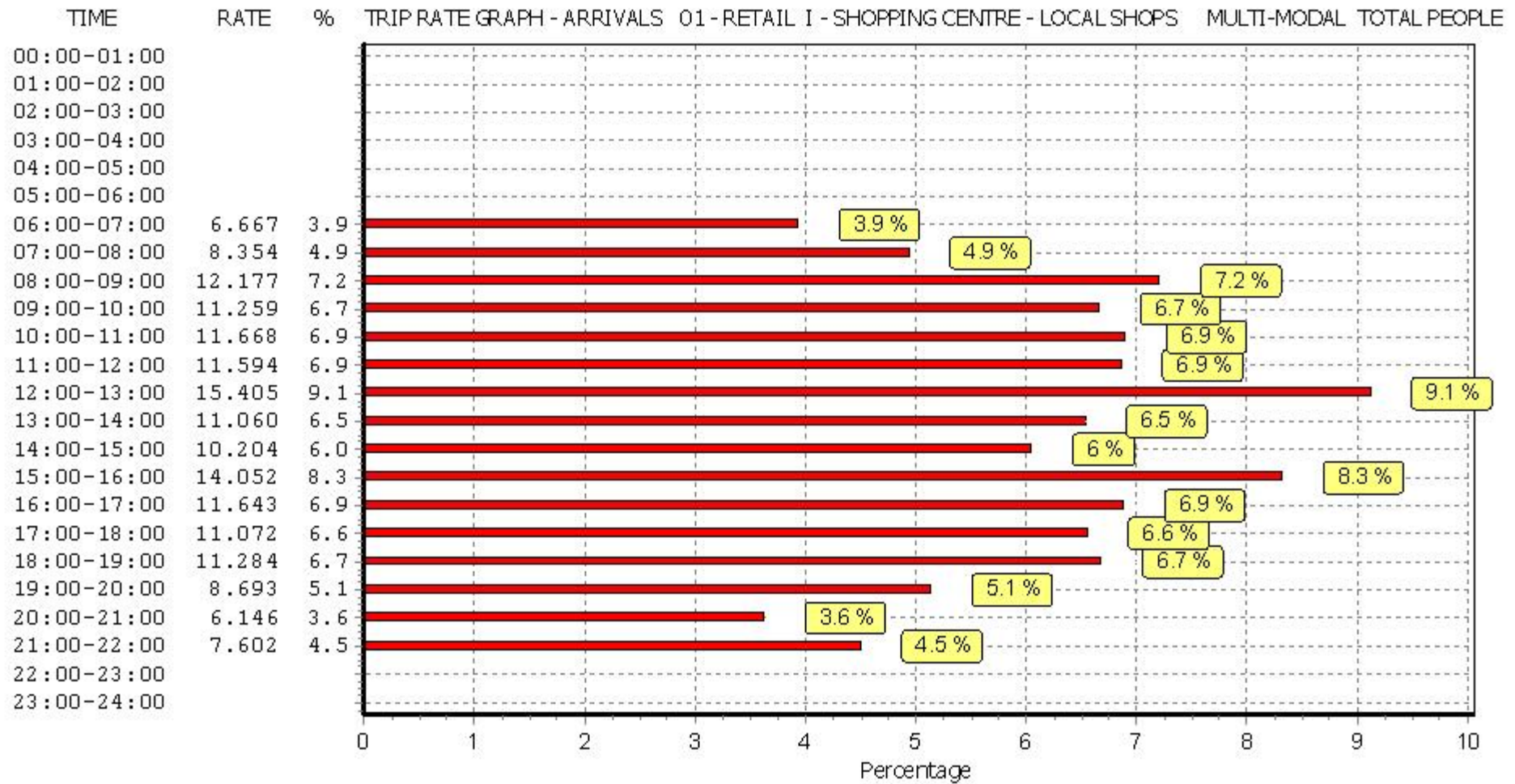
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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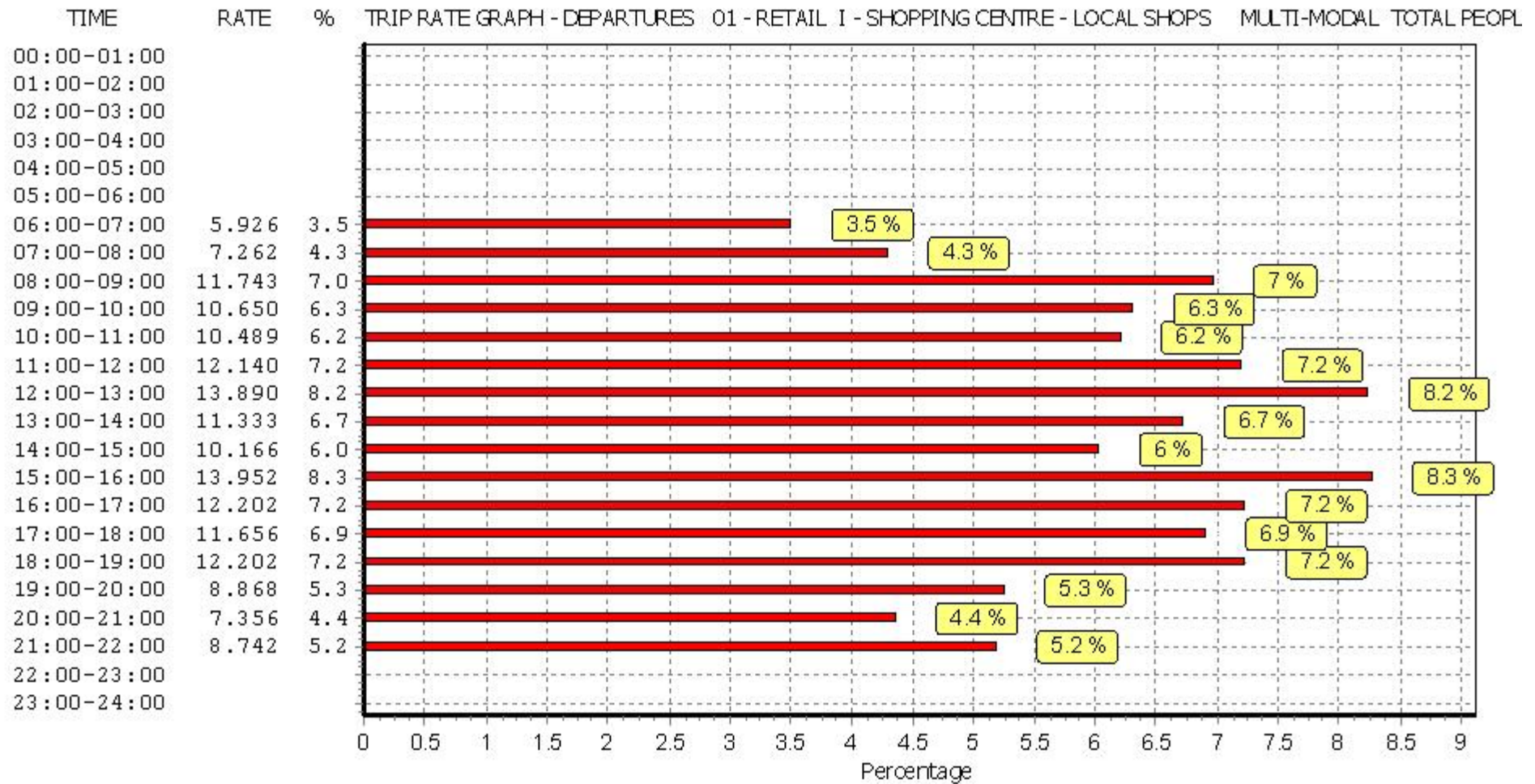
Parameter summary

Trip rate parameter range selected: 260 - 1550 (units: sqm)
 Survey date date range: 01/01/06 - 24/10/13
 Number of weekdays (Monday-Friday): 11
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

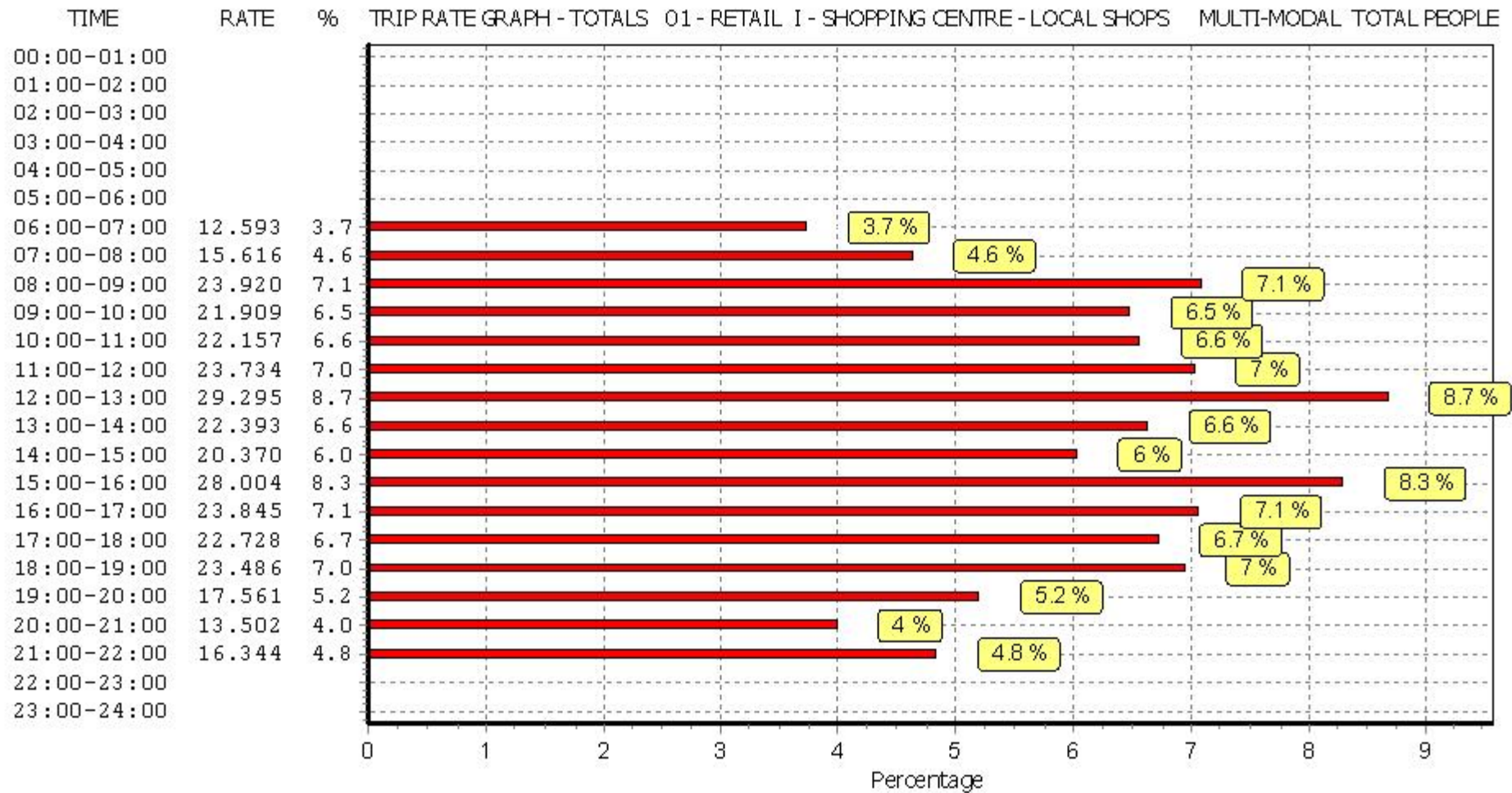
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TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	TV TEES VALLEY	1 days

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

Filtering Stage 2 selection:

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

Parameter:	Gross floor area
Actual Range:	1200 to 1840 (units: sqm)
Range Selected by User:	260 to 1890 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/06 to 24/10/13

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

Selected survey days:

Friday 2 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre) 2

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

Selected Location Sub Categories:

Residential Zone 2

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

Filtering Stage 3 selection:

Use Class:

A1 2 days

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

Filtering Stage 3 selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	1 days

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

Petrol filling station:

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

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

Travel Plan:

No	2 days
----	--------

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

LIST OF SITES relevant to selection parameters

1	NY-01-I-01	LOCAL SHOPS		NORTH YORKSHIRE
	NEWLANDS PARK DRIVE			
	SCARBOROUGH			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Gross floor area:		1200 sqm	
	Survey date: FRIDAY		28/09/07	Survey Type: MANUAL
2	TV-01-I-03	LOCAL SHOPS		TEES VALLEY
	ACKLAM ROAD			
	ACKLAM			
	MIDDLESBROUGH			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Gross floor area:		1840 sqm	
	Survey date: FRIDAY		04/10/13	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/I - SHOPPING CENTRE - LOCAL SHOPS
 MULTI-MODAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1520	3.421	2	1520	2.829	2	1520	6.250
08:00 - 09:00	2	1520	4.507	2	1520	4.243	2	1520	8.750
09:00 - 10:00	2	1520	7.303	2	1520	5.559	2	1520	12.862
10:00 - 11:00	2	1520	6.316	2	1520	6.414	2	1520	12.730
11:00 - 12:00	2	1520	7.467	2	1520	7.303	2	1520	14.770
12:00 - 13:00	2	1520	8.355	2	1520	8.059	2	1520	16.414
13:00 - 14:00	2	1520	7.204	2	1520	7.368	2	1520	14.572
14:00 - 15:00	2	1520	8.158	2	1520	8.882	2	1520	17.040
15:00 - 16:00	2	1520	6.480	2	1520	6.546	2	1520	13.026
16:00 - 17:00	2	1520	7.599	2	1520	6.974	2	1520	14.573
17:00 - 18:00	2	1520	7.993	2	1520	9.243	2	1520	17.236
18:00 - 19:00	2	1520	8.322	2	1520	8.191	2	1520	16.513
19:00 - 20:00	2	1520	7.105	2	1520	7.500	2	1520	14.605
20:00 - 21:00	2	1520	4.342	2	1520	4.704	2	1520	9.046
21:00 - 22:00	1	1840	3.587	1	1840	3.859	1	1840	7.446
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			98.159			97.674			195.833

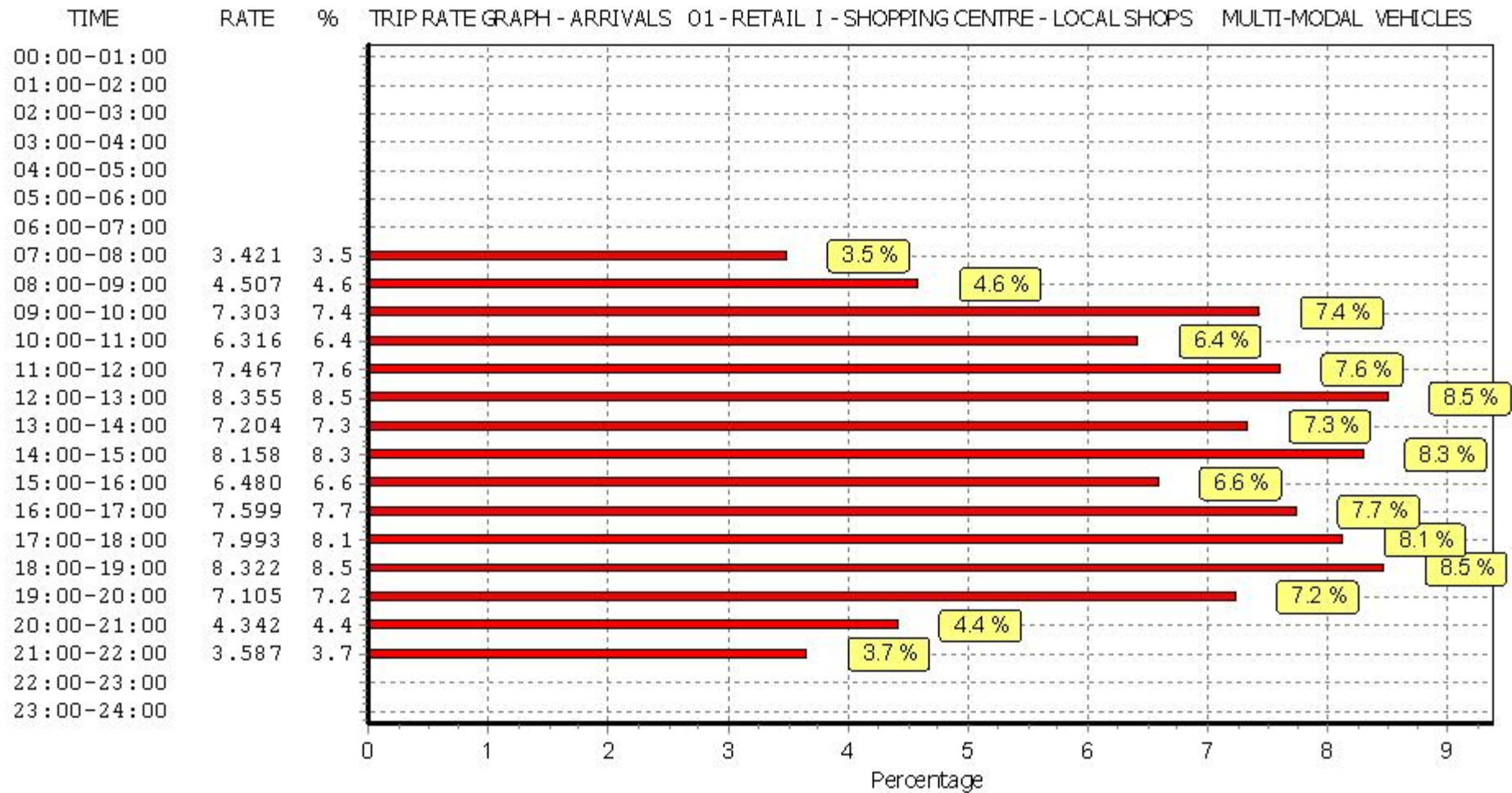
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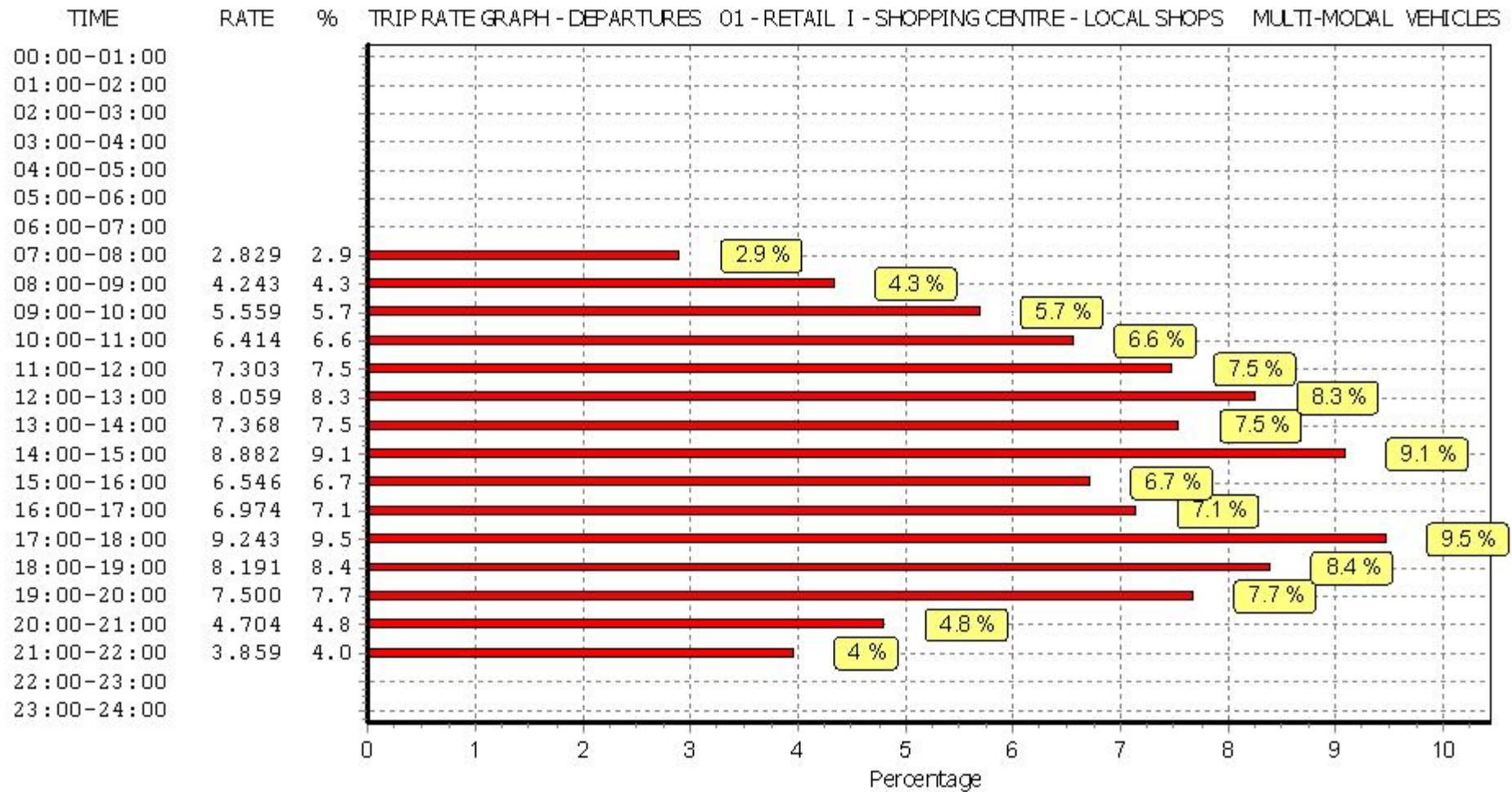
Parameter summary

Trip rate parameter range selected: 1200 - 1840 (units: sqm)
 Survey date date range: 01/01/06 - 24/10/13
 Number of weekdays (Monday-Friday): 2
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

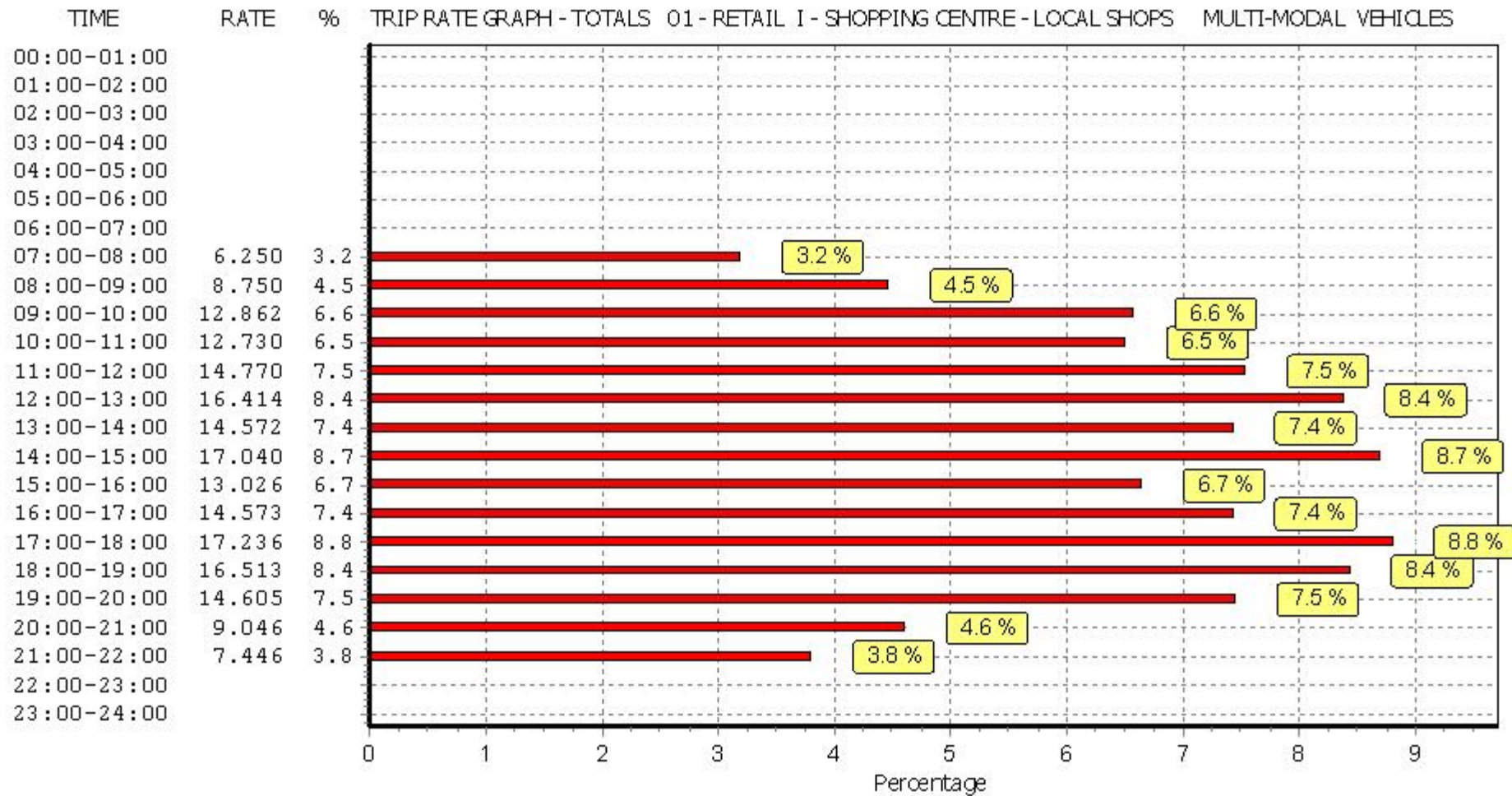
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TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1520	0.000	2	1520	0.000	2	1520	0.000
08:00 - 09:00	2	1520	0.099	2	1520	0.066	2	1520	0.165
09:00 - 10:00	2	1520	0.099	2	1520	0.132	2	1520	0.231
10:00 - 11:00	2	1520	0.000	2	1520	0.000	2	1520	0.000
11:00 - 12:00	2	1520	0.033	2	1520	0.033	2	1520	0.066
12:00 - 13:00	2	1520	0.033	2	1520	0.033	2	1520	0.066
13:00 - 14:00	2	1520	0.033	2	1520	0.033	2	1520	0.066
14:00 - 15:00	2	1520	0.000	2	1520	0.000	2	1520	0.000
15:00 - 16:00	2	1520	0.033	2	1520	0.000	2	1520	0.033
16:00 - 17:00	2	1520	0.033	2	1520	0.033	2	1520	0.066
17:00 - 18:00	2	1520	0.033	2	1520	0.066	2	1520	0.099
18:00 - 19:00	2	1520	0.099	2	1520	0.066	2	1520	0.165
19:00 - 20:00	2	1520	0.066	2	1520	0.099	2	1520	0.165
20:00 - 21:00	2	1520	0.000	2	1520	0.000	2	1520	0.000
21:00 - 22:00	1	1840	0.000	1	1840	0.000	1	1840	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.561			0.561			1.122

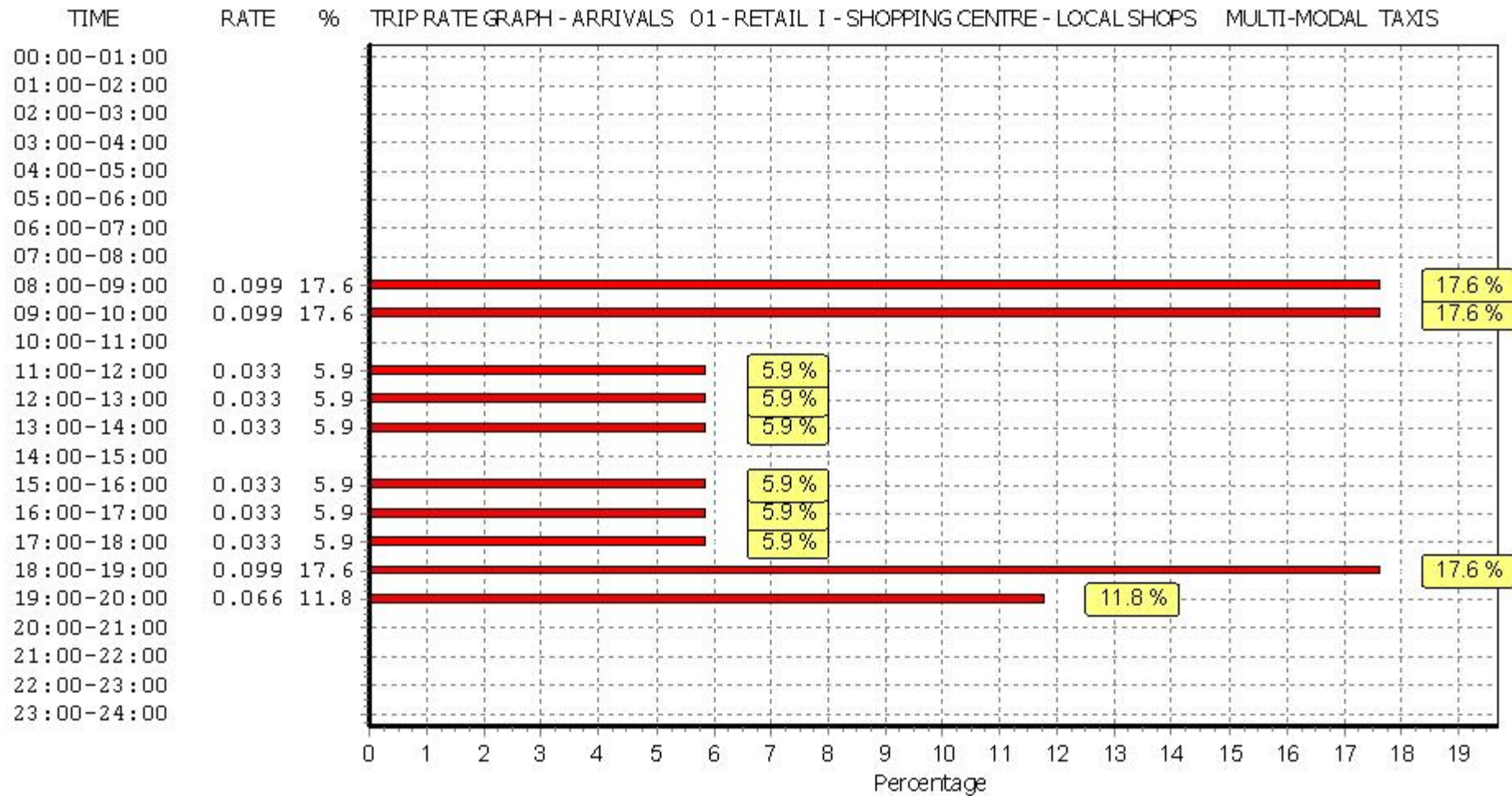
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

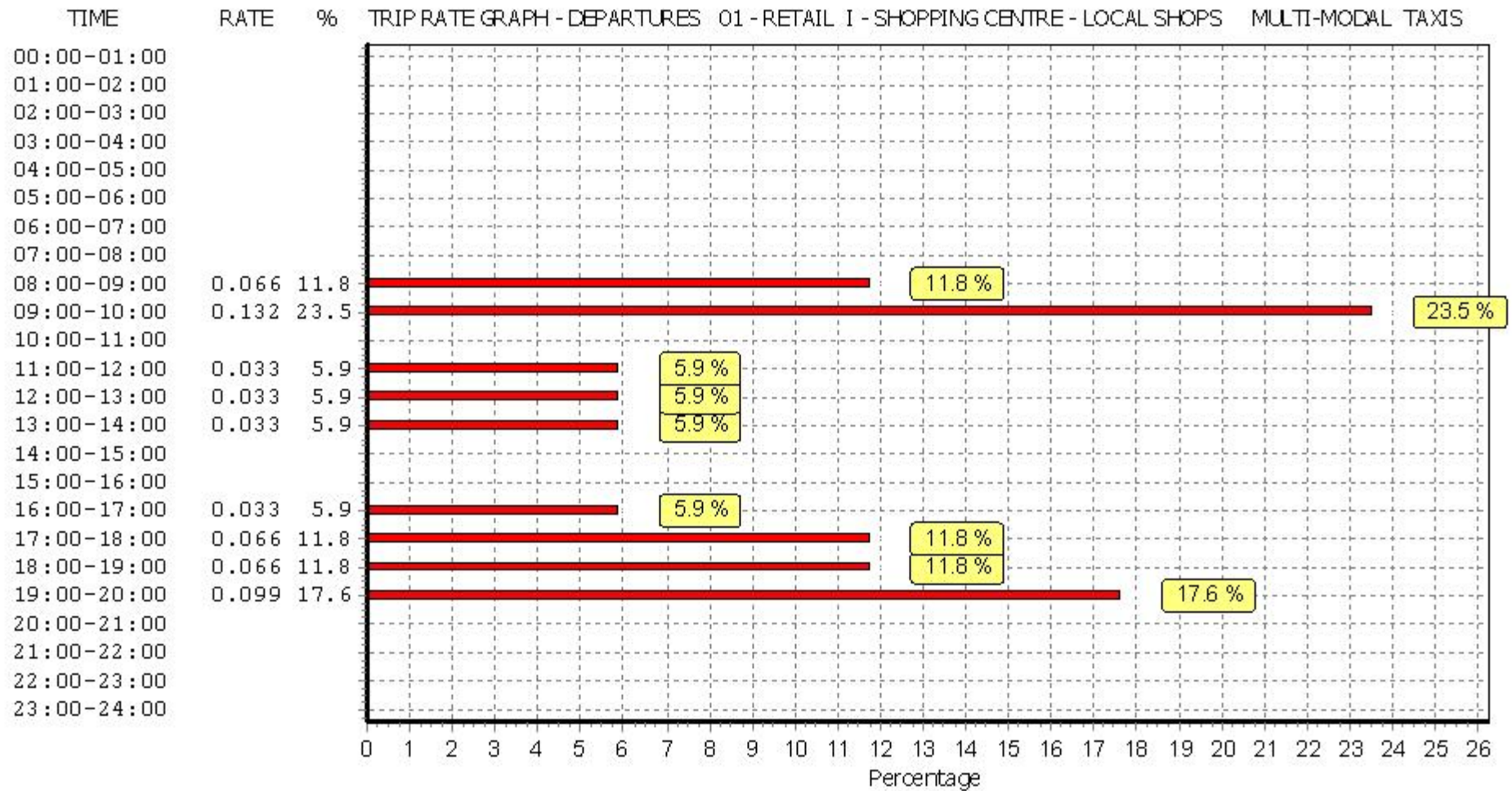
Parameter summary

Trip rate parameter range selected: 1200 - 1840 (units: sqm)
 Survey date date range: 01/01/06 - 24/10/13
 Number of weekdays (Monday-Friday): 2
 Number of Saturdays: 0
 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.



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



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



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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1520	0.164	2	1520	0.066	2	1520	0.230
08:00 - 09:00	2	1520	0.099	2	1520	0.099	2	1520	0.198
09:00 - 10:00	2	1520	0.132	2	1520	0.132	2	1520	0.264
10:00 - 11:00	2	1520	0.033	2	1520	0.099	2	1520	0.132
11:00 - 12:00	2	1520	0.066	2	1520	0.066	2	1520	0.132
12:00 - 13:00	2	1520	0.033	2	1520	0.033	2	1520	0.066
13:00 - 14:00	2	1520	0.000	2	1520	0.000	2	1520	0.000
14:00 - 15:00	2	1520	0.033	2	1520	0.033	2	1520	0.066
15:00 - 16:00	2	1520	0.000	2	1520	0.000	2	1520	0.000
16:00 - 17:00	2	1520	0.000	2	1520	0.000	2	1520	0.000
17:00 - 18:00	2	1520	0.033	2	1520	0.033	2	1520	0.066
18:00 - 19:00	2	1520	0.000	2	1520	0.033	2	1520	0.033
19:00 - 20:00	2	1520	0.000	2	1520	0.000	2	1520	0.000
20:00 - 21:00	2	1520	0.000	2	1520	0.000	2	1520	0.000
21:00 - 22:00	1	1840	0.000	1	1840	0.000	1	1840	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.593			0.594			1.187

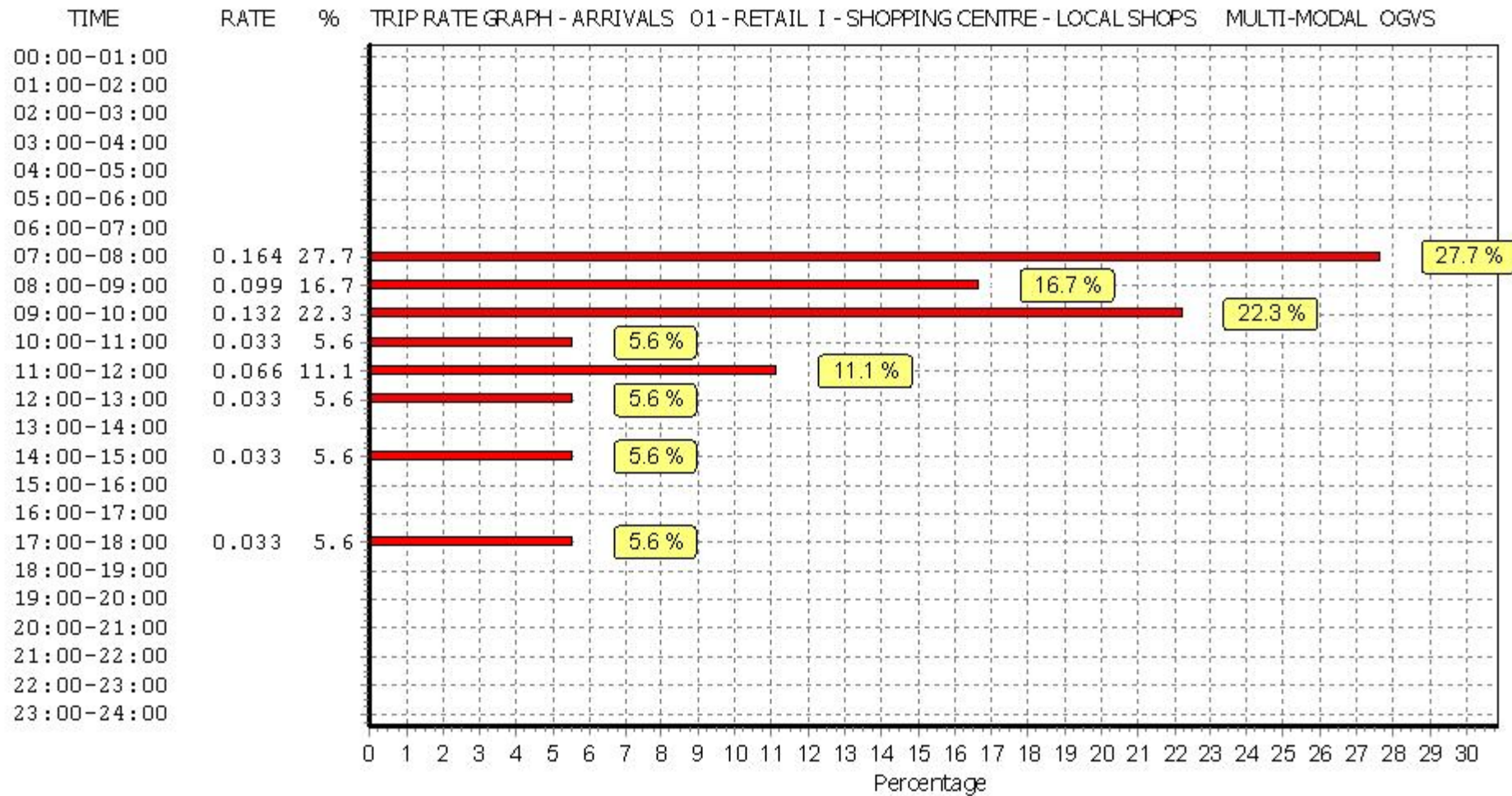
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

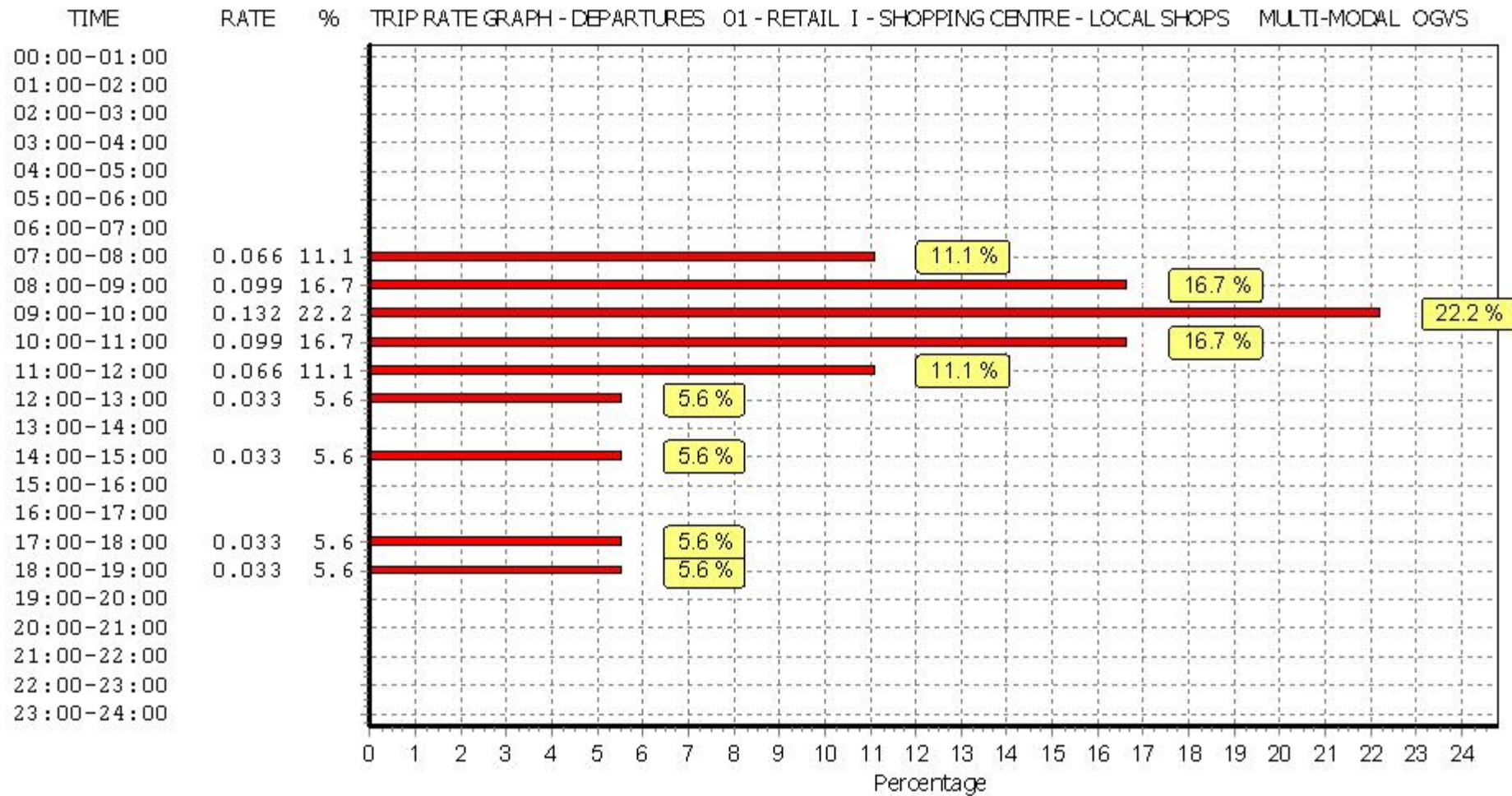
Parameter summary

Trip rate parameter range selected: 1200 - 1840 (units: sqm)
 Survey date date range: 01/01/06 - 24/10/13
 Number of weekdays (Monday-Friday): 2
 Number of Saturdays: 0
 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.



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



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



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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1520	0.000	2	1520	0.000	2	1520	0.000
08:00 - 09:00	2	1520	0.000	2	1520	0.000	2	1520	0.000
09:00 - 10:00	2	1520	0.000	2	1520	0.000	2	1520	0.000
10:00 - 11:00	2	1520	0.000	2	1520	0.000	2	1520	0.000
11:00 - 12:00	2	1520	0.000	2	1520	0.000	2	1520	0.000
12:00 - 13:00	2	1520	0.000	2	1520	0.000	2	1520	0.000
13:00 - 14:00	2	1520	0.000	2	1520	0.000	2	1520	0.000
14:00 - 15:00	2	1520	0.000	2	1520	0.000	2	1520	0.000
15:00 - 16:00	2	1520	0.000	2	1520	0.000	2	1520	0.000
16:00 - 17:00	2	1520	0.033	2	1520	0.033	2	1520	0.066
17:00 - 18:00	2	1520	0.000	2	1520	0.000	2	1520	0.000
18:00 - 19:00	2	1520	0.000	2	1520	0.000	2	1520	0.000
19:00 - 20:00	2	1520	0.000	2	1520	0.000	2	1520	0.000
20:00 - 21:00	2	1520	0.000	2	1520	0.000	2	1520	0.000
21:00 - 22:00	1	1840	0.109	1	1840	0.109	1	1840	0.218
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.142			0.142			0.284

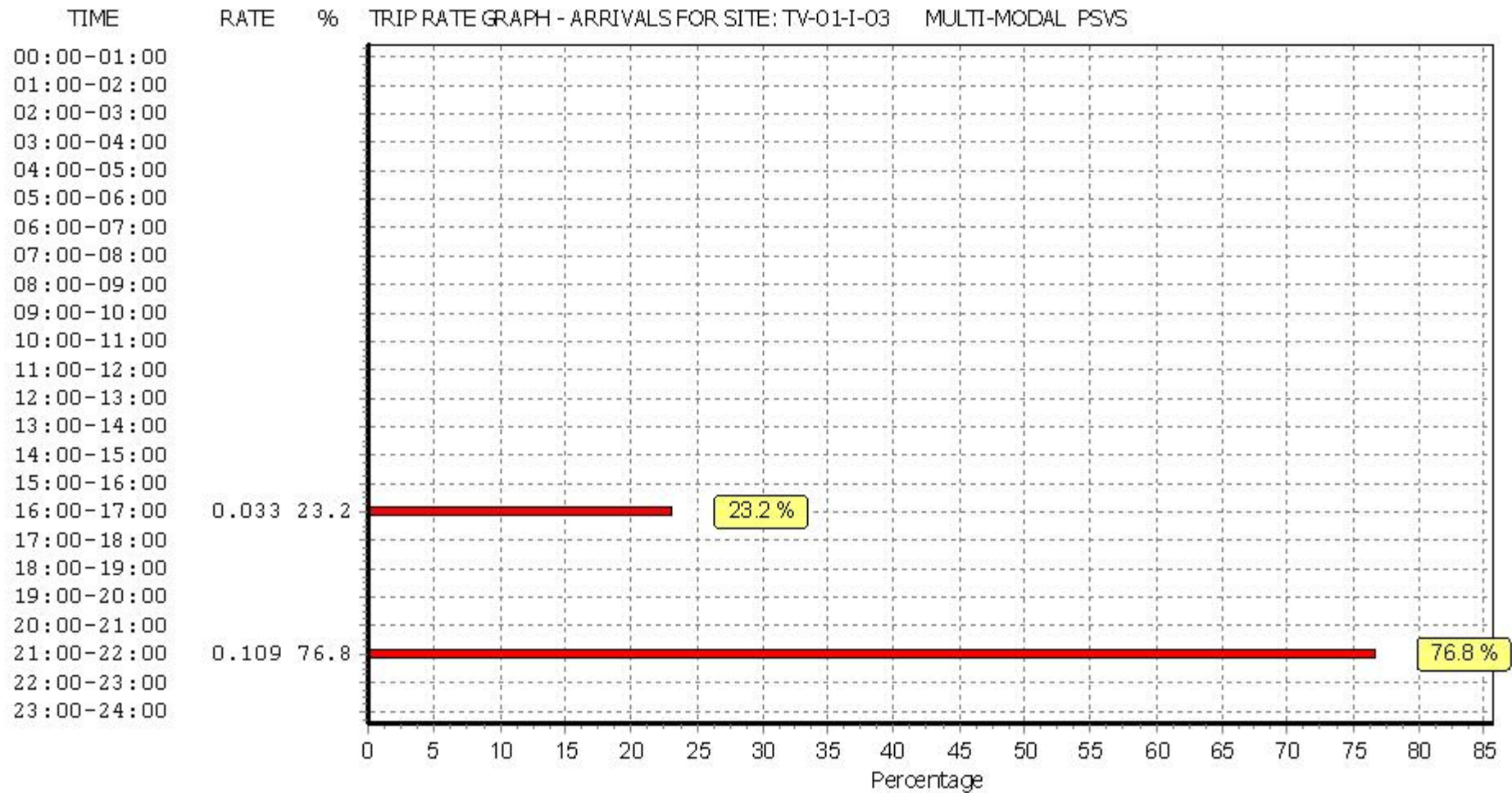
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

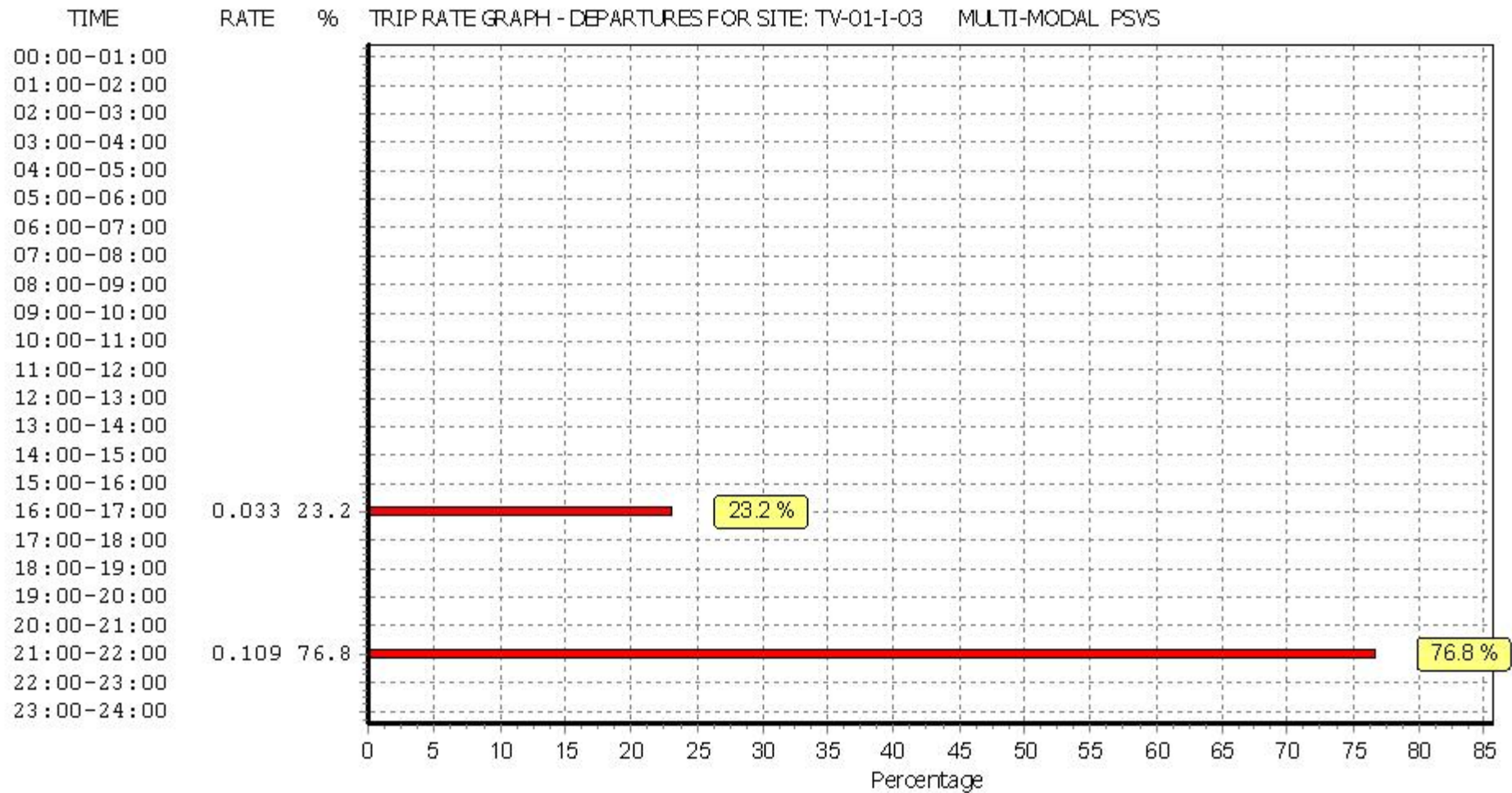
Parameter summary

Trip rate parameter range selected: 1200 - 1840 (units: sqm)
 Survey date date range: 01/01/06 - 24/10/13
 Number of weekdays (Monday-Friday): 2
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

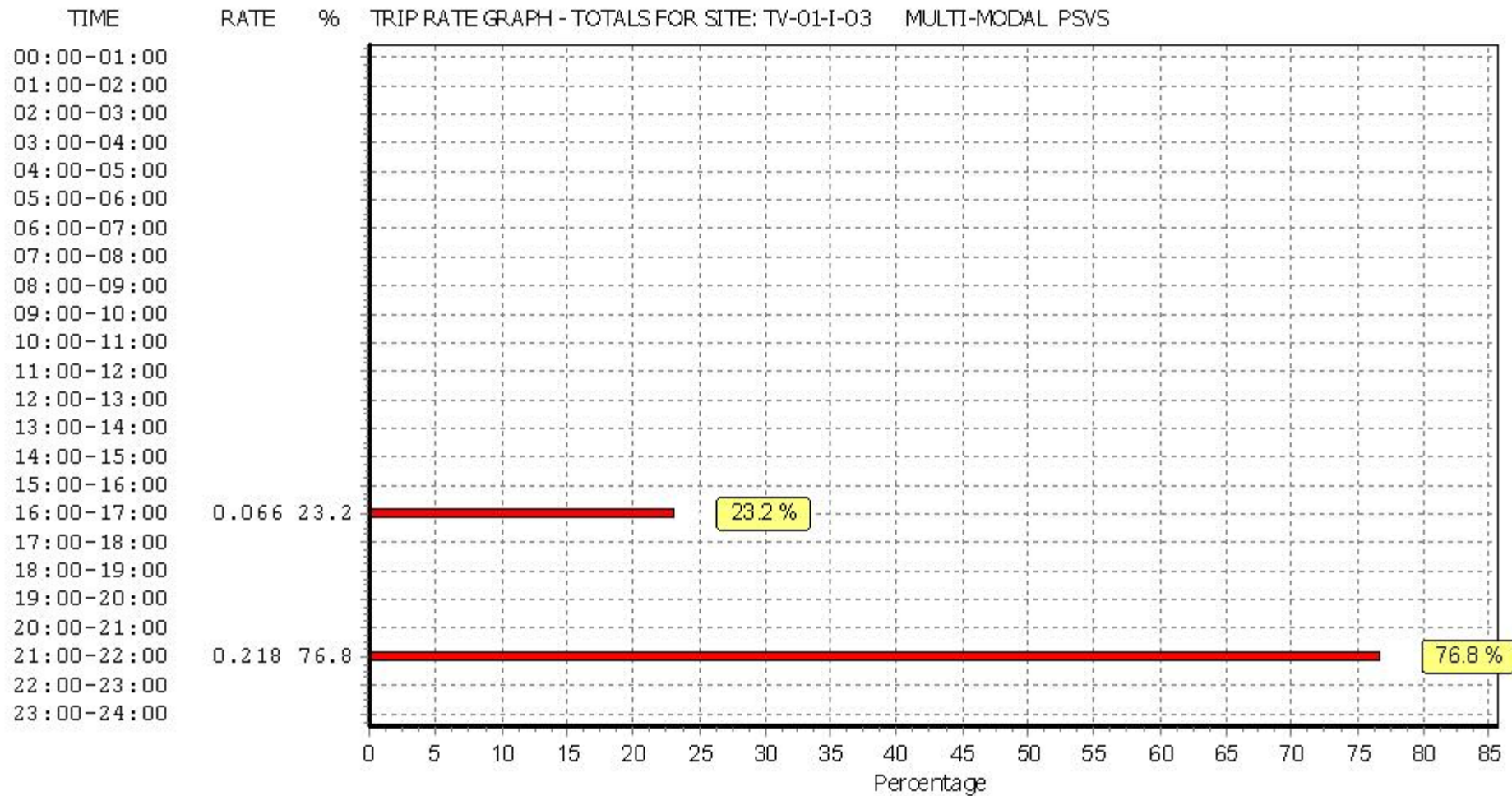
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



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



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



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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1520	0.132	2	1520	0.132	2	1520	0.264
08:00 - 09:00	2	1520	0.197	2	1520	0.132	2	1520	0.329
09:00 - 10:00	2	1520	0.099	2	1520	0.099	2	1520	0.198
10:00 - 11:00	2	1520	0.197	2	1520	0.132	2	1520	0.329
11:00 - 12:00	2	1520	0.033	2	1520	0.099	2	1520	0.132
12:00 - 13:00	2	1520	0.099	2	1520	0.000	2	1520	0.099
13:00 - 14:00	2	1520	0.000	2	1520	0.099	2	1520	0.099
14:00 - 15:00	2	1520	0.000	2	1520	0.000	2	1520	0.000
15:00 - 16:00	2	1520	0.230	2	1520	0.099	2	1520	0.329
16:00 - 17:00	2	1520	0.132	2	1520	0.230	2	1520	0.362
17:00 - 18:00	2	1520	0.066	2	1520	0.164	2	1520	0.230
18:00 - 19:00	2	1520	0.099	2	1520	0.033	2	1520	0.132
19:00 - 20:00	2	1520	0.033	2	1520	0.033	2	1520	0.066
20:00 - 21:00	2	1520	0.000	2	1520	0.000	2	1520	0.000
21:00 - 22:00	1	1840	0.217	1	1840	0.163	1	1840	0.380
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.534			1.415			2.949

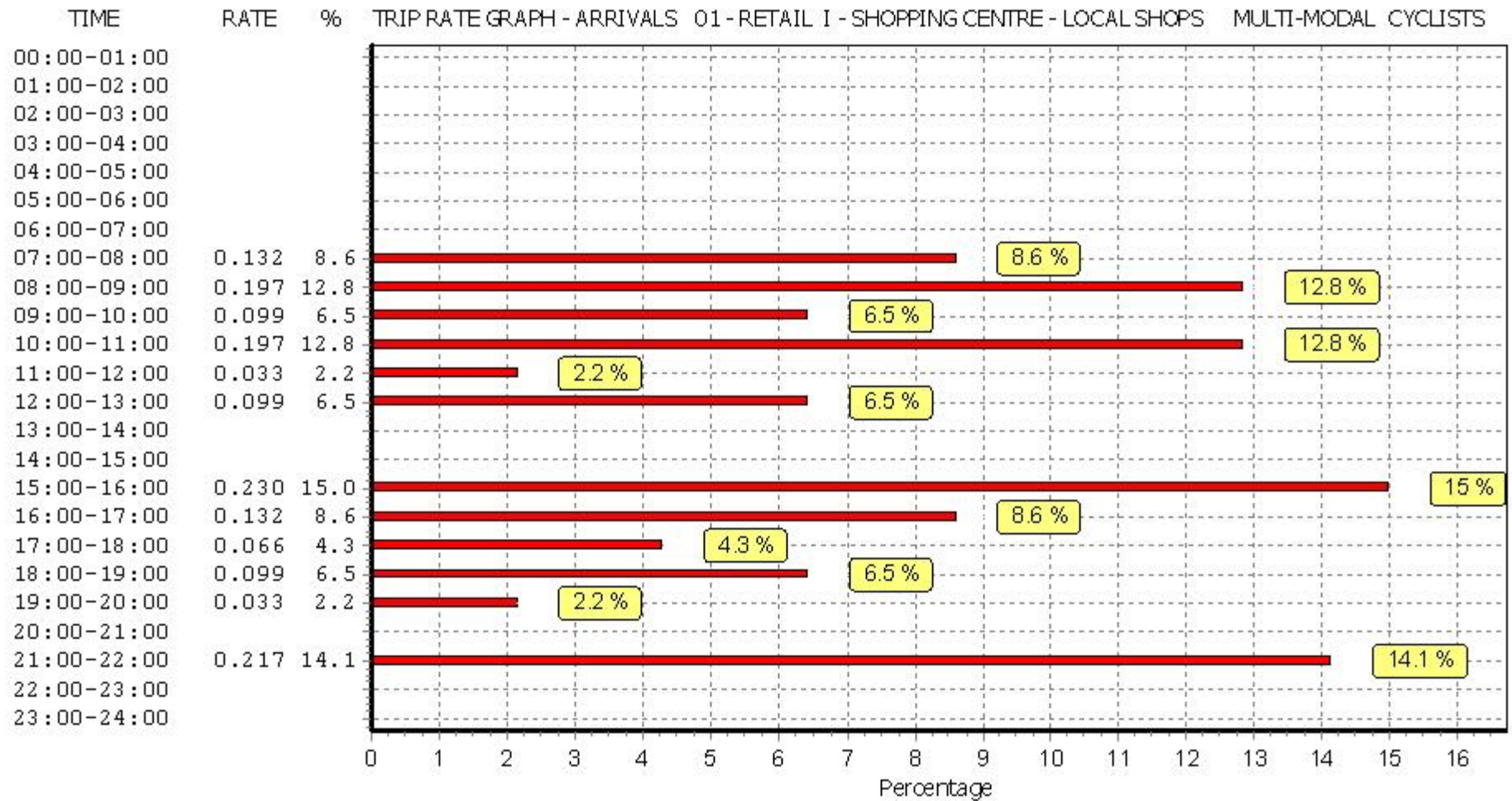
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

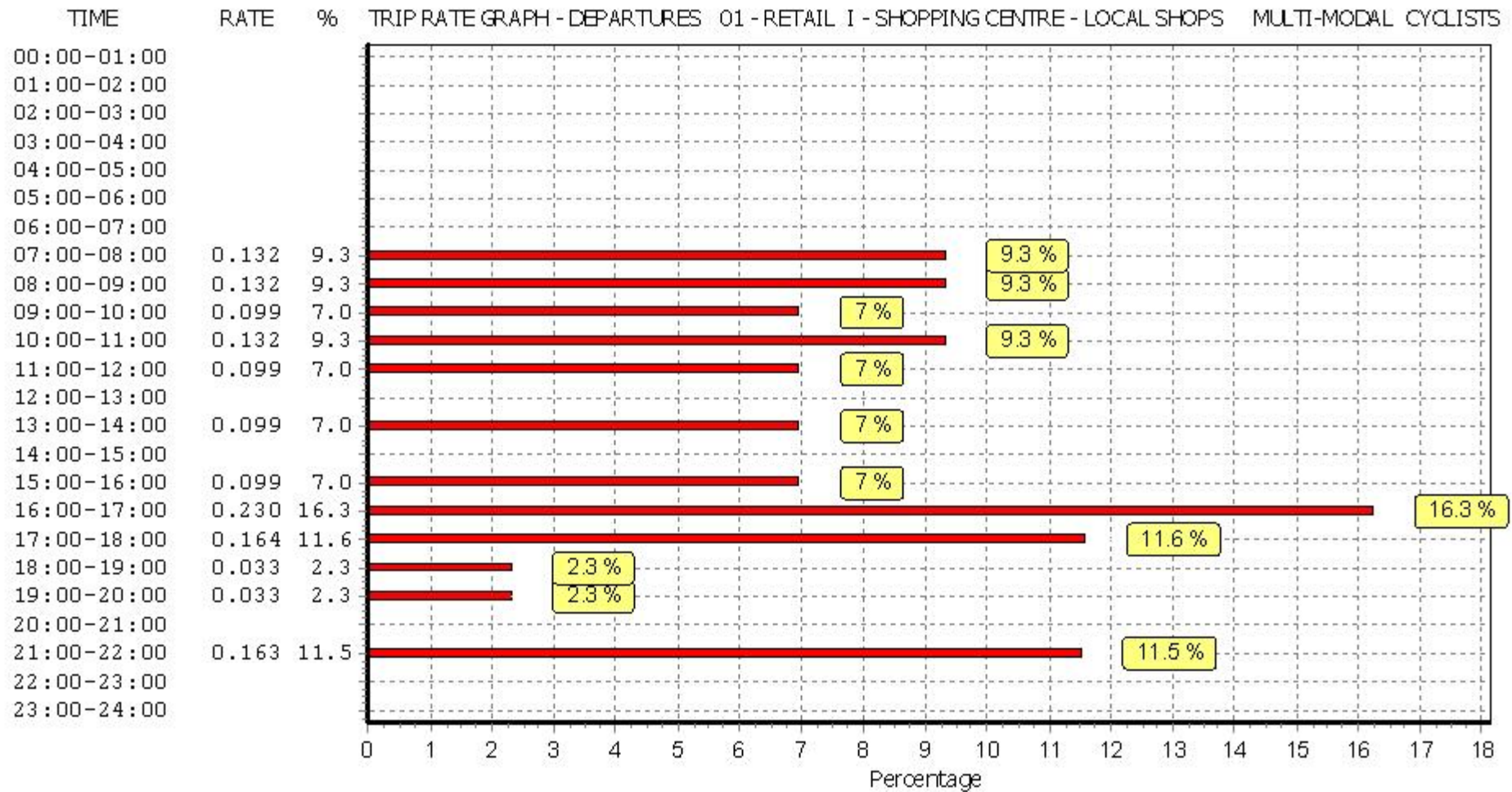
Parameter summary

Trip rate parameter range selected: 1200 - 1840 (units: sqm)
 Survey date date range: 01/01/06 - 24/10/13
 Number of weekdays (Monday-Friday): 2
 Number of Saturdays: 0
 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.



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



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



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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1520	3.783	2	1520	3.026	2	1520	6.809
08:00 - 09:00	2	1520	5.987	2	1520	5.461	2	1520	11.448
09:00 - 10:00	2	1520	8.783	2	1520	7.138	2	1520	15.921
10:00 - 11:00	2	1520	7.763	2	1520	7.730	2	1520	15.493
11:00 - 12:00	2	1520	9.901	2	1520	9.671	2	1520	19.572
12:00 - 13:00	2	1520	10.888	2	1520	10.296	2	1520	21.184
13:00 - 14:00	2	1520	9.079	2	1520	9.605	2	1520	18.684
14:00 - 15:00	2	1520	10.757	2	1520	11.645	2	1520	22.402
15:00 - 16:00	2	1520	8.553	2	1520	9.474	2	1520	18.027
16:00 - 17:00	2	1520	9.441	2	1520	8.586	2	1520	18.027
17:00 - 18:00	2	1520	10.493	2	1520	11.875	2	1520	22.368
18:00 - 19:00	2	1520	10.921	2	1520	11.316	2	1520	22.237
19:00 - 20:00	2	1520	10.099	2	1520	10.362	2	1520	20.461
20:00 - 21:00	2	1520	6.020	2	1520	6.184	2	1520	12.204
21:00 - 22:00	1	1840	5.217	1	1840	4.674	1	1840	9.891
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			127.685			127.043			254.728

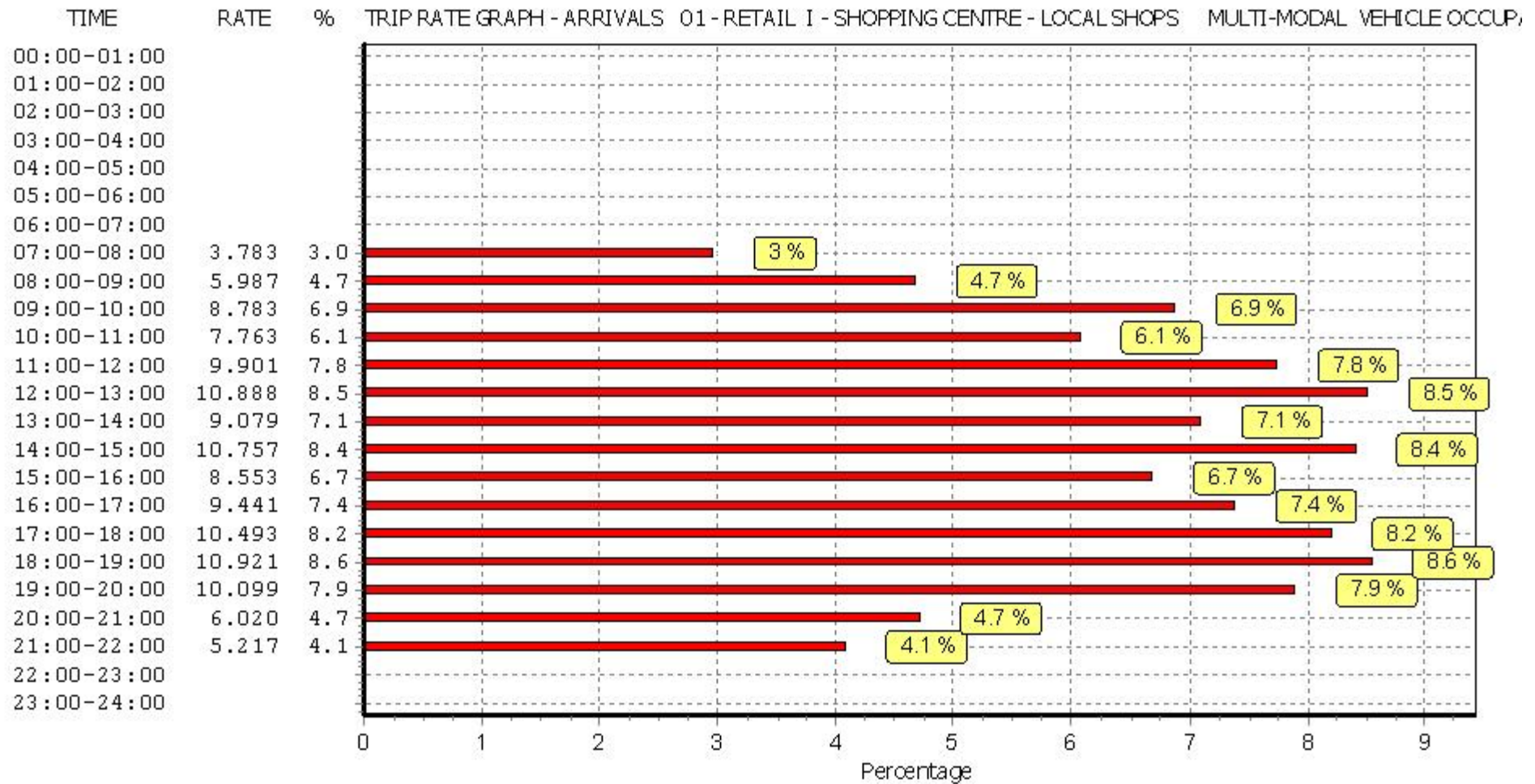
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

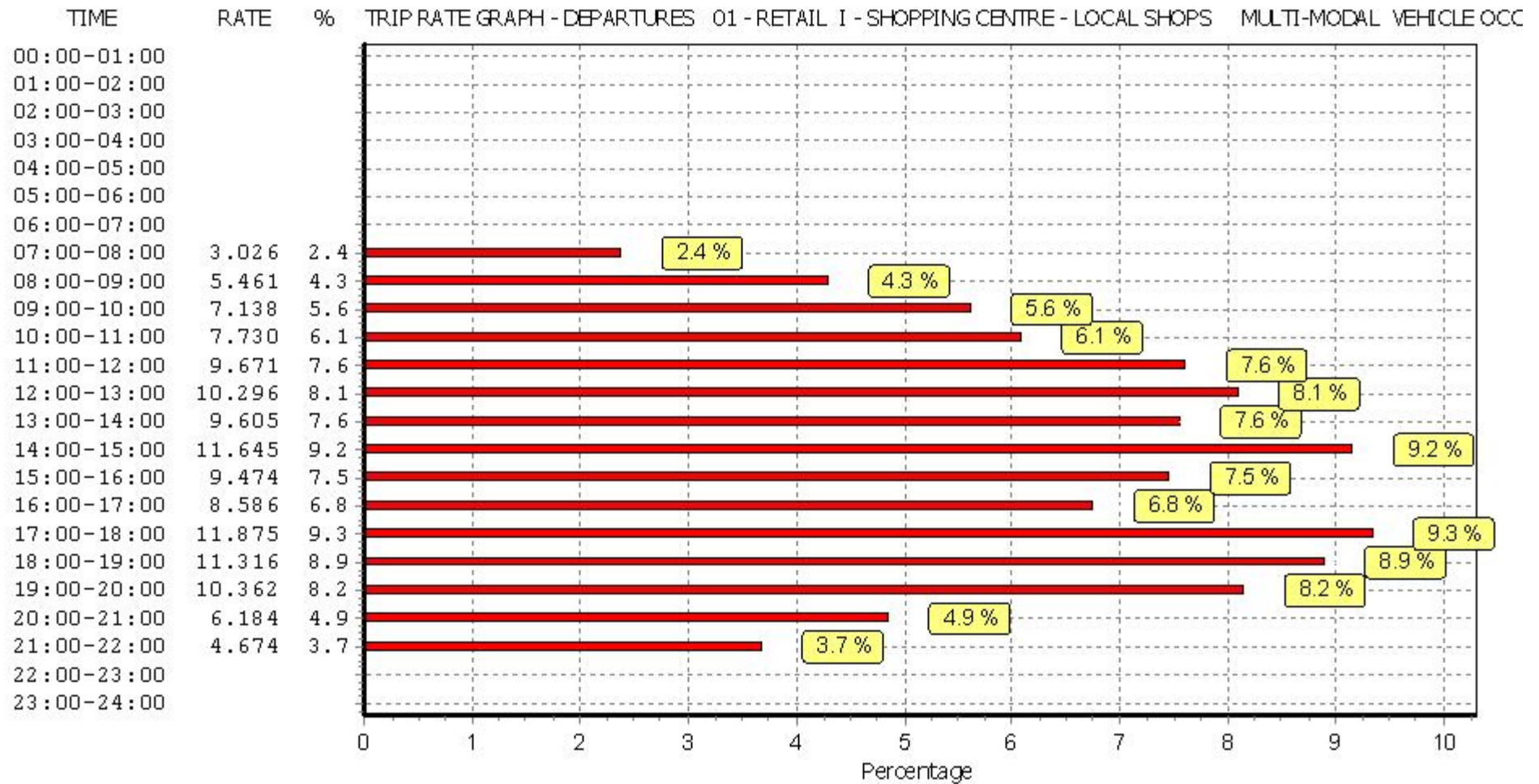
Parameter summary

Trip rate parameter range selected: 1200 - 1840 (units: sqm)
 Survey date date range: 01/01/06 - 24/10/13
 Number of weekdays (Monday-Friday): 2
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

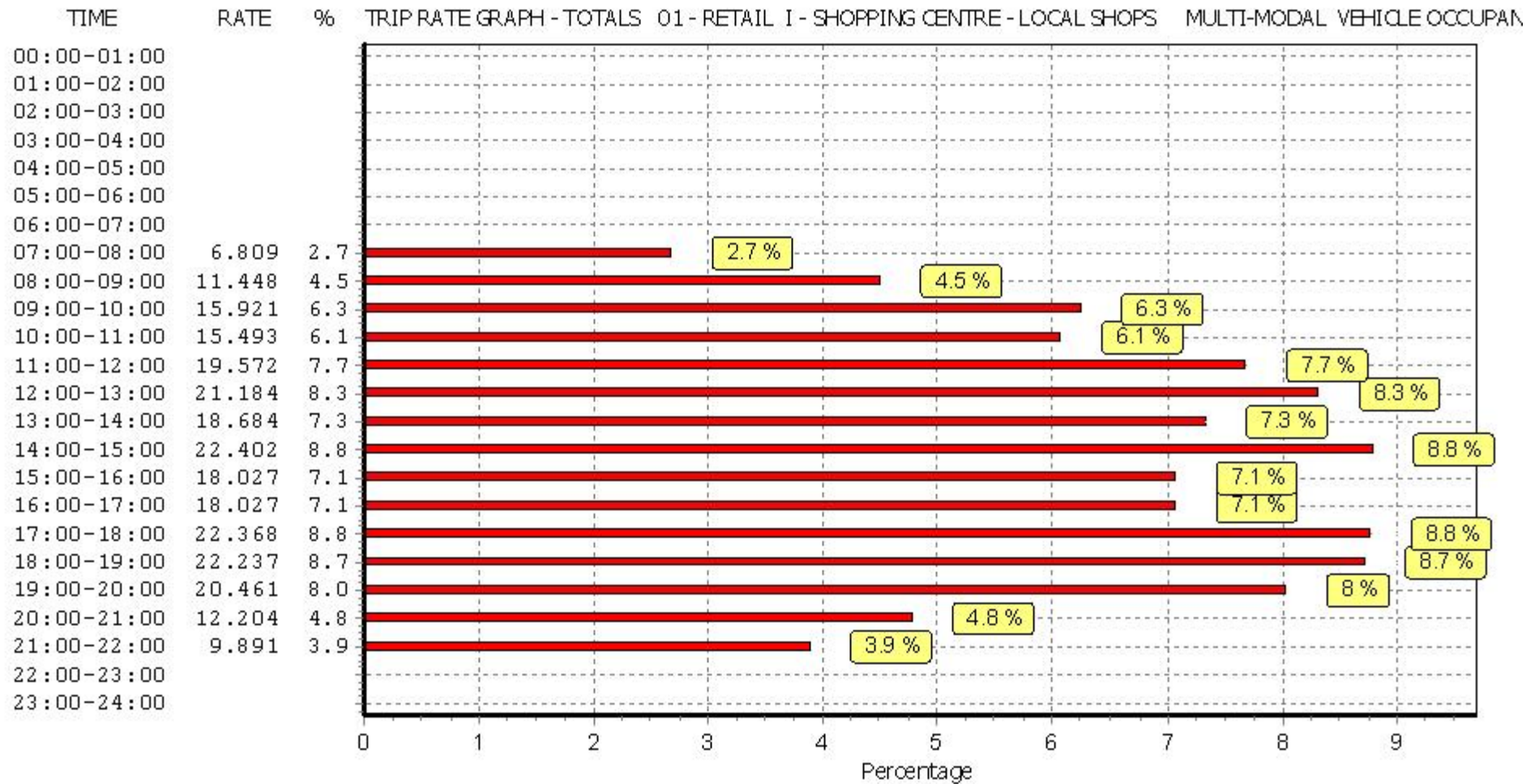
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



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



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



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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1520	2.599	2	1520	2.270	2	1520	4.869
08:00 - 09:00	2	1520	9.770	2	1520	9.638	2	1520	19.408
09:00 - 10:00	2	1520	5.724	2	1520	5.132	2	1520	10.856
10:00 - 11:00	2	1520	5.691	2	1520	6.283	2	1520	11.974
11:00 - 12:00	2	1520	5.526	2	1520	4.375	2	1520	9.901
12:00 - 13:00	2	1520	5.559	2	1520	5.362	2	1520	10.921
13:00 - 14:00	2	1520	7.039	2	1520	6.842	2	1520	13.881
14:00 - 15:00	2	1520	6.217	2	1520	6.447	2	1520	12.664
15:00 - 16:00	2	1520	10.559	2	1520	11.020	2	1520	21.579
16:00 - 17:00	2	1520	6.546	2	1520	7.105	2	1520	13.651
17:00 - 18:00	2	1520	6.283	2	1520	6.382	2	1520	12.665
18:00 - 19:00	2	1520	5.000	2	1520	4.836	2	1520	9.836
19:00 - 20:00	2	1520	4.638	2	1520	5.493	2	1520	10.131
20:00 - 21:00	2	1520	2.105	2	1520	1.908	2	1520	4.013
21:00 - 22:00	1	1840	2.554	1	1840	2.880	1	1840	5.434
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			85.810			85.973			171.783

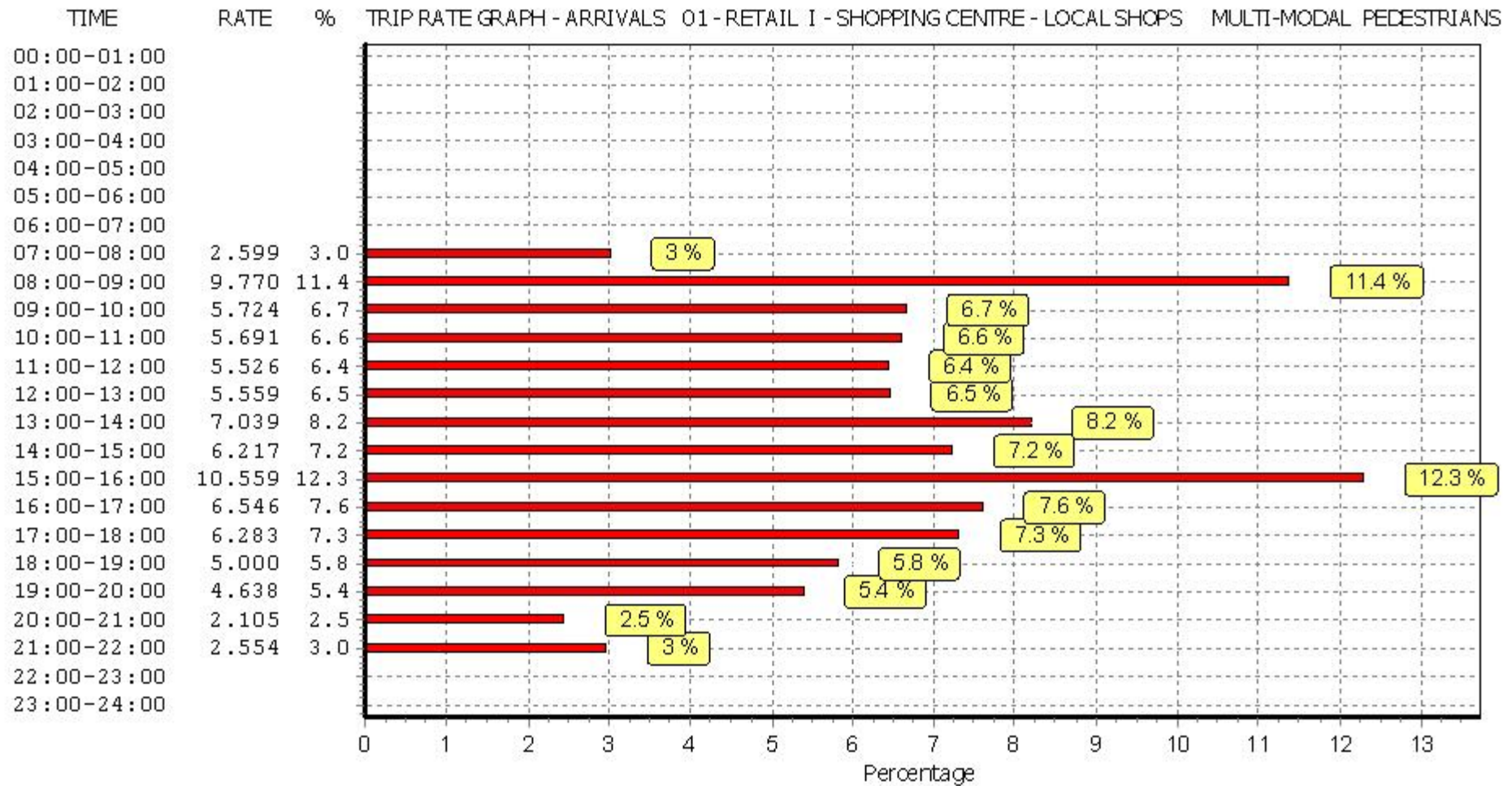
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

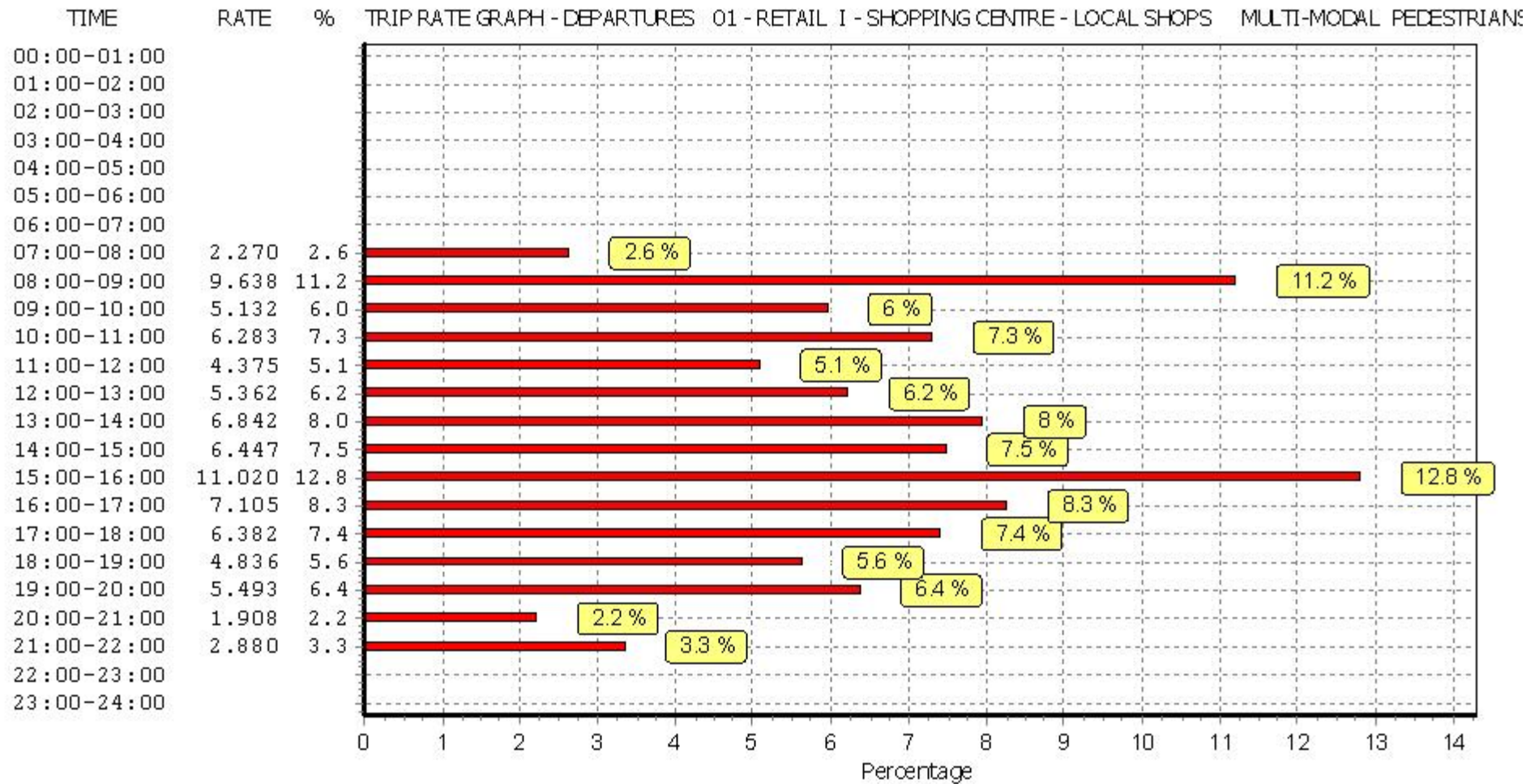
Parameter summary

Trip rate parameter range selected: 1200 - 1840 (units: sqm)
 Survey date date range: 01/01/06 - 24/10/13
 Number of weekdays (Monday-Friday): 2
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

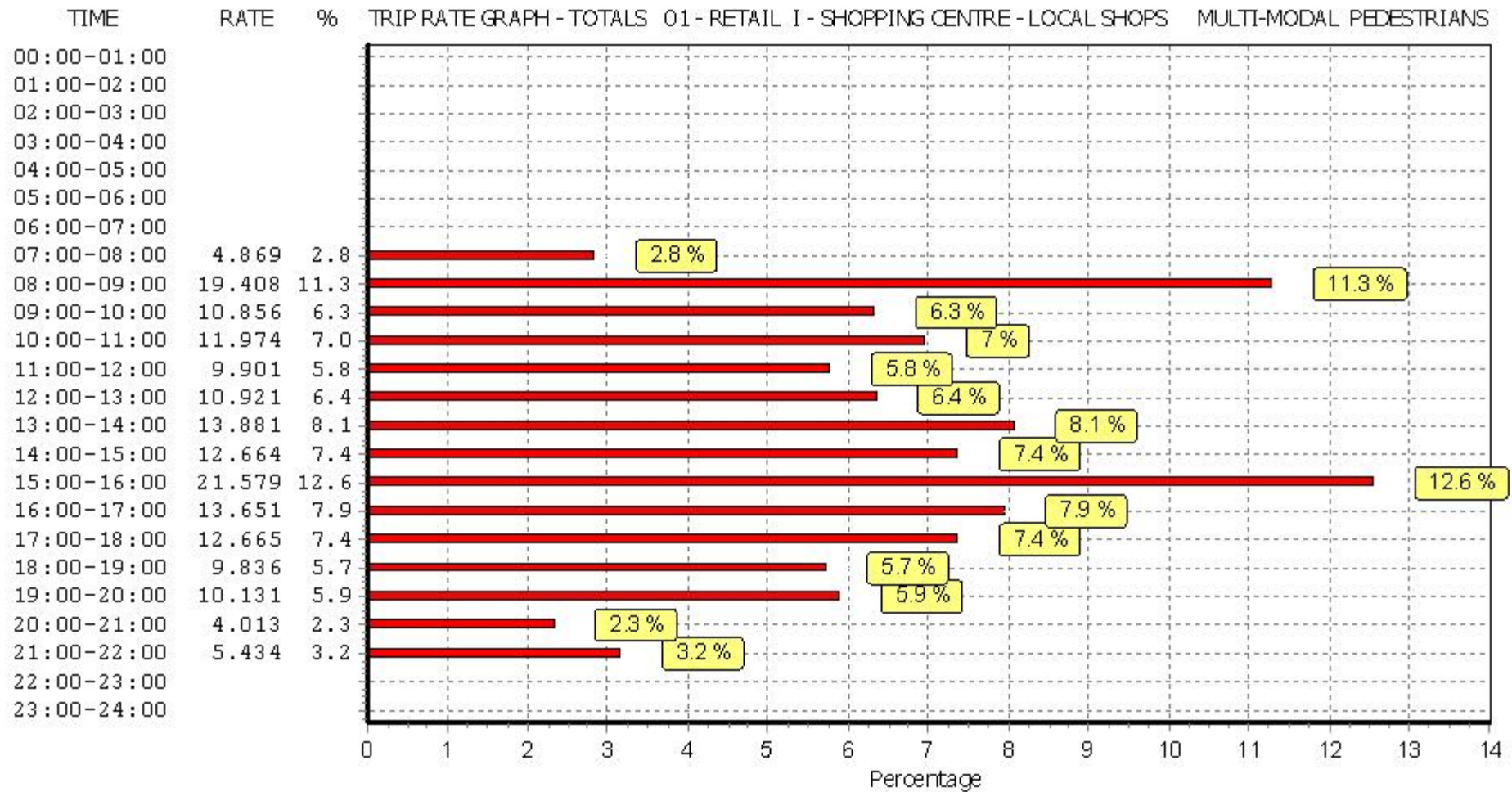
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



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



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



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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1520	0.000	2	1520	0.000	2	1520	0.000
08:00 - 09:00	2	1520	0.033	2	1520	0.000	2	1520	0.033
09:00 - 10:00	2	1520	0.000	2	1520	0.000	2	1520	0.000
10:00 - 11:00	2	1520	0.033	2	1520	0.066	2	1520	0.099
11:00 - 12:00	2	1520	0.033	2	1520	0.000	2	1520	0.033
12:00 - 13:00	2	1520	0.033	2	1520	0.000	2	1520	0.033
13:00 - 14:00	2	1520	0.033	2	1520	0.099	2	1520	0.132
14:00 - 15:00	2	1520	0.263	2	1520	0.230	2	1520	0.493
15:00 - 16:00	2	1520	0.197	2	1520	0.000	2	1520	0.197
16:00 - 17:00	2	1520	0.000	2	1520	0.000	2	1520	0.000
17:00 - 18:00	2	1520	0.033	2	1520	0.000	2	1520	0.033
18:00 - 19:00	2	1520	0.000	2	1520	0.000	2	1520	0.000
19:00 - 20:00	2	1520	0.000	2	1520	0.000	2	1520	0.000
20:00 - 21:00	2	1520	0.000	2	1520	0.000	2	1520	0.000
21:00 - 22:00	1	1840	0.000	1	1840	0.000	1	1840	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.658			0.395			1.053

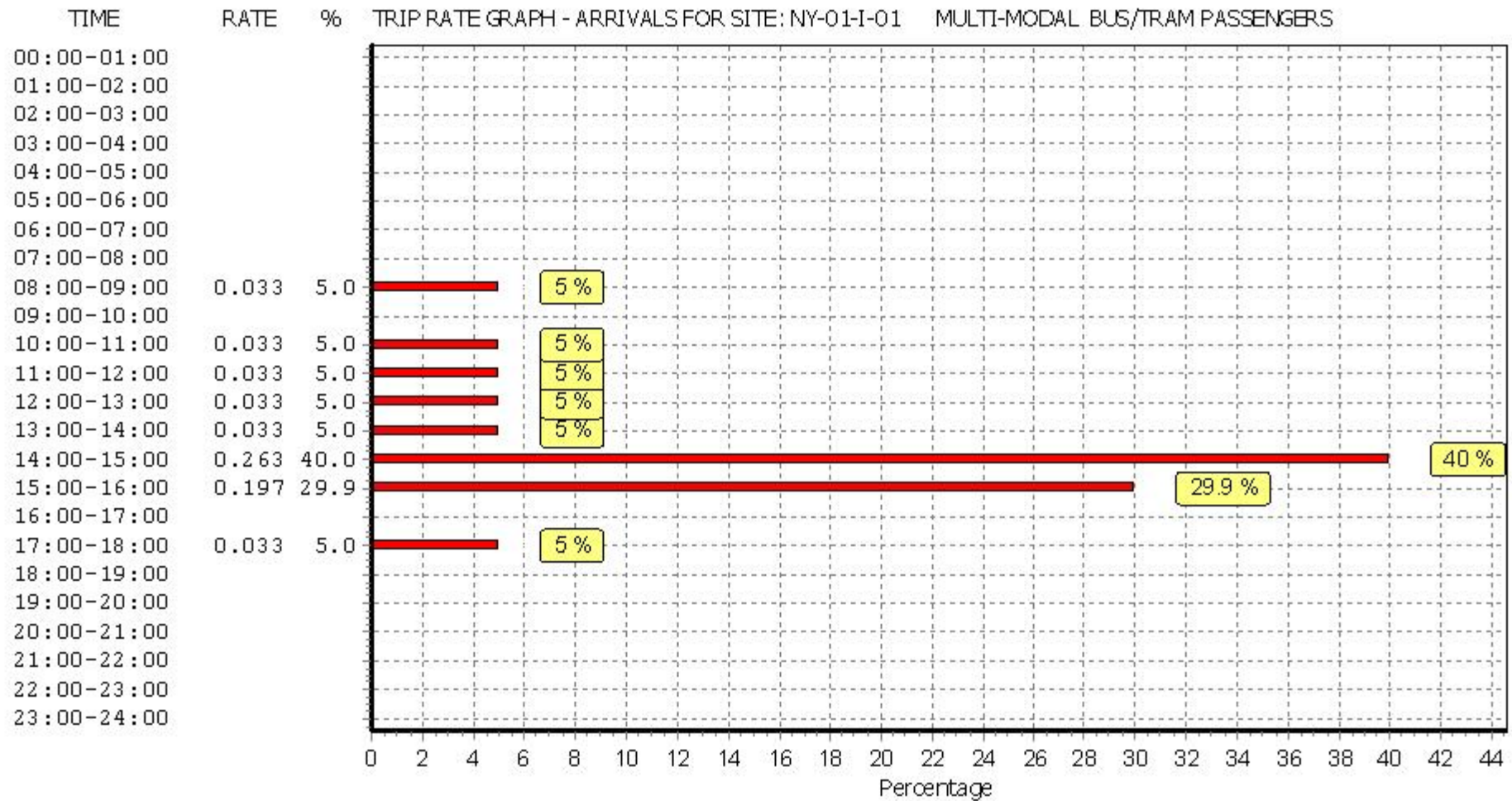
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

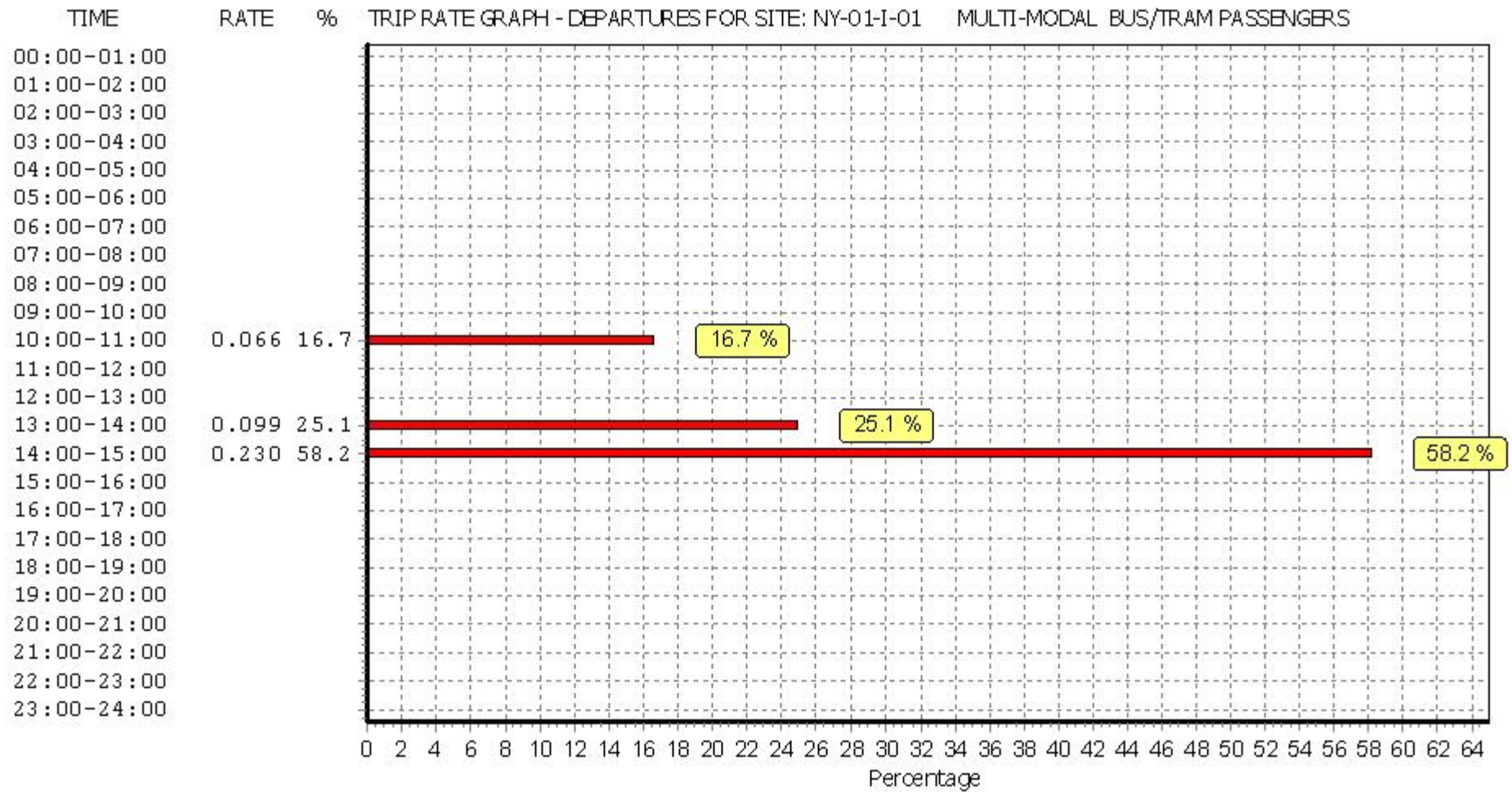
Parameter summary

Trip rate parameter range selected: 1200 - 1840 (units: sqm)
 Survey date date range: 01/01/06 - 24/10/13
 Number of weekdays (Monday-Friday): 2
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

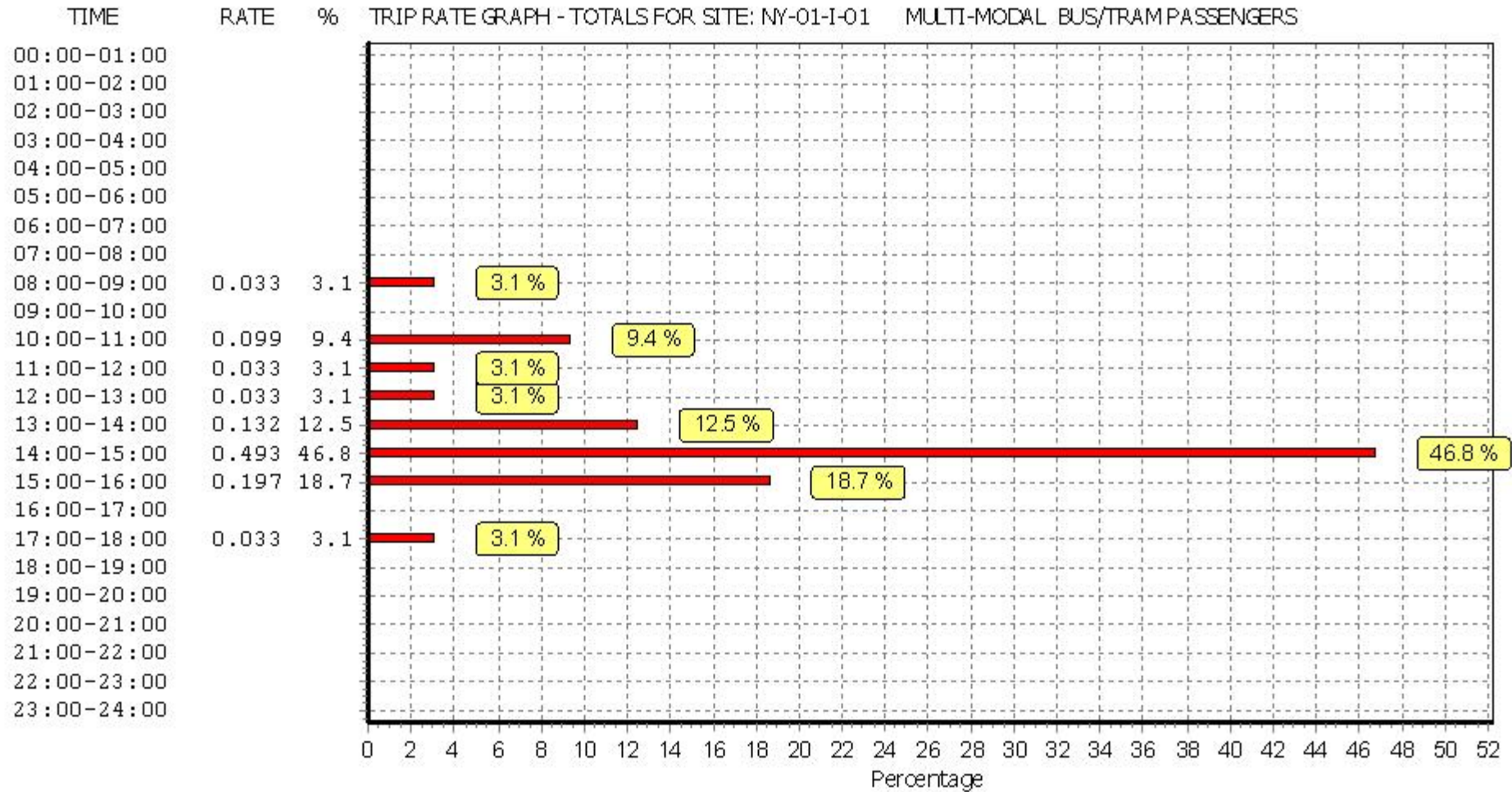
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL TRAIN PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1520	0.000	2	1520	0.000	2	1520	0.000
08:00 - 09:00	2	1520	0.000	2	1520	0.000	2	1520	0.000
09:00 - 10:00	2	1520	0.000	2	1520	0.000	2	1520	0.000
10:00 - 11:00	2	1520	0.000	2	1520	0.000	2	1520	0.000
11:00 - 12:00	2	1520	0.000	2	1520	0.000	2	1520	0.000
12:00 - 13:00	2	1520	0.000	2	1520	0.000	2	1520	0.000
13:00 - 14:00	2	1520	0.000	2	1520	0.000	2	1520	0.000
14:00 - 15:00	2	1520	0.000	2	1520	0.000	2	1520	0.000
15:00 - 16:00	2	1520	0.000	2	1520	0.000	2	1520	0.000
16:00 - 17:00	2	1520	0.000	2	1520	0.000	2	1520	0.000
17:00 - 18:00	2	1520	0.000	2	1520	0.000	2	1520	0.000
18:00 - 19:00	2	1520	0.000	2	1520	0.000	2	1520	0.000
19:00 - 20:00	2	1520	0.000	2	1520	0.000	2	1520	0.000
20:00 - 21:00	2	1520	0.000	2	1520	0.000	2	1520	0.000
21:00 - 22:00	1	1840	0.000	1	1840	0.000	1	1840	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

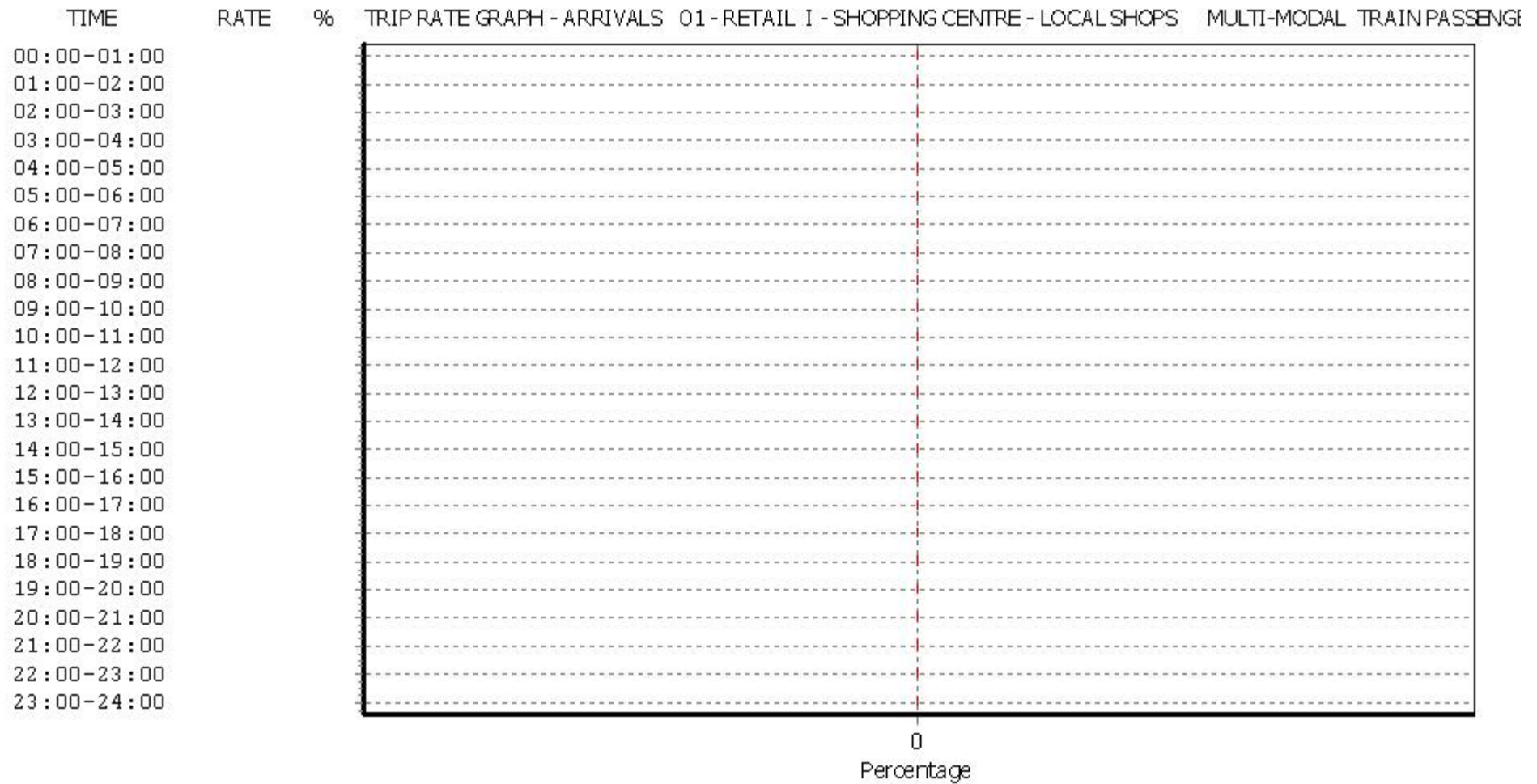
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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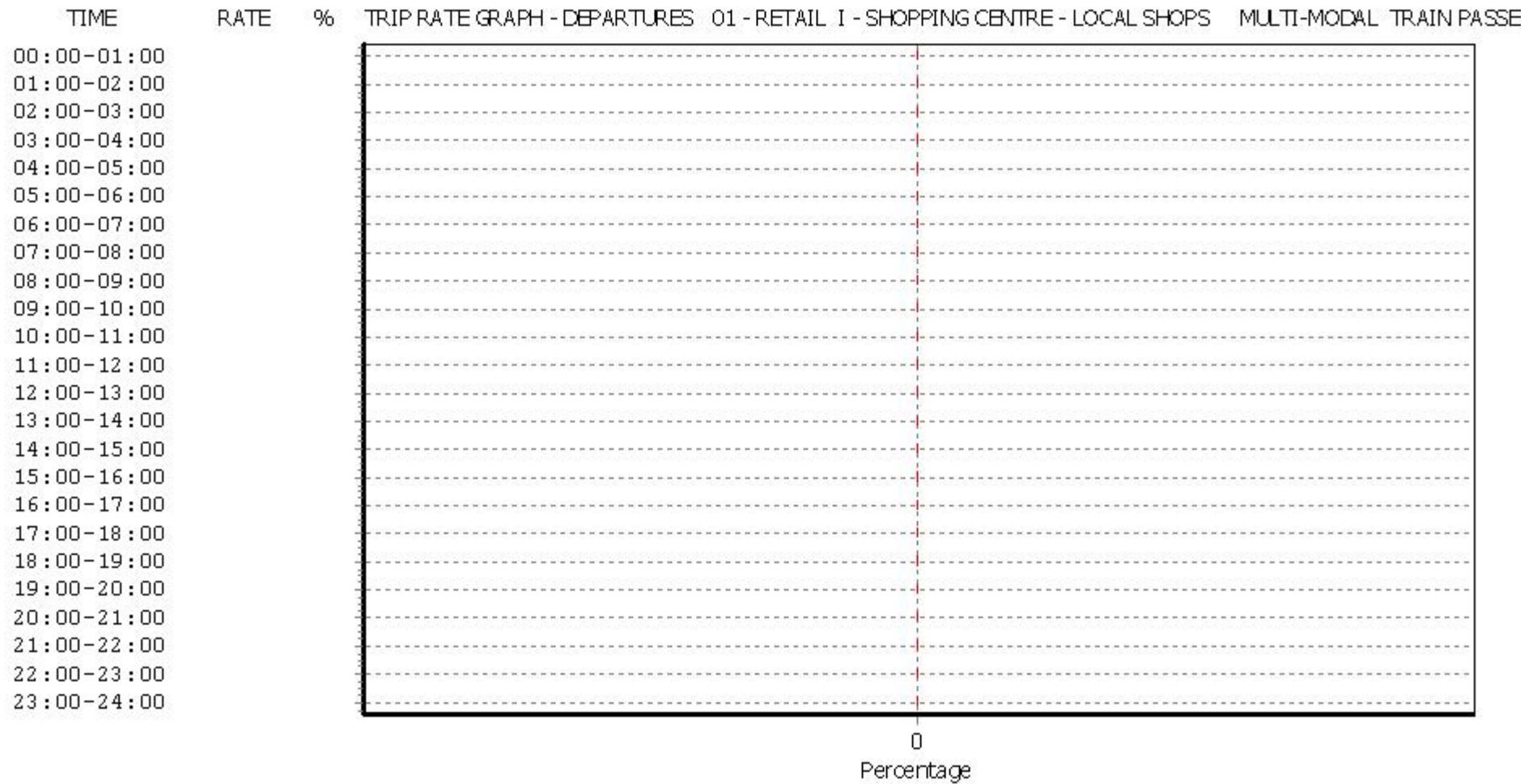
Parameter summary

Trip rate parameter range selected: 1200 - 1840 (units: sqm)
 Survey date date range: 01/01/06 - 24/10/13
 Number of weekdays (Monday-Friday): 2
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

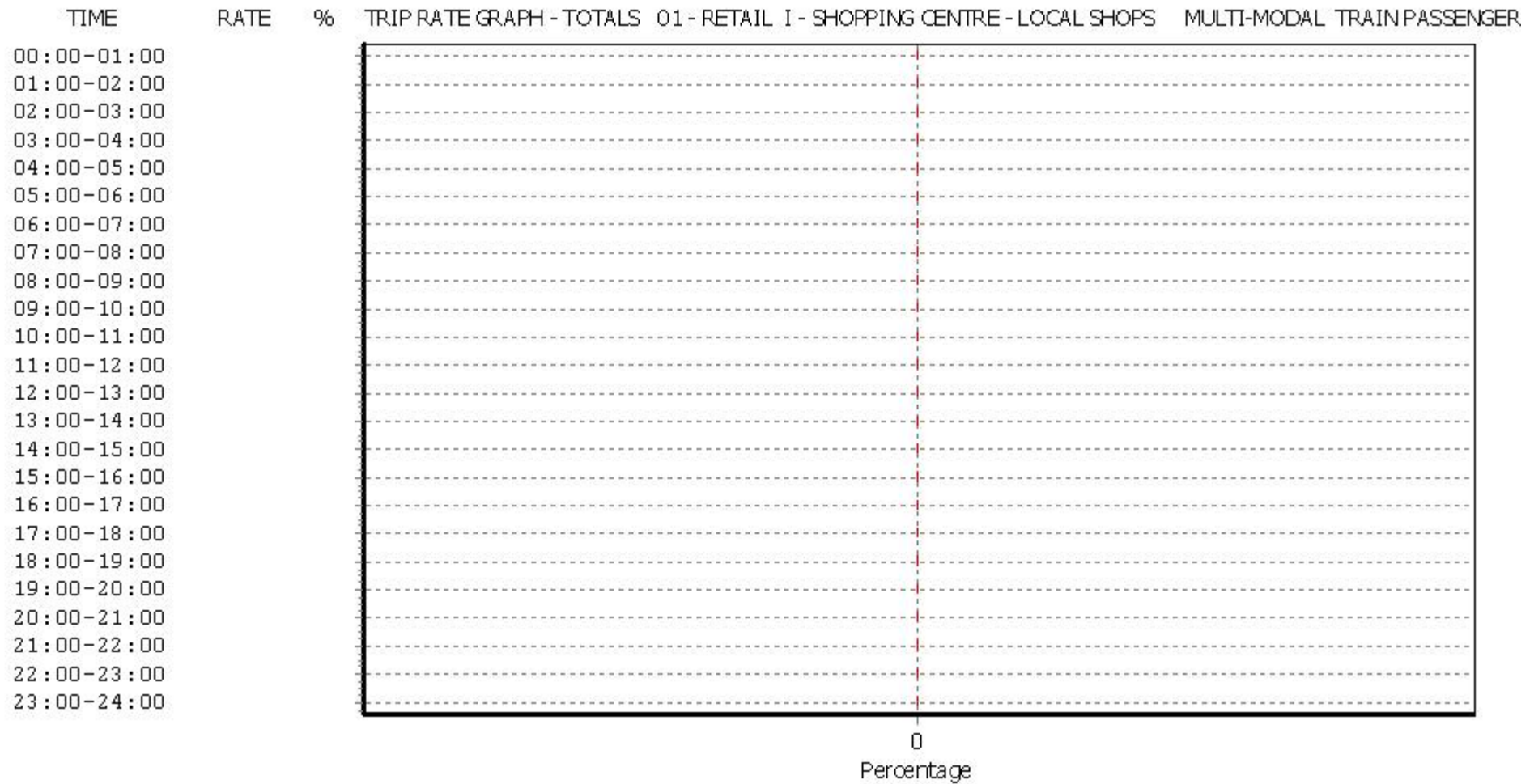
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



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TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL COACH PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1520	0.000	2	1520	0.000	2	1520	0.000
08:00 - 09:00	2	1520	0.000	2	1520	0.000	2	1520	0.000
09:00 - 10:00	2	1520	0.000	2	1520	0.000	2	1520	0.000
10:00 - 11:00	2	1520	0.000	2	1520	0.000	2	1520	0.000
11:00 - 12:00	2	1520	0.000	2	1520	0.000	2	1520	0.000
12:00 - 13:00	2	1520	0.000	2	1520	0.000	2	1520	0.000
13:00 - 14:00	2	1520	0.000	2	1520	0.000	2	1520	0.000
14:00 - 15:00	2	1520	0.000	2	1520	0.000	2	1520	0.000
15:00 - 16:00	2	1520	0.000	2	1520	0.000	2	1520	0.000
16:00 - 17:00	2	1520	0.033	2	1520	0.033	2	1520	0.066
17:00 - 18:00	2	1520	0.000	2	1520	0.000	2	1520	0.000
18:00 - 19:00	2	1520	0.000	2	1520	0.000	2	1520	0.000
19:00 - 20:00	2	1520	0.000	2	1520	0.000	2	1520	0.000
20:00 - 21:00	2	1520	0.000	2	1520	0.000	2	1520	0.000
21:00 - 22:00	1	1840	0.109	1	1840	0.326	1	1840	0.435
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.142			0.359			0.501

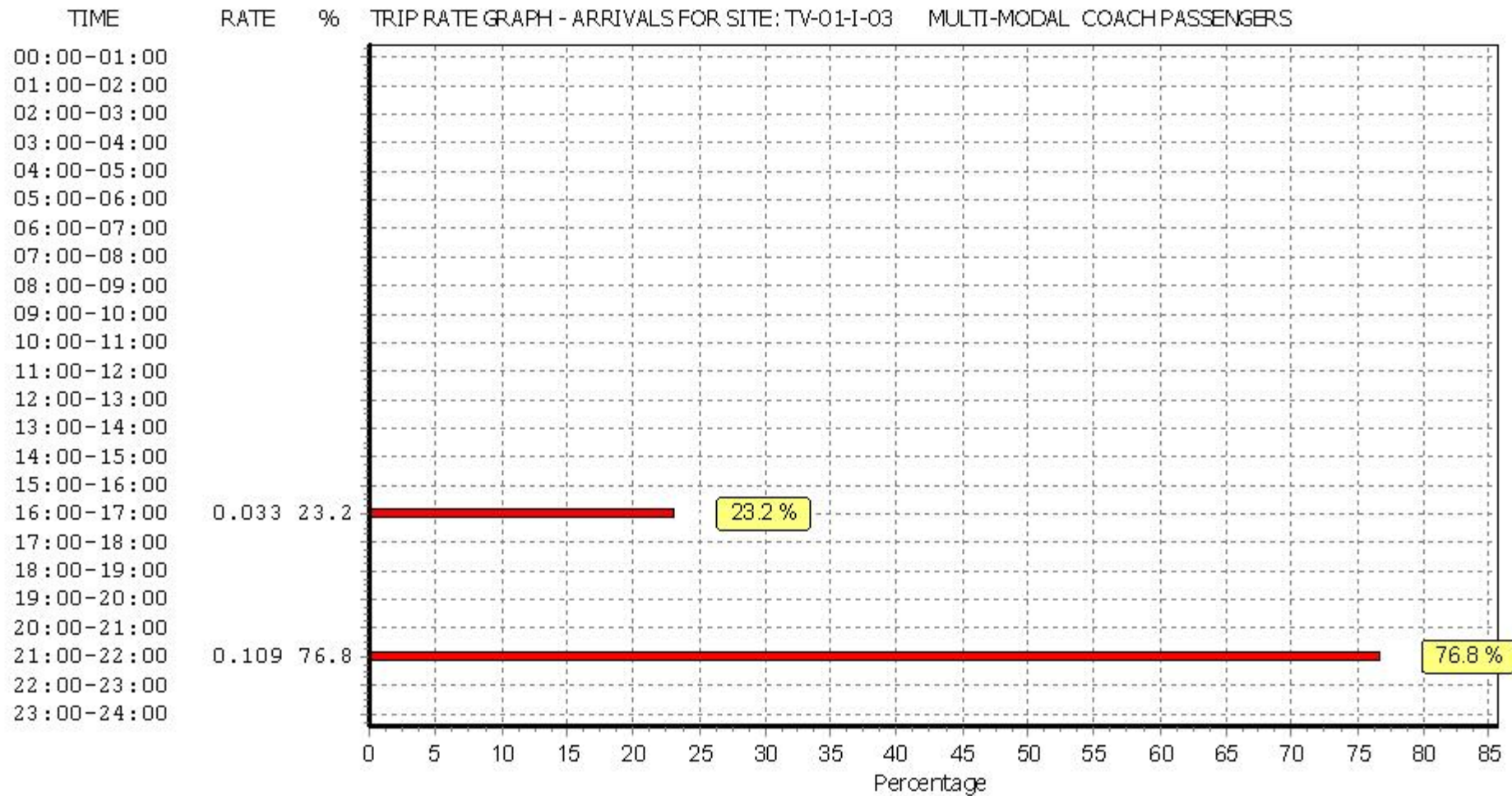
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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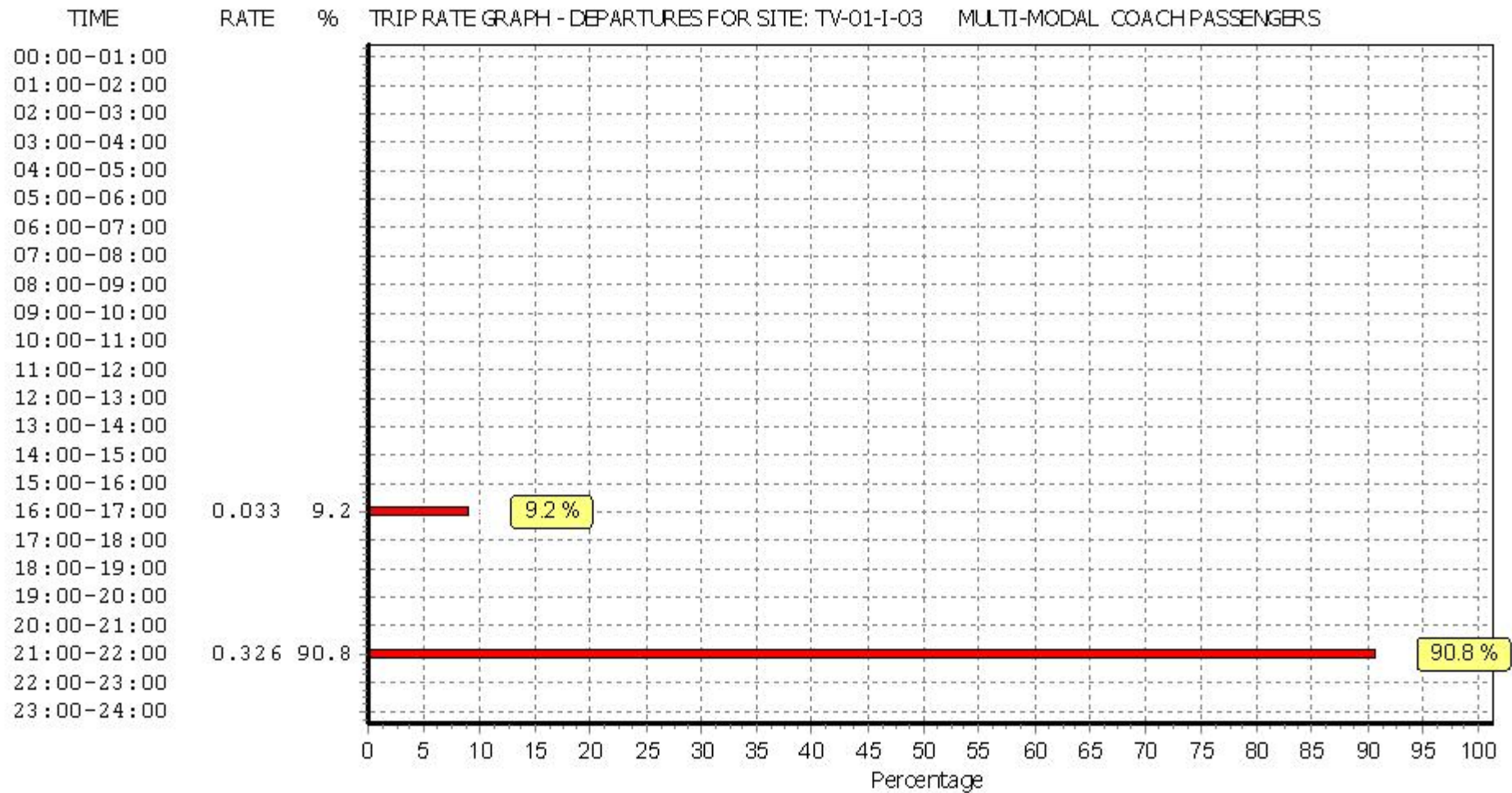
Parameter summary

Trip rate parameter range selected: 1200 - 1840 (units: sqm)
 Survey date date range: 01/01/06 - 24/10/13
 Number of weekdays (Monday-Friday): 2
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

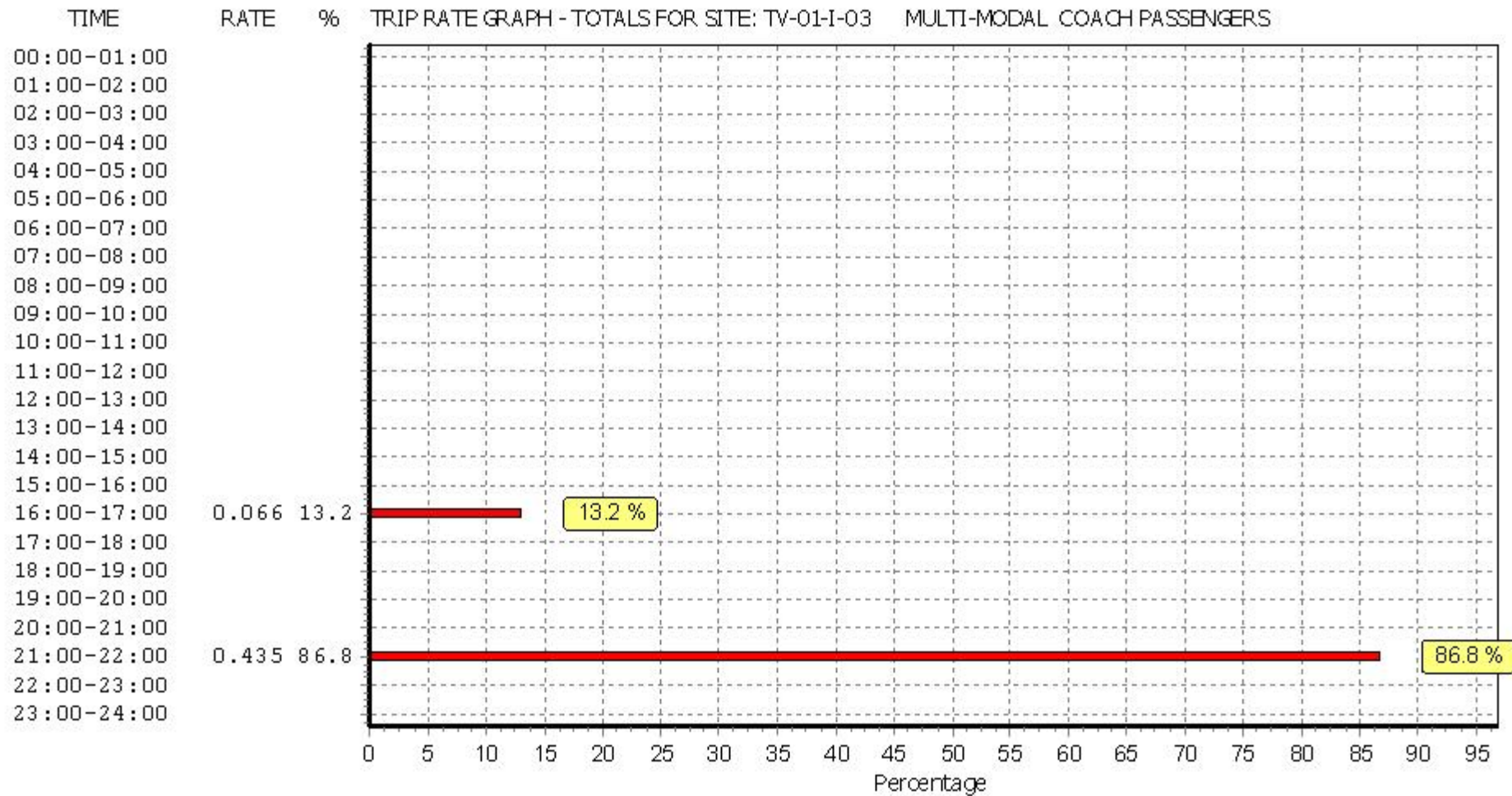
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



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TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1520	0.000	2	1520	0.000	2	1520	0.000
08:00 - 09:00	2	1520	0.033	2	1520	0.000	2	1520	0.033
09:00 - 10:00	2	1520	0.000	2	1520	0.000	2	1520	0.000
10:00 - 11:00	2	1520	0.033	2	1520	0.066	2	1520	0.099
11:00 - 12:00	2	1520	0.033	2	1520	0.000	2	1520	0.033
12:00 - 13:00	2	1520	0.033	2	1520	0.000	2	1520	0.033
13:00 - 14:00	2	1520	0.033	2	1520	0.099	2	1520	0.132
14:00 - 15:00	2	1520	0.263	2	1520	0.230	2	1520	0.493
15:00 - 16:00	2	1520	0.197	2	1520	0.000	2	1520	0.197
16:00 - 17:00	2	1520	0.033	2	1520	0.033	2	1520	0.066
17:00 - 18:00	2	1520	0.033	2	1520	0.000	2	1520	0.033
18:00 - 19:00	2	1520	0.000	2	1520	0.000	2	1520	0.000
19:00 - 20:00	2	1520	0.000	2	1520	0.000	2	1520	0.000
20:00 - 21:00	2	1520	0.000	2	1520	0.000	2	1520	0.000
21:00 - 22:00	1	1840	0.109	1	1840	0.326	1	1840	0.435
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.800			0.754			1.554

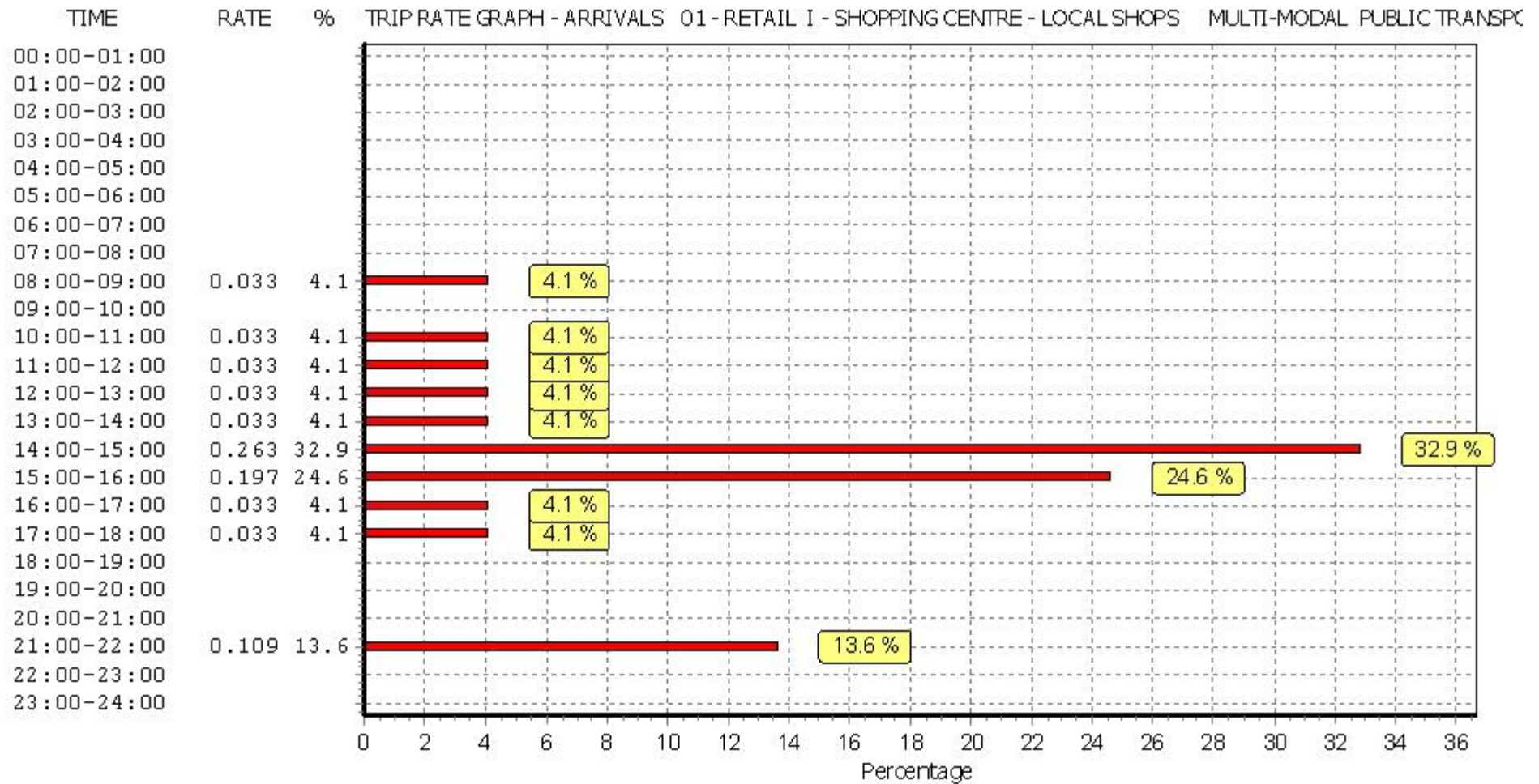
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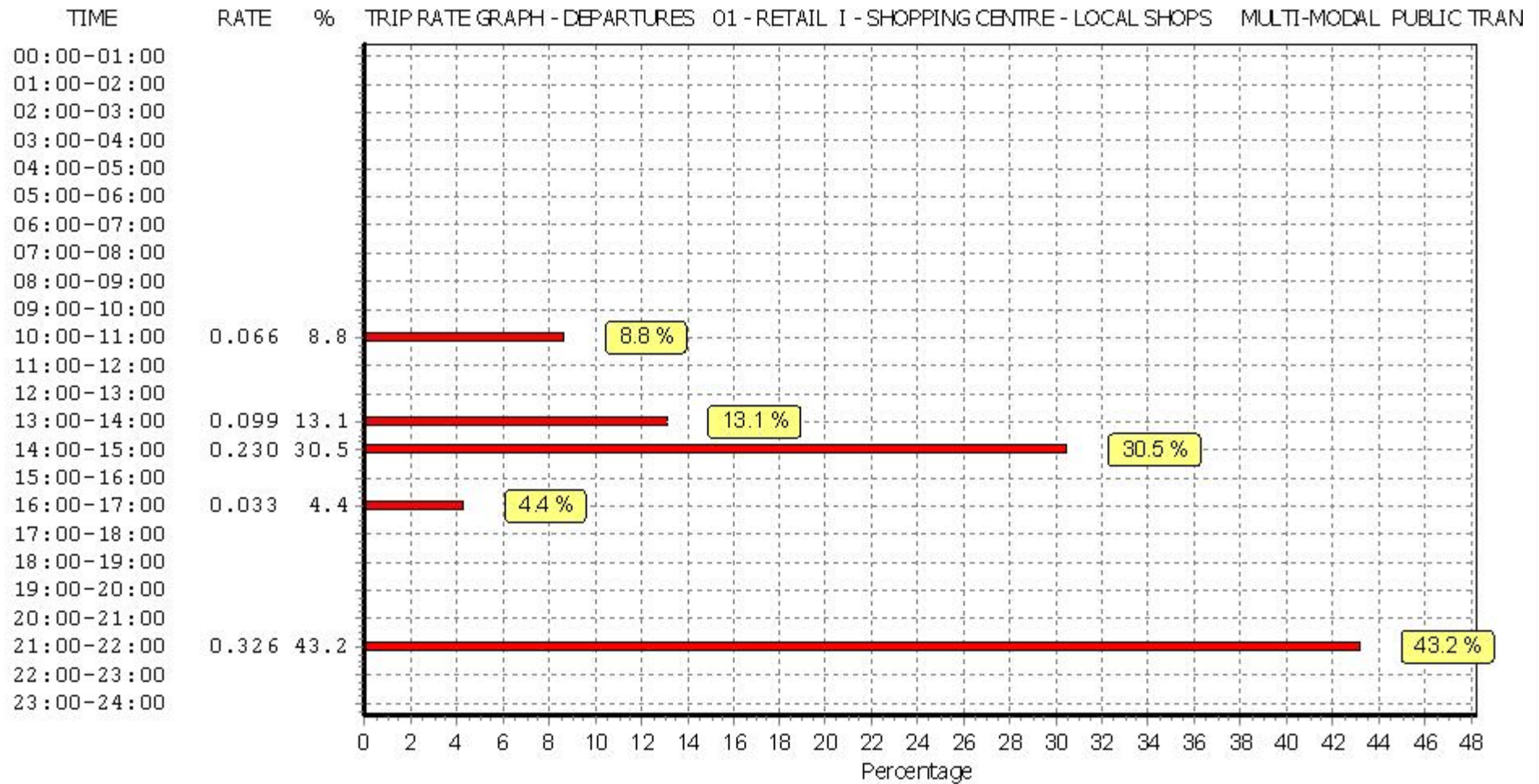
Parameter summary

Trip rate parameter range selected: 1200 - 1840 (units: sqm)
 Survey date date range: 01/01/06 - 24/10/13
 Number of weekdays (Monday-Friday): 2
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

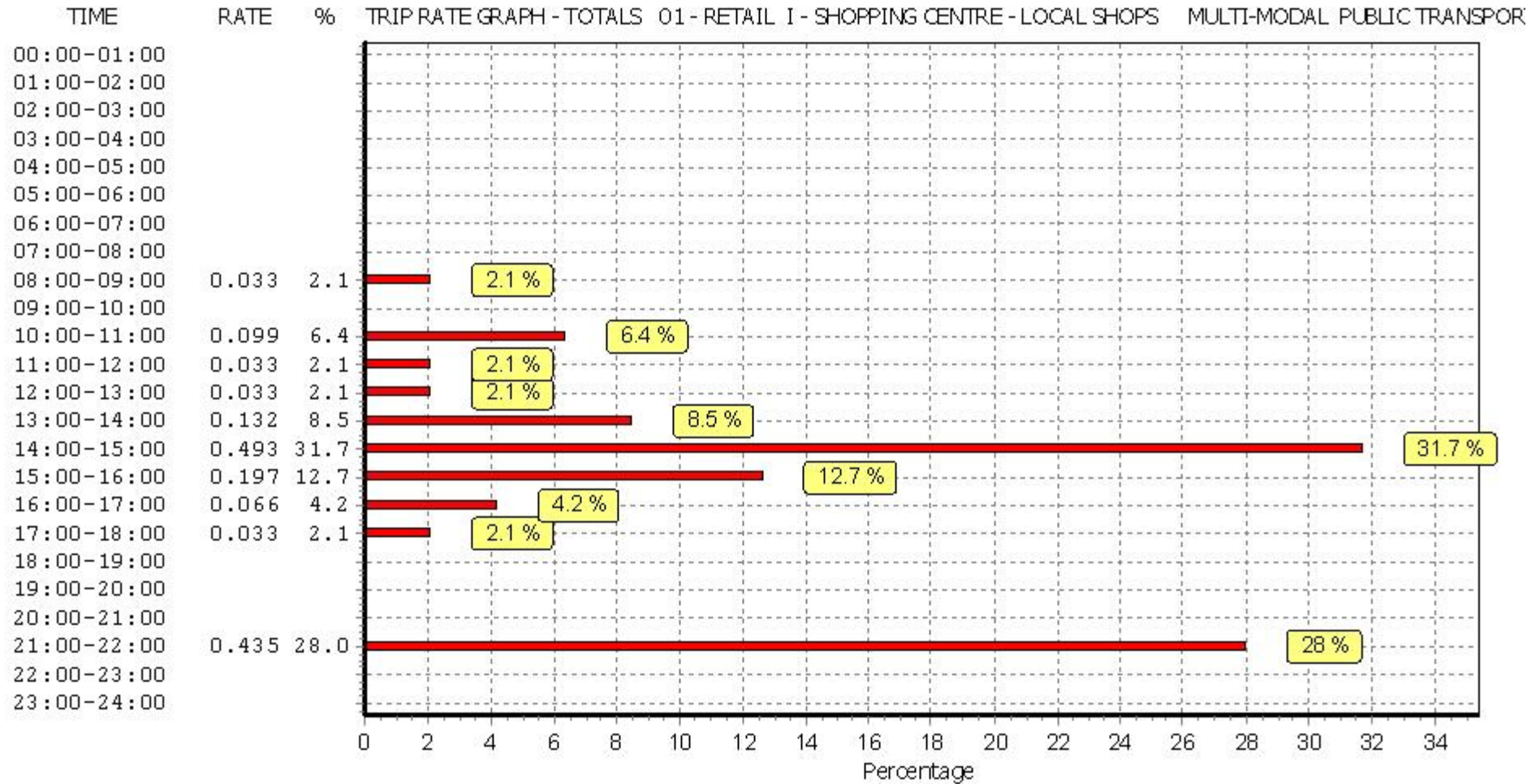
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



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TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1520	6.513	2	1520	5.428	2	1520	11.941
08:00 - 09:00	2	1520	15.987	2	1520	15.230	2	1520	31.217
09:00 - 10:00	2	1520	14.605	2	1520	12.368	2	1520	26.973
10:00 - 11:00	2	1520	13.684	2	1520	14.211	2	1520	27.895
11:00 - 12:00	2	1520	15.493	2	1520	14.145	2	1520	29.638
12:00 - 13:00	2	1520	16.579	2	1520	15.658	2	1520	32.237
13:00 - 14:00	2	1520	16.151	2	1520	16.645	2	1520	32.796
14:00 - 15:00	2	1520	17.237	2	1520	18.322	2	1520	35.559
15:00 - 16:00	2	1520	19.539	2	1520	20.592	2	1520	40.131
16:00 - 17:00	2	1520	16.151	2	1520	15.954	2	1520	32.105
17:00 - 18:00	2	1520	16.875	2	1520	18.421	2	1520	35.296
18:00 - 19:00	2	1520	16.020	2	1520	16.184	2	1520	32.204
19:00 - 20:00	2	1520	14.770	2	1520	15.888	2	1520	30.658
20:00 - 21:00	2	1520	8.125	2	1520	8.092	2	1520	16.217
21:00 - 22:00	1	1840	8.098	1	1840	8.043	1	1840	16.141
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			215.827			215.181			431.008

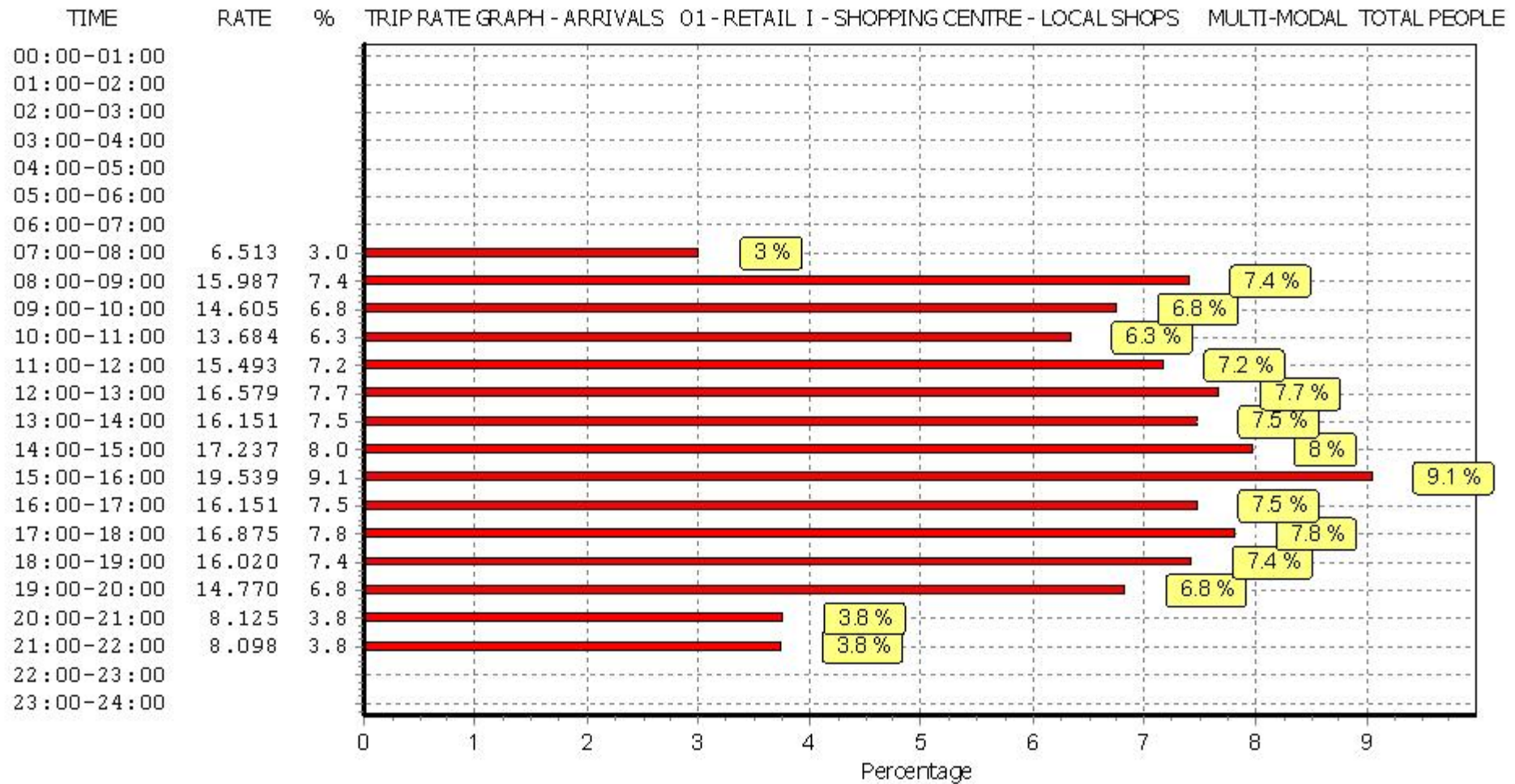
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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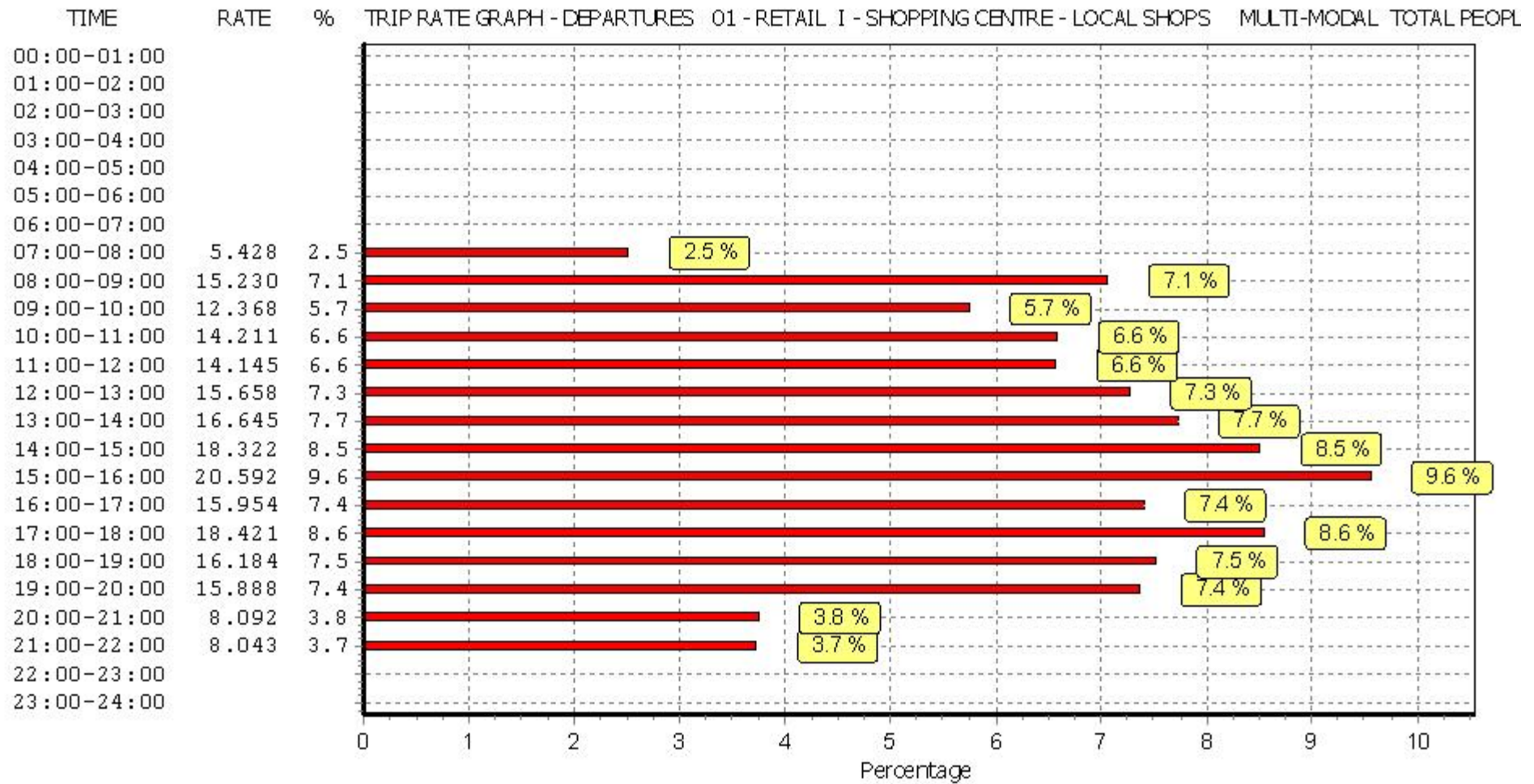
Parameter summary

Trip rate parameter range selected: 1200 - 1840 (units: sqm)
 Survey date date range: 01/01/06 - 24/10/13
 Number of weekdays (Monday-Friday): 2
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

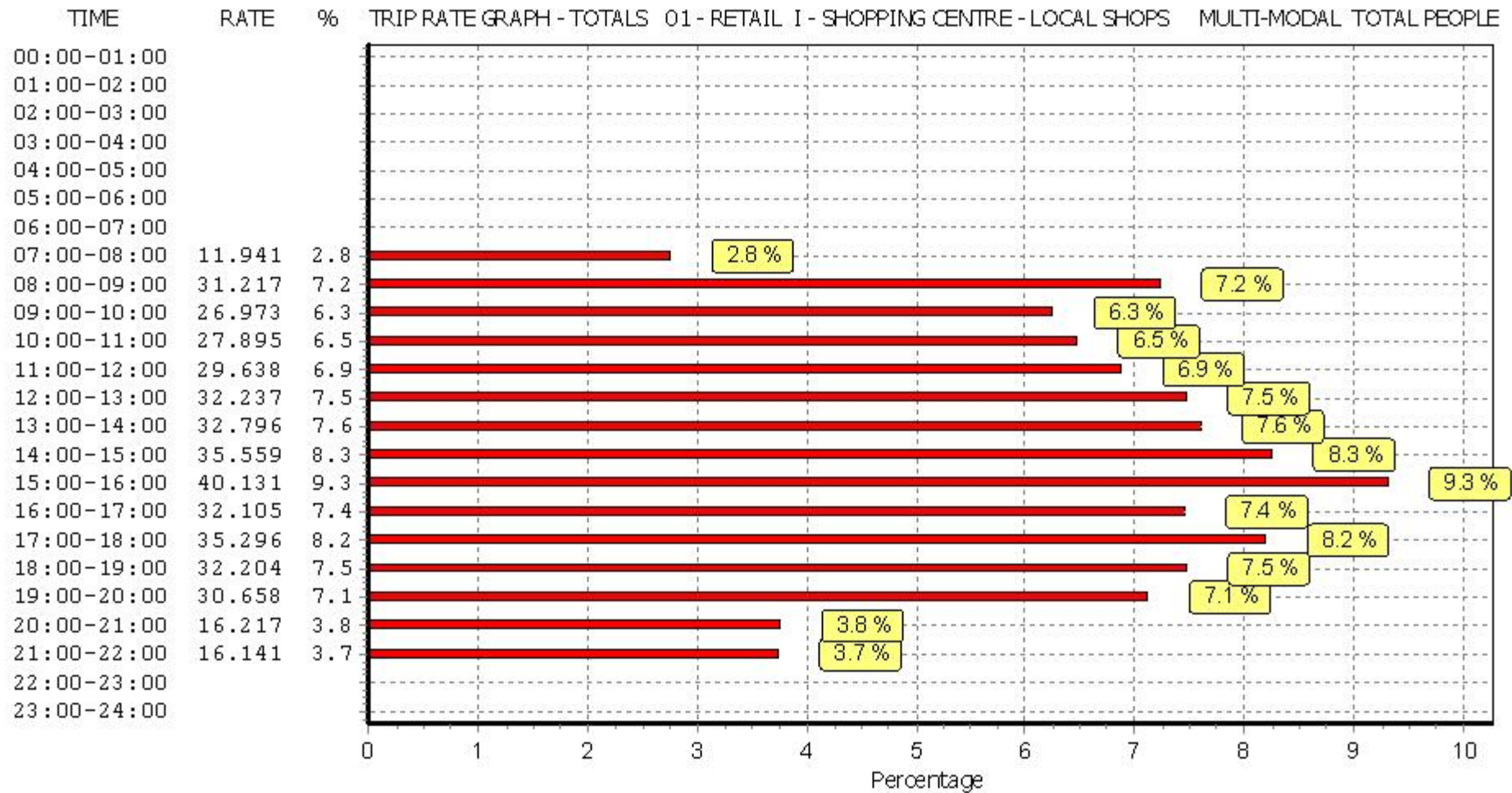
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
MULTI-MODAL VEHICLES

Selected regions and areas:

06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	TV TEES VALLEY	1 days

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

Filtering Stage 2 selection:

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

Parameter: Gross floor area
Actual Range: 960 to 9000 (units: sqm)
Range Selected by User: 645 to 70291 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/06 to 17/10/13

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

Selected survey days:

Tuesday	2 days
Wednesday	1 days
Thursday	2 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	5
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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	3
Built-Up Zone	2

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

Filtering Stage 3 selection:

Use Class:

B1	5 days
----	--------

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

Population within 1 mile:

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

25,001 to 50,000	1 days
250,001 to 500,000	1 days
500,001 or More	3 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	3 days
1.1 to 1.5	1 days

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

Travel Plan:

Yes	1 days
No	4 days

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

LIST OF SITES relevant to selection parameters

1	GM-02-A-07 MOSELEY STREET	LAW OFFICES		GREATER MANCHESTER
	MANCHESTER Town Centre Built-Up Zone			
	Total Gross floor area:		4200 sqm	
	Survey date: WEDNESDAY		19/10/11	Survey Type: MANUAL
2	MS-02-A-01 CASTLE STREET	OFFICES		MERSEYSIDE
	LIVERPOOL Town Centre Commercial Zone			
	Total Gross floor area:		9000 sqm	
	Survey date: TUESDAY		19/06/07	Survey Type: MANUAL
3	TV-02-A-04 CORPORATION ROAD	COUNCIL OFFICES		TEES VALLEY
	MIDDLESBROUGH Town Centre Commercial Zone			
	Total Gross floor area:		3950 sqm	
	Survey date: TUESDAY		08/10/13	Survey Type: MANUAL
4	WK-02-A-01 WARWICK ROAD	OFFICES		WARWICKSHIRE
	COVENTRY Town Centre Built-Up Zone			
	Total Gross floor area:		960 sqm	
	Survey date: THURSDAY		17/10/13	Survey Type: MANUAL
5	WM-02-A-03 BRUNSWICK STREET BRINDLEY PLACE BIRMINGHAM	BANK ADMIN		WEST MIDLANDS
	Town Centre Commercial Zone			
	Total Gross floor area:		8200 sqm	
	Survey date: THURSDAY		27/11/08	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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	5262	0.141	5	5262	0.008	5	5262	0.149
07:30 - 08:00	5	5262	0.266	5	5262	0.023	5	5262	0.289
08:00 - 08:30	5	5262	0.521	5	5262	0.072	5	5262	0.593
08:30 - 09:00	5	5262	0.521	5	5262	0.103	5	5262	0.624
09:00 - 09:30	5	5262	0.277	5	5262	0.080	5	5262	0.357
09:30 - 10:00	5	5262	0.251	5	5262	0.087	5	5262	0.338
10:00 - 10:30	5	5262	0.175	5	5262	0.084	5	5262	0.259
10:30 - 11:00	5	5262	0.156	5	5262	0.106	5	5262	0.262
11:00 - 11:30	5	5262	0.091	5	5262	0.122	5	5262	0.213
11:30 - 12:00	5	5262	0.084	5	5262	0.106	5	5262	0.190
12:00 - 12:30	5	5262	0.114	5	5262	0.103	5	5262	0.217
12:30 - 13:00	5	5262	0.095	5	5262	0.080	5	5262	0.175
13:00 - 13:30	5	5262	0.103	5	5262	0.110	5	5262	0.213
13:30 - 14:00	5	5262	0.091	5	5262	0.099	5	5262	0.190
14:00 - 14:30	5	5262	0.046	5	5262	0.046	5	5262	0.092
14:30 - 15:00	5	5262	0.065	5	5262	0.065	5	5262	0.130
15:00 - 15:30	5	5262	0.084	5	5262	0.095	5	5262	0.179
15:30 - 16:00	5	5262	0.046	5	5262	0.160	5	5262	0.206
16:00 - 16:30	5	5262	0.099	5	5262	0.456	5	5262	0.555
16:30 - 17:00	5	5262	0.049	5	5262	0.243	5	5262	0.292
17:00 - 17:30	5	5262	0.046	5	5262	0.665	5	5262	0.711
17:30 - 18:00	5	5262	0.023	5	5262	0.251	5	5262	0.274
18:00 - 18:30	5	5262	0.011	5	5262	0.091	5	5262	0.102
18:30 - 19:00	5	5262	0.011	5	5262	0.057	5	5262	0.068
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			3.366			3.312			6.678

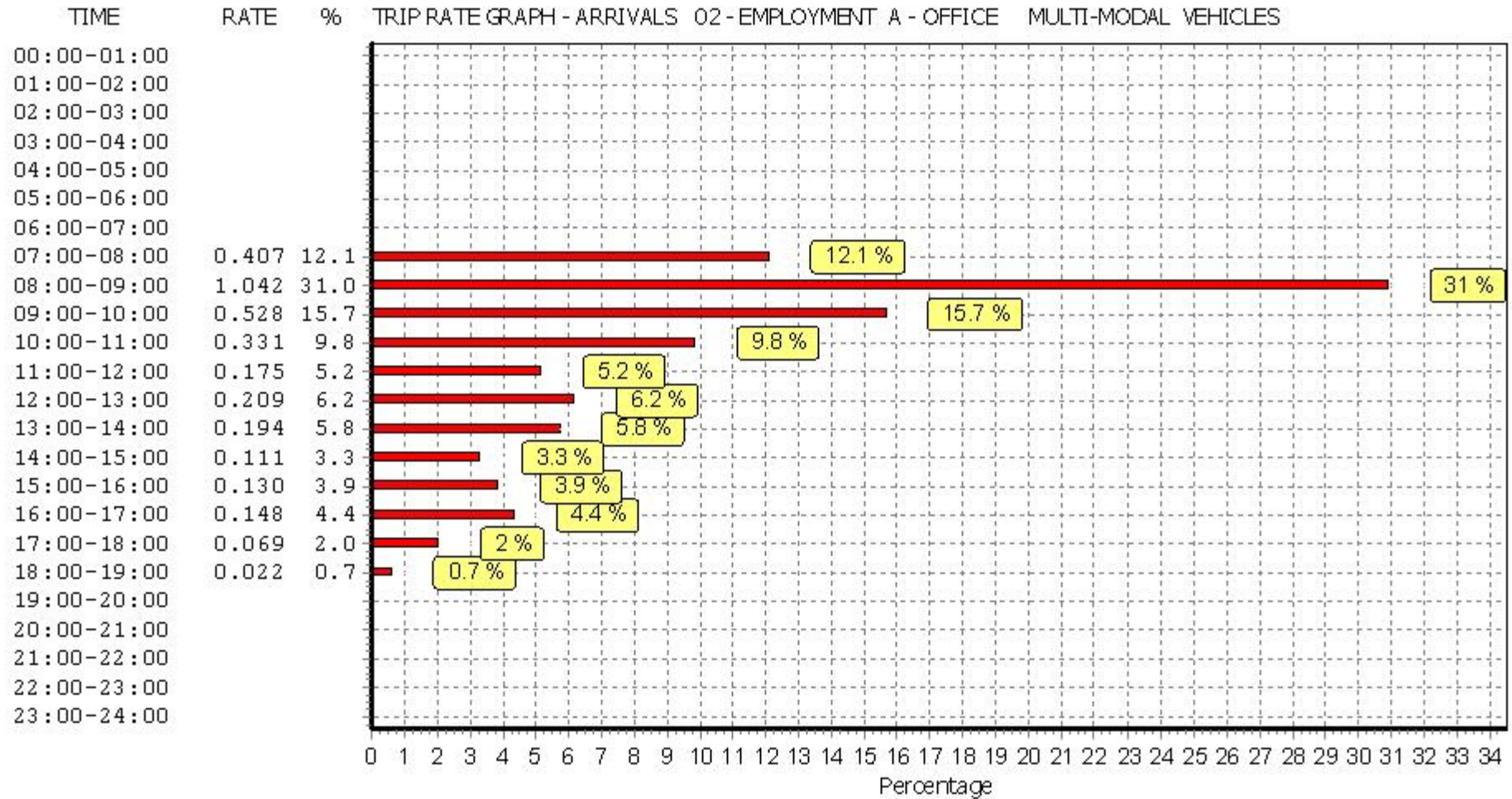
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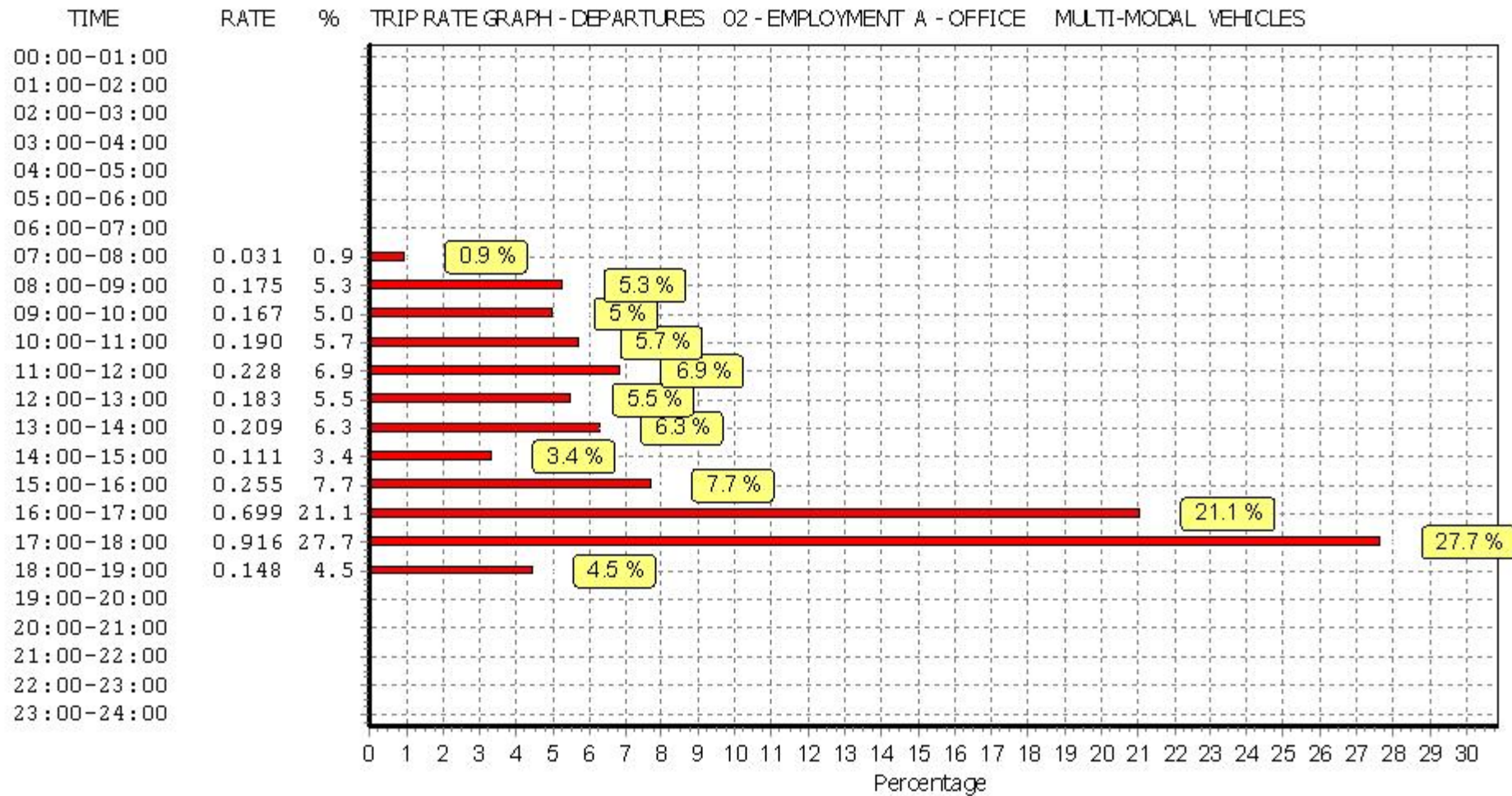
Parameter summary

Trip rate parameter range selected:	960 - 9000 (units: sqm)
Survey date date range:	01/01/06 - 17/10/13
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

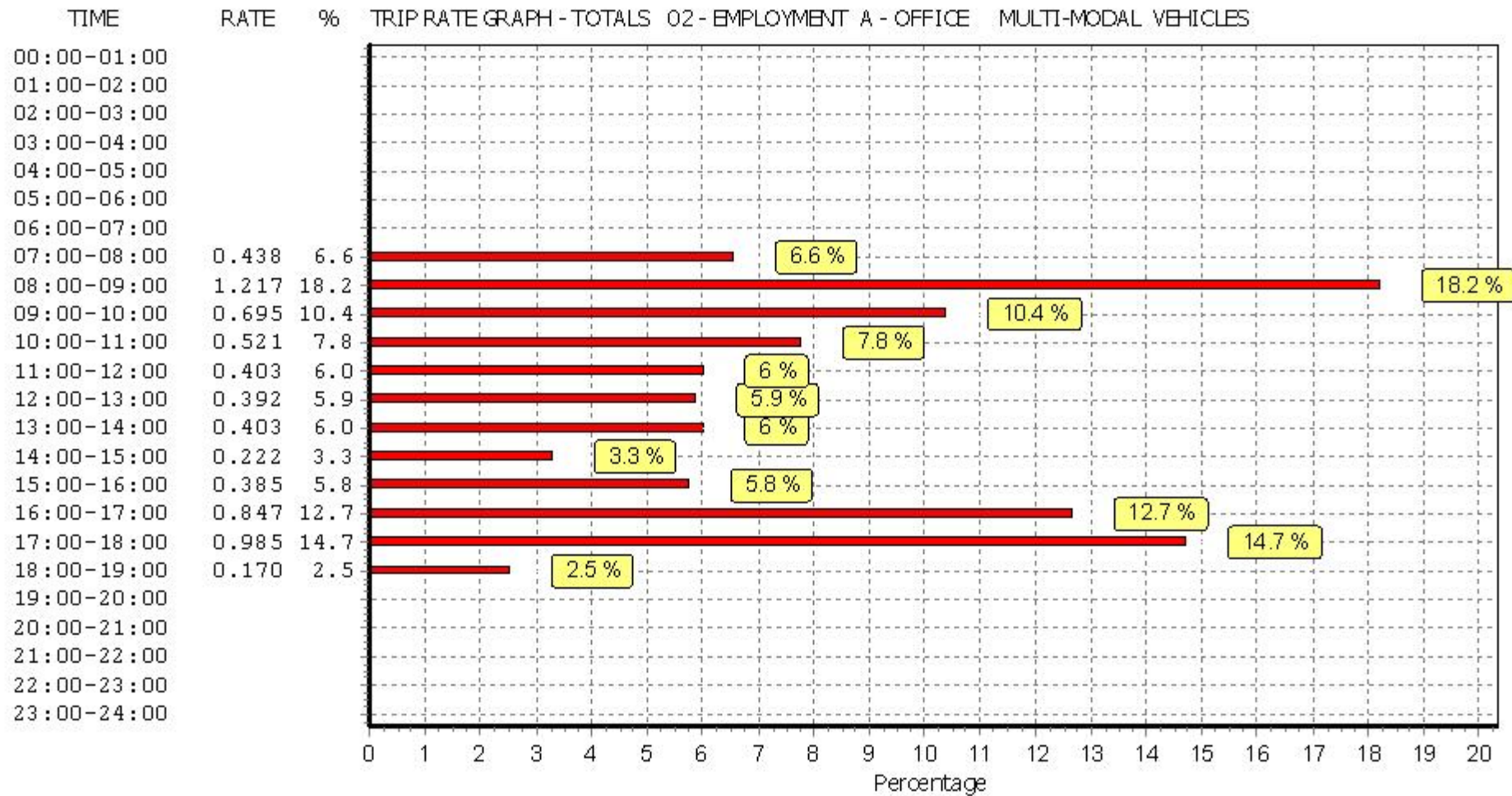
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TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	5262	0.000	5	5262	0.000	5	5262	0.000
07:30 - 08:00	5	5262	0.000	5	5262	0.000	5	5262	0.000
08:00 - 08:30	5	5262	0.008	5	5262	0.008	5	5262	0.016
08:30 - 09:00	5	5262	0.011	5	5262	0.011	5	5262	0.022
09:00 - 09:30	5	5262	0.000	5	5262	0.000	5	5262	0.000
09:30 - 10:00	5	5262	0.008	5	5262	0.008	5	5262	0.016
10:00 - 10:30	5	5262	0.004	5	5262	0.004	5	5262	0.008
10:30 - 11:00	5	5262	0.011	5	5262	0.011	5	5262	0.022
11:00 - 11:30	5	5262	0.011	5	5262	0.011	5	5262	0.022
11:30 - 12:00	5	5262	0.011	5	5262	0.011	5	5262	0.022
12:00 - 12:30	5	5262	0.011	5	5262	0.011	5	5262	0.022
12:30 - 13:00	5	5262	0.004	5	5262	0.004	5	5262	0.008
13:00 - 13:30	5	5262	0.015	5	5262	0.015	5	5262	0.030
13:30 - 14:00	5	5262	0.011	5	5262	0.011	5	5262	0.022
14:00 - 14:30	5	5262	0.000	5	5262	0.000	5	5262	0.000
14:30 - 15:00	5	5262	0.000	5	5262	0.000	5	5262	0.000
15:00 - 15:30	5	5262	0.000	5	5262	0.000	5	5262	0.000
15:30 - 16:00	5	5262	0.000	5	5262	0.000	5	5262	0.000
16:00 - 16:30	5	5262	0.011	5	5262	0.011	5	5262	0.022
16:30 - 17:00	5	5262	0.000	5	5262	0.000	5	5262	0.000
17:00 - 17:30	5	5262	0.011	5	5262	0.011	5	5262	0.022
17:30 - 18:00	5	5262	0.004	5	5262	0.004	5	5262	0.008
18:00 - 18:30	5	5262	0.000	5	5262	0.000	5	5262	0.000
18:30 - 19:00	5	5262	0.000	5	5262	0.000	5	5262	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.131			0.131			0.262

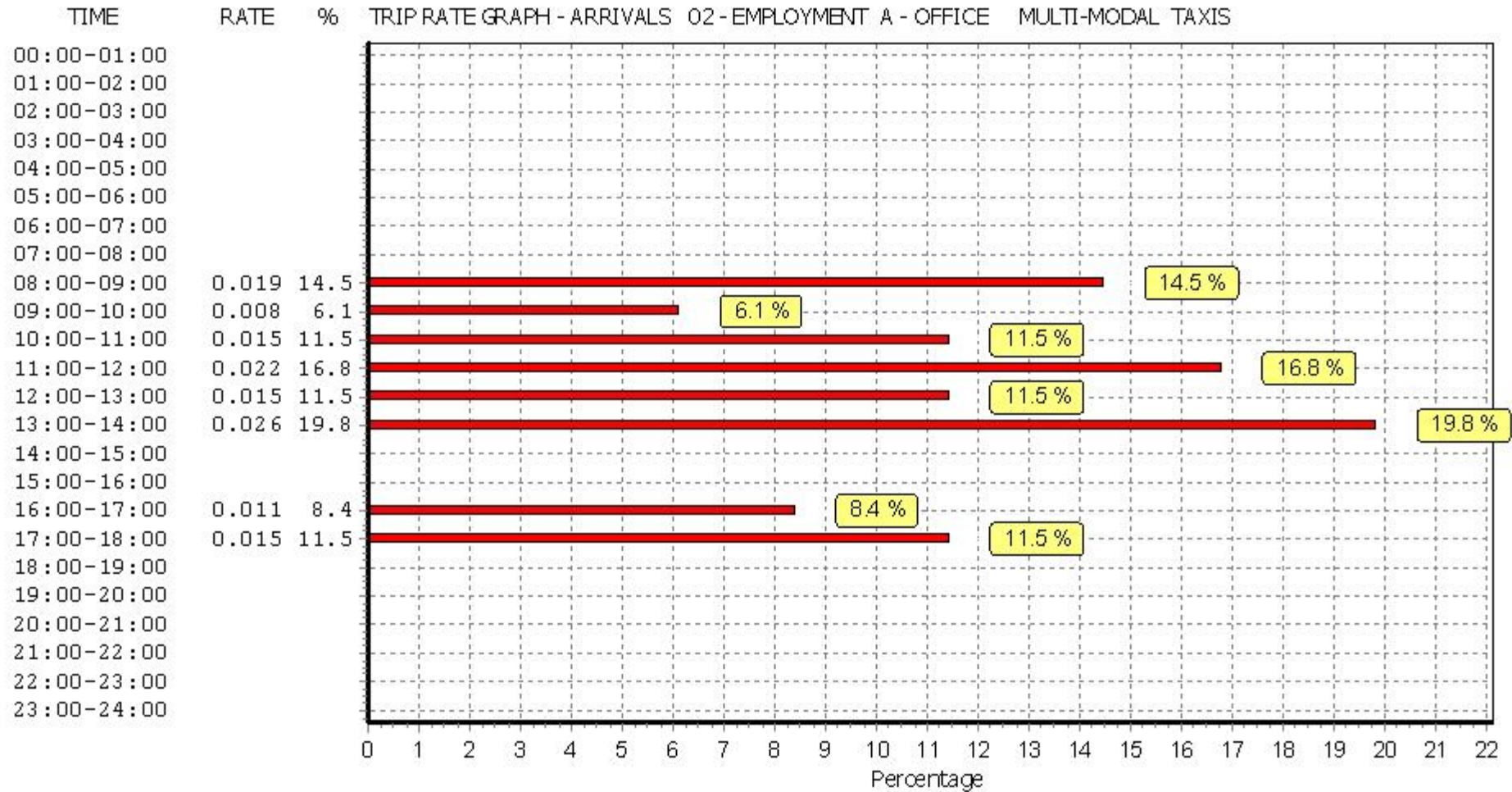
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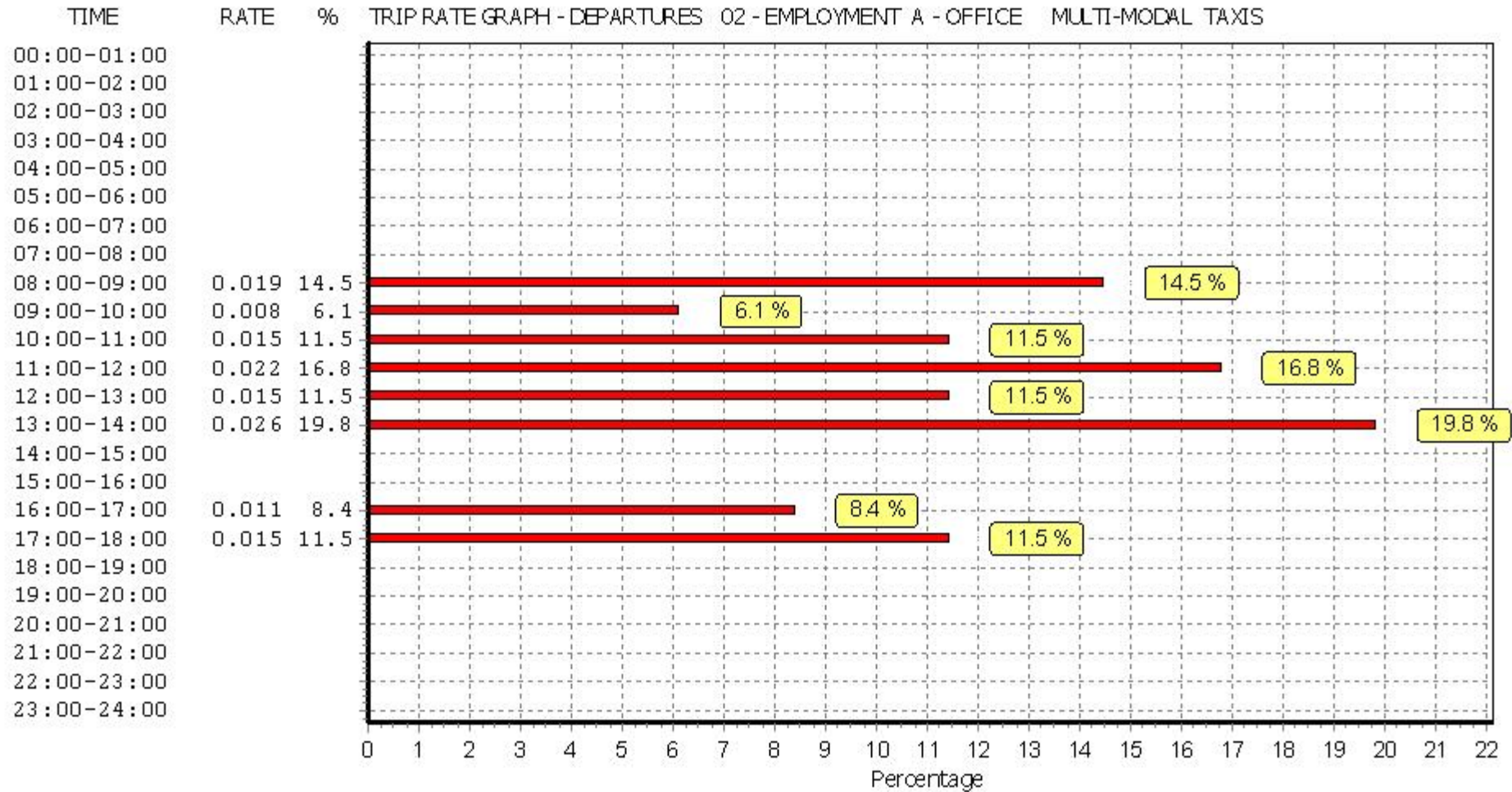
Parameter summary

Trip rate parameter range selected:	960 - 9000 (units: sqm)
Survey date date range:	01/01/06 - 17/10/13
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

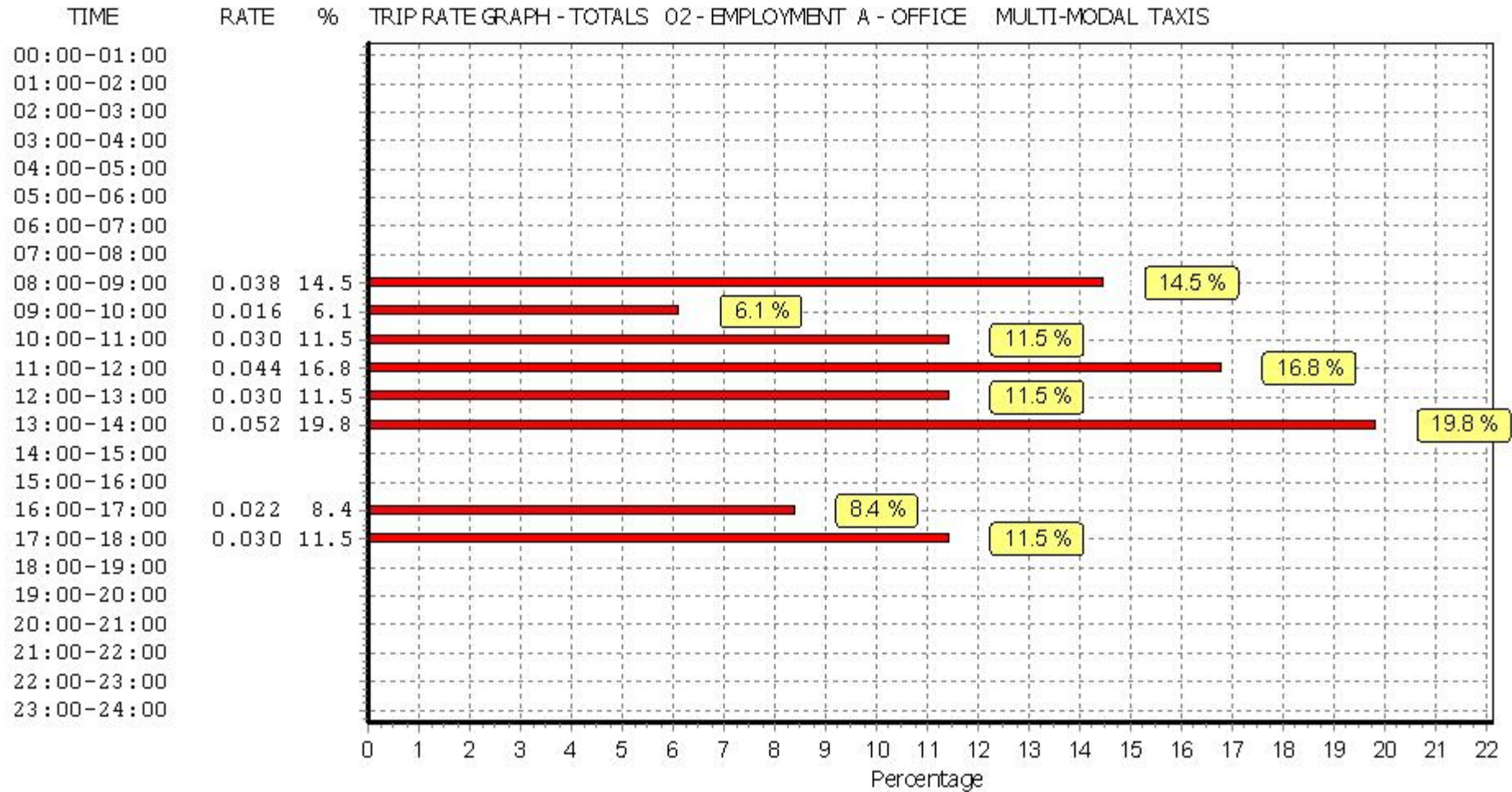
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TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	5262	0.000	5	5262	0.000	5	5262	0.000
07:30 - 08:00	5	5262	0.004	5	5262	0.000	5	5262	0.004
08:00 - 08:30	5	5262	0.000	5	5262	0.000	5	5262	0.000
08:30 - 09:00	5	5262	0.004	5	5262	0.004	5	5262	0.008
09:00 - 09:30	5	5262	0.004	5	5262	0.008	5	5262	0.012
09:30 - 10:00	5	5262	0.000	5	5262	0.000	5	5262	0.000
10:00 - 10:30	5	5262	0.000	5	5262	0.000	5	5262	0.000
10:30 - 11:00	5	5262	0.000	5	5262	0.004	5	5262	0.004
11:00 - 11:30	5	5262	0.000	5	5262	0.000	5	5262	0.000
11:30 - 12:00	5	5262	0.000	5	5262	0.000	5	5262	0.000
12:00 - 12:30	5	5262	0.000	5	5262	0.000	5	5262	0.000
12:30 - 13:00	5	5262	0.000	5	5262	0.000	5	5262	0.000
13:00 - 13:30	5	5262	0.004	5	5262	0.000	5	5262	0.004
13:30 - 14:00	5	5262	0.000	5	5262	0.000	5	5262	0.000
14:00 - 14:30	5	5262	0.004	5	5262	0.004	5	5262	0.008
14:30 - 15:00	5	5262	0.000	5	5262	0.000	5	5262	0.000
15:00 - 15:30	5	5262	0.004	5	5262	0.004	5	5262	0.008
15:30 - 16:00	5	5262	0.000	5	5262	0.000	5	5262	0.000
16:00 - 16:30	5	5262	0.000	5	5262	0.000	5	5262	0.000
16:30 - 17:00	5	5262	0.000	5	5262	0.000	5	5262	0.000
17:00 - 17:30	5	5262	0.000	5	5262	0.000	5	5262	0.000
17:30 - 18:00	5	5262	0.000	5	5262	0.000	5	5262	0.000
18:00 - 18:30	5	5262	0.000	5	5262	0.000	5	5262	0.000
18:30 - 19:00	5	5262	0.000	5	5262	0.000	5	5262	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.024			0.024			0.048

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.

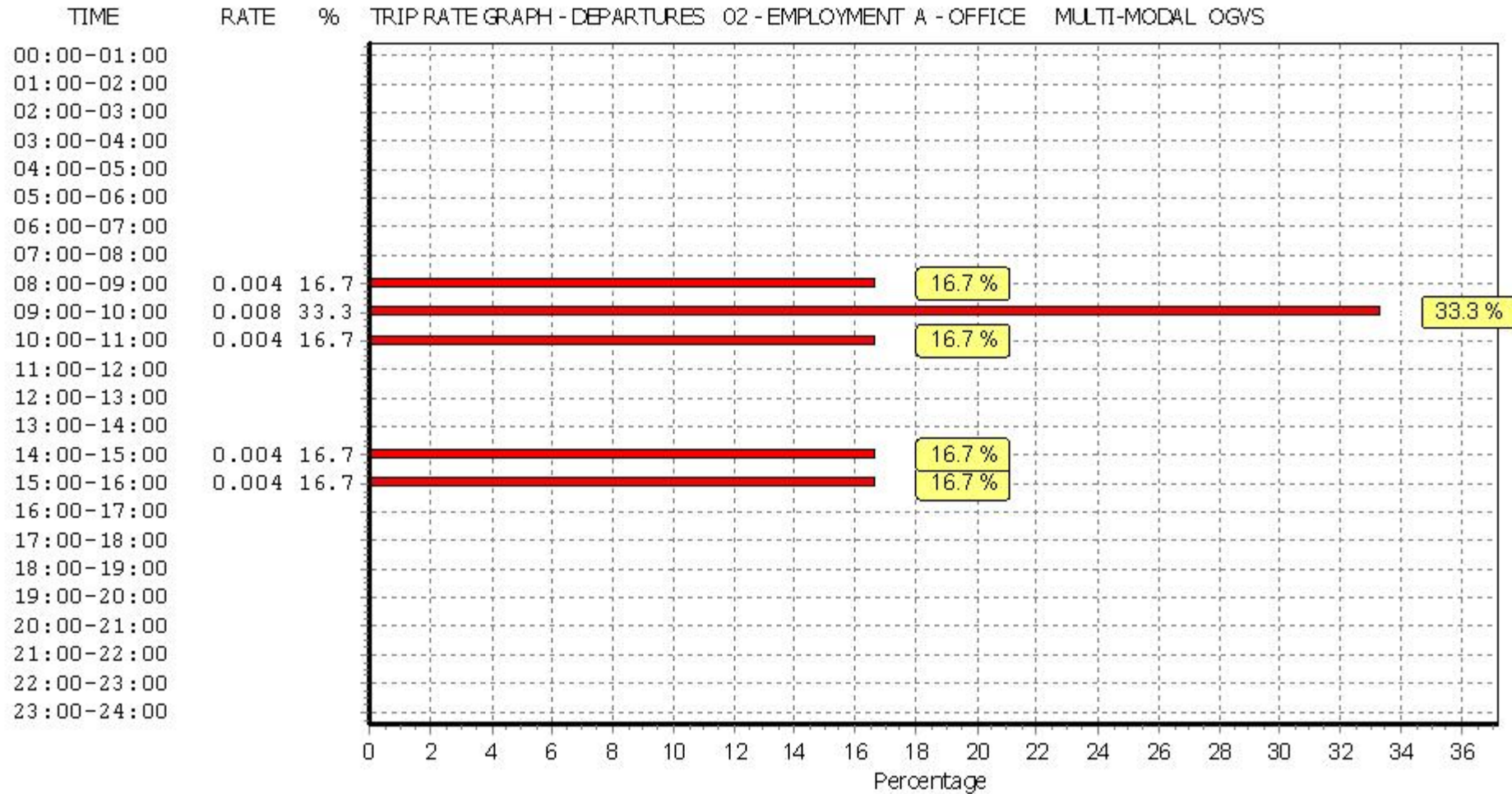
Parameter summary

Trip rate parameter range selected:	960 - 9000 (units: sqm)
Survey date date range:	01/01/06 - 17/10/13
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

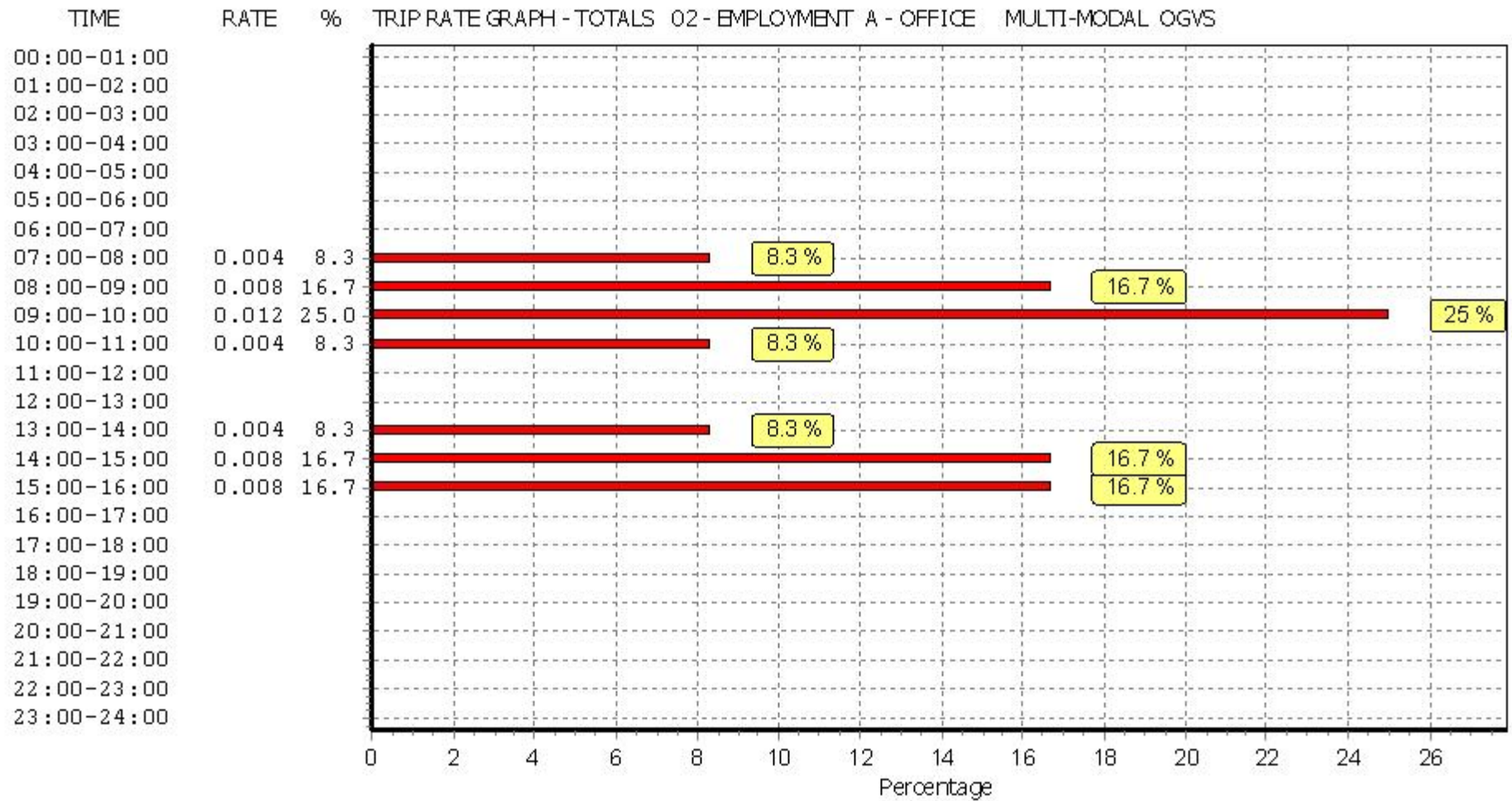
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	5262	0.000	5	5262	0.000	5	5262	0.000
07:30 - 08:00	5	5262	0.000	5	5262	0.000	5	5262	0.000
08:00 - 08:30	5	5262	0.000	5	5262	0.000	5	5262	0.000
08:30 - 09:00	5	5262	0.000	5	5262	0.000	5	5262	0.000
09:00 - 09:30	5	5262	0.000	5	5262	0.000	5	5262	0.000
09:30 - 10:00	5	5262	0.000	5	5262	0.000	5	5262	0.000
10:00 - 10:30	5	5262	0.000	5	5262	0.000	5	5262	0.000
10:30 - 11:00	5	5262	0.000	5	5262	0.000	5	5262	0.000
11:00 - 11:30	5	5262	0.000	5	5262	0.000	5	5262	0.000
11:30 - 12:00	5	5262	0.000	5	5262	0.000	5	5262	0.000
12:00 - 12:30	5	5262	0.000	5	5262	0.000	5	5262	0.000
12:30 - 13:00	5	5262	0.000	5	5262	0.000	5	5262	0.000
13:00 - 13:30	5	5262	0.000	5	5262	0.000	5	5262	0.000
13:30 - 14:00	5	5262	0.000	5	5262	0.000	5	5262	0.000
14:00 - 14:30	5	5262	0.000	5	5262	0.000	5	5262	0.000
14:30 - 15:00	5	5262	0.000	5	5262	0.000	5	5262	0.000
15:00 - 15:30	5	5262	0.000	5	5262	0.000	5	5262	0.000
15:30 - 16:00	5	5262	0.000	5	5262	0.000	5	5262	0.000
16:00 - 16:30	5	5262	0.000	5	5262	0.000	5	5262	0.000
16:30 - 17:00	5	5262	0.000	5	5262	0.000	5	5262	0.000
17:00 - 17:30	5	5262	0.000	5	5262	0.000	5	5262	0.000
17:30 - 18:00	5	5262	0.000	5	5262	0.000	5	5262	0.000
18:00 - 18:30	5	5262	0.000	5	5262	0.000	5	5262	0.000
18:30 - 19:00	5	5262	0.000	5	5262	0.000	5	5262	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			0.000			0.000

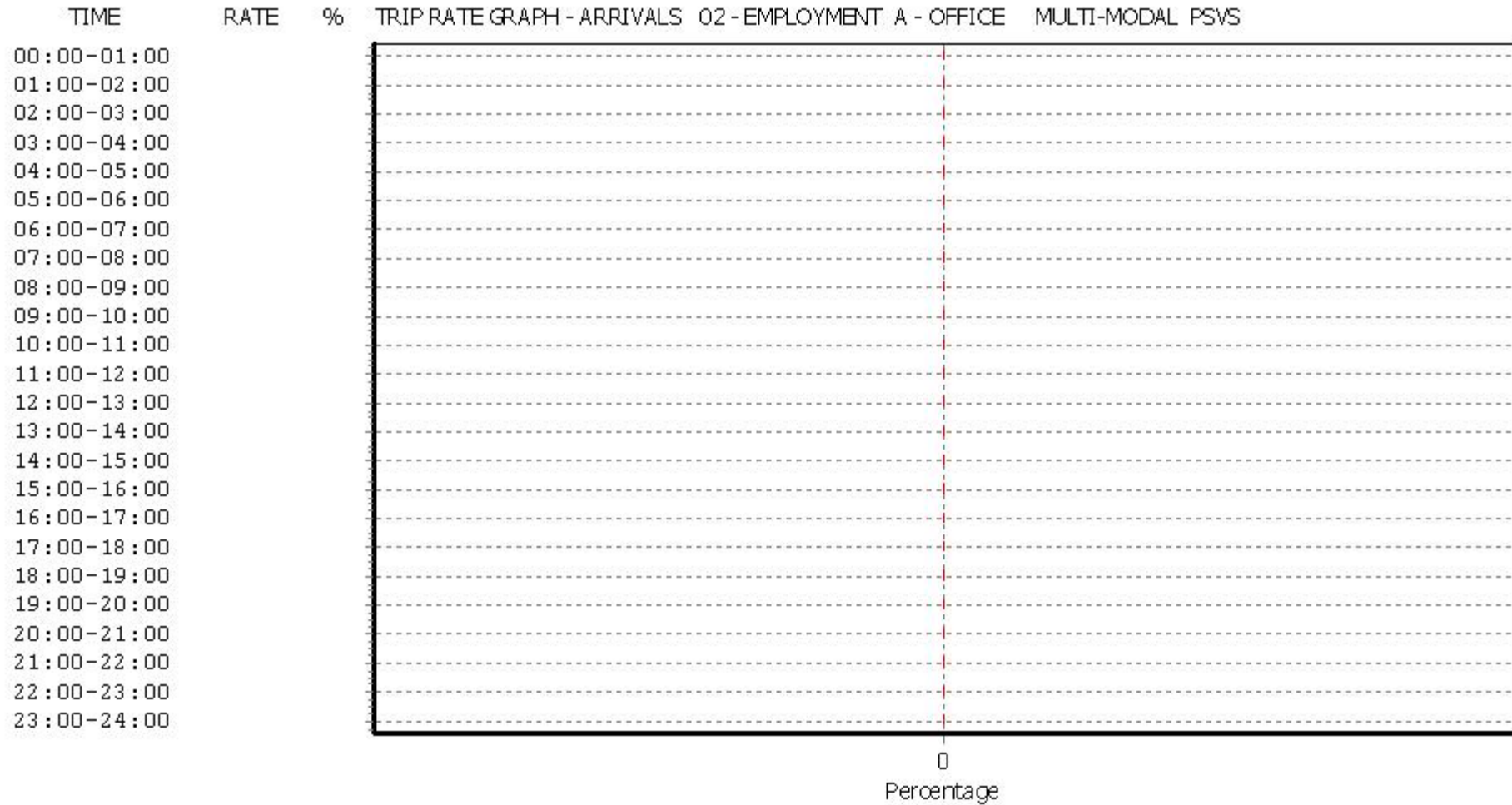
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

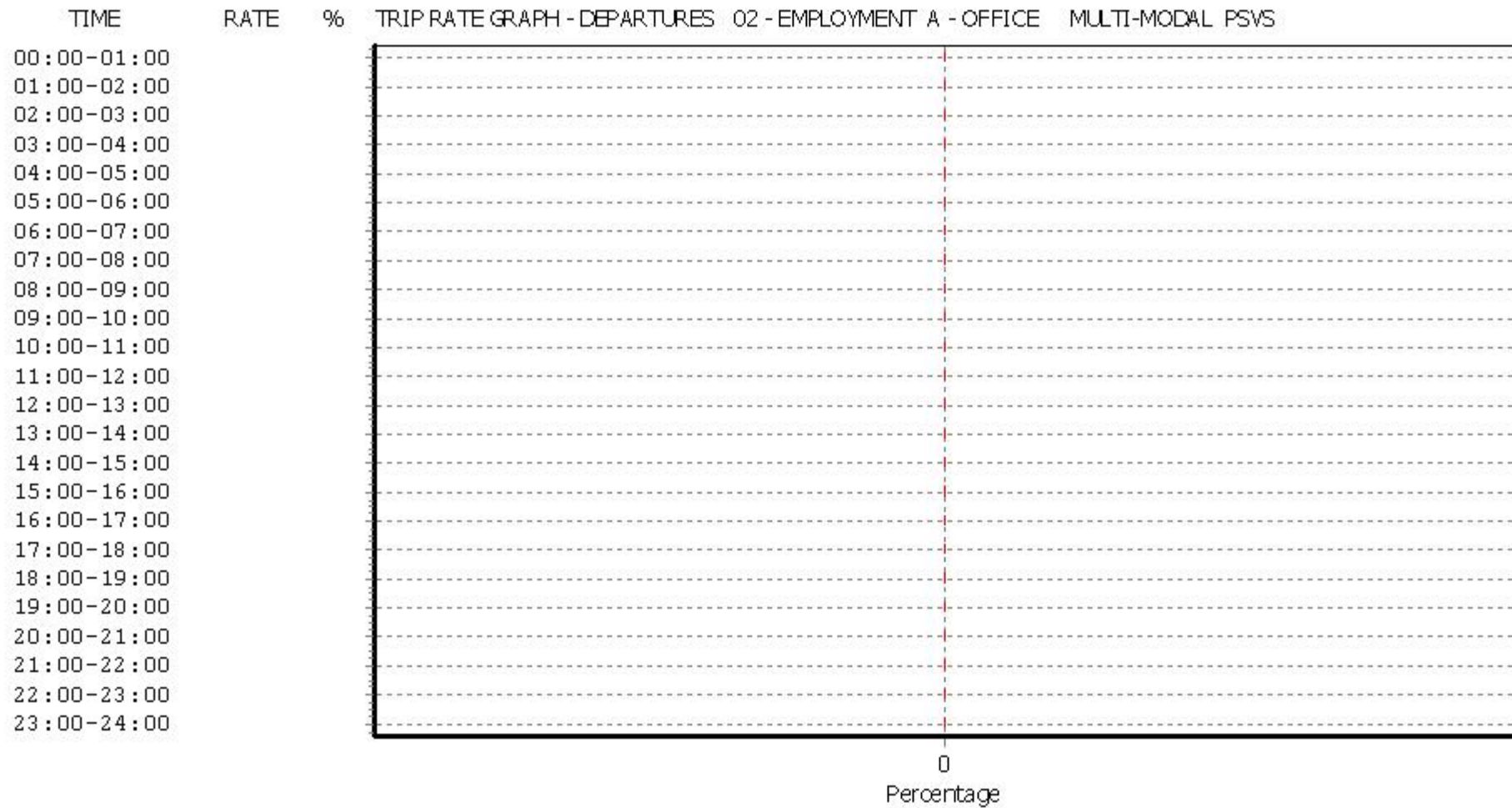
Parameter summary

Trip rate parameter range selected:	960 - 9000 (units: sqm)
Survey date date range:	01/01/06 - 17/10/13
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

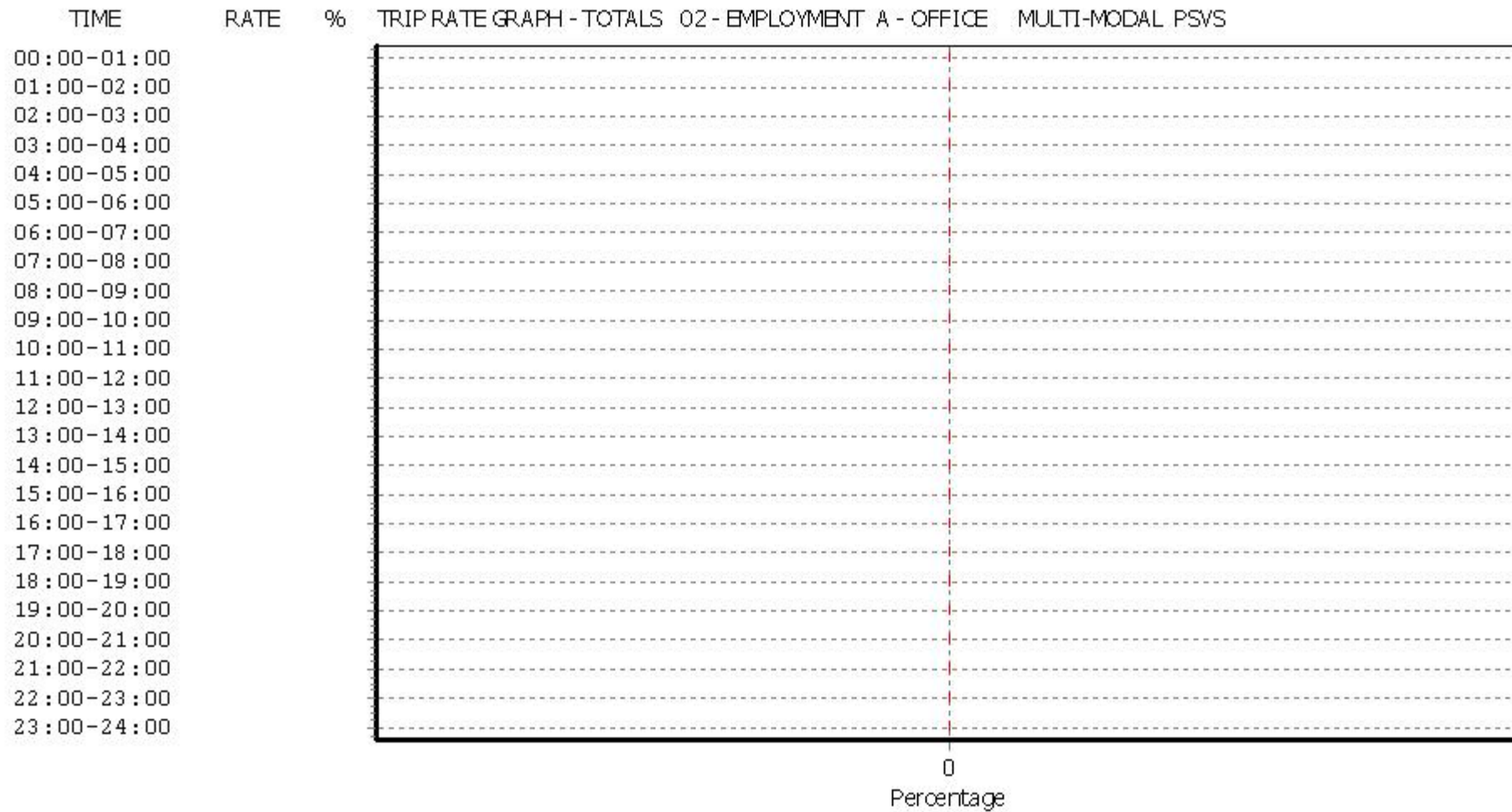
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	5262	0.000	5	5262	0.000	5	5262	0.000
07:30 - 08:00	5	5262	0.004	5	5262	0.000	5	5262	0.004
08:00 - 08:30	5	5262	0.008	5	5262	0.000	5	5262	0.008
08:30 - 09:00	5	5262	0.004	5	5262	0.000	5	5262	0.004
09:00 - 09:30	5	5262	0.004	5	5262	0.000	5	5262	0.004
09:30 - 10:00	5	5262	0.004	5	5262	0.000	5	5262	0.004
10:00 - 10:30	5	5262	0.011	5	5262	0.004	5	5262	0.015
10:30 - 11:00	5	5262	0.011	5	5262	0.015	5	5262	0.026
11:00 - 11:30	5	5262	0.008	5	5262	0.008	5	5262	0.016
11:30 - 12:00	5	5262	0.004	5	5262	0.004	5	5262	0.008
12:00 - 12:30	5	5262	0.008	5	5262	0.004	5	5262	0.012
12:30 - 13:00	5	5262	0.000	5	5262	0.004	5	5262	0.004
13:00 - 13:30	5	5262	0.004	5	5262	0.000	5	5262	0.004
13:30 - 14:00	5	5262	0.000	5	5262	0.008	5	5262	0.008
14:00 - 14:30	5	5262	0.000	5	5262	0.000	5	5262	0.000
14:30 - 15:00	5	5262	0.000	5	5262	0.000	5	5262	0.000
15:00 - 15:30	5	5262	0.004	5	5262	0.004	5	5262	0.008
15:30 - 16:00	5	5262	0.004	5	5262	0.000	5	5262	0.004
16:00 - 16:30	5	5262	0.000	5	5262	0.004	5	5262	0.004
16:30 - 17:00	5	5262	0.004	5	5262	0.008	5	5262	0.012
17:00 - 17:30	5	5262	0.000	5	5262	0.015	5	5262	0.015
17:30 - 18:00	5	5262	0.000	5	5262	0.004	5	5262	0.004
18:00 - 18:30	5	5262	0.000	5	5262	0.000	5	5262	0.000
18:30 - 19:00	5	5262	0.000	5	5262	0.000	5	5262	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.082			0.082			0.164

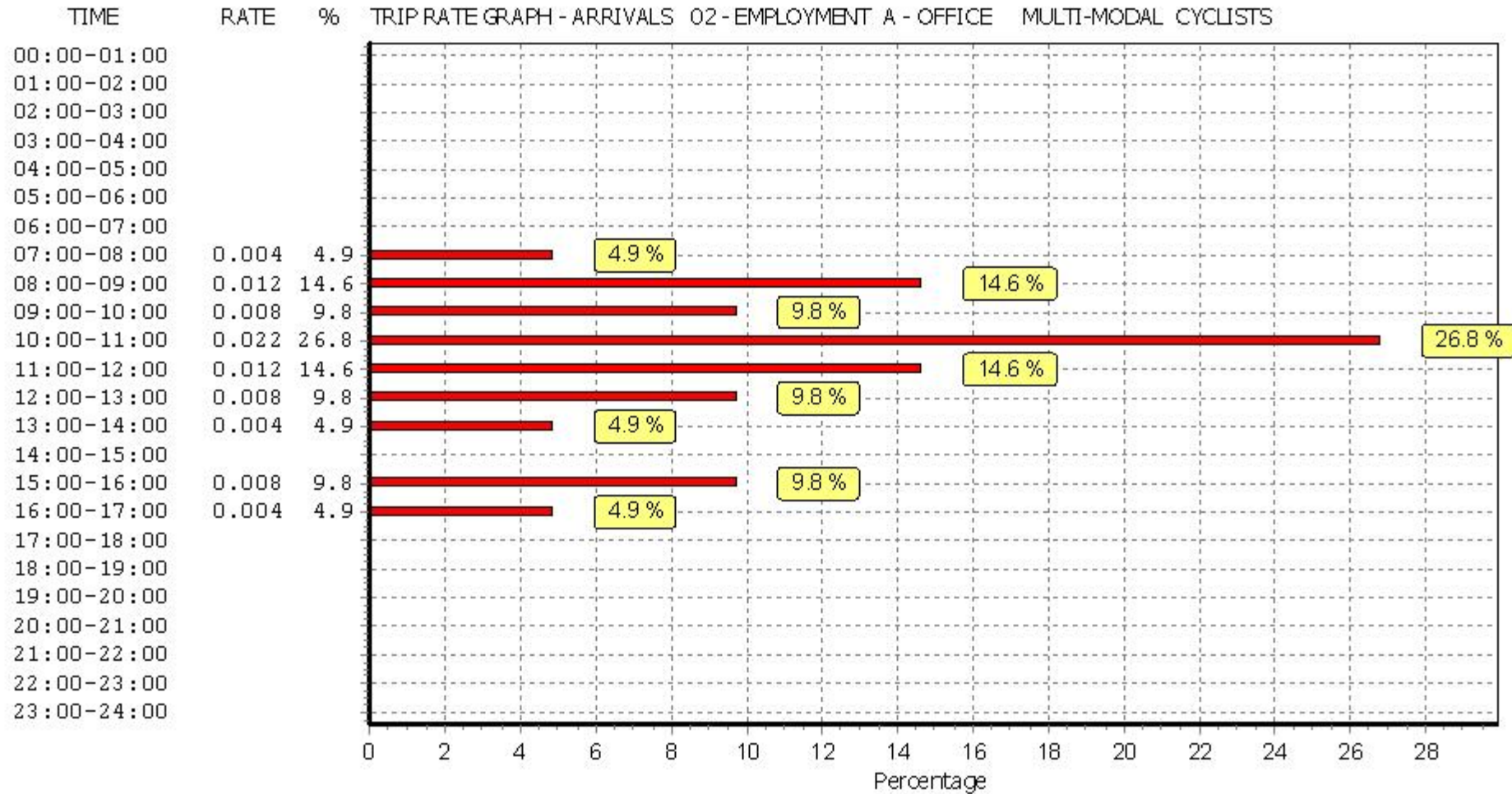
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

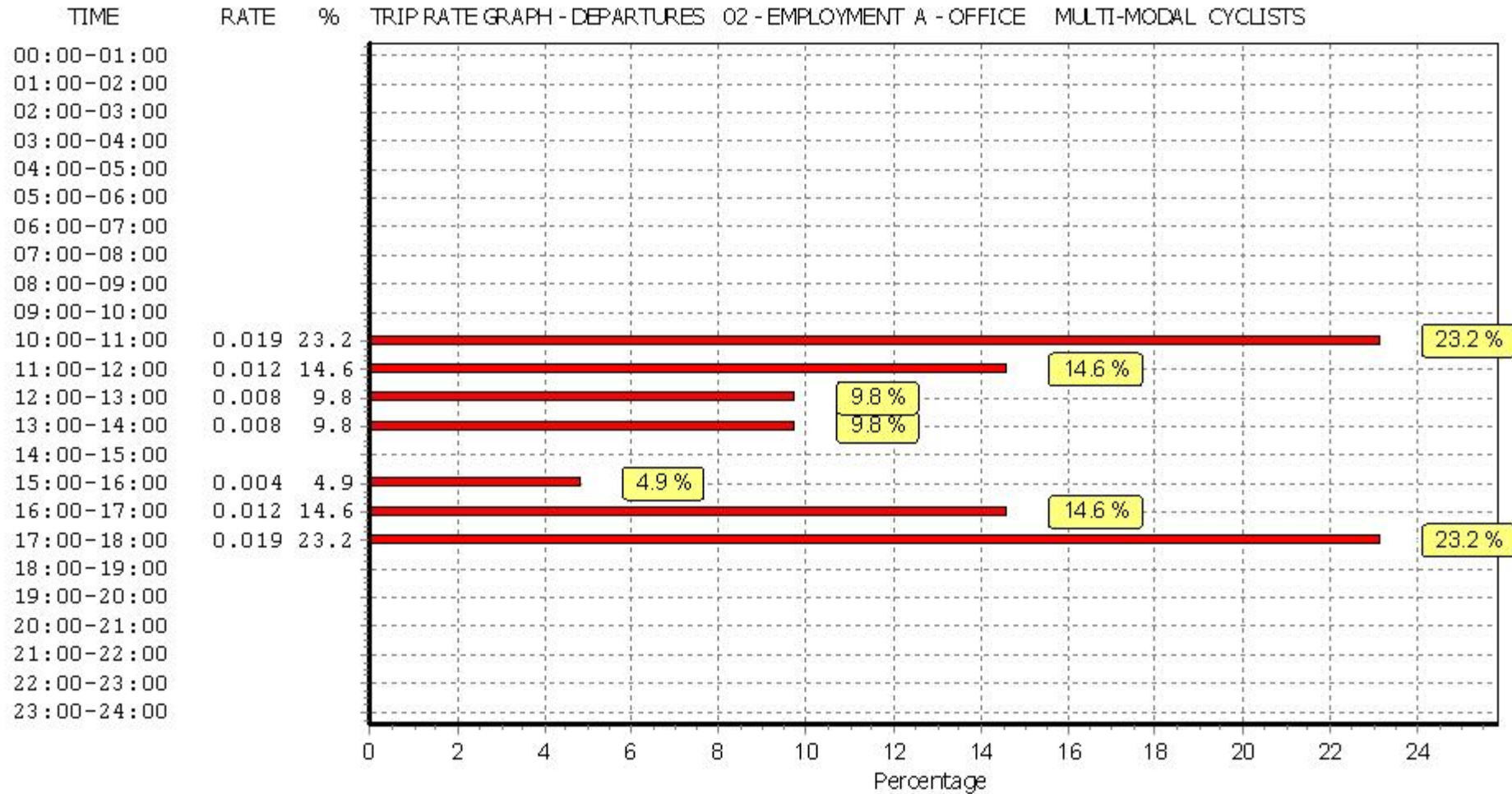
Parameter summary

Trip rate parameter range selected:	960 - 9000 (units: sqm)
Survey date date range:	01/01/06 - 17/10/13
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

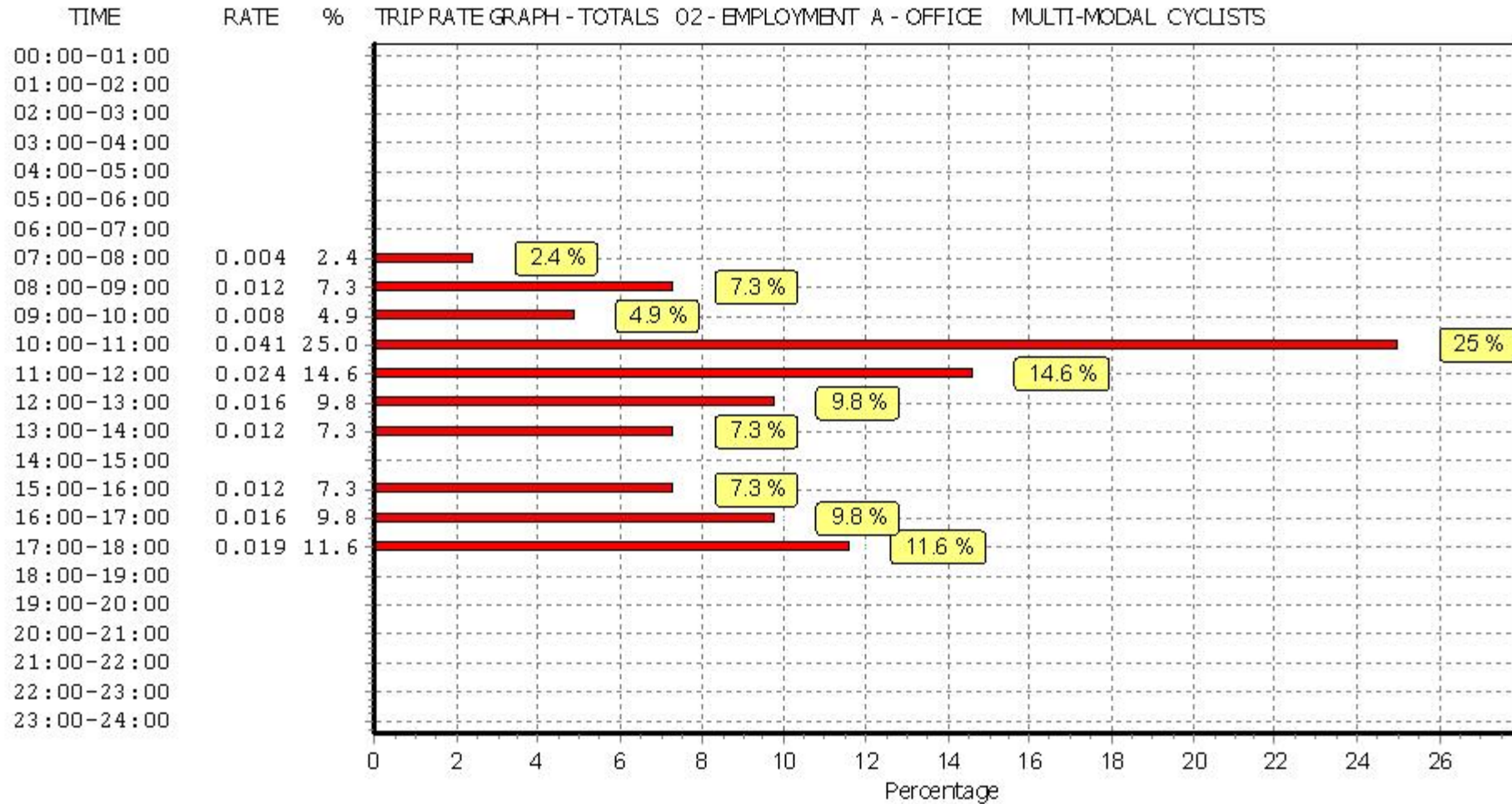
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	5262	0.163	5	5262	0.011	5	5262	0.174
07:30 - 08:00	5	5262	0.293	5	5262	0.004	5	5262	0.297
08:00 - 08:30	5	5262	0.566	5	5262	0.049	5	5262	0.615
08:30 - 09:00	5	5262	0.559	5	5262	0.061	5	5262	0.620
09:00 - 09:30	5	5262	0.308	5	5262	0.072	5	5262	0.380
09:30 - 10:00	5	5262	0.266	5	5262	0.091	5	5262	0.357
10:00 - 10:30	5	5262	0.186	5	5262	0.080	5	5262	0.266
10:30 - 11:00	5	5262	0.163	5	5262	0.114	5	5262	0.277
11:00 - 11:30	5	5262	0.080	5	5262	0.144	5	5262	0.224
11:30 - 12:00	5	5262	0.080	5	5262	0.118	5	5262	0.198
12:00 - 12:30	5	5262	0.106	5	5262	0.087	5	5262	0.193
12:30 - 13:00	5	5262	0.103	5	5262	0.065	5	5262	0.168
13:00 - 13:30	5	5262	0.133	5	5262	0.099	5	5262	0.232
13:30 - 14:00	5	5262	0.087	5	5262	0.122	5	5262	0.209
14:00 - 14:30	5	5262	0.061	5	5262	0.057	5	5262	0.118
14:30 - 15:00	5	5262	0.068	5	5262	0.103	5	5262	0.171
15:00 - 15:30	5	5262	0.091	5	5262	0.106	5	5262	0.197
15:30 - 16:00	5	5262	0.042	5	5262	0.190	5	5262	0.232
16:00 - 16:30	5	5262	0.095	5	5262	0.498	5	5262	0.593
16:30 - 17:00	5	5262	0.034	5	5262	0.277	5	5262	0.311
17:00 - 17:30	5	5262	0.034	5	5262	0.715	5	5262	0.749
17:30 - 18:00	5	5262	0.000	5	5262	0.258	5	5262	0.258
18:00 - 18:30	5	5262	0.008	5	5262	0.099	5	5262	0.107
18:30 - 19:00	5	5262	0.004	5	5262	0.061	5	5262	0.065
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			3.530			3.481			7.011

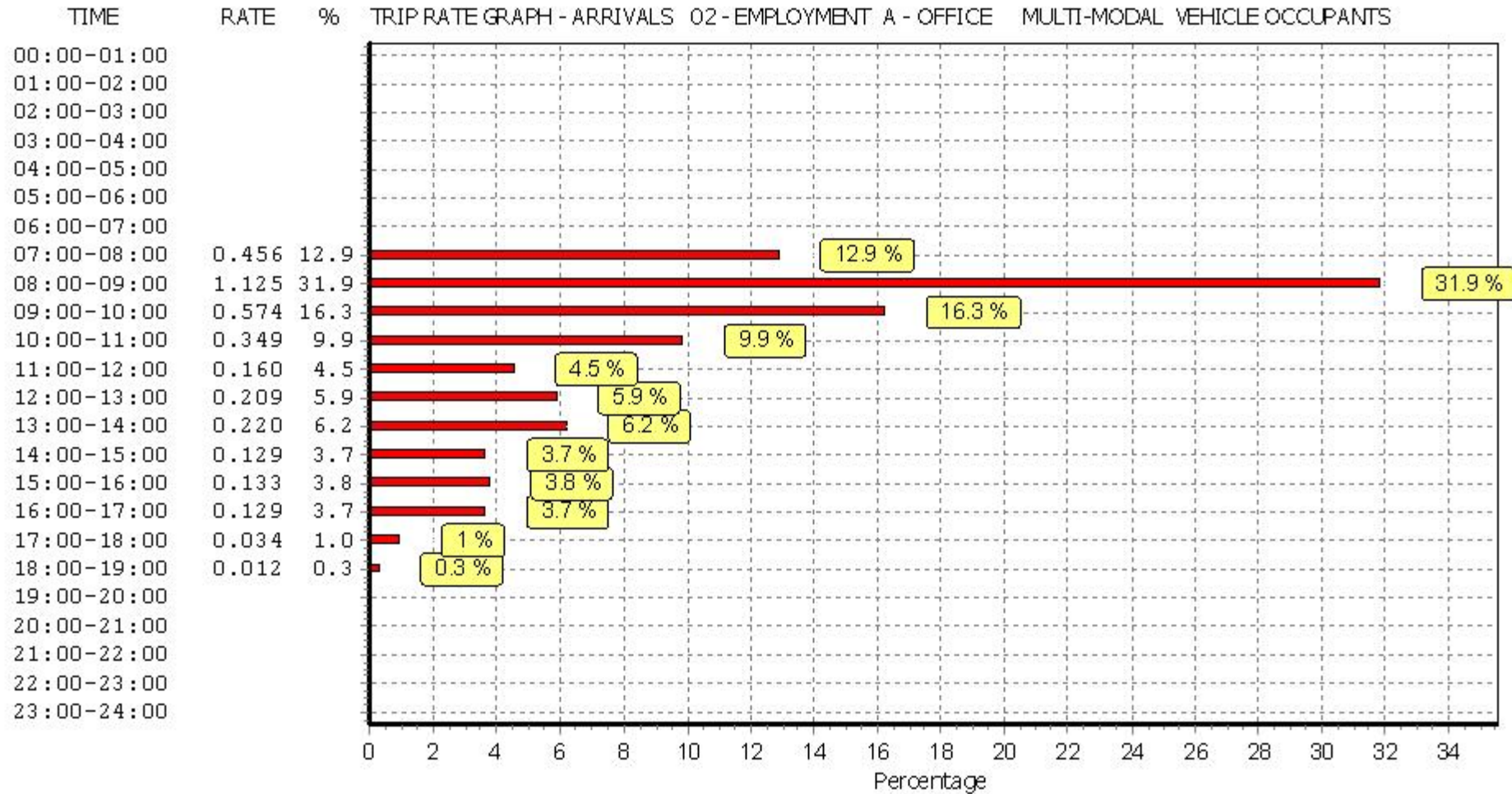
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

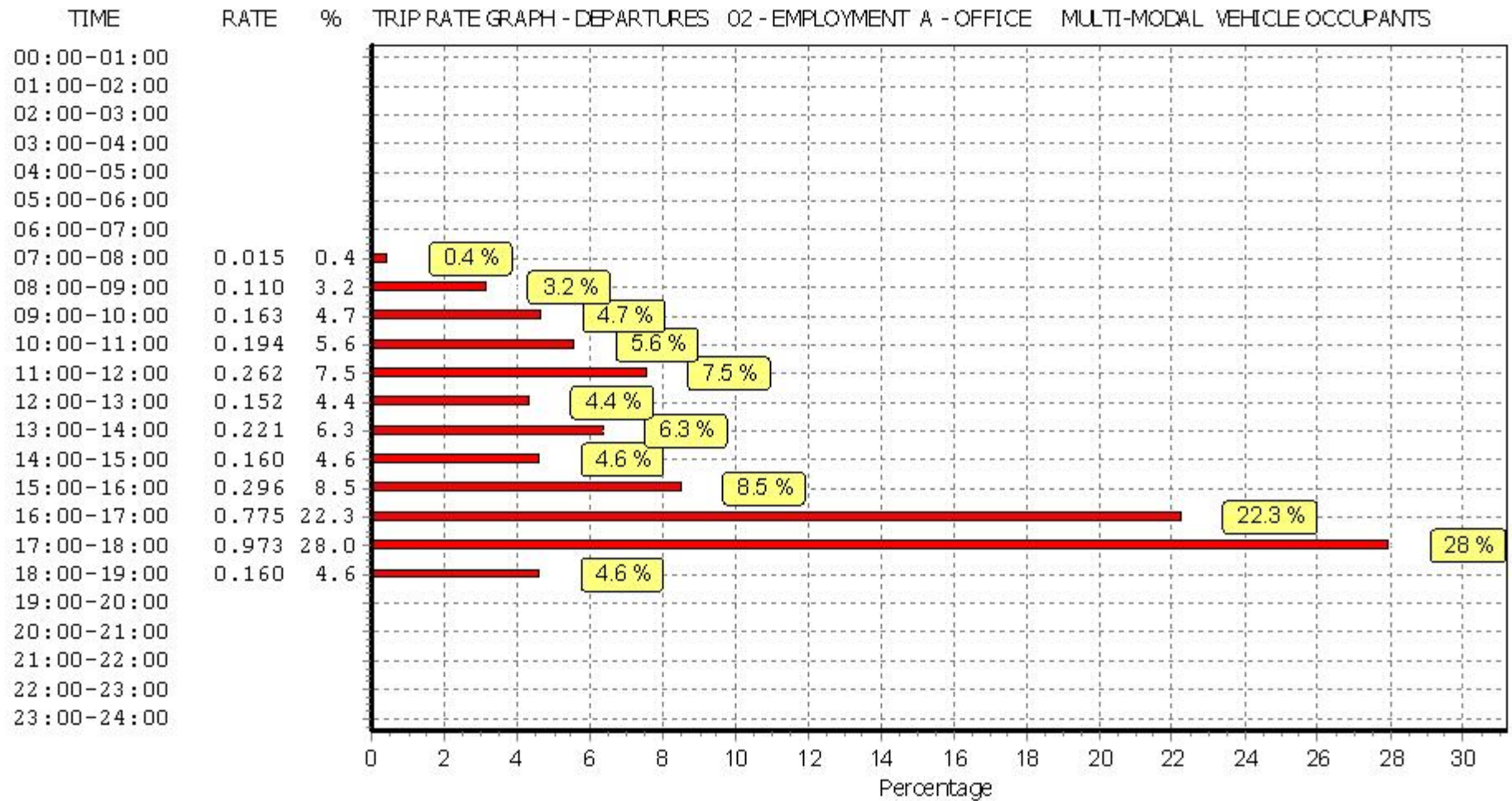
Parameter summary

Trip rate parameter range selected:	960 - 9000 (units: sqm)
Survey date date range:	01/01/06 - 17/10/13
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

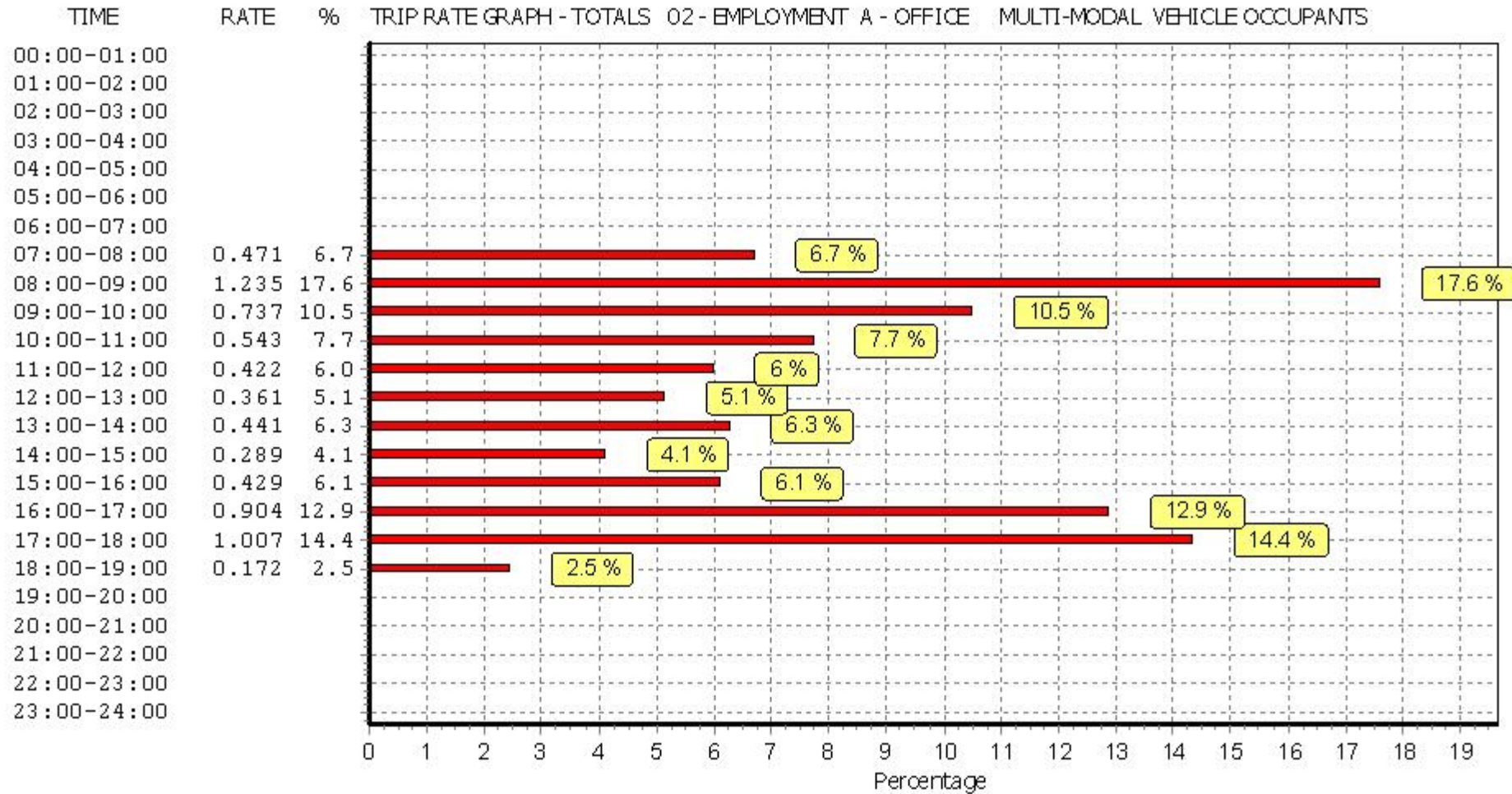
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	5262	0.027	5	5262	0.011	5	5262	0.038
07:30 - 08:00	5	5262	0.046	5	5262	0.004	5	5262	0.050
08:00 - 08:30	5	5262	0.182	5	5262	0.068	5	5262	0.250
08:30 - 09:00	5	5262	0.186	5	5262	0.072	5	5262	0.258
09:00 - 09:30	5	5262	0.190	5	5262	0.141	5	5262	0.331
09:30 - 10:00	5	5262	0.106	5	5262	0.156	5	5262	0.262
10:00 - 10:30	5	5262	0.167	5	5262	0.194	5	5262	0.361
10:30 - 11:00	5	5262	0.137	5	5262	0.163	5	5262	0.300
11:00 - 11:30	5	5262	0.224	5	5262	0.217	5	5262	0.441
11:30 - 12:00	5	5262	0.186	5	5262	0.251	5	5262	0.437
12:00 - 12:30	5	5262	0.593	5	5262	1.003	5	5262	1.596
12:30 - 13:00	5	5262	0.874	5	5262	1.144	5	5262	2.018
13:00 - 13:30	5	5262	1.448	5	5262	1.121	5	5262	2.569
13:30 - 14:00	5	5262	1.022	5	5262	0.711	5	5262	1.733
14:00 - 14:30	5	5262	0.639	5	5262	0.433	5	5262	1.072
14:30 - 15:00	5	5262	0.236	5	5262	0.243	5	5262	0.479
15:00 - 15:30	5	5262	0.338	5	5262	0.403	5	5262	0.741
15:30 - 16:00	5	5262	0.258	5	5262	0.224	5	5262	0.482
16:00 - 16:30	5	5262	0.144	5	5262	0.141	5	5262	0.285
16:30 - 17:00	5	5262	0.053	5	5262	0.110	5	5262	0.163
17:00 - 17:30	5	5262	0.053	5	5262	0.179	5	5262	0.232
17:30 - 18:00	5	5262	0.023	5	5262	0.091	5	5262	0.114
18:00 - 18:30	5	5262	0.011	5	5262	0.038	5	5262	0.049
18:30 - 19:00	5	5262	0.011	5	5262	0.019	5	5262	0.030
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			7.154			7.137			14.291

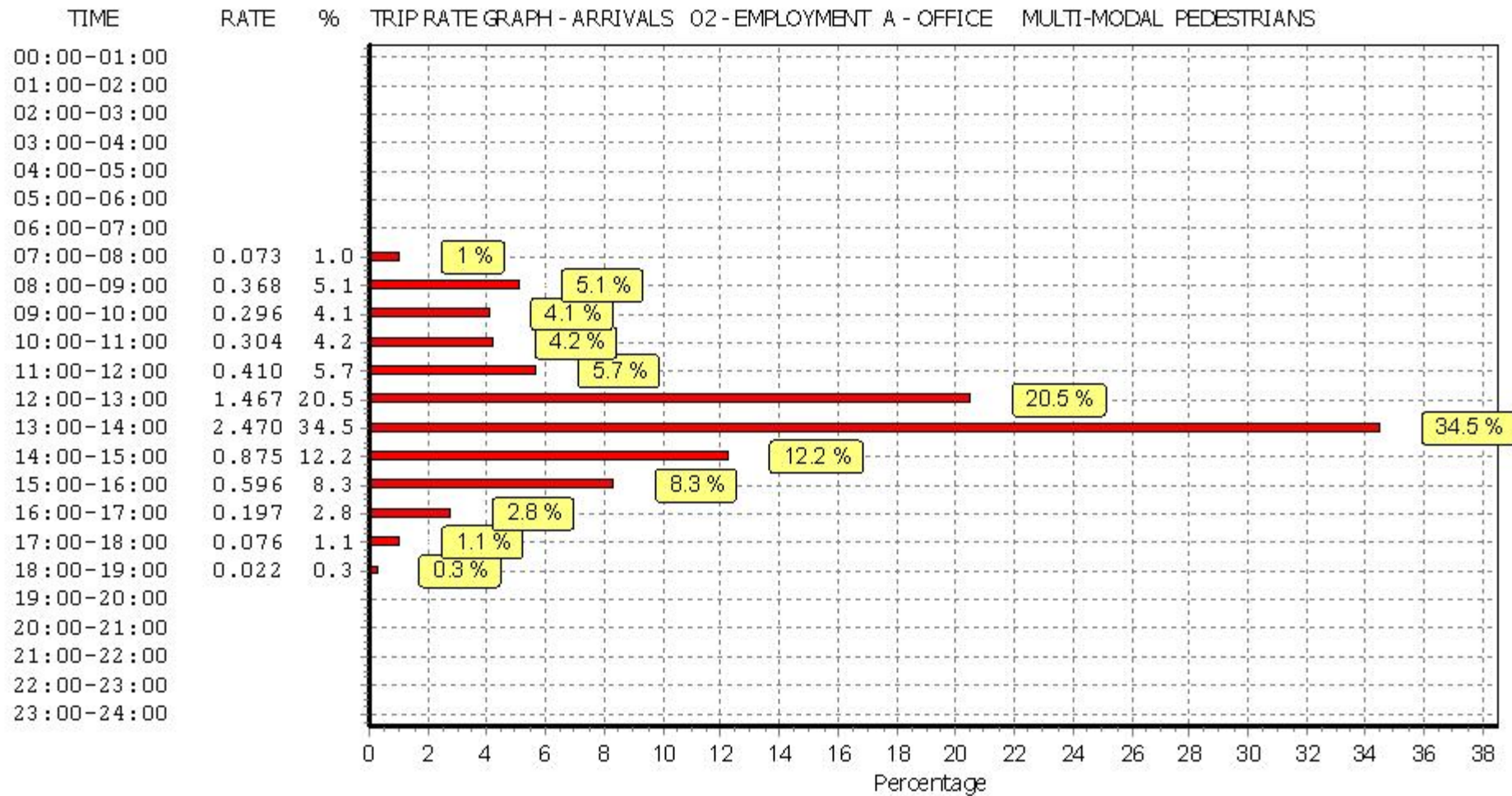
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

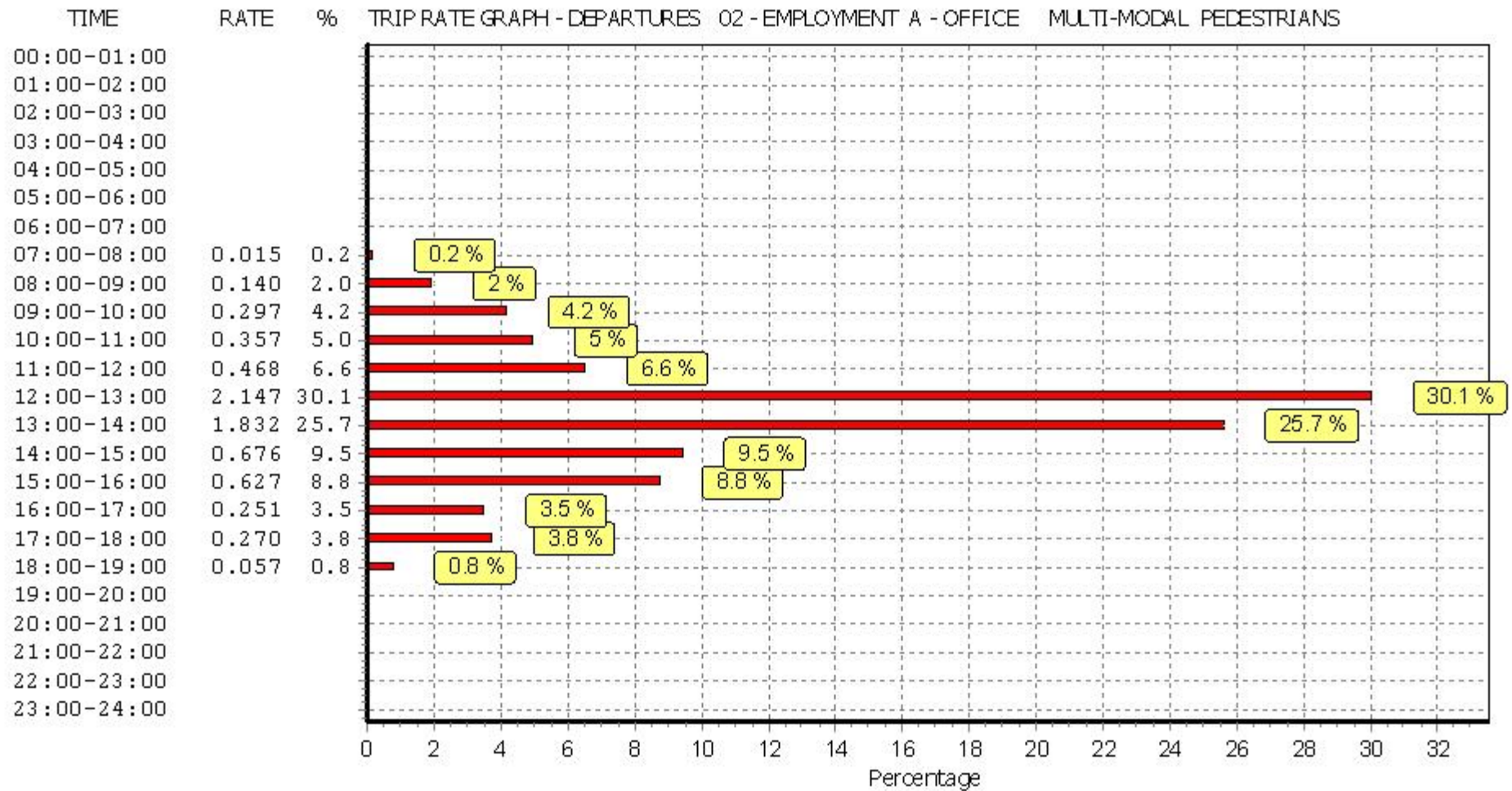
Parameter summary

Trip rate parameter range selected:	960 - 9000 (units: sqm)
Survey date date range:	01/01/06 - 17/10/13
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

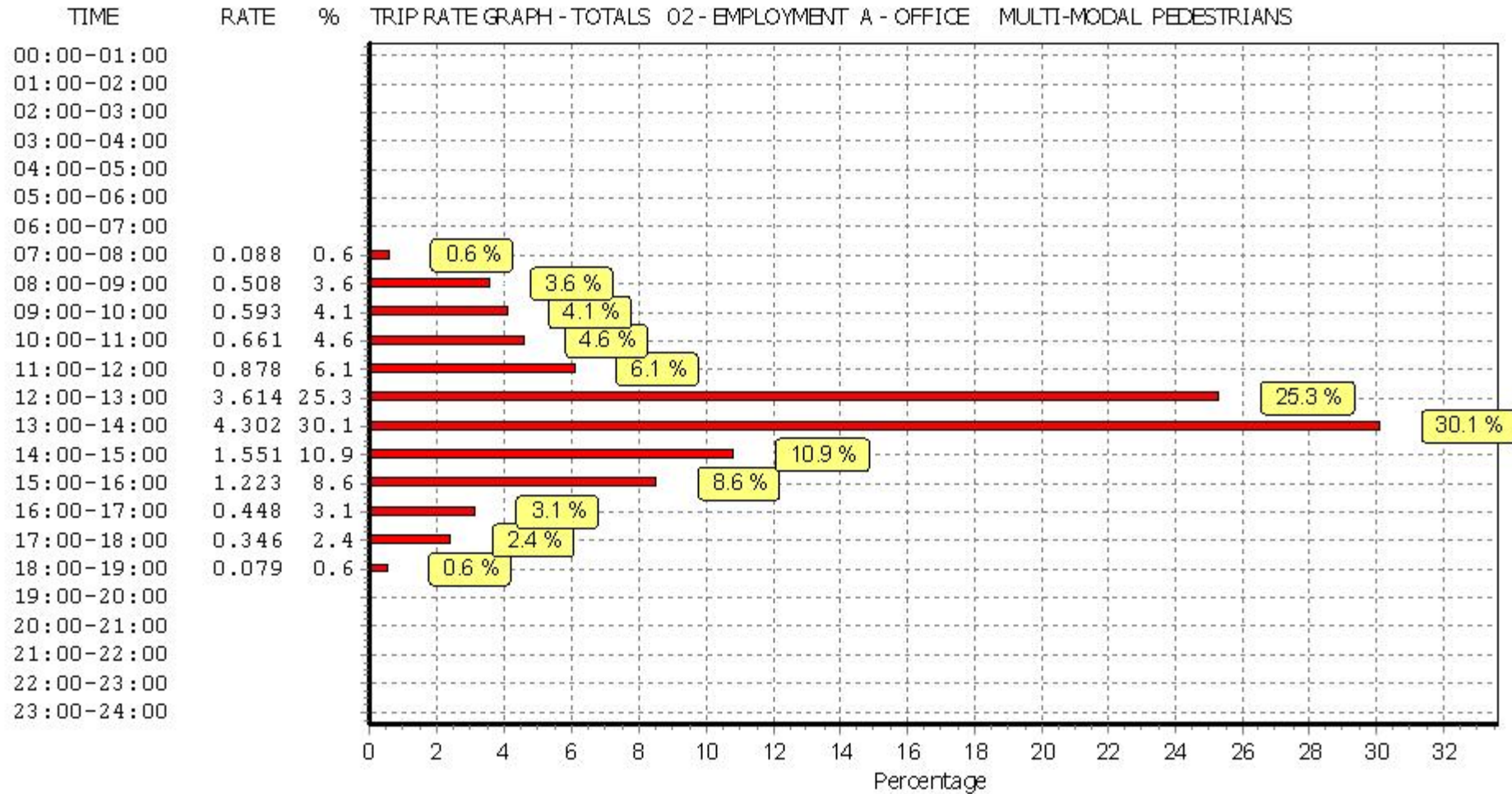
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	5262	0.049	5	5262	0.000	5	5262	0.049
07:30 - 08:00	5	5262	0.220	5	5262	0.004	5	5262	0.224
08:00 - 08:30	5	5262	0.395	5	5262	0.011	5	5262	0.406
08:30 - 09:00	5	5262	0.764	5	5262	0.030	5	5262	0.794
09:00 - 09:30	5	5262	0.289	5	5262	0.019	5	5262	0.308
09:30 - 10:00	5	5262	0.084	5	5262	0.004	5	5262	0.088
10:00 - 10:30	5	5262	0.053	5	5262	0.023	5	5262	0.076
10:30 - 11:00	5	5262	0.038	5	5262	0.030	5	5262	0.068
11:00 - 11:30	5	5262	0.038	5	5262	0.038	5	5262	0.076
11:30 - 12:00	5	5262	0.030	5	5262	0.027	5	5262	0.057
12:00 - 12:30	5	5262	0.034	5	5262	0.061	5	5262	0.095
12:30 - 13:00	5	5262	0.046	5	5262	0.011	5	5262	0.057
13:00 - 13:30	5	5262	0.065	5	5262	0.065	5	5262	0.130
13:30 - 14:00	5	5262	0.015	5	5262	0.015	5	5262	0.030
14:00 - 14:30	5	5262	0.019	5	5262	0.023	5	5262	0.042
14:30 - 15:00	5	5262	0.023	5	5262	0.027	5	5262	0.050
15:00 - 15:30	5	5262	0.015	5	5262	0.057	5	5262	0.072
15:30 - 16:00	5	5262	0.015	5	5262	0.087	5	5262	0.102
16:00 - 16:30	5	5262	0.019	5	5262	0.274	5	5262	0.293
16:30 - 17:00	5	5262	0.004	5	5262	0.258	5	5262	0.262
17:00 - 17:30	5	5262	0.000	5	5262	0.821	5	5262	0.821
17:30 - 18:00	5	5262	0.000	5	5262	0.182	5	5262	0.182
18:00 - 18:30	5	5262	0.000	5	5262	0.057	5	5262	0.057
18:30 - 19:00	5	5262	0.000	5	5262	0.030	5	5262	0.030
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.215			2.154			4.369

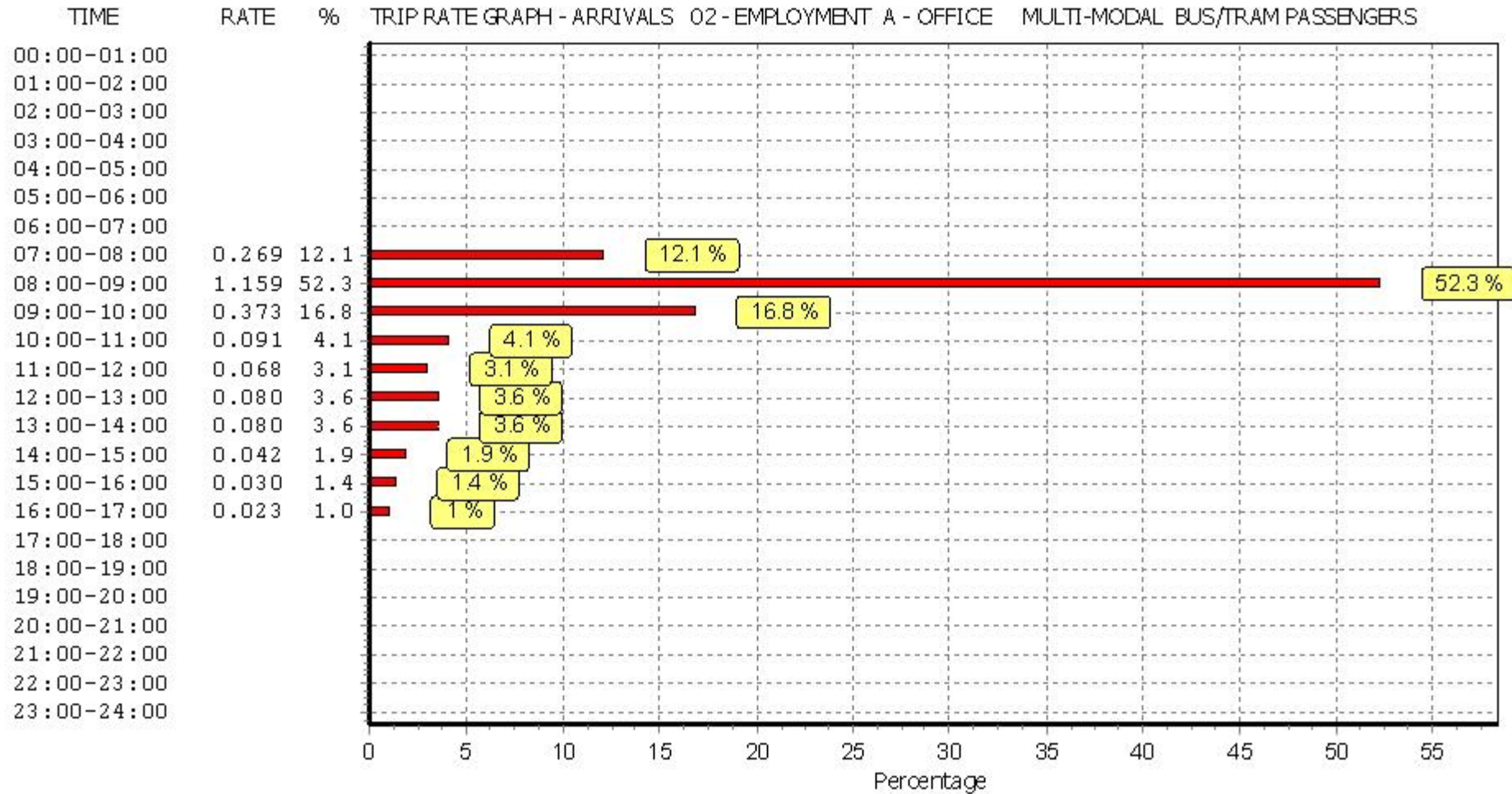
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

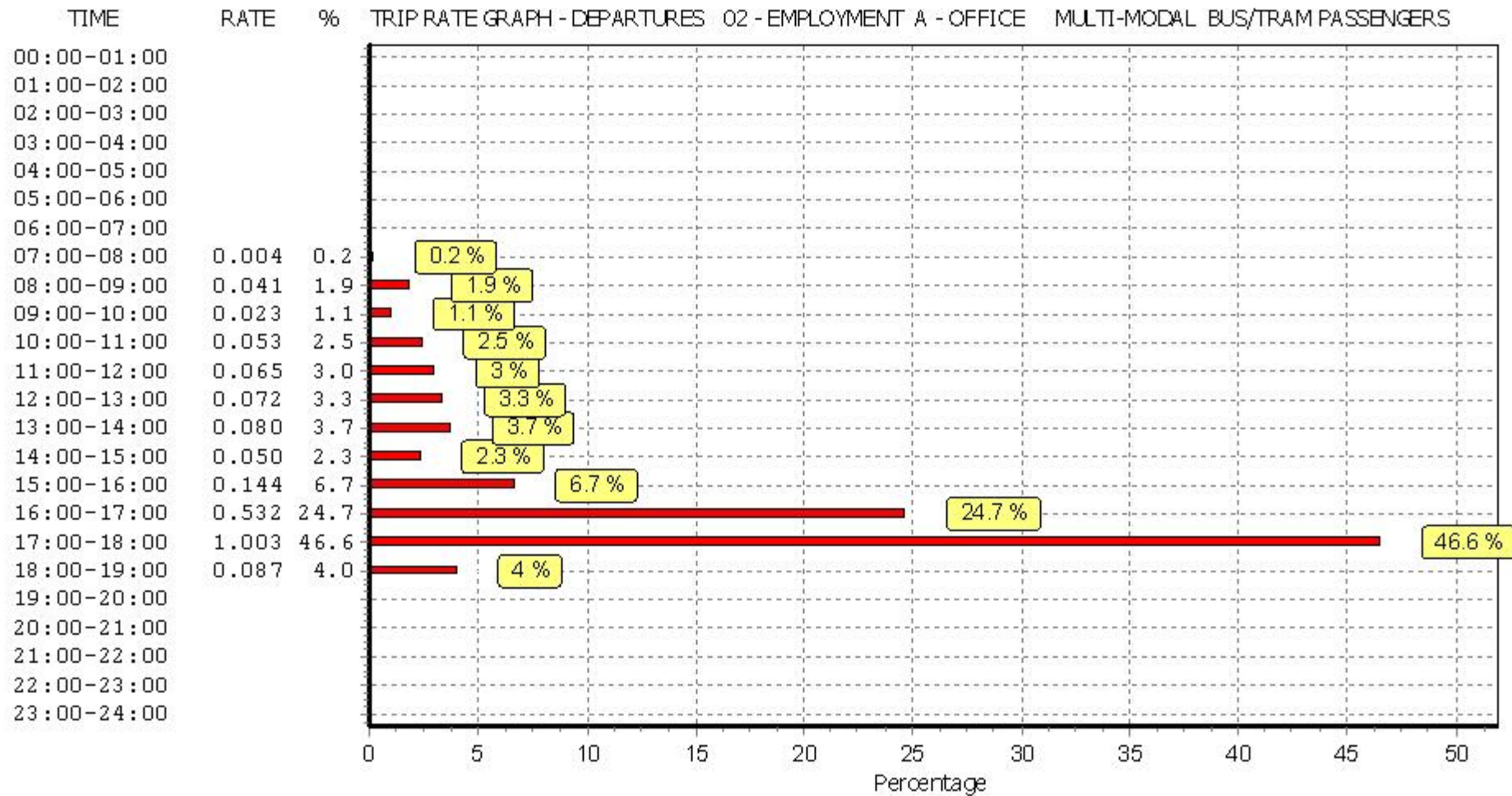
Parameter summary

Trip rate parameter range selected:	960 - 9000 (units: sqm)
Survey date date range:	01/01/06 - 17/10/13
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

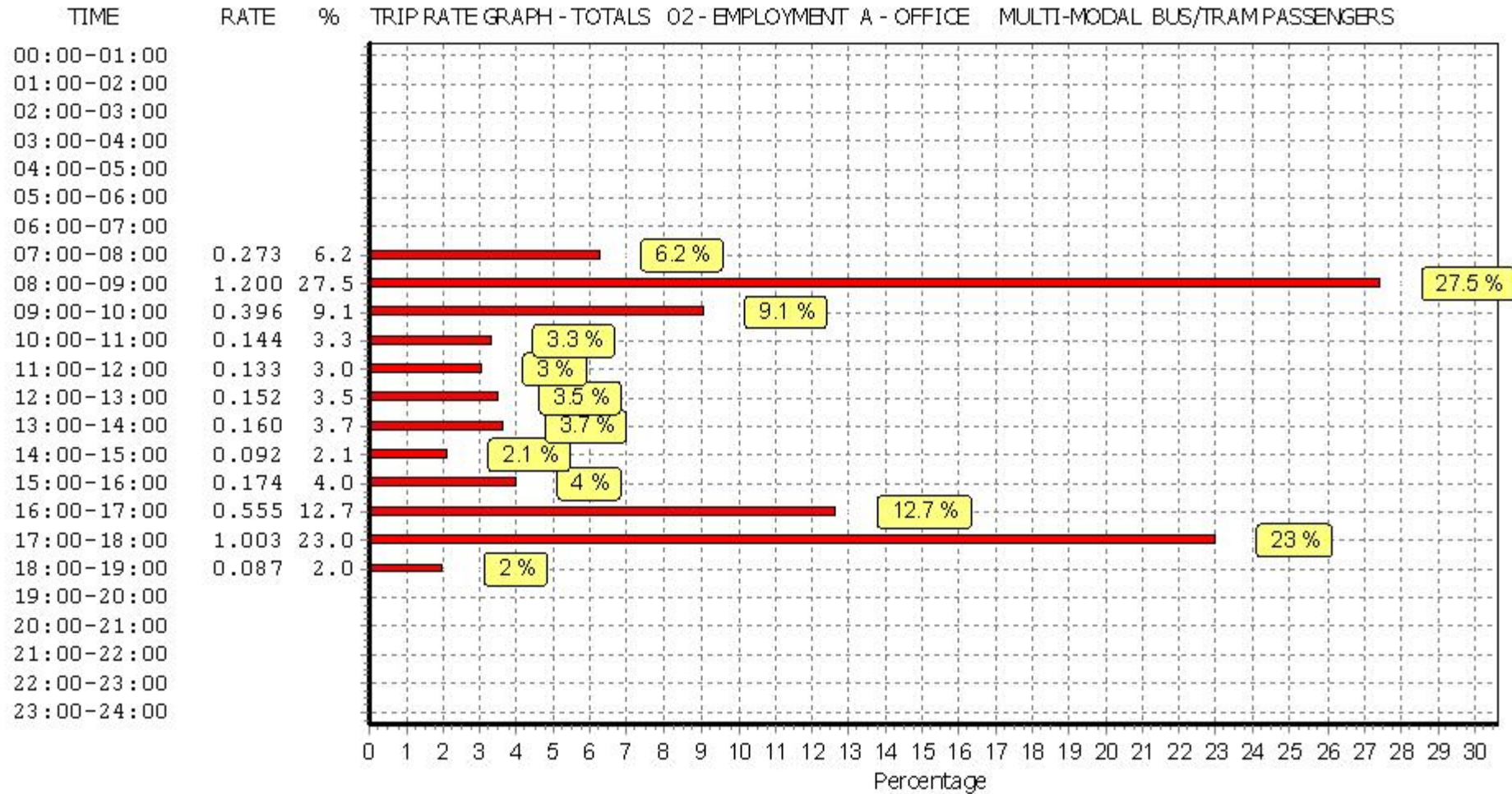
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	5262	0.053	5	5262	0.000	5	5262	0.053
07:30 - 08:00	5	5262	0.156	5	5262	0.000	5	5262	0.156
08:00 - 08:30	5	5262	0.403	5	5262	0.004	5	5262	0.407
08:30 - 09:00	5	5262	0.544	5	5262	0.000	5	5262	0.544
09:00 - 09:30	5	5262	0.380	5	5262	0.004	5	5262	0.384
09:30 - 10:00	5	5262	0.087	5	5262	0.057	5	5262	0.144
10:00 - 10:30	5	5262	0.042	5	5262	0.008	5	5262	0.050
10:30 - 11:00	5	5262	0.023	5	5262	0.015	5	5262	0.038
11:00 - 11:30	5	5262	0.023	5	5262	0.000	5	5262	0.023
11:30 - 12:00	5	5262	0.011	5	5262	0.008	5	5262	0.019
12:00 - 12:30	5	5262	0.008	5	5262	0.046	5	5262	0.054
12:30 - 13:00	5	5262	0.023	5	5262	0.015	5	5262	0.038
13:00 - 13:30	5	5262	0.004	5	5262	0.008	5	5262	0.012
13:30 - 14:00	5	5262	0.000	5	5262	0.000	5	5262	0.000
14:00 - 14:30	5	5262	0.008	5	5262	0.000	5	5262	0.008
14:30 - 15:00	5	5262	0.004	5	5262	0.011	5	5262	0.015
15:00 - 15:30	5	5262	0.004	5	5262	0.118	5	5262	0.122
15:30 - 16:00	5	5262	0.000	5	5262	0.190	5	5262	0.190
16:00 - 16:30	5	5262	0.000	5	5262	0.304	5	5262	0.304
16:30 - 17:00	5	5262	0.000	5	5262	0.296	5	5262	0.296
17:00 - 17:30	5	5262	0.000	5	5262	0.540	5	5262	0.540
17:30 - 18:00	5	5262	0.004	5	5262	0.114	5	5262	0.118
18:00 - 18:30	5	5262	0.000	5	5262	0.042	5	5262	0.042
18:30 - 19:00	5	5262	0.000	5	5262	0.011	5	5262	0.011
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.777			1.791			3.568

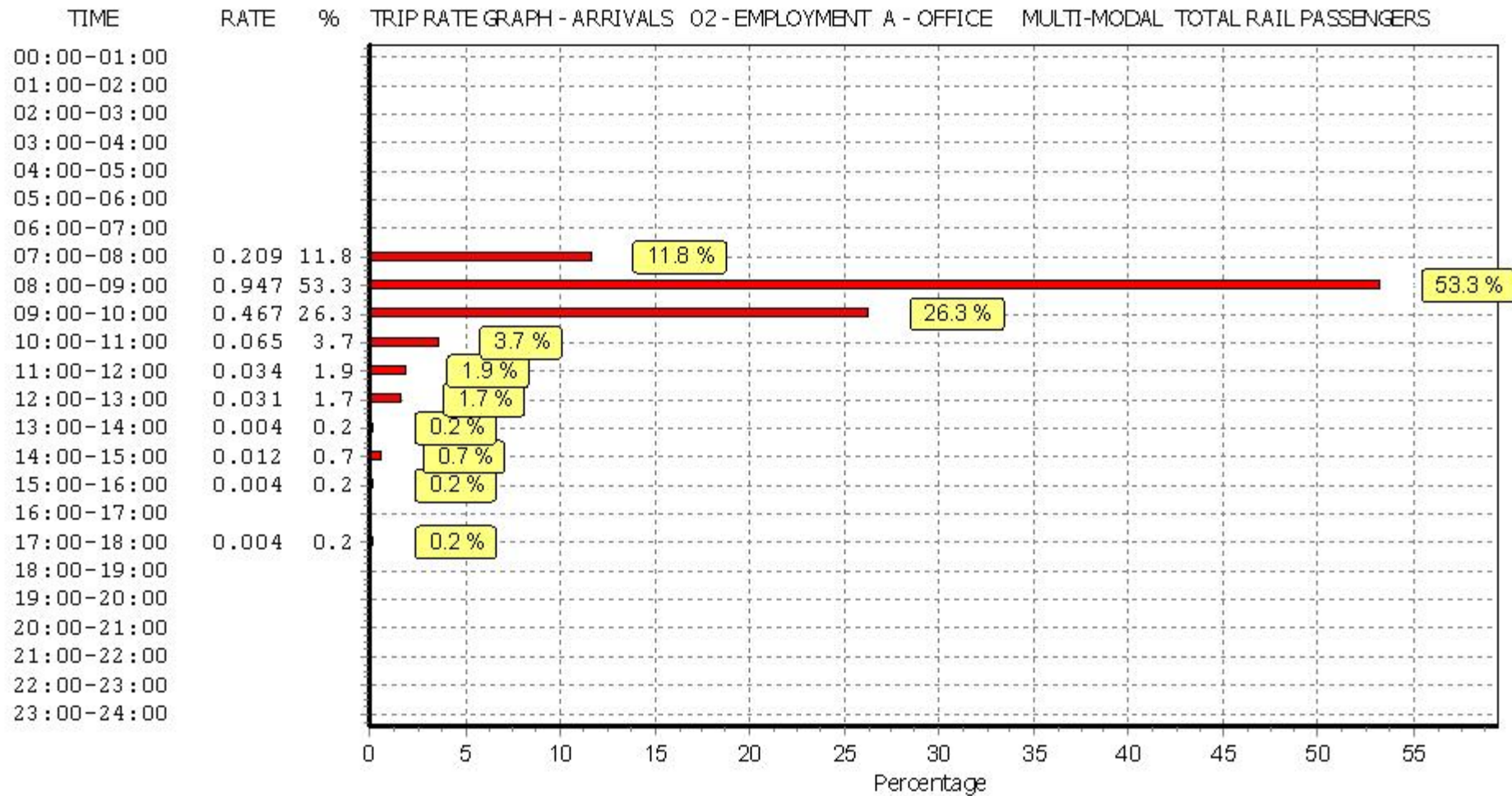
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

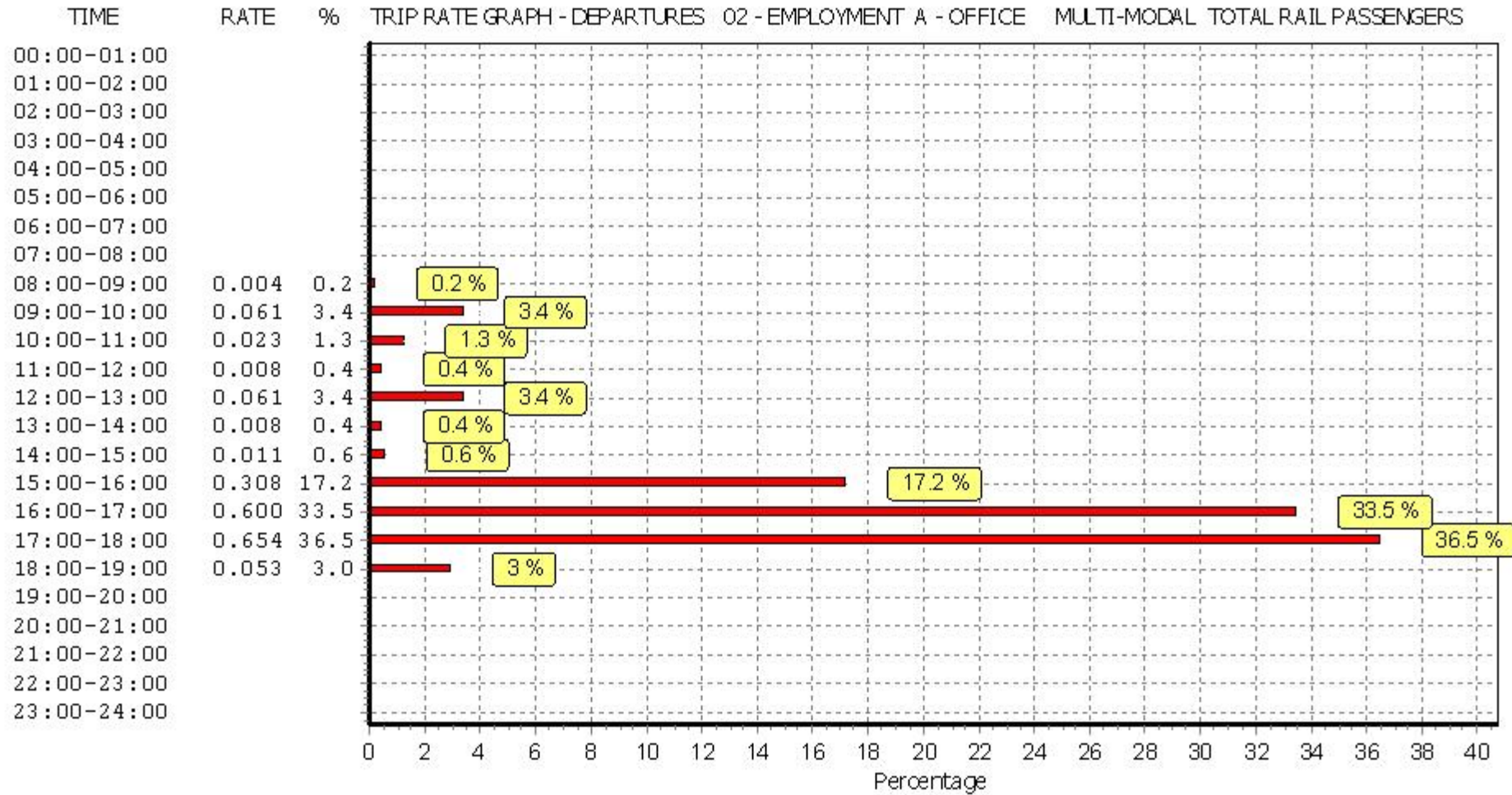
Parameter summary

Trip rate parameter range selected:	960 - 9000 (units: sqm)
Survey date date range:	01/01/06 - 17/10/13
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

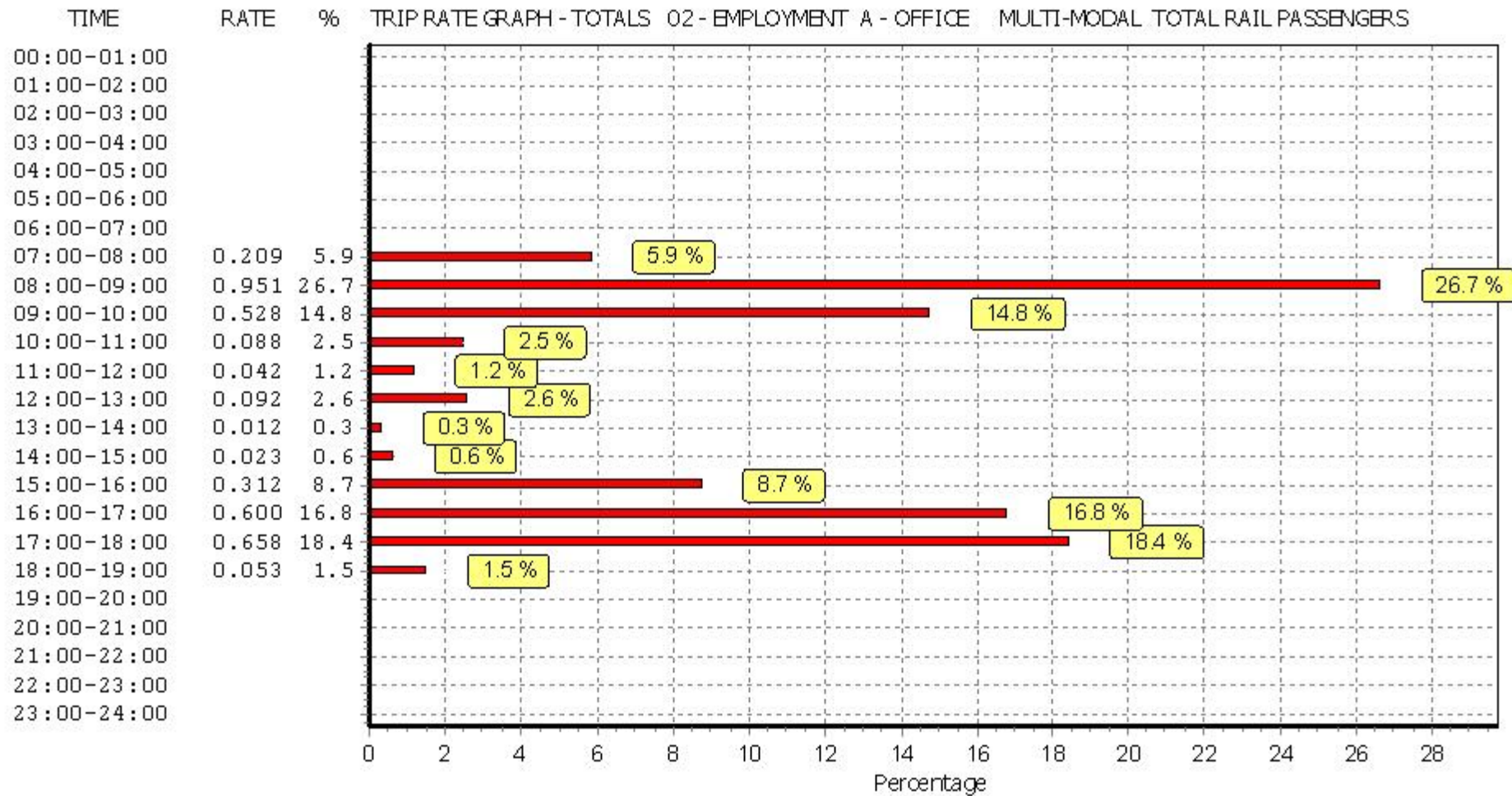
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL COACH PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	5262	0.000	5	5262	0.000	5	5262	0.000
07:30 - 08:00	5	5262	0.000	5	5262	0.000	5	5262	0.000
08:00 - 08:30	5	5262	0.000	5	5262	0.000	5	5262	0.000
08:30 - 09:00	5	5262	0.000	5	5262	0.000	5	5262	0.000
09:00 - 09:30	5	5262	0.000	5	5262	0.000	5	5262	0.000
09:30 - 10:00	5	5262	0.000	5	5262	0.000	5	5262	0.000
10:00 - 10:30	5	5262	0.000	5	5262	0.000	5	5262	0.000
10:30 - 11:00	5	5262	0.000	5	5262	0.000	5	5262	0.000
11:00 - 11:30	5	5262	0.000	5	5262	0.000	5	5262	0.000
11:30 - 12:00	5	5262	0.000	5	5262	0.000	5	5262	0.000
12:00 - 12:30	5	5262	0.000	5	5262	0.000	5	5262	0.000
12:30 - 13:00	5	5262	0.000	5	5262	0.000	5	5262	0.000
13:00 - 13:30	5	5262	0.000	5	5262	0.000	5	5262	0.000
13:30 - 14:00	5	5262	0.000	5	5262	0.000	5	5262	0.000
14:00 - 14:30	5	5262	0.000	5	5262	0.000	5	5262	0.000
14:30 - 15:00	5	5262	0.000	5	5262	0.000	5	5262	0.000
15:00 - 15:30	5	5262	0.000	5	5262	0.000	5	5262	0.000
15:30 - 16:00	5	5262	0.000	5	5262	0.000	5	5262	0.000
16:00 - 16:30	5	5262	0.000	5	5262	0.000	5	5262	0.000
16:30 - 17:00	5	5262	0.000	5	5262	0.000	5	5262	0.000
17:00 - 17:30	5	5262	0.000	5	5262	0.000	5	5262	0.000
17:30 - 18:00	5	5262	0.000	5	5262	0.000	5	5262	0.000
18:00 - 18:30	5	5262	0.000	5	5262	0.000	5	5262	0.000
18:30 - 19:00	5	5262	0.000	5	5262	0.000	5	5262	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			0.000			0.000

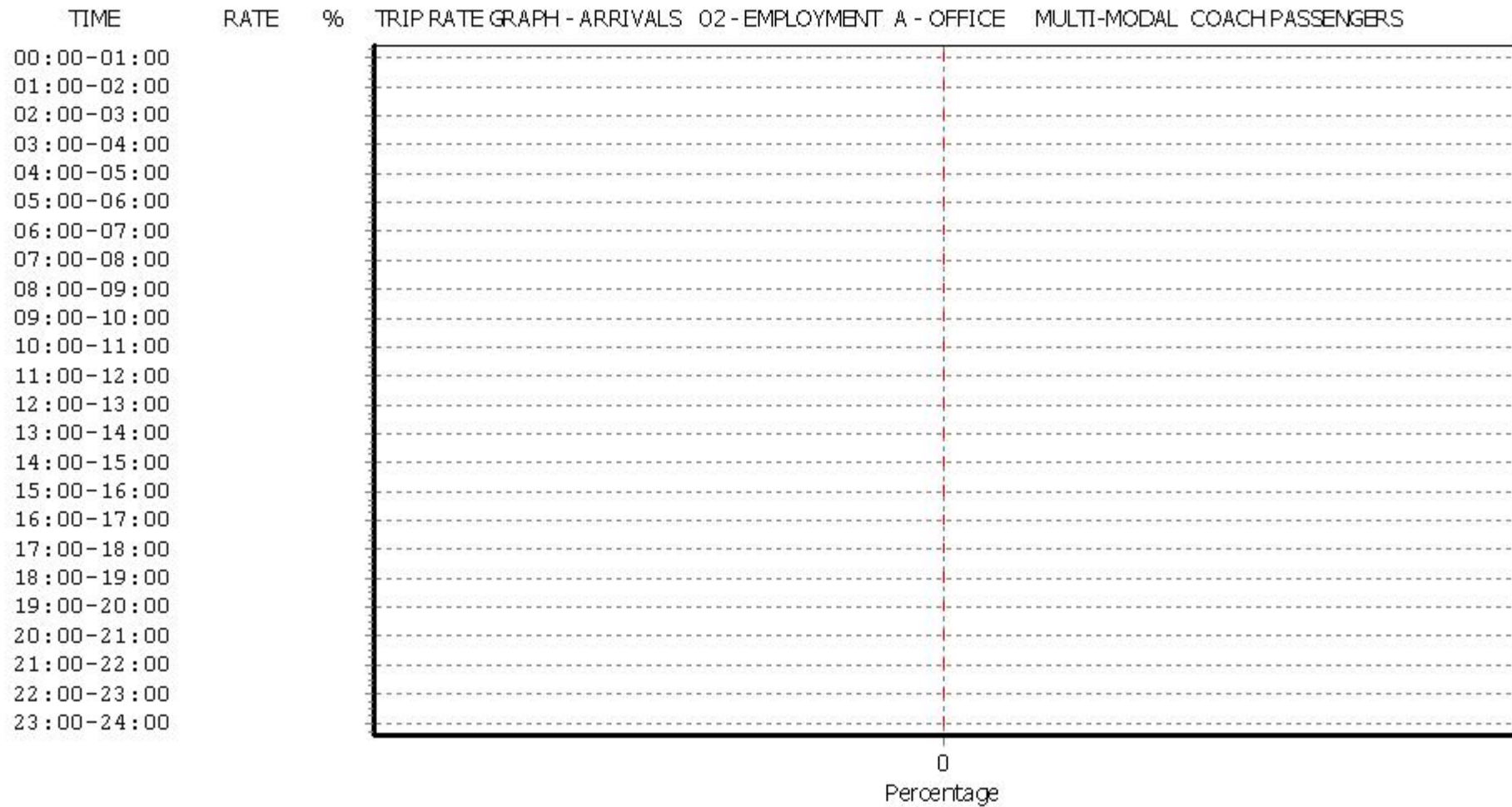
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

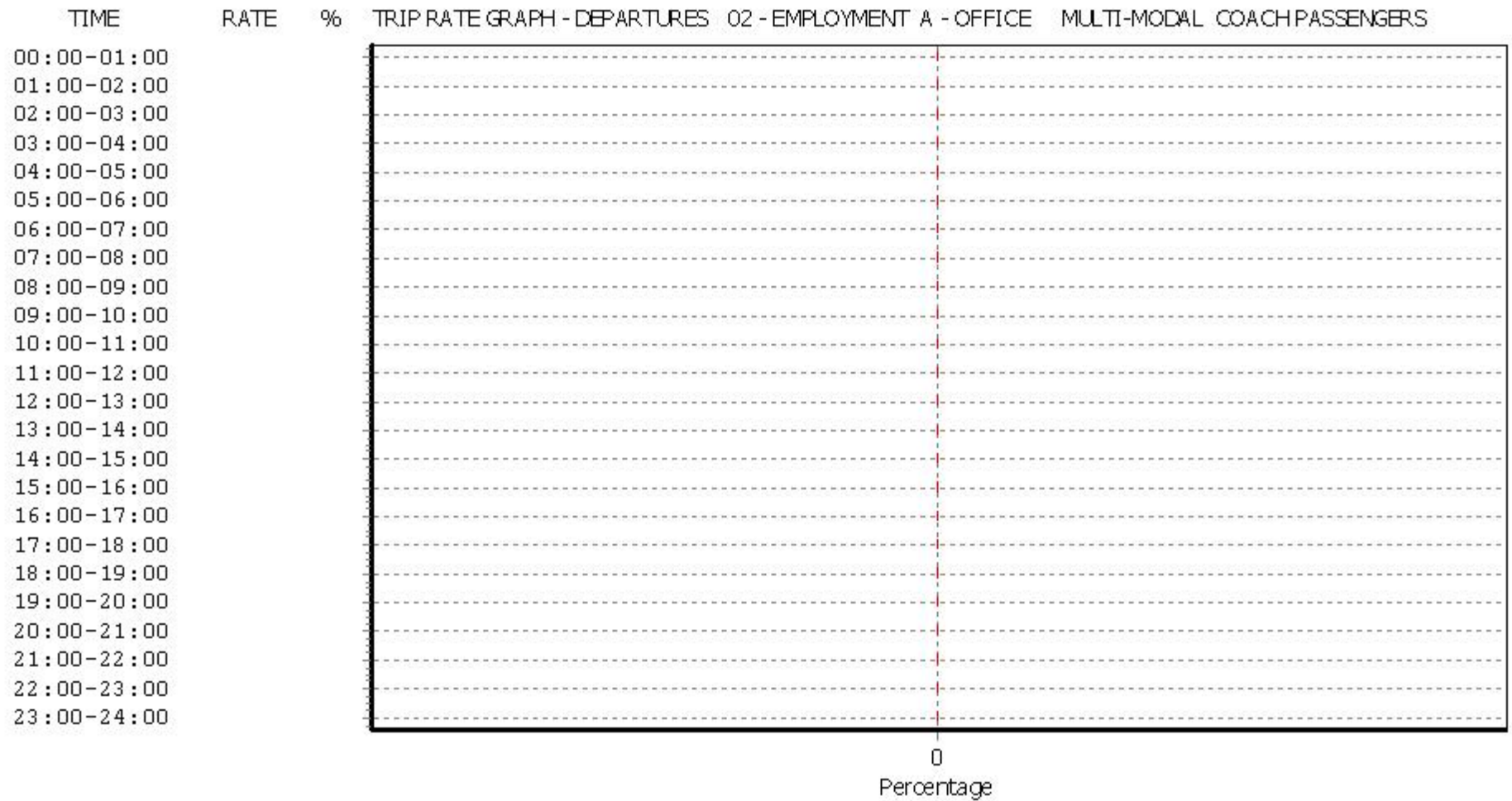
Parameter summary

Trip rate parameter range selected:	960 - 9000 (units: sqm)
Survey date date range:	01/01/06 - 17/10/13
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

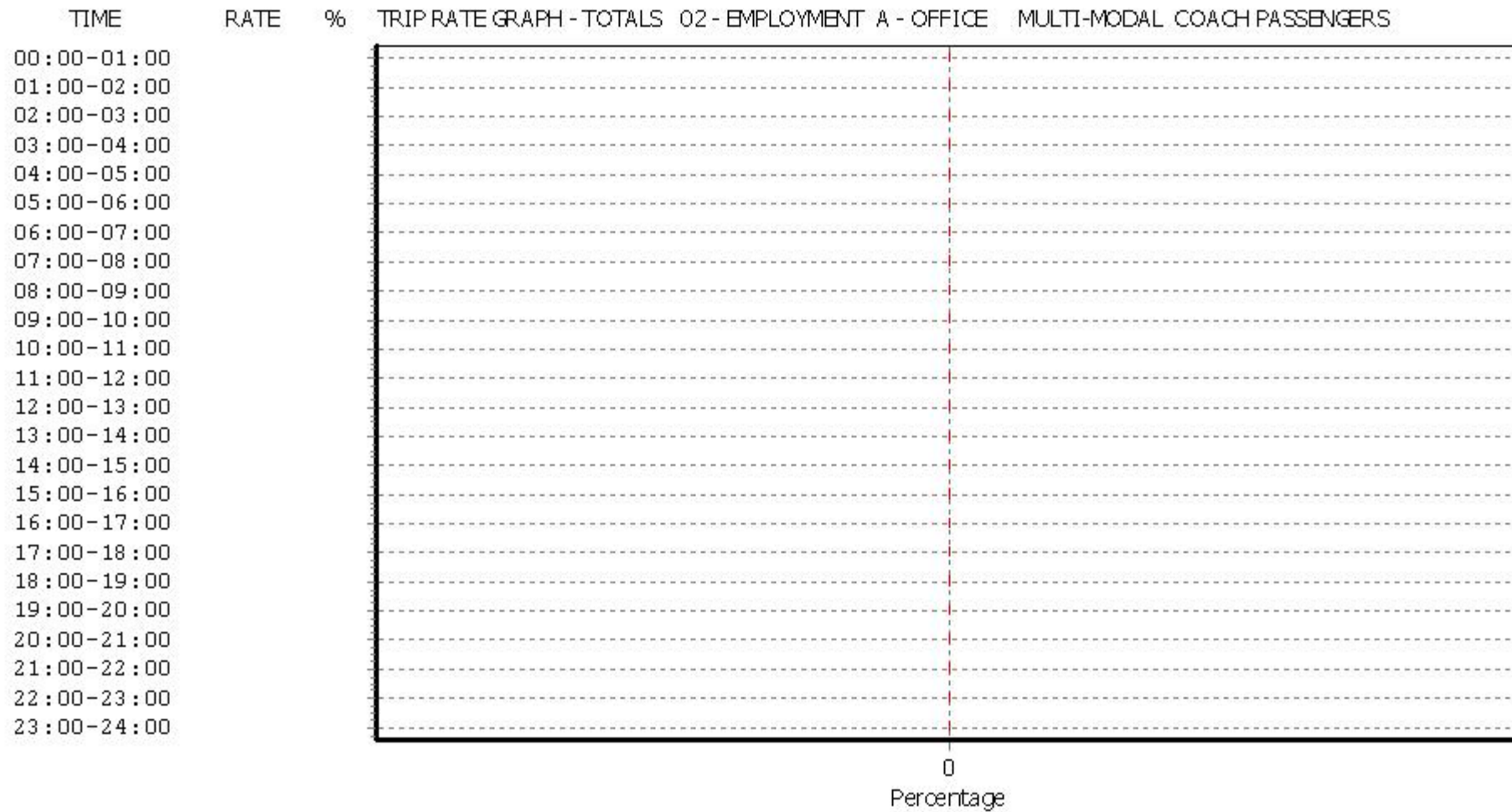
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This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period,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



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



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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	5262	0.103	5	5262	0.000	5	5262	0.103
07:30 - 08:00	5	5262	0.376	5	5262	0.004	5	5262	0.380
08:00 - 08:30	5	5262	0.798	5	5262	0.015	5	5262	0.813
08:30 - 09:00	5	5262	1.307	5	5262	0.030	5	5262	1.337
09:00 - 09:30	5	5262	0.669	5	5262	0.023	5	5262	0.692
09:30 - 10:00	5	5262	0.171	5	5262	0.061	5	5262	0.232
10:00 - 10:30	5	5262	0.095	5	5262	0.030	5	5262	0.125
10:30 - 11:00	5	5262	0.061	5	5262	0.046	5	5262	0.107
11:00 - 11:30	5	5262	0.061	5	5262	0.038	5	5262	0.099
11:30 - 12:00	5	5262	0.042	5	5262	0.034	5	5262	0.076
12:00 - 12:30	5	5262	0.042	5	5262	0.106	5	5262	0.148
12:30 - 13:00	5	5262	0.068	5	5262	0.027	5	5262	0.095
13:00 - 13:30	5	5262	0.068	5	5262	0.072	5	5262	0.140
13:30 - 14:00	5	5262	0.015	5	5262	0.015	5	5262	0.030
14:00 - 14:30	5	5262	0.027	5	5262	0.023	5	5262	0.050
14:30 - 15:00	5	5262	0.027	5	5262	0.038	5	5262	0.065
15:00 - 15:30	5	5262	0.019	5	5262	0.175	5	5262	0.194
15:30 - 16:00	5	5262	0.015	5	5262	0.277	5	5262	0.292
16:00 - 16:30	5	5262	0.019	5	5262	0.578	5	5262	0.597
16:30 - 17:00	5	5262	0.004	5	5262	0.555	5	5262	0.559
17:00 - 17:30	5	5262	0.000	5	5262	1.361	5	5262	1.361
17:30 - 18:00	5	5262	0.004	5	5262	0.296	5	5262	0.300
18:00 - 18:30	5	5262	0.000	5	5262	0.099	5	5262	0.099
18:30 - 19:00	5	5262	0.000	5	5262	0.042	5	5262	0.042
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			3.991			3.945			7.936

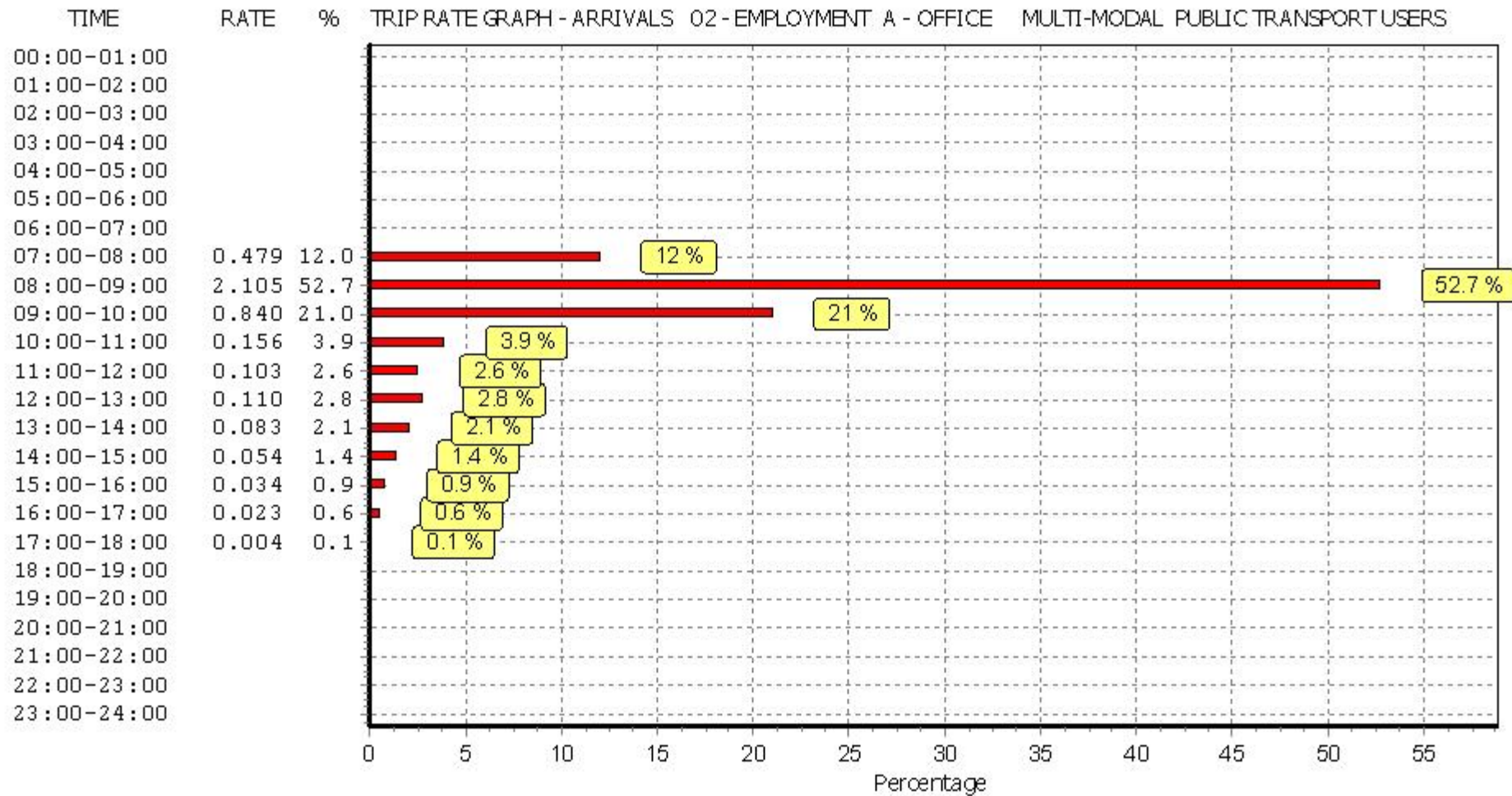
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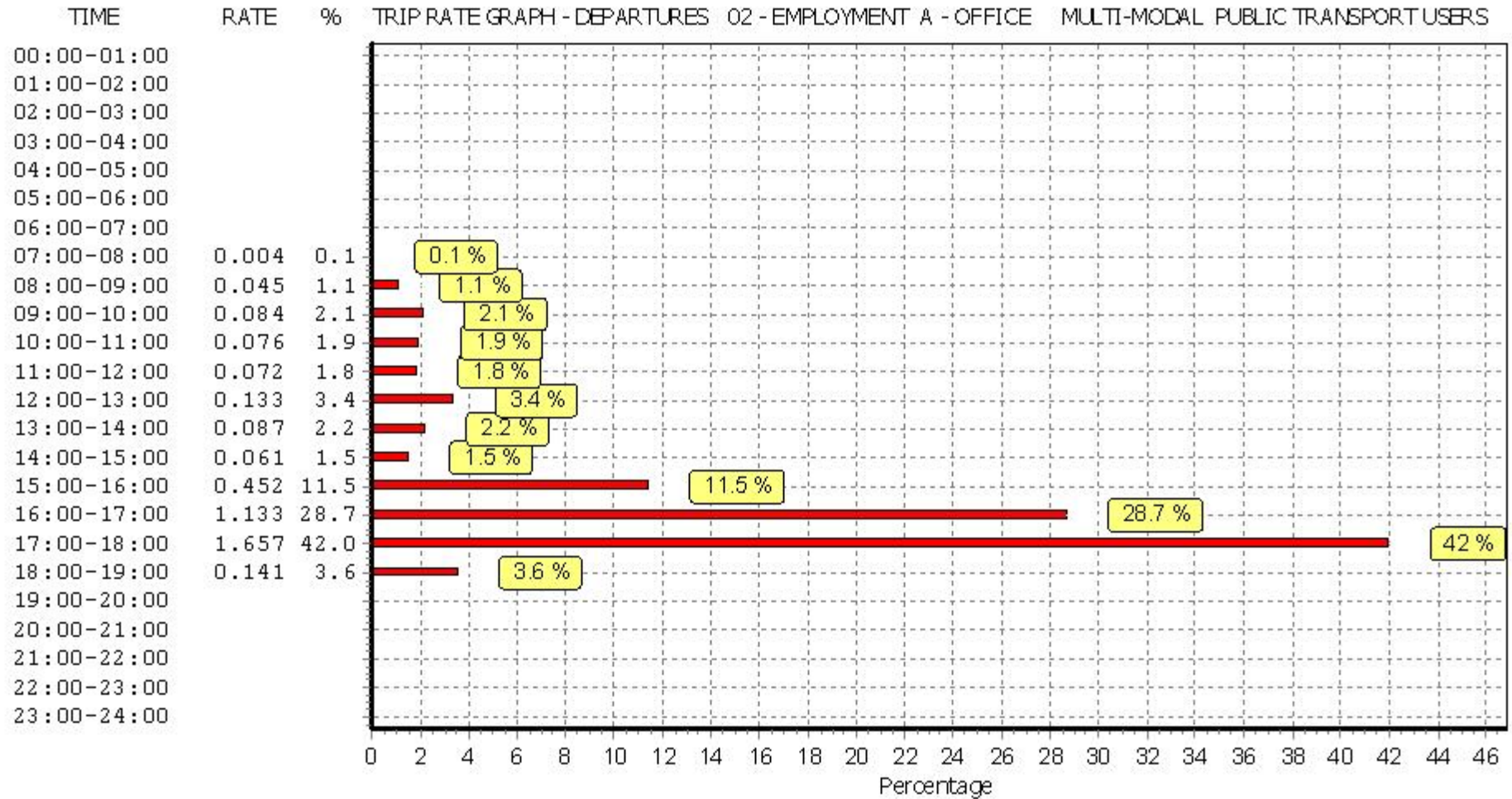
Parameter summary

Trip rate parameter range selected:	960 - 9000 (units: sqm)
Survey date date range:	01/01/06 - 17/10/13
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

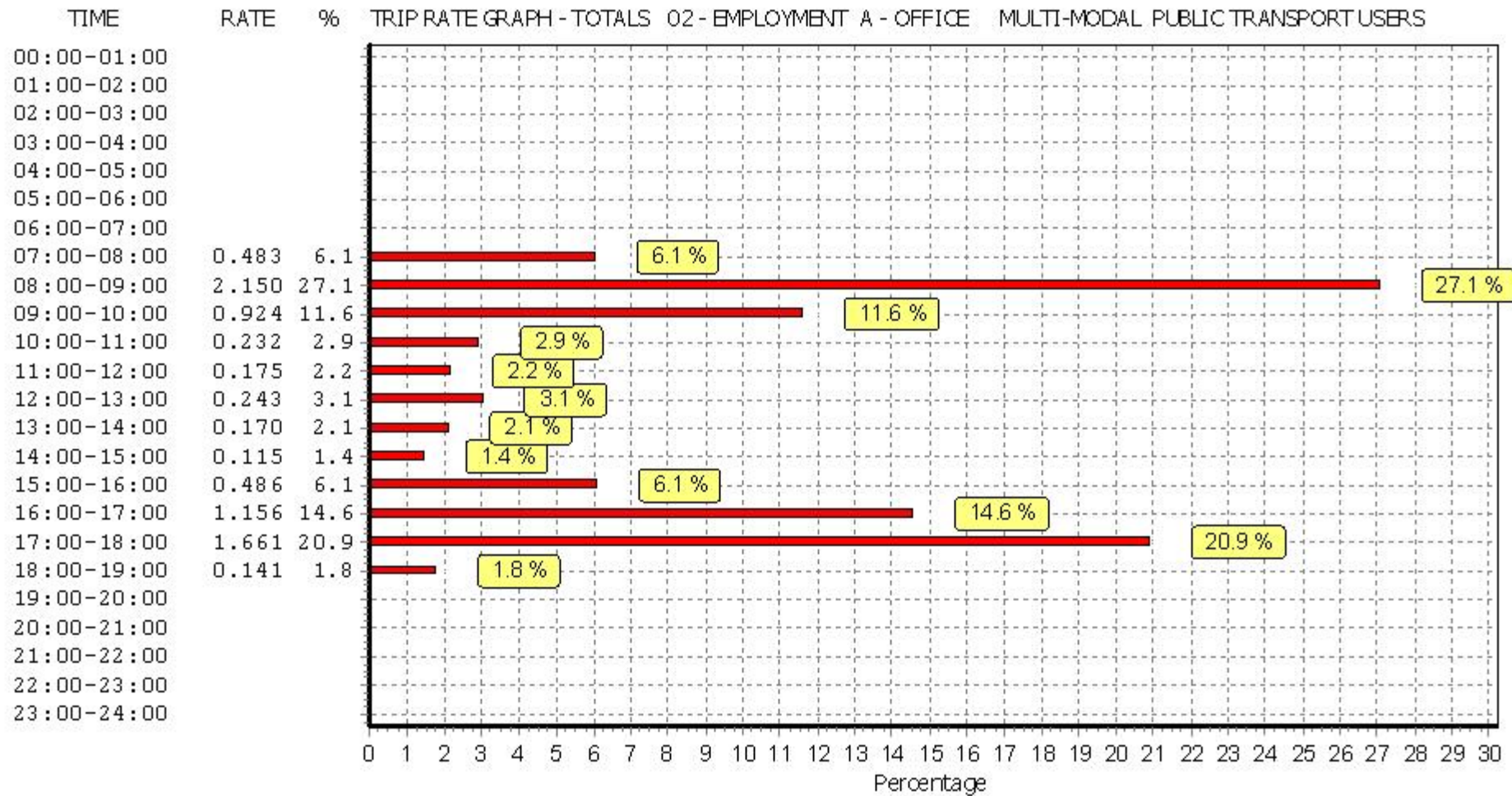
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TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	5262	0.293	5	5262	0.023	5	5262	0.316
07:30 - 08:00	5	5262	0.718	5	5262	0.011	5	5262	0.729
08:00 - 08:30	5	5262	1.555	5	5262	0.133	5	5262	1.688
08:30 - 09:00	5	5262	2.056	5	5262	0.163	5	5262	2.219
09:00 - 09:30	5	5262	1.171	5	5262	0.236	5	5262	1.407
09:30 - 10:00	5	5262	0.547	5	5262	0.308	5	5262	0.855
10:00 - 10:30	5	5262	0.460	5	5262	0.308	5	5262	0.768
10:30 - 11:00	5	5262	0.372	5	5262	0.338	5	5262	0.710
11:00 - 11:30	5	5262	0.372	5	5262	0.407	5	5262	0.779
11:30 - 12:00	5	5262	0.312	5	5262	0.407	5	5262	0.719
12:00 - 12:30	5	5262	0.749	5	5262	1.201	5	5262	1.950
12:30 - 13:00	5	5262	1.045	5	5262	1.239	5	5262	2.284
13:00 - 13:30	5	5262	1.653	5	5262	1.292	5	5262	2.945
13:30 - 14:00	5	5262	1.125	5	5262	0.855	5	5262	1.980
14:00 - 14:30	5	5262	0.726	5	5262	0.513	5	5262	1.239
14:30 - 15:00	5	5262	0.331	5	5262	0.384	5	5262	0.715
15:00 - 15:30	5	5262	0.452	5	5262	0.688	5	5262	1.140
15:30 - 16:00	5	5262	0.319	5	5262	0.692	5	5262	1.011
16:00 - 16:30	5	5262	0.258	5	5262	1.220	5	5262	1.478
16:30 - 17:00	5	5262	0.095	5	5262	0.950	5	5262	1.045
17:00 - 17:30	5	5262	0.087	5	5262	2.269	5	5262	2.356
17:30 - 18:00	5	5262	0.027	5	5262	0.650	5	5262	0.677
18:00 - 18:30	5	5262	0.019	5	5262	0.236	5	5262	0.255
18:30 - 19:00	5	5262	0.015	5	5262	0.122	5	5262	0.137
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			14.757			14.645			29.402

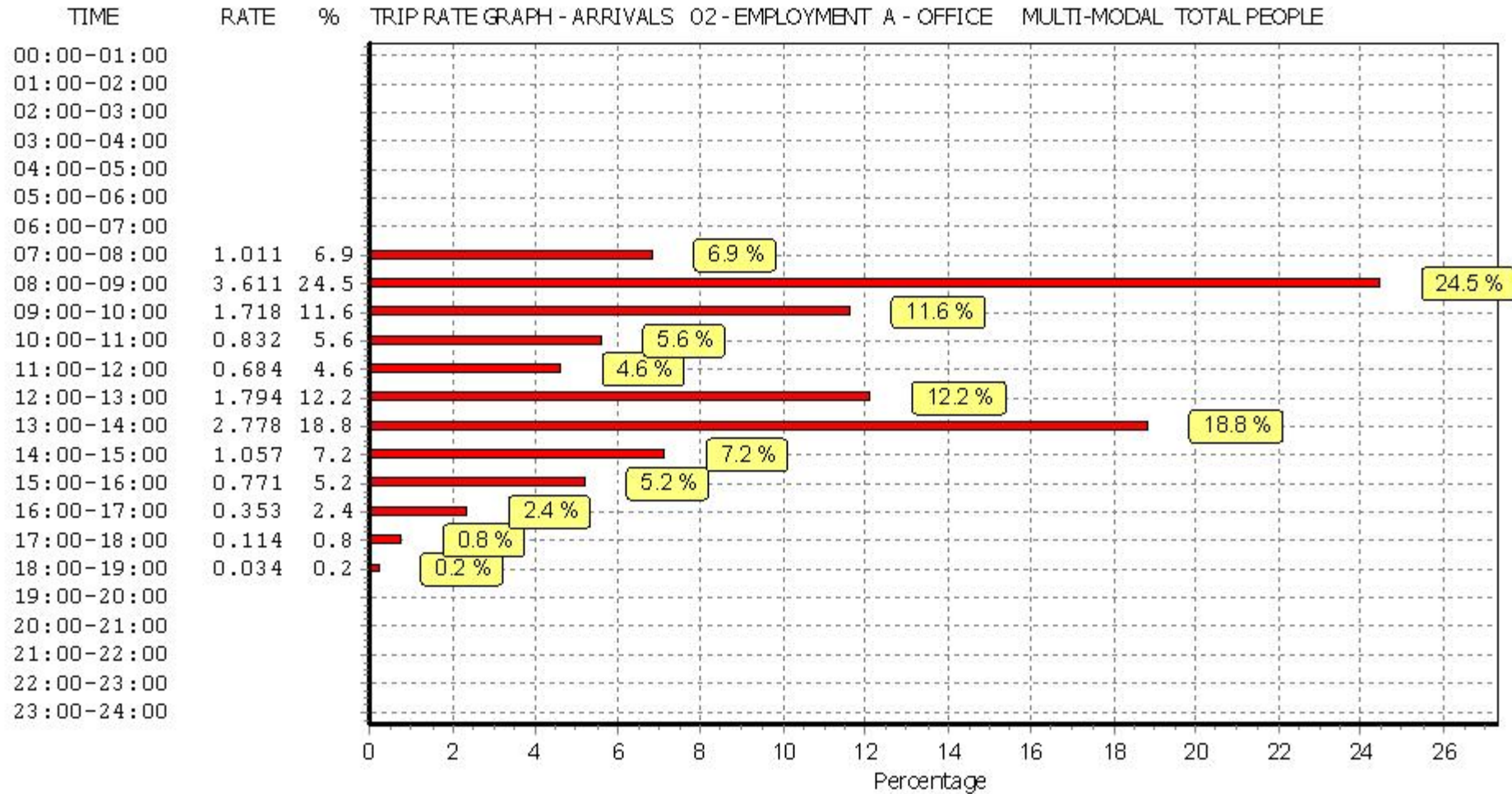
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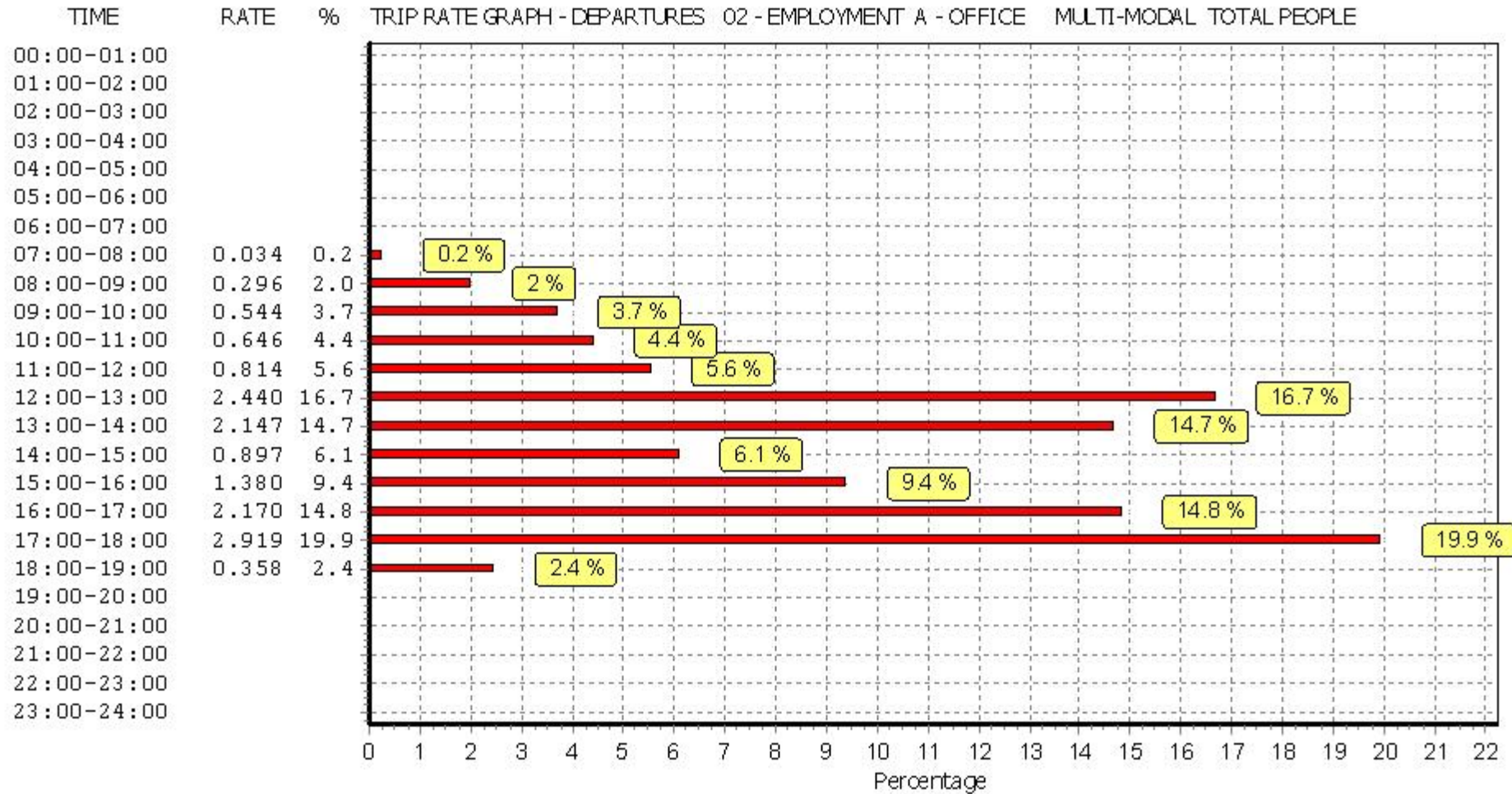
Parameter summary

Trip rate parameter range selected:	960 - 9000 (units: sqm)
Survey date date range:	01/01/06 - 17/10/13
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

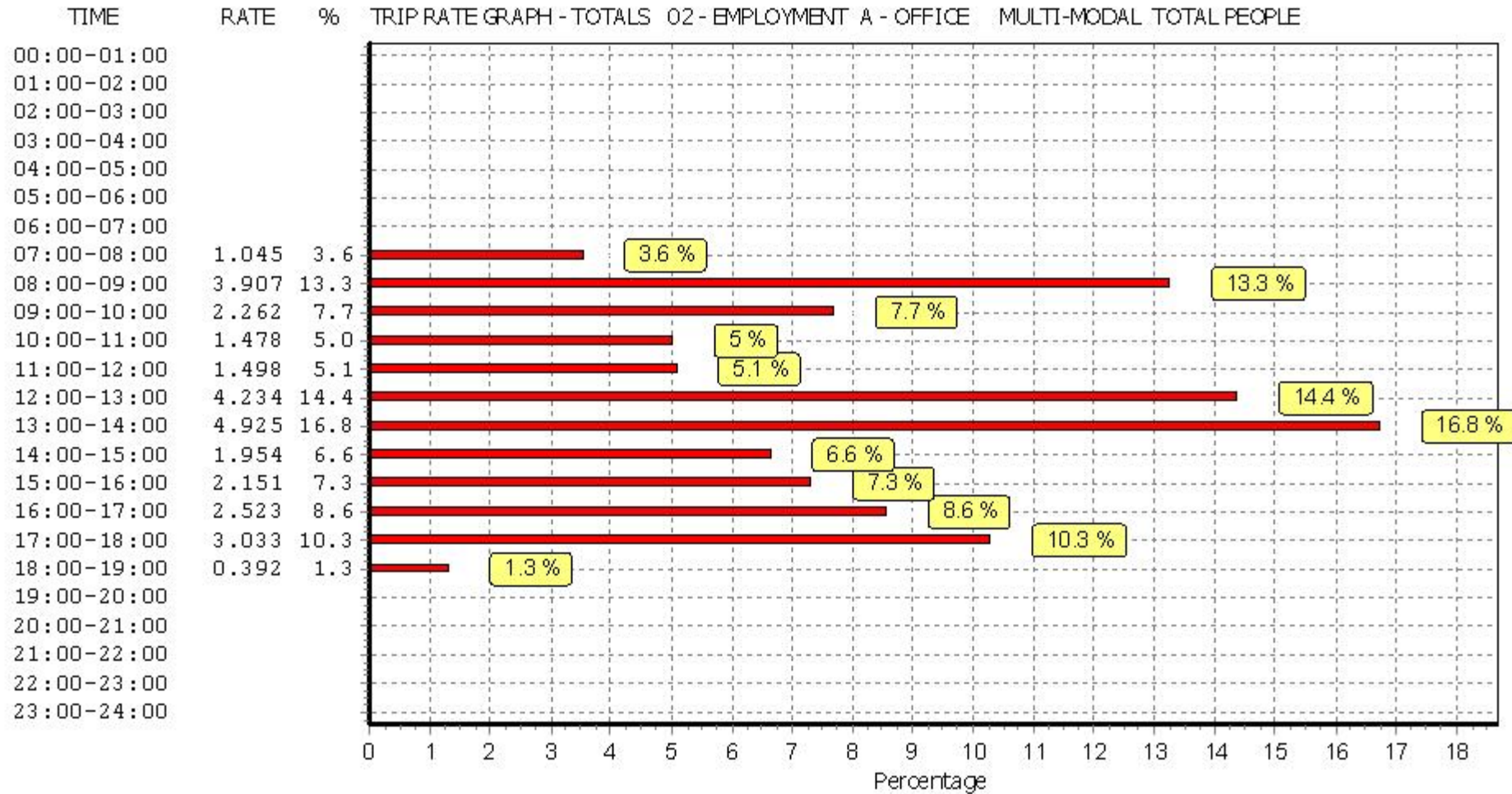
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TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : C - INDUSTRIAL UNIT
MULTI-MODAL VEHICLES

Selected regions and areas:

05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	HE HEREFORDSHIRE	1 days
	WM WEST MIDLANDS	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days

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

Filtering Stage 2 selection:

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

Parameter: Gross floor area
Actual Range: 1880 to 23500 (units: sqm)
Range Selected by User: 1880 to 43325 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/06 to 22/10/13

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

Selected survey days:

Tuesday	2 days
Thursday	2 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	4
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This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	2
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:

B1	1 days
B2	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	2 days
15,001 to 20,000	1 days

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

Population within 5 miles:

50,001 to 75,000	2 days
125,001 to 250,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	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:

No	4 days
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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	CH-02-C-01 GADBROOK PARK HIGH SHURLACH NORTHWICH Edge of Town Industrial Zone Total Gross floor area: Survey date: THURSDAY	BAKERY 15000 sqm 21/06/07	CHESHIRE Survey Type: MANUAL
2	DS-02-C-01 STUBLEY LANE DRONFIELD NEAR SHEFFIELD Edge of Town No Sub Category Total Gross floor area: Survey date: THURSDAY	BAKERY 23500 sqm 22/06/06	DERBYSHIRE Survey Type: MANUAL
3	HE-02-C-02 COLLEGE ROAD BURCOTT HEREFORD Edge of Town Commercial Zone Total Gross floor area: Survey date: TUESDAY	THERMAL PROCESSING 1880 sqm 22/10/13	HEREFORDSHIRE Survey Type: MANUAL
4	WM-02-C-03 DOWNING STREET SMETHWICK Edge of Town Industrial Zone Total Gross floor area: Survey date: TUESDAY	INDUSTRIAL GLASS 5070 sqm 06/11/12	WEST MIDLANDS 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 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
 MULTI-MODAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	11363	0.059	4	11363	0.117	4	11363	0.176
07:30 - 08:00	4	11363	0.103	4	11363	0.029	4	11363	0.132
08:00 - 08:30	4	11363	0.125	4	11363	0.037	4	11363	0.162
08:30 - 09:00	4	11363	0.106	4	11363	0.044	4	11363	0.150
09:00 - 09:30	4	11363	0.125	4	11363	0.048	4	11363	0.173
09:30 - 10:00	4	11363	0.066	4	11363	0.040	4	11363	0.106
10:00 - 10:30	4	11363	0.057	4	11363	0.066	4	11363	0.123
10:30 - 11:00	4	11363	0.053	4	11363	0.037	4	11363	0.090
11:00 - 11:30	4	11363	0.046	4	11363	0.037	4	11363	0.083
11:30 - 12:00	4	11363	0.053	4	11363	0.053	4	11363	0.106
12:00 - 12:30	4	11363	0.042	4	11363	0.077	4	11363	0.119
12:30 - 13:00	4	11363	0.062	4	11363	0.048	4	11363	0.110
13:00 - 13:30	4	11363	0.106	4	11363	0.077	4	11363	0.183
13:30 - 14:00	4	11363	0.141	4	11363	0.073	4	11363	0.214
14:00 - 14:30	4	11363	0.123	4	11363	0.246	4	11363	0.369
14:30 - 15:00	4	11363	0.088	4	11363	0.108	4	11363	0.196
15:00 - 15:30	4	11363	0.117	4	11363	0.106	4	11363	0.223
15:30 - 16:00	4	11363	0.084	4	11363	0.189	4	11363	0.273
16:00 - 16:30	4	11363	0.035	4	11363	0.070	4	11363	0.105
16:30 - 17:00	4	11363	0.053	4	11363	0.167	4	11363	0.220
17:00 - 17:30	4	11363	0.018	4	11363	0.114	4	11363	0.132
17:30 - 18:00	4	11363	0.018	4	11363	0.081	4	11363	0.099
18:00 - 18:30	4	11363	0.051	4	11363	0.077	4	11363	0.128
18:30 - 19:00	4	11363	0.086	4	11363	0.068	4	11363	0.154
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.817			2.009			3.826

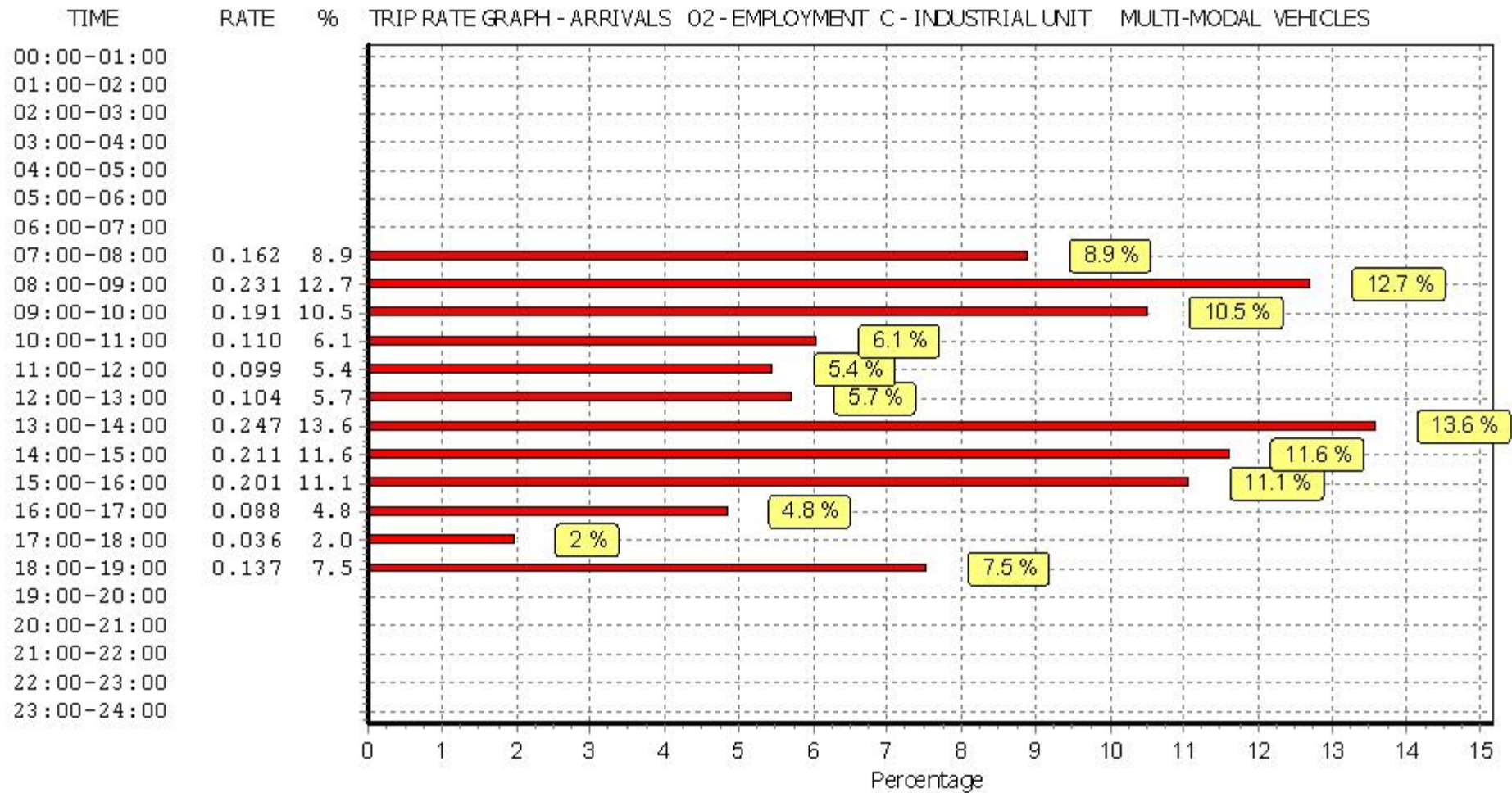
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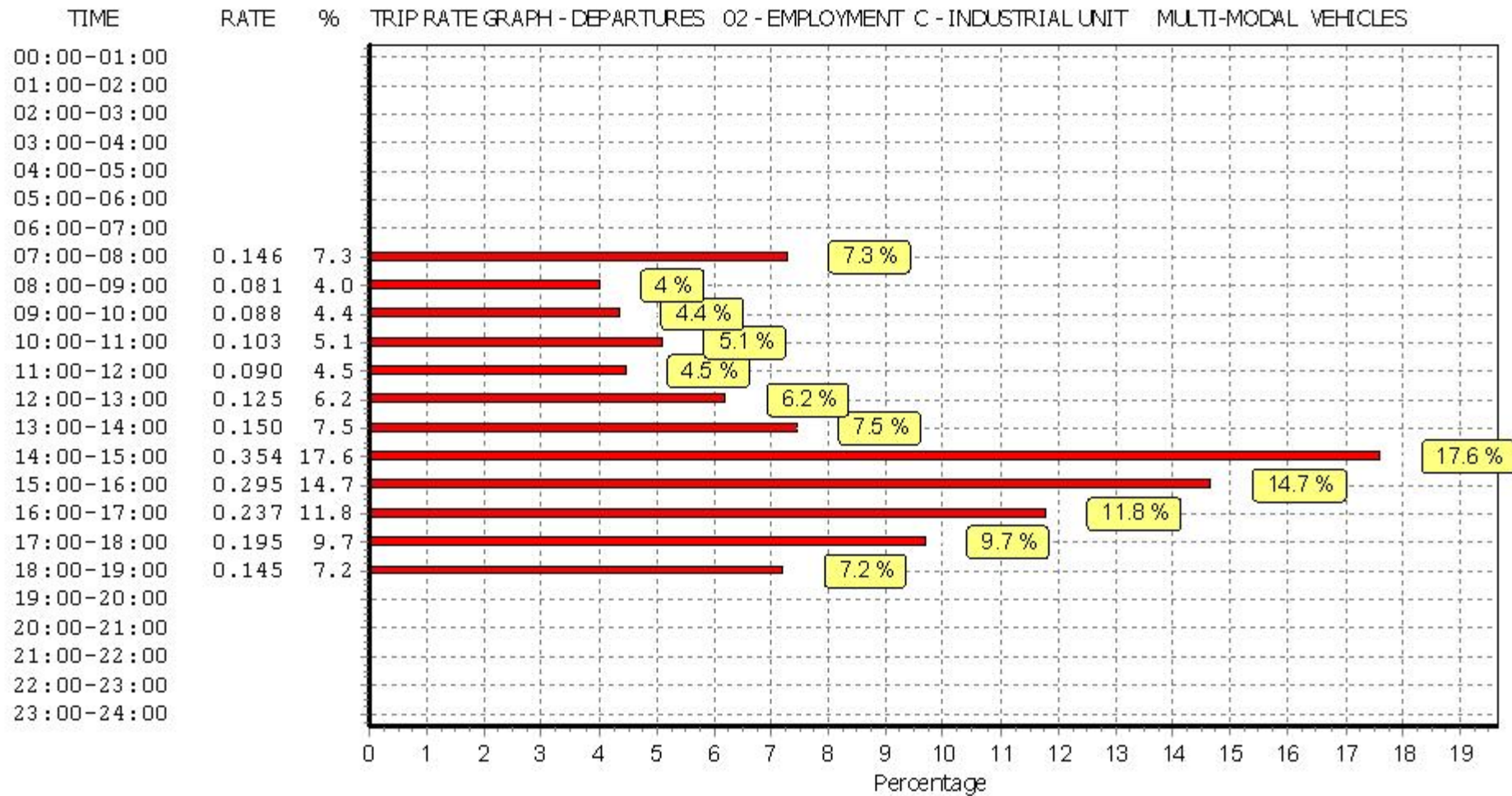
Parameter summary

Trip rate parameter range selected:	1880 - 23500 (units: sqm)
Survey date date range:	01/01/06 - 22/10/13
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

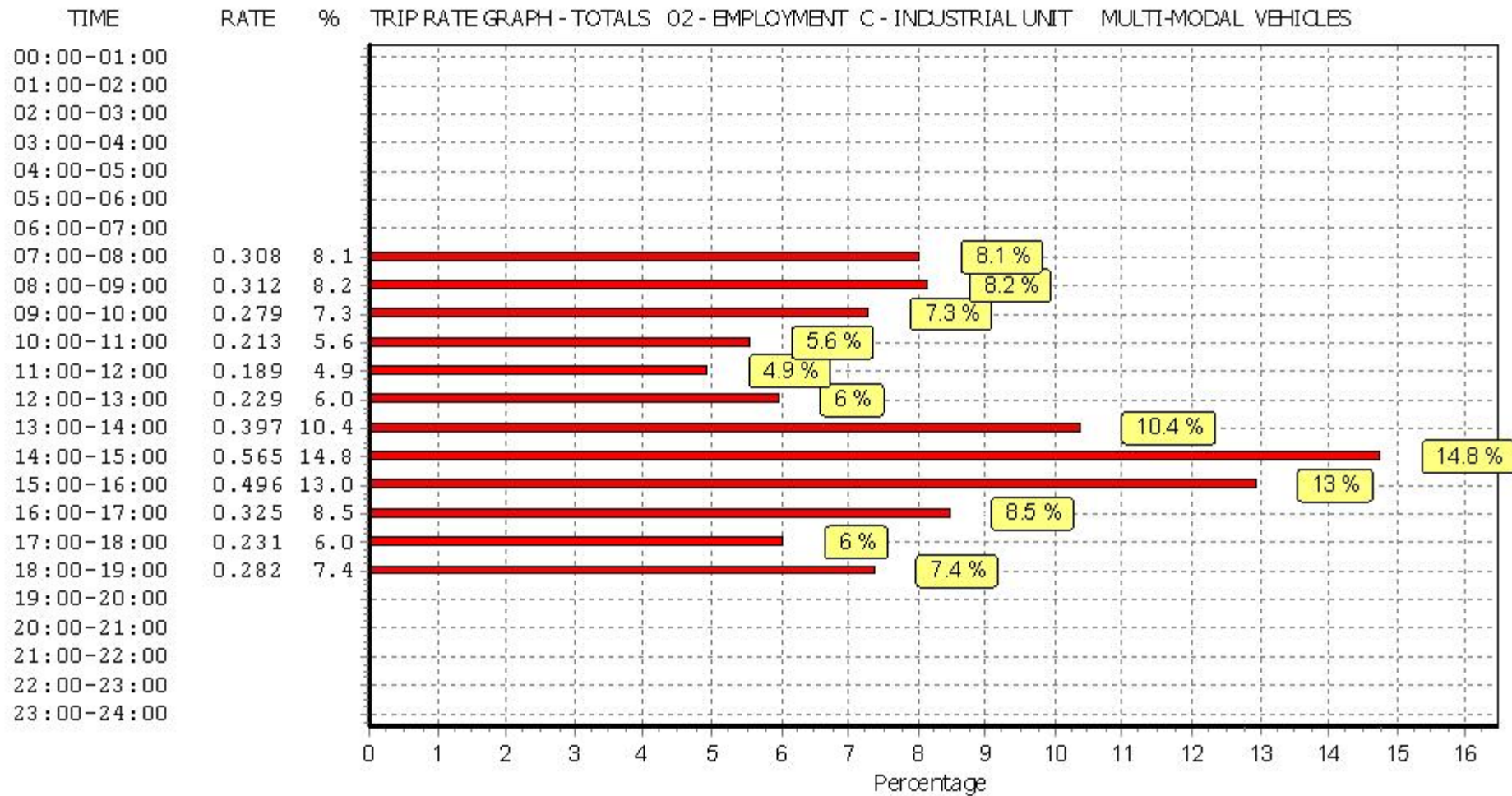
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This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period,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



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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
 MULTI-MODAL TAXIS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	11363	0.000	4	11363	0.000	4	11363	0.000
07:30 - 08:00	4	11363	0.000	4	11363	0.000	4	11363	0.000
08:00 - 08:30	4	11363	0.000	4	11363	0.000	4	11363	0.000
08:30 - 09:00	4	11363	0.000	4	11363	0.000	4	11363	0.000
09:00 - 09:30	4	11363	0.000	4	11363	0.000	4	11363	0.000
09:30 - 10:00	4	11363	0.000	4	11363	0.000	4	11363	0.000
10:00 - 10:30	4	11363	0.000	4	11363	0.000	4	11363	0.000
10:30 - 11:00	4	11363	0.000	4	11363	0.000	4	11363	0.000
11:00 - 11:30	4	11363	0.000	4	11363	0.000	4	11363	0.000
11:30 - 12:00	4	11363	0.000	4	11363	0.000	4	11363	0.000
12:00 - 12:30	4	11363	0.000	4	11363	0.000	4	11363	0.000
12:30 - 13:00	4	11363	0.000	4	11363	0.000	4	11363	0.000
13:00 - 13:30	4	11363	0.000	4	11363	0.000	4	11363	0.000
13:30 - 14:00	4	11363	0.000	4	11363	0.000	4	11363	0.000
14:00 - 14:30	4	11363	0.002	4	11363	0.002	4	11363	0.004
14:30 - 15:00	4	11363	0.000	4	11363	0.000	4	11363	0.000
15:00 - 15:30	4	11363	0.002	4	11363	0.002	4	11363	0.004
15:30 - 16:00	4	11363	0.000	4	11363	0.000	4	11363	0.000
16:00 - 16:30	4	11363	0.000	4	11363	0.000	4	11363	0.000
16:30 - 17:00	4	11363	0.000	4	11363	0.000	4	11363	0.000
17:00 - 17:30	4	11363	0.000	4	11363	0.000	4	11363	0.000
17:30 - 18:00	4	11363	0.000	4	11363	0.000	4	11363	0.000
18:00 - 18:30	4	11363	0.000	4	11363	0.000	4	11363	0.000
18:30 - 19:00	4	11363	0.000	4	11363	0.000	4	11363	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.004			0.004			0.008

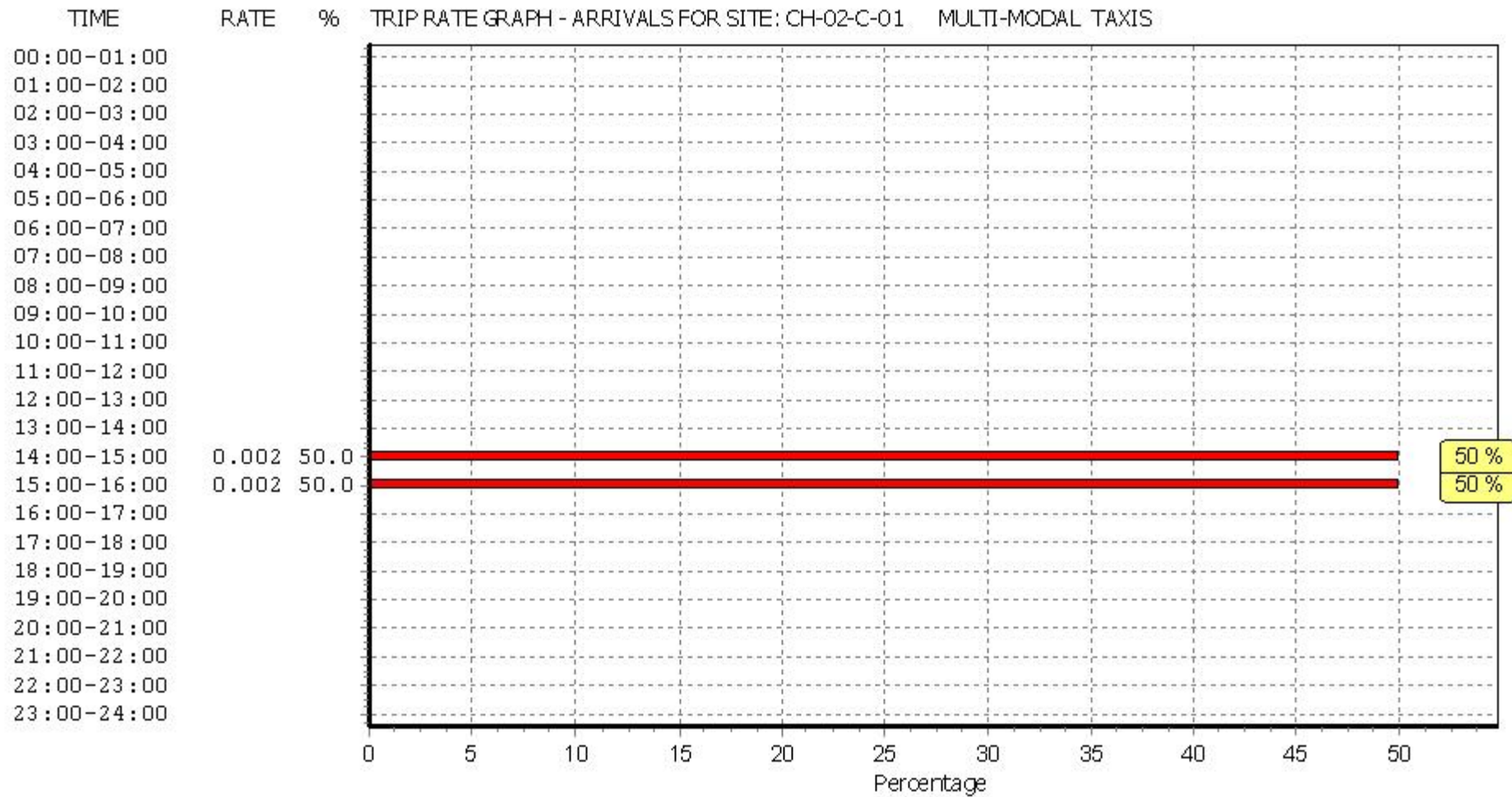
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

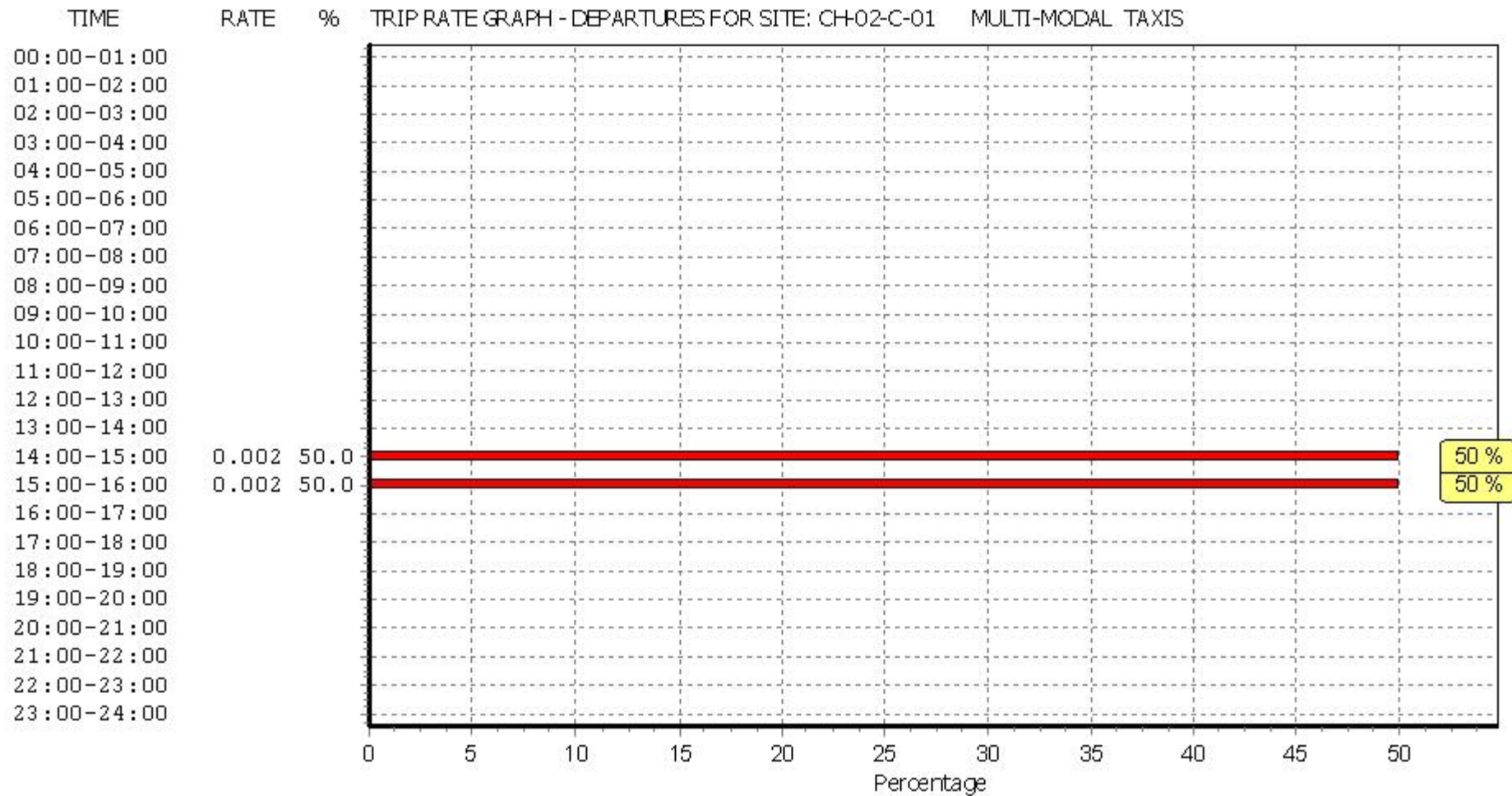
Parameter summary

Trip rate parameter range selected:	1880 - 23500 (units: sqm)
Survey date date range:	01/01/06 - 22/10/13
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

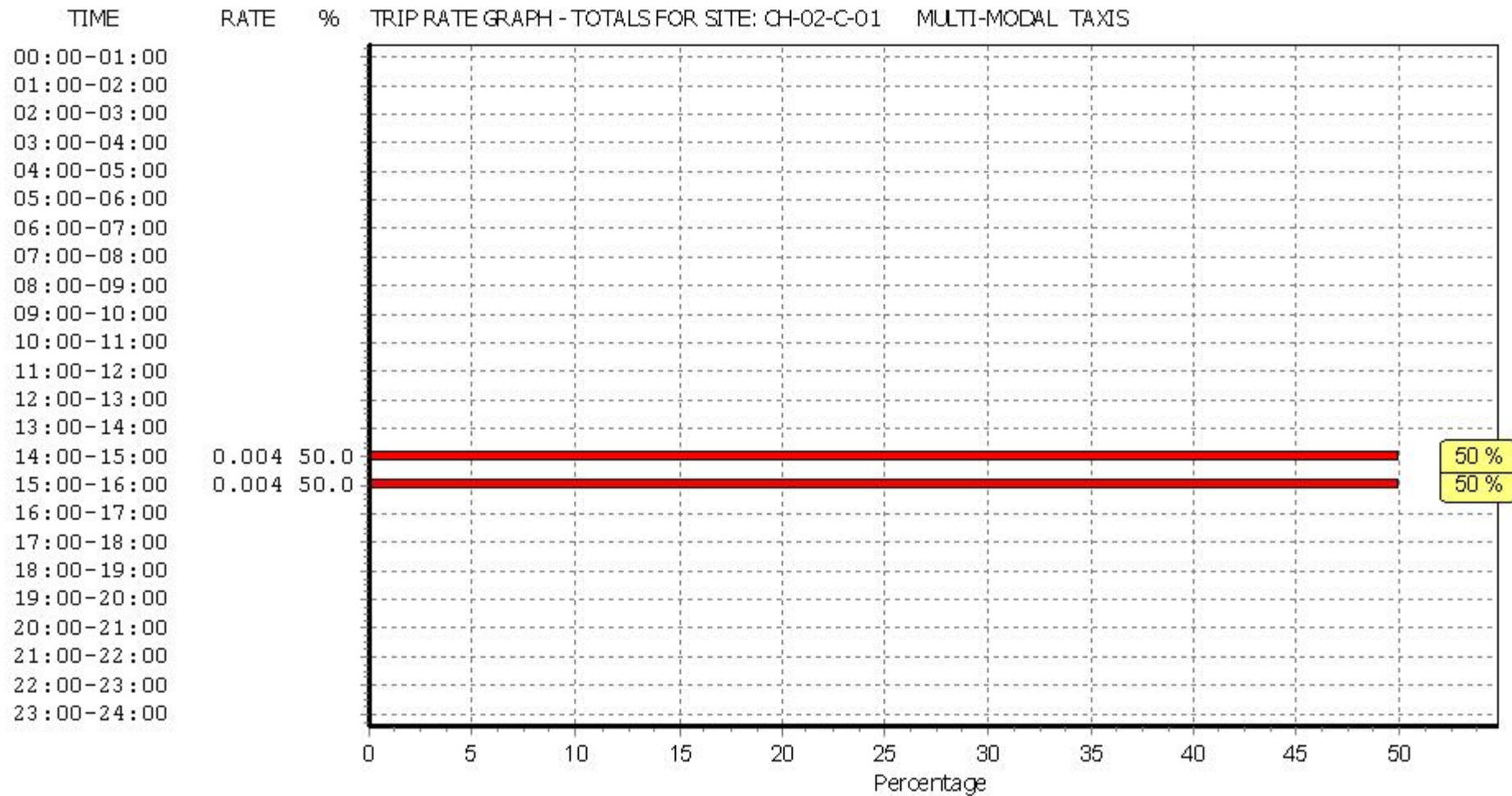
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
 MULTI-MODAL OGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	11363	0.007	4	11363	0.011	4	11363	0.018
07:30 - 08:00	4	11363	0.002	4	11363	0.011	4	11363	0.013
08:00 - 08:30	4	11363	0.022	4	11363	0.015	4	11363	0.037
08:30 - 09:00	4	11363	0.018	4	11363	0.020	4	11363	0.038
09:00 - 09:30	4	11363	0.026	4	11363	0.011	4	11363	0.037
09:30 - 10:00	4	11363	0.031	4	11363	0.007	4	11363	0.038
10:00 - 10:30	4	11363	0.013	4	11363	0.013	4	11363	0.026
10:30 - 11:00	4	11363	0.022	4	11363	0.011	4	11363	0.033
11:00 - 11:30	4	11363	0.018	4	11363	0.004	4	11363	0.022
11:30 - 12:00	4	11363	0.026	4	11363	0.013	4	11363	0.039
12:00 - 12:30	4	11363	0.011	4	11363	0.015	4	11363	0.026
12:30 - 13:00	4	11363	0.018	4	11363	0.002	4	11363	0.020
13:00 - 13:30	4	11363	0.035	4	11363	0.018	4	11363	0.053
13:30 - 14:00	4	11363	0.007	4	11363	0.007	4	11363	0.014
14:00 - 14:30	4	11363	0.024	4	11363	0.011	4	11363	0.035
14:30 - 15:00	4	11363	0.015	4	11363	0.007	4	11363	0.022
15:00 - 15:30	4	11363	0.007	4	11363	0.013	4	11363	0.020
15:30 - 16:00	4	11363	0.013	4	11363	0.004	4	11363	0.017
16:00 - 16:30	4	11363	0.002	4	11363	0.004	4	11363	0.006
16:30 - 17:00	4	11363	0.018	4	11363	0.011	4	11363	0.029
17:00 - 17:30	4	11363	0.007	4	11363	0.004	4	11363	0.011
17:30 - 18:00	4	11363	0.004	4	11363	0.009	4	11363	0.013
18:00 - 18:30	4	11363	0.015	4	11363	0.015	4	11363	0.030
18:30 - 19:00	4	11363	0.007	4	11363	0.007	4	11363	0.014
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.368			0.243			0.611

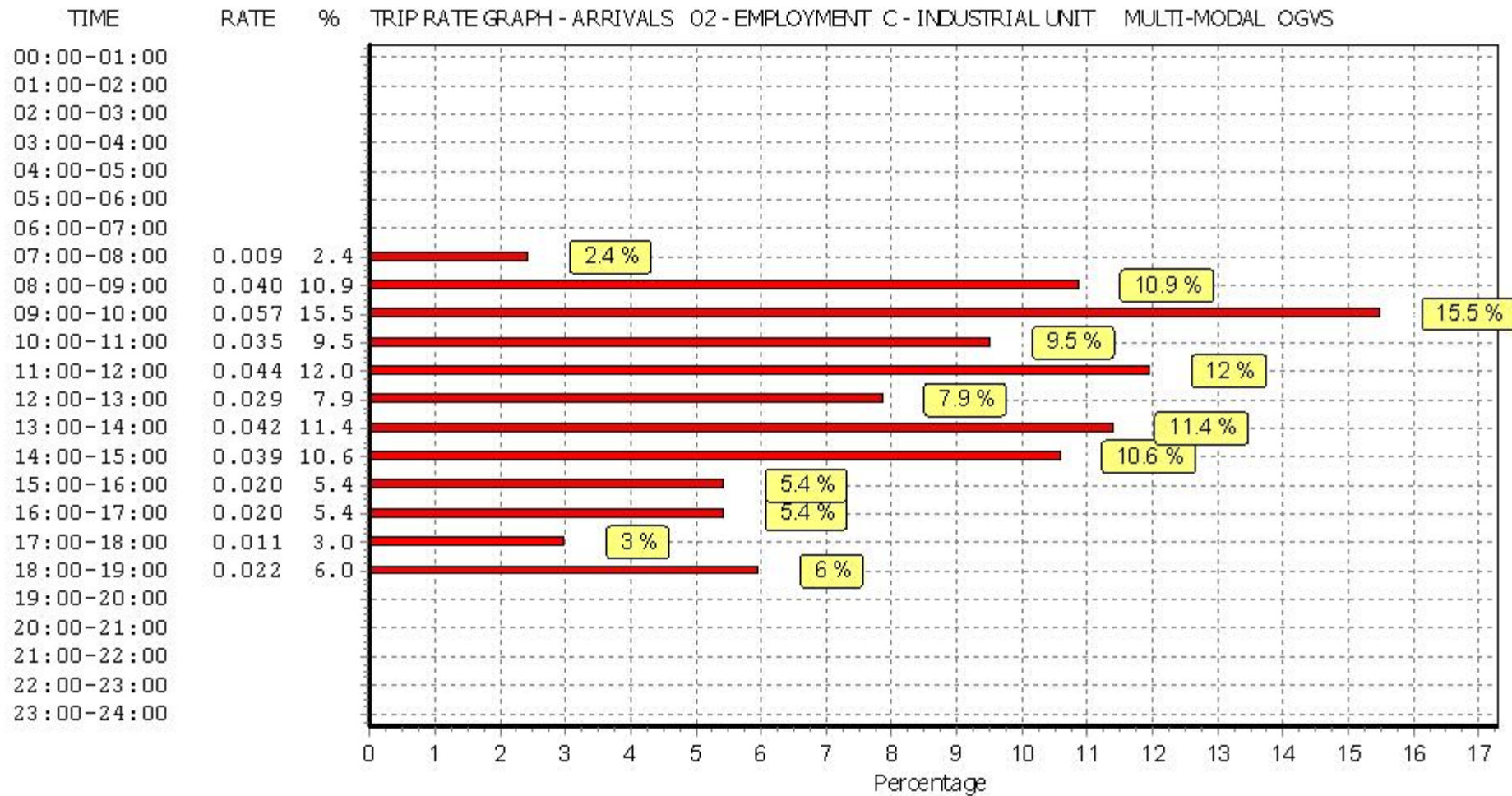
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

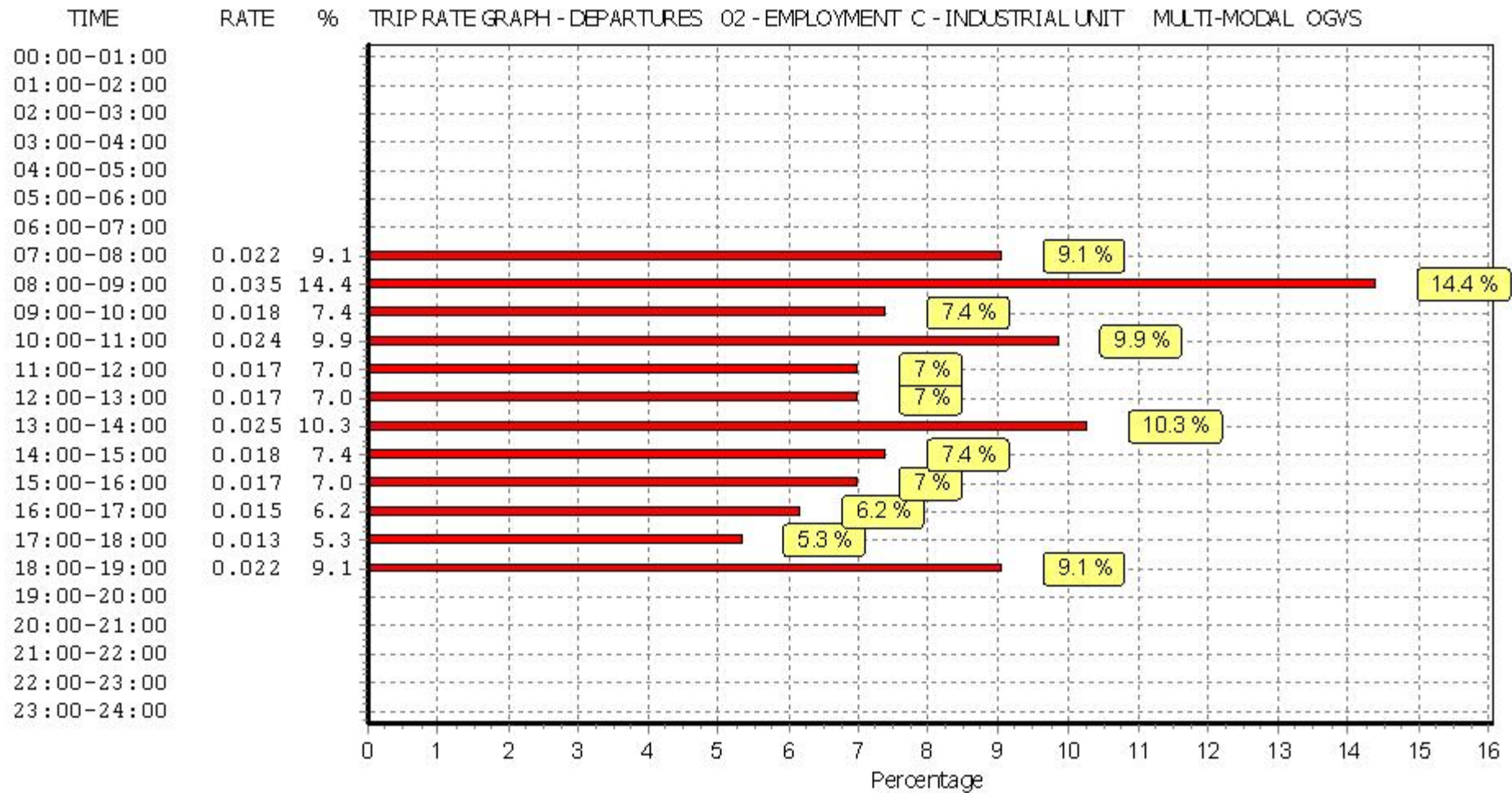
Parameter summary

Trip rate parameter range selected:	1880 - 23500 (units: sqm)
Survey date date range:	01/01/06 - 22/10/13
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

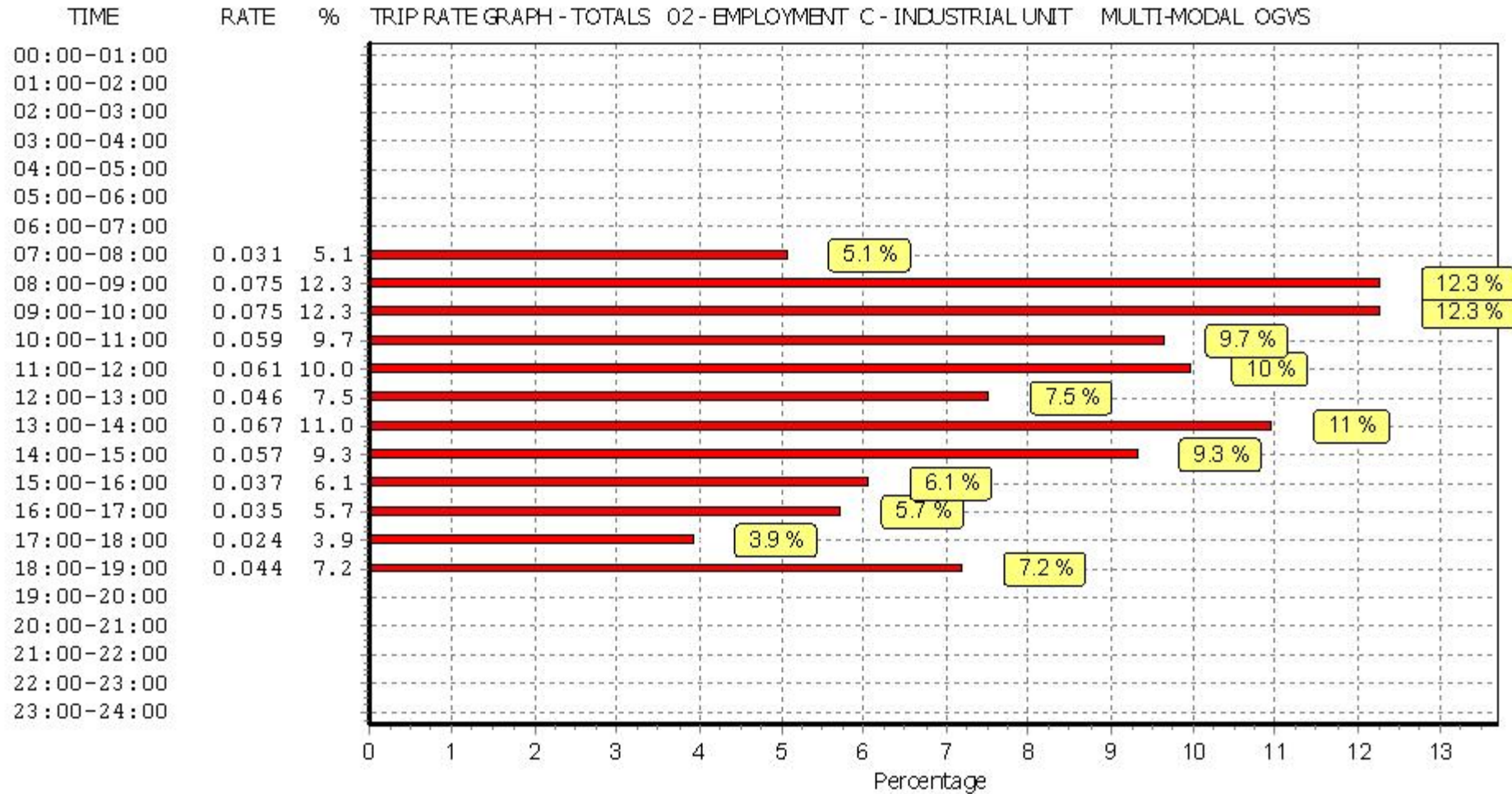
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
 MULTI-MODAL PSVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	11363	0.000	4	11363	0.000	4	11363	0.000
07:30 - 08:00	4	11363	0.000	4	11363	0.000	4	11363	0.000
08:00 - 08:30	4	11363	0.000	4	11363	0.000	4	11363	0.000
08:30 - 09:00	4	11363	0.000	4	11363	0.000	4	11363	0.000
09:00 - 09:30	4	11363	0.000	4	11363	0.000	4	11363	0.000
09:30 - 10:00	4	11363	0.000	4	11363	0.000	4	11363	0.000
10:00 - 10:30	4	11363	0.000	4	11363	0.000	4	11363	0.000
10:30 - 11:00	4	11363	0.000	4	11363	0.000	4	11363	0.000
11:00 - 11:30	4	11363	0.000	4	11363	0.000	4	11363	0.000
11:30 - 12:00	4	11363	0.000	4	11363	0.000	4	11363	0.000
12:00 - 12:30	4	11363	0.002	4	11363	0.000	4	11363	0.002
12:30 - 13:00	4	11363	0.000	4	11363	0.000	4	11363	0.000
13:00 - 13:30	4	11363	0.000	4	11363	0.000	4	11363	0.000
13:30 - 14:00	4	11363	0.000	4	11363	0.000	4	11363	0.000
14:00 - 14:30	4	11363	0.002	4	11363	0.000	4	11363	0.002
14:30 - 15:00	4	11363	0.000	4	11363	0.000	4	11363	0.000
15:00 - 15:30	4	11363	0.000	4	11363	0.000	4	11363	0.000
15:30 - 16:00	4	11363	0.000	4	11363	0.000	4	11363	0.000
16:00 - 16:30	4	11363	0.000	4	11363	0.000	4	11363	0.000
16:30 - 17:00	4	11363	0.000	4	11363	0.000	4	11363	0.000
17:00 - 17:30	4	11363	0.000	4	11363	0.000	4	11363	0.000
17:30 - 18:00	4	11363	0.000	4	11363	0.000	4	11363	0.000
18:00 - 18:30	4	11363	0.000	4	11363	0.000	4	11363	0.000
18:30 - 19:00	4	11363	0.000	4	11363	0.000	4	11363	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.004			0.000			0.004

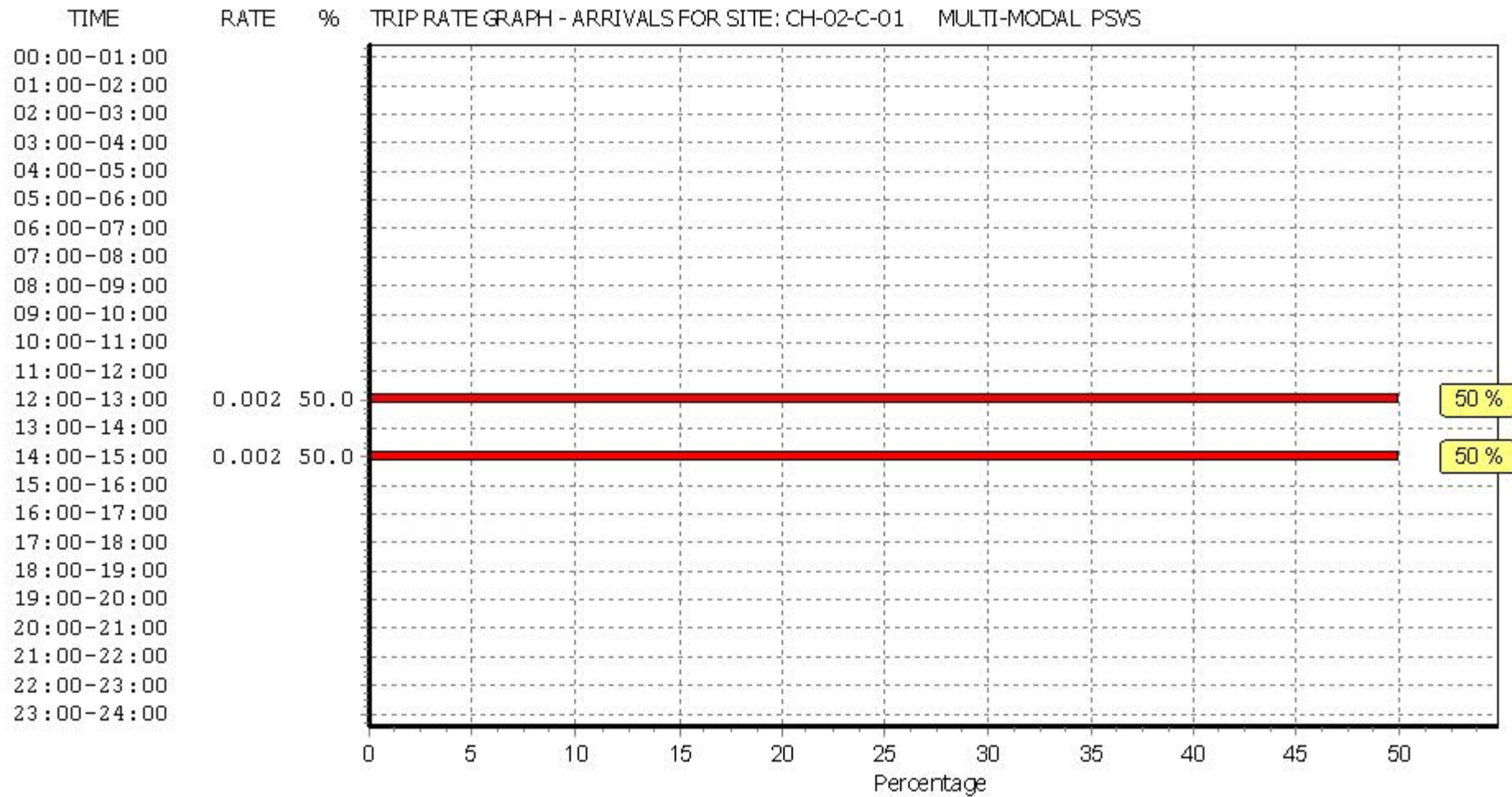
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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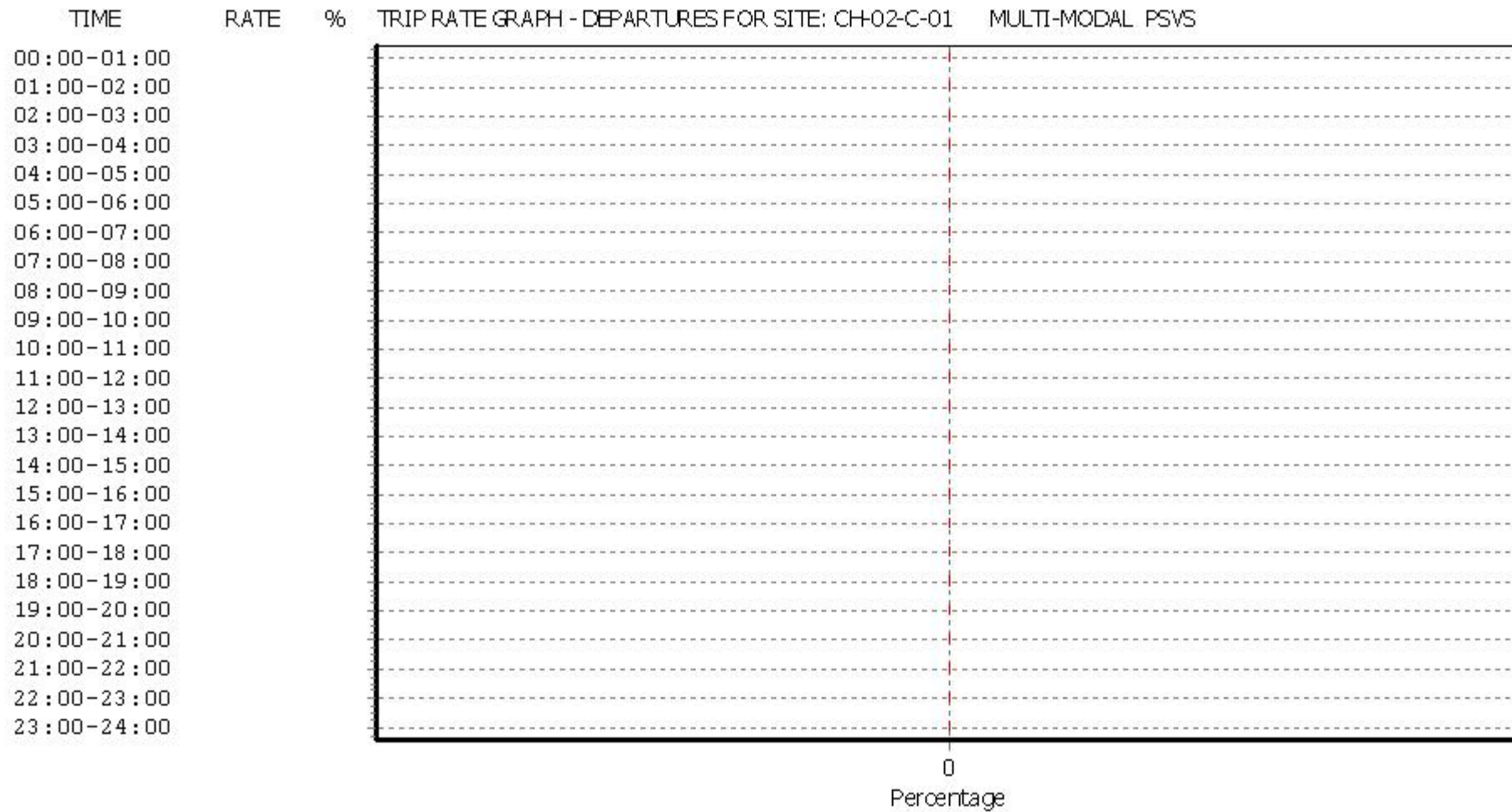
Parameter summary

Trip rate parameter range selected:	1880 - 23500 (units: sqm)
Survey date date range:	01/01/06 - 22/10/13
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

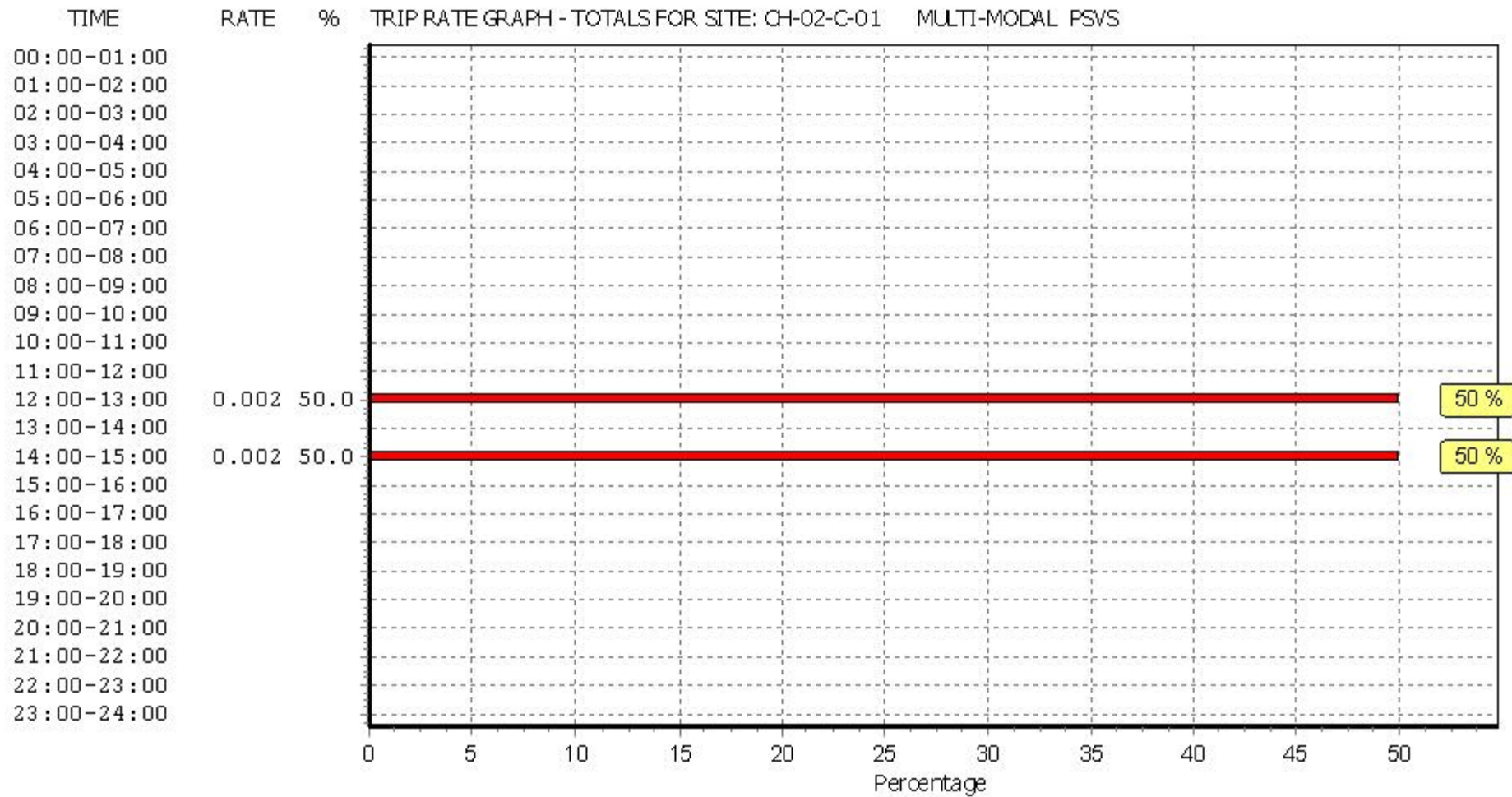
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
 MULTI-MODAL CYCLISTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	11363	0.009	4	11363	0.004	4	11363	0.013
07:30 - 08:00	4	11363	0.002	4	11363	0.000	4	11363	0.002
08:00 - 08:30	4	11363	0.011	4	11363	0.002	4	11363	0.013
08:30 - 09:00	4	11363	0.000	4	11363	0.000	4	11363	0.000
09:00 - 09:30	4	11363	0.000	4	11363	0.000	4	11363	0.000
09:30 - 10:00	4	11363	0.000	4	11363	0.002	4	11363	0.002
10:00 - 10:30	4	11363	0.000	4	11363	0.002	4	11363	0.002
10:30 - 11:00	4	11363	0.000	4	11363	0.000	4	11363	0.000
11:00 - 11:30	4	11363	0.000	4	11363	0.002	4	11363	0.002
11:30 - 12:00	4	11363	0.000	4	11363	0.000	4	11363	0.000
12:00 - 12:30	4	11363	0.000	4	11363	0.004	4	11363	0.004
12:30 - 13:00	4	11363	0.000	4	11363	0.000	4	11363	0.000
13:00 - 13:30	4	11363	0.009	4	11363	0.007	4	11363	0.016
13:30 - 14:00	4	11363	0.007	4	11363	0.000	4	11363	0.007
14:00 - 14:30	4	11363	0.004	4	11363	0.024	4	11363	0.028
14:30 - 15:00	4	11363	0.000	4	11363	0.002	4	11363	0.002
15:00 - 15:30	4	11363	0.000	4	11363	0.004	4	11363	0.004
15:30 - 16:00	4	11363	0.000	4	11363	0.002	4	11363	0.002
16:00 - 16:30	4	11363	0.000	4	11363	0.000	4	11363	0.000
16:30 - 17:00	4	11363	0.002	4	11363	0.007	4	11363	0.009
17:00 - 17:30	4	11363	0.000	4	11363	0.000	4	11363	0.000
17:30 - 18:00	4	11363	0.000	4	11363	0.000	4	11363	0.000
18:00 - 18:30	4	11363	0.000	4	11363	0.004	4	11363	0.004
18:30 - 19:00	4	11363	0.007	4	11363	0.004	4	11363	0.011
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.051			0.070			0.121

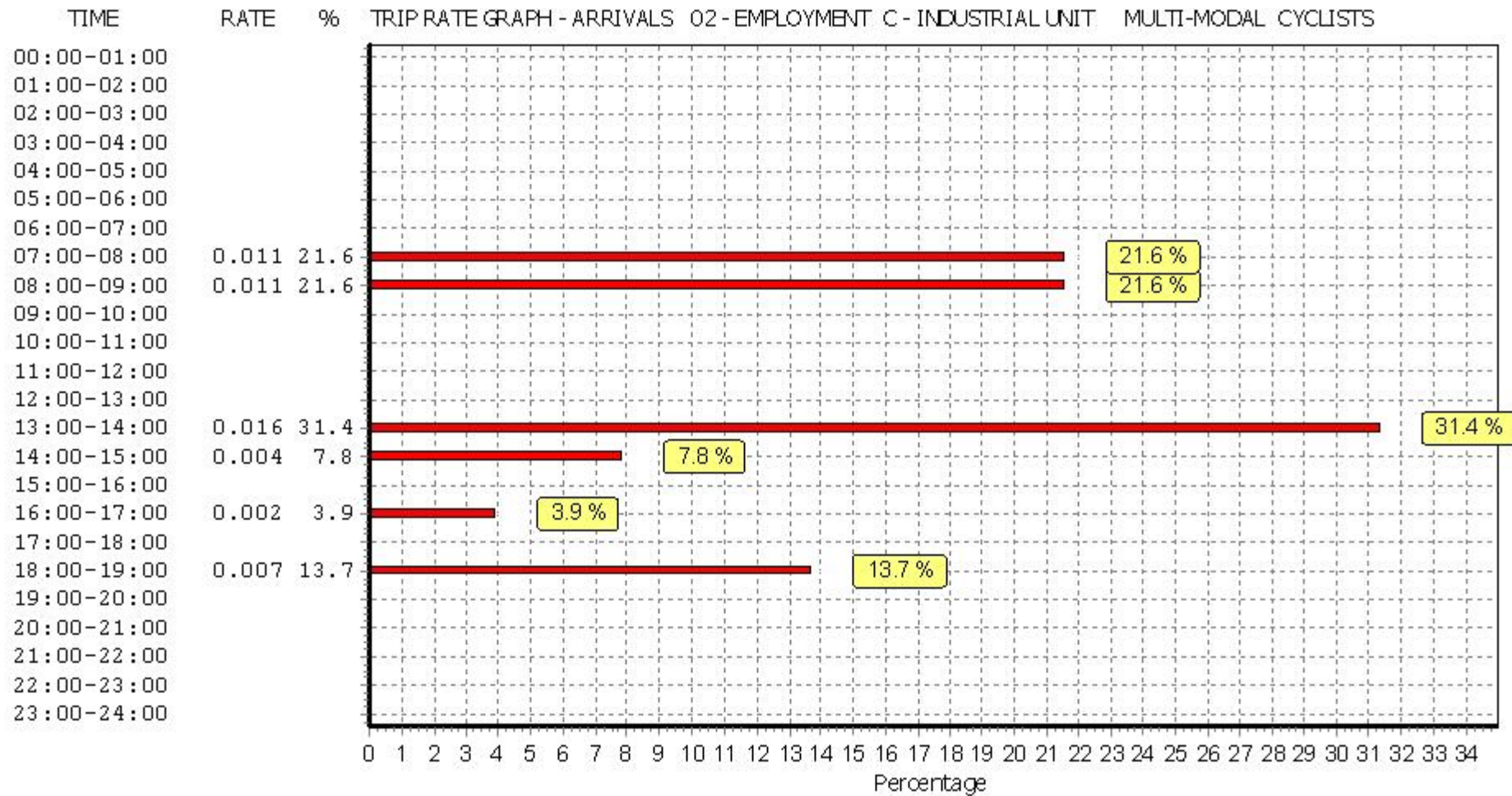
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

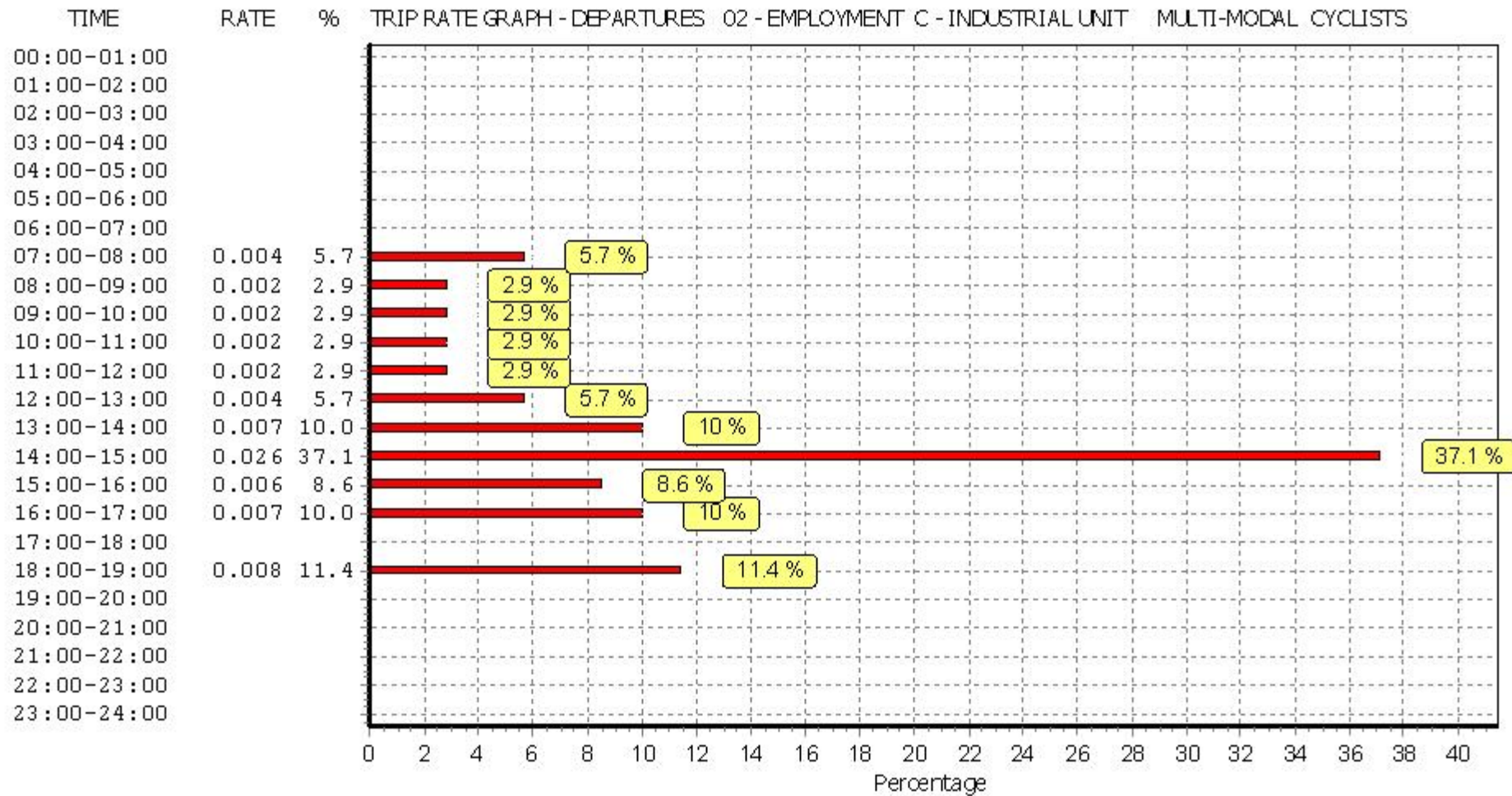
Parameter summary

Trip rate parameter range selected:	1880 - 23500 (units: sqm)
Survey date date range:	01/01/06 - 22/10/13
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

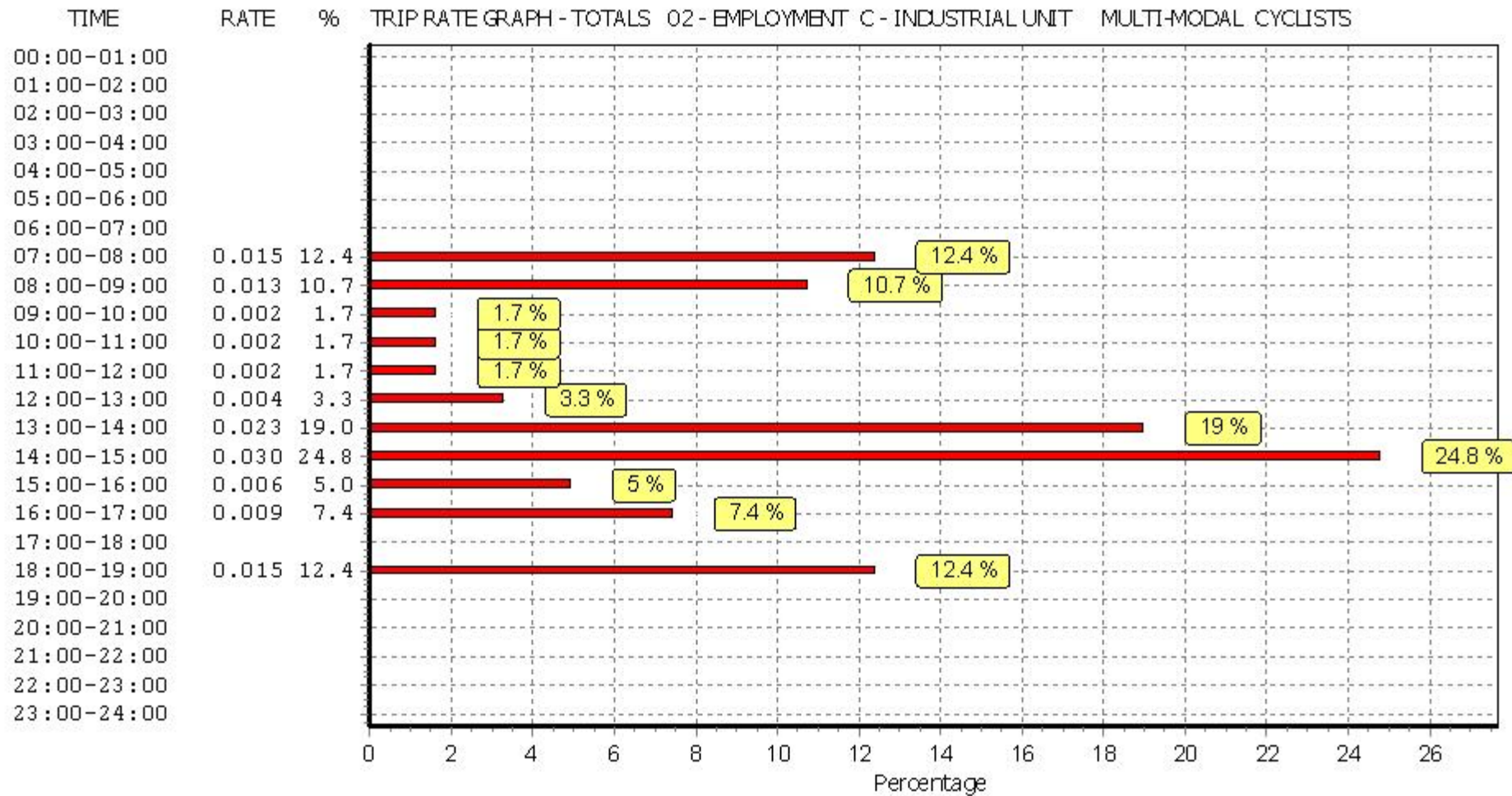
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
 MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	11363	0.068	4	11363	0.136	4	11363	0.204
07:30 - 08:00	4	11363	0.108	4	11363	0.033	4	11363	0.141
08:00 - 08:30	4	11363	0.128	4	11363	0.037	4	11363	0.165
08:30 - 09:00	4	11363	0.110	4	11363	0.046	4	11363	0.156
09:00 - 09:30	4	11363	0.141	4	11363	0.048	4	11363	0.189
09:30 - 10:00	4	11363	0.075	4	11363	0.040	4	11363	0.115
10:00 - 10:30	4	11363	0.062	4	11363	0.070	4	11363	0.132
10:30 - 11:00	4	11363	0.062	4	11363	0.042	4	11363	0.104
11:00 - 11:30	4	11363	0.053	4	11363	0.037	4	11363	0.090
11:30 - 12:00	4	11363	0.062	4	11363	0.059	4	11363	0.121
12:00 - 12:30	4	11363	0.046	4	11363	0.086	4	11363	0.132
12:30 - 13:00	4	11363	0.066	4	11363	0.057	4	11363	0.123
13:00 - 13:30	4	11363	0.112	4	11363	0.097	4	11363	0.209
13:30 - 14:00	4	11363	0.169	4	11363	0.079	4	11363	0.248
14:00 - 14:30	4	11363	0.167	4	11363	0.279	4	11363	0.446
14:30 - 15:00	4	11363	0.125	4	11363	0.114	4	11363	0.239
15:00 - 15:30	4	11363	0.187	4	11363	0.110	4	11363	0.297
15:30 - 16:00	4	11363	0.099	4	11363	0.255	4	11363	0.354
16:00 - 16:30	4	11363	0.044	4	11363	0.075	4	11363	0.119
16:30 - 17:00	4	11363	0.062	4	11363	0.198	4	11363	0.260
17:00 - 17:30	4	11363	0.020	4	11363	0.121	4	11363	0.141
17:30 - 18:00	4	11363	0.018	4	11363	0.090	4	11363	0.108
18:00 - 18:30	4	11363	0.051	4	11363	0.079	4	11363	0.130
18:30 - 19:00	4	11363	0.090	4	11363	0.073	4	11363	0.163
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.125			2.261			4.386

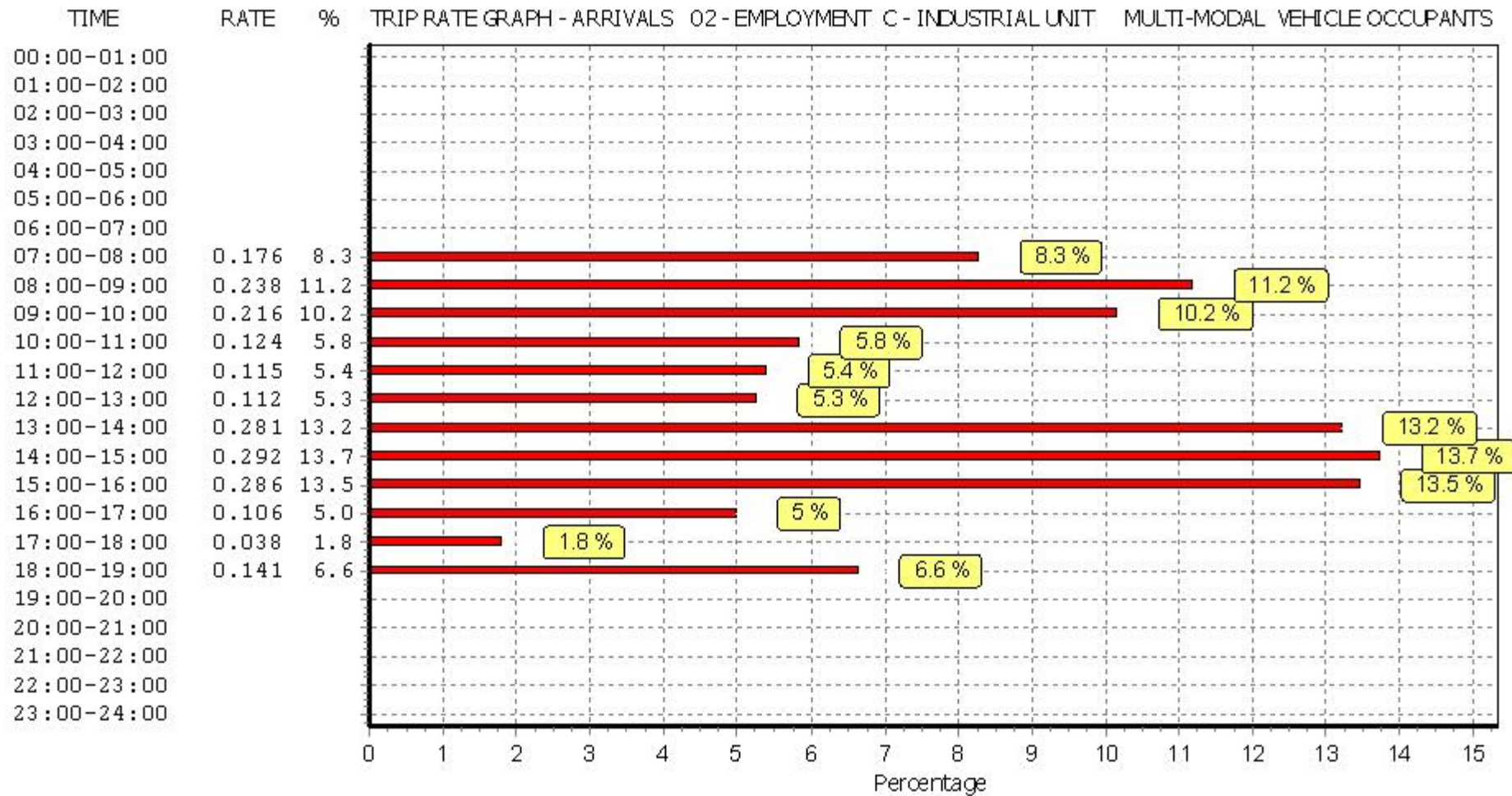
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

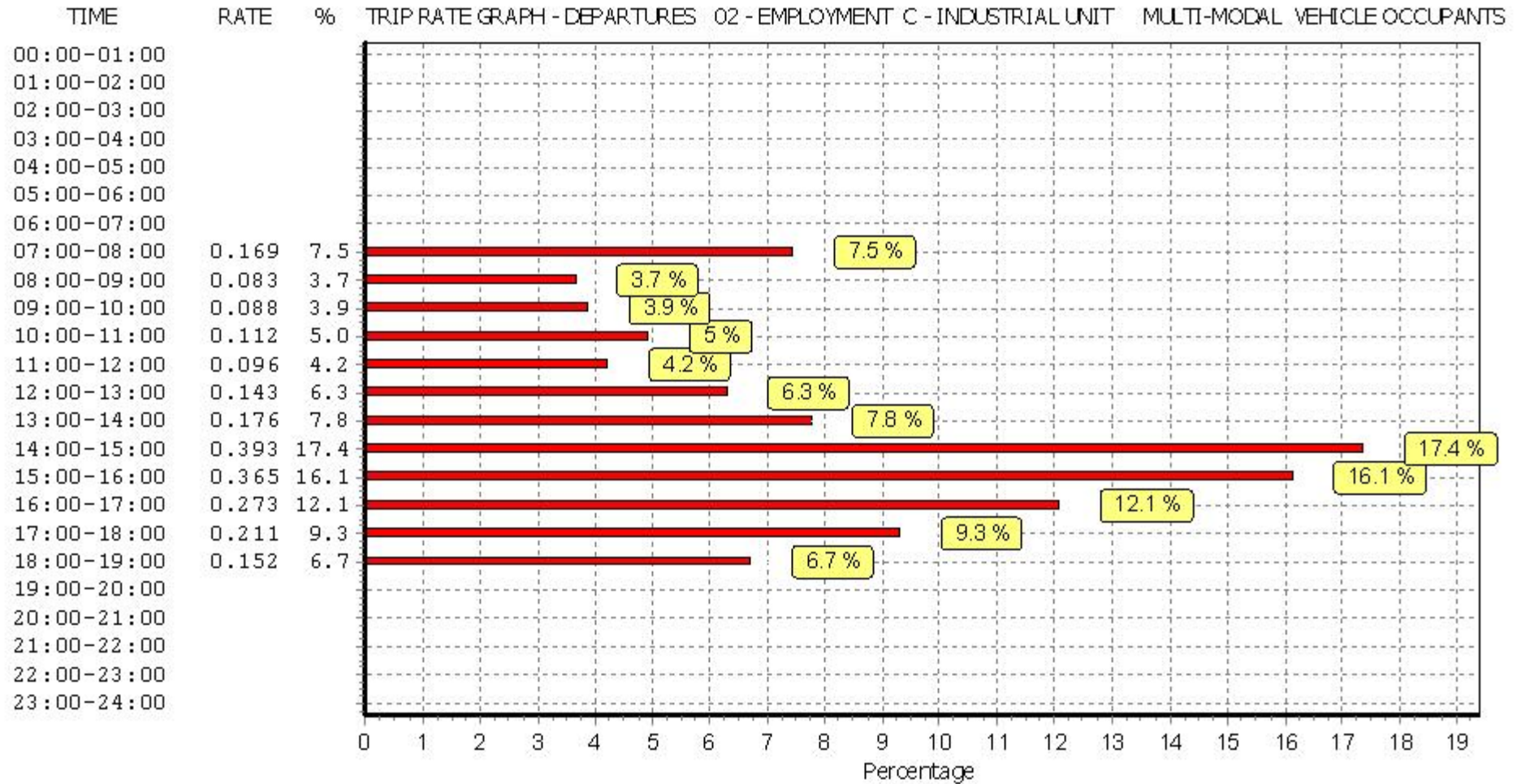
Parameter summary

Trip rate parameter range selected:	1880 - 23500 (units: sqm)
Survey date date range:	01/01/06 - 22/10/13
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

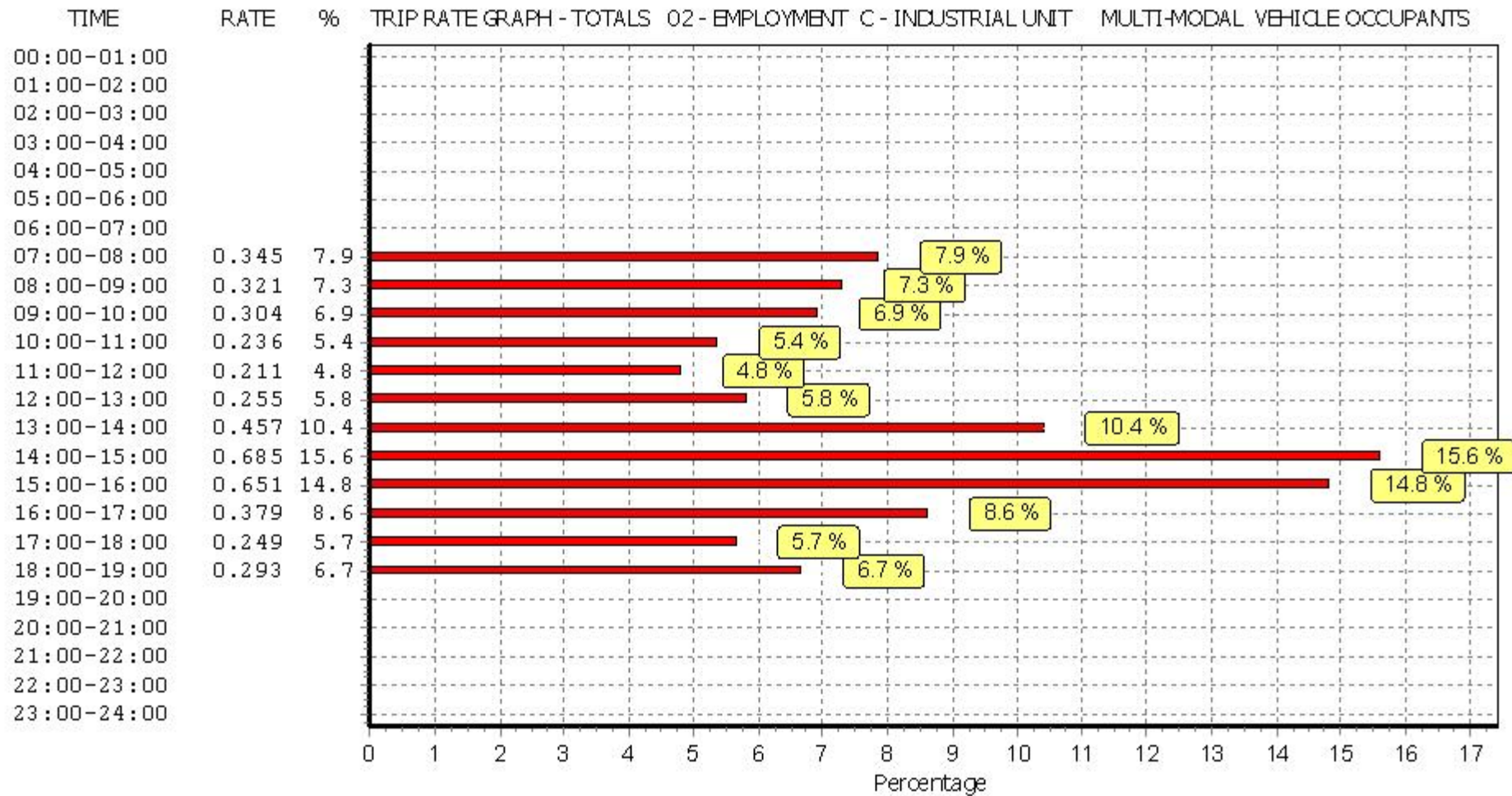
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
 MULTI-MODAL PEDESTRIANS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	11363	0.002	4	11363	0.020	4	11363	0.022
07:30 - 08:00	4	11363	0.011	4	11363	0.004	4	11363	0.015
08:00 - 08:30	4	11363	0.011	4	11363	0.002	4	11363	0.013
08:30 - 09:00	4	11363	0.009	4	11363	0.007	4	11363	0.016
09:00 - 09:30	4	11363	0.013	4	11363	0.013	4	11363	0.026
09:30 - 10:00	4	11363	0.009	4	11363	0.011	4	11363	0.020
10:00 - 10:30	4	11363	0.007	4	11363	0.011	4	11363	0.018
10:30 - 11:00	4	11363	0.015	4	11363	0.015	4	11363	0.030
11:00 - 11:30	4	11363	0.004	4	11363	0.013	4	11363	0.017
11:30 - 12:00	4	11363	0.009	4	11363	0.004	4	11363	0.013
12:00 - 12:30	4	11363	0.002	4	11363	0.013	4	11363	0.015
12:30 - 13:00	4	11363	0.009	4	11363	0.007	4	11363	0.016
13:00 - 13:30	4	11363	0.068	4	11363	0.018	4	11363	0.086
13:30 - 14:00	4	11363	0.042	4	11363	0.035	4	11363	0.077
14:00 - 14:30	4	11363	0.009	4	11363	0.088	4	11363	0.097
14:30 - 15:00	4	11363	0.002	4	11363	0.033	4	11363	0.035
15:00 - 15:30	4	11363	0.000	4	11363	0.077	4	11363	0.077
15:30 - 16:00	4	11363	0.002	4	11363	0.055	4	11363	0.057
16:00 - 16:30	4	11363	0.007	4	11363	0.013	4	11363	0.020
16:30 - 17:00	4	11363	0.007	4	11363	0.009	4	11363	0.016
17:00 - 17:30	4	11363	0.004	4	11363	0.011	4	11363	0.015
17:30 - 18:00	4	11363	0.004	4	11363	0.011	4	11363	0.015
18:00 - 18:30	4	11363	0.002	4	11363	0.004	4	11363	0.006
18:30 - 19:00	4	11363	0.013	4	11363	0.011	4	11363	0.024
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.261			0.485			0.746

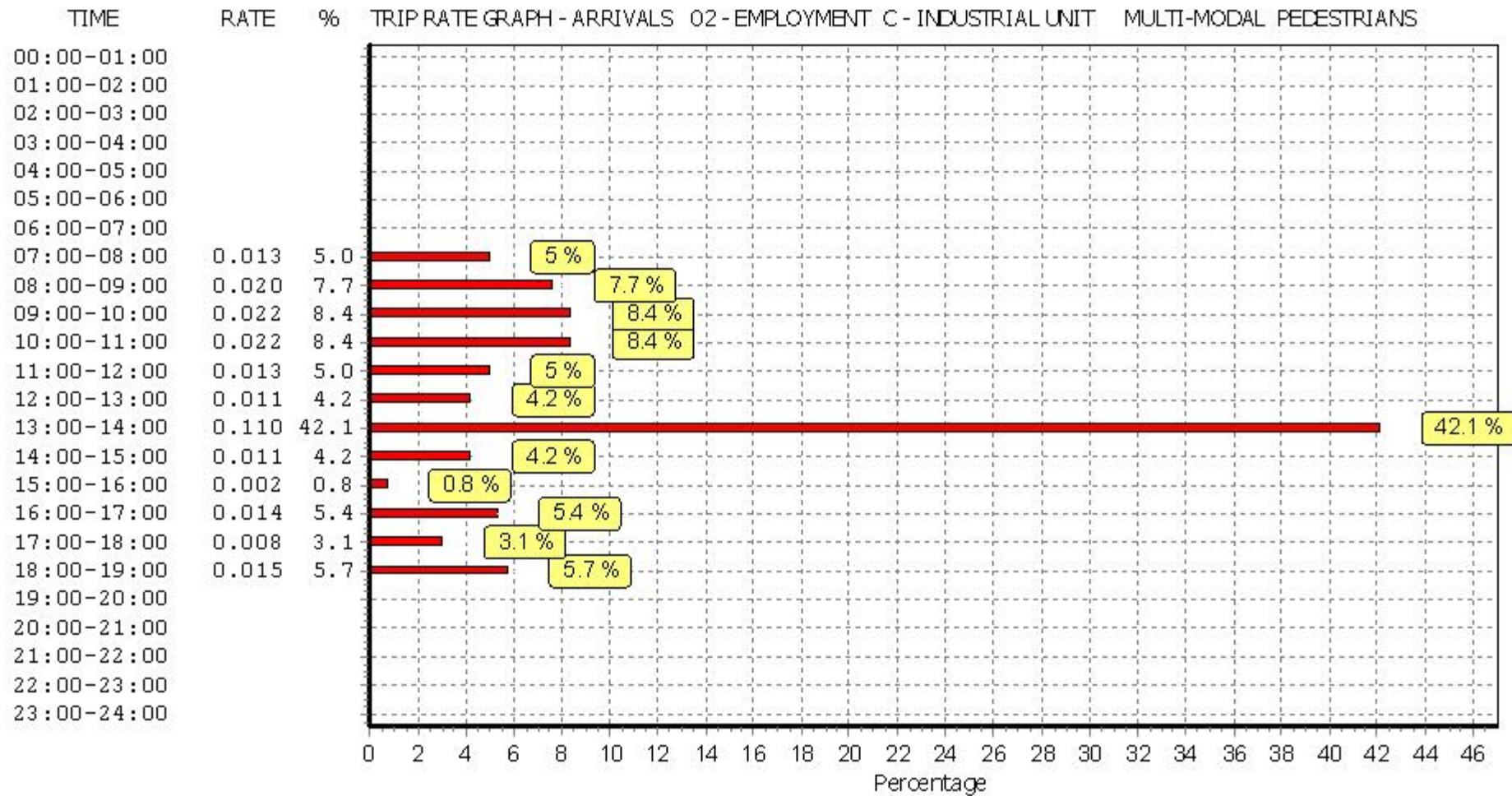
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

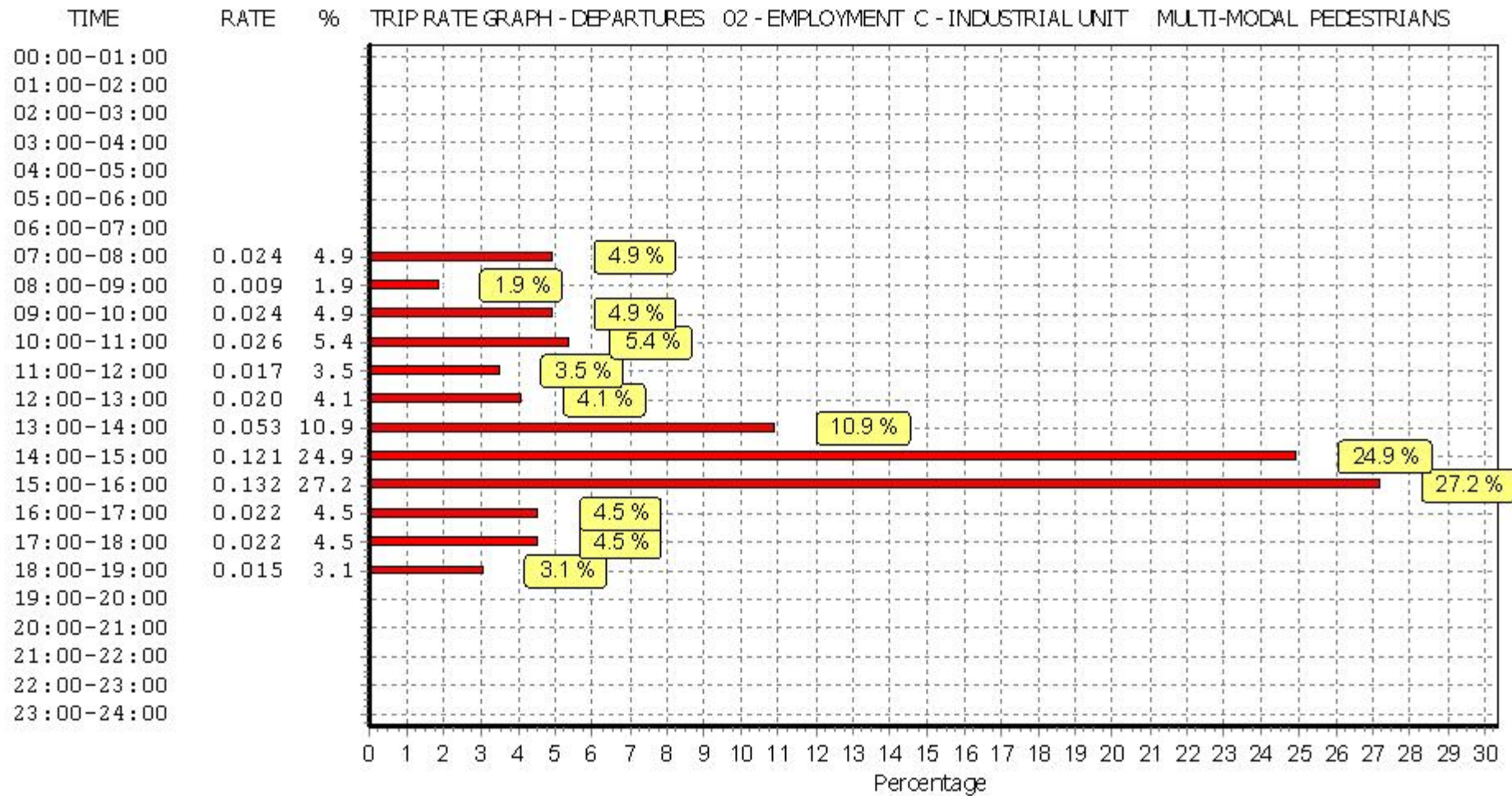
Parameter summary

Trip rate parameter range selected:	1880 - 23500 (units: sqm)
Survey date date range:	01/01/06 - 22/10/13
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

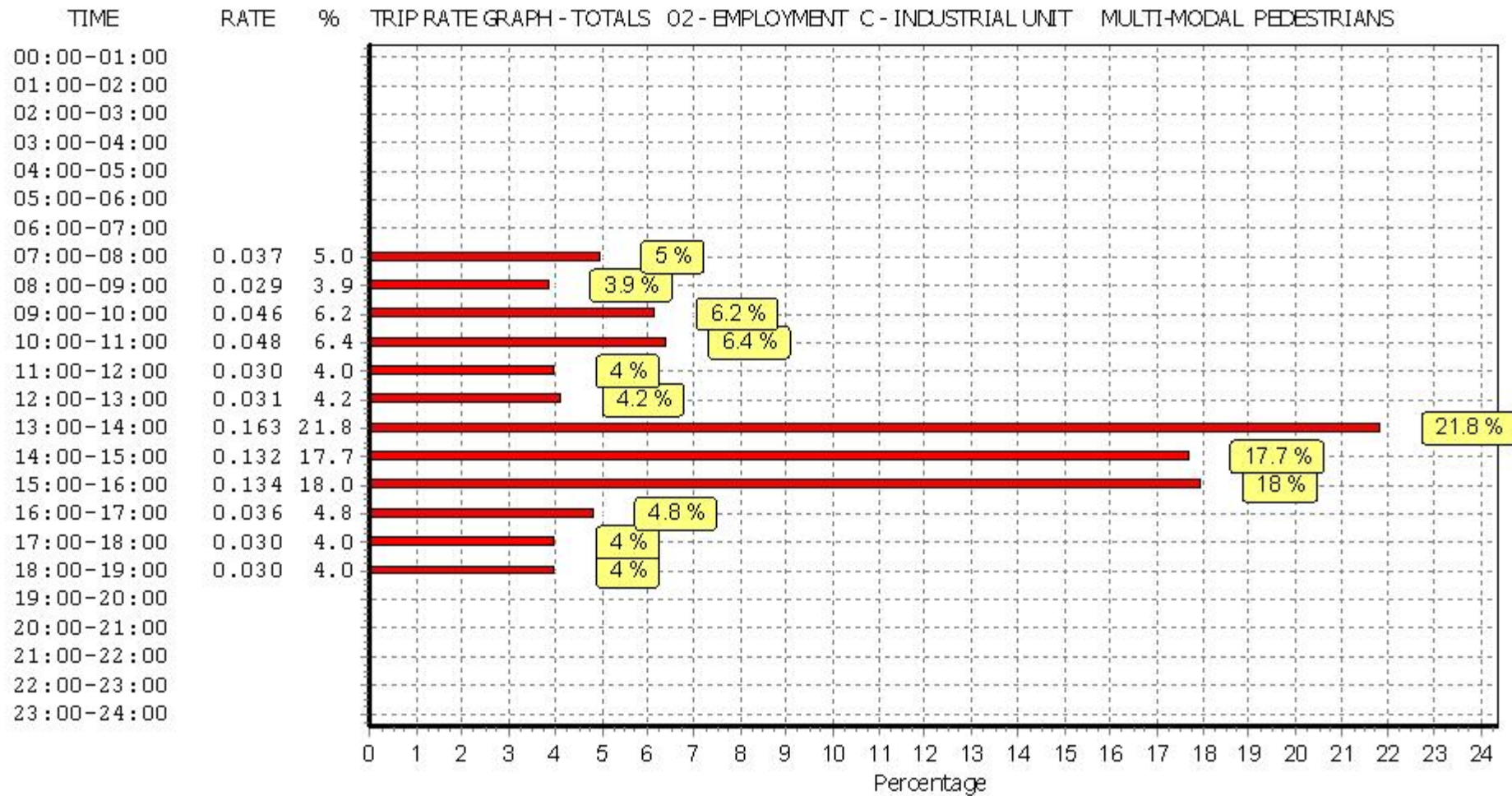
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
 MULTI-MODAL BUS/TRAM PASSENGERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	11363	0.024	4	11363	0.000	4	11363	0.024
07:30 - 08:00	4	11363	0.009	4	11363	0.002	4	11363	0.011
08:00 - 08:30	4	11363	0.000	4	11363	0.000	4	11363	0.000
08:30 - 09:00	4	11363	0.004	4	11363	0.004	4	11363	0.008
09:00 - 09:30	4	11363	0.004	4	11363	0.000	4	11363	0.004
09:30 - 10:00	4	11363	0.000	4	11363	0.000	4	11363	0.000
10:00 - 10:30	4	11363	0.000	4	11363	0.000	4	11363	0.000
10:30 - 11:00	4	11363	0.000	4	11363	0.000	4	11363	0.000
11:00 - 11:30	4	11363	0.004	4	11363	0.000	4	11363	0.004
11:30 - 12:00	4	11363	0.000	4	11363	0.000	4	11363	0.000
12:00 - 12:30	4	11363	0.000	4	11363	0.000	4	11363	0.000
12:30 - 13:00	4	11363	0.002	4	11363	0.002	4	11363	0.004
13:00 - 13:30	4	11363	0.000	4	11363	0.000	4	11363	0.000
13:30 - 14:00	4	11363	0.000	4	11363	0.000	4	11363	0.000
14:00 - 14:30	4	11363	0.007	4	11363	0.042	4	11363	0.049
14:30 - 15:00	4	11363	0.000	4	11363	0.007	4	11363	0.007
15:00 - 15:30	4	11363	0.000	4	11363	0.053	4	11363	0.053
15:30 - 16:00	4	11363	0.000	4	11363	0.009	4	11363	0.009
16:00 - 16:30	4	11363	0.000	4	11363	0.022	4	11363	0.022
16:30 - 17:00	4	11363	0.000	4	11363	0.002	4	11363	0.002
17:00 - 17:30	4	11363	0.004	4	11363	0.004	4	11363	0.008
17:30 - 18:00	4	11363	0.000	4	11363	0.004	4	11363	0.004
18:00 - 18:30	4	11363	0.000	4	11363	0.002	4	11363	0.002
18:30 - 19:00	4	11363	0.000	4	11363	0.000	4	11363	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.058			0.153			0.211

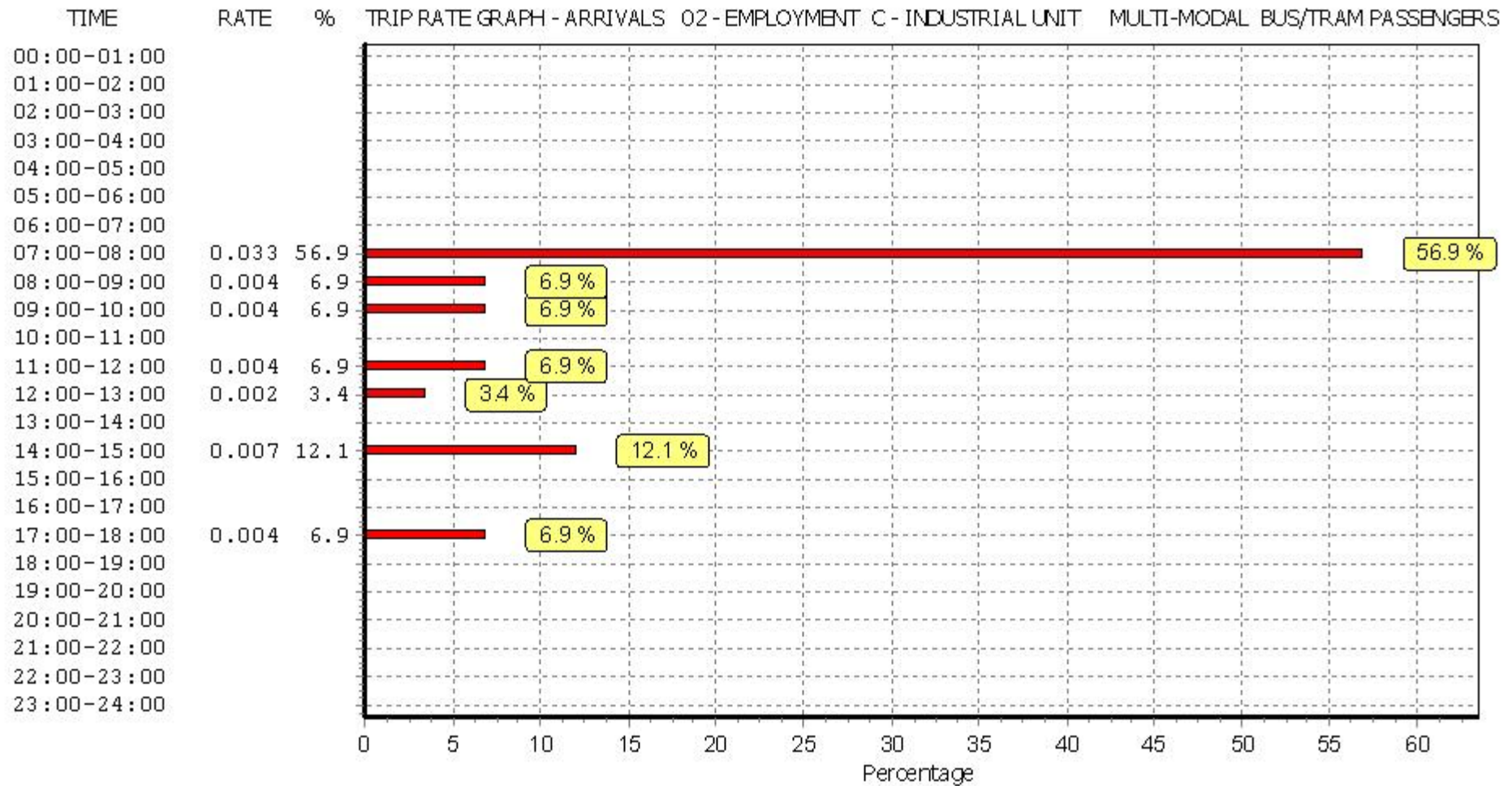
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

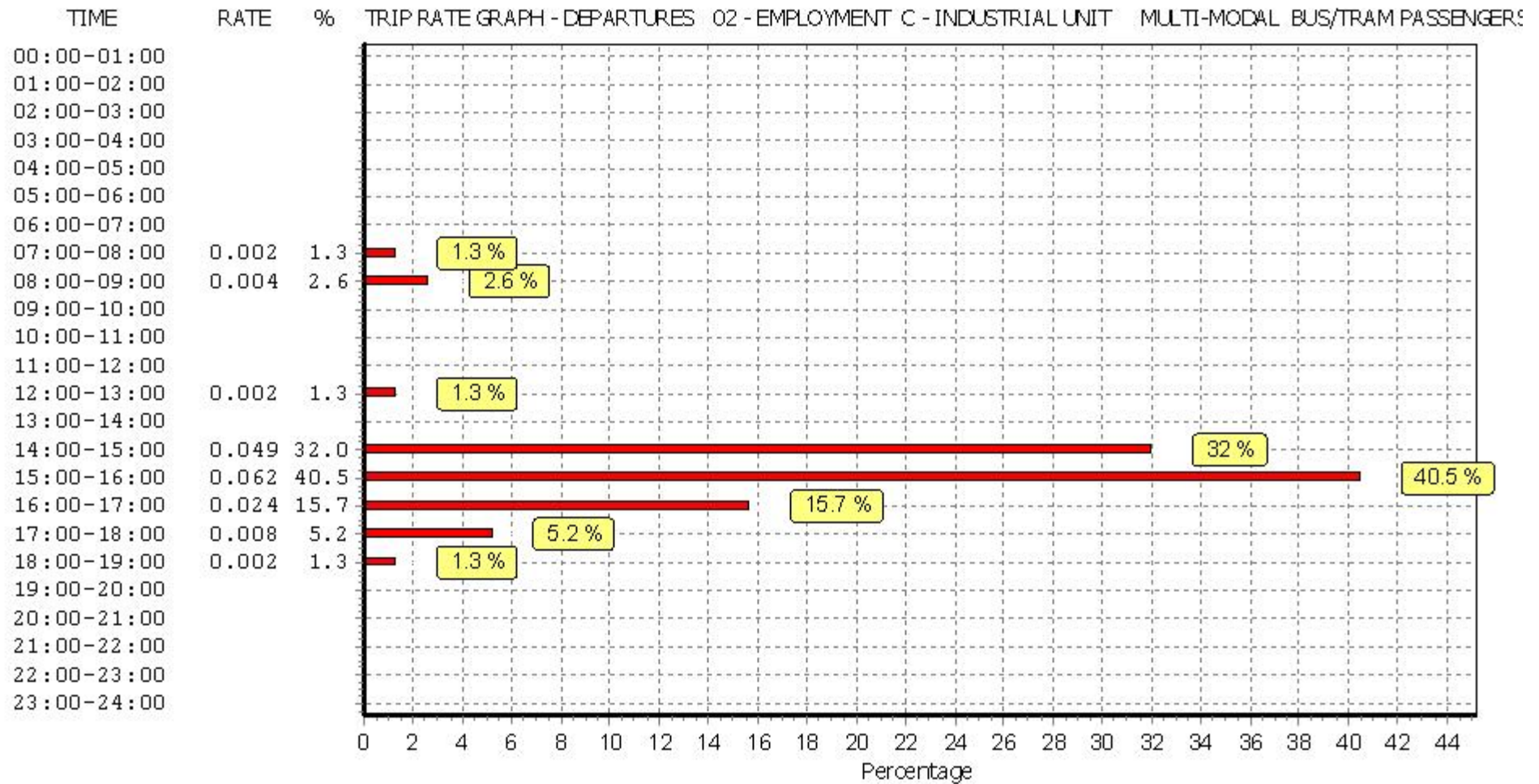
Parameter summary

Trip rate parameter range selected:	1880 - 23500 (units: sqm)
Survey date date range:	01/01/06 - 22/10/13
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

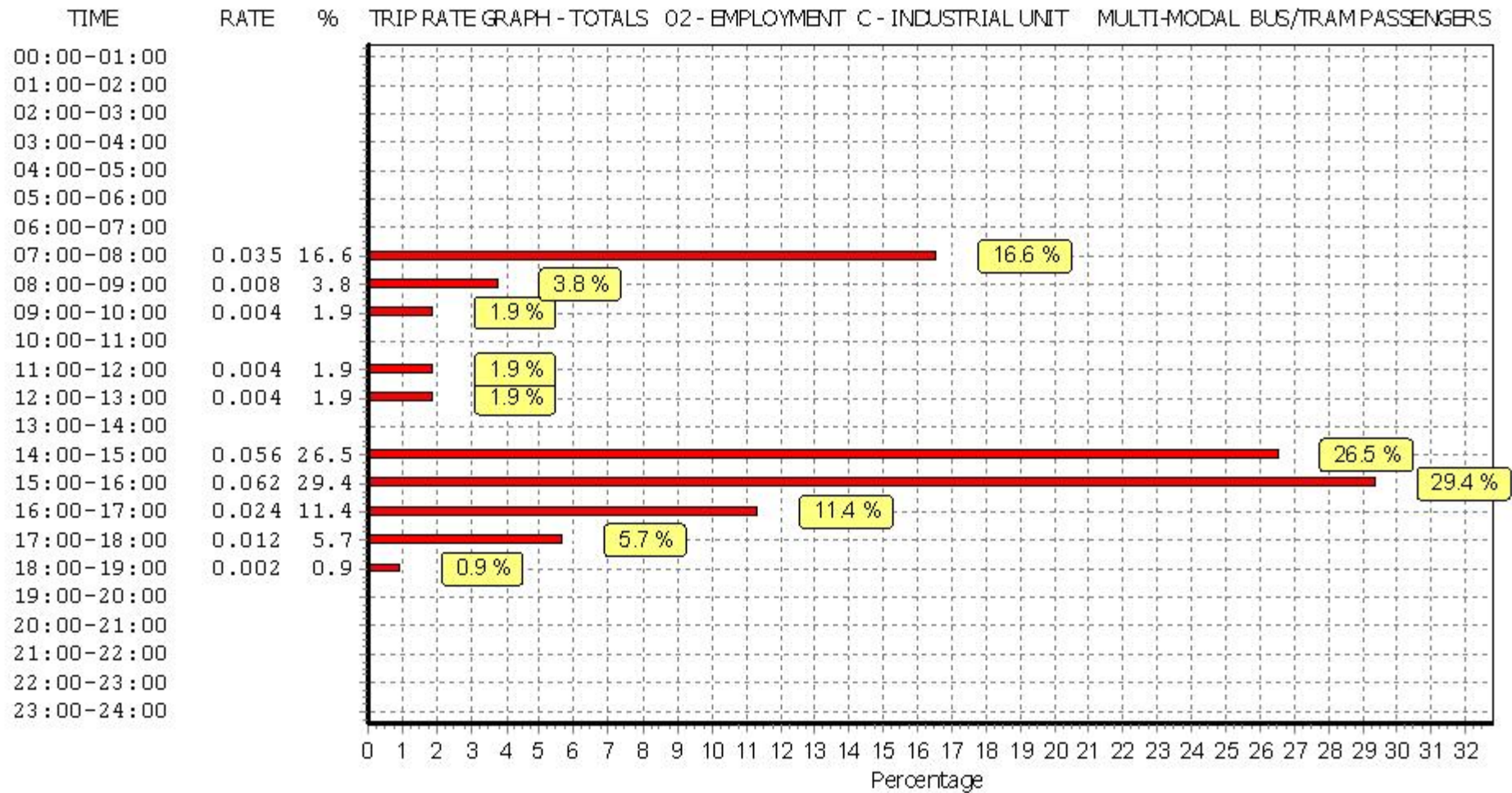
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
 MULTI-MODAL TOTAL RAIL PASSENGERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	11363	0.000	4	11363	0.000	4	11363	0.000
07:30 - 08:00	4	11363	0.002	4	11363	0.000	4	11363	0.002
08:00 - 08:30	4	11363	0.000	4	11363	0.000	4	11363	0.000
08:30 - 09:00	4	11363	0.000	4	11363	0.000	4	11363	0.000
09:00 - 09:30	4	11363	0.000	4	11363	0.000	4	11363	0.000
09:30 - 10:00	4	11363	0.000	4	11363	0.000	4	11363	0.000
10:00 - 10:30	4	11363	0.000	4	11363	0.000	4	11363	0.000
10:30 - 11:00	4	11363	0.000	4	11363	0.000	4	11363	0.000
11:00 - 11:30	4	11363	0.000	4	11363	0.000	4	11363	0.000
11:30 - 12:00	4	11363	0.000	4	11363	0.000	4	11363	0.000
12:00 - 12:30	4	11363	0.000	4	11363	0.000	4	11363	0.000
12:30 - 13:00	4	11363	0.000	4	11363	0.000	4	11363	0.000
13:00 - 13:30	4	11363	0.000	4	11363	0.000	4	11363	0.000
13:30 - 14:00	4	11363	0.000	4	11363	0.000	4	11363	0.000
14:00 - 14:30	4	11363	0.000	4	11363	0.000	4	11363	0.000
14:30 - 15:00	4	11363	0.000	4	11363	0.000	4	11363	0.000
15:00 - 15:30	4	11363	0.000	4	11363	0.000	4	11363	0.000
15:30 - 16:00	4	11363	0.000	4	11363	0.000	4	11363	0.000
16:00 - 16:30	4	11363	0.000	4	11363	0.000	4	11363	0.000
16:30 - 17:00	4	11363	0.000	4	11363	0.000	4	11363	0.000
17:00 - 17:30	4	11363	0.000	4	11363	0.002	4	11363	0.002
17:30 - 18:00	4	11363	0.000	4	11363	0.000	4	11363	0.000
18:00 - 18:30	4	11363	0.000	4	11363	0.000	4	11363	0.000
18:30 - 19:00	4	11363	0.000	4	11363	0.000	4	11363	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.002			0.002			0.004

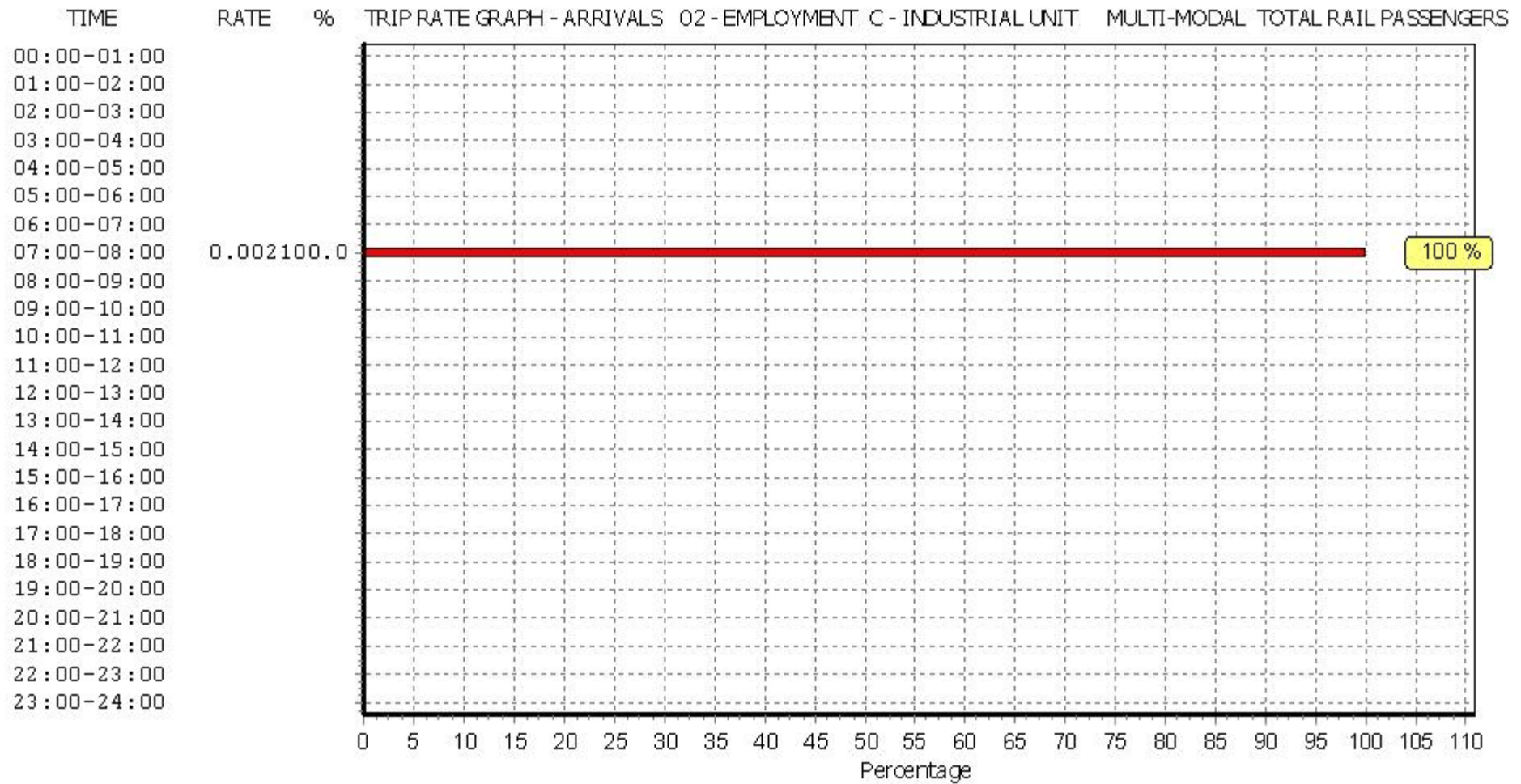
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

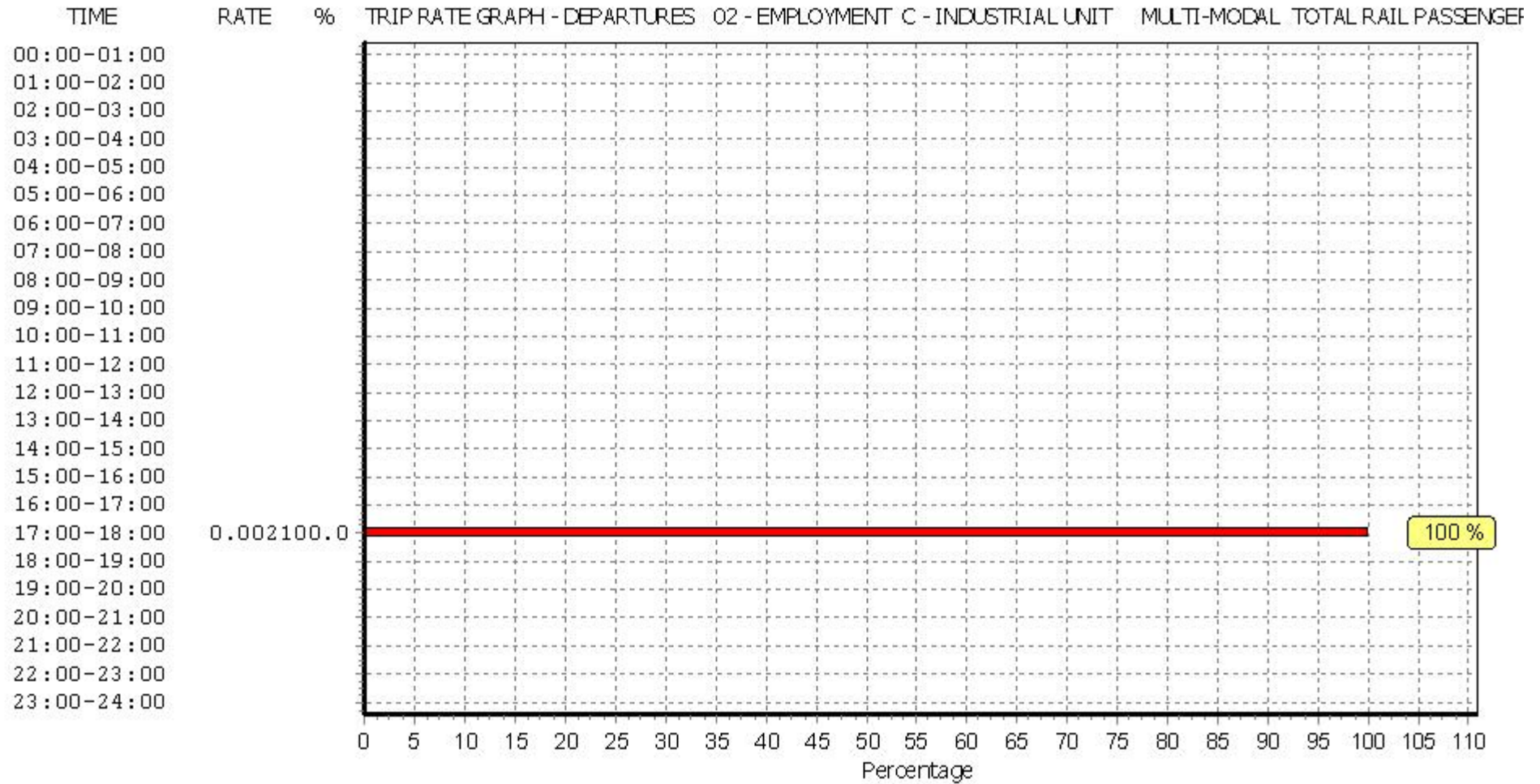
Parameter summary

Trip rate parameter range selected:	1880 - 23500 (units: sqm)
Survey date date range:	01/01/06 - 22/10/13
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

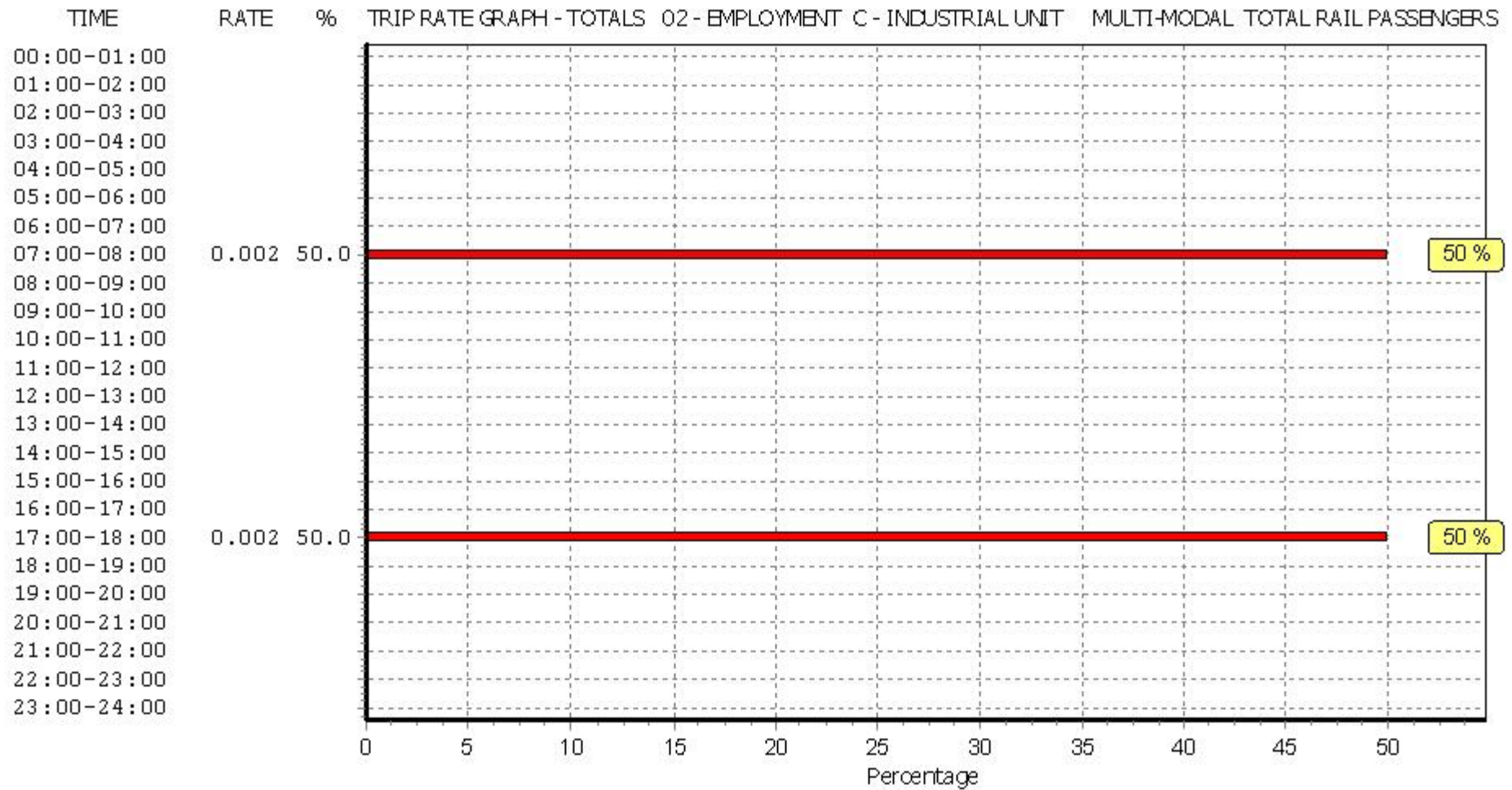
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
 MULTI-MODAL COACH PASSENGERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	11363	0.000	4	11363	0.000	4	11363	0.000
07:30 - 08:00	4	11363	0.000	4	11363	0.000	4	11363	0.000
08:00 - 08:30	4	11363	0.000	4	11363	0.000	4	11363	0.000
08:30 - 09:00	4	11363	0.000	4	11363	0.000	4	11363	0.000
09:00 - 09:30	4	11363	0.000	4	11363	0.000	4	11363	0.000
09:30 - 10:00	4	11363	0.000	4	11363	0.000	4	11363	0.000
10:00 - 10:30	4	11363	0.000	4	11363	0.000	4	11363	0.000
10:30 - 11:00	4	11363	0.000	4	11363	0.000	4	11363	0.000
11:00 - 11:30	4	11363	0.000	4	11363	0.000	4	11363	0.000
11:30 - 12:00	4	11363	0.000	4	11363	0.000	4	11363	0.000
12:00 - 12:30	4	11363	0.000	4	11363	0.000	4	11363	0.000
12:30 - 13:00	4	11363	0.000	4	11363	0.000	4	11363	0.000
13:00 - 13:30	4	11363	0.000	4	11363	0.000	4	11363	0.000
13:30 - 14:00	4	11363	0.000	4	11363	0.000	4	11363	0.000
14:00 - 14:30	4	11363	0.000	4	11363	0.000	4	11363	0.000
14:30 - 15:00	4	11363	0.000	4	11363	0.000	4	11363	0.000
15:00 - 15:30	4	11363	0.000	4	11363	0.000	4	11363	0.000
15:30 - 16:00	4	11363	0.000	4	11363	0.000	4	11363	0.000
16:00 - 16:30	4	11363	0.000	4	11363	0.000	4	11363	0.000
16:30 - 17:00	4	11363	0.000	4	11363	0.000	4	11363	0.000
17:00 - 17:30	4	11363	0.000	4	11363	0.000	4	11363	0.000
17:30 - 18:00	4	11363	0.000	4	11363	0.000	4	11363	0.000
18:00 - 18:30	4	11363	0.000	4	11363	0.000	4	11363	0.000
18:30 - 19:00	4	11363	0.000	4	11363	0.000	4	11363	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			0.000			0.000

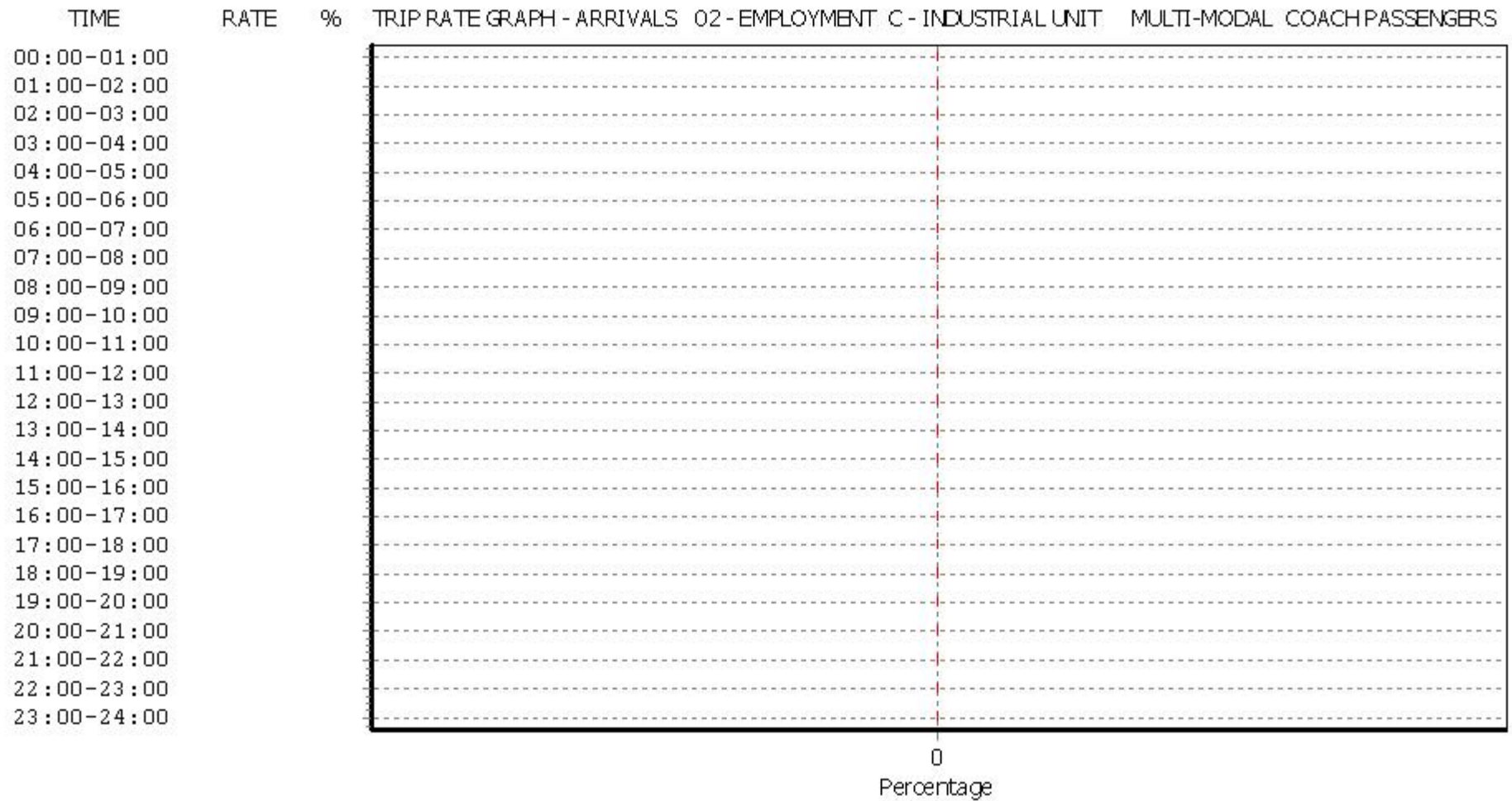
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

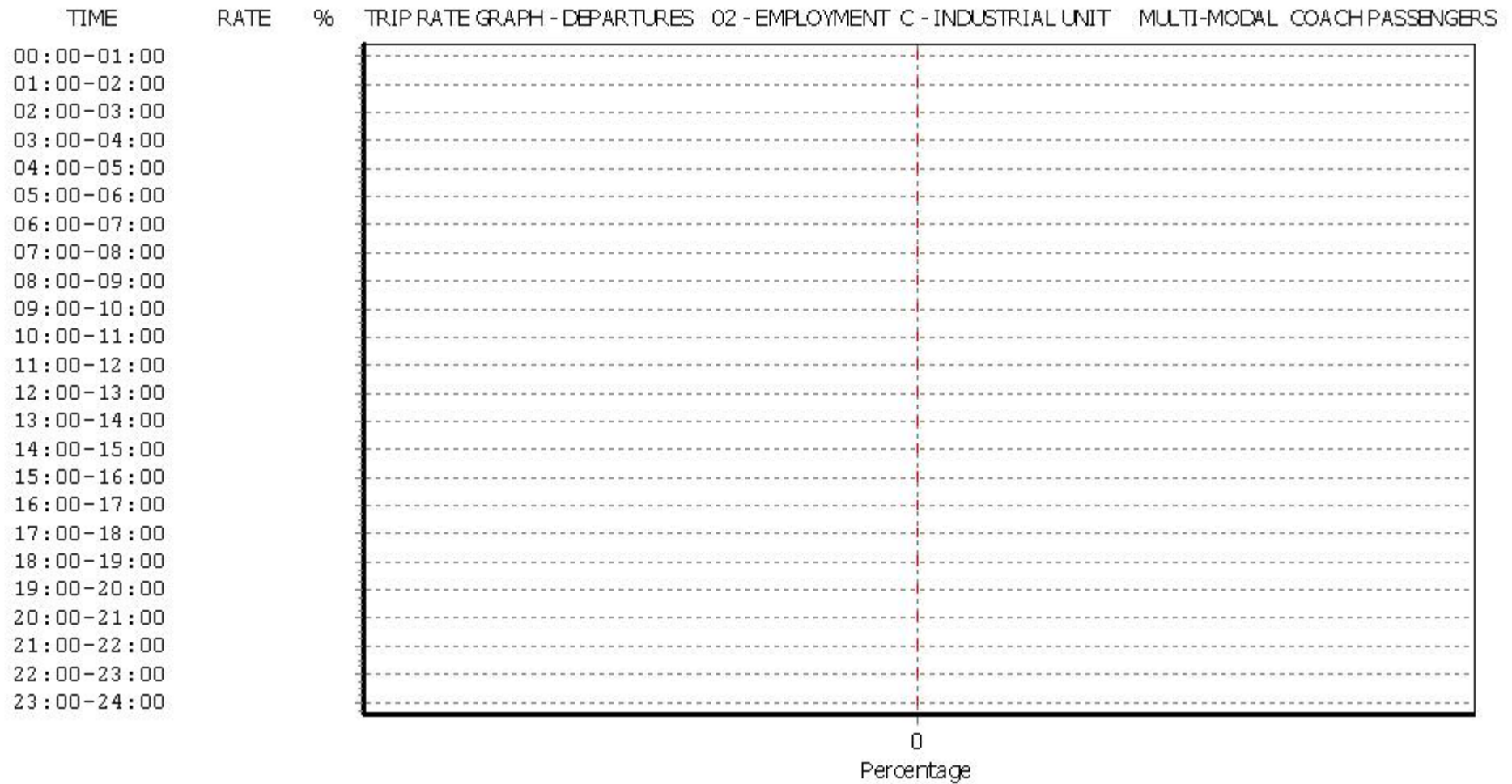
Parameter summary

Trip rate parameter range selected:	1880 - 23500 (units: sqm)
Survey date date range:	01/01/06 - 22/10/13
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

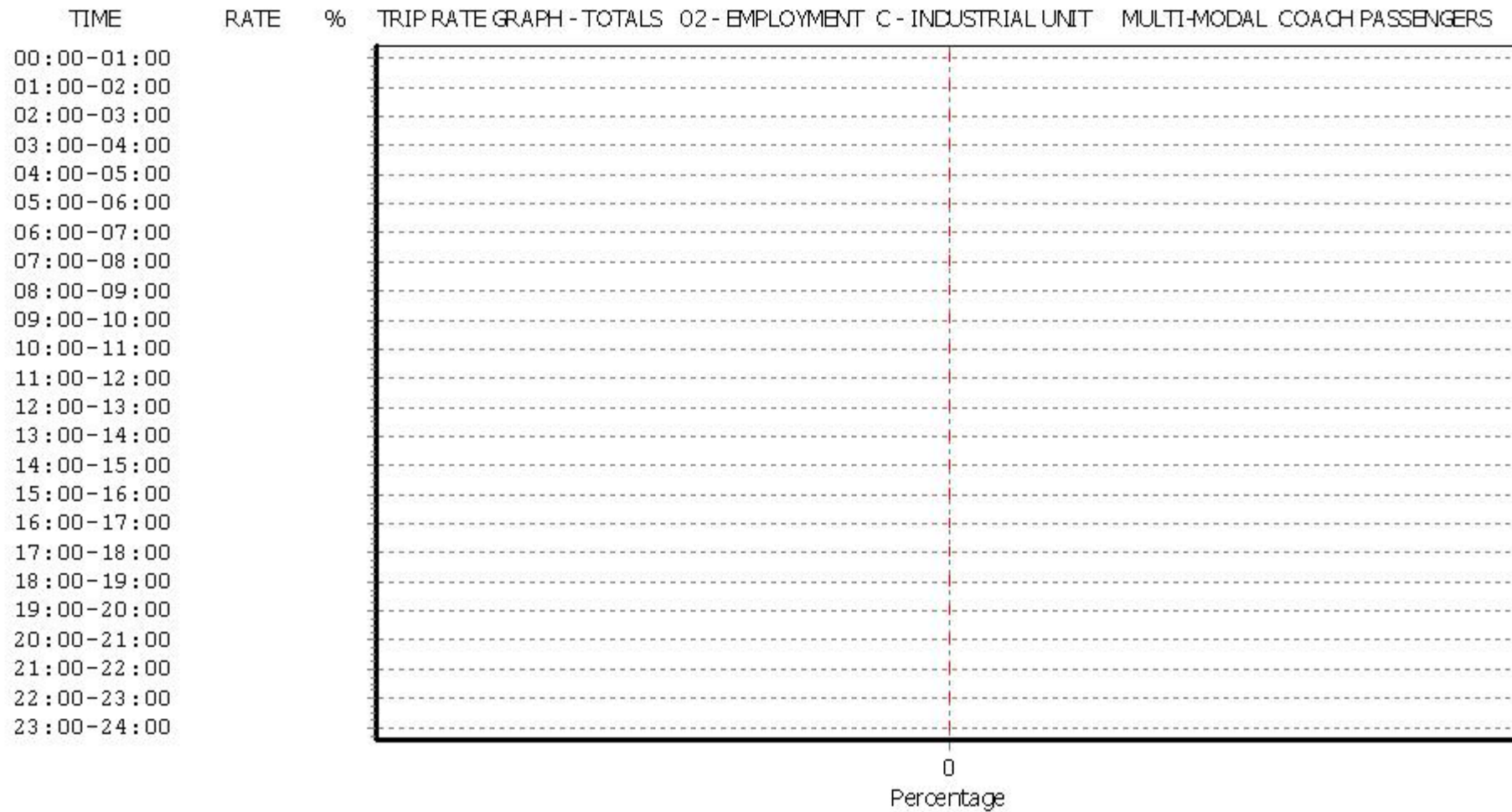
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
 MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	11363	0.024	4	11363	0.000	4	11363	0.024
07:30 - 08:00	4	11363	0.011	4	11363	0.002	4	11363	0.013
08:00 - 08:30	4	11363	0.000	4	11363	0.000	4	11363	0.000
08:30 - 09:00	4	11363	0.004	4	11363	0.004	4	11363	0.008
09:00 - 09:30	4	11363	0.004	4	11363	0.000	4	11363	0.004
09:30 - 10:00	4	11363	0.000	4	11363	0.000	4	11363	0.000
10:00 - 10:30	4	11363	0.000	4	11363	0.000	4	11363	0.000
10:30 - 11:00	4	11363	0.000	4	11363	0.000	4	11363	0.000
11:00 - 11:30	4	11363	0.004	4	11363	0.000	4	11363	0.004
11:30 - 12:00	4	11363	0.000	4	11363	0.000	4	11363	0.000
12:00 - 12:30	4	11363	0.000	4	11363	0.000	4	11363	0.000
12:30 - 13:00	4	11363	0.002	4	11363	0.002	4	11363	0.004
13:00 - 13:30	4	11363	0.000	4	11363	0.000	4	11363	0.000
13:30 - 14:00	4	11363	0.000	4	11363	0.000	4	11363	0.000
14:00 - 14:30	4	11363	0.007	4	11363	0.042	4	11363	0.049
14:30 - 15:00	4	11363	0.000	4	11363	0.007	4	11363	0.007
15:00 - 15:30	4	11363	0.000	4	11363	0.053	4	11363	0.053
15:30 - 16:00	4	11363	0.000	4	11363	0.009	4	11363	0.009
16:00 - 16:30	4	11363	0.000	4	11363	0.022	4	11363	0.022
16:30 - 17:00	4	11363	0.000	4	11363	0.002	4	11363	0.002
17:00 - 17:30	4	11363	0.004	4	11363	0.007	4	11363	0.011
17:30 - 18:00	4	11363	0.000	4	11363	0.004	4	11363	0.004
18:00 - 18:30	4	11363	0.000	4	11363	0.002	4	11363	0.002
18:30 - 19:00	4	11363	0.000	4	11363	0.000	4	11363	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.060			0.156			0.216

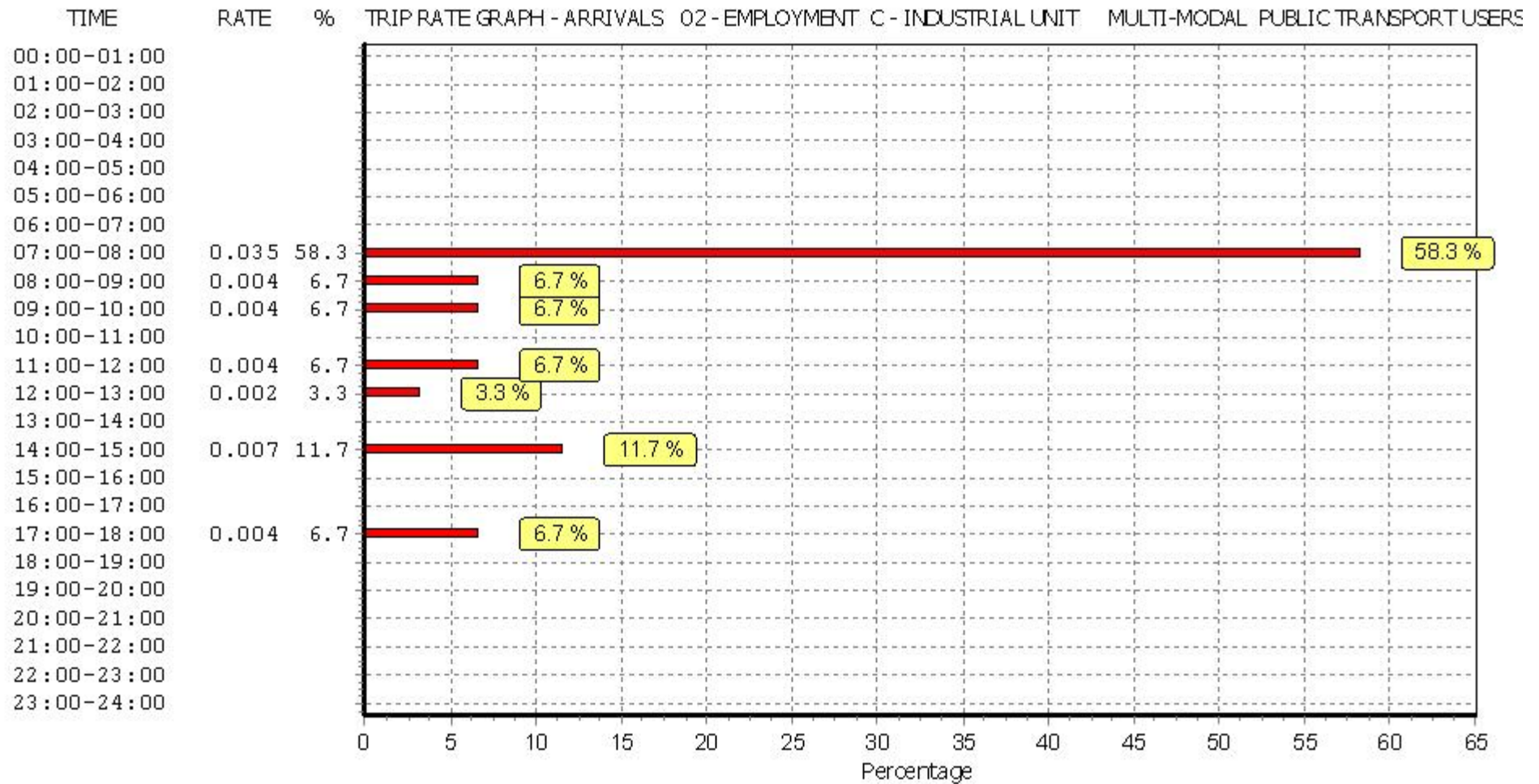
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

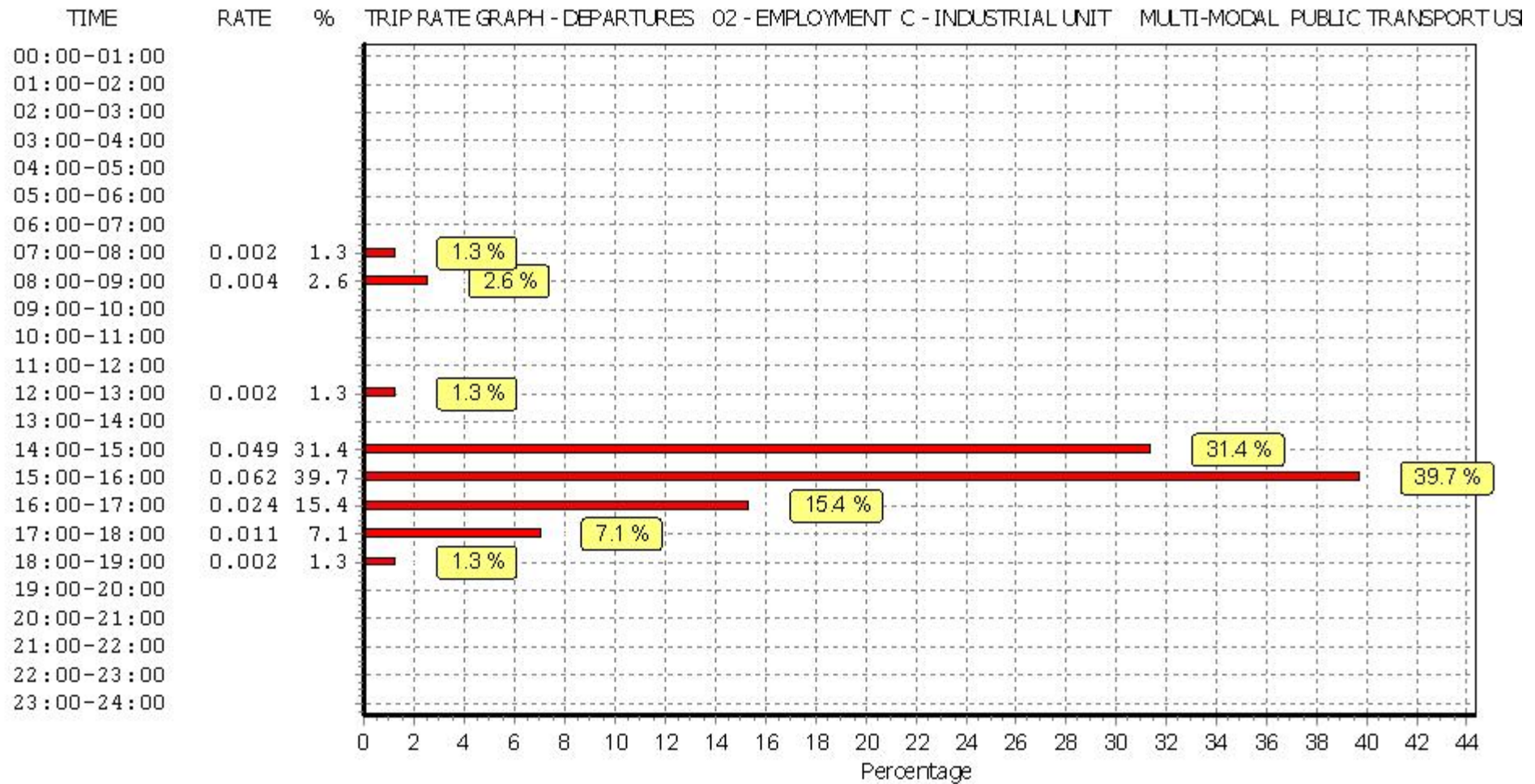
Parameter summary

Trip rate parameter range selected:	1880 - 23500 (units: sqm)
Survey date date range:	01/01/06 - 22/10/13
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

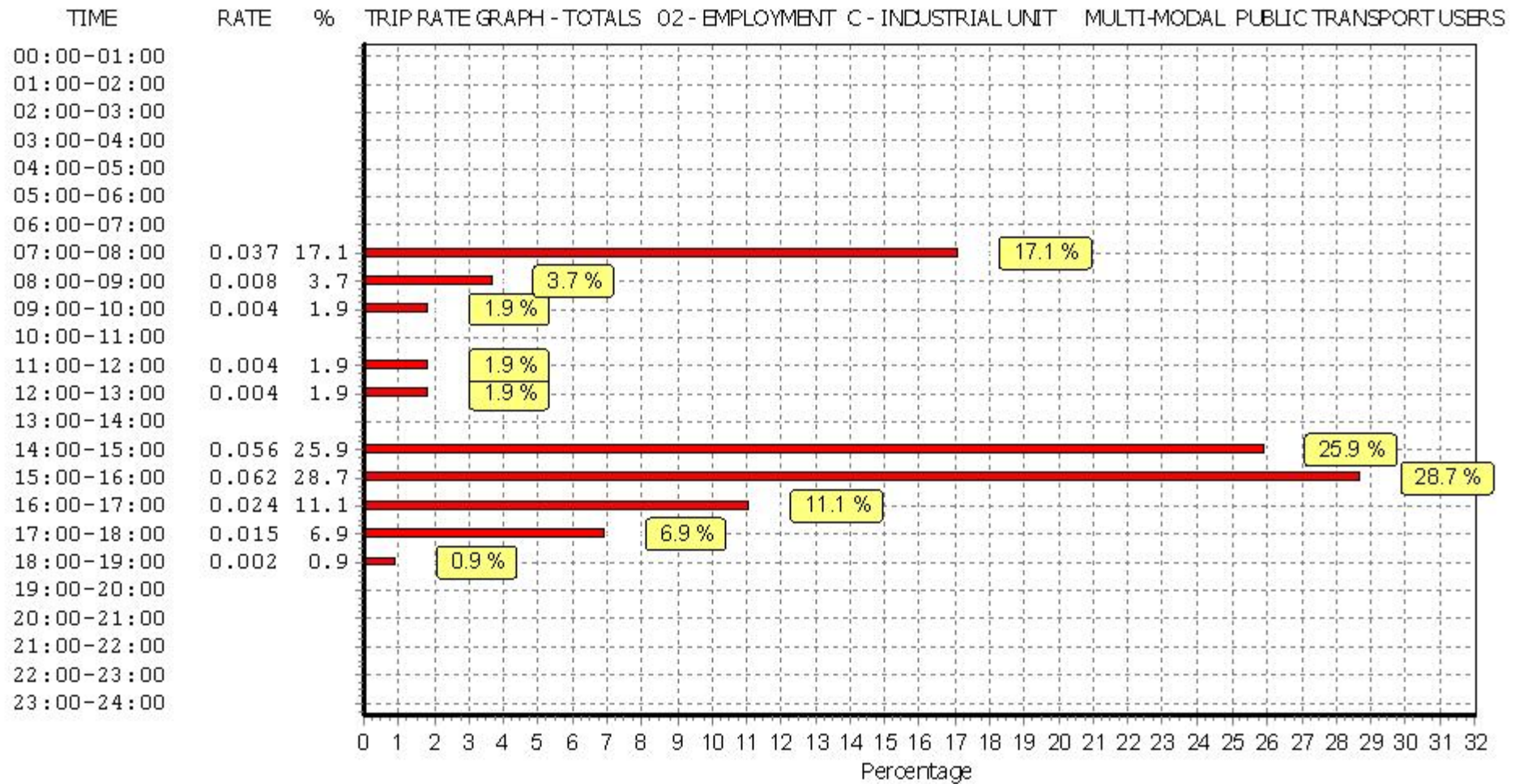
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
 MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	11363	0.103	4	11363	0.161	4	11363	0.264
07:30 - 08:00	4	11363	0.132	4	11363	0.040	4	11363	0.172
08:00 - 08:30	4	11363	0.150	4	11363	0.042	4	11363	0.192
08:30 - 09:00	4	11363	0.123	4	11363	0.057	4	11363	0.180
09:00 - 09:30	4	11363	0.158	4	11363	0.062	4	11363	0.220
09:30 - 10:00	4	11363	0.084	4	11363	0.053	4	11363	0.137
10:00 - 10:30	4	11363	0.068	4	11363	0.084	4	11363	0.152
10:30 - 11:00	4	11363	0.077	4	11363	0.057	4	11363	0.134
11:00 - 11:30	4	11363	0.062	4	11363	0.053	4	11363	0.115
11:30 - 12:00	4	11363	0.070	4	11363	0.064	4	11363	0.134
12:00 - 12:30	4	11363	0.048	4	11363	0.103	4	11363	0.151
12:30 - 13:00	4	11363	0.077	4	11363	0.066	4	11363	0.143
13:00 - 13:30	4	11363	0.189	4	11363	0.121	4	11363	0.310
13:30 - 14:00	4	11363	0.218	4	11363	0.114	4	11363	0.332
14:00 - 14:30	4	11363	0.187	4	11363	0.433	4	11363	0.620
14:30 - 15:00	4	11363	0.128	4	11363	0.156	4	11363	0.284
15:00 - 15:30	4	11363	0.187	4	11363	0.244	4	11363	0.431
15:30 - 16:00	4	11363	0.101	4	11363	0.321	4	11363	0.422
16:00 - 16:30	4	11363	0.051	4	11363	0.110	4	11363	0.161
16:30 - 17:00	4	11363	0.070	4	11363	0.216	4	11363	0.286
17:00 - 17:30	4	11363	0.029	4	11363	0.139	4	11363	0.168
17:30 - 18:00	4	11363	0.022	4	11363	0.106	4	11363	0.128
18:00 - 18:30	4	11363	0.053	4	11363	0.090	4	11363	0.143
18:30 - 19:00	4	11363	0.110	4	11363	0.088	4	11363	0.198
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.497			2.980			5.477

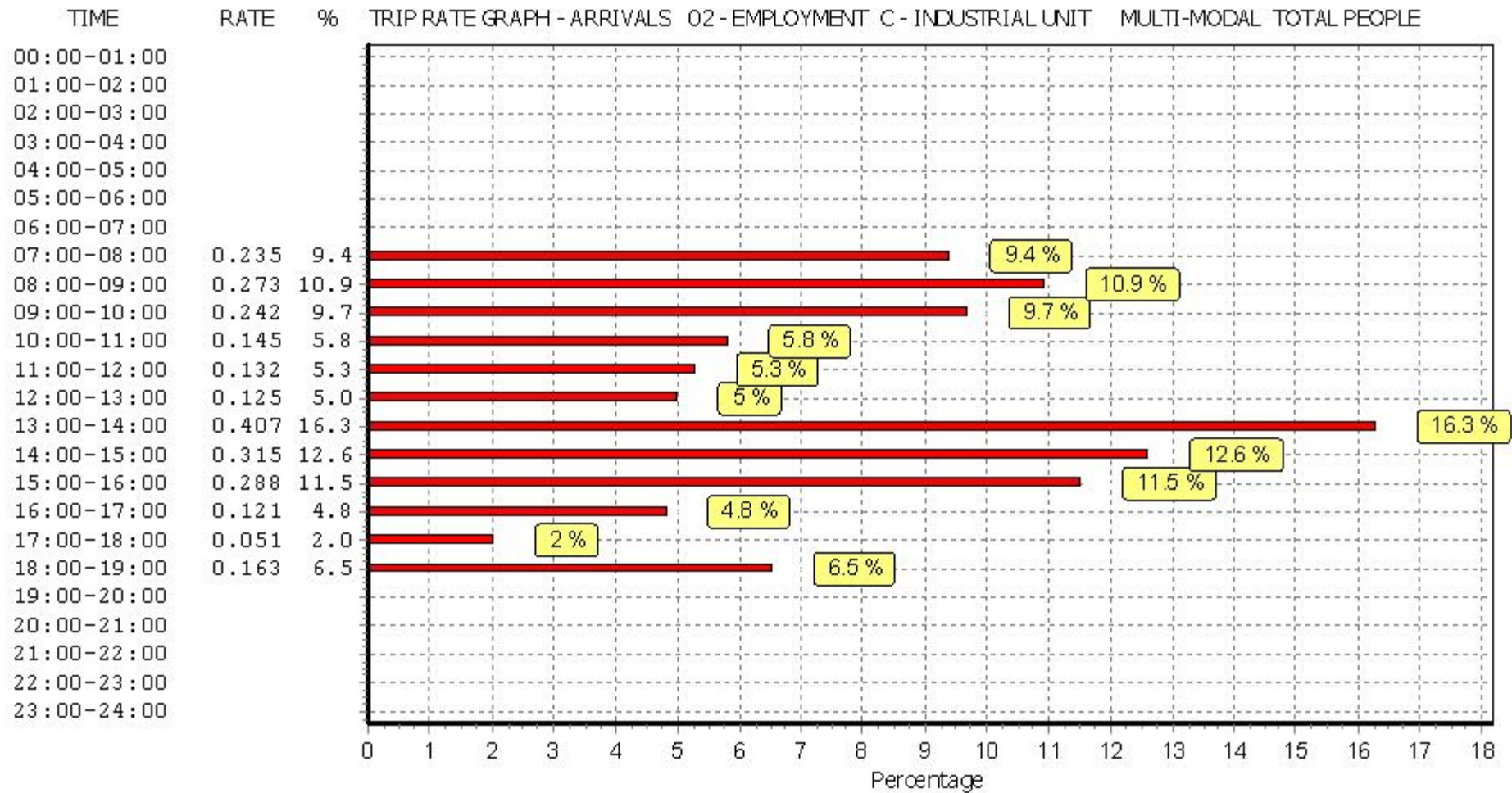
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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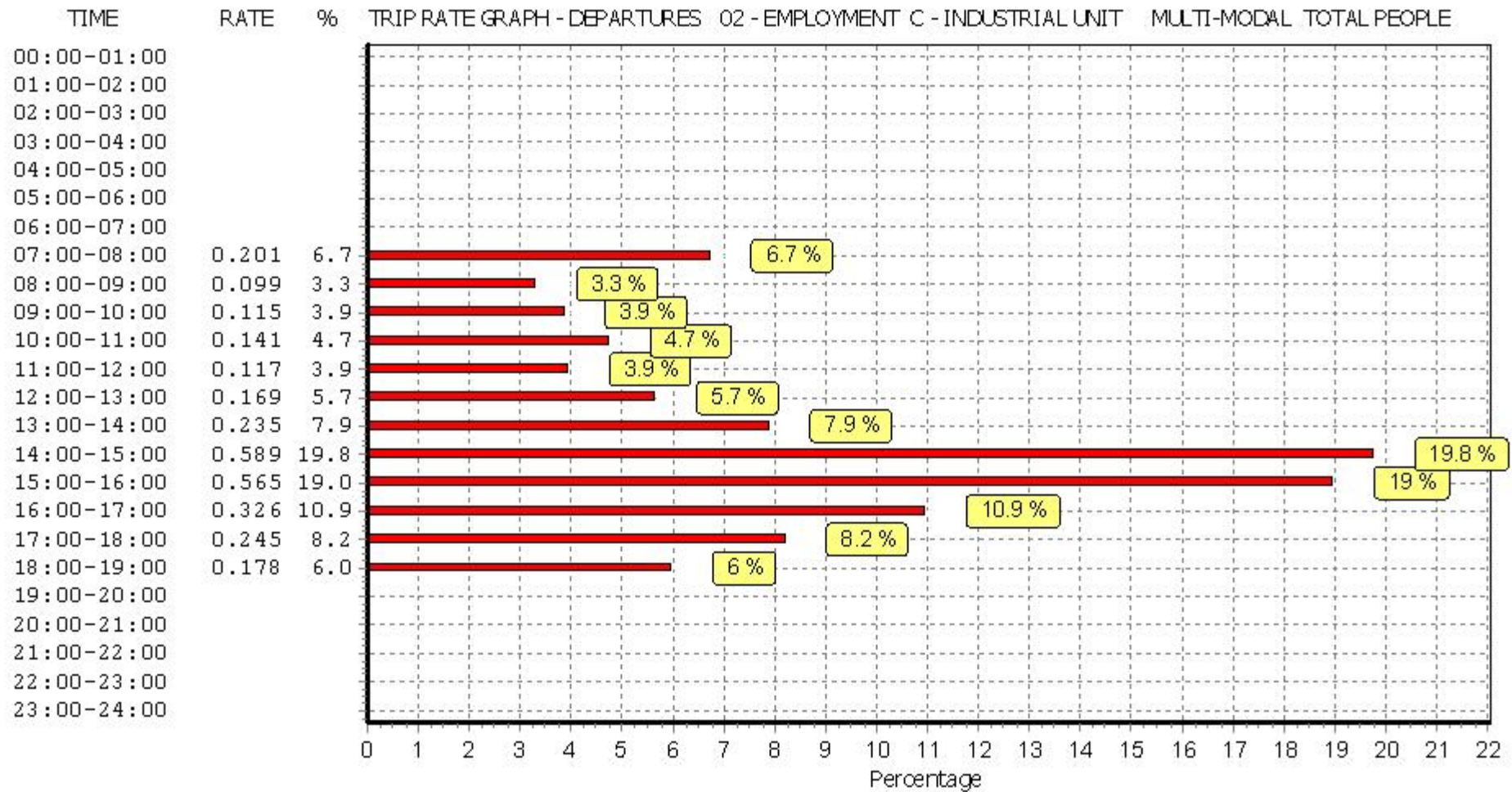
Parameter summary

Trip rate parameter range selected:	1880 - 23500 (units: sqm)
Survey date date range:	01/01/06 - 22/10/13
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

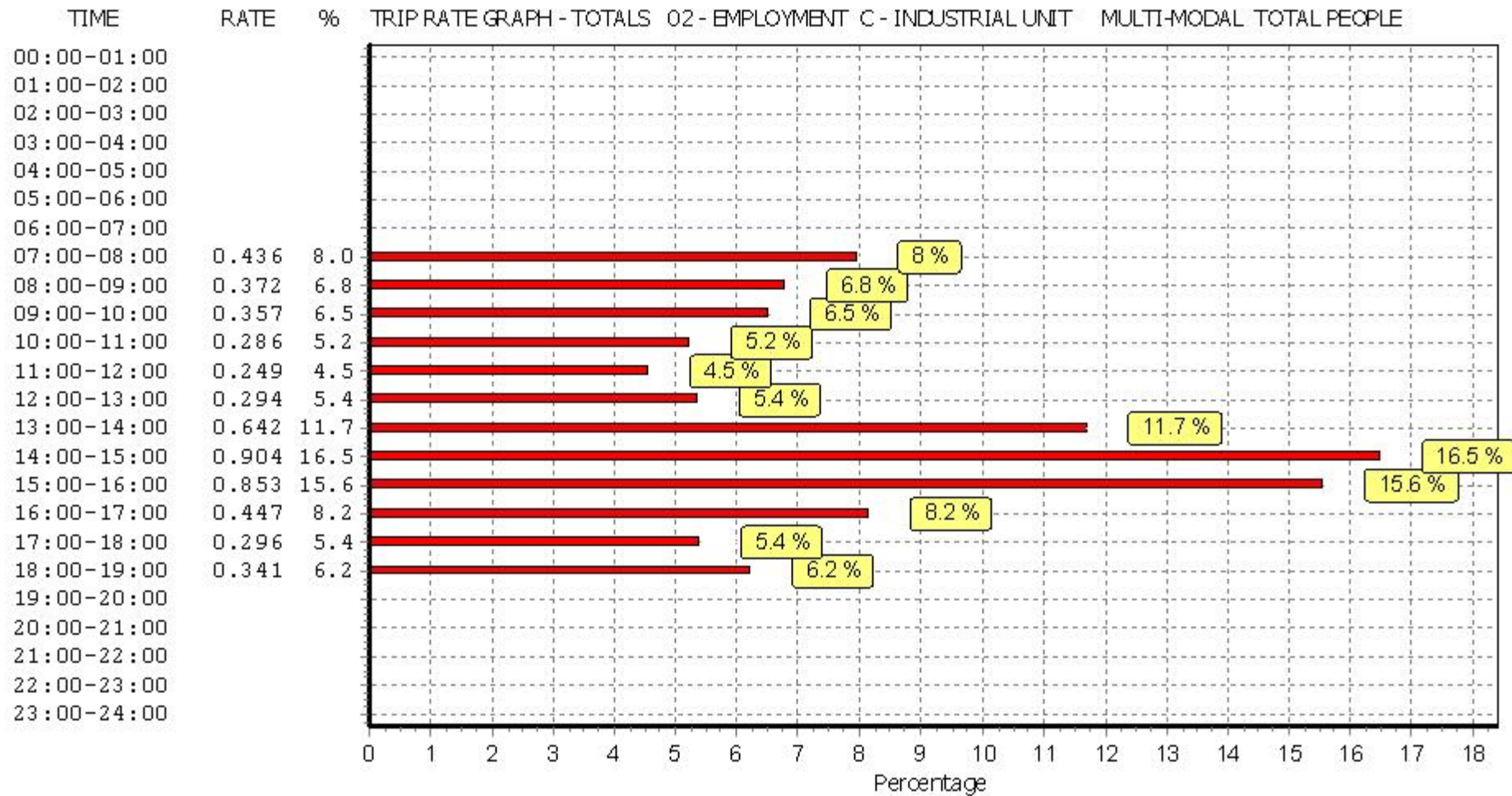
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TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : P - FACTORY SHOP
 VEHICLES

Selected regions and areas:

06 WEST MIDLANDS
 WM WEST MIDLANDS 1 days

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

Filtering Stage 2 selection:

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

Parameter: Gross Floor Area
 Actual Range: 750 to 750 (units: sqm)
 Range Selected by User: 92 to 750 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/06 to 22/10/10

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:

Friday 1 days

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

Selected survey types:

Manual count 1 days
 Directional ATC Count 0 days

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

Selected Locations:

Town Centre 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

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 1 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:

25,001 to 50,000 1 days

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

Population within 5 miles:

50,001 to 75,000 1 days

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

Car ownership within 5 miles:

0.6 to 1.0 1 days

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 1 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 1 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	WM-01-P-01 33 LONG LANE	FACTORY SHOP	WEST MIDLANDS
	HALESOWEN Town Centre Commercial Zone		
	Total Gross Floor Area:	750 sqm	
	Survey date: FRIDAY	22/10/10	Survey Type: MANUAL

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

TRIP RATE for Land Use 01 - RETAIL/P - FACTORY SHOP
 VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	750	0.133	1	750	0.667	1	750	0.800
09:00 - 10:00	1	750	0.400	1	750	0.533	1	750	0.933
10:00 - 11:00	1	750	0.533	1	750	0.400	1	750	0.933
11:00 - 12:00	1	750	0.400	1	750	0.400	1	750	0.800
12:00 - 13:00	1	750	0.667	1	750	0.533	1	750	1.200
13:00 - 14:00	1	750	0.400	1	750	0.533	1	750	0.933
14:00 - 15:00	1	750	0.400	1	750	0.400	1	750	0.800
15:00 - 16:00	1	750	0.800	1	750	0.667	1	750	1.467
16:00 - 17:00	1	750	0.267	1	750	0.267	1	750	0.534
17:00 - 18:00	1	750	0.000	1	750	0.267	1	750	0.267
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.000			4.667			8.667

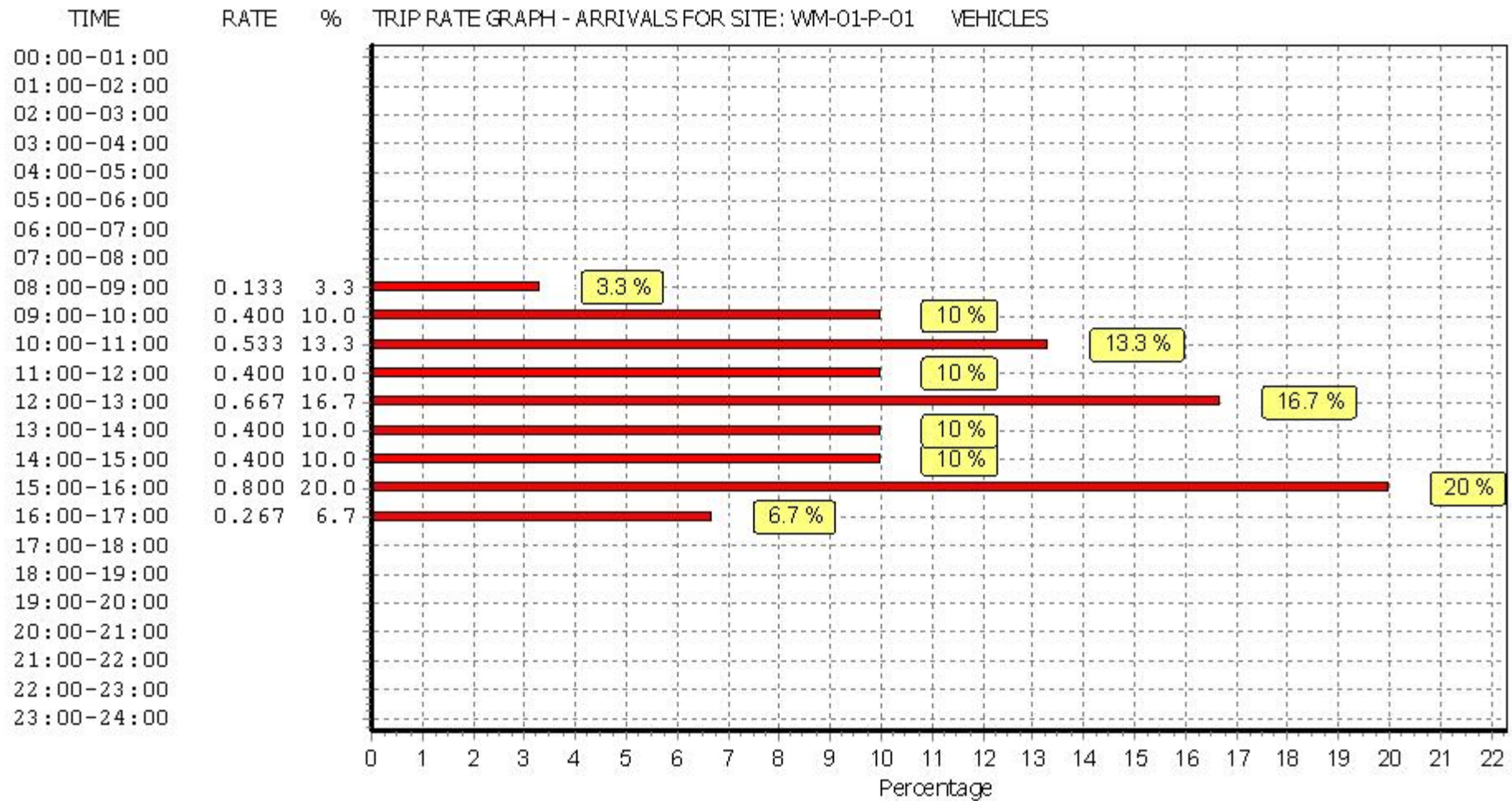
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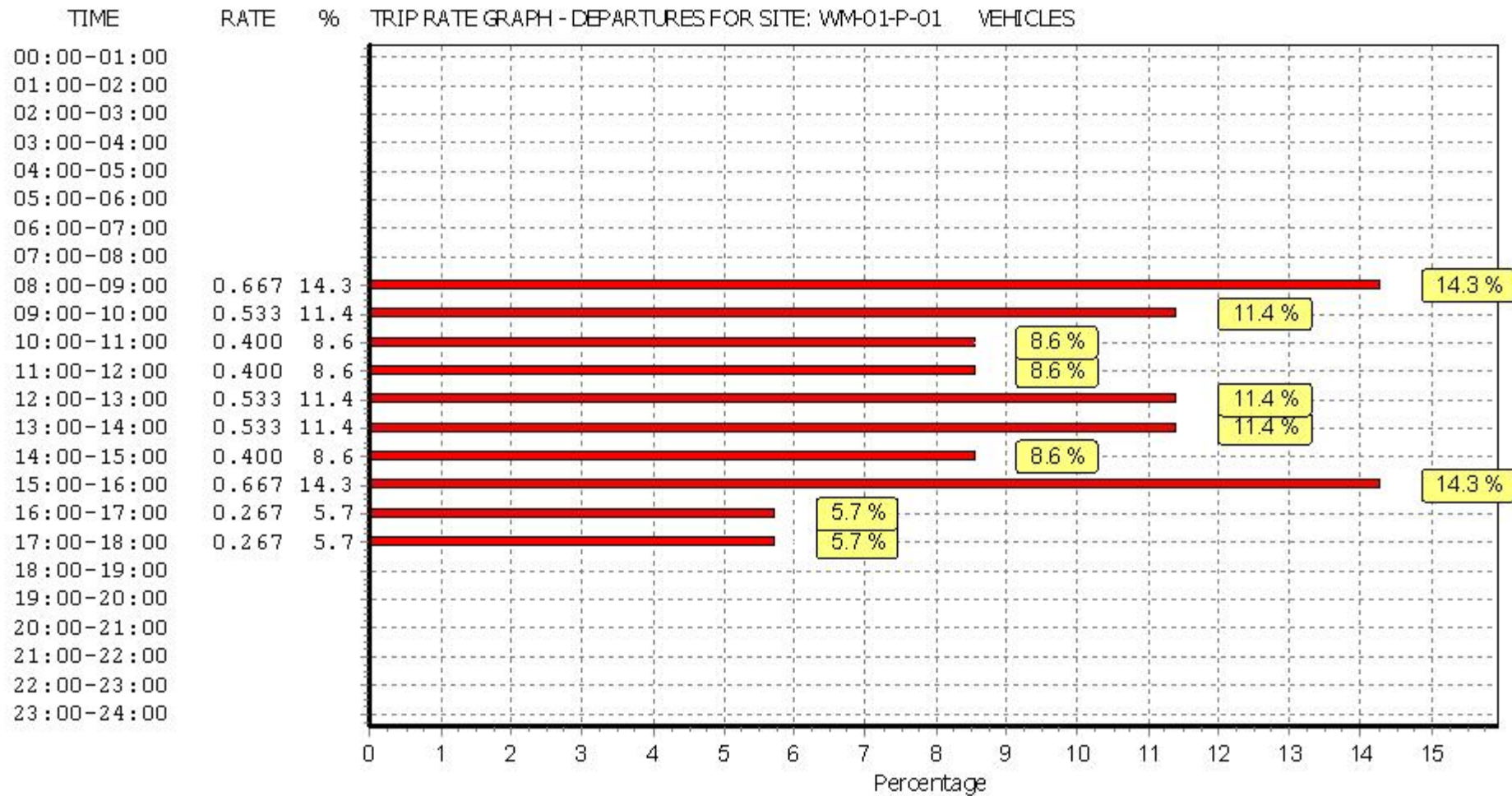
Parameter summary

Trip rate parameter range selected: 750 - 750 (units: sqm)
 Survey date date range: 01/01/06 - 22/10/10
 Number of weekdays (Monday-Friday): 1
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

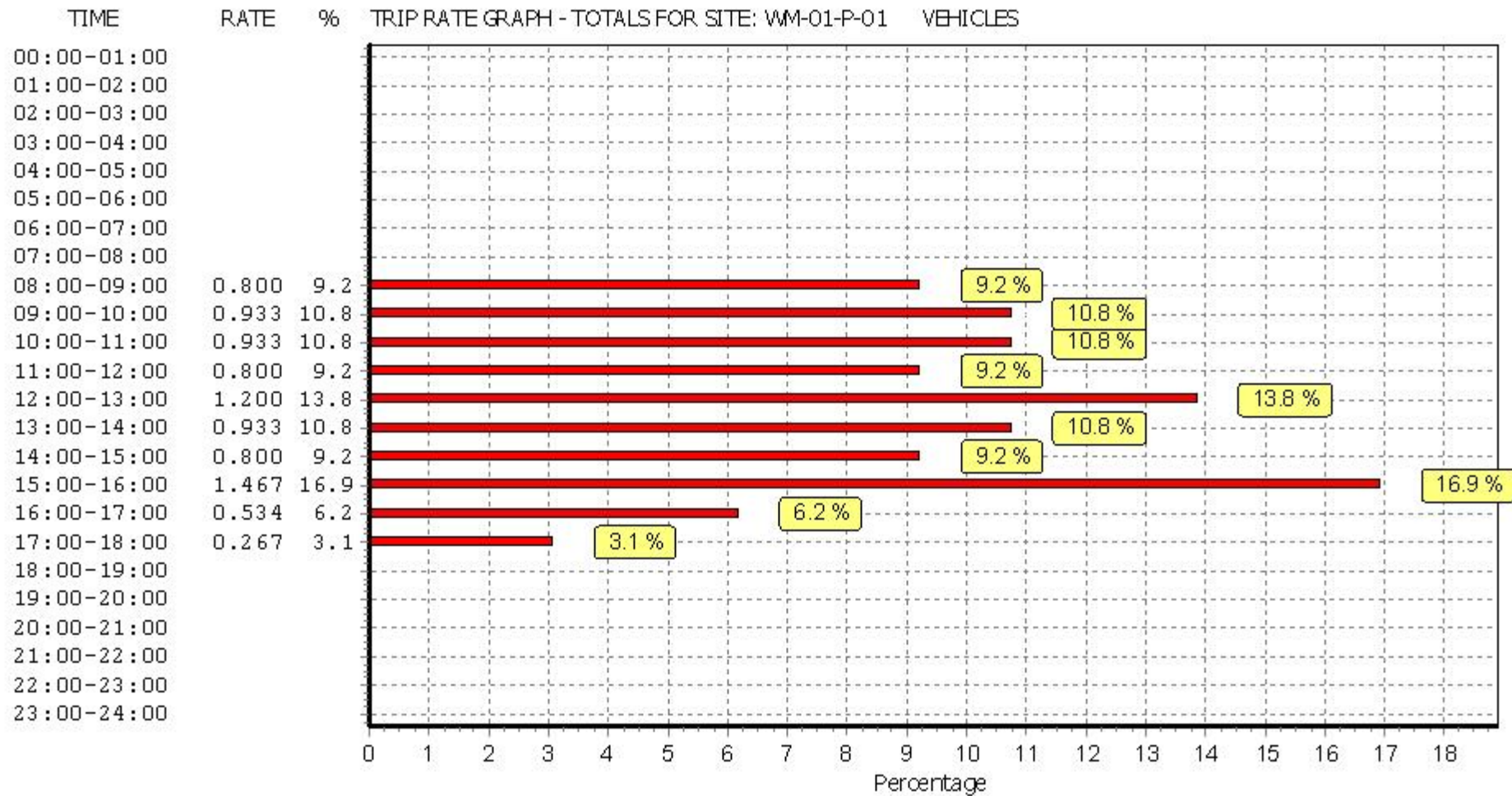
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TRIP RATE for Land Use 01 - RETAIL/P - FACTORY SHOP
 TAXIS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	750	0.000	1	750	0.000	1	750	0.000
09:00 - 10:00	1	750	0.000	1	750	0.000	1	750	0.000
10:00 - 11:00	1	750	0.000	1	750	0.000	1	750	0.000
11:00 - 12:00	1	750	0.000	1	750	0.000	1	750	0.000
12:00 - 13:00	1	750	0.000	1	750	0.000	1	750	0.000
13:00 - 14:00	1	750	0.000	1	750	0.000	1	750	0.000
14:00 - 15:00	1	750	0.000	1	750	0.000	1	750	0.000
15:00 - 16:00	1	750	0.000	1	750	0.000	1	750	0.000
16:00 - 17:00	1	750	0.000	1	750	0.000	1	750	0.000
17:00 - 18:00	1	750	0.000	1	750	0.000	1	750	0.000
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

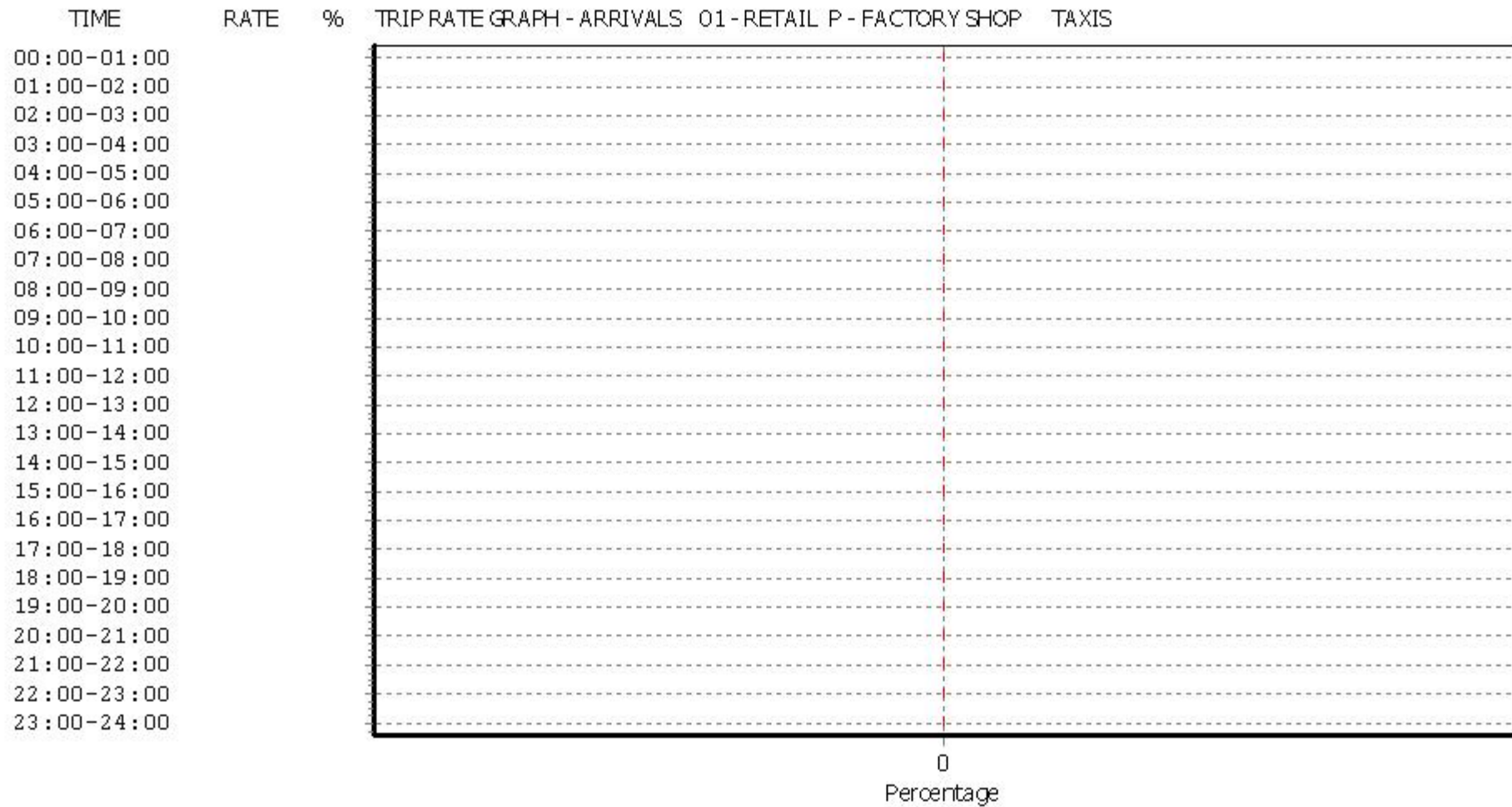
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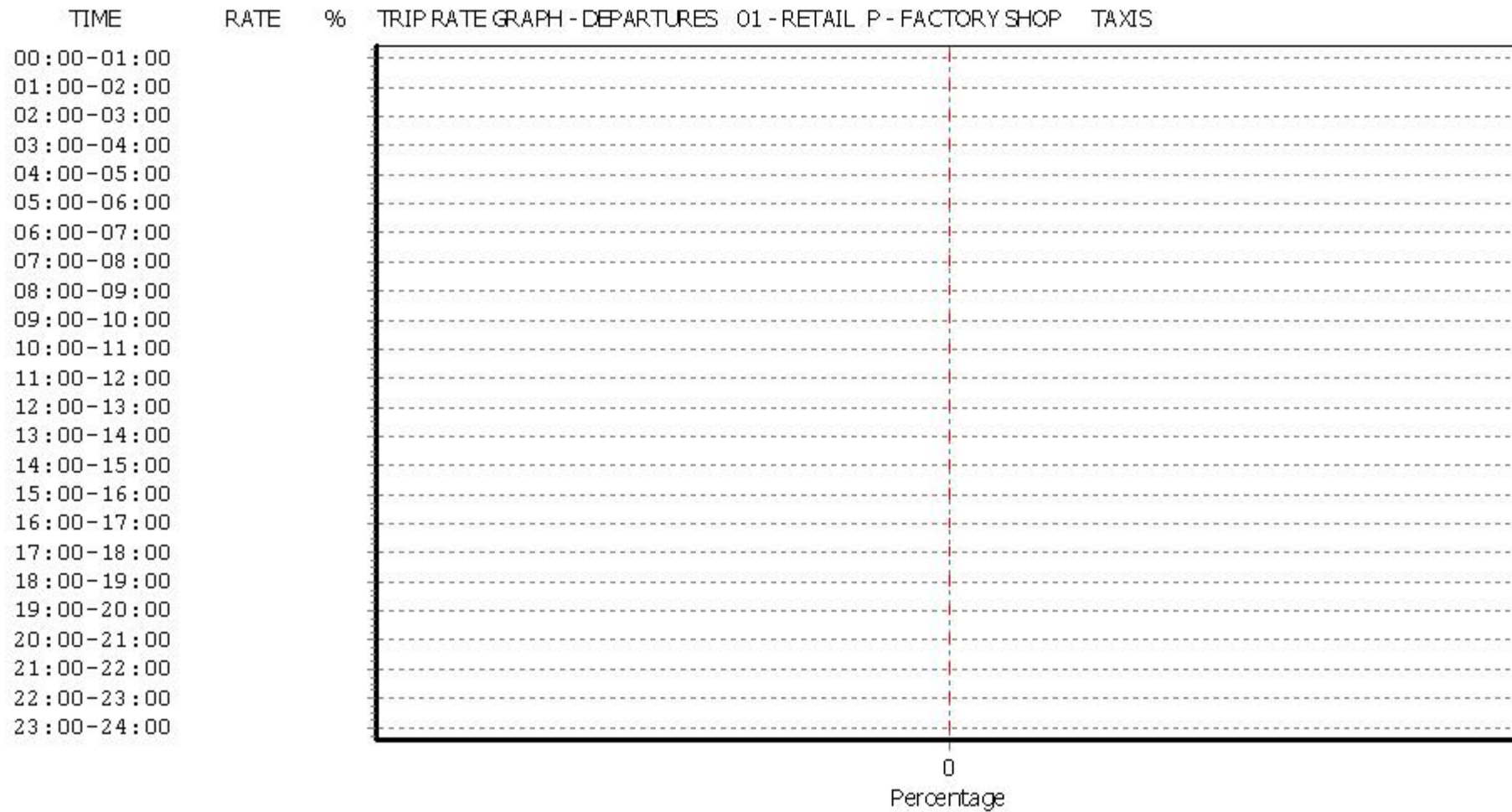
Parameter summary

Trip rate parameter range selected: 750 - 750 (units: sqm)
 Survey date date range: 01/01/06 - 22/10/10
 Number of weekdays (Monday-Friday): 1
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

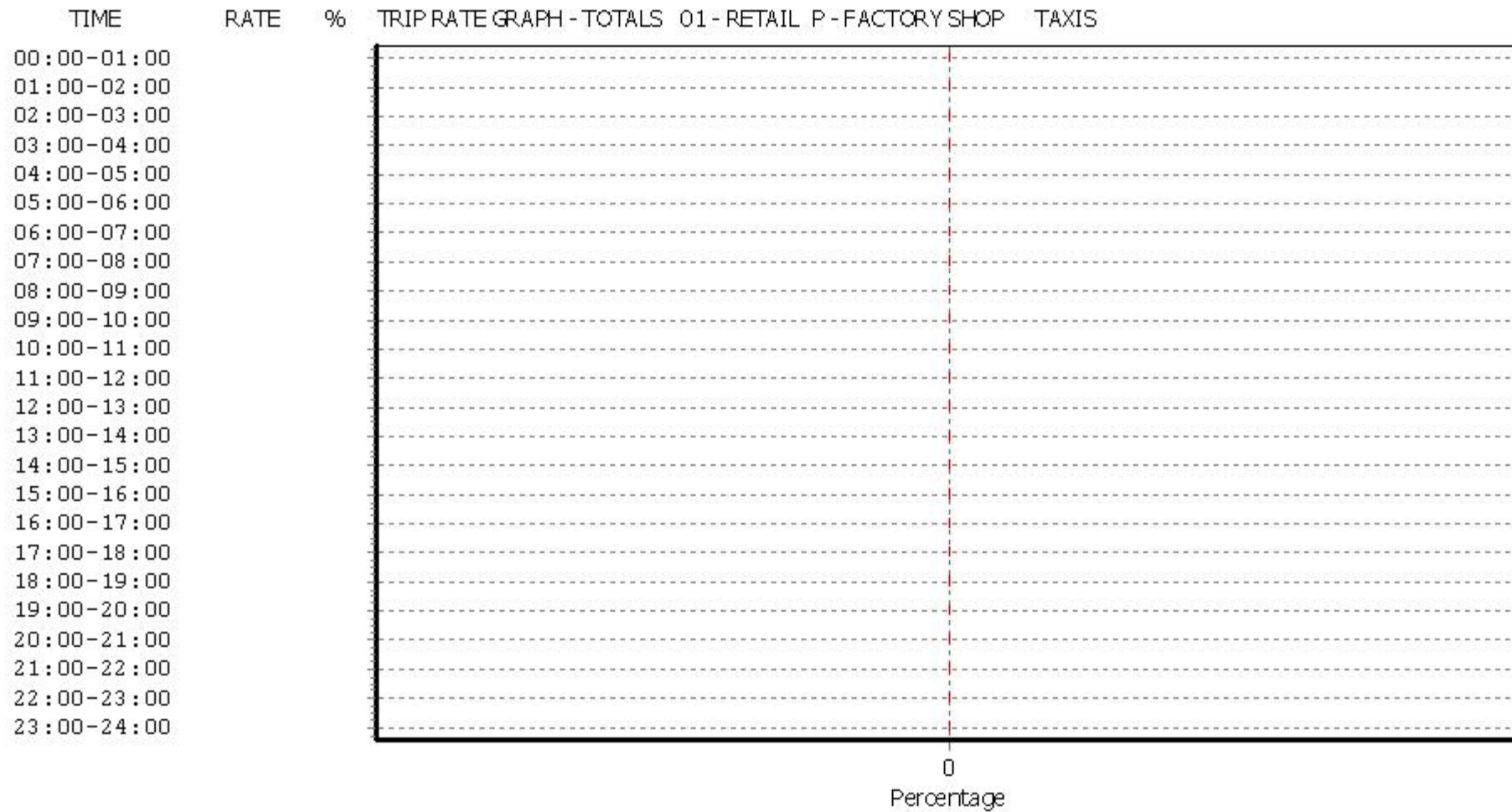
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TRIP RATE for Land Use 01 - RETAIL/P - FACTORY SHOP
 OGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
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05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	750	0.000	1	750	0.000	1	750	0.000
09:00 - 10:00	1	750	0.000	1	750	0.000	1	750	0.000
10:00 - 11:00	1	750	0.000	1	750	0.000	1	750	0.000
11:00 - 12:00	1	750	0.000	1	750	0.000	1	750	0.000
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13:00 - 14:00	1	750	0.000	1	750	0.000	1	750	0.000
14:00 - 15:00	1	750	0.000	1	750	0.000	1	750	0.000
15:00 - 16:00	1	750	0.000	1	750	0.000	1	750	0.000
16:00 - 17:00	1	750	0.000	1	750	0.000	1	750	0.000
17:00 - 18:00	1	750	0.000	1	750	0.000	1	750	0.000
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

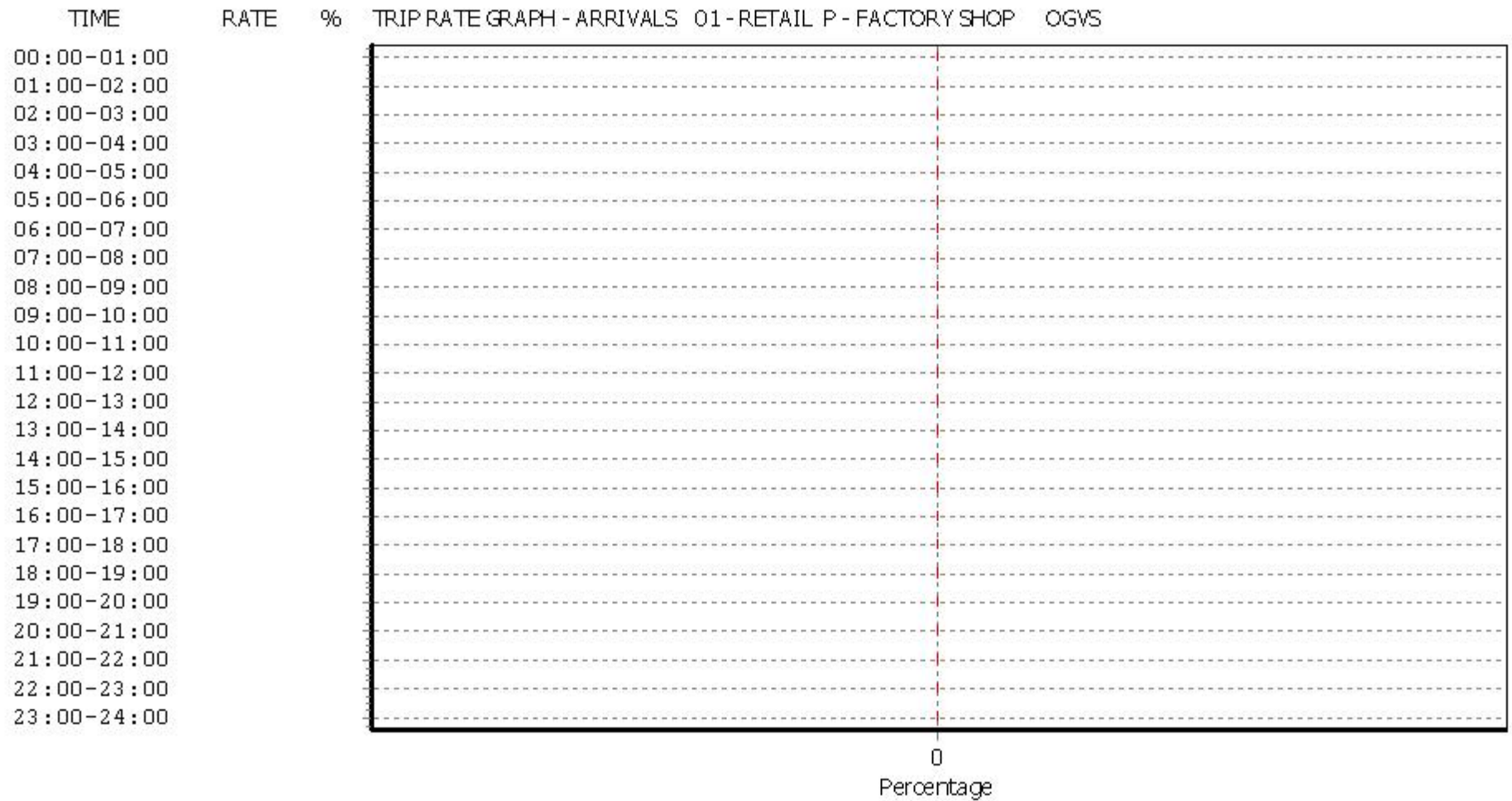
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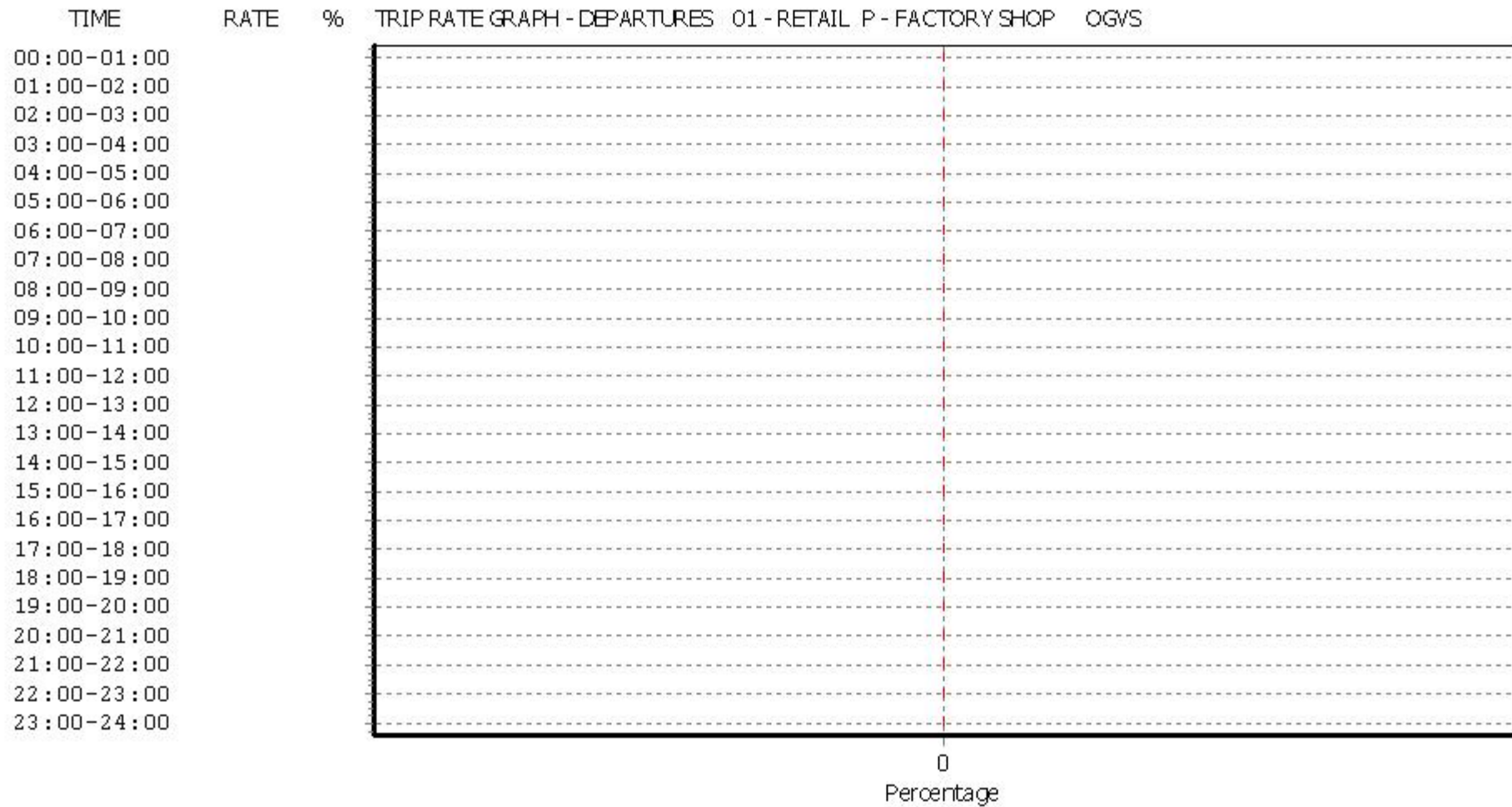
Parameter summary

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 Survey date date range: 01/01/06 - 22/10/10
 Number of weekdays (Monday-Friday): 1
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

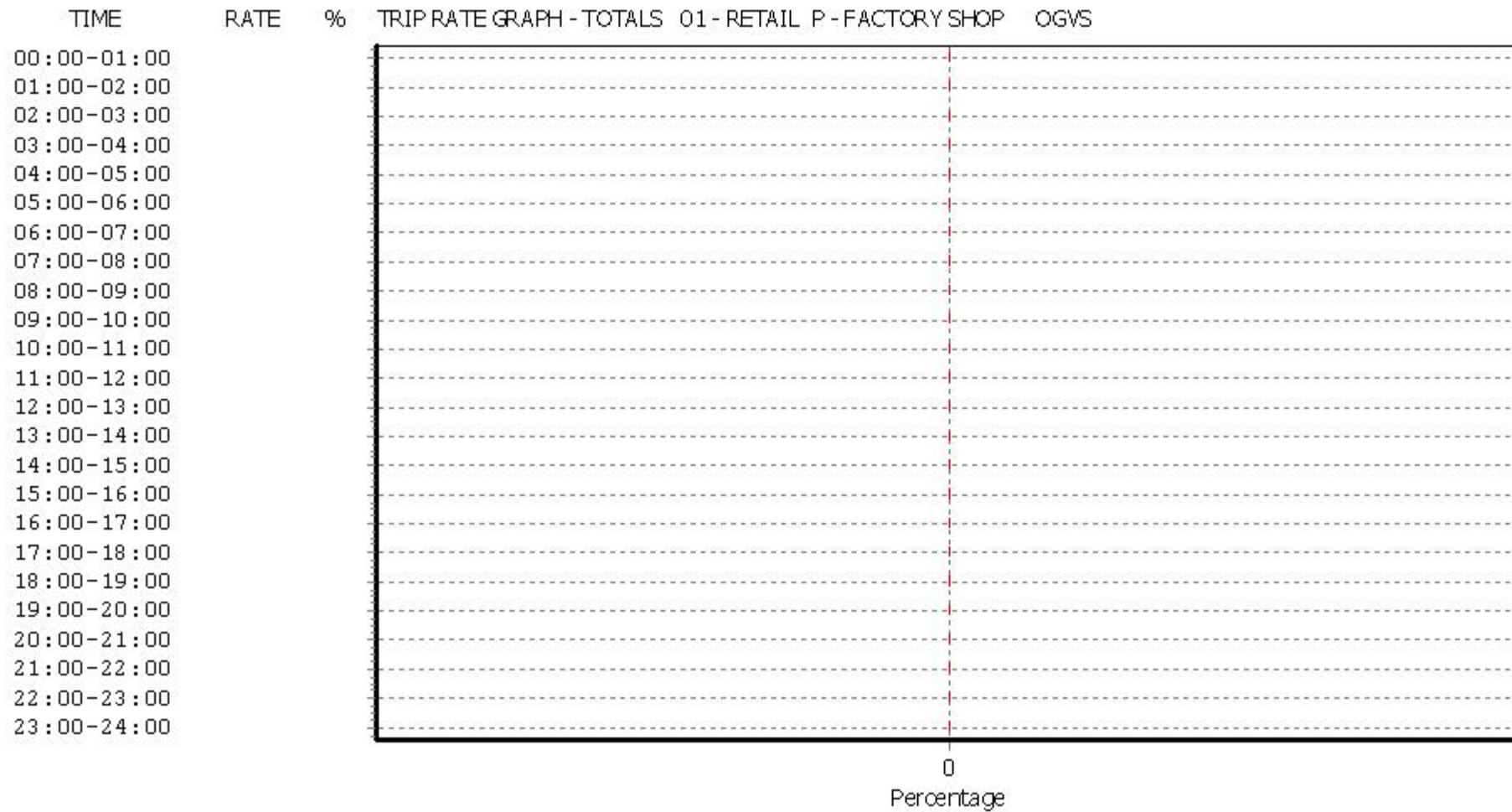
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TRIP RATE for Land Use 01 - RETAIL/P - FACTORY SHOP
 PSVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	750	0.000	1	750	0.000	1	750	0.000
09:00 - 10:00	1	750	0.000	1	750	0.000	1	750	0.000
10:00 - 11:00	1	750	0.000	1	750	0.000	1	750	0.000
11:00 - 12:00	1	750	0.000	1	750	0.000	1	750	0.000
12:00 - 13:00	1	750	0.000	1	750	0.000	1	750	0.000
13:00 - 14:00	1	750	0.000	1	750	0.000	1	750	0.000
14:00 - 15:00	1	750	0.000	1	750	0.000	1	750	0.000
15:00 - 16:00	1	750	0.000	1	750	0.000	1	750	0.000
16:00 - 17:00	1	750	0.000	1	750	0.000	1	750	0.000
17:00 - 18:00	1	750	0.000	1	750	0.000	1	750	0.000
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

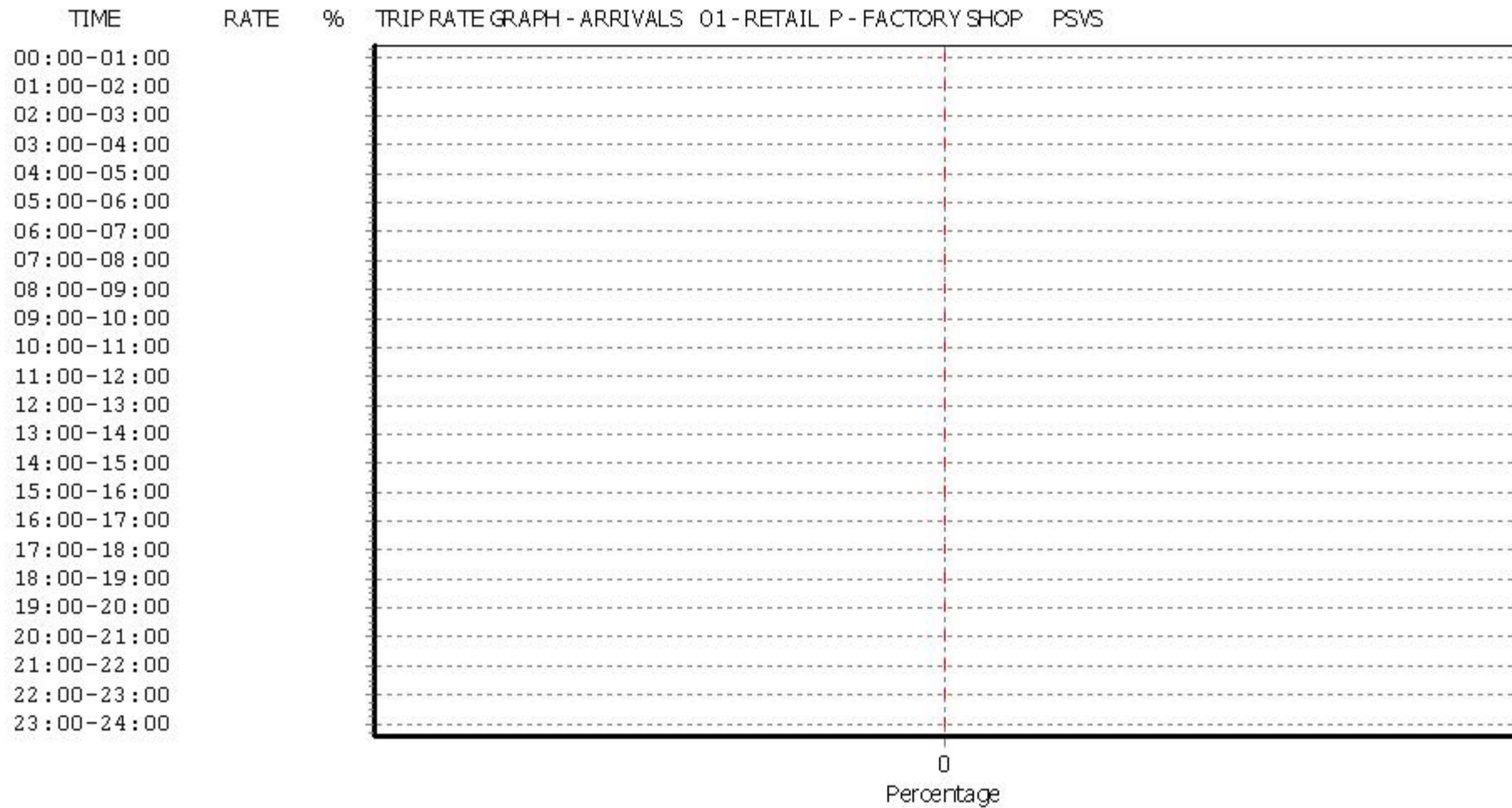
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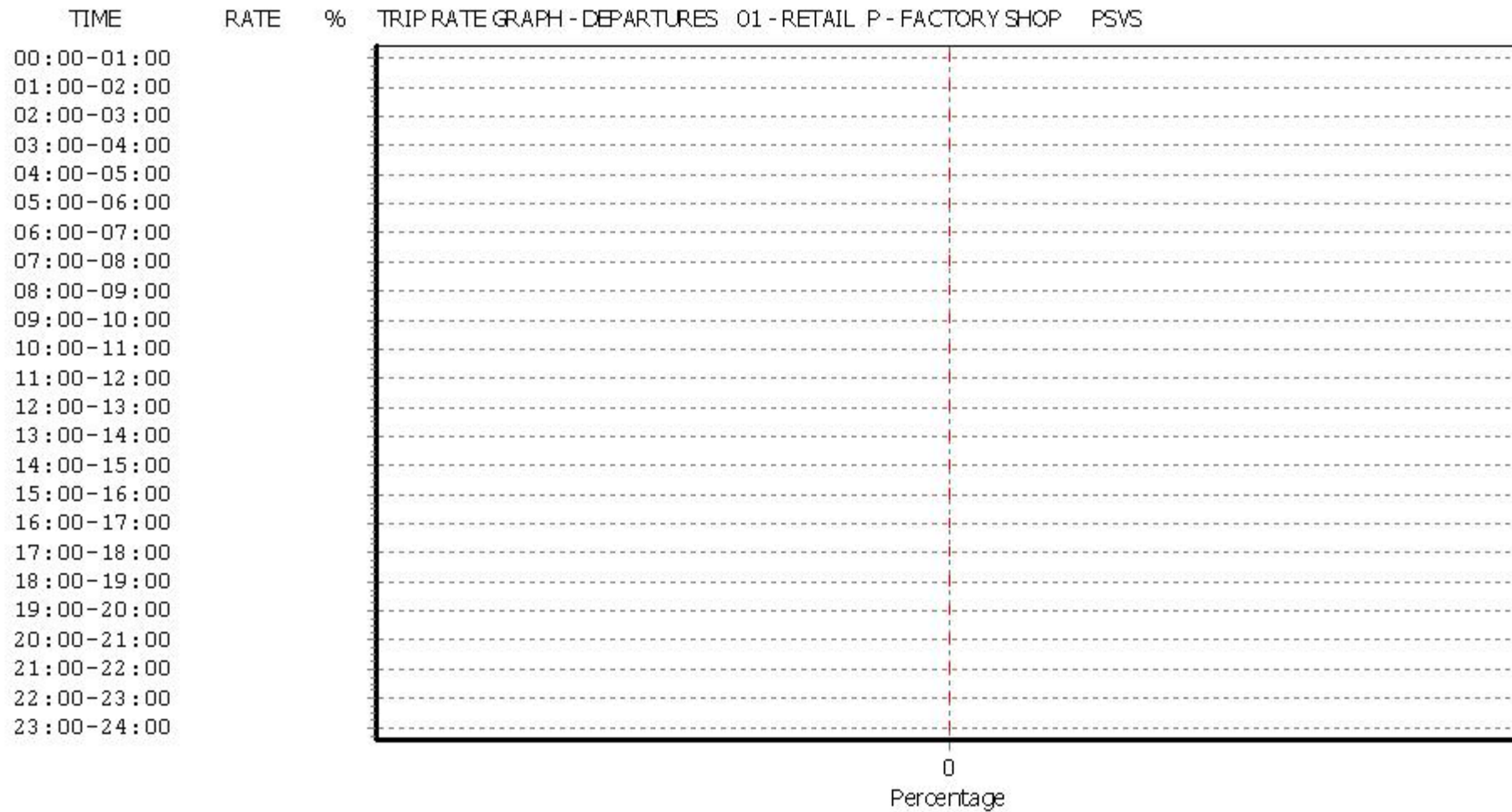
Parameter summary

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 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

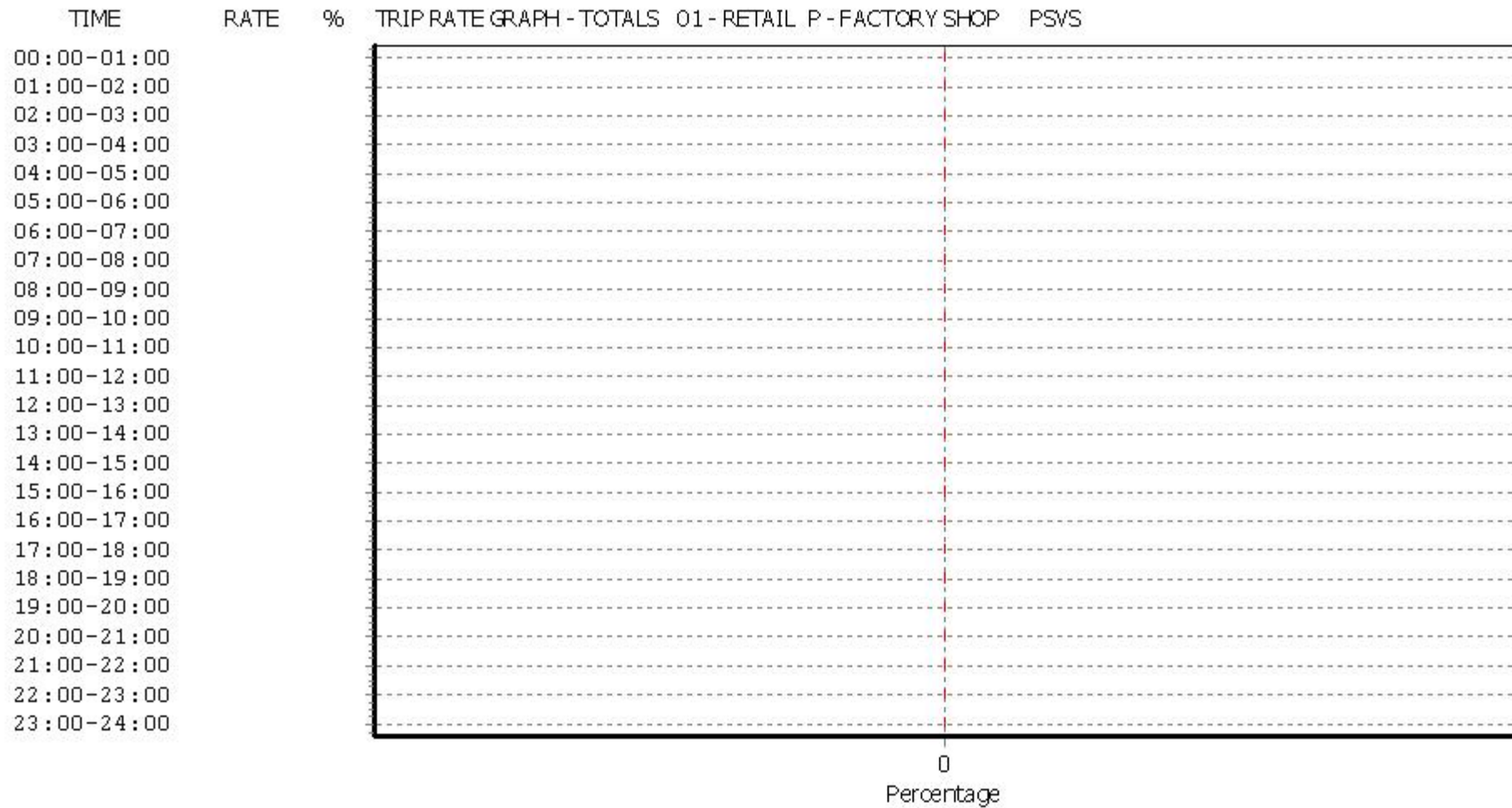
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TRIP RATE for Land Use 01 - RETAIL/P - FACTORY SHOP
 CYCLISTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	750	0.000	1	750	0.000	1	750	0.000
09:00 - 10:00	1	750	0.000	1	750	0.000	1	750	0.000
10:00 - 11:00	1	750	0.000	1	750	0.000	1	750	0.000
11:00 - 12:00	1	750	0.000	1	750	0.000	1	750	0.000
12:00 - 13:00	1	750	0.000	1	750	0.000	1	750	0.000
13:00 - 14:00	1	750	0.000	1	750	0.000	1	750	0.000
14:00 - 15:00	1	750	0.000	1	750	0.000	1	750	0.000
15:00 - 16:00	1	750	0.000	1	750	0.000	1	750	0.000
16:00 - 17:00	1	750	0.000	1	750	0.000	1	750	0.000
17:00 - 18:00	1	750	0.000	1	750	0.000	1	750	0.000
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

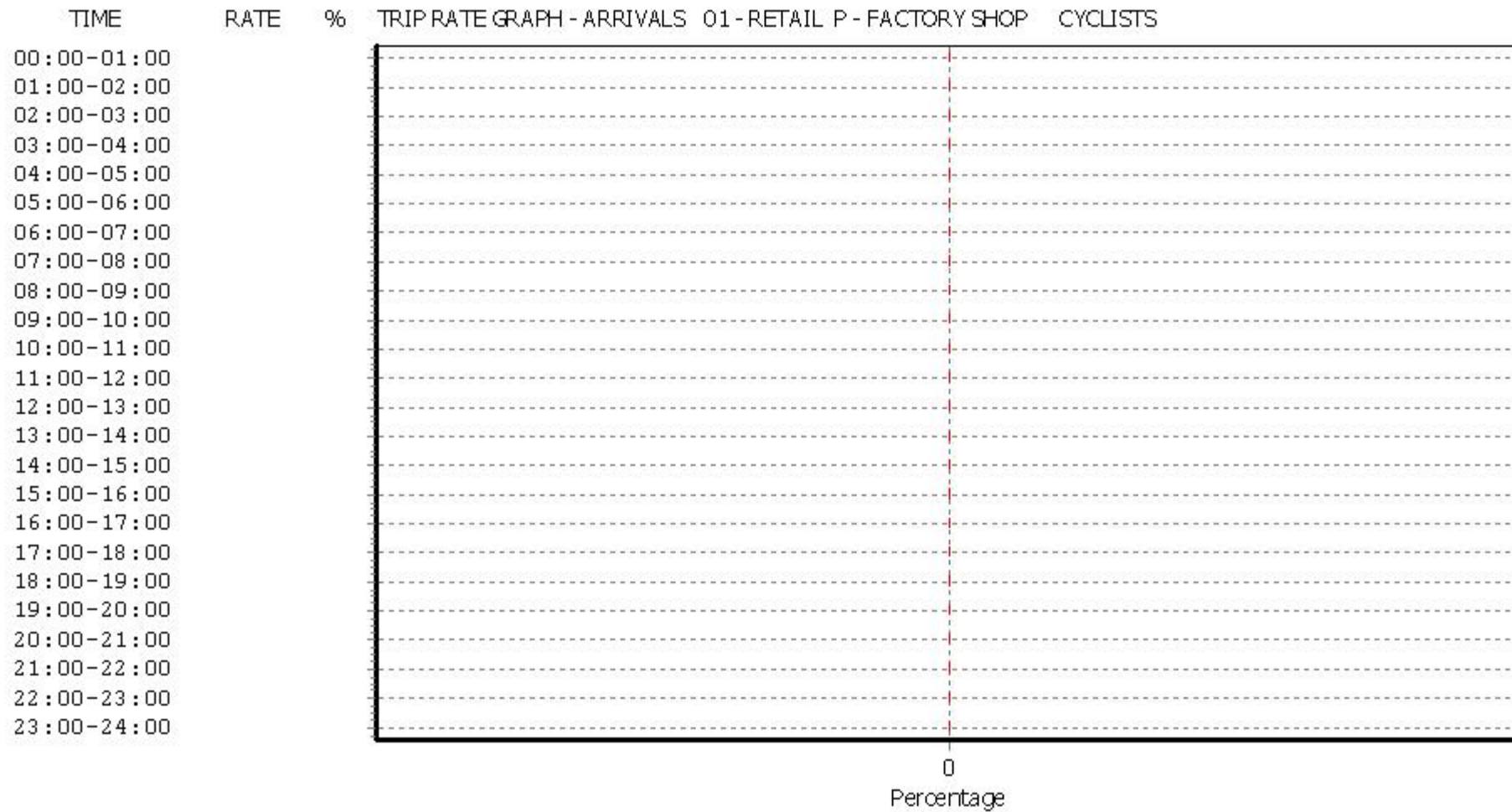
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

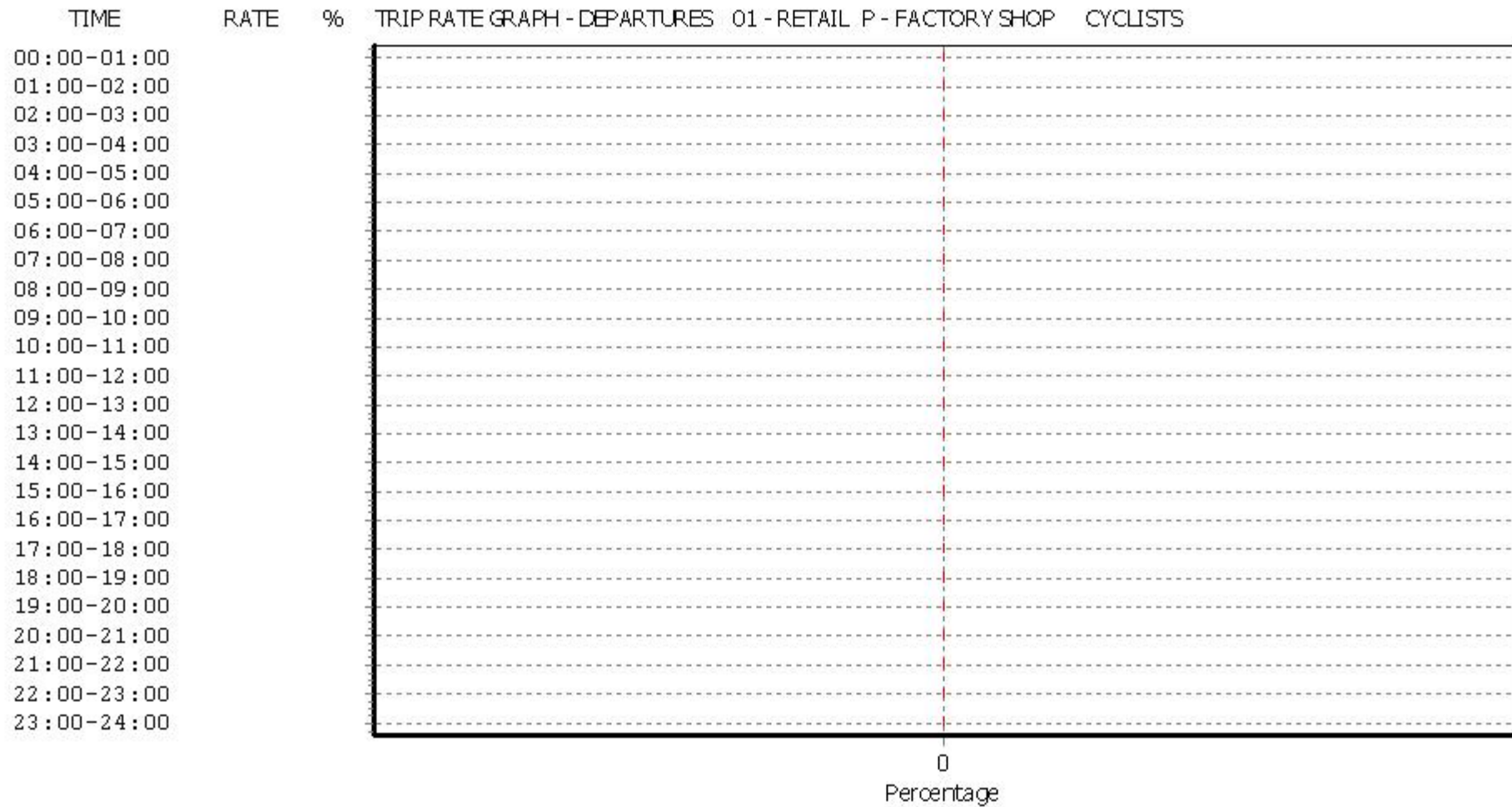
Parameter summary

Trip rate parameter range selected: 750 - 750 (units: sqm)
 Survey date date range: 01/01/06 - 22/10/10
 Number of weekdays (Monday-Friday): 1
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

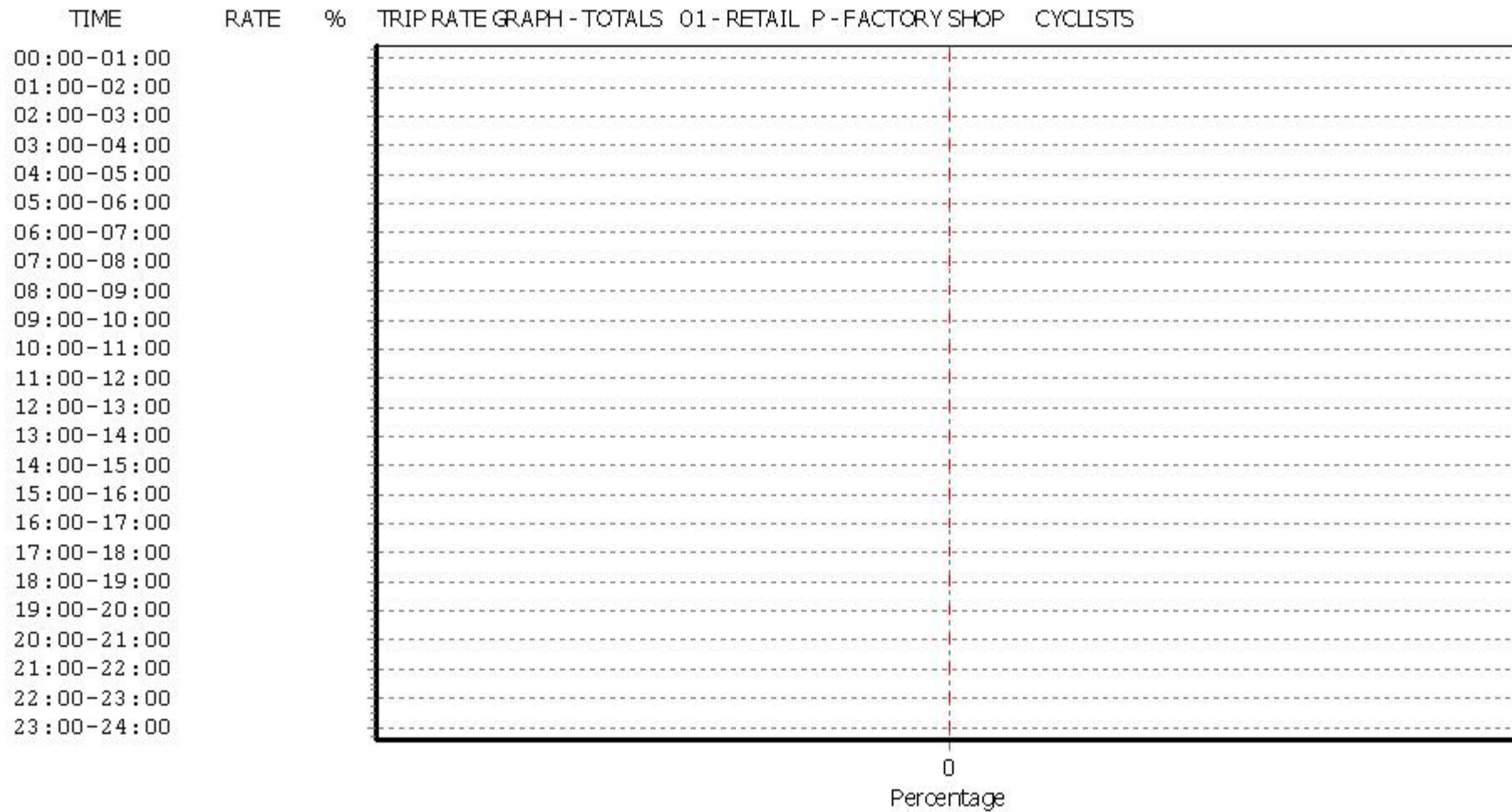
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : G - PARCEL DISTRIBUTION CENTRES
 MULTI-MODAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	1 days
14	LEINSTER	
	WT WESTMEATH	1 days

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

Filtering Stage 2 selection:

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

Parameter: Gross floor area
 Actual Range: 1600 to 6482 (units: sqm)
 Range Selected by User: 1600 to 22679 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/06 to 30/11/12

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:

Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Edge of Town	1

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

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	1

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

Filtering Stage 3 selection:

Use Class:

B8 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
25,001 to 50,000 1 days

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

Population within 5 miles:

5,001 to 25,000 1 days
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:

0.5 or Less 1 days
1.1 to 1.5 1 days

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

Travel Plan:

No 2 days

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

LIST OF SITES relevant to selection parameters

1	NF-02-G-01 BARKER STREET	PARCELFORCE	NORFOLK
	NORWICH Edge of Town Centre Commercial Zone Total Gross floor area: 1600 sqm Survey date: THURSDAY 25/10/12		Survey Type: MANUAL
2	WT-02-G-01 DUBLIN ROAD	DISTRIBUTION CENTRE	WESTMEATH
	ATHLONE Edge of Town Industrial Zone Total Gross floor area: 6482 sqm Survey date: FRIDAY 30/11/12		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 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES
 MULTI-MODAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	6482	0.015	1	6482	0.123	1	6482	0.138
05:30 - 06:00	1	6482	0.031	1	6482	0.031	1	6482	0.062
06:00 - 06:30	2	4041	0.136	2	4041	0.062	2	4041	0.198
06:30 - 07:00	2	4041	0.198	2	4041	0.087	2	4041	0.285
07:00 - 07:30	2	4041	0.173	2	4041	0.148	2	4041	0.321
07:30 - 08:00	2	4041	0.210	2	4041	0.309	2	4041	0.519
08:00 - 08:30	2	4041	0.136	2	4041	0.136	2	4041	0.272
08:30 - 09:00	2	4041	0.235	2	4041	0.074	2	4041	0.309
09:00 - 09:30	2	4041	0.322	2	4041	0.111	2	4041	0.433
09:30 - 10:00	2	4041	0.148	2	4041	0.099	2	4041	0.247
10:00 - 10:30	2	4041	0.074	2	4041	0.087	2	4041	0.161
10:30 - 11:00	2	4041	0.049	2	4041	0.025	2	4041	0.074
11:00 - 11:30	2	4041	0.074	2	4041	0.099	2	4041	0.173
11:30 - 12:00	2	4041	0.037	2	4041	0.049	2	4041	0.086
12:00 - 12:30	2	4041	0.136	2	4041	0.111	2	4041	0.247
12:30 - 13:00	2	4041	0.049	2	4041	0.285	2	4041	0.334
13:00 - 13:30	2	4041	0.148	2	4041	0.148	2	4041	0.296
13:30 - 14:00	2	4041	0.173	2	4041	0.087	2	4041	0.260
14:00 - 14:30	2	4041	0.161	2	4041	0.099	2	4041	0.260
14:30 - 15:00	2	4041	0.148	2	4041	0.049	2	4041	0.197
15:00 - 15:30	2	4041	0.111	2	4041	0.087	2	4041	0.198
15:30 - 16:00	2	4041	0.148	2	4041	0.062	2	4041	0.210
16:00 - 16:30	2	4041	0.161	2	4041	0.099	2	4041	0.260
16:30 - 17:00	2	4041	0.186	2	4041	0.235	2	4041	0.421
17:00 - 17:30	2	4041	0.247	2	4041	0.359	2	4041	0.606
17:30 - 18:00	2	4041	0.161	2	4041	0.396	2	4041	0.557
18:00 - 18:30	2	4041	0.087	2	4041	0.198	2	4041	0.285
18:30 - 19:00	2	4041	0.099	2	4041	0.099	2	4041	0.198
19:00 - 19:30	2	4041	0.173	2	4041	0.074	2	4041	0.247
19:30 - 20:00	2	4041	0.421	2	4041	0.087	2	4041	0.508
20:00 - 20:30	2	4041	0.049	2	4041	0.012	2	4041	0.061
20:30 - 21:00	2	4041	0.087	2	4041	0.062	2	4041	0.149
21:00 - 21:30	1	6482	0.123	1	6482	0.046	1	6482	0.169
21:30 - 22:00	1	6482	0.031	1	6482	0.062	1	6482	0.093
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			4.737			4.097			8.834

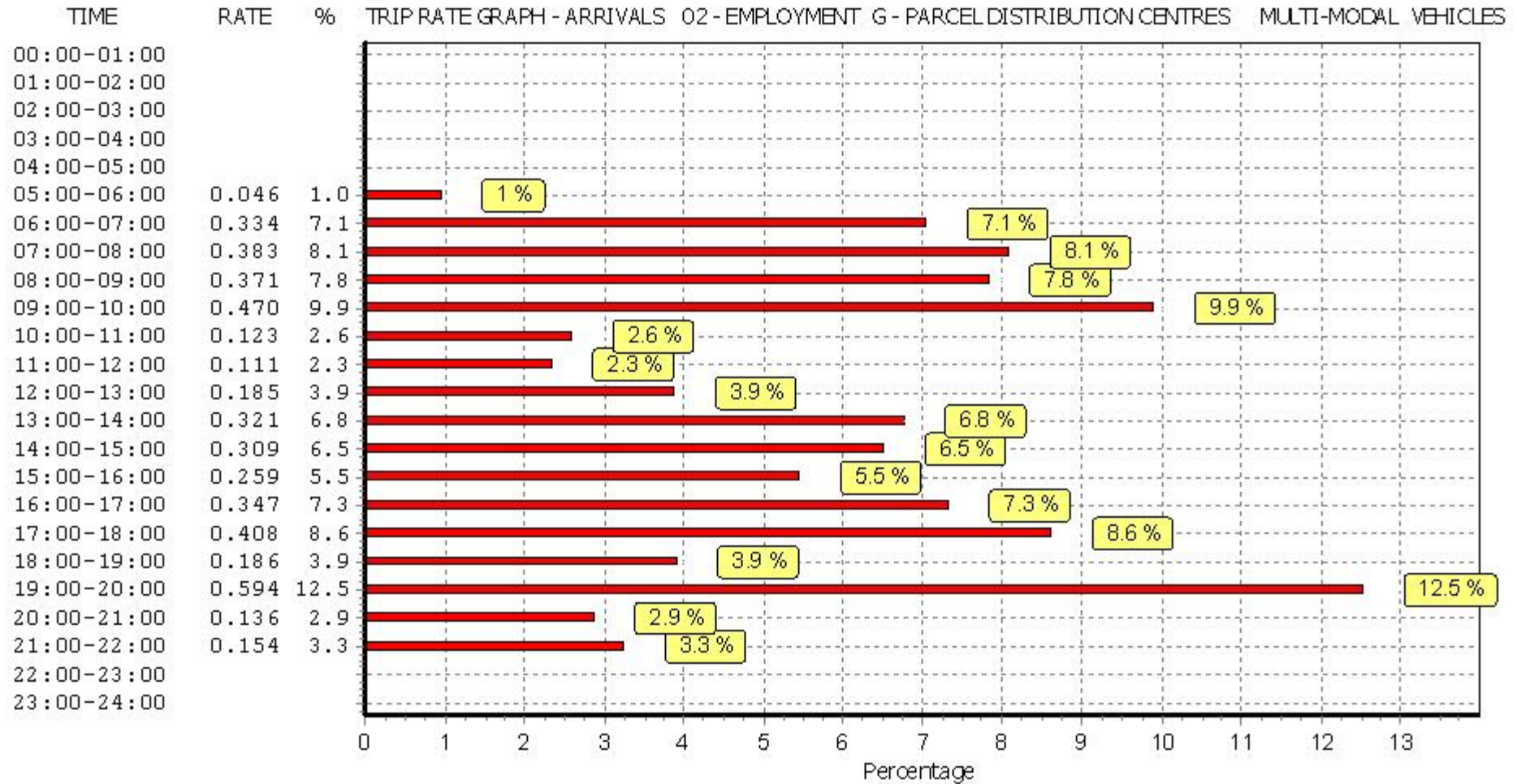
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

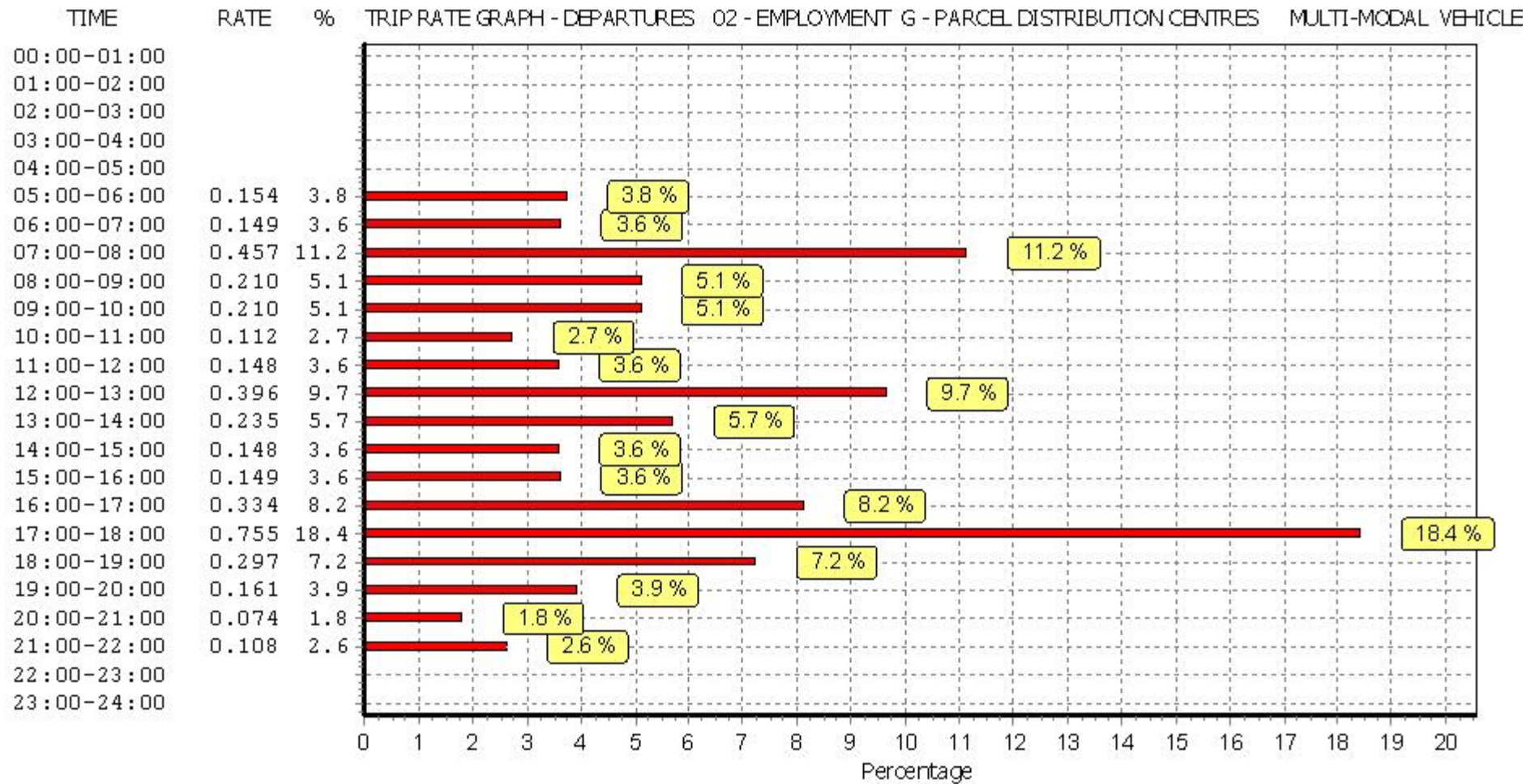
Parameter summary

Trip rate parameter range selected:	1600 - 6482 (units: sqm)
Survey date date range:	01/01/06 - 30/11/12
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

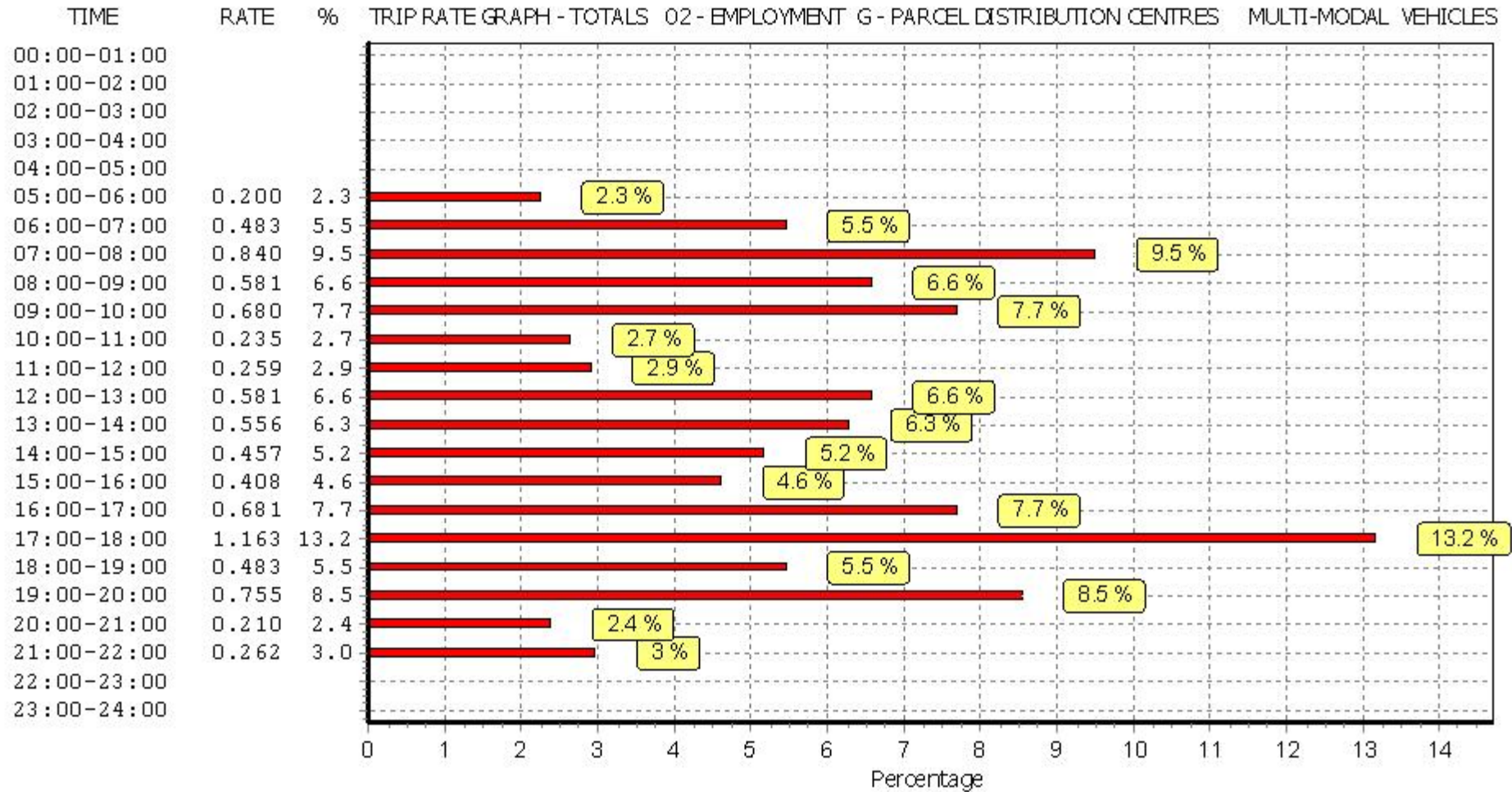
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



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



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TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES
 MULTI-MODAL TAXIS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	6482	0.000	1	6482	0.000	1	6482	0.000
05:30 - 06:00	1	6482	0.000	1	6482	0.000	1	6482	0.000
06:00 - 06:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
06:30 - 07:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
07:00 - 07:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
07:30 - 08:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
08:00 - 08:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
08:30 - 09:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
09:00 - 09:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
09:30 - 10:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
10:00 - 10:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
10:30 - 11:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
11:00 - 11:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
11:30 - 12:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
12:00 - 12:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
12:30 - 13:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
13:00 - 13:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
13:30 - 14:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
14:00 - 14:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
14:30 - 15:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
15:00 - 15:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
15:30 - 16:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
16:00 - 16:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
16:30 - 17:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
17:00 - 17:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
17:30 - 18:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
18:00 - 18:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
18:30 - 19:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
19:00 - 19:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
19:30 - 20:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
20:00 - 20:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
20:30 - 21:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
21:00 - 21:30	1	6482	0.000	1	6482	0.000	1	6482	0.000
21:30 - 22:00	1	6482	0.000	1	6482	0.000	1	6482	0.000
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			0.000			0.000

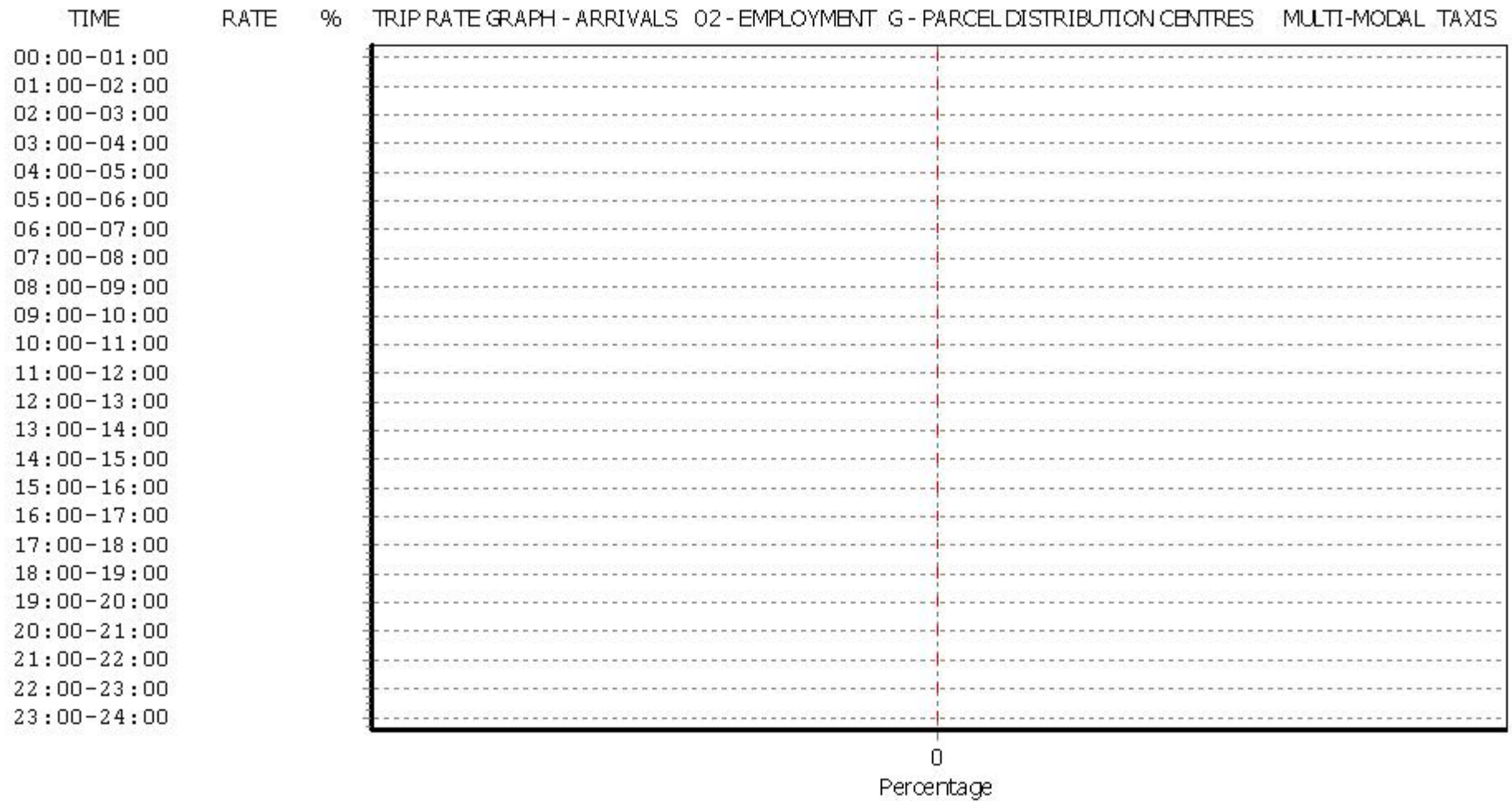
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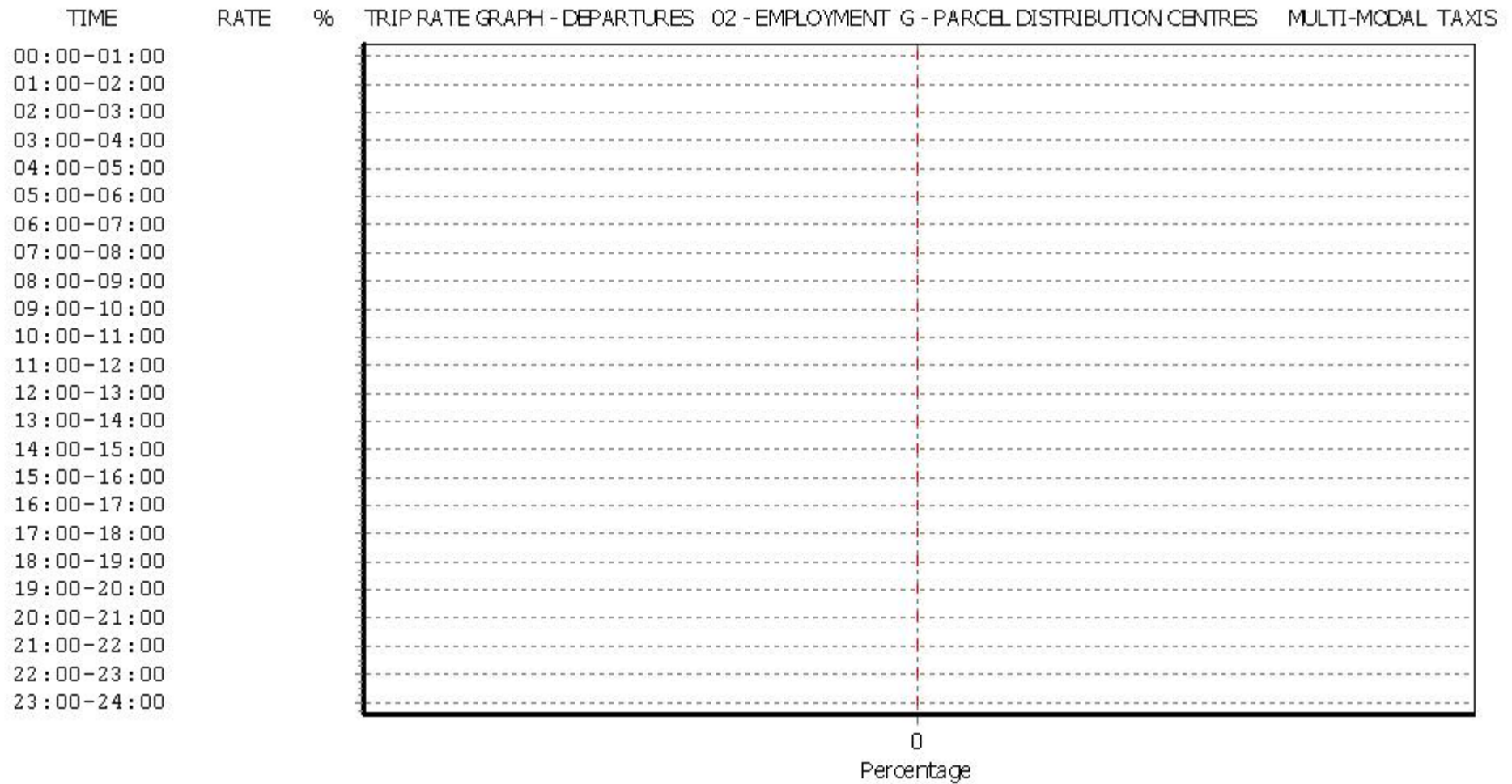
Parameter summary

Trip rate parameter range selected:	1600 - 6482 (units: sqm)
Survey date date range:	01/01/06 - 30/11/12
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

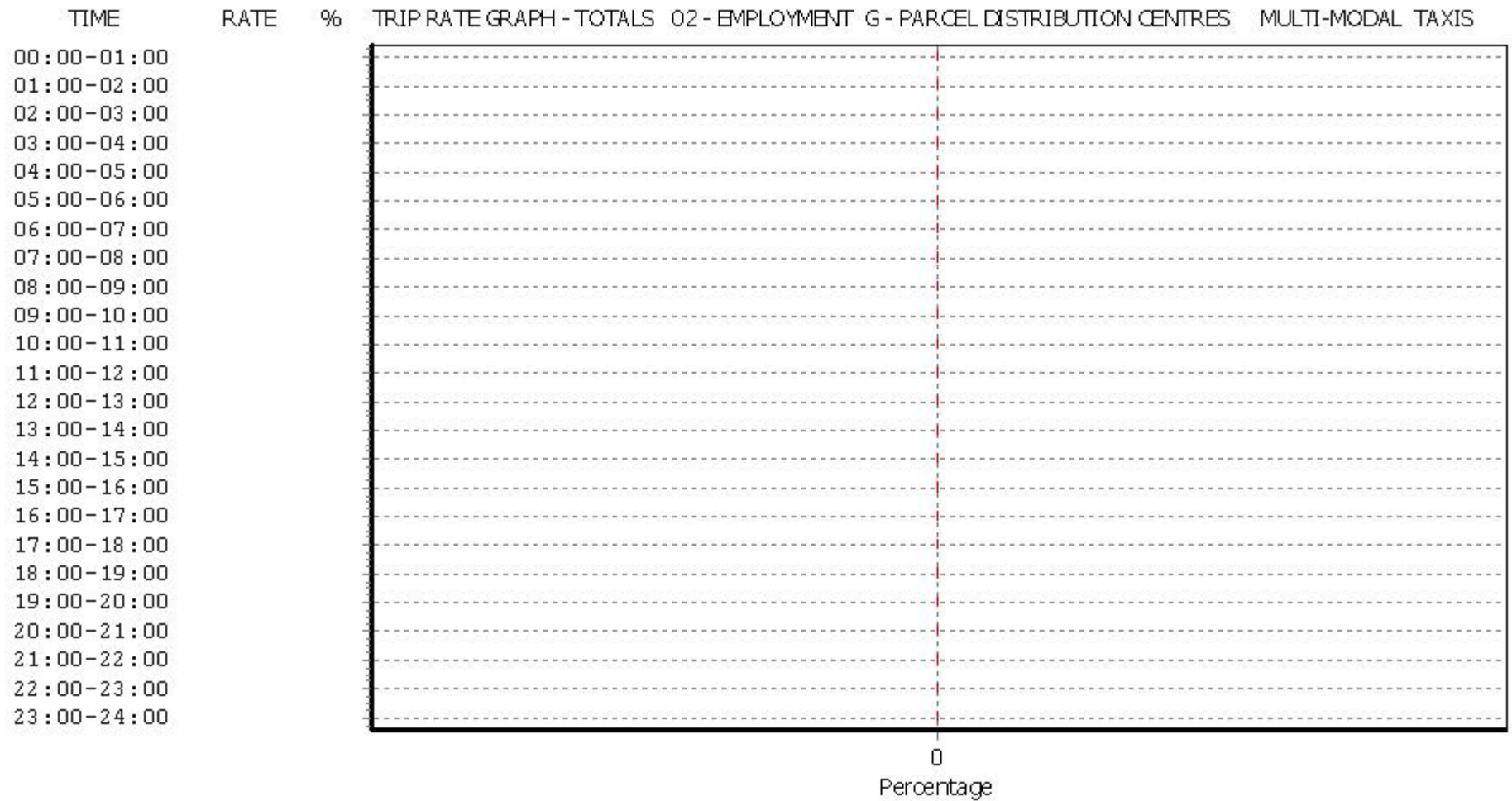
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This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period,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

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	6482	0.000	1	6482	0.031	1	6482	0.031
05:30 - 06:00	1	6482	0.000	1	6482	0.000	1	6482	0.000
06:00 - 06:30	2	4041	0.012	2	4041	0.012	2	4041	0.024
06:30 - 07:00	2	4041	0.025	2	4041	0.025	2	4041	0.050
07:00 - 07:30	2	4041	0.012	2	4041	0.025	2	4041	0.037
07:30 - 08:00	2	4041	0.012	2	4041	0.012	2	4041	0.024
08:00 - 08:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
08:30 - 09:00	2	4041	0.012	2	4041	0.000	2	4041	0.012
09:00 - 09:30	2	4041	0.012	2	4041	0.025	2	4041	0.037
09:30 - 10:00	2	4041	0.025	2	4041	0.012	2	4041	0.037
10:00 - 10:30	2	4041	0.012	2	4041	0.012	2	4041	0.024
10:30 - 11:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
11:00 - 11:30	2	4041	0.012	2	4041	0.025	2	4041	0.037
11:30 - 12:00	2	4041	0.000	2	4041	0.012	2	4041	0.012
12:00 - 12:30	2	4041	0.012	2	4041	0.000	2	4041	0.012
12:30 - 13:00	2	4041	0.012	2	4041	0.012	2	4041	0.024
13:00 - 13:30	2	4041	0.025	2	4041	0.012	2	4041	0.037
13:30 - 14:00	2	4041	0.025	2	4041	0.000	2	4041	0.025
14:00 - 14:30	2	4041	0.012	2	4041	0.012	2	4041	0.024
14:30 - 15:00	2	4041	0.000	2	4041	0.025	2	4041	0.025
15:00 - 15:30	2	4041	0.000	2	4041	0.025	2	4041	0.025
15:30 - 16:00	2	4041	0.025	2	4041	0.012	2	4041	0.037
16:00 - 16:30	2	4041	0.012	2	4041	0.000	2	4041	0.012
16:30 - 17:00	2	4041	0.012	2	4041	0.025	2	4041	0.037
17:00 - 17:30	2	4041	0.000	2	4041	0.012	2	4041	0.012
17:30 - 18:00	2	4041	0.012	2	4041	0.000	2	4041	0.012
18:00 - 18:30	2	4041	0.000	2	4041	0.012	2	4041	0.012
18:30 - 19:00	2	4041	0.012	2	4041	0.012	2	4041	0.024
19:00 - 19:30	2	4041	0.037	2	4041	0.000	2	4041	0.037
19:30 - 20:00	2	4041	0.037	2	4041	0.037	2	4041	0.074
20:00 - 20:30	2	4041	0.012	2	4041	0.012	2	4041	0.024
20:30 - 21:00	2	4041	0.049	2	4041	0.025	2	4041	0.074
21:00 - 21:30	1	6482	0.062	1	6482	0.000	1	6482	0.062
21:30 - 22:00	1	6482	0.015	1	6482	0.015	1	6482	0.030
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.505			0.439			0.944

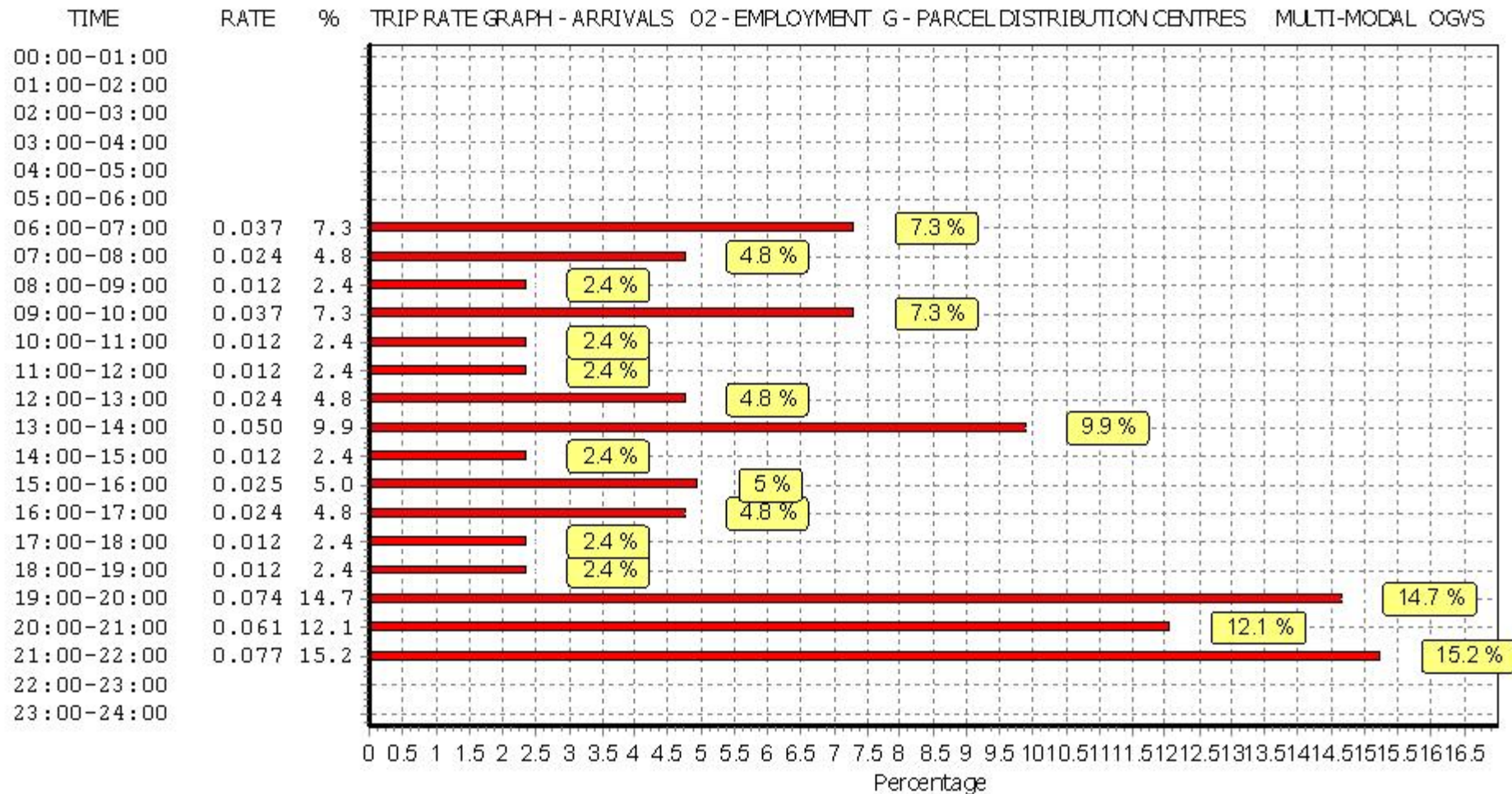
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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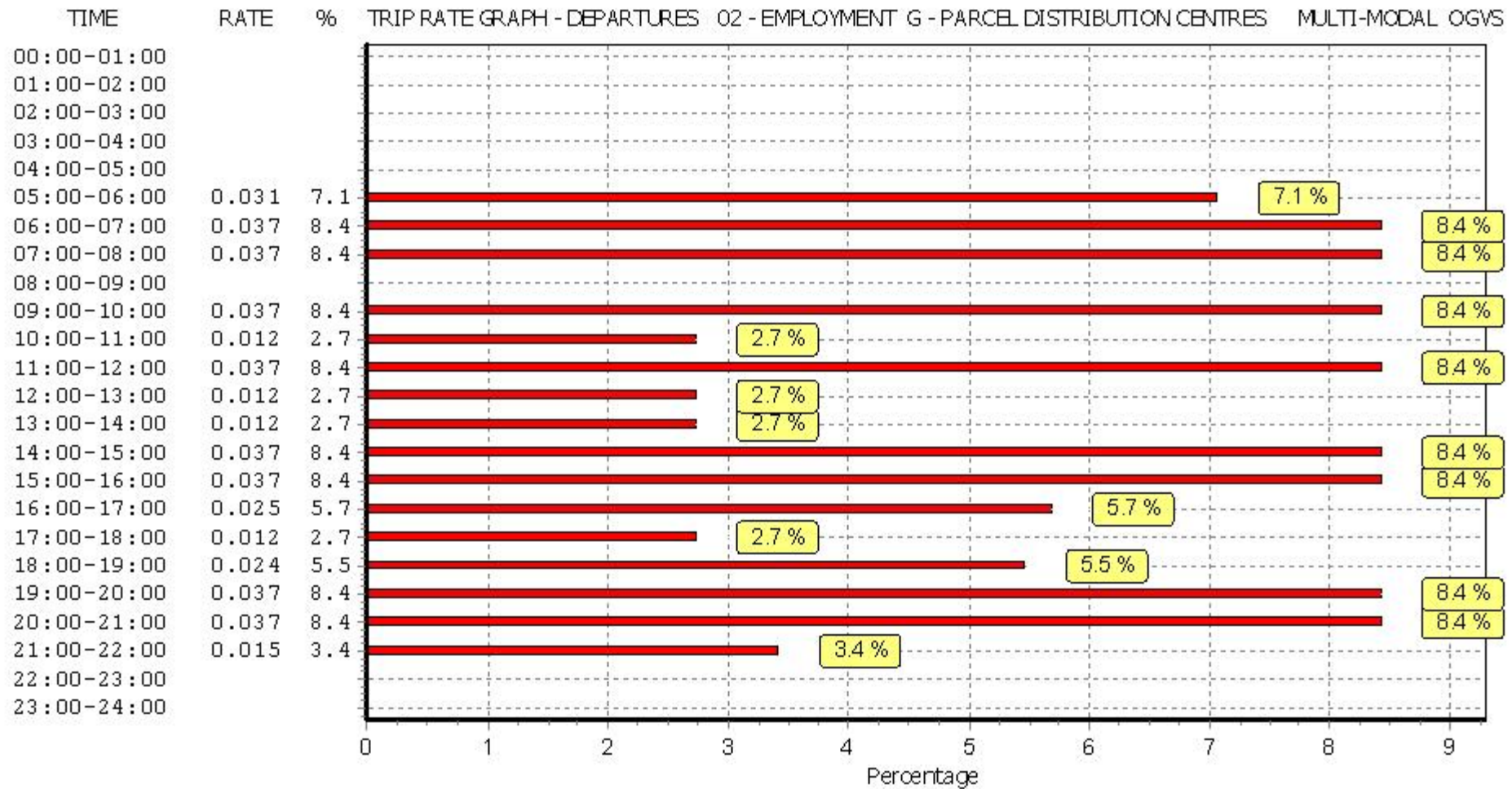
Parameter summary

Trip rate parameter range selected:	1600 - 6482 (units: sqm)
Survey date date range:	01/01/06 - 30/11/12
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

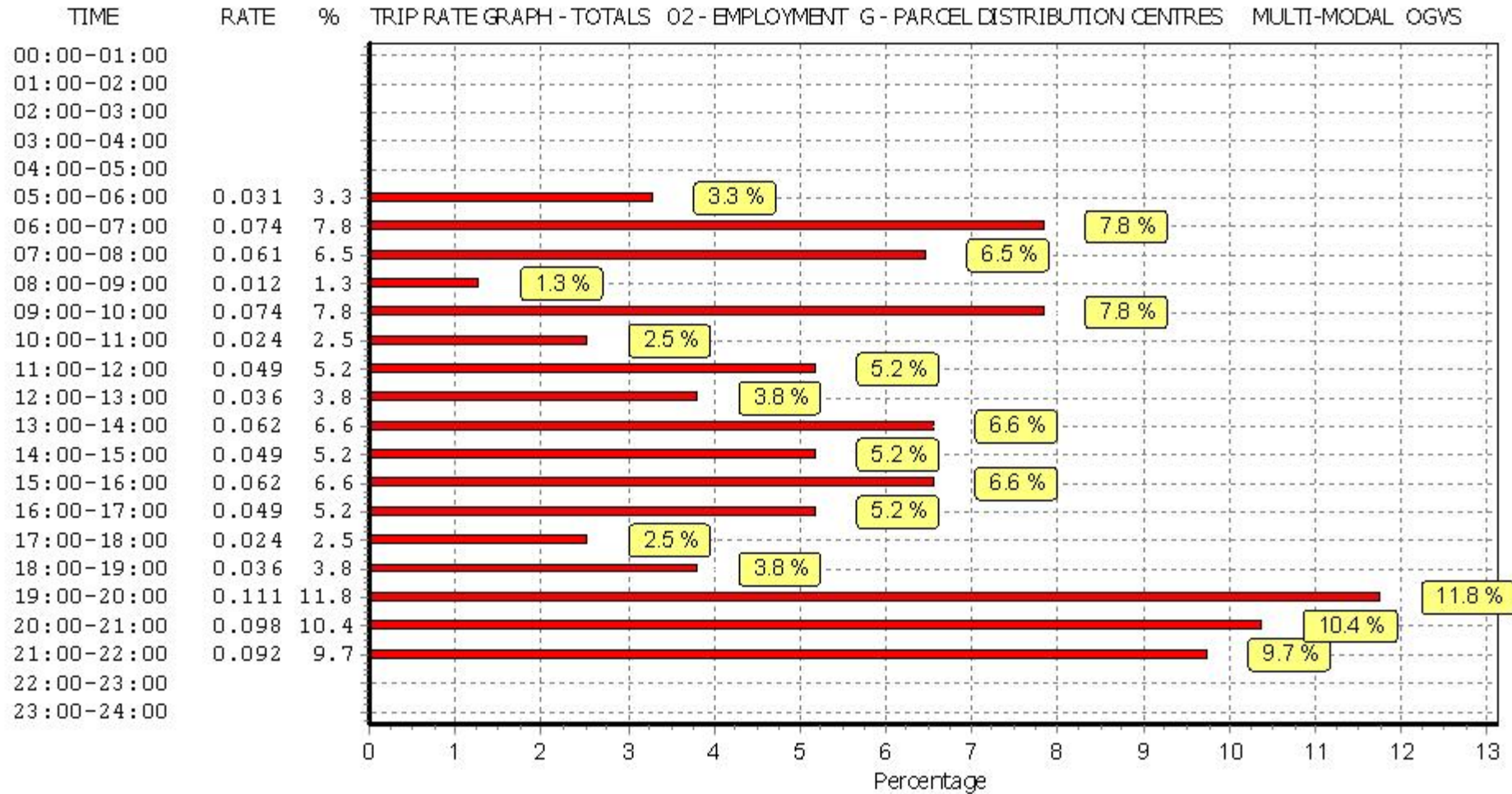
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



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



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TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

MULTI-MODAL PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	6482	0.000	1	6482	0.000	1	6482	0.000
05:30 - 06:00	1	6482	0.000	1	6482	0.000	1	6482	0.000
06:00 - 06:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
06:30 - 07:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
07:00 - 07:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
07:30 - 08:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
08:00 - 08:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
08:30 - 09:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
09:00 - 09:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
09:30 - 10:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
10:00 - 10:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
10:30 - 11:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
11:00 - 11:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
11:30 - 12:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
12:00 - 12:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
12:30 - 13:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
13:00 - 13:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
13:30 - 14:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
14:00 - 14:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
14:30 - 15:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
15:00 - 15:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
15:30 - 16:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
16:00 - 16:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
16:30 - 17:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
17:00 - 17:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
17:30 - 18:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
18:00 - 18:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
18:30 - 19:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
19:00 - 19:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
19:30 - 20:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
20:00 - 20:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
20:30 - 21:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
21:00 - 21:30	1	6482	0.000	1	6482	0.000	1	6482	0.000
21:30 - 22:00	1	6482	0.000	1	6482	0.000	1	6482	0.000
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			0.000			0.000

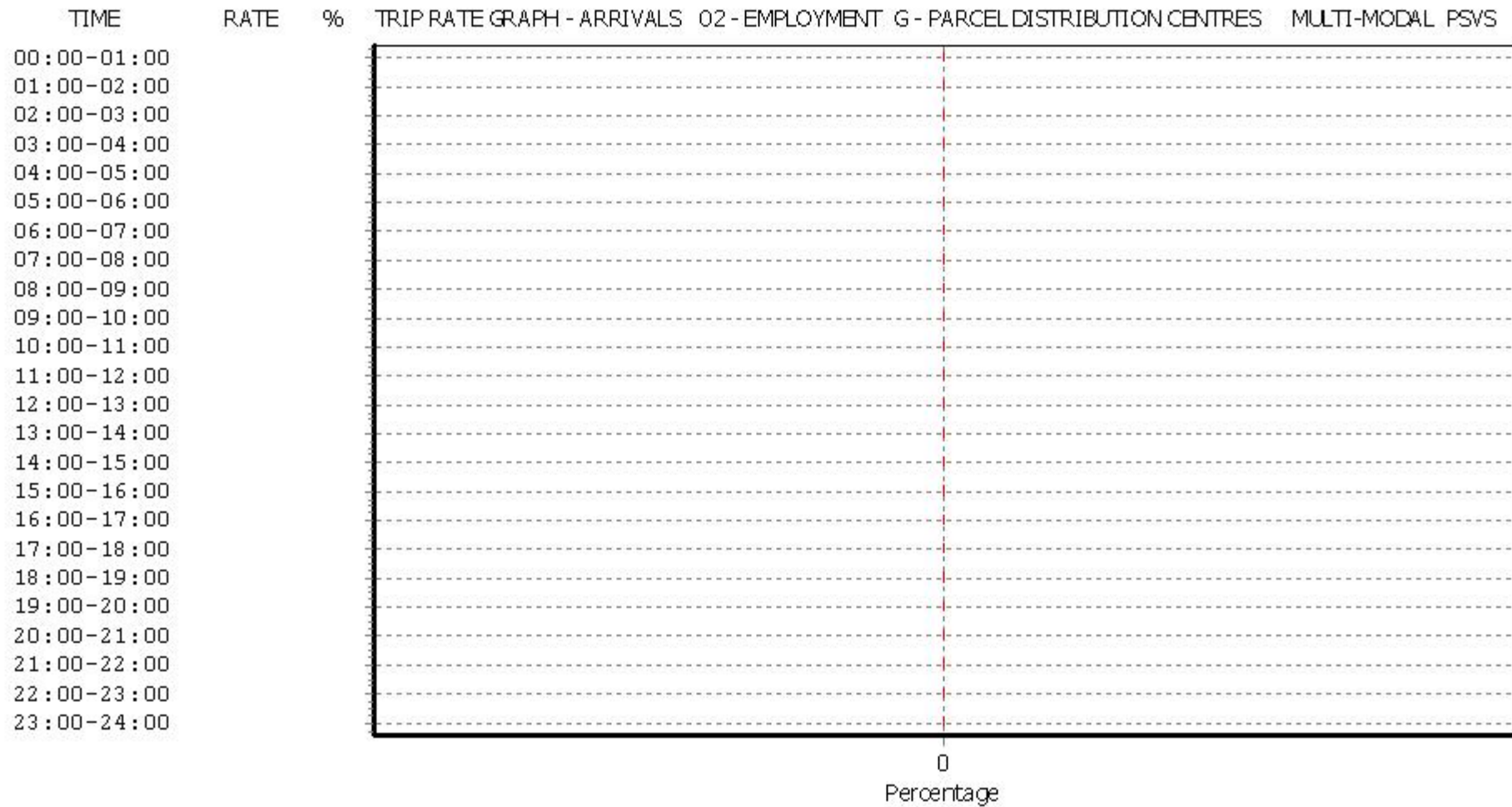
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

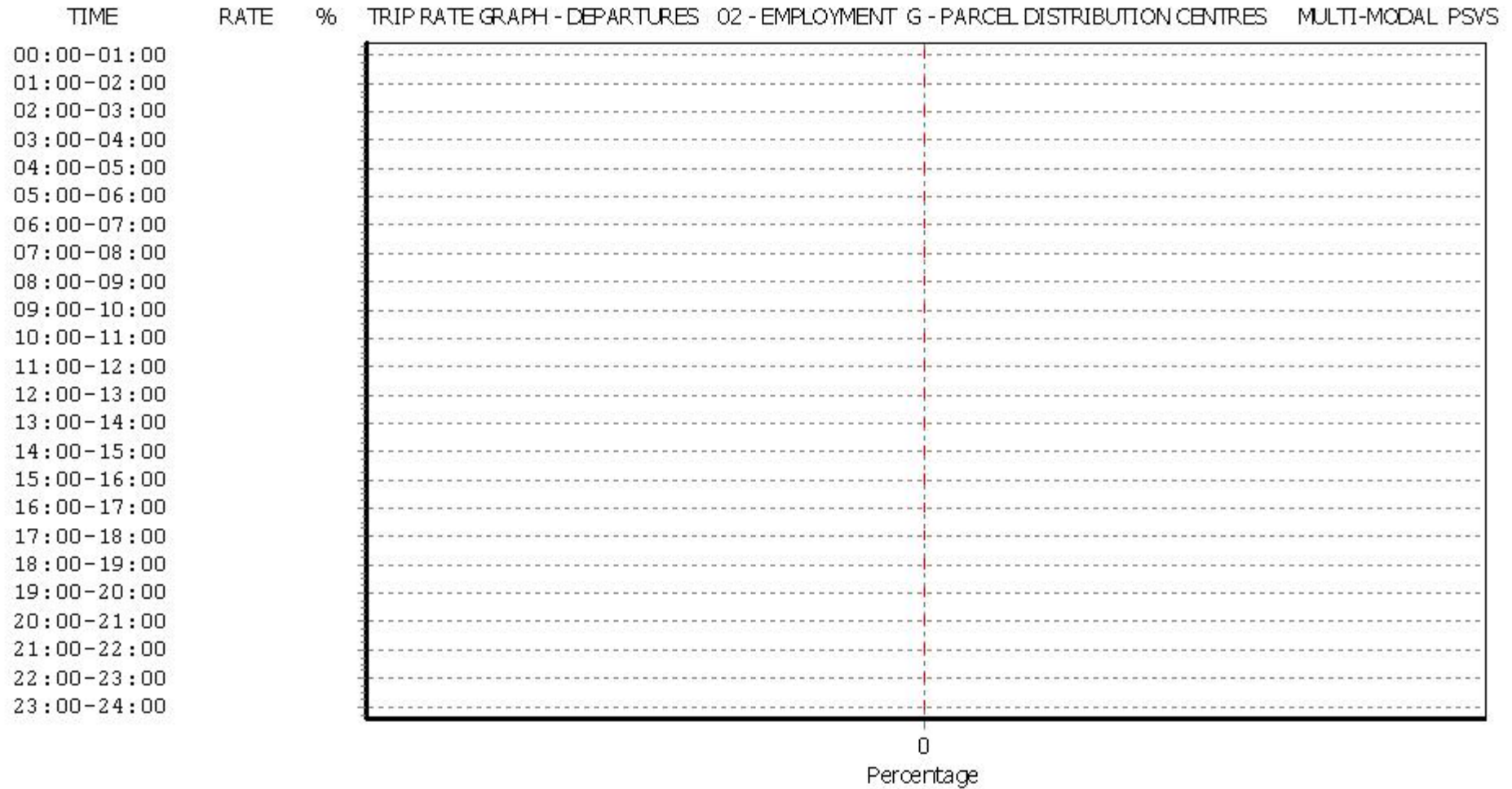
Parameter summary

Trip rate parameter range selected:	1600 - 6482 (units: sqm)
Survey date date range:	01/01/06 - 30/11/12
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

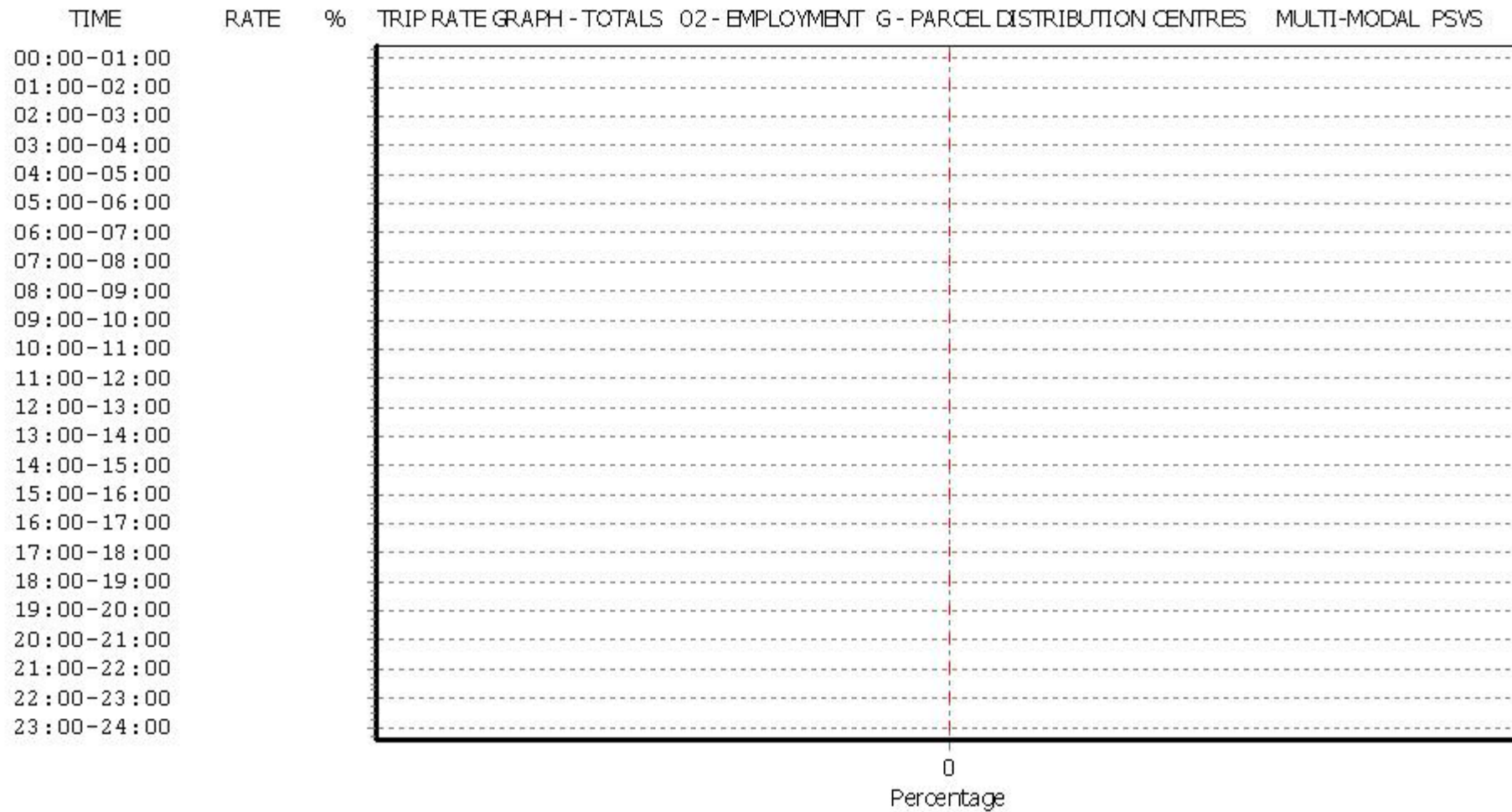
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



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



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



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

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES
 MULTI-MODAL CYCLISTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	6482	0.000	1	6482	0.000	1	6482	0.000
05:30 - 06:00	1	6482	0.000	1	6482	0.000	1	6482	0.000
06:00 - 06:30	2	4041	0.025	2	4041	0.000	2	4041	0.025
06:30 - 07:00	2	4041	0.037	2	4041	0.000	2	4041	0.037
07:00 - 07:30	2	4041	0.000	2	4041	0.012	2	4041	0.012
07:30 - 08:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
08:00 - 08:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
08:30 - 09:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
09:00 - 09:30	2	4041	0.012	2	4041	0.000	2	4041	0.012
09:30 - 10:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
10:00 - 10:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
10:30 - 11:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
11:00 - 11:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
11:30 - 12:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
12:00 - 12:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
12:30 - 13:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
13:00 - 13:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
13:30 - 14:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
14:00 - 14:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
14:30 - 15:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
15:00 - 15:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
15:30 - 16:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
16:00 - 16:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
16:30 - 17:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
17:00 - 17:30	2	4041	0.000	2	4041	0.037	2	4041	0.037
17:30 - 18:00	2	4041	0.000	2	4041	0.012	2	4041	0.012
18:00 - 18:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
18:30 - 19:00	2	4041	0.000	2	4041	0.012	2	4041	0.012
19:00 - 19:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
19:30 - 20:00	2	4041	0.012	2	4041	0.000	2	4041	0.012
20:00 - 20:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
20:30 - 21:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
21:00 - 21:30	1	6482	0.000	1	6482	0.000	1	6482	0.000
21:30 - 22:00	1	6482	0.000	1	6482	0.000	1	6482	0.000
22:00 - 22:30	1	6482	0.000	1	6482	0.000	1	6482	0.000
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.086			0.073			0.159

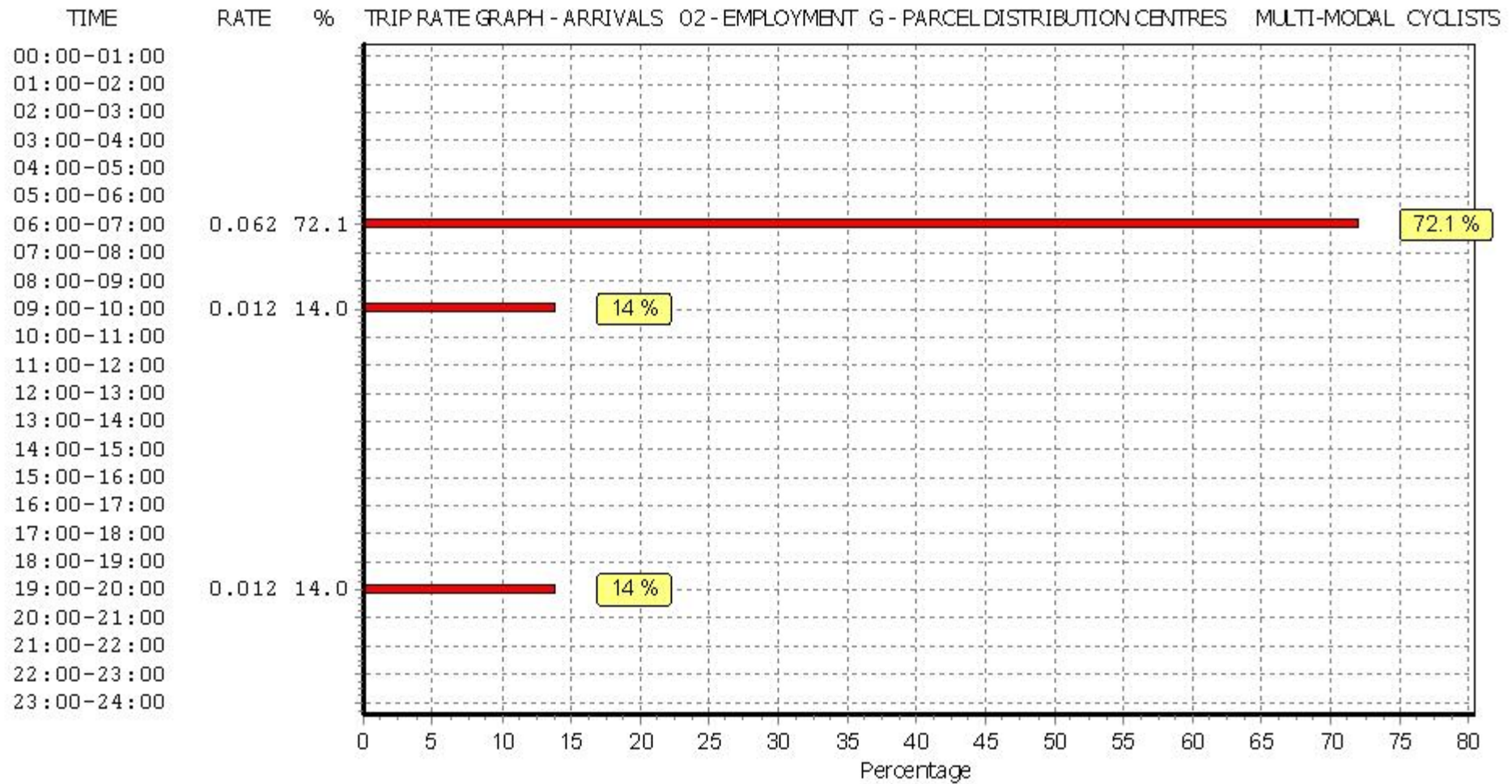
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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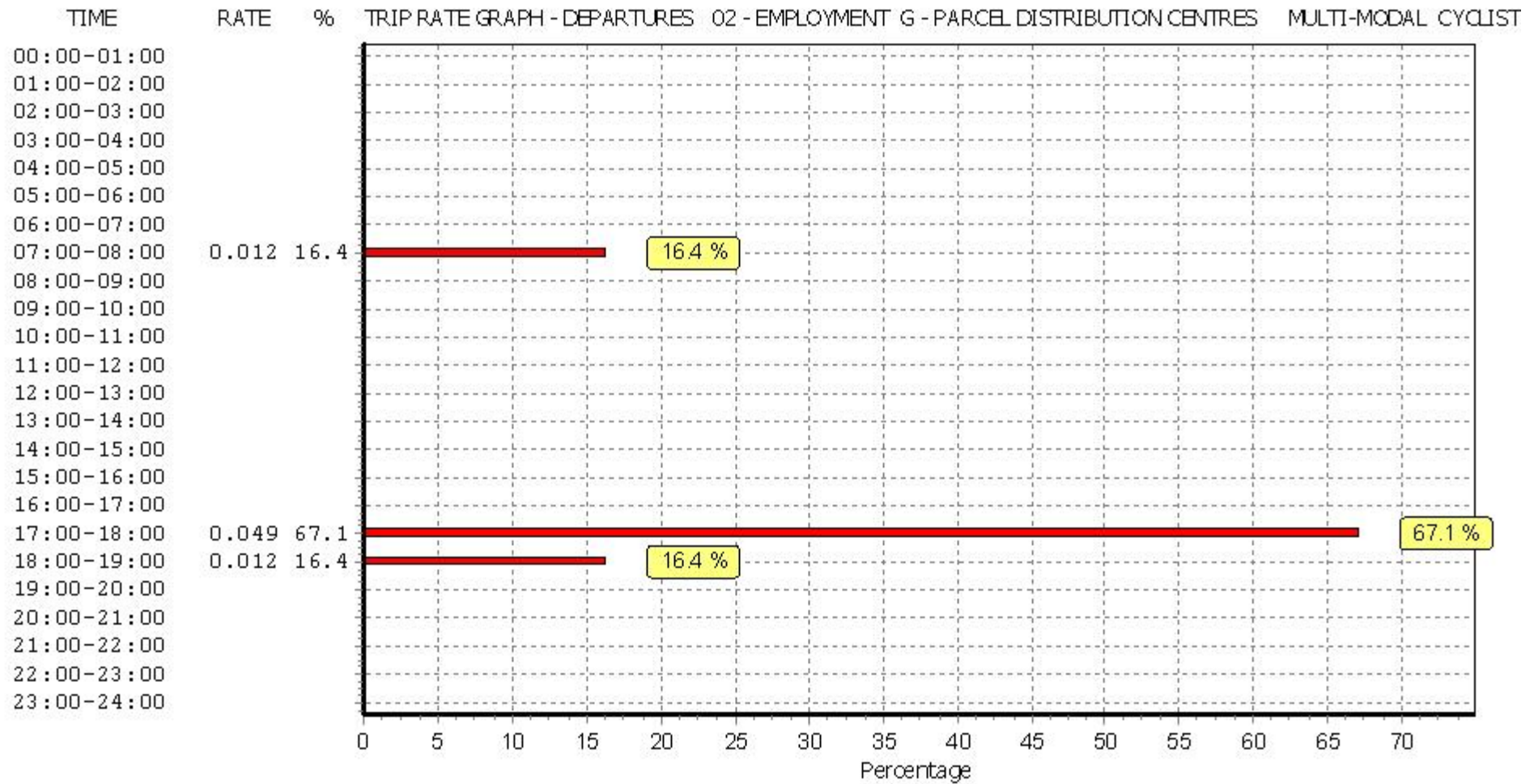
Parameter summary

Trip rate parameter range selected:	1600 - 6482 (units: sqm)
Survey date date range:	01/01/06 - 30/11/12
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

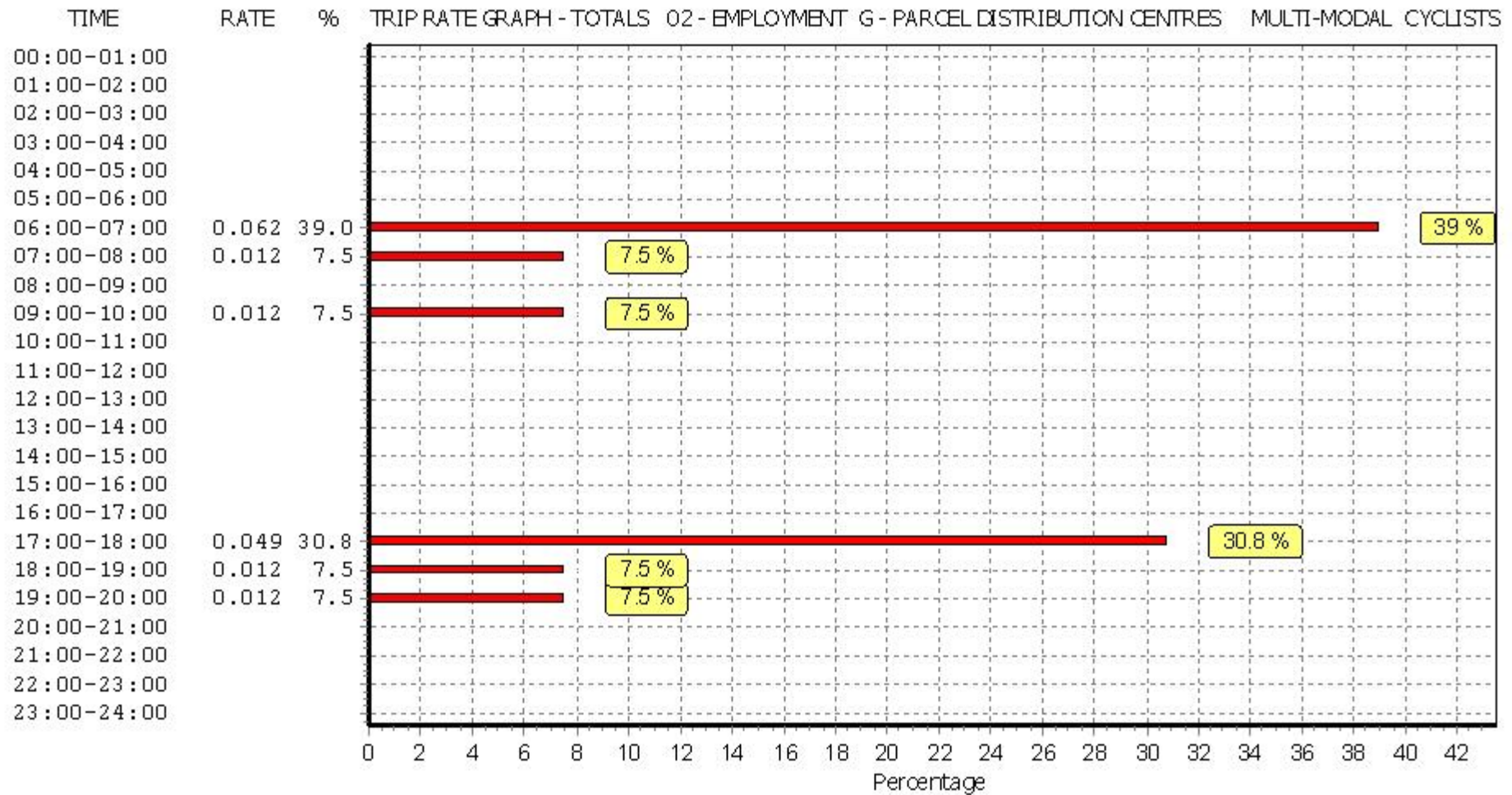
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



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TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES
 MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	6482	0.015	1	6482	0.123	1	6482	0.138
05:30 - 06:00	1	6482	0.031	1	6482	0.031	1	6482	0.062
06:00 - 06:30	2	4041	0.136	2	4041	0.074	2	4041	0.210
06:30 - 07:00	2	4041	0.210	2	4041	0.087	2	4041	0.297
07:00 - 07:30	2	4041	0.173	2	4041	0.148	2	4041	0.321
07:30 - 08:00	2	4041	0.223	2	4041	0.322	2	4041	0.545
08:00 - 08:30	2	4041	0.136	2	4041	0.136	2	4041	0.272
08:30 - 09:00	2	4041	0.247	2	4041	0.087	2	4041	0.334
09:00 - 09:30	2	4041	0.346	2	4041	0.124	2	4041	0.470
09:30 - 10:00	2	4041	0.186	2	4041	0.124	2	4041	0.310
10:00 - 10:30	2	4041	0.087	2	4041	0.087	2	4041	0.174
10:30 - 11:00	2	4041	0.049	2	4041	0.025	2	4041	0.074
11:00 - 11:30	2	4041	0.074	2	4041	0.099	2	4041	0.173
11:30 - 12:00	2	4041	0.037	2	4041	0.049	2	4041	0.086
12:00 - 12:30	2	4041	0.148	2	4041	0.111	2	4041	0.259
12:30 - 13:00	2	4041	0.049	2	4041	0.359	2	4041	0.408
13:00 - 13:30	2	4041	0.161	2	4041	0.161	2	4041	0.322
13:30 - 14:00	2	4041	0.210	2	4041	0.099	2	4041	0.309
14:00 - 14:30	2	4041	0.161	2	4041	0.111	2	4041	0.272
14:30 - 15:00	2	4041	0.173	2	4041	0.049	2	4041	0.222
15:00 - 15:30	2	4041	0.124	2	4041	0.099	2	4041	0.223
15:30 - 16:00	2	4041	0.173	2	4041	0.074	2	4041	0.247
16:00 - 16:30	2	4041	0.161	2	4041	0.111	2	4041	0.272
16:30 - 17:00	2	4041	0.198	2	4041	0.235	2	4041	0.433
17:00 - 17:30	2	4041	0.247	2	4041	0.396	2	4041	0.643
17:30 - 18:00	2	4041	0.186	2	4041	0.421	2	4041	0.607
18:00 - 18:30	2	4041	0.099	2	4041	0.235	2	4041	0.334
18:30 - 19:00	2	4041	0.099	2	4041	0.099	2	4041	0.198
19:00 - 19:30	2	4041	0.173	2	4041	0.074	2	4041	0.247
19:30 - 20:00	2	4041	0.495	2	4041	0.087	2	4041	0.582
20:00 - 20:30	2	4041	0.049	2	4041	0.012	2	4041	0.061
20:30 - 21:00	2	4041	0.087	2	4041	0.062	2	4041	0.149
21:00 - 21:30	1	6482	0.123	1	6482	0.046	1	6482	0.169
21:30 - 22:00	1	6482	0.031	1	6482	0.062	1	6482	0.093
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			5.097			4.419			9.516

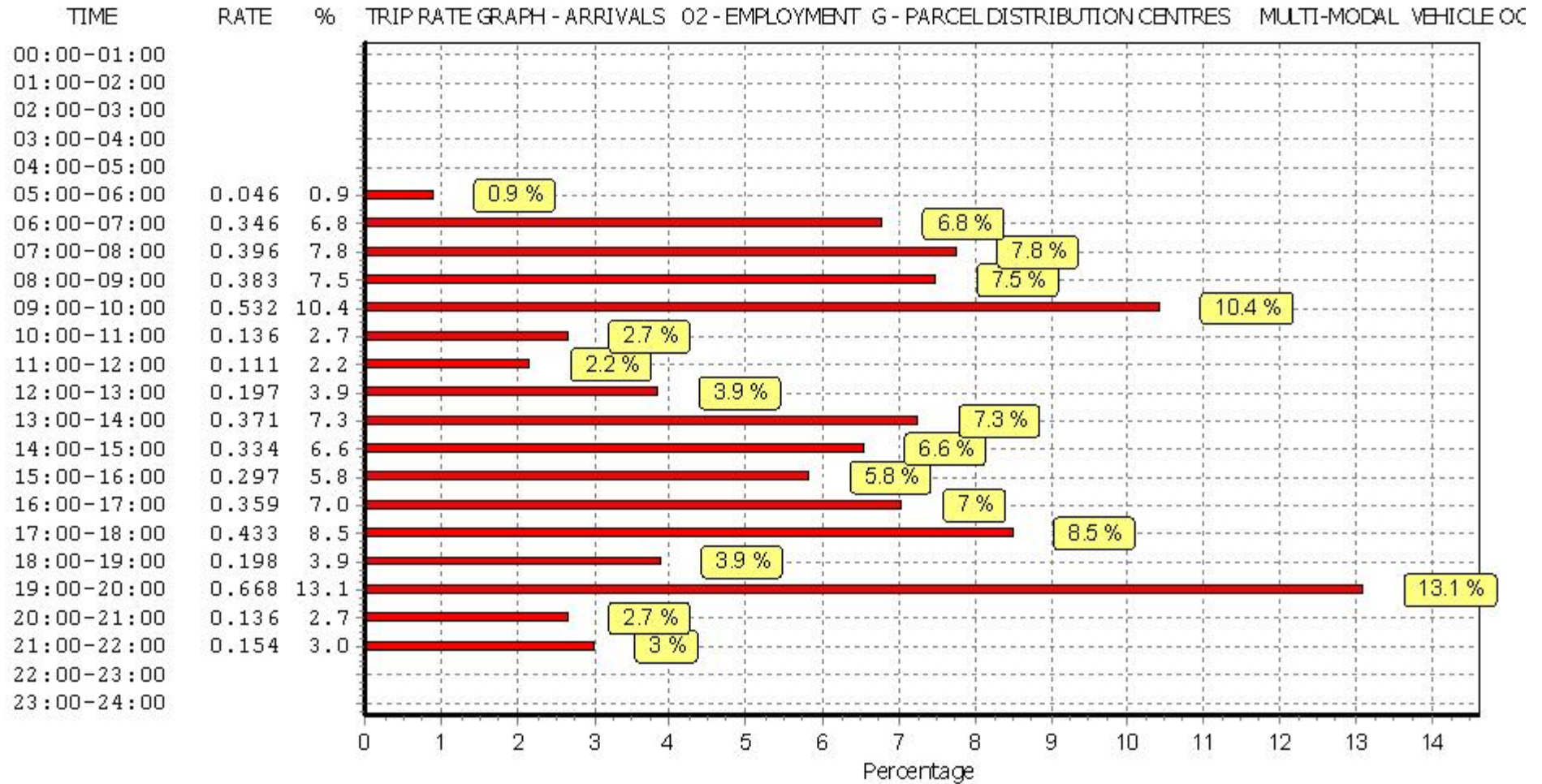
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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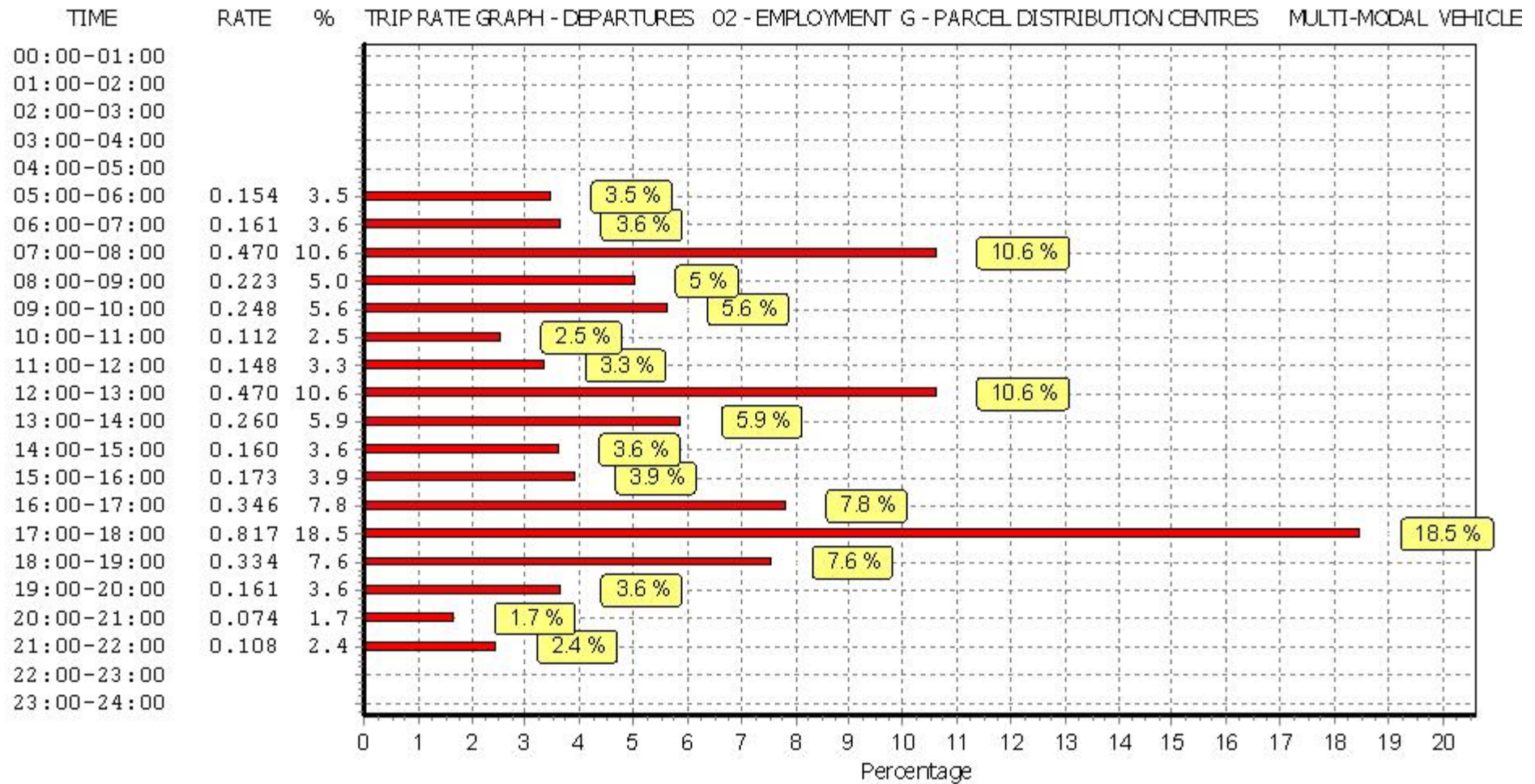
Parameter summary

Trip rate parameter range selected:	1600 - 6482 (units: sqm)
Survey date date range:	01/01/06 - 30/11/12
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

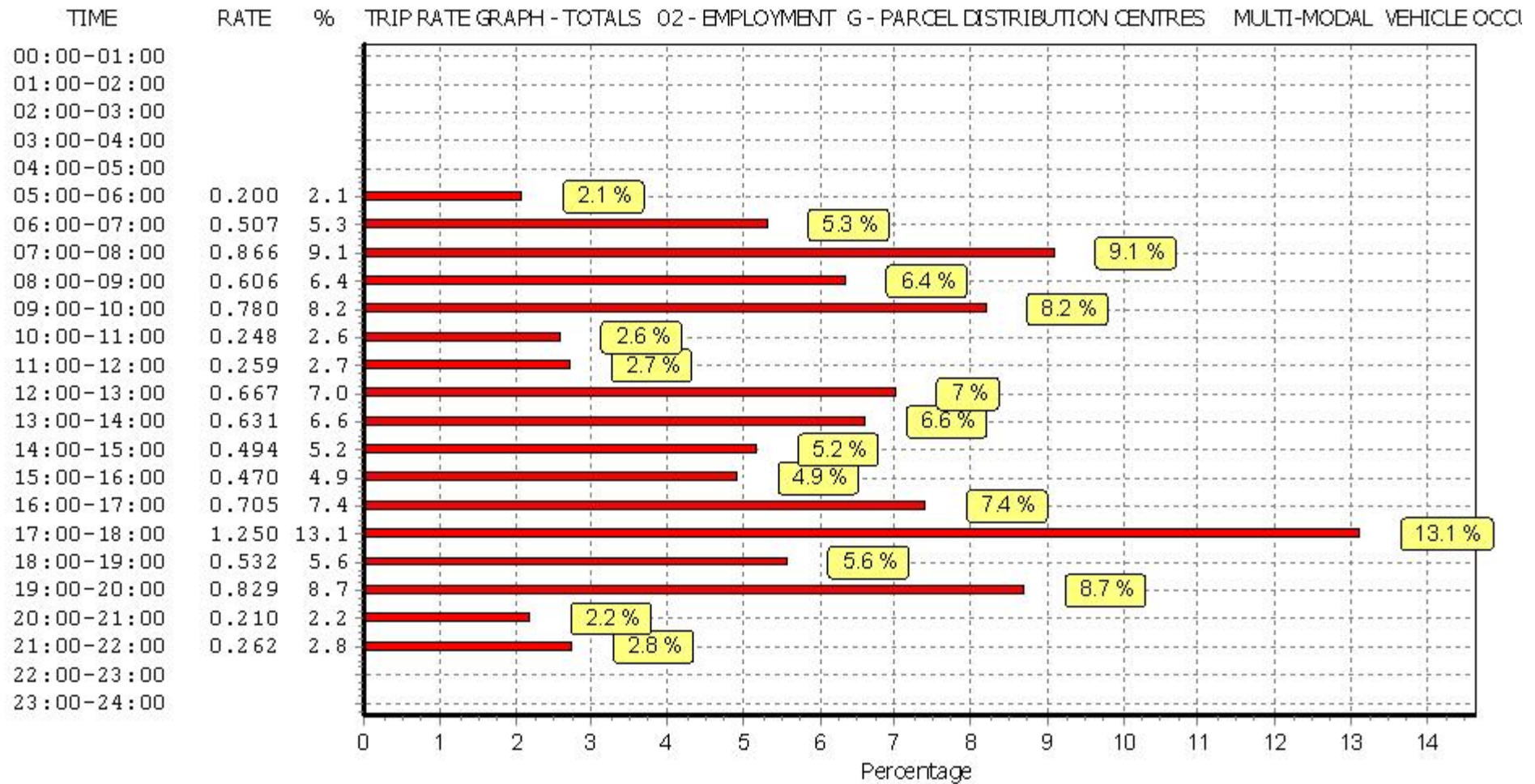
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



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



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TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	6482	0.000	1	6482	0.000	1	6482	0.000
05:30 - 06:00	1	6482	0.000	1	6482	0.000	1	6482	0.000
06:00 - 06:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
06:30 - 07:00	2	4041	0.000	2	4041	0.012	2	4041	0.012
07:00 - 07:30	2	4041	0.012	2	4041	0.012	2	4041	0.024
07:30 - 08:00	2	4041	0.012	2	4041	0.000	2	4041	0.012
08:00 - 08:30	2	4041	0.025	2	4041	0.012	2	4041	0.037
08:30 - 09:00	2	4041	0.037	2	4041	0.000	2	4041	0.037
09:00 - 09:30	2	4041	0.012	2	4041	0.000	2	4041	0.012
09:30 - 10:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
10:00 - 10:30	2	4041	0.000	2	4041	0.012	2	4041	0.012
10:30 - 11:00	2	4041	0.000	2	4041	0.012	2	4041	0.012
11:00 - 11:30	2	4041	0.000	2	4041	0.012	2	4041	0.012
11:30 - 12:00	2	4041	0.012	2	4041	0.000	2	4041	0.012
12:00 - 12:30	2	4041	0.000	2	4041	0.025	2	4041	0.025
12:30 - 13:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
13:00 - 13:30	2	4041	0.000	2	4041	0.012	2	4041	0.012
13:30 - 14:00	2	4041	0.012	2	4041	0.000	2	4041	0.012
14:00 - 14:30	2	4041	0.025	2	4041	0.000	2	4041	0.025
14:30 - 15:00	2	4041	0.012	2	4041	0.012	2	4041	0.024
15:00 - 15:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
15:30 - 16:00	2	4041	0.012	2	4041	0.012	2	4041	0.024
16:00 - 16:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
16:30 - 17:00	2	4041	0.012	2	4041	0.037	2	4041	0.049
17:00 - 17:30	2	4041	0.000	2	4041	0.025	2	4041	0.025
17:30 - 18:00	2	4041	0.000	2	4041	0.012	2	4041	0.012
18:00 - 18:30	2	4041	0.025	2	4041	0.025	2	4041	0.050
18:30 - 19:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
19:00 - 19:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
19:30 - 20:00	2	4041	0.000	2	4041	0.012	2	4041	0.012
20:00 - 20:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
20:30 - 21:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
21:00 - 21:30	1	6482	0.000	1	6482	0.000	1	6482	0.000
21:30 - 22:00	1	6482	0.000	1	6482	0.000	1	6482	0.000
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.208			0.244			0.452

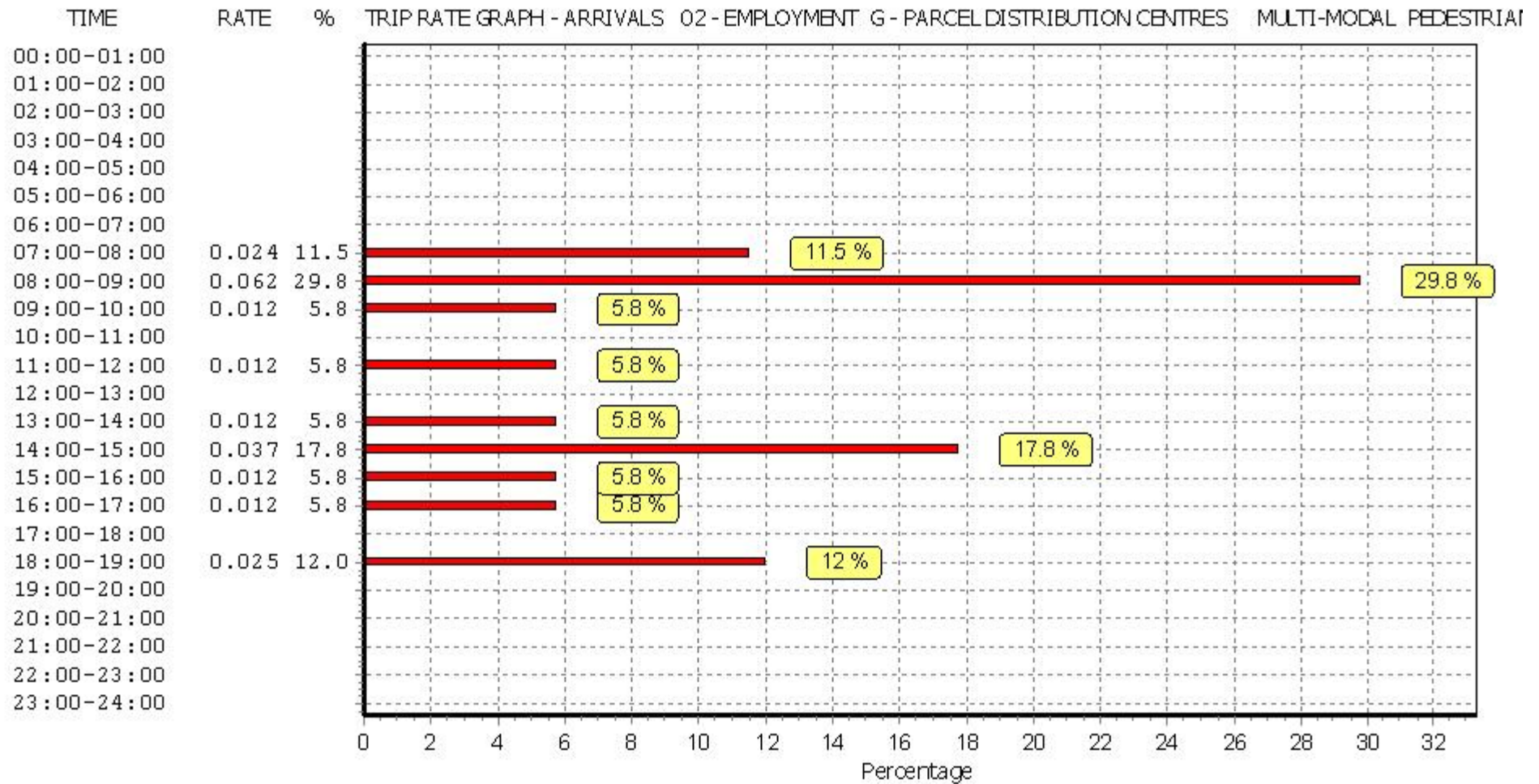
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

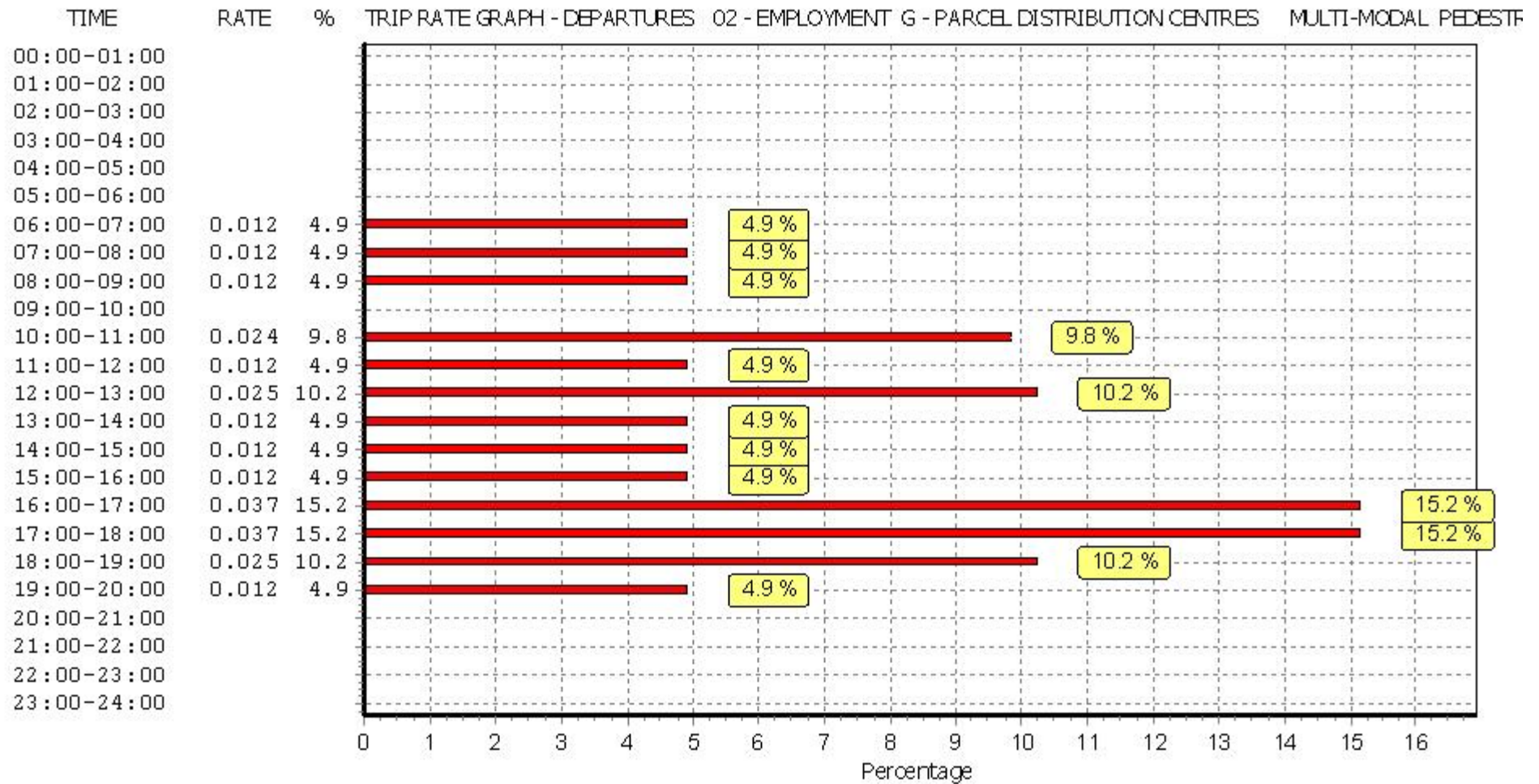
Parameter summary

Trip rate parameter range selected:	1600 - 6482 (units: sqm)
Survey date date range:	01/01/06 - 30/11/12
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

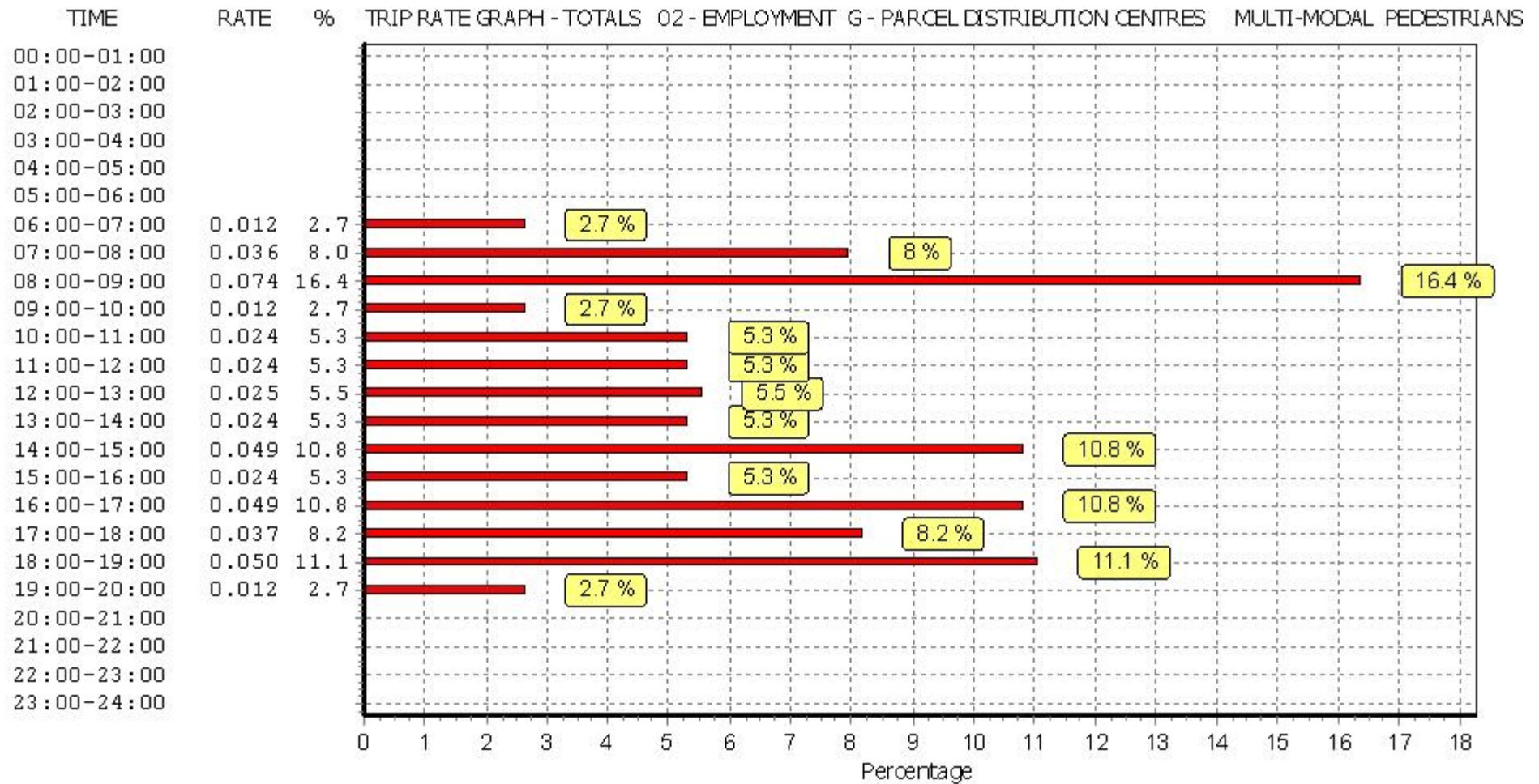
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



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



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TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES
 MULTI-MODAL BUS/TRAM PASSENGERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	6482	0.000	1	6482	0.000	1	6482	0.000
05:30 - 06:00	1	6482	0.000	1	6482	0.000	1	6482	0.000
06:00 - 06:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
06:30 - 07:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
07:00 - 07:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
07:30 - 08:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
08:00 - 08:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
08:30 - 09:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
09:00 - 09:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
09:30 - 10:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
10:00 - 10:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
10:30 - 11:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
11:00 - 11:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
11:30 - 12:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
12:00 - 12:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
12:30 - 13:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
13:00 - 13:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
13:30 - 14:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
14:00 - 14:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
14:30 - 15:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
15:00 - 15:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
15:30 - 16:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
16:00 - 16:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
16:30 - 17:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
17:00 - 17:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
17:30 - 18:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
18:00 - 18:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
18:30 - 19:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
19:00 - 19:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
19:30 - 20:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
20:00 - 20:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
20:30 - 21:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
21:00 - 21:30	1	6482	0.000	1	6482	0.000	1	6482	0.000
21:30 - 22:00	1	6482	0.000	1	6482	0.000	1	6482	0.000
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			0.000			0.000

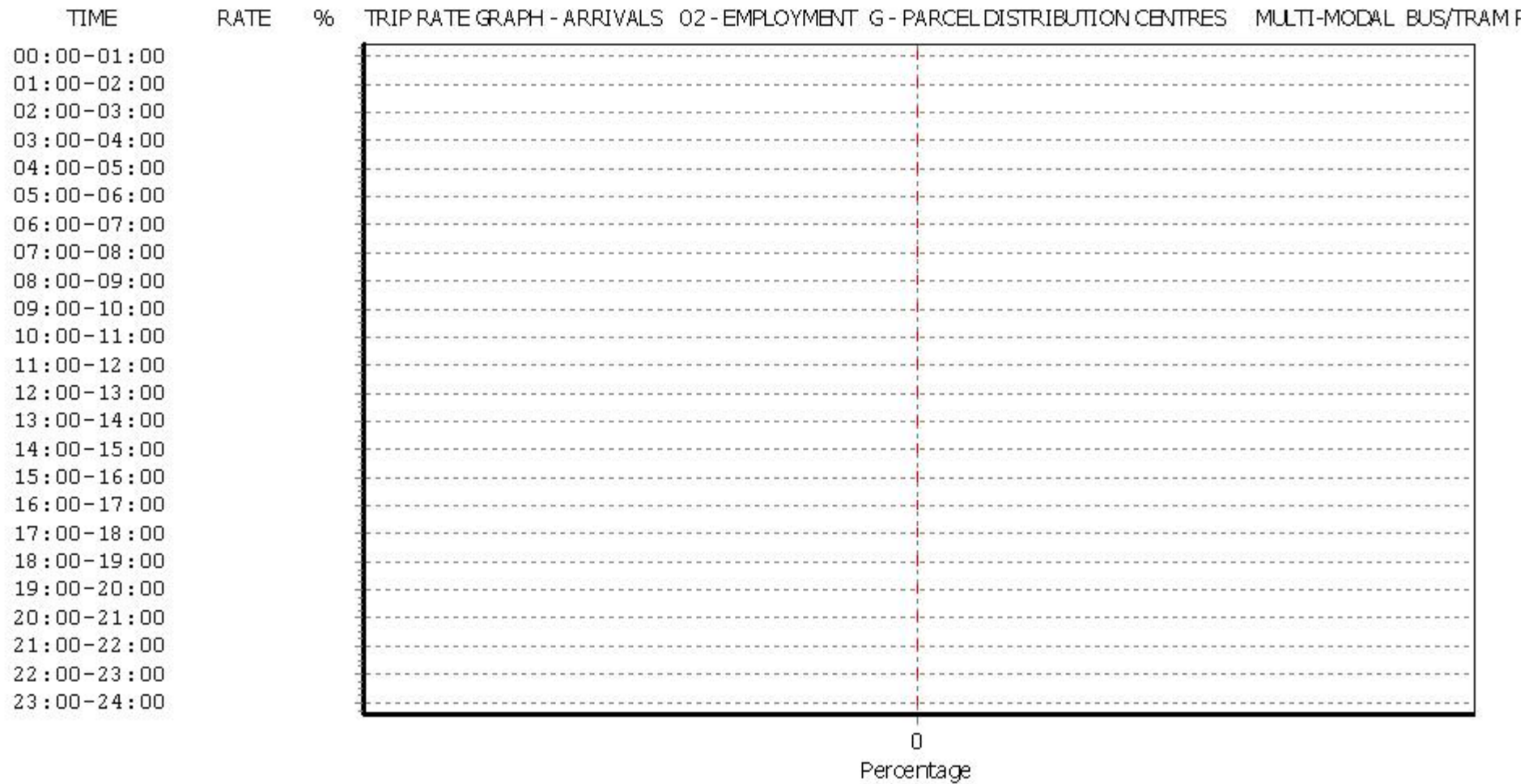
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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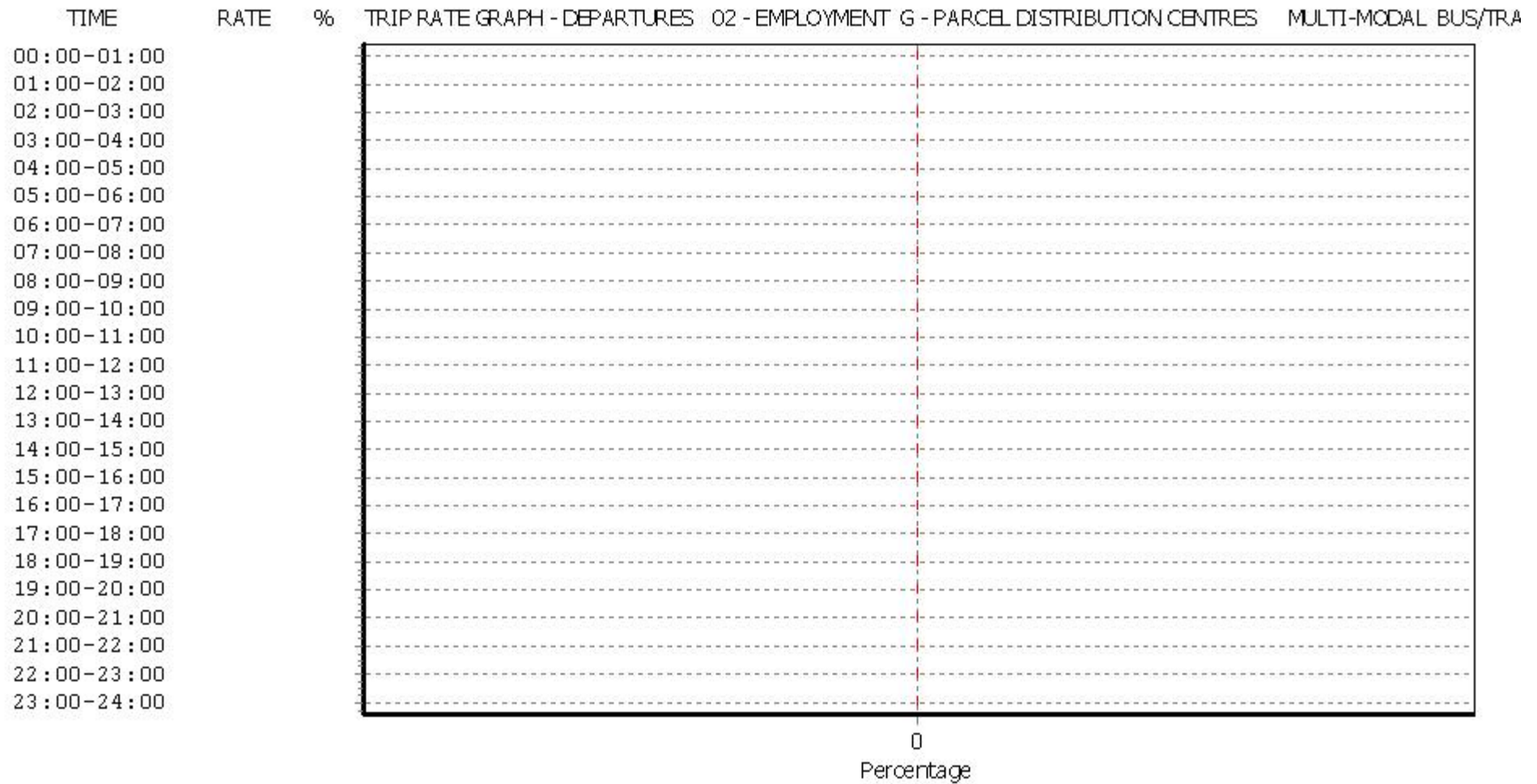
Parameter summary

Trip rate parameter range selected:	1600 - 6482 (units: sqm)
Survey date date range:	01/01/06 - 30/11/12
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

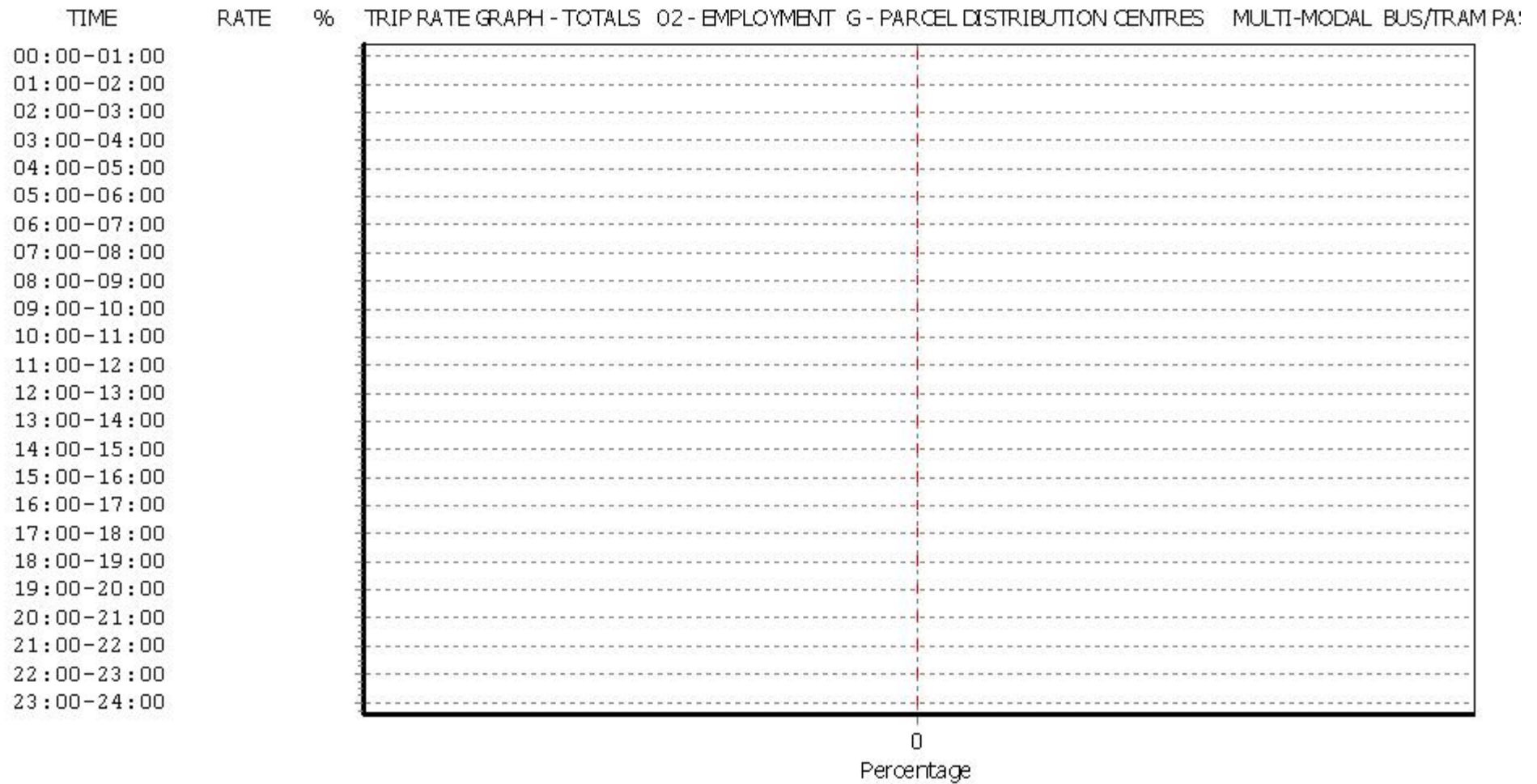
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



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TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES
 MULTI-MODAL TOTAL RAIL PASSENGERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	6482	0.000	1	6482	0.000	1	6482	0.000
05:30 - 06:00	1	6482	0.000	1	6482	0.000	1	6482	0.000
06:00 - 06:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
06:30 - 07:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
07:00 - 07:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
07:30 - 08:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
08:00 - 08:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
08:30 - 09:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
09:00 - 09:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
09:30 - 10:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
10:00 - 10:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
10:30 - 11:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
11:00 - 11:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
11:30 - 12:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
12:00 - 12:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
12:30 - 13:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
13:00 - 13:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
13:30 - 14:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
14:00 - 14:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
14:30 - 15:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
15:00 - 15:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
15:30 - 16:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
16:00 - 16:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
16:30 - 17:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
17:00 - 17:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
17:30 - 18:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
18:00 - 18:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
18:30 - 19:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
19:00 - 19:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
19:30 - 20:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
20:00 - 20:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
20:30 - 21:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
21:00 - 21:30	1	6482	0.000	1	6482	0.000	1	6482	0.000
21:30 - 22:00	1	6482	0.000	1	6482	0.000	1	6482	0.000
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			0.000			0.000

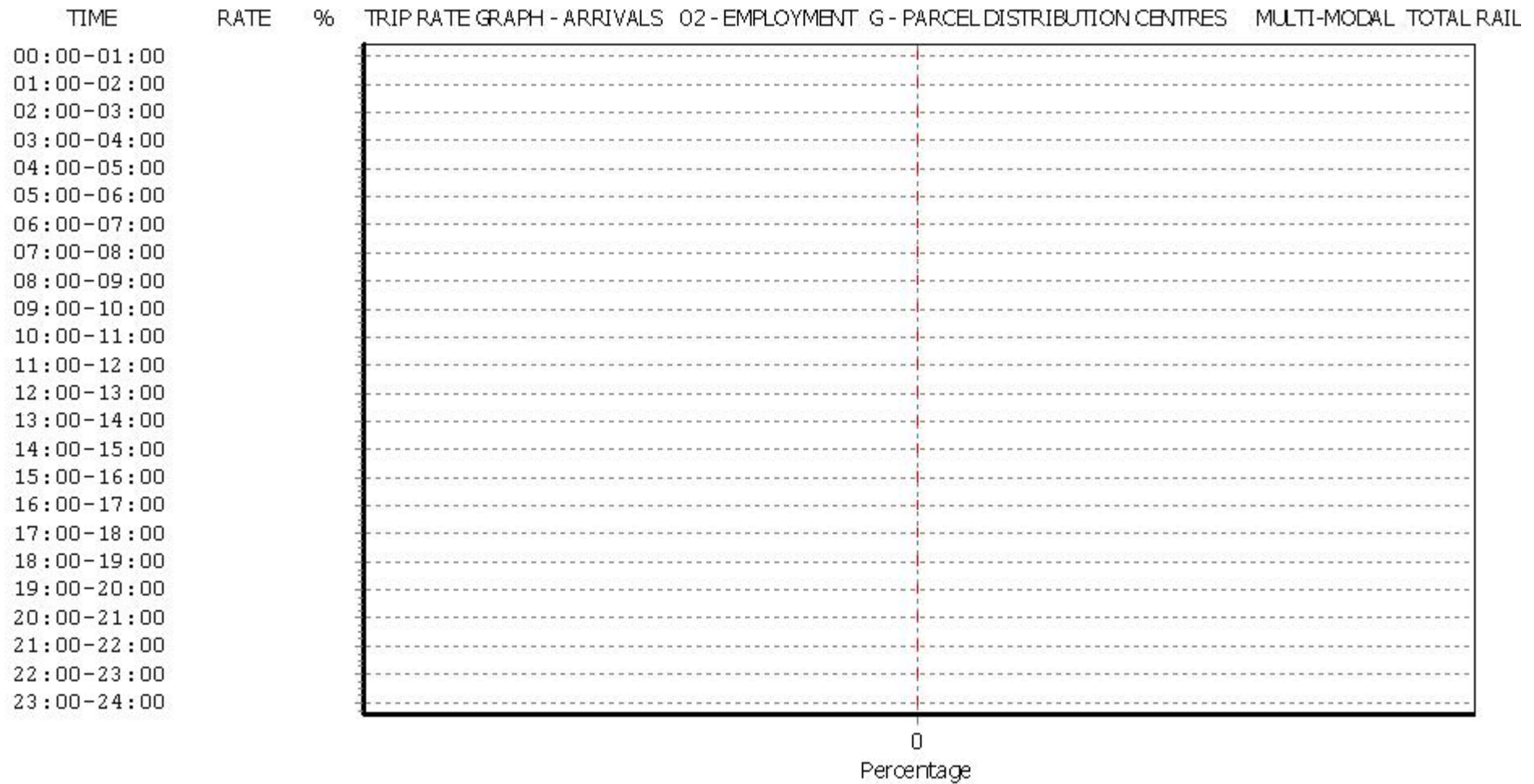
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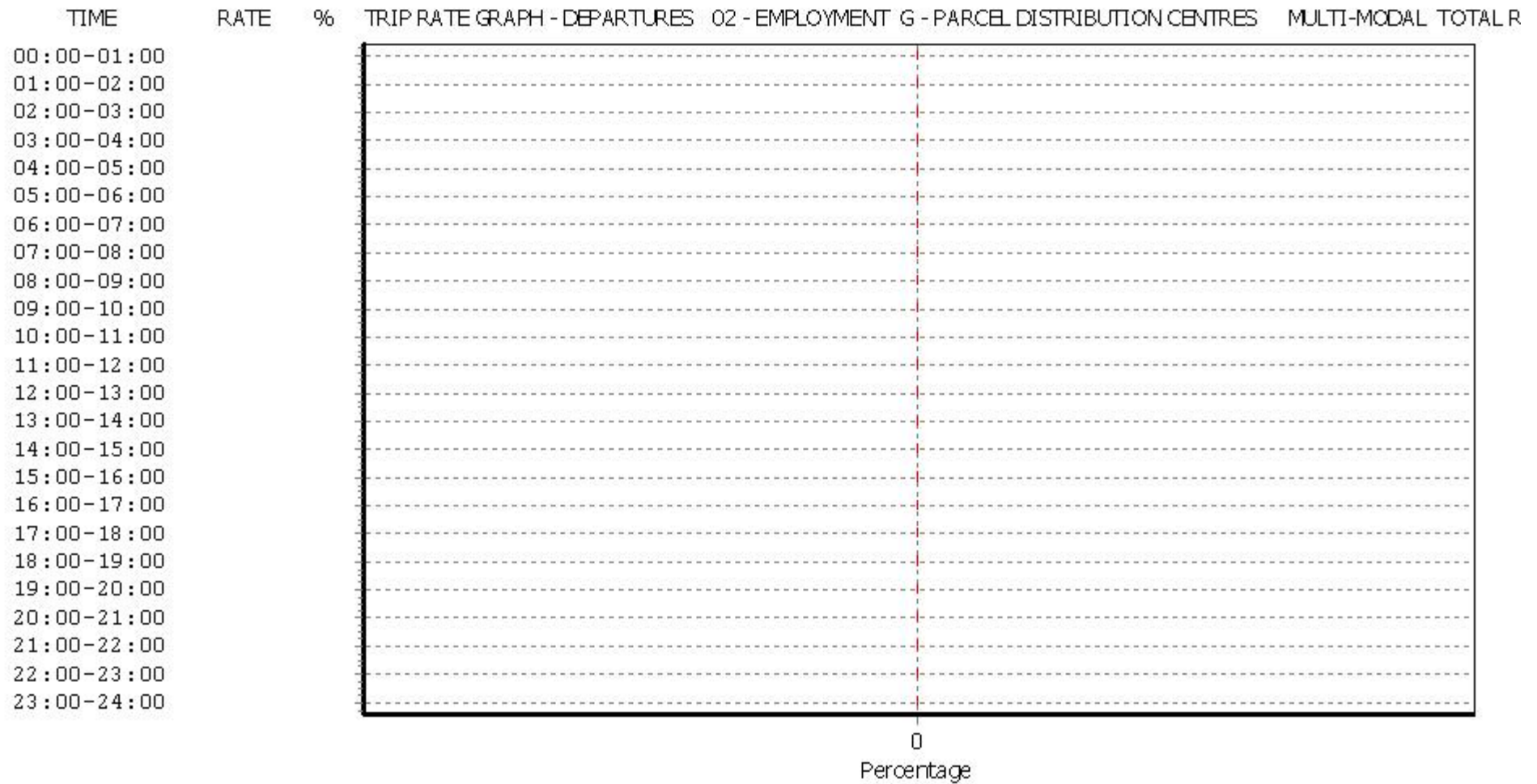
Parameter summary

Trip rate parameter range selected:	1600 - 6482 (units: sqm)
Survey date date range:	01/01/06 - 30/11/12
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

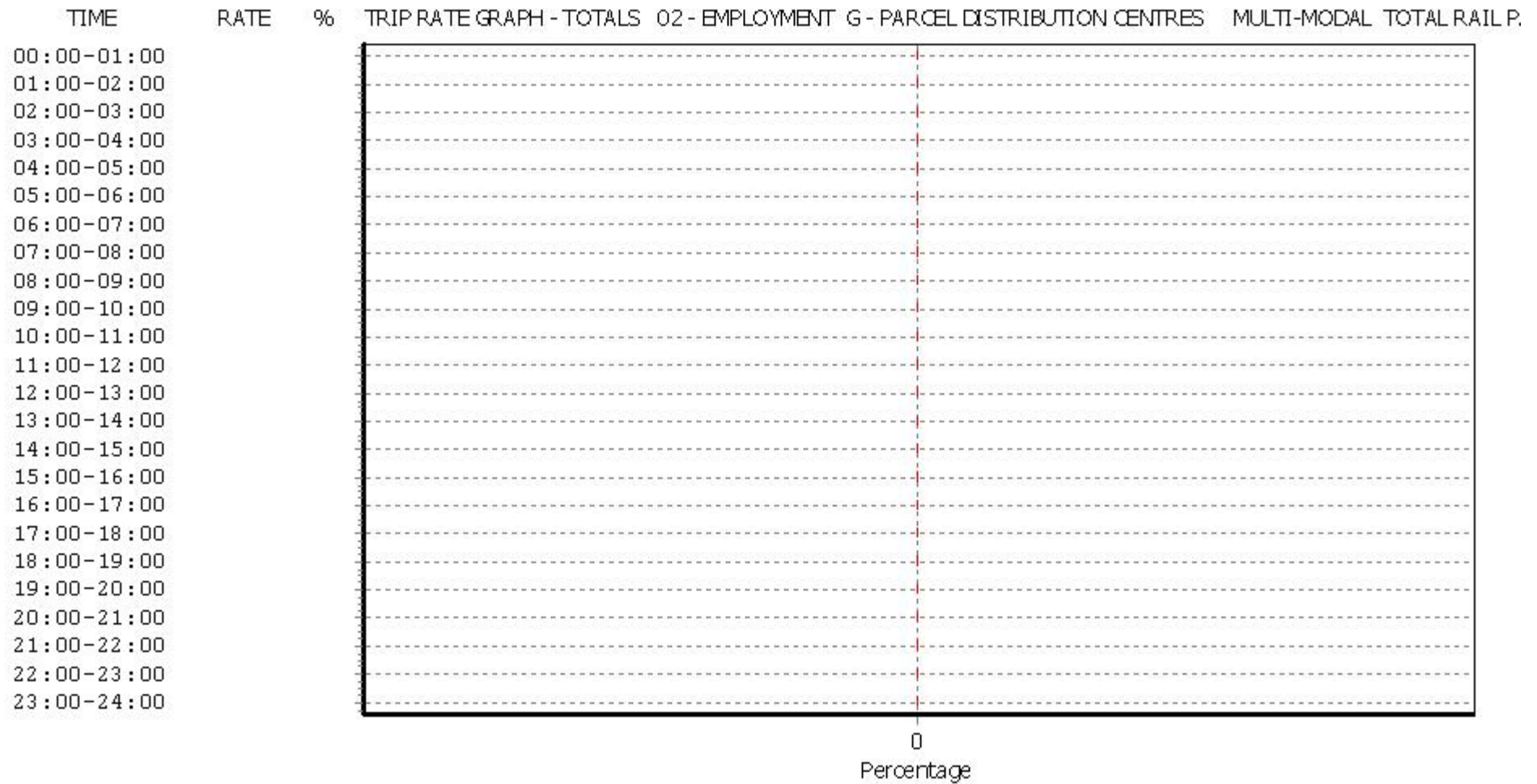
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



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

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES
 MULTI-MODAL COACH PASSENGERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	6482	0.000	1	6482	0.000	1	6482	0.000
05:30 - 06:00	1	6482	0.000	1	6482	0.000	1	6482	0.000
06:00 - 06:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
06:30 - 07:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
07:00 - 07:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
07:30 - 08:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
08:00 - 08:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
08:30 - 09:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
09:00 - 09:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
09:30 - 10:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
10:00 - 10:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
10:30 - 11:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
11:00 - 11:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
11:30 - 12:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
12:00 - 12:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
12:30 - 13:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
13:00 - 13:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
13:30 - 14:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
14:00 - 14:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
14:30 - 15:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
15:00 - 15:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
15:30 - 16:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
16:00 - 16:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
16:30 - 17:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
17:00 - 17:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
17:30 - 18:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
18:00 - 18:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
18:30 - 19:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
19:00 - 19:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
19:30 - 20:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
20:00 - 20:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
20:30 - 21:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
21:00 - 21:30	1	6482	0.000	1	6482	0.000	1	6482	0.000
21:30 - 22:00	1	6482	0.000	1	6482	0.000	1	6482	0.000
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			0.000			0.000

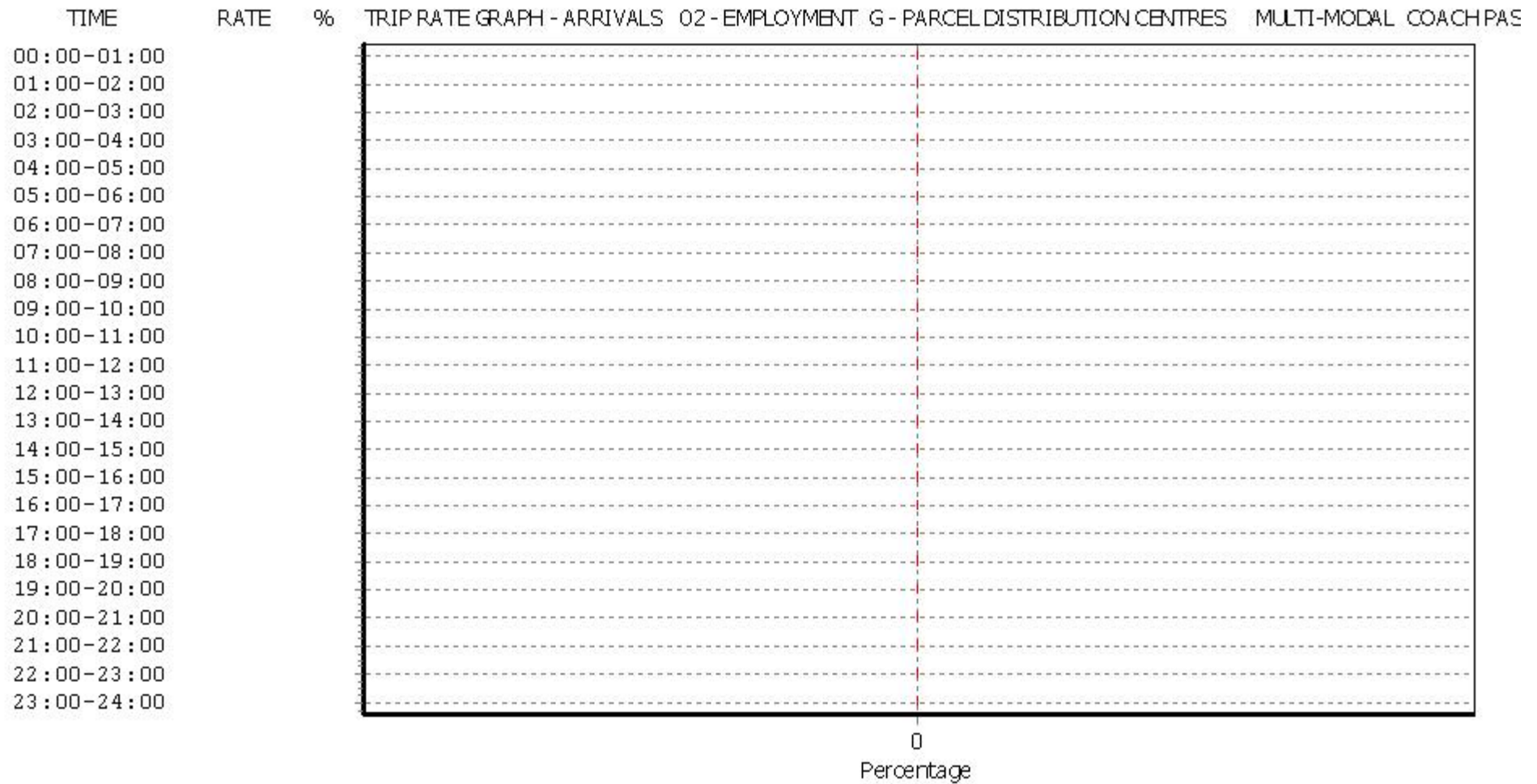
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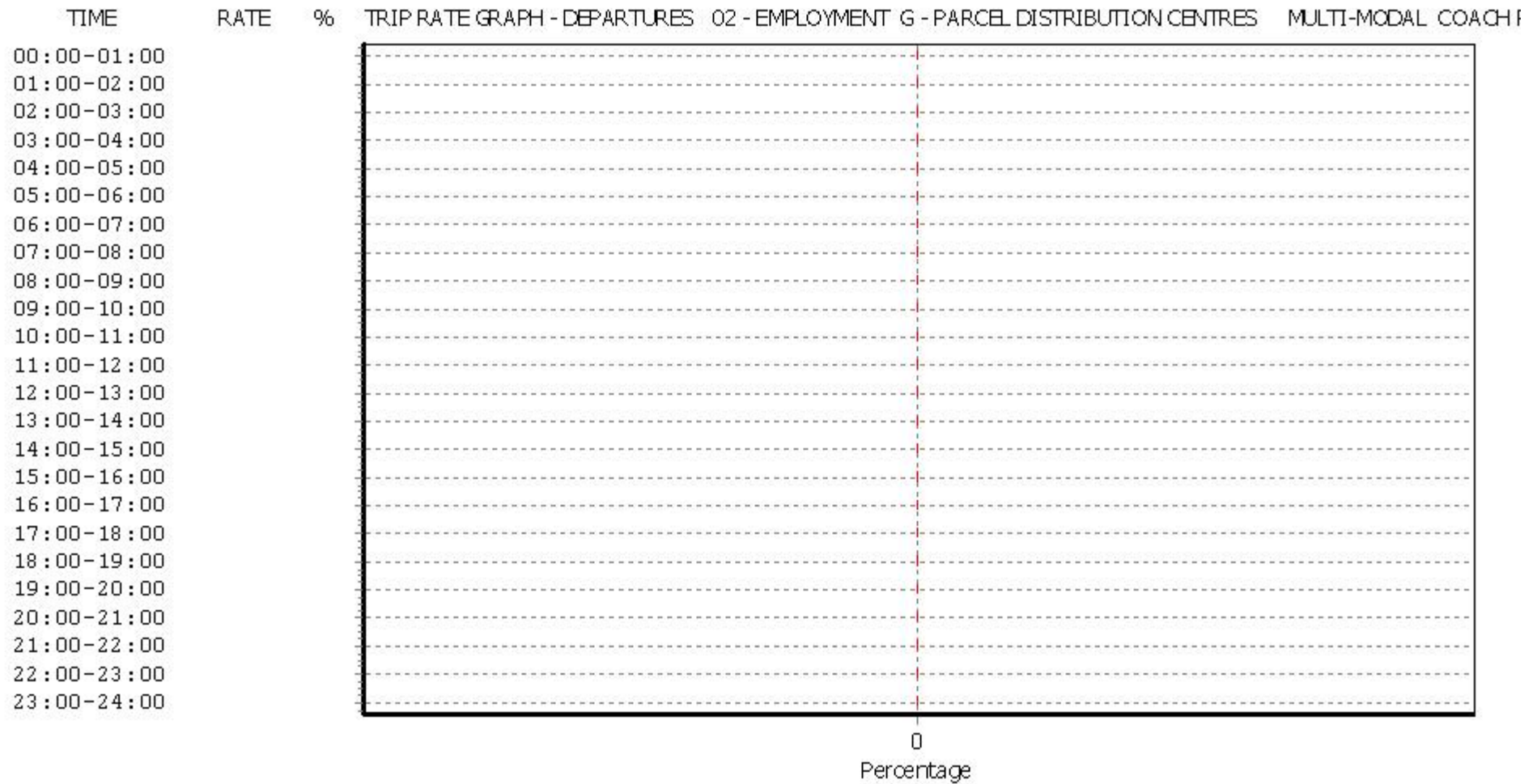
Parameter summary

Trip rate parameter range selected:	1600 - 6482 (units: sqm)
Survey date date range:	01/01/06 - 30/11/12
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

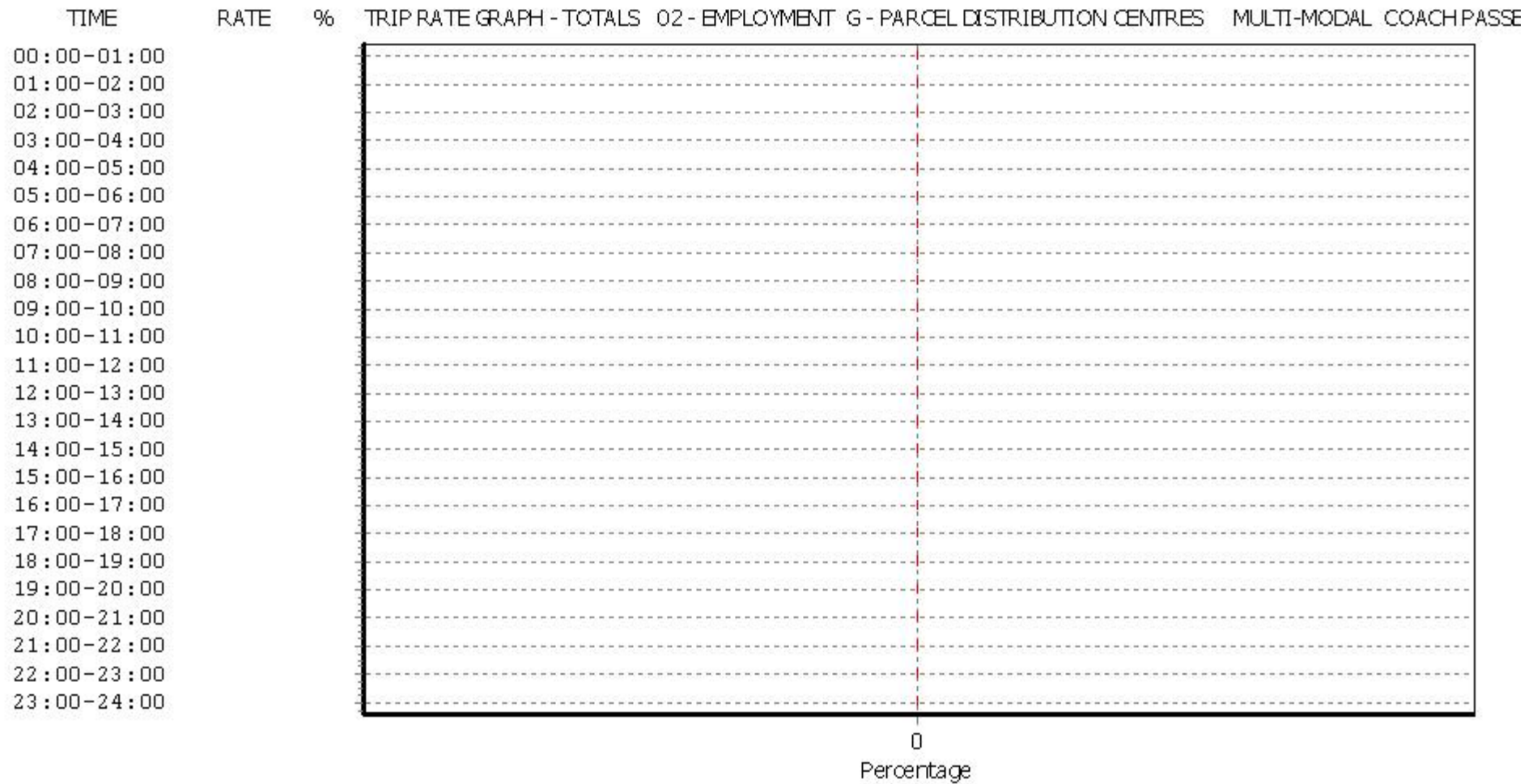
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TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	6482	0.000	1	6482	0.000	1	6482	0.000
05:30 - 06:00	1	6482	0.000	1	6482	0.000	1	6482	0.000
06:00 - 06:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
06:30 - 07:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
07:00 - 07:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
07:30 - 08:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
08:00 - 08:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
08:30 - 09:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
09:00 - 09:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
09:30 - 10:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
10:00 - 10:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
10:30 - 11:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
11:00 - 11:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
11:30 - 12:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
12:00 - 12:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
12:30 - 13:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
13:00 - 13:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
13:30 - 14:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
14:00 - 14:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
14:30 - 15:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
15:00 - 15:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
15:30 - 16:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
16:00 - 16:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
16:30 - 17:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
17:00 - 17:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
17:30 - 18:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
18:00 - 18:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
18:30 - 19:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
19:00 - 19:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
19:30 - 20:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
20:00 - 20:30	2	4041	0.000	2	4041	0.000	2	4041	0.000
20:30 - 21:00	2	4041	0.000	2	4041	0.000	2	4041	0.000
21:00 - 21:30	1	6482	0.000	1	6482	0.000	1	6482	0.000
21:30 - 22:00	1	6482	0.000	1	6482	0.000	1	6482	0.000
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			0.000			0.000

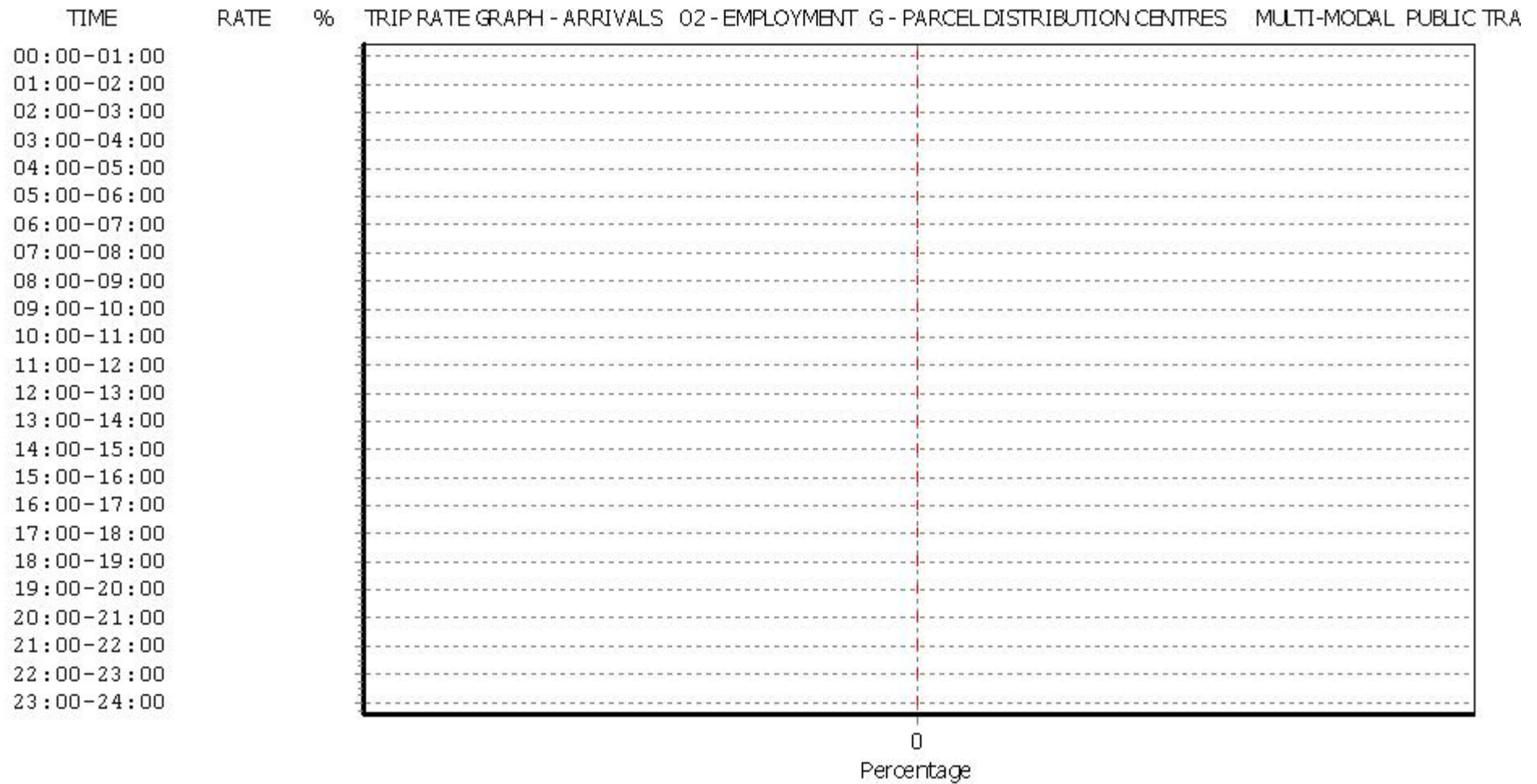
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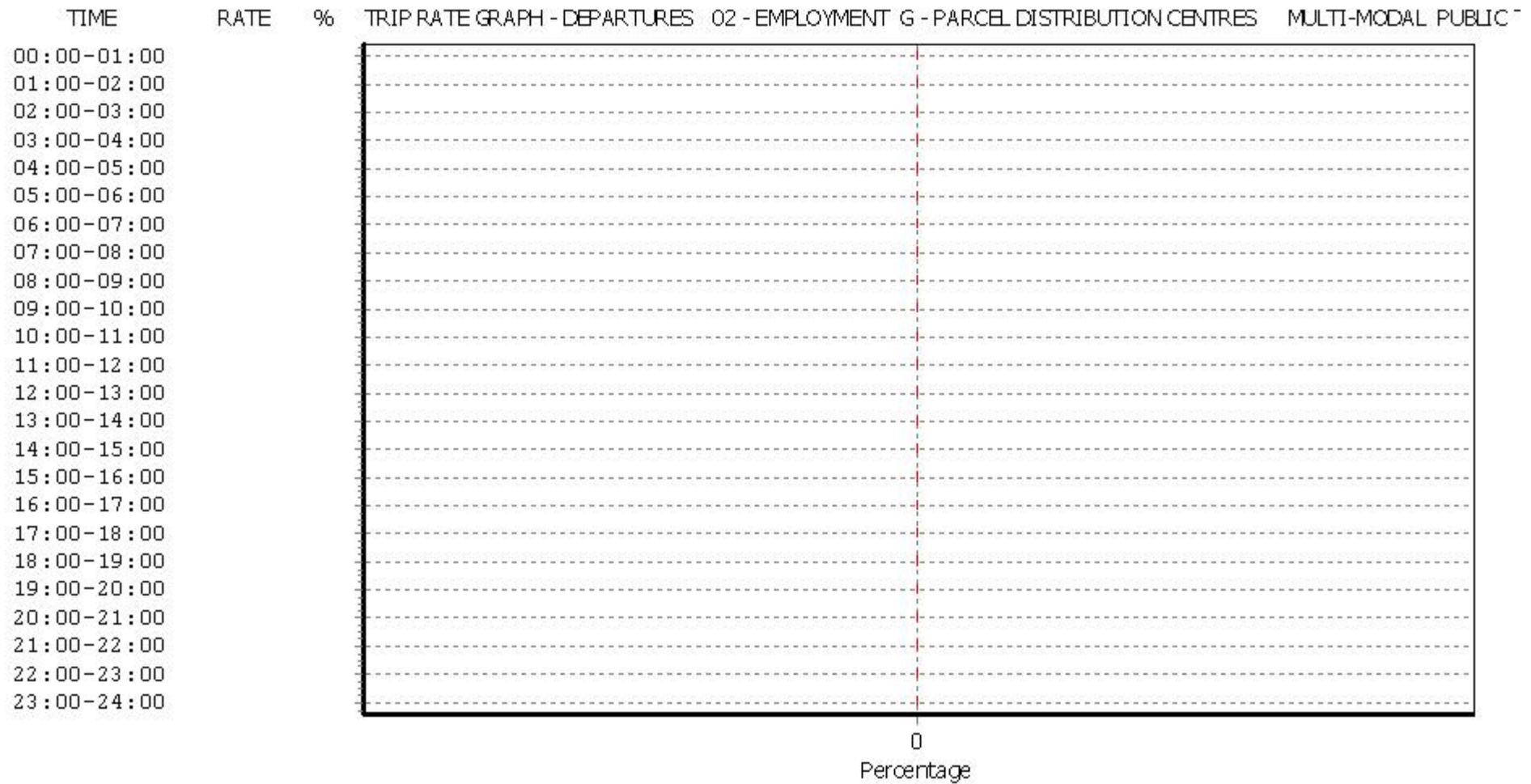
Parameter summary

Trip rate parameter range selected:	1600 - 6482 (units: sqm)
Survey date date range:	01/01/06 - 30/11/12
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

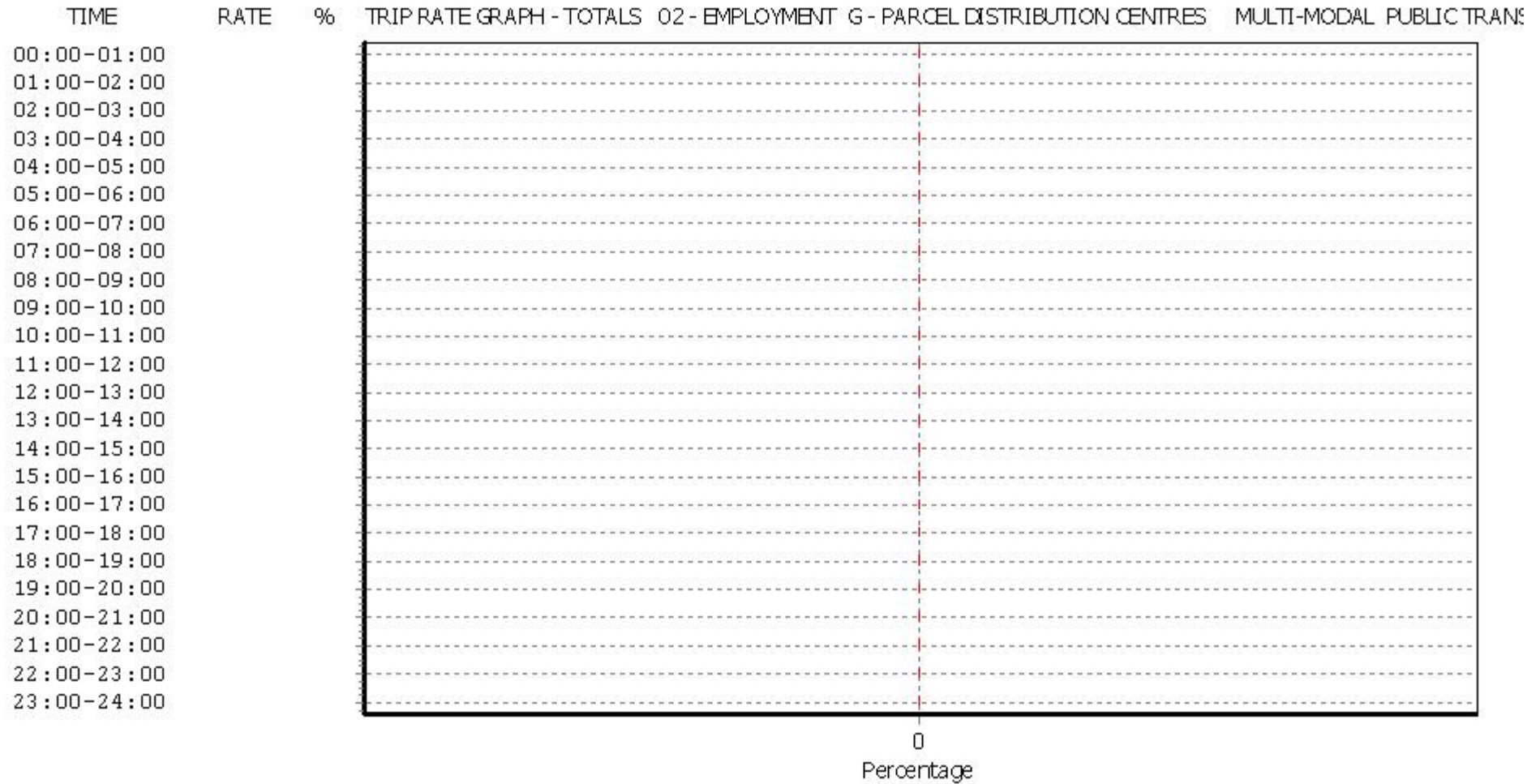
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TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	6482	0.015	1	6482	0.123	1	6482	0.138
05:30 - 06:00	1	6482	0.031	1	6482	0.031	1	6482	0.062
06:00 - 06:30	2	4041	0.161	2	4041	0.074	2	4041	0.235
06:30 - 07:00	2	4041	0.247	2	4041	0.099	2	4041	0.346
07:00 - 07:30	2	4041	0.186	2	4041	0.173	2	4041	0.359
07:30 - 08:00	2	4041	0.235	2	4041	0.322	2	4041	0.557
08:00 - 08:30	2	4041	0.161	2	4041	0.148	2	4041	0.309
08:30 - 09:00	2	4041	0.285	2	4041	0.087	2	4041	0.372
09:00 - 09:30	2	4041	0.371	2	4041	0.124	2	4041	0.495
09:30 - 10:00	2	4041	0.186	2	4041	0.124	2	4041	0.310
10:00 - 10:30	2	4041	0.087	2	4041	0.099	2	4041	0.186
10:30 - 11:00	2	4041	0.049	2	4041	0.037	2	4041	0.086
11:00 - 11:30	2	4041	0.074	2	4041	0.111	2	4041	0.185
11:30 - 12:00	2	4041	0.049	2	4041	0.049	2	4041	0.098
12:00 - 12:30	2	4041	0.148	2	4041	0.136	2	4041	0.284
12:30 - 13:00	2	4041	0.049	2	4041	0.359	2	4041	0.408
13:00 - 13:30	2	4041	0.161	2	4041	0.173	2	4041	0.334
13:30 - 14:00	2	4041	0.223	2	4041	0.099	2	4041	0.322
14:00 - 14:30	2	4041	0.186	2	4041	0.111	2	4041	0.297
14:30 - 15:00	2	4041	0.186	2	4041	0.062	2	4041	0.248
15:00 - 15:30	2	4041	0.124	2	4041	0.099	2	4041	0.223
15:30 - 16:00	2	4041	0.186	2	4041	0.087	2	4041	0.273
16:00 - 16:30	2	4041	0.161	2	4041	0.111	2	4041	0.272
16:30 - 17:00	2	4041	0.210	2	4041	0.272	2	4041	0.482
17:00 - 17:30	2	4041	0.247	2	4041	0.458	2	4041	0.705
17:30 - 18:00	2	4041	0.186	2	4041	0.445	2	4041	0.631
18:00 - 18:30	2	4041	0.124	2	4041	0.260	2	4041	0.384
18:30 - 19:00	2	4041	0.099	2	4041	0.111	2	4041	0.210
19:00 - 19:30	2	4041	0.173	2	4041	0.074	2	4041	0.247
19:30 - 20:00	2	4041	0.507	2	4041	0.099	2	4041	0.606
20:00 - 20:30	2	4041	0.049	2	4041	0.012	2	4041	0.061
20:30 - 21:00	2	4041	0.087	2	4041	0.062	2	4041	0.149
21:00 - 21:30	1	6482	0.123	1	6482	0.046	1	6482	0.169
21:30 - 22:00	1	6482	0.031	1	6482	0.062	1	6482	0.093
22:00 - 22:30	1	6482	0.000	1	6482	0.000	1	6482	0.000
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			5.397			4.739			10.136

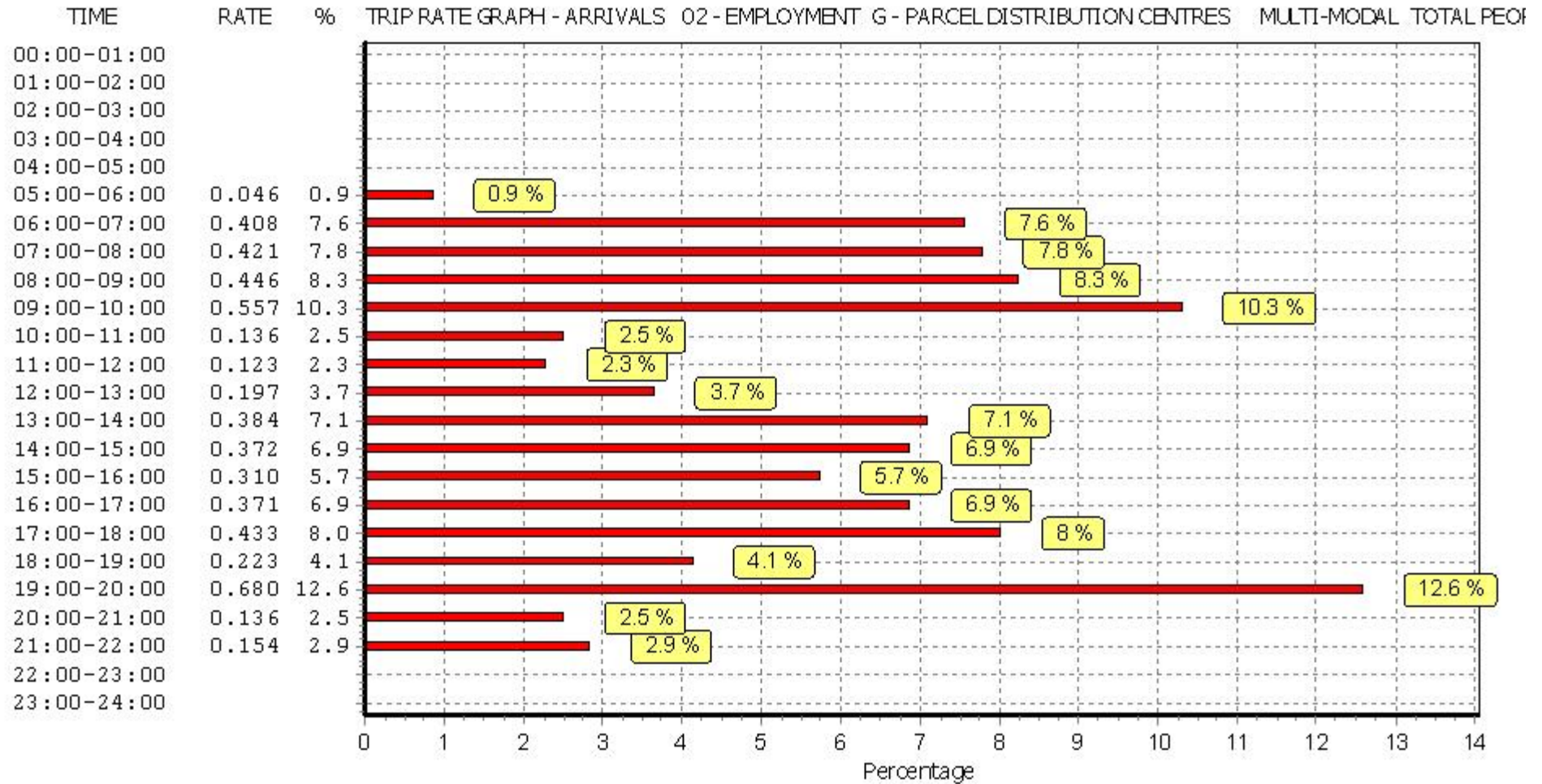
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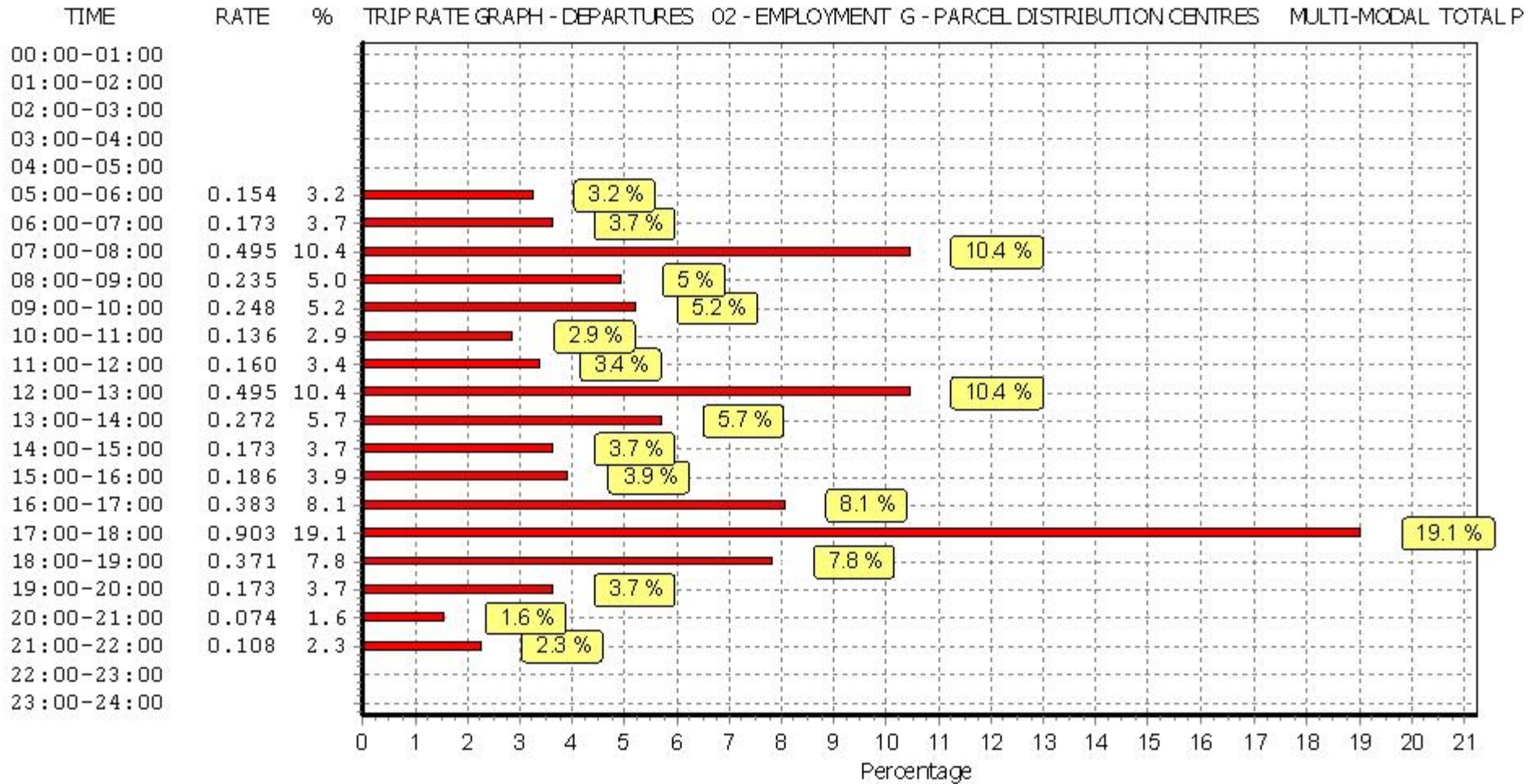
Parameter summary

Trip rate parameter range selected:	1600 - 6482 (units: sqm)
Survey date date range:	01/01/06 - 30/11/12
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

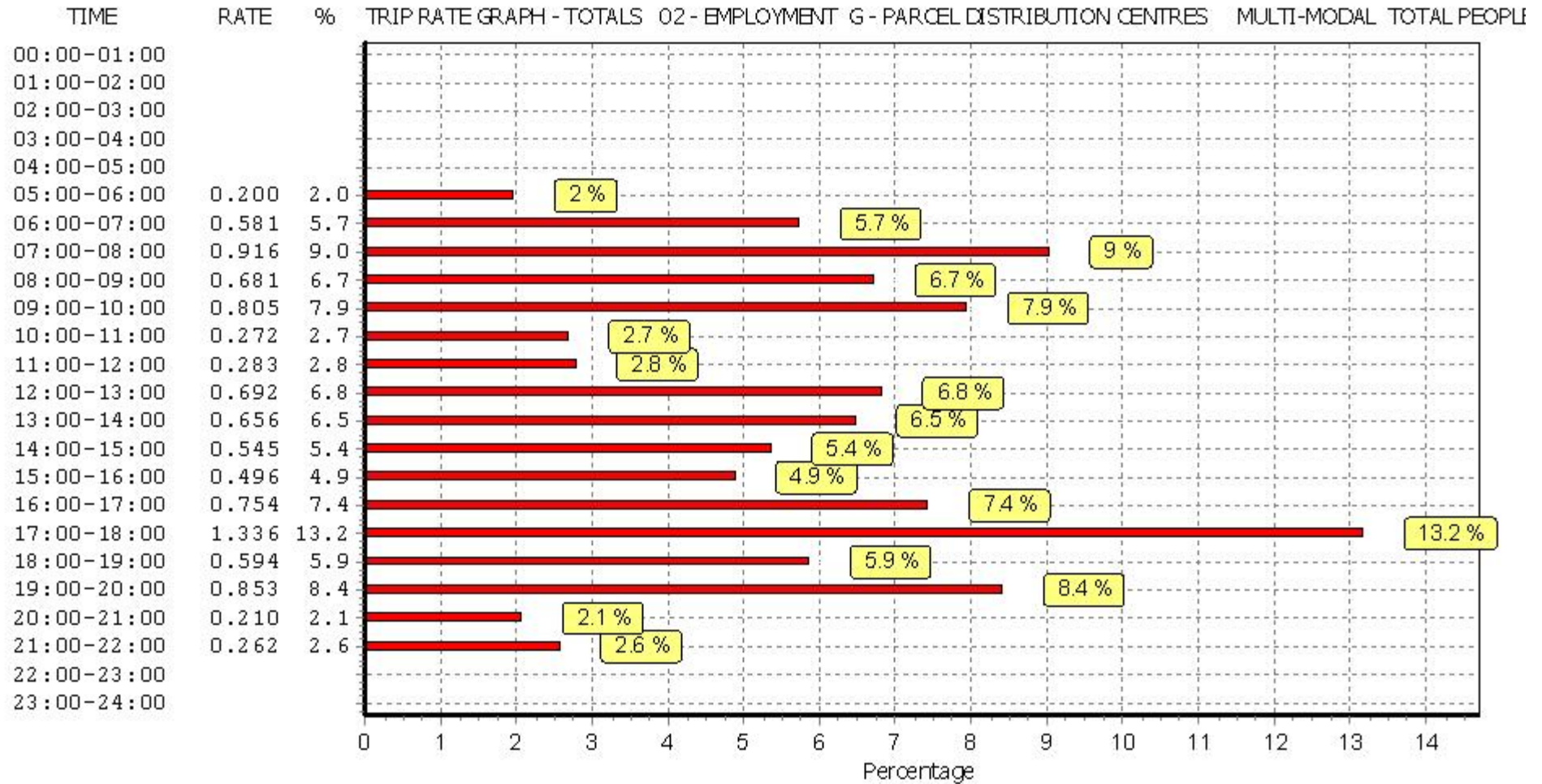
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TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : L - BUILDER'S MERCHANTS
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	KC KENT	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	2 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
	WO WORCESTERSHIRE	1 days

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

Filtering Stage 2 selection:

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

Parameter: Gross floor area
 Actual Range: 1051 to 6275 (units: sqm)
 Range Selected by User: 600 to 9974 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/06 to 11/06/13

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	3 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	5 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Industrial Zone	2
Commercial Zone	1
Residential Zone	1
Built-Up Zone	1

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

Filtering Stage 3 selection:

Use Class:

A1 5 days

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

Population within 1 mile:

10,001 to 15,000 1 days

15,001 to 20,000 3 days

25,001 to 50,000 1 days

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

Population within 5 miles:

25,001 to 50,000 1 days

50,001 to 75,000 2 days

100,001 to 125,000 1 days

500,001 or More 1 days

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

Car ownership within 5 miles:

0.6 to 1.0 2 days

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.

Petrol filling station:

Included in the survey count 0 days

Excluded from count or no filling station 5 days

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

Travel Plan:

No 5 days

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

LIST OF SITES relevant to selection parameters

1	KC-01-L-01	TRAVIS PERKINS		KENT
	ENTERPRISE WAY			
	WESTWOOD			
	MARGATE			
	Edge of Town			
	Industrial Zone			
	Total Gross floor area:		6275 sqm	
	Survey date: MONDAY		07/12/09	Survey Type: MANUAL
2	LN-01-L-01	JEWSON		LINCOLNSHIRE
	WHARF ROAD			
	GRANTHAM			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:		6020 sqm	
	Survey date: MONDAY		15/11/10	Survey Type: MANUAL
3	LN-01-L-02	JACKSON BUILDING CENTRE		LINCOLNSHIRE
	SOUTH PARADE			
	GRANTHAM			
	Edge of Town Centre			
	Commercial Zone			
	Total Gross floor area:		1051 sqm	
	Survey date: TUESDAY		11/06/13	Survey Type: MANUAL
4	WM-01-L-02	SELCO		WEST MIDLANDS
	CHARLOTTE ROAD			
	STIRCHLEY			
	BIRMINGHAM			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:		5600 sqm	
	Survey date: WEDNESDAY		19/10/11	Survey Type: MANUAL
5	WO-01-L-02	JEWSON		WORCESTERSHIRE
	NAVIGATION ROAD			
	WORCESTER			
	Edge of Town			
	Industrial Zone			
	Total Gross floor area:		5000 sqm	
	Survey date: MONDAY		15/06/09	Survey Type: MANUAL

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

TRIP RATE for Land Use 01 - RETAIL/L - BUILDER'S MERCHANTS
 VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	5600	0.000	1	5600	0.000	1	5600	0.000
06:00 - 07:00	3	4224	0.237	3	4224	0.016	3	4224	0.253
07:00 - 08:00	5	4789	0.464	5	4789	0.305	5	4789	0.769
08:00 - 09:00	5	4789	0.773	5	4789	0.597	5	4789	1.370
09:00 - 10:00	5	4789	0.727	5	4789	0.748	5	4789	1.475
10:00 - 11:00	5	4789	0.722	5	4789	0.664	5	4789	1.386
11:00 - 12:00	5	4789	0.727	5	4789	0.656	5	4789	1.383
12:00 - 13:00	5	4789	0.593	5	4789	0.668	5	4789	1.261
13:00 - 14:00	5	4789	0.585	5	4789	0.677	5	4789	1.262
14:00 - 15:00	5	4789	0.547	5	4789	0.564	5	4789	1.111
15:00 - 16:00	5	4789	0.476	5	4789	0.489	5	4789	0.965
16:00 - 17:00	5	4789	0.338	5	4789	0.505	5	4789	0.843
17:00 - 18:00	5	4789	0.109	5	4789	0.255	5	4789	0.364
18:00 - 19:00	2	5300	0.245	2	5300	0.255	2	5300	0.500
19:00 - 20:00	1	5600	0.214	1	5600	0.357	1	5600	0.571
20:00 - 21:00	1	5600	0.000	1	5600	0.036	1	5600	0.036
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			6.757			6.792			13.549

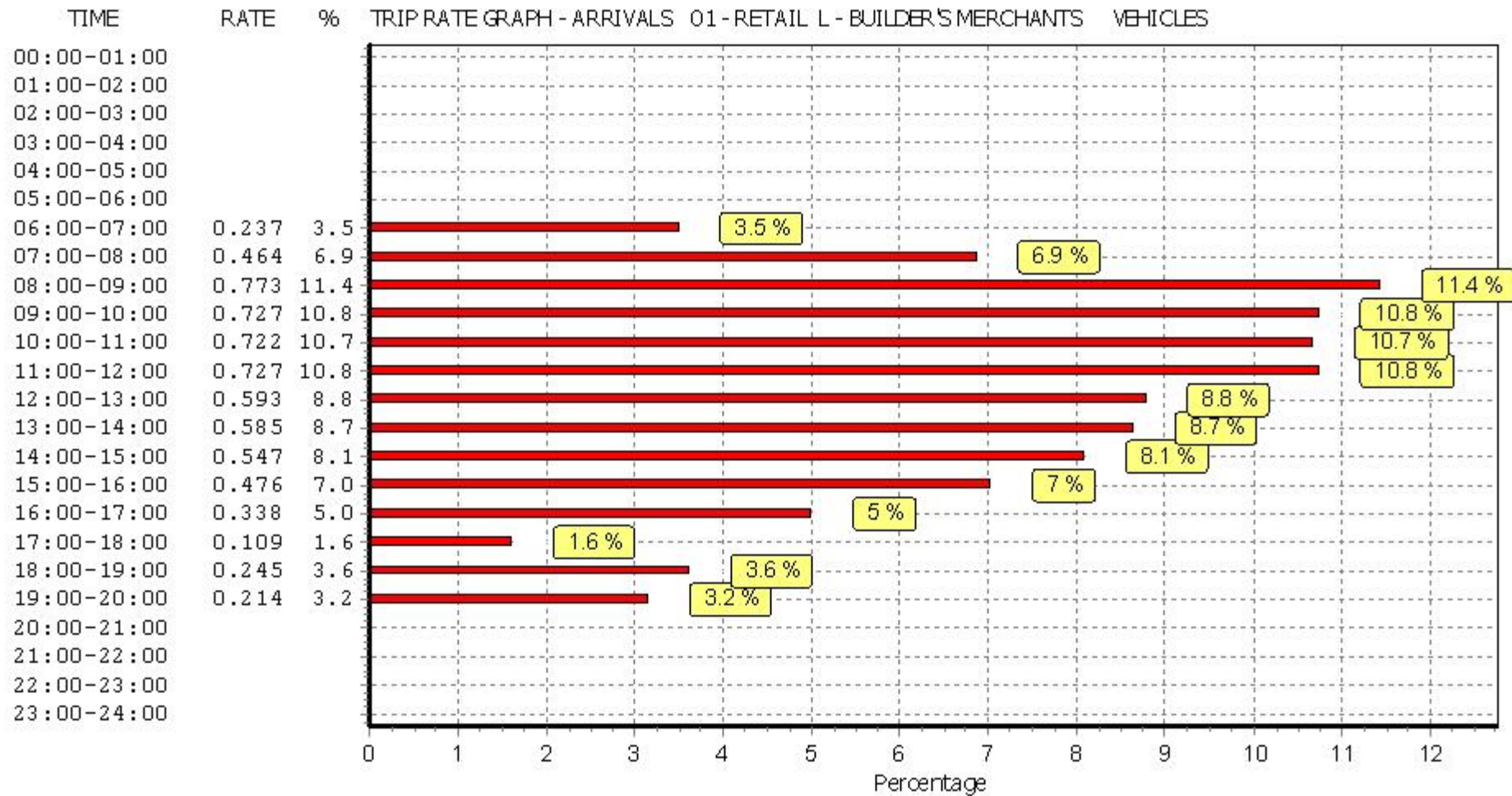
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

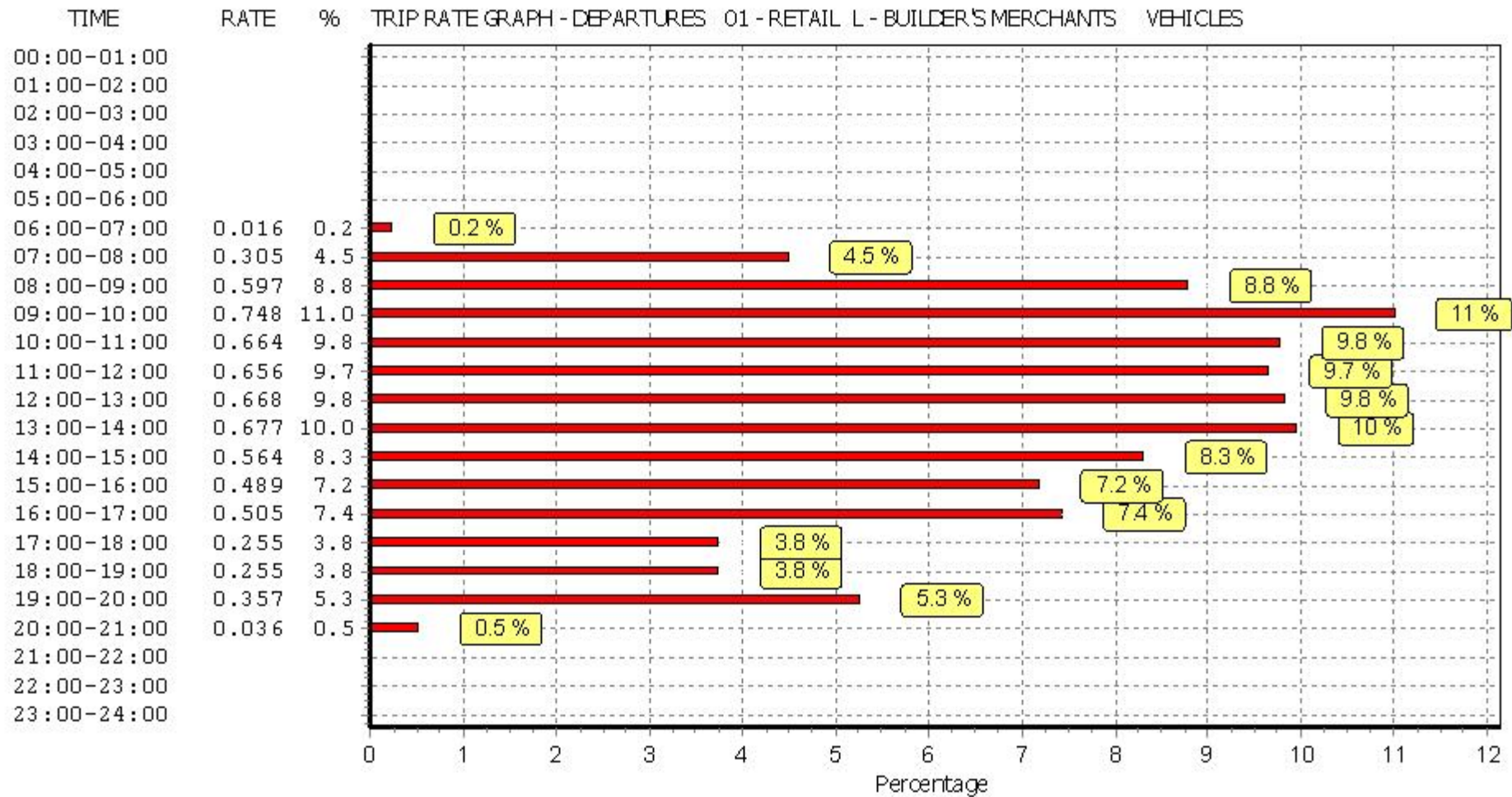
Parameter summary

Trip rate parameter range selected: 1051 - 6275 (units: sqm)
 Survey date date range: 01/01/06 - 11/06/13
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

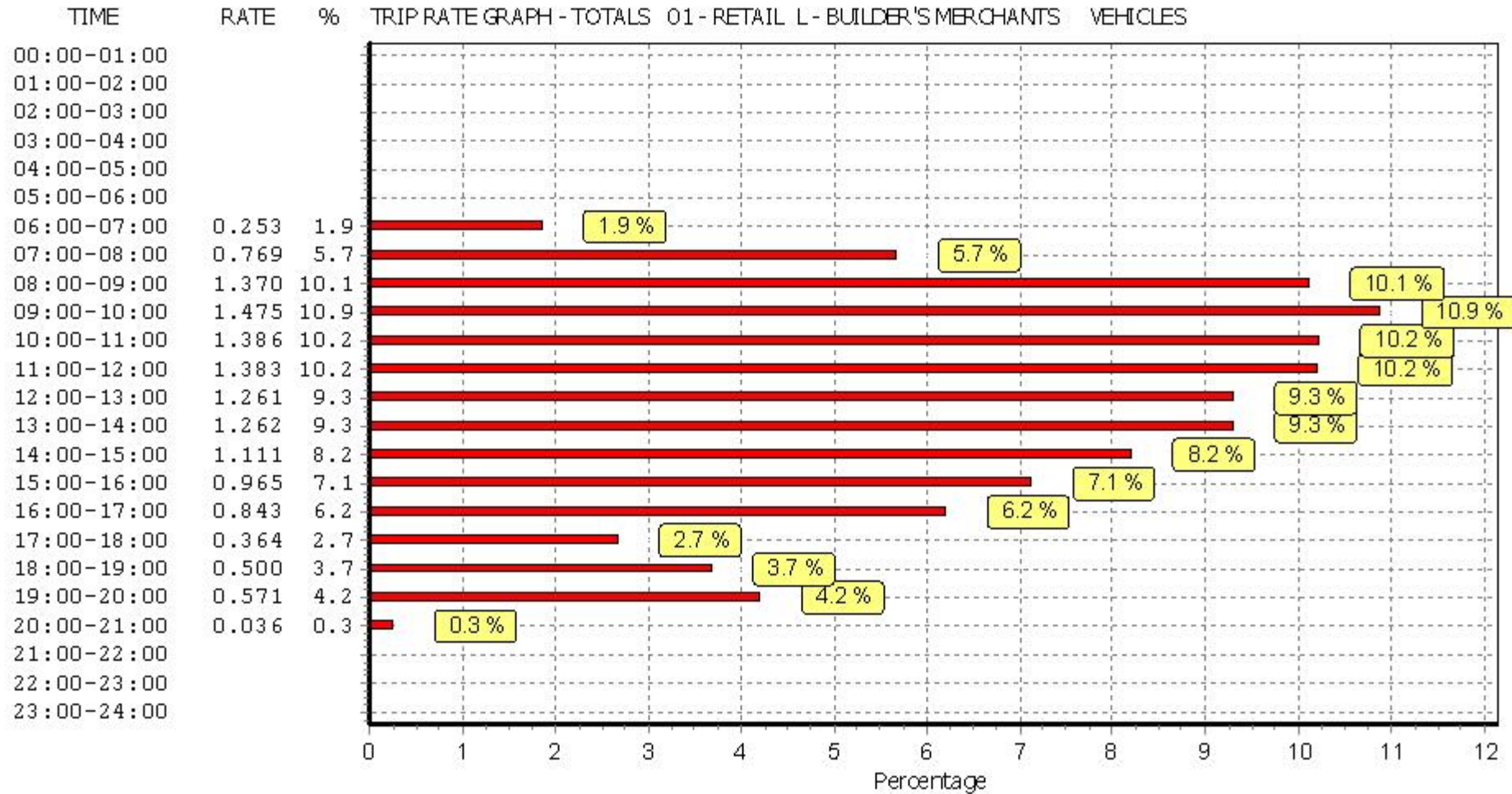
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



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



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TRIP RATE for Land Use 01 - RETAIL/L - BUILDER'S MERCHANTS
 TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	5600	0.000	1	5600	0.000	1	5600	0.000
06:00 - 07:00	3	4224	0.000	3	4224	0.000	3	4224	0.000
07:00 - 08:00	5	4789	0.000	5	4789	0.000	5	4789	0.000
08:00 - 09:00	5	4789	0.000	5	4789	0.000	5	4789	0.000
09:00 - 10:00	5	4789	0.000	5	4789	0.000	5	4789	0.000
10:00 - 11:00	5	4789	0.004	5	4789	0.004	5	4789	0.008
11:00 - 12:00	5	4789	0.000	5	4789	0.000	5	4789	0.000
12:00 - 13:00	5	4789	0.000	5	4789	0.000	5	4789	0.000
13:00 - 14:00	5	4789	0.000	5	4789	0.000	5	4789	0.000
14:00 - 15:00	5	4789	0.000	5	4789	0.000	5	4789	0.000
15:00 - 16:00	5	4789	0.000	5	4789	0.000	5	4789	0.000
16:00 - 17:00	5	4789	0.000	5	4789	0.000	5	4789	0.000
17:00 - 18:00	5	4789	0.000	5	4789	0.000	5	4789	0.000
18:00 - 19:00	2	5300	0.000	2	5300	0.000	2	5300	0.000
19:00 - 20:00	1	5600	0.000	1	5600	0.000	1	5600	0.000
20:00 - 21:00	1	5600	0.000	1	5600	0.000	1	5600	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.004			0.008

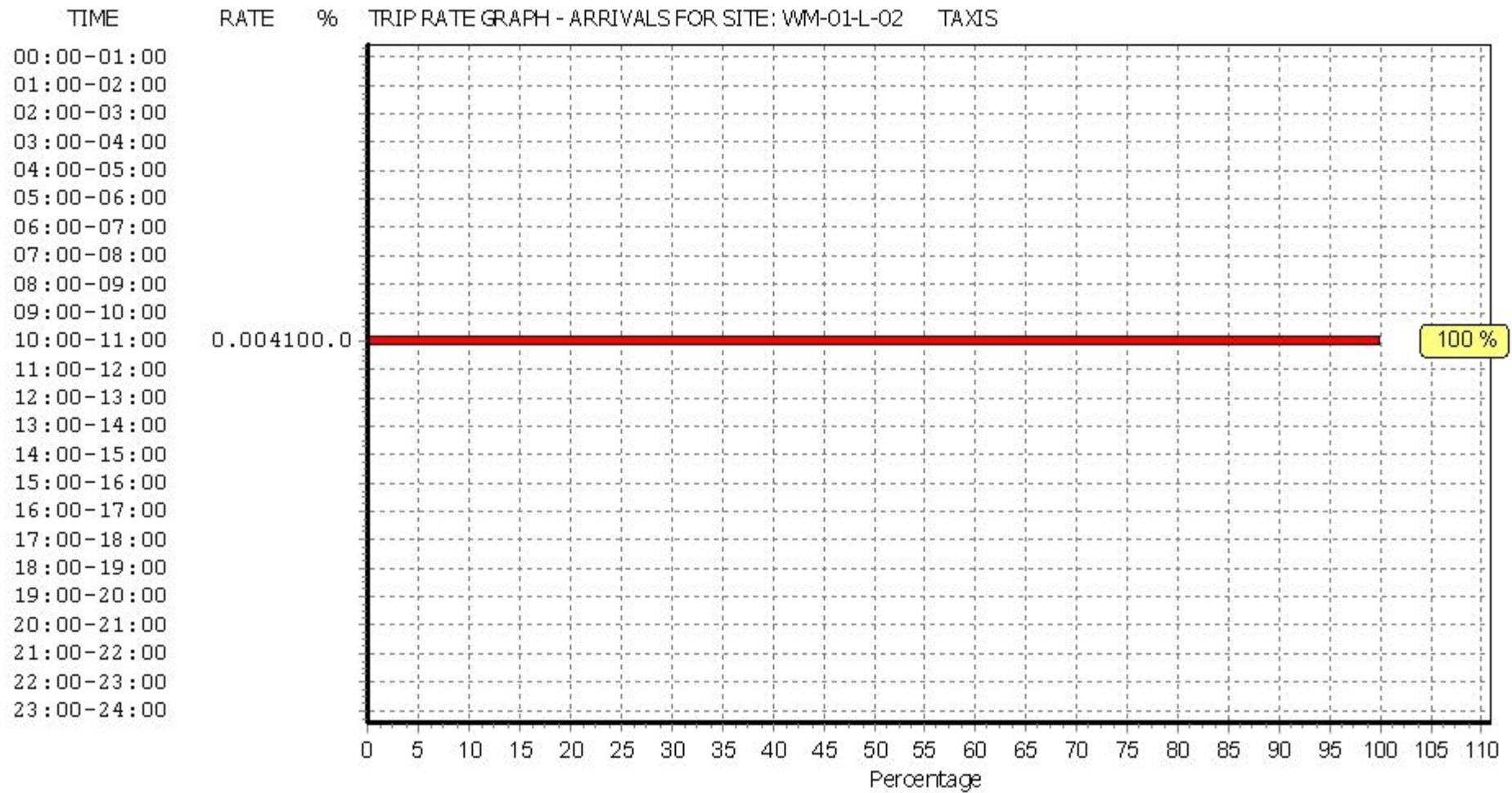
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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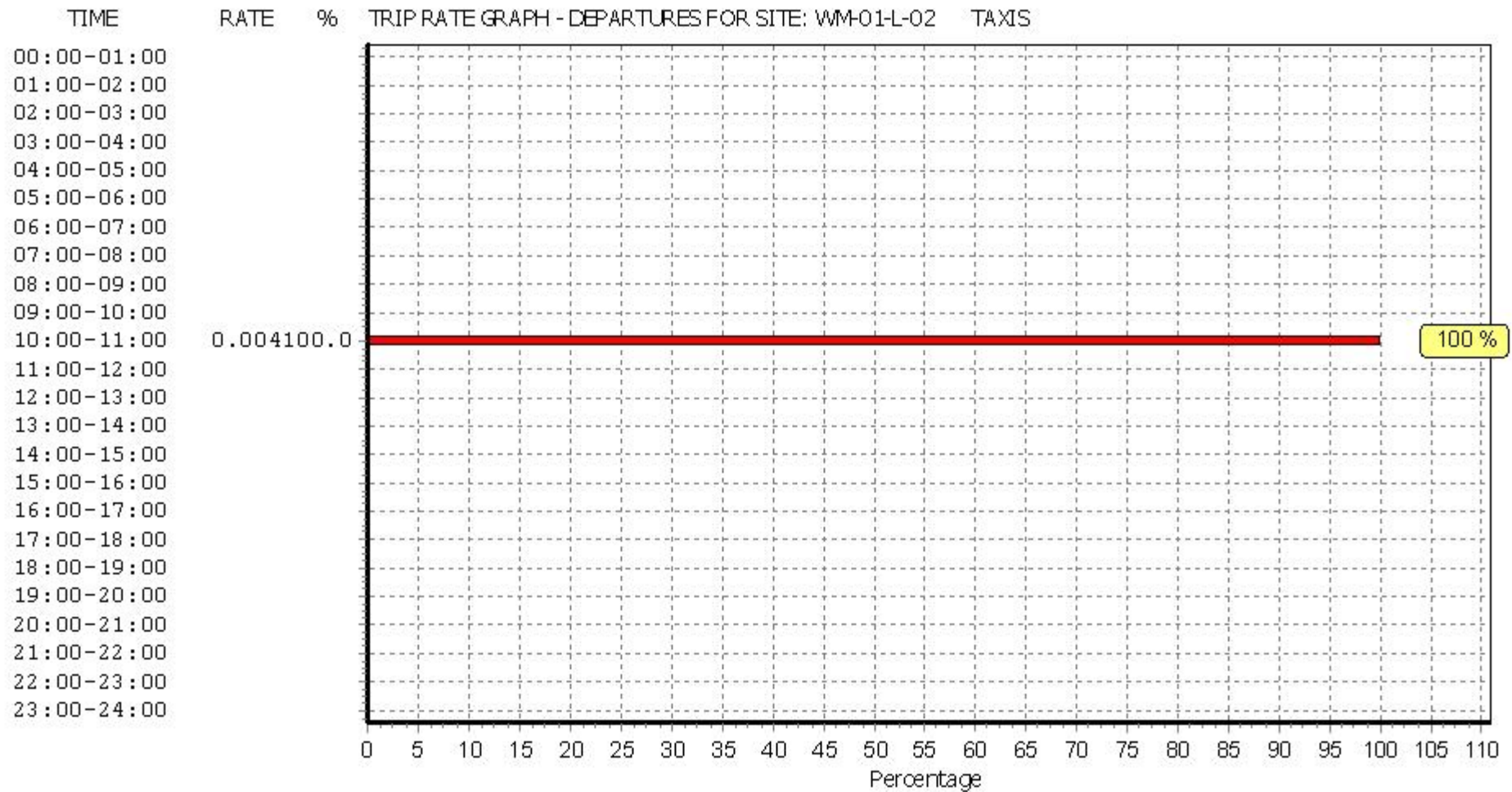
Parameter summary

Trip rate parameter range selected: 1051 - 6275 (units: sqm)
 Survey date date range: 01/01/06 - 11/06/13
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

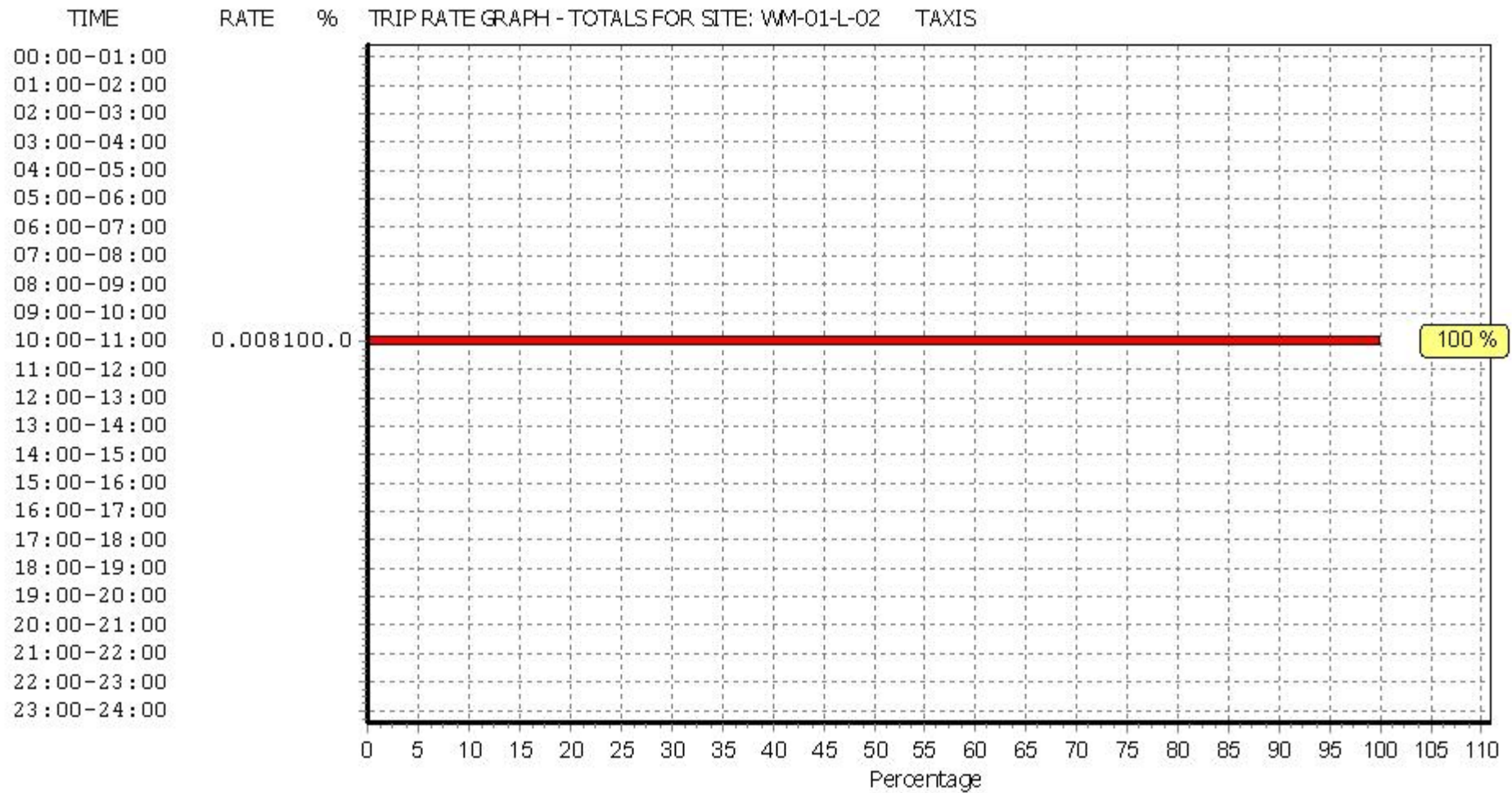
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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TRIP RATE for Land Use 01 - RETAIL/L - BUILDER'S MERCHANTS
 OGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	5810	0.000	2	5810	0.000	2	5810	0.000
06:00 - 07:00	3	4224	0.024	3	4224	0.016	3	4224	0.040
07:00 - 08:00	5	4789	0.050	5	4789	0.071	5	4789	0.121
08:00 - 09:00	5	4789	0.113	5	4789	0.092	5	4789	0.205
09:00 - 10:00	5	4789	0.088	5	4789	0.100	5	4789	0.188
10:00 - 11:00	5	4789	0.084	5	4789	0.079	5	4789	0.163
11:00 - 12:00	5	4789	0.117	5	4789	0.071	5	4789	0.188
12:00 - 13:00	5	4789	0.063	5	4789	0.079	5	4789	0.142
13:00 - 14:00	5	4789	0.050	5	4789	0.058	5	4789	0.108
14:00 - 15:00	5	4789	0.063	5	4789	0.063	5	4789	0.126
15:00 - 16:00	5	4789	0.054	5	4789	0.050	5	4789	0.104
16:00 - 17:00	5	4789	0.042	5	4789	0.033	5	4789	0.075
17:00 - 18:00	5	4789	0.004	5	4789	0.017	5	4789	0.021
18:00 - 19:00	2	5300	0.000	2	5300	0.009	2	5300	0.009
19:00 - 20:00	1	5600	0.000	1	5600	0.000	1	5600	0.000
20:00 - 21:00	1	5600	0.000	1	5600	0.000	1	5600	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.752			0.738			1.490

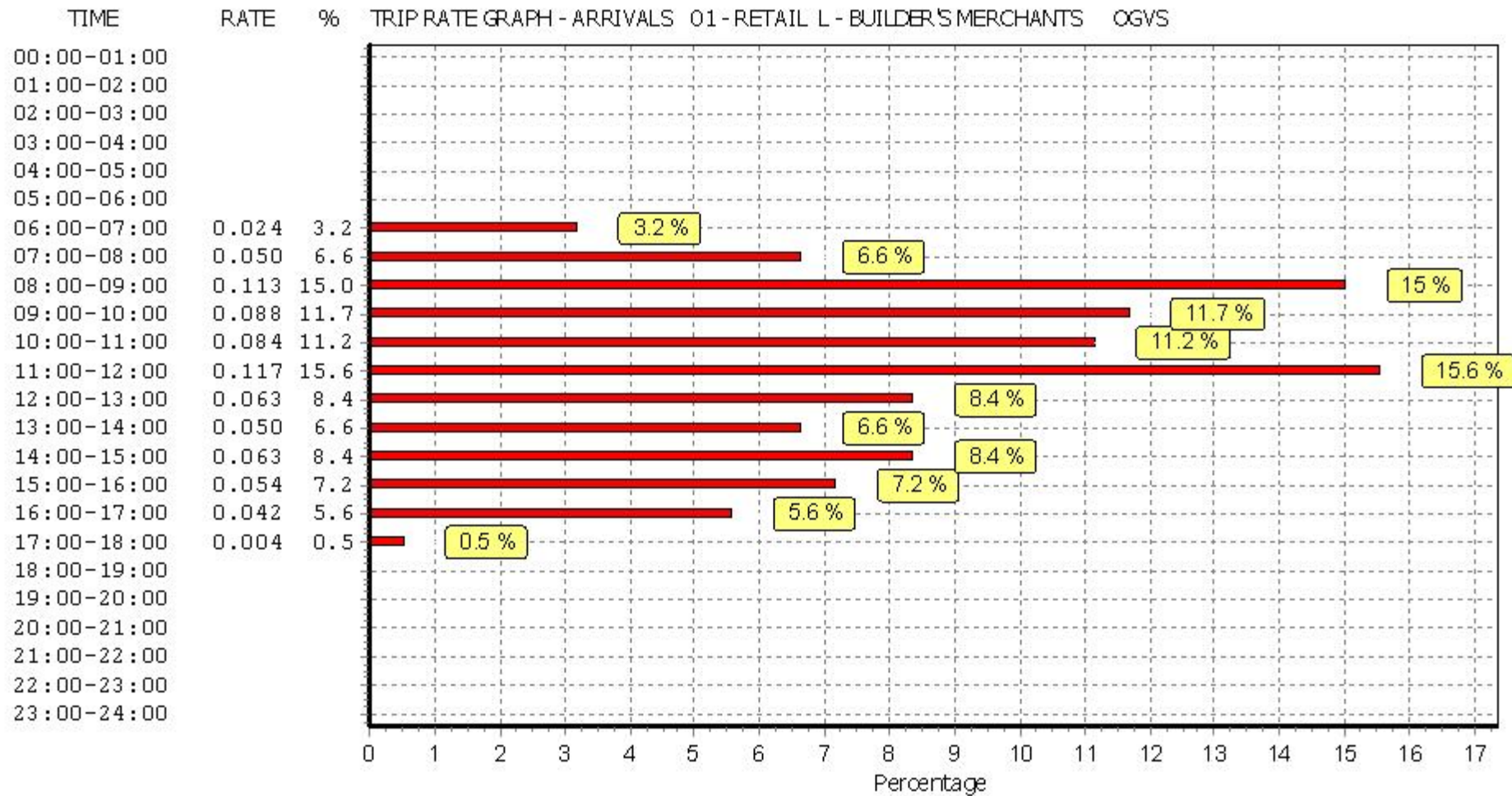
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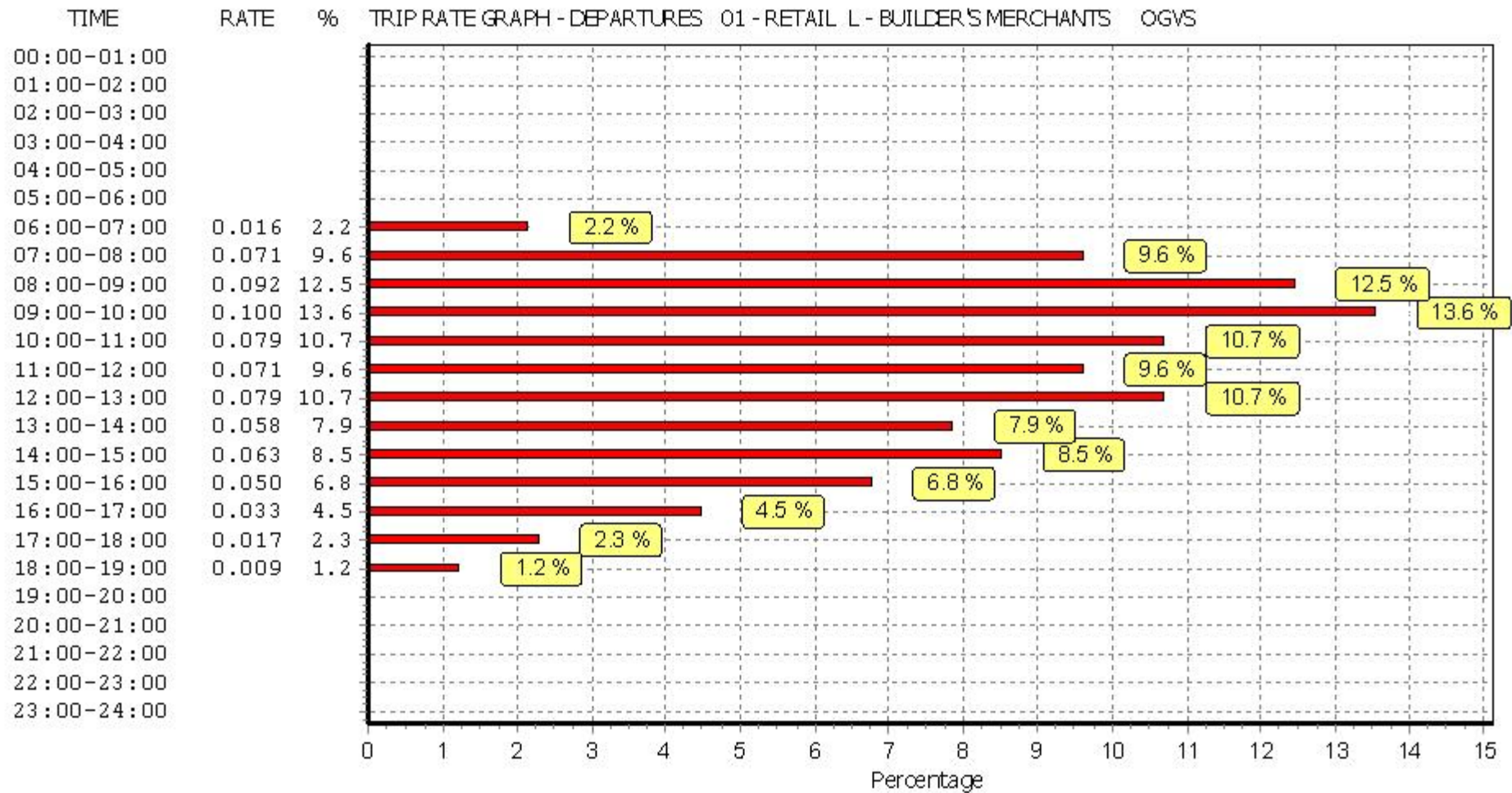
Parameter summary

Trip rate parameter range selected: 1051 - 6275 (units: sqm)
 Survey date date range: 01/01/06 - 11/06/13
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

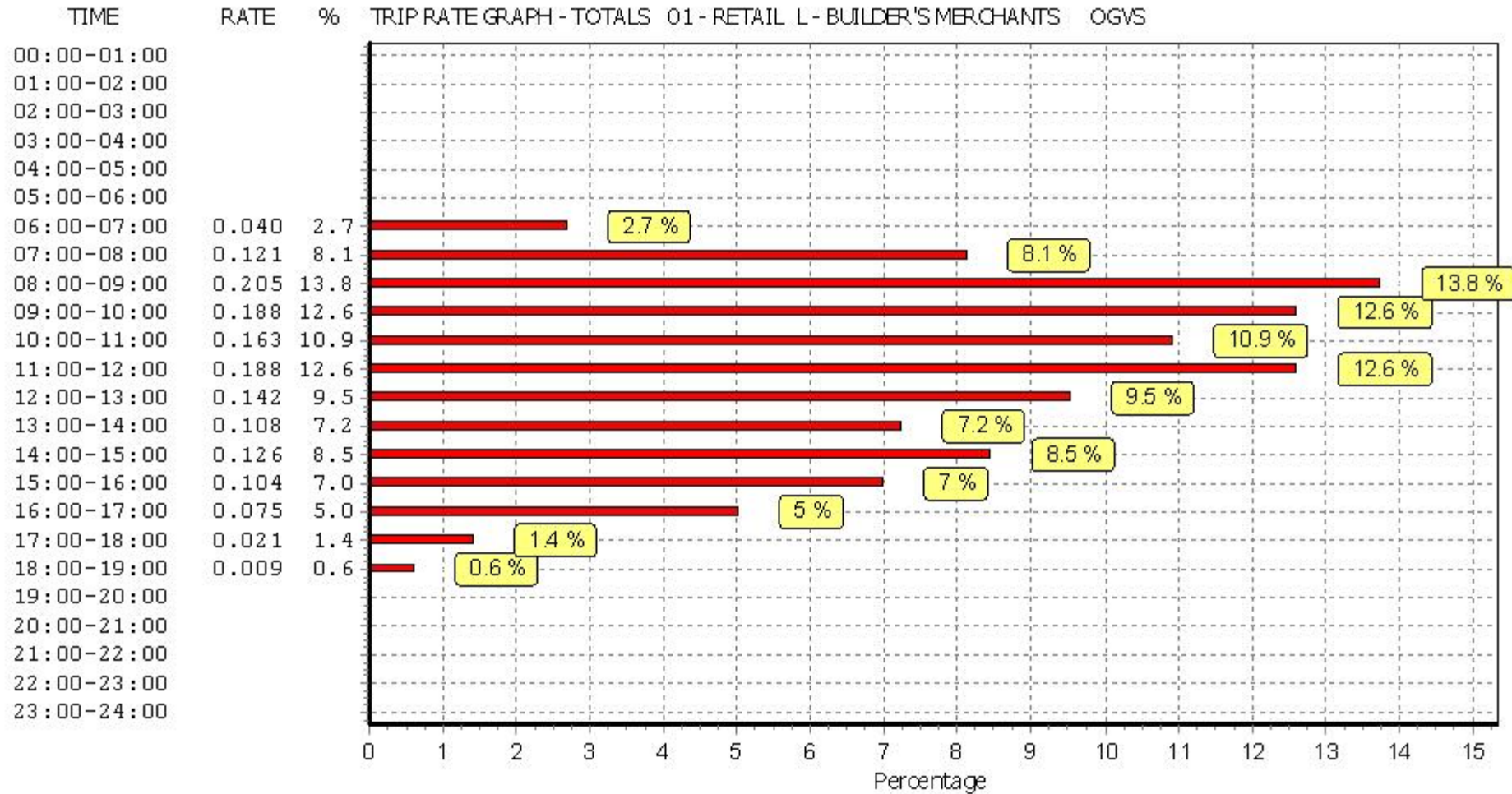
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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TRIP RATE for Land Use 01 - RETAIL/L - BUILDER'S MERCHANTS
 PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	5600	0.000	1	5600	0.000	1	5600	0.000
06:00 - 07:00	3	4224	0.000	3	4224	0.000	3	4224	0.000
07:00 - 08:00	5	4789	0.000	5	4789	0.000	5	4789	0.000
08:00 - 09:00	5	4789	0.000	5	4789	0.000	5	4789	0.000
09:00 - 10:00	5	4789	0.000	5	4789	0.000	5	4789	0.000
10:00 - 11:00	5	4789	0.000	5	4789	0.000	5	4789	0.000
11:00 - 12:00	5	4789	0.004	5	4789	0.004	5	4789	0.008
12:00 - 13:00	5	4789	0.000	5	4789	0.000	5	4789	0.000
13:00 - 14:00	5	4789	0.000	5	4789	0.000	5	4789	0.000
14:00 - 15:00	5	4789	0.000	5	4789	0.000	5	4789	0.000
15:00 - 16:00	5	4789	0.000	5	4789	0.000	5	4789	0.000
16:00 - 17:00	5	4789	0.000	5	4789	0.000	5	4789	0.000
17:00 - 18:00	5	4789	0.000	5	4789	0.000	5	4789	0.000
18:00 - 19:00	2	5300	0.000	2	5300	0.000	2	5300	0.000
19:00 - 20:00	1	5600	0.000	1	5600	0.000	1	5600	0.000
20:00 - 21:00	1	5600	0.000	1	5600	0.000	1	5600	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.004			0.008

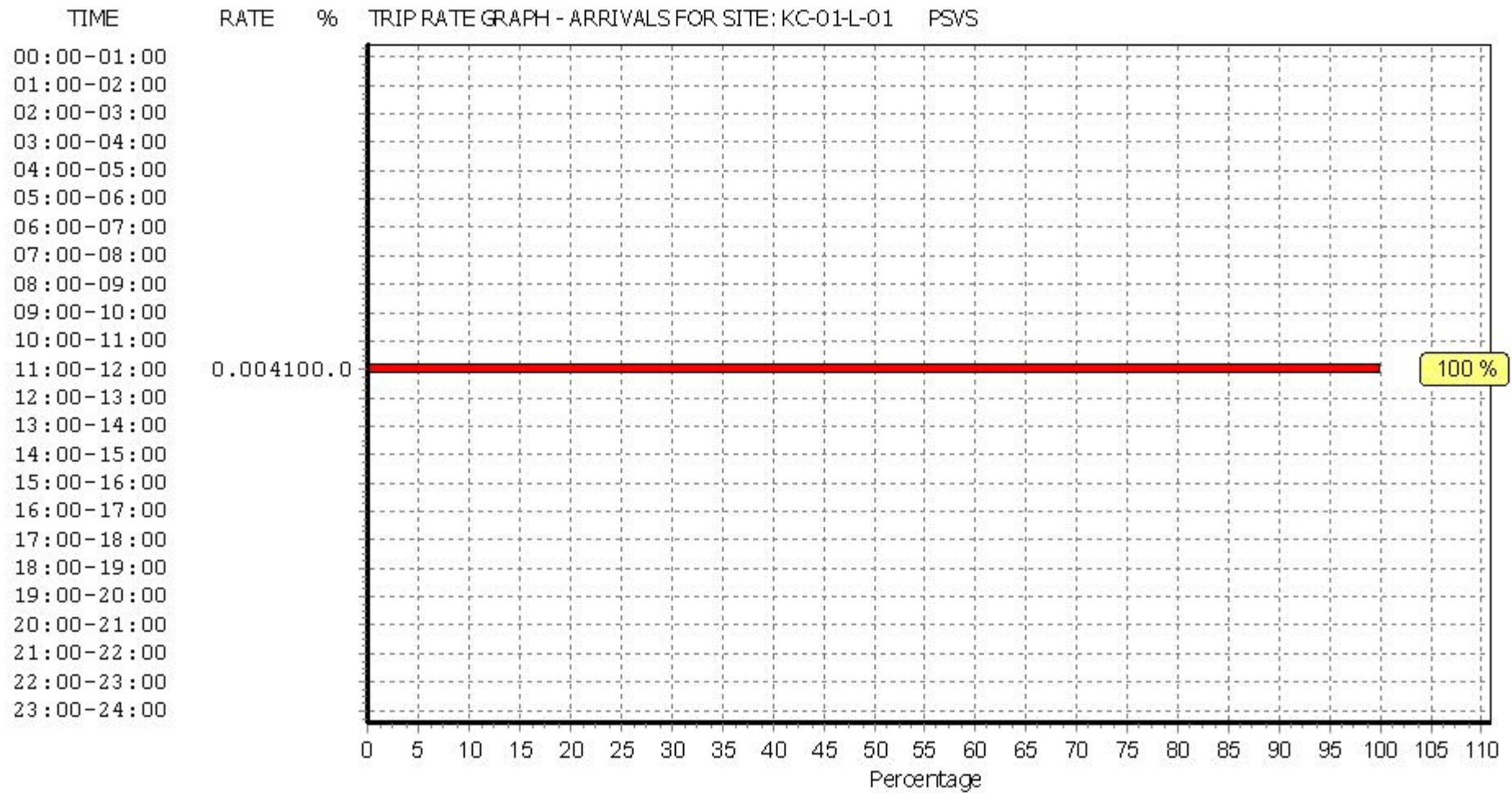
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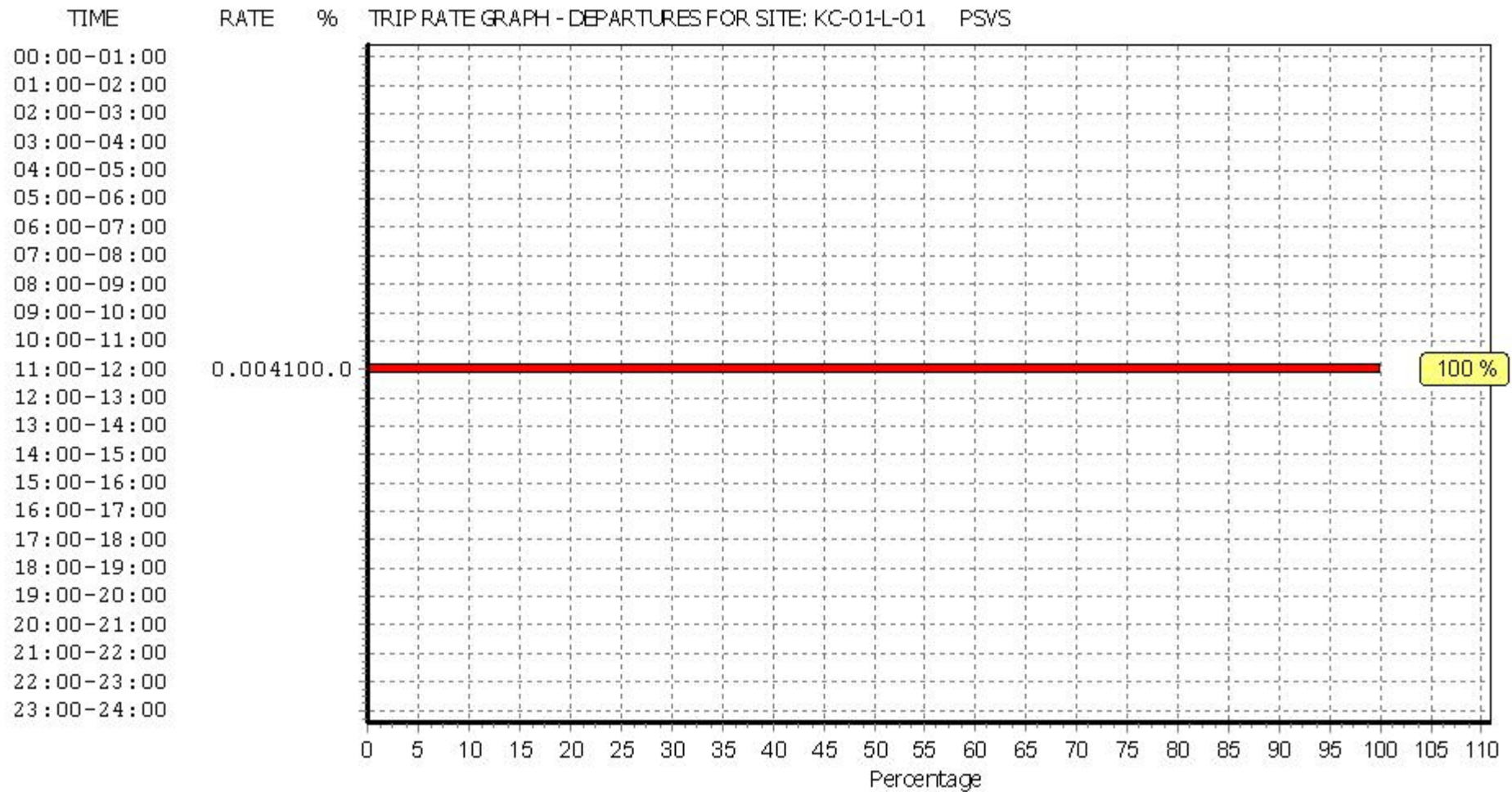
Parameter summary

Trip rate parameter range selected: 1051 - 6275 (units: sqm)
 Survey date date range: 01/01/06 - 11/06/13
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

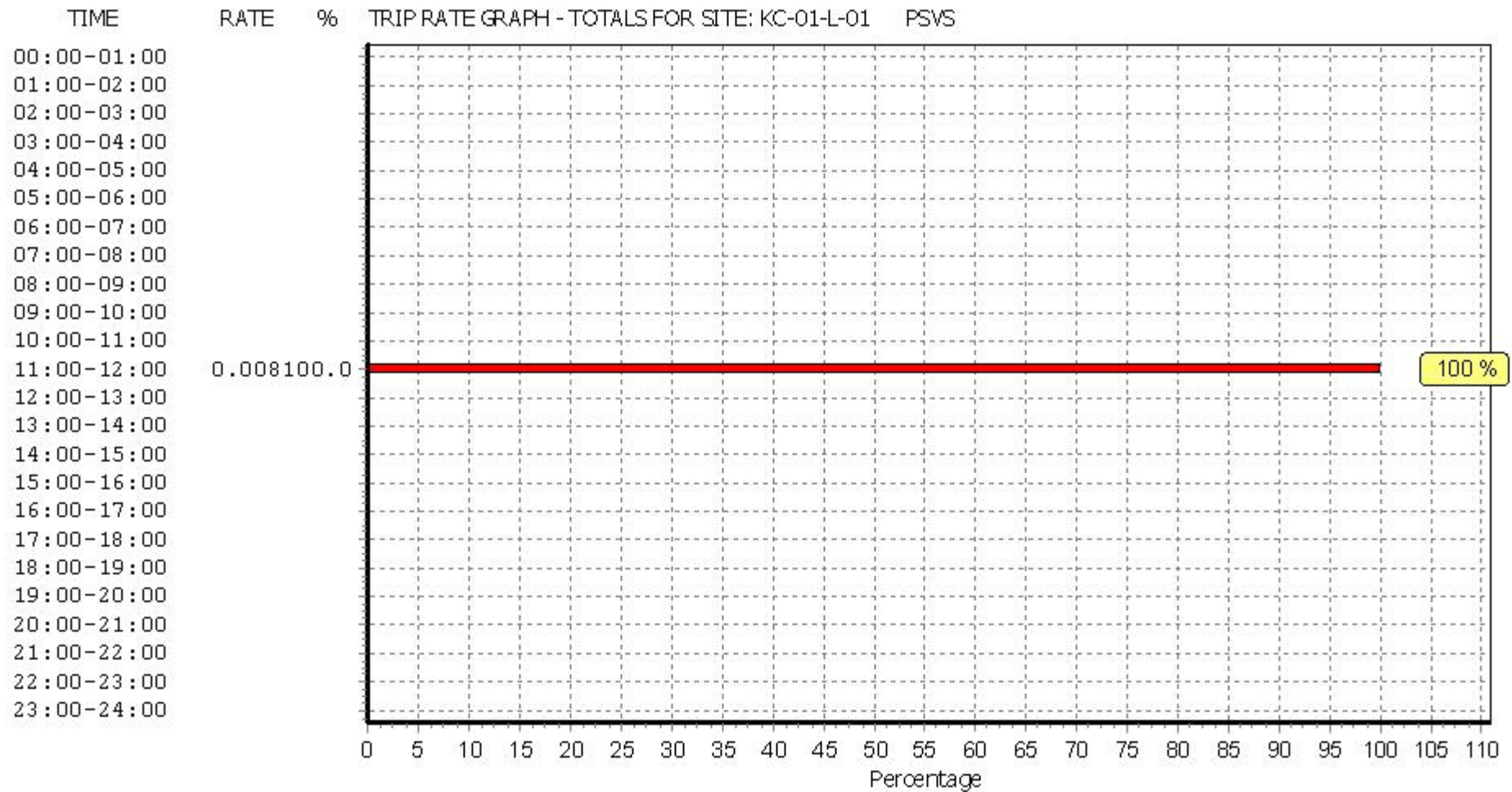
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TRIP RATE for Land Use 01 - RETAIL/L - BUILDER'S MERCHANTS
 CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	5600	0.000	1	5600	0.000	1	5600	0.000
06:00 - 07:00	3	4224	0.000	3	4224	0.000	3	4224	0.000
07:00 - 08:00	5	4789	0.004	5	4789	0.004	5	4789	0.008
08:00 - 09:00	5	4789	0.000	5	4789	0.000	5	4789	0.000
09:00 - 10:00	5	4789	0.000	5	4789	0.000	5	4789	0.000
10:00 - 11:00	5	4789	0.000	5	4789	0.000	5	4789	0.000
11:00 - 12:00	5	4789	0.000	5	4789	0.000	5	4789	0.000
12:00 - 13:00	5	4789	0.000	5	4789	0.000	5	4789	0.000
13:00 - 14:00	5	4789	0.008	5	4789	0.004	5	4789	0.012
14:00 - 15:00	5	4789	0.000	5	4789	0.004	5	4789	0.004
15:00 - 16:00	5	4789	0.000	5	4789	0.000	5	4789	0.000
16:00 - 17:00	5	4789	0.000	5	4789	0.000	5	4789	0.000
17:00 - 18:00	5	4789	0.000	5	4789	0.000	5	4789	0.000
18:00 - 19:00	2	5300	0.000	2	5300	0.000	2	5300	0.000
19:00 - 20:00	1	5600	0.000	1	5600	0.000	1	5600	0.000
20:00 - 21:00	1	5600	0.000	1	5600	0.000	1	5600	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.012			0.012			0.024

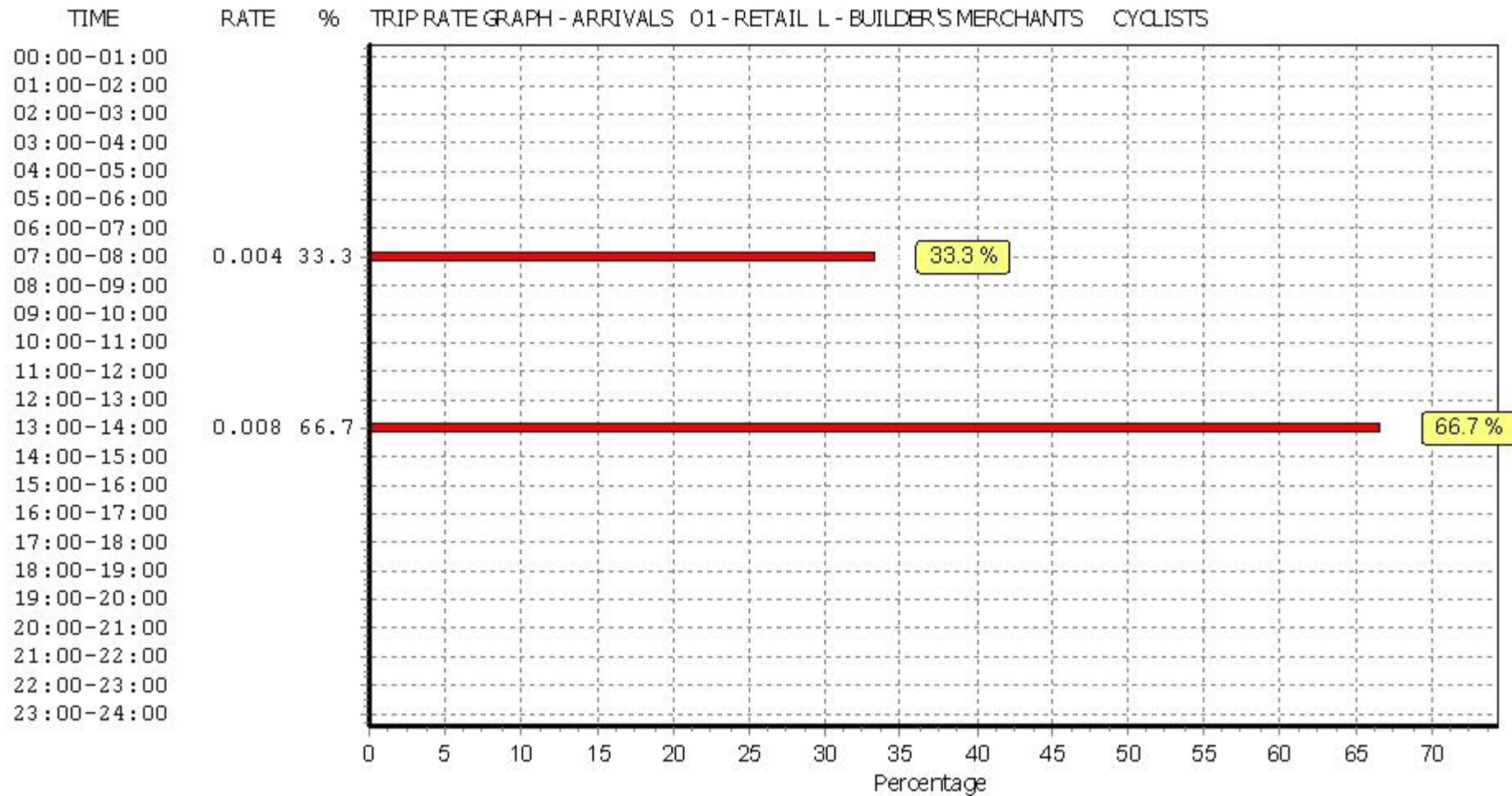
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

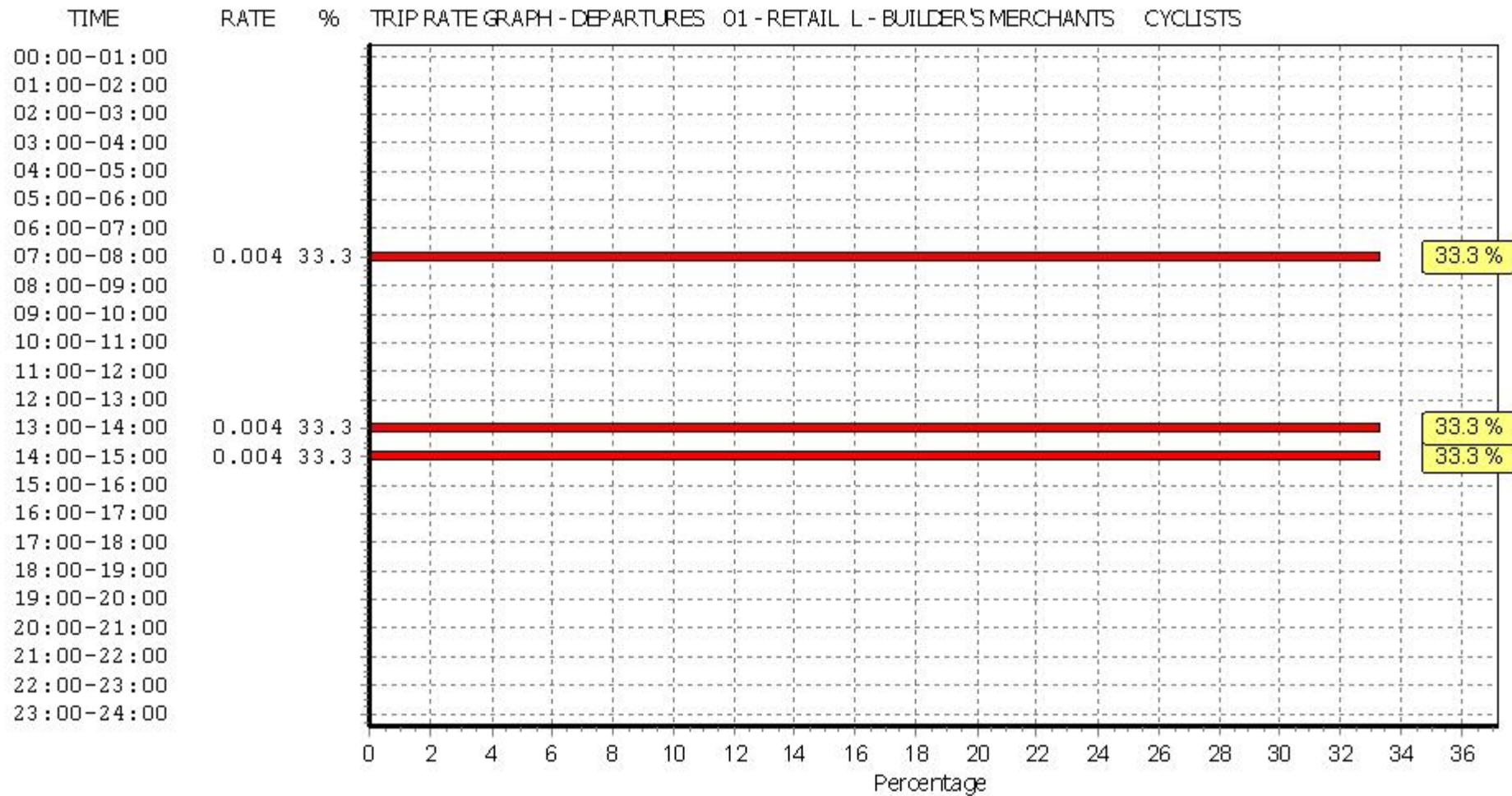
Parameter summary

Trip rate parameter range selected: 1051 - 6275 (units: sqm)
 Survey date date range: 01/01/06 - 11/06/13
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

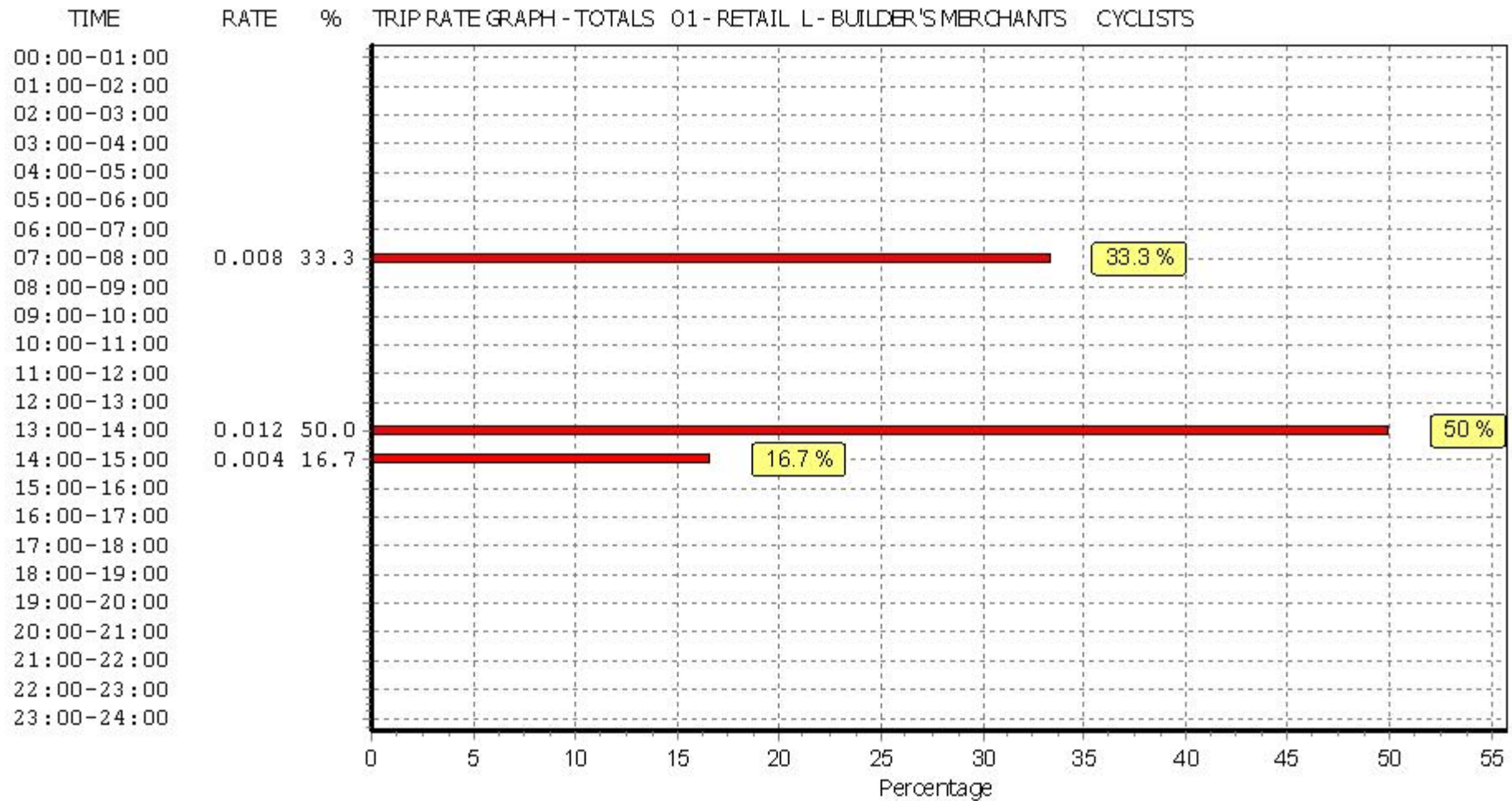
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



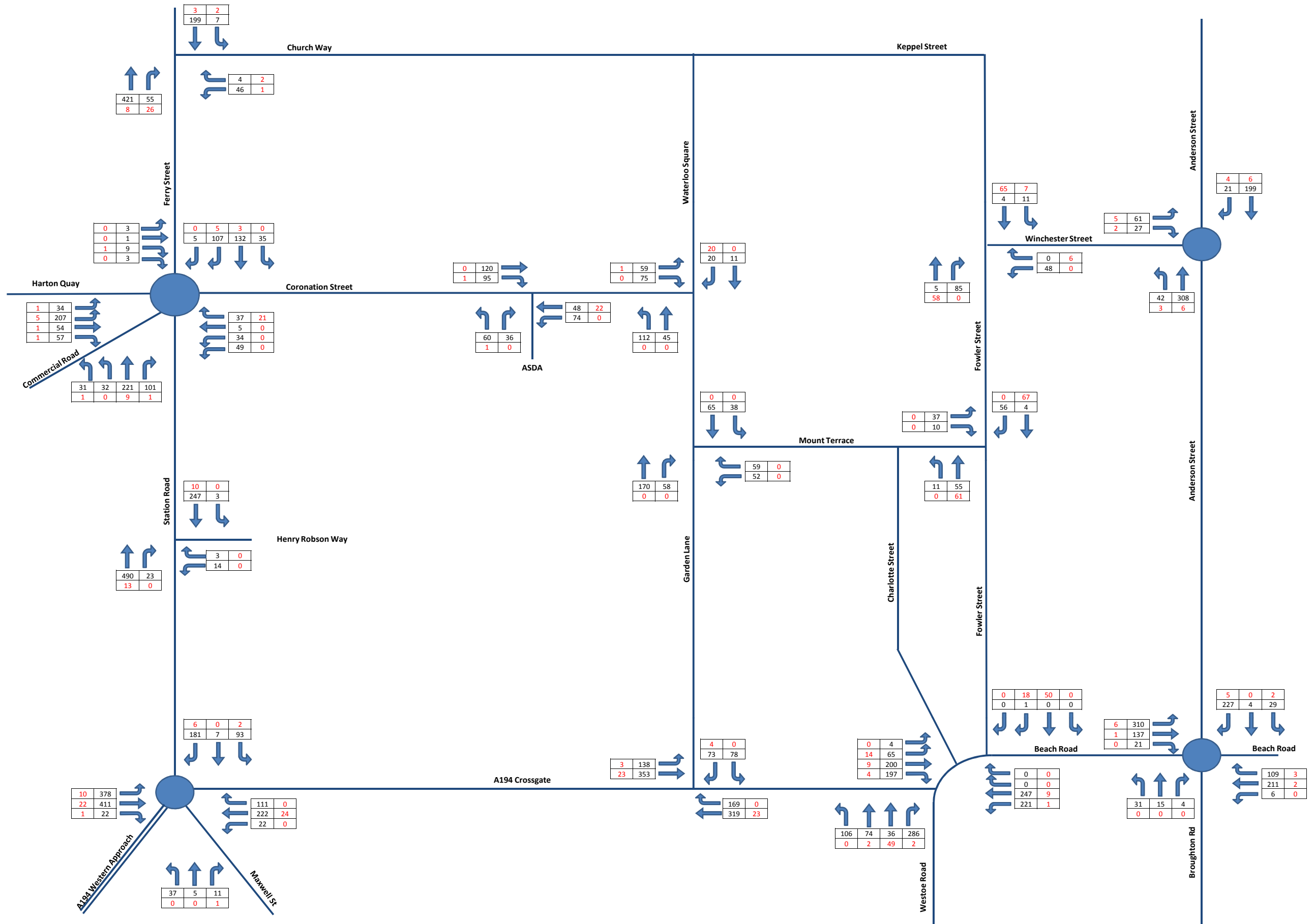
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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



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

Appendix D

TRAFFIC FLOW DIAGRAMS



Client:

MUSE Developments

Project:

NEA1239 South Shields Town Centre Regeneration

Highway Network:

Existing Network

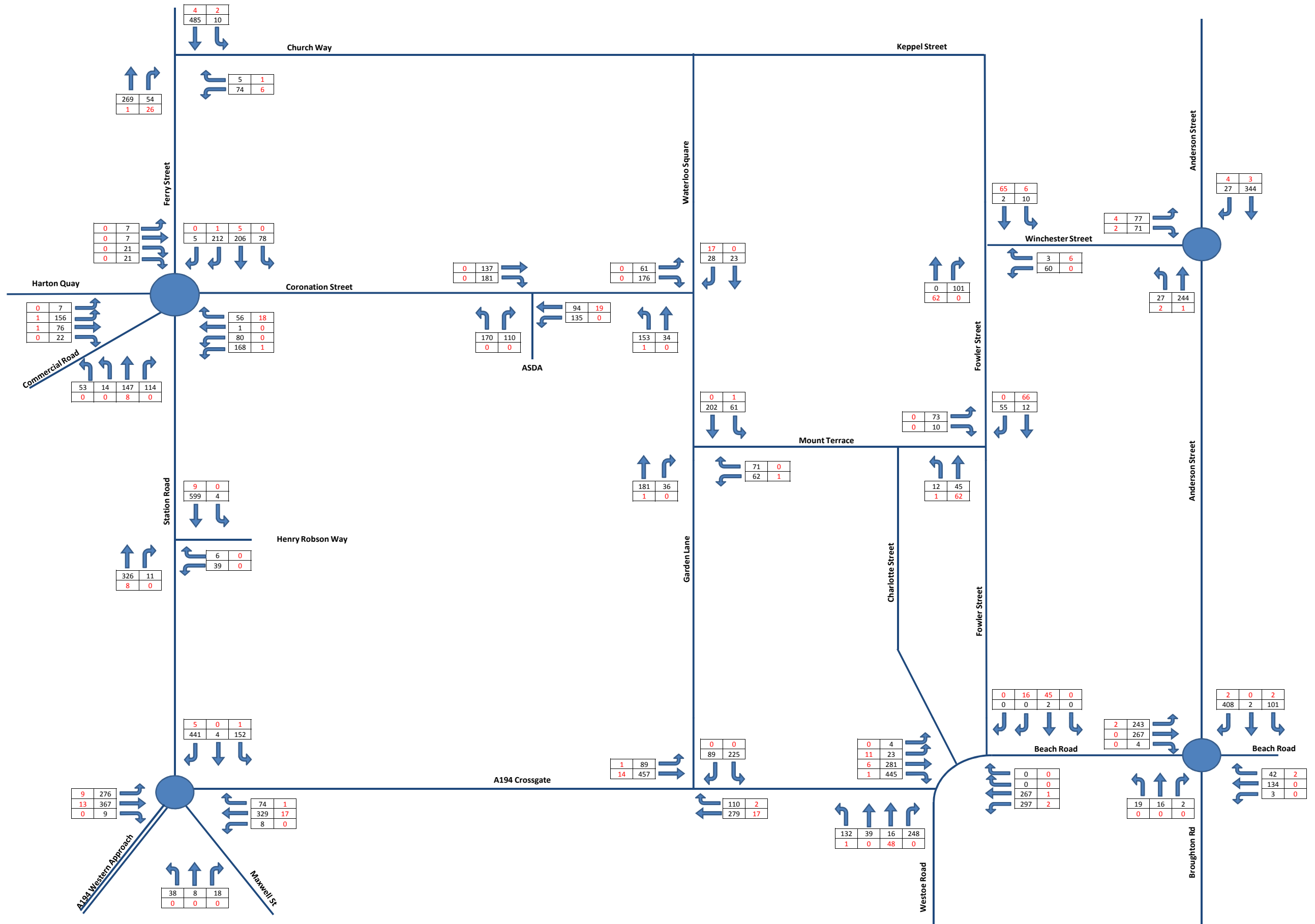
Title:

Base Traffic - AM Peak - (08:30-09:30)

Key:

Cars
HGV + PSV

NEA1239/TF/01



Client:

MUSE Developments

Project:

NEA1239 South Shields Town Centre Regeneration

Highway Network:

Existing Network

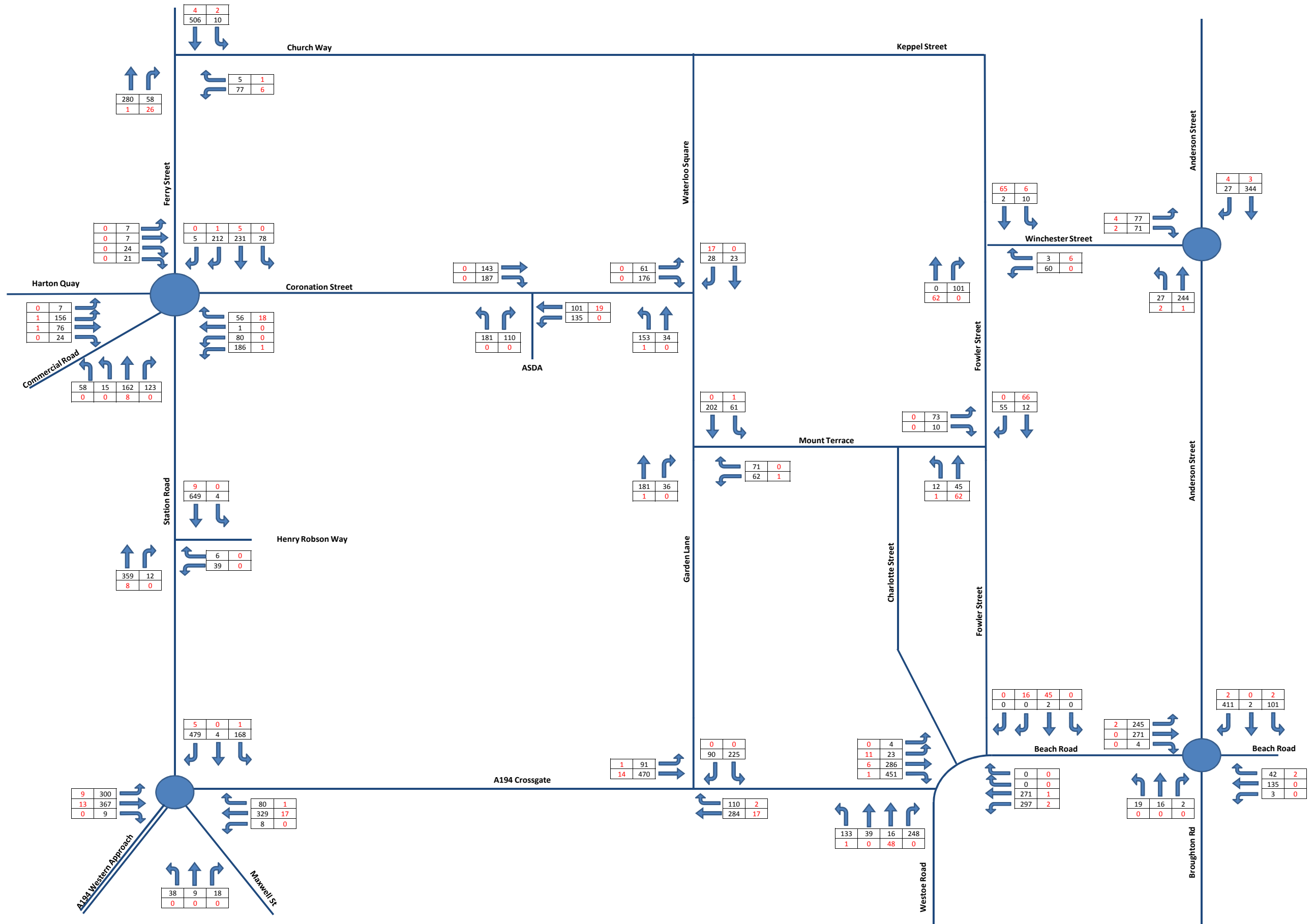
Title:

Base Traffic - PM Peak - (16:45-17:45)

Key:

Cars
 HGV + PSV

NEA1239/TF/02



Client:

MUSE Developments

Project:

NEA1239 South Shields Town Centre Regeneration

Highway Network:

Existing Network

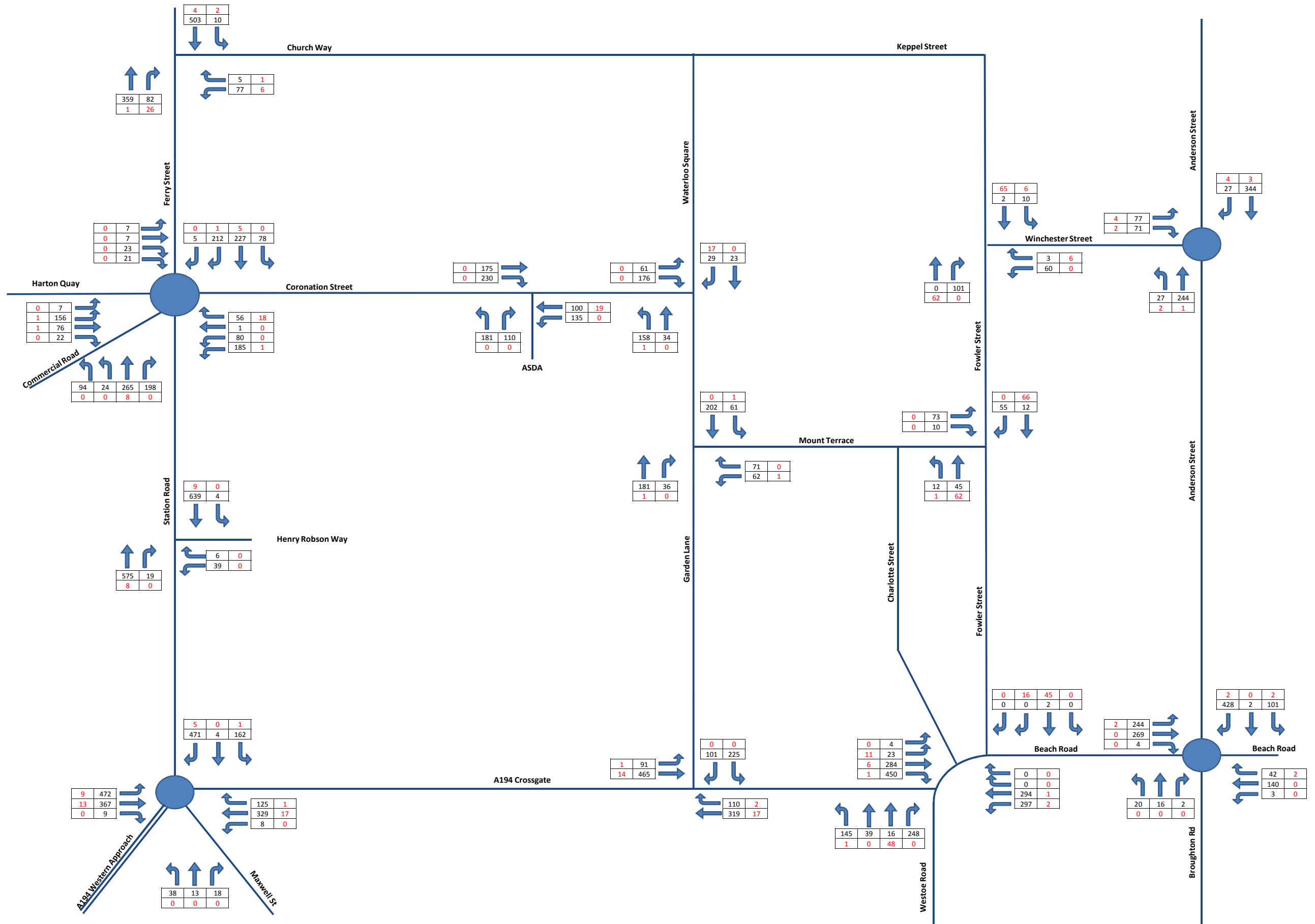
Title:

Base Traffic - Friday PM Peak - (16:45-17:45)

Key:

Cars
 HGV + PSV

NEA1239/TF/03



Client:

MUSE Developments

Project:

NEA1239 South Shields Town Centre Regeneration

Highway Network:

Existing Network

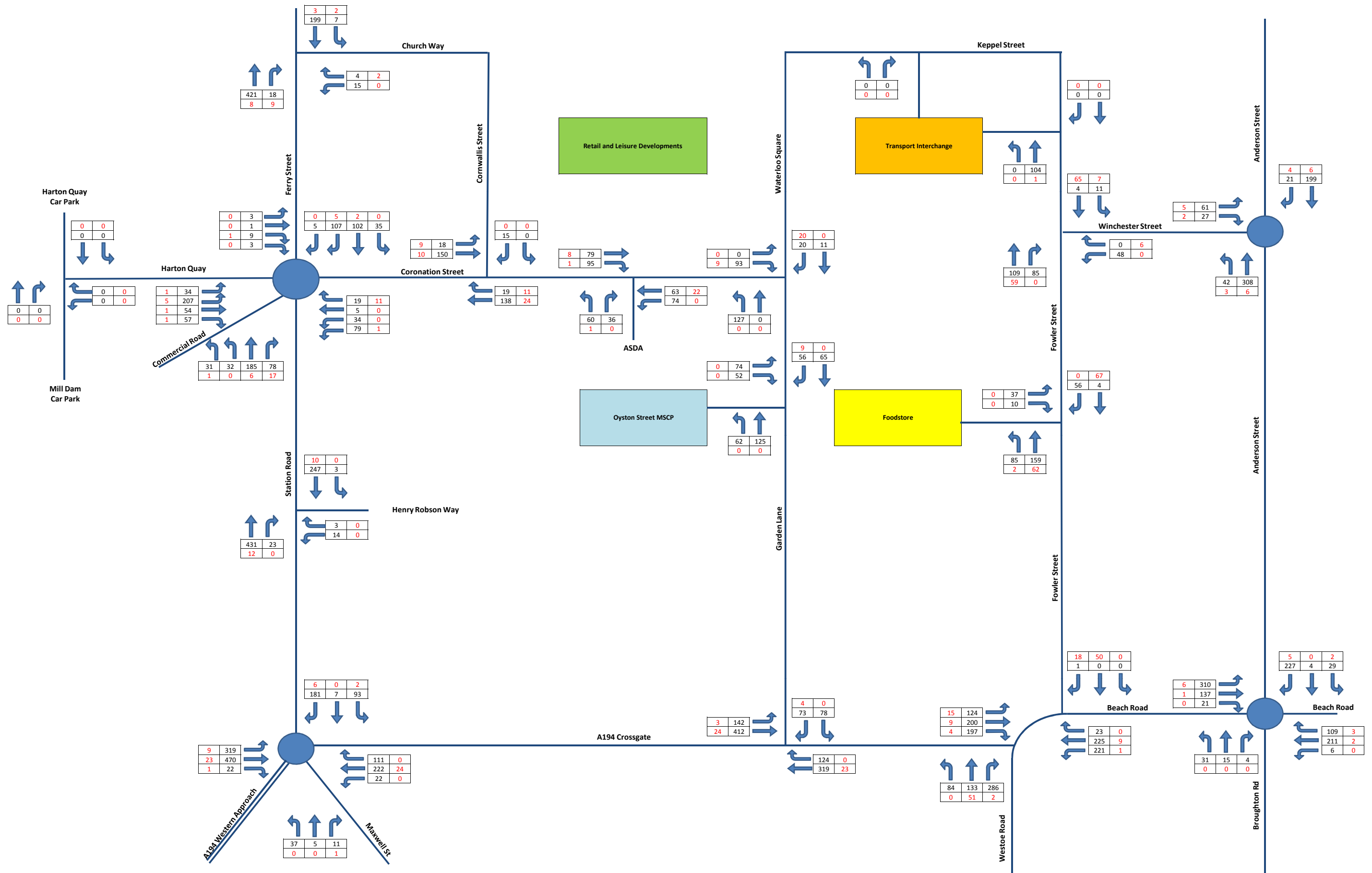
Title:

Base Traffic - Saturday Peak - (12:00-13:00)

Key:

Cars
 HGV + PSV

NEA1239/TF/04



Client:

MUSE Developments

Project:

NEA1239 South Shields Town Centre Regeneration

Highway Network:

Masterplan Network

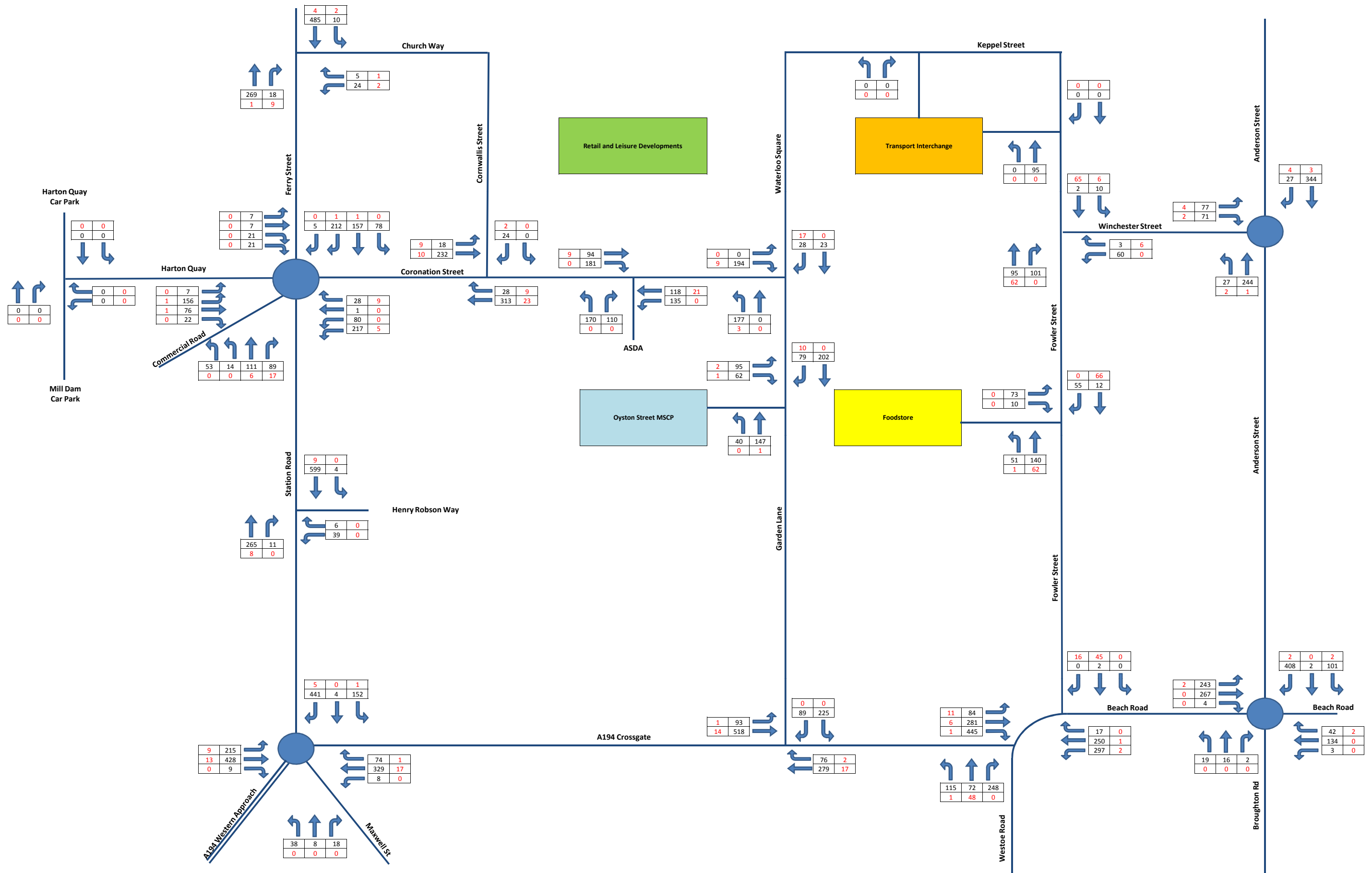
Title:

Reassigned Base Traffic - AM Peak - (08:30-09:30)

Key:

Cars
HGV + PSV

NEA1239/TF/05



Client:

MUSE Developments

Project:

NEA1239 South Shields Town Centre Regeneration

Highway Network:

Masterplan Network

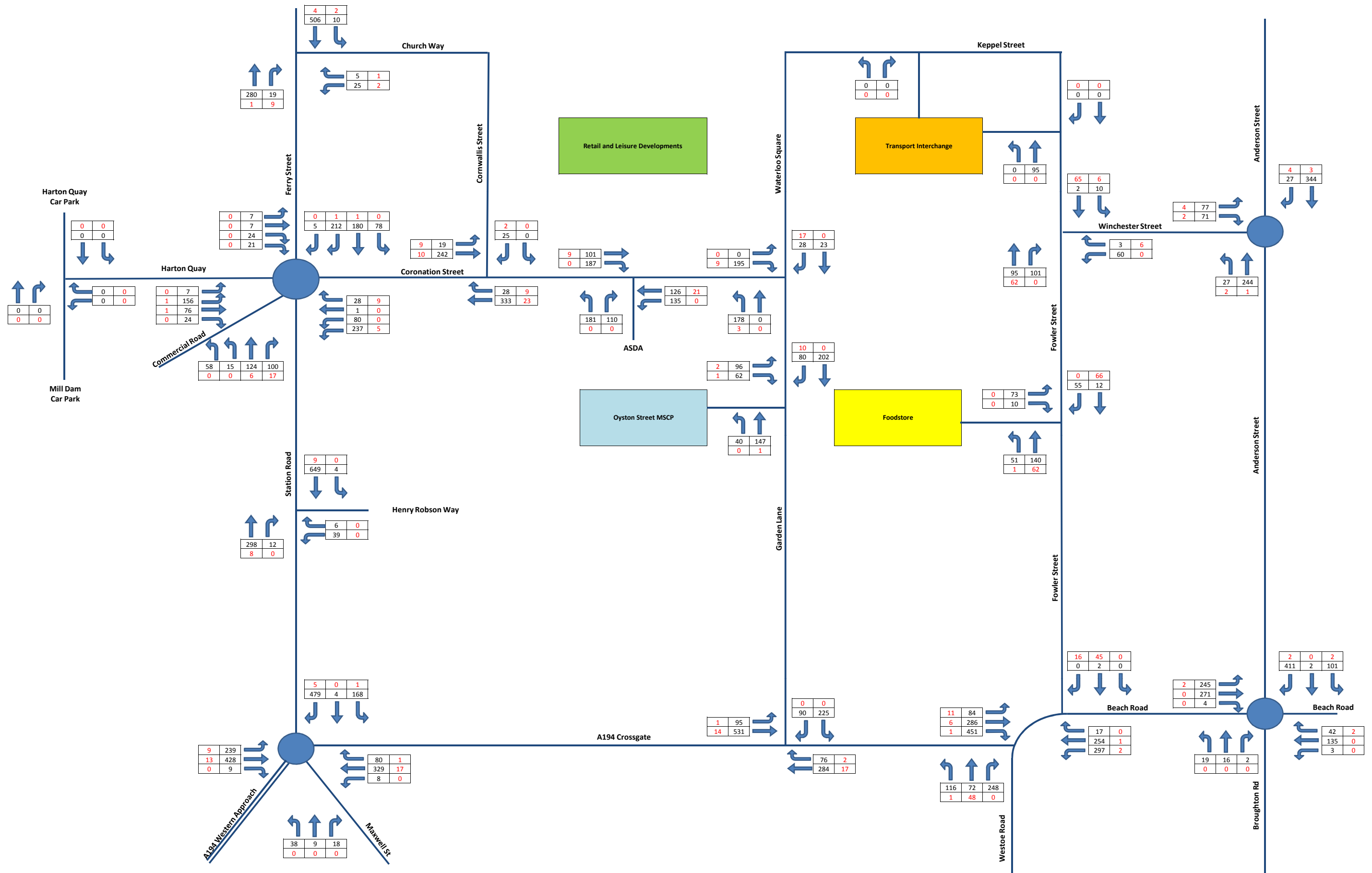
Title:

Reassigned Base Traffic - PM Peak - (16:45-17:45)

Key:

Cars
 HGV + PSV

NEA1239/TF/06



Client:

MUSE Developments

Project:

NEA1239 South Shields Town Centre Regeneration

Highway Network:

Masterplan Network

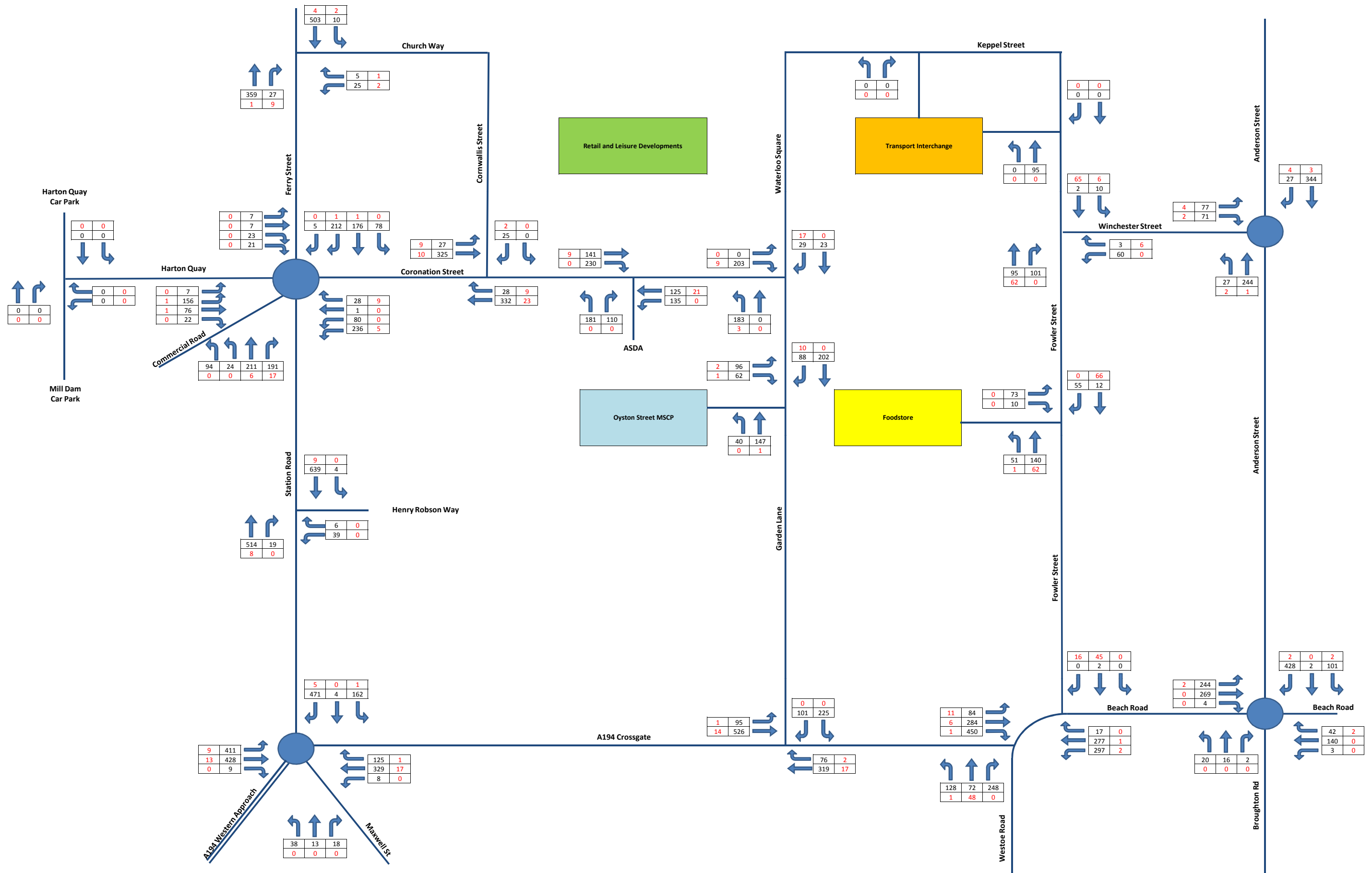
Title:

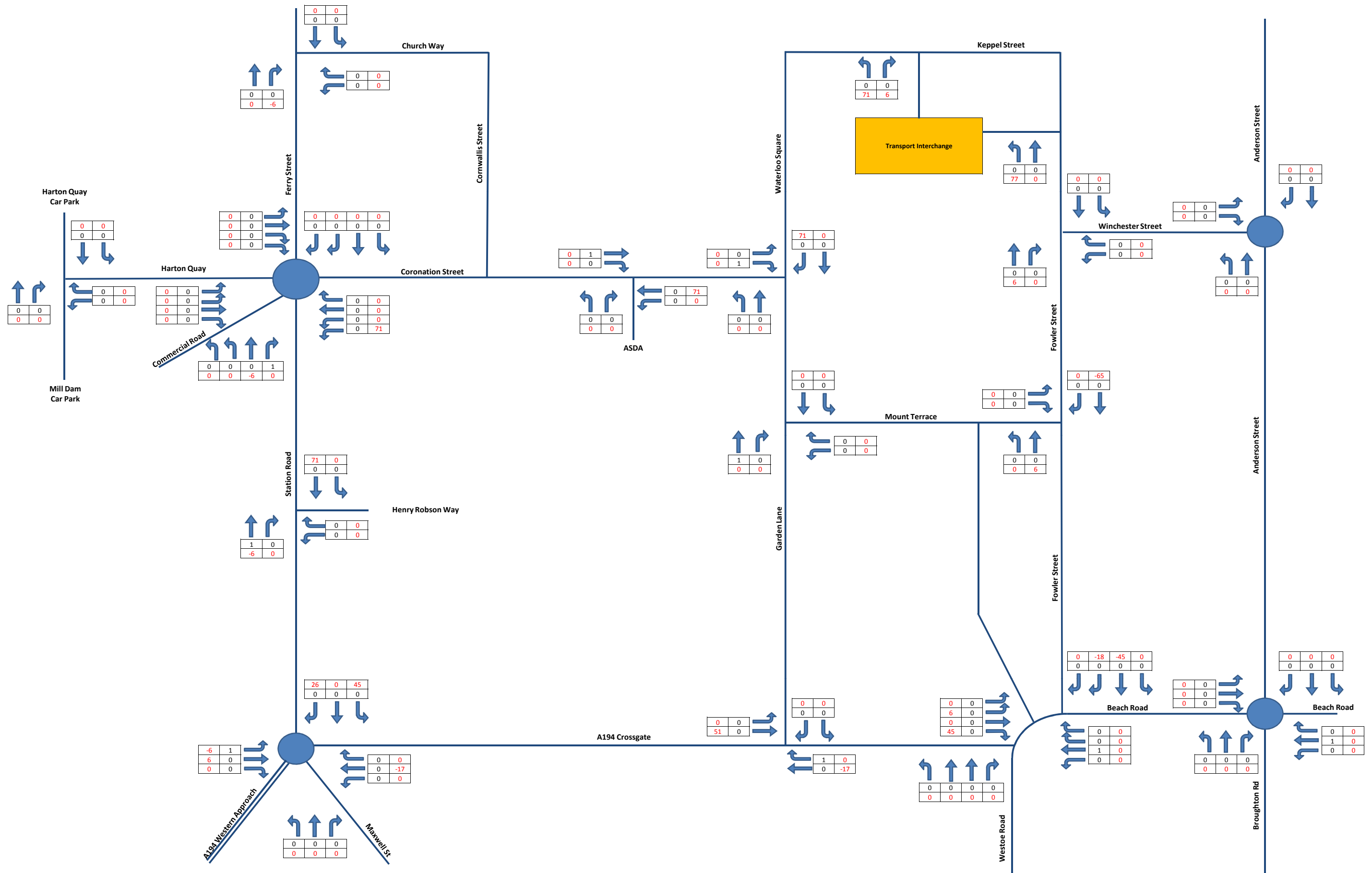
Reassigned Base Traffic - Friday PM Peak - (16:45-17:45)

Key:

Cars
 HGV + PSV

NEA1239/TF/07





Client:
MUSE Developments

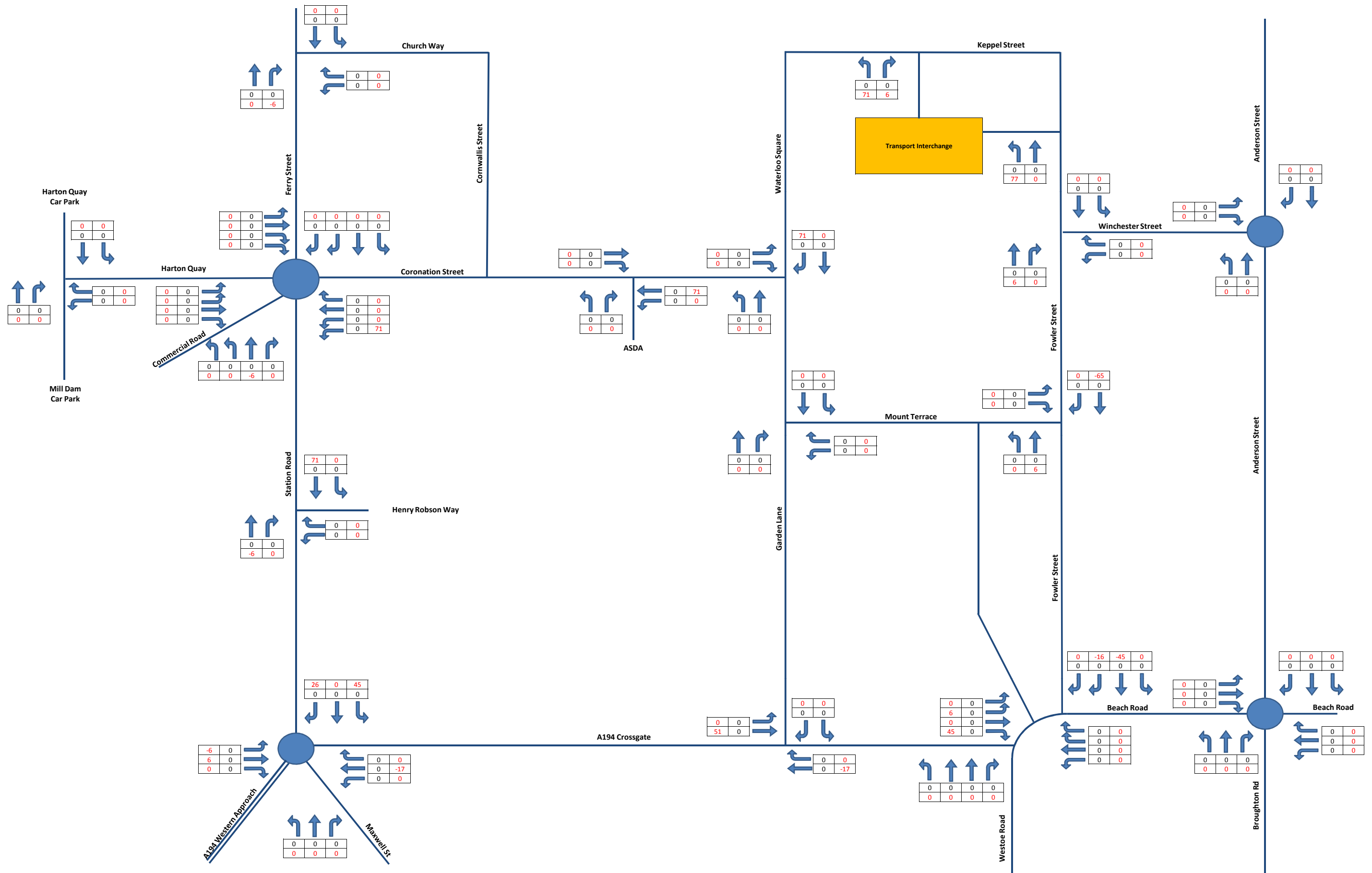
Project:
NEA1239 South Shields Town Centre Regeneration

Highway Network:
Interchange Network

Title:
Interchange Development Flows - AM Peak - (08:30-09:30)

Key:
Cars
HGV + PSV

NEA1239/TF/09



Client:
MUSE Developments

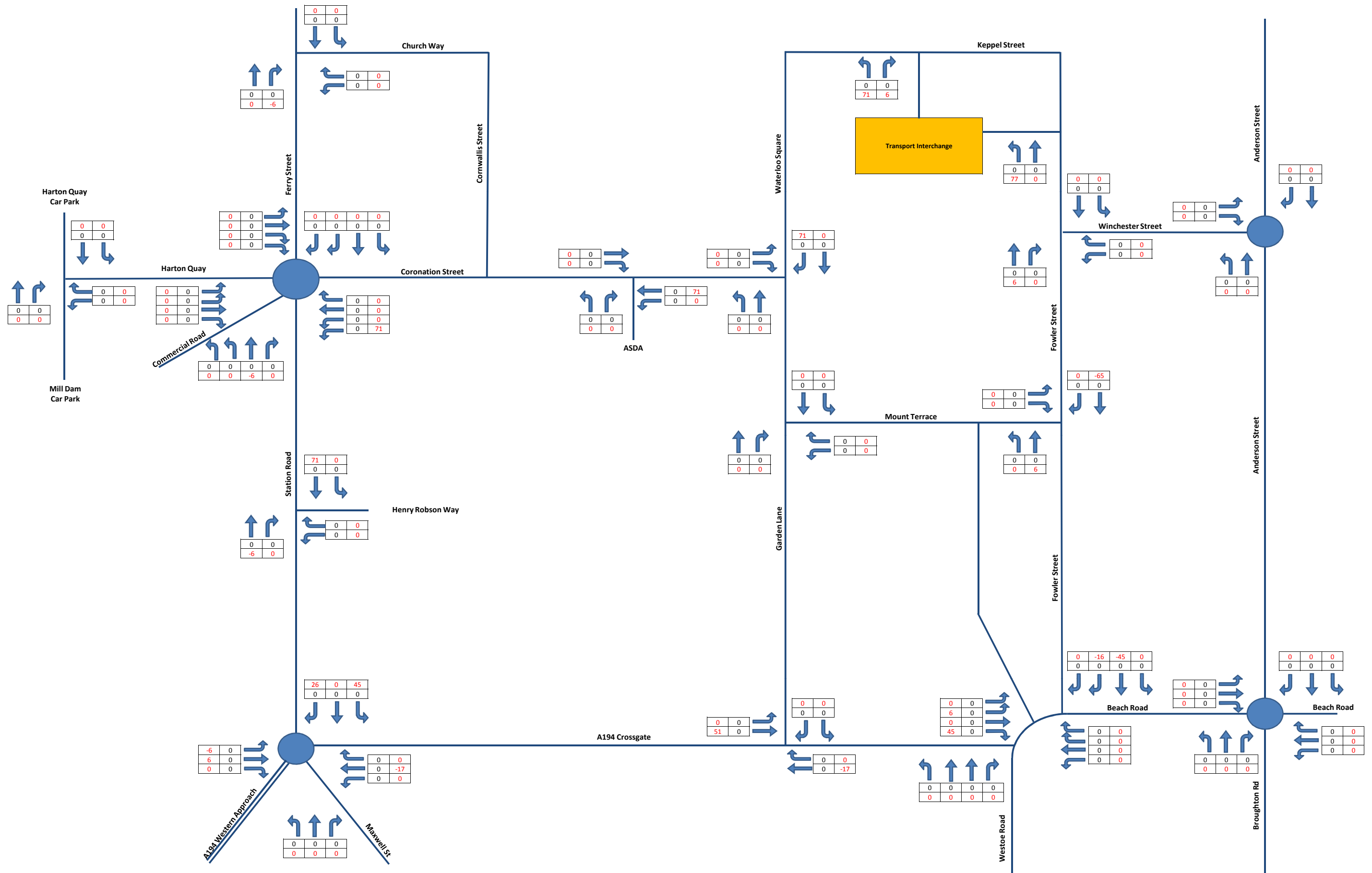
Project:
NEA1239 South Shields Town Centre Regeneration

Highway Network:
Interchange Network

Title:
Interchange Development Flows - PM Peak - (16:45-17:45)

Key:
Cars
HGV + PSV

NEA1239/TF/10



Client:

MUSE Developments

Project:

NEA1239 South Shields Town Centre Regeneration

Highway Network:

Interchange Network

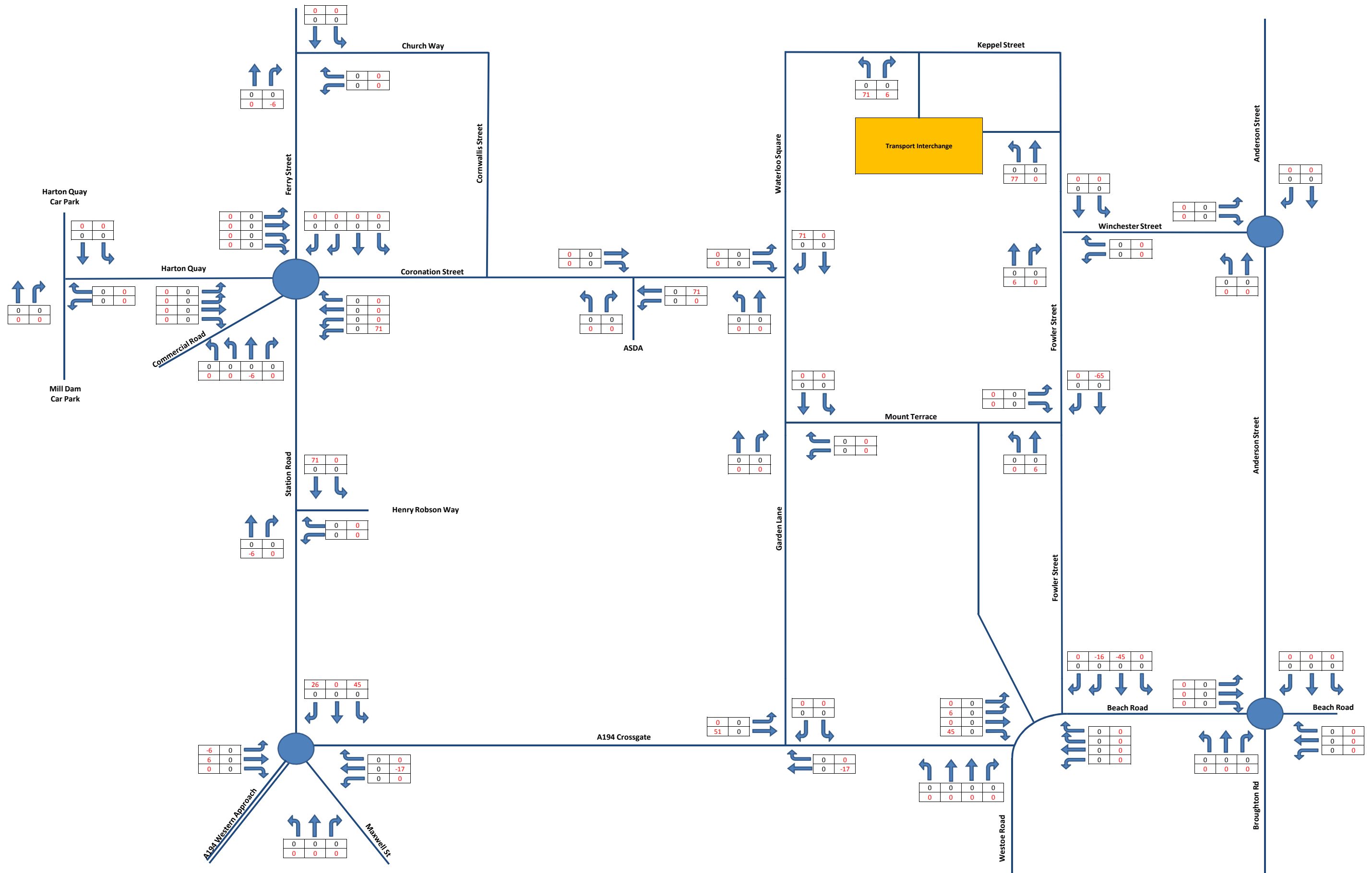
Title:

Interchange Development Flows - Friday PM Peak - (16:45-17:45)

Key:

Cars
 HGV + PSV

NEA1239/TF/11



Client:

MUSE Developments

Project:

NEA1239 South Shields Town Centre Regeneration

Highway Network:

Interchange Network

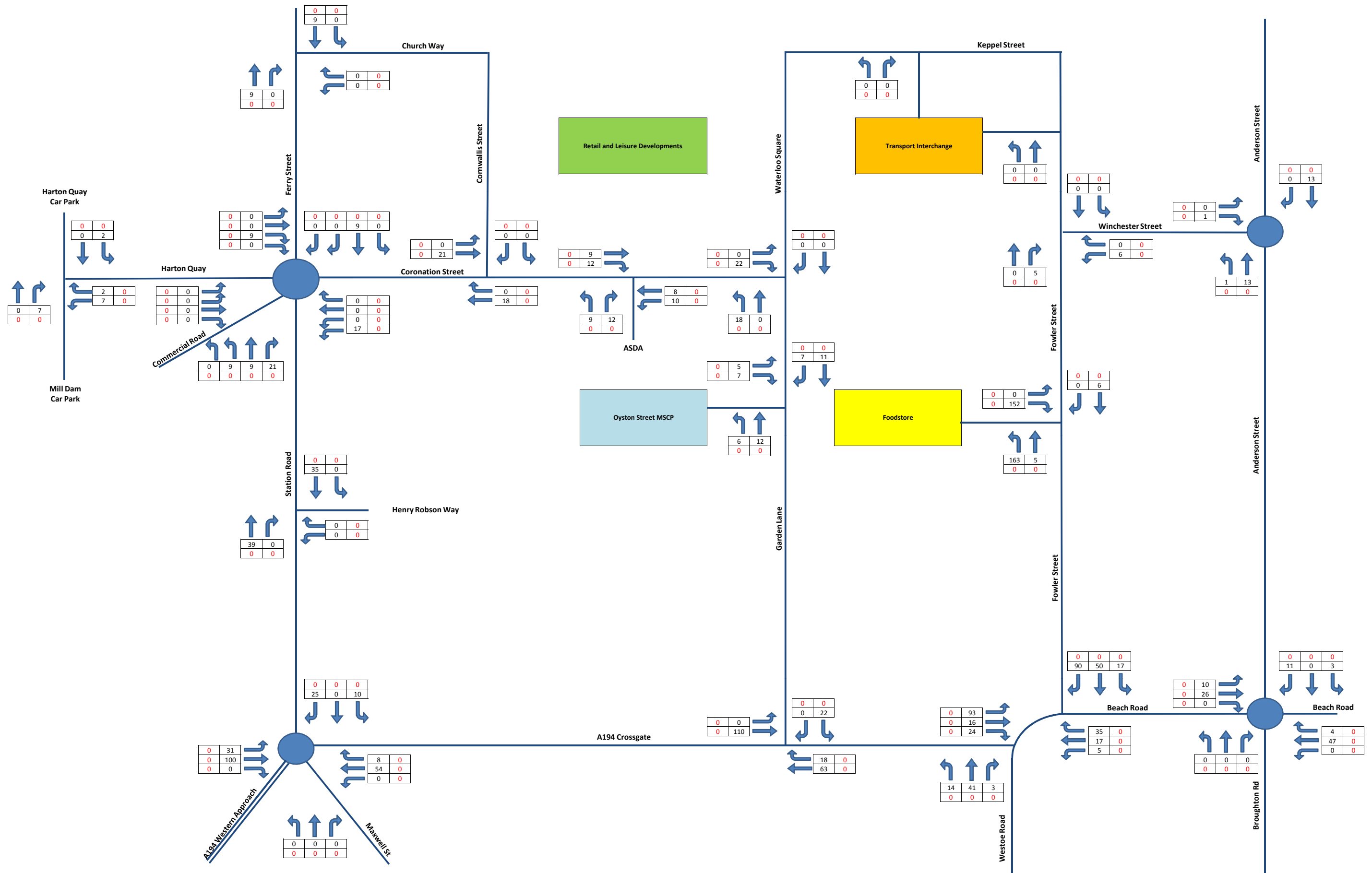
Title:

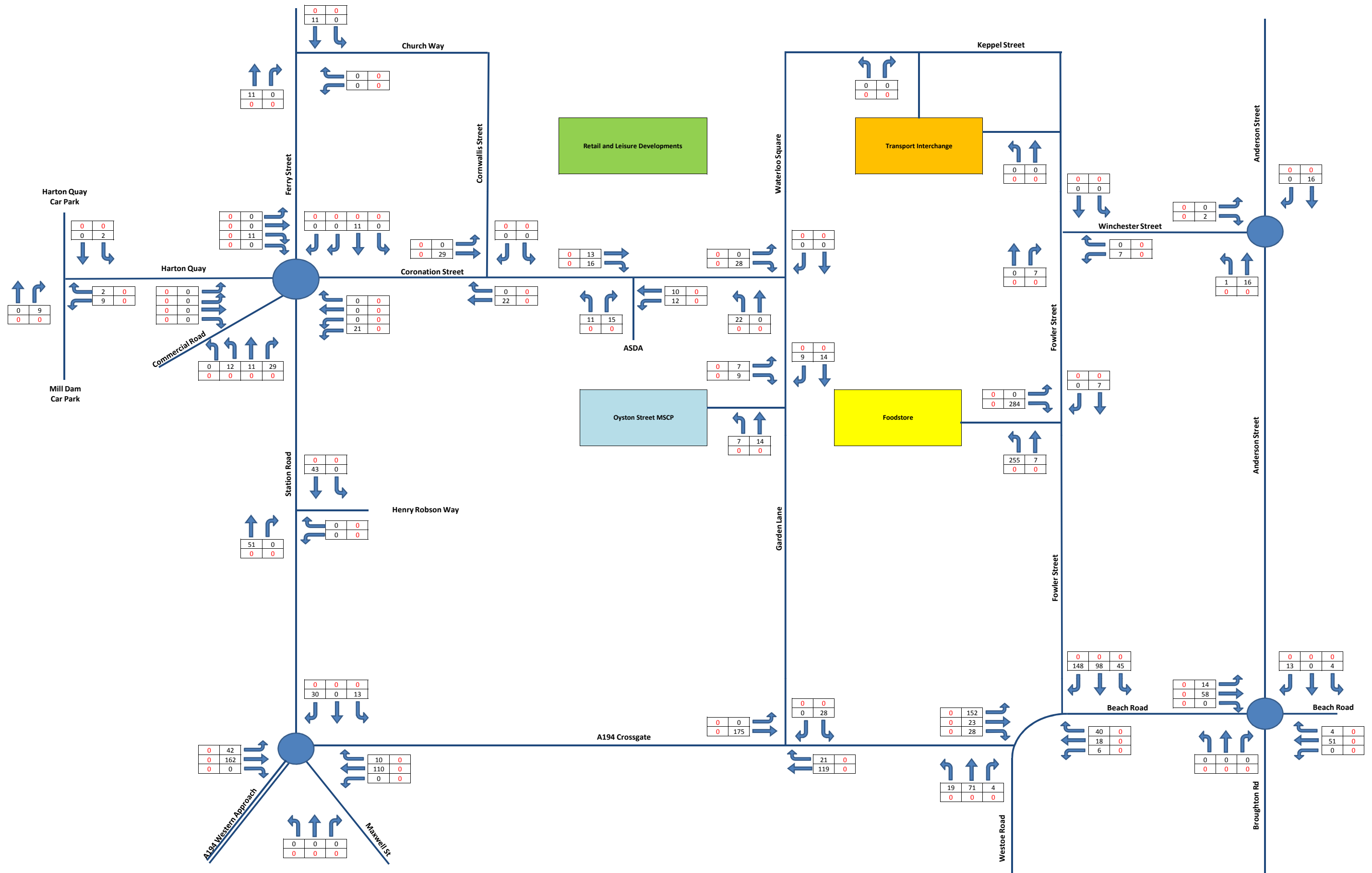
Interchange Development Flows - Saturday Peak - (12:00-13:00)

Key:

Cars
HGV + PSV

NEA1239/TF/12





Client:

MUSE Developments

Project:

NEA1239 South Shields Town Centre Regeneration

Highway Network:

Masterplan Network

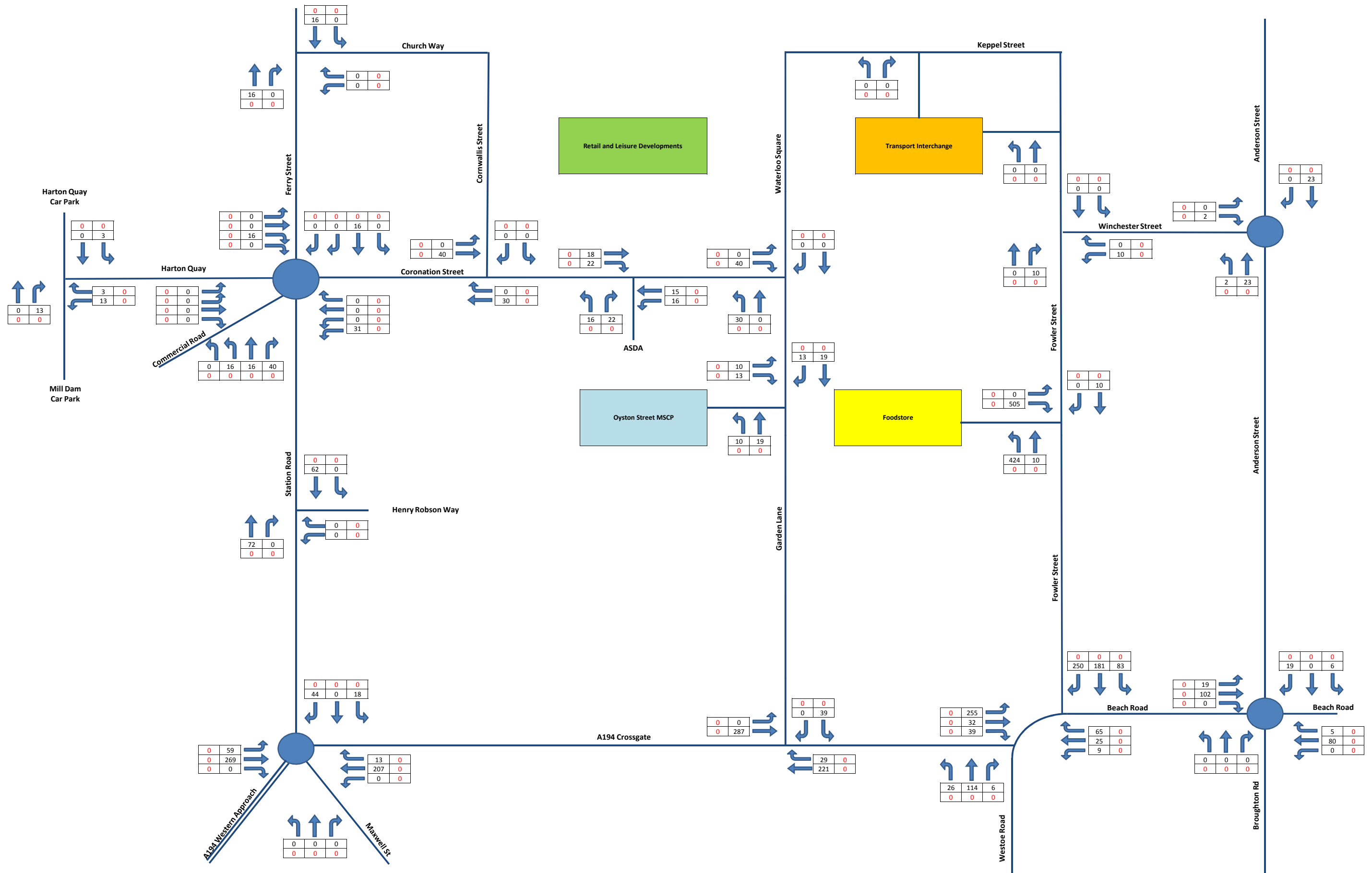
Title:

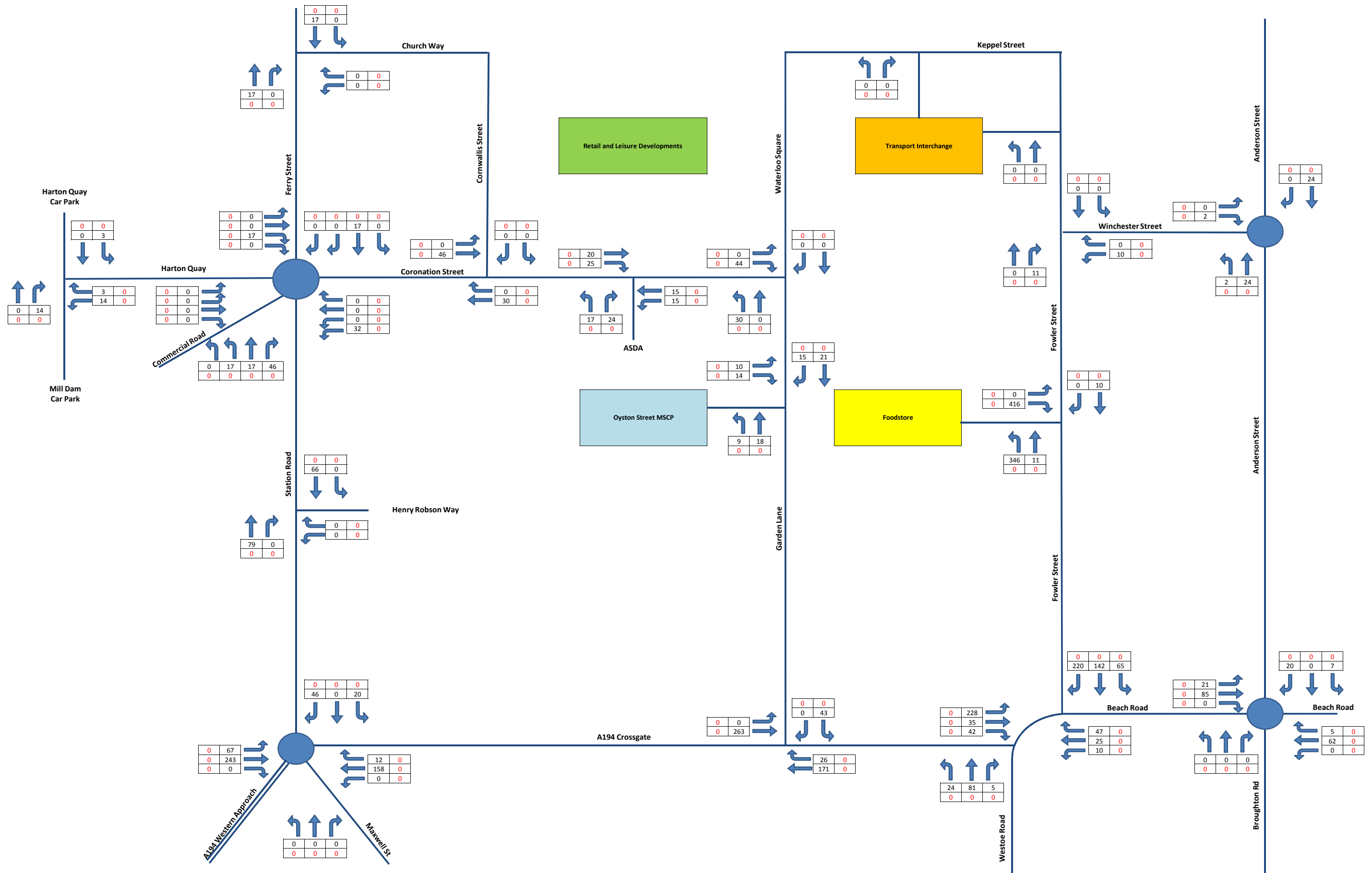
Masterplan Development Flows - PM Peak - (16:45-17:45)

Key:

Cars
 HGV + PSV

NEA1239/TF/14





Client:

MUSE Developments

Project:

NEA1239 South Shields Town Centre Regeneration

Highway Network:

Masterplan Network

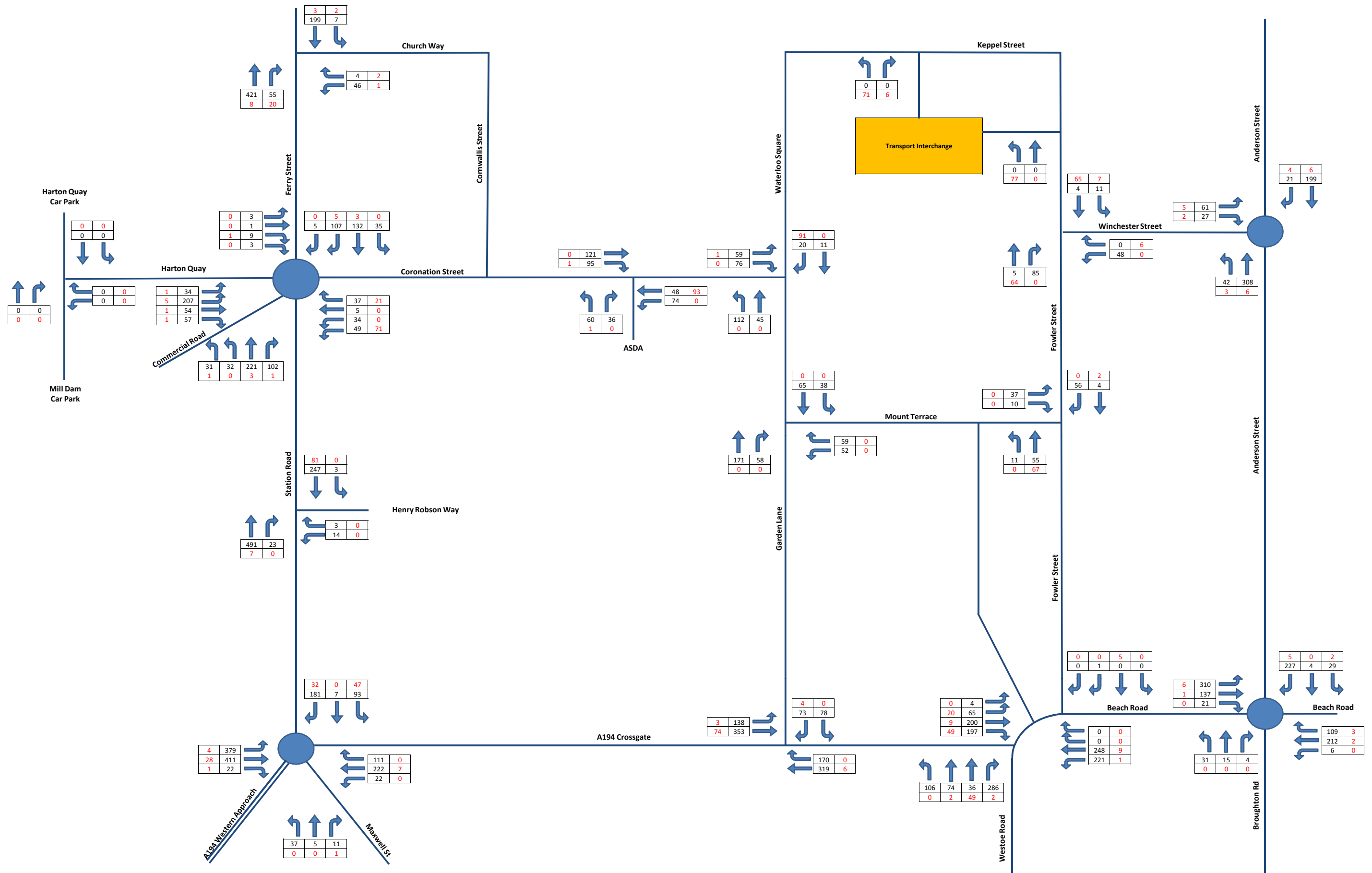
Title:

Masterplan Development Flows - Saturday Peak (12:00-13:00)

Key:

Cars
HGV + PSV

NEA1239/TF/16



Client:

MUSE Developments

Project:

NEA1239 South Shields Town Centre Regeneration

Highway Network:

Interchange Network

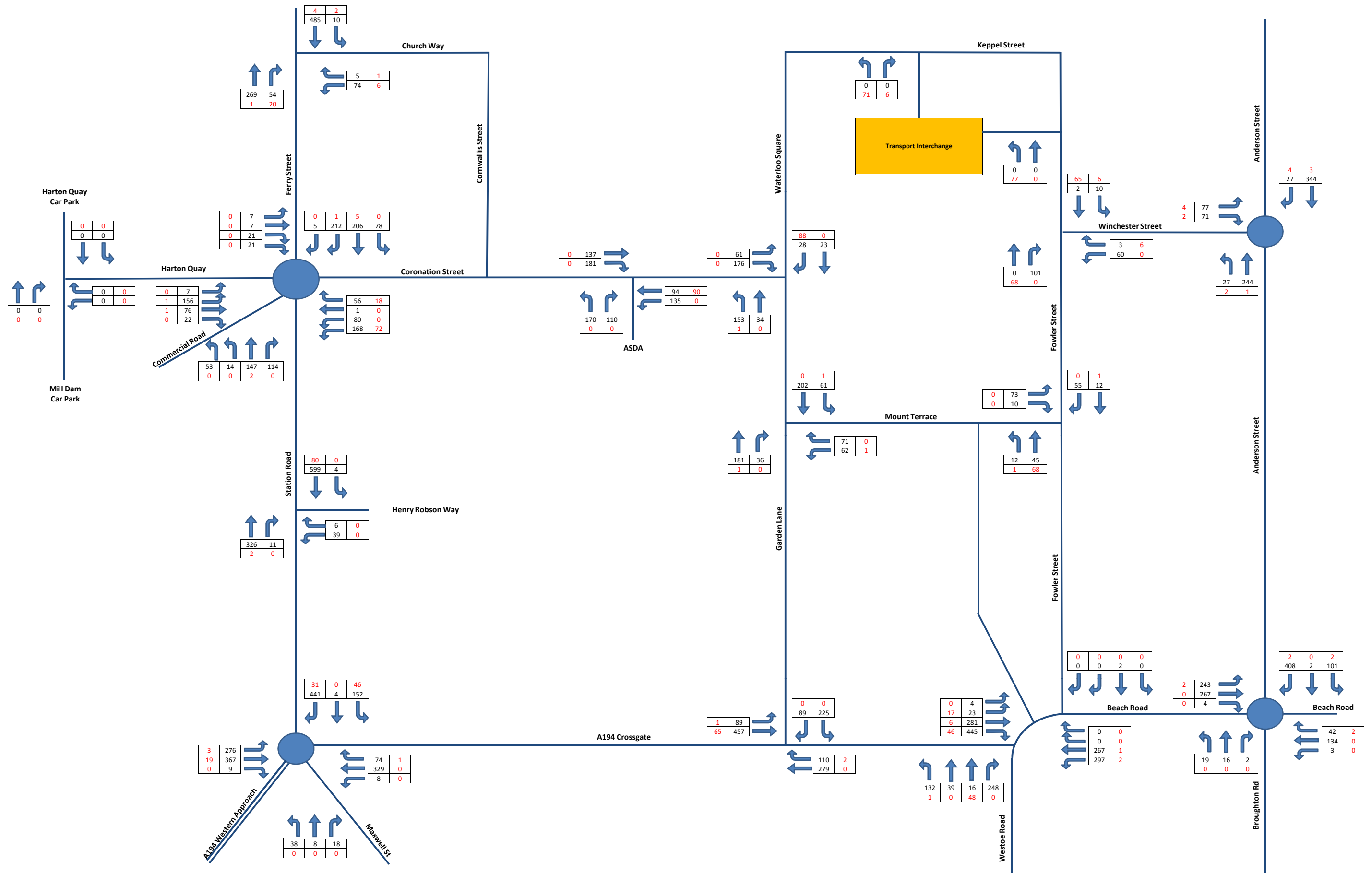
Title:

Base + Interchange - AM Peak - 08:30-09:30

Key:

Cars
 HGV + PSV

NEA1239/TF/17



Client:
MUSE Developments

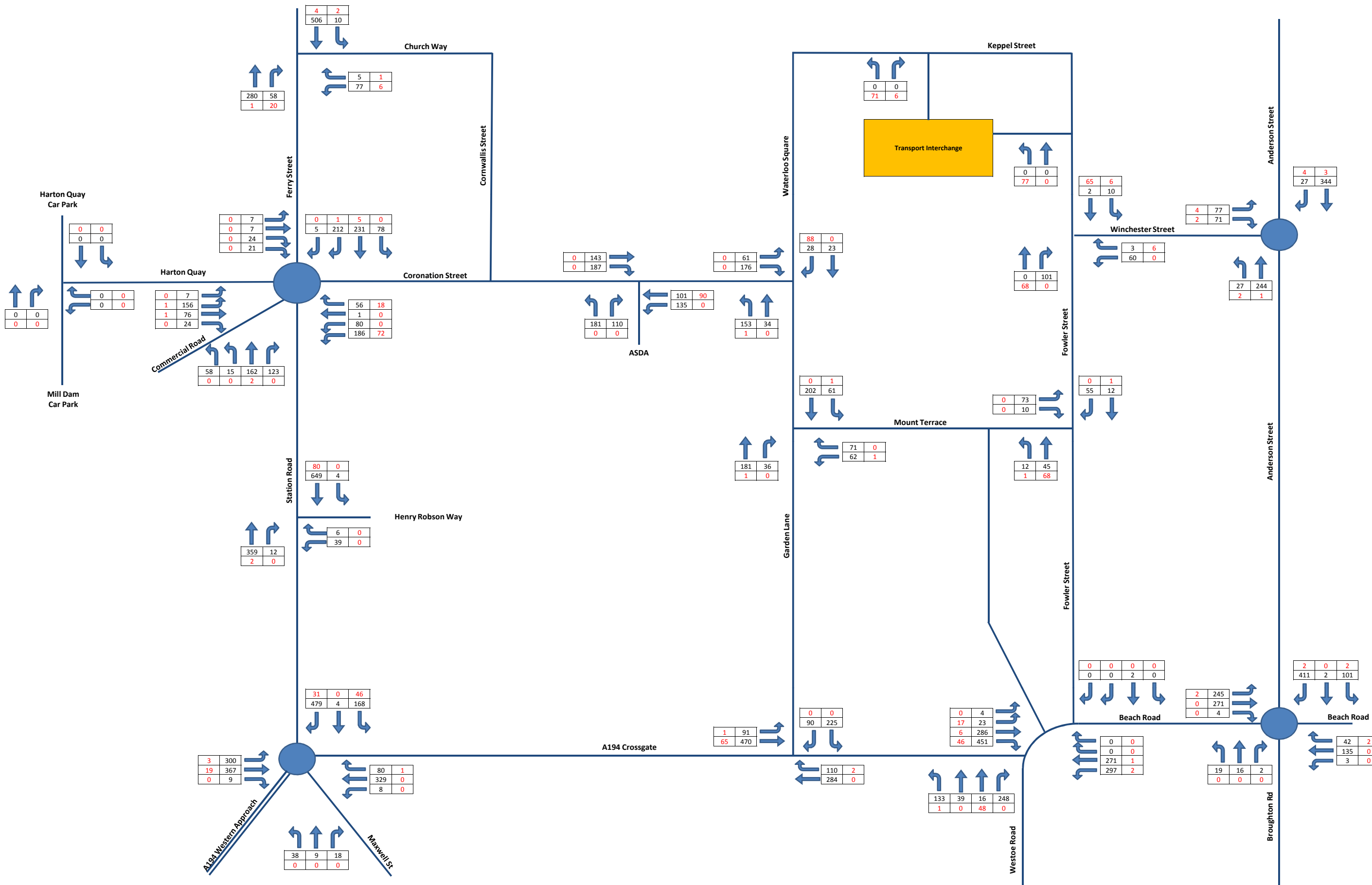
Project:
NEA1239 South Shields Town Centre Regeneration

Highway Network:
Interchange Network

Title:
Base + Interchange - PM Peak (16:45-17:45)

Key:
Cars
HGV + PSV

NEA1239/TF/18



Client:

MUSE Developments

Project:

NEA1239 South Shields Town Centre Regeneration

Highway Network:

Interchange Network

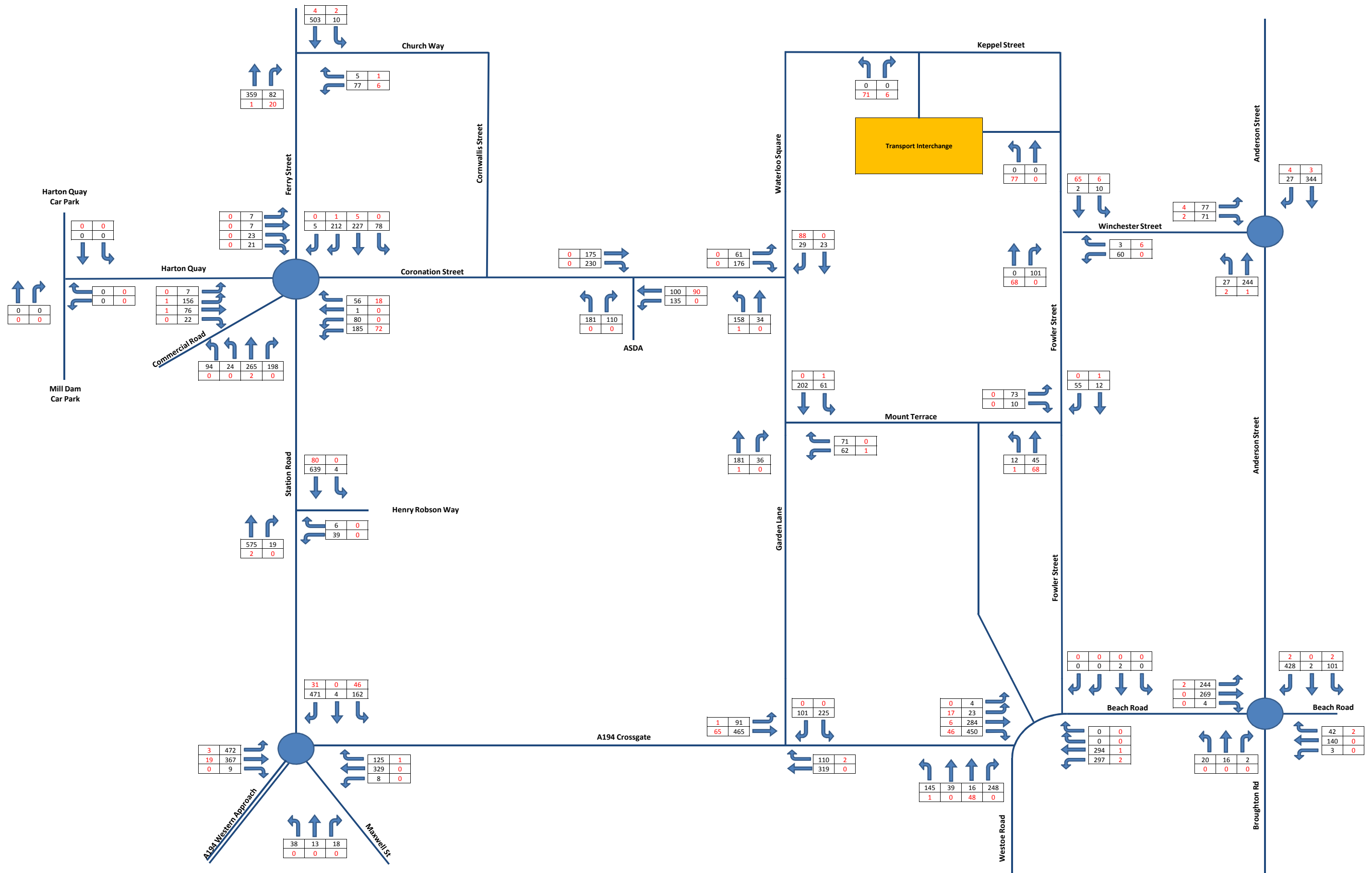
Title:

Base + Interchange - Friday PM Peak - (16:45-17:45)

Key:

Cars
HGV + PSV

NEA1239/TF/19



Client:
MUSE Developments

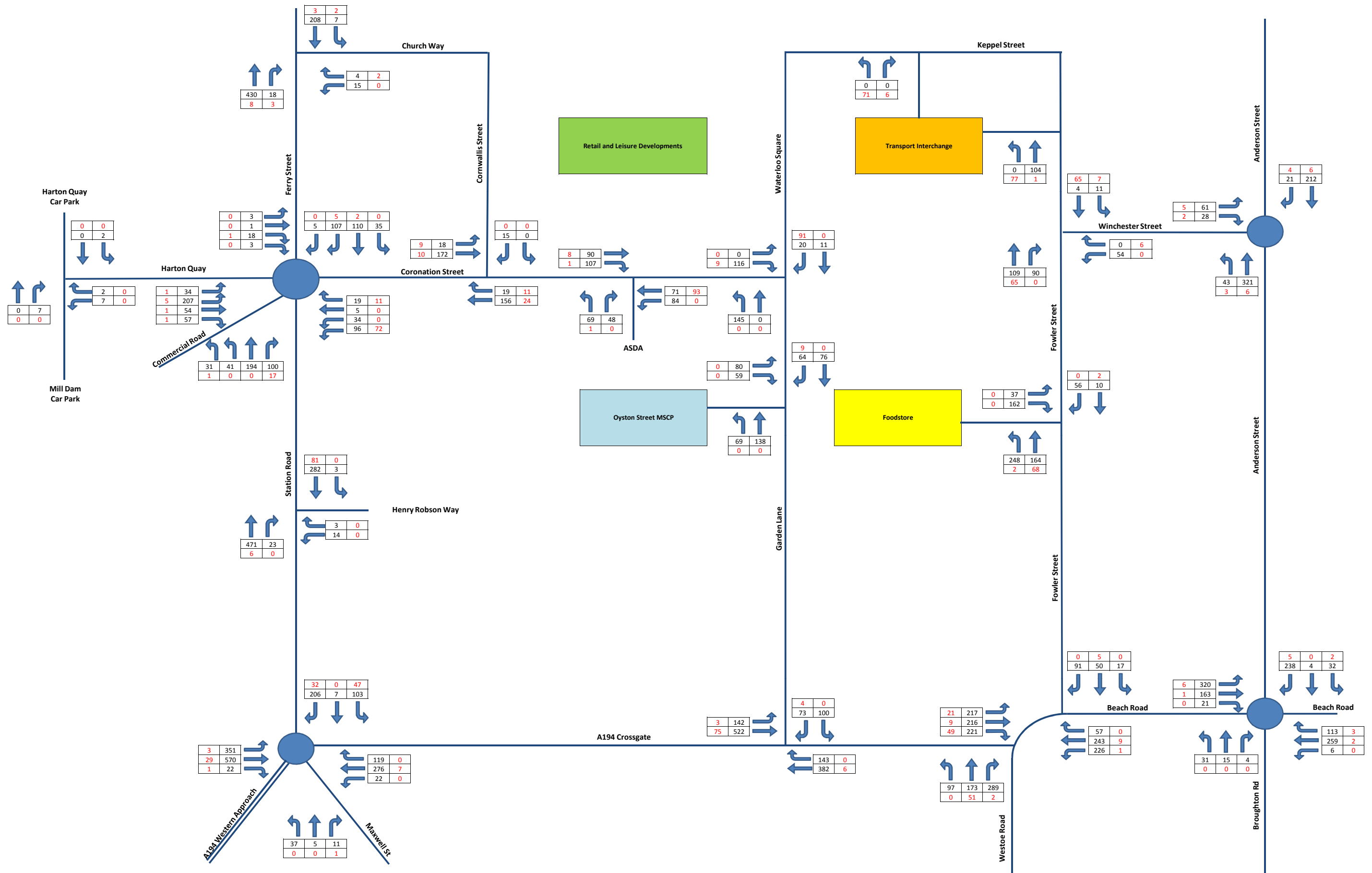
Project:
NEA1239 South Shields Town Centre Regeneration

Highway Network:
Interchange Network

Title:
Base + Interchange - Saturday Peak - (12:00-13:00)

Key:
Cars
HGV + PSV

NEA1239/TF/20



Client:

MUSE Developments

Project:

NEA1239 South Shields Town Centre Regeneration

Highway Network:

Masterplan Network

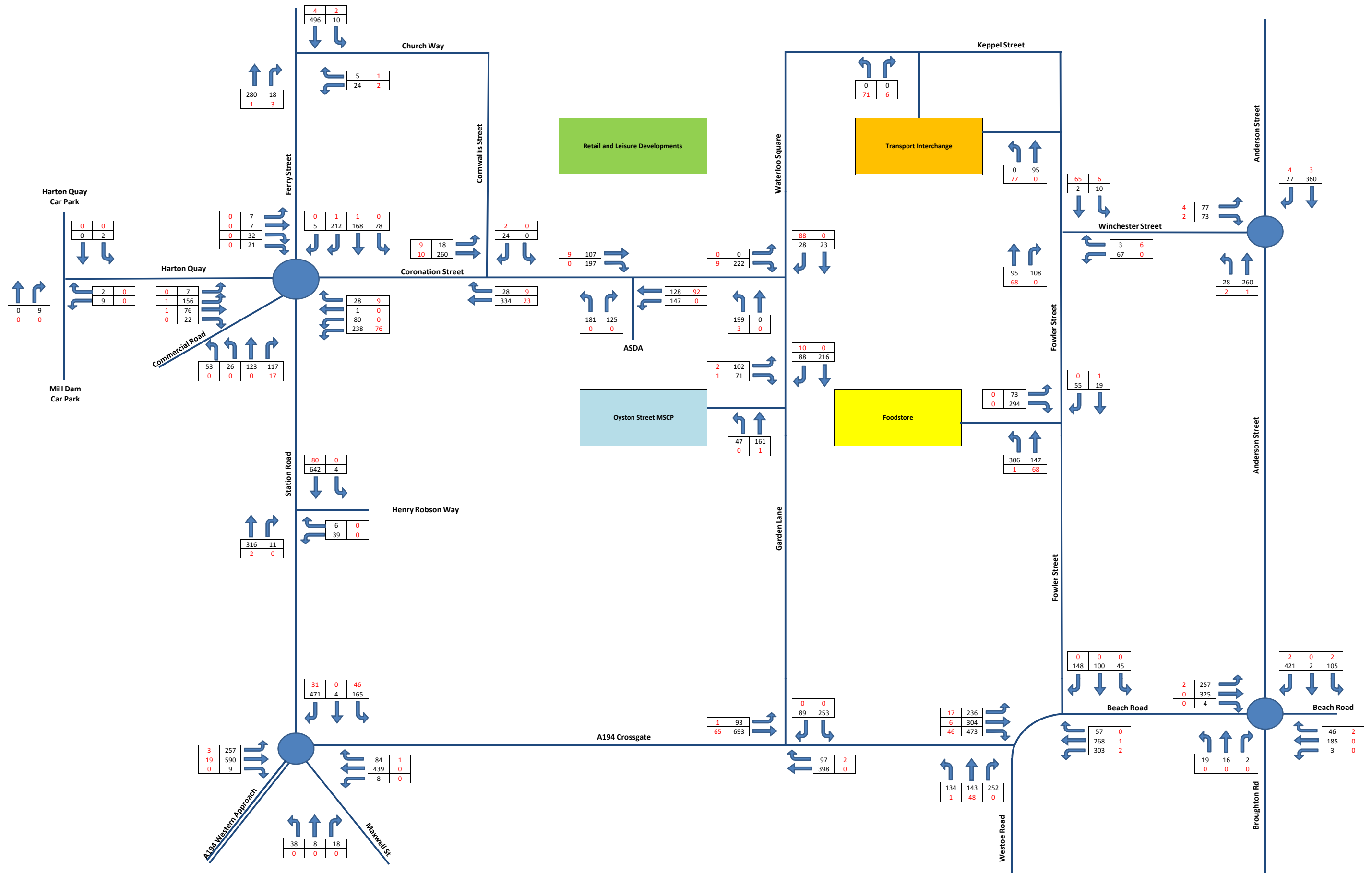
Title:

Reassigned Base + Interchange + Masterplan - AM Peak - (08:30-09:30)

Key:

Cars
HGV + PSV

NEA1239/TF/21



Client:

MUSE Developments

Project:

NEA1239 South Shields Town Centre Regeneration

Highway Network:

Masterplan Network

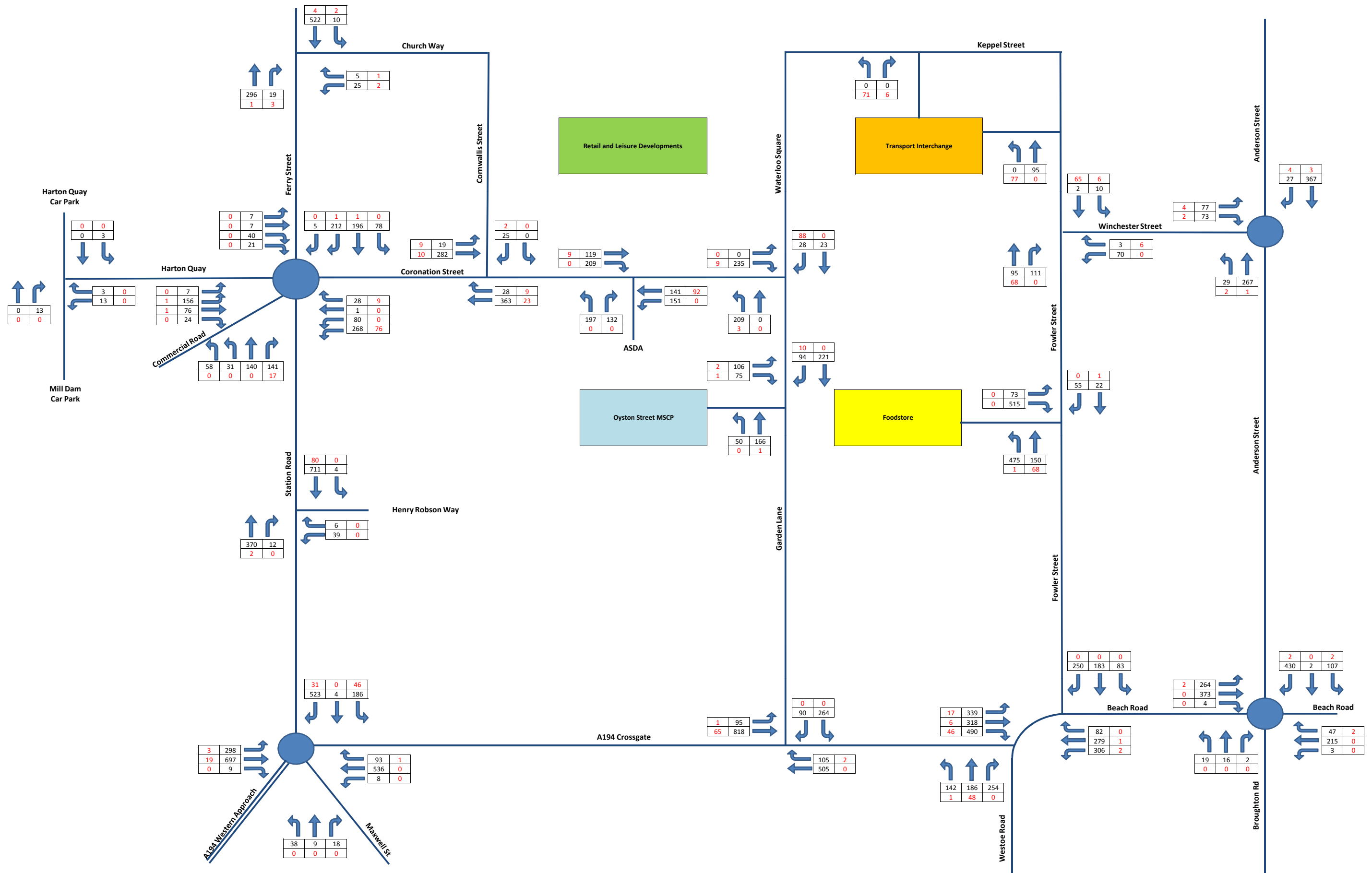
Title:

Reassigned Base + Interchange + Masterplan - PM Peak (16:45-17:45)

Key:

Cars
HGV + PSV

NEA1239/TF/22



Client:

MUSE Developments

Project:

NEA1239 South Shields Town Centre Regeneration

Highway Network:

Masterplan Network

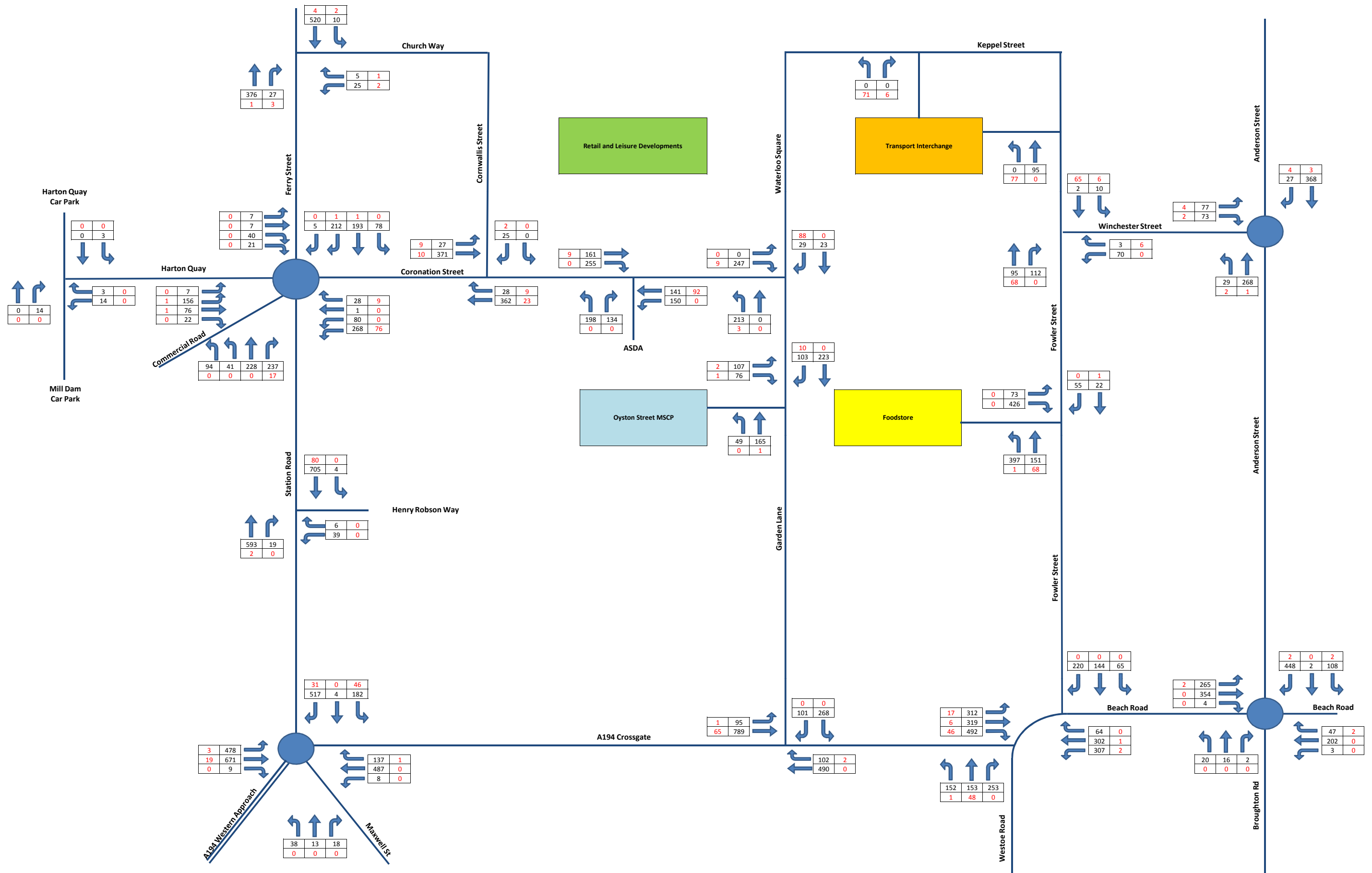
Title:

Reassigned Base + Interchange + Masterplan - Friday PM Peak - (16:45-17:45)

Key:

Cars
HGV + PSV

NEA1239/TF/23



Client:

MUSE Developments

Project:

NEA1239 South Shields Town Centre Regeneration

Highway Network:

Masterplan Network

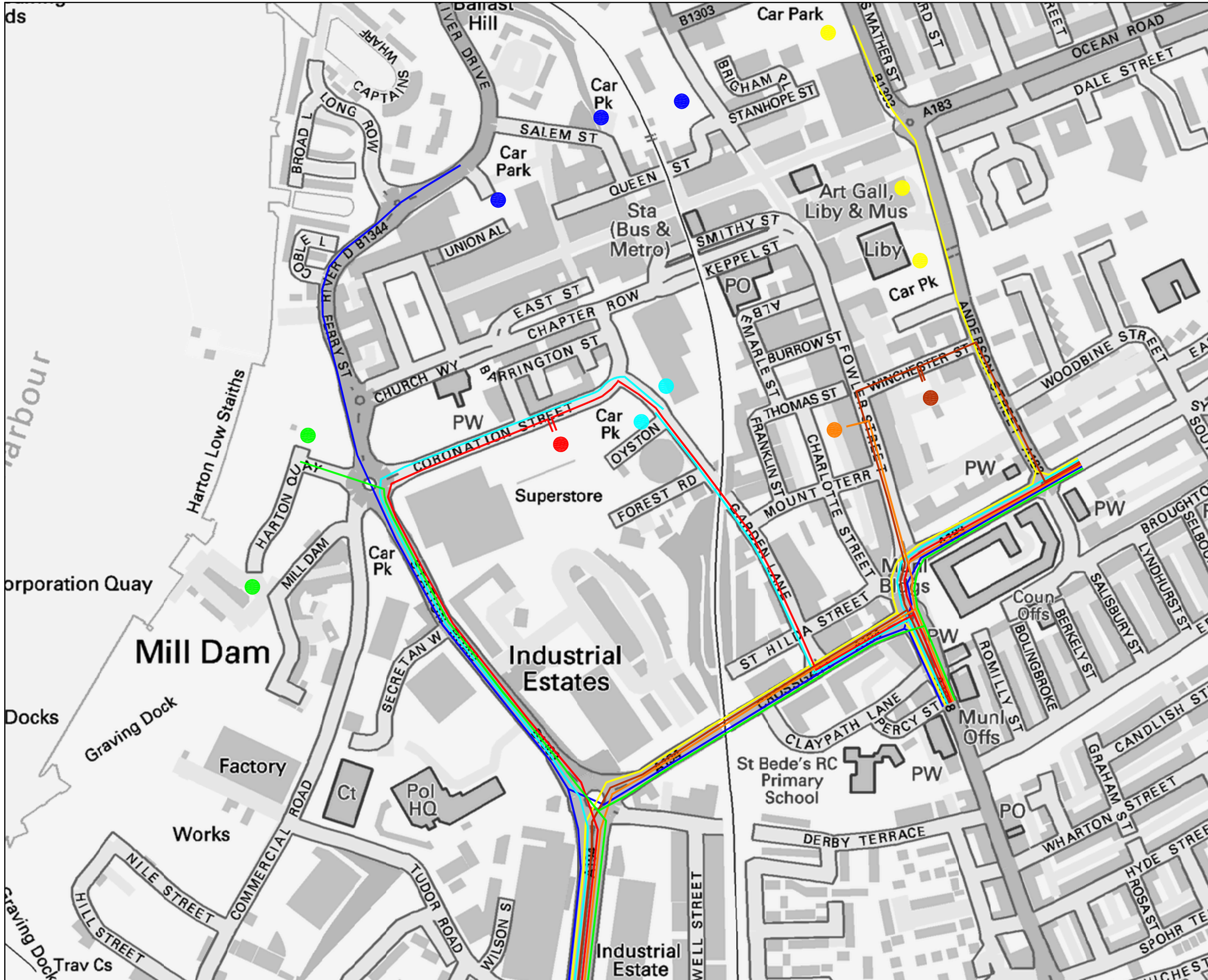
Title:

Reassigned Base + Interchange + Masterplan - Saturday Peak - (12:00-13:00)

Key:

Cars
HGV + PSV

NEA1239/TF/24



- KEY**
- Northern Car Parks
 - North East Car Parks
 - Oyston Street and Garden Lane Car Parks
 - Winchester Street Car Park
 - ASDA Car Park
 - New Foodstore Car Park
 - Mill Dam and Harton Quays Car Parks

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		Milburn House, Dean Street, Newcastle upon Tyne, NE1 1LE T 0191 260 0135 E newcastle@jmp.co.uk W www.jmp.co.uk		
Muse Developments				
South Shields Town Centre Regeneration				
Local Vehicle Traffic Assignment				
Drawn	Checked	Approved		
Original File No	Date	Scale		
Drawing Status	Drawing Number			
INFORMATION	NEA1239 / TA01			

Appendix E

MODELLING OUTPUT

Junctions 8
ARCADY 8 - Roundabout Module
Version: 8.0.2.316 [14 Feb 2013] © Copyright TRL Limited, 2015
For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 E-mail: software@trl.co.uk Web: http://www.trlsoftware.co.uk
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Filename: Crossgate Roundabout.arc8
 Path: N:\PROJECTS\2012_13\NEA1###NEA1239 South Shields Town Centre Regeneration\Master Plan May 2014 onwards\Transport Assessment\Modelling\A194 Crossgate Rbt
 Report generation date: 24/06/2015 13:56:51

- « (Default Analysis Set) - Base Traffic - Saturday, Mid-Peak
- » Junction Network
- » Arms
- » Traffic Flows
- » Entry Flows
- » Turning Proportions
- » Vehicle Mix
- » Results

Summary of junction performance

	Mid-Peak			
	Queue (PCU)	Delay (s)	RFC	LOS
	A1 - Base Traffic - Saturday			
B1303 Station Road	1.04	5.80	0.51	A
A194 Crossgate	0.51	3.71	0.33	A
Maxwell Street	0.14	7.13	0.12	A
A194 Western Approach	0.80	3.22	0.44	A

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

"D1 - Base Traffic - Saturday, Mid-Peak" model duration: 11:45 - 13:15

Run using Junctions 8.0.2.316 at 24/06/2015 13:56:51

File summary

File Description

Title	Crossgate Roundabout
Location	South Shields
Site Number	1
Date	09/01/2015
Version	1
Status	Existing
Identifier	
Client	Muse Developments
Jobnumber	NEA1239
Enumerator	C Charlton
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin

(Default Analysis Set) - Base Traffic - Saturday, Mid-Peak

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
Base Traffic - Saturday, Mid-Peak	Base Traffic - Saturday	Mid-Peak		Varies by Arm	11:45	13:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
Crossgate Roundabout	Roundabout	A,B,C,D				4.26	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description
B1303 Station Road	B1303 Station Road	
A194 Crossgate	A194 Crossgate	
Maxwell Street	Maxwell Street	
A194 Western Approach	A194 Western Approach	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
B1303 Station Road	0.00	99999.00		0.00
A194 Crossgate	0.00	99999.00		0.00
Maxwell Street	0.00	99999.00		0.00
A194 Western Approach	0.00	99999.00		0.00

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
B1303 Station Road	3.90	6.70	12.30	47.60	45.40	66.00	
A194 Crossgate	5.76	7.00	8.00	12.00	45.50	47.00	
Maxwell Street	2.76	4.20	3.42	18.80	45.50	12.00	
A194 Western Approach	7.25	7.25	0.00	140.00	45.50	48.00	

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

Pedestrian Crossings

Name	Crossing Type
B1303 Station Road	None
A194 Crossgate	None
Maxwell Street	None
A194 Western Approach	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
B1303 Station Road		(calculated)	(calculated)	0.561	1511.032
A194 Crossgate		(calculated)	(calculated)	0.621	1813.577
Maxwell Street		(calculated)	(calculated)	0.523	1081.495
A194 Western Approach		(calculated)	(calculated)	0.708	2151.616

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
B1303 Station Road	FLAT	✓	649.00	100.000
A194 Crossgate	FLAT	✓	498.00	100.000
Maxwell Street	FLAT	✓	69.00	100.000
A194 Western Approach	FLAT	✓	892.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Crossgate Roundabout (for whole period)

		To			
		A	B	C	D
From	A	0.000	164.000	4.000	481.000
	B	127.000	0.000	8.000	363.000
	C	13.000	18.000	0.000	38.000
	D	490.000	393.000	9.000	0.000

Turning Proportions (PCU) - Crossgate Roundabout (for whole period)

		To			
		A	B	C	D
From	A	0.00	0.25	0.01	0.74
	B	0.26	0.00	0.02	0.73
	C	0.19	0.26	0.00	0.55
	D	0.55	0.44	0.01	0.00

Vehicle Mix

Average PCU Per Vehicle - Crossgate Roundabout (for whole period)

		To			
		A	B	C	D
From	A	1.000	1.006	1.000	1.011
	B	1.008	1.000	1.000	1.052
	C	1.000	1.000	1.000	1.000
	D	1.019	1.035	1.000	1.000

Heavy Vehicle Percentages - Crossgate Roundabout (for whole period)

		To			
		A	B	C	D
From	A	0.000	0.600	0.000	1.062
	B	0.800	0.000	0.000	5.167
	C	0.000	0.000	0.000	0.000
	D	1.907	3.542	0.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B1303 Station Road	0.51	5.80	1.04	A	649.00	973.50	92.88	5.72	1.03	92.91	5.73
A194 Crossgate	0.33	3.71	0.51	A	498.00	747.00	45.84	3.68	0.51	45.84	3.68
Maxwell Street	0.12	7.13	0.14	A	69.00	103.50	12.17	7.06	0.14	12.17	7.06
A194 Western Approach	0.44	3.22	0.80	A	892.00	1338.00	71.25	3.20	0.79	71.26	3.20

Junctions 8
ARCADY 8 - Roundabout Module
Version: 8.0.2.316 [14 Feb 2013] © Copyright TRL Limited, 2015
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Filename: Crossgate Roundabout.arc8

Path: N:\PROJECTS\2012_13\NEA1###NEA1239 South Shields Town Centre Regeneration\Master Plan May 2014 onwards\Transport Assessment\Modelling\A194 Crossgate Rbt

Report generation date: 24/06/2015 14:17:32

« (Default Analysis Set) - Base + Interchange - Saturday, Mid-Peak

- » Junction Network
- » Arms
- » Traffic Flows
- » Entry Flows
- » Turning Proportions
- » Vehicle Mix
- » Results

Summary of junction performance

	Mid-Peak			
	Queue (PCU)	Delay (s)	RFC	LOS
A1 - Base + Interchange - Saturday				
B1303 Station Road	1.86	8.45	0.63	A
A194 Crossgate	0.46	3.58	0.32	A
Maxwell Street	0.14	7.32	0.12	A
A194 Western Approach	0.80	3.21	0.44	A

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

"D1 - Base Traffic - Saturday, Mid-Peak" model duration: 11:45 - 13:15

"D2 - Base + Interchange - Saturday, Mid-Peak" model duration: 11:45 - 13:15

Run using Junctions 8.0.2.316 at 24/06/2015 14:17:32

File summary

File Description

Title	Crossgate Roundabout
Location	South Shields
Site Number	1
Date	09/01/2015
Version	1
Status	Existing
Identifier	
Client	Muse Developments
Jobnumber	NEA1239
Enumerator	C Charlton
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin

(Default Analysis Set) - Base + Interchange - Saturday, Mid-Peak

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relatio
Base + Interchange - Saturday, Mid-Peak	Base + Interchange - Saturday	Mid-Peak		Varies by Arm	11:45	13:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
Crossgate Roundabout	Roundabout	A,B,C,D				5.30	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description
B1303 Station Road	B1303 Station Road	
A194 Crossgate	A194 Crossgate	
Maxwell Street	Maxwell Street	
A194 Western Approach	A194 Western Approach	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
B1303 Station Road	0.00	99999.00		0.00
A194 Crossgate	0.00	99999.00		0.00
Maxwell Street	0.00	99999.00		0.00
A194 Western Approach	0.00	99999.00		0.00

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
B1303 Station Road	3.90	6.70	12.30	47.60	45.40	66.00	
A194 Crossgate	5.76	7.00	8.00	12.00	45.50	47.00	
Maxwell Street	2.76	4.20	3.42	18.80	45.50	12.00	
A194 Western Approach	7.25	7.25	0.00	140.00	45.50	48.00	

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

Pedestrian Crossings

Name	Crossing Type
B1303 Station Road	None
A194 Crossgate	None
Maxwell Street	None
A194 Western Approach	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
B1303 Station Road		(calculated)	(calculated)	0.561	1511.032
A194 Crossgate		(calculated)	(calculated)	0.621	1813.577
Maxwell Street		(calculated)	(calculated)	0.523	1081.495
A194 Western Approach		(calculated)	(calculated)	0.708	2151.616

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
B1303 Station Road	FLAT	✓	797.00	100.000
A194 Crossgate	FLAT	✓	464.00	100.000
Maxwell Street	FLAT	✓	69.00	100.000
A194 Western Approach	FLAT	✓	892.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Crossgate Roundabout (for whole period)

		To			
		A	B	C	D
From	A	0.000	254.000	4.000	539.000
	B	127.000	0.000	8.000	329.000
	C	13.000	18.000	0.000	38.000
	D	478.000	405.000	9.000	0.000

Turning Proportions (PCU) - Crossgate Roundabout (for whole period)

		To			
		A	B	C	D
From	A	0.00	0.32	0.01	0.68
	B	0.27	0.00	0.02	0.71
	C	0.19	0.26	0.00	0.55
	D	0.54	0.45	0.01	0.00

Vehicle Mix

Average PCU Per Vehicle - Crossgate Roundabout (for whole period)

		To			
		A	B	C	D
From	A	1.000	1.221	1.000	1.062
	B	1.008	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.006	1.049	1.000	1.000

Heavy Vehicle Percentages - Crossgate Roundabout (for whole period)

		To			
		A	B	C	D
From	A	0.000	22.115	0.000	6.175
	B	0.794	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.632	4.922	0.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B1303 Station Road	0.63	8.45	1.86	A	797.00	1195.50	164.69	8.27	1.83	164.77	8.27
A194 Crossgate	0.32	3.58	0.46	A	464.00	696.00	41.26	3.56	0.46	41.27	3.56
Maxwell Street	0.12	7.32	0.14	A	69.00	103.50	12.47	7.23	0.14	12.48	7.23
A194 Western Approach	0.44	3.21	0.80	A	892.00	1338.00	71.20	3.19	0.79	71.21	3.19

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Filename: Crossgate Roundabout.arc8

Path: N:\PROJECTS\2012_13\NEA1###NEA1239 South Shields Town Centre Regeneration\Master Plan May 2014 onwards\Transport Assessment\Modelling\A194 Crossgate Rbt

Report generation date: 24/06/2015 14:29:07

« (Default Analysis Set) - Base + Interchange + Masterplan - Saturday, Mid-Peak

- » Junction Network
- » Arms
- » Traffic Flows
- » Entry Flows
- » Turning Proportions
- » Vehicle Mix
- » Results

Summary of junction performance

	Mid-Peak			
	Queue (PCU)	Delay (s)	RFC	LOS
	A1 - Base + Interchange + Masterplan - Saturday			
B1303 Station Road	3.85	16.38	0.78	C
A194 Crossgate	0.78	4.44	0.44	A
Maxwell Street	0.18	9.42	0.15	A
A194 Western Approach	1.47	4.42	0.59	A

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

"D1 - Base Traffic - Saturday, Mid-Peak" model duration: 11:45 - 13:15

"D2 - Base + Interchange - Saturday, Mid-Peak" model duration: 11:45 - 13:15

"D3 - Base + Interchange + Masterplan - Saturday, Mid-Peak" model duration: 11:45 - 13:15

Run using Junctions 8.0.2.316 at 24/06/2015 14:29:07

File summary

File Description

Title	Crossgate Roundabout
Location	South Shields
Site Number	1
Date	09/01/2015
Version	1
Status	Existing
Identifier	
Client	Muse Developments
Jobnumber	NEA1239
Enumerator	C Charlton
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin

(Default Analysis Set) - Base + Interchange + Masterplan - Saturday, Mid-Peak

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relatio
Base + Interchange + Masterplan - Saturday, Mid-Peak	Base + Interchange + Masterplan - Saturday	Mid-Peak		Varies by Arm	11:45	13:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
Crossgate Roundabout	Roundabout	A,B,C,D				8.26	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description
B1303 Station Road	B1303 Station Road	
A194 Crossgate	A194 Crossgate	
Maxwell Street	Maxwell Street	
A194 Western Approach	A194 Western Approach	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
B1303 Station Road	0.00	99999.00		0.00
A194 Crossgate	0.00	99999.00		0.00
Maxwell Street	0.00	99999.00		0.00
A194 Western Approach	0.00	99999.00		0.00

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
B1303 Station Road	3.90	6.70	12.30	47.60	45.40	66.00	
A194 Crossgate	5.76	7.00	8.00	12.00	45.50	47.00	
Maxwell Street	2.76	4.20	3.42	18.80	45.50	12.00	
A194 Western Approach	7.25	7.25	0.00	140.00	45.50	48.00	

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

Pedestrian Crossings

Name	Crossing Type
B1303 Station Road	None
A194 Crossgate	None
Maxwell Street	None
A194 Western Approach	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
B1303 Station Road		(calculated)	(calculated)	0.561	1511.032
A194 Crossgate		(calculated)	(calculated)	0.621	1813.577
Maxwell Street		(calculated)	(calculated)	0.523	1081.495
A194 Western Approach		(calculated)	(calculated)	0.708	2151.616

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
B1303 Station Road	FLAT	✓	857.00	100.000
A194 Crossgate	FLAT	✓	634.00	100.000
Maxwell Street	FLAT	✓	69.00	100.000
A194 Western Approach	FLAT	✓	1202.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Crossgate Roundabout (for whole period)

		To			
		A	B	C	D
From	A	0.000	274.000	4.000	579.000
	B	139.000	0.000	8.000	487.000
	C	13.000	18.000	0.000	38.000
	D	484.000	709.000	9.000	0.000

Turning Proportions (PCU) - Crossgate Roundabout (for whole period)

		To			
		A	B	C	D
From	A	0.00	0.32	0.00	0.68
	B	0.22	0.00	0.01	0.77
	C	0.19	0.26	0.00	0.55
	D	0.40	0.59	0.01	0.00

Vehicle Mix

Average PCU Per Vehicle - Crossgate Roundabout (for whole period)

		To			
		A	B	C	D
From	A	1.000	1.202	1.000	1.057
	B	1.007	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.006	1.028	1.000	1.000

Heavy Vehicle Percentages - Crossgate Roundabout (for whole period)

		To			
		A	B	C	D
From	A	0.000	20.175	0.000	5.657
	B	0.725	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.624	2.794	0.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B1303 Station Road	0.78	16.38	3.85	C	857.00	1285.50	331.86	15.49	3.69	332.27	15.51
A194 Crossgate	0.44	4.44	0.78	A	634.00	951.00	69.60	4.39	0.77	69.62	4.39
Maxwell Street	0.15	9.42	0.18	A	69.00	103.50	15.98	9.26	0.18	15.98	9.26
A194 Western Approach	0.59	4.42	1.47	A	1202.00	1803.00	131.31	4.37	1.46	131.34	4.37

Junctions 8
ARCADY 8 - Roundabout Module
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Filename: Coronation St Rdbt.arc8

Path: N:\PROJECTS\2012_13\NEA1###NEA1239 South Shields Town Centre Regeneration\Master Plan May 2014 onwards\Transport Assesment\Modelling\Coronation Street

Report generation date: 24/06/2015 14:41:22

« (Default Analysis Set) - Base Traffic - Saturday, Mid-Peak

- » Junction Network
- » Arms
- » Traffic Flows
- » Entry Flows
- » Turning Proportions
- » Vehicle Mix
- » Results

Summary of junction performance

	Mid-Peak			
	Queue (PCU)	Delay (s)	RFC	LOS
A1 - Base Traffic - Saturday				
Station Road	1.48	8.93	0.59	A
Commercial Road	0.31	4.27	0.24	A
Harton Quay	0.08	4.68	0.07	A
Ferry Street	0.66	4.47	0.40	A
Coronation Street	0.46	4.65	0.31	A

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

'D1 - Base Traffic - Saturday, Mid-Peak' model duration: 11:45 - 13:15

Run using Junctions 8.0.2.316 at 24/06/2015 14:41:22

File summary

File Description

Title	Coronation Street Roundabout
Location	South Shields
Site Number	1
Date	09/01/2015
Version	
Status	Existing
Identifier	
Client	Muse Developments
Jobnumber	NEA1239
Enumerator	C Charlton
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin

(Default Analysis Set) - Base Traffic - Saturday, Mid-Peak

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Base Traffic - Saturday, Mid-Peak	Base Traffic - Saturday	Mid-Peak		FLAT	11:45	13:15	90	15		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
Coronation St. Rdbt	Roundabout	1,2,3,4,5			5.96	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description
Station Road	Station Road	
Commercial Road	Commercial Road	
Harton Quay	Harton Quay	
Ferry Street	Ferry Street	
Coronation Street	Coronation Street	

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
Station Road	4.16	4.40	0.03	10.41	39.05	24.83	
Commercial Road	4.12	5.31	5.00	24.29	39.05	27.84	
Harton Quay	4.43	4.43	0.00	8.81	39.05	25.66	
Ferry Street	4.96	6.16	7.85	6.13	39.05	30.63	
Coronation Street	5.03	5.03	0.00	15.70	39.05	33.23	

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

Pedestrian Crossings

Name	Crossing Type
Station Road	None
Commercial Road	None
Harton Quay	None
Ferry Street	None
Coronation Street	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Station Road		(calculated)	(calculated)	0.541	1228.970
Commercial Road		(calculated)	(calculated)	0.604	1476.483
Harton Quay		(calculated)	(calculated)	0.545	1279.135
Ferry Street		(calculated)	(calculated)	0.580	1549.925
Coronation Street		(calculated)	(calculated)	0.594	1486.596

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Station Road	FLAT	✓	597.00	100.000
Commercial Road	FLAT	✓	265.00	100.000
Harton Quay	FLAT	✓	58.00	100.000
Ferry Street	FLAT	✓	534.00	100.000
Coronation Street	FLAT	✓	360.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Coronation St. Rdbt (for whole period)

		To				
		1	2	3	4	5
From	1	0.000	94.000	24.000	281.000	198.000
	2	22.000	0.000	7.000	158.000	78.000
	3	23.000	21.000	0.000	7.000	7.000
	4	237.000	214.000	5.000	0.000	78.000
	5	187.000	80.000	1.000	92.000	0.000

Turning Proportions (PCU) - Coronation St. Rdbt (for whole period)

		To				
		1	2	3	4	5
From	1	0.00	0.16	0.04	0.47	0.33
	2	0.08	0.00	0.03	0.60	0.29
	3	0.40	0.36	0.00	0.12	0.12
	4	0.44	0.40	0.01	0.00	0.15
	5	0.52	0.22	0.00	0.26	0.00

Vehicle Mix

Average PCU Per Vehicle - Coronation St. Rdbt (for whole period)

		To				
		1	2	3	4	5
From	1	1.000	1.000	1.000	1.029	1.000
	2	1.000	1.000	1.000	1.006	1.013
	3	1.000	1.000	1.000	1.000	1.000
	4	1.022	1.005	1.000	1.000	1.000
	5	1.005	1.000	1.000	1.243	1.000

Heavy Vehicle Percentages - Coronation St. Rdbt (for whole period)

		To				
		1	2	3	4	5
From	1	0.000	0.000	0.000	2.930	0.000
	2	0.000	0.000	0.000	0.633	1.299
	3	0.000	0.000	0.000	0.000	0.000
	4	2.155	0.469	0.000	0.000	0.000
	5	0.538	0.000	0.000	24.324	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
Station Road	0.59	8.93	1.48	A
Commercial Road	0.24	4.27	0.31	A
Harton Quay	0.07	4.68	0.08	A
Ferry Street	0.40	4.47	0.66	A
Coronation Street	0.31	4.65	0.46	A

Junctions 8
ARCADY 8 - Roundabout Module
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Filename: Coronation St Rdbt.arc8
Path: N:\PROJECTS\2012_13\NEA1###NEA1239 South Shields Town Centre Regeneration\Master Plan May 2014 onwards\Transport Assesment\Modelling\Coronation Street
Report generation date: 24/06/2015 14:48:49

« (Default Analysis Set) - Base + Interchange - Saturday, Mid-Peak

- » Junction Network
- » Arms
- » Traffic Flows
- » Entry Flows
- » Turning Proportions
- » Vehicle Mix
- » Results

Summary of junction performance

	Mid-Peak			
	Queue (PCU)	Delay (s)	RFC	LOS
A1 - Base + Interchange - Saturday				
Station Road	1.39	8.59	0.58	A
Commercial Road	0.31	4.24	0.24	A
Harton Quay	0.07	4.64	0.07	A
Ferry Street	0.66	4.47	0.40	A
Coronation Street	0.90	6.50	0.43	A

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

'D1 - Base Traffic - Saturday, Mid-Peak' model duration: 11:45 - 13:15
 'D2 - Base + Interchange - Saturday, Mid-Peak' model duration: 11:45 - 13:15

Run using Junctions 8.0.2.316 at 24/06/2015 14:48:49

File summary

File Description

Title	Coronation Street Roundabout
Location	South Shields
Site Number	1
Date	09/01/2015
Version	
Status	Existing
Identifier	
Client	Muse Developments
Jobnumber	NEA1239
Enumerator	C Charlton
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin

(Default Analysis Set) - Base + Interchange - Saturday, Mid-Peak

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Base + Interchange - Saturday, Mid-Peak	Base + Interchange - Saturday	Mid-Peak		FLAT	11:45	13:15	90	15		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
Coronation St. Rdbt	Roundabout	1,2,3,4,5			6.21	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description
Station Road	Station Road	
Commercial Road	Commercial Road	
Harton Quay	Harton Quay	
Ferry Street	Ferry Street	
Coronation Street	Coronation Street	

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
Station Road	4.16	4.40	0.03	10.41	39.05	24.83	
Commercial Road	4.12	5.31	5.00	24.29	39.05	27.84	
Harton Quay	4.43	4.43	0.00	8.81	39.05	25.66	
Ferry Street	4.96	6.16	7.85	6.13	39.05	30.63	
Coronation Street	5.03	5.03	0.00	15.70	39.05	33.23	

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

Pedestrian Crossings

Name	Crossing Type
Station Road	None
Commercial Road	None
Harton Quay	None
Ferry Street	None
Coronation Street	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Station Road		(calculated)	(calculated)	0.541	1228.970
Commercial Road		(calculated)	(calculated)	0.604	1476.483
Harton Quay		(calculated)	(calculated)	0.545	1279.135
Ferry Street		(calculated)	(calculated)	0.580	1549.925
Coronation Street		(calculated)	(calculated)	0.594	1486.596

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Station Road	FLAT	✓	585.00	100.000
Commercial Road	FLAT	✓	265.00	100.000
Harton Quay	FLAT	✓	58.00	100.000
Ferry Street	FLAT	✓	534.00	100.000
Coronation Street	FLAT	✓	502.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Coronation St. Rdbt (for whole period)

		To				
		1	2	3	4	5
From	1	0.000	94.000	24.000	269.000	198.000
	2	22.000	0.000	7.000	158.000	78.000
	3	23.000	21.000	0.000	7.000	7.000
	4	237.000	214.000	5.000	0.000	78.000
	5	329.000	80.000	1.000	92.000	0.000

Turning Proportions (PCU) - Coronation St. Rdbt (for whole period)

		To				
		1	2	3	4	5
From	1	0.00	0.16	0.04	0.46	0.34
	2	0.08	0.00	0.03	0.60	0.29
	3	0.40	0.36	0.00	0.12	0.12
	4	0.44	0.40	0.01	0.00	0.15
	5	0.66	0.16	0.00	0.18	0.00

Vehicle Mix

Average PCU Per Vehicle - Coronation St. Rdbt (for whole period)

		To				
		1	2	3	4	5
From	1	1.000	1.000	1.000	1.007	1.000
	2	1.000	1.000	1.000	1.006	1.013
	3	1.000	1.000	1.000	1.000	1.000
	4	1.022	1.005	1.000	1.000	1.000
	5	1.280	1.000	1.000	1.243	1.000

Heavy Vehicle Percentages - Coronation St. Rdbt (for whole period)

		To				
		1	2	3	4	5
From	1	0.000	0.000	0.000	0.749	0.000
	2	0.000	0.000	0.000	0.633	1.299
	3	0.000	0.000	0.000	0.000	0.000
	4	2.155	0.469	0.000	0.000	0.000
	5	28.016	0.000	0.000	24.324	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
Station Road	0.58	8.59	1.39	A
Commercial Road	0.24	4.24	0.31	A
Harton Quay	0.07	4.64	0.07	A
Ferry Street	0.40	4.47	0.66	A
Coronation Street	0.43	6.50	0.90	A

Junctions 8
ARCADY 8 - Roundabout Module
Version: 8.0.2.316 [14 Feb 2013] © Copyright TRL Limited, 2015
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Filename: Coronation St Rdbt.arc8
Path: N:\PROJECTS\2012_13\NEA1###NEA1239 South Shields Town Centre Regeneration\Master Plan May 2014 onwards\Transport Assesment\Modelling\Coronation Street
Report generation date: 24/06/2015 15:33:25

- « (Default Analysis Set) - Base + Interchange + Masterplan - Saturday, Mid-Peak
- » Junction Network
- » Arms
- » Traffic Flows
- » Entry Flows
- » Turning Proportions
- » Vehicle Mix
- » Results

Summary of junction performance

	Mid-Peak			
	Queue (PCU)	Delay (s)	RFC	LOS
	A1 - Base + Interchange + Masterplan - Saturday			
Station Road	1.64	9.33	0.62	A
Commercial Road	0.31	4.25	0.24	A
Harton Quay	0.10	4.70	0.09	A
Ferry Street	0.61	4.50	0.38	A
Coronation Street	1.00	6.61	0.46	A

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

*D1 - Base Traffic - Saturday, Mid-Peak" model duration: 11:45 - 13:15
 *D2 - Base + Interchange - Saturday, Mid-Peak" model duration: 11:45 - 13:15
 *D3 - Base + Interchange + Masterplan - Saturday, Mid-Peak " model duration: 11:45 - 13:15

Run using Junctions 8.0.2.316 at 24/06/2015 15:33:25

File summary

File Description

Title	Coronation Street Roundabout
Location	South Shields
Site Number	1
Date	09/01/2015
Version	
Status	Existing
Identifier	
Client	Muse Developments
Jobnumber	NEA1239
Enumerator	C Charlton
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin

(Default Analysis Set) - Base + Interchange + Masterplan - Saturday, Mid-Peak

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Base + Interchange + Masterplan - Saturday, Mid-Peak	Base + Interchange + Masterplan - Saturday	Mid-Peak		FLAT	11:45	13:15	90	15		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
Coronation St. Rdbt	Roundabout	1,2,3,4,5			6.57	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description
Station Road	Station Road	
Commercial Road	Commercial Road	
Harton Quay	Harton Quay	
Ferry Street	Ferry Street	
Coronation Street	Coronation Street	

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
Station Road	4.16	4.40	0.03	10.41	39.05	24.83	
Commercial Road	4.12	5.31	5.00	24.29	39.05	27.84	
Harton Quay	4.43	4.43	0.00	8.81	39.05	25.66	
Ferry Street	4.96	6.16	7.85	6.13	39.05	30.63	
Coronation Street	5.03	5.03	0.00	15.70	39.05	33.23	

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

Pedestrian Crossings

Name	Crossing Type
Station Road	None
Commercial Road	None
Harton Quay	None
Ferry Street	None
Coronation Street	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Station Road		(calculated)	(calculated)	0.541	1228.970
Commercial Road		(calculated)	(calculated)	0.604	1476.483
Harton Quay		(calculated)	(calculated)	0.545	1279.135
Ferry Street		(calculated)	(calculated)	0.580	1549.925
Coronation Street		(calculated)	(calculated)	0.594	1486.596

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Station Road	FLAT	✓	634.00	100.000
Commercial Road	FLAT	✓	265.00	100.000
Harton Quay	FLAT	✓	75.00	100.000
Ferry Street	FLAT	✓	492.00	100.000
Coronation Street	FLAT	✓	547.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Coronation St. Rdbt (for whole period)

		To				
		1	2	3	4	5
From	1	0.000	94.000	41.000	228.000	271.000
	2	22.000	0.000	7.000	158.000	78.000
	3	40.000	21.000	0.000	7.000	7.000
	4	195.000	214.000	5.000	0.000	78.000
	5	420.000	80.000	1.000	46.000	0.000

Turning Proportions (PCU) - Coronation St. Rdbt (for whole period)

		To				
		1	2	3	4	5
From	1	0.00	0.15	0.06	0.36	0.43
	2	0.08	0.00	0.03	0.60	0.29
	3	0.53	0.28	0.00	0.09	0.09
	4	0.40	0.43	0.01	0.00	0.16
	5	0.77	0.15	0.00	0.08	0.00

Vehicle Mix

Average PCU Per Vehicle - Coronation St. Rdbt (for whole period)

		To				
		1	2	3	4	5
From	1	1.000	1.000	1.000	1.000	1.067
	2	1.000	1.000	1.000	1.006	1.013
	3	1.000	1.000	1.000	1.000	1.000
	4	1.005	1.005	1.000	1.000	1.000
	5	1.221	1.000	1.000	1.243	1.000

Heavy Vehicle Percentages - Coronation St. Rdbt (for whole period)

		To				
		1	2	3	4	5
From	1	0.000	0.000	0.000	0.000	6.693
	2	0.000	0.000	0.000	0.640	1.299
	3	0.000	0.000	0.000	0.000	0.000
	4	0.515	0.472	0.000	0.000	0.000
	5	22.093	0.000	0.000	24.324	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
Station Road	0.62	9.33	1.64	A
Commercial Road	0.24	4.25	0.31	A
Harton Quay	0.09	4.70	0.10	A
Ferry Street	0.38	4.50	0.61	A
Coronation Street	0.46	6.61	1.00	A

Full Input Data And Results
Full Input Data And Results

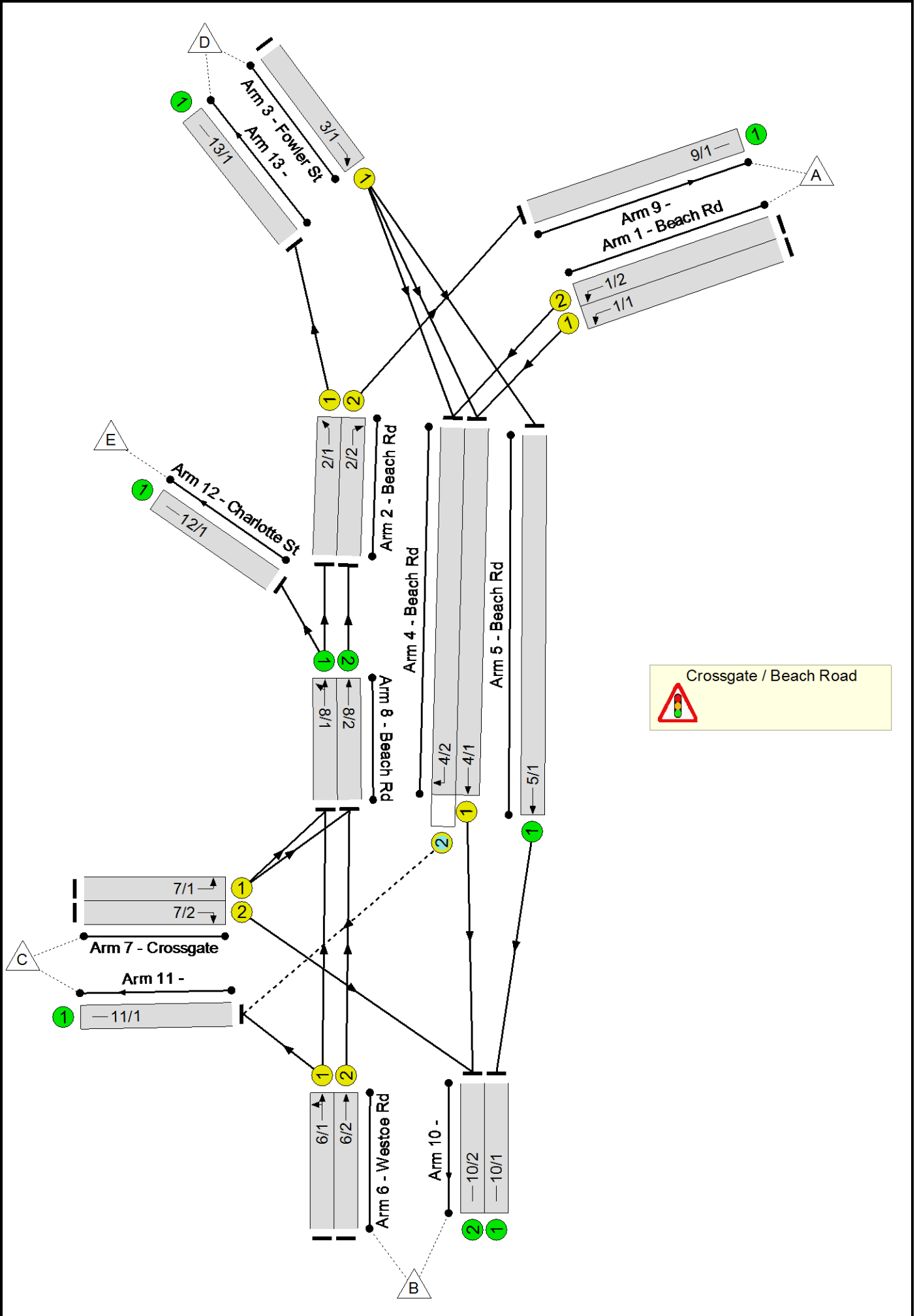
User and Project Details

Project:	
Title:	
Location:	
File name:	2015 01 13 EXISTING Crossgate-Beach Rd.lsg3x
Author:	
Company:	
Address:	
Notes:	

Full Input Data And Results

Network Layout Diagram

Full Input Data And Results

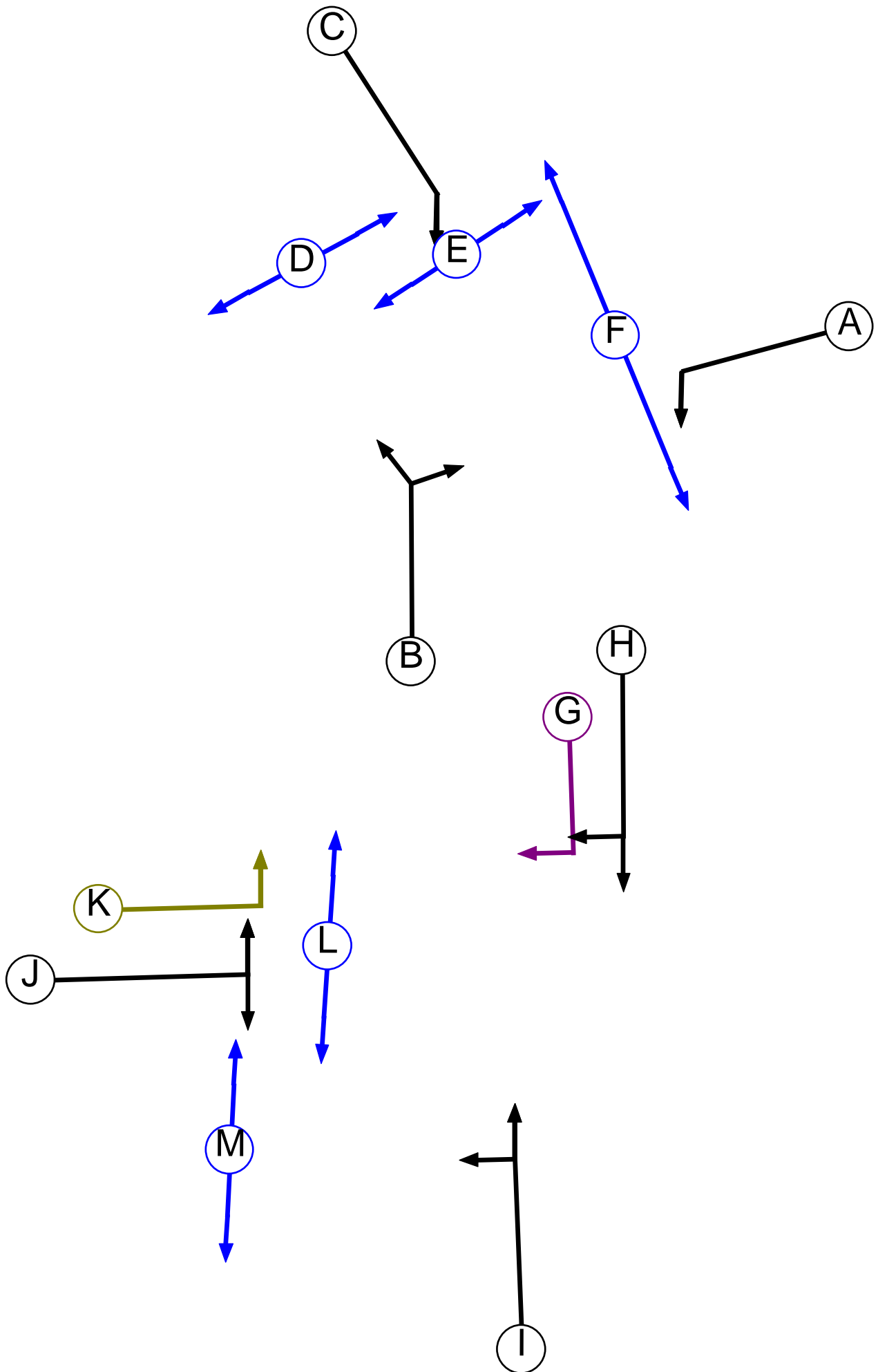


Full Input Data And Results

Full Input Data And Results

Phase Diagram

Full Input Data And Results



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	1		7	7
D	Pedestrian	1		4	4
E	Pedestrian	1		4	4
F	Pedestrian	1		6	6
G	Ind. Arrow	2	H	7	7
H	Traffic	2		7	7
I	Traffic	2		7	7
J	Traffic	2		7	7
K	Filter	2	J	7	1
L	Pedestrian	2		6	6
M	Pedestrian	2		4	4

Phase Intergreens Matrix

		Starting Phase												
		A	B	C	D	E	F	G	H	I	J	K	L	M
Terminating Phase	A	-	-	6	-	-	-	-	-	-	-	-	-	-
	B	-	-	6	7	-	8	-	-	-	-	-	-	-
	C	6	6	-	-	5	-	-	-	-	-	-	-	-
	D	-	6	-	-	-	-	-	-	-	-	-	-	-
	E	-	-	6	-	-	-	-	-	-	-	-	-	-
	F	-	10	-	-	-	-	-	-	-	-	-	-	-
	G	-	-	-	-	-	-	-	6	6	-	-	-	7
	H	-	-	-	-	-	-	-	-	6	-	-	-	7
	I	-	-	-	-	-	-	6	-	6	6	-	-	7
	J	-	-	-	-	-	-	6	6	6	-	-	4	-
	K	-	-	-	-	-	-	-	-	6	-	-	4	-
	L	-	-	-	-	-	-	-	-	-	7	7	-	-
	M	-	-	-	-	-	-	5	5	5	-	-	-	-

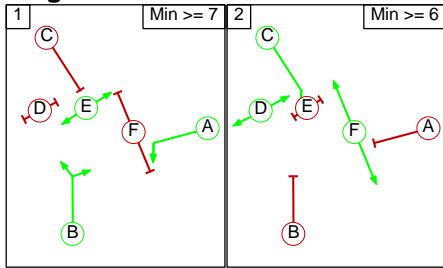
Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	A B E
1	2	C D F
2	1	H I L
2	2	G H K
2	3	J M

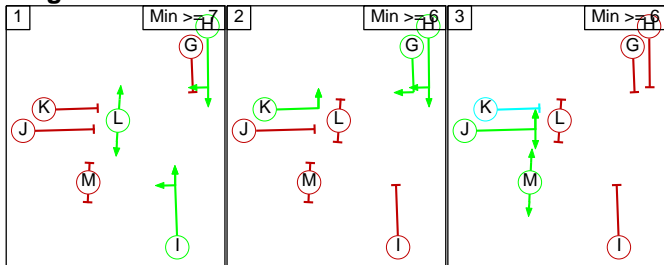
Full Input Data And Results

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Stage Stream: 2

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

Stage Stream: 1

		To Stage	
From Stage		1	2
	1		8
	2	10	

Stage Stream: 2

		To Stage		
From Stage		1	2	3
	1		7	7
	2	X		7
	3	6	6	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Crossgate / Beach Road											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
4/2 (Beach Rd)	11/1 (Right)	1440	0	6/1	1.09	All	2.00	-	0.50	2	2.00
				6/2	1.09	All					

Full Input Data And Results

Lane Input Data

Junction: Crossgate / Beach Road												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Beach Rd)	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Left	43.00
1/2 (Beach Rd)	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Left	43.00
2/1 (Beach Rd)	U	B	2	3	5.2	Geom	-	3.50	0.00	Y	Arm 13 Ahead	16.00
2/2 (Beach Rd)	U	B	2	3	5.2	Geom	-	3.50	0.00	Y	Arm 9 Right	Inf
3/1 (Fowler St)	U	C	2	3	60.0	Geom	-	3.80	0.00	Y	Arm 4 Ahead	23.00
											Arm 5 Ahead	23.00
4/1 (Beach Rd)	U	H	2	3	8.7	Geom	-	3.65	0.00	Y	Arm 10 Ahead	Inf
4/2 (Beach Rd)	O	H G	2	3	8.7	Geom	-	3.65	0.00	Y	Arm 11 Right	18.00
5/1 (Beach Rd)	U		2	3	13.9	Geom	-	3.90	0.00	Y	Arm 10 Ahead	Inf
6/1 (Westoe Rd)	U	I	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 8 Ahead	Inf
											Arm 11 Left	11.00
6/2 (Westoe Rd)	U	I	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 8 Ahead	Inf
7/1 (Crossgate)	U	J K	2	3	60.0	Geom	-	3.20	0.00	Y	Arm 8 Left	11.00
7/2 (Crossgate)	U	J	2	3	60.0	Geom	-	3.20	0.00	Y	Arm 10 Right	22.00
8/1 (Beach Rd)	U		2	3	3.5	Geom	-	3.50	0.00	Y	Arm 2 Ahead	Inf
											Arm 12 Left	10.00
8/2 (Beach Rd)	U		2	3	3.5	Geom	-	3.50	0.00	Y	Arm 2 Ahead	Inf
9/1	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1	U		2	3	60.0	Inf	-	-	-	-	-	-
10/2	U		2	3	60.0	Inf	-	-	-	-	-	-
11/1	U		2	3	60.0	Inf	-	-	-	-	-	-
12/1 (Charlotte St)	U		2	3	60.0	Inf	-	-	-	-	-	-
13/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'Base Friday Peak'	16:30	17:30	01:00	
2: 'Friday Base + Interchange'	16:30	17:30	01:00	
3: 'Friday Base + Int + Masterplan'	16:30	17:30	01:00	

Scenario 1: 'Base Friday Peak' (FG1: 'Base Friday Peak', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	301	273	0	0	574
	B	248	0	135	112	0	495
	C	298	453	0	45	0	796
	D	0	92	32	0	0	124
	E	0	0	0	0	0	0
	Tot.	546	846	440	157	0	1989

Traffic Lane Flows

Lane	Scenario 1: Base Friday Peak
Junction: Crossgate / Beach Road	
1/1	301
1/2	273
2/1	157
2/2	546
3/1	124
4/1	303
4/2	305
5/1	90
6/1	247
6/2	248
7/1	343
7/2	453
8/1	157
8/2	546
9/1	546
10/1	90
10/2	756
11/1	440
12/1	0
13/1	157

Full Input Data And Results

Lane Saturation Flows

Junction: Crossgate / Beach Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Beach Rd)	3.00	0.00	Y	Arm 4 Left	43.00	100.0 %	1850	1850
1/2 (Beach Rd)	3.00	0.00	Y	Arm 4 Left	43.00	100.0 %	1850	1850
2/1 (Beach Rd)	3.50	0.00	Y	Arm 13 Ahead	16.00	100.0 %	1797	1797
2/2 (Beach Rd)	3.50	0.00	Y	Arm 9 Right	Inf	100.0 %	1965	1965
3/1 (Fowler St)	3.80	0.00	Y	Arm 4 Ahead	23.00	27.4 %	1873	1873
				Arm 5 Ahead	23.00	72.6 %		
4/1 (Beach Rd)	3.65	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1980	1980
4/2 (Beach Rd)	3.65	0.00	Y	Arm 11 Right	18.00	100.0 %	1828	1828
5/1 (Beach Rd)	3.90	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2005	2005
6/1 (Westoe Rd)	3.50	0.00	Y	Arm 8 Ahead	Inf	45.3 %	1829	1829
				Arm 11 Left	11.00	54.7 %		
6/2 (Westoe Rd)	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
7/1 (Crossgate)	3.20	0.00	Y	Arm 8 Left	11.00	100.0 %	1703	1703
7/2 (Crossgate)	3.20	0.00	Y	Arm 10 Right	22.00	100.0 %	1811	1811
8/1 (Beach Rd)	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
				Arm 12 Left	10.00	0.0 %		
8/2 (Beach Rd)	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf
11/1	Infinite Saturation Flow						Inf	Inf
12/1 (Charlotte St Lane 1)	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 2: 'Friday Base + Interchange' (FG2: 'Friday Base + Interchange', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	301	273	0	0	574
	B	248	0	135	112	0	495
	C	298	543	0	57	0	898
	D	0	2	0	0	0	2
	E	0	0	0	0	0	0
	Tot.	546	846	408	169	0	1969

Traffic Lane Flows

Lane	Scenario 2: Friday Base + Interchange
Junction: Crossgate / Beach Road	
1/1	301
1/2	273
2/1	169
2/2	546
3/1	2
4/1	301
4/2	273
5/1	2
6/1	247
6/2	248
7/1	355
7/2	543
8/1	169
8/2	546
9/1	546
10/1	2
10/2	844
11/1	408
12/1	0
13/1	169

Full Input Data And Results

Lane Saturation Flows

Junction: Crossgate / Beach Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Beach Rd)	3.00	0.00	Y	Arm 4 Left	43.00	100.0 %	1850	1850
1/2 (Beach Rd)	3.00	0.00	Y	Arm 4 Left	43.00	100.0 %	1850	1850
2/1 (Beach Rd)	3.50	0.00	Y	Arm 13 Ahead	16.00	100.0 %	1797	1797
2/2 (Beach Rd)	3.50	0.00	Y	Arm 9 Right	Inf	100.0 %	1965	1965
3/1 (Fowler St)	3.80	0.00	Y	Arm 4 Ahead	23.00	0.0 %	1873	1873
				Arm 5 Ahead	23.00	100.0 %		
4/1 (Beach Rd)	3.65	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1980	1980
4/2 (Beach Rd)	3.65	0.00	Y	Arm 11 Right	18.00	100.0 %	1828	1828
5/1 (Beach Rd)	3.90	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2005	2005
6/1 (Westoe Rd)	3.50	0.00	Y	Arm 8 Ahead	Inf	45.3 %	1829	1829
				Arm 11 Left	11.00	54.7 %		
6/2 (Westoe Rd)	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
7/1 (Crossgate)	3.20	0.00	Y	Arm 8 Left	11.00	100.0 %	1703	1703
7/2 (Crossgate)	3.20	0.00	Y	Arm 10 Right	22.00	100.0 %	1811	1811
8/1 (Beach Rd)	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
				Arm 12 Left	10.00	0.0 %		
8/2 (Beach Rd)	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf
11/1	Infinite Saturation Flow						Inf	Inf
12/1 (Charlotte St Lane 1)	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: 'Friday Base + Int + Masterplan' (FG3: 'Friday Base + Int + Masterplan', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	310	281	82	0	673
	B	254	0	144	282	0	680
	C	330	582	0	373	0	1285
	D	83	183	250	0	0	516
	E	0	0	0	0	0	0
	Tot.	667	1075	675	737	0	3154

Traffic Lane Flows

Lane	Scenario 3: Friday Base + Int + Masterplan
Junction: Crossgate / Beach Road	
1/1	310
1/2	281
2/1	655
2/2	584
3/1	433
4/1	310
4/2	531
5/1	183
6/1	426
6/2	254
7/1	703
7/2	582
8/1	655
8/2	584
9/1	584
10/1	183
10/2	892
11/1	675
12/1	0
13/1	655

Full Input Data And Results

Lane Saturation Flows

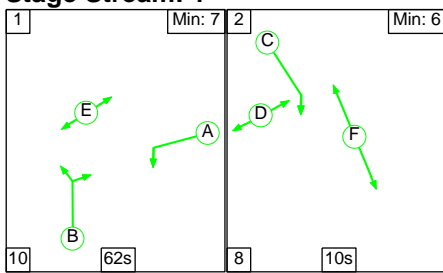
Junction: Crossgate / Beach Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Beach Rd)	3.00	0.00	Y	Arm 4 Left	43.00	100.0 %	1850	1850
1/2 (Beach Rd)	3.00	0.00	Y	Arm 4 Left	43.00	100.0 %	1850	1850
2/1 (Beach Rd)	3.50	0.00	Y	Arm 13 Ahead	16.00	100.0 %	1797	1797
2/2 (Beach Rd)	3.50	0.00	Y	Arm 9 Right	Inf	100.0 %	1965	1965
3/1 (Fowler St)	3.80	0.00	Y	Arm 4 Ahead	23.00	57.7 %	1873	1873
				Arm 5 Ahead	23.00	42.3 %		
4/1 (Beach Rd)	3.65	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1980	1980
4/2 (Beach Rd)	3.65	0.00	Y	Arm 11 Right	18.00	100.0 %	1828	1828
5/1 (Beach Rd)	3.90	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2005	2005
6/1 (Westoe Rd)	3.50	0.00	Y	Arm 8 Ahead	Inf	66.2 %	1878	1878
				Arm 11 Left	11.00	33.8 %		
6/2 (Westoe Rd)	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
7/1 (Crossgate)	3.20	0.00	Y	Arm 8 Left	11.00	100.0 %	1703	1703
7/2 (Crossgate)	3.20	0.00	Y	Arm 10 Right	22.00	100.0 %	1811	1811
8/1 (Beach Rd)	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
				Arm 12 Left	10.00	0.0 %		
8/2 (Beach Rd)	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf
11/1	Infinite Saturation Flow						Inf	Inf
12/1 (Charlotte St Lane 1)	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

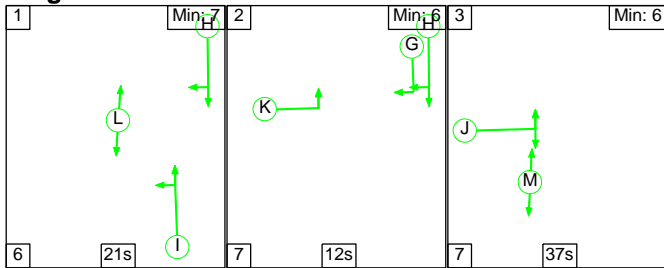
Scenario 1: 'Base Friday Peak' (FG1: 'Base Friday Peak', Plan 1: 'Staging Plan No. 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

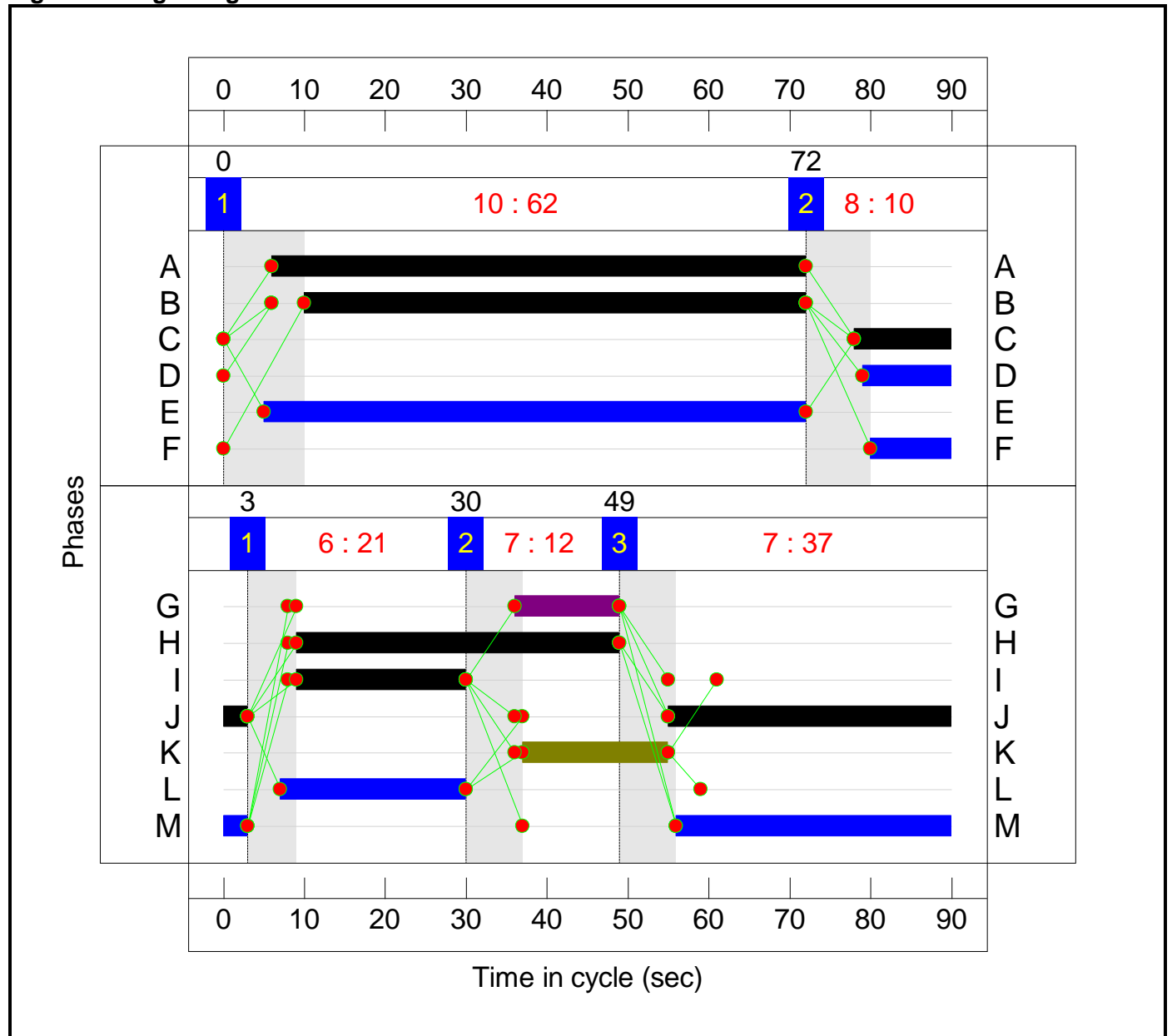
Stage Stream: 1

Stage	1	2
Duration	62	10
Change Point	0	72

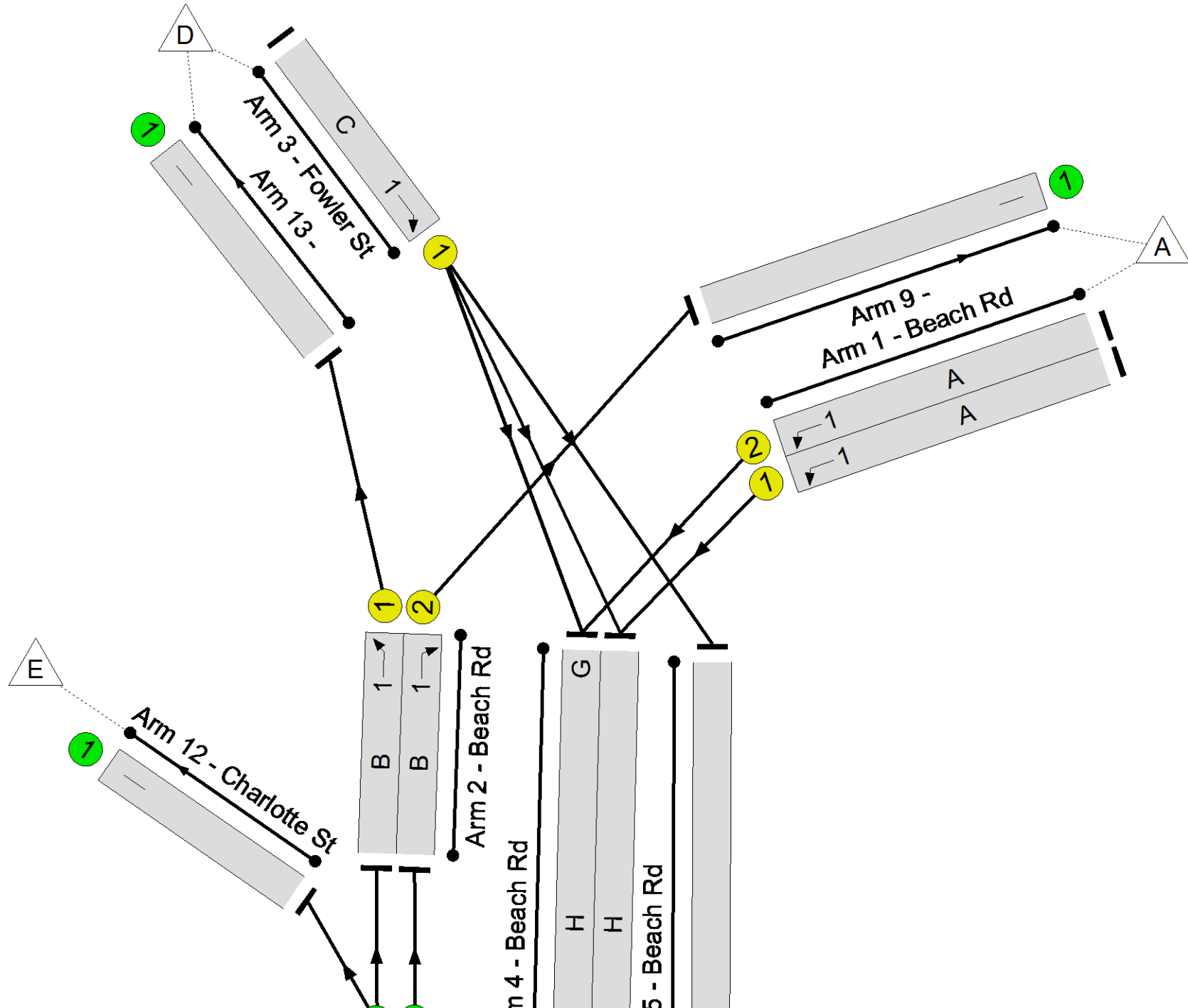
Stage Stream: 2

Stage	1	2	3
Duration	21	12	37
Change Point	3	30	49

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	57.7%
Crossgate / Beach Road	-	-	N/A	-	-		-	-	-	-	-	-	57.7%
1/1	Beach Rd Left	U	1	N/A	A		1	66	-	301	1850	1377	21.9%
1/2	Beach Rd Left	U	1	N/A	A		1	66	-	273	1850	1377	19.8%
2/1	Beach Rd Ahead	U	1	N/A	B		1	62	-	157	1797	1258	12.5%
2/2	Beach Rd Right	U	1	N/A	B		1	62	-	546	1965	1375	39.7%
3/1	Fowler St Ahead Ahead2	U	1	N/A	C		1	12	-	124	1873	271	45.8%
4/1	Beach Rd Ahead	U	2	N/A	H		1	40	-	303	1980	902	33.6%
4/2	Beach Rd Right	O	2	N/A	H	G	1	40	13	305	1828	535	57.0%
5/1	Beach Rd Ahead	U	N/A	N/A	-		-	-	-	90	2005	2005	4.5%
6/1	Westoe Rd Ahead Left	U	2	N/A	I		1	21	-	247	1829	447	55.2%
6/2	Westoe Rd Ahead	U	2	N/A	I		1	21	-	248	1965	480	51.6%
7/1	Crossgate Left	U	2	N/A	J	K	1	56	18	343	1703	1079	31.8%
7/2	Crossgate Right	U	2	N/A	J		1	38	-	453	1811	785	57.7%
8/1	Beach Rd Ahead Left	U	N/A	N/A	-		-	-	-	157	1965	1965	8.0%
8/2	Beach Rd Ahead	U	N/A	N/A	-		-	-	-	546	1965	1965	27.8%
9/1		U	N/A	N/A	-		-	-	-	546	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	90	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	756	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	440	Inf	Inf	0.0%

Full Input Data And Results

12/1	Charlotte St	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%	
13/1		U	N/A	N/A	-	-	-	-	157	Inf	Inf	0.0%	
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	110	189	6	12.1	4.3	0.5	16.9	-	-	-	-
Crossgate / Beach Road	-	-	110	189	6	12.1	4.3	0.5	16.9	-	-	-	-
1/1	301	301	-	-	-	0.3	0.1	-	0.4	5.2	2.3	0.1	2.4
1/2	273	273	-	-	-	0.3	0.1	-	0.4	5.1	2.0	0.1	2.1
2/1	157	157	-	-	-	0.1	0.1	-	0.1	2.8	0.3	0.1	0.4
2/2	546	546	-	-	-	0.4	0.3	-	0.7	4.7	2.4	0.3	2.7
3/1	124	124	-	-	-	1.2	0.4	-	1.6	47.5	2.8	0.4	3.2
4/1	303	303	-	-	-	1.0	0.3	-	1.3	15.3	4.7	0.3	4.9
4/2	305	305	110	189	6	1.7	0.7	0.5	2.8	33.2	6.6	0.7	7.2
5/1	90	90	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
6/1	247	247	-	-	-	2.0	0.6	-	2.7	38.6	5.4	0.6	6.0
6/2	248	248	-	-	-	2.0	0.5	-	2.6	37.1	5.3	0.5	5.8
7/1	343	343	-	-	-	0.7	0.2	-	1.0	10.0	3.9	0.2	4.1
7/2	453	453	-	-	-	2.4	0.7	-	3.1	24.7	8.6	0.7	9.2
8/1	157	157	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
8/2	546	546	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
9/1	546	546	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	90	90	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	756	756	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	440	440	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	157	157	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1	Stream: 1 PRC for Signalled Lanes (%):	96.4	Total Delay for Signalled Lanes (pcuHr):	3.29	Cycle Time (s):	90
C1	Stream: 2 PRC for Signalled Lanes (%):	55.9	Total Delay for Signalled Lanes (pcuHr):	13.37	Cycle Time (s):	90
	PRC Over All Lanes (%):	55.9	Total Delay Over All Lanes (pcuHr):	16.92		

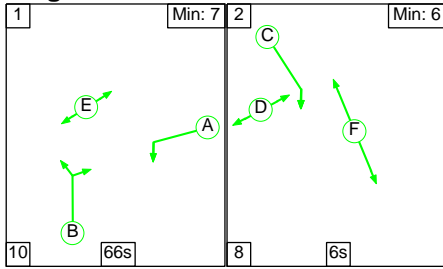
Full Input Data And Results

Full Input Data And Results

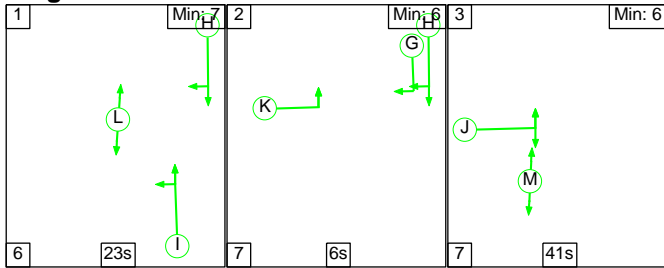
Scenario 2: 'Friday Base + Interchange' (FG2: 'Friday Base + Interchange', Plan 1: 'Staging Plan No. 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

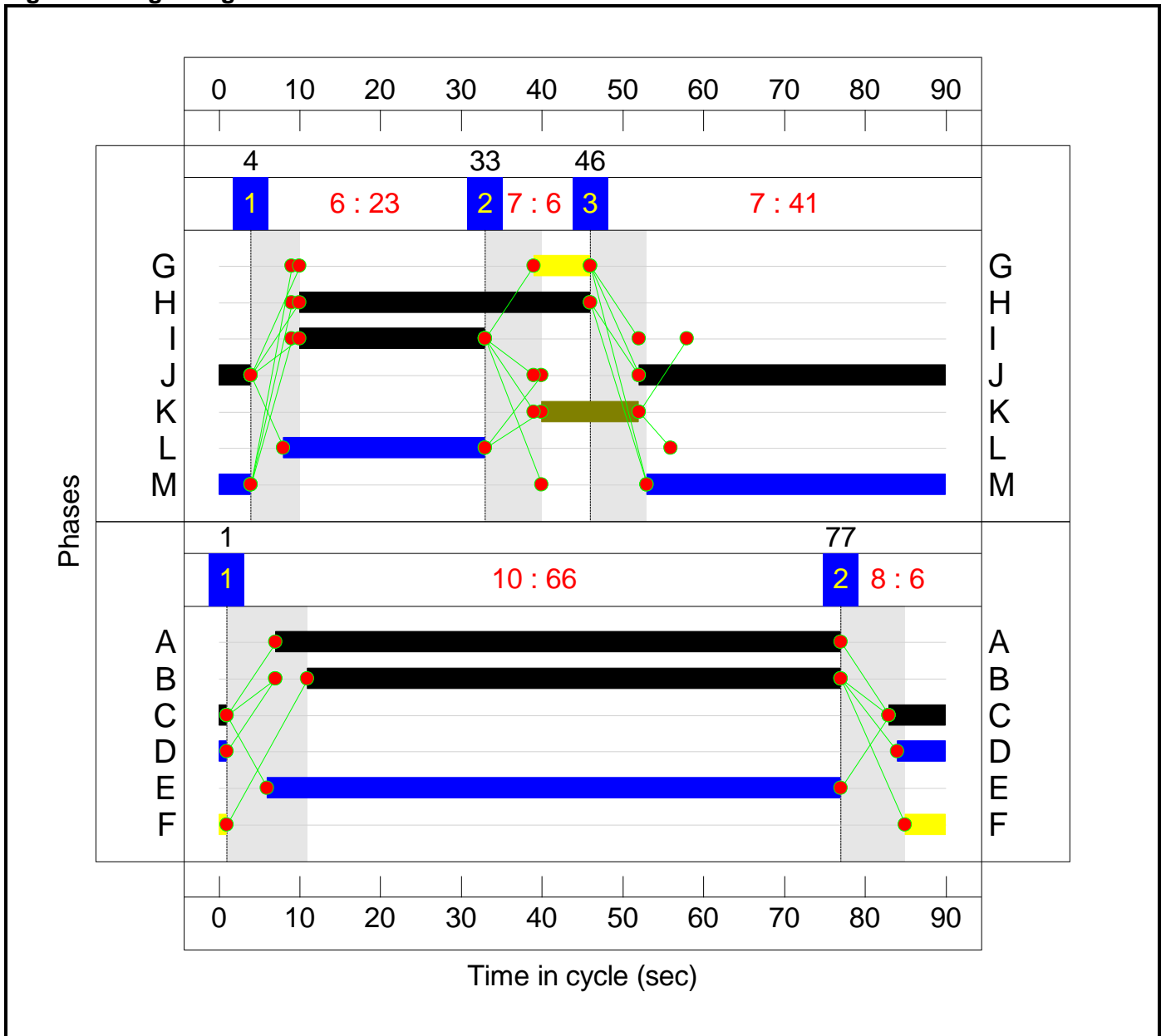
Stage Stream: 1

Stage	1	2
Duration	66	6
Change Point	1	77

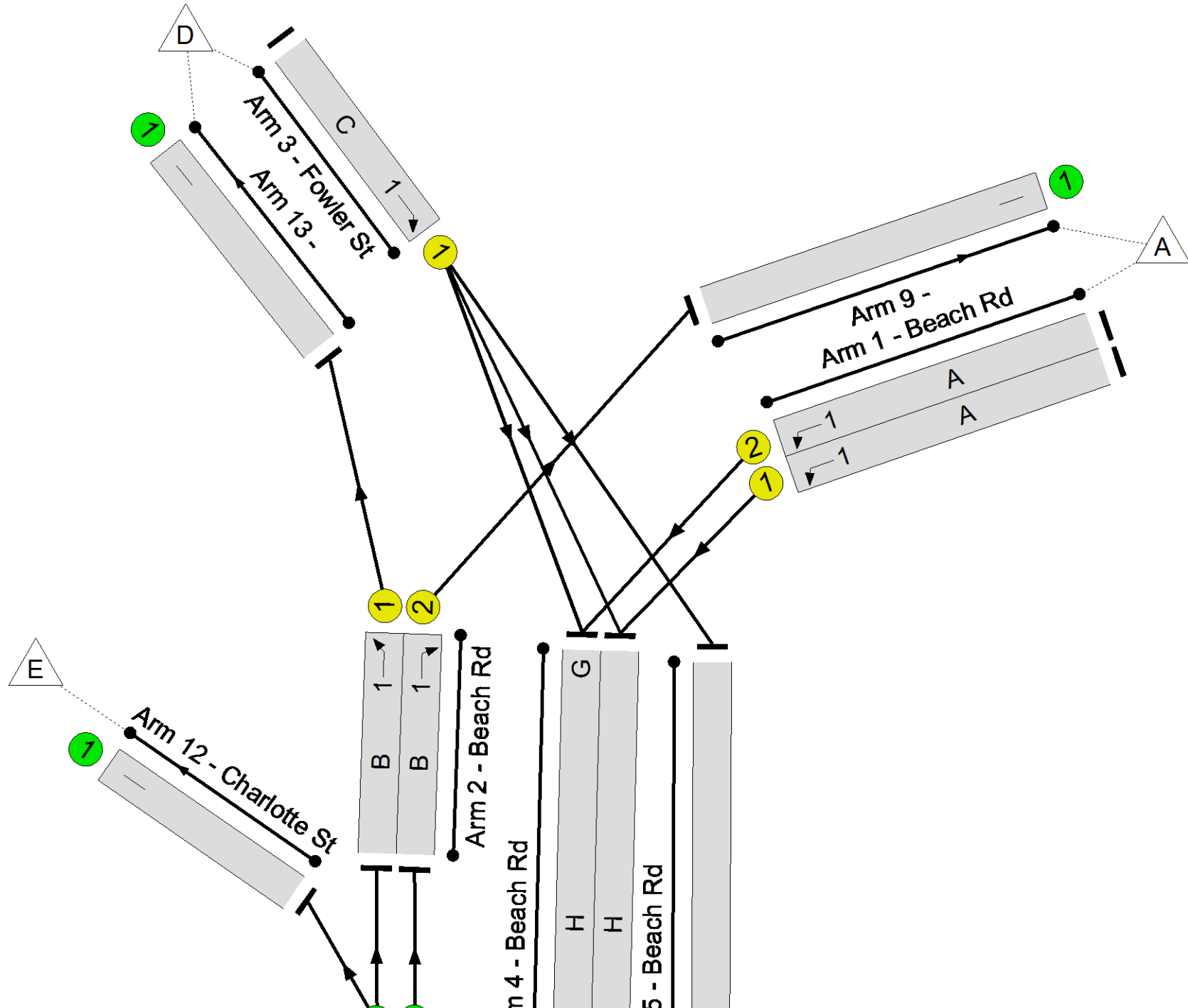
Stage Stream: 2

Stage	1	2	3
Duration	23	6	41
Change Point	4	33	46

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	62.8%
Crossgate / Beach Road	-	-	N/A	-	-		-	-	-	-	-	-	62.8%
1/1	Beach Rd Left	U	1	N/A	A		1	70	-	301	1850	1459	20.6%
1/2	Beach Rd Left	U	1	N/A	A		1	70	-	273	1850	1459	18.7%
2/1	Beach Rd Ahead	U	1	N/A	B		1	66	-	169	1797	1338	12.6%
2/2	Beach Rd Right	U	1	N/A	B		1	66	-	546	1965	1463	37.3%
3/1	Fowler St Ahead Ahead2	U	1	N/A	C		1	8	-	2	1873	187	1.1%
4/1	Beach Rd Ahead	U	2	N/A	H		1	36	-	301	1980	814	37.0%
4/2	Beach Rd Right	O	2	N/A	H	G	1	36	7	273	1828	438	62.4%
5/1	Beach Rd Ahead	U	N/A	N/A	-		-	-	-	2	2005	2005	0.1%
6/1	Westoe Rd Ahead Left	U	2	N/A	I		1	23	-	247	1829	488	50.6%
6/2	Westoe Rd Ahead	U	2	N/A	I		1	23	-	248	1965	524	47.3%
7/1	Crossgate Left	U	2	N/A	J	K	1	54	12	355	1703	1041	34.1%
7/2	Crossgate Right	U	2	N/A	J		1	42	-	543	1811	865	62.8%
8/1	Beach Rd Ahead Left	U	N/A	N/A	-		-	-	-	169	1965	1965	8.6%
8/2	Beach Rd Ahead	U	N/A	N/A	-		-	-	-	546	1965	1965	27.8%
9/1		U	N/A	N/A	-		-	-	-	546	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	2	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	844	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	408	Inf	Inf	0.0%

Full Input Data And Results

12/1	Charlotte St	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%	
13/1		U	N/A	N/A	-	-	-	-	169	Inf	Inf	0.0%	
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	134	133	6	11.1	4.0	0.5	15.6	-	-	-	-
Crossgate / Beach Road	-	-	134	133	6	11.1	4.0	0.5	15.6	-	-	-	-
1/1	301	301	-	-	-	0.2	0.1	-	0.3	4.0	1.8	0.1	2.0
1/2	273	273	-	-	-	0.2	0.1	-	0.3	3.9	1.7	0.1	1.8
2/1	169	169	-	-	-	0.0	0.1	-	0.1	2.6	0.3	0.1	0.4
2/2	546	546	-	-	-	0.3	0.3	-	0.6	3.8	1.9	0.3	2.1
3/1	2	2	-	-	-	0.0	0.0	-	0.0	46.6	0.0	0.0	0.1
4/1	301	301	-	-	-	1.3	0.3	-	1.6	19.5	5.1	0.3	5.4
4/2	273	273	134	133	6	1.7	0.8	0.5	3.0	39.2	6.1	0.8	6.9
5/1	2	2	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
6/1	247	247	-	-	-	1.9	0.5	-	2.4	35.4	5.2	0.5	5.7
6/2	248	248	-	-	-	1.9	0.4	-	2.4	34.2	5.2	0.4	5.6
7/1	355	355	-	-	-	0.8	0.3	-	1.1	11.2	4.3	0.3	4.6
7/2	543	543	-	-	-	2.6	0.8	-	3.5	23.1	10.1	0.8	10.9
8/1	169	169	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
8/2	546	546	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
9/1	546	546	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	2	2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	844	844	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	408	408	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	169	169	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1	Stream: 1 PRC for Signalled Lanes (%):	141.1	Total Delay for Signalled Lanes (pcuHr):	1.35	Cycle Time (s):	90
C1	Stream: 2 PRC for Signalled Lanes (%):	43.4	Total Delay for Signalled Lanes (pcuHr):	13.98	Cycle Time (s):	90
	PRC Over All Lanes (%):	43.4	Total Delay Over All Lanes (pcuHr):	15.56		

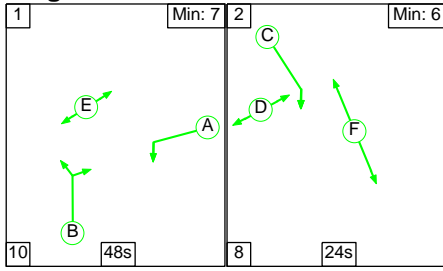
Full Input Data And Results

Full Input Data And Results

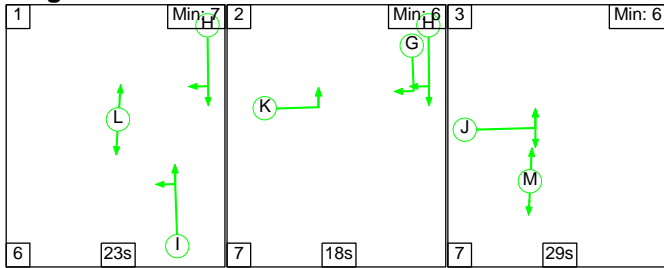
Scenario 3: 'Friday Base + Int + Masterplan' (FG3: 'Friday Base + Int + Masterplan', Plan 1: 'Staging Plan No. 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

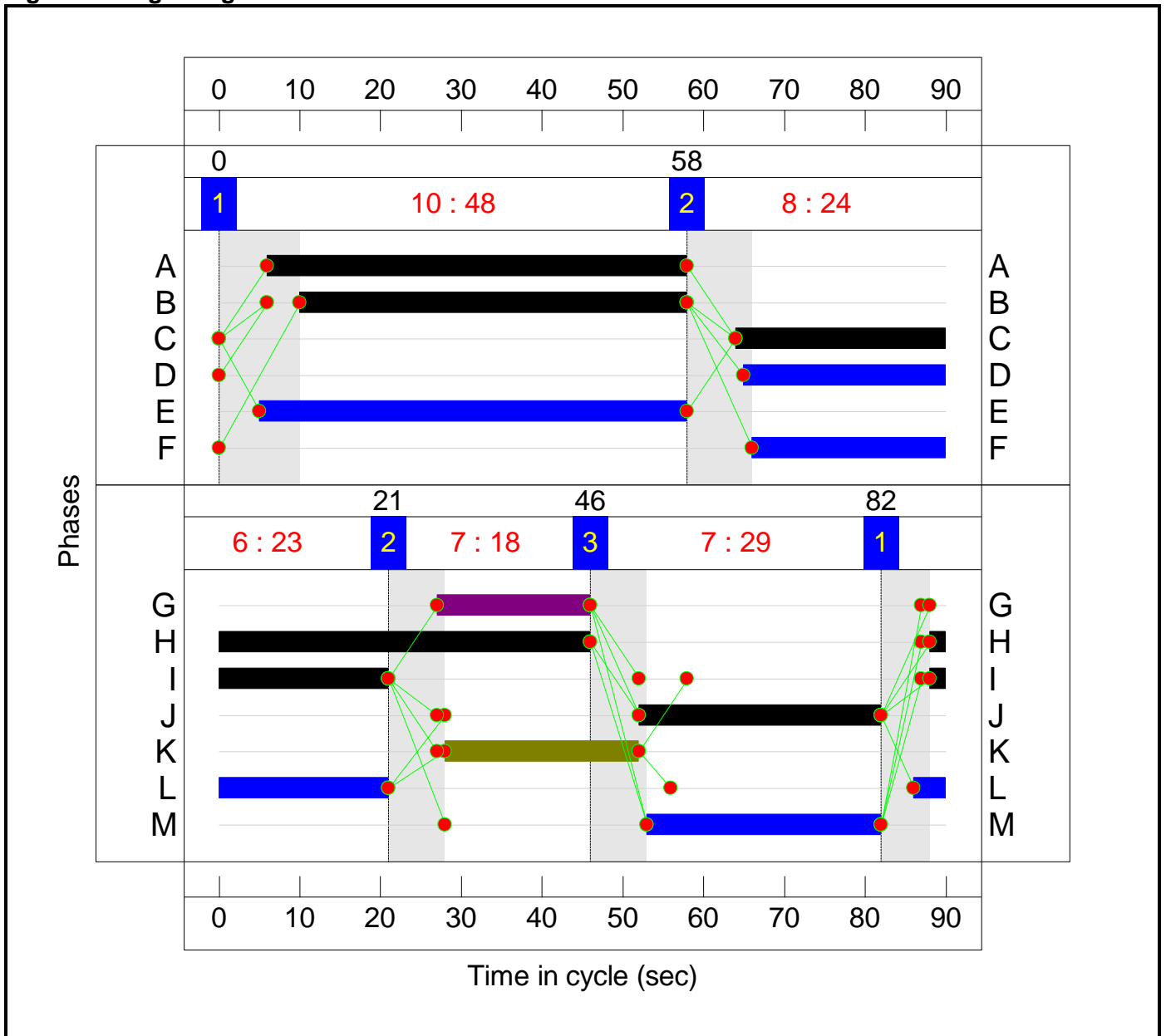
Stage Stream: 1

Stage	1	2
Duration	48	24
Change Point	0	58

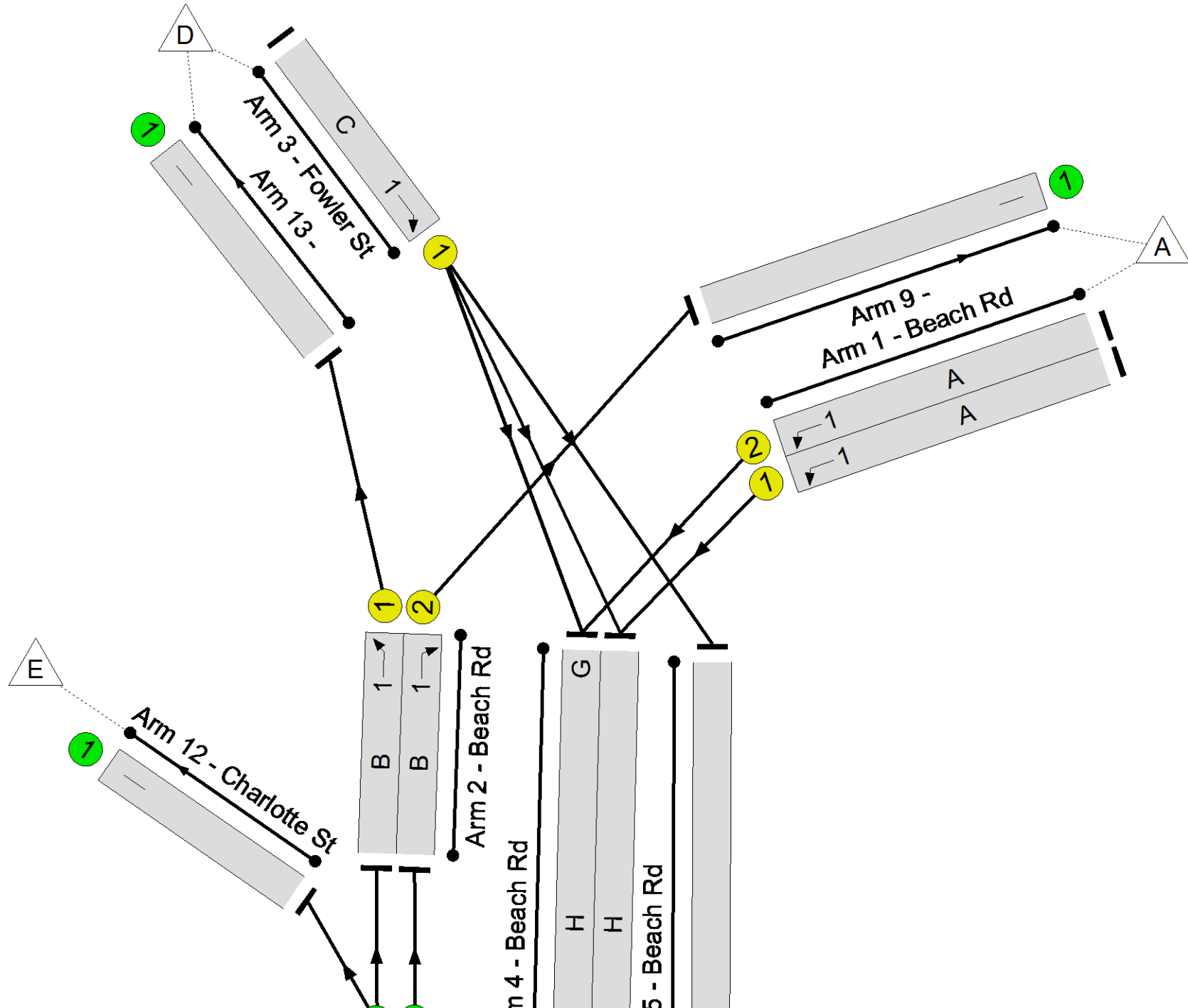
Stage Stream: 2

Stage	1	2	3
Duration	23	18	29
Change Point	82	21	46

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	93.3%
Crossgate / Beach Road	-	-	N/A	-	-		-	-	-	-	-	-	93.3%
1/1	Beach Rd Left	U	1	N/A	A		1	52	-	310	1850	1089	28.5%
1/2	Beach Rd Left	U	1	N/A	A		1	52	-	281	1850	1089	25.8%
2/1	Beach Rd Ahead	U	1	N/A	B		1	48	-	655	1797	978	66.9%
2/2	Beach Rd Right	U	1	N/A	B		1	48	-	584	1965	1070	54.6%
3/1	Fowler St Ahead Ahead2	U	1	N/A	C		1	26	-	433	1873	562	77.1%
4/1	Beach Rd Ahead	U	2	N/A	H		1	48	-	310	1980	1078	28.8%
4/2	Beach Rd Right	O	2	N/A	H	G	1	48	19	531	1828	580	91.6%
5/1	Beach Rd Ahead	U	N/A	N/A	-		-	-	-	183	2005	2005	9.1%
6/1	Westoe Rd Ahead Left	U	2	N/A	I		1	23	-	426	1878	501	85.1%
6/2	Westoe Rd Ahead	U	2	N/A	I		1	23	-	254	1965	524	48.5%
7/1	Crossgate Left	U	2	N/A	J	K	1	54	24	703	1703	1041	67.5%
7/2	Crossgate Right	U	2	N/A	J		1	30	-	582	1811	624	93.3%
8/1	Beach Rd Ahead Left	U	N/A	N/A	-		-	-	-	655	1965	1965	33.3%
8/2	Beach Rd Ahead	U	N/A	N/A	-		-	-	-	584	1965	1965	29.7%
9/1		U	N/A	N/A	-		-	-	-	584	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	183	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	892	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	675	Inf	Inf	0.0%

Full Input Data And Results

12/1	Charlotte St	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%	
13/1		U	N/A	N/A	-	-	-	-	655	Inf	Inf	0.0%	
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	32	467	31	25.5	18.6	0.7	44.8	-	-	-	-
Crossgate / Beach Road	-	-	32	467	31	25.5	18.6	0.7	44.8	-	-	-	-
1/1	310	310	-	-	-	0.8	0.2	-	1.0	11.5	3.8	0.2	4.0
1/2	281	281	-	-	-	0.7	0.2	-	0.9	11.2	3.4	0.2	3.5
2/1	655	655	-	-	-	1.8	1.0	-	2.8	15.2	10.1	1.0	11.1
2/2	584	584	-	-	-	1.6	0.6	-	2.2	13.8	9.0	0.6	9.6
3/1	433	433	-	-	-	3.4	1.6	-	5.1	42.3	9.7	1.6	11.4
4/1	310	310	-	-	-	0.6	0.2	-	0.8	8.8	1.5	0.2	1.7
4/2	531	531	32	467	31	4.0	4.6	0.7	9.4	63.4	13.0	4.6	17.6
5/1	183	183	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
6/1	426	426	-	-	-	3.7	2.7	-	6.4	53.8	10.1	2.7	12.7
6/2	254	254	-	-	-	2.0	0.5	-	2.4	34.4	5.3	0.5	5.8
7/1	703	703	-	-	-	2.3	1.0	-	3.3	16.9	11.5	1.0	12.6
7/2	582	582	-	-	-	4.6	5.5	-	10.1	62.6	13.9	5.5	19.4
8/1	655	655	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
8/2	584	584	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
9/1	584	584	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	183	183	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	892	892	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	675	675	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	655	655	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1	Stream: 1 PRC for Signalled Lanes (%):	16.8	Total Delay for Signalled Lanes (pcuHr):	11.95	Cycle Time (s):	90
C1	Stream: 2 PRC for Signalled Lanes (%):	-3.7	Total Delay for Signalled Lanes (pcuHr):	32.32	Cycle Time (s):	90
	PRC Over All Lanes (%):	-3.7	Total Delay Over All Lanes (pcuHr):	44.78		

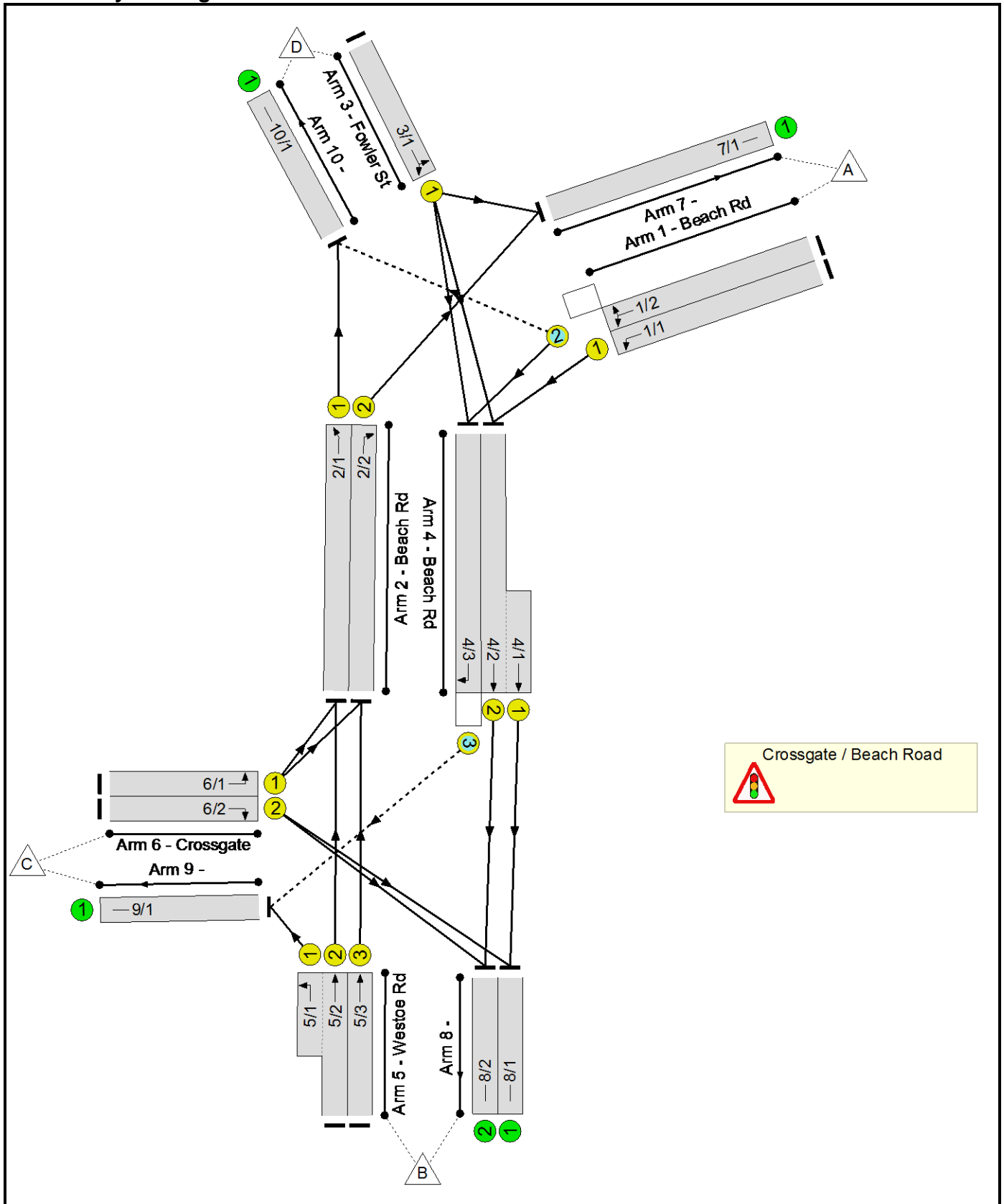
Full Input Data And Results

Full Input Data And Results

User and Project Details

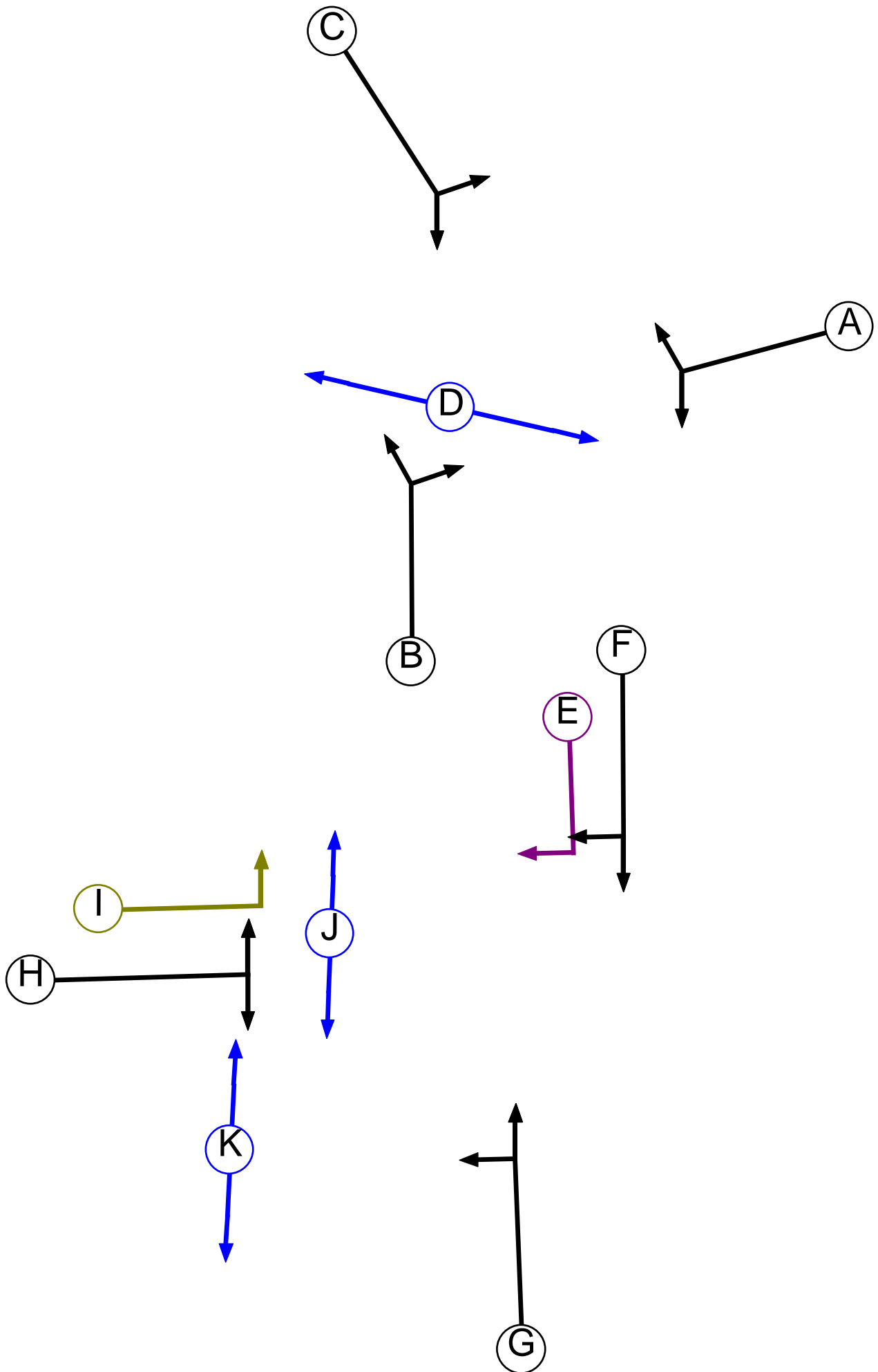
Project:	South Shields Town Centre Regeneration
Title:	Crossgate / Beach Road Proposed Layout
Location:	South Shields, South Tyneside
File name:	2015 05 12 INTERIM Crossgate-Beach Rd.lsg3x
Author:	Rachel Broadbent
Company:	JMP
Address:	
Notes:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	1		7	7
D	Pedestrian	1		8	8
E	Ind. Arrow	2	F	7	7
F	Traffic	2		7	7
G	Traffic	2		7	7
H	Traffic	2		7	7
I	Filter	2	H	7	1
J	Pedestrian	2		6	6
K	Pedestrian	2		4	4

Phase Intergreens Matrix

	Starting Phase										
	A	B	C	D	E	F	G	H	I	J	K
Terminating Phase	A	-	6	7	-	-	-	-	-	-	-
B	-	-	6	4	-	-	-	-	-	-	-
C	6	6	-	7	-	-	-	-	-	-	-
D	16	16	16	-	-	-	-	-	-	-	-
E	-	-	-	-	-	6	6	-	-	7	-
F	-	-	-	-	-	-	6	-	-	7	-
G	-	-	-	-	6	-	6	6	-	7	-
H	-	-	-	-	6	6	6	-	4	-	-
I	-	-	-	-	-	-	6	-	4	-	-
J	-	-	-	-	-	-	-	7	7	-	-
K	-	-	-	-	5	5	5	-	-	-	-

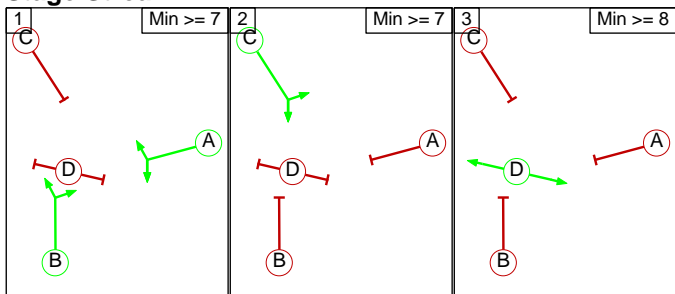
Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	A B
1	2	C
1	3	D
2	1	F G J
2	2	F G
2	3	E F I
2	4	H K
2	5	H

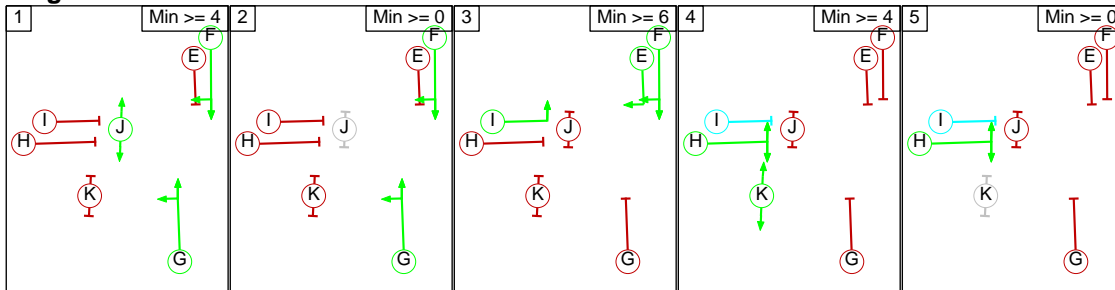
Full Input Data And Results

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Stage Stream: 2

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

Stage Stream: 1

		To Stage		
		1	2	3
From Stage	1		6	7
	2	6		7
	3	16	16	

Stage Stream: 2

		To Stage				
		1	2	3	4	5
From Stage	1		0	7	7	7
	2	0		6	7	6
	3	X	X		7	6
	4	6	6	6		0
	5	6	6	6	0	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Crossgate / Beach Road											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/2 (Beach Rd)	10/1 (Right)	1439	0	2/1	1.09	All	2.00	2.00	0.50	2	2.00
				2/2	1.09	All					
4/3 (Beach Rd)	9/1 (Right)	1440	0	5/1	1.09	All	2.00	-	0.50	2	2.00
				5/2	1.09	All					

Full Input Data And Results

Lane Input Data

Junction: Crossgate / Beach Road												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Beach Rd)	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Left	28.00
1/2 (Beach Rd)	O	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Left	28.00
2/1 (Beach Rd)	U	B	2	3	7.0	Geom	-	3.40	0.00	Y	Arm 10 Right	8.50
2/1 (Beach Rd)	U	B	2	3	7.0	Geom	-	3.40	0.00	Y	Arm 10 Ahead	33.00
2/2 (Beach Rd)	U	B	2	3	7.0	Geom	-	3.40	0.00	Y	Arm 7 Right	47.00
3/1 (Fowler St)	U	C	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 4 Ahead	Inf
											Arm 7 Left	Inf
4/1 (Beach Rd)	U	F	2	3	6.1	Geom	-	3.65	0.00	Y	Arm 8 Ahead	Inf
4/2 (Beach Rd)	U	F	2	3	7.0	Geom	-	3.65	0.00	N	Arm 8 Ahead	Inf
4/3 (Beach Rd)	O	F E	2	3	7.0	Geom	-	3.65	0.00	Y	Arm 9 Right	14.00
5/1 (Westoe Rd)	U	G	2	3	5.0	Geom	-	3.25	0.00	Y	Arm 9 Left	11.00
5/2 (Westoe Rd)	U	G	2	3	60.0	Geom	-	3.25	0.00	N	Arm 2 Ahead	Inf
5/3 (Westoe Rd)	U	G	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 2 Ahead	Inf
6/1 (Crossgate)	U	H I	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 2 Left	12.00
6/2 (Crossgate)	U	H	2	3	60.0	Geom	-	3.50	0.00	N	Arm 8 Right	16.00
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/2	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'Base + Masterplan Friday Peak'	16:30	17:30	01:00	
2: 'Base + Interchange Friday Peak'	16:30	17:30	01:00	
3: 'Interim Friday Peak'	16:30	17:30	01:00	

Full Input Data And Results

Scenario 1: 'Interim Friday Peak' (FG2: 'Base + Interchange Friday Peak', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
Origin		A	B	C	D	Tot.
	A	0	301	273	0	574
	B	248	0	135	112	495
	C	298	543	0	57	898
	D	0	2	0	0	2
	Tot.	546	846	408	169	1969

Traffic Lane Flows

Lane	Scenario 1: Interim Friday Peak
Junction: Crossgate / Beach Road	
1/1	302
1/2	278
2/1	291
2/2	552
3/1	7
4/1 (short)	306
4/2 (with short)	306(In) 0(Out)
4/3	262
5/1 (short)	123
5/2 (with short)	293(In) 170(Out)
5/3	249
6/1	424
6/2	551
7/1	553
8/1	582
8/2	275
9/1	385
10/1	309

Full Input Data And Results

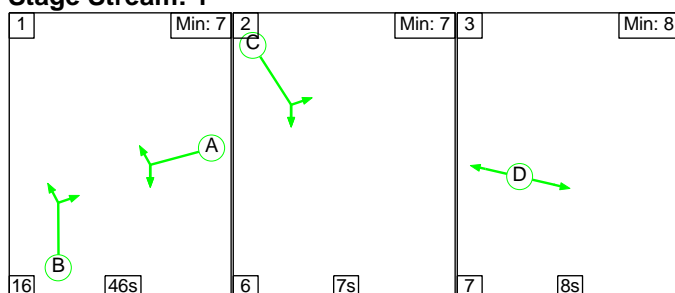
Lane Saturation Flows

Junction: Crossgate / Beach Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Beach Rd)	3.00	0.00	Y	Arm 4 Left	28.00	100.0 %	1818	1818
1/2 (Beach Rd)	3.00	0.00	Y	Arm 4 Left	28.00	93.5 %	1804	1804
				Arm 10 Right	8.50	6.5 %		
2/1 (Beach Rd)	3.40	0.00	Y	Arm 10 Ahead	33.00	100.0 %	1870	1870
2/2 (Beach Rd)	3.40	0.00	Y	Arm 7 Right	47.00	100.0 %	1895	1895
3/1 (Fowler St)	3.65	0.00	Y	Arm 4 Ahead	Inf	85.7 %	1980	1980
				Arm 7 Left	Inf	14.3 %		
4/1 (Beach Rd)	3.65	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1980	1980
4/2 (Beach Rd)	3.65	0.00	N	Arm 8 Ahead	Inf	0.0 %	2120	2120
4/3 (Beach Rd)	3.65	0.00	Y	Arm 9 Right	14.00	100.0 %	1788	1788
5/1 (Westoe Rd)	3.25	0.00	Y	Arm 9 Left	11.00	100.0 %	1707	1707
5/2 (Westoe Rd)	3.25	0.00	N	Arm 2 Ahead	Inf	100.0 %	2080	2080
5/3 (Westoe Rd)	3.25	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1940	1940
6/1 (Crossgate)	3.50	0.00	Y	Arm 2 Left	12.00	100.0 %	1747	1747
6/2 (Crossgate)	3.50	0.00	N	Arm 8 Right	16.00	100.0 %	1925	1925
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf

Scenario 1: 'Interim Friday Peak' (FG2: 'Base + Interchange Friday Peak', Plan 1: 'Staging Plan No. 1')

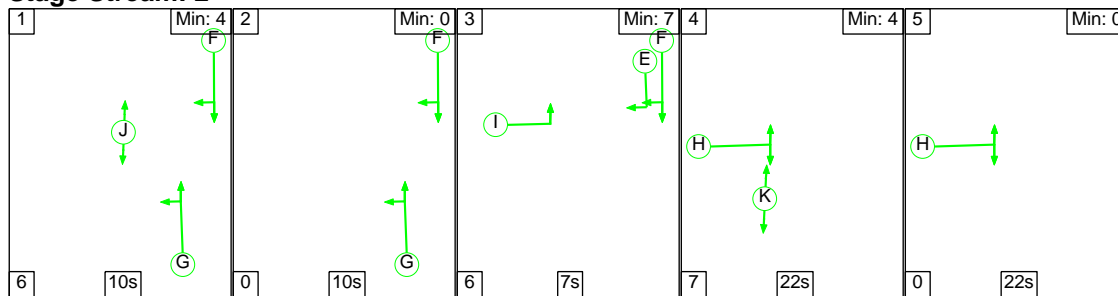
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

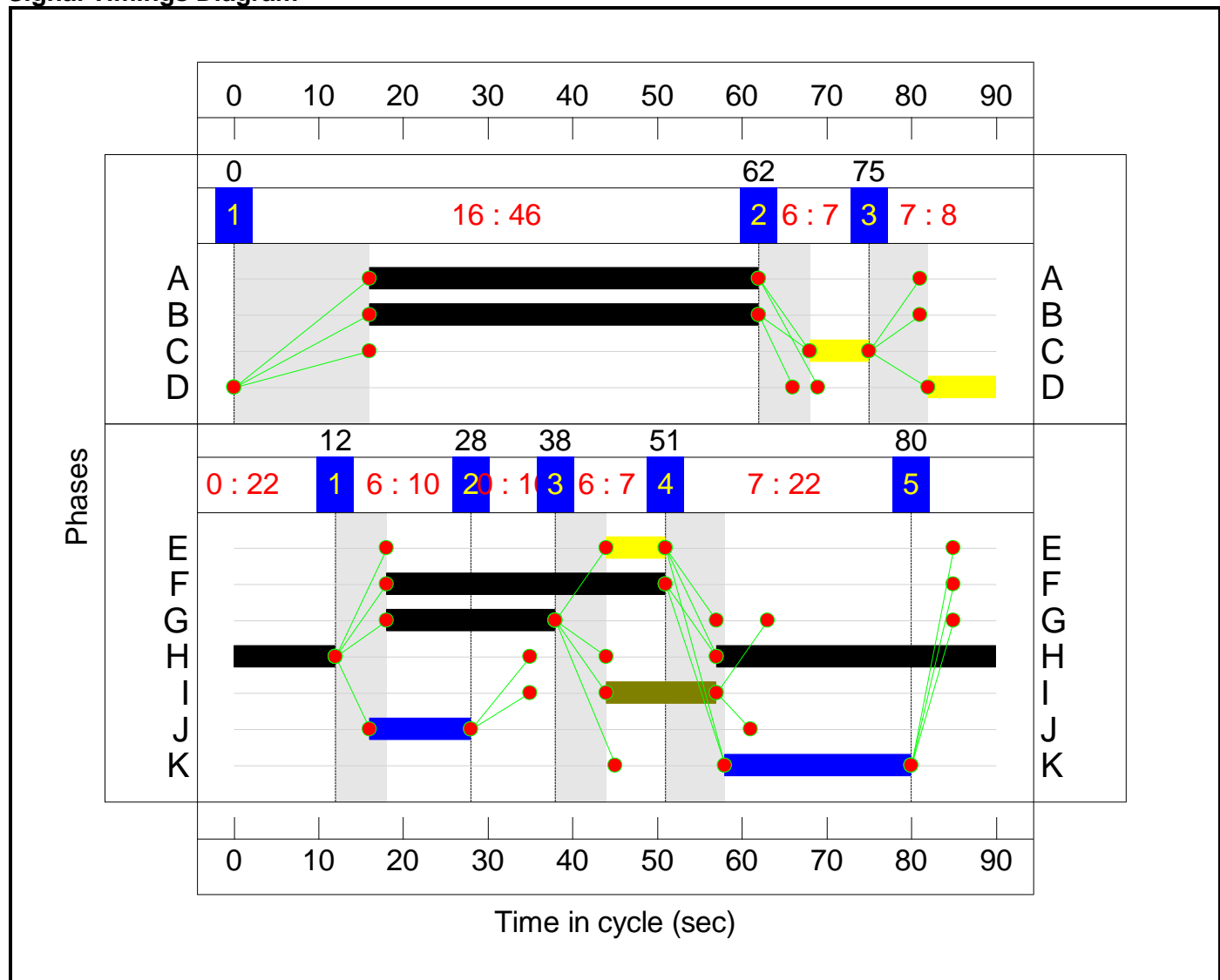
Stage Stream: 1

Stage	1	2	3
Duration	46	7	8
Change Point	0	62	75

Stage Stream: 2

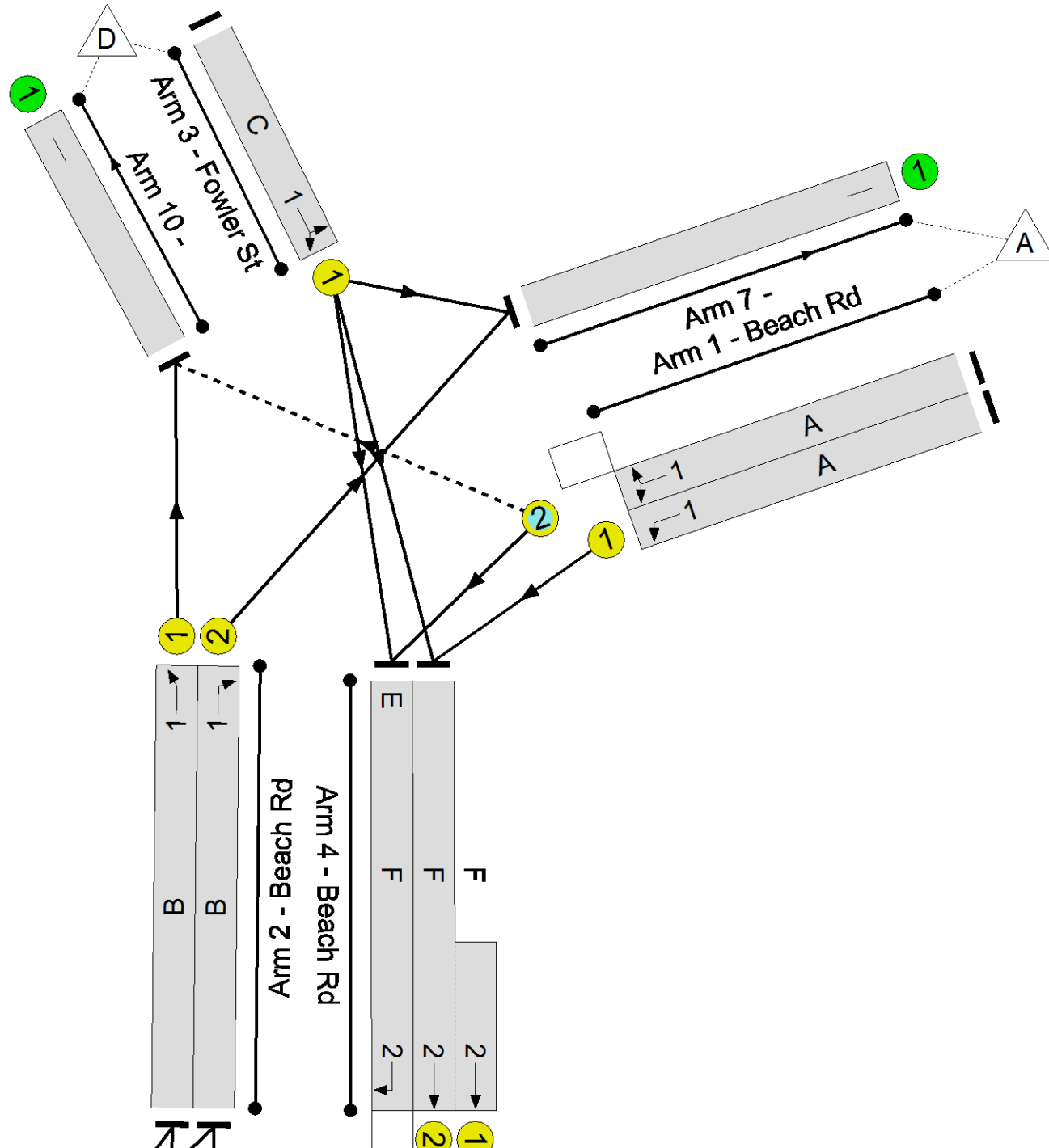
Stage	1	2	3	4	5
Duration	10	10	7	22	22
Change Point	12	28	38	51	80

Signal Timings Diagram



Full Input Data And Results

Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Crossgate / Beach Road Proposed Layout	-	-	N/A	-	-		-	-	-	-	-	-	56.0%
Crossgate / Beach Road	-	-	N/A	-	-		-	-	-	-	-	-	56.0%
1/1	Beach Rd Left	U	1	N/A	A		1	46	-	302	1818	949	31.8%
1/2	Beach Rd Left Right	O	1	N/A	A		1	46	-	278	1804	942	29.5%
2/1	Beach Rd Ahead	U	1	N/A	B		1	46	-	291	1870	977	29.8%
2/2	Beach Rd Right	U	1	N/A	B		1	46	-	552	1895	990	55.8%
3/1	Fowler St Ahead Left	U	1	N/A	C		1	7	-	7	1980	176	4.0%
4/2+4/1	Beach Rd Ahead	U	2	N/A	F		1	33	-	306	2120:1980	748	40.9%
4/3	Beach Rd Right	O	2	N/A	F	E	1	33	7	262	1788	482	54.4%
5/2+5/1	Westoe Rd Ahead Left	U	2	N/A	G		1	20	-	293	2080:1707	599	48.9%
5/3	Westoe Rd Ahead	U	2	N/A	G		1	20	-	249	1940	453	55.0%
6/1	Crossgate Left	U	2	N/A	H	I	1	58	13	424	1747	1145	37.0%
6/2	Crossgate Right	U	2	N/A	H		1	45	-	551	1925	984	56.0%
7/1		U	N/A	N/A	-		-	-	-	553	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	582	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	275	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	385	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	309	Inf	Inf	0.0%

Full Input Data And Results

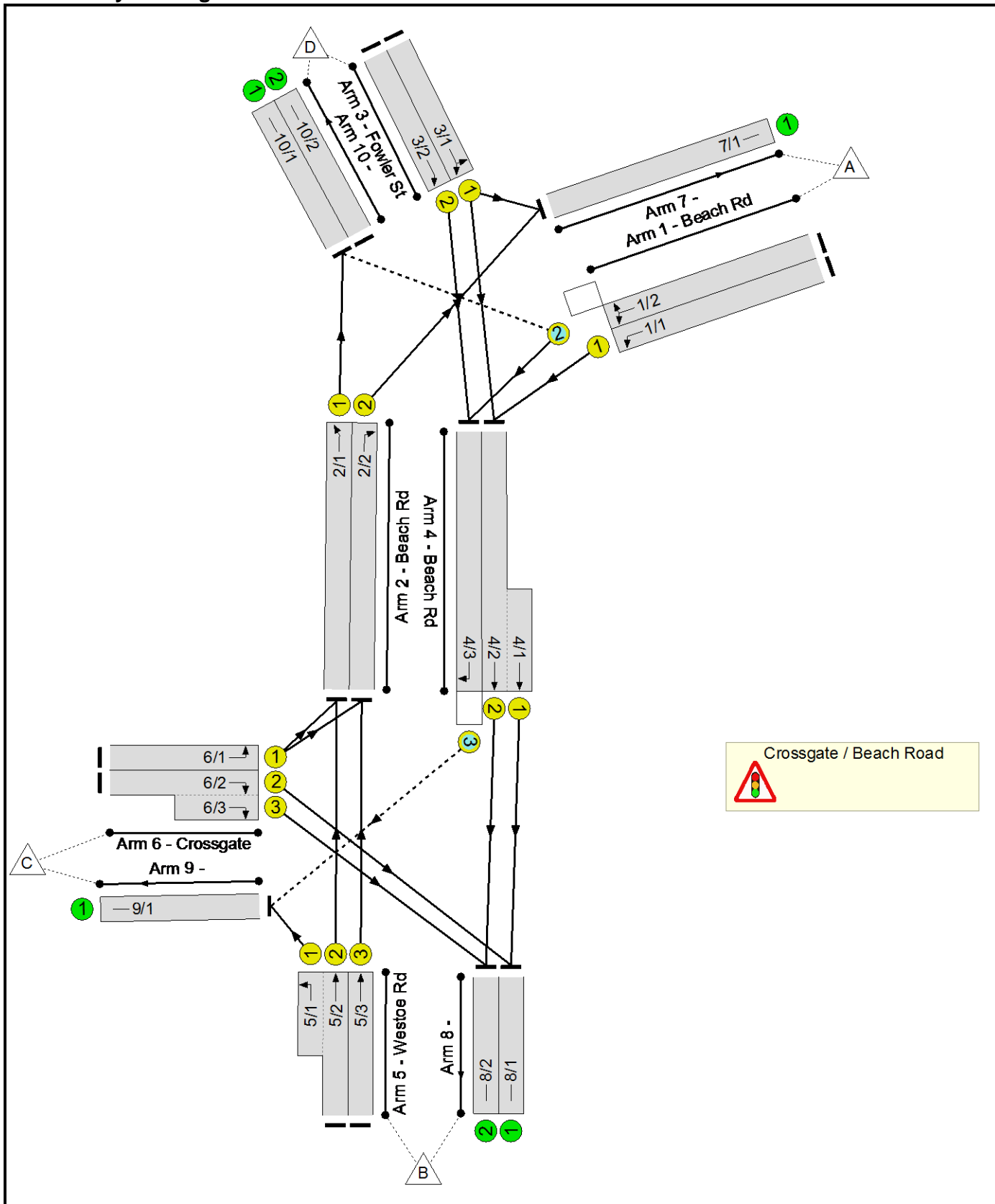
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Crossgate / Beach Road Proposed Layout	-	-	202	73	6	12.7	4.3	0.4	17.3	-	-	-	-
Crossgate / Beach Road	-	-	202	73	6	12.7	4.3	0.4	17.3	-	-	-	-
1/1	302	302	-	-	-	1.0	0.2	-	1.3	15.1	4.3	0.2	4.5
1/2	278	278	18	0	0	0.9	0.2	0.0	1.2	15.5	3.9	0.2	4.1
2/1	291	291	-	-	-	0.4	0.2	-	0.6	7.2	1.7	0.2	1.9
2/2	552	552	-	-	-	1.1	0.6	-	1.7	11.2	9.1	0.6	9.7
3/1	7	7	-	-	-	0.1	0.0	-	0.1	48.5	0.2	0.0	0.2
4/2+4/1	306	306	-	-	-	0.8	0.3	-	1.1	13.2	1.4	0.3	1.8
4/3	262	262	184	73	6	0.8	0.6	0.3	1.8	24.2	5.5	0.6	6.1
5/2+5/1	293	293	-	-	-	2.3	0.5	-	2.8	34.6	3.5	0.5	4.0
5/3	249	249	-	-	-	2.1	0.6	-	2.7	39.1	5.5	0.6	6.1
6/1	424	424	-	-	-	0.8	0.3	-	1.1	9.5	4.7	0.3	5.0
6/2	551	551	-	-	-	2.3	0.6	-	2.9	19.2	9.3	0.6	10.0
7/1	553	553	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	582	582	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	275	275	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	385	385	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	309	309	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
			C1 Stream: 1 PRC for Signalled Lanes (%)	61.3	Total Delay for Signalled Lanes (pcuHr):			4.85	Cycle Time (s):		90		
			C1 Stream: 2 PRC for Signalled Lanes (%)	60.7	Total Delay for Signalled Lanes (pcuHr):			12.47	Cycle Time (s):		90		
			PRC Over All Lanes (%)	60.7	Total Delay Over All Lanes (pcuHr):			17.32					

Full Input Data And Results

User and Project Details

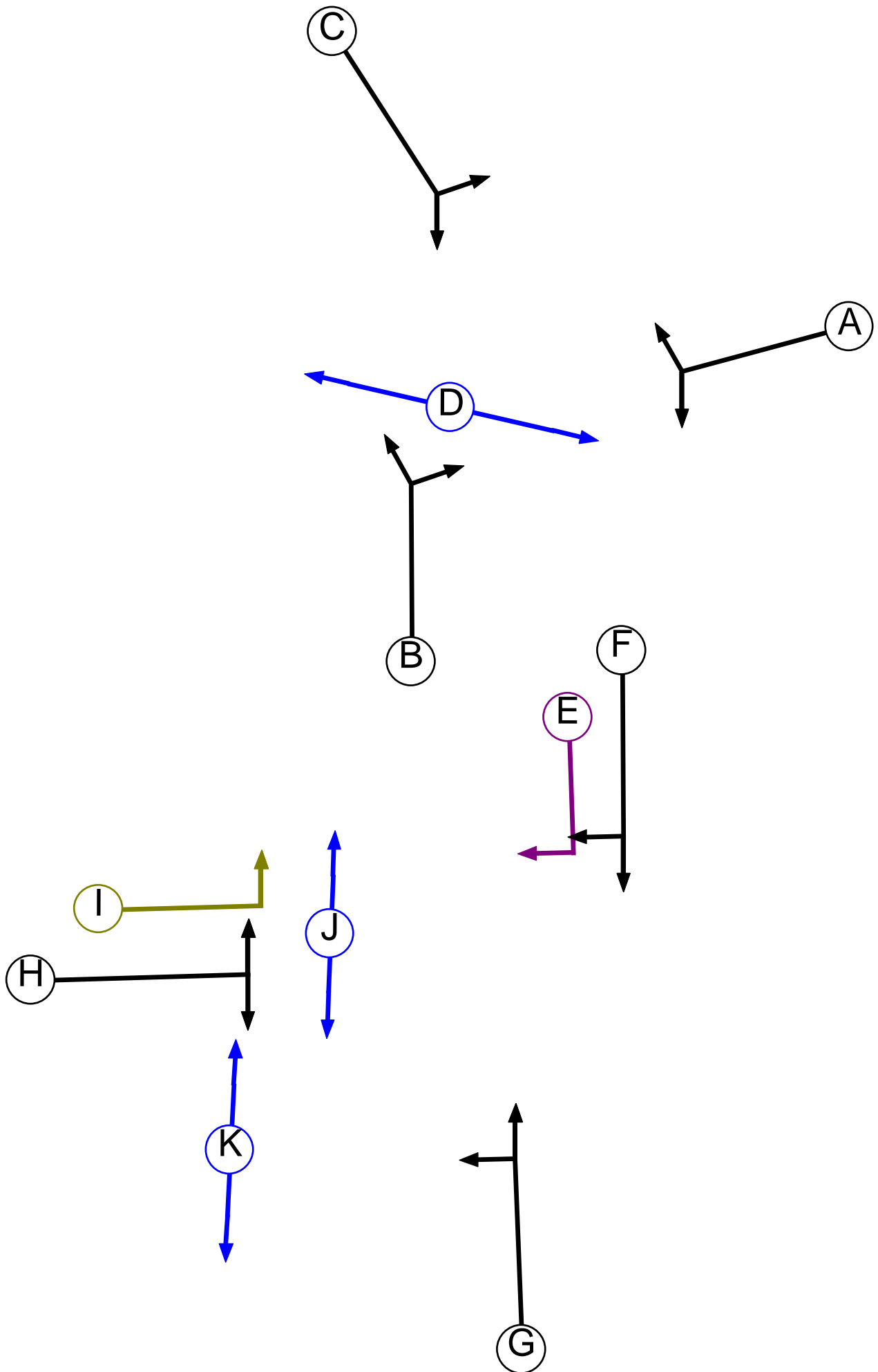
Project:	South Shields Town Centre Regeneration
Title:	Crossgate / Beach Road Proposed Layout
Location:	South Shields, South Tyneside
File name:	2015 06 25 PROPOSED Crossgate-Beach Rd.lsg3x
Author:	Rachel Broadbent
Company:	JMP
Address:	
Notes:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	1		7	7
D	Pedestrian	1		8	8
E	Ind. Arrow	2	F	7	7
F	Traffic	2		7	7
G	Traffic	2		7	7
H	Traffic	2		7	7
I	Filter	2	H	7	1
J	Pedestrian	2		6	6
K	Pedestrian	2		4	4

Phase Intergreens Matrix

	Starting Phase										
	A	B	C	D	E	F	G	H	I	J	K
Terminating Phase	A	-	6	7	-	-	-	-	-	-	-
B	-	-	6	4	-	-	-	-	-	-	-
C	6	6	-	7	-	-	-	-	-	-	-
D	16	16	16	-	-	-	-	-	-	-	-
E	-	-	-	-	-	6	6	-	-	7	-
F	-	-	-	-	-	-	6	-	-	7	-
G	-	-	-	-	6	-	6	6	-	7	-
H	-	-	-	-	6	6	6	-	4	-	-
I	-	-	-	-	-	-	6	-	4	-	-
J	-	-	-	-	-	-	-	7	7	-	-
K	-	-	-	-	5	5	5	-	-	-	-

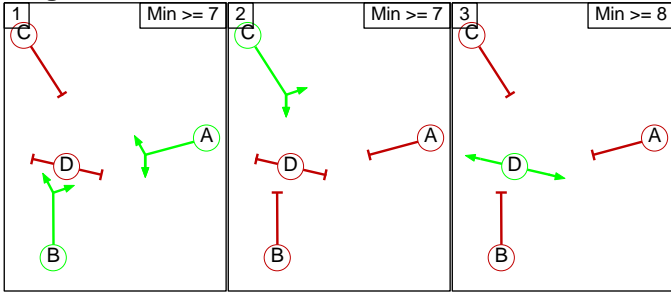
Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	A B
1	2	C
1	3	D
2	1	F G J
2	2	F G
2	3	E F I
2	4	H K
2	5	H

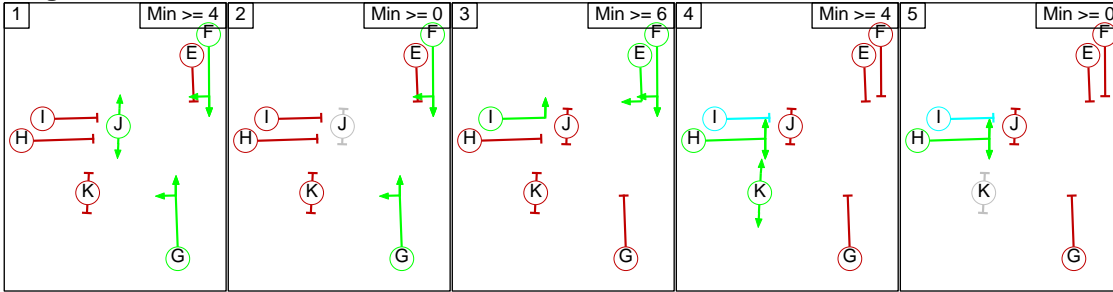
Full Input Data And Results

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Stage Stream: 2

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

Stage Stream: 1

		To Stage		
		1	2	3
From Stage	1		6	7
	2	6		7
	3	16	16	

Stage Stream: 2

		To Stage				
		1	2	3	4	5
From Stage	1		0	7	7	7
	2	0		6	7	6
	3	X	X		7	6
	4	6	6	6		0
	5	6	6	6	0	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Crossgate / Beach Road											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/2 (Beach Rd)	10/1 (Right)	1439	0	2/1	1.09	All	2.00	2.00	0.50	2	2.00
				2/2	1.09	All					
4/3 (Beach Rd)	9/1 (Right)	1440	0	5/1	1.09	All	2.00	-	0.50	2	2.00
				5/2	1.09	All					

Full Input Data And Results

Lane Input Data

Junction: Crossgate / Beach Road												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Beach Rd)	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Left	28.00
1/2 (Beach Rd)	O	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Left	28.00
2/1 (Beach Rd)	U	B	2	3	7.0	Geom	-	3.40	0.00	Y	Arm 10 Right	8.50
											Arm 10 Ahead	33.00
2/2 (Beach Rd)	U	B	2	3	7.0	Geom	-	3.40	0.00	Y	Arm 7 Right	47.00
3/1 (Fowler St)	U	C	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 4 Ahead	Inf
											Arm 7 Left	Inf
3/2 (Fowler St)	U	C	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 4 Ahead	Inf
4/1 (Beach Rd)	U	F	2	3	6.1	Geom	-	3.65	0.00	Y	Arm 8 Ahead	Inf
4/2 (Beach Rd)	U	F	2	3	7.0	Geom	-	3.65	0.00	N	Arm 8 Ahead	Inf
4/3 (Beach Rd)	O	F E	2	3	7.0	Geom	-	3.65	0.00	Y	Arm 9 Right	14.00
5/1 (Westoe Rd)	U	G	2	3	5.0	Geom	-	3.25	0.00	Y	Arm 9 Left	11.00
5/2 (Westoe Rd)	U	G	2	3	60.0	Geom	-	3.25	0.00	N	Arm 2 Ahead	Inf
5/3 (Westoe Rd)	U	G	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 2 Ahead	Inf
6/1 (Crossgate)	U	H I	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 2 Left	12.00
6/2 (Crossgate)	U	H	2	3	60.0	Geom	-	3.50	0.00	N	Arm 8 Right	16.00
6/3 (Crossgate)	U	H	2	3	5.0	Geom	-	3.65	0.00	Y	Arm 8 Right	16.00
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/2	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1	U		2	3	60.0	Inf	-	-	-	-	-	-
10/2	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'friday Base + Int + Masterplan'	16:30	17:30	01:00	

Scenario 1: 'Friday Base + Int + Masterplan' (FG1: 'friday Base + Int + Masterplan', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	310	281	82	673
	B	254	0	144	282	680
	C	330	582	0	373	1285
	D	83	183	250	0	516
	Tot.	667	1075	675	737	3154

Traffic Lane Flows

Lane	Scenario 1: Friday Base + Int + Masterplan
Junction: Crossgate / Beach Road	
1/1	310
1/2	363
2/1	655
2/2	584
3/1	266
3/2	250
4/1 (short)	493
4/2 (with short)	493(In) 0(Out)
4/3	531
5/1 (short)	144
5/2 (with short)	426(In) 282(Out)
5/3	254
6/1	703
6/2 (with short)	582(In) 304(Out)
6/3 (short)	278
7/1	667
8/1	797
8/2	278
9/1	675
10/1	737
10/2	0

Full Input Data And Results

Lane Saturation Flows

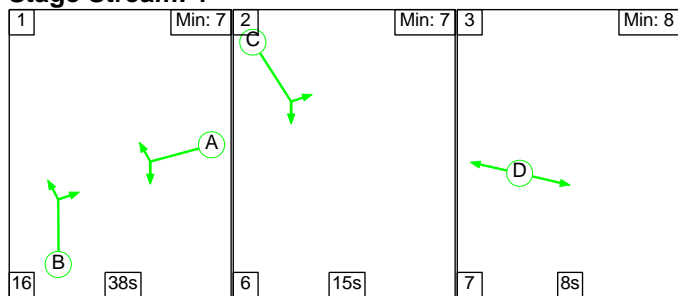
Junction: Crossgate / Beach Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Beach Rd)	3.00	0.00	Y	Arm 4 Left	28.00	100.0 %	1818	1818
1/2 (Beach Rd)	3.00	0.00	Y	Arm 4 Left	28.00	77.4 %	1771	1771
				Arm 10 Right	8.50	22.6 %		
2/1 (Beach Rd)	3.40	0.00	Y	Arm 10 Ahead	33.00	100.0 %	1870	1870
2/2 (Beach Rd)	3.40	0.00	Y	Arm 7 Right	47.00	100.0 %	1895	1895
3/1 (Fowler St)	3.65	0.00	Y	Arm 4 Ahead	Inf	68.8 %	1980	1980
				Arm 7 Left	Inf	31.2 %		
3/2 (Fowler St)	3.65	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1980	1980
4/1 (Beach Rd)	3.65	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1980	1980
4/2 (Beach Rd)	3.65	0.00	N	Arm 8 Ahead	Inf	0.0 %	2120	2120
4/3 (Beach Rd)	3.65	0.00	Y	Arm 9 Right	14.00	100.0 %	1788	1788
5/1 (Westoe Rd)	3.25	0.00	Y	Arm 9 Left	11.00	100.0 %	1707	1707
5/2 (Westoe Rd)	3.25	0.00	N	Arm 2 Ahead	Inf	100.0 %	2080	2080
5/3 (Westoe Rd)	3.25	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1940	1940
6/1 (Crossgate)	3.50	0.00	Y	Arm 2 Left	12.00	100.0 %	1747	1747
6/2 (Crossgate)	3.50	0.00	N	Arm 8 Right	16.00	100.0 %	1925	1925
6/3 (Crossgate)	3.65	0.00	Y	Arm 8 Right	16.00	100.0 %	1810	1810
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

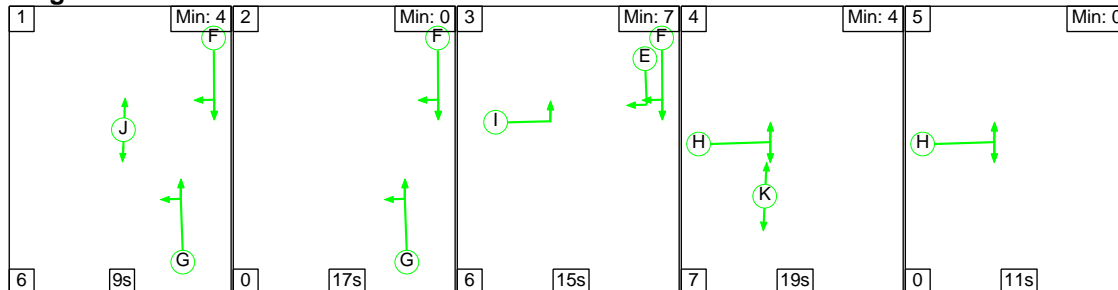
Scenario 1: 'Friday Base + Int + Masterplan' (FG1: 'friday Base + Int + Masterplan', Plan 1: 'Staging Plan No. 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

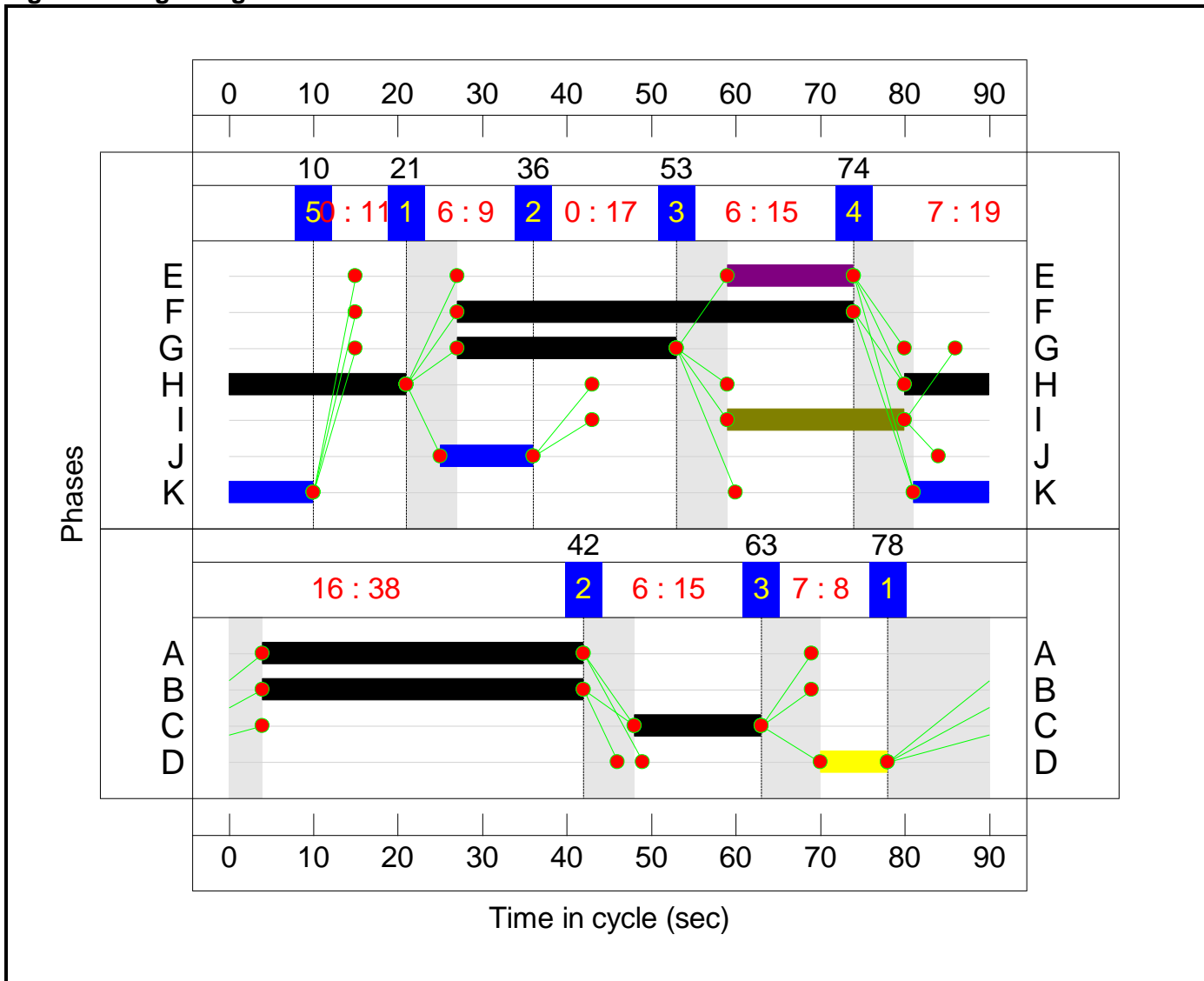
Stage Stream: 1

Stage	1	2	3
Duration	38	15	8
Change Point	78	42	63

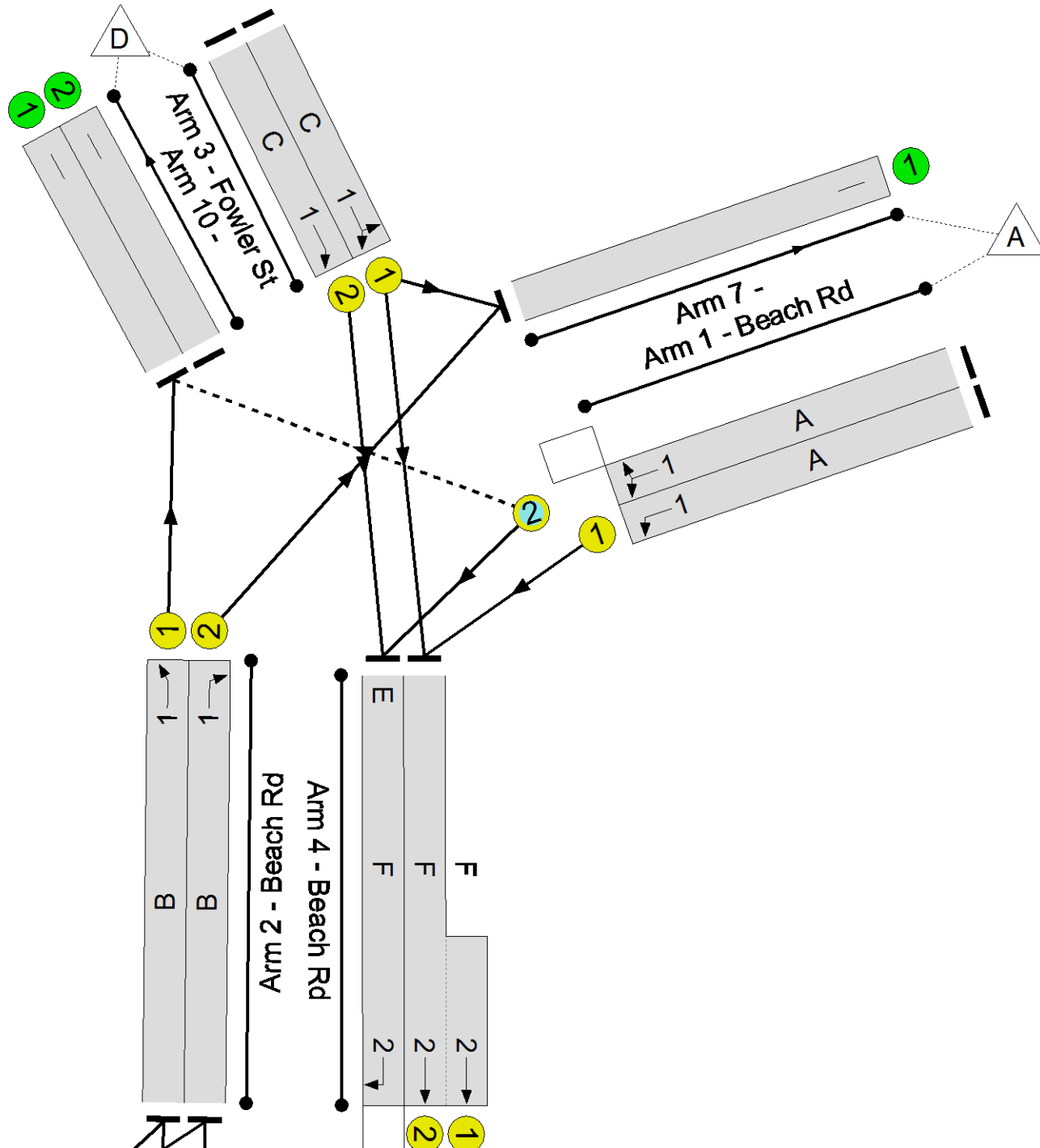
Stage Stream: 2

Stage	1	2	3	4	5
Duration	9	17	15	19	11
Change Point	21	36	53	74	10

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Crossgate / Beach Road Proposed Layout	-	-	N/A	-	-		-	-	-	-	-	-	86.5%
Crossgate / Beach Road	-	-	N/A	-	-		-	-	-	-	-	-	86.5%
1/1	Beach Rd Left	U	1	N/A	A		1	38	-	310	1818	788	39.4%
1/2	Beach Rd Left Right	O	1	N/A	A		1	38	-	363	1771	648	56.0%
2/1	Beach Rd Ahead	U	1	N/A	B		1	38	-	655	1870	810	80.8%
2/2	Beach Rd Right	U	1	N/A	B		1	38	-	584	1895	821	71.1%
3/1	Fowler St Ahead Left	U	1	N/A	C		1	15	-	266	1980	352	75.6%
3/2	Fowler St Ahead	U	1	N/A	C		1	15	-	250	1980	352	71.0%
4/2+4/1	Beach Rd Ahead	U	2	N/A	F		1	47	-	493	2120:1980	1056	46.7%
4/3	Beach Rd Right	O	2	N/A	F	E	1	47	15	531	1788	614	86.5%
5/2+5/1	Westoe Rd Ahead Left	U	2	N/A	G		1	26	-	426	2080:1707	690	61.8%
5/3	Westoe Rd Ahead	U	2	N/A	G		1	26	-	254	1940	582	43.6%
6/1	Crossgate Left	U	2	N/A	H	I	1	52	21	703	1747	1029	68.3%
6/2+6/3	Crossgate Right	U	2	N/A	H		1	31	-	582	1925:1810	860	67.6%
7/1		U	N/A	N/A	-		-	-	-	667	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	797	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	278	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	675	Inf	Inf	0.0%

Full Input Data And Results

10/1		U	N/A	N/A	-		-	-	-	737	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	-
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Crossgate / Beach Road Proposed Layout	-	-	230	374	9	28.1	13.6	1.0	42.7	-	-	-	-
Crossgate / Beach Road	-	-	230	374	9	28.1	13.6	1.0	42.7	-	-	-	-
1/1	310	310	-	-	-	1.5	0.3	-	1.8	21.2	5.3	0.3	5.6
1/2	363	363	73	0	9	1.8	0.6	0.3	2.8	27.5	6.5	0.6	7.1
2/1	655	655	-	-	-	2.9	2.1	-	5.0	27.2	10.4	2.1	12.5
2/2	584	584	-	-	-	2.4	1.2	-	3.6	22.4	8.8	1.2	10.0
3/1	266	266	-	-	-	2.6	1.5	-	4.1	55.4	6.3	1.5	7.8
3/2	250	250	-	-	-	2.4	1.2	-	3.6	52.1	5.8	1.2	7.0
4/2+4/1	493	493	-	-	-	1.2	0.4	-	1.6	12.0	7.0	0.4	7.4
4/3	531	531	156	374	0	2.4	3.0	0.7	6.0	40.8	13.3	3.0	16.2
5/2+5/1	426	426	-	-	-	3.0	0.8	-	3.8	32.0	6.2	0.8	7.0
5/3	254	254	-	-	-	1.8	0.4	-	2.2	30.9	5.1	0.4	5.5
6/1	703	703	-	-	-	2.5	1.1	-	3.6	18.2	11.9	1.1	13.0
6/2+6/3	582	582	-	-	-	3.6	1.0	-	4.6	28.7	6.7	1.0	7.8
7/1	667	667	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	797	797	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	278	278	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	675	675	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	737	737	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	-	-	-	-	-	-	-	-	-	-	-	-	-
		C1	Stream: 1 PRC for Signalled Lanes (%):		11.3	Total Delay for Signalled Lanes (pcuHr):		20.89	Cycle Time (s):		90		
		C1	Stream: 2 PRC for Signalled Lanes (%):		4.1	Total Delay for Signalled Lanes (pcuHr):		21.82	Cycle Time (s):		90		
			PRC Over All Lanes (%):		4.1	Total Delay Over All Lanes(pcuHr):		42.71					