

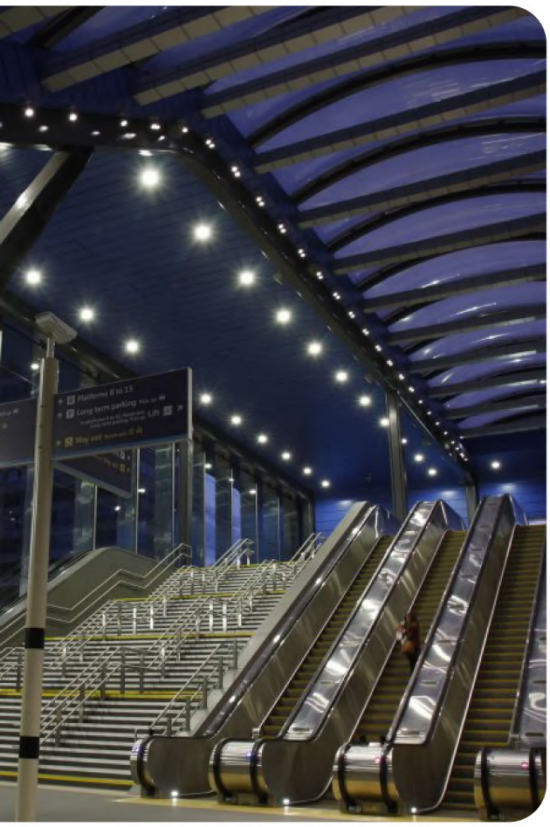
mode
transport planning

Euro Garages Ltd

Proposed Restaurant and Takeaway with Drive-Thru, Asda Boldon

Transport Statement

May 2022









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Euro Garages Ltd

Proposed Restaurant and Takeaway with Drive-Thru, Asda Boldon

Transport Statement

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APPENDIX A Site Layout

APPENDIX B Swept Path Analysis – Drive-Thru

APPENDIX C Swept Path Analysis – Deliveries

APPENDIX D TRICS Output –Restaurant & Takeaway Unit

APPENDIX E TRICS Output – Asda

1. Introduction

1.1 Overview

1.1.1 This Transport Statement (TS) has been prepared on behalf of Euro Garages Ltd. It accompanies a planning application for a restaurant and takeaway unit with associated drive-thru on land located within the existing Asda car park at Bolden.

1.1.2 The proposed unit will comprise a Gross Internal Area (GIA) of 129m^2 and will be situated within the car park of Asda, resulting in a net loss of 39 car parking spaces.

1.2 Document Purpose

1.2.1 The purpose of the TS is to assess the implications of development-related travel on the surrounding highway and transport networks. The TS will demonstrate that in terms of sustainable access and traffic impact, the application site is capable of accommodating the scale of development proposed.

1.2.2 The report considers the relevant national and local planning policy, existing conditions of the application site and the local area, and detail of the development proposals. The TS has been prepared with the following objectives.

- To review the existing conditions of the local highway network and the development site, including its accessibility by sustainable modes of transport.
- To provide a review of the proposed site layout, confirming the proposed design suitably accommodates the transport requirements of the proposed operation and the existing Asda store.
- To use the TRICS database to consider the impact of the proposed unit in terms of trip generation and parking demand.
- To consider the impact of the development proposal on the Asda car parking capacity and its ability to accommodate the existing and proposed car parking demand, accounting for the loss of parking spaces as a result of the proposed unit.

1.2.3 In addition to this TS, a Delivery Servicing Plan (DSP) and Framework Travel Plan (FTP) has been prepared by mode transport planning (mode) as separate documents to accompany the planning application.

1.3 Report Structure

1.3.1 The remainder of the TS is structured as follows:

Section 2 – Planning Policy Context

- This section reviews the relevant national and local transport-related planning policies applicable to the development.

Section 3 – Existing Situation

- This section details the existing conditions of the application site and immediate area, including the operational and safety characteristics of the surrounding highway network. Existing sustainable transport infrastructure is detailed including the site's accessibility by foot, cycle and public transport.

Section 4 – Development Proposals

- This section provides a detailed overview of the development proposals and examines the movement and access strategy as well as proposed parking and servicing arrangements.

Section 5 – Development-Related Trip Generation

- This section considerers the trip generational characteristics of the proposed development along with analysis of trip types.

Section 6 – Parking Demand Analysis

- This section assesses the parking demand generated by the proposed restaurant and takeaway unit and the impact thereof on the reduced car parking capacity for Asda. Car parking accumulation assessments are presented.

Section 7 – Summary and Conclusions

- This section provides a summary and conclusion of the information presented in the TS.

2. Planning Policy Context

2.1 Overview

2.1.1 This section details the transport aspects of adopted national and local policies relevant to the application site and development proposals, that have informed the preparation of this TS.

2.2 National Planning Policy Framework (NPPF)

2.2.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. The NPPF was published in March 2012 and has since been revised, most recently in July 2021.

2.2.2 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. Seventeen core land-use planning principles are put forward to underpin both plan-making and decision-taking, one of which is Policy 9, *'Promoting Sustainable Transport'* which aims to actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable through limiting the need to travel and offering a genuine choice of transport modes.

2.2.3 Paragraph 110 of the NPPF states that when assessing specific sites uses for development applications, it should be ensured that:

- *"Appropriate opportunities to promote sustainable transport modes can be - or have been – taken up, given the type of development and its location;*
- *Safe and suitable access to the site can be achieved for all users;*
- *The design of streets, parking areas and other transport element and the content of associated standards reflects current national guidance; and*
- *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*

2.2.4 Paragraph 111 of the NPPF ultimately states the following for transport:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or residual cumulative impacts on the road network would be severe".

2.2.5 Paragraph 112 suggests that developments should be located and designed where practical to, among other things, give priority to pedestrian and cycle movements, have access to high quality public transport facilities, create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians and consider the needs of people with disabilities by all modes of transport.

2.3 Local Policy

South Tyneside Core Strategy (2007)

2.3.1 The Local Development Framework (LDF) comprise the Core Strategy (2007) and the Development Management Policies (DMP) (2011) which set out the overall policies and direction of future development in the Borough.

2.3.2 The spatial vision includes reference to access and states that *"the Borough seeks to ensure that, all those within the Borough can access the opportunities that are available, with reliable public transport, efficient road network and above all, focusing of delivering accessibility rather than relying on mobility"*.

2.3.3 Policy ST2 of the Core Strategy states that "*high quality sustainable will be promoted by ensuring that, priority is given to alternative modes of transport to the private car, and access by, requiring travel plans for developments which would have significant transport implications…"*.

2.3.4 Policy DM1 of the DMP focuses on the management of development and states that,

- *"the impact of the development is acceptable in relation to highway capacity and safety or includes proposals to mitigate any adverse impacts;*
- *new development provides site layouts that facilitate convenient and safe routes between facilities, and prioritises movement by pedestrians and cyclists".*

2.3.5 In addition, the DMP states *"developments should provide for safe access and exit from the site for all vehicles, cyclists, pedestrians and other road users, make provision for the loading and unloading of service vehicles, as appropriate, and make provision for car and cycle parking within the site, including provision for accessible parking in well designed and lit spaces for safety and convenience, in accordance with the council's guidance on car and cycle parking"*.

2.3.6 It should be noted that the Council are working towards a new draft Regulation 18 pre-publication Local Plan following public consultation in 2019.

North East Transport Plan (2021)

2.3.7 The North East Transport Plan was adopted in March 2021 and covers the period up to 2035 setting out the region's transport aspirations. The Plan outlines a number of policy statements which are summarised below:

- *"We will help more people use active travel by making the cycle network better across the North East. This will include being flexible in how we use road space to help cyclists and pedestrians.*
- *We will improve bus travel and attract more passengers with new rapid bus corridors. This will include changing how road space is used to help buses move more quickly*
- *We will work with our partners to make travelling and moving goods around our region more efficient and greener.*

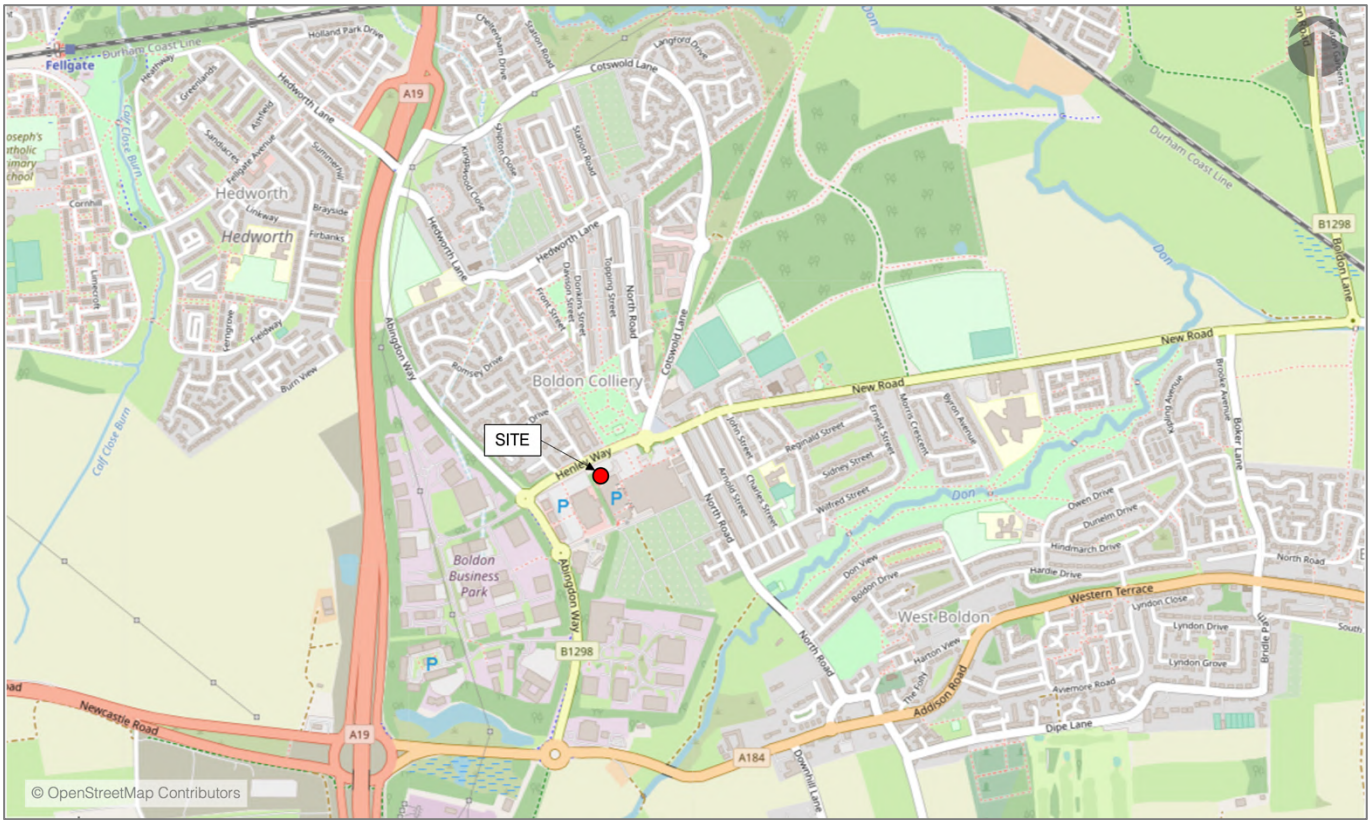
- *We must make our roads flow better for goods and essential car journeys."*

3. Existing Situation

3.1 Site Location

3.1.1 The application site is located within the car park of Asda, Bolden. The car park is accessed from a 4-arm roundabout with the B1298 Henley Way / B1298 Hubert Street / Cotswold Lane. The location of the application site is the context of the local highway network is illustrated in Figure 3.1.

Figure 3.1 Site Location



3.1.2 The Asda car park is provided with a total of 728 spaces, including 34x disabled bays and 25x parent and child bays.

3.2 Sustainable Travel Opportunities

3.2.1 Planning policy at national and local level seek to ensure that development is accessible by a range of sustainable transport modes. As such this section of the TS examines the site accessibility with respect to walking, cycling and public transport.

Pedestrian & Cycle Accessibility

3.2.2 The location of the application site is such that there is a well-established network of pedestrian and cycle routes along key highway links providing good connectivity to nearby bus stops, offering staff and customers with a realistic opportunity to travel to the site by sustainable modes of transport.

3.2.3 The Asda access road is provided with footways along both sides of the carriageway linking with dropped kerbs and zebra crossings internally within the car park which follows desire lines to the store entrance.

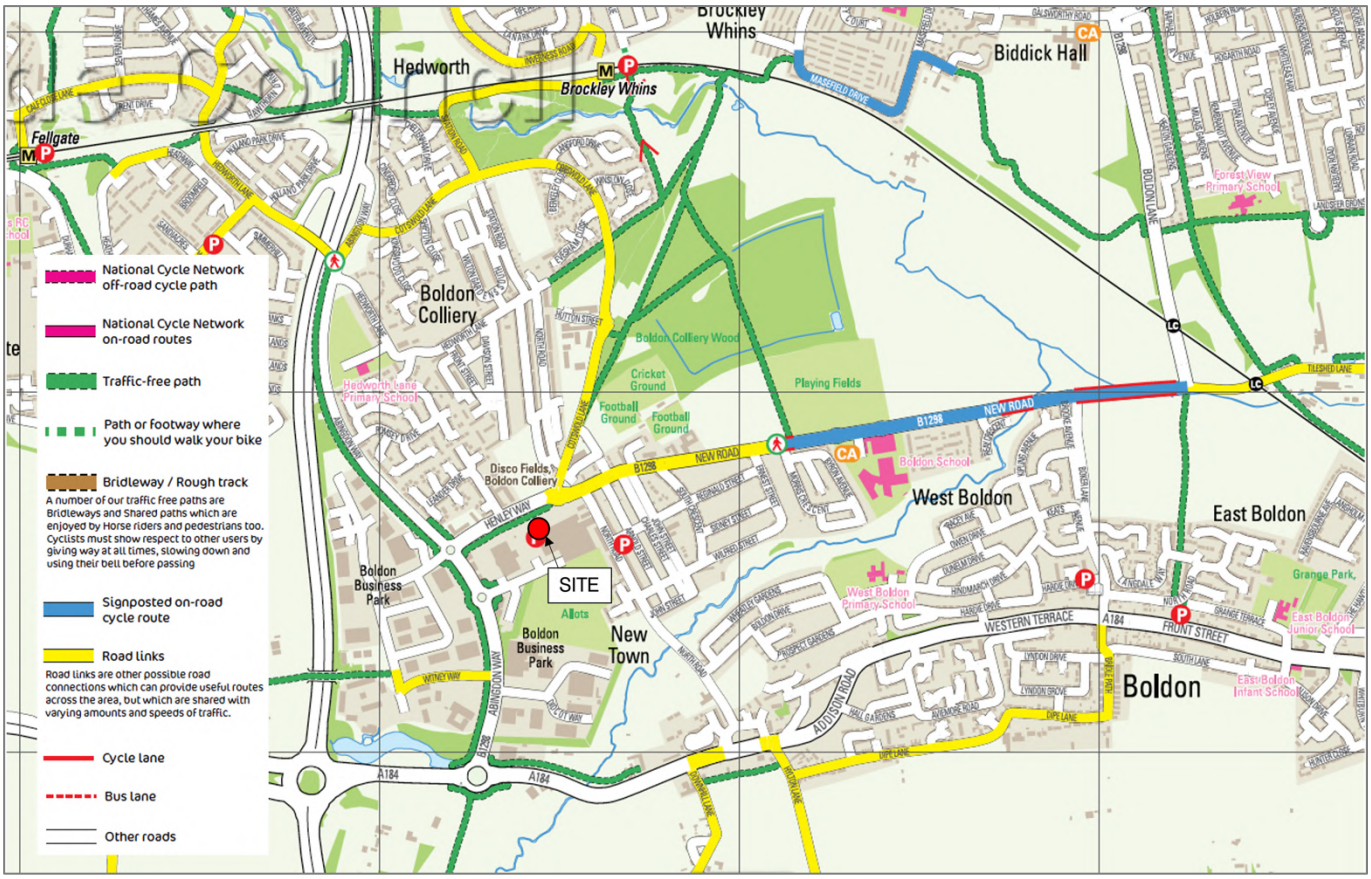
3.2.4 Footways continue along all arms of the B1298 / Cotswold Lane roundabout along both sides do the carriageway and dropped kerbs, tactile paving and pedestrian refuge islands are provided on all arms providing safe routes to nearby bus stops and onwards to residential areas.

3.2.5 The Asda car park benefits from two designated pedestrian access points to Henley Way which connects to shared footway / cycleway provision and a signalised crossing offering safe routes to nearby bus stops on Henley Way. Internally within the car park, the pedestrian access located to the east of the site links to zebra crossings and designated pedestrian walkways following the desire line to the Asda store entrance. The second pedestrian access connects through to the car park opposite the site and links directly with the signalised crossing on Henley Way.

3.2.6 Henley Way benefits from a shared footway / cycleway along the southern side of the carriageway which continues north and south along Abingdon Way.

3.2.7 The local cycle connections within the vicinity of the application site are illustrated in Figure 3.2 which identifies that Henley Way and Abingdon Way benefit form traffic-free cycle paths, Cotswold Lane and New Road are identified as useful cycle links and further east New Road provides an on-road cycle route. These routes offer connection to nearby residential areas such as Boldon Colliery, East Boldon, Hedworth and Fellgate as well as Brockley Whins and Fellgate Metro stations.

Figure 3.2 Local Cycle Routes



Accessibility by Public Transport

3.2.8 The nearest bus stops to the application site are located on Henley Way which can be accessed within a short walk distance using the existing pedestrian only access form the Asda car park and signalised crossing on Henley Way. Additional bus stops are located on Hurbert Street and Cotswold Lane, accessible in a 200-250m walk from the site

3.2.9 The bus services operating from these stops are summarised in Table 3.1.

Table 3.1 Local Bus Routes

Bus Stop	Route No.	Daily Frequency (no. of buses per hour)			Route
		Monday – Friday	Saturday	Sunday	
Henley Way	30	1	1	1	Durham – Fellgate – Boldon – Cleadon – South Shields
	35 / 35A	2	2	2	Heworth – Sunderland – Houghton-le-Spring - Moorsley
	X34	2	2	-	Newcastle – Gateshead – Boldon – Cleadon circular
Cotswold Lane	5	2	2	1	Jarrow – Fellgate – South Tyneside Hospt – South Shields
	9	2	2	2	Jarrow – Boldon – Fulwell – Sunderland

3.2.10 Brockley Whins metro station is located to the north of the site, accessible within a 20-minute walk from the site. The station is located on the line between South Hylton and the Airport and services run approximately every 12 minutes in both directions. Typical journey times to a range of direct destinations are summarised in Table 3.2.

Table 3.2 Brockley Whins Metro Journey Times

Destination	Journey Time
Seaburn	6 minutes
Heworth	8 minutes
Sunderland	12 minutes
Gateshead	13 minutes
Jesmond	20 minutes
South Hylton	23 minutes

3.2.11 The location of the application site facilitates the opportunity for staff and customers to travel by sustainable modes e.g., on foot, by cycle or public transport, thereby reducing reliance on the private car.

3.3 Local Highway Network

3.3.1 The application site is located within the Asda Bolden car park, which is accessed from a 4-arm roundabout with B1298 Henley Way / B1298 Hurbert Street / Cotswold Lane.

3.3.2 Henley Way, Hurbert Street and Cotswold Lane are all subject to 30mph speed limits and are single lane two-way carriageways.

3.3.3 Cotswold Lane provides access north towards residential areas of Bolden Colliery. The B1298 Hubert Street heads east, joining with New Road offering access to residential areas of East Boldon. The B1298 Henley Way head west to the B1298 Henley Way / Abingdon Way / Brooklands Way roundabout.

3.3.4 To the west of the site, Henley Way forms a 4-arm roundabout with Abingdon Way and Brooklands Way. Brooklands Way provides access to industrial uses and Abingdon Way forms the key route to the A19.

3.4 Personal Injury Collision (PIC) Analysis

3.4.1 To enable a review of the road safety record on the highway network in the vicinity of the application site, Personal Injury Collision (PIC) data has been obtained from Crashmap Pro over the latest 5-year period.

3.4.2 Analysis has been undertaken to determine if there are any trends in the type or location of collisions on the local highway network within the vicinity of the site. The data identifies that 6 PICs have been recorded within the study area, of which all were classified as 'slight' (minor). The locations of the recorded PICs are illustrated in Figure 3.3.

3.4.3 No PICs have been recorded at the Asda access roundabout or internally within the car park.

3.4.4 Five 'slight' (minor) incidents took place in the vicinity of the North Road / Hubert Street signal junction to the east of the site which were primarily due to vehicles turning into the path of oncoming vehicles and rear end shunts.

3.4.5 One 'slight' (minor) incident took place at the Henley Way / Abingdon Way roundabout to the west of the site involving a rear end collision between a van and pedal cyclist.

Figure 3.3 PIC Locations



3.4.6 From this review, no significant pattern or trend have been observed and it is considered that the proposed development will have no adverse impact on highway safety.

4. Development Proposals

4.1 Overview

4.1.1 The development proposals comprise the construction of a restaurant and takeaway unit with associated drive-thru. The proposed unit will accommodate a floor area of 129m^2 (GIA) and will share the existing parking spaces provided within the Asda car park. A copy of the site layout plan is included as Appendix A.

4.1.2 The proposed unit will be located to the north-west corner of the Asda car park, north of the existing multi-storey car park, replacing standard surface car parking bays. The proposed unit will be open for trading between 10am and 11pm.

4.1.3 As a result of the proposed development, there will be a net loss of 39 parking spaces within the existing Asda car park, inclusive of the relocation of the existing recycling facilities which currently accommodates the equivalent of 6 parking spaces. Section 6 demonstrates that the existing parking demand generated by Asda and the proposed demand generated by the restaurant and takeaway unit can be accommodated within the remaining car parking provision.

4.2 Access Arrangements

4.2.1 Vehicular access to the proposed development will be from within the Asda car park. Access to the Asda car park via the Henley Way / Hurbert Way / Cotswold Lane roundabout will be retained as per existing arrangements and will be unaffected by the development proposal.

4.2.2 Pedestrian access to the Asda car park from the roundabout and the pedestrian only access from Henley Way will also be retained as per existing conditions.

4.2.3 To the south of the proposed unit, there is an existing zebra crossing across the multi-storey car park entry/exit ramp which will be retained offering connections between the proposed unit, the store and wider car park along key pedestrian desire lines. A zebra crossing will be provided across the drive-thru lane facilitating safe pedestrian access to the main entrance of the proposed unit.

4.2.4 The existing pedestrian connection to the immediate north of the site that connects through to Henley Way will be retained, although it is proposed to shift where the link enters the car park one car parking space to the east to provide a more direct desire line for pedestrians to the proposed unit. There will be no change to the number of parking spaces to achieve this, just a change to which space it hatched (i.e. the existing space that is currently hatched will be returned to a useable parking spaces, and the existing parking space directly to the right will be hatched). It is proposed to provide a zebra crossing facility across the car park aisle to facilitate safe pedestrian access to the proposed unit from the local footway network.

4.3 Internal Site Layout

4.3.1 The application site consists of a single restaurant and drive-thru unit, with 2x bays for large order bays and 2x bays for delivery drivers.

4.3.2 The drive-thru lane will operate as a single lane one-way system, circulating clockwise around the building with vehicles entering and exiting to the north-east of the unit.

4.3.3 The drive-thru lane is c. 80m long (entry point to collection window), accommodating 13-14 vehicles based on an average vehicle length of 6m. Therefore, all potential queuing can be accommodated within the site, minimising any impact on the retained Asda car parking facilities and the public highway.

4.3.4 Swept path analysis of the drive-thru lane has been undertaken illustrating the drive-thru lane can accommodate a large car, the vehicle most typically using the drive-thru, as well as large van, the largest vehicle expected to utilise the drive-thru. This is illustrated in mode drawing 4179-32-6244-001 and 002 included as Appendix B.

4.3.5 The proposed restaurant and takeaway unit will be provided with a separate 'delivery window' to be used by delivery aggregators. Drivers would park their vehicles in the designated bays and collect from the window located on the eastern façade of the building, utilising the zebra crossing provided across the drive-thru lane.

4.4 Proposed Parking Provision

Car Parking

4.4.1 The proposed unit will be provided with 2x large order bays located to the immediate north of the unit and 2x large order bays located to the east of the proposed unit. Customers would be able to utilise the designated crossing points provided offering a direct link to main entrance to the unit.

4.4.2 Blue Badge users would be able to utilise the existing bays located to the south of the proposed unit and use the designated crossing points to access the proposed unit.

4.4.3 It is proposed that car parking for both Asda customers and customers of the proposed restaurant and takeaway unit will be shared across the car park.

4.4.4 The proposed development will result in a net reduction of 39 car parking spaces within the Asda car park. The car park currently provides 728 spaces which will reduce to 689 spaces. Of note, all Blue Badge holder and parent and child spaces will be unaffected by the development.

Cycle Parking

4.4.5 The restaurant and takeaway unit proposes 8 cycle parking spaces for customer and staff use, located in close proximity to the building.

4.4.6 The South Tyneside Council Local Development Framework SPD6 Parking Standards (December 2010) requires 2 spaces per 50m^2 for restaurant and hot food takeaway uses. On this basis, the proposed 8 spaces adhere with STC standards.

4.5 Servicing and Delivery Arrangements

4.5.1 All servicing and delivery arrangements will take place on site with the servicing vehicles able to access the site using the existing internal road infrastructure.

4.5.2 Deliveries will take place from the designated delivery bay located to the immediate north of the proposed unit. Goods will then be trolley across the drive-thru lane to the delivery and refuse entrance on the western façade of the building.

4.5.3 mode drawing 4179-32-6244-003, included as Appendix C, illustrates the swept path analysis of an 11.5m rigid vehicle, the largest anticipated to service the development, demonstrating that the vehicle can access and egress the site in a forward gear.

4.5.4 Typical servicing frequencies for the proposed unit are expected to be up to 3x per week. To minimise any possible interaction between customers / customer parking, the logistics provider will undertake deliveries outside of trading hours. It is proposed that the unit would trade between 10am and 11pm and therefore, deliveries and servicing would take place during the morning period before trading and away from the AM peak hour.

4.5.5 The logistics operation would likely be combined with an integrated waste management service, allowing cardboard and plastic waste to be collected for return after delivery, ensuring an efficient service that minimises the number of servicing vehicles visiting the site.

4.5.6 It should be noted that a DSP has been prepared by mode and is included as a separate document with the planning application which further details the arrangements and management procedures for deliveries and servicing.

4.6 Promotion of Sustainable Transport

4.6.1 As noted in Section 2, the promotion of sustainable development and accessibility by non-car modes of travel are a key thread of current government and local policy. Within Section 3, it has been demonstrated that the proposed development benefits from access to alternative means of travel to the private car with the availability of good pedestrian and cycle infrastructure, and frequent bus services, providing suitable travel alternatives.

4.6.2 To ensure the development maintains a minimal impact on the highway and transport infrastructure near the site, a Framework Travel Plan (FTP) has been prepared by mode to accompany the planning application. The FTP provides details of the objectives, measures and management processes to be put in place to minimise single-occupancy vehicle trips to and from the site.

5. Development-Related Trip Generation

5.1 Proposed Restaurant and Takeaway Unit

5.1.1 To assess the trip generational characteristics of the proposed development, vehicular trip rates have been derived from the TRICS database using the land use category '06 – Hotel, Food & Drink – D – Fast Food and Drive-Thru'.

5.1.2 The following criteria were applied when examining the TRICS data:

- Region – England, excluding Greater London;
- Gross Floor Area – 210m^2 to 800m^2;
- Date Range – 01/01/10 to 02/10/20 (starting date 01/01/03 for Weekend); and
- Location – Suburban Area and Edge of Town.

5.1.3 When examining the TRICS database, separate operational data for weekday trip rates and weekend trip rates have been identified.

5.1.4 By using the selection criteria identified above, the TRICS database provides 3 surveys undertaken on a weekday and 4 surveys undertaken on a weekend.

5.1.5 The TRICS output for both weekday and weekend profiles are included as Appendix D.

5.1.6 It is proposed that the restaurant and takeaway unit will operate from 10am – 11pm and therefore the trip generation assessment focuses on the PM peak (17:00-18:00) and weekend peak (13:00-14:00) periods.

5.1.7 Despite the proposed unit trading between 10am-11pm and not offering breakfast, the TRICS assessment has made no allowance in terms of operator-specific sites in order to present a robust assessment. For example, McDonalds offers breakfast and is typically a higher trip generator compared with operators such as KFC and Burger King who provide no breakfast offer reflecting the trading characteristics of the proposed unit. Nevertheless, all operators have been included within the TRICS assessments.

5.1.8 The vehicular trip rates and associated movements for the proposed restaurant and takeaway unit across the weekday PM peak and weekend peak hourly periods are summarised in Table 5.1.

Table 5.1 Proposed Weekday & Weekend Vehicle Trip Generation

Time Period	Vehicular Trip Rates			No. Vehicle Trips		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Weekday PM Peak (17:00-18:00)	5.774	5.996	11.770	7	8	15
Weekend Peak (13:00-14:00)	26.609	27.110	53.719	34	35	69

5.1.9 Table 5.1 shows that the proposed unit has the potential to generate 15 two-way vehicle trips during the weekday PM peak period and during the weekend peak period, the proposed unit could generate approximately 69 two-way vehicle movements.

Trip Types

5.1.10 It should be recognised that the proposed restaurant and takeaway unit will generate a high proportion of 'linked' trips whereby vehicle trips would already exist on the local highway network, as well as high proportion of 'shared' trips that would be shared with other retail offers e.g. Asda. Therefore, not all the vehicle trips presented in Table 5.1 should be considered 'new' to the network.

5.1.11 When considering trip types for the proposed use, it must be noted that the conventional classification for food stores, as detailed in previous TRICS Research Reports, covering primary new, linked diverted and pass-by trips, does apply. In addition, internal trip linkage within the existing retail demise of Asda should be considered as there will be an element of customers who visit Asda and its associated facilities, and then proceed to utilise the proposed restaurant and drive-thru unit.

5.1.12 As noted in the TRICS Research Report 14/1, there is a high degree of site-specific consideration within the internalisation of trips within the site which includes elements such as layout, size of the Asda store, and other facilities on offer across the wider site. For example, the TRICS Research Report 14/1 accepts that having Click & Collect facilities is likely to increase the proportion of linked trips.

5.1.13 The location of the site will also influence the proportions of linked, diverted and pass-by trips. In this instance, the site is located off a key route linking Boldon Colliery and Boldon as well as being situated close to residential, leisure and commercial uses offering an increase in the propensity for pass-by/diverted trips opportunities linked with other journey purposes.

5.1.14 For new food retail, 10% is typically utilised to proportion new trips which relates to earlier research reports based on supermarket surveys. To demonstrate a robust assessment, 20% has been considered as the proportion of wholly new trips to the highway network, with the remaining trips either assigned as internal linked trips (e.g. shared with the Asda store), or external diverted/pass-by.

5.1.15 In recognition of the above, the assigned proportional breakdown of trip types is summarised in Table 5.2.

Table 5.2 Trip Types

Trip Types	Trip Type %	Weekday PM Peak			Weekend Peak		
		Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
New	20%	1	2	3	7	7	14
Internal Linked	40%	3	3	6	14	14	28
External Pass-by / Diverted	40%	3	3	6	14	14	28
Total	**100%**	**7**	**8**	**15**	**34**	**35**	**69**
** Figures may not add up due to rounding*							

5.1.16 Table 5.2 shows that the proposed unit would generate only 3 two-way vehicle trips during the PM peak period and 14 two-way vehicle trips during the weekend peak period which would be wholly new to the highway network. This volume of trips is considered to be minimal and would have a negligible impact on the operational of the local highway network and internally within the wider Asda car park.

5.1.17 The proposed unit would generate 6 two-way vehicle trips during the PM peak period and 28 two-way trips during the weekend peak period which would be classified as diverted or pass-by trips which would be shared with other journey purposes. The remaining trips generated by the proposed unit would be linked with other journeys to the Asda store and would already exist on the highway network.

5.1.18 Given that a significant majority of vehicle trips associated with the proposed restaurant and takeaway unit would already exist on the local highway network, the impact of any 'new' trips on the operation of the local highway network would be insignificant.

Alternative Modes

5.1.19 Despite not being reflected in the TRICS analysis, due to limited surveys available on the TRICS database, the prospective occupier will endeavour to encourage staff to travel to its restaurants by sustainable modes of travel and therefore the proposed unit will generate a proportion of trips by sustainable modes such as walking, cycling and public transport. It is considered that existing infrastructure will suitably accommodate the sustainable trip demand generated by the proposed unit.

5.1.20 The FTP, submitted as part of this application, sets out measures and initiatives to encourage sustainable travel choices to / from the development. The continued implementation of the FTP will assist in minimising single-occupancy car trips and encouraging staff to travel by sustainable modes of transport.

6. Parking Demand Analysis

6.1 Overview

6.1.1 This section details the existing parking demand generated by the Asda store and the anticipated parking demand generated by the proposed unit. The assessment considers the impact of the net loss of 39 spaces to the existing Asda car park as a result of the proposed restaurant and takeaway unit.

6.2 Parking Accumulation – Asda Car Park

6.2.1 To determine the peak car parking demand within the Asda car park, the TRICS database has been examined to establish the daily trip rate profile which can be applied to generate the car parking demand. The land use category '01 – Retail – A – Food Superstore' has been used and the following criteria applied when examining the TRICS data:

- Region – England, excluding Greater London;
- Gross Floor Area – 5,700m^2 to 14,000m^2;
- Date Range – 01/01/13 to 17/10/20; and
- Location – Suburban Area and Edge of Town.

6.2.2 When examining the TRICS database, separate operational data for weekday trip rates and weekend trip rates have been identified.

6.2.3 The TRICS output for both weekday and weekend profiles are included as Appendix E.

6.2.4 The trip rates and associated vehicle movements, based on the GFA of the Asda store (13,287m^2), along with the parking accumulation for a typical weekday and weekend daily profiles are summarised in Table 6.1.

Table 6.1 Asda Car Parking Demand

Time	Weekday Profile					Weekend Profile				
	Arrivals		Departures		Parking Demand	Arrivals		Departures		Parking Demand
	Trip Rate	No. Trips	Trip Rate	No. Trips		Trip Rate	No. Trips	Trip Rate	No. Trips	
05:00-06:00	-	-	-	-	13*	0.17	23	0.03	4	26*
06:00-07:00	0.279	37	0.04	5	45	0.778	103	0.441	59	70
07:00-08:00	1.315	175	1.138	151	69	1.473	196	1.007	134	132
08:00-09:00	2.055	273	1.734	230	112	2.708	360	2.074	276	216
09:00-10:00	2.957	393	2.264	301	204	4.196	558	3.229	429	345
10:00-11:00	3.195	425	2.88	383	246	5.327	708	4.648	618	435
11:00-12:00	3.413	453	3.303	439	260	5.673	754	5.433	722	467
12:00-13:00	3.474	462	3.632	483	239	5.678	754	5.645	750	471
13:00-14:00	3.126	415	3.179	422	232	5.356	712	5.556	738	445
14:00-15:00	3.106	413	3.1	412	233	5.342	710	5.292	703	452
15:00-16:00	3.094	411	3.159	420	224	5.159	685	5.42	720	417
16:00-17:00	2.468	328	2.734	363	189	4.926	655	5.415	719	353
17:00-18:00	2.49	331	2.553	339	181	4.488	596	5.04	670	279
18:00-19:00	2.584	343	2.937	390	134	3.389	450	4.183	556	173
19:00-20:00	2.035	270	2.441	324	80	2.33	310	2.858	380	103
20:00-21:00	1.368	182	1.594	212	50	1.381	183	1.688	224	62
21:00-22:00	0.892	119	1.165	155	14	0.711	94	0.962	128	28
22:00-23:00	0.032	4	0.134	18	0	0.293	39	0.429	57	10
23:00-24:00	-	-	-	-	-	0.274	36	0.349	46	0

*Assumes vehicles parked at beginning of survey to avoid negative accumulation.

6.2.5 Table 6.1 shows that the Asda store can generate a maximum parking demand for 260 vehicles during a typical weekday period and 471 vehicles during a typical weekend period.

6.3 Parking Accumulation – Restaurant and Takeaway Unit

6.3.1 Parking accumulation analysis has been undertaken based on the TRICS arrivals and departures profile to establish the anticipated parking demand associated with the proposed restaurant and takeaway unit.

6.3.2 A proposed restaurant / drive-thru would be expected to have a relatively short dwell time given its customer base and service offerings. This is indicated in the TRICS trip rates whereby the number of vehicles arriving and departing during each hour are broadly similar.

6.3.3 To provide a robust assessment, no deductions have been made to account for any trip types when calculating the parking demand for the proposed unit. As such, the resulting parking demand are considered as wholly new. In this way the demand for Asda and demand for the proposed unit have been independently calculated with no account made for any linked trips and thus linked parking between the two uses.

6.3.4 The predicted parking accumulation for the proposed restaurant and takeaway unit over a typical weekday and weekend profile is summarised in Table 6.2.

Table 6.2 Restaurant and Takeaway Unit Parking Accumulation

Time	Weekday Daily Profile			Weekend Daily Profile		
	Arrivals	Departures	Parking Demand	Arrivals	Departures	Parking Demand
05:00 – 06:00	1	0	2*	-	-	2*
06:00 – 07:00	1	1	2	0	0	2
07:00 – 08:00	3	3	2	10	10	2
08:00 – 09:00	5	5	2	15	13	4
09:00 – 10:00	4	4	2	19	17	6
10:00 – 11:00	5	4	3	15	18	3
11:00 – 12:00	8	8	3	23	20	6
12:00 – 13:00	11	10	4	37	32	11
13:00 – 14:00	9	10	3	34	35	10
14:00 – 15:00	6	7	2	30	32	8
15:00 – 16:00	5	6	1	25	25	8
16:00 – 17:00	7	6	2	26	28	6
17:00 – 18:00	7	8	1	31	30	7
18:00 – 19:00	8	8	1	29	30	6
19:00 – 20:00	7	7	1	23	24	5
20:00 – 21:00	5	5	1	17	18	4
21:00 – 22:00	3	3	1	15	16	3
22:00 – 23:00	1	1	1	11	13	1
23:00 – 24:00	0	1	0	8	9	0

*Assumes vehicles parked at beginning of survey to avoid negative accumulation.

6.3.5 Table 6.2 shows that the proposed restaurant and takeaway unit will generate a maximum parking demand for 4 vehicles during a typical weekday period and 11 vehicles during a typical weekend period.

6.3.6 The trip profile shown in Table 6.2 includes sites that offer a 24-hour service to customers, such as McDonalds. It is important to acknowledge that the restaurant and takeaway unit is only proposed to operate between the hours of 10am and 11pm and therefore the trips and resulting parking demand generated outside of these hours is likely to be minimal compared with the trip generation and parking demand profile presented in Table 6.2. Nevertheless, in order to provide a robust assessment, the resulting parking demand has been included in the following accumulation assessment.

6.4 Total Parking Accumulation

6.4.1 The overall parking demand, and resulting spare capacity, accounting for the proposed restaurant and takeaway unit is summarised in Table 6.3.

6.4.2 As noted previously, the Asda car park is currently provided with a total of 728 spaces. The proposed restaurant and takeaway unit will result in a net reduction of 39 spaces, resulting in an overall supply of 689 spaces. All spaces will be available for customers of Asda and the proposed unit.

Table 6.3 Total Parking Accumulation

Time	Weekday				Weekend			
	Asda Demand	Restaurant Demand	Total Demand	Spare Capacity	Asda Demand	Restaurant Demand	Total Demand	Spare Capacity
05:00 – 06:00	7	2	9	680	26	2	28	661
06:00 – 07:00	45	2	47	642	70	2	72	617
07:00 – 08:00	69	2	71	618	132	2	134	555
08:00 – 09:00	112	2	114	575	216	4	220	469
09:00 – 10:00	204	2	206	483	345	6	351	338
10:00 – 11:00	246	3	249	440	435	3	438	251
11:00 – 12:00	260	3	263	426	467	6	473	216
12:00 – 13:00	239	4	243	446	471	11	482	207
13:00 – 14:00	232	3	235	454	445	10	455	234
14:00 – 15:00	233	2	235	454	452	8	460	229
15:00 – 16:00	224	1	225	464	417	8	425	264
16:00 – 17:00	189	2	191	498	353	6	359	330
17:00 – 18:00	181	1	182	507	279	7	286	403
18:00 – 19:00	134	1	135	554	173	6	179	510
19:00 – 20:00	80	1	81	608	103	5	108	581
20:00 – 21:00	50	1	51	638	62	4	66	623
21:00 – 22:00	14	1	15	674	28	3	31	658
22:00 – 23:00	0	1	1	688	10	1	11	678
23:00 – 24:00	0	0	0	689	0	0	0	689

6.4.3 Table 6.3 shows that accounting for the proposed restaurant and takeaway unit, there will be an overall peak parking demand for 263 spaces during a typical weekday period and an overall demand for 482 spaces during a typical weekend period.

6.4.4 On the basis that there will be 689 spaces of available car parking across the existing Asda car park and proposed unit, the analysis demonstrates that there will be minimum spare capacity of 426 spaces during the weekday and 207 spaces during the weekend.

6.4.5 Therefore, the net loss of parking as a result of the proposed restaurant and takeaway unit would still retain sufficient spare capacity to cater for the demand for parking generated by Asda and the proposed unit.

6.4.6 It has been demonstrated that there is sufficient capacity within the Asda car park to continue to accommodate the demand for parking generated by Asda and the future demand of the proposed unit and as such, the development proposal will not generate any overspill parking on to the local highway network.

7. Summary and Conclusions

7.1 Summary

7.1.1 This Transport Statement (TS) has been prepared on behalf of Euro Garages Ltd. It accompanies a planning application for a restaurant and takeaway with associated drive-thru on land located within the existing Asda car park at Boldon.

7.1.2 In summary, the TS has identified the following:

- The location of the site provides the opportunity for staff and customers to travel to the site by sustainable modes such as on foot, by cycle or via public transport, thereby reducing reliance on the private car.
- Vehicle access to the proposed restaurant and takeaway unit will be internally within the retained Asda car park. Access to the car park from the Henley Way / Hurburt Way / Cotswold Lane roundabout will be retained as per existing arrangements.
- The proposed restaurant and takeaway unit will be provided with 2x designated bays for delivery drivers and 2x large order bays located close to the main entrance of the unit. Blue Badge users would be able to make use of the existing bays located close by.
- Car parking for both Asda customers and customers of the proposed restaurant and takeaway will be shared across the car park. Likewise, customers and staff will be able to make use of the existing sheltered cycle parking facilities located next to the Asda store.
- The unit will provide 8 cycle parking spaces in accordance with STC parking standards.
- Servicing and deliveries will take place on site with vehicles able to enter and exit the site in a forward gear.
- Trip generation assessments demonstrate that the proposed unit has the potential to generate 15 two-way vehicle trips during the weekday PM peak period and during the weekend peak period, the proposed unit could generate approximately 69 two-way vehicle movements.
- It is important to consider that not all vehicle trips generated by the proposed restaurant and takeaway unit will be wholly new to the network and instead a high proportion of trips would be linked with other journey purposes (e.g. visiting Asda) or diverting from the local road network. therefore, the trips generated by the proposed unit will have a negligible impact on the operation of the local highway network. It is estimated that 20% of trips would be 'new' to the network, equivalent to 3 trips during the PM peak and 14 trips during the weekend peak periods.
- Parking accumulation analysis demonstrates that there is sufficient spare capacity within the Asda car park to accommodate the existing parking demand generated by Asda and the future demand generated by the proposed unit. As such, demand for car parking can be accommodated within the wider site resulting in no overspill parking onto the public highway.

7.2 Conclusion

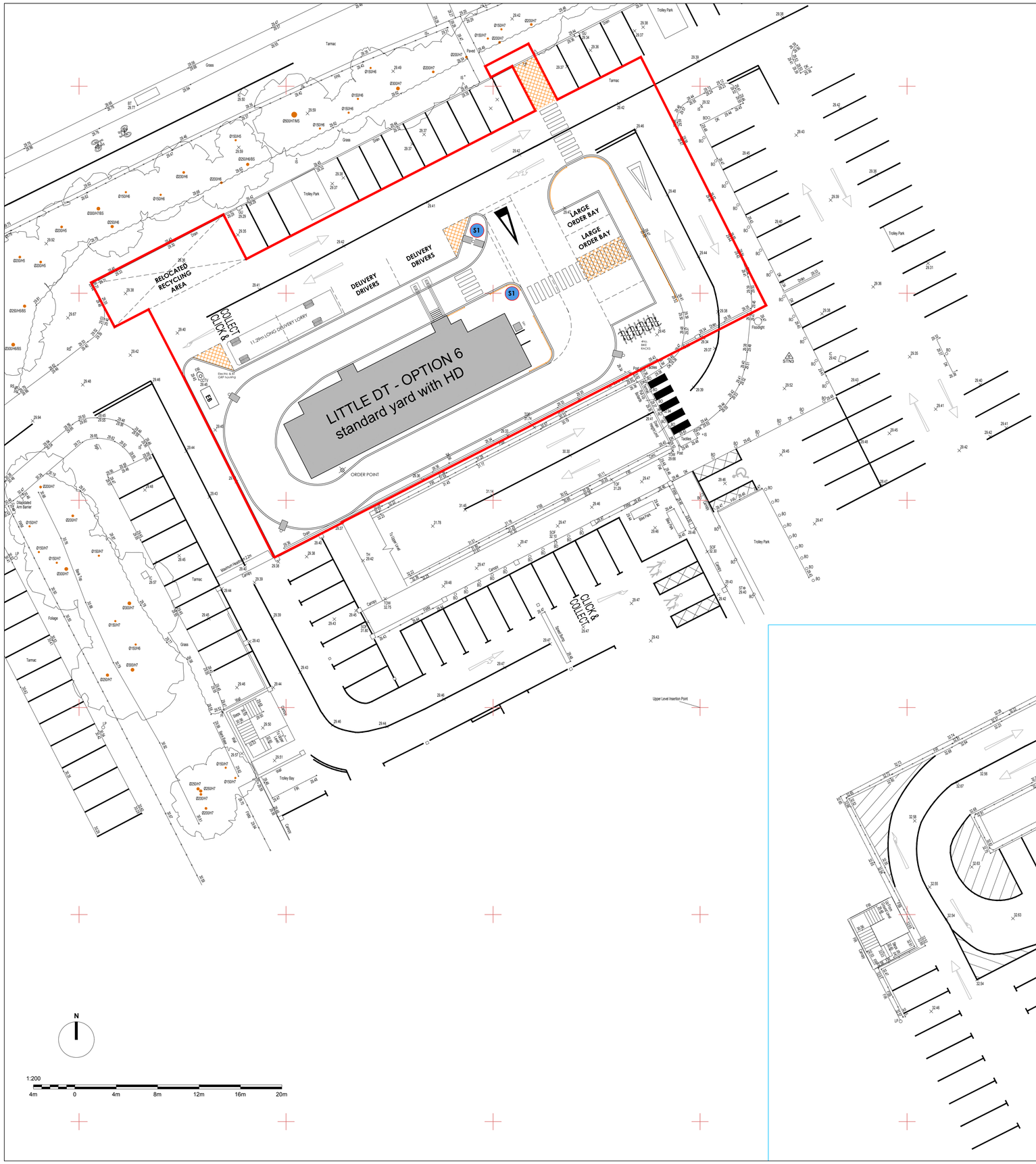
7.2.1 In view of the findings within this TS, it is considered that the development proposals are acceptable in transport terms and meets with local and national policy objectives. The TS demonstrates that there are no residual cumulative impacts in terms of highway safety or the operational capacity of the surrounding highway and transport networks and therefore planning permission should not be withheld on transport grounds.

mode
transport planning

APPENDICES

APPENDIX A

Site Layout



EB ELECTRICAL BOX

DK DROP KERB

DOUBLE LIGHT FITTING

SINGLE LIGHT FITTING

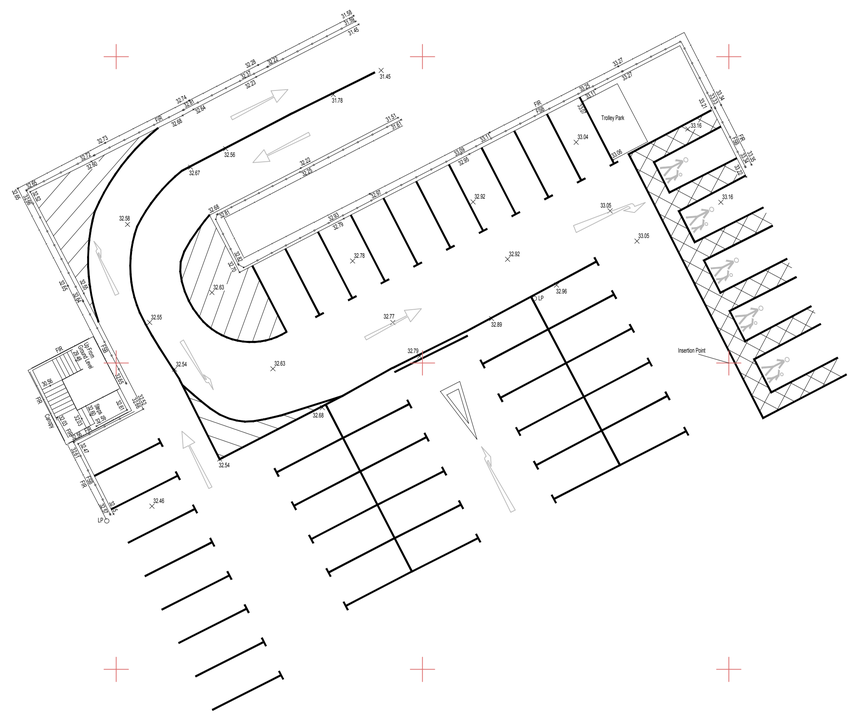
PEDESTRIAN BARRIER

2No BIKE RACK

WASTE BIN

S1 SINGLE SIDED SIGN NO ENTRY FACING CAR PARK

Upper Level Car Park



NOTE - CAD INFO PROVIDED BY OTHERS.
ALL DIMENSIONS TO BE CHECKED ON SITE.
DO NOT SCALE FROM THIS DRAWING.

REV	DATE	DESCRIPTION
E	04/05/22	RED LINE AMENDED
D	25/04/22	ADDITIONAL CYCLE PARKING SHOWN
C	14/04/22	EXT FURNITURE & KEY ADDED
B	13/04/22	RELOCATED RECYCLING AREA SHOWN
A	08/04/22	UPDATED IN ACCORDANCE WITH COMMENTS

PYE DESIGN ARCHITECTS
RIBA Chartered Practice
29 Market Street
Hindley
Wigan
WN2 3AE
01942 256007
www.pyedesign.co.uk
info@pyedesign.co.uk

PLANNING

SITE ADDRESS

ASDA BOLDON SUPERCENTRE
NORTH ROAD
BOLDON COLLIERY
NEWCASTLE UPON TYNE
NE35 9ER

DRAWING TITLE

PROPOSED SITE PLAN

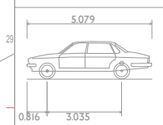
DRAWN BY	CHECKED	DATE
SPO	ARP	APR 2022
STORE NO.	SCALE @ A1	
	1:200	

DRAWING NO.	REVISION
4179 - PL - 04	E

APPENDIX B

Swept Path Analysis – Drive-Thru

This drawing has been produced by mode transport planning.
No responsibility will be accepted for the use of this drawing in any other project.



Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

LITTLE DT - OPTION 6
standard yard with HD

Large Car (2006)

0 2.5 5 7.5 10 12.5
metres

drawing title

Swept Path Analysis
Proposed Drive-Thru
Large Car

client

Euro Garages Ltd

job title

Asda, Boldon

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mode
transport planning

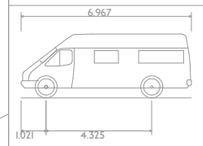
scale 1:250 @ A3
drawn DR
checked CS
created Mar 22

rev	rev by	chk by	date	remarks
C	DR	CS	04/05/22	Updated site layout plan
B	CS	LF	19/04/22	Updated site layout plan
A	CS	LF	06/04/22	Updated site layout plan

drawing no. 4179-J32-6244-001

File: C:\Users\mode GIS\Dropbox (mode)\Project\Reading\2. Projects\J326244 4179 Euro Garages Boldon\5. Graphics\2. CAD\2. Sheets\220504 4179 J326244 001-002-003 C.dwg

This drawing has been produced by mode transport planning.
No responsibility will be accepted for the use of this drawing in any other project.



Mercedes Sprinter L3 H2 RWD	
Overall Length	6.967m
Overall Width	2.020m
Overall Body Height	2.616m
Min Body Ground Clearance	0.400m
Track Width	1.993m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	7.600m

0 2.5 5 7.5 10 12.5
metres

drawing title
Swept Path Analysis
Proposed Drive-Thru

client
Euro Garages Ltd

job title
Asda, Boldon

mode transport planning
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Broad Street Mall
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mode
transport planning

scale 1:250 @ A3
drawn DR
checked CS
created Mar 22

rev	rev by	chk by	date	remarks
C	DR	CS	04/05/22	Updated site layout plan
B	CS	LF	19/04/22	Update site layout plan
A	CS	LF	06/04/22	Update site layout plan

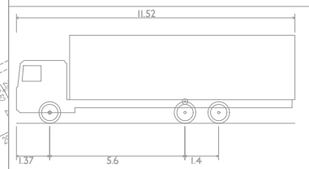
drawing no. 4179-J32-6244-002

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APPENDIX C

Swept Path Analysis – Deliveries

This drawing has been produced by mode transport planning.
No responsibility will be accepted for the use of this drawing in any other project.



Volvo FE 26T Delivery Vehicle	
Overall Length	11.520m
Overall Width	2.600m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.600m
Lock to lock time	3.00s
Wall to Wall Turning Radius	10.73lm

Volvo FE 26T Delivery Vehicle
LARGE ORDER BAY
LARGE ORDER BAY
DELIVERY DRIVERS
DELIVERY DRIVERS
RELOCATED RECYCLING AREA
COLLECT & CLICK
11.29m LONG DELIVERY LORRY
LITTLE DT - OPTION 6
standard yard with HD
ORDER POINT
4No. BIKE RACKS
Trolley Park
Tarmac
Grass
Drain
Floodlight
Electric & BT GRP housing
Dilapidated Arm Barrier
Maximum Headroom 2.2m
To Upper Level
Bike Park
Canopy
Tactiles
Paved
Blocks
Box
STN3

0 2.5 5 7.5 10 12.5
metres

drawing title
Swept Path Analysis
Delivery Arrangment

client
Euro Garages Ltd

job title
Asda, Boldon

mode transport planning
Quadrant House
Broad Street Mall
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w www.modetransport.co.uk

mode
transport planning

scale 1:250 @ A3
drawn DR
checked CS
created Mar 22

rev	rev by	chk by	date	remarks
C	DR	CS	04/05/22	Updated site layout plan
B	CS	LF	19/04/22	Updated site layout plan
A	CS	LF	06/04/22	Updated site layout plan

drawing no.
4179-J32-6244-003

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APPENDIX D

TRICS Output –Restaurant & Takeaway Unit

Calculation Reference: AUDIT-754101-210820-0814

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : D - FAST FOOD - DRIVE THROUGH
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	SO	SLOUGH	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
06	WEST MIDLANDS		
	WO	WORCESTERSHIRE	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 435 to 480 (units: sqm)
Range Selected by User: 210 to 800 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 02/10/20

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

Selected survey days:

Tuesday	1 days
Wednesday	1 days
Friday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
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:

Residential Zone	2
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

Not Known	3 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

15,001 to 20,000	2 days
20,001 to 25,000	1 days

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

Population within 5 miles:

75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	1 days

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

Travel Plan:

No	3 days

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

PTAL Rating:

No PTAL Present	3 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1	CA-06-D-02 NEWMARKET ROAD CAMBRIDGE	MCDONALD'S		CAMBRIDGESHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:		435 sqm	
	Survey date: TUESDAY		*19/09/17*	*Survey Type: MANUAL*
2	SO-06-D-01 WINDSOR ROAD SLOUGH	MCDONALD'S		SLOUGH
	Edge of Town Residential Zone Total Gross floor area:		480 sqm	
	Survey date: WEDNESDAY		*21/11/12*	*Survey Type: MANUAL*
3	WO-06-D-01 CLEWS ROAD REDDITCH	KFC		WORCESTERSHIRE
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area:		436 sqm	
	Survey date: FRIDAY		*02/10/20*	*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 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	480	0.417	1	480	0.000	1	480	0.417
06:00 - 07:00	1	480	1.042	1	480	0.833	1	480	1.875
07:00 - 08:00	2	458	2.623	2	458	2.404	2	458	5.027
08:00 - 09:00	2	458	3.825	2	458	4.044	2	458	7.869
09:00 - 10:00	2	458	3.169	2	458	3.279	2	458	6.448
10:00 - 11:00	3	450	3.627	3	450	2.961	3	450	6.588
11:00 - 12:00	3	450	6.440	3	450	6.070	3	450	12.510
12:00 - 13:00	3	450	8.290	3	450	7.994	3	450	16.284
13:00 - 14:00	3	450	6.958	3	450	7.698	3	450	14.656
14:00 - 15:00	3	450	5.033	3	450	5.699	3	450	10.732
15:00 - 16:00	3	450	4.293	3	450	4.737	3	450	9.030
16:00 - 17:00	3	450	5.699	3	450	4.959	3	450	10.658
17:00 - 18:00	3	450	5.774	3	450	5.996	3	450	11.770
18:00 - 19:00	3	450	6.144	3	450	6.144	3	450	12.288
19:00 - 20:00	3	450	5.255	3	450	5.551	3	450	10.806
20:00 - 21:00	3	450	3.627	3	450	4.071	3	450	7.698
21:00 - 22:00	3	450	2.147	3	450	2.073	3	450	4.220
22:00 - 23:00	2	458	0.764	2	458	0.764	2	458	1.528
23:00 - 24:00	2	458	0.000	2	458	0.437	2	458	0.437
Total Rates:			75.127			75.714			150.841

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

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

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Parameter summary

Trip rate parameter range selected:	435 - 480 (units: sqm)
Survey date date range:	01/01/10 - 02/10/20
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH
TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	480	0.000	1	480	0.000	1	480	0.000
06:00 - 07:00	1	480	0.000	1	480	0.000	1	480	0.000
07:00 - 08:00	2	458	0.000	2	458	0.000	2	458	0.000
08:00 - 09:00	2	458	0.000	2	458	0.000	2	458	0.000
09:00 - 10:00	2	458	0.109	2	458	0.109	2	458	0.218
10:00 - 11:00	3	450	0.000	3	450	0.000	3	450	0.000
11:00 - 12:00	3	450	0.074	3	450	0.074	3	450	0.148
12:00 - 13:00	3	450	0.148	3	450	0.074	3	450	0.222
13:00 - 14:00	3	450	0.000	3	450	0.074	3	450	0.074
14:00 - 15:00	3	450	0.148	3	450	0.148	3	450	0.296
15:00 - 16:00	3	450	0.000	3	450	0.000	3	450	0.000
16:00 - 17:00	3	450	0.148	3	450	0.148	3	450	0.296
17:00 - 18:00	3	450	0.074	3	450	0.000	3	450	0.074
18:00 - 19:00	3	450	0.074	3	450	0.148	3	450	0.222
19:00 - 20:00	3	450	0.074	3	450	0.074	3	450	0.148
20:00 - 21:00	3	450	0.148	3	450	0.074	3	450	0.222
21:00 - 22:00	3	450	0.000	3	450	0.074	3	450	0.074
22:00 - 23:00	2	458	0.000	2	458	0.000	2	458	0.000
23:00 - 24:00	2	458	0.000	2	458	0.000	2	458	0.000
Total Rates:			0.997			0.997			1.994

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	480	0.000	1	480	0.000	1	480	0.000
06:00 - 07:00	1	480	0.000	1	480	0.000	1	480	0.000
07:00 - 08:00	2	458	0.000	2	458	0.000	2	458	0.000
08:00 - 09:00	2	458	0.000	2	458	0.000	2	458	0.000
09:00 - 10:00	2	458	0.000	2	458	0.000	2	458	0.000
10:00 - 11:00	3	450	0.000	3	450	0.000	3	450	0.000
11:00 - 12:00	3	450	0.000	3	450	0.000	3	450	0.000
12:00 - 13:00	3	450	0.000	3	450	0.000	3	450	0.000
13:00 - 14:00	3	450	0.000	3	450	0.000	3	450	0.000
14:00 - 15:00	3	450	0.000	3	450	0.000	3	450	0.000
15:00 - 16:00	3	450	0.074	3	450	0.000	3	450	0.074
16:00 - 17:00	3	450	0.000	3	450	0.074	3	450	0.074
17:00 - 18:00	3	450	0.000	3	450	0.000	3	450	0.000
18:00 - 19:00	3	450	0.000	3	450	0.000	3	450	0.000
19:00 - 20:00	3	450	0.000	3	450	0.000	3	450	0.000
20:00 - 21:00	3	450	0.000	3	450	0.000	3	450	0.000
21:00 - 22:00	3	450	0.000	3	450	0.000	3	450	0.000
22:00 - 23:00	2	458	0.000	2	458	0.000	2	458	0.000
23:00 - 24:00	2	458	0.000	2	458	0.000	2	458	0.000
Total Rates:			0.074			0.074			0.148

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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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	480	0.000	1	480	0.000	1	480	0.000
06:00 - 07:00	1	480	0.000	1	480	0.000	1	480	0.000
07:00 - 08:00	2	458	0.328	2	458	0.109	2	458	0.437
08:00 - 09:00	2	458	0.109	2	458	0.328	2	458	0.437
09:00 - 10:00	2	458	0.109	2	458	0.109	2	458	0.218
10:00 - 11:00	3	450	0.074	3	450	0.074	3	450	0.148
11:00 - 12:00	3	450	0.000	3	450	0.000	3	450	0.000
12:00 - 13:00	3	450	0.074	3	450	0.074	3	450	0.148
13:00 - 14:00	3	450	0.000	3	450	0.000	3	450	0.000
14:00 - 15:00	3	450	0.074	3	450	0.074	3	450	0.148
15:00 - 16:00	3	450	0.148	3	450	0.148	3	450	0.296
16:00 - 17:00	3	450	0.444	3	450	0.444	3	450	0.888
17:00 - 18:00	3	450	0.148	3	450	0.148	3	450	0.296
18:00 - 19:00	3	450	0.074	3	450	0.000	3	450	0.074
19:00 - 20:00	3	450	0.000	3	450	0.074	3	450	0.074
20:00 - 21:00	3	450	0.000	3	450	0.000	3	450	0.000
21:00 - 22:00	3	450	0.000	3	450	0.000	3	450	0.000
22:00 - 23:00	2	458	0.000	2	458	0.000	2	458	0.000
23:00 - 24:00	2	458	0.000	2	458	0.000	2	458	0.000
Total Rates:			1.582			1.582			3.164

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.*

mode transport limited Lombard House, 145 Great Charles Street Birmimgham, B3 3LP Licence No: 754101

Calculation Reference: AUDIT-754101-210820-0817

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : D - FAST FOOD - DRIVE THROUGH
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HF	HERTFORDSHIRE	1 days
03	SOUTH WEST		
	DV	DEVON	1 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
08	NORTH WEST		
	LC	LANCASHIRE	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 255 to 447 (units: sqm)
Range Selected by User: 210 to 800 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/03 to 02/10/20

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

Selected survey days:

Saturday	3 days
Sunday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Commercial Zone	1
Development Zone	1
Residential Zone	1
Retail Zone	1

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

Secondary Filtering selection:

Use Class:

Not Known	4 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	2 days

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

Travel Plan:

No	4 days

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

PTAL Rating:

No PTAL Present	4 days

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

LIST OF SITES relevant to selection parameters

1	DS-06-D-01	KFC		DERBYSHIRE
	WYVERN WAY			
	DERBY			
	PRIDE PARK			
	Suburban Area (PPS6 Out of Centre)			
	Development Zone			
	Total Gross floor area:		370 sqm	
	Survey date: SUNDAY		*26/07/15*	*Survey Type: MANUAL*
2	DV-06-D-01	MCDONALD'S		DEVON
	HELE ROAD			
	TORQUAY			
	Suburban Area (PPS6 Out of Centre)			
	Retail Zone			
	Total Gross floor area:		447 sqm	
	Survey date: SATURDAY		*30/03/19*	*Survey Type: MANUAL*
3	HF-06-D-01	MCDONALD'S		HERTFORDSHIRE
	HERTFORD RUSH GREEN			
	HERTFORD			
	RUSH GREEN			
	Edge of Town			
	Residential Zone			
	Total Gross floor area:		326 sqm	
	Survey date: SATURDAY		*22/03/03*	*Survey Type: MANUAL*
4	LC-06-D-03	BURGER KING		LANCASHIRE
	LOWER AUDLEY			
	BLACKBURN			
	WATERSIDE			
	Suburban Area (PPS6 Out of Centre)			
	Commercial Zone			
	Total Gross floor area:		255 sqm	
	Survey date: SATURDAY		*08/11/03*	*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 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	370	0.270	1	370	0.000	1	370	0.270
07:00 - 08:00	3	357	8.116	3	357	7.556	3	357	15.672
08:00 - 09:00	4	350	12.160	4	350	10.730	4	350	22.890
09:00 - 10:00	4	350	15.236	4	350	13.519	4	350	28.755
10:00 - 11:00	4	350	11.588	4	350	13.948	4	350	25.536
11:00 - 12:00	4	350	17.740	4	350	15.880	4	350	33.620
12:00 - 13:00	4	350	28.684	4	350	24.607	4	350	53.291
13:00 - 14:00	4	350	26.609	4	350	27.110	4	350	53.719
14:00 - 15:00	4	350	23.176	4	350	24.893	4	350	48.069
15:00 - 16:00	4	350	19.385	4	350	19.313	4	350	38.698
16:00 - 17:00	4	350	19.886	4	350	21.531	4	350	41.417
17:00 - 18:00	4	350	23.677	4	350	23.176	4	350	46.853
18:00 - 19:00	4	350	22.604	4	350	22.961	4	350	45.565
19:00 - 20:00	4	350	17.668	4	350	18.741	4	350	36.409
20:00 - 21:00	4	350	12.804	4	350	13.877	4	350	26.681
21:00 - 22:00	4	350	11.516	4	350	12.017	4	350	23.533
22:00 - 23:00	2	409	8.446	2	409	9.792	2	409	18.238
23:00 - 24:00	2	409	6.487	2	409	6.732	2	409	13.219
Total Rates:			286.052			286.383			572.435

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:	255 - 447 (units: sqm)
Survey date date range:	01/01/03 - 02/10/20
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	3
Number of Sundays:	1
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

mode transport limited Lombard House, 145 Great Charles Street Birmimgham, B3 3LP Licence No: 754101

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	370	0.000	1	370	0.000	1	370	0.000
07:00 - 08:00	3	357	0.093	3	357	0.093	3	357	0.186
08:00 - 09:00	4	350	0.715	4	350	0.501	4	350	1.216
09:00 - 10:00	4	350	0.215	4	350	0.215	4	350	0.430
10:00 - 11:00	4	350	0.215	4	350	0.215	4	350	0.430
11:00 - 12:00	4	350	0.215	4	350	0.286	4	350	0.501
12:00 - 13:00	4	350	0.000	4	350	0.000	4	350	0.000
13:00 - 14:00	4	350	0.072	4	350	0.072	4	350	0.144
14:00 - 15:00	4	350	0.000	4	350	0.000	4	350	0.000
15:00 - 16:00	4	350	0.000	4	350	0.000	4	350	0.000
16:00 - 17:00	4	350	0.072	4	350	0.072	4	350	0.144
17:00 - 18:00	4	350	0.000	4	350	0.000	4	350	0.000
18:00 - 19:00	4	350	0.072	4	350	0.072	4	350	0.144
19:00 - 20:00	4	350	0.000	4	350	0.072	4	350	0.072
20:00 - 21:00	4	350	0.000	4	350	0.072	4	350	0.072
21:00 - 22:00	4	350	0.000	4	350	0.000	4	350	0.000
22:00 - 23:00	2	409	0.000	2	409	0.000	2	409	0.000
23:00 - 24:00	2	409	0.000	2	409	0.000	2	409	0.000
Total Rates:			1.669			1.670			3.339

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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mode transport limited Lombard House, 145 Great Charles Street Birmimgham, B3 3LP Licence No: 754101

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH
PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	370	0.000	1	370	0.000	1	370	0.000
07:00 - 08:00	3	357	0.000	3	357	0.000	3	357	0.000
08:00 - 09:00	4	350	0.000	4	350	0.000	4	350	0.000
09:00 - 10:00	4	350	0.000	4	350	0.000	4	350	0.000
10:00 - 11:00	4	350	0.000	4	350	0.000	4	350	0.000
11:00 - 12:00	4	350	0.000	4	350	0.000	4	350	0.000
12:00 - 13:00	4	350	0.000	4	350	0.000	4	350	0.000
13:00 - 14:00	4	350	0.000	4	350	0.000	4	350	0.000
14:00 - 15:00	4	350	0.000	4	350	0.000	4	350	0.000
15:00 - 16:00	4	350	0.000	4	350	0.000	4	350	0.000
16:00 - 17:00	4	350	0.000	4	350	0.000	4	350	0.000
17:00 - 18:00	4	350	0.000	4	350	0.000	4	350	0.000
18:00 - 19:00	4	350	0.072	4	350	0.072	4	350	0.144
19:00 - 20:00	4	350	0.000	4	350	0.000	4	350	0.000
20:00 - 21:00	4	350	0.000	4	350	0.000	4	350	0.000
21:00 - 22:00	4	350	0.000	4	350	0.000	4	350	0.000
22:00 - 23:00	2	409	0.000	2	409	0.000	2	409	0.000
23:00 - 24:00	2	409	0.000	2	409	0.000	2	409	0.000
Total Rates:			0.072			0.072			0.144

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	370	0.000	1	370	0.000	1	370	0.000
07:00 - 08:00	3	357	0.000	3	357	0.000	3	357	0.000
08:00 - 09:00	4	350	0.000	4	350	0.000	4	350	0.000
09:00 - 10:00	4	350	0.000	4	350	0.000	4	350	0.000
10:00 - 11:00	4	350	0.000	4	350	0.000	4	350	0.000
11:00 - 12:00	4	350	0.072	4	350	0.000	4	350	0.072
12:00 - 13:00	4	350	0.000	4	350	0.000	4	350	0.000
13:00 - 14:00	4	350	0.000	4	350	0.000	4	350	0.000
14:00 - 15:00	4	350	0.072	4	350	0.000	4	350	0.072
15:00 - 16:00	4	350	0.572	4	350	0.572	4	350	1.144
16:00 - 17:00	4	350	0.072	4	350	0.072	4	350	0.144
17:00 - 18:00	4	350	0.215	4	350	0.286	4	350	0.501
18:00 - 19:00	4	350	0.000	4	350	0.143	4	350	0.143
19:00 - 20:00	4	350	0.000	4	350	0.000	4	350	0.000
20:00 - 21:00	4	350	0.072	4	350	0.000	4	350	0.072
21:00 - 22:00	4	350	0.000	4	350	0.072	4	350	0.072
22:00 - 23:00	2	409	0.000	2	409	0.000	2	409	0.000
23:00 - 24:00	2	409	0.000	2	409	0.000	2	409	0.000
Total Rates:			1.075			1.145			2.220

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

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

APPENDIX E

TRICS Output – Asda

Calculation Reference: AUDIT-754101-210826-0808

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : A - FOOD SUPERSTORE
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	WS	WEST SUSSEX	1 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
	LE	LEICESTERSHIRE	1 days
08	NORTH WEST		
	LC	LANCASHIRE	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 5700 to 14000 (units: sqm)
Range Selected by User: 800 to 15950 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 17/10/20

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

Selected survey days:

Friday	5 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	3

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	2
Retail Zone	1
No Sub Category	1

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

LIST OF SITES relevant to selection parameters

1 DS-01-A-01 SAINSBURY'S DERBYSHIRE
WYVERN WAY
DERBY
CHADDESDEN
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 9500 sqm
Survey date: FRIDAY *26/06/15* *Survey Type: MANUAL*

2 LC-01-A-19 ASDA LANCASHIRE
EASTWAY
PRESTON
FULWOOD
Edge of Town
Commercial Zone
Total Gross floor area: 14000 sqm
Survey date: FRIDAY *09/11/18* *Survey Type: MANUAL*

3 LE-01-A-03 SAINSBURY'S LEICESTERSHIRE
GLEN ROAD
LEICESTER
OADBY
Edge of Town
Residential Zone
Total Gross floor area: 5700 sqm
Survey date: FRIDAY *07/11/14* *Survey Type: MANUAL*

4 TW-01-A-02 ASDA TYNE & WEAR
WANSBECK ROAD SOUTH
NEWCASTLE UPON TYNE
GOSFORTH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 9050 sqm
Survey date: FRIDAY *03/05/19* *Survey Type: MANUAL*

5 WS-01-A-12 SAINSBURY'S WEST SUSSEX
NEW ROAD
LITTLEHAMPTON
WEST PRESTON
Edge of Town
Retail Zone
Total Gross floor area: 12550 sqm
Survey date: FRIDAY *21/06/19* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
SF-01-A-03	Survey during COVID

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	12550	0.279	1	12550	0.048	1	12550	0.327
07:00 - 08:00	5	10160	1.329	5	10160	1.144	5	10160	2.473
08:00 - 09:00	5	10160	2.063	5	10160	1.744	5	10160	3.807
09:00 - 10:00	5	10160	2.967	5	10160	2.274	5	10160	5.241
10:00 - 11:00	5	10160	3.197	5	10160	2.888	5	10160	6.085
11:00 - 12:00	5	10160	3.433	5	10160	3.309	5	10160	6.742
12:00 - 13:00	5	10160	3.484	5	10160	3.646	5	10160	7.130
13:00 - 14:00	5	10160	3.138	5	10160	3.193	5	10160	6.331
14:00 - 15:00	5	10160	3.112	5	10160	3.108	5	10160	6.220
15:00 - 16:00	5	10160	3.106	5	10160	3.171	5	10160	6.277
16:00 - 17:00	5	10160	2.474	5	10160	2.742	5	10160	5.216
17:00 - 18:00	5	10160	2.496	5	10160	2.559	5	10160	5.055
18:00 - 19:00	5	10160	2.594	5	10160	2.949	5	10160	5.543
19:00 - 20:00	5	10160	2.039	5	10160	2.451	5	10160	4.490
20:00 - 21:00	5	10160	1.380	5	10160	1.606	5	10160	2.986
21:00 - 22:00	5	10160	0.900	5	10160	1.171	5	10160	2.071
22:00 - 23:00	2	10800	0.032	2	10800	0.134	2	10800	0.166
23:00 - 24:00									
Total Rates:			38.023			38.137			76.160

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

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

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Parameter summary

Trip rate parameter range selected:	5700 - 14000 (units: sqm)
Survey date date range:	01/01/13 - 17/10/20
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	12550	0.000	1	12550	0.008	1	12550	0.008
07:00 - 08:00	5	10160	0.014	5	10160	0.006	5	10160	0.020
08:00 - 09:00	5	10160	0.008	5	10160	0.010	5	10160	0.018
09:00 - 10:00	5	10160	0.010	5	10160	0.010	5	10160	0.020
10:00 - 11:00	5	10160	0.002	5	10160	0.008	5	10160	0.010
11:00 - 12:00	5	10160	0.020	5	10160	0.006	5	10160	0.026
12:00 - 13:00	5	10160	0.010	5	10160	0.014	5	10160	0.024
13:00 - 14:00	5	10160	0.012	5	10160	0.014	5	10160	0.026
14:00 - 15:00	5	10160	0.006	5	10160	0.008	5	10160	0.014
15:00 - 16:00	5	10160	0.012	5	10160	0.012	5	10160	0.024
16:00 - 17:00	5	10160	0.006	5	10160	0.008	5	10160	0.014
17:00 - 18:00	5	10160	0.006	5	10160	0.006	5	10160	0.012
18:00 - 19:00	5	10160	0.010	5	10160	0.012	5	10160	0.022
19:00 - 20:00	5	10160	0.004	5	10160	0.010	5	10160	0.014
20:00 - 21:00	5	10160	0.012	5	10160	0.012	5	10160	0.024
21:00 - 22:00	5	10160	0.008	5	10160	0.006	5	10160	0.014
22:00 - 23:00	2	10800	0.000	2	10800	0.000	2	10800	0.000
23:00 - 24:00									
Total Rates:			0.140			0.150			0.290

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.*

mode transport limited Lombard House, 145 Great Charles Street Birmimgham, B3 3LP Licence No: 754101

Calculation Reference: AUDIT-754101-210826-0852

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : A - FOOD SUPERSTORE
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	2 days
	HC	HAMPSHIRE	1 days
03	SOUTH WEST		
	DC	DORSET	2 days
	DV	DEVON	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	1 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
	NR	NORTHAMPTONSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NE	NORTH EAST LINCOLNSHIRE	1 days
	NY	NORTH YORKSHIRE	2 days
09	NORTH		
	TW	TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 4625 to 15950 (units: sqm)
Range Selected by User: 800 to 15950 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 17/10/20

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

Selected survey days:

Saturday	14 days

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

Selected survey types:

Manual count	14 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	6
Edge of Town	8

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
Development Zone	1
Residential Zone	5
Retail Zone	2
Out of Town	1
No Sub Category	4

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

LIST OF SITES relevant to selection parameters

1 CA-01-A-02 SAINSBURY'S CAMBRIDGESHIRE
OXNEY ROAD
PETERBOROUGH
NEWARK
Edge of Town
Industrial Zone
Total Gross floor area: 10000 sqm
Survey date: SATURDAY 15/10/16 Survey Type: MANUAL

2 DC-01-A-19 TESCO EXTRA DORSET
RIVERSIDE AVENUE
BOURNEMOUTH

Edge of Town
No Sub Category
Total Gross floor area: 8500 sqm
Survey date: SATURDAY 22/03/14 Survey Type: MANUAL

3 DC-01-A-20 MORRISONS DORSET
DORCHESTER ROAD
WEYMOUTH

Edge of Town
No Sub Category
Total Gross floor area: 5500 sqm
Survey date: SATURDAY 29/03/14 Survey Type: MANUAL

4 DV-01-A-23 SAINSBURY ' S DEVON
HILL BARTON ROAD
EXETER
WHIPTON
Edge of Town
Residential Zone
Total Gross floor area: 6934 sqm
Survey date: SATURDAY 30/03/19 Survey Type: MANUAL

5 ES-01-A-17 ASDA EAST SUSSEX
BATTLE ROAD
HASTINGS
ST LEONARDS ON SEA
Suburban Area (PPS6 Out of Centre)
Retail Zone
Total Gross floor area: 6920 sqm
Survey date: SATURDAY 01/03/14 Survey Type: MANUAL

6 ES-01-A-18 WAITROSE EAST SUSSEX
NEVILL ROAD
BRIGHTON
WEST BLATCHINGTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 4644 sqm
Survey date: SATURDAY 23/09/17 Survey Type: MANUAL

7 HC-01-A-06 ASDA HAMPSHIRE
LARCHWOOD AVENUE
HAVANT
BEDHAMPTON
Edge of Town
No Sub Category
Total Gross floor area: 15950 sqm
Survey date: SATURDAY 21/11/15 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	LN-01-A-07	WAITROSE		LINCOLNSHIRE
	SEARBY ROAD			
	LINCOLN			
	ERMINE EAST			
	Edge of Town			
	Residential Zone			
	Total Gross floor area:		6600 sqm	
	Survey date: SATURDAY		*28/10/17*	*Survey Type: MANUAL*
9	NE-01-A-02	SAINSBURY'S		NORTH EAST LINCOLNSHIRE
	DONCASTER ROAD			
	SCUNTHORPE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:		7200 sqm	
	Survey date: SATURDAY		*10/05/14*	*Survey Type: MANUAL*
10	NF-01-A-05	MORRISONS		NORFOLK
	ALBION WAY			
	NORWICH			
	Suburban Area (PPS6 Out of Centre)			
	Retail Zone			
	Total Gross floor area:		10000 sqm	
	Survey date: SATURDAY		*09/11/19*	*Survey Type: MANUAL*
11	NR-01-A-04	SAINSBURY'S		NORTHAMPTONSHIRE
	A4500 WEEDON ROAD			
	NORTHAMPTON			
	SIXFIELDS			
	Suburban Area (PPS6 Out of Centre)			
	Development Zone			
	Total Gross floor area:		11800 sqm	
	Survey date: SATURDAY		*18/10/14*	*Survey Type: MANUAL*
12	NY-01-A-06	ASDA		NORTH YORKSHIRE
	PHEASANT FIELDS LANE			
	SKELTON IN CLEVELAND			
	Edge of Town			
	Out of Town			
	Total Gross floor area:		4625 sqm	
	Survey date: SATURDAY		*17/09/16*	*Survey Type: MANUAL*
13	NY-01-A-07	SAINSBURY'S		NORTH YORKSHIRE
	WETHERBY ROAD			
	HARROGATE			
	Edge of Town			
	No Sub Category			
	Total Gross floor area:		9030 sqm	
	Survey date: SATURDAY		*13/10/18*	*Survey Type: MANUAL*
14	TW-01-A-01	SAINSBURY'S		TYNE & WEAR
	ETHERSTONE AVENUE			
	NEWCASTLE UPON TYNE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:		9300 sqm	
	Survey date: SATURDAY		*05/10/13*	*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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BD-01-A-01	Survey undertaken during COVID

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	10000	0.170	1	10000	0.030	1	10000	0.200
06:00 - 07:00	4	7647	0.781	4	7647	0.448	4	7647	1.229
07:00 - 08:00	14	8357	1.498	14	8357	1.032	14	8357	2.530
08:00 - 09:00	14	8357	2.720	14	8357	2.089	14	8357	4.809
09:00 - 10:00	14	8357	4.208	14	8357	3.238	14	8357	7.446
10:00 - 11:00	14	8357	5.331	14	8357	4.655	14	8357	9.986
11:00 - 12:00	14	8357	5.678	14	8357	5.438	14	8357	11.116
12:00 - 13:00	14	8357	5.692	14	8357	5.654	14	8357	11.346
13:00 - 14:00	14	8357	5.367	14	8357	5.569	14	8357	10.936
14:00 - 15:00	14	8357	5.348	14	8357	5.297	14	8357	10.645
15:00 - 16:00	14	8357	5.165	14	8357	5.429	14	8357	10.594
16:00 - 17:00	14	8357	4.937	14	8357	5.426	14	8357	10.363
17:00 - 18:00	14	8357	4.493	14	8357	5.048	14	8357	9.541
18:00 - 19:00	14	8357	3.395	14	8357	4.186	14	8357	7.581
19:00 - 20:00	14	8357	2.333	14	8357	2.863	14	8357	5.196
20:00 - 21:00	14	8357	1.383	14	8357	1.691	14	8357	3.074
21:00 - 22:00	14	8357	0.716	14	8357	0.966	14	8357	1.682
22:00 - 23:00	5	8118	0.293	5	8118	0.429	5	8118	0.722
23:00 - 24:00	2	7313	0.274	2	7313	0.349	2	7313	0.623
Total Rates:			59.782			59.837			119.619

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

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

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Parameter summary

Trip rate parameter range selected:	4625 - 15950 (units: sqm)
Survey date date range:	01/01/13 - 17/10/20
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	14
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	10000	0.000	1	10000	0.000	1	10000	0.000
06:00 - 07:00	4	7647	0.003	4	7647	0.007	4	7647	0.010
07:00 - 08:00	14	8357	0.025	14	8357	0.025	14	8357	0.050
08:00 - 09:00	14	8357	0.012	14	8357	0.015	14	8357	0.027
09:00 - 10:00	14	8357	0.012	14	8357	0.009	14	8357	0.021
10:00 - 11:00	14	8357	0.004	14	8357	0.007	14	8357	0.011
11:00 - 12:00	14	8357	0.005	14	8357	0.005	14	8357	0.010
12:00 - 13:00	14	8357	0.014	14	8357	0.009	14	8357	0.023
13:00 - 14:00	14	8357	0.011	14	8357	0.013	14	8357	0.024
14:00 - 15:00	14	8357	0.006	14	8357	0.005	14	8357	0.011
15:00 - 16:00	14	8357	0.006	14	8357	0.009	14	8357	0.015
16:00 - 17:00	14	8357	0.011	14	8357	0.011	14	8357	0.022
17:00 - 18:00	14	8357	0.005	14	8357	0.008	14	8357	0.013
18:00 - 19:00	14	8357	0.006	14	8357	0.003	14	8357	0.009
19:00 - 20:00	14	8357	0.003	14	8357	0.005	14	8357	0.008
20:00 - 21:00	14	8357	0.002	14	8357	0.003	14	8357	0.005
21:00 - 22:00	14	8357	0.005	14	8357	0.004	14	8357	0.009
22:00 - 23:00	5	8118	0.000	5	8118	0.000	5	8118	0.000
23:00 - 24:00	2	7313	0.000	2	7313	0.000	2	7313	0.000
Total Rates:			0.130			0.138			0.268

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

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

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