The Spring,
Market Lavington

Transport Statement

For

Feltham Properties Ltd, on behalf of The Long Field (Market Lavington) Limited

Document Control Sheet

The Spring,

Market Lavington

Feltham Properties Ltd, on behalf of The Long Field (Market Lavington) Limited

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1.0 Introduction

Overview

1.1 Motion is retained by Feltham Properties Ltd, on behalf of The Long Field (Market Lavington) Limited, to prepare a Transport Statement (TS) in relation to the proposal for a mixed-use development comprising residential dwellings (Use Class C3) and a small convenience food retail unit (Use Class E) on land off The Spring, Market Lavington ('the Site'). The Site is located within the administrative boundary of Wiltshire Council (WC) and is illustrated in Figure 1.1 below.

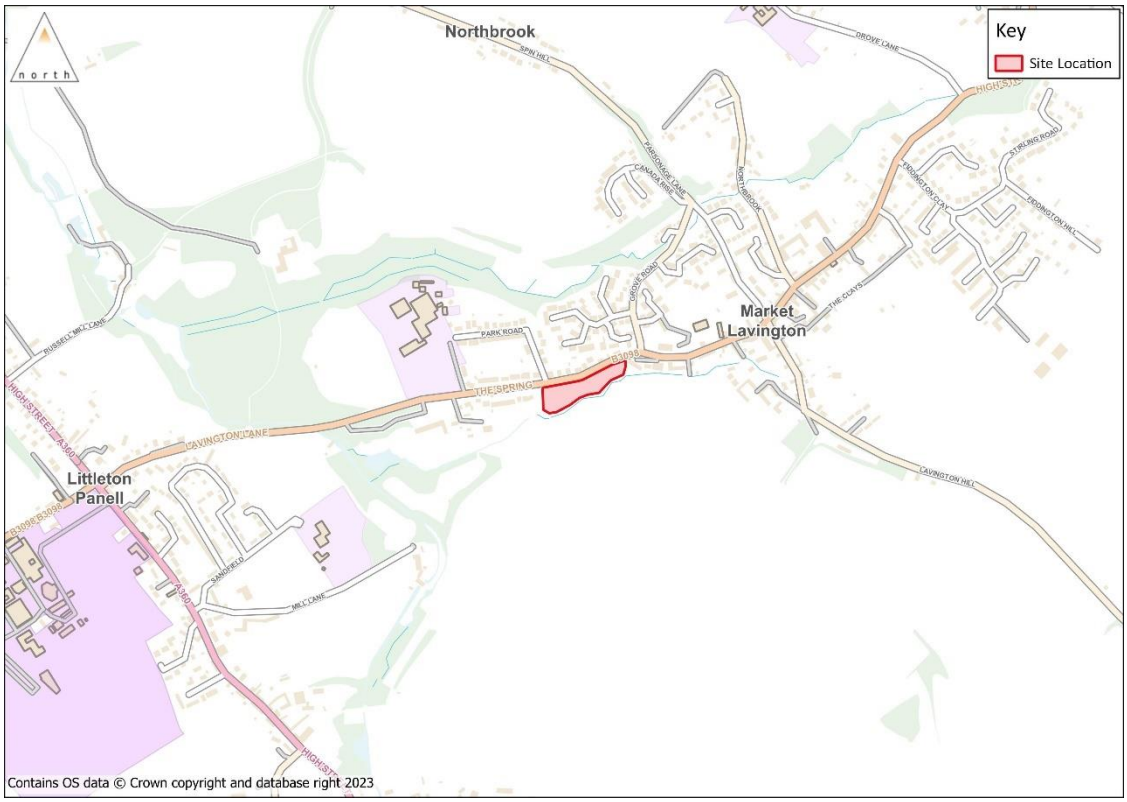


Figure 1.1: Site Location

1.2 This planning application seeks permission for a development comprising 14 residential units (Use Class C3), a 350sqm convenience food retail unit (Use Class E) and new points of access from The Spring for both the convenience store and crossover accesses for the residential units. Car and cycle parking facilities are to be provided in accordance with adopted parking policies.

1.3 The intended occupier of the convenience retail unit is Co-op.

Scope of Report

1.4 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.

1.5 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.
- To use the TRICS database to consider the impact of the proposed units in terms of trip generation and parking demand.
- To consider the impact of the development proposal on the local highway and transport network.

Report Structure

1.6 Following this introduction, this TS is split into 5 sections as follows:

- Section 2 outlines the transport related planning policies that are considered to be relevant to this application;
- Section 3 assesses the existing level of accessibility of the Site;
- Section 4 provides an overview of the proposed development and details of the proposed access, parking and servicing arrangements;
- Section 5 assesses the trip generating potential of the proposals and provides an overview of the impacts these are likely to have; and
- Section 6 summarises the key findings and conclusions of this report.

2.0 Transport Policy

Overview

2.1 The key policy documents which set the context for the development proposals are as follows:

- National Planning Policy Framework (September 2023);
- Wiltshire Core Strategy (January 2015);
- Wiltshire Local Transport Plan: Car Parking Strategy (March 2011); and
- Market Lavington Neighbourhood Development Plan 2018 – 2026 (May 2021).

National Planning Policy Framework (NPPF)

2.2 The National Planning Policy Framework (NPPF) September 2023 sets out the Government's planning policies for England and how they are expected to be applied.

2.3 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. Paragraph 104 says that;

"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) the potential impacts of development on transport networks can be addressed;

b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places."

2.4 Section 9 of the NPPF deals with 'Promoting Sustainable Transport'. Paragraph 105 states that:

"Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

2.5 The NPPF defines 'Sustainable Modes' as follows:

"Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra-low emission vehicles, car sharing and public transport."

2.6 Off-street parking provision is referred to in Paragraph 107, which says that, in setting local parking standards for development, local planning authorities should take into account accessibility; the type, mix and use of the development; the availability of and opportunities for public transport; local car ownership levels; and an overall need to reduce the use of high-emission vehicles.

2.7 Paragraph 108 states:

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."

2.8 Paragraph 110 addresses the relationship between development and sustainable transport as follows:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users; and

c) The design of streets, parking areas and other transport element and the content of associated standards reflects current national guidance…; and

d) 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."

2.9 Paragraph 111 says that *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*

2.10 Paragraph 112 suggests that development should be located and designed where practical to, among other things, give priority to pedestrians 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. Additionally, allow efficient delivery of goods and access by emergency vehicles and be designed to enable charging of plug-in and other ultra-low emission vehicles.

Wiltshire Core Strategy (January 2015)

2.11 The Proposed Development will be considered against the policies adopted within Wiltshire Council's Core Strategy.

2.12 Regarding sustainable travel, Core Policy 60 states:

"The council will use its planning and transport powers to help reduce the need to travel particularly by car, and support and encourage the sustainable, safe and efficient movement of people and goods within and through Wiltshire.

This will be achieved by:

- *planning developments in accessible locations;*
- *promoting sustainable transport alternatives to the use of the private car;*
- *maintaining and selectively improving the local transport network in accordance with its functional importance and in partnership with other transport planning bodies, service providers and the business community;*
- *promoting appropriate demand management measures;*
- *influencing the routing of freight within and through the county;*

- *assessing and, where necessary, mitigating the impact of developments on transport users, local communities and the environment."*

2.13 Regarding transport and new development, Core Policy 61 states:

"New development should be located and designed to reduce the need to travel particularly by car, and to encourage the use of sustainable transport alternatives.

As part of a required transport assessment, the following must be demonstrated:

- *That consideration has been given to the needs of all transport users, where relevant, according to the following hierarchy:*
  - *visually impaired and other disabled people*
  - *pedestrians*
  - *cyclists*
  - *public transport*
  - *goods vehicles*
  - *powered two-wheelers*
  - *private cars*
- *That the proposal is capable of being served by safe access to the highway network;*
- *That fit for purpose and safe loading / unloading facilities can be provided where these are required as part of the normal functioning of the development.*

Where appropriate, contributions will be sought towards sustainable transport improvements, and travel plans will be required to encourage the use of sustainable transport alternatives and more sustainable freight movements."

2.14 Regarding impacts on the transport network as a result of development, Core Policy 62 states:

"Developments should provide appropriate mitigating measures to offset any adverse impacts on the transport network at both the construction and operational stages.

Proposals for new development should not be accessed directly from the national primary route network outside built-up areas, unless an over-riding need can be demonstrated."

Wiltshire Local Transport Plan: Car Parking Strategy (March 2011)

2.15 This document forms part of the Wiltshire Local Transport Plan, covering the period 2011 to 2026. This provides high-level policy on parking standards of new development in Wiltshire. The Car Parking Strategy document, published in March 2011, is the most recent parking standards for the county of Wiltshire.

2.16 Table 2.1 outlines the minimum parking standards for residential developments, with maximum standards for non-residential land use shown in Table 2.2.

No. of Bedrooms	Minimum Spaces
1	1 space
2-3	2 spaces
4+	3 spaces
Visitor Parking	0.2 spaces per dwelling (unallocated)

Table 2.1: Minimum Parking Standards – Residential Development

2.17 For residential developments, garages will only be included as parking standards where they meet the minimum internal dimensions of 3m by 6m.

Use Class (Formerly)	Land Use	Standard
A1: Retail	Food Retail	1 per 14m^2 (>1,000m^2) 1 per 35m^2 (<1,000m^2)

Table 2.2: Maximum Parking Standards – Non-Residential

Market Lavington Neighbourhood Development Plan 2018 – 2026 (May 2021)

2.18 The Market Lavington Neighbourhood Plan was adopted in May 2021 and applies to developments coming forward within the Parish. The vision for Market Lavington states that:

"The shopping experience in Market Lavington will be enhanced, as will parking. Footpaths and pavements will be improved, and traffic management will help to reduce congestion…"

2.19 This is addressed in objective 4, which seeks to *"tackle transport problems, including parking, congestion, public transport and the necessary improvement of footpaths and pavements."*

2.20 Policy 3 relates to local infrastructure priorities and states that local priorities are:

- *"Pavement and footpath improvement and upgrade to cyclepaths where possible, upgrading of bus service and infrastructure*
- *Provision of additional car parking to reduce congestion."*

Summary

2.21 On the basis of the above review, it is evident that the location of a site in relation to sustainable modes of transport is a key consideration when assessing the acceptability of a proposal. Furthermore, appropriate provision should be made for parking and facilitating access by sustainable forms of transport.

2.22 The following sections of this report review the accessibility of the site by sustainable modes of transport. In addition to this, a further assessment has been undertaken to establish the impact of the proposals upon the local highway network.

3.0 Baseline Conditions

3.1 The Site is located on land south of the B3098 The Spring, approximately 35m west of the roundabout junction between the B3098 The Spring and Grove Road within Market Lavington. The Site is currently accessed via a private access at the western site boundary which requires entry through third party land belonging to Lavington School.

3.2 The Site fronts The Spring which is characteristic of a residential road; a single carriageway road with one lane in each direction and a speed limit of 30 miles per hour (mph) in the vicinity of the Site. Street lighting is provided on telegraph poles along The Spring to the west of the site, from the bus stop in the north western corner of the site towards Lavington School.

3.3 To the west of the Site, the B3098 provides access to several villages including Erlestoke, Edington and Bratton before meeting the A350 at Westbury, a north-south road that provides a connection between Warminster and Trowbridge. The A338, to the east of the Site, can be accessed via the A342, Rushall Road, the A345 and the B3087. The A338 provides a north-south connection between Salisbury and Burbage, located some 12km north of Tidworth.

Pedestrian and Cycle Access

3.4 The Site will be accessed from The Spring, which provides a pedestrian footway on the southern side of the carriageway. The footways are generally 1.5m wide along the site frontage. Street lighting is provided along the site frontage at the bus stop in the north western corner of the site, though no street lighting is provided between this location and The Spring/Grove Road roundabout to the east, with street lighting provided between the roundabout and in the vicinity of nearby amenities. Dropped kerbs at desired crossing points are provided at the Grove Road / Church Street roundabout providing pedestrian access to nearby amenities and bus stops.

3.5 As is to be expected for a large village such as Market Lavington, there are several amenities available within a 2km walk of the Site including the Market Lavington Community Hall, multiple places of worship, schools and restaurants and cafes as well as a hairdresser's, a care home facility and a supermarket, in addition to the food retail unit proposed within the development site.

3.6 The Chartered Institution for Highways and Transportation (CIHT) provides guidance on distances considered suitable for journeys on foot. A journey of up to 2km is typically considered acceptable. Based on an average walking speed of 80m per minute, this equates to a 25-minute journey. Figure 3.1 illustrates the Site location in the context of the local services and amenities, identifying a 15 and 25 minute walk from the site. It is noted that all amenities within Market Lavington are located within 15 minutes walk of the site, with the village location forming a 15 minute neighbourhood for residents. A 25 minute walk allows residents to access amenities within West Lavington.

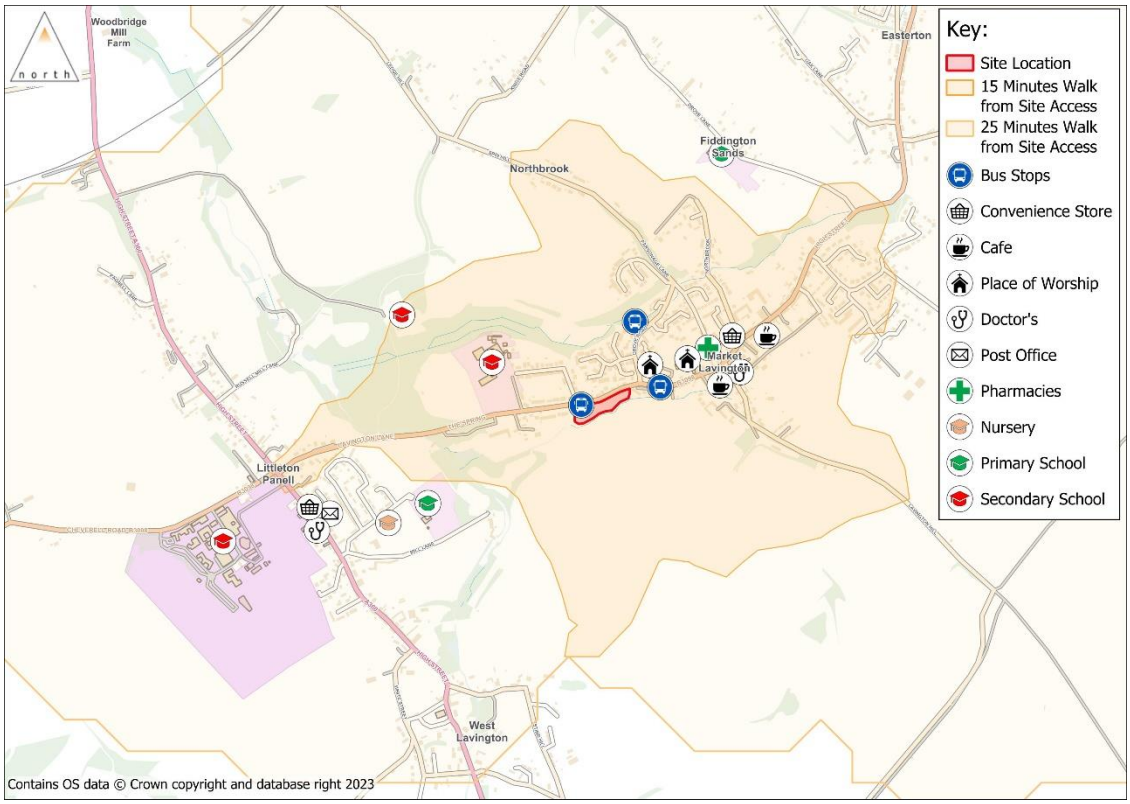


Figure 3.1: Local Amenities and Facilities

3.7 In the vicinity of the Site, cycling occurs on-street with no dedicated cycle lanes. Approximately 8 kilometres west of the Site, the National Cycle Network (NCN) Route 45 can be accessed, providing a north-south route between Salisbury and Swindon. Additionally, the Wiltshire Cycleway is located some 10 kilometres north of the Site. This route runs east to west between Hungerford and Trowbridge.

3.8 There is an extensive network of Public Rights of Way (PRoWs) in the vicinity of the Site, although none intersect with the site boundary. Figure 3.2 shows this PRoW network in detail.

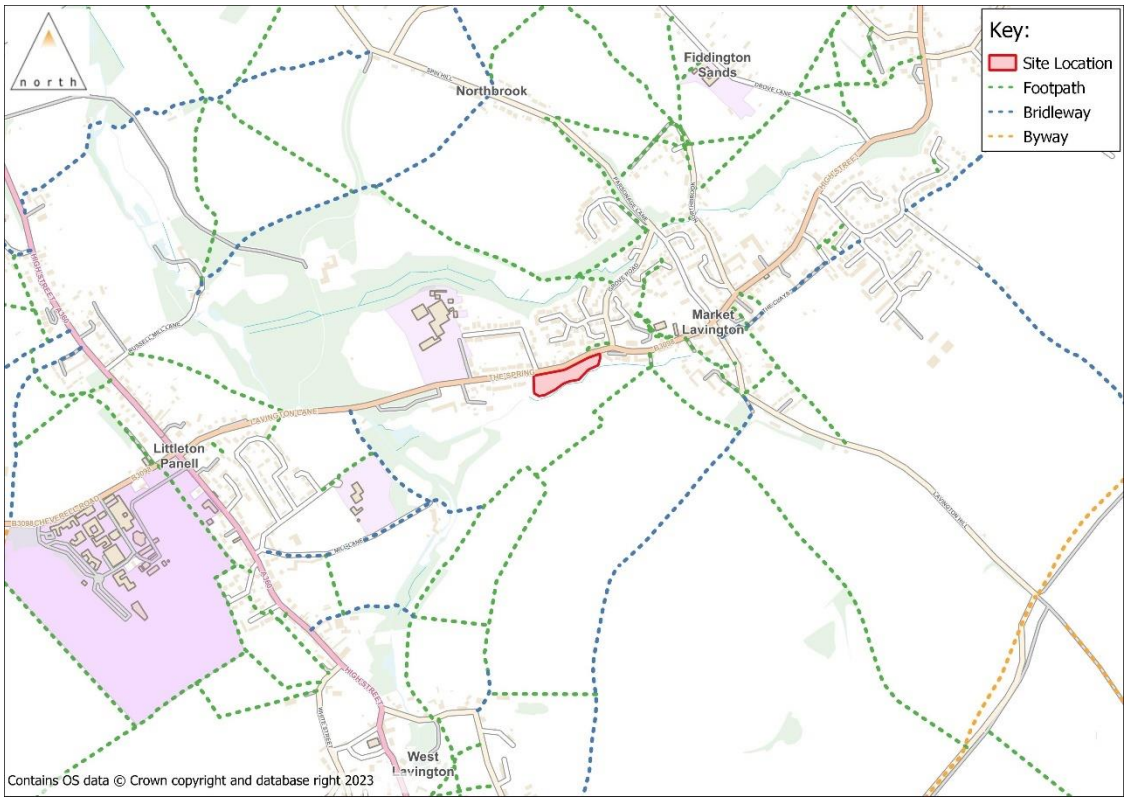


Figure 3.2: Public Rights of Way

Public Transport Accessibility

Travel by Bus

3.9 Local bus stops are located on The Spring adjacent to the north western boundary of the Site for westbound services and to the west of Park Road for eastbound services. The frequency and routes of bus services operating from these stops are displayed in Table 3.1.

Service Number	Operator	Route	Average Frequency		
			Mon-Fri	Sat	Sun
2	Salisbury Reds	Salisbury – Great Wishford – Orcheston – West Lavington – Market Lavington – Devizes	Hourly	Hourly	No Sunday service
87	Faresaver	Trowbridge – Westbury – Bratton – Coulston – Great Cherwell – West Lavington – Market Lavington – Devizes	Every two hours	Every two hours	No Sunday service
270	Faresaver	Devizes – Easterton – Market Lavington – West Lavington – Easterton – Urchfont – Potterne – Devizes	Hourly	Hourly	Every two hours

Table 3.1: Local Bus Services

3.10 A bus shelter, including seating, is provided for the westbound services, with timetable information also provided, improving comfort for passengers. No facilities are provided for eastbound services.

Access by Rail

3.11 The nearest railway station to the Site is Westbury Station, located approximately 16.5 kilometres to the west, an approximately 22 minute journey by car. The station is equipped with a 240 space car park, ticket office as well as ticket collection facilities, and step free access from street level to platforms.

3.12 This station is served by hourly Great Western Railway services between London and the South West of England. These destinations include London Paddington, Reading, Bristol Temple Meads, Cardiff Central, Gloucester and Portsmouth Harbour.

3.13 Additionally, South Western Railway services run hourly in each direction between London Waterloo and Paignton via Clapham Junction, Woking, Basingstoke, Salisbury, Exeter St David's, and Torquay.

Road Safety

3.14 Personal Injury Collision (PIC) data was obtained from CrashMap for the adjoining highway network for the most recent five-year period available, 1st January 2017 to 31st December 2021. One PIC was identified in the road network adjacent to the Site.

3.15 This incident occurred on 4th September 2021 during hours of daylight on dry roads. Vehicle 1, a motorcycle was proceeding normally along the carriageway, not on a bend. Vehicle 2, a van or goods vehicle 3.5 tonnes mgw and under is reversing. Vehicle 1 incurs an impact to its nearside, vehicle 2 incurs an impact to its frontside. The rider of vehicle 1 receives slight injuries.

3.16 With one PIC identified in the area surrounding the Site during the latest five year period, it is not considered that the highway network adjacent to the Site suffers from an abnormally high collision rate.

Summary

3.17 In summary, the Site is well located to be accessed by sustainable modes of travel, reducing reliance on the private car due to its accessibility to nearby bus stops within a reasonable walk distance and connections to Westbury Railway Station. Furthermore, the local area of the Site benefits from established pedestrian infrastructure offering access to a wide range of local amenities.

4.0 Proposed Development

Overview

4.1 The development proposals comprise the construction of 14 residential dwellings and 350sqm convenience food retail unit on the site.

4.2 The 350sqm convenience food retail unit is intended to be occupied by Co-op. The proposed 14 residential dwellings will consist of 10 detached houses and 4 one-bedroom apartments. The detached houses comprise nine four bedroom units and one three bedroom unit. The Architect's proposed site layout is included at **Appendix A**.

Access Arrangements

4.3 The convenience unit is proposed to be accessed from a priority 'T' junction with The Spring. The car park access road will be 7 metres in width to accommodate a servicing vehicle for the convenience unit accessing the site and is provided with visibility splays of 2.4 metres by 43 metres in both directions in line with the posted speed limit on The Spring.

4.4 The 14 residential dwellings would be provided with crossover accesses onto The Spring, which mirrors the access points for the residential dwellings on the northern side of the carriageway. Each crossover will provide access to two or three detached houses or to the block of four apartments.

4.5 All of these crossover accesses have been designed in accordance with the Wiltshire Council crossover design guidance and plotted with 2 metre by 43 metre visibility splays, given the low vehicle flows and speeds associated with the proposed crossover accesses. The width of the accesses is 3 metres. The refuse strategy for these residential dwellings will be for kerbside collection from The Spring, with waste carry distances in this location in accordance with Building Regulations.

4.6 The western access is proposed as a residential crossover to serve three residential dwellings, with a bin store to be provided on the access road to facilitate kerbside waste collection from The Spring. This access is proposed at 4.1m width.

4.7 Internally, the residential accesses will be shared surface from their connection with The Spring existing footway network. A dedicated footway will be provided between The Spring and the retail unit access which will then provide a crossing point over the access to serve the residential dwellings.

4.8 The proposed site access arrangements are illustrated in **Appendix B**.

Parking Arrangements

4.9 It is proposed that the development has a provision of 52 total car parking spaces. This includes:

- 37 spaces for the 14 residential dwellings, comprising 30 spaces allocated to the detached houses, 4 spaces allocated to the apartments and 3 visitor spaces provided throughout the development; and
- 15 spaces for the food store, including one blue badge parking bay and one parent and young child designated space.

4.10 The site layout plan indicates a provision of 3 spaces per detached dwelling, with one space per apartment. Visitor parking is provided at a rate of 0.2 spaces per unit, with these distributed through the development. This is in line with the adopted parking standards.

Unit Size	No. Units	Wiltshire Standards	Wiltshire Standards Required No. Spaces	Site Provision
1 bed	4	Minimum of 1 space	4	4
2/3 bed	1	Minimum of 2 spaces	2	6
4+ bed	9	Minimum of 3 spaces	30	33
350 sqm	1	1 space per 35 sqm	10	15

Table 4.1: Proposed Car Parking Provision

4.11 One Blue Badge Holder parking space is proposed for the convenience store adjacent to the entrance point. This equates to 6% of the total retail car parking area and is therefore in line with the general standards for Blue Badge provision.

4.12 As per Building Regulations Approved Document S, the residential dwellings will be provided with electric vehicle charging points.

4.13 The convenience store is to be provided with fast charging points that will be accessible by the public. The end operator of these chargers has yet to be identified, but the provision of accessible charging infrastructure in this location will offer a benefit to existing residents and visitors to Market Lavington.

Servicing and Delivery Arrangements

4.14 Refuse collection will be conducted kerbside on The Spring as per existing arrangements for other residential properties on The Spring. Residents will be required to wheel their bins to the side of the road on collection days and returning them to the bin storage areas within the curtilage of each dwelling after collection.

4.15 All servicing and delivery arrangements for the convenience unit will take place on site with vehicles entering / egressing in a forward gear from the access road. A dedicated servicing area is provided for the unit that form part of the turning area for the larger vehicle. The proposed servicing arrangement for the unit is illustrated in the swept path analysis included as **Appendix C**. The swept path analysis has been undertaken using a 12.1m rigid vehicle which the Co-op operator requested as the largest vehicle expected to require access to the site.

4.16 Typical servicing frequencies for the units is expected to be once per day. To minimise any potential conflict with customer activity and parking, it is expected that servicing would take place outside of core operational hours for each of the units.

4.17 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.

5.0 Development-Related Trip Generation

Overview

5.1 Multi-modal trip rates for the weekday AM peak (08:00-09:00) and PM peak (17:00-18:00) periods have been obtained from the TRICS database to determine the trip generation characteristics of the proposed development.

5.2 The weekend peak period (12:00-13:00) has also been examined for the proposed convenience store. To note, the TRICS database does not provide weekend trip profiles for residential use and as such have not been considered in the following assessments.

Proposed Residential Use

5.3 To assess the trip generational characteristics of the proposed residential use, multi-modal trip rates have been derived from the TRICS category '03 – Residential – C – Houses Privately Owned' selecting sites in England (excluding Greater London) with locational filtering for 'neighbourhood centre'. The TRICS output is included as **Appendix D**.

5.4 To derive a representative mode share for the site location, localised data from the 2011 Census dataset 'method of travel to work' for the Wiltshire 034C Lower Super Output Area (MSOA) has been applied to the total person trip rates. the mode share data is summarised in Table 5.1 and a copy of the data is included as **Appendix E**.

Mode	Mode Share
Car Driver	77%
Car Passenger	4%
Public Transport	2%
Walk	14%
Cycle	1%
Other	1%
Total	**100%**

Table 5.1: Mode Share Data

5.5 The multi-modal trip rates with the mode share data applied, is summarised in Table 5.2 for the weekday AM peak (08:00-09:00) and PM peak (17:00-18:00) periods.

Mode	AM Peak (08:00-09:00)				PM Peak (17:00-18:00)			
	Trip Rate		No. Trips		Trip Rate		No. Trips	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
Car Driver	0.224	0.716	3	10	0.515	0.240	7	3
Car Passenger	0.013	0.041	0	1	0.029	0.014	0	0
Public Transport	0.007	0.021	0	0	0.015	0.007	0	0
Walk	0.039	0.125	1	2	0.090	0.042	2	1
Cycle	0.003	0.010	0	0	0.008	0.004	0	0
Other	0.004	0.012	0	0	0.008	0.004	0	0
Total	**0.290**	**0.925**	**4**	**13**	**0.665**	**0.310**	**9**	**4**

Table 5.2: Multi-Modal Trip Rates – Residential Use

5.6 Table 5.2 shows that the proposed residential use has the potential to generate in the order of 17 two-way total person trips during the AM peak, of which 13 trips would be vehicular. During the PM peak, the proposed residential use could generate approximately 13 two-way person trips, of which 10 trips would be vehicular.

Proposed Retail Use

5.7 To assess the trip generational characteristics of the proposed convenience store, multi-modal trip rates have been derived from the TRICS category '01 – Retail – O – Convenience Store' selecting sites in England (excluding Greater London) with locational filtering for 'neighbourhood centre'. The TRICS output is included as **Appendix F**.

5.8 The multi-modal trip rates is summarised in Table 5.3 for the weekday AM peak (08:00-09:00) and PM peak (17:00-18:00) periods.

Mode	AM Peak (08:00-09:00)				PM Peak (17:00-18:00)			
	Trip Rate		No. Trips		Trip Rate		No. Trips	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
Car Driver	6.306	6.056	22	21	8.108	8.709	28	31
Car Passenger	0.851	0.701	3	3	0.901	0.951	3	3
Public Transport	0.450	0.400	2	1	0.400	0.300	1	1
Walk	7.107	6.907	25	24	5.305	4.805	19	17
Cycle	0.350	0.250	1	1	0.200	0.300	1	1
OGV	0.100	0.100	0	0	0.000	0.000	0	0
Total	**15.164**	**14.414**	**53**	**50**	**14.914**	**15.065**	**52**	**53**

Table 5.3: Multi-Modal Trip Rates – Retail Use – Weekday Peaks

5.9 Table 5.3 shows that the proposed retail use has the potential to generate in the order of 103 two-way total person trips during the AM peak, of which 43 trips would be vehicular. During the PM peak, the proposed retail use could generate approximately 105 two-way person trips, of which 59 trips would be vehicular.

5.10 The trip generating potential during the weekend peak period (12:00-13:00) has also be considered for the proposed convenience store given the nature of the use. The weekend TRICS output is also included at **Appendix E** and the multi-modal trip rates is summarised in Table 5.4.

Mode	Trip Rate		No. Trips	
	Arrivals	Departures	Arrivals	Departures
Car Driver	15.102	13.878	53	49
Car Passenger	2.449	2.040	9	7
Public Transport	0.000	0.000	0	0
Walk	11.020	11.429	39	40
Cycle	2.041	2.041	7	7
OGV	0.000	0.000	0	0
Total	**30.612**	**29.388**	**107**	**103**

Table 5.4: Multi-Modal Trip Rates – Retail Use – Weekend Peak (12:00 – 13:00)

5.11 Table 5.4 shows that the proposed retail use has the potential to generate in the order of 210 two-way total person trips during the weekend peak, of which 101 trips would be vehicular.

5.12 It should be noted that the proposed convenience store is likely to generate a significant proportion of pass-by / diverted trips. Trips would be already exist on the local highway network and would be linked to wider journey purposes to other destinations such as journeys to/from work, or existing trips travelling along The Spring.

5.13 The TRICS Research Report 14/1 'Pass-By & Diverted Trips' references research that specifically relates to convenience stores which concluded that the average percentage of pass-by trips recorded for convenience stores was 72%, with a range between 61% to 85%. This accords with the findings from the TRICS Research Report 95/2 'Pass-By & Diverted Trips' which highlighted that smaller local convenience store tend to generate a higher proportion of pass-by trips compared with larger food retail stores which tend to attract a higher proportion of primary new trips.

5.14 Based on this information it is expected that the proposed convenience store could generate in the region of 70% pass-by traffic which would already exist on the local highway network with the remaining 30% considered to be new trips. This equates to 13 new two-way vehicle trips generated by the proposed convenience store during the AM peak, 18 new two-way vehicle trips during the PM peak, and 30 new two-way vehicle trips during the weekend peak.

Combined Development Trip Generation

5.15 The combination of the predicted movements generated by the proposed development by all mode of travel is summarised in Table 5.5 for the AM and PM peak periods. To note, this considers only new vehicle trips that would be generated by the proposed convenience store.

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Resi	Retail	Total	Resi	Retail	Total
Car Driver (New Trips)	13	13	26	11	18	28
Car Passenger	1	5	6	1	6	7
Public Transport	0	3	3	0	2	3
Walk	2	49	51	2	35	37
Cycle	0	2	2	0	2	2
Other / OGV	0	1	1	0	0	0
Total	**17**	**104**	**121**	**14**	**105**	**119**

Table 5.5: Total Two-Way Trip Generation

5.16 Table 5.5 shows that the proposed development could generate in the order of 26 two-way vehicle trips during the AM peak period and 28 two-way vehicle trips during the PM peak period which would be wholly new to the network. This number of vehicle trips is considered to be minimal and would have an imperceptible impact on the operation of the local highway network.

5.17 It is also recognised that the proposed development combined would generate trips during the weekend of which 30 two-way vehicle trips would be generated by the convenience store. This combined with the potential trip generation of the residential use, which could be in the region of 10-13 two-way trips in any peak period based on the weekday peak analysis, it is considered that the volume of development-related trips would have an imperceptible impact on the operation of the local highway network.

5.18 In the context of the existing pedestrian infrastructure surrounding the Site and the public transport services available, it is considered that the predicted level of pedestrian, cycle and public transport trips generated by the proposed development can be sufficiently accommodated.

Summary

5.19 The Proposed Development is expected to result in a small increase in trips. However, increases in trips of this magnitude would have an imperceptible impact on the operation of local transport networks. Severe, residual impacts on the operation of the highway network are therefore not expected to arise as a consequence of the Proposed Development.

6.0 Summary and Conclusion

Summary

6.1 Motion is retained by Feltham Properties Ltd, on behalf of The Long Field (Market Lavington) Limited, to prepare a Transport Statement (TS) in relation to the proposal for 14 residential dwellings (Use Class C3) and a 350 sqm food retail store (Use Class E) on land off The Spring, Market Lavington.

6.2 In summary, this TS has identified the following:

- The location of the site provides opportunities for future residents and customers to travel to the site by sustainable modes of transport, such as on foot, by bicycle or via public transport, thereby reducing reliance on the private car.
- Vehicular access to the proposed development will be from The Spring, a residential road, through the creation of an all-movement priority 'T' junction for the convenience retail unit and via five residential crossovers for the residential dwellings. Each access serves two or three detached houses or the block of four flats. Requisite visibility splays in accordance with the speed limit of 30mph can be achieved to the left and right of each of the access points.
- Swept path analysis demonstrates the access arrangements and internal layout will accommodate the required turning manoeuvres for the largest vehicle (12.1m rigid) expected to require access to the convenience retail unit.
- Servicing and deliveries will take place on site with vehicles able to enter and exit the site a forward gear. To minimise any potential conflict with customer activity and parking, it is expected that servicing for the convenience unit would take place outside of core operational hours.
- The development will be provided with car parking and cycle parking spaces in accordance with the Wiltshire Council Car Parking Strategy (2011).
- Trip generation assessment demonstrate that the proposed convenience unit has the potential to generate 43 two-way vehicle trips during the weekday AM peak period and 59 two-way vehicle trips during the weekend peak period. It is noted however that the majority of these trips are unlikely to be new to the network. The proposed residential development has the potential to generate 13 two-way vehicle trips during the weekday AM peak period and 10 two-way vehicle trips during the weekend peak period.

Conclusion

6.3 In view of the findings within this TS, it is considered that the development proposals are acceptable in transport terms and meets the 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 that would be considered as severe and therefore planning permission should be withheld on transport grounds.

Appendix A

Indicative Site Layout Plan



Proposed Vegetation

Existing Vegetation

Filter Trench

Bund

0.6m high brick wall with 1.2m CBF on top

1.8m CBF

Removed vegetation

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0 25 M

1:500

N

ISSUE	DATE	DESCRIPTION	DRAWN	CHECKED
v1	10.08.23	First Issue	RD	
v2	11.10.23	Flood attenuation measures shown	RD	IW

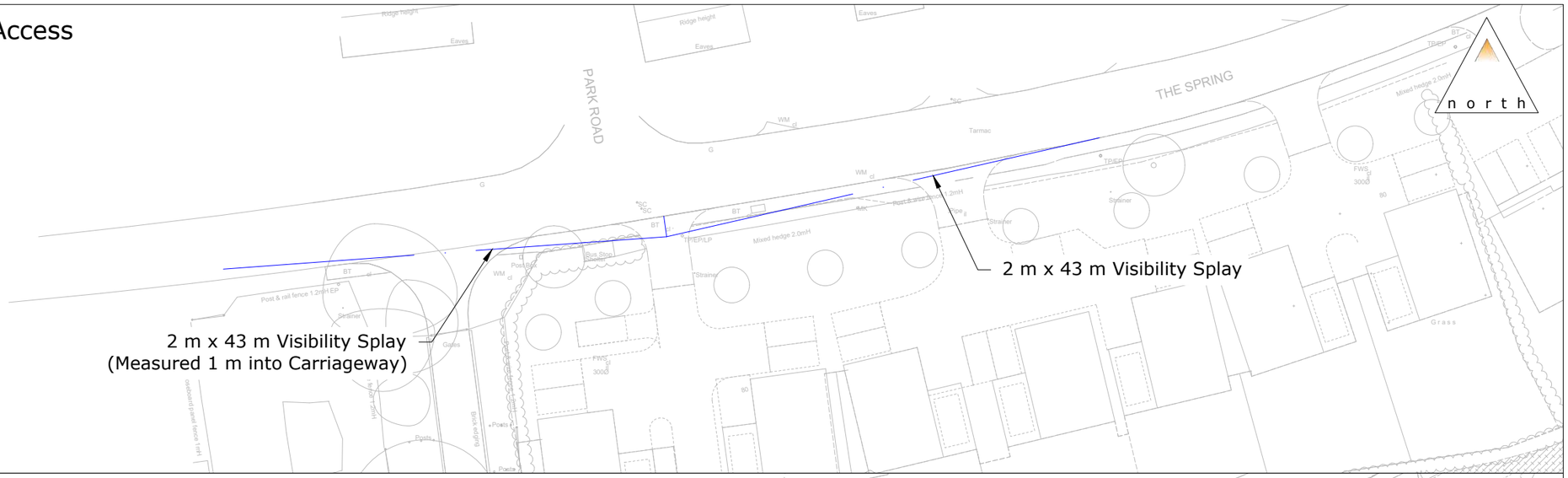
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PROJECT:	**The Spring, Market Lavington**	
DRAWING:	**Illustrative Layout Plan**	**1:500**
NUMBER:	**50990-XX-P1-02**	**A2**
ISSUE:	**v2**	**11.10.23**

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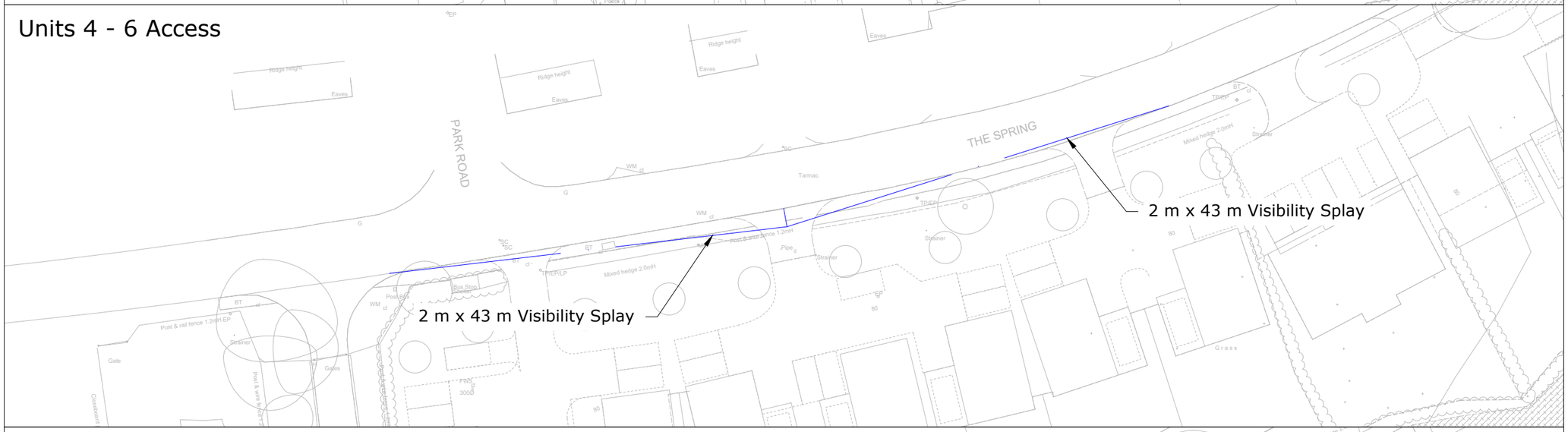
Appendix B

Proposed Access Arrangements

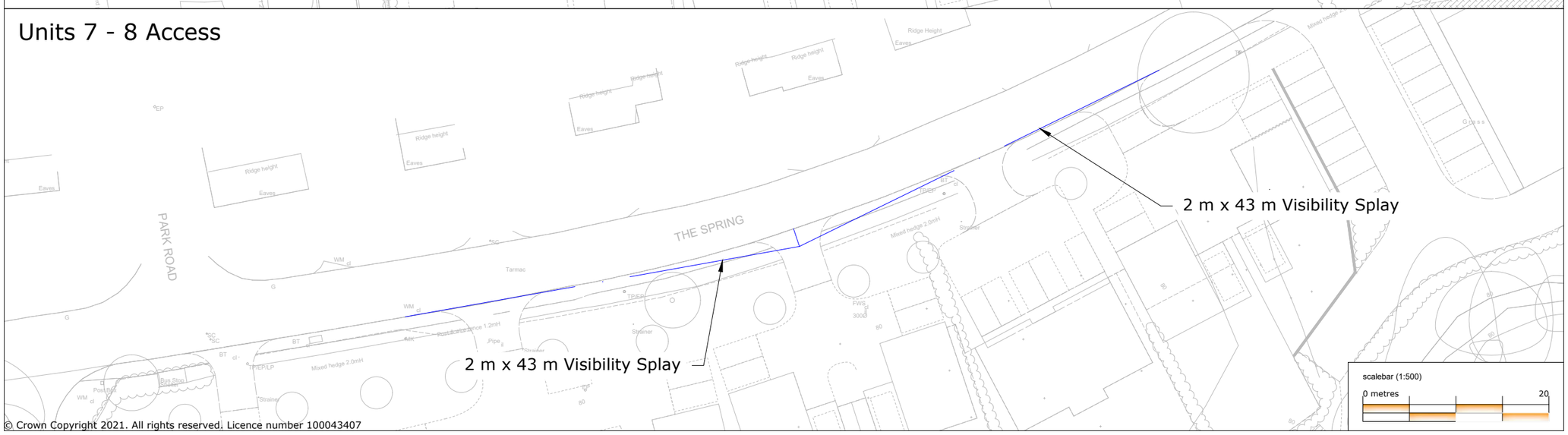
Units 1 - 3 Access



Units 4 - 6 Access



Units 7 - 8 Access



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Rev:	Description:	Date:	Rev By:	Chk'd:
A	Updated Site Layout	18/10/23	DR	MF

motion

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Project:
The Spring, Market Lavington

Title:
Visibility Splays of Proposed Site Accesses

Client:
Feltham Properties

Drawing Status:

Scale: 1:500 (@ A3) Date: 18/04/23

Drawn: DR Checked: MF Approved: LF

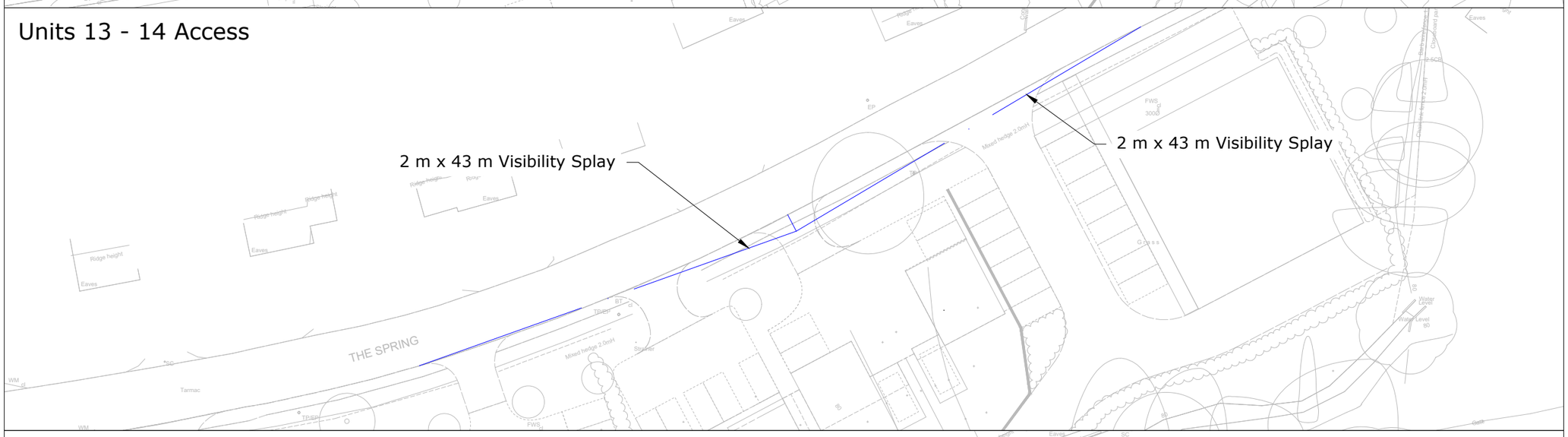
Drawing: 2301010-01

Revision: A

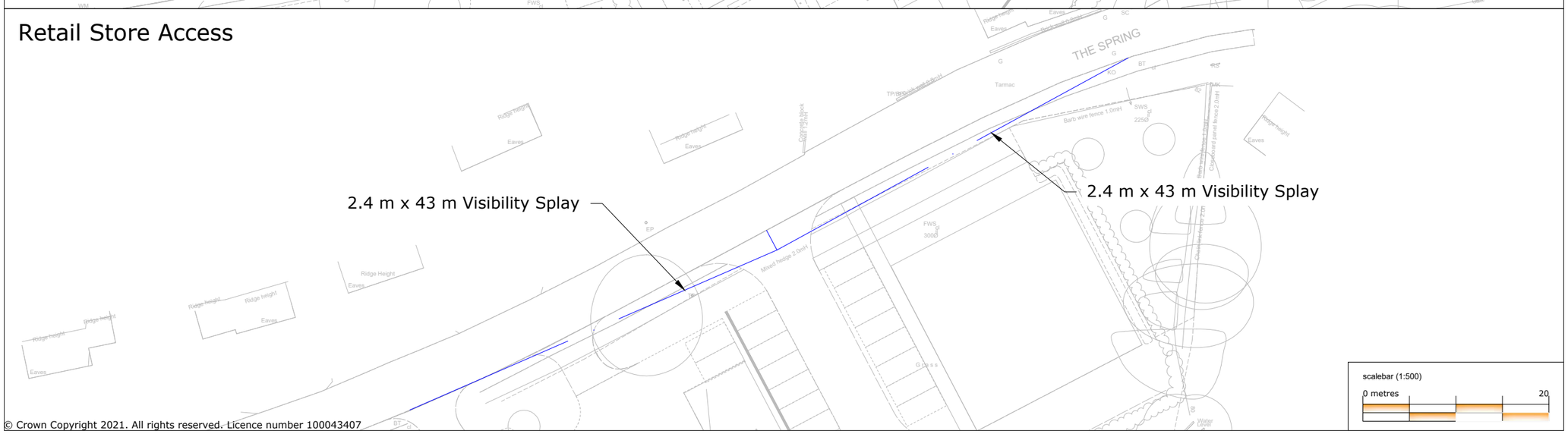
Units 9 - 12 Access



Units 13 - 14 Access



Retail Store Access



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Rev:	Description:	Date:	Rev By:	Chk'd:
A	Updated Site Layout	18/10/23	DR	MF

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Title:
Visibility Splays of Proposed Eastern Site Accesses

Client:
Feltham Properties

Drawing Status:

Scale: 1:500 (@ A3) Date: 18/04/23

Drawn: DR Checked: MF Approved: LF

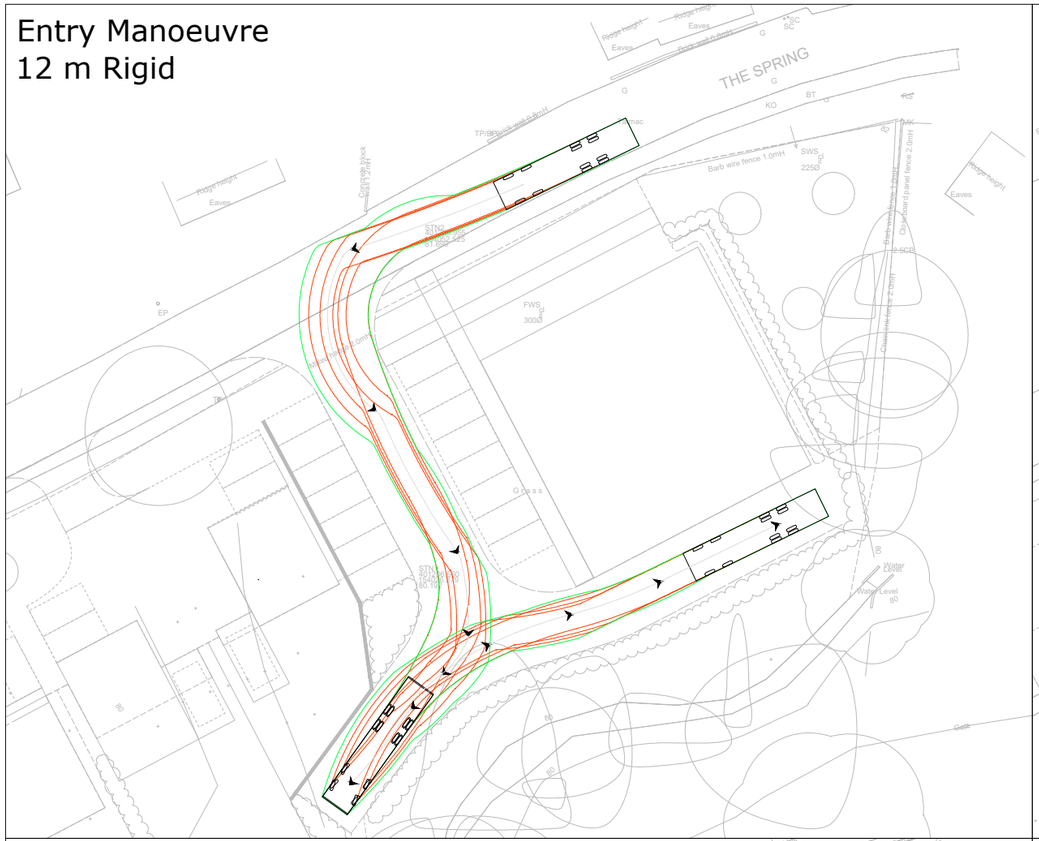
Drawing: 2301010-02 Revision: A

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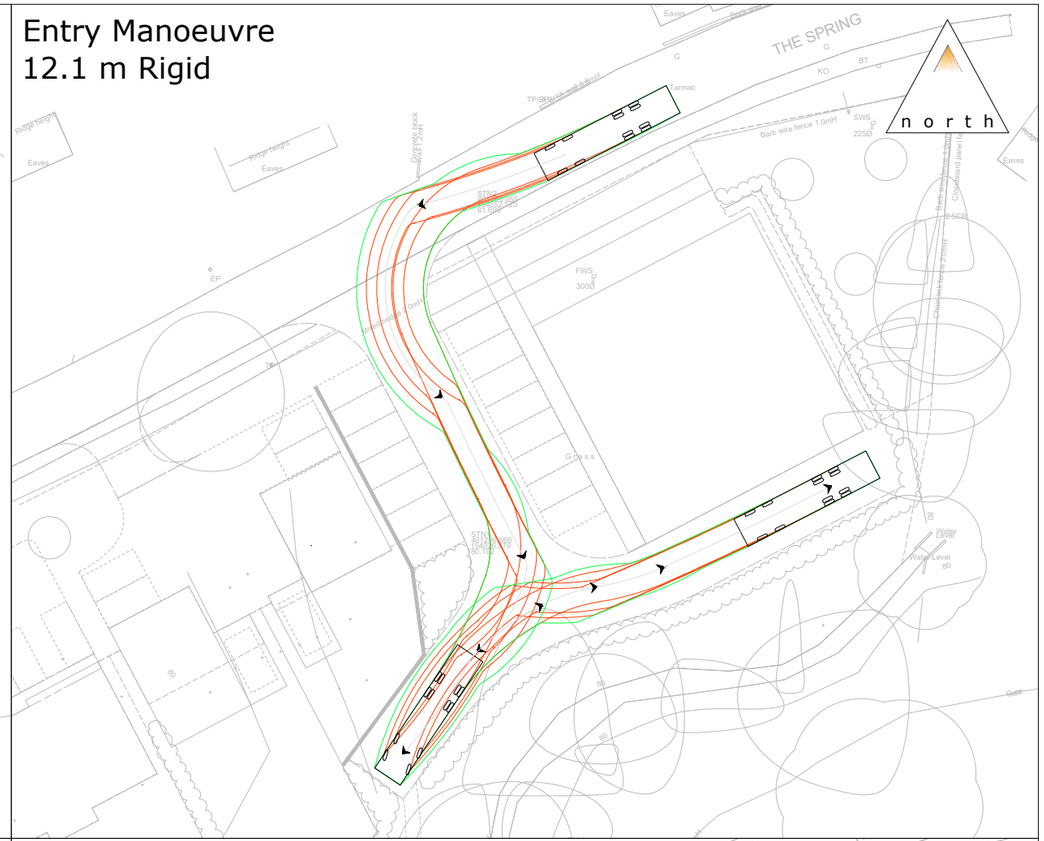
Appendix C

Swept Path Analysis – Retail Servicing

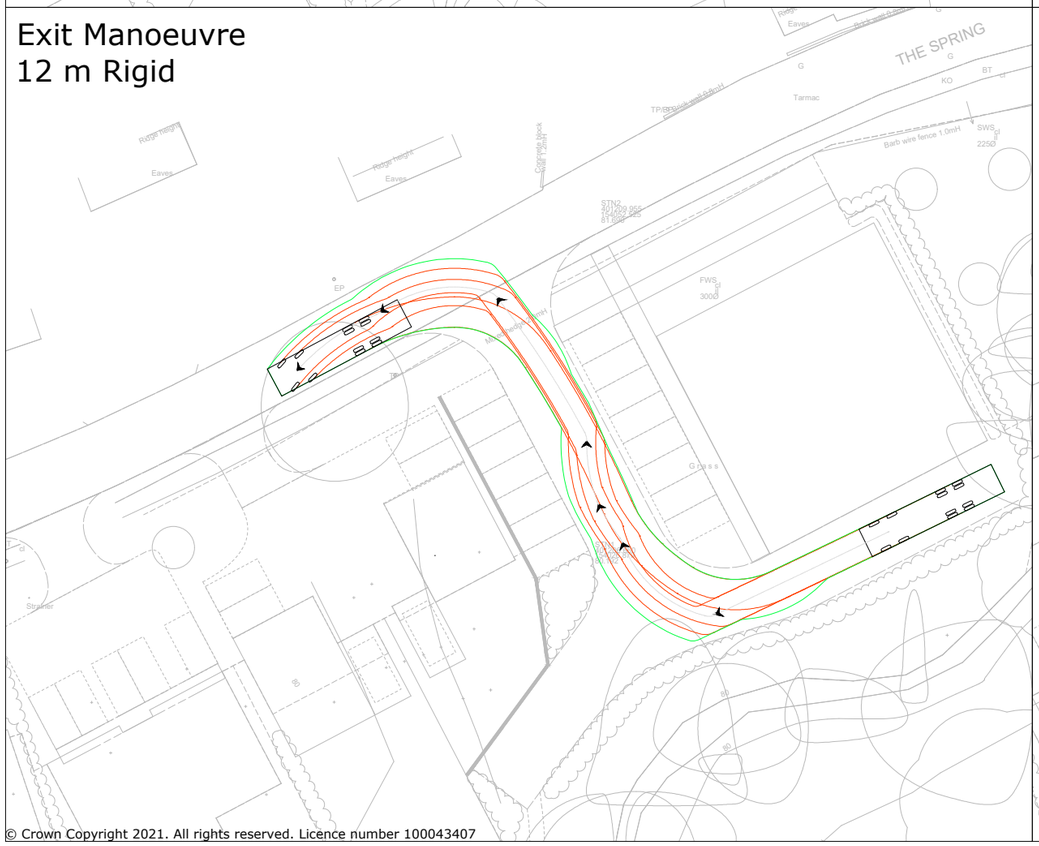
Entry Manoeuvre
12 m Rigid



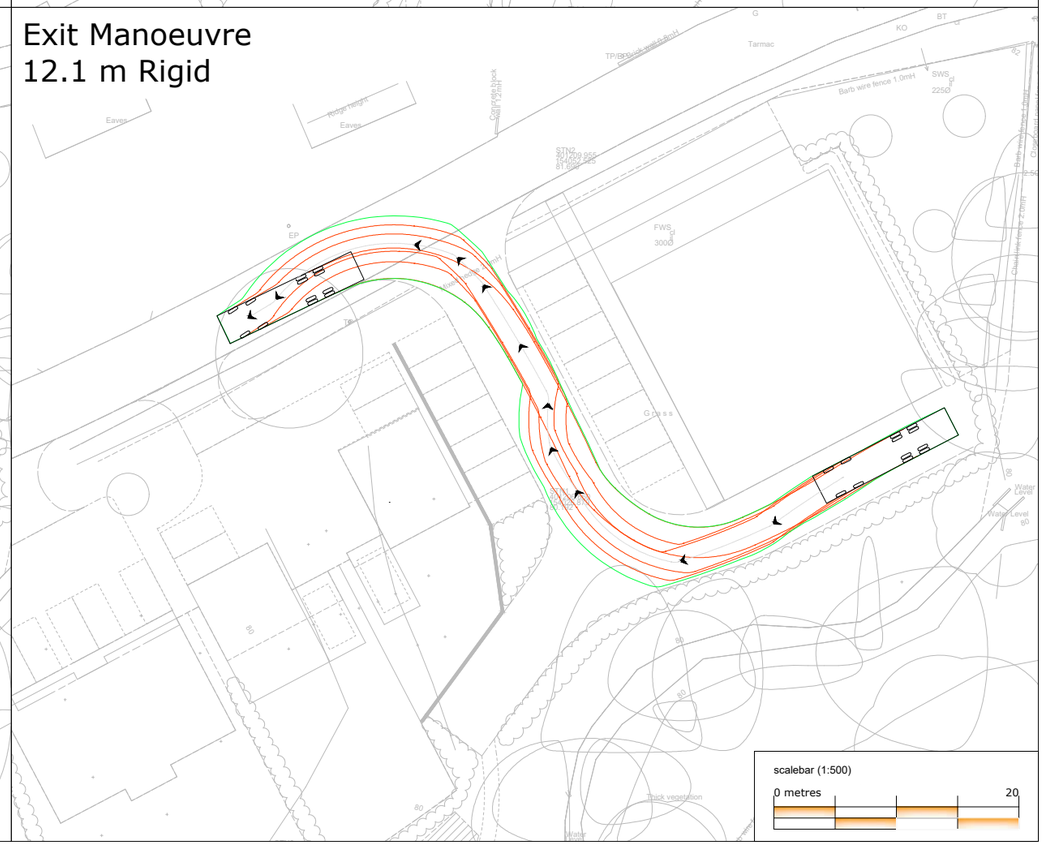
Entry Manoeuvre
12.1 m Rigid



Exit Manoeuvre
12 m Rigid

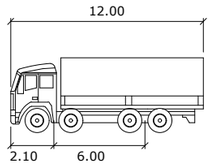


Exit Manoeuvre
12.1 m Rigid



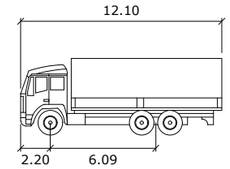
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Rev:	Description:	Date:	Rev By:	Chk'd:



Rigid Truck

	meters
Width	: 2.50
Track	: 2.47
Lock to Lock Time	: 6.0
Steering Angle	: 37.7



12.1 m Rigid HGV

	meters
Width	: 2.50
Track	: 2.47
Lock to Lock Time	: 6.0
Steering Angle	: 34.2

motion

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Project:
The Spring, Market Lavington

Title:
Proposed Co-Op Servicing Arrangements

Client:
Feltham Properties

Drawing Status:

Scale: 1:500 (@ A3) Date: 20/10/23

Drawn: DR Checked: MF Approved: LF

Drawing: Revision:
2301010-TK04

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Appendix D

TRICS Output – Residential

Calculation Reference: AUDIT-734001-230503-0517

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	MW	MEDWAY	1 days
	SC	SURREY	1 days
03	SOUTH WEST		
	SM	SOMERSET	2 days
04	EAST ANGLIA		
	SF	SUFFOLK	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	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: No of Dwellings
Actual Range: 8 to 42 (units:)
Range Selected by User: 6 to 50 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 09/11/22

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

Selected survey days:

Monday	1 days
Tuesday	2 days
Wednesday	1 days
Friday	2 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre)	6

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

Selected Location Sub Categories:

Residential Zone	1
Village	5

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 MW-03-A-01 DETACHED & SEMI-DETACHED MEDWAY
ROCHESTER ROAD
NEAR CHATHAM
BURHAM
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 8
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

2 SC-03-A-10 MIXED HOUSES SURREY
GUILDFORD ROAD
ASH

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 32
Survey date: WEDNESDAY *14/09/22* *Survey Type: MANUAL*

3 SF-03-A-06 DETACHED & SEMI-DETACHED SUFFOLK
BURY ROAD
KENTFORD

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 38
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

4 SM-03-A-02 MIXED HOUSES SOMERSET
HYDE LANE
NEAR TAUNTON
CREECH SAINT MICHAEL
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 42
Survey date: TUESDAY *25/09/18* *Survey Type: MANUAL*

5 SM-03-A-03 MIXED HOUSES SOMERSET
HYDE LANE
NEAR TAUNTON
CREECH ST MICHAEL
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 41
Survey date: TUESDAY *25/09/18* *Survey Type: MANUAL*

6 WM-03-A-04 TERRACED HOUSES WEST MIDLANDS
OSBORNE ROAD
COVENTRY
EARLSDON
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 39
Survey date: MONDAY *21/11/16* *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
AC-03-A-05	Surveyed during COVID pandemic
CA-03-A-07	Surveyed during COVID pandemic
ES-03-A-06	Surveyed during COVID pandemic

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.07

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	33	0.080	6	33	0.300	6	33	0.380
08:00 - 09:00	6	33	0.140	6	33	0.320	6	33	0.460
09:00 - 10:00	6	33	0.140	6	33	0.180	6	33	0.320
10:00 - 11:00	6	33	0.135	6	33	0.140	6	33	0.275
11:00 - 12:00	6	33	0.115	6	33	0.140	6	33	0.255
12:00 - 13:00	6	33	0.130	6	33	0.140	6	33	0.270
13:00 - 14:00	6	33	0.140	6	33	0.125	6	33	0.265
14:00 - 15:00	6	33	0.170	6	33	0.160	6	33	0.330
15:00 - 16:00	6	33	0.180	6	33	0.155	6	33	0.335
16:00 - 17:00	6	33	0.185	6	33	0.140	6	33	0.325
17:00 - 18:00	6	33	0.310	6	33	0.120	6	33	0.430
18:00 - 19:00	6	33	0.240	6	33	0.125	6	33	0.365
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.965			2.045			4.010

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:	8 - 42 (units:)
Survey date date range:	01/01/15 - 09/11/22
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	3

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.07

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	33	0.120	6	33	0.495	6	33	0.615
08:00 - 09:00	6	33	0.290	6	33	0.925	6	33	1.215
09:00 - 10:00	6	33	0.305	6	33	0.375	6	33	0.680
10:00 - 11:00	6	33	0.210	6	33	0.245	6	33	0.455
11:00 - 12:00	6	33	0.165	6	33	0.240	6	33	0.405
12:00 - 13:00	6	33	0.290	6	33	0.310	6	33	0.600
13:00 - 14:00	6	33	0.255	6	33	0.195	6	33	0.450
14:00 - 15:00	6	33	0.270	6	33	0.240	6	33	0.510
15:00 - 16:00	6	33	0.585	6	33	0.435	6	33	1.020
16:00 - 17:00	6	33	0.375	6	33	0.285	6	33	0.660
17:00 - 18:00	6	33	0.665	6	33	0.310	6	33	0.975
18:00 - 19:00	6	33	0.485	6	33	0.245	6	33	0.730
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.015			4.300			8.315

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

Census Mode Share Data

QS701EW - Method of travel to work

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population	All usual residents aged 16 to 74
units	Persons
area type	2011 super output areas - lower layer
area name	E01031858 : Wiltshire 034C
rural urban	Total

Method of Travel to Work	**2011**
All categories: Method of travel to work	1,475
Work mainly at or from home	79
Underground, metro, light rail, tram	2
Train	8
Bus, minibus or coach	10
Taxi	1
Motorcycle, scooter or moped	4
Driving a car or van	682
Passenger in a car or van	39
Bicycle	10
On foot	119
Other method of travel to work	6
Not in employment	515

Mode	No.	%
Car Driver	682	77.4%
Car Passenger	39	4.4%
Public Transport	20	2.3%
Walk	119	13.5%
Cycle	10	1.1%
Other	11	1.2%
Total	881	100.0%

Appendix F

TRICS Output – Retail

Calculation Reference: AUDIT-734001-230503-0510

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : O - CONVENIENCE STORE
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	WS	WEST SUSSEX	2 days
03	SOUTH WEST		
	BC	BOURNEMOUTH CHRISTCHURCH & POOLE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	WY	WEST YORKSHIRE	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 409 to 550 (units: sqm)
Range Selected by User: 70 to 1056 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 29/09/22

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

Selected survey days:

Monday	1 days
Wednesday	1 days
Thursday	2 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre)	4

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

Selected Location Sub Categories:

Residential Zone	1
High Street	3

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	2 days - Selected

LIST OF SITES relevant to selection parameters

1	BC-01-O-01	SAINSBURY'S LOCAL		BOURNEMOUTH CHRISTCHURCH & POOLE
	WIMBORNE ROAD			
	BOURNEMOUTH			
	WINTON			
	Neighbourhood Centre (PPS6 Local Centre)			
	High Street			
	Total Gross floor area:		550 sqm	
	Survey date: THURSDAY		*29/09/22*	*Survey Type: MANUAL*
2	WS-01-O-01	CO-OP		WEST SUSSEX
	GORING ROAD			
	WORTHING			
	GORING-BY-SEA			
	Neighbourhood Centre (PPS6 Local Centre)			
	High Street			
	Total Gross floor area:		500 sqm	
	Survey date: THURSDAY		*12/05/22*	*Survey Type: MANUAL*
3	WS-01-O-02	SAINSBURY'S LOCAL		WEST SUSSEX
	GORING ROAD			
	WORTHING			
	GORING-BY-SEA			
	Neighbourhood Centre (PPS6 Local Centre)			
	High Street			
	Total Gross floor area:		409 sqm	
	Survey date: WEDNESDAY		*11/05/22*	*Survey Type: MANUAL*
4	WY-01-O-02	CO-OPERATIVE		WEST YORKSHIRE
	AINSTY ROAD			
	WETHERBY			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Gross floor area:		539 sqm	
	Survey date: MONDAY		*26/09/16*	*Survey Type: MANUAL*

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.41

	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	500	1.200	1	500	0.800	1	500	2.000
06:00 - 07:00	4	500	1.802	4	500	1.652	4	500	3.454
07:00 - 08:00	4	500	4.054	4	500	3.854	4	500	7.908
08:00 - 09:00	4	500	6.406	4	500	6.156	4	500	12.562
09:00 - 10:00	4	500	5.155	4	500	4.354	4	500	9.509
10:00 - 11:00	4	500	5.455	4	500	5.005	4	500	10.460
11:00 - 12:00	4	500	5.405	4	500	5.455	4	500	10.860
12:00 - 13:00	4	500	6.857	4	500	6.907	4	500	13.764
13:00 - 14:00	4	500	5.756	4	500	5.105	4	500	10.861
14:00 - 15:00	4	500	5.205	4	500	5.506	4	500	10.711
15:00 - 16:00	4	500	6.056	4	500	5.756	4	500	11.812
16:00 - 17:00	4	500	6.557	4	500	5.355	4	500	11.912
17:00 - 18:00	4	500	8.108	4	500	8.709	4	500	16.817
18:00 - 19:00	4	500	7.307	4	500	7.457	4	500	14.764
19:00 - 20:00	4	500	5.806	4	500	5.706	4	500	11.512
20:00 - 21:00	4	500	3.754	4	500	5.005	4	500	8.759
21:00 - 22:00	4	500	2.352	4	500	2.753	4	500	5.105
22:00 - 23:00	3	486	0.617	3	486	0.480	3	486	1.097
23:00 - 24:00	2	455	0.000	2	455	0.330	2	455	0.330
Total Rates:			87.852			86.345			174.197

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:	409 - 550 (units: sqm)
Survey date date range:	01/01/15 - 29/09/22
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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/O - CONVENIENCE STORE
MULTI-MODAL OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	500	0.000	1	500	0.000	1	500	0.000
06:00 - 07:00	4	500	0.050	4	500	0.000	4	500	0.050
07:00 - 08:00	4	500	0.100	4	500	0.100	4	500	0.200
08:00 - 09:00	4	500	0.100	4	500	0.100	4	500	0.200
09:00 - 10:00	4	500	0.050	4	500	0.100	4	500	0.150
10:00 - 11:00	4	500	0.050	4	500	0.050	4	500	0.100
11:00 - 12:00	4	500	0.100	4	500	0.050	4	500	0.150
12:00 - 13:00	4	500	0.000	4	500	0.050	4	500	0.050
13:00 - 14:00	4	500	0.000	4	500	0.000	4	500	0.000
14:00 - 15:00	4	500	0.000	4	500	0.000	4	500	0.000
15:00 - 16:00	4	500	0.000	4	500	0.000	4	500	0.000
16:00 - 17:00	4	500	0.000	4	500	0.000	4	500	0.000
17:00 - 18:00	4	500	0.000	4	500	0.000	4	500	0.000
18:00 - 19:00	4	500	0.000	4	500	0.000	4	500	0.000
19:00 - 20:00	4	500	0.000	4	500	0.000	4	500	0.000
20:00 - 21:00	4	500	0.000	4	500	0.000	4	500	0.000
21:00 - 22:00	4	500	0.000	4	500	0.000	4	500	0.000
22:00 - 23:00	3	486	0.000	3	486	0.000	3	486	0.000
23:00 - 24:00	2	455	0.000	2	455	0.000	2	455	0.000
Total Rates:			0.450			0.450			0.900

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

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	500	0.000	1	500	0.000	1	500	0.000
06:00 - 07:00	4	500	0.050	4	500	0.050	4	500	0.100
07:00 - 08:00	4	500	0.150	4	500	0.150	4	500	0.300
08:00 - 09:00	4	500	0.350	4	500	0.250	4	500	0.600
09:00 - 10:00	4	500	0.350	4	500	0.250	4	500	0.600
10:00 - 11:00	4	500	0.150	4	500	0.150	4	500	0.300
11:00 - 12:00	4	500	0.300	4	500	0.250	4	500	0.550
12:00 - 13:00	4	500	0.400	4	500	0.400	4	500	0.800
13:00 - 14:00	4	500	0.300	4	500	0.300	4	500	0.600
14:00 - 15:00	4	500	0.350	4	500	0.450	4	500	0.800
15:00 - 16:00	4	500	0.400	4	500	0.300	4	500	0.700
16:00 - 17:00	4	500	0.250	4	500	0.250	4	500	0.500
17:00 - 18:00	4	500	0.200	4	500	0.300	4	500	0.500
18:00 - 19:00	4	500	0.450	4	500	0.501	4	500	0.951
19:00 - 20:00	4	500	0.400	4	500	0.300	4	500	0.700
20:00 - 21:00	4	500	0.200	4	500	0.350	4	500	0.550
21:00 - 22:00	4	500	0.000	4	500	0.050	4	500	0.050
22:00 - 23:00	3	486	0.206	3	486	0.206	3	486	0.412
23:00 - 24:00	2	455	0.000	2	455	0.000	2	455	0.000
Total Rates:			4.506			4.507			9.013

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

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	500	1.000	1	500	0.200	1	500	1.200
06:00 - 07:00	4	500	1.802	4	500	1.652	4	500	3.454
07:00 - 08:00	4	500	4.354	4	500	4.154	4	500	8.508
08:00 - 09:00	4	500	7.257	4	500	6.857	4	500	14.114
09:00 - 10:00	4	500	5.856	4	500	4.855	4	500	10.711
10:00 - 11:00	4	500	5.506	4	500	5.155	4	500	10.661
11:00 - 12:00	4	500	6.206	4	500	5.956	4	500	12.162
12:00 - 13:00	4	500	8.058	4	500	7.808	4	500	15.866
13:00 - 14:00	4	500	6.957	4	500	6.106	4	500	13.063
14:00 - 15:00	4	500	5.656	4	500	6.056	4	500	11.712
15:00 - 16:00	4	500	7.608	4	500	7.608	4	500	15.216
16:00 - 17:00	4	500	8.358	4	500	6.807	4	500	15.165
17:00 - 18:00	4	500	9.009	4	500	9.660	4	500	18.669
18:00 - 19:00	4	500	9.209	4	500	9.510	4	500	18.719
19:00 - 20:00	4	500	7.257	4	500	7.157	4	500	14.414
20:00 - 21:00	4	500	4.404	4	500	5.956	4	500	10.360
21:00 - 22:00	4	500	2.553	4	500	3.053	4	500	5.606
22:00 - 23:00	3	486	0.960	3	486	0.617	3	486	1.577
23:00 - 24:00	2	455	0.000	2	455	0.440	2	455	0.440
Total Rates:			102.010			99.607			201.617

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

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	500	0.000	1	500	0.000	1	500	0.000
06:00 - 07:00	4	500	1.151	4	500	1.051	4	500	2.202
07:00 - 08:00	4	500	3.504	4	500	3.153	4	500	6.657
08:00 - 09:00	4	500	7.107	4	500	6.907	4	500	14.014
09:00 - 10:00	4	500	6.156	4	500	6.507	4	500	12.663
10:00 - 11:00	4	500	6.156	4	500	6.507	4	500	12.663
11:00 - 12:00	4	500	6.507	4	500	7.107	4	500	13.614
12:00 - 13:00	4	500	7.157	4	500	7.207	4	500	14.364
13:00 - 14:00	4	500	7.708	4	500	7.608	4	500	15.316
14:00 - 15:00	4	500	6.957	4	500	7.508	4	500	14.465
15:00 - 16:00	4	500	7.157	4	500	7.758	4	500	14.915
16:00 - 17:00	4	500	5.405	4	500	6.006	4	500	11.411
17:00 - 18:00	4	500	5.305	4	500	4.805	4	500	10.110
18:00 - 19:00	4	500	6.557	4	500	6.356	4	500	12.913
19:00 - 20:00	4	500	6.957	4	500	6.456	4	500	13.413
20:00 - 21:00	4	500	5.906	4	500	6.657	4	500	12.563
21:00 - 22:00	4	500	3.654	4	500	3.704	4	500	7.358
22:00 - 23:00	3	486	0.822	3	486	1.714	3	486	2.536
23:00 - 24:00	2	455	0.000	2	455	0.330	2	455	0.330
Total Rates:			94.166			97.341			191.507

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

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	500	0.000	1	500	0.000	1	500	0.000
06:00 - 07:00	4	500	0.000	4	500	0.000	4	500	0.000
07:00 - 08:00	4	500	0.200	4	500	0.100	4	500	0.300
08:00 - 09:00	4	500	0.450	4	500	0.400	4	500	0.850
09:00 - 10:00	4	500	0.651	4	500	0.851	4	500	1.502
10:00 - 11:00	4	500	0.551	4	500	0.400	4	500	0.951
11:00 - 12:00	4	500	0.601	4	500	0.601	4	500	1.202
12:00 - 13:00	4	500	0.801	4	500	0.801	4	500	1.602
13:00 - 14:00	4	500	1.051	4	500	0.651	4	500	1.702
14:00 - 15:00	4	500	0.901	4	500	0.601	4	500	1.502
15:00 - 16:00	4	500	0.551	4	500	0.551	4	500	1.102
16:00 - 17:00	4	500	0.400	4	500	0.350	4	500	0.750
17:00 - 18:00	4	500	0.400	4	500	0.300	4	500	0.700
18:00 - 19:00	4	500	0.651	4	500	0.801	4	500	1.452
19:00 - 20:00	4	500	0.300	4	500	0.300	4	500	0.600
20:00 - 21:00	4	500	0.350	4	500	0.400	4	500	0.750
21:00 - 22:00	4	500	0.000	4	500	0.000	4	500	0.000
22:00 - 23:00	3	486	0.000	3	486	0.000	3	486	0.000
23:00 - 24:00	2	455	0.000	2	455	0.000	2	455	0.000
Total Rates:			7.858			7.107			14.965

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

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.41

	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	500	1.000	1	500	0.200	1	500	1.200
06:00 - 07:00	4	500	3.003	4	500	2.753	4	500	5.756
07:00 - 08:00	4	500	8.208	4	500	7.558	4	500	15.766
08:00 - 09:00	4	500	15.165	4	500	14.414	4	500	29.579
09:00 - 10:00	4	500	13.013	4	500	12.462	4	500	25.475
10:00 - 11:00	4	500	12.362	4	500	12.212	4	500	24.574
11:00 - 12:00	4	500	13.614	4	500	13.914	4	500	27.528
12:00 - 13:00	4	500	16.416	4	500	16.216	4	500	32.632
13:00 - 14:00	4	500	16.016	4	500	14.665	4	500	30.681
14:00 - 15:00	4	500	13.864	4	500	14.615	4	500	28.479
15:00 - 16:00	4	500	15.716	4	500	16.216	4	500	31.932
16:00 - 17:00	4	500	14.414	4	500	13.413	4	500	27.827
17:00 - 18:00	4	500	14.915	4	500	15.065	4	500	29.980
18:00 - 19:00	4	500	16.867	4	500	17.167	4	500	34.034
19:00 - 20:00	4	500	14.915	4	500	14.214	4	500	29.129
20:00 - 21:00	4	500	10.861	4	500	13.363	4	500	24.224
21:00 - 22:00	4	500	6.206	4	500	6.807	4	500	13.013
22:00 - 23:00	3	486	1.988	3	486	2.536	3	486	4.524
23:00 - 24:00	2	455	0.000	2	455	0.770	2	455	0.770
Total Rates:			208.543			208.560			417.103

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

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

Calculation Reference: AUDIT-734001-230503-0541

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : O - CONVENIENCE STORE
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:
09 NORTH
TV TEES VALLEY 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: 245 to 245 (units: sqm)
Range Selected by User: 70 to 1056 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 29/09/22

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:
Sunday 1 days

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

Selected survey types:
Manual count 1 days
Directional ATC Count 0 days

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

Selected Locations:
Neighbourhood Centre (PPS6 Local Centre) 1

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

Selected Location Sub Categories:
Residential Zone 1

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.

Inclusion of Servicing Vehicles Counts:
Servicing vehicles Included X days - Selected
Servicing vehicles Excluded 1 days - Selected

LIST OF SITES relevant to selection parameters

1 TV-01-O-01 SAINSBURY'S LOCAL TEES VALLEY
CLIFTON AVENUE
BILLINGHAM

Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 245 sqm
Survey date: SUNDAY *22/05/22* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.12

	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	245	0.816	1	245	0.000	1	245	0.816
06:00 - 07:00	1	245	3.265	1	245	2.857	1	245	6.122
07:00 - 08:00	1	245	4.490	1	245	4.490	1	245	8.980
08:00 - 09:00	1	245	11.837	1	245	8.980	1	245	20.817
09:00 - 10:00	1	245	16.327	1	245	16.735	1	245	33.062
10:00 - 11:00	1	245	15.510	1	245	15.918	1	245	31.428
11:00 - 12:00	1	245	18.367	1	245	19.184	1	245	37.551
12:00 - 13:00	1	245	15.102	1	245	13.878	1	245	28.980
13:00 - 14:00	1	245	9.796	1	245	11.429	1	245	21.225
14:00 - 15:00	1	245	12.653	1	245	14.694	1	245	27.347
15:00 - 16:00	1	245	14.694	1	245	14.694	1	245	29.388
16:00 - 17:00	1	245	13.061	1	245	13.061	1	245	26.122
17:00 - 18:00	1	245	11.429	1	245	10.612	1	245	22.041
18:00 - 19:00	1	245	15.510	1	245	15.918	1	245	31.428
19:00 - 20:00	1	245	12.245	1	245	10.612	1	245	22.857
20:00 - 21:00	1	245	7.755	1	245	8.571	1	245	16.326
21:00 - 22:00	1	245	4.490	1	245	4.898	1	245	9.388
22:00 - 23:00	1	245	0.000	1	245	0.816	1	245	0.816
23:00 - 24:00									
Total Rates:			187.347			187.347			374.694

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:	245 - 245 (units: sqm)
Survey date date range:	01/01/15 - 29/09/22
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
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.

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
MULTI-MODAL OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	245	0.000	1	245	0.000	1	245	0.000
06:00 - 07:00	1	245	0.408	1	245	0.408	1	245	0.816
07:00 - 08:00	1	245	0.000	1	245	0.000	1	245	0.000
08:00 - 09:00	1	245	0.000	1	245	0.000	1	245	0.000
09:00 - 10:00	1	245	0.000	1	245	0.000	1	245	0.000
10:00 - 11:00	1	245	0.408	1	245	0.408	1	245	0.816
11:00 - 12:00	1	245	0.000	1	245	0.000	1	245	0.000
12:00 - 13:00	1	245	0.000	1	245	0.000	1	245	0.000
13:00 - 14:00	1	245	0.000	1	245	0.000	1	245	0.000
14:00 - 15:00	1	245	0.000	1	245	0.000	1	245	0.000
15:00 - 16:00	1	245	0.000	1	245	0.000	1	245	0.000
16:00 - 17:00	1	245	0.000	1	245	0.000	1	245	0.000
17:00 - 18:00	1	245	0.000	1	245	0.000	1	245	0.000
18:00 - 19:00	1	245	0.000	1	245	0.000	1	245	0.000
19:00 - 20:00	1	245	0.000	1	245	0.000	1	245	0.000
20:00 - 21:00	1	245	0.000	1	245	0.000	1	245	0.000
21:00 - 22:00	1	245	0.000	1	245	0.000	1	245	0.000
22:00 - 23:00	1	245	0.000	1	245	0.000	1	245	0.000
23:00 - 24:00									
Total Rates:			0.816			0.816			1.632

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

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	245	0.000	1	245	0.000	1	245	0.000
06:00 - 07:00	1	245	0.000	1	245	0.000	1	245	0.000
07:00 - 08:00	1	245	0.000	1	245	0.000	1	245	0.000
08:00 - 09:00	1	245	0.000	1	245	0.000	1	245	0.000
09:00 - 10:00	1	245	0.408	1	245	0.408	1	245	0.816
10:00 - 11:00	1	245	0.816	1	245	0.816	1	245	1.632
11:00 - 12:00	1	245	0.816	1	245	0.816	1	245	1.632
12:00 - 13:00	1	245	2.041	1	245	2.041	1	245	4.082
13:00 - 14:00	1	245	0.000	1	245	0.000	1	245	0.000
14:00 - 15:00	1	245	0.000	1	245	0.000	1	245	0.000
15:00 - 16:00	1	245	1.224	1	245	1.224	1	245	2.448
16:00 - 17:00	1	245	0.816	1	245	0.408	1	245	1.224
17:00 - 18:00	1	245	0.816	1	245	1.224	1	245	2.040
18:00 - 19:00	1	245	0.000	1	245	0.000	1	245	0.000
19:00 - 20:00	1	245	1.633	1	245	1.633	1	245	3.266
20:00 - 21:00	1	245	0.816	1	245	0.408	1	245	1.224
21:00 - 22:00	1	245	0.000	1	245	0.408	1	245	0.408
22:00 - 23:00	1	245	0.000	1	245	0.000	1	245	0.000
23:00 - 24:00									
Total Rates:			9.386			9.386			18.772

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

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	245	1.224	1	245	0.000	1	245	1.224
06:00 - 07:00	1	245	3.265	1	245	2.857	1	245	6.122
07:00 - 08:00	1	245	4.898	1	245	4.898	1	245	9.796
08:00 - 09:00	1	245	12.245	1	245	9.388	1	245	21.633
09:00 - 10:00	1	245	16.327	1	245	16.735	1	245	33.062
10:00 - 11:00	1	245	15.918	1	245	15.918	1	245	31.836
11:00 - 12:00	1	245	18.776	1	245	20.000	1	245	38.776
12:00 - 13:00	1	245	17.551	1	245	15.918	1	245	33.469
13:00 - 14:00	1	245	11.429	1	245	13.878	1	245	25.307
14:00 - 15:00	1	245	16.327	1	245	17.551	1	245	33.878
15:00 - 16:00	1	245	17.551	1	245	16.327	1	245	33.878
16:00 - 17:00	1	245	15.918	1	245	16.327	1	245	32.245
17:00 - 18:00	1	245	13.469	1	245	11.837	1	245	25.306
18:00 - 19:00	1	245	15.918	1	245	17.959	1	245	33.877
19:00 - 20:00	1	245	14.694	1	245	12.245	1	245	26.939
20:00 - 21:00	1	245	8.571	1	245	8.980	1	245	17.551
21:00 - 22:00	1	245	4.898	1	245	5.714	1	245	10.612
22:00 - 23:00	1	245	0.000	1	245	0.816	1	245	0.816
23:00 - 24:00									
Total Rates:			208.979			207.348			416.327

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

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	245	0.000	1	245	0.000	1	245	0.000
06:00 - 07:00	1	245	3.265	1	245	3.265	1	245	6.530
07:00 - 08:00	1	245	7.755	1	245	5.714	1	245	13.469
08:00 - 09:00	1	245	9.796	1	245	8.163	1	245	17.959
09:00 - 10:00	1	245	17.959	1	245	15.510	1	245	33.469
10:00 - 11:00	1	245	21.224	1	245	22.857	1	245	44.081
11:00 - 12:00	1	245	6.939	1	245	8.163	1	245	15.102
12:00 - 13:00	1	245	11.020	1	245	11.429	1	245	22.449
13:00 - 14:00	1	245	12.245	1	245	13.878	1	245	26.123
14:00 - 15:00	1	245	8.980	1	245	8.980	1	245	17.960
15:00 - 16:00	1	245	9.796	1	245	9.796	1	245	19.592
16:00 - 17:00	1	245	10.612	1	245	9.796	1	245	20.408
17:00 - 18:00	1	245	11.837	1	245	12.245	1	245	24.082
18:00 - 19:00	1	245	17.143	1	245	18.776	1	245	35.919
19:00 - 20:00	1	245	14.694	1	245	14.694	1	245	29.388
20:00 - 21:00	1	245	11.429	1	245	11.837	1	245	23.266
21:00 - 22:00	1	245	3.673	1	245	4.898	1	245	8.571
22:00 - 23:00	1	245	0.000	1	245	0.000	1	245	0.000
23:00 - 24:00									
Total Rates:			178.367			180.001			358.368

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

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.12

	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	245	1.224	1	245	0.000	1	245	1.224
06:00 - 07:00	1	245	6.531	1	245	6.122	1	245	12.653
07:00 - 08:00	1	245	12.653	1	245	10.612	1	245	23.265
08:00 - 09:00	1	245	22.041	1	245	17.551	1	245	39.592
09:00 - 10:00	1	245	34.694	1	245	32.653	1	245	67.347
10:00 - 11:00	1	245	37.959	1	245	39.592	1	245	77.551
11:00 - 12:00	1	245	26.531	1	245	28.980	1	245	55.511
12:00 - 13:00	1	245	30.612	1	245	29.388	1	245	60.000
13:00 - 14:00	1	245	23.673	1	245	27.755	1	245	51.428
14:00 - 15:00	1	245	25.306	1	245	26.531	1	245	51.837
15:00 - 16:00	1	245	28.571	1	245	27.347	1	245	55.918
16:00 - 17:00	1	245	27.347	1	245	26.531	1	245	53.878
17:00 - 18:00	1	245	26.122	1	245	25.306	1	245	51.428
18:00 - 19:00	1	245	33.061	1	245	36.735	1	245	69.796
19:00 - 20:00	1	245	31.020	1	245	28.571	1	245	59.591
20:00 - 21:00	1	245	20.816	1	245	21.224	1	245	42.040
21:00 - 22:00	1	245	8.571	1	245	11.020	1	245	19.591
22:00 - 23:00	1	245	0.000	1	245	0.816	1	245	0.816
23:00 - 24:00									
Total Rates:			396.732			396.734			793.466

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

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