

A Planning Application by
CORDAGE 13 LTD

In respect of
**Bournemouth Road, Chandlers Ford,
EASTLEIGH**

Technical Note

December 2022



Document Management

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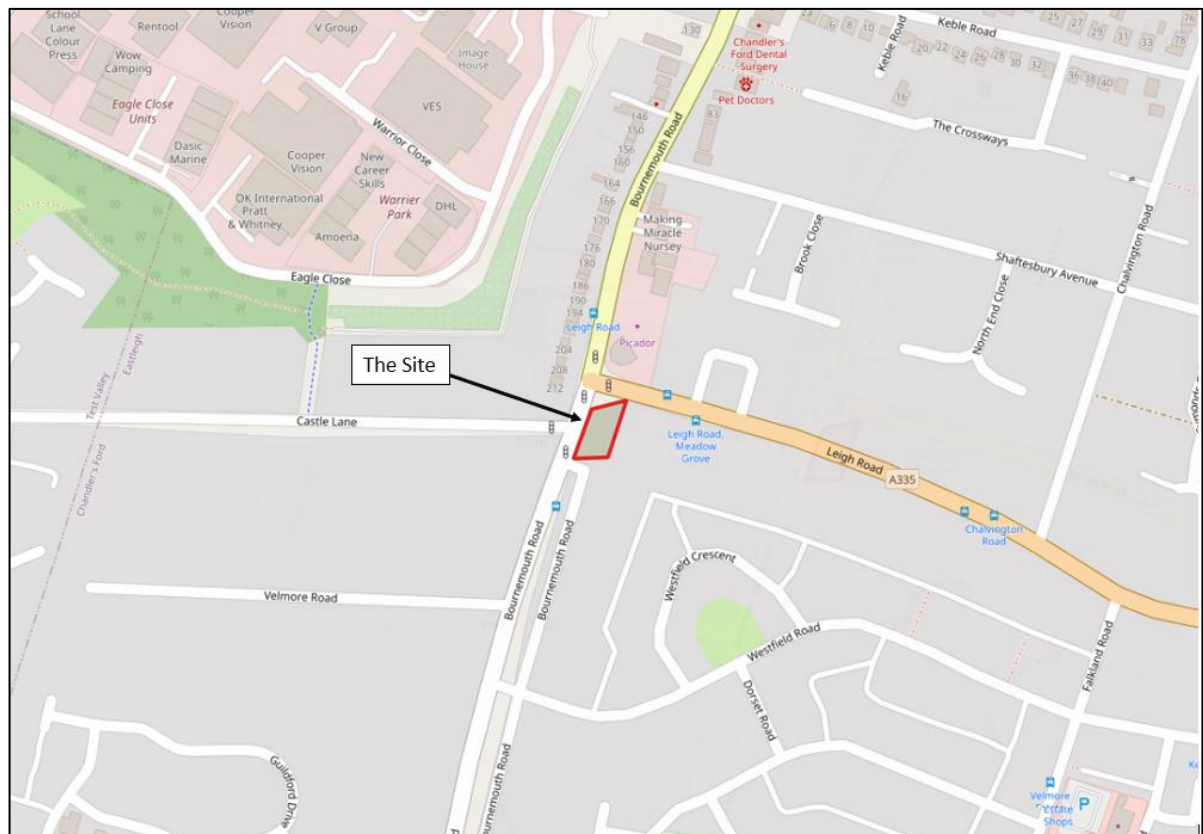
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1 Introduction

- 1.1 Transport Planning Associates has been appointed to provide an analysis of parking provision in association with the proposals in planning application F/22/94159. The site location in the context of local highways and public transport is provided below in Figure 1.1.

Figure 1.1 Site Location Plan



Source: © OpenStreetMap contributors

- 1.2 The scheme proposes an extension to the existing building at 103 Bournemouth Road, Chandlers Ford. The proposed Site plan is included in **Appendix A**.
- 1.3 This Note has been prepared in response to a query from the planning case officer with respect to suitability of the amount of parking that will be available on the site.

2 Site location & accessibility

The Existing Site

- 2.1 The Site is located in a predominantly residential area in Chandlers Ford. It benefits from a good level of pedestrian, cycle and public transport accessibility, as described in greater detail in the remainder of this Chapter.

Pedestrian and Cycle Infrastructure

Walking

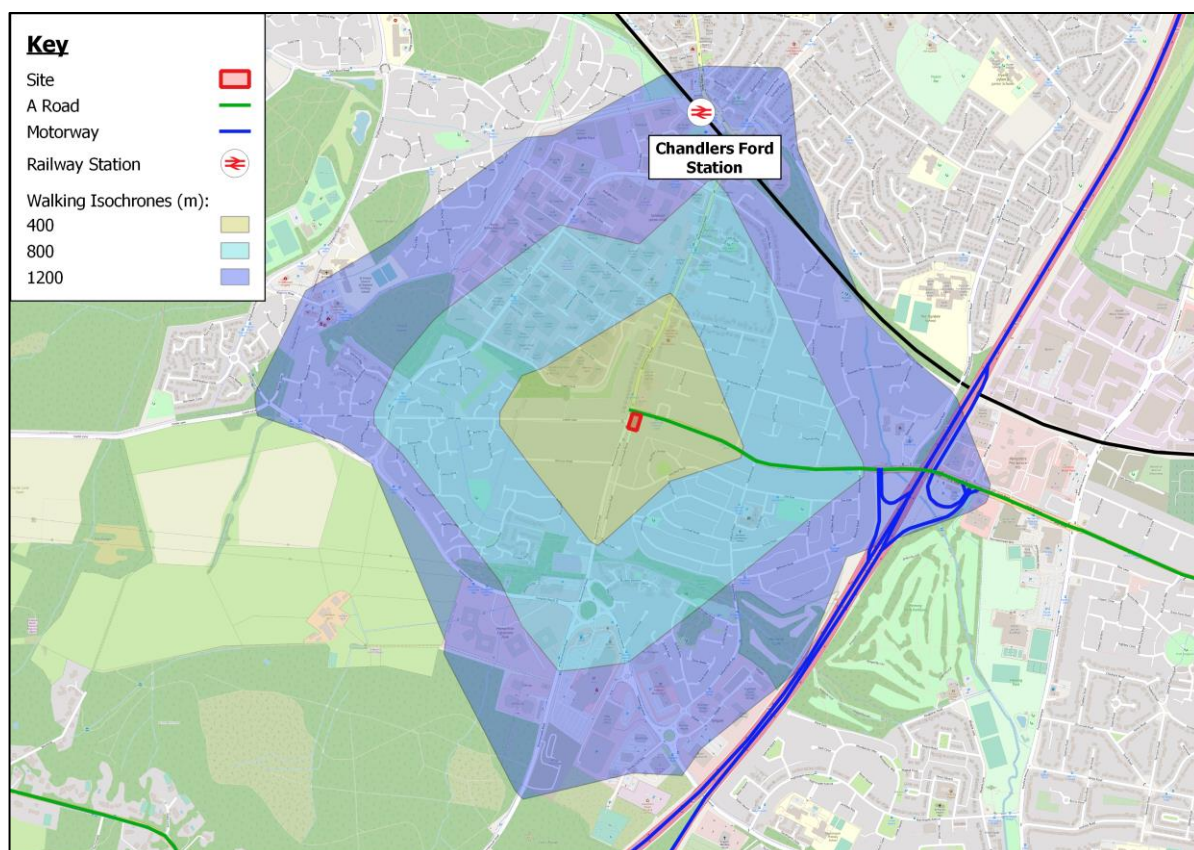
- 2.2 Footways are provided on both sides of the local highway network supporting connectivity to the surrounding residential areas, bus stops and wider area. There is adequate street lighting, the local roads are subject to a 30mph speed limit.
- 2.3 The Institution of Highways and Transportation (IHT) publication 'Providing for Journeys on Foot' identifies the desirable, acceptable and preferred maximum walking distances to various amenities. The distances in Table 2.1 below are taken from Table 3.2 of that publication and set out the thresholds considered for local services and amenities.

Table 2.1 IHT suggested walking distance thresholds

	Town Centres (m)	Commuting / School / Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred maximum	800	2,000	1,200

Source: Table 3.2 of *Providing for Journeys on Foot* (IHT)

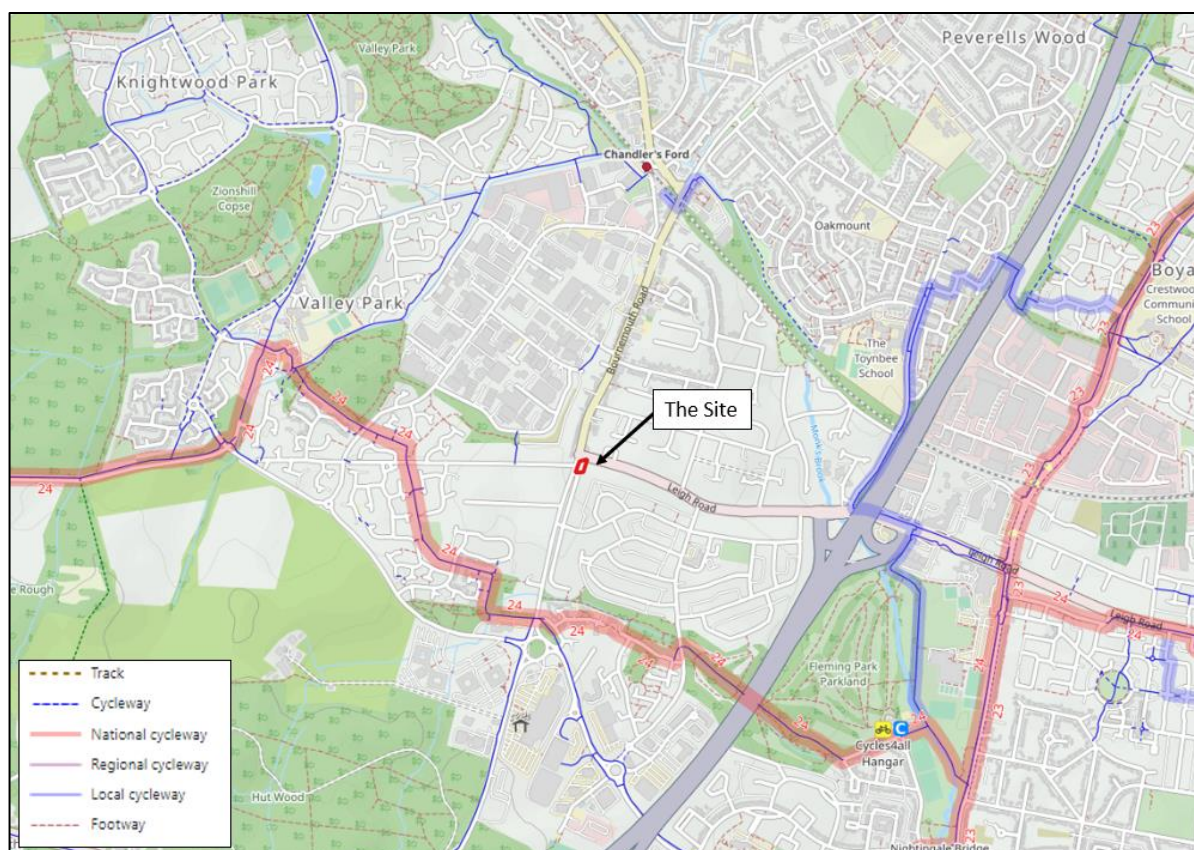
- 2.4 *Building Sustainable Transport into New Developments* (DfT, 2008) gives the following advice on pedestrian catchment areas: "Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 metres)". This is further stressed in CIHT guidance "Planning for Walking" (2015).
- 2.5 As shown in **Figure 2.1**, the Site is located at the centre of a built-up residential area, which makes it a very good location for a new convenience store. This figure also shows the catchment area for walking distances of up to 1200m (approximately 15 minutes' walk).

Figure 2.1 Walking Catchment

Background plan: © OpenStreetMap contributors

Cycling

- 2.6 Cycle routes can be found within approximately 1km of the site, this can be seen highlighted in **Figure 2.2**. National Cycle Route 24 runs 500 metres to the south of the site, from here the route runs west to Romsey and Salisbury and east to Eastleigh. This route also connects with National Cycle Route 23 which travels north to Winchester, Basingstoke and Reading and south to Southampton.

Figure 2.2 Cycle Network

Source: © OpenStreetMap contributors

Public Transport

Buses

- 2.7 The nearest bus stops to the site are located on Leigh Road. For the eastbound services the bus stop is located next to Meadow Grove whilst the westbound service bus stop is approximately 70m to the east of the Site. These are served by routes 1 Bluestar, C and 402. The local bus services and their frequencies are shown in **Table 2.2**.

Table 2.2 Bus services

Route	Description	Frequency/hour		
		Mon-Fri	Saturday	Sunday
1 Bluestar	Southampton - Chandlers Ford - Winchester	3	3	2
C	Eastleigh - Velmore - South Millers Dale - Chandler's Ford	6/day	-	-
402*	Eastleigh - Barton Peveril College - Valley Park - Hiltingbury	2/day	-	-

Source: <https://bustimes.org/>

*School Service

Highway Network

- 2.8 As mentioned previously the site lies in between the junction of the B3043 Bournemouth Road/ Leigh Road and the B3043 Bournemouth/ Castle Lane. The junction with Leigh Road to the north of the site is a signalised T-Junction with pedestrian phases. The B3034 Bournemouth Road is a 30 mph road which is a well-lit single carriageway road that is approximately 6.4m wide. To the south the road links up with the M3 and the M27 while to the north the road leads to central parts of Chandlers Ford.
- 2.9 The A335 Leigh Road, which is also a 30mph illuminated, is approximately 5.8m wide. It leads east to the M3 junction 13 and Eastleigh.

3 The Proposed Development

The Scheme

- 3.1 The scheme comprises extension of the existing building at 103 Bournemouth Road to provide a total E class floor space of 375m², 280m² of which will be at ground floor level. The proposed scheme layout plan is included in **Appendix A**.

Parking

- 3.2 A total of 11 car parking spaces can be provided within the site, including one disabled bay. Local parking standards for new developments are set out in the Hampshire Parking Strategy and Standards 2002.
- 3.3 The parking standards for the potential land uses withing Class E are presented in **Table 3.1** along with the application of these standards to the proposed building.

Table 3.1 Parking Standards

Vehicle	General Standard	Application for standard to 375 m ² Gross Floor Area (GFA)
Food retail	Maximum 1 space per 14 m ² GFA	Maximum 27 spaces
Non-food retail	Maximum 1 space per 30 m ²	Maximum 13 spaces
Offices	Maximum 1 space per 30 m ²	Maximum 13 spaces
Day nursery / playgroup	1 space per 2 full time staff	Unknown
Disabled	5% of the total allocation	Minimum 1 space

Source: Hampshire Parking Strategy and Standards 2002.

- 3.4 As can be seen from **Table 3.1**, the proposed car, parking provision is compliant with the requirements set out in the Hampshire Parking Strategy, being in all cases less than the maximum permitted by planning policy guidance.
- 3.5 Parking demand is analysed fully in Chapter 4, in order to assess the suitability of the proposed quantum of parking in a 'worst case' scenario.

4 Parking demand calculations - worst case scenario (convenience store)

- 4.1 Within use class E, the 'worst case' in terms of highest parking demand is likely to be use of the extended building as a food retail (convenience) store, as per the data in Table 3.1. A TRICS based traffic generation calculation has therefore been undertaken and a typical duration of stay for the size of unit applied, in order to calculate peak parking demand.

TRICS based traffic generation – worst case scenario (convenience store)

Vehicular Trip Attraction

- 4.2 Reference has been made to the Trip Rate Information Computer System (**TRICS**) database version 7.9.2. The parameters utilised to select surveys of suitable proxy convenience stores is set out below:

- TRICS Land Use Class 01 – Retail O - Convenience Store;
- Located in England, but outside of Greater London;
- Weekday surveys only;
- Located in suburban areas; and
- Based on Retail Floor Area (**RFA**).

- 4.3 The resultant trip rates and attraction (based on a maximum RFA of 280m² – the maximum permitted to allow full Sunday opening hours and approximately equal to the ground floor area of the extended building) of the proposals is set out in **Table 4.1** with a copy of the full TRICS Report contained within **Appendix B**.

Table 4.1 Vehicular Trip Attraction – Proposed Convenience Store - Weekday

Time Period	Arrivals		Departures		Two-way	
	Rate	Trips	Rate	Trips	Rate	Trips
06:00-07:00	10.968	31	10.968	31	21.936	61
07:00-08:00	11.97	34	11.515	32	23.485	66
08:00-09:00	13.333	37	13.788	39	27.121	76
09:00-10:00	9.848	28	9.091	25	18.939	53
10:00-11:00	7.727	22	7.576	21	15.303	43

11:00-12:00	7.576	21	8.03	22	15.606	44
12:00-13:00	10.909	31	10.455	29	21.364	60
13:00-14:00	8.333	23	8.182	23	16.515	46
14:00-15:00	8.03	22	8.333	23	16.363	46
15:00-16:00	8.485	24	8.333	23	16.818	47
16:00-17:00	10.909	31	10.758	30	21.667	61
17:00-18:00	11.364	32	11.364	32	22.728	64
18:00-19:00	14.545	41	14.242	40	28.787	81
19:00-20:00	13.182	37	12.879	36	26.061	73
20:00-21:00	4.634	13	4.634	13	9.268	26
21:00-22:00	2.683	8	2.927	8	5.61	16

Source: Based on the TRICS Report contained within **Appendix B**

Notes: Any arithmetic error due to rounding

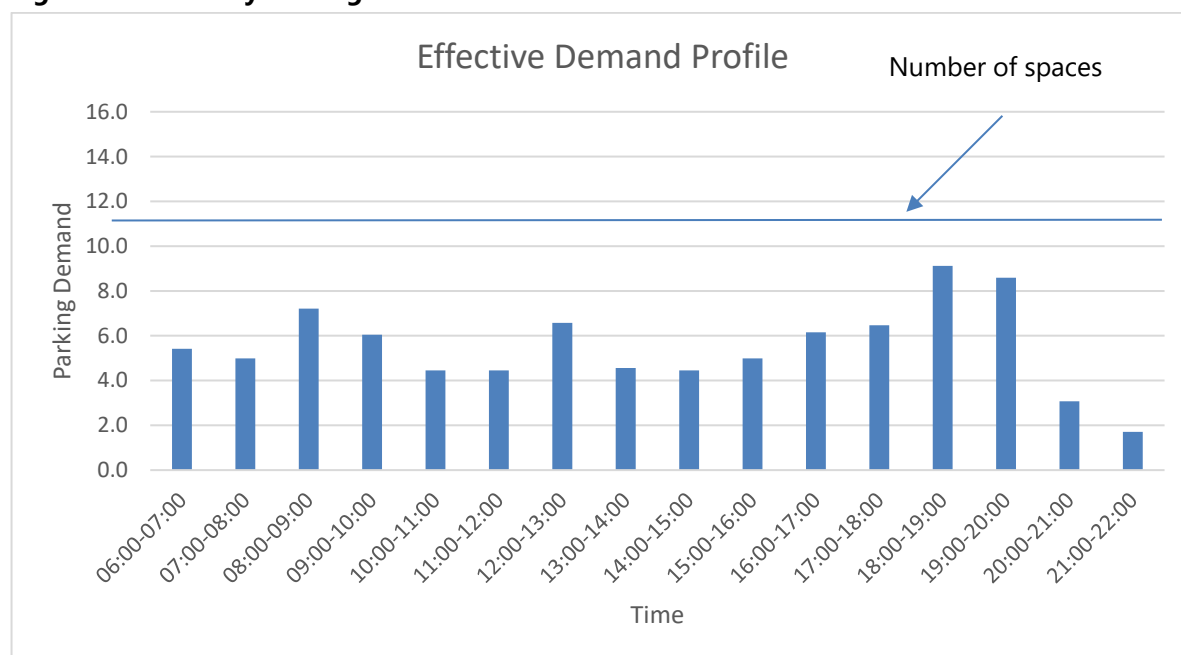
- 4.4 As can be seen the predicted maximum hourly arrival of 41 arrivals and 40 departures would occur between 18:00 and 19:00.

Parking Demand – worst case scenario (convenience store)

- 4.5 When considering parking demand for a convenience store, a simple parking accumulation based on TRICS data alone will not provide a clear picture of demand. This is because the survey data, which is presented in hourly flows, does not reflect the limited duration of stay that is the typical hallmark of a convenience store. By definition, a visit to a convenience store implies a trip to pick one or two items of groceries missed from a larger supermarket shop, or to find a few items for that day.
- 4.6 As such, the time taken to find and purchase the few items required would be unlikely to take more than 5 - 10 minutes. When combined with the time taken to walk to and from the car park, this would indicate a duration of stay of approximately 10 minutes.
- 4.7 For robustness and as a sensitivity test, an average duration of stay of 15 minutes is assumed for the purpose of this report. Considering the highest number of arrivals during any one hour (41 between

18:00 and 19:00), the maximum number of parked cars during the day is predicted to be nine. Weekday demand is shown in **Figure 4.1** below

Figure 4.1 Weekday Parking Demand Profile – convenience store



- 4.8 In practice, the parking demand for a convenience store use is likely to be less as the actual average duration of stay on site would be less than 15 minutes. On this basis, the provision of 11 parking spaces would therefore cater for daily/hourly variations in demand.

5 Conclusion

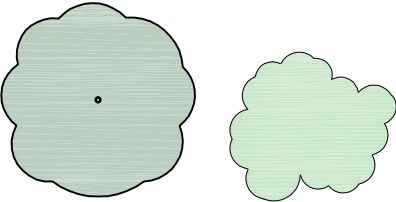
- 5.1 This report has considered the proposed level of parking provision against the potential uses of the site (within land use Class E), identifying through use of the County Council's parking standards that use as a convenience store would be likely to have the highest level of parking demand. Accordingly, analysis has been provided to highlight anticipated levels of parking demand associated with a convenience store use of the site, as an assessment of the worst-case scenario in terms of types of use falling within Class E.
- 5.2 The analysis illustrates that even in the worst-case scenario, there would be ample parking within the site.

APPENDIX A

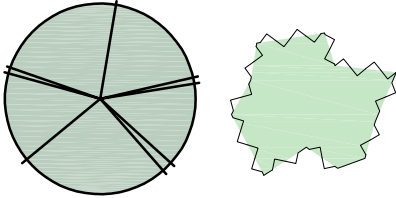
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2. ALL FINISHES ARE TO CONFORM TO THE CURRENT BUILDING REGULATIONS.
3. REFER TO A SEPARATE DOCUMENT FOR THE DESIGNERS RISK ASSESSMENT.
4. ALL WORKS OR MATERIALS INDICATED ON THIS DRAWING ARE TO BE TO THE LATEST RELEVANT BRITISH STANDARDS AND CARRIED OUT IN ACCORDANCE WITH THE BRITISH STANDARDS CODES OF PRACTICE OR RECOGNIZED INSTITUTE OR TRADE ASSOCIATION RECOMMENDATIONS AND PUBLICATIONS.

KEY

Soft Landscaping



Indicates existing trees / shrubs.



Indicates new trees / shrubs to LA approval.

Hard Landscaping

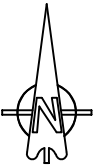
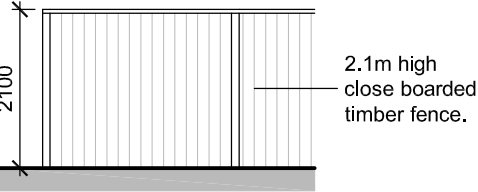


Tarmac.

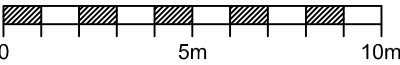


Herringbone paving.

Boundary treatment details



1:200 scale



P8	Dec 2022	Parking Layout updated	JB
Revision	Date	Description	Dwn Cktd



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Drawing Title :
Proposed Site Plan

Drawn By	Date	Checked By	Date	Approved By	Date
ST	Oct 22				

Drawing No.	Revision	Scale
22.3377.100	P8	1:200@A2

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Proposed Site Plan



APPENDIX B

Filtering Summary

Land Use	01/O	RETAIL/CONVENIENCE STORE
Selected Trip Rate Calculation Parameter Range	55-800 sqm RFA	
Actual Trip Rate Calculation Parameter Range	155-255 sqm RFA	
Date Range	Minimum: 01/01/14	Maximum: 25/09/19
Parking Spaces Range	All Surveys Included	
Days of the week selected	Monday	1
	Friday	2
Main Location Types selected	Suburban Area (PPS6 Out of Centre)	3
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	5,001 to 10,000	1
	10,001 to 15,000	1
	25,001 to 50,000	1
Population <5 Mile ranges selected	5,001 to 25,000	1
	125,001 to 250,000	2
Car Ownership <5 Mile ranges selected	0.6 to 1.0	2
	1.1 to 1.5	1
PTAL Rating	No PTAL Present	3

Calculation Reference: AUDIT-219602-220928-0912

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST	
	WL WILTSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: Retail floor area
Actual Range: 155 to 255 (units: sqm)
Range Selected by User: 55 to 800 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 25/09/19

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
Friday	2 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
------------------------------------	---

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

Selected Location Sub Categories:

Residential Zone	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.

Secondary Filtering selection:

Use Class:

E(a)	3 days
------	--------

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
125,001 to 250,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	1 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	3 days

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

Travel Plan:

No	3 days
----	--------

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

PTAL Rating:

No PTAL Present	3 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

Site(1):	NY-01-O-03	Gross floor area:	305 sqm
Development Name:	CO-OPERATIVE	Retail floor area:	155 sqm
Location:	NORTHALLERTON		
Postcode:	DL6 1JZ	No of Employees:	14
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	19/09/16
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	
Site(2):	TW-01-O-02	Gross floor area:	330 sqm
Development Name:	CO-OPERATIVE	Retail floor area:	255 sqm
Location:	SUNDERLAND		
Postcode:	SR5 3BQ	No of Employees:	19
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	07/04/17
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	12
Site(3):	WL-01-O-01	Gross floor area:	292 sqm
Development Name:	ONE STOP	Retail floor area:	250 sqm
Location:	SWINDON		
Postcode:	SN2 1QR	No of Employees:	10
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	23/09/16
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	17

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	155	10.968	1	155	10.968	1	155	21.936
07:00 - 08:00	3	220	11.970	3	220	11.515	3	220	23.485
08:00 - 09:00	3	220	13.333	3	220	13.788	3	220	27.121
09:00 - 10:00	3	220	9.848	3	220	9.091	3	220	18.939
10:00 - 11:00	3	220	7.727	3	220	7.576	3	220	15.303
11:00 - 12:00	3	220	7.576	3	220	8.030	3	220	15.606
12:00 - 13:00	3	220	10.909	3	220	10.455	3	220	21.364
13:00 - 14:00	3	220	8.333	3	220	8.182	3	220	16.515
14:00 - 15:00	3	220	8.030	3	220	8.333	3	220	16.363
15:00 - 16:00	3	220	8.485	3	220	8.333	3	220	16.818
16:00 - 17:00	3	220	10.909	3	220	10.758	3	220	21.667
17:00 - 18:00	3	220	11.364	3	220	11.364	3	220	22.728
18:00 - 19:00	3	220	14.545	3	220	14.242	3	220	28.787
19:00 - 20:00	3	220	13.182	3	220	12.879	3	220	26.061
20:00 - 21:00	2	205	4.634	2	205	4.634	2	205	9.268
21:00 - 22:00	2	205	2.683	2	205	2.927	2	205	5.610
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			154.496			153.075			307.571

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:

155 - 255 (units: sqm)

Survey date range:

01/01/14 - 25/09/19

Number of weekdays (Monday-Friday):

3

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

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	155	0.000	1	155	0.000	1	155	0.000
07:00 - 08:00	3	220	0.303	3	220	0.303	3	220	0.606
08:00 - 09:00	3	220	0.152	3	220	0.152	3	220	0.304
09:00 - 10:00	3	220	0.303	3	220	0.152	3	220	0.455
10:00 - 11:00	3	220	0.152	3	220	0.303	3	220	0.455
11:00 - 12:00	3	220	0.455	3	220	0.455	3	220	0.910
12:00 - 13:00	3	220	0.455	3	220	0.455	3	220	0.910
13:00 - 14:00	3	220	0.303	3	220	0.303	3	220	0.606
14:00 - 15:00	3	220	0.455	3	220	0.455	3	220	0.910
15:00 - 16:00	3	220	0.303	3	220	0.303	3	220	0.606
16:00 - 17:00	3	220	0.303	3	220	0.303	3	220	0.606
17:00 - 18:00	3	220	0.000	3	220	0.000	3	220	0.000
18:00 - 19:00	3	220	0.152	3	220	0.152	3	220	0.304
19:00 - 20:00	3	220	0.000	3	220	0.000	3	220	0.000
20:00 - 21:00	2	205	0.000	2	205	0.000	2	205	0.000
21:00 - 22:00	2	205	0.000	2	205	0.000	2	205	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.336			3.336			6.672

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

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	155	0.000	1	155	0.000	1	155	0.000
07:00 - 08:00	3	220	0.455	3	220	0.455	3	220	0.910
08:00 - 09:00	3	220	0.455	3	220	0.303	3	220	0.758
09:00 - 10:00	3	220	0.303	3	220	0.455	3	220	0.758
10:00 - 11:00	3	220	0.152	3	220	0.152	3	220	0.304
11:00 - 12:00	3	220	0.000	3	220	0.000	3	220	0.000
12:00 - 13:00	3	220	0.152	3	220	0.152	3	220	0.304
13:00 - 14:00	3	220	0.000	3	220	0.000	3	220	0.000
14:00 - 15:00	3	220	0.000	3	220	0.000	3	220	0.000
15:00 - 16:00	3	220	0.152	3	220	0.152	3	220	0.304
16:00 - 17:00	3	220	0.000	3	220	0.000	3	220	0.000
17:00 - 18:00	3	220	0.000	3	220	0.000	3	220	0.000
18:00 - 19:00	3	220	0.000	3	220	0.000	3	220	0.000
19:00 - 20:00	3	220	0.000	3	220	0.000	3	220	0.000
20:00 - 21:00	2	205	0.000	2	205	0.000	2	205	0.000
21:00 - 22:00	2	205	0.000	2	205	0.000	2	205	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.669			1.669			3.338

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

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	155	1.290	1	155	1.290	1	155	2.580
07:00 - 08:00	3	220	1.364	3	220	1.212	3	220	2.576
08:00 - 09:00	3	220	0.303	3	220	0.455	3	220	0.758
09:00 - 10:00	3	220	0.152	3	220	0.152	3	220	0.304
10:00 - 11:00	3	220	0.152	3	220	0.152	3	220	0.304
11:00 - 12:00	3	220	0.455	3	220	0.455	3	220	0.910
12:00 - 13:00	3	220	0.455	3	220	0.455	3	220	0.910
13:00 - 14:00	3	220	0.303	3	220	0.303	3	220	0.606
14:00 - 15:00	3	220	0.606	3	220	0.455	3	220	1.061
15:00 - 16:00	3	220	0.909	3	220	1.061	3	220	1.970
16:00 - 17:00	3	220	1.818	3	220	1.364	3	220	3.182
17:00 - 18:00	3	220	1.515	3	220	1.515	3	220	3.030
18:00 - 19:00	3	220	1.818	3	220	1.364	3	220	3.182
19:00 - 20:00	3	220	1.212	3	220	0.909	3	220	2.121
20:00 - 21:00	2	205	0.000	2	205	0.000	2	205	0.000
21:00 - 22:00	2	205	0.000	2	205	0.000	2	205	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			12.352			11.142			23.494

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

CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	155	7.742	1	155	7.742	1	155	15.484
07:00 - 08:00	3	220	7.121	3	220	6.667	3	220	13.788
08:00 - 09:00	3	220	10.303	3	220	10.455	3	220	20.758
09:00 - 10:00	3	220	8.636	3	220	8.030	3	220	16.666
10:00 - 11:00	3	220	6.364	3	220	6.061	3	220	12.425
11:00 - 12:00	3	220	6.364	3	220	6.818	3	220	13.182
12:00 - 13:00	3	220	9.394	3	220	8.939	3	220	18.333
13:00 - 14:00	3	220	6.515	3	220	6.515	3	220	13.030
14:00 - 15:00	3	220	6.364	3	220	6.515	3	220	12.879
15:00 - 16:00	3	220	7.121	3	220	7.121	3	220	14.242
16:00 - 17:00	3	220	8.788	3	220	8.636	3	220	17.424
17:00 - 18:00	3	220	9.242	3	220	9.091	3	220	18.333
18:00 - 19:00	3	220	13.030	3	220	12.879	3	220	25.909
19:00 - 20:00	3	220	12.273	3	220	11.970	3	220	24.243
20:00 - 21:00	2	205	4.390	2	205	4.390	2	205	8.780
21:00 - 22:00	2	205	2.439	2	205	2.683	2	205	5.122
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			126.086			124.512			250.598

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

LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	155	3.226	1	155	3.226	1	155	6.452
07:00 - 08:00	3	220	4.091	3	220	3.939	3	220	8.030
08:00 - 09:00	3	220	2.424	3	220	2.879	3	220	5.303
09:00 - 10:00	3	220	0.606	3	220	0.455	3	220	1.061
10:00 - 11:00	3	220	1.061	3	220	1.061	3	220	2.122
11:00 - 12:00	3	220	0.758	3	220	0.758	3	220	1.516
12:00 - 13:00	3	220	0.909	3	220	0.909	3	220	1.818
13:00 - 14:00	3	220	1.515	3	220	1.364	3	220	2.879
14:00 - 15:00	3	220	1.061	3	220	1.212	3	220	2.273
15:00 - 16:00	3	220	0.758	3	220	0.606	3	220	1.364
16:00 - 17:00	3	220	1.364	3	220	1.515	3	220	2.879
17:00 - 18:00	3	220	2.121	3	220	2.121	3	220	4.242
18:00 - 19:00	3	220	1.364	3	220	1.212	3	220	2.576
19:00 - 20:00	3	220	0.758	3	220	0.758	3	220	1.516
20:00 - 21:00	2	205	0.244	2	205	0.244	2	205	0.488
21:00 - 22:00	2	205	0.000	2	205	0.000	2	205	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			22.260			22.259			44.519

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

MOTOR CYCLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	155	0.000	1	155	0.000	1	155	0.000
07:00 - 08:00	3	220	0.000	3	220	0.152	3	220	0.152
08:00 - 09:00	3	220	0.000	3	220	0.000	3	220	0.000
09:00 - 10:00	3	220	0.000	3	220	0.000	3	220	0.000
10:00 - 11:00	3	220	0.000	3	220	0.000	3	220	0.000
11:00 - 12:00	3	220	0.000	3	220	0.000	3	220	0.000
12:00 - 13:00	3	220	0.000	3	220	0.000	3	220	0.000
13:00 - 14:00	3	220	0.000	3	220	0.000	3	220	0.000
14:00 - 15:00	3	220	0.152	3	220	0.152	3	220	0.304
15:00 - 16:00	3	220	0.152	3	220	0.152	3	220	0.304
16:00 - 17:00	3	220	0.455	3	220	0.303	3	220	0.758
17:00 - 18:00	3	220	0.000	3	220	0.152	3	220	0.152
18:00 - 19:00	3	220	0.000	3	220	0.000	3	220	0.000
19:00 - 20:00	3	220	0.152	3	220	0.152	3	220	0.304
20:00 - 21:00	2	205	0.000	2	205	0.000	2	205	0.000
21:00 - 22:00	2	205	0.244	2	205	0.244	2	205	0.488
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.155			1.307			2.462

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.