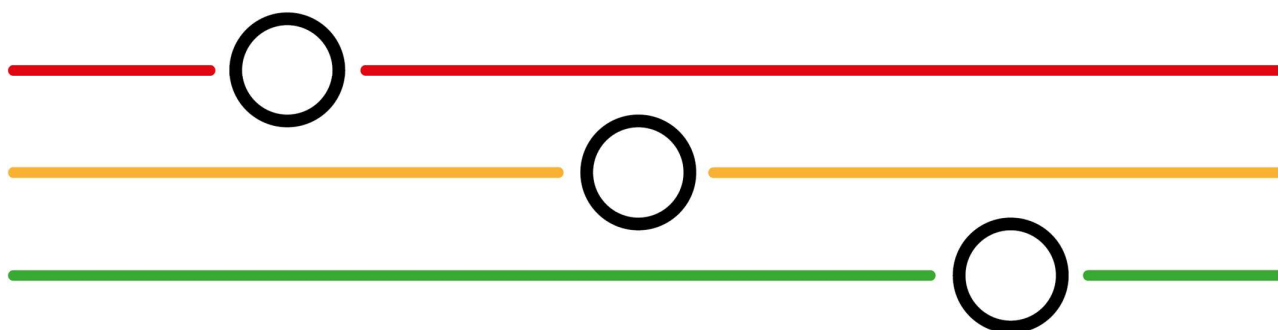




MFG

Port Talbot Service Station, The Princess Margaret Way,
Aberavon, Port Talbot

Highways Management Plan

3705720



MAY 2021

Note Details

Report Number: 3705720-HMP

Report Title: Highways Management Plan, Port Talbot Service Station, The Princess Margaret Way, Aberavon, Port Talbot

Client: MFG

Date: 11 May 2021

Status: Rev A

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MFG

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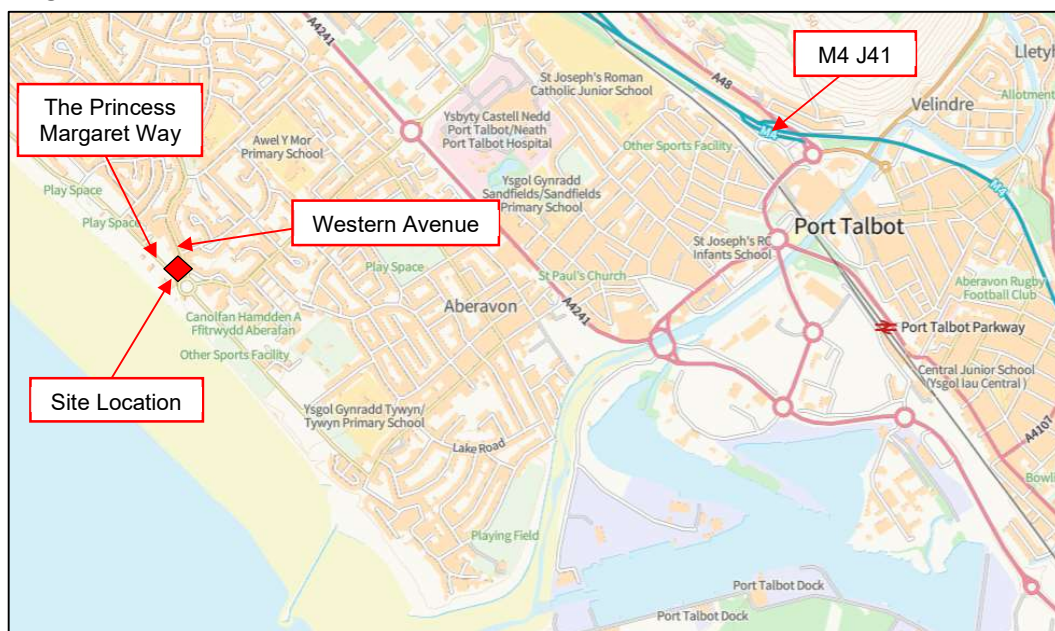
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1 Introduction

- 1.1 Dynamic Transport Planning Ltd is instructed by MFG to provide a Highways Management Plan (HMP) to support a planning application for a proposed change of use at Port Talbot Service Station, Aberavon, Port Talbot.
- 1.2 The application proposes a change of use from Petrol Filling Station to Petrol Filling Station and Hand Car Wash.
- 1.3 The Port Talbot Service Station site is located between The Princess Margaret Way and Western Avenue approaches to The Princess Margaret Way/Western Avenue/Dalton Road roundabout. It is situated approximately 2.2km west of the town centre, close to the Aberavon Beach shoreline and approximately 2.5km from the M4 J41.
- 1.4 The location of the site is illustrated at **Figure 1.1** below:

Figure 1.1 – Site Location Plan



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- 1.5 The site currently operates with four refuelling bays and an associated Londis retail store. Parking provision is available both to the retail store's western elevation and to the north of the refuelling bays, providing a total of 18 parking bays with an additional 2 no. valet bays.
- 1.6 Access into the service station is currently provided to both aspects, with access/egress from both the Princess Margaret Way and Western Avenue.

Local Highway Network

- 1.7 The Princess Margaret Way follows a northwest/southeast alignment, running along the site's western aspect and parallel to the Aberavon Beach shoreline. Within the vicinity of the site, it is a 30mph single-carriageway, supported by street-lighting and traffic calming.
- 1.8 Double-yellow parking and loading restrictions are in place to both aspects of the carriageway and upon approach to The Princess Margaret Way/Western Avenue/Dalton Avenue Roundabout.
- 1.9 The Princess Margaret Way is supported by a good level of pedestrian infrastructure, with relatively wide footways along both aspects together with dropped-kerbs and tactile paving within the vicinity of the site access. A Zebra Crossing is also situated approximately 100m to the north of the site.
- 1.10 To the east of the site, Western Avenue is also subject to a 30mph speed-limit and is supported by street-lighting and traffic calming. It primarily serves as an access route into the relatively large residential areas of Baglan Moor.
- 1.11 Pedestrian provision along Western Avenue is also considered to be good, with relatively wide footways and various crossing facilities. A raised-table (uncontrolled) pedestrian crossing is also situated directly to the south of the site's Western Avenue access, in close proximity to the postal lockers.

Road Safety

- 1.12 Accident statistics have been obtained for the local highway network in the vicinity of the application site for the latest available three years data from the Department for Transport (DfT).
- 1.13 No incidents have been recorded within the vicinity of the site access points from the Princess Margaret Way or Western Avenue.
- 1.14 On review of the data it is considered that the existing accident record does not demonstrate any pre-existing patterns or trends of incidents that could be affected by the development proposals.

Highways Management Plan

- 1.15 Neath Port Talbot County Borough Council, as both Local Planning Authority and Local Highway Authority, has stipulated that planning permission will be required for

the proposed change of use which will incorporate a hand car wash and postal lockers situated to the site's Western Avenue elevation.

1.16 The Council has requested submission of a Highways Management Plan (HMP) in order to assess and manage the 'change of use' in terms of highways safety. The content of the HMP will consider the following:

- Pedestrian safety and access;
- Swept-path assessment;
- Site-wide parking provision; and
- Car wash operations management.

1.17 Overall, the Management Plan will outline measures to ensure that traffic for the PFS, car wash and lockers will operate safely without any adverse impacts on the surrounding local highway network or pedestrians.

2 Proposed Development

General

- 2.1 The proposals include provision of an attended car wash facility to the PFS retail store's western aspect, together with postal lockers located to the building's eastern aspect.
- 2.2 The area designated for car wash use will have stacking space for vehicles waiting to use the facility, together with a washing area and separate vacuuming/drying area.
- 2.3 Whilst no structural or operational changes are proposed with reference to the existing PFS and retail store, car wash operations will take place on an area of hardstanding with existing demarcated parking bays. Assessments contained herein will demonstrate that the proposals would not have an impact on existing parking demand.
- 2.4 The site layout is contained within **Appendix 1**, which shows the proposed car wash operational area and postal lockers within the context of the wider site.

Site Access & Internal Arrangements

- 2.5 The proposals retain the current access and egress arrangements from both The Princess Margaret Way and Western Avenue which avoids unnecessary and potentially conflicting manoeuvres of vehicles manoeuvring through the adjacent roundabout junction in order to access the service station. Access to all elements of the wider site will be provided from the existing access arrangements.
- 2.6 The proposals would not affect pedestrian movements both within the site or across the surrounding highway network. The dropped-kerbs and tactile paving will be maintained at The Princess Margaret Way access and pedestrian activity associated with the PFS is expected to remain as existing.
- 2.7 Access to the car wash facility by pedestrians will be by staff only, with staff levels anticipated to be relatively low. Staff shifts will commence and finish before opening and following closure of the facility and as such will remove the risk of conflict between staff accessing by foot and car wash vehicles.
- 2.8 It should also be noted that the postal lockers front onto Western Avenue, and so any pedestrians associated with the use of the lockers would not be required to enter the main forecourt/car wash area.
- 2.9 A swept-path assessment has been undertaken of a car to demonstrate acceptable and safe use of the car wash area, as shown in **Appendix 2**.

- 2.10 As the car wash facility has previously been operational, both the facility's operator and the PFS site operator have confirmed that car wash operations, even during what is considered to be the more busier periods, are accommodated comfortably within the site without any impact on the existing PFS and surrounding highway network. Nevertheless, further assessment in terms of on-site parking provision and management measures have been detailed herein, should the proposed car wash facility experience exceptionally busy periods.

Parking Provision

- 2.11 The attended car wash will provide adequate stacking space for up to four cars upon approach to the washing area. Two demarcated parking bays are also proposed which would cater for customers waiting to use the facility during potentially busier periods. On-site management would request waiting cars to park-up instead of queuing upon approach to the washing area in order to retain clearance through the wider site should queues begin to exceed three vehicles.
- 2.12 Provision of the car wash facility would result in a reduction in PFS parking provision, leaving eight parking bays to serve the PFS and postal lockers. It should also be noted that an additional four refuelling bays are located adjacent to the pumps within the forecourt area, providing total parking provision for 12 vehicles.
- 2.13 A car parking accumulation exercise has been undertaken and is included at **Section 3** of this HMP. The PFS assessment shows that the existing PFS would generate a maximum parking demand of 4 vehicles during a weekday and weekend periods respectively, demonstrating the proposed level of parking provision would be sufficient. This would also be able to accommodate a minor increase in parking demand which may be associated with postal locker use or any staff travelling to the car-wash facility by car.
- 2.14 A similar exercise has also been undertaken for the car wash facility. The assessment also demonstrates that the dedicated car wash stacking/parking provision would serve such operations during both weekday and weekend operations.
- 2.15 The total level of provision on-site would therefore comfortably cater for the existing PFS, the proposed postal lockers and car wash operations, and would be unlikely to lead to queuing vehicles back onto the forecourt area or the surrounding highway network.

3 Parking Assessment

General

- 3.1 The following section provides an assessment of on-site parking demand to ensure adequate provision is provided for all users of the wider PFS site.

Parking Assessment

PFS Site Parking Provision - Weekday

- 3.2 In order to demonstrate that the remaining car parking provision is suitable to serve the wider site, the TRICS Database has been used to estimate the likely numbers of trips expected to be generated by the PFS (and associated retail space) by using the most appropriate category within the database. The selection criteria applied to derive the comparative sites are listed below:

- Land use – Petrol Filling Station (with retail);
- All London and Ireland sites excluded;
- Weekday or Weekend surveys only (as appropriate); and
- Selection by number of bays.

- 3.3 A summary of the trip rates is shown below in **Table 3.1** with the full TRICS output provided at **Appendix 3**:

Table 3.1: PFS TRICS Weekday Trip Rates (per bay)

Time Range	Arrivals	Departures	Total	Accumulation Rate
06:00-07:00	4.732	4.414	9.146	0.318
07:00-08:00	7.586	7.268	14.854	0.636
08:00-09:00	8.121	7.808	15.929	0.949
09:00-10:00	8.157	8.202	16.359	0.904
10:00-11:00	7.232	7.182	14.414	0.954
11:00-12:00	7.096	7.116	14.212	0.934
12:00-13:00	8.404	8.439	16.843	0.899
13:00-14:00	8.051	8.02	16.071	0.93
14:00-15:00	7.934	7.793	15.727	1.071
15:00-16:00	7.96	8.066	16.026	0.965
16:00-17:00	8.449	8.707	17.156	0.707
17:00-18:00	9.308	9.187	18.495	0.828
18:00-19:00	8.616	8.722	17.338	0.722
19:00-20:00	7.04	7.323	14.363	0.439
20:00-21:00	4.904	5.02	9.924	0.323
21:00-22:00	3.798	3.924	7.722	0.197
22:00-23:00	1.063	1.438	2.5	0
Daily Trip Rate	118.45	118.879	237.329	-

- 3.4 The above trip rates have been applied to the number of filling bays at the site, which totals four, to provide the anticipated vehicle movements and resulting parking accumulation, as shown in **Table 3.2** below:

Table 3.2: Estimated Trip Generation – Weekday – PFS (4 Bays)

Time Range	Arrivals	Departures	Total	Parking Accumulation
06:00-07:00	19	18	37	1
07:00-08:00	30	29	59	3
08:00-09:00	32	31	64	4
09:00-10:00	33	33	65	4
10:00-11:00	29	29	58	4
11:00-12:00	28	28	57	4
12:00-13:00	34	34	67	4
13:00-14:00	32	32	64	4
14:00-15:00	32	31	63	4
15:00-16:00	32	32	64	4
16:00-17:00	34	35	69	3
17:00-18:00	37	37	74	3
18:00-19:00	34	35	69	3
19:00-20:00	28	29	57	2
20:00-21:00	20	20	40	1
21:00-22:00	15	16	31	1
22:00-23:00	4	6	10	0
Daily Trips	474	476	949	-

- 3.5 The data shows a peak parking accumulation of four vehicles. It should also be noted that the parking demand assessment also includes those associated with the PFS filling bays.
- 3.6 PFS parking demand during a weekday can therefore be comfortably accommodated within the eight bays associated with the PFS.

PFS Parking Accumulation - Weekend

- 3.7 The same assessment has been undertaken for weekend data and is summarised at **Table 3.3** below with the full TRICS outputs included at **Appendix 3**:

Table 3.3: TRICS PFS Weekend Trip Rates (per bay)

Time Range	Arrivals	Departures	Total	Accumulation Rate
06:00-07:00	1.104	0.866	1.97	0.238
07:00-08:00	3.403	3.194	6.597	0.447
08:00-09:00	4.776	4.612	9.388	0.611
09:00-10:00	6.045	5.94	11.985	0.716
10:00-11:00	6.388	6.209	12.597	0.895
11:00-12:00	7.806	7.97	15.776	0.731
12:00-13:00	7.507	7.164	14.671	1.074
13:00-14:00	6.746	6.776	13.522	1.044
14:00-15:00	6.657	6.716	13.373	0.985
15:00-16:00	6.672	6.537	13.209	1.12
16:00-17:00	6.567	6.955	13.522	0.732
17:00-18:00	6.149	6.582	12.731	0.299
18:00-19:00	5.657	5.418	11.075	0.538
19:00-20:00	4.597	4.836	9.433	0.299
20:00-21:00	3.896	3.881	7.777	0.314
21:00-22:00	2.701	2.806	5.507	0.209
22:00-23:00	1.75	2.036	3.786	0
Daily Trip Rate	88.671	88.873	177.544	-

- 3.8 The above trip rates have been applied to the bays of the PFS to provide the anticipated vehicle movements, as shown in **Table 3.4** below:

Table 3.4: Estimated Trip Generation – Weekend – PFS (4 bays)

Time Range	Arrivals	Departures	Total	Parking Accumulation
06:00-07:00	4	3	8	1
07:00-08:00	14	13	26	2
08:00-09:00	19	18	38	2
09:00-10:00	24	24	48	3
10:00-11:00	26	25	50	4
11:00-12:00	31	32	63	3
12:00-13:00	30	29	59	4
13:00-14:00	27	27	54	4
14:00-15:00	27	27	53	4
15:00-16:00	27	26	53	4
16:00-17:00	26	28	54	3
17:00-18:00	25	26	51	1
18:00-19:00	23	22	44	2
19:00-20:00	18	19	38	1
20:00-21:00	16	16	31	1
21:00-22:00	11	11	22	1
22:00-23:00	7	8	15	0
Daily Total	355	355	710	-

- 3.9 Again, the data shows a peak parking accumulation of four vehicles at various points across the day.
- 3.10 The eight parking bays associated with the PFS would also cater for PFS operations during the weekend periods, with additional spare capacity for any users of the postal lockers or car wash staff who may access the site by car.

- 3.11 It should be noted that no comparable trip generation data is available with reference to the postal lockers, although the PFS operators confirm that use of the facility is relatively infrequent with such trips spread throughout the day.

Car Wash Parking Accumulation - Weekday

- 3.12 In order to demonstrate that the car parking provision associated with the car wash is suitable, the TRICS Database has been used to estimate the likely numbers of trips expected to be generated by the facility by using the most appropriate category within the database. The selection criteria applied to derive the comparative sites are listed below:

- Land use – Vehicle Services – Car Wash;
- All London and Ireland sites excluded;
- Weekday surveys only; and
- Selection by number of bays.

- 3.13 A summary of the trip rates is shown below in **Table 3.5** with the full TRICS output provided at **Appendix 3**:

Table 3.5: Car Wash TRICS Weekday Trip Rates (per bay)

Time Range	Arrivals	Departures	Total	Accumulation Rate
06:00-07:00	0	0	0	0
07:00-08:00	0.25	0	0.25	0.25
08:00-09:00	1	0.75	1.75	0.5
09:00-10:00	2.375	2.375	4.75	0.5
10:00-11:00	3	2.875	5.875	0.625
11:00-12:00	3.375	3.25	6.625	0.75
12:00-13:00	4.125	4.125	8.25	0.75
13:00-14:00	3	2.75	5.75	1
14:00-15:00	4.125	4.5	8.625	0.625
15:00-16:00	3.125	3.125	6.25	0.625
16:00-17:00	3.5	2.625	6.125	1.5
17:00-18:00	1.375	2.125	3.5	0.75
18:00-19:00	0.375	1	1.375	0.125
19:00-20:00	0	0.5	0.5	0
20:00-21:00	0	0	0	0
21:00-22:00	0	0	0	0
22:00-23:00	0	0	0	0
Daily Trip Rate	29.625	30	59.625	29.625

- 3.14 Although the proposed car wash has only one washing bay, the assessment has been based on two operational bays in order to provide a robust assessment. The above trip rates have been applied to the bays of the car wash to provide the anticipated vehicle movements, as shown in **Table 3.6** below:

Table 3.6: Estimated Trip Generation – Weekend – Car Wash (2 bays)

Time Range	Arrivals	Departures	Total	Parking Accumulation
06:00-07:00	0	0	0	0
07:00-08:00	1	0	1	1
08:00-09:00	2	2	4	1
09:00-10:00	5	5	10	1
10:00-11:00	6	6	12	1
11:00-12:00	7	7	13	2
12:00-13:00	8	8	17	2
13:00-14:00	6	6	12	2
14:00-15:00	8	9	17	1
15:00-16:00	6	6	13	1
16:00-17:00	7	5	12	3
17:00-18:00	3	4	7	2
18:00-19:00	1	2	3	0
19:00-20:00	0	1	1	0
20:00-21:00	0	0	0	0
21:00-22:00	0	0	0	0
22:00 – 23:00	0	0	0	0
Daily Total	59	60	119	59

- 3.15 The data shows a weekday peak parking accumulation of two vehicles, which would be accommodated within the proposed layout which provides a total of seven parking spaces.
- 3.16 It should also be noted that the TRICS database includes assessment of all vehicular trips, and therefore incorporates any staff parking demand.
- 3.17 The proposed level of stacking space/parking provision associated with the car wash, which would cater for six vehicles would therefore accommodate queuing/parking demand within the weekday period and would not result in any blocking of the remaining site operations or backing-up onto the surrounding highway network.

Car Wash Parking Accumulation – Weekend

- 3.18 Whilst no survey data is available within the TRICS database for weekend periods, it is considered that car wash facilities can be busier over the weekend.
- 3.19 With this in mind, a reasonable assessment of parking demand has been taken forward which doubles that of the demand associated with weekday operations. This would therefore equate to a maximum parking demand of four vehicles, again showing that the level of stacking/parking provision would cater for the car wash facility.

Summary

- 3.20 The above assessment has demonstrated that the proposed level of stacking and parking provision associated with the PFS, postal lockers and car wash would provide an adequate level of provision over the weekday and weekend periods.

- 3.21 As all uses within the site have been recently operational, both the car wash operator and PFS operator confirm that existing operations have not had an impact on the wider forecourt operations. Furthermore, the level of queuing has not resulted in vehicles backing-up onto either The Princess Margaret Way or Western Avenue.
- 3.22 The assessment therefore demonstrates that it is unlikely that a level of queuing would occur in relation to the proposed operations which would impact on the wider site of the local highway network. However, as part of ongoing management, various measures will be put forward to mitigate the risk of any associated adverse impacts which may arise during exceptionally busy periods.

4 Management Measures

General

- 4.1 During busy periods, various measures will be taken forward by staff associated with the car wash facility. All staff will be made aware of the following measures during the induction process and would be expected to continually monitor on-site operations to ensure that such operations do not interfere with the remaining PFS site or the surrounding highway network.

Management Measures

- 4.2 The measures which will be taken forward are summarised in the following table:

Table 4.1: Management Measures Summary

Measure	Action
On-site Queue Monitoring	Staff to continually monitor queuing levels upon approach to the car wash facility to ensure that blocking of the PFS access from The Princess Margaret Way does not take place.
Parking Management	During busy periods, users of the car wash will be asked by staff to park-up and wait.
Temporary Signage	Temporary 'Car Wash Full' signage board to be placed in close proximity to the site access points should the car wash facility become exceptionally busy.
Sustainable Access	All staff will be encouraged to access the site by car-share or other sustainable modes to reduce on-site parking demand, in order to maintain parking availability for site operations.

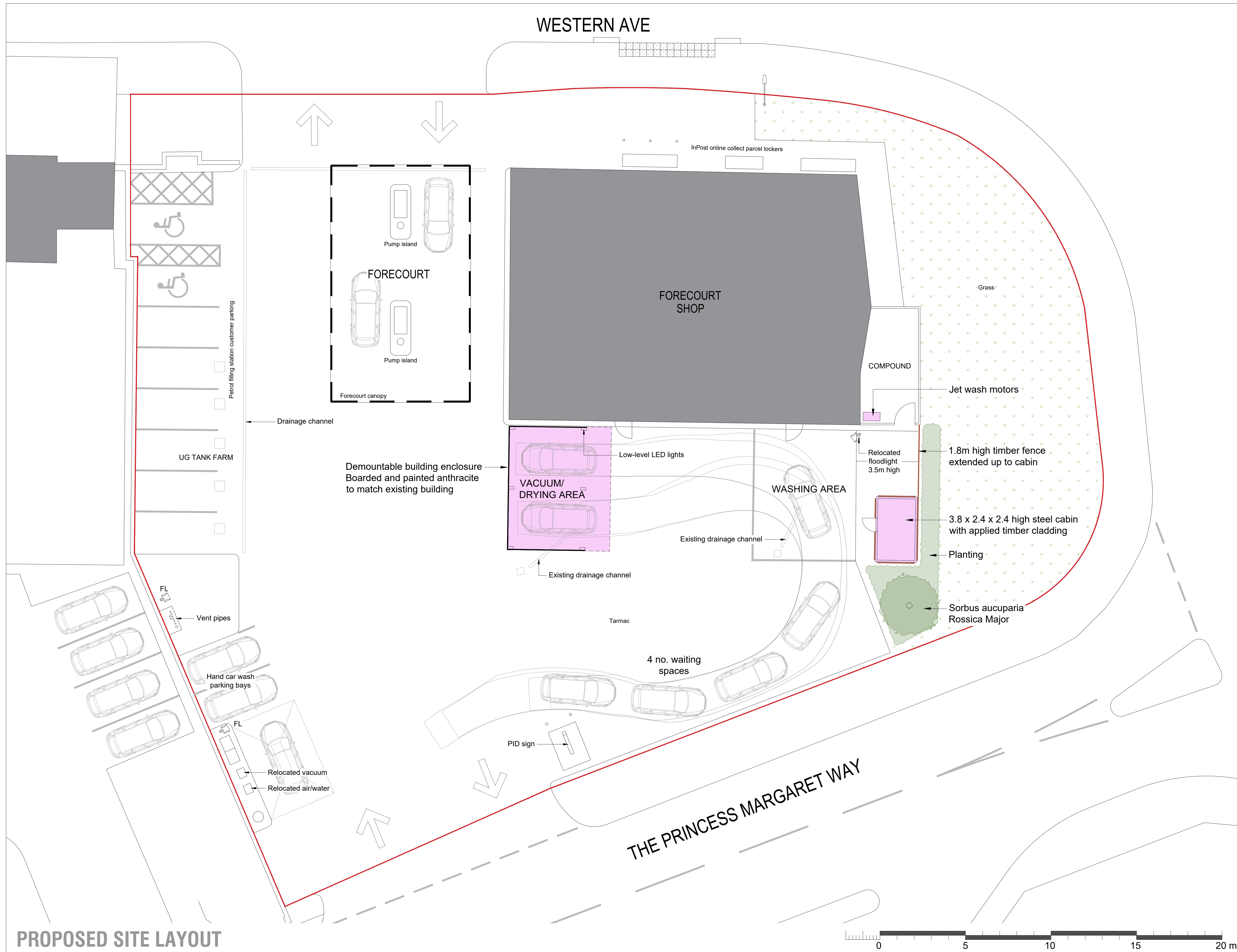
- 4.3 The above measures will be subject to regular review, with any issues associated with the above measures reported to management which would be subject to further investigation.

5 Summary and Conclusions

- 5.1 Dynamic Transport Planning Ltd is instructed by MFG to provide a Highways Management Plan (HMP) in support of a change of use planning application at Port Talbot Service Station to incorporate a Hand Car Wash facility.
- 5.2 This Highways Management Plan (HMP) therefore forms part of the planning application in order to assess and manage the 'change of use' in terms of highways safety.
- 5.3 The proposals would not affect pedestrian movements both within the site or across the surrounding highway network.
- 5.4 A swept-path assessment has been undertaken of a car to demonstrate acceptable and safe use of the car wash area.
- 5.5 A parking accumulation exercise has been undertaken for both a weekday and weekend period to demonstrate that the proposed stacking/parking provision provided for both the operational PFS, postal lockers and car wash is adequate for proposed uses. This assessment ensures that internal queuing is unlikely and the risk of vehicles backing-up onto the surrounding highway network is minimal.
- 5.6 However, a number of management measures have been proposed in order to further manage the car wash facility during busy periods. All staff will be made aware on the on-site management process and associated measures with any resulting issues raised by management and thus requiring further investigation.
- 5.7 With the application of the identified management measures, it will be ensured that the proposals would not have an adverse impact on the wider site and the surrounding highway network.
- 5.8 Overall, on the basis of the above assessment, it is considered that the development proposals for the site would not result in any safety or operational issues either internally or on the local road network. Therefore, there are no outstanding reasons why the change of use application should not be granted planning permission on transport and safety grounds.

Appendix 1

Proposed Site Layout

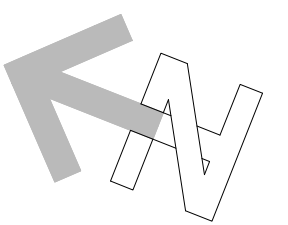


REVISIONS:

REV	NOTE	DATE
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NOTES:

Hard copy prints may not scale accurately. All levels are in metres and dimensions in millimetres unless specified otherwise. To be read in conjunction with all other relevant drawings and specifications.



SCHEME DESIGN
PORT TALBOT 2021

CLIENT **mfg**
motor fuel group

PROJECT
PROPOSED CHANGE OF USE FROM PETROL FILLING STATION TO PETROL FILLING STATION AND HAND CAR WASH INCLUDING AN INPOST ONLINE COLLECT PARCEL LOCKER AND PARKING

ADDRESS
PORT TALBOT SERVICE STATION
THE PRINCESS MARGARET WAY
ABERAVON / PORT TALBOT
NEATH SA12 7PE

TITLE
PROPOSED SITE LAYOUT

SCALE	1:100 @ A1	JOB NO	20909
DRAWN	PE	DWG NO	PA24
DATE	11/05/2021	REVISION	
CHECKED		DATE	

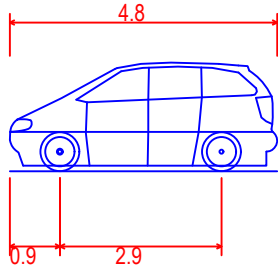
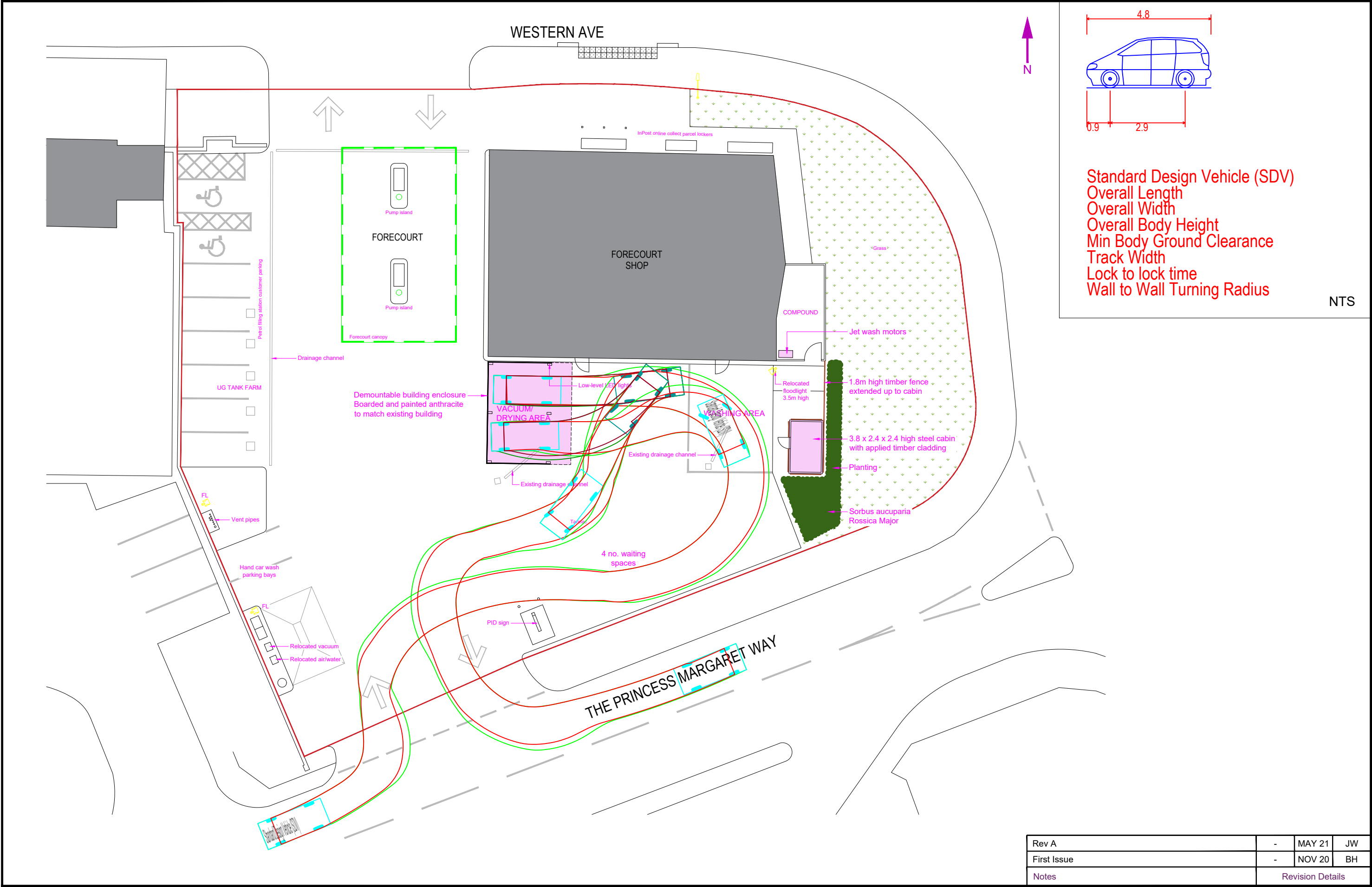
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DESIGN ARCHITECTURE PROJECT MANAGEMENT

Appendix 2

Swept Path Analysis



Standard Design Vehicle (SDV)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to lock time
Wall to Wall Turning Radius

NTS

Rev A	-	MAY 21	JW
First Issue	-	NOV 20	BH
Notes	Revision Details		
Project Number 3705720	Drawing Number ATR001	Revision A	
Date MAY 2021	Scale 1/250	Page Size A3	
	Drawn JW	Approved BH	

Appendix 3

TRICS Outputs

Calculation Reference: AUDIT-262601-201125-1128

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 15 - VEHICLE SERVICES
 Category : D - CAR WASH

TOTAL VEHICLESSelected regions and areas:

05 EAST MIDLANDS
 LN LINCOLNSHIRE 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: Number of bays
 Actual Range: 2 to 6 (units:)
 Range Selected by User: 1 to 6 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 28/06/19

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:

Thursday 1 days
 Friday 1 days

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

Selected survey types:

Manual count 2 days
 Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 2

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

Selected Location Sub Categories:

Industrial Zone 1
 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.

Secondary Filtering selection:Use Class:

n/a 2 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):Population within 1 mile:

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

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

Population within 5 miles:

125,001 to 250,000	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	1 days

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

Travel Plan:

No	2 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	2 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	LN-15-D-01	HAND CAR WASH	LINCOLNSHIRE
	DIXON WAY		
	LINCOLN		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Number of bays:	6	
	Survey date: FRIDAY	28/06/19	Survey Type: MANUAL
2	TW-15-D-02	IMO CAR WASH	TYNE & WEAR
	WASHINGTON ROAD		
	SUNDERLAND		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of bays:	2	
	Survey date: THURSDAY	18/10/18	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 15 - VEHICLE SERVICES/D - CAR WASH

TOTAL VEHICLES**Calculation factor: 1 BAYS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	4	0.250	2	4	0.000	2	4	0.250
08:00 - 09:00	2	4	1.000	2	4	0.750	2	4	1.750
09:00 - 10:00	2	4	2.375	2	4	2.375	2	4	4.750
10:00 - 11:00	2	4	3.000	2	4	2.875	2	4	5.875
11:00 - 12:00	2	4	3.375	2	4	3.250	2	4	6.625
12:00 - 13:00	2	4	4.125	2	4	4.125	2	4	8.250
13:00 - 14:00	2	4	3.000	2	4	2.750	2	4	5.750
14:00 - 15:00	2	4	4.125	2	4	4.500	2	4	8.625
15:00 - 16:00	2	4	3.125	2	4	3.125	2	4	6.250
16:00 - 17:00	2	4	3.500	2	4	2.625	2	4	6.125
17:00 - 18:00	2	4	1.375	2	4	2.125	2	4	3.500
18:00 - 19:00	2	4	0.375	2	4	1.000	2	4	1.375
19:00 - 20:00	1	2	0.000	1	2	0.500	1	2	0.500
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			29.625			30.000			59.625

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:	2 - 6 (units:)
Survey date range:	01/01/12 - 28/06/19
Number of weekdays (Monday-Friday):	2
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 shown. 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 15 - VEHICLE SERVICES/D - CAR WASH

TAXIS**Calculation factor: 1 BAYS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	4	0.000	2	4	0.000	2	4	0.000
08:00 - 09:00	2	4	0.000	2	4	0.000	2	4	0.000
09:00 - 10:00	2	4	0.125	2	4	0.125	2	4	0.250
10:00 - 11:00	2	4	0.000	2	4	0.000	2	4	0.000
11:00 - 12:00	2	4	0.000	2	4	0.000	2	4	0.000
12:00 - 13:00	2	4	0.125	2	4	0.125	2	4	0.250
13:00 - 14:00	2	4	0.125	2	4	0.125	2	4	0.250
14:00 - 15:00	2	4	0.250	2	4	0.250	2	4	0.500
15:00 - 16:00	2	4	0.000	2	4	0.000	2	4	0.000
16:00 - 17:00	2	4	0.000	2	4	0.000	2	4	0.000
17:00 - 18:00	2	4	0.000	2	4	0.000	2	4	0.000
18:00 - 19:00	2	4	0.000	2	4	0.000	2	4	0.000
19:00 - 20:00	1	2	0.000	1	2	0.000	1	2	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.625			0.625			1.250

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 15 - VEHICLE SERVICES/D - CAR WASH

OGVS**Calculation factor: 1 BAYS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	4	0.000	2	4	0.000	2	4	0.000
08:00 - 09:00	2	4	0.000	2	4	0.000	2	4	0.000
09:00 - 10:00	2	4	0.000	2	4	0.000	2	4	0.000
10:00 - 11:00	2	4	0.000	2	4	0.000	2	4	0.000
11:00 - 12:00	2	4	0.000	2	4	0.000	2	4	0.000
12:00 - 13:00	2	4	0.125	2	4	0.125	2	4	0.250
13:00 - 14:00	2	4	0.000	2	4	0.000	2	4	0.000
14:00 - 15:00	2	4	0.000	2	4	0.000	2	4	0.000
15:00 - 16:00	2	4	0.000	2	4	0.000	2	4	0.000
16:00 - 17:00	2	4	0.000	2	4	0.000	2	4	0.000
17:00 - 18:00	2	4	0.000	2	4	0.000	2	4	0.000
18:00 - 19:00	2	4	0.000	2	4	0.000	2	4	0.000
19:00 - 20:00	1	2	0.000	1	2	0.000	1	2	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.125			0.125			0.250

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 15 - VEHICLE SERVICES/D - CAR WASH

CYCLISTS**Calculation factor: 1 BAYS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	4	0.000	2	4	0.000	2	4	0.000
08:00 - 09:00	2	4	0.000	2	4	0.000	2	4	0.000
09:00 - 10:00	2	4	0.000	2	4	0.000	2	4	0.000
10:00 - 11:00	2	4	0.000	2	4	0.000	2	4	0.000
11:00 - 12:00	2	4	0.000	2	4	0.000	2	4	0.000
12:00 - 13:00	2	4	0.000	2	4	0.000	2	4	0.000
13:00 - 14:00	2	4	0.000	2	4	0.000	2	4	0.000
14:00 - 15:00	2	4	0.000	2	4	0.000	2	4	0.000
15:00 - 16:00	2	4	0.000	2	4	0.000	2	4	0.000
16:00 - 17:00	2	4	0.125	2	4	0.125	2	4	0.250
17:00 - 18:00	2	4	0.000	2	4	0.000	2	4	0.000
18:00 - 19:00	2	4	0.000	2	4	0.000	2	4	0.000
19:00 - 20:00	1	2	0.000	1	2	0.000	1	2	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.125			0.125			0.250

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 15 - VEHICLE SERVICES/D - CAR WASH

CARS**Calculation factor: 1 BAYS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	4	0.250	2	4	0.000	2	4	0.250
08:00 - 09:00	2	4	1.000	2	4	0.750	2	4	1.750
09:00 - 10:00	2	4	2.000	2	4	2.000	2	4	4.000
10:00 - 11:00	2	4	3.000	2	4	2.875	2	4	5.875
11:00 - 12:00	2	4	3.125	2	4	3.000	2	4	6.125
12:00 - 13:00	2	4	3.750	2	4	3.750	2	4	7.500
13:00 - 14:00	2	4	2.625	2	4	2.375	2	4	5.000
14:00 - 15:00	2	4	3.875	2	4	4.250	2	4	8.125
15:00 - 16:00	2	4	3.000	2	4	3.000	2	4	6.000
16:00 - 17:00	2	4	3.250	2	4	2.375	2	4	5.625
17:00 - 18:00	2	4	1.375	2	4	2.125	2	4	3.500
18:00 - 19:00	2	4	0.375	2	4	1.000	2	4	1.375
19:00 - 20:00	1	2	0.000	1	2	0.500	1	2	0.500
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			27.625			28.000			55.625

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 15 - VEHICLE SERVICES/D - CAR WASH

LGVS**Calculation factor: 1 BAYS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	4	0.000	2	4	0.000	2	4	0.000
08:00 - 09:00	2	4	0.000	2	4	0.000	2	4	0.000
09:00 - 10:00	2	4	0.250	2	4	0.250	2	4	0.500
10:00 - 11:00	2	4	0.000	2	4	0.000	2	4	0.000
11:00 - 12:00	2	4	0.250	2	4	0.250	2	4	0.500
12:00 - 13:00	2	4	0.125	2	4	0.125	2	4	0.250
13:00 - 14:00	2	4	0.250	2	4	0.250	2	4	0.500
14:00 - 15:00	2	4	0.000	2	4	0.000	2	4	0.000
15:00 - 16:00	2	4	0.125	2	4	0.125	2	4	0.250
16:00 - 17:00	2	4	0.250	2	4	0.250	2	4	0.500
17:00 - 18:00	2	4	0.000	2	4	0.000	2	4	0.000
18:00 - 19:00	2	4	0.000	2	4	0.000	2	4	0.000
19:00 - 20:00	1	2	0.000	1	2	0.000	1	2	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.250			1.250			2.500

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 CALCULATION SELECTION PARAMETERS:

Land Use : 13 - PETROL FILLING STATIONS
 Category : B - PFS - WITH RETAIL

TOTAL VEHICLESSelected regions and areas:

03	SOUTH WEST	
	DC DORSET	2 days
	DV DEVON	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LE LEICESTERSHIRE	1 days
	LN LINCOLNSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	3 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	DB DENBIGHSHIRE	1 days
	MM MONMOUTHSHIRE	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	1 days
	FI FIFE	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: Filling bays
 Actual Range: 6 to 16 (units:)
 Range Selected by User: 4 to 16 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 27/09/19

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	2 days
Tuesday	8 days
Wednesday	5 days
Thursday	1 days
Friday	7 days

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

Selected survey types:

Manual count	23 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	12
Edge of Town	6
Neighbourhood Centre (PPS6 Local 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:

Industrial Zone	1
Development Zone	1
Residential Zone	16
Built-Up Zone	1
High Street	1
No Sub Category	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:

n/a 23 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	4 days
5,001 to 10,000	3 days
10,001 to 15,000	6 days
15,001 to 20,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	5 days
50,001 to 100,000	1 days

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

Population within 5 miles:

25,001 to 50,000	3 days
50,001 to 75,000	4 days
75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	7 days
250,001 to 500,000	5 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	7 days
1.1 to 1.5	13 days
1.6 to 2.0	2 days

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

Travel Plan:

No 23 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 23 days

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

LIST OF SITES relevant to selection parameters

1	CA-13-B-02 LINCOLN ROAD PETERBOROUGH	MURCO & COSTCUTTER	CAMBRIDGESHIRE
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Filling bays: 8 Survey date: TUESDAY 16/12/14		Survey Type: MANUAL
2	DB-13-B-02 RHYL ROAD RHUDDLAN	TEXACO & CO-OP	DENBIGHSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Filling bays: 8 Survey date: TUESDAY 12/11/13		Survey Type: MANUAL
3	DC-13-B-01 271 BARRACK ROAD CHRISTCHURCH	ESSO & TESCO EXPRESS	DORSET
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Filling bays: 6 Survey date: MONDAY 24/03/14		Survey Type: MANUAL
4	DC-13-B-02 71-75 SOMERFORD ROAD CHRISTCHURCH	M&S & BP	DORSET
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Filling bays: 8 Survey date: FRIDAY 21/03/14		Survey Type: MANUAL
5	DS-13-B-01 NOTTINGHAM ROAD DERBY CHADDES DEN	ESSO & TESCO EXPRESS	DERBYSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Filling bays: 8 Survey date: FRIDAY 26/06/15		Survey Type: MANUAL
6	DV-13-B-01 TORBAY ROAD PAIGNTON	BP & COSTCUTTER	DEVON
	Edge of Town Residential Zone Total Filling bays: 8 Survey date: TUESDAY 18/07/17		Survey Type: MANUAL
7	EB-13-B-02 BULLYEON ROAD QUEENSFERRY	BP CONNECT & M&S SIMPLY FOOD	CITY OF EDINBURGH
	Edge of Town Residential Zone Total Filling bays: 15 Survey date: THURSDAY 26/06/14		Survey Type: MANUAL
8	FI-13-B-01 HARBOUR DRIVE DALGETY BAY	BP & M&S SIMPLY FOOD	FIFE
	Edge of Town No Sub Category Total Filling bays: 13 Survey date: WEDNESDAY 23/03/16		Survey Type: MANUAL
9	GM-13-B-01 NEW STREET ROCHDALE MILNRW	BP & SPAR	GREATER MANCHESTER
	Edge of Town Residential Zone Total Filling bays: 8 Survey date: WEDNESDAY 21/10/15		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

10	LC-13-B-03	TEXACO & MORRISONS DAILY	LANCASHIRE
	GARSTANG ROAD PRESTON FULWOOD Suburban Area (PPS6 Out of Centre) Residential Zone Total Filling bays: 8 Survey date: TUESDAY 06/11/18		Survey Type: MANUAL
11	LE-13-B-02	TESCO EXPRESS & ESSO	LEICESTERSHIRE
	FOSSE ROAD NORTH LEICESTER Suburban Area (PPS6 Out of Centre) Residential Zone Total Filling bays: 8 Survey date: TUESDAY 28/10/14		Survey Type: MANUAL
12	LN-13-B-01	GULF & CO-OP	LINCOLNSHIRE
	CARHOLME ROAD LINCOLN Edge of Town Residential Zone Total Filling bays: 8 Survey date: WEDNESDAY 04/10/17		Survey Type: MANUAL
13	MM-13-B-01	BP & M&S SIMPLY FOOD	MONMOUTHSHIRE
	MALPAS ROAD NEWPORT MALPAS Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Filling bays: 8 Survey date: FRIDAY 27/09/19		Survey Type: MANUAL
14	MS-13-B-01	ESSO & SPAR	MERSEYSIDE
	ULLET ROAD LIVERPOOL SEFTON PARK Suburban Area (PPS6 Out of Centre) Residential Zone Total Filling bays: 6 Survey date: TUESDAY 18/11/14		Survey Type: MANUAL
15	NT-13-B-03	SAINSBURY'S PFS	NOTTINGHAMSHIRE
	CASTLE BRIDGE ROAD NOTTINGHAM Suburban Area (PPS6 Out of Centre) Development Zone Total Filling bays: 16 Survey date: FRIDAY 25/11/16		Survey Type: MANUAL
16	NY-13-B-02	BP & SPAR	NORTH YORKSHIRE
	NORTH STREET RIPON Suburban Area (PPS6 Out of Centre) Residential Zone Total Filling bays: 6 Survey date: MONDAY 23/09/13		Survey Type: MANUAL
17	NY-13-B-03	ESSO & CO-OP	NORTH YORKSHIRE
	WETHERBY ROAD NORTH KNARESBOROUGH Suburban Area (PPS6 Out of Centre) Industrial Zone Total Filling bays: 8 Survey date: FRIDAY 30/09/16		Survey Type: MANUAL
18	NY-13-B-04	HARVEST ENERGY & NISA	NORTH YORKSHIRE
	VICTORIA ROAD RICHMOND Edge of Town Centre No Sub Category Total Filling bays: 8 Survey date: WEDNESDAY 13/03/19		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

19	SF-13-B-01	TOTAL	SUFFOLK
	HILLSIDE ROAD EAST		
	BUNGAY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Filling bays:	8	
	Survey date: TUESDAY	09/10/12	Survey Type: MANUAL
20	SF-13-B-02	BP CONNECT & M&S	SUFFOLK
	ROUGHAM ROAD		
	BURY ST EDMUNDS		
	Edge of Town		
	Residential Zone		
	Total Filling bays:	8	
	Survey date: FRIDAY	19/07/13	Survey Type: MANUAL
21	ST-13-B-01	BP & HURSTS	STAFFORDSHIRE
	FOREGATE STREET		
	STAFFORD		
	Edge of Town Centre		
	Built-Up Zone		
	Total Filling bays:	10	
	Survey date: WEDNESDAY	22/11/17	Survey Type: MANUAL
22	TW-13-B-05	SHELL & SPAR	TYNE & WEAR
	THE BROADWAY		
	SUNDERLAND		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Filling bays:	6	
	Survey date: FRIDAY	24/05/19	Survey Type: MANUAL
23	WM-13-B-05	TEXACO & CO-OPERATIVE	WEST MIDLANDS
	HIGH STREET		
	BIRMINGHAM		
	HARBORNE		
	Suburban Area (PPS6 Out of Centre)		
	High Street		
	Total Filling bays:	8	
	Survey date: TUESDAY	22/10/13	Survey Type: MANUAL

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

TRIP RATE for Land Use 13 - PETROL FILLING STATIONS/B - PFS - WITH RETAIL

TOTAL VEHICLES**Calculation factor: 1 BAYS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	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	23	9	4.732	23	9	4.414	23	9	9.146
07:00 - 08:00	23	9	7.586	23	9	7.268	23	9	14.854
08:00 - 09:00	23	9	8.121	23	9	7.808	23	9	15.929
09:00 - 10:00	23	9	8.157	23	9	8.202	23	9	16.359
10:00 - 11:00	23	9	7.232	23	9	7.182	23	9	14.414
11:00 - 12:00	23	9	7.096	23	9	7.116	23	9	14.212
12:00 - 13:00	23	9	8.404	23	9	8.439	23	9	16.843
13:00 - 14:00	23	9	8.051	23	9	8.020	23	9	16.071
14:00 - 15:00	23	9	7.934	23	9	7.793	23	9	15.727
15:00 - 16:00	23	9	7.960	23	9	8.066	23	9	16.026
16:00 - 17:00	23	9	8.449	23	9	8.707	23	9	17.156
17:00 - 18:00	23	9	9.308	23	9	9.187	23	9	18.495
18:00 - 19:00	23	9	8.616	23	9	8.722	23	9	17.338
19:00 - 20:00	23	9	7.040	23	9	7.323	23	9	14.363
20:00 - 21:00	23	9	4.904	23	9	5.020	23	9	9.924
21:00 - 22:00	23	9	3.798	23	9	3.924	23	9	7.722
22:00 - 23:00	2	8	1.063	2	8	1.438	2	8	2.500
23:00 - 24:00	1	8	0.000	1	8	0.250	1	8	0.250
Total Rates:	118.450			118.879			237.329		

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:	6 - 16 (units:)
Survey date range:	01/01/12 - 27/09/19
Number of weekdays (Monday-Friday):	23
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 shown. 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 13 - PETROL FILLING STATIONS/B - PFS - WITH RETAIL

TAXIS**Calculation factor: 1 BAYS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	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	23	9	0.071	23	9	0.061	23	9	0.132
07:00 - 08:00	23	9	0.076	23	9	0.086	23	9	0.162
08:00 - 09:00	23	9	0.116	23	9	0.101	23	9	0.217
09:00 - 10:00	23	9	0.162	23	9	0.172	23	9	0.334
10:00 - 11:00	23	9	0.131	23	9	0.131	23	9	0.262
11:00 - 12:00	23	9	0.131	23	9	0.126	23	9	0.257
12:00 - 13:00	23	9	0.131	23	9	0.131	23	9	0.262
13:00 - 14:00	23	9	0.116	23	9	0.121	23	9	0.237
14:00 - 15:00	23	9	0.126	23	9	0.111	23	9	0.237
15:00 - 16:00	23	9	0.111	23	9	0.126	23	9	0.237
16:00 - 17:00	23	9	0.157	23	9	0.162	23	9	0.319
17:00 - 18:00	23	9	0.131	23	9	0.131	23	9	0.262
18:00 - 19:00	23	9	0.086	23	9	0.086	23	9	0.172
19:00 - 20:00	23	9	0.131	23	9	0.131	23	9	0.262
20:00 - 21:00	23	9	0.162	23	9	0.152	23	9	0.314
21:00 - 22:00	23	9	0.071	23	9	0.076	23	9	0.147
22:00 - 23:00	2	8	0.000	2	8	0.000	2	8	0.000
23:00 - 24:00	1	8	0.000	1	8	0.000	1	8	0.000
Total Rates:			1.909			1.904			3.813

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 13 - PETROL FILLING STATIONS/B - PFS - WITH RETAIL

OGVS**Calculation factor: 1 BAYS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	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	23	9	0.141	23	9	0.121	23	9	0.262
07:00 - 08:00	23	9	0.247	23	9	0.268	23	9	0.515
08:00 - 09:00	23	9	0.152	23	9	0.152	23	9	0.304
09:00 - 10:00	23	9	0.167	23	9	0.177	23	9	0.344
10:00 - 11:00	23	9	0.162	23	9	0.157	23	9	0.319
11:00 - 12:00	23	9	0.146	23	9	0.131	23	9	0.277
12:00 - 13:00	23	9	0.162	23	9	0.152	23	9	0.314
13:00 - 14:00	23	9	0.136	23	9	0.126	23	9	0.262
14:00 - 15:00	23	9	0.111	23	9	0.106	23	9	0.217
15:00 - 16:00	23	9	0.126	23	9	0.141	23	9	0.267
16:00 - 17:00	23	9	0.091	23	9	0.091	23	9	0.182
17:00 - 18:00	23	9	0.061	23	9	0.056	23	9	0.117
18:00 - 19:00	23	9	0.025	23	9	0.045	23	9	0.070
19:00 - 20:00	23	9	0.051	23	9	0.045	23	9	0.096
20:00 - 21:00	23	9	0.015	23	9	0.020	23	9	0.035
21:00 - 22:00	23	9	0.020	23	9	0.020	23	9	0.040
22:00 - 23:00	2	8	0.000	2	8	0.000	2	8	0.000
23:00 - 24:00	1	8	0.000	1	8	0.000	1	8	0.000
Total Rates:			1.813			1.808			3.621

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 13 - PETROL FILLING STATIONS/B - PFS - WITH RETAIL

PSVS**Calculation factor: 1 BAYS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	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	23	9	0.015	23	9	0.015	23	9	0.030
07:00 - 08:00	23	9	0.010	23	9	0.010	23	9	0.020
08:00 - 09:00	23	9	0.020	23	9	0.015	23	9	0.035
09:00 - 10:00	23	9	0.025	23	9	0.020	23	9	0.045
10:00 - 11:00	23	9	0.030	23	9	0.035	23	9	0.065
11:00 - 12:00	23	9	0.015	23	9	0.020	23	9	0.035
12:00 - 13:00	23	9	0.005	23	9	0.005	23	9	0.010
13:00 - 14:00	23	9	0.005	23	9	0.005	23	9	0.010
14:00 - 15:00	23	9	0.000	23	9	0.000	23	9	0.000
15:00 - 16:00	23	9	0.005	23	9	0.005	23	9	0.010
16:00 - 17:00	23	9	0.015	23	9	0.010	23	9	0.025
17:00 - 18:00	23	9	0.030	23	9	0.035	23	9	0.065
18:00 - 19:00	23	9	0.015	23	9	0.005	23	9	0.020
19:00 - 20:00	23	9	0.000	23	9	0.010	23	9	0.010
20:00 - 21:00	23	9	0.000	23	9	0.000	23	9	0.000
21:00 - 22:00	23	9	0.000	23	9	0.000	23	9	0.000
22:00 - 23:00	2	8	0.000	2	8	0.000	2	8	0.000
23:00 - 24:00	1	8	0.000	1	8	0.000	1	8	0.000
Total Rates:			0.190			0.190			0.380

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 13 - PETROL FILLING STATIONS/B - PFS - WITH RETAIL

CYCLISTS**Calculation factor: 1 BAYS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	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	23	9	0.051	23	9	0.051	23	9	0.102
07:00 - 08:00	23	9	0.076	23	9	0.081	23	9	0.157
08:00 - 09:00	23	9	0.051	23	9	0.040	23	9	0.091
09:00 - 10:00	23	9	0.025	23	9	0.025	23	9	0.050
10:00 - 11:00	23	9	0.025	23	9	0.020	23	9	0.045
11:00 - 12:00	23	9	0.051	23	9	0.051	23	9	0.102
12:00 - 13:00	23	9	0.020	23	9	0.020	23	9	0.040
13:00 - 14:00	23	9	0.035	23	9	0.045	23	9	0.080
14:00 - 15:00	23	9	0.030	23	9	0.020	23	9	0.050
15:00 - 16:00	23	9	0.051	23	9	0.045	23	9	0.096
16:00 - 17:00	23	9	0.086	23	9	0.086	23	9	0.172
17:00 - 18:00	23	9	0.040	23	9	0.056	23	9	0.096
18:00 - 19:00	23	9	0.061	23	9	0.071	23	9	0.132
19:00 - 20:00	23	9	0.025	23	9	0.020	23	9	0.045
20:00 - 21:00	23	9	0.056	23	9	0.061	23	9	0.117
21:00 - 22:00	23	9	0.020	23	9	0.020	23	9	0.040
22:00 - 23:00	2	8	0.000	2	8	0.000	2	8	0.000
23:00 - 24:00	1	8	0.000	1	8	0.000	1	8	0.000
Total Rates:			0.703			0.712			1.415

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 CALCULATION SELECTION PARAMETERS:

Land Use : 13 - PETROL FILLING STATIONS

Category : B - PFS - WITH RETAIL

TOTAL VEHICLESSelected regions and areas:

03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	3 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	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: Filling bays
 Actual Range: 6 to 12 (units:)
 Range Selected by User: 4 to 16 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 27/09/19

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:

Saturday	6 days
Sunday	2 days

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	4
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	1
Free Standing (PPS6 Out of Town)	1

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

Selected Location Sub Categories:

Industrial Zone	1
Development Zone	1
Residential Zone	3
Built-Up Zone	1
High Street	1
No Sub Category	1

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

Secondary Filtering selection:Use Class:

n/a

8 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000

3 days

20,001 to 25,000

1 days

25,001 to 50,000

4 days

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

Population within 5 miles:

25,001 to 50,000

1 days

75,001 to 100,000

1 days

125,001 to 250,000

2 days

250,001 to 500,000

3 days

500,001 or More

1 days

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

Car ownership within 5 miles:

0.6 to 1.0

5 days

1.1 to 1.5

3 days

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

Travel Plan:

No

8 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

8 days

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

LIST OF SITES relevant to selection parameters

1	CH-13-B-01 CHURCHILL WAY MACCLESFIELD	ESSO & SPAR	CESHIRE
	Edge of Town Centre Built-Up Zone Total Filling bays: 8 Survey date: SATURDAY 17/09/16		Survey Type: MANUAL
2	DC-13-B-03 THE GROVE DORCHESTER	BP & SPAR	DORSET
	Edge of Town Industrial Zone Total Filling bays: 9 Survey date: SATURDAY 17/09/16		Survey Type: MANUAL
3	DV-13-B-02 TORQUAY ROAD PAIGNTON	SHELL & LONDIS	DEVON
	Neighbourhood Centre (PPS6 Local Centre) High Street Total Filling bays: 8 Survey date: SATURDAY 30/03/19		Survey Type: MANUAL
4	EB-13-B-03 GLASGOW ROAD NEAR EDINBURGH INGLISTON Free Standing (PPS6 Out of Town) No Sub Category Total Filling bays: 8 Survey date: SATURDAY 28/04/18	BP & M&S SIMPLY FOOD	CITY OF EDINBURGH
5	TW-13-B-02 BENTON ROAD NEWCASTLE UPON TYNE	TESCO EXPRESS & PFS	TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Filling bays: 8 Survey date: SATURDAY 05/10/13		Survey Type: MANUAL
6	TW-13-B-03 RIVERSIDE ROAD SUNDERLAND	SAINSBURY'S PFS	TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Development Zone Total Filling bays: 12 Survey date: SATURDAY 08/04/17		Survey Type: MANUAL
7	TW-13-B-04 GREAT NORTH ROAD NEWCASTLE UPON TYNE GOSFORTH Suburban Area (PPS6 Out of Centre) Residential Zone Total Filling bays: 8 Survey date: SUNDAY 12/06/16	BP & NISA LOCAL	TYNE & WEAR
8	WM-13-B-06 LINDEN ROAD BIRMINGHAM	ESSO & TESCO EXPRESS	WEST MIDLANDS
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Filling bays: 6 Survey date: SUNDAY 08/11/15		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 13 - PETROL FILLING STATIONS/B - PFS - WITH RETAIL

TOTAL VEHICLES**Calculation factor: 1 BAYS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	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	8	8	1.104	8	8	0.866	8	8	1.970
07:00 - 08:00	8	8	3.403	8	8	3.194	8	8	6.597
08:00 - 09:00	8	8	4.776	8	8	4.612	8	8	9.388
09:00 - 10:00	8	8	6.045	8	8	5.940	8	8	11.985
10:00 - 11:00	8	8	6.388	8	8	6.209	8	8	12.597
11:00 - 12:00	8	8	7.806	8	8	7.970	8	8	15.776
12:00 - 13:00	8	8	7.507	8	8	7.164	8	8	14.671
13:00 - 14:00	8	8	6.746	8	8	6.776	8	8	13.522
14:00 - 15:00	8	8	6.657	8	8	6.716	8	8	13.373
15:00 - 16:00	8	8	6.672	8	8	6.537	8	8	13.209
16:00 - 17:00	8	8	6.567	8	8	6.955	8	8	13.522
17:00 - 18:00	8	8	6.149	8	8	6.582	8	8	12.731
18:00 - 19:00	8	8	5.657	8	8	5.418	8	8	11.075
19:00 - 20:00	8	8	4.597	8	8	4.836	8	8	9.433
20:00 - 21:00	8	8	3.896	8	8	3.881	8	8	7.777
21:00 - 22:00	8	8	2.701	8	8	2.806	8	8	5.507
22:00 - 23:00	3	9	1.750	3	9	2.036	3	9	3.786
23:00 - 24:00	1	8	0.250	1	8	0.375	1	8	0.625
Total Rates:			88.671			88.873			177.544

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:	6 - 12 (units:)
Survey date range:	01/01/12 - 27/09/19
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	6
Number of Sundays:	2
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 shown. 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 13 - PETROL FILLING STATIONS/B - PFS - WITH RETAIL

TAXIS**Calculation factor: 1 BAYS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	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	8	8	0.119	8	8	0.104	8	8	0.223
07:00 - 08:00	8	8	0.134	8	8	0.149	8	8	0.283
08:00 - 09:00	8	8	0.075	8	8	0.060	8	8	0.135
09:00 - 10:00	8	8	0.119	8	8	0.119	8	8	0.238
10:00 - 11:00	8	8	0.090	8	8	0.090	8	8	0.180
11:00 - 12:00	8	8	0.119	8	8	0.119	8	8	0.238
12:00 - 13:00	8	8	0.104	8	8	0.090	8	8	0.194
13:00 - 14:00	8	8	0.075	8	8	0.104	8	8	0.179
14:00 - 15:00	8	8	0.060	8	8	0.060	8	8	0.120
15:00 - 16:00	8	8	0.104	8	8	0.104	8	8	0.208
16:00 - 17:00	8	8	0.119	8	8	0.104	8	8	0.223
17:00 - 18:00	8	8	0.194	8	8	0.209	8	8	0.403
18:00 - 19:00	8	8	0.119	8	8	0.119	8	8	0.238
19:00 - 20:00	8	8	0.075	8	8	0.060	8	8	0.135
20:00 - 21:00	8	8	0.164	8	8	0.164	8	8	0.328
21:00 - 22:00	8	8	0.045	8	8	0.045	8	8	0.090
22:00 - 23:00	3	9	0.214	3	9	0.214	3	9	0.428
23:00 - 24:00	1	8	0.000	1	8	0.000	1	8	0.000
Total Rates:			1.929			1.914			3.843

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 13 - PETROL FILLING STATIONS/B - PFS - WITH RETAIL

OGVS**Calculation factor: 1 BAYS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	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	8	8	0.015	8	8	0.000	8	8	0.015
07:00 - 08:00	8	8	0.075	8	8	0.075	8	8	0.150
08:00 - 09:00	8	8	0.075	8	8	0.060	8	8	0.135
09:00 - 10:00	8	8	0.045	8	8	0.030	8	8	0.075
10:00 - 11:00	8	8	0.045	8	8	0.075	8	8	0.120
11:00 - 12:00	8	8	0.045	8	8	0.045	8	8	0.090
12:00 - 13:00	8	8	0.045	8	8	0.045	8	8	0.090
13:00 - 14:00	8	8	0.030	8	8	0.030	8	8	0.060
14:00 - 15:00	8	8	0.030	8	8	0.030	8	8	0.060
15:00 - 16:00	8	8	0.030	8	8	0.030	8	8	0.060
16:00 - 17:00	8	8	0.015	8	8	0.015	8	8	0.030
17:00 - 18:00	8	8	0.045	8	8	0.045	8	8	0.090
18:00 - 19:00	8	8	0.075	8	8	0.045	8	8	0.120
19:00 - 20:00	8	8	0.000	8	8	0.030	8	8	0.030
20:00 - 21:00	8	8	0.015	8	8	0.030	8	8	0.045
21:00 - 22:00	8	8	0.000	8	8	0.000	8	8	0.000
22:00 - 23:00	3	9	0.000	3	9	0.000	3	9	0.000
23:00 - 24:00	1	8	0.000	1	8	0.000	1	8	0.000
Total Rates:			0.585			0.585			1.170

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 13 - PETROL FILLING STATIONS/B - PFS - WITH RETAIL

PSVS**Calculation factor: 1 BAYS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	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	8	8	0.000	8	8	0.000	8	8	0.000
07:00 - 08:00	8	8	0.000	8	8	0.000	8	8	0.000
08:00 - 09:00	8	8	0.000	8	8	0.000	8	8	0.000
09:00 - 10:00	8	8	0.000	8	8	0.000	8	8	0.000
10:00 - 11:00	8	8	0.000	8	8	0.000	8	8	0.000
11:00 - 12:00	8	8	0.000	8	8	0.000	8	8	0.000
12:00 - 13:00	8	8	0.000	8	8	0.000	8	8	0.000
13:00 - 14:00	8	8	0.015	8	8	0.000	8	8	0.015
14:00 - 15:00	8	8	0.000	8	8	0.015	8	8	0.015
15:00 - 16:00	8	8	0.000	8	8	0.000	8	8	0.000
16:00 - 17:00	8	8	0.000	8	8	0.000	8	8	0.000
17:00 - 18:00	8	8	0.015	8	8	0.015	8	8	0.030
18:00 - 19:00	8	8	0.000	8	8	0.000	8	8	0.000
19:00 - 20:00	8	8	0.000	8	8	0.000	8	8	0.000
20:00 - 21:00	8	8	0.000	8	8	0.000	8	8	0.000
21:00 - 22:00	8	8	0.000	8	8	0.000	8	8	0.000
22:00 - 23:00	3	9	0.000	3	9	0.000	3	9	0.000
23:00 - 24:00	1	8	0.000	1	8	0.000	1	8	0.000
Total Rates:			0.030			0.030			0.060

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 13 - PETROL FILLING STATIONS/B - PFS - WITH RETAIL

CYCLISTS**Calculation factor: 1 BAYS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	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	8	8	0.015	8	8	0.015	8	8	0.030
07:00 - 08:00	8	8	0.000	8	8	0.000	8	8	0.000
08:00 - 09:00	8	8	0.000	8	8	0.000	8	8	0.000
09:00 - 10:00	8	8	0.000	8	8	0.000	8	8	0.000
10:00 - 11:00	8	8	0.000	8	8	0.000	8	8	0.000
11:00 - 12:00	8	8	0.000	8	8	0.000	8	8	0.000
12:00 - 13:00	8	8	0.015	8	8	0.015	8	8	0.030
13:00 - 14:00	8	8	0.015	8	8	0.015	8	8	0.030
14:00 - 15:00	8	8	0.000	8	8	0.000	8	8	0.000
15:00 - 16:00	8	8	0.015	8	8	0.000	8	8	0.015
16:00 - 17:00	8	8	0.030	8	8	0.030	8	8	0.060
17:00 - 18:00	8	8	0.015	8	8	0.015	8	8	0.030
18:00 - 19:00	8	8	0.060	8	8	0.060	8	8	0.120
19:00 - 20:00	8	8	0.015	8	8	0.015	8	8	0.030
20:00 - 21:00	8	8	0.000	8	8	0.000	8	8	0.000
21:00 - 22:00	8	8	0.000	8	8	0.000	8	8	0.000
22:00 - 23:00	3	9	0.000	3	9	0.000	3	9	0.000
23:00 - 24:00	1	8	0.000	1	8	0.000	1	8	0.000
Total Rates:			0.180			0.165			0.345

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 13 - PETROL FILLING STATIONS/B - PFS - WITH RETAIL

CARS**Calculation factor: 1 BAYS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	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	8	8	0.761	8	8	0.612	8	8	1.373
07:00 - 08:00	8	8	2.030	8	8	1.896	8	8	3.926
08:00 - 09:00	8	8	3.104	8	8	2.970	8	8	6.074
09:00 - 10:00	8	8	4.134	8	8	4.119	8	8	8.253
10:00 - 11:00	8	8	4.224	8	8	4.134	8	8	8.358
11:00 - 12:00	8	8	5.090	8	8	5.179	8	8	10.269
12:00 - 13:00	8	8	5.194	8	8	4.970	8	8	10.164
13:00 - 14:00	8	8	4.701	8	8	4.657	8	8	9.358
14:00 - 15:00	8	8	4.627	8	8	4.701	8	8	9.328
15:00 - 16:00	8	8	4.881	8	8	4.761	8	8	9.642
16:00 - 17:00	8	8	4.731	8	8	5.060	8	8	9.791
17:00 - 18:00	8	8	3.985	8	8	4.313	8	8	8.298
18:00 - 19:00	8	8	3.657	8	8	3.507	8	8	7.164
19:00 - 20:00	8	8	3.448	8	8	3.478	8	8	6.926
20:00 - 21:00	8	8	2.746	8	8	2.776	8	8	5.522
21:00 - 22:00	8	8	1.821	8	8	1.910	8	8	3.731
22:00 - 23:00	3	9	0.643	3	9	0.714	3	9	1.357
23:00 - 24:00	1	8	0.250	1	8	0.250	1	8	0.500
Total Rates:			60.027			60.007			120.034

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 13 - PETROL FILLING STATIONS/B - PFS - WITH RETAIL

LGVS**Calculation factor: 1 BAYS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	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	8	8	0.164	8	8	0.134	8	8	0.298
07:00 - 08:00	8	8	0.522	8	8	0.507	8	8	1.029
08:00 - 09:00	8	8	0.582	8	8	0.567	8	8	1.149
09:00 - 10:00	8	8	0.537	8	8	0.507	8	8	1.044
10:00 - 11:00	8	8	0.507	8	8	0.507	8	8	1.014
11:00 - 12:00	8	8	0.672	8	8	0.672	8	8	1.344
12:00 - 13:00	8	8	0.642	8	8	0.627	8	8	1.269
13:00 - 14:00	8	8	0.493	8	8	0.522	8	8	1.015
14:00 - 15:00	8	8	0.537	8	8	0.522	8	8	1.059
15:00 - 16:00	8	8	0.403	8	8	0.358	8	8	0.761
16:00 - 17:00	8	8	0.343	8	8	0.373	8	8	0.716
17:00 - 18:00	8	8	0.313	8	8	0.358	8	8	0.671
18:00 - 19:00	8	8	0.358	8	8	0.358	8	8	0.716
19:00 - 20:00	8	8	0.224	8	8	0.284	8	8	0.508
20:00 - 21:00	8	8	0.179	8	8	0.164	8	8	0.343
21:00 - 22:00	8	8	0.149	8	8	0.149	8	8	0.298
22:00 - 23:00	3	9	0.179	3	9	0.179	3	9	0.358
23:00 - 24:00	1	8	0.000	1	8	0.000	1	8	0.000
Total Rates:			6.804			6.788			13.592

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 13 - PETROL FILLING STATIONS/B - PFS - WITH RETAIL

MOTOR CYCLES**Calculation factor: 1 BAYS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	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	8	8	0.045	8	8	0.015	8	8	0.060
07:00 - 08:00	8	8	0.060	8	8	0.090	8	8	0.150
08:00 - 09:00	8	8	0.060	8	8	0.060	8	8	0.120
09:00 - 10:00	8	8	0.149	8	8	0.149	8	8	0.298
10:00 - 11:00	8	8	0.194	8	8	0.179	8	8	0.373
11:00 - 12:00	8	8	0.328	8	8	0.343	8	8	0.671
12:00 - 13:00	8	8	0.134	8	8	0.134	8	8	0.268
13:00 - 14:00	8	8	0.149	8	8	0.149	8	8	0.298
14:00 - 15:00	8	8	0.209	8	8	0.194	8	8	0.403
15:00 - 16:00	8	8	0.134	8	8	0.134	8	8	0.268
16:00 - 17:00	8	8	0.224	8	8	0.194	8	8	0.418
17:00 - 18:00	8	8	0.254	8	8	0.284	8	8	0.538
18:00 - 19:00	8	8	0.179	8	8	0.164	8	8	0.343
19:00 - 20:00	8	8	0.090	8	8	0.104	8	8	0.194
20:00 - 21:00	8	8	0.075	8	8	0.060	8	8	0.135
21:00 - 22:00	8	8	0.045	8	8	0.060	8	8	0.105
22:00 - 23:00	3	9	0.036	3	9	0.036	3	9	0.072
23:00 - 24:00	1	8	0.000	1	8	0.125	1	8	0.125
Total Rates:			2.365			2.474			4.839

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.