



Proposed Retail Unit
Reading Link Retail Park, Rose Kiln Lane,
Reading

Transport Statement

For

Sorbon Estates

Document Control Sheet

Proposed Retail Unit

Reading Link Retail Park, Rose Kiln Lane, Reading

Sorbon Estates

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1.0 Introduction

- 1.1 This Transport Statement (TS) has been prepared on behalf of Sorbon Estates to consider the highways and transport implications relating to the proposed construction of a new Class E unit (circa. 930m² GIA) within the car park of Reading Link Retail Park.
- 1.2 Reading Link Retail Park is currently occupied by 6 retail units with a Starbucks drive-thru currently under construction within the car park.
- 1.3 The location of the application site in the context of the surrounding highway and transport network is illustrated in Figure 1.1.



Figure 1.1 – Site Location

Scope of Report

- 1.4 The purpose of the TS is to assess the implications of development-related travel on the surrounding highway and transport networks. The TS will demonstrate that in terms of sustainable access and traffic impact, the application site is more than capable of accommodating the proposed level of development.
- 1.5 The TS has been prepared in accordance with current best practice guidelines and demonstrates that:
 - ▶ The proposed development accords with national and local policies relevant to transport;
 - ▶ Safe and sustainable access to the development can be achieved by all modes;
 - ▶ The development will provide car and cycle parking, having regard to adopted local parking standards and sufficient capacity within the retail park car park; and
 - ▶ The volume of traffic generated by the development proposal will not lead to a severe impact on the existing operation of the adjoining highway network.
- 1.6 Following this introduction, this TS considers the following:

- ▶ Section 2 reviews the relevant national and local transport-related planning policies applicable to the proposed development;
- ▶ Section 3 details the baseline conditions relevant to the site, including the site's accessibility characteristics by foot, cycle and public transport, the operational and safety characteristics of the surrounding highway network;
- ▶ Section 4 provides a detailed overview of the development proposals considering the proposed access arrangement, parking provision and servicing arrangements;
- ▶ Section 5 assesses the trip generation of the proposed development, with regard to trip types and the impact on the local highway and transport network;
- ▶ Section 6 provides analysis on parking accumulation within the retail park car park accounting for the proposed development; and
- ▶ Section 7 provides a summary and conclusion of the findings presented in this TS.

2.0 Planning Policy Context

- 2.1 This section details the transport aspects of adopted national and local policies relevant to the development proposal that have informed the preparation of this TS.

National Planning Policy Framework (NPPF)

- 2.2 The NPPF (July 2021) sets out the Government's planning policies for England and how these are expected to be applied.
- 2.3 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. Section 9 focuses on 'Promoting Sustainable Transport' which aims to *"actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable through limiting the need to travel and offering a genuine choice of transport modes"*.
- 2.4 Paragraph 110 acknowledges that when assessing specific site uses for development applications, it should be ensured that:
- a) *"Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
 - b) *Safe and suitable access to the site can be achieved for all users;*
 - c) *The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance...*
 - d) *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*
- 2.5 Paragraph 111 states:
- "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or residual cumulative impacts on the road network would be severe."*
- 2.6 Paragraph 112 outlines that applications for development should:
- a) *"give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
 - b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
 - c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
 - d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and,*
 - e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*
- 2.7 Paragraph 105 further acknowledges the difference between urban and rural locations and states that, *"opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making"*.

- 2.8 Furthermore, Annex A of the NPPF defines sustainable transport modes as, *"any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra-low and zero emission vehicles, car sharing and public transport"*.

Local Policy

- 2.9 The Reading Borough Local Plan (RBLP) was adopted in November 2019 and details planning policies for development in Reading until 2036. The relevant transport-related policies are summarised below.
- 2.10 Policy CC1 sets out the Council's Presumption in Favour of Sustainable Development. It states, *"A positive approach to considering development proposals will be taken that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF)"*.
- 2.11 Policy TR1 focuses on 'achieving the transport strategy' and states that, *"proposed development should contribute appropriately to meeting the objectives of the most up-to-date Local Transport Plan or any successor document, including sub-strategies, specific projects identified and the local action plans... all development proposals should make appropriate provision for works and contributions to ensure an adequate level of accessibility and safety by all modes of transport from all parts of a development, particularly by public transport, walking and cycling, in accordance with any agreed transport assessment submitted as part of the application"*.
- 2.12 Policy TR3 encompasses access and traffic-related matters and states that, *"in determining proposals involving a new or altered access onto the transport network, improvement works to the transport network, the creation of new transport infrastructure or the generation of additional trips on the transport network, consideration will be given to the effect on safety, congestion and the environment"*.
- 2.13 Policy TR3 continues and states that *"development will only be permitted where:*
- ▶ *Accesses and works to the highway comply with the adopted standards of the Transport Authority;*
 - ▶ *The development would not have a material detrimental impact on the functioning of the transport network;*
 - ▶ *The proposals would not be detrimental to the safety of users of the transport network, including pedestrians and cyclists;*
 - ▶ *The proposal would not generate regular movement of heavy goods vehicles (HGVs) on unsuitable roads, or on roads without easy access to the Classified Highway Network; and*
 - ▶ *For non-residential uses, or new dwellings on classified roads, off-street servicing would be provided"*.
- 2.14 Policy TR4 refers to cycling and states that, *"developments will be expected to make full use of opportunities to improve access for cyclists to, from and within the development and to integrate cycling through the provision of new facilities"*.
- 2.15 Policy TR5 focuses on parking and states that *"development should provide car parking and cycle parking that is appropriate to the accessibility of locations within the Borough to sustainable transport facilities, particularly public transport"*. The policy also recommends that development should make provision for electric vehicles whereby *"within communal car parks for residential or non-residential development of at least 10 spaces, 10% of spaces should provide an active charging point"*.

3.0 Baseline Conditions

Site Information

- 3.1 The application site is located in the south-west corner of Reading Link Retail Park which currently accommodates 6 occupied retail units comprising circa. 7,014m² retail floor space. The retail park is accessed from Rose Kiln Lane.
- 3.2 Currently, a Starbucks drive-thru is being built in north-east corner of the existing car park which was permitted in July 2021 (planning application ref. 201558/OUT). The development includes the construction of a new access on Rose Kiln Lane which will serve as a secondary access to the retail park. The access will be for inbound vehicles only, with no egress permitted. Vehicles exiting the Starbucks drive-thru and retail park will do so via the existing access on Rose Kiln Lane.
- 3.3 Accounting for the build of the Starbucks unit, the retail car park provides a total of 311 car parking spaces, including 19 disabled spaces.
- 3.4 The location of the application site within a local context is illustrated in Figure 3.1.



Figure 3.1 – Local Context of Application Site

Sustainable Transport Accessibility

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

Pedestrian and Cycle Access

- 3.6 Local to the application site, lit footways are provided along both sides of Rose Kiln Lane. Pedestrian access points are provided from the footway to the retail park. Across the site access, dropped kerbs and tactile paved crossings are provided. Where pedestrian desire lines interact with higher trafficked routes, signalised pedestrian crossings are provided across the A33.

- 3.7 The existing infrastructure links the application site to nearby residential areas, bus stops and to the town centre. The town centre is located 1.0km north of the site which has an extensive network of pedestrianised streets which provide direct access to the railway station and the main bus interchange.
- 3.8 The A33 Reading Relief Road is a designated cycle route with shared footway/cycleway provision linking the application site to the station and town centre with access to various Reading cycle routes, providing access to all areas of the town and suburbs can be obtained. A copy of the Reading cycle route map is included as **Appendix A**.

Public Transport Access

- 3.9 The nearest bus stop to the application site is located approximately 650 metres to the north on the A4 Berkeley Avenue accessible in an average walk time of 8 minutes. The bus stops are served by Route 11 (Bronze). The route operates between Coley Park and Reading town centre on a 20-minute frequency Monday – Saturday and half hourly on Sunday.
- 3.10 Additional bus services are available from Reading town centre offering onward connections to various destinations such as Thatcham, Wokingham, Bracknell, Newbury, Theale and Tilehurst.
- 3.11 Reading railway station is located 1.4km to the north of the application site and is easily accessible by foot or by cycle. Reading Railway Station is the second busiest interchange station outside London after Birmingham New Street. Direct destinations include Wokingham, Bracknell, Newbury, Guildford and Oxford.

Summary

- 3.12 The location of the application site reflects the requirements of the NPPF and local policy and provides a realistic choice in travel modes to cater for daily journeys which would act to reduce customer and staff reliance on the private car.

Local Highway Network

- 3.13 The retail park is accessed from the A33 Rose Kiln Lane signalised gyratory junction. The access permits both inbound and outbound movements from the car park. The site access road is a two-way single carriageway road that is subject to a 30mph speed limit. The carriageway is approximately 7.5m wide and provides access to the retail park car park, servicing area and neighbouring petrol station.
- 3.14 As noted above, the permitted Starbucks drive-thru includes the construction of a new access to the retail park car park from Rose Kiln Lane which will be for inbound movements only. The access will be controlled by a 6'6" height barrier to prevent large vehicles entering the site via this route and dragons' teeth will be installed to prevent vehicles exiting via this route.
- 3.15 The A33 Rose Kiln Lane is a two-way single carriageway road that is subject to a 40mph speed limit. The carriageway is approximately 7.3m wide with 2.0m footways along both sides of the carriageway.
- 3.16 The A33 provides access north to Reading town centre and south to the M4 Junction 11.

Existing Parking Conditions

- 3.17 Baseline traffic data has been obtained in the form of an Automatic Traffic Counter (ATC) at the site access junction. The ATC was undertaken between Friday 27th January and Thursday 2nd February capturing a 7-day period. The data is included as **Appendix B**.
- 3.18 Table 3.1 identifies the average weekday, Saturday and Sunday arrivals and departures from the site and the resulting car parking accumulation demand.

- 3.19 It should be noted that the surveys were undertaken whilst the Starbucks drive-thru is under construction and therefore not all spaces across the car park were available at the time of the survey. During the survey there were 218 spaces available within the car park.
- 3.20 Nonetheless, the survey results identifies that there remains spare capacity within the car park across the weekday and weekend. Over an average weekday there are a minimum of 113 spare spaces, on a Saturday a minimum of 61 spare spaces and on a Sunday a minimum of 37 spare spaces.

Time	Weekday average			Saturday			Sunday		
	In	Out	Demand	In	Out	Demand	In	Out	Demand
07:00-08:00	8	3	23*	7	0	32*	5	1	41*
08:00-09:00	43	22	44	55	35	52	2	3	40
09:00-10:00	87	58	73	98	70	80	12	3	49
10:00-11:00	117	99	91	165	113	132	94	31	112
11:00-12:00	133	128	96	176	152	156	200	163	149
12:00-13:00	151	142	105	185	190	151	216	184	181
13:00-14:00	140	146	99	189	193	147	201	241	141
14:00-15:00	128	150	77	209	199	157	200	209	132
15:00-16:00	121	129	69	194	217	134	152	196	88
16:00-17:00	107	116	60	156	195	95	84	135	37
17:00-18:00	103	110	53	114	149	60	13	39	11
18:00-19:00	94	114	33	73	101	32	3	11	3
19:00-20:00	50	71	12	45	64	13	1	4	0
20:00-21:00	10	20	2	9	21	1	1	0	1
21:00-22:00	3	4	1	3	2	2	3	4	0
* Adjusted to account for cars already in the car park and to avoid a negative accumulation									

Table 3.1 – Surveyed Car Parking Demand at Reading Link Retail Park

Personal Injury Collision (PIC) Analysis

- 3.21 To enable a review of the road safety record on the highway network in the vicinity of the application site, PIC data has been obtained from Crashmap over the latest 5-year period up to December 2021.
- 3.22 Analysis has been undertaken to determine if there are any trends in the type or location of collisions within the study area which includes the Rose Kiln Lane / A33 gyratory which serves as access to the site. The data identifies that 6 PICs has been recorded which was 4 are classified as 'slight' (minor) and 2 as 'serious'. The locations of the PICs are identified in Figure 3.2.

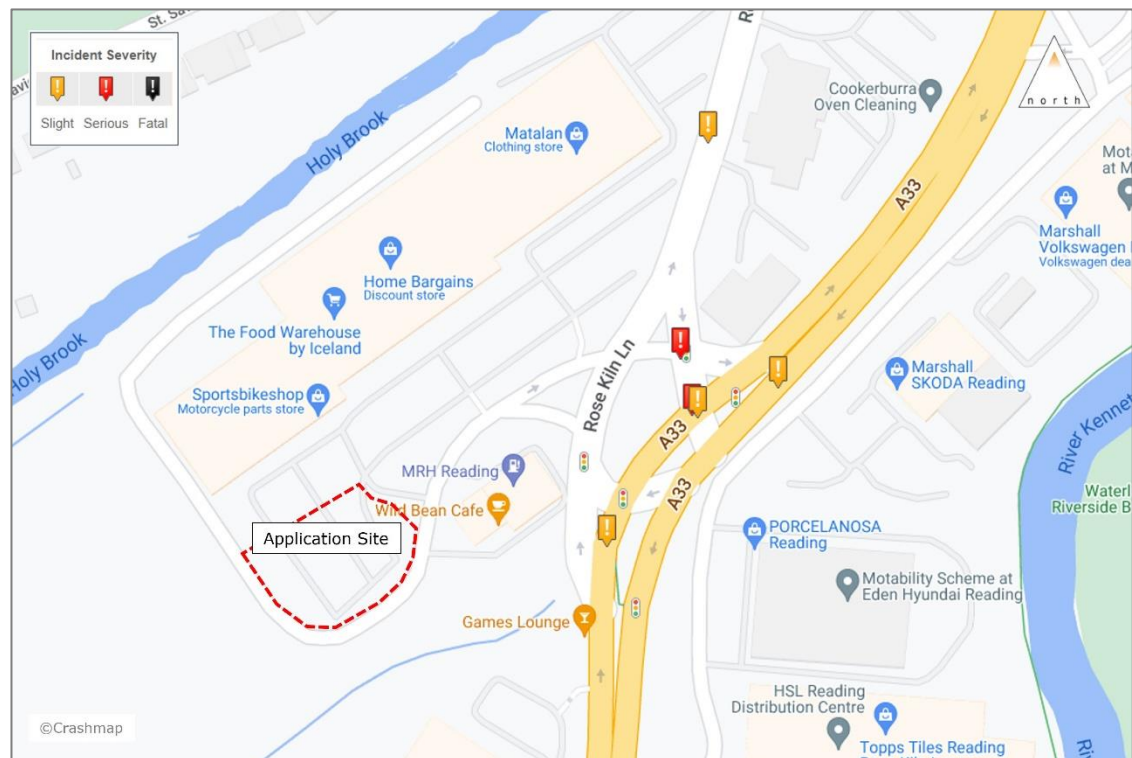


Figure 3.2 – PIC Locations

- 3.23 No PICs have been recorded on the access to Reading Link Retail Park.
- 3.24 One of the 'serious' incidents involved a motorcycle turning right into the path of an oncoming vehicle in dark conditions and the other 'serious' collision involved a vehicle waiting to turn right and two other vehicles, a car and motorcycle.
- 3.25 The 'slight' PIC that took place approximately 75m north of the gyratory involved a front-end collision between a vehicle and a parked goods vehicle as well as pedestrian who was stationary in the carriageway.
- 3.26 The 'slight' PIC that was recorded on the western approach to the gyratory took place in damp conditions and involved a collision between a vehicle and a pedestrian at a pedestrian crossing during the pedestrian phase. The 'slight' PIC that was recorded at the gyratory involved a vehicle turning right hitting a kerb, road sign and the front end of a van. The final 'slight' incident on the eastern approach of the gyratory involved a rear end shunt collision between two vehicles.
- 3.27 From this review, no significant patterns or trends have been observed demonstrating that there are no significant safety issues on the local highway network. On the basis that the proposed development will generate an immaterial number of trips (as detailed in Section 5), it is considered that the proposed development will have no adverse impact on highway safety.

4.0 Development Proposals

Overview

- 4.1 The development proposal comprises the construction of a freestanding Class E unit in the south-west corner of the Reading Link Retail Park car park. The unit will accommodate a floor area of circa. 930m² GIA. The future occupier has yet to be determined and therefore the unit could be occupied by food retail, non-food retail or a gym for example.
- 4.2 A copy of the site layout is included as **Appendix C**.

Access Arrangements

- 4.3 The site will continue to be accessed from the existing point of access to the car park from Rose Kiln Lane as well as the access to be created as part of the Starbucks unit.
- 4.4 The existing pedestrian access points to the car park will be retained as per existing conditions. As part of the Starbucks proposal, designated pedestrian crossing points within the car park linking to the wider footway infrastructure will be provided.

Servicing and Delivery Arrangements

- 4.5 Deliveries to the proposed unit will take place utilising the existing service access from Rose Kiln Lane. The existing gated entry will be retained. A loading bay will be provided to the rear of the unit where delivery vehicles will be able to pull into without obstructing the path of other service vehicles entering/exiting the site. Delivery vehicles to the proposed unit would be able to turn within the existing service yard of the retail park.
- 4.6 Drawing 2206040-TK01, included as **Appendix D**, illustrates the swept path analysis of a 16.5m articulated vehicle accessing and egressing the service yard in a forward gear. This would be the largest vehicle expected to service the development.
- 4.7 In terms of frequency of deliveries, this will be dependent upon the end-user. For example, if the unit were to be occupied by a food retailer, there is likely to be a daily delivery undertaken by an articulated vehicle. This could be fewer for a non-food retail use, and for a gym use it is expected that there would be weekly deliveries undertaken by smaller vehicles.

Parking Provision

- 4.8 Parking for the retail unit will be shared across the existing retail park car park. The development will result in a net loss of 47 car parking spaces. Section 6 will demonstrate that there is sufficient capacity within the existing car park to accommodate the demand for parking generated by the proposed development without resulting in any overspill parking on to the public highway.
- 4.9 To accord with Reading Borough Council's (RBC) parking standards, 4 disabled bays will be retained to ensure that sufficient provision is cater for the new retail unit.
- 4.10 Cycle parking will be provided in accordance with RBC's parking requirements as set out in their SPD titles 'Revised Parking Standards and Design', adopted in October 2011 for Zone 2 (Primary Core Area) where the site is located. Provision will be reflective of the end occupier noting that RBC provides different standards for food retail, non-food retail and gyms which are summarised below:
 - ▶ Food Retail: 1 space per 6 staff and 2 space per 300m²
 - ▶ Non-Food Retail: 1 space per 6 staff and 1 space per 250m²
 - ▶ Gym: 1 space per 6 staff and 1 space per 40m²

5.0 Development-Related Trip Generation

Overview

- 5.1 The future operator of the proposed unit is yet to be determined and given that a Class E use is proposed, it is considered appropriate to assess the most onerous uses in terms of trip generating potential. As such the following uses will be assessed using the TRICS database to determine the potential trip generational characteristics of the application site.
- ▶ Food Retail – the TRICS category 01-Retail-A-Food Superstore.
 - ▶ Non-Food Retail – TRICS category 01-Retail-A-Other Individual Non-Food Superstore
 - ▶ Gym – TRICS category 07-Leisure-K-Fitness Club (Private)
- 5.2 Multi-modal trip rates have been obtained from the TRICS database, but for the purposes of this comparative assessment, total vehicles are considered.
- 5.3 The weekday AM peak (08:00-09:00), weekday PM peak (17:00-18:00) and weekend peak periods have been assessed.
- 5.4 The TRICS outputs are included as **Appendix E**.

Food Retail

- 5.5 The total vehicle trip rates and associated trips, should the unit be occupied by a food retail use, are summarised in Table 5.1.
- 5.6 It should be noted that in order to provide a robust assessment, the category 'Food Superstore' has been applied which provides the most onerous food retail trip rates. Although, it is recognised that given the size of the proposed unit, it is unlikely that superstore operators will be the future occupier but nonetheless the assessment provides a robust position.

Time Period	Trip Rates			No. Vehicle Trips		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Weekday AM Peak (08:00-09:00)	1.304	1.153	2.457	12	11	23
Weekday PM peak (17:00-18:00)	2.741	3.117	5.858	25	29	54
Weekend Peak (12:00-13:00)	5.202	5.343	10.545	48	50	98

Table 5.1 – Food Retail Trip Generation

- 5.7 Table 5.1 shows that if the proposed unit were to be occupied by food retail it could generate in the order of 23 two-way vehicle movements during the AM Peak, 54 two-way vehicle movements during the PM peak and 98 two-way vehicle movements during the weekend peak.
- 5.8 It should be recognised that the nature of a food retail use and given that the site is located within a retail park, there is the opportunity for trips generated by the proposed unit to already exist on the local highway network and this is considered in detail later in this section.

Non-Food Retail

- 5.9 The total vehicle trip rates and associated trips, should the unit be occupied by a non-food retail use, are summarised in Table 5.2.

Time Period	Trip Rates			No. Vehicle Trips		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Weekday AM Peak (08:00-09:00)	0.499	0.332	0.831	5	3	8
Weekday PM peak (17:00-18:00)	1.537	1.870	3.407	14	18	32
Weekend Peak (14:00-15:00)	4.037	3.791	7.828	38	35	73

Table 5.2 – Non-Food Retail Trip Generation

- 5.10 Table 5.2 shows that if the proposed unit were to be occupied by non-food retail it could generate in the order of 8 two-way vehicle movements during the AM Peak, 32 two-way vehicle movements during the PM peak and 73 two-way vehicle movements during the weekend peak.
- 5.11 It should be recognised that the nature of a non-food retail use and given that the site is located within a retail park, there is the opportunity for trips generated by the proposed unit to already exist on the local highway network and this is considered in detail later in this section.

Gym

- 5.12 The total vehicle trip rates and associated trips should the unit be occupied by a gym use are summarised in Table 5.3.

Time Period	Trip Rates			No. Vehicle Trips		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Weekday AM Peak (08:00-09:00)	0.771	0.835	1.606	7	8	15
Weekday PM peak (17:00-18:00)	2.399	1.238	3.637	22	12	34
Weekend Peak (16:00-17:00)	1.214	1.857	3.071	27	17	44

Table 5.3 – Gym Trip Generation

- 5.13 Table 5.3 shows that if the proposed unit were to be occupied by a gym it could generate in the order of 15 two-way vehicle movements during the AM Peak, 34 two-way vehicle movements during the PM peak and 44 two-way vehicle movements during the weekend peak. Noting that the weekend peak occurs away from the typical weekend lunchtime peak period.
- 5.14 It should be recognised that based on the nature of a gym use, trips generated by the proposed unit could already exist on the local highway network as end-users travel to the site on the way to, or from work for example. This is considered further below.

Trip Types

- 5.15 Given the location of the site is within an established retail park along with the characteristics of potential occupying uses, there will be an element of non-primary trips (e.g. pass-by and diverted) and linked trips generated by the development. These trips would be shared with other journey purposes already on the local road network, for example travelling along Rose Kiln Lane / A33 or linked with visits to other stores located in the Reading Link Retail Park.

- 5.16 TRICS Research Paper 95/2 identifies that of the trips generated by food retail uses 30% can be non-primary. TRICS Research Paper 97/2 identifies that for non-food retail uses, non-primary trips can account for 35-50% on weekdays and 25-50% on weekends.
- 5.17 In relation to linked trips, TRICS Research Paper 05/1 also identified that the more individual units that are located on any one site, the greater the proportion of linked trips. Furthermore, TRICS Research Paper 14/1 highlights that site location and gross floor (particularly those less than 4,000m² are more likely to produce pass-by trips compared with larger units) also contribute to a higher proportion of non-primary trips.
- 5.18 The site is located within a retail park where other uses are on offer and the site is accessed directly from a strategic road linking through Reading with residential suburbs located nearby. Therefore, the site is well placed to generate non-primary trips (pass-by and diverted) and linked trips.
- 5.19 Taking account of the research and the locational factors of the site, whilst also providing a robust assessment in terms of assigning wholly new trips generated by the development, the following trip type proportions (see Table 5.4) are considered to be appropriate to assess the development-related impact.
- 5.20 It is recognised that if the site is to be occupied by a gym, the trip type proportions would exhibit different characteristics compared with the food / non-food uses. The nature of the gym use would generate new trips to the network (e.g. home-gym-home) along with non-primary trips which already exist on the network – for example, visiting the gym on the way to, or from work. It is expected that any linked trips within the retail park would be relatively low. As such, these trip characteristics have been considered when assigning trip proportions for the gym use option.

Trip Type	Food Retail Use	Non-Food Retail Use	Gym Use
New	30%	20%	50%
Non-Primary (pass-by & diverted)	30%	40%	50%
Linked	40%	40%	0%
Total	100%	100%	100%

Table 5.4 - Trip Type Proportions by Use

- 5.21 Table 5.5 identifies the proportional breakdown of trips for each of the potential (whereby 'new' trips are considered to be wholly new to the network).

Trip Type	Food Retail Use			Non-Food Retail Use			Gym		
	AM Peak	PM Peak	Weekend Peak	AM Peak	PM Peak	Weekend Peak	AM Peak	PM Peak	Weekend Peak
New	7	16	29	2	6	15	7	17	14
Non-Primary (pass-by & diverted)	7	16	29	3	13	29	7	17	14
Linked	9	22	39	3	13	29	0	0	0
Total	23	54	98	8	32	73	15	34	29

Table 5.5 - Vehicle Trips by Trip Type and Use

- 5.22 It is new trips that would have the greatest impact on the operational capacity of the local road network and as demonstrated in Table 5.5, this is likely to be if the proposed unit were to be occupied by a food retail use.

- 5.23 Nevertheless, the number of new trips generated by the development (7 two-way trips in the AM peak, 16 two-way trips in the PM peak and 29 two-way trips during the weekend peak) are considered to have an immaterial impact on the operation of the local highway network.
- 5.24 The peak number of new trips generated during the AM peak hourly period equates to 1 vehicle every 8-9 minutes, the peak number of new trips generated during the PM peak hourly period equates to 1 vehicle every 3-4 minutes, and the peak number of new trips generated during the weekend peak hourly period equates to 1 vehicle every 2 minutes which is considered to be insignificant.

6.0 Parking Demand Analysis

Overview

- 6.1 This section details the existing parking demand generated at the retail park and the anticipated parking demand generated by the proposed unit. The assessment considers the impact of the loss of 47 spaces to the retail park car park as a result of the proposed unit.

Parking Accumulation – Proposed Unit

- 6.2 The trip generation analysis undertaken within Section 5 identifies that if the unit were to be occupied by a food retail use this would represent the worst case in terms of the number of vehicle trips generated by the site. As such, the parking accumulation assessments have been based on the TRICS arrival and departure profile for the food retail use in order to present a robust assessment.
- 6.3 Table 6.1 provides the arrivals and departures profile for the proposed unit during the weekday and weekend periods based on the TRICS assessment (see Section 5) and the resulting parking accumulation. It should be noted that the calculations do not account for any shared parking that may take place between the proposed unit and the exiting retail offers in the retail park.

Time	Weekday			Weekend		
	Arrivals	Departures	Parking Demand	Arrivals	Departures	Parking Demand
06:00-07:00	6	4	2	3	2	5*
07:00-08:00	9	8	3	12	9	8
08:00-09:00	12	11	4	21	15	15
09:00-10:00	18	15	7	33	25	23
10:00-11:00	21	18	10	43	36	30
11:00-12:00	25	22	12	49	46	32
12:00-13:00	27	27	13	48	50	31
13:00-14:00	24	25	12	47	49	29
14:00-15:00	24	24	12	44	44	29
15:00-16:00	25	25	13	43	46	26
16:00-17:00	26	24	15	40	45	21
17:00-18:00	25	29	11	36	41	16
18:00-19:00	25	26	10	29	33	11
19:00-20:00	21	24	7	21	24	8
20:00-21:00	14	16	5	13	15	5
21:00-22:00	6	4	2	7	9	3
* assumes cars already parked to avoid negative accumulation						

Table 6.1 – Proposed Parking Demand (based on a Food Retail occupier)

- 6.4 Table 6.1 shows that the proposed unit could generate a maximum parking demand for 15 vehicles on a typical weekday and 32 over a typical weekend period.

Parking Accumulation – Retail Park

- 6.5 To determine the future parking demand at Reading Link Retail Park, the existing parking demand obtained from the ATC survey (see Section 3) has been combined with the anticipated parking demand generated by the proposed unit as summarised in Table 6.1.
- 6.6 The retail park car park, once the Starbucks is built and operational, will provide a total of 311 parking spaces. The proposed unit will result in a loss of 47 spaces, bringing the total number of spaces in the car park to 264.
- 6.7 Table 6.2 provides the existing parking demand over an average weekday, the weekday parking demand generated by the proposed unit, the total parking demand and the resulting spare capacity.

Time	Existing Demand	Unit Demand	Total Demand	Spare Capacity
07:00-08:00	23	3	26	238
08:00-09:00	44	4	48	216
09:00-10:00	73	7	80	184
10:00-11:00	91	10	101	163
11:00-12:00	96	12	108	156
12:00-13:00	105	13	118	146
13:00-14:00	99	12	111	153
14:00-15:00	77	12	89	175
15:00-16:00	69	13	82	182
16:00-17:00	60	15	75	189
17:00-18:00	53	11	64	200
18:00-19:00	33	10	43	221
19:00-20:00	12	7	19	245
20:00-21:00	2	5	7	257
21:00-22:00	1	3	4	260

Table 6.2 – Proposed Car Parking Demand – Weekday

- 6.8 Table 6.2 indicates that on an average weekday, accounting for the proposed unit, there will be an overall peak parking demand for 118 spaces. On the basis that there will be 264 spaces available in the retail park car park, the analysis demonstrates that there will be a minimum spare capacity of 146 spaces.
- 6.9 Table 6.3 provides the existing parking demand on a Saturday, the weekend parking demand generated by the proposed unit, the total parking demand and the resulting spare capacity.

Time	Existing Demand	Unit Demand	Total Demand	Spare Capacity
07:00-08:00	32	8	40	224
08:00-09:00	52	15	67	197
09:00-10:00	80	23	103	161
10:00-11:00	132	30	162	102
11:00-12:00	156	32	188	76
12:00-13:00	151	31	182	82
13:00-14:00	147	29	176	88
14:00-15:00	157	29	186	78

15:00-16:00	134	26	160	104
16:00-17:00	95	21	116	148
17:00-18:00	60	16	76	188
18:00-19:00	32	11	43	221
19:00-20:00	13	8	21	243
20:00-21:00	1	5	6	258
21:00-22:00	2	3	5	259

Table 6.3 – Proposed Car Parking Demand – Saturday

- 6.10 Table 6.3 indicates that on a Saturday, accounting for the proposed unit, there will be an overall peak parking demand for 188 spaces. On the basis that there will be 264 spaces available in the retail park car park, the analysis demonstrates that there will be minimum spare capacity of 76 spaces.
- 6.11 Table 6.4 provides the existing parking demand on a Sunday, the weekend parking demand generated by the proposed unit, the total parking demand and the resulting spare capacity.

Time	Existing Demand	Unit Demand	Total Demand	Spare Capacity
07:00-08:00	41	8	49	215
08:00-09:00	40	15	55	209
09:00-10:00	49	23	72	192
10:00-11:00	112	30	142	122
11:00-12:00	149	32	181	83
12:00-13:00	181	31	212	52
13:00-14:00	141	29	170	94
14:00-15:00	132	29	161	103
15:00-16:00	88	26	114	150
16:00-17:00	37	21	58	206
17:00-18:00	11	16	27	237
18:00-19:00	3	11	14	250
19:00-20:00	0	8	8	256
20:00-21:00	1	5	6	258
21:00-22:00	0	3	3	261

Table 6.4 – Proposed Car Parking Demand – Sunday

- 6.12 Table 6.4 indicates that on a Sunday, accounting for the proposed unit, there will be an overall peak parking demand for 212 spaces. On the basis that there will be 264 spaces available in the retail park car park, the analysis demonstrates that there will be minimum spare capacity of 52 spaces.
- 6.13 Overall, the analysis demonstrates that the net loss of parking as a result of the proposed unit would still retain sufficient spare capacity to cater for the demand generated by the retail park and the proposed unit. There is also sufficient capacity to accommodate the demand that would be generated by Starbucks once open, particularly given there will be a high proportion of linked trips with the retail offers.
- 6.14 It has been demonstrated that there is sufficient capacity within the retail park car park to continue to accommodate the demand for parking generated by the retail park and the future demand of the proposed unit, and as such, the development proposal will not generate any overspill parking on the local highway network.

7.0 Summary and Conclusion

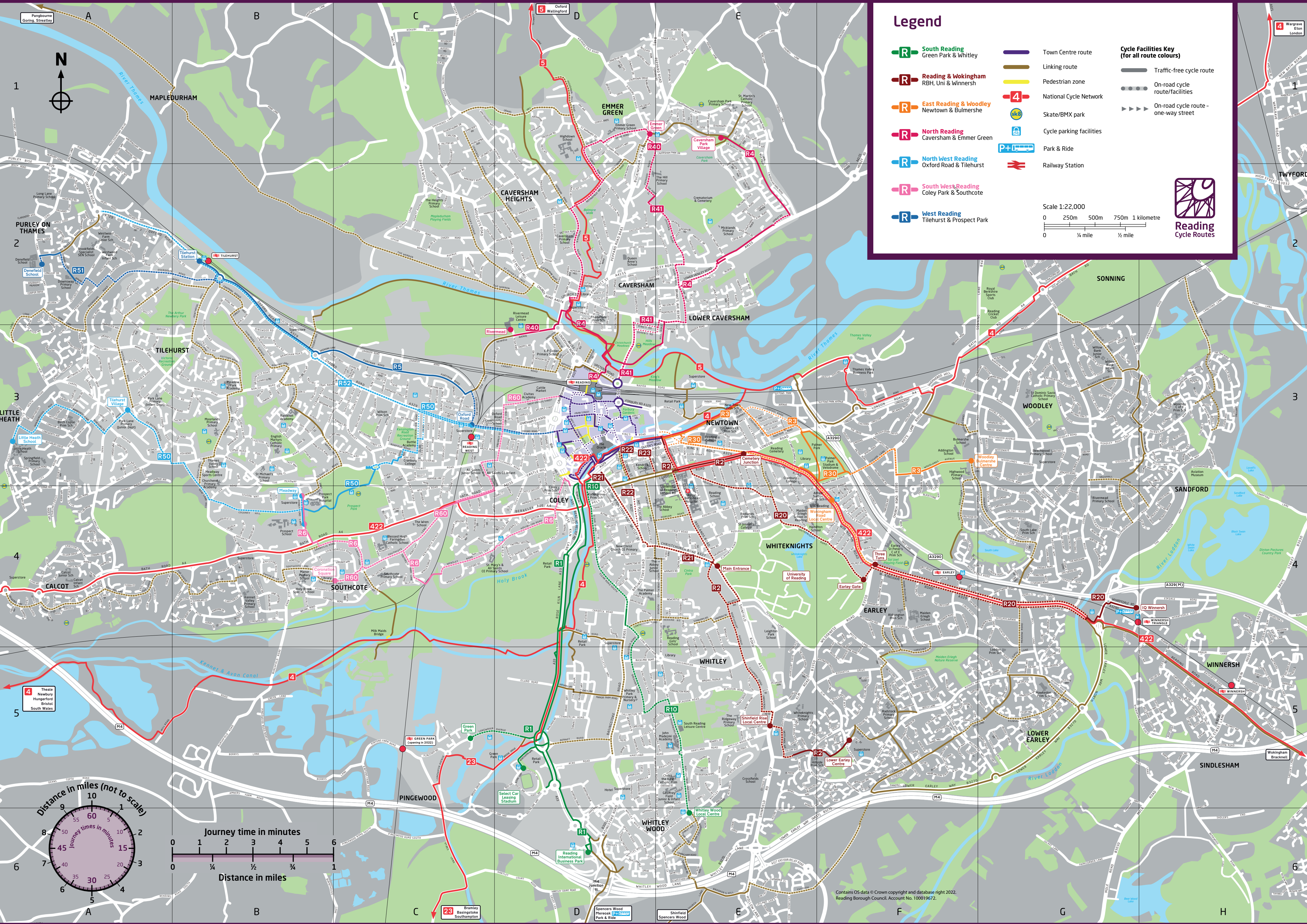
- 7.1 This Transport Statement (TS) has been prepared on behalf of Sorbon Estates to consider the highways and transport implications relating to the proposed construction of a new Class E unit (circa. 930m² GIA) within the car park of Reading Link Retail Park.
- 7.2 In summary, the TS has identified the following:
- ▶ The location of the site provides the opportunity for staff and customers to travel to the site by sustainable modes such as on foot, by cycle or via public transport, thereby reducing reliance on the private car.
 - ▶ PIC analysis demonstrates that no significant pattern or trend have been observed and it is considered that the proposed development will have no adverse impact on highway safety.
 - ▶ The site will continue to be accessed from the existing point of access to the car park from Rose Kiln Lane as well as the access to be created as part of the Starbucks unit.
 - ▶ The proposed unit will share car parking with the rest of the retail park. Cycle parking will be provided in accordance with RBC standards and will be reflective of the end occupier use.
 - ▶ Servicing and deliveries will take place from the rear of the proposed unit, utilising the existing service road and service yard for the retail park. Swept path analysis demonstrates that the manoeuvring requirements of a 16.5m articulated vehicle, the largest vehicle expected to deliver to the unit, can be accommodated.
 - ▶ Trip generation analysis has been undertaken based on a variety of Class E uses, as the end occupier of the site is not yet known (i.e. food retail, non-food retail and gym uses). The analysis demonstrate that food retail would generate the highest number of vehicle trips and as such, the unit could generate in the order of 23 two-way vehicle movements during the AM Peak, 54 two-way vehicle movements during the PM peak and 98 two-way vehicle movements during the weekend peak.
 - ▶ It is important to acknowledge that not all vehicle trips generated by the proposed unit will be wholly new to the network, and instead a proportion for the trips would be linked with other journey purposes (e.g. travelling to/from work) or with visits to the retail park. As such based on the proposed unit being occupied by food retail, the unit could generate in the order of 7 two-way trips in the AM peak, 16 two-way trips in the PM peak and 29 two-way trips during the weekend peak which would be wholly new to the network.
 - ▶ The number of new trips generated by the proposed unit is considered to be low and will have an immaterial impact on the operation of the local highway network.
 - ▶ Parking accumulation analysis demonstrates that there is sufficient spare capacity within the retail park car park to accommodate the existing parking demand and the future demand generation by the proposed unit. As such, the demand for car parking can be accommodate within the wider retail park site resulting in no overspill parking onto the public highway.

Conclusion

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

Appendix A

Reading Cycle Route Map



Legend

- South Reading**
Green Park & Whitley
- Reading & Wokingham**
RBH, Uni & Winnersh
- East Reading & Woodley**
Newtown & Bulmershe
- North Reading**
Caversham & Emmer Green
- North West Reading**
Oxford Road & Tilehurst
- South West Reading**
Coley Park & Southcote
- West Reading**
Tilehurst & Prospect Park
- Town Centre route**
- Linking route**
- National Cycle Network**
- Skate/BMX park**
- Cycle parking facilities**
- Park & Ride**
- Railway Station**

- ### Cycle Facilities Key (for all route colours)
- Traffic-free cycle route
 - On-road cycle route/facilities
 - On-road cycle route - one-way street

Scale 1:22,000
0 250m 500m 750m 1 kilometre
0 1/4 mile 1/2 mile



Appendix B

ATC Data

VEHICLE SPEED AND CLASSIFICATION SURVEY – READING LINK RETAIL PARK

DATASETS:

Site: [Reading LRP] Reading Link Retail Park Access, A-B Inbound

Direction: 7 - North bound A>B, South bound B>A. Lane: 0

Survey Duration: 00:00 27 January 2023 => 00:00 03 February 2023

File: Reading

Algorithm: Advanced.

PROFILE:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13

Speed range: 0 - 80 mph.

Units: Non-Metric (ft, mi, f/s, mph, lb, ton).

Note: Due to the location of the counter which resulted in vehicles turning across the tubes, vehicle classification is unreliable for this survey.

DEFINITIONS / ABBREVIATIONS*

Time - Time period commencing. (1-hour summaries given).

Total - Total number of vehicles counted in time period.

RunTot - Running or cumulative total of vehicles over survey period.

Vbin

30 (eg) - Number of vehicles between 30 and 35 mph (30.0 – 34.9).

35

Mean - Mean speed.

Vmin - Minimum speed.

Vmax - Maximum speed.

n> PSL 30 - Number of vehicles exceeding Posted Speed Limit (30 mph).

%> PSL 30 - Percentage of vehicles exceeding Posted Speed Limit (30 mph).

Vpp 85 - 85th percentile speed.

*Not all definitions may be used in a single report.



VEHICLE CLASSES

1	Bicycle	
2	Motor Cycle	
3	Car / Van	(cars and vans - without trailer).
4	Car / Van (T)	(cars and vans towing trailer).
5	R2 / Bus	(HGV / bus 2-axle rigid).
6	R3 / Bus	(HGV / bus 3-axle rigid).
7	R4	(HGV 4-axle rigid).
8	A3	(HGV 3-axle articulated).
9	A4	(HGV 4-axle articulated).
10	A5	(HGV 5-axle articulated).
11	A6	(HGV 6-axle articulated).
12	A6 [2]	(HGV 6-axle articulated comprising two trailers).
13	A7 [2]	(HGV 7 + axle articulated comprising two trailers).

Benchmark Data Collection

Fri 27 Time	January Total	2023 RunTot	Inbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	2	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5.2	5.7	6.1	0	0	-
0500	1	3	0	0	1	0	0	0	0	0	0	0	0	0	0	6.3	6.3	6.3	0	0	-
0600	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0700	10	13	0	0	10	0	0	0	0	0	0	0	0	0	0	4.8	6.3	8	0	0	-
0800	53	66	0	0	53	0	0	0	0	0	0	0	0	0	0	3.1	6.7	11.6	0	0	8.3
0900	108	174	0	0	107	0	1	0	0	0	0	0	0	0	0	3.4	7	13.2	0	0	8.5
1000	119	293	0	1	113	0	1	4	0	0	0	0	0	0	0	2.6	6.4	10.5	0	0	7.8
1100	145	438	1	0	140	0	1	3	0	0	0	0	0	0	0	2.8	6.8	70.9	1	0.7	7.8
1200	148	586	3	2	134	0	8	1	0	0	0	0	0	0	0	3.3	6.3	11.2	0	0	8.1
1300	164	750	2	0	157	0	4	1	0	0	0	0	0	0	0	2.9	6.2	10.1	0	0	7.6
1400	144	894	1	1	139	0	3	0	0	0	0	0	0	0	0	2.9	6.5	12.5	0	0	7.8
1500	148	1042	3	2	142	0	1	0	0	0	0	0	0	0	0	3	6.4	12.2	0	0	8.3
1600	103	1145	2	5	94	0	1	1	0	0	0	0	0	0	0	3.3	6.6	11	0	0	8.1
1700	100	1245	1	0	96	0	1	1	0	0	0	0	1	0	0	3.7	6.8	10.9	0	0	8.3
1800	87	1332	0	1	84	0	0	2	0	0	0	0	0	0	0	3.6	6.4	10.2	0	0	7.6
1900	59	1391	0	0	56	0	2	1	0	0	0	0	0	0	0	4.6	6.9	10.3	0	0	8.1
2000	10	1401	0	0	10	0	0	0	0	0	0	0	0	0	0	3.8	6.9	11.5	0	0	-
2100	2	1403	0	0	2	0	0	0	0	0	0	0	0	0	0	8.5	8.5	8.5	0	0	-
2200	5	1408	0	0	4	0	1	0	0	0	0	0	0	0	0	4.4	6.6	8.2	0	0	-
2300	0	1408	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	1329	1408	13	12	1269	0	21	13	0	0	0	0	1	0	0	2.6	6.5	70.9	1	0.1	8.1
06-22	1400	1408	13	12	1337	0	23	14	0	0	0	0	1	0	0	2.6	6.5	70.9	1	0.1	8.1
06-00	1405	1408	13	12	1341	0	24	14	0	0	0	0	1	0	0	2.6	6.5	70.9	1	0.1	8.1
00-00	1408	1408	13	12	1344	0	24	14	0	0	0	0	1	0	0	2.6	6.5	70.9	1	0.1	8.1

Benchmark Data Collection

Sat 28 Time	January Total	2023 RunTot	Inbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	0	1408	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	1	1409	0	0	1	0	0	0	0	0	0	0	0	0	0	7.1	7.1	7.1	0	0	-
0200	2	1411	0	0	2	0	0	0	0	0	0	0	0	0	0	7.1	7.3	7.5	0	0	-
0300	1	1412	0	0	1	0	0	0	0	0	0	0	0	0	0	7.5	7.5	7.5	0	0	-
0400	4	1416	0	0	4	0	0	0	0	0	0	0	0	0	0	4.6	6.5	8.2	0	0	-
0500	1	1417	0	0	1	0	0	0	0	0	0	0	0	0	0	7.3	7.3	7.3	0	0	-
0600	1	1418	0	0	1	0	0	0	0	0	0	0	0	0	0	8.1	8.1	8.1	0	0	-
0700	8	1426	1	0	7	0	0	0	0	0	0	0	0	0	0	4.5	6.6	8	0	0	-
0800	55	1481	0	0	54	0	1	0	0	0	0	0	0	0	0	3.5	7.5	14	0	0	9.8
0900	98	1579	0	1	97	0	0	0	0	0	0	0	0	0	0	3.3	7.3	11.8	0	0	8.9
1000	165	1744	0	2	161	0	2	0	0	0	0	0	0	0	0	2.7	6.8	11.1	0	0	8.1
1100	177	1921	1	1	170	0	4	1	0	0	0	0	0	0	0	3.3	6.4	11.4	0	0	7.8
1200	188	2109	3	5	178	0	2	0	0	0	0	0	0	0	0	3.2	6.2	17.1	0	0	7.6
1300	192	2301	3	2	187	0	0	0	0	0	0	0	0	0	0	2.3	6.3	11.1	0	0	7.8
1400	210	2511	1	3	195	1	10	0	0	0	0	0	0	0	0	3.4	6.3	11.8	0	0	7.8
1500	195	2706	1	3	181	0	8	2	0	0	0	0	0	0	0	2.3	6.1	10.3	0	0	7.4
1600	157	2863	1	2	149	1	2	2	0	0	0	0	0	0	0	3.1	6.4	11.3	0	0	7.6
1700	114	2977	0	0	112	0	0	2	0	0	0	0	0	0	0	3.4	6.9	10.9	0	0	8.1
1800	73	3050	0	0	72	0	1	0	0	0	0	0	0	0	0	3.3	7.2	10.1	0	0	8.3
1900	45	3095	0	0	45	0	0	0	0	0	0	0	0	0	0	3.7	6.7	9.3	0	0	7.6
2000	9	3104	0	0	9	0	0	0	0	0	0	0	0	0	0	7.1	8.8	11.1	0	0	-
2100	3	3107	0	0	2	0	1	0	0	0	0	0	0	0	0	8.3	8.5	8.9	0	0	-
2200	1	3108	0	0	1	0	0	0	0	0	0	0	0	0	0	8.6	8.6	8.6	0	0	-
2300	4	3112	0	1	3	0	0	0	0	0	0	0	0	0	0	6.8	9.6	11.9	0	0	-
07-19	1632	3112	11	19	1563	2	30	7	0	0	0	0	0	0	0	2.3	6.5	17.1	0	0	8.1
06-22	1690	3112	11	19	1620	2	31	7	0	0	0	0	0	0	0	2.3	6.5	17.1	0	0	8.1
06-00	1695	3112	11	20	1624	2	31	7	0	0	0	0	0	0	0	2.3	6.5	17.1	0	0	8.1
00-00	1704	3112	11	20	1633	2	31	7	0	0	0	0	0	0	0	2.3	6.5	17.1	0	0	8.1

Benchmark Data Collection

Sun 29	January	2023	Inbound		Car /	Car /	R2 /	R3 /	R4	A3	A4	A5	A6	A6	A7	Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
Time	Total	RunTot	Bicycle	Motor	Van	Van (T)	Bus	Bus						[2]	[2]				30	30	85
			Cycle	Cycle																	
0000	2	3114	0	0	1	0	1	0	0	0	0	0	0	0	0	7.4	7.7	8	0	0	-
0100	0	3114	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	2	3116	0	0	2	0	0	0	0	0	0	0	0	0	0	8.4	9.6	10.7	0	0	-
0300	0	3116	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	3	3119	0	0	3	0	0	0	0	0	0	0	0	0	0	5.9	6.7	8.1	0	0	-
0500	0	3119	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	0	3119	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0700	5	3124	0	0	5	0	0	0	0	0	0	0	0	0	0	6.5	8.7	11.6	0	0	-
0800	2	3126	0	0	2	0	0	0	0	0	0	0	0	0	0	4.4	7	9.6	0	0	-
0900	13	3139	1	2	8	0	2	0	0	0	0	0	0	0	0	4.6	7.8	15.6	0	0	9.4
1000	94	3233	0	0	94	0	0	0	0	0	0	0	0	0	0	3.6	7.1	11.9	0	0	9.2
1100	201	3434	1	5	182	1	7	3	2	0	0	0	0	0	0	3.1	6.1	10.4	0	0	7.4
1200	217	3651	1	3	205	1	6	1	0	0	0	0	0	0	0	2.6	6.5	10.7	0	0	8.5
1300	202	3853	1	1	197	0	2	0	1	0	0	0	0	0	0	3	5.9	11.3	0	0	7.2
1400	201	4054	1	0	198	0	1	1	0	0	0	0	0	0	0	2.8	5.8	11.6	0	0	6.9
1500	152	4206	0	2	146	0	1	3	0	0	0	0	0	0	0	3.2	6	10.7	0	0	7.4
1600	84	4290	0	1	82	0	0	1	0	0	0	0	0	0	0	3.8	6.8	10.7	0	0	8.1
1700	13	4303	0	0	13	0	0	0	0	0	0	0	0	0	0	3.4	8.1	11.6	0	0	8.9
1800	4	4307	1	0	3	0	0	0	0	0	0	0	0	0	0	4.6	6.9	10.9	0	0	-
1900	1	4308	0	0	1	0	0	0	0	0	0	0	0	0	0	5.9	5.9	5.9	0	0	-
2000	1	4309	0	0	1	0	0	0	0	0	0	0	0	0	0	5.9	5.9	5.9	0	0	-
2100	5	4314	2	0	3	0	0	0	0	0	0	0	0	0	0	5.3	6.7	9.8	0	0	-
2200	0	4314	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2300	0	4314	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	1188	4314	6	14	1135	2	19	9	3	0	0	0	0	0	0	2.6	6.3	15.6	0	0	7.8
06-22	1195	4314	8	14	1140	2	19	9	3	0	0	0	0	0	0	2.6	6.3	15.6	0	0	7.8
06-00	1195	4314	8	14	1140	2	19	9	3	0	0	0	0	0	0	2.6	6.3	15.6	0	0	7.8
00-00	1202	4314	8	14	1146	2	20	9	3	0	0	0	0	0	0	2.6	6.3	15.6	0	0	7.8

Benchmark Data Collection

Mon 30	January	2023	Inbound		Car /	Car /	R2 /	R3 /	R4	A3	A4	A5	A6	A6	A7	Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
Time	Total	RunTot	Bicycle	Motor	Van	Van (T)	Bus	Bus						[2]	[2]				30	30	85
0000	0	4314	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	4314	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	4314	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	4314	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	5	4319	0	0	5	0	0	0	0	0	0	0	0	0	0	5	7	9.6	0	0	-
0500	4	4323	0	0	1	0	3	0	0	0	0	0	0	0	0	6.5	8	9.2	0	0	-
0600	1	4324	0	0	1	0	0	0	0	0	0	0	0	0	0	8.2	8.2	8.2	0	0	-
0700	7	4331	0	0	7	0	0	0	0	0	0	0	0	0	0	7.1	8	8.2	0	0	-
0800	44	4375	0	1	43	0	0	0	0	0	0	0	0	0	0	5.4	8	14.5	0	0	9.6
0900	85	4460	0	1	78	0	5	1	0	0	0	0	0	0	0	4.1	7.7	15	0	0	9.6
1000	124	4584	2	2	113	0	7	0	0	0	0	0	0	0	0	3.8	7.1	11.4	0	0	8.9
1100	122	4706	1	1	118	0	2	0	0	0	0	0	0	0	0	3.1	7.2	11.4	0	0	8.7
1200	164	4870	0	3	156	0	3	2	0	0	0	0	0	0	0	3.2	6.8	12.3	0	0	8.3
1300	132	5002	1	2	125	0	3	1	0	0	0	0	0	0	0	3.4	6.9	10.3	0	0	8.3
1400	137	5139	1	2	131	0	3	0	0	0	0	0	0	0	0	3.7	7	12.8	0	0	8.3
1500	103	5242	0	1	94	0	7	1	0	0	0	0	0	0	0	3.1	6.6	10.2	0	0	8.1
1600	113	5355	0	4	107	0	2	0	0	0	0	0	0	0	0	3.6	6.5	11.8	0	0	8.1
1700	108	5463	2	1	103	0	2	0	0	0	0	0	0	0	0	3.1	7	11.3	0	0	8.5
1800	93	5556	1	0	89	0	3	0	0	0	0	0	0	0	0	3.2	6.6	10.8	0	0	7.8
1900	39	5595	0	0	38	0	1	0	0	0	0	0	0	0	0	4.3	6.9	10.2	0	0	7.6
2000	9	5604	0	1	6	0	2	0	0	0	0	0	0	0	0	4.6	7.5	11.4	0	0	-
2100	1	5605	0	0	1	0	0	0	0	0	0	0	0	0	0	9	9	9	0	0	-
2200	0	5605	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2300	1	5606	0	0	1	0	0	0	0	0	0	0	0	0	0	9	9	9	0	0	-
07-19	1232	5606	8	18	1164	0	37	5	0	0	0	0	0	0	0	3.1	7	15	0	0	8.7
06-22	1282	5606	8	19	1210	0	40	5	0	0	0	0	0	0	0	3.1	7	15	0	0	8.5
06-00	1283	5606	8	19	1211	0	40	5	0	0	0	0	0	0	0	3.1	7	15	0	0	8.5
00-00	1292	5606	8	19	1217	0	43	5	0	0	0	0	0	0	0	3.1	7	15	0	0	8.7

Benchmark Data Collection

Tue 31	January	2023	Inbound		Car /	Car /	R2 /	R3 /	R4	A3	A4	A5	A6	A6	A7	Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
Time	Total	RunTot	Bicycle	Motor Cycle	Van	Van (T)	Bus	Bus						[2]	[2]				30	30	85
0000	1	5607	0	0	1	0	0	0	0	0	0	0	0	0	0	9	9	9	0	0	-
0100	0	5607	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	1	5608	0	0	1	0	0	0	0	0	0	0	0	0	0	9	9	9	0	0	-
0300	0	5608	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	1	5609	1	0	0	0	0	0	0	0	0	0	0	0	0	4.8	4.8	4.8	0	0	-
0500	1	5610	0	0	1	0	0	0	0	0	0	0	0	0	0	6.9	6.9	6.9	0	0	-
0600	1	5611	0	0	1	0	0	0	0	0	0	0	0	0	0	6.9	6.9	6.9	0	0	-
0700	9	5620	1	0	8	0	0	0	0	0	0	0	0	0	0	4.6	8.2	10	0	0	-
0800	39	5659	1	1	36	0	1	0	0	0	0	0	0	0	0	4.4	7.2	12.2	0	0	8.9
0900	102	5761	0	3	98	0	1	0	0	0	0	0	0	0	0	3.1	7.2	12.8	0	0	8.7
1000	140	5901	1	0	138	0	1	0	0	0	0	0	0	0	0	3.2	6.2	12.9	0	0	7.4
1100	144	6045	1	0	141	0	2	0	0	0	0	0	0	0	0	4.1	6.5	12.2	0	0	7.8
1200	152	6197	0	2	148	0	2	0	0	0	0	0	0	0	0	3.6	6.8	10.5	0	0	8.3
1300	155	6352	1	1	145	0	7	1	0	0	0	0	0	0	0	3	6.5	11.1	0	0	7.6
1400	112	6464	1	2	106	0	3	0	0	0	0	0	0	0	0	1.5	7.3	12.8	0	0	8.9
1500	129	6593	1	2	124	0	2	0	0	0	0	0	0	0	0	3.7	6.6	9.9	0	0	7.8
1600	111	6704	2	2	106	0	1	0	0	0	0	0	0	0	0	3.3	6.3	10.8	0	0	7.6
1700	115	6819	0	1	112	0	2	0	0	0	0	0	0	0	0	3.3	7	13.4	0	0	8.5
1800	114	6933	0	0	114	0	0	0	0	0	0	0	0	0	0	3.1	6.5	11.3	0	0	8.3
1900	57	6990	0	0	57	0	0	0	0	0	0	0	0	0	0	3.9	8	11.9	0	0	9.4
2000	12	7002	3	0	8	0	0	1	0	0	0	0	0	0	0	3.8	6.6	10.5	0	0	7.6
2100	5	7007	0	0	5	0	0	0	0	0	0	0	0	0	0	4.4	7	9.2	0	0	-
2200	0	7007	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2300	2	7009	0	0	2	0	0	0	0	0	0	0	0	0	0	5.8	6.3	6.9	0	0	-
07-19	1322	7009	9	14	1276	0	22	1	0	0	0	0	0	0	0	1.5	6.7	13.4	0	0	8.3
06-22	1397	7009	12	14	1347	0	22	2	0	0	0	0	0	0	0	1.5	6.7	13.4	0	0	8.3
06-00	1399	7009	12	14	1349	0	22	2	0	0	0	0	0	0	0	1.5	6.7	13.4	0	0	8.3
00-00	1403	7009	13	14	1352	0	22	2	0	0	0	0	0	0	0	1.5	6.7	13.4	0	0	8.3

Benchmark Data Collection

Wed 01 Time	February Total	2023 RunTot	Inbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	2	7011	0	0	1	0	1	0	0	0	0	0	0	0	0	7.9	8.2	8.5	0	0	-
0100	0	7011	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	7011	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	1	7012	0	0	1	0	0	0	0	0	0	0	0	0	0	5.8	5.8	5.8	0	0	-
0400	4	7016	0	0	4	0	0	0	0	0	0	0	0	0	0	6.8	9.9	16.9	0	0	-
0500	0	7016	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	0	7016	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0700	8	7024	0	0	7	0	1	0	0	0	0	0	0	0	0	6.3	8.9	12.2	0	0	-
0800	38	7062	0	0	36	0	2	0	0	0	0	0	0	0	0	3.1	7.8	15.9	0	0	10.1
0900	76	7138	1	1	73	0	1	0	0	0	0	0	0	0	0	3.7	6.9	11.1	0	0	8.3
1000	108	7246	2	1	104	0	1	0	0	0	0	0	0	0	0	3.5	6.8	11.1	0	0	8.1
1100	124	7370	1	1	119	0	3	0	0	0	0	0	0	0	0	3.6	6.6	11.1	0	0	8.3
1200	137	7507	0	3	127	1	5	1	0	0	0	0	0	0	0	3.3	6.4	13.2	0	0	7.6
1300	129	7636	1	2	122	0	3	1	0	0	0	0	0	0	0	3.2	6.5	11	0	0	7.8
1400	126	7762	0	1	117	0	8	0	0	0	0	0	0	0	0	3.4	6.6	13.9	0	0	8.1
1500	118	7880	2	2	113	0	0	1	0	0	0	0	0	0	0	3	7	12.8	0	0	8.5
1600	102	7982	0	1	98	0	3	0	0	0	0	0	0	0	0	3	7.1	12.2	0	0	8.7
1700	96	8078	0	1	92	0	3	0	0	0	0	0	0	0	0	4.2	7	11.8	0	0	8.5
1800	98	8176	0	0	92	0	6	0	0	0	0	0	0	0	0	2.9	6.7	11.2	0	0	8.5
1900	49	8225	0	0	47	0	1	1	0	0	0	0	0	0	0	2.9	6.7	11.1	0	0	8.1
2000	8	8233	1	0	5	0	2	0	0	0	0	0	0	0	0	7.1	8.2	10.7	0	0	-
2100	3	8236	0	0	3	0	0	0	0	0	0	0	0	0	0	3.4	5.4	7.7	0	0	-
2200	0	8236	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2300	0	8236	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	1160	8236	7	13	1100	1	36	3	0	0	0	0	0	0	0	2.9	6.8	15.9	0	0	8.3
06-22	1220	8236	8	13	1155	1	39	4	0	0	0	0	0	0	0	2.9	6.8	15.9	0	0	8.3
06-00	1220	8236	8	13	1155	1	39	4	0	0	0	0	0	0	0	2.9	6.8	15.9	0	0	8.3
00-00	1227	8236	8	13	1161	1	40	4	0	0	0	0	0	0	0	2.9	6.8	16.9	0	0	8.3

Benchmark Data Collection

Thu 02	February	2023	Inbound		Car /	Car /	R2 /	R3 /	R4	A3	A4	A5	A6	A6	A7	Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
Time	Total	RunTot	Bicycle	Motor Cycle	Van	Van (T)	Bus	Bus						[2]	[2]				30	30	85
0000	0	8236	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	8236	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	8236	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	8236	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	3	8239	0	0	3	0	0	0	0	0	0	0	0	0	0	5.3	9.5	13.7	0	0	-
0500	2	8241	0	0	2	0	0	0	0	0	0	0	0	0	0	8.7	9.1	9.5	0	0	-
0600	2	8243	0	0	2	0	0	0	0	0	0	0	0	0	0	8.7	8.8	8.9	0	0	-
0700	9	8252	0	0	9	0	0	0	0	0	0	0	0	0	0	8.4	10.1	14.5	0	0	-
0800	44	8296	0	0	44	0	0	0	0	0	0	0	0	0	0	3.4	6.9	12.1	0	0	8.3
0900	66	8362	0	2	64	0	0	0	0	0	0	0	0	0	0	3.8	6.7	9.3	0	0	8.1
1000	101	8463	0	0	98	0	2	0	1	0	0	0	0	0	0	3.5	6.8	11.3	0	0	8.5
1100	134	8597	0	3	128	0	2	1	0	0	0	0	0	0	0	3.4	6.2	9.7	0	0	7.6
1200	157	8754	1	1	152	0	2	1	0	0	0	0	0	0	0	3.1	6.4	10.5	0	0	7.8
1300	127	8881	1	0	124	0	1	1	0	0	0	0	0	0	0	3.8	6.1	9.6	0	0	7.4
1400	122	9003	0	1	120	0	0	1	0	0	0	0	0	0	0	3.6	6.7	10.3	0	0	7.8
1500	114	9117	0	2	109	0	3	0	0	0	0	0	0	0	0	3.4	7.1	12.3	0	0	8.3
1600	110	9227	1	2	103	0	4	0	0	0	0	0	0	0	0	3.2	6.7	11.1	0	0	8.3
1700	100	9327	0	1	97	0	2	0	0	0	0	0	0	0	0	3.2	6.8	11.9	0	0	8.1
1800	78	9405	0	1	75	0	2	0	0	0	0	0	0	0	0	3.7	7.1	11.5	0	0	8.5
1900	45	9450	1	0	44	0	0	0	0	0	0	0	0	0	0	4.6	7	12.9	0	0	8.7
2000	13	9463	0	0	13	0	0	0	0	0	0	0	0	0	0	4.1	6.9	8.3	0	0	7.6
2100	3	9466	0	0	3	0	0	0	0	0	0	0	0	0	0	7.6	8.6	10.2	0	0	-
2200	0	9466	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2300	1	9467	0	0	1	0	0	0	0	0	0	0	0	0	0	8.7	8.7	8.7	0	0	-
07-19	1162	9467	3	13	1123	0	18	4	1	0	0	0	0	0	0	3.1	6.6	14.5	0	0	8.1
06-22	1225	9467	4	13	1185	0	18	4	1	0	0	0	0	0	0	3.1	6.7	14.5	0	0	8.1
06-00	1226	9467	4	13	1186	0	18	4	1	0	0	0	0	0	0	3.1	6.7	14.5	0	0	8.1
00-00	1231	9467	4	13	1191	0	18	4	1	0	0	0	0	0	0	3.1	6.7	14.5	0	0	8.1
Summary			Inbound		Car /	Car /	R2 /	R3 /	R4	A3	A4	A5	A6	A6	A7	Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
	Total	RunTot	Bicycle	Motor Cycle	Van	Van (T)	Bus	Bus						[2]	[2]				30	30	85
	9467	9467	65	105	9044	5	198	45	4	0	0	0	1	0	0	1.5	6.6	70.9	1	0	8.3

Benchmark Data Collection

Fri 27	January	2023	Outbound		Car /	Car /	R2 /	R3 /	R4	A3	A4	A5	A6	A6	A7	Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
Time	Total	RunTot	Bicycle	Motor	Van	Van (T)	Bus	Bus						[2]	[2]				30	30	85
				Cycle																	
0000	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4.5	4.5	4.5	0	0	-
0100	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	2	3	1	0	1	0	0	0	0	0	0	0	0	0	0	8.1	8.3	8.6	0	0	-
0400	1	4	0	0	1	0	0	0	0	0	0	0	0	0	0	4.8	4.8	4.8	0	0	-
0500	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0700	4	8	0	0	4	0	0	0	0	0	0	0	0	0	0	5.5	7.2	10.4	0	0	-
0800	28	36	0	0	25	0	0	3	0	0	0	0	0	0	0	3.2	6.4	11.4	0	0	7.6
0900	75	111	1	0	65	0	1	8	0	0	0	0	0	0	0	2.8	6.7	9.3	0	0	8.5
1000	111	222	0	1	104	0	2	4	0	0	0	0	0	0	0	2.6	5.8	11.4	0	0	6.9
1100	139	361	1	0	122	0	4	12	0	0	0	0	0	0	0	3.2	6.1	11.3	0	0	7.6
1200	156	517	2	0	144	1	1	8	0	0	0	0	0	0	0	3.5	6.5	10.9	0	0	8.1
1300	153	670	1	2	139	1	2	8	0	0	0	0	0	0	0	2.8	6.3	12	0	0	7.6
1400	174	844	2	1	156	0	4	10	1	0	0	0	0	0	0	2.8	6.3	10.3	0	0	7.6
1500	152	996	0	1	146	0	0	5	0	0	0	0	0	0	0	2.9	6.6	10.7	0	0	7.8
1600	111	1107	0	1	102	0	1	7	0	0	0	0	0	0	0	3.7	6.6	10.3	0	0	8.1
1700	117	1224	0	3	106	0	1	6	0	0	0	0	1	0	0	2.7	6.3	10.1	0	0	7.8
1800	99	1323	0	2	87	0	1	9	0	0	0	0	0	0	0	3.1	6.5	11.1	0	0	7.8
1900	79	1402	0	0	67	0	1	11	0	0	0	0	0	0	0	3.6	7	11.3	0	0	8.3
2000	23	1425	1	0	21	0	0	1	0	0	0	0	0	0	0	4.6	7.1	10.6	0	0	9.4
2100	6	1431	1	0	5	0	0	0	0	0	0	0	0	0	0	5.1	9.9	12.4	0	0	-
2200	2	1433	0	0	1	0	0	1	0	0	0	0	0	0	0	5.2	6.4	7.5	0	0	-
2300	1	1434	0	0	1	0	0	0	0	0	0	0	0	0	0	5.2	5.2	5.2	0	0	-
07-19	1319	1434	7	11	1200	2	17	80	1	0	0	0	1	0	0	2.6	6.4	12	0	0	7.8
06-22	1427	1434	9	11	1293	2	18	92	1	0	0	0	1	0	0	2.6	6.4	12.4	0	0	7.8
06-00	1430	1434	9	11	1295	2	18	93	1	0	0	0	1	0	0	2.6	6.4	12.4	0	0	7.8
00-00	1434	1434	10	11	1298	2	18	93	1	0	0	0	1	0	0	2.6	6.4	12.4	0	0	7.8

Benchmark Data Collection

Sat 28	January	2023	Outbound		Car /	Car /	R2 /	R3 /	R4	A3	A4	A5	A6	A6	A7	Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
Time	Total	RunTot	Bicycle	Motor	Van	Van (T)	Bus	Bus						[2]	[2]				30	30	85
				Cycle																	
0000	1	1435	1	0	0	0	0	0	0	0	0	0	0	0	0	5.4	5.4	5.4	0	0	-
0100	1	1436	0	0	1	0	0	0	0	0	0	0	0	0	0	5.6	5.6	5.6	0	0	-
0200	2	1438	0	0	1	0	0	1	0	0	0	0	0	0	0	5.7	7.7	9.7	0	0	-
0300	0	1438	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	3	1441	0	0	3	0	0	0	0	0	0	0	0	0	0	7.6	7.9	8.4	0	0	-
0500	1	1442	0	0	1	0	0	0	0	0	0	0	0	0	0	5.5	5.5	5.5	0	0	-
0600	2	1444	1	0	1	0	0	0	0	0	0	0	0	0	0	5.7	6.7	7.7	0	0	-
0700	0	1444	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0800	35	1479	0	0	29	0	1	5	0	0	0	0	0	0	0	3.4	6.9	9.2	0	0	8.3
0900	71	1550	1	0	64	0	0	6	0	0	0	0	0	0	0	4.3	6.5	9.9	0	0	8.5
1000	113	1663	0	1	105	0	2	5	0	0	0	0	0	0	0	2.9	6.5	10.4	0	0	8.1
1100	154	1817	2	2	135	1	3	10	0	0	0	0	1	0	0	3.7	6.6	10.8	0	0	7.8
1200	191	2008	1	2	173	0	1	14	0	0	0	0	0	0	0	2.5	6.1	13.7	0	0	7.4
1300	195	2203	2	2	176	0	4	10	1	0	0	0	0	0	0	3.1	6	10.4	0	0	7.4
1400	201	2404	2	1	178	0	4	11	4	0	0	0	1	0	0	0.5	6.2	10.7	0	0	7.4
1500	219	2623	2	2	195	0	12	6	1	0	0	0	1	0	0	3.2	6.4	16.2	0	0	8.1
1600	195	2818	0	4	183	0	1	7	0	0	0	0	0	0	0	3.5	6.4	10.8	0	0	7.2
1700	149	2967	0	1	138	0	1	9	0	0	0	0	0	0	0	3.9	6.7	10.7	0	0	8.1
1800	104	3071	3	0	92	0	1	8	0	0	0	0	0	0	0	3.2	6.6	11.4	0	0	7.8
1900	65	3136	1	0	53	0	2	9	0	0	0	0	0	0	0	2.9	7.3	12.5	0	0	8.5
2000	21	3157	0	0	20	0	0	1	0	0	0	0	0	0	0	5.8	7.4	12.6	0	0	7.8
2100	2	3159	0	0	2	0	0	0	0	0	0	0	0	0	0	10	10	10	0	0	-
2200	1	3160	0	0	0	0	1	0	0	0	0	0	0	0	0	6.6	6.6	6.6	0	0	-
2300	6	3166	0	1	4	0	0	1	0	0	0	0	0	0	0	5.3	8.8	16.9	0	0	-
07-19	1627	3166	13	15	1468	1	30	91	6	0	0	0	3	0	0	0.5	6.4	16.2	0	0	7.6
06-22	1717	3166	15	15	1544	1	32	101	6	0	0	0	3	0	0	0.5	6.4	16.2	0	0	7.6
06-00	1724	3166	15	16	1548	1	33	102	6	0	0	0	3	0	0	0.5	6.4	16.9	0	0	7.8
00-00	1732	3166	16	16	1554	1	33	103	6	0	0	0	3	0	0	0.5	6.4	16.9	0	0	7.8

Benchmark Data Collection

Sun 29 Time	January Total	2023 RunTot	Outbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	2	3168	1	0	1	0	0	0	0	0	0	0	0	0	0	5.1	7.4	9.6	0	0	-
0100	0	3168	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	3168	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	1	3169	0	0	1	0	0	0	0	0	0	0	0	0	0	7	7	7	0	0	-
0400	1	3170	0	0	1	0	0	0	0	0	0	0	0	0	0	6.4	6.4	6.4	0	0	-
0500	1	3171	0	0	1	0	0	0	0	0	0	0	0	0	0	6.4	6.4	6.4	0	0	-
0600	0	3171	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0700	1	3172	0	0	0	0	0	1	0	0	0	0	0	0	0	10.7	10.7	10.7	0	0	-
0800	3	3175	0	0	3	0	0	0	0	0	0	0	0	0	0	9	9.1	9.1	0	0	-
0900	3	3178	0	0	2	0	0	1	0	0	0	0	0	0	0	7.2	8.9	10	0	0	-
1000	31	3209	0	0	26	0	1	3	1	0	0	0	0	0	0	5	7.4	10.5	0	0	8.5
1100	163	3372	0	2	148	0	4	8	1	0	0	0	0	0	0	3	6.1	11.3	0	0	7.2
1200	185	3557	1	3	166	0	6	9	0	0	0	0	0	0	0	2.9	6.7	11.9	0	0	8.1
1300	241	3798	0	3	219	0	4	15	0	0	0	0	0	0	0	3	6.1	11.3	0	0	7.2
1400	209	4007	0	3	194	1	4	7	0	0	0	0	0	0	0	3.3	6.5	10.6	0	0	7.6
1500	199	4206	3	1	180	0	7	8	0	0	0	0	0	0	0	2.2	5.9	9.6	0	0	7.2
1600	135	4341	0	3	115	0	5	12	0	0	0	0	0	0	0	2.5	6.1	10.9	0	0	7.2
1700	39	4380	0	0	31	0	1	6	1	0	0	0	0	0	0	3.5	7	12.6	0	0	8.5
1800	11	4391	0	0	11	0	0	0	0	0	0	0	0	0	0	7.2	7.7	8.3	0	0	7.8
1900	4	4395	0	0	4	0	0	0	0	0	0	0	0	0	0	5.2	7.5	10.3	0	0	-
2000	0	4395	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2100	4	4399	0	0	3	0	0	1	0	0	0	0	0	0	0	6.6	7.1	8	0	0	-
2200	0	4399	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2300	0	4399	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	1220	4399	4	15	1095	1	32	70	3	0	0	0	0	0	0	2.2	6.3	12.6	0	0	7.8
06-22	1228	4399	4	15	1102	1	32	71	3	0	0	0	0	0	0	2.2	6.3	12.6	0	0	7.8
06-00	1228	4399	4	15	1102	1	32	71	3	0	0	0	0	0	0	2.2	6.3	12.6	0	0	7.8
00-00	1233	4399	5	15	1106	1	32	71	3	0	0	0	0	0	0	2.2	6.3	12.6	0	0	7.8

Benchmark Data Collection

Mon 30	January	2023	Outbound		Car /	Car /	R2 /	R3 /	R4	A3	A4	A5	A6	A6	A7	Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
Time	Total	RunTot	Bicycle	Motor	Van	Van (T)	Bus	Bus						[2]	[2]				30	30	85
			Cycle	Cycle																	
0000	0	4399	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	1	4400	1	0	0	0	0	0	0	0	0	0	0	0	0	4.9	4.9	4.9	0	0	-
0200	1	4401	0	0	1	0	0	0	0	0	0	0	0	0	0	5.8	5.8	5.8	0	0	-
0300	0	4401	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	1	4402	0	0	1	0	0	0	0	0	0	0	0	0	0	5.8	5.8	5.8	0	0	-
0500	2	4404	0	0	1	0	1	0	0	0	0	0	0	0	0	6.6	6.7	6.9	0	0	-
0600	1	4405	0	0	0	0	0	0	1	0	0	0	0	0	0	9.7	9.7	9.7	0	0	-
0700	1	4406	0	0	1	0	0	0	0	0	0	0	0	0	0	8.1	8.1	8.1	0	0	-
0800	21	4427	0	0	20	0	0	0	1	0	0	0	0	0	0	3.8	7	11.6	0	0	8.3
0900	63	4490	0	0	54	0	1	8	0	0	0	0	0	0	0	3.9	7.5	12.5	0	0	8.9
1000	100	4590	1	2	86	0	3	7	0	0	0	0	1	0	0	3.6	7	12.1	0	0	8.3
1100	130	4720	3	1	115	0	3	8	0	0	0	0	0	0	0	3.5	6.5	19	0	0	7.8
1200	129	4849	1	0	121	0	1	6	0	0	0	0	0	0	0	3.5	6.3	9.7	0	0	6.9
1300	143	4992	3	3	123	0	3	10	0	0	0	1	0	0	0	3.1	7.1	13.8	0	0	8.5
1400	151	5143	2	1	133	0	1	14	0	0	0	0	0	0	0	3.1	6.7	11.4	0	0	8.1
1500	128	5271	0	1	113	0	1	13	0	0	0	0	0	0	0	3.3	6.8	11.4	0	0	8.7
1600	113	5384	4	3	102	0	0	4	0	0	0	0	0	0	0	0.9	7.1	10.8	0	0	8.3
1700	105	5489	2	1	94	0	3	5	0	0	0	0	0	0	0	3.7	6.9	12	0	0	8.3
1800	114	5603	0	3	96	0	0	15	0	0	0	0	0	0	0	3	6.8	11	0	0	8.1
1900	61	5664	0	0	51	0	0	9	0	0	0	0	1	0	0	3.1	7.1	11.4	0	0	9.4
2000	24	5688	1	1	20	0	0	2	0	0	0	0	0	0	0	2.4	6.2	11.1	0	0	7.8
2100	1	5689	0	0	0	0	0	1	0	0	0	0	0	0	0	7.5	7.5	7.5	0	0	-
2200	1	5690	0	0	1	0	0	0	0	0	0	0	0	0	0	7.5	7.5	7.5	0	0	-
2300	1	5691	0	0	1	0	0	0	0	0	0	0	0	0	0	6.7	6.7	6.7	0	0	-
07-19	1198	5691	16	15	1058	0	16	90	1	0	0	1	1	0	0	0.9	6.8	19	0	0	8.3
06-22	1285	5691	17	16	1129	0	16	102	2	0	0	1	2	0	0	0.9	6.8	19	0	0	8.3
06-00	1287	5691	17	16	1131	0	16	102	2	0	0	1	2	0	0	0.9	6.8	19	0	0	8.3
00-00	1292	5691	18	16	1134	0	17	102	2	0	0	1	2	0	0	0.9	6.8	19	0	0	8.3

Benchmark Data Collection

Tue 31	January	2023	Outbound		Car /	Car /	R2 /	R3 /	R4	A3	A4	A5	A6	A6	A7	Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
Time	Total	RunTot	Bicycle	Motor	Van	Van (T)	Bus	Bus						[2]	[2]				30	30	85
0000	1	5692	1	0	0	0	0	0	0	0	0	0	0	0	0	3.3	3.3	3.3	0	0	-
0100	0	5692	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	1	5693	0	0	1	0	0	0	0	0	0	0	0	0	0	5.2	5.2	5.2	0	0	-
0300	0	5693	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	1	5694	0	0	1	0	0	0	0	0	0	0	0	0	0	5.2	5.2	5.2	0	0	-
0500	0	5694	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	0	5694	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0700	5	5699	0	0	5	0	0	0	0	0	0	0	0	0	0	4.4	7.4	9.4	0	0	-
0800	19	5718	0	0	16	0	1	2	0	0	0	0	0	0	0	5.3	6.7	8.9	0	0	7.4
0900	56	5774	2	2	45	0	0	7	0	0	0	0	0	0	0	4.5	7.6	10.2	0	0	8.7
1000	117	5891	1	0	105	0	2	9	0	0	0	0	0	0	0	1.3	6.3	10.9	0	0	7.6
1100	142	6033	1	1	132	0	1	7	0	0	0	0	0	0	0	3.4	6.9	12.2	0	0	8.1
1200	153	6186	1	2	142	0	0	8	0	0	0	0	0	0	0	3	6.9	12.2	0	0	8.1
1300	156	6342	1	0	135	0	5	14	1	0	0	0	0	0	0	3.2	6.6	13.4	0	0	8.3
1400	140	6482	0	0	125	0	5	10	0	0	0	0	0	0	0	2.6	6.8	14	0	0	8.3
1500	137	6619	3	3	116	0	4	11	0	0	0	0	0	0	0	3.2	6.9	12.4	0	0	8.1
1600	122	6741	2	0	106	0	3	11	0	0	0	0	0	0	0	3.3	6.6	13	0	0	7.8
1700	114	6855	0	2	101	0	2	9	0	0	0	0	0	0	0	3	7.2	12.8	0	0	8.3
1800	135	6990	0	0	127	1	0	6	1	0	0	0	0	0	0	2.9	6.8	11.1	0	0	8.1
1900	87	7077	1	0	74	0	2	10	0	0	0	0	0	0	0	3.3	7.1	11.4	0	0	8.7
2000	19	7096	0	0	14	0	0	5	0	0	0	0	0	0	0	4	7.2	10.5	0	0	8.5
2100	8	7104	0	0	4	0	0	4	0	0	0	0	0	0	0	4.7	7.1	11.3	0	0	-
2200	2	7106	0	0	2	0	0	0	0	0	0	0	0	0	0	6.9	7.5	8.2	0	0	-
2300	2	7108	0	0	1	0	1	0	0	0	0	0	0	0	0	5.1	7.9	10.6	0	0	-
07-19	1296	7108	11	10	1155	1	23	94	2	0	0	0	0	0	0	1.3	6.8	14	0	0	8.1
06-22	1410	7108	12	10	1247	1	25	113	2	0	0	0	0	0	0	1.3	6.8	14	0	0	8.1
06-00	1414	7108	12	10	1250	1	26	113	2	0	0	0	0	0	0	1.3	6.8	14	0	0	8.1
00-00	1417	7108	13	10	1252	1	26	113	2	0	0	0	0	0	0	1.3	6.8	14	0	0	8.1

Benchmark Data Collection

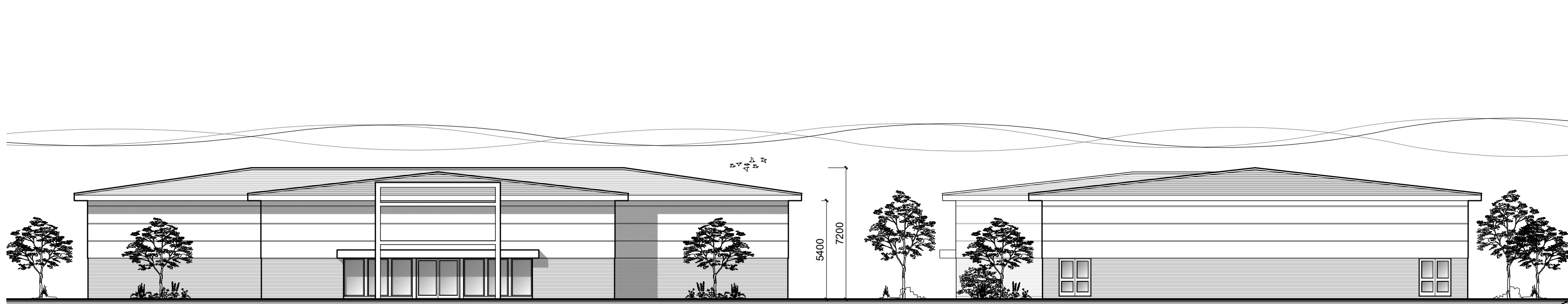
Wed 01 Time	January Total	2023 RunTot	Outbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	2	7110	0	0	2	0	0	0	0	0	0	0	0	0	0	6.6	8.1	9.5	0	0	-
0100	0	7110	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	7110	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	1	7111	0	0	0	0	0	1	0	0	0	0	0	0	0	4.4	4.4	4.4	0	0	-
0400	1	7112	0	0	1	0	0	0	0	0	0	0	0	0	0	7.5	7.5	7.5	0	0	-
0500	0	7112	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	0	7112	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0700	3	7115	0	0	3	0	0	0	0	0	0	0	0	0	0	9.4	12.3	13.9	0	0	-
0800	20	7135	2	0	15	0	2	1	0	0	0	0	0	0	0	4.5	7.7	12.2	0	0	9.4
0900	45	7180	0	0	43	0	2	0	0	0	0	0	0	0	0	2.9	6.4	10.5	0	0	7.4
1000	92	7272	1	1	86	0	0	4	0	0	0	0	0	0	0	3.8	6.8	11.4	0	0	8.3
1100	114	7386	0	1	101	0	1	11	0	0	0	0	0	0	0	2.5	6.5	11.3	0	0	8.1
1200	130	7516	0	0	119	0	3	8	0	0	0	0	0	0	0	3.2	6.1	12.8	0	0	7.2
1300	145	7661	2	1	132	0	3	7	0	0	0	0	0	0	0	2.3	6.4	11.2	0	0	8.1
1400	153	7814	3	2	130	0	4	13	1	0	0	0	0	0	0	2.6	6.4	10.5	0	0	7.4
1500	119	7933	1	2	104	0	1	10	0	0	0	0	1	0	0	2.9	6.7	12.2	0	0	8.1
1600	111	8044	1	1	97	0	1	11	0	0	0	0	0	0	0	3.5	6.9	14.4	0	0	8.1
1700	100	8144	1	2	90	0	2	5	0	0	0	0	0	0	0	2.5	7.4	11.9	0	0	8.7
1800	117	8261	1	1	112	0	1	2	0	0	0	0	0	0	0	3.7	7.1	11.6	0	0	8.7
1900	77	8338	0	0	72	0	2	2	0	0	0	0	1	0	0	3.3	7.4	14.2	0	0	9.2
2000	14	8352	0	0	13	0	0	1	0	0	0	0	0	0	0	4.4	6.7	9.1	0	0	8.9
2100	2	8354	0	0	2	0	0	0	0	0	0	0	0	0	0	7	7.2	7.5	0	0	-
2200	2	8356	0	0	2	0	0	0	0	0	0	0	0	0	0	7.5	7.7	8	0	0	-
2300	0	8356	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	1149	8356	12	11	1032	0	20	72	1	0	0	0	1	0	0	2.3	6.7	14.4	0	0	8.1
06-22	1242	8356	12	11	1119	0	22	75	1	0	0	0	2	0	0	2.3	6.7	14.4	0	0	8.3
06-00	1244	8356	12	11	1121	0	22	75	1	0	0	0	2	0	0	2.3	6.7	14.4	0	0	8.1
00-00	1248	8356	12	11	1124	0	22	76	1	0	0	0	2	0	0	2.3	6.7	14.4	0	0	8.3

Benchmark Data Collection

Thu 02 Time	January Total	2023 RunTot	Outbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	2	8358	0	0	1	0	1	0	0	0	0	0	0	0	0	8.2	9.2	10.2	0	0	-
0100	0	8358	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	8358	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	8358	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	8358	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	1	8359	0	0	1	0	0	0	0	0	0	0	0	0	0	6.9	6.9	6.9	0	0	-
0600	1	8360	0	0	0	0	1	0	0	0	0	0	0	0	0	4.4	4.4	4.4	0	0	-
0700	2	8362	0	0	2	0	0	0	0	0	0	0	0	0	0	6.5	6.9	7.2	0	0	-
0800	24	8386	0	0	20	0	1	3	0	0	0	0	0	0	0	3.6	6.9	10.6	0	0	8.7
0900	56	8442	4	0	48	0	1	2	1	0	0	0	0	0	0	2.8	6.5	11.9	0	0	8.3
1000	79	8521	2	1	73	0	1	2	0	0	0	0	0	0	0	3.1	6.8	11.7	0	0	8.1
1100	121	8642	1	1	108	0	2	7	2	0	0	0	0	0	0	3.1	6.3	10.4	0	0	7.4
1200	146	8788	1	0	140	0	1	4	0	0	0	0	0	0	0	2.7	6.1	10.5	0	0	7.4
1300	142	8930	2	3	129	0	3	5	0	0	0	0	0	0	0	2.5	6.3	11.1	0	0	7.6
1400	139	9069	0	2	125	1	1	10	0	0	0	0	0	0	0	3	6.3	10.1	0	0	7.6
1500	112	9181	0	4	100	0	3	4	1	0	0	0	0	0	0	3.2	6.4	10.9	0	0	7.8
1600	128	9309	0	2	122	1	0	3	0	0	0	0	0	0	0	2.8	6.7	11.6	0	0	7.8
1700	116	9425	0	1	106	0	1	8	0	0	0	0	0	0	0	3.1	6.9	10.7	0	0	8.1
1800	108	9533	1	2	100	0	0	5	0	0	0	0	0	0	0	3.4	7.3	20.8	0	0	9.2
1900	56	9589	3	0	52	0	0	1	0	0	0	0	0	0	0	3.8	6.9	11.8	0	0	8.5
2000	23	9612	0	0	20	0	0	3	0	0	0	0	0	0	0	5	6.9	9.7	0	0	7.8
2100	4	9616	0	0	4	0	0	0	0	0	0	0	0	0	0	8	8.5	9.3	0	0	-
2200	1	9617	0	0	1	0	0	0	0	0	0	0	0	0	0	8.5	8.5	8.5	0	0	-
2300	1	9618	1	0	0	0	0	0	0	0	0	0	0	0	0	7.5	7.5	7.5	0	0	-
07-19	1173	9618	11	16	1073	2	14	53	4	0	0	0	0	0	0	2.5	6.5	20.8	0	0	8.1
06-22	1257	9618	14	16	1149	2	15	57	4	0	0	0	0	0	0	2.5	6.6	20.8	0	0	8.1
06-00	1259	9618	15	16	1150	2	15	57	4	0	0	0	0	0	0	2.5	6.6	20.8	0	0	8.1
00-00	1262	9618	15	16	1152	2	16	57	4	0	0	0	0	0	0	2.5	6.6	20.8	0	0	8.1
Summary																					
Total		RunTot	Bicycle	Motor Cycle	Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
	9618	9618	89	95	8620	7	164	615	19	0	0	1	8	0	0	0.5	6.6	20.8	0	0	8.1

Appendix C

Site Layout

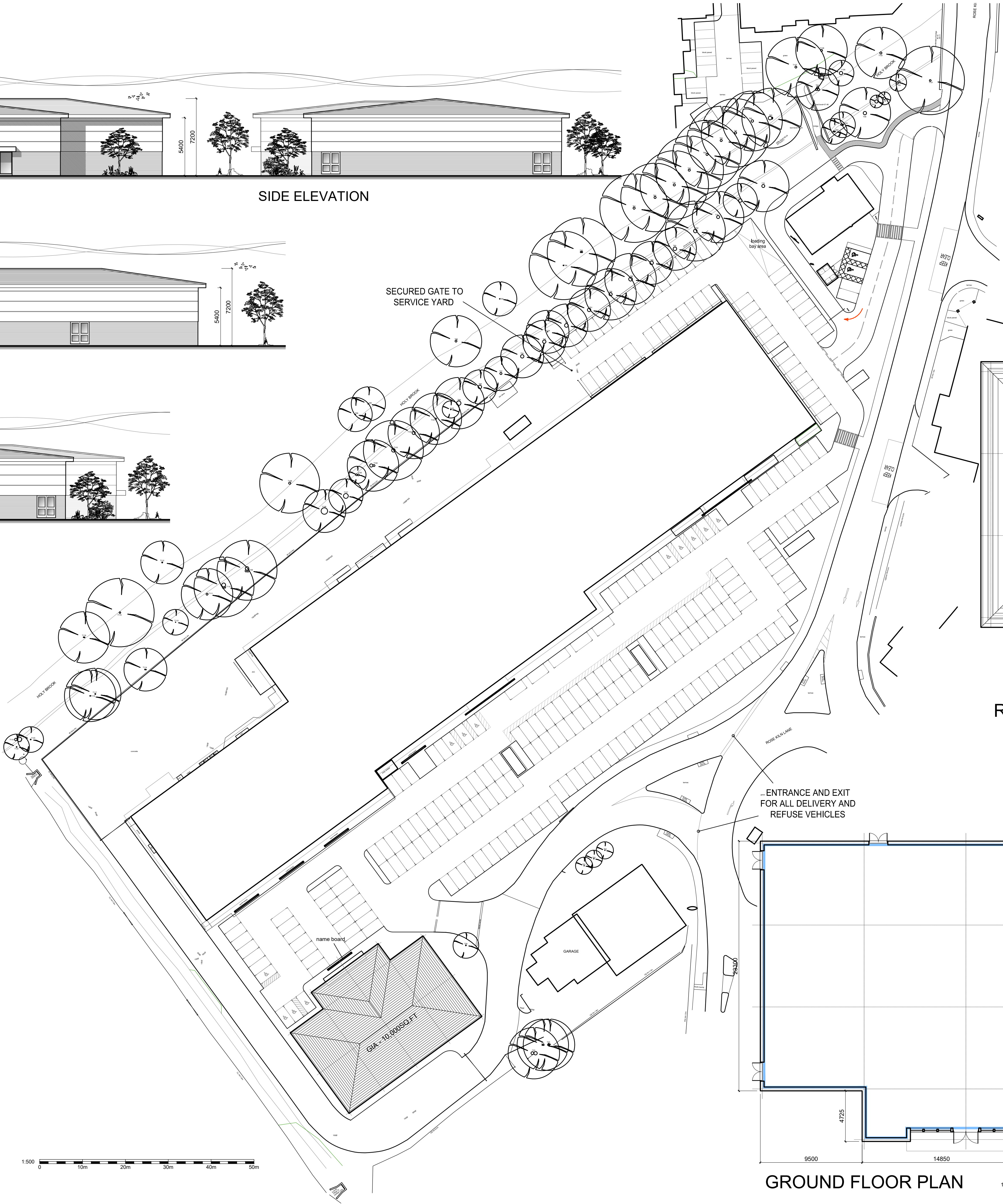


FRONT ELEVATION

SIDE ELEVATION

REAR ELEVATION

SIDE ELEVATION



ROOF PLAN

GROUND FLOOR PLAN



Rev	Date	Description
-----	------	-------------

SORBON
ESTATES

Proposed Development at
Reading Link Retail Park, Rose Kiln Lane,
Reading.

Planning

Drawing

Site Plan

Date	Scale @ A1	Drawn
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19.01.2023	1:500 1:200	jd
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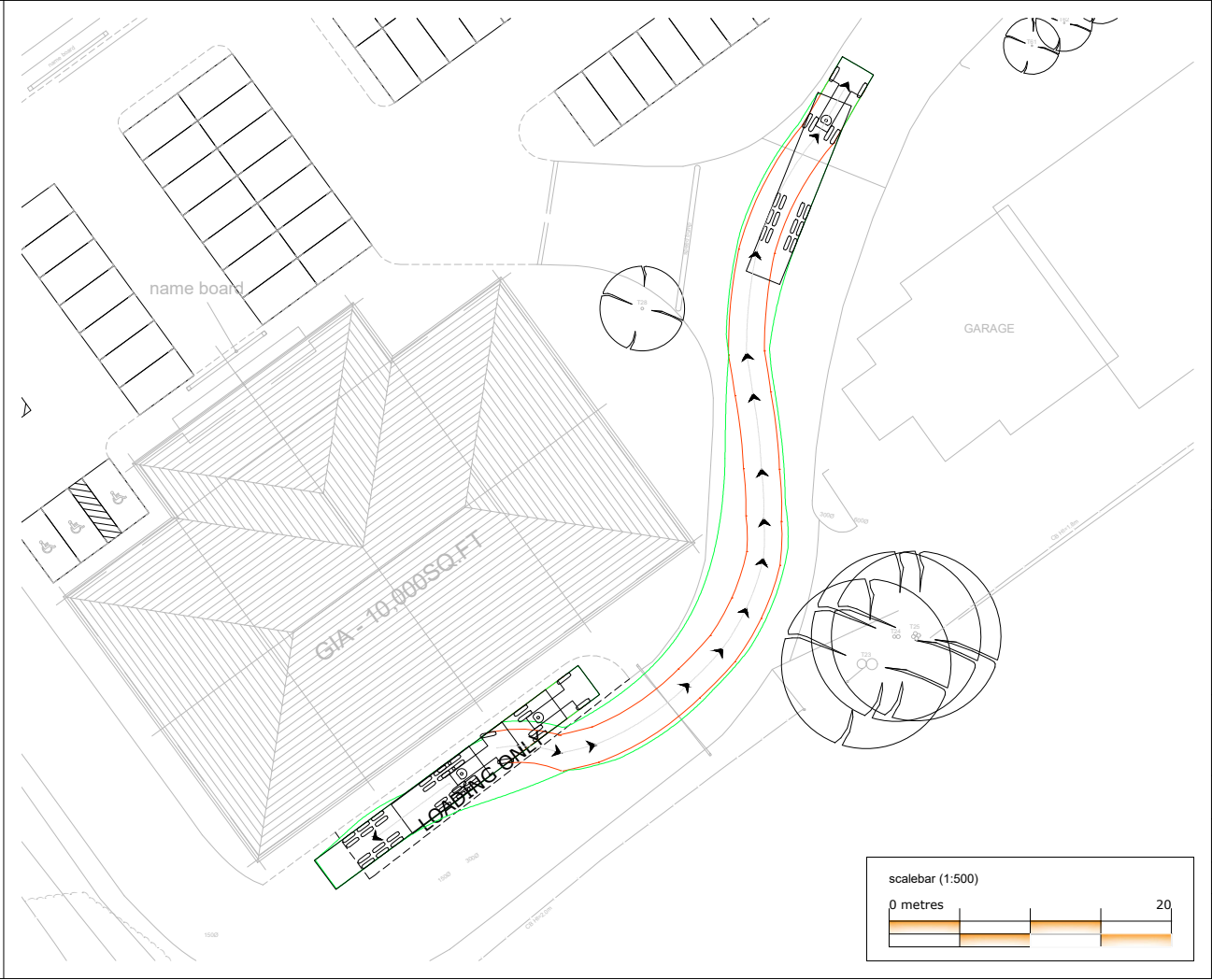
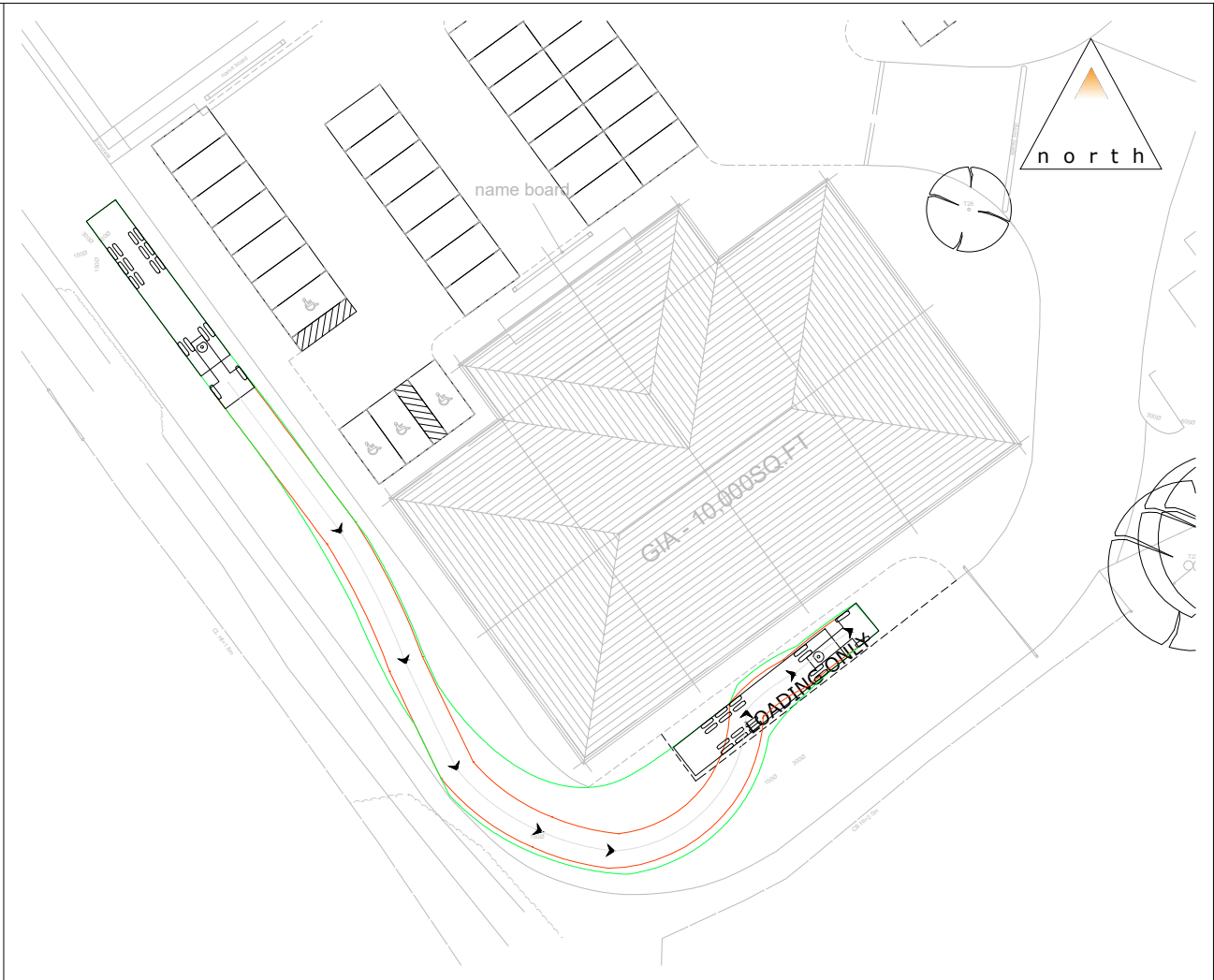
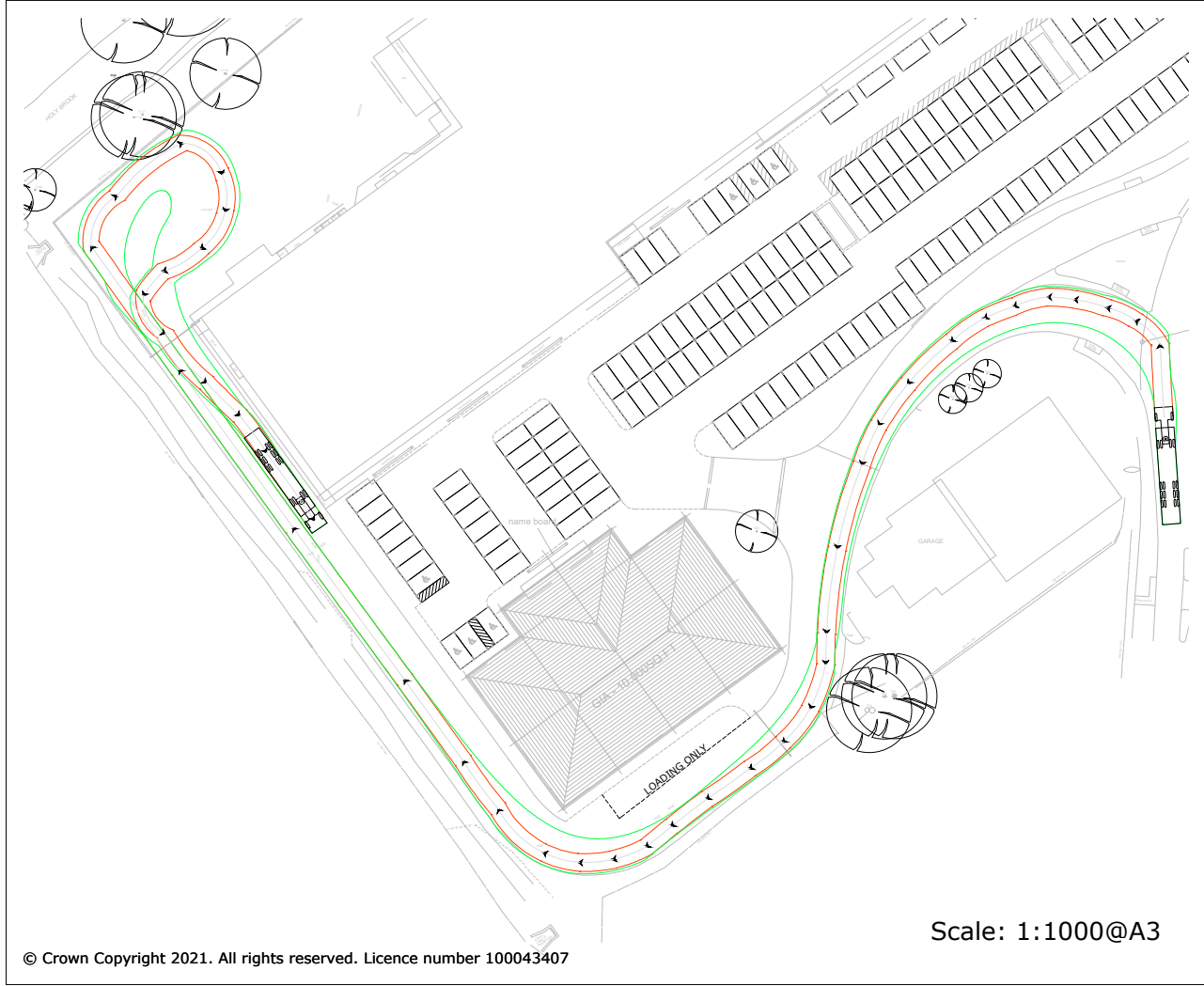
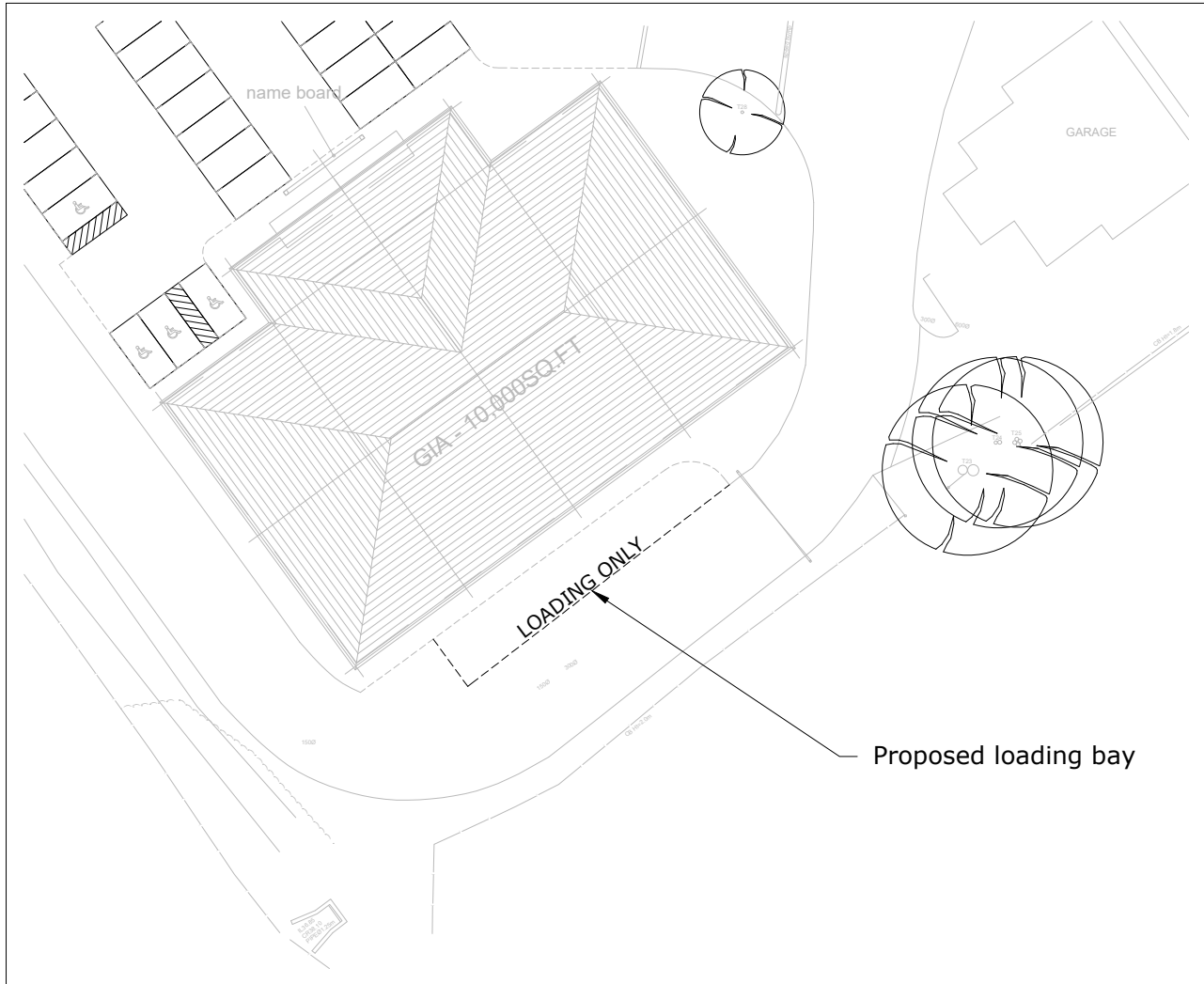
Drawing number	Revision
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RLRPRKL_PLN-GM_001 -

Appendix D

Swept Path Analysis

G:\Users\claire.sash\on\Work\on\Staff\Site\ark\sz2204\2206040\Drawing\2206040-TK01.dwg



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

Artic	Tractor Width	2.35	Lock to Lock Time	1: 6.0
	Tractor Width	2.35	Steering Angle	1: 62.7
	Tractor Track	2.55	Articulating Angle	1: 70.0

Wheelbase of cab

Vehicle body

Quadrant House, Broad Street Mall, Reading
RG1 7QE

T: 0118 467 4498

Guildford - London - Reading
www.motion.co.uk

Project:

Reading Link Retail Park

Title:

Proposed Servicing Arrangements

Client:

Sorbon Estates

Drawing Status:

Scale: 1:500 (@ A3) Date:10/02/2023

Drawn: CH Checked: CA Approved: CA

Drawing:

2206040-TK01

Revision:

Appendix E

TRICS Output

Motion High Street Guildford

Licence No: 734001

Calculation Reference: AUDIT-734001-230126-0112

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	CB CUMBRIA	1 days
	TW TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 5600 to 9050 (units: sqm)
 Range Selected by User: 800 to 12642 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 28/05/22

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

Selected survey days:

Wednesday	1 days
Friday	2 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
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:

Residential Zone	2
Built-Up Zone	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	2 days - Selected

LIST OF SITES relevant to selection parameters

1	CB-01-A-08	SAINSBURY'S		CUMBRIA
	BRIDGE STREET			
	CARLISLE			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	7200	sqm	
	Survey date: FRIDAY	06/06/14		Survey Type: MANUAL
2	GM-01-A-27	TESCO		GREATER MANCHESTER
	PARRS WOOD LANE			
	MANCHESTER			
	DIDSBURY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:	5600	sqm	
	Survey date: WEDNESDAY	20/04/22		Survey Type: MANUAL
3	TW-01-A-02	ASDA		TYNE & WEAR
	WANSBECK ROAD SOUTH			
	NEWCASTLE UPON TYNE			
	GOSFORTH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:	9050	sqm	
	Survey date: FRIDAY	03/05/19		Survey Type: MANUAL

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

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.77

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	5600	0.143	1	5600	0.107	1	5600	0.250
06:00 - 07:00	1	5600	0.607	1	5600	0.464	1	5600	1.071
07:00 - 08:00	3	7283	0.989	3	7283	0.879	3	7283	1.868
08:00 - 09:00	3	7283	1.304	3	7283	1.153	3	7283	2.457
09:00 - 10:00	3	7283	1.918	3	7283	1.588	3	7283	3.506
10:00 - 11:00	3	7283	2.265	3	7283	1.977	3	7283	4.242
11:00 - 12:00	3	7283	2.650	3	7283	2.416	3	7283	5.066
12:00 - 13:00	3	7283	2.924	3	7283	2.860	3	7283	5.784
13:00 - 14:00	3	7283	2.590	3	7283	2.686	3	7283	5.276
14:00 - 15:00	3	7283	2.613	3	7283	2.545	3	7283	5.158
15:00 - 16:00	3	7283	2.705	3	7283	2.650	3	7283	5.355
16:00 - 17:00	3	7283	2.810	3	7283	2.586	3	7283	5.396
17:00 - 18:00	3	7283	2.741	3	7283	3.117	3	7283	5.858
18:00 - 19:00	3	7283	2.668	3	7283	2.819	3	7283	5.487
19:00 - 20:00	3	7283	2.252	3	7283	2.531	3	7283	4.783
20:00 - 21:00	3	7283	1.497	3	7283	1.730	3	7283	3.227
21:00 - 22:00	3	7283	1.172	3	7283	1.378	3	7283	2.550
22:00 - 23:00	2	7325	0.396	2	7325	0.546	2	7325	0.942
23:00 - 24:00	1	5600	0.411	1	5600	0.554	1	5600	0.965
Total Rates:			34.655			34.586			69.241

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:	5600 - 9050 (units: sqm)
Survey date range:	01/01/14 - 28/05/22
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE

MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	5600	0.000	1	5600	0.000	1	5600	0.000
06:00 - 07:00	1	5600	0.000	1	5600	0.000	1	5600	0.000
07:00 - 08:00	3	7283	0.018	3	7283	0.014	3	7283	0.032
08:00 - 09:00	3	7283	0.032	3	7283	0.027	3	7283	0.059
09:00 - 10:00	3	7283	0.005	3	7283	0.005	3	7283	0.010
10:00 - 11:00	3	7283	0.005	3	7283	0.009	3	7283	0.014
11:00 - 12:00	3	7283	0.018	3	7283	0.005	3	7283	0.023
12:00 - 13:00	3	7283	0.014	3	7283	0.027	3	7283	0.041
13:00 - 14:00	3	7283	0.000	3	7283	0.005	3	7283	0.005
14:00 - 15:00	3	7283	0.014	3	7283	0.009	3	7283	0.023
15:00 - 16:00	3	7283	0.014	3	7283	0.009	3	7283	0.023
16:00 - 17:00	3	7283	0.014	3	7283	0.009	3	7283	0.023
17:00 - 18:00	3	7283	0.009	3	7283	0.005	3	7283	0.014
18:00 - 19:00	3	7283	0.009	3	7283	0.018	3	7283	0.027
19:00 - 20:00	3	7283	0.005	3	7283	0.009	3	7283	0.014
20:00 - 21:00	3	7283	0.000	3	7283	0.000	3	7283	0.000
21:00 - 22:00	3	7283	0.005	3	7283	0.005	3	7283	0.010
22:00 - 23:00	2	7325	0.000	2	7325	0.007	2	7325	0.007
23:00 - 24:00	1	5600	0.000	1	5600	0.000	1	5600	0.000
Total Rates:			0.162			0.163			0.325

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.

Motion High Street Guildford

Licence No: 734001

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	5600	0.000	1	5600	0.000	1	5600	0.000
06:00 - 07:00	1	5600	0.018	1	5600	0.000	1	5600	0.018
07:00 - 08:00	3	7283	0.041	3	7283	0.037	3	7283	0.078
08:00 - 09:00	3	7283	0.037	3	7283	0.027	3	7283	0.064
09:00 - 10:00	3	7283	0.050	3	7283	0.027	3	7283	0.077
10:00 - 11:00	3	7283	0.050	3	7283	0.055	3	7283	0.105
11:00 - 12:00	3	7283	0.059	3	7283	0.050	3	7283	0.109
12:00 - 13:00	3	7283	0.041	3	7283	0.032	3	7283	0.073
13:00 - 14:00	3	7283	0.055	3	7283	0.059	3	7283	0.114
14:00 - 15:00	3	7283	0.032	3	7283	0.018	3	7283	0.050
15:00 - 16:00	3	7283	0.078	3	7283	0.059	3	7283	0.137
16:00 - 17:00	3	7283	0.064	3	7283	0.082	3	7283	0.146
17:00 - 18:00	3	7283	0.037	3	7283	0.073	3	7283	0.110
18:00 - 19:00	3	7283	0.032	3	7283	0.037	3	7283	0.069
19:00 - 20:00	3	7283	0.037	3	7283	0.032	3	7283	0.069
20:00 - 21:00	3	7283	0.037	3	7283	0.037	3	7283	0.074
21:00 - 22:00	3	7283	0.014	3	7283	0.023	3	7283	0.037
22:00 - 23:00	2	7325	0.000	2	7325	0.007	2	7325	0.007
23:00 - 24:00	1	5600	0.000	1	5600	0.000	1	5600	0.000
Total Rates:			0.682			0.655			1.337

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.

Motion High Street Guildford

Licence No: 734001

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	5600	0.214	1	5600	0.143	1	5600	0.357
06:00 - 07:00	1	5600	0.875	1	5600	0.732	1	5600	1.607
07:00 - 08:00	3	7283	1.204	3	7283	1.071	3	7283	2.275
08:00 - 09:00	3	7283	1.730	3	7283	1.400	3	7283	3.130
09:00 - 10:00	3	7283	2.641	3	7283	2.059	3	7283	4.700
10:00 - 11:00	3	7283	3.076	3	7283	2.719	3	7283	5.795
11:00 - 12:00	3	7283	3.716	3	7283	3.295	3	7283	7.011
12:00 - 13:00	3	7283	4.037	3	7283	3.954	3	7283	7.991
13:00 - 14:00	3	7283	3.561	3	7283	3.661	3	7283	7.222
14:00 - 15:00	3	7283	3.478	3	7283	3.437	3	7283	6.915
15:00 - 16:00	3	7283	3.908	3	7283	3.872	3	7283	7.780
16:00 - 17:00	3	7283	3.918	3	7283	3.497	3	7283	7.415
17:00 - 18:00	3	7283	3.977	3	7283	4.641	3	7283	8.618
18:00 - 19:00	3	7283	4.146	3	7283	4.238	3	7283	8.384
19:00 - 20:00	3	7283	3.336	3	7283	3.991	3	7283	7.327
20:00 - 21:00	3	7283	2.156	3	7283	2.540	3	7283	4.696
21:00 - 22:00	3	7283	1.625	3	7283	1.913	3	7283	3.538
22:00 - 23:00	2	7325	0.485	2	7325	0.730	2	7325	1.215
23:00 - 24:00	1	5600	0.536	1	5600	0.714	1	5600	1.250
Total Rates:			48.619			48.607			97.226

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.

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	5600	0.036	1	5600	0.000	1	5600	0.036
06:00 - 07:00	1	5600	0.179	1	5600	0.196	1	5600	0.375
07:00 - 08:00	3	7283	0.247	3	7283	0.188	3	7283	0.435
08:00 - 09:00	3	7283	0.362	3	7283	0.348	3	7283	0.710
09:00 - 10:00	3	7283	0.412	3	7283	0.371	3	7283	0.783
10:00 - 11:00	3	7283	0.609	3	7283	0.554	3	7283	1.163
11:00 - 12:00	3	7283	0.590	3	7283	0.604	3	7283	1.194
12:00 - 13:00	3	7283	0.975	3	7283	0.700	3	7283	1.675
13:00 - 14:00	3	7283	0.897	3	7283	0.778	3	7283	1.675
14:00 - 15:00	3	7283	0.732	3	7283	0.819	3	7283	1.551
15:00 - 16:00	3	7283	0.911	3	7283	0.622	3	7283	1.533
16:00 - 17:00	3	7283	0.787	3	7283	0.778	3	7283	1.565
17:00 - 18:00	3	7283	0.686	3	7283	0.737	3	7283	1.423
18:00 - 19:00	3	7283	0.654	3	7283	0.851	3	7283	1.505
19:00 - 20:00	3	7283	0.545	3	7283	0.595	3	7283	1.140
20:00 - 21:00	3	7283	0.449	3	7283	0.636	3	7283	1.085
21:00 - 22:00	3	7283	0.316	3	7283	0.426	3	7283	0.742
22:00 - 23:00	2	7325	0.075	2	7325	0.294	2	7325	0.369
23:00 - 24:00	1	5600	0.089	1	5600	0.107	1	5600	0.196
Total Rates:			9.551			9.604			19.155

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.

Motion High Street Guildford

Licence No: 734001

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	5600	0.000	1	5600	0.000	1	5600	0.000
06:00 - 07:00	1	5600	0.125	1	5600	0.107	1	5600	0.232
07:00 - 08:00	3	7283	0.114	3	7283	0.110	3	7283	0.224
08:00 - 09:00	3	7283	0.119	3	7283	0.055	3	7283	0.174
09:00 - 10:00	3	7283	0.188	3	7283	0.124	3	7283	0.312
10:00 - 11:00	3	7283	0.211	3	7283	0.105	3	7283	0.316
11:00 - 12:00	3	7283	0.156	3	7283	0.133	3	7283	0.289
12:00 - 13:00	3	7283	0.256	3	7283	0.183	3	7283	0.439
13:00 - 14:00	3	7283	0.206	3	7283	0.188	3	7283	0.394
14:00 - 15:00	3	7283	0.160	3	7283	0.174	3	7283	0.334
15:00 - 16:00	3	7283	0.288	3	7283	0.238	3	7283	0.526
16:00 - 17:00	3	7283	0.275	3	7283	0.288	3	7283	0.563
17:00 - 18:00	3	7283	0.211	3	7283	0.233	3	7283	0.444
18:00 - 19:00	3	7283	0.165	3	7283	0.178	3	7283	0.343
19:00 - 20:00	3	7283	0.105	3	7283	0.101	3	7283	0.206
20:00 - 21:00	3	7283	0.069	3	7283	0.082	3	7283	0.151
21:00 - 22:00	3	7283	0.023	3	7283	0.073	3	7283	0.096
22:00 - 23:00	2	7325	0.000	2	7325	0.061	2	7325	0.061
23:00 - 24:00	1	5600	0.000	1	5600	0.000	1	5600	0.000
Total Rates:			2.671			2.433			5.104

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

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Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.77

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	5600	0.250	1	5600	0.143	1	5600	0.393
06:00 - 07:00	1	5600	1.196	1	5600	1.036	1	5600	2.232
07:00 - 08:00	3	7283	1.606	3	7283	1.405	3	7283	3.011
08:00 - 09:00	3	7283	2.247	3	7283	1.831	3	7283	4.078
09:00 - 10:00	3	7283	3.291	3	7283	2.581	3	7283	5.872
10:00 - 11:00	3	7283	3.945	3	7283	3.432	3	7283	7.377
11:00 - 12:00	3	7283	4.522	3	7283	4.082	3	7283	8.604
12:00 - 13:00	3	7283	5.309	3	7283	4.870	3	7283	10.179
13:00 - 14:00	3	7283	4.719	3	7283	4.686	3	7283	9.405
14:00 - 15:00	3	7283	4.403	3	7283	4.449	3	7283	8.852
15:00 - 16:00	3	7283	5.185	3	7283	4.792	3	7283	9.977
16:00 - 17:00	3	7283	5.043	3	7283	4.645	3	7283	9.688
17:00 - 18:00	3	7283	4.911	3	7283	5.684	3	7283	10.595
18:00 - 19:00	3	7283	4.998	3	7283	5.304	3	7283	10.302
19:00 - 20:00	3	7283	4.023	3	7283	4.719	3	7283	8.742
20:00 - 21:00	3	7283	2.709	3	7283	3.295	3	7283	6.004
21:00 - 22:00	3	7283	1.977	3	7283	2.435	3	7283	4.412
22:00 - 23:00	2	7325	0.560	2	7325	1.092	2	7325	1.652
23:00 - 24:00	1	5600	0.625	1	5600	0.821	1	5600	1.446
Total Rates:			61.519				61.302	122.821	

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.

Motion High Street Guildford

Licence No: 734001

Calculation Reference: AUDIT-734001-230126-0143

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	BH BRIGHTON & HOVE	1 days
	ES EAST SUSSEX	1 days
05	EAST MIDLANDS	
	NM WEST NORTHAMPTONSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 4644 to 11800 (units: sqm)
 Range Selected by User: 800 to 12642 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 28/05/22

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

Selected survey days:

Wednesday	1 days
Saturday	5 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	6
------------------------------------	---

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

Selected Location Sub Categories:

Development Zone	1
Residential Zone	3
Retail Zone	1
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	5 days - Selected

Motion High Street Guildford

Licence No: 734001

LIST OF SITES relevant to selection parameters

1	BH-01-A-08	WAITROSE	BRIGHTON & HOVE
	NEVILL ROAD		
	BRIGHTON		
	WEST BLATCHINGTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	4644 sqm	
	Survey date: SATURDAY	23/09/17	Survey Type: MANUAL
2	ES-01-A-17	ASDA	EAST SUSSEX
	BATTLE ROAD		
	HASTINGS		
	ST LEONARDS ON SEA		
	Suburban Area (PPS6 Out of Centre)		
	Retail Zone		
	Total Gross floor area:	6920 sqm	
	Survey date: SATURDAY	01/03/14	Survey Type: MANUAL
3	GM-01-A-27	TESCO	GREATER MANCHESTER
	PARRS WOOD LANE		
	MANCHESTER		
	DIDSBURY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	5600 sqm	
	Survey date: WEDNESDAY	20/04/22	Survey Type: MANUAL
4	NE-01-A-02	SAINSBURY'S	NORTH EAST LINCOLNSHIRE
	DONCASTER ROAD		
	SCUNTHORPE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	7200 sqm	
	Survey date: SATURDAY	10/05/14	Survey Type: MANUAL
5	NM-01-A-04	SAINSBURY'S	WEST NORTHAMPTONSHIRE
	A4500 WEEDON ROAD		
	NORTHAMPTON		
	SIXFIELDS		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total Gross floor area:	11800 sqm	
	Survey date: SATURDAY	18/10/14	Survey Type: MANUAL
6	TW-01-A-04	TESCO EXTRA	TYNE & WEAR
	NORHAM ROAD		
	NORTH SHIELDS		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	11250 sqm	
	Survey date: SATURDAY	28/05/22	Survey Type: MANUAL

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

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.86

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	8425	0.237	2	8425	0.101	2	8425	0.338
06:00 - 07:00	2	8425	0.451	2	8425	0.309	2	8425	0.760
07:00 - 08:00	6	7902	1.259	6	7902	0.977	6	7902	2.236
08:00 - 09:00	6	7902	2.200	6	7902	1.573	6	7902	3.773
09:00 - 10:00	6	7902	3.455	6	7902	2.643	6	7902	6.098
10:00 - 11:00	6	7902	4.433	6	7902	3.693	6	7902	8.126
11:00 - 12:00	6	7902	5.068	6	7902	4.788	6	7902	9.856
12:00 - 13:00	6	7902	5.089	6	7902	5.237	6	7902	10.326
13:00 - 14:00	6	7902	4.832	6	7902	5.060	6	7902	9.892
14:00 - 15:00	6	7902	4.604	6	7902	4.549	6	7902	9.153
15:00 - 16:00	6	7902	4.497	6	7902	4.716	6	7902	9.213
16:00 - 17:00	6	7902	4.210	6	7902	4.726	6	7902	8.936
17:00 - 18:00	6	7902	3.727	6	7902	4.286	6	7902	8.013
18:00 - 19:00	6	7902	3.202	6	7902	3.661	6	7902	6.863
19:00 - 20:00	6	7902	2.387	6	7902	2.691	6	7902	5.078
20:00 - 21:00	6	7902	1.449	6	7902	1.742	6	7902	3.191
21:00 - 22:00	6	7902	0.892	6	7902	1.109	6	7902	2.001
22:00 - 23:00	2	8425	0.700	2	8425	0.878	2	8425	1.578
23:00 - 24:00	2	8425	0.303	2	8425	0.528	2	8425	0.831
Total Rates:			52.995			53.267			106.262

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:	4644 - 11800 (units: sqm)
Survey date range:	01/01/14 - 28/05/22
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	5
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.

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE

MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	8425	0.018	2	8425	0.018	2	8425	0.036
06:00 - 07:00	2	8425	0.012	2	8425	0.012	2	8425	0.024
07:00 - 08:00	6	7902	0.017	6	7902	0.015	6	7902	0.032
08:00 - 09:00	6	7902	0.011	6	7902	0.017	6	7902	0.028
09:00 - 10:00	6	7902	0.017	6	7902	0.017	6	7902	0.034
10:00 - 11:00	6	7902	0.004	6	7902	0.006	6	7902	0.010
11:00 - 12:00	6	7902	0.004	6	7902	0.002	6	7902	0.006
12:00 - 13:00	6	7902	0.002	6	7902	0.006	6	7902	0.008
13:00 - 14:00	6	7902	0.006	6	7902	0.002	6	7902	0.008
14:00 - 15:00	6	7902	0.004	6	7902	0.006	6	7902	0.010
15:00 - 16:00	6	7902	0.008	6	7902	0.011	6	7902	0.019
16:00 - 17:00	6	7902	0.008	6	7902	0.002	6	7902	0.010
17:00 - 18:00	6	7902	0.004	6	7902	0.008	6	7902	0.012
18:00 - 19:00	6	7902	0.004	6	7902	0.006	6	7902	0.010
19:00 - 20:00	6	7902	0.006	6	7902	0.004	6	7902	0.010
20:00 - 21:00	6	7902	0.000	6	7902	0.002	6	7902	0.002
21:00 - 22:00	6	7902	0.006	6	7902	0.006	6	7902	0.012
22:00 - 23:00	2	8425	0.012	2	8425	0.012	2	8425	0.024
23:00 - 24:00	2	8425	0.000	2	8425	0.006	2	8425	0.006
Total Rates:			0.143			0.158			0.301

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.

Motion High Street Guildford

Licence No: 734001

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	8425	0.006	2	8425	0.000	2	8425	0.006
06:00 - 07:00	2	8425	0.006	2	8425	0.000	2	8425	0.006
07:00 - 08:00	6	7902	0.023	6	7902	0.027	6	7902	0.050
08:00 - 09:00	6	7902	0.032	6	7902	0.032	6	7902	0.064
09:00 - 10:00	6	7902	0.046	6	7902	0.027	6	7902	0.073
10:00 - 11:00	6	7902	0.061	6	7902	0.044	6	7902	0.105
11:00 - 12:00	6	7902	0.044	6	7902	0.046	6	7902	0.090
12:00 - 13:00	6	7902	0.044	6	7902	0.036	6	7902	0.080
13:00 - 14:00	6	7902	0.051	6	7902	0.042	6	7902	0.093
14:00 - 15:00	6	7902	0.057	6	7902	0.044	6	7902	0.101
15:00 - 16:00	6	7902	0.055	6	7902	0.082	6	7902	0.137
16:00 - 17:00	6	7902	0.057	6	7902	0.034	6	7902	0.091
17:00 - 18:00	6	7902	0.030	6	7902	0.074	6	7902	0.104
18:00 - 19:00	6	7902	0.030	6	7902	0.044	6	7902	0.074
19:00 - 20:00	6	7902	0.053	6	7902	0.051	6	7902	0.104
20:00 - 21:00	6	7902	0.025	6	7902	0.032	6	7902	0.057
21:00 - 22:00	6	7902	0.021	6	7902	0.038	6	7902	0.059
22:00 - 23:00	2	8425	0.000	2	8425	0.006	2	8425	0.006
23:00 - 24:00	2	8425	0.000	2	8425	0.000	2	8425	0.000
Total Rates:			0.641			0.659			1.300

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.

Motion High Street Guildford

Licence No: 734001

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	8425	0.291	2	8425	0.107	2	8425	0.398
06:00 - 07:00	2	8425	0.564	2	8425	0.392	2	8425	0.956
07:00 - 08:00	6	7902	1.635	6	7902	1.284	6	7902	2.919
08:00 - 09:00	6	7902	2.965	6	7902	2.071	6	7902	5.036
09:00 - 10:00	6	7902	5.121	6	7902	3.900	6	7902	9.021
10:00 - 11:00	6	7902	6.760	6	7902	5.541	6	7902	12.301
11:00 - 12:00	6	7902	8.173	6	7902	7.403	6	7902	15.576
12:00 - 13:00	6	7902	8.206	6	7902	8.234	6	7902	16.440
13:00 - 14:00	6	7902	7.772	6	7902	8.004	6	7902	15.776
14:00 - 15:00	6	7902	7.548	6	7902	7.359	6	7902	14.907
15:00 - 16:00	6	7902	7.297	6	7902	7.586	6	7902	14.883
16:00 - 17:00	6	7902	6.747	6	7902	7.605	6	7902	14.352
17:00 - 18:00	6	7902	5.937	6	7902	6.939	6	7902	12.876
18:00 - 19:00	6	7902	5.144	6	7902	5.648	6	7902	10.792
19:00 - 20:00	6	7902	3.746	6	7902	4.370	6	7902	8.116
20:00 - 21:00	6	7902	2.050	6	7902	2.725	6	7902	4.775
21:00 - 22:00	6	7902	1.392	6	7902	1.706	6	7902	3.098
22:00 - 23:00	2	8425	0.985	2	8425	1.246	2	8425	2.231
23:00 - 24:00	2	8425	0.493	2	8425	0.819	2	8425	1.312
Total Rates:			82.826			82.939			165.765

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.

Motion High Street Guildford

Licence No: 734001

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	8425	0.053	2	8425	0.006	2	8425	0.059
06:00 - 07:00	2	8425	0.101	2	8425	0.071	2	8425	0.172
07:00 - 08:00	6	7902	0.230	6	7902	0.154	6	7902	0.384
08:00 - 09:00	6	7902	0.424	6	7902	0.354	6	7902	0.778
09:00 - 10:00	6	7902	0.607	6	7902	0.472	6	7902	1.079
10:00 - 11:00	6	7902	0.835	6	7902	0.715	6	7902	1.550
11:00 - 12:00	6	7902	0.977	6	7902	0.934	6	7902	1.911
12:00 - 13:00	6	7902	1.301	6	7902	1.057	6	7902	2.358
13:00 - 14:00	6	7902	0.966	6	7902	1.198	6	7902	2.164
14:00 - 15:00	6	7902	1.071	6	7902	1.046	6	7902	2.117
15:00 - 16:00	6	7902	1.126	6	7902	1.025	6	7902	2.151
16:00 - 17:00	6	7902	0.949	6	7902	1.103	6	7902	2.052
17:00 - 18:00	6	7902	0.713	6	7902	0.922	6	7902	1.635
18:00 - 19:00	6	7902	0.713	6	7902	0.787	6	7902	1.500
19:00 - 20:00	6	7902	0.529	6	7902	0.500	6	7902	1.029
20:00 - 21:00	6	7902	0.392	6	7902	0.401	6	7902	0.793
21:00 - 22:00	6	7902	0.272	6	7902	0.344	6	7902	0.616
22:00 - 23:00	2	8425	0.125	2	8425	0.279	2	8425	0.404
23:00 - 24:00	2	8425	0.042	2	8425	0.071	2	8425	0.113
Total Rates:			11.426			11.439			22.865

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.

Motion High Street Guildford

Licence No: 734001

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	8425	0.000	2	8425	0.000	2	8425	0.000
06:00 - 07:00	2	8425	0.042	2	8425	0.036	2	8425	0.078
07:00 - 08:00	6	7902	0.084	6	7902	0.061	6	7902	0.145
08:00 - 09:00	6	7902	0.209	6	7902	0.110	6	7902	0.319
09:00 - 10:00	6	7902	0.243	6	7902	0.205	6	7902	0.448
10:00 - 11:00	6	7902	0.333	6	7902	0.221	6	7902	0.554
11:00 - 12:00	6	7902	0.327	6	7902	0.302	6	7902	0.629
12:00 - 13:00	6	7902	0.483	6	7902	0.382	6	7902	0.865
13:00 - 14:00	6	7902	0.386	6	7902	0.371	6	7902	0.757
14:00 - 15:00	6	7902	0.316	6	7902	0.327	6	7902	0.643
15:00 - 16:00	6	7902	0.401	6	7902	0.308	6	7902	0.709
16:00 - 17:00	6	7902	0.329	6	7902	0.333	6	7902	0.662
17:00 - 18:00	6	7902	0.141	6	7902	0.211	6	7902	0.352
18:00 - 19:00	6	7902	0.148	6	7902	0.165	6	7902	0.313
19:00 - 20:00	6	7902	0.063	6	7902	0.084	6	7902	0.147
20:00 - 21:00	6	7902	0.027	6	7902	0.034	6	7902	0.061
21:00 - 22:00	6	7902	0.004	6	7902	0.057	6	7902	0.061
22:00 - 23:00	2	8425	0.012	2	8425	0.018	2	8425	0.030
23:00 - 24:00	2	8425	0.000	2	8425	0.000	2	8425	0.000
Total Rates:			3.548			3.225			6.773

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

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

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.86

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	8425	0.350	2	8425	0.113	2	8425	0.463
06:00 - 07:00	2	8425	0.712	2	8425	0.499	2	8425	1.211
07:00 - 08:00	6	7902	1.972	6	7902	1.527	6	7902	3.499
08:00 - 09:00	6	7902	3.630	6	7902	2.567	6	7902	6.197
09:00 - 10:00	6	7902	6.017	6	7902	4.604	6	7902	10.621
10:00 - 11:00	6	7902	7.989	6	7902	6.521	6	7902	14.510
11:00 - 12:00	6	7902	9.520	6	7902	8.685	6	7902	18.205
12:00 - 13:00	6	7902	10.035	6	7902	9.708	6	7902	19.743
13:00 - 14:00	6	7902	9.175	6	7902	9.615	6	7902	18.790
14:00 - 15:00	6	7902	8.993	6	7902	8.776	6	7902	17.769
15:00 - 16:00	6	7902	8.879	6	7902	9.002	6	7902	17.881
16:00 - 17:00	6	7902	8.082	6	7902	9.075	6	7902	17.157
17:00 - 18:00	6	7902	6.821	6	7902	8.145	6	7902	14.966
18:00 - 19:00	6	7902	6.034	6	7902	6.644	6	7902	12.678
19:00 - 20:00	6	7902	4.391	6	7902	5.005	6	7902	9.396
20:00 - 21:00	6	7902	2.495	6	7902	3.191	6	7902	5.686
21:00 - 22:00	6	7902	1.689	6	7902	2.145	6	7902	3.834
22:00 - 23:00	2	8425	1.122	2	8425	1.549	2	8425	2.671
23:00 - 24:00	2	8425	0.534	2	8425	0.890	2	8425	1.424
Total Rates:			98.440			98.261			196.701

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.*

Motion High Street Guildford

Licence No: 734001

Calculation Reference: AUDIT-734001-230126-0157

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : K - FITNESS CLUB (PRIVATE)
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BH BRIGHTON & HOVE	1 days
05	EAST MIDLANDS	
	NG NOTTINGHAM	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	TW TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 650 to 6000 (units: sqm)
 Range Selected by User: 650 to 13856 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 19/11/22

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

Selected survey days:

Tuesday	1 days
Wednesday	2 days
Thursday	2 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	1
Development Zone	1
Residential Zone	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	4 days - Selected

Motion High Street Guildford

Licence No: 734001

LIST OF SITES relevant to selection parameters

1	BH-07-K-01 ORCHARD ROAD BRIGHTON HOVE Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 1600 sqm Survey date: WEDNESDAY 27/09/17	CORAL FITNESS 1600 sqm 27/09/17	BRIGHTON & HOVE Survey Type: MANUAL
2	CB-07-K-01 COWPER ROAD PENRITH GILWILLY IND. ESTATE Edge of Town Industrial Zone Total Gross floor area: 650 sqm Survey date: TUESDAY 10/06/14	FITNESS CLUB 650 sqm 10/06/14	CUMBRIA Survey Type: MANUAL
3	NG-07-K-01 LONDON ROAD NOTTINGHAM Edge of Town Centre Commercial Zone Total Gross floor area: 6000 sqm Survey date: THURSDAY 27/06/13	VIRGIN ACTIVE 6000 sqm 27/06/13	NOTTINGHAM Survey Type: MANUAL
4	SH-07-K-01 SUNDORNE ROAD SHREWSBURY Edge of Town Residential Zone Total Gross floor area: 4500 sqm Survey date: WEDNESDAY 21/05/14	FITNESS, TENNIS & LEISURE 4500 sqm 21/05/14	SHROPSHIRE Survey Type: MANUAL
5	TW-07-K-01 TIMBER BEACH ROAD SUNDERLAND CASTLETOWN Suburban Area (PPS6 Out of Centre) Development Zone Total Gross floor area: 1380 sqm Survey date: THURSDAY 06/04/17	DW SPORTS FITNESS 1380 sqm 06/04/17	TYNE & WEAR 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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.53

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	5	2826	0.927	5	2826	0.035	5	2826	0.962
07:00 - 08:00	5	2826	0.495	5	2826	0.672	5	2826	1.167
08:00 - 09:00	5	2826	0.771	5	2826	0.835	5	2826	1.606
09:00 - 10:00	5	2826	1.522	5	2826	0.545	5	2826	2.067
10:00 - 11:00	5	2826	1.062	5	2826	0.856	5	2826	1.918
11:00 - 12:00	5	2826	0.637	5	2826	1.352	5	2826	1.989
12:00 - 13:00	5	2826	0.580	5	2826	0.757	5	2826	1.337
13:00 - 14:00	5	2826	0.686	5	2826	0.672	5	2826	1.358
14:00 - 15:00	5	2826	0.750	5	2826	0.623	5	2826	1.373
15:00 - 16:00	5	2826	1.139	5	2826	1.026	5	2826	2.165
16:00 - 17:00	5	2826	1.444	5	2826	1.047	5	2826	2.491
17:00 - 18:00	5	2826	2.399	5	2826	1.238	5	2826	3.637
18:00 - 19:00	5	2826	1.642	5	2826	1.897	5	2826	3.539
19:00 - 20:00	5	2826	0.962	5	2826	1.904	5	2826	2.866
20:00 - 21:00	5	2826	0.340	5	2826	1.253	5	2826	1.593
21:00 - 22:00	5	2826	0.057	5	2826	0.517	5	2826	0.574
22:00 - 23:00	2	3800	0.026	2	3800	0.263	2	3800	0.289
23:00 - 24:00									
Total Rates:			15.439			15.492			30.931

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:	650 - 6000 (units: sqm)
Survey date range:	01/01/10 - 19/11/22
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	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.

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	5	2826	0.050	5	2826	0.007	5	2826	0.057
07:00 - 08:00	5	2826	0.007	5	2826	0.021	5	2826	0.028
08:00 - 09:00	5	2826	0.050	5	2826	0.035	5	2826	0.085
09:00 - 10:00	5	2826	0.071	5	2826	0.042	5	2826	0.113
10:00 - 11:00	5	2826	0.050	5	2826	0.042	5	2826	0.092
11:00 - 12:00	5	2826	0.064	5	2826	0.099	5	2826	0.163
12:00 - 13:00	5	2826	0.021	5	2826	0.014	5	2826	0.035
13:00 - 14:00	5	2826	0.042	5	2826	0.042	5	2826	0.084
14:00 - 15:00	5	2826	0.035	5	2826	0.014	5	2826	0.049
15:00 - 16:00	5	2826	0.071	5	2826	0.050	5	2826	0.121
16:00 - 17:00	5	2826	0.028	5	2826	0.050	5	2826	0.078
17:00 - 18:00	5	2826	0.092	5	2826	0.092	5	2826	0.184
18:00 - 19:00	5	2826	0.085	5	2826	0.078	5	2826	0.163
19:00 - 20:00	5	2826	0.021	5	2826	0.042	5	2826	0.063
20:00 - 21:00	5	2826	0.021	5	2826	0.035	5	2826	0.056
21:00 - 22:00	5	2826	0.028	5	2826	0.042	5	2826	0.070
22:00 - 23:00	2	3800	0.000	2	3800	0.039	2	3800	0.039
23:00 - 24:00									
Total Rates:			0.736			0.744			1.480

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	5	2826	0.984	5	2826	0.035	5	2826	1.019
07:00 - 08:00	5	2826	0.552	5	2826	0.701	5	2826	1.253
08:00 - 09:00	5	2826	0.878	5	2826	0.906	5	2826	1.784
09:00 - 10:00	5	2826	1.854	5	2826	0.616	5	2826	2.470
10:00 - 11:00	5	2826	1.323	5	2826	1.033	5	2826	2.356
11:00 - 12:00	5	2826	0.715	5	2826	1.557	5	2826	2.272
12:00 - 13:00	5	2826	0.722	5	2826	0.920	5	2826	1.642
13:00 - 14:00	5	2826	0.870	5	2826	0.807	5	2826	1.677
14:00 - 15:00	5	2826	0.955	5	2826	0.694	5	2826	1.649
15:00 - 16:00	5	2826	1.571	5	2826	1.316	5	2826	2.887
16:00 - 17:00	5	2826	1.911	5	2826	1.401	5	2826	3.312
17:00 - 18:00	5	2826	3.064	5	2826	1.656	5	2826	4.720
18:00 - 19:00	5	2826	1.960	5	2826	2.321	5	2826	4.281
19:00 - 20:00	5	2826	1.253	5	2826	2.470	5	2826	3.723
20:00 - 21:00	5	2826	0.375	5	2826	1.550	5	2826	1.925
21:00 - 22:00	5	2826	0.057	5	2826	0.623	5	2826	0.680
22:00 - 23:00	2	3800	0.026	2	3800	0.355	2	3800	0.381
23:00 - 24:00									
Total Rates:			19.070			18.961			38.031

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.

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	5	2826	0.057	5	2826	0.007	5	2826	0.064
07:00 - 08:00	5	2826	0.057	5	2826	0.035	5	2826	0.092
08:00 - 09:00	5	2826	0.099	5	2826	0.127	5	2826	0.226
09:00 - 10:00	5	2826	0.149	5	2826	0.170	5	2826	0.319
10:00 - 11:00	5	2826	0.418	5	2826	0.085	5	2826	0.503
11:00 - 12:00	5	2826	0.198	5	2826	0.304	5	2826	0.502
12:00 - 13:00	5	2826	0.304	5	2826	0.226	5	2826	0.530
13:00 - 14:00	5	2826	0.198	5	2826	0.205	5	2826	0.403
14:00 - 15:00	5	2826	0.248	5	2826	0.092	5	2826	0.340
15:00 - 16:00	5	2826	0.276	5	2826	0.290	5	2826	0.566
16:00 - 17:00	5	2826	0.290	5	2826	0.248	5	2826	0.538
17:00 - 18:00	5	2826	0.418	5	2826	0.255	5	2826	0.673
18:00 - 19:00	5	2826	0.241	5	2826	0.297	5	2826	0.538
19:00 - 20:00	5	2826	0.198	5	2826	0.382	5	2826	0.580
20:00 - 21:00	5	2826	0.191	5	2826	0.276	5	2826	0.467
21:00 - 22:00	5	2826	0.014	5	2826	0.120	5	2826	0.134
22:00 - 23:00	2	3800	0.000	2	3800	0.053	2	3800	0.053
23:00 - 24:00									
Total Rates:			3.356				3.172	6.528	

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.

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	5	2826	0.021	5	2826	0.000	5	2826	0.021
07:00 - 08:00	5	2826	0.028	5	2826	0.042	5	2826	0.070
08:00 - 09:00	5	2826	0.064	5	2826	0.099	5	2826	0.163
09:00 - 10:00	5	2826	0.064	5	2826	0.064	5	2826	0.128
10:00 - 11:00	5	2826	0.184	5	2826	0.050	5	2826	0.234
11:00 - 12:00	5	2826	0.028	5	2826	0.113	5	2826	0.141
12:00 - 13:00	5	2826	0.035	5	2826	0.021	5	2826	0.056
13:00 - 14:00	5	2826	0.035	5	2826	0.042	5	2826	0.077
14:00 - 15:00	5	2826	0.050	5	2826	0.050	5	2826	0.100
15:00 - 16:00	5	2826	0.035	5	2826	0.050	5	2826	0.085
16:00 - 17:00	5	2826	0.021	5	2826	0.014	5	2826	0.035
17:00 - 18:00	5	2826	0.028	5	2826	0.014	5	2826	0.042
18:00 - 19:00	5	2826	0.035	5	2826	0.042	5	2826	0.077
19:00 - 20:00	5	2826	0.007	5	2826	0.050	5	2826	0.057
20:00 - 21:00	5	2826	0.000	5	2826	0.021	5	2826	0.021
21:00 - 22:00	5	2826	0.000	5	2826	0.014	5	2826	0.014
22:00 - 23:00	2	3800	0.000	2	3800	0.026	2	3800	0.026
23:00 - 24:00									
Total Rates:			0.635				0.712	1.347	

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

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Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.53

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	5	2826	1.111	5	2826	0.050	5	2826	1.161
07:00 - 08:00	5	2826	0.644	5	2826	0.800	5	2826	1.444
08:00 - 09:00	5	2826	1.090	5	2826	1.168	5	2826	2.258
09:00 - 10:00	5	2826	2.137	5	2826	0.892	5	2826	3.029
10:00 - 11:00	5	2826	1.975	5	2826	1.210	5	2826	3.185
11:00 - 12:00	5	2826	1.005	5	2826	2.074	5	2826	3.079
12:00 - 13:00	5	2826	1.083	5	2826	1.182	5	2826	2.265
13:00 - 14:00	5	2826	1.146	5	2826	1.097	5	2826	2.243
14:00 - 15:00	5	2826	1.288	5	2826	0.849	5	2826	2.137
15:00 - 16:00	5	2826	1.953	5	2826	1.706	5	2826	3.659
16:00 - 17:00	5	2826	2.251	5	2826	1.713	5	2826	3.964
17:00 - 18:00	5	2826	3.602	5	2826	2.017	5	2826	5.619
18:00 - 19:00	5	2826	2.321	5	2826	2.739	5	2826	5.060
19:00 - 20:00	5	2826	1.479	5	2826	2.944	5	2826	4.423
20:00 - 21:00	5	2826	0.587	5	2826	1.883	5	2826	2.470
21:00 - 22:00	5	2826	0.099	5	2826	0.800	5	2826	0.899
22:00 - 23:00	2	3800	0.026	2	3800	0.474	2	3800	0.500
23:00 - 24:00									
Total Rates:			23.797			23.598			47.395

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.

Motion High Street Guildford

Licence No: 734001

Calculation Reference: AUDIT-734001-230126-0122

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : K - FITNESS CLUB (PRIVATE)
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

03 SOUTH WEST
 WL WILTSHIRE 1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 1400 to 1400 (units: sqm)
 Range Selected by User: 650 to 13856 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 19/11/22

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

Selected survey days:

Saturday 1 days

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

Selected survey types:

Manual count 1 days
 Directional ATC Count 0 days

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

Selected Locations:

Edge of Town 1

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

Selected Location Sub Categories:

Retail Zone 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected
 Servicing vehicles Excluded 1 days - Selected

LIST OF SITES relevant to selection parameters

1	WL-07-K-01	PURE GYM	WILTSHIRE
	SOUTHAMPTON ROAD		
	SALISBURY		
	BOURNE RETAIL PARK		
	Edge of Town		
	Retail Zone		
	Total Gross floor area:	1400	sqm
	Survey date: SATURDAY	19/11/22	Survey Type: MANUAL

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

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.40

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	1400	1.286	1	1400	1.143	1	1400	2.429
07:00 - 08:00	1	1400	1.429	1	1400	1.500	1	1400	2.929
08:00 - 09:00	1	1400	1.000	1	1400	1.357	1	1400	2.357
09:00 - 10:00	1	1400	1.857	1	1400	0.429	1	1400	2.286
10:00 - 11:00	1	1400	1.071	1	1400	1.714	1	1400	2.785
11:00 - 12:00	1	1400	1.357	1	1400	1.071	1	1400	2.428
12:00 - 13:00	1	1400	1.286	1	1400	1.000	1	1400	2.286
13:00 - 14:00	1	1400	1.214	1	1400	1.857	1	1400	3.071
14:00 - 15:00	1	1400	1.786	1	1400	1.000	1	1400	2.786
15:00 - 16:00	1	1400	1.571	1	1400	1.429	1	1400	3.000
16:00 - 17:00	1	1400	2.857	1	1400	1.857	1	1400	4.714
17:00 - 18:00	1	1400	1.929	1	1400	2.071	1	1400	4.000
18:00 - 19:00	1	1400	1.714	1	1400	2.357	1	1400	4.071
19:00 - 20:00	1	1400	0.714	1	1400	1.714	1	1400	2.428
20:00 - 21:00	1	1400	1.143	1	1400	1.000	1	1400	2.143
21:00 - 22:00	1	1400	0.500	1	1400	0.929	1	1400	1.429
22:00 - 23:00	1	1400	0.286	1	1400	0.643	1	1400	0.929
23:00 - 24:00									
Total Rates:			23.000			23.071			46.071

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:	1400 - 1400 (units: sqm)
Survey date range:	01/01/10 - 19/11/22
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
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.

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
07:00 - 08:00	1	1400	0.143	1	1400	0.000	1	1400	0.143
08:00 - 09:00	1	1400	0.071	1	1400	0.143	1	1400	0.214
09:00 - 10:00	1	1400	0.071	1	1400	0.000	1	1400	0.071
10:00 - 11:00	1	1400	0.000	1	1400	0.071	1	1400	0.071
11:00 - 12:00	1	1400	0.071	1	1400	0.143	1	1400	0.214
12:00 - 13:00	1	1400	0.143	1	1400	0.071	1	1400	0.214
13:00 - 14:00	1	1400	0.000	1	1400	0.071	1	1400	0.071
14:00 - 15:00	1	1400	0.071	1	1400	0.000	1	1400	0.071
15:00 - 16:00	1	1400	0.071	1	1400	0.071	1	1400	0.142
16:00 - 17:00	1	1400	0.143	1	1400	0.000	1	1400	0.143
17:00 - 18:00	1	1400	0.000	1	1400	0.071	1	1400	0.071
18:00 - 19:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
19:00 - 20:00	1	1400	0.000	1	1400	0.071	1	1400	0.071
20:00 - 21:00	1	1400	0.000	1	1400	0.071	1	1400	0.071
21:00 - 22:00	1	1400	0.214	1	1400	0.000	1	1400	0.214
22:00 - 23:00	1	1400	0.071	1	1400	0.071	1	1400	0.142
23:00 - 24:00									
Total Rates:			1.069			0.854			1.923

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.

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	1400	1.357	1	1400	1.143	1	1400	2.500
07:00 - 08:00	1	1400	1.500	1	1400	1.500	1	1400	3.000
08:00 - 09:00	1	1400	1.143	1	1400	1.500	1	1400	2.643
09:00 - 10:00	1	1400	1.857	1	1400	0.429	1	1400	2.286
10:00 - 11:00	1	1400	1.143	1	1400	1.857	1	1400	3.000
11:00 - 12:00	1	1400	1.571	1	1400	1.143	1	1400	2.714
12:00 - 13:00	1	1400	1.429	1	1400	1.071	1	1400	2.500
13:00 - 14:00	1	1400	1.357	1	1400	1.929	1	1400	3.286
14:00 - 15:00	1	1400	2.071	1	1400	1.071	1	1400	3.142
15:00 - 16:00	1	1400	1.786	1	1400	1.714	1	1400	3.500
16:00 - 17:00	1	1400	3.643	1	1400	2.143	1	1400	5.786
17:00 - 18:00	1	1400	2.143	1	1400	2.714	1	1400	4.857
18:00 - 19:00	1	1400	1.857	1	1400	2.929	1	1400	4.786
19:00 - 20:00	1	1400	1.071	1	1400	2.000	1	1400	3.071
20:00 - 21:00	1	1400	1.500	1	1400	1.357	1	1400	2.857
21:00 - 22:00	1	1400	0.857	1	1400	1.357	1	1400	2.214
22:00 - 23:00	1	1400	0.214	1	1400	0.929	1	1400	1.143
23:00 - 24:00									
Total Rates:			26.499			26.786			53.285

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.

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	1400	0.000	1	1400	0.071	1	1400	0.071
07:00 - 08:00	1	1400	0.357	1	1400	0.000	1	1400	0.357
08:00 - 09:00	1	1400	0.071	1	1400	0.286	1	1400	0.357
09:00 - 10:00	1	1400	0.143	1	1400	0.286	1	1400	0.429
10:00 - 11:00	1	1400	0.214	1	1400	0.143	1	1400	0.357
11:00 - 12:00	1	1400	0.071	1	1400	0.000	1	1400	0.071
12:00 - 13:00	1	1400	0.357	1	1400	0.214	1	1400	0.571
13:00 - 14:00	1	1400	0.143	1	1400	0.000	1	1400	0.143
14:00 - 15:00	1	1400	0.357	1	1400	0.357	1	1400	0.714
15:00 - 16:00	1	1400	0.286	1	1400	0.429	1	1400	0.715
16:00 - 17:00	1	1400	0.571	1	1400	0.143	1	1400	0.714
17:00 - 18:00	1	1400	0.500	1	1400	0.429	1	1400	0.929
18:00 - 19:00	1	1400	0.214	1	1400	0.357	1	1400	0.571
19:00 - 20:00	1	1400	0.286	1	1400	0.714	1	1400	1.000
20:00 - 21:00	1	1400	0.214	1	1400	0.357	1	1400	0.571
21:00 - 22:00	1	1400	0.000	1	1400	0.071	1	1400	0.071
22:00 - 23:00	1	1400	0.357	1	1400	0.214	1	1400	0.571
23:00 - 24:00									
Total Rates:			4.141				4.071	8.212	

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.

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
07:00 - 08:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
08:00 - 09:00	1	1400	0.071	1	1400	0.000	1	1400	0.071
09:00 - 10:00	1	1400	0.071	1	1400	0.000	1	1400	0.071
10:00 - 11:00	1	1400	0.000	1	1400	0.071	1	1400	0.071
11:00 - 12:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
12:00 - 13:00	1	1400	0.071	1	1400	0.000	1	1400	0.071
13:00 - 14:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
14:00 - 15:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
15:00 - 16:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
16:00 - 17:00	1	1400	0.071	1	1400	0.143	1	1400	0.214
17:00 - 18:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
18:00 - 19:00	1	1400	0.071	1	1400	0.000	1	1400	0.071
19:00 - 20:00	1	1400	0.214	1	1400	0.071	1	1400	0.285
20:00 - 21:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
21:00 - 22:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
22:00 - 23:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
23:00 - 24:00									
Total Rates:			0.569			0.285			0.854

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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.40

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	1400	1.357	1	1400	1.214	1	1400	2.571
07:00 - 08:00	1	1400	2.000	1	1400	1.500	1	1400	3.500
08:00 - 09:00	1	1400	1.357	1	1400	1.929	1	1400	3.286
09:00 - 10:00	1	1400	2.143	1	1400	0.714	1	1400	2.857
10:00 - 11:00	1	1400	1.357	1	1400	2.143	1	1400	3.500
11:00 - 12:00	1	1400	1.714	1	1400	1.286	1	1400	3.000
12:00 - 13:00	1	1400	2.000	1	1400	1.357	1	1400	3.357
13:00 - 14:00	1	1400	1.500	1	1400	2.000	1	1400	3.500
14:00 - 15:00	1	1400	2.500	1	1400	1.429	1	1400	3.929
15:00 - 16:00	1	1400	2.143	1	1400	2.214	1	1400	4.357
16:00 - 17:00	1	1400	4.429	1	1400	2.429	1	1400	6.858
17:00 - 18:00	1	1400	2.643	1	1400	3.214	1	1400	5.857
18:00 - 19:00	1	1400	2.143	1	1400	3.286	1	1400	5.429
19:00 - 20:00	1	1400	1.571	1	1400	2.857	1	1400	4.428
20:00 - 21:00	1	1400	1.714	1	1400	1.786	1	1400	3.500
21:00 - 22:00	1	1400	1.071	1	1400	1.429	1	1400	2.500
22:00 - 23:00	1	1400	0.643	1	1400	1.214	1	1400	1.857
23:00 - 24:00									
Total Rates:			32.285				32.001	64.286	

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.*

Motion High Street Guildford

Licence No: 734001

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	HE HEREFORDSHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 714 to 2500 (units: sqm)
 Range Selected by User: 290 to 5000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 18/09/21

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Friday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Retail Zone	1
Built-Up Zone	1
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	2 days - Selected

LIST OF SITES relevant to selection parameters

1	CB-01-G-02	STAPLES	CUMBRIA
	JAMES STREET		
	CARLISLE		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	2500 sqm	
	Survey date: FRIDAY	05/02/10	Survey Type: MANUAL
2	HE-01-G-01	PETS AT HOME	HEREFORDSHIRE
	COMMERCIAL ROAD		
	HEREFORD		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	714 sqm	
	Survey date: MONDAY	17/10/11	Survey Type: MANUAL
3	LN-01-G-01	PETS AT HOME	LINCOLNSHIRE
	TRITTON ROAD		
	LINCOLN		
	TRITTON RETAIL PARK		
	Edge of Town Centre		
	Retail Zone		
	Total Gross floor area:	1600 sqm	
	Survey date: TUESDAY	31/10/17	Survey Type: MANUAL

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

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.63

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1607	0.093	2	1607	0.000	2	1607	0.093
08:00 - 09:00	3	1605	0.499	3	1605	0.332	3	1605	0.831
09:00 - 10:00	3	1605	2.098	3	1605	1.600	3	1605	3.698
10:00 - 11:00	3	1605	2.057	3	1605	1.724	3	1605	3.781
11:00 - 12:00	3	1605	1.890	3	1605	1.911	3	1605	3.801
12:00 - 13:00	3	1605	1.828	3	1605	1.724	3	1605	3.552
13:00 - 14:00	3	1605	1.724	3	1605	1.953	3	1605	3.677
14:00 - 15:00	3	1605	1.807	3	1605	1.558	3	1605	3.365
15:00 - 16:00	3	1605	1.683	3	1605	1.641	3	1605	3.324
16:00 - 17:00	3	1605	1.932	3	1605	1.516	3	1605	3.448
17:00 - 18:00	3	1605	1.537	3	1605	1.870	3	1605	3.407
18:00 - 19:00	3	1605	1.163	3	1605	1.620	3	1605	2.783
19:00 - 20:00	3	1605	0.623	3	1605	1.143	3	1605	1.766
20:00 - 21:00	3	1605	0.000	3	1605	0.270	3	1605	0.270
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			18.934			18.862			37.796

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:

714 - 2500 (units: sqm)

Survey date date range:

01/01/10 - 18/09/21

Number of weekdays (Monday-Friday):

3

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

0

Surveys manually removed from selection:

0

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

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1607	0.000	2	1607	0.000	2	1607	0.000
08:00 - 09:00	3	1605	0.000	3	1605	0.000	3	1605	0.000
09:00 - 10:00	3	1605	0.000	3	1605	0.000	3	1605	0.000
10:00 - 11:00	3	1605	0.021	3	1605	0.021	3	1605	0.042
11:00 - 12:00	3	1605	0.000	3	1605	0.000	3	1605	0.000
12:00 - 13:00	3	1605	0.000	3	1605	0.000	3	1605	0.000
13:00 - 14:00	3	1605	0.021	3	1605	0.021	3	1605	0.042
14:00 - 15:00	3	1605	0.021	3	1605	0.021	3	1605	0.042
15:00 - 16:00	3	1605	0.042	3	1605	0.042	3	1605	0.084
16:00 - 17:00	3	1605	0.000	3	1605	0.000	3	1605	0.000
17:00 - 18:00	3	1605	0.000	3	1605	0.000	3	1605	0.000
18:00 - 19:00	3	1605	0.000	3	1605	0.000	3	1605	0.000
19:00 - 20:00	3	1605	0.000	3	1605	0.000	3	1605	0.000
20:00 - 21:00	3	1605	0.000	3	1605	0.000	3	1605	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.105			0.105			0.210

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.

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1607	0.031	2	1607	0.000	2	1607	0.031
08:00 - 09:00	3	1605	0.000	3	1605	0.021	3	1605	0.021
09:00 - 10:00	3	1605	0.000	3	1605	0.000	3	1605	0.000
10:00 - 11:00	3	1605	0.000	3	1605	0.000	3	1605	0.000
11:00 - 12:00	3	1605	0.000	3	1605	0.000	3	1605	0.000
12:00 - 13:00	3	1605	0.000	3	1605	0.000	3	1605	0.000
13:00 - 14:00	3	1605	0.000	3	1605	0.000	3	1605	0.000
14:00 - 15:00	3	1605	0.000	3	1605	0.000	3	1605	0.000
15:00 - 16:00	3	1605	0.000	3	1605	0.000	3	1605	0.000
16:00 - 17:00	3	1605	0.021	3	1605	0.021	3	1605	0.042
17:00 - 18:00	3	1605	0.021	3	1605	0.021	3	1605	0.042
18:00 - 19:00	3	1605	0.000	3	1605	0.000	3	1605	0.000
19:00 - 20:00	3	1605	0.000	3	1605	0.000	3	1605	0.000
20:00 - 21:00	3	1605	0.000	3	1605	0.000	3	1605	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.073			0.063			0.136

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.

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1607	0.093	2	1607	0.000	2	1607	0.093
08:00 - 09:00	3	1605	0.582	3	1605	0.353	3	1605	0.935
09:00 - 10:00	3	1605	3.054	3	1605	1.994	3	1605	5.048
10:00 - 11:00	3	1605	2.991	3	1605	2.327	3	1605	5.318
11:00 - 12:00	3	1605	2.784	3	1605	2.784	3	1605	5.568
12:00 - 13:00	3	1605	2.451	3	1605	2.410	3	1605	4.861
13:00 - 14:00	3	1605	2.430	3	1605	2.908	3	1605	5.338
14:00 - 15:00	3	1605	2.493	3	1605	2.243	3	1605	4.736
15:00 - 16:00	3	1605	2.493	3	1605	2.514	3	1605	5.007
16:00 - 17:00	3	1605	3.012	3	1605	2.430	3	1605	5.442
17:00 - 18:00	3	1605	2.098	3	1605	2.763	3	1605	4.861
18:00 - 19:00	3	1605	1.683	3	1605	2.327	3	1605	4.010
19:00 - 20:00	3	1605	0.914	3	1605	1.890	3	1605	2.804
20:00 - 21:00	3	1605	0.000	3	1605	0.312	3	1605	0.312
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			27.078			27.255			54.333

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

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

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
 MULTI-MODAL PEDESTRIANS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1607	0.093	2	1607	0.093	2	1607	0.186
08:00 - 09:00	3	1605	0.166	3	1605	0.166	3	1605	0.332
09:00 - 10:00	3	1605	0.125	3	1605	0.187	3	1605	0.312
10:00 - 11:00	3	1605	0.312	3	1605	0.187	3	1605	0.499
11:00 - 12:00	3	1605	0.229	3	1605	0.208	3	1605	0.437
12:00 - 13:00	3	1605	0.332	3	1605	0.270	3	1605	0.602
13:00 - 14:00	3	1605	0.395	3	1605	0.332	3	1605	0.727
14:00 - 15:00	3	1605	0.457	3	1605	0.415	3	1605	0.872
15:00 - 16:00	3	1605	0.145	3	1605	0.249	3	1605	0.394
16:00 - 17:00	3	1605	0.208	3	1605	0.187	3	1605	0.395
17:00 - 18:00	3	1605	0.145	3	1605	0.187	3	1605	0.332
18:00 - 19:00	3	1605	0.145	3	1605	0.145	3	1605	0.290
19:00 - 20:00	3	1605	0.042	3	1605	0.187	3	1605	0.229
20:00 - 21:00	3	1605	0.000	3	1605	0.021	3	1605	0.021
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.794			2.834			5.628

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.

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1607	0.031	2	1607	0.000	2	1607	0.031
08:00 - 09:00	3	1605	0.021	3	1605	0.021	3	1605	0.042
09:00 - 10:00	3	1605	0.125	3	1605	0.021	3	1605	0.146
10:00 - 11:00	3	1605	0.021	3	1605	0.104	3	1605	0.125
11:00 - 12:00	3	1605	0.042	3	1605	0.042	3	1605	0.084
12:00 - 13:00	3	1605	0.125	3	1605	0.083	3	1605	0.208
13:00 - 14:00	3	1605	0.083	3	1605	0.062	3	1605	0.145
14:00 - 15:00	3	1605	0.145	3	1605	0.062	3	1605	0.207
15:00 - 16:00	3	1605	0.021	3	1605	0.083	3	1605	0.104
16:00 - 17:00	3	1605	0.042	3	1605	0.125	3	1605	0.167
17:00 - 18:00	3	1605	0.125	3	1605	0.104	3	1605	0.229
18:00 - 19:00	3	1605	0.021	3	1605	0.062	3	1605	0.083
19:00 - 20:00	3	1605	0.042	3	1605	0.062	3	1605	0.104
20:00 - 21:00	3	1605	0.000	3	1605	0.000	3	1605	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.844			0.831			1.675

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.

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.63

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1607	0.249	2	1607	0.093	2	1607	0.342
08:00 - 09:00	3	1605	0.769	3	1605	0.561	3	1605	1.330
09:00 - 10:00	3	1605	3.303	3	1605	2.202	3	1605	5.505
10:00 - 11:00	3	1605	3.324	3	1605	2.617	3	1605	5.941
11:00 - 12:00	3	1605	3.054	3	1605	3.033	3	1605	6.087
12:00 - 13:00	3	1605	2.908	3	1605	2.763	3	1605	5.671
13:00 - 14:00	3	1605	2.908	3	1605	3.303	3	1605	6.211
14:00 - 15:00	3	1605	3.095	3	1605	2.721	3	1605	5.816
15:00 - 16:00	3	1605	2.659	3	1605	2.846	3	1605	5.505
16:00 - 17:00	3	1605	3.282	3	1605	2.763	3	1605	6.045
17:00 - 18:00	3	1605	2.389	3	1605	3.074	3	1605	5.463
18:00 - 19:00	3	1605	1.849	3	1605	2.534	3	1605	4.383
19:00 - 20:00	3	1605	0.997	3	1605	2.140	3	1605	3.137
20:00 - 21:00	3	1605	0.000	3	1605	0.332	3	1605	0.332
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			30.786			30.982			61.768

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.

Motion High Street Guildford

Licence No: 734001

Calculation Reference: AUDIT-734001-230126-0156

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

07	YORKSHIRE & NORTH LINCOLNSHIRE	
	SY SOUTH YORKSHIRE	1 days
09	NORTH	
	TV TEES VALLEY	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 1516 to 4181 (units: sqm)
 Range Selected by User: 290 to 5000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 18/09/21

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 2 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

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:

Retail Zone 2

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

Inclusion of Servicing Vehicles Counts:

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

LIST OF SITES relevant to selection parameters

1	SY-01-G-02	NEXT OUTLET		SOUTH YORKSHIRE
	WHITE ROSE WAY			
	DONCASTER			
	Suburban Area (PPS6 Out of Centre)			
	Retail Zone			
	Total Gross floor area:	1516 sqm		
	Survey date: SATURDAY	18/09/21	Survey Type: MANUAL	
2	TV-01-G-01	GO OUTDOORS		TEES VALLEY
	ASCOT DRIVE			
	STOCKTON-ON-TEES			
	PORTRACK			
	Suburban Area (PPS6 Out of Centre)			
	Retail Zone			
	Total Gross floor area:	4181 sqm		
	Survey date: SATURDAY	18/06/11	Survey Type: MANUAL	

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

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.92

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	4181	0.383	1	4181	0.072	1	4181	0.455
09:00 - 10:00	2	2849	1.422	2	2849	0.807	2	2849	2.229
10:00 - 11:00	2	2849	2.001	2	2849	1.457	2	2849	3.458
11:00 - 12:00	2	2849	3.142	2	2849	2.756	2	2849	5.898
12:00 - 13:00	2	2849	3.370	2	2849	3.440	2	2849	6.810
13:00 - 14:00	2	2849	3.528	2	2849	2.563	2	2849	6.091
14:00 - 15:00	2	2849	4.037	2	2849	3.791	2	2849	7.828
15:00 - 16:00	2	2849	2.791	2	2849	3.511	2	2849	6.302
16:00 - 17:00	2	2849	2.387	2	2849	2.879	2	2849	5.266
17:00 - 18:00	2	2849	1.229	2	2849	2.615	2	2849	3.844
18:00 - 19:00	2	2849	0.228	2	2849	0.474	2	2849	0.702
19:00 - 20:00	1	4181	0.000	1	4181	0.024	1	4181	0.024
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			24.518			24.389			48.907

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:	1516 - 4181 (units: sqm)
Survey date range:	01/01/10 - 18/09/21
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
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.

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
 MULTI-MODAL OGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	4181	0.000	1	4181	0.000	1	4181	0.000
09:00 - 10:00	2	2849	0.000	2	2849	0.000	2	2849	0.000
10:00 - 11:00	2	2849	0.018	2	2849	0.000	2	2849	0.018
11:00 - 12:00	2	2849	0.000	2	2849	0.000	2	2849	0.000
12:00 - 13:00	2	2849	0.000	2	2849	0.000	2	2849	0.000
13:00 - 14:00	2	2849	0.000	2	2849	0.018	2	2849	0.018
14:00 - 15:00	2	2849	0.000	2	2849	0.000	2	2849	0.000
15:00 - 16:00	2	2849	0.000	2	2849	0.000	2	2849	0.000
16:00 - 17:00	2	2849	0.000	2	2849	0.000	2	2849	0.000
17:00 - 18:00	2	2849	0.000	2	2849	0.000	2	2849	0.000
18:00 - 19:00	2	2849	0.000	2	2849	0.000	2	2849	0.000
19:00 - 20:00	1	4181	0.000	1	4181	0.000	1	4181	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.018			0.018			0.036

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.

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	4181	0.024	1	4181	0.000	1	4181	0.024
09:00 - 10:00	2	2849	0.018	2	2849	0.000	2	2849	0.018
10:00 - 11:00	2	2849	0.000	2	2849	0.000	2	2849	0.000
11:00 - 12:00	2	2849	0.000	2	2849	0.000	2	2849	0.000
12:00 - 13:00	2	2849	0.000	2	2849	0.000	2	2849	0.000
13:00 - 14:00	2	2849	0.018	2	2849	0.018	2	2849	0.036
14:00 - 15:00	2	2849	0.035	2	2849	0.000	2	2849	0.035
15:00 - 16:00	2	2849	0.000	2	2849	0.035	2	2849	0.035
16:00 - 17:00	2	2849	0.000	2	2849	0.000	2	2849	0.000
17:00 - 18:00	2	2849	0.000	2	2849	0.035	2	2849	0.035
18:00 - 19:00	2	2849	0.000	2	2849	0.000	2	2849	0.000
19:00 - 20:00	1	4181	0.000	1	4181	0.000	1	4181	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.095			0.088			0.183

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.

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
 MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	4181	0.431	1	4181	0.072	1	4181	0.503
09:00 - 10:00	2	2849	2.299	2	2849	1.194	2	2849	3.493
10:00 - 11:00	2	2849	3.809	2	2849	2.686	2	2849	6.495
11:00 - 12:00	2	2849	5.652	2	2849	4.722	2	2849	10.374
12:00 - 13:00	2	2849	6.266	2	2849	6.231	2	2849	12.497
13:00 - 14:00	2	2849	6.477	2	2849	4.599	2	2849	11.076
14:00 - 15:00	2	2849	8.583	2	2849	7.741	2	2849	16.324
15:00 - 16:00	2	2849	5.547	2	2849	6.916	2	2849	12.463
16:00 - 17:00	2	2849	4.616	2	2849	6.038	2	2849	10.654
17:00 - 18:00	2	2849	2.264	2	2849	5.266	2	2849	7.530
18:00 - 19:00	2	2849	0.386	2	2849	0.720	2	2849	1.106
19:00 - 20:00	1	4181	0.000	1	4181	0.024	1	4181	0.024
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			46.330			46.209			92.539

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.

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	4181	0.024	1	4181	0.024	1	4181	0.048
09:00 - 10:00	2	2849	0.018	2	2849	0.000	2	2849	0.018
10:00 - 11:00	2	2849	0.053	2	2849	0.018	2	2849	0.071
11:00 - 12:00	2	2849	0.018	2	2849	0.053	2	2849	0.071
12:00 - 13:00	2	2849	0.035	2	2849	0.035	2	2849	0.070
13:00 - 14:00	2	2849	0.140	2	2849	0.088	2	2849	0.228
14:00 - 15:00	2	2849	0.088	2	2849	0.088	2	2849	0.176
15:00 - 16:00	2	2849	0.018	2	2849	0.070	2	2849	0.088
16:00 - 17:00	2	2849	0.000	2	2849	0.000	2	2849	0.000
17:00 - 18:00	2	2849	0.000	2	2849	0.035	2	2849	0.035
18:00 - 19:00	2	2849	0.000	2	2849	0.000	2	2849	0.000
19:00 - 20:00	1	4181	0.000	1	4181	0.000	1	4181	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.394			0.411			0.805

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.

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	4181	0.024	1	4181	0.000	1	4181	0.024
09:00 - 10:00	2	2849	0.035	2	2849	0.018	2	2849	0.053
10:00 - 11:00	2	2849	0.018	2	2849	0.035	2	2849	0.053
11:00 - 12:00	2	2849	0.000	2	2849	0.018	2	2849	0.018
12:00 - 13:00	2	2849	0.018	2	2849	0.000	2	2849	0.018
13:00 - 14:00	2	2849	0.000	2	2849	0.000	2	2849	0.000
14:00 - 15:00	2	2849	0.000	2	2849	0.018	2	2849	0.018
15:00 - 16:00	2	2849	0.000	2	2849	0.000	2	2849	0.000
16:00 - 17:00	2	2849	0.000	2	2849	0.018	2	2849	0.018
17:00 - 18:00	2	2849	0.018	2	2849	0.000	2	2849	0.018
18:00 - 19:00	2	2849	0.000	2	2849	0.000	2	2849	0.000
19:00 - 20:00	1	4181	0.000	1	4181	0.000	1	4181	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.113			0.107			0.220

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

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

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.92

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	4181	0.502	1	4181	0.096	1	4181	0.598
09:00 - 10:00	2	2849	2.370	2	2849	1.211	2	2849	3.581
10:00 - 11:00	2	2849	3.879	2	2849	2.738	2	2849	6.617
11:00 - 12:00	2	2849	5.670	2	2849	4.792	2	2849	10.462
12:00 - 13:00	2	2849	6.319	2	2849	6.266	2	2849	12.585
13:00 - 14:00	2	2849	6.635	2	2849	4.704	2	2849	11.339
14:00 - 15:00	2	2849	8.706	2	2849	7.846	2	2849	16.552
15:00 - 16:00	2	2849	5.564	2	2849	7.021	2	2849	12.585
16:00 - 17:00	2	2849	4.616	2	2849	6.056	2	2849	10.672
17:00 - 18:00	2	2849	2.282	2	2849	5.336	2	2849	7.618
18:00 - 19:00	2	2849	0.386	2	2849	0.720	2	2849	1.106
19:00 - 20:00	1	4181	0.000	1	4181	0.024	1	4181	0.024
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			46.929			46.810			93.739

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.