



ttp consulting
transport planning specialists

**Mayfair Capital Investment
Management Limited**

**BRUNEL RETAIL PARK,
READING**

**Transport Statement – Application
to permit the sale of Food and Drink
from 30% of floorspace of Unit 4/5**

January 2022

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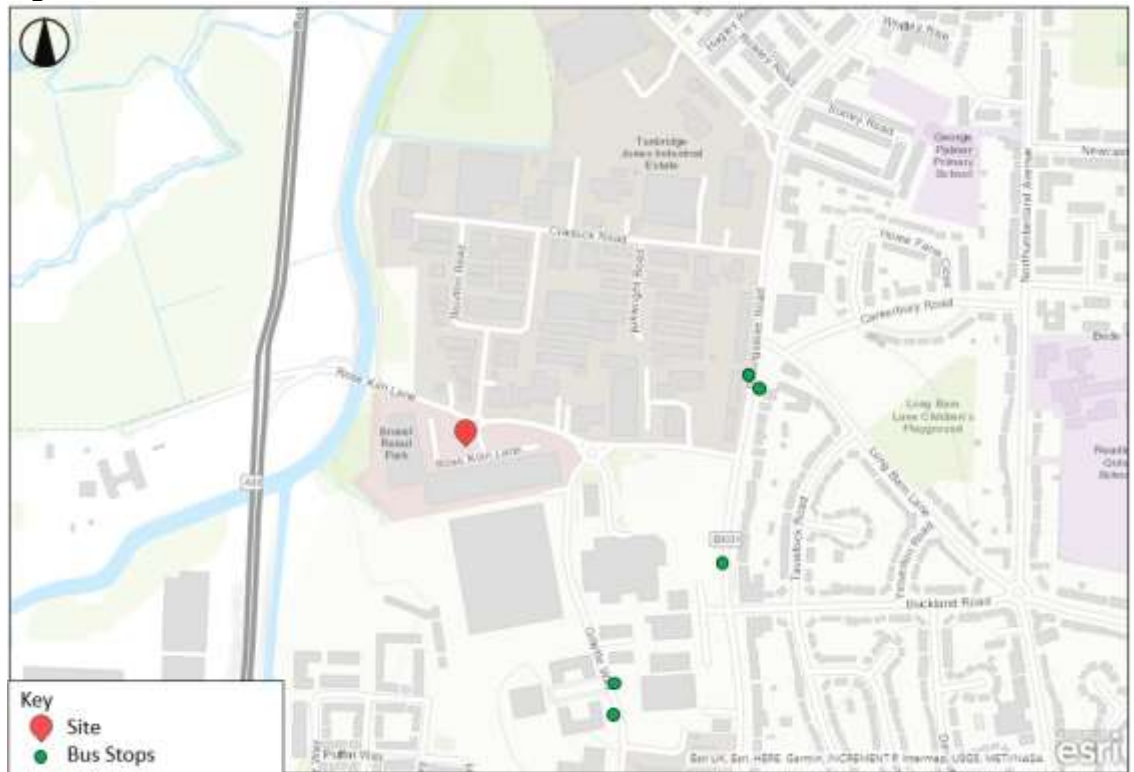
Appendices

- Appendix A - Application Plans
- Appendix B - Reading Cycle Map
- Appendix C - TRICS Data

1 INTRODUCTION

- 1.1 TTP Consulting is retained to provide highways and transport advice associated with the proposals for Unit 4 at Brunel Retail Park in Reading.

Figure 1.1: Location Plan



- 1.2 The Park which is located to the south of Reading town centre in a commercial area comprises circa 11,328sqm of retail floorspace (excluding mezzanines) with parking for up to 451 cars including 367 in the car park. Tenants include B&M, Halfords, Go Outdoor and Next along with Costa and Subway, with four units either vacant or in administration. Units 4 and 5 which are the subject of this application have a combined gross floor area of circa 4,546sqm.
- 1.3 It is proposed to amalgamate Units 4 and 5 to create a single unit which with the removal of the mezzanine would have a gross floor area of 2,810sqm. This report has been prepared to support an application to amend the current restrictions on goods (under planning application Ref. 131106) to allow food and drink to be sold from 30% of the floorspace from the amalgamated Unit 4 / 5.
- 1.4 The report concludes that the proposals would not impact on the operation of the wider highway network.

2 EXISTING SITUATION

The Park

- 2.1 The Park which comprises of 13 units with a combined gross floor area of circa 11,328sqm excluding mezzanines with tenants including B&M, Go Outdoor, Halfords, Next and Pets at Home along with Costa and Subway; four units are currently either vacant or in administration.
- 2.2 The layout is similar to retail parks throughout the UK with a couple of terraces, parking in front and a service yard to the rear. There is parking for up to approximately 451 cars of which 367 spaces are within the customer car park and the remainder in the service yards to the rear of the terraces. Access to the customer car park is taken from Rose Kiln Lane via a 4-arm roundabout junction, with access to the service yard taken via a priority-controlled junction on Gillette Way.
- 2.3 Units 4 and 5 which are the subject of this application currently have a combined gross floor area of 4,546sqm including a 1,752sqm mezzanine in Unit 4.

The Surrounding Area

- 2.4 The surrounding area is predominantly commercial in nature with a large warehouse to the south, a Morrison's supermarket with petrol filling station to the east and predominantly industrial units to the north and north-east. The River Kennet which runs in a broadly north-south orientation to the west of the Park, with the closest residential properties located south-west of the aforementioned warehouse.
- 2.5 The A33 which runs in a north-south orientation to the west of the River Kennet is one of the primary routes into and out of Reading town centre from the M4 to the south, with open land to the west of the road.

Accessibility by Non-Car Modes

Walking and Cycling

- 2.6 The Park is accessible by all modes with footways adjacent to both sides of Rose Kiln Lane, with the northern footway being a shared footway / cycleway, and bus services operating along nearby roads. The footways adjacent to Rose Kiln Lane connect to other footways and cycleways in the vicinity which includes those adjacent to the A33 and River Kennet to the west, and along Basingstoke Road to the east.

- 2.7 The Institution of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot' (2000) states that *"walking accounts for over a quarter of all journeys and four fifths of journeys less than one mile"*. The document also provides guidance on acceptable walking distances and suggests that a preferred maximum walking distance of 2km is applicable for commuting trips and 800m for town centre / shopping trips. An 800m and 2km walking isochrone is provided at **Figure 2.1**.
- 2.8 It is generally accepted that cycling is a sustainable mode of travel for journeys up to 8km in length. Local Transport Note 2/08 'Cycle Infrastructure Design' (DfT, 2008) states that *"many utility cycle journeys are under three miles... although, for commuter journeys, a trip distance of over five miles is not uncommon"*. It can therefore be concluded that 3 miles, which is equivalent to approximately 5km, represents a reasonable typical cycling distance. **Figure 2.2** illustrates the 5km and 8km cycling isochrone, with a copy of the Reading Cycle Map provided at **Appendix B**. Considering the large residential catchment areas within walking and cycling distances, the Park is well located to take full advantage of trips by these modes of transport.

Figure 2.1: 1km and 2km Walking Isochrone

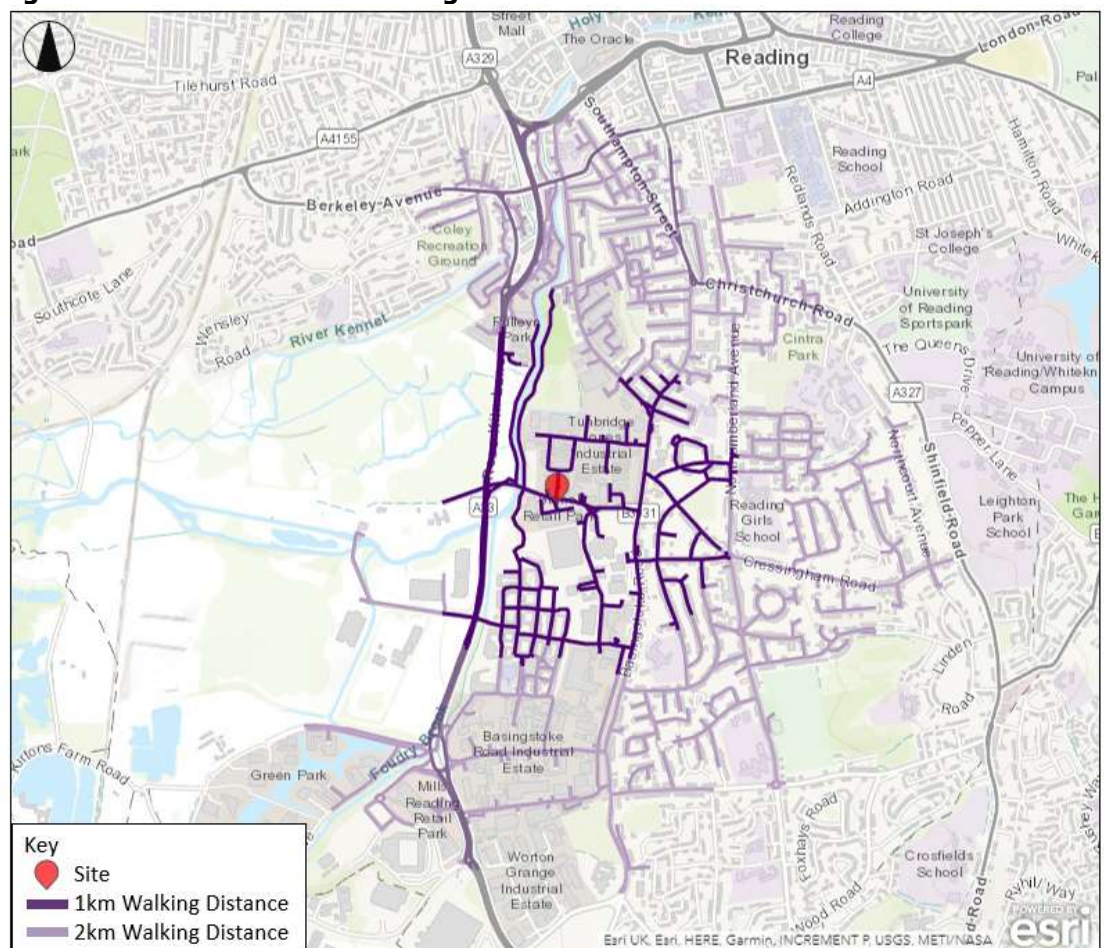
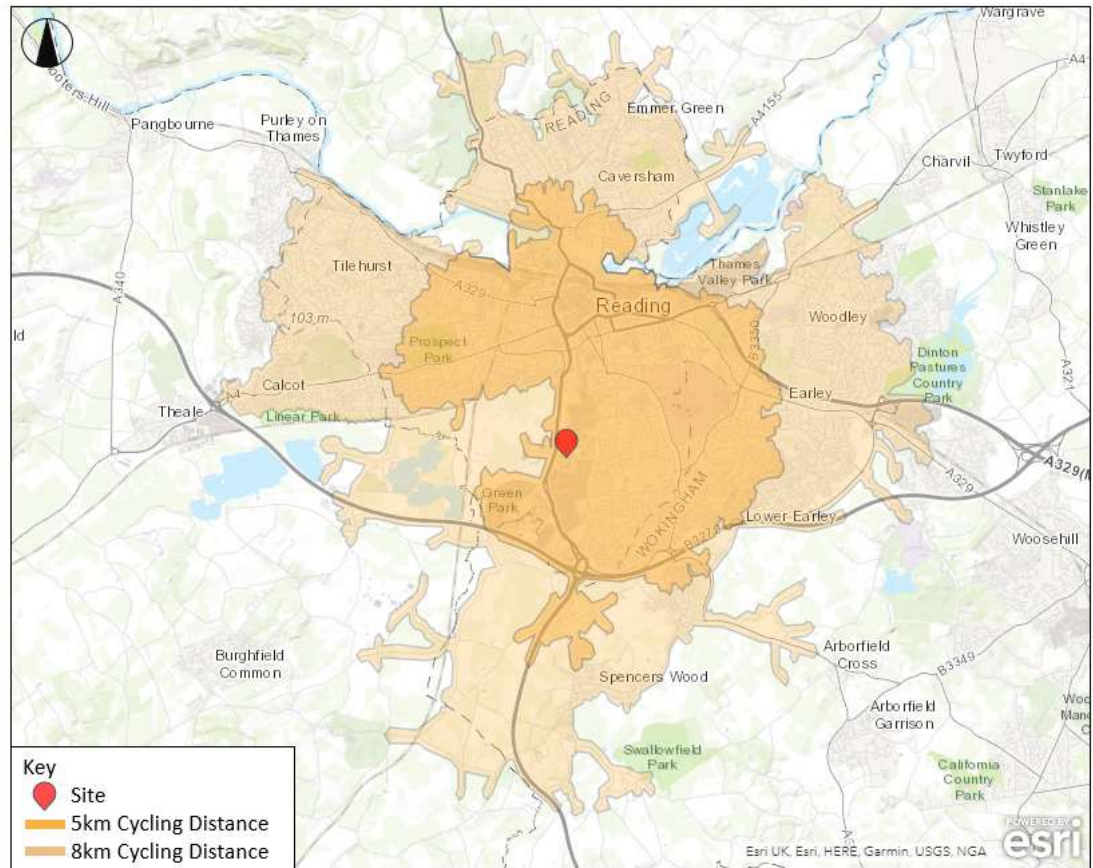


Figure 2.2: 5km and 8km Cycling Isochrone



Bus

2.9 The closest set of bus stops are located on Basingstoke Road adjacent to Morrison's approximately 320m from the Park, providing northbound and southbound services. Buses on Routes 6, 7 and 66 call at the stops travelling between Reading Town Centre and Whitley Wood, Fleet and Mereok Park and Ride. The northbound and southbound stops provide services 7 days a week, with weekday services providing in the region of 14 to 16 two-way buses per hour. Saturday and Sunday services are available at these stops albeit at a reduced level of frequency. The services available at Buckland Road Junction northbound and southbound stops are detailed below:

- Service 6 (Whitley Wood to Reading Town Centre) – provides circa 12 two-way services per hour weekdays with a reduced service on Saturday and Sunday.
- Service 7 (Fleet to Reading Town Centre) – provides circa 2 two-way services every one to two hours on a weekday and Saturday, with a reduced service on a Sunday.
- Service 66 (Mereok Park and Ride to RBH) – provides circa 2 two-way services every one to two hours on a weekday. No services operate on a Saturday or Sunday.

Rail

- 2.10 Reading railway station is located circa 3.2km to the north of the Park and is accessible by bus, providing frequent weekday and weekend services to / from Bristol, Manchester, London, Basingstoke, Redhill as well as others.

Highway Network

- 2.11 Rose Kiln Lane which runs in a broadly east west orientation to the north of the Park connecting to the A33 in the west and Basingstoke Road to the east. It is a single carriageway road with one lane in each direction widening on the approaches to junctions. There are footways along both sides of the road with street lighting at regular intervals. The junctions with the A33 and Basingstoke Road are signalised, with the access to the Park and Gillette Way both being roundabouts.
- 2.12 Basingstoke Road which forms part of the B3031 is a single carriageway road that runs in a north south orientation to the east of Morrison's, connecting to the M4 at Junction 11 in the south and running through to the town centre. Not all movements are permitted at the junction with Rose Kiln Lane with northbound traffic required to turn left towards the A33. Data from the DfT website (Count Site 946001 – south of Hartland Road) suggests that there are on average 13,400 two-way vehicular movements per day with 2.7% classified as HGV.
- 2.13 The A33 is the primary route between M4 Junction 11 and Reading town centre, running in a north south orientation to the west of the Park. It is a dual carriageway for most of its length, with two to three lanes in each direction and all junctions either being signalised or large roundabouts. The junction with Rose Kiln Lane is signalised with three lanes on both the northern and southern approaches, with pedestrian crossing facilities over all arms with the exception of the northern arm. Data from the DfT website (Count Site 99742) suggests that there are on average 46,080 two-way vehicular movements per day with 3.7% classified as HGV.
- 2.14 Gillette Way is a single carriageway road that runs in a broadly north south orientation to the east of the Park, between Rose Kiln Lane in the north and Manor Farm Road in the south. It has one lane in each direction and facilitates access to commercial properties, with all accesses operating under priority control. There is a footway with street lighting at regular intervals along the eastern side of the carriageway, with intermittent footways along the western side of the road.

Highway Safety / Accident Data

- 2.15 A review of existing highway safety making use of existing accident data has been undertaken using Crashmap, with a five-year summary provided below in **Table 2.1**.

Table 2.1: Accident Data Analysis (Five Years)				
Junction	All Vehicle Types	Severity	HGV Incidents	Cyclist or Ped Incidents
Site Access Roundabout	3	2 Slight 1 Serious	0	0
A33 / Rose Kiln Lane	11	11 Slight	2	0
Gillette Way / Rose Kiln Lane	0	-	0	0
B3031 / Rose Kiln Lane	1	1 Slight	0	1
Total	15	14 Slight 1 Serious	2	1

- 2.16 The Crashmap analysis indicates that at all junctions there have been a total of 15 incidents over a five-year period, of which 14 were slight and 1 serious. Of these incidents, only 2 involved HGV's and 1 involved either a pedestrian or cyclist. The accident data analysis presented in **Table 2.1** does not indicate existing highway safety issues with only 1 serious incident and 1 cyclist / pedestrian incident in five-year period.

3 PLANNING POLICY

National Policy

National Planning Policy Framework (July 2021)

- 3.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied.
- 3.2 Paragraph 110 seeks to ensure that applications appropriate opportunities to promote sustainable transport are taken up, given the type of development and its location; that safe and suitable access can be achieved for all users and any significant impacts from the development on the transport network can be cost effectively mitigated to an acceptable degree.
- 3.3 Paragraph 111 advises that:
- "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*
- 3.4 Paragraph 112 states that:
- "Within this context, 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."*

Local Policy

Reading Local Plan (November 2019)

3.5 The Reading Local Plan was adopted in November 2019 and there a number of policies regarding transport.

3.6 Policy TR1 states that:

"Planning permission will not be granted for major development proposals unless there is a commitment to implement measures to promote and improve sustainable transport facilities, such as through provision to encourage walking, cycling and the use of public transport; and through agreed travel plans, safe routes to local facilities and services, including schools and parks, and similar measures."

"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."

3.7 Policy TR3 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. Development will only be permitted where:

i) Accesses and works to the highway comply with the adopted standards of the Transport Authority;

ii) The development would not have a material detrimental impact on the functioning of the transport network;

iii) The proposals would not be detrimental to the safety of users of the transport network, including pedestrians and cyclists;

iv) 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

v) For non-residential uses, or new dwellings on classified roads, off-street servicing would be provided.

Proposals involving either the construction of a new site access, or a material increase in the use of an existing site access, directly onto the Classified Highway Network will not be acceptable if they would be likely to result in the encouragement of the use of the network for short local trips or compromise the safe movement and free flow of traffic on the network or the safe use of the road."

3.8 Policy TR4 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. Development of new facilities for cycling, such as cycle hire points and cycle parking, will be acceptable. The cycle routes identified in the most up-to-date Cycling Strategy will be maintained, enhanced and added to or extended. Development will not detrimentally affect an identified cycle route. Where opportunities exist, improvements to that route, including the provision of connecting routes, and/or cycling facilities will be sought within developments or through planning contributions.

3.9 Policy TR5 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. Development should make the following provision for electric vehicle charging points:

All new houses with dedicated off-street parking should provide charging points;

Within communal car parks for residential or non-residential developments of at least 10 spaces, 10% of spaces should provide an active charging point."

3.10 Vehicle parking standards are set out in the 2011 supplementary parking standards guidance with the following applicable for A1 non-food retail and B use classes.

Figure 3.1 Reading Parking Standards for A and B Use Classes

	Maximum Parking Standards			
	Zone 1	Zone 2	Zone 3	Zone 4
Retail 1 space per m²				
A1 Food Retail	*	40m ²	30m ²	**
A1 Non-Food Retail Up to 1,000m ²	*	50m ²	40m ²	**
A1 Non-Food Retail Over 1,000m ²	*	40m ²	30m ²	**
A2 Financial & Professional Services	*	40m ²	30m ²	**
A3 Restaurants & Cafes	*	7.5m ²	5m ²	**
A4 Eating Establishment	*	7.5m ²	5m ²	**
A5 Hot Food Take-Away	*	50m ²	40m ²	**

	Maximum Parking Standards			
	Zone 1	Zone 2	Zone 3	Zone 4
Commercial 1 space per m²				
B1(a) Office	250m ²	100m ²	50m ²	*
B1(b) Research & High Tech	250m ²	100m ²	50m ²	*
B1(c) Light Industrial	250m ²	125m ²	100m ²	*
B2 – B7 General & Specific Industrial	250m ²	125m ²	100m ²	*
B8 Storage & Distribution	250m ²	200m ²	150m ²	*

4 EFFECT OF PROPOSALS

Trip Generation

- 4.1 The proposals associated with the planning application would result in the loss of 1,736sqm of floorspace from Units 4 and 5 when the units are amalgamated and the mezzanine removed, with 843sqm of the resultant Unit 4 / 5 being used for the sale of food.
- 4.2 The potential change in number of trips associated with this application has been estimated based on trip rate information from the TRICS database, with 2,579sqm of Non-food sales being replaced by 843sqm of Discount Food sales:
- Existing Non-food Use: Based on all surveys in the Retail Park Excluding Food category in England outside of London surveyed since January 2015. The exercise revealed a total of 3 weekday and 10 Saturday surveys.
 - Proposed Food Use: Based on all surveys in the Discount Food Store category in England outside Greater London surveyed between January 2017 and March 2020. The exercise revealed a total of 7 weekday and 4 Saturday surveys.
- 4.3 **Tables 4.1** and **Table 4.2** provide a summary of the trip rates and resultant flows for the weekday evening and Saturday afternoon peak periods for the existing and proposed uses. **Table 4.3** sets out the change in gross trips for the peak hours. Copies of the TRICS data is provided at **Appendix C**.

Table 4.1: Trip Rates and Resultant Flows (Existing 2,579sqm Non-Food use)				
Period	Vehicular Trip Rate		Vehicular Trips	
	Arrive	Depart	Arrive	Depart
PM Peak (1600 – 1700)	1.875	1.933	48	50
PM Peak (1700 – 1800)	1.797	1.800	46	46
PM Peak (1800 – 1900)	1.930	1.761	50	45
PM Peak (1600 – 1900)	5.602	5.494	144	142
SAT Peak (1100 – 1200)	2.575	2.303	66	59
SAT Peak (1200 – 1300)	2.631	2.360	68	61
SAT Peak (1300 – 1400)	2.554	2.470	66	64
SAT Peak (1100 – 1400)	7.760	7.133	200	184

Table 4.2: Trip Rates and Resultant Flows (Proposed 843sqm Discount Food)

Period	Vehicular Trip Rate		Vehicular Trips	
	Arrive	Depart	Arrive	Depart
PM Peak (1600 – 1700)	4.314	4.288	36	36
PM Peak (1700 – 1800)	3.751	4.149	32	35
PM Peak (1800 – 1900)	2.954	3.153	25	27
PM Peak (1600 – 1900)	11.019	11.59	93	98
SAT Peak (1100 – 1200)	6.203	5.966	52	50
SAT Peak (1200 – 1300)	5.443	5.989	46	50
SAT Peak (1300 – 1400)	5.359	5.276	45	44
SAT Peak (1100 – 1400)	17.005	17.231	143	145

Table 4.3: Change in Gross Trips

Time	Net Change in Vehicle Trips	
	Arrive	Depart
PM Peak (1600 – 1700)	-12	-14
PM Peak (1700 – 1800)	-15	-11
PM Peak (1800 – 1900)	-25	-19
PM (1600 – 1900)	-52	-44
SAT Peak (1100 – 1200)	-14	-9
SAT Peak (1200 – 1300)	-22	-10
SAT Peak (1300 – 1400)	-21	-19
SAT (1100 – 1400)	-57	-39

- 4.4 The above demonstrates that the proposals associated with the application would not result in any increase in trips to / from the Park when compared to the existing permitted use, and as such capacity assessments are not required.

Car Parking

Existing Situation

- 4.6 There are currently a total of 451 parking spaces at the Park including 367 parking spaces in the car park and 84 spaces in the service yard. The provision includes 26 disabled spaces and 18 reserved for parents with small children. We do not have any parking occupancy data for the Park, albeit it is known to operate within capacity and four units are currently either vacant or in administration which would reduce demand levels.

Proposed Scenario

- 4.7 **Table 4.4** provides a summary of the estimated demand for parking on the Saturday afternoon for the existing and proposed scenarios based on TRICS trip rates which suggests the parking demand for the proposed smaller store with 30% of floor area used for the sale of food and drink would be less than for the existing larger stores. Overall, it can be concluded that the proposals would not impact on the availability of parking under normal trading conditions.

Table 4.4: Summary of Parking Accumulation (Saturday)						
	Existing Unit 4 / 5*			Proposed Unit 4 / 5**		
	Arrive	Depart	Acc.	Arrive	Depart	Acc.
08:00-09:00	35	15	31	37	23	24
09:00-10:00	75	49	58	65	47	43
10:00-11:00	103	80	81	84	71	56
11:00-12:00	117	105	93	103	96	64
12:00-13:00	120	107	106	98	97	64
13:00-14:00	116	112	110	95	93	67
14:00-15:00	116	110	116	94	93	68
15:00-16:00	112	113	116	91	93	66
16:00-17:00	90	120	85	79	93	51
17:00-18:00	70	100	55	65	78	38
18:00-19:00	28	56	27	30	46	21
19:00-20:00	11	26	12	21	31	11

*based on trip rates applied to 4,546sqm of non-food retail

**based on trip rates applied to 1,967sqm of non-food + 843sqm of discount food retail

Cycle Parking

- 4.8 There is currently parking for up to 52 bicycles with 26 hoops all of which are located in the vicinity of the Costa and Subway units at the eastern end of the Park.
- 4.9 Cycle parking standards are set out below with no differences between the Food and Non-food requirements:
- Non-food Retail (over 1,000sqm): a minimum of 1 space per 6 staff plus 1 space per 300sqm GFA; and
 - Food Retail: a minimum of 1 space per 6 staff plus 1 space per 300sqm GFA.
- 4.10 The proposals would result in the loss of 2,579sqm of non-food retail to be replaced by 843sqm of discount food sales. Although there may be more staff per unit floor area for a traditional supermarket or discount food store, this is not necessarily the case for the proposed tenant where 2/3rd of the floorspace would be used for non-food items. Furthermore, there are no known capacity issues with the proposed level of cycle provision, and as such additional cycle parking has not been provided.
- 4.11 The tenant will however monitor demand for cycle parking through the Travel Plan and provide more should demand dictate.

Highway Safety Considerations

- 4.12 Given that there is unlikely to be any increase in traffic generation associated with the proposals and potentially a reduction, there would not impact on highway safety.

5 SUMMARY AND CONCLUSION

Summary

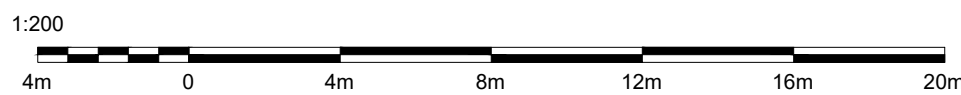
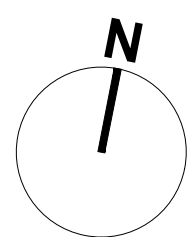
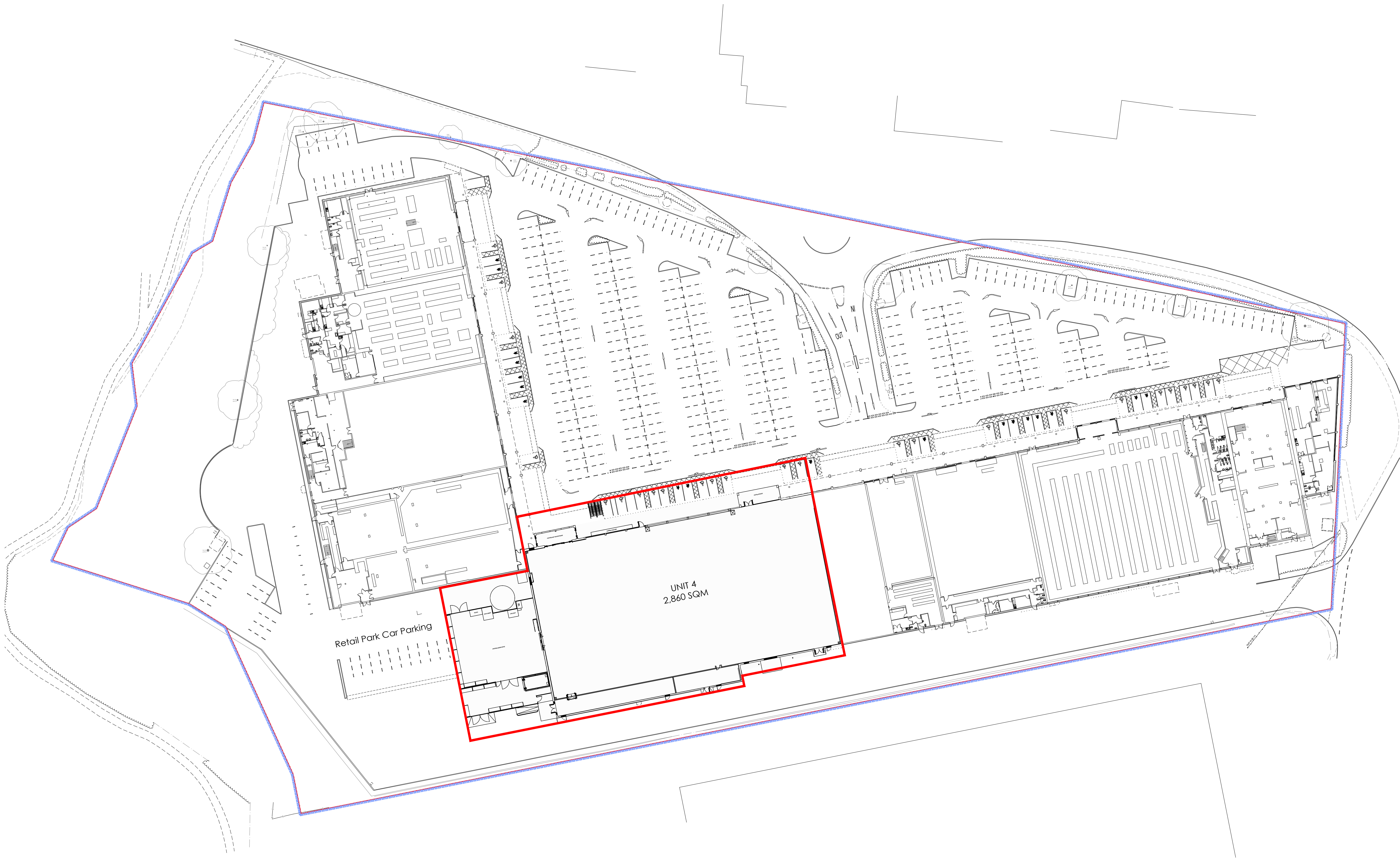
- 5.1 TTP Consulting is retained to provide highways and transport advice associated with the proposals for Units 4 and 5 at Brunel Retail Park in Reading.
- 5.2 The Park which is located south of the town centre in a commercial zone comprises circa 11,328sqm of retail floorspace plus mezzanines with parking for up to 451 cars; currently there are four units either vacant or with tenants in administration. Units 4 and 5 currently have a combined gross floor area of circa 4,546sqm including a mezzanine.
- 5.3 It is proposed to amalgamate Units 4 and 5 and remove the mezzanine to create a single unit with a gross floor area of 2,810sqm
- 5.4 This report has been prepared to support an application to vary conditions to enable food and drink to be sold from 843sqm of floorspace (30%) in Unit 4 / 5 to enable it to be occupied by Home Bargains. No changes are proposed to the access, parking or servicing arrangements.
- 5.5 The potential change in trips has been estimated using trip rate information from the TRICS database with the exercise demonstrating that there would not be any increase in vehicular movements. As such, capacity assessments have not been undertaken.
- 5.6 No changes are proposed to the car parking provision with the TRICS accumulation exercise suggesting that there could be a lesser demand for the proposed smaller unit. Policy requirements for the existing and proposed uses is the same. Overall, the proposals would not affect the availability of parking under normal trading conditions.
- 5.7 No changes are proposed to the quantum of cycle parking with the existing provision deemed more than sufficient to meet demand, and policy requirements being the same for the existing and proposed uses. Demand levels will however be monitored through the Travel Plan.
- 5.8 Servicing will take place as per existing via the service yard.

Conclusion

- 5.9 The proposals associated with this application are deemed to be acceptable in highways and transport terms.

Appendix A

(Application Plan)



General Notes

All site dimensions shall be verified by the Contractor on site prior to commencing any works.

Do not scale from this drawing.

Only work to written dimensions.

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Revision

Scale 1:200@A1
Status PL
Drawn by AE
Date Jan 2022
Client

Westmount Real Estate

Project
Brunel Retail Park, Reading

Drawing Description
Proposed Site Plan - Unit 4

Drawing No. 19032_PL085 Rev. /

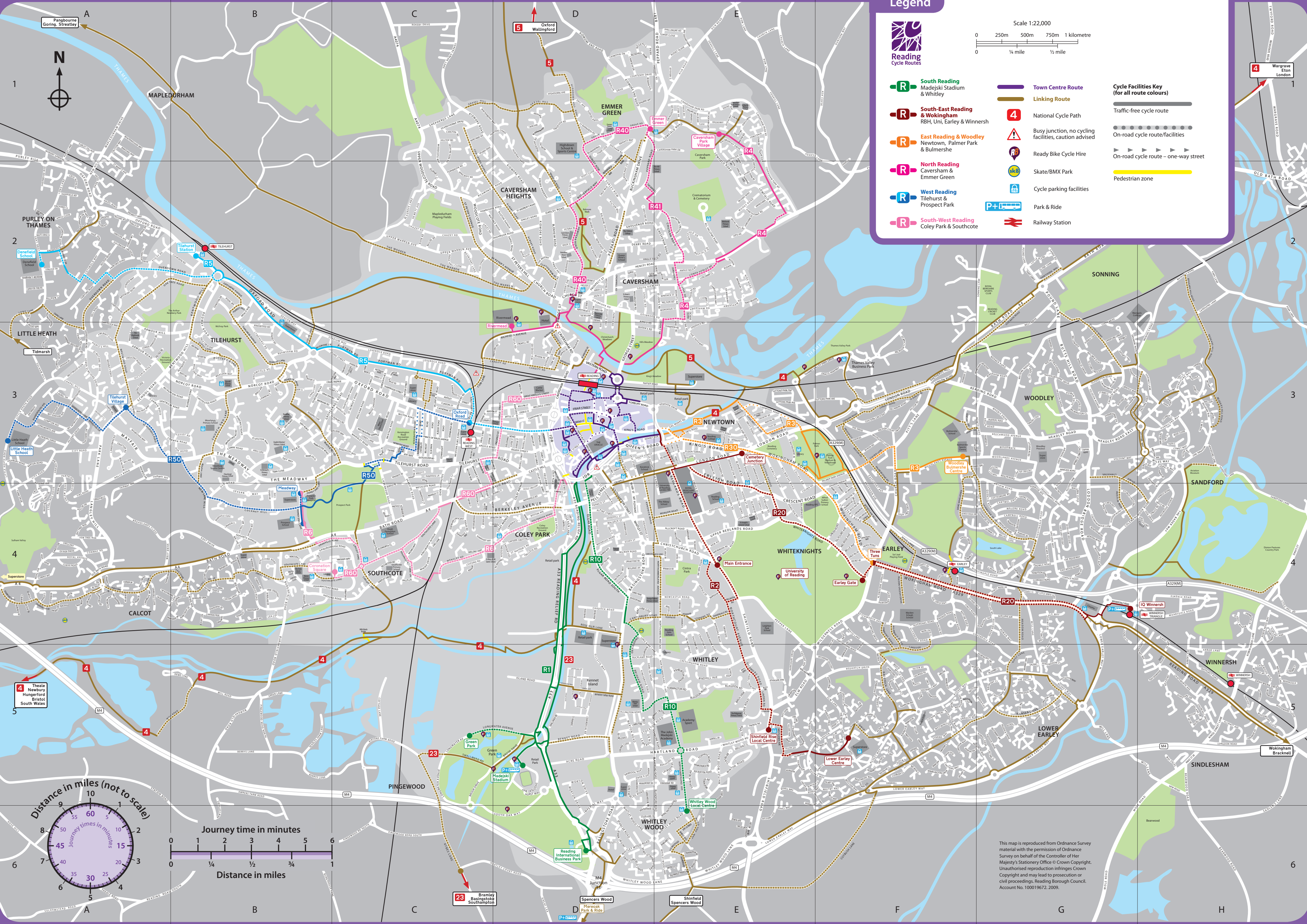
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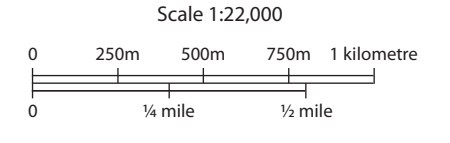
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Appendix B

(Cycle Map)



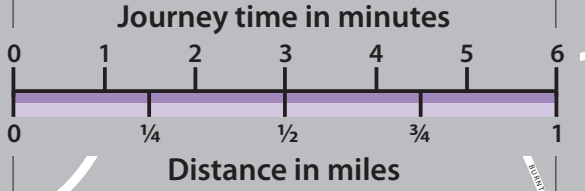
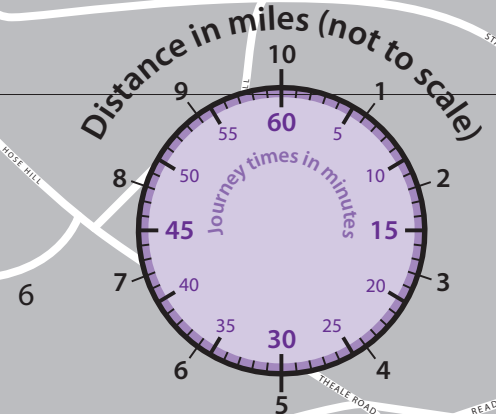
Legend



- South Reading**
Madejski Stadium & Whitley
- South-East Reading & Wokingham**
RBH, Uni, Earley & Winnersh
- East Reading & Woodley**
Newtown, Palmer Park & Bulmershe
- North Reading**
Caversham & Emmer Green
- West Reading**
Tilehurst & Prospect Park
- South-West Reading**
Coley Park & Southcote

- Town Centre Route**
- Linking Route**
- 4** National Cycle Path
- Busy junction, no cycling facilities, caution advised
- Ready Bike Cycle Hire
- 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
 - Pedestrian zone



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Appendix C

(TRICS Data)

Calculation Reference: AUDIT-752101-211210-1246

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : C - DISCOUNT FOOD STORES
 TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
09	NORTH	
	DH DURHAM	1 days
	NB NORTHUMBERLAND	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: 1023 to 2555 (units: sqm)
 Range Selected by User: 700 to 2635 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/17 to 01/03/20

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

Selected survey days:

Monday	1 days
Tuesday	2 days
Thursday	2 days
Friday	1 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:

Edge of Town Centre	2
Edge of Town	2
Neighbourhood Centre (PPS6 Local 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	1
Retail Zone	1
No Sub Category	4

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

Secondary Filtering selection:

Use Class:

E(a) 6 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	2 days
10,001 to 15,000	2 days
15,001 to 20,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	3 days
2.1 to 2.5	1 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	6 days

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

Travel Plan:

Not Known	1 days
Yes	1 days
No	4 days

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

PTAL Rating:

No PTAL Present	6 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	DH-01-C-01	ALDI		DURHAM
	WATLING ROAD			
	BISHOP AUCKLAND			
	Edge of Town			
	Retail Zone			
	Total Gross floor area:	1023 sqm		
	Survey date: THURSDAY	06/04/17	Survey Type: MANUAL	
2	NB-01-C-01	LIDL		NORTHUMBERLAND
	SCHALKSMUHLE ROAD			
	BEDLINGTON			
	Edge of Town Centre			
	No Sub Category			
	Total Gross floor area:	2450 sqm		
	Survey date: MONDAY	12/06/17	Survey Type: MANUAL	
3	NF-01-C-01	LIDL		NORFOLK
	AYLSHAM ROAD			
	NORWICH			
	Neighbourhood Centre (PPS6 Local Centre)			
	No Sub Category			
	Total Gross floor area:	2555 sqm		
	Survey date: FRIDAY	29/11/19	Survey Type: MANUAL	
4	SM-01-C-01	LIDL		SOMERSET
	SEAWARD WAY			
	MINEHEAD			
	Edge of Town			
	No Sub Category			
	Total Gross floor area:	2247 sqm		
	Survey date: THURSDAY	22/06/17	Survey Type: MANUAL	
5	TW-01-C-01	ALDI		TYNE & WEAR
	EDGEFIELD AVENUE			
	NEWCASTLE			
	FAWDON			
	Neighbourhood Centre (PPS6 Local Centre)			
	No Sub Category			
	Total Gross floor area:	1798 sqm		
	Survey date: TUESDAY	30/04/19	Survey Type: MANUAL	
6	WO-01-C-02	LIDL		WORCESTERSHIRE
	WORCESTER ROAD			
	MALVERN			
	Edge of Town Centre			
	Residential Zone			
	Total Gross floor area:	1471 sqm		
	Survey date: TUESDAY	26/06/18	Survey Type: MANUAL	

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

TOTAL VEHICLES

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	6	1924	0.468	6	1924	0.104	6	1924	0.572
08:00 - 09:00	6	1924	2.261	6	1924	1.447	6	1924	3.708
09:00 - 10:00	6	1924	3.101	6	1924	2.867	6	1924	5.968
10:00 - 11:00	6	1924	3.448	6	1924	2.867	6	1924	6.315
11:00 - 12:00	6	1924	3.690	6	1924	3.751	6	1924	7.441
12:00 - 13:00	6	1924	3.716	6	1924	3.812	6	1924	7.528
13:00 - 14:00	6	1924	3.526	6	1924	3.889	6	1924	7.415
14:00 - 15:00	6	1924	3.760	6	1924	3.915	6	1924	7.675
15:00 - 16:00	6	1924	3.846	6	1924	3.837	6	1924	7.683
16:00 - 17:00	6	1924	4.314	6	1924	4.288	6	1924	8.602
17:00 - 18:00	6	1924	3.751	6	1924	4.149	6	1924	7.900
18:00 - 19:00	6	1924	2.954	6	1924	3.153	6	1924	6.107
19:00 - 20:00	6	1924	2.183	6	1924	2.270	6	1924	4.453
20:00 - 21:00	6	1924	1.143	6	1924	1.525	6	1924	2.668
21:00 - 22:00	6	1924	0.537	6	1924	0.754	6	1924	1.291
22:00 - 23:00	5	2015	0.000	5	2015	0.139	5	2015	0.139
23:00 - 24:00									
Total Rates:			42.698				42.767	85.465	

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:	1023 - 2555 (units: sqm)
Survey date range:	01/01/17 - 01/03/20
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

TAXIS

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	6	1924	0.000	6	1924	0.000	6	1924	0.000
08:00 - 09:00	6	1924	0.017	6	1924	0.009	6	1924	0.026
09:00 - 10:00	6	1924	0.052	6	1924	0.052	6	1924	0.104
10:00 - 11:00	6	1924	0.043	6	1924	0.043	6	1924	0.086
11:00 - 12:00	6	1924	0.017	6	1924	0.017	6	1924	0.034
12:00 - 13:00	6	1924	0.026	6	1924	0.026	6	1924	0.052
13:00 - 14:00	6	1924	0.052	6	1924	0.043	6	1924	0.095
14:00 - 15:00	6	1924	0.017	6	1924	0.026	6	1924	0.043
15:00 - 16:00	6	1924	0.017	6	1924	0.026	6	1924	0.043
16:00 - 17:00	6	1924	0.035	6	1924	0.026	6	1924	0.061
17:00 - 18:00	6	1924	0.026	6	1924	0.035	6	1924	0.061
18:00 - 19:00	6	1924	0.026	6	1924	0.026	6	1924	0.052
19:00 - 20:00	6	1924	0.009	6	1924	0.009	6	1924	0.018
20:00 - 21:00	6	1924	0.009	6	1924	0.009	6	1924	0.018
21:00 - 22:00	6	1924	0.017	6	1924	0.017	6	1924	0.034
22:00 - 23:00	5	2015	0.000	5	2015	0.000	5	2015	0.000
23:00 - 24:00									
Total Rates:			0.363				0.364	0.727	

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/C - DISCOUNT FOOD STORES

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	6	1924	0.017	6	1924	0.009	6	1924	0.026
08:00 - 09:00	6	1924	0.009	6	1924	0.009	6	1924	0.018
09:00 - 10:00	6	1924	0.009	6	1924	0.017	6	1924	0.026
10:00 - 11:00	6	1924	0.026	6	1924	0.017	6	1924	0.043
11:00 - 12:00	6	1924	0.000	6	1924	0.017	6	1924	0.017
12:00 - 13:00	6	1924	0.000	6	1924	0.000	6	1924	0.000
13:00 - 14:00	6	1924	0.009	6	1924	0.000	6	1924	0.009
14:00 - 15:00	6	1924	0.000	6	1924	0.000	6	1924	0.000
15:00 - 16:00	6	1924	0.009	6	1924	0.017	6	1924	0.026
16:00 - 17:00	6	1924	0.009	6	1924	0.009	6	1924	0.018
17:00 - 18:00	6	1924	0.000	6	1924	0.000	6	1924	0.000
18:00 - 19:00	6	1924	0.017	6	1924	0.009	6	1924	0.026
19:00 - 20:00	6	1924	0.017	6	1924	0.026	6	1924	0.043
20:00 - 21:00	6	1924	0.009	6	1924	0.000	6	1924	0.009
21:00 - 22:00	6	1924	0.000	6	1924	0.009	6	1924	0.009
22:00 - 23:00	5	2015	0.000	5	2015	0.000	5	2015	0.000
23:00 - 24:00									
Total Rates:			0.131			0.139			0.270

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/C - DISCOUNT FOOD STORES

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	6	1924	0.009	6	1924	0.000	6	1924	0.009
08:00 - 09:00	6	1924	0.069	6	1924	0.043	6	1924	0.112
09:00 - 10:00	6	1924	0.052	6	1924	0.052	6	1924	0.104
10:00 - 11:00	6	1924	0.113	6	1924	0.069	6	1924	0.182
11:00 - 12:00	6	1924	0.095	6	1924	0.061	6	1924	0.156
12:00 - 13:00	6	1924	0.104	6	1924	0.139	6	1924	0.243
13:00 - 14:00	6	1924	0.078	6	1924	0.078	6	1924	0.156
14:00 - 15:00	6	1924	0.052	6	1924	0.061	6	1924	0.113
15:00 - 16:00	6	1924	0.087	6	1924	0.078	6	1924	0.165
16:00 - 17:00	6	1924	0.078	6	1924	0.069	6	1924	0.147
17:00 - 18:00	6	1924	0.208	6	1924	0.191	6	1924	0.399
18:00 - 19:00	6	1924	0.156	6	1924	0.130	6	1924	0.286
19:00 - 20:00	6	1924	0.052	6	1924	0.069	6	1924	0.121
20:00 - 21:00	6	1924	0.061	6	1924	0.087	6	1924	0.148
21:00 - 22:00	6	1924	0.009	6	1924	0.061	6	1924	0.070
22:00 - 23:00	5	2015	0.010	5	2015	0.040	5	2015	0.050
23:00 - 24:00									
Total Rates:			1.233			1.228			2.461

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/C - DISCOUNT FOOD STORES

CARS

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	6	1924	0.433	6	1924	0.087	6	1924	0.520
08:00 - 09:00	6	1924	2.088	6	1924	1.343	6	1924	3.431
09:00 - 10:00	6	1924	2.937	6	1924	2.694	6	1924	5.631
10:00 - 11:00	6	1924	3.240	6	1924	2.685	6	1924	5.925
11:00 - 12:00	6	1924	3.543	6	1924	3.560	6	1924	7.103
12:00 - 13:00	6	1924	3.586	6	1924	3.682	6	1924	7.268
13:00 - 14:00	6	1924	3.231	6	1924	3.630	6	1924	6.861
14:00 - 15:00	6	1924	3.604	6	1924	3.768	6	1924	7.372
15:00 - 16:00	6	1924	3.578	6	1924	3.578	6	1924	7.156
16:00 - 17:00	6	1924	4.054	6	1924	4.071	6	1924	8.125
17:00 - 18:00	6	1924	3.543	6	1924	3.846	6	1924	7.389
18:00 - 19:00	6	1924	2.815	6	1924	2.971	6	1924	5.786
19:00 - 20:00	6	1924	2.036	6	1924	2.140	6	1924	4.176
20:00 - 21:00	6	1924	1.091	6	1924	1.421	6	1924	2.512
21:00 - 22:00	6	1924	0.485	6	1924	0.684	6	1924	1.169
22:00 - 23:00	5	2015	0.000	5	2015	0.129	5	2015	0.129
23:00 - 24:00									
Total Rates:			40.264				40.289	80.553	

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/C - DISCOUNT FOOD STORES

LGVS

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	6	1924	0.017	6	1924	0.009	6	1924	0.026
08:00 - 09:00	6	1924	0.121	6	1924	0.078	6	1924	0.199
09:00 - 10:00	6	1924	0.095	6	1924	0.087	6	1924	0.182
10:00 - 11:00	6	1924	0.104	6	1924	0.095	6	1924	0.199
11:00 - 12:00	6	1924	0.104	6	1924	0.139	6	1924	0.243
12:00 - 13:00	6	1924	0.087	6	1924	0.095	6	1924	0.182
13:00 - 14:00	6	1924	0.208	6	1924	0.182	6	1924	0.390
14:00 - 15:00	6	1924	0.121	6	1924	0.104	6	1924	0.225
15:00 - 16:00	6	1924	0.234	6	1924	0.208	6	1924	0.442
16:00 - 17:00	6	1924	0.173	6	1924	0.156	6	1924	0.329
17:00 - 18:00	6	1924	0.139	6	1924	0.208	6	1924	0.347
18:00 - 19:00	6	1924	0.087	6	1924	0.130	6	1924	0.217
19:00 - 20:00	6	1924	0.113	6	1924	0.087	6	1924	0.200
20:00 - 21:00	6	1924	0.035	6	1924	0.087	6	1924	0.122
21:00 - 22:00	6	1924	0.035	6	1924	0.035	6	1924	0.070
22:00 - 23:00	5	2015	0.000	5	2015	0.010	5	2015	0.010
23:00 - 24:00									
Total Rates:			1.673				1.710	3.383	

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/C - DISCOUNT FOOD STORES

MOTOR CYCLES

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	6	1924	0.000	6	1924	0.000	6	1924	0.000
08:00 - 09:00	6	1924	0.026	6	1924	0.009	6	1924	0.035
09:00 - 10:00	6	1924	0.009	6	1924	0.017	6	1924	0.026
10:00 - 11:00	6	1924	0.035	6	1924	0.026	6	1924	0.061
11:00 - 12:00	6	1924	0.026	6	1924	0.017	6	1924	0.043
12:00 - 13:00	6	1924	0.017	6	1924	0.009	6	1924	0.026
13:00 - 14:00	6	1924	0.026	6	1924	0.035	6	1924	0.061
14:00 - 15:00	6	1924	0.017	6	1924	0.017	6	1924	0.034
15:00 - 16:00	6	1924	0.009	6	1924	0.009	6	1924	0.018
16:00 - 17:00	6	1924	0.043	6	1924	0.026	6	1924	0.069
17:00 - 18:00	6	1924	0.043	6	1924	0.061	6	1924	0.104
18:00 - 19:00	6	1924	0.009	6	1924	0.017	6	1924	0.026
19:00 - 20:00	6	1924	0.009	6	1924	0.009	6	1924	0.018
20:00 - 21:00	6	1924	0.000	6	1924	0.009	6	1924	0.009
21:00 - 22:00	6	1924	0.000	6	1924	0.009	6	1924	0.009
22:00 - 23:00	5	2015	0.000	5	2015	0.000	5	2015	0.000
23:00 - 24:00									
Total Rates:			0.269			0.270			0.539

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.

Calculation Reference: AUDIT-752101-211210-1251

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : C - DISCOUNT FOOD STORES
 TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	SM SOMERSET	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	2 days
09	NORTH	
	NB NORTHUMBERLAND	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: 1485 to 2450 (units: sqm)
 Range Selected by User: 700 to 2635 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/17 to 01/03/20

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

Selected survey days:

Saturday 4 days

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

Selected survey types:

Manual count 4 days
 Directional ATC Count 0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

High Street	1
No Sub Category	3

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

Secondary Filtering selection:

Use Class:

E(a) 4 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	1 days
125,001 to 250,000	3 days

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

Car ownership within 5 miles:

0.5 or Less	2 days
1.1 to 1.5	2 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	4 days

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

Travel Plan:

Not Known	1 days
Yes	1 days
No	2 days

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

PTAL Rating:

No PTAL Present	4 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	LN-01-C-02	LIDL	LINCOLNSHIRE
	DIXON STREET		
	LINCOLN		
	NEW BOULTHAM		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	2233 sqm	
	Survey date: SATURDAY	28/10/17	Survey Type: MANUAL
2	LN-01-C-03	ALDI	LINCOLNSHIRE
	NEWARK ROAD		
	LINCOLN		
	BRACEBRIDGE		
	Suburban Area (PPS6 Out of Centre)		
	High Street		
	Total Gross floor area:	1485 sqm	
	Survey date: SATURDAY	28/10/17	Survey Type: MANUAL
3	NB-01-C-01	LIDL	NORTHUMBERLAND
	SCHALKSMUHLE ROAD		
	BEDLINGTON		
	Edge of Town Centre		
	No Sub Category		
	Total Gross floor area:	2450 sqm	
	Survey date: SATURDAY	10/06/17	Survey Type: MANUAL
4	SM-01-C-01	LIDL	SOMERSET
	SEAWARD WAY		
	MINEHEAD		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	2247 sqm	
	Survey date: SATURDAY	24/06/17	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/C - DISCOUNT FOOD STORES

TOTAL VEHICLES

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	4	2104	0.642	4	2104	0.119	4	2104	0.761
08:00 - 09:00	4	2104	2.555	4	2104	1.996	4	2104	4.551
09:00 - 10:00	4	2104	3.874	4	2104	3.042	4	2104	6.916
10:00 - 11:00	4	2104	4.730	4	2104	4.349	4	2104	9.079
11:00 - 12:00	4	2104	6.203	4	2104	5.966	4	2104	12.169
12:00 - 13:00	4	2104	5.443	4	2104	5.989	4	2104	11.432
13:00 - 14:00	4	2104	5.359	4	2104	5.276	4	2104	10.635
14:00 - 15:00	4	2104	5.205	4	2104	5.419	4	2104	10.624
15:00 - 16:00	4	2104	5.086	4	2104	5.264	4	2104	10.350
16:00 - 17:00	4	2104	4.706	4	2104	4.920	4	2104	9.626
17:00 - 18:00	4	2104	4.112	4	2104	4.135	4	2104	8.247
18:00 - 19:00	4	2104	2.056	4	2104	2.567	4	2104	4.623
19:00 - 20:00	4	2104	1.854	4	2104	2.329	4	2104	4.183
20:00 - 21:00	4	2104	0.677	4	2104	0.939	4	2104	1.616
21:00 - 22:00	4	2104	0.475	4	2104	0.654	4	2104	1.129
22:00 - 23:00	4	2104	0.083	4	2104	0.166	4	2104	0.249
23:00 - 24:00									
Total Rates:			53.060				53.130	106.190	

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:	1485 - 2450 (units: sqm)
Survey date range:	01/01/17 - 01/03/20
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	4
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

TAXIS

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	4	2104	0.000	4	2104	0.000	4	2104	0.000
08:00 - 09:00	4	2104	0.000	4	2104	0.000	4	2104	0.000
09:00 - 10:00	4	2104	0.012	4	2104	0.012	4	2104	0.024
10:00 - 11:00	4	2104	0.048	4	2104	0.048	4	2104	0.096
11:00 - 12:00	4	2104	0.071	4	2104	0.071	4	2104	0.142
12:00 - 13:00	4	2104	0.048	4	2104	0.048	4	2104	0.096
13:00 - 14:00	4	2104	0.048	4	2104	0.036	4	2104	0.084
14:00 - 15:00	4	2104	0.024	4	2104	0.024	4	2104	0.048
15:00 - 16:00	4	2104	0.048	4	2104	0.059	4	2104	0.107
16:00 - 17:00	4	2104	0.048	4	2104	0.048	4	2104	0.096
17:00 - 18:00	4	2104	0.036	4	2104	0.036	4	2104	0.072
18:00 - 19:00	4	2104	0.024	4	2104	0.024	4	2104	0.048
19:00 - 20:00	4	2104	0.024	4	2104	0.024	4	2104	0.048
20:00 - 21:00	4	2104	0.000	4	2104	0.000	4	2104	0.000
21:00 - 22:00	4	2104	0.012	4	2104	0.012	4	2104	0.024
22:00 - 23:00	4	2104	0.000	4	2104	0.000	4	2104	0.000
23:00 - 24:00									
Total Rates:			0.443			0.442			0.885

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/C - DISCOUNT FOOD STORES

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	4	2104	0.024	4	2104	0.012	4	2104	0.036
08:00 - 09:00	4	2104	0.000	4	2104	0.024	4	2104	0.024
09:00 - 10:00	4	2104	0.024	4	2104	0.012	4	2104	0.036
10:00 - 11:00	4	2104	0.000	4	2104	0.012	4	2104	0.012
11:00 - 12:00	4	2104	0.000	4	2104	0.000	4	2104	0.000
12:00 - 13:00	4	2104	0.000	4	2104	0.000	4	2104	0.000
13:00 - 14:00	4	2104	0.012	4	2104	0.000	4	2104	0.012
14:00 - 15:00	4	2104	0.012	4	2104	0.012	4	2104	0.024
15:00 - 16:00	4	2104	0.000	4	2104	0.012	4	2104	0.012
16:00 - 17:00	4	2104	0.000	4	2104	0.000	4	2104	0.000
17:00 - 18:00	4	2104	0.012	4	2104	0.000	4	2104	0.012
18:00 - 19:00	4	2104	0.000	4	2104	0.000	4	2104	0.000
19:00 - 20:00	4	2104	0.012	4	2104	0.012	4	2104	0.024
20:00 - 21:00	4	2104	0.012	4	2104	0.012	4	2104	0.024
21:00 - 22:00	4	2104	0.000	4	2104	0.012	4	2104	0.012
22:00 - 23:00	4	2104	0.000	4	2104	0.000	4	2104	0.000
23:00 - 24:00									
Total Rates:			0.108	0.120			0.228		

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/C - DISCOUNT FOOD STORES

PSVS

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	4	2104	0.000	4	2104	0.000	4	2104	0.000
08:00 - 09:00	4	2104	0.000	4	2104	0.000	4	2104	0.000
09:00 - 10:00	4	2104	0.000	4	2104	0.000	4	2104	0.000
10:00 - 11:00	4	2104	0.012	4	2104	0.000	4	2104	0.012
11:00 - 12:00	4	2104	0.000	4	2104	0.012	4	2104	0.012
12:00 - 13:00	4	2104	0.000	4	2104	0.000	4	2104	0.000
13:00 - 14:00	4	2104	0.000	4	2104	0.000	4	2104	0.000
14:00 - 15:00	4	2104	0.000	4	2104	0.000	4	2104	0.000
15:00 - 16:00	4	2104	0.000	4	2104	0.000	4	2104	0.000
16:00 - 17:00	4	2104	0.000	4	2104	0.000	4	2104	0.000
17:00 - 18:00	4	2104	0.000	4	2104	0.000	4	2104	0.000
18:00 - 19:00	4	2104	0.000	4	2104	0.000	4	2104	0.000
19:00 - 20:00	4	2104	0.000	4	2104	0.000	4	2104	0.000
20:00 - 21:00	4	2104	0.000	4	2104	0.000	4	2104	0.000
21:00 - 22:00	4	2104	0.000	4	2104	0.000	4	2104	0.000
22:00 - 23:00	4	2104	0.000	4	2104	0.000	4	2104	0.000
23:00 - 24:00									
Total Rates:			0.012			0.012			0.024

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/C - DISCOUNT FOOD STORES

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	4	2104	0.024	4	2104	0.000	4	2104	0.024
08:00 - 09:00	4	2104	0.036	4	2104	0.059	4	2104	0.095
09:00 - 10:00	4	2104	0.024	4	2104	0.012	4	2104	0.036
10:00 - 11:00	4	2104	0.131	4	2104	0.095	4	2104	0.226
11:00 - 12:00	4	2104	0.119	4	2104	0.095	4	2104	0.214
12:00 - 13:00	4	2104	0.048	4	2104	0.024	4	2104	0.072
13:00 - 14:00	4	2104	0.119	4	2104	0.083	4	2104	0.202
14:00 - 15:00	4	2104	0.107	4	2104	0.095	4	2104	0.202
15:00 - 16:00	4	2104	0.048	4	2104	0.036	4	2104	0.084
16:00 - 17:00	4	2104	0.048	4	2104	0.071	4	2104	0.119
17:00 - 18:00	4	2104	0.059	4	2104	0.095	4	2104	0.154
18:00 - 19:00	4	2104	0.048	4	2104	0.059	4	2104	0.107
19:00 - 20:00	4	2104	0.071	4	2104	0.083	4	2104	0.154
20:00 - 21:00	4	2104	0.071	4	2104	0.107	4	2104	0.178
21:00 - 22:00	4	2104	0.048	4	2104	0.048	4	2104	0.096
22:00 - 23:00	4	2104	0.000	4	2104	0.024	4	2104	0.024
23:00 - 24:00									
Total Rates:			1.001	0.986			1.987		

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/C - DISCOUNT FOOD STORES

CARS

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	4	2104	0.535	4	2104	0.083	4	2104	0.618
08:00 - 09:00	4	2104	2.412	4	2104	1.842	4	2104	4.254
09:00 - 10:00	4	2104	3.696	4	2104	2.888	4	2104	6.584
10:00 - 11:00	4	2104	4.492	4	2104	4.147	4	2104	8.639
11:00 - 12:00	4	2104	5.918	4	2104	5.668	4	2104	11.586
12:00 - 13:00	4	2104	5.229	4	2104	5.704	4	2104	10.933
13:00 - 14:00	4	2104	5.169	4	2104	5.146	4	2104	10.315
14:00 - 15:00	4	2104	5.003	4	2104	5.241	4	2104	10.244
15:00 - 16:00	4	2104	4.872	4	2104	4.991	4	2104	9.863
16:00 - 17:00	4	2104	4.480	4	2104	4.706	4	2104	9.186
17:00 - 18:00	4	2104	3.827	4	2104	3.910	4	2104	7.737
18:00 - 19:00	4	2104	1.937	4	2104	2.377	4	2104	4.314
19:00 - 20:00	4	2104	1.735	4	2104	2.163	4	2104	3.898
20:00 - 21:00	4	2104	0.630	4	2104	0.903	4	2104	1.533
21:00 - 22:00	4	2104	0.428	4	2104	0.582	4	2104	1.010
22:00 - 23:00	4	2104	0.083	4	2104	0.154	4	2104	0.237
23:00 - 24:00									
Total Rates:			50.446				50.505	100.951	

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/C - DISCOUNT FOOD STORES

LGVS

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	4	2104	0.083	4	2104	0.024	4	2104	0.107
08:00 - 09:00	4	2104	0.131	4	2104	0.119	4	2104	0.250
09:00 - 10:00	4	2104	0.143	4	2104	0.131	4	2104	0.274
10:00 - 11:00	4	2104	0.178	4	2104	0.143	4	2104	0.321
11:00 - 12:00	4	2104	0.202	4	2104	0.202	4	2104	0.404
12:00 - 13:00	4	2104	0.143	4	2104	0.214	4	2104	0.357
13:00 - 14:00	4	2104	0.131	4	2104	0.095	4	2104	0.226
14:00 - 15:00	4	2104	0.119	4	2104	0.119	4	2104	0.238
15:00 - 16:00	4	2104	0.154	4	2104	0.166	4	2104	0.320
16:00 - 17:00	4	2104	0.178	4	2104	0.166	4	2104	0.344
17:00 - 18:00	4	2104	0.214	4	2104	0.166	4	2104	0.380
18:00 - 19:00	4	2104	0.095	4	2104	0.166	4	2104	0.261
19:00 - 20:00	4	2104	0.083	4	2104	0.131	4	2104	0.214
20:00 - 21:00	4	2104	0.036	4	2104	0.024	4	2104	0.060
21:00 - 22:00	4	2104	0.036	4	2104	0.048	4	2104	0.084
22:00 - 23:00	4	2104	0.000	4	2104	0.012	4	2104	0.012
23:00 - 24:00									
Total Rates:			1.926			1.926			3.852

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/C - DISCOUNT FOOD STORES

MOTOR CYCLES

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	4	2104	0.000	4	2104	0.000	4	2104	0.000
08:00 - 09:00	4	2104	0.012	4	2104	0.012	4	2104	0.024
09:00 - 10:00	4	2104	0.000	4	2104	0.000	4	2104	0.000
10:00 - 11:00	4	2104	0.000	4	2104	0.000	4	2104	0.000
11:00 - 12:00	4	2104	0.012	4	2104	0.012	4	2104	0.024
12:00 - 13:00	4	2104	0.024	4	2104	0.024	4	2104	0.048
13:00 - 14:00	4	2104	0.000	4	2104	0.000	4	2104	0.000
14:00 - 15:00	4	2104	0.048	4	2104	0.024	4	2104	0.072
15:00 - 16:00	4	2104	0.012	4	2104	0.036	4	2104	0.048
16:00 - 17:00	4	2104	0.000	4	2104	0.000	4	2104	0.000
17:00 - 18:00	4	2104	0.024	4	2104	0.024	4	2104	0.048
18:00 - 19:00	4	2104	0.000	4	2104	0.000	4	2104	0.000
19:00 - 20:00	4	2104	0.000	4	2104	0.000	4	2104	0.000
20:00 - 21:00	4	2104	0.000	4	2104	0.000	4	2104	0.000
21:00 - 22:00	4	2104	0.000	4	2104	0.000	4	2104	0.000
22:00 - 23:00	4	2104	0.000	4	2104	0.000	4	2104	0.000
23:00 - 24:00									
Total Rates:			0.132			0.132			0.264

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

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

Calculation Reference: AUDIT-752101-201009-1039

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : K - RETAIL PARK - EXCLUDING FOOD
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
03	SOUTH WEST	
	DV DEVON	2 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
	WY WEST YORKSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 2809 to 53814 (units: sqm)
 Range Selected by User: 2575 to 110000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 30/03/19

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

Selected survey days:

Saturday 9 days

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

Selected survey types:

Manual count 9 days
 Directional ATC Count 0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	4
Edge of Town	3
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	2
Retail Zone	1
Built-Up Zone	4
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

A1 9 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
15,001 to 20,000	4 days
20,001 to 25,000	3 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,000 or Less	1 days
75,001 to 100,000	1 days
125,001 to 250,000	5 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	5 days
1.6 to 2.0	1 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	9 days

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

Travel Plan:

No 9 days

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

PTAL Rating:

No PTAL Present 9 days

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

1	DV-01-K-01	DUNELM & FURNITURE VILLAGE	DEVON
	AVOCET ROAD		
	EXETER		
	SOWTON IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	2809 sqm	
	Survey date: SATURDAY	15/07/17	Survey Type: MANUAL
2	DV-01-K-02	RETAIL PARK	DEVON
	HELE ROAD		
	TORQUAY		
	Suburban Area (PPS6 Out of Centre)		
	Retail Zone		
	Total Gross floor area:	3752 sqm	
	Survey date: SATURDAY	30/03/19	Survey Type: MANUAL
3	EX-01-K-02	RETAIL PARK	ESSEX
	CHELMER ROAD		
	CHELMSFORD		
	CHELMER VILLAGE		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	16150 sqm	
	Survey date: SATURDAY	19/10/13	Survey Type: MANUAL
4	NE-01-K-01	RETAIL PARK	NORTH EAST LINCOLNSHIRE
	VICTORIA STREET NORTH		
	GRIMSBY		
	Suburban Area (PPS6 Out of Centre)		
	Built-Up Zone		
	Total Gross floor area:	4243 sqm	
	Survey date: SATURDAY	07/06/14	Survey Type: MANUAL
5	NF-01-K-02	RETAIL PARK	NORFOLK
	PASTEUR ROAD		
	GREAT YARMOUTH		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	14565 sqm	
	Survey date: SATURDAY	14/10/17	Survey Type: MANUAL
6	TW-01-K-02	RETAIL PARK	TYNE & WEAR
	MIDDLE ENGINE LANE		
	WALLSEND		
	WILLINGTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	4500 sqm	
	Survey date: SATURDAY	14/11/15	Survey Type: MANUAL
7	WM-01-K-05	RETAIL PARK	WEST MIDLANDS
	HARBORNE LANE		
	BIRMINGHAM		
	SELLY OAK		
	Neighbourhood Centre (PPS6 Local Centre)		
	Built-Up Zone		
	Total Gross floor area:	11599 sqm	
	Survey date: SATURDAY	10/11/12	Survey Type: MANUAL
8	WM-01-K-06	RETAIL PARK	WEST MIDLANDS
	WARWICK ROAD		
	COVENTRY		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	12844 sqm	
	Survey date: SATURDAY	12/11/16	Survey Type: MANUAL
9	WY-01-K-02	RETAIL PARK	WEST YORKSHIRE
	LEEDS ROAD		
	HUDDERSFIELD		
	Suburban Area (PPS6 Out of Centre)		
	Built-Up Zone		
	Total Gross floor area:	53814 sqm	
	Survey date: SATURDAY	24/09/16	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
GM-01-K-15	incorrect data

TRIP RATE for Land Use 01 - RETAIL/K - RETAIL PARK - EXCLUDING FOOD

TOTAL VEHICLES

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	5	20375	0.152	5	20375	0.065	5	20375	0.217
08:00 - 09:00	9	13808	0.486	9	13808	0.211	9	13808	0.697
09:00 - 10:00	9	13808	1.254	9	13808	0.805	9	13808	2.059
10:00 - 11:00	9	13808	1.915	9	13808	1.481	9	13808	3.396
11:00 - 12:00	9	13808	2.234	9	13808	2.039	9	13808	4.273
12:00 - 13:00	9	13808	2.333	9	13808	2.169	9	13808	4.502
13:00 - 14:00	9	13808	2.312	9	13808	2.246	9	13808	4.558
14:00 - 15:00	9	13808	2.331	9	13808	2.236	9	13808	4.567
15:00 - 16:00	9	13808	2.115	9	13808	2.241	9	13808	4.356
16:00 - 17:00	9	13808	1.765	9	13808	2.142	9	13808	3.907
17:00 - 18:00	9	13808	1.290	9	13808	1.872	9	13808	3.162
18:00 - 19:00	9	13808	0.478	9	13808	0.929	9	13808	1.407
19:00 - 20:00	6	10568	0.199	6	10568	0.500	6	10568	0.699
20:00 - 21:00	4	8915	0.062	4	8915	0.165	4	8915	0.227
21:00 - 22:00	4	8915	0.025	4	8915	0.034	4	8915	0.059
22:00 - 23:00	1	3752	0.027	1	3752	0.027	1	3752	0.054
23:00 - 24:00	1	3752	0.000	1	3752	0.080	1	3752	0.080
Total Rates:			18.978			19.242			38.220

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.

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Parameter summary

Trip rate parameter range selected:	2809 - 53814 (units: sqm)
Survey date range:	01/01/12 - 30/03/19
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	9
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

Calculation Reference: AUDIT-752101-200504-0520

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : K - RETAIL PARK - EXCLUDING FOOD
 VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	GS GLOUCESTERSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	2 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: 7350 to 22300 (units: sqm)
 Range Selected by User: 2575 to 110000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 30/03/19

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

Selected survey days:

Thursday 3 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
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:

Residential Zone	1
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.

Secondary Filtering selection:

Use Class:

A1 3 days

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	1 days
25,001 to 50,000	2 days

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

Population within 5 miles:

25,001 to 50,000	1 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	1 days

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

Petrol filling station:

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

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

Travel Plan:

No	3 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	3 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	GM-01-K-14	RETAIL PARK		GREATER MANCHESTER
	SNIPPE WAY			
	ASHTON-UNDER-LYNE			
	Edge of Town			
	Retail Zone			
	Total Gross floor area:	7350 sqm		
	Survey date: THURSDAY	22/10/15	Survey Type: MANUAL	
2	GM-01-K-16	RETAIL PARK		GREATER MANCHESTER
	BROADWAY			
	OLDHAM			
	HOLDEN FOLD			
	Edge of Town			
	Residential Zone			
	Total Gross floor area:	22300 sqm		
	Survey date: THURSDAY	09/11/17	Survey Type: MANUAL	
3	GS-01-K-02	RETAIL PARK		GLOUCESTERSHIRE
	EASTERN AVENUE			
	GLOUCESTER			
	BARNWOOD			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Gross floor area:	8687 sqm		
	Survey date: THURSDAY	28/11/13	Survey Type: MANUAL	

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

TRIP RATE for Land Use 01 - RETAIL/K - RETAIL PARK - EXCLUDING FOOD VEHICLES

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	3	12779	0.357	3	12779	0.266	3	12779	0.623
08:00 - 09:00	3	12779	0.683	3	12779	0.441	3	12779	1.124
09:00 - 10:00	3	12779	1.547	3	12779	1.156	3	12779	2.703
10:00 - 11:00	3	12779	1.646	3	12779	1.476	3	12779	3.122
11:00 - 12:00	3	12779	1.980	3	12779	1.818	3	12779	3.798
12:00 - 13:00	3	12779	2.246	3	12779	2.048	3	12779	4.294
13:00 - 14:00	3	12779	2.136	3	12779	2.259	3	12779	4.395
14:00 - 15:00	3	12779	1.826	3	12779	1.985	3	12779	3.811
15:00 - 16:00	3	12779	1.774	3	12779	1.899	3	12779	3.673
16:00 - 17:00	3	12779	1.875	3	12779	1.933	3	12779	3.808
17:00 - 18:00	3	12779	1.797	3	12779	1.800	3	12779	3.597
18:00 - 19:00	3	12779	1.930	3	12779	1.761	3	12779	3.691
19:00 - 20:00	3	12779	1.336	3	12779	1.516	3	12779	2.852
20:00 - 21:00	3	12779	0.530	3	12779	0.916	3	12779	1.446
21:00 - 22:00	1	8687	0.000	1	8687	0.000	1	8687	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		21.663			21.274			42.937	

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:	7350 - 22300 (units: sqm)
Survey date range:	01/01/12 - 30/03/19
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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