



ttp consulting
transport planning specialists

**Mayfair Capital Investment
Management Limited**

**BRUNEL RETAIL PARK,
READING**

Transport Assessment

November 2020

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1 INTRODUCTION

- 1.1 TTP Consulting is retained to provide highways and transport advice associated with the proposals for Brunel Retail Park in Reading.
- 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 4 units either vacant or in administration.
- 1.3 There are a number of planning applications coming forward at the Park as part of a phased approach to development, with the main application comprising two warehouse units and other applications being submitted in the event that only phase one is taken forward (i.e. one commercial unit with retail retained).
- 1.4 Application Plans are provided in **Appendix A** and **Figure 1.1** and **Figure 1.2** provide an extract of the ground floor layouts.
- 1.5 In order to assess the phased approach appropriately within this Transport Assessment the following is considered:
- Phase One – Includes the provision of 4,281sqm of Class B2 and Class B8 floorspace in place of 4,635sqm of retail (i.e. one warehouse unit); and,
 - Phase Two – Includes the removal of 11,328sqm of non-food retail and the provision of 13,376sqm of Class B2 and Class B8 floorspace (i.e. two warehouse units).
- 1.6 This report considers the potential changes in highways and transportation terms as a result of the proposals. It provides an assessment of / considers the phased approach to development in the event that only phase one is delivered and retail floorspace is retained at the Park alongside the commercial unit. The report concludes that the proposals would not impact on the operation of the wider highway network and could result in net benefits particularly during the weekday evening and Saturday peak periods.

Figure 1.1: Proposed Phase One



Figure 1.2: Proposed Phase Two

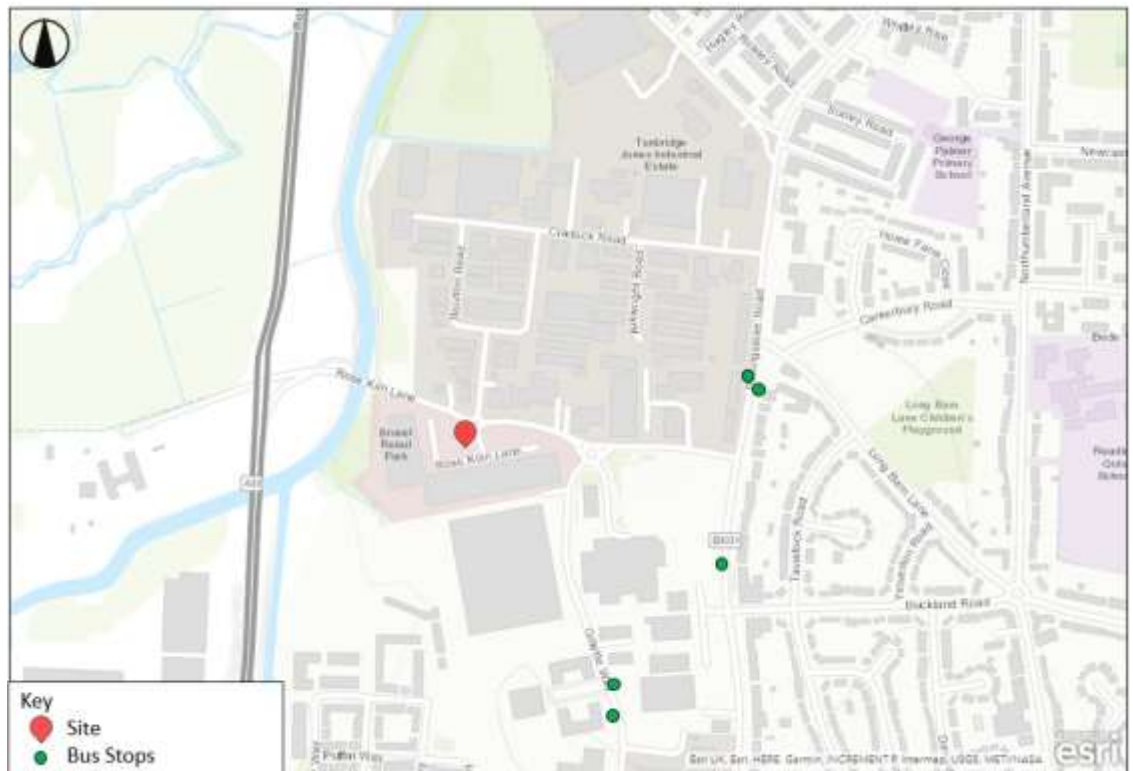


2 EXISTING SITUATION

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; 4 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.
- 2.3 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.
- 2.4 A location plan is provided in **Figure 2.1**.

Figure 2.1: Location Plan



The Surrounding Area

- 2.5 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.
- 2.6 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

- 2.7 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.
- 2.8 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 2.2**.
- 2.9 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 2.3** illustrates the 5km and 8km cycling isochrone, with a cycle map extract provided at **Figure 2.4**.
- 2.10 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 2.2: 1km and 2km Walking Isochrone

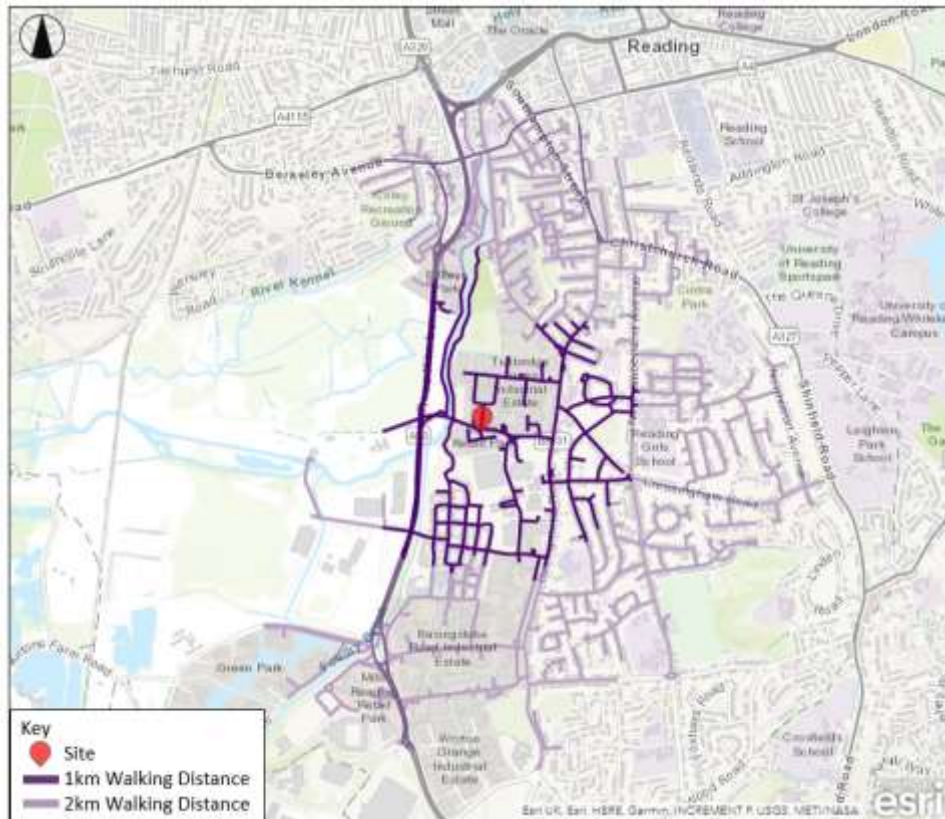


Figure 2.3: 5km and 8km Cycling Isochrone

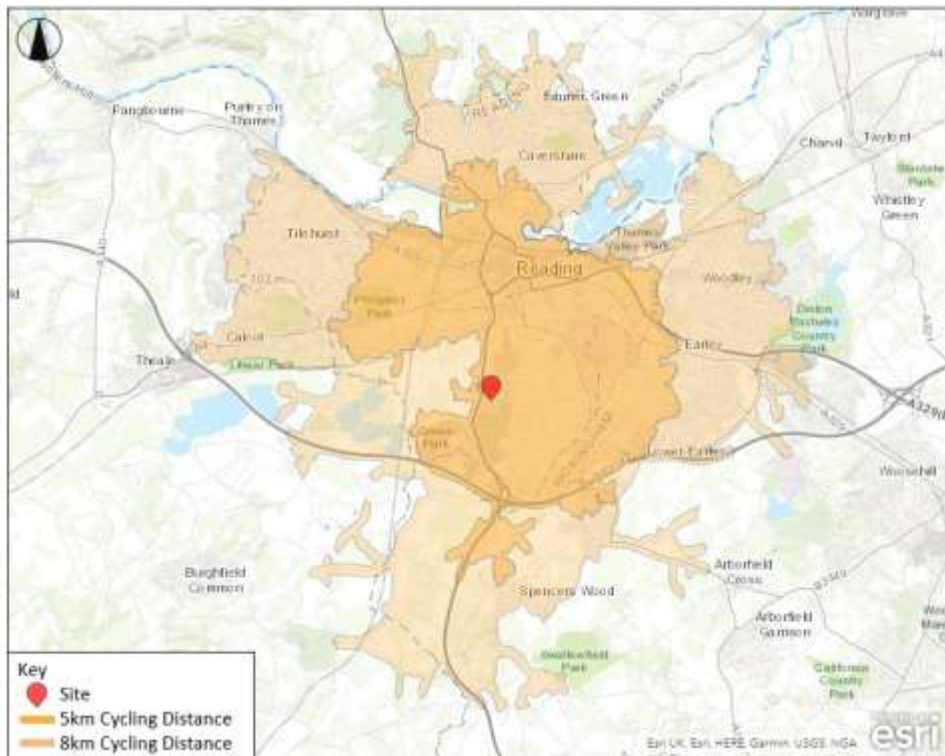
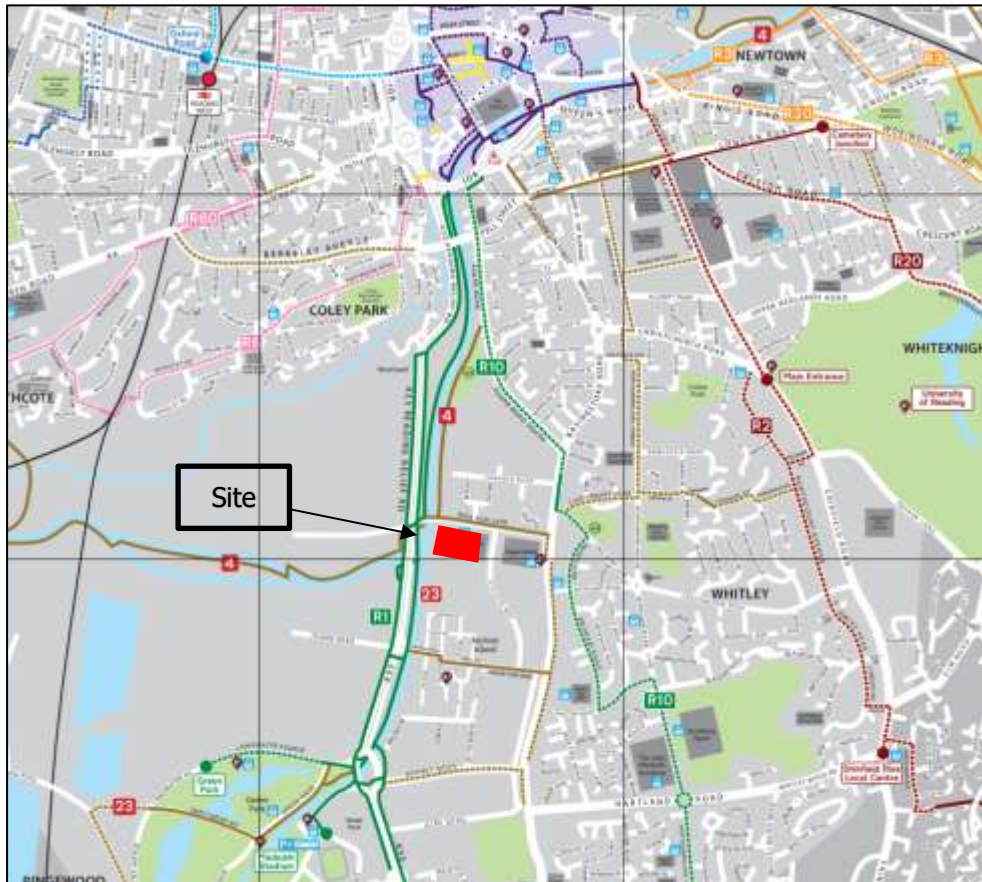


Figure 2.4: Reading Cycle Map Extract



Bus

2.11 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

- 2.12 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

- 2.13 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.
- 2.14 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.
- 2.15 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.
- 2.16 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

- 2.17 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

- 2.18 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

- 3.1 The revised National Planning Policy Framework (NPPF) was last updated in June 2019 setting out the Government's planning policies for England and how these are expected to be applied.
- 3.2 Paragraph 84 recognises that development in rural areas may be in locations that are not well served by public transport, advising that it should not have an unacceptable impact on local roads and exploits any opportunities to make a location for sustainable. Paragraph 103 acknowledges that these opportunities will vary between urban and rural areas and that authorities should take this into account in their plan and decision making.
- 3.3 When considering the transport effects of a development, NPPF states that:
- "All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."*
- 3.4 Paragraph 108 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.
- 3.5 Paragraph 109 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."*
- 3.6 Paragraph 110 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)

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

3.8 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.”

3.9 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."

3.10 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.

3.11 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."

3.12 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 1,000m²	*	50m ²	40m ²	**
A1 Non-Food Retail Over 1,000m²	*	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

The Proposals

4.1 There are a number of planning applications being applied for at the Park, which in terms of the Transport Assessment are assessed as follows:

- Phase One – Includes the provision of 4,281sqm of Class B2 and Class B8 floorspace in place of 4,635sqm of retail; and,
- Phase Two – Includes the removal of 11,328sqm of non-food retail and the provision of 13,376sqm of Class B2 and Class B8 floorspace.

4.2 Plans are shown in **Appendix A** for the phase one and phase two schemes.

Phase One

4.3 Phase One can be summarised as follows:

- Retail floorspace will be reduced by 4,635sqm and a new 4,263sqm warehouse will be constructed.
- Car parking for the retail element will reduce to 295 spaces with 232 spaces provided in the customer car park and 65 spaces for staff in the service yard.
- A total of 43 spaces will be provided for the employment floorspace in accordance with the maximum standards for Zone 3.
- Access to the retail customer car park will be from Rose Kiln Lane as per the existing situation. The route will be extended through to the service yard to the rear of the retail terrace, and also facilitate access to the staff car park for the new warehouse where a new priority-controlled junction will be provided. It is proposed to "Stop Up" part of the existing access south of the retained pedestrian refuge island.
- The existing service yard access on Gillette Way will be modified to facilitate access to the warehouse service yard.

Phase Two

4.4 The Phase Two application can be summarised as follows:

- 11,328sqm of retail floorspace will be removed.
- Two new warehouses will be constructed with a floor area of 13,376sqm (with 4,281sqm for Unit 2 (Phase one) and 9,095sqm for Unit 1 (Phase 2).
- A total of 127 spaces will be provided across both units, with 84 spaces for Unit 1 and 43 spaces for Unit 2, in accordance with standards which would permit between 61 and 90 spaces for Unit 1 and between 29 to 43 spaces for Unit 2. 10% of spaces to be provided with active charging points.
- Access for Unit 1 will be taken from Rose Kiln Lane and access to the Unit 2 service yard will be as per the amended access provided in phase one from Gillette Way.

Vehicle Access Arrangements

Phase One

4.5 Vehicular access to the retail customer car park will be from Rose Kiln Lane as per the existing situation. This route will be extended through to the service yard to the rear of the retail terrace and will also facilitate access to the staff car park for the new warehouse; the proposed access to the staff car park is circa 13m from the roundabout which although less than requested by highways during the pre-application is considered acceptable on the following grounds:

- The access would serve only 33 spaces with all cars turning left in and as such no risk of queues forming.
- The proposed layout is no different and potentially an improvement when compared to a number of existing premises in the immediate vicinity, which includes parking almost immediate adjacent to the access at the Lexus and Toyota premises opposite, and a number of commercial premises along Gillette Way.

4.6 It is proposed to Stop Up the section of the access south of the retained pedestrian refuge island.

4.7 The existing service yard access from Gillette Way will be modified to facilitate access to the proposed warehouse service yard. It will be necessary to Stop Up a section of highway within the existing service yard road, with changes implemented subject to a S278 Agreement.

4.8 Drawings indicating the proposed junction arrangements and stopping-up order are shown in **Appendix B**, with vehicle tracking shown in **Appendix C**.

Phase Two

- 4.9 No changes are proposed to the Rose Kiln Lane junction which will facilitate access to Unit 1, with Unit 2 accessed as per Phase One.

Pedestrian and Cyclist Access

- 4.10 Pedestrian and cyclist access will remain as per the existing situation for both Phase One and Phase Two.

Vehicle Trip Generation

- 4.11 It has not been possible to undertake surveys at the Park due to the ongoing COVID-19 pandemic and as such the potential changes in trips for the weekday morning and evening peaks plus Saturday afternoon has been estimated based on trip rate information from the TRICS database as follows:
- Retail Use: All sites in the retail park excluding food category in England outside London surveyed since January 2012. The exercise revealed a total of 3 weekday and 10 Saturday surveys.
 - Employment Use: All surveys in separate categories for the Light Industrial, General Industrial and Parcel Distribution Centres for the Class B1c, B2 and B8 uses respectively, considering all sites in England outside London with a gross floor area of between 1,000sqm and 10,000sqm. As no TRICS data was available for a Saturday period for the Employment use, the highest weekday trip rates were adopted for each case.
- 4.12 A 33% reduction for linked and pass-by trips has been applied to the retail flows to provide a robust assessment, with no reductions applied to the commercial floorspace. Furthermore, the assessments do not take into account retail mezzanine floorspace.

Phase One

- 4.13 **Table 4.2** provides a summary of the trip rates and resultant flows for the 4,635sqm of retail floor area to be removed, with the figures in the brackets taking into account the 33% linked / pass-by trips. The exercise suggests that the loss of the retail floorspace would result in the removal of 34 two-way trips (21 arrivals / 13 departures) during the weekday morning peak hour, 112 two-way trips (56 arrivals / 56 departures) during the evening peak hour, and 142 two-way trips (72 arrivals / 70 departures) during the Saturday afternoon peak hour.

Table 4.2: Trip Rates and Vehicle Movements (Existing Retail Use)				
	Trip Rates		Vehicle Movements* (inc. reductions)	
	Arrive	Depart	Arrive	Depart
AM Peak (0800 – 0900)	0.683	0.441	32 (21)	20 (13)
PM Peak (1700 – 1800)	1.797	1.800	83 (56)	83 (56)
SAT Peak (13:00 – 14:00)	2.312	2.246	107 (72)	104 (70)

*based on 4,635sqm

4.14

Tables 4.3 through **4.5** provide summaries of the trip rates and resultant flows for the proposed Phase One employment use for Unit 2 with a floor area of 4,281sqm.

Table 4.3: Trip Rates & Vehicle Movements (Proposed Class B1c)				
	Trip Rates		Vehicle Movements*	
	Arrive	Depart	Arrive	Depart
AM Peak (0800 – 0900)	0.416	0.068	18	3
PM Peak (1700 – 1800)	0.074	0.390	3	17
SAT Peak (13:00 – 14:00)	0.416	0.068	18	3

*based on 4,281sqm

Table 4.4: Trip Rates and Vehicle Movements (Proposed Class B2)				
	Trip Rates		Vehicle Movements*	
	Arrive	Depart	Arrive	Depart
AM Peak (0800 – 0900)	0.297	0.067	13	3
PM Peak (1700 – 1800)	0.000	0.076	0	3
SAT Peak (13:00 – 14:00)	0.268	0.259	11	11

*based on 4,281sqm

Table 4.5: Trip Rates and Vehicle Movements (Proposed Class B8)				
	Trip Rates		Vehicle Movements*	
	Arrive	Depart	Arrive	Depart
AM Peak (0800 – 0900)	0.204	0.580	9	25
PM Peak (1700 – 1800)	0.602	0.659	26	28
SAT Peak (13:00 – 14:00)	0.602	0.659	26	28

*based on 4,281sqm

- 4.16 **Table 4.6** provides a summary of the potential changes in flows for each of the weekday morning, weekday evening and Saturday afternoon peak hours for Phase One, with the highest number of flows for each period for the proposed employment use adopted from Tables 4.3 through 4.5 which demonstrates that the proposals would not result in additional trips during the morning peak hour, with fewer trips at other times of the day and week.

Table 4.6: Trip Rates and Vehicle Movements (Net Change – Phase One)						
	AM Peak (0800 – 0900)		PM Peak (1700 – 1800)		SAT Peak (1300 – 1400)	
	Arrive	Depart	Arrive	Depart	Arrive	Depart
Existing Scenario	21	13	56	56	72	70
Proposed Scenario	9	25	26	28	26	28
Change	-12	+12	-30	-28	-46	-42

Phase Two

- 4.17 **Table 4.7** provides a summary of the trip rates and resultant flows for the entire existing retail floor area at the Park and accounts for 33% of trips being either linked or pass-by. The exercise suggests that the loss of the retail floorspace would result in the removal of 85 two-way trips (52 arrivals / 33 departures) during the weekday morning peak hour, 274 two-way trips (137 arrivals / 137 departures) during the evening peak hour, and 346 two-way trips (176 arrivals / 170 departures) during the Saturday afternoon peak hour.

Table 4.7: Trip Rates and Vehicle Movements (Existing Retail Use)				
	Trip Rates		Vehicle Movements* (inc. reductions)	
	Arrive	Depart	Arrive	Depart
AM Peak (0800 – 0900)	0.683	0.441	77 (52)	50 (33)
PM Peak (1700 – 1800)	1.797	1.800	204 (137)	204 (137)
SAT Peak (13:00 – 14:00)	2.312	2.246	262 (176)	254 (170)

*based on 11,328sqm

- 4.18 **Table 4.8** through **4.10** provides a summary of the trip rates and resultant flows for the proposed employment use on the basis that the full quantum (i.e. two warehouse units) is built out and the TRICS data is included at **Appendix D**.

Table 4.8: Trip Rates and Vehicle Movements (Proposed Class B1c Use)

	Trip Rates		Vehicle Movements*	
	Arrive	Depart	Arrive	Depart
AM Peak (0800 – 0900)	0.416	0.068	56	9
PM Peak (1700 – 1800)	0.074	0.390	10	52
SAT Peak (13:00 – 14:00)	0.416	0.068	56	9

*based on 13,376sqm

Table 4.9: Trip Rates and Vehicle Movements (Proposed Class B2 Use)

	Trip Rates		Vehicle Movements*	
	Arrive	Depart	Arrive	Depart
AM Peak (0800 – 0900)	0.297	0.067	40	9
PM Peak (1700 – 1800)	0.000	0.076	4	31
SAT Peak (13:00 – 14:00)	0.268	0.259	36	35

*based on 13,376sqm

Table 4.10: Trip Rates and Vehicle Movements (Proposed Class B8 Use)

	Trip Rates		Vehicle Movements*	
	Arrive	Depart	Arrive	Depart
AM Peak (0800 – 0900)	0.204	0.580	27	78
PM Peak (1700 – 1800)	0.602	0.659	81	88
SAT Peak (13:00 – 14:00)	0.602	0.659	81	88

*based on 13,376sqm

- 4.19 With regards to the overall proposal of two warehouse units and the removal of all retail, the resultant vehicle trip generation is shown in **Table 4.11** and is compared to the worst-case B8 parcel distribution use. The exercise suggests that whereas there could be an increase during the morning peak hour, there are likely to be relatively significant reductions during the remainder of the day and week, and in particular over the weekend when flows associated with retail are highest. As such, capacity assessments have not been conducted.

Table 4.11: Trip Rates and Vehicle Movements (Net Change – Phase One)

	AM Peak (0800 – 0900)		PM Peak (1700 – 1800)		SAT Peak (1300 – 1400)	
	Arrive	Depart	Arrive	Depart	Arrive	Depart
Existing Scenario	52	33	137	137	176	170
Proposed Scenario	27	78	81	88	81	88
Change	-25	+45	-56	-49	-95	-92

HGV Movements

4.20 **Table 4.12** sets out the overall anticipated change in HGV movements during each peak period based on TRICS data, where the maximum increase is expected to be in the region of 9 to 10 two-way HGV movements during all peak periods, associated with the phase two completed development. This level of increase is not considered severe on the basis that all overall vehicle trips will significantly reduce during the weekday evening and Saturday peak periods.

Table 4.12: HGV Impact			
	Peak Period		
	AM Peak	PM Peak	SAT Peak
Existing – 100% Retail	3	1	1
Phase 1 – (mixed Retail / Commercial)	4 (+1)	3 (+2)	3 (+2)
Phase 2 – 100% Commercial	12 (+9)	11 (+10)	11 (+10)

Car Parking

Existing Situation

4.21 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; this equates to a ratio of 1 space per 33sqm GFA overall, or 1 space per 40sqm in the customer car park. 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.

Parking Standards

4.22 Parking standards are set out in the October 2011 Supplementary Planning Guidance "Revised Parking Standards and Design" for development within Zone 3 in which the Park sits as follows:

- Non-Food Retail: a maximum of 1 space per 30sqm GFA;
- Class B1(a) and B1(b): a maximum of 1 space per 50sqm GFA;
- Class B1(c) and B2: a maximum of 1 space per 100sqm GFA; and
- Class B8: a maximum of 1 space per 150sqm GFA.

4.24 Accessible spaces should be provided as follows:

- All developments with less than 200 spaces – a minimum of 3 spaces or 5% whichever the greater.
- Retail with more than 200 spaces – 3 spaces plus 4% of the overall capacity.
- Commercial with more than 200 spaces – 6 spaces plus 2% of the overall capacity.

4.25 It is acknowledged that there has been a recent change in planning use classes.

Phase One

4.26 The proposed scheme would provide parking for 295 cars for the retail element and 43 spaces for the commercial element.

- Retail Parking: the proposals include 232 space in the customer car park and 65 spaces for staff in the service yard which equates to 1 space per 34sqm overall and 1 space per 44sqm for customers. The provision includes 15 disabled spaces of which 12 are in the car park and 3 in the service yard. The overall provision is in accordance with standards and broadly in line with the existing ratio.
- Commercial Parking: The proposals which include a mix of B Class uses with ancillary office space would be provided with parking for 43 cars including 33 in the car park and 10 in the service yard. The provision includes 2 disabled spaces and 4 spaces with EV charging facilities in the car park, with the overall provision equating to 1 space per 95sqm GFA.

Phase Two

4.27 The proposed layout illustrates a total of 177 spaces across both commercial units as follows:

- Unit 1 – a total of 84 spaces which is in line with policy that would permit between 61 and 90 spaces. The provision includes 4 disabled spaces and 8 spaces with EV Charging
- Unit 2 – a total of 43 spaces as per Phase 1 above with 33 spaces in the car park and 10 in the service yard, with 2 disabled spaces and 4 with EV Charging facilities.

Cycle Parking

Existing Situation

- 4.28 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.

Parking Standards

- 4.29 Cycle parking standards are set out below:
- Class B1(a): a minimum of 1 space per 200sqm GFA;
 - Class B1(b) and B1(c): a minimum of 1 space per 250sqm GFA;
 - Class B2 – B7: a minimum of 1 space per 350sqm GFA; and
 - Class B8: a minimum of 1 space per 450sqm GFA.

Phase One

- 4.30 The proposals will include parking for up to 40 bicycles with 20 hoops for the retained retail element located in the vicinity of the entrance to each unit. Although fewer than existing, the spaces are better located and deemed acceptable for the reduced quantum of retail floorspace.
- 4.31 Parking for up to 12 bicycles will be provided for the new commercial warehouse at a ratio of 1 space per 355sqm GFA, between the B2 and B8 standard. The tenant will monitor demand for the spaces through a Travel Plan and provide more should demand dictate.

Phase Two

- 4.32 The proposed layout illustrates parking for up to 36 bicycles as follows:
- Unit 1 - Parking for up to 24 bicycles will be provided at a ratio of 1 space per 379sqm GFA (between the B2 and B8 standard), and
 - Unit 2 – Parking is provided for up to 12 bicycles as per Phase 1.
- 4.33 The tenants will monitor demand for the spaces through a Travel Plan and provide more should demand dictate.

Highway Safety Considerations

- 4.34 The reduction in vehicle trip generation during the weekday evening and Saturday peak periods could give rise to a beneficial impact on highway safety.
- 4.35 There will be an increase in HGV movements as a result of the proposals albeit these are considered to be minimal during peak periods and when considered against the overall reduction in trips should not give rise to any concerns regarding highway safety.

5 SUMMARY AND CONCLUSION

Summary

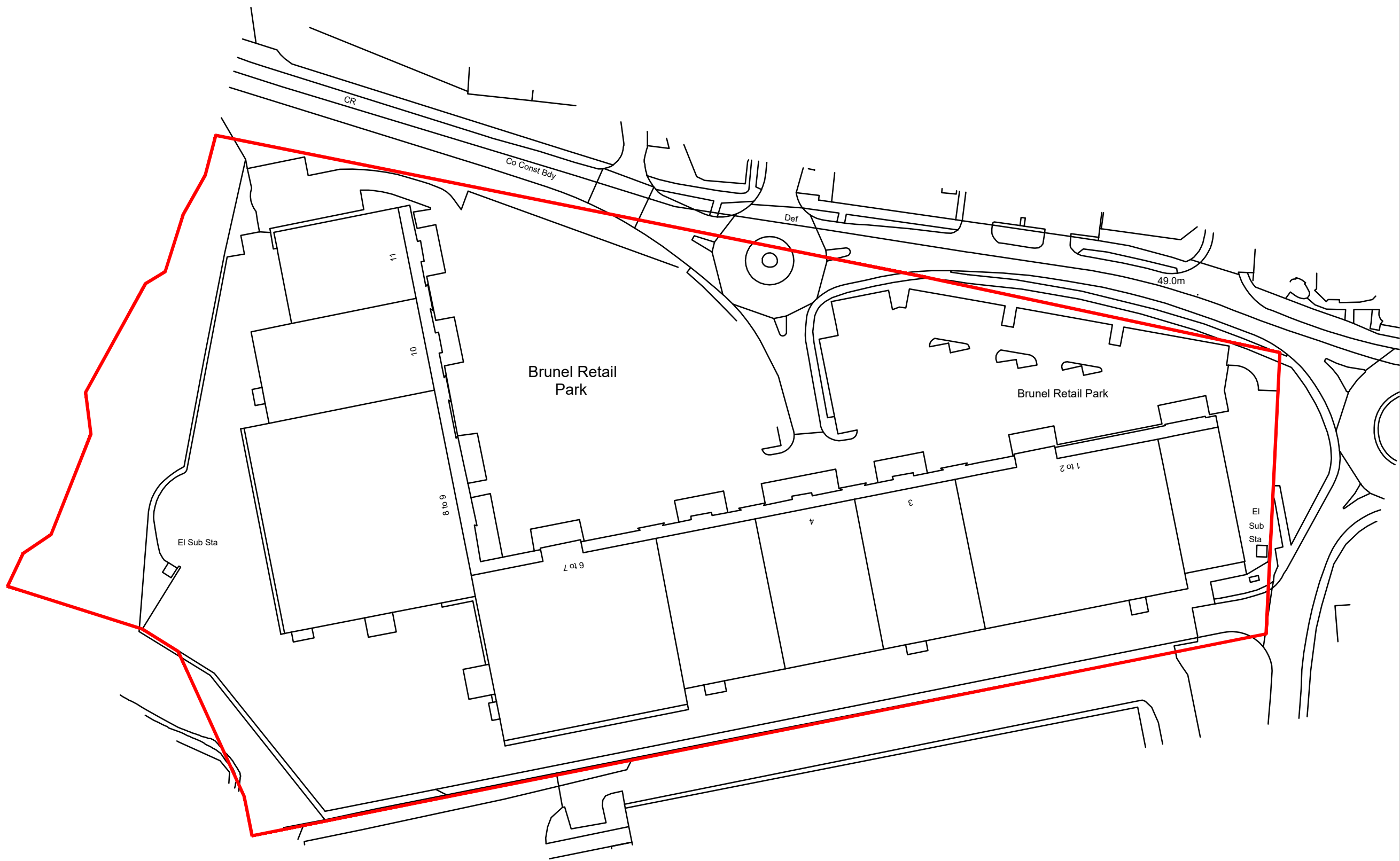
- 5.1 TTP Consulting is retained to provide highways and transport advice associated with the proposals for Brunel Retail Park in Reading.
- 5.2 The Park which is located south of the town centre in a commercial zone comprises circa 11,328sqm of retail floorspace plus mezzanines with parking for up to 451 cars; currently there are 4 units either vacant or with tenants in administration.
- 5.3 It is proposed to redevelop the Park in phases, comprising the following:
- Phase One – Includes the provision of 4,281sqm of Class B2 and Class B8 floorspace in place of 4,635sqm of retail; and,
 - Phase Two – Includes the removal of 11,328sqm of non-food retail and the provision of 13,376sqm of Class B2 and Class B8 floorspace.
- 5.4 Phase One includes alterations at the Gillette Way service yard entrance and the creation of a new entrance to the commercial warehouse car park from the existing access to the Retail Car Park access road. The alterations to the Gillette Way access involve stopping up a section of adopted highway, with the works implemented via a S278 Agreement. It is proposed to stop up the section of the existing car park access on Rose Kiln Lane south of the pedestrian refuge island. Phase Two does not require any further Stopping Up or S278 works.
- 5.5 The potential change in trips has been estimated for both phases using trip rate information from the TRICS database, with the exercise demonstrating that overall, during the PM and Saturday peak periods there would be fewer overall trips associated with the proposals. During the AM peak, there would be a non-material changes to trips.
- 5.6 An analysis of HGV trip generation indicates that the phase one proposal could result in up to 3 additional two-way movements in the AM Peak, with phase two resulting in up to 10 additional two-way movements across all peak periods. This level of increase is not considered to be severe, particularly considering the overall vehicle trip generation reductions during the weekday evening and Saturday peak periods.
- 5.7 Car parking will be provided in accordance with standards for both the phase one and overall two application, with 10% active vehicle charging provision provided.
- 5.8 The proposals for both phases are considered to accord with both National and Local policy requirements.

Conclusion

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

Appendix A

(Application Plans)



General Notes

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

Do not scale from this drawing.

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 Site Boundary

Revision

Scale 1:1000@A3

Status Planning

Drawn by CF

Date October 2020

Client

Westmount Real Estate

Project

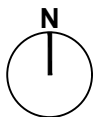
Brunel Retail Park, Reading

Drawing Description

Location Plan

Drawing No. 19032_PL01

Rev.



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LEGEND

Site Boundary

Area Schedule - Retail

Total Retail - 121,939sqft

Parking Schedule

351 Car Parking Spaces

Total Site Area (Approx.)	3.38 Ha	8.34 Acres
---------------------------	---------	------------

Revision

Scale	1:500@A1
Status	Planning
Drawn by	CF
Date	October 2020
Client	

Westmount Real Estate

Project
Brunel Retail Park, Reading

Drawing Description
Existing Site Plan

Drawing No.	19032_PL02	Rev.
-------------	------------	------

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LEGEND

- Site Boundary
- Existing to be demolished
- Acoustic Fencing

Revision

Scale 1:500@A1

Status Planning

Drawn by CF

Date October 2020

Client

Westmount Real Estate

Project

Brunel Retail Park, Reading

Drawing Description

Proposed Site Plan

Drawing No. 19032_PL04

Rev.

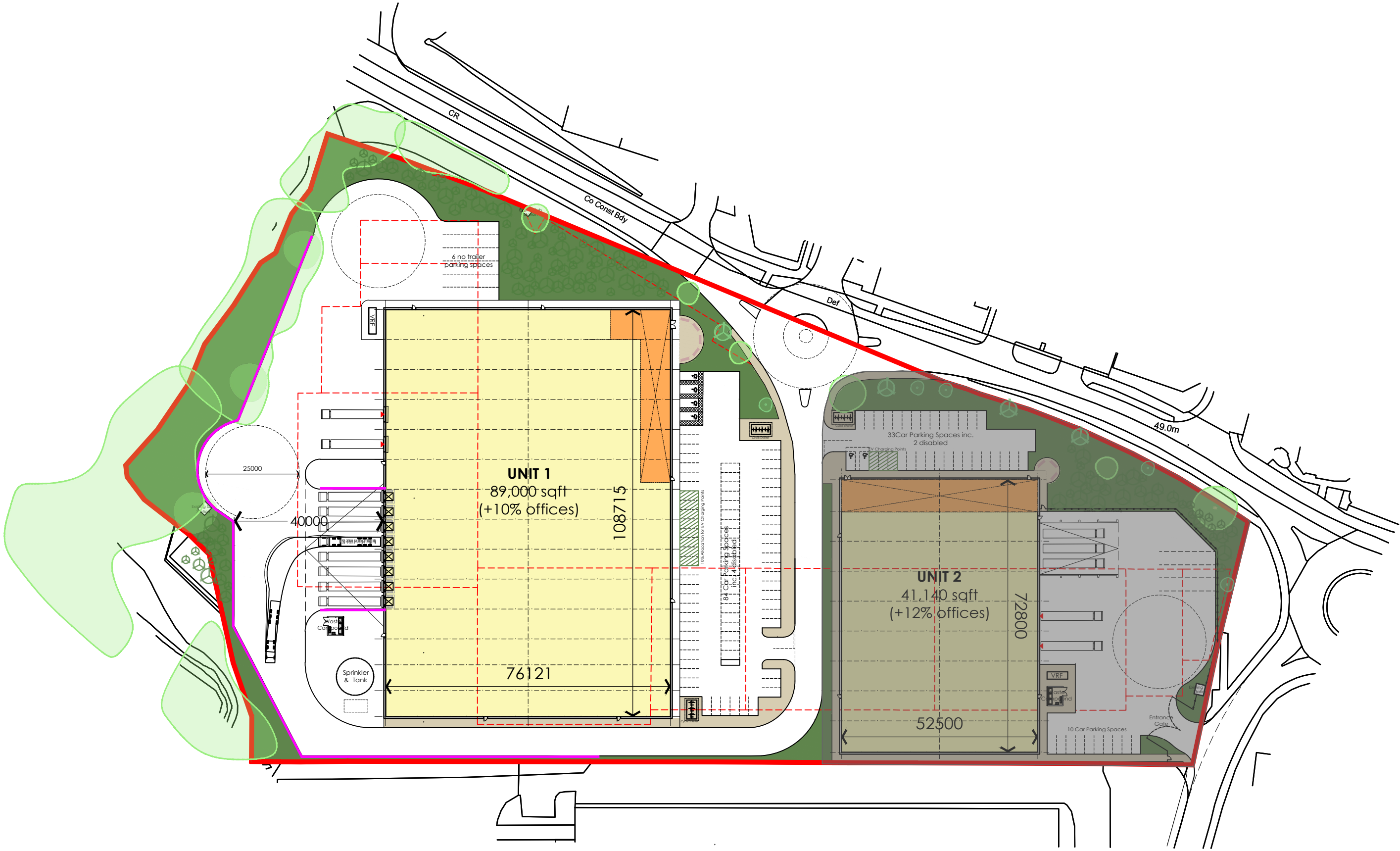
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Phase 1



Phase 2

General Notes

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LEGEND

- Site Boundary
- Existing to be demolished

Revision

Scale1:1000@A1

StatusPlanning

Drawn byCF

DateOctober 2020

ClientWestmount Real Estate

ProjectBrunel Retail Park, Reading

Drawing DescriptionProposed Phasing Plan

Drawing No.19032_PL05

Rev.

fletcher|rae

Architects | Master Planners | Designers

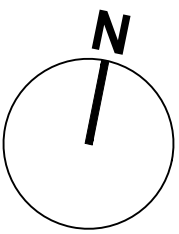
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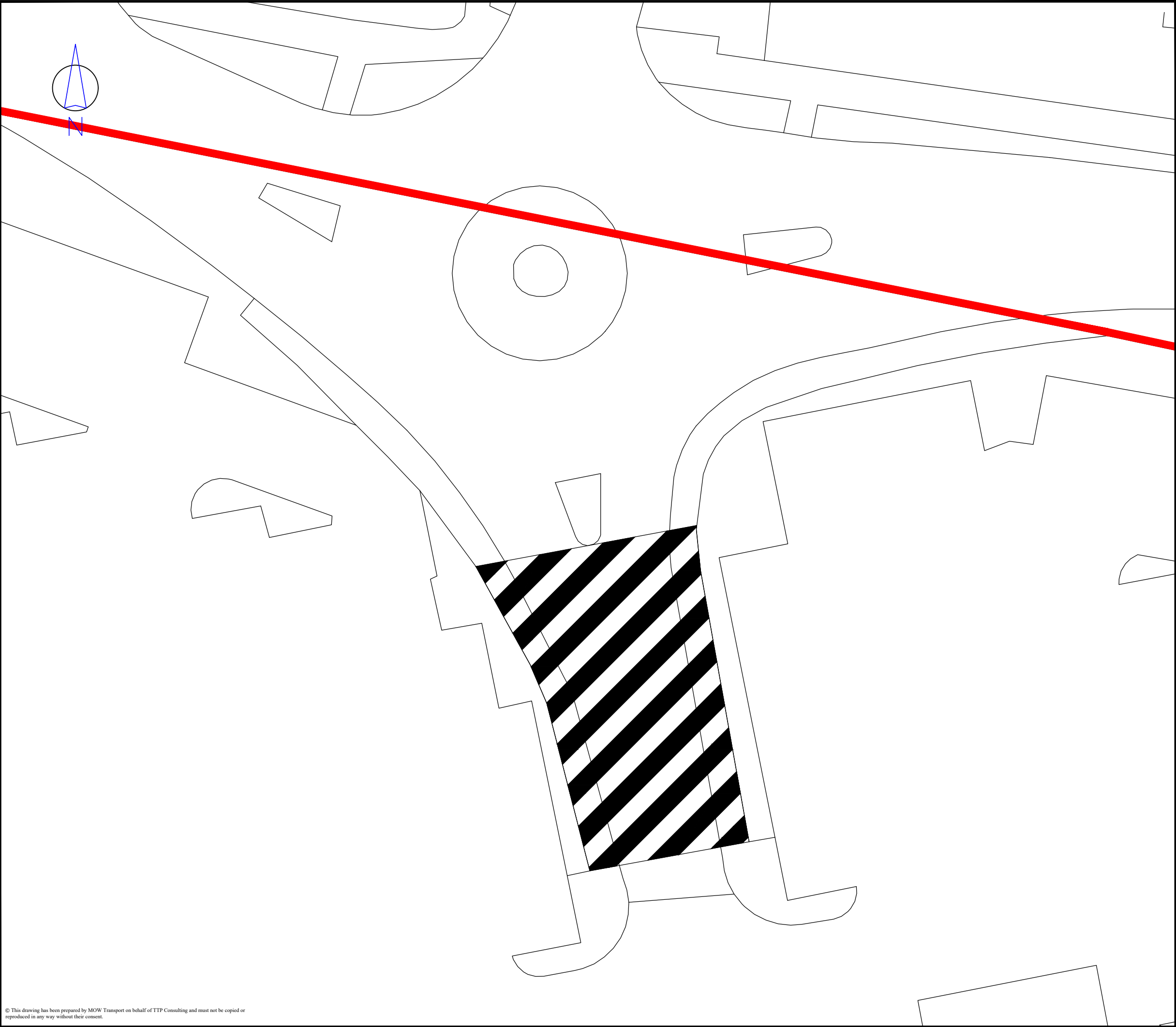


Appendix B

(Proposed Stopping Up Drawings)



■



Rev	Details	Drawn	Checked	Date
•		•	•	•

HIGHWAY TO BE STOPPED UP

Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.

Client
-

Project
Brunel Retail Park

Drawing Title
Stopping Up Plan

Scale
1:250 at A3

Drawn	MW	10.11.20
Checked	AH	10.11.20

ttp consulting
transport planning specialists

111 - 113 Great Portland Street
London
W1W 6QQ
Tel. No. 0207 1000 753

Drawing Number	Rev
2020-3816-DWG-204	•

Appendix C

(Vehicle Tracking)

Appendix D

(TRICS Data)

Calculation Reference: AUDIT-752101-200504-0545

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : C - INDUSTRIAL UNIT
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
08	NORTH WEST	
	CH CHESHIRE	2 days
	LC LANCASHIRE	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: 3000 to 8100 (units: sqm)
 Range Selected by User: 2500 to 10000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 21/11/17

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	1 days
Thursday	2 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Edge of Town	4

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

Selected Location Sub Categories:

Industrial Zone	4
Development Zone	1

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

Secondary Filtering selection:

Use Class:

B1	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®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

50,001 to 75,000	1 days
100,001 to 125,000	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:

0.6 to 1.0	2 days
1.1 to 1.5	3 days

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

Travel Plan:

No	5 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	5 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	CH-02-C-02	INDUSTRIAL MATERIALS	CESHIRE
	JUPITER DRIVE		
	CHESTER		
	CHESTER W. EMP. PARK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	8100 sqm	
	Survey date: WEDNESDAY	19/11/14	Survey Type: MANUAL
2	CH-02-C-03	OFFICE FURNITURE	CESHIRE
	BRUNEL ROAD		
	MACCLESFIELD		
	LYME GREEN BUS. PARK		
	Edge of Town		
	Development Zone		
	Total Gross floor area:	6658 sqm	
	Survey date: MONDAY	19/09/16	Survey Type: MANUAL
3	HC-02-C-01	ENGINEERING COMPANY	HAMPSHIRE
	JAYS CLOSE		
	BASINGSTOKE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3000 sqm	
	Survey date: THURSDAY	16/06/16	Survey Type: MANUAL
4	LC-02-C-02	RECYCLING CO.	LANCASHIRE
	ESSEX STREET		
	PRESTON		
	RED SCAR IND ESTATE		
	Edge of Town Centre		
	Industrial Zone		
	Total Gross floor area:	8000 sqm	
	Survey date: THURSDAY	10/05/12	Survey Type: MANUAL
5	WM-02-C-03	INDUSTRIAL GLASS	WEST MIDLANDS
	DOWNING STREET		
	SMETHWICK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	5070 sqm	
	Survey date: TUESDAY	06/11/12	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 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	6166	0.127	5	6166	0.023	5	6166	0.150
07:30 - 08:00	5	6166	0.136	5	6166	0.029	5	6166	0.165
08:00 - 08:30	5	6166	0.208	5	6166	0.029	5	6166	0.237
08:30 - 09:00	5	6166	0.208	5	6166	0.039	5	6166	0.247
09:00 - 09:30	5	6166	0.165	5	6166	0.039	5	6166	0.204
09:30 - 10:00	5	6166	0.075	5	6166	0.055	5	6166	0.130
10:00 - 10:30	5	6166	0.068	5	6166	0.049	5	6166	0.117
10:30 - 11:00	5	6166	0.094	5	6166	0.058	5	6166	0.152
11:00 - 11:30	5	6166	0.049	5	6166	0.042	5	6166	0.091
11:30 - 12:00	5	6166	0.019	5	6166	0.045	5	6166	0.064
12:00 - 12:30	5	6166	0.052	5	6166	0.065	5	6166	0.117
12:30 - 13:00	5	6166	0.049	5	6166	0.042	5	6166	0.091
13:00 - 13:30	5	6166	0.091	5	6166	0.133	5	6166	0.224
13:30 - 14:00	5	6166	0.062	5	6166	0.055	5	6166	0.117
14:00 - 14:30	5	6166	0.058	5	6166	0.062	5	6166	0.120
14:30 - 15:00	5	6166	0.036	5	6166	0.068	5	6166	0.104
15:00 - 15:30	5	6166	0.032	5	6166	0.065	5	6166	0.097
15:30 - 16:00	5	6166	0.045	5	6166	0.052	5	6166	0.097
16:00 - 16:30	5	6166	0.032	5	6166	0.065	5	6166	0.097
16:30 - 17:00	5	6166	0.023	5	6166	0.156	5	6166	0.179
17:00 - 17:30	5	6166	0.042	5	6166	0.234	5	6166	0.276
17:30 - 18:00	5	6166	0.032	5	6166	0.156	5	6166	0.188
18:00 - 18:30	5	6166	0.003	5	6166	0.162	5	6166	0.165
18:30 - 19:00	5	6166	0.003	5	6166	0.049	5	6166	0.052
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.709			1.772			3.481

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:	3000 - 8100 (units: sqm)
Survey date date range:	01/01/12 - 21/11/17
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	6166	0.003	5	6166	0.000	5	6166	0.003
07:30 - 08:00	5	6166	0.003	5	6166	0.010	5	6166	0.013
08:00 - 08:30	5	6166	0.013	5	6166	0.010	5	6166	0.023
08:30 - 09:00	5	6166	0.010	5	6166	0.010	5	6166	0.020
09:00 - 09:30	5	6166	0.013	5	6166	0.006	5	6166	0.019
09:30 - 10:00	5	6166	0.010	5	6166	0.003	5	6166	0.013
10:00 - 10:30	5	6166	0.013	5	6166	0.023	5	6166	0.036
10:30 - 11:00	5	6166	0.023	5	6166	0.006	5	6166	0.029
11:00 - 11:30	5	6166	0.006	5	6166	0.016	5	6166	0.022
11:30 - 12:00	5	6166	0.010	5	6166	0.013	5	6166	0.023
12:00 - 12:30	5	6166	0.006	5	6166	0.016	5	6166	0.022
12:30 - 13:00	5	6166	0.003	5	6166	0.003	5	6166	0.006
13:00 - 13:30	5	6166	0.023	5	6166	0.013	5	6166	0.036
13:30 - 14:00	5	6166	0.006	5	6166	0.006	5	6166	0.012
14:00 - 14:30	5	6166	0.006	5	6166	0.000	5	6166	0.006
14:30 - 15:00	5	6166	0.003	5	6166	0.003	5	6166	0.006
15:00 - 15:30	5	6166	0.000	5	6166	0.006	5	6166	0.006
15:30 - 16:00	5	6166	0.010	5	6166	0.003	5	6166	0.013
16:00 - 16:30	5	6166	0.003	5	6166	0.003	5	6166	0.006
16:30 - 17:00	5	6166	0.000	5	6166	0.010	5	6166	0.010
17:00 - 17:30	5	6166	0.000	5	6166	0.000	5	6166	0.000
17:30 - 18:00	5	6166	0.000	5	6166	0.000	5	6166	0.000
18:00 - 18:30	5	6166	0.000	5	6166	0.000	5	6166	0.000
18:30 - 19:00	5	6166	0.000	5	6166	0.000	5	6166	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.164			0.160			0.324

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-752101-200504-0530

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : C - INDUSTRIAL UNIT
 VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DV DEVON	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 2600 to 4324 (units: sqm)
 Range Selected by User: 2500 to 10000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 21/11/17

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

Selected survey days:

Tuesday	1 days
Thursday	2 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Industrial Zone	3
-----------------	---

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

Secondary Filtering selection:

Use Class:

B2	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:

15,001 to 20,000	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:

125,001 to 250,000	1 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	1 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.

Travel Plan:

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

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

PTAL Rating:

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

LIST OF SITES relevant to selection parameters

1	DS-02-C-02	ENGINEERED PRODUCTS	DERBYSHIRE
	PONTEFRACT STREET		
	DERBY		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	2600 sqm	
	Survey date: THURSDAY	25/06/15	Survey Type: MANUAL
2	DV-02-C-02	ENERGY RECOVERY FACILITY	DEVON
	GRACE ROAD SOUTH		
	EXETER		
	MARSH BARTON TRAD. EST.		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	3513 sqm	
	Survey date: THURSDAY	06/07/17	Survey Type: MANUAL
3	WM-02-C-04	FOUNDRY	WEST MIDLANDS
	STOURVALE ROAD		
	STOURBRIDGE		
	LYE		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	4324 sqm	
	Survey date: TUESDAY	21/11/17	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 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	3479	0.077	3	3479	0.019	3	3479	0.096
07:30 - 08:00	3	3479	0.057	3	3479	0.029	3	3479	0.086
08:00 - 08:30	3	3479	0.125	3	3479	0.029	3	3479	0.154
08:30 - 09:00	3	3479	0.172	3	3479	0.038	3	3479	0.210
09:00 - 09:30	3	3479	0.057	3	3479	0.057	3	3479	0.114
09:30 - 10:00	3	3479	0.134	3	3479	0.144	3	3479	0.278
10:00 - 10:30	3	3479	0.048	3	3479	0.029	3	3479	0.077
10:30 - 11:00	3	3479	0.038	3	3479	0.029	3	3479	0.067
11:00 - 11:30	3	3479	0.038	3	3479	0.057	3	3479	0.095
11:30 - 12:00	3	3479	0.105	3	3479	0.067	3	3479	0.172
12:00 - 12:30	3	3479	0.163	3	3479	0.125	3	3479	0.288
12:30 - 13:00	3	3479	0.105	3	3479	0.134	3	3479	0.239
13:00 - 13:30	3	3479	0.057	3	3479	0.086	3	3479	0.143
13:30 - 14:00	3	3479	0.048	3	3479	0.038	3	3479	0.086
14:00 - 14:30	3	3479	0.067	3	3479	0.067	3	3479	0.134
14:30 - 15:00	3	3479	0.010	3	3479	0.019	3	3479	0.029
15:00 - 15:30	3	3479	0.048	3	3479	0.057	3	3479	0.105
15:30 - 16:00	3	3479	0.029	3	3479	0.067	3	3479	0.096
16:00 - 16:30	3	3479	0.029	3	3479	0.144	3	3479	0.173
16:30 - 17:00	3	3479	0.000	3	3479	0.086	3	3479	0.086
17:00 - 17:30	3	3479	0.000	3	3479	0.038	3	3479	0.038
17:30 - 18:00	3	3479	0.000	3	3479	0.038	3	3479	0.038
18:00 - 18:30	3	3479	0.000	3	3479	0.029	3	3479	0.029
18:30 - 19:00	3	3479	0.000	3	3479	0.010	3	3479	0.010
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.407			1.436			2.843

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

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

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Parameter summary

Trip rate parameter range selected:	2600 - 4324 (units: sqm)
Survey date range:	01/01/12 - 21/11/17
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.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	3479	0.029	3	3479	0.019	3	3479	0.048
07:30 - 08:00	3	3479	0.029	3	3479	0.029	3	3479	0.058
08:00 - 08:30	3	3479	0.029	3	3479	0.029	3	3479	0.058
08:30 - 09:00	3	3479	0.048	3	3479	0.029	3	3479	0.077
09:00 - 09:30	3	3479	0.029	3	3479	0.038	3	3479	0.067
09:30 - 10:00	3	3479	0.077	3	3479	0.077	3	3479	0.154
10:00 - 10:30	3	3479	0.010	3	3479	0.000	3	3479	0.010
10:30 - 11:00	3	3479	0.010	3	3479	0.019	3	3479	0.029
11:00 - 11:30	3	3479	0.019	3	3479	0.019	3	3479	0.038
11:30 - 12:00	3	3479	0.057	3	3479	0.048	3	3479	0.105
12:00 - 12:30	3	3479	0.105	3	3479	0.096	3	3479	0.201
12:30 - 13:00	3	3479	0.048	3	3479	0.077	3	3479	0.125
13:00 - 13:30	3	3479	0.048	3	3479	0.038	3	3479	0.086
13:30 - 14:00	3	3479	0.038	3	3479	0.029	3	3479	0.067
14:00 - 14:30	3	3479	0.029	3	3479	0.019	3	3479	0.048
14:30 - 15:00	3	3479	0.010	3	3479	0.019	3	3479	0.029
15:00 - 15:30	3	3479	0.029	3	3479	0.029	3	3479	0.058
15:30 - 16:00	3	3479	0.010	3	3479	0.019	3	3479	0.029
16:00 - 16:30	3	3479	0.019	3	3479	0.029	3	3479	0.048
16:30 - 17:00	3	3479	0.000	3	3479	0.010	3	3479	0.010
17:00 - 17:30	3	3479	0.000	3	3479	0.000	3	3479	0.000
17:30 - 18:00	3	3479	0.000	3	3479	0.000	3	3479	0.000
18:00 - 18:30	3	3479	0.000	3	3479	0.000	3	3479	0.000
18:30 - 19:00	3	3479	0.000	3	3479	0.000	3	3479	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.673			0.672			1.345

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	3479	0.000	3	3479	0.000	3	3479	0.000
07:30 - 08:00	3	3479	0.010	3	3479	0.000	3	3479	0.010
08:00 - 08:30	3	3479	0.019	3	3479	0.000	3	3479	0.019
08:30 - 09:00	3	3479	0.038	3	3479	0.010	3	3479	0.048
09:00 - 09:30	3	3479	0.010	3	3479	0.000	3	3479	0.010
09:30 - 10:00	3	3479	0.029	3	3479	0.019	3	3479	0.048
10:00 - 10:30	3	3479	0.019	3	3479	0.019	3	3479	0.038
10:30 - 11:00	3	3479	0.010	3	3479	0.000	3	3479	0.010
11:00 - 11:30	3	3479	0.000	3	3479	0.019	3	3479	0.019
11:30 - 12:00	3	3479	0.029	3	3479	0.019	3	3479	0.048
12:00 - 12:30	3	3479	0.029	3	3479	0.000	3	3479	0.029
12:30 - 13:00	3	3479	0.029	3	3479	0.010	3	3479	0.039
13:00 - 13:30	3	3479	0.000	3	3479	0.038	3	3479	0.038
13:30 - 14:00	3	3479	0.000	3	3479	0.010	3	3479	0.010
14:00 - 14:30	3	3479	0.029	3	3479	0.048	3	3479	0.077
14:30 - 15:00	3	3479	0.000	3	3479	0.000	3	3479	0.000
15:00 - 15:30	3	3479	0.019	3	3479	0.019	3	3479	0.038
15:30 - 16:00	3	3479	0.010	3	3479	0.010	3	3479	0.020
16:00 - 16:30	3	3479	0.000	3	3479	0.029	3	3479	0.029
16:30 - 17:00	3	3479	0.000	3	3479	0.000	3	3479	0.000
17:00 - 17:30	3	3479	0.000	3	3479	0.000	3	3479	0.000
17:30 - 18:00	3	3479	0.000	3	3479	0.000	3	3479	0.000
18:00 - 18:30	3	3479	0.000	3	3479	0.000	3	3479	0.000
18:30 - 19:00	3	3479	0.000	3	3479	0.000	3	3479	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.280			0.250			0.530

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-752101-200504-0538

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : F - WAREHOUSING (COMMERCIAL)
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 1507 to 6560 (units: sqm)
 Range Selected by User: 1000 to 10000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 18/05/18

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

Selected survey days:

Monday	2 days
Tuesday	1 days
Friday	2 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Edge of Town	4

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

Selected Location Sub Categories:

Industrial Zone	3
Commercial Zone	1
Built-Up Zone	1

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

Secondary Filtering selection:

Use Class:

B8

5 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 1 mile:

5,001 to 10,000

3 days

10,001 to 15,000

1 days

25,001 to 50,000

1 days

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

Population within 5 miles:

5,001 to 25,000

2 days

25,001 to 50,000

1 days

125,001 to 250,000

1 days

500,001 or More

1 days

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

Car ownership within 5 miles:

0.6 to 1.0

2 days

1.1 to 1.5

3 days

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

Travel Plan:

No

5 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

5 days

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

LIST OF SITES relevant to selection parameters

1	CB-02-F-01	DOMINO'S PIZZA	CUMBRIA
	COWPER ROAD		
	PENRITH		
	GILWILLY IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	2950 sqm	
	Survey date: TUESDAY	10/06/14	Survey Type: MANUAL
2	EX-02-F-01	SPORTS SUPPLEMENTS	ESSEX
	BRUNEL WAY		
	COLCHESTER		
	SEVERALLS INDUSTRIAL PK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	6560 sqm	
	Survey date: FRIDAY	18/05/18	Survey Type: MANUAL
3	SF-02-F-03	ROAD HAULAGE	SUFFOLK
	CENTRAL AVENUE		
	IPSWICH		
	WARREN HEATH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4700 sqm	
	Survey date: FRIDAY	18/09/15	Survey Type: MANUAL
4	WM-02-F-02	LOGISTICS FIRM	WEST MIDLANDS
	SOVEREIGN ROAD		
	BIRMINGHAM		
	KINGS NORTON		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	3625 sqm	
	Survey date: MONDAY	09/11/15	Survey Type: MANUAL
5	WY-02-F-01	ELECTRONICS DISTRIBUTION	WEST YORKSHIRE
	MORTIMER STREET		
	CLECKHEATON		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	1507 sqm	
	Survey date: MONDAY	19/09/16	Survey Type: MANUAL

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	2950	0.000	1	2950	0.000	1	2950	0.000
05:30 - 06:00	1	2950	0.102	1	2950	0.000	1	2950	0.102
06:00 - 06:30	1	2950	0.034	1	2950	0.000	1	2950	0.034
06:30 - 07:00	1	2950	0.102	1	2950	0.034	1	2950	0.136
07:00 - 07:30	5	3868	0.067	5	3868	0.031	5	3868	0.098
07:30 - 08:00	5	3868	0.145	5	3868	0.036	5	3868	0.181
08:00 - 08:30	5	3868	0.186	5	3868	0.062	5	3868	0.248
08:30 - 09:00	5	3868	0.279	5	3868	0.072	5	3868	0.351
09:00 - 09:30	5	3868	0.171	5	3868	0.047	5	3868	0.218
09:30 - 10:00	5	3868	0.093	5	3868	0.047	5	3868	0.140
10:00 - 10:30	5	3868	0.109	5	3868	0.072	5	3868	0.181
10:30 - 11:00	5	3868	0.067	5	3868	0.083	5	3868	0.150
11:00 - 11:30	5	3868	0.103	5	3868	0.109	5	3868	0.212
11:30 - 12:00	5	3868	0.103	5	3868	0.088	5	3868	0.191
12:00 - 12:30	5	3868	0.109	5	3868	0.088	5	3868	0.197
12:30 - 13:00	5	3868	0.093	5	3868	0.088	5	3868	0.181
13:00 - 13:30	5	3868	0.109	5	3868	0.109	5	3868	0.218
13:30 - 14:00	5	3868	0.114	5	3868	0.072	5	3868	0.186
14:00 - 14:30	5	3868	0.062	5	3868	0.103	5	3868	0.165
14:30 - 15:00	5	3868	0.093	5	3868	0.078	5	3868	0.171
15:00 - 15:30	5	3868	0.072	5	3868	0.114	5	3868	0.186
15:30 - 16:00	5	3868	0.036	5	3868	0.093	5	3868	0.129
16:00 - 16:30	5	3868	0.067	5	3868	0.103	5	3868	0.170
16:30 - 17:00	5	3868	0.026	5	3868	0.119	5	3868	0.145
17:00 - 17:30	5	3868	0.026	5	3868	0.222	5	3868	0.248
17:30 - 18:00	5	3868	0.026	5	3868	0.155	5	3868	0.181
18:00 - 18:30	4	4459	0.039	4	4459	0.202	4	4459	0.241
18:30 - 19:00	4	4459	0.028	4	4459	0.084	4	4459	0.112
19:00 - 19:30	1	2950	0.169	1	2950	0.102	1	2950	0.271
19:30 - 20:00	1	2950	0.034	1	2950	0.102	1	2950	0.136
20:00 - 20:30	1	2950	0.034	1	2950	0.034	1	2950	0.068
20:30 - 21:00	1	2950	0.068	1	2950	0.102	1	2950	0.170
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.766			2.651			5.417

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:	1507 - 6560 (units: sqm)
Survey date range:	01/01/12 - 18/05/18
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	2950	0.000	1	2950	0.000	1	2950	0.000
05:30 - 06:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
06:00 - 06:30	1	2950	0.034	1	2950	0.000	1	2950	0.034
06:30 - 07:00	1	2950	0.034	1	2950	0.000	1	2950	0.034
07:00 - 07:30	5	3868	0.016	5	3868	0.021	5	3868	0.037
07:30 - 08:00	5	3868	0.016	5	3868	0.021	5	3868	0.037
08:00 - 08:30	5	3868	0.031	5	3868	0.021	5	3868	0.052
08:30 - 09:00	5	3868	0.052	5	3868	0.031	5	3868	0.083
09:00 - 09:30	5	3868	0.016	5	3868	0.010	5	3868	0.026
09:30 - 10:00	5	3868	0.036	5	3868	0.016	5	3868	0.052
10:00 - 10:30	5	3868	0.047	5	3868	0.026	5	3868	0.073
10:30 - 11:00	5	3868	0.036	5	3868	0.041	5	3868	0.077
11:00 - 11:30	5	3868	0.062	5	3868	0.067	5	3868	0.129
11:30 - 12:00	5	3868	0.026	5	3868	0.026	5	3868	0.052
12:00 - 12:30	5	3868	0.052	5	3868	0.021	5	3868	0.073
12:30 - 13:00	5	3868	0.036	5	3868	0.021	5	3868	0.057
13:00 - 13:30	5	3868	0.036	5	3868	0.031	5	3868	0.067
13:30 - 14:00	5	3868	0.041	5	3868	0.016	5	3868	0.057
14:00 - 14:30	5	3868	0.026	5	3868	0.016	5	3868	0.042
14:30 - 15:00	5	3868	0.036	5	3868	0.010	5	3868	0.046
15:00 - 15:30	5	3868	0.047	5	3868	0.036	5	3868	0.083
15:30 - 16:00	5	3868	0.021	5	3868	0.010	5	3868	0.031
16:00 - 16:30	5	3868	0.031	5	3868	0.047	5	3868	0.078
16:30 - 17:00	5	3868	0.005	5	3868	0.005	5	3868	0.010
17:00 - 17:30	5	3868	0.005	5	3868	0.021	5	3868	0.026
17:30 - 18:00	5	3868	0.005	5	3868	0.047	5	3868	0.052
18:00 - 18:30	4	4459	0.000	4	4459	0.017	4	4459	0.017
18:30 - 19:00	4	4459	0.011	4	4459	0.017	4	4459	0.028
19:00 - 19:30	1	2950	0.000	1	2950	0.102	1	2950	0.102
19:30 - 20:00	1	2950	0.000	1	2950	0.102	1	2950	0.102
20:00 - 20:30	1	2950	0.000	1	2950	0.034	1	2950	0.034
20:30 - 21:00	1	2950	0.000	1	2950	0.068	1	2950	0.068
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.758			0.901			1.659

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-752101-200504-0533

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : G - PARCEL DISTRIBUTION CENTRES
VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	RI EAST RIDING OF YORKSHIRE	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 1496 to 3000 (units: sqm)
Range Selected by User: 1000 to 10000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

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

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

Selected survey days:

Monday	1 days
Wednesday	1 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	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
Edge of Town	2
Free Standing (PPS6 Out of Town)	1

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

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	3

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

Secondary Filtering selection:

Use Class:

B8

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 1 mile:

1,001 to 5,000

1 days

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:

5,001 to 25,000

1 days

125,001 to 250,000

2 days

500,001 or More

1 days

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

Car ownership within 5 miles:

0.5 or Less

1 days

1.1 to 1.5

2 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.

Travel Plan:

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

4 days

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

LIST OF SITES relevant to selection parameters

1	LN-02-G-01 WHISBY WAY LINCOLN BIRCHWOOD Edge of Town Industrial Zone Total Gross floor area: Survey date: FRIDAY	PARCELFORCE WORLDWIDE 1496 sqm 28/06/19	LINCOLNSHIRE Survey Type: MANUAL
2	NF-02-G-01 BARKER STREET NORWICH Edge of Town Centre Commercial Zone Total Gross floor area: Survey date: THURSDAY	PARCELFORCE 1600 sqm 25/10/12	NORFOLK Survey Type: MANUAL
3	NT-02-G-02 MILLENIUM WAY NOTTINGHAM PHOENIX CENTRE Edge of Town Commercial Zone Total Gross floor area: Survey date: MONDAY	CITY LINK 3000 sqm 17/06/13	NOTTINGHAMSHIRE Survey Type: MANUAL
4	RI-02-G-01 YORK ROAD NEAR POCKLINGTON ALLERTHORPE BUS. PARK Free Standing (PPS6 Out of Town) Commercial Zone Total Gross floor area: Survey date: WEDNESDAY	UK MAIL 2700 sqm 19/12/12	EAST RIDING OF YORKSHIRE 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 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	2098	0.191	2	2098	0.024	2	2098	0.215
05:30 - 06:00	2	2098	0.381	2	2098	0.048	2	2098	0.429
06:00 - 06:30	3	1932	0.552	3	1932	0.104	3	1932	0.656
06:30 - 07:00	3	1932	0.483	3	1932	0.069	3	1932	0.552
07:00 - 07:30	4	2199	0.261	4	2199	0.239	4	2199	0.500
07:30 - 08:00	4	2199	0.205	4	2199	0.523	4	2199	0.728
08:00 - 08:30	4	2199	0.136	4	2199	0.398	4	2199	0.534
08:30 - 09:00	4	2199	0.068	4	2199	0.182	4	2199	0.250
09:00 - 09:30	4	2199	0.136	4	2199	0.136	4	2199	0.272
09:30 - 10:00	4	2199	0.114	4	2199	0.114	4	2199	0.228
10:00 - 10:30	4	2199	0.068	4	2199	0.102	4	2199	0.170
10:30 - 11:00	4	2199	0.080	4	2199	0.023	4	2199	0.103
11:00 - 11:30	4	2199	0.034	4	2199	0.080	4	2199	0.114
11:30 - 12:00	4	2199	0.091	4	2199	0.080	4	2199	0.171
12:00 - 12:30	4	2199	0.182	4	2199	0.091	4	2199	0.273
12:30 - 13:00	4	2199	0.023	4	2199	0.205	4	2199	0.228
13:00 - 13:30	4	2199	0.091	4	2199	0.080	4	2199	0.171
13:30 - 14:00	4	2199	0.193	4	2199	0.057	4	2199	0.250
14:00 - 14:30	4	2199	0.091	4	2199	0.114	4	2199	0.205
14:30 - 15:00	4	2199	0.125	4	2199	0.114	4	2199	0.239
15:00 - 15:30	4	2199	0.205	4	2199	0.091	4	2199	0.296
15:30 - 16:00	4	2199	0.136	4	2199	0.193	4	2199	0.329
16:00 - 16:30	4	2199	0.318	4	2199	0.216	4	2199	0.534
16:30 - 17:00	4	2199	0.284	4	2199	0.273	4	2199	0.557
17:00 - 17:30	4	2199	0.352	4	2199	0.375	4	2199	0.727
17:30 - 18:00	4	2199	0.250	4	2199	0.284	4	2199	0.534
18:00 - 18:30	4	2199	0.239	4	2199	0.330	4	2199	0.569
18:30 - 19:00	4	2199	0.182	4	2199	0.250	4	2199	0.432
19:00 - 19:30	4	2199	0.045	4	2199	0.159	4	2199	0.204
19:30 - 20:00	4	2199	0.080	4	2199	0.114	4	2199	0.194
20:00 - 20:30	4	2199	0.057	4	2199	0.136	4	2199	0.193
20:30 - 21:00	4	2199	0.011	4	2199	0.023	4	2199	0.034
21:00 - 21:30	2	2850	0.000	2	2850	0.053	2	2850	0.053
21:30 - 22:00	2	2850	0.000	2	2850	0.000	2	2850	0.000
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			5.664			5.280			10.944

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:	1496 - 3000 (units: sqm)
Survey date range:	01/01/12 - 28/06/19
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	2098	0.048	2	2098	0.024	2	2098	0.072
05:30 - 06:00	2	2098	0.214	2	2098	0.048	2	2098	0.262
06:00 - 06:30	3	1932	0.121	3	1932	0.052	3	1932	0.173
06:30 - 07:00	3	1932	0.017	3	1932	0.035	3	1932	0.052
07:00 - 07:30	4	2199	0.011	4	2199	0.068	4	2199	0.079
07:30 - 08:00	4	2199	0.011	4	2199	0.148	4	2199	0.159
08:00 - 08:30	4	2199	0.023	4	2199	0.068	4	2199	0.091
08:30 - 09:00	4	2199	0.000	4	2199	0.000	4	2199	0.000
09:00 - 09:30	4	2199	0.011	4	2199	0.023	4	2199	0.034
09:30 - 10:00	4	2199	0.045	4	2199	0.034	4	2199	0.079
10:00 - 10:30	4	2199	0.011	4	2199	0.011	4	2199	0.022
10:30 - 11:00	4	2199	0.023	4	2199	0.000	4	2199	0.023
11:00 - 11:30	4	2199	0.000	4	2199	0.034	4	2199	0.034
11:30 - 12:00	4	2199	0.000	4	2199	0.000	4	2199	0.000
12:00 - 12:30	4	2199	0.045	4	2199	0.023	4	2199	0.068
12:30 - 13:00	4	2199	0.023	4	2199	0.057	4	2199	0.080
13:00 - 13:30	4	2199	0.011	4	2199	0.023	4	2199	0.034
13:30 - 14:00	4	2199	0.034	4	2199	0.011	4	2199	0.045
14:00 - 14:30	4	2199	0.011	4	2199	0.011	4	2199	0.022
14:30 - 15:00	4	2199	0.023	4	2199	0.011	4	2199	0.034
15:00 - 15:30	4	2199	0.057	4	2199	0.011	4	2199	0.068
15:30 - 16:00	4	2199	0.057	4	2199	0.011	4	2199	0.068
16:00 - 16:30	4	2199	0.034	4	2199	0.011	4	2199	0.045
16:30 - 17:00	4	2199	0.011	4	2199	0.011	4	2199	0.022
17:00 - 17:30	4	2199	0.023	4	2199	0.023	4	2199	0.046
17:30 - 18:00	4	2199	0.023	4	2199	0.011	4	2199	0.034
18:00 - 18:30	4	2199	0.045	4	2199	0.034	4	2199	0.079
18:30 - 19:00	4	2199	0.023	4	2199	0.034	4	2199	0.057
19:00 - 19:30	4	2199	0.000	4	2199	0.023	4	2199	0.023
19:30 - 20:00	4	2199	0.045	4	2199	0.000	4	2199	0.045
20:00 - 20:30	4	2199	0.023	4	2199	0.045	4	2199	0.068
20:30 - 21:00	4	2199	0.000	4	2199	0.011	4	2199	0.011
21:00 - 21:30	2	2850	0.000	2	2850	0.018	2	2850	0.018
21:30 - 22:00	2	2850	0.000	2	2850	0.000	2	2850	0.000
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.023			0.924			1.947

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-752101-200504-0512

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : K - RETAIL PARK - EXCLUDING FOOD
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
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 2809 to 110000 (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 10 days

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

Selected survey types:

Manual count 10 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)	5
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	2
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 10 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 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	2 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
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 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	10 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 10 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 10 days

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

LIST OF SITES relevant to selection parameters

1	DV-01-K-01 AVOCET ROAD EXETER SOWTON IND. ESTATE Edge of Town Industrial Zone Total Gross floor area: 2809 sqm Survey date: SATURDAY 15/07/17	DUNELM & FURNITURE VILLAGE DEVON Survey Type: MANUAL
2	DV-01-K-02 HELE ROAD TORQUAY Suburban Area (PPS6 Out of Centre) Retail Zone Total Gross floor area: 3752 sqm Survey date: SATURDAY 30/03/19	RETAIL PARK DEVON Survey Type: MANUAL
3	EX-01-K-02 CHELMER ROAD CHELMSFORD CHELMER VILLAGE Edge of Town Residential Zone Total Gross floor area: 16150 sqm Survey date: SATURDAY 19/10/13	RETAIL PARK ESSEX Survey Type: MANUAL
4	GM-01-K-15 CHEETHAM HILL ROAD MANCHESTER SMEDLEY Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 110000 sqm Survey date: SATURDAY 24/09/16	RETAIL PARK GREATER MANCHESTER Survey Type: MANUAL
5	NE-01-K-01 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	RETAIL PARK NORTH EAST LINCOLNSHIRE Survey Type: MANUAL
6	NF-01-K-02 PASTEUR ROAD GREAT YARMOUTH Edge of Town No Sub Category Total Gross floor area: 14565 sqm Survey date: SATURDAY 14/10/17	RETAIL PARK NORFOLK Survey Type: MANUAL
7	TW-01-K-02 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	RETAIL PARK TYNE & WEAR Survey Type: MANUAL
8	WM-01-K-05 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	RETAIL PARK WEST MIDLANDS Survey Type: MANUAL
9	WM-01-K-06 WARWICK ROAD COVENTRY Edge of Town Centre Built-Up Zone Total Gross floor area: 12844 sqm Survey date: SATURDAY 12/11/16	RETAIL PARK WEST MIDLANDS Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

10	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.

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	5	20375	0.152	5	20375	0.065	5	20375	0.217
08:00 - 09:00	10	23428	0.379	10	23428	0.193	10	23428	0.572
09:00 - 10:00	10	23428	0.915	10	23428	0.581	10	23428	1.496
10:00 - 11:00	10	23428	1.421	10	23428	1.042	10	23428	2.463
11:00 - 12:00	10	23428	1.668	10	23428	1.453	10	23428	3.121
12:00 - 13:00	10	23428	1.751	10	23428	1.588	10	23428	3.339
13:00 - 14:00	10	23428	1.723	10	23428	1.690	10	23428	3.413
14:00 - 15:00	10	23428	1.743	10	23428	1.663	10	23428	3.406
15:00 - 16:00	10	23428	1.634	10	23428	1.699	10	23428	3.333
16:00 - 17:00	10	23428	1.348	10	23428	1.680	10	23428	3.028
17:00 - 18:00	10	23428	0.997	10	23428	1.429	10	23428	2.426
18:00 - 19:00	10	23428	0.449	10	23428	0.869	10	23428	1.318
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:			14.493			14.758			29.251

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 - 110000 (units: sqm)
 Survey date range: 01/01/12 - 30/03/19
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 10
 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/K - RETAIL PARK - EXCLUDING FOOD

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	5	20375	0.006	5	20375	0.004	5	20375	0.010
08:00 - 09:00	10	23428	0.009	10	23428	0.007	10	23428	0.016
09:00 - 10:00	10	23428	0.006	10	23428	0.004	10	23428	0.010
10:00 - 11:00	10	23428	0.007	10	23428	0.007	10	23428	0.014
11:00 - 12:00	10	23428	0.006	10	23428	0.007	10	23428	0.013
12:00 - 13:00	10	23428	0.004	10	23428	0.005	10	23428	0.009
13:00 - 14:00	10	23428	0.002	10	23428	0.003	10	23428	0.005
14:00 - 15:00	10	23428	0.002	10	23428	0.002	10	23428	0.004
15:00 - 16:00	10	23428	0.001	10	23428	0.002	10	23428	0.003
16:00 - 17:00	10	23428	0.003	10	23428	0.002	10	23428	0.005
17:00 - 18:00	10	23428	0.002	10	23428	0.003	10	23428	0.005
18:00 - 19:00	10	23428	0.000	10	23428	0.000	10	23428	0.000
19:00 - 20:00	6	10568	0.005	6	10568	0.003	6	10568	0.008
20:00 - 21:00	4	8915	0.000	4	8915	0.003	4	8915	0.003
21:00 - 22:00	4	8915	0.000	4	8915	0.000	4	8915	0.000
22:00 - 23:00	1	3752	0.000	1	3752	0.000	1	3752	0.000
23:00 - 24:00	1	3752	0.000	1	3752	0.000	1	3752	0.000
Total Rates:			0.053			0.052			0.105

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

LIST OF SITES relevant to selection parameters

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