

A Planning Application by
DIAGEO PENSION TRUST LTD

In respect of
**Land at Drake Way,
Reading**

Transport Statement

January 2019



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1 INTRODUCTION

- 1.1 Transport Planning Associates have been commissioned by Diageo Pension Trust Ltd to provide transport planning advice in respect to the proposed extension of an existing BMW car dealership located at Drake Way in Reading.
- 1.2 The existing car dealership comprises a floor area of 7,913 m², spread across three floors, and 52 car parking spaces for staff and visitors. It also includes a covered external area for the display of 33 Mini vehicles.
- 1.3 The existing dealership employs 112 people in various roles, has internal capacity for 123 vehicles on display and a further 60 in storage before they are placed on display or are sold. The dealership also has a vehicle servicing/repair facility with the capacity to store 121 customer vehicles.
- 1.4 An additional storage compound is also present to the immediate south of the dealership, and is accessible directly off Commercial Road. The additional storage facility has the capacity for 100 vehicles (including 30 staff vehicles), and is for the delivery and storage of vehicles when they first arrive at the site, before they are moved to the dealership for display.
- 1.5 The development proposal would see the addition of a further 92 spaces for the display of vehicles for sale.

Report Structure

- 1.6 The report is structured as follows:
- Chapter 2: Planning Policy;
 - Chapter 3: Site Context;
 - Chapter 4: Development Proposal;
 - Chapter 5: Trip Attraction; and
 - Chapter 6: Summary and Conclusion

2 PLANNING POLICY

National Planning Policy Framework (2018)

2.1 The Government's Revised National Planning Policy Framework (hereinafter "NPPF") was introduced on 24 July 2018.

2.2 The NPPF describes sustainable transport mode as:

"Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra low emission vehicles, car sharing and public transport" (annex 2, p.72)

2.3 In supporting sustainable development, planning decision makers are advised to consider opportunities for sustainable transport to reduce the need for major transport infrastructure and achieve safe and suitable site access:

"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." (paragraph 109)

National Planning Guidance (Updated 2015)

2.4 The Government's Planning Practice Guidance provides details regarding the scope of Transport Statements and Transport Assessments and outlines the details that should be considered. It states that documents should be tailored to the needs of each site with the level of detail provided proportional to the scale of the development.

2.5 This Transport Statement has been prepared with reference to the advice provided in the Planning Practice Guidance.

Reading Borough Council Local Transport Plan (3) – 2011-2026 (Adopted April 2011)

2.6 Reading Borough Council's (RBC) Local Transport Plan (LTP) was adopted in the April 2011 and contains the objectives, policies and schemes intended to improve transport within the local area.

2.7 The LTP is supported by a number of additional documents such as Reading's Strategic Environmental Assessment (SEA). The LTP also has a number of 'daughter' documents which cover topics such as:

- School Travel;
- Road Safety;

- Public Transport;
- Walking;
- Cycling; and
- Network Management.

2.8 The policies and objectives contained within the LTP contribute towards RBC's vision that:

“Transport in Reading will better connect people to the places that they want to go: easily, swiftly, safely, sustainably and in comfort. We will meet the challenges of a dynamic, low-carbon future to promote prosperity for Reading.

Whichever way you choose to travel, by foot or bicycle, motorcycle, bus, rail, car or boat whether to work or education, to leisure or the services you need, our transport system will help you get there.”

2.9 The strategic objectives for the LTP are split into three categories: people, place and prosperity. A number of these objectives are listed below:

- To provide affordable, accessible and inclusive travel options for everyone;
- To align transport and land use planning to enable sustainable travel choices, improve mobility, reduce the need to travel and preserve the natural environment;
- To offer sustainable transport choices for the Travel to Work Area and beyond, integrating within and between different types of transport; and
- To improve journey times, journey time reliability and the availability of information.

2.10 In Chapter 6 of the document, the core enabling policies of the LTP are detailed. The policies are split into four themes: inclusion; intervention; infrastructure; and innovation. A summary of some of the policies under each of these themes is provided in Table 2.1.

Table 2.1 Summary of Key Reading LTP Policies

Theme	Policy
Inclusion	“To support investment in safer and more affordable transport in areas of greater deprivation.”
	“To implement multi-targeted schemes, particularly those that will make pedestrian and cycling connections safer and more attractive to local destinations, to achieve best value for money.”
Interventions	“To give priority to walking, cycling and public transport and improving access by those modes.”
	“To ensure the provision of a safe, reliable, efficient and easy to use public transport network to meet the travel needs of all those who are unable to use, or choose not to use, a private car...”
Infrastructure	“To secure the provision of higher capacity, higher quality and low carbon public transport services.”
	“To maintain close working relationships with central government, neighbouring authorities, transport operating companies, Network Rail, the Highways Agency and other partners.”
Innovation	“To encourage and enable low carbon or low energy travel choices for private and public transport.”

Reading Borough Council Local Transport Plan (4)

- 2.11 Reading Borough Council are in the process of producing an updated Local Transport Plan (LTP4).
- 2.12 LTP4 vision will seek to support healthy lifestyle choices, improve quality of life and facilitate economic growth by reducing congestion, improving air quality and promoting sustainable transport options for local journeys or as part of longer journeys. This vision will be outlined in the core LTP strategy and further detailed in supporting sub-strategies that will set out our long-term goals and aspirations for a Reading that is clean, green, safety and active. As part of the Plan, we are proposing to develop a borough-wide car parking and air quality strategy to address commuter and through traffic. This will be further complemented by ambitious improvements supporting more people to make sustainable travel choices, including the development of a new Local Cycling and Walking Infrastructure Plan that will identify new routes and improvements based on key destinations.

Reading Borough Council Local Plan

- 2.13 RBC are currently producing a new Local Plan which will replace the current development plans, which comprise the Core Strategy, Reading Central Area Action Plan and Sites and Detailed Policies Document, with a Local Plan that will set out how Reading will develop up until the year 2036.
- 2.14 Between the months of January and March 2016, RBC undertook a consultation on issues and options, which is the first stage of the Local Plan. Following the issues and options consultation, a consultation on a Draft version of the new Local Plan occurred between 1st May 2017 and 14th June 2017.
- 2.15 The Local Plan was submitted to the Secretary of State on Thursday 29th March 2018. The examination process included a set of public hearings. These hearings took place between 25th September and 5th October 2018. The Inspector has requested that additional information be provided, which is currently in production.
- 2.16 Within Chapter 4 *General Policies*, sub section 4.5 *Transport* of the pre-submission draft Local Plan are a number of policies pertinent to the application site insofar as they concern transport matters.
- 2.17 Policy TR1: Achieving the Transport Strategy

“Proposed development should contribute appropriately to meeting the objectives of the most up-to-date Local Transport Plan or any successor document, including sub-strategies, specific projects identified and the local action plans.”

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...”

- 2.18 Policy TR3: Access, Traffic and Highway-related Matters

“Development will only be permitted where:-

- ii) The development would not have a material detrimental impact on the functioning of the transport network...”***

- 2.19 The pre-submission draft of the new Local Plan is the version that RBC intend to submit to the Secretary of State for approval.

3 SITE CONTEXT

- 3.1 This section of the report identifies the application site in the context of the local highway network and describes the existing opportunities for pedestrians, cyclists and passenger transport users.

Application Site

- 3.2 The application site is located south of Reading town centre, to the west of Drake Way. The site is currently occupied by a BMW car dealership. The site is bound to the north by an access road, to the east by Drake Way, to the south by Commercial Road and to the west by mature trees and the A33 dual-carriageway.
- 3.3 The location of the site is presented in **Figure 3.1**

Pedestrian Access

- 3.4 Pedestrian access to the site can be achieved from the access road located immediately to the north of the site, or from Drake Way to the east of the site.
- 3.5 Pedestrian access to the site from the access road to the north is achieved via the pedestrian footway on the southern side of the access road. The footway is wide, benefits from street lighting and is constructed with block paving that also accommodates a number of off-carriageway car parking spaces. The footway provides direct access to the vehicle forecourt/car parking area located adjacent to existing site buildings.
- 3.6 Pedestrian access to the site from Drake Way is via the pedestrian footway located on the northern side of the site access junction onto Drake Way. Safe pedestrian access through the vehicle forecourt at the site is accommodated via zebra-style pedestrian crossings and small sections of footway which provide direct routes to the existing site building entrances. Such pedestrian facilities ensure that visitors do not need to walk between, or alongside, vehicles circulating the forecourt.
- 3.7 To the north of the application site on Drake Way, footways are accommodated on either side of the carriageway. The footway on the western side of the carriageway is constructed as a shared footway/cycleway and both footways benefit from street lighting.
- 3.8 Approximately 200m to the north of the site, the footways on either side of Drake Way merge with those provided on the southern side of Lindisfarne Way at the crossroads style junction of Drake Way with Lindisfarne Way.
- 3.9 To the east of the junction, the footways on Lindisfarne Way provide a route through to a nearby residential area, whilst to the west of the junction the footways provide access to two

nearby bus stops, located approximately 295m north of the application site, on the northern and southern sides of Lindisfarne Way respectively.

- 3.10 Further to the west the footways on Lindisfarne Way merge with the footway provided on the eastern side of the A33, before forming a route toward a local bus stop, located approximately 400m to the northwest of the application site, on the eastern side of the A33.
- 3.11 To the south of the application site on Commercial Road, footways are provided on either side of the carriageway. The footways are of good width and benefit from street lighting. To the east, the footways form a route toward a nearby residential area, as well as additional light industrial businesses to the south east.
- 3.12 Overall, within close vicinity of the application site, pedestrian infrastructure is considered to be good with dropped kerb pedestrian crossings generally present where required. In addition, zebra-style crossings are present across the existing vehicle forecourt/car park at the application site and traffic signal controlled pedestrian crossings are present across the Lindisfarne Way, A33 (South) and Island Road arms of the traffic signal controlled junction of the A33 with Island Road and Lindisfarne Way, located to the northwest of the site.

Cycle Access

- 3.13 Within immediate vicinity of the site, the footway on the western side of Drake Way is constructed as a shared footway/cycleway and is approximately 3m in width.
- 3.14 The shared footway/cycleway extends the length of Drake Way between the priority junction of Drake Way with Lindisfarne Way, located around 300m to the north of the site, and where Drake Way ends, which is approximately 100m to the south of the site. At the point where Drake Way ends, bollards are present across the carriageway which restricts access for vehicles onto Commercial Road. However, access for pedestrians/cyclists onto Commercial Road is still possible.
- 3.15 To the west of the priority junction of Drake Way with Lindisfarne Way, the shared footway/cycleway continues and merges with the shared footway/cycleway that runs north-south along the east side of the A33.
- 3.16 In addition, the footway/cycleway that runs north-south along the east side of the A33 forms part of National Cycle Route 23. The route connects to additional business areas to the southwest of the application site and also forms a route south out of Reading toward further residential settlements. To the north of the application site, National Cycle Route 23 connects to National Cycle Route 4 which routes through central Reading and offers a predominately off-carriageway route to Reading station.

Public Transport*Bus*

- 3.17 The nearest bus stops to the application are the Hilton Hotel bus stops located on the northern and southern sides of Lindisfarne Way, approximately 300m to the north of the application site. In addition, a southbound bus stop is also located on the eastern side of the A33, located approximately 400m to the northwest of the site.
- 3.18 The bus stop on the southern side of Lindisfarne Way incorporates a bus stop flag and timetable information, whilst the bus stop on the northern side of Lindisfarne Way also incorporates a bus shelter and associated seating. The southbound bus stop on the eastern side of the A33 was under construction during the time of observation, as such it is not possible to discern what bus stop infrastructure is/will be provided.
- 3.19 A summary of the local bus routes serving these stops is contained in Table 3.1.

Table 3.1 Summary of Local Bus Services

Service Number	Route	Weekdays	Saturday	Sunday
40	Kennet Island - Central Reading	1 service per day at 23:27	1 service per day at 23:27	3 services per day First – 08:15 Last – 22:58
50a	Reading International Business Park - Central Reading	1 every 10-20 minutes First – 06:47 Last – 19:32	No Service	No Service
50b	Central Reading - Tesco Distribution Centre	2 service per day First - 05:53 Last - 13:30	1 service per day at 05:29	No Service
52a/53b	Green Park – Central Reading	7 services per day - 6 between 0600 - 0900 First - 05:30 Last -23:00	1 every 20 - 40 minutes First - 05:48 Last - 23:00	No Service
52b	Central Reading - Green Park	No Service	1 every 20 - 40 minutes First - 06:17 Last - 14:31	No Service
53a	Madejski Stadium – Central Reading	10 services per day First - 07:07 Last - 21:47	No Service	No Service
60/b/m	Central Reading - Mere oak P & R	22 services per day First - 05:27 Last – 18:27	1 every 20 - 40 minutes First - 07:57 Last - 18:04	No Service
60a/c	Mere oak P & R - Central Reading	1 every 20 - 30 minutes First - 06:40 Last – 18:02	2 services per day First - 07:00 Last - 08:20	1 service every hour First - 9:40 Last - 18:45
60e	Reading Town Centre - Three Mile Cross	3 services per day First - 19:45 Last - 21:16	2 services per day First - 18:51 Last - 19:34	No Service
62a	Central Reading - Mere oak P & R	3 services per day First - 20:00 Last - 21:46	8 services per day First - 06:57 Last -21:46	1 every hour First - 08:43 Last - 21:58

3.20 The information presented in Table 3.1 indicates that there are a number of frequent bus services which serve the existing bus stops within close vicinity of the site.

- 3.21 Given the nature of the development, it would be considered unlikely that customers of the car dealership would arrive by bus. However, whilst it may not be expected that customers of the existing car dealership would arrive via bus, it is considered more likely that members of staff will. This assumption is reasonable given the range of destinations served by the existing bus services near the site, the frequency of such services, and the long operating hours of the services during a typical week period.

Rail

- 3.22 The nearest railway station to the application site is Reading, located approximately 3.5km to the north of the site respectively.
- 3.23 Reading station is served by trains operated by Great Western Railway, South Western Railway and CrossCountry services throughout the day to a variety of key destinations including: London Paddington, London Waterloo, Bristol Temple Meads and Cardiff Central.
- 3.24 Given the distances to rail services, it would not be considered likely that customers of the car dealership would travel by train.
- 3.25 However, it is considered more likely that some members of staff will travel to the site by train via a linked trip with another sustainable form of transport such as walking or cycling. This is supported by the fact that Reading station is located less than 5km from the application site, a distance which is considered to be a reasonable distance for cycling. Moreover, National Cycle Route 23, which is present along the eastern side of the A33, connects with National Cycle Route 4 to the north of the site and offers a predominately off-carriageway route to Reading station.

Planning for Public Transport in Development – IHT 1999

- 3.26 The Chartered Institute of Highways and Transport (CIHT) publication 'Planning for Public Transport in Development' published in March 1999 identifies that development should be located where opportunities for travel by non-car modes are possible, most likely close to town centres. Where proposed development is located in an edge of town location, development should be sited with good accessibility to alternative travel modes to the car, preferably within a maximum of 400m (5 minute walk) distance of existing bus services.
- 3.27 In reviewing the public transport provision in the vicinity of the site, it is clear that the proposed development complies with the guidance provided by the CIHT.

Local Highway Network

- 3.28 Adjacent to the application site, Drake Way is a single carriageway two-way road that is subject to a 30mph speed limit. Drake Way benefits from street lighting and accommodates a shared footway/cycleway on its western side, and a traditional footway on its eastern side respectively.

- 3.29 Approximately 85m to the south of the application site, the termination of Drake Way prevents a vehicular link onto Commercial Road. However, whilst the presence of numerous bollards prevent access for vehicles onto Commercial Road, access for pedestrians and cyclists is still possible.
- 3.30 Around 280m to the north of the site, Drake Way meets Lindisfarne Way at a priority controlled T-junction.
- 3.31 Lindisfarne Way is a single carriageway two-way road that is subject to a 20mph speed limit. To the east of the junction between Drake Way and Lindisfarne Way, Lindisfarne Way connects to a number of residential properties and wider residential streets located east of the application site via Whale Avenue.
- 3.32 Around 100m to the west of the junction between Drake Way and Lindisfarne Way, Lindisfarne Way meets the A33 and Island Road at a 4-arm traffic signal controlled junction.
- 3.33 The A33 forms one of the principal north-south routes through Reading and, within close vicinity of the site, is a wide dual-carriageway road that is subject to a 40mph speed limit.
- 3.34 To the north of the application site, the A33 forms a route toward Reading town centre via the A329, whilst to the south it connects to additional light industry and business areas before forming one of the main routes south out of Reading via the 4-arm M4 interchange junction.

Local Accident Data

- 3.35 Personal Injury Accident (PIA) data for the area around the site has been obtained from the CrashMap website for the most recent five year period.
- 3.36 The study area includes the length of Drake Way between the crossroads style junction with Lindisfarne Way to the north of the site and where Drake Way terminates prior to Commercial Road to the south of the site. The study area also includes the junction of Drake Way with Lindisfarne Road, the length of Lindisfarne Way and the 4-arm traffic signal controlled junction of Lindisfarne Way with the A33 and Island Road.
- 3.37 In total there have been 4 recorded accidents within close vicinity of the site over this period, the majority of which occurred at different locations within the study area.
- 3.38 All of the accidents recorded resulted in slight injuries. A summary of all of the accidents which have occurred near to the application site during this period is presented in Table 3.2.

Table 3.2 Summary of Road Traffic Collisions

Year	Location	Severity	Casualties	Vulnerable User?
2017	South of 4-arm traffic signal controlled junction of Lindisfarne Way with A33 and Island Road	Slight	2	No
2016	Lindisfarne Way, near junction with Drake Way	Slight	2	No
2013	At 4-arm traffic signal controlled junction of Lindisfarne Way with A33 and Island Road	Slight	1	Cyclist
2014	South of 4-arm traffic signal controlled junction of Lindisfarne Way with A33 and Island Road	Slight	4	Child

- 3.39 The 4 personal injury accidents which have occurred across the five year period do not constitute a pattern of behaviour that is likely to be exacerbated with the proposed development in place.
- 3.40 In addition, a nominal amount of accidents involving vulnerable road users were recorded in close vicinity of the site, ensuring that the local highway network can be considered safe for those at the highest risk of injury i.e. pedestrians and cyclists.

4 DEVELOPMENT PROPOSAL

- 4.1 This section of the Transport Statement outlines the details of the development proposal at the site.
- 4.2 In recent years, the existing car dealership at the site has seen a growth in car sales and returning visits for customer vehicle services and repairs. As such, the increase in vehicle workshop/servicing demand has placed excess pressure on the internal storage areas for vehicles.
- 4.3 Consequently, areas that were initially intended for the display of vehicles for sale are now being utilised to store customer cars before they are serviced/repaired. This is putting considerable capacity pressure on the business.
- 4.4 In order to ensure that the existing car dealership can continue to operate effectively, and in an efficient manner, a requirement for additional display spaces for used vehicles has been identified. This will ultimately increase the number of cars that can be displayed for sale, whilst also allowing the existing servicing/repair system to be managed more efficiently.
- 4.5 An adjacent, currently unused, development plot will be utilised for the extension. The existing car dealership employs 112 individuals and the extension of the existing car dealership, as a result of the development proposal, will add approximately a further 11 new members of staff. This would bring the total numbers of staff up to 123.
- 4.6 The proposed site layout is presented in a drawing prepared by Barton Wilmore, which is contained in **Appendix A**.

Access

- 4.7 Primary access to the site by all modes of transport is to be maintained via the priority controlled junction onto Drake Way.
- 4.8 The proposed vehicle storage area will be accessible off the northern side of the site access road from Drake Way. The storage area will be guarded by a series of telescopic bollards, which will retract when access to the storage facility by vehicle is required.
- 4.9 A total of 92 additional car parking spaces are proposed within the storage facility and, as aforementioned, will be utilised for the display of used vehicles. The additional car parking spaces will be 3m x 6m, and therefore will provide adequate space for vehicles to manoeuvre.
- 4.10 No further modifications to the existing vehicle forecourt or parking arrangements are proposed.

5 TRIP ATTRACTION

- 5.1 This section of the Transport Statement considers the quantum of traffic associated with the proposed development, and compares it with that which is likely to be attracted to the existing car dealership at the application site.

Existing Operation

- 5.2 The existing operation of the car dealership at the application site spans across three floors, and has a total floor area of 7,913m². The business currently employs 112 people, who work in various roles including sales, administration and repair/servicing.
- 5.3 A forecourt is accommodated to the front of the existing car dealership, which provides 52 car parking spaces for visitors and staff. It also includes a covered external area for the display of 33 Mini vehicles.
- 5.4 Additional internal space is provided to display vehicles and store customer vehicles before they are transferred into the adjacent servicing/repair facility. A further storage compound is located to the immediate south of the car dealership and is accessible directly off Commercial Road. The further storage compound contains vehicles when they first arrive at the site, before they are moved to the dealership for display.
- 5.5 In order to determine the likely level of traffic attracted to the existing car dealership operation at the site, the TRICS database has been investigated to determine vehicle trip rates. Trip rates were determined using Land Use 14 – Car Show Rooms, sub class A – Car show rooms.
- 5.6 The following criteria were used to obtain a sample of sites similar to the existing car dealership at the site:
- Vehicle surveys;
 - Sites in Greater London, Scotland, Ireland, Wales and on the edge of town centres and neighbourhood centres were omitted;
 - Weekday surveys only (Weekend surveys obtained separately);
 - Surveys dating back to 2009; and
 - Development with GFA values ranging between 283-9800m²
- 5.7 During the weekday AM and PM peak hours, a total of 18 sites were considered similar enough to the existing car dealership, whilst a total of 2 sites were considered similar enough during the weekend peak period. A full copy of the weekday and weekend TRICS reports are contained in **Appendix B**.
- 5.8 A summary of the vehicle trips for the AM peak, PM peak, over a 12 hour period and during the weekend peak period are presented in Table 5.1.

Table 5.1 Vehicle Trip Rates and Trips – Weekday and Weekend Peak Periods

Time Period	Trip Rate		Trips	
	Arrive	Depart	Arrive	Depart
AM Peak (0800-0900)	0.826	0.351	65	28
PM Peak (1700-1800)	0.328	0.590	26	47
12 Hour (0700-1900)	5.746	6.055	455	479
Weekend Peak (1400-1500)	0.672	0.504	53	40

- 5.9 As can be seen from the information presented in Table 5.1, during the AM peak period the existing car dealership operation at the site may attract a total of 65 vehicle arrivals and 28 vehicle departures. During the PM peak period, the existing dealership may generate a total of 26 vehicle arrivals and 47 vehicle departures. This roughly equates to a vehicle arriving/departing the site every 40 seconds during the AM peak period and every 50 seconds during the PM peak period.
- 5.10 During the weekend peak period, the existing car dealership may attract a total of 53 vehicle arrivals and 40 vehicle departures. This roughly equates to a vehicle arriving/departing the site every 40 seconds during the weekend peak period.

Proposed Operation

- 5.11 As aforementioned, the proposed development would see the addition of 92 spaces for the display of used vehicles for sale. This will allow the existing repair/servicing facility at the dealership to continue to operate efficiently, whilst reducing its impact upon the space needed to display vehicles for sale. The proposed development would also see the hiring of a further 11 employees in various roles.
- 5.12 As the development proposal is intended to address an existing vehicle capacity issue, ensuring that the customer vehicle storage facility is operating efficiently and with adequate flexibility, it is not envisaged that there would be any significant change in the number of visitors to the car dealership throughout the week.
- 5.13 However, it is accepted that an increase in area for the display of vehicles for sale may result in some increase in visitors. The operators of the existing car dealership envisage that this increase could equate to around 30 additional visitors per week.
- 5.14 This increase in visitors is likely to be focussed around the weekend, where the local highway network is generally less sensitive than the traditional weekday peak periods. This is given the fact that these customers will likely be more interested in the purchase of a new vehicle

rather than dropping/collecting a vehicle that has been serviced/repaired, which is more likely to constitute a typical trip the car dealership during the weekday peak periods.

- 5.15 As such, any increase in visitors to the site as a result of the proposed development will likely have no material impact upon the operation of the local highway network.
- 5.16 Notwithstanding this, the proposed development is likely to result in the hiring of an additional 11 employees at the site. Assuming a worst case scenario where all of the employees are sales/admin staff (whom are more likely to work traditional office based hours) and arrive to work by private car, this could result in an additional 11 arrivals during the AM peak period and 11 departures during the PM peak period respectively.
- 5.17 In the context of the existing vehicular traffic that is likely to be attracted by the car dealership operation at the site, this increase in staff numbers would result in the vehicle trips presented in Table 5.2.
- 5.18 Additional staff trips during the weekend hours have not been considered, given that the local highway network is generally at its most sensitive during the traditional weekday highway peak periods.

Table 5.2 Proposed Vehicle Trips – Weekday Peak Periods

	AM Peak Period (0800-0900)		PM Peak Period (1700-1800)	
	Arrive	Depart	Arrive	Depart
Existing Vehicle Trips	65	28	26	47
Proposed Increase from Newly Employed Staff	+11	0	0	+11
Total	76	28	26	58

- 5.19 As can be seen from the information presented in Table 5.2, when considering the impact of an additional 11 members of staff at the car dealership, a total of 76 arrivals and 28 departures could be expected during the AM peak period and 26 arrivals and 56 departures during the PM peak period.
- 5.20 This roughly equates to a vehicle arriving/departing the site every 35 seconds during the AM peak period and roughly a vehicle arriving/departing the site every 40 seconds during the PM peak period. When compared to the frequency and volume of existing vehicular traffic to the site, these additional vehicle trips do not constitute an increase that could result in a severe impact on the operation of the local highway network.
- 5.21 Moreover, this analysis constitutes a robust assessment, where it assumed that all new members of staff will arrive by private car. It is likely that this number would be lower in reality,

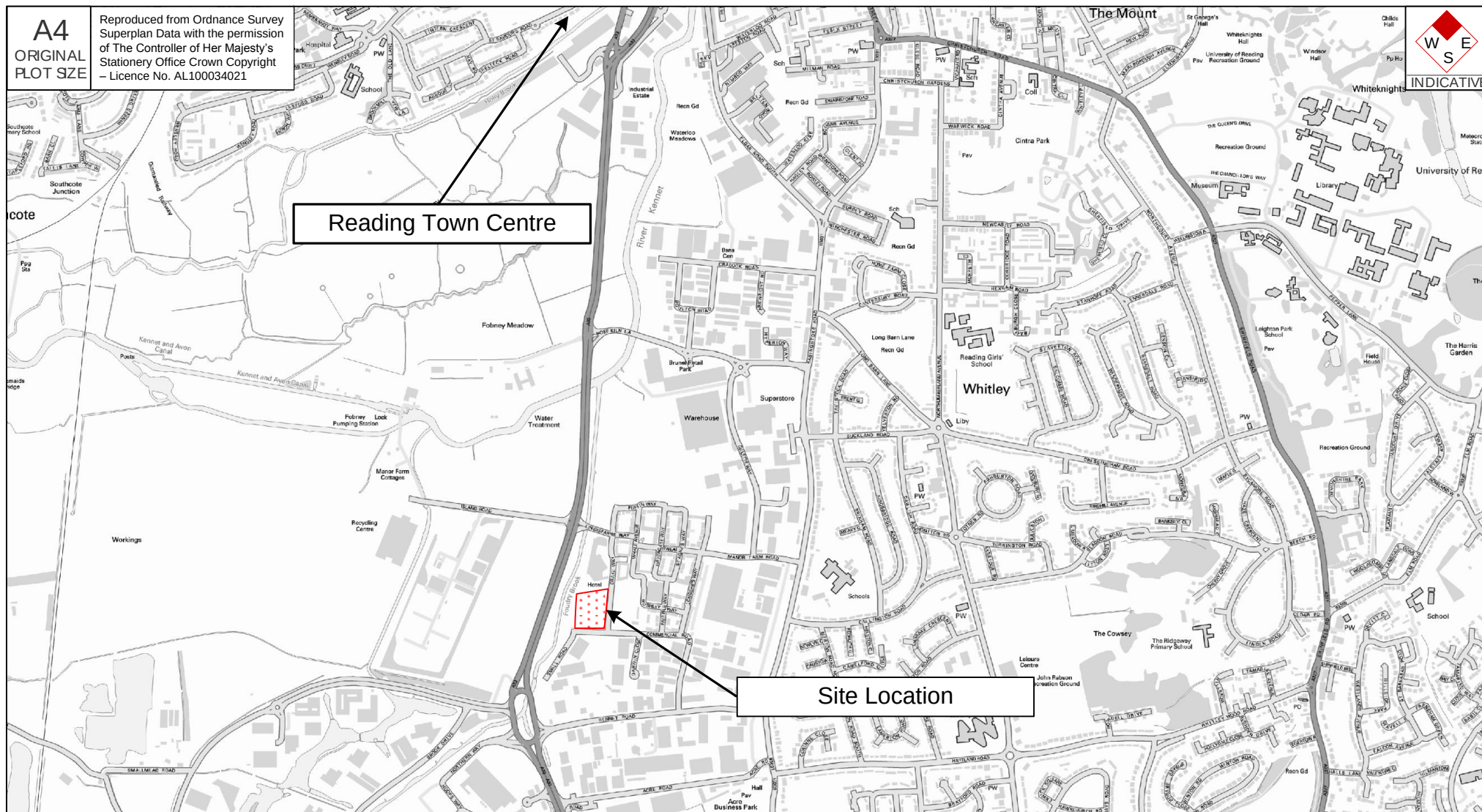
given the location of the site and the existing sustainable transport opportunities within its vicinity.

6 SUMMARY AND CONCLUSION

- 6.1 Transport Planning Associates has been commissioned by Diageo Pension Trust Ltd to provide transport planning advice in respect to the proposed extension of an existing BMW car dealership located Drake Way in Reading.
- 6.2 This Transport Statement has assessed the sustainable travel opportunities of the application site and development proposal by non-car modes of transport and has shown that the site affords a good level of accessibility by cycle and by passenger transport modes.
- 6.3 Given the level of connectivity of the site via modes such as walking, cycling and public transport, it is considered that the use of sustainable travel modes will be achievable and realistic.
- 6.4 The analysis in Chapter 5 suggests that the proposed development may generate a slight increase in the number of vehicle trips during the AM and PM peak periods that are currently associated with the existing operation at the site.
- 6.5 Given that the local highway network is at its most sensitive during the traditional highway peak periods, these increases are principally related to the addition of a further 11 members of staff at the site. Notwithstanding this, the projected increases in vehicle trips are considered to be insignificant and would certainly not cause a severe impact on the operation of the local highway network.
- 6.6 Furthermore, the analysis presented in Chapter 5 constitutes a robust assessment, where it assumed that all new members of staff arrive by private car. This is unlikely to occur in reality, given the existing sustainable travel opportunities within close vicinity of the site.
- 6.7 With respect to relevant guidance, the proposed development is in line with the NPPF as the transport impacts of the development are not deemed to be severe.
- 6.8 The proposal is deemed to be appropriate for the site from a transportation and highways perspective and would not have any detrimental effect upon highway safety, the capacity of junction and links within close vicinity of the site, or upon the wider highway network.

FIGURES

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Diageo Pension Trust Ltd

INFORMATION

SCALE:	PREPARED BY:	CHECKED BY:	APPROVED BY:
NTS	BB	IB	IB

JOB NO:	FIGURE NO:	DATE:
1711-03	3.1	Feb '18

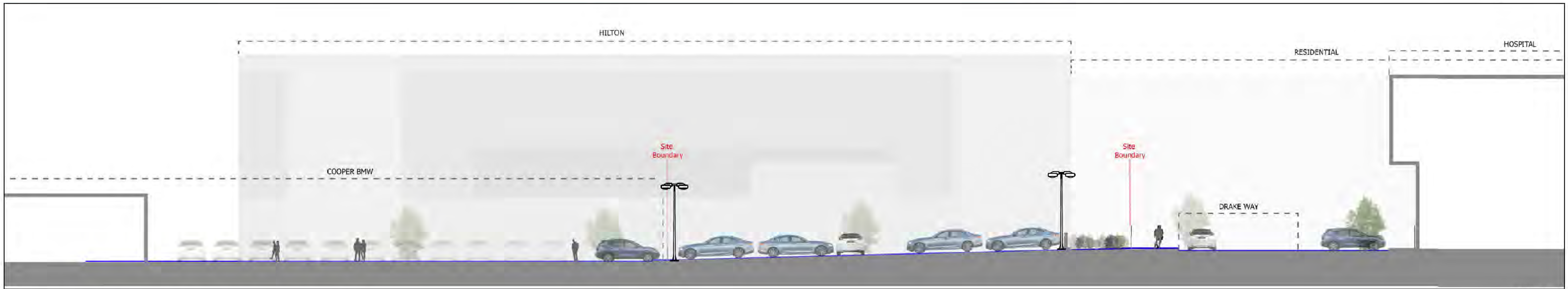
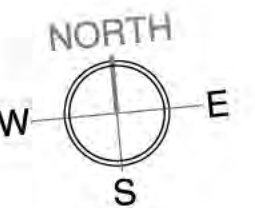
APPENDIX A



KEY:

- 1 SECURITY HOOPS AT 1400MM CENTRES
- 2 PLANTED VERGE CONSISTING OF LOW LEVEL SHURB PLANTING AND GROUND COVER
- 4 6M LIGHTING COLUMNS
- 5 TELESCOPIC BOLLARDS
- 6 SURFACE OF ROAD FORMED FROM TARMAC
- 7 SURFACE OF DISPLAY BAYS FORMED FROM PERMEABLE BLOCK PAVING IN CHARCOAL FINISH
- 8 DRAINAGE CHANNEL
- 9 6M X 3M DISPLAY SPACES

DRAFT



Project
28214 Land At Drake Way
BMW Site Reading
Drawing Title
Proposed Site Plan

Date
December 2017
Scale
1:250
Project No
28214
Drawing No
PP-003
Drawn by
RP
Check by
NC
Revision
-

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Landscape Planning & Design • Environmental Planning • Graphic
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APPENDIX B

Calculation Reference: AUDIT-219603-180221-0245

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 14 - CAR SHOW ROOMS

Category : A - CAR SHOW ROOMS

VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DV DEVON	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	2 days
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	SY SOUTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	LC LANCASHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	TW TYNE & WEAR	2 days

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

Secondary 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: 282 to 9800 (units: sqm)
 Range Selected by User: 282 to 9800 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 05/04/17

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	3 days
Tuesday	2 days
Wednesday	4 days
Thursday	4 days
Friday	5 days

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

Selected survey types:

Manual count	18 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)	9
Edge of Town	9

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	8
Commercial Zone	4
Development Zone	2
Residential Zone	1

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

Secondary Filtering selection:

Use Class:

Not Known	1 days
Sui Generis	16 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
5,001 to 10,000	4 days
10,001 to 15,000	3 days
15,001 to 20,000	3 days
20,001 to 25,000	4 days
25,001 to 50,000	3 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
25,001 to 50,000	2 days
75,001 to 100,000	4 days
125,001 to 250,000	8 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	6 days
1.1 to 1.5	12 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	18 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	18 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	CA-14-A-03	FORD		CAMBRIDGESHIRE
	STUKELEY MEADOWS			
	HUNTINGDON			
	Suburban Area (PPS6 Out of Centre)			
	Commercial Zone			
	Total Gross floor area:	1608 sqm		
	Survey date: FRIDAY	21/10/11	Survey Type: MANUAL	
2	CA-14-A-04	MERCEDES BENZ		CAMBRIDGESHIRE
	BARNWELL ROAD			
	CAMBRIDGE			
	Edge of Town			
	Commercial Zone			
	Total Gross floor area:	3400 sqm		
	Survey date: THURSDAY	11/10/12	Survey Type: MANUAL	
3	CB-14-A-03	PEUGEOT		CUMBRIA
	GILWILLY ROAD			
	GILWILLY IND. ESTATE			
	PENRITH			
	Edge of Town			
	Industrial Zone			
	Total Gross floor area:	500 sqm		
	Survey date: WEDNESDAY	11/06/14	Survey Type: MANUAL	
4	CH-14-A-01	EVANS HALSHAW FORD		CHESHIRE
	STADIUM WAY			
	SEALAND IND. ESTATE			
	CHESTER			
	Edge of Town			
	Industrial Zone			
	Total Gross floor area:	1050 sqm		
	Survey date: WEDNESDAY	12/11/14	Survey Type: MANUAL	
5	DV-14-A-02	VAUXHALL		DEVON
	MARSH BARTON ROAD			
	EXETER			
	Suburban Area (PPS6 Out of Centre)			
	Retail Zone			
	Total Gross floor area:	6623 sqm		
	Survey date: THURSDAY	28/11/13	Survey Type: MANUAL	
6	EX-14-A-02	KIA		ESSEX
	BRAINTREE ROAD			
	BRAINTREE			
	Edge of Town			
	Development Zone			
	Total Gross floor area:	1275 sqm		
	Survey date: FRIDAY	08/07/16	Survey Type: MANUAL	
7	LC-14-A-03	CAR SHOW ROOM		LANCASHIRE
	FYLDE ROAD			
	ASHTON-ON-RIBBLE			
	PRESTON			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Gross floor area:	2400 sqm		
	Survey date: MONDAY	16/11/09	Survey Type: MANUAL	
8	LE-14-A-04	BMW & MINI		LEICESTERSHIRE
	MERIDIAN EAST			
	BRAUNSTONE			
	LEICESTER			
	Edge of Town			
	Commercial Zone			
	Total Gross floor area:	9800 sqm		
	Survey date: THURSDAY	25/06/09	Survey Type: MANUAL	
9	LE-14-A-05	HONDA		LEICESTERSHIRE
	45-49 COVENTRY ROAD			
	NARBOROUGH			
	LEICESTER			
	Edge of Town			
	Industrial Zone			
	Total Gross floor area:	1300 sqm		
	Survey date: TUESDAY	04/11/14	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

10	LN-14-A-01	HONDA		LINCOLNSHIRE
	TOLLEMACHE ROAD			
	GRANTHAM			
	Edge of Town			
	Commercial Zone			
	Total Gross floor area:	1350 sqm		
	Survey date: MONDAY	15/11/10	Survey Type: MANUAL	
11	NY-14-A-04	LAND ROVER		NORTH YORKSHIRE
	HUTTON BANK			
	RIPON			
	Edge of Town			
	Industrial Zone			
	Total Gross floor area:	2160 sqm		
	Survey date: MONDAY	23/09/13	Survey Type: MANUAL	
12	SY-14-A-01	HYUNDAI		SOUTH YORKSHIRE
	MIDDLE BANK			
	HYDE PARK			
	DONCASTER			
	Suburban Area (PPS6 Out of Centre)			
	Industrial Zone			
	Total Gross floor area:	500 sqm		
	Survey date: FRIDAY	21/12/12	Survey Type: MANUAL	
13	TW-14-A-02	RENAULT		TYNE & WEAR
	STONEYGATE CLOSE			
	GATESHEAD			
	Suburban Area (PPS6 Out of Centre)			
	Industrial Zone			
	Total Gross floor area:	2200 sqm		
	Survey date: FRIDAY	04/10/13	Survey Type: MANUAL	
14	TW-14-A-03	CAR SHOW ROOM		TYNE & WEAR
	SOUTHWICK ROAD			
	MONKWEARMOUTH			
	SUNDERLAND			
	Suburban Area (PPS6 Out of Centre)			
	Development Zone			
	Total Gross floor area:	282 sqm		
	Survey date: WEDNESDAY	05/04/17	Survey Type: MANUAL	
15	WL-14-A-02	MERCEDES BENZ		WILTSHIRE
	GREAT WESTERN WAY			
	SWINDON			
	Suburban Area (PPS6 Out of Centre)			
	Retail Zone			
	Total Gross floor area:	3250 sqm		
	Survey date: WEDNESDAY	21/09/16	Survey Type: MANUAL	
16	WM-14-A-04	VOLKSWAGEN		WEST MIDLANDS
	LAWLEY MIDDLEWAY			
	BIRMINGHAM			
	Suburban Area (PPS6 Out of Centre)			
	Industrial Zone			
	Total Gross floor area:	5700 sqm		
	Survey date: THURSDAY	25/10/12	Survey Type: MANUAL	
17	WS-14-A-03	FORD		WEST SUSSEX
	BROUGHAM ROAD			
	WORTHING			
	Edge of Town			
	Residential Zone			
	Total Gross floor area:	1450 sqm		
	Survey date: FRIDAY	17/10/14	Survey Type: MANUAL	
18	WY-14-A-03	VOLKSWAGEN		WEST YORKSHIRE
	ELLAND ROAD			
	LEEDS			
	Suburban Area (PPS6 Out of Centre)			
	Industrial Zone			
	Total Gross floor area:	3324 sqm		
	Survey date: TUESDAY	24/09/13	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 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS
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	1	1350	0.000	1	1350	0.000	1	1350	0.000
07:00 - 08:00	13	2828	0.416	13	2828	0.065	13	2828	0.481
08:00 - 09:00	18	2676	0.826	18	2676	0.351	18	2676	1.177
09:00 - 10:00	18	2676	0.594	18	2676	0.477	18	2676	1.071
10:00 - 11:00	18	2676	0.519	18	2676	0.444	18	2676	0.963
11:00 - 12:00	18	2676	0.511	18	2676	0.469	18	2676	0.980
12:00 - 13:00	18	2676	0.542	18	2676	0.519	18	2676	1.061
13:00 - 14:00	18	2676	0.507	18	2676	0.486	18	2676	0.993
14:00 - 15:00	18	2676	0.502	18	2676	0.583	18	2676	1.085
15:00 - 16:00	18	2676	0.423	18	2676	0.500	18	2676	0.923
16:00 - 17:00	18	2676	0.438	18	2676	0.594	18	2676	1.032
17:00 - 18:00	18	2676	0.328	18	2676	0.590	18	2676	0.918
18:00 - 19:00	17	2804	0.080	17	2804	0.411	17	2804	0.491
19:00 - 20:00	4	3299	0.015	4	3299	0.280	4	3299	0.295
20:00 - 21:00	1	6623	0.045	1	6623	0.075	1	6623	0.120
21:00 - 22:00	1	6623	0.000	1	6623	0.211	1	6623	0.211
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.746			6.055			11.801

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:	282 - 9800 (units: sqm)
Survey date range:	01/01/09 - 05/04/17
Number of weekdays (Monday-Friday):	18
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 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	1350	0.000	1	1350	0.000	1	1350	0.000
07:00 - 08:00	13	2828	0.000	13	2828	0.000	13	2828	0.000
08:00 - 09:00	18	2676	0.004	18	2676	0.004	18	2676	0.008
09:00 - 10:00	18	2676	0.002	18	2676	0.002	18	2676	0.004
10:00 - 11:00	18	2676	0.004	18	2676	0.006	18	2676	0.010
11:00 - 12:00	18	2676	0.002	18	2676	0.006	18	2676	0.008
12:00 - 13:00	18	2676	0.004	18	2676	0.002	18	2676	0.006
13:00 - 14:00	18	2676	0.010	18	2676	0.012	18	2676	0.022
14:00 - 15:00	18	2676	0.004	18	2676	0.004	18	2676	0.008
15:00 - 16:00	18	2676	0.004	18	2676	0.004	18	2676	0.008
16:00 - 17:00	18	2676	0.008	18	2676	0.008	18	2676	0.016
17:00 - 18:00	18	2676	0.000	18	2676	0.000	18	2676	0.000
18:00 - 19:00	17	2804	0.002	17	2804	0.002	17	2804	0.004
19:00 - 20:00	4	3299	0.000	4	3299	0.000	4	3299	0.000
20:00 - 21:00	1	6623	0.000	1	6623	0.000	1	6623	0.000
21:00 - 22:00	1	6623	0.000	1	6623	0.000	1	6623	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.044			0.050			0.094

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:	282 - 9800 (units: sqm)
Survey date date range:	01/01/09 - 05/04/17
Number of weekdays (Monday-Friday):	18
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS

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	1	1350	0.000	1	1350	0.000	1	1350	0.000
07:00 - 08:00	13	2828	0.014	13	2828	0.008	13	2828	0.022
08:00 - 09:00	18	2676	0.010	18	2676	0.012	18	2676	0.022
09:00 - 10:00	18	2676	0.015	18	2676	0.012	18	2676	0.027
10:00 - 11:00	18	2676	0.008	18	2676	0.012	18	2676	0.020
11:00 - 12:00	18	2676	0.010	18	2676	0.008	18	2676	0.018
12:00 - 13:00	18	2676	0.002	18	2676	0.008	18	2676	0.010
13:00 - 14:00	18	2676	0.008	18	2676	0.004	18	2676	0.012
14:00 - 15:00	18	2676	0.008	18	2676	0.012	18	2676	0.020
15:00 - 16:00	18	2676	0.004	18	2676	0.004	18	2676	0.008
16:00 - 17:00	18	2676	0.004	18	2676	0.002	18	2676	0.006
17:00 - 18:00	18	2676	0.004	18	2676	0.004	18	2676	0.008
18:00 - 19:00	17	2804	0.000	17	2804	0.004	17	2804	0.004
19:00 - 20:00	4	3299	0.000	4	3299	0.000	4	3299	0.000
20:00 - 21:00	1	6623	0.000	1	6623	0.000	1	6623	0.000
21:00 - 22:00	1	6623	0.000	1	6623	0.000	1	6623	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.087			0.090			0.177

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:	282 - 9800 (units: sqm)
Survey date range:	01/01/09 - 05/04/17
Number of weekdays (Monday-Friday):	18
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 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS

PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	1350	0.000	1	1350	0.000	1	1350	0.000
07:00 - 08:00	13	2828	0.000	13	2828	0.000	13	2828	0.000
08:00 - 09:00	18	2676	0.000	18	2676	0.000	18	2676	0.000
09:00 - 10:00	18	2676	0.004	18	2676	0.002	18	2676	0.006
10:00 - 11:00	18	2676	0.000	18	2676	0.000	18	2676	0.000
11:00 - 12:00	18	2676	0.000	18	2676	0.000	18	2676	0.000
12:00 - 13:00	18	2676	0.000	18	2676	0.000	18	2676	0.000
13:00 - 14:00	18	2676	0.000	18	2676	0.000	18	2676	0.000
14:00 - 15:00	18	2676	0.000	18	2676	0.002	18	2676	0.002
15:00 - 16:00	18	2676	0.000	18	2676	0.000	18	2676	0.000
16:00 - 17:00	18	2676	0.002	18	2676	0.004	18	2676	0.006
17:00 - 18:00	18	2676	0.000	18	2676	0.000	18	2676	0.000
18:00 - 19:00	17	2804	0.000	17	2804	0.000	17	2804	0.000
19:00 - 20:00	4	3299	0.000	4	3299	0.000	4	3299	0.000
20:00 - 21:00	1	6623	0.000	1	6623	0.000	1	6623	0.000
21:00 - 22:00	1	6623	0.000	1	6623	0.000	1	6623	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.008			0.014

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:	282 - 9800 (units: sqm)
Survey date date range:	01/01/09 - 05/04/17
Number of weekdays (Monday-Friday):	18
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	1350	0.000	1	1350	0.000	1	1350	0.000
07:00 - 08:00	13	2828	0.019	13	2828	0.000	13	2828	0.019
08:00 - 09:00	18	2676	0.021	18	2676	0.002	18	2676	0.023
09:00 - 10:00	18	2676	0.004	18	2676	0.006	18	2676	0.010
10:00 - 11:00	18	2676	0.000	18	2676	0.000	18	2676	0.000
11:00 - 12:00	18	2676	0.002	18	2676	0.002	18	2676	0.004
12:00 - 13:00	18	2676	0.000	18	2676	0.000	18	2676	0.000
13:00 - 14:00	18	2676	0.000	18	2676	0.000	18	2676	0.000
14:00 - 15:00	18	2676	0.000	18	2676	0.000	18	2676	0.000
15:00 - 16:00	18	2676	0.000	18	2676	0.000	18	2676	0.000
16:00 - 17:00	18	2676	0.000	18	2676	0.008	18	2676	0.008
17:00 - 18:00	18	2676	0.000	18	2676	0.017	18	2676	0.017
18:00 - 19:00	17	2804	0.000	17	2804	0.010	17	2804	0.010
19:00 - 20:00	4	3299	0.000	4	3299	0.000	4	3299	0.000
20:00 - 21:00	1	6623	0.000	1	6623	0.000	1	6623	0.000
21:00 - 22:00	1	6623	0.000	1	6623	0.000	1	6623	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.046			0.045			0.091

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

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Parameter summary

Trip rate parameter range selected:	282 - 9800 (units: sqm)
Survey date range:	01/01/09 - 05/04/17
Number of weekdays (Monday-Friday):	18
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.

Calculation Reference: AUDIT-219603-180221-0217

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 14 - CAR SHOW ROOMS

Category : A - CAR SHOW ROOMS

VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days

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

Secondary 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:	480 to 1900 (units: sqm)
Range Selected by User:	282 to 9800 (units: sqm)

Public Transport Provision:

Selection by:	Include all surveys
---------------	---------------------

Date Range:	01/01/09 to 05/04/17
-------------	----------------------

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:

Saturday	1 days
Sunday	1 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Industrial 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:

Sui Generis	2 days
-------------	--------

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

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:

125,001 to 250,000	2 days
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This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	1 days

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

Travel Plan:

No	2 days
----	--------

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

PTAL Rating:

No PTAL Present	2 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	CA-14-A-02	SKODA		CAMBRIDGESHIRE
	FENGATE			
	FENGATE			
	PETERBOROUGH			
	Edge of Town			
	Industrial Zone			
	Total Gross floor area:	1900	sqm	
	Survey date:	SATURDAY	17/10/09	Survey Type: MANUAL
2	LC-14-A-04	SUZUKI		LANCASHIRE
	350 BLACKPOOL ROAD			
	FULWOOD			
	PRESTON			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Gross floor area:	480	sqm	
	Survey date:	SUNDAY	26/09/10	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 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS
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									
08:00 - 09:00	2	1190	0.504	2	1190	0.126	2	1190	0.630
09:00 - 10:00	2	1190	0.252	2	1190	0.168	2	1190	0.420
10:00 - 11:00	2	1190	0.252	2	1190	0.252	2	1190	0.504
11:00 - 12:00	2	1190	0.336	2	1190	0.462	2	1190	0.798
12:00 - 13:00	2	1190	0.294	2	1190	0.378	2	1190	0.672
13:00 - 14:00	2	1190	0.378	2	1190	0.546	2	1190	0.924
14:00 - 15:00	2	1190	0.672	2	1190	0.504	2	1190	1.176
15:00 - 16:00	2	1190	0.126	2	1190	0.210	2	1190	0.336
16:00 - 17:00	2	1190	0.252	2	1190	0.378	2	1190	0.630
17:00 - 18:00	2	1190	0.042	2	1190	0.168	2	1190	0.210
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.108			3.192			6.300

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Parameter summary

Trip rate parameter range selected:	480 - 1900 (units: sqm)
Survey date date range:	01/01/09 - 05/04/17
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
Number of Sundays:	1
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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TRIP RATE for Land Use 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	2	1190	0.000	2	1190	0.000	2	1190	0.000
09:00 - 10:00	2	1190	0.000	2	1190	0.000	2	1190	0.000
10:00 - 11:00	2	1190	0.000	2	1190	0.000	2	1190	0.000
11:00 - 12:00	2	1190	0.000	2	1190	0.000	2	1190	0.000
12:00 - 13:00	2	1190	0.000	2	1190	0.000	2	1190	0.000
13:00 - 14:00	2	1190	0.000	2	1190	0.000	2	1190	0.000
14:00 - 15:00	2	1190	0.000	2	1190	0.000	2	1190	0.000
15:00 - 16:00	2	1190	0.000	2	1190	0.000	2	1190	0.000
16:00 - 17:00	2	1190	0.000	2	1190	0.000	2	1190	0.000
17:00 - 18:00	2	1190	0.000	2	1190	0.000	2	1190	0.000
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.000			0.000			0.000	

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

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Parameter summary

Trip rate parameter range selected:	480 - 1900 (units: sqm)
Survey date date range:	01/01/09 - 05/04/17
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
Number of Sundays:	1
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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TRIP RATE for Land Use 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	2	1190	0.000	2	1190	0.000	2	1190	0.000
09:00 - 10:00	2	1190	0.000	2	1190	0.000	2	1190	0.000
10:00 - 11:00	2	1190	0.000	2	1190	0.000	2	1190	0.000
11:00 - 12:00	2	1190	0.000	2	1190	0.000	2	1190	0.000
12:00 - 13:00	2	1190	0.000	2	1190	0.000	2	1190	0.000
13:00 - 14:00	2	1190	0.000	2	1190	0.000	2	1190	0.000
14:00 - 15:00	2	1190	0.000	2	1190	0.000	2	1190	0.000
15:00 - 16:00	2	1190	0.000	2	1190	0.000	2	1190	0.000
16:00 - 17:00	2	1190	0.000	2	1190	0.000	2	1190	0.000
17:00 - 18:00	2	1190	0.000	2	1190	0.000	2	1190	0.000
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.000			0.000			0.000	

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

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Parameter summary

Trip rate parameter range selected:	480 - 1900 (units: sqm)
Survey date date range:	01/01/09 - 05/04/17
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
Number of Sundays:	1
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS

PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	2	1190	0.000	2	1190	0.000	2	1190	0.000
09:00 - 10:00	2	1190	0.000	2	1190	0.000	2	1190	0.000
10:00 - 11:00	2	1190	0.000	2	1190	0.000	2	1190	0.000
11:00 - 12:00	2	1190	0.000	2	1190	0.000	2	1190	0.000
12:00 - 13:00	2	1190	0.000	2	1190	0.000	2	1190	0.000
13:00 - 14:00	2	1190	0.000	2	1190	0.000	2	1190	0.000
14:00 - 15:00	2	1190	0.000	2	1190	0.000	2	1190	0.000
15:00 - 16:00	2	1190	0.000	2	1190	0.000	2	1190	0.000
16:00 - 17:00	2	1190	0.000	2	1190	0.000	2	1190	0.000
17:00 - 18:00	2	1190	0.000	2	1190	0.000	2	1190	0.000
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.000			0.000			0.000	

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:	480 - 1900 (units: sqm)
Survey date date range:	01/01/09 - 05/04/17
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
Number of Sundays:	1
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	2	1190	0.000	2	1190	0.000	2	1190	0.000
09:00 - 10:00	2	1190	0.000	2	1190	0.000	2	1190	0.000
10:00 - 11:00	2	1190	0.000	2	1190	0.000	2	1190	0.000
11:00 - 12:00	2	1190	0.000	2	1190	0.000	2	1190	0.000
12:00 - 13:00	2	1190	0.000	2	1190	0.000	2	1190	0.000
13:00 - 14:00	2	1190	0.000	2	1190	0.000	2	1190	0.000
14:00 - 15:00	2	1190	0.000	2	1190	0.000	2	1190	0.000
15:00 - 16:00	2	1190	0.000	2	1190	0.000	2	1190	0.000
16:00 - 17:00	2	1190	0.000	2	1190	0.000	2	1190	0.000
17:00 - 18:00	2	1190	0.000	2	1190	0.000	2	1190	0.000
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.000			0.000			0.000	

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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