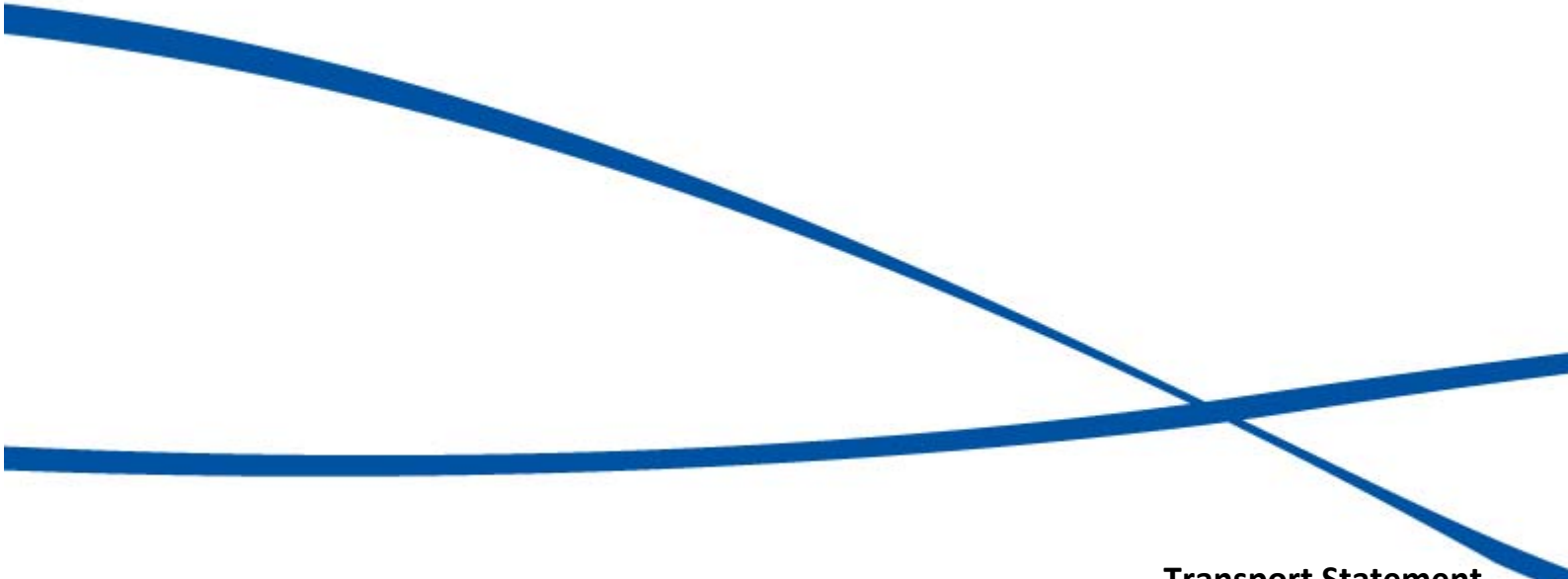


EEF Ltd

**PROPOSED CHANGE OF USE,
IMPERIUM, READING**



Transport Statement

VN81106

August 2018

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REPORT CONTROL

Document: Transport Statement

Project: Proposed Change of Use: Imperium Building, Reading

Client: EEF Limited

Job Number: VN81106

File Origin: N:\Vectos Job Data\2018\VN81106 Imperium Development,
Reading\Docs\Reports\VN81106 Imperium TS v2.docx

Document Checking:

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Issue	Date	Status	Checked for Issue
1	06.08.2018	Initial Issue	AS
2	16.08.2018	Includes Client/Landlord Comment	AS
3			
4			

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PLANS

Plan VN81106-G101	Site Location (Strategic)
Plan VN81106-G100	Site Location (Local Context)
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Plan VN81106-G103	Cycle Catchment

APPENDICES

Appendix A	TRICS Output: Office
Appendix B	TRICS Output: Exhibition Centre

1 INTRODUCTION

1.1 Introduction

1.1.1 This Transport Statement has been prepared by Vectos on behalf of EEF Ltd to consider highways and transport issues related to the proposed change of use of the Second Floor of the existing Imperium building in Reading. The proposed change is to a flexible use (Sui Generis) comprising either office (B1(a)) or a mixed use consisting of office and training and commercial conference facilities (sui generis). The existing use of the site is restricted to Office (B1(a)) only.

1.1.2 The proposed change of use seeks to enable EEF to offer specialist business support and training consultancy for the manufacturing and engineering sector.

1.1.3 The proposals have been the subject of a Pre-Application enquiry with Reading Borough Council.

1.1.4 This report has been prepared to set out the forecast highway impact associated with the development proposals.

1.2 Site Location

1.2.1 The Imperium building is located on the junction of the A33 and Imperial Way, approximately 4km to the south of Reading town centre and a short distance to the north of the M4 (Junction 11).

1.2.2 The location of the site is illustrated in the aerial view in **Figure 1.1** overleaf. The location is also shown strategically in **Plan VN81106-G100** and in a more local context in **Plan VN81106-G101**.



Figure 1.1: Aerial View of Site Location (Source: Google Earth)

1.3 Report Structure

1.3.1 Following this introductory chapter, the remainder of this Transport Statement is structured as follows:

- **Section 2: Baseline Conditions** – discusses the existing site location and surrounding highway network, including a review of the accident record in the vicinity of the site;
- **Section 3: Accessibility Audit** – describes the accessibility of the site by sustainable modes of transport;
- **Section 4: Proposed Development** – sets out the development proposals, including access and servicing strategy;
- **Section 5: Trip Generation and Traffic Impact** – outlines the trip generation of the proposed change of use and discusses the impact of development traffic on the wider highway network;
- **Section 6: Summary and Conclusions** – summarises the findings of the Transport Statement and provides the report conclusions.

2 SITE LOCATION AND BASELINE TRANSPORT CONDITIONS

2.1 Introduction

2.1.1 This section sets out the site location and its local context. It also considers the highway network in the vicinity of the site.

2.2 Site Location and Access

2.2.1 As outlined in Section 1.2, the site is located at the junction of the A33 and Imperial Way, in the south of the Reading urban area.

2.2.2 Vehicular access is taken from Worton Drive which is immediately to the east of the site and presently forms a priority junction with Imperial Way.

Surrounding Land Uses

2.2.3 The site is within the identified 'Core Employment Area' defined within the council's policies.

2.2.4 Adjacent properties on Imperial Way include similar office buildings along with a car dealership and a parcel delivery operation. To the west of the A33, there is a major Tesco distribution centre.

2.2.5 Immediately to the south of Imperial Way is the 'Reading Gateway' site which is to accommodate a range of retail, leisure and commercial land uses, along with residential development of around 175 homes.

2.3 Surrounding Highway Network

General

2.3.1 All roads in the vicinity of the site are provided with pedestrian footways on both sides and benefit from street lighting.

The A33

2.3.2 The A33 is a significant route to the south of Reading and as such, it is a dual carriageway road and junctions are formed of roundabouts. The carriageway generally features two lanes of traffic in each direction, though there is widening on the approaches to roundabouts.

2.3.3 The junction with Imperial Way is a four-arm roundabout with an inscribed diameter of around 52m. The circulating carriageway is mostly marked for two lanes of circulating traffic, though three are provided on the west of the roundabout. In addition to the A33 and Imperial Way, the fourth arm serves the Tesco distribution centre.

2.3.4 The A33 is subject to a 40mph speed limit.

Imperial Way

2.3.5 Imperial Way is a single carriageway road leading from the junction with the A33 in a north-easterly direction, to link with Basingstoke Road. It is subject to a 30mph speed limit.

2.3.6 Approximately 110m from the junction with the A33 is the junction with Worton Drive, which is presently formed as a priority junction. The junction of Imperial Way and Wooton Drive is planned to be revised to a roundabout layout as part of the access strategy of the 'Reading Gateway' development.

Worton Drive

2.3.7 Worton Drive is a single carriageway road of around 6.6m in width and subject to a 30mph speed limit. It provides access to a number of sites within the wider commercial zone between the A33 and Basingstoke Road.

2.3.8 Access to the site is provided by a priority junction approximately 110m north of the junction with Imperial Way.

2.4 Accident Statistics

2.4.1 Recent personal injury road accident data for the local highway network has been reviewed via reference to the 'crashmap.co.uk' online database. Data for the most recent five-year period available (2013-2017) has been reviewed, with **Figure 2.1.** showing the location plot of recorded accidents.

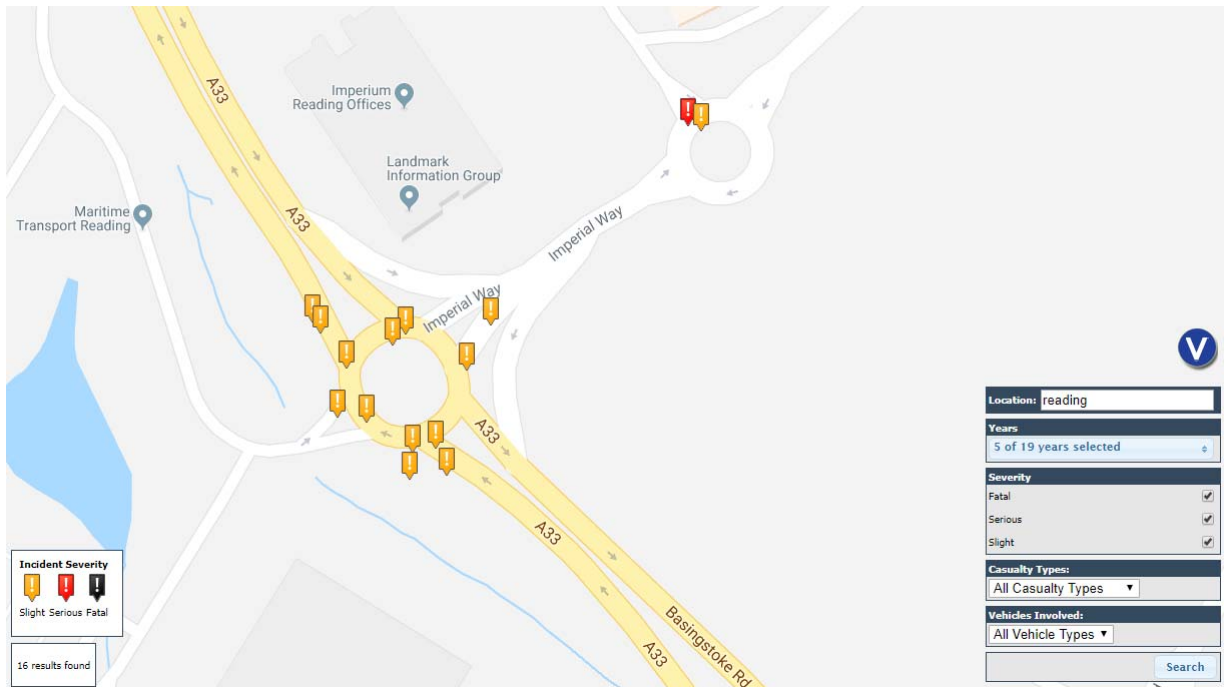


Figure 2.1. Accident Plot

2.4.2 It can be seen that there are a number of accidents at the roundabouts on the A33 and also a more limited number at the junction of Imperial Way and Worton Drive. All but one of these are categorised as 'slight'.

2.4.3 The level of accidents in the vicinity of the site is not regarded as significant for a five year period, particularly in view of the background traffic on the highway network.

2.4.4 It should also be noted that the Imperial Way/Worton Drive junction is to be revised to a roundabout as part of the access for the Reading Gateway development.

2.5 Car Parking

2.5.1 The existing car parking at the site provides for a total of 405 spaces in a surface level car park and also an undercroft parking level. The total parking includes 11 disabled spaces.

2.5.2 The undercroft parking area also provides for 36 cycle parking spaces.

2.5.3 Car parking spaces are allocated to individual occupiers and the allocation is based on a ratio of 1 space per 219sqft of net office space occupied.

- 2.5.4 The undercroft car park presently includes three spaces for electric vehicle charging. A further three spaces are identified for future growth and these will be equipped with charging infrastructure, as required by overall demand at the Imperium site.

3 ACCESSIBILITY AUDIT

3.1 Introduction

3.1.1 In addition to being spatially well related to the highway network, the site also benefits from proximity to sustainable transport infrastructure, presenting the opportunity for employees and visitors to access the site by non-car modes. The opportunity to access the site via walking, cycling and public transport is considered within this section.

3.2 Walking

3.2.1 The Chartered Institution of Highways and Transportation document entitled 'Providing for Journeys on Foot' provides guidance on what are considered to be acceptable walking distances, stating at Table 3.2 that the acceptable maximum walking distance for commuting trips is 2 kilometres.

3.2.2 A walk catchment for the site is provided in **Plan VN81106-G102** which shows the 1km and 2km catchment from the site. In addition to the surrounding commercial properties the 2km catchment also includes substantial residential areas of the south side of Reading.

3.2.3 As noted in previous sections of this report pedestrian infrastructure around the site is generally good with comprehensive provision of footways, crossing facilities, etc.

3.3 Cycling

3.3.1 Cycling is becoming an increasingly popular mode of transport and is an effective mode for short trips. The DfT's Local Transport Note 2/08 'Cycle Infrastructure Design' (2008) states that many utility cycle journeys are under 3 miles (approximately 5km) although for commuters a trip distance of over 5 miles is not uncommon.

3.3.2 Consequently, cycling has the potential to replace short car journeys, particularly those under 5 kilometres. At a leisurely cycle speed of 10 miles per hour this would equate to a journey of around 25 minutes.

3.3.3 With this in mind **Plan VN81106-G103** displays a 5 kilometre cycle catchment from the site, which based upon the above guidance represents the lower threshold of the potential cycle catchment of the site.

3.3.4 As can be seen the 5km catchment includes a large proportion of the urban area of Reading.

3.4 Public Transport

Bus Services

- 3.4.1 Guidance published by the Institution of Highways and Transportation 'Planning for Public Transport in Developments' recommends that the maximum distance to a bus stop from new development should ideally be 400m - roughly equating to a five-minute walk.
- 3.4.2 There are bus stops on Imperial Way approximately 200m from the site, however these are only served by infrequent services (6 services per day). The services are focussed on demand patterns for the Tesco distribution centre.
- 3.4.3 The nearest bus stops served by regular bus services are located on Basingstoke Road, around 480m to the east of the site. Whilst this is slightly greater than the 400m threshold which is ideal, the additional distance is not regarded as significant, particularly as the bus services available from these stops include an attractive high frequency service.
- 3.4.4 The bus routes services passing the site are summarised in **Table 3.1** below.

Service	Route	Typical Weekday Frequency	Typical Sat Frequency	Typical Sun Frequency
6	Reading – Whitley Wood	8 – 10 mins	Every 20 mins	Every 20 mins
7	Reading – Risely – Fleet	Hourly	Hourly	4 services
9	Reading – Royal Berkshire Hospital – Whitley Wood	Hourly	Hourly	No service

Table 3.1. Bus Services Summary

- 3.4.5 As can be seen from **Table 3.1** there are frequent services throughout weekdays and weekends providing an attractive bus service for the site.

Rail Services

- 3.4.6 Reading rail station is located around 4km to the north of the site. The bus services referenced above provide good links with the station and enable linked journeys.
- 3.4.7 Reading station is situated on the Great Western main line and is served by a wide range of services. These include strategic links to London, Birmingham, Bristol, Cardiff, etc in addition to local services providing links to Basingstoke, Oxford, Newbury, etc.
- 3.4.8 In summary, the site is well located in relation to sustainable transport infrastructure, with excellent opportunities to access the site on foot, cycle and by public transport.

4 DEVELOPMENT PROPOSALS

4.1 Introduction

4.1.1 This section discusses the development proposals which comprise a change of use of the second floor of the building.

4.1.2 The ground floor and first floor will remain unchanged by the proposed change of use.

4.2 Change of Use

4.2.1 The Imperium building consists of three floors which, in total, offer around 8,000 sqm of floor space. The second floor (which is the subject of this application) has a floor area of 2,658 sqm.

4.2.2 The building is currently offered on a 'multi-let' basis and has a number of occupiers. However, the vacancy rate is presently around 50% with parts of the building having been unoccupied for long periods of time, including the second floor which has been empty for around 3 years.

4.2.3 The development proposals comprise the change of use of the Second Floor of the Imperium building. The proposed change is to a flexible use (Sui Generis) comprising either office (B1(a)) or a mixed use consisting of office and training and commercial conference facilities (sui generis). The existing use of the site is restricted to Office (B1(a)).

4.2.4 The proposed change of use seeks to enable a letting to EEF who offer specialist business support and training consultancy for the manufacturing and engineering sector. The Company provides training and support on a range of subject matters. Companies can become members of EEF through subscription and access its wide range of member support services including conferencing and training events at Reading and other regional locations.

4.2.5 The proposed facility at the application site would include the following functions:

- Office floor space that supports the core function of the running the EEF business, which is expected to employ around 30 staff;
- Small, medium and large meeting/training rooms to be used to host EEF and third-party courses, conferences, etc

4.3 Site Access and Parking Arrangements

4.3.1 There are no proposed changes to the access arrangements for the site.

4.3.2 Use will be made of the existing car parking provided for the site, which provides a total of 405 spaces, of which 11 are identified as Disabled spaces. This car park has sufficient capacity to accommodate the expected car parking demand for the presently vacant second floor of the building and also other vacant space in the building.

4.3.3 A total of 130 spaces are to be allocated to the proposed occupier of the second floor of the building. It is proposed that 20 spaces will be available for EEF staff with the remainder being available for visitors (attendees of training and conference events).

4.4 Servicing and Deliveries

4.4.1 The existing servicing and refuse collection arrangements will be retained for the site.

5 FORECAST TRIP GENERATION & TRAFFIC IMPACT

5.1 Introduction

5.1.1 This section considers the trip generation of the existing site and of the proposed change of use of the site. It goes on to consider the potential impact of the trips on the highway network and on car parking.

5.2 Methodology

5.2.1 As the proposal seeks a change of use of a part of the building, the trip generation exercise derives a 'net' trip generation showing the difference in trips between the current and proposed uses.

5.2.2 It should be borne in mind that the proposed change of land use retains the option of the space reverting to office use in the future, should the proposed use by EEF (or another other operator) come to an end.

5.3 Existing Site Trip Generation

5.3.1 The existing use of the Second Floor is office. A trip generation exercise has been undertaken utilising the TRICS v7.4.4 trip rate database, searching under the 'Employment – Office' land use category and focussing the search on comparable locations and sizes of unit. A summary of the trip rates and resultant trip generation is set out in **Table 5.1** below and the full TRICS report is provided at **Appendix A** to this report. This trip generation is based on the floor area of 2,658 sqm of the floor.

Time	Trip Rate		Trips		
	Arr	Dep	Arr	Dep	2 Way
07:00-08:00	1.095	0.147	29.1	3.9	33.0
08:00-09:00	2.336	0.304	62.1	8.1	70.2
09:00-10:00	1.296	0.33	34.4	8.8	43.2
10:00-11:00	0.408	0.293	10.8	7.8	18.6
11:00-12:00	0.324	0.275	8.6	7.3	15.9
12:00-13:00	0.417	0.525	11.1	14.0	25.0
13:00-14:00	0.522	0.469	13.9	12.5	26.3
14:00-15:00	0.376	0.405	10.0	10.8	20.8
15:00-16:00	0.24	0.466	6.4	12.4	18.8
16:00-17:00	0.27	1.403	7.2	37.3	44.5
17:00-18:00	0.183	2.053	4.9	54.6	59.4

Table 5.1: Office Trip Generation

5.3.2 It can be seen that the existing office use is forecast to generate a maximum of 70 two-way trips in a morning peak and 59 in the evening peak.

5.4 Forecast Trip Generation

5.4.1 To assess the trip generation of the proposed use, reference has again been made to the TRICS database, searching under the 'Leisure – Exhibition Centre' land use. This is seen as the most representative category for the proposed use and the search focussed on comparable sites. A summary of the trip rates and resultant trip generation is set out in **Table 5.2** and the full TRICS report is provided at **Appendix B** to this report.

Time	Trip Rate		Trips		
	Arr	Dep	Arr	Dep	2 Way
07:00-08:00	0.495	0.029	13.2	0.8	13.9
08:00-09:00	2.368	0.072	62.9	1.9	64.9
09:00-10:00	0.163	0.036	4.3	1.0	5.3
10:00-11:00	0.108	0.163	2.9	4.3	7.2
11:00-12:00	0.072	0.181	1.9	4.8	6.7
12:00-13:00	0.199	0.235	5.3	6.2	11.5
13:00-14:00	0.271	0.235	7.2	6.2	13.4
14:00-15:00	0.163	0.615	4.3	16.3	20.7
15:00-16:00	0.199	0.578	5.3	15.4	20.7
16:00-17:00	0.036	0.994	1.0	26.4	27.4
17:00-18:00	0.018	0.578	0.5	15.4	15.8

Table 5.2. Forecast Conference Centre Trip Generation

5.4.2 As can be seen, the Conference Centre usage results in a peak of 65 two-way trips in the morning peak and only 27 two-way trips in the evening peak. The evening peak for this land use is far less pronounced than that for office use.

5.4.3 The forecast change in trip activity is set out in **Table 5.3** below.

Time	Change in Trips		
	Arr	Dep	2 Way
07:00-08:00	-15.9	-3.1	-19.1
08:00-09:00	0.9	-6.2	-5.3
09:00-10:00	-30.1	-7.8	-37.9
10:00-11:00	-8.0	-3.5	-11.4
11:00-12:00	-6.7	-2.5	-9.2
12:00-13:00	-5.8	-7.7	-13.5
13:00-14:00	-6.7	-6.2	-12.9
14:00-15:00	-5.7	5.6	-0.1
15:00-16:00	-1.1	3.0	1.9
16:00-17:00	-6.2	-10.9	-17.1
17:00-18:00	-4.4	-39.2	-43.6

Table 5.3: Net Increase in Vehicle Trips

5.4.4 It can be seen that the proposed change of use of the unit is forecast to generate a decrease in trip activity throughout most of the day.

5.5 Car Parking

5.5.1 As discussed earlier in this report, the existing car park provides for 405 parking spaces and operates with spare capacity associated with the vacant office space, including the second floor.

5.5.2 EEF, who are the proposed operator of the support and training facility are content that 130 spaces will satisfactorily meet their overall requirements for car parking at the site.

5.5.3 To provide further reassurance, a parking accumulation exercise has been carried out based on the TRICS data presented above for the Exhibition Centre category of use. The results of this are set out in **Table 5.4** below.

	Arrive	Depart	Accumulation
07:00-08:00	13	1	12
08:00-09:00	63	2	73
09:00-10:00	4	1	77
10:00-11:00	3	4	75
11:00-12:00	2	5	72
12:00-13:00	5	6	71
13:00-14:00	7	6	72
14:00-15:00	4	16	60
15:00-16:00	5	15	50
16:00-17:00	1	26	25
17:00-18:00	0	15	10

Table 5.4: Car Parking Accumulation

- 5.5.4 This forecasts that the car park will have a maximum occupation of 77 cars on a weekday which represents around 59% of the car park capacity. It is therefore concluded that the car park will continue to operate with spare capacity.

6 SUMMARY AND CONCLUSION

6.1 Summary

6.1.1 This Transport Statement has been prepared to consider highways and transport issues related to the proposed change of use of the second floor of the Imperium Building in Reading, which has a floor area of 2,658 sqm. The proposed change is to a flexible use (Sui Generis) comprising either office (B1(a)) or a mixed use consisting of office and training and commercial conference facilities (sui generis).

6.1.2 The key points relating to this development proposal can be summarised by the following:

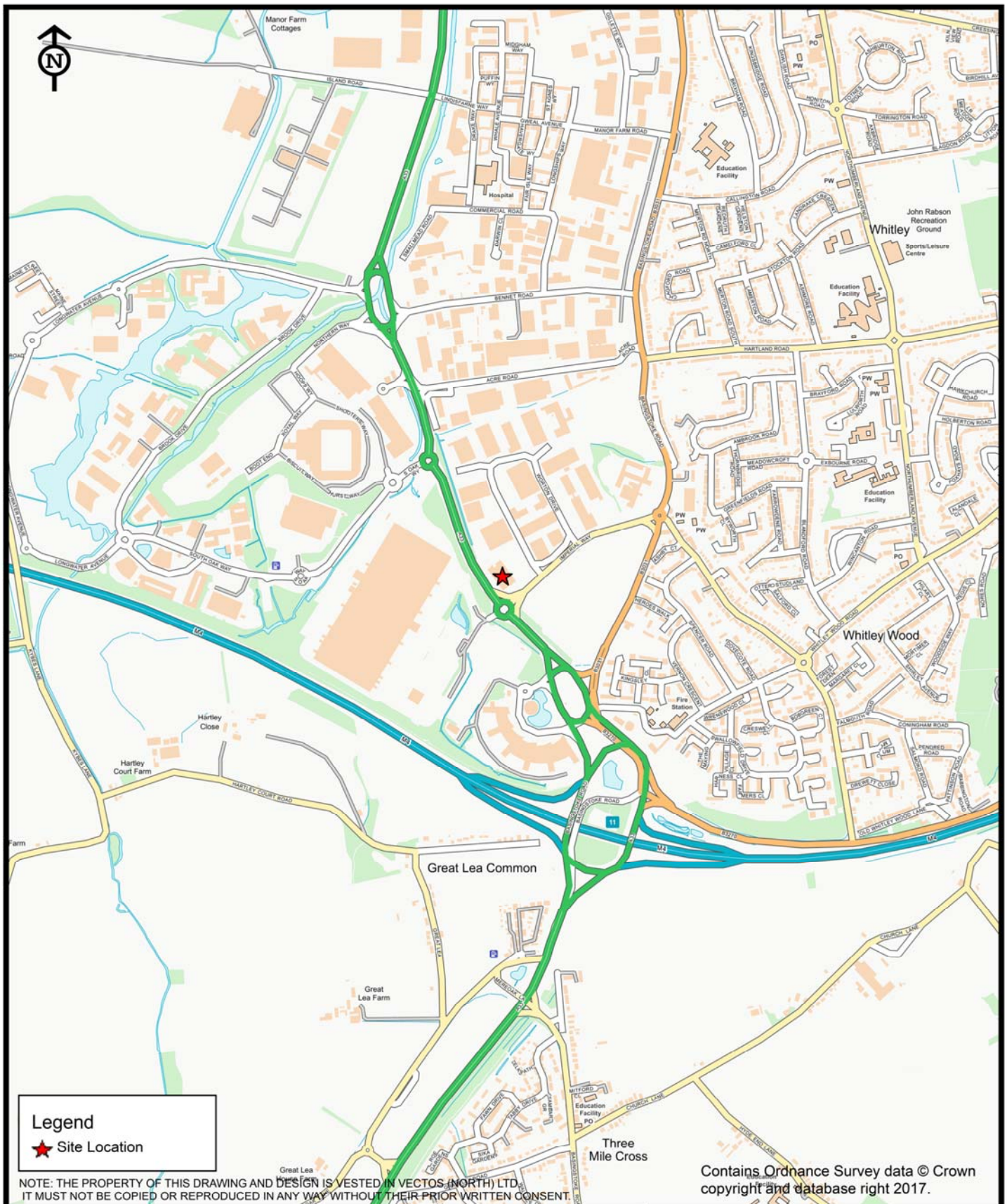
- The site is an existing office building located at the junction of the A33 and Imperial Way on the southern edge of the Reading urban area;
- A review of the accessibility of the site by sustainable travel modes has demonstrated that the site is well located for access by foot, cycle and public transport;
- The site is well connected to the highway network. A review of personal injury accident data reveals that there are no highway safety issues in the vicinity of the site;
- The proposed change of use is expected to generate a lower level of trips when compared to the existing office use. Using the TRICS database, a forecast of trips has been derived and this demonstrates a general reduction in trip generation throughout most of the day;
- The existing car parking of the site will remain unchanged. This provides for 405 spaces which are allocated to individual occupiers of the office space. This presently operates with spare capacity, which is available for the vacant office space. A total of 130 spaces are to be allocated to the proposed occupier of the second floor of the building, which meets their requirements;
- The existing access routes to the site will be retained and delivery and servicing activity will continue to take place in the same manner as the existing unit.

6.2 Conclusion

6.2.1 Taking into consideration the findings of this report, it is concluded that there are no material reasons why the proposed development should not be granted planning consent on highways or transportation grounds.



PLANS



CLIENT:
EEF Ltd

PROJECT TITLE:
Imperium Development, Reading

DRAWING TITLE:
Site Location (Wider Context)

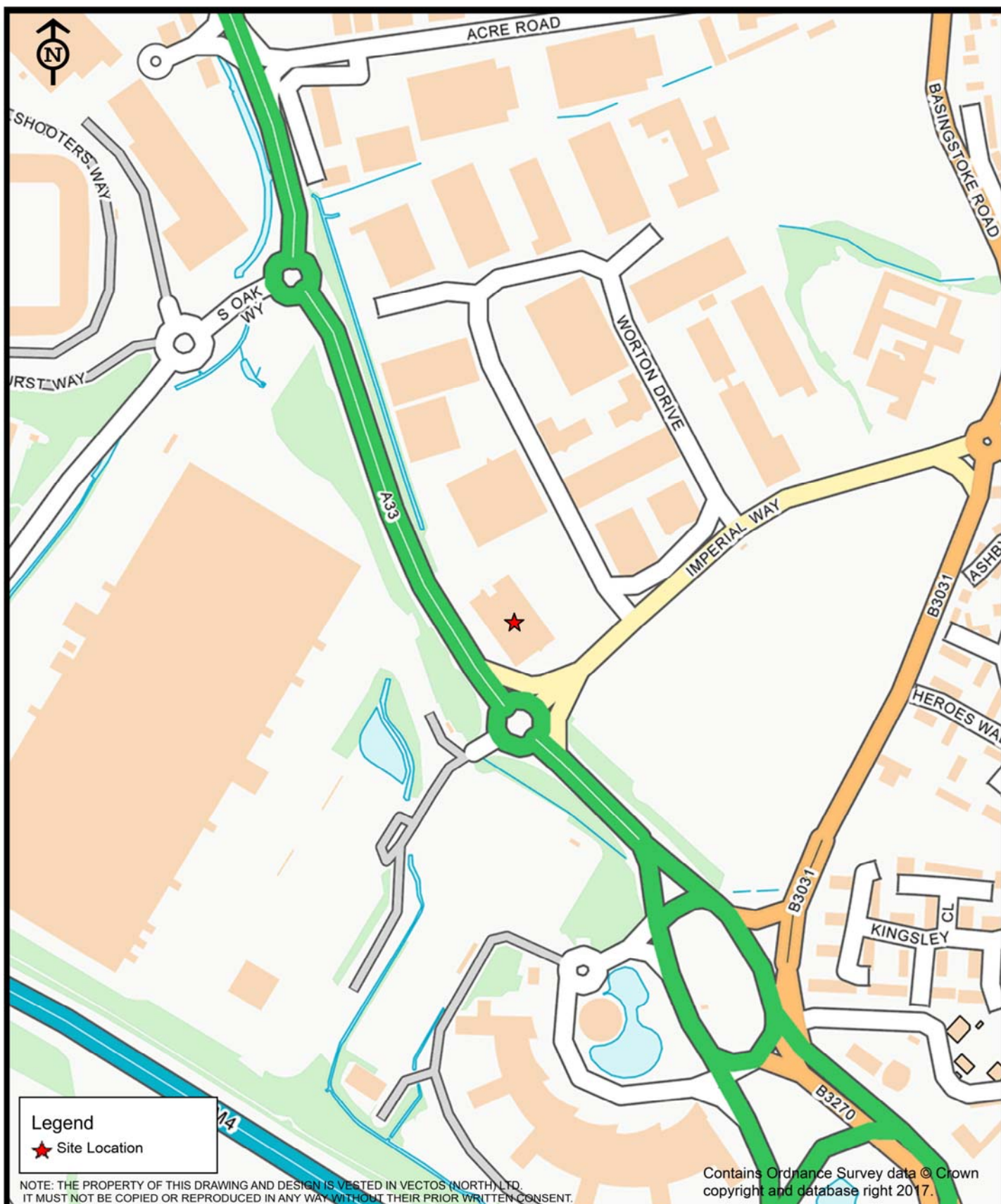
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Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t:0161 228 1008 e:manchester@vectos.co.uk

DRAWING NO:
VN81106-G100

REVISION:
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CLIENT:
EEF Ltd

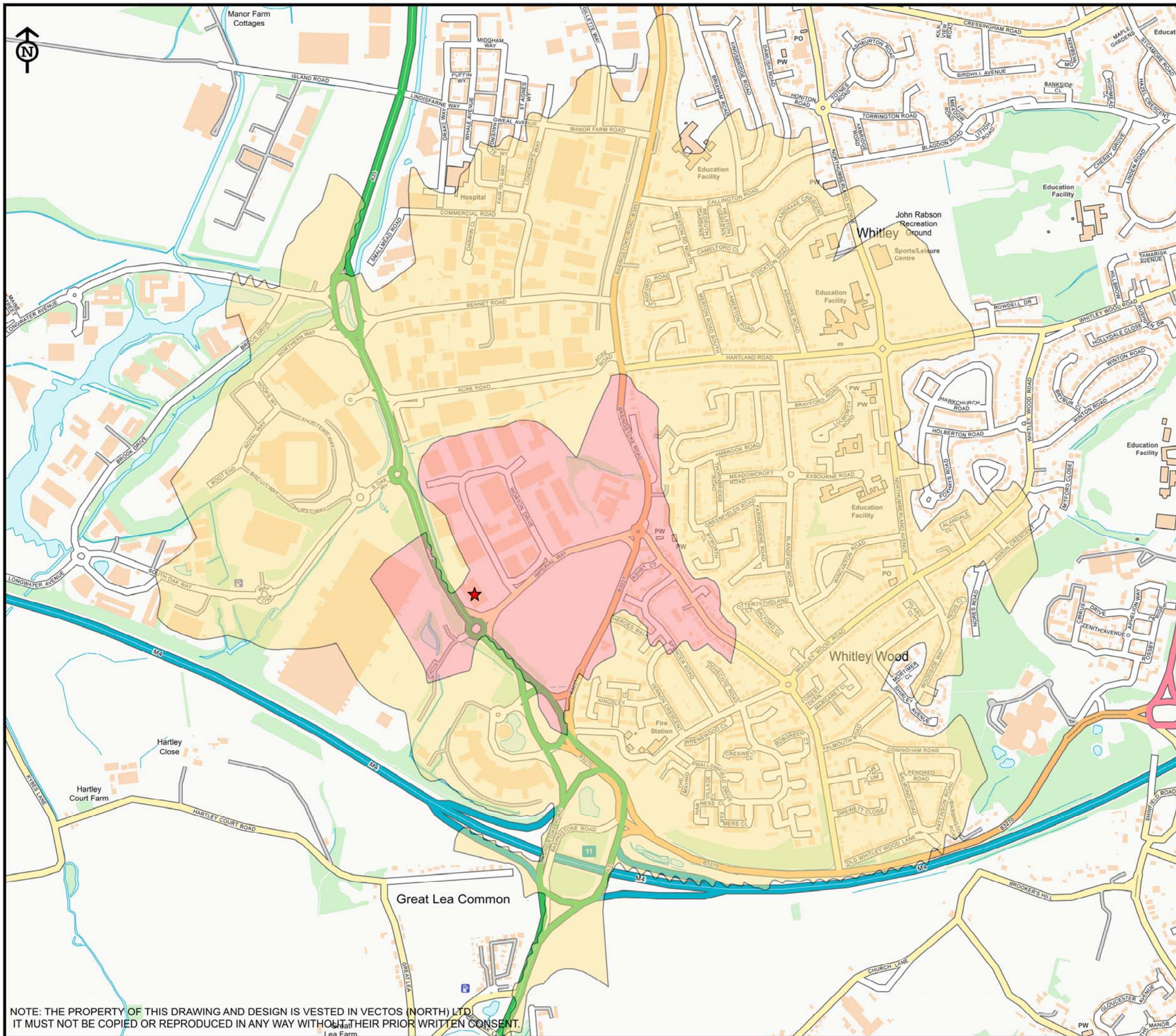
PROJECT TITLE:
Imperium Development, Reading

DRAWING TITLE:
Site Location (Local Context)



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t:0161 228 1008 e:manchester@vectoros.co.uk

DRAWN: TO	CHECKED: JL	DATE July 2018	SCALE: 1:5,000 at A4	DRAWING NO: VN81106-G101	REVISION: .
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- Legend**
- ★ Site Location
 - Walking Catchment**
 - 0 - 1 km
 - 1 - 2 km

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CLIENT:

EEF Ltd

PROJECT TITLE:

Imperium Development,
Reading

DRAWING TITLE:

Walking Catchment

SCALE:

N.T.S

DRAWN:

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CHECKED:

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DATE:

July 2018



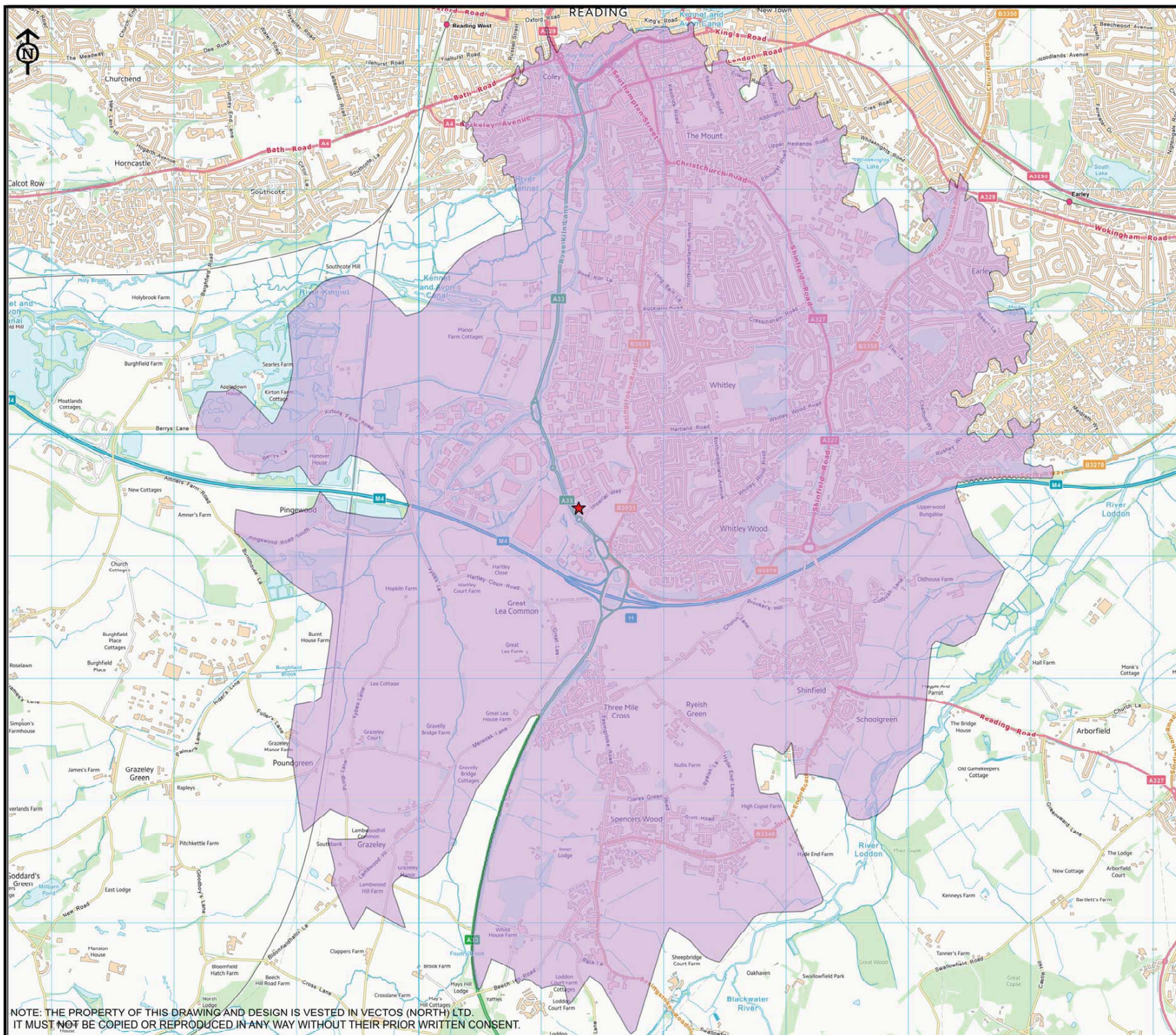
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VN81106-G102

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Legend
★ Site Location
Cycling Catchment
0 - 5 km

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CLIENT:
EEF Ltd

PROJECT TITLE:
Imperium Development,
Reading

DRAWING TITLE:
Cycling Catchment

SCALE:
N.T.S

DRAWN	TO	CHECKED	JL	DATE
				July 2018



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APPENDIX A

TRICS Output: Office Use

Calculation Reference: AUDIT-715001-180718-0710

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	1 days
	HF HERTFORDSHIRE	2 days
	KC KENT	3 days
	SC SURREY	1 days
	SO SLOUGH	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	2 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days
09	NORTH	
	DH DURHAM	1 days
10	WALES	
	SW SWANSEA	2 days
11	SCOTLAND	
	DU DUNDEE CITY	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: 610 to 6630 (units: sqm)
 Range Selected by User: 500 to 10000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 12/09/17

*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	4 days
Tuesday	5 days
Wednesday	4 days
Thursday	6 days
Friday	2 days

*This data displays the number of selected surveys by day of the week.*Selected survey types:

Manual count	21 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	12
Suburban Area (PPS6 Out of Centre)	4
Edge of Town	5

*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
Commercial Zone	3
Development 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:

A1	1 days
B1	20 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	3 days
5,001 to 10,000	5 days
20,001 to 25,000	1 days
25,001 to 50,000	12 days

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

Population within 5 miles:

100,001 to 125,000	1 days
125,001 to 250,000	17 days
500,001 or More	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	9 days
1.1 to 1.5	11 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:

Yes	5 days
No	16 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	21 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	BD-02-A-03 BROMHAM ROAD	OFFICES		BEDFORDSHIRE
	BEDFORD Edge of Town Centre No Sub Category Total Gross floor area:		1469 sqm	
	Survey date: MONDAY		14/10/13	Survey Type: MANUAL
2	CA-02-A-04 BRETTON WAY	OFFICE		CAMBRIDGESHIRE
	PETERBOROUGH Edge of Town Commercial Zone Total Gross floor area:		6483 sqm	
	Survey date: THURSDAY		20/10/11	Survey Type: MANUAL
3	CA-02-A-06 LYNCH WOOD	OFFICES		CAMBRIDGESHIRE
	PETERBOROUGH Edge of Town Commercial Zone Total Gross floor area:		4040 sqm	
	Survey date: WEDNESDAY		19/10/16	Survey Type: MANUAL
4	DH-02-A-02 DURHAM ROAD BOWBURN NEAR DURHAM	CONSTRUCTION COMPANY		DURHAM
	Edge of Town Industrial Zone Total Gross floor area:		2000 sqm	
	Survey date: TUESDAY		27/11/12	Survey Type: MANUAL
5	DU-02-A-01 GREENMARKET	OFFICES		DUNDEE CITY
	DUNDEE Edge of Town Centre Development Zone Total Gross floor area:		3200 sqm	
	Survey date: THURSDAY		27/04/17	Survey Type: MANUAL
6	GM-02-A-09 NEW MOUNT STREET	LEASED OFFICES		GREATER MANCHESTER
	MANCHESTER Edge of Town Centre Built-Up Zone Total Gross floor area:		2500 sqm	
	Survey date: MONDAY		26/09/16	Survey Type: MANUAL
7	HF-02-A-03 60 VICTORIA STREET	OFFICE		HERTFORDSHIRE
	ST ALBANS Edge of Town Centre Built-Up Zone Total Gross floor area:		610 sqm	
	Survey date: WEDNESDAY		16/10/13	Survey Type: MANUAL
8	HF-02-A-04 STATION WAY	OFFICES		HERTFORDSHIRE
	ST ALBANS Edge of Town Centre Residential Zone Total Gross floor area:		5000 sqm	
	Survey date: THURSDAY		02/10/14	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	KC-02-A-08	KCC HIGHWAYS REG. OFFICE	KENT	
	ST MICHAEL'S CLOSE			
	CLAY WOOD			
	AYLESFORD			
	Edge of Town			
	Industrial Zone			
	Total Gross floor area:	3168 sqm		
	Survey date: MONDAY	28/11/11	Survey Type: MANUAL	
10	KC-02-A-09	COUNCIL OFFICES	KENT	
	SANDLING ROAD			
	MAIDSTONE			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	1500 sqm		
	Survey date: WEDNESDAY	19/10/11	Survey Type: MANUAL	
11	KC-02-A-10	COUNCIL OFFICES	KENT	
	SANDLING ROAD			
	MAIDSTONE			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	2900 sqm		
	Survey date: WEDNESDAY	19/10/11	Survey Type: MANUAL	
12	LC-02-A-09	OFFICES	LANCASHIRE	
	FURTHERGATE			
	BLACKBURN			
	Suburban Area (PPS6 Out of Centre)			
	Built-Up Zone			
	Total Gross floor area:	2600 sqm		
	Survey date: TUESDAY	04/06/13	Survey Type: MANUAL	
13	SC-02-A-15	ACCOUNTANTS	SURREY	
	BOXGROVE ROAD			
	GUILDFORD			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:	1896 sqm		
	Survey date: TUESDAY	05/10/10	Survey Type: MANUAL	
14	SF-02-A-02	OFFICES	SUFFOLK	
	BATH STREET			
	IPSWICH			
	Edge of Town Centre			
	Commercial Zone			
	Total Gross floor area:	6505 sqm		
	Survey date: FRIDAY	19/07/13	Survey Type: MANUAL	
15	SO-02-A-02	COUNCIL OFFICES	SLOUGH	
	BATH ROAD			
	SLOUGH			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	5050 sqm		
	Survey date: THURSDAY	27/02/14	Survey Type: MANUAL	
16	SW-02-A-01	OFFICES	SWANSEA	
	LANGDON ROAD			
	SWANSEA			
	Edge of Town Centre			
	Development Zone			
	Total Gross floor area:	6630 sqm		
	Survey date: FRIDAY	25/10/13	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

17	SW-02-A-02 KINGS ROAD	OFFICE		SWANSEA
	SWANSEA Edge of Town Centre Development Zone Total Gross floor area:		2225 sqm	
	Survey date: THURSDAY		24/10/13	Survey Type: MANUAL
18	WM-02-A-04 BOURNVILLE LANE	OFFICE		WEST MIDLANDS
	BIRMINGHAM Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:		1800 sqm	
	Survey date: TUESDAY		10/11/15	Survey Type: MANUAL
19	WO-02-A-02 MOOR STREET	OFFICE		WORCESTERSHIRE
	WORCESTER CITY COUNCIL Edge of Town Centre Built-Up Zone Total Gross floor area:		2000 sqm	
	Survey date: MONDAY		14/11/16	Survey Type: MANUAL
20	WY-02-A-03 VICTORIA ROAD HEADINGLEY LEEDS	OFFICE		WEST YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:		2696 sqm	
	Survey date: THURSDAY		17/06/10	Survey Type: MANUAL
21	WY-02-A-05 PIONEER WAY WHITWOOD CASTLEFORD	OFFICES		WEST YORKSHIRE
	Edge of Town No Sub Category Total Gross floor area:		1230 sqm	
	Survey date: TUESDAY		23/05/17	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.

Vectos (North) Limited 3rd Floor, Oxford Place, 61 Oxford St Manchester

Licence No: 715001

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

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	21	3119	1.095	21	3119	0.147	21	3119	1.242
08:00 - 09:00	21	3119	2.336	21	3119	0.304	21	3119	2.640
09:00 - 10:00	21	3119	1.296	21	3119	0.330	21	3119	1.626
10:00 - 11:00	21	3119	0.408	21	3119	0.293	21	3119	0.701
11:00 - 12:00	21	3119	0.324	21	3119	0.275	21	3119	0.599
12:00 - 13:00	21	3119	0.417	21	3119	0.525	21	3119	0.942
13:00 - 14:00	21	3119	0.522	21	3119	0.469	21	3119	0.991
14:00 - 15:00	21	3119	0.376	21	3119	0.405	21	3119	0.781
15:00 - 16:00	21	3119	0.240	21	3119	0.466	21	3119	0.706
16:00 - 17:00	21	3119	0.270	21	3119	1.403	21	3119	1.673
17:00 - 18:00	21	3119	0.183	21	3119	2.053	21	3119	2.236
18:00 - 19:00	20	3214	0.062	20	3214	0.647	20	3214	0.709
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	7.529			7.317			14.846		

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:	610 - 6630 (units: sqm)
Survey date date range:	01/01/10 - 12/09/17
Number of weekdays (Monday-Friday):	21
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.

Vectos (North) Limited 3rd Floor, Oxford Place, 61 Oxford St Manchester

Licence No: 715001

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

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	21	3119	0.003	21	3119	0.000	21	3119	0.003
08:00 - 09:00	21	3119	0.006	21	3119	0.006	21	3119	0.012
09:00 - 10:00	21	3119	0.006	21	3119	0.009	21	3119	0.015
10:00 - 11:00	21	3119	0.008	21	3119	0.008	21	3119	0.016
11:00 - 12:00	21	3119	0.008	21	3119	0.008	21	3119	0.016
12:00 - 13:00	21	3119	0.002	21	3119	0.000	21	3119	0.002
13:00 - 14:00	21	3119	0.002	21	3119	0.002	21	3119	0.004
14:00 - 15:00	21	3119	0.003	21	3119	0.005	21	3119	0.008
15:00 - 16:00	21	3119	0.008	21	3119	0.006	21	3119	0.014
16:00 - 17:00	21	3119	0.002	21	3119	0.002	21	3119	0.004
17:00 - 18:00	21	3119	0.003	21	3119	0.005	21	3119	0.008
18:00 - 19:00	20	3214	0.000	20	3214	0.000	20	3214	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.051			0.051			0.102

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:	610 - 6630 (units: sqm)
Survey date range:	01/01/10 - 12/09/17
Number of weekdays (Monday-Friday):	21
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.

Vectos (North) Limited 3rd Floor, Oxford Place, 61 Oxford St Manchester

Licence No: 715001

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

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	21	3119	0.009	21	3119	0.000	21	3119	0.009
08:00 - 09:00	21	3119	0.044	21	3119	0.000	21	3119	0.044
09:00 - 10:00	21	3119	0.020	21	3119	0.000	21	3119	0.020
10:00 - 11:00	21	3119	0.011	21	3119	0.005	21	3119	0.016
11:00 - 12:00	21	3119	0.005	21	3119	0.002	21	3119	0.007
12:00 - 13:00	21	3119	0.006	21	3119	0.009	21	3119	0.015
13:00 - 14:00	21	3119	0.005	21	3119	0.008	21	3119	0.013
14:00 - 15:00	21	3119	0.000	21	3119	0.002	21	3119	0.002
15:00 - 16:00	21	3119	0.005	21	3119	0.006	21	3119	0.011
16:00 - 17:00	21	3119	0.002	21	3119	0.017	21	3119	0.019
17:00 - 18:00	21	3119	0.003	21	3119	0.047	21	3119	0.050
18:00 - 19:00	20	3214	0.003	20	3214	0.014	20	3214	0.017
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.113			0.110			0.223	

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:	610 - 6630 (units: sqm)
Survey date date range:	01/01/10 - 12/09/17
Number of weekdays (Monday-Friday):	21
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.



APPENDIX B

Trics Output: Exhibition Centre Use

Calculation Reference: AUDIT-715001-180719-0746

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : S - EXHIBITION CENTRE
VEHICLES

Selected regions and areas:

06	WEST MIDLANDS	
	HE	HEREFORDSHIRE 1 days
08	NORTH WEST	
	GM	GREATER MANCHESTER 1 days
10	WALES	
	RC	RHONDDA CYNON TAFF 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: 932 to 27000 (units: sqm)
Range Selected by User: 250 to 35000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 20/06/17

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
Wednesday	1 days
Friday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Edge of Town	1
Free Standing (PPS6 Out of Town)	1

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

Selected Location Sub Categories:

Industrial Zone	1
Built-Up Zone	1
Out of Town	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:

D1	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:

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

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

Population within 5 miles:

25,001 to 50,000	1 days
125,001 to 250,000	2 days

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

Car ownership within 5 miles:

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	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
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	GM-07-S-01	CONFERENCE CENTRE	GREATER MANCHESTER
	HUDDERSFIELD ROAD		
	SCOUTHEAD		
	OLDHAM		
	Edge of Town		
	Out of Town		
	Total Gross floor area:	2100 sqm	
	Survey date: FRIDAY	24/05/13	Survey Type: MANUAL
2	HE-07-S-01	CONFERENCE CENTRE	HEREFORDSHIRE
	CONINGSBY STREET		
	HEREFORD		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	932 sqm	
	Survey date: TUESDAY	22/10/13	Survey Type: MANUAL
3	RC-07-S-01	CONFERENCE CENTRE	RHONDDA CYNON TAFF
	CEFN COED		
	NANTGARW		
	NEAR CAERPHILLY		
	Free Standing (PPS6 Out of Town)		
	Industrial Zone		
	Total Gross floor area:	2500 sqm	
	Survey date: WEDNESDAY	22/10/14	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.

Vectos (North) Limited 3rd Floor, Oxford Place, 61 Oxford St Manchester

Licence No: 715001

TRIP RATE for Land Use 07 - LEISURE/S - EXHIBITION CENTRE

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	2	1716	0.495	2	1716	0.029	2	1716	0.524
08:00 - 09:00	3	1844	2.368	3	1844	0.072	3	1844	2.440
09:00 - 10:00	3	1844	0.163	3	1844	0.036	3	1844	0.199
10:00 - 11:00	3	1844	0.108	3	1844	0.163	3	1844	0.271
11:00 - 12:00	3	1844	0.072	3	1844	0.181	3	1844	0.253
12:00 - 13:00	3	1844	0.199	3	1844	0.235	3	1844	0.434
13:00 - 14:00	3	1844	0.271	3	1844	0.235	3	1844	0.506
14:00 - 15:00	3	1844	0.163	3	1844	0.615	3	1844	0.778
15:00 - 16:00	3	1844	0.199	3	1844	0.578	3	1844	0.777
16:00 - 17:00	3	1844	0.036	3	1844	0.994	3	1844	1.030
17:00 - 18:00	3	1844	0.018	3	1844	0.578	3	1844	0.596
18:00 - 19:00	2	1716	0.029	2	1716	0.175	2	1716	0.204
19:00 - 20:00	1	932	3.541	1	932	0.000	1	932	3.541
20:00 - 21:00	1	932	0.215	1	932	0.000	1	932	0.215
21:00 - 22:00	1	932	0.000	1	932	3.755	1	932	3.755
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.877			7.646			15.523

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:	932 - 27000 (units: sqm)
Survey date date range:	01/01/10 - 20/06/17
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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.

Vectos (North) Limited 3rd Floor, Oxford Place, 61 Oxford St Manchester

Licence No: 715001

TRIP RATE for Land Use 07 - LEISURE/S - EXHIBITION CENTRE

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1716	0.029	2	1716	0.029	2	1716	0.058
08:00 - 09:00	3	1844	0.000	3	1844	0.000	3	1844	0.000
09:00 - 10:00	3	1844	0.000	3	1844	0.000	3	1844	0.000
10:00 - 11:00	3	1844	0.000	3	1844	0.000	3	1844	0.000
11:00 - 12:00	3	1844	0.018	3	1844	0.018	3	1844	0.036
12:00 - 13:00	3	1844	0.000	3	1844	0.000	3	1844	0.000
13:00 - 14:00	3	1844	0.000	3	1844	0.000	3	1844	0.000
14:00 - 15:00	3	1844	0.000	3	1844	0.000	3	1844	0.000
15:00 - 16:00	3	1844	0.000	3	1844	0.000	3	1844	0.000
16:00 - 17:00	3	1844	0.000	3	1844	0.000	3	1844	0.000
17:00 - 18:00	3	1844	0.000	3	1844	0.000	3	1844	0.000
18:00 - 19:00	2	1716	0.000	2	1716	0.000	2	1716	0.000
19:00 - 20:00	1	932	0.000	1	932	0.000	1	932	0.000
20:00 - 21:00	1	932	0.000	1	932	0.000	1	932	0.000
21:00 - 22:00	1	932	0.000	1	932	0.000	1	932	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.047			0.047			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:	932 - 27000 (units: sqm)
Survey date date range:	01/01/10 - 20/06/17
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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Vectos (North) Limited 3rd Floor, Oxford Place, 61 Oxford St Manchester

Licence No: 715001

TRIP RATE for Land Use 07 - LEISURE/S - EXHIBITION CENTRE

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1716	0.000	2	1716	0.000	2	1716	0.000
08:00 - 09:00	3	1844	0.018	3	1844	0.000	3	1844	0.018
09:00 - 10:00	3	1844	0.018	3	1844	0.000	3	1844	0.018
10:00 - 11:00	3	1844	0.000	3	1844	0.000	3	1844	0.000
11:00 - 12:00	3	1844	0.000	3	1844	0.000	3	1844	0.000
12:00 - 13:00	3	1844	0.000	3	1844	0.000	3	1844	0.000
13:00 - 14:00	3	1844	0.000	3	1844	0.000	3	1844	0.000
14:00 - 15:00	3	1844	0.000	3	1844	0.000	3	1844	0.000
15:00 - 16:00	3	1844	0.000	3	1844	0.018	3	1844	0.018
16:00 - 17:00	3	1844	0.000	3	1844	0.000	3	1844	0.000
17:00 - 18:00	3	1844	0.000	3	1844	0.018	3	1844	0.018
18:00 - 19:00	2	1716	0.000	2	1716	0.000	2	1716	0.000
19:00 - 20:00	1	932	0.644	1	932	0.000	1	932	0.644
20:00 - 21:00	1	932	0.000	1	932	0.000	1	932	0.000
21:00 - 22:00	1	932	0.000	1	932	0.858	1	932	0.858
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.680				0.894	1.574	

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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