Transport Planning Associates

A Planning Application by

PEACHTREE SERVICE LTD

In respect of

Wyevale Garden Centre, Crowland

Transport Statement

July 2022



Document Management

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Issued by:

Bristol
Cambridge
London
Manchester
Oxford
Welwyn Garden City

Transport Planning Associates
The Stables
7 Chesterton Mill
French's Road
Cambridge
CB4 3NP

01223 455385
cambridge@tpa.uk.com
www.tpa.uk.com

[a]
[b]

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1 Introduction

1.1 Transport Planning Associates (TPA) has been commissioned by Peachtree Services Ltd to provide transport planning consultancy services, in respect to a proposed change of use of the site of the former Wyevale Garden Centre and the existing caravans sales business, which is located off Postland Road, Crowland.

1.2 The site currently comprises the former Wyevale Garden Centre and caravan sales business, with access achieved via a priority junction on the northern side of Postland Road.

1.3 The description of the proposed development is as follows:

> *'Change of use from garden centre (use Class E) and the sale of caravans and related paraphernalia (use class sui generis) to a mixed-use car sales (use class sui generis) and vehicle repairs and MOT service (use Class B2).'*

1.4 Whilst the proposed use does involve vehicle repairs and MOTs, this forms a smaller proportion of the proposed use of the site, with the main function being vehicle sales. The majority of repairs (approximately 70%) are intended to be associated with the restoration of used cars for sale (i.e. an ancillary aspect to the primary sales use) but approximately 30% of repairs are intended to be a service offered to the general public.

1.5 The proposals are for a change of use of the site (including the existing buildings and areas of hardstanding) only.

1.6 In terms of the relevant Planning history of the site on 12 September 2019 planning permission was granted for mixed **B1 & B8** land uses, however, this planning permission was not implemented. A Transport Statement was submitted in support of the planning application (Transport Planning Associates report ref. 1904-037 TS01).

1.7 This Transport Statement identifies the site in the context of the local highway network with the existing travel opportunities for pedestrians, cyclists and public transport users outlined.

1.8 A summary of the development proposals and a forecast of the net traffic attraction of the proposed development are presented.

Report structure

1.9 The structure of this report is as follows:

- Chapter 2: Planning Policy;
- Chapter 3: Baseline Conditions;
- Chapter 4: Development Proposal;
- Chapter 5: Trip Generation; and
- Chapter 6: Summary.

2 Planning Policy

2.1 This chapter of the Transport Statement sets out the national and local planning policies that are relevant to the proposed development insofar that they concern transport matters.

National Planning Policy Framework (2021)

2.2 The Government's Revised National Planning Policy Framework (NPPF) was updated on 19 February 2019, replacing the previous updated July 2018 version. It sets out planning policies to help inform local authorities and developers for future developments.

2.3 The basis of transport policy within the NPPF is stated as;

> *"Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."* **(Paragraph 105)**

2.4 In supporting sustainable developments and with respect to planning decisions, planning decision makers are advised to consider opportunities for travel by sustainable modes are taken up, safe and suitable access to the site can be achieved and that residual impacts can be undertaken in order to limit the significant impacts of development.

> *"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 111)**

2.5 In the context of decision making, applications for development should ensure:

- *"safe and suitable access to the site can be achieved for all users"* **(Paragraph 110)**;
- *"appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location"* **(Paragraph 110)**;
- *"give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use"* **(Paragraph 112)**; *and*
- allow for the efficient delivery of goods, and access by service and emergency vehicles" **(Paragraph 112)**.

2.6 In continuation of previous government NPPF policy, the Government seeks the minimisation of the need to travel and a maximisation of the use of sustainable transport modes to and from the development.

4th Lincolnshire Local Transport Plan 2013/14 – 2022/23 (2013)

2.7 The 4th Lincolnshire Local Transport Plan (LTP4) covers the 10-year period 2013/14 to 2022/23, building on the previous policies and strategies adopted during the first three LTPs and was adopted in April 2013.

2.8 The LTP principal objective is to build to 'A Vision for Transport in Lincolnshire in 2030'. This vision is to assist in the sustainable economic growth of Lincolnshire through improvement to the transport network so as to improve access to employment and key services and encourage healthier communities.

2.9 Within this objective, subsidiary aims include:

- Increasing availability of travel modes and choices;
- Encouraging active travel;
- Improving road safety; and
- Reducing the environmental impact of transport

2.10 Specific schemes to encourage more active and alternative modes of travel include the InterConnect, CallConnect and IntoTown bus services which are supported with 'Smarter Choices' initiatives such as travel information, travel planning and marketing and promotion.

2.11 Crowland forms part of the InterConnect / CallConnect bus network and is an InterChange hub. InterConnect routes operate on key corridors between larger urban areas, whilst CallConnect is an on-demand bus service that operates in response to pre-booked requests without a fixed timetable and provide flexible feeder services to local centres as well as onward connections to larger urban areas.

South-East Lincolnshire Local Plan 2011 – 2036

2.12 The South-East Lincolnshire Local Plan (SELLP) was produced by the South East Lincolnshire Joint Strategic Planning Committee which is a partnership of Boston Borough, South Holland District and Lincolnshire County Councils, and was adopted on 8th March 2019.

2.13 The SELLP main aim is to guide and shape future development in South- East Lincolnshire from 1 April 2011 – 31 March 2036, through identifying specific areas for employment, infrastructure and residential development.

2.14 The SELLP transport specific objectives include:

- Improving accessibility to jobs, services and facilities by sustainable public transport;
- Ensuring easy and affordable transport choices; and
- Improve road safety and congestion

2.15 The SELLP also outlines settlements which have been classified as Main Service Centres under the premise of performing significant service roles for the wider areas of Boston Borough or South Holland.

2.16 Crowland is classified as a main service centre, meaning that development permitted in Crowland should support its role as a service centre through sustaining existing facilities and helping meet the service needs of other local settlements.

Policy 36: Vehicle and Cycle Parking

2.17 The SELLP also outlines its parking standards; all new developments, including change of use, should provide vehicle and cycle parking.

2.18 For non-residential developments car parking requirements include:

- Where more than 50 parking spaces are provided, at least one double electric vehicle charge point will be required (2 spaces). For each additional 50 parking spaces, one double charging point should be provided up to a maximum of three (6 spaces);
- Adequate charging points should be provided to help promote more sustainable transport solutions;
- Appropriate provision for visitors and disabled people close to the entrance to a building will be required, and clear pedestrian routes should be provided for all users to avoid conflict with manoeuvring vehicles; and
- Parking is well-integrated within the townscape or landscape, through an appropriate use of materials and landscaping.

2.19 Additionally, cycle parking standards require bicycle storage and parking to be:

- In a secure and easily accessible position, ideally adjacent to a building entrance for both visitors and employees;
- Well signed and lit;
- Ideally under cover; and
- Positioned so as not to present a hazard to pedestrians.

2.20 The minimum car and cycle parking standards required by Lincolnshire County Council are contained in appendix 6 of the SELLP, which indicates that types not listed will be assessed on a site-by-site basis.

3 Baseline Conditions

3.1 This chapter of the Transport Statement identifies the site in the context of the local highway network and transport infrastructure and outlines the existing travel opportunities for pedestrians, cyclists and public transport users.

Site location

3.2 The site currently comprises a garden centre and a caravan business, with access taken via a priority junction with Postland Road.

3.3 The site is bound by a caravan park and open fields to the north, open fields to the east, James Road to the south and residential dwellings and open fields to the west. The site location is presented in **Figure 3.1**.

Figure 3.1 - Location of the Site



source: © OpenStreetMap contributors

Pedestrian and cycle accessibility

3.4 The access road to the immediate south-west of the site frontage has a footway on the southern side of the carriageway which extends to Postland Road.

3.5 Footways extend west from the site access along either side of Postland Road, with widths of approximately 2 metres.

3.6 Postland Road is characterised with direct frontage to residential dwellings and provides access to a number of resident streets via priority junctions. At these priority junctions, formal pedestrian crossings are provided with dropped kerbs.

3.7 The footways extend west from the site along Postland Road to provide access toward the centre of Crowland, where a number of facilities are located.

3.8 The continuous and extensive footway network provided in Crowland, makes it conducive for cycling, with cycling from the application site to the town centre only consisting of a 4-minute cycle ride.

3.9 Overall, Crowland is supported by a high-quality footway network which provides safe and easy access to key facilities and amenities within Crowland for both walking and cycling modes of transport.

Public transport

Bus

3.10 The nearest bus stops are located approximately 300 metres west of the site on either side of Postland Road, accessible within a 4-minute walk.

3.11 The stops are identified by bus stops flags with timetable information boards. A summary of the bus timetable information is presented in Table 3.1.

Table 3.1 Summary of local bus service

Service No.	Route	Frequency		
		Monday – Friday	Saturday	Sunday
Interconnect 37	Peterborough – Spalding	Hourly Service First: 06:29 Last: 21:08	Hourly Service First: 08:03 Last: 21:08	4 Daily Services First: 11:27 Last: 17:57
	Spalding - Peterborough	Hourly Service First: 06:38 Last: 20:13	Hourly Service First: 07:38 Last: 20:13	4 Daily Services First: 10:03 Last: 16:33

3.12 The service information presented in Table 3.1 indicates that the site is well served by a frequent bus service.

Local highway network

3.13 The site is currently accessed via a priority junction of the access road with B1166 Postland Road. Postland Road is a single carriageway, two-way road that is subject to a 30mph speed limit.

3.14 To the west of the site, B1166 Postland Road is characterised as a residential street, facilitating access to the wider residential network via individual crossovers of the footways or via a series of priority junctions on either side of the carriageway.

3.15 From the junction of B1166 Postland Road with Kemp Street and B1040 Hall Street, Hall Street continues to provide access toward the centre of Crowland, where a number of facilities are located.

3.16 B1166 Postland Road extends south from the site, providing access to James Road via a priority junction, which benefits from a ghost island right turn lane, approximately 230 metres south-west of the application site.

3.17 James Road is a single carriageway, and that is subject to the national speed limit. It forms a bypass to the eastern and southern side of Crowland and links to the A16 via 3 junctions to the east, south and west of Crowland. The A16 provide connections to Spalding to the north and Peterborough to the south.

Highway safety

3.18 A review of Crashmap has been undertaken to identify whether any personal injury accidents have occurred within the vicinity of the site during the most recently available five-year period.

3.19 The review of Crashmap identified that no accidents have occurred at the existing priority junction of the site access and Postland Road during the five-year period.

3.20 To the south of the site, one accident occurred at the priority junction of Postland Road and James Road, however the accident was classified as slight and did not involve any vulnerable road users.

3.21 On James Road approximately 350m to the north of the junction mentioned above, a further slight accident involving a single vehicle occurred.

3.22 The proposed development would therefore not result in any concerns in relation to highway safety.

Existing travel patterns

3.23 To understand the existing travel patterns of those employed at the car dealership, origin and destination travel to work information has been obtained from the 2011 Census.

3.24 Data was obtained for the 'South Holland 011' mid-layer super output area, which extends over Crowland and Cowbit to the north. To understand the travel patterns of journeys to the site, the site has been identified as the destination of trips.

3.25 The modal share characteristics of journeys toward Crowland are summarised in Table 3.2.

Table 3.2 Census 2011 modal share characteristics

Method of travel to work	Proportion
Rail	0.0%
Bus, minibus or coach	1.4%
Driving a car or van	75.2%
Passenger in a car or van	5.3%
Cycle	4.6%
On foot	13.1%
Other	0.4%

3.26 The results in Table 3.2 indicate that the largest proportion of trips toward the site are made by private car (75.2%). A further 17.7% of trips are made by active modes of transport, identifying that a number of employment opportunities are provided locally.

4 Development proposal

4.1 This chapter of the Transport Statement outlines the development proposals and the proposed means of access.

Proposed development

4.2 The development proposal seeks the conversion of the existing garden centre and caravan sales business to provide a mixed-use car sales business and vehicle repairs and MOT service, with the total GFA of the buildings being 6,271.80 m^2. The vehicle repair and MOT service operations are considered to be ancillary to the vehicle sales business, with the northernmost building being utilised for repairs and MOT.

4.3 The Proposed Location Plan is contained within **Appendix A**.

Site visibility

4.4 Access to the site will be retained via the priority junction of the internal access road with Postland Road, which provided access to the existing garden centre and the caravan and camping store to the north of the existing on-site car parking provision.

4.5 Access to the caravan and camping store will also be retained through the site via the internal access road.

4.6 Pedestrian and cycle accessibility will also be continued to be provided via the footway at the side of the internal vehicular access road.

4.7 Access to the site by all relevant travel modes is deemed to be appropriate, as it has not been altered from the existing usage of the site.

Swept path analysis

4.8 Swept path analysis of the existing junction has been undertaken to demonstrate that service vehicles associated with the proposed development can continue to access the existing site in a forward gear.

4.9 Swept path analysis of the access junction for a car transporter (drawbar type) is presented in drawing number **2205-075 SP01** contained in the drawing appendix.

Parking

4.10 Parking for staff visitors and sales vehicles will be provided within the car parking area associated with the former garden centre and within the hardstanding area associated with the caravan sales business, to the west of the garden centre and to the south of the caravan and camping store respectively.

Servicing and refuse

4.11 The access arrangement and internal site road have been designed to accommodate vehicles associated with servicing and refuse. Servicing and refuse collection will continue to be collected from within the site boundary.

5 Trip Attraction

5.1 This chapter of the Transport Statement outlines the quantum of trips that may be attracted to the proposed development.

Existing usage

5.2 The application site currently operates under two segregated businesses, a garden centre which is 4927.90m^2 and a caravan business settled in two 2 units with total GIA 1343.9m^2. The number of trips currently generated from this usage will be derived and then compared to the predicted trip generation that may be associated with the proposed development.

5.3 Vehicle trip rates have been extracted from the TRICS database. However, there is a limitation with the number of sites within the TRICS database both on garden centres and caravan business. Hence, the results will be taken forward to act as an approximate proxy for the likely previous operation of the site.

Garden Centre

5.4 Garden centre TRICS output report obtained from the Transport Statement (TS) prepared by TPA from the previous planning application number **H02-0708-19**.

5.5 The TRICS database was interrogated under land use code 01 - *Retail,* sub-category H – *Garden Centre*.

5.6 The following selection criteria was applied:

- Vehicular surveys only;
- Weekday surveys only;
- Dates between 01/01/99 – 19/05/18;
- Sites in Greater London, Scotland, Ireland and Wales omitted; and
- Sites with GFA between 744 m^2 and 7000 m$^{2.}$

5.7 The TRICS output report is contained in **Appendix B**.

Caravan Business

5.8 As there are no sites within the TRICS database directly related to caravan sales, car show rooms have been utilised as a proxy for the trips generated by the caravan sales business on the site.

5.9 The TRICS database was therefore interrogated under land use code 14 – *Car Show Rooms,* sub-category A – *Car Show Rooms*.

5.10 The following selection criteria was applied:

- Vehicular surveys only;
- Weekday surveys only;
- Dates between 01/01/10 – 15/09/16;
- Sites in Greater London, Scotland, Ireland and Wales omitted; and
- Sites with GFA between 500 m^2 and 1450 $m^{2.}$

5.11 The TRICS output report is contained in **Appendix C**.

Existing trip attraction

5.12 Table 5.1 summarises the TRICS vehicle trips during the traditional morning and evening peak hour periods of 08:00-09:00 and 17:00-18:00 respectively. The trip rates have been multiplied by the GIA of the garden centre and the caravan business, which are 4,927.90m^2 and 1,343.90m^2 respectively.

Table 5.1 TRICS vehicle trip rates and forecast trip attraction – garden centre & caravan business

		Morning peak (0800-0900)		**Evening peak (1700-1800)**	
		Arrive	**Depart**	**Arrive**	**Depart**
Garden Centre	Vehicle trip rate per 100m^2 GFA	0.351	0.054	0.108	0.270
	Number of vehicle trips	17	3	5	13
Caravan Business	Vehicle trip rate per 100m^2 GFA	1.401	0.593	0.512	0.943
	Number of vehicle trips	19	8	7	13
Total Vehicles		36	11	12	26

5.13 The results presented in Table 5.1 indicate that 47 two-way vehicle trips are anticipated to occur during the morning peak hour and during the evening peak hour 38 two-way vehicle trips.

Proposed development

5.14 The proposed car show room and vehicle repairs and MOTs use of the development will operate as a mixed-use car sales business utilising the total area of the existing 3 buildings which is 6,271.80m^2.

5.15 To provide a forecast of the number of trips that may be attracted to the proposed development, the TRICS database was interrogated under land use code 14 – Car show rooms, sub-category A – *Car show rooms*, to derive vehicle trip rates for a sample of sites.

5.16 The following selection criteria was applied:

- Vehicles surveys;
- Weekday surveys;
- Sites in Greater London, Scotland, Ireland and Wales omitted;
- Dates between 01/01/05 – 9/07/18;
- Sites with GFA between 3600 m^2 and 9800 m^2;
- Sites including MOT and repair services.

5.17 The TRICS output report is contained in **Appendix D**.

5.18 Table 5.2 summarises the TRICS vehicle trips rates during the traditional morning and evening peak hour periods of 08:00-09:00 and 17:00-18:00 respectively. The trip rates have been multiplied by the proposed GIA of 6,271.80 m^2 to provide a forecast of the proposed vehicle movements attracted to the site.

Table 5.2 TRICS vehicle trip rates and forecast trip attraction – car sales business

	Morning peak (08:00-09:00)		Evening peak (17:00-18:00)	
	Arrive	**Depart**	**Arrive**	**Depart**
Vehicle trip rate per 100m^2 GEA	0.506	0.199	0.142	0.338
Number of vehicle trips	32	12	9	21

5.19 The results presented in Table 5.2 indicate that 44 two-way vehicle trips are anticipated to occur during the morning peak hour and during the evening peak hour, 30 two-way vehicle trips will be attracted to the proposed development.

Net traffic attraction

5.20 The net traffic attraction of the proposed development would be the proposed number of trips attracted to the car sales business minus that associated with the existing uses. This is presented in Table 5.3.

Table 5.3 Net traffic attraction

	Morning peak (08:00-09:00)		Evening peak (17:00-18:00)	
	Arrive	**Depart**	**Arrive**	**Depart**
Existing garden centre and caravan sales	36	11	12	26
Proposed car showroom	32	12	9	21
Net impact	-4	+1	-3	-5

Summary

5.21 The forecast shows that the new site usage will decrease traffic movements both during the morning and evening peak hours by 3 and 8 vehicles respectively. Therefore, the proposed development will not have a detrimental impact on the local highway network

5.22 The forecast level of trip attraction associated with the proposed use of the site could be accommodated by the existing access arrangements to the site. Given the proximity of the A16 to the site, the level of journeys routing through Crowland would be minimal with the majority of journeys using the A16 before using James Road to access the site. There would be no detriment to the operation of the local roads as a result of the proposed traffic movements.

6 Summary

6.1 Transport Planning Associates has been commissioned by Peachtree Services Ltd to provide transport planning consultancy services, in respect to a proposed development on land adjacent to Postland Road, Crowland.

6.2 The site currently comprises a former garden centre and caravan sales business, with access achieved via the existing priority junction on the northern side of Postland Road.

6.3 The proposed development will comprise show rooms, vehicle repairs and MOT service in a mixed-use car sales business with a total GEA of 6,271.80 m^2.

6.4 The planning application seeks the change of use from garden centre (use Class E) and the sale of caravans and related paraphernalia (use class sui generis) to a mixed-use car sales (use class sui generis) and vehicle repairs and MOT service (use Class B2).

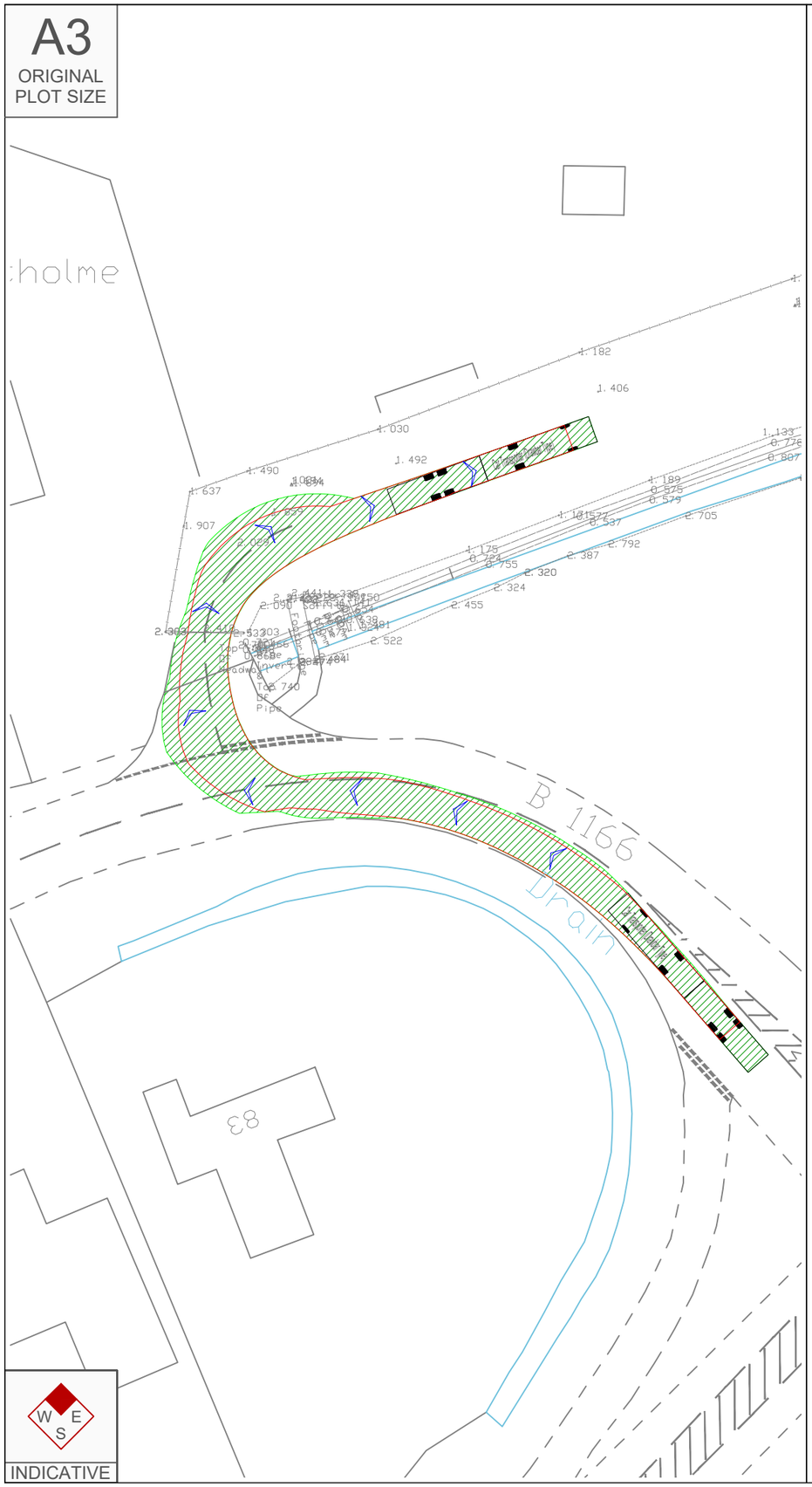
6.5 The existing pedestrian infrastructure within Crowland and regular bus services ensure access to the site can be achieved by non-car modes.

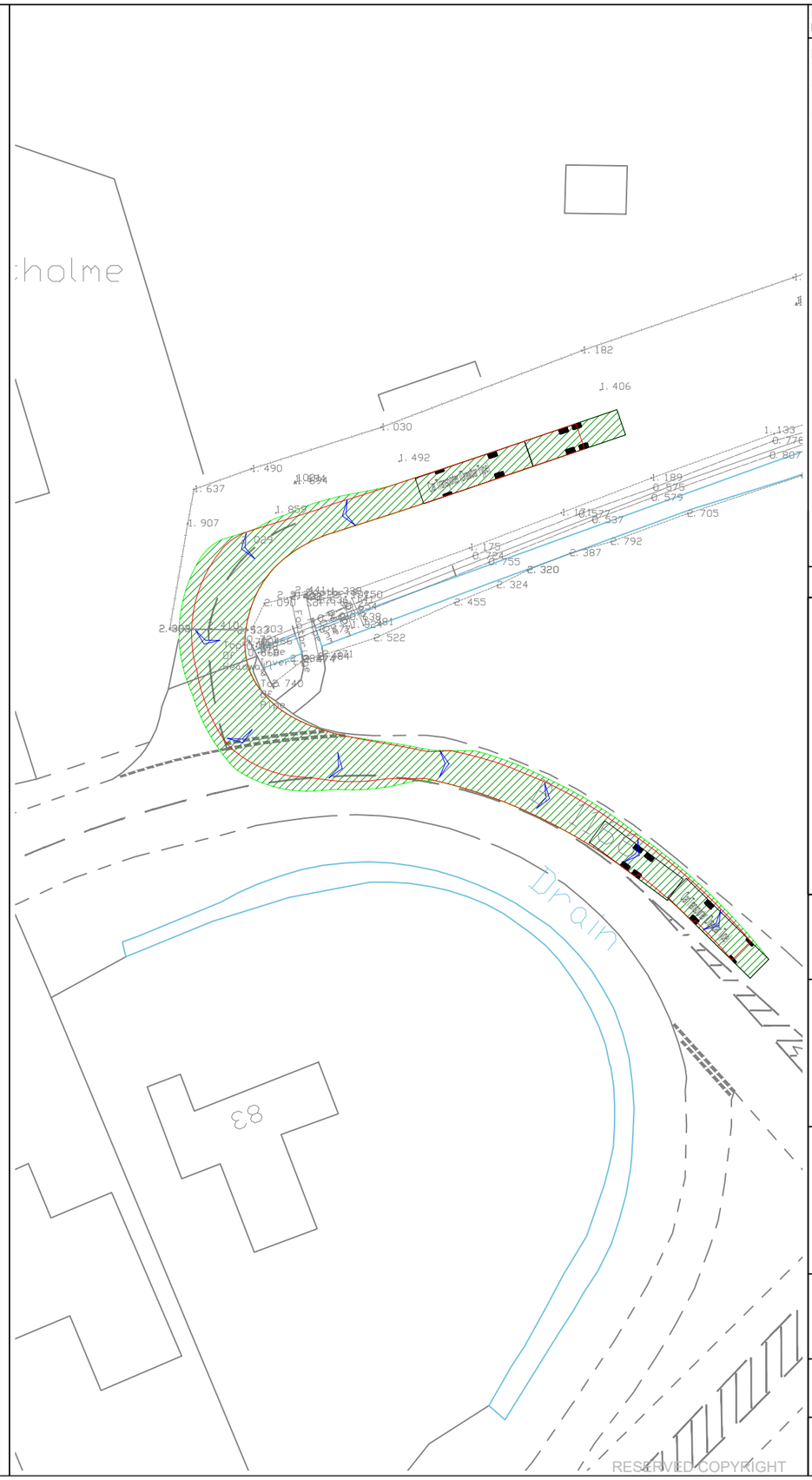
6.6 The forecast trips that may be attracted to the site have been summarised and would not result in a detrimental impact on the local highway network.

6.7 The cumulative transport impacts of the development are not deemed to be severe and therefore it is concluded that there are no reasons on highways or transport grounds to refuse planning permission for development at this location.

Drawings

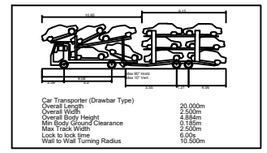
A3
ORIGINAL
PLOT SIZE





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NOTES:
1. Indicative un-surveyed existing road markings.
2. Based on Inspire Design & Development Topographical Drawing No. PSL-1403-01-TS-001 AND OS Mapping Data.
3. Subject to confirmation of Highway Boundary.
4. Swept Path Analysis of a Car Transporter (Drawbar Type).



Swept Path KEY

- Swept path - Wheel Pathway.
- Swept path - Vehicle Overhang.

Rev	Date	Details	Drawn by	Checked by	Approved by
-	-	-	-	-	-

Bristol
Cambridge
London
Manchester
Oxford
Welwyn Garden City

Transport Planning Associates

Sheraton House
Castle Park
Cambridge
CB3 0AX
01223 370135
www.tpa.uk.com

CLIENT:
PEACHTREE SERVICES LTD

PROJECT:
Wyevale Garden Centre, Crowland

TITLE:
Swept Path Analysis of a Car Transporter (Drawbar Type) Vehicle

STATUS:
FEASIBILITY

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:500	13.07.22	NR	PK	IB

JOB NO:	DRAWING NO:	REVISION:
2205-075	SP01	-

APPENDIX A



Contains OS data © Crown Copyright and database right 2022

Client:

Project: Crowland Wyevale

Title: Location Plan Drawing no.1

Carter Jonas
Two Snow Hill, Birmingham, B4 6GA
T: 0121 794 6250
carterjonas.co.uk

OS Copyright: OS100004458

0 25 50 75
m

Scale 1:2,500 @A4

Date: 6/30/2022

Drawn By: RM

Dwg no:

APPENDIX B

Calculation Reference: AUDIT-219603-190627-0653

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : H - GARDEN CENTRE
VEHICLES

Selected regions and areas:
02 SOUTH EAST
HC HAMPSHIRE 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: 3700 to 3700 (units: sqm)
Range Selected by User: 744 to 7000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/99 to 19/05/18

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

Selected survey days:
Monday 1 days

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

Selected survey types:
Manual count 1 days
Directional ATC Count 0 days

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

Selected Locations:
Suburban Area (PPS6 Out of Centre) 1

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

Selected Location Sub Categories:
No Sub Category 1

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

Secondary Filtering selection:

Use Class:
A1 1 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:
15,001 to 20,000 1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:
50,001 to 75,000 1 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 1 days

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

Petrol filling station:
Included in the survey count 0 days
Excluded from count or no filling station 1 days

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

Travel Plan:
No 1 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 1 days

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

LIST OF SITES relevant to selection parameters

1 HC-01-H-03 GARDEN CENTRE HAMPSHIRE
ROMSEY ROAD
WINCHESTER

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 3700 sqm
Survey date: MONDAY *19/11/07* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 01 - RETAIL/H - GARDEN CENTRE
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	3700	0.351	1	3700	0.054	1	3700	0.405
09:00 - 10:00	1	3700	0.270	1	3700	0.270	1	3700	0.540
10:00 - 11:00	1	3700	0.757	1	3700	0.757	1	3700	1.514
11:00 - 12:00	1	3700	1.514	1	3700	1.595	1	3700	3.109
12:00 - 13:00	1	3700	0.838	1	3700	0.838	1	3700	1.676
13:00 - 14:00	1	3700	1.000	1	3700	0.865	1	3700	1.865
14:00 - 15:00	1	3700	1.405	1	3700	0.946	1	3700	2.351
15:00 - 16:00	1	3700	0.865	1	3700	1.243	1	3700	2.108
16:00 - 17:00	1	3700	0.351	1	3700	0.649	1	3700	1.000
17:00 - 18:00	1	3700	0.108	1	3700	0.270	1	3700	0.378
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:			7.459			7.487			14.946

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:	3700 - 3700 (units: sqm)
Survey date date range:	01/01/99 - 19/05/18
Number of weekdays (Monday-Friday):	1
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 01 - RETAIL/H - GARDEN CENTRE
TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	3700	0.000	1	3700	0.000	1	3700	0.000
09:00 - 10:00	1	3700	0.000	1	3700	0.000	1	3700	0.000
10:00 - 11:00	1	3700	0.000	1	3700	0.000	1	3700	0.000
11:00 - 12:00	1	3700	0.027	1	3700	0.027	1	3700	0.054
12:00 - 13:00	1	3700	0.000	1	3700	0.000	1	3700	0.000
13:00 - 14:00	1	3700	0.000	1	3700	0.000	1	3700	0.000
14:00 - 15:00	1	3700	0.000	1	3700	0.000	1	3700	0.000
15:00 - 16:00	1	3700	0.000	1	3700	0.000	1	3700	0.000
16:00 - 17:00	1	3700	0.000	1	3700	0.000	1	3700	0.000
17:00 - 18:00	1	3700	0.000	1	3700	0.000	1	3700	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:			0.027			0.027			0.054

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

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

TRIP RATE for Land Use 01 - RETAIL/H - GARDEN CENTRE
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	3700	0.000	1	3700	0.000	1	3700	0.000
09:00 - 10:00	1	3700	0.000	1	3700	0.000	1	3700	0.000
10:00 - 11:00	1	3700	0.000	1	3700	0.000	1	3700	0.000
11:00 - 12:00	1	3700	0.000	1	3700	0.000	1	3700	0.000
12:00 - 13:00	1	3700	0.000	1	3700	0.000	1	3700	0.000
13:00 - 14:00	1	3700	0.000	1	3700	0.000	1	3700	0.000
14:00 - 15:00	1	3700	0.027	1	3700	0.027	1	3700	0.054
15:00 - 16:00	1	3700	0.000	1	3700	0.000	1	3700	0.000
16:00 - 17:00	1	3700	0.000	1	3700	0.000	1	3700	0.000
17:00 - 18:00	1	3700	0.000	1	3700	0.000	1	3700	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:			0.027			0.027			0.054

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

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

TRIP RATE for Land Use 01 - RETAIL/H - GARDEN CENTRE
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	3700	0.000	1	3700	0.000	1	3700	0.000
09:00 - 10:00	1	3700	0.000	1	3700	0.000	1	3700	0.000
10:00 - 11:00	1	3700	0.000	1	3700	0.000	1	3700	0.000
11:00 - 12:00	1	3700	0.000	1	3700	0.000	1	3700	0.000
12:00 - 13:00	1	3700	0.000	1	3700	0.000	1	3700	0.000
13:00 - 14:00	1	3700	0.000	1	3700	0.000	1	3700	0.000
14:00 - 15:00	1	3700	0.027	1	3700	0.027	1	3700	0.054
15:00 - 16:00	1	3700	0.027	1	3700	0.027	1	3700	0.054
16:00 - 17:00	1	3700	0.027	1	3700	0.027	1	3700	0.054
17:00 - 18:00	1	3700	0.000	1	3700	0.000	1	3700	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:			0.081			0.081			0.162

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.*

APPENDIX C

Calculation Reference: AUDIT-219603-220712-0712

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 14 - CAR SHOW ROOMS
Category : A - CAR SHOW ROOMS
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	EX	ESSEX	1 days
	WS	WEST SUSSEX	1 days
05	EAST MIDLANDS		
	LE	LEICESTERSHIRE	1 days
	LN	LINCOLNSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	SY	SOUTH YORKSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	1 days
09	NORTH		
	CB	CUMBRIA	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 500 to 1450 (units: sqm)
Range Selected by User: 450 to 1500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 15/09/16

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	2 days
Friday	3 days

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

Selected survey types:

Manual count	7 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	6

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

Selected Location Sub Categories:

Industrial Zone	4
Commercial Zone	1
Development Zone	1
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:

Sui Generis	7 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
75,001 to 100,000	2 days
125,001 to 250,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	6 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	7 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	7 days

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

LIST OF SITES relevant to selection parameters

1 CB-14-A-03 PEUGEOT CUMBRIA
GILWILLY ROAD
PENRITH
GILWILLY IND. ESTATE
Edge of Town
Industrial Zone
Total Gross floor area: 500 sqm
Survey date: WEDNESDAY 11/06/14 Survey Type: MANUAL

2 CH-14-A-01 EVANS HALSHAW FORD CHESHIRE
STADIUM WAY
CHESTER
SEALAND IND. ESTATE
Edge of Town
Industrial Zone
Total Gross floor area: 1050 sqm
Survey date: WEDNESDAY 12/11/14 Survey Type: MANUAL

3 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

4 LE-14-A-05 HONDA LEICESTERSHIRE
45-49 COVENTRY ROAD
LEICESTER
NARBOROUGH
Edge of Town
Industrial Zone
Total Gross floor area: 1300 sqm
Survey date: TUESDAY 04/11/14 Survey Type: MANUAL

5 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

6 SY-14-A-01 HYUNDAI SOUTH YORKSHIRE
MIDDLE BANK
DONCASTER
HYDE PARK
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 500 sqm
Survey date: FRIDAY 21/12/12 Survey Type: MANUAL

7 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

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
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	6	1154	0.462	6	1154	0.087	6	1154	0.549
08:00 - 09:00	7	1061	1.401	7	1061	0.593	7	1061	1.994
09:00 - 10:00	7	1061	1.091	7	1061	1.185	7	1061	2.276
10:00 - 11:00	7	1061	1.306	7	1061	1.024	7	1061	2.330
11:00 - 12:00	7	1061	1.468	7	1061	1.253	7	1061	2.721
12:00 - 13:00	7	1061	1.239	7	1061	1.118	7	1061	2.357
13:00 - 14:00	7	1061	1.024	7	1061	1.037	7	1061	2.061
14:00 - 15:00	7	1061	1.212	7	1061	1.387	7	1061	2.599
15:00 - 16:00	7	1061	0.822	7	1061	1.010	7	1061	1.832
16:00 - 17:00	7	1061	1.077	7	1061	1.226	7	1061	2.303
17:00 - 18:00	7	1061	0.512	7	1061	0.943	7	1061	1.455
18:00 - 19:00	6	1154	0.159	6	1154	0.621	6	1154	0.780
19:00 - 20:00	1	1050	0.000	1	1050	0.857	1	1050	0.857
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			11.773			12.341			24.114

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:	500 - 1450 (units: sqm)
Survey date date range:	01/01/10 - 15/09/16
Number of weekdays (Monday-Friday):	7
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 D

Calculation Reference: AUDIT-219603-220712-0743

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 14 - CAR SHOW ROOMS
Category : A - CAR SHOW ROOMS
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	SO	SLOUGH	1 days
03	SOUTH WEST		
	DV	DEVON	1 days
05	EAST MIDLANDS		
	LE	LEICESTERSHIRE	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
09	NORTH		
	TV	TEES VALLEY	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 3772 to 9800 (units: sqm)
Range Selected by User: 3600 to 9800 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/05 to 09/07/18

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

Selected survey days:

Monday	1 days
Thursday	3 days
Friday	1 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	2

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

Selected Location Sub Categories:

Industrial Zone	3
Commercial Zone	1
Retail Zone	1

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

Secondary Filtering selection:

Use Class:

Sui Generis	5 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	2 days

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

Travel Plan:

No	5 days

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

PTAL Rating:

No PTAL Present	5 days

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

LIST OF SITES relevant to selection parameters

1 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*

2 LE-14-A-04 BMW & MINI LEICESTERSHIRE
MERIDIAN EAST
LEICESTER
BRAUNSTONE
Edge of Town
Commercial Zone
Total Gross floor area: 9800 sqm
Survey date: THURSDAY *25/06/09* *Survey Type: MANUAL*

3 SO-14-A-01 JAGUAR LAND ROVER SLOUGH
LEIGH ROAD
SLOUGH
SLOUGH TRADING ESTATE
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 3772 sqm
Survey date: MONDAY *09/07/18* *Survey Type: MANUAL*

4 TV-14-A-02 VAUXHALL TEES VALLEY
CONCORDE WAY
STOCKTON-ON-TEES
PRESTON FARM
Edge of Town
Industrial Zone
Total Gross floor area: 4325 sqm
Survey date: FRIDAY *15/04/05* *Survey Type: MANUAL*

5 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*

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
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	5899	0.242	4	5899	0.042	4	5899	0.284
08:00 - 09:00	5	6044	0.506	5	6044	0.199	5	6044	0.705
09:00 - 10:00	5	6044	0.278	5	6044	0.225	5	6044	0.503
10:00 - 11:00	5	6044	0.288	5	6044	0.245	5	6044	0.533
11:00 - 12:00	5	6044	0.215	5	6044	0.189	5	6044	0.404
12:00 - 13:00	5	6044	0.255	5	6044	0.261	5	6044	0.516
13:00 - 14:00	5	6044	0.281	5	6044	0.248	5	6044	0.529
14:00 - 15:00	5	6044	0.251	5	6044	0.248	5	6044	0.499
15:00 - 16:00	5	6044	0.255	5	6044	0.288	5	6044	0.543
16:00 - 17:00	5	6044	0.189	5	6044	0.268	5	6044	0.457
17:00 - 18:00	5	6044	0.142	5	6044	0.338	5	6044	0.480
18:00 - 19:00	5	6044	0.056	5	6044	0.251	5	6044	0.307
19:00 - 20:00	2	5474	0.037	2	5474	0.100	2	5474	0.137
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:			3.040			3.188			6.228

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

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

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Parameter summary

Trip rate parameter range selected:	3772 - 9800 (units: sqm)
Survey date date range:	01/01/05 - 09/07/18
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.