

A Planning Application by
BRICKMAN YALE LIMITED

In respect of
**121-131 Bell Lane,
BURY**

Transport Statement

April 2023



Document Management

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Contents	Page
1 Introduction	1
2 Baseline Transport Conditions	3
3 The Proposed Development	9
4 Transport Impact	12
5 Summary and Conclusion	15

List of Tables

Table 2.1	IHT suggested walking distance thresholds
Table 2.2	Bus Services
Table 3.1	Parking Standards
Table 4.1	Existing Trip Generation (Retail – Builder’s Merchants)
Table 4.2	Proposed Trip Generation (Residential – Private Flats)
Table 4.3	Proposed Trip Generation (Retail Unit)
Table 4.4	Net Impact

List of Figures

Figure 1.1	Site Location Plan
Figure 2.1	Walking Catchment
Figure 2.2	Cycle Network
Figure 2.3	CrashMap Plan

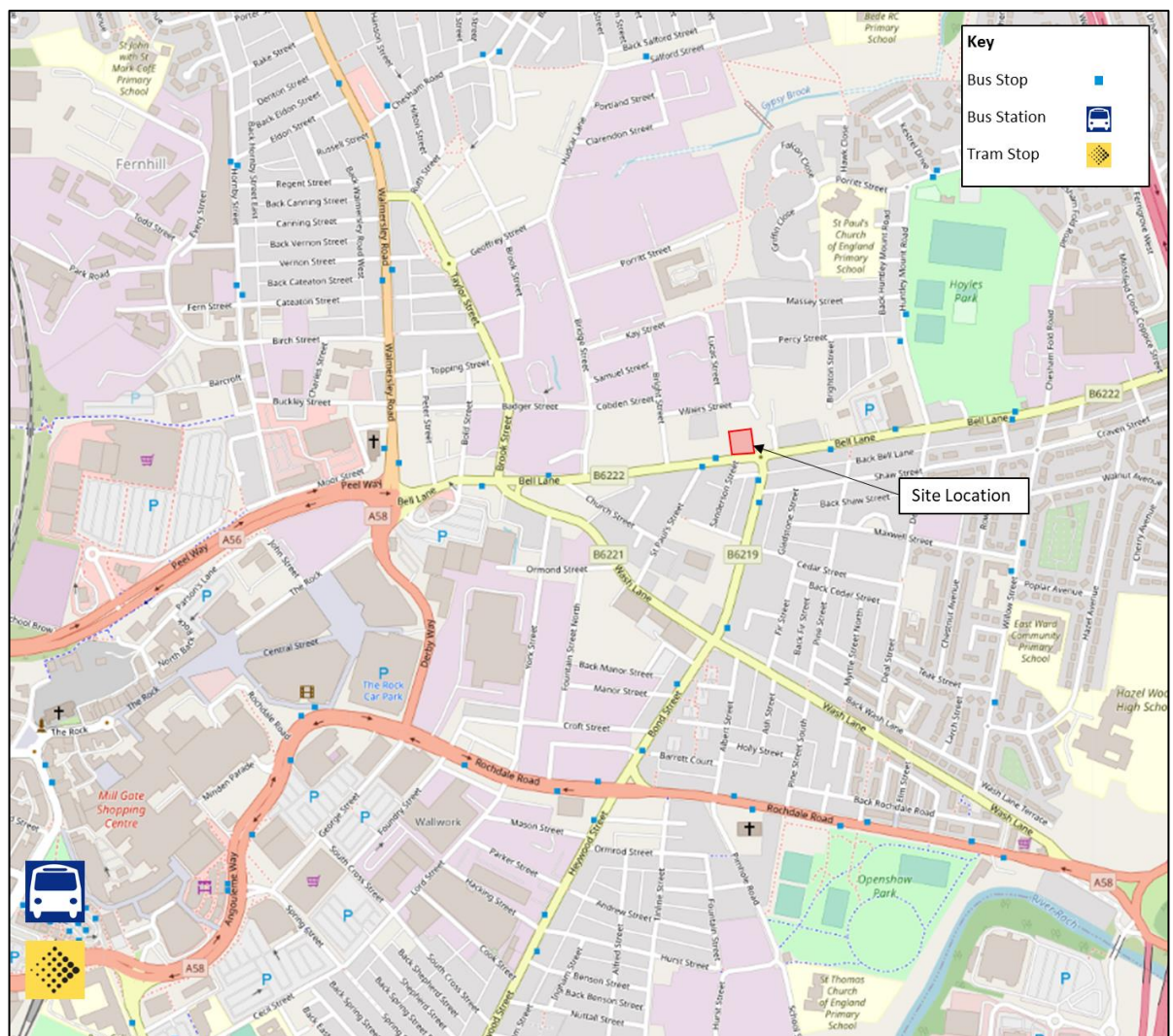
List of Appendices

A	Proposed Site Plan
B	Swept Path Analysis of a Skoda Car
C	Swept Path Analysis - Delivery Vehicle
D	TRICS Report – Existing Use
E	TRICS Report – Proposed Flats
F	TRICS Report – Proposed Retail Unit

1 Introduction

- 1.1 Transport Planning Associates has been appointed by Brickman Yale Limited to provide transport planning consultancy services in relation to the proposed redevelopment of 121-131 Bell Lane in Bury (the Site). The Site currently exists as a boarded residential unit and a non-food retail store that is no longer in operation. The location of the Site is shown in **Figure 1.1** below. Bury Council is both the Local Planning Authority and Local Highway Authority.

Figure 1.1 Site Location Plan



Source: © OpenStreetMap contributors

- 1.2 The scheme proposes the replacement of the existing building with a convenience retail store and a total of 24 flats on the first to third floors, together with a new access and car parking area. The proposed Site layout plans are included in **Appendix A**.
- 1.3 This Transport Statement (TS) has been prepared to consider the transport and highways implications of the proposed redevelopment of the site, and will be submitted as part of a suite of documents in

support of the planning application. It will set out the baseline position, the development proposals, in terms of means of access, parking and servicing arrangements, and the resulting transport impact on the local highway network.

Planning Policy

1.4 This TS has been prepared in accordance with best practice advice set out in a number of documents, including the National Planning Policy Framework (NPPF), Manual for Streets and a number of Chartered Institute of Highways and Transport (CIHT) guidelines.

1.5 In the NPPF, transport is recognised as having an important role in promoting sustainable development:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed." (para 111)

1.6 Importantly, the NPPF notes that:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe" (para 109).

2 Baseline Transport Conditions

The Existing Site

- 2.1 The Site comprises a house and retail store. Parking for the store used third party land to the east of the store which is not part of this planning application. The Gross Floor Area of the existing retail store is 263.5m².
- 2.2 The Site is located in a mixed residential and employment area to the north east of Bury town centre. It benefits from a good level of pedestrian, cycle and public transport accessibility, as described in greater detail in the remainder of this Chapter and is within Bury's area of High Accessibility.

Pedestrian and Cycle Infrastructure

Walking

- 2.3 Footways are provided on both sides of the local highway network supporting connectivity to the surrounding residential areas, employment area, bus stops and wider area. There is street lighting and the local roads are subject to a 30mph speed limit. There are dropped kerbs and tactile paving with pedestrian refuges on the western and southern arms of the nearby priority-controlled roundabout of Bell Lane and Parsonage Street supporting access for all users.
- 2.1 The Institution of Highways and Transportation (former IHT, now CIHT) publication '*Providing for Journeys on Foot*' identifies the desirable, acceptable and preferred maximum walking distances to various amenities. The distances in **Table 2.1** below are taken from Table 3.2 of that publication and set out the thresholds considered for local services and amenities.

Table 2.1 IHT suggested walking distance thresholds

	Town Centres (m)	Commuting / School / Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred maximum	800	2,000	1,200

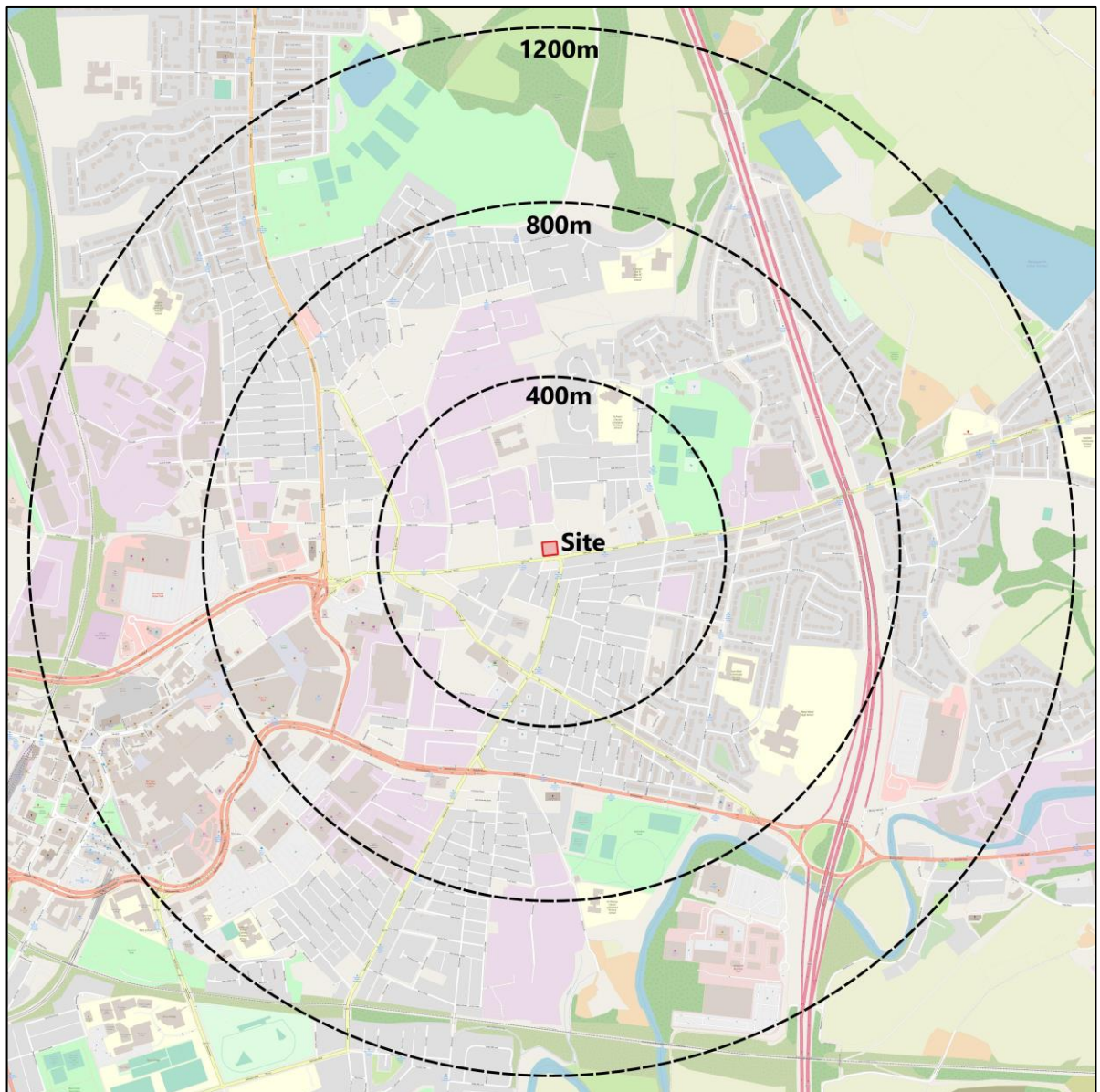
Source: Table 3.2 of *Providing for Journeys on Foot* (IHT)

- 2.2 *Building Sustainable Transport into New Developments* (DfT, 2008) gives the following advice on pedestrian catchment areas: "Walking neighbourhoods are typically characterised as having a range of

facilities within 10 minutes' walking distance (around 800 metres)". This is further stressed in CIHT guidance "Planning for Walking" (2015) and walkable neighbourhoods referenced in Manual for Streets (2007).

- 2.3 As shown in **Figure 2.1**, the Site is located close to a built-up residential area, which makes it a very good location for a new convenience store.

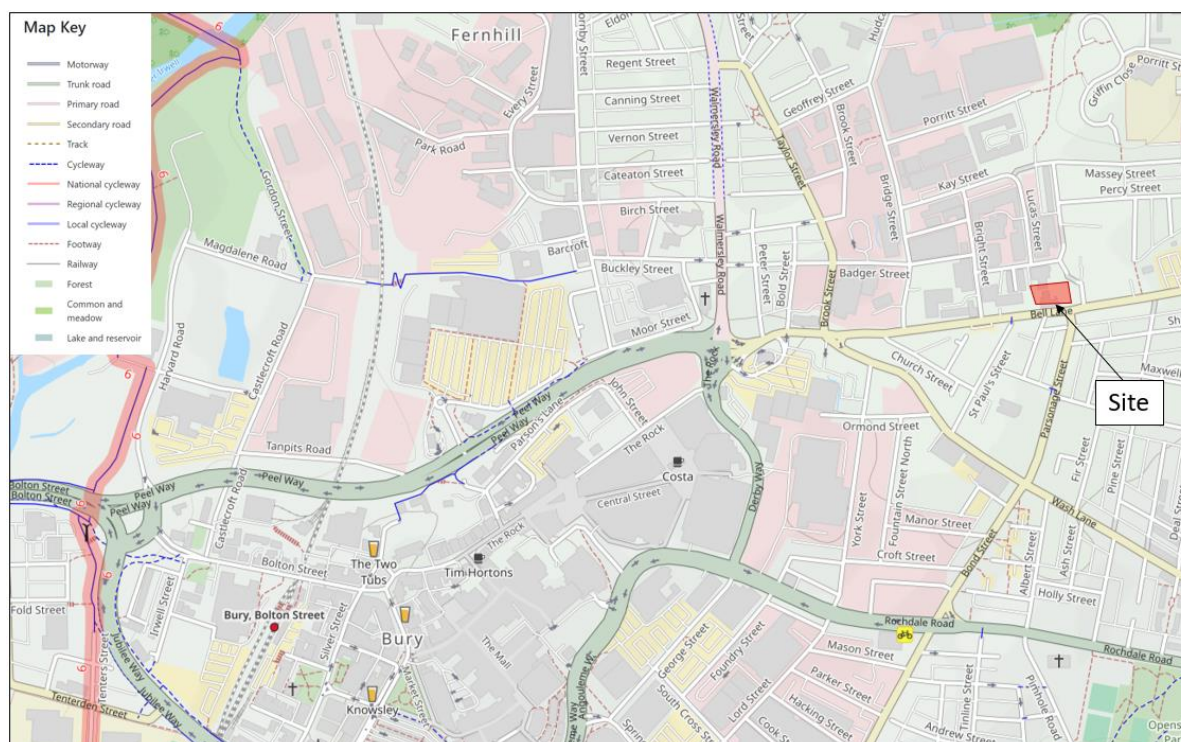
Figure 2.1 Walking Catchment



Background plan: © OpenStreetMap contributors – Note: crow flies distances

Cycling

- 2.4 There are some cycle facilities within the area, including access to cycle parking facilities, a National Cycle Route, allocated cycle lanes, a local cycle route, in addition there is potential for cyclists to cycle along the carriageway.
- 2.5 National Cycle Route 6 (NCR 6) is accessible approximately 1.5km west of the site via Peel Way / Bolton Street. NCR 6 is a long distance cycle route that runs from London to the Lake District. Within the local area it provides connections to Manchester, Radcliffe, Ramsbottom, Flax Moss, and Blackburn. It also provides access to a number of other NCR's including 55, 60, 62, 66, 82 and 85 which route through the Greater Manchester Area.
- 2.6 Marked cycle lane can be found along Bolton Street, Peel Way, Jubilee Way, Crostons Road, and Walmersley Road, providing connections to local residential areas and the town centre. These routes are a mix of segregated on carriageway routes and off carriageway shared surfaced routes.
- 2.7 Cycle parking is accessible throughout the town including at the Woodfields Retail Park, the Rock Shopping Centre, within the town centre and at Bury interchange (Bus Station and Metrolink Station).
- 2.8 These cycle routes and others can be seen at **Figure 2.2**, the blue lines on the map indicate the location of local cycle routes, while the red lines indicate a NCR.

Figure 2.2 Cycle Network

Source: © OpenStreetMap contributors

Public Transport

- 2.9 The nearest bus stop to the Site is an eastbound bus stop, 50m from the Site on Bell Lane. This is served by route numbers 467 and 468. The westbound bus stop is circa 50m from the Site. Two school services, route numbers 967 (for Bury CE High) and 968 (for St Gabriel's High School), are available on Parsonage Street with stops circa 50m from the Site. The local bus services and their frequencies are shown in **Table 2.2**.

Table 2.2 Bus Services

Route	Destinations	Weekday	Saturday	Sunday
467 trax	Bury - Rochdale	Every 30 minutes	Every 30 minutes	Hourly
468 trax	Bury - Rochdale	Every 30 minutes	Every 30 minutes	Hourly

Source: bustimes.org

- 2.10 These bus services demonstrate that the Site has very good and frequent public transport services supporting this mode of travel.

Local Amenities

- 2.11 The site is served by some key local amenities, within reasonable walking or cycling distances. The proposed development includes a convenience store on the ground floor which will be a short walk for the proposed residents and for residents and employees in the vicinity of the Site. A summary of key destinations is provided below:

▪ Proposed convenience store	-	20m
▪ Bus stops	-	50m
▪ Public house	-	110m
▪ Takeaway	-	110m
▪ Aldi	-	180m
▪ Church	-	200m
▪ Hair salon	-	300m
▪ Post office	-	350m

- 2.12 These amenities and others in the vicinity will help to encourage future residents to make sustainable travel choices, along with the provision of secure and covered cycle parking on site.

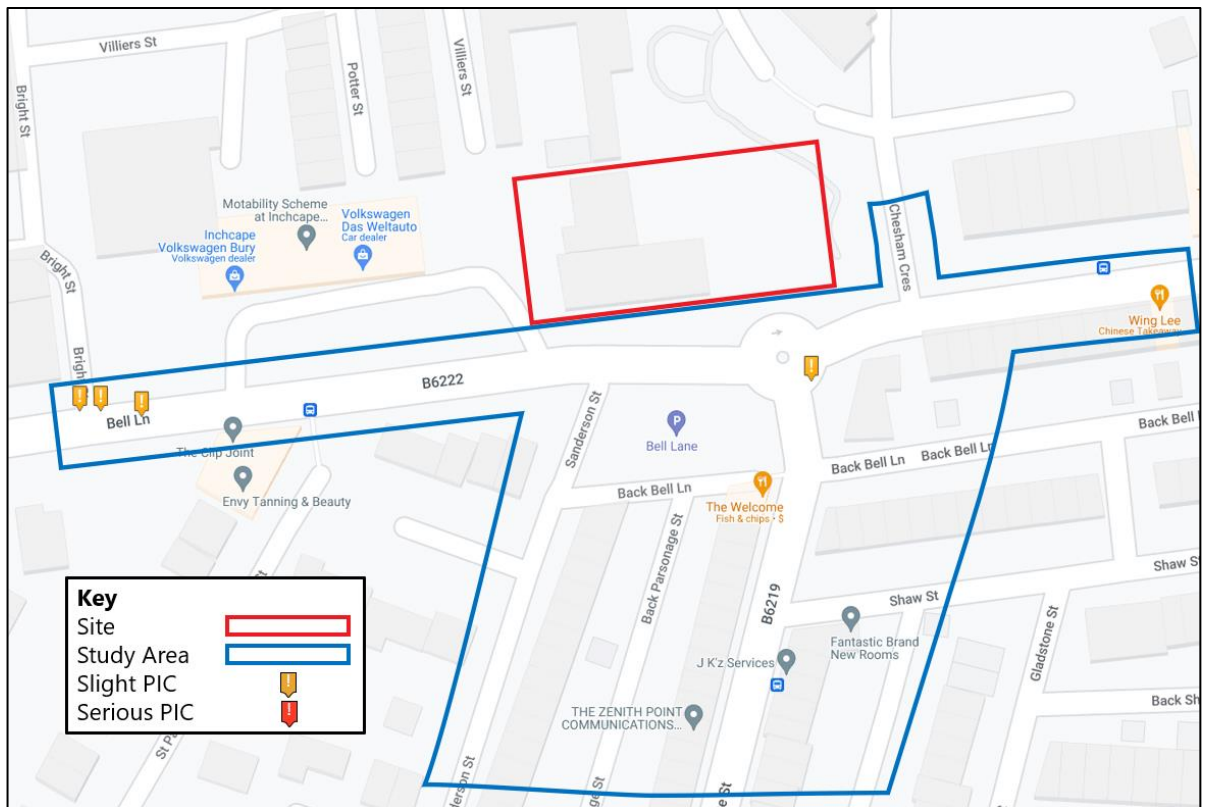
Highway Network

- 2.13 The B6222, Bell Lane runs in an east/ west direction through the local residential and employment area. The local roads are subject to a 30mph speed limit and benefit from street lighting. Bell Lane has double yellow lines on both sides of the carriageway preventing parking at all times. There are footpaths on both sides of the carriageway.
- 2.14 Travelling west along Bell Lane leads to the A58 Peel Way which forms part of the ring road around the town centre. To the south east of the Site, Bell Lane forms a roundabout junction with the B6219, Parsonage Street. Travelling south along the B6219 links to the B6221, Wash Lane which links to the A58 to the east and onto Junction 2 of the M66 providing connections to Blackburn and Burnley and the M62 for destinations further afield.

Road Safety

- 2.15 A review of the CrashMap website (**Figure 2.3**) has revealed that there has been four personal injury collisions (PICs) have occurred within the study area in the most recent 7-year period¹ (2015-2021 inclusive).

¹ Due to the impact of Covid-19 on travel behavior in 2020 and 2021

Figure 2.3 CrashMap Plan

Source: www.crashmap.co.uk

- 2.16 When considering the four PICs in the space of seven years (84 months) within the vicinity of the Site it is noted that every incident was only classified as slight. Of the four PICs, one occurred at the mini-roundabout from which site access shall be taken, equating to one incident resulting in a slight injury in 84 months of data.
- 2.17 It is not considered that four slight PICs in a seven year period suggests an existing highway safety issue that would be exacerbated by the development proposals, particularly in the context of the trips that the existing land use could attract.

3 The Proposed Development

The Scheme

- 3.1.1 The scheme comprises the demolition of the existing building at 121-131 Bell Lane to provide a new food retail store with a Gross Floor Area of 263.5m² with 24 flats on the first, second and third floors including 9 one-bedroom and 15 two-bedroom units. The proposed vehicular access for the site will be retained from the mini-roundabout junction with Bell Lane and Parsonage Street. The proposed site layout plan is included in **Appendix A**.

Access

Pedestrian access

- 3.2 Pedestrian access to the proposed retail unit will continue to be taken directly from Bell Lane as per the existing building. Pedestrian access to the proposed flats will be taken via a new pedestrian walkway on the eastern boundary of the site. Access to the flats themselves will be taken from the rear of the building.

Vehicular access

- 3.3 Vehicular access to the site will be retained as existing via the mini-roundabout at the Bell Lane/ Parsonage Street junction.

Sustainable access

- 3.4 As demonstrated in Chapter 2, the Site is located in a residential area, within a wide walking catchment (**Figure 2.1**) and benefits from access to bus services and cycle routes. Its location is considered sustainable, in terms of both the NPPF and Bury's area of High Accessibility.

Parking

- 3.5 Parking standards in Bury are set out in the Council's document, 'Development Control Policy Guidance Note 11', dated May 2007. The site is located in an area of high accessibility based on the map in Appendix 1 of the Guidance Note. The parking standards are presented in **Table 3.1** along with the application of these standards to the proposed development.

Table 3.1 Parking Standards

Vehicle	General Standard	Application of standard	Provision
A1 Food retail 263.5 m² Gross Floor Area (GFA)			
Car	Maximum 1 space per 25m ² GFA	Maximum 11 spaces	3 spaces including disabled
Disabled	Minimum 3 bays or 6% of total capacity whichever is greater	Minimum 3 spaces	1 space
Cycle	One customer space per 200 m ² – minimum of 2	Minimum 2 spaces	4 spaces
Residential 9 x 1 bedroom and 15 x 2 bedroom			
Car	Maximum of 1 per one bedroom dwelling and 1.5 per 2 bedroom dwelling	Maximum 32 spaces	20 spaces including disabled
Disabled	For flats a minimum of 5 per cent to be disabled spaces	Minimum 2 space	1 space
Cycle	Minimum 1 space per 5 dwellings	Minimum 5 spaces	5 spaces

- 3.6 As can be seen from **Table 3.1**, the proposed car and cycle parking provisions are compliant with the requirements set out in Bury's parking standards document. With regard to disabled parking, the provision of one space (3% of the car parking proposed) is considered to be appropriate given the scale of the proposed retail unit. Car parking for the flats will be less than the maximum standards and it is expected that some of these will be occupied by non-car users and so promoting sustainable travel. This is further supported by the existing accessibility of the site as set out in Chapter 2.
- 3.7 Of the 20 residential parking spaces proposed, five will have active electric vehicle charging facilities.
- 3.8 A Swept Path Analysis of a Skoda has been undertaken to ensure that manoeuvres can be undertaken in and out of the end parking spaces. This is shown in **Appendix B** and confirms that the manoeuvres are possible.
- 3.9 A bike store is proposed to accommodate five bicycles for residents of the flats. Two 'Sheffield' stands are proposed outside the convenience store close to the customer access that will accommodate four bicycles for customers whilst staff will be able to store their bikes in the staff area of the retail store.

Servicing and Refuse collection

- 3.10 Delivery vehicles will serve the proposed retail store by stopping within the site on Bell Lane. Given the size of store at 263.5 m², it is anticipated that there will be up to two or three deliveries per day. Delivery vehicles will access and egress the site in forward gear as shown in **Appendix C**. Delivery vehicles will be restricted to 7.5t Box Vans 8m in length.
- 3.11 It is understood that all refuse generated by the proposed store will be collected and returned to the distribution centre for sorting / recycling using the delivery vehicles that bring goods to site. As a result, there will be no requirement for municipal waste collection for the retail store.
- 3.12 Refuse collection for the flats will take place on the kerb side along Bell Lane with bins transported from the ground floor bin store to Bell Lane on collection days. There is a 2m strip of land along the eastern side of the building that is in the ownership of the applicant that supports this movement. This strip of land was previously used for the consented use for transporting bins from the rear of the building onto Bell Lane.

4 Transport Impact

Traffic Generation

- 4.1 In order to determine the likely traffic impact of the proposed scheme, reference was made to the Trip Rate Information Computer System (TRICS) database - the UK's national system of trip generation analysis. To determine the net impact, an analysis was undertaken for both the existing (Builder's Merchants) and the proposed (Privately Owned Flats) uses. The Builder's Merchants category was chosen for the existing retail to best reflect the use of the building as builder's equipment hire.
- 4.2 The proposed convenience store will not have any parking and is anticipated to attract walk and cycle trips from the local area only and therefore, will not generate any vehicular trips other than delivery trips outside of highway network peak periods.

Existing Land Use

- 4.3 To determine the existing trip attraction of the site trip rates were obtained for a builders merchants. Sites were selected from the whole of England, excluding Greater London, Town Centre and Edge of Town locations and including edge of town centre, neighbourhood areas and suburban areas for weekdays only. This resulted in one proxy site as shown in **Appendix D** with a summary of the trip rates and trip attraction shown in **Table 4.1**.

Table 4.1 Existing Trip Generation (Retail – Builder's Merchants)

Time Period	Trip Rates (per 100 m ² GFA)		Trip Generation – 235m ² GFA	
	Arrivals	Departures	Arrivals	Departures
08:00-09:00	0.393	0.278	1	1
17:00-18:00	0.008	0.062	0	0
Daily Trips	2.876	2.869	7	7

- 4.4 As shown, the existing retail unit is predicted to attract circa 14 daily movements.

Proposed Land Use

Flats

- 4.5 To determine the possible trip generation of the proposed flats sites were selected from the whole of England, excluding Greater London, Town Centre and Edge of Town locations and including edge of town centre, neighbourhood areas and suburban areas for weekdays only. This resulted in 25 proxy site as shown in **Appendix E** with a summary of the trip rates and trip attraction shown in **Table 4.2**.

Table 4.2 Proposed Trip Generation (Residential – Private Flats)

Time Period	Trip Rates (per flat)		Trip Generation - 24 flats	
	Arrivals	Departures	Arrivals	Departures
08:00-09:00	0.053	0.172	1	4
17:00-18:00	0.156	0.08	4	2
Daily Trips	1.042	1.101	25	26

- 4.6 As shown, the proposed flats are predicted to generate five two-way movements in the morning peak hour and six in the evening peak hour, with a total of 51 movements per day.

Proposed Retail Unit

- 4.7 To determine the possible trip attraction of the proposed food retail unit sites were selected from the whole of England, excluding Greater London, Town Centre and Edge of Town and suburban area locations. In the context of the proposed three parking spaces, sites with car parking in excess of ten spaces were excluded.
- 4.8 This resulted in four proxy site as shown in **Appendix F** with a summary of the trip rates and trip attraction shown in **Table 4.3**.

Table 4.3 Proposed Trip Generation (Retail Unit)

Time Period	Trip Rates (per flat)		Trip Generation – 263.5m ²	
	Arrivals	Departures	Arrivals	Departures
08:00-09:00	5.294	4.632	14	12
17:00-18:00	5.707	6.700	15	18
Daily Trips	74.188	74.022	195	195

- 4.9 As shown, the proposed flats are predicted to generate 26 two-way movements in the morning peak hour and 33 in the evening peak hour, with a total of 390 movements per day.

Net Impact

- 4.10 The summary of the predicted trip generation in the peak hours and throughout the day and the resulting net impact are illustrated in **Table 4.4** below.

Table 4.4 Net Impact

Time Period	Existing		Proposed		Net Impact	
	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.
08:00-09:00	1	1	15	16	+14	+15
17:00-18:00	0	0	19	20	+19	+20
Daily Trips	7	7	220	221	+213	+214

- 4.11 As can be seen from **Table 4.4**, the proposed development is predicted to result in an increase of 29 two-way movements in the morning peak hour, and 39 two-way movements in the evening peak hour. It is not considered that this level of increase would have a severe impact on the operation of the local highway network, particularly once distributed onto Bell Lane and Parsonage Street at the site access.

5 Summary and Conclusion

Summary

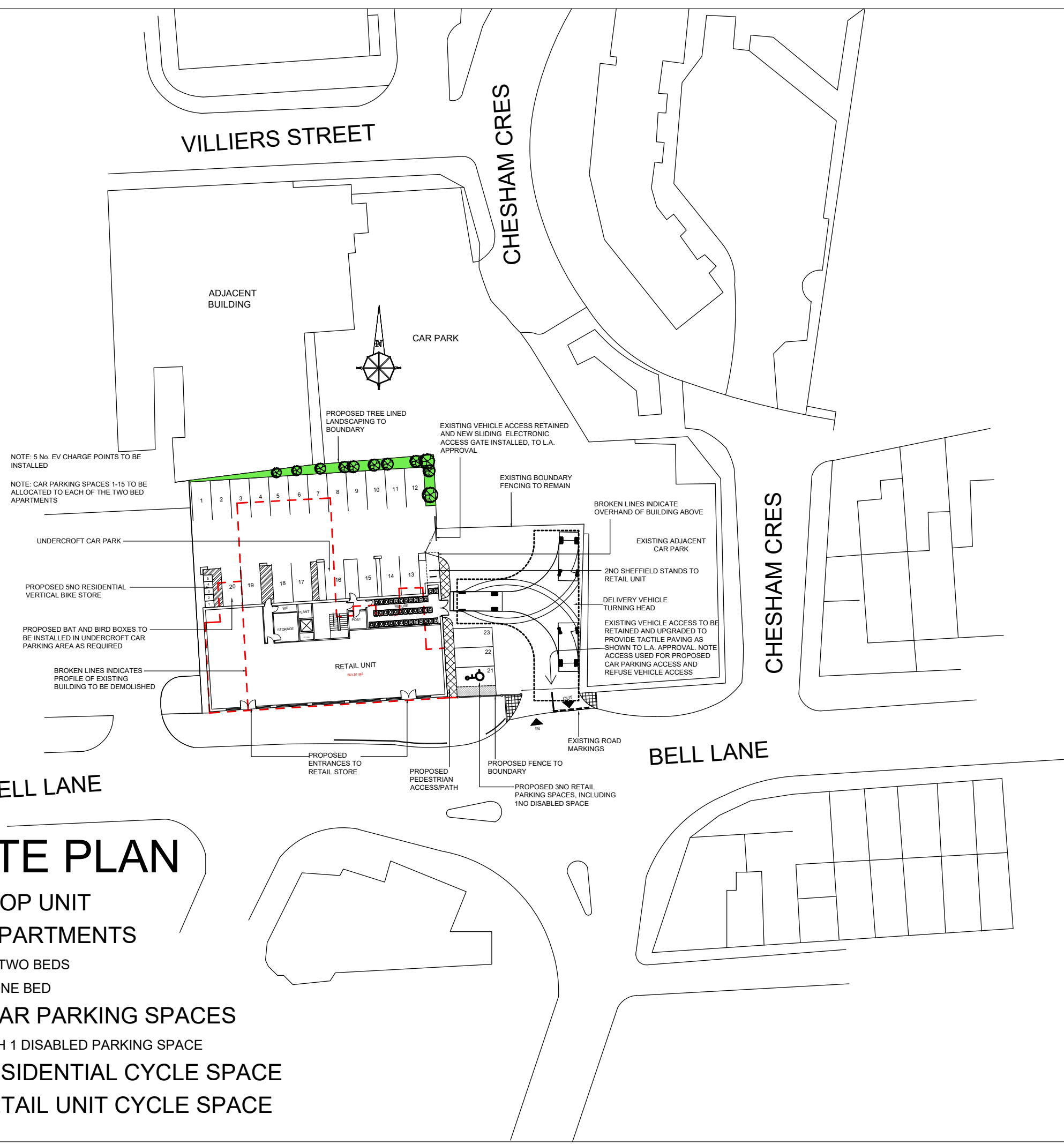
- 5.1 Transport Planning Associates has been appointed by Brickman Yale Limited to provide transport planning consultancy services in relation to the proposed redevelopment of 121-131 Bell Lane in Bury (the Site). The Site currently exists as a boarded residential unit and a non-food retail store that is no longer in operation.
- 5.2 A review of Personal Injury Collision data for the most recent seven years (84 months) within the vicinity of the Site was undertaken. Of the four PIC, all were classified as slight and one occurred at the mini-roundabout from which site access shall be taken, equating to one incident resulting in a slight injury in 84 months of data. It is not considered that four slight PICs in a seven year period suggests an existing highway safety issue that would be exacerbated by the development proposals.
- 5.3 The scheme comprises the demolition of the existing building at 121-131 Bell Lane to provide a new food retail store with a Gross Floor Area of 263.5m² with 24 flats on the first, second and third floors including 9 one-bedroom and 15 two-bedroom units. The proposed vehicular access for the site will be retained from the mini-roundabout junction with Bell Lane and Parsonage Street.
- 5.4 The Site is located north of Bell Lane and benefits from being in Bury's High Accessibility area with a good level of accessibility by walking, cycling and public transport infrastructure and services. The walking catchment includes large residential and employment areas in all directions.
- 5.5 Vehicular access to the site will be retained from the Bell Lane/ Parsonage Street mini-roundabout. Deliveries for the convenience store will be undertaken from within the site, with vehicles entering and exiting in forward gear. Refuse collection will be undertaken from Bell Lane.
- 5.6 The proposed car and cycle parking provisions are compliant with the requirements set out in Bury's parking standards document. With regard to disabled parking, the provision of one space (3% of the car parking proposed) is considered to be appropriate given the scale of the proposed retail unit. Car parking for the flats will be less than the maximum standards and it is expected that some of these will be occupied by non-car users and so promoting sustainable travel. This is further supported by the existing accessibility of the site as set out in Chapter 2.
- 5.7 The proposals include 20 car parking spaces for the flats, including five electric vehicle charging spaces, and three parking spaces for the proposed retail unit. In addition, the flats will be provided with five cycle parking spaces and the retail unit with four cycle parking spaces.

- 5.8 A review of the likely trip attraction and generation impact has been undertaken. It was concluded that the proposed development is predicted to result in an increase of 29 two-way movements in the morning peak hour, and 39 two-way movements in the evening peak hour. It is not considered that this level of increase would have a severe impact on the operation of the local highway network, particularly once distributed onto Bell Lane and Parsonage Street at the site access.

Conclusion

- 5.9 It is concluded that the proposed development is compliant with the principles, recommendations and prescriptions included in national, regional and local policies. Accordingly, there are no transport reasons why planning permission should not be granted.

APPENDIX A



SITE PLAN

1 SHOP UNIT

24 APARTMENTS

- 15 TWO BEDS
- 9 ONE BED

23 CAR PARKING SPACES

- WITH 1 DISABLED PARKING SPACE

5 RESIDENTIAL CYCLE SPACE

2 RETAIL UNIT CYCLE SPACE

REV	DESCRIPTION
A	NUMBER OF APARTMENTS REDUCED TO 24 AND GENERAL AMENDMENTS TO THE SIZE AND MASSING OF THE BUILDING 09.07.21
B	CAR PARKING REVISED, CYCLE SPACES ADDED TO RETAIL UNIT AND RESIDENTIAL APARTMENTS 21.09.21 D.D.
C	RETAIL ENTRANCE REPOSITIONED, FOOTPATH ADDED AND CYCLE STANDS REPOSITIONED 07.03.22 D.D.
D	PROPOSED VEHICLE ACCESS AMENDED AND TWO NEW CAR SPACES ADDED 04.10.22 R.S.P
E	EXTRA PARKING ADDED, SECOND ENTRANCE TO RETAIL ADDED, NOTES AMENDED 19.12.22 R.L.
F	ENTRANCE GATE MADE WIDER, 13-15 CAR PARKING BAYS MOVED, END COLUMN MOVED TO CREATE OVERHANG 19.12.22 R.L.
G	DELIVERY VEHICLE SWEEPED PATH & TACTILE PAVING ADDED AND BUILDING DEPTH REDUCED BY 150MM 02.02.23 D.D.
H	ADDITIONAL PARKING ADDED TO SERVE RETAIL UNIT, INCLUDING ONE DISABLED SPACE 05.04.23 R.S.P.

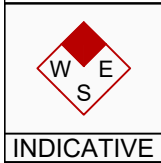
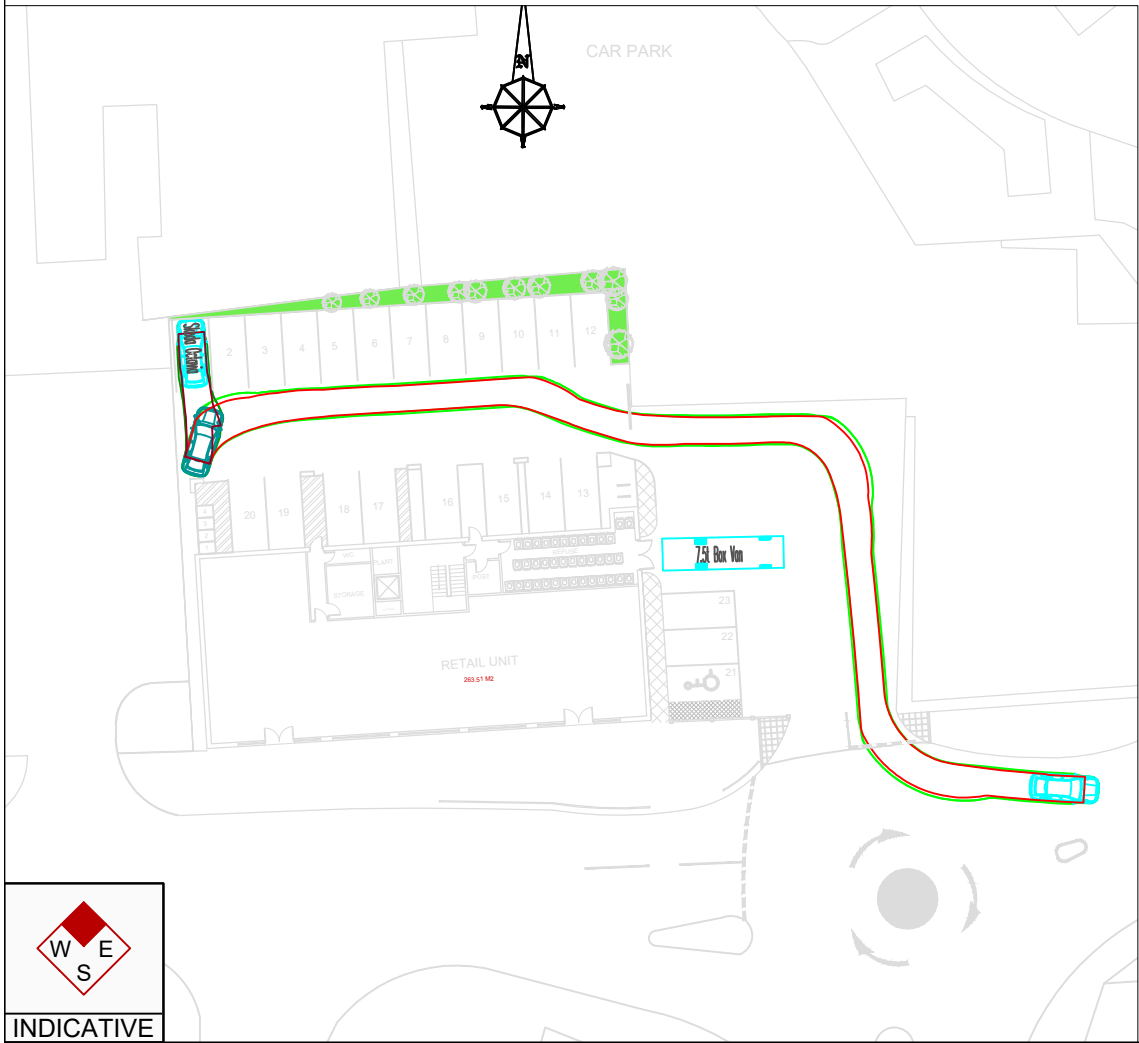
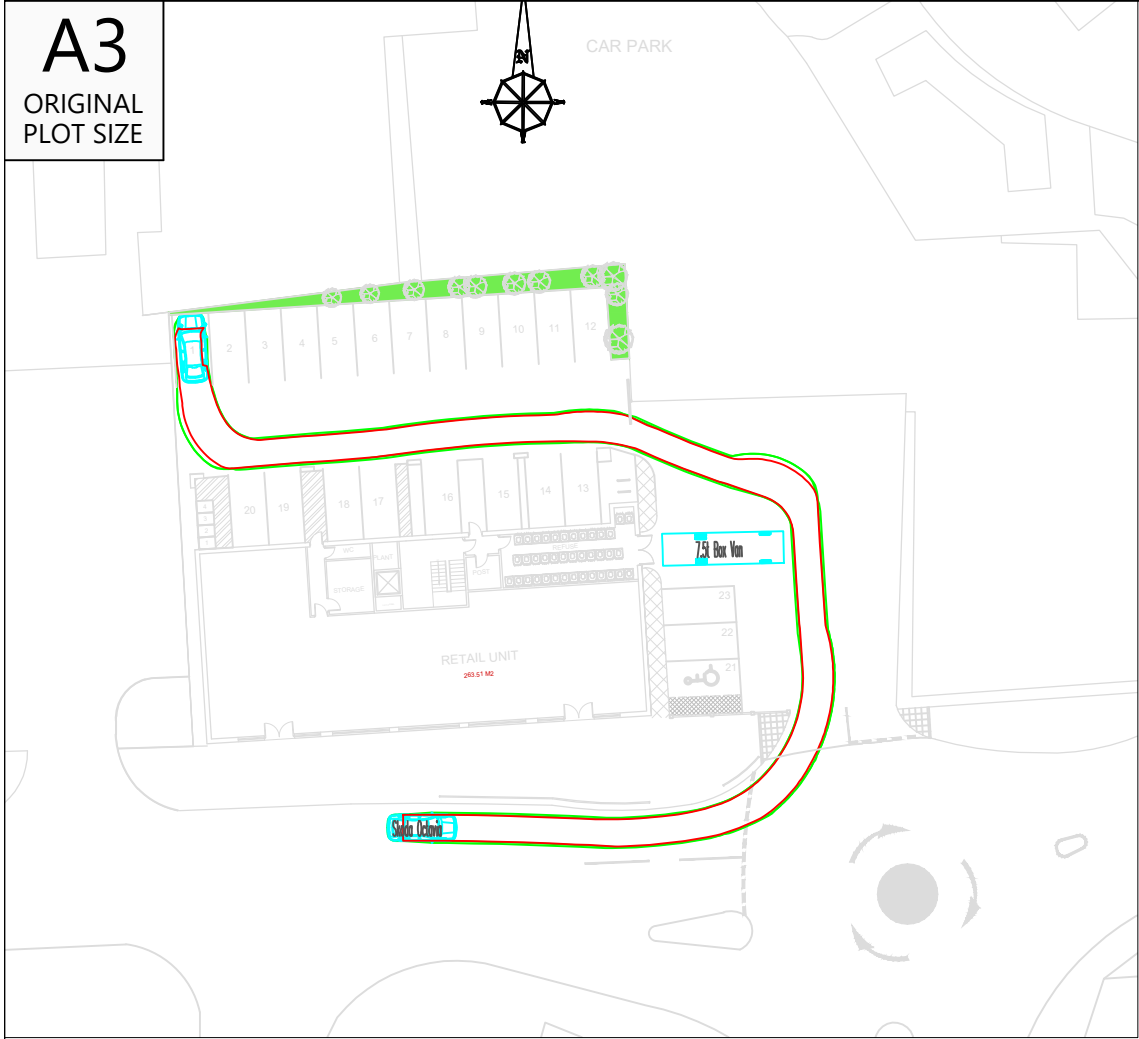
PROPOSED SITE PLAN

PROPOSED RESIDENTIAL DEVELOPMENT
LAND ADJACENT 131 BELL LANE, BURY, BL9 6BB

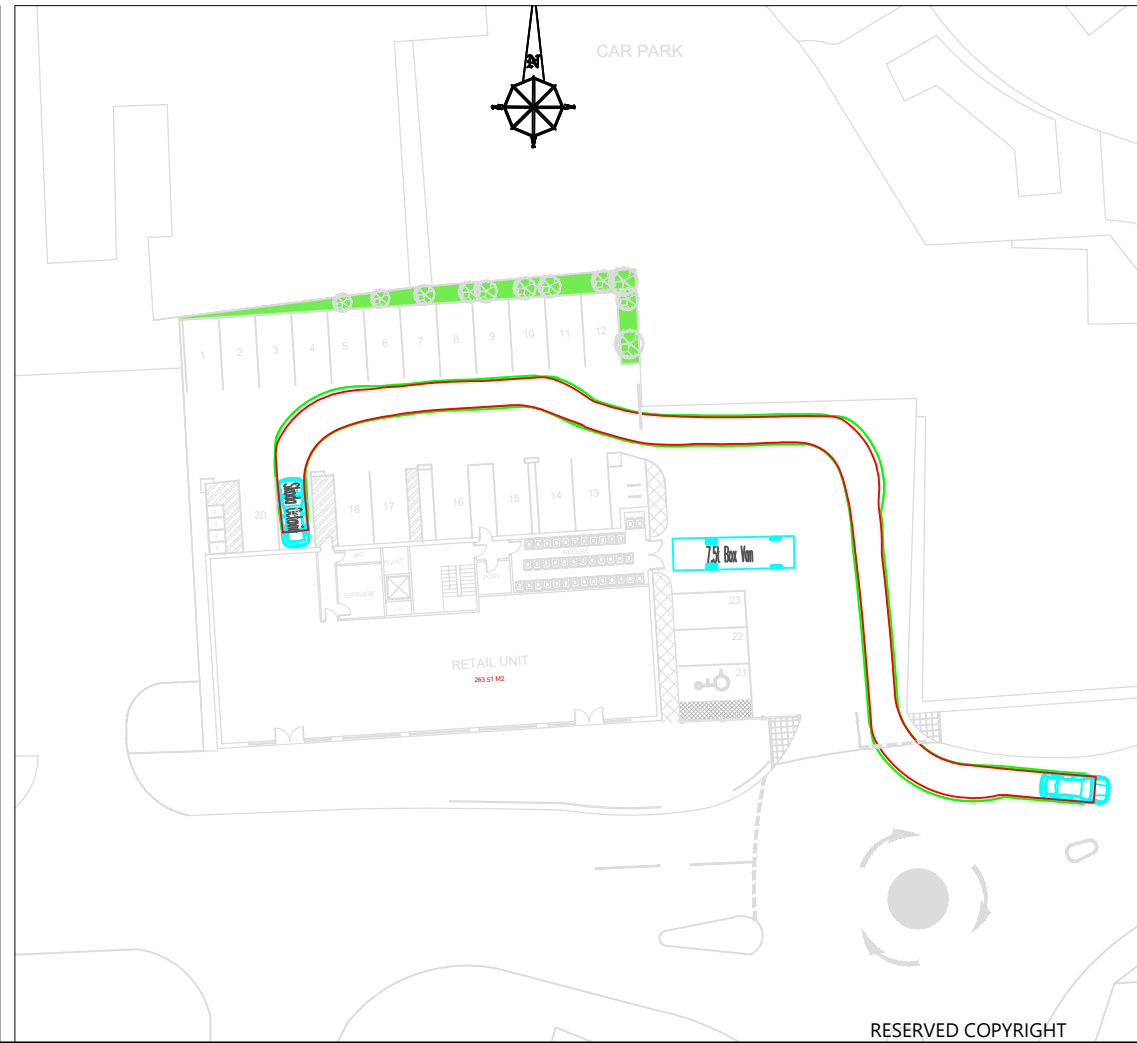
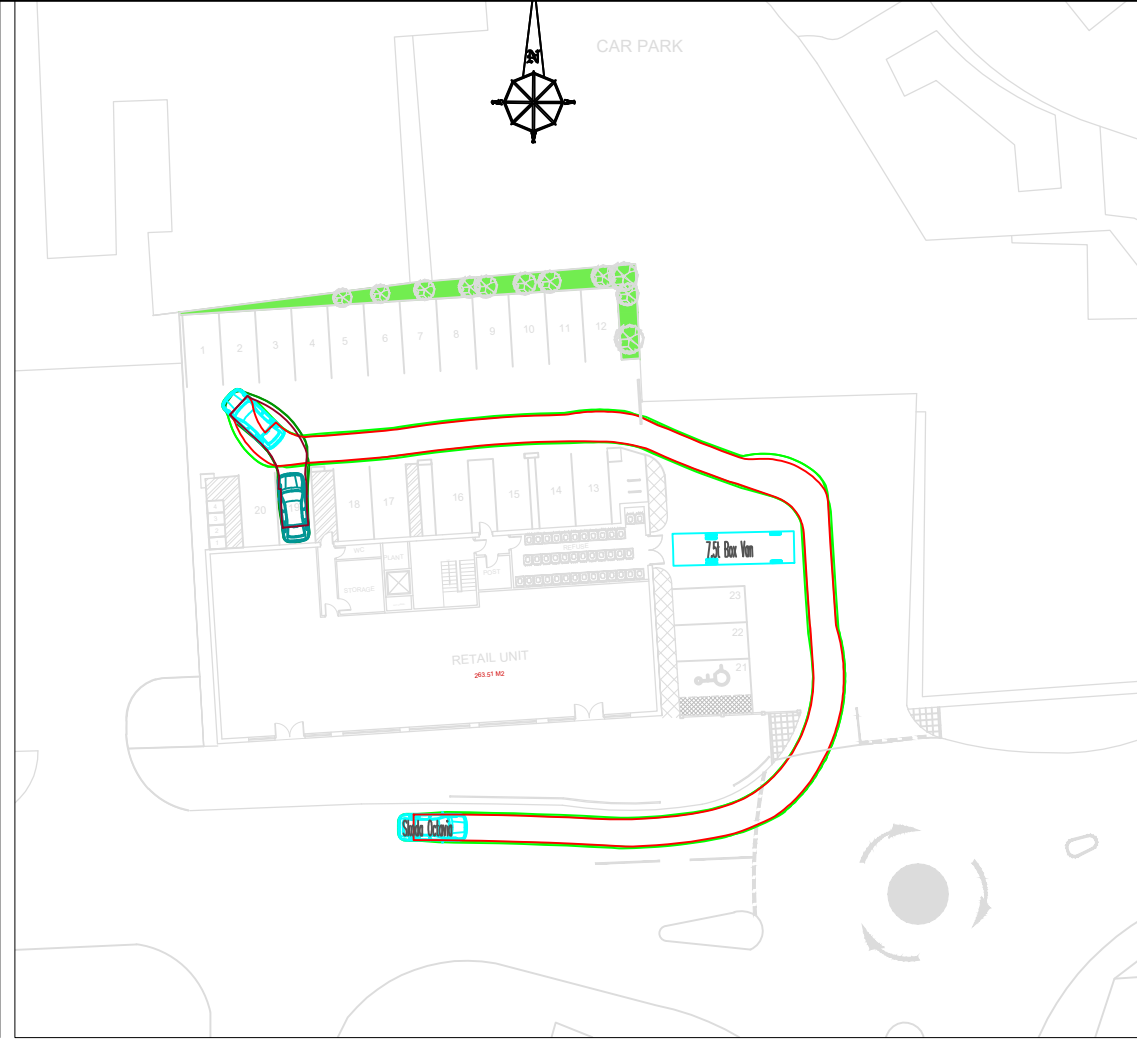
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SCALE:	1/500 @ A3	
DRAWN BY:	D.D.	
DATE:	08/02/21	
REV:	H	
MICHIGAN HOUSE, 17-19 CHORLEY NEW ROAD, BOLTON, BL1 4QR		
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APPENDIX B

A3
ORIGINAL
PLOT SIZE



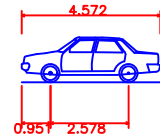
INDICATIVE



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NOTES:



Skoda Octavia
Overall Length 4.572m
Overall Width 1.769m
Overall Body Height 1.488m
Min Body Ground Clearance 0.249m
Max Track Width 1.713m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.100m

A	06/04/23	Revised site layout	SMK		SMK
Rev	Date	Details	Drawn by	Checked by	Approved by

Bristol
Cambridge
London
Oxford
Welwyn Garden City



1 Giltspur Street
London
EC1A 9DD
020 7119 1155
www.tpa.uk.com

CLIENT:

SIMON EISENBERG

PROJECT:

121-131 BELL LANE,
BURY

TITLE:

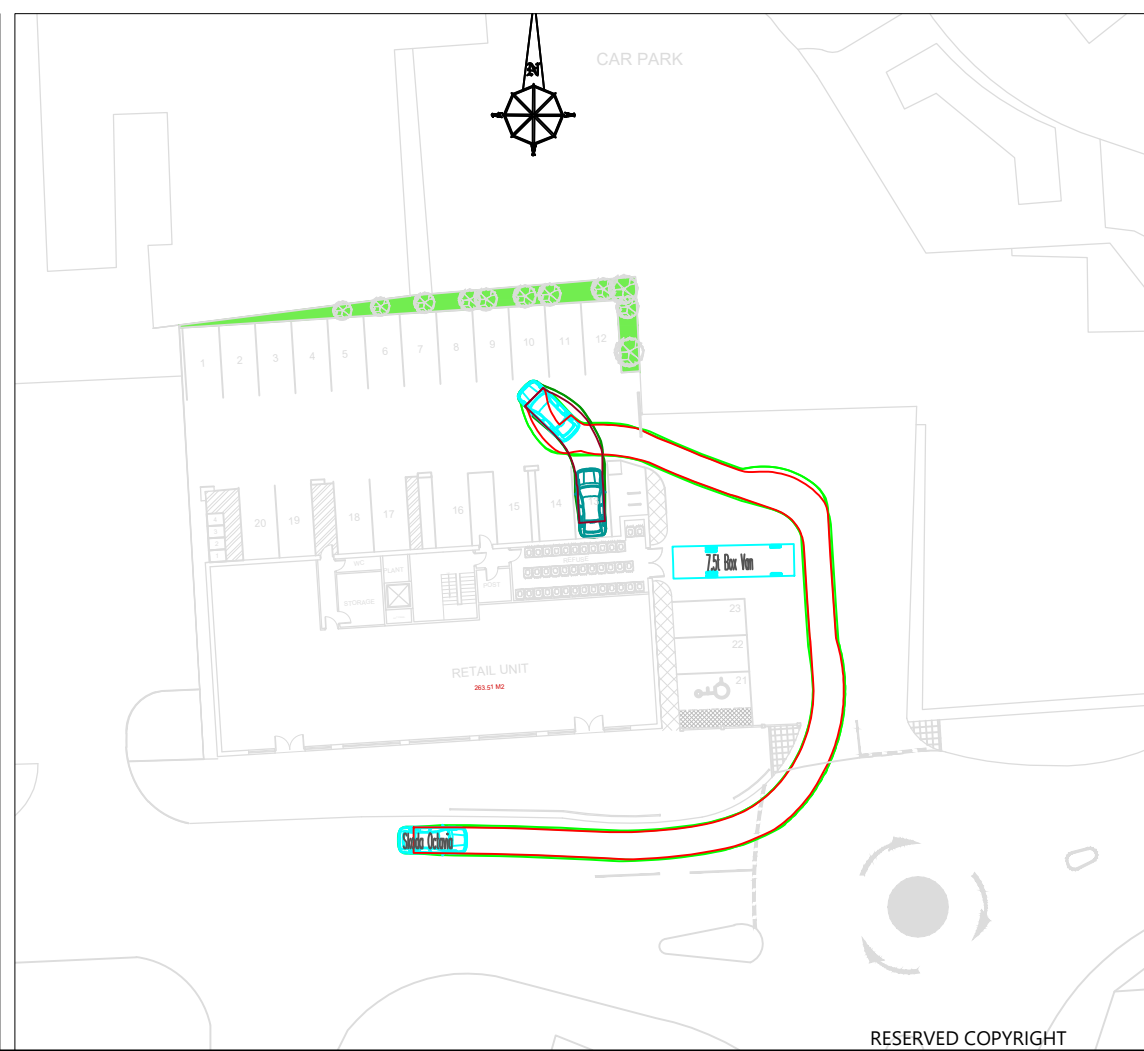
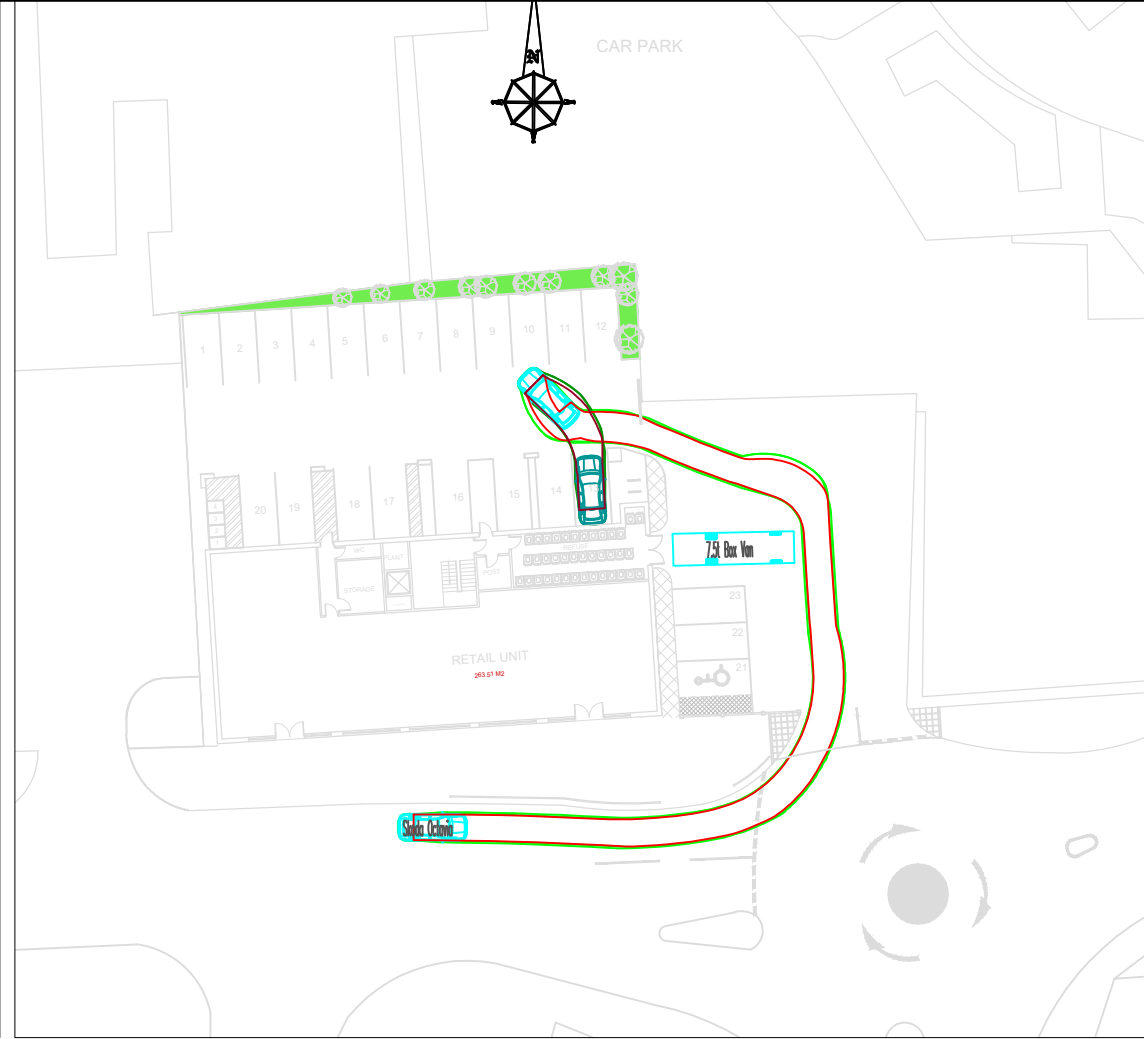
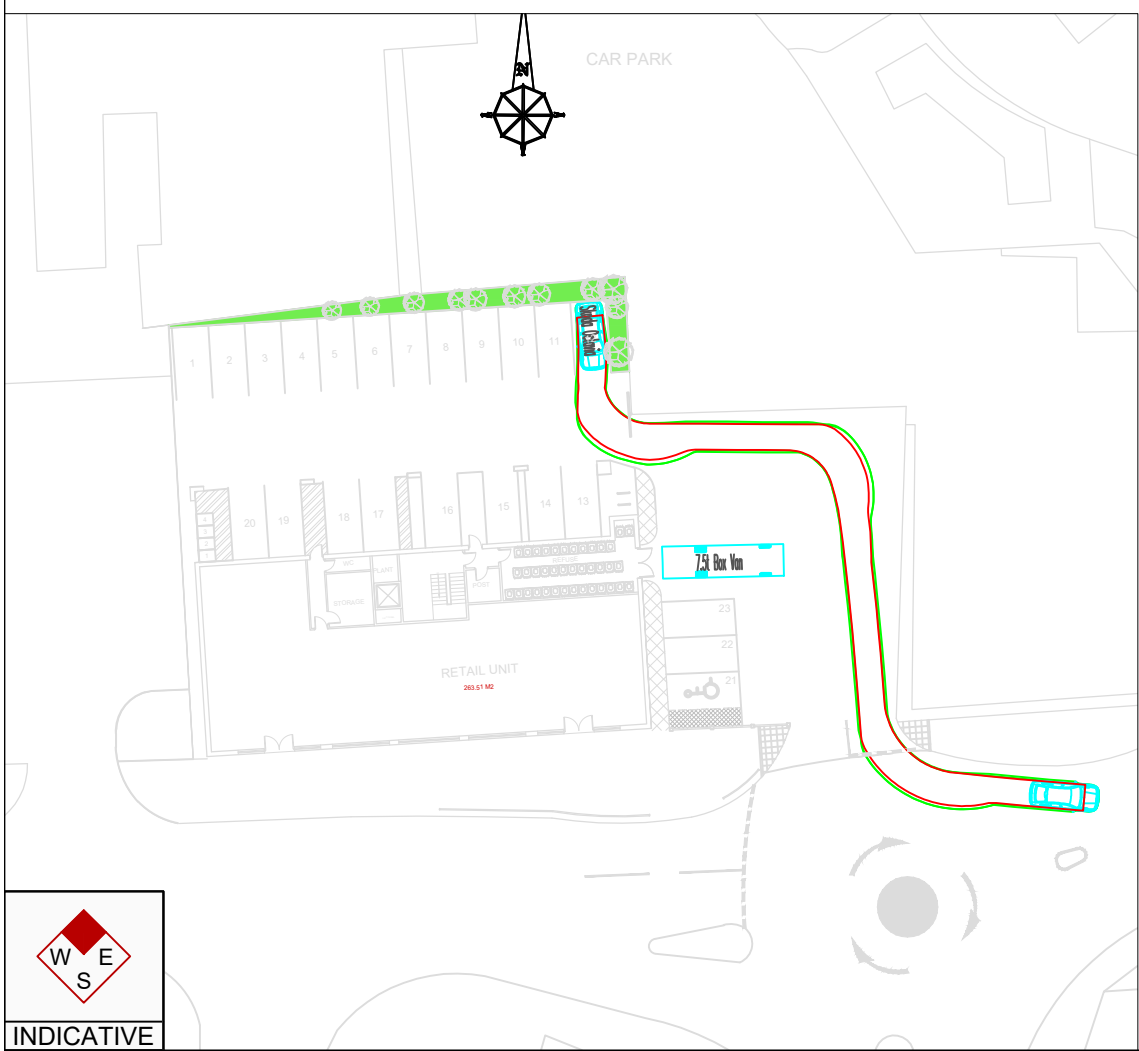
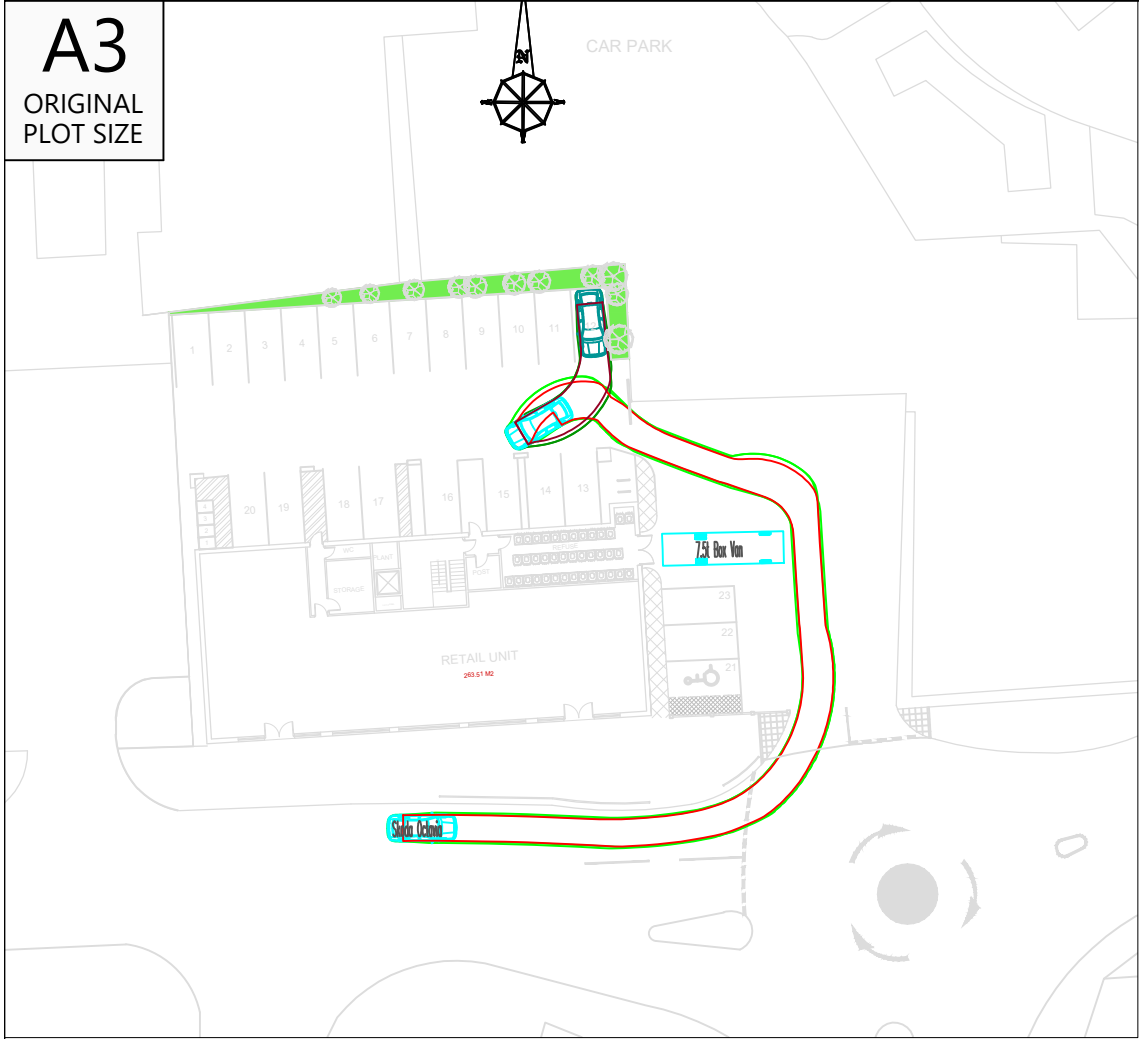
SWEPT PATH ANALYSIS OF A
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STATUS:

FOR INFORMATION

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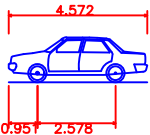
A3
ORIGINAL
PLOT SIZE



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NOTES:



Skoda Octavia
Overall Length 4.572m
Overall Width 1.769m
Overall Body Height 1.488m
Min Body Ground Clearance 0.249m
Max Track Width 1.713m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.100m

A	06/04/23	Revised site layout	SMK		SMK
Rev	Date	Details	Drawn by	Checked by	Approved by

Bristol
Cambridge
London
Oxford
Welwyn Garden City



1 Giltspur Street
London
EC1A 9DD
020 7119 1155
www.tpa.uk.com

CLIENT:

SIMON EISENBERG

PROJECT:

121-131 BELL LANE,
BURY

TITLE:

SWEPT PATH ANALYSIS OF A
SKODA OCTAVIA

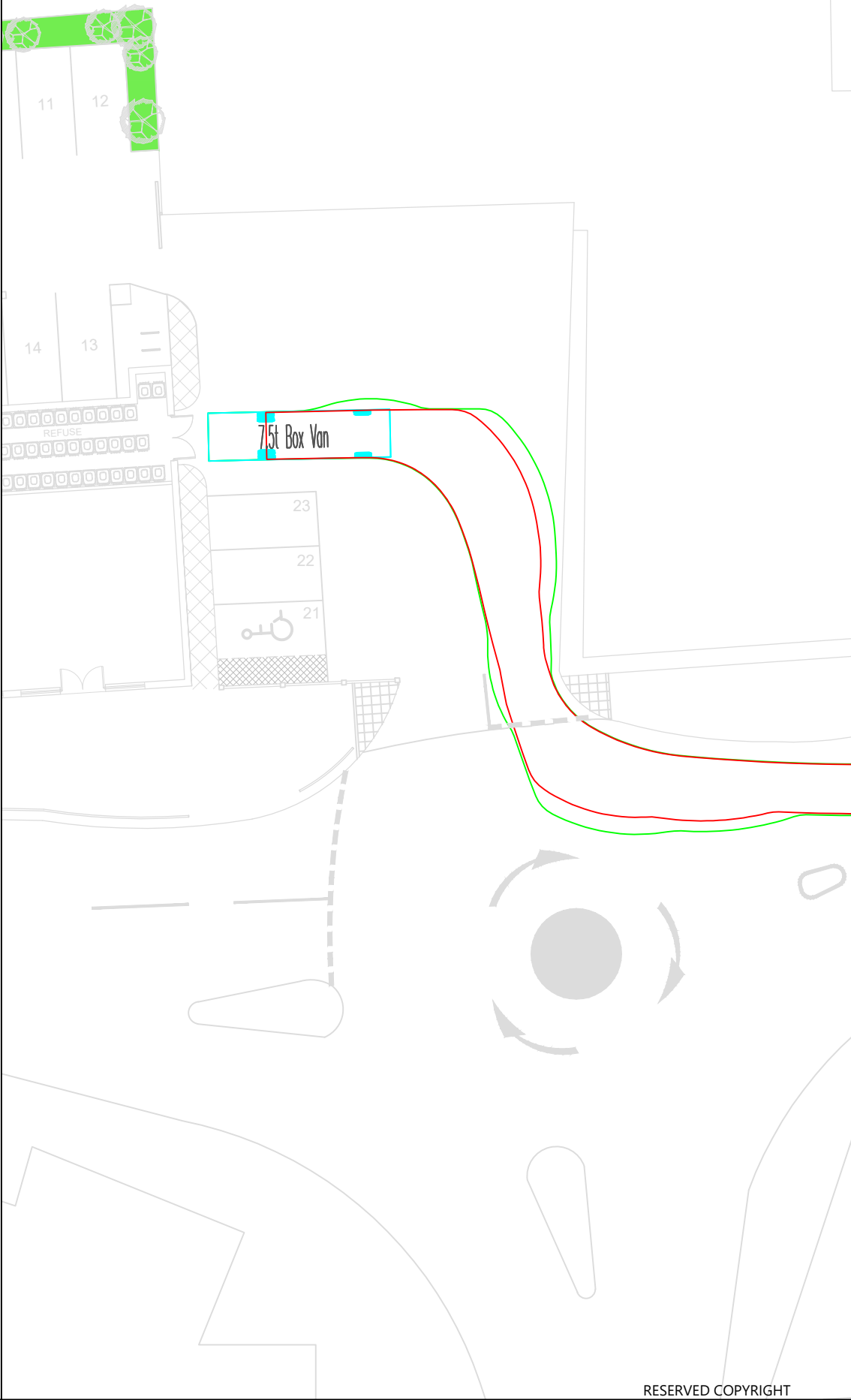
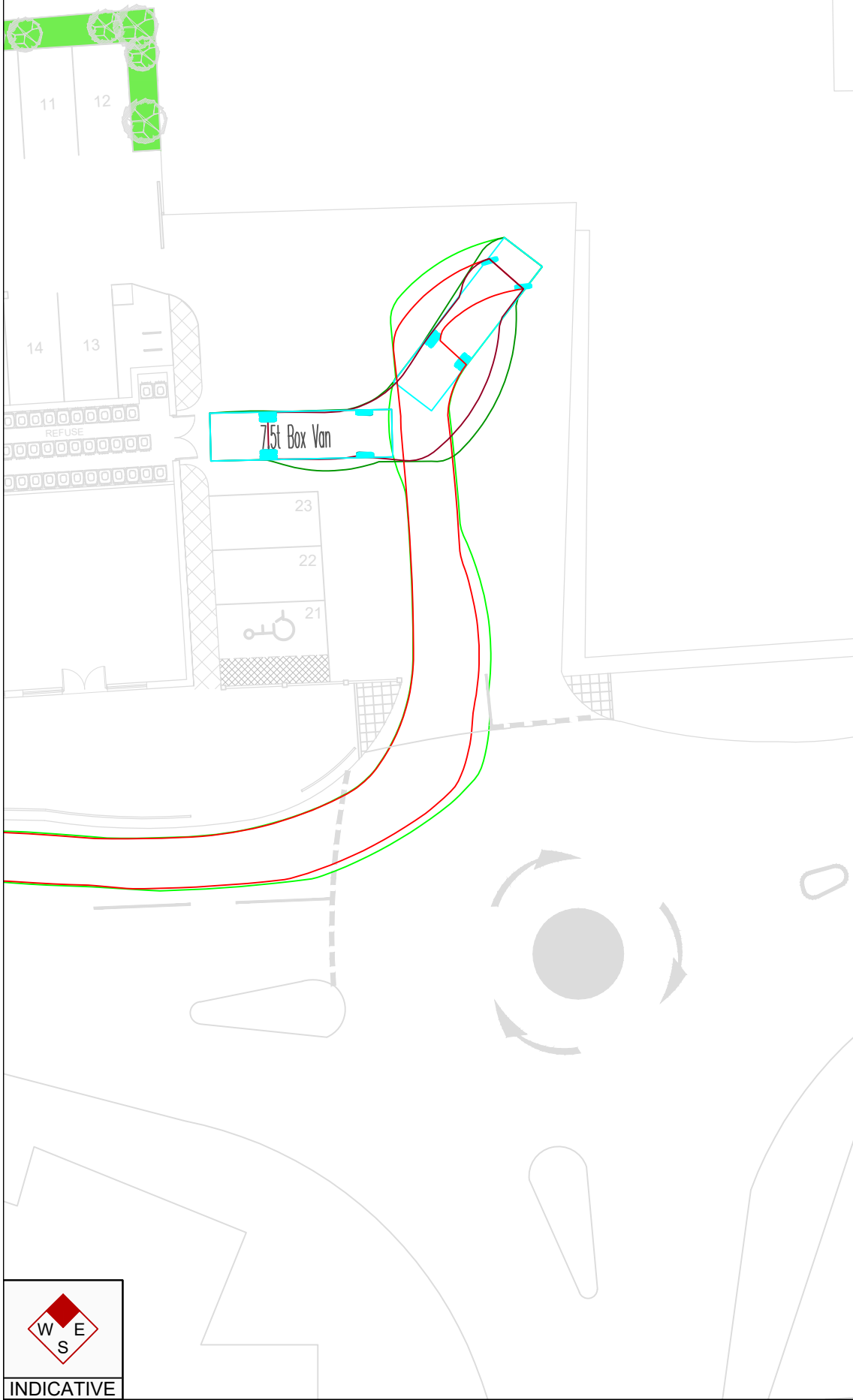
STATUS:

FOR INFORMATION

SCALE: 1:500	DATE: 29/03/23	DRAWN: SMK	CHECKED: DE	APPROVED: SMK
JOB NO: 2107-036	DRAWING NO: SP06	REVISION: A		

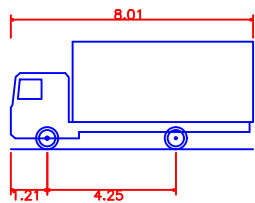
APPENDIX C

A3
ORIGINAL
PLOT SIZE



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NOTES:



7.5t Box Van
Overall Length 8.010m
Overall Width 2.100m
Overall Body Height 3.556m
Min Body Ground Clearance 0.351m
Track Width 2.064m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.400m

A	06/04/23	Revised site layout	SMK		SMK
Rev	Date	Details	Drawn by	Checked by	Approved by

Bristol
Cambridge
London
Oxford
Welwyn Garden City



1 Giltspur Street
London
EC1A 9DD
020 7119 1155
www.tpa.uk.com

CLIENT:

SIMON EISENBERG

PROJECT:

121-131 BELL LANE,
BURY

TITLE:

SWEPT PATH ANALYSIS OF A
DELIVERY VEHICLE

STATUS:

FOR INFORMATION

SCALE: 1:250	DATE: 29/03/23	DRAWN: SMK	CHECKED: DE	APPROVED: SMK
JOB NO: 2107-036	DRAWING NO: SP04	REVISION: A		



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APPENDIX D

Calculation Reference: AUDIT-219602-210810-0836

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : L - BUILDER'S MERCHANTS
 TOTAL VEHICLES

Selected regions and areas:

05 EAST MIDLANDS
 LN LINCOLNSHIRE 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: 12966 to 12966 (units: sqm)
 Range Selected by User: 600 to 12966 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 11/06/13

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

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 undertaken using machines.

Selected Locations:

Edge of Town 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:

Commercial 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:

E(a) 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 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

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.

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 LN-01-L-02 JACKSON BUILDING CENTRE LINCOLNSHIRE
SOUTH PARADE
GRANTHAM

Edge of Town Centre
Commercial Zone
Total Gross floor area: 13051 sqm
Survey date: TUESDAY 11/06/13 Survey Type: MANUAL

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

TRIP RATE for Land Use 01 - RETAIL/L - BUILDER'S MERCHANTS
TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	12966	0.069	1	12966	0.000	1	12966	0.069
07:00 - 08:00	1	12966	0.285	1	12966	0.216	1	12966	0.501
08:00 - 09:00	1	12966	0.393	1	12966	0.278	1	12966	0.671
09:00 - 10:00	1	12966	0.270	1	12966	0.270	1	12966	0.540
10:00 - 11:00	1	12966	0.347	1	12966	0.293	1	12966	0.640
11:00 - 12:00	1	12966	0.324	1	12966	0.308	1	12966	0.632
12:00 - 13:00	1	12966	0.285	1	12966	0.324	1	12966	0.609
13:00 - 14:00	1	12966	0.255	1	12966	0.270	1	12966	0.525
14:00 - 15:00	1	12966	0.270	1	12966	0.308	1	12966	0.578
15:00 - 16:00	1	12966	0.231	1	12966	0.255	1	12966	0.486
16:00 - 17:00	1	12966	0.139	1	12966	0.285	1	12966	0.424
17:00 - 18:00	1	12966	0.008	1	12966	0.062	1	12966	0.070
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:			2.876			2.869			5.745

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:	12966 - 12966 (units: sqm)
Survey date range:	01/01/13 - 11/06/13
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

APPENDIX E

Calculation Reference: AUDIT-219602-210810-0838

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	3 days
	ES EAST SUSSEX	1 days
	EX ESSEX	2 days
	HC HAMPSHIRE	1 days
	HF HERTFORDSHIRE	1 days
03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	2 days
	SF SUFFOLK	3 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LE LEICESTERSHIRE	1 days
	NT NOTTINGHAMSHIRE	2 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	2 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: No of Dwellings
Actual Range: 6 to 184 (units:)
Range Selected by User: 6 to 215 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 16/10/20

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

Selected survey days:

Monday	4 days
Tuesday	11 days
Wednesday	4 days
Thursday	3 days
Friday	3 days

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

Selected survey types:

Manual count	25 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

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:

Development Zone	2
Residential Zone	14
Built-Up Zone	5
No Sub Category	4

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

Secondary Filtering selection:

Use Class:

C3	25 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	2 days
10,001 to 15,000	3 days
15,001 to 20,000	1 days
20,001 to 25,000	6 days
25,001 to 50,000	11 days
50,001 to 100,000	2 days

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	6 days
125,001 to 250,000	8 days
250,001 to 500,000	8 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	9 days
1.1 to 1.5	15 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	2 days
No	23 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	25 days
-----------------	---------

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

1	BD-03-C-01	BLOCKS OF FLATS	BEDFORDSHIRE
	WING ROAD		
	LEIGHTON BUZZARD		
	LINSLADE		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	175	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
2	BD-03-C-02	BLOCKS OF FLATS	BEDFORDSHIRE
	STANBRIDGE ROAD		
	LEIGHTON BUZZARD		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	62	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
3	BD-03-C-03	BLOCKS OF FLATS	BEDFORDSHIRE
	COURT DRIVE		
	DUNSTABLE		
	Edge of Town Centre		
	No Sub Category		
	Total No of Dwellings:	146	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
4	CA-03-C-03	BLOCKS OF FLATS	CAMBRIDGESHIRE
	CROMWELL ROAD		
	CAMBRIDGE		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total No of Dwellings:	82	
	Survey date: MONDAY	18/09/17	Survey Type: MANUAL
5	CB-03-C-03	FLATS & BUNGALOWS	CUMBRIA
	LOUND STREET		
	KENDAL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	33	
	Survey date: MONDAY	09/06/14	Survey Type: MANUAL
6	DC-03-C-02	FLATS IN BLOCKS	DORSET
	PALM COURT		
	WEYMOUTH		
	SPA ROAD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	14	
	Survey date: FRIDAY	28/03/14	Survey Type: MANUAL
7	DS-03-C-03	BLOCKS OF FLATS	DERBYSHIRE
	CAESAR STREET		
	DERBY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	30	
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL
8	DV-03-C-01	BLOCK OF FLATS	DEVON
	BONHAY ROAD		
	EXETER		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	27	
	Survey date: MONDAY	10/07/17	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	ES-03-C-01	BLOCK OF FLATS	EAST SUSSEX
	OLD SHOREHAM RD		
	BRIGHTON		
	HOVE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	71	
	Survey date: TUESDAY	26/09/17	Survey Type: MANUAL
10	EX-03-C-01	FLATS	ESSEX
	WESTCLIFF PARADE		
	SOUTHEND-ON-SEA		
	WESTCLIFF		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	6	
	Survey date: TUESDAY	22/10/13	Survey Type: MANUAL
11	EX-03-C-02	BLOCK OF FLATS	ESSEX
	WESTCLIFF PARADE		
	SOUTHEND-ON-SEA		
	WESTCLIFF		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	94	
	Survey date: TUESDAY	22/10/13	Survey Type: MANUAL
12	HC-03-C-01	BLOCKS OF FLATS	HAMPSHIRE
	CROSS STREET		
	PORTSMOUTH		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	90	
	Survey date: TUESDAY	05/06/18	Survey Type: MANUAL
13	HF-03-C-03	BLOCK OF FLATS	HERTFORDSHIRE
	SHENLEY ROAD		
	BOREHAMWOOD		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	91	
	Survey date: THURSDAY	14/11/19	Survey Type: MANUAL
14	LE-03-C-01	BLOCK OF FLATS	LEICESTERSHIRE
	NEW STREET		
	LEICESTER		
	OADBY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	19	
	Survey date: FRIDAY	16/10/20	Survey Type: MANUAL
15	MS-03-C-02	BLOCKS OF FLATS	MERSEYSIDE
	SOUTH FERRY QUAY		
	LIVERPOOL		
	BRUNSWICK DOCK		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total No of Dwellings:	184	
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

16	MS-03-C-03 MARINERS WHARF LIVERPOOL QUEENS DOCK Suburban Area (PPS6 Out of Centre) Development Zone Total No of Dwellings: 9 Survey date: TUESDAY 13/11/18	BLOCK OF FLATS	MERSEYSIDE	Survey Type: MANUAL
17	NF-03-C-01 PAGE STAIR LANE KING'S LYNN Edge of Town Centre Built-Up Zone Total No of Dwellings: 51 Survey date: THURSDAY 11/12/14	BLOCKS OF FLATS	NORFOLK	Survey Type: MANUAL
18	NF-03-C-02 HALL ROAD NORWICH LAKENHAM Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 82 Survey date: MONDAY 18/11/19	MIXED FLATS & HOUSES	NORFOLK	Survey Type: MANUAL
19	NT-03-C-01 LAWRENCE WAY NOTTINGHAM Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings: 56 Survey date: TUESDAY 08/11/16	HOUSES (SPLIT INTO FLATS)	NOTTINGHAMSHIRE	Survey Type: MANUAL
20	NT-03-C-02 CASTLE MARINA ROAD NOTTINGHAM Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings: 135 Survey date: WEDNESDAY 09/11/16	HOUSES (SPLIT INTO FLATS)	NOTTINGHAMSHIRE	Survey Type: MANUAL
21	SF-03-C-01 STATION HILL BURY ST EDMUNDS Edge of Town Centre Built-Up Zone Total No of Dwellings: 85 Survey date: THURSDAY 18/12/14	BLOCKS OF FLATS	SUFFOLK	Survey Type: MANUAL
22	SF-03-C-03 TOLLGATE LANE BURY ST EDMUNDS Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 30 Survey date: WEDNESDAY 03/12/14	BLOCKS OF FLATS	SUFFOLK	Survey Type: MANUAL
23	SF-03-C-04 SAINT MARY'S ROAD IPSWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 56 Survey date: WEDNESDAY 16/09/20	BLOCKS OF FLATS	SUFFOLK	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

24	SY-03-C-01 HEELIS STREET BARNSELY	BLOCKS OF FLATS		SOUTH YORKSHIRE
	Edge of Town Centre Built-Up Zone			
	Total No of Dwellings:	112		
	Survey date: TUESDAY	08/09/20	Survey Type: MANUAL	
25	WM-03-C-04 GILLQUART WAY COVENTRY PARKSIDE	BLOCKS OF FLATS		WEST MIDLANDS
	Edge of Town Centre Residential Zone			
	Total No of Dwellings:	55		
	Survey date: FRIDAY	11/11/16	Survey Type: MANUAL	

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	25	72	0.045	25	72	0.140	25	72	0.185
08:00 - 09:00	25	72	0.053	25	72	0.172	25	72	0.225
09:00 - 10:00	25	72	0.066	25	72	0.087	25	72	0.153
10:00 - 11:00	25	72	0.064	25	72	0.082	25	72	0.146
11:00 - 12:00	25	72	0.067	25	72	0.075	25	72	0.142
12:00 - 13:00	25	72	0.089	25	72	0.086	25	72	0.175
13:00 - 14:00	25	72	0.068	25	72	0.081	25	72	0.149
14:00 - 15:00	25	72	0.071	25	72	0.075	25	72	0.146
15:00 - 16:00	25	72	0.091	25	72	0.062	25	72	0.153
16:00 - 17:00	25	72	0.114	25	72	0.074	25	72	0.188
17:00 - 18:00	25	72	0.156	25	72	0.080	25	72	0.236
18:00 - 19:00	25	72	0.158	25	72	0.087	25	72	0.245
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.042			1.101			2.143

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: 6 - 184 (units:)
 Survey date range: 01/01/13 - 16/10/20
 Number of weekdays (Monday-Friday): 25
 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.

APPENDIX F

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD

Licence No: 219602

Filtering Summary

Land Use	01/O	RETAIL/CONVENIENCE STORE
Selected Trip Rate Calculation Parameter Range	70-1056 sqm GFA	
Actual Trip Rate Calculation Parameter Range	204-400 sqm GFA	
Date Range	Minimum: 01/01/15	Maximum: 29/09/22
Parking Spaces Range	All Surveys Included	
Days of the week selected	Monday	1
	Wednesday	1
	Thursday	1
	Saturday	1
Main Location Types selected	Town Centre	1
	Edge of Town Centre	1
	Suburban Area (PPS6 Out of Centre)	2
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	3 - Selected
	Servicing vehicles Excluded	4 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	10,001 to 15,000	1
	25,001 to 50,000	3
Population <5 Mile ranges selected	5,001 to 25,000	1
	75,001 to 100,000	1
	250,001 to 500,000	1
	500,001 or More	1
Car Ownership <5 Mile ranges selected	0.6 to 1.0	2
	1.1 to 1.5	2
PTAL Rating	No PTAL Present	4

Calculation Reference: AUDIT-219602-230406-0442

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : O - CONVENIENCE STORE
TOTAL VEHICLES

Selected regions and areas:

05	EAST MIDLANDS	
	DY DERBY	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	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: 204 to 400 (units: sqm)
 Range Selected by User: 70 to 1056 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 29/09/22

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

Selected survey days:

Monday	1 days
Wednesday	1 days
Thursday	1 days
Saturday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Residential Zone	1
Built-Up 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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	3 days - Selected
Servicing vehicles Excluded	4 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	1 days
E(a)	3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 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:

10,001 to 15,000	1 days
25,001 to 50,000	3 days

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

Population within 5 miles:

5,001 to 25,000	1 days
75,001 to 100,000	1 days
250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	2 days

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

Petrol filling station:

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

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

Travel Plan:

No	4 days
----	--------

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

PTAL Rating:

No PTAL Present	4 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

Site(1):	CB-01-O-01	Gross floor area:	300 sqm
Development Name:	CO-OPERATIVE	Retail floor area:	175 sqm
Location:	CARLISLE		
Postcode:	CA2 5EN	No of Employees:	15
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	25/06/16
Sub-Location Type:	Built-Up Zone	Survey Day:	Saturday
PTAL:	n/a	Parking Spaces:	
Site(2):	DY-01-O-01	Gross floor area:	204 sqm
Development Name:	SAINSBURY'S LOCAL	Retail floor area:	132 sqm
Location:	DERBY		
Postcode:	DE1 3LS	No of Employees:	19
Main Location Type:	Edge of Town Centre	Survey Date:	25/09/19
Sub-Location Type:	Built-Up Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	
Site(3):	MS-01-O-02	Gross floor area:	400 sqm
Development Name:	TESCO EXPRESS	Retail floor area:	300 sqm
Location:	LIVERPOOL		
Postcode:	L3 5GH	No of Employees:	
Main Location Type:	Town Centre	Survey Date:	07/04/22
Sub-Location Type:	Built-Up Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	
Site(4):	NY-01-O-03	Gross floor area:	305 sqm
Development Name:	CO-OPERATIVE	Retail floor area:	155 sqm
Location:	NORTHALLERTON		
Postcode:	DL6 1JZ	No of Employees:	14
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	19/09/16
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
NF-01-O-03	parking provision
SD-01-O-01	parking provision
TW-01-O-02	parking provision

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	302	0.497	2	302	0.000	2	302	0.497
06:00 - 07:00	3	303	3.960	3	303	3.960	3	303	7.920
07:00 - 08:00	4	302	4.797	4	302	4.632	4	302	9.429
08:00 - 09:00	4	302	5.294	4	302	4.632	4	302	9.926
09:00 - 10:00	4	302	3.970	4	302	4.136	4	302	8.106
10:00 - 11:00	4	302	3.888	4	302	3.722	4	302	7.610
11:00 - 12:00	4	302	3.557	4	302	3.474	4	302	7.031
12:00 - 13:00	4	302	4.301	4	302	3.970	4	302	8.271
13:00 - 14:00	4	302	4.136	4	302	3.722	4	302	7.858
14:00 - 15:00	4	302	4.136	4	302	4.136	4	302	8.272
15:00 - 16:00	4	302	4.301	4	302	4.301	4	302	8.602
16:00 - 17:00	4	302	4.384	4	302	4.384	4	302	8.768
17:00 - 18:00	4	302	5.707	4	302	6.700	4	302	12.407
18:00 - 19:00	4	302	4.880	4	302	4.715	4	302	9.595
19:00 - 20:00	4	302	5.873	4	302	5.376	4	302	11.249
20:00 - 21:00	4	302	3.970	4	302	4.549	4	302	8.519
21:00 - 22:00	4	302	3.226	4	302	3.805	4	302	7.031
22:00 - 23:00	2	302	2.649	2	302	2.649	2	302	5.298
23:00 - 24:00	2	302	0.662	2	302	1.159	2	302	1.821
Total Rates:			74.188			74.022			148.210

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: 204 - 400 (units: sqm)
 Survey date range: 01/01/15 - 29/09/22
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 1
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 3

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	302	0.000	2	302	0.000	2	302	0.000
06:00 - 07:00	3	303	0.000	3	303	0.000	3	303	0.000
07:00 - 08:00	4	302	0.083	4	302	0.083	4	302	0.166
08:00 - 09:00	4	302	0.083	4	302	0.000	4	302	0.083
09:00 - 10:00	4	302	0.083	4	302	0.165	4	302	0.248
10:00 - 11:00	4	302	0.165	4	302	0.083	4	302	0.248
11:00 - 12:00	4	302	0.165	4	302	0.248	4	302	0.413
12:00 - 13:00	4	302	0.000	4	302	0.000	4	302	0.000
13:00 - 14:00	4	302	0.331	4	302	0.331	4	302	0.662
14:00 - 15:00	4	302	0.083	4	302	0.083	4	302	0.166
15:00 - 16:00	4	302	0.165	4	302	0.165	4	302	0.330
16:00 - 17:00	4	302	0.165	4	302	0.165	4	302	0.330
17:00 - 18:00	4	302	0.083	4	302	0.083	4	302	0.166
18:00 - 19:00	4	302	0.000	4	302	0.000	4	302	0.000
19:00 - 20:00	4	302	0.000	4	302	0.000	4	302	0.000
20:00 - 21:00	4	302	0.331	4	302	0.331	4	302	0.662
21:00 - 22:00	4	302	0.083	4	302	0.083	4	302	0.166
22:00 - 23:00	2	302	0.497	2	302	0.497	2	302	0.994
23:00 - 24:00	2	302	0.000	2	302	0.000	2	302	0.000
Total Rates:			2.317			2.317			4.634

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/O - CONVENIENCE STORE
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	2	302	0.000	2	302	0.000	2	302	0.000
06:00 - 07:00	3	303	0.000	3	303	0.000	3	303	0.000
07:00 - 08:00	4	302	0.331	4	302	0.331	4	302	0.662
08:00 - 09:00	4	302	0.331	4	302	0.248	4	302	0.579
09:00 - 10:00	4	302	0.083	4	302	0.165	4	302	0.248
10:00 - 11:00	4	302	0.083	4	302	0.083	4	302	0.166
11:00 - 12:00	4	302	0.000	4	302	0.000	4	302	0.000
12:00 - 13:00	4	302	0.000	4	302	0.000	4	302	0.000
13:00 - 14:00	4	302	0.000	4	302	0.000	4	302	0.000
14:00 - 15:00	4	302	0.000	4	302	0.000	4	302	0.000
15:00 - 16:00	4	302	0.083	4	302	0.083	4	302	0.166
16:00 - 17:00	4	302	0.000	4	302	0.000	4	302	0.000
17:00 - 18:00	4	302	0.000	4	302	0.000	4	302	0.000
18:00 - 19:00	4	302	0.000	4	302	0.000	4	302	0.000
19:00 - 20:00	4	302	0.000	4	302	0.000	4	302	0.000
20:00 - 21:00	4	302	0.000	4	302	0.000	4	302	0.000
21:00 - 22:00	4	302	0.000	4	302	0.000	4	302	0.000
22:00 - 23:00	2	302	0.000	2	302	0.000	2	302	0.000
23:00 - 24:00	2	302	0.000	2	302	0.000	2	302	0.000
Total Rates:			0.911			0.910			1.821

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/O - CONVENIENCE STORE
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	2	302	0.000	2	302	0.000	2	302	0.000
06:00 - 07:00	3	303	0.440	3	303	0.330	3	303	0.770
07:00 - 08:00	4	302	0.414	4	302	0.414	4	302	0.828
08:00 - 09:00	4	302	0.000	4	302	0.000	4	302	0.000
09:00 - 10:00	4	302	0.414	4	302	0.414	4	302	0.828
10:00 - 11:00	4	302	0.083	4	302	0.083	4	302	0.166
11:00 - 12:00	4	302	0.248	4	302	0.248	4	302	0.496
12:00 - 13:00	4	302	0.083	4	302	0.165	4	302	0.248
13:00 - 14:00	4	302	0.000	4	302	0.000	4	302	0.000
14:00 - 15:00	4	302	0.083	4	302	0.083	4	302	0.166
15:00 - 16:00	4	302	0.165	4	302	0.165	4	302	0.330
16:00 - 17:00	4	302	0.662	4	302	0.662	4	302	1.324
17:00 - 18:00	4	302	0.414	4	302	0.414	4	302	0.828
18:00 - 19:00	4	302	0.496	4	302	0.414	4	302	0.910
19:00 - 20:00	4	302	0.083	4	302	0.165	4	302	0.248
20:00 - 21:00	4	302	0.248	4	302	0.248	4	302	0.496
21:00 - 22:00	4	302	0.000	4	302	0.000	4	302	0.000
22:00 - 23:00	2	302	0.166	2	302	0.166	2	302	0.332
23:00 - 24:00	2	302	0.000	2	302	0.000	2	302	0.000
Total Rates:			3.999			3.971			7.970

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/O - CONVENIENCE STORE
 CARS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	302	0.331	2	302	0.000	2	302	0.331
06:00 - 07:00	3	303	2.310	3	303	2.310	3	303	4.620
07:00 - 08:00	4	302	2.730	4	302	2.564	4	302	5.294
08:00 - 09:00	4	302	4.301	4	302	3.722	4	302	8.023
09:00 - 10:00	4	302	3.639	4	302	3.639	4	302	7.278
10:00 - 11:00	4	302	3.226	4	302	3.143	4	302	6.369
11:00 - 12:00	4	302	2.978	4	302	2.812	4	302	5.790
12:00 - 13:00	4	302	3.805	4	302	3.474	4	302	7.279
13:00 - 14:00	4	302	3.391	4	302	2.978	4	302	6.369
14:00 - 15:00	4	302	3.639	4	302	3.639	4	302	7.278
15:00 - 16:00	4	302	3.970	4	302	3.970	4	302	7.940
16:00 - 17:00	4	302	3.888	4	302	3.970	4	302	7.858
17:00 - 18:00	4	302	5.045	4	302	5.955	4	302	11.000
18:00 - 19:00	4	302	4.715	4	302	4.549	4	302	9.264
19:00 - 20:00	4	302	5.790	4	302	5.294	4	302	11.084
20:00 - 21:00	4	302	3.309	4	302	3.888	4	302	7.197
21:00 - 22:00	4	302	2.978	4	302	3.557	4	302	6.535
22:00 - 23:00	2	302	2.152	2	302	2.152	2	302	4.304
23:00 - 24:00	2	302	0.662	2	302	1.159	2	302	1.821
Total Rates:			62.859			62.775			125.634

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/O - CONVENIENCE STORE
 LGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	302	0.166	2	302	0.000	2	302	0.166
06:00 - 07:00	3	303	1.650	3	303	1.650	3	303	3.300
07:00 - 08:00	4	302	1.654	4	302	1.654	4	302	3.308
08:00 - 09:00	4	302	0.579	4	302	0.662	4	302	1.241
09:00 - 10:00	4	302	0.165	4	302	0.165	4	302	0.330
10:00 - 11:00	4	302	0.414	4	302	0.414	4	302	0.828
11:00 - 12:00	4	302	0.331	4	302	0.331	4	302	0.662
12:00 - 13:00	4	302	0.331	4	302	0.331	4	302	0.662
13:00 - 14:00	4	302	0.414	4	302	0.414	4	302	0.828
14:00 - 15:00	4	302	0.331	4	302	0.331	4	302	0.662
15:00 - 16:00	4	302	0.083	4	302	0.083	4	302	0.166
16:00 - 17:00	4	302	0.165	4	302	0.165	4	302	0.330
17:00 - 18:00	4	302	0.579	4	302	0.579	4	302	1.158
18:00 - 19:00	4	302	0.165	4	302	0.165	4	302	0.330
19:00 - 20:00	4	302	0.083	4	302	0.083	4	302	0.166
20:00 - 21:00	4	302	0.331	4	302	0.331	4	302	0.662
21:00 - 22:00	4	302	0.083	4	302	0.083	4	302	0.166
22:00 - 23:00	2	302	0.000	2	302	0.000	2	302	0.000
23:00 - 24:00	2	302	0.000	2	302	0.000	2	302	0.000
Total Rates:			7.524			7.441			14.965

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD

Licence No: 219602

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

MOTOR CYCLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	302	0.000	2	302	0.000	2	302	0.000
06:00 - 07:00	3	303	0.000	3	303	0.000	3	303	0.000
07:00 - 08:00	4	302	0.000	4	302	0.000	4	302	0.000
08:00 - 09:00	4	302	0.000	4	302	0.000	4	302	0.000
09:00 - 10:00	4	302	0.000	4	302	0.000	4	302	0.000
10:00 - 11:00	4	302	0.000	4	302	0.000	4	302	0.000
11:00 - 12:00	4	302	0.083	4	302	0.083	4	302	0.166
12:00 - 13:00	4	302	0.165	4	302	0.165	4	302	0.330
13:00 - 14:00	4	302	0.000	4	302	0.000	4	302	0.000
14:00 - 15:00	4	302	0.083	4	302	0.083	4	302	0.166
15:00 - 16:00	4	302	0.000	4	302	0.000	4	302	0.000
16:00 - 17:00	4	302	0.165	4	302	0.083	4	302	0.248
17:00 - 18:00	4	302	0.000	4	302	0.083	4	302	0.083
18:00 - 19:00	4	302	0.000	4	302	0.000	4	302	0.000
19:00 - 20:00	4	302	0.000	4	302	0.000	4	302	0.000
20:00 - 21:00	4	302	0.000	4	302	0.000	4	302	0.000
21:00 - 22:00	4	302	0.083	4	302	0.083	4	302	0.166
22:00 - 23:00	2	302	0.000	2	302	0.000	2	302	0.000
23:00 - 24:00	2	302	0.000	2	302	0.000	2	302	0.000
Total Rates:			0.579			0.580			1.159

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.