

PARKHILLS CAR CENTRE, BURY

FRAMEWORK TRAVEL PLAN

Curtins Ref: 088842-CUR-00-XX-T-TP-00002

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Client Name: Kingscrown Land and Commercial Limited

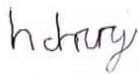
Client Address: Suites 11-14 Prudential Buildings
61 St Petersgate
Stockport
SK1 1DH

Site Address: Parkhills Rd
Manchester Rd
Bury
BL9 9AZ

Control Sheet

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P02	Planning	DJ	DJ	01 May 2026
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This report has been prepared for the sole benefit, use, and information for the client. The liability of Curtins with respect to the information contained in the report will not extend to any third party.

Reviewed	Signature	Date
Harrison Drury MCIHT Engtech Undergraduate Transport Planner		15 May 2026

Reviewed	Signature	Date
Danny Jones MPlan MCIHT MRTPI Transport Planning Director		15 May 2026

Authorised	Signature	Date
Danny Jones MPlan MCIHT MRTPI Transport Planning Director		15 May 2026

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1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed by Kingscrown Land and Commercial Limited to provide traffic and transportation advice in relation to the proposed redevelopment of the existing Parkhills Car Centre, Bury.
- 1.1.2 The proposed commercial development comprises two commercial units, consisting of a Food Retail Unit (GIA 348 sqm) and a Drive - Thru unit (GIA 168 sqm), together with associated parking and servicing.
- 1.1.3 This FTP is accompanied by a Transport Statement (TS) (**Document Reference: 088842-CUR-XX-XX-T-TP-00001**) which has been prepared to assess the impacts of the proposed development on the surrounding highway network. The TS is provided in **Appendix A**.

1.2 What is a Travel Plan?

- 1.2.1 A Travel Plan is defined¹ as:

“A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed.”

- 1.2.2 A Travel Plan is designed to encourage people to choose alternative transport modes over single occupancy car use, and where possible reduce the need to travel at all.

1.3 Influencing Choices

- 1.3.1 A key aim of this Travel Plan is to influence individuals travel choices, and demonstrate how staff, visitors and individuals can reduce carbon emissions through changing travel patterns and behaviours. Curtins will demonstrate how operational carbon savings through travel plan initiatives can be implemented at this site.
- 1.3.2 A study conducted² has estimated that the potential impact on carbon emissions of a shift from driving to walking and cycling revealed the following:

“Research shows that walking or cycling can realistically substitute for 41% of short car trips, saving nearly 5% of CO₂e emissions from car travel. This is on top 5% of ‘avoided’ emissions from cars due to existing walking and cycling.”

¹ Department for Levelling Up, Housing and Communities (now MHCLG) (2024). National Planning Policy Framework [Online]. Available at <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

² Neves, Andre & Brand, Christian. (2018). Assessing the potential for carbon emissions savings from replacing short car trips with walking and cycling using a mixed GPS-travel diary approach. Transportation Research Part A Policy and Practice. 10.1016/j.tra.2018.08.022.

1.4 Purpose of the Travel Plan

- 1.4.1 The purpose of this Travel Plan is to provide various environmental, health, and social benefits for individuals and organisations accessing the proposed development and provide a high-level carbon saving estimate.

1.5 Travel Plan Initiatives

- 1.5.1 Taking into account the proposals and the accessibility of the site via walking, cycling and public transport, a series of measures and initiatives have been developed to encourage sustainable travel as part of the scheme.

1.6 Structure of the Report

- 1.6.1 Following this introductory section, **Section 2** of the report provides information on the development site and its location.
- 1.6.2 **Section 3** outlines the accessibility of the site by sustainable modes of transport.
- 1.6.3 The Travel Plan Initiatives are provided in **Section 4**.
- 1.6.4 **Section 5** outlines the strategy for Travel Plan Targets.
- 1.6.5 **Section 6** outlines the anticipated Carbon Savings
- 1.6.6 **Section 7** provides details on the monitoring and review process.

2.0 Travel Plan Initiatives

2.1 Travel Plan Initiatives

2.1.1 This section is intended to draw together the measures that will be implemented across the site to encourage travel by sustainable modes. They are predominantly aimed at staff and visitors of the proposed development.

Initiative	Actions
Information Pack	• A Travel Information Pack will be used to influence travel patterns for users accessing the site. • The information in the Travel Information Pack highlights the various travel options available to the site. • Contents could include various initiatives including: ○ Details of the Travel Plan Co-ordinator (TPC) ○ Literature on the health benefits of walking and cycling, and the environmental benefits of sustainable modes of transport; ○ Maps showing local walking / cycling routes; ○ Details of public transport services, including routes and timetables; and. ○ Details of local links / active travel routes available in the area, such as: https://beeactive.tfgm.com/its-your-move/bury/#iym-bury-schemes. • A Travel Information Pack is provided in Appendix B.
Encouraging Walking	• Walking is the most sustainable, and accessible mode of travel. Furthermore, 30 minutes of moderate activity for five or more times per week is likely to enhance an individual's health and fitness. • The following measures could be promoted to staff to utilise walking as a mode of transport: ○ Reiterate the health benefits that walking provides; ○ Provide clear signing of pedestrian routes in the vicinity of the site; ○ Promote walking routes website (https://gmwalking.co.uk/walking-routes/) and Living Streets' website with walking maps, information and tips; ○ Provide information of local pedestrian routes and footpaths; ○ Promote the www.walkit.com website for journey planning on foot;

Initiative	Actions
	○ Promote the journey planning websites that encourage walking on foot; and ○ Promote the https://www.plotaroute.com/ website for journey planning on foot.
Encouraging Cycling	• The following measures could be promoted to encourage staff and visitors to utilise cycling as a mode of transport: ○ Provide up to date information on the local cycle network routes made available in the local area, ○ Promote the availability of cycling information, including route maps and useful tips and tricks guidance, on the Sustrans website https://www.sustrans.org.uk/; ○ Local Cycle clubs (https://www.bury.gov.uk/health-and-wellbeing/cycle-for-health) to be invited to take part in Travel Plan promotional events to raise awareness; ○ Promotion of the Wheels for All cycling community (https://theburydirectory.co.uk/directory/wheels-for-all) ○ Promotion of events such as “National Bike Week”; ○ Promotion of the Bury Bike Hospital with free repairs, basic maintenance and adjustments to your bicycle - https://www.bury.gov.uk/local-leisure-events/public-parks/clarence-park/bury-bike-hospital
Encouraging Public Transport Use	• The following measures could be promoted in order to encourage staff and visitors to travel by public transport: ○ Distribute details of the https://www.traveline.info/ Journey Planning tool; ○ Provide links to up-to-date bus information, including timetables and route information in the welcome packs; ○ Advertise any promotions / discounts offered by public transport operators; ○ Limited time discounts could be provided in the previously disused welcome packs; and, ○ Promote the TFGM Journey planner tool - https://tfgm.com/plan-a-journey.

Initiative	Actions
Encouraging Car Sharing	• Car sharing is an effective measure of reducing carbon emissions and single occupancy car trips. Car sharing could be encouraged by implementing the following measures: ○ Raising awareness of car ownership costs, and highlight the social and economic benefits of car sharing. ○ Promoting the https://liftshare.com/uk website which matches people with other car sharers in their local area. ○ Promote Enterprise Car Club. Users would need to register and book the car appropriately through the website: www.enterprisecarclub.co.uk.

Table 2.1 – Travel Plan Initiatives

3.0 Initial Targets

3.1 Introduction

3.1.1 Target setting is an important part of any Travel Plan, providing a focus for the overall process and a measure against which the Travel Plan initiatives can be judged. This section sets out some example targets and provides an overview of the data that should be collected as part of future travel surveys to inform the Full Travel Plan once developed.

3.2 Initial Modal Split Targets

3.2.1 As the development has not yet been constructed, it is not possible to undertake any travel surveys and provide a definitive set of targets. Travel Plans rely on such surveys to provide a base level of modal split.

3.2.2 However, it is possible to utilise 2011 'journey to work' census data to provide an indication of existing travel patterns for the region (based on output area Bury 011). This is set out in **Table 3.1** below, alongside an example of potential targets. The targets have been grouped into the following approximate timescales:

- **Short Term Target** – to be achieved within 1-2 years from first occupation;
- **Medium Term Target** – to be achieved within 2 – 5 years from first occupation; and
- **Long Term Target** – to be achieved within 10 years from first occupation.

Example of Potential Targets					
Travel Mode	Existing Modal Split Percentage (Census Data)	Short Term Target Modal Shift Change	Medium Term Target Modal Shift Change	Long Term Target Modal Shift Change	Total Target Modal Shift Change
Car Driver	70%	-2%	-1.5%	-1.5%	-5%
Car Share	6%	+1%	-	-	+1%
Public Transport	12%	+0.5%	+0.5%	+0.5%	+1.5%
Cycle	1%	+0.5%	+0.5%	-	+1%
Foot	9%	+0.5%	+0.5%	+0.5%	+1.5%
Other	2%	-	-	-	-

Table 3.1 – Example of Potential Targets

3.2.3 The example modal split targets above aim for a 5% total reduction in single occupancy car trips, and a 5% total increase in trips by more sustainable modes such as public transport, walking and cycling.

3.2.4 Greater modal split shifts are expected towards public transport and walking/cycling trips over car sharing reflects the related sustainable travel enhancements to and throughout the site.

3.2.5 The targets are indicative only, and final targets will be decided following the receipt of the travel surveys. Surveys will be commissioned within three months of achieving 50% occupancy at the site.

3.3 Travel Plan Performance Indicators

3.3.1 In addition to the modal split targets, the following Travel Plan performance indicators could be considered in the Full Travel Plan depending on modal split results:

- Car trips per GFA – targets could be set on the basis of predicted trip rates for the development as generated by the TRICS assessment carried out in the accompanying Transport Statement, validated by traffic counts. TRICS is the industry recognised tool for calculating the anticipated future trip demand of a proposed development. The database contains multi-modal surveys of varying land uses in multiple destinations across the UK including employment uses;
- Uptake of alternative modes – targets could be set for bus patronage, membership and use of car clubs, registration and participation in car share schemes, and cycle/pedestrian counts;
- Car ownership and mode of travel – modal split targets could be supplemented by targets related to car ownership, and travel to work by mode targets; and
- Travel Plan awareness targets – a target could be set in relation to staff appreciation of the Travel Plan process, and knowledge of the benefits offered by the plan.

3.4 SMART Targets

3.4.1 The above example modal split targets and potential Travel Plan performance indicators are considered to be suitable interim measure before travel surveys are undertaken three months after 50% occupation.

3.4.2 At this point official targets will be set through consultation with BC. The official targets will be **SMART** (**S**ite-specific – **M**easurable – **A**chievable – **R**ealistic – **T**imed).

3.5 Impact on Existing Travel Behaviours

3.5.1 In addition to encouraging uptake in sustainable travel by prospective staff of the proposed development, this FTP will also have the added benefit of encouraging existing employees and visitors within the surrounding area to choose more sustainable modes of travel.

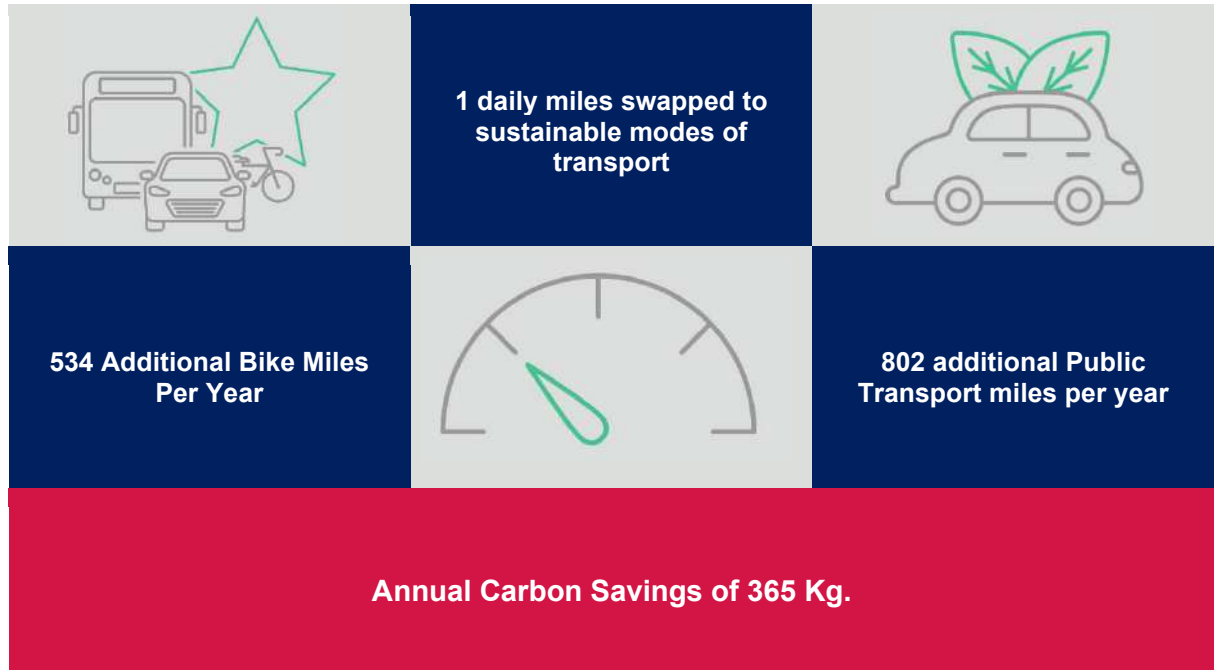
4.0 Potential Carbon Savings

4.1 Introduction

- 4.1.1 Climate change is a global issue that affects all nations. Data on greenhouse gas emissions provided by the Department for Energy Security & Net Zero also show that carbon emissions from domestic transport account for close to one third of the UK's net domestic emissions³.
- 4.1.2 Almost all domestic transport emissions are from carbon dioxide, the main source of which is the use of petrol and diesel in road vehicles. How people travel will therefore play a key role in the UK's carbon reduction agenda.
- 4.1.3 The trip generation predictions in the approved Transport Assessment have been used to calculate the potential carbon savings that could occur at the site. The modal split targets in **Section 5** demonstrates that there is an initial aim for a 5% reduction in single occupancy car trips, whilst aiming for a 5% increase in trips by more sustainable modes such as public transport, walking, cycling, and car sharing. If these above targets are achieved, then there would be a reduction in overall carbon footprint.
- 4.1.4 The following various assumptions have been applied in order to calculate the potential carbon savings that could be achieved if this modal split is met. This is an example that can be refined and updated with future surveys. These assumptions are stated below:
- Average of 24 vehicles departing in the morning (it has been assumed these are all commuting trips for the purpose of these calculations).
 - Average person travels approximately 10 miles to work.
 - There are approximately 224 working days per year.
- 4.1.5 The details of these calculations can be found in **Appendix D** to the rear of the report.

³ Department for Energy Security & Net Zero (2024). 2023 UK greenhouse gas emissions, provisional figures [Online]. Available at <https://assets.publishing.service.gov.uk/media/6604460f91a320001a82b0fd/uk-greenhouse-gas-emissions-provisional-figures-statistical-release-2023.pdf>

4.2 Potential Carbon Savings



4.3 Next Steps

- 4.3.1 Curtins is able to provide additional calculations tailored to the development occupants once a travel survey is undertaken at the site. This would capture operational carbon emissions from commuting trips to and from the site.

5.0 Monitoring and Review

5.1 Introduction

- 5.1.1 This section sets out the proposed management arrangements associated with the FTP, as well as the next steps with regards to converting it into a Full Travel Plan.

5.2 Responsibility and Management

- 5.2.1 Overall responsibility for the FTP will lie with the site owner. Following construction and occupation, the FTP will need to be updated to a Full Travel Plan. This will involve the distribution of travel surveys.

- 5.2.2 The travel surveys will be completed by all site users and the survey will be influenced by national travel planning guidance and approved by Bury Council (BC). The surveys will extract key travel characteristics such as:

- Post code (place of residence);
- Purpose of trip;
- Mode of travel;
- Reason for mode of travel; and
- Barriers to other mode choices.

- 5.2.3 This information will enable analysis to be undertaken to establish final targets associated with the proposal. It will also provide information on the reasons for that modal split and identify any measures that may encourage a modal shift.

5.3 Travel Plan Coordinator ('TPC')

- 5.3.1 When the Full Travel Plan is produced, the day-to-day responsibility will shift from the developer to the appropriately appointed TPC for the proposals. The TPC will take responsibility for ensuring that the various elements of the plan are monitored and operate effectively to offer a genuine choice of travel modes. Typical duties include:

- Leading on the delivery of the TP;
- Representing the human face of the TP and explaining its purpose and opportunities on offer;
- Promoting individual measures/initiatives in the TP;
- Liaising with public transport operators;
- Monitoring the TP; and
- Taking a key role in reviewing the TP.

- 5.3.2 A TPC will be nominated for the development in due course.

5.4 Monitoring and Evaluation

- 5.4.1 The monitoring of travel behaviour is vital to measure progress towards the targets.
- 5.4.2 Annual monitoring reports will be provided to officers at BC following the receipt of the first surveys. Monitoring will be carried out for a period of at least five years from the date of the baseline travel surveys.

Appendix A – Transport Statement

Parkhills Car Centre, Bury

Transport Statement

Curtins Ref: 088842-CUR-XX-XX-T-TP-00001

Revision: P03
Issue Date: 15 May 2026

Client Name: Kingscrown Land and Commercial Limited

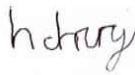
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Author	Signature	Date
Harrison Drury MCIHT Engtech Undergraduate Transport Planner		15 May 2026

Reviewed	Signature	Date
Danny Jones MPlan MCIHT MRTPI Transport Planning Director		15 May 2026

Authorised	Signature	Date
Danny Jones MPlan MCIHT MRTPI Transport Planning Director		15 May 2026

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Appendix D – Existing TRICS Output
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1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed by Kingscrown Land and Commercial Limited to provide traffic and transportation advice in relation to the proposed redevelopment of the existing Parkhills Car Centre, Bury.
- 1.1.2 The proposed commercial development comprises two commercial units, consisting of a Food Retail Unit (GIA 348 sqm) and a Drive - Thru unit (GIA 168 sqm), together with associated parking and servicing.
- 1.1.3 The development proposals are provided within **Appendix A**.

1.2 Purpose and Scope of the Report

- 1.2.1 This Transport Statement has been prepared to inform Highway Officers at Bury Council (BC) as the Local Highway Authority (LHA) of the development proposals and their potential impact on the surrounding area from a traffic and transport perspective.
- 1.2.2 On this basis, this TS contains the following:
 - Details of the existing use and the proposals, together with the proposed site plan;
 - A review of highway safety within the vicinity of the site for the most recent five years;
 - An audit of accessibility by all modes of travel including walking, cycling, and public transport;
 - Details regarding the proposed parking levels and access arrangements;
 - Information regarding traffic generation and trip rates; and,
 - A review of the relevant local and national transport planning policy.

1.3 Structure of the Report

- 1.3.1 Following this introduction, **Section 2** of the report provides a comprehensive description of the existing site and its location. This includes the local highway network and facilities for pedestrians, cyclists and public transport users.
- 1.3.2 The proposals are summarised in **Section 3**, including the proposed access, parking provision and servicing arrangements.
- 1.3.3 The accessibility of the site by sustainable modes of travel is assessed in **Section 4**.
- 1.3.4 **Section 5** provides information about the potential trip generation associated with the proposed development.

- 1.3.5 Information on national and local planning summary is in **Section 6** and **Section 7** summarises and concludes the report.

2.0 Existing Situation

2.1 Site Location

- 2.1.1 The site is bounded by the A56 Manchester Road to the west, Richmond Street to the north, Walker Street to the east and Parkhills Road to the south. **Figure 2.1** shows the site location.

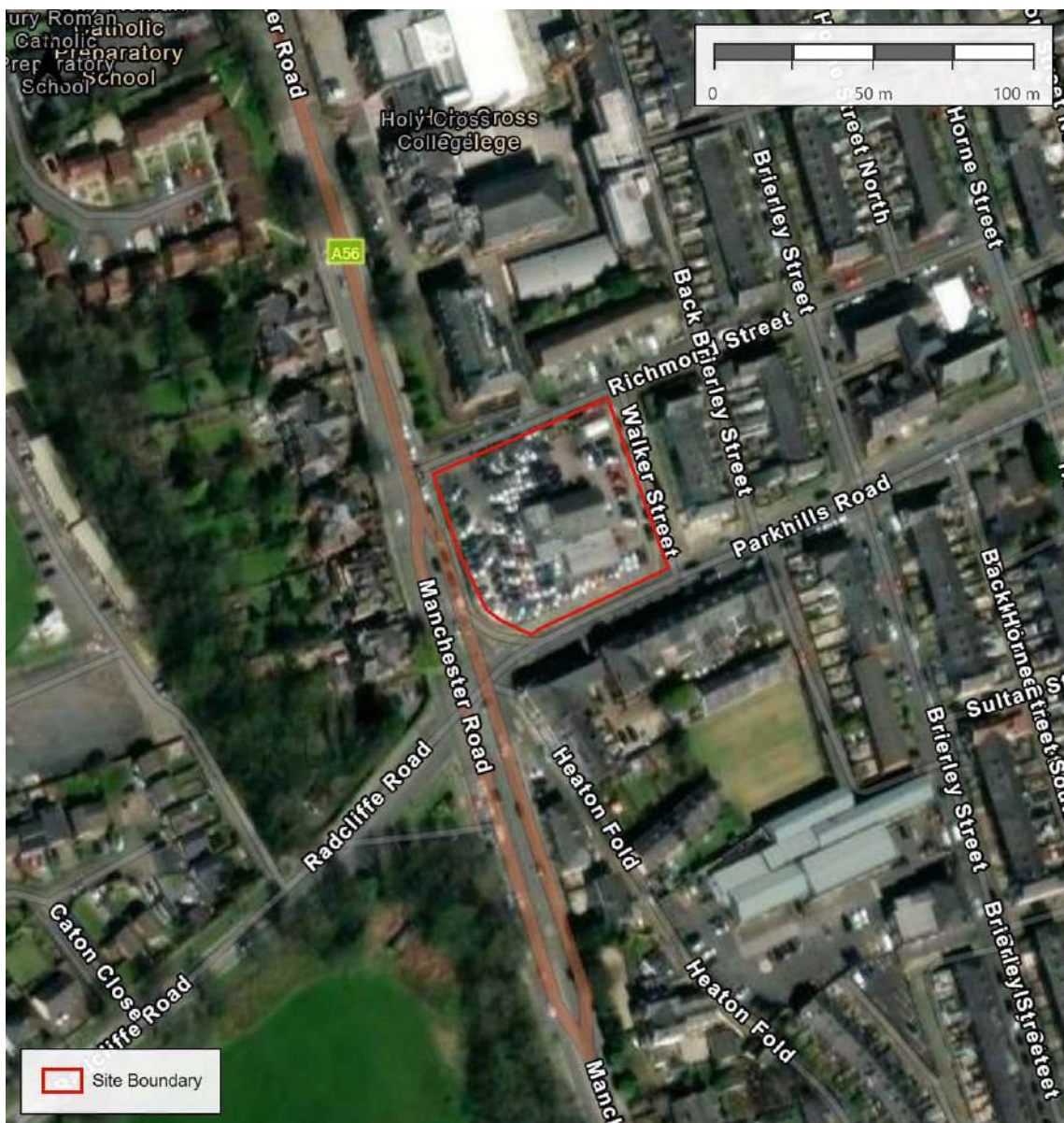


Figure 2.1 – Site Location

(Source: Esri (World Imagery via ArcGIS Mapping API))

2.2 Existing Use and Access

- 2.2.1 The site currently comprises the existing Parkhills Car Centre and its associated external parking/ vehicle sales area.

2.3 Surrounding Highway Network

Parkhills Road

- 2.3.1 Parkhills Road extends along a south-west – north-east alignment along the southern boundary of the site. It is a two-way road with a variable carriageway width of approximately c.7 - 9m. The road commences directly south of the site at a signalised junction with the A56 / Radcliffe Road, before continuing north-east for approximately 1.1km to its terminus at a priority T junction with East Street and Heywood Street. The road is subject to a 20mph speed limit.
- 2.3.2 There are “Dragons Teeth” markings, speed cushions, speed roundels, surface treatment and instances of double yellow line Traffic Regulation Orders (TROs) present along the carriageway. Pedestrian infrastructure is present in the form of dropped kerbs, pedestrian refuge islands, footways on both sides of the carriageway and sections of tactile paving. Street lighting is present at regular intervals.
- 2.3.3 The closest pair of bus stops (c.120m) are present along Parkhills Road. Further detail on these stops is provided within **Section 4**. On-street parking is present along various sections of the carriageway.

A56 Manchester Road

- 2.3.4 The A56 Manchester Road extends along a north - south alignment along the western boundary of the site. It is typically a two-way road approximately c.6-7m wide with sections of widening to accommodate turning lanes. The Manchester Road section of the A56 commences at a signalised junction in the north with Angouleme Way / Jubilee Way, before heading southbound for approximately 3.7km to its terminus at a priority junction with Well Lane, in which the A56 continues as Bury New Road. The road is subject to a 30mph speed limit.
- 2.3.5 Within the vicinity of the site, TROs are present within the form of double yellow lines and “SLOW” road markings. The road also benefits from pedestrian infrastructure in the form of footways on both sides of the carriageway and dropped kerbs. Street lighting is also present at regular intervals.
- 2.3.6 Bus stops are also present along the A56, with one of the closest to the site lying c.100m from the site centre. Further detail these stops is provided within **Section 4**.

Richmond Street

- 2.3.7 Richmond Street extends along an east - west alignment across the northern boundary of the site, serving the existing access arrangements into the Parkhills Car Centre. It is a two-way road approximately c.7m wide with footways present on both sides of the carriageway. Richmond Street commences at a priority T junction with the A56 in the west, before continuing eastbound for approximately c.186m to its terminus at another priority T junction with Horne Street. The road is subject to a 20mph speed limit, as well as a 7.5t weight restriction (except for loading).

- 2.3.8 TROs in the form of speed cushions are installed throughout the length of the carriageway. On-street parking associated with adjacent residential properties is also present. Street lighting is observed at regular intervals.

Walker Street

- 2.3.9 Walker Street extends along a north – south alignment across the eastern boundary of the site, serving an existing access arrangement into the Parkhills Car Centre. The road takes form as two-way cobbled street approximately c.7m wide with footways present on both sides of the carriageway. The road commences in the north at a priority junction with Richmond Street before heading southbound approximately c.54m to its terminus at a priority junction with Parkhills Road.
- 2.3.10 Informal on-street parking for adjacent residents can be observed along Walker Street. **Figure 2.2** below illustrates the surrounding highway network in relation to the site.

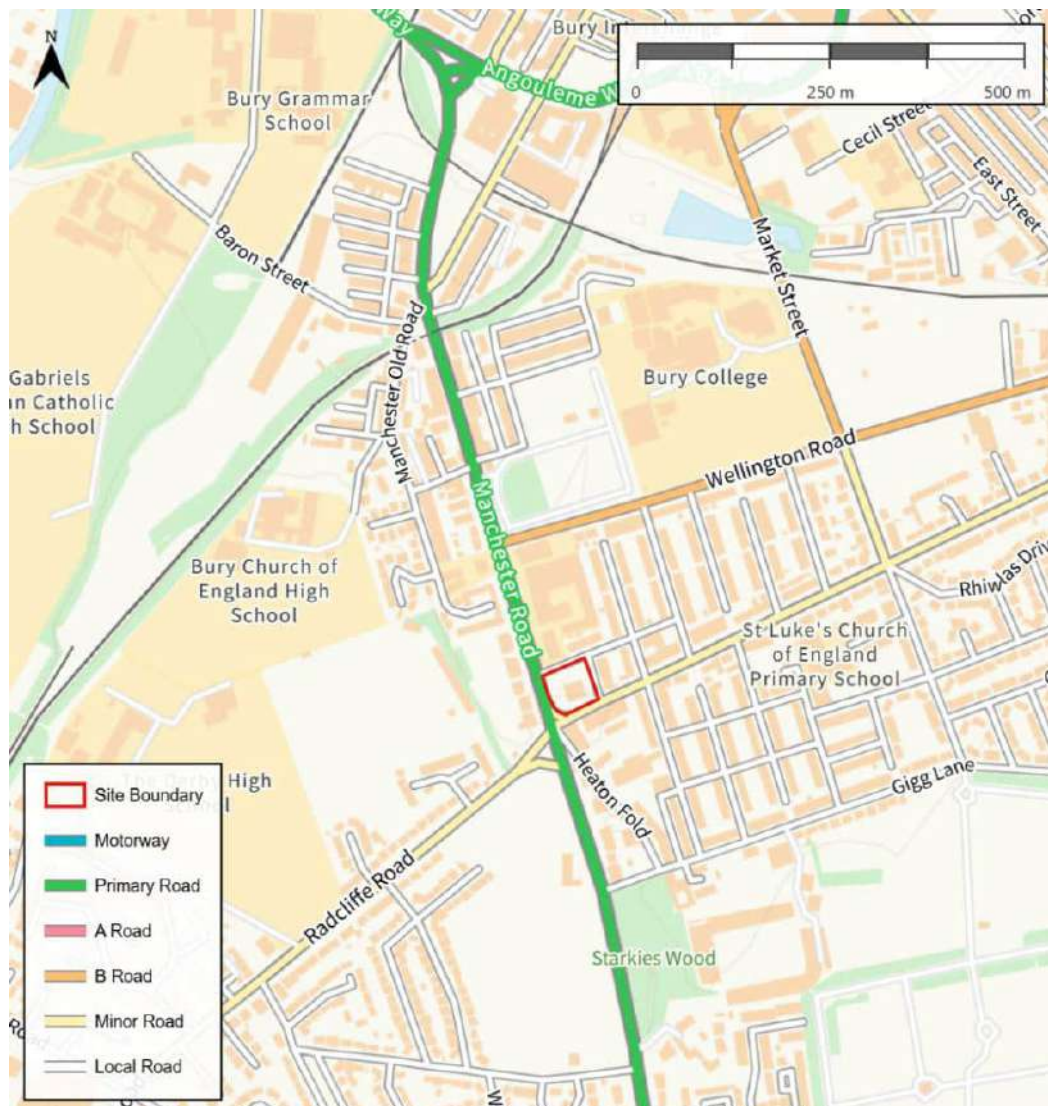


Figure 2.2 – Surrounding Highway Network

(Source: Ordnance Survey, 2025)

2.4 Fishpool and Pimhole Bee Active Travel Scheme (Phases 1 and 2)

2.4.1 Designed with the community and split into two phases, the Fishpool and Pimhole Bee Active Travel Scheme seeks to improve connectivity to/from Bury Town Centre and other local facilities. The scheme is designed to make it safer and easier for people to walk, wheel or cycle for local journeys; making it more attractive for people to choose such travel modes, thus reducing reliance on the private car.

2.4.2 Phase 1 is already complete and included the introduction of the following:

- A signalised crossing on Parkhills Road, c.220m east of the site;
- Various raised plateaus on Parkhills Road, c.500 – 750m north-east of the site; and
- Multiple modal filter, priority pass and uncontrolled crossing features along Alfred Street further afield to the east.

2.4.3 Due for completion in winter 2026, Phase 2 provides more significant interventions still. Local to the site, they include:

- The following junction upgrades:
 - Pedestrian enhancements at the A56 Manchester Road/Wellington Road;
 - Pedestrian enhancements at the A56 Manchester Road/Parkhills Road; and
 - Cyclops junction at Wellington Road/Market Street.
- Segregated cycle provision along Market Street, incorporating two Toucan crossings; and
- Quiet Street along Gigg Lane, incorporating conversions of two min-roundabout junctions to priority T-junctions.

2.4.4 Of particular relevance to the site is the Manchester Road and Parkhills Road scheme. This improvement at the south west corner of the site will incorporate push button pedestrian facilities and dropped kerb/tactile paving at all of the major pedestrian crossing locations at the junction.

2.4.5 The scope of works (including Phase 2 overview and detail at the A56 Manchester Road/Parkhills Road junction) are provided in **Appendix C**.

2.4.6 The proximity of these improvements will provide an overall benefit to site accessibility and safety, particularly for pedestrian and cycle movements, and further reduces the likelihood of adverse residual impacts on the local highway network.

2.5 Highway Safety

2.5.1 Personal Injury Accident (PIA) data for the highway network adjacent to the site has been obtained from the Department for Transport (DfT) reported road incidents database for the most recent five years (2020 – 2024 inclusive).

2.5.2 The Study Area considered for the Highway Safety Review is shown in **Figure 2.3** and a breakdown of the information is contained in **Table 2.1**:

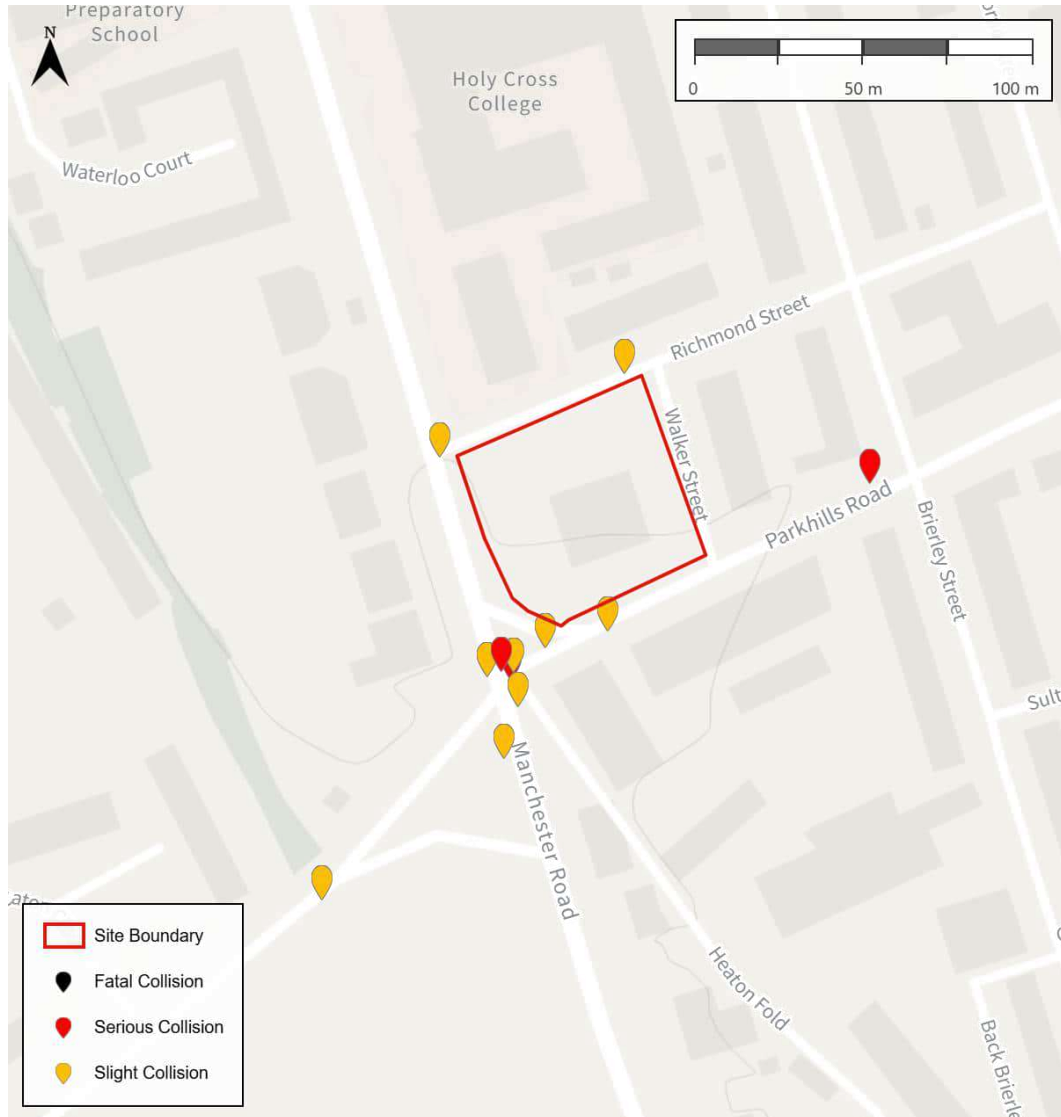


Figure 2.3 – Road Collisions
(Source: DfT)

Junction/Link	Slight	Serious	Fatal	Totals
Richmond Street / A56	1	0	0	1
Richmond Street / Parkhills Car Centre	1	0	0	1
Parkhills Road (Link)	0	1	0	1
Parkhills Road / Black Parkhills Road S	1	0	0	1
Parkhills Road / A56 / Heaton Fold / Radcliffe	4	2	0	5
A56 (Link)	1	0	0	1
Radcliffe Road / Bury Sports Club	1	0	0	1

Junction/Link	Slight	Serious	Fatal	Totals
Total	9	3	0	12

Table 2.1 – Personal Injury Accident Data Summary

- 2.5.3 There has been a total of 12 accidents in the latest five-year period available, comprising 9 slight accidents and 3 serious accidents. No fatal accidents were recorded across the study area during this time period.
- 2.5.4 The descriptions associated with the serious accidents have been obtained from the DfT and considered in more detail within the following paragraphs. The full accident records are available in **Appendix B**.
- 2.5.5 A serious incident occurred on Saturday 27th November 2021 along Parkhills Road. The incident occurred during darkness (lights lit) and dry but high wind weather conditions. The incident took place when a car heading south - eastbound collided with a parked vehicle, resulting in serious collisions to the driver.
- 2.5.6 A serious incident occurred on Thursday 2nd July 2020 at the Parkhills Road / A56 / Heaton Fold / Radcliffe Road junction. The incident occurred during daylight in wet conditions, when a car heading north-eastbound collided with a car in the opposing direction, resulting in serious injuries to the driver heading north-east.
- 2.5.7 A serious incident occurred on Friday 1st of April 2022 at the Parkhills Road / A56 / Heaton Fold / Radcliffe Road junction. The incident occurred when a car headed south- bound collided with a motorcyclist heading northbound, resulting in serious injuries to the motorcyclists.
- 2.5.8 From the information provided, the serious incidents listed above appear to be unfortunate accidents. There is nothing to suggest an existing safety issue from the breakdown in accidents to locations, with accidents generally dispersed across the study area, with no clearly identifiable clusters. No accidents occurred within the existing Parkhills Car Centre nor within its immediate surrounds.
- 2.5.9 Following a review of the records, it is not considered that there is an existing safety issue that is likely to be exacerbated by the proposed development.

3.0 Development Proposals

3.1 Overview of Proposals

- 3.1.1 This Transport Statement has been prepared to support an outline planning application for the redevelopment of the existing Parkhills Car Centre to provide two retail units with associated parking and servicing.
- 3.1.2 The proposed development comprises a Food Retail Unit (GIA 348 sqm) and a Drive-Thru Unit (GIA 168 sqm). The application extents are provided within **Appendix A**.

3.2 Proposed Access

Vehicular Access

- 3.2.1 Vehicular access to the proposed site will utilise two of the existing access points into the current Parkhills Car Centre, forming a one-way loop that is accessed in the north-western corner of the site from Richmond Street, and egressed from the south-eastern corner of the site, onto Walker Street.
- 3.2.2 **Drawing 088842-CUR-XX-XX-D-T-75001-P01** demonstrates the proposed access arrangement. The drawing also introduces a “Keep Clear” box at the junction with Manchester Road and Richmond Street, as well as some directional arrows guiding motorists to the site. It is considered these minor road marking amendments compliment the forthcoming enhancements at the A56 Manchester Road/ Parkhills Road junction (**Section 2.4** and **Appendix C**).
- 3.2.3 **Drawing 088842-CUR-XX-XX-D-T-05001-P01** demonstrates how a 10m Rigid delivery vehicle would access and egress the site.

Pedestrian and Cycle Access

- 3.2.4 A continuous footway is also proposed around the perimeter of the site.

3.3 Car and Cycle Parking

- 3.3.1 The adopted Supplementary Document 11 Parking standards for the development are as follows:

Bury Parking Standards

- 3.3.2 The adopted BC Supplementary Planning Document (SPD 11, “Parking Standards in Bury” sets the parking standards for Bury. The relevant standards for vehicles and cycles respectively are represented in **Tables 3.1** and **3.2**. Referring to the ‘Zone Map’ presented in appendix 1 of the SPD, the site is located within Zone 2:

Development	Description	Number of car parking spaces in Zone 1	Number of car parking spaces in Zone 2	Number of car parking spaces in Zone 3	Number of car parking spaces in Zone 4	Disabled Parking
Commercial, business and Service (E)	Display or retail sale of goods, other than hot food ⁵	1 space per 100sqm	1 space per 50sqm	1 space per 25sqm	1 space per 20sqm	6% of capacity or 3 spaces whichever is greater. capacity
	Shops (a) -Food Retail	Disabled parking only.	1 space per 20sqm	1 space per 15sqm	1 space per 10sqm	Over 200 bays: 4% of total car parking
	Cafes and Restaurants (b)	1 space per 100sqm public floor area	1 space per 50sqm public floor area	1 space per 15sqm public floor area	1 space per 5sqm public floor area	
Development	Description	Number of car parking spaces in Zone 1	Number of car parking spaces in Zone 2	Number of car parking spaces in Zone 3	Number of car parking spaces in Zone 4	Disabled Parking
Sui Generis (no class specified)	Cinemas, theatres, bingo halls and casinos, conference centres and concert halls	Disabled parking only	1 space per 10 seats	1 space per 5 seats		6% of capacity or 3 spaces whichever is greater. Over 200 bays: 4% of total car parking capacity or 12 spaces whichever is greater.
	Public Houses, Wine Bars, Other Drinking Establishments	Disabled parking only	1 space per 20sqm of public floor area	1 space per 10 sqm of public floor area		
	Car Related Uses	Parking provision for proposals for car related uses will be assessed on a case-by-case basis.				
	Petrol Filling Stations	Parking provision for proposals for Petrol Filling Stations will be assessed on a case-by-case basis.				
	Hot Food Takeaways, (Including drive throughs)	Disabled parking only	1 space per 35sqm of gross floor area	1 space per 20sqm of public floor area		
	Stadia	Parking provision for proposals for Stadia will be assessed on a case-by-case basis.				

Table 3.1 – Bury Council Supplementary Document 11 – Car Parking Standards

Development	Description	Staff/Resident Parking (Long Stay)	Visitor Parking (Short Stay)
Commercial, business and Service (E)	Shops (a) Display or retail sale of goods, other than hot food & F2(a) Non-Food Retail	1 secured covered space per 150sqm (minimum of 2 spaces)	1 secured covered space per 150sqm (minimum of 2 spaces)
	Shops (a) Food Retail	1 secured covered space per 150sqm (minimum of 2 spaces)	1 secured covered space per 150sqm (minimum of 2 spaces)
	Shops (a) Comparison/Non-Food Retail)	1 secured covered space per 150sqm (minimum of 2 spaces)	1 secured covered space per 150sqm (minimum of 2 spaces)
	Cafes and Restaurants (b)	1 secure covered space and locker per 100sqm	1 space per 100sqm
	Financial/professional services (c) (i) (ii) (iii)	1 secure staff space and locker per 50sqm	1 secure staff space and locker per 500sqm
Development	Description	Staff/Resident Parking (Long Stay)	Visitor Parking (Short Stay)
Sui Generis (no class specified)	Cinemas, theatres, bingo halls and casinos, conference centres, music and concert halls, venues for live music performance	1 space per 10 staff	Greatest of 1 per 40sqm or 1 per 60 seats /capacity
	Public Houses, Wine Bars, Other Drinking Establishments	1 space per 400sqm (short Stay) with a minimum of 2 spaces	
	Car Related Uses.	1 space per 10 staff	Assessed on a case-by-case basis
	Petrol Filling Stations	1 space per 10 staff	Assessed on a case-by-case basis
	Hot Food Takeaways, fast food and drive through	1 space per 100sqm with a minimum of 2 spaces	

Table 3.2 – Bury Council Supplementary Document 11 – Cycle Parking Standards

3.3.3 A total of 23no. car and 5no. cycle parking spaces align with the above expected standards in **Tables 3.1** and **3.2**, comprising:

Food Retail Unit (GIA 348 sqm):

- 18no. Car Parking Spaces; and
- 3no. Covered/Secure Cycle Spaces.

Drive-Thru Unit (GIA 168 sqm):

- 5no. Car Parking Spaces; and
- 2no. Cycle Parking Spaces.

Forecasted Car Parking Demand

3.3.4 Using the data presented later in this report within **Table 5.4** and assuming c.3 vehicles are already parked on site before retail operations begin (i.e. staff vehicles), a parking accumulation table has been developed as **Table 3.3**:

Retail+ Drive Thru (516 sqm) – Car Park Accumulation						
	Weekday			Saturday		
	Arrivals	Departures	Cumulative	Arrivals	Departures	Cumulative
pre 05:00	-	-	3	-	-	3
05:00-06:00	3	0	6	4	3	4
06:00-07:00	11	9	8	14	11	7
07:00-08:00	29	25	12	22	20	9
08:00-09:00	35	34	13	33	29	13
09:00-10:00	31	30	14	42	42	13
10:00-11:00	28	26	16	44	45	12
11:00-12:00	36	34	18	57	53	16
12:00-13:00	48	46	20	87	77	26
13:00-14:00	42	42	20	80	82	24
14:00-15:00	39	39	20	80	75	29
15:00-16:00	39	39	20	68	70	27
16:00-17:00	44	42	22	69	67	29
17:00-18:00	47	47	22	75	75	29
18:00-19:00	48	49	21	62	69	22
19:00-20:00	37	41	17	46	51	17
20:00-21:00	27	30	14	37	41	13

Table 3.3 – Parking Accumulation Calculations

3.3.5 The table above indicates there could be a parking demand on a Saturday of c.29 vehicles, and on a Weekday of c.22 vehicles. It should be noted the above do not necessarily capture 'mini peaks' within a busy hourly time period when arrival profiles are not flat, and therefore the actual peak demand could be slightly higher than 29.

3.3.6 This indicates the expected standard of 23 spaces is likely to be insufficient at busier times of the week.

Proposed Car Parking

3.3.7 A total of 34 car parking spaces are proposed (including 3 accessible parking spaces) as shown in the layout presented within **Appendix A**. This is in excess of the expected parking standards, however the proposed levels are considered appropriate for the following reasons:

- It addresses the likely parking demand of 29 spaces;
- It provides 5 additional spaces beyond the forecasted demand to allow for 'mini peaks' within a busy hourly time period when arrival profiles are not flat;
- It reduces the prospect of disabled parking being abused in busier periods; and
- It means there should be no prospect of overspill parking.

Proposed Cycle Parking

3.3.8 Three Sheffield cycle stands are provided adjacent to the retail unit, and two cycle stands are located adjacent to the drive-through. A further covered and secure staff cycle stand is located within the plant enclosure adjacent to the drive-through unit. This provision is illustrated in **Appendix A**.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

4.1.1 A key element of national, regional, and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. It is important to ensure that developments are not isolated but are located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use. The accessibility of the proposed development is considered in this context for the following modes:

- Pedestrian Accessibility;
- Accessibility by Cycle; and
- Accessibility by Public Transport.

4.2 Pedestrian Accessibility

4.2.1 Proximity to the existing residential areas of Fishpool, ensures that the site is situated adjacent to nearby facilities. There are also good levels of surrounding pedestrian infrastructure, as discussed further in **Section 2.4**.

4.2.2 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution for Highways and Transportation (CIHT) document entitled 'Providing for Journeys on Foot' suggests relevant walking distances as reproduced in **Table 4.1**:

CIHT Walking Distance Category	Town Centres (m)	Commuting/School/ Sightseeing (m)	Elsewhere/Local Services (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Table 4.1 – CIHT Walking Distances

4.2.3 Distances of 400m, 800m and 1,200m which are termed '*Desirable*', '*Acceptable*' and the '*Preferred Maximum*' by the CIHT for Local Services; considered an appropriate representation of typical retail trips.

4.2.4 **Figure 4.1** demonstrates the nearby amenities within these catchments along with the upper 2,000m pedestrian catchment:

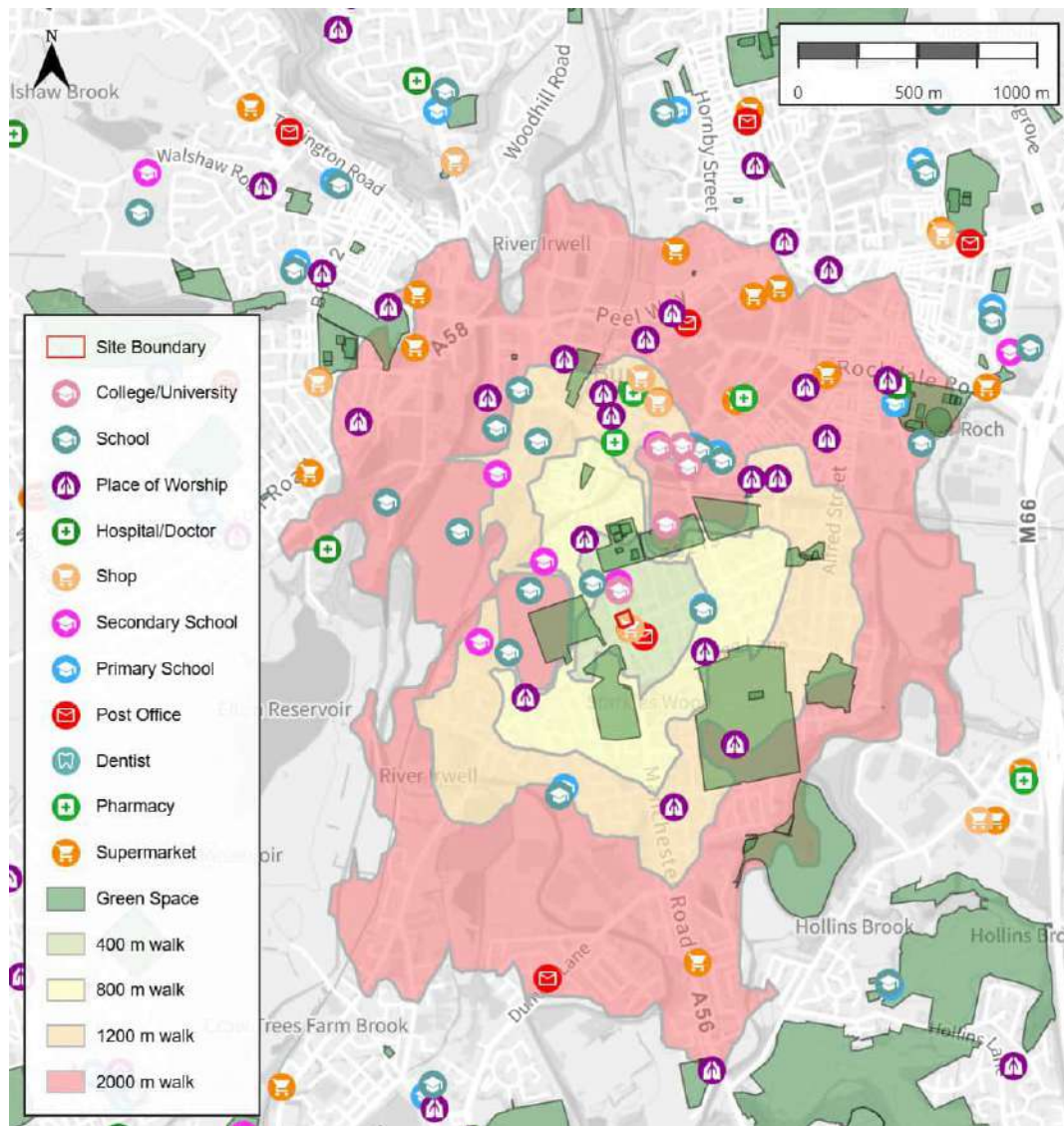


Figure 4.1 – Walking Catchments and Amenities

(Source: Ordnance Survey / Valhalla Multi-Modal Routing Engine)

- 4.2.5 Within a 400m radius of the site, there are several amenities such as takeaways, Post Office, Fishpool Pharmacy, Barbers, Bury Sports Club, Redvales Playing Fields, Gigg Lane Football Club, St Luke's Church of England Primary School and Holy Cross College.
- 4.2.6 At a 800m distance, a broader range of amenities becomes available. These include; Bury Athletics Club, Manchester Road Park, PowerLeague Bury, Manchester Road Park, Bury College, Bury Church of England High School, The Derby High School, Warth Industrial Park and places of worship. There are also additional shops, cafés, and community facilities in Fishpool and the wider southern Bury area.
- 4.2.7 Within a 2,000m radius, the site connects to a wider network of amenities associated with Bury such as: Bury Grammar School for Girls, Bury Art Museum, Angouleme Way retail Park, Holy Trinity Church of England School, Goshen Playing Field, Bury Town Hall, and Bury Market. The area also benefits from further transport links such as Bury Bus Interchange, Bury Tram Stop.

- 4.2.8 In summary, the site is situated within an excellent location to benefit from various amenities and facilities within Bury and its surrounding areas. It forms part of an established residential neighbourhood equipped with a good standard of pre-established pedestrian infrastructure, supported by existing traffic calming features that help encourage a safer pedestrian environment.

4.3 Cycle Accessibility

- 4.3.1 In order to assist in assessing the accessibility of the neighbourhood by cycle, an 8km cycle catchment has been analysed. The 8km cycling distance refers to a recommendation by Cycling England in the document 'Integrating Cycling into Development Proposals' (2009). **Figure 4.2** below considers 5.5km and 8km cycle catchments for the site.

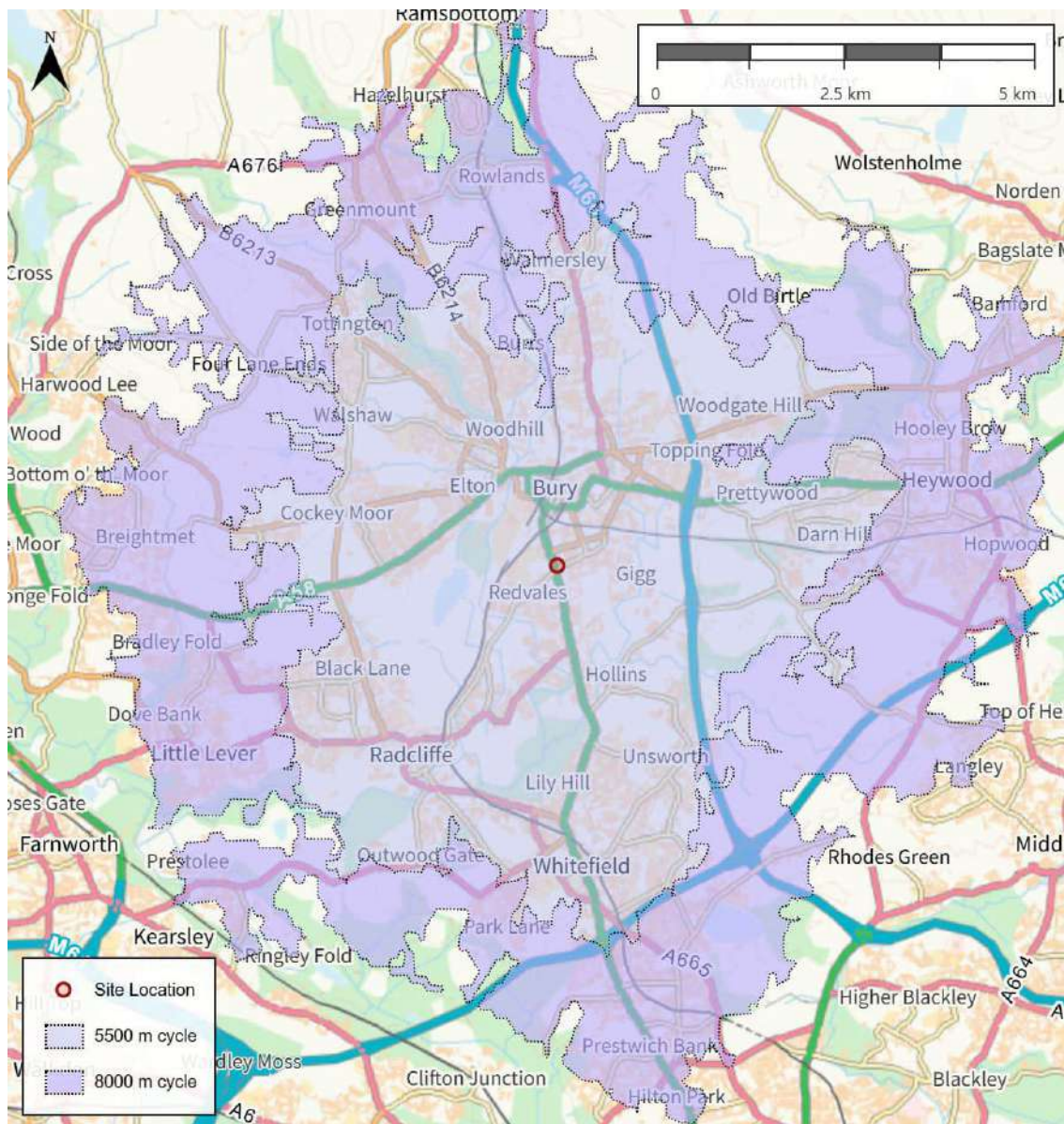


Figure 4.2 – Cycling Catchment

(Source: Ordnance Survey / Valhalla Multi-Modal Routing Engine)

- 4.3.2 The 8km catchment extends as far as Rowlands to the north, Heywood to the east, Bradley Fold and Little Lever to the west, and Prestwich Bank to the south. This distance has been chosen to reflect the recommendation by Cycling England in its document 'Integrating Cycling into Development Proposals' (2008), which states the following on pg. 4:

"Most cycle journeys for non-work purposes and those to rail stations are between 0.5 and 2 miles, but many cyclists are willing to cycle much further. For work, a distance of 5 miles should be assumed."

- 4.3.3 To assist further, a 5.5km catchment has also been provided as this distance is also commonly used to consider cycle accessibility.

- 4.3.4 **Figure 4.3** below shows National Cycle Network (NCN) routes available within Bury. Cyclists can continue north-west, onto Manchester Road towards Baron Street for c.4 minutes, where Route 6 can be accessed:

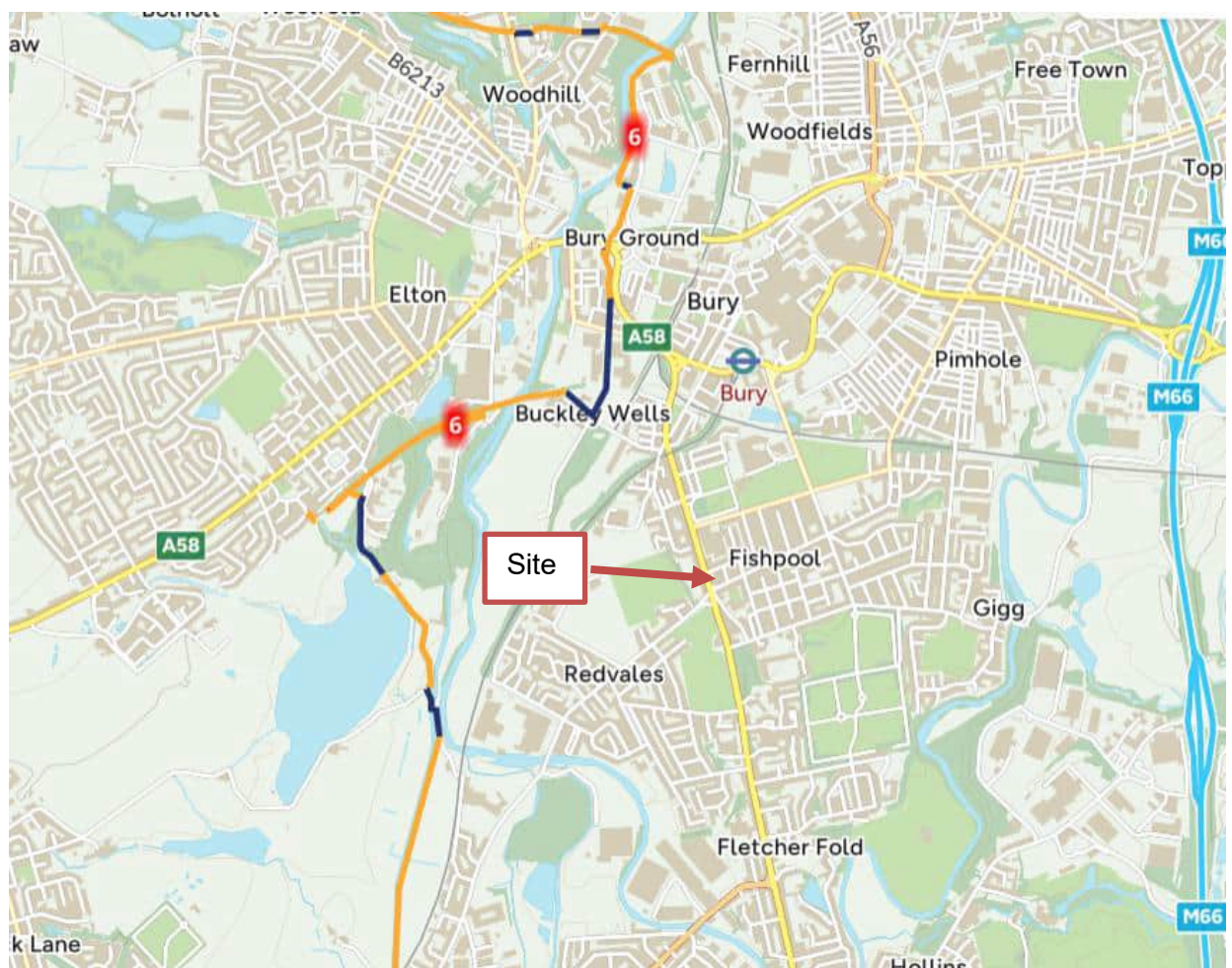


Figure 4.3 – National Cycling Network (NCN) Surrounding Bury

(Source: Sustrans and Ordnance Survey, 2025)

- 4.3.5 NCN Route 6 runs from London to the Lake District, passing through a variety of landscapes including canal towpaths, disused railway lines, quiet countryside and major towns/cities such as Luton, Milton

Keynes, Leicester, Derby and Sheffield, before continuing north through Kendal and Windemere into Cumbria.

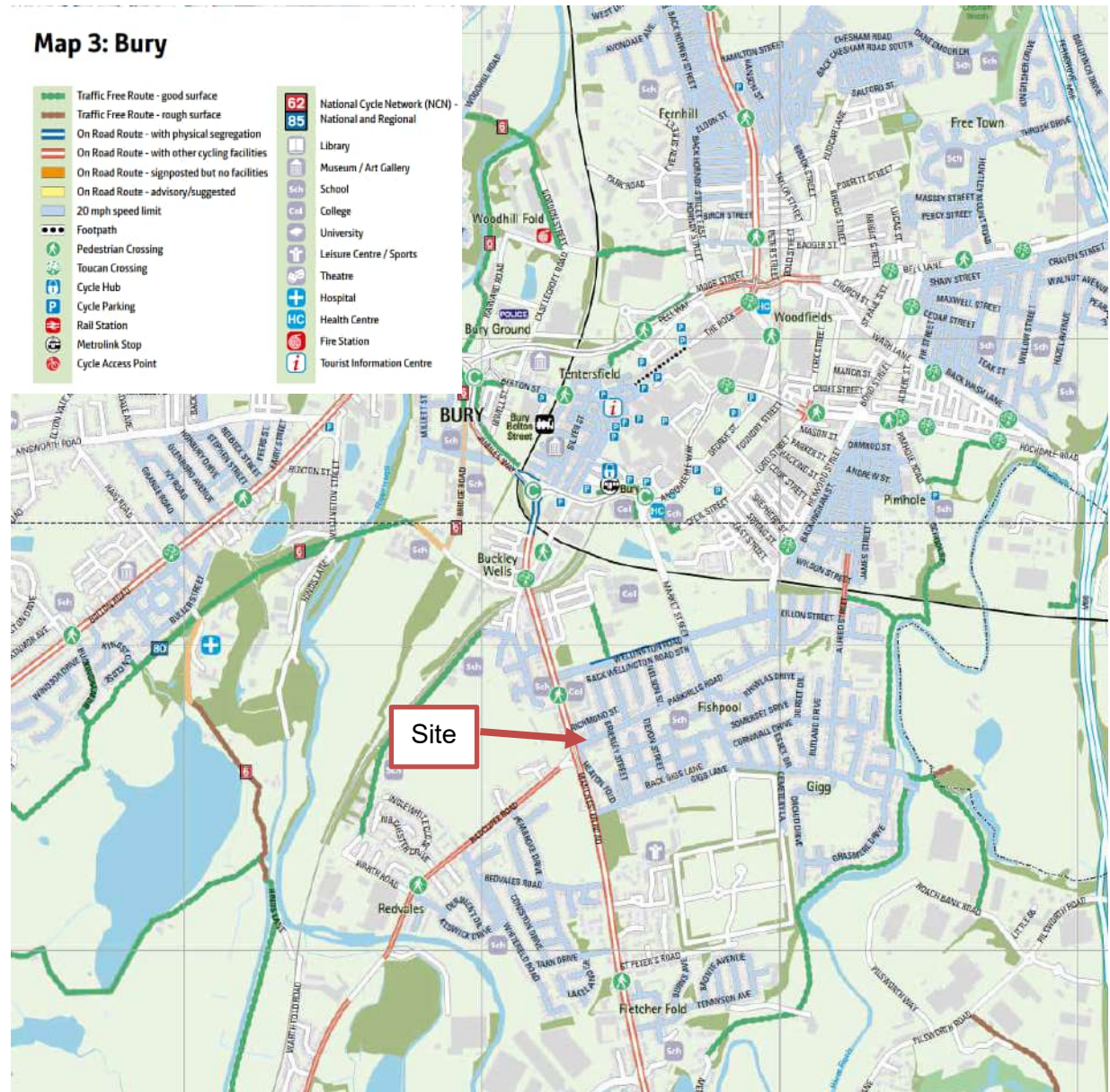


Figure 4.4 – Local Cycling Network Surrounding Bury

(Source: Bury Council Cycling Map, 2026)

- 4.3.6 Locally, the surrounding roads are typically subject to 20/30 mph speed limits, encouraging a calmer environment for cyclists. There are also sections of traffic-free routes within the vicinity of the site. In addition, the approach into Bury Town Centre is recognised as an on-road cycle route, with cycling provision accommodated within the carriageway, transitioning to physically segregated facilities closer to the town centre.
- 4.3.7 All of the previously described residential, leisure and employment opportunities found within an accessible walk distance, can be reached within 10-minute cycle journey. The 8km catchment covers

the whole of Bury as well as a number of key employment areas across Greater Manchester. Therefore, in summary, it is considered that cycling is a realistic mode of travel for future staff and visitors at the site and would be a 'genuine choice'.

4.4 Public Transport Accessibility

4.4.1 **Figure 4.5** below demonstrates the areas accessible via public transport within 20, 40 and 60 minutes of the site.

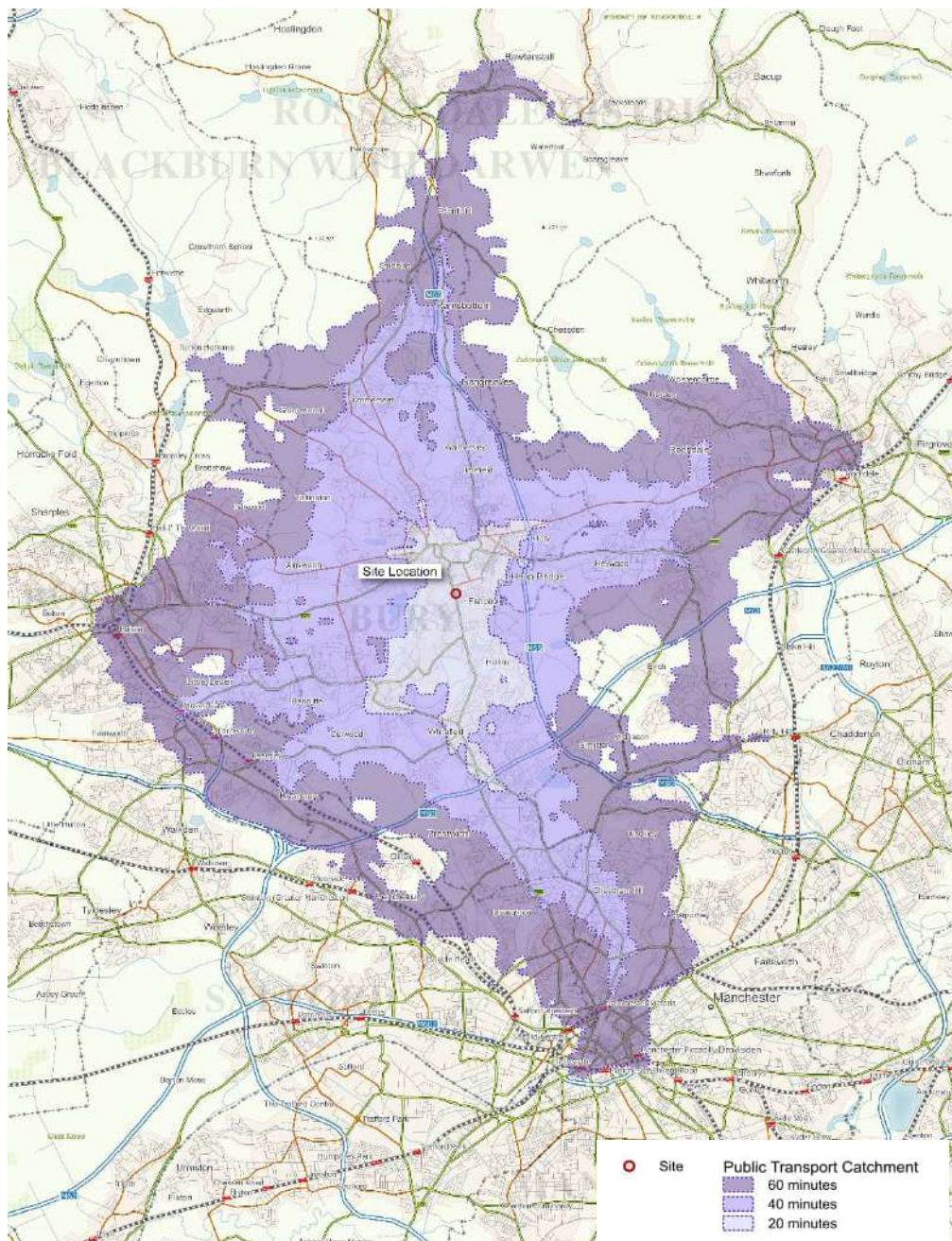


Figure 4.5 – Public Transport Catchment

(Source: Basemap TRACC, 2026)

4.4.2 The locations accessible include:

- 20 minutes – Bury, Fishpool, Hollins;
- 40 minutes – Ainsworth, Limefield, Summerseat, Heywood, Cheetham Hill; and
- 60 minutes – Manchester City Centre, Ramsbottom, Rochdale, Broughton, Bolton, Rawtensall.

4.4.3 Accessibility by bus and rail are considered further below.

Bus Accessibility

4.4.4 The nearest bus stops to the site are located along Parkhills Road c.150m from the site centre. This equates to a walking time of 2 minutes (assuming an average walking speed of 1.2 m/s). An additional pair of bus stops, offering more services can be found along Manchester Road within 300m of the site centre, equating to a c.4-minute walk. The bus stop locations can be found on **Figure 4.6** below:



Figure 4.6 – Surrounding Bus Stops (Parkhills Road and Manchester Road)

(Source: DfT, NaPTAN)

4.4.5 All bus stops are equipped with sheltered accommodation and detailed timetable information, with DDA-compliant kerbs, except for the westbound bus stop on Parkhills Road, which is provided in a flag-and-pole arrangement. **Table 4.1** outlines the bus services available at these stops, including their frequencies:

Bus No.	Route	Typical Frequency		
		Mon – Fri	Sat	Sun / Hols
Parkhills Road Bus Stops (c.150m)				
94	North Manchester General Hospital — Cheetham Hill — Prestwich — Bury	60 mins	60 mins	120 mins
Manchester Road Bus Stops (c.300m)				
95	Pendleton — Carr Clough — Prestwich — Whitefield — Unsworth — Bury	30 mins	30 mins	60 mins
97	Bury — Unsworth — Prestwich — Manchester	30 mins	30 mins	30 mins
135	Bury — Whitefield — Heaton Park — Cheetham Hill — Manchester	10 mins	10 mins	10 mins
513	Farnworth — Whitefield — Radcliffe — Bury	60 mins	60 mins	120 mins
524	Bury — Radcliffe — Little Lever — Bolton	12 mins	12 mins	30 mins

Table 4.2 – Summary of Bus Service Frequencies

Metrolink (Light Rail) Accessibility

4.4.6 **Figure 4.7** below shows the Greater Manchester Metrolink network:

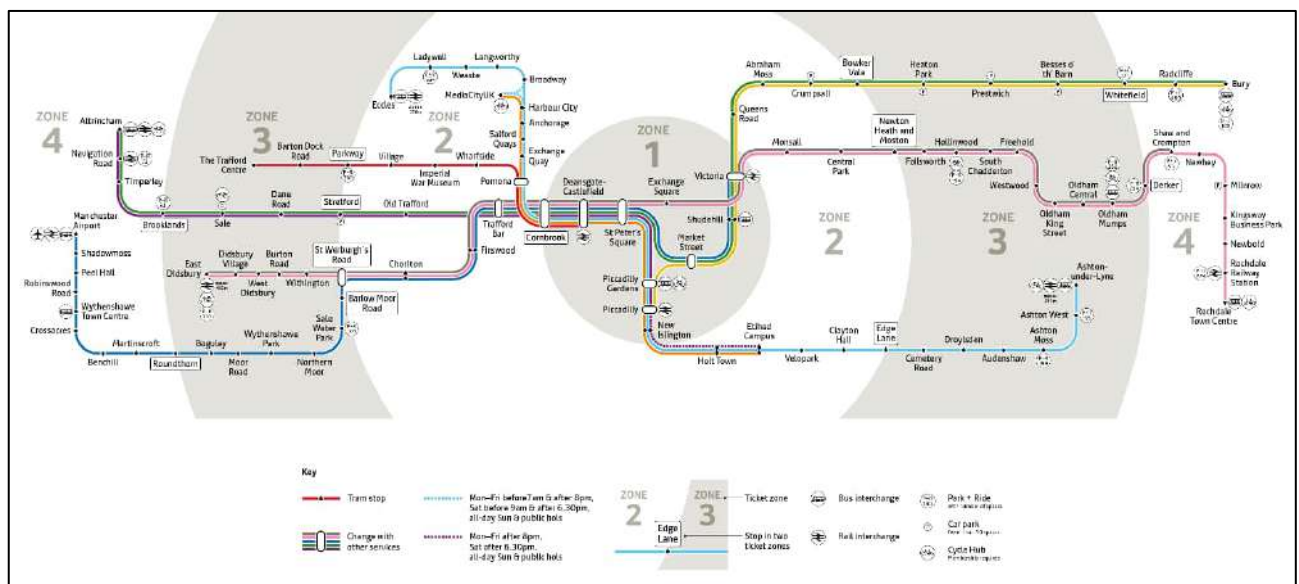


Figure 4.7 – Greater Manchester Metrolink Network
(Source: TfGM, 2024)

4.4.7 The nearest Metrolink stop is Bury, located approximately 1.1 km from the site, equating to a walk time of around 15 minutes.

4.4.8 All lines run at a frequency of every 12 minutes between 06:00 – 00:00 on Mondays to Saturdays, every 24 minutes between 00:00 – 01:00 on Fridays and Saturdays, and every 15 minutes between 07:00 – 00:00 on Sundays. Some lines only operate during peak hours to meet increased demand.

4.4.9 The start and end times for the specific stops that staff and visitors wish to call at will change over time in response to current circumstances. The Metrolink frequencies are accurate at the time of writing, whereas up-to-date times can be found on the Metrolink website at: <https://tfgm.com/public-transport/tram/tram-times>.

4.4.10 Users can change at Piccadilly Gardens, St Peter's Square or Cornbrook stations to access additional services to Ashton-under-Lyne, Eccles, and Media City UK. It is considered the site is highly accessible by Metrolink (light rail).

Rail Accessibility

4.4.11 The nearest accessible railway station is Manchester Victoria, located approximately 13 km from the site. While this distance exceeds the CIHT recommended walking distances, connectivity via the Metrolink Green and Yellow lines provides access to Manchester Victoria within c.50 minutes. **Table 4.3** shows the frequencies of regular trains that run from Manchester Victoria Train Station:

Destination	Service Frequency per Hour		
	Peak Weekday	Peak Saturday	Peak Sunday
Newcastle	1	1	1
Leeds	2	2	1-2
Liverpool Lime Street	2	2	1-2
Huddersfield	3/4	3/4	2-3
Blackburn	2	2	1
Bradford	1-2	1-2	1
Blackpool	-	-	1
Halifax	1-2	1-2	1
Rochdale	3-4	3-4	2-3
Southport	1	1	1
Wigan	2	2	1-2
York	1-2	1-2	1

Table 4.3 – Summary of Rail Services calling at Victoria

4.4.12 The trains that service Victoria Rail Station run regularly 7 days a week from a number of different locations within the Northwest; this provides frequent access for users of the site. More locally the above services provide access to residential areas such as Ashton-under-Lyne, Salford, Eccles and Rochdale.

4.4.13 Journey times have also been reduced and improved following the Ordsall Chord bridge which was completed in 2017 and links Manchester's three main railway stations (Victoria, Oxford Road and Piccadilly) to allow more trains to run across the whole of the north.

4.4.14 It is considered the site is accessible via rail.

4.5 Summary

It is considered the site is accessible by sustainable modes of transport. The surrounding area exhibits sufficient levels of pedestrian and cycling infrastructure, and there are a number of public transport opportunities within an acceptable walking distance of the site.

4.5.1 Overall and considering this, the site can be seen to be accessible by multiple modes of sustainable transport such as walking, cycling and public transport, especially through multi-modal trips. The surrounding area especially exhibits good levels of pedestrian infrastructure and public transport network.

4.5.2 It is therefore considered the development proposals will be acceptable in line with national and local transport planning policy outlined in **Section 6** of this TA.

5.0 Highway Impact

5.1 Introduction

- 5.1.1 The following section contains a multi-modal trip generation analysis for the proposed development during the weekday AM and PM peak and Saturday peak hours.
- 5.1.2 The section uses TRICS datasets to develop the trip forecasts. TRICS is the industry recognised tool for calculating the anticipated future trip demand of a proposed development. The database contains multi-modal surveys of varying land uses in multiple destinations across the UK, including retail uses. Various TRICS outputs are included within **Appendices D, E and F**.
- 5.1.3 The section firstly uses TRICS to forecast the anticipated development modal split; by pedestrian, vehicle occupant, public transport user and cyclists. This section then goes on to forecast vehicular trips associated with the extant and proposed uses to develop a net impact.
- 5.1.4 When forecasting vehicular trips, adjustment figures have been applied to recognise that a proportion of vehicle movements would comprise linked trips between the on-site uses and diverted trips from existing traffic (principally from/to the A56 Manchester Road), rather than wholly new demand on the local highway network. This approach ensures the assessment presents a realistic and robust estimate of the net traffic impact.

5.2 Forecasting Sustainable Development Trips

- 5.2.1 TRICS has also been utilised to gain Multi-Modal trip generation data for the proposed uses. Only weekday surveys can be represented due to the lack of multi-modal Saturday surveys for these uses.

Drive-Thru

- TRICS category “Hotel, Food & Drink / Fast Food – Drive Through”;
- Multi-Modal Surveys;
- Edge of Town and Suburban Areas;
- Weekday surveys only;
- Only the most recent surveys were included for each site.

Retail

- TRICS category “Retail – Convenience Store”;
- Multi-Modal Surveys;
- Range Adjusted to 506 – 2500 sqm;
- Edge of Town and Suburban Areas;
- Weekday surveys only;
- Only the most recent surveys were included for each site.

5.2.2 The full proposed multi-modal TRICS outputs are included within **Appendix F**. **Figure 5.1** below summarises the estimated weekday daily multi-modal trips associated with the proposed development:

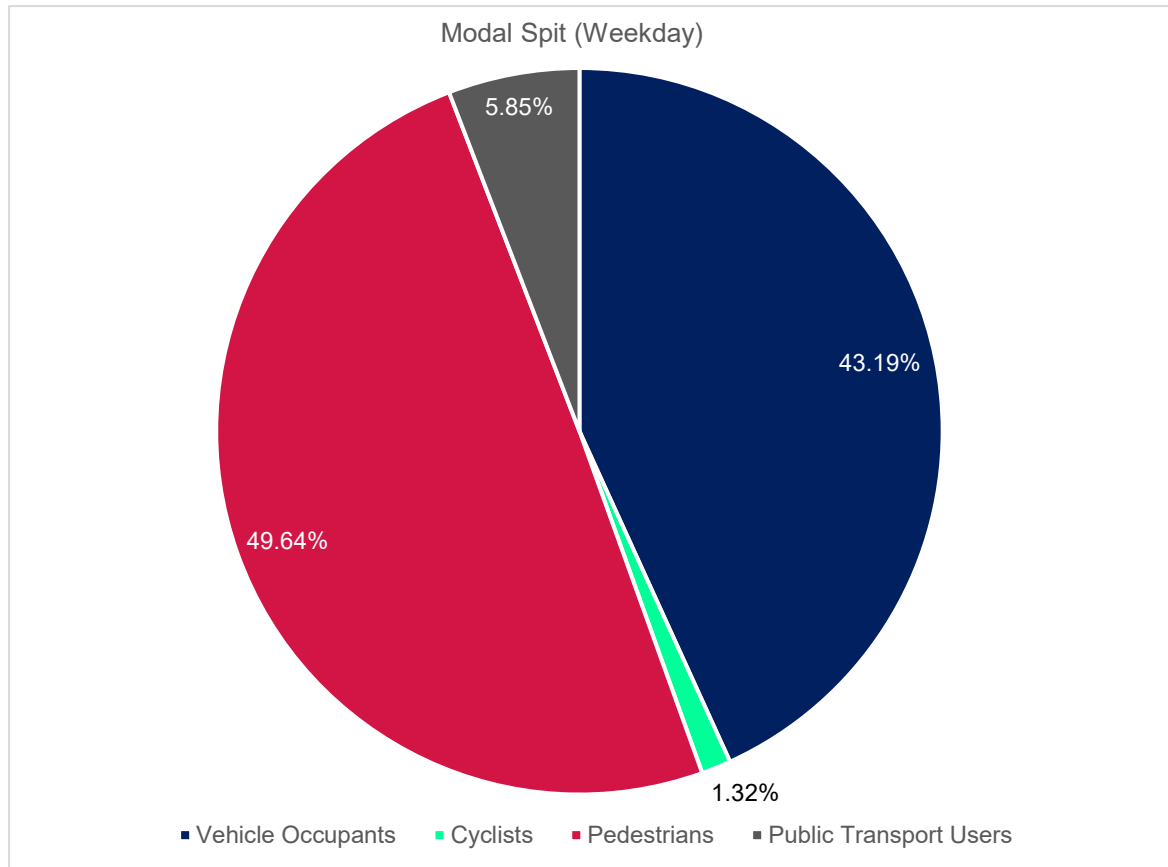


Figure 5.1 – Proposed Multi-Modal Trip Generation Split

5.2.3 The forecast non-car modal split proportion (56.81%) demonstrated the majority of person trips to/from the site would be by sustainable modes. It should also be noted that a proportion of the remaining 43.19% vehicle occupants will be passengers (i.e. car sharing).

5.2.4 This level of active travel and public transport activity can be accommodated on the surrounding highway network; particularly following the recently completed Phase 1 and ongoing Phase 2 improvements associated with the Fishpool and Pimhole Bee Active Travel Scheme (particularly the upgraded crossing facilities and enhanced footway provision at the adjacent A56 Manchester Road/Parkhills Road junction).

5.3 Forecasting Vehicular Trip Generation: Extant Planning Use Trips

5.3.1 The site currently comprises the Parkhills Car Centre showroom which extends to c. 525 sqm.

5.3.2 Trip generation analysis is based on the proposed change of use during the weekday AM and PM peak hours. In order to undertake the assessment, the TRICS database has been referred to. TRICS is the industry recognised tool for calculating the anticipated future trip demand of a proposed change of use.

5.3.3 Total vehicle peak-hour trip rates have been obtained from surveys of sites similar in size and nature to the existing Parkhills car showroom. The full existing TRICS outputs are included within **Appendix D** to the rear of this report. The additional applied selection criteria are set out below:

Car Showrooms

- TRICS category “Car Show Rooms”;
- Edge of Town and Suburban Areas;
- Weekday and Saturdays figures extracted individually;
- Only the most recent surveys were included for each site.

5.3.4 Consideration has been given to the traditional highway network peak hours of 08:00 – 09:00 and 17:00 – 18:00 to understand development impact during peak times. After the filtering process, 69 weekday survey sites and 8 Saturday survey sites remained, these rates have been summarised in **Table 5.1** below to estimate the trip rates and two-way movements:

Car Showroom (525 sqm) – Weekday						
Hours (Peaks in Bold)	Vehicle Trip Rate			Development Vehicle Trips		
	Arrivals	Departures	Total	Arrivals	Departures	Total
06:00-07:00	0	0	0	0	0	0
07:00-08:00	0.375	0.066	0.441	2	0	2
08:00-09:00	0.874	0.311	1.185	5	2	6
09:00-10:00	0.71	0.527	1.237	4	3	6
10:00-11:00	0.605	0.56	1.165	3	3	6
11:00-12:00	0.574	0.593	1.167	3	3	6
12:00-13:00	0.587	0.61	1.197	3	3	6
13:00-14:00	0.6	0.575	1.175	3	3	6
14:00-15:00	0.594	0.641	1.235	3	3	6
15:00-16:00	0.557	0.638	1.195	3	3	6
16:00-17:00	0.514	0.686	1.2	3	4	6
17:00-18:00	0.344	0.728	1.072	2	4	6
18:00-19:00	0.101	0.355	0.456	1	2	2
19:00-20:00	0.056	0.185	0.241	0	1	1
20:00-21:00	0.03	0.06	0.09	0	0	0
Daily	6.521	6.746	13.267	34	35	70
Car Showroom (525 sqm) – Saturday						
Hours (Peaks in Bold)	Vehicle Trip Rate			Development Vehicle Trips		
	Arrivals	Departures	Total	Arrivals	Departures	Total
06:00-07:00	0	0	0	0	0	0
07:00-08:00	1.863	0	1.863	10	0	10
08:00-09:00	0.676	0.225	0.901	4	1	5
09:00-10:00	0.669	0.544	1.213	4	3	6

10:00-11:00	0.719	0.669	1.388	4	4	7
11:00-12:00	0.701	0.844	1.545	4	4	8
12:00-13:00	0.632	0.794	1.426	3	4	7
13:00-14:00	0.507	0.576	1.083	3	3	6
14:00-15:00	0.594	0.607	1.201	3	3	6
15:00-16:00	0.525	0.626	1.151	3	3	6
16:00-17:00	0.425	0.582	1.007	2	3	5
17:00-18:00	0.025	0.225	0.25	0	1	1
18:00-19:00	0	0	0	0	0	0
19:00-20:00	0	0	0	0	0	0
20:00-21:00	0	0	0	0	0	0
Daily	7.336	5.692	13.028	38	30	68

Table 5.1 – Extant Planning Use Trips – Car Show Room

5.3.5 The above table demonstrates the existing car showroom could potentially generate approximately 6 two-way vehicular trips in the weekday AM peak hour, around 6 two-way vehicular trips during the midday peak period, and approximately 6 two-way vehicular trips in the weekday PM peak hour.

5.3.6 On a Saturday, the existing car showroom is forecast to generate approximately 5 two-way vehicular trips during the AM peak hour, around 7 two-way vehicular trips during the midday peak hour, and approximately 1 two-way vehicular trips during the PM peak hour.

5.4 Forecasting Vehicular Trip Generation: Proposed Development Trips

5.4.1 Given the site's proximity to the A56 Manchester Road, the proposed one-way access arrangement and the mixed-use nature of the development, a proportion of vehicle movements are expected to be drawn from existing traffic on the local highway network rather than representing new demand. A proportion of these movements will therefore comprise linked and diverted trips.

5.4.2 Accordingly, the assessment has been split into the following:

- **Initial Trip Generation** – comprising the raw TRICS forecasts for all proposed uses;
- **Secondary Trip Adjustments** – accounting for linked trips between the Drive-Thru and Retail sites and diverted trips from the surrounding road network (acknowledging these will principally be from/to the A56 Manchester Road; and
- **New Primary Trips** – representing the new vehicular trip demand once the above two items have been considered.

Initial Trip Generation

5.4.3 A TRICS assessment has also been undertaken for the Drive-Thru and proposed retail uses on site using the following criteria:

Drive-Thru:

- TRICS category “Hotel, Food & Drink / Fast Food – Drive Through”;
- Edge of Town and Suburban Areas;
- Weekday and Saturdays figures extracted individually;
- Only the most recent surveys were included for each site.

Retail:

- TRICS category “Retail – Convenience Store”;
- Edge of Town and Suburban Areas;
- Range adjusted 506 to 2500 sqm;
- Weekday and Saturdays figures extracted individually;
- Only the most recent surveys were included for each site.

5.4.4 The full proposed total vehicle TRICS outputs are included within **Appendix E** to the rear of this report. **Table 5.2 – 5.4** below shows the proposed (pre-adjusted) trips. Please note hours stop as 21:00 for continuity between land uses (there are insufficient surveys beyond 21:00 for car sales) so the daily trips/trip rates may not equal the sum of the column above:

Drive- Thru (168 sqm) – Weekday						
Hours (Peaks in Bold)	Vehicle Trip Rate			Development Vehicle Trips		
	Arrivals	Departures	Total	Arrivals	Departures	Total
05:00-06:00	0.309	0	0.309	1	0	1
06:00-07:00	2.165	1.856	4.021	4	3	7
07:00-08:00	4.698	4.057	8.755	8	7	15
08:00-09:00	5.337	4.96	10.297	9	8	17
09:00-10:00	4.247	4.129	8.376	7	7	14
10:00-11:00	4.433	4.013	8.446	7	7	14
11:00-12:00	7.373	6.486	13.859	12	11	23
12:00-13:00	10.009	9.589	19.598	17	16	33
13:00-14:00	10.103	10.266	20.369	17	17	34
14:00-15:00	7.933	7.839	15.772	13	13	26
15:00-16:00	7.886	7.513	15.399	13	13	26
16:00-17:00	8.796	8.679	17.475	15	15	29
17:00-18:00	9.846	10.173	20.019	17	17	34
18:00-19:00	11.036	11.176	22.212	19	19	37
19:00-20:00	8.353	8.913	17.266	14	15	29
20:00-21:00	7.326	7.723	15.049	12	13	25
Daily	118.216	117.836	236.052	199	198	397

Drive- Thru (168 sqm) – Saturday						
Hours (Peaks in Bold)	Vehicle Trip Rate			Development Vehicle Trips		
	Arrivals	Departures	Total	Arrivals	Departures	Total
05:00-06:00	1.486	1.216	2.702	2	2	5
06:00-07:00	6.786	5.893	12.679	11	10	21
07:00-08:00	8.185	7.41	15.595	14	12	26
08:00-09:00	10.313	9.424	19.737	17	16	33
09:00-10:00	14.648	13.136	27.784	25	22	47
10:00-11:00	14.203	15.159	29.362	24	25	49
11:00-12:00	20.471	16.604	37.075	34	28	62
12:00-13:00	32.252	28.717	60.969	54	48	102
13:00-14:00	31.385	32.83	64.215	53	55	108
14:00-15:00	28.918	29.473	58.391	49	50	98
15:00-16:00	23.25	24.25	47.5	39	41	80
16:00-17:00	23.961	24.339	48.3	40	41	81
17:00-18:00	26.228	26.028	52.256	44	44	88
18:00-19:00	23.25	24.917	48.167	39	42	81
19:00-20:00	17.582	18.893	36.475	30	32	61
20:00-21:00	15.136	15.546	30.682	25	26	52
Daily	331.305	329.895	661.2	557	554	1111

Table 5.2 – Proposed Development Trips – Initial Trips (Drive- Thru 168 sqm)

Retail (348 sqm) – Weekday						
Hours (Peaks in Bold)	Vehicle Trip Rate			Development Vehicle Trips		
	Arrivals	Departures	Total	Arrivals	Departures	Total
05:00-06:00	0.779	0.13	0.909	3	0	3
06:00-07:00	2.167	1.564	3.731	8	5	13
07:00-08:00	6.189	5.34	11.529	22	19	40
08:00-09:00	7.599	7.383	14.982	26	26	52
09:00-10:00	6.908	6.649	13.557	24	23	47
10:00-11:00	5.946	5.56	11.506	21	19	40
11:00-12:00	6.664	6.692	13.356	23	23	46
12:00-13:00	8.94	8.72	17.66	31	30	61
13:00-14:00	7.202	7.174	14.376	25	25	50
14:00-15:00	7.423	7.464	14.887	26	26	52
15:00-16:00	7.492	7.699	15.191	26	27	53
16:00-17:00	8.43	7.975	16.405	29	28	57
17:00-18:00	8.747	8.733	17.48	30	30	61
18:00-19:00	8.485	8.775	17.26	30	31	60
19:00-20:00	6.664	7.368	14.032	23	26	49
20:00-21:00	4.27	5.017	9.287	15	17	32

Daily	110.387	109.713	220.1	384	382	766
Retail (348 sqm) – Saturday						
Hours (Peaks in Bold)	Vehicle Trip Rate			Development Vehicle Trips		
	Arrivals	Departures	Total	Arrivals	Departures	Total
05:00-06:00	0.304	1.05792	0.203	1	1	2
06:00-07:00	0.609	2.11932	0.203	2	1	3
07:00-08:00	2.38	8.2824	2.077	8	7	16
08:00-09:00	4.63	16.1124	3.894	16	14	30
09:00-10:00	5.019	17.46612	5.669	17	20	37
10:00-11:00	5.842	20.33016	5.669	20	20	40
11:00-12:00	6.534	22.73832	7.27	23	25	48
12:00-13:00	9.52	33.1296	8.265	33	29	62
13:00-14:00	7.832	27.25536	7.746	27	27	54
14:00-15:00	8.957	31.17036	7.356	31	26	57
15:00-16:00	8.395	29.2146	8.481	29	30	59
16:00-17:00	8.395	29.2146	7.572	29	26	56
17:00-18:00	8.784	30.56832	9.044	31	31	62
18:00-19:00	6.577	22.88796	7.702	23	27	50
19:00-20:00	4.673	16.26204	5.582	16	19	36
20:00-21:00	3.297	11.47356	4.291	11	15	26
Daily	95.862	96.147	192.009	334	335	668

Table 5.3 – Proposed Development Trips – Initial Trips (Retail 348sqm)

Retail+ Drive Thru (516 sqm) – Weekday						
Hours (Peaks in Bold)	Vehicle Trip Rate			Development Vehicle Trips		
	Arrivals	Departures	Total	Arrivals	Departures	Total
05:00-06:00	1.088	0.13	1.218	3	0	4
06:00-07:00	4.332	3.42	7.752	11	9	20
07:00-08:00	10.887	9.397	20.284	29	25	55
08:00-09:00	12.936	12.343	25.279	35	34	69
09:00-10:00	11.155	10.778	21.933	31	30	61
10:00-11:00	10.379	9.573	19.952	28	26	54
11:00-12:00	14.037	13.178	27.215	36	34	70
12:00-13:00	18.949	18.309	37.258	48	46	94
13:00-14:00	17.305	17.44	34.745	42	42	84
14:00-15:00	15.356	15.303	30.659	39	39	78
15:00-16:00	15.378	15.212	30.59	39	39	79
16:00-17:00	17.226	16.654	33.88	44	42	86
17:00-18:00	18.593	18.906	37.499	47	47	94
18:00-19:00	19.521	19.951	39.472	48	49	97

19:00-20:00	15.017	16.281	31.298	37	41	78
20:00-21:00	11.596	12.74	24.336	27	30	58
Daily	228.603	227.549	456.152	583	580	1163
Retail+ Drive Thru (516 sqm) – Saturday						
Hours (Peaks in Bold)	Vehicle Trip Rate			Development Vehicle Trips		
	Arrivals	Departures	Total	Arrivals	Departures	Total
05:00-06:00	1.79	2.27392	2.905	4	3	6
06:00-07:00	7.395	8.01232	12.882	14	11	24
07:00-08:00	10.565	15.6924	17.672	22	20	42
08:00-09:00	14.943	25.5364	23.631	33	29	63
09:00-10:00	19.667	30.60212	33.453	42	42	84
10:00-11:00	20.045	35.48916	35.031	44	45	89
11:00-12:00	27.005	39.34232	44.345	57	53	110
12:00-13:00	41.772	61.8466	69.234	87	77	164
13:00-14:00	39.217	60.08536	71.961	80	82	162
14:00-15:00	37.875	60.64336	65.747	80	75	155
15:00-16:00	31.645	53.4646	55.981	68	70	139
16:00-17:00	32.356	53.5536	55.872	69	67	137
17:00-18:00	35.012	56.59632	61.3	75	75	150
18:00-19:00	29.827	47.80496	55.869	62	69	131
19:00-20:00	22.255	35.15504	42.057	46	51	97
20:00-21:00	18.433	27.01956	34.973	37	41	78
Daily	427.167	426.042	853.209	890	889	1779

Table 5.4 – Proposed Development Trips – Initial Trips, Uses Combined (516 sqm)

- 5.4.5 The above table indicates that the proposed retail and drive-thru development (pre-adjustment) is forecast to generate approximately 69 two-way vehicular trips during the weekday AM peak hour, around 94 two-way vehicular trips during the weekday midday peak hour, and approximately 94 two-way vehicular trips during the weekday PM peak hour.
- 5.4.6 On a Saturday, the proposed retail and drive-thru development (pre-adjustment) is forecast to generate approximately 63 two-way vehicular trips during the AM peak hour, around 164 two-way vehicular trips during the midday peak hour, and approximately 150 two-way vehicular trips during the PM peak hour.

Secondary Trip Adjustments

- 5.4.7 The pre-adjustment trip generation represents a robust forecast of vehicular demand associated with the proposed development. However, given the site's context, not all trip demand will represent new trips on the local highway network. Adjustment factors have therefore been applied as per **Table 5.5** below:

Land Use	Primary	Diverted	Linked
Drive -Thru	20%	70%	10%
Retail Unit	20%	70%	10%

Table 5.5 – Secondary Trip Adjustments

Diverted Trips

- 5.4.8 A significant proportion of forecasted trips are anticipated to be diverted trips, in which vehicles already travelling along Manchester Road divert into the site, along Richmond Street, before continuing their existing journeys. Given the sites direct frontage onto Manchester Road, alongside with the proposed one-way circulation within the site, it is considered appropriate to assume that 70% of trips associated with each use are diverted from existing traffic flows. **Figures 5.2- 5.5** illustrate the diversion routes:

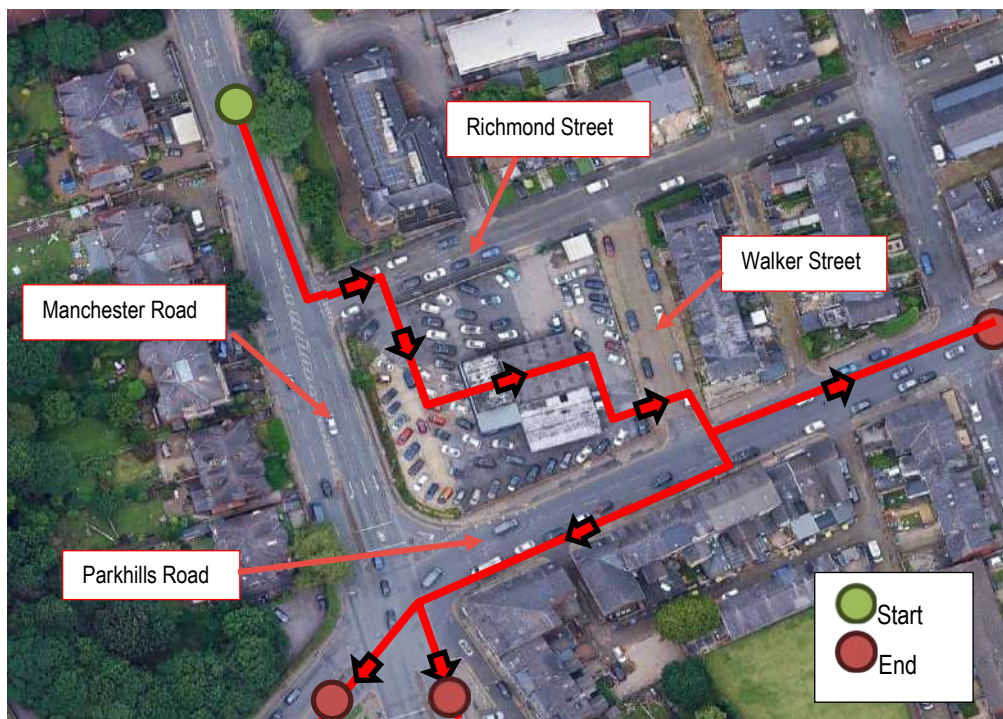


Figure 5.2 – Manchester Road North Diverted Trip Generation Route

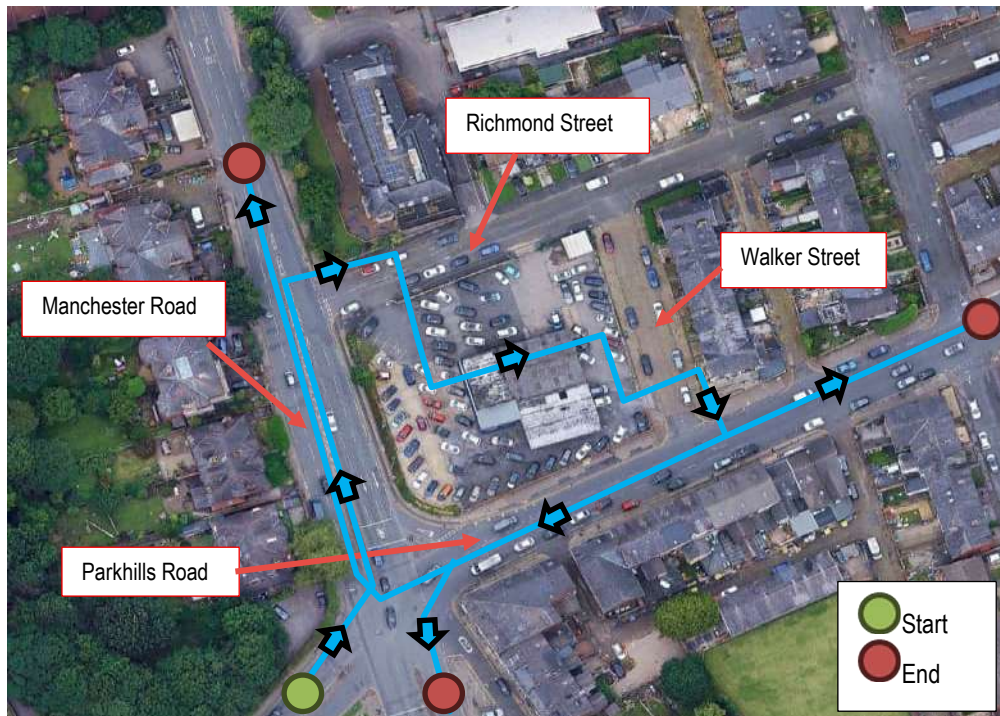


Figure 5.3 – Radcliffe Road Diverted Trip Generation Route

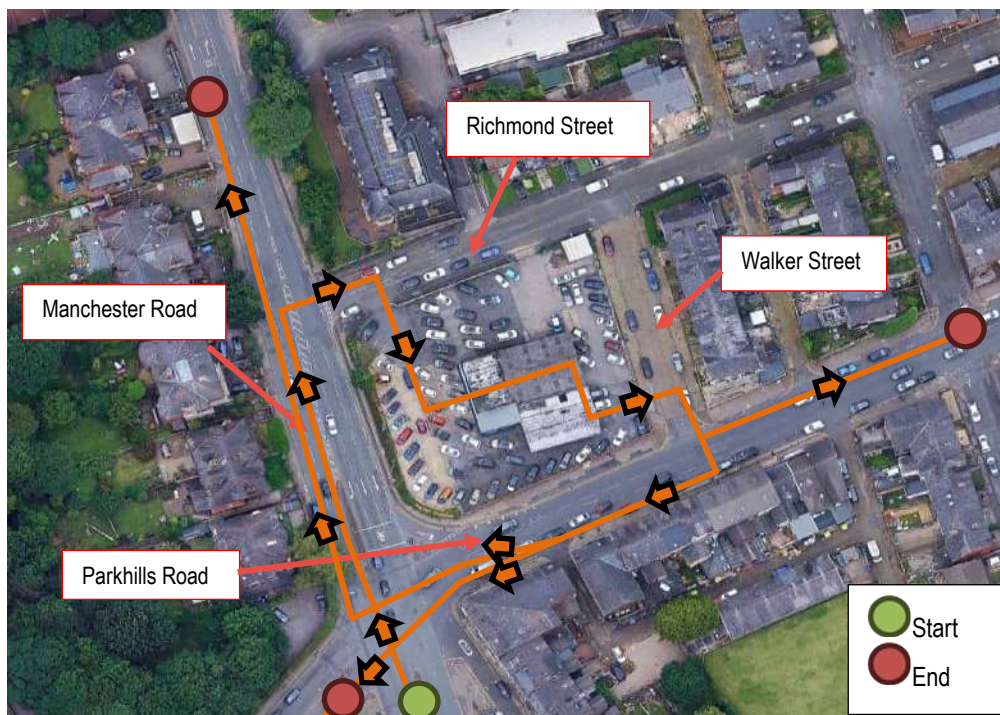


Figure 5.4 – Manchester Road South Diverted Trip Generation Route

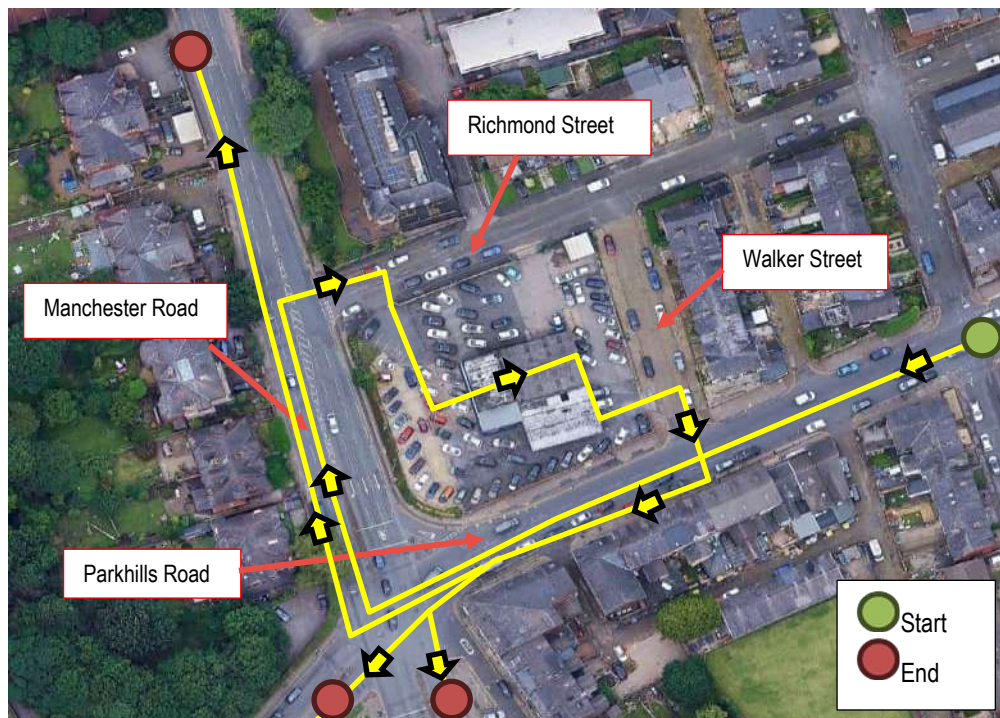


Figure 5.5 – Parkhills Road Diverted Trip Generation Route

5.4.9 **Table 5.6** illustrates the volume of proposed traffic flows that are already on the network but will divert into the site:

(Diverted) Retail+ Drive Thru (516 sqm) – Weekday						
Hours (Peaks in Bold)	Vehicle Trip Rate			Development Vehicle Trips		
	Arrivals	Departures	Total	Arrivals	Departures	Total
05:00-06:00	0.7616	0.091	0.8526	2	0	3
06:00-07:00	3.0324	2.394	5.4264	8	6	14
07:00-08:00	7.6209	6.5779	14.1988	21	18	38
08:00-09:00	9.0552	8.6401	17.6953	25	24	49
09:00-10:00	7.8085	7.5446	15.3531	22	21	43
10:00-11:00	7.2653	6.7011	13.9664	20	18	38
11:00-12:00	9.8259	9.2246	19.0505	25	24	49
12:00-13:00	13.2643	12.8163	26.0806	34	33	66
13:00-14:00	12.1135	12.208	24.3215	29	30	59
14:00-15:00	10.7492	10.7121	21.4613	27	27	55
15:00-16:00	10.7646	10.6484	21.413	28	28	55
16:00-17:00	12.0582	11.6578	23.716	31	30	61
17:00-18:00	13.0151	13.2342	26.2493	33	33	66
18:00-19:00	13.6647	13.9657	27.6304	34	35	68
19:00-20:00	10.5119	11.3967	21.9086	26	28	54
20:00-21:00	8.1172	8.918	17.0352	19	21	40
Daily	160.0221	159.2843	319.3064	408	406	814

(Diverted) Retail+ Drive Thru (516 sqm) – Saturday						
Hours (Peaks in Bold)	Vehicle Trip Rate			Development Vehicle Trips		
	Arrivals	Departures	Total	Arrivals	Departures	Total
05:00-06:00	1.253	1.591744	2.0335	2	2	4
06:00-07:00	5.1765	5.608624	9.0174	8	7	17
07:00-08:00	7.3955	10.98468	12.3704	15	12	29
08:00-09:00	10.4601	17.87548	16.5417	22	17	44
09:00-10:00	13.7669	21.42148	23.4171	31	23	59
10:00-11:00	14.0315	24.84241	24.5217	31	26	63
11:00-12:00	18.9035	27.53962	31.0415	42	29	77
12:00-13:00	29.2404	43.29262	48.4638	58	46	115
13:00-14:00	27.4519	42.05975	50.3727	56	50	113
14:00-15:00	26.5125	42.45035	46.0229	52	46	108
15:00-16:00	22.1515	37.42522	39.1867	48	40	97
16:00-17:00	22.6492	37.48752	39.1104	47	40	96
17:00-18:00	24.5084	39.61742	42.91	53	43	105
18:00-19:00	20.8789	33.46347	39.1083	46	39	91
19:00-20:00	15.5785	24.60853	29.4399	34	29	68
20:00-21:00	12.9031	18.91369	24.4811	28	24	55
Daily	299.0169	298.2294	597.2463	623	622	1245

Table 5.6 – Secondary Trip Adjustments (Diverted Trips)

5.4.10 The above table indicates that diverted trips associated with the retail and drive-thru development are forecast to be approximately 49 two-way vehicular trips during the weekday AM peak hour, around 66 two-way vehicular trips during the weekday midday peak hour, and approximately 66 two-way vehicular trips during the weekday PM peak hour.

5.4.11 On a Saturday, diverted trips associated with the retail and drive-thru development are forecast to be approximately 44 two-way vehicular trips during the AM peak hour, around 115 two-way vehicular trips during the midday peak hour, and approximately 105 two-way vehicular trips during the PM peak hour.

Linked Trips

5.4.12 A proportion of forecast trips are expected to be linked trips, whereby visitors utilise both of the proposed retail developments during a single visit to the site. On this basis, **Table 5.7** demonstrates the 10% of trips are linked movements and has therefore discounted this proportion from the assessment:

(Linked) Retail+ Drive Thru (516 sqm) – Weekday						
Hours (Peaks in Bold)	Vehicle Trip Rate			Development Vehicle Trips		
	Arrivals	Departures	Total	Arrivals	Departures	Total
05:00-06:00	0.1088	0.013	0.1218	0	0	0
06:00-07:00	0.4332	0.342	0.7752	1	1	2

07:00-08:00	1.0887	0.9397	2.0284	3	3	5
08:00-09:00	1.2936	1.2343	2.5279	4	3	7
09:00-10:00	1.1155	1.0778	2.1933	3	3	6
10:00-11:00	1.0379	0.9573	1.9952	3	3	5
11:00-12:00	1.4037	1.3178	2.7215	4	3	7
12:00-13:00	1.8949	1.8309	3.7258	5	5	9
13:00-14:00	1.7305	1.744	3.4745	4	4	8
14:00-15:00	1.5356	1.5303	3.0659	4	4	8
15:00-16:00	1.5378	1.5212	3.059	4	4	8
16:00-17:00	1.7226	1.6654	3.388	4	4	9
17:00-18:00	1.8593	1.8906	3.7499	5	5	9
18:00-19:00	1.9521	1.9951	3.9472	5	5	10
19:00-20:00	1.5017	1.6281	3.1298	4	4	8
20:00-21:00	1.1596	1.274	2.4336	3	3	6
Daily	22.8603	22.7549	45.6152	58	58	116
(Linked) Retail+ Drive Thru (516 sqm) – Saturday						
Hours (Peaks in Bold)	Vehicle Trip Rate			Development Vehicle Trips		
	Arrivals	Departures	Total	Arrivals	Departures	Total
05:00-06:00	0.179	0.227392	0.2905	0	0	1
06:00-07:00	0.7395	0.801232	1.2882	1	1	2
07:00-08:00	1.0565	1.56924	1.7672	2	2	4
08:00-09:00	1.4943	2.55364	2.3631	3	2	6
09:00-10:00	1.9667	3.060212	3.3453	4	3	8
10:00-11:00	2.0045	3.548916	3.5031	4	4	9
11:00-12:00	2.7005	3.934232	4.4345	6	4	11
12:00-13:00	4.1772	6.18466	6.9234	8	7	16
13:00-14:00	3.9217	6.008536	7.1961	8	7	16
14:00-15:00	3.7875	6.064336	6.5747	7	7	15
15:00-16:00	3.1645	5.34646	5.5981	7	6	14
16:00-17:00	3.2356	5.35536	5.5872	7	6	14
17:00-18:00	3.5012	5.659632	6.13	8	6	15
18:00-19:00	2.9827	4.780496	5.5869	7	6	13
19:00-20:00	2.2255	3.515504	4.2057	5	4	10
20:00-21:00	1.8433	2.701956	3.4973	4	3	8
Daily	42.7167	42.6042	85.3209	89	89	178

Table 5.7 – Secondary Trip Adjustments (Linked Trips)

New Primary Trips

5.4.13 Primary trips represent those vehicle movements that are considered to be new to the highway network and attributable solely to the proposed development. Curtins have assumed 20% primary trips has been applied to both the retail and drive-thru elements. **Table 5.8** below shows the Primary Trips:

(Primary) Retail+ Drive Thru (516 sqm) – Weekday						
Hours (Peaks in Bold)	Vehicle Trip Rate			Development Vehicle Trips		
	Arrivals	Departures	Total	Arrivals	Departures	Total
05:00-06:00	0.2176	0.026	0.2436	1	0	1
06:00-07:00	0.8664	0.684	1.5504	2	2	4
07:00-08:00	2.1774	1.8794	4.0568	6	5	11
08:00-09:00	2.5872	2.4686	5.0558	7	7	14
09:00-10:00	2.231	2.1556	4.3866	6	6	12
10:00-11:00	2.0758	1.9146	3.9904	6	5	11
11:00-12:00	2.8074	2.6356	5.443	7	7	14
12:00-13:00	3.7898	3.6618	7.4516	10	9	19
13:00-14:00	3.461	3.488	6.949	8	8	17
14:00-15:00	3.0712	3.0606	6.1318	8	8	16
15:00-16:00	3.0756	3.0424	6.118	8	8	16
16:00-17:00	3.4452	3.3308	6.776	9	8	17
17:00-18:00	3.7186	3.7812	7.4998	9	9	19
18:00-19:00	3.9042	3.9902	7.8944	10	10	19
19:00-20:00	3.0034	3.2562	6.2596	7	8	16
20:00-21:00	2.3192	2.548	4.8672	5	6	12
Daily	45.7206	45.5098	91.2304	117	116	233
(Primary) Retail+ Drive Thru (516 sqm) – Saturday						
Hours (Peaks in Bold)	Vehicle Trip Rate			Development Vehicle Trips		
	Arrivals	Departures	Total	Arrivals	Departures	Total
05:00-06:00	0.358	0.454784	0.581	1	1	1
06:00-07:00	1.479	1.602464	2.5764	3	2	5
07:00-08:00	2.113	3.13848	3.5344	4	4	8
08:00-09:00	2.9886	5.10728	4.7262	7	6	13
09:00-10:00	3.9334	6.120424	6.6906	8	8	17
10:00-11:00	4.009	7.097832	7.0062	9	9	18
11:00-12:00	5.401	7.868464	8.869	11	11	22
12:00-13:00	8.3544	12.36932	13.8468	17	15	33
13:00-14:00	7.8434	12.01707	14.3922	16	16	32
14:00-15:00	7.575	12.12867	13.1494	16	15	31
15:00-16:00	6.329	10.69292	11.1962	14	14	28
16:00-17:00	6.4712	10.71072	11.1744	14	13	27
17:00-18:00	7.0024	11.31926	12.26	15	15	30
18:00-19:00	5.9654	9.560992	11.1738	12	14	26
19:00-20:00	4.451	7.031008	8.4114	9	10	19
20:00-21:00	3.6866	5.403912	6.9946	7	8	16
Daily	85.4334	85.2084	170.6418	178	178	356

Table 5.8 – Secondary Trip Adjustments (New Primary Trips)

5.4.14 The above table indicates that the primary retail and drive-thru development is forecast to generate approximately 14 two-way vehicular trips during the weekday AM peak hour, around 19 two-way vehicular trips during the weekday midday peak hour, and approximately 19 two-way vehicular trips during the weekday PM peak hour.

5.4.15 On a Saturday, the primary retail and drive-thru development is forecast to generate approximately 13 two-way vehicular trips during the AM peak hour, around 33 two-way vehicular trips during the midday peak hour, and approximately 30 two-way vehicular trips during the PM peak hour.

5.5 Forecasting Vehicular Trip Generation: Net Vehicular Trip Impact

5.5.1 Following the application of the adjustment factors set out above, the remaining forecast trips represent primary trips only. The net impact of the development is demonstrated in the table below.

(Net) Retail+ Drive Thru (516 sqm) – Weekday									
Hours (Peaks in Bold)	(Weekday) Existing			(Weekday) Primary			(Weekday) Net		
	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total
05:00-06:00	0	0	0	1	0	1	1	0	1
06:00-07:00	0	0	0	2	2	4	2	2	4
07:00-08:00	2	0	2	6	5	11	4	5	9
08:00-09:00	5	2	6	7	7	14	2	5	8
09:00-10:00	4	3	6	6	6	12	3	3	6
10:00-11:00	3	3	6	6	5	11	2	2	5
11:00-12:00	3	3	6	7	7	14	4	4	8
12:00-13:00	3	3	6	10	9	19	7	6	13
13:00-14:00	3	3	6	8	8	17	5	5	11
14:00-15:00	3	3	6	8	8	16	5	4	9
15:00-16:00	3	3	6	8	8	16	5	5	9
16:00-17:00	3	4	6	9	8	17	6	5	11
17:00-18:00	2	4	6	9	9	19	8	6	13
18:00-19:00	1	2	2	10	10	19	9	8	17
19:00-20:00	0	1	1	7	8	16	7	7	14
20:00-21:00	0	0	0	5	6	12	5	6	11
Daily	34	35	70	117	116	233	82	81	163
(Net) Retail+ Drive Thru (516 sqm) – Saturday									
Hours (Peaks in Bold)	(Saturday) Existing			(Saturday) Primary			(Saturday) Net		
	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total
05:00-06:00	0	0	0	1	1	1	1	1	1
06:00-07:00	0	0	0	3	2	5	3	2	5
07:00-08:00	10	0	10	4	4	8	-5	4	-1

08:00-09:00	4	1	5	7	6	13	3	5	8
09:00-10:00	4	3	6	8	8	17	5	6	10
10:00-11:00	4	4	7	9	9	18	5	6	11
11:00-12:00	4	4	8	11	11	22	8	6	14
12:00-13:00	3	4	7	17	15	33	14	11	25
13:00-14:00	3	3	6	16	16	32	13	13	27
14:00-15:00	3	3	6	16	15	31	13	12	25
15:00-16:00	3	3	6	14	14	28	11	11	22
16:00-17:00	2	3	5	14	13	27	12	10	22
17:00-18:00	0	1	1	15	15	30	15	14	29
18:00-19:00	0	0	0	12	14	26	12	14	26
19:00-20:00	0	0	0	9	10	19	9	10	19
20:00-21:00	0	0	0	7	8	16	7	8	16
Daily	38	30	68	178	178	356	140	148	287

Table 5.9 – Forecasting Vehicular Trip Generation: Net Vehicular Trip Impact

- 5.5.2 The net weekday trip generation associated with the retail and drive-thru development is forecast to be approximately 8 two-way vehicular trips during the AM peak hour, around 13 two-way vehicular trips during the midday peak hour, and approximately 13 two-way vehicular trips during the PM peak hour.
- 5.5.3 On a Saturday, the net trip impact of the retail and drive-thru development is forecast to be approximately 8 two-way vehicular trips during the AM peak hour, around 25 two-way vehicular trips during the midday peak hour, and approximately 29 two-way vehicular trips during the PM peak hour, reflecting the replacement of the existing car showroom trips with the proposed development.
- 5.5.4 For clarity, these weekday and Saturday figures discount the extant uses and account for linked and diverted trips.

5.6 Highway Impact Summary

- 5.6.1 The majority of person trips to/from the site will be by non-car modes. This level of active travel and public transport activity can be accommodated on the surrounding highway network; particularly following the recently completed Phase 1 and ongoing Phase 2 improvements associated with the Fishpool and Pimhole Bee Active Travel Scheme (particularly the upgraded crossing facilities and enhanced footway provision at the adjacent A56 Manchester Road/Parkhills Road junction).
- 5.6.2 The net vehicular impact ranges from c.8 two-way trips in the weekday AM peak to c. 29 two-way trips on a Saturday peak. This is not considered a 'severe impact' in accordance with the NPPF.

6.0 Transport Planning Policy

6.1 Introduction

- 6.1.1 When developing the scheme proposals, it is important to understand the national and local transport related planning policies. This section aims to outline the key policies throughout relevant policy and guidance documents. The NPPF sets out the current national transport planning policy and outlines the important role that transport policies have to play in facilitating sustainable development. From the outset, the Minister for Planning's Foreword lays the foundations for current policy thinking;

"The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs".

- 6.1.2 Paragraph 11 states that at the heart of NPPF is a "*presumption in favour of sustainable development*". For decision making this means granting permission unless:

"...any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole."

- 6.1.3 Section 9 of the NPPF is entitled Promoting Sustainable Transport and outlines the important role that transport policies have to play in facilitating sustainable development. The section states that:

"The planning system should actively manage patterns of growth in support of these objectives. 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".

- 6.1.4 The document emphasises the need for developments to offer a choice of sustainable modes of transport to "*reduce congestion and emissions, and improve air quality and public health*" and provide "*safe and suitable access*" for all users.

- 6.1.5 Paragraph 115 of the NPPF states that in assessing Sites that may be allocated for development in plans, or specific applications in development, it should be ensured that:

- a) "*sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location*;
- b) "*safe and suitable access to the site can be achieved for all users*;

- c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."*

6.1.6 Paragraph 116 of the NPPF states 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, following mitigation, would be severe, taking into account all reasonable future scenarios."

6.1.7 It has been demonstrated throughout this TS that the residual cumulative impacts of the proposed development would not be 'severe' from a highways and transportation perspective.

6.1.8 The proposed development accords with the NPPF due to the site benefiting from excellent accessibility for public transport, walking and cycling and prospective staff and visitors will be given every encouragement to choose more sustainable modes of transport.

6.2 Planning Practice Guidance (PPG)

6.2.1 In addition to the NPPF, a Planning Practice Guidance (PPG) document has also been developed by the Ministry of Housing, Communities & Local Government. It brings together planning practice guidance for England and sits alongside the NPPF. Within this document there is a specific section that clarifies the over-arching principles on Travel Plans, Transport Assessments and Transport Statements.

6.2.2 The guidance states that:

"Travel Plans, Transport Assessments and Statements can positively contribute to:

- *Encouraging sustainable travel;*
- *Lessening traffic generation and its detrimental impacts;*
- *Reducing carbon emissions and climate impacts;*
- *Creating accessible, connected, inclusive communities;*
- *Improving health outcomes and quality of life;*
- *Improving road safety; and*
- *Reducing the need for new development to increase existing road capacity or provide new roads."*

- 6.2.3 The guidance on Transport Assessments and Statements re-iterates the circumstances in which either document would usually be required. It is clear that a development of the size and nature of this development requires a Transport Statement (TS). It also clarifies the process for establishing a scope for what the document should contain. The PPG has been considered in the production of this TS.
- 6.2.4 The guidance on Travel Plans reinforces the requirement for a Travel Plan, the scope of the document, and need for monitoring to continue the strategy into the future. The NPPG has been considered in the production of the accompanying Travel Plan (Document Reference: **088842-CUR-XX-XX-T-TP-00002**).

6.3 Bury Unitary Development Plan, 1997

- 6.3.1 The Bury Unitary Development Plan (UDP) was adopted in 1997. Some policies have since been superseded and the Council is working to replace the document with a new Bury Local Plan once Greater Manchester's Places for Everyone plan has been adopted.
- 6.3.2 Chapter 10 sets out the transport policies which relate to this report.
- 6.3.3 Policy HT1, titled '*A Balanced Transportation Strategy*', seeks to promote the attractiveness and use of public transport, interchange between transport modes, access for mobility impaired users, improving road capacity, and diverting traffic onto major roads.
- 6.3.4 The Council will prioritise and favour highway schemes via policy HT2 which improve road safety, public transport, the flow of traffic and the environment.
- 6.3.5 Policy HT2/4 states that development must provide adequate car parking in line with the Council's parking standards, and HT2/6 requires that any car parking lost as a result of a development must be replaced elsewhere in agreement with the Local Planning Authority.
- 6.3.6 Through Policy HT3 the Council will encourage measures, services, and infrastructure to encourage bus and Metrolink usage.
- 6.3.7 The Council will support development proposals which, in accordance with Policy HT4, are sustainable, assist the implementation of balanced transport strategy, minimise the environmental impact of traffic, and, in particular, those which are accessible by public transport or where there is spare capacity of the highway network.
- 6.3.8 Policy HT5 sets out how the Council will encourage the high-quality, comprehensive provision for mobility and visually impaired people and those with other special needs.
- 6.3.9 Policy HT6 seeks to improve facilities for pedestrian and cyclists by eliminating conflict with vehicles, providing direct, convenient, well-lit, and clearly signed routes, pedestrianising routes and allowing cyclists in these areas where appropriate, and providing cycle parking and lanes.

- 6.3.10 It should be noted that these policies and the wider plan itself are relatively dated albeit there is still much alignment with the NPPF and the focus on sustainable modes of travel.

6.4 Emerging Bury Local Plan

- 6.4.1 As part of work towards preparing an updated Local Plan to replace the UDP, Bury Council prepared a Policy Directions document and various Topic Papers in late 2018.

- 6.4.2 The following two policy direction are set out for transport and accessibility:

- AC1 – Connectivity and Accessibility:
“It is proposed that the Local Plan should include a policy seeking to direct significant new development into locations which encourage sustainable transport choices and reduce the number and length of journeys, particularly by motor vehicles, setting out key areas that the Council will focus on in seeking to achieve this.
If necessary, the policy should also be accompanied by relevant site allocations for proposals to improve connectivity and accessibility.”
- AC2 – Transport Requirements in New Development:
“It is proposed that the Local Plan should include a policy that seeks to ensure that development and transport planning are coordinated to improve accessibility, and prioritise the use of public transport, cycling and walking over motor vehicles.
The policy should also set out the specific requirements for all proposals for development which will generate demand for travel.”

- 6.4.3 These are guided by the various key issues and opportunities identified by the Transport Topic Paper:

- *“Traffic congestion at peak periods is largely focused on main routes in and around town centres (particularly Bury Town Centre) and key motorway junctions and is largely caused by extensive use of the private car.*
- *Road traffic is a major source of carbon emissions and is the most significant cause of poor air quality where sections of our major roads and motorways have levels of nitrogen dioxide that exceed minimum acceptable.*
- *Bury Interchange is considered to be poorly configured and suffers from a poor environment that does not reflect its status as the Borough’s key transport hub.*
- *The Bury line has seen significant growth in Metrolink usage and has become an important commuting asset, particularly for those travelling to work in Manchester City Centre. However, services on the Bury line are subject to over-crowding during peak periods.*
- *Park and Ride Facilities at Radcliffe and Whitefield are at capacity and, given the amount of Metrolink usage, the park and ride facilities at Bury Interchange and Prestwich station are considered to be inadequate.*

- *Ramsbottom suffers from a lack of car/coach parking provision, particularly given the attractiveness of the town as a tourist destination.*
- *An increase in the use of low and ultra-low emissions vehicles.*
- *An opportunity to significantly improve cycling infrastructure in Bury through the GM Beelines project”*

6.5 Bury’s 2030 Strategy

6.5.1 The 2030 Strategy is the overarching strategy for the future development of the Borough. It sets out how the Council will initially repair the damage caused by the COVID-19 pandemic, and in the longer term, provides a clear ambition and delivery plan ensure that every township in the Borough is better and stronger than before the pandemic. The goal is simple: to stand out as a place that is achieving faster economic growth than the national average, with lower than national average levels of deprivation. The ambition is that by 2030: *“The borough of Bury will have made the fastest improvement in reducing levels of deprivation than any other post-industrial northern locality.”*

6.5.2 The Council will determine progress against seven core measures:

1. Improved quality of life
2. Improved early years development
3. Improved educational attainment
4. Increased adult skill levels and employability
5. Inclusive economic growth
6. Carbon neutrality by 2038
7. Improved digital connectivity

6.6 Bury Local Transport Strategy 2040

6.6.1 The Bury Transport Strategy, approved by the Council's Cabinet in October 2023, is guided by six objectives underpinned by the ambitious vision that:

“By 2040, the Borough’s Townships will be connected to each other, to Greater Manchester and beyond by an affordable, safe, reliable and well-maintained low carbon transport system. It will be easy to get around by public transport, on foot and by bike. Walking and cycling will be the first choice for short journeys for those who are able to walk and cycle. Investment in transport will help to grow the economy, reduce deprivation and improve the health and well-being of residents.”

6.6.2 There are six investment priorities for each mode of travel, as follows:

Metrolink

- 1) A new transport interchange in Bury
- 2) Improvements to Metrolink stops
- 3) Strengthened walking, wheeling and cycling connections to Metrolink stops
- 4) A new Metrolink stop, travel hub/park and ride at Elton Reservoir
- 5) Travel Hubs
- 6) A new tram-train link between Bury and Rochdale

Walking, Wheeling, and Cycling

- 1) To create a Boroughwide active travel network
- 2) Active travel routes to, from and within new development sites
- 3) Secure cycle parking
- 4) Better access to bikes
- 5) Safer Routes to School schemes
- 6) Connecting Blue and Green Infrastructure Networks

Bus

- 1) Bus reform and the introduction of bus franchising
- 2) Better and more reliable bus services in all parts of the Borough
- 3) A new Bury Town Centre Interchange
- 4) Bus priority measures on key routes
- 5) Better bus stops and stations
- 6) Bus services to new developments

Highways

- 1) Address congestion and severance
- 2) Provide access to new developments
- 3) Deliver road safety improvements
- 4) Maintain roads and other highways infrastructure
- 5) Development a parking strategy for the Borough
- 6) Expand the network of publicly available electric vehicle charging points

6.7 Conclusions

- 6.7.1 All the national, regional, and local guidance and plans place a strong emphasis on prioritising walking, cycling, and public transport and enhancing connectivity. The site fully accords with these aims and seeks to improve the accessibility of the existing Parkhills area.

7.0 Summary and Conclusions

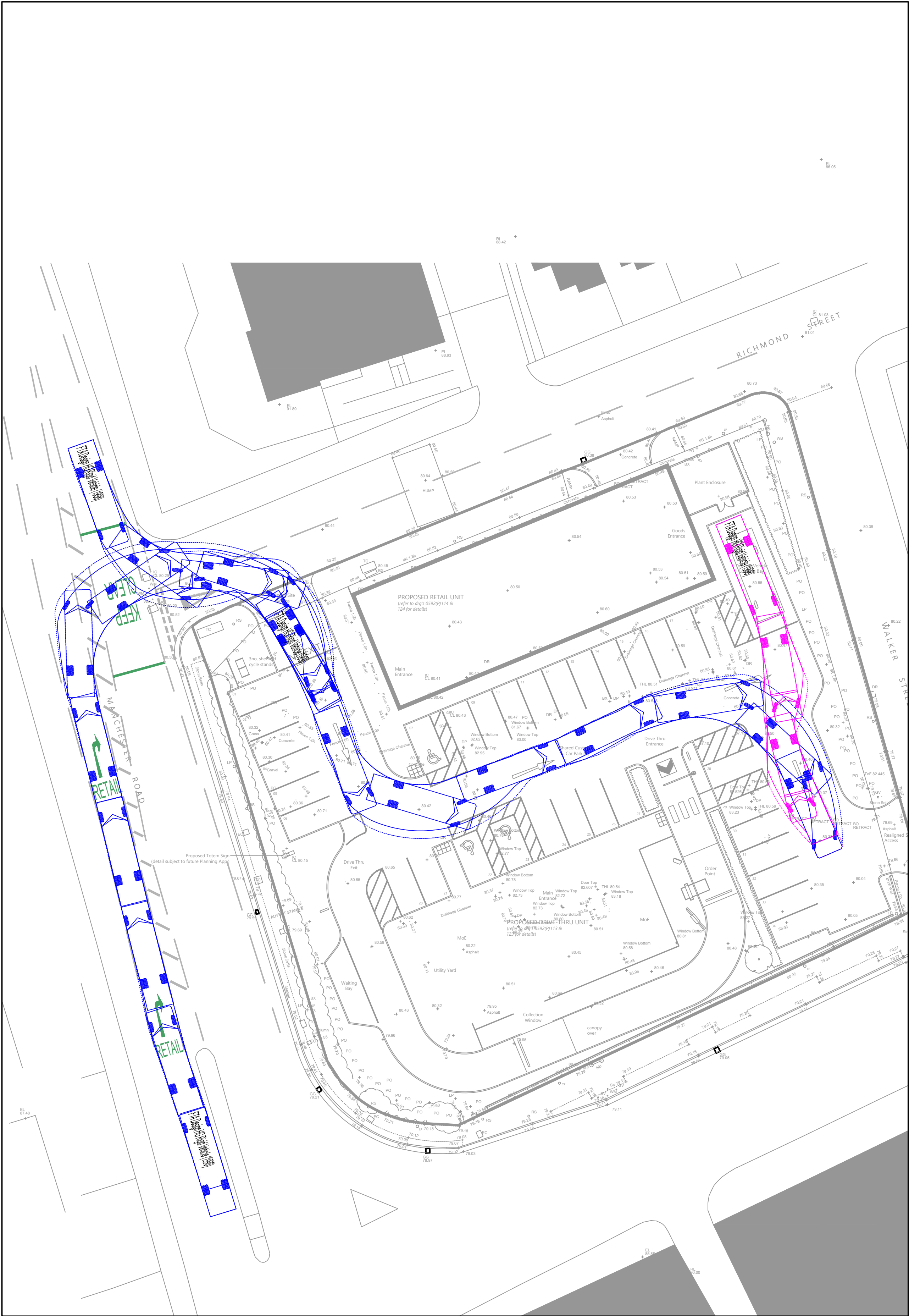
7.1 Summary

- 7.1.1 Curtins has been appointed by Kingscrown Land and Commercial Limited to provide traffic and transportation advice in support of an outline planning application for a commercial development located on Parkhills Road, Bury. The proposed development relates to the existing Parkhills Car Centre site and comprises two retail units with associated parking and servicing.
- 7.1.2 Vehicular access to the proposed site will utilise two of the existing access points into the current Parkhills Car Sales Centre, forming a one-way loop that is accessed in the north western corner of the site from Richmond Street, and egressed from the south-eastern corner of the site, onto Walker Street.
- 7.1.3 A review of accidents on the local highway network does not indicate any correlations that would suggest that highway condition, layout or design were significant contributory factors in the accidents.
- 7.1.4 The walking, cycling and public transport opportunities at the site constitute alternative modes of travel to the car which are realistic modes of travel for staff and visitors. The site is therefore considered to be accessible from sustainable modes of travel in line with national and local transport planning policy.
- 7.1.5 The traffic forecasting assessment indicates no net increase in AM peak traffic and only a modest increase in the PM peak hour compared with the existing use. Informed by TRICS data and a first principles approach, the assessment confirms that the proposals would not have a material impact on the local highway network and the residual cumulative impact would not be considered severe, in accordance with Paragraph 116 of the NPPF.
- 7.1.6 A review of relevant local and national transport planning guidance has been undertaken. It is considered that the proposed development conforms with such policy.

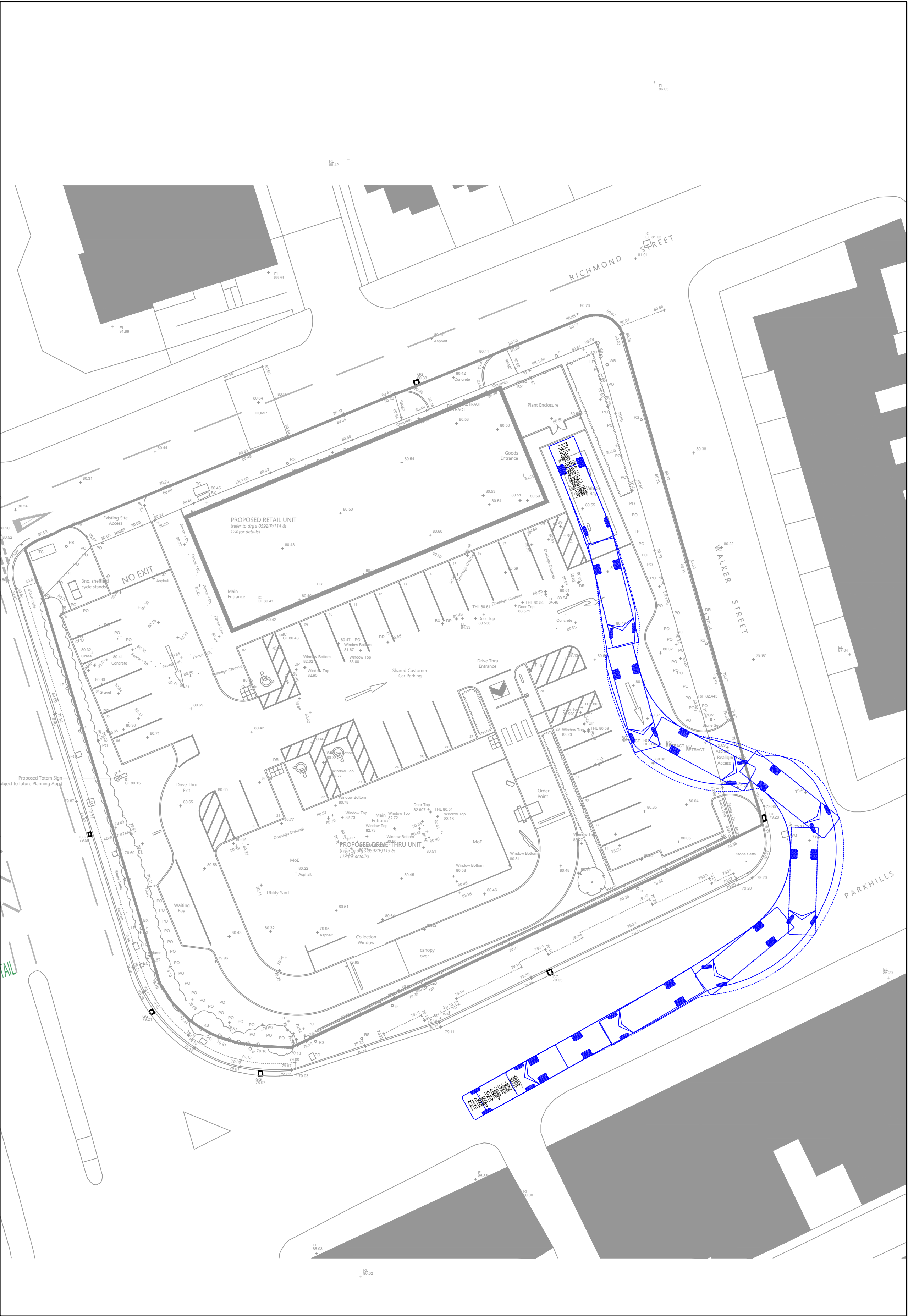
7.2 Conclusions

- 7.2.1 The proposed development meets the sustainable objectives of the National Planning Policy Framework and its residual traffic impacts are not severe. From a traffic and transportation perspective there are no reasons why the development proposals should not be granted planning approval.

Drawings



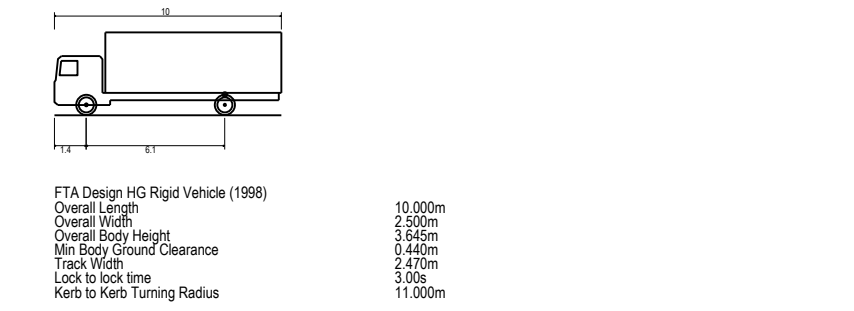
10m RIGID INGRESS



10m RIGID EGRESS

GENERAL NOTES:

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P03	ADDITIONAL SPA ADDED	01/05/26	HD	DJ
Rev:	Description:	Date:	By:	Chkd:

Curtins

Office 51-55 Tithebarn Street Liverpool L2 2SB
Telephone 0151 726 2000
Email Liverpool@curtins.com
Web https://www.curtins.com/

Curtins & Structures - Transport Planning - Environmental - Infrastructure - Geotechnical - Conservation & Heritage - Principal Designer
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Status:	PRELIMINARY	S0
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Project:	PARKHILLS CONVENIENCE STORE
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Dwg Title:

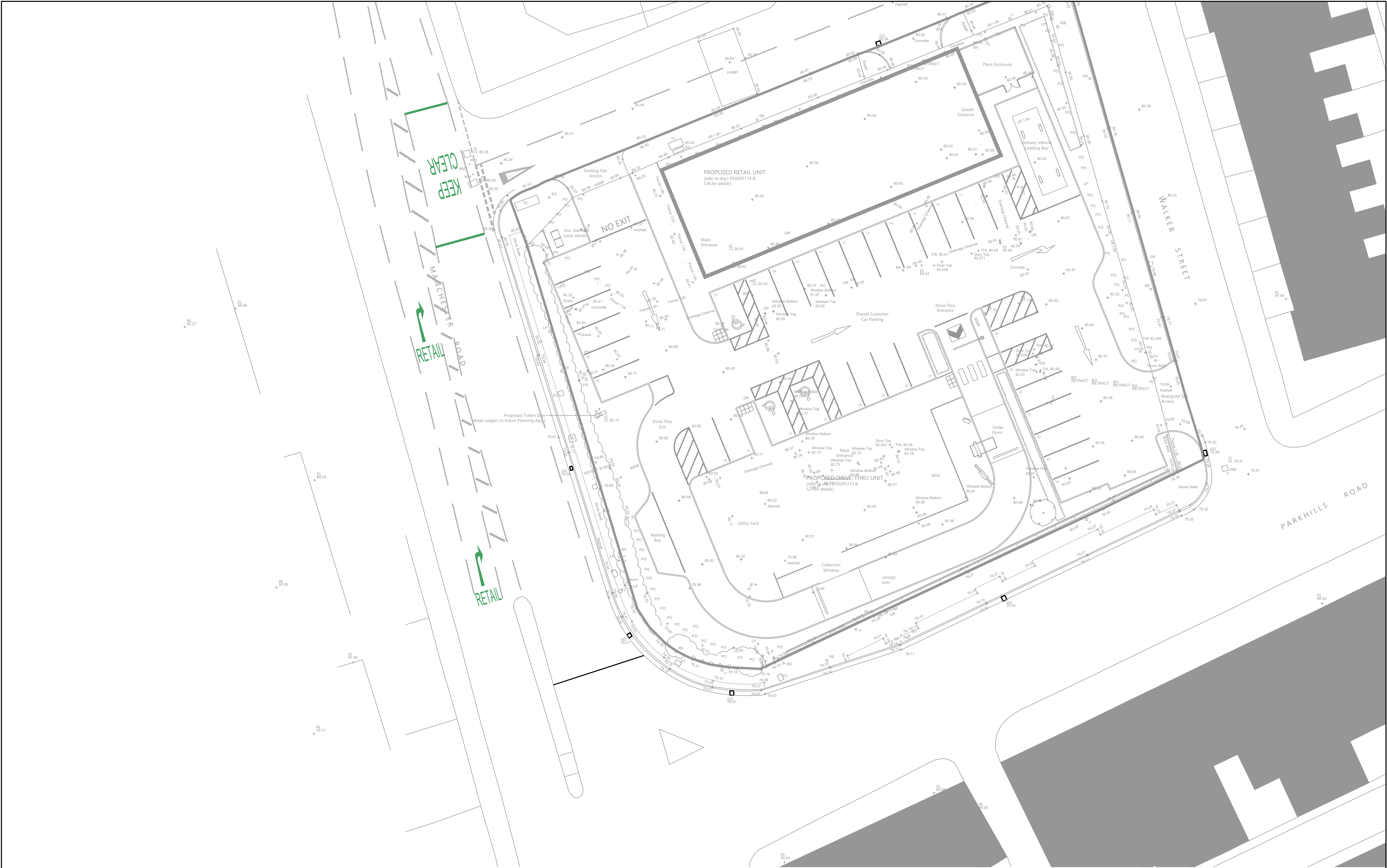
SWEPT PATH ANALYSIS
10M RIGID

Drawn By	Designed By	Checked By
HD	HD	DJ

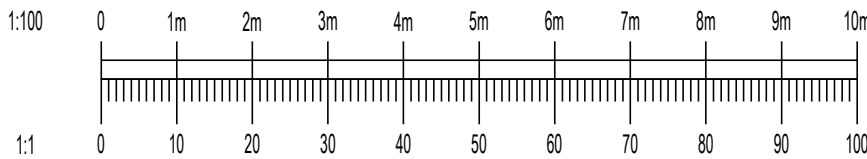
Project No	Date	Scales @ A1
088842	07/04/26	1:250

Project Code - Originator - Function - Spatial - Form - Discipline - Number	Revision
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088842 - CUR - XX - XX - D - T - 05001	P03
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PROPOSED SITE PLAN
1:200



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KEY:
— PROPOSED ROAD MARKINGS

Rev:	Description:	Date:	By:	Chkd:
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Curtins

Office 51-55 Tithebarn Street Liverpool L2 2SB
Telephone 0151 726 2000
Email Liverpool@curtins.com
Web <https://www.curtins.com/>

Curtins & Structures - Transport Planning - Environmental - Infrastructure - Geotechnical - Conservation & Heritage - Principal Designer
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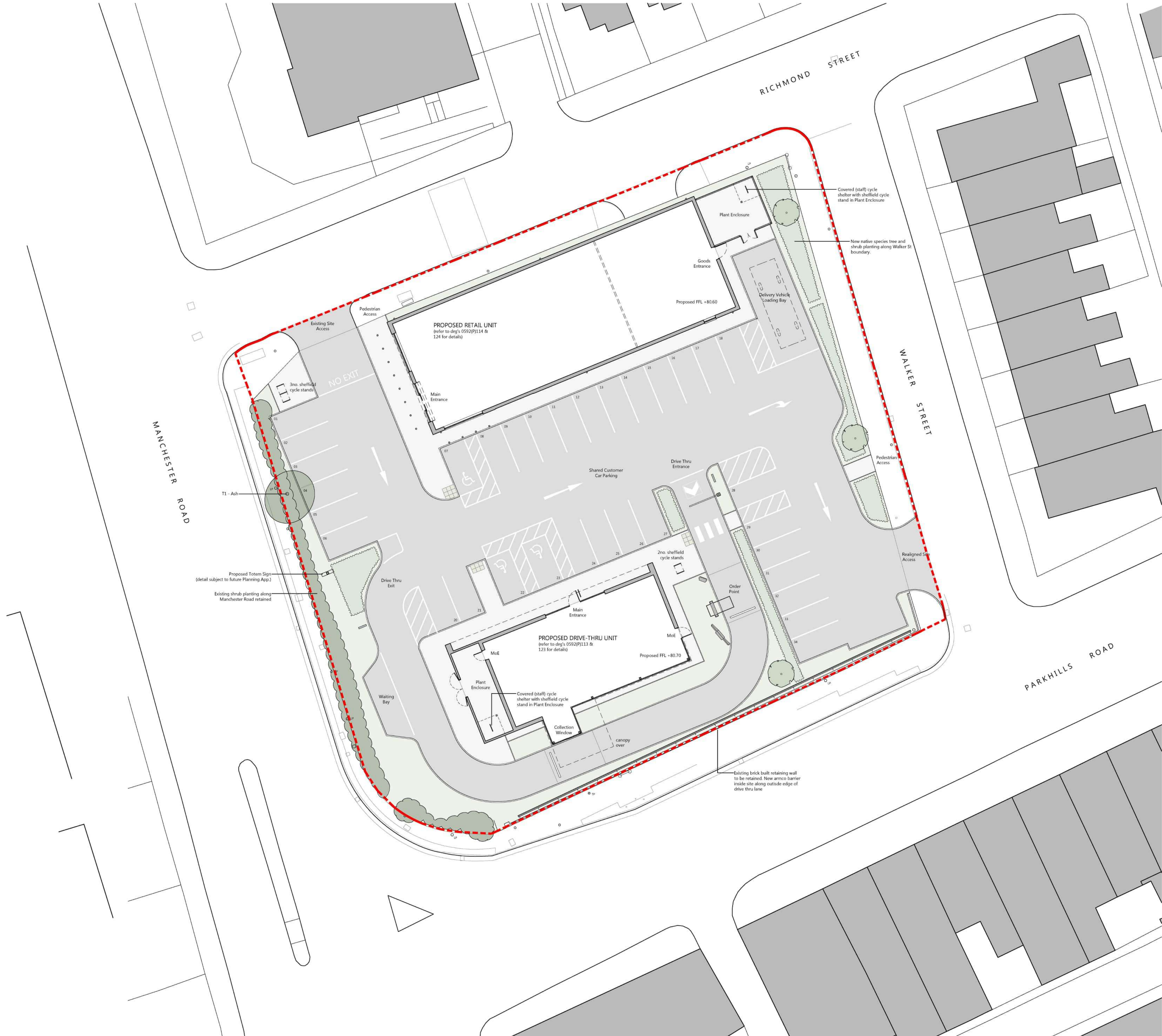
Status: PRELIMINARY **S0**

Project: PARKHILLS CONVENIENCE STORE

Orig Title: ACCESS ARRANGEMENT

Drawn By HD	Designed By HD	Checked By DJ
Project No 088842	Date 16/04/26	Scales @ A1 1:100
Project Code - Originator - Function - Spatial - Form - Discipline - Number		
088842 - CUR - XX - XX - D - T - 75001		
Revision P01		

Appendix A – Proposed Site Layout



PROPOSED SITE PLAN
1:200

GENERAL NOTES

- Drawing for Planning purposes only

- Use only written dimensions, all dimensions to be checked on site

- Drawing is the property of studioPH Limited and must not be reproduced without permission

DRAWING NOTES

- Application Site Area (red edge) - 2993sqm/ 0.74acre

- Drawing based on Survey Solutions Topographic Survey ref: 83523MCLS-01 dated 03/12/2025

DRAWING KEY

CAR PARKING

Black tarmac with white 100mm thermoplastic lining to denote parking spaces and pre-cast concrete kerbs

FOOTPATHS

Black tarmac with pre-cast concrete kerbs and buff tactile paving at crossings

GROUND COVER

Slate or gravel chippings on geotextile layer

EXTERNAL PLANT ENCLOSURES

Brushed concrete with PCC edgings

SHRUB & HEDGE PLANTING

Low level native species hedge and ground cover shrub planting.
Where indicated existing planting is retained

GROUND COVER

Bark mulch (min. 75mm) on geotextile layer or high quality top soil with grass seeding/ turf

EXISTING TREE

Existing trees to be retained and protected during construction

PROPOSED TREES

Native species tree planting

B 27.04.26	PLANNING APPLICATION ISSUE	PJH
A 09.04.26	UPDATED FOLLOWING COMMENTS FROM HIGHWAYS CONSULTANTS	PJH
Rev	Description	Drawn
Client		
KINGSCROWN GROUP		
Project		
PARKHILLS GARAGE, PARKHILLS ROAD, BURY, BL9 9AZ		
Drawing title		
PROPOSED SITE PLAN		
Scale		
1:200@A1	Drawn PJH	Checked PJH
Date		
23/03/2026	Drawing status Planning	
Drawing number		
0592(P)103	Revision B	

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London House

100 Old Street

London EC1A 1RU

020 300 1000

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Appendix B – Accident Reports

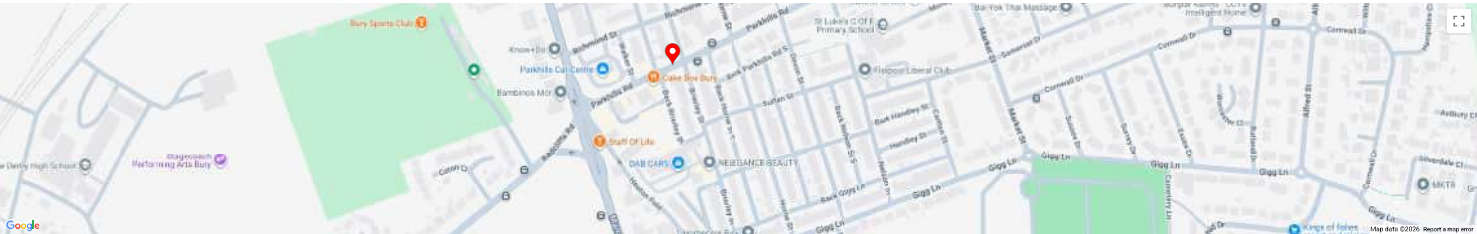
Road Accident Report

Collision Reference	06115029
Severity	Serious (Very Serious)
Collision Reporting Type	Based on Injury code reporting
Collision Adjusted Severity Serious	1
Collision Adjusted Severity Slight	0
Date	27/11/2021 21:15 (Saturday)
OS Grid Reference	380420 409714
Coordinates	Latitude: 53.58366; Longitude: -2.297224
Police Force	Greater Manchester
Number of Vehicles	2
Number of Casualties	1
Local Authority	
Local Authority (ONS)	Bury
Highway Authority	Bury
Highway Authority (current)	Bury
First Road Class	Unclassified
First Road Number	
Road Type	Single carriageway
Speed Limit	30 mph
Junction Detail	
Junction Detail (Historic)	Other junction
Junction Control	Give way or uncontrolled
Second Road Class	Unclassified
Second Road Number	
Pedestrian Crossing	No physical crossing facility within 50m
Pedestrian Crossing Human Control (Historic)	None within 50 metres
Pedestrian Crossing Physical Facilities (Historic)	No physical crossing facilities within 50 metres
Light Conditions	Darkness - lights lit
Weather Conditions	Fine + high winds
Road Surface Conditions	Dry
Special Conditions at Site	None
Carriageway Hazards	None
Carriageway Hazards (Historic)	None
Urban or Rural Area	Urban
Police Officer Attended	No
Trunk Road	Non-trunk

Casualty 1	
ID	1
Vehicle	1
Casualty Class	Passenger
Gender	Male
Age	16
Severity	Serious
Enhanced Severity	Very Serious
Casualty Reporting Type	Based on Injury code reporting
Casualty Adjusted Severity Serious	1
Casualty Adjusted Severity Slight	0
Pedestrian Location	Not a Pedestrian
Pedestrian Movement	Not a Pedestrian
Car Passenger	Front seat passenger
Bus or Coach Passenger	Not a bus or coach passenger
Pedestrian Road Maintenance Worker	No / Not applicable
Casualty Type	Car occupant
Casualty IMD Decile	
Distance from Home	

Vehicle 1	
ID	1
Vehicle Type	Car
Towing And Articulation	No tow/articulation
Vehicle Manoeuvre	Going ahead
Vehicle Manoeuvre (Historic)	Going ahead other
Vehicle Direction From	South East
Vehicle Direction To	North West
Vehicle Location Restricted Lane	On main carriageway (not in restricted lane)
Vehicle Location Restricted Lane (Historic)	On main c'way - not in restricted lane
Junction Location	Mid Junction - on roundabout or on main road
Skidding and Overturning	Skidded
Hit Object in Carriageway	Parked vehicle
Vehicle Leaving Carriageway	Offside
Hit Object off Carriageway	None
First Point of Impact	Nearside
Vehicle Left Hand Drive	No
Journey Purpose of Driver	Not known or not requested
Journey Purpose of Driver (Historic)	Not known
Sex of Driver	Male
Age Band of Driver	16-20
Propulsion Code	Heavy oil
Driver IMD Decile	
E-Scooter	
Driver Distance Banding	Vehicle was not an e-scooter
Age of Driver	20
Age of Vehicle	16
Engine Capacity (cc)	1995
Make/Model	TOYOTA AVENSIS

Vehicle 2	
ID	2
Vehicle Type	Car
Towing And Articulation	No tow/articulation
Vehicle Manoeuvre	Parked
Vehicle Manoeuvre (Historic)	Parked
Vehicle Direction From	Parked
Vehicle Direction To	Parked
Vehicle Location Restricted Lane	On main carriageway (not in restricted lane)
Vehicle Location Restricted Lane (Historic)	On main c'way - not in restricted lane
Junction Location	Approaching junction or waiting/parked at junction approach
Skidding and Overturning	None
Hit Object in Carriageway	None
Vehicle Leaving Carriageway	Did not leave carriageway
Hit Object off Carriageway	None
First Point of Impact	Front
Vehicle Left Hand Drive	No
Journey Purpose of Driver	Not known or not requested
Journey Purpose of Driver (Historic)	Not known
Sex of Driver	Not known
Age Band of Driver	
Propulsion Code	Heavy oil
Driver IMD Decile	



SOURCE
Department for Transport: Road Accidents and Safety Statistics

Road Accident Report

Collision Reference	06N172586
Severity	Serious
Collision Reporting Type	Based on severity reporting
Collision Adjusted Severity Serious	1
Collision Adjusted Severity Slight	0
Date	02/07/2020 16:55 (Thursday)
OS Grid Reference	380311, 409659
Coordinates	Latitude: 53.583162; Longitude: -2.298867
Police Force	Greater Manchester
Number of Vehicles	2
Number of Casualties	1
Local Authority	Bury
Local Authority (ONS)	Bury
Highway Authority	Bury
Highway Authority (current)	Bury
First Road Class	A
First Road Number	56
Road Type	Dual carriageway
Speed Limit	30 mph
Junction Detail	Crossroads
Junction Detail (Historic)	Crossroads
Junction Control	Auto traffic signal
Second Road Class	C
Second Road Number	
Pedestrian Crossing	Central refuge - no other controls
Pedestrian Crossing Human Control (Historic)	None within 50 metres
Pedestrian Crossing Physical Facilities (Historic)	Central refuge
Light Conditions	Daylight
Weather Conditions	Fine no high winds
Road Surface Conditions	Wet or damp
Special Conditions at Site	None
Carriageway Hazards	None
Carriageway Hazards (Historic)	None
Urban or Rural Area	Urban
Police Officer Attended	Yes
Trunk Road	Non-trunk

Casualty 1	
ID	1
Vehicle	1
Casualty Class	Driver or rider
Gender	Male
Age	27
Severity	Serious
Enhanced Severity	
Casualty Reporting Type	Based on severity reporting
Casualty Adjusted Severity Serious	1
Casualty Adjusted Severity Slight	0
Pedestrian Location	Not a Pedestrian
Pedestrian Movement	Not a Pedestrian
Car Passenger	Not car passenger
Bus or Coach Passenger	Not a bus or coach passenger
Pedestrian Road Maintenance Worker	No / Not applicable
Casualty Type	Motorcycle 50cc and under rider or passenger
Casualty IMD Decile	Less deprived 20-30%
Distance from Home	

Vehicle 1	
ID	1
Vehicle Type	Motorcycle 50cc and under
Towing And Articulation	No tow/articulation
Vehicle Manoeuvre	Going ahead
Vehicle Manoeuvre (Historic)	Going ahead other
Vehicle Direction From	South West
Vehicle Direction To	North East
Vehicle Location Restricted Lane	On main carriageway (not in restricted lane)
Vehicle Location Restricted Lane (Historic)	On main c'way - not in restricted lane
Junction Location	Mid Junction - on roundabout or on main road
Skidding and Overturning	None
Hit Object in Carriageway	None
Vehicle Leaving Carriageway	Did not leave carriageway
Hit Object off Carriageway	None
First Point of Impact	Nearside
Vehicle Left Hand Drive	No
Journey Purpose of Driver	Not known or not requested
Journey Purpose of Driver (Historic)	Not known
Sex of Driver	Male
Age Band of Driver	26-35
Propulsion Code	
Driver IMD Decile	Less deprived 20-30%
E-Scooter	Vehicle was not an e-scooter
Driver Distance Banding	
Age of Driver	27
Age of Vehicle	
Engine Capacity (cc)	
Make/Model	

Vehicle 2	
ID	2
Vehicle Type	Car
Towing And Articulation	No tow/articulation
Vehicle Manoeuvre	Going ahead
Vehicle Manoeuvre (Historic)	Going ahead other
Vehicle Direction From	North
Vehicle Direction To	South
Vehicle Location Restricted Lane	On main carriageway (not in restricted lane)
Vehicle Location Restricted Lane (Historic)	On main c'way - not in restricted lane
Junction Location	Mid Junction - on roundabout or on main road
Skidding and Overturning	None
Hit Object in Carriageway	None
Vehicle Leaving Carriageway	Did not leave carriageway
Hit Object off Carriageway	None
First Point of Impact	Front
Vehicle Left Hand Drive	No
Journey Purpose of Driver	Not known or not requested
Journey Purpose of Driver (Historic)	Not known
Sex of Driver	Male
Age Band of Driver	26-35
Propulsion Code	
Driver IMD Decile	Less deprived 20-30%



SOURCE
Department for Transport: Road Accidents and Safety Statistics

Road Accident Report

Collision Reference	061161826
Severity	Serious (Moderately Serious)
Collision Reporting Type	Based on Injury code reporting
Collision Adjusted Severity Serious	1
Collision Adjusted Severity Slight	0
Date	01/04/2022 16:50 (Friday)
OS Grid Reference	380314, 409658
Coordinates	Latitude: 53.583139; Longitude -2.298834
Police Force	Greater Manchester
Number of Vehicles	2
Number of Casualties	1
Local Authority	
Local Authority (ONS)	Bury
Highway Authority	Bury
Highway Authority (current)	Bury
First Road Class	A
First Road Number	56
Road Type	Dual carriageway
Speed Limit	30 mph
Junction Detail	Crossroads
Junction Detail (Historic)	Crossroads
Junction Control	Auto traffic signal
Second Road Class	Unclassified
Second Road Number	
Pedestrian Crossing	Zebra crossing
Pedestrian Crossing Human Control (Historic)	None within 50 metres
Pedestrian Crossing Physical Facilities (Historic)	Zebra
Light Conditions	Daylight
Weather Conditions	Fine no high winds
Road Surface Conditions	Dry
Special Conditions at Site	None
Carriageway Hazards	None
Carriageway Hazards (Historic)	None
Urban or Rural Area	Urban
Police Officer Attended	Yes
Trunk Road	Non-trunk

Casualty 1	
ID	1
Vehicle	2
Casualty Class	Driver or rider
Gender	Male
Age	21
Severity	Serious
Enhanced Severity	Moderately Serious
Casualty Reporting Type	Based on Injury code reporting
Casualty Adjusted Severity Serious	1
Casualty Adjusted Severity Slight	0
Pedestrian Location	Not a Pedestrian
Pedestrian Movement	Not a Pedestrian
Car Passenger	Not car passenger
Bus or Coach Passenger	Not a bus or coach passenger
Pedestrian Road Maintenance Worker	No / Not applicable
Casualty Type	Motorcycle 125cc and under rider or passenger
Casualty IMD Decile	Most deprived 10%
Distance from Home	

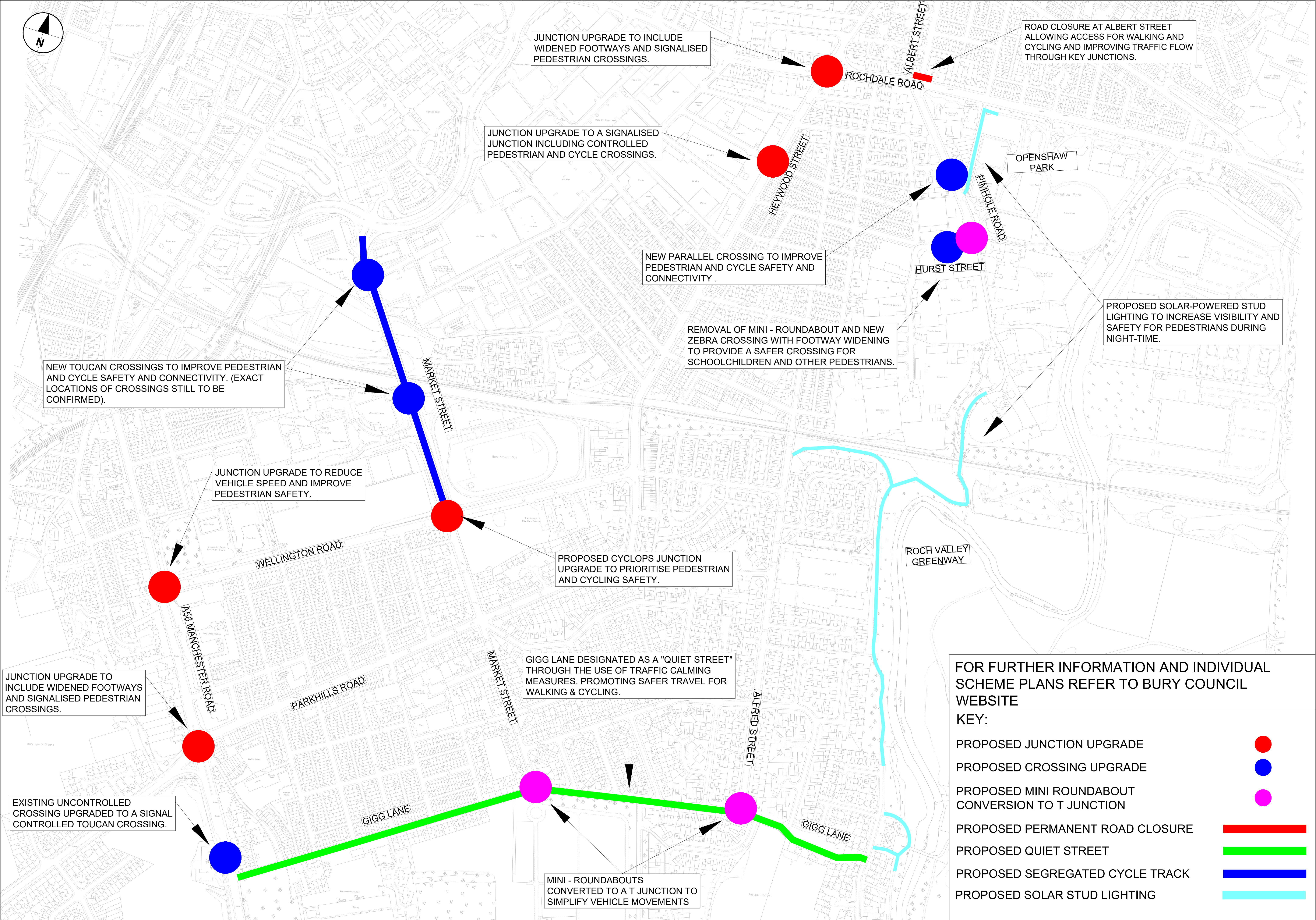
Vehicle 1	
ID	1
Vehicle Type	Car
Towing And Articulation	No tow/articulation
Vehicle Manoeuvre	Going ahead
Vehicle Manoeuvre (Historic)	Going ahead other
Vehicle Direction From	North
Vehicle Direction To	South
Vehicle Location Restricted Lane	On main carriageway (not in restricted lane)
Vehicle Location Restricted Lane (Historic)	On main c'way - not in restricted lane
Junction Location	Approaching junction or waiting/parked at junction approach
Skidding and Overturning	None
Hit Object in Carriageway	None
Vehicle Leaving Carriageway	Did not leave carriageway
Hit Object off Carriageway	None
First Point of Impact	Front
Vehicle Left Hand Drive	No
Journey Purpose of Driver	Not known or not requested
Journey Purpose of Driver (Historic)	Other
Sex of Driver	Male
Age Band of Driver	46-55
Propulsion Code	Heavy oil
Driver IMD Decile	More deprived 30-40%
E-Scooter	Vehicle was not an e-scooter
Driver Distance Banding	
Age of Driver	46
Age of Vehicle	4
Engine Capacity (cc)	1968
Make/Model	VOLKSWAGEN PASSAT

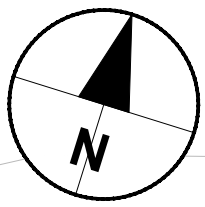
Vehicle 2	
ID	2
Vehicle Type	Motorcycle 125cc and under
Towing And Articulation	No tow/articulation
Vehicle Manoeuvre	Turning right
Vehicle Manoeuvre (Historic)	Turning right
Vehicle Direction From	South
Vehicle Direction To	North East
Vehicle Location Restricted Lane	On main carriageway (not in restricted lane)
Vehicle Location Restricted Lane (Historic)	On main c'way - not in restricted lane
Junction Location	Mid junction - on roundabout or on main road
Skidding and Overturning	None
Hit Object in Carriageway	None
Vehicle Leaving Carriageway	Did not leave carriageway
Hit Object off Carriageway	None
First Point of Impact	Front
Vehicle Left Hand Drive	No
Journey Purpose of Driver	Not known or not requested
Journey Purpose of Driver (Historic)	Not known
Sex of Driver	Male
Age Band of Driver	21-25
Propulsion Code	Petrol
Driver IMD Decile	Most deprived 10%



SOURCE
Department for Transport: Road Accidents and Safety Statistics

Appendix C – Fishpool and Pimhole Bee Active Travel Scheme





KEY:

PROPOSED CARRIAGEWAY RESURFACING



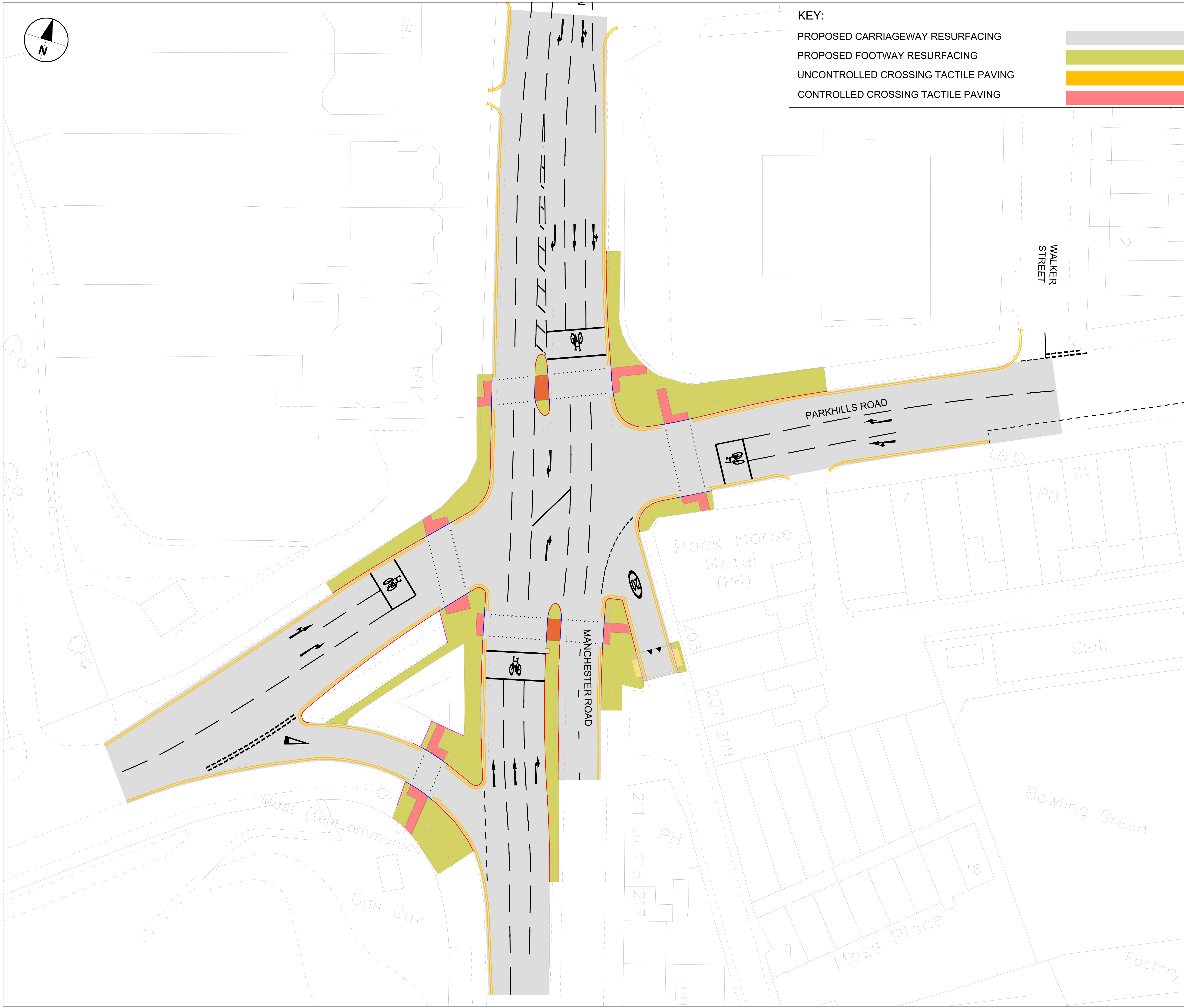
PROPOSED FOOTWAY RESURFACING



UNCONTROLLED CROSSING TACTILE PAVING



CONTROLLED CROSSING TACTILE PAVING



Appendix D – Existing TRICS Output

Audit Code: 24838787-560e-4d14-b436-2a2128f175ca

Filtering Summary:

Land Use: 14/A CAR SHOW ROOMS/CAR SHOW ROOMS

Selected Trip Rate Calculation Parameter Range: 45 - 9800 sqm GFA

Actual Trip Rate Calculation Parameter Range: 45 - 9800 sqm GFA

Date Range: Minimum: 26/05/1994 Maximum: 23/11/2024

Parking Spaces Range: All Surveys Selected

Population Within 500m Range: 50 1500

Days of the week selected:

Saturday	8
----------	---

Main Location Types selected:

Edge of Town	6
Suburban Area	2

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	7
Servicing Vehicles Included	1

Population <1 Mile ranges selected:

10,001 to 15,000	4
15,001 to 20,000	2
5,001 to 10,000	2

Audit Code: 24838787-560e-4d14-b436-2a2128f175ca

Population <5 Mile ranges selected:

100,001 to 125,000	1
125,001 to 250,000	1
25,001 to 50,000	1
250,001 to 500,000	2
50,001 to 75,000	2
75,001 to 100,000	1

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	2
1.1 to 1.5	5
1.6 to 2.0	1

PTAL Rating:

No PTAL Present	8
-----------------	---

Audit Code: 24838787-560e-4d14-b436-2a2128f175ca

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 14 - CAR SHOW ROOMS

Category: A - CAR SHOW ROOMS

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	KC	KENT	2 days
	SP	SOUTHAMPTON	1 day
	WS	WEST SUSSEX	2 days
04	EAST ANGLIA		
	PB	PETERBOROUGH	1 day
11	SCOTLAND		
	EA	EAST AYRSHIRE	1 day
	SR	STIRLING	1 day

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

Audit Code: 24838787-560e-4d14-b436-2a2128f175ca

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:	GFA
Actual Range:	45 to 9800 (units:sqm)
Range Selected by User:	45 to 9800 (units:sqm)
Parking Spaces Range:	0 - 254

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	26/05/94 to 23/11/24

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

Selected survey days:

Saturday	8 days
----------	--------

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

Selected survey types:

Manual count	7
Direction ATC Count	1

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	6 days
Suburban Area	2 days

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 days
Development Zone	1 days
Industrial Zone	3 days
No Sub Category	3 days

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 Vehicle Counts:

Servicing vehicles Included	1 days
Servicing vehicles Unknown	7 days

Audit Code: 24838787-560e-4d14-b436-2a2128f175ca

Secondary Filtering Selection:

Use Class:

Sui Generis

8 surveys

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:

50 - 1500

Population within 1 mile:

10,001 to 15,000

4 surveys

15,001 to 20,000

2 surveys

5,001 to 10,000

2 surveys

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

Population within 5 miles:

100,001 to 125,000

1 surveys

125,001 to 250,000

1 surveys

25,001 to 50,000

1 surveys

250,001 to 500,000

2 surveys

50,001 to 75,000

2 surveys

75,001 to 100,000

1 surveys

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 surveys

1.1 to 1.5

5 surveys

1.6 to 2.0

1 surveys

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.

Audit Code: 24838787-560e-4d14-b436-2a2128f175ca

Petrol filling station:

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 8 surveys

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 8 surveys

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.

COVID-19 Restrictions:

No

Audit Code: 24838787-560e-4d14-b436-2a2128f175ca

LIST OF SITES relevant to selection parameters:

Site 1:	EA-14-A-02	Gross floor area:	2238.00 sqm
Development Name:	CAR SHOW ROOM	Survey Date:	
Location:	KILMARNOCK	Survey Day:	
Postcode:			
Main Location Type:	Edge of Town		
Sub Location Type:	Development Zone		
PTAL:	n/a		
Site 2:	KC-14-A-01	Gross floor area:	1045.00 sqm
Development Name:	CAR SHOW ROOM	Survey Date:	
Location:	NEAR DOVER	Survey Day:	
Postcode:			
Main Location Type:	Edge of Town		
Sub Location Type:	Commercial Zone		
PTAL:	n/a		
Site 3:	KC-14-A-03	Gross floor area:	322.00 sqm
Development Name:	ŠKODA	Survey Date:	
Location:	DARTFORD	Survey Day:	
Postcode:	DA1 5FD		
Main Location Type:	Edge of Town		
Sub Location Type:	No Sub Category		
PTAL:	n/a		
Site 4:	PB-14-A-01	Gross floor area:	1900.00 sqm
Development Name:	ŠKODA	Survey Date:	
Location:	PETERBOROUGH	Survey Day:	
Postcode:	PE1 5BQ		
Main Location Type:	Edge of Town		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 5:	SP-14-A-01	Gross floor area:	4300.00 sqm
Development Name:	MERCEDES BENZ	Survey Date:	
Location:	SOUTHAMPTON	Survey Day:	
Postcode:	SO18 2RZ		
Main Location Type:	Edge of Town		
Sub Location Type:	No Sub Category		
PTAL:	n/a		
Site 6:	SR-14-A-02	Gross floor area:	2023.00 sqm
Development Name:	CAR SHOW ROOM	Survey Date:	
Location:	STIRLING	Survey Day:	
Postcode:			
Main Location Type:	Suburban Area		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 7:	WS-14-A-01	Gross floor area:	2598.00 sqm
Development Name:	CAR SHOW ROOM	Survey Date:	
Location:	HORSHAM	Survey Day:	
Postcode:	RH13 5QH		
Main Location Type:	Suburban Area		
Sub Location Type:	No Sub Category		
PTAL:	n/a		
Site 8:	WS-14-A-02	Gross floor area:	1560.00 sqm
Development Name:	CITROEN	Survey Date:	
Location:	CRAWLEY	Survey Day:	
Postcode:			
Main Location Type:	Edge of Town		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		

Audit Code: 24838787-560e-4d14-b436-2a2128f175ca

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

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	1	322	1.863	0.000	1.863
08:00-09:00	7	1964	0.676	0.225	0.901
09:00-10:00	8	1998	0.669	0.544	1.213
10:00-11:00	8	1998	0.719	0.669	1.388
11:00-12:00	8	1998	0.701	0.844	1.545
12:00-13:00	8	1998	0.632	0.794	1.426
13:00-14:00	8	1998	0.507	0.576	1.083
14:00-15:00	8	1998	0.594	0.607	1.201
15:00-16:00	8	1998	0.525	0.626	1.151
16:00-17:00	8	1998	0.425	0.582	1.007
17:00-18:00	8	1998	0.025	0.225	0.250
18:00-19:00					
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			7.336	5.692	13.028

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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Audit Code: 24838787-560e-4d14-b436-2a2128f175ca

Parameter Summary:

Trip rate parameter range selected:	45 - 9800 (units: sqm)
Survey date date range:	03/12/1994 - 11/11/2023
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	8
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.

Audit Code: 302b5e03-bc2b-401e-87ad-92f3c1f9a3d5

Filtering Summary:

Land Use: 14/A CAR SHOW ROOMS/CAR SHOW ROOMS

Selected Trip Rate Calculation Parameter Range: 45 - 9800 sqm GFA

Actual Trip Rate Calculation Parameter Range: 143 - 9800 sqm GFA

Date Range: Minimum: 26/05/1994 Maximum: 23/11/2024

Parking Spaces Range: All Surveys Selected

Population Within 500m Range: 50 6324

Days of the week selected:

Friday	22
Monday	11
Thursday	9
Tuesday	15
Wednesday	12

Main Location Types selected:

Edge of Town	35
Suburban Area	34

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	67
Servicing Vehicles Included	2

Population <1 Mile ranges selected:

1,001 to 5,000	7
10,001 to 15,000	14
15,001 to 20,000	11
20,001 to 25,000	8
25,001 to 50,000	17
5,001 to 10,000	10
50,001 to 100,000	2

Audit Code: 302b5e03-bc2b-401e-87ad-92f3c1f9a3d5

Population <5 Mile ranges selected:

100,001 to 125,000	2
125,001 to 250,000	21
25,001 to 50,000	9
250,001 to 500,000	15
5,001 to 25,000	3
50,001 to 75,000	3
500,001 or More	9
75,001 to 100,000	7

Car Ownership <5 Mile ranges selected:

0.5 or Less	1
0.6 to 1.0	30
1.1 to 1.5	33
1.6 to 2.0	5

PTAL Rating:

2 - Poor	2
3 - Moderate	1
No PTAL Present	66

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TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 14 - CAR SHOW ROOMS

Category: A - CAR SHOW ROOMS

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	GREATER LONDON	
	BM	BROMLEY 1 day
	CN	CAMDEN 1 day
	HO	HOUNSLOW 1 day
	HV	HAVERING 1 day
02	SOUTH EAST	
	EX	ESSEX 2 days
	KC	KENT 2 days
	SC	SURREY 1 day
	SO	SLOUGH 1 day
	WS	WEST SUSSEX 3 days
03	SOUTH WEST	
	BC	BOURNEMOUTH CHRISTCHURCH & POOLE 2 days
	DV	DEVON 1 day
	PL	PLYMOUTH 1 day
	SD	SWINDON 1 day
	WL	WILTSHIRE 1 day
04	EAST ANGLIA	
	CA	CAMBRIDGESHIRE 2 days
05	EAST MIDLANDS	
	DS	DERBYSHIRE 1 day
	LE	LEICESTERSHIRE 4 days
	LN	LINCOLNSHIRE 2 days
	LR	LEICESTER 1 day
	NM	WEST NORTHAMPTONSHIRE 1 day
06	WEST MIDLANDS	
	WM	WEST MIDLANDS 3 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	DR	DONCASTER 1 day
	KS	KIRKLEES 1 day
	LS	LEEDS 1 day
	NO	NORTH LINCOLNSHIRE 1 day
	NY	NORTH YORKSHIRE 1 day
08	NORTH WEST	
	AC	CHESHIRE WEST & CHESTER 1 day
	BB	BLACKBURN WITH DARWEN 1 day
	GM	GREATER MANCHESTER 2 days
	LC	LANCASHIRE 2 days
09	NORTH	
	FU	WESTMORLAND & FURNESS 2 days
	TV	TEES VALLEY 3 days
	TW	TYNE & WEAR 3 days
11	SCOTLAND	
	AD	ABERDEEN CITY 1 day
	EA	EAST AYRSHIRE 1 day
	HI	HIGHLAND 1 day
	PK	PERTH & KINROSS 1 day
	SB	SCOTTISH BORDERS 1 day
	SR	STIRLING 2 days
12	CONNAUGHT	
	RO	ROSCOMMON 1 day
13	MUNSTER	
	LI	LIMERICK 1 day
14	LEINSTER	
	LU	LOUTH 1 day
	WT	WESTMEATH 1 day

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15	GREATER DUBLIN	
	DL DUBLIN	3 days
17	ULSTER (NORTHERN IRELAND)	
	AN ANTRIM	2 days
	DO DOWN	1 day

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



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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:	GFA
Actual Range:	143 to 9800 (units:sqm)
Range Selected by User:	45 to 9800 (units:sqm)
Parking Spaces Range:	0 - 254

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	26/05/94 to 23/11/24

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:

Friday	22 days
Monday	11 days
Thursday	9 days
Tuesday	15 days
Wednesday	12 days

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

Selected survey types:

Manual count	69
Direction ATC Count	0

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	35 days
Suburban Area	34 days

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:

Built-Up Zone	3 days
Commercial Zone	12 days
Development Zone	4 days
High Street	1 days
Industrial Zone	22 days
No Sub Category	12 days
Residential Zone	11 days
Retail Zone	4 days

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 Vehicle Counts:

Servicing vehicles Included	2 days
Servicing vehicles Unknown	67 days



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Secondary Filtering Selection:

Use Class:

Sui Generis

69 surveys

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:

50 - 6324

Population within 1 mile:

1,001 to 5,000	7 surveys
10,001 to 15,000	14 surveys
15,001 to 20,000	11 surveys
20,001 to 25,000	8 surveys
25,001 to 50,000	17 surveys
5,001 to 10,000	10 surveys
50,001 to 100,000	2 surveys

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

Population within 5 miles:

100,001 to 125,000	2 surveys
125,001 to 250,000	21 surveys
25,001 to 50,000	9 surveys
250,001 to 500,000	15 surveys
5,001 to 25,000	3 surveys
50,001 to 75,000	3 surveys
500,001 or More	9 surveys
75,001 to 100,000	7 surveys

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 surveys
0.6 to 1.0	30 surveys
1.1 to 1.5	33 surveys
1.6 to 2.0	5 surveys

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.

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Petrol filling station:

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

PTAL Rating:

3 - Moderate	2 surveys
4 - Good	1 surveys
No PTAL Present	66 surveys

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.

COVID-19 Restrictions:

No

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LIST OF SITES relevant to selection parameters:

Site 1:	AC-14-A-01	Gross floor area:	1050.00 sqm
Development Name:	EVANS HALSHAW FORD	Survey Date:	12/11/2014
Location:	CHESTER	Survey Day:	Wednesday
Postcode:	CH1 4PZ		
Main Location Type:	Edge of Town		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 2:	AD-14-A-01	Gross floor area:	5640.00 sqm
Development Name:	PEUGEOT	Survey Date:	28/06/2005
Location:	ABERDEEN	Survey Day:	Tuesday
Postcode:	AB12 3JG		
Main Location Type:	Edge of Town		
Sub Location Type:	Commercial Zone		
PTAL:	n/a		
Site 3:	AN-14-A-02	Gross floor area:	875.00 sqm
Development Name:	FORD	Survey Date:	13/09/2006
Location:	BELFAST	Survey Day:	Wednesday
Postcode:			
Main Location Type:	Suburban Area		
Sub Location Type:	Commercial Zone		
PTAL:	n/a		
Site 4:	AN-14-A-03	Gross floor area:	885.00 sqm
Development Name:	MINI	Survey Date:	11/10/2013
Location:	BELFAST	Survey Day:	Friday
Postcode:	BT12 6RE		
Main Location Type:	Suburban Area		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 5:	BB-14-A-01	Gross floor area:	3160.00 sqm
Development Name:	FIAT	Survey Date:	23/06/2004
Location:	BLACKBURN	Survey Day:	Wednesday
Postcode:	BB1 1NG		
Main Location Type:	Suburban Area		
Sub Location Type:	No Sub Category		
PTAL:	n/a		
Site 6:	BC-14-A-01	Gross floor area:	2025.00 sqm
Development Name:	CAR SHOW ROOM	Survey Date:	27/05/1994
Location:	POOLE	Survey Day:	Friday
Postcode:			
Main Location Type:	Suburban Area		
Sub Location Type:	No Sub Category		
PTAL:	n/a		
Site 7:	BC-14-A-02	Gross floor area:	2200.00 sqm
Development Name:	CAR SHOW ROOM	Survey Date:	26/05/1994
Location:	POOLE	Survey Day:	Thursday
Postcode:			
Main Location Type:	Suburban Area		
Sub Location Type:	No Sub Category		
PTAL:	n/a		
Site 8:	BM-14-A-01	Gross floor area:	915.00 sqm
Development Name:	AUDI	Survey Date:	18/09/2009
Location:	BECKENHAM	Survey Day:	Friday
Postcode:	BR3 3PT		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	3		

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Site 9:	CA-14-A-03	Gross floor area:	1608.00 sqm
Development Name:	FORD	Survey Date:	21/10/2011
Location:	HUNTINGDON	Survey Day:	Friday
Postcode:	PE29 6EG		
Main Location Type:	Suburban Area		
Sub Location Type:	Commercial Zone		
PTAL:	n/a		
Site 10:	CA-14-A-04	Gross floor area:	3400.00 sqm
Development Name:	MERCEDES BENZ	Survey Date:	11/10/2012
Location:	CAMBRIDGE	Survey Day:	Thursday
Postcode:	CB5 8SH		
Main Location Type:	Edge of Town		
Sub Location Type:	Commercial Zone		
PTAL:	n/a		
Site 11:	CN-14-A-01	Gross floor area:	4115.00 sqm
Development Name:	VW/AUDI	Survey Date:	13/05/2004
Location:	WEST HAMPSTEAD	Survey Day:	Thursday
Postcode:	NW3 6LT		
Main Location Type:	Suburban Area		
Sub Location Type:	Built-Up Zone		
PTAL:	n/a		
Site 12:	DL-14-A-01	Gross floor area:	2500.00 sqm
Development Name:	FORD	Survey Date:	14/04/2005
Location:	DUBLIN	Survey Day:	Thursday
Postcode:			
Main Location Type:	Suburban Area		
Sub Location Type:	Built-Up Zone		
PTAL:	n/a		
Site 13:	DL-14-A-02	Gross floor area:	2659.00 sqm
Development Name:	NISSAN & PEUGEOT	Survey Date:	21/09/2012
Location:	DUBLIN	Survey Day:	Friday
Postcode:			
Main Location Type:	Edge of Town		
Sub Location Type:	No Sub Category		
PTAL:	n/a		
Site 14:	DL-14-A-03	Gross floor area:	1393.00 sqm
Development Name:	VOLKSWAGEN	Survey Date:	21/09/2012
Location:	DUBLIN	Survey Day:	Friday
Postcode:			
Main Location Type:	Edge of Town		
Sub Location Type:	Retail Zone		
PTAL:	n/a		
Site 15:	DO-14-A-02	Gross floor area:	2076.00 sqm
Development Name:	SHOWROOM	Survey Date:	08/06/2010
Location:	NEWTOWNARDS	Survey Day:	Tuesday
Postcode:	BT23 8NN		
Main Location Type:	Edge of Town		
Sub Location Type:	Commercial Zone		
PTAL:	n/a		
Site 16:	DR-14-A-01	Gross floor area:	500.00 sqm
Development Name:	HYUNDAI	Survey Date:	21/12/2012
Location:	DONCASTER	Survey Day:	Friday
Postcode:	DN4 5JJ		
Main Location Type:	Suburban Area		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		



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Site 17:	DS-14-A-01	Gross floor area:	3221.00 sqm
Development Name:	VAUXHALL	Survey Date:	16/06/2004
Location:	ILKESTON	Survey Day:	Wednesday
Postcode:	DE7 5TB		
Main Location Type:	Edge of Town		
Sub Location Type:	No Sub Category		
PTAL:	n/a		
Site 18:	DV-14-A-02	Gross floor area:	6623.00 sqm
Development Name:	VAUXHALL	Survey Date:	28/11/2013
Location:	EXETER	Survey Day:	Thursday
Postcode:	EX2 8LW		
Main Location Type:	Suburban Area		
Sub Location Type:	Retail Zone		
PTAL:	n/a		
Site 19:	EA-14-A-02	Gross floor area:	2238.00 sqm
Development Name:	CAR SHOW ROOM	Survey Date:	01/10/1999
Location:	KILMARNOCK	Survey Day:	Friday
Postcode:			
Main Location Type:	Edge of Town		
Sub Location Type:	Development Zone		
PTAL:	n/a		
Site 20:	EX-14-A-02	Gross floor area:	1275.00 sqm
Development Name:	KIA	Survey Date:	08/07/2016
Location:	BRAINTREE	Survey Day:	Friday
Postcode:	CM77 8GA		
Main Location Type:	Edge of Town		
Sub Location Type:	Development Zone		
PTAL:	n/a		
Site 21:	EX-14-A-03	Gross floor area:	1212.00 sqm
Development Name:	VOLVO	Survey Date:	
Location:	CHELMSFORD	Survey Day:	
Postcode:	CM1 2QX		
Main Location Type:	Suburban Area		
Sub Location Type:	Commercial Zone		
PTAL:	n/a		
Site 22:	FU-14-A-01	Gross floor area:	1900.00 sqm
Development Name:	FORD/CITROEN	Survey Date:	28/11/2008
Location:	PENRITH	Survey Day:	Friday
Postcode:	CA11 9EU		
Main Location Type:	Edge of Town		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 23:	FU-14-A-02	Gross floor area:	500.00 sqm
Development Name:	PEUGEOT	Survey Date:	11/06/2014
Location:	PENRITH	Survey Day:	Wednesday
Postcode:	CA11 9BN		
Main Location Type:	Edge of Town		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 24:	GM-14-A-02	Gross floor area:	1675.00 sqm
Development Name:	BENTLEY	Survey Date:	
Location:	MANCHESTER	Survey Day:	
Postcode:			
Main Location Type:	Suburban Area		
Sub Location Type:	No Sub Category		
PTAL:	n/a		

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Site 25:	GM-14-A-03	Gross floor area:	3650.00 sqm
Development Name:	CITROEN	Survey Date:	28/05/2004
Location:	SALE	Survey Day:	Friday
Postcode:			
Main Location Type:	Edge of Town		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 26:	HI-14-A-01	Gross floor area:	525.00 sqm
Development Name:	VOLKSWAGEN	Survey Date:	17/06/2014
Location:	FORT WILLIAM	Survey Day:	Tuesday
Postcode:	PH33 7JE		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 27:	HO-14-A-01	Gross floor area:	425.00 sqm
Development Name:	FIAT	Survey Date:	
Location:	HOUNSLOW	Survey Day:	
Postcode:	TW3 2ES		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	3		
Site 28:	HV-14-A-01	Gross floor area:	845.00 sqm
Development Name:	KIA	Survey Date:	
Location:	ROMFORD	Survey Day:	
Postcode:	RM6 4AL		
Main Location Type:	Suburban Area		
Sub Location Type:	High Street		
PTAL:	4		
Site 29:	KC-14-A-01	Gross floor area:	1045.00 sqm
Development Name:	CAR SHOW ROOM	Survey Date:	12/12/1997
Location:	NEAR DOVER	Survey Day:	Friday
Postcode:			
Main Location Type:	Edge of Town		
Sub Location Type:	Commercial Zone		
PTAL:	n/a		
Site 30:	KC-14-A-02	Gross floor area:	1290.00 sqm
Development Name:	CAR SHOW ROOM	Survey Date:	09/03/2007
Location:	EDEN PARK	Survey Day:	Friday
Postcode:	BR3 3DZ		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 31:	KS-14-A-02	Gross floor area:	1870.00 sqm
Development Name:	FORD	Survey Date:	14/09/2005
Location:	NEAR HALIFAX	Survey Day:	Wednesday
Postcode:	BD19 6JT		
Main Location Type:	Edge of Town		
Sub Location Type:	No Sub Category		
PTAL:	n/a		
Site 32:	LC-14-A-01	Gross floor area:	3310.00 sqm
Development Name:	FORD	Survey Date:	23/06/1995
Location:	PRESTON	Survey Day:	Friday
Postcode:			
Main Location Type:	Suburban Area		
Sub Location Type:	Development Zone		
PTAL:	n/a		

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Site 33:	LC-14-A-03	Gross floor area:	2400.00 sqm
Development Name:	CAR SHOW ROOM	Survey Date:	
Location:	PRESTON	Survey Day:	
Postcode:	PR2 2NJ		
Main Location Type:	Suburban Area		
Sub Location Type:	No Sub Category		
PTAL:	n/a		
Site 34:	LE-14-A-01	Gross floor area:	4320.00 sqm
Development Name:	CITROEN	Survey Date:	15/06/2004
Location:	LEICESTER	Survey Day:	Tuesday
Postcode:	LE2 7JU		
Main Location Type:	Suburban Area		
Sub Location Type:	Built-Up Zone		
PTAL:	n/a		
Site 35:	LE-14-A-02	Gross floor area:	1148.00 sqm
Development Name:	JAGUAR	Survey Date:	15/06/2004
Location:	LEICESTER	Survey Day:	Tuesday
Postcode:	LE3 2RE		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 36:	LE-14-A-04	Gross floor area:	9800.00 sqm
Development Name:	BMW & MINI	Survey Date:	25/06/2009
Location:	LEICESTER	Survey Day:	Thursday
Postcode:	LE19 1UY		
Main Location Type:	Edge of Town		
Sub Location Type:	Commercial Zone		
PTAL:	n/a		
Site 37:	LE-14-A-05	Gross floor area:	1300.00 sqm
Development Name:	HONDA	Survey Date:	04/11/2014
Location:	LEICESTER	Survey Day:	Tuesday
Postcode:	LE19 2GE		
Main Location Type:	Edge of Town		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 38:	LI-14-A-01	Gross floor area:	1749.00 sqm
Development Name:	CAR SHOW ROOM	Survey Date:	05/11/2013
Location:	LIMERICK	Survey Day:	Tuesday
Postcode:			
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 39:	LN-14-A-01	Gross floor area:	1350.00 sqm
Development Name:	HONDA	Survey Date:	
Location:	GRANTHAM	Survey Day:	
Postcode:	NG31 7UH		
Main Location Type:	Edge of Town		
Sub Location Type:	Commercial Zone		
PTAL:	n/a		
Site 40:	LN-14-A-03	Gross floor area:	143.00 sqm
Development Name:	CAR SHOW ROOM	Survey Date:	28/06/2019
Location:	LINCOLN	Survey Day:	Friday
Postcode:	LN5 8EU		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		



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Site 41:	LR-14-A-01	Gross floor area:	6300.00 sqm
Development Name:	AUDI	Survey Date:	04/10/2023
Location:	LEICESTER	Survey Day:	Wednesday
Postcode:	LE3 2LD		
Main Location Type:	Edge of Town		
Sub Location Type:	Retail Zone		
PTAL:	n/a		
Site 42:	LS-14-A-01	Gross floor area:	3324.00 sqm
Development Name:	VOLKSWAGEN	Survey Date:	24/09/2013
Location:	LEEDS	Survey Day:	Tuesday
Postcode:	LS11 8TU		
Main Location Type:	Suburban Area		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 43:	LU-14-A-01	Gross floor area:	1372.00 sqm
Development Name:	PEUGEOT	Survey Date:	18/09/2013
Location:	DUNDALK	Survey Day:	Wednesday
Postcode:			
Main Location Type:	Edge of Town		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 44:	NM-14-A-01	Gross floor area:	1100.00 sqm
Development Name:	TOYOTA	Survey Date:	22/05/2007
Location:	NORTHAMPTON	Survey Day:	Tuesday
Postcode:	NN3 9HX		
Main Location Type:	Edge of Town		
Sub Location Type:	Commercial Zone		
PTAL:	n/a		
Site 45:	NO-14-A-01	Gross floor area:	1925.00 sqm
Development Name:	DAEWOO	Survey Date:	
Location:	LUTON	Survey Day:	
Postcode:	LU4 8DN		
Main Location Type:	Suburban Area		
Sub Location Type:	No Sub Category		
PTAL:	n/a		
Site 46:	NY-14-A-04	Gross floor area:	2160.00 sqm
Development Name:	LAND ROVER	Survey Date:	
Location:	RIPON	Survey Day:	
Postcode:	HG4 5DT		
Main Location Type:	Edge of Town		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 47:	PK-14-A-01	Gross floor area:	1800.00 sqm
Development Name:	HONDA	Survey Date:	14/06/2005
Location:	PERTH	Survey Day:	Tuesday
Postcode:	PH1 3GA		
Main Location Type:	Edge of Town		
Sub Location Type:	Commercial Zone		
PTAL:	n/a		
Site 48:	PL-14-A-01	Gross floor area:	2900.00 sqm
Development Name:	MERCEDES BENZ	Survey Date:	06/07/2005
Location:	PLYMOUTH	Survey Day:	Wednesday
Postcode:	PL6 8BB		
Main Location Type:	Suburban Area		
Sub Location Type:	No Sub Category		
PTAL:	n/a		

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Site 49:	RO-14-A-01	Gross floor area:	1600.00 sqm
Development Name:	FORD & VOLVO	Survey Date:	24/09/2014
Location:	ATHLONE	Survey Day:	Wednesday
Postcode:			
Main Location Type:	Edge of Town		
Sub Location Type:	No Sub Category		
PTAL:	n/a		
Site 50:	SB-14-A-01	Gross floor area:	1275.00 sqm
Development Name:	VOLVO	Survey Date:	25/04/2023
Location:	GALASHIELS	Survey Day:	Tuesday
Postcode:	TD1 2UH		
Main Location Type:	Edge of Town		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 51:	SC-14-A-02	Gross floor area:	1700.00 sqm
Development Name:	HONDA	Survey Date:	18/10/2005
Location:	WEYBRIDGE	Survey Day:	Tuesday
Postcode:	KT13 9UZ		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 52:	SD-14-A-01	Gross floor area:	3250.00 sqm
Development Name:	MERCEDES BENZ	Survey Date:	21/09/2016
Location:	SWINDON	Survey Day:	Wednesday
Postcode:	SN3 3HT		
Main Location Type:	Suburban Area		
Sub Location Type:	Retail Zone		
PTAL:	n/a		
Site 53:	SO-14-A-01	Gross floor area:	3772.00 sqm
Development Name:	JAGUAR LAND ROVER	Survey Date:	
Location:	SLOUGH	Survey Day:	
Postcode:	SL1 4BD		
Main Location Type:	Suburban Area		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 54:	SR-14-A-01	Gross floor area:	5058.00 sqm
Development Name:	CAR SHOW ROOM	Survey Date:	07/02/1995
Location:	STIRLING	Survey Day:	Tuesday
Postcode:			
Main Location Type:	Suburban Area		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 55:	SR-14-A-02	Gross floor area:	2023.00 sqm
Development Name:	CAR SHOW ROOM	Survey Date:	03/12/1994
Location:	STIRLING	Survey Day:	Saturday
Postcode:			
Main Location Type:	Suburban Area		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 56:	TV-14-A-01	Gross floor area:	3050.00 sqm
Development Name:	HONDA	Survey Date:	14/04/2005
Location:	STOCKTON-ON-TEES	Survey Day:	Thursday
Postcode:	TS18 3SE		
Main Location Type:	Edge of Town		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		



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Site 57:	TV-14-A-02	Gross floor area:	4325.00 sqm
Development Name:	VAUXHALL	Survey Date:	15/04/2005
Location:	STOCKTON-ON-TEES	Survey Day:	Friday
Postcode:	TS18 3SB		
Main Location Type:	Edge of Town		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 58:	TV-14-A-03	Gross floor area:	2750.00 sqm
Development Name:	VOLKSWAGEN	Survey Date:	
Location:	DARLINGTON	Survey Day:	
Postcode:	DL3 0UX		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 59:	TW-14-A-01	Gross floor area:	1920.00 sqm
Development Name:	SAAB	Survey Date:	10/11/2006
Location:	NEWCASTLE	Survey Day:	Friday
Postcode:	NE12 9SW		
Main Location Type:	Edge of Town		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 60:	TW-14-A-02	Gross floor area:	2200.00 sqm
Development Name:	RENAULT	Survey Date:	04/10/2013
Location:	GATESHEAD	Survey Day:	Friday
Postcode:	NE10 0AZ		
Main Location Type:	Suburban Area		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 61:	TW-14-A-03	Gross floor area:	282.00 sqm
Development Name:	CAR SHOW ROOM	Survey Date:	05/04/2017
Location:	SUNDERLAND	Survey Day:	Wednesday
Postcode:	SR5 1HF		
Main Location Type:	Suburban Area		
Sub Location Type:	Development Zone		
PTAL:	n/a		
Site 62:	WL-14-A-01	Gross floor area:	3150.00 sqm
Development Name:	FORD	Survey Date:	29/09/2006
Location:	TROWBRIDGE	Survey Day:	Friday
Postcode:			
Main Location Type:	Edge of Town		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 63:	WM-14-A-01	Gross floor area:	1160.00 sqm
Development Name:	MERCEDES BENZ	Survey Date:	21/03/2000
Location:	BIRMINGHAM	Survey Day:	Tuesday
Postcode:			
Main Location Type:	Suburban Area		
Sub Location Type:	Commercial Zone		
PTAL:	n/a		
Site 64:	WM-14-A-02	Gross floor area:	951.00 sqm
Development Name:	HONDA	Survey Date:	14/02/2006
Location:	COVENTRY	Survey Day:	Tuesday
Postcode:	CV3 4EN		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		



Audit Code: 302b5e03-bc2b-401e-87ad-92f3c1f9a3d5

Site 65:	WM-14-A-04	Gross floor area:	5700.00 sqm
Development Name:	VOLKSWAGEN	Survey Date:	25/10/2012
Location:	BIRMINGHAM	Survey Day:	Thursday
Postcode:	B4 7XT		
Main Location Type:	Suburban Area		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 66:	WS-14-A-01	Gross floor area:	2598.00 sqm
Development Name:	CAR SHOW ROOM	Survey Date:	20/03/1998
Location:	HORSHAM	Survey Day:	Friday
Postcode:	RH13 5QH		
Main Location Type:	Suburban Area		
Sub Location Type:	No Sub Category		
PTAL:	n/a		
Site 67:	WS-14-A-02	Gross floor area:	1560.00 sqm
Development Name:	CITROEN	Survey Date:	26/03/1998
Location:	CRAWLEY	Survey Day:	Thursday
Postcode:			
Main Location Type:	Edge of Town		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 68:	WS-14-A-03	Gross floor area:	1450.00 sqm
Development Name:	FORD	Survey Date:	17/10/2014
Location:	WORTHING	Survey Day:	Friday
Postcode:	BN11 2NR		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 69:	WT-14-A-01	Gross floor area:	1125.00 sqm
Development Name:	CAR SHOWROOM	Survey Date:	21/06/2007
Location:	ATHLONE	Survey Day:	Thursday
Postcode:			
Main Location Type:	Edge of Town		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		

Audit Code: 302b5e03-bc2b-401e-87ad-92f3c1f9a3d5

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*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	0.000	0.000
07:00-08:00	39	2411	0.375	0.066	0.441
08:00-09:00	68	2345	0.874	0.311	1.185
09:00-10:00	69	2327	0.710	0.527	1.237
10:00-11:00	69	2327	0.605	0.560	1.165
11:00-12:00	69	2327	0.574	0.593	1.167
12:00-13:00	69	2327	0.587	0.610	1.197
13:00-14:00	69	2327	0.600	0.575	1.175
14:00-15:00	69	2327	0.594	0.641	1.235
15:00-16:00	69	2327	0.557	0.638	1.195
16:00-17:00	69	2327	0.514	0.686	1.200
17:00-18:00	69	2327	0.344	0.728	1.072
18:00-19:00	59	2410	0.101	0.355	0.456
19:00-20:00	20	2672	0.056	0.185	0.241
20:00-21:00	2	4966	0.030	0.060	0.090
21:00-22:00	1	6623	0.000	0.211	0.211
22:00-23:00					
23:00-00:00					
Total Rates:			6.521	6.746	13.267

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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The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: 302b5e03-bc2b-401e-87ad-92f3c1f9a3d5

Parameter Summary:

Trip rate parameter range selected:	45 - 9800 (units: sqm)
Survey date date range:	27/05/1994 - 25/03/2024
Number of weekdays (Monday-Friday):	69
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
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 E – Proposed Total Vehicle TRICS Output

Audit Code: 23363cd1-53ff-483a-ba9f-8feb9d565e19

Filtering Summary:

Land Use: 06/D HOTEL, FOOD & DRINK/FAST FOOD - DRIVE THROUGH

Selected Trip Rate Calculation Parameter Range: 123 - 500 sqm GFA

Actual Trip Rate Calculation Parameter Range: 123 - 500 sqm GFA

Date Range: Minimum: 11/08/1989 Maximum: 25/11/2025

Parking Spaces Range: All Surveys Selected

Population Within 500m Range: 175 8736

Days of the week selected:

Friday	1
Thursday	2
Tuesday	6
Wednesday	3

Main Location Types selected:

Edge of Town	7
Suburban Area	5

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	6
Servicing Vehicles Included	6

Population <1 Mile ranges selected:

1,001 to 5,000	1
10,001 to 15,000	3
15,001 to 20,000	1
20,001 to 25,000	2
25,001 to 50,000	2
5,001 to 10,000	2
50,001 to 100,000	1

Audit Code: 23363cd1-53ff-483a-ba9f-8feb9d565e19

Population <5 Mile ranges selected:

100,001 to 125,000	2
125,001 to 250,000	2
250,001 to 500,000	1
5,001 to 25,000	3
50,001 to 75,000	2
500,001 or More	1
75,001 to 100,000	1

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	4
1.1 to 1.5	7
1.6 to 2.0	1

PTAL Rating:

No PTAL Present	12
-----------------	----

Audit Code: 23363cd1-53ff-483a-ba9f-8feb9d565e19

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 06 - HOTEL, FOOD & DRINK

Category: D - FAST FOOD - DRIVE THROUGH

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	GREATER LONDON	
	WH	WANDSWORTH
		1 day
02	SOUTH EAST	
	HC	HAMPSHIRE
		1 day
	SO	SLOUGH
		1 day
	WS	WEST SUSSEX
		1 day
04	EAST ANGLIA	
	CA	CAMBRIDGESHIRE
		1 day
05	EAST MIDLANDS	
	LN	LINCOLNSHIRE
		1 day
06	WEST MIDLANDS	
	ST	STAFFORDSHIRE
		1 day
11	SCOTLAND	
	EB	CITY OF EDINBURGH
		1 day
12	CONNAUGHT	
	CS	SLIGO
		1 day
	LT	LEITRIM
		1 day
16	ULSTER (REPUBLIC OF IRELAND)	
	CV	CAVAN
		1 day
17	ULSTER (NORTHERN IRELAND)	
	AN	ANTRIM
		1 day

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



Audit Code: 23363cd1-53ff-483a-ba9f-8feb9d565e19

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:	GFA
Actual Range:	123 to 500 (units:sqm)
Range Selected by User:	123 to 500 (units:sqm)
Parking Spaces Range:	7 - 98

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	11/08/89 to 25/11/25

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:

Friday	1 days
Thursday	2 days
Tuesday	6 days
Wednesday	3 days

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

Selected survey types:

Manual count	12
Direction ATC Count	0

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	7 days
Suburban Area	5 days

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	4 days
Retail Zone	8 days

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 Vehicle Counts:

Servicing vehicles Excluded	1 days
Servicing vehicles Included	6 days
Servicing vehicles Unknown	5 days

Audit Code: 23363cd1-53ff-483a-ba9f-8feb9d565e19

Secondary Filtering Selection:

Use Class:

Not Known

12 surveys

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:

175 - 8736

Population within 1 mile:

1,001 to 5,000	1 surveys
10,001 to 15,000	3 surveys
15,001 to 20,000	1 surveys
20,001 to 25,000	2 surveys
25,001 to 50,000	2 surveys
5,001 to 10,000	2 surveys
50,001 to 100,000	1 surveys

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

Population within 5 miles:

100,001 to 125,000	2 surveys
125,001 to 250,000	2 surveys
250,001 to 500,000	1 surveys
5,001 to 25,000	3 surveys
50,001 to 75,000	2 surveys
500,001 or More	1 surveys
75,001 to 100,000	1 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	4 surveys
1.1 to 1.5	7 surveys
1.6 to 2.0	1 surveys

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.

Audit Code: 23363cd1-53ff-483a-ba9f-8feb9d565e19

Petrol filling station:

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	2 surveys
No	10 surveys

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	12 surveys
-----------------	------------

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.

COVID-19 Restrictions:

No

Audit Code: 23363cd1-53ff-483a-ba9f-8feb9d565e19

LIST OF SITES relevant to selection parameters:

Site 1:	AN-06-D-01	Gross floor area:	250.00 sqm
Development Name:	KFC	Survey Date:	13/11/2025
Location:	BALLYMENA	Survey Day:	Thursday
Postcode:	BT42 3GA		
Main Location Type:	Suburban Area		
Sub Location Type:	Retail Zone		
PTAL:	n/a		
Site 2:	CA-06-D-02	Gross floor area:	435.00 sqm
Development Name:	MCDONALD'S	Survey Date:	19/09/2017
Location:	CAMBRIDGE	Survey Day:	Tuesday
Postcode:	CB5 8WL		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 3:	CS-06-D-01	Gross floor area:	450.00 sqm
Development Name:	MCDONALD'S	Survey Date:	21/09/2010
Location:	SLIGO	Survey Day:	Tuesday
Postcode:			
Main Location Type:	Edge of Town		
Sub Location Type:	Retail Zone		
PTAL:	n/a		
Site 4:	CV-06-D-01	Gross floor area:	250.00 sqm
Development Name:	KFC	Survey Date:	25/11/2025
Location:	CAVAN	Survey Day:	Tuesday
Postcode:	H12 PK29		
Main Location Type:	Edge of Town		
Sub Location Type:	Retail Zone		
PTAL:	n/a		
Site 5:	EB-06-D-01	Gross floor area:	475.00 sqm
Development Name:	MCDONALD'S	Survey Date:	18/06/2008
Location:	EDINBURGH	Survey Day:	Wednesday
Postcode:	EH12 7UF		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 6:	HC-06-D-03	Gross floor area:	315.00 sqm
Development Name:	KFC	Survey Date:	23/05/2023
Location:	HAVANT	Survey Day:	Tuesday
Postcode:	PO9 3BF		
Main Location Type:	Edge of Town		
Sub Location Type:	Retail Zone		
PTAL:	n/a		
Site 7:	LN-06-D-02	Gross floor area:	490.00 sqm
Development Name:	MCDONALD'S	Survey Date:	13/10/2021
Location:	STAMFORD	Survey Day:	Wednesday
Postcode:	PE9 1TX		
Main Location Type:	Edge of Town		
Sub Location Type:	Retail Zone		
PTAL:	n/a		
Site 8:	LT-06-D-01	Gross floor area:	430.00 sqm
Development Name:	SUPERMAC'S & PAPA JOHN'S	Survey Date:	21/10/2022
Location:	CARRICK-ON-SHANNON	Survey Day:	Friday
Postcode:			
Main Location Type:	Edge of Town		
Sub Location Type:	Retail Zone		
PTAL:	n/a		



Audit Code: 23363cd1-53ff-483a-ba9f-8feb9d565e19

Site 9:	SO-06-D-01	Gross floor area:	480.00 sqm
Development Name:	MCDONALD'S	Survey Date:	21/11/2012
Location:	SLOUGH	Survey Day:	Wednesday
Postcode:	SL1 2JD		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 10:	ST-06-D-01	Gross floor area:	258.00 sqm
Development Name:	KFC	Survey Date:	24/06/2025
Location:	STAFFORD	Survey Day:	Tuesday
Postcode:	ST17 4PW		
Main Location Type:	Suburban Area		
Sub Location Type:	Retail Zone		
PTAL:	n/a		
Site 11:	WH-06-D-01	Gross floor area:	123.00 sqm
Development Name:	BURGER KING	Survey Date:	27/11/2007
Location:	BALHAM	Survey Day:	Tuesday
Postcode:	SW12 9DP		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 12:	WS-06-D-02	Gross floor area:	330.00 sqm
Development Name:	KFC	Survey Date:	25/05/2023
Location:	BOGNOR REGIS	Survey Day:	Thursday
Postcode:	PO22 9TR		
Main Location Type:	Edge of Town		
Sub Location Type:	Retail Zone		
PTAL:	n/a		

Audit Code: 23363cd1-53ff-483a-ba9f-8feb9d565e19

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	485	0.309	0.000	0.309
06:00-07:00	2	485	2.165	1.856	4.021
07:00-08:00	3	468	4.698	4.057	8.755
08:00-09:00	4	464	5.337	4.960	10.297
09:00-10:00	6	424	4.247	4.129	8.376
10:00-11:00	12	357	4.433	4.013	8.446
11:00-12:00	12	357	7.373	6.486	13.859
12:00-13:00	12	357	10.009	9.589	19.598
13:00-14:00	12	357	10.103	10.266	20.369
14:00-15:00	12	357	7.933	7.839	15.772
15:00-16:00	12	357	7.886	7.513	15.399
16:00-17:00	12	357	8.796	8.679	17.475
17:00-18:00	12	357	9.846	10.173	20.019
18:00-19:00	12	357	11.036	11.176	22.212
19:00-20:00	12	357	8.353	8.913	17.266
20:00-21:00	12	357	7.326	7.723	15.049
21:00-22:00	12	357	4.643	4.970	9.613
22:00-23:00	11	350	2.856	3.635	6.491
23:00-00:00	8	404	0.867	1.859	2.726
Total Rates:			118.216	117.836	236.052

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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Audit Code: 23363cd1-53ff-483a-ba9f-8feb9d565e19

Parameter Summary:

Trip rate parameter range selected:	123 - 500 (units: sqm)
Survey date date range:	27/11/2007 - 25/11/2025
Number of weekdays (Monday-Friday):	12
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.

Audit Code: 23363cd1-53ff-483a-ba9f-8feb9d565e19

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH

Cyclists

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	485	0.000	0.000	0.000
06:00-07:00	2	485	0.103	0.000	0.103
07:00-08:00	3	468	0.356	0.071	0.427
08:00-09:00	4	464	0.216	0.162	0.378
09:00-10:00	6	424	0.157	0.079	0.236
10:00-11:00	12	357	0.070	0.093	0.163
11:00-12:00	12	357	0.140	0.093	0.233
12:00-13:00	12	357	0.373	0.210	0.583
13:00-14:00	12	357	0.187	0.420	0.607
14:00-15:00	12	357	0.093	0.140	0.233
15:00-16:00	12	357	0.257	0.163	0.420
16:00-17:00	12	357	0.187	0.350	0.537
17:00-18:00	12	357	0.047	0.070	0.117
18:00-19:00	12	357	0.047	0.023	0.070
19:00-20:00	12	357	0.047	0.070	0.117
20:00-21:00	12	357	0.070	0.047	0.117
21:00-22:00	12	357	0.000	0.000	0.000
22:00-23:00	11	350	0.000	0.000	0.000
23:00-00:00	8	404	0.000	0.031	0.031
Total Rates:			2.350	2.022	4.372

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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Audit Code: 23363cd1-53ff-483a-ba9f-8feb9d565e19

Parameter Summary:

Trip rate parameter range selected:	123 - 500 (units: sqm)
Survey date date range:	27/11/2007 - 25/11/2025
Number of weekdays (Monday-Friday):	9
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.

Audit Code: 23363cd1-53ff-483a-ba9f-8feb9d565e19

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH

PSVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	485	0.000	0.000	0.000
06:00-07:00	2	485	0.000	0.000	0.000
07:00-08:00	3	468	0.000	0.000	0.000
08:00-09:00	4	464	0.000	0.000	0.000
09:00-10:00	6	424	0.000	0.000	0.000
10:00-11:00	12	357	0.023	0.023	0.046
11:00-12:00	12	357	0.000	0.000	0.000
12:00-13:00	12	357	0.000	0.000	0.000
13:00-14:00	12	357	0.000	0.000	0.000
14:00-15:00	12	357	0.023	0.000	0.023
15:00-16:00	12	357	0.000	0.023	0.023
16:00-17:00	12	357	0.023	0.023	0.046
17:00-18:00	12	357	0.000	0.000	0.000
18:00-19:00	12	357	0.000	0.000	0.000
19:00-20:00	12	357	0.000	0.000	0.000
20:00-21:00	12	357	0.000	0.000	0.000
21:00-22:00	12	357	0.000	0.000	0.000
22:00-23:00	11	350	0.000	0.000	0.000
23:00-00:00	8	404	0.000	0.000	0.000
Total Rates:			0.069	0.069	0.138

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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Audit Code: 23363cd1-53ff-483a-ba9f-8feb9d565e19

Parameter Summary:

Trip rate parameter range selected:	123 - 500 (units: sqm)
Survey date date range:	21/09/2010 - 21/09/2010
Number of weekdays (Monday-Friday):	1
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.

Audit Code: 23363cd1-53ff-483a-ba9f-8feb9d565e19

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH

OGVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	485	0.000	0.000	0.000
06:00-07:00	2	485	0.000	0.000	0.000
07:00-08:00	3	468	0.000	0.000	0.000
08:00-09:00	4	464	0.000	0.000	0.000
09:00-10:00	6	424	0.000	0.000	0.000
10:00-11:00	12	357	0.023	0.023	0.046
11:00-12:00	12	357	0.093	0.093	0.186
12:00-13:00	12	357	0.070	0.047	0.117
13:00-14:00	12	357	0.023	0.047	0.070
14:00-15:00	12	357	0.000	0.000	0.000
15:00-16:00	12	357	0.023	0.023	0.046
16:00-17:00	12	357	0.047	0.047	0.094
17:00-18:00	12	357	0.023	0.023	0.046
18:00-19:00	12	357	0.000	0.000	0.000
19:00-20:00	12	357	0.023	0.000	0.023
20:00-21:00	12	357	0.000	0.023	0.023
21:00-22:00	12	357	0.000	0.000	0.000
22:00-23:00	11	350	0.000	0.000	0.000
23:00-00:00	8	404	0.000	0.000	0.000
Total Rates:			0.325	0.326	0.651

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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Audit Code: 23363cd1-53ff-483a-ba9f-8feb9d565e19

Parameter Summary:

Trip rate parameter range selected:	123 - 500 (units: sqm)
Survey date date range:	27/11/2007 - 25/11/2025
Number of weekdays (Monday-Friday):	6
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.

Audit Code: 23363cd1-53ff-483a-ba9f-8feb9d565e19

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH

Taxis

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	485	0.000	0.000	0.000
06:00-07:00	2	485	0.000	0.000	0.000
07:00-08:00	3	468	0.000	0.000	0.000
08:00-09:00	4	464	0.000	0.000	0.000
09:00-10:00	6	424	0.079	0.079	0.158
10:00-11:00	12	357	0.023	0.023	0.046
11:00-12:00	12	357	0.070	0.070	0.140
12:00-13:00	12	357	0.117	0.093	0.210
13:00-14:00	12	357	0.070	0.070	0.140
14:00-15:00	12	357	0.163	0.163	0.326
15:00-16:00	12	357	0.000	0.023	0.023
16:00-17:00	12	357	0.117	0.117	0.234
17:00-18:00	12	357	0.093	0.047	0.140
18:00-19:00	12	357	0.070	0.093	0.163
19:00-20:00	12	357	0.070	0.070	0.140
20:00-21:00	12	357	0.187	0.163	0.350
21:00-22:00	12	357	0.023	0.047	0.070
22:00-23:00	11	350	0.000	0.000	0.000
23:00-00:00	8	404	0.000	0.000	0.000
Total Rates:			1.082	1.058	2.140

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

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Audit Code: 23363cd1-53ff-483a-ba9f-8feb9d565e19

Parameter Summary:

Trip rate parameter range selected:	123 - 500 (units: sqm)
Survey date date range:	27/11/2007 - 25/11/2025
Number of weekdays (Monday-Friday):	9
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.



Audit Code: d40b0cf5-c6ed-457d-a632-a0deb5bb0bbc

Filtering Summary:

Land Use: 06/D HOTEL, FOOD & DRINK/FAST FOOD - DRIVE THROUGH

Selected Trip Rate Calculation Parameter Range: 225 - 690 sqm GFA

Actual Trip Rate Calculation Parameter Range: 225 - 600 sqm GFA

Date Range: Minimum: 11/08/1989 Maximum: 25/11/2025

Parking Spaces Range: All Surveys Selected

Population Within 500m Range: 45 2500

Days of the week selected:

Saturday	12
----------	----

Main Location Types selected:

Edge of Town	7
--------------	---

Suburban Area	5
---------------	---

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	11
----------------------------	----

Servicing Vehicles Included	1
-----------------------------	---

Population <1 Mile ranges selected:

1,001 to 5,000	2
----------------	---

10,001 to 15,000	2
------------------	---

15,001 to 20,000	2
------------------	---

20,001 to 25,000	2
------------------	---

25,001 to 50,000	1
------------------	---

5,001 to 10,000	3
-----------------	---

Audit Code: d40b0cf5-c6ed-457d-a632-a0deb5bb0bbc

Population <5 Mile ranges selected:

100,001 to 125,000	1
125,001 to 250,000	7
25,001 to 50,000	1
5,001 to 25,000	1
500,001 or More	1
75,001 to 100,000	1

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	5
1.1 to 1.5	6
3.1 to 3.5	1

PTAL Rating:

1b - Very poor	1
No PTAL Present	11

Audit Code: d40b0cf5-c6ed-457d-a632-a0deb5bb0bbc

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 06 - HOTEL, FOOD & DRINK

Category: D - FAST FOOD - DRIVE THROUGH

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	GREATER LONDON		
	BK	BARKING	1 day
02	SOUTH EAST		
	HF	HERTFORDSHIRE	1 day
03	SOUTH WEST		
	GS	GLOUCESTERSHIRE	1 day
	TB	TORBAY	1 day
04	EAST ANGLIA		
	NF	NORFOLK	1 day
08	NORTH WEST		
	BB	BLACKBURN WITH DARWEN	1 day
	BP	BLACKPOOL	1 day
	LC	LANCASHIRE	1 day
10	WALES		
	CE	CEREDIGION	1 day
	NW	NEWPORT	1 day
11	SCOTLAND		
	MO	MORAY	1 day
13	MUNSTER		
	CR	CORK	1 day

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



Audit Code: d40b0cf5-c6ed-457d-a632-a0deb5bb0bbc

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:	GFA
Actual Range:	225 to 600 (units:sqm)
Range Selected by User:	225 to 690 (units:sqm)
Parking Spaces Range:	7 - 98

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	11/08/89 to 25/11/25

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

Selected survey days:

Saturday	12 days
----------	---------

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

Selected survey types:

Manual count	12
Direction ATC Count	0

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	7 days
Suburban Area	5 days

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	2 days
Development Zone	1 days
Industrial Zone	1 days
No Sub Category	2 days
Out of Town	1 days
Residential Zone	2 days
Retail Zone	3 days

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 Vehicle Counts:

Servicing vehicles Included	1 days
Servicing vehicles Unknown	11 days

Audit Code: d40b0cf5-c6ed-457d-a632-a0deb5bb0bbc

Secondary Filtering Selection:

Use Class:

Not Known

12 surveys

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:

42 - 500

Population within 1 mile:

1,001 to 5,000	2 surveys
10,001 to 15,000	2 surveys
15,001 to 20,000	2 surveys
20,001 to 25,000	2 surveys
25,001 to 50,000	1 surveys
5,001 to 10,000	3 surveys

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

Population within 5 miles:

100,001 to 125,000	1 surveys
125,001 to 250,000	7 surveys
25,001 to 50,000	1 surveys
5,001 to 25,000	1 surveys
500,001 or More	1 surveys
75,001 to 100,000	1 surveys

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	5 surveys
1.1 to 1.5	6 surveys
3.1 to 3.5	1 surveys

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.



Audit Code: d40b0cf5-c6ed-457d-a632-a0deb5bb0bbc

Petrol filling station:

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	12 surveys
----	------------

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:

2 - Poor	1 surveys
No PTAL Present	11 surveys

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.

COVID-19 Restrictions:

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

Audit Code: d40b0cf5-c6ed-457d-a632-a0deb5bb0bbc

LIST OF SITES relevant to selection parameters:

Site 1:	BB-06-D-01	Gross floor area:	255.00 sqm
Development Name:	BURGER KING	Survey Date:	
Location:	BLACKBURN	Survey Day:	
Postcode:	BB2 3DY		
Main Location Type:	Suburban Area		
Sub Location Type:	Commercial Zone		
PTAL:	n/a		
Site 2:	BK-06-D-01	Gross floor area:	343.00 sqm
Development Name:	MCDONALD'S	Survey Date:	
Location:	MARKS GATE	Survey Day:	
Postcode:	RM6 5QT		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	2		
Site 3:	BP-06-D-01	Gross floor area:	500.00 sqm
Development Name:	MCDONALD'S	Survey Date:	
Location:	BLACKPOOL	Survey Day:	
Postcode:			
Main Location Type:	Suburban Area		
Sub Location Type:	No Sub Category		
PTAL:	n/a		
Site 4:	CE-06-D-01	Gross floor area:	350.00 sqm
Development Name:	MCDONALD'S	Survey Date:	
Location:	ABERYSTWYTH	Survey Day:	
Postcode:	SY23 3TL		
Main Location Type:	Edge of Town		
Sub Location Type:	Retail Zone		
PTAL:	n/a		
Site 5:	CR-06-D-01	Gross floor area:	372.00 sqm
Development Name:	MCDONALD'S	Survey Date:	
Location:	CORK	Survey Day:	
Postcode:			
Main Location Type:	Suburban Area		
Sub Location Type:	No Sub Category		
PTAL:	n/a		
Site 6:	GS-06-D-01	Gross floor area:	225.00 sqm
Development Name:	MCDONALD'S	Survey Date:	
Location:	GLOUCESTER	Survey Day:	
Postcode:	GL2 2RQ		
Main Location Type:	Edge of Town		
Sub Location Type:	Out of Town		
PTAL:	n/a		
Site 7:	HF-06-D-01	Gross floor area:	326.00 sqm
Development Name:	MCDONALD'S	Survey Date:	
Location:	HERTFORD	Survey Day:	
Postcode:	SG13 7SH		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 8:	LC-06-D-01	Gross floor area:	600.00 sqm
Development Name:	MCDONALD'S	Survey Date:	
Location:	PRESTON	Survey Day:	
Postcode:	PR2 2TX		
Main Location Type:	Suburban Area		
Sub Location Type:	Development Zone		
PTAL:	n/a		



Audit Code: d40b0cf5-c6ed-457d-a632-a0deb5bb0bbc

Site 9:	MO-06-D-01	Gross floor area:	350.00 sqm
Development Name:	MCDONALD'S	Survey Date:	
Location:	ELGIN	Survey Day:	
Postcode:	IV30 1XS		
Main Location Type:	Edge of Town		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 10:	NF-06-D-01	Gross floor area:	390.00 sqm
Development Name:	MCDONALD'S	Survey Date:	
Location:	NORWICH	Survey Day:	
Postcode:	NR13 5GH		
Main Location Type:	Edge of Town		
Sub Location Type:	Commercial Zone		
PTAL:	n/a		
Site 11:	NW-06-D-01	Gross floor area:	341.00 sqm
Development Name:	KFC	Survey Date:	
Location:	NEWPORT	Survey Day:	
Postcode:	NP19 4QT		
Main Location Type:	Edge of Town		
Sub Location Type:	Retail Zone		
PTAL:	n/a		
Site 12:	TB-06-D-01	Gross floor area:	447.00 sqm
Development Name:	MCDONALD'S	Survey Date:	
Location:	TORQUAY	Survey Day:	
Postcode:	TQ2 7PY		
Main Location Type:	Suburban Area		
Sub Location Type:	Retail Zone		
PTAL:	n/a		

Audit Code: d40b0cf5-c6ed-457d-a632-a0deb5bb0bbc

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	370	1.486	1.216	2.702
06:00-07:00	5	336	6.786	5.893	12.679
07:00-08:00	9	387	8.185	7.410	15.595
08:00-09:00	12	375	10.313	9.424	19.737
09:00-10:00	12	375	14.648	13.136	27.784
10:00-11:00	12	375	14.203	15.159	29.362
11:00-12:00	12	375	20.471	16.604	37.075
12:00-13:00	12	375	32.252	28.717	60.969
13:00-14:00	12	375	31.385	32.830	64.215
14:00-15:00	12	375	28.918	29.473	58.391
15:00-16:00	12	375	23.250	24.250	47.500
16:00-17:00	12	375	23.961	24.339	48.300
17:00-18:00	12	375	26.228	26.028	52.256
18:00-19:00	12	375	23.250	24.917	48.167
19:00-20:00	12	375	17.582	18.893	36.475
20:00-21:00	11	377	15.136	15.546	30.682
21:00-22:00	11	377	12.075	13.112	25.187
22:00-23:00	8	400	11.264	12.265	23.529
23:00-00:00	7	408	9.912	10.683	20.595
Total Rates:			331.305	329.895	661.200

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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Audit Code: d40b0cf5-c6ed-457d-a632-a0deb5bb0bbc

Parameter Summary:

Trip rate parameter range selected:	225 - 690 (units: sqm)
Survey date date range:	16/11/1991 - 23/11/2024
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	12
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.

Audit Code: 9797acaf-36ad-4d57-b823-b5acbc14c173

Filtering Summary:

Land Use: 01/O RETAIL/CONVENIENCE STORE

Selected Trip Rate Calculation Parameter Range: 200 - 1056 sqm GFA

Actual Trip Rate Calculation Parameter Range: 205 - 946 sqm GFA

Date Range: Minimum: 29/09/2006 Maximum: 11/10/2025

Parking Spaces Range: All Surveys Selected

Population Within 500m Range: 940 6300

Days of the week selected:

Saturday	6
----------	---

Main Location Types selected:

Suburban Area	6
---------------	---

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	2
Servicing Vehicles Included	4

Population <1 Mile ranges selected:

1,001 to 5,000	1
20,001 to 25,000	1
25,001 to 50,000	2
5,001 to 10,000	1
50,001 to 100,000	1

Audit Code: 9797acaf-36ad-4d57-b823-b5acbc14c173

Population <5 Mile ranges selected:

125,001 to 250,000	2
5,001 to 25,000	1
500,001 or More	2
75,001 to 100,000	1

Car Ownership <5 Mile ranges selected:

0.5 or Less	1
0.6 to 1.0	4
1.1 to 1.5	1

PTAL Rating:

4 - Good	1
No PTAL Present	5

Audit Code: 9797acaf-36ad-4d57-b823-b5acbc14c173

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 01 - RETAIL
Category: O - CONVENIENCE STORE
Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	GREATER LONDON	
	BT	BRENT
	WH	WANDSWORTH
04	EAST ANGLIA	
	NF	NORFOLK
	SF	SUFFOLK
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE	NORTH EAST LINCOLNSHIRE
09	NORTH	
	CU	CUMBERLAND

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



Audit Code: 9797acaf-36ad-4d57-b823-b5acbc14c173

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:	GFA
Actual Range:	205 to 946 (units:sqm)
Range Selected by User:	200 to 1056 (units:sqm)
Parking Spaces Range:	0 - 127

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	29/09/06 to 11/10/25

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

Selected survey days:

Saturday	6 days
----------	--------

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

Selected survey types:

Manual count	6
Direction ATC Count	0

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

Selected Locations:

Suburban Area	6 days
---------------	--------

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:

Built-Up Zone	1 days
Development Zone	1 days
Residential Zone	4 days

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 Vehicle Counts:

Servicing vehicles Included	4 days
Servicing vehicles Unknown	2 days

Audit Code: 9797acaf-36ad-4d57-b823-b5acbc14c173

Secondary Filtering Selection:

Use Class:

E(a) 6 surveys

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:

940 - 6300

Population within 1 mile:

1,001 to 5,000	1 surveys
20,001 to 25,000	1 surveys
25,001 to 50,000	2 surveys
5,001 to 10,000	1 surveys
50,001 to 100,000	1 surveys

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

Population within 5 miles:

125,001 to 250,000	2 surveys
5,001 to 25,000	1 surveys
500,001 or More	2 surveys
75,001 to 100,000	1 surveys

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 surveys
0.6 to 1.0	4 surveys
1.1 to 1.5	1 surveys

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.

Audit Code: 9797acaf-36ad-4d57-b823-b5acbc14c173

Petrol filling station:

PFS is present at the site but is excluded from the count	6 surveys
---	-----------

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	5 surveys
Yes	1 surveys

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:

5 - Very good	1 surveys
No PTAL Present	5 surveys

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.

COVID-19 Restrictions:

No

Audit Code: 9797acaf-36ad-4d57-b823-b5acbc14c173

LIST OF SITES relevant to selection parameters:

Site 1:	BT-01-O-01	Gross floor area:	310.00 sqm
Development Name:	TESCO EXPRESS	Survey Date:	
Location:	WEMBLEY	Survey Day:	
Postcode:	HA9 0EQ		
Main Location Type:	Suburban Area		
Sub Location Type:	Development Zone		
PTAL:	5		
Site 2:	CU-01-O-01	Gross floor area:	300.00 sqm
Development Name:	CO-OPERATIVE	Survey Date:	
Location:	CARLISLE	Survey Day:	
Postcode:	CA2 5EN		
Main Location Type:	Suburban Area		
Sub Location Type:	Built-Up Zone		
PTAL:	n/a		
Site 3:	NE-01-O-01	Gross floor area:	315.00 sqm
Development Name:	TESCO EXPRESS	Survey Date:	
Location:	SCUNTHORPE	Survey Day:	
Postcode:	DN16 2RY		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 4:	NF-01-O-03	Gross floor area:	458.00 sqm
Development Name:	CO-OP DAILY	Survey Date:	
Location:	NORWICH	Survey Day:	
Postcode:	NR1 3HP		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 5:	SF-01-O-01	Gross floor area:	528.00 sqm
Development Name:	TESCO EXPRESS	Survey Date:	
Location:	IPSWICH	Survey Day:	
Postcode:	IP1 4BP		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 6:	WH-01-O-01	Gross floor area:	400.00 sqm
Development Name:	CO-OP	Survey Date:	
Location:	ROEHAMPTON	Survey Day:	
Postcode:	SW154DQ		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

Audit Code: 9797acaf-36ad-4d57-b823-b5acbc14c173

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

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	493	0.304	0.203	0.507
06:00-07:00	2	493	0.609	0.203	0.812
07:00-08:00	6	385	2.380	2.077	4.457
08:00-09:00	6	385	4.630	3.894	8.524
09:00-10:00	6	385	5.019	5.669	10.688
10:00-11:00	6	385	5.842	5.669	11.511
11:00-12:00	6	385	6.534	7.270	13.804
12:00-13:00	6	385	9.520	8.265	17.785
13:00-14:00	6	385	7.832	7.746	15.578
14:00-15:00	6	385	8.957	7.356	16.313
15:00-16:00	6	385	8.395	8.481	16.876
16:00-17:00	6	385	8.395	7.572	15.967
17:00-18:00	6	385	8.784	9.044	17.828
18:00-19:00	6	385	6.577	7.702	14.279
19:00-20:00	6	385	4.673	5.582	10.255
20:00-21:00	5	382	3.297	4.291	7.588
21:00-22:00	5	382	3.244	3.820	7.064
22:00-23:00	3	434	0.769	0.999	1.768
23:00-00:00	2	493	0.101	0.304	0.405
Total Rates:			95.862	96.147	192.009

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Audit Code: 9797acaf-36ad-4d57-b823-b5acbc14c173

Parameter Summary:

Trip rate parameter range selected:	200 - 1056 (units: sqm)
Survey date date range:	03/02/2007 - 16/11/2024
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	6
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.

Audit Code: 9797acaf-36ad-4d57-b823-b5acbc14c173

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

Cyclists

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	493	0.000	0.000	0.000
06:00-07:00	2	493	0.101	0.000	0.101
07:00-08:00	6	385	0.087	0.087	0.174
08:00-09:00	6	385	0.216	0.216	0.432
09:00-10:00	6	385	0.303	0.260	0.563
10:00-11:00	6	385	0.216	0.260	0.476
11:00-12:00	6	385	0.476	0.476	0.952
12:00-13:00	6	385	0.303	0.346	0.649
13:00-14:00	6	385	0.216	0.216	0.432
14:00-15:00	6	385	0.216	0.216	0.432
15:00-16:00	6	385	0.476	0.433	0.909
16:00-17:00	6	385	0.260	0.260	0.520
17:00-18:00	6	385	0.303	0.260	0.563
18:00-19:00	6	385	0.216	0.216	0.432
19:00-20:00	6	385	0.216	0.303	0.519
20:00-21:00	5	382	0.052	0.052	0.104
21:00-22:00	5	382	0.052	0.052	0.104
22:00-23:00	3	434	0.077	0.077	0.154
23:00-00:00	2	493	0.000	0.000	0.000
Total Rates:			3.786	3.730	7.516

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

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Audit Code: 9797acaf-36ad-4d57-b823-b5acbc14c173

Parameter Summary:

Trip rate parameter range selected:	200 - 1056 (units: sqm)
Survey date date range:	03/02/2007 - 16/11/2024
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	6
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.

Audit Code: 9797acaf-36ad-4d57-b823-b5acbc14c173

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

PSVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	493	0.000	0.000	0.000
06:00-07:00	2	493	0.000	0.000	0.000
07:00-08:00	6	385	0.000	0.000	0.000
08:00-09:00	6	385	0.000	0.000	0.000
09:00-10:00	6	385	0.000	0.000	0.000
10:00-11:00	6	385	0.000	0.000	0.000
11:00-12:00	6	385	0.000	0.000	0.000
12:00-13:00	6	385	0.000	0.000	0.000
13:00-14:00	6	385	0.000	0.000	0.000
14:00-15:00	6	385	0.000	0.000	0.000
15:00-16:00	6	385	0.000	0.000	0.000
16:00-17:00	6	385	0.000	0.000	0.000
17:00-18:00	6	385	0.000	0.000	0.000
18:00-19:00	6	385	0.000	0.000	0.000
19:00-20:00	6	385	0.000	0.000	0.000
20:00-21:00	5	382	0.000	0.000	0.000
21:00-22:00	5	382	0.000	0.000	0.000
22:00-23:00	3	434	0.000	0.000	0.000
23:00-00:00	2	493	0.000	0.000	0.000
Total Rates:			0.000	0.000	0.000

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

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Audit Code: 9797acaf-36ad-4d57-b823-b5acbc14c173

Parameter Summary:

Trip rate parameter range selected:	200 - 1056 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
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.

Audit Code: 9797acaf-36ad-4d57-b823-b5acbc14c173

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

OGVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	493	0.000	0.000	0.000
06:00-07:00	2	493	0.101	0.101	0.202
07:00-08:00	6	385	0.260	0.173	0.433
08:00-09:00	6	385	0.130	0.130	0.260
09:00-10:00	6	385	0.087	0.173	0.260
10:00-11:00	6	385	0.043	0.000	0.043
11:00-12:00	6	385	0.043	0.087	0.130
12:00-13:00	6	385	0.043	0.000	0.043
13:00-14:00	6	385	0.000	0.043	0.043
14:00-15:00	6	385	0.000	0.000	0.000
15:00-16:00	6	385	0.000	0.000	0.000
16:00-17:00	6	385	0.043	0.000	0.043
17:00-18:00	6	385	0.000	0.043	0.043
18:00-19:00	6	385	0.000	0.000	0.000
19:00-20:00	6	385	0.000	0.000	0.000
20:00-21:00	5	382	0.000	0.000	0.000
21:00-22:00	5	382	0.000	0.000	0.000
22:00-23:00	3	434	0.000	0.000	0.000
23:00-00:00	2	493	0.000	0.000	0.000
Total Rates:			0.750	0.750	1.500

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

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Audit Code: 9797acaf-36ad-4d57-b823-b5acbc14c173

Parameter Summary:

Trip rate parameter range selected:	200 - 1056 (units: sqm)
Survey date date range:	03/02/2007 - 16/11/2024
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	6
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.

Audit Code: 9797acaf-36ad-4d57-b823-b5acbc14c173

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

Taxis

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	493	0.000	0.000	0.000
06:00-07:00	2	493	0.000	0.000	0.000
07:00-08:00	6	385	0.043	0.043	0.086
08:00-09:00	6	385	0.087	0.043	0.130
09:00-10:00	6	385	0.087	0.130	0.217
10:00-11:00	6	385	0.130	0.087	0.217
11:00-12:00	6	385	0.087	0.130	0.217
12:00-13:00	6	385	0.087	0.087	0.174
13:00-14:00	6	385	0.389	0.389	0.778
14:00-15:00	6	385	0.130	0.130	0.260
15:00-16:00	6	385	0.087	0.087	0.174
16:00-17:00	6	385	0.043	0.043	0.086
17:00-18:00	6	385	0.087	0.087	0.174
18:00-19:00	6	385	0.173	0.173	0.346
19:00-20:00	6	385	0.000	0.000	0.000
20:00-21:00	5	382	0.157	0.157	0.314
21:00-22:00	5	382	0.052	0.052	0.104
22:00-23:00	3	434	0.000	0.000	0.000
23:00-00:00	2	493	0.000	0.000	0.000
Total Rates:			1.639	1.638	3.277

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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Audit Code: 9797acaf-36ad-4d57-b823-b5acbc14c173

Parameter Summary:

Trip rate parameter range selected:	200 - 1056 (units: sqm)
Survey date date range:	03/02/2007 - 17/09/2022
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	4
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.



Audit Code: 73001cff-8491-4e1f-ad14-10756608aa63

Filtering Summary:

Land Use: 01/O RETAIL/CONVENIENCE STORE

Selected Trip Rate Calculation Parameter Range: 200 - 1056 sqm GFA

Actual Trip Rate Calculation Parameter Range: 204 - 1056 sqm GFA

Date Range: Minimum: 29/09/2006 Maximum: 11/10/2025

Parking Spaces Range: All Surveys Selected

Population Within 500m Range: 843 10409

Days of the week selected:

Friday	4
Monday	4
Thursday	5
Tuesday	2
Wednesday	5

Main Location Types selected:

Edge of Town	5
Suburban Area	15

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	14
Servicing Vehicles Included	6

Population <1 Mile ranges selected:

1,001 to 5,000	2
10,001 to 15,000	2
15,001 to 20,000	3
20,001 to 25,000	4
25,001 to 50,000	5
5,001 to 10,000	2
50,001 to 100,000	2

Audit Code: 73001cff-8491-4e1f-ad14-10756608aa63

Population <5 Mile ranges selected:

100,001 to 125,000	3
125,001 to 250,000	5
250,001 to 500,000	3
5,001 to 25,000	2
500,001 or More	5
75,001 to 100,000	2

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	11
1.1 to 1.5	8
1.6 to 2.0	1

PTAL Rating:

1b - Very poor	1
2 - Poor	1
4 - Good	1
No PTAL Present	17



Audit Code: 73001cff-8491-4e1f-ad14-10756608aa63

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 01 - RETAIL

Category: O - CONVENIENCE STORE

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	GREATER LONDON	
	BT	BRENT
	EG	EALING
	KI	KINGSTON
	MR	MERTON
02	SOUTH EAST	
	ES	EAST SUSSEX
03	SOUTH WEST	
	SD	SWINDON
04	EAST ANGLIA	
	NF	NORFOLK
05	EAST MIDLANDS	
	LN	LINCOLNSHIRE
	LR	LEICESTER
06	WEST MIDLANDS	
	ST	STAFFORDSHIRE
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	BD	BRADFORD
	NY	NORTH YORKSHIRE
09	NORTH	
	HP	HARTLEPOOL
	TW	TYNE & WEAR
11	SCOTLAND	
	AD	ABERDEEN CITY
	AS	ABERDEENSHIRE
	FA	FALKIRK
15	GREATER DUBLIN	
	DL	DUBLIN
17	ULSTER (NORTHERN IRELAND)	
	AN	ANTRIM

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



Audit Code: 73001cff-8491-4e1f-ad14-10756608aa63

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:	GFA
Actual Range:	204 to 1056 (units:sqm)
Range Selected by User:	200 to 1056 (units:sqm)
Parking Spaces Range:	0 - 127

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	29/09/06 to 11/10/25

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:

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

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

Selected survey types:

Manual count	20
Direction ATC Count	0

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	5 days
Suburban Area	15 days

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:

Built-Up Zone	1 days
Commercial Zone	1 days
Development Zone	1 days
Residential Zone	17 days

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 Vehicle Counts:

Servicing vehicles Included	6 days
Servicing vehicles Unknown	14 days

Audit Code: 73001cff-8491-4e1f-ad14-10756608aa63

Secondary Filtering Selection:

Use Class:

E(a)	16 surveys
F2(a)	1 surveys
Not Known	3 surveys

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:

843 - 10409

Population within 1 mile:

1,001 to 5,000	2 surveys
10,001 to 15,000	2 surveys
15,001 to 20,000	3 surveys
20,001 to 25,000	4 surveys
25,001 to 50,000	5 surveys
5,001 to 10,000	2 surveys
50,001 to 100,000	2 surveys

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

Population within 5 miles:

100,001 to 125,000	3 surveys
125,001 to 250,000	5 surveys
250,001 to 500,000	3 surveys
5,001 to 25,000	2 surveys
500,001 or More	5 surveys
75,001 to 100,000	2 surveys

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	11 surveys
1.1 to 1.5	8 surveys
1.6 to 2.0	1 surveys

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.

Audit Code: 73001cff-8491-4e1f-ad14-10756608aa63

Petrol filling station:

PFS is present at the site but is excluded from the count	20 surveys
---	------------

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	19 surveys
Yes	1 surveys

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:

1b - Very poor	1 surveys
2 - Poor	1 surveys
3 - Moderate	1 surveys
5 - Very good	1 surveys
No PTAL Present	16 surveys

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.

COVID-19 Restrictions:

No

Audit Code: 73001cff-8491-4e1f-ad14-10756608aa63

LIST OF SITES relevant to selection parameters:

Site 1:	AD-01-O-01	Gross floor area:	400.00 sqm
Development Name:	TESCO EXPRESS	Survey Date:	18/05/2012
Location:	ABERDEEN	Survey Day:	Friday
Postcode:	AB21 0ET		
Main Location Type:	Suburban Area		
Sub Location Type:	Built-Up Zone		
PTAL:	n/a		
Site 2:	AN-01-O-01	Gross floor area:	400.00 sqm
Development Name:	SPAR	Survey Date:	14/03/2019
Location:	LISBURN	Survey Day:	Thursday
Postcode:	BT27 4QS		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 3:	AS-01-O-01	Gross floor area:	275.00 sqm
Development Name:	CO-OP	Survey Date:	20/04/2022
Location:	STONEHAVEN	Survey Day:	Wednesday
Postcode:	AB39 2XJ		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 4:	BD-01-O-01	Gross floor area:	400.00 sqm
Development Name:	SAINSBURY'S LOCAL	Survey Date:	06/12/2012
Location:	BRADFORD	Survey Day:	Thursday
Postcode:	BD9 4JR		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 5:	BT-01-O-01	Gross floor area:	310.00 sqm
Development Name:	TESCO EXPRESS	Survey Date:	14/05/2015
Location:	WEMBLEY	Survey Day:	Thursday
Postcode:	HA9 0EQ		
Main Location Type:	Suburban Area		
Sub Location Type:	Development Zone		
PTAL:	5		
Site 6:	DL-01-O-03	Gross floor area:	610.00 sqm
Development Name:	TESCO EXPRESS	Survey Date:	24/05/2023
Location:	DUBLIN	Survey Day:	Wednesday
Postcode:	D02 R590		
Main Location Type:	Suburban Area		
Sub Location Type:	Commercial Zone		
PTAL:	n/a		
Site 7:	EG-01-O-01	Gross floor area:	370.00 sqm
Development Name:	TESCO EXPRESS	Survey Date:	
Location:	SOUTHALL	Survey Day:	
Postcode:	UB1 2QQ		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	2		
Site 8:	ES-01-O-01	Gross floor area:	280.00 sqm
Development Name:	ONE STOP	Survey Date:	19/12/2012
Location:	HASTINGS	Survey Day:	Wednesday
Postcode:	TN34 3FD		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		



Audit Code: 73001cff-8491-4e1f-ad14-10756608aa63

Site 9:	ES-01-O-02	Gross floor area:	574.00 sqm
Development Name:	SAINSBURY'S LOCAL	Survey Date:	19/03/2024
Location:	EASTBOURNE	Survey Day:	Tuesday
Postcode:	BN20 8NH		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 10:	FA-01-O-01	Gross floor area:	300.00 sqm
Development Name:	SPAR	Survey Date:	
Location:	FALKIRK	Survey Day:	
Postcode:	FK2 7BB		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 11:	HP-01-O-01	Gross floor area:	469.00 sqm
Development Name:	SAINSBURY'S LOCAL	Survey Date:	
Location:	HARTLEPOOL	Survey Day:	
Postcode:	TS25 1DW		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 12:	KI-01-O-01	Gross floor area:	257.00 sqm
Development Name:	THE CO-OPERATIVE	Survey Date:	16/11/2017
Location:	KINGSTON UPON THAMES	Survey Day:	Thursday
Postcode:	KT2 5JG		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	1B		
Site 13:	LN-01-O-01	Gross floor area:	350.00 sqm
Development Name:	SPAR	Survey Date:	15/05/2007
Location:	LINCOLN	Survey Day:	Tuesday
Postcode:	LN6 8QE		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 14:	LR-01-O-01	Gross floor area:	220.00 sqm
Development Name:	BEST ONE	Survey Date:	27/09/2012
Location:	LEICESTER	Survey Day:	Thursday
Postcode:	LE2 6LN		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 15:	MR-01-O-01	Gross floor area:	404.00 sqm
Development Name:	SAINSBURY'S LOCAL	Survey Date:	15/03/2023
Location:	MORDEN	Survey Day:	Wednesday
Postcode:	SM4 4AJ		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	3		
Site 16:	NF-01-O-01	Gross floor area:	298.00 sqm
Development Name:	TESCO EXPRESS	Survey Date:	26/10/2012
Location:	NORWICH	Survey Day:	Friday
Postcode:	NR2 3TA		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		



Audit Code: 73001cff-8491-4e1f-ad14-10756608aa63

Site 17:	NY-01-O-03	Gross floor area:	305.00 sqm
Development Name:	CO-OPERATIVE	Survey Date:	
Location:	NORTHALLERTON	Survey Day:	
Postcode:	DL6 1JZ		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 18:	SD-01-O-01	Gross floor area:	292.00 sqm
Development Name:	ONE STOP	Survey Date:	23/09/2016
Location:	SWINDON	Survey Day:	Friday
Postcode:	SN2 1QR		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 19:	ST-01-O-01	Gross floor area:	404.00 sqm
Development Name:	TESCO EXPRESS	Survey Date:	14/06/2023
Location:	CANNOCK	Survey Day:	Wednesday
Postcode:	WS11 4AL		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 20:	TW-01-O-02	Gross floor area:	330.00 sqm
Development Name:	CO-OPERATIVE	Survey Date:	07/04/2017
Location:	SUNDERLAND	Survey Day:	Friday
Postcode:	SR5 3BQ		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

Audit Code: 73001cff-8491-4e1f-ad14-10756608aa63

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

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	385	0.779	0.130	0.909
06:00-07:00	9	405	2.167	1.564	3.731
07:00-08:00	19	366	6.189	5.340	11.529
08:00-09:00	19	366	7.599	7.383	14.982
09:00-10:00	19	366	6.908	6.649	13.557
10:00-11:00	20	362	5.946	5.560	11.506
11:00-12:00	20	362	6.664	6.692	13.356
12:00-13:00	20	362	8.940	8.720	17.660
13:00-14:00	20	362	7.202	7.174	14.376
14:00-15:00	20	362	7.423	7.464	14.887
15:00-16:00	20	362	7.492	7.699	15.191
16:00-17:00	20	362	8.430	7.975	16.405
17:00-18:00	20	362	8.747	8.733	17.480
18:00-19:00	20	362	8.485	8.775	17.260
19:00-20:00	20	362	6.664	7.368	14.032
20:00-21:00	19	366	4.270	5.017	9.287
21:00-22:00	15	387	3.166	3.717	6.883
22:00-23:00	7	462	1.795	2.105	3.900
23:00-00:00	4	394	1.521	1.648	3.169
Total Rates:			110.387	109.713	220.100

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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Audit Code: 73001cff-8491-4e1f-ad14-10756608aa63

Parameter Summary:

Trip rate parameter range selected:	200 - 1056 (units: sqm)
Survey date date range:	09/04/2007 - 19/03/2024
Number of weekdays (Monday-Friday):	20
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.

Audit Code: 73001cff-8491-4e1f-ad14-10756608aa63

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

Cyclists

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	385	0.000	0.000	0.000
06:00-07:00	9	405	0.165	0.137	0.302
07:00-08:00	19	366	0.302	0.288	0.590
08:00-09:00	19	366	0.389	0.374	0.763
09:00-10:00	19	366	0.245	0.187	0.432
10:00-11:00	20	362	0.193	0.152	0.345
11:00-12:00	20	362	0.235	0.304	0.539
12:00-13:00	20	362	0.386	0.331	0.717
13:00-14:00	20	362	0.207	0.248	0.455
14:00-15:00	20	362	0.235	0.235	0.470
15:00-16:00	20	362	0.331	0.400	0.731
16:00-17:00	20	362	0.524	0.414	0.938
17:00-18:00	20	362	0.304	0.276	0.580
18:00-19:00	20	362	0.428	0.428	0.856
19:00-20:00	20	362	0.386	0.345	0.731
20:00-21:00	19	366	0.216	0.288	0.504
21:00-22:00	15	387	0.155	0.103	0.258
22:00-23:00	7	462	0.062	0.093	0.155
23:00-00:00	4	394	0.127	0.127	0.254
Total Rates:			4.890	4.730	9.620

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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Audit Code: 73001cff-8491-4e1f-ad14-10756608aa63

Parameter Summary:

Trip rate parameter range selected:	200 - 1056 (units: sqm)
Survey date date range:	09/04/2007 - 19/03/2024
Number of weekdays (Monday-Friday):	18
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: 73001cff-8491-4e1f-ad14-10756608aa63

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

PSVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	385	0.000	0.000	0.000
06:00-07:00	9	405	0.000	0.000	0.000
07:00-08:00	19	366	0.000	0.000	0.000
08:00-09:00	19	366	0.014	0.014	0.028
09:00-10:00	19	366	0.000	0.000	0.000
10:00-11:00	20	362	0.000	0.000	0.000
11:00-12:00	20	362	0.000	0.000	0.000
12:00-13:00	20	362	0.000	0.000	0.000
13:00-14:00	20	362	0.000	0.000	0.000
14:00-15:00	20	362	0.028	0.014	0.042
15:00-16:00	20	362	0.028	0.041	0.069
16:00-17:00	20	362	0.000	0.000	0.000
17:00-18:00	20	362	0.000	0.000	0.000
18:00-19:00	20	362	0.000	0.000	0.000
19:00-20:00	20	362	0.000	0.000	0.000
20:00-21:00	19	366	0.000	0.000	0.000
21:00-22:00	15	387	0.000	0.000	0.000
22:00-23:00	7	462	0.000	0.000	0.000
23:00-00:00	4	394	0.000	0.000	0.000
Total Rates:			0.070	0.069	0.139

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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Audit Code: 73001cff-8491-4e1f-ad14-10756608aa63

Parameter Summary:

Trip rate parameter range selected:	200 - 1056 (units: sqm)
Survey date date range:	09/04/2007 - 14/03/2019
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: 73001cff-8491-4e1f-ad14-10756608aa63

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

OGVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	385	0.130	0.130	0.260
06:00-07:00	9	405	0.055	0.027	0.082
07:00-08:00	19	366	0.230	0.201	0.431
08:00-09:00	19	366	0.230	0.216	0.446
09:00-10:00	19	366	0.201	0.259	0.460
10:00-11:00	20	362	0.110	0.097	0.207
11:00-12:00	20	362	0.138	0.097	0.235
12:00-13:00	20	362	0.083	0.124	0.207
13:00-14:00	20	362	0.055	0.041	0.096
14:00-15:00	20	362	0.000	0.014	0.014
15:00-16:00	20	362	0.055	0.083	0.138
16:00-17:00	20	362	0.041	0.041	0.082
17:00-18:00	20	362	0.055	0.055	0.110
18:00-19:00	20	362	0.028	0.014	0.042
19:00-20:00	20	362	0.014	0.014	0.028
20:00-21:00	19	366	0.014	0.014	0.028
21:00-22:00	15	387	0.000	0.000	0.000
22:00-23:00	7	462	0.000	0.000	0.000
23:00-00:00	4	394	0.000	0.000	0.000
Total Rates:			1.439	1.427	2.866

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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Audit Code: 73001cff-8491-4e1f-ad14-10756608aa63

Parameter Summary:

Trip rate parameter range selected:	200 - 1056 (units: sqm)
Survey date date range:	09/04/2007 - 19/03/2024
Number of weekdays (Monday-Friday):	17
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.

Audit Code: 73001cff-8491-4e1f-ad14-10756608aa63

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

Taxis

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	385	0.000	0.000	0.000
06:00-07:00	9	405	0.000	0.000	0.000
07:00-08:00	19	366	0.115	0.086	0.201
08:00-09:00	19	366	0.115	0.115	0.230
09:00-10:00	19	366	0.130	0.130	0.260
10:00-11:00	20	362	0.097	0.083	0.180
11:00-12:00	20	362	0.097	0.110	0.207
12:00-13:00	20	362	0.138	0.152	0.290
13:00-14:00	20	362	0.055	0.055	0.110
14:00-15:00	20	362	0.110	0.097	0.207
15:00-16:00	20	362	0.124	0.152	0.276
16:00-17:00	20	362	0.179	0.097	0.276
17:00-18:00	20	362	0.069	0.097	0.166
18:00-19:00	20	362	0.083	0.097	0.180
19:00-20:00	20	362	0.055	0.069	0.124
20:00-21:00	19	366	0.058	0.086	0.144
21:00-22:00	15	387	0.069	0.069	0.138
22:00-23:00	7	462	0.062	0.062	0.124
23:00-00:00	4	394	0.000	0.000	0.000
Total Rates:			1.556	1.557	3.113

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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Audit Code: 73001cff-8491-4e1f-ad14-10756608aa63

Parameter Summary:

Trip rate parameter range selected:	200 - 1056 (units: sqm)
Survey date date range:	15/05/2007 - 19/03/2024
Number of weekdays (Monday-Friday):	13
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 F – Proposed Multi-Modal TRICS Output

Audit Code: bc9bd6ad-91ce-43c4-9b11-83b43ecadc6d

Filtering Summary:

Land Use: 06/D HOTEL, FOOD & DRINK/FAST FOOD - DRIVE THROUGH

Selected Trip Rate Calculation Parameter Range: 225 - 690 sqm GFA

Actual Trip Rate Calculation Parameter Range: 225 - 690 sqm GFA

Date Range: Minimum: 11/08/1989 Maximum: 25/11/2025

Parking Spaces Range: All Surveys Selected

Population Within 500m Range: 175 1803

Days of the week selected:

Friday	2
Thursday	2
Tuesday	4
Wednesday	1

Main Location Types selected:

Edge of Town	7
Suburban Area	2

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	2
Servicing Vehicles Included	7

Population <1 Mile ranges selected:

1,001 to 5,000	1
10,001 to 15,000	3
20,001 to 25,000	2
25,001 to 50,000	1
5,001 to 10,000	2

Audit Code: bc9bd6ad-91ce-43c4-9b11-83b43ecadc6d

Population <5 Mile ranges selected:

100,001 to 125,000	2
125,001 to 250,000	1
250,001 to 500,000	1
5,001 to 25,000	2
50,001 to 75,000	1
500,001 or More	1
75,001 to 100,000	1

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	3
1.1 to 1.5	5
1.6 to 2.0	1

PTAL Rating:

No PTAL Present	9
-----------------	---

Audit Code: bc9bd6ad-91ce-43c4-9b11-83b43ecadc6d

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 06 - HOTEL, FOOD & DRINK

Category: D - FAST FOOD - DRIVE THROUGH

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 day
	WS	WEST SUSSEX	1 day
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 day
	NN	NORTH NORTHAMPTONSHIRE	1 day
06	WEST MIDLANDS		
	ST	STAFFORDSHIRE	1 day
	WM	WEST MIDLANDS	1 day
11	SCOTLAND		
	AD	ABERDEEN CITY	1 day
12	CONNAUGHT		
	CS	SLIGO	1 day
	LT	LEITRIM	1 day

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



Audit Code: bc9bd6ad-91ce-43c4-9b11-83b43ecadc6d

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:	GFA
Actual Range:	225 to 690 (units:sqm)
Range Selected by User:	225 to 690 (units:sqm)
Parking Spaces Range:	12 - 59

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	11/08/89 to 25/11/25

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:

Friday	2 days
Thursday	2 days
Tuesday	4 days
Wednesday	1 days

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

Selected survey types:

Manual count	9
Direction ATC Count	0

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	7 days
Suburban Area	2 days

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	1 days
No Sub Category	2 days
Retail Zone	6 days

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 Vehicle Counts:

Servicing vehicles Included	7 days
Servicing vehicles Unknown	2 days



Audit Code: bc9bd6ad-91ce-43c4-9b11-83b43ecadc6d

Secondary Filtering Selection:

Use Class:

Not Known

9 surveys

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:

175 - 1803

Population within 1 mile:

1,001 to 5,000	1 surveys
10,001 to 15,000	3 surveys
20,001 to 25,000	2 surveys
25,001 to 50,000	1 surveys
5,001 to 10,000	2 surveys

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

Population within 5 miles:

100,001 to 125,000	2 surveys
125,001 to 250,000	1 surveys
250,001 to 500,000	1 surveys
5,001 to 25,000	2 surveys
50,001 to 75,000	1 surveys
500,001 or More	1 surveys
75,001 to 100,000	1 surveys

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 surveys
1.1 to 1.5	5 surveys
1.6 to 2.0	1 surveys

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.

Audit Code: bc9bd6ad-91ce-43c4-9b11-83b43ecadc6d

Petrol filling station:

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

Travel Plan:

No 9 surveys

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

PTAL Rating:

No PTAL Present 9 surveys

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.

COVID-19 Restrictions:

No

Audit Code: bc9bd6ad-91ce-43c4-9b11-83b43ecadc6d

LIST OF SITES relevant to selection parameters:

Site 1:	AD-06-D-02	Gross floor area:	300.00 sqm
Development Name:	BURGER KING	Survey Date:	22/11/2019
Location:	ABERDEEN	Survey Day:	Friday
Postcode:	AB12 3JG		
Main Location Type:	Edge of Town		
Sub Location Type:	No Sub Category		
PTAL:	n/a		
Site 2:	CS-06-D-01	Gross floor area:	450.00 sqm
Development Name:	MCDONALD'S	Survey Date:	21/09/2010
Location:	SLIGO	Survey Day:	Tuesday
Postcode:			
Main Location Type:	Edge of Town		
Sub Location Type:	Retail Zone		
PTAL:	n/a		
Site 3:	HC-06-D-03	Gross floor area:	315.00 sqm
Development Name:	KFC	Survey Date:	23/05/2023
Location:	HAVANT	Survey Day:	Tuesday
Postcode:	PO9 3BF		
Main Location Type:	Edge of Town		
Sub Location Type:	Retail Zone		
PTAL:	n/a		
Site 4:	LN-06-D-02	Gross floor area:	490.00 sqm
Development Name:	MCDONALD'S	Survey Date:	13/10/2021
Location:	STAMFORD	Survey Day:	Wednesday
Postcode:	PE9 1TX		
Main Location Type:	Edge of Town		
Sub Location Type:	Retail Zone		
PTAL:	n/a		
Site 5:	LT-06-D-01	Gross floor area:	430.00 sqm
Development Name:	SUPERMAC'S & PAPA JOHN'S	Survey Date:	21/10/2022
Location:	CARRICK-ON-SHANNON	Survey Day:	Friday
Postcode:			
Main Location Type:	Edge of Town		
Sub Location Type:	Retail Zone		
PTAL:	n/a		
Site 6:	NN-06-D-01	Gross floor area:	690.00 sqm
Development Name:	MCDONALD'S	Survey Date:	16/06/2022
Location:	CORBY	Survey Day:	Thursday
Postcode:	NN18 8TJ		
Main Location Type:	Edge of Town		
Sub Location Type:	Development Zone		
PTAL:	n/a		
Site 7:	ST-06-D-01	Gross floor area:	258.00 sqm
Development Name:	KFC	Survey Date:	24/06/2025
Location:	STAFFORD	Survey Day:	Tuesday
Postcode:	ST17 4PW		
Main Location Type:	Suburban Area		
Sub Location Type:	Retail Zone		
PTAL:	n/a		
Site 8:	WM-06-D-01	Gross floor area:	250.00 sqm
Development Name:	BURGER KING	Survey Date:	25/11/2008
Location:	BIRMINGHAM	Survey Day:	Tuesday
Postcode:	B24 9PY		
Main Location Type:	Suburban Area		
Sub Location Type:	No Sub Category		
PTAL:	n/a		



Audit Code: bc9bd6ad-91ce-43c4-9b11-83b43ecadc6d

Site 9:	WS-06-D-02	Gross floor area:	330.00 sqm
Development Name:	KFC	Survey Date:	25/05/2023
Location:	BOGNOR REGIS	Survey Day:	Thursday
Postcode:	PO22 9TR		
Main Location Type:	Edge of Town		
Sub Location Type:	Retail Zone		
PTAL:	n/a		

Audit Code: bc9bd6ad-91ce-43c4-9b11-83b43ecadc6d

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	1	490	0.204	0.000	0.204
06:00-07:00	2	590	3.475	3.305	6.780
07:00-08:00	3	493	6.892	6.284	13.176
08:00-09:00	4	482	6.891	6.321	13.212
09:00-10:00	7	410	5.962	5.335	11.297
10:00-11:00	9	390	6.348	5.693	12.041
11:00-12:00	9	390	8.967	7.800	16.767
12:00-13:00	9	390	12.952	12.753	25.705
13:00-14:00	9	390	13.692	13.749	27.441
14:00-15:00	9	390	10.874	10.760	21.634
15:00-16:00	9	390	10.874	10.418	21.292
16:00-17:00	9	390	11.215	11.244	22.459
17:00-18:00	9	390	12.667	12.952	25.619
18:00-19:00	9	390	14.404	14.631	29.035
19:00-20:00	9	390	10.276	10.902	21.178
20:00-21:00	9	390	8.796	9.194	17.990
21:00-22:00	9	390	5.579	6.149	11.728
22:00-23:00	8	408	3.371	4.291	7.662
23:00-00:00	7	423	1.012	1.924	2.936
Total Rates:			154.451	153.705	308.156

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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Audit Code: bc9bd6ad-91ce-43c4-9b11-83b43ecadc6d

Parameter Summary:

Trip rate parameter range selected:	225 - 690 (units: sqm)
Survey date date range:	25/11/2008 - 24/06/2025
Number of weekdays (Monday-Friday):	9
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.

Audit Code: bc9bd6ad-91ce-43c4-9b11-83b43ecadc6d

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH

Total People

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	1	490	0.816	0.000	0.816
06:00-07:00	2	590	5.000	4.237	9.237
07:00-08:00	3	493	10.203	8.851	19.054
08:00-09:00	4	482	10.259	8.964	19.223
09:00-10:00	7	410	9.344	8.020	17.364
10:00-11:00	9	390	10.162	9.137	19.299
11:00-12:00	9	390	14.631	12.667	27.298
12:00-13:00	9	390	24.566	20.951	45.517
13:00-14:00	9	390	23.256	24.594	47.850
14:00-15:00	9	390	18.730	18.389	37.119
15:00-16:00	9	390	20.979	19.841	40.820
16:00-17:00	9	390	21.634	21.919	43.553
17:00-18:00	9	390	21.776	22.858	44.634
18:00-19:00	9	390	25.249	26.217	51.466
19:00-20:00	9	390	17.563	19.072	36.635
20:00-21:00	9	390	14.176	14.859	29.035
21:00-22:00	9	390	9.564	10.817	20.381
22:00-23:00	8	408	5.179	6.773	11.952
23:00-00:00	7	423	1.384	2.835	4.219
Total Rates:			264.471	261.001	525.472

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

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Audit Code: bc9bd6ad-91ce-43c4-9b11-83b43ecadc6d

Parameter Summary:

Trip rate parameter range selected:	225 - 690 (units: sqm)
Survey date date range:	25/11/2008 - 24/06/2025
Number of weekdays (Monday-Friday):	9
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.

Audit Code: bc9bd6ad-91ce-43c4-9b11-83b43ecadc6d

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH

Cyclists

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	1	490	0.000	0.000	0.000
06:00-07:00	2	590	0.085	0.000	0.085
07:00-08:00	3	493	0.135	0.000	0.135
08:00-09:00	4	482	0.155	0.000	0.155
09:00-10:00	7	410	0.105	0.035	0.140
10:00-11:00	9	390	0.057	0.085	0.142
11:00-12:00	9	390	0.171	0.114	0.285
12:00-13:00	9	390	0.370	0.171	0.541
13:00-14:00	9	390	0.171	0.455	0.626
14:00-15:00	9	390	0.114	0.142	0.256
15:00-16:00	9	390	0.228	0.142	0.370
16:00-17:00	9	390	0.085	0.256	0.341
17:00-18:00	9	390	0.000	0.057	0.057
18:00-19:00	9	390	0.000	0.000	0.000
19:00-20:00	9	390	0.057	0.057	0.114
20:00-21:00	9	390	0.228	0.085	0.313
21:00-22:00	9	390	0.000	0.114	0.114
22:00-23:00	8	408	0.000	0.000	0.000
23:00-00:00	7	423	0.000	0.034	0.034
Total Rates:			1.961	1.747	3.708

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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Audit Code: bc9bd6ad-91ce-43c4-9b11-83b43ecadc6d

Parameter Summary:

Trip rate parameter range selected:	225 - 690 (units: sqm)
Survey date date range:	21/09/2010 - 25/05/2023
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: bc9bd6ad-91ce-43c4-9b11-83b43ecadc6d

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH

PSVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	1	490	0.000	0.000	0.000
06:00-07:00	2	590	0.000	0.000	0.000
07:00-08:00	3	493	0.000	0.000	0.000
08:00-09:00	4	482	0.000	0.000	0.000
09:00-10:00	7	410	0.000	0.000	0.000
10:00-11:00	9	390	0.028	0.028	0.056
11:00-12:00	9	390	0.000	0.000	0.000
12:00-13:00	9	390	0.000	0.000	0.000
13:00-14:00	9	390	0.000	0.000	0.000
14:00-15:00	9	390	0.028	0.000	0.028
15:00-16:00	9	390	0.000	0.028	0.028
16:00-17:00	9	390	0.028	0.028	0.056
17:00-18:00	9	390	0.000	0.000	0.000
18:00-19:00	9	390	0.000	0.000	0.000
19:00-20:00	9	390	0.000	0.000	0.000
20:00-21:00	9	390	0.000	0.000	0.000
21:00-22:00	9	390	0.000	0.000	0.000
22:00-23:00	8	408	0.000	0.000	0.000
23:00-00:00	7	423	0.000	0.000	0.000
Total Rates:			0.084	0.084	0.168

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

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Audit Code: bc9bd6ad-91ce-43c4-9b11-83b43ecadc6d

Parameter Summary:

Trip rate parameter range selected:	225 - 690 (units: sqm)
Survey date date range:	21/09/2010 - 21/09/2010
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.

Audit Code: bc9bd6ad-91ce-43c4-9b11-83b43ecadc6d

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH

OGVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	1	490	0.000	0.000	0.000
06:00-07:00	2	590	0.000	0.000	0.000
07:00-08:00	3	493	0.068	0.068	0.136
08:00-09:00	4	482	0.155	0.155	0.310
09:00-10:00	7	410	0.000	0.000	0.000
10:00-11:00	9	390	0.057	0.057	0.114
11:00-12:00	9	390	0.028	0.000	0.028
12:00-13:00	9	390	0.085	0.085	0.170
13:00-14:00	9	390	0.085	0.114	0.199
14:00-15:00	9	390	0.000	0.000	0.000
15:00-16:00	9	390	0.000	0.000	0.000
16:00-17:00	9	390	0.028	0.028	0.056
17:00-18:00	9	390	0.028	0.028	0.056
18:00-19:00	9	390	0.000	0.000	0.000
19:00-20:00	9	390	0.028	0.000	0.028
20:00-21:00	9	390	0.028	0.057	0.085
21:00-22:00	9	390	0.000	0.000	0.000
22:00-23:00	8	408	0.000	0.000	0.000
23:00-00:00	7	423	0.000	0.000	0.000
Total Rates:			0.590	0.592	1.182

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

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Audit Code: bc9bd6ad-91ce-43c4-9b11-83b43ecadc6d

Parameter Summary:

Trip rate parameter range selected:	225 - 690 (units: sqm)
Survey date date range:	25/11/2008 - 25/05/2023
Number of weekdays (Monday-Friday):	6
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.

Audit Code: bc9bd6ad-91ce-43c4-9b11-83b43ecadc6d

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH

Taxis

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	1	490	0.000	0.000	0.000
06:00-07:00	2	590	0.085	0.085	0.170
07:00-08:00	3	493	0.000	0.000	0.000
08:00-09:00	4	482	0.052	0.052	0.104
09:00-10:00	7	410	0.035	0.035	0.070
10:00-11:00	9	390	0.085	0.085	0.170
11:00-12:00	9	390	0.057	0.057	0.114
12:00-13:00	9	390	0.028	0.028	0.056
13:00-14:00	9	390	0.057	0.057	0.114
14:00-15:00	9	390	0.057	0.057	0.114
15:00-16:00	9	390	0.085	0.085	0.170
16:00-17:00	9	390	0.085	0.085	0.170
17:00-18:00	9	390	0.114	0.085	0.199
18:00-19:00	9	390	0.057	0.028	0.085
19:00-20:00	9	390	0.028	0.057	0.085
20:00-21:00	9	390	0.114	0.114	0.228
21:00-22:00	9	390	0.000	0.000	0.000
22:00-23:00	8	408	0.000	0.000	0.000
23:00-00:00	7	423	0.000	0.000	0.000
Total Rates:			0.939	0.910	1.849

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

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Audit Code: bc9bd6ad-91ce-43c4-9b11-83b43ecadc6d

Parameter Summary:

Trip rate parameter range selected:	225 - 690 (units: sqm)
Survey date date range:	21/09/2010 - 24/06/2025
Number of weekdays (Monday-Friday):	6
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.

Audit Code: bc9bd6ad-91ce-43c4-9b11-83b43ecadc6d

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH

Vehicle Occupants

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	1	490	0.204	0.000	0.204
06:00-07:00	2	590	3.983	3.898	7.881
07:00-08:00	3	493	8.784	8.176	16.960
08:00-09:00	4	482	8.653	7.824	16.477
09:00-10:00	7	410	8.438	7.462	15.900
10:00-11:00	9	390	9.166	8.113	17.279
11:00-12:00	9	390	13.037	11.301	24.338
12:00-13:00	9	390	20.325	18.588	38.913
13:00-14:00	9	390	19.812	20.638	40.450
14:00-15:00	9	390	16.652	16.026	32.678
15:00-16:00	9	390	17.222	16.766	33.988
16:00-17:00	9	390	17.933	18.133	36.066
17:00-18:00	9	390	19.841	19.869	39.710
18:00-19:00	9	390	22.716	23.427	46.143
19:00-20:00	9	390	15.286	16.709	31.995
20:00-21:00	9	390	12.810	13.322	26.132
21:00-22:00	9	390	8.198	8.967	17.165
22:00-23:00	8	408	4.720	5.976	10.696
23:00-00:00	7	423	1.249	2.396	3.645
Total Rates:			229.029	227.591	456.620

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

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Audit Code: bc9bd6ad-91ce-43c4-9b11-83b43ecadc6d

Parameter Summary:

Trip rate parameter range selected:	225 - 690 (units: sqm)
Survey date date range:	25/11/2008 - 24/06/2025
Number of weekdays (Monday-Friday):	9
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.

Audit Code: bc9bd6ad-91ce-43c4-9b11-83b43ecadc6d

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH

Pedestrians

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	1	490	0.408	0.000	0.408
06:00-07:00	2	590	0.593	0.169	0.762
07:00-08:00	3	493	0.878	0.270	1.148
08:00-09:00	4	482	0.933	0.725	1.658
09:00-10:00	7	410	0.558	0.384	0.942
10:00-11:00	9	390	0.712	0.712	1.424
11:00-12:00	9	390	1.167	0.996	2.163
12:00-13:00	9	390	3.160	1.879	5.039
13:00-14:00	9	390	2.676	2.818	5.494
14:00-15:00	9	390	1.594	1.822	3.416
15:00-16:00	9	390	2.989	2.533	5.522
16:00-17:00	9	390	2.875	2.590	5.465
17:00-18:00	9	390	1.708	2.676	4.384
18:00-19:00	9	390	2.220	2.590	4.810
19:00-20:00	9	390	2.050	2.106	4.156
20:00-21:00	9	390	1.053	1.281	2.334
21:00-22:00	9	390	1.281	1.623	2.904
22:00-23:00	8	408	0.460	0.674	1.134
23:00-00:00	7	423	0.101	0.371	0.472
Total Rates:			27.416	26.219	53.635

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

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Audit Code: bc9bd6ad-91ce-43c4-9b11-83b43ecadc6d

Parameter Summary:

Trip rate parameter range selected:	225 - 690 (units: sqm)
Survey date date range:	25/11/2008 - 24/06/2025
Number of weekdays (Monday-Friday):	9
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.

Audit Code: bc9bd6ad-91ce-43c4-9b11-83b43ecadc6d

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH

Public Transport Users

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	1	490	0.204	0.000	0.204
06:00-07:00	2	590	0.339	0.169	0.508
07:00-08:00	3	493	0.405	0.405	0.810
08:00-09:00	4	482	0.518	0.415	0.933
09:00-10:00	7	410	0.244	0.139	0.383
10:00-11:00	9	390	0.228	0.228	0.456
11:00-12:00	9	390	0.256	0.256	0.512
12:00-13:00	9	390	0.712	0.313	1.025
13:00-14:00	9	390	0.598	0.683	1.281
14:00-15:00	9	390	0.370	0.399	0.769
15:00-16:00	9	390	0.512	0.370	0.882
16:00-17:00	9	390	0.740	0.939	1.679
17:00-18:00	9	390	0.199	0.228	0.427
18:00-19:00	9	390	0.313	0.199	0.512
19:00-20:00	9	390	0.171	0.199	0.370
20:00-21:00	9	390	0.085	0.171	0.256
21:00-22:00	9	390	0.085	0.114	0.199
22:00-23:00	8	408	0.000	0.123	0.123
23:00-00:00	7	423	0.034	0.034	0.068
Total Rates:			6.013	5.384	11.397

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

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Audit Code: bc9bd6ad-91ce-43c4-9b11-83b43ecadc6d

Parameter Summary:

Trip rate parameter range selected:	225 - 690 (units: sqm)
Survey date date range:	21/09/2010 - 24/06/2025
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: bc9bd6ad-91ce-43c4-9b11-83b43ecadc6d

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH

Bus/Tram Passengers

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	1	490	0.204	0.000	0.204
06:00-07:00	2	590	0.339	0.169	0.508
07:00-08:00	3	493	0.338	0.338	0.676
08:00-09:00	4	482	0.466	0.363	0.829
09:00-10:00	7	410	0.244	0.139	0.383
10:00-11:00	9	390	0.199	0.199	0.398
11:00-12:00	9	390	0.256	0.256	0.512
12:00-13:00	9	390	0.712	0.313	1.025
13:00-14:00	9	390	0.598	0.683	1.281
14:00-15:00	9	390	0.228	0.399	0.627
15:00-16:00	9	390	0.512	0.228	0.740
16:00-17:00	9	390	0.370	0.569	0.939
17:00-18:00	9	390	0.199	0.228	0.427
18:00-19:00	9	390	0.313	0.199	0.512
19:00-20:00	9	390	0.171	0.199	0.370
20:00-21:00	9	390	0.085	0.171	0.256
21:00-22:00	9	390	0.085	0.114	0.199
22:00-23:00	8	408	0.000	0.123	0.123
23:00-00:00	7	423	0.034	0.034	0.068
Total Rates:			5.353	4.724	10.077

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

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Audit Code: bc9bd6ad-91ce-43c4-9b11-83b43ecadc6d

Parameter Summary:

Trip rate parameter range selected:	225 - 690 (units: sqm)
Survey date date range:	22/11/2019 - 16/06/2022
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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Audit Code: bc9bd6ad-91ce-43c4-9b11-83b43ecadc6d

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH

Coach Passengers

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	1	490	0.000	0.000	0.000
06:00-07:00	2	590	0.000	0.000	0.000
07:00-08:00	3	493	0.000	0.000	0.000
08:00-09:00	4	482	0.000	0.000	0.000
09:00-10:00	7	410	0.000	0.000	0.000
10:00-11:00	9	390	0.028	0.028	0.056
11:00-12:00	9	390	0.000	0.000	0.000
12:00-13:00	9	390	0.000	0.000	0.000
13:00-14:00	9	390	0.000	0.000	0.000
14:00-15:00	9	390	0.142	0.000	0.142
15:00-16:00	9	390	0.000	0.142	0.142
16:00-17:00	9	390	0.370	0.370	0.740
17:00-18:00	9	390	0.000	0.000	0.000
18:00-19:00	9	390	0.000	0.000	0.000
19:00-20:00	9	390	0.000	0.000	0.000
20:00-21:00	9	390	0.000	0.000	0.000
21:00-22:00	9	390	0.000	0.000	0.000
22:00-23:00	8	408	0.000	0.000	0.000
23:00-00:00	7	423	0.000	0.000	0.000
Total Rates:			0.540	0.540	1.080

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Audit Code: bc9bd6ad-91ce-43c4-9b11-83b43ecadc6d

Parameter Summary:

Trip rate parameter range selected:	225 - 690 (units: sqm)
Survey date date range:	21/09/2010 - 21/09/2010
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.

Audit Code: bc9bd6ad-91ce-43c4-9b11-83b43ecadc6d

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH

Total Rail Passengers

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	1	490	0.000	0.000	0.000
06:00-07:00	2	590	0.000	0.000	0.000
07:00-08:00	3	493	0.068	0.068	0.136
08:00-09:00	4	482	0.052	0.052	0.104
09:00-10:00	7	410	0.000	0.000	0.000
10:00-11:00	9	390	0.000	0.000	0.000
11:00-12:00	9	390	0.000	0.000	0.000
12:00-13:00	9	390	0.000	0.000	0.000
13:00-14:00	9	390	0.000	0.000	0.000
14:00-15:00	9	390	0.000	0.000	0.000
15:00-16:00	9	390	0.000	0.000	0.000
16:00-17:00	9	390	0.000	0.000	0.000
17:00-18:00	9	390	0.000	0.000	0.000
18:00-19:00	9	390	0.000	0.000	0.000
19:00-20:00	9	390	0.000	0.000	0.000
20:00-21:00	9	390	0.000	0.000	0.000
21:00-22:00	9	390	0.000	0.000	0.000
22:00-23:00	8	408	0.000	0.000	0.000
23:00-00:00	7	423	0.000	0.000	0.000
Total Rates:			0.120	0.120	0.240

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

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Audit Code: bc9bd6ad-91ce-43c4-9b11-83b43ecadc6d

Parameter Summary:

Trip rate parameter range selected:	225 - 690 (units: sqm)
Survey date date range:	13/10/2021 - 13/10/2021
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.

Audit Code: 6242e8fd-601f-4a10-8ada-9f077475e4ac

Filtering Summary:

Land Use: 01/O RETAIL/CONVENIENCE STORE

Selected Trip Rate Calculation Parameter Range: 506 - 2500 sqm GFA

Actual Trip Rate Calculation Parameter Range: 528 - 1056 sqm GFA

Date Range: Minimum: 29/09/2006 Maximum: 11/10/2025

Parking Spaces Range: All Surveys Selected

Population Within 500m Range: 3407 6950

Days of the week selected:

Tuesday	1
Wednesday	1

Main Location Types selected:

Edge of Town	1
Suburban Area	1

Inclusion of Servicing Vehicles Counts:

Servicing Vehicles Included	2
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Population <1 Mile ranges selected:

20,001 to 25,000	2
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Audit Code: 6242e8fd-601f-4a10-8ada-9f077475e4ac

Population <5 Mile ranges selected:

125,001 to 250,000	1
500,001 or More	1

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	1
1.1 to 1.5	1

PTAL Rating:

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

Audit Code: 6242e8fd-601f-4a10-8ada-9f077475e4ac

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 01 - RETAIL

Category: O - CONVENIENCE STORE

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST	
	ES	EAST SUSSEX
		1 day
15	GREATER DUBLIN	
	DL	DUBLIN
		1 day

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

Audit Code: 6242e8fd-601f-4a10-8ada-9f077475e4ac

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:	GFA
Actual Range:	528 to 1056 (units:sqm)
Range Selected by User:	506 to 2500 (units:sqm)
Parking Spaces Range:	0 - 127

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	29/09/06 to 11/10/25

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

Selected survey days:

Tuesday	1 days
Wednesday	1 days

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

Selected survey types:

Manual count	2
Direction ATC Count	0

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	1 days
Suburban Area	1 days

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 days
Residential Zone	1 days

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 Vehicle Counts:

Servicing vehicles Included	2 days
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Audit Code: 6242e8fd-601f-4a10-8ada-9f077475e4ac

Secondary Filtering Selection:

Use Class:

E(a)	2 surveys
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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:

3407 - 6950

Population within 1 mile:

20,001 to 25,000	2 surveys
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This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

125,001 to 250,000	1 surveys
500,001 or More	1 surveys

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 surveys
1.1 to 1.5	1 surveys

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.



Audit Code: 6242e8fd-601f-4a10-8ada-9f077475e4ac

Petrol filling station:

PFS is present at the site but is excluded from the count

2 surveys

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

2 surveys

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

PTAL Rating:

No PTAL Present

2 surveys

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.

COVID-19 Restrictions:

No

Audit Code: 6242e8fd-601f-4a10-8ada-9f077475e4ac

LIST OF SITES relevant to selection parameters:

Site 1:	DL-01-O-03	Gross floor area:	610.00 sqm
Development Name:	TESCO EXPRESS	Survey Date:	24/05/2023
Location:	DUBLIN	Survey Day:	Wednesday
Postcode:	D02 R590		
Main Location Type:	Suburban Area		
Sub Location Type:	Commercial Zone		
PTAL:	n/a		
Site 2:	ES-01-O-02	Gross floor area:	574.00 sqm
Development Name:	SAINSBURY'S LOCAL	Survey Date:	19/03/2024
Location:	EASTBOURNE	Survey Day:	Tuesday
Postcode:	BN20 8NH		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

Audit Code: 6242e8fd-601f-4a10-8ada-9f077475e4ac

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

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	2	592	0.338	0.084	0.422
07:00-08:00	2	592	2.196	1.520	3.716
08:00-09:00	2	592	3.125	2.787	5.912
09:00-10:00	2	592	2.956	2.787	5.743
10:00-11:00	2	592	3.632	3.716	7.348
11:00-12:00	2	592	3.632	3.463	7.095
12:00-13:00	2	592	5.321	5.236	10.557
13:00-14:00	2	592	6.334	5.659	11.993
14:00-15:00	2	592	5.405	6.166	11.571
15:00-16:00	2	592	3.716	4.054	7.770
16:00-17:00	2	592	3.970	4.054	8.024
17:00-18:00	2	592	3.885	4.139	8.024
18:00-19:00	2	592	4.307	3.970	8.277
19:00-20:00	2	592	2.618	2.872	5.490
20:00-21:00	2	592	1.858	1.943	3.801
21:00-22:00	2	592	1.267	1.774	3.041
22:00-23:00	2	592	0.000	0.338	0.338
23:00-00:00					
Total Rates:			54.560	54.562	109.122

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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Audit Code: 6242e8fd-601f-4a10-8ada-9f077475e4ac

Parameter Summary:

Trip rate parameter range selected:	506 - 2500 (units: sqm)
Survey date date range:	24/05/2023 - 19/03/2024
Number of weekdays (Monday-Friday):	2
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.

Audit Code: 6242e8fd-601f-4a10-8ada-9f077475e4ac

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

Total People

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	2	592	0.507	0.084	0.591
07:00-08:00	2	592	10.811	9.713	20.524
08:00-09:00	2	592	20.017	16.132	36.149
09:00-10:00	2	592	15.963	16.807	32.770
10:00-11:00	2	592	15.372	13.176	28.548
11:00-12:00	2	592	17.736	17.568	35.304
12:00-13:00	2	592	23.226	23.311	46.537
13:00-14:00	2	592	29.899	30.321	60.220
14:00-15:00	2	592	25.169	27.365	52.534
15:00-16:00	2	592	18.750	20.101	38.851
16:00-17:00	2	592	21.791	22.720	44.511
17:00-18:00	2	592	27.365	25.676	53.041
18:00-19:00	2	592	26.858	27.449	54.307
19:00-20:00	2	592	18.750	17.483	36.233
20:00-21:00	2	592	13.007	14.274	27.281
21:00-22:00	2	592	8.361	10.557	18.918
22:00-23:00	2	592	0.000	0.845	0.845
23:00-00:00					
Total Rates:			293.582	293.582	587.164

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

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Audit Code: 6242e8fd-601f-4a10-8ada-9f077475e4ac

Parameter Summary:

Trip rate parameter range selected:	506 - 2500 (units: sqm)
Survey date date range:	24/05/2023 - 19/03/2024
Number of weekdays (Monday-Friday):	2
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.

Audit Code: 6242e8fd-601f-4a10-8ada-9f077475e4ac

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

Cyclists

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	2	592	0.000	0.000	0.000
07:00-08:00	2	592	0.169	0.169	0.338
08:00-09:00	2	592	0.000	0.000	0.000
09:00-10:00	2	592	0.084	0.084	0.168
10:00-11:00	2	592	0.169	0.084	0.253
11:00-12:00	2	592	0.507	0.507	1.014
12:00-13:00	2	592	0.676	0.676	1.352
13:00-14:00	2	592	0.338	0.253	0.591
14:00-15:00	2	592	0.338	0.338	0.676
15:00-16:00	2	592	0.169	0.338	0.507
16:00-17:00	2	592	0.338	0.253	0.591
17:00-18:00	2	592	0.000	0.084	0.084
18:00-19:00	2	592	0.591	0.591	1.182
19:00-20:00	2	592	0.676	0.507	1.183
20:00-21:00	2	592	0.507	0.676	1.183
21:00-22:00	2	592	0.084	0.084	0.168
22:00-23:00	2	592	0.000	0.000	0.000
23:00-00:00					
Total Rates:			4.646	4.644	9.290

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

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Audit Code: 6242e8fd-601f-4a10-8ada-9f077475e4ac

Parameter Summary:

Trip rate parameter range selected:	506 - 2500 (units: sqm)
Survey date date range:	24/05/2023 - 19/03/2024
Number of weekdays (Monday-Friday):	2
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.

Audit Code: 6242e8fd-601f-4a10-8ada-9f077475e4ac

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

PSVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	2	592	0.000	0.000	0.000
07:00-08:00	2	592	0.000	0.000	0.000
08:00-09:00	2	592	0.000	0.000	0.000
09:00-10:00	2	592	0.000	0.000	0.000
10:00-11:00	2	592	0.000	0.000	0.000
11:00-12:00	2	592	0.000	0.000	0.000
12:00-13:00	2	592	0.000	0.000	0.000
13:00-14:00	2	592	0.000	0.000	0.000
14:00-15:00	2	592	0.000	0.000	0.000
15:00-16:00	2	592	0.000	0.000	0.000
16:00-17:00	2	592	0.000	0.000	0.000
17:00-18:00	2	592	0.000	0.000	0.000
18:00-19:00	2	592	0.000	0.000	0.000
19:00-20:00	2	592	0.000	0.000	0.000
20:00-21:00	2	592	0.000	0.000	0.000
21:00-22:00	2	592	0.000	0.000	0.000
22:00-23:00	2	592	0.000	0.000	0.000
23:00-00:00					
Total Rates:			0.000	0.000	0.000

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

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Audit Code: 6242e8fd-601f-4a10-8ada-9f077475e4ac

Parameter Summary:

Trip rate parameter range selected:	506 - 2500 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
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.

Audit Code: 6242e8fd-601f-4a10-8ada-9f077475e4ac

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

OGVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	2	592	0.084	0.000	0.084
07:00-08:00	2	592	0.000	0.084	0.084
08:00-09:00	2	592	0.169	0.169	0.338
09:00-10:00	2	592	0.084	0.084	0.168
10:00-11:00	2	592	0.000	0.000	0.000
11:00-12:00	2	592	0.000	0.000	0.000
12:00-13:00	2	592	0.000	0.000	0.000
13:00-14:00	2	592	0.000	0.000	0.000
14:00-15:00	2	592	0.000	0.000	0.000
15:00-16:00	2	592	0.000	0.000	0.000
16:00-17:00	2	592	0.000	0.000	0.000
17:00-18:00	2	592	0.000	0.000	0.000
18:00-19:00	2	592	0.000	0.000	0.000
19:00-20:00	2	592	0.000	0.000	0.000
20:00-21:00	2	592	0.000	0.000	0.000
21:00-22:00	2	592	0.000	0.000	0.000
22:00-23:00	2	592	0.000	0.000	0.000
23:00-00:00					
Total Rates:			0.337	0.337	0.674

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

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Audit Code: 6242e8fd-601f-4a10-8ada-9f077475e4ac

Parameter Summary:

Trip rate parameter range selected:	506 - 2500 (units: sqm)
Survey date date range:	24/05/2023 - 19/03/2024
Number of weekdays (Monday-Friday):	2
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.

Audit Code: 6242e8fd-601f-4a10-8ada-9f077475e4ac

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

Taxis

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	2	592	0.000	0.000	0.000
07:00-08:00	2	592	0.000	0.000	0.000
08:00-09:00	2	592	0.000	0.000	0.000
09:00-10:00	2	592	0.000	0.000	0.000
10:00-11:00	2	592	0.000	0.000	0.000
11:00-12:00	2	592	0.084	0.084	0.168
12:00-13:00	2	592	0.169	0.169	0.338
13:00-14:00	2	592	0.084	0.084	0.168
14:00-15:00	2	592	0.000	0.000	0.000
15:00-16:00	2	592	0.000	0.000	0.000
16:00-17:00	2	592	0.000	0.000	0.000
17:00-18:00	2	592	0.000	0.000	0.000
18:00-19:00	2	592	0.084	0.084	0.168
19:00-20:00	2	592	0.084	0.084	0.168
20:00-21:00	2	592	0.000	0.000	0.000
21:00-22:00	2	592	0.000	0.000	0.000
22:00-23:00	2	592	0.000	0.000	0.000
23:00-00:00					
Total Rates:			0.505	0.505	1.010

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

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Audit Code: 6242e8fd-601f-4a10-8ada-9f077475e4ac

Parameter Summary:

Trip rate parameter range selected:	506 - 2500 (units: sqm)
Survey date date range:	19/03/2024 - 19/03/2024
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.

Audit Code: 6242e8fd-601f-4a10-8ada-9f077475e4ac

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

Cars

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	2	592	0.253	0.084	0.337
07:00-08:00	2	592	2.027	1.267	3.294
08:00-09:00	2	592	2.787	2.449	5.236
09:00-10:00	2	592	2.534	2.449	4.983
10:00-11:00	2	592	3.463	3.463	6.926
11:00-12:00	2	592	2.787	2.787	5.574
12:00-13:00	2	592	4.392	4.223	8.615
13:00-14:00	2	592	5.490	4.899	10.389
14:00-15:00	2	592	4.899	5.574	10.473
15:00-16:00	2	592	3.294	3.547	6.841
16:00-17:00	2	592	3.547	3.632	7.179
17:00-18:00	2	592	3.463	3.801	7.264
18:00-19:00	2	592	3.801	3.378	7.179
19:00-20:00	2	592	2.280	2.534	4.814
20:00-21:00	2	592	1.774	1.858	3.632
21:00-22:00	2	592	1.182	1.689	2.871
22:00-23:00	2	592	0.000	0.338	0.338
23:00-00:00					
Total Rates:			47.973	47.972	95.945

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 6242e8fd-601f-4a10-8ada-9f077475e4ac

Parameter Summary:

Trip rate parameter range selected:	506 - 2500 (units: sqm)
Survey date date range:	24/05/2023 - 19/03/2024
Number of weekdays (Monday-Friday):	2
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.

Audit Code: 6242e8fd-601f-4a10-8ada-9f077475e4ac

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

LGVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	2	592	0.000	0.000	0.000
07:00-08:00	2	592	0.084	0.084	0.168
08:00-09:00	2	592	0.169	0.169	0.338
09:00-10:00	2	592	0.253	0.169	0.422
10:00-11:00	2	592	0.169	0.253	0.422
11:00-12:00	2	592	0.676	0.507	1.183
12:00-13:00	2	592	0.676	0.760	1.436
13:00-14:00	2	592	0.760	0.676	1.436
14:00-15:00	2	592	0.507	0.591	1.098
15:00-16:00	2	592	0.422	0.507	0.929
16:00-17:00	2	592	0.422	0.422	0.844
17:00-18:00	2	592	0.422	0.338	0.760
18:00-19:00	2	592	0.422	0.507	0.929
19:00-20:00	2	592	0.253	0.253	0.506
20:00-21:00	2	592	0.084	0.084	0.168
21:00-22:00	2	592	0.084	0.084	0.168
22:00-23:00	2	592	0.000	0.000	0.000
23:00-00:00					
Total Rates:			5.403	5.404	10.807

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 6242e8fd-601f-4a10-8ada-9f077475e4ac

Parameter Summary:

Trip rate parameter range selected:	506 - 2500 (units: sqm)
Survey date date range:	24/05/2023 - 19/03/2024
Number of weekdays (Monday-Friday):	2
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.

Audit Code: 6242e8fd-601f-4a10-8ada-9f077475e4ac

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

Motorcycles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	2	592	0.000	0.000	0.000
07:00-08:00	2	592	0.084	0.084	0.168
08:00-09:00	2	592	0.000	0.000	0.000
09:00-10:00	2	592	0.084	0.084	0.168
10:00-11:00	2	592	0.000	0.000	0.000
11:00-12:00	2	592	0.084	0.084	0.168
12:00-13:00	2	592	0.084	0.084	0.168
13:00-14:00	2	592	0.000	0.000	0.000
14:00-15:00	2	592	0.000	0.000	0.000
15:00-16:00	2	592	0.000	0.000	0.000
16:00-17:00	2	592	0.000	0.000	0.000
17:00-18:00	2	592	0.000	0.000	0.000
18:00-19:00	2	592	0.000	0.000	0.000
19:00-20:00	2	592	0.000	0.000	0.000
20:00-21:00	2	592	0.000	0.000	0.000
21:00-22:00	2	592	0.000	0.000	0.000
22:00-23:00	2	592	0.000	0.000	0.000
23:00-00:00					
Total Rates:			0.336	0.336	0.672

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 6242e8fd-601f-4a10-8ada-9f077475e4ac

Parameter Summary:

Trip rate parameter range selected:	506 - 2500 (units: sqm)
Survey date date range:	24/05/2023 - 19/03/2024
Number of weekdays (Monday-Friday):	2
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.

Audit Code: 6242e8fd-601f-4a10-8ada-9f077475e4ac

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

Servicing Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	2	592	0.084	0.000	0.084
07:00-08:00	2	592	0.000	0.084	0.084
08:00-09:00	2	592	0.169	0.169	0.338
09:00-10:00	2	592	0.084	0.084	0.168
10:00-11:00	2	592	0.000	0.000	0.000
11:00-12:00	2	592	0.000	0.000	0.000
12:00-13:00	2	592	0.000	0.000	0.000
13:00-14:00	2	592	0.000	0.000	0.000
14:00-15:00	2	592	0.000	0.000	0.000
15:00-16:00	2	592	0.000	0.000	0.000
16:00-17:00	2	592	0.000	0.000	0.000
17:00-18:00	2	592	0.000	0.000	0.000
18:00-19:00	2	592	0.000	0.000	0.000
19:00-20:00	2	592	0.000	0.000	0.000
20:00-21:00	2	592	0.000	0.000	0.000
21:00-22:00	2	592	0.000	0.000	0.000
22:00-23:00	2	592	0.000	0.000	0.000
23:00-00:00					
Total Rates:			0.337	0.337	0.674

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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Audit Code: 6242e8fd-601f-4a10-8ada-9f077475e4ac

Parameter Summary:

Trip rate parameter range selected:	506 - 2500 (units: sqm)
Survey date date range:	24/05/2023 - 19/03/2024
Number of weekdays (Monday-Friday):	2
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.

Audit Code: 6242e8fd-601f-4a10-8ada-9f077475e4ac

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

Vehicle Occupants

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	2	592	0.338	0.084	0.422
07:00-08:00	2	592	3.209	2.027	5.236
08:00-09:00	2	592	3.716	3.632	7.348
09:00-10:00	2	592	3.632	3.463	7.095
10:00-11:00	2	592	4.476	4.307	8.783
11:00-12:00	2	592	4.730	4.645	9.375
12:00-13:00	2	592	7.348	7.348	14.696
13:00-14:00	2	592	8.615	8.277	16.892
14:00-15:00	2	592	6.757	7.517	14.274
15:00-16:00	2	592	4.730	5.068	9.798
16:00-17:00	2	592	4.899	5.152	10.051
17:00-18:00	2	592	4.899	5.152	10.051
18:00-19:00	2	592	5.997	5.405	11.402
19:00-20:00	2	592	3.209	3.632	6.841
20:00-21:00	2	592	2.280	2.365	4.645
21:00-22:00	2	592	1.605	2.196	3.801
22:00-23:00	2	592	0.000	0.338	0.338
23:00-00:00					
Total Rates:			70.440	70.608	141.048

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

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Audit Code: 6242e8fd-601f-4a10-8ada-9f077475e4ac

Parameter Summary:

Trip rate parameter range selected:	506 - 2500 (units: sqm)
Survey date date range:	24/05/2023 - 19/03/2024
Number of weekdays (Monday-Friday):	2
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.

Audit Code: 6242e8fd-601f-4a10-8ada-9f077475e4ac

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

Pedestrians

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	2	592	0.169	0.000	0.169
07:00-08:00	2	592	2.534	5.659	8.193
08:00-09:00	2	592	3.378	11.486	14.864
09:00-10:00	2	592	7.095	12.416	19.511
10:00-11:00	2	592	9.206	8.361	17.567
11:00-12:00	2	592	11.655	11.655	23.310
12:00-13:00	2	592	14.611	14.865	29.476
13:00-14:00	2	592	20.777	20.861	41.638
14:00-15:00	2	592	17.652	18.581	36.233
15:00-16:00	2	592	13.429	13.429	26.858
16:00-17:00	2	592	16.216	16.216	32.432
17:00-18:00	2	592	21.959	16.639	38.598
18:00-19:00	2	592	19.257	19.932	39.189
19:00-20:00	2	592	13.936	12.922	26.858
20:00-21:00	2	592	10.135	11.149	21.284
21:00-22:00	2	592	6.672	8.193	14.865
22:00-23:00	2	592	0.000	0.422	0.422
23:00-00:00					
Total Rates:			188.681	202.786	391.467

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

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Audit Code: 6242e8fd-601f-4a10-8ada-9f077475e4ac

Parameter Summary:

Trip rate parameter range selected:	506 - 2500 (units: sqm)
Survey date date range:	24/05/2023 - 19/03/2024
Number of weekdays (Monday-Friday):	2
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.

Audit Code: 6242e8fd-601f-4a10-8ada-9f077475e4ac

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

Public Transport Users

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	2	592	0.000	0.000	0.000
07:00-08:00	2	592	4.899	1.858	6.757
08:00-09:00	2	592	12.838	0.929	13.767
09:00-10:00	2	592	4.983	0.676	5.659
10:00-11:00	2	592	1.520	0.422	1.942
11:00-12:00	2	592	0.760	0.676	1.436
12:00-13:00	2	592	0.507	0.422	0.929
13:00-14:00	2	592	0.169	0.845	1.014
14:00-15:00	2	592	0.422	0.929	1.351
15:00-16:00	2	592	0.338	1.182	1.520
16:00-17:00	2	592	0.338	1.098	1.436
17:00-18:00	2	592	0.253	3.632	3.885
18:00-19:00	2	592	0.929	1.351	2.280
19:00-20:00	2	592	0.929	0.422	1.351
20:00-21:00	2	592	0.084	0.084	0.168
21:00-22:00	2	592	0.000	0.084	0.084
22:00-23:00	2	592	0.000	0.084	0.084
23:00-00:00					
Total Rates:			28.969	14.694	43.663

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Audit Code: 6242e8fd-601f-4a10-8ada-9f077475e4ac

Parameter Summary:

Trip rate parameter range selected:	506 - 2500 (units: sqm)
Survey date date range:	24/05/2023 - 19/03/2024
Number of weekdays (Monday-Friday):	2
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.

Audit Code: 6242e8fd-601f-4a10-8ada-9f077475e4ac

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

Bus/Tram Passengers

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	2	592	0.000	0.000	0.000
07:00-08:00	2	592	1.267	0.169	1.436
08:00-09:00	2	592	2.534	0.253	2.787
09:00-10:00	2	592	0.845	0.338	1.183
10:00-11:00	2	592	0.507	0.422	0.929
11:00-12:00	2	592	0.760	0.507	1.267
12:00-13:00	2	592	0.507	0.338	0.845
13:00-14:00	2	592	0.169	0.507	0.676
14:00-15:00	2	592	0.422	0.422	0.844
15:00-16:00	2	592	0.338	1.182	1.520
16:00-17:00	2	592	0.338	1.098	1.436
17:00-18:00	2	592	0.253	0.845	1.098
18:00-19:00	2	592	0.676	0.760	1.436
19:00-20:00	2	592	0.929	0.253	1.182
20:00-21:00	2	592	0.084	0.084	0.168
21:00-22:00	2	592	0.000	0.084	0.084
22:00-23:00	2	592	0.000	0.084	0.084
23:00-00:00					
Total Rates:			9.629	7.346	16.975

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 6242e8fd-601f-4a10-8ada-9f077475e4ac

Parameter Summary:

Trip rate parameter range selected:	506 - 2500 (units: sqm)
Survey date date range:	24/05/2023 - 19/03/2024
Number of weekdays (Monday-Friday):	2
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.

Audit Code: 6242e8fd-601f-4a10-8ada-9f077475e4ac

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

Coach Passengers

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	2	592	0.000	0.000	0.000
07:00-08:00	2	592	0.000	0.000	0.000
08:00-09:00	2	592	0.000	0.000	0.000
09:00-10:00	2	592	0.000	0.000	0.000
10:00-11:00	2	592	0.000	0.000	0.000
11:00-12:00	2	592	0.000	0.000	0.000
12:00-13:00	2	592	0.000	0.000	0.000
13:00-14:00	2	592	0.000	0.000	0.000
14:00-15:00	2	592	0.000	0.000	0.000
15:00-16:00	2	592	0.000	0.000	0.000
16:00-17:00	2	592	0.000	0.000	0.000
17:00-18:00	2	592	0.000	0.000	0.000
18:00-19:00	2	592	0.000	0.000	0.000
19:00-20:00	2	592	0.000	0.000	0.000
20:00-21:00	2	592	0.000	0.000	0.000
21:00-22:00	2	592	0.000	0.000	0.000
22:00-23:00	2	592	0.000	0.000	0.000
23:00-00:00					
Total Rates:			0.000	0.000	0.000

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

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

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Audit Code: 6242e8fd-601f-4a10-8ada-9f077475e4ac

Parameter Summary:

Trip rate parameter range selected:	506 - 2500 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
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.

Audit Code: 6242e8fd-601f-4a10-8ada-9f077475e4ac

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

Total Rail Passengers

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	2	592	0.000	0.000	0.000
07:00-08:00	2	592	3.632	1.689	5.321
08:00-09:00	2	592	10.304	0.676	10.980
09:00-10:00	2	592	4.139	0.338	4.477
10:00-11:00	2	592	1.014	0.000	1.014
11:00-12:00	2	592	0.000	0.169	0.169
12:00-13:00	2	592	0.000	0.084	0.084
13:00-14:00	2	592	0.000	0.338	0.338
14:00-15:00	2	592	0.000	0.507	0.507
15:00-16:00	2	592	0.000	0.000	0.000
16:00-17:00	2	592	0.000	0.000	0.000
17:00-18:00	2	592	0.000	2.787	2.787
18:00-19:00	2	592	0.253	0.591	0.844
19:00-20:00	2	592	0.000	0.169	0.169
20:00-21:00	2	592	0.000	0.000	0.000
21:00-22:00	2	592	0.000	0.000	0.000
22:00-23:00	2	592	0.000	0.000	0.000
23:00-00:00					
Total Rates:			19.342	7.348	26.690

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

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Audit Code: 6242e8fd-601f-4a10-8ada-9f077475e4ac

Parameter Summary:

Trip rate parameter range selected:	506 - 2500 (units: sqm)
Survey date date range:	24/05/2023 - 24/05/2023
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.

Appendix B – Example Information Pack

Parkhills Car Centre, Bury

Travel Information Pack

Last Updated: 20 April 2026

Travel Plan Coordinator

Organisation: To be Confirmed

Contact: To be Confirmed

Resources for Sustainable Travel

A summary of resources is provided below – please click on the images to access the relevant websites. If you are unsure about any of the resources and how they can benefit you, please speak to the Travel Plan Coordinator

Resource	Description
Walking	- Walking is the most sustainable mode of travel. - There are great routes around our park. Ask at reception for a Park Map! - Did you know you can use walking toolkit www.routeyou.com to plan your walking route? - If you get caught short and need an umbrella – find one at reception! - The Living Streets website contains some useful information on encouraging more people to travel on foot. - Check out the Fitforme websites with walking tips! - The Greater Manchester Walking Website has tips on walking and various routes. - Check out the TfGM website at which comprises details of walking routes and facilities accessible within a 15-minute walk.     
Cycling	- Cycling is a convenient and sustainable option for those journeys too far to walk. - Did you know you can use cycle toolkit m.cyclestreets.net to plan your cycling route? - And that www.sustrans.org.uk has loads of detail on dedicated cycle routes? - The TfGM website contains lots of cycling tips and various routes. - If you get caught short and need a puncture repair kit – find one at Bury Bike Hospital!   

Resource	Description
Public Transport	- Using public transport could save you time and money. Why not sit back, relax and let someone else do the driving? - Did you know you can use the traveline.info toolkit for more journey planning information? - The National Rail website allows you to keep track of live journeys! - The TfGM website provides live public transport services, timetables, and routes!   
Car Sharing	- Walking, cycling or public transport are not always realistic options. - So have you thought about car sharing? - Free-to-join car share scheme liftshare.com/uk can match you with someone who has a similar journey to you! - Enterprise Car Club allows you to book a car for a few hours or a few days!  

Appendix C – Example Travel Survey

Example Travel Survey

We need your views to help us develop a Travel Plan, which will help provide environmental, financial and health benefits for all those who work at our site. Please complete this short anonymous survey to help us continue shape our plans for sustainable travel in the future. It should take between 3 and 5 minutes to finish.

1. What is your home postcode? (e.g. L1 8JQ)

.....

2. Approximately how far do you travel to work?

- ☐ Up to 1 mile
- ☐ 1-2 miles
- ☐ 3-5 miles
- ☐ 6-10 miles
- ☐ 11-20 miles
- ☐ Over 20 miles

3. How do you typically travel to work? If you use multiple modes of transport, please pick the longest leg (in time) of your journey.

- ☐ Car- as driver, single occupant
- ☐ Car- as driver, with passenger(s)
- ☐ Car- as passenger
- ☐ On Foot
- ☐ Bicycle
- ☐ Bus
- ☐ Train
- ☐ Taxi
- ☐ Motorcycle

4. If your typical mode of travel (your answer to Question 3) was by car, why?

- ☐ I did not travel by car
- ☐ I give other people a lift
- ☐ For safety and security
- ☐ Bad weather
- ☐ Inadequate public transport
- ☐ To save time
- ☐ To save money
- ☐ To carry equipment

- ☐ Disability/health reasons
- ☐ Personal commitment/childcare
- ☐ Car essential for job
- ☐ Convenience
- ☐ Other – please specify

5. Which of the following changes would most encourage you to use sustainable modes of travel? (*Please tick no more than three*).

- ☐ Better quality public transport waiting facilities
- ☐ Readily available up-to-date easy-to-use public transport timetables
- ☐ More frequent public transport services
- ☐ Better Information on public transport
- ☐ Discounted bus/train fares
- ☐ Existing bus services re-timed to better fit your work hours – if so, please specify service
- ☐ New bus service – if so, please specify location
- ☐ Improved cycle lanes and infrastructure
- ☐ Improved footpaths and crossings
- ☐ Better walking and cycle route information
- ☐ Nothing
- ☐ Other – please specify

6. Do you have any other comments about your travel patterns?

.....

Thank you for completing the survey.

Appendix D – Carbon Saving Calcs

Initial Modal Shift Targets						Assumed Modal Split Targets
Travel Mode	Existing	Short Term	Medium Term	Long Term	Total Target	
Car Driver	70%	-2%	-1.5%	-1.5%	-5%	
Car Passenger	6%	1%			1.0%	
Public Transport	12%	0.5%	0.5%	0.5%	1.5%	
Cycle	1%	0.5%	0.5%		1.0%	
Walk	9%	0.5%	0.5%	0.5%	1.5%	
Other	2%					

Assumptions:

Vehicles Departing (AM)	24	52 weeks per year 5 working days per week 260 days per year 8 bank holidays 28 leave days 224 total working days per year
Average Distance Travelled per person	16 km	
Bike Miles		

	1%	amend % to suit modal split
	0.24	work out the number of people switching to cycling
	3584	KM per day X working days per year = total km a year by car
	860	Additional KM Saved by Bike Per Year
	534	Additional M Saved by Bike Per Year

Additional Public Transport Miles

Modal Split Target	1.5%	total modal split of public transport
No of employees switching to Public Transport	0	work out the number of people switching to public transport
	3584	KM per day X working days per year = total km a year by car
	1290.24	Additional KM Saved by PT Per year
Additional Public Transport Miles a day	1.8	no.of people switching to public transport * average distance (km)
	1	km=miles
	3584	no.of days per year the site is operational for*average distance travelled
	1290.24	Multiplied by the number of people switching to public transport
Additional Public Transport Miles a year	802	

Annual Carbon Savings a Year (XXKgs)

Current Carbon Emissions= Distance Travelled to Work X Total Carbon Emitted

(Average Distance Travelled to Work)	16	
Modal Split Target of employees using sustainable transport	3%	
No. of people using sustainable modes of transport	0.60	No.of vehicles arriving*no.of people switching to sustainable transport
Average distance travelled to site (assuming car) multiply by total emissions	2.71744	Average distance travelled to work *carbon emissions
	2	No.of people using sustainable transport * average co2 emissions pp
Annual Carbon savings	365	Average Co2 emissions * number of days a year site is operational

OUR LOCATIONS

Birmingham

2 The Wharf
Bridge Street
Birmingham
B1 2JS
T. 0121 643 4694
birmingham@curtins.com

Bristol

Quayside
40-58 Hotwell Road
Bristol
BS8 4UQ
T. 0117 302 7560
bristol@curtins.com

Cambridge

50 Cambridge Place
Cambridge
CB2 1NS
T. 01223 631 799
cambridge@curtins.com

Cardiff

3 Cwrt-y-Parc
Earlswood Road
Cardiff
CF14 5GH
T. 029 2068 0900
cardiff@curtins.com

Douglas

Varley House
29-31 Duke Street
Douglas
Isle of Man
IM1 2AZ
T. 01624 624 585
douglas@curtins.com

Dublin

11 Pembroke Lane
Dublin 2
D02 CX82
Ireland
T. +353 1 507 9447
dublin@curtins.com

Edinburgh

1a Belford Road
Edinburgh
EH4 3BL
T. 0131 225 2175
edinburgh@curtins.com

Glasgow

Queens House
29 St Vincent Place
Glasgow
G1 2DT
T. 0141 319 8777
glasgow@curtins.com

Kendal

Units 24 & 25 Riverside Place
K Village
Lound Road
Kendal
LA9 7FH
T. 01539 724 823
kendal@curtins.com

Leeds

Ground Floor
Rose Wharf
78-80 East Street
Leeds
LS9 8EE
T. 0113 274 8509
leeds@curtins.com

Liverpool

51-55 Tithebarn Street
Liverpool
L2 2SB
T. 0151 726 2000
liverpool@curtins.com

London

40 Compton Street
London
EC1V 0BD
T. 020 7324 2240
london@curtins.com

Manchester

Merchant Exchange
17-19 Whitworth Street West
Manchester
M1 5WG
T. 0161 236 2394
manchester@curtins.com

Nottingham

32-34 Stoney Street
Nottingham
NG1 1LL
T. 0115 941 5551
nottingham@curtins.com