



ttp consulting
transport planning specialists

Box+III Gravesend Limited

**UNIT C, IMPERIAL RETAIL
PARK, GRAVESEND**

Transport Statement

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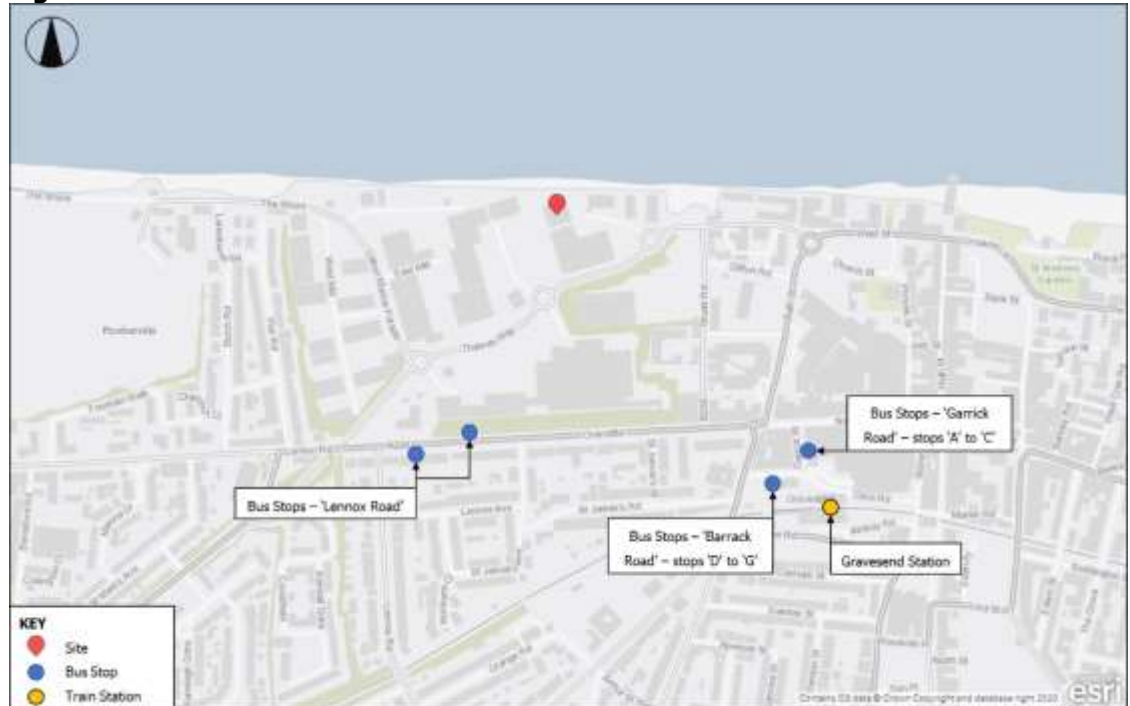
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1 INTRODUCTION

- 1.1 TTP Consulting is retained to provide highways and transport advice in relation to the proposals for Unit C at Imperial Retail Park (the Park) in Gravesend.

Figure 1.1: Location Plan



- 1.2 The Park comprises of 10 units 9 of which front the customer car park, with Tim Hortons located within the car park adjacent to the entrance. Unit C which is the subject of the application is located in the north-eastern corner of the Park; it is currently vacant having formerly been occupied by Harvey's / Benson for Beds.
- 1.3 This report has been prepared to support an application to extend the range of goods sold from Unit C to enable it to be occupied by Farm Foods. It considers the potential effects of the proposals in relation to accessibility, parking, trip generation and servicing, taking into consideration feedback associated with the 2017 LIDL and 2021 Tim Horton's applications; it concludes that the proposals are acceptable in highways and transport terms.

2 EXISTING SITUATION

The Park and Surrounding Area

- 2.1 The Park comprises of approximately 11,972sqm of floorspace with tenants including B&Q, Carpetright, Dreams, Lidl, Poundland, Pets at Home, Halfords and Tim Hortons. Unit C which is located in the north eastern corner of the Park as illustrated below has a ground floor area of 928sqm; it has a dedicated service yard to the rear which is accessed from Clifton Marine Parade.

Figure 2.1: Park Layout

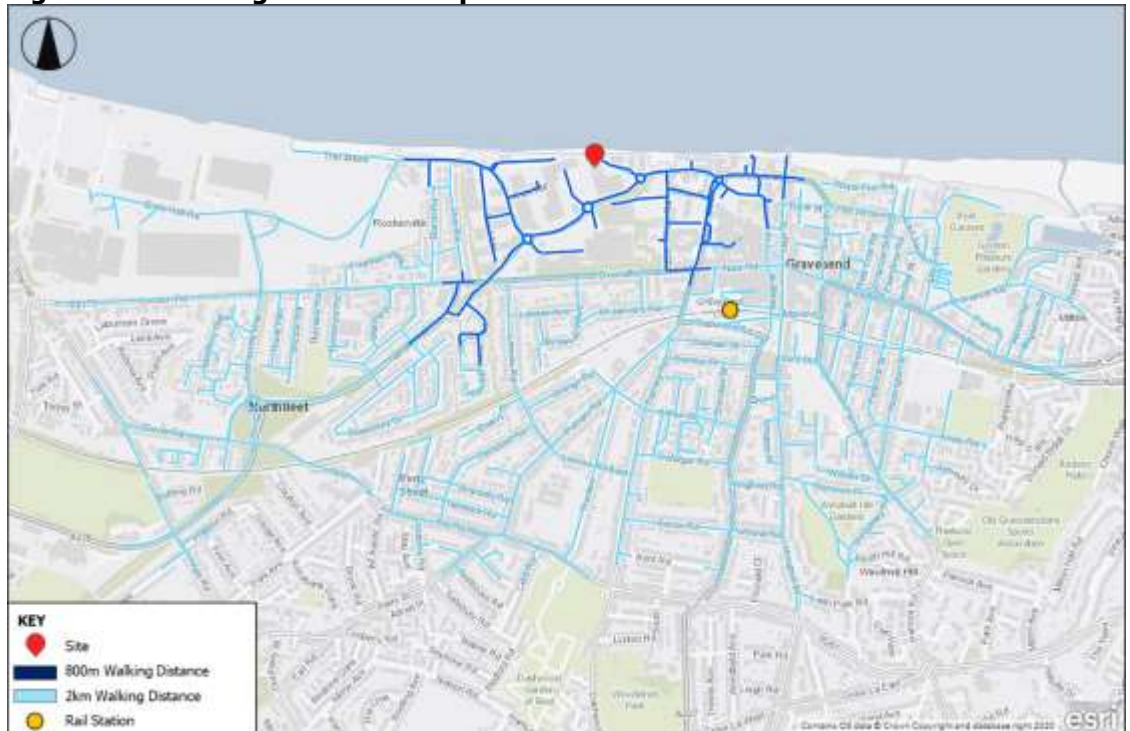


- 2.2 There is parking for up to 409 cars which includes 17 spaces reserved for Blue Badge holders; the car park is known to operate within capacity for the majority of the week with the busiest days of the week occurring over the weekend in common with retail parks and town centres throughout the UK. Parking is free for customers subject to terms and conditions including a 5hr maximum duration of stay.
- 2.3 The Park is bound by the River Thames to the north with commercial properties to the east, west and south, including an ASDA superstore with petrol filling station immediately to the south, and an ALDI supermarket circa 500m to the south via Thames Way.

Access on Foot

- 2.4 Walking is considered to be a suitable mode of transport to replace car and public transport journeys for distances up to 2km with factors such as health, weather, gradients and facilities along with access to a car and journey purpose influencing a person's choice to walk. There are footways on one or both sides of all roads in the vicinity of the Site which includes a footway separated from the main carriageway along the northern side of Thames way with a footway along the southern carriageway. A stepped pedestrian link between Thames Way and Overcliffe provides a link to the wider pedestrian network and public transport facilities.
- 2.5 **Figure 2.2** provides details of an 800m and 2km catchment zone surrounding the Site. The map shows that residential areas can be accessed on foot, as well as a number of bus stops.

Figure 2.2: Walking Isochrone Map



Access by Bicycle

2.6 Cycling is considered to be a suitable mode of transport to replace car and public transport journeys for distances up to 8km with similar factors to walking affecting a person's choice to cycle. There are no dedicated cycle routes or lanes within the Estate itself, albeit the majority of the roads have double yellow line on waiting restrictions along both sides of and are flat with relatively low flows and as such are considered suitable for cycling.

2.7 **Figure 2.3** shows a 5km and 8km cycling catchment from the Site this includes a number of residential areas with all of Gravesend, Northfleet, Westcourt and Shears Green within a 5km cycle whilst Southfleet, New Barn, Instead Rise and Riverview Park are within an 8km cycle of the Site.

Figure 2.3: Cycling Isochrone Map



Access by Public Transport

- 2.8 The closest bus stops 'Lennox Road' are located on Overcliffe approximately 660m to the south of the Site which provide access to buses on Routes 306, 480 Sapphire, 490 Sapphire, AZ Fastrack, B Fastrack and S1. Additional stops can be accessed on Barrack Row and Garrick Street approximately 920m east of the Site. Bus stops 'A' to 'G' provide access to an additional 13 bus routes of which 6 are school buses that only run during school arrival and departure times, with a summary of the more frequent services provided in **Table 2.1**.

Table 2.1: Summary of Local Bus Services					
Bus Stop	Route		Frequency (every 'x' minutes)		
	No.	Destination	Mon-Fri	Saturday	Sunday
'Lennox Road'	480 Sapphire	Dartford – Riverview Park	20	20	30
	490 Sapphire	Bluewater – Valley Drive	20	20	30
	AZ Fastrack	Dartford – Gravesend	Once an hour during morning (04:00 – 09:00) and evening hours (17:00 – 20:00)		
	B Fastrack	Temple Hill – Gravesend	12	12 – 15	20
'Garrick Street' – Stops 'A' – 'C'	481	Riverview Park – Gravesend	60	60	X
'Barrack Street' – Stops 'E' – 'G'	190	Gravesend – Chatham	20	20	60
	308	Gravesend – Sevenoaks	90	90	X
	416	Gravesend – Meopham	90	180	X
	417	Gravesend – Cliffe	180	210	X
	483	Kings Farm – Bluewater	30	30	30
	489	New Ash Green – Gravesend	120	180	X

- 2.9 Gravesend Station is located approximately 950m to the east of the Site and provides access to Thameslink and Southeastern rail services. Thameslink services operate between Rainham and Luton via central London with services running every 30 minutes. Southeastern services operate between St Pancras International / Charring Cross and Ramsgate / Margate / Maidstone West / Faversham with services to and from Charing Cross running every 30 minutes and services to and from St Pancras international running every 60 minutes.

Mode of Travel to Work

2.10 The 2011 Census has been examined to establish the method of journey to work for the workplace population. The data for the super output area – middle layer (Gravesham 002) in which the Site is located is summarised in **Table 2.2**. The data shows that the majority of people working in the area travel to work by car with 67% of people travelling as either a driver or passenger in a car whilst 17% travelled using active modes and 14% people travel using public transport.

Table 2.2: Method of Travel to Work [Gravesham 002]	
Mode	Percentage (%)
	(Workplace Population)
Rail	5%
Bus	9%
Taxi	0%
Motorcycle	1%
Car Driver	60%
Car Passenger	7%
Bicycle	1%
Walking	16%
Other	0%
Total	100%

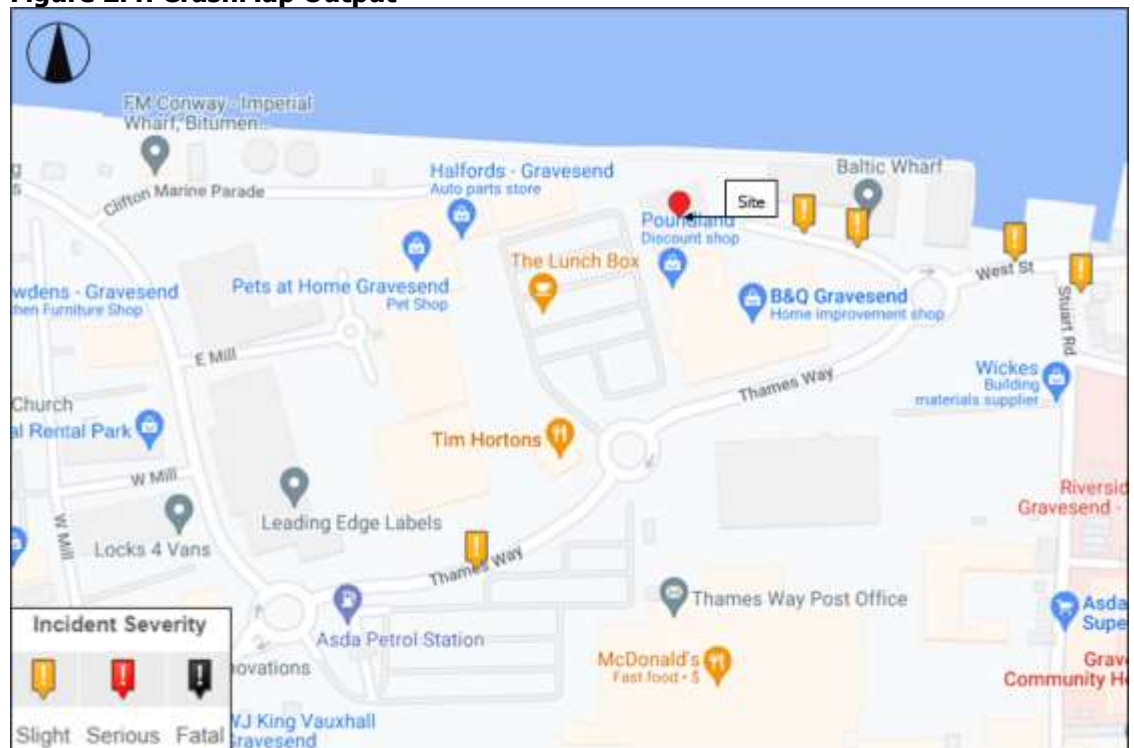
Local Highway Network

- 2.11 Thames Way which provides access to the retail park run in a broadly east to west orientation between West Street to the east and Stonebridge Road (the B2175). In the vicinity of the Site the road is a two-way single carriageway road with double yellow lines along both sides of the carriageway. Approximately 550m west of the Site the road forms the A226 with the road expanding to provide bus lanes on each side of the carriageway with a single lane in each direction for other vehicles.
- 2.12 The A226 is the main connecting road in the vicinity of the site. The road runs in a broadly east to west orientation between the A2 to the east Watling Street and the A207 Crayford Road to the west, whilst connecting to the M25 (via B2228), Gravesend town centre, Dartford and Strood.

Accident Data

- 2.13 Accident data was obtained for the 5 year period from 2017 through to the end of 2021 for the area surrounding the Site, including Thames Way, West Street, Stuart Road and Clifton Marine Parade. The CrashMap output is included at **Figure 2.4** and shows there has been 5 accidents in the vicinity of the Site of which all were described as 'slight'. There have been no serious or fatal accidents in the immediate area around the Site.

Figure 2.4: CrashMap Output



3 EFFECTS OF PROPOSED DEVELOPMENT

The Proposed Development

- 3.1 The Unit which has a ground floor area of 928sqm was formerly occupied by Benson for Beds.
- 3.2 The current permission for the unit restricts the use as follows:
- DIY Goods
 - Electrical goods
 - Auto Parts and Car Care Products
 - Household Furniture
 - Carpets
 - Garden Sundries
- 3.3 The proposals associated with this application include a variation to Conditions 4 and 14 of Planning Permission Ref. GR/92/124 to allow for the retail sale of food and ancillary non-food goods from Unit C to enable the unit to be occupied by Farm Foods.

Trip Generation

- 3.4 The potential change in the number of trips associated with the proposals has been estimated based on trip rate information from the TRICS Database as follows:
- Existing: considering all data from surveys of sites in the Individual Non-food Superstore category in England outside of Greater London with a gross floor area of less than 3,000qm surveyed since January 2015. The exercise revealed 3 weekday (excluding a Monday) and 3 Saturday surveys.
 - Proposed: considering data from surveys of sites in the Retail Discount Food Store category in England outside of Greater London surveyed since January 2018. The exercise revealed 11 weekday (excluding Monday) and 9 Saturday surveys.
- 3.5 **Tables 3.1** and **3.2** set out the trip rates and resultant flows for the existing and proposed uses respectively, covering the weekday morning and evening commuter peak periods along with the Saturday. **Table 3.3** summarises the potential changes in the gross trips, i.e. without taking into account secondary trips.

3.6 Copies of the TRICS output is included at **Appendix B.**

Table 3.1: Trip Rates & Resultant Flows (Existing Non-Food Retail Use)				
	Trip Rates		Flows*	
	Arrive	Depart	Arrive	Depart
AM Peak (0700 - 0800)	0	0	0	0
AM Peak (0800 - 0900)	0.131	0	1	0
AM Peak (0900 - 1000)	1.339	0.840	12	8
PM Peak (1600 - 1700)	1.182	0.919	11	9
PM Peak (1700 - 1800)	1.313	1.471	12	14
PM Peak (1800 - 1900)	1.024	1.497	10	14
Saturday (1000 - 1100)	3.133	2.521	29	23
Saturday (1100 - 1200)	3.867	3.231	36	30
Saturday (1200 - 1300)	4.503	4.503	42	42
Saturday (1300 - 1400)	4.454	4.699	41	44
Saturday (1400 - 1500)	4.577	4.479	43	42

*based on 928sqm

Table 3.2: Trip Rates & Resultant Flows (Proposed Discount Food Use)				
	Trip Rates		Flows*	
	Arrive	Depart	Arrive	Depart
AM Peak (0700 - 0800)	0.787	0.256	7	2
AM Peak (0800 - 0900)	3.060	2.145	28	20
AM Peak (0900 - 1000)	3.753	3.473	35	32
PM Peak (1600 - 1700)	4.994	5.134	46	48
PM Peak (1700 - 1800)	5.257	5.571	49	52
PM Peak (1800 - 1900)	4.068	4.342	38	40
Saturday (1000 - 1100)	5.739	5.116	53	48
Saturday (1100 - 1200)	6.679	6.402	62	59
Saturday (1200 - 1300)	6.690	6.815	62	63
Saturday (1300 - 1400)	6.294	6.322	58	59
Saturday (1400 - 1500)	5.869	6.073	55	56

*based on 928sqm

Table 3.3: Potential Change in Vehicular Trips		
	Arrive	Depart
AM Peak (0700 - 0800)	7	2
AM Peak (0800 - 0900)	27	20
AM Peak (0900 - 1000)	22	24
PM Peak (1600 - 1700)	35	39
PM Peak (1700 - 1800)	37	38
PM Peak (1800 - 1900)	28	26
Saturday (1000 - 1100)	24	24
Saturday (1100 - 1200)	26	29
Saturday (1200 - 1300)	20	21
Saturday (1300 - 1400)	17	15
Saturday (1400 - 1500)	12	15

3.7 The above suggests that the greatest increases could occur during the weekday evening peak hour, with lesser increases at other times. The flows do not take into account secondary trips which are summarised as follows:

- Diverted trips are those which divert from another nearby facility which could include the nearby Aldi, the Asda supermarket opposite or the Lidl, Poundland and Poundstretcher on the Park.
- Linked trips are those who visit the proposed use in addition to undertaking a visit to another existing occupier on the Park, and or the Asda opposite.
- Pass-by-trips are those that call in at the Park from the adjacent highway, with a higher proportion expected from higher order roads.

3.8 Given the nature of the proposed occupier, it is anticipated that whereas there would be diverted and pass-by trips, the highest proportion of secondary trips would be linked with a visit to the Park or surrounding area, particularly during the weekday morning and evening peak periods when traffic conditions would typically be busiest. In this regard, whereas non-food retailer / comparison shopping typically entails people visiting a number of stores to compare prices, food shopping is typically undertaken based on price and ease of access, with people less likely to make a dedicated / new trips at a time of day to a destination deemed less favourable.

3.9 Tables 3.4 through 3.6 set out the assumed distribution of trips by type for the weekday morning (0800 – 0900), weekday evening (1700 – 1800) and Saturday (1100 – 1200) peak hours respectively. The exercise suggests that there could be an additional 25 two-way (14 arrivals / 11 departures) during the weekday morning peak hour (0800 – 0900), with an additional 37 two-way (19 arrivals / 18 departures) during the weekday evening peak hour (1700 – 1800), and an additional 21 two-way (9 arrivals / 12 departures) during the Saturday peak hour (1100 – 1200). The same proportions of secondary trips have been applied to the existing and proposed uses with the exception of assuming 10% of the proposed trips would be diverted, and an additional 5% of trips would be linked.

Table 3.4: Distribution of Trips by Type (AM Peak 0800 – 0900)						
	Existing		Proposed		Change	
	Arrive	Depart	Arrive	Depart	Arrive	Depart
Diverted	0	0	3	2	3	2
Linked	0	0	7	5	7	5
Pass-by	0	0	3	2	3	2
New	1	0	16	11	14	11
Total	1	0	28	20	27	20

Table 3.5: Distribution of Trips by Type (PM Peak 1700 – 1800)						
	Existing		Proposed		Change	
	Arrive	Depart	Arrive	Depart	Arrive	Depart
Diverted	0	0	5	5	5	5
Linked	2	3	12	13	10	10
Pass-by	1	1	5	5	4	4
New	9	10	27	28	18	19
Total	12	14	49	52	37	38

Table 3.6: Distribution of Trips by Type (SAT Peak 1100 – 1200)						
	Existing		Proposed		Change	
	Arrive	Depart	Arrive	Depart	Arrive	Depart
Diverted	0	0	6	6	6	6
Linked	7	6	16	15	8	9
Pass-by	4	3	6	6	3	3
New	25	21	34	33	9	12
Total	36	30	62	59	26	29

3.10 The 2017 survey undertaken on behalf of the Lidl application suggested that 30% of the trips in the morning peak hour had an origin or destination from / to the east along Thamesway (E), with 40% of the trips approaching or departing from / to the east along Thamesway during the evening and Saturday peak hours. There is no reason to believe that the same wouldn't apply for the additional trips; Flow Diagrams 01 to 03 set out the potential changes in trips on the adjacent highway network as follows:

- Flow 01 – Potential Change in Flows (AM Peak 0800 – 0900)
- Flow 02 - Potential Change in Flows (PM Peak 1700 – 1800)
- Flow 03 - Potential Change in Flows (Saturday 1100 – 1200)

3.11 The Flow diagrams demonstrates that there could be an additional 10 to 17 movements each-way along Thamesway to the east of the Park, with an additional 2 to 7 movements each-way along Thamesway west of the Park. These levels of increases would not impact on the operation of the local highway; furthermore, although the percentage increases would be higher during the weekday morning and evening peak hours, the overall resultant traffic flows would be less than the existing flows during the Saturday.

- 3.12 It should also be noted that the adopted trip rates are primarily associated with recent surveys from LIDL and ALDI stores which are typically significantly larger than that proposed, and notwithstanding the relative popularity (of the ALDI and LIDL stores), the proposed store at Unit C is relatively small and as such could only offer a limited number of lines when compared to the larger ALDI and LIDL supermarkets.
- 3.13 Overall, the proposals to facilitate the sale of food and ancillary non-food goods from Unit C which would offer an alternative to existing stores on the Park and local area would not result in any noticeable changes in conditions on the local highway network.

Impact on Non-Car Modes

- 3.14 The proposals could result in more people travelling to / from the Park by non-car modes. However, given that there are numerous bus services calling at nearby stops, the proposals would not result in any changes in levels of service on the surrounding footways nor on local bus services.

Car Parking

- 3.15 There is parking for up to 409 cars including 17 reserved for Blue Badge holders; the car park is known to operate within capacity for the majority of the week with the busies times typically over the weekend in common with retail parks throughout the UK.
- 3.16 The potential changes in parking demand has been estimated based on trip rate information from the TRICS database with a summary of the existing and proposed demands is provided at **Table 3.7**.

Table 3.7: Anticipated Existing and Proposed Parking Demands				
	Weekday		Saturday	
	Existing	Proposed	Existing	Proposed
0800	5	18	4	15
0900	10	20	10	24
1000	14	24	15	30
1100	14	26	21	33
1200	12	23	21	31
1300	11	22	19	31
1400	13	22	20	29
1500	13	21	17	25
1600	16	20	14	24
1700	14	17	8	20

- 3.17 The exercise suggests that there could be a demand for an additional 10 to 15 spaces each hour across the day, with a peak of 33 spaces (+ 12 spaces) on the Saturday between 1100 and 1200. Overall, whereas the proposals could result in an increased demand, it is unlikely to affect the availability of parking under normal operating conditions, with opportunities to travel by other modes.

Deliveries

- 3.18 Unit C has a dedicated yard to the rear which is accessed via Clifton Marine Parade; the yard can accommodate vehicles up to and including 16.5m articulated vehicles entering and exiting in forward gear.
- 3.19 The proposals do not include any changes to the delivery strategy. They would however result in an increased number of deliveries across the week when compared to the existing use. In this regard, although the previous occupier would have received relatively few deliveries per week with the Unit used primarily for the display of stock, there would have been a number of deliveries from the Unit to customers. Furthermore, it would have received more deliveries if occupied by a DIY tenant.
- 3.20 The proposed occupier is anticipated to receive on average 1 – 2 deliveries per day under normal trading conditions, and potentially 2 - 3 during peak trading periods. The nature of retailing is that retailers would typically look to link deliveries with other nearby stores, and consolidate as much as possible to reduce costs.
- 3.21 Overall, the proposals would not result in any noticeable changes in conditions on the local highway network as a result of additional deliveries to the Unit.

4 SUMMARY AND CONCLUSION

Summary

- 4.1 TTP Consulting is retained to provide highways and transport advice in relation to the proposals for Unit C at Imperial Retail Park in Gravesend.
- 4.2 The existing situation can be summarised as follows:
- The Park comprises of approximately 11,972sqm of floorspace with tenants including B&Q, Carpetright, Dreams, Lidl, Poundland, Pets at Home, Halfords and Tim Hortons. The Park is similar to retail parks throughout the UK with parking for customers in front and deliveries (for all units other than Tim Horton's) undertaken via service yards to the rear.
 - Unit C which is located in the north eastern corner of the Park as illustrated below has a ground floor area of 928sqm; it has a dedicated service yard to the rear.
 - There is parking for up to 409 cars including 17 reserved for Blue Badge holders.
 - The Park is accessible by all modes being within walking and cycling distances of commercial and residential properties, with numerous bus services calling at nearby stops.
- 4.3 The proposals associated with this application seek to vary the range of goods sold from Unit C to include food and ancillary non-food goods to enable it to be occupied by Farm Foods.
- The proposed occupier would provide customers with a further choice to nearby offers both on the Park and in the surrounding area.
 - The potential change in the number of trips has been estimated based on trip rate information from the TRICS database, with reductions applied for secondary trips. The results demonstrate that there would not be any changes in conditions on the local highway network.
 - No changes are proposed to the number of parking spaces; the car park is known to operate within capacity for the majority of the week with the busiest times over the weekend in common with retail parks (and town centres) throughout the UK. It is anticipated that the proposals could result in a demand for between 10 and 15 spaces per hour across the day. Overall, whereas the proposals could result in an increased demand, it is unlikely to affect the availability of parking under normal operating conditions, with opportunities to travel by other modes.

- The proposals would not result in changes in levels of service on the adjacent footways and public transport services.
- There would be an increase in the number of deliveries to the Unit when compared to the former occupier. The increase would however not impact on the operation of the local or wider highway network.

Conclusion

- 4.4 The proposals are acceptable in highways and transportation terms.

Appendix A
(Census Data)

WD703EW - Method of travel to work (2001 specification) (Workday population)

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population	All usual residents aged 16-74 either in employment in the area, or not in employment but live there
units	Persons
area type	2011 super output areas - middle layer
area name	E02005056 : Gravesham 002

Method of travel to work (2001 specification)	2011		
All categories: Method of travel to work	11,919		
Work mainly at or from home	344		
Underground, metro, light rail	30	0%	
Train	370	4%	5%
Bus, minibuss or coach	816	9%	
Taxi	37	0%	
Motorcycle, scooter or moped	47	1%	
Driving a car or van	5,321	60%	
Passenger in a car or van	653	7%	
Bicycle	112	1%	
On foot	1,426	16%	
Other method of travel to work	38	0%	
Not in employment	2,725	100%	
	8,850		

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

Appendix B

(TRICS Data)

Calculation Reference: AUDIT-752101-230712-0724

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : C - DISCOUNT FOOD STORES
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BO BEDFORD	1 days
03	SOUTH WEST	
	GS GLOUCESTERSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	2 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
08	NORTH WEST	
	MS MERSEYSIDE	2 days
09	NORTH	
	TV TEES VALLEY	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 1286 to 2773 (units: sqm)
 Range Selected by User: 570 to 2773 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/18 to 19/11/22

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

Selected survey days:

Saturday 9 days

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

Selected survey types:

Manual count 9 days
 Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 4
 Edge of Town 2
 Neighbourhood Centre (PPS6 Local Centre) 3

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 6
 Retail Zone 1
 Built-Up Zone 1
 No Sub Category 1

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

Inclusion of Servicing Vehicles Counts:

Secondary Filtering selection:

Use Class:

E(a)	9 days
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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:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	7 days

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

Population within 5 miles:

75,001 to 100,000	1 days
125,001 to 250,000	5 days
250,001 to 500,000	3 days

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

Car ownership within 5 miles:

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

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	9 days

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

Travel Plan:

Yes	1 days
No	8 days

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

PTAL Rating:

No PTAL Present	9 days
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This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	BO-01-C-01 RIDGE ROAD BEDFORD KEMPSTON Edge of Town Residential Zone Total Gross floor area: 2544 sqm Survey date: SATURDAY 17/10/20	LIDL	BEDFORD	Survey Type: MANUAL
2	GS-01-C-01 EASTERN AVENUE GLOUCESTER Suburban Area (PPS6 Out of Centre) Retail Zone Total Gross floor area: 2700 sqm Survey date: SATURDAY 24/04/21	LIDL	GLOUCESTERSHIRE	Survey Type: MANUAL
3	MS-01-C-04 OXTON ROAD BIRKENHEAD Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 1900 sqm Survey date: SATURDAY 17/04/21	LIDL	MERSEYSIDE	Survey Type: MANUAL
4	MS-01-C-05 VULCAN PARK COURT NEWTON-LE-WILLOWS VULCAN VILLAGE Edge of Town Residential Zone Total Gross floor area: 1729 sqm Survey date: SATURDAY 24/04/21	ALDI	MERSEYSIDE	Survey Type: MANUAL
5	NF-01-C-02 AYLSHAM ROAD NORWICH Neighbourhood Centre (PPS6 Local Centre) No Sub Category Total Gross floor area: 2773 sqm Survey date: SATURDAY 10/09/22	LIDL	NORFOLK	Survey Type: MANUAL
6	SF-01-C-01 HINES ROAD IPSWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 1530 sqm Survey date: SATURDAY 26/06/21	ALDI	SUFFOLK	Survey Type: MANUAL
7	SF-01-C-02 LONDON ROAD IPSWICH Suburban Area (PPS6 Out of Centre) Built-Up Zone Total Gross floor area: 1425 sqm Survey date: SATURDAY 26/06/21	LIDL	SUFFOLK	Survey Type: MANUAL
8	TV-01-C-01 JESMOND GARDENS HARTLEPOOL Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 1765 sqm Survey date: SATURDAY 05/09/20	LIDL	TEES VALLEY	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	WM-01-C-03	ALDI	WEST MIDLANDS
	RADFORD ROAD		
	COVENTRY		
	RADFORD		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	1286 sqm	
	Survey date: SATURDAY	19/11/22	Survey Type: MANUAL

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	1961	0.748	9	1961	0.096	9	1961	0.844
08:00 - 09:00	9	1961	3.648	9	1961	2.725	9	1961	6.373
09:00 - 10:00	9	1961	5.082	9	1961	4.039	9	1961	9.121
10:00 - 11:00	9	1961	5.739	9	1961	5.116	9	1961	10.855
11:00 - 12:00	9	1961	6.679	9	1961	6.402	9	1961	13.081
12:00 - 13:00	9	1961	6.690	9	1961	6.815	9	1961	13.505
13:00 - 14:00	9	1961	6.294	9	1961	6.322	9	1961	12.616
14:00 - 15:00	9	1961	5.869	9	1961	6.073	9	1961	11.942
15:00 - 16:00	9	1961	5.948	9	1961	6.373	9	1961	12.321
16:00 - 17:00	9	1961	5.297	9	1961	5.450	9	1961	10.747
17:00 - 18:00	9	1961	4.674	9	1961	5.133	9	1961	9.807
18:00 - 19:00	9	1961	3.626	9	1961	4.385	9	1961	8.011
19:00 - 20:00	9	1961	2.714	9	1961	2.963	9	1961	5.677
20:00 - 21:00	9	1961	1.841	9	1961	2.453	9	1961	4.294
21:00 - 22:00	9	1961	0.980	9	1961	1.326	9	1961	2.306
22:00 - 23:00	4	1922	0.026	4	1922	0.143	4	1922	0.169
23:00 - 24:00									
Total Rates:			65.855				65.814	131.669	

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

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

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Parameter summary

Trip rate parameter range selected:	1286 - 2773 (units: sqm)
Survey date range:	01/01/18 - 19/11/22
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	9
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	1961	0.023	9	1961	0.011	9	1961	0.034
08:00 - 09:00	9	1961	0.011	9	1961	0.017	9	1961	0.028
09:00 - 10:00	9	1961	0.011	9	1961	0.006	9	1961	0.017
10:00 - 11:00	9	1961	0.000	9	1961	0.011	9	1961	0.011
11:00 - 12:00	9	1961	0.006	9	1961	0.006	9	1961	0.012
12:00 - 13:00	9	1961	0.006	9	1961	0.006	9	1961	0.012
13:00 - 14:00	9	1961	0.000	9	1961	0.000	9	1961	0.000
14:00 - 15:00	9	1961	0.000	9	1961	0.000	9	1961	0.000
15:00 - 16:00	9	1961	0.006	9	1961	0.000	9	1961	0.006
16:00 - 17:00	9	1961	0.006	9	1961	0.006	9	1961	0.012
17:00 - 18:00	9	1961	0.006	9	1961	0.006	9	1961	0.012
18:00 - 19:00	9	1961	0.011	9	1961	0.006	9	1961	0.017
19:00 - 20:00	9	1961	0.000	9	1961	0.011	9	1961	0.011
20:00 - 21:00	9	1961	0.011	9	1961	0.006	9	1961	0.017
21:00 - 22:00	9	1961	0.006	9	1961	0.006	9	1961	0.012
22:00 - 23:00	4	1922	0.000	4	1922	0.000	4	1922	0.000
23:00 - 24:00									
Total Rates:			0.103			0.098			0.201

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.*

Calculation Reference: AUDIT-752101-230712-0736

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	KC KENT	1 days
03	SOUTH WEST	
	DC DORSET	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	DR DONCASTER	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 470 to 2100 (units: sqm)
 Range Selected by User: 290 to 3000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 18/09/21

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 3 days

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

Selected survey types:

Manual count 3 days
 Directional ATC Count 0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Retail Zone 1
 Built-Up Zone 2

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

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

E(a) 3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

1.1 to 1.5 3 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	3 days

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

Travel Plan:

No 3 days

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

PTAL Rating:

No PTAL Present 3 days

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

LIST OF SITES relevant to selection parameters

1	DC-01-G-02	THE RANGE	DORSET
	GREAT WESTERN ROAD		
	DORCHESTER		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:		2100 sqm
	Survey date: SATURDAY		17/09/16
			Survey Type: MANUAL
2	DR-01-G-01	NEXT OUTLET	DONCASTER
	WHITE ROSE WAY		
	DONCASTER		
	Suburban Area (PPS6 Out of Centre)		
	Retail Zone		
	Total Gross floor area:		1516 sqm
	Survey date: SATURDAY		18/09/21
			Survey Type: MANUAL
3	KC-01-G-04	MAJESTIC WINE	KENT
	LONDON ROAD		
	MAIDSTONE		
	ROCKY HILL		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:		470 sqm
	Survey date: SATURDAY		12/05/18
			Survey Type: MANUAL

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

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	2100	0.095	1	2100	0.000	1	2100	0.095
08:00 - 09:00	2	1285	0.817	2	1285	0.467	2	1285	1.284
09:00 - 10:00	3	1362	1.909	3	1362	1.297	3	1362	3.206
10:00 - 11:00	3	1362	3.133	3	1362	2.521	3	1362	5.654
11:00 - 12:00	3	1362	3.867	3	1362	3.231	3	1362	7.098
12:00 - 13:00	3	1362	4.503	3	1362	4.503	3	1362	9.006
13:00 - 14:00	3	1362	4.454	3	1362	4.699	3	1362	9.153
14:00 - 15:00	3	1362	4.577	3	1362	4.479	3	1362	9.056
15:00 - 16:00	3	1362	3.818	3	1362	4.161	3	1362	7.979
16:00 - 17:00	3	1362	2.692	3	1362	3.010	3	1362	5.702
17:00 - 18:00	3	1362	1.958	3	1362	2.643	3	1362	4.601
18:00 - 19:00	3	1362	1.003	3	1362	1.199	3	1362	2.202
19:00 - 20:00	2	1285	0.739	2	1285	0.895	2	1285	1.634
20:00 - 21:00	1	2100	0.571	1	2100	0.667	1	2100	1.238
21:00 - 22:00	1	2100	0.000	1	2100	0.286	1	2100	0.286
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			34.136			34.058			68.194

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

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

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Parameter summary

Trip rate parameter range selected:	470 - 2100 (units: sqm)
Survey date range:	01/01/15 - 18/09/21
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	3
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	2100	0.048	1	2100	0.000	1	2100	0.048
08:00 - 09:00	2	1285	0.000	2	1285	0.039	2	1285	0.039
09:00 - 10:00	3	1362	0.000	3	1362	0.000	3	1362	0.000
10:00 - 11:00	3	1362	0.000	3	1362	0.000	3	1362	0.000
11:00 - 12:00	3	1362	0.000	3	1362	0.000	3	1362	0.000
12:00 - 13:00	3	1362	0.000	3	1362	0.000	3	1362	0.000
13:00 - 14:00	3	1362	0.000	3	1362	0.000	3	1362	0.000
14:00 - 15:00	3	1362	0.000	3	1362	0.000	3	1362	0.000
15:00 - 16:00	3	1362	0.000	3	1362	0.000	3	1362	0.000
16:00 - 17:00	3	1362	0.000	3	1362	0.000	3	1362	0.000
17:00 - 18:00	3	1362	0.000	3	1362	0.000	3	1362	0.000
18:00 - 19:00	3	1362	0.000	3	1362	0.000	3	1362	0.000
19:00 - 20:00	2	1285	0.000	2	1285	0.000	2	1285	0.000
20:00 - 21:00	1	2100	0.000	1	2100	0.000	1	2100	0.000
21:00 - 22:00	1	2100	0.000	1	2100	0.000	1	2100	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.048			0.039			0.087

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.*

Calculation Reference: AUDIT-752101-230712-0700

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : C - DISCOUNT FOOD STORES
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	SO SLOUGH	1 days
	WS WEST SUSSEX	4 days
03	SOUTH WEST	
	BC BOURNEMOUTH CHRISTCHURCH & POOLE	1 days
05	EAST MIDLANDS	
	NN NORTH NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
08	NORTH WEST	
	GT WARRINGTON	1 days
09	NORTH	
	TW TYNE & WEAR	2 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 570 to 2125 (units: sqm)
Range Selected by User: 570 to 2773 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/18 to 19/11/22

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

Selected survey days:

Tuesday	5 days
Wednesday	1 days
Thursday	5 days

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

Selected survey types:

Manual count	11 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Industrial Zone	2
Development Zone	1
Residential Zone	2
Retail Zone	3
High Street	2
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	11 days - Selected
Servicing vehicles Excluded	2 days - Selected

Secondary Filtering selection:

Use Class:

E(a)	11 days
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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:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	2 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	6 days

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

Population within 5 miles:

50,001 to 75,000	1 days
75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	5 days
2.1 to 2.5	1 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	11 days

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

Travel Plan:

Yes	4 days
No	7 days

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

PTAL Rating:

No PTAL Present	11 days
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This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	BC-01-C-02	ICELAND	BOURNEMOUTH CHRISTCHURCH & POOLE
	CHRISTCHURCH ROAD		
	BOURNEMOUTH		
	BOSCOMBE		
	Neighbourhood Centre (PPS6 Local Centre)		
	High Street		
	Total Gross floor area:	600 sqm	
	Survey date: TUESDAY	20/09/22	Survey Type: MANUAL
2	GT-01-C-01	LIDL	WARRINGTON
	FENNEL STREET		
	WARRINGTON		
	Edge of Town Centre		
	Retail Zone		
	Total Gross floor area:	1450 sqm	
	Survey date: THURSDAY	15/04/21	Survey Type: MANUAL
3	NN-01-C-01	ALDI	NORTH NORTHAMPTONSHIRE
	SAXON WAY WEST		
	CORBY		
	GREAT OAKLEY		
	Edge of Town		
	Development Zone		
	Total Gross floor area:	1924 sqm	
	Survey date: TUESDAY	14/06/22	Survey Type: MANUAL
4	SO-01-C-01	LIDL	SLOUGH
	BATH ROAD		
	SLOUGH		
	SLOUGH RETAIL PARK		
	Suburban Area (PPS6 Out of Centre)		
	Retail Zone		
	Total Gross floor area:	1880 sqm	
	Survey date: THURSDAY	22/09/22	Survey Type: MANUAL
5	TW-01-C-01	ALDI	TYNE & WEAR
	EDGEFIELD AVENUE		
	NEWCASTLE		
	FAWDON		
	Neighbourhood Centre (PPS6 Local Centre)		
	No Sub Category		
	Total Gross floor area:	1798 sqm	
	Survey date: TUESDAY	30/04/19	Survey Type: MANUAL
6	TW-01-C-02	ALDI	TYNE & WEAR
	FOXHUNTERS ROAD		
	WHITLEY BAY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	1600 sqm	
	Survey date: TUESDAY	17/05/22	Survey Type: MANUAL
7	WO-01-C-02	LIDL	WORCESTERSHIRE
	WORCESTER ROAD		
	MALVERN		
	Edge of Town Centre		
	Residential Zone		
	Total Gross floor area:	1471 sqm	
	Survey date: TUESDAY	26/06/18	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	WS-01-C-03	LIDL	WEST SUSSEX
	SHRIPNEY ROAD		
	BOGNOR REGIS		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	2125 sqm	
	Survey date: THURSDAY	23/09/21	Survey Type: MANUAL
9	WS-01-C-04	ICELAND	WEST SUSSEX
	GORING ROAD		
	WORTHING		
	GORING-BY-SEA		
	Neighbourhood Centre (PPS6 Local Centre)		
	High Street		
	Total Gross floor area:	570 sqm	
	Survey date: THURSDAY	12/05/22	Survey Type: MANUAL
10	WS-01-C-05	LIDL	WEST SUSSEX
	WESTHAMPNETT ROAD		
	CHICHESTER		
	Edge of Town		
	Retail Zone		
	Total Gross floor area:	2125 sqm	
	Survey date: THURSDAY	08/09/22	Survey Type: MANUAL
11	WS-01-C-06	LIDL	WEST SUSSEX
	FOUNDRY LANE		
	HORSHAM		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	1616 sqm	
	Survey date: WEDNESDAY	07/09/22	Survey Type: MANUAL

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	1871	0.454	2	1871	0.000	2	1871	0.454
07:00 - 08:00	11	1560	0.787	11	1560	0.256	11	1560	1.043
08:00 - 09:00	11	1560	3.060	11	1560	2.145	11	1560	5.205
09:00 - 10:00	11	1560	3.753	11	1560	3.473	11	1560	7.226
10:00 - 11:00	11	1560	4.779	11	1560	4.377	11	1560	9.156
11:00 - 12:00	11	1560	5.140	11	1560	4.965	11	1560	10.105
12:00 - 13:00	11	1560	5.303	11	1560	5.618	11	1560	10.921
13:00 - 14:00	11	1560	5.152	11	1560	5.239	11	1560	10.391
14:00 - 15:00	11	1560	5.117	11	1560	5.146	11	1560	10.263
15:00 - 16:00	11	1560	5.018	11	1560	5.041	11	1560	10.059
16:00 - 17:00	11	1560	4.994	11	1560	5.134	11	1560	10.128
17:00 - 18:00	11	1560	5.257	11	1560	5.571	11	1560	10.828
18:00 - 19:00	11	1560	4.068	11	1560	4.342	11	1560	8.410
19:00 - 20:00	11	1560	2.564	11	1560	2.867	11	1560	5.431
20:00 - 21:00	9	1777	1.620	9	1777	2.258	9	1777	3.878
21:00 - 22:00	9	1777	0.744	9	1777	1.001	9	1777	1.745
22:00 - 23:00	8	1815	0.014	8	1815	0.172	8	1815	0.186
23:00 - 24:00									
Total Rates:			57.824			57.605			115.429

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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.]

Parameter summary

Trip rate parameter range selected: 570 - 2125 (units: sqm)
 Survey date range: 01/01/18 - 19/11/22
 Number of weekdays (Monday-Friday): 11
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 2
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	1871	0.000	2	1871	0.000	2	1871	0.000
07:00 - 08:00	11	1560	0.029	11	1560	0.023	11	1560	0.052
08:00 - 09:00	11	1560	0.035	11	1560	0.041	11	1560	0.076
09:00 - 10:00	11	1560	0.017	11	1560	0.012	11	1560	0.029
10:00 - 11:00	11	1560	0.023	11	1560	0.012	11	1560	0.035
11:00 - 12:00	11	1560	0.006	11	1560	0.023	11	1560	0.029
12:00 - 13:00	11	1560	0.012	11	1560	0.006	11	1560	0.018
13:00 - 14:00	11	1560	0.017	11	1560	0.006	11	1560	0.023
14:00 - 15:00	11	1560	0.006	11	1560	0.012	11	1560	0.018
15:00 - 16:00	11	1560	0.000	11	1560	0.012	11	1560	0.012
16:00 - 17:00	11	1560	0.000	11	1560	0.000	11	1560	0.000
17:00 - 18:00	11	1560	0.000	11	1560	0.000	11	1560	0.000
18:00 - 19:00	11	1560	0.017	11	1560	0.012	11	1560	0.029
19:00 - 20:00	11	1560	0.000	11	1560	0.012	11	1560	0.012
20:00 - 21:00	9	1777	0.000	9	1777	0.000	9	1777	0.000
21:00 - 22:00	9	1777	0.006	9	1777	0.006	9	1777	0.012
22:00 - 23:00	8	1815	0.000	8	1815	0.000	8	1815	0.000
23:00 - 24:00									
Total Rates:			0.168			0.177			0.345

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.

Calculation Reference: AUDIT-752101-230712-0716

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL

Category : G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	LS LEEDS	1 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	1068 to 1600 (units: sqm)
Range Selected by User:	290 to 3000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

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

Date Range: 01/01/15 to 18/09/21

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
Thursday	2 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Industrial Zone	1
Retail Zone	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	2 days - Selected

Secondary Filtering selection:

Use Class:

E(a)	3 days
------	--------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

25,001 to 50,000	1 days
125,001 to 250,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.5 or Less	2 days
1.6 to 2.0	1 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	3 days

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

Travel Plan:

No	3 days
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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:

No PTAL Present	3 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	CA-01-G-01	JUST FOR PETS	CAMBRIDGESHIRE
	BACK LANE		
	CAMBOURNE		
	GREAT CAMBOURNE		
	Town Centre		
	Retail Zone		
	Total Gross floor area:	1068 sqm	
	Survey date: THURSDAY	07/06/18	Survey Type: MANUAL
2	LN-01-G-01	PETS AT HOME	LINCOLNSHIRE
	TRITTON ROAD		
	LINCOLN		
	TRITTON RETAIL PARK		
	Edge of Town Centre		
	Retail Zone		
	Total Gross floor area:	1600 sqm	
	Survey date: TUESDAY	31/10/17	Survey Type: MANUAL
3	LS-01-G-01	SUPA SOFA	LEEDS
	CLARENCE ROAD		
	LEEDS		
	HUNSLET		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	1140 sqm	
	Survey date: THURSDAY	14/03/19	Survey Type: MANUAL

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

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	3	1269	0.131	3	1269	0.000	3	1269	0.131
09:00 - 10:00	3	1269	1.339	3	1269	0.840	3	1269	2.179
10:00 - 11:00	3	1269	1.313	3	1269	0.867	3	1269	2.180
11:00 - 12:00	3	1269	1.103	3	1269	1.077	3	1269	2.180
12:00 - 13:00	3	1269	0.683	3	1269	0.945	3	1269	1.628
13:00 - 14:00	3	1269	0.867	3	1269	0.972	3	1269	1.839
14:00 - 15:00	3	1269	0.919	3	1269	0.735	3	1269	1.654
15:00 - 16:00	3	1269	0.814	3	1269	0.735	3	1269	1.549
16:00 - 17:00	3	1269	1.182	3	1269	0.919	3	1269	2.101
17:00 - 18:00	3	1269	1.313	3	1269	1.471	3	1269	2.784
18:00 - 19:00	3	1269	1.024	3	1269	1.497	3	1269	2.521
19:00 - 20:00	2	1334	0.900	2	1334	1.499	2	1334	2.399
20:00 - 21:00	1	1600	0.000	1	1600	0.438	1	1600	0.438
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			11.588			11.995			23.583

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

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

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Parameter summary

Trip rate parameter range selected:	1068 - 1600 (units: sqm)
Survey date range:	01/01/15 - 18/09/21
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	3	1269	0.000	3	1269	0.000	3	1269	0.000
09:00 - 10:00	3	1269	0.000	3	1269	0.026	3	1269	0.026
10:00 - 11:00	3	1269	0.053	3	1269	0.026	3	1269	0.079
11:00 - 12:00	3	1269	0.000	3	1269	0.000	3	1269	0.000
12:00 - 13:00	3	1269	0.000	3	1269	0.000	3	1269	0.000
13:00 - 14:00	3	1269	0.026	3	1269	0.026	3	1269	0.052
14:00 - 15:00	3	1269	0.053	3	1269	0.053	3	1269	0.106
15:00 - 16:00	3	1269	0.000	3	1269	0.000	3	1269	0.000
16:00 - 17:00	3	1269	0.000	3	1269	0.000	3	1269	0.000
17:00 - 18:00	3	1269	0.000	3	1269	0.000	3	1269	0.000
18:00 - 19:00	3	1269	0.000	3	1269	0.000	3	1269	0.000
19:00 - 20:00	2	1334	0.000	2	1334	0.000	2	1334	0.000
20:00 - 21:00	1	1600	0.000	1	1600	0.000	1	1600	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.132			0.131			0.263

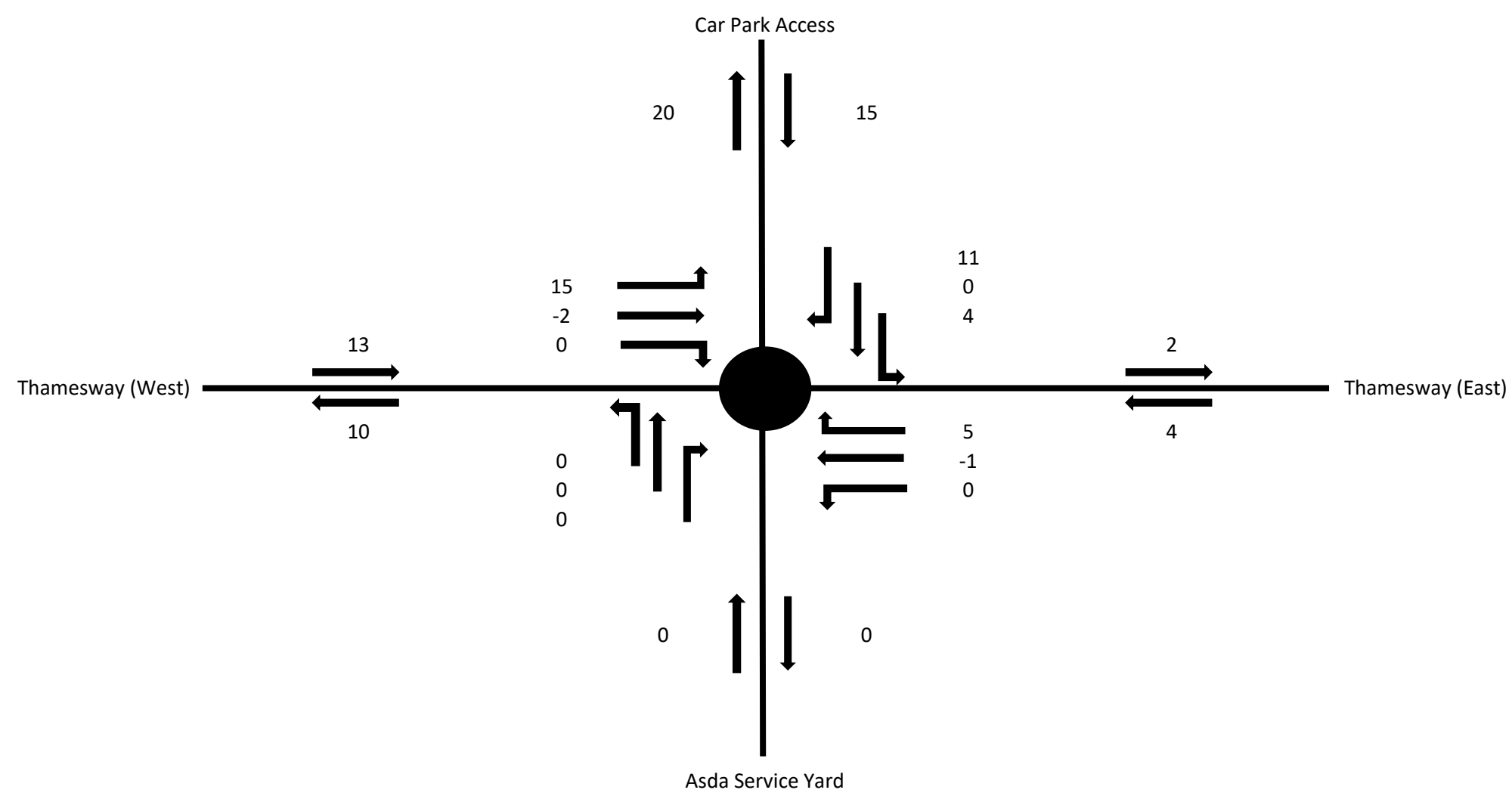
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

Appendix C

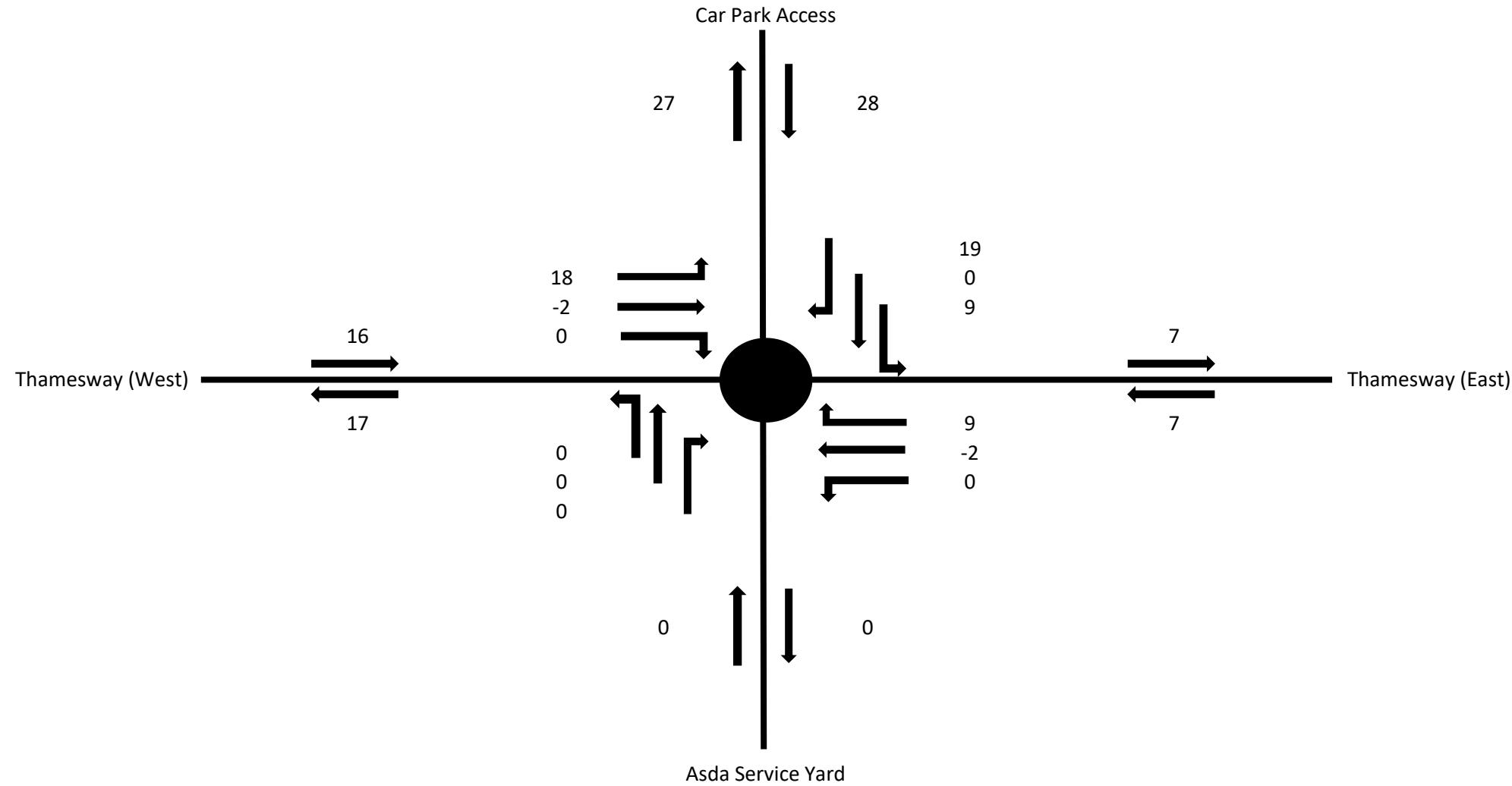
(Flow Diagrams)

East	30%
West	70%



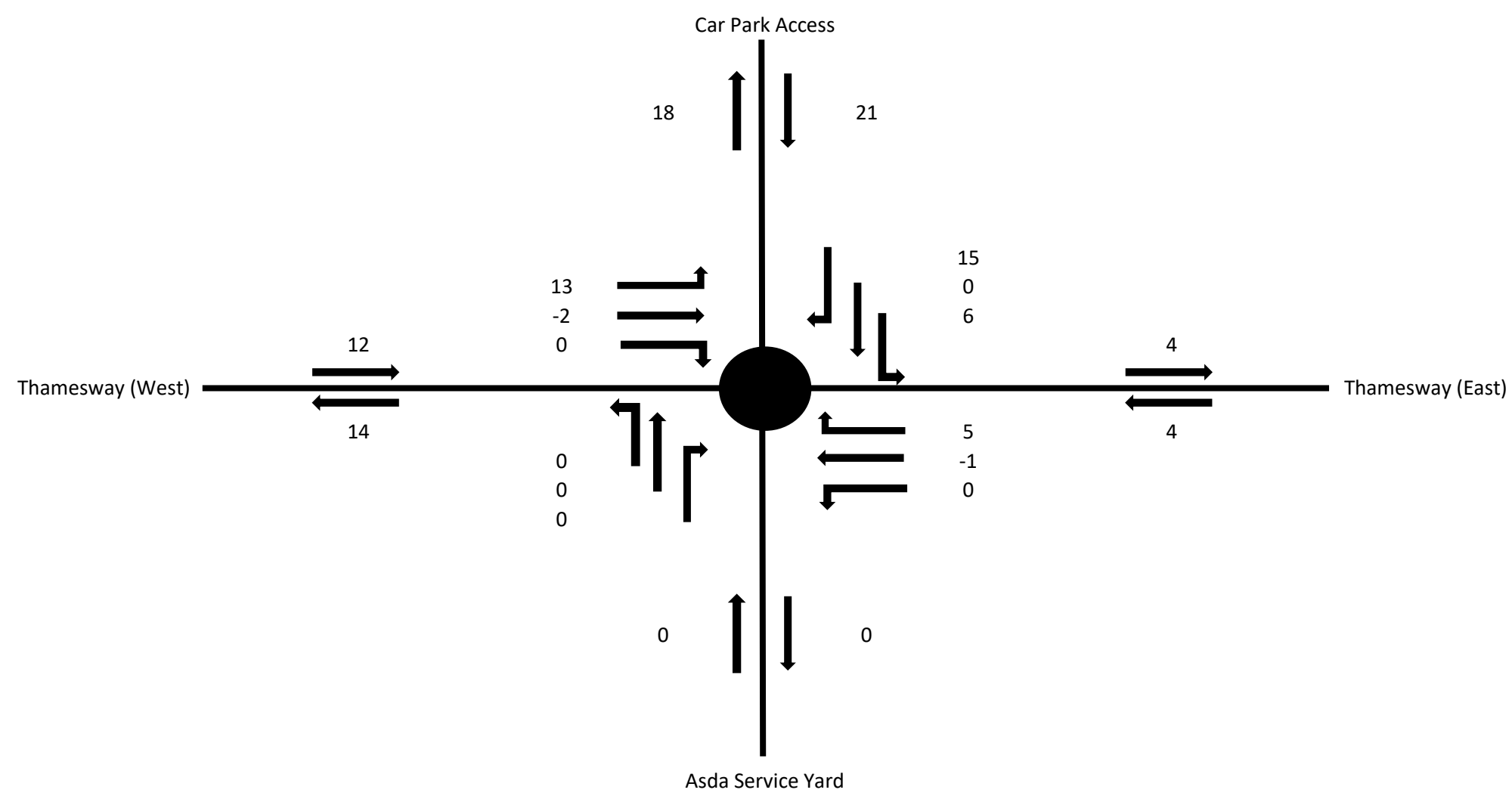
Flow 01 - Potential Change in Flows (AM Peak 0800 - 0900)

East	40%
West	60%



Flow 02 - Potential Change in Flows (PM Peak 1700 - 1800)

East	40%
West	60%



Flow 03 - Potential Change in Flows (SAT Peak 1100 - 1200)