



Proposed Mixed Use Development  
Griffin Way South, Hook

Transport Assessment

For

XLB Property Ltd

Document Control Sheet  
Proposed Mixed Use Development  
Griffin Way South, Hook  
XLB Property Ltd

This document has been issued and amended as follows:

| Date       | Issue                 | Prepared by | Approved by |
|------------|-----------------------|-------------|-------------|
| 07/06/2021 | 1 <sup>st</sup> Draft | AN          | JNR         |
| 08/06/2021 | Final                 | AN          | JNR         |
| 15/06/2021 | Final Rev A           | CM          | JNR         |
| 25/06/2021 | Final Rev B           | AN          | JNR         |



Motion  
232 High Street  
Guildford  
Surrey  
GU1 3JF  
T 01483 531300  
F 01483 531333  
E [info@motion-uk.co.uk](mailto:info@motion-uk.co.uk)  
W [www.motion-uk.co.uk](http://www.motion-uk.co.uk)

Contents

1.0 Introduction ..... 1

2.0 Transport Policy and Guidance..... 3

3.0 Baseline Conditions ..... 3

4.0 Proposed Development .....10

5.0 Traffic Impact Assessment .....12

6.0 Summary and Conclusions .....17

Appendices

A Walking and Cycling Isochrones

B Proposed Layout

C Drawing 204051-01A

D Swept Path Analysis

E TRICS Output Reports

## 1.0 Introduction

- 1.1 This Transport Statement has been prepared to accompany an application for the Demolition of existing buildings and redevelopment of the site to provide 9No. industrial units (Flexible Use Class B2/B8/E(g)(i)-(iii)) and 1No. foodstore (Use Class E(a)), together with associated parking, a new vehicular access off Griffin Way South, landscaping and other associated works (the Application Site). The Application Site is located within the administrative boundaries of Harts District Council (HDC) and Hampshire County Council (HCC).
- 1.2 The location of the Application Site is illustrated below.



Application Site Location

- 1.3 The Application Site is located on the east side of Griffin Way South, on the eastern edge of the Bartley Wood Business Park.
- 1.4 At present the Application Site comprises three vacant office buildings and associated car parking
- 1.5 Access is currently achieved via Bartley Way, however a new site access onto Griffin Way South will serve as the access for the Application Site.
- 1.6 This report, which has been prepared in accordance with current best practice guidance and with regard to HCC advice given at preapplication, demonstrates that:
- ▶ The proposals accord with national and local policies relevant to transport;
  - ▶ The Application Site is accessible by public transport, cycling and walking;
  - ▶ The highway network is not subject to any defects that lead to an abnormally high accident rate;
  - ▶ That safe and suitable access for all can be achieved from Horton Road; and,
  - ▶ The residual impact of the proposed development will not be severe.

1.7 Following this introduction this TS is split into five sections as follows:

- ▶ Section 2 outlines the transport planning policies considered to be pertinent to this application;
- ▶ Section 3 considers the existing use of the Application Site, reviews the accessibility of the Application Site by all modes of transport and assesses local road safety records;
- ▶ Section 4 provides an overview of the proposed development together with details related to the access, parking and servicing strategies that will be adopted;
- ▶ Section 5 assesses the trip generating potential of the proposals by all modes of travel and outlines their likely impact; and,
- ▶ Section 6 summarises the key findings and conclusions of this report.

## 2.0 Transport Policy and Guidance

### Overview

2.1 The key policy documents which set the context for the Proposed Development are as follows:

- ▶ National Planning Policy Framework – February 2019;
- ▶ National Planning Practice Guidance – March 2014 “as amended”;
- ▶ Hart District Council Local Development Plan Documents.

### National Planning Policy Framework

2.2 The National Planning Policy Framework (NPPF) sets out a presumption in favour of sustainable development. It recognises the importance of transport policies in facilitating sustainable development, and that planning decisions should have regard to local circumstances.

2.3 Paragraph 2 of the NPPF states that:

*“The National Planning Policy Framework must be taken into account in preparing the development plan and is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements.”*

2.4 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions.

2.5 Section 9 of the NPPF deals with ‘Promoting Sustainable Transport’. Paragraph 103 states that:

*“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.”*

2.6 Paragraph 108 addresses the relationship between development and sustainable transport as follows:

*“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users; and*
- c) 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.”*

2.7 Paragraph 109 sets out the test that a determining authority should apply when determining the suitability of a planning application in terms of transport and highways stating that:

*“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”*

2.8 The above guidance sets the overarching framework within which the suitability of all planning applications should be considered and forms the basis for designing and assessing the Proposed Development.

## Hart District Council Planning Policy

2.1 Development in Hook is currently assessed against the policies contained within the HDC documents entitled *Hart Local Plan 2032* and the *Saved Policies from Hart Local Plan 1996-2006*. Those policies considered pertinent to this application are summarised below:

- ▶ *Policy SD1 – Sustainable Development:* When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (or its successor), whilst having regard to the need to assess, and where appropriate, mitigate against, the likelihood of a significant effect on the Thames Basin Heaths Special Protection Area. It will work pro-actively with applicants to secure development that improves the economic, social and environmental conditions in the area.
- ▶ *Policy INF3 – Transport:* Development should promote the use of sustainable transport modes prioritising walking and cycling, improve accessibility to services and support the transition to a low carbon future. Proposals will be supported which:
  - Integrate into existing movement frameworks;
  - Provide safe, suitable and convenient access for all potential users;
  - Provide an on-site movement layout compatible for all potential users;
  - Provide appropriate parking provision, in terms of amount, design and layout, in accordance with the Council's published parking standards, or as set out in Neighbourhood Plans;
  - Provide appropriate waste and recycling storage areas and accessible collection points for refuse vehicles;
  - Do not have a severe impact on the operation, safety or accessibility of the local or strategic highway networks;
  - Mitigate impacts on the local or strategic highway networks, arising from the development itself or the cumulative effects of development; and,
  - Protect and where possible enhance access to public rights of way.

Development proposals that generate significant amounts of movement must be supported by a Transport Statement or Transport Assessment and will be required to provide a robust Travel Plan.

## Car Parking

2.2 Additional guidance is contained in HDC's '*Parking Provision Interim Guidance*'. It sets out parking recommended standards for the district. The relevant parking standards are reproduced below. It should be noted that the Site is located predominantly in Zone 1. Zone 2 standards are provided for completeness.

| Land Use         | Car Parking Provision                                      | Cycle Parking Provision                                      |
|------------------|--|--|
| A1 (Food Retail) | All Zones – 1:14m <sup>2</sup>                             | Zone 1 – 1:125m <sup>2</sup><br>Zone 2 – 1:500m <sup>2</sup> |
| B1(a)            | Zone 1 – 1:45m <sup>2</sup><br>Zone 2 – 1:30m <sup>2</sup> | Zone 1 – 1:150m <sup>2</sup><br>Zone 2 – 1:700m <sup>2</sup> |
| B1(c)            | Zone 1 – 1:60m <sup>2</sup><br>Zone 2 – 1:45m <sup>2</sup> | Zone 1 – 1:150m <sup>2</sup><br>Zone 2 – 1:750m <sup>2</sup> |
| B2               | Zone 1 – 1:60m <sup>2</sup><br>Zone 2 – 1:45m <sup>2</sup> | Zone 1 – 1:350m <sup>2</sup><br>Zone 2 – 1:850m <sup>2</sup> |

|    |  |  |
|----|--|--|
| B8 | Zone 1 – 1:90m <sup>2</sup><br>Zone 2 – 1:90m <sup>2</sup> | Zone 1 – 1:500m <sup>2</sup><br>Zone 2 – 1:850m <sup>2</sup> |
|----|--|--|

Table 2.1 – Parking Standards

- 2.3 The guidance states that 5% of parking at commercial developments should be designed to accommodate disabled users.

#### Hook Neighbourhood Plan

- 2.4 Following a successful a local referendum on 7<sup>th</sup> October 2019 and subsequent High Court Challenge, HDC made the Hook Neighbourhood Plan (HNP) as part of the Development Plan for the District on 27<sup>th</sup> February 2020. The HNP provides guidance on planning in Hook during the period up to 2032.
- 2.5 The HNP identifies that a challenge for the village is a need to successfully integrate new developments into the community through good pedestrian and cycle connectivity and the promotion of community activities and assets.
- 2.6 Building on the challenges, the HNP establishes a vision for the village that includes that in 2032:
- ▶ The village centre is the focus for activities and services; it has been revitalised and redeveloped to serve the growing needs and expectations of the community.
  - ▶ Residents in every part of the village have safe and convenient access into the village centre and beyond to the surrounding countryside by foot or bicycle.
- 2.7 Considering transport specifically, the HNP sets the following objectives:
- ▶ Safeguard existing and provide new convenient, enjoyable and safe routes for both pedestrians and cyclists, from all parts of Hook to the centre, the countryside and to neighbouring communities.
  - ▶ Provide adequate, convenient parking in key locations to meet the needs of residents, shoppers, school attendees, workers, commuters and other visitors, in particular within Hook Village Centre and at all community and commercial centres.
  - ▶ Ensure all new development is provided with sufficient parking spaces for the likely number of residents and visitors.
  - ▶ Ensure that all new developments are fully integrated with the existing community in regard to proximity, character and provision of safe and convenient access by sustainable modes of travel to all parts of the Village and its facilities.
  - ▶ Ensure that major new development has good direct linkages to the A30 or B3349 main roads to avoid any additional volumes of traffic on existing residential roads or narrow lanes with the associated safety issues and increased pollution.
- 2.8 What is clear from the HNP is a desire to place walking and cycling at the forefront of movement within the village and to reduce the dominance of the motor car. This latter will be achieved through a combination of ensuring sufficient and suitably design car parking is provided in order to prevent nuisance parking and ensuring that new development accesses the main roads in the village.



### 3.0 Baseline Conditions

#### Overview

- 3.1 So that the context of the Application Site can be established, a detailed review of the study area has been undertaken. This section provides a summary of this review and refers to the location of the Application Site and baseline traffic conditions. It also sets out an overview of the accessibility of the Application Site by a variety of modes of transport.

#### Application Site Details

- 3.2 The Application Site is located on the east side of Griffin Way south, on the eastern edge of the Bartley Way Business Park.
- 3.3 At present the Application Site comprises three vacant office buildings and associated car parking
- 3.4 Access is currently achieved via Bartley Way, however a new site access onto Griffin Way South will serve as the access for the Proposed Site
- 3.5 The location of the Application Site is illustrated below.



Figure 3.1 - Site Location

### Local Highway Network

- 3.6 Vehicular access to the Application Site is achieved via Griffin Way South, a two-way single carriageway road subject to a 40 miles per hour speed limit. The carriageway width varies between 10 and 11 metres (kerb-to-kerb) within the vicinity of the site and includes a lit footway on the western side of the carriageway.
- 3.7 Griffin Way South runs north-south connecting to the A30 (London Road) approximately 600 metres to the north within Hook and connecting to the A287 and M3, 1 mile to the south. The M3 runs between London to the East and Southampton to the south west. Griffin Way South connects the Application Site with the surrounding transport network. The Local Highway Network is shown below in figure 3.2

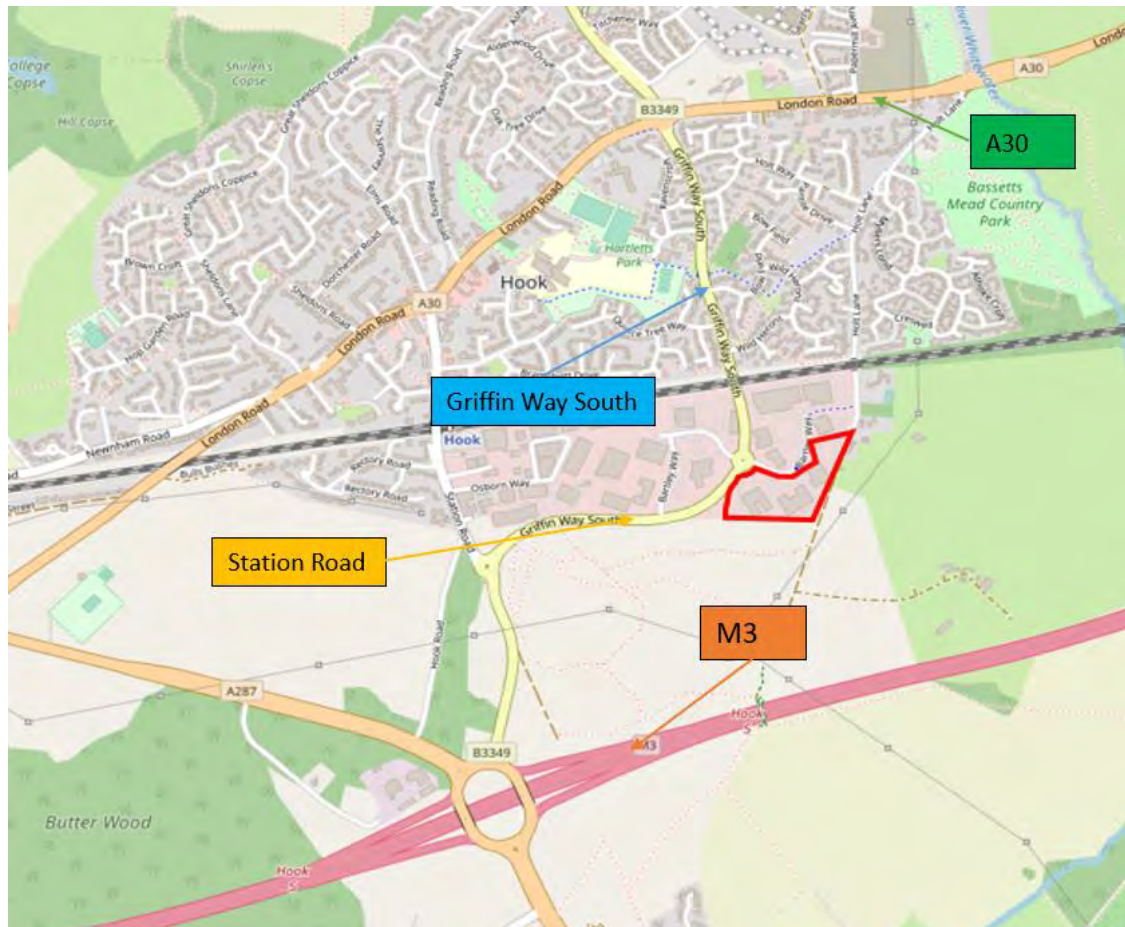


Figure 3.2 - Highway Network

### Sustainable Travel

#### Accessibility to Non-Car Travel

- 3.8 It is generally accepted that walking and cycling provide important alternatives to the private car and should also be encouraged to form part of longer journeys via public transport. Indeed, it is noteworthy that the Institute of Highways and Transportation (IHT) has prepared several guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments. Within these documents it is suggested that:
- ▶ Most people will walk to a destination that is less than one mile (Planning for Walking, 2015);

- ▶ The bicycle is a potential mode of transport for all journeys under five miles (Planning for Cycling, 2015); and,
  - ▶ Walking distances to bus stops should not exceed 400 metres, with people being prepared to walk twice as far to rail stations (Planning for Walking, 2015).
- 3.9 Notwithstanding the above, it should be noted that Manual for Streets (MfS) identifies 'walkable neighbourhoods' as being "characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential area which residents may access comfortably on foot". However, it is important to recognise that MfS does not consider 800 metres to be a maximum walking distance. Indeed, MfS contends that walking can be used to access a variety of destinations within a range of two kilometres.
- 3.10 Having regard to the above, it is considered that the Application Site is accessible by the more sustainable modes of travel including foot, cycle and public transport. Details on each of these sustainable modes of travel are set out below.

#### *Accessibility by Foot and by Bicycle*

- 3.11 Continuous lit footways provide access from the Application Site to Hook railway station, as well as residential areas to the north of the Application Site and surrounding industrial units. There is a pedestrian refuge over Griffin Way South to the north of the Application Site at the roundabout with Bartley Way. The crossing point provides a safe route across Griffin Way South and provides a connection to the wider footway network.
- 3.12 To the north of the Application Site the footways are offset from the road, with a grass verge separating the footway from the road. To the south of the Application Site the footway network also has a grass verge separating the footway from the road, this runs from the Bartley Way Junction to the south to the roundabout with Station Road. There is a further pedestrian refuge across Griffin Way South, at this roundabout.
- 3.13 Although there is no cycle lane directly adjoining the Application Site, to the north at the roundabout with London Road there is a marked cycle route leading north along Griffin Way North. Griffin Way South is suitably wide to allow vehicles to overtake cyclists and so can be seen to be suitable for cyclists, especially considering Griffin Way South connects to the wider cycling network.
- 3.14 Plans showing the area accessible within a 25-minute walk (two kilometre) and 25-minute cycle (five kilometre) are included at [Appendix A](#).

#### *Accessibility by Public Transport*

- 3.15 The Application Site benefits from bus services in proximity as illustrated on Figure 3.2 above. The nearest stop, 'Berry Court', is located Station Road approximately 700 metres west of the Application Site and provides access to Basingstoke. Additional stops are located along Station Road to the north approximately 1 kilometre north west of the Application Site.
- 3.16 Whilst it is recognised that the nearest bus stops are farther than a 400-metre walk, the current use class of the Application Site is employment and people can and do travel to / from the employment at the Application Site through sustainable means. The distances to the public transport offer are therefore not deterrents and were clearly considered acceptable at the time the development was planned. It is therefore reasonable to assume that as the Application Site is at the same location, it will remain attractive for people to choose sustainable means of travel.
- 3.17 A summary of the destinations served, and the frequency of the local bus services is provided below in Table 3.1.

| Service Number | Route   | Approximate Frequency |            |            |
|----------------|---|-----------------------|------------|------------|
|                |   | Weekday               | Saturday   | Sunday     |
| 13             | Basingstoke Bus Station – Eastrop Applegarth close – Old Basing The Hatch – Hook Rail Station – North Warnborough Priors Corner – Odiham The Crown – RAF Odiham Married Quarters – Golden Pot – Alton High Street | Every hour            | Every hour | No Service |

Table 3.1: Local Bus Services

- 3.18 The nearest railway station to the Application Site is Hook, located approximately 1 kilometre west of the site, which equates to a twelve-minute walk. A summary of the rail services is provided in Table 3.2 below.

| Service         | Destinations Served   | Approximate Frequency |                  |            |
|-----------------|---|-----------------------|------------------|------------|
|                 |   | Weekday               | Saturday         | Sunday     |
| London Waterloo | Basingstoke – Hook – Winchfield – Fleet – Farnborough – Brookwood – Woking – Weybridge – Walton-On-Thames – Surbiton – London Waterloo                    | Every 30 minutes      | Every 30 minutes | Every Hour |
| Basingstoke     | London Waterloo – Clapham Junction – Surbiton – Walton-On-Thames – Weybridge – Woking – Brookwood – Farnborough – Fleet – Winchfield – Hook – Basingstoke | Every 30 minutes      | Every 30 minutes | Every Hour |

Table 3.2: Local Rail Services

- 3.19 The table above shows the wide range of locations accessible to the Application Site via rail.

### Highway Safety

- 3.20 A review of collision records in the vicinity of the site has been conducted using the *Crashmap* website. No accidents were recorded in the last three years between the point where Griffin Way South passes beneath the railway and the junction with Station Road.
- 3.21 It is therefore concluded that the local highway network is not subject to an abnormally high incidence of accidents. Further, there is no evidence to suggest that defects in highway geometry or alignment lead to a highways safety issue in the local area.

### Summary

- 3.22 The above review demonstrates that the Application Site is spatially well located to encourage people travelling to and from the Application Site to make journeys by walking, cycling and public transport.
- 3.23 The Proposed Development therefore presents an opportunity to provide new employment at a location that is already accessible by a variety of modes of transport.

## 4.0 Proposed Development

- 4.1 The proposals comprise for the Demolition of existing buildings and redevelopment of the site to provide 9No. industrial units (Flexible Use Class B2/B8/E(g)(i)-(iii)) and 1No. foodstore (Use Class E(a)), together with associated parking, a new vehicular access off Griffin Way South, landscaping and other associated works. An illustrative layout is included at [Appendix B](#).

### Vehicular Access

- 4.2 Primary access into the Application Site will be taken from Griffin Way South via a new site access.
- 4.3 The proposed access benefits from visibility splays measuring 2.4 by 77 metres to the north and 2.4 by 120 metres to the south, in accordance with the posted speed limit of 40 miles per hour on Griffin Way South. These splays are illustrated on Drawing 2006009-05, included at [Appendix C](#).
- 4.4 The access junction has been designed to cater for articulated lorry movements and will provide access to an internal estate road, from which each of the individual units will be accessed. Swept path analyses demonstrating how articulated vehicles would access and circulate within the Application Site is included at [Appendix D](#). This analysis includes movements made by articulated vehicles, large rigid vehicles and refuse vehicles.
- 4.5 The supermarket car park will be accessed via Bartley way. This strategy utilises an existing access which serves the office development which currently occupies the site.

### Pedestrian and Cycle Access

- 4.6 Dedicated footways will be provided as part of the new access and appropriate provision for cyclists will be made within the Application Site. The internal footway network will be connected to the wider footway network surrounding the site through the connection of the site to the footway on the opposite side of Griffin Way South. There is an existing connection from the site to the wider pedestrian network and cycle access via Bartley Way, this access will be maintained.
- 4.7 The most direct route between the site and Hook District Centre is to travel north on Griffin Way South before turning onto the footpath running parallel to the railway and linking to Bramshott Drive. This route is generally of a good standard, featuring several crossing points on Griffin Way South and street lighting on both Bramshott Drive and Griffin Way South. However, the footpath between Griffin Way South and Bramshott Drive is unlit and not well overlooked. The introduction of street lighting in this location would enhance the quality of this route and help encourage access to the site on foot or by cycle, particularly during hours darkness.

### Parking

- 4.8 A total of 134 car parking spaces are provided to serve the supermarket, of which 4 are disabled spaces, this equates to a ratio of one space per 14.65m<sup>2</sup>, aligned with HCC parking guidance. A total of 213 car parking spaces will be provided for the industrial development of which 15 disabled spaces will be provided. This equates to a ratio of one space per 57.3m<sup>2</sup>. This level of provision is in between the minimum and maximum parking requirements for the development, meaning the amount of parking is policy compliant. In total the application site will have 347 car parking spaces with 19 of these being disabled spaces.
- 4.9 Electric vehicle charging points will be provided as required to meet the targeted BREEAM certification.
- 4.10 HGVs are able to park using the loading bays provided, of which there are 20. These are spaced to allow additional HGV parking between them as necessary.
- 4.11 Cycle Parking will be provided in accordance with HDC cycle parking standards. This will comprise 8 cycle parking spaces for the foodstore in accordance with the ratio of 1:500m<sup>2</sup> and 82



- 4.12 cycle parking spaces to serve the industrial units in accordance with the lower bound ratio of 1:750m<sup>2</sup>. Staff cycle parking will be provided in addition to the described above cycling spaces. Cycle Parking will be managed through the Travel Plan that will operate at the Application Site.

#### Servicing

- 4.13 Given that the proposals are designed to accommodate commercial vehicles, the layout is also capable of accommodating large service vehicles, such as refuse vehicles and articulated lorries. Swept path analysis showing how an articulated vehicle would access the Application Site is included at [Appendix D](#).

## 5.0 Traffic Impact Assessment

### Context

- 5.1 This section outlines and assesses the levels of trips that are likely to be generated by the Proposed Development.
- 5.2 When assessing the impacts of new development, it is generally considered that peak traffic times are weekday mornings (08:00-09:00) and weekday evenings (17:00-18:00). It is during these periods that traffic flows associated with the development and those on the adjacent highway network are likely to be at their greatest. The information provided within this section considers these peak hours as well as daily movements (07:00-19:00).

### Trip Generation

- 5.3 In order to assess the volume of traffic that is likely to be generated by the Proposed Development, the industry standard TRICS database (Version 7.8.1) has been interrogated to determine trip rates for industrial estates. It should be noted that the sites selected include a range of uses including E (equivalent to class B1(c)), B2 and B8, representing the mix of uses that might be expected to occupy the Application Site.
- 5.4 The results of this assessment are summarised below, while the TRICS outputs are included at [Appendix E](#). HGV figures are included in brackets.

| Time Period              | Trip Rates (Per 100sqm) |                  |                   |
|--------------------------|-------------------------|------------------|-------------------|
|                          | Arrivals                | Departures       | Two-Way           |
| AM Peak<br>(08:00-09:00) | 1.585<br>(0.025)        | 0.17<br>(0.035)  | 1.755<br>(0.06)   |
| PM Peak<br>(17:00-18:00) | 0.191<br>(0)            | 1.444<br>(0)     | 0.635<br>(0)      |
| Daily<br>(07:00-19:00)   | 5.518<br>(0.028)        | 5.735<br>(0.024) | 11.253<br>(0.052) |

Table 5.1 – Trip Rates (Office)

- 5.5 In order to assess the impact of the development it is necessary to calculate the number of additional trips it might be expected to generate when compared to the uses that currently occupy the Application Site. Table 5.2 summarises the current trip generating potential of the Application Site.

| Time Period              | Trip Rates (Per 100sqm) |                  |                   | Trip Generation (Per 11,424sqm) |            |             |
|--------------------------|-------------------------|------------------|-------------------|---------------------------------|------------|-------------|
|                          | Arrivals                | Departures       | Two-Way           | Arrivals                        | Departures | Two-Way     |
| AM Peak<br>(08:00-09:00) | 1.585<br>(0.025)        | 0.17<br>(0.035)  | 1.755<br>(0.06)   | 181<br>(1)                      | 19<br>(0)  | 200<br>(1)  |
| PM Peak<br>(17:00-18:00) | 0.191<br>(0)            | 1.444<br>(0)     | 0.635<br>(0)      | 22<br>(0)                       | 165<br>(0) | 187<br>(0)  |
| Daily<br>(07:00-19:00)   | 5.518<br>(0.028)        | 5.735<br>(0.024) | 11.253<br>(0.052) | 630<br>(3)                      | 655<br>(3) | 1286<br>(6) |

Table 5.2 – Extant Trip Generation

- 5.6 Table 5.2 indicates that the Application Site currently has the potential to generate in the order of 200 and 187 two-way movements in the AM and PM peak periods respectively, the daily equivalent is 1286 movements. Of these, approximately 6 are likely to be HGV movements.

5.7 Table 5.3 sets out the number of trips likely to be generated by the Proposed Development.

| Time Period              | Trip Rates (Per 100sqm) |                  |                   | Trip Generation (Per 11,632 sqm) |             |              |
|--------------------------|-------------------------|------------------|-------------------|----------------------------------|-------------|--------------|
|                          | Arrivals                | Departures       | Two-Way           | Arrivals                         | Departures  | Two-Way      |
| AM Peak<br>(08:00-09:00) | 0.654<br>(0.025)        | 0.363<br>(0.035) | 1.017<br>(0.060)  | 76<br>(3)                        | 42<br>(4)   | 118<br>(7)   |
| PM Peak<br>(17:00-18:00) | 0.171<br>(0.007)        | 0.478<br>(0.010) | 0.650<br>(0.017)  | 20<br>(1)                        | 56<br>(1)   | 76<br>(2)    |
| Daily<br>(07:00-19:00)   | 5.044<br>(0.315)        | 5.128<br>(0.322) | 10.172<br>(0.637) | 587<br>(37)                      | 596<br>(37) | 1183<br>(74) |

Table 5.3 – Proposed Development Trip Generation (Industrial)

| Time Period              | Trip Rates (Per 100sqm) |                   |                   | Trip Generation (Per 1,862 sqm) |            |             |
|--------------------------|-------------------------|-------------------|-------------------|---------------------------------|------------|-------------|
|                          | Arrivals                | Departures        | Two-Way           | Arrivals                        | Departures | Two-Way     |
| AM Peak<br>(08:00-09:00) | 2.31<br>(0.007)         | 1.552<br>(0.015)  | 3.862<br>(0.022)  | 43<br>(0)                       | 29<br>(0)  | 72<br>(0)   |
| PM Peak<br>(17:00-18:00) | 4.042<br>(0.007)        | 4.042<br>(0.000)  | 8.083<br>(0.007)  | 75<br>(0)                       | 75<br>(0)  | 151<br>(0)  |
| Daily<br>(07:00-19:00)   | 42.833<br>(0.117)       | 41.695<br>(0.118) | 84.578<br>(0.235) | 798<br>(2)                      | 776<br>(2) | 1575<br>(4) |

Table 5.4 – Proposed Development Trip Generation (Supermarket)

5.8 Table 5.5 compares the figures in the previous tables, illustrating the number of additional trips expected as a result of the proposals.

| Time Period              | Arrivals      | Departures    | Two-Way        |
|--------------------------|---------------|---------------|----------------|
| AM Peak<br>(08:00-09:00) | -62<br>(+3)   | +52<br>(+4)   | -10<br>(+6)    |
| PM Peak<br>(17:00-18:00) | +73<br>(+1)   | -34<br>(+1)   | +39<br>(+2)    |
| Daily<br>(07:00-19:00)   | +746<br>(+36) | +715<br>(+36) | +1472<br>(+72) |

Table 5.5 – Development Impact

5.9 Table 5.5 demonstrates that the proposals are likely to result in a decrease of 10 and an increase of 39 two-way vehicle movements in the AM and PM peak periods respectively. The daily equivalent is 1472 vehicles, of which 72 are expected to be HGVs.

5.10 When considering the tables above it should be noted that an alternative PM peak trip rate to the TRICS output has been used for the supermarket element of the scheme. This was requested by HCC Highways during preapplication. As only a two-way trip rate was provided a 50:50 split is assumed between arrivals and departures.

#### Development Traffic Distribution

5.11 The proposed development would result in a small increase in traffic using the local highway network during the PM peak period. The increases in vehicle movements equate to less than one additional vehicle per minute.



- 5.12 It is generally accepted that the threshold above which an increase in traffic has the potential to affect the operation of the highway is 30 additional movements per hour. As the forecast traffic impact exceeds this it is important to consider which junctions would experience the greatest impact.
- 5.13 Whilst the trip rates provided within Table 5.4 provide a guide for the potential level of traffic demand for a new foodstore, consideration must be given to the breakdown of types of retail trip. The trip types will be classified into the following categories:
- ▶ Primary New Trips – a single purpose trip that is new to the highway network during the assessment period. If there is flexibility over when and where a shopping trip is undertaken, it is unlikely a person would choose to make such a trip during highway peak periods;
  - ▶ Primary Transferred Trips – a single purpose trip that previously used an alternative retail foodstore and has transferred to the new foodstore;
  - ▶ Linked Pass-by Trips – a multi-purpose trip that passes the new foodstore without making a network diversion; and
  - ▶ Linked Diverted Trips – a multi-purpose trip that has made a network diversion to visit the new foodstore.
- 5.14 As a general rule, new foodstores attract very few 'new' trips in their own right; people do not decide to start food shopping overnight, but instead change their shopping habits. This might be transferring from another foodstore, diverting to the new store from a nearby junction, or simply passing the site and choosing to stop. There are also linked trips with other facilities on site. In this instance, an employee of one of the industrial units may choose to shop before or after their shift in order to avoid making another separate trip for this purpose.

#### Linked Pass-by and diverted Trip Methodology

- 5.15 Pass-by and diverted traffic distribution is now required to be assessed through the TRICS Research Report 14/1 'Pass-By & Diverted Trips Report'. This report supersedes the TRICS 95/2 Research Report, and requires the user to assess trip type proportions on a site-specific basis.
- 5.16 Whilst the report assesses pass-by and diverted trips it does not take account of transferred trips. A step by step guide as to how pass-by/diverted trips should be deduced is included in the above report. Each parameter for the determination of a suitable pass-by/diverted trip level is set out within the following paragraphs.

#### Location Type

- 5.17 The development site would be classified as in an intermediate location, as it is not located in a town centre. The report notes that as a store's proximity to a town centre increases, the potential percentage of pass-by trips also increases.

#### Facilities

- 5.18 The level of pass-by and diverted trips is also influenced by the range of facilities within the retail unit. This includes:
- ▶ Café or Restaurant;
  - ▶ Clothing;
  - ▶ Electricals;
  - ▶ Garden Centre;
  - ▶ Homeware;

- ▶ Opticians;
- ▶ Petrol Station;
- ▶ Pharmacy;
- ▶ Post Office;
- ▶ Recycling;
- ▶ Stationary; or
- ▶ Travel Agents.

5.19 The store is expected to sell a limited range of non-food items. Therefore, there is unlikely to be a large selection of items fitting the categories above. This will reduce the level of pass-by and diverted trips to the store.

#### *Gross Floor Area*

5.20 Two store categories are devised with the TRICS report based on GFA; stores with a GFA of 4,000m<sup>2</sup> or less and those with a GFA higher than 4,000m<sup>2</sup>. Stores with a GFA of less than 4,000m<sup>2</sup> are classified as convenience stores as opposed to a comparison store. All Lidl foodstores have a floor area somewhat below 4,000m<sup>2</sup>, and are therefore classified in the convenience category based on the TRICS criteria. For the avoidance of doubt this does not mean an Aldi store is a convenience store but that it falls within this category of the two options available.

5.21 Convenience stores are described as more likely to produce pass-by trips than diverted trips, whilst people are prepared to travel further to access a comparison store than a convenience store (20 minutes for a comparison store, compared to 10 minutes for convenience).

5.22 As such, the proposed store would attract more pass-by than diverted trips as people are more likely to travel to the store from within the immediate surrounding area.

#### *Proximity to Infrastructure*

5.23 The proximity of the development site to major infrastructure will impact on the level of pass-by/diverted trips, which includes railway stations and public transport interchanges; schools; large residential areas; other commercial areas; competition sites; and major office / workplace areas.

5.24 A 10-minute drive time relates to a distance of approximately five kilometres. A five kilometre distance incorporates the built-up areas of Hook, Hartley Wintney and Winchfield. There is a clear potential for the Application Site to attract pass-by and diverted trips by virtue of its location to infrastructure in the vicinity of the site.

#### *Click and Collect*

5.25 The TRICS report notes that having click and collect services as part of a development is likely to increase the proportion of pass-by trips. Click and collect facilities are not proposed, and therefore this will have no influence on the development trip distribution.

#### *Assumed Level of Pass-by and Diverted Trips*

5.26 The percentage of pass-by/diverted trips as a percentage of overall trips will however be affected by the typical operation of an Aldi store with limited additional facilities. It is considered likely that the store will attract pass-by trips due to the nature of Griffin Way South, which provides a route between the A30 and M3. The following assumptions are therefore made within this TA:

- ▶ Pass-by Trips – 15% on a weekday and 15% on a Saturday; and

- ▶ Diverted Trips – 20% on a weekday and 15% on a Saturday.

- 5.27 This is consistent with advice provided within the now superseded 95/2 TRICS Research Report 'Pass-by and Diverted Traffic', which concluded that pass-by and diverted trips generally make up 30 – 40% of trips associated with a foodstore during the peak periods.
- 5.28 Based on the layout of the surrounding road network, most diverted trips are likely to have to have diverted from the A30.
- 5.29 The remaining trips will constitute either primary new or transferred trips, each of which is considered below.

#### Primary New/Transferred Trips

- 5.30 The vast majority of vehicular trips to a new retail facility are not 'new' to the road network. Therefore, a new food retail facility will lead primarily to a change in journey rather than new journeys. It is commonly accepted that there are few, if any, new trips on the local road network.
- 5.31 To ensure a robust assessment is undertaken of the potential of a new retail foodstore, an allowance has been made for potential new trips. For the purposes of analysis, 10% of foodstore trips in each peak period have been presumed to be new to the network. This is higher than is commonly accepted and is considered to represent a worst-case scenario.
- 5.32 The remainder of the trips, amounting to some 60% of all trips in the weekday peak and 55% of all trips in the Saturday peak, will constitute primary transfer trips from other retail food store locations.
- 5.33 Based on nearby food store locations, it is considered that the majority of transferred trips are likely to redirect from the nearby Tesco superstore located on Station Road.

#### Traffic Impact

- 5.34 Based on the analysis above, it is concluded that the proposals are likely to lead to an overall reduction in traffic at junctions remote from the site. Whilst an increase in traffic movements is forecast at the site access during the PM peak period, this is primarily driven by pass-by, diverted and transferred supermarket trips with comparatively short dwell times within the site.
- 5.35 During preapplication discussions HCC Highways specifically noted that the junction between Griffin Way and the A30 was a point of concern and that it is already under stress during the PM peak. The proposals are not expected to result in severe or unacceptable impacts in this location. It is likely that some drivers will choose to perform a different manoeuvre at this junction, for instance turning left into Griffin Way South rather than continuing along the A30 to reach the existing Tesco. However, very few if any additional trips are expected in this location, hence the impact of the proposal is likely to be de minimis.

## 6.0 Summary and Conclusions

- 6.1 This Transport Statement has been prepared to accompany an application application for the Demolition of existing buildings and redevelopment of the site to provide 9No. industrial units (Flexible Use Class B2/B8/E(g)(i)-(iii)) and 1No. foodstore (Use Class E(a)), together with associated parking, a new vehicular access off Griffin Way South, landscaping and other associated works (the Application Site). The Application Site is located within the administrative boundaries of Harts District Council (HDC).
- 6.2 The Application Site is located on the east side of Griffin Way South, on the eastern edge of the Bartley Wood Business Park.
- 6.3 At present the Application Site is developed and occupied by can office development. Access is currently achieved via Bartley Way, however a new site access onto Griffin Way South will serve as the access for the Proposed Site.
- 6.4 Car parking will be provided in accordance with the rates of provision recommended in policy guidance. Separate parking / waiting areas for lorries will be provided. The proposals also include cycle parking that exceeds the minimum rates of provision recommended in policy guidance to encourage the use of bicycles as an alternative, more sustainable, mode of travel.
- 6.5 The requirement to prepare a transport assessment is established by National Planning Policy Framework (NPPF), 2019, published by the Department for Communities and Local Government. Paragraph 108 of the NPPF states:

*"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

*a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*

*b) safe and suitable access to the site can be achieved for all users; and*

*c) 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."*

- 6.6 Paragraph 109 sets out the test that a determining authority should apply when determining the suitability of a planning application in terms of transport and highways stating that:

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

- 6.7 These three criteria (paragraph 108) and subsequent tests (paragraph 109) have been applied to the assessments presented in this report in order to determine of the Proposed Development is acceptable in transport terms.

*Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location*

- 6.8 The TA provides an overview and assessment of existing travel conditions identifying that the site is spatially well located in terms of potential accessibility by non-car modes of transport. Access to the site by foot and by bicycle is safe and facilitated by existing infrastructure. This will be enhanced through the provision of dedicated accesses and pedestrian and cycle infrastructure within the site. Secure and covered cycle parking will be provided within the site. Public transport provision can be within a reasonable walk from the site with the ability to travel to a wide range of destinations.
- 6.9 The location of the site therefore lends itself towards sustainable travel negating the need to commute via private car.

- 6.10 Having regard to the spatial advantages of the site in relation to sustainable transport modes, a travel plan would be actively implemented and managed to assist staff in taking full advantage of the excellent non-car means of travel presented by the development. This could include personalised travel planning advice to staff.

*Safe and suitable access to the site can be achieved for all users*

- 6.11 Vehicular access for will be taken via both Griffin Way South and Bartley Way. The accesses will benefit from geometry that accommodates the largest vehicles likely to access the site and visibility splay in accordance with the posted speed limit.

- 6.12 The proposed layout can safely and suitably accommodate movements by private car and lorries.

- 6.13 Dedicated access and internal infrastructure is provided for pedestrians and cyclists.

*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."*

- 6.14 A forecast of new trips that are expected to arise from the Proposed Development has been undertaken and their potential impact on the operation of the existing highway network assessed.

- 6.15 This demonstrates that whilst the proposed development would result in an increase in traffic volumes on the local highway network. A detailed operational assessment of the local highway network demonstrates that the modelled junctions will continue to operate within established capacity thresholds.

- 6.16 Car parking will be provided in line with local car parking guidance. This will ensure that cars can be suitably parked in order to avoid significant road safety impacts.

### Conclusion

- 6.17 As summarised above, this TA has demonstrated that:

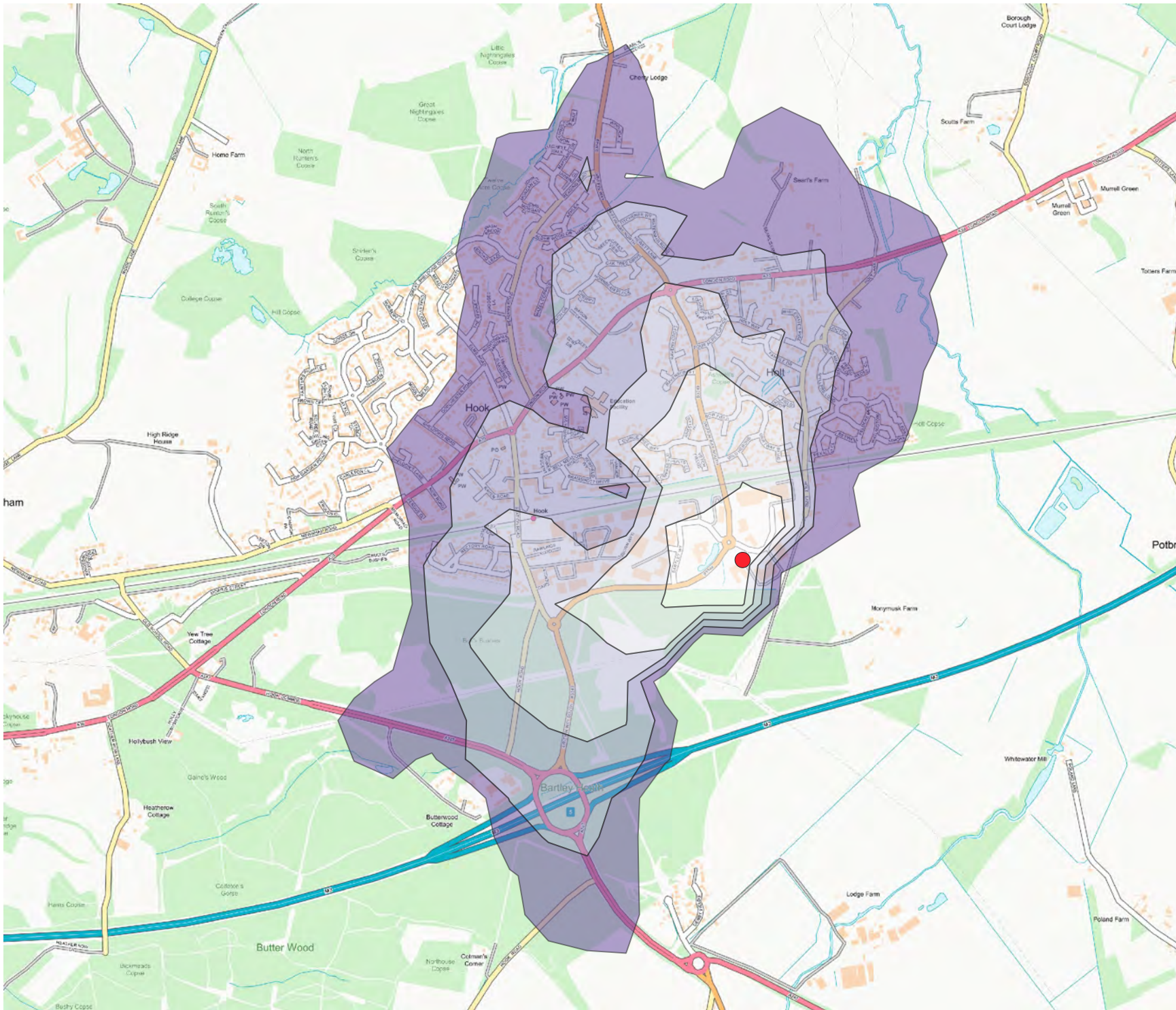
- ▶ The site is spatially well located to access sustainable transport modes and measures will be implemented to facilitate their take-up.
- ▶ The proposed development has been designed to achieve safe and suitable access for all users; and
- ▶ No significant impacts from the development on the transport network are expected.

- 6.18 It is therefore concluded that, in accordance with paragraph 109 of NPPF, there are no transport or highway reasons why planning permission should be withheld or refused.

## Appendix A

### Walking and Cycling Isochrones





Ordnance Survey material © Crown copyright. All rights reserved. Licence No - LAN1001532



### Legend

● Site Location

### Walk Catchment

- 400m
- 800m
- 1.2km
- 1.6km
- 2km

### Project

Hook Proposed mixed use development

### Title

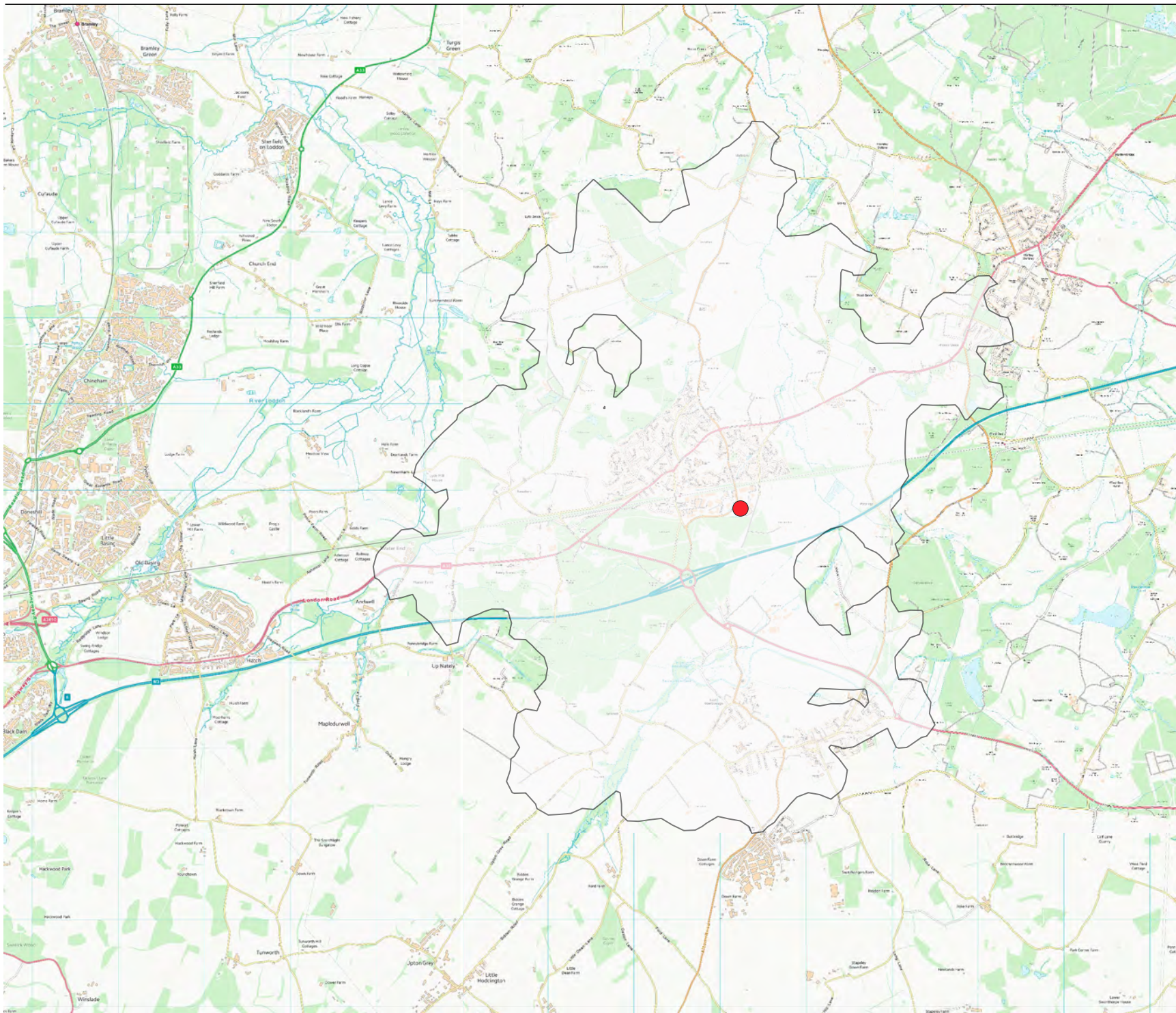
Walk Catchment



9 Greyfriars Road, Reading, RG1 1NU  
Tel: +44 (0) 118 206 2930

|                           |                |                    |
|---------------------------|----------------|--------------------|
| scale<br>stated           | drawn by<br>AN | date<br>08/06/2021 |
| drawing number<br>2006009 | rev<br>-       |                    |





Ordnance Survey material © Crown copyright. All rights reserved. Licence No - LAN1001532



## Legend

● Site Location

Cycle Catchment

□ 5km

Project

Hook Proposed mixed use development

Title

Cycle Catchment

  
**motion**

9 Greyfriars Road, Reading, RG1 1NU  
Tel: +44 (0) 118 206 2930

|                 |                |                    |
|-----------------|----------------|--------------------|
| scale<br>stated | drawn by<br>AN | date<br>08/06/2021 |
|-----------------|----------------|--------------------|

|                           |          |
|---------------------------|----------|
| drawing number<br>2006009 | rev<br>- |
|---------------------------|----------|





## Legend

● Site Location

Public Transport Isochrone

60 minutes

Project

Hook Proposed mixed use development

Title

Public Transport Isochrone

  
**motion**

9 Greyfriars Road, Reading, RG1 1NU  
Tel: +44 (0) 118 206 2930

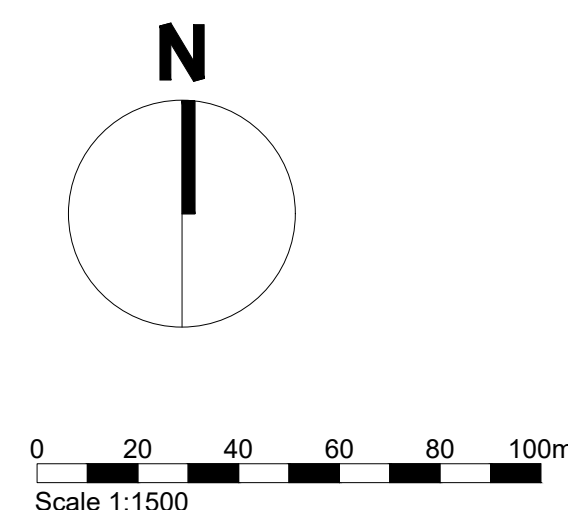
|                           |                |                    |
|---------------------------|----------------|--------------------|
| scale<br>stated           | drawn by<br>AN | date<br>08/06/2021 |
| drawing number<br>2006009 | rev<br>-       |                    |






















## Appendix B

### Proposed Layout



DEVELOPMENT AREA 3.9 Hectares

- |   |   |
|---|---|
|    | APPLICATION AREA  |
|    | SOFT LANDSCAPE  |
|    | NEW RETAINING WALL  |
|   | WELDMESH FENCE  |
|  | TIMBER POST & RAIL FENCE                                    |
|  | BOARDED FENCE   |
|  | ACOUSTIC BARRIER  |
|  | TARMACADAM SURFACING  |
|  | BRUSHED CONCRETE SERVICE YARD                               |
|  | NATURAL BLOCK PAVING TO VEHICLE AREAS                       |
|  | CHARCOAL BLOCK PAVING TO PEDESTAL AREAS                     |
|  | WELL CONSOLIDATED GRAVEL                                    |
|  | AIR CONDITIONING PLANT ENCLOSURE                            |
|  | CYCLE SHELTER   |
|  | DROP KERB   |
|  | ELECTRIC VEHICLE CHARGING POINTS/<br>DUCTS FOR FUTURE POINT |
|  | PROPOSED TREES  |
|  | EXISTING TREES  |
|  | TREES TO BE REMOVED TO BOUNDARY                             |

Client:  
XLB PROPERTY &  
PATRON HOOK LTD



Project:  
BARTLEY WOOD BUSINESS PARK  
HOOK

12 Warren Yard,  
Warren Park,  
Milton Keynes,  
MK12 5NW  
01908 305246  
info@pro-group.com  
www.pro-group.com

Drawing Title:  
PROPOSED SITE PLAN

|              |              |        |  |
|--------------|--------------|--------|--|
| Scale @ A0 : | Checked by : | Date : | <b>Architecture</b><br>Planning<br>Master Planning<br>Urban Design<br>Interiors<br>Landscape |
| 1:500        | ME           | MAY 21 |  |

|         |        |             |      |           |
|---------|--------|-------------|------|-----------|
| Job No: | Stage: | Drawing No: | Rev: | Landscape |
| 11248   | PL     | 102         | B    |           |

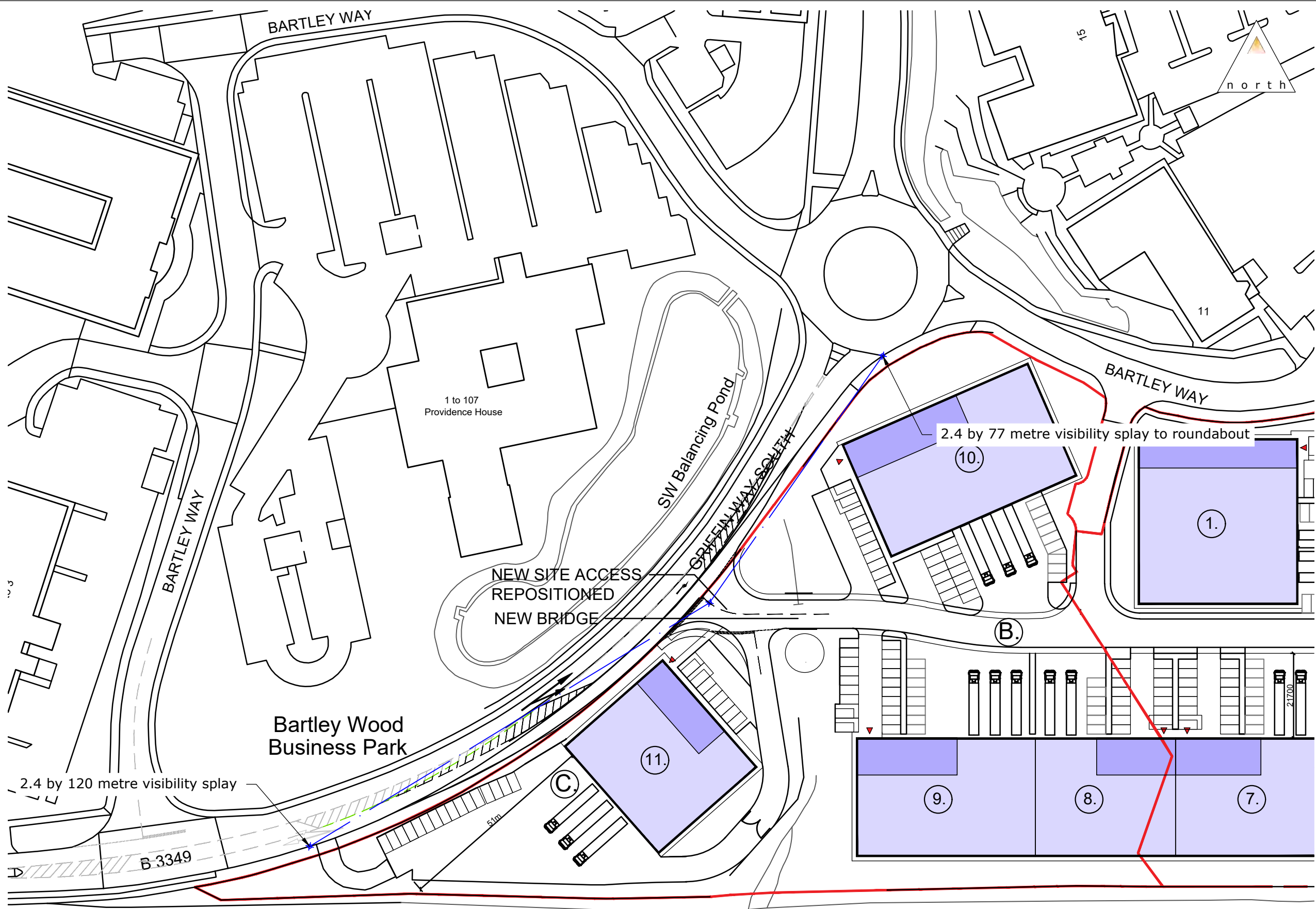
|                      |   |                |
|----------------------|---|----------------|
| <b>Issue Status:</b> |   | <b>Offices</b> |
| Construction         | <input type="checkbox"/> Preliminary <input type="checkbox"/>         | Woking         |
| Information          | <input type="checkbox"/> Approval <input checked="" type="checkbox"/> | London         |
| Tender               | <input type="checkbox"/>  | Milton Keynes  |
|                      |   | Warsaw         |

PRC Architecture &amp; Planning



## Appendix C

Drawing 204051-03A

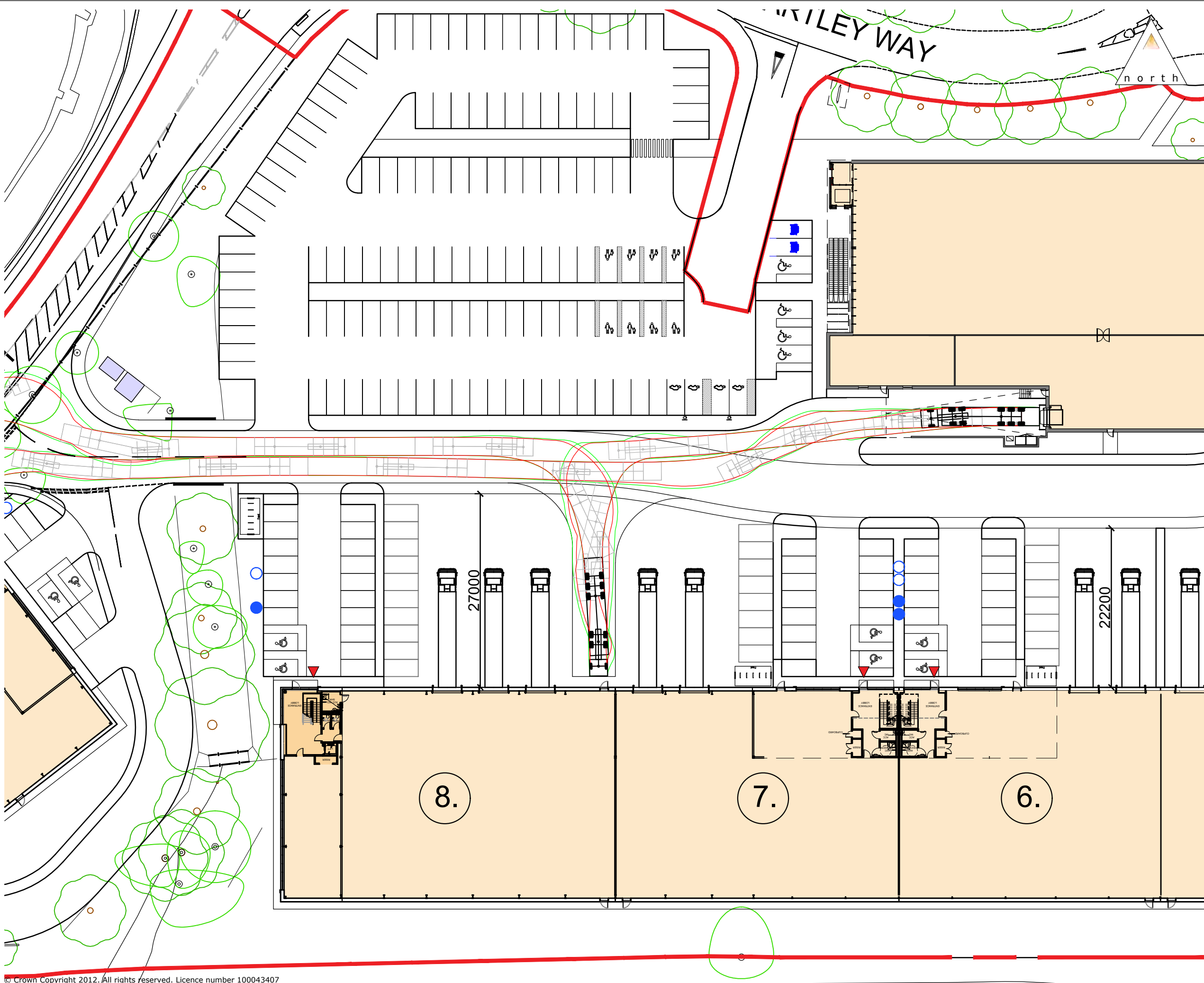


|   |              |       |         |        |
|---|--------------|-------|---------|--------|
| Rev:                                      | Description: | Date: | Rev By: | Chk'd: |
| Legend:                                   |              |       |         |        |
| <div>Markings to be Removed</div>         |              |       |         |        |
|   |              |       |         |        |
| 9 Greyfriars, Reading, Berkshire, RG1 1NU |              |       |         |        |
| T: 0118 206 2930                          |              |       |         |        |
| Guildford - London - Reading              |              |       |         |        |
| www.motion.co.uk                          |              |       |         |        |
| Project:                                  |              |       |         |        |
| Bartley Wood Business Park                |              |       |         |        |
| Title:                                    |              |       |         |        |
| Griffin Way Access                        |              |       |         |        |
| Exisiting Bridge Retained                 |              |       |         |        |
| Client:                                   |              |       |         |        |
| XLB Property Ltd                          |              |       |         |        |
| Drawing Status:                           |              |       |         |        |
| Scale: 1:1000 (@ A3) Date:12/03/2021      |              |       |         |        |
| Drawn: CM Checked: JR Approved: JR        |              |       |         |        |
| Drawing:                                  |              |       |         |        |
| 2006009-03                                |              |       |         |        |
| Revision:                                 |              |       |         |        |
| A   |              |       |         |        |

## Appendix D

### Swept Path Analysis

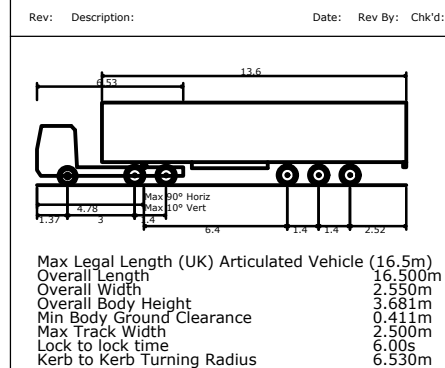
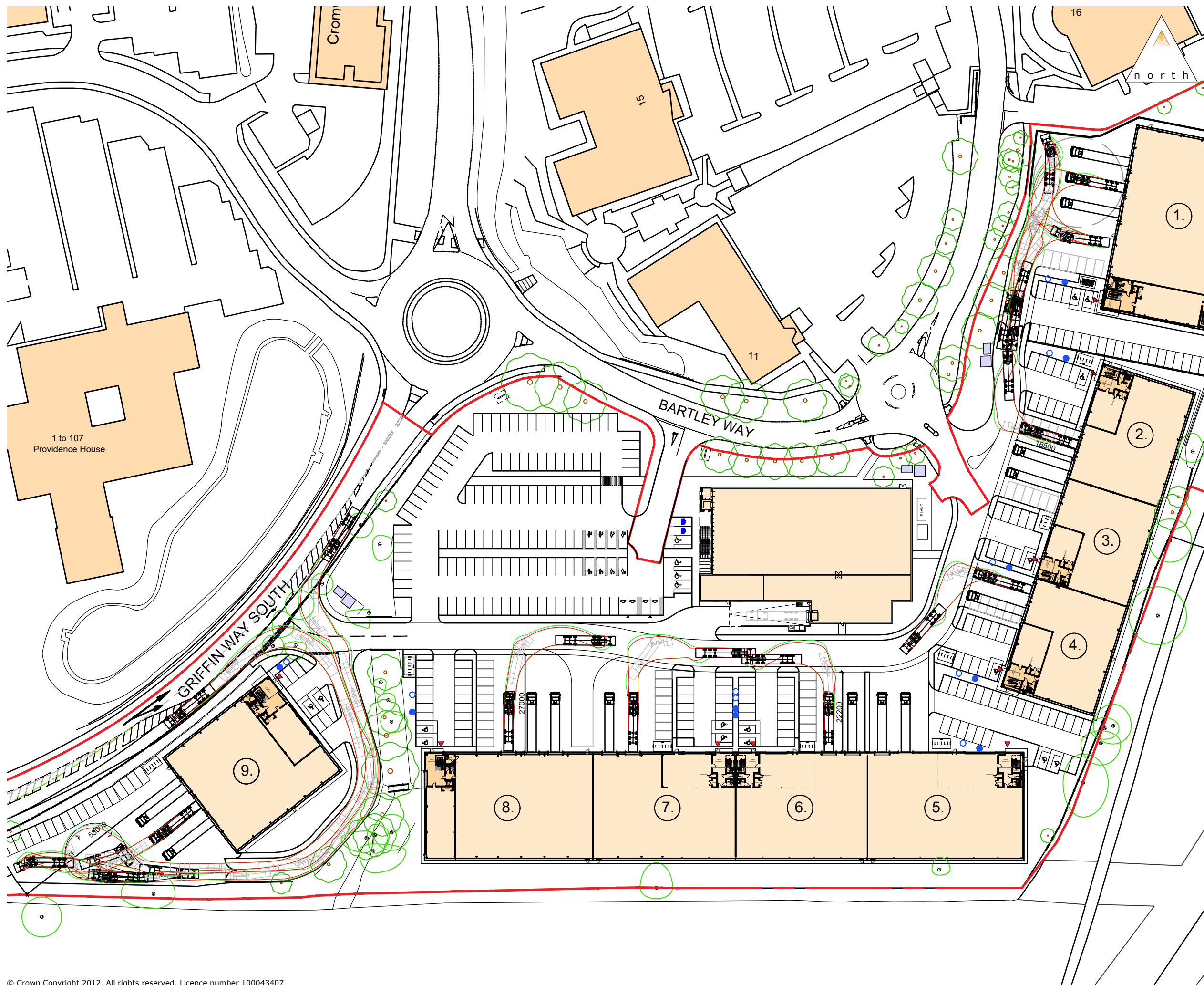
C:\Users\calummcgoff\Motion\StaffSite - TP Projects (1)\prhook-2006009\Drawings\2006009-TK17A.dwg



© Crown Copyright 2012. All rights reserved. Licence number 100043407

|  |                             |
|--|-----------------------------|
| Rev:    Description:    Date:    Rev By:    Chk'd:   |                             |
| <p>84m<sup>2</sup> / 113,</p> <p>Max Legal Length (UK) Articulated Vehicle (16.5m)<br/>Overall Length 16.500m<br/>Overall Width 2.550m<br/>Overall Body Height 3.681m<br/>Min Body Ground Clearance 0.411m<br/>Max Track Width 2.500m<br/>Lock to lock time 6.00s<br/>Kerb to Kerb Turning Radius 6.530m</p> |                             |
|  |                             |
| 9 Greyfriars, Reading, Berkshire, RG1 1NU<br>T: 0118 206 2930<br>Guildford - London - Reading<br>www.motion.co.uk  |                             |
| Project:<br>Bartley Wood Business Park   |                             |
| Title:<br>Swept Path Analysis<br>Griffin Way Access Only   |                             |
| Client:<br>XLB Property Ltd  |                             |
| Drawing Status:  |                             |
| Scale: 1:500 (@ A3)  | Date:08/06/2021             |
| Drawn: CM  | Checked: JR    Approved: JR |
| Drawing:<br>2006009-TK17   | Revision:<br>A              |






9 Greyfriars, Reading, Berkshire, RG1 1NU  
T: 0118 206 2930  
Guildford - London - Reading  
[www.motion.co.uk](http://www.motion.co.uk)

Project:  
Bartley Wood Business Park

Title:  
Swept Path Analysis  
Articulated Vehicle

Client:  
XLB Property Ltd

|   |
|---|
| Drawing Status:                         |
| Scale: 1:1000 (@ A3)      Date:08/06/20 |

|                       |             |   |
|-----------------------|-------------|---|
| Drawn: CM             | Checked: JR | Approved:  |
| Drawing: 2006009-TK18 |             | Revision: -   |



## Appendix E

### TRICS Output Reports

Calculation Reference: AUDIT-734001-210603-0603

#### TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT  
 Category : A - OFFICE  
 TOTAL VEHICLES

##### Selected regions and areas:

|    |                     |        |
|----|---------------------|--------|
| 01 | GREATER LONDON      |        |
|    | BT BRENT            | 1 days |
| 02 | SOUTH EAST          |        |
|    | HC HAMPSHIRE        | 1 days |
| 05 | EAST MIDLANDS       |        |
|    | NR NORTHAMPTONSHIRE | 1 days |
| 08 | NORTH WEST          |        |
|    | MS MERSEYSIDE       | 1 days |
| 13 | MUNSTER             |        |
|    | CR CORK             | 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: 8600 to 11250 (units: sqm)  
 Range Selected by User: 7500 to 15000 (units: sqm)

Parking Spaces Range: All Surveys Included

##### Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 22/10/20

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

##### Selected survey days:

|          |        |
|----------|--------|
| Monday   | 2 days |
| Tuesday  | 1 days |
| Thursday | 1 days |
| Saturday | 1 days |

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

##### Selected survey types:

|                       |        |
|-----------------------|--------|
| Manual count          | 5 days |
| Directional ATC Count | 0 days |

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

##### Selected Locations:

|                                    |   |
|------------------------------------|---|
| Suburban Area (PPS6 Out of Centre) | 2 |
| Edge of Town                       | 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:

|                  |   |
|------------------|---|
| Commercial Zone  | 1 |
| Development Zone | 1 |
| Built-Up Zone    | 1 |
| No Sub Category  | 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.*

Secondary Filtering selection:

Use Class:

Not Known

5 days

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000

1 days

10,001 to 15,000

1 days

25,001 to 50,000

2 days

50,001 to 100,000

1 days

*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 days

250,001 to 500,000

1 days

500,001 or More

2 days

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

Car ownership within 5 miles:

0.6 to 1.0

3 days

1.1 to 1.5

2 days

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

Travel Plan:

Yes

1 days

No

4 days

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

PTAL Rating:

No PTAL Present

4 days

5 Very Good

1 days

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

Covid-19 Restrictions

Yes

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

LIST OF SITES relevant to selection parameters

|   |  |                      |                  |
|---|--|----------------------|------------------|
| 1 | BT-02-A-04<br>EMPIRE WAY<br>WEMBLEY  | OFFICES              | BRENT            |
|   | Suburban Area (PPS6 Out of Centre)<br>Development Zone<br>Total Gross floor area: 10625 sqm<br>Survey date: SATURDAY 16/05/15<br>Survey Type: MANUAL |                      |                  |
| 2 | CR-02-A-01<br>MAHON CRESCENT<br>CORK   | STATISTICS OFFICES   | CORK             |
|   | Edge of Town<br>No Sub Category<br>Total Gross floor area: 8600 sqm<br>Survey date: MONDAY 23/06/14<br>Survey Type: MANUAL                           |                      |                  |
| 3 | HC-02-A-12<br>NORTHERN ROAD<br>PORTSMOUTH<br>COSHAM  | HMRC                 | HAMPSHIRE        |
|   | Suburban Area (PPS6 Out of Centre)<br>No Sub Category<br>Total Gross floor area: 10100 sqm<br>Survey date: MONDAY 23/11/15<br>Survey Type: MANUAL    |                      |                  |
| 4 | MS-02-A-02<br>MOUNT PLEASANT<br>LIVERPOOL  | SCIENCE PARK OFFICES | MERSEYSIDE       |
|   | Edge of Town<br>Built-Up Zone<br>Total Gross floor area: 11250 sqm<br>Survey date: TUESDAY 13/11/18<br>Survey Type: MANUAL                           |                      |                  |
| 5 | NR-02-A-01<br>THE LAKES<br>NORTHAMPTON   | OFFICES              | NORTHAMPTONSHIRE |
|   | Edge of Town<br>Commercial Zone<br>Total Gross floor area: 9225 sqm<br>Survey date: THURSDAY 22/10/20<br>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 02 - EMPLOYMENT/A - OFFICE

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 - 00:30       |          |          |              |            |          |              |          |          |              |
| 00:30 - 01:00       |          |          |              |            |          |              |          |          |              |
| 01:00 - 01:30       |          |          |              |            |          |              |          |          |              |
| 01:30 - 02:00       |          |          |              |            |          |              |          |          |              |
| 02:00 - 02:30       |          |          |              |            |          |              |          |          |              |
| 02:30 - 03:00       |          |          |              |            |          |              |          |          |              |
| 03:00 - 03:30       |          |          |              |            |          |              |          |          |              |
| 03:30 - 04:00       |          |          |              |            |          |              |          |          |              |
| 04:00 - 04:30       |          |          |              |            |          |              |          |          |              |
| 04:30 - 05:00       |          |          |              |            |          |              |          |          |              |
| 05:00 - 05:30       |          |          |              |            |          |              |          |          |              |
| 05:30 - 06:00       |          |          |              |            |          |              |          |          |              |
| 06:00 - 06:30       | 1        | 10100    | 0.406        | 1          | 10100    | 0.030        | 1        | 10100    | 0.436        |
| 06:30 - 07:00       | 1        | 10100    | 0.703        | 1          | 10100    | 0.139        | 1        | 10100    | 0.842        |
| 07:00 - 07:30       | 5        | 9960     | 0.189        | 5          | 9960     | 0.018        | 5        | 9960     | 0.207        |
| 07:30 - 08:00       | 5        | 9960     | 0.239        | 5          | 9960     | 0.050        | 5        | 9960     | 0.289        |
| 08:00 - 08:30       | 5        | 9960     | 0.323        | 5          | 9960     | 0.050        | 5        | 9960     | 0.373        |
| 08:30 - 09:00       | 5        | 9960     | 0.327        | 5          | 9960     | 0.056        | 5        | 9960     | 0.383        |
| 09:00 - 09:30       | 5        | 9960     | 0.297        | 5          | 9960     | 0.050        | 5        | 9960     | 0.347        |
| 09:30 - 10:00       | 5        | 9960     | 0.213        | 5          | 9960     | 0.074        | 5        | 9960     | 0.287        |
| 10:00 - 10:30       | 5        | 9960     | 0.088        | 5          | 9960     | 0.040        | 5        | 9960     | 0.128        |
| 10:30 - 11:00       | 5        | 9960     | 0.046        | 5          | 9960     | 0.036        | 5        | 9960     | 0.082        |
| 11:00 - 11:30       | 5        | 9960     | 0.038        | 5          | 9960     | 0.042        | 5        | 9960     | 0.080        |
| 11:30 - 12:00       | 5        | 9960     | 0.042        | 5          | 9960     | 0.050        | 5        | 9960     | 0.092        |
| 12:00 - 12:30       | 5        | 9960     | 0.034        | 5          | 9960     | 0.070        | 5        | 9960     | 0.104        |
| 12:30 - 13:00       | 5        | 9960     | 0.072        | 5          | 9960     | 0.135        | 5        | 9960     | 0.207        |
| 13:00 - 13:30       | 5        | 9960     | 0.080        | 5          | 9960     | 0.145        | 5        | 9960     | 0.225        |
| 13:30 - 14:00       | 5        | 9960     | 0.070        | 5          | 9960     | 0.100        | 5        | 9960     | 0.170        |
| 14:00 - 14:30       | 5        | 9960     | 0.124        | 5          | 9960     | 0.086        | 5        | 9960     | 0.210        |
| 14:30 - 15:00       | 5        | 9960     | 0.052        | 5          | 9960     | 0.137        | 5        | 9960     | 0.189        |
| 15:00 - 15:30       | 5        | 9960     | 0.032        | 5          | 9960     | 0.199        | 5        | 9960     | 0.231        |
| 15:30 - 16:00       | 5        | 9960     | 0.044        | 5          | 9960     | 0.185        | 5        | 9960     | 0.229        |
| 16:00 - 16:30       | 5        | 9960     | 0.038        | 5          | 9960     | 0.297        | 5        | 9960     | 0.335        |
| 16:30 - 17:00       | 5        | 9960     | 0.042        | 5          | 9960     | 0.257        | 5        | 9960     | 0.299        |
| 17:00 - 17:30       | 5        | 9960     | 0.046        | 5          | 9960     | 0.239        | 5        | 9960     | 0.285        |
| 17:30 - 18:00       | 5        | 9960     | 0.064        | 5          | 9960     | 0.177        | 5        | 9960     | 0.241        |
| 18:00 - 18:30       | 5        | 9960     | 0.018        | 5          | 9960     | 0.088        | 5        | 9960     | 0.106        |
| 18:30 - 19:00       | 5        | 9960     | 0.022        | 5          | 9960     | 0.100        | 5        | 9960     | 0.122        |
| 19:00 - 19:30       |          |          |              |            |          |              |          |          |              |
| 19:30 - 20:00       |          |          |              |            |          |              |          |          |              |
| 20:00 - 20:30       |          |          |              |            |          |              |          |          |              |
| 20:30 - 21:00       |          |          |              |            |          |              |          |          |              |
| 21:00 - 21:30       |          |          |              |            |          |              |          |          |              |
| 21:30 - 22:00       |          |          |              |            |          |              |          |          |              |
| 22:00 - 22:30       |          |          |              |            |          |              |          |          |              |
| 22:30 - 23:00       |          |          |              |            |          |              |          |          |              |
| 23:00 - 23:30       |          |          |              |            |          |              |          |          |              |
| 23:30 - 24:00       |          |          |              |            |          |              |          |          |              |
| <b>Total Rates:</b> |          |          | <b>3.649</b> |            |          | <b>2.850</b> |          |          | <b>6.499</b> |

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:           | 8600 - 11250 (units: sqm) |
| Survey date date range:                       | 01/01/13 - 22/10/20       |
| Number of weekdays (Monday-Friday):           | 5                         |
| Number of Saturdays:                          | 1                         |
| 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 02 - EMPLOYMENT/A - OFFICE

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range          | ARRIVALS |          |              | DEPARTURES |          |              | TOTALS   |          |              |
|---------------------|----------|----------|--------------|------------|----------|--------------|----------|----------|--------------|
|                     | No. Days | Ave. GFA | Trip Rate    | No. Days   | Ave. GFA | Trip Rate    | No. Days | Ave. GFA | Trip Rate    |
| 00:00 - 00:30       |          |          |              |            |          |              |          |          |              |
| 00:30 - 01:00       |          |          |              |            |          |              |          |          |              |
| 01:00 - 01:30       |          |          |              |            |          |              |          |          |              |
| 01:30 - 02:00       |          |          |              |            |          |              |          |          |              |
| 02:00 - 02:30       |          |          |              |            |          |              |          |          |              |
| 02:30 - 03:00       |          |          |              |            |          |              |          |          |              |
| 03:00 - 03:30       |          |          |              |            |          |              |          |          |              |
| 03:30 - 04:00       |          |          |              |            |          |              |          |          |              |
| 04:00 - 04:30       |          |          |              |            |          |              |          |          |              |
| 04:30 - 05:00       |          |          |              |            |          |              |          |          |              |
| 05:00 - 05:30       |          |          |              |            |          |              |          |          |              |
| 05:30 - 06:00       |          |          |              |            |          |              |          |          |              |
| 06:00 - 06:30       | 1        | 10100    | 0.000        | 1          | 10100    | 0.000        | 1        | 10100    | 0.000        |
| 06:30 - 07:00       | 1        | 10100    | 0.010        | 1          | 10100    | 0.010        | 1        | 10100    | 0.020        |
| 07:00 - 07:30       | 5        | 9960     | 0.000        | 5          | 9960     | 0.000        | 5        | 9960     | 0.000        |
| 07:30 - 08:00       | 5        | 9960     | 0.000        | 5          | 9960     | 0.000        | 5        | 9960     | 0.000        |
| 08:00 - 08:30       | 5        | 9960     | 0.006        | 5          | 9960     | 0.006        | 5        | 9960     | 0.012        |
| 08:30 - 09:00       | 5        | 9960     | 0.000        | 5          | 9960     | 0.000        | 5        | 9960     | 0.000        |
| 09:00 - 09:30       | 5        | 9960     | 0.000        | 5          | 9960     | 0.000        | 5        | 9960     | 0.000        |
| 09:30 - 10:00       | 5        | 9960     | 0.002        | 5          | 9960     | 0.002        | 5        | 9960     | 0.004        |
| 10:00 - 10:30       | 5        | 9960     | 0.002        | 5          | 9960     | 0.002        | 5        | 9960     | 0.004        |
| 10:30 - 11:00       | 5        | 9960     | 0.000        | 5          | 9960     | 0.000        | 5        | 9960     | 0.000        |
| 11:00 - 11:30       | 5        | 9960     | 0.000        | 5          | 9960     | 0.000        | 5        | 9960     | 0.000        |
| 11:30 - 12:00       | 5        | 9960     | 0.000        | 5          | 9960     | 0.000        | 5        | 9960     | 0.000        |
| 12:00 - 12:30       | 5        | 9960     | 0.000        | 5          | 9960     | 0.000        | 5        | 9960     | 0.000        |
| 12:30 - 13:00       | 5        | 9960     | 0.000        | 5          | 9960     | 0.000        | 5        | 9960     | 0.000        |
| 13:00 - 13:30       | 5        | 9960     | 0.000        | 5          | 9960     | 0.000        | 5        | 9960     | 0.000        |
| 13:30 - 14:00       | 5        | 9960     | 0.000        | 5          | 9960     | 0.000        | 5        | 9960     | 0.000        |
| 14:00 - 14:30       | 5        | 9960     | 0.000        | 5          | 9960     | 0.000        | 5        | 9960     | 0.000        |
| 14:30 - 15:00       | 5        | 9960     | 0.002        | 5          | 9960     | 0.000        | 5        | 9960     | 0.002        |
| 15:00 - 15:30       | 5        | 9960     | 0.000        | 5          | 9960     | 0.002        | 5        | 9960     | 0.002        |
| 15:30 - 16:00       | 5        | 9960     | 0.000        | 5          | 9960     | 0.000        | 5        | 9960     | 0.000        |
| 16:00 - 16:30       | 5        | 9960     | 0.000        | 5          | 9960     | 0.000        | 5        | 9960     | 0.000        |
| 16:30 - 17:00       | 5        | 9960     | 0.000        | 5          | 9960     | 0.000        | 5        | 9960     | 0.000        |
| 17:00 - 17:30       | 5        | 9960     | 0.000        | 5          | 9960     | 0.000        | 5        | 9960     | 0.000        |
| 17:30 - 18:00       | 5        | 9960     | 0.000        | 5          | 9960     | 0.000        | 5        | 9960     | 0.000        |
| 18:00 - 18:30       | 5        | 9960     | 0.000        | 5          | 9960     | 0.000        | 5        | 9960     | 0.000        |
| 18:30 - 19:00       | 5        | 9960     | 0.000        | 5          | 9960     | 0.000        | 5        | 9960     | 0.000        |
| 19:00 - 19:30       |          |          |              |            |          |              |          |          |              |
| 19:30 - 20:00       |          |          |              |            |          |              |          |          |              |
| 20:00 - 20:30       |          |          |              |            |          |              |          |          |              |
| 20:30 - 21:00       |          |          |              |            |          |              |          |          |              |
| 21:00 - 21:30       |          |          |              |            |          |              |          |          |              |
| 21:30 - 22:00       |          |          |              |            |          |              |          |          |              |
| 22:00 - 22:30       |          |          |              |            |          |              |          |          |              |
| 22:30 - 23:00       |          |          |              |            |          |              |          |          |              |
| 23:00 - 23:30       |          |          |              |            |          |              |          |          |              |
| 23:30 - 24:00       |          |          |              |            |          |              |          |          |              |
| <b>Total Rates:</b> |          |          | <b>0.022</b> |            |          | <b>0.022</b> |          |          | <b>0.044</b> |

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-734001-200611-0618

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

## VEHICLES

Selected regions and areas:

|    |                                |        |
|----|--------------------------------|--------|
| 02 | SOUTH EAST                     |        |
|    | ES EAST SUSSEX                 | 1 days |
|    | HC HAMPSHIRE                   | 1 days |
| 03 | SOUTH WEST                     |        |
|    | WL WILTSHIRE                   | 1 days |
| 04 | EAST ANGLIA                    |        |
|    | CA CAMBRIDGESHIRE              | 1 days |
| 06 | WEST MIDLANDS                  |        |
|    | WM WEST MIDLANDS               | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE |        |
|    | WY WEST YORKSHIRE              | 1 days |
| 08 | NORTH WEST                     |        |
|    | LC LANCASHIRE                  | 1 days |
|    | MS MERSEYSIDE                  | 1 days |
| 09 | NORTH                          |        |
|    | DH DURHAM                      | 2 days |
|    | TW TYNE & WEAR                 | 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: 186 to 11250 (units: sqm)  
 Range Selected by User: 178 to 175000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 25/09/19

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

|           |        |
|-----------|--------|
| Monday    | 1 days |
| Tuesday   | 7 days |
| Wednesday | 1 days |
| Thursday  | 1 days |
| Friday    | 1 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:

|                                    |   |
|------------------------------------|---|
| Suburban Area (PPS6 Out of Centre) | 5 |
| Edge of Town                       | 6 |

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

|                  |   |
|------------------|---|
| Industrial Zone  | 1 |
| Commercial Zone  | 1 |
| Development Zone | 1 |
| Residential Zone | 3 |
| Built-Up Zone    | 2 |
| No Sub Category  | 3 |

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories*



Motion High Street Guildford

Licence No: 734001

Secondary Filtering selection:

Use Class:

B1

11 days

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

Population within 1 mile:

|                  |        |
|------------------|--------|
| 1,001 to 5,000   | 3 days |
| 5,001 to 10,000  | 2 days |
| 10,001 to 15,000 | 1 days |
| 25,001 to 50,000 | 5 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 |
| 75,001 to 100,000  | 1 days |
| 100,001 to 125,000 | 2 days |
| 125,001 to 250,000 | 3 days |
| 250,001 to 500,000 | 1 days |
| 500,001 or More    | 3 days |

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

Car ownership within 5 miles:

|            |        |
|------------|--------|
| 0.6 to 1.0 | 5 days |
| 1.1 to 1.5 | 5 days |
| 1.6 to 2.0 | 1 days |

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

Travel Plan:

|     |         |
|-----|---------|
| Yes | 1 days  |
| No  | 10 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 |
|-----------------|---------|

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

Motion High Street Guildford

Licence No: 734001

LIST OF SITES relevant to selection parameters

|   |   |                            |  |                        |
|---|---|----------------------------|--|------------------------|
| 1 | CA-02-A-06<br>LYNCH WOOD<br>PETERBOROUGH  | OFFICES                    |  | CAMBRI D G E S H I R E |
|   | Edge of Town<br>Commercial Zone<br>Total Gross floor area:                        | 4040 sqm                   |  |                        |
|   | Survey date: WEDNESDAY  | 19/10/16                   |  | Survey Type: MANUAL    |
| 2 | DH-02-A-02<br>DURHAM ROAD<br>NEAR DURHAM<br>BOWBURN                               | CONSTRUCTION COMPANY       |  | DURHAM                 |
|   | Edge of Town<br>Industrial Zone<br>Total Gross floor area:                        | 2000 sqm                   |  |                        |
|   | Survey date: TUESDAY  | 27/11/12                   |  | Survey Type: MANUAL    |
| 3 | DH-02-A-03<br>ALDERMAN BEST WAY<br>DARLINGTON                                     | ENGINEERING COMPANY        |  | DURHAM                 |
|   | Edge of Town<br>No Sub Category<br>Total Gross floor area:                        | 3530 sqm                   |  |                        |
|   | Survey date: THURSDAY   | 18/10/18                   |  | Survey Type: MANUAL    |
| 4 | ES-02-A-11<br>THE SIDINGS<br>HASTINGS<br>ORE VALLEY                               | HOUSING COMPANY            |  | EAST SUSSEX            |
|   | Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Gross floor area: | 186 sqm                    |  |                        |
|   | Survey date: TUESDAY  | 17/11/15                   |  | Survey Type: MANUAL    |
| 5 | HC-02-A-12<br>NORTHERN ROAD<br>PORTSMOUTH<br>COSHAM                               | HMRC                       |  | HAMPSHIRE              |
|   | Suburban Area (PPS6 Out of Centre)<br>No Sub Category<br>Total Gross floor area:  | 10100 sqm                  |  |                        |
|   | Survey date: MONDAY   | 23/11/15                   |  | Survey Type: MANUAL    |
| 6 | LC-02-A-09<br>FURTHERGATE<br>BLACKBURN  | OFFICES                    |  | LANCASHIRE             |
|   | Suburban Area (PPS6 Out of Centre)<br>Built-Up Zone<br>Total Gross floor area:    | 2600 sqm                   |  |                        |
|   | Survey date: TUESDAY  | 04/06/13                   |  | Survey Type: MANUAL    |
| 7 | MS-02-A-02<br>MOUNT PLEASANT<br>LIVERPOOL   | SCIENCE PARK OFFICES       |  | MERSEYSIDE             |
|   | Edge of Town<br>Built-Up Zone<br>Total Gross floor area:                          | 11250 sqm                  |  |                        |
|   | Survey date: TUESDAY  | 13/11/18                   |  | Survey Type: MANUAL    |
| 8 | TW-02-A-08<br>BENTON PARK ROAD<br>NEWCASTLE UPON TYNE<br>LONGBENTON               | HOUSING ASSOCIATION OFFICE |  | TYNE & WEAR            |
|   | Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Gross floor area: | 4800 sqm                   |  |                        |
|   | Survey date: FRIDAY   | 19/10/18                   |  | Survey Type: MANUAL    |
| 9 | WL-02-A-01<br>THE CRESCENT<br>AMESBURY<br>SUNRISE WAY                             | PET INSURANCE COMPANY      |  | WILTSHIRE              |
|   | Edge of Town<br>Development Zone<br>Total Gross floor area:                       | 2500 sqm                   |  |                        |
|   | Survey date: TUESDAY  | 18/09/18                   |  | Survey Type: MANUAL    |

Motion High Street Guildford

Licence No: 734001

LIST OF SITES relevant to selection parameters (Cont.)

|    |                                    |         |          |                     |
|----|------------------------------------|---------|----------|---------------------|
| 10 | WM-02-A-04                         | OFFICE  |          | WEST MIDLANDS       |
|    | BOURNVILLE LANE                    |         |          |                     |
|    | BIRMINGHAM                         |         |          |                     |
|    | Suburban Area (PPS6 Out of Centre) |         |          |                     |
|    | Residential Zone                   |         |          |                     |
|    | Total Gross floor area:            |         | 1800 sqm |                     |
|    | Survey date: TUESDAY               |         | 10/11/15 | Survey Type: MANUAL |
| 11 | WY-02-A-05                         | OFFICES |          | WEST YORKSHIRE      |
|    | PIONEER WAY                        |         |          |                     |
|    | CASTLEFORD                         |         |          |                     |
|    | WHITWOOD                           |         |          |                     |
|    | Edge of Town                       |         |          |                     |
|    | No Sub Category                    |         |          |                     |
|    | Total Gross floor area:            |         | 1230 sqm |                     |
|    | Survey date: TUESDAY               |         | 23/05/17 | Survey Type: MANUAL |

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

Motion High Street Guildford

Licence No: 734001

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

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range          | ARRIVALS    |             |              | DEPARTURES  |             |              | TOTALS      |             |               |
|---------------------|-------------|-------------|--------------|-------------|-------------|--------------|-------------|-------------|---------------|
|                     | No.<br>Days | Ave.<br>GFA | Trip<br>Rate | No.<br>Days | Ave.<br>GFA | Trip<br>Rate | No.<br>Days | Ave.<br>GFA | Trip<br>Rate  |
| 00:00 - 01:00       |             |             |              |             |             |              |             |             |               |
| 01:00 - 02:00       |             |             |              |             |             |              |             |             |               |
| 02:00 - 03:00       |             |             |              |             |             |              |             |             |               |
| 03:00 - 04:00       |             |             |              |             |             |              |             |             |               |
| 04:00 - 05:00       |             |             |              |             |             |              |             |             |               |
| 05:00 - 06:00       |             |             |              |             |             |              |             |             |               |
| 06:00 - 07:00       | 1           | 10100       | 1.109        | 1           | 10100       | 0.168        | 1           | 10100       | 1.277         |
| 07:00 - 08:00       | 11          | 4003        | 0.745        | 11          | 4003        | 0.120        | 11          | 4003        | 0.865         |
| 08:00 - 09:00       | 11          | 4003        | 1.585        | 11          | 4003        | 0.170        | 11          | 4003        | 1.755         |
| 09:00 - 10:00       | 11          | 4003        | 0.913        | 11          | 4003        | 0.234        | 11          | 4003        | 1.147         |
| 10:00 - 11:00       | 11          | 4003        | 0.302        | 11          | 4003        | 0.188        | 11          | 4003        | 0.490         |
| 11:00 - 12:00       | 11          | 4003        | 0.200        | 11          | 4003        | 0.209        | 11          | 4003        | 0.409         |
| 12:00 - 13:00       | 11          | 4003        | 0.377        | 11          | 4003        | 0.488        | 11          | 4003        | 0.865         |
| 13:00 - 14:00       | 11          | 4003        | 0.447        | 11          | 4003        | 0.431        | 11          | 4003        | 0.878         |
| 14:00 - 15:00       | 11          | 4003        | 0.288        | 11          | 4003        | 0.427        | 11          | 4003        | 0.715         |
| 15:00 - 16:00       | 11          | 4003        | 0.184        | 11          | 4003        | 0.627        | 11          | 4003        | 0.811         |
| 16:00 - 17:00       | 11          | 4003        | 0.225        | 11          | 4003        | 1.008        | 11          | 4003        | 1.233         |
| 17:00 - 18:00       | 11          | 4003        | 0.191        | 11          | 4003        | 1.444        | 11          | 4003        | 1.635         |
| 18:00 - 19:00       | 10          | 4281        | 0.061        | 10          | 4281        | 0.388        | 10          | 4281        | 0.449         |
| 19:00 - 20:00       |             |             |              |             |             |              |             |             |               |
| 20:00 - 21:00       |             |             |              |             |             |              |             |             |               |
| 21:00 - 22:00       |             |             |              |             |             |              |             |             |               |
| 22:00 - 23:00       |             |             |              |             |             |              |             |             |               |
| 23:00 - 24:00       |             |             |              |             |             |              |             |             |               |
| <b>Total Rates:</b> |             |             | <b>6.627</b> |             |             | <b>5.902</b> |             |             | <b>12.529</b> |

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:           | 186 - 11250 (units: sqm) |
| Survey date date range:                       | 01/01/12 - 25/09/19      |
| Number of weekdays (Monday-Friday):           | 11                       |
| 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

Motion High Street Guildford

Licence No: 734001

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

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range          | ARRIVALS |          |              | DEPARTURES |          |              | TOTALS   |          |              |
|---------------------|----------|----------|--------------|------------|----------|--------------|----------|----------|--------------|
|                     | No. Days | Ave. GFA | Trip Rate    | No. Days   | Ave. GFA | Trip Rate    | No. Days | Ave. GFA | Trip Rate    |
| 00:00 - 01:00       |          |          |              |            |          |              |          |          |              |
| 01:00 - 02:00       |          |          |              |            |          |              |          |          |              |
| 02:00 - 03:00       |          |          |              |            |          |              |          |          |              |
| 03:00 - 04:00       |          |          |              |            |          |              |          |          |              |
| 04:00 - 05:00       |          |          |              |            |          |              |          |          |              |
| 05:00 - 06:00       |          |          |              |            |          |              |          |          |              |
| 06:00 - 07:00       | 1        | 10100    | 0.010        | 1          | 10100    | 0.010        | 1        | 10100    | 0.020        |
| 07:00 - 08:00       | 11       | 4003     | 0.000        | 11         | 4003     | 0.000        | 11       | 4003     | 0.000        |
| 08:00 - 09:00       | 11       | 4003     | 0.007        | 11         | 4003     | 0.002        | 11       | 4003     | 0.009        |
| 09:00 - 10:00       | 11       | 4003     | 0.007        | 11         | 4003     | 0.011        | 11       | 4003     | 0.018        |
| 10:00 - 11:00       | 11       | 4003     | 0.000        | 11         | 4003     | 0.000        | 11       | 4003     | 0.000        |
| 11:00 - 12:00       | 11       | 4003     | 0.002        | 11         | 4003     | 0.002        | 11       | 4003     | 0.004        |
| 12:00 - 13:00       | 11       | 4003     | 0.000        | 11         | 4003     | 0.000        | 11       | 4003     | 0.000        |
| 13:00 - 14:00       | 11       | 4003     | 0.005        | 11         | 4003     | 0.002        | 11       | 4003     | 0.007        |
| 14:00 - 15:00       | 11       | 4003     | 0.007        | 11         | 4003     | 0.005        | 11       | 4003     | 0.012        |
| 15:00 - 16:00       | 11       | 4003     | 0.000        | 11         | 4003     | 0.002        | 11       | 4003     | 0.002        |
| 16:00 - 17:00       | 11       | 4003     | 0.000        | 11         | 4003     | 0.000        | 11       | 4003     | 0.000        |
| 17:00 - 18:00       | 11       | 4003     | 0.000        | 11         | 4003     | 0.000        | 11       | 4003     | 0.000        |
| 18:00 - 19:00       | 10       | 4281     | 0.000        | 10         | 4281     | 0.000        | 10       | 4281     | 0.000        |
| 19:00 - 20:00       |          |          |              |            |          |              |          |          |              |
| 20:00 - 21:00       |          |          |              |            |          |              |          |          |              |
| 21:00 - 22:00       |          |          |              |            |          |              |          |          |              |
| 22:00 - 23:00       |          |          |              |            |          |              |          |          |              |
| 23:00 - 24:00       |          |          |              |            |          |              |          |          |              |
| <b>Total Rates:</b> |          |          | <b>0.038</b> |            |          | <b>0.034</b> |          |          | <b>0.072</b> |

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-734001-200513-0526

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT  
 Category : D - INDUSTRIAL ESTATE  
 VEHICLES

Selected regions and areas:

|    |                     |        |
|----|---------------------|--------|
| 01 | GREATER LONDON      |        |
|    | HD HILLINGDON       | 2 days |
|    | HO HOUNSLOW         | 1 days |
|    | HV HAVERING         | 1 days |
| 02 | SOUTH EAST          |        |
|    | ES EAST SUSSEX      | 2 days |
|    | EX ESSEX            | 1 days |
|    | KC KENT             | 1 days |
| 03 | SOUTH WEST          |        |
|    | WL WILTSHIRE        | 1 days |
| 04 | EAST ANGLIA         |        |
|    | NF NORFOLK          | 1 days |
| 05 | EAST MIDLANDS       |        |
|    | NR NORTHAMPTONSHIRE | 1 days |
| 06 | WEST MIDLANDS       |        |
|    | HE HEREFORDSHIRE    | 1 days |
|    | WO WORCESTERSHIRE   | 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: 5214 to 13850 (units: sqm)  
 Range Selected by User: 5000 to 15000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 28/06/19

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

Selected survey days:

|           |        |
|-----------|--------|
| Monday    | 4 days |
| Tuesday   | 4 days |
| Wednesday | 1 days |
| Thursday  | 4 days |
| Friday    | 2 days |

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

Selected survey types:

|                       |         |
|-----------------------|---------|
| Manual count          | 15 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) | 6 |
| Edge of Town                       | 9 |

*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  | 7 |
| Development Zone | 1 |
| Residential Zone | 7 |

*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,*

Motion High Street Guildford

Licence No: 734001

Secondary Filtering selection:

Use Class:

|    |        |
|----|--------|
| B1 | 5 days |
| B2 | 7 days |
| B8 | 3 days |

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

Population within 1 mile:

|                   |        |
|-------------------|--------|
| 1,000 or Less     | 1 days |
| 5,001 to 10,000   | 2 days |
| 10,001 to 15,000  | 2 days |
| 15,001 to 20,000  | 2 days |
| 20,001 to 25,000  | 2 days |
| 25,001 to 50,000  | 3 days |
| 50,001 to 100,000 | 3 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   | 2 days |
| 50,001 to 75,000   | 1 days |
| 100,001 to 125,000 | 1 days |
| 125,001 to 250,000 | 6 days |
| 250,001 to 500,000 | 3 days |
| 500,001 or More    | 2 days |

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

Car ownership within 5 miles:

|            |         |
|------------|---------|
| 0.6 to 1.0 | 5 days  |
| 1.1 to 1.5 | 10 days |

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

Travel Plan:

|     |         |
|-----|---------|
| Yes | 1 days  |
| No  | 14 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 |
| 1b Very poor    | 2 days  |
| 2 Poor          | 2 days  |

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



Motion High Street Guildford

Licence No: 734001

LIST OF SITES relevant to selection parameters

|   |  |                   |                     |
|---|--|-------------------|---------------------|
| 1 | ES-02-D-06<br>COURTLANDS ROAD<br>EASTBOURNE                                      | INDUSTRIAL ESTATE | EAST SUSSEX         |
|   | Edge of Town<br>Residential Zone<br>Total Gross floor area:                      | 7525 sqm          |                     |
|   | Survey date: MONDAY  | 21/10/13          | Survey Type: MANUAL |
| 2 | ES-02-D-07<br>HUGHES ROAD<br>BRIGHTON  | INDUSTRIAL ESTATE | EAST SUSSEX         |
|   | Suburban Area (PPS6 Out of Centre)<br>Industrial Zone<br>Total Gross floor area: | 6625 sqm          |                     |
|   | Survey date: THURSDAY  | 16/10/14          | Survey Type: MANUAL |
| 3 | EX-02-D-05<br>HECKWORTH CLOSE<br>COLCHESTER<br>SEVERALLS INDUSTRIAL PK           | INDUSTRIAL ESTATE | ESSEX               |
|   | Edge of Town<br>Industrial Zone<br>Total Gross floor area:                       | 7280 sqm          |                     |
|   | Survey date: FRIDAY  | 18/05/18          | Survey Type: MANUAL |
| 4 | HD-02-D-02<br>BRADFIELD ROAD<br>RUISLIP<br>SOUTH RUISLIP                         | INDUSTRIAL ESTATE | HILLINGDON          |
|   | Edge of Town<br>Industrial Zone<br>Total Gross floor area:                       | 13850 sqm         |                     |
|   | Survey date: THURSDAY  | 25/06/15          | Survey Type: MANUAL |
| 5 | HD-02-D-03<br>BRADFIELD ROAD<br>RUISLIP<br>SOUTH RUISLIP                         | INDUSTRIAL ESTATE | HILLINGDON          |
|   | Suburban Area (PPS6 Out of Centre)<br>Industrial Zone<br>Total Gross floor area: | 8310 sqm          |                     |
|   | Survey date: MONDAY  | 10/06/19          | Survey Type: MANUAL |
| 6 | HE-02-D-02<br>BURCOTT ROAD<br>HEREFORD   | BUSINESS PARK     | HEREFORDSHIRE       |
|   | Suburban Area (PPS6 Out of Centre)<br>Industrial Zone<br>Total Gross floor area: | 5214 sqm          |                     |
|   | Survey date: TUESDAY   | 22/10/13          | Survey Type: MANUAL |
| 7 | HO-02-D-01<br>HAMPTON ROAD WEST<br>FELTHAM<br>HANWORTH                           | INDUSTRIAL ESTATE | HOUNSLOW            |
|   | Suburban Area (PPS6 Out of Centre)<br>Industrial Zone<br>Total Gross floor area: | 7400 sqm          |                     |
|   | Survey date: THURSDAY  | 25/06/15          | Survey Type: MANUAL |
| 8 | HV-02-D-01<br>CHURCH ROAD<br>ROMFORD<br>HAROLD WOOD                              | INDUSTRIAL ESTATE | HAVERING            |
|   | Edge of Town<br>Residential Zone<br>Total Gross floor area:                      | 13000 sqm         |                     |
|   | Survey date: TUESDAY   | 07/10/14          | Survey Type: MANUAL |
| 9 | KC-02-D-02<br>SOUTHWELL ROAD<br>DEAL   | INDUSTRIAL ESTATE | KENT                |
|   | Edge of Town<br>Residential Zone<br>Total Gross floor area:                      | 10715 sqm         |                     |
|   | Survey date: WEDNESDAY   | 28/11/12          | Survey Type: MANUAL |

Motion High Street Guildford

Licence No: 734001

LIST OF SITES relevant to selection parameters (Cont.)

|    |   |                   |                     |
|----|---|-------------------|---------------------|
| 10 | NF-02-D-03<br>BIDEWELL CLOSE<br>NORWICH   | INDUSTRIAL ESTATE | NORFOLK             |
|    | Edge of Town<br>Residential Zone<br>Total Gross floor area:                       | 6000 sqm          |                     |
|    | Survey date: MONDAY   | 08/10/12          | Survey Type: MANUAL |
| 11 | NR-02-D-01<br>ROBINSON WAY<br>KETTERING   | INDUSTRIAL ESTATE | NORTHAMPTONSHIRE    |
|    | Edge of Town<br>Industrial Zone<br>Total Gross floor area:                        | 12900 sqm         |                     |
|    | Survey date: THURSDAY   | 23/10/14          | Survey Type: MANUAL |
| 12 | TW-02-D-07<br>SWALWELL BANK<br>GATESHEAD<br>WHICKHAM                              | INDUSTRIAL ESTATE | TYNE & WEAR         |
|    | Edge of Town<br>Residential Zone<br>Total Gross floor area:                       | 6800 sqm          |                     |
|    | Survey date: FRIDAY   | 04/10/13          | Survey Type: MANUAL |
| 13 | TW-02-D-08<br>NORTH HYLTON ROAD<br>SUNDERLAND<br>SOUTHWICK                        | INDUSTRIAL ESTATE | TYNE & WEAR         |
|    | Suburban Area (PPS6 Out of Centre)<br>Development Zone<br>Total Gross floor area: | 8310 sqm          |                     |
|    | Survey date: TUESDAY  | 04/04/17          | Survey Type: MANUAL |
| 14 | WL-02-D-02<br>HEADLANDS GROVE<br>SWINDON  | INDUSTRIAL ESTATE | WILTSHIRE           |
|    | Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Gross floor area: | 10000 sqm         |                     |
|    | Survey date: TUESDAY  | 20/09/16          | Survey Type: MANUAL |
| 15 | WO-02-D-02<br>WEIR LANE<br>WORCESTER  | INDUSTRIAL ESTATE | WORCESTERSHIRE      |
|    | Edge of Town<br>Residential Zone<br>Total Gross floor area:                       | 9500 sqm          |                     |
|    | Survey date: MONDAY   | 14/11/16          | Survey Type: MANUAL |

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

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE  
VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range          | ARRIVALS |          |              | DEPARTURES |          |              | TOTALS   |          |               |
|---------------------|----------|----------|--------------|------------|----------|--------------|----------|----------|---------------|
|                     | No. Days | Ave. GFA | Trip Rate    | No. Days   | Ave. GFA | Trip Rate    | No. Days | Ave. GFA | Trip Rate     |
| 00:00 - 01:00       |          |          |              |            |          |              |          |          |               |
| 01:00 - 02:00       |          |          |              |            |          |              |          |          |               |
| 02:00 - 03:00       |          |          |              |            |          |              |          |          |               |
| 03:00 - 04:00       |          |          |              |            |          |              |          |          |               |
| 04:00 - 05:00       |          |          |              |            |          |              |          |          |               |
| 05:00 - 06:00       | 2        | 7855     | 0.089        | 2          | 7855     | 0.006        | 2        | 7855     | 0.095         |
| 06:00 - 07:00       | 2        | 7855     | 0.401        | 2          | 7855     | 0.153        | 2        | 7855     | 0.554         |
| 07:00 - 08:00       | 15       | 8895     | 0.529        | 15         | 8895     | 0.210        | 15       | 8895     | 0.739         |
| 08:00 - 09:00       | 15       | 8895     | 0.654        | 15         | 8895     | 0.363        | 15       | 8895     | 1.017         |
| 09:00 - 10:00       | 15       | 8895     | 0.542        | 15         | 8895     | 0.440        | 15       | 8895     | 0.982         |
| 10:00 - 11:00       | 15       | 8895     | 0.504        | 15         | 8895     | 0.474        | 15       | 8895     | 0.978         |
| 11:00 - 12:00       | 15       | 8895     | 0.462        | 15         | 8895     | 0.504        | 15       | 8895     | 0.966         |
| 12:00 - 13:00       | 15       | 8895     | 0.458        | 15         | 8895     | 0.493        | 15       | 8895     | 0.951         |
| 13:00 - 14:00       | 15       | 8895     | 0.466        | 15         | 8895     | 0.467        | 15       | 8895     | 0.933         |
| 14:00 - 15:00       | 15       | 8895     | 0.432        | 15         | 8895     | 0.441        | 15       | 8895     | 0.873         |
| 15:00 - 16:00       | 15       | 8895     | 0.385        | 15         | 8895     | 0.502        | 15       | 8895     | 0.887         |
| 16:00 - 17:00       | 15       | 8895     | 0.319        | 15         | 8895     | 0.534        | 15       | 8895     | 0.853         |
| 17:00 - 18:00       | 15       | 8895     | 0.172        | 15         | 8895     | 0.478        | 15       | 8895     | 0.650         |
| 18:00 - 19:00       | 15       | 8895     | 0.121        | 15         | 8895     | 0.222        | 15       | 8895     | 0.343         |
| 19:00 - 20:00       | 2        | 7855     | 0.178        | 2          | 7855     | 0.248        | 2        | 7855     | 0.426         |
| 20:00 - 21:00       | 1        | 8310     | 0.012        | 1          | 8310     | 0.096        | 1        | 8310     | 0.108         |
| 21:00 - 22:00       |          |          |              |            |          |              |          |          |               |
| 22:00 - 23:00       |          |          |              |            |          |              |          |          |               |
| 23:00 - 24:00       |          |          |              |            |          |              |          |          |               |
| <b>Total Rates:</b> |          |          | <b>5.724</b> |            |          | <b>5.631</b> |          |          | <b>11.355</b> |

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:           | 5214 - 13850 (units: sqm) |
| Survey date date range:                       | 01/01/12 - 28/06/19       |
| Number of weekdays (Monday-Friday):           | 15                        |
| 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.*

Calculation Reference: AUDIT-734001-200513-0511

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT  
 Category : D - INDUSTRIAL ESTATE  
 VEHICLES

Selected regions and areas:

|    |                     |        |
|----|---------------------|--------|
| 01 | GREATER LONDON      |        |
|    | HD HILLINGDON       | 2 days |
|    | HO HOUNSLOW         | 1 days |
|    | HV HAVERING         | 1 days |
| 02 | SOUTH EAST          |        |
|    | ES EAST SUSSEX      | 2 days |
|    | EX ESSEX            | 1 days |
|    | KC KENT             | 1 days |
| 03 | SOUTH WEST          |        |
|    | WL WILTSHIRE        | 1 days |
| 04 | EAST ANGLIA         |        |
|    | NF NORFOLK          | 1 days |
| 05 | EAST MIDLANDS       |        |
|    | NR NORTHAMPTONSHIRE | 1 days |
| 06 | WEST MIDLANDS       |        |
|    | HE HEREFORDSHIRE    | 1 days |
|    | WO WORCESTERSHIRE   | 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: 5214 to 13850 (units: sqm)  
 Range Selected by User: 5000 to 15000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 28/06/19

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

Selected survey days:

|           |        |
|-----------|--------|
| Monday    | 4 days |
| Tuesday   | 4 days |
| Wednesday | 1 days |
| Thursday  | 4 days |
| Friday    | 2 days |

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

Selected survey types:

|                       |         |
|-----------------------|---------|
| Manual count          | 15 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) | 6 |
| Edge of Town                       | 9 |

*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  | 7 |
| Development Zone | 1 |
| Residential Zone | 7 |

*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,*

Motion High Street Guildford

Licence No: 734001

Secondary Filtering selection:

Use Class:

|    |        |
|----|--------|
| B1 | 5 days |
| B2 | 7 days |
| B8 | 3 days |

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

Population within 1 mile:

|                   |        |
|-------------------|--------|
| 1,000 or Less     | 1 days |
| 5,001 to 10,000   | 2 days |
| 10,001 to 15,000  | 2 days |
| 15,001 to 20,000  | 2 days |
| 20,001 to 25,000  | 2 days |
| 25,001 to 50,000  | 3 days |
| 50,001 to 100,000 | 3 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   | 2 days |
| 50,001 to 75,000   | 1 days |
| 100,001 to 125,000 | 1 days |
| 125,001 to 250,000 | 6 days |
| 250,001 to 500,000 | 3 days |
| 500,001 or More    | 2 days |

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

Car ownership within 5 miles:

|            |         |
|------------|---------|
| 0.6 to 1.0 | 5 days  |
| 1.1 to 1.5 | 10 days |

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

Travel Plan:

|     |         |
|-----|---------|
| Yes | 1 days  |
| No  | 14 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 |
| 1b Very poor    | 2 days  |
| 2 Poor          | 2 days  |

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

Motion High Street Guildford

Licence No: 734001

LIST OF SITES relevant to selection parameters

|   |  |                   |                     |
|---|--|-------------------|---------------------|
| 1 | ES-02-D-06<br>COURTLANDS ROAD<br>EASTBOURNE                                      | INDUSTRIAL ESTATE | EAST SUSSEX         |
|   | Edge of Town<br>Residential Zone<br>Total Gross floor area:                      | 7525 sqm          |                     |
|   | Survey date: MONDAY  | 21/10/13          | Survey Type: MANUAL |
| 2 | ES-02-D-07<br>HUGHES ROAD<br>BRIGHTON  | INDUSTRIAL ESTATE | EAST SUSSEX         |
|   | Suburban Area (PPS6 Out of Centre)<br>Industrial Zone<br>Total Gross floor area: | 6625 sqm          |                     |
|   | Survey date: THURSDAY  | 16/10/14          | Survey Type: MANUAL |
| 3 | EX-02-D-05<br>HECKWORTH CLOSE<br>COLCHESTER<br>SEVERALLS INDUSTRIAL PK           | INDUSTRIAL ESTATE | ESSEX               |
|   | Edge of Town<br>Industrial Zone<br>Total Gross floor area:                       | 7280 sqm          |                     |
|   | Survey date: FRIDAY  | 18/05/18          | Survey Type: MANUAL |
| 4 | HD-02-D-02<br>BRADFIELD ROAD<br>RUISLIP<br>SOUTH RUISLIP                         | INDUSTRIAL ESTATE | HILLINGDON          |
|   | Edge of Town<br>Industrial Zone<br>Total Gross floor area:                       | 13850 sqm         |                     |
|   | Survey date: THURSDAY  | 25/06/15          | Survey Type: MANUAL |
| 5 | HD-02-D-03<br>BRADFIELD ROAD<br>RUISLIP<br>SOUTH RUISLIP                         | INDUSTRIAL ESTATE | HILLINGDON          |
|   | Suburban Area (PPS6 Out of Centre)<br>Industrial Zone<br>Total Gross floor area: | 8310 sqm          |                     |
|   | Survey date: MONDAY  | 10/06/19          | Survey Type: MANUAL |
| 6 | HE-02-D-02<br>BURCOTT ROAD<br>HEREFORD   | BUSINESS PARK     | HEREFORDSHIRE       |
|   | Suburban Area (PPS6 Out of Centre)<br>Industrial Zone<br>Total Gross floor area: | 5214 sqm          |                     |
|   | Survey date: TUESDAY   | 22/10/13          | Survey Type: MANUAL |
| 7 | HO-02-D-01<br>HAMPTON ROAD WEST<br>FELTHAM<br>HANWORTH                           | INDUSTRIAL ESTATE | HOUNSLOW            |
|   | Suburban Area (PPS6 Out of Centre)<br>Industrial Zone<br>Total Gross floor area: | 7400 sqm          |                     |
|   | Survey date: THURSDAY  | 25/06/15          | Survey Type: MANUAL |
| 8 | HV-02-D-01<br>CHURCH ROAD<br>ROMFORD<br>HAROLD WOOD                              | INDUSTRIAL ESTATE | HAVERING            |
|   | Edge of Town<br>Residential Zone<br>Total Gross floor area:                      | 13000 sqm         |                     |
|   | Survey date: TUESDAY   | 07/10/14          | Survey Type: MANUAL |
| 9 | KC-02-D-02<br>SOUTHWELL ROAD<br>DEAL   | INDUSTRIAL ESTATE | KENT                |
|   | Edge of Town<br>Residential Zone<br>Total Gross floor area:                      | 10715 sqm         |                     |
|   | Survey date: WEDNESDAY   | 28/11/12          | Survey Type: MANUAL |

Motion High Street Guildford

Licence No: 734001

LIST OF SITES relevant to selection parameters (Cont.)

|    |   |                   |                     |
|----|---|-------------------|---------------------|
| 10 | NF-02-D-03<br>BIDEWELL CLOSE<br>NORWICH   | INDUSTRIAL ESTATE | NORFOLK             |
|    | Edge of Town<br>Residential Zone<br>Total Gross floor area:                       | 6000 sqm          |                     |
|    | Survey date: MONDAY   | 08/10/12          | Survey Type: MANUAL |
| 11 | NR-02-D-01<br>ROBINSON WAY<br>KETTERING   | INDUSTRIAL ESTATE | NORTHAMPTONSHIRE    |
|    | Edge of Town<br>Industrial Zone<br>Total Gross floor area:                        | 12900 sqm         |                     |
|    | Survey date: THURSDAY   | 23/10/14          | Survey Type: MANUAL |
| 12 | TW-02-D-07<br>SWALWELL BANK<br>GATESHEAD<br>WHICKHAM                              | INDUSTRIAL ESTATE | TYNE & WEAR         |
|    | Edge of Town<br>Residential Zone<br>Total Gross floor area:                       | 6800 sqm          |                     |
|    | Survey date: FRIDAY   | 04/10/13          | Survey Type: MANUAL |
| 13 | TW-02-D-08<br>NORTH HYLTON ROAD<br>SUNDERLAND<br>SOUTHWICK                        | INDUSTRIAL ESTATE | TYNE & WEAR         |
|    | Suburban Area (PPS6 Out of Centre)<br>Development Zone<br>Total Gross floor area: | 8310 sqm          |                     |
|    | Survey date: TUESDAY  | 04/04/17          | Survey Type: MANUAL |
| 14 | WL-02-D-02<br>HEADLANDS GROVE<br>SWINDON  | INDUSTRIAL ESTATE | WILTSHIRE           |
|    | Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Gross floor area: | 10000 sqm         |                     |
|    | Survey date: TUESDAY  | 20/09/16          | Survey Type: MANUAL |
| 15 | WO-02-D-02<br>WEIR LANE<br>WORCESTER  | INDUSTRIAL ESTATE | WORCESTERSHIRE      |
|    | Edge of Town<br>Residential Zone<br>Total Gross floor area:                       | 9500 sqm          |                     |
|    | Survey date: MONDAY   | 14/11/16          | Survey Type: MANUAL |

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



Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE  
VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range          | ARRIVALS |          |              | DEPARTURES |          |              | TOTALS   |          |               |
|---------------------|----------|----------|--------------|------------|----------|--------------|----------|----------|---------------|
|                     | No. Days | Ave. GFA | Trip Rate    | No. Days   | Ave. GFA | Trip Rate    | No. Days | Ave. GFA | Trip Rate     |
| 00:00 - 01:00       |          |          |              |            |          |              |          |          |               |
| 01:00 - 02:00       |          |          |              |            |          |              |          |          |               |
| 02:00 - 03:00       |          |          |              |            |          |              |          |          |               |
| 03:00 - 04:00       |          |          |              |            |          |              |          |          |               |
| 04:00 - 05:00       |          |          |              |            |          |              |          |          |               |
| 05:00 - 06:00       | 2        | 7855     | 0.089        | 2          | 7855     | 0.006        | 2        | 7855     | 0.095         |
| 06:00 - 07:00       | 2        | 7855     | 0.401        | 2          | 7855     | 0.153        | 2        | 7855     | 0.554         |
| 07:00 - 08:00       | 15       | 8895     | 0.529        | 15         | 8895     | 0.210        | 15       | 8895     | 0.739         |
| 08:00 - 09:00       | 15       | 8895     | 0.654        | 15         | 8895     | 0.363        | 15       | 8895     | 1.017         |
| 09:00 - 10:00       | 15       | 8895     | 0.542        | 15         | 8895     | 0.440        | 15       | 8895     | 0.982         |
| 10:00 - 11:00       | 15       | 8895     | 0.504        | 15         | 8895     | 0.474        | 15       | 8895     | 0.978         |
| 11:00 - 12:00       | 15       | 8895     | 0.462        | 15         | 8895     | 0.504        | 15       | 8895     | 0.966         |
| 12:00 - 13:00       | 15       | 8895     | 0.458        | 15         | 8895     | 0.493        | 15       | 8895     | 0.951         |
| 13:00 - 14:00       | 15       | 8895     | 0.466        | 15         | 8895     | 0.467        | 15       | 8895     | 0.933         |
| 14:00 - 15:00       | 15       | 8895     | 0.432        | 15         | 8895     | 0.441        | 15       | 8895     | 0.873         |
| 15:00 - 16:00       | 15       | 8895     | 0.385        | 15         | 8895     | 0.502        | 15       | 8895     | 0.887         |
| 16:00 - 17:00       | 15       | 8895     | 0.319        | 15         | 8895     | 0.534        | 15       | 8895     | 0.853         |
| 17:00 - 18:00       | 15       | 8895     | 0.172        | 15         | 8895     | 0.478        | 15       | 8895     | 0.650         |
| 18:00 - 19:00       | 15       | 8895     | 0.121        | 15         | 8895     | 0.222        | 15       | 8895     | 0.343         |
| 19:00 - 20:00       | 2        | 7855     | 0.178        | 2          | 7855     | 0.248        | 2        | 7855     | 0.426         |
| 20:00 - 21:00       | 1        | 8310     | 0.012        | 1          | 8310     | 0.096        | 1        | 8310     | 0.108         |
| 21:00 - 22:00       |          |          |              |            |          |              |          |          |               |
| 22:00 - 23:00       |          |          |              |            |          |              |          |          |               |
| 23:00 - 24:00       |          |          |              |            |          |              |          |          |               |
| <b>Total Rates:</b> |          |          | <b>5.724</b> |            |          | <b>5.631</b> |          |          | <b>11.355</b> |

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:           | 5214 - 13850 (units: sqm) |
| Survey date date range:                       | 01/01/12 - 28/06/19       |
| Number of weekdays (Monday-Friday):           | 15                        |
| 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.*

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range          | ARRIVALS |          |              | DEPARTURES |          |              | TOTALS   |          |              |
|---------------------|----------|----------|--------------|------------|----------|--------------|----------|----------|--------------|
|                     | No. Days | Ave. GFA | Trip Rate    | No. Days   | Ave. GFA | Trip Rate    | No. Days | Ave. GFA | Trip Rate    |
| 00:00 - 01:00       |          |          |              |            |          |              |          |          |              |
| 01:00 - 02:00       |          |          |              |            |          |              |          |          |              |
| 02:00 - 03:00       |          |          |              |            |          |              |          |          |              |
| 03:00 - 04:00       |          |          |              |            |          |              |          |          |              |
| 04:00 - 05:00       |          |          |              |            |          |              |          |          |              |
| 05:00 - 06:00       | 2        | 7855     | 0.013        | 2          | 7855     | 0.000        | 2        | 7855     | 0.013        |
| 06:00 - 07:00       | 2        | 7855     | 0.032        | 2          | 7855     | 0.013        | 2        | 7855     | 0.045        |
| 07:00 - 08:00       | 15       | 8895     | 0.020        | 15         | 8895     | 0.021        | 15       | 8895     | 0.041        |
| 08:00 - 09:00       | 15       | 8895     | 0.025        | 15         | 8895     | 0.035        | 15       | 8895     | 0.060        |
| 09:00 - 10:00       | 15       | 8895     | 0.039        | 15         | 8895     | 0.042        | 15       | 8895     | 0.081        |
| 10:00 - 11:00       | 15       | 8895     | 0.035        | 15         | 8895     | 0.040        | 15       | 8895     | 0.075        |
| 11:00 - 12:00       | 15       | 8895     | 0.033        | 15         | 8895     | 0.034        | 15       | 8895     | 0.067        |
| 12:00 - 13:00       | 15       | 8895     | 0.031        | 15         | 8895     | 0.033        | 15       | 8895     | 0.064        |
| 13:00 - 14:00       | 15       | 8895     | 0.045        | 15         | 8895     | 0.033        | 15       | 8895     | 0.078        |
| 14:00 - 15:00       | 15       | 8895     | 0.031        | 15         | 8895     | 0.024        | 15       | 8895     | 0.055        |
| 15:00 - 16:00       | 15       | 8895     | 0.027        | 15         | 8895     | 0.029        | 15       | 8895     | 0.056        |
| 16:00 - 17:00       | 15       | 8895     | 0.019        | 15         | 8895     | 0.017        | 15       | 8895     | 0.036        |
| 17:00 - 18:00       | 15       | 8895     | 0.007        | 15         | 8895     | 0.010        | 15       | 8895     | 0.017        |
| 18:00 - 19:00       | 15       | 8895     | 0.003        | 15         | 8895     | 0.004        | 15       | 8895     | 0.007        |
| 19:00 - 20:00       | 2        | 7855     | 0.013        | 2          | 7855     | 0.013        | 2        | 7855     | 0.026        |
| 20:00 - 21:00       | 1        | 8310     | 0.000        | 1          | 8310     | 0.000        | 1        | 8310     | 0.000        |
| 21:00 - 22:00       |          |          |              |            |          |              |          |          |              |
| 22:00 - 23:00       |          |          |              |            |          |              |          |          |              |
| 23:00 - 24:00       |          |          |              |            |          |              |          |          |              |
| <b>Total Rates:</b> |          |          | <b>0.373</b> |            |          | <b>0.348</b> |          |          | <b>0.721</b> |

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-734001-210322-0346

## TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

|    |                    |        |
|----|--------------------|--------|
| 02 | SOUTH EAST         |        |
|    | WS WEST SUSSEX     | 2 days |
| 03 | SOUTH WEST         |        |
|    | SM SOMERSET        | 1 days |
| 04 | EAST ANGLIA        |        |
|    | CA CAMBRIDGESHIRE  | 1 days |
| 05 | EAST MIDLANDS      |        |
|    | NT NOTTINGHAMSHIRE | 1 days |
| 06 | WEST MIDLANDS      |        |
|    | WO WORCESTERSHIRE  | 1 days |
| 09 | NORTH              |        |
|    | DH DURHAM          | 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: 1023 to 2440 (units: sqm)  
 Range Selected by User: 700 to 2635 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 21/10/20

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

Selected survey days:

|           |        |
|-----------|--------|
| Tuesday   | 1 days |
| Wednesday | 2 days |
| Thursday  | 2 days |
| Friday    | 2 days |

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

Selected survey types:

|                       |        |
|-----------------------|--------|
| Manual count          | 7 days |
| Directional ATC Count | 0 days |

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

Selected Locations:

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

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

Selected Location Sub Categories:

|                 |   |
|-----------------|---|
| Industrial Zone | 2 |
| Retail Zone     | 4 |
| 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.*

Motion High Street Guildford

Licence No: 734001

Secondary Filtering selection:

Use Class:

A1

7 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

|                   |        |
|-------------------|--------|
| 1,001 to 5,000    | 1 days |
| 5,001 to 10,000   | 3 days |
| 25,001 to 50,000  | 2 days |
| 50,001 to 100,000 | 1 days |

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

Population within 5 miles:

|                    |        |
|--------------------|--------|
| 5,001 to 25,000    | 1 days |
| 25,001 to 50,000   | 1 days |
| 50,001 to 75,000   | 1 days |
| 75,001 to 100,000  | 2 days |
| 125,001 to 250,000 | 1 days |
| 250,001 to 500,000 | 1 days |

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

Car ownership within 5 miles:

|            |        |
|------------|--------|
| 0.6 to 1.0 | 3 days |
| 1.1 to 1.5 | 4 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 | 7 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:

|           |        |
|-----------|--------|
| Not Known | 1 days |
| Yes       | 3 days |
| 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 | 7 days |
|-----------------|--------|

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

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

Motion High Street Guildford

Licence No: 734001

LIST OF SITES relevant to selection parameters

|   |  |      |          |                     |
|---|--|------|----------|---------------------|
| 1 | CA-01-C-01<br>CROMWELL ROAD<br>WISBECH   | LIDL |          | CAMBRIDGESHIRE      |
|   | Edge of Town<br>Retail Zone<br>Total Gross floor area:                           |      | 1466 sqm |                     |
|   | Survey date: FRIDAY  |      | 21/10/16 | Survey Type: MANUAL |
| 2 | DH-01-C-01<br>WATLING ROAD<br>BISHOP AUCKLAND                                    | ALDI |          | DURHAM              |
|   | Edge of Town<br>Retail Zone<br>Total Gross floor area:                           |      | 1023 sqm |                     |
|   | Survey date: THURSDAY  |      | 06/04/17 | Survey Type: MANUAL |
| 3 | NT-01-C-01<br>CHAPEL LANE<br>BINGHAM   | LIDL |          | NOTTINGHAMSHIRE     |
|   | Edge of Town<br>Industrial Zone<br>Total Gross floor area:                       |      | 2440 sqm |                     |
|   | Survey date: FRIDAY  |      | 15/07/16 | Survey Type: MANUAL |
| 4 | SM-01-C-01<br>SEAWARD WAY<br>MINEHEAD  | LIDL |          | SOMERSET            |
|   | Edge of Town<br>No Sub Category<br>Total Gross floor area:                       |      | 2247 sqm |                     |
|   | Survey date: THURSDAY  |      | 22/06/17 | Survey Type: MANUAL |
| 5 | WO-01-C-01<br>BLACKPOLE ROAD<br>WORCESTER<br>BRICKFIELDS                         | LIDL |          | WORCESTERSHIRE      |
|   | Edge of Town<br>Retail Zone<br>Total Gross floor area:                           |      | 2417 sqm |                     |
|   | Survey date: WEDNESDAY   |      | 13/07/16 | Survey Type: MANUAL |
| 6 | WS-01-C-01<br>WESTHAMPNETT ROAD<br>CHICHESTER                                    | LIDL |          | WEST SUSSEX         |
|   | Edge of Town<br>Retail Zone<br>Total Gross floor area:                           |      | 2125 sqm |                     |
|   | Survey date: TUESDAY   |      | 20/10/20 | Survey Type: MANUAL |
| 7 | WS-01-C-02<br>FOUNDRY LANE<br>HORSHAM  | LIDL |          | WEST SUSSEX         |
|   | Suburban Area (PPS6 Out of Centre)<br>Industrial Zone<br>Total Gross floor area: |      | 1616 sqm |                     |
|   | Survey date: WEDNESDAY   |      | 21/10/20 | 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.

Motion High Street Guildford

Licence No: 734001

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     | 0.481         | 2          | 1871     | 0.000         | 2        | 1871     | 0.481         |
| 07:00 - 08:00       | 7        | 1905     | 0.547         | 7          | 1905     | 0.247         | 7        | 1905     | 0.794         |
| 08:00 - 09:00       | 7        | 1905     | 2.310         | 7          | 1905     | 1.552         | 7        | 1905     | 3.862         |
| 09:00 - 10:00       | 7        | 1905     | 3.030         | 7          | 1905     | 2.662         | 7        | 1905     | 5.692         |
| 10:00 - 11:00       | 7        | 1905     | 3.825         | 7          | 1905     | 3.487         | 7        | 1905     | 7.312         |
| 11:00 - 12:00       | 7        | 1905     | 4.425         | 7          | 1905     | 4.260         | 7        | 1905     | 8.685         |
| 12:00 - 13:00       | 7        | 1905     | 4.860         | 7          | 1905     | 4.492         | 7        | 1905     | 9.352         |
| 13:00 - 14:00       | 7        | 1905     | 4.207         | 7          | 1905     | 4.762         | 7        | 1905     | 8.969         |
| 14:00 - 15:00       | 7        | 1905     | 4.867         | 7          | 1905     | 4.642         | 7        | 1905     | 9.509         |
| 15:00 - 16:00       | 7        | 1905     | 4.410         | 7          | 1905     | 4.612         | 7        | 1905     | 9.022         |
| 16:00 - 17:00       | 7        | 1905     | 3.900         | 7          | 1905     | 3.952         | 7        | 1905     | 7.852         |
| 17:00 - 18:00       | 7        | 1905     | 3.675         | 7          | 1905     | 3.795         | 7        | 1905     | 7.470         |
| 18:00 - 19:00       | 7        | 1905     | 2.827         | 7          | 1905     | 3.232         | 7        | 1905     | 6.059         |
| 19:00 - 20:00       | 7        | 1905     | 2.355         | 7          | 1905     | 2.677         | 7        | 1905     | 5.032         |
| 20:00 - 21:00       | 7        | 1905     | 1.477         | 7          | 1905     | 1.890         | 7        | 1905     | 3.367         |
| 21:00 - 22:00       | 7        | 1905     | 0.382         | 7          | 1905     | 0.810         | 7        | 1905     | 1.192         |
| 22:00 - 23:00       | 7        | 1905     | 0.037         | 7          | 1905     | 0.210         | 7        | 1905     | 0.247         |
| 23:00 - 24:00       |          |          |               |            |          |               |          |          |               |
| <b>Total Rates:</b> |          |          | <b>47.615</b> |            |          | <b>47.282</b> |          |          | <b>94.897</b> |

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:           | 1023 - 2440 (units: sqm) |
| Survey date range:                            | 01/01/12 - 21/10/20      |
| Number of weekdays (Monday-Friday):           | 7                        |
| Number of Saturdays:                          | 0                        |
| Number of Sundays:                            | 0                        |
| Surveys automatically removed from selection: | 0                        |
| Surveys manually removed from selection:      | 0                        |

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

Calculation Reference: AUDIT-734001-210322-0308

## TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

|    |                    |        |
|----|--------------------|--------|
| 02 | SOUTH EAST         |        |
|    | WS WEST SUSSEX     | 2 days |
| 03 | SOUTH WEST         |        |
|    | SM SOMERSET        | 1 days |
| 04 | EAST ANGLIA        |        |
|    | CA CAMBRIDGESHIRE  | 1 days |
| 05 | EAST MIDLANDS      |        |
|    | NT NOTTINGHAMSHIRE | 1 days |
| 06 | WEST MIDLANDS      |        |
|    | WO WORCESTERSHIRE  | 1 days |
| 09 | NORTH              |        |
|    | DH DURHAM          | 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: 1023 to 2440 (units: sqm)  
 Range Selected by User: 700 to 2635 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 21/10/20

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

Selected survey days:

|           |        |
|-----------|--------|
| Tuesday   | 1 days |
| Wednesday | 2 days |
| Thursday  | 2 days |
| Friday    | 2 days |

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

Selected survey types:

|                       |        |
|-----------------------|--------|
| Manual count          | 7 days |
| Directional ATC Count | 0 days |

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

Selected Locations:

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

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

Selected Location Sub Categories:

|                 |   |
|-----------------|---|
| Industrial Zone | 2 |
| Retail Zone     | 4 |
| 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.*



Motion High Street Guildford

Licence No: 734001

Secondary Filtering selection:

Use Class:

A1

7 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

|                   |        |
|-------------------|--------|
| 1,001 to 5,000    | 1 days |
| 5,001 to 10,000   | 3 days |
| 25,001 to 50,000  | 2 days |
| 50,001 to 100,000 | 1 days |

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

Population within 5 miles:

|                    |        |
|--------------------|--------|
| 5,001 to 25,000    | 1 days |
| 25,001 to 50,000   | 1 days |
| 50,001 to 75,000   | 1 days |
| 75,001 to 100,000  | 2 days |
| 125,001 to 250,000 | 1 days |
| 250,001 to 500,000 | 1 days |

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

Car ownership within 5 miles:

|            |        |
|------------|--------|
| 0.6 to 1.0 | 3 days |
| 1.1 to 1.5 | 4 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 | 7 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:

|           |        |
|-----------|--------|
| Not Known | 1 days |
| Yes       | 3 days |
| 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 | 7 days |
|-----------------|--------|

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

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

Motion High Street Guildford

Licence No: 734001

LIST OF SITES relevant to selection parameters

|   |  |      |          |                     |
|---|--|------|----------|---------------------|
| 1 | CA-01-C-01<br>CROMWELL ROAD<br>WISBECH   | LIDL |          | CAMBRIDGESHIRE      |
|   | Edge of Town<br>Retail Zone<br>Total Gross floor area:                           |      | 1466 sqm |                     |
|   | Survey date: FRIDAY  |      | 21/10/16 | Survey Type: MANUAL |
| 2 | DH-01-C-01<br>WATLING ROAD<br>BISHOP AUCKLAND                                    | ALDI |          | DURHAM              |
|   | Edge of Town<br>Retail Zone<br>Total Gross floor area:                           |      | 1023 sqm |                     |
|   | Survey date: THURSDAY  |      | 06/04/17 | Survey Type: MANUAL |
| 3 | NT-01-C-01<br>CHAPEL LANE<br>BINGHAM   | LIDL |          | NOTTINGHAMSHIRE     |
|   | Edge of Town<br>Industrial Zone<br>Total Gross floor area:                       |      | 2440 sqm |                     |
|   | Survey date: FRIDAY  |      | 15/07/16 | Survey Type: MANUAL |
| 4 | SM-01-C-01<br>SEAWARD WAY<br>MINEHEAD  | LIDL |          | SOMERSET            |
|   | Edge of Town<br>No Sub Category<br>Total Gross floor area:                       |      | 2247 sqm |                     |
|   | Survey date: THURSDAY  |      | 22/06/17 | Survey Type: MANUAL |
| 5 | WO-01-C-01<br>BLACKPOLE ROAD<br>WORCESTER<br>BRICKFIELDS                         | LIDL |          | WORCESTERSHIRE      |
|   | Edge of Town<br>Retail Zone<br>Total Gross floor area:                           |      | 2417 sqm |                     |
|   | Survey date: WEDNESDAY   |      | 13/07/16 | Survey Type: MANUAL |
| 6 | WS-01-C-01<br>WESTHAMPNETT ROAD<br>CHICHESTER                                    | LIDL |          | WEST SUSSEX         |
|   | Edge of Town<br>Retail Zone<br>Total Gross floor area:                           |      | 2125 sqm |                     |
|   | Survey date: TUESDAY   |      | 20/10/20 | Survey Type: MANUAL |
| 7 | WS-01-C-02<br>FOUNDRY LANE<br>HORSHAM  | LIDL |          | WEST SUSSEX         |
|   | Suburban Area (PPS6 Out of Centre)<br>Industrial Zone<br>Total Gross floor area: |      | 1616 sqm |                     |
|   | Survey date: WEDNESDAY   |      | 21/10/20 | 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.

Motion High Street Guildford

Licence No: 734001

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     | 0.481         | 2          | 1871     | 0.000         | 2        | 1871     | 0.481         |
| 07:00 - 08:00       | 7        | 1905     | 0.547         | 7          | 1905     | 0.247         | 7        | 1905     | 0.794         |
| 08:00 - 09:00       | 7        | 1905     | 2.310         | 7          | 1905     | 1.552         | 7        | 1905     | 3.862         |
| 09:00 - 10:00       | 7        | 1905     | 3.030         | 7          | 1905     | 2.662         | 7        | 1905     | 5.692         |
| 10:00 - 11:00       | 7        | 1905     | 3.825         | 7          | 1905     | 3.487         | 7        | 1905     | 7.312         |
| 11:00 - 12:00       | 7        | 1905     | 4.425         | 7          | 1905     | 4.260         | 7        | 1905     | 8.685         |
| 12:00 - 13:00       | 7        | 1905     | 4.860         | 7          | 1905     | 4.492         | 7        | 1905     | 9.352         |
| 13:00 - 14:00       | 7        | 1905     | 4.207         | 7          | 1905     | 4.762         | 7        | 1905     | 8.969         |
| 14:00 - 15:00       | 7        | 1905     | 4.867         | 7          | 1905     | 4.642         | 7        | 1905     | 9.509         |
| 15:00 - 16:00       | 7        | 1905     | 4.410         | 7          | 1905     | 4.612         | 7        | 1905     | 9.022         |
| 16:00 - 17:00       | 7        | 1905     | 3.900         | 7          | 1905     | 3.952         | 7        | 1905     | 7.852         |
| 17:00 - 18:00       | 7        | 1905     | 3.675         | 7          | 1905     | 3.795         | 7        | 1905     | 7.470         |
| 18:00 - 19:00       | 7        | 1905     | 2.827         | 7          | 1905     | 3.232         | 7        | 1905     | 6.059         |
| 19:00 - 20:00       | 7        | 1905     | 2.355         | 7          | 1905     | 2.677         | 7        | 1905     | 5.032         |
| 20:00 - 21:00       | 7        | 1905     | 1.477         | 7          | 1905     | 1.890         | 7        | 1905     | 3.367         |
| 21:00 - 22:00       | 7        | 1905     | 0.382         | 7          | 1905     | 0.810         | 7        | 1905     | 1.192         |
| 22:00 - 23:00       | 7        | 1905     | 0.037         | 7          | 1905     | 0.210         | 7        | 1905     | 0.247         |
| 23:00 - 24:00       |          |          |               |            |          |               |          |          |               |
| <b>Total Rates:</b> |          |          | <b>47.615</b> |            |          | <b>47.282</b> |          |          | <b>94.897</b> |

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:           | 1023 - 2440 (units: sqm) |
| Survey date range:                            | 01/01/12 - 21/10/20      |
| Number of weekdays (Monday-Friday):           | 7                        |
| Number of Saturdays:                          | 0                        |
| Number of Sundays:                            | 0                        |
| Surveys automatically removed from selection: | 0                        |
| Surveys manually removed from selection:      | 0                        |

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

Motion High Street Guildford

Licence No: 734001

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       | 7        | 1905     | 0.015        | 7          | 1905     | 0.007        | 7        | 1905     | 0.022        |
| 08:00 - 09:00       | 7        | 1905     | 0.007        | 7          | 1905     | 0.015        | 7        | 1905     | 0.022        |
| 09:00 - 10:00       | 7        | 1905     | 0.015        | 7          | 1905     | 0.015        | 7        | 1905     | 0.030        |
| 10:00 - 11:00       | 7        | 1905     | 0.007        | 7          | 1905     | 0.022        | 7        | 1905     | 0.029        |
| 11:00 - 12:00       | 7        | 1905     | 0.007        | 7          | 1905     | 0.000        | 7        | 1905     | 0.007        |
| 12:00 - 13:00       | 7        | 1905     | 0.015        | 7          | 1905     | 0.007        | 7        | 1905     | 0.022        |
| 13:00 - 14:00       | 7        | 1905     | 0.015        | 7          | 1905     | 0.030        | 7        | 1905     | 0.045        |
| 14:00 - 15:00       | 7        | 1905     | 0.000        | 7          | 1905     | 0.000        | 7        | 1905     | 0.000        |
| 15:00 - 16:00       | 7        | 1905     | 0.000        | 7          | 1905     | 0.000        | 7        | 1905     | 0.000        |
| 16:00 - 17:00       | 7        | 1905     | 0.007        | 7          | 1905     | 0.007        | 7        | 1905     | 0.014        |
| 17:00 - 18:00       | 7        | 1905     | 0.007        | 7          | 1905     | 0.000        | 7        | 1905     | 0.007        |
| 18:00 - 19:00       | 7        | 1905     | 0.022        | 7          | 1905     | 0.015        | 7        | 1905     | 0.037        |
| 19:00 - 20:00       | 7        | 1905     | 0.000        | 7          | 1905     | 0.015        | 7        | 1905     | 0.015        |
| 20:00 - 21:00       | 7        | 1905     | 0.000        | 7          | 1905     | 0.000        | 7        | 1905     | 0.000        |
| 21:00 - 22:00       | 7        | 1905     | 0.000        | 7          | 1905     | 0.000        | 7        | 1905     | 0.000        |
| 22:00 - 23:00       | 7        | 1905     | 0.000        | 7          | 1905     | 0.000        | 7        | 1905     | 0.000        |
| 23:00 - 24:00       |          |          |              |            |          |              |          |          |              |
| <b>Total Rates:</b> |          |          | <b>0.117</b> |            |          | <b>0.133</b> |          |          | <b>0.250</b> |

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.