

TRANSPORT STATEMENT

FORMER GEORGE HOTEL/PUBLIC HOUSE
DUKE STREET, SOUTHPORT, PR8 5DH

Client: Central England Cooperative

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1.0 INTRODUCTION

1.1 Background

- 1.1.1 ADL Traffic & Highways Engineering Ltd (ADL) have been appointed by Central England Cooperative Ltd to prepare this Transport Statement (TS) in support of a planning application for the demolition of a former public house (Sui Generis) and construction of a new building to form a ground floor convenience store and café (Class E) with 4 residential units on the first floor, at The George Hotel, Duke Street, Southport, PR8 5DH.
- 1.1.2 This report has been prepared in accordance with Planning Practice Guidance, the Sefton Local Plan (2017), and National Planning Policy Framework (NPPF, 2023).
- 1.1.3 The TS assesses the traffic impact of the proposed development to determine the transport implications on the highway network. It concludes that the proposed development would not have a severe traffic impact.
- 1.1.4 The TS also assesses the development proposals in terms of parking, servicing arrangements, and ensuring safe access for all users.
- 1.1.5 This report has been prepared together with a Minimum Accessibility Standard Assessment (MASA), and Construction Traffic Management Plan (CTMP).

1.2 Planning Context

- 1.2.1 Planning application (ref. DC/2022/00415) for a change of use from a vacant public house (Sui Generis) to a retail store at ground floor level (Class E) and 4 × residential units at first floor level (Class C3), with partial demolition of existing building and erection of a single storey extension to the side, infill of existing basement and associated landscaping and access was approved (with conditions) on 28th October 2022.

1.2.2 Due to issues relating with the building conversion, the strategy has changed since planning was approved and the building will now be demolished and rebuilt with negligible design changes compared to the previously approved scheme.

1.2.3 This TS has been prepared to reflect the new planning application to demolish the former hotel/public house and construct a convenience store and café on the ground floor with residential units above.

1.3 Planning Policy

National Planning Policy Framework (2023)

1.3.1 The National Planning Policy Framework (NPPF) sets out government's planning policies for England and how these are expected to be applied. Chapter 9, Promoting Sustainable Transport, states the following:

“108. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;***
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;***
- c) opportunities to promote walking, cycling, and public transport use are identified and pursued;***
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed, and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and***
- e) patterns of movement, streets, parking, and other transport considerations are integral to the design of schemes and contribute to making high quality places.”***

1.3.2 As such, this TS has been prepared to address any potential transport issues.

1.3.3 Regarding development proposals, the following is included:

“114. 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;**
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and,**
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”**

1.3.4 The report describes the site with respect to transport including accessibility via sustainable modes. The proposal has been designed to provide safe access to all users, including staff, customers, and deliveries.

1.3.5 In terms of planning permission, NPPF also states the following:

“115. 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.”

1.3.6 This TS demonstrates that the majority of trips generated by the development would be existing on the network and accordingly incidental on the highway network. The traffic impact would therefore be imperceptible when considered against prevailing traffic flows on the highway network.

Sefton Local Plan (2017)

1.3.7 The Sefton Local Plan sets out how new development will be managed in the period up to 2030 and was adopted on 20th April 17'. Policy EQ3 (Accessibility) states the following:

“EQ3 ACCESSIBILITY

In order to improve accessibility in Sefton, new development must adhere to the following principles:

- a. Be located and designed to encourage walking and cycling both within, to and from the site,***
- b. Where practical, be located in areas that are accessible, or are capable of being made accessible, to bus stops and rail stations,***
- c. Be accessible to an existing range of local services and facilities or, where appropriate, be supported by new services and facilities,***
- d. Ensure the needs of all residents and users of services and buildings, including those with limited mobility are met,***
- e. Ensure existing pedestrian and cycle paths are protected and where possible enhanced,***
- f. Ensure the safety of pedestrians, cyclists and all road users is not adversely affected, and***
- g. Have regard to the Council’s parking standards and the recommendations of any submitted Transport Assessment or Transport Statement.”***

1.3.8 As demonstrated in Chapter 3.0, the accessibility of the site is considered to be good for walking, cycling, and public transport. This is supported within the MASA.

1.3.9 The proposed site layout also adheres to Sefton’s parking standards.

1.4 Scope of Study

1.4.1 Chapter 2.0 describes the existing site and surrounding area, local highway network, and accident situation.

1.4.2 Chapter 3.0 assesses the accessibility of the site to pedestrians, cyclists, and public transport users.

1.4.3 Chapter 4.0 outlines the development proposal, including access, parking, and servicing arrangements.

- 1.4.4 Chapter 5.0 analyses the multi-modal trip generation of the permitted and proposed uses of the site in order to determine the net change in vehicular trips and non-vehicular trips as a result of the development.
- 1.4.5 Chapter 6.0 briefly summarises the outcomes of the junction capacity assessments undertaken to support the previous planning application (ref. DC/2022/00415).
- 1.4.6 Chapter 7.0 provides a review of the parking standards and provides justification for the convenience store provision based on demand.
- 1.4.7 Chapter 8.0 summarises and concludes this TS.

2.0 SITE AND SURROUNDING AREA

2.1 Site Location

- 2.1.1 The site is The George Hotel, which is a public house located on Duke Street in Southport. The application site is located on the north corner of the Duke Street junction with Cemetery Road, approximately 1.5 kilometres south of Southport town centre. The site location is provided as Appendix 1.1.
- 2.1.2 The site comprises a former public house and hotel (400 sqm), which is currently vacant. The existing forecourt benefits from approx. 33 car parking spaces.
- 2.1.3 The application site is situated in an area designated as Primarily Residential in the Council's Adopted Local Plan. The site is bound by Duke Street to the southwest, Cemetery Road to the southeast, residential properties fronting Duke Street to the northwest, and George Business Park to the northwest. A plan of the site and surrounding area is provided as Appendix 1.2.

2.2 Local Highway Network

- 2.2.1 Vehicular access to the site is gained via a crossover with Duke Street which is approximately 6.5 metres wide. There is a 'KEEP CLEAR' road marking at the access on Duke Street.
- 2.2.2 Duke Street runs in a broadly northwest-southeast direction, is approximately 7.3 metres wide in the vicinity of the site, and is subject to a 20-mph speed limit. To the south of the access, there are double yellow line (DYL) parking restrictions on both sides of Duke Street.
- 2.2.3 Cemetery Road (the A5267) runs in a broadly southwest-northeast direction, is approximately 6.7 metres wide in the vicinity of the site, and is subject to a 30-mph speed limit. At the junction with Duke Street, there are advanced cycle stop lines on both Cemetery Road approaches.

2.2.4 The junction between Duke Street and Cemetery Road is signalised, with DYL parking restrictions on all corners. There are signal controlled pedestrian crossing points across all four arms of the junction, with dropped kerbs and tactile paving.

2.3 Accident Analysis

2.3.1 A review of www.crashmap.co.uk for the latest available 5-year period (i.e., 2018 – 2022) where accident data is available reveals that there have been two road traffic collisions within the vicinity of the site.

2.3.2 The review area and collision reports are provided as Appendices 2.1 and 2.2, respectively. The collisions are summarised in Table 2A.

Table 2A Collision Summary

Ref	Date, Time	Conditions	Severity	Description
2018051802005	29/08/2018, 18:20	Daylight, fine, dry	Slight	V1 (car) in act of turning right impact from offside. V2 (car) moving off, impact from front.
2019051910296	01/02/2019, 16:05	Daylight, fine, dry	Slight	V1 (car) proceeding normally along carriageway, not on a bend, impact from front. V2 (car) waiting to proceed normally but is held up, impact from rear.

2.3.3 Both collisions occurred at the Duke Street junction with Cemetery Road and were classified as being of slight severity. Importantly, no collisions have been recorded at the site access.

2.3.4 This report demonstrates that the traffic impact as a result of the proposed development would not be severe. As such, the accident situation would not be exacerbated by the proposals.

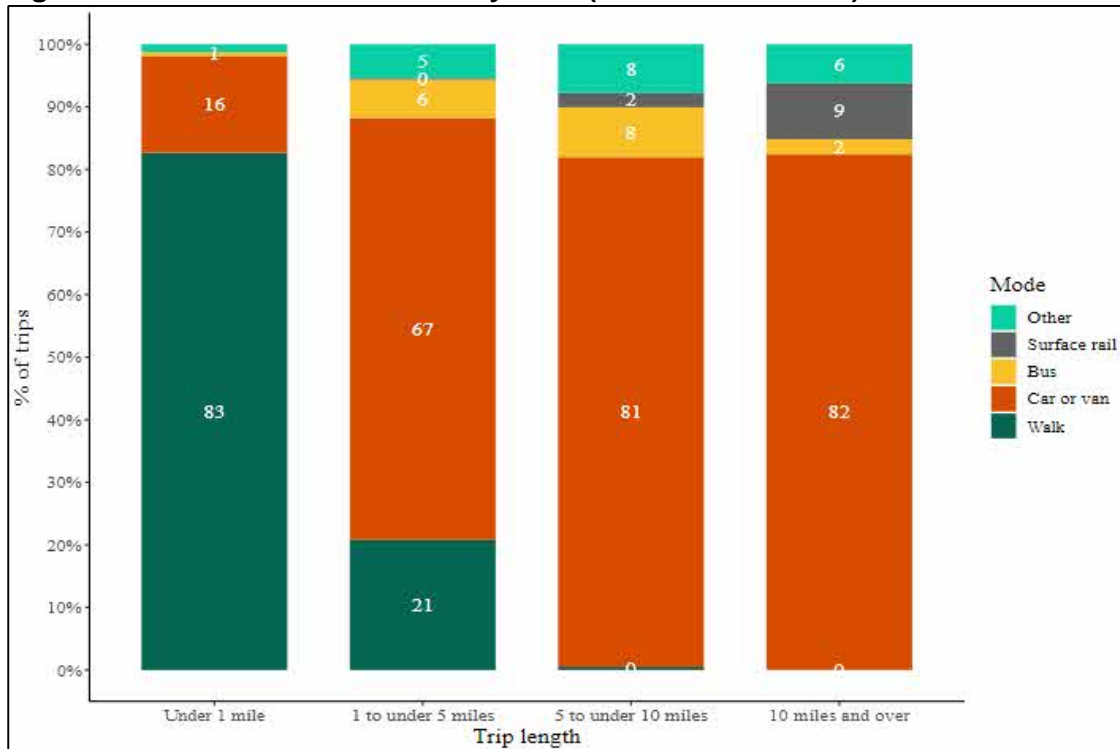
2.3.5 In summary, there are no highway safety concerns on Duke Street or Cemetery Road which would require mitigation as a result of this planning application.

3.0 ACCESSIBILITY

3.1 Walking

3.1.1 The National Travel Survey (NTS, 2022) states that 82% of trips under one mile are made by walking.

Figure 3A National Travel Survey 2022 (NTS0308 – Chart 4)



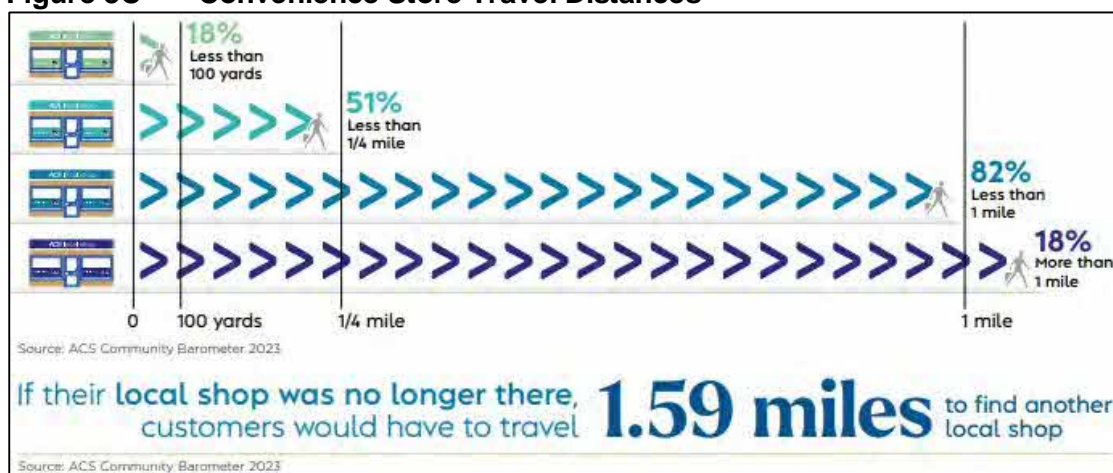
3.1.2 Given that the convenience store would be serving the local catchment top-up/convenience shopping needs, it is considered that most customer trips will be undertaken on foot. This is further supported by the findings of the Association for Convenience Stores ‘Local Shop Report –2023’ which shows the mode split of shoppers in Figure 3B.

Figure 3B Convenience Store ‘How Customers Get To Store’



3.1.3 The presence of local convenience stores acting as a facility for the surrounding catchment, promoting access by active travel and reducing car-borne travel is clear with reference to Figure 3C below, which is extracted from the report.

Figure 3C Convenience Store Travel Distances



3.1.4 A one-mile (1.6km) walking catchment extent from the site is shown within the plan included as Appendix 3.1. The plan shows that the convenience store would be well positioned to serve surrounding residential areas in Southport (including Birkdale). This area captures the extent from which staff and customers could be expected to walk to and from the site.

3.1.5 Appendix 3.1 also includes a two-kilometre catchment (as per Manual for Streets, 2007) which is the area from which the proposed residents could walk for local journeys, which includes Southport town centre, local schools, and other local amenities.

3.1.6 The site is located within a mature suburban environment. There are footways on all arms (and on both sides) of Duke Street and Cemetery Road. There are also signal controlled pedestrian crossings across each arm, which dropped kerbs and tactile paving.

3.1.7 Duke Street is subject to a 20-mph speed limit and is primarily residential in nature. There is street lighting present throughout. It is therefore considered a safe environment for walking.

3.2 Cycling

- 3.2.1 According to the DfT's *Cycle Infrastructure Design* Local Transport Note (LTN, 1/20), eight kilometres is considered a suitable distance to cycle for local journeys. This is shown within the catchment plan included as Appendix 3.2.
- 3.2.2 Appendix 3.2 demonstrates that the site is accessible by cycle from Southport as well as the surrounding areas including Marshside, Birkdale, and Ainsdale.
- 3.2.3 National Cycle Network (NCN) Route 562 is located approximately 320 metres northeast of the site via Portland Road and provides access to Southport. NCN 562 also provides access to NCN 62 (traffic-free coastal route) which continues south towards NCN 810 at Ainsdale.
- 3.2.4 In addition, considering the site's location has predominantly flat topography, and is subject to 20-mph speed limits on neighbouring residential streets, it is considered to be a safe environment for cycling.

3.3 Public Transport

Bus

- 3.3.1 There are bus stops on Duke Street and Cemetery Road in the immediate vicinity of the site. The southbound stop on Duke Street is located less than 30 metres north of the site access and the northbound stop is approx. 290 metres to the north near the junction with Sefton Street. Both stops are equipped with bus flags and timetable information.
- 3.3.2 There is a northbound bus stop on Cemetery Road (near the junction with Boundary Street), located approximately 150 metres southwest of the site access. This stop is also equipped with a bus flag and timetable information.

- 3.3.3 There is an additional northbound bus stop located on Cemetery Road, located approximately 450 metres northeast of the site access beyond the junction with Portland Street. This stop also benefits from a bus flag and timetable information.
- 3.3.4 The local bus stops are shown in Appendix 3.3. The no. and frequency of services is summarised in Table 3A.

Table 3A Bus Services

Service No	Route	Frequency		
		Mon-Fri	Sat	Sun
15A	Birkdale – Southport	1 / hr	1 / hr	-
46/46B	Highpark – Hillside	2 / hr	2 / hr	1 / hr

Source: <https://www.traveline.info> and <https://www.arrivabus.co.uk/find-a-service> as of 20.12.23

- 3.3.5 Table 3A shows that the site is served by frequent bus services providing links to the wider Southport area.

Rail

- 3.3.6 Birkdale Railway Station is located 1.4 kilometres west of the site (i.e., less than a 20-minute walk or 5-minute cycle), on Liverpool Road. There are regular services to both Hunts Cross and Southport. There are generally four trains per hour calling at the station. This station is equipped with 38 cycle parking spaces and benefits from Category A step-free accessibility.
- 3.3.7 Southport Railway Station is located 1.7 kilometres north of the site (i.e., less than a 25-minute walk or 6-minute cycle). There are regular services to Alderley Edge, Stalybridge, and Hunts Cross. This station is equipped with 280 cycle parking spaces and also benefits from Category A step-free accessibility.

3.4 Minimum Accessibility Standard Assessment (MASA)

- 3.4.1 At the request of Sefton Metropolitan Borough Council (SMBC), a MASA report has been prepared alongside this TS in accordance with Sefton Council's Sustainable Travel and Development SPD (2018).

3.4.2 The MASA report is provided as Appendix 3.4. It concludes that the existing infrastructure within the vicinity of the site by all modes is appropriate and the connectivity between this infrastructure and the development is appropriate.

4.0 DEVELOPMENT PROPOSALS

4.1 Site Layout

4.1.1 The proposal comprises the demolition of a former public house (The George Hotel) and construction of a new two-storey building with a convenience store and an adjoining café on the ground floor and 4 × residential units on the first floor, as well as associated car parking, secure yard/plant enclosure, installation of plant, and a new shop front.

4.1.2 The schedule of areas is as follows:

Unit 1 –Coop Shopfloor:	279 sqm
Unit 1 –Coop BOH:	116 sqm
Unit 2 –Café:	116 sqm
Residential:	4 × 2-bed units

4.1.3 The proposed site layout is included as Appendix 4.1.

4.2 Access Arrangements

Pedestrians

4.2.1 An opening to the existing wall on the south side of the vehicular crossover access would be provided for pedestrians, leading to a zebra-style crossing across the car park to the building façade. There are dropped kerbs with tactile paving proposed across the access at the crossover with Duke Street.

4.2.2 Additional pedestrian accesses will be available from the north corner of Duke Street junction with Cemetery Road (as per existing situation) and from the footway on the west side of Cemetery Road. These access points will connect to a new communal area at the south boundary of the site.

4.2.3 Pedestrian access to the residential units would be gained via an entrance at the northeast corner of the site.

Vehicles

4.2.4 The vehicular crossover and access off Duke Street will be retained. As shown in Chapter 2.0, no collisions have occurred at the site access during the latest 5-year period and therefore no highway safety concerns are associated with the site.

4.2.5 The access arrangements are shown on the plan included as Appendix 4.2. The drawing demonstrates achievable visibility splays of 2.4 metres x 25 metres in both directions onto Duke Street in accordance with the requirement for 20-mph roads as set out in Manual for Streets (MfS).

4.3 Parking Provision

4.3.1 There are 28 car parking spaces proposed on site, the parking schedule is set out below:

Retail Use

- 18 × standard
- 1 × parent and child
- 1 × disabled accessible
- 2 × electric vehicle charging point (EVCP)
- 2 × staff

Residential

- 4 × standard

4.3.2 There are also 2 × motorcycle parking spaces proposed.

4.3.3 There are 8 cycle parking spaces proposed in the communal area near the convenience store entrance in the form of 4 × Sheffield stands. A secure cycle store for residents is proposed at the northeast corner of the building near the entrance for the flats.

4.3.4 Chapter 7.0 provides a parking assessment and concludes that the demand will be accommodated on site; and adheres to Sefton's parking standards.

4.3.5 Vehicle tracking of a car is provided as Appendix 4.3.

4.4 Servicing

4.4.1 The convenience store would be serviced by a 12-metre rigid vehicle entering and exiting the site from Duke Street, positioning within the proposed car park to the west of the store and reversing into servicing area at the north boundary. Vehicle tracking for a 12-metre rigid vehicle is provided as Appendix 4.4.

4.4.2 The Co-op's delivery vehicles are equipped with the most advanced safety features including white-noise reverse beepers and rear-facing cameras to provide visibility at all sides of the vehicle for the driver.

4.4.3 The Co-op does not require separate HGV trips for refuse collections with the store, instead refuse will be backhauled, i.e., filling the delivery vehicle with waste goods for the return journey to the depot, thereby reducing the quantities of HGV trips.

4.4.4 Deliveries to the convenience store would be timed to occur during the daytime hours avoiding the sensitive hours of the early morning and late at night in order to protect the amenity of residents.

5.0 MULTI-MODAL TRIP GENERATION

5.1 Permitted Use

5.1.1 The permitted use of the site is a public house / hotel, with a GFA of 400 sqm. The TRICS database has been used to determine the multi-modal trip generation for the permitted use of the site. To be representative of the site, the following criteria have been selected:

Main Land Use	Hotel, Food, and Drink
Sub Land Use	Pub/Res + Hotel
Regions	England (excl. Greater London)
Available Dates	01/01/05 –24/09/21
Location Type	Suburban Area

5.1.2 The weekday TRICS output is provided as Appendix 5.1. There are no representative survey sites with Saturday data, as such, the weekday peak period for this use class (i.e., 18:00 –19:00) has been assumed to reflect the Saturday peak hour.

5.1.3 The multi-modal trips rates and traffic generation are summarised Table 5A.

Table 5A Multi-Modal Trip Generation: Existing (Pub/Res + Hotel)

Mode	Time	Trip Rate (Per 100 sqm)		Trip Generation (400 sqm)		
		In	Out	In	Out	2-Way
Total Vehicles	08:00 – 09:00	0.368	0.756	1	3	4
	16:00 – 17:00	1.025	0.453	4	2	6
	*Saturday Peak	1.347	0.795	5	3	8
Cyclists	08:00 – 09:00	0.013	0.000	0	0	0
	16:00 – 17:00	0.000	0.007	0	0	0
	*Saturday Peak	0.013	0.013	0	0	0
Pedestrians	08:00 – 09:00	0.151	0.131	1	1	2
	16:00 – 17:00	0.335	0.191	1	1	2
	*Saturday Peak	0.263	0.204	1	1	2
Public Transport Users	08:00 – 09:00	0.007	0.000	0	0	0
	16:00 – 17:00	0.000	0.000	0	0	0
	*Saturday Peak	0.000	0.000	0	0	0
Total People	08:00 – 09:00	0.631	1.176	3	5	8
	16:00 – 17:00	1.958	0.927	8	4	12
	*Saturday Peak	2.615	1.544	10	6	16

**No Saturday data available in TRICS, weekday 18:00 – 19:00 used as alternative*

5.1.4 Table 5A shows that the permitted use of the site could generate up to 4 and 6 two-way vehicle trips during AM and PM peak hours, respectively, and 8 two-way vehicle trips during a Saturday peak hour.

5.2 Proposed Use: Convenience Store

5.2.1 The trip generation associated with the proposed convenience store (total GFA 395 sqm) has been estimated using the TRICS database. The following criteria were selected:

Main Land Use	Retail
Sub Land Use	Convenience store
Regions	England (excl. Greater London)
Available Dates	01/01/10 –29/09/22
Location Type	Suburban Area

5.2.2 The search returned a survey pool of 7 sites comprising convenience store retailers such as Sainsbury’s Local, Tesco Express, Co-op, and One Stop. The sites are therefore considered to be comparable to the proposed convenience store.

5.2.3 The weekday and Saturday TRICS outputs are provided as Appendices 5.2 and 5.3, respectively. The multi-modal trips rates and traffic generation are summarised below in Table 5B.

Table 5B Multi-Modal Trip Generation: Proposed Convenience Store

Mode	Time	Trip Rate (Per 100 sqm)		Trip Generation (395 sqm)		
		In	Out	In	Out	2-Way
Total Vehicles	08:00 – 09:00	9.785	9.344	39	37	76
	16:00 – 17:00	10.372	9.100	41	36	77
	Saturday Peak	11.090	11.090	44	44	88
Cyclists	08:00 – 09:00	0.734	0.734	3	3	6
	16:00 – 17:00	0.881	0.636	3	3	6
	Saturday Peak	0.652	0.746	3	3	6
Pedestrians	08:00 – 09:00	13.992	13.307	55	53	108
	16:00 – 17:00	10.665	11.155	42	44	86
	Saturday Peak	10.624	10.345	42	41	83
Public Transport Users	08:00 – 09:00	0.245	0.294	1	1	2
	16:00 – 17:00	0.245	0.196	1	1	2
	Saturday Peak	1.025	0.466	4	2	6
Total People	08:00 – 09:00	27.202	26.223	107	104	211
	16:00 – 17:00	25.636	24.168	101	95	196
	Saturday Peak	27.400	27.307	108	108	216

5.2.4 Table 5B shows that the proposed convenience store could generate up to 76 and 77 two-way vehicle trips during weekday AM and PM peak hours, respectively, and 88 two-way vehicle trips during Saturday peak hour.

5.2.5 It should be noted that very few convenience store trips will be for a “main shopping trip”. Instead, they will comprise of incidental trips, which people would have already been making in any event. Due to the location of the site, within a residential area, it is unlikely that anyone would be making a specific car trip to the area for “daily items” or a “top up” shop; instead, they would be travelling in the vicinity of the site already, before stopping to purchase items.

5.2.6 TRICS Research Report 14/1, outlines academic literature on pass-by, diverted, and other secondary trips. With regard to the convenience store trip generation, the study undertaken by Ghezawi et al. (1998) concluded:

“The average percentage of pass-by trips recorded was 72%, with a range between the 13 stores of 61 to 85%. The study also found a positive relationship between pass-by trip percentage and adjacent street volumes using average daily traffic flows.”

New Trips

5.2.7 If the convenience store trips were reduced by 72% to discount the pass-by and diverted trips, the number of vehicle trips generated (i.e., new to the local highway network) would be as per Table 5C below.

Table 5C Convenience Store Trip Generation: Factoring 72% Pass-By Trips

	In	Out	2-Way
Weekday AM Peak	11	10	21
Weekday PM Peak	11	10	21
Saturday Peak	12	12	24

5.2.8 Table 5C demonstrates that the convenience store would more likely generate up to 11 new inbound vehicular trips during weekday peak hours, and 12 new inbound vehicle trips during the Saturday peak.

5.3 Proposed Use: Cafe

5.3.1 The proposed café is unlikely to be a destination attracting independent trips but will mainly attract customers passing the site on Duke Street or Cemetery Road. Furthermore, given the suburban location of the site, people living in the residential areas surrounding the site are likely to visit the site on foot.

5.3.2 Similarly, a proportion of the customer base to the proposed café would be made up of shared trips with the convenience store.

5.3.3 In order to estimate the vehicular trip generation associated with the proposed café, the TRICS database has been interrogated. There are no recently surveyed coffee shops (without drive-thrus) within TRICS. There are only two comparable sites within the database:

RE-06-B-01: Reading, Tuesday 27th November 1990

WS-06-B-01: Pulborough, Thursday 20th April 1989 and Friday 21st April 1989

5.3.4 The TRICS outputs are provided as Appendices 7.4 and 7.5, respectively. Based on these sites, the peak hour vehicle trips are summarised in Table 5D.

Table 5D Vehicle Trip Generation: Proposed Cafe

	Trip Rate (Per 100 sqm)		Vehicular Trips (116 sqm)		
	In	Out	In	Out	2-Way
Weekday AM Peak	4.516	3.886	5	5	10
Weekday PM Peak	3.763	2.913	4	3	7
Saturday Peak*	5.723	6.096	7	7	14

*In absence of Saturday data, peak hour assumed based on weekday peak hour (13:00 – 14:00)

5.3.5 Table 5D demonstrates that there could be up to 10 and 7 two-way vehicular trips during AM and PM peak hours, respectively, and 14 trips during the Saturday peak hour.

5.3.6 As discussed previously, not all of these trips would be new to the local road network. Studies have indicated that 90% of trips to a roadside café are pass-by, diverted, or linked with neighbouring businesses. For the purpose of this assessment, it has been assumed that 45% of the trips are pass-by trips, 45% are diverted, and 10% are new to the local road network.

5.3.7 Based on this assumption, the trip generation during AM and PM peak hours are summarised in Table 5E.

Table 5E Café Vehicle Trip Generation: Factoring Pass-By & Linked Trips

Time	Trip Type	In	Out	2-Way
Weekday AM Peak	Pass-by Trips	2	2	4
	Diverted Trips	2	2	4
	New Trips	1	1	2
	Total	5	5	10
Weekday PM Peak	Pass-by Trips	2	2	4
	Diverted Trips	2	1	3
	New Trips	0	0	0
	Total	4	3	7
Saturday Peak	Pass-by Trips	3	3	6
	Diverted Trips	3	3	6
	New Trips	1	1	2
	Total	7	7	14

5.3.8 Table 5E demonstrates that the proposed café would generate no more than 2 vehicular movements which would be new to the local road network during AM and PM peak hours, and 2 two-way vehicle trips during the Saturday peak hour.

5.4 Proposed Use: Flats

5.4.1 There are 4 × 2-bed flats proposed at first floor level. In TRICS, the following criteria were selected:

Main Land Use	Residential
Sub Land Use	Flats (Privately Owned)
Regions	England (excl. Greater London)
No. of Dwellings	6 –50
Available Dates	01/01/10 –11/05/22
Location Type	Suburban Area

5.4.2 The weekday and Saturday TRICS outputs are provided as Appendices 7.6 and 7.7, respectively. The multi-modal trips rates and traffic generation are summarised below in Table 5F.

Table 5F Multi-Modal Trip Generation: Proposed Flats (Privately Owned)

Mode	Time	Trip Rate (Per Dwelling)		Trip Generation (4 Dwellings)		
		In	Out	In	Out	2-Way
Total Vehicles	08:00 – 09:00	0.053	0.258	0	1	1
	16:00 – 17:00	0.121	0.100	0	0	0
	Saturday Peak	0.036	0.107	0	0	0
Cyclists	08:00 – 09:00	0.000	0.026	0	0	0
	16:00 – 17:00	0.021	0.000	0	0	0
	Saturday Peak	0.000	0.000	0	0	0
Pedestrians	08:00 – 09:00	0.026	0.084	0	0	0
	16:00 – 17:00	0.084	0.058	0	0	0
	Saturday Peak	0.071	0.000	0	0	0
Public Transport Users	08:00 – 09:00	0.011	0.053	0	0	0
	16:00 – 17:00	0.037	0.011	0	0	0
	Saturday Peak	-	-	-	-	-
Total People	08:00 – 09:00	0.153	0.453	1	2	3
	16:00 – 17:00	0.300	0.232	1	1	2
	Saturday Peak	0.107	0.107	0	0	0

5.4.3 Table 5F shows that the proposed flats could generate one (two-way) vehicle trip during the AM peak hour only.

5.5 Proposed Use: Total

5.5.1 The total multi-modal trip generation of the proposed development (i.e., convenience store + café + flats) is summarised in Table 5G.

Table 5G Multi-Modal Trip Generation: Total Proposed Development

Mode	Time	Convenience Store*		Café**		Flats		Total		
		In	Out	In	Out	In	Out	In	Out	2-Way
Total Vehicles	08:00 – 09:00	11	10	1	1	0	1	12	12	24
	16:00 – 17:00	11	10	0	0	0	0	11	10	21
	Saturday Peak	12	12	1	1	0	0	13	13	26
Cyclists	08:00 – 09:00	3	3	-	-	0	0	3	3	6
	16:00 – 17:00	3	3	-	-	0	0	3	3	6
	Saturday Peak	3	3	-	-	0	0	3	3	6
Pedestrians	08:00 – 09:00	55	53	-	-	0	0	55	53	108
	16:00 – 17:00	42	44	-	-	0	0	42	44	86
	Saturday Peak	42	41	-	-	0	0	42	41	83
Public Transport Users	08:00 – 09:00	1	1	-	-	0	0	1	1	2
	16:00 – 17:00	1	1	-	-	0	0	1	1	2
	Saturday Peak	4	2	-	-	0	0	4	2	6
Total People	08:00 – 09:00	107	104	-	-	1	2	108	106	214
	16:00 – 17:00	101	95	-	-	1	1	102	96	198
	Saturday Peak	108	108	-	-	0	0	108	108	216

*New vehicle trips, see Table 5C

**New vehicle trips, see Table 5E

5.5.2 Table 5G demonstrates that overall, the proposed development would likely generate 24 and 21 two-way vehicle trips during weekday AM and PM peak hours, respectively, and 26 two-way trips during the Saturday peak hour.

5.5.3 Table 5G also demonstrates that the proposed development could generate a maximum of 6 (two-way) cyclist trips, 108 (two-way) pedestrian trips, and 6 (two-way) public transport user trips during peak hours.

5.6 Traffic Impact

5.6.1 The net traffic impact of the proposed development is summarised in Table 5H. This considers the existing vehicle trips in Table 5A and the 'new trips' associated with the total proposed uses in Table 5G.

Table 5H Traffic Impact: Net Change in Vehicular Trip Generation

Time	Existing (Table 5A)		Proposed (Table 5G)		Net Change		
	In	Out	In	Out	In	Out	2-Way
Weekday AM Peak	1	3	12	12	+11	+9	+20
Weekday PM Peak	4	2	11	10	+7	+8	+15
Saturday Peak	5	3	13	13	+8	+10	+18

- 5.6.2 Table 5H demonstrates that the net traffic impact could be up to 20 and 15 additional vehicular trips (two-way) during AM and PM peak hours, respectively, and 18 additional (two-way) vehicle trips during the Saturday peak hour.
- 5.6.3 This is equivalent to an additional vehicle trip on the network every 3-4 minutes during weekday and Saturday peak hours. This impact is considered to be imperceptible when considered against the prevailing traffic flows on the highway network.
- 5.6.4 It should be noted that, in order to be robust, the latest version of TRICS (7.10.3) was reviewed to complete the above assessment. The net traffic impact of the proposals (presented in Table 5H) is very similar to the previous assessment as per ADL's Transport Statement (TS ref. ADL/AP/5391/18B) prepared to support planning application ref. DC/2022/00415.

6.0 JUNCTION CAPACITY ASSESSMENT

6.1 As per the request of Sefton Council, ADL commissioned Auto Surveys Ltd to undertake classified turning count and queue length surveys of the Duke Street / Cemetery Road junction on Thursday 3rd February and Saturday 5th February 2022. The surveys were completed as part of the previous Transport Statement (TS ref. ADL/AP/5391/18B) as part of the former application (ref. DC/2022/00415) to understand the network peak hour flows.

6.2 The peak hour flows are summarised in Table 6A.

Table 6A Traffic Volumes: Duke Street/Cemetery Road Junction

Period	Hour	Arm				Total
		Cemetery Road (NE)	Duke Street (SE)	Cemetery Road (SW)	Duke Street (NW)	
Weekday AM Peak	07:00 – 08:00	312	41	301	89	743
	08:00 – 09:00	596	145	535	177	1453
	09:00 – 10:00	438	87	462	140	1127
Weekday PM Peak	15:00 – 16:00	450	95	530	163	1238
	16:00 – 17:00	549	107	537	207	1400
	17:00 – 18:00	575	74	495	211	1355
Saturday Peak	10:00 – 11:00	450	67	475	156	1148
	11:00 – 12:00	549	61	514	191	1315
	12:00 – 13:00	466	64	473	195	1198
	13:00 – 14:00	464	58	502	213	1237

6.3 Table 6A shows that the peak hours are as follows:

- Weekday AM Peak: 08:00 – 09:00
- Weekday PM Peak: 16:00 – 17:00
- Saturday Peak: 11:00 – 12:00

6.4 To account for committed development in the local area and future traffic growth, the surveyed flows were uplifted using the following TEMPro growth factors for 2022 - 2027:

- Weekday AM Peak: 1.0413
- Weekday PM Peak: 1.0388
- Saturday Peak: 1.0405

- 6.5 The proposed traffic flows were then distributed onto the network and added to the 2027 base flows to determine the 2027 total flows in order to assess the Duke Street / Site Access junction and the Duke Street / Cemetery Road signal junction.
- 6.6 The proposed flows calculated using the latest available version of TRICS in this TS are very similar to the proposed flows calculated in the previous TS for the former application and therefore the outcomes and conclusions of the junction capacity assessment (Chapter 7.0 of the previous TS) are considered to be valid.
- 6.7 It should also be noted that the quantum of development has not changed compared to the previous assessment (i.e., convenience store / café / no. of res units have been retained).
- 6.8 The previous assessment demonstrated that the existing site access would operate within theoretical capacity (i.e., RFC below 0.85) in the 2027 Total scenario. There would be no queuing within the site, or on Duke Street.
- 6.9 The assessment also concluded that the Duke Street/Cemetery Road junction would continue to operate within theoretical (i.e., DoS less than 85%) on all arms of the junction in 2027 Total scenario. There would be increases in queue length of 2 PCUs (passenger car unit) on the Cemetery Road (NE) arm during the weekday AM peak hour. This is not considered to be severe.

7.0 PARKING ASSESSMENT

7.1 Parking Standards

7.1.1 Sefton Council's Sustainable Travel and Development SPD (June 2018) Appendix C provides parking standards for new development. These standards are outlined for each element of the proposals in Table 7A.

Table 7A Parking Standards

Use	Cars	Disabled (Minimum)	Cycles (Minimum)	Motorcycles (Minimum)	EVCP
Food Retail (395 sqm)	1 per 16 sqm	6% of total car park capacity	1 space per 140 sqm (Min. 2)	1 space per 350 sqm (Min. 2)	5%
Café (116 sqm)	1 per 7 sqm		1 space per 50 sqm (Min. 2)	1 space per 125 sqm (Min. 2)	
Residential (4 x flats)	2 allocated spaces / dwell	Negotiation with Council	Flats: 1 space per dwelling	Negotiation with Council	1 charging point

7.1.2 There are 8 cycle parking spaces proposed for customers near the store frontage in the form of 4 × Sheffield stands. This provision exceeds the minimum requirement based on the standards in Table 7A. At least one cycle parking space would be provided per flat, in a secure store for residents only.

7.1.3 There are 2 × EVCP bays proposed, this exceeds 5% of the total communal parking spaces and therefore this is considered to be appropriate. The provision of two disabled bays (one being a parent and child bay) also meets Sefton Council's requirement.

7.1.4 The SPD states that developments *should* meet the standards. Based on this, the development would require approximately 25 spaces for the convenience store, and approximately 17 spaces for the café. However, this guidance does not take into the account the nature of a convenience store use and the fact that the café would be ancillary to the store, with the majority of visitation being shared trips (as discussed in Chapter 6.0).

7.1.5 As such, ADL have undertaken a site-specific assessment of each use to balance operational needs, space requirements, efficient use of land, and cost attributed to providing parking and, where relevant, attracting and retaining staff. This assessment is presented in the following section.

7.2 Car Parking Assessment

Convenience Store

7.2.1 An assessment of the parking demand for the convenience store can be undertaken by assessing the proposed vehicle trips alongside the average customer duration of stay.

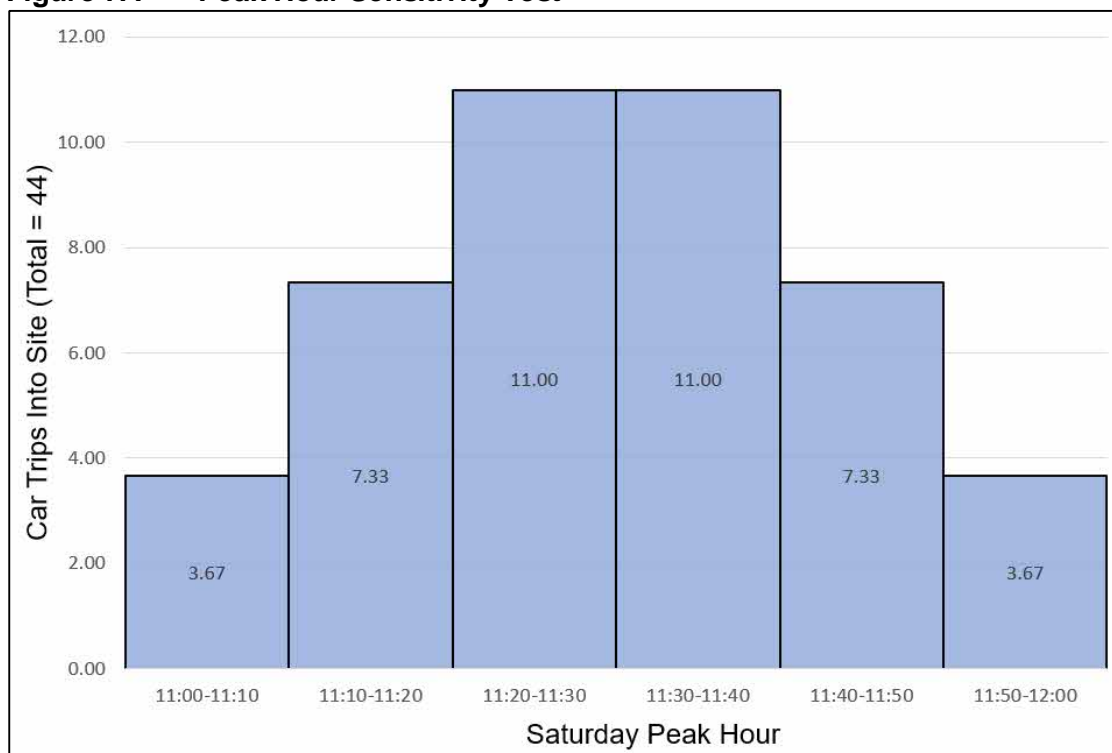
7.2.2 The average length of stay for convenience stores as stated within the Association of Convenience Stores (ACS) *Local Shop Report 2014* is noted to be just 5 minutes. Generally, it is accepted that a convenience store customer would visit the store for 5-10 minutes and hence on this basis one car parking space can accommodate 6-12 vehicle trips per hour.

7.2.3 Based on a peak hour trip generation of 44 vehicles as set out in Section 5.2, a dwell time of 9 minutes which is a robust assumption based on the evidence above, and a flat traffic profile across the peak hour, up to 7 vehicles would park on site during a peak hour (*i.e.* $(9 \div 60) \times 42 = 6.6 = 7$ [rounded up]).

7.2.4 Realistically, vehicles do not arrive evenly spread across the hour. Hence, in order to provide an assessment based on a peak within the peak (rather than a flat profile), ADL can undertake a sensitivity test to review the parking demand should there be a spike during the peak hour.

7.2.5 This assumes that the middle 20 minutes of a peak hour is double that of the start and end of the peak hour. In this case, 22 of the 44 trips would occur during the middle 20 minutes, see Figure 7A below.

Figure 7A Peak Hour Sensitivity Test



- > $9 \text{ minutes (average duration of stay)} \div 20 \text{ minutes (assessment period)} = 0.45$
- > $0.45 \times 22 \text{ trips} = 10 \text{ parking spaces (rounded up from 9.9)}$

7.2.6 This methodology demonstrates that even when considering a spike in the peak hour traffic, the demand will increase to a maximum of 10 cars parked at any time. This assessment further demonstrates that the proposed parking provision of 20 spaces would be suitable for the anticipated demand based on the following robust assumptions:

9-minute duration of stay (which is the maximum average surveyed –typically customers will stay for less time, of 5-7 minutes);

44 inbound trips during the peak hour based on TRICS data. *Trip generation values are based on gross floor area (395 sqm); and*

Double the distribution of trips during the ‘spike’ (20 minutes) of the peak hour (refer to Figure 7A). Assumes 22 arrivals in a 20-minute period.

7.2.7 As shown on the site layout (Appendix 4.1) there would be a parking provision of 20 car parking spaces for customers of the convenience store (and café) which is therefore suitable to accommodate customers plus any fluctuations in peak demands in order to ensure there is no car parking overspill to the public highway.

Café

7.2.8 As mentioned in Chapter 5.0, the proposed café would be ancillary to the proposed convenience store, and as such, the majority of the vehicle trips to the café would be shared trips with the convenience store.

7.2.9 However, for robust assessment, based on the vehicular trip generation for the proposed café in Section 5.3, the daily profile and parking accumulation is outlined in Table 7B.

Table 7B Proposed Café Parking Demand

Time	In	Out	Two-way	Parking Acc.
07:00-08:00	4	2	6	2
08:00-09:00	5	5	10	2
09:00-10:00	4	3	7	3
10:00-11:00	7	7	14	3
11:00-12:00	7	6	13	4
12:00-13:00	5	5	10	4
13:00-14:00	7	7	14	4
14:00-15:00	3	5	8	2
15:00-16:00	3	3	6	2
16:00-17:00	4	3	7	3
17:00-18:00	3	4	7	2
18:00-19:00	3	3	6	2
19:00-20:00	2	2	4	2
20:00-21:00	0	1	1	1

7.2.10 Table 7B demonstrates that the proposed café, treated in isolation, would have a maximum parking accumulation of 4 cars only. This, in tandem with the parking assessment for convenience store (i.e., maximum parking demand of 10 cars) would result in maximum car parking demand of 14 cars as worst-case scenario.

7.2.11 The proposed provision of 20 car parking spaces (not including 2 staff only spaces, and electric vehicle bays) for customers of the convenience store and café would therefore exceed the likely maximum parking demand and therefore it is concluded that there would be no overspill onto the public highway.

Flats

7.2.12 It is proposed to provide 4 car parking spaces for residents of the proposed development. Based on Census 2011 car ownership data, privately owned flats in this location (MSOA E02001435: Sefton 007) would have average car ownership of less than one per dwelling.

7.2.13 It is therefore considered that the proposed car parking provision, for all uses, is appropriate based on the scale and nature of the proposed development.

8.0 SUMMARY AND CONCLUSIONS

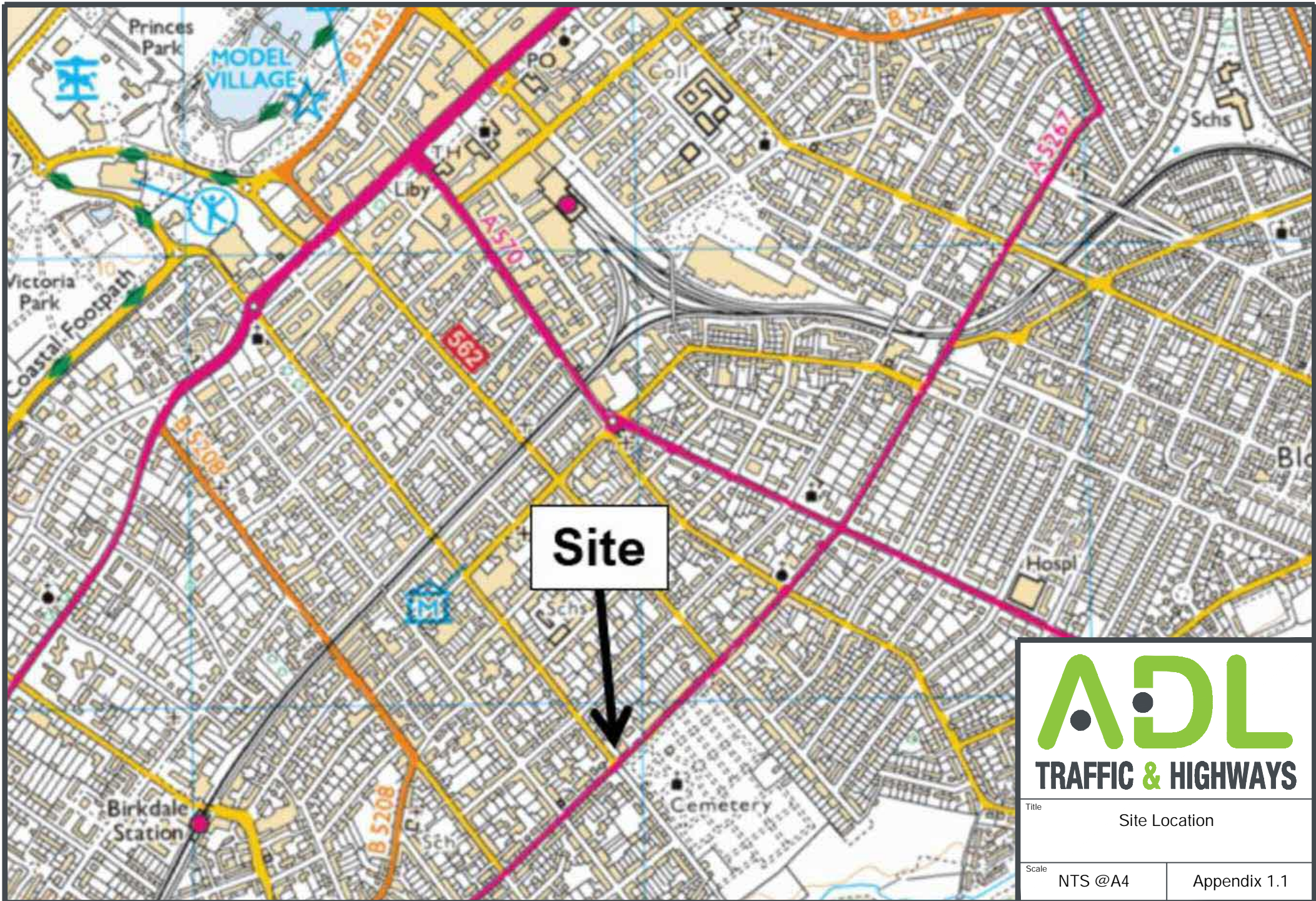
- 8.1 ADL Traffic & Highways Engineering Ltd (ADL) have been appointed by Central England Cooperative Ltd to prepare this Transport Statement (TS) in support of a planning application for the demolition of a former public house (Sui Generis) and construction of a new building to form a ground floor convenience store and café (Class E) with 4 residential units on the first floor, at The George Hotel, Duke Street, Southport, PR8 5DH.
- 8.2 The site is The George Hotel, which is a public house located on Duke Street in Southport. The application site is located on the north corner of the Duke Street junction with Cemetery Road, approximately 1.5 kilometres south of Southport town centre.
- 8.3 There is suitable pedestrian, cycle, and public transport connectivity to the site from Duke Street and the surrounding network. A MASA report has been produced alongside this TS, and concludes that the existing infrastructure within the vicinity of the site by all modes is appropriate and the connectivity between this infrastructure and the development is suitable.
- 8.4 The proposal comprises the demolition of a former public house (The George Hotel) and construction of a new two-storey building with a convenience store and an adjoining café on the ground floor and 4 × residential units on the first floor, as well as associated car parking, secure yard/plant enclosure, installation of plant, and a new shop front.
- 8.5 An opening to the existing wall on the south side of the vehicular crossover access would be provided for pedestrians, leading to a zebra-style crossing across the car park to the building façade. There are dropped kerbs with tactile paving proposed across the access at the crossover with Duke Street.

- 8.6 Additional pedestrian accesses will be available from the north corner of Duke Street junction with Cemetery Road (as per existing situation) and from the footway on the west side of Cemetery Road. These access points will connect to a new communal area at the south boundary of the site. Pedestrian access to the residential element would be gained via an entrance at the northeast corner of the site.
- 8.7 The existing vehicular site access arrangement would be retained.
- 8.8 There are a total of 28 car parking spaces proposed, including 20 retail spaces (one disabled accessible and one parent and child space), 2 × staff only spaces, 4 × residential spaces, and 2 × EVCPs. The parking provision is demonstrated to accommodate the demand plus any fluctuations during peak hours.
- 8.9 There are 8 cycle parking spaces proposed adjacent to the store frontage in the form of 4 × Sheffield stands. There is also a secure internal cycle store proposed for residents.
- 8.10 Deliveries to the store would occur on the north side of the building, by a 12-metre rigid vehicle during daytime hours (avoiding the very early morning / late evening).
- 8.11 The majority of trips generated by the proposed convenience store would be existing on the network and accordingly incidental on the highway network. The traffic impact assessment concludes that the net increase in trips will be imperceptible when considered against the prevailing traffic flows on the highway network.

APPENDIX 1.0

SITE LOCATION

- 1.1 Site Location
- 1.2 Site and Surrounding Area



ADL
TRAFFIC & HIGHWAYS

Title Site Location	
Scale NTS @A4	Appendix 1.1



Duke Street

Cemetery Road

Site

ADL
TRAFFIC & HIGHWAYS

Title	Site and Surrounding Area	
Scale	NTS @A4	Appendix 1.2

ACCIDENT ANALYSIS

- 2.1 Crashmap Review Area
- 2.2 Collision Reports



Ref. 2018051802005

Ref. 2019051910296



Title	
Crashmap Review Area	
Scale	
NTS @A4	Appendix 2.1



APPENDIX 2.2
COLLISION REPORTS

Validated Data

Crash Date: Wednesday, August 29, 2018 Time of Crash: 6:20:00 PM Crash Reference: 2018051802005

Highest Injury Severity: Slight Road Number: A5267 Number of Casualties: 1
Highway Authority: Sefton Number of Vehicles: 2
Local Authority: Sefton Metropolitan Borough OS Grid Reference: 333941 415858
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Crossroads
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Auto traffic signal



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		5 Female	16 - 20	Vehicle is in the act of turning right	Offside	Other	None	None
2	Car (excluding private hire)		4 Female	36 - 45	Vehicle is moving off	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	2	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Crash Date: Friday, February 01, 2019 Time of Crash: 4:05:00 PM Crash Reference: 2019051910296

Highest Injury Severity: Slight Road Number: A5267 Number of Casualties: 1
Highway Authority: Sefton Number of Vehicles: 2
Local Authority: Sefton Metropolitan Borough OS Grid Reference: 333946 415860
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Crossroads
Junction Pedestrian Crossing: Pedestrian phase at traffic signal junction
Road Type: Single carriageway
Junction Control: Auto traffic signal



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	15	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Car (excluding private hire)	17	Male	Over 75	Vehicle is waiting to proceed normally but is held up	Back	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	Over 75	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services

ACCESSIBILITY

- 3.1 Walking Isochrone Map
- 3.2 Cycling Isochrone Map
- 3.3 Bus Stop Locations Map
- 3.4 Minimum Accessibility Standard Assessment (MASA)



Legend

- ▲ Site Location
- Railway Station

Walking Isochrone

- 1600 m
- 2000 m

OpenStreetMap



APPENDIX 4.1
Walking Isochrone Map

Legend

- ▲ Site Location
- Railway Station
- National Cycle Network
- Road
- Traffic-Free
- Cycling Isochrone
- 8000 m
- OpenStreetMap



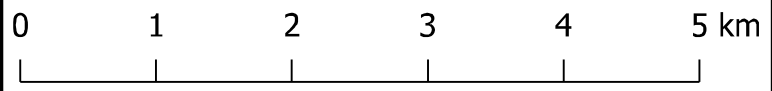
Marshside

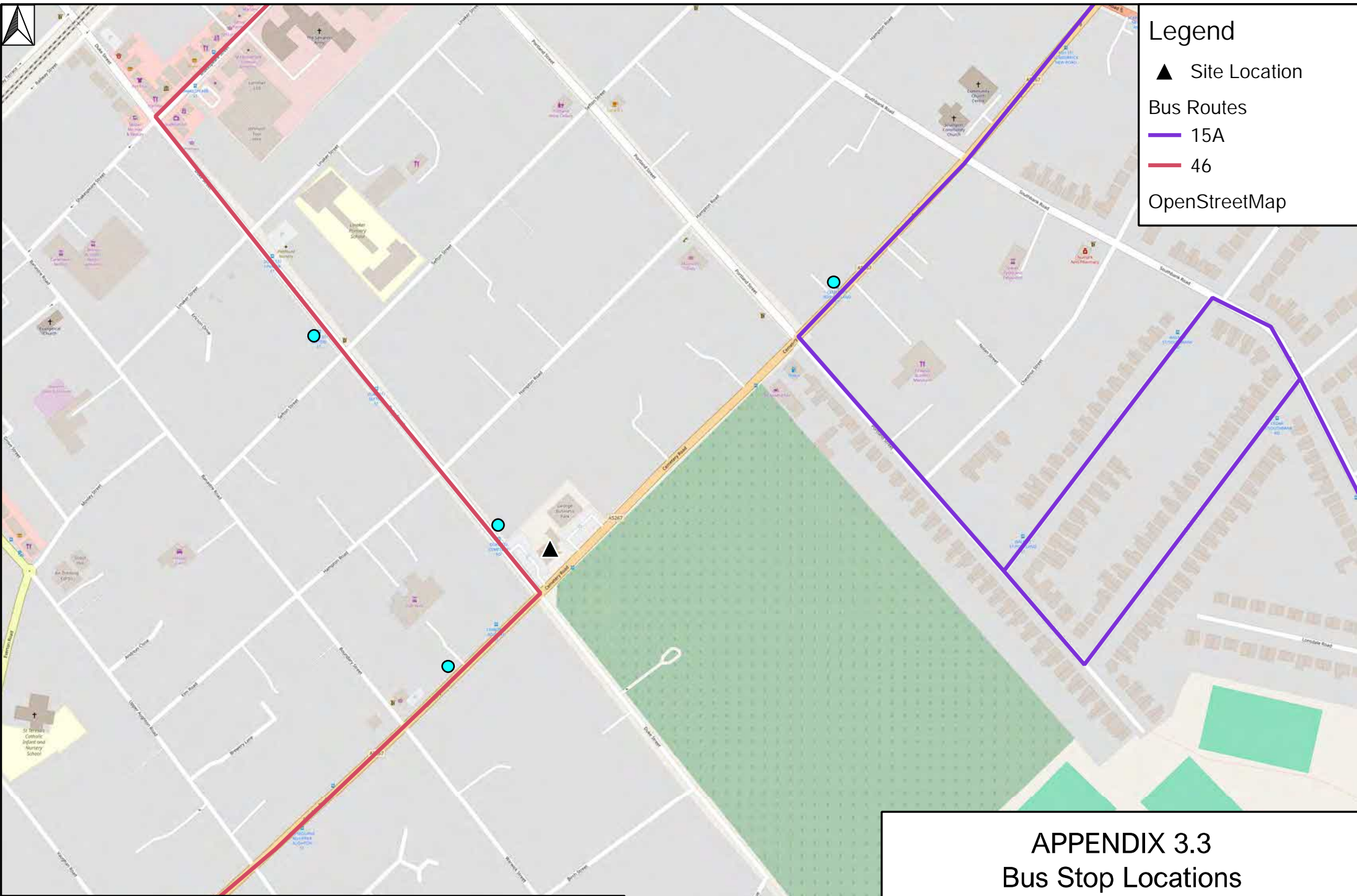
Southport

Birkdale

Ainsdale

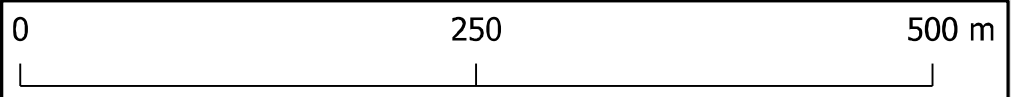
APPENDIX 3.2 Cycling Isochrone Map





Legend

- ▲ Site Location
- Bus Routes
 - 15A
 - 46
- OpenStreetMap



APPENDIX 3.3
Bus Stop Locations

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 Contains Ordnance Survey data © Crown copyright and database right 2020



APPENDIX 3.4
MINIMUM ACCESSIBILITY STANDARD ASSESSMENT
FORMER GEORGE HOTEL/PUBLIC HOUSE
DUKE STREET
SOUTHPORT
PR8 5DH
ADL REF. ADL/AM/5391/21A

1.0 Introduction

- 1.1 Sefton Council use the Accessibility Checklist or Minimum Accessibility Standard Assessment (MASA) to assess the extent to which a proposed development is accessible by all modes of transport and meets the requirements of policy EQ3 'Accessibility'.
- 1.2 As such, ADL Traffic & Highways Engineering Ltd (ADL) have been appointed by Central England Cooperative Ltd to prepare this MASA in support of a planning application for the demolition of a former public house and construction of a new building to form a ground floor convenience store and café with 4 residential units on the first floor, at The George Hotel, Duke Street, Southport, PR8 5DH.
- 1.3 This report has been prepared in line with Sefton Council's Sustainable Travel and Development SPD (June 2018), notably the Accessibility Checklist in Appendix B.
- 1.4 The SPD (Table 3.1) sets out the scores expected for developments of differing scale, when assessed against the Accessibility Checklist. Given the proposals, the target scores are summarised in Table A below.

Table A Minimum Levels of Accessibility: Target Scores

Element of Development	Location	Development Size	Walking	Cycling	Public Transport	Vehicle Access and Parking
A1 Retail	Other Urban	Small/Medium	4	3	4	1
A3 Restaurants & Cafes	Other Urban	All	4	5	4	1
C3 Dwelling House	Other Urban	Small/Medium	4	3	5	1

1.5 As the convenience store element of the development is the predominant use class, the target scores in this MASA are to reflect this use.

2.0 Access Diagram

2.1 The access diagram showing how people move to and through the development and how the site links with the surrounding roads, footpaths and sightlines is included in Figure A.

Figure A Access Diagram



2.2 Figure A shows that the site is accessed by foot (and public transport) and by cycle/vehicle in all directions.

3.0 Access on Foot

3.1 The site's accessibility on foot is summarised in Table B below.

Table B Access on Foot

Access on Foot			Points	Score
Safety	Is there safe pedestrian access to and within the site, and for pedestrians passing the site?			Yes
Location	<u>Housing development</u> : if within 800m of a district or local centre <u>Other development</u> : if the density of local housing (i.e. Within 800m) is more than 50 houses per hectare	No	0	
Internal Layout	Does 'circulation' and access inside the site reflect direct, safe, and easy to use pedestrian routes for all, with priority given to pedestrians when they have to crossroads or cycle routes?	Yes	1	
External Layout	Are there barriers between the site and local facilities or housing, which restrict pedestrian access? E.g. No dropped kerbs at crossings or on desire lines; Pavement less than 1.35m wide A lack of a formal crossing where there is heavy traffic Security concerns, e.g. As a result of lack of lighting	There are no barriers	1	
Other	Links to identified recreational walking network	-	-	
Summary	Target score			4
	Actual Score			2
	Comments:			

3.2 Table B demonstrates that the site has an actual score of 2.

3.3 The density of the local housing population is less than 50 houses per hectare (calculated to be approximately 25 houses per hectare, based on number of dwellings in Sefton 007 MSA as 3,662 and area of 145.67ha according to 2011 Census data).

3.4 However, the site remains to be in a suburban and predominantly residential location. As such, the site would serve the local population, as did the previous use of the site.

3.5 Notwithstanding the housing density, Table B shows that the pedestrian infrastructure within and external to the site is suitable to accommodate pedestrian trips to and from the site.

4.0 Access by Cycle

4.1 The site's accessibility by cycle is summarised in Table C below.

Table C Access by Cycle

Access by Cycle			Points	Score
Safety	Are there safety issues for cyclists either turning into or out of the site or at road junctions within 400m of the site (e.g. dangerous right turns for cyclists due to the level of traffic)?			No
Cycle Parking	Does the development meet cycle parking standards in a secure location with natural surveillance? (See Table 7) - or where appropriate contribute to communal cycle parking facilities?			Yes
Location	<u>Housing development</u> : if within 1 mile of a district or local Centre <u>Other development</u> : if the density of local housing (e.g. within 1 mile) is more than 50 houses per hectare	No	0	
Internal Layout	Does 'circulation' and access inside the site reflect direct, safe, and easy to use cycle routes for all, with priority given to cyclists when they have to crossroads or cycle routes?	Yes	1	
External Layout	The development is within 400m of an existing or proposed cycle and/or proposes to create a link to a cycle route, or develop a route	Yes	1	
Other	Development includes shower facilities and lockers for cyclists	No	0	
Summary	Target score			3
	Actual Score			2
	Comments:			

4.2 Table C demonstrates that the site has an actual score of 2.

4.3 Notwithstanding the housing density, Table C shows that the cycle infrastructure within and external to the site is suitable to accommodate cycling trips to and from the site.

5.0 Access by Public Transport

5.1 The site's accessibility by public transport is summarised in Table D below.

Table D Access by Public Transport

Access by Public Transport			Points	Score
Location and access to public transport	Is the site within a 200m walk of a bus stop, and/or within 400m of a rail station?	Yes	2	
	Are there barriers on direct and safe pedestrian routes to bus stops or rail stations i.e. A lack of dropped kerbs Pavements less than 1.35m wide A lack of formal crossings where there is heavy traffic Bus access kerbs	No barriers	1	
Frequency	High (four or more bus services or trains an hour)	-	-	
	Medium (two or three bus services or trains an hour)	Yes	1	
	Low (less than two bus services or trains an hour)	-	-	
Other	The proposal contributes to bus priority measures serving the site	No	0	
	The proposal contributes to bus stops, bus interchange or bus or rail stations in the vicinity and/or provides bus stops or bus interchange in the site	No	0	
	The proposal contributes to an existing or new supported bus service (Merseytravel or Community Transport)	No	0	
Summary	Target score			4
	Actual Score			4
	Comments:			

5.2 Table D demonstrates that the site meets the target score for access by public transport, i.e., 4. The development is therefore considered to be accessible by public transport.

6.0 Vehicle Access and Parking

6.1 The site's vehicle access and parking is summarised in Table E below.

Table E Vehicle Access and Parking

Vehicle Access and Parking		Points	Score
Vehicle access and circulation	Is there safe access to and from the road?		Yes
	Can the site be adequately serviced?		Yes
	Is the safety and convenience of other users (pedestrians, cyclists and public transport) affected by the proposal?		No
	Has access for the emergency services been provided?		Yes
	For development, which generates significant freight movements, is the site easily accessed from the road or rail freight route networks (i.e. minimising the impact of traffic on local roads and neighbourhoods)?		N/A
Parking	The off-street parking provided is more than advised for that development type		No
	The off-street parking provided is as advised for that development type	1	Yes
	The off-street parking provided is less than 75% of the amount advised for that development type (or Shares parking provision with another development)		No
	<u>For development in controlled parking zones:</u> Is a car free development Supports the control or removal of on-street parking spaces (inc provision of disabled spaces) or contributes to other identified measures in the local parking strategy (including car clubs)		N/A
Summary	Target score		1
	Actual Score		1
	Comments:		

6.2 Table E demonstrates that the site meets the target score for vehicle access and parking, i.e., 1. The development is therefore considered to be accessible by vehicles.

7.0 Summary and Conclusions

7.1 The actual scores for the site are summarised as:

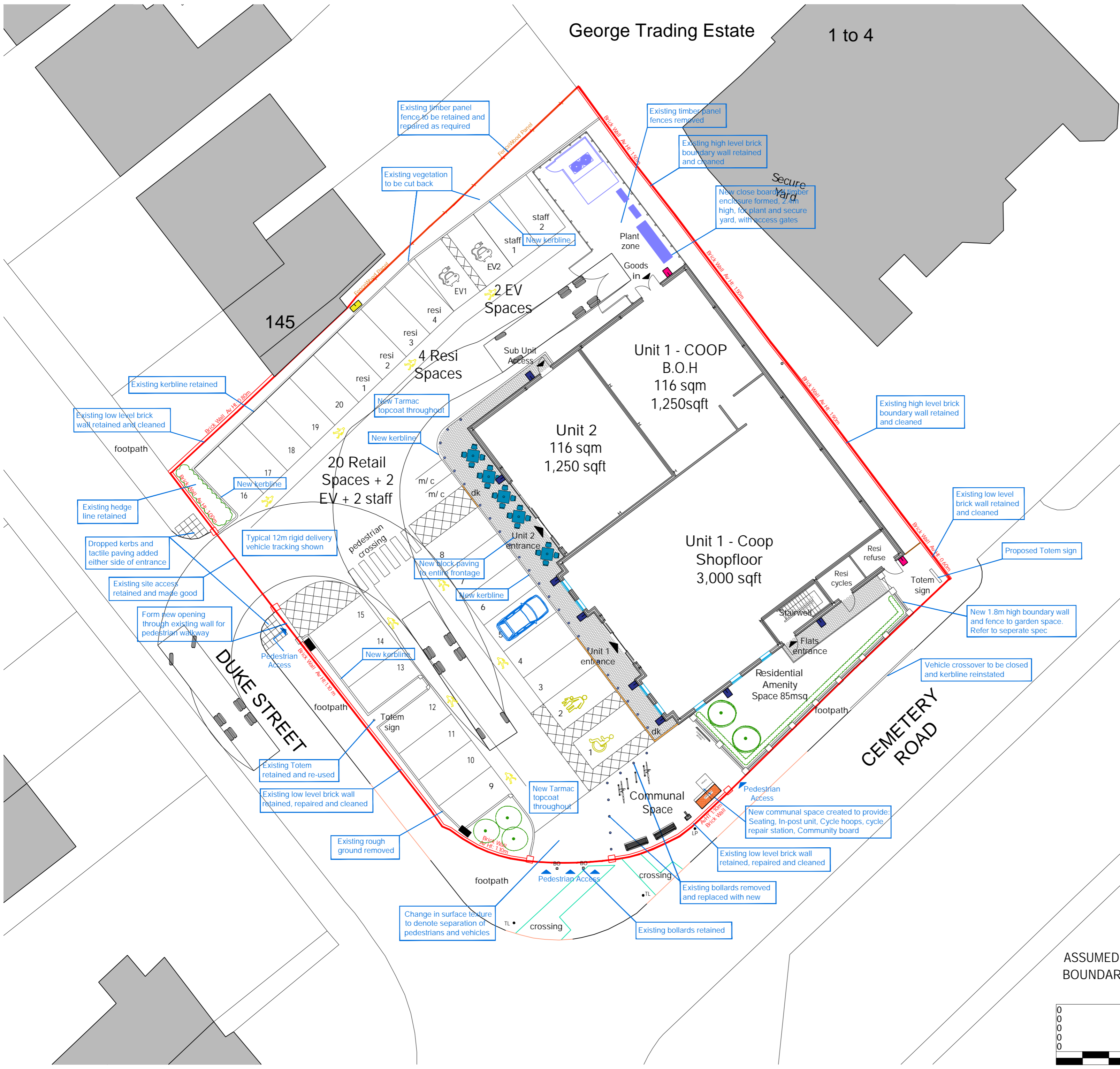
Access on foot:	score = 2 / 4
Access by cycle:	score = 2 / 3
Access by public transport:	score = 4 / 4
Vehicle access and parking:	score = 1 / 1
Total:	score = 9 / 12

7.2 The shortfall in score relates only to the housing density in the vicinity of the site, which is less than 50 houses per hectare. However, the site remains to be in a suburban and predominantly residential location. As such, the site would serve the local population, as did the previous use of the site. The accessibility of the site by all modes and the existing infrastructure scores the remaining points.

7.3 It is concluded that the site and development is accessible by all modes of transport, including on foot, by cycle, by public transport, and in terms of vehicle access and parking.





DEVELOPMENT PROPOSALS

- 4.1 Proposed Site Layout
- 4.2 Proposed Access Arrangements
- 4.3 Vehicle Tracking: Car
- 4.4 Vehicle Tracking: 12-Metre Rigid



George Trading Estate 1 to 4

APPENDIX 4.1
PROPOSED SITE LAYOUT

SCHEDULE OF LIGHTING		No.
	Holophane Europe 6.5W Denver iD Wall	6
	Holophane Europe 48W Denver iD Post Top Fitting	1
	Holophane Europe 49W Denver iD Post Top Fitting	2
	Holophane Europe 25W Denver iD Wall	2

Boundary wall to communal area
1.8m high overall, one brick thick facing brickwork with two brick thick piers at 2.4m centres, timber infill panels between piers, panels approx 2m wide x 900 high; contrasting brick on edge copings between piers and to tops of piers; including suitable strip foundation

Refer to specific drawings for:
16765-90-005 - Proposed External Enclosure

REV	DATE	DESCRIPTION	DR	CH

SCHEDULE OF AREAS	
OVERALL SITE AREA	0.47 acres
UNIT 1 - COOP	4,250 sqft
UNIT 2	1,250 sqft
RESIDENTIAL AREAS	250 sqft
RETAIL CAR PARKING	22+2
RESIDENTIAL CAR PARKING	4

DRAFT

DB3

LEEDS
4th Floor, 10 South Parade, Leeds LS1 5QS.
T: 0113 244 6931 www.darntonb3.com

CLIENT
Central Coop

PROJECT
Former 'George PH' Redevelopment
Duke Street, SOUTHPORT, PR85DH

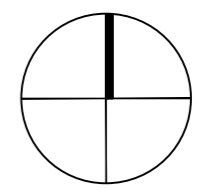
TITLE
Proposed Site Plan

CREATION DATE	SCALE @ A1	DRN	CHK	STATUS
16.11.23	1:200	rs	rs	S

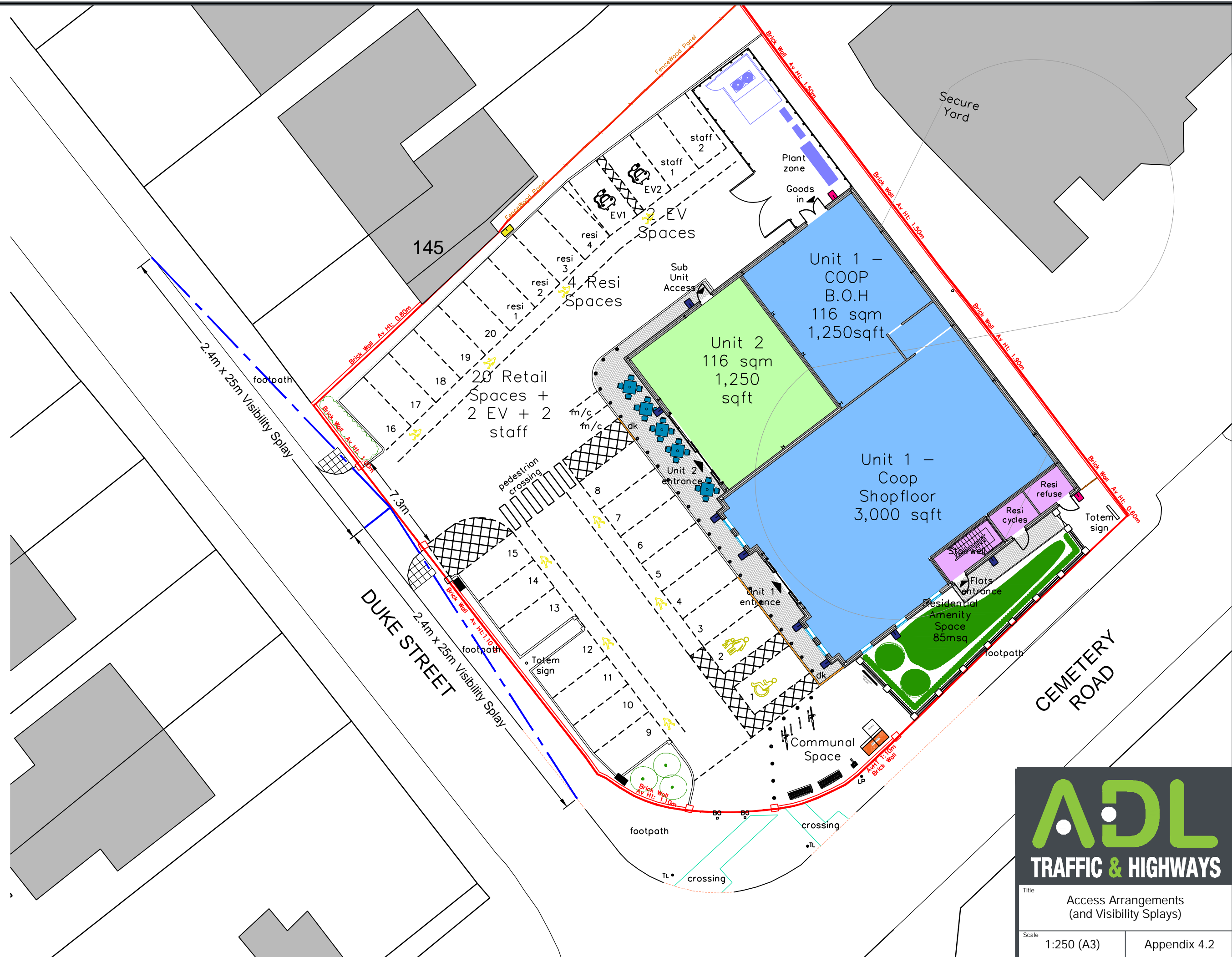
SHEET NO.	REVISION
16765 - DB3 - B01 - 00 - DR - A - 90-002	

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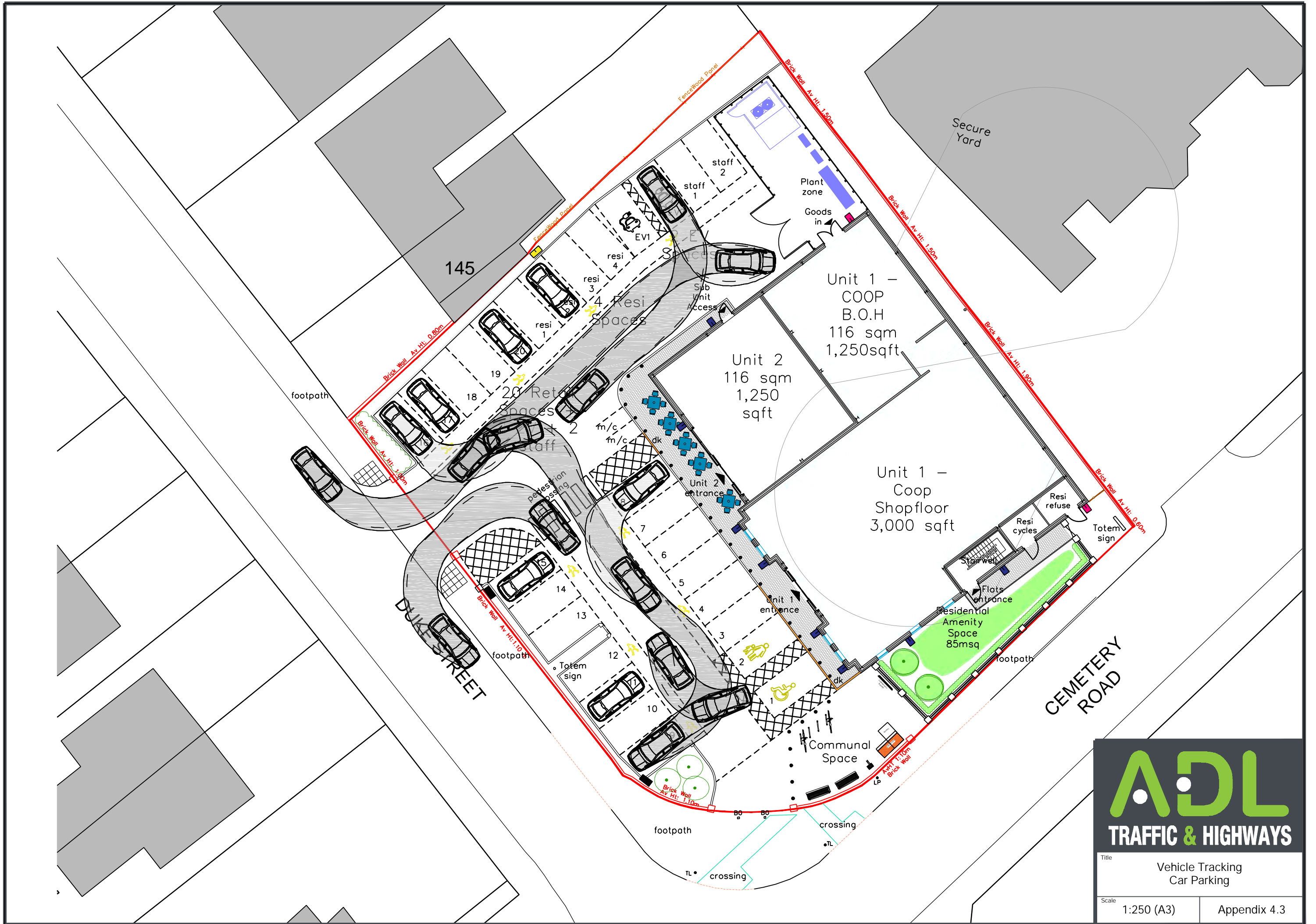
ASSUMED
BOUNDARY LINE



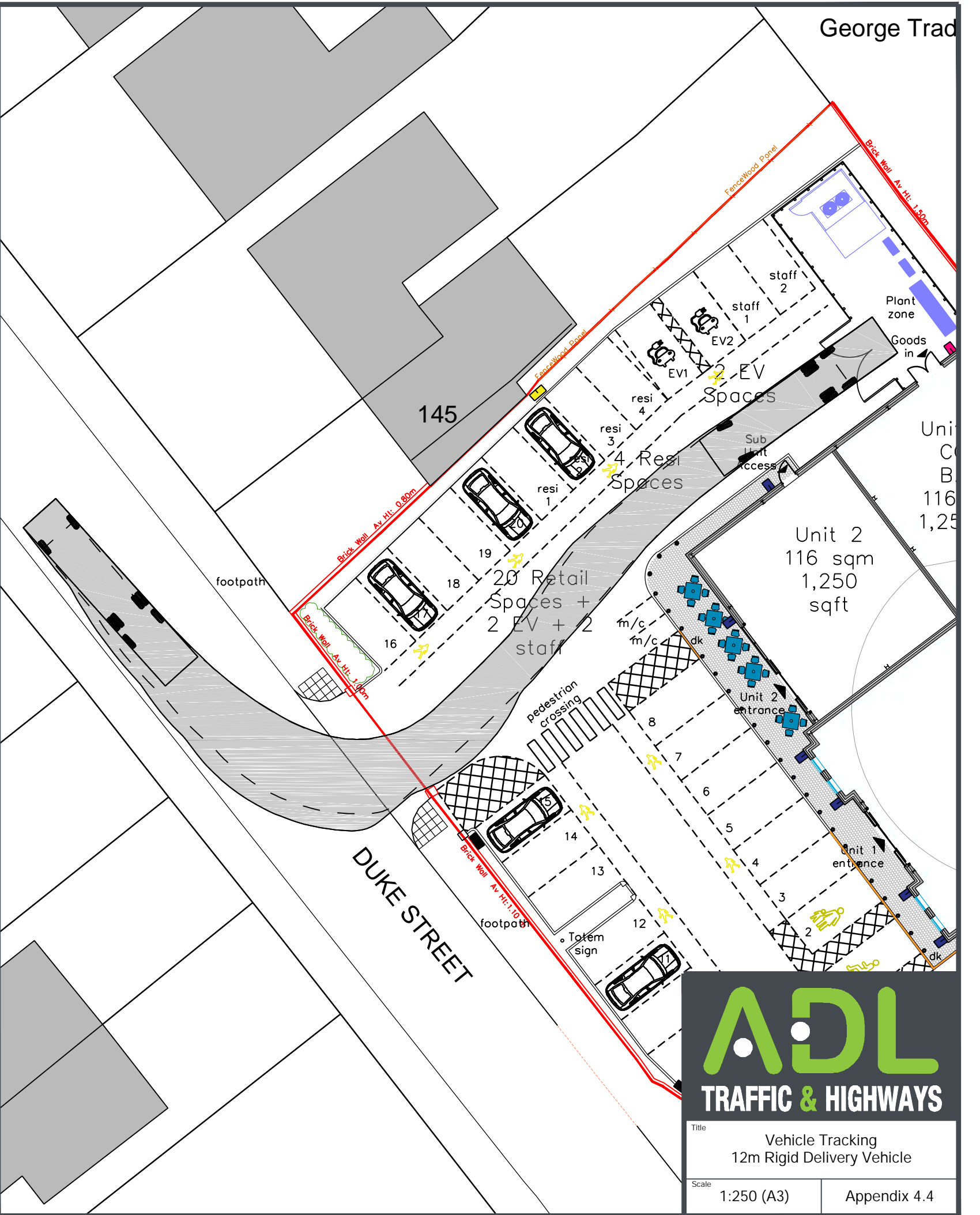
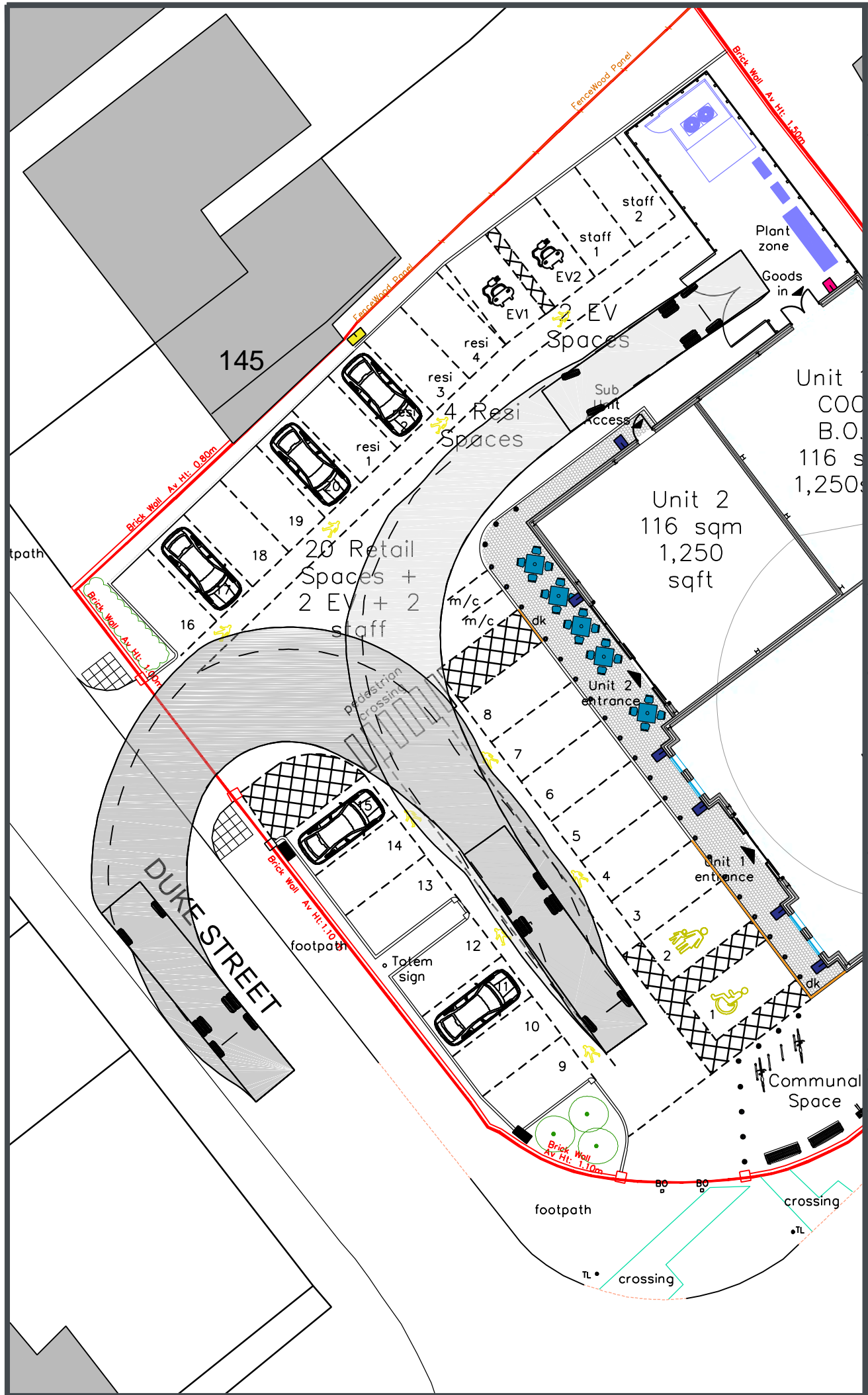
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0	SCALE 1:100	10m
0	SCALE 1:200	20m
0	SCALE 1:500	50m
0	SCALE 1:1250	125m



Title	
Access Arrangements (and Visibility Splays)	
Scale	Appendix 4.2
1:250 (A3)	



Title	Vehicle Tracking Car Parking	
Scale	1:250 (A3)	Appendix 4.3



Title	
Vehicle Tracking 12m Rigid Delivery Vehicle	
Scale	Appendix 4.4
1:250 (A3)	

TRIP GENERATION (TRICS)

5.1	Pub/Res + Hotel (Weekday)
5.2	Convenience Store (Weekday)
5.3	Convenience Store (Saturday)
5.4	Café (RE-06-B-01)
5.5	Café (WS-06-B-01)
5.6	Flats (Weekday)
5.7	Flats (Saturday)

Calculation Reference: AUDIT-733701-231220-1254

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : H - PUB/RES + HOTEL

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	MK MILTON KEYNES	1 days
04	EAST ANGLIA	
	PB PETERBOROUGH	1 days
06	WEST MIDLANDS	
	HE HEREFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	DR DONCASTER	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days
09	NORTH	
	CU CUMBERLAND	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: 1170 to 3836 (units: sqm)
 Range Selected by User: 500 to 3836 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 24/09/21

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

Selected survey days:

Tuesday	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	6 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
------------------------------------	---

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

Selected Location Sub Categories:

Residential Zone	2
Retail Zone	1
No Sub Category	3

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	8 days - Selected

Secondary Filtering selection:**Use Class:**

n/a	6 days
-----	--------

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

25,001 to 50,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	5 days

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

Travel Plan:

No	6 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	6 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	CU-06-H-02 KINGSTOWN ROAD CARLISLE	PREMIER INN/PUB	CUMBERLAND
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 2060 sqm Survey date: THURSDAY 04/02/10		
	Survey Type: MANUAL		
2	DR-06-H-01 WILMINGTON DRIVE DONCASTER	PREMIER INN & BEEFEATER	DONCASTER
	Suburban Area (PPS6 Out of Centre) Retail Zone Total Gross floor area: 3752 sqm Survey date: FRIDAY 24/09/21		
	Survey Type: MANUAL		
3	HE-06-H-02 HOLMER ROAD HEREFORD	PREMIER INN & BEEFEATER	HEREFORDSHIRE
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 3836 sqm Survey date: TUESDAY 22/10/13		
	Survey Type: MANUAL		
4	MK-06-H-02 BURCHARD CRESCENT MILTON KEYNES SHENLEY CHURCH END	TOBY CARVERY & LODGE	MILTON KEYNES
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 2400 sqm Survey date: FRIDAY 03/10/14		
	Survey Type: MANUAL		
5	MS-06-H-01 ROBY ROAD HUYTON-WITH-ROBY	PREMIER TRAVEL INN	MERSEYSIDE
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 1170 sqm Survey date: TUESDAY 04/10/05		
	Survey Type: MANUAL		
6	PB-06-H-01 LINCOLN ROAD PETERBOROUGH DUKESMEAD	PUB/RES+P.INN	PETERBOROUGH
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 2000 sqm Survey date: THURSDAY 22/10/09		
	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 06 - HOTEL, FOOD & DRINK/H - PUB/RES + HOTEL
 MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.90

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	2536	0.230	6	2536	0.624	6	2536	0.854
08:00 - 09:00	6	2536	0.368	6	2536	0.756	6	2536	1.124
09:00 - 10:00	6	2536	0.355	6	2536	0.348	6	2536	0.703
10:00 - 11:00	6	2536	0.309	6	2536	0.381	6	2536	0.690
11:00 - 12:00	6	2536	0.440	6	2536	0.486	6	2536	0.926
12:00 - 13:00	6	2536	0.913	6	2536	0.421	6	2536	1.334
13:00 - 14:00	6	2536	0.795	6	2536	0.894	6	2536	1.689
14:00 - 15:00	6	2536	0.624	6	2536	0.677	6	2536	1.301
15:00 - 16:00	6	2536	0.539	6	2536	0.637	6	2536	1.176
16:00 - 17:00	6	2536	1.025	6	2536	0.453	6	2536	1.478
17:00 - 18:00	6	2536	1.071	6	2536	0.618	6	2536	1.689
18:00 - 19:00	6	2536	1.347	6	2536	0.795	6	2536	2.142
19:00 - 20:00	6	2536	0.835	6	2536	0.828	6	2536	1.663
20:00 - 21:00	6	2536	0.657	6	2536	1.058	6	2536	1.715
21:00 - 22:00	6	2536	0.427	6	2536	0.703	6	2536	1.130
22:00 - 23:00	1	1170	1.111	1	1170	1.026	1	1170	2.137
23:00 - 24:00	1	1170	0.427	1	1170	0.769	1	1170	1.196
Total Rates:			11.473			11.474			22.947

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

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

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Parameter summary

Trip rate parameter range selected: 1170 - 3836 (units: sqm)
 Survey date range: 01/01/05 - 24/09/21
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 3
 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 06 - HOTEL, FOOD & DRINK/H - PUB/RES + HOTEL

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	2536	0.007	6	2536	0.013	6	2536	0.020
08:00 - 09:00	6	2536	0.013	6	2536	0.000	6	2536	0.013
09:00 - 10:00	6	2536	0.007	6	2536	0.007	6	2536	0.014
10:00 - 11:00	6	2536	0.000	6	2536	0.000	6	2536	0.000
11:00 - 12:00	6	2536	0.013	6	2536	0.007	6	2536	0.020
12:00 - 13:00	6	2536	0.007	6	2536	0.000	6	2536	0.007
13:00 - 14:00	6	2536	0.000	6	2536	0.007	6	2536	0.007
14:00 - 15:00	6	2536	0.007	6	2536	0.020	6	2536	0.027
15:00 - 16:00	6	2536	0.007	6	2536	0.007	6	2536	0.014
16:00 - 17:00	6	2536	0.000	6	2536	0.007	6	2536	0.007
17:00 - 18:00	6	2536	0.000	6	2536	0.000	6	2536	0.000
18:00 - 19:00	6	2536	0.013	6	2536	0.013	6	2536	0.026
19:00 - 20:00	6	2536	0.000	6	2536	0.000	6	2536	0.000
20:00 - 21:00	6	2536	0.000	6	2536	0.000	6	2536	0.000
21:00 - 22:00	6	2536	0.000	6	2536	0.000	6	2536	0.000
22:00 - 23:00	1	1170	0.000	1	1170	0.000	1	1170	0.000
23:00 - 24:00	1	1170	0.000	1	1170	0.000	1	1170	0.000
Total Rates:			0.074			0.081			0.155

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/H - PUB/RES + HOTEL
 MULTI-MODAL PEDESTRIANS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	2536	0.066	6	2536	0.046	6	2536	0.112
08:00 - 09:00	6	2536	0.151	6	2536	0.131	6	2536	0.282
09:00 - 10:00	6	2536	0.085	6	2536	0.112	6	2536	0.197
10:00 - 11:00	6	2536	0.092	6	2536	0.256	6	2536	0.348
11:00 - 12:00	6	2536	0.059	6	2536	0.237	6	2536	0.296
12:00 - 13:00	6	2536	0.276	6	2536	0.276	6	2536	0.552
13:00 - 14:00	6	2536	0.256	6	2536	0.296	6	2536	0.552
14:00 - 15:00	6	2536	0.368	6	2536	0.421	6	2536	0.789
15:00 - 16:00	6	2536	0.342	6	2536	0.243	6	2536	0.585
16:00 - 17:00	6	2536	0.335	6	2536	0.191	6	2536	0.526
17:00 - 18:00	6	2536	0.329	6	2536	0.158	6	2536	0.487
18:00 - 19:00	6	2536	0.263	6	2536	0.204	6	2536	0.467
19:00 - 20:00	6	2536	0.269	6	2536	0.177	6	2536	0.446
20:00 - 21:00	6	2536	0.210	6	2536	0.145	6	2536	0.355
21:00 - 22:00	6	2536	0.283	6	2536	0.177	6	2536	0.460
22:00 - 23:00	1	1170	0.000	1	1170	0.000	1	1170	0.000
23:00 - 24:00	1	1170	0.000	1	1170	0.000	1	1170	0.000
Total Rates:			3.384			3.070			6.454

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/H - PUB/RES + HOTEL

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	2536	0.000	6	2536	0.000	6	2536	0.000
08:00 - 09:00	6	2536	0.007	6	2536	0.000	6	2536	0.007
09:00 - 10:00	6	2536	0.079	6	2536	0.000	6	2536	0.079
10:00 - 11:00	6	2536	0.007	6	2536	0.066	6	2536	0.073
11:00 - 12:00	6	2536	0.007	6	2536	0.000	6	2536	0.007
12:00 - 13:00	6	2536	0.020	6	2536	0.000	6	2536	0.020
13:00 - 14:00	6	2536	0.013	6	2536	0.007	6	2536	0.020
14:00 - 15:00	6	2536	0.026	6	2536	0.026	6	2536	0.052
15:00 - 16:00	6	2536	0.000	6	2536	0.007	6	2536	0.007
16:00 - 17:00	6	2536	0.000	6	2536	0.000	6	2536	0.000
17:00 - 18:00	6	2536	0.013	6	2536	0.000	6	2536	0.013
18:00 - 19:00	6	2536	0.000	6	2536	0.000	6	2536	0.000
19:00 - 20:00	6	2536	0.000	6	2536	0.007	6	2536	0.007
20:00 - 21:00	6	2536	0.000	6	2536	0.000	6	2536	0.000
21:00 - 22:00	6	2536	0.000	6	2536	0.000	6	2536	0.000
22:00 - 23:00	2	2461	0.000	2	2461	0.000	2	2461	0.000
23:00 - 24:00	1	1170	0.000	1	1170	0.000	1	1170	0.000
Total Rates:			0.172			0.113			0.285

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/H - PUB/RES + HOTEL

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.90

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	2536	0.375	6	2536	0.821	6	2536	1.196
08:00 - 09:00	6	2536	0.631	6	2536	1.176	6	2536	1.807
09:00 - 10:00	6	2536	0.664	6	2536	0.591	6	2536	1.255
10:00 - 11:00	6	2536	0.611	6	2536	0.887	6	2536	1.498
11:00 - 12:00	6	2536	0.651	6	2536	0.900	6	2536	1.551
12:00 - 13:00	6	2536	1.912	6	2536	0.927	6	2536	2.839
13:00 - 14:00	6	2536	1.597	6	2536	1.781	6	2536	3.378
14:00 - 15:00	6	2536	1.314	6	2536	1.557	6	2536	2.871
15:00 - 16:00	6	2536	1.111	6	2536	1.327	6	2536	2.438
16:00 - 17:00	6	2536	1.958	6	2536	0.927	6	2536	2.885
17:00 - 18:00	6	2536	1.991	6	2536	1.071	6	2536	3.062
18:00 - 19:00	6	2536	2.615	6	2536	1.544	6	2536	4.159
19:00 - 20:00	6	2536	1.610	6	2536	1.538	6	2536	3.148
20:00 - 21:00	6	2536	1.216	6	2536	2.129	6	2536	3.345
21:00 - 22:00	6	2536	0.782	6	2536	1.176	6	2536	1.958
22:00 - 23:00	2	2461	0.488	2	2461	0.406	2	2461	0.894
23:00 - 24:00	1	1170	0.769	1	1170	1.453	1	1170	2.222
Total Rates:			20.295			20.211			40.506

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-733701-231220-1240

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL

Category : 0 - CONVENIENCE STORE

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
03	SOUTH WEST	
	PL PLYMOUTH	1 days
	SD SWINDON	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	HP HARTLEPOOL	1 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: 70 to 469 (units: sqm)
Range Selected by User: 70 to 1056 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 29/09/22

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

Selected survey days:

Monday 2 days
Wednesday 2 days
Friday 3 days

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

Selected survey types:

Manual count 7 days
Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 7

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

Selected Location Sub Categories:

Residential Zone 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, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected
Servicing vehicles Excluded 7 days - Selected

Secondary Filtering selection:

Use Class:

Not Known 2 days
E(a) 5 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	3 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	4 days
1.1 to 1.5	3 days

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

Petrol filling station:

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

No	7 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	7 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	ES-01-O-01 THE SIDINGS HASTINGS ORE VALLEY Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 280 sqm Survey date: WEDNESDAY 19/12/12	ONE STOP	EAST SUSSEX	Survey Type: MANUAL
2	HP-01-O-01 132 STATION LANE HARTLEPOOL SEATON CAREW Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 469 sqm Survey date: MONDAY 26/11/12	SAINSBURY'S LOCAL	HARTLEPOOL	Survey Type: MANUAL
3	NF-01-O-01 DEREHAM ROAD NORWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 298 sqm Survey date: FRIDAY 26/10/12	TESCO EXPRESS	NORFOLK	Survey Type: MANUAL
4	NY-01-O-03 FOREST ROAD NORTHALLERTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 305 sqm Survey date: MONDAY 19/09/16	CO-OPERATIVE	NORTH YORKSHIRE	Survey Type: MANUAL
5	PL-01-O-01 MELROSE AVENUE PLYMOUTH Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 70 sqm Survey date: WEDNESDAY 18/07/12	PREMIER	PLYMOUTH	Survey Type: MANUAL
6	SD-01-O-01 THE CIRCLE SWINDON Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 292 sqm Survey date: FRIDAY 23/09/16	ONE STOP	SWINDON	Survey Type: MANUAL
7	TW-01-O-02 ETHEL TERRACE SUNDERLAND CASTLETOWN Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 330 sqm Survey date: FRIDAY 07/04/17	CO-OPERATIVE	TYNE & WEAR	Survey Type: MANUAL

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
 MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.59

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	4	238	4.617	4	238	4.407	4	238	9.024
07:00 - 08:00	7	292	9.051	7	292	8.415	7	292	17.466
08:00 - 09:00	7	292	9.785	7	292	9.344	7	292	19.129
09:00 - 10:00	7	292	7.290	7	292	6.605	7	292	13.895
10:00 - 11:00	7	292	6.164	7	292	6.018	7	292	12.182
11:00 - 12:00	7	292	5.822	7	292	6.213	7	292	12.035
12:00 - 13:00	7	292	8.268	7	292	7.632	7	292	15.900
13:00 - 14:00	7	292	6.115	7	292	5.969	7	292	12.084
14:00 - 15:00	7	292	7.192	7	292	7.045	7	292	14.237
15:00 - 16:00	7	292	7.681	7	292	8.072	7	292	15.753
16:00 - 17:00	7	292	10.372	7	292	9.100	7	292	19.472
17:00 - 18:00	7	292	11.057	7	292	9.883	7	292	20.940
18:00 - 19:00	7	292	12.476	7	292	13.307	7	292	25.783
19:00 - 20:00	7	292	8.708	7	292	10.029	7	292	18.737
20:00 - 21:00	5	336	4.043	5	336	5.707	5	336	9.750
21:00 - 22:00	5	336	2.794	5	336	3.270	5	336	6.064
22:00 - 23:00	1	469	1.919	1	469	2.559	1	469	4.478
23:00 - 24:00									
Total Rates:			123.354			123.575			246.929

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

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

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Parameter summary

Trip rate parameter range selected: 70 - 469 (units: sqm)
 Survey date range: 01/01/10 - 29/09/22
 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.

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

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	238	0.525	4	238	0.420	4	238	0.945
07:00 - 08:00	7	292	0.636	7	292	0.636	7	292	1.272
08:00 - 09:00	7	292	0.734	7	292	0.734	7	292	1.468
09:00 - 10:00	7	292	0.294	7	292	0.196	7	292	0.490
10:00 - 11:00	7	292	0.245	7	292	0.147	7	292	0.392
11:00 - 12:00	7	292	0.196	7	292	0.245	7	292	0.441
12:00 - 13:00	7	292	0.391	7	292	0.342	7	292	0.733
13:00 - 14:00	7	292	0.147	7	292	0.245	7	292	0.392
14:00 - 15:00	7	292	0.294	7	292	0.294	7	292	0.588
15:00 - 16:00	7	292	0.440	7	292	0.489	7	292	0.929
16:00 - 17:00	7	292	0.881	7	292	0.636	7	292	1.517
17:00 - 18:00	7	292	0.734	7	292	0.636	7	292	1.370
18:00 - 19:00	7	292	1.027	7	292	0.930	7	292	1.957
19:00 - 20:00	7	292	0.538	7	292	0.489	7	292	1.027
20:00 - 21:00	5	336	0.119	5	336	0.357	5	336	0.476
21:00 - 22:00	5	336	0.178	5	336	0.178	5	336	0.356
22:00 - 23:00	1	469	0.000	1	469	0.000	1	469	0.000
23:00 - 24:00									
Total Rates:			7.379			6.974			14.353

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

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
 MULTI-MODAL PEDESTRIANS
 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	4	238	4.302	4	238	3.987	4	238	8.289
07:00 - 08:00	7	292	8.855	7	292	8.170	7	292	17.025
08:00 - 09:00	7	292	13.992	7	292	13.307	7	292	27.299
09:00 - 10:00	7	292	8.317	7	292	7.339	7	292	15.656
10:00 - 11:00	7	292	7.877	7	292	7.436	7	292	15.313
11:00 - 12:00	7	292	8.904	7	292	8.464	7	292	17.368
12:00 - 13:00	7	292	7.681	7	292	8.072	7	292	15.753
13:00 - 14:00	7	292	8.659	7	292	9.247	7	292	17.906
14:00 - 15:00	7	292	9.393	7	292	9.393	7	292	18.786
15:00 - 16:00	7	292	15.802	7	292	14.579	7	292	30.381
16:00 - 17:00	7	292	10.665	7	292	11.155	7	292	21.820
17:00 - 18:00	7	292	11.937	7	292	11.791	7	292	23.728
18:00 - 19:00	7	292	13.503	7	292	13.992	7	292	27.495
19:00 - 20:00	7	292	10.029	7	292	11.301	7	292	21.330
20:00 - 21:00	5	336	6.837	5	336	7.194	5	336	14.031
21:00 - 22:00	5	336	5.826	5	336	6.659	5	336	12.485
22:00 - 23:00	1	469	0.000	1	469	0.000	1	469	0.000
23:00 - 24:00									
Total Rates:			152.579			152.086			304.665

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

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

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

MULTI-MODAL PUBLIC TRANSPORT USERS

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	4	238	0.000	4	238	0.000	4	238	0.000
07:00 - 08:00	7	292	0.294	7	292	0.245	7	292	0.539
08:00 - 09:00	7	292	0.245	7	292	0.294	7	292	0.539
09:00 - 10:00	7	292	0.196	7	292	0.196	7	292	0.392
10:00 - 11:00	7	292	0.342	7	292	0.196	7	292	0.538
11:00 - 12:00	7	292	0.440	7	292	0.294	7	292	0.734
12:00 - 13:00	7	292	0.147	7	292	0.196	7	292	0.343
13:00 - 14:00	7	292	0.440	7	292	0.245	7	292	0.685
14:00 - 15:00	7	292	0.391	7	292	0.245	7	292	0.636
15:00 - 16:00	7	292	0.196	7	292	0.147	7	292	0.343
16:00 - 17:00	7	292	0.245	7	292	0.196	7	292	0.441
17:00 - 18:00	7	292	0.587	7	292	0.538	7	292	1.125
18:00 - 19:00	7	292	0.294	7	292	0.147	7	292	0.441
19:00 - 20:00	7	292	0.000	7	292	0.098	7	292	0.098
20:00 - 21:00	5	336	0.000	5	336	0.000	5	336	0.000
21:00 - 22:00	5	336	0.000	5	336	0.000	5	336	0.000
22:00 - 23:00	1	469	0.000	1	469	0.000	1	469	0.000
23:00 - 24:00									
Total Rates:			3.817			3.037			6.854

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

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

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.59

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	4	238	10.283	4	238	9.549	4	238	19.832
07:00 - 08:00	7	292	20.695	7	292	19.276	7	292	39.971
08:00 - 09:00	7	292	27.202	7	292	26.223	7	292	53.425
09:00 - 10:00	7	292	17.661	7	292	15.656	7	292	33.317
10:00 - 11:00	7	292	15.753	7	292	14.579	7	292	30.332
11:00 - 12:00	7	292	16.781	7	292	16.732	7	292	33.513
12:00 - 13:00	7	292	17.759	7	292	17.466	7	292	35.225
13:00 - 14:00	7	292	16.536	7	292	16.977	7	292	33.513
14:00 - 15:00	7	292	18.346	7	292	17.906	7	292	36.252
15:00 - 16:00	7	292	26.712	7	292	26.076	7	292	52.788
16:00 - 17:00	7	292	25.636	7	292	24.168	7	292	49.804
17:00 - 18:00	7	292	26.908	7	292	25.636	7	292	52.544
18:00 - 19:00	7	292	31.311	7	292	32.192	7	292	63.503
19:00 - 20:00	7	292	21.526	7	292	24.119	7	292	45.645
20:00 - 21:00	5	336	12.782	5	336	15.220	5	336	28.002
21:00 - 22:00	5	336	10.166	5	336	11.593	5	336	21.759
22:00 - 23:00	1	469	2.772	1	469	3.625	1	469	6.397
23:00 - 24:00									
Total Rates:			318.829			316.993			635.822

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-733701-231220-1225

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL

Category : 0 - CONVENIENCE STORE

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
09	NORTH	
	CU CUMBERLAND	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: 300 to 458 (units: sqm)
Range Selected by User: 70 to 1056 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 29/09/22

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

Selected survey days:

Saturday 3 days

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

Selected survey types:

Manual count 3 days
Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 3

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

Selected Location Sub Categories:

Residential Zone 2
Built-Up Zone 1

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

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

E(a) 3 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

5,001 to 25,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	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	2 days
1.1 to 1.5	1 days

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

Petrol filling station:

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

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

Travel Plan:

No	3 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	3 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CU-01-O-01 DENTON STREET CARLISLE	CO-OPERATIVE		CUMBERLAND
	Suburban Area (PPS6 Out of Centre) Built-Up Zone			
	Total Gross floor area:		300 sqm	
	Survey date: SATURDAY		25/06/16	Survey Type: MANUAL
2	NE-01-O-01 311 ASHBY HIGH STREET SCUNTHORPE	TESCO EXPRESS		NORTH EAST LINCOLNSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Gross floor area:		315 sqm	
	Survey date: SATURDAY		17/05/14	Survey Type: MANUAL
3	NF-01-O-03 HALL ROAD NORWICH LAKENHAM	CO-OP DAILY		NORFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Gross floor area:		458 sqm	
	Survey date: SATURDAY		17/09/22	Survey Type: MANUAL

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
 MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.33

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	1	458	0.218	1	458	0.000	1	458	0.218
06:00 - 07:00	1	458	1.092	1	458	0.218	1	458	1.310
07:00 - 08:00	3	358	3.541	3	358	3.262	3	358	6.803
08:00 - 09:00	3	358	7.549	3	358	6.431	3	358	13.980
09:00 - 10:00	3	358	8.201	3	358	8.481	3	358	16.682
10:00 - 11:00	3	358	9.786	3	358	9.226	3	358	19.012
11:00 - 12:00	3	358	11.090	3	358	11.090	3	358	22.180
12:00 - 13:00	3	358	14.632	3	358	12.954	3	358	27.586
13:00 - 14:00	3	358	9.786	3	358	10.065	3	358	19.851
14:00 - 15:00	3	358	11.929	3	358	11.556	3	358	23.485
15:00 - 16:00	3	358	9.413	3	358	10.065	3	358	19.478
16:00 - 17:00	3	358	12.861	3	358	11.370	3	358	24.231
17:00 - 18:00	3	358	10.345	3	358	11.556	3	358	21.901
18:00 - 19:00	3	358	8.947	3	358	10.065	3	358	19.012
19:00 - 20:00	3	358	7.363	3	358	7.363	3	358	14.726
20:00 - 21:00	3	358	3.914	3	358	5.219	3	358	9.133
21:00 - 22:00	3	358	4.194	3	358	5.126	3	358	9.320
22:00 - 23:00	2	387	1.294	2	387	1.552	2	387	2.846
23:00 - 24:00	1	458	0.000	1	458	0.437	1	458	0.437
Total Rates:			136.155			136.036			272.191

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

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

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Parameter summary

Trip rate parameter range selected: 300 - 458 (units: sqm)
 Survey date range: 01/01/10 - 29/09/22
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 3
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

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

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	458	0.000	1	458	0.000	1	458	0.000
06:00 - 07:00	1	458	0.000	1	458	0.000	1	458	0.000
07:00 - 08:00	3	358	0.093	3	358	0.000	3	358	0.093
08:00 - 09:00	3	358	0.186	3	358	0.280	3	358	0.466
09:00 - 10:00	3	358	0.373	3	358	0.373	3	358	0.746
10:00 - 11:00	3	358	0.186	3	358	0.186	3	358	0.372
11:00 - 12:00	3	358	0.652	3	358	0.746	3	358	1.398
12:00 - 13:00	3	358	0.466	3	358	0.466	3	358	0.932
13:00 - 14:00	3	358	0.186	3	358	0.186	3	358	0.372
14:00 - 15:00	3	358	0.280	3	358	0.280	3	358	0.560
15:00 - 16:00	3	358	0.280	3	358	0.280	3	358	0.560
16:00 - 17:00	3	358	0.186	3	358	0.093	3	358	0.279
17:00 - 18:00	3	358	0.186	3	358	0.280	3	358	0.466
18:00 - 19:00	3	358	0.186	3	358	0.093	3	358	0.279
19:00 - 20:00	3	358	0.373	3	358	0.373	3	358	0.746
20:00 - 21:00	3	358	0.000	3	358	0.000	3	358	0.000
21:00 - 22:00	3	358	0.093	3	358	0.093	3	358	0.186
22:00 - 23:00	2	387	0.000	2	387	0.000	2	387	0.000
23:00 - 24:00	1	458	0.000	1	458	0.000	1	458	0.000
Total Rates:			3.726			3.729			7.455

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

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

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

MULTI-MODAL PEDESTRIANS

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	1	458	0.000	1	458	0.000	1	458	0.000
06:00 - 07:00	1	458	1.092	1	458	0.655	1	458	1.747
07:00 - 08:00	3	358	2.423	3	358	2.796	3	358	5.219
08:00 - 09:00	3	358	7.363	3	358	6.710	3	358	14.073
09:00 - 10:00	3	358	7.642	3	358	7.642	3	358	15.284
10:00 - 11:00	3	358	10.997	3	358	11.650	3	358	22.647
11:00 - 12:00	3	358	10.624	3	358	10.345	3	358	20.969
12:00 - 13:00	3	358	10.997	3	358	11.836	3	358	22.833
13:00 - 14:00	3	358	9.786	3	358	10.065	3	358	19.851
14:00 - 15:00	3	358	8.015	3	358	8.854	3	358	16.869
15:00 - 16:00	3	358	10.531	3	358	8.760	3	358	19.291
16:00 - 17:00	3	358	8.481	3	358	8.388	3	358	16.869
17:00 - 18:00	3	358	10.345	3	358	10.904	3	358	21.249
18:00 - 19:00	3	358	7.922	3	358	8.108	3	358	16.030
19:00 - 20:00	3	358	8.295	3	358	8.854	3	358	17.149
20:00 - 21:00	3	358	6.524	3	358	6.803	3	358	13.327
21:00 - 22:00	3	358	5.778	3	358	5.499	3	358	11.277
22:00 - 23:00	2	387	0.906	2	387	0.906	2	387	1.812
23:00 - 24:00	1	458	0.000	1	458	0.000	1	458	0.000
Total Rates:			127.721			128.775			256.496

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

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

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

MULTI-MODAL PUBLIC TRANSPORT USERS

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	1	458	0.000	1	458	0.000	1	458	0.000
06:00 - 07:00	1	458	0.437	1	458	0.000	1	458	0.437
07:00 - 08:00	3	358	0.186	3	358	0.000	3	358	0.186
08:00 - 09:00	3	358	0.652	3	358	0.932	3	358	1.584
09:00 - 10:00	3	358	0.186	3	358	0.373	3	358	0.559
10:00 - 11:00	3	358	0.280	3	358	0.093	3	358	0.373
11:00 - 12:00	3	358	1.025	3	358	0.466	3	358	1.491
12:00 - 13:00	3	358	0.186	3	358	0.466	3	358	0.652
13:00 - 14:00	3	358	0.280	3	358	0.466	3	358	0.746
14:00 - 15:00	3	358	0.466	3	358	0.093	3	358	0.559
15:00 - 16:00	3	358	0.093	3	358	0.280	3	358	0.373
16:00 - 17:00	3	358	0.000	3	358	0.000	3	358	0.000
17:00 - 18:00	3	358	0.093	3	358	0.093	3	358	0.186
18:00 - 19:00	3	358	0.000	3	358	0.093	3	358	0.093
19:00 - 20:00	3	358	0.280	3	358	0.000	3	358	0.280
20:00 - 21:00	3	358	0.093	3	358	0.000	3	358	0.093
21:00 - 22:00	3	358	0.000	3	358	0.000	3	358	0.000
22:00 - 23:00	2	387	0.000	2	387	0.000	2	387	0.000
23:00 - 24:00	1	458	0.000	1	458	0.437	1	458	0.437
Total Rates:			4.257			3.792			8.049

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

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

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.33

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	1	458	0.218	1	458	0.000	1	458	0.218
06:00 - 07:00	1	458	2.838	1	458	0.873	1	458	3.711
07:00 - 08:00	3	358	6.897	3	358	6.617	3	358	13.514
08:00 - 09:00	3	358	17.707	3	358	16.216	3	358	33.923
09:00 - 10:00	3	358	19.944	3	358	19.385	3	358	39.329
10:00 - 11:00	3	358	26.281	3	358	25.443	3	358	51.724
11:00 - 12:00	3	358	27.400	3	358	27.307	3	358	54.707
12:00 - 13:00	3	358	31.221	3	358	30.289	3	358	61.510
13:00 - 14:00	3	358	23.299	3	358	23.952	3	358	47.251
14:00 - 15:00	3	358	25.070	3	358	24.790	3	358	49.860
15:00 - 16:00	3	358	23.952	3	358	22.274	3	358	46.226
16:00 - 17:00	3	358	26.561	3	358	24.977	3	358	51.538
17:00 - 18:00	3	358	23.952	3	358	25.629	3	358	49.581
18:00 - 19:00	3	358	20.037	3	358	21.342	3	358	41.379
19:00 - 20:00	3	358	17.987	3	358	18.080	3	358	36.067
20:00 - 21:00	3	358	11.743	3	358	13.886	3	358	25.629
21:00 - 22:00	3	358	10.345	3	358	10.997	3	358	21.342
22:00 - 23:00	2	387	2.329	2	387	2.199	2	387	4.528
23:00 - 24:00	1	458	0.000	1	458	0.873	1	458	0.873
Total Rates:			317.781			315.129			632.910

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.

ADL Traffic Engineering Ltd Armstrong Way Yate, Bristol

Licence No: 733701

Site Reference: RE-06-B-01
Latitude/Longitude: 51.46418, -0.98510
Land Use Type: 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
Region/Area: SOUTH EAST/READING

Description: CAFE/RESTAURANT
Street: RICHFIELD AVENUE
District:
Town: READING
Post Code:
Planning Authority:

Location: Suburban Area (PPS6 Out of Centre)
Location Sub Category: No Sub Category
Use Class: E(b)

Population within 500m:
Population within 1 Mile: 20,001 to 25,000
Population within 5 Miles: 125,001 to 250,000
Car ownership within 5 Miles: 0.6 to 1.0
Buses/Trains per day (both directions): 80+ per day
Is site associated with a travel plan:
Is the location of the site hilly or flat:
Urban Regeneration:

Gross floor area 910 sqm
Number of seats 224
Total Employees 100

No. of developments for this Site: 1
No. of survey Days for this Site: 1

Comments

This cafe/restaurant is located by the River Thames, 0.5 miles from Reading town centre and the railway station.

Although this site is served by only 14 buses per day, the site is within 0.25 miles of a major bus route served by more than 70 buses per day.

Site reference:	RE-06-B-01
Trade name:	CALENDARS CAFE BAR & RESTAURANT
Site area (h/a):	0.60
Gross floor area (sqm)	910
Open since	1988
Total Employees	100
Full Time Employees	
Part Time Employees	
GFA per employee	9.100
Number of seats	224
Name of nearest site	
Distance to nearest similar site	1.0 Km

OPENING TIMES (24 Hour format)

Mon to Thurs	12:00	to	23:30
Friday	12:00	to	23:30
Saturday	10:30	to	22:30
Sunday	10:30	to	23:30

Total no. of parking spaces	108
Spaces Per 100m2 GFA	11.868
Spaces Per seat	0.482
Visitor/Customer spaces	96
Employee spaces	12
Disabled spaces	0
Cycle racks	0
OGV loading bays	0
OGV parking spaces	0
Parent & Toddler spaces	0

Parking charges	No
Surface parking	Yes

Off-Site parking available	No
----------------------------	----

Comments

Off-site parking details are not known.
 Of the 100 employees, 40 are full time and 60 are part time.

Site reference: RE-06-B-01 Survey date: 27/11/90 Day of week: Tuesday

Survey type: Manual Count

AM weather:

PM weather:

Initial car park occupancy: 0 Final car park occupancy: 24

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity 22% (108 On-Site Spaces)

Data proportions in %

Motor cars	82	Motor cycles	0	Public service	1
Light goods	10	OGV (1)	7	OGV (2)	0
Servicing Vehicles count recorded	No				

Taxis are included as cars in this survey

Time	Arr 129	Dep 105	Totals 234	Parking Accum
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	5	1	6	4
08:00-09:00	5	6	11	3
09:00-10:00	4	4	8	3
10:00-11:00	6	6	12	3
11:00-12:00	10	5	15	8
12:00-13:00	16	9	25	15
13:00-14:00	22	14	36	23
14:00-15:00	2	14	16	11
15:00-16:00	6	13	19	4
16:00-17:00	14	9	23	9
17:00-18:00	10	7	17	12
18:00-19:00	29	17	46	24
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

ADL Traffic Engineering Ltd Armstrong Way Yate, Bristol

Licence No: 733701

Site Reference: WS-06-B-01
Land Use Type: 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
Region/Area: SOUTH EAST/WEST SUSSEX

Description: CAFE
Street: A29
District:
Town: NEAR PULBOROUGH
Post Code:
Planning Authority:

Location: Free Standing (PPS6 Out of Town)
Location Sub Category: No Sub Category
Use Class: E(b)

Population within 500m:
Population within 1 Mile: 1,000 or Less
Population within 5 Miles: 25,001 to 50,000
Car ownership within 5 Miles: 1.6 to 2.0
Buses/Trains per day (both directions): 0
Is site associated with a travel plan:
Is the location of the site hilly or flat:
Urban Regeneration:

Gross floor area: 400 sqm
Number of seats:
Total Employees: 10

No. of developments for this Site: 1
No. of survey Days for this Site: 2

Site reference:	WS-06-B-01
Trade name:	TOAT CAFE
Site area (h/a):	0.50
Gross floor area (sqm)	400
Open since	1900
Total Employees	10
Full Time Employees	
Part Time Employees	
GFA per employee	40.000
Number of seats	
Name of nearest site	
Distance to nearest similar site	8.0 Km

OPENING TIMES (24 Hour format)

Mon to Thurs	07:00	to	19:00
Friday	07:00	to	19:00
Saturday	09:00	to	16:00
Sunday	00:00	to	00:00

Total no. of parking spaces	100
Spaces Per 100m2 GFA	25.000
Visitor/Customer spaces	0
Employee spaces	0
Disabled spaces	0
Cycle racks	0
OGV loading bays	0
OGV parking spaces	0
Parent & Toddler spaces	0

Parking charges	No
Surface parking	Yes

Comments

Shortly after these surveys were undertaken this cafe burnt down. Therefore, the site area, GFA, and number of staff shown were all estimations. The number of parking spaces was also an estimation, as there were no markings in the car park. This cafe has since been re-opened.

Site reference: WS-06-B-01 Survey date: 20/04/89 Day of week: Thursday

Survey type: Manual Count

AM weather:

PM weather:

Initial car park occupancy: 5 Final car park occupancy: 3

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity 29% (100 On-Site Spaces)

Data proportions in %

Motor cars	57	Motor cycles	1	Public service	1
Light goods	23	OGV (1)	3	OGV (2)	15
Servicing Vehicles count recorded	No				

Taxis are included as cars in this survey

Time	Arr 248	Dep 250	Totals 498	Parking Accum
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	19	12	31	12
08:00-09:00	28	17	45	23
09:00-10:00	13	15	28	21
10:00-11:00	26	30	56	17
11:00-12:00	32	20	52	29
12:00-13:00	14	22	36	21
13:00-14:00	33	31	64	23
14:00-15:00	17	20	37	20
15:00-16:00	18	18	36	20
16:00-17:00	20	19	39	21
17:00-18:00	9	16	25	14
18:00-19:00	10	16	26	8
19:00-20:00	8	10	18	6
20:00-21:00	1	4	5	3
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: WS-06-B-01 Survey date: 21/04/89 Day of week: Friday

Survey type: Manual Count

AM weather:

PM weather:

Initial car park occupancy: 2 Final car park occupancy: 2

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity 26% (100 On-Site Spaces)

Data proportions in %

Motor cars	45	Motor cycles	2	Public service	1
Light goods	30	OGV (1)	3	OGV (2)	19
Servicing Vehicles count recorded	No				

Taxis are included as cars in this survey

Time	Arr 276	Dep 276	Totals 552	Parking Accum
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	18	11	29	9
08:00-09:00	24	27	51	6
09:00-10:00	29	17	46	18
10:00-11:00	43	35	78	26
11:00-12:00	32	44	76	14
12:00-13:00	30	21	51	23
13:00-14:00	26	36	62	13
14:00-15:00	15	21	36	7
15:00-16:00	12	11	23	8
16:00-17:00	19	12	31	15
17:00-18:00	15	24	39	6
18:00-19:00	8	12	20	2
19:00-20:00	3	3	6	2
20:00-21:00	2	2	4	2
21:00-22:00				
22:00-23:00				
23:00-24:00				

Calculation Reference: AUDIT-733701-231220-1239

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
	OX OXFORDSHIRE	1 days
03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	PB PETERBOROUGH	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days
09	NORTH	
	FU WESTMORLAND & FURNESS	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 9 to 44 (units:)
Range Selected by User: 6 to 50 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 11/05/22

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

Selected survey days:

Monday	1 days
Tuesday	2 days
Wednesday	3 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	8 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)	8
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This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Development Zone	1
Residential Zone	6
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	6 days - Selected

Secondary Filtering selection:

Use Class:

C3	8 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
10,001 to 15,000	2 days
20,001 to 25,000	4 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	6 days

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

Travel Plan:

No	8 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	8 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	DC-03-C-02 PALM COURT WEYMOUTH SPA ROAD Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 14 Survey date: FRIDAY 28/03/14	FLATS IN BLOCKS	DORSET	Survey Type: MANUAL
2	DY-03-C-03 CAESAR STREET DERBY Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 30 Survey date: WEDNESDAY 25/09/19	BLOCKS OF FLATS	DERBY	Survey Type: MANUAL
3	FU-03-C-02 LOUND STREET KENDAL Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 33 Survey date: MONDAY 09/06/14	FLATS & BUNGALOWS	WESTMORLAND & FURNESS	Survey Type: MANUAL
4	HC-03-C-02 WORTING ROAD BASINGSTOKE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 16 Survey date: THURSDAY 21/10/10	FLATS	HAMPSHIRE	Survey Type: MANUAL
5	MS-03-C-03 MARINERS WHARF LIVERPOOL QUEENS DOCK Suburban Area (PPS6 Out of Centre) Development Zone Total No of Dwellings: 9 Survey date: TUESDAY 13/11/18	BLOCK OF FLATS	MERSEYSIDE	Survey Type: MANUAL
6	OX-03-C-01 OXFORD ROAD OXFORD COWLEY Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 14 Survey date: WEDNESDAY 20/10/10	BLOCK OF FLATS	OXFORDSHIRE	Survey Type: MANUAL
7	PB-03-C-02 WESTFIELD ROAD PETERBOROUGH NETHERTON Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings: 44 Survey date: TUESDAY 18/10/11	BLOCK OF FLATS	PETERBOROUGH	Survey Type: MANUAL
8	SF-03-C-03 TOLLGATE LANE BURY ST EDMUNDS Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 30 Survey date: WEDNESDAY 03/12/14	BLOCKS OF FLATS	SUFFOLK	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 2.05

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	24	0.058	8	24	0.116	8	24	0.174
08:00 - 09:00	8	24	0.053	8	24	0.258	8	24	0.311
09:00 - 10:00	8	24	0.084	8	24	0.158	8	24	0.242
10:00 - 11:00	8	24	0.095	8	24	0.084	8	24	0.179
11:00 - 12:00	8	24	0.084	8	24	0.084	8	24	0.168
12:00 - 13:00	8	24	0.084	8	24	0.053	8	24	0.137
13:00 - 14:00	8	24	0.063	8	24	0.074	8	24	0.137
14:00 - 15:00	8	24	0.095	8	24	0.132	8	24	0.227
15:00 - 16:00	8	24	0.116	8	24	0.074	8	24	0.190
16:00 - 17:00	8	24	0.121	8	24	0.100	8	24	0.221
17:00 - 18:00	8	24	0.289	8	24	0.105	8	24	0.394
18:00 - 19:00	8	24	0.153	8	24	0.079	8	24	0.232
19:00 - 20:00	2	15	0.333	2	15	0.200	2	15	0.533
20:00 - 21:00	2	15	0.100	2	15	0.033	2	15	0.133
21:00 - 22:00	2	15	0.133	2	15	0.100	2	15	0.233
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.861			1.650			3.511

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

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

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Parameter summary

Trip rate parameter range selected: 9 - 44 (units:)
 Survey date date range: 01/01/10 - 11/05/22
 Number of weekdays (Monday-Friday): 8
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

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

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	24	0.011	8	24	0.011	8	24	0.022
08:00 - 09:00	8	24	0.000	8	24	0.026	8	24	0.026
09:00 - 10:00	8	24	0.011	8	24	0.016	8	24	0.027
10:00 - 11:00	8	24	0.000	8	24	0.005	8	24	0.005
11:00 - 12:00	8	24	0.000	8	24	0.000	8	24	0.000
12:00 - 13:00	8	24	0.000	8	24	0.000	8	24	0.000
13:00 - 14:00	8	24	0.000	8	24	0.005	8	24	0.005
14:00 - 15:00	8	24	0.000	8	24	0.005	8	24	0.005
15:00 - 16:00	8	24	0.005	8	24	0.000	8	24	0.005
16:00 - 17:00	8	24	0.021	8	24	0.000	8	24	0.021
17:00 - 18:00	8	24	0.016	8	24	0.005	8	24	0.021
18:00 - 19:00	8	24	0.011	8	24	0.005	8	24	0.016
19:00 - 20:00	2	15	0.000	2	15	0.000	2	15	0.000
20:00 - 21:00	2	15	0.000	2	15	0.000	2	15	0.000
21:00 - 22:00	2	15	0.000	2	15	0.000	2	15	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.075			0.078			0.153

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

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

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	24	0.042	8	24	0.089	8	24	0.131
08:00 - 09:00	8	24	0.026	8	24	0.084	8	24	0.110
09:00 - 10:00	8	24	0.047	8	24	0.100	8	24	0.147
10:00 - 11:00	8	24	0.047	8	24	0.053	8	24	0.100
11:00 - 12:00	8	24	0.032	8	24	0.021	8	24	0.053
12:00 - 13:00	8	24	0.037	8	24	0.026	8	24	0.063
13:00 - 14:00	8	24	0.047	8	24	0.032	8	24	0.079
14:00 - 15:00	8	24	0.042	8	24	0.058	8	24	0.100
15:00 - 16:00	8	24	0.084	8	24	0.032	8	24	0.116
16:00 - 17:00	8	24	0.084	8	24	0.058	8	24	0.142
17:00 - 18:00	8	24	0.147	8	24	0.074	8	24	0.221
18:00 - 19:00	8	24	0.079	8	24	0.058	8	24	0.137
19:00 - 20:00	2	15	0.033	2	15	0.067	2	15	0.100
20:00 - 21:00	2	15	0.067	2	15	0.100	2	15	0.167
21:00 - 22:00	2	15	0.000	2	15	0.000	2	15	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.814			0.852			1.666

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	24	0.005	8	24	0.032	8	24	0.037
08:00 - 09:00	8	24	0.011	8	24	0.053	8	24	0.064
09:00 - 10:00	8	24	0.005	8	24	0.016	8	24	0.021
10:00 - 11:00	8	24	0.000	8	24	0.005	8	24	0.005
11:00 - 12:00	8	24	0.005	8	24	0.016	8	24	0.021
12:00 - 13:00	8	24	0.005	8	24	0.011	8	24	0.016
13:00 - 14:00	8	24	0.005	8	24	0.000	8	24	0.005
14:00 - 15:00	8	24	0.016	8	24	0.011	8	24	0.027
15:00 - 16:00	8	24	0.011	8	24	0.016	8	24	0.027
16:00 - 17:00	8	24	0.037	8	24	0.011	8	24	0.048
17:00 - 18:00	8	24	0.058	8	24	0.011	8	24	0.069
18:00 - 19:00	8	24	0.032	8	24	0.005	8	24	0.037
19:00 - 20:00	2	15	0.000	2	15	0.000	2	15	0.000
20:00 - 21:00	2	15	0.000	2	15	0.000	2	15	0.000
21:00 - 22:00	2	15	0.000	2	15	0.000	2	15	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.190			0.187			0.377

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

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

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.05

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	24	0.147	8	24	0.258	8	24	0.405
08:00 - 09:00	8	24	0.153	8	24	0.453	8	24	0.606
09:00 - 10:00	8	24	0.163	8	24	0.326	8	24	0.489
10:00 - 11:00	8	24	0.163	8	24	0.179	8	24	0.342
11:00 - 12:00	8	24	0.153	8	24	0.153	8	24	0.306
12:00 - 13:00	8	24	0.153	8	24	0.105	8	24	0.258
13:00 - 14:00	8	24	0.116	8	24	0.116	8	24	0.232
14:00 - 15:00	8	24	0.158	8	24	0.284	8	24	0.442
15:00 - 16:00	8	24	0.258	8	24	0.142	8	24	0.400
16:00 - 17:00	8	24	0.300	8	24	0.232	8	24	0.532
17:00 - 18:00	8	24	0.589	8	24	0.253	8	24	0.842
18:00 - 19:00	8	24	0.321	8	24	0.226	8	24	0.547
19:00 - 20:00	2	15	0.300	2	15	0.533	2	15	0.833
20:00 - 21:00	2	15	0.133	2	15	0.200	2	15	0.333
21:00 - 22:00	2	15	0.267	2	15	0.100	2	15	0.367
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.374			3.560			6.934

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-733701-231220-1200

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

05 EAST MIDLANDS
DY DERBY 1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 28 to 28 (units:)
Range Selected by User: 6 to 50 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 11/05/22

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

Selected survey days:

Saturday 1 days

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

Selected survey types:

Manual count 1 days
Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 1

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

Selected Location Sub Categories:

Residential Zone 1

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

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

C3 1 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000

1 days

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

Population within 5 miles:

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:

1.1 to 1.5

1 days

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

Travel Plan:

No

1 days

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

PTAL Rating:

No PTAL Present

1 days

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

LIST OF SITES relevant to selection parameters

1	DY-03-C-02	FLATS	DERBY
	BURTON ROAD		
	DERBY		
	NEW NORMANTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	28	
	Survey date: SATURDAY	09/07/11	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.58

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	28	0.036	1	28	0.000	1	28	0.036
08:00 - 09:00	1	28	0.000	1	28	0.000	1	28	0.000
09:00 - 10:00	1	28	0.000	1	28	0.000	1	28	0.000
10:00 - 11:00	1	28	0.071	1	28	0.071	1	28	0.142
11:00 - 12:00	1	28	0.036	1	28	0.107	1	28	0.143
12:00 - 13:00	1	28	0.071	1	28	0.071	1	28	0.142
13:00 - 14:00	1	28	0.179	1	28	0.286	1	28	0.465
14:00 - 15:00	1	28	0.000	1	28	0.000	1	28	0.000
15:00 - 16:00	1	28	0.214	1	28	0.036	1	28	0.250
16:00 - 17:00	1	28	0.143	1	28	0.107	1	28	0.250
17:00 - 18:00	1	28	0.036	1	28	0.000	1	28	0.036
18:00 - 19:00	1	28	0.107	1	28	0.143	1	28	0.250
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.893			0.821			1.714

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

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

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Parameter summary

Trip rate parameter range selected: 28 - 28 (units:)
 Survey date date range: 01/01/10 - 11/05/22
 Number of weekdays (Monday-Friday): 0
 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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	28	0.000	1	28	0.000	1	28	0.000
08:00 - 09:00	1	28	0.000	1	28	0.000	1	28	0.000
09:00 - 10:00	1	28	0.000	1	28	0.000	1	28	0.000
10:00 - 11:00	1	28	0.000	1	28	0.000	1	28	0.000
11:00 - 12:00	1	28	0.000	1	28	0.000	1	28	0.000
12:00 - 13:00	1	28	0.000	1	28	0.000	1	28	0.000
13:00 - 14:00	1	28	0.000	1	28	0.000	1	28	0.000
14:00 - 15:00	1	28	0.036	1	28	0.000	1	28	0.036
15:00 - 16:00	1	28	0.000	1	28	0.000	1	28	0.000
16:00 - 17:00	1	28	0.000	1	28	0.000	1	28	0.000
17:00 - 18:00	1	28	0.000	1	28	0.000	1	28	0.000
18:00 - 19:00	1	28	0.000	1	28	0.000	1	28	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.036			0.000			0.036

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

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

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	28	0.000	1	28	0.000	1	28	0.000
08:00 - 09:00	1	28	0.000	1	28	0.000	1	28	0.000
09:00 - 10:00	1	28	0.036	1	28	0.036	1	28	0.072
10:00 - 11:00	1	28	0.036	1	28	0.036	1	28	0.072
11:00 - 12:00	1	28	0.071	1	28	0.000	1	28	0.071
12:00 - 13:00	1	28	0.000	1	28	0.000	1	28	0.000
13:00 - 14:00	1	28	0.000	1	28	0.000	1	28	0.000
14:00 - 15:00	1	28	0.000	1	28	0.107	1	28	0.107
15:00 - 16:00	1	28	0.000	1	28	0.000	1	28	0.000
16:00 - 17:00	1	28	0.071	1	28	0.000	1	28	0.071
17:00 - 18:00	1	28	0.036	1	28	0.000	1	28	0.036
18:00 - 19:00	1	28	0.000	1	28	0.000	1	28	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.250			0.179			0.429

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.58

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	28	0.036	1	28	0.000	1	28	0.036
08:00 - 09:00	1	28	0.000	1	28	0.000	1	28	0.000
09:00 - 10:00	1	28	0.036	1	28	0.036	1	28	0.072
10:00 - 11:00	1	28	0.107	1	28	0.107	1	28	0.214
11:00 - 12:00	1	28	0.107	1	28	0.107	1	28	0.214
12:00 - 13:00	1	28	0.107	1	28	0.071	1	28	0.178
13:00 - 14:00	1	28	0.286	1	28	0.393	1	28	0.679
14:00 - 15:00	1	28	0.036	1	28	0.107	1	28	0.143
15:00 - 16:00	1	28	0.321	1	28	0.071	1	28	0.392
16:00 - 17:00	1	28	0.214	1	28	0.107	1	28	0.321
17:00 - 18:00	1	28	0.071	1	28	0.000	1	28	0.071
18:00 - 19:00	1	28	0.214	1	28	0.179	1	28	0.393
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.535			1.178			2.713

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.