

9th February 2024

City of York Council
Highway Network Management
West Offices
Station Rise
York, YO1 6GA

Dear Sir/Madam

Monks Cross Shopping Park, York (Our Ref: 10018-P21)
Planning Application to Merge Permitted Units 12A & 12B to Provide Class E Gym Use

This letter has been prepared in support of the above planning application to amalgamate the permitted Units 12A and 12B into a single building, including increasing the permitted mezzanines to full cover and for it to operate as a gym (Class E(d)) as opposed to a retail use (Class E(a)). As the proposed gym and the existing retail both fall within Class E, no change of use permission is required.

Planning permission was previously granted to sub-divide Unit 12 into two with additional mezzanine space (ref 17/02952/FUL), which was then varied to allow a minimum unit size of 697sq.m (ref 18/00471/FUL). Permission was then granted to allow the sub-division of Unit 12 into three units (ref 19/01956/FUL). This permission was implemented (and therefore remains extant) by the creation of the new Unit 12, however the sub-division into units 12A and 12B has not been undertaken in the absence of tenant interest. The location of Unit 12 within Monks Cross Shopping Park (MCSP) is indicated on the image below.



The existing Unit 12 has a total floor area of 1,068sq.m Gross Internal Area (GIA) which is all at ground level i.e. no mezzanine.

The consented Unit 12A and Unit 12B floor areas are 859sq.m (519 at ground and 340 mezzanine) and 860sq.m (522 at ground and 338 at mezzanine) respectively. The total permitted floor area for Unit 12 is therefore 1,719sq.m (1,041 at ground and 678 at mezzanine).

Proposed Development

It is proposed to retain Unit 12 as a single building and for it to operate as a gymnasium. Full mezzanine cover will be provided and therefore the total GIA is 2,108sq.m (1,054 at ground and 1,054 at mezzanine).

The typical weekday opening hours are anticipated to be 06:00 to 22:00 (except Fridays when closing time is 21:00) and weekend operational hours are 08:00 to 18:00.

The proposed development floor areas are shown in Table 1.1 below, along with the net changes compared to the existing Unit 12 and consented Unit 12A/12B scenarios.

Table 1.1 – Comparison of Existing/Consented/Proposed Gross Internal Areas

Unit	Ground Floor GIA (sq.m)	Mezzanine GIA (sq.m)	Total GIA (sq.m)
<u>Existing Situation</u> Unit 12	1,068	0	1,068
<u>Consented Scenario</u> Unit 12A	519	340	859
Unit 12B	522	338	860
Total Units 12A/12B	1,041	678	1,719
<u>Proposed Gym</u> Unit 12	1,054	1,054	2,108
<u>Net Change</u> Existing to Proposed Gym	-14	+1,054	+1,040
<u>Net Change</u> Consented to Proposed Gym	+13	+376	+389

As shown in table 1.1, the proposed gym use will result in an increased area of 1,040sq.m GIA compared to the existing situation and more pertinently, an increase of just 389sq.m compared to the approved consented scenario.



Consented Retail Traffic Generation

In 2016 the Monks Cross Shopping Park Trust submitted a planning application (Ref: 16/01968/FULM) for the erection of a standalone non-food retail unit in the south-western corner of the Site, six small restaurant/refreshment pods adjacent to the northern terrace, re-organisation of internal vehicular routes/car parking (including removal of the internal bus lane in front of the western and northern terraces and associated landscaping) and the replacement of retail facades.

Optima prepared a Transport Statement report dated July 2016 to support the planning application. The report considered various highways and transportation matters including trip generation and car parking demand and concluded that the development proposals could be satisfactorily accommodated. CYC approved the application in January 2017.

The following assessment is based on the approved car park surveys and resulting retail trip rates taken from the July 2016 Transport Statement which supported the approval of application 16/01968/FULM, as well as the 2017 application to sub-divide the BHS Unit (Ref: 17/01012/FUL), the 2019 application to provide a full cover mezzanine within Unit 10 (Ref: 19/00451/FULM) and the 2021 application to merge Units 1, 1A, 2 and 2A to accommodate the retail operator B&M (Ref: 21/02188/FUL).

Table 1.2 is taken from Chapter 5 of the July 2016 Transport Statement and shows the agreed peak hour retail trip rates generated by MCSP during the busiest 14:00 to 15:00 Saturday period. Saturday represents the busiest day in terms of traffic generation and car parking demand and therefore the assessment of the gym proposal focuses on this day.

Table 1.2 Approved Saturday (Peak Hour) Retail Trip Rates (Vehicles/100sqm GIA)

	Arrivals	Departures	Total
Total	2.97	2.92	5.89

The car park survey used to determine the approved peak hour trip rates in Table 1.2 was undertaken between 10:00 and 17:00 and therefore applying the same methodology, trip rates for each hour have been determined over the 7 hour Saturday period. These trip rates are shown in Table 1.3.



Table 1.3 Approved Saturday (10am to 5pm) Retail Trip Rates (Vehicles/100sqm GIA)

	Arrivals	Departures	Total
10:00 – 11:00	2.24	1.54	3.77
11:00 – 12:00	2.69	2.14	4.83
12:00 – 13:00	2.86	2.60	5.46
13:00 – 14:00	2.78	2.66	5.44
14:00 – 15:00	2.97	2.92	5.89
15:00 – 16:00	2.58	3.12	5.69
16:00 – 17:00	1.97	2.85	4.82
Total (10:00 – 17:00)			
	18.09	17.82	35.91

Using the trip rates in Table 1.3 and applying them to the consented Unit 12A/12B retail floor area of 1,719sq.m, gives the approved retail Saturday traffic generations shown in Table 1.4.

Table 1.4 Consented Unit 12A/12B Saturday Retail Traffic Generations (vehicles)

	Arrivals	Departures	Total
10:00 – 11:00	38	26	65
11:00 – 12:00	46	37	83
12:00 – 13:00	49	45	94
13:00 – 14:00	48	46	94
14:00 – 15:00	51	50	101
15:00 – 16:00	44	54	98
16:00 – 17:00	34	49	83
Total (10:00 – 17:00)			
	311	306	617

The traffic flows shown in Table 1.4 must then be adjusted to take account of the Halcrow Monks Cross Study that identified that only 63% of trips to additional floor area at Monks Cross will be new – as set out in the 2016 Optima Transport Statement and applied to secure the many previous planning approvals at MCSP described earlier in this letter. This is shown below in the extract from the Halcrow report (Image 1.1) which identifies the cross-visitation effect of different trip types.

Image 1.1 Extract from Halcrow ‘Monks Cross Study’ Report

Table 4.7 Revised Retail Trip Classifications

Trip Type	Percentage
'New to the area' (new + external transfer)	63%
Non-primary	27%
Local transfer (within immediate area)	10%

Source: Retail Impact Assessment



The values in Table 1.4 have therefore been multiplied by 0.63 i.e. 63% to determine the 'new' Saturday vehicle movements that would be generated by the consented Unit 12A/12B retail use. These flows are shown in Table 1.5.

Table 1.5 Consented Unit 12A/12B 'New' Saturday Retail Traffic Generations (vehicles)

	Arrivals	Departures	Total
10:00 – 11:00	24	17	41
11:00 – 12:00	29	23	52
12:00 – 13:00	31	28	59
13:00 – 14:00	30	29	59
14:00 – 15:00	32	32	64
15:00 – 16:00	28	34	62
16:00 – 17:00	21	31	52
Total (10:00 – 17:00)			
	196	193	389

As shown in table 1.5 the consented Unit 12A/12B retail use is predicted to generate a peak of 64 two-way vehicle movements between 14:00 and 15:00 and a total of 389 trips over the seven hour period between 10:00 and 17:00.

Proposed Gym Traffic Generation

The TRICS 7.10.4 online database has been interrogated to determine an average vehicular trip rate for the proposed gym use, both for a weekday and a Saturday – a copy of the TRICS output is appended. Survey sites within the database have been chosen using the following parameters:

- Land use: Leisure – Fitness Club (Private)
- Calculation Options: Vehicular trip rates selected
- Regions: Greater London and Ireland sites excluded
- Trip Rate Parameters: Gross Floor Area (400 – 4,000)
- Date Range: 1st January 2015 to 19th November 2022
- Days Included: Weekdays & Saturday; and
- Location Type: Edge of Town, Suburban Area

The TRICS analysis shows that Saturday also represents the busiest day for the proposed gym use and the resulting trip rates for the equivalent 10:00 to 17:00 period, i.e. as determined for the consented retail use, are shown in Table 1.6.



Table 1.6 Proposed Saturday (10am to 5pm) Gym Trip Rates (Vehicles/100sqm GIA)

	Arrivals	Departures	Total
10:00 – 11:00	1.07	1.71	2.79
11:00 – 12:00	1.36	1.07	2.43
12:00 – 13:00	1.29	1.00	2.29
13:00 – 14:00	1.21	1.86	3.07
14:00 – 15:00	1.79	1.00	2.79
15:00 – 16:00	1.57	1.43	3.00
16:00 – 17:00	2.86	1.86	4.71
Total (10:00 – 17:00)			
	11.14	9.93	21.07

Using the trip rates in Table 1.6 and applying them to the proposed Unit 12 floor area of 2,108sq.m, gives the predicted Saturday traffic generations for the proposed gym use, as shown in Table 1.7.

Table 1.7 Proposed Unit 12 Saturday Gym Traffic Generations (vehicles)

	Arrivals	Departures	Total
10:00 – 11:00	23	36	59
11:00 – 12:00	29	23	51
12:00 – 13:00	27	21	48
13:00 – 14:00	26	39	65
14:00 – 15:00	38	21	59
15:00 – 16:00	33	30	63
16:00 – 17:00	60	39	99
Total (10:00 – 17:00)			
	235	209	444

As for the retail use, the traffic flows shown in Table 1.7 must then be adjusted to take account of the Halcrow Monks Cross Study that identified that only 63% of trips to additional floor area at Monks Cross will be new.

This adjustment should perhaps be even greater for the proposed gym use because it is widely accepted that a substantial number of vehicular trips to a gym/fitness centre are 'linked trips' i.e. drivers that are already on the local highway network for another purpose (such as travelling either to or from their place of work) that choose to combine their journey with a visit to the gym. However, for robustness, no further discount has been applied and (as for the retail use) the values in Table 1.7 have been multiplied by 0.63 i.e. 63% to determine the 'new' Saturday vehicle movements that would be generated by the proposed Unit 12 gym use. These flows are shown in Table 1.8.



Table 1.8 Proposed Unit 12 ‘New’ Saturday Gym Traffic Generations (vehicles)

	Arrivals	Departures	Total
10:00 – 11:00	14	23	37
11:00 – 12:00	18	14	32
12:00 – 13:00	17	13	30
13:00 – 14:00	16	25	41
14:00 – 15:00	24	13	37
15:00 – 16:00	21	19	40
16:00 – 17:00	38	25	63
Total (10:00 – 17:00)	148	132	280

As shown in table 1.8 the proposed Unit 12 gym use is predicted to generate a peak of 63 two-way vehicle movements between 16:00 and 17:00 and a total of 280 trips over the seven hour period between 10:00 and 17:00.

Proposed Net Change in Traffic Generation

A comparison has been undertaken of the traffic generated by the consented Unit 12A/12B retail use and the proposed Unit 12 gym use and the resulting difference in Saturday traffic movements (i.e. taking the flows in Table 1.5 from the flows in Table 1.8) is shown in Table 1.9.

Table 1.9 Difference between Consented & Proposed Unit 12 Saturday Traffic Generations (vehicles)

	Arrivals	Departures	Total
10:00 – 11:00	-10	6	-4
11:00 – 12:00	-11	-9	-20
12:00 – 13:00	-14	-15	-29
13:00 – 14:00	-14	-4	-18
14:00 – 15:00	-8	-18	-27
15:00 – 16:00	-7	-15	-22
16:00 – 17:00	17	-6	10
Total (10:00 – 17:00)	-48	-61	-109

Table 1.9 demonstrates that compared to the consented retail use the proposed gym will have the following effect during the busiest Saturday period:

- Generate 109 less vehicle movements over the seven hour period between 10:00 and 17:00;
- Generate 27 less vehicle movements during the busiest MCSP peak hour of 14:00 to 15:00;
- and
- Generate less traffic movements during six of the seven hour periods between 10:00 and 17:00.



It is therefore concluded that the proposed Unit 12 gym use will result in an overall beneficial reduction in traffic movements at MCSP during the busiest periods.

Car Parking

To assess the likely level of parking demand generated by the proposed Unit 12 gym use (2,108sq.m GIA) during the busiest Saturday period, an accumulation exercise has been undertaken using the trip rate data from TRICS. The vehicle arrivals, departures and resulting parking demand between 06:00 and 22:00 are shown in Table 1.10. An initial parking demand of 6 vehicles has been assumed to allow for staff.

Table 1.10 Proposed Unit 12 Saturday Gym Parking Demand (vehicles)

	Arrivals	Departures	Parking Accumulation
Staff Vehicles at 06:00*			6
06:00-07:00	27	24	9
07:00-08:00	30	32	8
08:00-09:00	21	29	0
09:00-10:00	39	9	30
10:00-11:00	23	36	17
11:00-12:00	29	23	23
12:00-13:00	27	21	29
13:00-14:00	26	39	15
14:00-15:00	38	21	32
15:00-16:00	33	30	35
16:00-17:00	60	39	56
17:00-18:00	41	44	53
18:00-19:00	36	50	39
19:00-20:00	15	36	18
20:00-21:00	24	21	21
21:00-22:00	11	20	12

*6 staff vehicles have been assumed at 6am

In order to undertake a similar and comparable 'parking demand' exercise throughout the day for the consented Unit 12A/12B retail use, trip rate information has also been obtained from TRICS. Survey sites within the database have been chosen using the following parameters and the output data is appended:

- Land use: Retail – Other Individual Non-Food Superstore
- Calculation Options: Vehicular trip rates selected
- Regions: Greater London and Ireland sites excluded
- Trip Rate Parameters: Gross Floor Area (290 – 26,500)
- Date Range: 1st January 2015 to 18th September 2021
- Days Included: Saturday; and
- Location Type: Edge of Town, Suburban Area



The resulting vehicle arrivals, departures and parking accumulation for the approved Unit 12A/12B retail use (1,719sq.m GIA) are shown in Table 1.11. An initial parking demand of 6 vehicles has been assumed to allow for staff.

Table 1.11 Consented Unit 12A/12B Saturday Retail Parking Demand (vehicles)

	Arrivals	Departures	Parking Accumulation
Staff Vehicles at 07:00			6
07:00-08:00	2	0	8
08:00-09:00	10	4	13
09:00-10:00	24	16	20
10:00-11:00	38	29	29
11:00-12:00	46	39	35
12:00-13:00	46	46	34
13:00-14:00	58	57	35
14:00-15:00	60	60	35
15:00-16:00	47	55	28
16:00-17:00	35	40	23
17:00-18:00	24	31	15
18:00-19:00	10	13	12
19:00-20:00	13	15	9
20:00-21:00	10	11	8
21:00-22:00	0	5	3

*6 staff vehicles have been assumed at 7am

A comparison has been undertaken of the car parking demand generated by the proposed Unit 12 gym use and the consented Unit 12A/12B retail use - the resulting difference (i.e. taking the parking in Table 1.10 from the parking levels in Table 1.11) is shown in Table 1.12.

Table 1.12 Difference between Proposed & Consented Unit 12 Saturday Parking Demand (vehicles)

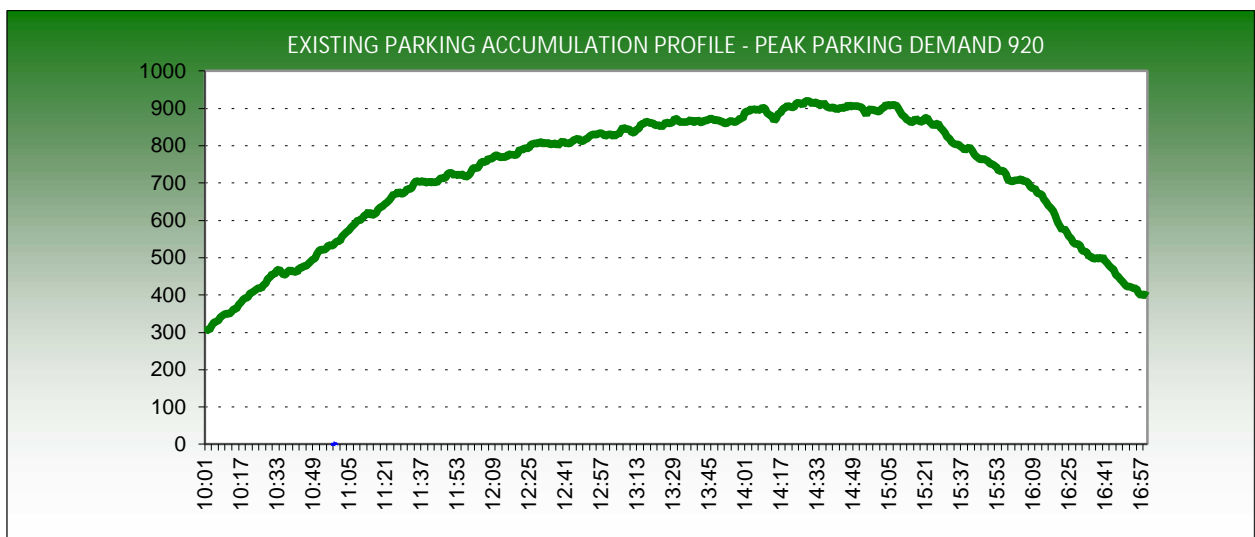
	'Net' Parking Accumulation
07:00-08:00	0
08:00-09:00	-13
09:00-10:00	10
10:00-11:00	-12
11:00-12:00	-12
12:00-13:00	-6
13:00-14:00	-20
14:00-15:00	-4
15:00-16:00	7
16:00-17:00	33
17:00-18:00	38
18:00-19:00	27
19:00-20:00	9
20:00-21:00	13
21:00-22:00	9



Table 1.12 demonstrates that compared to the consented retail use the proposed gym will have the following effect on car parking during the busiest Saturday period:

Throughout the morning, lunchtime and early afternoon period (up to around 3:30/4:00pm) the parking demand for the gym will be less i.e. additional spare car parking spaces will be available. This is beneficial because, as demonstrated by the surveyed parking demand graph provided in the 2016 Transport Statement (and reproduced as Image 1.2 below), the greatest Saturday parking demand at MCSP occurs around lunchtime/early afternoon, which is when the proposed gym will reduce parking levels compared to the consented retail use; Beyond mid-afternoon (around 3:30/4:00pm) the car parking demand will be greater than the consented retail use. However, this is acceptable and can comfortably be accommodated because (as shown in Image 1.2) the MCSP car park has spare capacity during this period, as the retail demand reduces and tails off.

Image 1.2 MCSP Saturday Parking Demand (taken from 2016 Transport Statement)



It is therefore concluded that the proposed Unit 12 gym use will result in an overall beneficial reduction in car parking demand at MCSP during the busiest Saturday periods and the predicted increase in demand later in the day can satisfactorily be accommodated as the retail use recedes.

Service Yard HGV Access

The existing Unit 12 servicing arrangements are unaffected by the gym proposal and will continue to satisfactorily take place from the service yard to the rear of the building which is accessed from Monks Cross Drive.



Site Accessibility

Several bus services operate along the adjacent Monks Cross Drive including the frequent '9 Park & Ride' which provides a regular 4 to 5 buses per hour and directly connects the shopping park with York City Centre. The bus stops on Monks Cross Drive can be walked within a few minutes from the shops. The Site also benefits from numerous pedestrian and cycling facilities including a dedicated cycle track route through MCSP which passes the frontage of Unit 12. Cycle parking is also provided adjacent to the cycle track.

MCSP provides excellent accessibility by foot, cycle and public transport from surrounding residential and employment areas including York City Centre. As such the Site is in a sustainable location and is compliant with the NPPF which requires at paragraph 109 that people are given "a genuine choice of transport modes" and that "significant development should be focused on locations which are or can be made sustainable".

Overall Summary

The content of this letter demonstrates that:

- The proposed gym use will result in an increased area of 1,040sq.m GIA compared to the existing situation and more pertinently, an increase of just 389sq.m compared to the approved consented retail scenario;

- There will be an overall beneficial reduction in traffic movements at MCSP during the busiest periods, compared to the consented retail scenario;

- There will also be an overall beneficial reduction in car parking demand at MCSP during the busiest Saturday periods compared to the approved retail scenario. The predicted increase in parking demand later in the day can satisfactorily be accommodated as the retail use recedes and spare capacity becomes available in the car park;

- The Unit 12 servicing/delivery arrangements will continue to satisfactorily take place from the service yard to the rear of the building; and

- The Site provides excellent accessibility by foot, cycle and public transport from surrounding residential and employment areas including York City Centre.

The Site therefore fully complies with the test set out in paragraph 115 of the NPPF (December 2023) which requires that "development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe". On the contrary, the development proposals will slightly reduce the impact on the local highway network during the busiest periods.

In conclusion there is no reason on highway/transport grounds why planning permission for the gym use in Unit 12 should not be granted.



9th February 2024
Unit 12, Monks Cross Shopping Park

I trust that the contents of this letter are clear and enable you to support the planning application, but should you have any queries please do not hesitate to contact me.

Yours sincerely,



Philip M Owen
Managing Director

Enc: Proposed Gym Trip Rates TRICS Output
Consented Retail Trip Rates TRICS Output



TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : K - FITNESS CLUB (PRIVATE)
TOTAL VEHICLES

Selected regions and areas:

03 SOUTH WEST
WL WILTSHIRE 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: 1400 to 1400 (units: sqm)
 Range Selected by User: 404 to 4000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 19/11/22

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

Selected survey days:

Saturday 1 days

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

Selected survey types:

Manual count 1 days
 Directional ATC Count 0 days

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

Selected Locations:

Edge of Town 1

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

Selected Location Sub Categories:

Retail Zone 1

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:**

E(d) 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

Population within 1 mile:

10,001 to 15,000 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:

50,001 to 75,000

1 days

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

Car ownership within 5 miles:

1.1 to 1.5

1 days

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

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	WL-07-K-01	PURE GYM	WILTSHIRE
	SOUTHAMPTON ROAD		
	SALISBURY		
	BOURNE RETAIL PARK		
	Edge of Town		
	Retail Zone		
	Total Gross floor area:	1400 sqm	
	Survey date: SATURDAY	19/11/22	Survey Type: MANUAL

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

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	1400	1.286	1	1400	1.143	1	1400	2.429
07:00 - 08:00	1	1400	1.429	1	1400	1.500	1	1400	2.929
08:00 - 09:00	1	1400	1.000	1	1400	1.357	1	1400	2.357
09:00 - 10:00	1	1400	1.857	1	1400	0.429	1	1400	2.286
10:00 - 11:00	1	1400	1.071	1	1400	1.714	1	1400	2.785
11:00 - 12:00	1	1400	1.357	1	1400	1.071	1	1400	2.428
12:00 - 13:00	1	1400	1.286	1	1400	1.000	1	1400	2.286
13:00 - 14:00	1	1400	1.214	1	1400	1.857	1	1400	3.071
14:00 - 15:00	1	1400	1.786	1	1400	1.000	1	1400	2.786
15:00 - 16:00	1	1400	1.571	1	1400	1.429	1	1400	3.000
16:00 - 17:00	1	1400	2.857	1	1400	1.857	1	1400	4.714
17:00 - 18:00	1	1400	1.929	1	1400	2.071	1	1400	4.000
18:00 - 19:00	1	1400	1.714	1	1400	2.357	1	1400	4.071
19:00 - 20:00	1	1400	0.714	1	1400	1.714	1	1400	2.428
20:00 - 21:00	1	1400	1.143	1	1400	1.000	1	1400	2.143
21:00 - 22:00	1	1400	0.500	1	1400	0.929	1	1400	1.429
22:00 - 23:00	1	1400	0.286	1	1400	0.643	1	1400	0.929
23:00 - 24:00									
Total Rates:			23.000			23.071			46.071

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: 1400 - 1400 (units: sqm)
Survey date range: 01/01/15 - 19/11/22
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 CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : K - FITNESS CLUB (PRIVATE)
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BH BRIGHTON & HOVE	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
	NM WEST NORTHAMPTONSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	PS POWYS	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: 404 to 4000 (units: sqm)
 Range Selected by User: 404 to 4000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 19/11/22

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	2 days
Thursday	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:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	2
Edge of Town	3

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

Selected Location Sub Categories:

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

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	5 days - Selected

Secondary Filtering selection:**Use Class:**

n/a	1 days
Not Known	1 days
E(d)	4 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	4 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	2 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	2 days

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

Travel Plan:

No	6 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	6 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BH-07-K-01 ORCHARD ROAD BRIGHTON HOVE Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: Survey date: WEDNESDAY	CORAL FITNESS 1600 sqm 27/09/17	BRIGHTON & HOVE Survey Type: MANUAL
2	DY-07-K-02 CARRINGTON STREET DERBY CASTLE WARD Edge of Town Centre Built-Up Zone Total Gross floor area: Survey date: THURSDAY	LA FITNESS 4000 sqm 25/06/15	DERBY Survey Type: MANUAL
3	NM-07-K-01 GLADSTONE ROAD NORTHAMPTON KINGSFIELD BUS. CENTRE Edge of Town Commercial Zone Total Gross floor area: Survey date: WEDNESDAY	PUMP GYM 1333 sqm 23/11/16	WEST NORTHAMPTONSHIRE Survey Type: MANUAL
4	NY-07-K-01 RIVER VIEW ROAD RIPON Edge of Town No Sub Category Total Gross floor area: Survey date: TUESDAY	FITNESS CLUB 404 sqm 27/09/16	NORTH YORKSHIRE Survey Type: MANUAL
5	PS-07-K-01 BROOK STREET WELSHPOOL Edge of Town Residential Zone Total Gross floor area: Survey date: MONDAY	SPORTS CENTRE 950 sqm 11/05/15	POWYS Survey Type: MANUAL
6	TW-07-K-01 TIMBER BEACH ROAD SUNDERLAND CASTLETOWN Suburban Area (PPS6 Out of Centre) Development Zone Total Gross floor area: Survey date: THURSDAY	DW SPORTS FITNESS 1380 sqm 06/04/17	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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	6	1611	0.341	6	1611	0.041	6	1611	0.382
07:00 - 08:00	6	1611	0.434	6	1611	0.217	6	1611	0.651
08:00 - 09:00	6	1611	0.476	6	1611	0.331	6	1611	0.807
09:00 - 10:00	6	1611	0.765	6	1611	0.434	6	1611	1.199
10:00 - 11:00	6	1611	0.714	6	1611	0.476	6	1611	1.190
11:00 - 12:00	6	1611	0.434	6	1611	0.517	6	1611	0.951
12:00 - 13:00	6	1611	0.600	6	1611	0.559	6	1611	1.159
13:00 - 14:00	6	1611	0.517	6	1611	0.652	6	1611	1.169
14:00 - 15:00	6	1611	0.528	6	1611	0.372	6	1611	0.900
15:00 - 16:00	6	1611	0.517	6	1611	0.703	6	1611	1.220
16:00 - 17:00	6	1611	0.807	6	1611	0.879	6	1611	1.686
17:00 - 18:00	6	1611	1.200	6	1611	0.745	6	1611	1.945
18:00 - 19:00	6	1611	1.262	6	1611	1.293	6	1611	2.555
19:00 - 20:00	6	1611	0.621	6	1611	1.148	6	1611	1.769
20:00 - 21:00	6	1611	0.279	6	1611	0.693	6	1611	0.972
21:00 - 22:00	6	1611	0.072	6	1611	0.352	6	1611	0.424
22:00 - 23:00	2	1002	0.050	2	1002	0.200	2	1002	0.250
23:00 - 24:00									
Total Rates:			9.617			9.612			19.229

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:	404 - 4000 (units: sqm)
Survey date range:	01/01/15 - 19/11/22
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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 CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL

Category : G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

TOTAL VEHICLES

Selected regions and areas:

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

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 470 to 4755 (units: sqm)
 Range Selected by User: 290 to 26500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

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

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

Selected survey days:

Saturday 4 days

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

Selected survey types:

Manual count 4 days
 Directional ATC Count 0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Retail Zone 2
 Built-Up Zone 2

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

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:**Use Class:**

E(a) 4 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	1 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
125,001 to 250,000	2 days
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	1 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	4 days

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

Travel Plan:

No	4 days
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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	4 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-01-G-02	THE RANGE		DORSET
	GREAT WESTERN ROAD			
	DORCHESTER			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:		2100 sqm	
	Survey date:	SATURDAY	17/09/16	Survey Type: MANUAL
2	DR-01-G-01	NEXT OUTLET		DONCASTER
	WHITE ROSE WAY			
	DONCASTER			
	Suburban Area (PPS6 Out of Centre)			
	Retail Zone			
	Total Gross floor area:		1516 sqm	
	Survey date:	SATURDAY	18/09/21	Survey Type: MANUAL
3	KC-01-G-04	MAJESTIC WINE		KENT
	LONDON ROAD			
	MAIDSTONE			
	ROCKY HILL			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:		470 sqm	
	Survey date:	SATURDAY	12/05/18	Survey Type: MANUAL
4	KS-01-G-01	CURRYS PC WORLD		KIRKLEES
	HOLDEN ING WAY			
	BATLEY			
	BIRSTALL			
	Edge of Town			
	Retail Zone			
	Total Gross floor area:		4755 sqm	
	Survey date:	SATURDAY	20/10/18	Survey Type: MANUAL

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

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	2100	0.095	1	2100	0.000	1	2100	0.095
08:00 - 09:00	3	2442	0.560	3	2442	0.259	3	2442	0.819
09:00 - 10:00	4	2210	1.369	4	2210	0.939	4	2210	2.308
10:00 - 11:00	4	2210	2.194	4	2210	1.708	4	2210	3.902
11:00 - 12:00	4	2210	2.658	4	2210	2.285	4	2210	4.943
12:00 - 13:00	4	2210	2.647	4	2210	2.681	4	2210	5.328
13:00 - 14:00	4	2210	3.359	4	2210	3.325	4	2210	6.684
14:00 - 15:00	4	2210	3.495	4	2210	3.484	4	2210	6.979
15:00 - 16:00	4	2210	2.749	4	2210	3.178	4	2210	5.927
16:00 - 17:00	4	2210	2.025	4	2210	2.319	4	2210	4.344
17:00 - 18:00	4	2210	1.391	4	2210	1.832	4	2210	3.223
18:00 - 19:00	4	2210	0.599	4	2210	0.780	4	2210	1.379
19:00 - 20:00	2	1285	0.739	2	1285	0.895	2	1285	1.634
20:00 - 21:00	1	2100	0.571	1	2100	0.667	1	2100	1.238
21:00 - 22:00	1	2100	0.000	1	2100	0.286	1	2100	0.286
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			24.451			24.638			49.089

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

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

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Parameter summary

Trip rate parameter range selected:	470 - 4755 (units: sqm)
Survey date range:	01/01/15 - 18/09/21
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	4
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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