MBC traffic engineers & transport planners

WEST MIDLANDS PENSION FUND

PROPOSED FARMFOODS SUPERMARKET UNIT C1 SPRINGFIELD ROAD RETAIL PARK HAYES UB4 0UP

VARIATION OF CONDITION 7 IMPOSED ON PERMISSION 2621/APP/2010/0207 TO PERMIT THE SALE OF FOOD AND CONVENIENCE GOODS FROM UNIT C1

TRANSPORT STATEMENT

Technical Report 33733/2
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1.0 INTRODUCTION

1.1 Preamble

1.1.1 This Transport Statement (TS) has been produced in support of a planning application submitted by the West Midlands Pension Fund (WMPF) to the London Borough of Hillingdon (the Council) to enable Farmfoods Limited to occupy unit C1 on the Springfield Road Retail Park, Hayes. The site's location is shown on CRM Architects' **figure 895/PL/1.000** which is appended to this TS for ease of reference.

1.1.2 The unit subject of the variation of condition being at 716 sq. m GFA is of the order of an eighth of the total retail park floor area. The unit is a part of Springfield Road Retail Park which is shown in detail on CRM Architects' **figure 895/PL/1.200**. Springfield Road Retail Park is a traditional retail park of the order of 5,764 sq. m GIFA with a DIY anchor, and a variety of other uses. The application site was formerly occupied by Pets at Home and a new tenant has been confirmed as Farmfoods Limited who are a well-established supermarket operator specialising in the sale of frozen and ambient food and drink goods.

1.1.3 The planning application seeks the variation of condition 7 attached to planning permission 2621/APP/2010/0207 which currently does not permit the sale of food and convenience goods from unit C1. There will be no increase in the overall floor area of the unit.

1.1.4 This TS will demonstrate that there is a "*de minimis*" level of impact of the proposal, and one that does not require a rigorous assessment of external conditions on either the local or the wider highway network.

1.1.5 The retail park is accessed by all modes via a priority junction onto Springfield Road. Access onto the wider highway network is via the signalised junction of Springfield Road with Uxbridge Road. Service access is from the rear of the existing unit, and would remain unaltered. Pedestrian access is also separately achieved onto Uxbridge Road.

1.1.6 There are bus services serving the site that route directly past the site along Uxbridge Road with the nearest bus stops being within an approximate 100m walk of the site. The bus stops connect the store to Southall to the east, and to the west to Hayes and Uxbridge. Southall railway station is also within an easy walk to the east for local train services.

1.1.7 The car park at the retail park is shared by all users with customers being observed to display a general preference to park close to their first to be visited store. There is no

alteration to the car park provision due to the proposed variation. Car parking surveys as detailed subsequently in this TS confirm that the car park has observed levels of spare capacity even at its peak.

1.1.8 There is, in our opinion, no severe impact of the proposal, and although there may be a modest increase in vehicular movements, that can be offset by the significant potential for passby / diverted and linked trips either by foot, or by vehicle. The overall level of additional traffic at both the Uxbridge Road / Springfield Road traffic signals, and at the Ollie Garvin traffic signalised roundabout to the west being "*de minimis*".

1.1.9 This TS should be read in conjunction with all relevant documentation submitted in support of the planning application including the various planning application drawings prepared by CRM Architects and the "*Planning and Retail Statement*" (PRS) prepared by Mark Wood Associates (MWA). Relevant drawings are appended to this TS for ease of reference.

1.2 Policy Context

1.2.1 The relevant planning policies against which the current planning application should be considered is set out at National level and local level in detail in the PRS, and is not repeated in this TS except where directly relevant to the highways / transport considerations.

1.2.2 NPPF paragraph 110 indicates that:

> *"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 context of associated standards reflect current national guidance, including the National Design Guide and the National Model Design Guide; 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."*

1.2.3 It will be demonstrated within this TS that the site is sustainably located, and that by

using the existing access, it is opined that a safe and suitable access arrangements for all modes of movement can be achieved as existing. This TS will furthermore demonstrate that by any reasonable definition that there is not a significant impact of the proposal. The net impact of the proposal when allowing for the levels of passby, linked and diverted trips is considered to be none other than "*de minimis".*

1.2.4 Whilst NPPF paragraph 111 indicates that:

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

1.2.5 By reference to point c) of NPPF paragraph 110, and paragraph 111, this TS will demonstrate that by any reasonable definition that there is not a significant or "severe" impact of the proposal either on a peak period basis, or total daily basis.

1.2.6 NPPF paragraph 112 indicates that:

> *"Within this context, applications for development should:*
>
> *a) give priority first to pedestrian and cycle movements, both within the scheme and with the neighbouring areas; and second – so far as possible - to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
>
> *b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
>
> *c) create places that are safe, secure and attractive - which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
>
> *d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
>
> *e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

1.2.7 The TS confirms that there are opportunities for the use of sustainable modes of transport to assess the unit, that the existing access arrangements provide a safe and suitable access to the site which are achieved for all modes of travel, and that the

residual impact of the development is not "*severe*". All parts of NPPF paragraphs 110 to 112 are in our opinion fully satisfied.

1.3 **Structure of this TS**

1.3.1 This TS is structured to address the concerns that may be raised by the Council as follows:

i) Section 2 details the adjacent highway network, and the existing traffic surveys to inform this TS,

ii) Section 3 considers access to the site by sustainable modes of transport including public transport, cycling and by foot,

iii) Section 4 considers the proposal and its implications in respect of parking provision, the site access arrangements, and servicing,

iv) Section 5 details the levels of traffic likely to be attracted to and generated by the proposal with the variation in the condition allowing Farmfoods to trade. The traffic generation for the proposal will include an assessment using as appropriate data from the TRICS database. This section also considers the traffic distribution, and the percentage of the overall traffic to the proposal that can be termed pass-by, linked and diverted traffic which is not wholly new traffic on the adjacent and wider highway network,

v) Section 6 considers the traffic impact of the proposal at the locations of potential concern to the Council, and

vi) Section 7 presents the conclusions of this TS.

2.0 EXISTING AND BASE TRAFFIC CONDITIONS

2.1 Introduction

2.1.1 This section details the adjacent highway network, and the existing traffic surveys to inform this TS.

2.2 Adjacent Highway Network

2.2.1 **Figure 33733/100** is a key plan showing the retail park, and the adjacent highway network. The site lies off Springfield Road which is a single carriageway road with street lighting, and numerous accesses located directly off it for individual units. The road is of the order of 10m wide locally marked out as two lanes towards Uxbridge Road, and one lane southbound into the remainder of the industrial estate.

2.2.2 Springfield Road itself connects to Uxbridge Road at a complex traffic signalised crossroads junction with some banned existing movements namely the right turn from Springfield Road into Uxbridge Road to the east, and the ahead movement from Springfield Road into Brookside Road. Both of these movements have to occur as u-turns at the Ollie Garvin signalised roundabout. The junction being shown on **plates A and B**.

Plate A: Springfield Road approach to Uxbridge Road Traffic Signals

Plate B: Uxbridge Road / Springfield Road Traffic Signals

2.2.3 Springfield Road serves as the sole vehicular access to a diverse range of retail, business, manufacturing, distribution uses, cash and carry warehouses, education including Nanaksar Primary School and Guru Nanak Academy and leisure uses including Hayes and Yealding United FC and a sports complex. The variety of uses potentially offer the opportunity for a significant degree of linked trips that may not exist to the same degree with the previous occupiers of the units, or any reuse in accordance with the existing permission.

2.2.4 The site can be considered to be highly sustainably located with pedestrian crossings with pedestrian actuated phases of both the A312 (the Parkway) at the Ollie Garvin signalised roundabout to the west of the retail park and across the A4020 Uxbridge Road to the immediate north of the retail park. A crossing of Springfield Road either at the junction, or before it also allows easy relatively level pedestrian and cycle access towards Southall town centre.

2.2.5 The locality also benefits from a shared footway / cycleway along both sides of Uxbridge Road as shown on **plate C**, and Springfield Road. There has been observed to be a reasonable use by cyclists of these cycleways.

2.3 Retail Park Access

2.3.1 There are three aspects to consider regarding access to the site by all modes:

i) Access by deliveries,

ii) Access by customer vehicles to / from Springfield Road, and

iii) Access by non-motorised users

Plate C: Footway / cycleway provision along Uxbridge Road

2.3.2 The retail park has its sole vehicular access for customers from Springfield Road as a simple priority junction without any marked / ghosted right turn lane. Springfield Road in the vicinity of the site has double yellow lines on both sides.

2.3.3 The access directly leads to the shared customer car park of a total of 148 spaces overall with 10 disabled persons' spaces, and 2 parent and child spaces. This level of provision would not alter with the proposed variation of condition. Car parking surveys as detailed subsequently in this TS confirm that the car park has levels of spare capacity even at its peak.

2.3.4 The existing levels of visibility splays from the retail park onto Springfield Road are well in excess of the 2.4m by 4.3m in both directions advocated by the Manual for Streets (MfS) for a 30mph speed limited roundabout.

Plate D: Delivery Route from Springfield Road

2.3.5 Access for deliveries is also from Springfield Road then via the access shared with Elyston Business Centre to the rear of the retail park as shown on **plate D**.

2.3.6 The delivery access to the unit from a secure delivery area and via an enclosed / covered delivery corridor shared with and running to the rear of the Puregym, Topps Tiles and Screwfix units. The delivery corridor runs to a dedicated storage area at the rear of the unit. The delivery area (turning circle) is shared by all of the units at the retail park including with Wickes, and accommodates 16.5m long articulated vehicles delivering to Wickes, and as required to the units at the retail park. The existing servicing arrangements do not need to be altered to accommodate the proposed variation of condition.

2.4 "Fall Back" Uses

2.4.1 The existing accommodation comprises the following:

Occupier	**Area**	**Opening Hours**	
Wickes	2,508	M-F	07.00 – 20.00
		Sa	07.00 – 19.00
		Su	10.00 – 16.00
Puregym	994	24 Hour	
Screwfix	465	M-F	06.00 – 20.00
		Sa	07.00 – 18.00
		Su	10.00 – 16.00
Topps Tiles		M-F	07.30 – 17.30
		Sa	09.00 – 16.00
		Su	10.00 – 16.00
Wren Kitchens		M-F	09.00 – 20.00
		Sa	09.00 – 18.00
		Su	10.30 – 17.00
Farmfoods	716	TBC	
Total	5,764 sq . m GFA		

2.5 **Existing Traffic Conditions**

2.5.1 Due to, as will be detailed subsequently in this TS, the "*de minimis*" level of impact of this proposal, there is considered to be no justification for any collection of traffic data on the wider highway network.

2.5.2 The main element of the data collection for this TS is that for the assessment of the impact during the usual peak periods for such retail parks of Friday network and development peaks, and Saturday development peaks including parking surveys, which are appropriate to demonstrate that the proposed variation of the condition would not place undue stress on the availability of parking.

2.5.3 A traffic count as detailed in table 1 was undertaken of the site access as shown on **plate E** from 07.30 to 19.00 on both Friday 30th September and Saturday 1st October 2022 including an assessment of observed on-site parking. The surveys were undertaken when all of the units save for C1 were occupied.

2.5.4 The assessment of the impact of a development proposal is usually considered for the network peak periods both morning and evening when traffic flows on the adjacent highway network are likely to be at their peak, and for the development peak to give a robust set of assessment. The surveys as shown in **table 1** are summarised for various time periods as:

Plate E: Site Access

a) Friday network a.m. peak hour 08.00 to 09.00

Arrivals	Departures	Two Way
103	61	164

b) Friday network p.m. peak hour 17.00 to 18.00

Arrivals	Departures	Two Way
80	62	142

c) Development Peaks

Day	Period	Arrivals	Departures	Two Way
Fr	13.00 to 14.00	111	128	239
Sa	12.00 to 13.00	125	149	274

d) Peak Parking Accumulations

Day	Period	Value	%Occupation
Fr	11.30 to 11.45	91	61.5%
Sa	11.30 to 11.45	115	77.7%

2.5.5 The TS will demonstrate that a detailed assessment of the impact at the Uxbridge Road / Springfield Road traffic signals is not required as the impact will be well within daily, weekly and seasonal variation in traffic and will have no material impact on traffic flows,

junction capacity or delay on either the local or wider highway network. As such, an assessment of the quantum of impact at the junction will be undertaken rather than an absolute impact to confirm that a detailed data collection of the junction that would not be warranted.

2.6 **Accidents**

2.6.1 As will be demonstrated within this TS, there is a minimal level of additional traffic overall, both during the peak periods assessed, and total daily, and as such there will be minimal impact in terms of overall accident potential.

2.6.2 The proposal could furthermore assist in reducing journey lengths, and by encouraging additional linked trips. Both of these effects would have a beneficial impact on the accident potential. A detailed accident assessment is therefore not warranted in our opinion.

3.0 ACCESS BY NON CAR BORNE CUSTOMERS

3.1 Introduction

3.1.1 This section considers access to the site by sustainable modes of transport including public transport, cycling and by foot.

3.2 Access by Pedestrians and Cyclists

3.2.1 The site lies adjacent to Uxbridge Road that has a shared footway / cycleway on both sides of it, and similarly Springfield Road.

3.2.2 The site is well related to other retail opportunities including Hayes Bridge Retail Park within a short walking distance to the east containing Currys, Halfords, Harveys, Benson for Beds, Dream, K-Furniture, FABB Furniture, Tapi Carpets, and Metro Bank, and Lombardy Retail Park also within a relatively short distance to the west containing Sainsburys, Superdrug, TK Maxx, Next, Sports Direct, Mamas & Papas, H+M, Subway, Costa. JD Sports, Cardfactory, Pizza Hut and Waterstones. The retail park together with Uxbridge Road, Hayes town centre offer the potential for linked retail trips.

Plate F: Bus stop along Uxbridge Road adjacent to Unit C1 plus cycleway / footway provision

3.3 Public Transport

3.3.1 There are frequent bus services along Uxbridge Road within an easy level walk of the site. The nearest bus stops for travel in both directions have bus shelters with seating for a convenient wait for the next service with service details being displayed. The westbound bus stop being shown on **plate F**. The services detailed operate throughout the day from early morning to late evening, and one service operates overnight providing easy access to the site by public transport for both employees, and customers.

3.3.2 Services 207, N207, 427 and 607 link the site as follows during the period from 07.00 to 21.00 to:

207 Hayes Bypass to White City Bus Station

via Southall Hanwell West Ealing Acton East Acton and Shepherds Bush

M-Fr	Every 4 to 8 minutes
Sa	Every 5 to 8 minutes
Su	Every 7 to 8 minutes

N207 Uxbridge Station to Bloomsbury Square (Holborn)

via Hillingdon Wood End Southall West Ealing Acton East Acton and Shepherd's Bush

Provides overnight services every day at between 10 to 15 minutes

427 York Road (Uxbridge) to King Street (Acton)

via Hillingdon Wood End Southall West Ealing and Ealing

M-Th	Every 6 to 9 minutes
Fr	Every 6 to 9 minutes
Sa	Every 7 to 10 minutes
Su	Every 8 to 12 minutes

607 Uxbridge Station to White City Bus Station (Limited Stop)

runs to / from Trinity Road (East of Hayes Bridge) via Hillingdon Wood End Southall West Ealing Acton East Acton and Shepherd's Bush

M-F	Every 8 to 11 minutes
Sa	Every 9 to 12 minutes
Su	Every 11 to 13 minutes

3.3.3 Typical journey times to selected destinations in off peak weekday periods on the 207, and 427 with times using 607 bracketed being:

Uxbridge	30 (24)
Hillingdon	15 (14)
Wood End	11 (12)
Southall Centre	6 (4)
Hanwell	18 (12)
West Ealing	20 (15)
Ealing	28 (20)
Acton	37 (32)
East Acton	44 (36)
Shepherds Bush	59 (47)
White City	62 (50)

3.3.4 The levels of potential demand for bus services by customers and by staff should be comfortably capable of being accommodated on the bus services detailed above.

4.0 THE PROPOSAL

4.1 Introduction

4.1.1 This section details the proposal and its implications in respect of parking provision, the site access arrangements, and servicing.

4.2 The Proposal Detailed

4.2.1 Permission 2621/APP/2010/1283 dated 14th September 2010 authorised the sub-division of a single retail warehouse (originally occupied by MFI) into 4 separate units together with the reconfiguring of the car park.

4.2.2 Permission 2621/APP/2010/0207 authorised a variation in the range of goods which could be sold to allow the sale of pets and pet products from the northern unit originally referenced unit C3. This was granted on 20th December 2010.

4.2.3 Condition 7 imposed on permission 2621/APP/2010/0207 restricts the goods which can be sold as follows:

> *"The retail floorspace within unit C3 as demarcated on drawing 622-CL PL02 Rev B (Site Plan) received 06 December 2010 shall only be used for the sale of the following non-food goods: building and decorating materials and equipment; DIY and garden products; furniture; floor coverings and related ancillary goods; domestic electrical goods and gas appliances; computers and office supplies and equipment; pets and pet products (including food for non-human consumption) and other products ancillary to these main ranges.*
>
> *All other retail floorspace within the site (as defined on the Location Plan received on 02 June 2010) shall only be used for the sale of the following non-food goods: building and decorating materials and equipment; DIY and garden products; furniture; floor coverings and related ancillary goods; domestic electrical goods and gas appliances; computers and office supplies and equipment and other products ancillary to these main ranges.*
>
> *The premises shall be used for no other purpose (including any other use in Class A1 of the Town and Country Planning (Use Classes) Order 1987 (or any previous equivalent to that class in any Statutory Instrument revoking or re-enacting that order) unless prior written consent is obtained from the Local Planning Authority."*

4.2.4 The reason for the condition being:

> *"To ensure the proposal does not have a detrimental impact on the vitality or viability of local centres or encourage unsustainable vehicular trips in compliance with Policies 2A.8, 3D.1, 3D.2 and 3D.3 of the London Plan and Planning Policy Statement 4: Planning for Sustainable Economic Growth."*

4.2.5 Unit C3 (the current application site) comprises the end unit previously occupied by Pets at Home until 1st August 2021. However, the unit number has since been altered to unit C1. This TS adopts the current referencing by WMPF for the unit. The unit itself extends to 716 sq. m. gross floor area (GFA). Farmfoods will trade from a sales area of 575 sq. m. retail floor area with the balance being for storage and staff facilities. For the assessment of traffic generation if using TRICS, the GFA value is required to be used for assessment purposes.

4.2.6 The sale of convenience goods is therefore currently prohibited. In addition, the range of comparison (non-food) goods which can be sold is also restricted to the categories specified in condition 7.

4.2.7 In order to accommodate Farmfoods it will be necessary to vary the terms of condition 7 as follows as detailed in the PRS:

> *"The retail floorspace within unit C1as demarcated on drawing 895 PL 2.201 shall only be used for the sale of the following non-food goods: building and decorating materials and equipment; DIY and garden products; furniture; floor coverings and related ancillary goods; domestic electrical goods and gas appliances; computers and office supplies and equipment; pets and pet products (including food for non-human consumption), food and convenience goods (for consumption off the premises) and other products ancillary to these main ranges.*
>
> *All other retail floorspace within the site (as defined on the Location Plan received on 02 June 2010) shall only be used for the sale of the following non-food goods: building and decorating materials and equipment; DIY and garden products; furniture; floor coverings and related ancillary goods; domestic electrical goods and gas appliances; computers and office supplies and equipment and other products ancillary to these main ranges.*
>
> *The premises shall be used for no other purpose (including any other use in Class E(a) of the Town and Country Planning (Use Classes)*

Order 1987 as amended (or any previous equivalent to that class in any Statutory Instrument revoking or re-enacting that order) unless prior written consent is obtained from the Local Planning Authority."

4.2.8 Farmfoods Limited is a privately owned food retailer who specialise in the sale of frozen foods – often described as freezer centres. However, they also sell other dry, packeted, and tinned products, and a small range of ambient and fresh lines. They do not sell alcohol or cigarettes. The range of goods is not as extensive as the likes of Aldi and Lidl, or Sainsburys and Tesco who trade from units typically double this unit's size.

4.2.9 In terms of servicing and deliveries, a typical Farmfoods store will have one delivery per day with an unloading time of up to 45 minutes which would deliver direct from one of Farmfoods' depots. In addition, there would be a daily direct bread delivery using rigid vehicles.

4.2.10 The primary catchment area (PCA) of the proposed development in the PRS is primarily based on a 5-minute drive time isochrone. This encompasses Uxbridge Road and the outskirts of Southall to the east in the London Borough of Ealing. This TS does not demur from this.

4.2.11 The proposed occupier has a confirmed requirement to open new stores in Southall, Hayes, Uxbridge and Northolt subject to locating suitable sites/premises. The store at the Springfield Retail Park will therefore be focused on primarily meeting the needs of residents within the PCA.

4.3 Parking Provision

4.3.1 The site access from Springfield Road leads to the retail park's shared level car park of 148 spaces overall with 10 disabled persons' spaces, and 2 parent and child spaces. The whole car park is shared by all uses at the retail park with customers displaying a general preference to park close to their first to be visited store. The car park was not observed to be operating at any parking stress.

5.0 TRAFFIC ATTRACTION

5.1 Introduction

5.1.1 This section details the levels of traffic likely to be attracted to and generated by the proposal with the variation in the condition allowing Farmfoods to trade. The traffic generation for the proposal will include an assessment using as appropriate data from the TRICS database.

5.1.2 This section also considers the traffic distribution, and the percentage of the overall traffic to the proposal that can be termed pass-by / diverted traffic which is not wholly new traffic on the adjacent highway network.

5.2 Traffic Attraction Preamble

5.2.1 The TRICS database is a national database containing the trip rates of a wide variety of development types. TRICS database version 2022 (a) v 7.9.3 has been used for this TS to ensure that the latest versions of all available data is used.

5.2.2 The TRICS Consortium advocate when considering trip rates that:

> *"By definition the use of "averages" as a guide to future developments implies that such values are likely to be exceeded on 50% of occasions. The Consortium have found based on experience that it may be of more value to look at the range of observed trip rates and then select a value close to say an 85th percentile of all values. Such estimates provide a reasonable assurance, both to developer and the highway authority, that any infrastructure provision will meet the demands placed upon it."*

5.2.3 In assessing the site by reference to TRICS particular regard will be made to the "*TRICS Good Practice Guide 2022*". This guidance essentially provides guidance to users of the TRICS system "so that they may undertake good practice when using the system". One of the key principles as set out at paragraph 1.4 is:

> *"There are many areas within the system whereby careful selection criteria and ranges are important in achieving robust and reliable data calculated by the system. The guidance is designed to assist users in this task."*

5.2.4 One of the principles identified under the heading "*Understanding Land Use Definitions*" at paragraph 3.2 indicates:

> *"It is vital that users apply trip rate calculation data from land uses which correctly apply to their individual cases. For example, a discount food*

store (e.g. Aldi) should not apply to a larger mainstream foodstore (e.g. Asda)."

5.2.5 Section 4 considers site selection by reference to the various selection parameters. The indication at paragraph 4.2 being:

"trip rates obtained from Greater London cannot apply to trip rates generated from the Shetland Islands, for obvious reasons. But, taking into account all local factors, especially the location type, there is no obvious reason why some data from, say, Glasgow cannot apply to some data from Greater Manchester. Similarly, some site scenarios in parts of London may be compatible with sites in other large cities. However, the importance of compatibility in terms of local population, vehicle ownership, location type, etc. cannot be stressed enough. It is in the areas of site and development data where true compatibility should be sought, rather than just through the exclusion of regions, which could unnecessarily remove many compatible sites from a user's selected set."

5.2.6 Paragraph 4.5 additionally indicates:

"*The most important data fields in terms of site selection compatibility are the main category and sub-category location types. Sites in a town centre with good local public transport accessibility will naturally, as a rule, achieve a different type of modal split to a site in the country without any public transport. Mixing sites which are clearly incompatible in a set for trip rate calculation could lead to the production of misleading trip rates."*

5.2.7 Paragraph 4.7 indicates examples where data should not be mixed:

"There are occasions where the location mix within a selected data set is not acceptable. For example, a mix of sites containing both "Town Centre" and "Free Standing (out of town)" location types will most likely produce incorrect and misleading trip rate results. If a mix of location types is used (based on Table 4.1), it is the data supplier's responsibility to ensure that justification for the inclusion of the mix is given. This should include geographical location evidence, such as maps, etc."

5.2.8 For reasons, that will be evident below, advice in the Good Practice Guide also covers the selection of site, and sample sizes. Paragraph 11.1 indicates:

> *"The food superstore category has over 260 sites present, whilst other sets of data contain lower levels. Because of this, obtaining a representative sample of data for a trip rate calculation involves a balance between meeting a set of criteria for inclusion and the availability of data."*

5.2.9 Paragraph 11.2 covers rules regarding the number of sites in a sample indicating:

> *"The general rule for obtaining a representative sample of data is to include as many sites as possible. But this should not be to the detriment of selection criteria. Wherever possible, users should aim to use as stringent a set of criteria as possible and obtain a selected set of at least 5 or 6 sites. However, there are no fixed rules; the aim is to achieve a balance. It is better practice to have a lower number of sites acceptable to the selection criteria than to have a larger data set which is not. In the latter case, the trip rates produced will more likely be misrepresentative than the former case. However, because of the complex diversity of the database, it is impossible to define a preferred number of sites."*

5.2.10. Paragraph 11.9 considers the issue that may arise in the disparity between selecting a high trip rate for network testing, and parking implications viz:

> *"It should also be noted that presenting relatively high trip rates may wrongly inflate potential parking levels, and therefore use of 85th percentile trip rate figures needs to reflect his possibility."*

5.2.11 The summary of the Good Practice Guide at section 19.4 indicates:

> *"Location type, both main category and sub-category, is a very important factor in the selection of sites for trip rate calculation. There is no clear evidence to suggest that users should select sites by regional category; it is more appropriate to select sites which meet similar local environmental and location-type conditions, within agreed criteria."*

5.2.12 Paragraph 19.11 indicates:

> *"The general rule for representative sample sizes in TRICS is "the more the better". However, this is not always an option. Users are encouraged to find a balance between the strictness of their selection criteria and the level of data available."*

5.2.13 As will be detailed below, the selection process excludes sites that would be unrepresentative in terms of size of the development whilst ensuring in accordance with paragraph 11.2 of the TRICS Good Practice Guide that the overall sample size is not too small.

5.3 **TRICS Data: "Fall Back" Uses**

5.3.1 The use of unit C1 has not been abandoned though Pets at Home vacated the unit on the 1st August 2021. It has a restricted Class E(a) use. The Communities and Local Government / Department for Transport (CLG / DfT) "*Guidance and Transport Assessment*" section 4.7 used to indicate with regard to existing or "fall back" conditions to assess:

> *"where the site is vacant or partially vacant, the person trips which might realistically be generated by any extant planning permission or permitted uses."*

5.3.2 In essence, the assessment to be undertaken is to assess the difference between the retail park, and the retail park with the variation of condition. The traffic surveys detailed at section 2.5 were primarily undertaken to enable an assessment to be made of the parking utilisation of the retail park. Notwithstanding this, the data can also be used to assess vehicular traffic generation to the site in its "*fall back*" scenario.

5.3.3 The site has been assessed for the "*fall back*" as "*more of the same*" i.e: the surveyed data is factored by 716 / 5048 or 14.1% to derive the "*fall back*" scenario to assess impact against: The values below are those assuming reoccupation of unit C1 in accordance with the existing permission, and not as proposed to be varied:

a) Friday network a.m. peak hour 08.00 to 09.00

Scenario	**Arrivals**	**Departures**	**Two Way**
Existing	103	61	164
Add C1 at 14.1%	+15	+9	+24
"Fall Back"	118	70	188

b) Friday network p.m. peak hour 17.00 to 18.00

Scenario	**Arrivals**	**Departures**	**Two Way**
Existing	80	62	142
Add C1 at 14.1%	+11	+9	+20
"Fall Back"	91	71	162

c) Development Peaks

Scenario	Day / Period	Arrivals	Departures	Two Way
Existing	Fr / 13.00 to 14.00	111	128	239
Add C1		+16	+18	+34
"Fall Back"		127	146	273
Existing	Sa / 12.00 to 13.00	125	149	274
Add C1		+18	+21	+39
"Fall Back"		143	170	313

d) Peak Parking Accumulations

Scenario	Day	Period	Value	%Occupation
Existing	Fr	11.30 to 11.45	91	61.5%
Add C1			+13	
"Fall Back"			104	70.3%
Existing	Sa	11.30 to 11.45	115	77.7%
Add C1			+16	
"Fall Back"			131	88.5%

5.4 **Traffic Generation: Additional Trips with the Variation of Condition 7**

5.4.1 The variation of the condition would not alter the fact that the prevailing non-food retail use of the retail park would not fundamentally alter. The proposal represents 12.4% or about one eighth of the total retail park. Furthermore, it would provide the opportunity for other workers within the wider area to the south of the retail park to access food and convenience goods. It would also allow for linked trips to occur between the proposal and other units on the retail park together with other commercial and industrial units in the adjacent and wider area. It therefore has the potential to reduce the number and length of car borne journeys. Traffic generation for the proposal has been assessed using TRICS category 01-C "*Discount Food Store*" for comparable sites located within Greater London but including on site or immediately adjacent car parking. The TRICS output is included as **appendices A and B** for the weekday and Saturday assessments respectively.

5.4.2 **Table 2** shows the arrival / departure profiles for both Friday, and Saturday. **Tables 3 and 4** show the total assessment traffic for Friday and Saturday respectively. The summary of the assessment indicates:

a) Friday network a.m. peak hour 08.00 to 09.00

Scenario	**Arrivals**	**Departures**	**Two Way**
Existing	103	61	164
Add food	+16	+9	+25
Proposal	119	70	189

b) Friday network p.m. peak hour 17.00 to 18.00

Scenario	**Arrivals**	**Departures**	**Two Way**
Existing	80	62	142
Add food	+25	+23	+48
Proposal	105	85	190

c) Development Peaks

Scenario	**Day / Period**	**Arrivals**	**Departures**	**Two Way**
Existing	Fr / 13.00 to 14.00	111	128	239
Add food		+29	+27	+56
Proposal		140	155	295
Existing	Sa / 12.00 to 13.00	125	149	274
Add food		+36	+35	+71
Proposal		161	184	345

d) Peak Parking Accumulations

Scenario	**Day**	**Period**	**Value**	**%Occupation**
Existing	Fr	11.30 – 11.45	91	61.5%
Add food			+16	
Proposal			107	72.3%
Existing	Sa	11.30 – 11.45	115	77.7%
Add food			+23	
Proposal			138	93.2%

5.4.3 No allowance has been made for linkages between the food use from unit C1 and the rest of the retail park, and is hence a "*worst case*" assessment.

5.5 Passby / Linked / Diverted Trips

5.5.1 The total number of trips attracted to a new retail development are not comprised wholly new trips to the local highway network. A proportion will already exist on the network either at another location, or where a visit to the store can be incorporated with an existing pattern of travel behaviour.

5.5.2 The following trip types were identified in the DfT / CLG "*Guidance on Transport Assessment*" albeit that the guidance is now revoked, it is opined and generally accepted, that the classifications can still be applied:

i) New trips: Trips that do not occur anywhere on the highway network prior to the opening of the development which is usually taken as 5% of all trips,

ii) Pass-by trips: Trips which are already present on the road network directly adjacent to the point of access to the site, i.e: travelling along Uxbridge Road in either direction, which will turn into the site with little alteration in route patterns,

iii) Linked trips: Trips that will have multiple destinations either within the proposed development site, between both the development site and existing adjacent sites, or between the development site and an external town centre such as Hayes or Southall,

iv) Diverted trips: Trips which are already present on the local road network but not the road from which the site access is taken and will divert from their existing use to access the site,

v) Transferred Trips: Trips which are already present on the local road network accessing similar sites in close proximity to the proposed development. Slightly different from diverted trips, those usually transfer from using an existing development to a new one, which could include in this location transferred trips from Sainsburys or at Lombardy Retail Park, Lidl in Hayes or other convenience stores within Hayes or Southall locally.

5.5.3 A value of 40% is usually taken for (ii), (iv) and (v) combined. The premise of non-primary trips i.e.: (ii) to (v) is one that is important in locations where the highway network experiences peak hour congestion as customers are unlikely to embark on trips during these periods. During the hours of peak traffic demand it is likely that the majority who travel by car would already be present on the local highway network.

5.5.4 The concept of passby / diverted and linked trips is fundamentally that studies have shown that a food store typically only has of the order of 5% to 10% wholly new vehicular traffic when assessed over its wider study area. The reason for this is simple that shoppers will already be shopping for food elsewhere, but there will be a small percentage of new trips that will call into the new store either because it is closer, and hence more convenient for that small percentage or that some customers may choose

to shop more frequently i.e: to undertake top up shopping more regularly because of either factor.

5.5.5 Passby traffic is that percentage of traffic that is already passing the proposed store, and will call in to it to undertake a shop whilst passing by without any diversion of trip save for in this case altered turning movements at the Uxbridge Road / Springfield Road traffic signals.

5.5.6 Diverted traffic is usually taken as a diversion from another local food store within a short drive but also with a minimal diversion in trip. In this location, it could include traffic that may be travelling to either of the other two food namely Lidl in Southall, or to the Sainsburys in Hayes.

5.5.7 Linked traffic is the most likely to be significant in this case, and is a linked trip of the shoppers to the Lidl that are already on the local network with a minimal diversion of trip. This can include trips from employment such as those located along Springfield Road travelling from work to home, retail such as Hayes Retail Park, and / or Lombardy Retail Park to retail such as Hayes Retail Park, and / or Lombardy Retail Park that call in as part of what could be two or three retail park visits, retail to home, or leisure to home.

5.6 **Traffic Distribution**

5.6.1 The distribution onto the links of potential concern to the Council is:

A4020 East	25%
A312 North	25%
A4020 West	25%
A312 South	25%

6.0 TRAFFIC IMPACT

6.1 Introduction

6.1.1 This section considers the overall traffic impact of the proposal at the locations of potential concern to the Council.

6.2 Guidance

6.2.1 Guidance on assessing the traffic impact of a development used to be set out in the Communities and Local Government / Department for Transport (CLG / DfT) publication "*Guidance on Transport Assessment*" (GTA). Notwithstanding the fact that this guidance has been revoked, there is nothing to replace it currently either at a local or national level, and in the absence of such it is prudent to assess relevant sections of the guidance, and additionally to consider the advice regarding the use of the TRICS database.

6.2.2 The CLG / DfT guidance at section 3.4 indicates that:

> *"if the site of the proposed development has a current use or an extant planning permission with trip patterns / volumes, the net level of change that might arise out of the new proposals should be set out"*

6.2.3 In this case, there is an existing use of the site, and this defines the "base" situation against which the impact is required to be assessed. This guidance is amplified at section 4.7 which indicates:

> *"the quantification of the person trips generated from the existing site and their modal distribution, or where the site is vacant or partially vacant, the person trips which might realistically be generated by any extant planning permission or permitted uses"*

6.2.4 As such the guidance is clear that a netting off assessment of impact has to be undertaken, and this is logical. This is fully consistent with the earlier 1994 Institution of Highways and Transportation's "*Guidelines for Traffic Impact Assessment*" which the CLG / DfT guidance is intended to replace.

6.2.5 Section 4.62 of the CLG / DfT guidance indicates:

> *"If sites with comparable accessibility as well as scale and location cannot be found when using a standard database system, 85th percentile trip generation rates should be considered as a starting point for assessment of the baseline traffic generation"*

6.2.6 Section 4.63 indicates:

> *"In cases where the degree of comparability of source data sites to the development proposals is difficult to determine, it may be appropriate (in consultation with the appropriate highway authorities) to undertake a sensitivity analysis using both 85th percentile and average (50th percentile) trip rates to inform the process of the differences between these two assumptions."*

6.2.7 There are no detailed junction assessments presented in the TS for the reasons variously indicated of a de minimis level of impact overall, and on this basis a detailed assessment of various junctions' operation would not be warranted.

6.3 **Design Traffic Flows**

6.3.1 The advice contained within the Institution of Highway and Transportation's "*Guidelines for Traffic Impact Assessment*" section 3.7.3 regarding design year is:

> *"In addition to these opening years, one of two future assessment years need to be considered. In the normal course of events, and to accord with reasonable planning horizons i.e.: the time scale for most development plans. The development should be tested for a period of 10 years beyond the opening date. However, where new or modified highway infrastructure is required then the network should be tested for a period 15 years beyond the construction of the infrastructure."*

6.3.2 The guidelines summarise with regard to the year of assessment by indicating:

> *"In trying to introduce a degree of commonality and consistency to the overall approach it is considered that in the absence of any other specific requirements of the highway (roads) authority an analysis should be carried out for an assessment year 10 years after the completion of the development."*

6.3.3 However:

> *"In undertaking a projection some 10 to 15 years beyond the completion of a development, it should be emphasised that this does not necessarily hold either the developer or the highway authority responsible for meeting any shortfall in highway infrastructure provision that the analysis might indicate…To help in the assessment it may be valuable to undertake the future year assessment on a with development and without development basis. In making this recommendation the Working Party is aware of some Inspector's decisions (supported by the*

Secretary of State for the Environment) indicating that developers do not need to consider the traffic implications of their proposals beyond the year of opening."

6.3.4 There are no detailed junction assessments presented in the TS for the reasons variously indicated of a "*de minimis*" level of impact overall, and on this basis a detailed assessment of various junctions' operation would not be warranted.

6.4 **Overall Impact**

6.4.1 The total additional impact is:

a) Friday network a.m. peak hour 08.00 to 09.00

Scenario	**Arrivals**	**Departures**	**Two Way**
"Fall Back"	118	70	188
Proposal	119	70	189
Impact	+1	0	+1

b) Friday network p.m. peak hour 17.00 to 18.00

Scenario	**Arrivals**	**Departures**	**Two Way**
"Fall Back"	91	71	162
Proposal	105	85	190
Impact	+14	+14	+28

c) Development Peaks

Scenario	**Day / Period**	**Arrivals**	**Departures**	**Two Way**
"Fall Back**"**	Fr / 13.00 to 14.00	127	146	273
Proposal		140	155	295
Impact		+13	+9	+22
"Fall Back"	Sa / 12.00 to 13.00	143	170	313
Proposal		161	184	345
Impact		+18	+14	+32

d) Peak Parking Accumulations

Scenario	**Day**	**Period**	**Value**	**%Occupation**
"Fall Back"	Fr	11.30 to 11.45	104	70.3%
Proposal			107	72.3%
Impact			+3	+2.0%
"Fall Back"	Sa	11.30 to 11.45	131	88.5%
Proposal			138	93.2%
Impact			+7	+4.7%

6.4.2 The impact at the Springfield Road junction onto Uxbridge Road could be:

a) Friday network a.m. peak hour 08.00 to 09.00

Scenario	**Arrival**	**Departure**	**Two Way**
Impact	+1	0	+1
Deduct passby	0	0	0
Net impact	+1	0	+1

b) Friday network p.m. peak hour 17.00 to 18.00

Scenario	**Arrival**	**Departure**	**Two Way**
Impact	+14	+14+3*	+31
Deduct passby	-3	0	-3
Net impact	+11	+17	+28

c) Development Peaks

Scenario	**Day / Period**	**Arrival**	**Departure**	**Two Way**
Impact	Fr / 13.00 to 14.00	+13	+9+2*	+24
Deduct passby		-4	0	-4
Net impact		+9	+11	+20
Impact	Sa / 12.00 to 13.00	+18	+14+3*	+35
Deduct passby		-6	0	-6
Net impact		+12	+17	+29

Where the values * account for the banned movements result in departures being +125%

6.4.3 The proposal will not have a detrimental or severe impact at any junction, or on any link due to the maximum impact at the site access of one additional vehicle every two minutes during the Friday p.m. peak hour and the Saturday development peak hour.

6.4.4 By any reasonable interpretation none of these values would constitute a severe impact of the proposed variation even if treated as a "*worst case*" as a convenience store. In reality the impact will be a fraction of this, and not noticeable as an impact on the local or wider highway impact, nor lead to any significant pressure on parking at the retail parl.

7.0 CONCLUSIONS

7.1 Springfield Road Retail Park occupies an out of centre location within a designated Strategic Industrial Location. This designation as considered by MWA in the Planning and Retail Statement would normally preclude retail development other than developments which are small scale in nature, and which would assist in meeting the needs of workers in the area. However, the site is an established retail warehouse destination within Hillingdon and contains Wickes, Screwfix, Topps Tiles, and Wren together with a gym. The Council in granting planning permission in 1984 for two retail warehouses and subsequent variations including permitting the creation of 4 units in 2010, has consistently recognised that the site is suitable for retail development.

7.2 The prevailing permission does restrict the ranges of goods which can be sold, and this specifically excludes the sale of convenience goods such as food and drink. Hence this application has been submitted to enable the sale of food and convenience goods from a single unit only (C1) to enable beneficial occupation by Farmfoods.

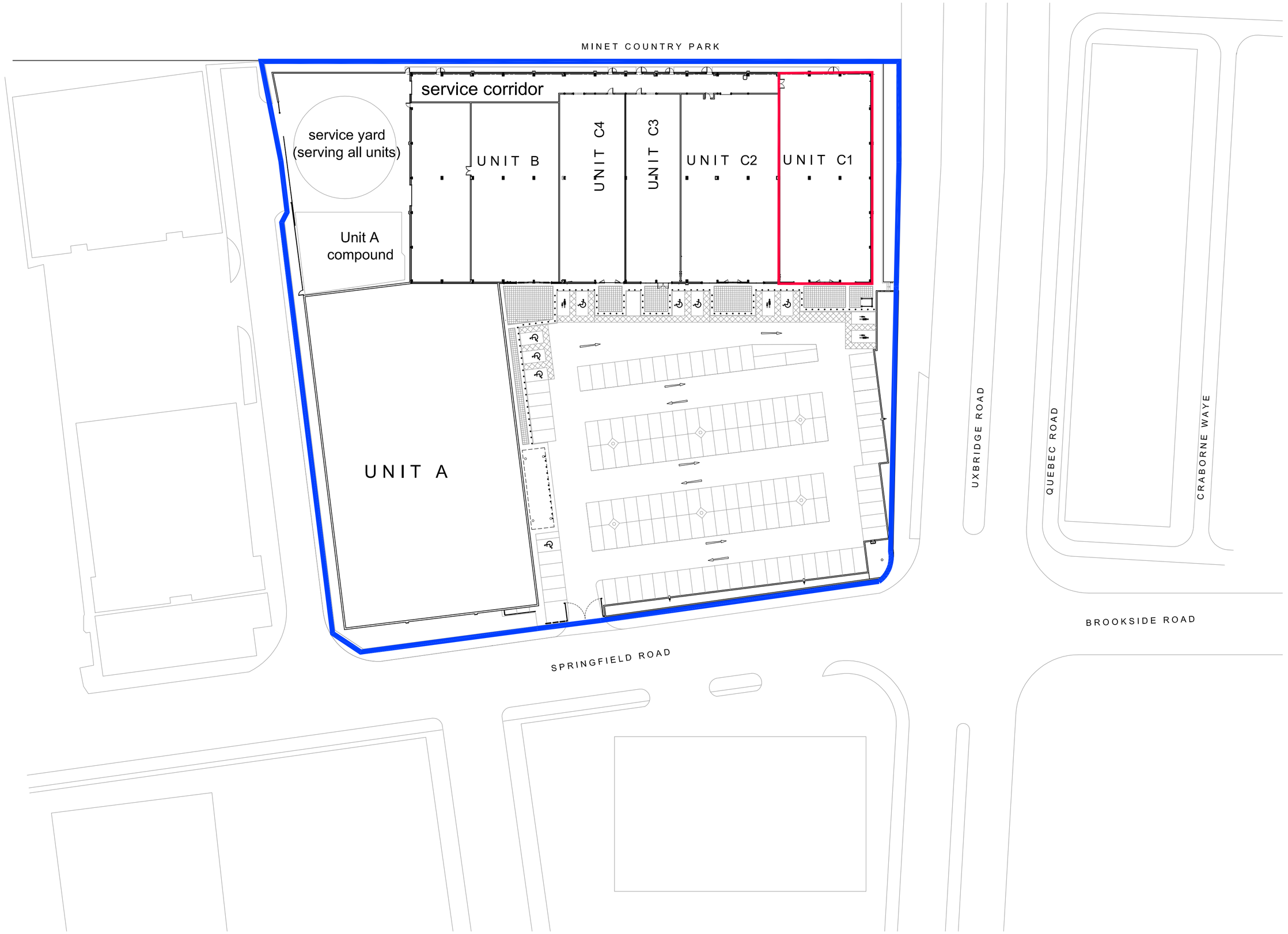
7.3 The site also has to be considered in the context of the other retail opportunities locally including Southall town centre, Hayes Bridge Retail Park and Lombardy Retail Park. A retail impact assessment has been prepared. This confirms that its occupation by Farmfoods Limited will generate a modest turnover.

7.4 The scheme would deliver a raft of benefits including employment creation, private sector investment in the borough and the beneficial re-use of an existing retail destination.

7.5 In summary, in the context of NPPF paragraphs 108 to 110, the three main bullet points can be satisfied namely that the change of use would not alter the accessibility of the site, that safe and suitable access exists, and that there is not a severe impact of the proposal at a maximum of one additional vehicle every two minutes at its peak at the Uxbridge Road / Springfield Road junction, and at the Ollie Garvin roundabout which would not be noticeable to the average motorist being within daily, weekly and seasonal variation in traffic.

7.6 Overall there are considered to be no highway or traffic objections to the proposed variation of Condition 7.

FIGURES



No.	REVISION	DATE

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Client
ING REAL ESTATE
INVESTMENT MANAGEMENT

Project
UXBRIDGE ROAD RETAIL
PARK, HAYES
UNIT C1

Drawing
LOCATION PLAN

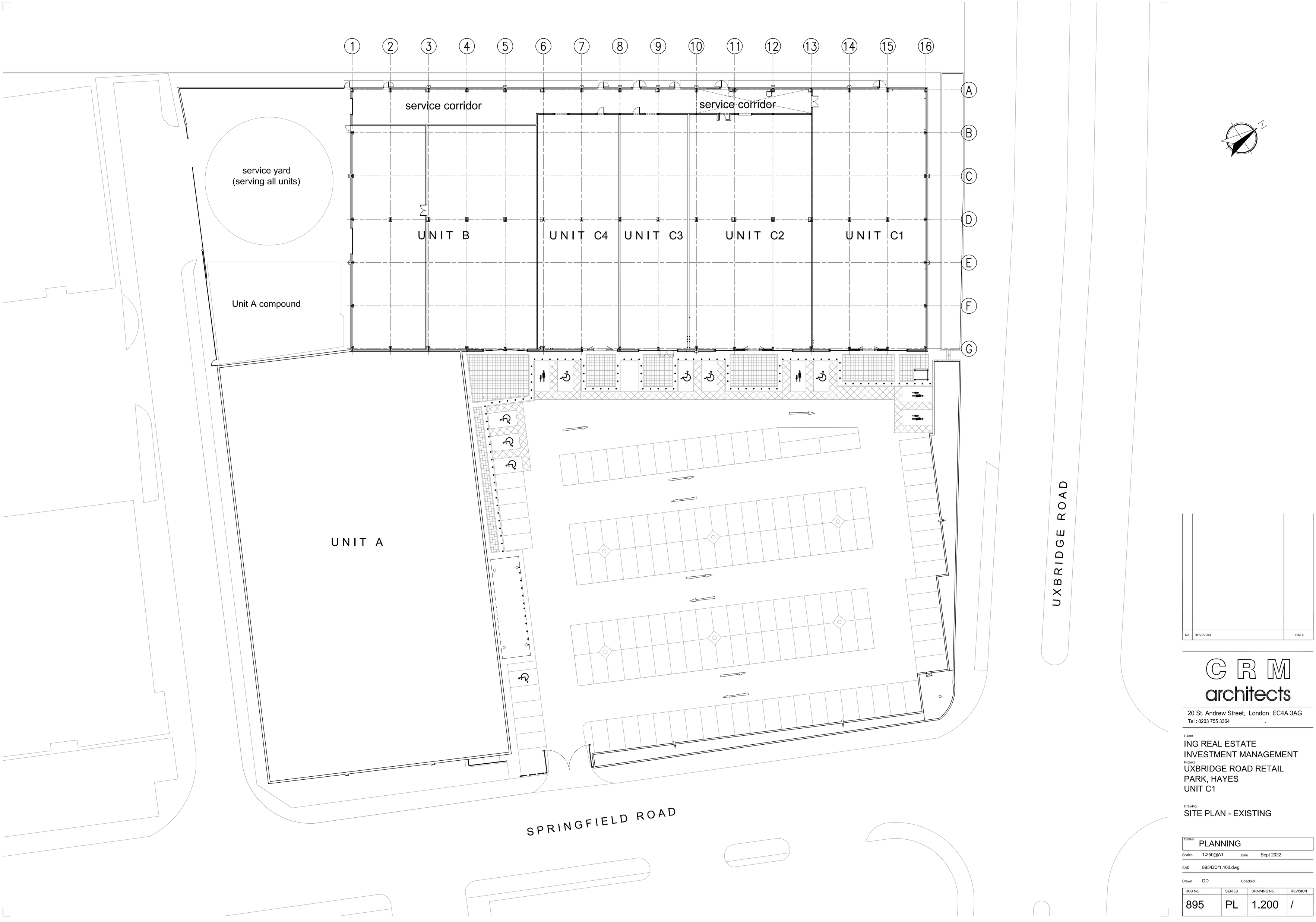
Status PLANNING

Scales 1:500@A1 Date Sept 2022

CAD 895/DD/1.100.dwg

Drawn DD Checked

JOB No.	SERIES	DRAWING No.	REVISION
895	PL	1.000	/



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Client
ING REAL ESTATE
INVESTMENT MANAGEMENT

Project
UXBRIDGE ROAD RETAIL
PARK, HAYES
UNIT C1

Drawing
SITE PLAN - EXISTING

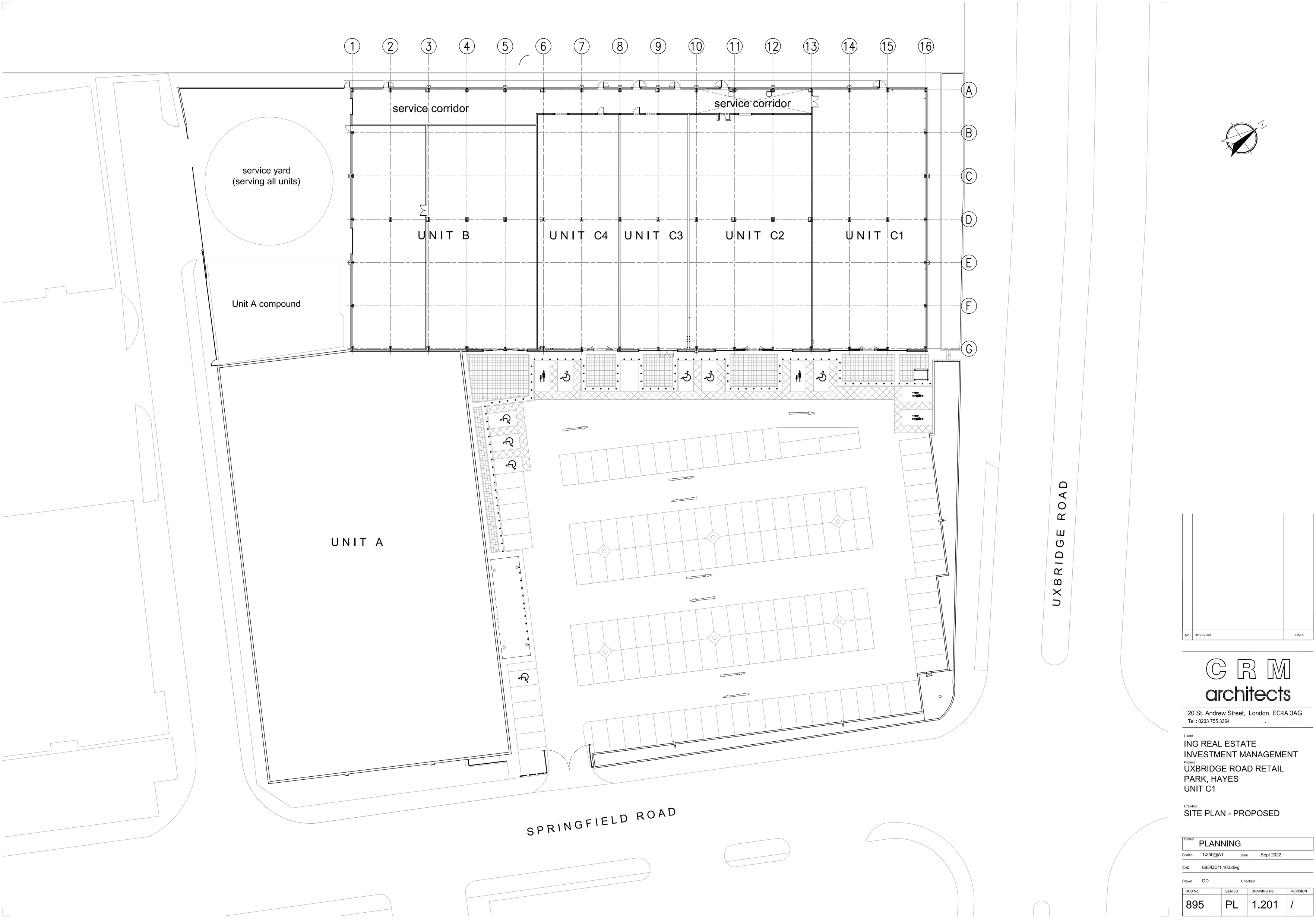
Status
PLANNING

Scales 1:250@A1 Date Sept 2022

CAD 895/DD/1.100.dwg

Drawn DD Checked

JOB No.	SERIES	DRAWING No.	REVISION
895	PL	1.200	/



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Client
ING REAL ESTATE
INVESTMENT MANAGEMENT

Project
UXBRIDGE ROAD RETAIL
PARK, HAYES
UNIT C1

Drawing
SITE PLAN - PROPOSED

Status
PLANNING

Scales 1:250@A1 Date Sept 2022

CAD 895/DD/1.100.dwg

Drawn DD Checked

JOB No.	SERIES	DRAWING No.	REVISION
895	PL	1.201	/

0 200 400 600 800m

1:10,000

Rev	Revision	Drn	App	Date
0	Original Issue	CAS	MB	10/22

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WEST MIDLANDS PENSION FUND

Project
VARIATION OF CONDITION 7 FOR UNIT C1, SPRINGFIELD ROAD RETAIL PARK, HAYES

Title
KEY PLAN

Drawn	Checked	Approved	Date
CAS	MB	MB	10/2022

Scales 1:10,000 @ A3

CAD Ref	Plot	Drawing No.	Rev
		33733-150	0

TABLES

Table 1

TRAFFIC COUNT SUMMARY

Hour Begins	*Friday*			*Saturday*		
	In	*Out*	*Acc*	*In*	*Out*	*Acc*
07:30:00	12	26	37	17	15	45
07:45:00	9	15	30	24	18	51
08:00:00	28	6	52	16	22	45
08:15:00	20	24	48	24	16	52
08:30:00	25	15	58	26	22	56
08:45:00	30	16	72	29	17	68
09:00:00	32	30	74	31	28	71
09:15:00	22	18	77	22	22	70
09:30:00	22	22	78	28	25	73
09:45:00	18	25	71	39	27	85
10:00:00	25	33	63	36	24	97
10:15:00	22	21	65	34	29	101
10:30:00	33	22	76	26	22	105
10:45:00	27	18	85	28	29	104
11:00:00	25	29	81	27	31	99
11:15:00	30	31	80	36	23	112
11:30:00	32	22	91	33	30	115
11:45:00	32	36	87	27	29	112
12:00:00	27	36	78	38	39	111
12:15:00	20	28	70	26	41	96
12:30:00	37	28	80	25	38	82
12:45:00	26	29	77	36	31	87
13:00:00	34	42	69	35	23	99
13:15:00	29	31	67	22	30	90
13:30:00	20	30	57	32	28	94
13:45:00	28	25	61	21	29	86
14:00:00	22	22	61	31	32	84
14:15:00	17	29	50	33	27	90
14:30:00	28	15	62	31	36	85
14:45:00	24	29	57	34	31	87
15:00:00	22	29	51	20	32	75
15:15:00	18	17	51	28	29	73
15:30:00	25	19	57	45	33	85
15:45:00	24	21	60	23	20	88
16:00:00	28	33	55	26	30	84
16:15:00	28	19	64	27	25	85
16:30:00	15	22	57	21	23	83
16:45:00	20	17	60	23	29	77
17:00:00	20	16	64	17	19	75
17:15:00	16	22	58	24	25	73
17:30:00	14	7	65	32	34	71
17:45:00	30	17	77	26	25	72
18:00:00	17	21	74	14	33	52
18:15:00	13	13	74	20	21	51
18:30:00	17	14	76	19	19	51
18:45:00	11	17	70	12	23	40

Table 2

FOOD TRICS DATA

Hour Begins	*Discount Food*					
	Weekday			*Saturday*		
	In	*Out*	*Acc*	*In*	*Out*	*Acc*
00:00	0	0	0	0	0	0
01:00	0	0	0	0	0	0
02:00	0	0	0	0	0	0
03:00	0	0	0	0	0	0
04:00	0	0	0	0	0	0
05:00	0	0	0	0	0	0
06:00	2	0	2	0	0	0
07:00	5	2	5	4	1	3
08:00	16	9	12	17	7	13
09:00	22	18	16	25	18	20
10:00	24	21	19	29	28	21
11:00	23	25	17	35	32	24
12:00	24	25	16	36	35	25
13:00	29	27	18	35	34	26
14:00	22	28	12	32	33	25
15:00	24	23	13	31	31	25
16:00	25	25	13	31	31	25
17:00	25	23	15	26	28	23
18:00	24	25	14	22	26	19
19:00	17	19	12	16	21	14
20:00	12	16	8	12	16	10
21:00	12	16	4	8	13	5
22:00	2	4	2	1	6	0
23:00	**0**	2	0	0	0	0
Totals	308	308		360	360	

Table 3

FRIDAY ASSESSMENT

Hour Begins	Existing Retail Park Minus Unit C1 Friday			Add Unit C1 as Food Store Friday			Proposed Retail Park including Farmfoods Friday		
	In	Out	Acc	In	Out	Acc	In	Out	Acc
07:30:00	12	26	37	1	1	2	13	27	39
07:45:00	9	15	30	2	1	3	11	16	33
08:00:00	28	6	52	4	2	5	32	8	57
08:15:00	20	24	48	4	2	7	24	26	55
08:30:00	25	15	58	4	2	9	29	17	67
08:45:00	30	16	72	4	3	10	34	19	82
09:00:00	32	30	74	5	4	11	37	34	85
09:15:00	22	18	77	6	5	12	28	23	89
09:30:00	22	22	78	5	4	13	27	26	91
09:45:00	18	25	71	6	5	14	24	30	85
10:00:00	25	33	63	6	5	15	31	38	78
10:15:00	22	21	65	6	5	16	28	26	81
10:30:00	33	22	76	6	5	17	39	27	93
10:45:00	27	18	85	6	6	17	33	24	102
11:00:00	25	29	81	5	6	16	30	35	97
11:15:00	30	31	80	6	6	16	36	37	96
11:30:00	32	22	91	6	6	16	38	28	107
11:45:00	32	36	87	6	7	15	38	43	102
12:00:00	27	36	78	6	6	15	33	42	93
12:15:00	20	28	70	6	6	15	26	34	85
12:30:00	37	28	80	6	6	15	43	34	95
12:45:00	26	29	77	6	7	14	32	36	91
13:00:00	34	42	69	7	6	15	41	48	84
13:15:00	29	31	67	7	7	15	36	38	82
13:30:00	20	30	57	7	7	15	27	37	72
13:45:00	28	25	61	8	7	16	36	32	77
14:00:00	22	22	61	5	7	14	27	29	75
14:15:00	17	29	50	6	7	13	23	36	63
14:30:00	28	15	62	5	7	11	33	22	73
14:45:00	24	29	57	6	7	10	30	36	67
15:00:00	22	29	51	6	5	11	28	34	62
15:15:00	18	17	51	6	6	11	24	23	62
15:30:00	25	19	57	6	6	11	31	25	68
15:45:00	24	21	60	6	6	11	30	27	71
16:00:00	28	33	55	6	6	11	34	39	66
16:15:00	28	19	64	6	6	11	34	25	75
16:30:00	15	22	57	6	6	11	21	28	68
16:45:00	20	17	60	7	7	11	27	24	71
17:00:00	20	16	64	6	5	12	26	21	76
17:15:00	16	22	58	6	6	12	22	28	70
17:30:00	14	7	65	6	6	12	20	13	77
17:45:00	30	17	77	7	6	13	37	23	90
18:00:00	17	21	74	6	6	13	23	27	87
18:15:00	13	13	74	6	6	13	19	19	87
18:30:00	17	14	76	6	6	13	23	20	89
18:45:00	11	17	70	6	7	12	17	24	82

Table 4

SATURDAY ASSESSMENT

Hour Begins	*Existing Retail Park Minus Unit C1* *Saturday*			*Add Unit C1 as Food Store* *Saturday*			*Proposed Retail Park including Farmfoods* *Saturday*		
	In	*Out*	*Acc*	*In*	*Out*	*Acc*	*In*	*Out*	*Acc*
07:30:00	17	15	45	1	0	3	18	15	48
07:45:00	24	18	51	1	1	3	25	19	54
08:00:00	16	22	45	4	1	6	20	23	51
08:15:00	24	16	52	4	2	8	28	18	60
08:30:00	26	22	56	4	2	10	30	24	66
08:45:00	29	17	68	5	2	13	34	19	81
09:00:00	31	28	71	6	4	15	37	32	86
09:15:00	22	22	70	6	5	16	28	27	86
09:30:00	28	25	73	6	4	18	34	29	91
09:45:00	39	27	85	7	5	20	46	32	105
10:00:00	36	24	97	7	7	20	43	31	117
10:15:00	34	29	101	7	7	20	41	36	121
10:30:00	26	22	105	7	7	20	33	29	125
10:45:00	28	29	104	8	7	21	36	36	125
11:00:00	27	31	99	8	8	21	35	39	120
11:15:00	36	23	112	9	8	22	45	31	134
11:30:00	33	30	115	9	8	23	42	38	138
11:45:00	27	29	112	9	8	24	36	37	136
12:00:00	38	39	111	9	8	25	47	47	136
12:15:00	26	41	96	9	9	25	35	50	121
12:30:00	25	38	82	9	9	25	34	47	107
12:45:00	36	31	87	9	9	25	45	40	112
13:00:00	35	23	99	8	8	25	43	31	124
13:15:00	22	30	90	9	9	25	31	39	115
13:30:00	32	28	94	9	8	26	41	36	120
13:45:00	21	29	86	9	9	26	30	38	112
14:00:00	31	32	84	8	8	26	39	40	110
14:15:00	33	27	90	8	8	26	41	35	116
14:30:00	31	36	85	8	8	26	39	44	111
14:45:00	34	31	87	8	9	25	42	40	112
15:00:00	20	32	75	7	7	25	27	39	100
15:15:00	28	29	73	8	8	25	36	37	98
15:30:00	45	33	85	8	8	25	53	41	110
15:45:00	23	20	88	8	8	25	31	28	113
16:00:00	26	30	84	7	7	25	33	37	109
16:15:00	27	25	85	8	8	25	35	33	110
16:30:00	21	23	83	8	8	25	29	31	108
16:45:00	23	29	77	8	8	25	31	37	102
17:00:00	17	19	75	6	7	24	23	26	99
17:15:00	24	25	73	7	7	24	31	32	97
17:30:00	32	34	71	6	7	23	38	41	94
17:45:00	26	25	72	7	7	23	33	32	95
18:00:00	14	33	52	5	6	22	19	39	74
18:15:00	20	21	51	6	7	21	26	28	72
18:30:00	19	19	51	5	6	20	24	25	71
18:45:00	12	23	40	6	7	19	18	30	59

APPENDICES

Appendix A

TRICS OUTPUT:

DISCOUNT FOOD STORES

(WEEKDAY)

Calculation Reference: AUDIT-748101-221025-1033

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	BE	BEXLEY	1 days
	BM	BROMLEY	1 days
	IS	ISLINGTON	1 days
	LW	LEWISHAM	1 days
	MR	MERTON	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: 1018 to 2400 (units: sqm)
Range Selected by User: 1018 to 2400 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 24/05/21

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:

Monday	2 days
Tuesday	1 days
Wednesday	2 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	3
High Street	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.

Secondary Filtering selection:

Use Class:

E(a)	5 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

15,001 to 20,000	1 days
50,001 to 100,000	3 days
100,001 or More	1 days

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

Population within 5 miles:

500,001 or More	5 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	4 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	5 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	5 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:

2 Poor	1 days
4 Good	2 days
6a Excellent	2 days

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

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

LIST OF SITES relevant to selection parameters

1 BE-01-C-01 LIDL BEXLEY
CLYDESDALE WAY
BELVEDERE

Edge of Town
Industrial Zone
Total Gross floor area: 2145 sqm
Survey date: WEDNESDAY *06/11/19* *Survey Type: MANUAL*

2 BM-01-C-01 ALDI BROMLEY
CROYDON ROAD
PENGE

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 1018 sqm
Survey date: MONDAY *24/05/21* *Survey Type: MANUAL*

3 IS-01-C-01 ICELAND ISLINGTON
CHAPEL MARKET
ANGEL

Town Centre
High Street
Total Gross floor area: 1200 sqm
Survey date: TUESDAY *28/06/16* *Survey Type: MANUAL*

4 LW-01-C-01 ALDI LEWISHAM
RUSHEY GREEN
CATFORD

Edge of Town Centre
Residential Zone
Total Gross floor area: 1500 sqm
Survey date: MONDAY *16/11/15* *Survey Type: MANUAL*

5 MR-01-C-01 LIDL MERTON
STREATHAM ROAD
MITCHAM

Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 2400 sqm
Survey date: WEDNESDAY *06/11/19* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
TOTAL VEHICLES
Calculation factor: 100 sqm
Estimated TRIP rate value per 716 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	4	1766	0.750	5.373	4	1766	0.241	1.723	4	1766	0.991	7.096
08:00 - 09:00	5	1653	2.190	15.684	5	1653	1.307	9.358	5	1653	3.497	25.042
09:00 - 10:00	5	1653	3.122	22.356	5	1653	2.541	18.197	5	1653	5.663	40.553
10:00 - 11:00	5	1653	3.389	24.262	5	1653	2.905	20.796	5	1653	6.294	45.058
11:00 - 12:00	5	1653	3.292	23.569	5	1653	3.473	24.869	5	1653	6.765	48.438
12:00 - 13:00	5	1653	3.376	24.176	5	1653	3.522	25.216	5	1653	6.898	49.392
13:00 - 14:00	5	1653	4.006	28.682	5	1653	3.824	27.382	5	1653	7.830	56.064
14:00 - 15:00	5	1653	3.026	21.663	5	1653	3.970	28.422	5	1653	6.996	50.085
15:00 - 16:00	5	1653	3.316	23.742	5	1653	3.171	22.703	5	1653	6.487	46.445
16:00 - 17:00	5	1653	3.570	25.562	5	1653	3.522	25.216	5	1653	7.092	50.778
17:00 - 18:00	5	1653	3.437	24.609	5	1653	3.195	22.876	5	1653	6.632	47.485
18:00 - 19:00	5	1653	3.316	23.742	5	1653	3.510	25.129	5	1653	6.826	48.871
19:00 - 20:00	5	1653	2.360	16.897	5	1653	2.650	18.977	5	1653	5.010	35.874
20:00 - 21:00	5	1653	1.646	11.785	5	1653	2.203	15.771	5	1653	3.849	27.556
21:00 - 22:00	4	1766	1.727	12.368	4	1766	2.195	15.713	4	1766	3.922	28.081
22:00 - 23:00	4	1766	0.283	2.027	4	1766	0.538	3.852	4	1766	0.821	5.879
23:00 - 24:00	1	1500	0.000	0.000	1	1500	0.333	2.387	1	1500	0.333	2.387
Total Rates:			42.806	306.497			43.100	308.587			85.906	615.084

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:	1018 - 2400 (units: sqm)
Survey date date range:	01/01/14 - 24/05/21
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
TAXIS
Calculation factor: 100 sqm
Estimated TRIP rate value per 716 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	4	1766	0.000	0.000	4	1766	0.000	0.000	4	1766	0.000	0.000
08:00 - 09:00	5	1653	0.024	0.173	5	1653	0.024	0.173	5	1653	0.048	0.346
09:00 - 10:00	5	1653	0.012	0.087	5	1653	0.012	0.087	5	1653	0.024	0.174
10:00 - 11:00	5	1653	0.012	0.087	5	1653	0.012	0.087	5	1653	0.024	0.174
11:00 - 12:00	5	1653	0.000	0.000	5	1653	0.000	0.000	5	1653	0.000	0.000
12:00 - 13:00	5	1653	0.036	0.260	5	1653	0.036	0.260	5	1653	0.072	0.520
13:00 - 14:00	5	1653	0.000	0.000	5	1653	0.000	0.000	5	1653	0.000	0.000
14:00 - 15:00	5	1653	0.024	0.173	5	1653	0.024	0.173	5	1653	0.048	0.346
15:00 - 16:00	5	1653	0.024	0.173	5	1653	0.012	0.087	5	1653	0.036	0.260
16:00 - 17:00	5	1653	0.000	0.000	5	1653	0.012	0.087	5	1653	0.012	0.087
17:00 - 18:00	5	1653	0.024	0.173	5	1653	0.024	0.173	5	1653	0.048	0.346
18:00 - 19:00	5	1653	0.000	0.000	5	1653	0.000	0.000	5	1653	0.000	0.000
19:00 - 20:00	5	1653	0.036	0.260	5	1653	0.036	0.260	5	1653	0.072	0.520
20:00 - 21:00	5	1653	0.036	0.260	5	1653	0.036	0.260	5	1653	0.072	0.520
21:00 - 22:00	4	1766	0.014	0.101	4	1766	0.014	0.101	4	1766	0.028	0.202
22:00 - 23:00	4	1766	0.000	0.000	4	1766	0.000	0.000	4	1766	0.000	0.000
23:00 - 24:00	1	1500	0.000	0.000	1	1500	0.000	0.000	1	1500	0.000	0.000
Total Rates:			0.242	1.747			0.242	1.748			0.484	3.495

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/C - DISCOUNT FOOD STORES
OGVS
Calculation factor: 100 sqm
Estimated TRIP rate value per 716 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	4	1766	0.042	0.304	4	1766	0.014	0.101	4	1766	0.056	0.405
08:00 - 09:00	5	1653	0.048	0.347	5	1653	0.036	0.260	5	1653	0.084	0.607
09:00 - 10:00	5	1653	0.036	0.260	5	1653	0.048	0.347	5	1653	0.084	0.607
10:00 - 11:00	5	1653	0.036	0.260	5	1653	0.036	0.260	5	1653	0.072	0.520
11:00 - 12:00	5	1653	0.012	0.087	5	1653	0.012	0.087	5	1653	0.024	0.174
12:00 - 13:00	5	1653	0.012	0.087	5	1653	0.024	0.173	5	1653	0.036	0.260
13:00 - 14:00	5	1653	0.012	0.087	5	1653	0.012	0.087	5	1653	0.024	0.174
14:00 - 15:00	5	1653	0.012	0.087	5	1653	0.024	0.173	5	1653	0.036	0.260
15:00 - 16:00	5	1653	0.012	0.087	5	1653	0.012	0.087	5	1653	0.024	0.174
16:00 - 17:00	5	1653	0.073	0.520	5	1653	0.061	0.433	5	1653	0.134	0.953
17:00 - 18:00	5	1653	0.000	0.000	5	1653	0.012	0.087	5	1653	0.012	0.087
18:00 - 19:00	5	1653	0.024	0.173	5	1653	0.024	0.173	5	1653	0.048	0.346
19:00 - 20:00	5	1653	0.012	0.087	5	1653	0.012	0.087	5	1653	0.024	0.174
20:00 - 21:00	5	1653	0.000	0.000	5	1653	0.000	0.000	5	1653	0.000	0.000
21:00 - 22:00	4	1766	0.014	0.101	4	1766	0.000	0.000	4	1766	0.014	0.101
22:00 - 23:00	4	1766	0.000	0.000	4	1766	0.014	0.101	4	1766	0.014	0.101
23:00 - 24:00	1	1500	0.000	0.000	1	1500	0.000	0.000	1	1500	0.000	0.000
Total Rates:			0.345	2.487			0.341	2.456			0.686	4.943

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/C - DISCOUNT FOOD STORES
PSVS
Calculation factor: 100 sqm
Estimated TRIP rate value per 716 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	4	1766	0.000	0.000	4	1766	0.000	0.000	4	1766	0.000	0.000
08:00 - 09:00	5	1653	0.000	0.000	5	1653	0.000	0.000	5	1653	0.000	0.000
09:00 - 10:00	5	1653	0.000	0.000	5	1653	0.000	0.000	5	1653	0.000	0.000
10:00 - 11:00	5	1653	0.000	0.000	5	1653	0.000	0.000	5	1653	0.000	0.000
11:00 - 12:00	5	1653	0.000	0.000	5	1653	0.000	0.000	5	1653	0.000	0.000
12:00 - 13:00	5	1653	0.000	0.000	5	1653	0.000	0.000	5	1653	0.000	0.000
13:00 - 14:00	5	1653	0.000	0.000	5	1653	0.000	0.000	5	1653	0.000	0.000
14:00 - 15:00	5	1653	0.012	0.087	5	1653	0.012	0.087	5	1653	0.024	0.174
15:00 - 16:00	5	1653	0.000	0.000	5	1653	0.000	0.000	5	1653	0.000	0.000
16:00 - 17:00	5	1653	0.012	0.087	5	1653	0.012	0.087	5	1653	0.024	0.174
17:00 - 18:00	5	1653	0.000	0.000	5	1653	0.000	0.000	5	1653	0.000	0.000
18:00 - 19:00	5	1653	0.000	0.000	5	1653	0.000	0.000	5	1653	0.000	0.000
19:00 - 20:00	5	1653	0.000	0.000	5	1653	0.000	0.000	5	1653	0.000	0.000
20:00 - 21:00	5	1653	0.000	0.000	5	1653	0.000	0.000	5	1653	0.000	0.000
21:00 - 22:00	4	1766	0.000	0.000	4	1766	0.000	0.000	4	1766	0.000	0.000
22:00 - 23:00	4	1766	0.000	0.000	4	1766	0.000	0.000	4	1766	0.000	0.000
23:00 - 24:00	1	1500	0.000	0.000	1	1500	0.000	0.000	1	1500	0.000	0.000
Total Rates:			0.024	0.174			0.024	0.174			0.048	0.348

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/C - DISCOUNT FOOD STORES
CYCLISTS
Calculation factor: 100 sqm
Estimated TRIP rate value per 716 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	4	1766	0.000	0.000	4	1766	0.000	0.000	4	1766	0.000	0.000
08:00 - 09:00	5	1653	0.000	0.000	5	1653	0.000	0.000	5	1653	0.000	0.000
09:00 - 10:00	5	1653	0.036	0.260	5	1653	0.024	0.173	5	1653	0.060	0.433
10:00 - 11:00	5	1653	0.048	0.347	5	1653	0.024	0.173	5	1653	0.072	0.520
11:00 - 12:00	5	1653	0.061	0.433	5	1653	0.048	0.347	5	1653	0.109	0.780
12:00 - 13:00	5	1653	0.036	0.260	5	1653	0.024	0.173	5	1653	0.060	0.433
13:00 - 14:00	5	1653	0.024	0.173	5	1653	0.085	0.607	5	1653	0.109	0.780
14:00 - 15:00	5	1653	0.073	0.520	5	1653	0.048	0.347	5	1653	0.121	0.867
15:00 - 16:00	5	1653	0.073	0.520	5	1653	0.097	0.693	5	1653	0.170	1.213
16:00 - 17:00	5	1653	0.061	0.433	5	1653	0.048	0.347	5	1653	0.109	0.780
17:00 - 18:00	5	1653	0.085	0.607	5	1653	0.061	0.433	5	1653	0.146	1.040
18:00 - 19:00	5	1653	0.061	0.433	5	1653	0.085	0.607	5	1653	0.146	1.040
19:00 - 20:00	5	1653	0.048	0.347	5	1653	0.061	0.433	5	1653	0.109	0.780
20:00 - 21:00	5	1653	0.024	0.173	5	1653	0.036	0.260	5	1653	0.060	0.433
21:00 - 22:00	4	1766	0.000	0.000	4	1766	0.000	0.000	4	1766	0.000	0.000
22:00 - 23:00	4	1766	0.000	0.000	4	1766	0.000	0.000	4	1766	0.000	0.000
23:00 - 24:00	1	1500	0.000	0.000	1	1500	0.000	0.000	1	1500	0.000	0.000
Total Rates:			0.630	4.506			0.641	4.593			1.271	9.099

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/C - DISCOUNT FOOD STORES
CARS
Calculation factor: 100 sqm
Estimated TRIP rate value per 716 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	4	1766	0.580	4.156	4	1766	0.198	1.419	4	1766	0.778	5.575
08:00 - 09:00	5	1653	1.864	13.344	5	1653	1.101	7.885	5	1653	2.965	21.229
09:00 - 10:00	5	1653	2.844	20.363	5	1653	2.287	16.377	5	1653	5.131	36.740
10:00 - 11:00	5	1653	2.929	20.970	5	1653	2.457	17.590	5	1653	5.386	38.560
11:00 - 12:00	5	1653	3.026	21.663	5	1653	3.159	22.616	5	1653	6.185	44.279
12:00 - 13:00	5	1653	3.159	22.616	5	1653	3.231	23.136	5	1653	6.390	45.752
13:00 - 14:00	5	1653	3.606	25.822	5	1653	3.498	25.042	5	1653	7.104	50.864
14:00 - 15:00	5	1653	2.735	19.583	5	1653	3.570	25.562	5	1653	6.305	45.145
15:00 - 16:00	5	1653	2.905	20.796	5	1653	2.844	20.363	5	1653	5.749	41.159
16:00 - 17:00	5	1653	3.062	21.923	5	1653	3.038	21.749	5	1653	6.100	43.672
17:00 - 18:00	5	1653	3.098	22.183	5	1653	2.796	20.016	5	1653	5.894	42.199
18:00 - 19:00	5	1653	2.977	21.316	5	1653	3.159	22.616	5	1653	6.136	43.932
19:00 - 20:00	5	1653	2.082	14.904	5	1653	2.336	16.724	5	1653	4.418	31.628
20:00 - 21:00	5	1653	1.513	10.831	5	1653	1.997	14.297	5	1653	3.510	25.128
21:00 - 22:00	4	1766	1.543	11.050	4	1766	2.039	14.598	4	1766	3.582	25.648
22:00 - 23:00	4	1766	0.255	1.825	4	1766	0.425	3.041	4	1766	0.680	4.866
23:00 - 24:00	1	1500	0.000	0.000	1	1500	0.333	2.387	1	1500	0.333	2.387
Total Rates:			38.178	273.345			38.468	275.418			76.646	548.763

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/C - DISCOUNT FOOD STORES
LGVS
Calculation factor: 100 sqm
Estimated TRIP rate value per 716 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	4	1766	0.113	0.811	4	1766	0.014	0.101	4	1766	0.127	0.912
08:00 - 09:00	5	1653	0.242	1.733	5	1653	0.145	1.040	5	1653	0.387	2.773
09:00 - 10:00	5	1653	0.230	1.646	5	1653	0.194	1.386	5	1653	0.424	3.032
10:00 - 11:00	5	1653	0.363	2.600	5	1653	0.387	2.773	5	1653	0.750	5.373
11:00 - 12:00	5	1653	0.194	1.386	5	1653	0.206	1.473	5	1653	0.400	2.859
12:00 - 13:00	5	1653	0.121	0.867	5	1653	0.169	1.213	5	1653	0.290	2.080
13:00 - 14:00	5	1653	0.290	2.080	5	1653	0.230	1.646	5	1653	0.520	3.726
14:00 - 15:00	5	1653	0.169	1.213	5	1653	0.278	1.993	5	1653	0.447	3.206
15:00 - 16:00	5	1653	0.230	1.646	5	1653	0.206	1.473	5	1653	0.436	3.119
16:00 - 17:00	5	1653	0.315	2.253	5	1653	0.315	2.253	5	1653	0.630	4.506
17:00 - 18:00	5	1653	0.278	1.993	5	1653	0.266	1.906	5	1653	0.544	3.899
18:00 - 19:00	5	1653	0.242	1.733	5	1653	0.206	1.473	5	1653	0.448	3.206
19:00 - 20:00	5	1653	0.157	1.126	5	1653	0.218	1.560	5	1653	0.375	2.686
20:00 - 21:00	5	1653	0.061	0.433	5	1653	0.121	0.867	5	1653	0.182	1.300
21:00 - 22:00	4	1766	0.127	0.912	4	1766	0.127	0.912	4	1766	0.254	1.824
22:00 - 23:00	4	1766	0.028	0.203	4	1766	0.085	0.608	4	1766	0.113	0.811
23:00 - 24:00	1	1500	0.000	0.000	1	1500	0.000	0.000	1	1500	0.000	0.000
Total Rates:			3.160	22.635			3.167	22.677			6.327	45.312

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/C - DISCOUNT FOOD STORES
MOTOR CYCLES
Calculation factor: 100 sqm
Estimated TRIP rate value per 716 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	4	1766	0.014	0.101	4	1766	0.014	0.101	4	1766	0.028	0.202
08:00 - 09:00	5	1653	0.012	0.087	5	1653	0.000	0.000	5	1653	0.012	0.087
09:00 - 10:00	5	1653	0.000	0.000	5	1653	0.000	0.000	5	1653	0.000	0.000
10:00 - 11:00	5	1653	0.048	0.347	5	1653	0.012	0.087	5	1653	0.060	0.434
11:00 - 12:00	5	1653	0.061	0.433	5	1653	0.097	0.693	5	1653	0.158	1.126
12:00 - 13:00	5	1653	0.048	0.347	5	1653	0.061	0.433	5	1653	0.109	0.780
13:00 - 14:00	5	1653	0.097	0.693	5	1653	0.085	0.607	5	1653	0.182	1.300
14:00 - 15:00	5	1653	0.073	0.520	5	1653	0.061	0.433	5	1653	0.134	0.953
15:00 - 16:00	5	1653	0.145	1.040	5	1653	0.097	0.693	5	1653	0.242	1.733
16:00 - 17:00	5	1653	0.109	0.780	5	1653	0.085	0.607	5	1653	0.194	1.387
17:00 - 18:00	5	1653	0.036	0.260	5	1653	0.085	0.607	5	1653	0.121	0.867
18:00 - 19:00	5	1653	0.073	0.520	5	1653	0.121	0.867	5	1653	0.194	1.387
19:00 - 20:00	5	1653	0.073	0.520	5	1653	0.048	0.347	5	1653	0.121	0.867
20:00 - 21:00	5	1653	0.036	0.260	5	1653	0.048	0.347	5	1653	0.084	0.607
21:00 - 22:00	4	1766	0.028	0.203	4	1766	0.014	0.101	4	1766	0.042	0.304
22:00 - 23:00	4	1766	0.000	0.000	4	1766	0.014	0.101	4	1766	0.014	0.101
23:00 - 24:00	1	1500	0.000	0.000	1	1500	0.000	0.000	1	1500	0.000	0.000
Total Rates:			0.853	6.111			0.842	6.024			1.695	12.135

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

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

Appendix B

TRICS OUTPUT:

DISCOUNT FOOD STORES

(SATURDAY)

MBC Traffic 32 Montpelier Court Station Road Montpelier Bristol BS6 5EA Licence No: 748101

Calculation Reference: AUDIT-748101-221025-1030

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	HG	HARINGEY	1 days
	HV	HAVERING	1 days
	RB	REDBRIDGE	1 days
	WF	WALTHAM FOREST	1 days
02	SOUTH EAST		
	BO	BEDFORD	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: 1040 to 2544 (units: sqm)
Range Selected by User: 1018 to 2544 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 23/09/21

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	5 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	2
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	2

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
High Street	2

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

Secondary Filtering selection:

Use Class:

E(a)	5 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

125,001 to 250,000	1 days
500,001 or More	4 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	2 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	5 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	5 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
2 Poor	2 days
3 Moderate	1 days
4 Good	1 days

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

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

LIST OF SITES relevant to selection parameters

1 BO-01-C-01 LIDL BEDFORD
RIDGE ROAD
BEDFORD
KEMPSTON
Edge of Town
Residential Zone
Total Gross floor area: 2544 sqm
Survey date: SATURDAY *17/10/20* *Survey Type: MANUAL*

2 HG-01-C-01 ICELAND HARINGEY
MAYES ROAD
WOOD GREEN

Town Centre
Built-Up Zone
Total Gross floor area: 1040 sqm
Survey date: SATURDAY *27/09/14* *Survey Type: MANUAL*

3 HV-01-C-01 ALDI HAVERING
COLLIER ROW ROAD
ROMFORD

Neighbourhood Centre (PPS6 Local Centre)
High Street
Total Gross floor area: 1575 sqm
Survey date: SATURDAY *05/09/20* *Survey Type: MANUAL*

4 RB-01-C-01 ALDI REDBRIDGE
HIGH ROAD
ILFORD

Town Centre
High Street
Total Gross floor area: 1662 sqm
Survey date: SATURDAY *15/06/19* *Survey Type: MANUAL*

5 WF-01-C-01 ALDI WALTHAM FOREST
HEYBRIDGE WAY
LEYTON
HATCH LANE
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 2099 sqm
Survey date: SATURDAY *07/03/20* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
HG-01-C-02	No parking at unit or immediately adjacent

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
TOTAL VEHICLES
Calculation factor: 100 sqm
Estimated TRIP rate value per 716 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	4	1970	0.596	4.271	4	1970	0.114	0.818	4	1970	0.710	5.089
08:00 - 09:00	5	1784	2.365	16.937	5	1784	0.998	7.144	5	1784	3.363	24.081
09:00 - 10:00	5	1784	3.475	24.883	5	1784	2.556	18.301	5	1784	6.031	43.184
10:00 - 11:00	5	1784	4.092	29.298	5	1784	3.991	28.576	5	1784	8.083	57.874
11:00 - 12:00	5	1784	4.865	34.837	5	1784	4.484	32.108	5	1784	9.349	66.945
12:00 - 13:00	5	1784	5.011	35.880	5	1784	4.854	34.757	5	1784	9.865	70.637
13:00 - 14:00	5	1784	4.899	35.078	5	1784	4.787	34.275	5	1784	9.686	69.353
14:00 - 15:00	5	1784	4.529	32.429	5	1784	4.641	33.231	5	1784	9.170	65.660
15:00 - 16:00	5	1784	4.260	30.502	5	1784	4.361	31.225	5	1784	8.621	61.727
16:00 - 17:00	5	1784	4.327	30.984	5	1784	4.361	31.225	5	1784	8.688	62.209
17:00 - 18:00	5	1784	3.565	25.526	5	1784	3.957	28.335	5	1784	7.522	53.861
18:00 - 19:00	5	1784	3.094	22.154	5	1784	3.610	25.847	5	1784	6.704	48.001
19:00 - 20:00	4	1970	2.259	16.174	4	1970	2.906	20.808	4	1970	5.165	36.982
20:00 - 21:00	4	1970	1.675	11.994	4	1970	2.272	16.264	4	1970	3.947	28.258
21:00 - 22:00	4	1970	1.053	7.542	4	1970	1.840	13.175	4	1970	2.893	20.717
22:00 - 23:00	3	1779	0.150	1.073	3	1779	0.900	6.441	3	1779	1.050	7.514
23:00 - 24:00												
Total Rates:			50.215	359.562			50.632	362.530			100.847	722.092

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:	1040 - 2544 (units: sqm)
Survey date date range:	01/01/14 - 23/09/21
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	5
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

MBC Traffic 32 Montpelier Court Station Road Montpelier Bristol BS6 5EA Licence No: 748101

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
TAXIS
Calculation factor: 100 sqm
Estimated TRIP rate value per 716 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	4	1970	0.025	0.182	4	1970	0.025	0.182	4	1970	0.050	0.364
08:00 - 09:00	5	1784	0.101	0.722	5	1784	0.090	0.642	5	1784	0.191	1.364
09:00 - 10:00	5	1784	0.067	0.482	5	1784	0.078	0.562	5	1784	0.145	1.044
10:00 - 11:00	5	1784	0.101	0.722	5	1784	0.101	0.722	5	1784	0.202	1.444
11:00 - 12:00	5	1784	0.101	0.722	5	1784	0.101	0.722	5	1784	0.202	1.444
12:00 - 13:00	5	1784	0.101	0.722	5	1784	0.101	0.722	5	1784	0.202	1.444
13:00 - 14:00	5	1784	0.101	0.722	5	1784	0.101	0.722	5	1784	0.202	1.444
14:00 - 15:00	5	1784	0.101	0.722	5	1784	0.101	0.722	5	1784	0.202	1.444
15:00 - 16:00	5	1784	0.101	0.722	5	1784	0.101	0.722	5	1784	0.202	1.444
16:00 - 17:00	5	1784	0.056	0.401	5	1784	0.056	0.401	5	1784	0.112	0.802
17:00 - 18:00	5	1784	0.022	0.161	5	1784	0.022	0.161	5	1784	0.044	0.322
18:00 - 19:00	5	1784	0.022	0.161	5	1784	0.022	0.161	5	1784	0.044	0.322
19:00 - 20:00	4	1970	0.038	0.273	4	1970	0.038	0.273	4	1970	0.076	0.546
20:00 - 21:00	4	1970	0.000	0.000	4	1970	0.000	0.000	4	1970	0.000	0.000
21:00 - 22:00	4	1970	0.025	0.182	4	1970	0.025	0.182	4	1970	0.050	0.364
22:00 - 23:00	3	1779	0.000	0.000	3	1779	0.000	0.000	3	1779	0.000	0.000
23:00 - 24:00												
Total Rates:			0.962	6.896			0.962	6.896			1.924	13.792

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/C - DISCOUNT FOOD STORES
OGVS
Calculation factor: 100 sqm
Estimated TRIP rate value per 716 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	4	1970	0.000	0.000	4	1970	0.000	0.000	4	1970	0.000	0.000
08:00 - 09:00	5	1784	0.022	0.161	5	1784	0.022	0.161	5	1784	0.044	0.322
09:00 - 10:00	5	1784	0.034	0.241	5	1784	0.011	0.080	5	1784	0.045	0.321
10:00 - 11:00	5	1784	0.000	0.000	5	1784	0.022	0.161	5	1784	0.022	0.161
11:00 - 12:00	5	1784	0.000	0.000	5	1784	0.000	0.000	5	1784	0.000	0.000
12:00 - 13:00	5	1784	0.022	0.161	5	1784	0.022	0.161	5	1784	0.044	0.322
13:00 - 14:00	5	1784	0.000	0.000	5	1784	0.000	0.000	5	1784	0.000	0.000
14:00 - 15:00	5	1784	0.011	0.080	5	1784	0.011	0.080	5	1784	0.022	0.160
15:00 - 16:00	5	1784	0.022	0.161	5	1784	0.000	0.000	5	1784	0.022	0.161
16:00 - 17:00	5	1784	0.000	0.000	5	1784	0.022	0.161	5	1784	0.022	0.161
17:00 - 18:00	5	1784	0.000	0.000	5	1784	0.000	0.000	5	1784	0.000	0.000
18:00 - 19:00	5	1784	0.000	0.000	5	1784	0.000	0.000	5	1784	0.000	0.000
19:00 - 20:00	4	1970	0.000	0.000	4	1970	0.000	0.000	4	1970	0.000	0.000
20:00 - 21:00	4	1970	0.013	0.091	4	1970	0.000	0.000	4	1970	0.013	0.091
21:00 - 22:00	4	1970	0.000	0.000	4	1970	0.013	0.091	4	1970	0.013	0.091
22:00 - 23:00	3	1779	0.000	0.000	3	1779	0.000	0.000	3	1779	0.000	0.000
23:00 - 24:00												
Total Rates:			0.124	0.895			0.123	0.895			0.247	1.790

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/C - DISCOUNT FOOD STORES
CYCLISTS
Calculation factor: 100 sqm
Estimated TRIP rate value per 716 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	4	1970	0.013	0.091	4	1970	0.000	0.000	4	1970	0.013	0.091
08:00 - 09:00	5	1784	0.202	1.445	5	1784	0.112	0.803	5	1784	0.314	2.248
09:00 - 10:00	5	1784	0.191	1.365	5	1784	0.123	0.883	5	1784	0.314	2.248
10:00 - 11:00	5	1784	0.213	1.525	5	1784	0.202	1.445	5	1784	0.415	2.970
11:00 - 12:00	5	1784	0.112	0.803	5	1784	0.112	0.803	5	1784	0.224	1.606
12:00 - 13:00	5	1784	0.258	1.846	5	1784	0.179	1.284	5	1784	0.437	3.130
13:00 - 14:00	5	1784	0.123	0.883	5	1784	0.191	1.365	5	1784	0.314	2.248
14:00 - 15:00	5	1784	0.179	1.284	5	1784	0.135	0.963	5	1784	0.314	2.247
15:00 - 16:00	5	1784	0.135	0.963	5	1784	0.202	1.445	5	1784	0.337	2.408
16:00 - 17:00	5	1784	0.146	1.043	5	1784	0.168	1.204	5	1784	0.314	2.247
17:00 - 18:00	5	1784	0.112	0.803	5	1784	0.112	0.803	5	1784	0.224	1.606
18:00 - 19:00	5	1784	0.090	0.642	5	1784	0.146	1.043	5	1784	0.236	1.685
19:00 - 20:00	4	1970	0.051	0.363	4	1970	0.063	0.454	4	1970	0.114	0.817
20:00 - 21:00	4	1970	0.000	0.000	4	1970	0.089	0.636	4	1970	0.089	0.636
21:00 - 22:00	4	1970	0.025	0.182	4	1970	0.025	0.182	4	1970	0.050	0.364
22:00 - 23:00	3	1779	0.000	0.000	3	1779	0.000	0.000	3	1779	0.000	0.000
23:00 - 24:00												
Total Rates:			1.850	13.238			1.859	13.313			3.709	26.551

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/C - DISCOUNT FOOD STORES
CARS
Calculation factor: 100 sqm
Estimated TRIP rate value per 716 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	4	1970	0.533	3.816	4	1970	0.089	0.636	4	1970	0.622	4.452
08:00 - 09:00	5	1784	2.074	14.850	5	1784	0.830	5.940	5	1784	2.904	20.790
09:00 - 10:00	5	1784	3.184	22.796	5	1784	2.298	16.455	5	1784	5.482	39.251
10:00 - 11:00	5	1784	3.789	27.131	5	1784	3.677	26.328	5	1784	7.466	53.459
11:00 - 12:00	5	1784	4.596	32.910	5	1784	4.182	29.940	5	1784	8.778	62.850
12:00 - 13:00	5	1784	4.697	33.633	5	1784	4.563	32.670	5	1784	9.260	66.303
13:00 - 14:00	5	1784	4.608	32.991	5	1784	4.439	31.787	5	1784	9.047	64.778
14:00 - 15:00	5	1784	4.249	30.422	5	1784	4.361	31.225	5	1784	8.610	61.647
15:00 - 16:00	5	1784	3.946	28.255	5	1784	4.081	29.218	5	1784	8.027	57.473
16:00 - 17:00	5	1784	4.092	29.298	5	1784	4.126	29.539	5	1784	8.218	58.837
17:00 - 18:00	5	1784	3.464	24.803	5	1784	3.800	27.211	5	1784	7.264	52.014
18:00 - 19:00	5	1784	2.960	21.191	5	1784	3.475	24.883	5	1784	6.435	46.074
19:00 - 20:00	4	1970	2.119	15.174	4	1970	2.716	19.445	4	1970	4.835	34.619
20:00 - 21:00	4	1970	1.599	11.449	4	1970	2.170	15.538	4	1970	3.769	26.987
21:00 - 22:00	4	1970	1.015	7.269	4	1970	1.789	12.812	4	1970	2.804	20.081
22:00 - 23:00	3	1779	0.150	1.073	3	1779	0.900	6.441	3	1779	1.050	7.514
23:00 - 24:00												
Total Rates:			47.075	337.061			47.496	340.068			94.571	677.129

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/C - DISCOUNT FOOD STORES
LGVS
Calculation factor: 100 sqm
Estimated TRIP rate value per 716 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	4	1970	0.025	0.182	4	1970	0.000	0.000	4	1970	0.025	0.182
08:00 - 09:00	5	1784	0.135	0.963	5	1784	0.056	0.401	5	1784	0.191	1.364
09:00 - 10:00	5	1784	0.157	1.124	5	1784	0.123	0.883	5	1784	0.280	2.007
10:00 - 11:00	5	1784	0.146	1.043	5	1784	0.146	1.043	5	1784	0.292	2.086
11:00 - 12:00	5	1784	0.123	0.883	5	1784	0.123	0.883	5	1784	0.246	1.766
12:00 - 13:00	5	1784	0.146	1.043	5	1784	0.135	0.963	5	1784	0.281	2.006
13:00 - 14:00	5	1784	0.146	1.043	5	1784	0.191	1.365	5	1784	0.337	2.408
14:00 - 15:00	5	1784	0.146	1.043	5	1784	0.146	1.043	5	1784	0.292	2.086
15:00 - 16:00	5	1784	0.179	1.284	5	1784	0.157	1.124	5	1784	0.336	2.408
16:00 - 17:00	5	1784	0.112	0.803	5	1784	0.112	0.803	5	1784	0.224	1.606
17:00 - 18:00	5	1784	0.067	0.482	5	1784	0.101	0.722	5	1784	0.168	1.204
18:00 - 19:00	5	1784	0.112	0.803	5	1784	0.112	0.803	5	1784	0.224	1.606
19:00 - 20:00	4	1970	0.102	0.727	4	1970	0.152	1.090	4	1970	0.254	1.817
20:00 - 21:00	4	1970	0.051	0.363	4	1970	0.089	0.636	4	1970	0.140	0.999
21:00 - 22:00	4	1970	0.013	0.091	4	1970	0.013	0.091	4	1970	0.026	0.182
22:00 - 23:00	3	1779	0.000	0.000	3	1779	0.000	0.000	3	1779	0.000	0.000
23:00 - 24:00												
Total Rates:			1.660	11.877			1.656	11.850			3.316	23.727

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/C - DISCOUNT FOOD STORES
MOTOR CYCLES
Calculation factor: 100 sqm
Estimated TRIP rate value per 716 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	4	1970	0.013	0.091	4	1970	0.000	0.000	4	1970	0.013	0.091
08:00 - 09:00	5	1784	0.034	0.241	5	1784	0.000	0.000	5	1784	0.034	0.241
09:00 - 10:00	5	1784	0.034	0.241	5	1784	0.045	0.321	5	1784	0.079	0.562
10:00 - 11:00	5	1784	0.056	0.401	5	1784	0.034	0.241	5	1784	0.090	0.642
11:00 - 12:00	5	1784	0.045	0.321	5	1784	0.078	0.562	5	1784	0.123	0.883
12:00 - 13:00	5	1784	0.045	0.321	5	1784	0.034	0.241	5	1784	0.079	0.562
13:00 - 14:00	5	1784	0.045	0.321	5	1784	0.056	0.401	5	1784	0.101	0.722
14:00 - 15:00	5	1784	0.022	0.161	5	1784	0.022	0.161	5	1784	0.044	0.322
15:00 - 16:00	5	1784	0.011	0.080	5	1784	0.022	0.161	5	1784	0.033	0.241
16:00 - 17:00	5	1784	0.067	0.482	5	1784	0.056	0.401	5	1784	0.123	0.883
17:00 - 18:00	5	1784	0.011	0.080	5	1784	0.034	0.241	5	1784	0.045	0.321
18:00 - 19:00	5	1784	0.000	0.000	5	1784	0.000	0.000	5	1784	0.000	0.000
19:00 - 20:00	4	1970	0.000	0.000	4	1970	0.000	0.000	4	1970	0.000	0.000
20:00 - 21:00	4	1970	0.013	0.091	4	1970	0.013	0.091	4	1970	0.026	0.182
21:00 - 22:00	4	1970	0.000	0.000	4	1970	0.000	0.000	4	1970	0.000	0.000
22:00 - 23:00	3	1779	0.000	0.000	3	1779	0.000	0.000	3	1779	0.000	0.000
23:00 - 24:00												
Total Rates:			0.396	2.831			0.394	2.821			0.790	5.652

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.*