

TECHNICAL NOTE

Job Name: Victoria Retail Park, South Ruislip
Job No: 332610454
Note No: TN01
Date: July 2023
Prepared By: Alice Lister
Reviewed By: Brian Laird
Approved By: Brian Laird
Subject: **Victoria Retail Park, South Ruislip – Parking Accumulation Assessment**
Proposal: Change of Use of Unit 3 as a Gym within Class E
Planning Application Ref: 50075/APP/2023/1543

1. Introduction

- 1.1. Stantec UK Limited has been appointed by PureGym Limited (PureGym) to provide transportation and highways advice for a change of use planning application for an existing unit within Victoria Retail Park, South Ruislip.
- 1.2. A planning application has been submitted for the change of use from a currently vacant non-food retail unit (formerly Argos) to a PureGym.
- 1.3. This Technical Note has been prepared to address the comments received from Hillingdon Council's Highways Officer. In summary, the outstanding highway issue to be addressed is to determine if the existing Victoria Retail Park car park can cater for the parking demand of the proposed Pure Gym without having an adverse effect on the parking availability for the remaining commercial units within the retail park. Therefore, this Technical Note provides an assessment of the parking accumulation of the existing unit and the proposed unit during a weekday and a Saturday.

2. Gross Floor Area

- 2.1. The site is located within Victoria Retail Park fronting Victoria Road, which incorporates a number of commercial establishments such as DFS, Homebase and Curry's PC World. The existing unit is currently vacant but was previously occupied by an 'Argos' outlet and is located toward the western end of the retail park.
- 2.2. The parking assessment takes account of the gross floor area (GFA) of the existing unit and compares with the GFA of the proposed gym unit. The existing unit has a total GFA of 1,566sqm split over the ground floor and mezzanine.
- 2.3. The proposed gym unit will have a GFA of 1,327sqm, with a floor space of 954sqm on the ground floor and 373sqm on a mezzanine level. Including both the ground floor and the mezzanine level, the proposed development would lead to a reduction of 239sqm when compared to the existing unit.

3. Existing Retail Use of Unit

- 3.1. The latest Trip Rate Information Computer System (TRICS) database (version 7.10.2) has been interrogated to calculate the trip generation associated with the existing unit. This is a current and accepted methodology for forecasting the trip generation associated with existing and proposed development.

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3.2. The land uses selected within the TRICS database were chosen from the 01-Retail (G- Other Individual Non-Food Superstore) land use. The sites selected within the TRICS database were assessed based on the following criteria:

- Excluding Scotland, Wales, Ireland and Northern Ireland;
- GFA of 1000sqm to 2000sqm; and
- Excluding Town Centre locations.

3.3. The full TRICS outputs for a weekday and a Saturday are included as **Appendix A**.

Weekday

3.4. **Table 3.1** provides a summary of the trip rates (per 100sqm) and trip generation during a weekday, and the resulting parking accumulation for the existing unit comprising a GFA of 1,566sqm. For the purpose of this assessment, it has been assumed that 10 vehicles were parked in the car park at the start of the survey.

Table 3-1: Weekday Vehicle Trip Generation and Parking Accumulation for a Non-Food Retail Unit

| Time Period | Arrivals | | Departures | | Parking Accumulation |
|--------------------|---------------|-----------------|---------------|-----------------|----------------------|
| | Trip Rate | Trip Generation | Trip Rate | Trip Generation | |
| 0700-0800 | 0.585 | 9 | 0.053 | 1 | 18 |
| 0800-0900 | 0.758 | 12 | 0.130 | 2 | 28 |
| 0900-1000 | 1.982 | 31 | 1.059 | 17 | 43 |
| 1000-1100 | 2.321 | 36 | 2.077 | 33 | 46 |
| 1100-1200 | 2.199 | 34 | 2.294 | 36 | 45 |
| 1200-1300 | 2.226 | 35 | 2.185 | 34 | 46 |
| 1300-1400 | 2.402 | 38 | 2.633 | 41 | 42 |
| 1400-1500 | 2.402 | 38 | 2.185 | 34 | 45 |
| 1500-1600 | 1.737 | 27 | 2.117 | 33 | 39 |
| 1600-1700 | 1.900 | 30 | 2.077 | 33 | 37 |
| 1700-1800 | 1.154 | 18 | 1.452 | 23 | 32 |
| 1800-1900 | 1.104 | 17 | 1.623 | 25 | 24 |
| 1900-2000 | 1.178 | 18 | 1.724 | 27 | 15 |
| 2000-2100 | 0.029 | 0 | 0.546 | 9 | 7 |
| Daily Total | 21.977 | 344 | 22.155 | 347 | - |

3.5. As can be seen in **Table 3.1**, the existing unit would typically generate the most weekday trips between 1pm and 2pm, with a total of 79 two-way trips occurring during this period. The existing unit is forecast to generate a total of 691 two-way trips (arrivals and departures) between 7am and 9pm on a weekday.

3.6. The highest parking accumulation is forecast to occur between 10am to 11am as well as 12pm to 1pm, with a total of 46 cars parked within the car park.

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Saturday

- 3.7. **Table 3.2** provides a summary of the trip rates (per 100sqm) and trip generation for a Saturday and the resulting parking accumulation for the existing unit comprising a GFA of 1,566sqm. For the purpose of this assessment, it has been assumed that 10 vehicles were parked in the car park at the start of the survey.

Table 3-2: Saturday Vehicle Trip Generation and Parking Accumulation for a Non-Food Retail Unit

| Time Period | Arrivals | | Departures | | Parking Accumulation |
|--------------------|---------------|-----------------|---------------|-----------------|----------------------|
| | Trip Rate | Trip Generation | Trip Rate | Trip Generation | |
| 0700-0800 | 0 | 0 | 0 | 0 | 10 |
| 0800-0900 | 0.553 | 9 | 0.082 | 1 | 17 |
| 0900-1000 | 1.783 | 28 | 0.941 | 15 | 31 |
| 1000-1100 | 2.920 | 46 | 2.067 | 32 | 44 |
| 1100-1200 | 3.860 | 60 | 3.456 | 54 | 50 |
| 1200-1300 | 4.046 | 63 | 3.696 | 58 | 56 |
| 1300-1400 | 4.123 | 65 | 4.298 | 67 | 53 |
| 1400-1500 | 4.353 | 68 | 4.024 | 63 | 58 |
| 1500-1600 | 3.434 | 54 | 3.762 | 59 | 53 |
| 1600-1700 | 2.657 | 42 | 3.696 | 58 | 37 |
| 1700-1800 | 1.280 | 20 | 2.526 | 40 | 17 |
| 1800-1900 | 0.219 | 3 | 0.438 | 7 | 14 |
| 1900-2000 | 0 | 0 | 0.067 | 1 | 13 |
| 2000-2100 | 0 | 0 | 0 | 0 | 13 |
| Daily Total | 29.228 | 458 | 29.053 | 455 | - |

- 3.8. As can be seen in **Table 3.2**, the existing unit would typically generate the most trips on a Saturday between 1pm and 2pm, with a total of 132 two-way trips occurring during this period. The existing unit is forecast to generate a total of 913 two-way trips (arrivals and departures) between 7am and 9pm on a Saturday.
- 3.9. The highest parking accumulation is forecast to occur between 2pm to 3pm, with a total of 58 cars parked within the car park.

4. Proposed Pure Gym Unit

- 4.1. The latest Trip Rate Information Computer System (TRICS) database (version 7.10.2) has also been interrogated to calculate the trip generation associated with the proposed gym unit.
- 4.2. The land uses selected within the TRICS database were chosen from the 07-Leisure (K-Fitness Club Private) land use. The sites selected within the TRICS database were assessed based on the following criteria:

- Excluding Scotland, Wales, Ireland and Northern Ireland;

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- GFA of 1000sqm to 2000sqm; and
- Excluding Town Centre locations.

4.3. The full TRICS outputs for a weekday and a Saturday are included as **Appendix B**.

Weekday

4.4. **Table 4.1** provides a summary of the trip rates (per 100sqm) and trip generation during a weekday, and the resulting parking accumulation for the proposed gym unit comprising a GFA of 1,327sqm. For the purpose of this assessment, it has been assumed that 10 vehicles were parked in the car park at the start of the survey.

Table 4-1: Weekday Vehicle Trip Generation and Parking Accumulation for Proposed Gym Unit

| Time Period | Arrivals | | Departures | | Parking Accumulation |
|--------------------|---------------|-----------------|---------------|-----------------|----------------------|
| | Trip Rate | Trip Generation | Trip Rate | Trip Generation | |
| 0700-0800 | 0.442 | 6 | 0.629 | 8 | 8 |
| 0800-0900 | 0.540 | 7 | 0.452 | 6 | 9 |
| 0900-1000 | 0.953 | 13 | 0.481 | 6 | 15 |
| 1000-1100 | 0.727 | 10 | 0.678 | 9 | 16 |
| 1100-1200 | 0.639 | 8 | 0.658 | 9 | 15 |
| 1200-1300 | 0.648 | 9 | 0.688 | 9 | 15 |
| 1300-1400 | 0.658 | 9 | 0.639 | 8 | 15 |
| 1400-1500 | 0.707 | 9 | 0.639 | 8 | 16 |
| 1500-1600 | 0.668 | 9 | 0.727 | 10 | 15 |
| 1600-1700 | 1.081 | 14 | 0.904 | 12 | 18 |
| 1700-1800 | 1.592 | 21 | 0.992 | 13 | 25 |
| 1800-1900 | 1.444 | 19 | 1.651 | 22 | 23 |
| 1900-2000 | 1.228 | 16 | 1.513 | 20 | 19 |
| 2000-2100 | 0.580 | 8 | 1.287 | 17 | 10 |
| Daily Total | 11.907 | 158 | 11.938 | 158 | - |

4.5. As can be seen in **Table 4.1**, the existing unit would typically generate the most weekday trips between 6pm and 7pm, with a total of 41 two-way trips occurring during this period. The proposed gym is forecast to generate a total of 316 two-way trips (arrivals and departures) between 7am and 9pm on a weekday.

4.6. The highest parking accumulation is forecast to occur between 5pm to 6pm, with a total of 25 cars parked within the car park.

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Saturday

- 4.7. **Table 4.2** provides a summary of the trip rates (per 100sqm) and trip generation for a Saturday and the resulting parking accumulation for the proposed gym unit comprising a GFA of 1,327sqm. For the purpose of this assessment, it has been assumed that 10 vehicles were parked in the car park at the start of the survey.

Table 4-2: Saturday Vehicle Trip Generation and Parking Accumulation for Proposed Gym Unit

| Time Period | Arrivals | | Departures | | Parking Accumulation |
|--------------------|---------------|-----------------|---------------|-----------------|----------------------|
| | Trip Rate | Trip Generation | Trip Rate | Trip Generation | |
| 0700-0800 | 0.762 | 10 | 0.667 | 9 | 11 |
| 0800-0900 | 1.397 | 19 | 0.730 | 10 | 20 |
| 0900-1000 | 1.492 | 20 | 0.762 | 10 | 30 |
| 1000-1100 | 1.016 | 13 | 1.397 | 19 | 25 |
| 1100-1200 | 1.556 | 21 | 1.175 | 16 | 30 |
| 1200-1300 | 1.048 | 14 | 1.651 | 22 | 22 |
| 1300-1400 | 1.016 | 13 | 1.460 | 19 | 16 |
| 1400-1500 | 1.365 | 18 | 0.984 | 13 | 21 |
| 1500-1600 | 0.984 | 13 | 0.921 | 12 | 22 |
| 1600-1700 | 1.619 | 21 | 1.302 | 17 | 26 |
| 1700-1800 | 0.984 | 13 | 1.143 | 15 | 24 |
| 1800-1900 | 1.270 | 17 | 1.302 | 17 | 23 |
| 1900-2000 | 0.571 | 8 | 1.238 | 16 | 15 |
| 2000-2100 | 0.508 | 7 | 0.730 | 10 | 12 |
| Daily Total | 15.588 | 207 | 15.462 | 205 | - |

- 4.8. As can be seen in **Table 4.2**, the existing unit would typically generate the most trips on a Saturday between 4pm and 5pm, with a total of 39 two-way trips occurring during this period. The proposed gym is forecast to generate a total of 412 two-way trips (arrivals and departures) between 7am and 9pm on a Saturday.
- 4.9. The highest parking accumulation is forecast to occur between 9am to 10am as well as 11am to 12pm, with a total of 30 cars parked within the car park.

5. Parking Accumulation Comparison

Weekday

- 5.1. **Table 5.1** provides a comparison of the parking accumulation for the existing retail unit with the proposed gym unit for a weekday.

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Table 5-1: Weekday Parking Accumulation Comparison

| Time Period | Parking Accumulation | | |
|-------------|----------------------|-------------------|------------|
| | Existing Unit | Proposed Gym Unit | Difference |
| 0700-0800 | 18 | 8 | -10 |
| 0800-0900 | 28 | 9 | -19 |
| 0900-1000 | 43 | 15 | -28 |
| 1000-1100 | 46 | 16 | -30 |
| 1100-1200 | 45 | 15 | -30 |
| 1200-1300 | 46 | 15 | -31 |
| 1300-1400 | 42 | 15 | -27 |
| 1400-1500 | 45 | 16 | -29 |
| 1500-1600 | 39 | 15 | -24 |
| 1600-1700 | 37 | 18 | -19 |
| 1700-1800 | 32 | 25 | -17 |
| 1800-1900 | 24 | 23 | -1 |
| 1900-2000 | 15 | 19 | 4 |
| 2000-2100 | 7 | 10 | 3 |

- 5.2. As it can be seen in **Table 5.1**, the proposed gym will result in a reduction in parking accumulation throughout the week from 7am to 7pm compared to the existing unit. Parking accumulation for the proposed gym represents a maximum reduction of up to 31 car parking spaces in comparison to the existing use, which would occur between 12pm and 1pm. Overall, the proposed development represents a reduction of an average of 18 car parking spaces between 7am and 9pm.
- 5.3. With reference to **Table 3.1**, the existing retail unit will generate 691 two-way vehicle trips from 7am to 9pm during a typical weekday. In comparison with **Table 4.1**, the proposed gym is forecast to generate 375 fewer vehicle trips between 7am and 9pm than the existing retail unit.
- 5.4. The demand on the retail car park will therefore be less for the proposed gym in comparison with the existing non-food retail unit during a weekday.

Saturday

- 5.5. **Table 5.2** provides a comparison of the parking accumulation for the existing retail unit with the proposed gym unit for a Saturday.

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Table 5-2: Saturday Parking Accumulation Comparison

| Time Period | Parking Accumulation | | |
|-------------|----------------------|-------------------|------------|
| | Existing Unit | Proposed Gym Unit | Difference |
| 0700-0800 | 10 | 11 | 1 |
| 0800-0900 | 17 | 20 | 3 |
| 0900-1000 | 31 | 30 | -1 |
| 1000-1100 | 44 | 25 | -19 |
| 1100-1200 | 50 | 30 | -20 |
| 1200-1300 | 56 | 22 | -34 |
| 1300-1400 | 53 | 16 | -40 |
| 1400-1500 | 58 | 21 | -37 |
| 1500-1600 | 53 | 22 | -31 |
| 1600-1700 | 37 | 26 | -11 |
| 1700-1800 | 17 | 24 | 7 |
| 1800-1900 | 14 | 23 | 9 |
| 1900-2000 | 13 | 15 | 2 |
| 2000-2100 | 13 | 12 | -1 |

- 5.6. As it can be seen in **Table 5.2**, the proposed gym will result in a reduction in parking accumulation during a typical Saturday from 9am to 5pm and 8pm to 9pm compared to the existing unit. Parking accumulation for the proposed gym represents a maximum reduction of up to 40 car parking spaces in comparison to the existing use, which would occur between 1pm to 2pm. Overall, the proposed development represents a reduction of an average of 12 car parking spaces between 7am and 9pm.
- 5.7. With reference to **Table 3.2**, the existing retail unit will generate 913 two-way vehicle trips from 7am to 9pm on a typical Saturday. In comparison with **Table 4.2**, the proposed gym is forecast to generate 501 fewer vehicle trips between 7am and 9pm than the existing retail unit.
- 5.8. The demand on the retail car park will therefore be less for the proposed gym in comparison with the existing non-food retail unit during a Saturday.

6. Conclusion

- 6.1. In summary, it has been demonstrated that both the weekday and Saturday parking accumulation for the proposed gym unit will be less in comparison to the existing retail unit. The proposed development will represent a maximum reduction of 31 spaces in one hour during the weekday and a maximum reduction of 40 spaces during one hour on a Saturday.
- 6.2. It has also been demonstrated that during a typical weekday the proposed gym unit will generate 375 fewer vehicle trips between 7am and 9pm than the existing retail unit. In addition, during a typical Saturday the proposed gym unit will generate 501 fewer vehicle trips between 7am and 9pm than the existing retail unit.
- 6.3. It has been demonstrated that the demand on the retail car park will therefore be less for the proposed gym in comparison with the existing non-food retail unit during a weekday and a Saturday.
- 6.4. In conclusion, the proposed change of use of the existing retail unit into a PureGym would not have an adverse impact on the operation of the existing Victoria Retail car park.

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Appendix A Retail TRICS

Calculation Reference: AUDIT-706701-230724-0712

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

| | | |
|----|--------------------------------|--------|
| 02 | SOUTH EAST | |
| | KC KENT | 2 days |
| 05 | EAST MIDLANDS | |
| | LN LINCOLNSHIRE | 1 days |
| 06 | WEST MIDLANDS | |
| | WM WEST MIDLANDS | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE | |
| | LS LEEDS | 1 days |

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 1140 to 1880 (units: sqm)
Range Selected by User: 1000 to 2000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 18/09/21

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

Selected survey days:

| | |
|----------|--------|
| Tuesday | 1 days |
| Thursday | 1 days |
| Friday | 3 days |

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

Selected survey types:

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

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

Selected Locations:

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

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

Selected Location Sub Categories:

| | |
|-----------------|---|
| Industrial Zone | 1 |
| Commercial Zone | 2 |
| Retail Zone | 1 |
| No Sub Category | 1 |

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

Inclusion of Servicing Vehicles Counts:

| | |
|-----------------------------|-------------------|
| Servicing vehicles Included | 1 days - Selected |
| Servicing vehicles Excluded | 4 days - Selected |

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 (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

| | |
|--------------------|--------|
| 50,001 to 75,000 | 2 days |
| 125,001 to 250,000 | 2 days |
| 500,001 or More | 1 days |

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

Car ownership within 5 miles:

| | |
|-------------|--------|
| 0.5 or Less | 2 days |
| 0.6 to 1.0 | 2 days |
| 1.1 to 1.5 | 1 days |

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

Petrol filling station:

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

| | |
|-----------|--------|
| Not Known | 3 days |
| No | 2 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 | 5 days |
|-----------------|--------|

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

LIST OF SITES relevant to selection parameters

| | | | |
|---|--|------------------|---------------|
| 1 | KC-01-G-01 SEA STREET HERNE BAY | PREMUS HOMEMAKER | KENT |
| | Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 1248 sqm Survey date: FRIDAY 21/06/02 Survey Type: MANUAL | | |
| 2 | KC-01-G-02 BROADOAK ROAD CANTERBURY | D&A TOYS | KENT |
| | Edge of Town Commercial Zone Total Gross floor area: 1500 sqm Survey date: FRIDAY 06/12/02 Survey Type: MANUAL | | |
| 3 | LN-01-G-01 TRITTON ROAD LINCOLN TRITTON RETAIL PARK | PETS AT HOME | LINCOLNSHIRE |
| | Edge of Town Centre Retail Zone Total Gross floor area: 1600 sqm Survey date: TUESDAY 31/10/17 Survey Type: MANUAL | | |
| 4 | LS-01-G-01 CLARENCE ROAD LEEDS HUNSLET | SUPA SOFA | LEEDS |
| | Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 1140 sqm Survey date: THURSDAY 14/03/19 Survey Type: MANUAL | | |
| 5 | WM-01-G-01 ROCKY LANE BIRMINGHAM ASTON | STAPLES | WEST MIDLANDS |
| | Suburban Area (PPS6 Out of Centre) Commercial Zone Total Gross floor area: 1880 sqm Survey date: FRIDAY 17/11/00 Survey Type: MANUAL | | |

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

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

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 1 | 1880 | 0.585 | 1 | 1880 | 0.053 | 1 | 1880 | 0.638 |
| 08:00 - 09:00 | 3 | 1540 | 0.758 | 3 | 1540 | 0.130 | 3 | 1540 | 0.888 |
| 09:00 - 10:00 | 5 | 1474 | 1.982 | 5 | 1474 | 1.059 | 5 | 1474 | 3.041 |
| 10:00 - 11:00 | 5 | 1474 | 2.321 | 5 | 1474 | 2.077 | 5 | 1474 | 4.398 |
| 11:00 - 12:00 | 5 | 1474 | 2.199 | 5 | 1474 | 2.294 | 5 | 1474 | 4.493 |
| 12:00 - 13:00 | 5 | 1474 | 2.226 | 5 | 1474 | 2.185 | 5 | 1474 | 4.411 |
| 13:00 - 14:00 | 5 | 1474 | 2.402 | 5 | 1474 | 2.633 | 5 | 1474 | 5.035 |
| 14:00 - 15:00 | 5 | 1474 | 2.402 | 5 | 1474 | 2.185 | 5 | 1474 | 4.587 |
| 15:00 - 16:00 | 5 | 1474 | 1.737 | 5 | 1474 | 2.117 | 5 | 1474 | 3.854 |
| 16:00 - 17:00 | 5 | 1474 | 1.900 | 5 | 1474 | 2.077 | 5 | 1474 | 3.977 |
| 17:00 - 18:00 | 5 | 1474 | 1.154 | 5 | 1474 | 1.452 | 5 | 1474 | 2.606 |
| 18:00 - 19:00 | 3 | 1540 | 1.104 | 3 | 1540 | 1.623 | 3 | 1540 | 2.727 |
| 19:00 - 20:00 | 2 | 1740 | 1.178 | 2 | 1740 | 1.724 | 2 | 1740 | 2.902 |
| 20:00 - 21:00 | 2 | 1740 | 0.029 | 2 | 1740 | 0.546 | 2 | 1740 | 0.575 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 21.977 | | | 22.155 | | | 44.132 |

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: 1140 - 1880 (units: sqm)
Survey date range: 01/01/00 - 18/09/21
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

| | | |
|----|--------------------------------|--------|
| 02 | SOUTH EAST | |
| | EX ESSEX | 1 days |
| | KC KENT | 2 days |
| 06 | WEST MIDLANDS | |
| | WM WEST MIDLANDS | 1 days |
| | WO WORCESTERSHIRE | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE | |
| | DR DONCASTER | 1 days |

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 1000 to 2000 (units: sqm)
Range Selected by User: 1000 to 2000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 18/09/21

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

Selected survey days:

Saturday 6 days

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

Selected survey types:

Manual count 6 days
Directional ATC Count 0 days

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

Selected Locations:

| | |
|------------------------------------|---|
| Edge of Town Centre | 1 |
| Suburban Area (PPS6 Out of Centre) | 3 |
| Edge of Town | 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:

| | |
|-----------------|---|
| Commercial Zone | 2 |
| Retail Zone | 1 |
| Built-Up Zone | 1 |
| No Sub Category | 2 |

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

Inclusion of Servicing Vehicles Counts:

| | |
|-----------------------------|-------------------|
| Servicing vehicles Included | X days - Selected |
| Servicing vehicles Excluded | 6 days - Selected |

Secondary Filtering selection:

Use Class:

E(a) 6 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

| | |
|------------------|--------|
| 1,001 to 5,000 | 1 days |
| 5,001 to 10,000 | 2 days |
| 10,001 to 15,000 | 1 days |
| 15,001 to 20,000 | 2 days |

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

Population within 5 miles:

| | |
|--------------------|--------|
| 50,001 to 75,000 | 2 days |
| 100,001 to 125,000 | 2 days |
| 125,001 to 250,000 | 2 days |

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

Car ownership within 5 miles:

| | |
|------------|--------|
| 0.6 to 1.0 | 2 days |
| 1.1 to 1.5 | 4 days |

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

Petrol filling station:

| | |
|---|--------|
| Included in the survey count | 0 days |
| Excluded from count or no filling station | 6 days |

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

Travel Plan:

| | |
|-----------|--------|
| Not Known | 3 days |
| No | 3 days |

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

PTAL Rating:

| | |
|-----------------|--------|
| No PTAL Present | 6 days |
|-----------------|--------|

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

LIST OF SITES relevant to selection parameters

| | | | | |
|---|--|------------------|----------|---------------------|
| 1 | DR-01-G-01 WHITE ROSE WAY DONCASTER | NEXT OUTLET | | DONCASTER |
| | Suburban Area (PPS6 Out of Centre) Retail Zone Total Gross floor area: | | 1516 sqm | |
| | Survey date: SATURDAY | | 18/09/21 | Survey Type: MANUAL |
| 2 | EX-01-G-01 LONDON ROAD COLCHESTER LEXDEN | MFI | | ESSEX |
| | Edge of Town No Sub Category Total Gross floor area: | | 1000 sqm | |
| | Survey date: SATURDAY | | 19/07/08 | Survey Type: MANUAL |
| 3 | KC-01-G-01 SEA STREET HERNE BAY | PREMUS HOMEMAKER | | KENT |
| | Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: | | 1248 sqm | |
| | Survey date: SATURDAY | | 22/06/02 | Survey Type: MANUAL |
| 4 | KC-01-G-03 BROADOAK ROAD CANTERBURY | TOY SUPERSTORE | | KENT |
| | Edge of Town Commercial Zone Total Gross floor area: | | 1500 sqm | |
| | Survey date: SATURDAY | | 07/12/02 | Survey Type: MANUAL |
| 5 | WM-01-G-01 ROCKY LANE BIRMINGHAM ASTON | STAPLES | | WEST MIDLANDS |
| | Suburban Area (PPS6 Out of Centre) Commercial Zone Total Gross floor area: | | 1880 sqm | |
| | Survey date: SATURDAY | | 18/11/00 | Survey Type: MANUAL |
| 6 | WO-01-G-01 TYBRIDGE STREET WORCESTER | PC WORLD | | WORCESTERSHIRE |
| | Edge of Town Centre Built-Up Zone Total Gross floor area: | | 2000 sqm | |
| | Survey date: SATURDAY | | 20/06/09 | Survey Type: MANUAL |

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

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

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 1 | 1000 | 0.000 | 1 | 1000 | 0.000 | 1 | 1000 | 0.000 |
| 08:00 - 09:00 | 3 | 1627 | 0.553 | 3 | 1627 | 0.082 | 3 | 1627 | 0.635 |
| 09:00 - 10:00 | 6 | 1524 | 1.783 | 6 | 1524 | 0.941 | 6 | 1524 | 2.724 |
| 10:00 - 11:00 | 6 | 1524 | 2.920 | 6 | 1524 | 2.067 | 6 | 1524 | 4.987 |
| 11:00 - 12:00 | 6 | 1524 | 3.860 | 6 | 1524 | 3.456 | 6 | 1524 | 7.316 |
| 12:00 - 13:00 | 6 | 1524 | 4.046 | 6 | 1524 | 3.696 | 6 | 1524 | 7.742 |
| 13:00 - 14:00 | 6 | 1524 | 4.123 | 6 | 1524 | 4.298 | 6 | 1524 | 8.421 |
| 14:00 - 15:00 | 6 | 1524 | 4.353 | 6 | 1524 | 4.024 | 6 | 1524 | 8.377 |
| 15:00 - 16:00 | 6 | 1524 | 3.434 | 6 | 1524 | 3.762 | 6 | 1524 | 7.196 |
| 16:00 - 17:00 | 6 | 1524 | 2.657 | 6 | 1524 | 3.696 | 6 | 1524 | 6.353 |
| 17:00 - 18:00 | 6 | 1524 | 1.280 | 6 | 1524 | 2.526 | 6 | 1524 | 3.806 |
| 18:00 - 19:00 | 4 | 1599 | 0.219 | 4 | 1599 | 0.438 | 4 | 1599 | 0.657 |
| 19:00 - 20:00 | 2 | 1500 | 0.000 | 2 | 1500 | 0.067 | 2 | 1500 | 0.067 |
| 20:00 - 21:00 | 2 | 1500 | 0.000 | 2 | 1500 | 0.000 | 2 | 1500 | 0.000 |
| 21:00 - 22:00 | 1 | 1000 | 0.000 | 1 | 1000 | 0.000 | 1 | 1000 | 0.000 |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 29.228 | | | 29.053 | | | 58.281 |

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: 1000 - 2000 (units: sqm)
Survey date range: 01/01/00 - 18/09/21
Number of weekdays (Monday-Friday): 0
Number of Saturdays: 6
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

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

TECHNICAL NOTE

Appendix B Gym TRICS

Calculation Reference: AUDIT-706701-230724-0728

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

| | | |
|----|--------------------------|--------|
| 01 | GREATER LONDON | |
| | BT BRENT | 1 days |
| | HG HARINGEY | 1 days |
| | IS ISLINGTON | 1 days |
| 02 | SOUTH EAST | |
| | BH BRIGHTON & HOVE | 1 days |
| 05 | EAST MIDLANDS | |
| | LN LINCOLNSHIRE | 1 days |
| | NM WEST NORTHAMPTONSHIRE | 1 days |
| 09 | NORTH | |
| | TW TYNE & WEAR | 1 days |

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 1225 to 1750 (units: sqm)
Range Selected by User: 1000 to 2000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 19/11/22

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

Selected survey days:

| | |
|-----------|--------|
| Monday | 1 days |
| Tuesday | 1 days |
| Wednesday | 3 days |
| Thursday | 2 days |

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

Selected survey types:

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

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

Selected Locations:

| | |
|------------------------------------|---|
| Edge of Town Centre | 2 |
| Suburban Area (PPS6 Out of Centre) | 4 |
| Edge of Town | 1 |

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

Selected Location Sub Categories:

| | |
|------------------|---|
| Commercial Zone | 1 |
| Development Zone | 2 |
| Residential Zone | 1 |
| Built-Up Zone | 3 |

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

Secondary Filtering selection:

Use Class:

| | |
|------|--------|
| n/a | 1 days |
| E(d) | 6 days |

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

| | |
|-------------------|--------|
| 5,001 to 10,000 | 2 days |
| 10,001 to 15,000 | 1 days |
| 25,001 to 50,000 | 1 days |
| 50,001 to 100,000 | 2 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:

| | |
|--------------------|--------|
| 100,001 to 125,000 | 1 days |
| 125,001 to 250,000 | 2 days |
| 250,001 to 500,000 | 1 days |
| 500,001 or More | 3 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 |
| 1.1 to 1.5 | 2 days |

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

Travel Plan:

| | |
|-----|--------|
| Yes | 1 days |
| No | 6 days |

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

PTAL Rating:

| | |
|---------------------|--------|
| No PTAL Present | 4 days |
| 6a Excellent | 2 days |
| 6b (High) Excellent | 1 days |

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

LIST OF SITES relevant to selection parameters

| | | | | | |
|---|------------------------------------|-----------------------|----------|-----|-----------------------|
| 1 | BH-07-K-01 | CORAL FITNESS | | | BRIGHTON & HOVE |
| | ORCHARD ROAD | | | | |
| | BRIGHTON | | | | |
| | HOVE | | | | |
| | Suburban Area (PPS6 Out of Centre) | | | | |
| | Residential Zone | | | | |
| | Total Gross floor area: | | 1600 | sqm | |
| | Survey date: WEDNESDAY | | 27/09/17 | | Survey Type: MANUAL |
| 2 | BT-07-K-01 | LIFESTYLE FITNESS | | | BRENT |
| | EMPIRE WAY | | | | |
| | WEMBLEY | | | | |
| | Suburban Area (PPS6 Out of Centre) | | | | |
| | Development Zone | | | | |
| | Total Gross floor area: | | 1750 | sqm | |
| | Survey date: WEDNESDAY | | 03/06/15 | | Survey Type: MANUAL |
| 3 | HG-07-K-02 | THE GYM | | | HARINGEY |
| | LORDSHIP LANE | | | | |
| | WOOD GREEN | | | | |
| | Edge of Town Centre | | | | |
| | Built-Up Zone | | | | |
| | Total Gross floor area: | | 1440 | sqm | |
| | Survey date: THURSDAY | | 18/09/14 | | Survey Type: MANUAL |
| 4 | IS-07-K-02 | THE GYM | | | ISLINGTON |
| | GOSWELL ROAD | | | | |
| | ANGEL | | | | |
| | Edge of Town Centre | | | | |
| | Built-Up Zone | | | | |
| | Total Gross floor area: | | 1225 | sqm | |
| | Survey date: TUESDAY | | 28/06/16 | | Survey Type: MANUAL |
| 5 | LN-07-K-01 | FITNESS FIRST EXPRESS | | | LINCOLNSHIRE |
| | TRITTON ROAD | | | | |
| | LINCOLN | | | | |
| | Suburban Area (PPS6 Out of Centre) | | | | |
| | Built-Up Zone | | | | |
| | Total Gross floor area: | | 1450 | sqm | |
| | Survey date: MONDAY | | 14/05/07 | | Survey Type: MANUAL |
| 6 | NM-07-K-01 | PUMP GYM | | | WEST NORTHAMPTONSHIRE |
| | GLADSTONE ROAD | | | | |
| | NORTHAMPTON | | | | |
| | KINGSFIELD BUS. CENTRE | | | | |
| | Edge of Town | | | | |
| | Commercial Zone | | | | |
| | Total Gross floor area: | | 1333 | sqm | |
| | Survey date: WEDNESDAY | | 23/11/16 | | Survey Type: MANUAL |
| 7 | TW-07-K-01 | DW SPORTS FITNESS | | | TYNE & WEAR |
| | TIMBER BEACH ROAD | | | | |
| | SUNDERLAND | | | | |
| | CASTLETOWN | | | | |
| | Suburban Area (PPS6 Out of Centre) | | | | |
| | Development Zone | | | | |
| | Total Gross floor area: | | 1380 | sqm | |
| | Survey date: THURSDAY | | 06/04/17 | | Survey Type: MANUAL |

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

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

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | 7 | 1454 | 0.845 | 7 | 1454 | 0.206 | 7 | 1454 | 1.051 |
| 07:00 - 08:00 | 7 | 1454 | 0.442 | 7 | 1454 | 0.629 | 7 | 1454 | 1.071 |
| 08:00 - 09:00 | 7 | 1454 | 0.540 | 7 | 1454 | 0.452 | 7 | 1454 | 0.992 |
| 09:00 - 10:00 | 7 | 1454 | 0.953 | 7 | 1454 | 0.481 | 7 | 1454 | 1.434 |
| 10:00 - 11:00 | 7 | 1454 | 0.727 | 7 | 1454 | 0.678 | 7 | 1454 | 1.405 |
| 11:00 - 12:00 | 7 | 1454 | 0.639 | 7 | 1454 | 0.658 | 7 | 1454 | 1.297 |
| 12:00 - 13:00 | 7 | 1454 | 0.648 | 7 | 1454 | 0.688 | 7 | 1454 | 1.336 |
| 13:00 - 14:00 | 7 | 1454 | 0.658 | 7 | 1454 | 0.639 | 7 | 1454 | 1.297 |
| 14:00 - 15:00 | 7 | 1454 | 0.707 | 7 | 1454 | 0.639 | 7 | 1454 | 1.346 |
| 15:00 - 16:00 | 7 | 1454 | 0.668 | 7 | 1454 | 0.727 | 7 | 1454 | 1.395 |
| 16:00 - 17:00 | 7 | 1454 | 1.081 | 7 | 1454 | 0.904 | 7 | 1454 | 1.985 |
| 17:00 - 18:00 | 7 | 1454 | 1.592 | 7 | 1454 | 0.992 | 7 | 1454 | 2.584 |
| 18:00 - 19:00 | 7 | 1454 | 1.444 | 7 | 1454 | 1.651 | 7 | 1454 | 3.095 |
| 19:00 - 20:00 | 7 | 1454 | 1.228 | 7 | 1454 | 1.513 | 7 | 1454 | 2.741 |
| 20:00 - 21:00 | 7 | 1454 | 0.580 | 7 | 1454 | 1.287 | 7 | 1454 | 1.867 |
| 21:00 - 22:00 | 7 | 1454 | 0.216 | 7 | 1454 | 0.757 | 7 | 1454 | 0.973 |
| 22:00 - 23:00 | 1 | 1600 | 0.063 | 1 | 1600 | 0.250 | 1 | 1600 | 0.312 |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 13.030 | | | 13.151 | | | 26.181 |

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: 1225 - 1750 (units: sqm)
 Survey date range: 01/01/00 - 19/11/22
 Number of weekdays (Monday-Friday): 7
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

Calculation Reference: AUDIT-706701-230724-0718

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

| | | |
|----|----------------|--------|
| 01 | GREATER LONDON | |
| | BT BRENT | 1 days |
| 03 | SOUTH WEST | |
| | WL WILTSHIRE | 1 days |

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

Primary Filtering selection:

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

| | |
|-------------------------|---------------------------|
| Parameter: | Gross floor area |
| Actual Range: | 1400 to 1750 (units: sqm) |
| Range Selected by User: | 1000 to 2000 (units: sqm) |

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 19/11/22

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

Selected survey days:

| | |
|----------|--------|
| Saturday | 2 days |
|----------|--------|

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

Selected survey types:

| | |
|-----------------------|--------|
| Manual count | 2 days |
| Directional ATC Count | 0 days |

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

Selected Locations:

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

| | |
|------------------|---|
| Development Zone | 1 |
| Retail Zone | 1 |

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

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

| | |
|------|--------|
| E(d) | 2 days |
|------|--------|

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

| | |
|-------------------|--------|
| 10,001 to 15,000 | 1 days |
| 50,001 to 100,000 | 1 days |

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

Population within 5 miles:

| | |
|------------------|--------|
| 50,001 to 75,000 | 1 days |
| 500,001 or More | 1 days |

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

Car ownership within 5 miles:

| | |
|------------|--------|
| 0.6 to 1.0 | 1 days |
| 1.1 to 1.5 | 1 days |

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

Travel Plan:

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

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

PTAL Rating:

| | |
|-----------------|--------|
| No PTAL Present | 1 days |
| 6a Excellent | 1 days |

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

LIST OF SITES relevant to selection parameters

| | | | |
|---|---|-------------------|-----------|
| 1 | BT-07-K-01 EMPIRE WAY WEMBLEY | LIFESTYLE FITNESS | BRENT |
| | Suburban Area (PPS6 Out of Centre) Development Zone Total Gross floor area: 1750 sqm Survey date: SATURDAY 16/05/15 Survey Type: MANUAL | | |
| 2 | WL-07-K-01 SOUTHAMPTON ROAD SALISBURY BOURNE RETAIL PARK | PURE GYM | WILTSHIRE |
| | Edge of Town Retail Zone Total Gross floor area: 1400 sqm Survey date: SATURDAY 19/11/22 Survey Type: MANUAL | | |

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

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

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | 1 | 1400 | 1.286 | 1 | 1400 | 1.143 | 1 | 1400 | 2.429 |
| 07:00 - 08:00 | 2 | 1575 | 0.762 | 2 | 1575 | 0.667 | 2 | 1575 | 1.429 |
| 08:00 - 09:00 | 2 | 1575 | 1.397 | 2 | 1575 | 0.730 | 2 | 1575 | 2.127 |
| 09:00 - 10:00 | 2 | 1575 | 1.492 | 2 | 1575 | 0.762 | 2 | 1575 | 2.254 |
| 10:00 - 11:00 | 2 | 1575 | 1.016 | 2 | 1575 | 1.397 | 2 | 1575 | 2.413 |
| 11:00 - 12:00 | 2 | 1575 | 1.556 | 2 | 1575 | 1.175 | 2 | 1575 | 2.731 |
| 12:00 - 13:00 | 2 | 1575 | 1.048 | 2 | 1575 | 1.651 | 2 | 1575 | 2.699 |
| 13:00 - 14:00 | 2 | 1575 | 1.016 | 2 | 1575 | 1.460 | 2 | 1575 | 2.476 |
| 14:00 - 15:00 | 2 | 1575 | 1.365 | 2 | 1575 | 0.984 | 2 | 1575 | 2.349 |
| 15:00 - 16:00 | 2 | 1575 | 0.984 | 2 | 1575 | 0.921 | 2 | 1575 | 1.905 |
| 16:00 - 17:00 | 2 | 1575 | 1.619 | 2 | 1575 | 1.302 | 2 | 1575 | 2.921 |
| 17:00 - 18:00 | 2 | 1575 | 0.984 | 2 | 1575 | 1.143 | 2 | 1575 | 2.127 |
| 18:00 - 19:00 | 2 | 1575 | 1.270 | 2 | 1575 | 1.302 | 2 | 1575 | 2.572 |
| 19:00 - 20:00 | 2 | 1575 | 0.571 | 2 | 1575 | 1.238 | 2 | 1575 | 1.809 |
| 20:00 - 21:00 | 2 | 1575 | 0.508 | 2 | 1575 | 0.730 | 2 | 1575 | 1.238 |
| 21:00 - 22:00 | 1 | 1400 | 0.500 | 1 | 1400 | 0.929 | 1 | 1400 | 1.429 |
| 22:00 - 23:00 | 1 | 1400 | 0.286 | 1 | 1400 | 0.643 | 1 | 1400 | 0.929 |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 17.660 | | | | 18.177 | 35.837 | |

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

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

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Parameter summary

Trip rate parameter range selected: 1400 - 1750 (units: sqm)
Survey date range: 01/01/00 - 19/11/22
Number of weekdays (Monday-Friday): 0
Number of Saturdays: 2
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

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