

Unit 6, Airport Gate

Transport Statement

February 2017

16-104-01-R01A

Prepared for:

ER Travel Services Ltd

Prepared by:

Markides Associates

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United Kingdom

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CONTENTS

	Page
1.0 Introduction	1
2.0 Policy Context	4
3.0 Existing situation	5
4.0 Development Proposals	8
5.0 Trip Generation	10
6.0 Summary and Conclusion	13

FIGURES AND DRAWINGS

Figure 1.1 - Site Location Plan

Drawing 16104-00-002 - Vehicle Swept Path Analysis – Car Transporter

APPENDICES

- Appendix A Existing Block Plan
- Appendix B PTAL Output
- Appendix C TRICS Output – Industrial Unit
- Appendix D TRICS Output - Warehouse
- Appendix E TRICS Calculations – Car Hire

1.0 INTRODUCTION

Preamble and Site Location

- 1.1 Markides Associates (MA) has been instructed by ER Travel Services Ltd (the Applicant) to prepare this Transport Statement (TS) in support of their planning application for the proposed change of use of an existing warehouse unit (Unit 6) within the Airport Gate Business Centre, located at Bath Road, UB7 0DQ, north of the Heathrow Airport Boundary (Terminals 1,2 and 3).
- 1.2 The site location is indicated on the attached **Figure 1.1**, with existing block plan attached as **Appendix A**. The site is located within the administrative boundary of the London Borough of Hillingdon (LBH).
- 1.3 The site is currently classified as a B1(c) (light industrial) / B8 (storage and distribution) land use, although it is not currently occupied.
- 1.4 The site is located within the northern part of the Business Centre, bound to the west and east by Units 5 and 6 respectively and to the south by an existing parking court, with the unit benefiting from 19 allocated parking spaces. The site occupies an area of 0.17 hectares, with the building occupying 929sqm Gross Internal Area (GIA). Access to the building includes a full height roller shutter, with separate pedestrian access points.
- 1.5 Vehicular access to the unit is via a private internal access road within the Business Centre, which forms a simple priority junction with the A4 Bath Road, which forms part of the Transport for London Road Network (TLRN). A pedestrian footway runs partially along the western edge of internal access road that connects with the existing footway network along Bath Road, which is defined as a shared use footway/cycleway.

Development Proposals

- 1.6 The proposals are for a change of use to Sui Generis car rental, operating from within the existing building and external courtyard area, accommodating 60 hire vehicles, all of which will be stored, valeted and prepared for rental from within the building, with the external area operating as the pick-up/drop-off point.
- 1.7 The proposals will have the potential to accommodate up to 40 employees, including management, sales, valeters and drivers, the latter of which are often away from site

delivering or collection vehicles.

- 1.8 The intended opening hours are 05.00-00.30, 7 days a week, with collections/drop-off outside these hours under exceptional circumstances only.
- 1.9 It is intended that vehicles will be collected and returned directly to the site by customers, with there being no on-site customer car parking due to the proximity of the site to Heathrow terminals and the public transport network that serves the airport.
- 1.10 The proposals are actually a relocation of the Applicant's existing operation that is currently located at the Sheraton Hotel, approximately 1.4 miles east of the site, also accessed from Bath Road.
- 1.11 As a relocation of an existing operation, reliant on the same local highway network, the proposals will not result in a material change in traffic impact.

Pre-application Dialogue

- 1.12 A request for pre-application advice was made to LBH by the appointed planning consultant Jones Lang LaSalle (JLL), dated 27th October 2016.
- 1.13 This was followed by a formal pre-application meeting, attended by JLL, during which it was confirmed that a Transport Statement (TS) would be necessary to support the planning application, detailing the likely trip generation and informed by vehicle swept path analysis.
- 1.14 As part of the pre-application request by JLL, it is noted that a similar planning application (reference 71751/APP/2016/1239) has been referenced, which was submitted in April 2016 for a site at 4/5 Skyport Drive Industrial and Business Park Estate, approximately 1 mile west of the site. This application was granted planning permission in June 2016. The proposals were to convert an existing warehouse unit to a car rental site, with space to accommodate 123 vehicles, stored internally and externally. It is noted that the application was not supported by a TS, with the officer's report summarising comments made by LBH highways as follows:

'there are existing daytime parking restrictions outside the site which limits employee parking in the area. The buildings are to remain intact and after minor alterations would house 100 car hire vehicles within the two buildings and 23 in the outside area. The traffic generation of the proposal is unlikely to be significantly different to the existing

use. There is a new fuel pump provided along with storage tank and there is ample space in the front of the site to service this facility.

There are no details in the application of cycle parking for the new use on site but this can be conditioned.

On the basis of the above comments I have no significant objection to the proposals on highways grounds.'

- 1.15 On this basis, the case officer concluded that the application was in accordance with policies AM7 and AM14 of the LBH Local Plan – Saved UDP Policies (November 2012).
- 1.16 A condition was however applied requiring a plan detailing the provision of secure cycle parking prior to occupation.
- 1.17 A response to the pre-application request was issued by LBH dated 25th January 2017. The response identified the following requirements in relation to highways:

'The applicant should supply a Transport Technical Note indicating what type of development is proposed in terms of staff on site, number of cars stored on site, type of rental operation, and estimated traffic turnover per weekday. A plan showing the layout of the site with car and cycle parking should be provided along with an AUTOTRACK analysis of the site if a car transporter is used to pick up or set down cars. I am sure TfL will want to be convinced that the activity will not cause any capacity issues at the access junction so this should also be addressed in a Transport Technical Note.

- 1.18 This TS has been prepared to address these comments.

TS Structure

- 1.19 This TS has therefore been produced in response to the pre-application discussions and is structured as follows:
- **Section 2.0** provides a brief review of local planning policy, focusing on policies AM7 and AM14 referenced above.
 - **Section 3.0** describes the site location, accessibility and existing transport infrastructure;
 - **Section 4.0** describes the development proposals including vehicle swept

path analysis;

- **Section 5.0** undertakes a trip generation exercise; and
- **Section 6.0** provides a summary and conclusion.

2.0 Policy Context

Introduction

- 2.1 This section of the TS provides a review of relevant transport related planning policy, commensurate with the proposed scale of development, focusing on local planning policy and specifically the transport policies referenced in association with the Skyport Drive planning application, AM7 and AM14 of the UDP Saved policies.

AM7

- 2.2 AM7 is concerned with ensuring the traffic generated by a proposed development is acceptable. AM7 states that the local authority will not grant permission for a development if it results in an unacceptable increase in traffic generation in locations that are already operating over capacity, prejudice highway or pedestrian safety or overspill into roads that are not appropriate for intensification.

AM14

- 2.3 AM14 is concerned with car parking, with all developments required to be in accordance with adopted car parking standards.
- 2.4 There are, however, no specific car parking standards for the proposed land use.

Policy Compliance

- 2.5 In terms of policy compliance, the TS will demonstrate that the development proposals will not result in a significant scale of vehicular trip generation and that the car parking is appropriate for the proposed operation.

3.0 Existing Conditions

Site Location

- 3.1 The site is located within the northern part of the Airport Gate Business Centre, bound to the west and east by Units 5 and 6 respectively and to the south by an existing parking court, with the unit benefiting from 19 allocated parking spaces. The site occupies an area of 0.17 hectares, with the building occupying 929sqm GIA. Access to the building includes a full height roller shutter, with separate pedestrian access points.
- 3.2 An existing parking layout is indicated on the attached drawing **16104-00-008**.
- 3.3 The site is currently classified as a B1(c) (light industrial) / B8 (storage and distribution) land use, although it is not currently occupied.

Pedestrian and Cycle Infrastructure

- 3.4 Pedestrian access to the site is achieved via an existing footway running partially along the western edge of internal access road within the Business Centre. Approximately 100m into the Business Centre the footway terminates, with the access road acting as a shared surface.
- 3.5 This internal footway connects with the existing footway provision that runs along Bath Road, which is designated a shared use footway/cycleway.
- 3.6 It is acknowledged that there is currently a lack of crossing provision on Bath Road in this location, with the nearest crossing located approximately 600m west of the site opposite the Heathrow Hotel.

Public Transport

- 3.7 A general measure of public transport accessibility is achieved using the PTAL rating. This is a calculation based on the proximity, frequency and number of public transport services. All bus routes with stops within 640m and underground/train stations within 960m are taken into account. PTALs are measured on a scale of 1 to 6b, with 1 being the lowest level of public transport accessibility and 6b being the highest.
- 3.8 A PTAL assessment for the site has therefore been undertaken using the TfL land use planning PTAL assessment tool (<http://www.webcat.org.uk/>), using the site centre as the chosen point of interest (POI). The assessment identifies the site as having PTAL rating of 2, with output attached as **Appendix B**.
- 3.9 This PTAL rating is achieved based on the site being within an acceptable walk distance

of the bus stops located along the A4 Bath Road.

- 3.10 The nearest paired bus stops are located to the west of the Business Park entrance, either side of the Bath Road junction with Heathrow Boulevard. These stops are served by 3 routes which are outlined in **Table 3.1** below:

TABLE 3.1: BUS SERVICES A4 BATH ROAD / NEWPORT ROAD STOPS

No.	Route	Weekday Frequency	Sunday Frequency	First weekday service	Last weekday service
81	Slough Bus Station- Colnbrook- Longford- Newport Road - Hounslow West Station- Hounslow Bus station	5-10 per hour	5 per hour	04:53AM	00:09AM
423	Heathrow T5- Newport Road - Hatton Cross Station- Hounslow	3-4 per hour	2 per hour	04:12AM	00:55AM
U3	Uxbridge High Street- Hillingdon- West Drayton- Newport Road - Heathrow Central	Every 10-12 mins	3 per hour	05:12AM	00:22AM

- 3.11 Additional services can be accessed from an alternative bus stop located on Bath Road, approximately 350m east of the Business Park junction, outlined in **Table 3.2** below.

TABLE 3.2: BUS SERVICES SIPSON WAY STOPS

No.	Route	Weekday Frequency	Sunday Frequency	First weekday service	Last weekday service
105	Heathrow Central- Sipson Way - Cranford- Southall Station- Greenford Station	Every 9-11 mins	4 per hours	00:22AM	23:47PM
111*	Heathrow Central- Sipson Way - Cranford- Hounslow- Hanworth- Hampton- Kingston Upon Thames	Every 6-12 mins	Every 11-13 mins	00:09AM	23:54PM
140*	Heathrow Central- Sipson Way - Hayes & Harlington Station-Northolt- Harrow- Harrow Weald	Every 6-10 mins	Every 9-12 mins	00:09AM	23:59PM
285*	Heathrow Central- Sipson Way - Hatton Cross Station- Feltham Station- Teddington- Cromwell Road Bus Station	Every 8-12 mins	Every 11-13 mins	00:09AM	23:44PM

*Outward services only stop at Sipson Way. Inbound services stop at Nene Road

Local Highway Network

- 3.12 The Business Park is bound to the south by the A4 Bath Road, which forms part of the TLRN. Bath Road runs east towards Hounslow, connecting with the A4 Great West Road, and west toward junction 5 of the M4. Access to junction 14 of the M25 is also possible from this location via Stanwell Moor Road. The site is well located therefore to access the strategic highway network, without needing to place pressure on residential streets.
- 3.13 Access to the Business Park is via a simple priority junction, with right turn ghost island, with the Business Park accommodating a 7.5m wide internal access road that provides access to parking courts associated with the various units and a row of perpendicular parking.

4.0 Development Proposals

Introduction

- 4.1 The proposals are for a change of use to Sui Generis car rental, operating from within the existing building and external courtyard area, accommodating 60 vehicles in total, all of which will be stored, valeted and prepared for rental from within the building, with the external area operating as the pick-up/drop-off point.
- 4.2 There are no proposed changes therefore to the external building and/or existing vehicular and pedestrian access strategies and parking layout.
- 4.3 The proposals are actually a relocation of the Applicant's existing operation that is currently located at the Sheraton Hotel, approximately 1.4 miles east of the site, also accessed from Bath Road.
- 4.4 The intended opening hours are 05.00-00.30, 7 days a week, with collections/drop-off outside these hours under exceptional circumstances only.
- 4.5 The proposals will have the potential to accommodate up to 40 employees, including management, sales, valeters and drivers, the latter of which are often away from site delivering or collection vehicles.
- 4.6 It is intended that vehicles will be collected and returned directly to the site by customers, with there being no on-site customer car parking due to the proximity of the site to Heathrow terminals and the public transport network that serves the airport.
- 4.7 In addition, a limited number of employees (approximately 5) will have access to rental cars to travel to/from the site, which are otherwise available to rent when not in use. There is, therefore, no additional requirement for staff car parking.

Delivery and Servicing

- 4.8 The change of use may generate movements from transporters dropping off/collecting vehicles in bulk.
- 4.9 Vehicle swept path analysis has therefore been undertaken to demonstrate that such a design vehicle can access the site, indicated on the attached drawing **16104-00-002**, without precluding access to the adjacent units.

Parking

- 4.10 The development proposals will include capacity to accommodate 60 vehicles, all of which will be rental vehicles.
- 4.11 These will be accommodated both internally within the building and externally within the existing parking areas.
- 4.12 There are no relevant parking standards for this land use, with the proposed scale of car parking being reflective of the anticipated customer demand.

Cycle Parking

- 4.13 The Applicant will accept any requirement for the proposals to include employee cycle parking, with there being no specific standard for this land use.
- 4.14 Based on the number of employees, a total of 4 spaces would seem a reasonable provision.
- 4.15 The cycle parking can be accommodated internally within the building, which will ensure therefore that the provision is secure and sheltered.

5.0 Trip Generation

Introduction

- 5.1 This section of the TS undertakes a trip generation assessment, comparing the traffic associated with both the existing and proposed land uses in order to infer the net traffic impact.

Existing Use

- 5.2 The site is currently classified as a B1(c) (light industrial) / B8 (storage and distribution) land use, although it is not currently occupied.
- 5.3 The TRICS database has therefore been interrogated to source trip rates that are representative of the site.
- 5.4 The TRICS database includes the following land use descriptions that are representative of the permitted land use classifications.
- 02 – Employment / C – Industrial Unit
 - 02 – Employment / F – Warehousing (Commercial)
- 5.5 The Industrial Unit selection included sites that are dominated by either B2 land uses or B1c land uses, where as the Warehousing (commercial) selection included sites that are dominated by B8 land uses.
- 5.6 Two trip rates have therefore been sourced, in order to generate a range in trip rates, with the B2 sites under the Industrial Unit selection having been rejected.
- 5.7 Other site selection criteria included adopting sites that were located outside of town centre or edge of town centre locations, with full TRICS outputs provided as **Appendix C and D**.
- 5.8 **Table 5.1** below presents the resultant peak hour and daily trip rates per 100sqm GFA and applies these to the existing GIA of 929sqm.

TABLE 5.1: EXISTING B1(c)/B8 LAND USE – VEHICLE TRIP RATES PER 100SQM GFA

Land Use		AM Peak Hour (08:00-09:00)		PM Peak House (17:00-18:00)		Daily Trips (07:00-18:00)	
		In	Out	In	Out	In	Out
B1(C) Industrial Unit	Trip Rate	1.268	0.173	0.094	1.016	3.83	3.86
	Trips	12	2	1	936	36	36
B8 Warehouse	Trip Rate	0.091	0.044	0.038	0.11	1.04	1.093
	Trips	1	0	0	1	10	10

5.9 **Table 5.1** demonstrates therefore that the existing land use would have the potential to generate approximately 14 vehicle movements in the AM peak, 10 in the PM peak and 72 across the day if it was operated as a B1(c) industrial unit, with the warehouse trip generation being much lower.

Proposed Land Use

5.10 For the proposed land use, the 15 – Vehicle Services / C) Car Hire Centre category from the TRICS database has been selected to source a representative trip rate per parking space, with full calculations to generate this trip rate attached as **Appendix E**.

5.11 **Table 5.2** below presents the associated trip rates and applies these to the proposed number of car parking spaces.

TABLE 5.2: PROPOSED LAND USE – VEHICLE TRIP RATES PER 100SQM GFA

Land Use	AM Peak Hour (08:00-09:00)		PM Peak House (17:00-18:00)		Daily Trips (07:00-18:00)	
	In	Out	In	Out	In	Out
Trip Rate Per Parking Spaces	0.0773	0.088	0.122	0.099	1.26	1.25
Trips (60 parking spaces)	5	5	7	6	76	75

- 5.12 **Table 5.2** demonstrates that the proposed development would have the potential to generate approximately 10 vehicle movements in the AM peak, 13 vehicle movements in the PM peak and 151 across the day.

Traffic Impact

- 5.13 Having quantified the trips associated with the existing and proposed land uses, **Table 5.3** below presents the net traffic impact, adopting the industrial unit as representative of the existing use.

TABLE 5.3: PROPOSED LAND USE – VEHICLE TRIP RATES PER 100SQM GFA

Land Use	AM Peak Hour (08:00-09:00)		PM Peak House (17:00-18:00)		Daily Trips (07:00-18:00)	
	In	Out	In	Out	In	Out
Existing	12	2	1	9	36	36
Proposed	5	5	7	6	76	75
Traffic Impact	-7	-3	+6	-3	+40	+39

- 5.14 **Table 5.3** therefore demonstrates that the proposed development is anticipated to result in a reduction in vehicle movements during the traditional AM peak period, a negligible increase in vehicle movements during the PM peak period and an increase in total traffic, with the scale of increase likely to be readily accommodated throughout the day.
- 5.15 There are no concerns therefore in relation to traffic impact as a result of the change in use.

6.0 SUMMARY AND CONCLUSIONS

- 6.1 Markides Associates (MA) has been instructed by ER Travel Services Ltd to prepare a Transport Statement in support of their planning application for the proposed change of use of Unit 6 of the Airport Gate Business Centre, located at Bath Road, UB7 0DQ, within the London Borough of Hillingdon.
- 6.2 The site is currently classified as a B1(c) (light industrial) / B8 (storage and distribution) land use, although it is not currently occupied. The development proposals are to introduce a change of use to Sui Generis vehicle rental.
- 6.3 The development proposals retain the existing building and do not promote any changes to the external area or established pedestrian and vehicle access strategies.
- 6.4 The proposals are a relocation of the Applicant's existing operation that is currently located at the Sheraton Hotel, approximately 1.4 miles east of the site, also accessed from Bath Road. As a relocation of an existing operation, reliant on the same local highway network, the proposals will not result in a material change in traffic impact.
- 6.5 The proposals will include space to accommodate 60 vehicles, with there being no relevant parking standard for this land use classification, with the quantum therefore reflecting the anticipated customer demand.
- 6.6 Vehicular access to the unit is via a private internal access road within the Business Centre, which forms a simple priority junction with the A4 Bath Road. A pedestrian footway runs partially along the western edge of internal access road that connects with the existing footway network along Bath Road, which is defined as a shared use footway/cycleway.
- 6.7 This Transport Statement includes a trip generation analysis and demonstrates that the proposed land use will generate a reduction in vehicle movements during the traditional AM peak period and a negligible increase in vehicle movements during the traditional PM peak. The change in traffic flows is unlikely to have a material impact on the local highway network.
- 6.8 The Transport Statement has demonstrated that the site is accessible via a number of bus routes, ensuring employees and visitors are not reliant on private car to access the site. The site is also well located in terms of accessibility to the strategic highway network, ensuring visitors are not reliant on access routes via residential streets to

travel to/from the site.

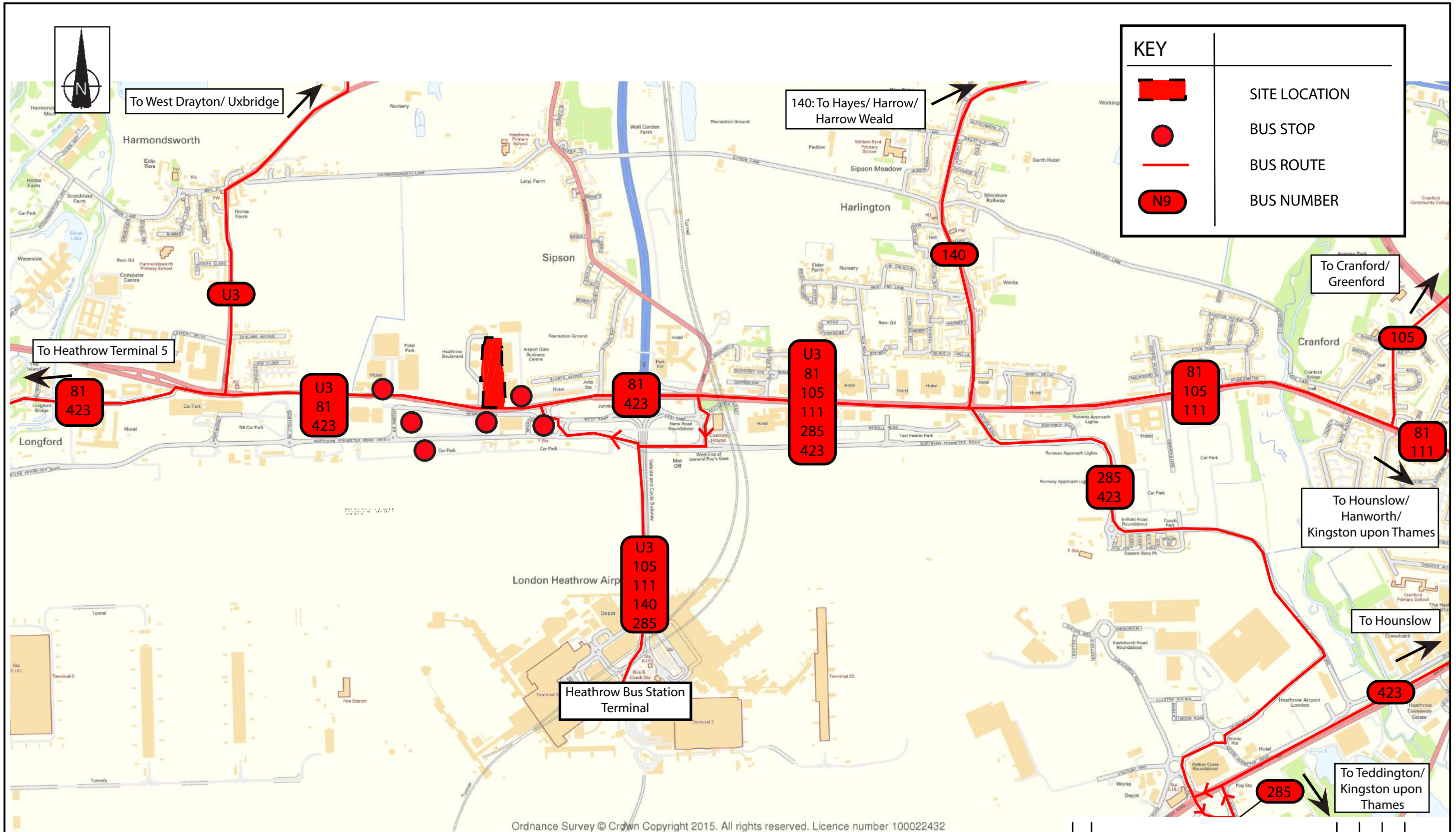
- 6.9 The Transport Statement has undertaken vehicle swept path analysis using a large car transporter to demonstrate that the delivery demands generated by this land use can be accommodated on-site without precluding access to adjacent units.
- 6.10 The Applicant will accept any requirement for the proposals to include employee cycle parking, with there being no specific standard for this land use, which can be accommodated internally within the building.
- 6.11 On this basis, Markides Associates are of the view that there are no transport related reasons why the planning application should not be supported, with the proposals being in accordance with policies AM7 and AM14 of the LBH Local Plan – Saved UDP Policies.

FIGURES AND DRAWINGS

Figure 1.1 - Site Location Plan

Drawing 16104-00-008 – Existing Car Parking

Drawing 16104-00-002 - Vehicle Swept Path Analysis – Car Transporter



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fth C ntr ll r fH rM sty'sSt t n ry ffc ,Cr wn
C yr ht s rv .



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Job Title	UNIT 6, AIRPORT GATE
Drawing Title	SITE LOCATION PLAN

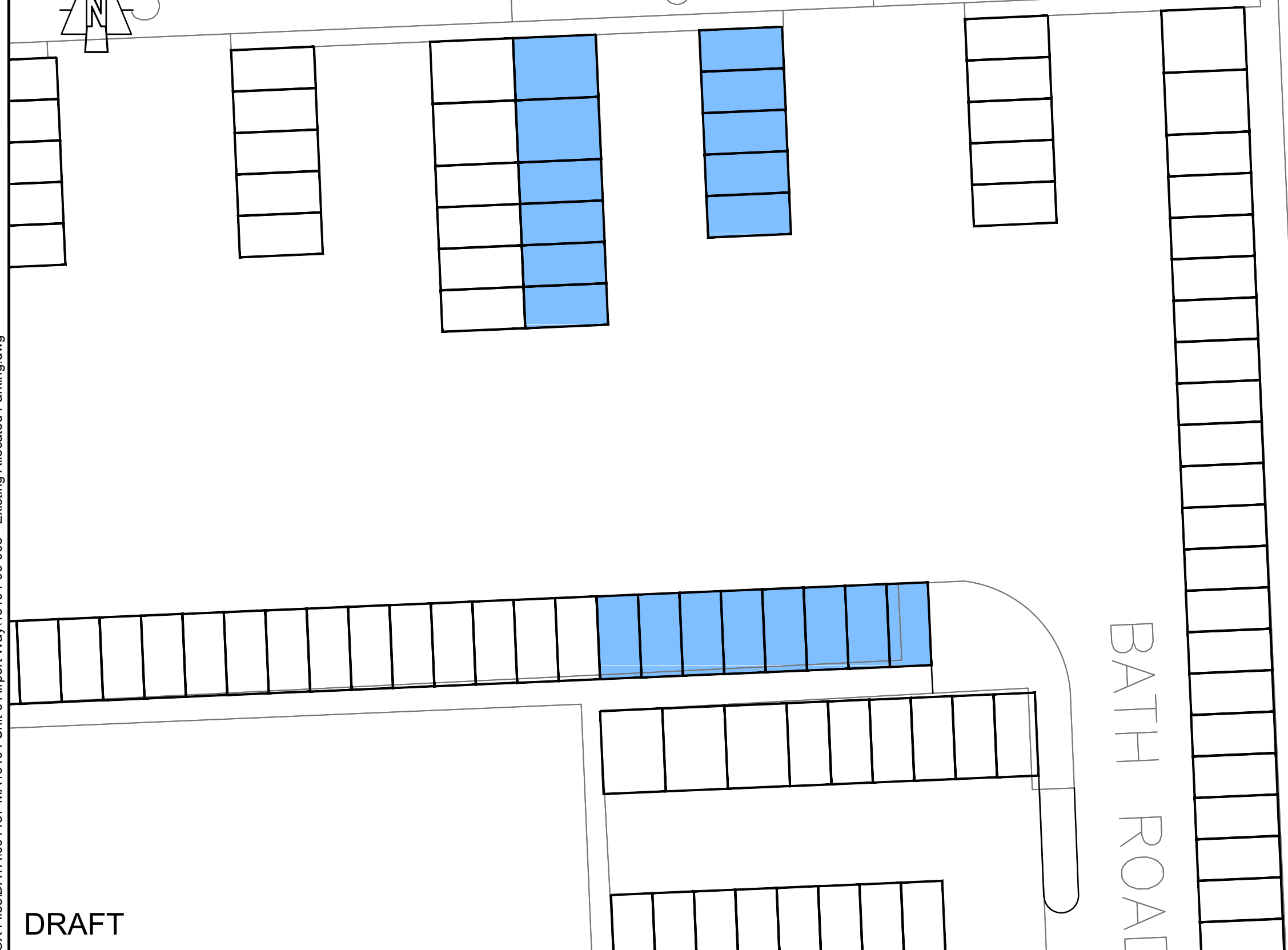
Client	ER Travel Services Ltd
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Job No	16104-00	Figure No	FIGURE 1.1	Rev	

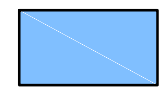


6

7



BATH ROAD



ALLOCATED PARKING
19 BAYS

DRAFT



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Job Title	UNIT 6 AIRPORT WAY
Drawing Title	EXISTING ALLOCATED CAR PARKING

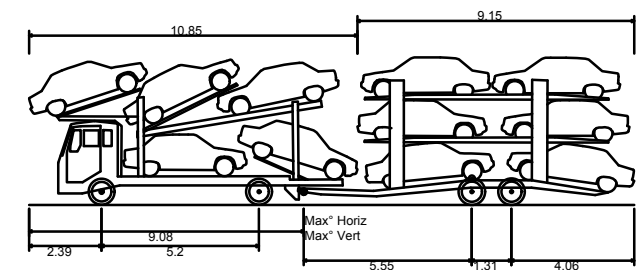
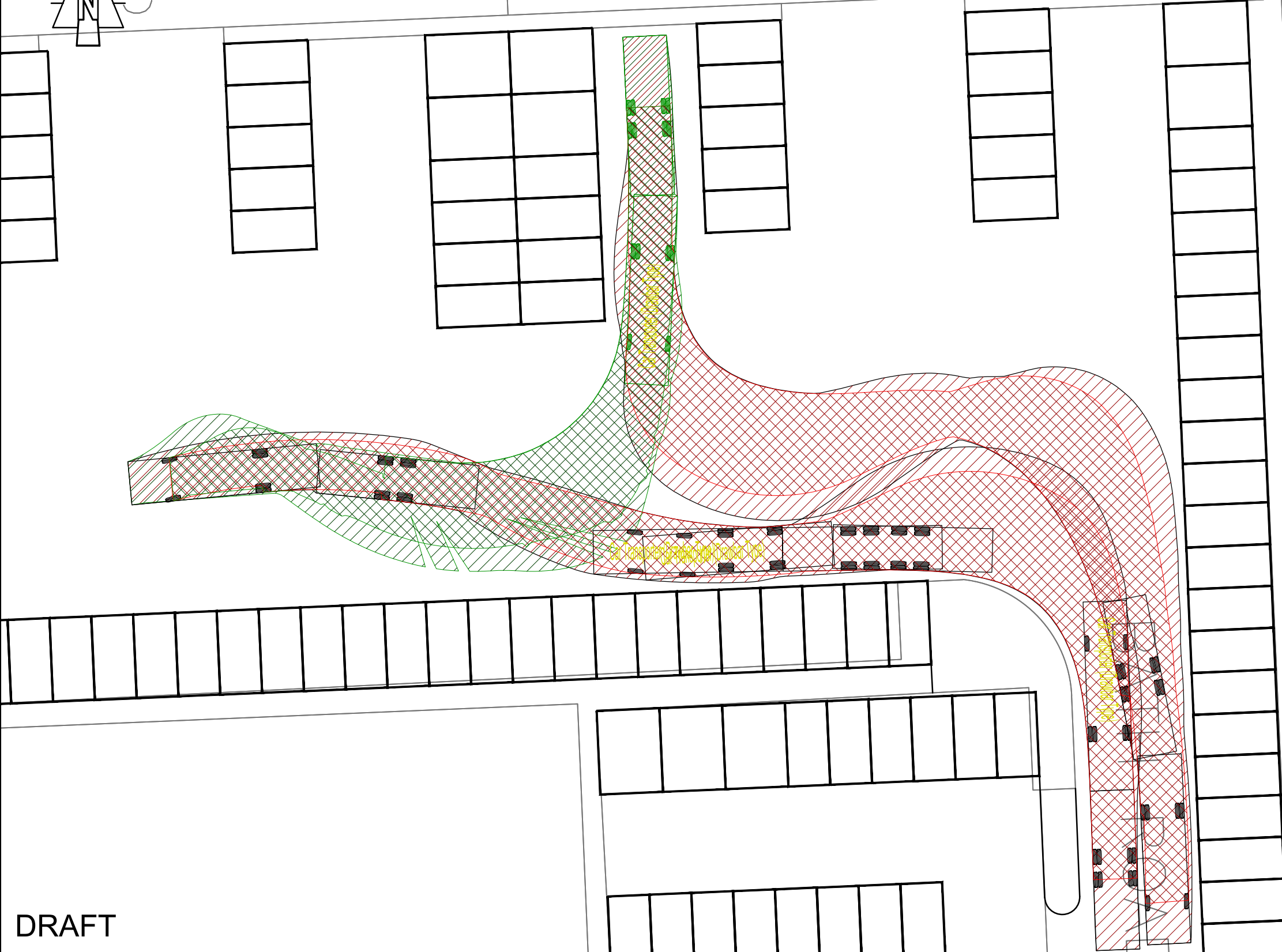
Client	EASIRENT
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Drawn	AS	Checked	AS	Approved	AS
Job No	16104-00	Drawing No	16104-00-008	Rev	...



6

7



Car Transporter (Drawbar Type)

Overall Length	20.000m
Overall Width	2.500m
Overall Body Height	4.884m
Min Body Ground Clearance	0.185m
Max Track Width	2.500m
Lock to lock time	6.00s
Wall to Wall Turning Radius	10.500m

DRAFT



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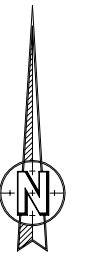
Job Title	UNIT 6 AIRPORT WAY
Drawing Title	SWEPT PATH ANALSYS (DRAWBAR) TRANSPORTER

Client

EASIRENT

Rev	Amendments	Drn	Chk	App	Date
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Scale	1:250 @A3	Date	JAN 2017	Designed	AS
Drawn	AS	Checked	AS	Approved	AS
Job No	16104-00	Drawing No	16104-00-002	Rev	...

Appendix A – Existing Block Plan



AGRICULTURAL
LAND

0m
10m
20m
30m
40m
50m
60m
70m
80m
90m
100m

AGRICULTURAL
LAND

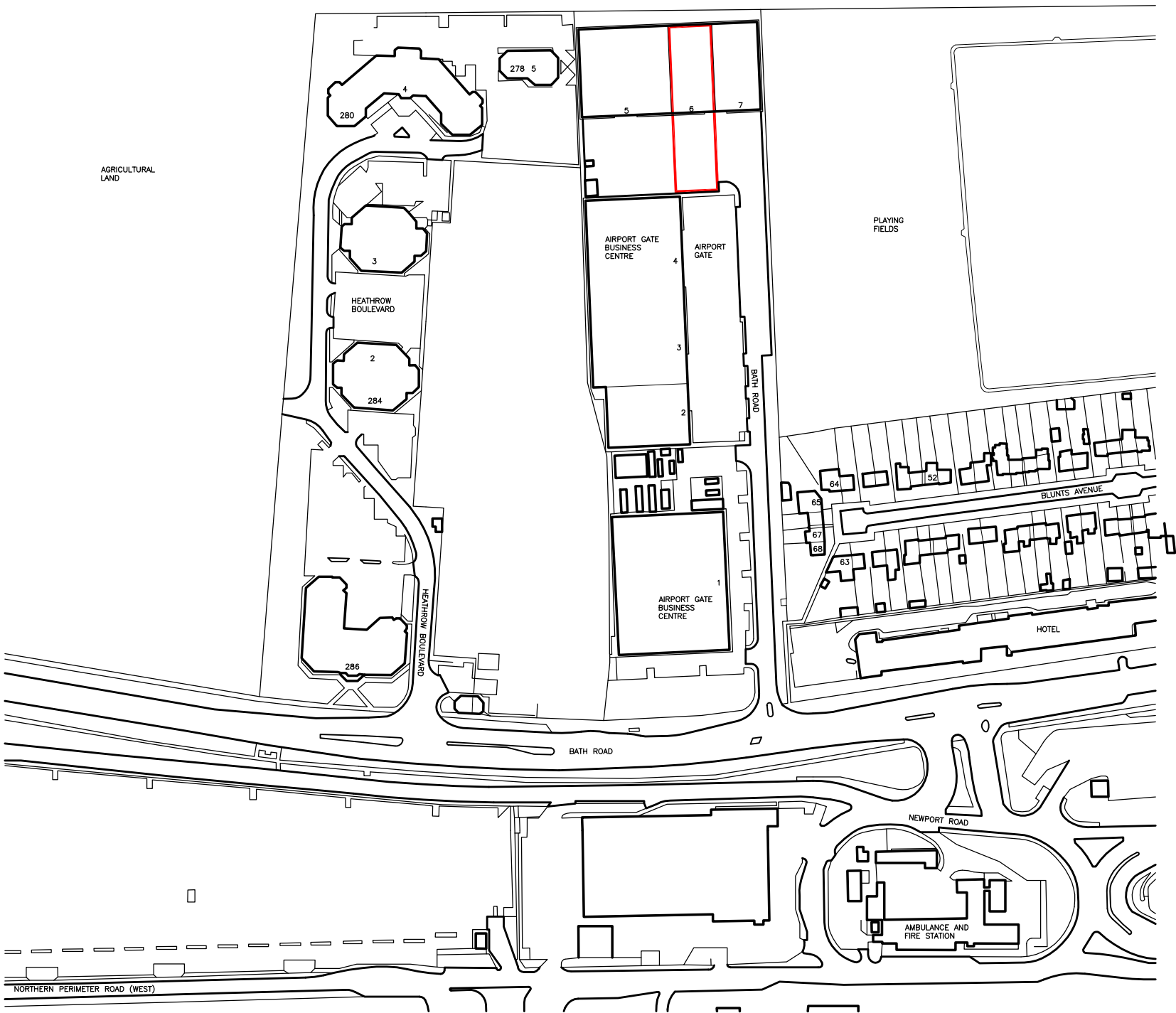
PLAYING
FIELDS

200m

300m

400m

K.A.D. Licensed O.S. No. 100047482



K NIGHT
A RCHITECTURAL
D ESIGN

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Client
JONES LANG LASALLE

Drawing
LOCATION PLAN

Project

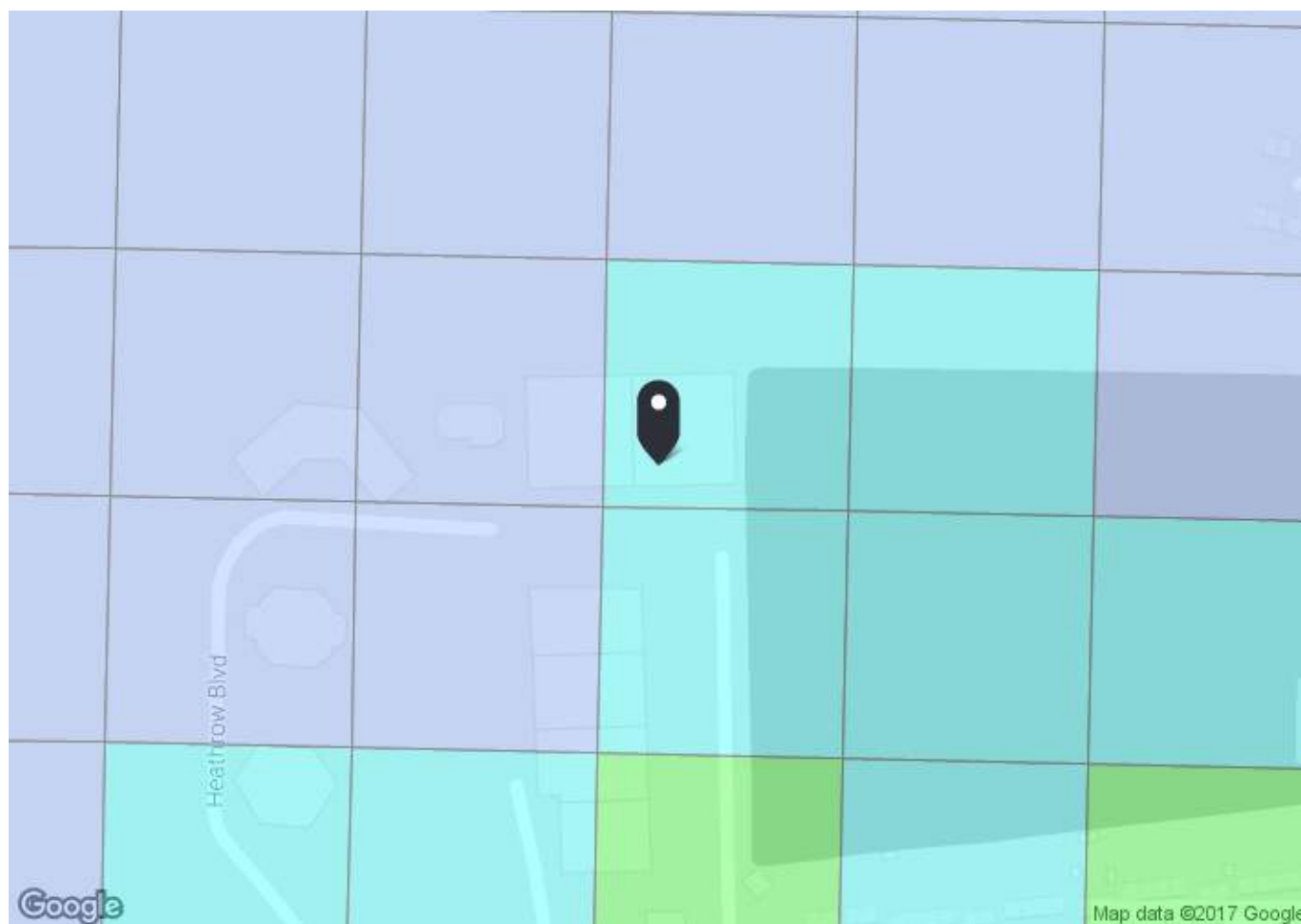
**UNIT 6 AIRPORT GATE,
BATH ROAD,
HEATHROW,
UB7 0NA**

Scale
1:2500@A3

Date
OCT 2016

Project no.	Sequential	Bldg/Floor	Detail	Rev
KAD	01	A	BLO	.

Appendix B – PTAL Output



PTAL output for Base Year

2

3 Heathrow Blvd, Sipson, Hounslow UB7 0DQ, UK
Easting: 507019, Northing: 177211

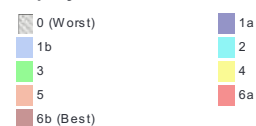
Grid Cell: 64374

Report generated: 16/01/2017

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Map key - PTAL



Map layers

 PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	WEST RAMP NEWPORT ROAD	111	569.19	7	7.11	6.29	13.4	2.24	0.5	1.12
Bus	WEST RAMP NEWPORT ROAD	285	569.19	6	7.11	7	14.11	2.13	0.5	1.06
Bus	WEST RAMP NEWPORT ROAD	105	569.19	6	7.11	7	14.11	2.13	0.5	1.06
Bus	WEST RAMP NEWPORT ROAD	140	569.19	8.5	7.11	5.53	12.64	2.37	1	2.37
Bus	BATH ROAD NEWBURY ROAD	81	509.44	5	6.37	8	14.37	2.09	0.5	1.04
Bus	BATH ROAD NEWBURY ROAD	U3	509.44	5	6.37	8	14.37	2.09	0.5	1.04
Bus	BATH ROAD NEWBURY ROAD	423	509.44	3	6.37	12	18.37	1.63	0.5	0.82
Total Grid Cell AI:										8.52

Appendix C – TRICS Output – Industrial Unit

Calculation Reference: AUDIT-860401-170116-0115

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : C - INDUSTRIAL UNIT
 VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	HD HILLINGDON	1 days
02	SOUTH EAST	
	HF HERTFORDSHIRE	1 days
	RE READING	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	DC DORSET	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	3 days
08	NORTH WEST	
	CH CHESHIRE	1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 300 to 11375 (units: sqm)
 Range Selected by User: 300 to 43325 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 19/10/15

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	3 days
Wednesday	2 days
Thursday	3 days
Friday	2 days

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

Selected survey types:

Manual count	11 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	4
Edge of Town	6
Free Standing (PPS6 Out 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	8
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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:

B1

11 days

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

Population within 1 mile:

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

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

Population within 5 miles:

50,001 to 75,000	2 days
75,001 to 100,000	2 days
125,001 to 250,000	5 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	7 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	1 days
No	10 days

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

PTAL Rating:

No PTAL Present	11 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BR-02-C-02 SOUTH LIBERTY LANE	STAINLESS FITTINGS	BRISTOL CITY
	BRISTOL Edge of Town Industrial Zone Total Gross floor area: 1475 sqm Survey date: TUESDAY 22/09/15		Survey Type: MANUAL
2	CH-02-C-02 JUPITER DRIVE CHESTER W. EMP. PARK CHESTER Edge of Town Industrial Zone Total Gross floor area: 8100 sqm Survey date: WEDNESDAY 19/11/14	INDUSTRIAL MATERIALS	CHESHIRE Survey Type: MANUAL
3	DC-02-C-07 MERCERY ROAD	NEW LOOK	DORSET
	WEYMOUTH Edge of Town No Sub Category Total Gross floor area: 5467 sqm Survey date: MONDAY 07/07/08		Survey Type: MANUAL
4	HD-02-C-01 PUMP LANE	TARMAC PRODUCTION	HILLINGDON
	HAYES Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 3912 sqm Survey date: FRIDAY 11/05/12		Survey Type: MANUAL
5	HF-02-C-01 BRIDGE ROAD EAST	INDUSTRIAL UNIT	HERTFORDSHIRE
	WELWYN GARDEN CITY Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 1800 sqm Survey date: THURSDAY 17/07/08		Survey Type: MANUAL
6	RE-02-C-01 COMMERCIAL ROAD	SHEET METAL FABRICATION	READING
	READING Edge of Town Industrial Zone Total Gross floor area: 645 sqm Survey date: THURSDAY 22/11/12		Survey Type: MANUAL
7	SF-02-C-01 ANSON ROAD MARTLESHAM HEATH IPSWICH Edge of Town Industrial Zone Total Gross floor area: 1100 sqm Survey date: FRIDAY 12/07/13	JOINERY	SUFFOLK Survey Type: MANUAL
8	WM-02-C-01 FORGE LANE MINWORTH SUTTON COLDFIELD Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 4200 sqm Survey date: TUESDAY 25/11/08	METAL BEARINGS	WEST MIDLANDS Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	WM-02-C-02	ARDONPRINT	WEST MIDLANDS
	SYDNEY ROAD		
	SMALL HEATH		
	BIRMINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	Commercial Zone		
	Total Gross floor area:	300 sqm	
	Survey date: WEDNESDAY	17/06/09	Survey Type: MANUAL
10	WM-02-C-03	INDUSTRIAL GLASS	WEST MIDLANDS
	DOWNING STREET		
	SMETHWICK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	5070 sqm	
	Survey date: TUESDAY	06/11/12	Survey Type: MANUAL
11	WS-02-C-02	AVIATION COMPANY	WEST SUSSEX
	MAYDWELL AVENUE		
	SLINFOLD		
	NEAR HORSHAM		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total Gross floor area:	11375 sqm	
	Survey date: THURSDAY	23/01/14	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
BR-02-C-01	B2
BT-02-C-02	B2
DS-02-C-02	B2
DV-02-C-01	B2
HD-02-C-02	B2
HE-02-C-01	B2
HE-02-C-02	B2
NR-02-C-01	B2
NY-02-C-01	B2
TW-02-C-01	B2
WY-02-C-02	B2

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	11375	0.026	1	11375	0.000	1	11375	0.026
06:30 - 07:00	1	11375	0.123	1	11375	0.044	1	11375	0.167
07:00 - 07:30	11	3949	0.134	11	3949	0.039	11	3949	0.173
07:30 - 08:00	11	3949	0.306	11	3949	0.058	11	3949	0.364
08:00 - 08:30	11	3949	0.849	11	3949	0.092	11	3949	0.941
08:30 - 09:00	11	3949	0.419	11	3949	0.087	11	3949	0.506
09:00 - 09:30	11	3949	0.196	11	3949	0.092	11	3949	0.288
09:30 - 10:00	11	3949	0.129	11	3949	0.081	11	3949	0.210
10:00 - 10:30	11	3949	0.113	11	3949	0.097	11	3949	0.210
10:30 - 11:00	11	3949	0.131	11	3949	0.104	11	3949	0.235
11:00 - 11:30	11	3949	0.083	11	3949	0.108	11	3949	0.191
11:30 - 12:00	11	3949	0.083	11	3949	0.076	11	3949	0.159
12:00 - 12:30	11	3949	0.104	11	3949	0.136	11	3949	0.240
12:30 - 13:00	11	3949	0.113	11	3949	0.189	11	3949	0.302
13:00 - 13:30	11	3949	0.170	11	3949	0.152	11	3949	0.322
13:30 - 14:00	11	3949	0.136	11	3949	0.113	11	3949	0.249
14:00 - 14:30	11	3949	0.127	11	3949	0.097	11	3949	0.224
14:30 - 15:00	11	3949	0.097	11	3949	0.122	11	3949	0.219
15:00 - 15:30	11	3949	0.069	11	3949	0.113	11	3949	0.182
15:30 - 16:00	11	3949	0.062	11	3949	0.092	11	3949	0.154
16:00 - 16:30	11	3949	0.071	11	3949	0.127	11	3949	0.198
16:30 - 17:00	11	3949	0.076	11	3949	0.237	11	3949	0.313
17:00 - 17:30	11	3949	0.048	11	3949	0.279	11	3949	0.327
17:30 - 18:00	11	3949	0.046	11	3949	0.737	11	3949	0.783
18:00 - 18:30	11	3949	0.053	11	3949	0.311	11	3949	0.364
18:30 - 19:00	11	3949	0.025	11	3949	0.140	11	3949	0.165
19:00 - 19:30	1	11375	0.035	1	11375	0.044	1	11375	0.079
19:30 - 20:00	1	11375	0.009	1	11375	0.088	1	11375	0.097
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			3.833			3.855			7.688

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.

Parameter summary

Trip rate parameter range selected:	300 - 11375 (units: sqm)
Survey date date range:	01/01/08 - 19/10/15
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	11

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.

Appendix D – TRICS Output - Warehouse

Calculation Reference: AUDIT-860401-170116-0132

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : F - WAREHOUSING (COMMERCIAL)
 VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	EN ENFIELD	1 days
	HO HOUNSLOW	1 days
02	SOUTH EAST	
	HF HERTFORDSHIRE	1 days
04	EAST ANGLIA	
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
09	NORTH	
	CB CUMBRIA	1 days
	TV TEES VALLEY	2 days
	TW TYNE & WEAR	1 days

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

Secondary 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: 387 to 80066 (units: sqm)
 Range Selected by User: 387 to 80066 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 13/11/15

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	3 days
Wednesday	1 days
Thursday	3 days
Friday	2 days

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

Selected survey types:

Manual count	11 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	4
Edge of Town	7

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

Selected Location Sub Categories:

Industrial Zone	7
Commercial Zone	2

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

Secondary Filtering selection:

Use Class:

B8

11 days

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

Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	2 days
10,001 to 15,000	3 days
20,001 to 25,000	1 days
25,001 to 50,000	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:

5,001 to 25,000	3 days
25,001 to 50,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	2 days
500,001 or More	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	6 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	2 days
No	9 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	10 days
1b Very poor	1 days

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

LIST OF SITES relevant to selection parameters

1	CB-02-F-01	DOMINO'S PIZZA	CUMBRIA
	COWPER ROAD		
	GILWILLY IND. ESTATE		
	PENRITH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	2950 sqm	
	Survey date: TUESDAY	10/06/14	Survey Type: MANUAL
2	EN-02-F-01	WAREHOUSING	ENFIELD
	OAKTHORPE ESTATE		
	PALMERS GREEN		
	ENFIELD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	13251 sqm	
	Survey date: WEDNESDAY	19/11/08	Survey Type: MANUAL
3	HF-02-F-03	DISTRIBUTION CEN.	HERTFORDSHIRE
	HATFIELD BUSINESS CEN.		
	HATFIELD		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	80000 sqm	
	Survey date: THURSDAY	10/07/08	Survey Type: MANUAL
4	HO-02-F-02	LOGISTICS AND FREIGHT	HOUNSLOW
	ASCOT ROAD		
	FELTHAM		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	13500 sqm	
	Survey date: THURSDAY	11/09/14	Survey Type: MANUAL
5	LN-02-F-01	BOOK SERVICE	LINCOLNSHIRE
	TRENT ROAD		
	GRANTHAM		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	32300 sqm	
	Survey date: MONDAY	29/11/10	Survey Type: MANUAL
6	SF-02-F-02	WAREHOUSING	SUFFOLK
	WALTON ROAD		
	FELIXSTOWE		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	22270 sqm	
	Survey date: THURSDAY	11/07/13	Survey Type: MANUAL
7	SF-02-F-03	ROAD HAULAGE	SUFFOLK
	CENTRAL AVENUE		
	WARREN HEATH		
	IPSWICH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4700 sqm	
	Survey date: FRIDAY	18/09/15	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	TV-02-F-02	ARGOS WAREHOUSE	TEES VALLEY
	ROUNDHOUSE ROAD		
	FAVERDALE		
	DARLINGTON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	80066 sqm	
	Survey date: TUESDAY	07/10/08	Survey Type: MANUAL
9	TV-02-F-03	ELECTRICAL COMPONENTS	TEES VALLEY
	UNIT 8,NAVIGATOR COURT		
	STOCKTON-ON-TEES		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	387 sqm	
	Survey date: TUESDAY	28/06/11	Survey Type: MANUAL
10	TW-02-F-01	ASDA DISTRIBUTION CENTRE	TYNE & WEAR
	MANDARIN WAY		
	PATTISON IND. ESTATE		
	WASHINGTON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	31000 sqm	
	Survey date: FRIDAY	13/11/15	Survey Type: MANUAL
11	WM-02-F-02	LOGISTICS FIRM	WEST MIDLANDS
	SOVEREIGN ROAD		
	KINGS NORTON		
	BIRMINGHAM		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	3625 sqm	
	Survey date: MONDAY	09/11/15	Survey Type: MANUAL

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	12610	0.012	2	12610	0.016	2	12610	0.028
05:30 - 06:00	2	12610	0.016	2	12610	0.020	2	12610	0.036
06:00 - 06:30	2	12610	0.020	2	12610	0.020	2	12610	0.040
06:30 - 07:00	2	12610	0.048	2	12610	0.040	2	12610	0.088
07:00 - 07:30	11	25823	0.033	11	25823	0.027	11	25823	0.060
07:30 - 08:00	11	25823	0.058	11	25823	0.028	11	25823	0.086
08:00 - 08:30	11	25823	0.048	11	25823	0.018	11	25823	0.066
08:30 - 09:00	11	25823	0.056	11	25823	0.026	11	25823	0.082
09:00 - 09:30	11	25823	0.040	11	25823	0.022	11	25823	0.062
09:30 - 10:00	11	25823	0.030	11	25823	0.024	11	25823	0.054
10:00 - 10:30	11	25823	0.032	11	25823	0.031	11	25823	0.063
10:30 - 11:00	11	25823	0.028	11	25823	0.027	11	25823	0.055
11:00 - 11:30	11	25823	0.026	11	25823	0.026	11	25823	0.052
11:30 - 12:00	11	25823	0.030	11	25823	0.030	11	25823	0.060
12:00 - 12:30	11	25823	0.035	11	25823	0.033	11	25823	0.068
12:30 - 13:00	11	25823	0.031	11	25823	0.032	11	25823	0.063
13:00 - 13:30	11	25823	0.047	11	25823	0.043	11	25823	0.090
13:30 - 14:00	11	25823	0.063	11	25823	0.041	11	25823	0.104
14:00 - 14:30	11	25823	0.039	11	25823	0.054	11	25823	0.093
14:30 - 15:00	11	25823	0.039	11	25823	0.044	11	25823	0.083
15:00 - 15:30	11	25823	0.034	11	25823	0.055	11	25823	0.089
15:30 - 16:00	11	25823	0.038	11	25823	0.041	11	25823	0.079
16:00 - 16:30	11	25823	0.033	11	25823	0.051	11	25823	0.084
16:30 - 17:00	11	25823	0.025	11	25823	0.051	11	25823	0.076
17:00 - 17:30	11	25823	0.018	11	25823	0.049	11	25823	0.067
17:30 - 18:00	11	25823	0.020	11	25823	0.061	11	25823	0.081
18:00 - 18:30	11	25823	0.018	11	25823	0.042	11	25823	0.060
18:30 - 19:00	11	25823	0.012	11	25823	0.027	11	25823	0.039
19:00 - 19:30	2	12610	0.044	2	12610	0.024	2	12610	0.068
19:30 - 20:00	2	12610	0.012	2	12610	0.028	2	12610	0.040
20:00 - 20:30	2	12610	0.008	2	12610	0.020	2	12610	0.028
20:30 - 21:00	2	12610	0.016	2	12610	0.024	2	12610	0.040
21:00 - 21:30	1	22270	0.018	1	22270	0.009	1	22270	0.027
21:30 - 22:00	1	22270	0.013	1	22270	0.009	1	22270	0.022
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:	1.040			1.093			2.133		

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.

Parameter summary

Trip rate parameter range selected:	387 - 80066 (units: sqm)
Survey date date range:	01/01/08 - 13/11/15
Number of weekdays (Monday-Friday):	11
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.

Appendix E – TRICS Calculations – Car Hire

CARLISLE CB-15-C-0 Survey dat 12-06-14 Day of wee Thursday
SITE 1
Survey Inv. Manual Count
All events: Hot and Clear
PM wealth: Hot and Clear
Initiator c 11 Pled r.o. 12
BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE
Parking Ca 306 (10 On-On-Side Spaces) 36
Data observations n %
Motor car 84 Motor cnd 0 Public wrv 0
Light road 12 ODV (1) 0 ODV (2) 0
Team 4 3

Time	Arr 15	Dep 14	Totals	Parking Accum
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	0	0	0	11
08:00-09:00	3	3	6	11
09:00-10:00	2	1	3	12
10:00-11:00	3	4	7	11
11:00-12:00	4	2	6	13
12:00-13:00	1	2	3	12
13:00-14:00	3	6	9	12
14:00-15:00	1	2	3	11
15:00-16:00	1	1	2	11
16:00-17:00	5	3	8	13
17:00-18:00	2	3	5	12
18:00-19:00				
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Comments 25 24
No PV's ODVs or motor cycles visited the site on the day of the survey.

CHESTER CH-15-C-0 Survey dat 12-11-14 Day of wee Wednesday
SITE 1
Survey Inv. Manual Count
All events: Mild and Clear
PM wealth: Mild and Clear
Initiator c 22 Pled r.o. 17
BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE
Parking Ca 7605 (14 On-On-Side Spaces) 55
Data observations n %
Motor car 80 Motor cnd 0 Public wrv 0
Light road 14 ODV (1) 3 ODV (2) 0
Team 3 3

Time	Arr 19	Dep 18	Totals	Parking Accum
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	7	2	9	28
08:00-09:00	0	5	5	23
09:00-10:00	3	1	4	25
10:00-11:00	13	4	17	34
11:00-12:00	8	12	20	30
12:00-13:00	10	3	13	37
13:00-14:00	7	14	21	30
14:00-15:00	1	1	2	30
15:00-16:00	4	11	15	23
16:00-17:00	6	4	10	25
17:00-18:00	4	7	11	22
18:00-19:00	0	5	5	17
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Comments 63 69
Survey staff and are included in the count.
No PV's, motorcycles or pedal cycles visited the site during this survey.
The maximum parking accumulation exceeding the number of parking spaces available can be explained by the fact that the number of rental vehicles that were present at the beginning and at the end of the count are included.
ODV's only as there are no specific ODV parking spaces/booths on the site.

BOLTON DC-15-C-0 Survey dat 21-03-14 Day of wee Friday
SITE 1
Survey Inv. Manual Count
All events: Mild and Clear
PM wealth: Mild and Clear
Initiator c 1 9 Pled r.o. 4
BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE
Parking Ca 4295 (14 On-On-Side Spaces) 55
Data observations n %
Motor car 88 Motor cnd 0 Public wrv 0
Light road 8 ODV (1) 0 ODV (2) 0
Team 4 4

Time	Arr 19	Dep 14	Totals	Parking Accum
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	3	0	3	12
08:00-09:00	2	1	3	13
09:00-10:00	10	6	16	17
10:00-11:00	10	9	19	18
11:00-12:00	7	2	9	23
12:00-13:00	1	13	14	11
13:00-14:00	7	7	14	11
14:00-15:00	2	3	5	10
15:00-16:00	5	2	7	13
16:00-17:00	5	9	14	9
17:00-18:00	7	2	9	14
18:00-19:00	0	0	0	14
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Comments 59 54
The difference in final occupancy and on-site accumulation count can be explained by No ODV's, PV's or pedal cycles visited the site during this survey.

BOLTON HV-15-C-0 Survey dat 06-10-14 Day of wee Monday
SITE 4
Survey Inv. Manual Count
All events: Cold and Light Rain
PM wealth: Cold and Cloudy
Initiator c 1 8 Pled r.o. 10
BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE
Parking Ca 3205 (14 On-On-Side Spaces) 25
Data observations n %
Motor car 76 Motor cnd 2 Public wrv 0
Light road 22 ODV (1) 0 ODV (2) 0
Team 2 2

Time	Arr 14	Dep 12	Totals	Parking Accum
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	5	0	5	13
08:00-09:00	5	2	7	16
09:00-10:00	1	4	5	13
10:00-11:00	9	4	13	18
11:00-12:00	4	2	6	20
12:00-13:00	6	5	11	21
13:00-14:00	5	6	11	20
14:00-15:00	1	2	3	19
15:00-16:00	1	3	4	17
16:00-17:00	2	5	7	14
17:00-18:00	2	4	6	12
18:00-19:00				
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Comments 44 42
No PV's, motorcycles or pedal cycles visited the site during this survey.
The maximum parking accumulation exceeding the number of parking spaces available can be explained by the fact that at busy times vehicles also park in unspecified areas within the site.

BRYSTOL WY-15-C-0 Survey dat 29-05-14 Day of wee Thursday
SITE 1
Survey Inv. Manual Count
All events: Mild and Cloudy
PM wealth: Mild and Cloudy
Initiator c 1 20 Pled r.o. 10
BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE
Parking Ca 3005 (14 On-On-Side Spaces) 10
Data observations n %
Motor car 87 Motor cnd 0 Public wrv 0
Light road 3 ODV (1) 0 ODV (2) 0
Team 3 3

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

Comments 37 37

TOTALS
Total Parking 181
Proposed Parking 60

Time	Arr 17	Dep 17	Totals	Parking Accum
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00				
08:00-09:00	14	16	30	6
09:00-10:00	31	39	70	8
10:00-11:00	27	29	56	8
11:00-12:00	27	22	49	8
12:00-13:00	21	29	50	5
13:00-14:00	24	22	46	5
14:00-15:00	9	17	26	5
15:00-16:00	13	17	30	4
16:00-17:00	22	27	49	5
17:00-18:00	18	40	58	10
18:00-19:00	3	7	10	
19:00-20:00	0	1	1	
20:00-21:00	0	0	0	
21:00-22:00	0	0	0	
22:00-23:00	0	0	0	
23:00-24:00	0	0	0	
Totals	228	228		

Time	Arr 17	Dep 17	Totals	Parking Accum
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00				
08:00-09:00	0.17726	0.18884	0.36610	
09:00-10:00	0.11605	0.09445	0.21050	
10:00-11:00	0.20442	0.17707	0.38149	
11:00-12:00	0.14917	0.13110	0.28027	
12:00-13:00	0.11602	0.16022	0.27624	
13:00-14:00	0.13101	0.17198	0.30299	
14:00-15:00	0.24472	0.05051	0.29523	
15:00-16:00	0.16267	0.13150	0.29417	
16:00-17:00	0.11105	0.13155	0.24260	
17:00-18:00	0.13103	0.26945	0.40048	
18:00-19:00	0.03667	0.03667	0.07334	
19:00-20:00	0	0.00007	0.00007	
20:00-21:00	0	0	0	
21:00-22:00	0	0	0	
22:00-23:00	0	0	0	
23:00-24:00	0	0	0	
Totals	1.20607	1.24862		

Time	Arr 17	Dep 17	Totals	Parking Accum
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00				
08:00-09:00	4.60188	5.30887	9.91075	
09:00-10:00	5.96113	5.96883	11.93000	
10:00-11:00	12.20512	7.61031	19.81543	
11:00-12:00	9.90028	7.25282	17.15310	
12:00-13:00	6.96119	6.81109	13.77228	
13:00-14:00	7.91018	10.88777	18.79795	
14:00-15:00	2.06034	3.93779	6.00113	
15:00-16:00	4.91708	2.25082	7.16790	
16:00-17:00	6.62085	2.26082	8.88167	
17:00-18:00	7.25082	5.96883	13.21965	
18:00-19:00	0.99488	2.26082	3.25570	
19:00-20:00	0	0.00008	0.00008	
20:00-21:00	0	0	0	
21:00-22:00	0	0	0	
22:00-23:00	0	0	0	
23:00-24:00	0	0	0	
Totals	75.5805	74.6171		