

Title: 21137 TN01 Car Park Capacity Assessment

Date: September 2022

Firepool Regeneration Area, Taunton

## 1.0 Introduction

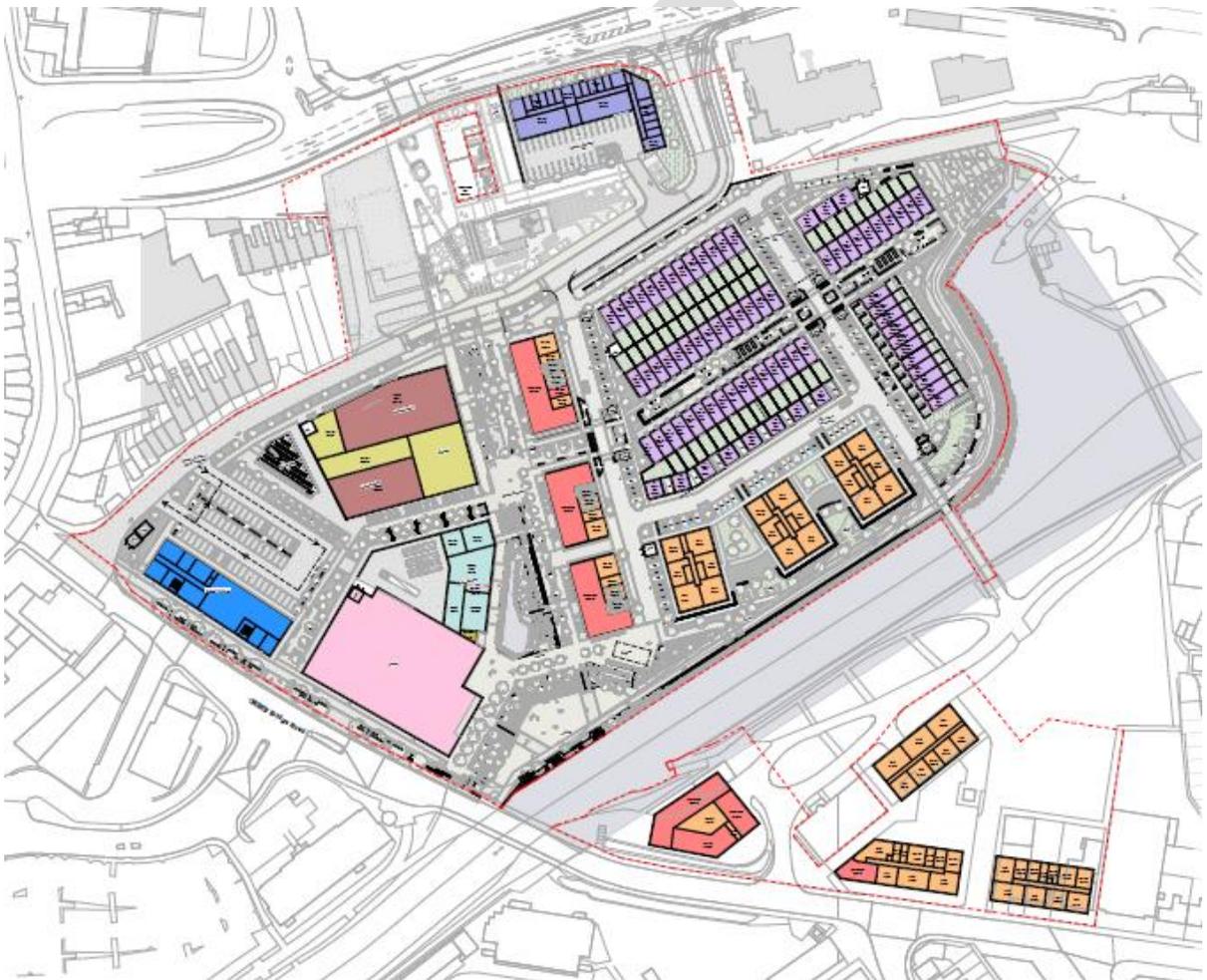
- 1.1.1 Jubb has been commissioned by Somerset West and Taunton Council to provide highways and transportation advice in relation to a mixed-use redevelopment known as Firepool Regeneration Scheme, comprising former Taunton Cattle Market and surfaced car parks situated either side of the River Tone.
- 1.1.2 A revised masterplan is being developed for these proposals that will replace a previous scheme (Ref 38/17/0150) granted consent in March 2019 (referred to as the St Modwen proposals). This revised masterplan will now include a higher proportion of residential use and reduced retail focus than the previous proposal.
- 1.1.3 The transport strategy for the proposals is designed to capitalise on the location of the regeneration area within the centre of Taunton in close proximity to the towns railway station and therefore seeks to facilitate a high proportion of journeys to and from the area to be undertaken via sustainable modes of transport. A key proponent of this transport ethos is the delivery of restrained parking levels and in this regard an accordingly suitable low level of parking would be provided for the residential use.
- 1.1.4 Whilst further public parking (with appropriate parking charges) could potentially be included on site to serve the non-residential uses, it is important that this is not overprovided given that this could serve to encourage unnecessary car travel at this highly sustainable location. The purpose of this Technical Note (TN) is therefore to set out details of a parking capacity assessment that has been carried out to review the requirement for non-residential parking on site in consideration of forecast demand from the Firepool proposals and in consideration of existing capacity at publicly owned car parks offsite. It is proposed that this analysis would form information for further discussion with the Local Highway Authority (LHA) in relation to the proposed parking strategy for the site. In addition, justification for residential parking levels, in terms of policy and previous planning precedent, is also set out.
- 1.1.5 The TN therefore includes the following Sections:
- **Section 2** Outlines the proposed details of the Firepool Masterplan including details of proposed uses, access, and details of the proposed parking strategy
  - **Section 3** Provides details of the proposed scope of assessment including study area and scenario assessment
  - **Section 4** Provides details of the calculation of baseline non residential parking demand at the Firepool proposals and subsequent results
  - **Section 5** Outlines details of baseline offsite public parking demand based on information provided by Somerset West & Taunton Council (SW&T)
  - **Section 6** Compares the calculated parking demand from the Firepool proposals with the offsite capacity and proposed parking on site
  - **Section 7** Reviews car park pricing in the vicinity of the site and also outlines the proposed car park pricing structure on site in consideration of this and in consideration of the proposed uses within the Firepool proposals. In addition, the management of the car parks within the Firepool proposals will also be discussed in this chapter

- **Section 8** Outlines details of other consideration relating to the car park including the requirements for disabled parking provision and requirements for electric vehicle spaces
- **Section 9:** Provides details of the justification for residential parking levels which sets out the policy for parking within SW&T and also provides details of previously consented development with reduced parking levels

1.1.6 In addition, **Section 10** of this TN provides a summary and associated conclusion.

## 2.0 Proposals at Firepool

2.1.1 Details of the draft masterplan relating to these proposals (Ground and Upper Floor) is included as **Appendix A** with an extract of the ground floor also provided as **Figure 2.1** below.



*Figure 2.1 – Emerging Firepool Proposals Draft Masterplan (Ground Floor Layout)*

2.1.2 In addition, **Table 2.1** below outlines the potential highest mix of development on site. This table also includes details of the consented proposals at Block 3 (Planning Reference 38/21/0436) to the north of the site which also forms part of the Firepool masterplan and is also considered in this parking assessment.

Considered Elements	Development	Within Redline Boundary	Block 3 Consented
Houses		77 dwellings	
Student Accommodation		100 bed	
Flats		354 dwellings	
Office		-	1550sq.m/82 employee @ 1 per 19sq.m
Leisure Complex (Block 5)		Up to 4,500 sq.m	
F&B and Leisure		Up to 1,200 sq.m	725sq.m
Nursery		60 pupils	
Health Hub		Up to 2,000 sq.m	
Hotel		120 rooms	
Music Venue		1,700 attendees	

*Table 2.1 – Details of proposed Land uses within Emerging Firepool Proposals*

- 2.1.3 Details of the proposed points of access are set out in the masterplan included as **Appendix A**. The proposals are for pedestrian, cycle and vehicle access points on Trenchard Way, Canal Road and Priory Bridge Road.
- 2.1.4 Parking for non-residential uses will be limited to 68 spaces to the east of the proposed hotel and 33 spaces just east of the aforementioned consented development at Block 3 and to the south of the proposed student accommodation. Justification for this parking provision (i.e. 101 spaces) in total is set out further within this TN.
- 2.1.5 As discussed above, parking for residential dwellings will be restrained in consideration of the site's sustainable town centre location in close proximity to Taunton Railway Station.

## **3.0 Scope of Assessment**

### **3.1 Introduction**

- 3.1.1 This Section sets out the scope of the parking assessment in terms of area and in terms of assessment scenarios. The scope outlined in this Section therefore provides the framework for the analysis as provided in the following sections.

### **3.2 Study Area**

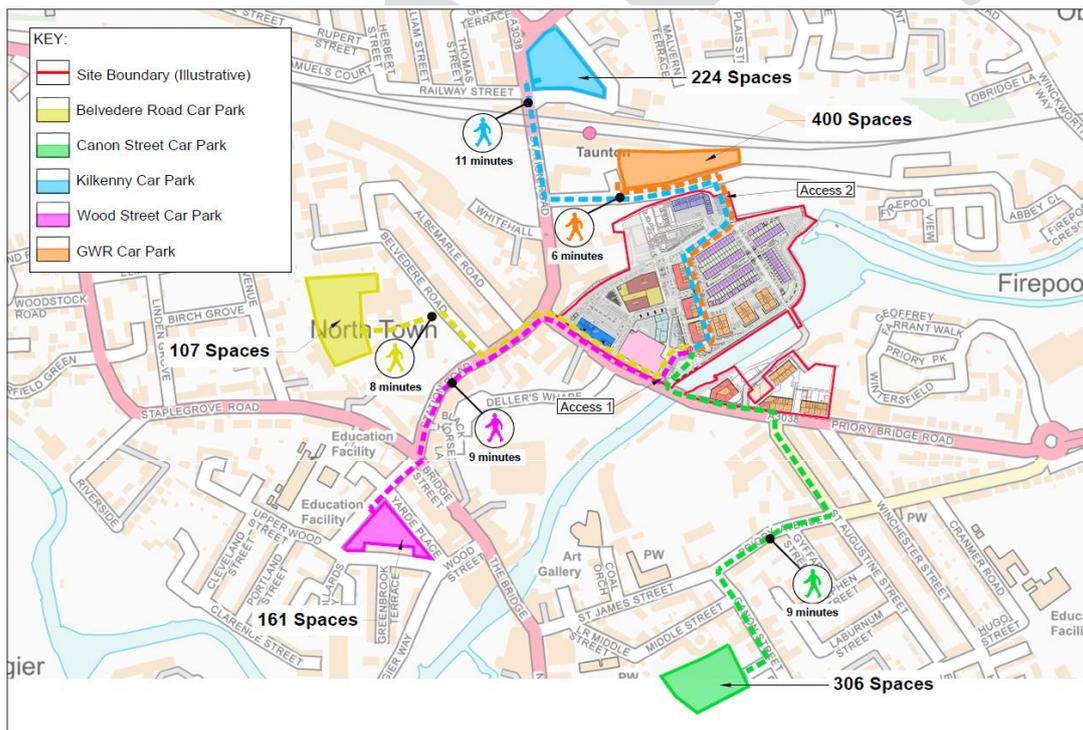
- 3.2.1 As discussed in **Section 1** the proposals will consider the requirement for non residential parking on site. In addition, as part of this assessment, consideration would need to be given to offsite car parks in the local area as these could also be used by visitors to the area that are looking to access the Firepool proposals.
- 3.2.2 An initial review of nearby car parks has therefore been undertaken to assess which offsite car parks would likely be used. This review considered both the distances that would need to be walked from these car parks to access the Firepool proposals and the particular orientation in relation to the site. Car parks which were located significant distance from the site or involved convoluted walking routes that would likely be undesirable to users were therefore excluded. As a result of this assessment the following car parks have been included within the scope of the study.

- Public Car Parks
  - Belvedere Road
  - Canon Street
  - Kilkenny
  - Wood Street
- The Great Western Railway (GWR) Multi Storey
- Private Car Parks
  - Morrisons
  - Somerset County Cricket Club Car Park

3.2.3 The predominant focus of the study will be on public car parks which are in the control of SW&T and for which occupancy data is available. In addition, the newly constructed car park adjacent the railway station (i.e. the GWR Multi Storey) would also play an important role in serving the site given its location and therefore a site visit has also been undertaken of this car park to review its capacity.

3.2.4 Parking at Morrisons and the Cricket Club would also provide car parking capacity for the site. However, whilst, at this present time, no development proposals have been brought forward for these sites that would reduce car parking levels, it is acknowledged as a potential longer term risk. Thus, whilst consideration has been given to the fact that these sites could be used, no formal capacity assessment has been undertaken of these car parks.

3.2.5 A summary of the locations of these car parks is provided in **Figure 3.1** below, which also includes details of likely walking routes.



*Figure 3.1 – Locations of car parks within proposed scope*

3.2.6 It can be seen from the above that the farthest car park (i.e. Kilkenny) is still within a 11 minute walk of the site (taken from a point just south of the proposed Boulevard).

3.2.7 In addition, consideration is also given to facilities at the Silk Mills and Taunton Gateway Park & Ride which also have the potential to intercept car journeys and reduce car use. Moreover, there are also park and bus services that will soon be provided at Comeytrove and Monkton Heathfield.

### 3.3 Local Policy Considerations

3.3.1 The Firepool site has been allocated for redevelopment within the Taunton Town Centre Area Action Plan (TCAAP), as adopted in October 2008, which provides guidance on the delivery of major regeneration proposals for large parts of Taunton. The allocation within this document is for residential, office space, retail and leisure uses, however, as discussed in **Section 2** the proposed masterplan is now more residential focussed in consideration of prevailing market conditions.

3.3.2 It is also noted that the original proposals were for a 500 space multi-storey car park on site. However, since the TCAAP has been published SW&T has declared a Climate Emergency (in February 2019) and reinforced its commitment by appointing an Executive Member for Climate Change.

3.3.3 A Carbon Neutrality and Climate Resilience Action plan (CNCRA) was also released in September 2020, which sets out measures to discourage car use and encourage travel by more sustainable modes. For example the document includes the following statement on page 30 in relation to parking.

*"... There must also be initiatives to encourage behaviour change including the pedestrianisation of key town centre routes and development of alternatives to driving. The Council has recently raised parking charges by 10% across the district and the Taunton Parking Strategy will be reviewed over coming years with a view to enabling drivers to use more sustainable modes including the P&R, and freeing up land for sustainable regeneration and development opportunities in the town centre, reducing the need for greenfield development."*

3.3.4 In this regard it is evident that SW&T will be seeking to constrain parking levels going forward. Notwithstanding this, the removal of the 500 space car park would need to be reviewed in terms of capacity and an assessment scenario should also be included to reflect the TCAAP proposal for 500 spaces to review the implications of this.

3.3.5 Furthermore, the TCAAP also sets out the requirement for 600 spaces as part of a regeneration proposal at Kilkenny car park which would also encompass 40 dwellings. Whilst this car parking would also now likely be subject to review this car parking assessment would also need to review the implications of the introduction of this parking or its exclusion in the analysis.

### 3.4 Scenarios of Assessment

3.4.1 A number of parking scenarios have also been considered in this assessment. These include potential parking supply scenarios that consider the base level of parking that is likely to be provided in 2023 and the potential implication of policy measures in the TCAAP. In addition, various parking demand scenarios have also been reviewed, which consider pre covid demand levels, potential changes in demand that have occurred following the Covid 19 pandemic, and potential further changes in demand that may occur as sustainable transport enhancements within Taunton (such as those advocated in the CNCRA) are enacted. These assessment scenarios are set out below.

### 3.5 Supply Scenarios

#### Parking Supply Base Scenario

3.5.1 The parking supply base scenarios will consider the level of parking that is likely to be available from January 2023 in combination with the proposed provision at Firepool as set out in **Section 2**. The level of parking understood to be available at SW&T public car parks and the GWR car park on this date are summarised in **Table 3.1** below.

Car Park	Number of Spaces
Belvedere Road	107
Canon Street	306
Kilkenny	224
Wood Street	161
GWR Car Park	400
Proposals at Firepool	101
<b>Total</b>	<b>1,299</b>

*Table 3.1 – Parking supply at offsite car park and inclusive of proposed parking at Firepool*

- 3.5.2 When considering "effective" car park capacity, it is usually recommended that only 95% of the total number of spaces provided be allowed for given that a 5% margin of unoccupied spaces ensures efficient operation and reduces vehicle mileage associated with the identification of free spaces by the driver. Moreover, poor parking discipline may also render some spaces unusable on a day to day basis. Thus, the assumed effective car park capacity is 1,234 spaces (i.e. 95% of 1,299).
- 3.5.3 In addition, whilst the focus of the review will be on the availability of parking at the aforementioned car parks, capacity at the Park & Ride, Park & Bus, and nearby private car parks will also be considered.

Parking Supply TCAAP Scenario

- 3.5.4 The TCAAP supply scenario includes for the introduction of a 500 space provision at Firepool and 600 space provision at Kilkenny as set out in this document. Thus, the overall parking supply considered in this scenario is set out in **Table 3.2**.

Car Park	Number of Spaces
Belvedere Road	107
Canon Street	306
Kilkenny as per TCAAP	600
Wood Street	600
GWR Car Park	400
Firepool as per TCAAP	500
<b>Total</b>	<b>2,513</b>

*Table 3.2 – Parking supply at offsite car park and inclusive of proposed parking at Firepool (TCAAP supply scenario)*

- 3.5.5 The calculated effective capacity of this scenario would therefore be 2,387 (i.e. 2513 x 95%).

### 3.6 Demand Scenarios

#### Parking Demand Base Scenario

- 3.6.1 It is proposed that the parking demand base scenario is based on pre Covid levels of demand. This will therefore use 2019 usage data from the aforementioned nearby public car parks to review the pre Covid demand.
- 3.6.2 In addition, a midday manual spot count has also been undertaken of the GWR Car Park on Thursday the 8<sup>th</sup> September 2022. The results of this count will be adjusted to pre Covid levels based on the appropriate factor as discussed below. In addition, the profile of parking levels across the day will be based on the proportions observed at the surveyed offsite public car parks.
- 3.6.3 Parking demand for the development proposals at Firepool will be calculated based on comparison survey sites from the TRICS database from a period prior to 2020. The parking accumulation of the music venue will also be considered which will be based on that of a similar music venue profile.
- 3.6.4 It is noted however that events at the Venue will be managed by way of an Event Management Plan which would likely include potential additional parking supply in areas of private land and additional public transport transfers. Thus, the threshold of assessment will mainly focus on the other proposed uses in this instance.

#### Post Covid Scenario

- 3.6.5 Parking sales data has been obtained from SW&T for the available months of 2022-23 (i.e. April to August) which has been compared with the income obtained for the same months in 2019-20. This data shows a 15% reduction in parking use between these dates. Thus, a resultant factor (i.e. 0.85) has been used to adjust the surveyed pre covid parking demand (i.e. associated with offsite demand and demand from the Firepool proposals). This adjusted parking demand scenario would represent the post-covid scenario.

#### Sustainable Transport Scenario

- 3.6.6 This scenario includes a reduction in car use to take account of the drive for carbon neutrality by 2030 within Taunton as targeted as a result of the identification of a climate emergency in 2019. The scenario is based on the potential "Maximum" pathway as set out within pages 18 and 19 of the CNCRA which are based on the most ambitious programme for reductions in carbon. This Maximum pathway assumes distance travelled by walking, cycling and bus triples by 2050, rail increases by 50% and car use drops by 40%.
- 3.6.7 Thus, if the reduction in this Maximum pathway is adjusted to the current local plan period (i.e. 2032) which will be in advance of the completion of Firepool this would equate to a reduction in vehicles of approximately 14%. On this basis this adjustment will be applied in this scenario to take account of sustainable transport measures introduced within the town to support the targeted reduction in carbon levels.
- 3.6.8 In addition, a further scenario will also be reviewed that assumes that the reductions in this scenario are combined with the Post Covid reductions.

### 3.7 Pricing and Other Considerations

- 3.7.1 It is proposed that the car parks within the Firepool development will be Pay on Exit with some parking being reserved for Hotel use at certain times. The management of this arrangement will be discussed in **Section 7** of this assessment. This section will also consider car park pricing structure (i.e. short term or long term) which will be set in consideration of nearby car parks and in consideration of the proposed uses of the Firepool development.

3.7.2 **Section 8** of this car park management report will set out other considerations encompassing disabled parking and parking for electric vehicles. It is proposed that disabled parking levels will be based on the guidance within the "Taunton Deane Adopted Site Allocations and Development Plan" dated December 2016. The provision for electric vehicles will be set in consideration of the requirements for a movement to carbon neutrality and will therefore include dedicated provision as well as adaptable spaces that can be retrofitted at a later date.

### 3.8 Residential Parking

3.8.1 Justification will be provided for the level of residential parking within **Section 9**. This justification will in part reference guidance within the "Taunton Deane Adopted Site Allocations and Development Plan" dated December 2016 and will also refer to parking provided for recent consented development within Taunton centre.

## 4.0 Firepool Public Parking Demand

### 4.1 Introduction

4.1.1 This Section discusses the parking accumulation assessment of the Firepool proposals. A separate calculation of parking demand has been undertaken for a typical neutral Weekday and Saturday with each assessment discussed in turn below.

4.1.2 This assessment provides a review of the parking demand of non-residential uses only and a suitably low parking level will be introduced for residential dwellings in accordance with the sustainable town centre location. Further detail on relation to the application of residential parking standards is included as **Section 9**.

4.1.3 The assessment also includes an assessment of the music venue. However, this will attract visitors in the evening when there is significant parking availability within Taunton. Furthermore, an Event Management Plan will be introduced for this use with strategies for the mass movement of people by sustainable modes.

4.1.4 The parking demand as set out in this section would provide the "Parking Demand Baseline Scenario" for the development. However, an assessment of the potential implications of the "Post Covid Scenario" and "Sustainable Transport Scenario" are also set out in **Section 6**.

### 4.2 Weekday

4.2.1 The accumulation assessment has been calculated based on the methodology and TRICS vehicle trip generation information originally used to inform the Transport Statement (referred to as the "Jubb Trenchard Way Access TS" within this TN) produced by Jubb as supporting information relating to a planning application (Planning Reference 38/21/0464) for the access junction at Trenchard Way that would serve the Firepool proposals. Details of these trip rates are included as **Appendix B** of this TN.

4.2.2 The masterplan for the wider scheme has further evolved since the previous submission for the main access junction off Trenchard Way to reflect the market changes, requirements for the Firepool site and discussions with stakeholders. The amendments will therefore see some further land uses introduced (i.e. a pre-school and health centre) in the revised masterplan to better serve the core residential element and to replace the previously proposed office and retail uses.

4.2.3 It is also noted that in the previous submission, traffic forecast for the proposed cinema in Block 5 was calculated based upon vehicle trip rates specifically derived for a stand-alone multi-screen establishment. In the revised scheme, additional leisure units are introduced alongside the cinema to create a multi-use leisure complex. In light of this, there will be a significant number of multi-purpose trips linked between the different leisure uses. Therefore, it is considered appropriate to adopt vehicle trip rates derived from the Leisure Park category of TRICS to forecast the traffic associated with the overall leisure land-uses and hence avoid any overestimation of parking demand.

4.2.4 In order to forecast the traffic generation associated with the aforementioned newly introduced and modified land-uses, further vehicle trip rates have therefore also been established using comparative survey samples within the following categories of the TRICS database:

- 07 Leisure – Leisure Park
- 04 Education - Nursery
- 05 Health – GP Surgeries

4.2.5 The survey samples used in the calculation of these trip rates have been filtered based on a similar process as applied for the assessment set out within the Jubb Trenchard Way Access TS. Full TRICS output for these uses is also included within **Appendix B** of this TN.

4.2.6 The parking demand figures include for cross visitation between uses, which is discussed further in the Jubb Trenchard Way Access TS, and would reduce traffic flows in and out of the Firepool proposals by 20% for F&B and Leisure uses. In addition, the same agreed internalisation assumption is also adopted for the proposed health hub onsite given that some trips to this hub would likely be made by residents living onsite that would likely access the facility via active modes of transport.

4.2.7 In the case of the Hotel Use some cars are also assumed to already be parked in the car park at the start of the day (i.e. to take account of overnight guests). This initial parking figure has been calculated based on an average of that which was recorded within the TRICS database at the comparison survey sites and has been adjusted on a pro rata basis based on the relative size of the proposed Hotel.

4.2.8 **Table 4.1** below provides details of the subsequent parking accumulation by time period across the Firepool proposals for each use and in terms of total demand.

Time Period	Leisure Complex	Hotel	F&B Leisure	Office	Nursery	Health Hub	Venue	Total
00:00-01:00	0	43	0	0	0	0	0	43
01:00-02:00	0	43	0	0	0	0	0	43
02:00-03:00	0	43	0	0	0	0	0	43
03:00-04:00	0	43	0	0	0	0	0	43
04:00-05:00	0	43	0	0	0	0	0	43
05:00-06:00	0	43	0	0	0	0	0	43
06:00-07:00	0	43	0	0	0	21	0	64
07:00-08:00	8	37	0	5	2	32	0	84
08:00-09:00	10	35	0	16	4	48	0	113
09:00-10:00	24	28	0	24	5	53	0	134
10:00-11:00	49	25	1	25	5	52	0	157

Time Period	Leisure Complex	Hotel	F&B Leisure	Office	Nursery	Health Hub	Venue	Total
11:00-12:00	63	23	8	25	5	45	0	169
12:00-13:00	73	23	27	25	5	37	0	190
13:00-14:00	79	23	21	25	4	39	0	191
14:00-15:00	72	24	12	25	4	39	0	176
15:00-16:00	66	26	9	23	4	39	0	167
16:00-17:00	78	29	16	15	4	37	0	179
17:00-18:00	101	33	18	6	3	30	39	230
18:00-19:00	126	38	20	3	2	24	329	542
<b>19:00-20:00</b>	<b>152</b>	<b>43</b>	<b>23</b>	<b>0</b>	<b>2</b>	<b>20</b>	<b>387</b>	<b>627</b>
20:00-21:00	138	47	18	0	2	7	387	599
21:00-22:00	96	50	12	0	2	7	387	554
22:00-23:00	34	50	6	0	2	7	329	428
23:00-24:00	0	50	0	0	2	7	0	59

*Table 4.1 – Calculated weekday Firepool parking demand*

4.2.9 It can be seen that the highest demand (i.e. 627 parked vehicles) occurs between 19:00 and 20:00 and is mostly due to the high demand during this time from the Leisure complex and Venue. However, this is at a time when offsite parking availability will be higher within the town given that commuter and retail demand will be less.

### 4.3 Saturday

4.3.1 No Saturday traffic assessment was provided within the Jubb Trenchard Way Access TS which only included assessments correlating with the likely peak periods of offsite traffic flow (i.e. during the weekday traffic commuter periods). On this basis revised trip generation analysis has been carried out using the TRICS database to inform the parking accumulation assessments. The selection criteria to filter these surveys are based on those originally used within the Jubb Trenchard Way Access TS. Full output relating to this TRICS analysis is included as **Appendix B** of this parking assessment.

4.3.2 It is assumed, for the purpose of this assessment, that cross visitation rates will remain unchanged from that assumed in the weekday assessment. Furthermore, initial overnight parking at the Hotel has also been calculated using the same methodology adopted for the weekday.

4.3.3 **Table 4.2** below provides details of the subsequent parking accumulation by time period across the Firepool proposals for each use and in terms of total demand.

Time Period	Leisure Complex	Hotel	F&B Leisure	Office	Nursery	Health Hub	Venue	Total
00:00-01:00	10	88	0	-	-	-	0	98
01:00-02:00	7	88	0	-	-	-	0	95
02:00-03:00	0	88	0	-	-	-	0	88
03:00-04:00	0	88	0	-	-	-	0	88
04:00-05:00	0	88	0	-	-	-	0	88
05:00-06:00	0	88	0	-	-	-	0	88
06:00-07:00	1	88	0	-	-	-	0	89
07:00-08:00	4	80	0	-	-	-	0	84
08:00-09:00	8	58	14	-	-	-	0	80
09:00-10:00	17	66	27	-	-	-	0	110
10:00-11:00	30	58	42	-	-	-	0	130
11:00-12:00	49	58	65	-	-	-	0	172
12:00-13:00	68	51	93	-	-	-	0	212
13:00-14:00	76	43	72	-	-	-	0	191
14:00-15:00	72	54	56	-	-	-	0	182
15:00-16:00	71	62	49	-	-	-	0	182
16:00-17:00	75	54	69	-	-	-	0	198
17:00-18:00	87	62	96	-	-	-	39	284
18:00-19:00	85	73	113	-	-	-	329	600
<b>19:00-20:00</b>	<b>73</b>	<b>77</b>	<b>100</b>	-	-	-	<b>387</b>	<b>637</b>
20:00-21:00	47	69	65	-	-	-	387	568

Time Period	Leisure Complex	Hotel	F&B Leisure	Office	Nursery	Health Hub	Venue	Total
21:00-22:00	25	69	39	-	-	-	387	520
22:00-23:00	12	69	11	-	-	-	329	421
23:00-24:00	4	69	1	-	-	-	0	74

*Table 4.2 – Calculated Saturday Firepool parking demand*

4.3.4 It can be seen that as with the weekday peak the highest demand (i.e. 637 parked vehicles) occurs between 19:00 and 20:00 and is mostly due to the high demand during this time from the Leisure complex and Venue. However, this is at a time when offsite parking availability will be higher within the town given that retail demand will be less.

## 5.0 Offsite Public Parking Demand

### 5.1 Introduction

5.1.1 This section outlines the assessment of offsite parking demand based on data as supplied by SW&T. The pre-covid parking demand as set out in this section would provide the “Parking Demand Baseline Scenario” for the offsite car parks. However, an assessment of the potential implications of the “Post Covid Scenario” and “Sustainable Transport Scenario” are also set out in **Section 6**.

5.1.2 In accordance with the scope of assessment outlined in **Section 3** this review will consider the existing parking demand at the following car parks:

- Public Car Parks
  - Belvedere Road
  - Canon Street
  - Kilkenny
  - Wood Street
- The Great Western Railway (GWR) Multi Storey

5.1.3 However, discussion as to potential further supply at nearby private car parks and at Taunton Park & Ride and Park & Bus sites is also provided in **Section 6**.

### 5.2 Pre-Covid parking demand at existing reviewed Taunton car parks

5.2.1 Parking data from 2019 (i.e. pre covid) has been obtained from SW&T to assess the demand at the aforementioned public car parks.

5.2.2 In addition, a mid day survey was also undertaken at the GWR Car Park on Thursday the 8<sup>th</sup> September 2022 that identified that 285 cars were parked at the time (i.e. between 12:00 and 13:00). On the basis that, as discussed in **Section 3**, recent parking data (i.e. post covid) has shown a 15% drop in demand an associated adjustment has been undertaken in consideration of this which would uplift this surveyed figure to a pre covid demand of 335 cars. The existing surveyed profile at the surveyed SW&T car parks was then used to establish a profile of demand across the day and on a Saturday based on this mid day figure.

5.2.3 The Weekday and Saturday demand at each car park is set out in **Table 5.1** and **Table 5.2**. These car parks are reviewed for the period of between 07:00 and 19:00 on a Weekday and Saturday with parking demand likely to drop off significantly outside of these times.

Time Period	Belvedere Road	Canon Street	Kilkenny	Wood Street	GWR	Total
<08:00	7	0	91	4	50	152
08:00-09:00	32	65	131	32	128	388
09:00-10:00	78	187	141	71	236	713
10:00-11:00	97	283	149	103	312	944
11:00-12:00	96	297	150	128	331	1002
<b>12:00-13:00</b>	<b>99</b>	<b>290</b>	<b>151</b>	<b>139</b>	<b>335</b>	<b>1014</b>
13:00-14:00	96	276	161	145	335	1013
14:00-15:00	85	261	168	131	319	964
15:00-16:00	72	204	168	120	279	843
16:00-17:00	63	157	164	108	243	735
17:00-18:00	51	87	161	98	196	593
18:00 >	37	53	162	91	169	512

*Table 5.1 – Pre Covid Taunton Car Parking Demand (Weekday)*

Time Period	Belvedere Road	Canon Street	Kilkenny	Wood Street	GWR	Total
<08:00	2	18	20	17	28	85
08:00-09:00	13	60	43	36	75	227
09:00-10:00	29	206	61	74	183	553
10:00-11:00	45	286	84	122	265	802
<b>11:00-12:00</b>	<b>58</b>	<b>291</b>	<b>99</b>	<b>144</b>	<b>292</b>	<b>884</b>
12:00-13:00	62	286	106	124	285	863

Time Period	Belvedere Road	Canon Street	Kilkenny	Wood Street	GWR	Total
13:00-14:00	70	260	116	109	274	829
14:00-15:00	61	252	114	116	268	811
15:00-16:00	58	219	113	105	244	739
16:00-17:00	52	149	104	77	189	571
17:00-18:00	39	90	102	50	139	420
18:00 >	17	69	96	52	116	350

*Table 5.1 – Pre Covid Taunton Car Parking Demand (Saturday)*

5.2.4 It can be seen from the above that maximum parking demand occurs between 12:00 – 13:00 on a weekday and 11:00-12:00 on a Saturday with a demand for 1,014 and 884 spaces respectively. However, it can be seen that in the later period of the day (i.e. when the proposed Leisure Park and Venue uses will result in high parking demand at Firepool) offsite parking demand drop significantly to 512 and 350 vehicles after 18:00 on a weekday and Saturday respectively.

## 6.0 Comparison of Development Demand with Available Capacity (Offsite and Onsite)

### 6.1 Introduction

6.1.1 This section provides a comparison of overall parking demand (i.e. existing demand combined with that of the Firepool proposals) and compares this with overall parking provision across the town. In accordance with the methodology set out in **Section 3** the assessment considers the following supply and demand scenarios which are reviewed in further detail below:

- Supply Scenarios:
  - Parking Supply Base Scenario – 1,234 available effective parking bays
  - Parking Supply TCAAP Scenario – 2,387 available effective parking bays
- Demand Scenarios
  - Parking Demand Base Scenario – Using the combined Firepool and Offsite car park pre covid figures set out in **Section 4** and **Section 5**
  - Post Covid Scenario – A reduction in the Base Scenario demand by 15%
  - Sustainable Transport Scenario – A reduction in the Base Scenario demand by 14%
  - Combined Post Covid and Sustainable Transport Scenario - A reduction in the Base Scenario demand by 29%

### 6.2 Weekday Comparison

6.2.1 The graph in **Figure 6.1** below provides a comparison of weekday combined parking demand (i.e. associated with the Firepool proposals and external demand at reviewed offsite car parks) with overall “effective” parking provision on completion of the Firepool proposals. This graph also includes separate bars within the chart to represent the differing demand scenarios and also incorporates the two supply scenarios as appropriate lines of threshold.

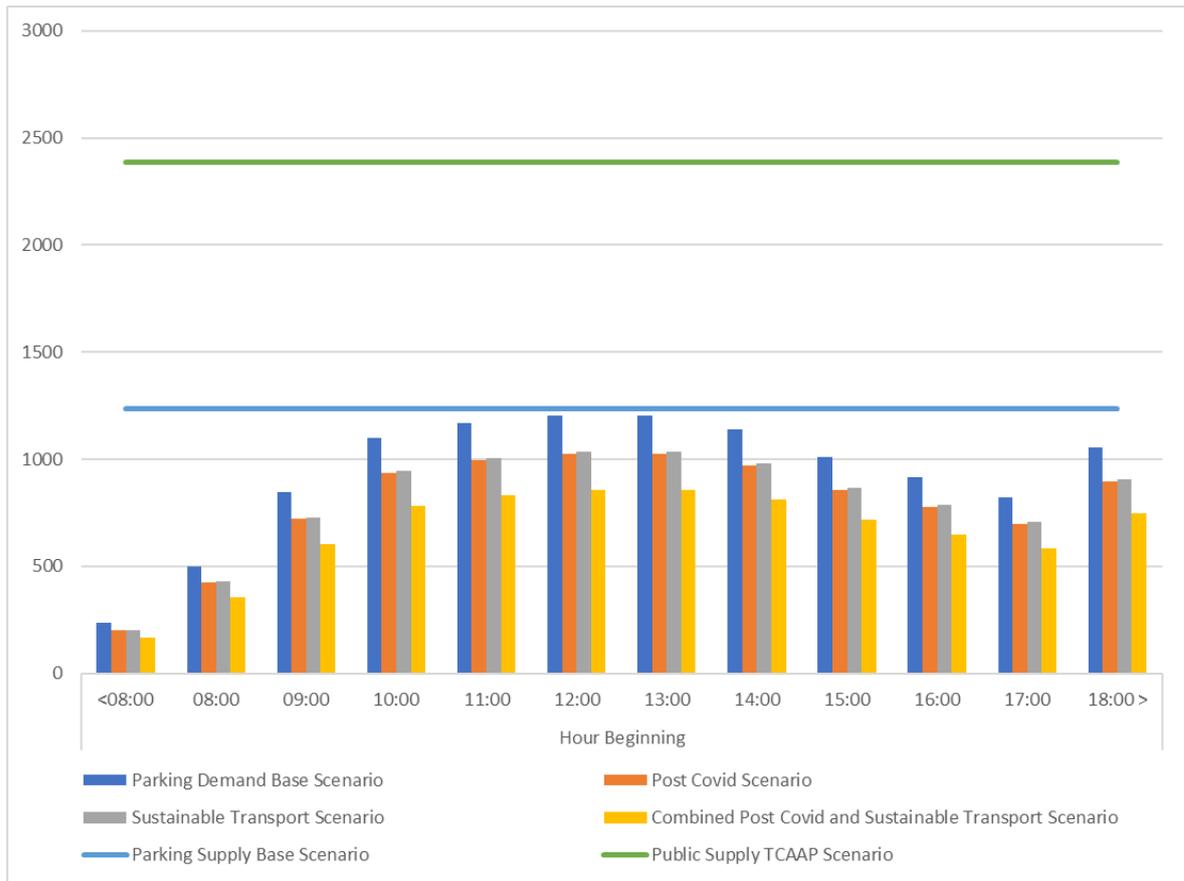


Figure 6.1 – Comparison of Weekday Demand with Available Capacity (at Firepool and at Wider Public Car Parks in Taunton)

6.2.2 It can be seen that even when compared with the lower effective parking supply of the “Parking Supply Base Scenario” the parking demand of all scenarios can be accommodated by available parking proposed at Firepool and provided in close proximity to the site. This is emphasised by the fact that there is still spare capacity for 30 cars at the peak period of parking demand (i.e. midday) and even towards the end of the day when demand at Firepool will increase (i.e. as a result of demand at the Leisure Park and Venue) the fall in demand for other uses in Taunton would still ensure available parking capacity for this period and, based on a review of the profile trend, most likely beyond into the evening.

6.2.3 In addition, the other potential demand scenarios could also result in further potential reductions in demand that would result in further potential capacity becoming available. Thus, it is not considered that further parking supply such as that proposed at Kilkenny and Firepool in the TCAAP scenario would be necessary to accommodate forecast demand.

### 6.3 Saturday Comparison

6.3.1 The graph in **Figure 6.2** below provides a comparison of Saturday combined parking demand (i.e. associated with the Firepool proposals and external demand at reviewed offsite car parks) with overall “effective” parking provision on completion of the Firepool proposals. As with the weekday comparison this graph also includes separate bars within the chart to represent the differing demand scenarios and also incorporates the two supply scenarios as appropriate lines of threshold.

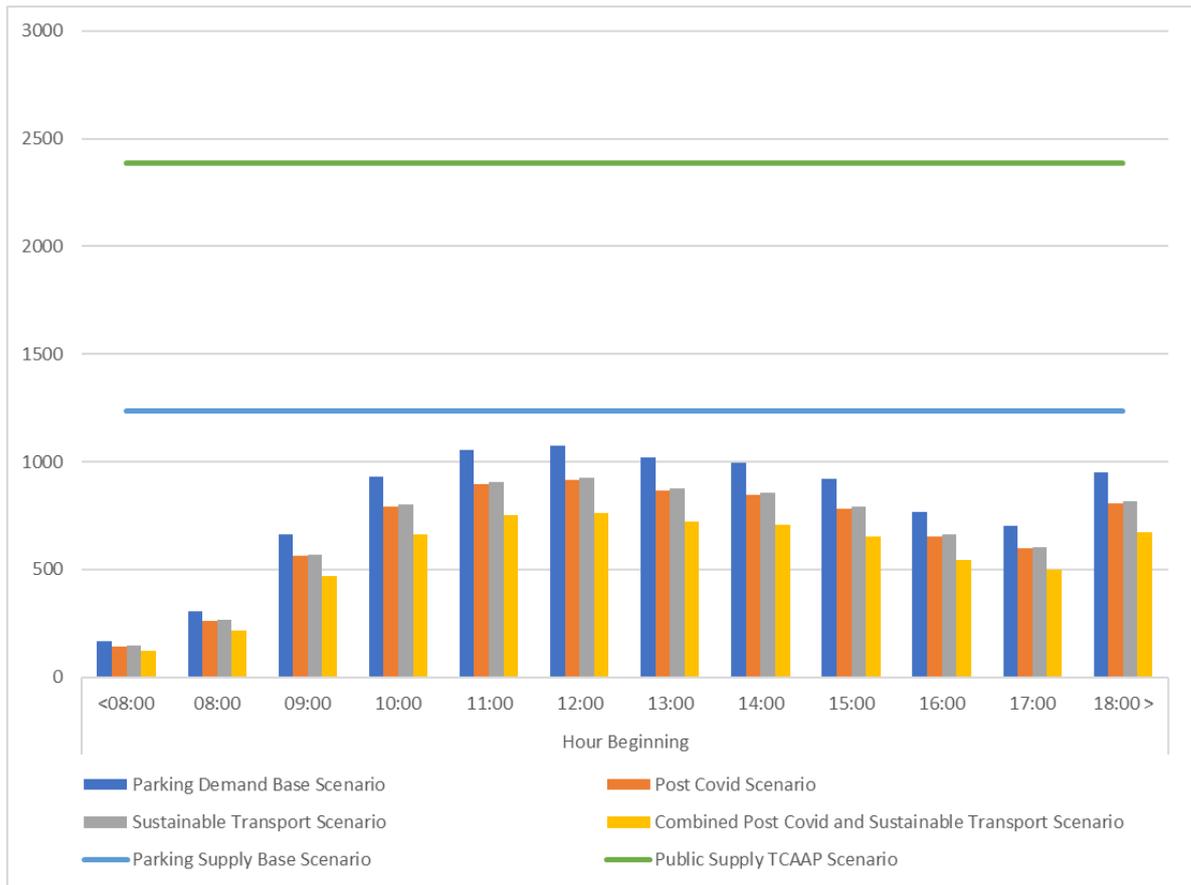


Figure 6.2 – Comparison of Saturday Demand with Available Capacity (at Firepool and at Wider Public Car Parks in Taunton)

6.3.2 It can be seen that even when compared with the lower effective parking supply of the “Parking Supply Base Scenario” the parking demand of all scenarios can be accommodated by available parking proposed at Firepool and provided in close proximity to the site. This is emphasised by the fact that there is still spare capacity for 159 cars at the peak period of parking demand (i.e. midday) and even towards the end of the day when demand at Firepool will increase (i.e. as a result of demand at the Leisure Park and Venue) the fall in demand for other uses in Taunton would still ensure available parking capacity for this period and, based on a review of the profile trend, most likely beyond into the evening.

6.3.3 In addition, the other potential demand scenarios could also result in further potential reductions in demand that would result in further potential capacity becoming available. Thus, it is not considered that further parking supply such as that proposed at Kilkenny and Firepool in the TCAAP scenario would be necessary to accommodate forecast demand.

## 6.4 Other Capacity Considerations

### Private Car Parks

6.4.1 As discussed in **Section 3** there are also a number of other private car parks that whilst, for reasons already identified, not forming part of this assessment would still likely be used by visitors to the Firepool proposals and would therefore most likely offer further capacity. These car parks encompass the Morrisons and Cricket club car parks that include a total of 350 and 145 spaces respectively.

6.4.2 The Morrisons car park, located to the west of the Firepool proposals, provides free parking for up to 2 hours for periods when the associated supermarket is open. This short term parking could potentially be used by people accessing uses such as the Food & Beverage provision that would likely only require a short stay.

6.4.3 The Somerset County Cricket Club car park accessed from Priory Avenue to the south of the ground provides 145 parking with charges applied dependent on length of stay. Given that this car park is also available for both short and longer term stays this car park provides additional capacity for all uses within the Firepool proposals.

#### Park & Ride / Park & Bus

6.4.4 Two existing Park & Ride sites are available that would also provide further options for parking and an alternative to driving into the town centre. These sites encompass the Taunton Gateway Park & Ride to the east of the town and east of the M5 (providing parking for 850 cars) and Silk Mills to the west of the town at Silk Mills Road (providing parking for 760 cars). Buses from these Park & Ride sites run every 15 minutes into the centre on Weekdays and every 20 minutes on Saturday.

6.4.5 A review of current parking capacity at these site during the midday period (typically the busiest period) on 8<sup>th</sup> September 2022 demonstrated that only 426 vehicles were parked at Taunton Gateway and 204 at Silk Mills. Thus, these facilities have a large amount of capacity that is still unused that could be taken up for further travel to the town centre (i.e. due to the introduction of proposed uses at Firepool).

6.4.6 There are also consented proposals for a Park & Bus facility linked to a development at Comeytrove that would provide connecting bus services into the town centre. In addition, further Park & Bus proposals are also in consideration at Monkton Heathfield and Walford Cross. Thus, the establishment of these facilities would provide further parking capacity that, through associated public transport connection, will effectively serve the town centre area.

### **6.5 Summary**

6.5.1 It is evident that the Parking Supply Baseline scenario which considers the existing nearby parking provision and proposals for 101 additional spaces on the Firepool site would accommodate both offsite demand and demand for the Firepool proposals themselves for all potential forecasts usage levels. Moreover, this numerical assessment does not account of additional car parking capacity at nearby private car parks, or at the towns Park & Ride sites and future Park & Bus facilities.

6.5.2 Thus, it is not considered necessary for further parking to be introduced, such as that presented in the "Parking Supply TCAAP Scenario", to accommodate this demand. Moreover, any additional parking could potentially serve to encourage further car journeys to and from Taunton town centre and would therefore not be in accordance the associated goals of the CNCRA.

## **7.0 Car Park Pricing**

### **7.1 Introduction**

7.1.1 This Section reviews existing pricing structures in the vicinity of the Firepool proposals and also outlines the proposed car park pricing structure on site in consideration of this and in consideration of the proposed uses within the Firepool proposals. In addition, the management of the car parks within the Firepool proposals will also be discussed in this chapter.

### **7.2 Pricing Structure**

7.2.1 The reviewed public car parks at Belvedere Road, Canon Street, Kilkenny, and Wood Street are all long stay car parks that do however provide for short term parking as well. Moreover, the charging structure at the GWR car park is catered for daily stay and therefore, whilst there is facility of short stays up to an hour for drop off, there are not reduced rates for stays over an hour that are shorter than a full day.

7.2.2 In this regard, given that long stay parking is provided in the surrounding area, it is considered that the introduction of short stay parking provision within the Firepool proposals themselves would be appropriate given that these, more centrally located car parks, would likely have greater demand.

- 7.2.3 Whilst this short stay parking would not be appropriate for employees that commute to the office block at Block 3 it is considered that the requirement to park further from the site should in some way act as a deterrent to commuter journeys that could provide further incentive to switch to more sustainable modes of travel. Furthermore, whilst the maximum 3 hour parking provision would also not be appropriate for venue users it is noted that the parking adjacent to Venue will be required for Hotel guests in the evening and would therefore not be available for these users in any case.

### **7.3 Car Park Management**

- 7.3.1 The details of car park management would need to be developed in conjunction with an appropriate management company and in consideration of all users. However, it is proposed that both car parks within the Firepool proposals could operate on a Pay on Exit ticketing system with appropriate Automatic Number Plate Recognition (ANPR) at the site access. In addition, the occupier of the Hotel will also require reserved access to the 68 parking spaces adjacent to the east during the evening (to cover check in) and early morning period (to cover check out). Thus, appropriate signage will be identified to set out that other users will be restricted during this period.
- 7.3.2 The hotel could include an appropriate vehicle logging system within the reception area to inform the parking management company that the customer is able to park within the hotel car park without charge during the overnight and early morning period. However, customers will be made aware that parking outside of this period will require charges.
- 7.3.3 Parking to the north of the site can also be controlled by way of a pay on exit system with associated ANPR camera control. There will be no requirement for assigned parking to other uses at this car park.

## **8.0 Other Considerations**

### **8.1 Introduction**

- 8.1.1 This Section outlines other considerations relating to the proposed non residential parking that encompass the provision of disabled parking and the introduction of electric charging facilities. Each of these topics is discussed in turn below.

### **8.2 Disabled Parking Provision**

- 8.2.1 The number of disabled parking spaces provided (i.e. 8 spaces in total) is in accordance with the requirements of the "Taunton Deane Adopted Site Allocations and Development Plan" dated December 2016 which requires that development with 25 or more parking spaces provide for 5% of total capacity, plus 2 additional spaces (i.e. equating to a requirement of 7 spaces for a 101 space car park). Furthermore, this parking is appropriately distributed with 2 spaces provided at the smaller car park to the north and 5 provided at the larger car park east of the Hotel.

### **8.3 Electric Car Parking Provision**

- 8.3.1 Whilst there is no formal standard currently available for the provision of electric parking it is considered important to provide for electric parking within the car park to allow for future growth in electric vehicles as well as to support the goals of the CNCRA. In this regard it is proposed that electric charging will be provided to 5% of the parking spaces within the parking area. Moreover, a further 5% of spaces will be made adaptable for later conversion to electric charging with appropriate ducting introduced linking to the spaces and area set aside for the charging unit to be introduced at a later date.

## 9.0 Residential Parking

### 9.1 Introduction

9.1.1 This Section provides details of the policy considerations relating to residential parking and existing precedence set by recent planning consent. These considerations have guided the proposed provision of parking which is also discussed further below.

### 9.2 Policy Considerations

9.2.1 As discussed in **Section 3** current parking policy is set out within the "Taunton Dean Adopted Site Allocations and Development Management Plan" dated December 2016. This document provides details of parking standards in Appendix E, which sets a parking rate of 1 space per dwelling in Taunton town centre.

9.2.2 Notwithstanding, this it is noted that these standards have been identified as maximum standards and the policy document advocates for much lower parking in sustainable locations. This is emphasised in Policy A1 of the "Taunton Dean Adopted Site Allocations and Development Management Plan" which states the following:

*"Policy A1: Parking requirements*

*New development will normally be required to make provision for car parking in accordance with the standards in Appendix E.*

*In order to promote sustainable travel and to make efficient use of development land, the Borough Council will also consider the need for car parking against the following criteria:*

*A. The impact on urban design and historic environment;*

***B. The accessibility of the development by public transport, walking and cycling, and its proximity to employment and services [Jubb emphasis];***

*C. For residential development, the type and mix of the proposed dwellings.*

*Reductions in the level of car parking provision will be expected for elderly persons', student and single persons' accommodation, and for developments involving the conversion of buildings where off-road parking provision may be difficult to achieve. **Car-free developments will be sought in appropriate locations, such as within or adjacent to Taunton and Wellington town centres [Jubb emphasis].***

*The Borough Council will require all development to make provision for cycle parking equal to or in excess of the standards set out in Appendix E."*

9.2.3 The proposals at Firepool are located in a sustainable location in close proximity to Taunton railway station and within the town centre with all of its associated day to day facilities. In addition, the proposals will also include a range of facilities on site that would bring further day to day facilities within walking and cycling distance of the proposed residential units. Moreover, high quality walking and cycling connections will be provided throughout the site to maximise the opportunity for journeys to be undertaken by active modes. Thus, a low level of parking provision in a community such as this is considered justified and in accordance with the above parking policy.

9.2.4 It is also noted that reduced parking levels are also in accordance with the goals of the CNCRA released subsequent to the "Taunton Dean Adopted Site Allocations and Development Management Plan" policy document.

### **9.3 Consideration of recent planning consent**

9.3.1 It is noted that proposals at the Coal Orchard site (Planning Reference 38/18/0185) site to the west of the Cricket Ground that were consented in September 2018 have agreed a car free strategy for the proposed residential units. This mixed use development that comprised 42 residential units, commercial use, retail and café uses is located in close proximity to the Firepool site (i.e. 200m as the crow flies) and therefore like the Firepool proposals is situated in close proximity to day to day facilities within the town centre that are a convenient walking and cycling distance. Thus, it is evident that there is existing precedence for constrained parking levels in sustainable locations such as this.

### **9.4 Proposed Parking Ratio**

9.4.1 In consideration of the aforementioned parking policy in relation to sustainable and central locations such as Firepool; existing planning precedence; and the proposed mix of dwellings that will be provided, which will include not only apartments but also houses, it is considered that a parking level that is between the confirmed policy maximum and recent consents for car free dwellings would be appropriate. Thus, a parking ratio of 0.4 spaces per dwelling is proposed across the development, which would serve to constrain car use within the development whilst potentially providing parking availability for larger properties.

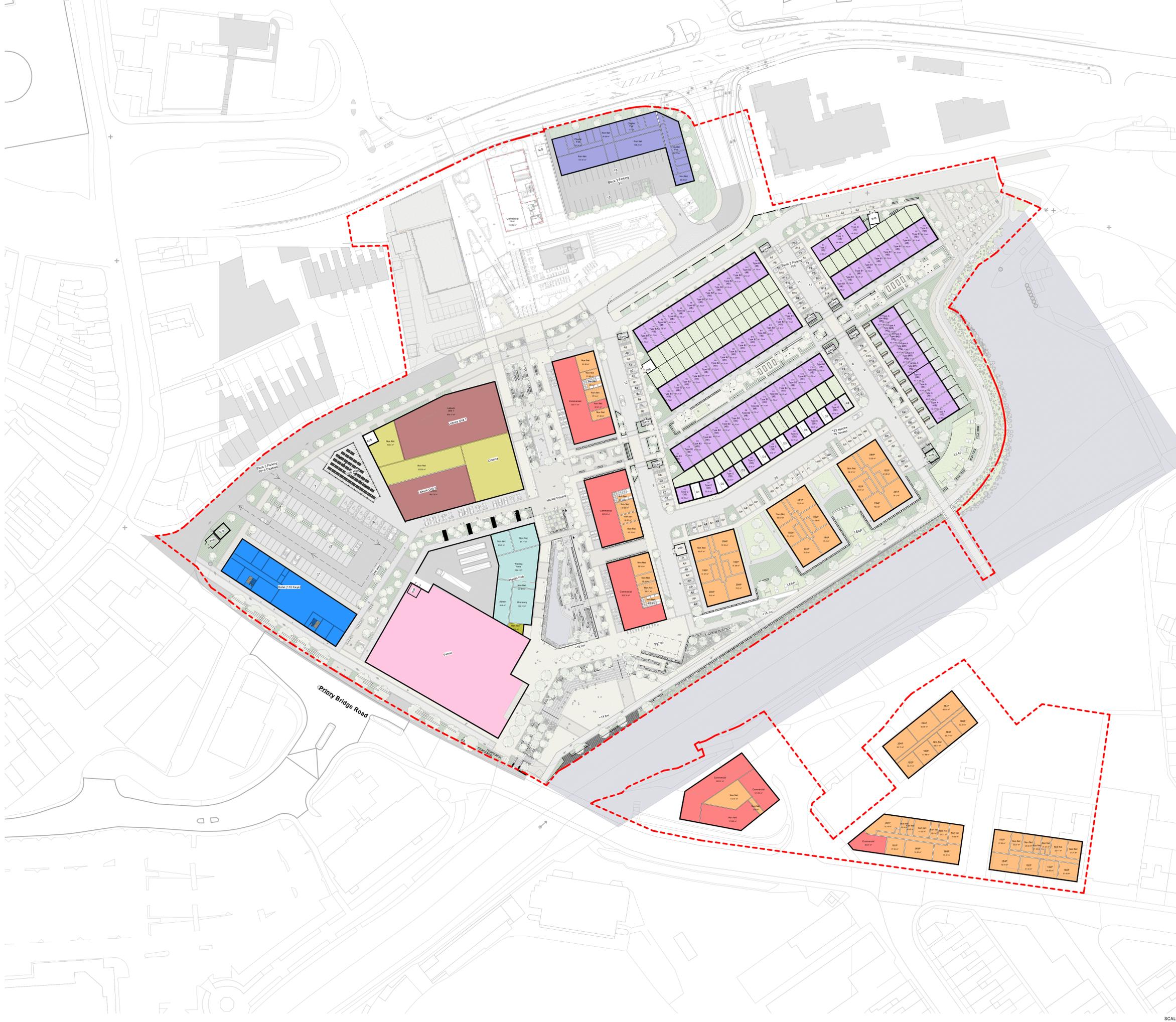
## **10.0 Summary**

10.1.1 The car parking assessment as set out above confirms that the level of non residential parking proposed is appropriate for the level of demand forecast. Any further public parking provided either offsite or onsite would likely result in significant overprovision that would likely encourage further car journeys into and out of Taunton town centre and would not therefore be in accordance with the goals of the CNCRA. Moreover, alternative scenarios for parking demand that consider the impact of Covid and potential enhancements to sustainable transport within the town also point to potentially even lower demand in any case.

10.1.2 Further details relating to the use of car parking also provides appropriate clarification as to how parking would be managed and cater for associated vehicle types. These details have been set in consideration of parking policy and the goals of the CNCRA.

10.1.3 The proposals for constrained residential parking levels is also in accordance with current parking policy and recent planning precedence. Furthermore, the location of the site within Taunton town centre and proposed additional facilities on site should enable day to day trips to be undertaken by active modes of travel in any case. In addition, high quality pedestrian and cycle linkages are proposed within the development to facilitate these active travel trips.

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Option 1 Area Schedule - NIA Residential Only					
Block	Block No.	Department	Name	Count	Area
Block 1		Residential (Apartments)	1B1P	22	974.15 m <sup>2</sup>
Block 1		Residential (Apartments)	1B2P	49	2571.81 m <sup>2</sup>
Block 1		Residential (Apartments)	2B3P	10	697.58 m <sup>2</sup>
Block 1		Residential (Apartments)	2B4P	77	5836.05 m <sup>2</sup>
Block 1		Residential (Apartments)	3B5P	5	443.84 m <sup>2</sup>
				163	10523.42 m <sup>2</sup>
				163	10523.42 m <sup>2</sup>
Block 2		Residential (Houses)	Type A (4B)	11	463.84 m <sup>2</sup>
Block 2		Residential (Houses)	Type B1 (4B)	16	668 m <sup>2</sup>
Block 2		Residential (Houses)	Type B2 (4B)	37	1544.75 m <sup>2</sup>
Block 2		Residential (Houses)	Type B (4B)	0	4293.52 m <sup>2</sup>
Block 2		Residential (Houses)	Type C (4B)	11	1295.72 m <sup>2</sup>
Block 2		Residential (Houses)	Type D (4B)	0	927.68 m <sup>2</sup>
				75	9193.52 m <sup>2</sup>
Block 2	2.1	Residential (Apartments)	1B2P	12	612.9 m <sup>2</sup>
Block 2	2.1	Residential (Apartments)	2B4P	23	1734.7 m <sup>2</sup>
				35	2347.59 m <sup>2</sup>
Block 2	2.2	Residential (Apartments)	1B2P	12	612.9 m <sup>2</sup>
Block 2	2.2	Residential (Apartments)	2B4P	23	1734.7 m <sup>2</sup>
				35	2347.59 m <sup>2</sup>
Block 2	2.3	Residential (Apartments)	1B2P	14	715.05 m <sup>2</sup>
Block 2	2.3	Residential (Apartments)	2B4P	27	2035.95 m <sup>2</sup>
				41	2750.99 m <sup>2</sup>
				186	16639.7 m <sup>2</sup>
Block 3		Residential (Student Resi)	Cluster Flat	18	2618.75 m <sup>2</sup>
				18	2618.75 m <sup>2</sup>
				18	2618.75 m <sup>2</sup>
Block 4	4.1	Residential (Apartments)	1B2P	18	933.94 m <sup>2</sup>
Block 4	4.1	Residential (Apartments)	2B4P	18	1387.24 m <sup>2</sup>
				36	2321.18 m <sup>2</sup>
Block 4	4.2	Residential (Apartments)	1B2P	15	768.71 m <sup>2</sup>
Block 4	4.2	Residential (Apartments)	2B4P	15	1166.91 m <sup>2</sup>
				30	1935.62 m <sup>2</sup>
Block 4	4.3	Residential (Apartments)	1B2P	14	690.46 m <sup>2</sup>
Block 4	4.3	Residential (Apartments)	2B3P	17	1240.63 m <sup>2</sup>
				31	1931.1 m <sup>2</sup>
				97	6187.9 m <sup>2</sup>
				464	35969.77 m <sup>2</sup>

Option 1 Area Schedule - GIA (Excluding Residential)		
Block	Department	Area
Block 1	Commercial	645.44 m <sup>2</sup>
		645.44 m <sup>2</sup>
Block 4	Commercial	994.24 m <sup>2</sup>
		994.24 m <sup>2</sup>
Block 5	Cinema	3179.02 m <sup>2</sup>
Block 5	Health Hub	1728.88 m <sup>2</sup>
Block 5	Hotel	3241.06 m <sup>2</sup>
Block 5	Leisure	1292.92 m <sup>2</sup>
Block 5	Nursery	9603.89 m <sup>2</sup>
		11443.57 m <sup>2</sup>

NOTE:  
Area schedules exclude Vindor Building (circa 2500sqm GIA Office) and current planning application for Block 3 (1550sqm office and 700 sqm retail/leisure).

Department Legend

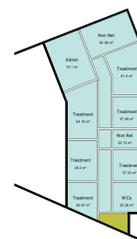
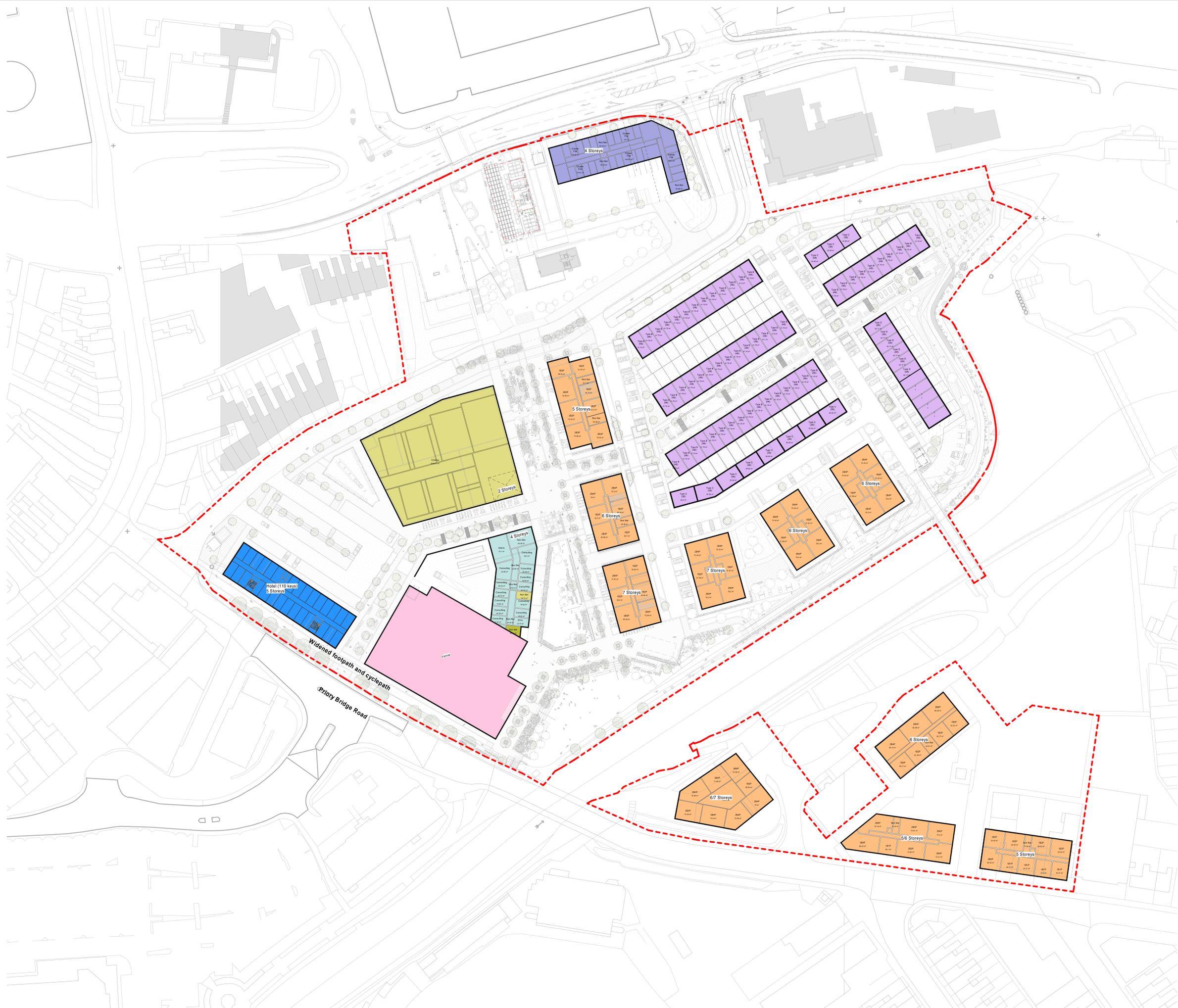
- Cinema
- Commercial
- F&B
- Health Hub
- Hotel
- House (Side Terrace)
- House (Terrace)
- Leisure
- Nursery
- Office
- Residential (Apartments)
- Residential (Flats)
- Residential (Houses)
- Residential (Student Resi)
- Venue

Rev	Description	Date	By	Appr
P01	(S) Design Development	22/06/23	AJB	AJS
P02	(S) Block 1 Heights Amended	22/07/23	AJB	PRM
P03	(S) Amendments following client meeting	22/07/23	AJB	AJS
P04	(S) First Issue	20/08/24	AJB	DKJ

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client name	Somerset West and Taunton
project	Firepool Masterplan
drawing	Masterplan - Ground Floor
computer file	C:\Users\AJB\Desktop\MP-CENTRE_Alexander.rvt
project number	2021.00440.000
drawing number	FB5-AHR-MP-XX-DR-L-90101
scale	1 : 500 @A0
issue status	P04 S0





**2 LEVEL M2 Health Hub**  
1: 500



**3 Level M3 - Nursery**  
1: 500

PC1	(S0) Design Development	220903	AJB	AJS
PC2	(S0) Block 1 Heights Amended	220706	AJB	PSM
PC3	(S0) Amendments following client meeting	220701	AJB	AJS
PC4	(S0) First Issue	220624	AJB	DJK
Rev	Description	Date	By	Appr
Issued by		Issued on		Approved by
AJB		07/27/21		AJS



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client name <b>Somerset West and Taunton</b>	
project <b>Firepool Masterplan</b>	
drawing <b>Masterplan - Upper Floor</b>	
computer file C:\Users\AJB\Desktop\2021\00440\CENTRE_Alexander.rvt	plot date
project number <b>2021.00440.000</b>	scale <b>1: 500 @A0</b>
drawing number <b>FB5-AHR-MP-XX-DR-L-90102</b>	rev issue status <b>P04 S0</b>

The drawing is to be read in conjunction with all related drawings. All dimensions must be checked and applied on site before construction or any other activity. The drawing is copyright and remains the property of AHR.

SCALE 1: 500  
0 10 20 30



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TRICS 7.9.1

Weekday

Trip Rate Param Number of pupils

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY

Calculation Factor: 1

Count Type: TOTAL VEHICLES

Time Range	No. Days	Ave. PUPILS	ARRIVALS		DEPARTURES		TOTALS			60 pupils Nursery			
			Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	Development IN	Traffic OUT	Parking Demand	
00:00-01:00										00:00-01:00	0	0	0
01:00-02:00										01:00-02:00	0	0	0
02:00-03:00										02:00-03:00	0	0	0
03:00-04:00										03:00-04:00	0	0	0
04:00-05:00										04:00-05:00	0	0	0
05:00-06:00										05:00-06:00	0	0	0
06:00-07:00	1	50	0	1	50	0	1	50	0	06:00-07:00	0	0	0
07:00-08:00	8	69	0.096	8	69	0.06	8	69	0.156	07:00-08:00	6	4	2
08:00-09:00	8	69	0.168	8	69	0.135	8	69	0.303	08:00-09:00	10	8	4
09:00-10:00	8	69	0.052	8	69	0.042	8	69	0.094	09:00-10:00	3	3	5
10:00-11:00	8	69	0.016	8	69	0.014	8	69	0.03	10:00-11:00	1	1	5
11:00-12:00	8	69	0.025	8	69	0.023	8	69	0.048	11:00-12:00	2	1	5
12:00-13:00	8	69	0.056	8	69	0.061	8	69	0.117	12:00-13:00	3	4	5
13:00-14:00	8	69	0.047	8	69	0.058	8	69	0.105	13:00-14:00	3	3	4
14:00-15:00	8	69	0.018	8	69	0.023	8	69	0.041	14:00-15:00	1	1	4
15:00-16:00	8	69	0.029	8	69	0.027	8	69	0.056	15:00-16:00	2	2	4
16:00-17:00	8	69	0.083	8	69	0.085	8	69	0.168	16:00-17:00	5	5	4
17:00-18:00	8	69	0.141	8	69	0.161	8	69	0.302	17:00-18:00	8	10	3
18:00-19:00	8	69	0.02	8	69	0.036	8	69	0.056	18:00-19:00	1	2	2
19:00-20:00	1	50	0	1	50	0	1	50	0	19:00-20:00	0	0	2
20:00-21:00										20:00-21:00	0	0	2
21:00-22:00										21:00-22:00	0	0	2
22:00-23:00										22:00-23:00	0	0	2
23:00-24:00										23:00-24:00	0	0	2
Daily Trip Rates:			0.751			0.725			1.476				

TRICS 7.9.1

Weekday

Trip Rate P Gross floor area

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

Calculation Factor: 100 sqm

Count Type: TOTAL VEHICLES

										2000	GFA	Health Hub		
										Development Traffic		Parking Demand		
										80% IN	External OUT			
Time Range	No. Days	Ave. GFA	ARRIVALS Trip Rate	No. Days	Ave. GFA	DEPARTURES Trip Rate	No. Days	Ave. GFA	TOTALS Trip Rate					
00:00-01:00										00:00-01:00	0	0	0	
01:00-02:00										01:00-02:00	0	0	0	
02:00-03:00										02:00-03:00	0	0	0	
03:00-04:00										03:00-04:00	0	0	0	
04:00-05:00										04:00-05:00	0	0	0	
05:00-06:00										05:00-06:00	0	0	0	
06:00-07:00	1	830	1.325	1	830	0	1	830	1.325	06:00-07:00	21	0	21	
07:00-08:00	7	850	1.278	7	850	0.622	7	850	1.9	07:00-08:00	20	10	32	
08:00-09:00	10	760	2.817	10	760	1.816	10	760	4.633	08:00-09:00	45	29	48	
09:00-10:00	10	760	3.369	10	760	3.04	10	760	6.409	09:00-10:00	54	49	53	
10:00-11:00	10	760	3.027	10	760	3.067	10	760	6.094	10:00-11:00	48	49	52	
11:00-12:00	10	760	2.448	10	760	2.922	10	760	5.37	11:00-12:00	39	47	45	
12:00-13:00	10	760	1.974	10	760	2.448	10	760	4.422	12:00-13:00	32	39	37	
13:00-14:00	10	760	1.816	10	760	1.711	10	760	3.527	13:00-14:00	29	27	39	
14:00-15:00	10	760	2.027	10	760	2.027	10	760	4.054	14:00-15:00	32	32	39	
15:00-16:00	10	760	2.172	10	760	2.185	10	760	4.357	15:00-16:00	35	35	39	
16:00-17:00	10	760	2.211	10	760	2.303	10	760	4.514	16:00-17:00	35	37	37	
17:00-18:00	10	760	1.382	10	760	1.816	10	760	3.198	17:00-18:00	22	29	30	
18:00-19:00	8	834	0.39	8	834	0.795	8	834	1.185	18:00-19:00	6	13	24	
19:00-20:00	1	775	0.387	1	775	0.645	1	775	1.032	19:00-20:00	6	10	20	
20:00-21:00	1	775	0.129	1	775	0.903	1	775	1.032	20:00-21:00	2	14	7	
21:00-22:00										21:00-22:00	0	0	7	
22:00-23:00										22:00-23:00	0	0	7	
23:00-24:00										23:00-24:00	0	0	7	
Daily Trip Rates:			26.752			26.3			53.052					

TRICS 7.9.2  
 Trip Rate P Gross floor area

Weekday

TRIP RATE for Land Use 07 - LEISURE/O - LEISURE PARK  
 Calculation Factor: 100 sqm  
 Count Type: TOTAL VEHICLES

4500 GFA Leisure Park

Time Range	No. Days	ARRIVALS		DEPARTURES			TOTALS		Development Traffic		Parking Demand				
		Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	80% IN	External OUT	Initial Forecast	Adjusted 36		
00:00-01:00										00:00-01:0	0	0	-36	0	
01:00-02:00										01:00-02:0	0	0	-36	0	
02:00-03:00										02:00-03:0	0	0	-36	0	
03:00-04:00										03:00-04:0	0	0	-36	0	
04:00-05:00										04:00-05:0	0	0	-36	0	
05:00-06:00										05:00-06:0	0	0	-36	0	
06:00-07:00										06:00-07:0	0	0	-36	0	
07:00-08:0	1	17808	0.59		1	17808	0.365	1	17808	0.955	07:00-08:0	21	13	-28	8
08:00-09:0	3	13645	0.528		3	13645	0.467	3	13645	0.995	08:00-09:0	19	17	-26	10
09:00-10:0	3	13645	0.774		3	13645	0.393	3	13645	1.167	09:00-10:0	28	14	-12	24
10:00-11:0	3	13645	0.789		3	13645	0.43	3	13645	1.219	10:00-11:0	28	15	13	49
11:00-12:0	3	13645	1.109		3	13645	0.711	3	13645	1.82	11:00-12:0	40	26	27	63
12:00-13:0	3	13645	1.537		3	13645	1.265	3	13645	2.802	12:00-13:0	55	46	37	73
13:00-14:0	3	13645	1.583		3	13645	1.417	3	13645	3	13:00-14:0	57	51	43	79
14:00-15:0	3	13645	1.124		3	13645	1.326	3	13645	2.45	14:00-15:0	40	48	36	72
15:00-16:0	3	13645	1.08		3	13645	1.248	3	13645	2.328	15:00-16:0	39	45	30	66
16:00-17:0	3	13645	1.747		3	13645	1.407	3	13645	3.154	16:00-17:0	63	51	42	78
17:00-18:0	3	13645	2.057		3	13645	1.429	3	13645	3.486	17:00-18:0	74	51	65	101
18:00-19:0	3	13645	2.438		3	13645	1.722	3	13645	4.16	18:00-19:0	88	62	90	126
19:00-20:0	3	13645	2.927		3	13645	2.221	3	13645	5.148	19:00-20:0	105	80	116	152
20:00-21:0	3	13645	1.275		3	13645	1.661	3	13645	2.936	20:00-21:0	46	60	102	138
21:00-22:0	3	13645	0.442		3	13645	1.615	3	13645	2.057	21:00-22:0	16	58	60	96
22:00-23:0	3	13645	0.261		3	13645	1.959	3	13645	2.22	22:00-23:0	9	71	-2	34
23:00-24:0	2	11564	0.156		2	11564	1.124	2	11564	1.28	23:00-24:0	6	40	-36	0
Daily Trip Rates:			20.417				20.76			41.177					

TRICS 7.8.3

Weekday

Trip Rate P Number of bedrooms

120 bedroom Hotel

TRIP RATE FOOD & DRINK/A - HOTELS

Calculation Factor: 1 BEDRMS

Count Type: TOTAL VEHICLES

Time Range	No. Days	ARRIVALS			DEPARTURES			TOTALS		Development Traffic 100% IN	External Traffic OUT	Parking Demand At the start of day
		Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate			
00:00-01:00										0	0	43
01:00-02:00										0	0	43
02:00-03:00										0	0	43
03:00-04:00										0	0	43
04:00-05:00										0	0	43
05:00-06:00										0	0	43
06:00-07:00										0	0	43
07:00-08:00	10	74	0.026	10	74	0.076	10	74	0.102	3	9	37
08:00-09:00	10	74	0.099	10	74	0.12	10	74	0.219	12	14	35
09:00-10:00	10	74	0.08	10	74	0.14	10	74	0.22	10	17	28
10:00-11:00	10	74	0.068	10	74	0.088	10	74	0.156	8	11	25
11:00-12:00	10	74	0.048	10	74	0.068	10	74	0.116	6	8	23
12:00-13:00	10	74	0.064	10	74	0.061	10	74	0.125	8	7	23
13:00-14:00	10	74	0.067	10	74	0.072	10	74	0.139	8	9	23
14:00-15:00	10	74	0.071	10	74	0.06	10	74	0.131	9	7	24
15:00-16:00	10	74	0.091	10	74	0.075	10	74	0.166	11	9	26
16:00-17:00	10	74	0.091	10	74	0.068	10	74	0.159	11	8	29
17:00-18:00	10	74	0.098	10	74	0.064	10	74	0.162	12	8	33
18:00-19:00	10	74	0.11	10	74	0.065	10	74	0.175	13	8	38
19:00-20:00	10	74	0.082	10	74	0.042	10	74	0.124	10	5	43
20:00-21:00	10	74	0.076	10	74	0.042	10	74	0.118	9	5	47
21:00-22:00	10	74	0.048	10	74	0.019	10	74	0.067	6	2	50
22:00-23:00										0	0	50
23:00-24:00										0	0	50
Daily Trip Rates:			1.119			1.06			2.179			

TRICS 7.8.3

Weekday

Trip Rate Per Gross floor area

TRIP RATE FOOD & DRINK/C - PUB/RESTAURANT

1200 sq.m

F&B

Calculation Factor: 100 sqm

Count Type: TOTAL VEHICLES

Time Range	No. Days	Ave. GFA	ARRIVALS			DEPARTURES			TOTALS	Time Range	Development Traffic		Parking Demand
			No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate			80% IN	External OUT	
00:00-01:00									00:00-01:00	0	0	0	
01:00-02:00									01:00-02:00	0	0	0	
02:00-03:00									02:00-03:00	0	0	0	
03:00-04:00									03:00-04:00	0	0	0	
04:00-05:00									04:00-05:00	0	0	0	
05:00-06:00									05:00-06:00	0	0	0	
06:00-07:00									06:00-07:00	0	0	0	
07:00-08:00									07:00-08:00	0	0	0	
08:00-09:00									08:00-09:00	0	0	0	
09:00-10:00									09:00-10:00	0	0	0	
10:00-11:00	4	1305	0.23	4	1305	0.134	4	1305	0.364	10:00-11:00	2	1	1
11:00-12:00	4	1305	0.824	4	1305	0.383	4	1305	1.207	11:00-12:00	8	4	5
12:00-13:00	4	1305	2.127	4	1305	0.92	4	1305	3.047	12:00-13:00	20	9	17
13:00-14:00	4	1305	1.514	4	1305	1.916	4	1305	3.43	13:00-14:00	15	18	13
14:00-15:00	4	1305	0.996	4	1305	1.533	4	1305	2.529	14:00-15:00	10	15	8
15:00-16:00	4	1305	0.824	4	1305	1.035	4	1305	1.859	15:00-16:00	8	10	6
16:00-17:00	4	1305	1.341	4	1305	0.92	4	1305	2.261	16:00-17:00	13	9	10
17:00-18:00	4	1305	1.61	4	1305	1.475	4	1305	3.085	17:00-18:00	15	14	11
18:00-19:00	4	1305	1.686	4	1305	1.514	4	1305	3.2	18:00-19:00	16	15	13
19:00-20:00	4	1305	1.495	4	1305	1.322	4	1305	2.817	19:00-20:00	14	13	14
20:00-21:00	4	1305	1.092	4	1305	1.437	4	1305	2.529	20:00-21:00	10	14	11
21:00-22:00	4	1305	0.651	4	1305	0.996	4	1305	1.647	21:00-22:00	6	10	8
22:00-23:00	4	1305	0.383	4	1305	0.805	4	1305	1.188	22:00-23:00	4	8	4
23:00-24:00	4	1305	0.153	4	1305	0.881	4	1305	1.034	23:00-24:00	1	8	0
Daily Trip Rates:			14.926			15.271			30.197				

Music Venue

1700 attendees

Time Period	Development Traffic		
	IN	OUT	Parking
00:00-01:00			0
01:00-02:00			0
02:00-03:00			0
03:00-04:00			0
04:00-05:00			0
05:00-06:00			0
06:00-07:00			0
07:00-08:00			0
08:00-09:00			0
09:00-10:00			0
10:00-11:00			0
11:00-12:00			0
12:00-13:00			0
13:00-14:00			0
14:00-15:00			0
15:00-16:00			0
16:00-17:00			0
17:00-18:00	43	4	39
18:00-19:00	319	29	329
19:00-20:00	64	6	387
20:00-21:00			387
21:00-22:00			387
22:00-23:00	6	64	329
23:00-24:00	33	361	0

TRIP RATE for Land Use 02 - EMPLOYMENT/ A - OFFICE

**VEHICLES**

Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:00:	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00:	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30:	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00:	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30:	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00:	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30:	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00:	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30:	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00:	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30:	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00:	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30:	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00:	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30:	13	548	0.021	13	548	0.004	13	548	0.025
07:30 - 08:00:	13	548	0.054	13	548	0.009	13	548	0.063
08:00 - 08:30:	13	548	0.070	13	548	0.013	13	548	0.083
08:30 - 09:00:	<b>13</b>	<b>548</b>	<b>0.094</b>	13	548	0.014	<b>13</b>	<b>548</b>	<b>0.108</b>
09:00 - 09:30:	13	548	0.073	13	548	0.012	13	548	0.085
09:30 - 10:00:	13	548	0.036	13	548	0.009	13	548	0.045
10:00 - 10:30:	13	548	0.021	13	548	0.011	13	548	0.032
10:30 - 11:00:	13	548	0.016	13	548	0.011	13	548	0.027
11:00 - 11:30:	13	548	0.015	13	548	0.013	13	548	0.028
11:30 - 12:00:	13	548	0.017	13	548	0.013	13	548	0.030
12:00 - 12:30:	13	548	0.011	13	548	0.019	13	548	0.030
12:30 - 13:00:	13	548	0.017	13	548	0.017	13	548	0.034
13:00 - 13:30:	13	548	0.014	13	548	0.018	13	548	0.032
13:30 - 14:00:	13	548	0.018	13	548	0.013	13	548	0.031
14:00 - 14:30:	13	548	0.019	13	548	0.016	13	548	0.035
14:30 - 15:00:	13	548	0.013	13	548	0.014	13	548	0.027
15:00 - 15:30:	13	548	0.011	13	548	0.021	13	548	0.032
15:30 - 16:00:	13	548	0.012	13	548	0.024	13	548	0.036
16:00 - 16:30:	13	548	0.011	13	548	0.060	13	548	0.071
16:30 - 17:00:	13	548	0.014	13	548	0.066	13	548	0.080
17:00 - 17:30:	13	548	0.015	<b>13</b>	<b>548</b>	<b>0.086</b>	13	548	0.101
17:30 - 18:00:	13	548	0.010	13	548	0.050	13	548	0.060
18:00 - 18:30:	13	548	0.004	13	548	0.026	13	548	0.030
18:30 - 19:00:	13	548	0.002	13	548	0.011	13	548	0.013
19:00 - 19:30:	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00:	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30:	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00:	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30:	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00:	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30:	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00:	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30:	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00:	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.588			0.550			1.138

82 Employees

Vehicle Trip Rates Per Employees

Time Range	IN	OUT
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	0.075	0.013
08:00-09:00	0.164	0.027
09:00-10:00	0.109	0.021
10:00-11:00	0.037	0.022
11:00-12:00	0.032	0.026
12:00-13:00	0.028	0.036
13:00-14:00	0.032	0.031
14:00-15:00	0.032	0.030
15:00-16:00	0.023	0.045
16:00-17:00	0.025	0.126
17:00-18:00	0.025	0.136
18:00-19:00	0.006	0.037
19:00-20:00		
20:00-21:00		
21:00-22:00		
22:00-23:00		
23:00-24:00		

Development Traffic

Time Range	IN	OUT	Parking Demand
00:00-01:00			
01:00-02:00			
02:00-03:00			
03:00-04:00			
04:00-05:00			
05:00-06:00			
06:00-07:00			
07:00-08:00	6	1	5
08:00-09:00	13	2	16
09:00-10:00	9	2	24
10:00-11:00	3	2	25
11:00-12:00	3	2	25
12:00-13:00	2	3	25
13:00-14:00	3	3	25
14:00-15:00	3	2	25
15:00-16:00	2	4	23
16:00-17:00	2	10	15
17:00-18:00	2	11	6
18:00-19:00	0	3	3
19:00-20:00			
20:00-21:00			
21:00-22:00			
22:00-23:00			
23:00-24:00			

TRICS 7.8.3  
 Trip Rate P: Gross floor area

Weekday

TRIP RATE 1 FOOD & DRINK/C - PUB/RESTAURANT  
 Calculation Factor: 100 sqm  
 Count Type: TOTAL VEHICLES

725 sq.m F&B at Block 3

Time Range	No. Days	Ave. GFA	ARRIVALS		No. Days	Ave. GFA	DEPARTURES		TOTALS	Development Traffic		Parking Demand		
			Trip Rate				Trip Rate			80% IN	External OUT			
00:00-01:00										0	0	0		
01:00-02:00										0	0	0		
02:00-03:00										0	0	0		
03:00-04:00										0	0	0		
04:00-05:00										0	0	0		
05:00-06:00										0	0	0		
06:00-07:00										0	0	0		
07:00-08:00										0	0	0		
08:00-09:00										0	0	0		
09:00-10:00										0	0	0		
10:00-11:00	4	1305		0.23	4	1305		0.134	4	1305	0.364	1	1	1
11:00-12:00	4	1305		0.824	4	1305		0.383	4	1305	1.207	5	2	3
12:00-13:00	4	1305		2.127	4	1305		0.92	4	1305	3.047	12	5	10
13:00-14:00	4	1305		1.514	4	1305		1.916	4	1305	3.43	9	11	8
14:00-15:00	4	1305		0.996	4	1305		1.533	4	1305	2.529	6	9	5
15:00-16:00	4	1305		0.824	4	1305		1.035	4	1305	1.859	5	6	3
16:00-17:00	4	1305		1.341	4	1305		0.92	4	1305	2.261	8	5	6
17:00-18:00	4	1305		1.61	4	1305		1.475	4	1305	3.085	9	9	7
18:00-19:00	4	1305		1.686	4	1305		1.514	4	1305	3.2	10	9	8
19:00-20:00	4	1305		1.495	4	1305		1.322	4	1305	2.817	9	8	9
20:00-21:00	4	1305		1.092	4	1305		1.437	4	1305	2.529	6	8	7
21:00-22:00	4	1305		0.651	4	1305		0.996	4	1305	1.647	4	6	5
22:00-23:00	4	1305		0.383	4	1305		0.805	4	1305	1.188	2	5	2
23:00-24:00	4	1305		0.153	4	1305		0.881	4	1305	1.034	1	5	0
Daily Trip Rates:				14.926				15.271			30.197			

Calculation Reference: AUDIT-829401-220707-0715

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE  
 Category : O - LEISURE PARK  
 TOTAL VEHICLES

Selected regions and areas:

05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
11	SCOTLAND	
	GC GLASGOW CITY	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: 11347 to 17808 (units: sqm)  
 Range Selected by User: 2300 to 30000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 31/12/19

*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
Wednesday	1 days
Friday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	3
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*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*

Selected Location Sub Categories:

Industrial Zone	1
Residential 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.*

Secondary Filtering selection:

Use Class:

n/a 3 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

50,001 to 75,000 1 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 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.*

Travel Plan:

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 3 days

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

LIST OF SITES relevant to selection parameters

1	GC-07-O-01	LEISURE PARK	GLASGOW CITY
	COLINSEE CRESCENT NEAR GLASGOW COATBRIDGE Edge of Town Residential Zone		
	Total Gross floor area:	17808 sqm	
	<i>Survey date: FRIDAY</i>	<i>29/10/10</i>	<i>Survey Type: MANUAL</i>
2	LE-07-O-01	LEISURE PARK	LEICESTERSHIRE
	MERIDIAN WAY LEICESTER BRAUNSTONE Edge of Town Retail Zone		
	Total Gross floor area:	11347 sqm	
	<i>Survey date: WEDNESDAY</i>	<i>27/07/11</i>	<i>Survey Type: MANUAL</i>
3	NT-07-O-01	LEISURE PARK	NOTTINGHAMSHIRE
	REDFIELD WAY NOTTINGHAM LENTON Edge of Town Industrial Zone		
	Total Gross floor area:	11780 sqm	
	<i>Survey date: MONDAY</i>	<i>25/07/11</i>	<i>Survey Type: MANUAL</i>

*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/O - LEISURE PARK

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	17808	0.590	1	17808	0.365	1	17808	0.955
08:00 - 09:00	3	13645	0.528	3	13645	0.467	3	13645	0.995
09:00 - 10:00	3	13645	0.774	3	13645	0.393	3	13645	1.167
10:00 - 11:00	3	13645	0.789	3	13645	0.430	3	13645	1.219
11:00 - 12:00	3	13645	1.109	3	13645	0.711	3	13645	1.820
12:00 - 13:00	3	13645	1.537	3	13645	1.265	3	13645	2.802
13:00 - 14:00	3	13645	1.583	3	13645	1.417	3	13645	3.000
14:00 - 15:00	3	13645	1.124	3	13645	1.326	3	13645	2.450
15:00 - 16:00	3	13645	1.080	3	13645	1.248	3	13645	2.328
16:00 - 17:00	3	13645	1.747	3	13645	1.407	3	13645	3.154
17:00 - 18:00	3	13645	2.057	3	13645	1.429	3	13645	3.486
18:00 - 19:00	3	13645	2.438	3	13645	1.722	3	13645	4.160
19:00 - 20:00	3	13645	2.927	3	13645	2.221	3	13645	5.148
20:00 - 21:00	3	13645	1.275	3	13645	1.661	3	13645	2.936
21:00 - 22:00	3	13645	0.442	3	13645	1.615	3	13645	2.057
22:00 - 23:00	3	13645	0.261	3	13645	1.959	3	13645	2.220
23:00 - 24:00	2	11564	0.156	2	11564	1.124	2	11564	1.280
Total Rates:			20.417			20.760			41.177

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:	11347 - 17808 (units: sqm)
Survey date range:	01/01/09 - 31/12/19
Number of weekdays (Monday-Friday):	3
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-829401-220616-0617

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH  
 Category : G - GP SURGERIES  
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HF HERTFORDSHIRE	1 days
03	SOUTH WEST	
	SM SOMERSET	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
10	WALES	
	CF CARDIFF	1 days
11	SCOTLAND	
	DU DUNDEE CITY	1 days
	HI HIGHLAND	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: 350 to 1400 (units: sqm)  
 Range Selected by User: 143 to 2900 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 31/12/19

*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	3 days
Wednesday	5 days
Friday	2 days

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

Selected survey types:

Manual count	10 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	6
Suburban Area (PPS6 Out of Centre)	4

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

Selected Location Sub Categories:

Residential Zone	5
Built-Up Zone	2
No Sub Category	3

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

Secondary Filtering selection:

Use Class:

E(e) 10 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	5 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
75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	4 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	5 days

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

Travel Plan:

No 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 10 days

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

LIST OF SITES relevant to selection parameters

1	CF-05-G-01 CAMBRIDGE STREET CARDIFF	GP SURGERY	CARDIFF
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 1200 sqm <i>Survey date: FRIDAY 05/05/17</i>		
2	CH-05-G-04 LONDON ROAD NORTHWICH	GP SURGERY	CHESHIRE
	Edge of Town Centre Residential Zone Total Gross floor area: 1400 sqm <i>Survey date: WEDNESDAY 05/06/19</i>		
3	DS-05-G-01 OSMASTON ROAD DERBY	GP SURGERY	DERBYSHIRE
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 676 sqm <i>Survey date: WEDNESDAY 25/09/19</i>		
4	DU-05-G-01 PRINCES STREET DUNDEE	GP SURGERY	DUNDEE CITY
	Edge of Town Centre Built-Up Zone Total Gross floor area: 350 sqm <i>Survey date: MONDAY 24/04/17</i>		
5	HF-05-G-01 CHELLS WAY STEVENAGE	GP SURGERY	HERTFORDSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 830 sqm <i>Survey date: FRIDAY 28/06/19</i>		
6	HI-05-G-01 BALLIFEARY LANE INVERNESS	GP SURGERY	HIGHLAND
	Edge of Town Centre No Sub Category Total Gross floor area: 979 sqm <i>Survey date: MONDAY 16/04/18</i>		
7	NT-05-G-01 MANSFIELD ROAD NOTTINGHAM	GP SURGERY	NOTTINGHAMSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 460 sqm <i>Survey date: WEDNESDAY 24/06/15</i>		
8	NY-05-G-02 ASH TREE ROAD KNARESBOROUGH	GP SURGERY	NORTH YORKSHIRE
	Edge of Town Centre Residential Zone Total Gross floor area: 416 sqm <i>Survey date: WEDNESDAY 28/09/16</i>		

LIST OF SITES relevant to selection parameters (Cont.)

9	SM-05-G-02 COAL ORCHARD TAUNTON	GP SURGERY		SOMERSET
	Edge of Town Centre Built-Up Zone			
	Total Gross floor area:	775 sqm		
	Survey date: WEDNESDAY	03/04/19		Survey Type: MANUAL
10	WY-05-G-02 BLACKBURN ROAD BIRSTALL BIRSTALL SMITHIES	GP SURGERY		WEST YORKSHIRE
	Edge of Town Centre No Sub Category			
	Total Gross floor area:	512 sqm		
	Survey date: MONDAY	15/10/18		Survey Type: MANUAL

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

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	830	1.325	1	830	0.000	1	830	1.325
07:00 - 08:00	7	850	1.278	7	850	0.622	7	850	1.900
08:00 - 09:00	10	760	2.817	10	760	1.816	10	760	4.633
09:00 - 10:00	10	760	3.369	10	760	3.040	10	760	6.409
10:00 - 11:00	10	760	3.027	10	760	3.067	10	760	6.094
11:00 - 12:00	10	760	2.448	10	760	2.922	10	760	5.370
12:00 - 13:00	10	760	1.974	10	760	2.448	10	760	4.422
13:00 - 14:00	10	760	1.816	10	760	1.711	10	760	3.527
14:00 - 15:00	10	760	2.027	10	760	2.027	10	760	4.054
15:00 - 16:00	10	760	2.172	10	760	2.185	10	760	4.357
16:00 - 17:00	10	760	2.211	10	760	2.303	10	760	4.514
17:00 - 18:00	10	760	1.382	10	760	1.816	10	760	3.198
18:00 - 19:00	8	834	0.390	8	834	0.795	8	834	1.185
19:00 - 20:00	1	775	0.387	1	775	0.645	1	775	1.032
20:00 - 21:00	1	775	0.129	1	775	0.903	1	775	1.032
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			26.752			26.300			53.052

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:	350 - 1400 (units: sqm)
Survey date range:	01/01/14 - 31/12/19
Number of weekdays (Monday-Friday):	10
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-829401-220811-0853

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK  
 Category : C - PUB/RESTAURANT  
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NO NORTH LINCOLNSHIRE	1 days
09	NORTH	
	TV TEES VALLEY	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: 450 to 2384 (units: sqm)  
 Range Selected by User: 175 to 2384 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/02 to 08/12/12

*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:

Friday 4 days

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

Selected survey types:

Manual count 4 days  
 Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 4

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

Selected Location Sub Categories:

Residential Zone 2  
 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.*

Secondary Filtering selection:

Use Class:

Sui Generis 3 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

15,001 to 20,000 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:

75,001 to 100,000 1 days

250,001 to 500,000 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 3 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:

No 4 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

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

LIST OF SITES relevant to selection parameters

1	HC-06-C-02	BEEFEATER		HAMPSHIRE
	BOURNEMOUTH ROAD			
	EASTLEIGH			
	AMPFIELD			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Gross floor area:		450 sqm	
	<i>Survey date: FRIDAY</i>		<i>16/11/07</i>	<i>Survey Type: MANUAL</i>
2	NO-06-C-01	PUB/RESTAURANT		NORTH LINCOLNSHIRE
	LUNEBERG WAY			
	SCUNTHORPE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:		2384 sqm	
	<i>Survey date: FRIDAY</i>		<i>23/09/05</i>	<i>Survey Type: MANUAL</i>
3	NT-06-C-02	PUB/RESTAURANT		NOTTINGHAMSHIRE
	MANSFIELD ROAD			
	NOTTINGHAM			
	DAYBROOK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:		1185 sqm	
	<i>Survey date: FRIDAY</i>		<i>18/05/07</i>	<i>Survey Type: MANUAL</i>
4	TV-06-C-01	PUB/RES.		TEES VALLEY
	MARTON ROAD			
	MIDDLESBROUGH			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Gross floor area:		1200 sqm	
	<i>Survey date: FRIDAY</i>		<i>21/09/07</i>	<i>Survey Type: MANUAL</i>

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

TRIP RATE for Land Use 06 - HOTEL, FOOD &amp; DRINK/C - PUB/RESTAURANT

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.32

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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	4	1305	0.230	4	1305	0.134	4	1305	0.364
11:00 - 12:00	4	1305	0.824	4	1305	0.383	4	1305	1.207
12:00 - 13:00	4	1305	2.127	4	1305	0.920	4	1305	3.047
13:00 - 14:00	4	1305	1.514	4	1305	1.916	4	1305	3.430
14:00 - 15:00	4	1305	0.996	4	1305	1.533	4	1305	2.529
15:00 - 16:00	4	1305	0.824	4	1305	1.035	4	1305	1.859
16:00 - 17:00	4	1305	1.341	4	1305	0.920	4	1305	2.261
17:00 - 18:00	4	1305	1.610	4	1305	1.475	4	1305	3.085
18:00 - 19:00	4	1305	1.686	4	1305	1.514	4	1305	3.200
19:00 - 20:00	4	1305	1.495	4	1305	1.322	4	1305	2.817
20:00 - 21:00	4	1305	1.092	4	1305	1.437	4	1305	2.529
21:00 - 22:00	4	1305	0.651	4	1305	0.996	4	1305	1.647
22:00 - 23:00	4	1305	0.383	4	1305	0.805	4	1305	1.188
23:00 - 24:00	4	1305	0.153	4	1305	0.881	4	1305	1.034
<b>Total Rates:</b>			14.926			15.271			30.197

*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: 450 - 2384 (units: sqm)  
 Survey date date range: 01/01/02 - 08/12/12  
 Number of weekdays (Monday-Friday): 4  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 0

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

Calculation Reference: AUDIT-829401-220616-0654

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION  
Category : D - NURSERY  
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
11	SCOTLAND	
	DU DUNDEE CITY	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: Number of pupils  
Actual Range: 36 to 110 (units: )  
Range Selected by User: 21 to 450 (units: )

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 30/12/19

*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	2 days
Thursday	1 days

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	3
Suburban Area (PPS6 Out of Centre)	5

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

Selected Location Sub Categories:

Residential Zone	7
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.*

Secondary Filtering selection:

Use Class:

E(f) 8 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

75,001 to 100,000	3 days
125,001 to 250,000	4 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	2 days
1.1 to 1.5	4 days
2.1 to 2.5	1 days

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

Travel Plan:

No 8 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 8 days

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

LIST OF SITES relevant to selection parameters

1	CA-04-D-02 EASTFIELD ROAD PETERBOROUGH	NURSERY		CAMBRI D G E S H I R E
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 50 <i>Survey date: TUESDAY 18/10/16</i>			
2	CH-04-D-01 CHESTER ROAD MACCLESFIELD	NURSERY		C H E S H I R E
	Edge of Town Centre No Sub Category Total Number of pupils: 70 <i>Survey date: MONDAY 24/11/14</i>			
3	DU-04-D-01 LONGTOWN TERRACE DUNDEE	NURSERY		D U N D E E C I T Y
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 36 <i>Survey date: MONDAY 24/04/17</i>			
4	LN-04-D-01 NEWARK ROAD LINCOLN SWALLOW BECK	NURSERY		L I N C O L N S H I R E
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 49 <i>Survey date: TUESDAY 31/10/17</i>			
5	SF-04-D-03 CAMP ROAD LOWESTOFT	NURSERY		S U F F O L K
	Edge of Town Centre Residential Zone Total Number of pupils: 110 <i>Survey date: WEDNESDAY 10/12/14</i>			
6	SH-04-D-01 OLD COLEHAM SHREWSBURY	NURSERY		S H R O P S H I R E
	Edge of Town Centre Residential Zone Total Number of pupils: 56 <i>Survey date: WEDNESDAY 28/05/14</i>			
7	TW-04-D-03 JUBILEE ROAD NEWCASTLE UPON TYNE GOSFORTH	NURSERY		T Y N E & W E A R
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 108 <i>Survey date: TUESDAY 21/05/19</i>			
8	WL-04-D-01 SHREWSBURY ROAD SWINDON WALCOT	NURSERY		W I L T S H I R E
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 75 <i>Survey date: THURSDAY 22/09/16</i>			

*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 04 - EDUCATION/D - NURSERY  
 TOTAL VEHICLES  
 Calculation factor: 1  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	50	0.000	1	50	0.000	1	50	0.000
07:00 - 08:00	8	69	0.096	8	69	0.060	8	69	0.156
08:00 - 09:00	8	69	0.168	8	69	0.135	8	69	0.303
09:00 - 10:00	8	69	0.052	8	69	0.042	8	69	0.094
10:00 - 11:00	8	69	0.016	8	69	0.014	8	69	0.030
11:00 - 12:00	8	69	0.025	8	69	0.023	8	69	0.048
12:00 - 13:00	8	69	0.056	8	69	0.061	8	69	0.117
13:00 - 14:00	8	69	0.047	8	69	0.058	8	69	0.105
14:00 - 15:00	8	69	0.018	8	69	0.023	8	69	0.041
15:00 - 16:00	8	69	0.029	8	69	0.027	8	69	0.056
16:00 - 17:00	8	69	0.083	8	69	0.085	8	69	0.168
17:00 - 18:00	8	69	0.141	8	69	0.161	8	69	0.302
18:00 - 19:00	8	69	0.020	8	69	0.036	8	69	0.056
19:00 - 20:00	1	50	0.000	1	50	0.000	1	50	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.751			0.725			1.476

*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: 36 - 110 (units: )  
 Survey date range: 01/01/14 - 30/12/19  
 Number of weekdays (Monday-Friday): 8  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 0

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

Calculation Reference: AUDIT-829401-210420-0427

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK  
 Category : A - HOTELS  
 TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	GS GLOUCESTERSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	2 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	CF CARDIFF	2 days
11	SCOTLAND	
	HI HIGHLAND	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: Number of bedrooms  
 Actual Range: 24 to 132 (units: )  
 Range Selected by User: 4 to 380 (units: )

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 25/11/19

*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	4 days
Tuesday	1 days
Wednesday	1 days
Thursday	2 days
Friday	2 days

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

Selected survey types:

Manual count	10 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	6
Suburban Area (PPS6 Out of Centre)	4

*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	2
Residential Zone	5
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:

C1 10 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

25,001 to 50,000	1 days
75,001 to 100,000	2 days
125,001 to 250,000	2 days
250,001 to 500,000	3 days
500,001 or More	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	6 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.*

Travel Plan:

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 10 days

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

LIST OF SITES relevant to selection parameters

1	CF-06-A-03 LONGUEIL CLOSE CARDIFF	HOLIDAY INN EXPRESS	CARDIFF
	Edge of Town Centre Residential Zone Total Number of bedrooms: 87 <i>Survey date: MONDAY 16/07/12</i>		<i>Survey Type: MANUAL</i>
2	CF-06-A-05 CIRCLE WAY EAST CARDIFF	PARK INN BY RADISSON	CARDIFF
	LLANEDEYRN Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of bedrooms: 132 <i>Survey date: WEDNESDAY 21/03/18</i>		<i>Survey Type: MANUAL</i>
3	GS-06-A-02 GLOUCESTER ROAD CHELTENHAM SPA SAINT MARKS	PREMIER INN	GLOUCESTERSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of bedrooms: 67 <i>Survey date: THURSDAY 28/11/13</i>		<i>Survey Type: MANUAL</i>
4	HI-06-A-05 NESS WALK INVERNESS	BEST WESTERN	HIGHLAND
	Edge of Town Centre Built-Up Zone Total Number of bedrooms: 89 <i>Survey date: THURSDAY 19/04/18</i>		<i>Survey Type: MANUAL</i>
5	NF-06-A-04 THORPE ROAD NORWICH	HOTEL	NORFOLK
	THORPE HAMLET Edge of Town Centre Built-Up Zone Total Number of bedrooms: 38 <i>Survey date: MONDAY 25/11/19</i>		<i>Survey Type: MANUAL</i>
6	NT-06-A-02 LONDON ROAD NOTTINGHAM	PREMIER INN	NOTTINGHAMSHIRE
	Edge of Town Centre Built-Up Zone Total Number of bedrooms: 87 <i>Survey date: MONDAY 24/06/13</i>		<i>Survey Type: MANUAL</i>
7	NY-06-A-01 PARK PARADE HARROGATE	ASCEND HOTEL	NORTH YORKSHIRE
	Edge of Town Centre Residential Zone Total Number of bedrooms: 100 <i>Survey date: TUESDAY 23/10/18</i>		<i>Survey Type: MANUAL</i>
8	TW-06-A-02 CASPER WAY GATESHEAD SWALWELL	TRAVELODGE	TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Development Zone Total Number of bedrooms: 60 <i>Survey date: FRIDAY 13/11/15</i>		<i>Survey Type: MANUAL</i>
9	WY-06-A-02 CLIFF ROAD LEEDS	HOTEL	WEST YORKSHIRE
	HEADINGLEY Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of bedrooms: 24 <i>Survey date: FRIDAY 11/06/10</i>		<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

10 WY-06-A-03 TRAVELODGE WEST YORKSHIRE  
DEAN CLOUGH  
HALIFAX

Edge of Town Centre

Development Zone

Total Number of bedrooms: 51

Survey date: MONDAY

22/10/18

Survey Type: MANUAL

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

TRIP RATE for Land Use 06 - HOTEL, FOOD &amp; DRINK/A - HOTELS

TOTAL VEHICLES

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	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	10	74	0.026	10	74	0.076	10	74	0.102
08:00 - 09:00	10	74	0.099	10	74	0.120	10	74	0.219
09:00 - 10:00	10	74	0.080	10	74	0.140	10	74	0.220
10:00 - 11:00	10	74	0.068	10	74	0.088	10	74	0.156
11:00 - 12:00	10	74	0.048	10	74	0.068	10	74	0.116
12:00 - 13:00	10	74	0.064	10	74	0.061	10	74	0.125
13:00 - 14:00	10	74	0.067	10	74	0.072	10	74	0.139
14:00 - 15:00	10	74	0.071	10	74	0.060	10	74	0.131
15:00 - 16:00	10	74	0.091	10	74	0.075	10	74	0.166
16:00 - 17:00	10	74	0.091	10	74	0.068	10	74	0.159
17:00 - 18:00	10	74	0.098	10	74	0.064	10	74	0.162
18:00 - 19:00	10	74	0.110	10	74	0.065	10	74	0.175
19:00 - 20:00	10	74	0.082	10	74	0.042	10	74	0.124
20:00 - 21:00	10	74	0.076	10	74	0.042	10	74	0.118
21:00 - 22:00	10	74	0.048	10	74	0.019	10	74	0.067
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			1.119			1.060			2.179

*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:	24 - 132 (units: )
Survey date range:	01/01/10 - 25/11/19
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.*

TRICS 7.8.3

Saturday

Trip Rate P Number of bedrooms

TRIP RATE: FOOD & DRINK/A - HOTELS

120 bedroom Hotel

Calculation Factor: 1 BEDRMS

Count Type: TOTAL VEHICLES

Time Range	No. Days	Ave. BEDRMS	ARRIVALS		DEPARTURES		TOTALS		Development Traffic			Parking Demand		
			Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Initial Forecast IN	80% OUT	External IN	OUT	At start of the day
00:00-01:00									0	0	0	0	88	
01:00-02:00									0	0	0	0	88	
02:00-03:00									0	0	0	0	88	
03:00-04:00									0	0	0	0	88	
04:00-05:00									0	0	0	0	88	
05:00-06:00									0	0	0	0	88	
06:00-07:00									0	0	0	0	88	
07:00-08:00	1	26	0.077	1	26	0.154	1	26	0.231	9	18	7	15	80
08:00-09:00	1	26	0.115	1	26	0.346	1	26	0.461	14	42	11	33	58
09:00-10:00	1	26	0.077	1	26	0	1	26	0.077	9	0	7	0	66
10:00-11:00	1	26	0.077	1	26	0.154	1	26	0.231	9	18	7	15	58
11:00-12:00	1	26	0.115	1	26	0.115	1	26	0.23	14	14	11	11	58
12:00-13:00	1	26	0.077	1	26	0.154	1	26	0.231	9	18	7	15	51
13:00-14:00	1	26	0.154	1	26	0.231	1	26	0.385	18	28	15	22	43
14:00-15:00	1	26	0.308	1	26	0.192	1	26	0.5	37	23	30	18	54
15:00-16:00	1	26	0.154	1	26	0.077	1	26	0.231	18	9	15	7	62
16:00-17:00	1	26	0.154	1	26	0.231	1	26	0.385	18	28	15	22	54
17:00-18:00	1	26	0.269	1	26	0.192	1	26	0.461	32	23	26	18	62
18:00-19:00	1	26	0.231	1	26	0.115	1	26	0.346	28	14	22	11	73
19:00-20:00	1	26	0.077	1	26	0.038	1	26	0.115	9	5	7	4	77
20:00-21:00	1	26	0	1	26	0.077	1	26	0.077	0	9	0	7	69
21:00-22:00										0	0	0	0	69
22:00-23:00										0	0	0	0	69
23:00-24:00										0	0	0	0	69
Daily Trip Rates:			1.885			2.076			3.961					

Music Venue

1700 attendees

Time Period	Development Traffic		
	IN	OUT	Parking
00:00-01:00			0
01:00-02:00			0
02:00-03:00			0
03:00-04:00			0
04:00-05:00			0
05:00-06:00			0
06:00-07:00			0
07:00-08:00			0
08:00-09:00			0
09:00-10:00			0
10:00-11:00			0
11:00-12:00			0
12:00-13:00			0
13:00-14:00			0
14:00-15:00			0
15:00-16:00			0
16:00-17:00			0
17:00-18:00	43	4	39
18:00-19:00	319	29	329
19:00-20:00	64	6	387
20:00-21:00			387
21:00-22:00			387
22:00-23:00	6	64	329
23:00-24:00	33	361	0

TRICS 7.8.3

Saturday

Trip Rate P Gross floor area

TRIP RATE · FOOD & DRINK/C - PUB/RESTAURANT  
 Calculation Factor: 100 sqm  
 Count Type: TOTAL VEHICLES

1200 sq.m F&B

Time Range	No. Days	Ave. GFA	ARRIVALS		DEPARTURES		Ave. GFA	TOTALS Trip Rate	Development Traffic				Parking Demand	
			Trip Rate	No. Days	Trip Rate	No. Days			Initial Forecast IN	Initial Forecast OUT	80% IN	External OUT		
00:00-01:00									0	0	0	0		
01:00-02:00									0	0	0	0		
02:00-03:00									0	0	0	0		
03:00-04:00									0	0	0	0		
04:00-05:00									0	0	0	0		
05:00-06:00									0	0	0	0		
06:00-07:00									0	0	0	0		
07:00-08:00									0	0	0	0	0	
08:00-09:0	1	340	0.882	1	340	0	1	340	0.882	11	0	8	0	8
09:00-10:0	3	637	1.257	3	637	0.366	3	637	1.623	15	4	12	4	17
10:00-11:0	3	637	2.356	3	637	1.414	3	637	3.77	28	17	23	14	26
11:00-12:0	3	637	2.984	3	637	1.466	3	637	4.45	36	18	29	14	41
12:00-13:0	3	637	4.45	3	637	2.67	3	637	7.12	53	32	43	26	58
13:00-14:0	3	637	3.298	3	637	4.607	3	637	7.905	40	55	32	44	45
14:00-15:0	3	637	2.984	3	637	4.084	3	637	7.068	36	49	29	39	35
15:00-16:0	3	637	2.775	3	637	3.194	3	637	5.969	33	38	27	31	31
16:00-17:0	3	637	4.031	3	637	2.723	3	637	6.754	48	33	39	26	43
17:00-18:0	3	637	4.817	3	637	3.089	3	637	7.906	58	37	46	30	60
18:00-19:0	3	637	4.764	3	637	3.665	3	637	8.429	57	44	46	35	70
19:00-20:0	3	637	2.565	3	637	3.403	3	637	5.968	31	41	25	33	62
20:00-21:0	3	637	0.89	3	637	3.141	3	637	4.031	11	38	9	30	41
21:00-22:0	3	637	0.524	3	637	2.251	3	637	2.775	6	27	5	22	24
22:00-23:0	3	637	0.628	3	637	2.408	3	637	3.036	8	29	6	23	7
23:00-24:0	3	637	0.314	3	637	0.942	3	637	1.256	4	11	3	9	1
Daily Trip Rates:			39.519			39.423			78.942					

TRICS 7.9.2

Saturday

Trip Rate P Gross floor area

TRIP RATE for Land Use 07 - LEISURE/O - LEISURE PARK

Calculation Factor: 100 sqm

Count Type: TOTAL VEHICLES

4500 sq.m Leisure Park

Time Range	No. Days	ARRIVALS			DEPARTURES			TOTALS		Development Traffic				Parking Demand	
		Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	Initial Forecast	80%	External	Initial	Adjusted	
00:00-01:0	1	15047	0.02	1	15047	0.213	1	15047	0.233	1	10	1	8	-7	10
01:00-02:0	1	15047	0.053	1	15047	0.14	1	15047	0.193	2	6	2	5	-10	7
02:00-03:0	1	15047	0.053	1	15047	0.233	1	15047	0.286	2	10	2	8	-17	0
03:00-04:00										0	0	0	0	-17	0
04:00-05:00										0	0	0	0	-17	0
05:00-06:00										0	0	0	0	-17	0
06:00-07:0	1	5251	0.019	1	5251	0	1	5251	0.019	1	0	1	0	-16	1
07:00-08:0	3	14355	0.104	3	14355	0.012	3	14355	0.116	5	1	4	0	-13	4
08:00-09:0	3	14355	0.172	3	14355	0.063	3	14355	0.235	8	3	6	2	-9	8
09:00-10:0	3	14355	0.334	3	14355	0.095	3	14355	0.429	15	4	12	3	0	17
10:00-11:0	4	12373	0.636	4	12373	0.281	4	12373	0.917	29	13	23	10	13	30
11:00-12:0	4	12373	1.012	4	12373	0.473	4	12373	1.485	46	21	36	17	32	49
12:00-13:0	4	12373	1.303	4	12373	0.784	4	12373	2.087	59	35	47	28	51	68
13:00-14:0	4	12373	1.196	4	12373	0.982	4	12373	2.178	54	44	43	35	59	76
14:00-15:0	4	12373	1.208	4	12373	1.309	4	12373	2.517	54	59	43	47	55	72
15:00-16:0	4	12373	1.259	4	12373	1.297	4	12373	2.556	57	58	45	47	54	71
16:00-17:0	4	12373	1.265	4	12373	1.142	4	12373	2.407	57	51	46	41	58	75
17:00-18:0	4	12373	1.568	4	12373	1.233	4	12373	2.801	71	55	56	44	70	87
18:00-19:0	4	12373	1.473	4	12373	1.536	4	12373	3.009	66	69	53	55	68	85
19:00-20:0	4	12373	1.346	4	12373	1.677	4	12373	3.023	61	75	48	60	56	73
20:00-21:0	4	12373	0.717	4	12373	1.435	4	12373	2.152	32	65	26	52	30	47
21:00-22:0	4	12373	0.483	4	12373	1.087	4	12373	1.57	22	49	17	39	8	25
22:00-23:0	4	12373	0.255	4	12373	0.612	4	12373	0.867	11	28	9	22	-5	12
23:00-24:0	4	12373	0.105	4	12373	0.341	4	12373	0.446	5	15	4	12	-13	4
Daily Trip Rates:			14.581			14.945			29.526						

TRICS 7.8.3

Trip Rate P Gross floor area

725 sq.m F&B in Block 3

TRIP RATE · FOOD & DRINK/C - PUB/RESTAURANT

Calculation Factor: 100 sqm

Count Type: TOTAL VEHICLES

Time Range	No. Days	Ave. GFA	ARRIVALS		DEPARTURES		TOTALS			Development Traffic				Parking Demand
			Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	Initial Forecast	80%	External		
									IN	OUT	IN	OUT		
00:00-01:00										0	0	0	0	
01:00-02:00										0	0	0	0	
02:00-03:00										0	0	0	0	
03:00-04:00										0	0	0	0	
04:00-05:00										0	0	0	0	
05:00-06:00										0	0	0	0	
06:00-07:00										0	0	0	0	
07:00-08:00										0	0	0	0	0
08:00-09:0	1	340	0.882	1	340	0	1	340	0.882	6	0	5	0	5
09:00-10:0	3	637	1.257	3	637	0.366	3	637	1.623	9	3	7	2	10
10:00-11:0	3	637	2.356	3	637	1.414	3	637	3.77	17	10	14	8	16
11:00-12:0	3	637	2.984	3	637	1.466	3	637	4.45	22	11	17	9	25
12:00-13:0	3	637	4.45	3	637	2.67	3	637	7.12	32	19	26	15	35
13:00-14:0	3	637	3.298	3	637	4.607	3	637	7.905	24	33	19	27	27
14:00-15:0	3	637	2.984	3	637	4.084	3	637	7.068	22	30	17	24	21
15:00-16:0	3	637	2.775	3	637	3.194	3	637	5.969	20	23	16	19	18
16:00-17:0	3	637	4.031	3	637	2.723	3	637	6.754	29	20	23	16	26
17:00-18:0	3	637	4.817	3	637	3.089	3	637	7.906	35	22	28	18	36
18:00-19:0	3	637	4.764	3	637	3.665	3	637	8.429	35	27	28	21	42
19:00-20:0	3	637	2.565	3	637	3.403	3	637	5.968	19	25	15	20	38
20:00-21:0	3	637	0.89	3	637	3.141	3	637	4.031	6	23	5	18	25
21:00-22:0	3	637	0.524	3	637	2.251	3	637	2.775	4	16	3	13	15
22:00-23:0	3	637	0.628	3	637	2.408	3	637	3.036	5	17	4	14	4
23:00-24:0	3	637	0.314	3	637	0.942	3	637	1.256	2	7	2	5	1
Daily Trip Rates:			39.519			39.423			78.942					

Calculation Reference: AUDIT-829401-220811-0849

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE  
 Category : O - LEISURE PARK  
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	KC KENT	1 days
	WG WOKINGHAM	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	SY SOUTH YORKSHIRE	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	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: 5251 to 22768 (units: sqm)  
 Range Selected by User: 2300 to 30000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 31/12/19

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

Selected survey days:

Saturday 4 days

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

Selected survey types:

Manual count 4 days  
 Directional ATC Count 0 days

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

Selected Locations:

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

Built-Up Zone 2  
 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.*

Secondary Filtering selection:

Use Class:

n/a 4 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	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:

125,001 to 250,000	3 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	2 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:

No 4 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

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

LIST OF SITES relevant to selection parameters

1	EB-07-O-01 DUNDEE STREET EDINBURGH	LEISURE PARK	CITY OF EDINBURGH
	Suburban Area (PPS6 Out of Centre) Built-Up Zone		
	Total Gross floor area:	22768 sqm	
	Survey date: SATURDAY	07/05/11	Survey Type: MANUAL
2	KC-07-O-03 BARKER ROAD MAIDSTONE	LEISURE PARK	KENT
	Edge of Town Centre Built-Up Zone		
	Total Gross floor area:	15047 sqm	
	Survey date: SATURDAY	24/11/12	Survey Type: MANUAL
3	SY-07-O-01 HERTEN WAY DONCASTER	LEISURE PARK	SOUTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) No Sub Category		
	Total Gross floor area:	6425 sqm	
	Survey date: SATURDAY	22/12/12	Survey Type: MANUAL
4	WG-07-O-01 WELLINGTON ROAD WOKINGHAM	LEISURE COMPLEX	WOKINGHAM
	Edge of Town Centre No Sub Category		
	Total Gross floor area:	5251 sqm	
	Survey date: SATURDAY	23/10/10	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/O - LEISURE PARK

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	1	15047	0.020	1	15047	0.213	1	15047	0.233
01:00 - 02:00	1	15047	0.053	1	15047	0.140	1	15047	0.193
02:00 - 03:00	1	15047	0.053	1	15047	0.233	1	15047	0.286
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	5251	0.019	1	5251	0.000	1	5251	0.019
07:00 - 08:00	3	14355	0.104	3	14355	0.012	3	14355	0.116
08:00 - 09:00	3	14355	0.172	3	14355	0.063	3	14355	0.235
09:00 - 10:00	3	14355	0.334	3	14355	0.095	3	14355	0.429
10:00 - 11:00	4	12373	0.636	4	12373	0.281	4	12373	0.917
11:00 - 12:00	4	12373	1.012	4	12373	0.473	4	12373	1.485
12:00 - 13:00	4	12373	1.303	4	12373	0.784	4	12373	2.087
13:00 - 14:00	4	12373	1.196	4	12373	0.982	4	12373	2.178
14:00 - 15:00	4	12373	1.208	4	12373	1.309	4	12373	2.517
15:00 - 16:00	4	12373	1.259	4	12373	1.297	4	12373	2.556
16:00 - 17:00	4	12373	1.265	4	12373	1.142	4	12373	2.407
17:00 - 18:00	4	12373	1.568	4	12373	1.233	4	12373	2.801
18:00 - 19:00	4	12373	1.473	4	12373	1.536	4	12373	3.009
19:00 - 20:00	4	12373	1.346	4	12373	1.677	4	12373	3.023
20:00 - 21:00	4	12373	0.717	4	12373	1.435	4	12373	2.152
21:00 - 22:00	4	12373	0.483	4	12373	1.087	4	12373	1.570
22:00 - 23:00	4	12373	0.255	4	12373	0.612	4	12373	0.867
23:00 - 24:00	4	12373	0.105	4	12373	0.341	4	12373	0.446
Total Rates:			14.581			14.945			29.526

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:	5251 - 22768 (units: sqm)
Survey date range:	01/01/09 - 31/12/19
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	4
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-829401-211112-1129

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK  
 Category : C - PUB/RESTAURANT  
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
11	SCOTLAND	
	GC GLASGOW CITY	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: 340 to 800 (units: sqm)  
 Range Selected by User: 112 to 2384 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 23/11/19

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

Selected survey days:

Saturday 3 days

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

Selected survey types:

Manual count 3 days  
 Directional ATC Count 0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Industrial Zone 1  
 Residential 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.*

Secondary Filtering selection:

Use Class:

Sui Generis 3 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

250,001 to 500,000 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:

0.6 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.*

Travel Plan:

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 3 days

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



TRIP RATE for Land Use 06 - HOTEL, FOOD &amp; DRINK/C - PUB/RESTAURANT

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									
08:00 - 09:00	1	340	0.882	1	340	0.000	1	340	0.882
09:00 - 10:00	3	637	1.257	3	637	0.366	3	637	1.623
10:00 - 11:00	3	637	2.356	3	637	1.414	3	637	3.770
11:00 - 12:00	3	637	2.984	3	637	1.466	3	637	4.450
12:00 - 13:00	3	637	4.450	3	637	2.670	3	637	7.120
13:00 - 14:00	3	637	3.298	3	637	4.607	3	637	7.905
14:00 - 15:00	3	637	2.984	3	637	4.084	3	637	7.068
15:00 - 16:00	3	637	2.775	3	637	3.194	3	637	5.969
16:00 - 17:00	3	637	4.031	3	637	2.723	3	637	6.754
17:00 - 18:00	3	637	4.817	3	637	3.089	3	637	7.906
18:00 - 19:00	3	637	4.764	3	637	3.665	3	637	8.429
19:00 - 20:00	3	637	2.565	3	637	3.403	3	637	5.968
20:00 - 21:00	3	637	0.890	3	637	3.141	3	637	4.031
21:00 - 22:00	3	637	0.524	3	637	2.251	3	637	2.775
22:00 - 23:00	3	637	0.628	3	637	2.408	3	637	3.036
23:00 - 24:00	3	637	0.314	3	637	0.942	3	637	1.256
Total Rates:			39.519			39.423			78.942

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:	340 - 800 (units: sqm)
Survey date range:	01/01/13 - 23/11/19
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	3
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-829401-211112-1126

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD &amp; DRINK

Category : A - HOTELS

TOTAL VEHICLES

Selected regions and areas:06 WEST MIDLANDS  
WM WEST MIDLANDS 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: Number of bedrooms

Actual Range: 26 to 26 (units: )

Range Selected by User: 4 to 380 (units: )

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/03 to 25/11/19

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

Saturday 1 days

*This data displays the number of selected surveys by day of the week.*Selected survey types:

Manual count 1 days

Directional ATC Count 0 days

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

Suburban Area (PPS6 Out of Centre) 1

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

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.*

## Secondary Filtering selection:

Use Class:

C1 1 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.*Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000 1 days

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

Population within 5 miles:

250,001 to 500,000 1 days

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

Car ownership within 5 miles:

0.5 or Less 1 days

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

Travel Plan:

No 1 days

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

PTAL Rating:

No PTAL Present 1 days

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

LIST OF SITES relevant to selection parameters

1	WM-06-A-02	HOTEL	WEST MIDLANDS
	ST NICHOLAS STREET		
	COVENTRY		
	DRAPER'S FIELD		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of bedrooms:	26	
	Survey date: SATURDAY	18/02/06	Survey Type: MANUAL

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

TRIP RATE for Land Use 06 - HOTEL, FOOD &amp; DRINK/A - HOTELS

TOTAL VEHICLES

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	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	26	0.077	1	26	0.154	1	26	0.231
08:00 - 09:00	1	26	0.115	1	26	0.346	1	26	0.461
09:00 - 10:00	1	26	0.077	1	26	0.000	1	26	0.077
10:00 - 11:00	1	26	0.077	1	26	0.154	1	26	0.231
11:00 - 12:00	1	26	0.115	1	26	0.115	1	26	0.230
12:00 - 13:00	1	26	0.077	1	26	0.154	1	26	0.231
13:00 - 14:00	1	26	0.154	1	26	0.231	1	26	0.385
14:00 - 15:00	1	26	0.308	1	26	0.192	1	26	0.500
15:00 - 16:00	1	26	0.154	1	26	0.077	1	26	0.231
16:00 - 17:00	1	26	0.154	1	26	0.231	1	26	0.385
17:00 - 18:00	1	26	0.269	1	26	0.192	1	26	0.461
18:00 - 19:00	1	26	0.231	1	26	0.115	1	26	0.346
19:00 - 20:00	1	26	0.077	1	26	0.038	1	26	0.115
20:00 - 21:00	1	26	0.000	1	26	0.077	1	26	0.077
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			1.885			2.076			3.961

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.

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#### Parameter summary

Trip rate parameter range selected: 26 - 26 (units: )  
 Survey date range: 01/01/03 - 25/11/19  
 Number of weekdays (Monday-Friday): 0  
 Number of Saturdays: 1  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 0

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