

Proposed Mezzanine Floor Installation New Mersey Retail Park, Speke

Transport Statement

for

Mothercare PLC





Document Control Sheet

Proposed Mezzanine Floor Installation

New Mersey Retail Park, Speke

This document has been issued and amended as follows:

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Motion 232 High Street Guildford Surrey GU1 3JF T 01483 531300 F 01483 531333 E info@motion-uk.co.uk W www.motion-uk.co.uk



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1.0 Introduction

- 1.1 This Transport Statement has been prepared by Motion, on behalf of Mothercare Plc, to consider the implications of a proposed mezzanine floor installation within an existing retail unit at New Mersey Retail Park, Speke.
- 1.2 New Mersey Retail Park is located on the northern side of Speke Road (A561), approximately 11 kilometres to the south-east of Liverpool city centre. Other units on the retail park include Argos, B&Q, BANK, Bensons Beds, Boots, Carphone Warehouse, Clarks, Clinton Cards, Currys PC World, DFS, Early Learning Centre, H&M, Halfords, Harveys, JD Sports, Laura Ashley, Lipsy, M&S, M&S Simply Food, Mamas & Papas, New Look, Next, Next Home, O2, Oak, Outfit, Pets at Home, River Island, ScS Sofas, Smyths Toys, Sofaworks, Sports Direct, Thomson Holiday Superstore and WHSmith. There are currently 1,839 car parking spaces which are shared by all of the retail units on the site.
- 1.3 The proposals relate to the unit currently occupied by Mothercare, which has an existing gross floor area of 922 square metres. The proposals seek to install a mezzanine floor, which will extend the total gross floor area of the unit by 750 square metres to 1,672 square metres.
- 1.4 There are many Mothercare stores across the UK, most of which are in shopping centres or on retail warehouse locations. The retail warehouse format provides the large showroom and storage areas required for the nature of goods sold while providing the opportunity for linked trips. In addition, such sites provide convenient car parking and loading for customers as well as dedicated servicing facilities to accommodate heavy goods vehicles.
- 1.5 Mothercare Plc is carrying out a programme of improvement works for stores. It is considered that maximising the useable floor area within stores is the most sustainable means of making its full product range accessible to customers.
- 1.6 Planning application (ref: 15F/0808) has recently been submitted to Liverpool City Council which proposes changes to the New Mersey Retail Park including building a new cinema and restaurants. As part of this application, changes to the layout of the car park are also proposed creating a net increase of 197 additional parking spaces, including a net increase of 21 disabled bays and 2 parent and child bays.
- 1.7 The report demonstrates that the site is on an established retail park, which is accessible by a choice of travel modes including foot, cycle and public transport. In addition, the report shows that the installation of a mezzanine floor will not result in significant additional traffic movements or a material increase in car parking demand, and that the car park currently has significant spare capacity to accommodate any increases in vehicle attraction.
- 1.8 Following this introduction, the remainder of this report is divided into 7 sections:
 - Section 2 sets out relevant national and local transport related policy guidance;
 - Section 3 outlines the existing conditions including a description of the surrounding area and highway network;
 - Section 4 details the proposals;
 - Section 5 outlines the implications of mezzanine floors on trading profile;
 - Section 6 examines the implications with regard to traffic attraction;
 - Section 7 examines the implications with regard to parking demand; and,
 - Section 8 provides and summary and conclusion.



2.0 Policy Background

National Planning Policy Guidance

- 2.1 The National Planning Policy Framework (NPPF) was published in March 2012 and replaces the previous national planning policies that were set out in the various Planning Policy Guidance Notes / Statements. With regard to transport, the NPPF replaces policy contained in PPG13 (Transport).
- 2.2 The NPPF sets out a presumption in favour of sustainable development that recognises the importance of transport policies in facilitating sustainable development, and that planning decisions should have regard to local circumstances. In this regard, paragraph 32 of the NPPF states:

"All developments that generate significant amounts of movements, as determined by local criteria, should be supported by a Transport Statement or Transport Assessment. Planning policies and decisions should consider whether:

- ► The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- Safe and suitable access to the site can be achieved for all people;"
- 2.3 In determining planning applications for economic development authorities should assess:
 - "the accessibility of the proposal by a choice of means of transport including walking, cycling, public transport and the car, the effect on local traffic levels and congestion (especially to the trunk road network) after public transport and traffic management measures have been secured."
- 2.4 Paragraph 35 of the NPPF states:

"Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to

- accommodate the efficient delivery of goods and supplies;
- give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;"

Liverpool City Council Unitary Development Plan (UDP)

- 2.5 Liverpool City Council UDP was adopted in November 2002 and a summary of the transportation policies that are relevant to the proposal are as follows:
 - T6 The development needs to ensure that secure cycling parking facilities are provided at locations regularly visited by the public and requiring new developments to provide secure cycle parking facilities;
 - T7 The development needs to give consideration to the provision of safe and convenient walking routes through all major development and redevelopment sites;
 - T12 All new developments including change of use, which will generate a demand for car parking will be required to make provision for car parking on site, to meet the minimum operational needs of the development; and,
 - T13 A minimum of 6% of the first hundred parking spaces in a development should be reserved for Blue Badge holders.



3.0 Existing Conditions

Site and Surrounding Area

3.1 The application site is located in the south-eastern corner of the New Mersey Retail Park and is approximately 11 kilometres to the south-east of Liverpool city centre. The land use within the immediate vicinity of the site is predominately retail, with residential uses occupying the surrounding area. Figure 3.1 shows the location of the site in context with the local area and highway network.



Figure 3.1: Site in Relation to the Local Area and Highway Network

3.2 In addition to the Mothercare unit, the retail park accommodates a number of retail units including Argos, B&Q, BANK, Bensons Beds, Boots, Carphone Warehouse, Clarks, Clinton Cards, Currys PC World, DFS, Early Learning Centre, H&M, Halfords, Harveys, JD Sports, Laura Ashley, Lipsy, M&S, M&S Simply Food, Mamas & Papas, New Look, Next, Next Home, O2, Oak, Outfit, Pets at Home, River Island, ScS Sofas, Smyths Toys, Sofaworks, Sports Direct, Thomson Holiday Superstore and WHSmith. The Mothercare store shares a car park with all of the other retailers on site, which provides a total of 1,839 spaces including spaces for disabled users and for use by parents with young children.

Highway Network

3.3 Access to the New Mersey Retail Park is via a signal controlled junction with Speke Road which connects the site to Liverpool city centre to the north-east via Parliament Street (A5036). Speke Road is a dual-carriageway with a speed limit of 40 miles per hour. To the east, Speke Road connects with Speke Hall Road at a signal controlled junction.



Sustainable Transport Networks

Accessibility by Foot

- 3.4 Pedestrian access to the retail park is via a shared foot/cycleway located on the southern side of the site along Speke Road. This link facilitates access via a number of pedestrian crossings within the retail park to all of the retail units. Crossing facilities located at the signal controlled junction along Speke Road provide safe access to both the southbound and northbound bus stops.
- 3.5 The New Mersey retail park is located in a retail area with a number of complementary units situated in close proximity to the store. This provides an excellent opportunity for linked trips on foot between units in the area reducing the overall number of vehicular trips on the highway network.

Accessibility by Cycle

3.6 A shared foot/cycleway extends along the northern and southern side of Speke Road and on both sides of the access road to the New Mersey Retail Park. Pedestrian and cycling crossing facilities are provided adjacent to the main entrance of the retail park. Several cycle stands are also located within the retail park encouraging cyclists.

Accessibility by Bus

3.7 The nearest bus stops are located approximately 160 metres to the south of the site on the north and south side of Speke Road as shown in Figure 3.2. The bus stops benefit from sheltered seating. Furthermore, there is a signal controlled pedestrian crossing approximately 65 metres away from the southbound bus stop providing easy access to and from it.



Figure 3.2: Location of Bus Stops Within 400 Metres of the Site



- 3.8 The bus stops are served by routes 80, 80E, 82, 82A, 86A, 188, 201, 288, 500, 786 and BR3, which provide access to Liverpool city centre, rail station and a number of other local destinations.
- 3.9 The stops closest to the site on Oak Lane benefit from sheltered seating and provides access to bus services 80, 82, 82A, 86A, 166, 188 and 500. A summary of the local bus services in the close proximity of the site are provided in Table 3.1 below.

Service	Destinations	Approximate Frequency in Both Directions	
Number	Destilutions	Mon-Fri	Sat/Sun
80	Liverpool – Aigburth – Speke	Every 20 minutes	Sat: Every 30 minutes Sun: No service
82	Liverpool - Grassendale - Speke	Every 6 minutes	Sat: Every 10 minutes Sun: Every 15 minutes
82A	Liverpool – Speke – Palace Fields	Every 30 minutes	Sat: Every 30 mintues Sun: Every 30 minutes
86A	Liverpool - Speke	Every 12 minutes	Sat: Every 12 minutes Sun: Every 15 minutes
166	Halewood – Liverpool South Parkway – Belle Vale	Every hour	Sat: No service Sun: No service
188	Garston – Halewood - Garston	Every 6 minutes	Sat: Every 6 minutes Sun: Every 6 minutes
500	Speke – St Michaels - Speke	Every 30 minutes	Sat: Every 30 minutes Sun: Every 30 minutes

Table 3.1: Summary of Bus Services in Close Vicinity of the Site

Accessibility by Rail

3.10 The existing Mothercare store is located approximately 1.6 kilometres (20 minute walk) to the southeast of Liverpool South Parkway station, which is on the Liverpool mainline. Frequent direct rail services operated by Merseyrail link Liverpool South Parkway to a number of local and regional destinations including Liverpool and Manchester Piccadilly. Details of rail services are provided in Table 3.2.

Service	Destinations	Approximate Frequency in Both Directions	
		Mon-Fri	Sat/Sun
Liverpool Lime Street to	Liverpool South Parkway, Widnes,	2 por bour	Sat: 2 per hour
Manchester Piccadilly	Warrington Central, Manchester Oxford Road		Sun: 2 per hour

Table 2.2: Rail Services from Liverpool South Parkway Rail Station



4.0 Development Proposals

Proposed Development

- 4.1 In order to meet the needs of the Mothercare retail model, the current application seeks permission to increase the floor area by installing a mezzanine floor of 750 square metres. This will result in a total floor area of 1,672 square metres.
- 4.2 There are no proposals to increase car parking as the site is currently well provided for by the existing car park. However the proposed redevelopment of New Mersey Retail Park will provide a net increase of 197 car parking spaces. This has been taken into account in Section 7 where an assessment is provided assessing the impact and demand the proposed mezzanine floor will have on the car park.

Rationale

4.3 The installation of a mezzanine floor in Mothercare will not significantly increase the range of brands sold but rather will improve the customer experience. This will be achieved by altering the display and format of sales areas within the store, allowing greater space between the product ranges and more efficient storage. Fuller product ranges within individual brands will also be offered, improving customer choice.



5.0 Implications of Mezzanine Floors on Trading Profile

- 5.1 Research by other retailers including Currys, Comet, Marks and Spencer, Sainsbury's and Homebase indicates that the provision of additional floor area at existing stores does not result in a pro-rata increase in turnover. This is consistent with the objective of this proposal, which is to improve customer facilities rather than to extend the range of goods offered.
- 5.2 It is difficult to accurately predict the likely effect of a mezzanine floor in terms of traffic attraction and car parking demand as this will depend on many variables. However, experience from other retail units where mezzanines have been installed indicates that the ratio of increase in turnover to increase in floorspace is approximately 0.5, indicating that the increase in turnover resulting from a mezzanine floor installation is equivalent to around 50% of the proportional increase in floorspace.
- 5.3 From this information, it can be seen that the installation of a mezzanine floor results in a relatively small increase in turnover compared with the pro-rata increase in retail floorspace.
- 5.4 This has been used to estimate the likely increase in traffic attraction and car parking accumulation resulting from the proposed mezzanine floor installation. Details of the traffic attraction and car parking assessments are set out in the following section of this report.



6.0 Effect on Traffic Movements

- 6.1 When considering retail development, it is generally accepted that the critical period in terms of traffic impact is the Friday evening, Saturday afternoon and Sunday afternoon peak periods. It is during this period that both the traffic flows associated with the development and those on the adjacent highway network are likely to be at their greatest. It is difficult to survey the traffic movements associated with the existing Mothercare store as it is located on a retail park and the access is shared with other units.
- 6.2 The TRICS database has therefore been interrogated to establish if there is comparable survey information available with which to estimate the traffic attraction of the installation of a mezzanine floor. Traffic attraction rates have been established by reference to the 'other non-food superstore' category in the TRICS database. The traffic attraction rates have been derived on the basis of sites within England (excluding London) and are set out in Table 6.1. The results of the TRICS assessment are included as Appendix A.

	Arrivals	Departures	Total
Friday Peak (1700-1800)	0.821	1.027	1.839
Saturday Peak (1300-1400)	2.869	2.787	5.656
Sunday Peak (1300-1400)	2.789	2.726	5.515

Table 6.1: Traffic Attraction Rates (per 100 square metres)

6.3 The traffic flows associated with the existing Mothercare store have been estimated by applying the above trip rates to the existing floor area of 922 square metres. The resulting peak hours are shown below.

	Arrivals	Departures	Total
Friday Peak (1700-1800)	8	9	17
Saturday Peak (1300-1400)	26	26	52
Sunday Peak (1300-1400)	26	25	51

Table 6.2: Traffic Flows Associated with the Existing Mothercare Unit

6.4 The gross floor area will increase from 922 square metres to 1,672 square metres, which represents an increase of 82%. By multiplying this figure by the ratio of increase in turnover to floorspace of 0.5, we have estimated that existing traffic flows associated with Mothercare would increase by around 41%. We have therefore estimated the increase in peak hour movements as follows:

	Arrivals	Departures	Total
Friday Peak (1700-1800)	2	3	5
Saturday Peak (1300-1400)	9	9	18
Sunday Peak (1300-1400)	9	8	17

Table 6.3: Total Trips Associated with Proposed Mezzanine Floor (750 square metres)



- 6.5 The flows shown in Table 6.3 are representative of the expected increase in traffic associated with this type of development if the store were a stand alone unit. However, this store is located in a retail park adjacent to several units which are likely to attract trade from the same customer base. It is well recognised within transport planning that there are few, if any, new shopping trips, especially within peak periods. This is especially evident in areas such as the New Mersey Retail Park and Speke Road where there are many complementary land uses that enable customers to visit multiple destinations as part of a linked trip. In this respect it is conservatively estimated that, of the trips associated with the mezzanine floor, 50% of these would already have been visiting the retail park or other nearby shopping destinations. Therefore only half of the trips to the mezzanine are considered to be new to the local highway network.
- 6.6 The increase in traffic therefore associated with the proposals equates to 3 additional vehicles during the Friday peak and 9 additional vehicles on Saturday and Sunday lunch time. As these increases equate to just one additional vehicle per 20 minutes on Fridays and one per 7 minutes at the weekend it is considered that this development will not have any demonstrable harm on the local highway network. Indeed, it is noteworthy that these increases are comfortably within the thresholds identified within the Guidance on Transport Assessment which states detailed junction modelling should normally only be undertaken when traffic flows increase by more than 30 vehicles in the peak periods.



7.0 Effect on Car Parking Demand

Overview

7.1 The following text considers the proposed parking against National and Local planning policy, and provides details about the likely impact the proposed mezzanine floor will have on the car parking level with and without the proposed changes to the retail park. In addition to this it will cover the parking provision, future demand and a sensitivity test having regard to AECOM's parking surveys.

Car Parking Demand

- 7.2 In order to predict the effect of the mezzanine floor on car parking levels, it is first necessary to establish existing demand. The existing car park accumulation levels at the retail park have been established by undertaking parking beat surveys at half-hourly intervals. These were undertaken during the following periods:
 - Friday 12th September 2014 between 0900 2000;
 - Saturday 13th September 2014 between 0900 1900; and,
 - Sunday 14th September 2014 between 1000 1700.
- 7.3 The maximum demand for car parking as established from these surveys is summarised in Table 7.1 and the surveys are included as **Appendix B**.

Period	Time	Maximum Parking Demand
Friday Peak	1230	901
Saturday Peak	1430	1,248
Sunday Peak	1430	1,179

Table 7.1: Existing Parking Demand

- 7.4 The existing shared car park has a total of 1,832 car parking spaces. It can be seen from the survey results, provided at **Appendix B**, that there is significant spare capacity within the car park with the highest demand of 1,248 utilising only 68% of the available car parking.
- 7.5 In order to estimate the potential peak demand for car parking associated with the proposals, reference has been made to the car parking accumulation profiles associated with the TRICs sites that have formed the basis of the traffic attraction assessments presented in Section 6. Data extracted from TRICS is provided at **Appendix A**, whilst the parking demand calculations that take into account the average demand rate per 100 square metres of floor area at the surveyed stores are provided at **Appendix C**.
- 7.6 As shown in **Appendix C**, the proposed development is likely to result in an increased demand for up to 17 additional vehicles. Having regard to Figure 7.1, it is evident that this increase can be comfortably accommodated within the existing residual capacity of the car park.





Figure 7.1: Anticipated Parking Demand

Sensitivity Test

- 7.7 It is understood that a planning application (Ref: 15F/0808) has recently been submitted to Liverpool City Council which seeks permission to refurbish New Mersey Shopping Park. Whilst a decision has yet to be made about the acceptability of these proposals, a sensitivity test has been undertaken to consider the cumulative impact having regard to the information provided in the Transport Assessment submitted in support of application reference 15F/0808.
- 7.8 The proposal includes improving the look and feel of the park, creating a new cinema and restaurants, and significantly improving the car park layout with improved pedestrian connectivity. As part of the proposed redevelopment, the layout of the car park will be improved resulting in a net increase of 197 car parking spaces, including a net increase of 21 accessible bays and 2 parent and child bays, as well as 282 staff parking spaces.
- 7.9 At Table 18 of AECOM's Transport Assessment (included as **Appendix D**) it is shown that peak demands will be 1,917 at 15:00, where 97% of car parking spaces will be occupied. As shown at **Appendix C** it is predicted that the proposed mezzanine floor will generate an increase of 12 vehicles on a typical Saturday between the hours of 15:00 and 16:00. With this in mind, the future demand for parking will be 1,929 vehicles. As this demand is representable of a 95% occupancy rate, it is evident that the New Mersey Shopping Park will continue to operate with residual parking capacity in the future.



8.0 Summary and Conclusions

- 8.1 Motion has been appointed by Mothercare Plc to consider the transport implications of a proposal to install a mezzanine floor at the existing Mothercare store at the New Mersey Retail Park in Speke, Liverpool. The mezzanine floor will increase the gross floor area of the store from 922 square metres to 1,672 square metres.
- 8.2 The report shows the following:
 - The store is located on an established retail park, which is accessible by a choice of travel modes including foot, cycle and public transport;
 - The mezzanine floor is required to improve customer facilities and to enable Mothercare to display and stock a full range of products;
 - The additional floor area is not expected to result in a pro-rata increase in customers and as a result the increase in peak hour traffic movements will be negligible. This is as to be expected given that the store is located within an established retail area with several complementary units in close proximity increases the opportunity for linked trips to occur; and,
 - The increase in car parking demand would not be material, particularly when taking account of the significant existing parking supply and spare capacity on the site and can be accommodated regardless of whether the proposed application (Ref: 15F/0808) proceeds.
- 8.3 It is concluded that the proposed development will not lead to a material impact upon the existing transport infrastructure, let alone the severe impact that is referred to within the NPPF as a legitimate reason to resist a proposed development on highways and transportation grounds. On this basis, we see no transport related reason why the proposed mezzanine floor should be resisted.



Appendix A

TRICS Output Reports – Trip Rates for Friday, Saturday and Sunday

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use	:	01 - RETAIL
Category	:	G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
VEHICLE:	S	

Sele	cted rec	gions and areas:	
02	SOUT	TH EAST	
	BU	BUCKINGHAMSHIRE	1 days
	KC	KENT	2 days
04	EAST	ANGLIA	
	SF	SUFFOLK	1 days
06	WES	T MIDLANDS	
	WM	WEST MIDLANDS	4 days

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

Filtering Stage 2 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:	290 to 7900 (units: sqm)
Range Selected by User:	290 to 16600 (units: sqm)

Public Transport Provision: Selection by:

Include all surveys

Date Range: 01/01/00 to 17/10/11

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.

<u>Selected survey days:</u> Friday

8 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 undertaking using machines.

Selected Locations:	
Suburban Area (PPS6 Out of Centre)	6
Edge of Town	2

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

Selected Location Sub Categories:	
Industrial Zone	1
Commercial Zone	3
Residential Zone	1
Retail Zone	2
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.

Filtering Stage 3 selection:

Use Class:

A1

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 1 mile:	
1,001 to 5,000	3 days
10,001 to 15,000	1 days
15,001 to 20,000	3 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	2 days
125,001 to 250,000	6 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	3 days

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

Petrol filling station:	
Included in the survey count	0 days
Excluded from count or no filling station	8 days

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

<u>Travel Plan:</u> Not Known

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.

TRICS 7.1.2 270814 B16.52 Other non-food superstor	2 (C) 2014 JMP Consu e trip rate Friday	Itants Ltd on behalf of th	e TRICS Consortium	Tuesday 09/09/14 Page 3
OFF-LINE VERSION Mo	tion High Street Gu	ildford		Licence No: 734001
LIST OF SITES releva	ant to selection paramete	ers		
1 BU-01-G-01 CAIRNGORM G WINTERHILL MILTON KEYNI Suburban Area	COURTS GATE ES (PPS6 Out of Centre)		BUCKINGHAMSHIRE	
Retail Zone Total Gross flou Survey 2 KC-01-G-01	or area: date: FRIDAY PREMUS HOME	7900 sqm 08/03/02 MAKER	Survey Type: MANUAL KENT	
SEA STREET HERNE BAY Suburban Area No Sub Catego Total Gross flo Survey 3 KC-01-G-02	i (PPS6 Out of Centre) rry or area: date: FRIDAY D&A TOYS	1248 sqm 21/06/02	Survey Type: MANUAL KENT	
BROADOAK RC CANTERBURY Edge of Town Commercial Zo Total Gross flo Survey	DAD one or area: date: FRIDAY	1500 sqm 06/12/02	Survey Type: MANUAL	
FELIXSTOWE F IPSWICH Suburban Area Industrial Zone Total Gross flo Survey	ROAD (PPS6 Out of Centre) or area: date: FRIDAY	290 sqm 17/11/00	Survey Type: MANUAL	
5 WM-01-G-01 ROCKY LANE ASTON BIRMINGHAM Suburban Area Commercial Zo Total Gross flo	STAPLES (PPS6 Out of Centre) ne or area: date: EPIDAX	1880 sqm 17/11/00	WEST MIDLANDS	
6 WM-01-G-02 STRATFORD R SHIRLEY SOLIHULL Edge of Town Residential Zor Total Gross flo	PC WORLD OAD	2800 sqm	WEST MIDLANDS	
Survey 7 WM-01-G-03 HIGHGATE MII HIGHGATE BIRMINGHAM Suburban Area Commercial Zc	date: FRIDAY DFS DDLEWAY (PPS6 Out of Centre) one	14/09/01	Survey Type: MANUAL WEST MIDLANDS	
Total Gross flor Survey	or area: date: FRIDAY	3600 sqm 26/10/01	Survey Type: MANUAL	

TRICS 7.1.2 270	0814 B16.52 (C)) 2014 JMP Co	nsultants Ltd on behal	f of the TRICS Consortium	Tuesday 09/09/14
Other non-food	superstore trip	rate Friday			Page 4
OFF-LINE VERS	ION Motion	High Street	Guildford		Licence No: 734001
		0			
LIST OF S	ITES relevant to s	selection paran	neters (Cont.)		
8 WN	/I-01-G-04	COMET		WEST MIDLANDS	
MA	RSHALL LAKE RO	AD			
SHI	RLEY				
SOL	IHUII				
Sub	urban Area (PPSA	5 Out of Centre)		
Ret	ail Zone		·)		
Tot	al Gross floor are:	a.	2100 sam		
100			12/10/01	SURVOV TVDO: MANU	
	Survey uale.	INDAT	12/10/01	Survey Type. MANU	

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

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE VEHICLES Calculation factor: 100 sqm BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES TOTALS				
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	1880	0.585	1	1880	0.053	1	1880	0.638
08:00 - 09:00	6	3095	0.345	6	3095	0.081	6	3095	0.426
09:00 - 10:00	8	2665	0.901	8	2665	0.460	8	2665	1.361
10:00 - 11:00	8	2665	1.234	8	2665	1.121	8	2665	2.355
11:00 - 12:00	8	2665	1.295	8	2665	1.360	8	2665	2.655
12:00 - 13:00	8	2665	1.520	8	2665	1.440	8	2665	2.960
13:00 - 14:00	8	2665	1.562	8	2665	1.651	8	2665	3.213
14:00 - 15:00	8	2665	1.576	8	2665	1.449	8	2665	3.025
15:00 - 16:00	8	2665	1.318	8	2665	1.276	8	2665	2.594
16:00 - 17:00	8	2665	1.173	8	2665	1.252	8	2665	2.425
17:00 - 18:00	8	2665	0.812	8	2665	1.027	8	2665	1.839
18:00 - 19:00	6	3095	0.668	6	3095	0.883	6	3095	1.551
19:00 - 20:00	6	3095	0.463	6	3095	0.716	6	3095	1.179
20:00 - 21:00	6	3095	0.140	6	3095	0.377	6	3095	0.517
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			13.592			13.146			26.738

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

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

Parameter summary

Trip rate parameter range selected:	290 - 7900 (units: sqm)
Survey date date range:	01/01/00 - 17/10/11
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	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.

Licence No: 734

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE OGVS Calculation factor: 100 sqm BOLD print indicates peak (busiest) period

ARRIVALS DEPARTURES TOTALS No. Trip No. Trip No. Trip Ave. Ave. Ave. GFA Rate GFA Rate Time Range Days Days Days GFA Rate 00:00 - 01:00 01:00 - 02:00 02:00 - 03:00 03:00 - 04:00 04:00 - 05:00 05:00 - 06:00 06:00 - 07:00 07:00 - 08:00 1 1880 0.000 1 1880 0.000 1 1880 0.000 08:00 - 09:00 6 3095 0.027 6 3095 0.011 6 3095 0.038 09:00 - 10:00 8 2665 0.014 8 0.019 8 2665 2665 0.033 10:00 - 11:00 8 2665 0.019 8 2665 0.019 8 2665 0.038 11:00 - 12:00 8 2665 0.028 8 0.023 8 0.051 2665 2665 12:00 - 13:00 8 8 8 2665 0.005 2665 0.014 2665 0.019 13:00 - 14:00 8 2665 0.023 8 2665 0.005 8 2665 0.028 14:00 - 15:00 8 8 2665 0.028 2665 0.033 8 2665 0.061 15:00 - 16:00 8 0.005 8 8 2665 2665 0.009 2665 0.014 2665 16:00 - 17:00 8 2665 0.005 8 8 2665 0.024 0.019 17:00 - 18:00 8 2665 0.000 8 2665 0.005 8 2665 0.005 18:00 - 19:00 6 3095 0.000 6 3095 0.000 6 3095 0.000 19:00 - 20:00 6 3095 0.000 6 3095 0.000 6 3095 0.000 20:00 - 21:00 3095 0.000 3095 0.000 3095 0.000 6 6 6 21:00 - 22:00 22:00 - 23:00 23:00 - 24:00 Total Rates: 0.154 0.157 0.311

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

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

Parameter summary

Trip rate parameter range selected:	290 - 7900 (units: sqm)
Survey date date range:	01/01/00 - 17/10/11
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE PSVS Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

		ARRIVALS		DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	1880	0.000	1	1880	0.000	1	1880	0.000
08:00 - 09:00	6	3095	0.000	6	3095	0.000	6	3095	0.000
09:00 - 10:00	8	2665	0.000	8	2665	0.000	8	2665	0.000
10:00 - 11:00	8	2665	0.000	8	2665	0.000	8	2665	0.000
11:00 - 12:00	8	2665	0.000	8	2665	0.000	8	2665	0.000
12:00 - 13:00	8	2665	0.000	8	2665	0.000	8	2665	0.000
13:00 - 14:00	8	2665	0.000	8	2665	0.000	8	2665	0.000
14:00 - 15:00	8	2665	0.000	8	2665	0.000	8	2665	0.000
15:00 - 16:00	8	2665	0.000	8	2665	0.000	8	2665	0.000
16:00 - 17:00	8	2665	0.005	8	2665	0.005	8	2665	0.010
17:00 - 18:00	8	2665	0.000	8	2665	0.000	8	2665	0.000
18:00 - 19:00	6	3095	0.000	6	3095	0.000	6	3095	0.000
19:00 - 20:00	6	3095	0.000	6	3095	0.000	6	3095	0.000
20:00 - 21:00	6	3095	0.000	6	3095	0.000	6	3095	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates: 0.005 0.005 0.007							0.010		

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

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

Parameter summary

290 - 7900 (units: sqm)
01/01/00 - 17/10/11
8
0
0
0

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE CYCLISTS Calculation factor: 100 sqm BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES		TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	1880	0.000	1	1880	0.000	1	1880	0.000
08:00 - 09:00	6	3095	0.000	6	3095	0.000	6	3095	0.000
09:00 - 10:00	8	2665	0.000	8	2665	0.000	8	2665	0.000
10:00 - 11:00	8	2665	0.000	8	2665	0.000	8	2665	0.000
11:00 - 12:00	8	2665	0.005	8	2665	0.000	8	2665	0.005
12:00 - 13:00	8	2665	0.009	8	2665	0.009	8	2665	0.018
13:00 - 14:00	8	2665	0.005	8	2665	0.005	8	2665	0.010
14:00 - 15:00	8	2665	0.000	8	2665	0.005	8	2665	0.005
15:00 - 16:00	8	2665	0.000	8	2665	0.000	8	2665	0.000
16:00 - 17:00	8	2665	0.000	8	2665	0.000	8	2665	0.000
17:00 - 18:00	8	2665	0.000	8	2665	0.000	8	2665	0.000
18:00 - 19:00	6	3095	0.000	6	3095	0.000	6	3095	0.000
19:00 - 20:00	6	3095	0.000	6	3095	0.000	6	3095	0.000
20:00 - 21:00	6	3095	0.000	6	3095	0.000	6	3095	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.019			0.019			0.038

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

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

Parameter summary

290 - 7900 (units: sqm)
01/01/00 - 17/10/11
8
0
0
0

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selec	ted red	gions and areas:	
02	SOU	TH EAST	
	BU	BUCKINGHAMSHIRE	1 days
	ΕX	ESSEX	1 days
	KC	KENT	2 days
06	WES	T MIDLANDS	
	WM	WEST MIDLANDS	4 days
07	YOR	KSHIRE & NORTH LINCOLNSHIRE	
	NY	NORTH YORKSHIRE	1 days
80	NOR	TH WEST	
	GM	GREATER MANCHESTER	2 days
09	NOR	TH	
	CB	CUMBRIA	1 days
	ΤV	TEES VALLEY	1 days

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

Filtering Stage 2 selection:

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

Parameter:	Gross floor area
Actual Range:	300 to 7900 (units: sqm)
Range Selected by User:	290 to 16600 (units: sqm)

Public Transport Provision: Selection by:

Include all surveys

Date Range: 01/01/00 to 17/10/11

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	13 days

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

Selected survey types:	
Manual count	13 days
Directional ATC Count	0 days

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

<u>Selected Locations:</u>	
Suburban Area (PPS6 Out of Centre)	8
Edge of Town	4
Free Standing (PPS6 Out of Town)	1

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

Selected Location Sub Categories:

Commercial Zone	3
Residential Zone	2
Retail Zone	4

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.

Filtering Stage 3 selection:

Use Class:

A1

13 days

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

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	3 days
5,001 to 10,000	2 days
10,001 to 15,000	2 days
15,001 to 20,000	3 days
20,001 to 25,000	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	2 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	6 days
250,001 to 500,000	1 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	8 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.

Petrol filling station:	
Included in the survey count	1 days
Excluded from count or no filling station	12 days

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

<u>Travel Plan:</u>	
Not Known	8 days
No	5 days

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

	/EDSION Motion High Street Cuilds	ord		
		JIU		
LIST	OF SITES relevant to selection parameters			
1	BU-01-G-01 COURTS CAIRNGORM GATE WINTERHILL MILTON KEYNES		BUCKINGHAMSHIRE	
	Suburban Area (PPS6 Out of Centre) Retail Zone			
	Total Gross floor area:	7900 sqm		
2	CB-01-G-01 CARPHONE WARE KINGSTOWN ROAD KINGSTOWN CARLISLE	HSE	CUMBRIA	
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Gross floor area:	300 sqm	Comment Trans MANULAL	
3	EX-01-G-01 MFI LONDON ROAD	07709702	ESSEX	
	Edge of Town			
	No Sub Category	1000 sam		
	Survey date: SATURDAY	19/07/08	Survey Type: MANUAL	
4	GM-01-G-03 PC WORLD CHESTER ROAD GORSE HILL MANCHESTER		GREATER MANCHESTER	
	Suburban Area (PPS6 Out of Centre)			
	Built-Up Zone Total Gross floor area:	4325 sqm		
F		12/06/04	Survey Type: MANUAL	
Э	GEORGES ROAD HEATON NORRIS STOCKPORT		GREATER MANCHESTER	
	Suburban Area (PPS6 Out of Centre) No Sub Category			
	Total Gross floor area: Survey date: SATURDAY	5000 sqm 21/11/09	Survey Type: MANUAL	
6	KC-01-G-01 PREMUS HOMEMA	KER	KENT	
	HERNE BAY			
	Suburban Area (PPS6 Out of Centre) No Sub Category			
		1248 sqm	SURVEY TYPE MANUA	
7	KC-01-G-03 TOY SUPERSTORE BROADOAK ROAD	22,00,02	KENT	
	CANTERBURY Edge of Town			
	Commercial Zone	1500		
	Total Gross floor area: Survey date: SATURDAY	1500 sqm 07/12/02	Survey Type: MANUAL	
	-		5 5,	

TRICS 7.1.2	270814 B16.52 (C) 2014 JMP Con	sultants Ltd on behalf of th	e TRICS Consortium	Tuesday 09/09/14 Page 4
OFF-LINE V	ERSION Motion High Street	Guildford		Licence No: 734001
0				2.001.00 1.01 / 0.001
LIST	OF SITES relevant to selection parame	eters (Cont.)		
Q				
0			NORTH FORKSHIRE	
	VORK			
	Edge of Town			
	Retail Zone			
	Total Gross floor area:	3030 sam		
	Survey date: SATURDAY	19/09/09	Survey Type: MANUAL	
9	TV-01-G-01 GO OUTDOOF	RS	TEES VALLEY	
	ASCOT DRIVE			
	PORTRACK			
	STOCKTON-ON-TEES			
	Free Standing (PPS6 Out of Town)			
	Retail Zone			
	Total Gross floor area:	4181 sqm		
	Survey date: SATURDAY	18/06/11	Survey Type: MANUAL	
10	WM-01-G-01 STAPLES		WEST MIDLANDS	
	Suburban Area (DDS6 Out of Contro)			
	Commercial Zone			
	Total Gross floor area	1880 sam		
	Survey date: SATURDAY	18/11/00	Survey Type: MANIJAI	
11	WM-01-G-02 PC WORLD	10/11/00	WEST MIDLANDS	
	STRATFORD ROAD			
	SHIRLEY			
	SOLIHULL			
	Edge of Town			
	Residential Zone			
	Total Gross floor area:	2800 sqm		
	Survey date: SATURDAY	15/09/01	Survey Type: MANUAL	
12	WM-01-G-03 DFS		WEST MIDLANDS	
	HIGHGATE MIDDLEWAY			
	HIGHGATE			
	BIRMINGHAM			
	Commercial Zono			
		2600 sam		
	Survey date: SATURDAY	27/10/01	SURVEY TYPE: MANUAL	
13	WM-01-G-04 COMET	27710/01	WEST MIDLANDS	
10	MARSHALL LAKE ROAD			
	SHIRLEY			
	SOLIHULL			
	Suburban Area (PPS6 Out of Centre)			
	Retail Zone			
	Total Gross floor area:	2100 sqm		
	Survey date: SATURDAY	13/10/01	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.

TRICS 7.1.2 270814 B	16.52 (C)) 2014 JMP Co	onsultants Lto	d on behalf	of the	TRICS Consortium	۱
Other non-food super	store trip	rate Saturda	зу				
OFF-LINE VERSION	Motion	High Street	Guildford				

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

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			[DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate	
00:00 - 01:00										
01:00 - 02:00										
02:00 - 03:00										
03:00 - 04:00										
04:00 - 05:00										
05:00 - 06:00										
06:00 - 07:00										
07:00 - 08:00	1	1000	0.000	1	1000	0.000	1	1000	0.000	
08:00 - 09:00	10	3582	0.324	10	3582	0.070	10	3582	0.394	
09:00 - 10:00	13	2990	1.235	13	2990	0.674	13	2990	1.909	
10:00 - 11:00	13	2990	2.169	13	2990	1.580	13	2990	3.749	
11:00 - 12:00	13	2990	2.781	13	2990	2.375	13	2990	5.156	
12:00 - 13:00	13	2990	2.800	13	2990	2.691	13	2990	5.491	
13:00 - 14:00	13	2990	2.869	13	2990	2.787	13	2990	5.656	
14:00 - 15:00	13	2990	3.291	13	2990	3.162	13	2990	6.453	
15:00 - 16:00	13	2990	2.836	13	2990	3.191	13	2990	6.027	
16:00 - 17:00	13	2990	2.051	13	2990	2.519	13	2990	4.570	
17:00 - 18:00	13	2990	1.001	13	2990	1.904	13	2990	2.905	
18:00 - 19:00	10	3582	0.170	10	3582	0.584	10	3582	0.754	
19:00 - 20:00	4	3303	0.000	4	3303	0.015	4	3303	0.015	
20:00 - 21:00	2	2015	0.000	2	2015	0.000	2	2015	0.000	
21:00 - 22:00	1	1000	0.000	1	1000	0.000	1	1000	0.000	
22:00 - 23:00										
23:00 - 24:00										
Total Rates:			21.527			21.552			43.079	

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

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

Parameter summary

Trip rate parameter range selected:	300 - 7900 (units: sqm)
Survey date date range:	01/01/00 - 17/10/11
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	13
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE OGVS Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	1000	0.000	1	1000	0.000	1	1000	0.000
08:00 - 09:00	10	3582	0.003	10	3582	0.003	10	3582	0.006
09:00 - 10:00	13	2990	0.010	13	2990	0.010	13	2990	0.020
10:00 - 11:00	13	2990	0.010	13	2990	0.005	13	2990	0.015
11:00 - 12:00	13	2990	0.000	13	2990	0.005	13	2990	0.005
12:00 - 13:00	13	2990	0.005	13	2990	0.000	13	2990	0.005
13:00 - 14:00	13	2990	0.008	13	2990	0.005	13	2990	0.013
14:00 - 15:00	13	2990	0.000	13	2990	0.008	13	2990	0.008
15:00 - 16:00	13	2990	0.000	13	2990	0.000	13	2990	0.000
16:00 - 17:00	13	2990	0.000	13	2990	0.003	13	2990	0.003
17:00 - 18:00	13	2990	0.005	13	2990	0.005	13	2990	0.010
18:00 - 19:00	10	3582	0.000	10	3582	0.000	10	3582	0.000
19:00 - 20:00	4	3303	0.000	4	3303	0.000	4	3303	0.000
20:00 - 21:00	2	2015	0.000	2	2015	0.000	2	2015	0.000
21:00 - 22:00	1	1000	0.000	1	1000	0.000	1	1000	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.041			0.044			0.085

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

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

Parameter summary

Trip rate parameter range selected:	300 - 7900 (units: sqm)
Survey date date range:	01/01/00 - 17/10/11
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	13
Number of Sundays:	0
Surveys manually removed from selection:	0

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

PSVS Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	1000	0.000	1	1000	0.000	1	1000	0.000
08:00 - 09:00	10	3582	0.000	10	3582	0.000	10	3582	0.000
09:00 - 10:00	13	2990	0.000	13	2990	0.000	13	2990	0.000
10:00 - 11:00	13	2990	0.000	13	2990	0.000	13	2990	0.000
11:00 - 12:00	13	2990	0.000	13	2990	0.000	13	2990	0.000
12:00 - 13:00	13	2990	0.003	13	2990	0.003	13	2990	0.006
13:00 - 14:00	13	2990	0.000	13	2990	0.000	13	2990	0.000
14:00 - 15:00	13	2990	0.003	13	2990	0.003	13	2990	0.006
15:00 - 16:00	13	2990	0.000	13	2990	0.000	13	2990	0.000
16:00 - 17:00	13	2990	0.000	13	2990	0.000	13	2990	0.000
17:00 - 18:00	13	2990	0.000	13	2990	0.000	13	2990	0.000
18:00 - 19:00	10	3582	0.000	10	3582	0.000	10	3582	0.000
19:00 - 20:00	4	3303	0.000	4	3303	0.000	4	3303	0.000
20:00 - 21:00	2	2015	0.000	2	2015	0.000	2	2015	0.000
21:00 - 22:00	1	1000	0.000	1	1000	0.000	1	1000	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates: 0.006 0.006 0.01								0.012	

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

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

Parameter summary

300 - 7900 (units: sqm)
01/01/00 - 17/10/11
0
13
0
0

TRICS 7.1.2 270814 B	16.52 (C)) 2014 JMP Co	onsultants Lto	d on behalf	of the	TRICS Consortium	۱
Other non-food super	store trip	rate Saturda	у				
OFF-LINE VERSION	Motion	High Street	Guildford				

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

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS		DEPARTURES			TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	1000	0.000	1	1000	0.000	1	1000	0.000
08:00 - 09:00	10	3582	0.011	10	3582	0.000	10	3582	0.011
09:00 - 10:00	13	2990	0.005	13	2990	0.003	13	2990	0.008
10:00 - 11:00	13	2990	0.013	13	2990	0.005	13	2990	0.018
11:00 - 12:00	13	2990	0.013	13	2990	0.018	13	2990	0.031
12:00 - 13:00	13	2990	0.000	13	2990	0.005	13	2990	0.005
13:00 - 14:00	13	2990	0.003	13	2990	0.003	13	2990	0.006
14:00 - 15:00	13	2990	0.013	13	2990	0.005	13	2990	0.018
15:00 - 16:00	13	2990	0.008	13	2990	0.013	13	2990	0.021
16:00 - 17:00	13	2990	0.003	13	2990	0.008	13	2990	0.011
17:00 - 18:00	13	2990	0.003	13	2990	0.005	13	2990	0.008
18:00 - 19:00	10	3582	0.000	10	3582	0.006	10	3582	0.006
19:00 - 20:00	4	3303	0.000	4	3303	0.000	4	3303	0.000
20:00 - 21:00	2	2015	0.000	2	2015	0.000	2	2015	0.000
21:00 - 22:00	1	1000	0.000	1	1000	0.000	1	1000	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.072			0.071			0.143

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

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

Parameter summary

300 - 7900 (units: sqm)
01/01/00 - 17/10/11
0
13
0
0

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use	:	01 - RETAIL
Category	:	G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
VEHICLE:	S	

<u>Sele</u>	cted red	gions and areas:	
02	SOU	TH EAST	
	BU	BUCKINGHAMSHIRE	1 days
	KC	KENT	2 days
06	WES	T MIDLANDS	
	WM	WEST MIDLANDS	3 days

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

Filtering Stage 2 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.

Include all surveys

Parameter:	Gross floor area
Actual Range:	1248 to 7900 (units: sqm)
Range Selected by User:	290 to 16600 (units: sqm)

Public Transport Provision: Selection by:

Date Range: 01/01/00 to 17/10/11

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.

6 days

<u>Selected survey days:</u> Sunday

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

Selected survey types:	
Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:	
Suburban Area (PPS6 Out of Centre)	4
Edge of Town	2

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

Selected Location Sub Categories:	
Commercial Zone	2
Residential Zone	1
Retail Zone	2
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.

Filtering Stage 3 selection:

Use Class:

A1

6 days

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

Population within 1 mile:	
1,001 to 5,000	2 days
10,001 to 15,000	1 days
15,001 to 20,000	3 days

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

Population within 5 miles:	
50,001 to 75,000	2 days
125,001 to 250,000	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	4 days
1.1 to 1.5	2 days

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

Petrol filling station:	
Included in the survey count	0 days
Excluded from count or no filling station	6 days

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

<u>Travel Plan:</u>	
Not Known	6 days

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

TRICS 7.1.2 Other non-f	270814 B16.52	(C) 2014 JMP Co trip rate Sunday	onsultants Ltd on behalf of	the TRICS Consortium	Tuesday 16/09/14 Page 3
OFF-LINE V	ERSION Mot	ion High Street	Guildford		Licence No: 734001
	OF SITES rolovo	at to coloction norm	notoro		
<u>LIST</u>	OF SITES Televal	IL LO SEIECTION PALAR	neters		
1	BU-01-G-01 CAIRNGORM GA WINTERHILL MILTON KEYNE	COURTS ATE S		BUCKINGHAMSHIRE	
2	Suburban Area Retail Zone Total Gross floc Survey of KC-01-G-01	(PPS6 Out of Centre or area: date: SUNDAY PREMUS HC	2) 7900 sqm 10/03/02 DMEMAKER	Survey Type: MANUAL KENT	
	SEA STREET				
3	HERNE BAY Suburban Area No Sub Categor Total Gross floo Survey of KC-01-G-02 BROADOAK RO	(PPS6 Out of Centre y or area: date: SUNDAY D&A TOYS AD	e) 1248 sqm 23/06/02	Survey Type: MANUAL KENT	
4	CANTERBURY Edge of Town Commercial Zor Total Gross floc Survey of WM-01-G-02 STRATFORD RO SHIRLEY	ne or area: date: SUNDAY PC WORLD DAD	1500 sqm 08/12/02	Survey Type: MANUAL WEST MIDLANDS	
5	SOLIHULL Edge of Town Residential Zon Total Gross floc Survey of WM-01-G-03 HIGHGATE MID	e or area: date: SUNDAY DFS DDLEWAY	2800 sqm 16/09/01	Survey Type: MANUAL WEST MIDLANDS	
	HIGHGATE BIRMINGHAM Suburban Area Commercial Zon Total Gross floo Survey of	(PPS6 Out of Centre ne or area: date: SUNDAY	e) 3600 sqm 28/10/01	Survey Type: MANUAL	
6	WM-01-G-04 MARSHALL LAK SHIRLEY SOLIHULL Suburban Area Retail Zone	COMET E ROAD (PPS6 Out of Centre	2)	WEST MIDLANDS	
	i otal Gross floc Survey o	or area: date: SUNDAY	2100 sqm 14/10/01	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.

	ARRIVALS			[DEPARTURES	5	TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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	6	3191	0.768	6	3191	0.282	6	3191	1.050	
11:00 - 12:00	6	3191	2.402	6	3191	1.864	6	3191	4.266	
12:00 - 13:00	6	3191	2.622	6	3191	2.564	6	3191	5.186	
13:00 - 14:00	6	3191	2.789	6	3191	2.726	6	3191	5.515	
14:00 - 15:00	6	3191	2.778	6	3191	2.784	6	3191	5.562	
15:00 - 16:00	6	3191	2.402	6	3191	2.663	6	3191	5.065	
16:00 - 17:00	5	3580	1.179	5	3580	1.777	5	3580	2.956	
17:00 - 18:00	4	4100	0.110	4	4100	0.512	4	4100	0.622	
18:00 - 19:00										
19:00 - 20:00										
20:00 - 21:00										
21:00 - 22:00										
22:00 - 23:00										
23:00 - 24:00										
Total Rates:			15.050			15.172			30.222	

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

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

Parameter summary

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Trip rate parameter range selected:	1248 - 7900 (units: sqm)
Survey date date range:	01/01/00 - 17/10/11
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	6
Surveys manually removed from selection:	0

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

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

Licence No: 734001

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

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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	6	3191	0.000	6	3191	0.000	6	3191	0.000
11:00 - 12:00	6	3191	0.000	6	3191	0.000	6	3191	0.000
12:00 - 13:00	6	3191	0.005	6	3191	0.010	6	3191	0.015
13:00 - 14:00	6	3191	0.000	6	3191	0.000	6	3191	0.000
14:00 - 15:00	6	3191	0.000	6	3191	0.000	6	3191	0.000
15:00 - 16:00	6	3191	0.005	6	3191	0.000	6	3191	0.005
16:00 - 17:00	5	3580	0.000	5	3580	0.000	5	3580	0.000
17:00 - 18:00	4	4100	0.000	4	4100	0.000	4	4100	0.000
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.010			0.010			0.020

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

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

Parameter summary

Trip rate parameter range selected:	1248 - 7900 (units: sqm)
Survey date date range:	01/01/00 - 17/10/11
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	6
Surveys manually removed from selection:	0

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE PSVS Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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	6	3191	0.000	6	3191	0.000	6	3191	0.000
11:00 - 12:00	6	3191	0.000	6	3191	0.000	6	3191	0.000
12:00 - 13:00	6	3191	0.000	6	3191	0.000	6	3191	0.000
13:00 - 14:00	6	3191	0.000	6	3191	0.000	6	3191	0.000
14:00 - 15:00	6	3191	0.000	6	3191	0.000	6	3191	0.000
15:00 - 16:00	6	3191	0.000	6	3191	0.000	6	3191	0.000
16:00 - 17:00	5	3580	0.000	5	3580	0.000	5	3580	0.000
17:00 - 18:00	4	4100	0.000	4	4100	0.000	4	4100	0.000
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected:	1248 - 7900 (units: sqm)
Survey date date range:	01/01/00 - 17/10/11
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	6
Surveys manually removed from selection:	0

TRIP RATE CYCLIST Calculati	for Land Use S on factor:	01 - RETAIL : 100 sqm	/G - OTHER I I	NDIVIDUAL	NON-FOOD S	SUPERSTORE			
BOLD prin	t indicates	peak (busie	est) period						
ARRIVALS DEPARTURES TOTALS									-
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Γ
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	l
00:00 - 01:00									Γ
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	6	3191	0.005	6	3191	0.005	6	3191	
11:00 - 12:00	6	3191	0.000	6	3191	0.000	6	3191	
12:00 - 13:00	6	3191	0.000	6	3191	0.000	6	3191	

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.

6

6

6

5

4

3191

3191

3191

3580

4100

0.000

0.005

0.000

0.000

0.000

0.010

6

6

6

5

4

3191

3191

3191

3580

4100

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

Parameter summary

13:00 - 14:00

14:00 - 15:00

15:00 - 16:00

16:00 - 17:00

17:00 - 18:00 18:00 - 19:00

19:00 - 20:00 20:00 - 21:00 21:00 - 22:00 22:00 - 23:00 23:00 - 24:00

Total Rates:

6

6

6

5

4

3191

3191

3191

3580

4100

0.005

0.000

0.000

0.000

0.000

0.010

Trip rate parameter range selected:	1248 - 7900 (units: sqm)
Survey date date range:	01/01/00 - 17/10/11
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	6
Surveys manually removed from selection:	0

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

Trip Rate

> 0.010 0.000

> > 0.000

0.005

0.005

0.000

0.000

0.000

0.020



Appendix B

Parking Demand Survey



Mothercare, Speke - Parking Demands (Fridays)

Time	BU-01-G-01	KC-01-G-01	KC-01-G-02	SF-01-G-01	WM-01-G-01	WM-01-G-02	WM-01-G-03	WM-01-G-04
07:00-08:00								
08:00-09:00				1	13			
09:00-10:00				3	32			
10:00-11:00	14	34	29	6	54	11	7	10
11:00-12:00	24	40	58	7	67	30	31	25
12:00-13:00	27	32	56	7	76	37	36	31
13:00-14:00	25	34	52	7	83	43	41	36
14:00-15:00	28	16	48	5	91	49	48	41
15:00-16:00	23	3	45	7	86	39	37	33
16:00-17:00	11		4	8	57	21	16	18
17:00-18:00	0			9	9	0	0	0
18:00-19:00				7	0			
19:00-20:00				5				
20:00-21:00				5				
21:00-22:00								

TRICS Ref	GFA
BU-01-G-01	7900
KC-01-G-01	1248
KC-01-G-02	1500
SF-01-G-01	290
WM-01-G-01	1880
WM-01-G-02	2800
WM-01-G-03	3600
WM-01-G-04	2100

Parking Demand per 100 sqm GFA

Time	BU-01-G-01	KC-01-G-01	KC-01-G-02	SF-01-G-01	WM-01-G-01	WM-01-G-02	WM-01-G-03	WM-01-G-04	Average
07:00-08:00	0	0	0	0	0	0	0	0	0
08:00-09:00	0	0	0	0.345	0.691	0	0	0	0.13
09:00-10:00	0	0	0	1.034	1.702	0	0	0	0.342
10:00-11:00	0.177	2.724	1.933	2.069	2.872	0.393	0.194	0.476	1.355
11:00-12:00	0.304	3.205	3.867	2.414	3.564	1.071	0.861	1.19	2.06
12:00-13:00	0.342	2.564	3.733	2.414	4.043	1.321	1	1.476	2.112
13:00-14:00	0.316	2.724	3.467	2.414	4.415	1.536	1.139	1.714	2.216
14:00-15:00	0.354	1.282	3.2	1.724	4.84	1.75	1.333	1.952	2.054
15:00-16:00	0.291	0.24	3	2.414	4.574	1.393	1.028	1.571	1.814
16:00-17:00	0.139	0	0.267	2.759	3.032	0.75	0.444	0.857	1.031
17:00-18:00	0	0	0	3.103	0.479	0	0	0	0.448
18:00-19:00	0	0	0	2.414	0	0	0	0	0.302
19:00-20:00	0	0	0	1.724	0	0	0	0	0.216
20:00-21:00	0	0	0	1.724	0	0	0	0	0.216
21:00-22:00	0	0	0	0	0	0	0	0	0



Anticipated Demands

Proposals

750 sqm

<u>Net Impact</u>

Time	Existing Demand	Future Demand	Total
07:00-08:00		0	0
08:00-09:00		1	1
09:00-10:00	0*	3	3
10:00-11:00	0*	10	10
11:00-12:00	705	15	720
12:00-13:00	798	16	814
13:00-14:00	869	17	886
14:00-15:00	855	15	870
15:00-16:00	741	14	755
16:00-17:00	699	8	707
17:00-18:00	668	3	671
18:00-19:00	572	2	574
19:00-20:00	542	2	544
20:00-21:00	251	2	253
21:00-22:00		0	0



Mothercare, Speke - Parking Demands (Saturdays)

Time	BU-01-G-01	EX-01-G-01	GM-01-G-03	GM-01-G-04	KC-01-G-01	KC-01-G-03	TV-01-G-01	WM-01-G-01	WM-01-G-02	WM-01-G-03	WM-01-G-04
07:00-08:00		0									ĺ
08:00-09:00		5	9	12			16	13			
09:00-10:00		8	17	67		25	41	32			
10:00-11:00	14	11	26	86	34	44	65	54	11	7	10
11:00-12:00	24	16	30	163	40	56	75	67	30	31	25
12:00-13:00	27	25	32	179	32	59	70	76	37	36	31
13:00-14:00	25	12	49	158	34	57	128	83	43	41	36
14:00-15:00	28	12	37	190	16	54	138	91	49	48	41
15:00-16:00	23	10	43	133	3	21	106	86	39	37	33
16:00-17:00	11	7	25	103		16	87	57	21	16	18
17:00-18:00	0	2	12	45		6	18	9	0	0	0
18:00-19:00		0	0	1			1	0			
19:00-20:00		0		0			0				
20:00-21:00		0									
21:00-22:00		0									

TRICS Ref	GFA
BU-01-G-01	7900
EX-01-G-01	1000
GM-01-G-03	4325
GM-01-G-04	5000
KC-01-G-01	1248
KC-01-G-03	1500
TV-01-G-01	4181
WM-01-G-01	1880
WM-01-G-02	2800
WM-01-G-03	3600
WM-01-G-04	2100

Parking Demand per 100 sqm GFA

Time	BU-01-G-01	EX-01-G-01	GM-01-G-03	GM-01-G-04	KC-01-G-01	KC-01-G-03	TV-01-G-01	WM-01-G-01	WM-01-G-02	WM-01-G-03	WM-01-G-04	Average
07:00-08:00	0	0	0	0	0	0	0	0	0	0	0	0
08:00-09:00	0	0.5	0.208	0.24	0	0	0.383	0.691	0	0	0	0.184
09:00-10:00	0	0.8	0.393	1.34	0	1.667	0.981	1.702	0	0	0	0.626
10:00-11:00	0.177	1.1	0.601	1.72	2.724	2.933	1.555	2.872	0.393	0.194	0.476	1.34
11:00-12:00	0.304	1.6	0.694	3.26	3.205	3.733	1.794	3.564	1.071	0.861	1.19	1.934
12:00-13:00	0.342	2.5	0.74	3.58	2.564	3.933	1.674	4.043	1.321	1	1.476	2.107
13:00-14:00	0.316	1.2	1.133	3.16	2.724	3.8	3.061	4.415	1.536	1.139	1.714	2.2
14:00-15:00	0.354	1.2	0.855	3.8	1.282	3.6	3.301	4.84	1.75	1.333	1.952	2.206
15:00-16:00	0.291	1	0.994	2.66	0.24	1.4	2.535	4.574	1.393	1.028	1.571	1.608
16:00-17:00	0.139	0.7	0.578	2.06	0	1.067	2.081	3.032	0.75	0.444	0.857	1.064
17:00-18:00	0	0.2	0.277	0.9	0	0.4	0.431	0.479	0	0	0	0.244
18:00-19:00	0	0	0	0.02	0	0	0.024	0	0	0	0	0.004
19:00-20:00	0	0	0	0	0	0	0	0	0	0	0	0
20:00-21:00	0	0	0	0	0	0	0	0	0	0	0	0
21:00-22:00	0	0	0	0	0	0	0	0	0	0	0	0

Anticipated Demands

Proposals

<u>Net Impact</u>

Time	Existing Demand	Proposed Demand	Total
07:00-08:00		0	0
08:00-09:00		1	1
09:00-10:00	223	5	228
10:00-11:00	480	10	490
11:00-12:00	691	15	706
12:00-13:00	929	16	945
13:00-14:00	1093	17	1110
14:00-15:00	1208	17	1225
15:00-16:00	1239	12	1251
16:00-17:00	1137	8	1145
17:00-18:00	835	2	837
18:00-19:00	440	0	440
19:00-20:00	136	0	136
20:00-21:00		0	0
21:00-22:00		0	0

750 sqm



Mothercare, Speke - Parking Demands (Sundays)

Time	BU-01-G-01	KC-01-G-01	KC-01-G-02	WM-01-G-02	WM-01-G-03	WM-01-G-04
07:00-08:00						
08:00-09:00						
09:00-10:00						
10:00-11:00	14	34	29	11	7	10
11:00-12:00	24	40	58	30	31	25
12:00-13:00	27	32	56	37	36	31
13:00-14:00	25	34	52	43	41	36
14:00-15:00	28	16	48	49	48	41
15:00-16:00	23	3	45	39	37	33
16:00-17:00	11		4	21	16	18
17:00-18:00				0	0	0
18:00-19:00						
19:00-20:00						
20:00-21:00						
21:00-22:00						

TRICS Ref	GFA
BU-01-G-01	7900
KC-01-G-01	1248
KC-01-G-02	1500
WM-01-G-02	2800
WM-01-G-03	3600
WM-01-G-04	2100

Parking Demand per 100 sqm GFA

Time	BU-01-G-01	KC-01-G-01	KC-01-G-02	WM-01-G-02	WM-01-G-03	WM-01-G-04	Average
07:00-08:00	0	0	0	0	0	0	0
08:00-09:00	0	0	0	0	0	0	0
09:00-10:00	0	0	0	0	0	0	0
10:00-11:00	0.177	2.724	1.933	0.393	0.194	0.476	0.983
11:00-12:00	0.304	3.205	3.867	1.071	0.861	1.19	1.75
12:00-13:00	0.342	2.564	3.733	1.321	1	1.476	1.739
13:00-14:00	0.316	2.724	3.467	1.536	1.139	1.714	1.816
14:00-15:00	0.354	1.282	3.2	1.75	1.333	1.952	1.645
15:00-16:00	0.291	0.24	3	1.393	1.028	1.571	1.254
16:00-17:00	0.139	0	0.267	0.75	0.444	0.857	0.41
17:00-18:00	0	0	0	0	0	0	0
18:00-19:00	0	0	0	0	0	0	0
19:00-20:00	0	0	0	0	0	0	0
20:00-21:00	0	0	0	0	0	0	0
21:00-22:00	0	0	0	0	0	0	0



Anticipated Demands

Proposals 750 sqm

<u>Net Impact</u>

Time	Existing Demand	Demands	Total
07:00-08:00		0	0
08:00-09:00		0	0
09:00-10:00		0	0
10:00-11:00	153	7	160
11:00-12:00	609	13	622
12:00-13:00	938	13	951
13:00-14:00	1041	14	1055
14:00-15:00	1132	12	1144
15:00-16:00	1086	9	1095
16:00-17:00	760	3	763
17:00-18:00	297	0	297
18:00-19:00		0	0
19:00-20:00		0	0
20:00-21:00		0	0
21:00-22:00		0	0



Appendix C

Car Park Occupancy Survey

	FRIDAY 12/09/2014		SATURDAY 13/09/2014		SUNDAY 14/09/2014	
TIME OF	CAPACITY 1832		CAPACITY 1832		CAPACITY 1832	
OBSERVATION	NUMBER PARKED	% OCCUPANCY	NUMBER PARKED	% OCCUPANCY	NUMBER PARKED	% OCCUPANCY
0900	0*	0*	223	12		
0930	0*	0*	337	18		
1000	0*	0*	480	26	153	8
1030	658	36	609	33	270	15
1100	705	38	691	38	609	33
1130	753	41	851	46	798	44
1200	798	44	929	51	938	51
1230	901	49	1020	56	1029	56
1300	869	47	1093	60	1041	57
1330	890	49	1117	61	1105	60
1400	855	47	1208	66	1132	62
1430	821	45	1248	68	1179	64
1500	741	40	1239	68	1086	59
1530	657	36	1180	64	957	52
1600	699	38	1137	62	760	41
1630	728	40	984	54	528	29
1700	668	36	835	46	297	16
1730	589	32	634	35		
1800	572	31	440	24		
1830	543	30	248	14		
1900	542	30	136	7		
1930	442	24				
2000	251	14				

NEW MERSEY RETAIL PARK - CAR PARK OCCUPANCY SURVEY

Note: * Survey permission refused by on site security staff. 1758 spaces + 58 disabled spaces + 16 parent & child spaces = 1832. Weather - Dry on all days.



Appendix D

AECOM's Future Car Park Occupancy



Hour	SATURDAY							
Ending	Inbound Flow	Outbound Flow	Car Park Occupancy	% Occupancy				
01:00	24	54	93	5%				
02:00	22	17	98	5%				
03:00	13	14	97	5%				
04:00	8	3	101	5%				
05:00	7	10	99	5%				
06:00	39	23	114	6%				
07:00	86	27	173	8%				
08:00	136	78	231	11%				
09:00	393	167	457	22%				
10:00	798	505	750	37%				
11:00	1068	783	1036	51%				
12:00	1351	1060	1326	65%				
13:00	1633	1321	1639	81%				
14:00	1657	1500	1796	88%				
15:00	1643	1522	1917	94%				
16:00	1499	1644	1773	87%				
17:00	1162	1632	1303	64%				
18:00	777	1368	712	35%				
19:00	549	925	336	17%				
20:00	397	478	256	13%				
21:00	270	285	240	12%				
22:00	162	201	201	10%				
23:00	83	197	88	4%				
00:00	43	126	5	0%				

TABLE 18 – FUTURE CAR PARK OCCUPANCY