

**Carcraft,  
Portal Way,  
Liverpool**

**Transport Statement**

**December 2015**



**FAIRHURST**

**CONTROL SHEET**




**CLIENT:** T J Morris

**PROJECT TITLE:** Carcraft, Portal Way, Liverpool

**REPORT TITLE:** Transport Statement

**PROJECT REFERENCE:** 112768

**REPORT NUMBER** R1.2

Issue & Approval Schedule	ISSUE 1		Name		Signature		Date	
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	Approved by		N M Downes				10/12/15	

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This report has been prepared in accordance with procedure OP/P02 of Fairhurst's integrated Quality and Environmental Management System (QEMS)

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## **1.0 EXECUTIVE SUMMARY**

- 1.1 Fairhurst has been commissioned by T J Morris Ltd to prepare a Transport Statement to support a change of use application for a proposed conversion of a car hypermarket to provide four units for use as a training centre (class B1) 5,385 sqm, discount foodstore 2,035 sqm, bulky goods unit 2,062 sqm and a garden centre (class A1) 929 sqm. The proposed development lies within the Axis Business Park which is on the east side of Portal Way and north of the A580 East Lancashire Road, Liverpool.
- 1.2 The training centre will be relocated from an existing building on the west side of Portal Way.
- 1.3 This report has been prepared in accordance with the National Planning Policy Framework (NPPF) 2012 and planning documents adopted by Liverpool City Council.
- 1.4 The Transport Statement informs the evidence base to allow the Highway Authority to determine the transport impact of the proposals and demonstrates that the proposed scheme complies with local planning policy as it relates to the site, concluding that there will be no significant adverse impacts and therefore there are no reasons on transport or highways grounds why this development should not be granted planning permission.

## **2.0 SITE LOCATION AND ROAD ACCESS**

### *Location*

- 2.1. The Application Site is bisected by Portal Way, just off of the East Lancashire Road access. On the east side, the land was formerly used for a car hypermarket and comprises a single storey showroom (8,695 square metres) and a large ancillary car storage area.
- 2.2 The former Carcraft Site is bounded by Portal Way to the west, the East Lancashire Road to the south, the Knowsley Brook to the east and existing industrial premises to the north.
- 2.3 On the opposite side of Portal Way to the west lies TJ Morris's training centre is a small development currently used as a training centre (land use class B1).
- 2.6 Appendix A shows a location plan of the existing site layout as shown in aja dwg no 5834–012.

### *Road Network*

- 2.7 Portal Way forms the spine road of the Axis Business Park and alongside the Carcraft site it is a dual carriageway. Roads within the Business Park are subject to a 30 mph speed limit and have street lighting.
- 2.8 Portal Way meets the East Lancashire Road at a complex signalled gyratory that also gives access to Willow Way to the south and Callestock Close to the southwest (both serving the Croxteth housing estate). East of the junction are slip roads connecting the East Lancashire Road with Junction 4 on the M57 motorway, leading to the M62 and Widnes (south) and to Kirkby and the A59 (north).
- 2.9 The East Lancashire Road is a dual carriageway with a 40 mph speed limit. To the west it leads into Liverpool while to the east it connects with St Helens, the M6 motorway and Manchester. The site therefore has excellent road links with the local and strategic networks.

*Site vehicular access*

- 2.10 Portal Way currently has a roundabout approximately 150 metres north of the East Lancashire Road junction. This currently gives access to the T J Morris premises on the west side of the business park but not to the former Carcraft site; current access to this is from a priority junction with Portal Way approximately 130 metres further north.
- 2.11 The existing training centre has left in / left out access to and from Portal Way, with exiting traffic manoeuvring at the T J Morris roundabout.

### 3.0 POLICY BACKGROUND

#### *The National Planning Policy Framework (March 2012)*

- 3.1 This sets out the Government's economic, environmental and social planning policies for England. According to paragraph 14, the "golden thread" at its heart is a presumption in favour of sustainable development, both in plan-making and in making planning decisions. Thus, where relevant policies in the development plan are absent, silent or out of date, planning permission should be granted unless:
- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole; or
  - specific policies in the Framework indicate development should be restricted.
- 3.2 With regards to transport, paragraphs 29 and 30 set out the Framework's objectives:
- to facilitate sustainable growth; and
  - to support reductions in greenhouse gas emissions and congestion, promoting sustainable modes and where possible reducing the need for movement.
- 3.3 Paragraph 32 on Transport requires all developments that generate significant amounts of movement to be supported by a Transport Assessment and also states that development should not be refused unless the residual cumulative impact is severe. Paragraphs 35 and 36 aim to secure priority provision for travel on foot, by cycle, on public transport and for people with disabilities.
- 3.4 The Framework no longer supports the setting of maximum parking provision levels at national level. Instead, paragraph 39 states that local parking standards should take into account the nature of the development, its accessibility (particularly by public transport), local car ownership levels and an overall need to reduce the use of high-emission vehicles.

## **4.0 SUSTAINABLE TRANSPORT OPTIONS**

### *Local Facilities*

- 4.1 There is a small shopping parade with a Post Office, pub and general store on Moss Way in Croxteth, one kilometre (twelve minutes walk) from the site. There is also a newsagent, which may offer some basic supplies, on Willow Way 500 metres or six minutes walk away.

### *Walking*

- 4.2 Portal Way has footways, both approximately two metres wide, on both sides and a footway will be provided alongside the proposed new road access off the T J Morris roundabout. There are signalled pedestrian crossings, with dropped kerbs, on the north and west sides of the East Lancashire Road gyratory and a further unsignalled crossing over Callestock Close (which at this point is buses only) gives access to and from the Croxteth estate. All roads in the area have street lighting.

- 4.3 The East Lancashire Road has footways on both sides, both east and west of the Portal Way junction, but these are of variable quality and are less than two metres wide in several places.

### *Cycling*

- 4.4 The Liverpool Cycle Map, an extract from which is shown in Appendix B, shows the footways along both sides of the A580 east of the Portal Way junction as cycle ways and although they are less than three metres wide (or 1.5 metres for a one way cycle way), as recommended in Local Transport Note 2/08 on Cycle Infrastructure Design, they give a traffic-free link with Kirkby, St Helens and points east.
- 4.5 West of Portal Way, at Back Gillmoss Lane, there is a Toucan crossing over the A580. To the north of this an off-road cycle path runs alongside the River Alt to the A506 Valley Road, giving an alternative route to Kirkby and to Copple House. This route can also be reached from the roundabout at the north end of Portal Way. However, both accesses to the route have an unattractive environment, partly because of fly-tipping.

4.6 Southwest of Croxteth, Altcross Road, Storrington Avenue and Utting Avenue is a signed cycle route towards inner and central Liverpool and also a link with the Liverpool Loop Line.

4.7 There is a cycle stand at the shopping parade on Moss Way. There are no public stands in the vicinity of the proposed development but this does not matter as stands can be provided on site.

*Bus*

4.8 The nearest bus stops are on the A580 and on Willow Way. The Willow Way stops are approximately 320 metres or four minutes walking time from the site access. The westbound stop on the A580 is a similar distance while the eastbound is approximately 480 metres or six minutes walk. All these stops are accessible via the signalled pedestrian crossings over Portal Way and the A580 and all but the westbound stop on the A580 have shelters.

4.9 There is also a pair of bus stops on the A580 at a park and ride site west of Back Gillmoss Lane; the westbound stop is accessible via the Toucan crossing. Both have shelters. The park and ride facility would not offer any benefit for people travelling to and from the Application Site as it serves commuters into central Liverpool.

4.10 The Willow Way stops are served by routes 14, 14A, 14B, 14X, 19, 121, 215, 898 and 899.

4.11 Routes 14, 14A, 14B and 14X operate a frequent service (at intervals as little as three to four minutes) on Mondays to Saturdays between Liverpool city centre and Willow Way via the Royal Liverpool Hospital, Townsend Lane, Utting Avenue and Storrington Avenue, with route 14A continuing every half hour to Tower Hill, Kirkby. On Monday to Saturday evenings there is a quarter hourly service to the city centre and an hourly service to Tower Hill. On Sundays there is a bus every seven to eight minutes to the city centre and half hourly to Tower Hill while on Sunday evenings the service is quarter-hourly to the city centre only.

- 4.12 Routes 14, 14B and 14X run between the city centre and Kirkby Civic Centre, Knowsley or industrial estates in Kirkby, but only early on Monday to Friday mornings.
- 4.13 Routes 19 and 119 run between Liverpool city centre and Kirkby Civic Centre via Everton, Anfield and the East Lancashire Road, with some services on route 19 calling at Croxteth. Route 19 runs every ten minutes on Mondays to Saturday daytimes, half-hourly on Monday to Saturday evenings and on Sundays quarter hourly during the daytime and hourly in the evening. Route 119 operates early on Saturday mornings, continuing to Knowsley Industrial Park in Kirkby; route 224 operates early on Sunday mornings, continuing to Northwood.
- 4.14 Routes 121 and 215 together operate a circular route linking Croxteth with Croxteth Park, Norris Green, Walton Park, Orrell Park, Aintree University Hospital and Gillmoss on Monday to Saturday daytimes. Route 121 also operates during the evenings and on Sundays but does not serve the area of the Application Site.
- 4.15 Route 17 runs between Liverpool city centre and Kirkby (Knowsley Industrial Park) via the Royal Liverpool Hospital, Anfield, Utting Avenue, Fazakerley and Kirkby Civic Centre. Two buses in each hour diverge from Fazakerley to Gillmoss on Monday to Saturday daytimes and these are the only journeys that come close to the Application Site. Note that this route only serves the stops near Back Gillmoss Lane.
- 4.16 Route 102 runs hourly between Page Moss, Broad Green, Alder Hey Hospital, Croxteth Park, Croxteth and Aintree University Hospital in Fazakerley through the week, although in the evenings and on Sundays it does not serve Page Moss.
- 4.17 Routes 898 and 899 combine to give a half hourly service between Page Moss, West Derby and Croxteth and then follow a circular route through Kirkby, serving the industrial estates, the two services running in opposite directions. Route 898 runs daily, route 899 on Mondays to Fridays only and ceases to operate earlier in the evening.
- 4.18 Table 4.1 summarises the various services. Appendix C gives an extract from the Liverpool Bus Map showing bus services in the area.

*Table 4.1 Bus service frequencies (minutes)*

Route	Between	Mon – Sat Daytime	Mon – Sat Evening	Sun daytime	Sun evening
14, 14A, 14B, 14X	City centre – Croxteth	3 – 4 M-F, 5 Sat	15	7 – 8	15
14	City centre – Kirkby	infrequent	-	-	-
14A	City centre – Kirkby	30	60	30	-
14B	City centre – Knowsley	infrequent	-	-	-
14X	City centre – Kirkby industrial estates	infrequent	-	-	-
19	City centre – Kirby Civic Centre	10	30	15	60
119	City centre – Knowsley Industrial Park	infrequent	-	-	-
244	City Centre – Kirkby – Northwood	-	-	-	infreq.
121 & 215	Croxteth – Orrell Park circular	30	-	-	-
17	City Centre – Gillmoss	30	-	-	-
102	Broad Green – Aintree University Hospital	60	60	60	60
898	Page Moss – Kirkby	60	60	60	60
899	Page Moss – Kirkby	60 not Sats	60 not Sats	-	-

#### *Rail*

- 4.19 The nearest stations are Fazakerley, 3.7 kilometres or eight minutes driving time, and Kirkby, 5.3 kilometres or nine minutes driving time. Both have secure storage for ten cycles (cyclists can apply for a key) and are fully accessible for disabled passengers.
- 4.20 Fazakerley station has no car park. Kirkby has paid parking for 89 cars plus four wheelchair accessible spaces available free of charge.
- 4.21 Fazakerley station is twelve minutes from the Application Site by cycle. The cycling time to Kirkby station is 17 minutes according to Google Maps but this involves a long detour via the East Lancashire Road and Moorgate Road. Using the cycle route via Portal Way and the River Alt to the A506 should theoretically shorten this time

considerably. The feasibility and ambience of this route would depend heavily upon the standard of upkeep.

- 4.22 Both Fazakerley and Kirkby stations are on the Merseyrail Northern Line with four trains per hour to Liverpool Central (two per hour in the late evenings and on Sundays). Trains operate from approximately 06:10 until midnight (approximately 08:40 to midnight on Sundays). There are connections for Ormskirk and Preston at Kirkdale, for Southport at Sandhills and for Liverpool South Parkway, Hunts Cross, Liverpool Lime Street, James Street and the Wirral at Moorfields and Central.
- 4.23 In addition, Northern Rail operate what is essentially an hourly service between Kirkby and Wigan Wallgate, with most trains continuing to Atherton, Manchester Victoria and Rochdale. The service operates on Mondays to Saturdays only between approximately 07:00 and 19:00. There are connections at Wigan for Bolton, Blackburn, Preston and the West Coast Main Line (for London, Birmingham, north Lancashire and Scotland) but for many of these a short walk is needed between Wigan Wallgate and Wigan North Western stations.
- 4.24 To summarise, the Application Site is served by frequent bus services, running every few minutes from central Liverpool to Willow Way via Utting Avenue and every ten minutes via the East Lancashire Road. There is also a frequent service to Kirkby. Rail services are less convenient for commuting, except for those prepared to cycle to and from the stations, but they may offer opportunities for business travel, particularly into central Liverpool and to Wigan.

#### *Merseylink*

- 4.25 Merseylink offer a dial-a-ride facility for people with mobility problems, operating seven days a week between 08:00 and 23:00. It will generally not be convenient for commuting purposes as precise pick up and set down times cannot be guaranteed.

#### *Current patterns of travel*

- 4.26 Using data from the 2011 Census, Table 4.2 shows the mode of travel to work of people travelling to work in Employment Zone E33006236, covering the Application Site.

*Table 4.2 Modal split of people travelling to work in Employment Zone E33006236*

	Employment zone		Liverpool	England
	Number	%	%	%
Rail (including underground)	19	1.3%	9.3%	6.0%
Bus, minibus or coach	222	15.7%	16.7%	8.5%
Taxi	4	0.3%	1.1%	0.6%
Motorcycle, scooter or moped	12	0.9%	0.5%	0.9%
Driving a car or van	835	59.2%	46.1%	63.0%
Passenger in a car or van	148	10.5%	5.2%	5.7%
Bicycle	57	4.0%	1.8%	3.3%
On foot	90	6.4%	9.7%	11.4%
Other method of travel to work	4	0.3%	0.4%	0.5%
Total travelling to work	1,410	100.0%	100.0%	100.0%

Source: Nomis Table WP703EW

- 4.27 The proportion walking is below the Liverpool, average, not surprisingly in view of the peripheral location with only Croxteth being within easy reach. The proportion travelling by bus is very close to the Liverpool average but the proportion using rail is well below as might be expected given its remoteness from a station. On the other hand, the proportion cycling is above both the national and Liverpool averages.
- 4.28 The proportion driving to work is above the Liverpool average and not far below the England average. Interestingly, the proportion travelling as car passenger is also relatively high. This suggests that there is scope for promoting car sharing.

#### *Overview*

- 4.29 The Application Site is on a peripheral business park with some housing nearby but generally rather remote from many potential employees' homes. However, it still has a very frequent bus service, particularly at the Willow Way stops, which appears to explain why over 15% of employed people travel to work in the area by bus. The proportions cycling and travelling as car passenger are also relatively high although nearly 60% of employees still drive to work.
- 4.30 This application is accompanied by a Travel Plan to promote sustainable travel.

## **5.0 DEVELOPMENT PROPOSAL**

- 5.1 It is proposed to redevelop the former Carcraft building to accommodate the relocated training centre (5,385 sqm), a discount foodstore (2,035 sqm), a bulky goods unit (2,062 sqm) and a garden centre (929 sqm). The planning application is therefore for a change of use from sui generis to A1 and B1.
- 5.2 The proposals will include service yards for the retail facilities. The proposals will utilise the existing car parking provision.
- 5.3 The existing training centre will be retained for use as offices.
- 5.4 Access to the Application Site will be from a new eastern arm from the existing roundabout on Portal Way.
- 5.5 Continuous footpath facilities will be provided from Portal Way into the site. Dropped kerbs and islands will facilitate crossing of the new arm, mirroring arrangements already provided on the existing arm.
- 5.6 Appendix D shows the proposed site layout while Appendix E gives a more detailed view of the proposed changes to the roundabout junction. These do not form part of the current Planning Application.

## 6.0 IMPACT ASSESSMENT

- 6.1 In order to assess the likely impact of the proposals on the performance of the local road network, two scenarios have been considered and compared i.e. the current lawful use of the site as a car hypermarket, and the proposed scheme. In both cases the traffic generation of the existing training centre has been taken into account as there will be implications regarding its traffic generation due to the proposed change of use.
- 6.2 The existing scenario, therefore, comprises the 4,050sqm GFA training centre and the 8,695sqm GFA Carcraft Hypermarket. The proposed scenario involves a change of use for the Training centre into general office use, and redevelopment of the former Carcraft site to accommodate the relocated 5,385sqm GFA training centre along with 2,035sqm GFA discount food warehouse, 2,062sqm GFA bulky goods outlet (or Cash & Carry) and 929sqm GFA garden centre. As summarised below in table 6.1.

Land use	Existing	Proposed
Training Centre	4,050sqm	
Carcraft Hypermarket	8,695sqm	
General Office Use (Former Training Centre)		1,533sqm
Proposed Training Centre		5,385sqm
Discount Food Warehouse		2,035sqm
Bulky Goods Outlet		2,062sqm
Garden Centre		929sqm

Table 6.1 Existing/proposed land use GFA

- 6.3 The existing trip generation of the training centre has been counted on site on a typical weekday. The generation of the other land uses has been forecast using the TRICS trip generation database. Trip rates for a Saturday have also been derived to help identify the overall period of peak generation. Appendix F contains the data samples used to derive appropriate trip rates and these are summarised in Tables 6.2 and Table 6.3 below.

Land use	AM PEAK 8:00-9:00		PM PEAK 17:00-18:00		12-hours 07:00-19:00		source
	IN	OUT	IN	OUT	IN	OUT	
Training Centre	0.667	0.765	2.568	2.494	28.96	30.17	Observed
Offices	1.798	0.197	0.145	1.558	5.933	5.870	TRICS
Discount Food	1.070	0.874	3.385	3.822	39.79	38.38	TRICS
Cash & Carry	0.105	0.034	0.028	0.085	1.118	1.113	TRICS
Garden Centre	0.351	0.054	0.108	0.270	7.486	7.514	TRICS
Car Showroom	0.741	0.363	0.345	0.513	5.460	5.336	TRICS

Table 6.2 Weekday Trip Generation Rates per 100sqm GFA

Land use	PEAK 12:00-13:00		PEAK 13:00-14:00		12-hours 07:00-19:00		source
	IN	OUT	IN	OUT	IN	OUT	
Training Centre	0.000	0.000	0.000	0.000	0.000	0.000	Assumed
Offices	0.000	0.000	0.000	0.000	0.000	0.000	Assumed
Discount Food	4.423	4.038	3.846	2.981	28.67	28.08	TRICS
Cash & Carry	0.095	0.015	0.097	0.129	1.118	1.113	TRICS
Garden Centre	0.620	0.603	0.829	0.880	5.519	5.495	TRICS
Car Showroom	0.263	0.368	0.263	0.421	2.790	2.894	TRICS

Table 6.3 Saturday Trip Generation Rates per 100sqM GFA

- 6.4 The total number of trips generated by the existing and proposed developments are shown in tables 6.4 and 6.5 below.

Land use	AM PEAK 08:00-09:00		PM PEAK 17:00-18:00		12-hours 07:00-19:00		source
	IN	OUT	IN	OUT	IN	OUT	
Training Centre	34	29	110	112	1323	1269	Observed
Offices	23	3	2	24	91	90	TRICS
Discount Food	22	18	70	79	820	791	TRICS
Cash & Carry	2	1	1	2	23	23	TRICS
Garden Centre	3	0	1	2	57	57	TRICS
Car Showroom	69	34	32	48	506	494	TRICS
TOTAL EXISTING (training+showroom)	103	63	142	160	1829	1763	
TOTAL PROPOSED (training+office+food+ cash&carry+garden)	84	51	184	219	2314	2230	

Table 6.4 Weekday Trip Generation

Land use	AM PEAK 08:00-09:00		PM PEAK 17:00-18:00		12-hours 07:00-19:00		source
	IN	OUT	IN	OUT	IN	OUT	
Training Centre	0	0	0	0	0	0	Observed
Offices	0	0	0	0	0	0	TRICS
Discount Food	24	4	30	40	585	579	TRICS
Cash & Carry	2	1	1	2	23	23	TRICS
Garden Centre	1	1	1	0	42	42	TRICS
Car Showroom	59	15	0	10	259	268	TRICS
TOTAL EXISTING (training+showroom)	59	15	0	10	259	268	
TOTAL PROPOSED (training+office+food+ cash&carry+garden)	27	6	32	42	650	644	

Table 6.5 Saturday Trip Generation

6.5 The total number of car trips expected to be generated during a weekday morning peak decreases from 166 to 135 and during the PM peak increases from 302 to 403.

- 6.6 The generated traffic has been assigned to the 4-arm roundabout following existing turning proportions. A summary of the existing and proposed flows on the local network is shown in Appendix G.
- 6.7 As the layout of the roundabout serving the proposed site is to be changed from a three arm to a four arm junction the weekday peak hour capacity has been checked using the forecast traffic flows and ARCADY. The resulting RFCs (Ratios of Flow to Capacity) are well within the 0.85 threshold normally considered to be the maximum at which a roundabout junction can be expected to operate without significant queuing or delays.
- 6.8 The maximum RFC forecast is 0.170 for the PM (17:00 – 18:00) peak. The proposed design (by others; not part of this application), therefore, is more than adequate for serving the proposed development. The RFCs and average queues and delays on each approach are shown in Table 6.6 below. Appendix H shows the full ARCADY outputs.

Approach	AM PEAK 08:00-09:00			PM PEAK 17:00-18:00		
	RFC	Max Q (veh)	Delay (min)	RFC	Max Q (veh)	Delay (min)
Portal Way (N)	0.012	0	0.03	0.058	0.1	0.03
Former Carcraft Site	0.040	0	0.05	0.170	0.2	0.06
Portal Way (S)	0.136	0.2	0.03	0.124	0.1	0.03
T.J. MORRIS	0.019	0	0.03	0.013	0	0.03

Table 6.6 Internal 4-arm roundabout capacity assessment

## 7.0 CONCLUSION

- 7.1 The Transport Statement has been prepared to support a change of use application for a proposed conversion of the Carcraft car hypermarket on the Axis Business Park, Liverpool, to provide four units for use as a training centre (class B1), discount foodstore, bulky goods unit and a garden centre (class A1). The proposed development is on the east side of Portal Way and north of the A580 East Lancashire Road.
- 7.2 The proposed development also replaces the current land use of an existing training facility on the opposite side of Portal Way. Thus some of the traffic at the Application Site will have been transferred and newly generated.
- 7.3 A new access to the site will be created (by others; not part of this application), forming an eastern arm on the existing roundabout that gives access to the other T J Morris facilities on the Business Park.
- 7.4 The Application Site is well connected to the local road network with a signalled junction onto the A580 East Lancashire Road. There are pedestrian crossings linking with housing at Croxteth and shared pedestrian and cycle paths run along either side of the A580.
- 7.5 Bus services in the area are frequent and give good connections to central Liverpool, the Utting Avenue and East Lancashire Road corridors, to Kirkby and other surrounding suburbs.
- 7.6 Current travel patterns by people working in the area show that nearly 16% travel to work by bus and just over 10% as car passengers. 4% cycle, which is above average both for Liverpool and for England as a whole, but just under 60% drive cars. However, there is potential for promoting alternatives to the private car. A Travel Plan has been prepared in support of this application.
- 7.7 The proposed change of land use will generate vehicle trips in the PM peak but remove vehicle trips in the AM peak. The current NPPF states that development

should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

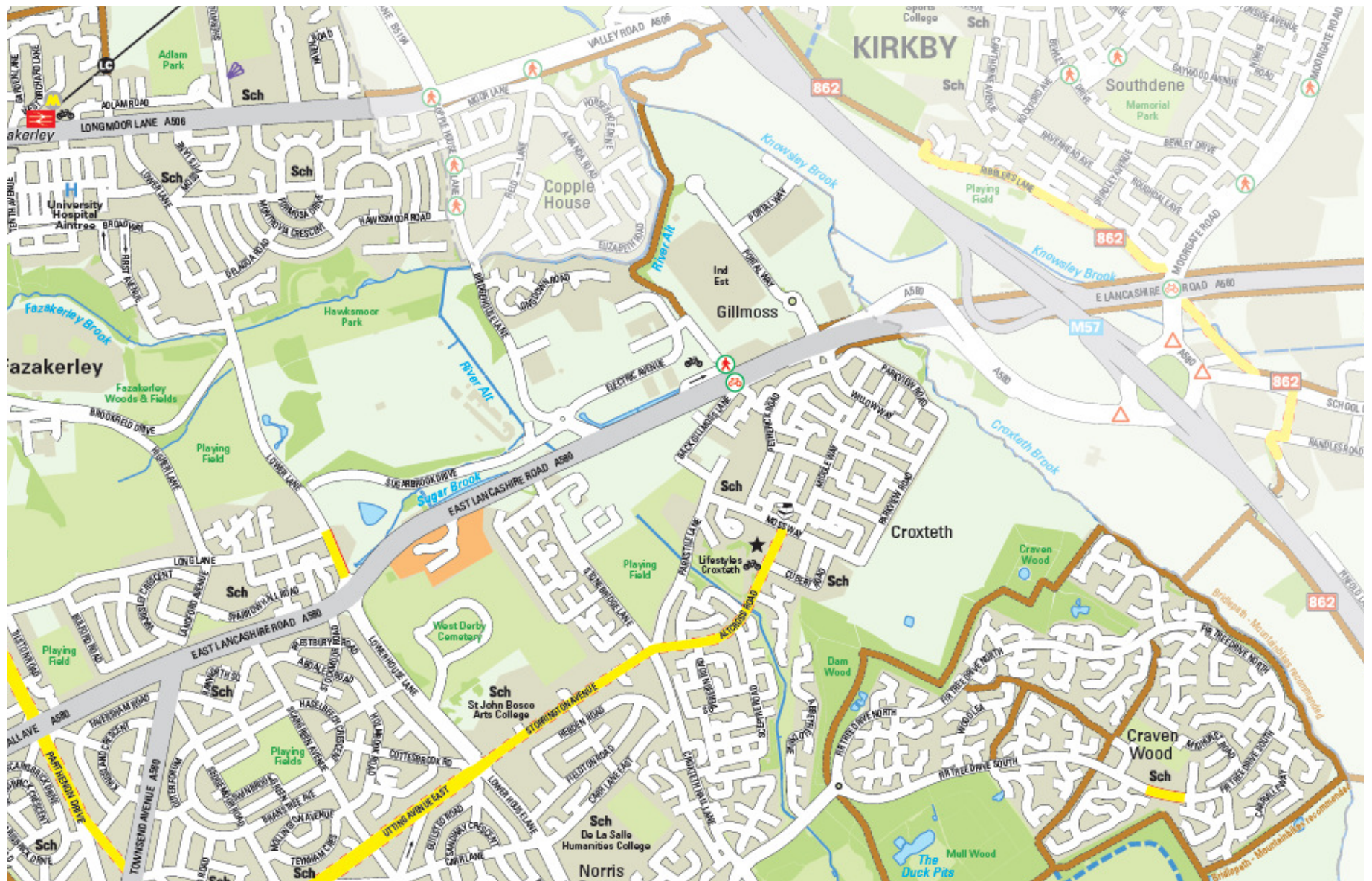
7.8 Access arrangements (by others; not part of this application) will ensure safe and suitable access can be delivered.

7.9 There are therefore no transport grounds on which to refuse planning permission for the proposed development.

**APPENDIX A**  
**EXISTING SITE LAYOUT**



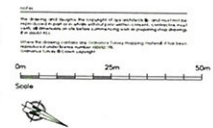
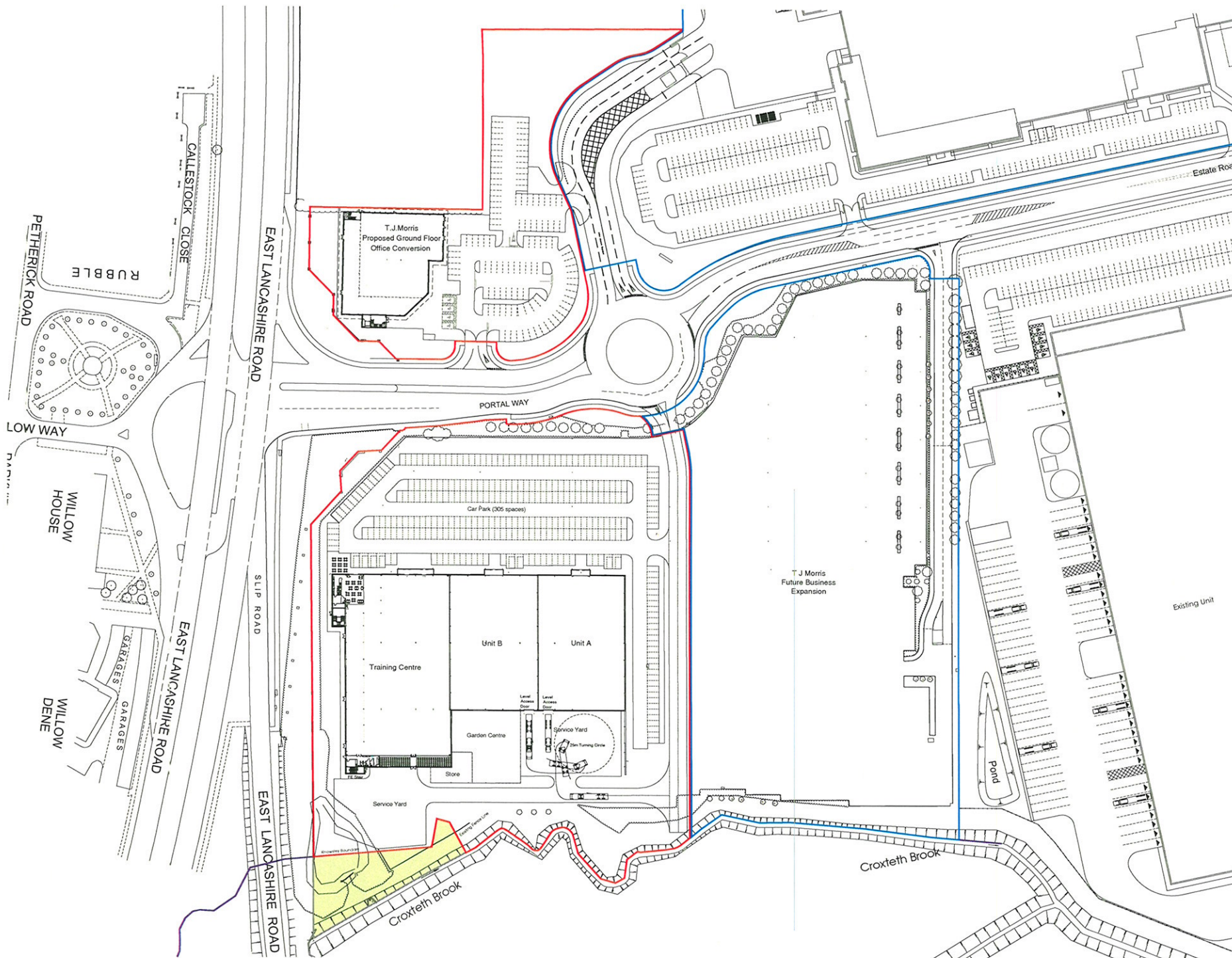
**APPENDIX B**  
**EXTRACT FROM LIVERPOOL CYCLE MAP**



**APPENDIX C**  
**EXTRACT FROM LIVERPOOL BUS MAP**



**APPENDIX D**  
**PROPOSED SITE LAYOUT**



# **Schedule of Accommodation** All areas are gross internal

Training Centre		
Ground Floor	3,657 sq.m	39,360 sq.ft
First Floor	864 sq.m	9,300 sq.ft
Second Floor	864 sq.m	9,300 sq.ft
Total	5,385 sq.m	57,960 sq.ft
Garden Centre		
Ground Floor	762 sq.m	8,200 sq.ft
Store	167 sq.m	1,800 sq.ft
Total	929 sq.m	10,000 sq.ft
Unit A		
Unit A	2,035 sq.m	21,900 sq.ft
Unit B		
Unit B	2,062 sq.m	22,290 sq.ft
Car Parking		
Car Parking	305 spaces	
Site Area		
Site Area	6.80 acres (2.75 hectares)	
Proposed Office Conversion		
Ground Floor	1,533 sq.m	16,500 sq.ft
Site Area	2.33 acres (0.94 hectares)	

A 301115 Schedule of areas added. Scale bar 25m  
 added. This sheet updated to A3



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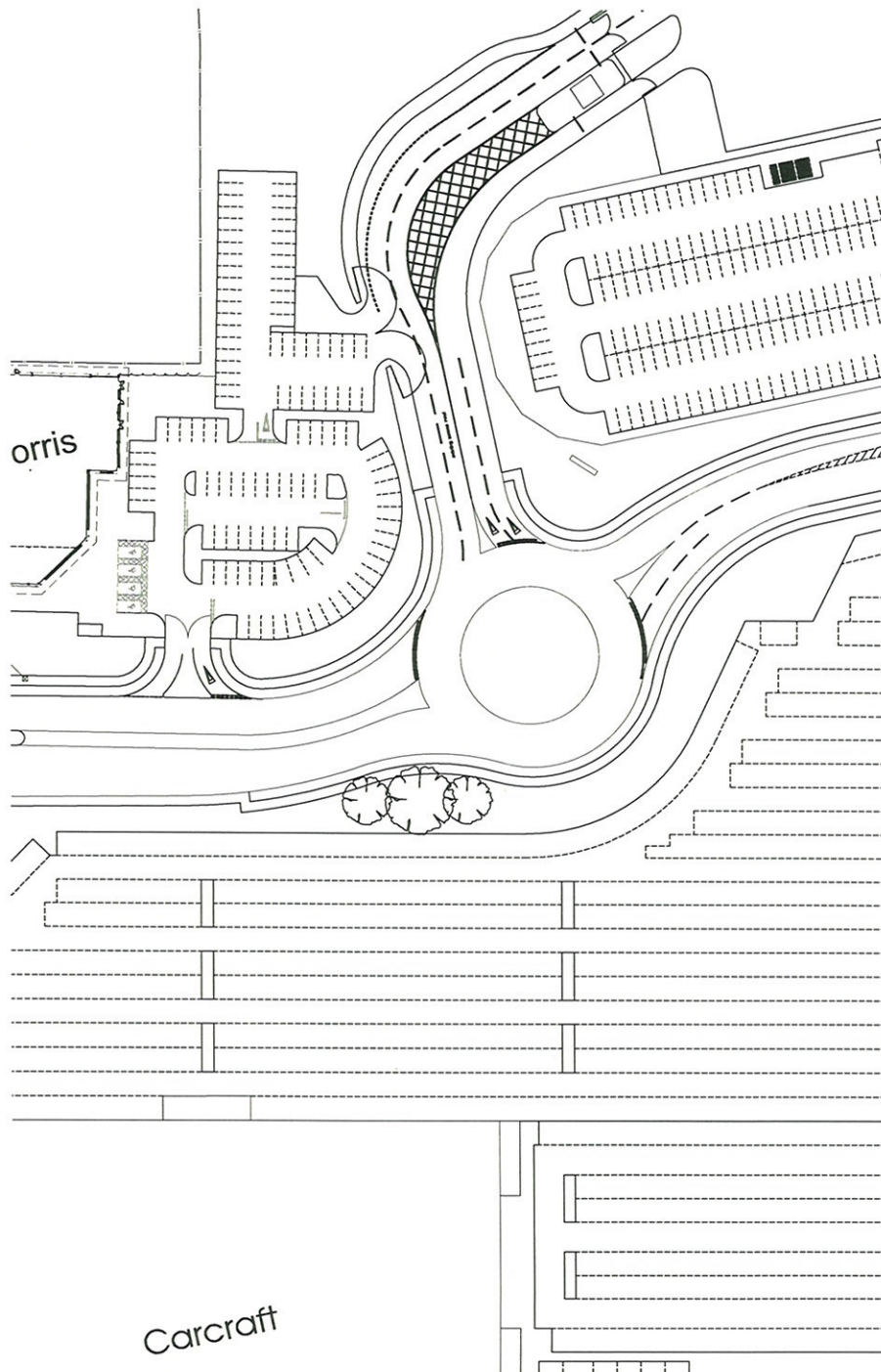
Carcraft Site  
 Liverpool

Proposed Site Plan

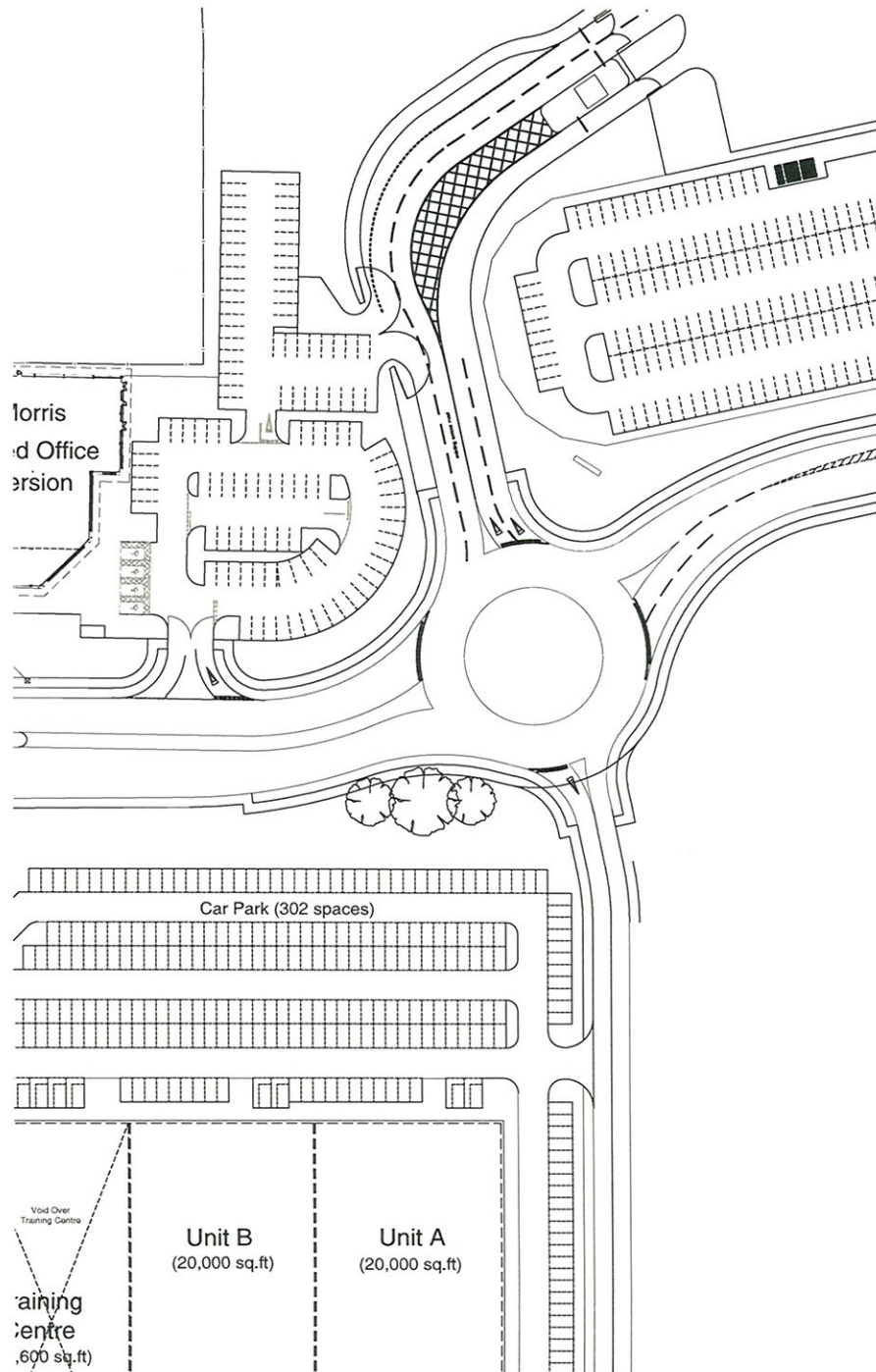
Scale 1:500 @ A3  
 Date 25 November 2015

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**APPENDIX E**  
**DETAILED SITE ACCESS JUNCTION LAYOUT**



EXISTING PLAN



PROPOSED PLAN

**notes**  
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project  
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Liverpool

drawing  
Existing and Proposed  
Road Layout

scale 1:500 @ A1 drawn ZI

checked KMF date 06/11/2015

no.  
5834-017

**APPENDIX F**  
**TRICS OUTPUT**

Calculation Reference: AUDIT-109301-151116-1136

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 14 - CAR SHOW ROOMS  
Category : A - CAR SHOW ROOMS  
VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	SY SOUTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
09	NORTH	
	CB CUMBRIA	2 days
	TW TYNE & WEAR	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: 500 to 9800 (units: sqm)  
Range Selected by User: 366 to 9800 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/11/07 to 17/10/14

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
Tuesday	1 days
Wednesday	1 days
Thursday	4 days
Friday	5 days

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

Selected survey types:

Manual count	14 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)	7
Edge of Town	7

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and

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:

Sui Generis 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:

1,001 to 5,000	2 days
5,001 to 10,000	4 days
10,001 to 15,000	2 days
15,001 to 20,000	1 days
20,001 to 25,000	3 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:

5,001 to 25,000	1 days
25,001 to 50,000	3 days
75,001 to 100,000	3 days
125,001 to 250,000	4 days
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	6 days
1.1 to 1.5	8 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 14 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.

LIST OF SITES relevant to selection parameters

1	CA-14-A-03	FORD		CAMBRIDGESHIRE
	STUKELEY MEADOWS			
	HUNTINGDON			
	Suburban Area (PPS6 Out of Centre)			
	Commercial Zone			
	Total Gross floor area:	1608 sqm		
	Survey date: FRIDAY	21/10/11		Survey Type: MANUAL
2	CA-14-A-04	MERCEDES BENZ		CAMBRIDGESHIRE
	BARNWELL ROAD			
	CAMBRIDGE			
	Edge of Town			
	Commercial Zone			
	Total Gross floor area:	3400 sqm		
	Survey date: THURSDAY	11/10/12		Survey Type: MANUAL
3	CB-14-A-02	FORD/CITROEN		CUMBRIA
	HAWESWATER ROAD			
	PENRITH			
	Edge of Town			
	Industrial Zone			
	Total Gross floor area:	1900 sqm		
	Survey date: FRIDAY	28/11/08		Survey Type: MANUAL
4	CB-14-A-03	PEUGEOT		CUMBRIA
	GILWILLY ROAD			
	GILWILLY IND. ESTATE			
	PENRITH			
	Edge of Town			
	Industrial Zone			
	Total Gross floor area:	500 sqm		
	Survey date: WEDNESDAY	11/06/14		Survey Type: MANUAL
5	DV-14-A-02	VAUXHALL		DEVON
	MARSH BARTON ROAD			
	EXETER			
	Suburban Area (PPS6 Out of Centre)			
	Retail Zone			
	Total Gross floor area:	6623 sqm		
	Survey date: THURSDAY	28/11/13		Survey Type: MANUAL
6	LC-14-A-03	CAR SHOW ROOM		LANCASHIRE
	FYLDE ROAD			
	ASHTON-ON-RIBBLE			
	PRESTON			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Gross floor area:	2400 sqm		
	Survey date: MONDAY	16/11/09		Survey Type: MANUAL
7	LE-14-A-04	BMW & MINI		LEICESTERSHIRE
	MERIDIAN EAST			
	BRAUNSTONE			
	LEICESTER			
	Edge of Town			
	Commercial Zone			
	Total Gross floor area:	9800 sqm		
	Survey date: THURSDAY	25/06/09		Survey Type: MANUAL
8	LN-14-A-01	HONDA		LINCOLNSHIRE
	TOLLEMACHE ROAD			
	GRANTHAM			
	Edge of Town			
	Commercial Zone			
	Total Gross floor area:	1350 sqm		
	Survey date: MONDAY	15/11/10		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	NY-14-A-04 HUTTON BANK	LAND ROVER		NORTH YORKSHIRE
	RIPON Edge of Town Industrial Zone			
	Total Gross floor area:	2160 sqm		
	Survey date: MONDAY	23/09/13		Survey Type: MANUAL
10	SY-14-A-01 MIDDLE BANK	HYUNDAI		SOUTH YORKSHIRE
	HYDE PARK DONCASTER Suburban Area (PPS6 Out of Centre) Industrial Zone			
	Total Gross floor area:	500 sqm		
	Survey date: FRIDAY	21/12/12		Survey Type: MANUAL
11	TW-14-A-02 STONEYGATE CLOSE	RENAULT		TYNE & WEAR
	GATESHEAD Suburban Area (PPS6 Out of Centre) Industrial Zone			
	Total Gross floor area:	2200 sqm		
	Survey date: FRIDAY	04/10/13		Survey Type: MANUAL
12	WM-14-A-04 LAWLEY MIDDLEWAY	VOLKSWAGEN		WEST MIDLANDS
	BIRMINGHAM Suburban Area (PPS6 Out of Centre) Industrial Zone			
	Total Gross floor area:	5700 sqm		
	Survey date: THURSDAY	25/10/12		Survey Type: MANUAL
13	WS-14-A-03 BROUGHAM ROAD	FORD		WEST SUSSEX
	WORTHING Edge of Town Residential Zone			
	Total Gross floor area:	1450 sqm		
	Survey date: FRIDAY	17/10/14		Survey Type: MANUAL
14	WY-14-A-03 ELLAND ROAD	VOLKSWAGEN		WEST YORKSHIRE
	LEEDS Suburban Area (PPS6 Out of Centre) Industrial Zone			
	Total Gross floor area:	3324 sqm		
	Survey date: TUESDAY	24/09/13		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 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS  
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	1290	0.000	1	1290	0.000	1	1290	0.000
07:00 - 08:00	9	3314	0.319	9	3314	0.060	9	3314	0.379
08:00 - 09:00	14	2772	0.732	14	2772	0.348	14	2772	1.080
09:00 - 10:00	14	2772	0.600	14	2772	0.469	14	2772	1.069
10:00 - 11:00	14	2772	0.482	14	2772	0.438	14	2772	0.920
11:00 - 12:00	14	2772	0.479	14	2772	0.453	14	2772	0.932
12:00 - 13:00	14	2772	0.526	14	2772	0.492	14	2772	1.018
13:00 - 14:00	14	2772	0.469	14	2772	0.466	14	2772	0.935
14:00 - 15:00	14	2772	0.500	14	2772	0.564	14	2772	1.064
15:00 - 16:00	14	2772	0.428	14	2772	0.497	14	2772	0.925
16:00 - 17:00	14	2772	0.399	14	2772	0.562	14	2772	0.961
17:00 - 18:00	14	2772	0.340	14	2772	0.510	14	2772	0.850
18:00 - 19:00	12	3035	0.080	12	3035	0.362	12	3035	0.442
19:00 - 20:00	3	2702	0.025	3	2702	0.345	3	2702	0.370
20:00 - 21:00	1	2582	0.116	1	2582	0.194	1	2582	0.310
21:00 - 22:00	1	2582	0.000	1	2582	0.542	1	2582	0.542
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		5.495			6.302			11.797	

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: 500 - 9800 (units: sqm)  
 Survey date range: 01/11/07 - 17/10/14  
 Number of weekdays (Monday-Friday): 14  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 1

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

TRIP RATE for Land Use 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS  
TAXIS

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	1290	0.000	1	1290	0.000	1	1290	0.000
07:00 - 08:00	9	3314	0.000	9	3314	0.000	9	3314	0.000
08:00 - 09:00	14	2772	0.000	14	2772	0.000	14	2772	0.000
09:00 - 10:00	14	2772	0.000	14	2772	0.000	14	2772	0.000
10:00 - 11:00	14	2772	0.003	14	2772	0.005	14	2772	0.008
11:00 - 12:00	14	2772	0.000	14	2772	0.005	14	2772	0.005
12:00 - 13:00	14	2772	0.005	14	2772	0.003	14	2772	0.008
13:00 - 14:00	14	2772	0.008	14	2772	0.010	14	2772	0.018
14:00 - 15:00	14	2772	0.003	14	2772	0.003	14	2772	0.006
15:00 - 16:00	14	2772	0.003	14	2772	0.003	14	2772	0.006
16:00 - 17:00	14	2772	0.005	14	2772	0.005	14	2772	0.010
17:00 - 18:00	14	2772	0.000	14	2772	0.000	14	2772	0.000
18:00 - 19:00	12	3035	0.000	12	3035	0.000	12	3035	0.000
19:00 - 20:00	3	2702	0.000	3	2702	0.000	3	2702	0.000
20:00 - 21:00	1	2582	0.000	1	2582	0.000	1	2582	0.000
21:00 - 22:00	1	2582	0.000	1	2582	0.000	1	2582	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.027			0.034			0.061

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: 500 - 9800 (units: sqm)  
 Survey date date range: 01/11/07 - 17/10/14  
 Number of weekdays (Monday-Friday): 14  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 1

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

TRIP RATE for Land Use 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS  
OGVS

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	1290	0.000	1	1290	0.000	1	1290	0.000
07:00 - 08:00	9	3314	0.007	9	3314	0.003	9	3314	0.010
08:00 - 09:00	14	2772	0.010	14	2772	0.015	14	2772	0.025
09:00 - 10:00	14	2772	0.021	14	2772	0.018	14	2772	0.039
10:00 - 11:00	14	2772	0.008	14	2772	0.010	14	2772	0.018
11:00 - 12:00	14	2772	0.008	14	2772	0.008	14	2772	0.016
12:00 - 13:00	14	2772	0.005	14	2772	0.008	14	2772	0.013
13:00 - 14:00	14	2772	0.018	14	2772	0.015	14	2772	0.033
14:00 - 15:00	14	2772	0.013	14	2772	0.018	14	2772	0.031
15:00 - 16:00	14	2772	0.008	14	2772	0.008	14	2772	0.016
16:00 - 17:00	14	2772	0.003	14	2772	0.003	14	2772	0.006
17:00 - 18:00	14	2772	0.005	14	2772	0.003	14	2772	0.008
18:00 - 19:00	12	3035	0.000	12	3035	0.005	12	3035	0.005
19:00 - 20:00	3	2702	0.000	3	2702	0.000	3	2702	0.000
20:00 - 21:00	1	2582	0.000	1	2582	0.000	1	2582	0.000
21:00 - 22:00	1	2582	0.000	1	2582	0.000	1	2582	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.106			0.114			0.220

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: 500 - 9800 (units: sqm)  
 Survey date date range: 01/11/07 - 17/10/14  
 Number of weekdays (Monday-Friday): 14  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 1

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

TRIP RATE for Land Use 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS  
PSVS

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	1290	0.000	1	1290	0.000	1	1290	0.000
07:00 - 08:00	9	3314	0.000	9	3314	0.000	9	3314	0.000
08:00 - 09:00	14	2772	0.000	14	2772	0.000	14	2772	0.000
09:00 - 10:00	14	2772	0.005	14	2772	0.003	14	2772	0.008
10:00 - 11:00	14	2772	0.000	14	2772	0.000	14	2772	0.000
11:00 - 12:00	14	2772	0.000	14	2772	0.000	14	2772	0.000
12:00 - 13:00	14	2772	0.000	14	2772	0.000	14	2772	0.000
13:00 - 14:00	14	2772	0.000	14	2772	0.000	14	2772	0.000
14:00 - 15:00	14	2772	0.000	14	2772	0.003	14	2772	0.003
15:00 - 16:00	14	2772	0.000	14	2772	0.000	14	2772	0.000
16:00 - 17:00	14	2772	0.003	14	2772	0.005	14	2772	0.008
17:00 - 18:00	14	2772	0.000	14	2772	0.000	14	2772	0.000
18:00 - 19:00	12	3035	0.000	12	3035	0.000	12	3035	0.000
19:00 - 20:00	3	2702	0.000	3	2702	0.000	3	2702	0.000
20:00 - 21:00	1	2582	0.000	1	2582	0.000	1	2582	0.000
21:00 - 22:00	1	2582	0.000	1	2582	0.000	1	2582	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.011			0.019

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: 500 - 9800 (units: sqm)  
Survey date range: 01/11/07 - 17/10/14  
Number of weekdays (Monday-Friday): 14  
Number of Saturdays: 0  
Number of Sundays: 0  
Surveys manually removed from selection: 1

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

TRIP RATE for Land Use 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS  
CYCLISTS

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	1290	0.000	1	1290	0.000	1	1290	0.000
07:00 - 08:00	9	3314	0.007	9	3314	0.000	9	3314	0.007
08:00 - 09:00	14	2772	0.008	14	2772	0.003	14	2772	0.011
09:00 - 10:00	14	2772	0.003	14	2772	0.005	14	2772	0.008
10:00 - 11:00	14	2772	0.000	14	2772	0.000	14	2772	0.000
11:00 - 12:00	14	2772	0.003	14	2772	0.000	14	2772	0.003
12:00 - 13:00	14	2772	0.000	14	2772	0.000	14	2772	0.000
13:00 - 14:00	14	2772	0.000	14	2772	0.000	14	2772	0.000
14:00 - 15:00	14	2772	0.000	14	2772	0.000	14	2772	0.000
15:00 - 16:00	14	2772	0.000	14	2772	0.000	14	2772	0.000
16:00 - 17:00	14	2772	0.000	14	2772	0.003	14	2772	0.003
17:00 - 18:00	14	2772	0.000	14	2772	0.003	14	2772	0.003
18:00 - 19:00	12	3035	0.000	12	3035	0.008	12	3035	0.008
19:00 - 20:00	3	2702	0.000	3	2702	0.000	3	2702	0.000
20:00 - 21:00	1	2582	0.000	1	2582	0.000	1	2582	0.000
21:00 - 22:00	1	2582	0.000	1	2582	0.000	1	2582	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.021			0.022			0.043

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: 500 - 9800 (units: sqm)  
 Survey date range: 01/11/07 - 17/10/14  
 Number of weekdays (Monday-Friday): 14  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 1

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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-109301-151123-1152

#### TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 14 - CAR SHOW ROOMS  
Category : A - CAR SHOW ROOMS  
VEHICLES

##### Selected regions and areas:

04 EAST ANGLIA  
CA CAMBRIDGESHIRE 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: 1900 to 1900 (units: sqm)  
Range Selected by User: 230 to 9800 (units: sqm)

##### Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/11/07 to 17/10/14

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:

Edge of Town 1

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

##### Selected Location Sub Categories:

Industrial Zone 1

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:

Sui Generis 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®.

Filtering Stage 3 selection (Cont.):

Population within 1 mile:

10,001 to 15,000

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

1 days

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

Car ownership within 5 miles:

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

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.

LIST OF SITES relevant to selection parameters

1	CA-14-A-02	SKODA	CAMBRIDGESHIRE
	FENGATE		
	FENGATE		
	PETERBOROUGH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1900 sqm	
	Survey date: SATURDAY	17/10/09	Survey Type: MANUAL

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

TRIP RATE for Land Use 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS  
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	1900	0.632	1	1900	0.158	1	1900	0.790
09:00 - 10:00	1	1900	0.316	1	1900	0.211	1	1900	0.527
10:00 - 11:00	1	1900	0.316	1	1900	0.316	1	1900	0.632
11:00 - 12:00	1	1900	0.316	1	1900	0.526	1	1900	0.842
12:00 - 13:00	1	1900	0.263	1	1900	0.368	1	1900	0.631
13:00 - 14:00	1	1900	0.263	1	1900	0.421	1	1900	0.684
14:00 - 15:00	1	1900	0.368	1	1900	0.263	1	1900	0.631
15:00 - 16:00	1	1900	0.105	1	1900	0.105	1	1900	0.210
16:00 - 17:00	1	1900	0.211	1	1900	0.421	1	1900	0.632
17:00 - 18:00	1	1900	0.000	1	1900	0.105	1	1900	0.105
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:			2.790			2.894			5.684

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: 1900 - 1900 (units: sqm)  
 Survey date date range: 01/11/07 - 17/10/14  
 Number of weekdays (Monday-Friday): 0  
 Number of Saturdays: 1  
 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS

TAXIS

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	1900	0.000	1	1900	0.000	1	1900	0.000
09:00 - 10:00	1	1900	0.000	1	1900	0.000	1	1900	0.000
10:00 - 11:00	1	1900	0.000	1	1900	0.000	1	1900	0.000
11:00 - 12:00	1	1900	0.000	1	1900	0.000	1	1900	0.000
12:00 - 13:00	1	1900	0.000	1	1900	0.000	1	1900	0.000
13:00 - 14:00	1	1900	0.000	1	1900	0.000	1	1900	0.000
14:00 - 15:00	1	1900	0.000	1	1900	0.000	1	1900	0.000
15:00 - 16:00	1	1900	0.000	1	1900	0.000	1	1900	0.000
16:00 - 17:00	1	1900	0.000	1	1900	0.000	1	1900	0.000
17:00 - 18:00	1	1900	0.000	1	1900	0.000	1	1900	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: 1900 - 1900 (units: sqm)  
 Survey date date range: 01/11/07 - 17/10/14  
 Number of weekdays (Monday-Friday): 0  
 Number of Saturdays: 1  
 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.