

**PSA**  
DESIGN



Touchline Fabrications Developments

**Proposed Residential Development,  
British Legion, Towneley Road,  
Longridge  
Transport Statement**

Ref: T3185 Rev 0

February 2020

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Document Control Sheet

Proposed Residential Development, British Legion, Towneley Road,  
Longridge

Transport Statement

<b>Job</b>	<b>Date</b>	<b>Issue</b>	<b>Copy</b>
T3185	February 2020	1	

*Originator*.....*PB*.....  
*Checker*..... *DW*.....  
*Approver*..... *DW*.....

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## 1.0 Introduction

- 1.0.1 PSA Design Ltd has been commissioned to prepare this Transport Statement (TS), to support a Planning Application for the proposed residential development of the former British Legion facility on Towneley Road in Longridge.
- 1.0.2 The proposed development of the site consists of the demolition of the existing buildings on the site to provide 13 retirement apartments (over 55's), with the proposed site layout included at **Appendix A**.
- 1.0.3 The purpose of this TS is to appraise the local planning and highway authority of the highway and transport implications of the proposed re-development of the site.
- 1.0.4 The structure of this TA report is as follows:
- A description of the site location and its existing use;
  - A description of the local highway network in the vicinity of the site and its accessibility by non-car modes;
  - A description of the development proposals, including parking, trip generation and servicing;
  - A review of the transport implications of the development proposals; and
  - Summary and conclusions.

## 2.0 Existing Conditions

### Site Location

- 2.0.1 The location of the site is shown in **Figure 1**. It is situated within Longridge town centre which is approximately 10km to the north east of Preston city centre.
- 2.0.2 The site is shown in more detail in **Figure 2** and shows that the site is located to the east of Towneley Road, to the east by Towneley Gardens and is within a mainly residential area but with all the facilities of Longridge town centre in close proximity.
- 2.0.3 The site is currently occupied by the British Legion club, which has a Gross Floor Area of 344sqm, and it is confirmed that there is no off-street parking provision associated with the existing facility. It is understood that the existing use of the site is within Class D2 (Assembly and Leisure) and therefore potential uses of the site could include:
- a cinema;
  - a concert hall;
  - a bingo hall or casino;
  - a dance hall;
  - a swimming bath, skating rink, gymnasium or area for other indoor or outdoor sports or recreations, not involving motorised vehicles or firearms.
- 2.0.4 It is considered that the proposed change of use to 13 retirement apartments would generate significantly less traffic than the existing use of the site or the potential alternative D2 uses.

### Local Highway Network

- 2.0.5 Towneley Road is a single carriageway road with footways to both sides and is a cul-de-sac. The road joins Berry Lane approximately 110 metres to the north of the site a simple priority T junction. Berry Lane is one of the main routes through Longridge town centre and is a bus route.
- 2.0.6 Berry Lane provides access to the B5269 to the south and Derby Road to the north which in turn provide access to the strategic road network to the west and east of the town.
- 2.0.7 It is evident therefore that the site has very good connections to the local and strategic road network.

**Accessibility by Non-Car Modes**

**Public Transport – Bus**

2.0.8 As previously stated, Berry Lane is a bus route with southbound and northbound bus stops located approximately 50m and 200m from Towneley Road respectively. The routes and frequencies of the main bus services using these bus stops are as shown in **Table 1**.

Bus Service	Route	Frequency		
		Mon - Fri	Saturday	Sunday
1	Preston – Longridge	10 mins	12 mins	30 mins
5	Chipping - Clitheroe	120 mins	120 mins	-
45	Preston – Blackburn	60mins	60mins	-

**Table 1 – Bus Routes Serving the Site**

2.0.9 It is evident therefore, that the site is well served by bus services that provide an excellent alternative to travel by private car for trips to local and regional destinations for all future residents of the proposed redevelopment.

2.0.10 It should be noted that there are also school bus services that route via Berry lane but as the proposed development is for retirement apartments these are unlikely to be used by future residents.

**Public Transport – Rail**

2.0.11 There are no rail stations close to the site and therefore it is considered that future residents are unlikely to use rail travel unless they travel to Preston city centre.

**Cycle**

2.0.12 Berry Lane is a dedicated on-road cycle route and it will therefore be possible for cycling trips to replace some car trips to, and from, the proposed development. However, as the proposal is for retirement residential apartments these are only likely to be for leisure purposes.

2.0.13 In relation to cycling, the former PPG13 recognises that cycling can be a substitute for car trips, particularly for journeys under 5km. Such a catchment area for the site, as shown in **Figure 3**, includes the whole of Longridge as well as other nearby villages.

***Pedestrians***

- 2.0.14 The proposed development is well connected to the existing pedestrian infrastructure in the area ensuring the site is accessible by foot to all the services and amenities available in the local area, which includes primary schools, food retail stores, other non-food retail units, employment destinations, post office and places of worship.
- 2.0.15 With consideration of walking distances, the Institute of Highways and Transportation (IHT) produced their 'Guidelines for Journeys on Foot' in 2000 which suggests that around 80% of walk journeys and walk stages in urban areas are less than 1 mile with the average length of a walk journey being just 1km (0.6 miles). The former Planning Policy Guidance Note 13 'Transport' (PPG13) also recognises that walking is the most important mode of travel at the local level, and has the greatest potential to replace car trips for distances up to 2 kilometres.
- 2.0.16 The 1km and 2km walking catchments are as shown in **Figure 4** and clearly demonstrate that future residents will be within easy walking distance of all the services and amenities available in the local area, as detailed above, and including bus stops.

## 3.0 Development Proposals

### Proposed Development

- 3.0.1 The proposed development consists of the demolition of the existing buildings on the site and a change of use to provide 13No. retirement apartments. The proposed site layout is included at **Appendix A**.
- 3.0.2 As previously stated, there is currently no vehicular access to the site nor formal off-street parking available. In terms of parking, due to the very accessible location of the site it is proposed that no parking will be provided for the proposed 13 retirement apartments and they will be marketed as such.
- 3.0.3 It should be noted that the National Planning Policy Framework states:
- If setting local parking standards for residential and non-residential development, policies should take into account:**
- a) the accessibility of the development;
  - b) the type, mix and use of development;
  - c) the availability of and opportunities for public transport;
  - d) local car ownership levels; and
  - e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.
- 3.0.4 The type of dwellings proposed, retirement apartments, ensure that car ownership and the demand for parking will be minimised. Lancashire County Council's car parking standards include a category for Sheltered Accommodation, whilst this does not relate specifically to the proposed retirement apartments it is considered appropriate to use.
- 3.0.5 The parking requirement for Sheltered Accommodation is 1 space per 3 units which equates to a required provision for the proposed development of 4 spaces. Whilst it is not proposed to provide these 4 spaces on site it is evident that on street parking for this number of cars is available along the site frontage on Towneley Road for visitors to the site.



- 3.0.6 It should also be noted that the recently constructed residential properties immediately to the north of the site, which are family homes, do not have any in curtilage parking provided - residents simply park on street. Similarly, there are a significant number of other residential properties in the vicinity of the site which have no off-street parking provision.
- 3.0.7 It is considered that the existing and potential uses of the site should also be taken into account when considering parking provision. It is evident that the parking demand for a D2 Leisure and Assembly use would be far greater than that of the proposed change of use to retirement apartments. There would therefore, be a significant benefit to the local area by reducing the demand for on-street parking as a result of the proposed development.
- 3.0.8 To summarise, it is evident that the site is in a very accessible location being within an easy walking distance of bus stops, retail, employment and other destinations and that the proposed change of use will significantly reduce the demand for on-street parking. It is considered therefore, that the proposal to provide no on street parking is acceptable.
- 3.0.9 In terms of refuse collection and deliveries this will be undertaken from on street as it is for the existing use of the site.

#### **Trip Generation**

- 3.0.10 In terms of trip generation, as previously stated it is evident that the proposed 13 retirement apartments would generate significantly less traffic than the existing use or other potential Class D2 uses.
- 3.0.11 However, to demonstrate that this is in fact the case the TRICS database has been interrogated to establish trip generation rates for potential D2 uses as well as retirement apartments. The D2 uses considered are Bingo Hall, Fitness Club, Community Centre and a Play Centre which could all be accommodated on the existing site.
- 3.0.12 The TRICS output for the various land uses are included at **Appendix B** with the AM and PM peak hours and the daily trip rates shown in **Table 2**.

Land Use	AM Peak Hour			PM Peak Hour			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Bingo Hall	0.04	0.00	0.04	0.01	0.01	0.02	0.32	0.27	0.59
Fitness Club	0.84	0.67	1.51	1.74	1.06	2.80	14.29	14.22	28.51
Community Centre	0.92	0.33	1.25	0.95	0.84	1.79	9.26	9.17	18.43
Play Centre	0.00	0.00	0.00	0.97	0.83	1.79	12.55	12.41	24.97
Retirement Apartments	0.14	0.07	0.21	0.07	0.09	0.16	1.56	1.58	3.13

**Table 2 – Trip Generation Rates for Potential and Proposed Land Uses**

3.0.13 The trip generation rates shown in Table 2 have been used to establish the possible trip generation of each land use. For the Bingo Hall use we have assumed 150 seats, for the Fitness Club, Community Centre and the Play Centre the GFA of the existing building has been used (344sqm) and the proposed 13 dwellings for the retirement apartments. Table 3 shows the possible trip generation for each use of the site.

Land Use	AM Peak Hour			PM Peak Hour			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Bingo Hall	5	0	5	2	2	4	48	40	88
Fitness Club	3	2	5	6	4	10	49	49	98
Community Centre	3	1	4	3	3	6	32	32	63
Play Centre	0	0	0	3	3	6	43	43	86
Retirement Apartments	2	1	3	1	1	2	20	21	41

**Table 3 – Trip Generation of Potential and Proposed Land Uses**

3.0.14 **Table 3** clearly demonstrates that the proposed development of 13 retirement apartments would generate less traffic than potential D2 land uses for the site during both the AM and PM peak hours and also on a daily basis.

3.0.15 The minimal number of trips that would be generated by the proposed development will clearly not have any impact on the operation of the local road network.

### **Construction Phase**

- 3.0.16 It is considered appropriate that should planning approval be granted a planning condition is imposed requiring the submission and approval of a Construction Management Plan prior to commencement of demolition and construction works. This is to ensure that the impact on adjacent residential properties is minimised

### **Accident Data**

- 3.0.17 By reference to the Lancashire County Council Mario interactive mapping website it has been established that there have been no recorded personal injury accidents on Towneley Road during the period shown on the mapping.
- 3.0.18 It is also noted that there have also been no recorded personal injury accidents at the junction of Berry Lane with Towneley Road. There have been 2 accidents involving pedestrians crossing Berry Lane to the south of the Towneley Road junction, in 2014 and 2016, both resulting in a slight injury.
- 3.0.19 Therefore, taking the above into account it is considered that there is no evidence of a road safety problem in the vicinity of the site and that the proposed development would not create road safety issues.

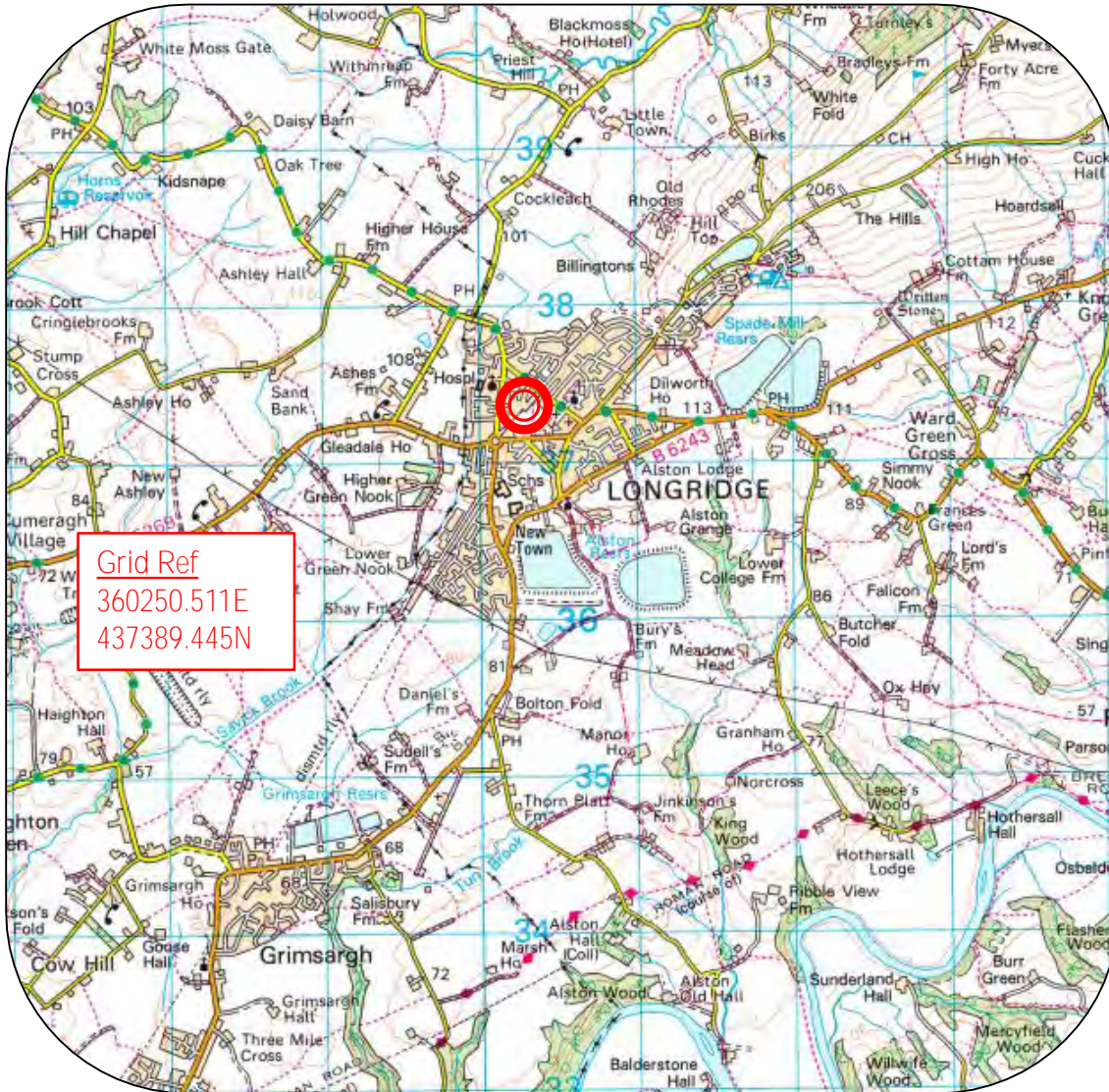
## 4.0 Summary and Conclusions

4.0.1 This Transport Statement has considered the highway and transport implications of the proposed residential development of 13 retirement apartments at the British Legion facility on Towneley Road in Longridge. The information presented can be summarised as follows:

- **Site Description** – The site is located in Longridge town centre which is approximately 10km from Preston city centre. The site is currently occupied by the British Legion Club and benefits from a Class D2 land use designation. There is currently no vehicular access to the site or in curtilage parking provided. The site has good connections to the local and strategic road network, is highly accessible to local bus services and is within easy walking and cycling distance of all the services and amenities available in the town centre. This provides future residents of the proposed development to use sustainable travel for all trip purposes.
- **Proposed Development** – The proposed development consists of the change of use of the site to provide 13 No. retirement apartments. Due to the sustainable location of the site the proposed development will have no car parking provided on site for future residents but there is on street parking available along the site frontage for use by residents and visitors to the proposed development. It is evident that the proposed parking demand will be significantly less than that of the existing or potential D2 Leisure and Assembly land uses.
- **Transport Impact** – It is considered that quantum of vehicular trips generated by the proposed redevelopment will be minimal, and significantly less than the existing and potential D2 land uses, and will not have a material impact on the operation of the local road network. An examination of road safety data shows that there is no evidence of an inherent road safety issue in the vicinity of the site. It is considered that a planning condition requiring the submission and approval of a Construction Management Plan is appropriate should planning approval be granted.

4.0.2 **In light of the above, it is concluded that the proposed development should not have a material impact in terms of highway operation and safety.**

**FIGURES**



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**PSA**  
DESIGN

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Client	<b>Touchline Fabrications Developments</b>
Job	<b>British Legion Building, Longridge</b>
Title	<b>Site Location Plan (indicative site boundaries shown)</b>

Drawn	JO'N
Checked	
Approved	

Date	<b>7th January 2019</b>
Scale	<b>NTS</b>

Drawing No.  
**T3185/Figure 1**

Rev				
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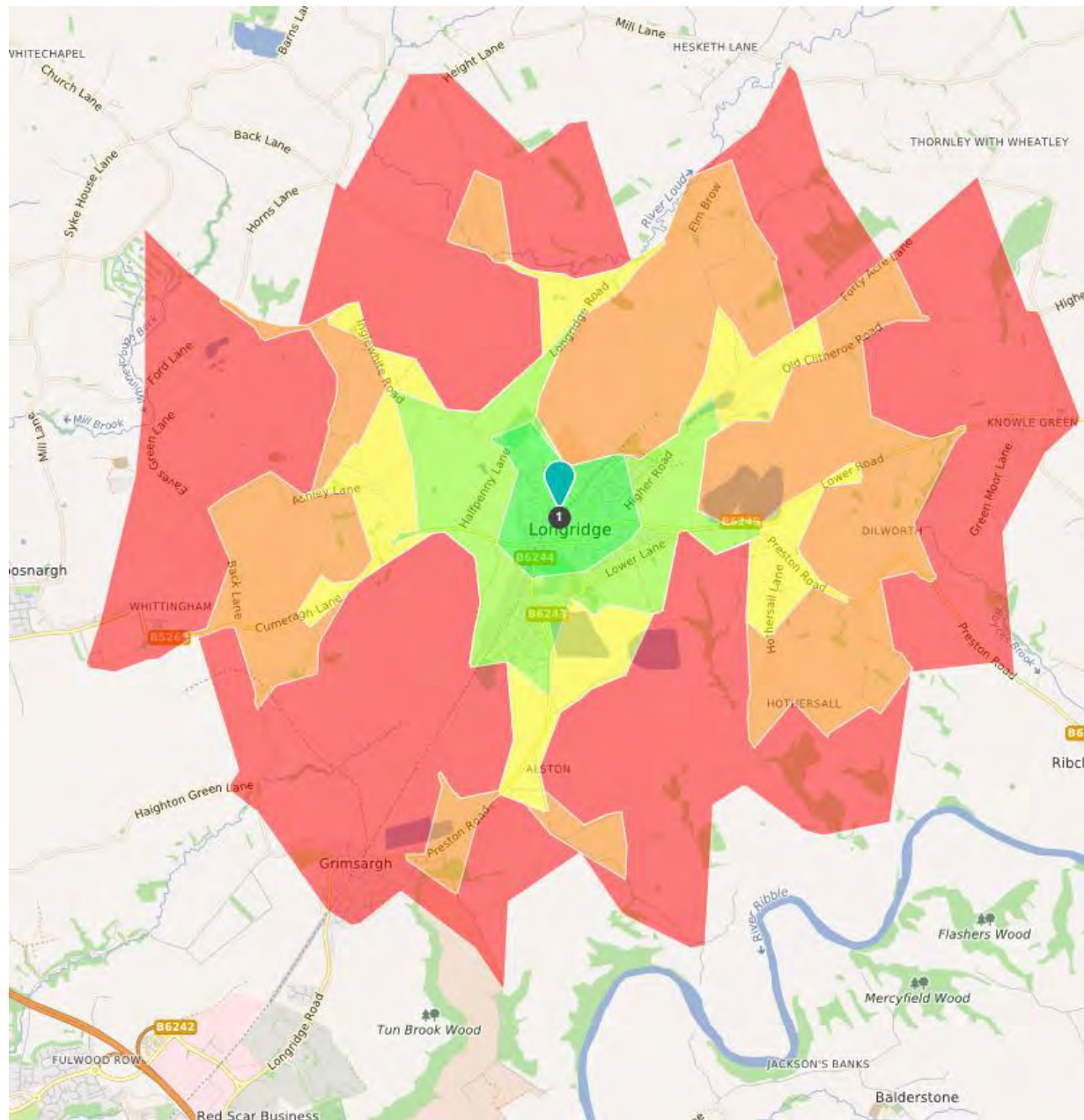


Client	<b>Touchline Fabrications Developments</b>
Job	<b>British Legion Building, Longridge</b>
Title	<b>Site Area Plan</b>

Drawn	JO'N
Checked	DLW
Approved	DLW

Date	<b>7TH January 2019</b>
Scale	<b>NTS</b>

Drawing No.	<b>T3185/Figure 2</b>			
Rev				



Client	<b>Touchline Fabrications Developments</b>
Job	<b>British Legion Building, Longridge</b>
Title	<b>5km Cycling Catchment Area (1km increments)</b>

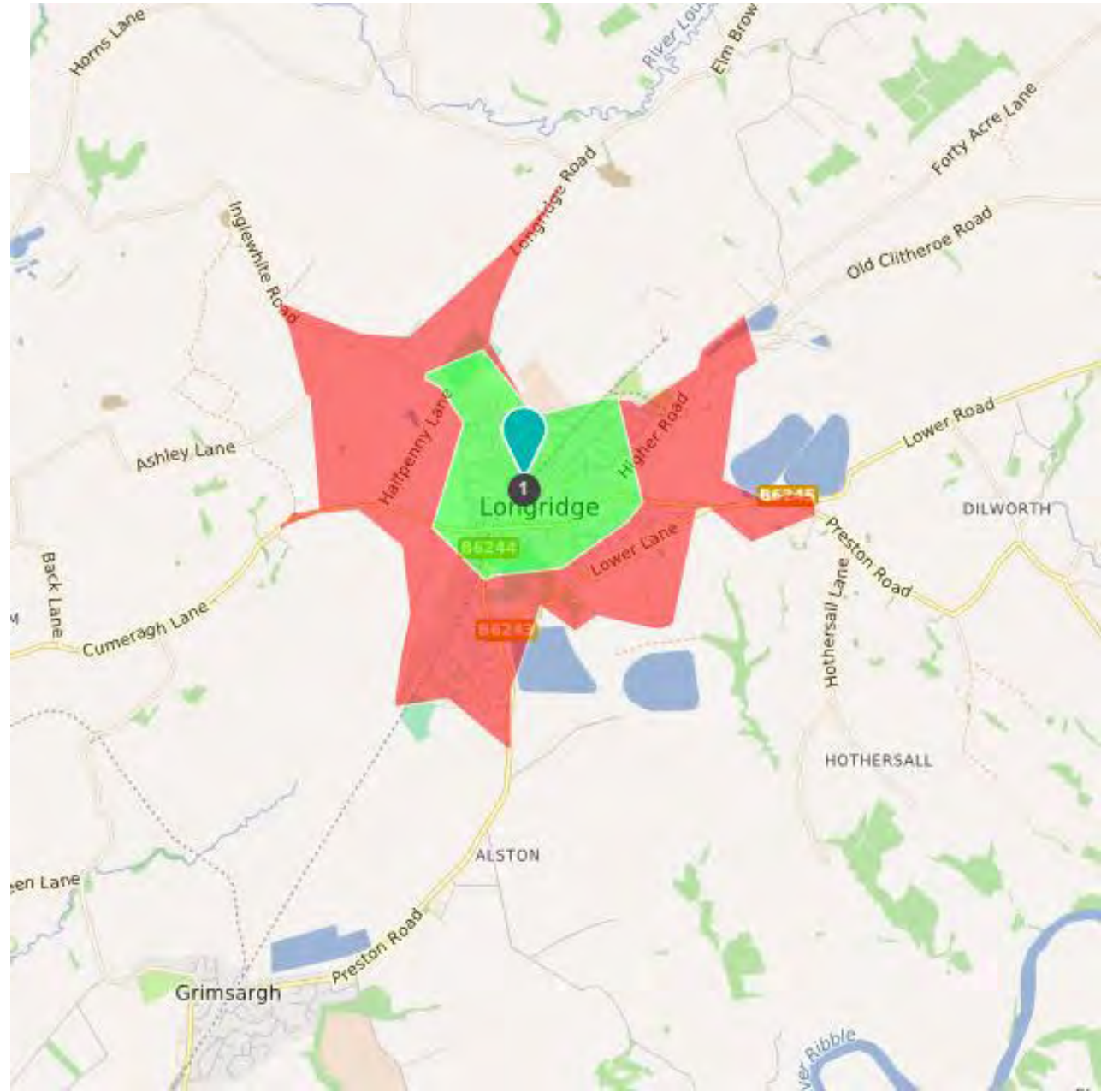
Drawn	JO'N
Checked	DLW
Approved	DLW

Date	<b>7th January 2019</b>
Scale	<b>NTS</b>

Drawing No.	<b>T3185/Figure 3</b>			
Rev				



- 1km Pedestrian Catchment Area
- 2km Pedestrian Catchment Area



Client	<b>Touchline Fabrications Developments</b>
Job	<b>British Legion Building, Longridge</b>
Title	<b>1km &amp; 2km Walking Catchment Areas</b>

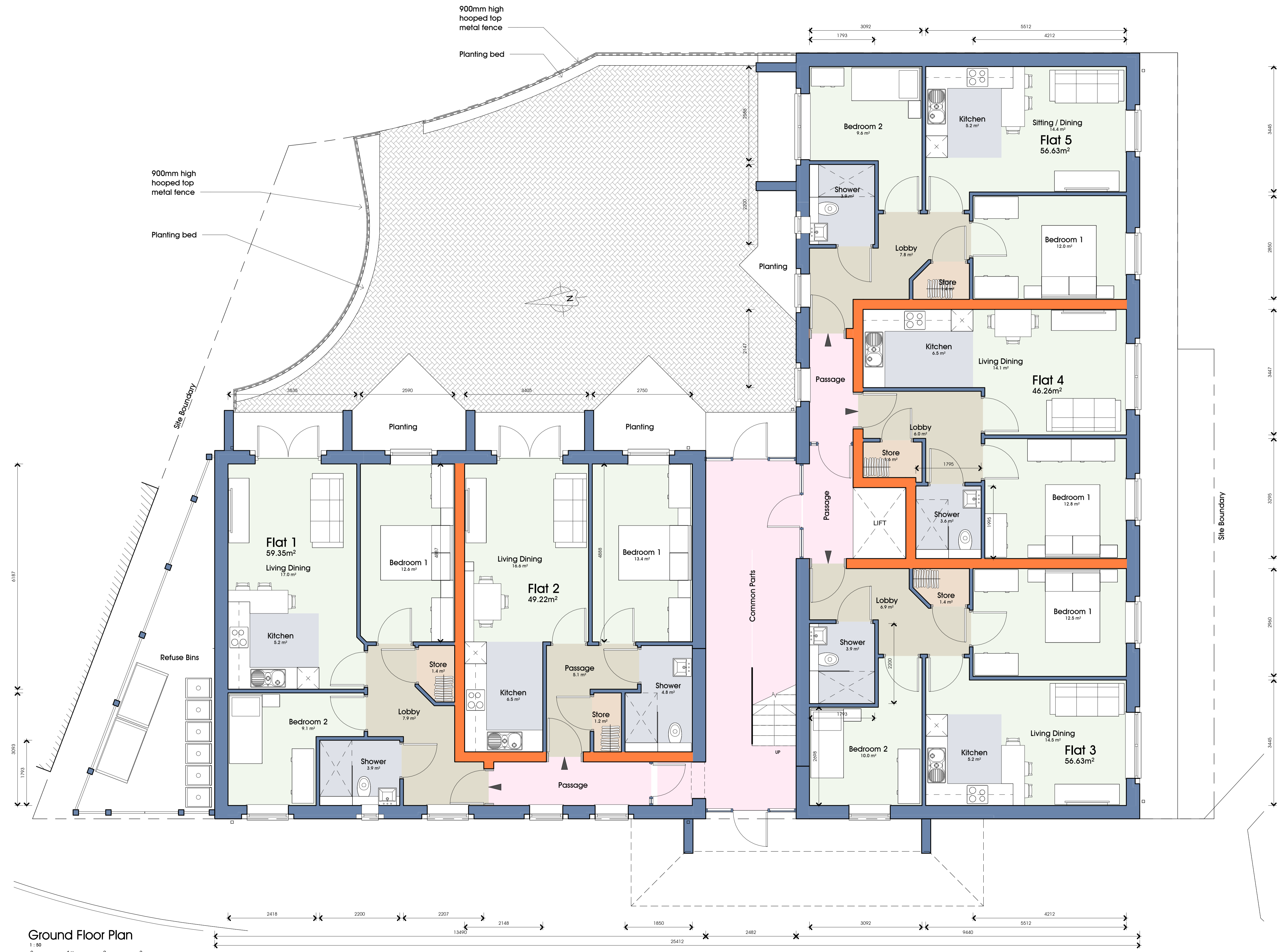
Drawn	JO'N
Checked	DLW
Approved	DLW

Date	<b>7th January 2019</b>
Scale	<b>NTS</b>

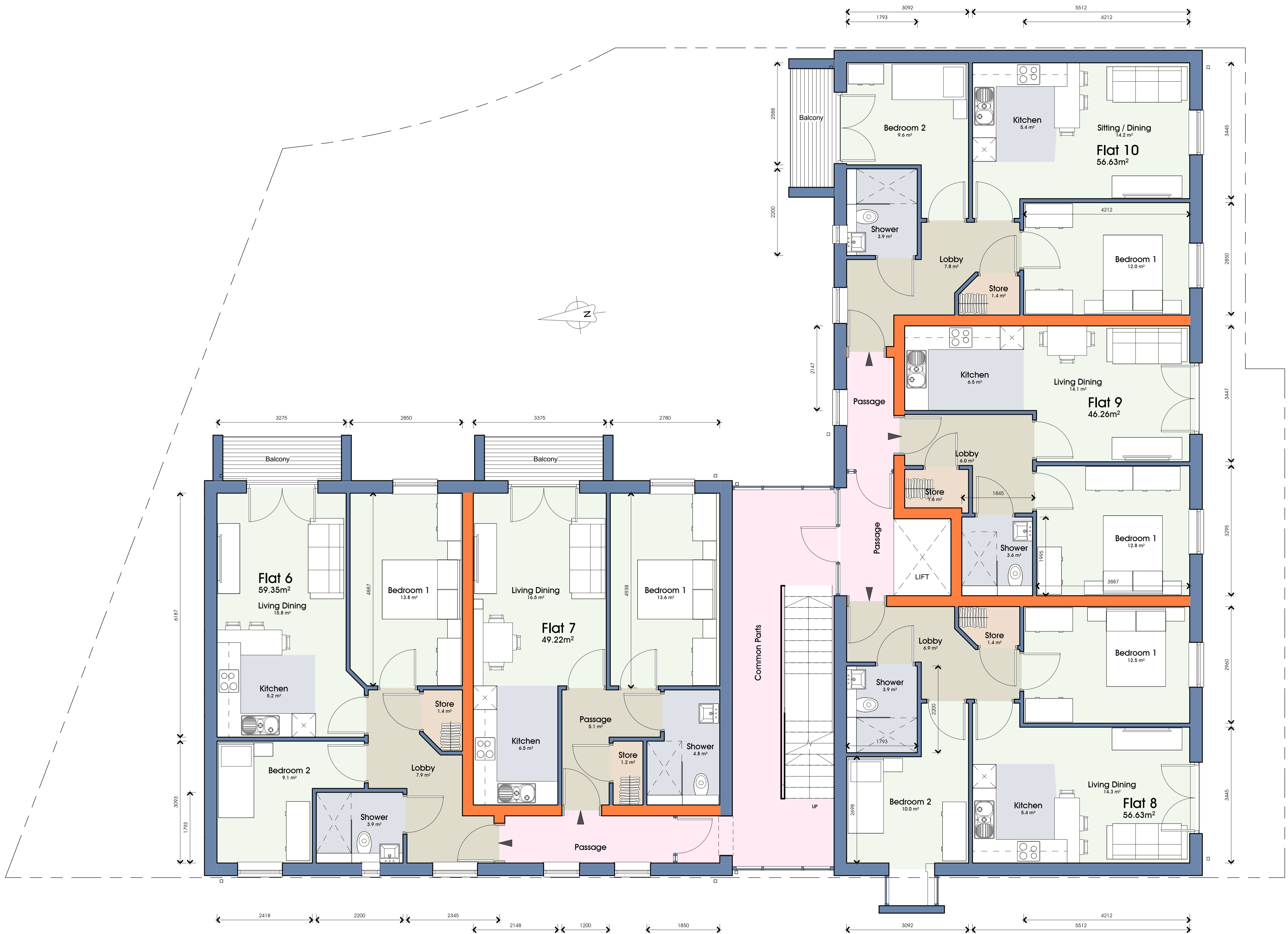
Drawing No.	<b>T3185/Figure 4</b>			
Rev				

## **Appendix A – Proposed Site Layout Plan**

NOTES:  
 1: Do not scale this drawing, use figured dimensions only 2: The Contractor, Sub Contractor or specialist supplier are responsible for confirming site dimensions prior to fabrication 3: Any dimensional discrepancies are to be reported to the Architect immediately



Ground Floor Plan  
 1:50



First Floor Plan

1 : 50  
 0 1m 2 3

NOTES:  
 1: Do not scale this drawing, use figured dimensions only 2: The Contractor, Sub Contractor or specialist supplier are responsible for confirming site dimensions prior to fabrication 3: Any dimensional discrepancies are to be reported to the Architect immediately



**Second Floor Plan**  
 1:50  
 0 1m 2 3

NOTES:  
 1: Do not scale this drawing, use figured dimensions only 2: The Contractor, Sub Contractor or specialist supplier are responsible for confirming site dimensions prior to fabrication 3: Any dimensional discrepancies are to be reported to the Architect immediately



West Elevation

1:100  
 0 1 2 3 4 5m



South Elevation

1:100



East Elevation

1:100



North Elevation

1:100



## **Appendix B – TRICS Outputs**

Calculation Reference: AUDIT-735101-200221-0202

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE  
 Category : H - BINGO HALLS  
 VEHICLES

Selected regions and areas:

09	NORTH	
	DH DURHAM	1 days
17	ULSTER (NORTHERN IRELAND)	
	DE DERRY	1 days
	DO DOWN	1 days

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

Secondary Filtering selection:

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

Parameter: Number of seats  
 Actual Range: 200 to 900 (units: )  
 Range Selected by User: 200 to 2140 (units: )

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 21/12/12

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

Selected survey days:

Thursday	1 days
Friday	2 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	2
Edge of Town Centre	1

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

Selected Location Sub Categories:

Development Zone	1
Built-Up Zone	1
High Street	1

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

Secondary Filtering selection:

Use Class:

D2	3 days
----	--------

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



Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 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:

25,001 to 50,000	1 days
75,001 to 100,000	2 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
1.1 to 1.5	2 days

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

Travel Plan:

No	3 days
----	--------

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

PTAL Rating:

No PTAL Present	3 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	DE-07-H-01 STRAND ROAD LONDONDERRY EDENBALLYMORE Edge of Town Centre Built-Up Zone Total Number of seats: <i>Survey date: THURSDAY</i>	BINGO	900 <i>21/06/12</i>	DERRY	<i>Survey Type: MANUAL</i>
2	DH-07-H-01 YORK ROAD HARTLEPOOL  Town Centre High Street Total Number of seats: <i>Survey date: FRIDAY</i>	BINGO	320 <i>23/11/12</i>	DURHAM	<i>Survey Type: MANUAL</i>
3	DO-07-H-01 MERCHANT'S QUAY NEWRY  Town Centre Development Zone Total Number of seats: <i>Survey date: FRIDAY</i>	BINGO CLUB	200 <i>21/12/12</i>	DOWN	<i>Survey Type: MANUAL</i>

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

TRIP RATE for Land Use 07 - LEISURE/H - BINGO HALLS

VEHICLES

Calculation factor: 1 SEATS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	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	200	0.035	1	200	0.000	1	200	0.035
09:00 - 10:00	1	200	0.025	1	200	0.000	1	200	0.025
10:00 - 11:00	3	473	0.018	3	473	0.005	3	473	0.023
11:00 - 12:00	3	473	0.023	3	473	0.013	3	473	0.036
12:00 - 13:00	3	473	0.018	3	473	0.009	3	473	0.027
13:00 - 14:00	3	473	0.014	3	473	0.010	3	473	0.024
14:00 - 15:00	3	473	0.013	3	473	0.030	3	473	0.043
15:00 - 16:00	3	473	0.013	3	473	0.024	3	473	0.037
16:00 - 17:00	3	473	0.007	3	473	0.010	3	473	0.017
17:00 - 18:00	3	473	0.013	3	473	0.011	3	473	0.024
18:00 - 19:00	3	473	0.054	3	473	0.024	3	473	0.078
19:00 - 20:00	3	473	0.027	3	473	0.008	3	473	0.035
20:00 - 21:00	3	473	0.040	3	473	0.025	3	473	0.065
21:00 - 22:00	3	473	0.004	3	473	0.009	3	473	0.013
22:00 - 23:00	3	473	0.014	3	473	0.086	3	473	0.100
23:00 - 24:00	2	610	0.002	2	610	0.005	2	610	0.007
<b>Total Rates:</b>			0.320			0.269			0.589

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

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

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#### Parameter summary

Trip rate parameter range selected:	200 - 900 (units: )
Survey date range:	01/01/11 - 21/12/12
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-735101-200221-0223

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE  
 Category : Q - COMMUNITY CENTRE

## VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	ST STAFFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	3 days
10	WALES	
	PS POWYS	1 days
	SW SWANSEA	1 days
11	SCOTLAND	
	FA FALKIRK	1 days
17	ULSTER (NORTHERN IRELAND)	
	DO DOWN	1 days

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

## Secondary Filtering selection:

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

Parameter: Gross floor area  
 Actual Range: 100 to 2329 (units: sqm)  
 Range Selected by User: 100 to 2329 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 24/05/19

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

Selected survey days:

Monday	3 days
Tuesday	3 days
Wednesday	1 days
Thursday	3 days
Friday	5 days

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

Selected survey types:

Manual count	15 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	5
Suburban Area (PPS6 Out of Centre)	1
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	7

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

Selected Location Sub Categories:

Residential Zone	4
Retail Zone	1

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

Secondary Filtering selection:

Use Class:

D1	1 days
D2	14 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	2 days
5,001 to 10,000	4 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	5 days
50,001 to 100,000	1 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	1 days
50,001 to 75,000	3 days
75,001 to 100,000	2 days
125,001 to 250,000	2 days
250,001 to 500,000	3 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	10 days
1.1 to 1.5	4 days
1.6 to 2.0	1 days

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

Travel Plan:

No	15 days
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*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

PTAL Rating:

No PTAL Present	15 days
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*This data displays the number of selected surveys with PTAL Ratings.*

LIST OF SITES relevant to selection parameters

1	CA-07-Q-01 HIGH STREET COTTENHAM	COMMUNITY CENTRE	CAMBRI D G E S H I R E
	Neighbourhood Centre (PPS6 Local Centre) Village Total Gross floor area: 500 sqm <i>Survey date: MONDAY 15/10/12</i>		
2	CA-07-Q-02 HIGH STREET CAMBOURNE	COMMUNITY CENTRE	CAMBRI D G E S H I R E
	Edge of Town Centre High Street Total Gross floor area: 629 sqm <i>Survey date: THURSDAY 07/11/18</i>		
3	CH-07-Q-01 WARRINGTON ROAD MERE	COMMUNITY CENTRE	C H E S H I R E
	Neighbourhood Centre (PPS6 Local Centre) Village Total Gross floor area: 100 sqm <i>Survey date: TUESDAY 07/11/17</i>		
4	DO-07-Q-01 CHURCH ROAD NEAR BELFAST MONEYREAGH	COMMUNITY CENTRE	D O W N
	Neighbourhood Centre (PPS6 Local Centre) Village Total Gross floor area: 450 sqm <i>Survey date: FRIDAY 19/06/15</i>		
5	FA-07-Q-02 PARKHALL DRIVE FALKIRK MADDISTON	COMMUNITY CENTRE	F A L K I R K
	Edge of Town Residential Zone Total Gross floor area: 400 sqm <i>Survey date: MONDAY 03/06/13</i>		
6	NT-07-Q-01 61B MANSFIELD ROAD NOTTINGHAM	COMMUNITY CENTRE	N O T T I N G H A M S H I R E
	Edge of Town Centre Residential Zone Total Gross floor area: 800 sqm <i>Survey date: THURSDAY 13/06/13</i>		
7	NY-07-Q-01 SHUTE ROAD CATTERICK GARRISON	COMMUNITY CENTRE	N O R T H Y O R K S H I R E
	Neighbourhood Centre (PPS6 Local Centre) No Sub Category Total Gross floor area: 316 sqm <i>Survey date: WEDNESDAY 10/05/17</i>		
8	PS-07-Q-01 HOWELL ROAD WELSHPOOL	COMMUNITY CENTRE	P O W Y S
	Edge of Town Centre No Sub Category Total Gross floor area: 350 sqm <i>Survey date: TUESDAY 12/05/15</i>		
9	SH-07-Q-01 SOUTHGATE TELFORD SUTTON HILL	COMMUNITY CENTRE	S H R O P S H I R E
	Edge of Town Residential Zone Total Gross floor area: 1486 sqm <i>Survey date: THURSDAY 24/10/13</i>		

LIST OF SITES relevant to selection parameters (Cont.)

10	ST-07-Q-01 DUDLEY ROAD WOLVERHAMPTON	COMMUNITY CENTRE	STAFFORDSHIRE
	Edge of Town Centre Built-Up Zone Total Gross floor area: 2329 sqm <i>Survey date: FRIDAY 09/05/14</i>		<i>Survey Type: MANUAL</i>
11	SW-07-Q-01 HIGH STREET SWANSEA	COMMUNITY CENTRE	SWANSEA
	Edge of Town Centre High Street Total Gross floor area: 500 sqm <i>Survey date: TUESDAY 22/10/13</i>		<i>Survey Type: MANUAL</i>
12	TW-07-Q-01 HIGH STREET GATESHEAD WREKENTON	COMMUNITY CENTRE	TYNE & WEAR
	Neighbourhood Centre (PPS6 Local Centre) No Sub Category Total Gross floor area: 450 sqm <i>Survey date: FRIDAY 04/10/13</i>		<i>Survey Type: MANUAL</i>
13	TW-07-Q-02 ROSEDON WAY NEWCASTLE BRUNTON	COMMUNITY CENTRE	TYNE & WEAR
	Neighbourhood Centre (PPS6 Local Centre) Village Total Gross floor area: 880 sqm <i>Survey date: FRIDAY 13/11/15</i>		<i>Survey Type: MANUAL</i>
14	TW-07-Q-03 ASKEW ROAD W GATESHEAD TEAMS	COMMUNITY CENTRE	TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 750 sqm <i>Survey date: FRIDAY 24/05/19</i>		<i>Survey Type: MANUAL</i>
15	WY-07-Q-01 WATERLOO LANE LEEDS BRAMLEY	COMMUNITY CENTRE	WEST YORKSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Retail Zone Total Gross floor area: 625 sqm <i>Survey date: MONDAY 19/10/15</i>		<i>Survey Type: MANUAL</i>

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

## TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

## 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	7	424	0.168	7	424	0.000	7	424	0.168
08:00 - 09:00	15	704	0.918	15	704	0.331	15	704	1.249
09:00 - 10:00	15	704	0.909	15	704	0.549	15	704	1.458
10:00 - 11:00	15	704	0.502	15	704	0.625	15	704	1.127
11:00 - 12:00	15	704	0.473	15	704	0.710	15	704	1.183
12:00 - 13:00	15	704	0.786	15	704	0.776	15	704	1.562
13:00 - 14:00	15	704	0.435	15	704	0.577	15	704	1.012
14:00 - 15:00	15	704	0.473	15	704	0.445	15	704	0.918
15:00 - 16:00	15	704	0.880	15	704	0.748	15	704	1.628
16:00 - 17:00	14	732	0.449	14	732	0.693	14	732	1.142
17:00 - 18:00	14	732	0.946	14	732	0.839	14	732	1.785
18:00 - 19:00	13	731	1.316	13	731	0.579	13	731	1.895
19:00 - 20:00	13	731	0.779	13	731	1.326	13	731	2.105
20:00 - 21:00	13	731	0.221	13	731	0.537	13	731	0.758
21:00 - 22:00	8	830	0.000	8	830	0.437	8	830	0.437
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			9.255			9.172			18.427

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

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

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## Parameter summary

Trip rate parameter range selected: 100 - 2329 (units: sqm)  
Survey date range: 01/01/11 - 24/05/19  
Number of weekdays (Monday-Friday): 15  
Number of Saturdays: 0  
Number of Sundays: 0  
Surveys automatically removed from selection: 0  
Surveys manually removed from selection: 0

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



Calculation Reference: AUDIT-735101-200221-0212

## TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LE LEICESTERSHIRE	1 days
	NR NORTHAMPTONSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	2 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	CB CUMBRIA	1 days
	TW TYNE & WEAR	1 days
10	WALES	
	PS POWYS	1 days
17	ULSTER (NORTHERN IRELAND)	
	AN ANTRIM	1 days
	DO DOWN	1 days

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

## Secondary Filtering selection:

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

Parameter: Gross floor area  
 Actual Range: 404 to 9000 (units: sqm)  
 Range Selected by User: 404 to 15000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 14/03/19

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

Selected survey days:

Monday	1 days
Tuesday	5 days
Wednesday	4 days
Thursday	7 days

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

Selected survey types:

Manual count	17 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	4
Suburban Area (PPS6 Out of Centre)	2
Edge of Town	10
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

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

Secondary Filtering selection:

Use Class:

D2 17 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	5 days
10,001 to 15,000	3 days
15,001 to 20,000	3 days
25,001 to 50,000	4 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	5 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	4 days
500,001 or More	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	9 days
1.1 to 1.5	7 days
1.6 to 2.0	1 days

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

Travel Plan:

No 17 days

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

PTAL Rating:

No PTAL Present 17 days

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



LIST OF SITES relevant to selection parameters (Cont.)

10	NT-07-K-02 LONDON ROAD NOTTINGHAM	VIRGIN ACTIVE		NOTTINGHAMSHIRE
	Edge of Town Centre Commercial Zone Total Gross floor area:		6000 sqm	
		<i>Survey date: THURSDAY</i>	<i>27/06/13</i>	<i>Survey Type: MANUAL</i>
11	NY-07-K-01 RIVER VIEW ROAD RIPON	FITNESS CLUB		NORTH YORKSHIRE
	Edge of Town No Sub Category Total Gross floor area:		404 sqm	
		<i>Survey date: TUESDAY</i>	<i>27/09/16</i>	<i>Survey Type: MANUAL</i>
12	PS-07-K-01 BROOK STREET WELSHPOOL	SPORTS CENTRE		POWYS
	Edge of Town Residential Zone Total Gross floor area:		950 sqm	
		<i>Survey date: MONDAY</i>	<i>11/05/15</i>	<i>Survey Type: MANUAL</i>
13	SH-07-K-01 SUNDORNE ROAD SHREWSBURY	FITNESS, TENNIS & LEISURE		SHROPSHIRE
	Edge of Town Residential Zone Total Gross floor area:		4500 sqm	
		<i>Survey date: WEDNESDAY</i>	<i>21/05/14</i>	<i>Survey Type: MANUAL</i>
14	TW-07-K-01 TIMBER BEACH ROAD SUNDERLAND CASTLETOWN	DW SPORTS FITNESS		TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Development Zone Total Gross floor area:		1380 sqm	
		<i>Survey date: THURSDAY</i>	<i>06/04/17</i>	<i>Survey Type: MANUAL</i>
15	WK-07-K-01 FAR GOSFORD STREET COVENTRY	STRENGTH & FITNESS GYM		WARWICKSHIRE
	Edge of Town Centre Built-Up Zone Total Gross floor area:		554 sqm	
		<i>Survey date: THURSDAY</i>	<i>17/10/13</i>	<i>Survey Type: MANUAL</i>
16	WY-07-K-02 GELDERD ROAD BIRSTALL	FITNESS CLUB		WEST YORKSHIRE
	Edge of Town Centre Built-Up Zone Total Gross floor area:		2400 sqm	
		<i>Survey date: TUESDAY</i>	<i>22/04/14</i>	<i>Survey Type: MANUAL</i>
17	WY-07-K-03 ELMFIELD WAY LEEDS BRAMLEY	PURE GYM		WEST YORKSHIRE
	Neighbourhood Centre (PPS6 Local Centre) No Sub Category Total Gross floor area:		3900 sqm	
		<i>Survey date: THURSDAY</i>	<i>14/03/19</i>	<i>Survey Type: MANUAL</i>

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

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

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	17	3762	0.893	17	3762	0.103	17	3762	0.996
07:00 - 08:00	17	3762	0.571	17	3762	0.632	17	3762	1.203
08:00 - 09:00	17	3762	0.840	17	3762	0.668	17	3762	1.508
09:00 - 10:00	17	3762	1.304	17	3762	0.608	17	3762	1.912
10:00 - 11:00	17	3762	0.985	17	3762	0.857	17	3762	1.842
11:00 - 12:00	17	3762	0.621	17	3762	1.016	17	3762	1.637
12:00 - 13:00	17	3762	0.561	17	3762	0.869	17	3762	1.430
13:00 - 14:00	17	3762	0.619	17	3762	0.744	17	3762	1.363
14:00 - 15:00	17	3762	0.585	17	3762	0.563	17	3762	1.148
15:00 - 16:00	17	3762	0.901	17	3762	0.699	17	3762	1.600
16:00 - 17:00	17	3762	1.237	17	3762	0.868	17	3762	2.105
17:00 - 18:00	17	3762	1.741	17	3762	1.057	17	3762	2.798
18:00 - 19:00	17	3762	1.595	17	3762	1.526	17	3762	3.121
19:00 - 20:00	17	3762	1.082	17	3762	1.611	17	3762	2.693
20:00 - 21:00	17	3762	0.583	17	3762	1.303	17	3762	1.886
21:00 - 22:00	16	3472	0.144	16	3472	0.844	16	3472	0.988
22:00 - 23:00	3	2668	0.025	3	2668	0.250	3	2668	0.275
23:00 - 24:00									
<b>Total Rates:</b>			14.287			14.218			28.505

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

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

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#### Parameter summary

Trip rate parameter range selected:	404 - 9000 (units: sqm)
Survey date range:	01/01/11 - 14/03/19
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-735101-200221-0229

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE  
Category : U - PLAY CENTRE  
VEHICLES

Selected regions and areas:

05 EAST MIDLANDS  
LE LEICESTERSHIRE 1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area  
Actual Range: 725 to 725 (units: sqm)  
Range Selected by User: 566 to 12000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

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

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

Selected survey days:

Tuesday 1 days

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

Selected survey types:

Manual count 1 days  
Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 1

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

Selected Location Sub Categories:

Residential Zone 1

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

Secondary Filtering selection:

Use Class:

D2 1 days

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

Population within 1 mile:

50,001 to 100,000 1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

250,001 to 500,000 1 days

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

Car ownership within 5 miles:

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.*

PTAL Rating:

No PTAL Present 1 days

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

LIST OF SITES relevant to selection parameters

1 LE-07-U-01 PLAY CENTRE LEICESTERSHIRE  
EVINGTON VALLEY ROAD  
LEICESTER

Suburban Area (PPS6 Out of Centre)  
Residential Zone

Total Gross floor area: 725 sqm

Survey date: TUESDAY

04/11/14

Survey Type: MANUAL

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



TRIP RATE for Land Use 07 - LEISURE/U - PLAY CENTRE

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									
09:00 - 10:00	1	725	0.414	1	725	0.138	1	725	0.552
10:00 - 11:00	1	725	2.069	1	725	0.552	1	725	2.621
11:00 - 12:00	1	725	1.793	1	725	1.517	1	725	3.310
12:00 - 13:00	1	725	1.241	1	725	1.379	1	725	2.620
13:00 - 14:00	1	725	0.966	1	725	1.241	1	725	2.207
14:00 - 15:00	1	725	1.517	1	725	1.241	1	725	2.758
15:00 - 16:00	1	725	1.931	1	725	1.241	1	725	3.172
16:00 - 17:00	1	725	1.517	1	725	2.897	1	725	4.414
17:00 - 18:00	1	725	0.966	1	725	0.828	1	725	1.794
18:00 - 19:00	1	725	0.138	1	725	1.379	1	725	1.517
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			12.552			12.413			24.965

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

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

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#### Parameter summary

Trip rate parameter range selected:	725 - 725 (units: sqm)
Survey date range:	01/01/11 - 07/10/17
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-735101-200221-0239

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
Category : O - RETIREMENT AND CARE COMMUNITY  
VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HF	HERTFORDSHIRE	1 days
	KC	KENT	2 days
	OX	OXFORDSHIRE	1 days
	SC	SURREY	1 days
03	SOUTH WEST		
	BR	BRISTOL CITY	2 days
	DV	DEVON	2 days
	NS	NORTH SOMERSET	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings  
Actual Range: 36 to 149 (units: )  
Range Selected by User: 36 to 149 (units: )

Parking Spaces Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 27/11/15

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

Selected survey days:

Tuesday	2 days
Wednesday	2 days
Thursday	2 days
Friday	4 days

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

Selected survey types:

Manual count	10 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	3
Edge of Town	3
Neighbourhood Centre (PPS6 Local Centre)	1
Free Standing (PPS6 Out 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:

Residential Zone	8
Out of Town	2

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

Secondary Filtering selection:

Use Class:

Not Known 2 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:

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0 1 days  
1.1 to 1.5 9 days

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

Travel Plan:

Yes 1 days  
No 9 days

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

PTAL Rating:

No PTAL Present 10 days

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

LIST OF SITES relevant to selection parameters

1	BR-03-O-01 HOLLWAY ROAD BRISTOL STOCKWOOD Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of dwellings: 58 <i>Survey date: TUESDAY 22/09/15</i>	RETIREMENT VILLAGE BRISTOL CITY	<i>Survey Type: MANUAL</i>
2	BR-03-O-02 MEG THATCHERS GARDENS BRISTOL  Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 49 <i>Survey date: FRIDAY 18/09/15</i>	RETIREMENT VILLAGE BRISTOL CITY	<i>Survey Type: MANUAL</i>
3	DV-03-O-01 ST MARYCHURCH ROAD TORQUAY ST MARYCHURCH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 45 <i>Survey date: TUESDAY 29/09/15</i>	RETIREMENT VILLAGE DEVON	<i>Survey Type: MANUAL</i>
4	DV-03-O-02 SIDMOUTH ROAD NEAR HONITON  Free Standing (PPS6 Out of Town) Out of Town Total Number of dwellings: 66 <i>Survey date: FRIDAY 25/09/15</i>	RETIREMENT VILLAGE DEVON	<i>Survey Type: MANUAL</i>
5	HF-03-O-01 THE COMMON BERKHAMSTED  Free Standing (PPS6 Out of Town) Out of Town Total Number of dwellings: 149 <i>Survey date: FRIDAY 27/11/15</i>	RETIREMENT VILLAGE HERTFORDSHIRE	<i>Survey Type: MANUAL</i>
6	KC-03-O-01 RUMFIELDS ROAD BROADSTAIRS  Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 40 <i>Survey date: THURSDAY 19/11/15</i>	RETIREMENT VILLAGE KENT	<i>Survey Type: MANUAL</i>
7	KC-03-O-02 EASTERN AVENUE ASHFORD  Edge of Town Centre Residential Zone Total Number of dwellings: 36 <i>Survey date: FRIDAY 20/11/15</i>	RETIREMENT VILLAGE KENT	<i>Survey Type: MANUAL</i>
8	NS-03-O-01 DIAMOND BATCH WESTON SUPER MARE WORLE Edge of Town Residential Zone Total Number of dwellings: 137 <i>Survey date: THURSDAY 24/09/15</i>	RETIREMENT VILLAGE NORTH SOMERSET	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	OX-03-O-01	RETIREMENT VILLAGE	OXFORDSHIRE
	RUSKIN ROAD		
	BANBURY		
	EASINGTON		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	70	
	Survey date: WEDNESDAY	11/11/15	Survey Type: MANUAL
10	SC-03-O-01	RETIREMENT VILLAGE	SURREY
	WESTFIELD ROAD		
	WOKING		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	39	
	Survey date: WEDNESDAY	18/11/15	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT AND CARE COMMUNITY  
 VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	69	0.074	10	69	0.041	10	69	0.115
08:00 - 09:00	10	69	0.136	10	69	0.071	10	69	0.207
09:00 - 10:00	10	69	0.164	10	69	0.118	10	69	0.282
10:00 - 11:00	10	69	0.160	10	69	0.157	10	69	0.317
11:00 - 12:00	10	69	0.157	10	69	0.154	10	69	0.311
12:00 - 13:00	10	69	0.131	10	69	0.163	10	69	0.294
13:00 - 14:00	10	69	0.163	10	69	0.183	10	69	0.346
14:00 - 15:00	10	69	0.126	10	69	0.158	10	69	0.284
15:00 - 16:00	10	69	0.141	10	69	0.155	10	69	0.296
16:00 - 17:00	10	69	0.107	10	69	0.129	10	69	0.236
17:00 - 18:00	10	69	0.070	10	69	0.093	10	69	0.163
18:00 - 19:00	10	69	0.057	10	69	0.055	10	69	0.112
19:00 - 20:00	10	69	0.039	10	69	0.054	10	69	0.093
20:00 - 21:00	10	69	0.030	10	69	0.046	10	69	0.076
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			1.555			1.577			3.132

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

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

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Parameter summary

Trip rate parameter range selected: 36 - 149 (units: )  
 Survey date range: 01/01/11 - 27/11/15  
 Number of weekdays (Monday-Friday): 10  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 0

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