

A Planning Application by
MERCHANT PLACE PROPERTY SYNDICATE

In respect of
**Queen Street Retail Park,
BOSTON**

Transport Statement

January 2021



Document Management

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1 Introduction

- 1.1 Transport Planning Associates has been appointed by Merchant Place Property Syndicate to provide transport and highways advice in relation to a Section 73 (Town and Country Planning Act 1990) Application for a proposed change of use of a retail unit on the Queen Street Retail Park in Boston. The site location is shown at **Figure 1.1**.

Figure 1.1 Site location



Source: © OpenStreetMap contributors

- 1.2 The proposed change of use would seek a change from non-food retail to food retail, now described as land use classes E(a) and E(b)¹.

Scope of Report

- 1.3 The report will be structured as follows;
- **Chapter 2 – Transport Baseline** - will introduce the site and the existing transport conditions focusing on the accessibility by various public and private modes of travel;

¹ Following changes to Use Classes from 1 September 2020

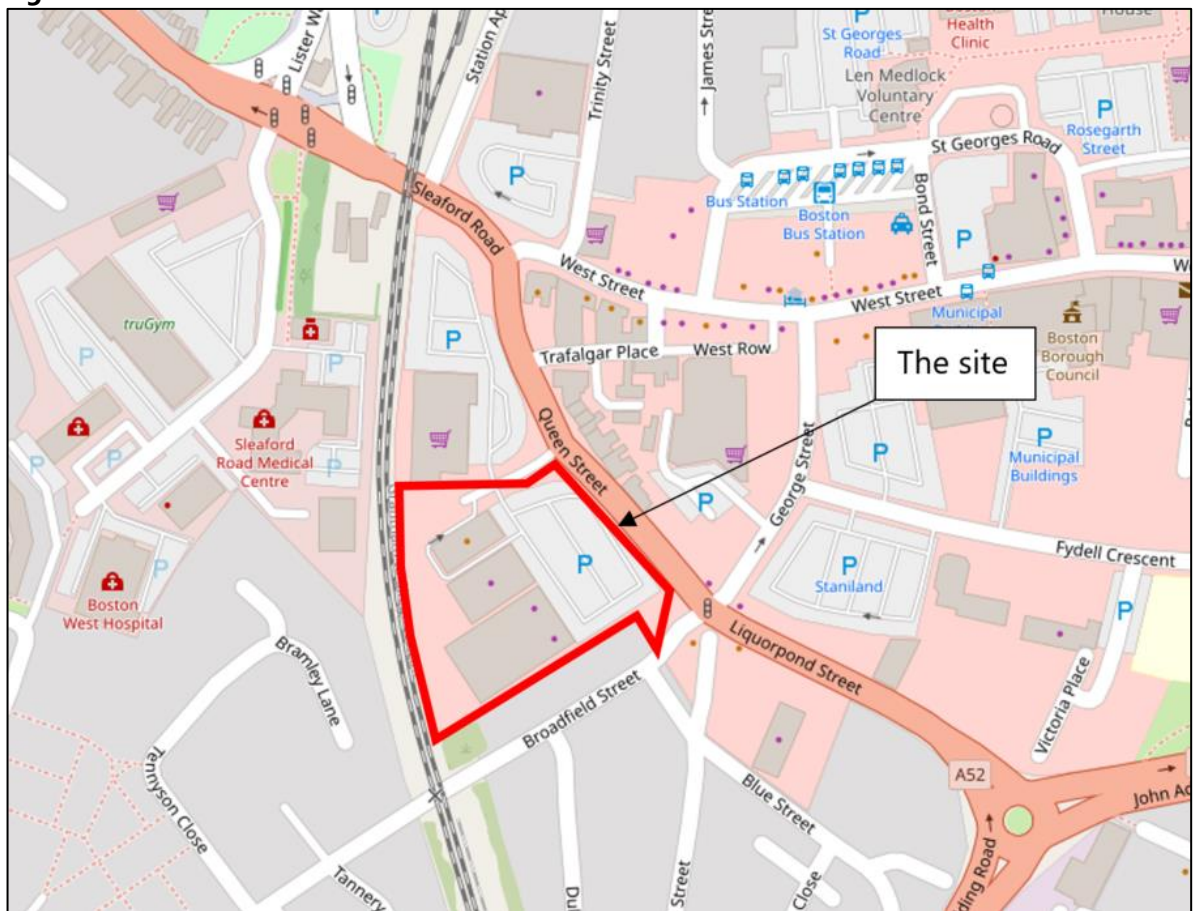
- **Chapter 3 – Development Proposals**- will introduce the development proposals focusing on the transport elements;
- **Chapter 4 – National and Local Planning Policy** - discusses existing National and Local Planning Policy
- **Chapter 5 – Traffic Impact** – Assesses the potential impact of the development proposals;
- **Chapter 6 – Framework Travel Plan** – sets out the basis for a Staff Travel Plan to be provided by Condition
- **Chapter 6 – Summary and Conclusions** –summarises the findings and outline the conclusions drawn.

2 Transport Baseline

Site

- 2.1 The site is located on the A52 Queen Street to the southwest of Boston Town Centre. The site lies between the A52 and the Skegness to Grantham railway line to the south of Boston railway station. The wider context for the site is shown at **Figure 1.1** with a local context provided at **Figure 2.1**

Figure 2.1 Site location – local context



Source: © OpenStreetMap contributors

- 2.2 As can be seen, the site is located on the southwest edge of Boston town centre and is bounded to the west by the East Midlands railway line and to the east by the A52 Queen Street. Access to the site is taken from Queen Street via a mini-roundabout that also serves an adjacent Aldi foodstore.

Amenities

- 2.3 As described above, the site is located to the southwest of the town centre and to the south of Boston railway station. The town centre and the range of retail and other facilities is located within approximately 500 m walking distance of the site.

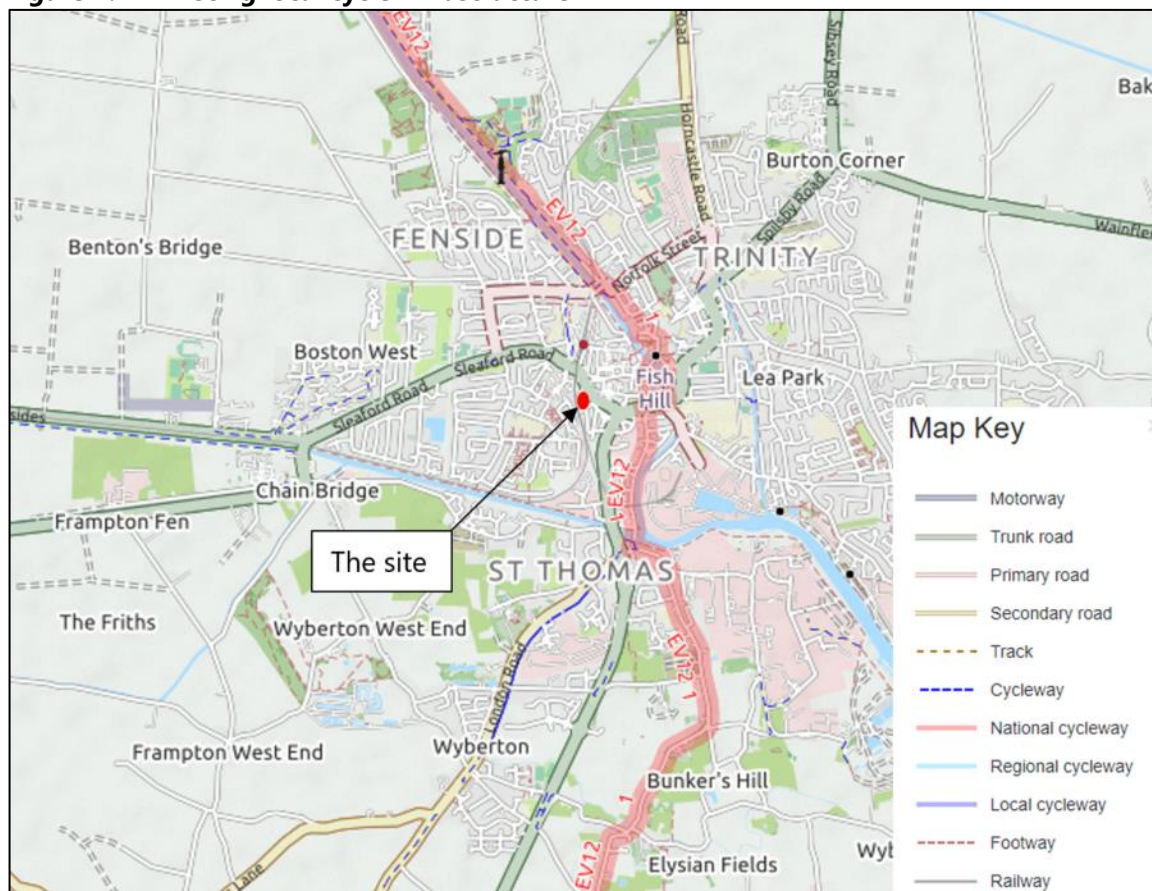
Existing Pedestrian Infrastructure

- 2.4 Pedestrian footways are present on the site access road and along both sides of the A52 Queen Street, providing access to the surrounding retail, commercial and residential elements in the vicinity of the site and to the wider town centre. The footways are generally 2.0 m wide and feature dropped kerbs and tactile paving.
- 2.5 Formal crossing points are included in the traffic signal controlled junction of Queen Street and Broadfield Street to the south of the site. An informal pedestrian crossing is located close to the mini-roundabout junction with West Street to the north of the site.

Existing Cycling Infrastructure

- 2.6 The existing local cycle infrastructure is shown at **Figure 2.2**. As shown, National Cycle Network Route 1, which forms part of the Water Rail Way between Boston and Lincoln, runs to the east of the site. The section of the route through Boston is traffic-free and leads on to the longer 25 km route to Lincoln.

Figure 2.2 Existing local cycle infrastructure



Source: © OpenStreetMap contributors

Public Transport Access

Access by Bus

- 2.7 The nearest bus stops to the site are located on West Street to the north of the site. Boston bus station is located behind West Street and both can be reached within a 570 m walk from the site. The bus station provides access to a total of 6 bus routes as summarised in the following table.

Table 2.1 Bus services summary

Service	Operator	Route	Frequency	
			Mon - Fri	Sat
A6	Brylaine	Boston - Horncastle	4/day	3/day
B29D	Haines	Boston – Toynton All Saints	1/day (Wednesday)	-
IC5	Brylaine	Boston- Lincoln	4/day	3/day
IC7		Boston - Skegness	6/day	4/day
K58		Boston - Kirton	8/day	7/day
57B	Callconnect	Boston & surrounding area	Demand service	

Source: <http://www.cartogold.co.uk/lincs/map>

- 2.8 The majority of the above services operate on an hourly frequency. In addition to the services listed, there are 3 further routes (104, F41 and S116) that operate on school days only to Barnes Wallis Academy, The Giles School and Boston County High School.

Access by Rail

- 2.9 Boston railway station lies to the north of the site, approximately 300 m walking distance via the A52 and Station Approach. The station provides access to hourly services operated by East Midlands Railway on the branch line between Skegness and Nottingham, via Grantham.

Vehicular Access

- 2.10 Access to the site is taken via a shared road that also serves the adjacent Aldi foodstore. The road forms a mini-roundabout junction with the A52 Queen Street, which is approximately 10 m wide in

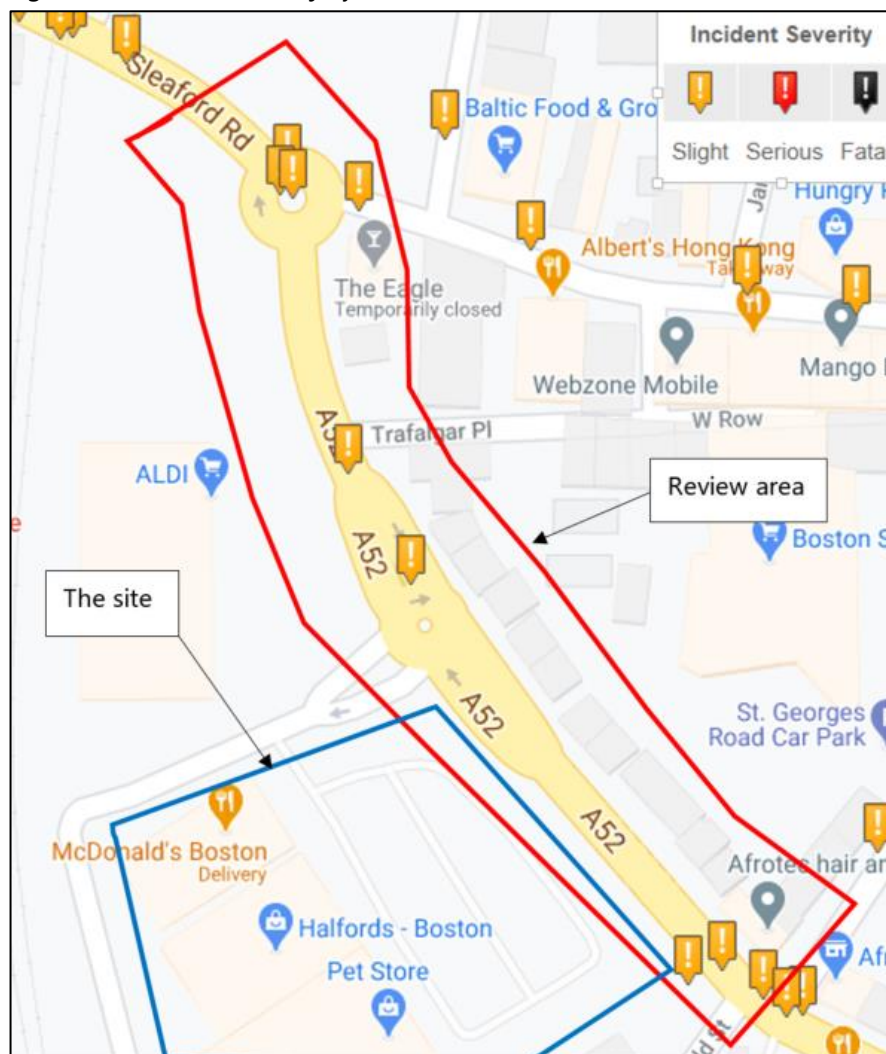
the vicinity of the site. The road, which is subject to a 30 mph speed limit, is also subject to double yellow line waiting restrictions on both sides of the carriageway. The A52 continues to the west towards Grantham, where it meets the A1.

- 2.11 Queen Street forms a traffic signal controlled junction to the south of the site with Broadfield Street and George Street before continuing on to the A16 John Adams Way where it crosses the River Witham before re-joining the A52 to the east of the town. To the east, via Boston town Centre, the A52 leads on the Skegness.

Road Safety

- 2.12 A review of the most recent available five years' of personal injury collision (PIC) data was undertaken utilising information obtained from CrashMap. The data obtained for the review, which spanned the 2015-2019 period, is shown in **Figure 2.3**.

Figure 2.3 Personal Injury Collision Data



Source: www.crashmap.co.uk

- 2.13 As can be seen there were two incidents recorded over the five year period in the immediate vicinity of the site, both of which were classified as slight in nature. Further from the site, four slight incidents were recorded at the mini-roundabout to the north on the A52, while five slight incidents occurred at the signalised junction with Broadfield Street.
- 2.14 The limited number of incidents in the immediate vicinity of the site would suggest that there is no fundamental design flaw with the site access junction.

3 Development Proposals

- 3.1 As set out in the Introduction, the proposed scheme seeks a change of use from non-food retail to food retail (now described as land use classes E(a) and E(b)) under Section 73 of the Town and Country Planning Act 1990. The site comprises three retail units and a drive thru with a total floor area of approximately 2,415 m² and 110 parking spaces (a combined parking ratio of 1:21.9). The shared access road from the A52 leads on to a service area to the rear of the retail units.
- 3.2 The application relates to the central retail unit, which is approximately 740 m² and was formerly occupied by Benson for Beds. The proposed scheme would seek a change of use to food retail to allow the intended use by Farm Foods; a frozen food retailer.
- 3.3 The proposed change of use would not alter the shape or extent of the existing retail unit. Nor would it result in any change to the level of car or cycle parking provision.

4 National and Local Transport Policy

4.1 This Chapter of the Transport Statement provides a policy context to the development proposals, focusing on both national and local planning transport policy and guidance. The documents, which have been reviewed in relation to this planning application, include:

- National Planning Policy Framework;
- National Planning Practice Guidance; and
- South Lincolnshire Local Plan

4.2 The key policies that have an influence upon the development proposals from a transport perspective are set out below, with other policies dealt with elsewhere in the supporting documentation.

National Policy and Guidance

National Planning Policy Framework

4.3 The National Planning Policy Framework (NPPF), which has been the subject of two updates in 2019, sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other developments can be produced.

4.4 NPPF describes a sustainable transport mode as:

"Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra low emission vehicles, car sharing and public transport." (annex 2, p. 72)

4.5 With regards to achieving sustainability, the document states that:

"The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs." (para 7)

4.6 When considering development proposals, the NPPF notes that it should be ensured that:

"Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

Safe and suitable access to the site can be achieved for all users; and

Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.” (para 108)

- 4.7 Finally, with regards to considering development proposals, it states that:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe” (para 109)

Local Policy and Guidance

South Lincolnshire Local Plan

- 4.8 The South Lincolnshire Local Plan, which covers the period from 2011 – 2036 includes the areas of Boston Borough and South Holland District Council. As part of its Strategic Priorities, it includes the following statement under the heading of Economy:

“To protect a mutually-supportive hierarchy of vibrant self-contained town centres and secure their enhancement by promoting an appropriate mix and scale of retail, leisure and other town centre uses and by maximising opportunities for regeneration”

- 4.9 Under the heading of *Vibrant Town centres and Accessible Shops and Services*, Policy 21 – The Retail Hierarchy states that:

“Retail and other main town centre uses should be located in accordance with the following hierarchy, as defined on the Policies Map: A. Sub-Regional Centres The town centres of Boston and Spalding will be the locational focus for the development of town centre uses; planning permission will be granted for retail, food and drink outlets, financial and professional services, leisure and tourist-related uses (Classes A1-A5, B1, D1 and D2) and residential development.

- 4.10 Finally, under Policy 31: *Vehicle and Cycle Parking* it notes that:

“All new development, including change of use, should provide vehicle and cycle parking, in accordance with the minimum Parking Standards adopted by the Local Planning Authorities (in Appendix 5)”

- 4.11 For food retail, the minimum parking standard is 1 space/14 m² but it should be noted that the scheme forms part of a wider development with shared parking provision.

5 Traffic Impact

Traffic generation

- 5.1 The traffic generation associated with a single 743 m² retail unit is unlikely to be significant. However, for completeness, reference has been made to the TRICS database (v7.7.4) to identify trip rates and the level of traffic generation for the existing and proposed uses for the retail unit.
- 5.2 Based on the use of the Retail Park category for non-food and food retail, suitable data is only available for a Saturday when selecting the whole of England, excluding Greater London and edge of town centre and edge of town sites. The following table provides a summary of the resulting trip rates and the full TRCS output for the two categories is reproduced at **Appendix A**.

Table 5.1 Trip rate and traffic generation for non-food and food retail uses – Saturday peak hour

Land use (743 m ²)	Trip Rate/100 m ²		Traffic generation	
	In	Out	In	Out
Non-food retail - Land Use Class E(a)	3.022	2.690	22	20
Food retail – Land use Class E(b)	3.105	3.078	23	23
Net change			+1	+3

- 5.3 Based on a Saturday peak hour (12:00 – 13:00), the proposed change of use from non-food to food retail is predicted to result in a net increase of 4 two way trips. Clearly, such a small change in traffic generation would have no appreciable impact on the operation of the site access roundabout or on the local highway network.

Parking demand

- 5.4 Comparing the trip rate profiles from TRICS for the two land uses would suggest that peak parking accumulation as a result of the proposed change of use would decrease by 4 spaces as set out below.

Table 5.2 Comparison of parking accumulation

Time period	Non-food retail Class E(a)			Food retail Class E(b)		
	In	Out	Accumulation	In	Out	Accumulation
07:00-08:00	2	0	1	3	1	2
08:00-09:00	6	2	5	10	7	5
09:00-10:00	13	8	9	16	11	10
10:00-11:00	19	14	14	22	17	15
11:00-12:00	21	19	16	24	22	16
12:00-13:00	22	20	18	23	23	17
13:00-14:00	22	21	19	23	23	17
14:00-15:00	22	20	21	22	23	16
15:00-16:00	20	20	21	21	23	14
16:00-17:00	18	22	16	17	21	10
17:00-18:00	14	20	10	13	17	6
18:00-19:00	5	10	4	8	11	3
19:00-20:00	1	4	2	5	6	2
20:00-21:00	0	1	1	3	3	1
21:00-22:00	0	0	0	1	2	1

- 5.5 Based on the above, the proposed change of use would not result in an adverse impact on parking capacity.

6 Framework Travel Plan

- 6.1 While the preceding chapter has demonstrated that the proposed change of use would have no appreciable impact on traffic condition, and would not adversely affect car parking capacity, there are a number of measures that can be put in place to mitigate the potential impact of the scheme. These are considered below.

Framework Travel Plan

- 6.2 As part of the proposed change of use, a staff Travel Plan could be introduced to encourage staff to consider alternative means to travel to the site. Given the location of the site in relation to Boston town centre and the surrounding residential areas, the opportunity exists for staff to make greater use of public transport, walking and cycling when considering their daily commute to and from the site.
- 6.3 The use of a Travel Plan to inform staff about alternative travel choices and the subsequent monitoring of travel behaviour would help to reduce the overall traffic impact of the scheme on the surrounding highway network and the existing car parking.
- 6.4 As the site is currently vacant, no baseline surveys have been undertaken to determine the travel choices currently employed by staff. In the absence of such data and in advance of the proposed redevelopment of the site, it would be sensible to set down the likely contents of a Framework Travel Plan that could be used referenced by condition as the basis for a full Travel Plan for the site once it has been occupied by the new retailer.
- 6.5 Accordingly, the following table provides a framework for a future staff Travel Plan.

Table 6.1 Framework for a Staff Travel Plan (STP)

Item	Description
The scope of the STP	A focus on the likely journey to work patterns
A travel survey	This would be needed to set the base position for the site from which objectives and targets could be set. It would identify how staff members currently travel and would seek to identify how they would prefer to travel and possibly what encouragements would be required to encourage a change in travel behaviour
A list of objectives	e.g. a 5% increase in travel by cycle, or a 15% increase in the number of local trips carried out on foot
A range of targets and indicators	These should be achievable, specific, realistic and measurable. In addition to basic percentage reductions in travel by car, the targets could include measures such as a car share scheme
Management strategy	This would define who is responsible for the project management of the STP and its full implementation, both before and after the redevelopment of the site. A Travel Plan Co-ordinator would be required to manage the implementation of the STP at the site level and to also arrange annual travel surveys of the staff members
Measures	A package of specific measures proposed to encourage sustainable travel, reduce levels of single occupancy car use and achieve the stated targets of the STP. These should include measures to encourage walking, cycling, the use of public transport and car-sharing, and to reduce the need to travel
Marketing strategy	To communicate and promotion the STP to staff using a range of communication tools and promotional techniques to raise awareness, promote initiatives and individual measures and disseminate information;
Monitoring and review	This would identify how and when the STP will be reviewed so that its performance and objectives can be monitored and assessed
Action plan and budget	Identify a detailed action plan as a programme for the implementation of the measures proposed in the STP.

7 Summary and Conclusions

Summary

- 7.1 Transport Planning Associates has been appointed by Merchant Place Property Syndicate to provide transport and highways advice in relation to a Section 73 (Town and Country Planning Act 1990) Application for a proposed change of use of a retail unit on the Queen Street Retail Park in Boston.
- 7.2 The site is located on the A52 Queen Street to the southwest of Boston Town Centre. The site lies between the A52 and the Skegness to Grantham railway line to the south of Boston railway station. Access to the site is taken from Queen Street via a mini-roundabout that also serves an adjacent Aldi foodstore.
- 7.3 The site comprises three retail units and a drive thru with a total floor area of approximately 2,415 m² and 110 parking spaces (a combined parking ratio of 1:21.9).
- 7.4 The site is located to the southwest of the town centre which, together with a range of retail and other facilities is located within approximately 500 m walking distance of the site.
- 7.5 The proposed change of use would seek a change from non-food retail to food retail, now described as land use classes E(a) and E(b). The application relates to the central retail unit, which is approximately 740 m² and was formerly occupied by Benson for Beds. The proposed scheme would seek a change of use to food retail to allow the intended use by Farm Foods; a frozen food retailer.
- 7.6 The proposed change of use would not alter the shape or extent of the existing retail unit. Nor would it result in any change to the level of car or cycle parking provision.
- 7.7 Based on an assessment of a Saturday peak hour (12:00 – 13:00), the proposed change of use from non-food to food retail is predicted to result in a net increase of 4 two way trips. Such a small change in traffic generation would have no appreciable impact on the operation of the site access roundabout or on the local highway network.
- 7.8 A comparison of the trip rate profiles from TRICS for the two land uses would suggest that peak parking accumulation as a result of the proposed change of use would decrease by 4 spaces. The proposed change of use would not result in an adverse impact on parking capacity.

Conclusions

- 7.9 The proposed change of use from non-food to food retail for the single 743 m² unit on the Queen Street Retail Park in Boston is predicted to result in a Saturday peak hour net increase of 4 two way trips. This would have no appreciable impact on exiting traffic conditions.
- 7.10 The proposed change of use is predicted to result in minor reduction in parking demand. This reduction could be further improved through the introduction of a staff Travel Plan.
- 7.11 Based on the above, the proposed change of use would have no significant or adverse traffic or highway impact. As such, there is no transport related reason why this application should not be approved.

APPENDIX A

Calculation Reference: AUDIT-219602-210120-0149

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : K - RETAIL PARK - EXCLUDING FOOD
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	SY SOUTH YORKSHIRE	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 2809 to 14987 (units: sqm)
Range Selected by User: 2575 to 10000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 12/09/20

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 5 days

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

Selected survey types:

Manual count 5 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
Edge of Town 4

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

Selected Location Sub Categories:

Industrial Zone 1
Residential Zone 2
Built-Up Zone 1
No Sub Category 1

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

Secondary Filtering selection:

Use Class:

A1	5 days
----	--------

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

15,001 to 20,000	2 days
20,001 to 25,000	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:

75,001 to 100,000	1 days
125,001 to 250,000	2 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	3 days
1.1 to 1.5	2 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	5 days

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

Travel Plan:

No	5 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	5 days
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This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	DV-01-K-01 AVOCET ROAD EXETER SOWTON IND. ESTATE Edge of Town Industrial Zone Total Gross floor area: <i>Survey date: SATURDAY</i>	DUNELM & FURNITURE VILLAGE 2809 sqm 15/07/17	DEVON <i>Survey Type: MANUAL</i>
2	EX-01-K-02 CHELMER ROAD CHELMSFORD CHELMER VILLAGE Edge of Town Residential Zone Total Gross floor area: <i>Survey date: SATURDAY</i>	RETAIL PARK 16150 sqm 19/10/13	ESSEX <i>Survey Type: MANUAL</i>
3	NF-01-K-02 PASTEUR ROAD GREAT YARMOUTH Edge of Town No Sub Category Total Gross floor area: <i>Survey date: SATURDAY</i>	RETAIL PARK 14565 sqm 14/10/17	NORFOLK <i>Survey Type: MANUAL</i>
4	SY-01-K-01 KILNER WAY SHEFFIELD BIRLEY CARR Edge of Town Residential Zone Total Gross floor area: <i>Survey date: SATURDAY</i>	RETAIL PARK 16187 sqm 12/09/20	SOUTH YORKSHIRE <i>Survey Type: MANUAL</i>
5	WM-01-K-06 WARWICK ROAD COVENTRY Edge of Town Centre Built-Up Zone Total Gross floor area: <i>Survey date: SATURDAY</i>	RETAIL PARK 12844 sqm 12/11/16	WEST MIDLANDS <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 01 - RETAIL/K - RETAIL PARK - EXCLUDING FOOD

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	13898	0.207	4	13898	0.063	4	13898	0.270
08:00 - 09:00	5	11680	0.795	5	11680	0.325	5	11680	1.120
09:00 - 10:00	5	11680	1.755	5	11680	1.127	5	11680	2.882
10:00 - 11:00	5	11680	2.526	5	11680	1.909	5	11680	4.435
11:00 - 12:00	5	11680	2.858	5	11680	2.567	5	11680	5.425
12:00 - 13:00	5	11680	3.022	5	11680	2.690	5	11680	5.712
13:00 - 14:00	5	11680	2.988	5	11680	2.865	5	11680	5.853
14:00 - 15:00	5	11680	2.926	5	11680	2.729	5	11680	5.655
15:00 - 16:00	5	11680	2.729	5	11680	2.736	5	11680	5.465
16:00 - 17:00	5	11680	2.375	5	11680	3.017	5	11680	5.392
17:00 - 18:00	5	11680	1.902	5	11680	2.752	5	11680	4.654
18:00 - 19:00	5	11680	0.637	5	11680	1.372	5	11680	2.009
19:00 - 20:00	4	13898	0.155	4	13898	0.511	4	13898	0.666
20:00 - 21:00	3	14132	0.064	3	14132	0.196	3	14132	0.260
21:00 - 22:00	3	14132	0.000	3	14132	0.066	3	14132	0.066
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			24.939			24.925			49.864

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:	2809 - 14987 (units: sqm)
Survey date range:	01/01/12 - 12/09/20
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	5
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-219602-210120-0120

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : J - RETAIL PARK - INCLUDING FOOD
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
	WS WEST SUSSEX	2 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	KH KINGSTON UPON HULL	1 days
09	NORTH	
	CB CUMBRIA	1 days
	TV TEES VALLEY	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 4125 to 43062 (units: sqm)
Range Selected by User: 734 to 10000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 05/09/20

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 7 days

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

Selected survey types:

Manual count 7 days
Directional ATC Count 0 days

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

Selected Locations:

Edge of Town Centre 2
Edge of Town 5

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

Selected Location Sub Categories:

Industrial Zone 3
Retail Zone 1
No Sub Category 3

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

Secondary Filtering selection:

Use Class:

A1 7 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	2 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	5 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	7 days

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

Travel Plan:

No 7 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 7 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	CB-01-J-01	RETAIL PARK		CUMBRIA
	ULLSWATER ROAD			
	PENRITH			
	Edge of Town Centre			
	No Sub Category			
	Total Gross floor area:	7400 sqm		
	Survey date: SATURDAY	13/09/14		Survey Type: MANUAL
2	HC-01-J-02	RETAIL PARK		HAMPSHIRE
	PARK WAY			
	HAVANT			
	Edge of Town Centre			
	No Sub Category			
	Total Gross floor area:	8250 sqm		
	Survey date: SATURDAY	21/11/15		Survey Type: MANUAL
3	KH-01-J-02	RETAIL PARK		KINGSTON UPON HULL
	CLIVE SULLIVAN WAY			
	KINGSTON UPON HULL			
	Edge of Town			
	Industrial Zone			
	Total Gross floor area:	43062 sqm		
	Survey date: SATURDAY	05/09/20		Survey Type: MANUAL
4	TV-01-J-03	RETAIL PARK		TEES VALLEY
	BRENDA ROAD			
	HARTLEPOOL			
	Edge of Town			
	Industrial Zone			
	Total Gross floor area:	22415 sqm		
	Survey date: SATURDAY	05/09/20		Survey Type: MANUAL
5	WO-01-J-04	RETAIL PARK		WORCESTERSHIRE
	ALVECHURCH HIGHWAY			
	REDDITCH			
	Edge of Town			
	No Sub Category			
	Total Gross floor area:	13225 sqm		
	Survey date: SATURDAY	07/11/15		Survey Type: MANUAL
6	WS-01-J-04	RETAIL PARK		WEST SUSSEX
	BARNFIELD DRIVE			
	CHICHESTER			
	WESTHAMPNETT			
	Edge of Town			
	Retail Zone			
	Total Gross floor area:	4345 sqm		
	Survey date: SATURDAY	15/06/19		Survey Type: MANUAL
7	WS-01-J-05	RETAIL PARK		WEST SUSSEX
	NEW ROAD			
	LITTLEHAMPTON			
	WEST PRESTON			
	Edge of Town			
	Industrial Zone			
	Total Gross floor area:	4125 sqm		
	Survey date: SATURDAY	22/06/19		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 01 - RETAIL/J - RETAIL PARK - INCLUDING FOOD

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	13225	0.302	1	13225	0.159	1	13225	0.461
07:00 - 08:00	7	14648	0.343	7	14648	0.153	7	14648	0.496
08:00 - 09:00	7	14648	1.290	7	14648	0.900	7	14648	2.190
09:00 - 10:00	7	14648	2.109	7	14648	1.512	7	14648	3.621
10:00 - 11:00	7	14648	2.925	7	14648	2.275	7	14648	5.200
11:00 - 12:00	7	14648	3.193	7	14648	2.947	7	14648	6.140
12:00 - 13:00	7	14648	3.105	7	14648	3.078	7	14648	6.183
13:00 - 14:00	7	14648	3.108	7	14648	3.119	7	14648	6.227
14:00 - 15:00	7	14648	3.005	7	14648	3.036	7	14648	6.041
15:00 - 16:00	7	14648	2.832	7	14648	3.128	7	14648	5.960
16:00 - 17:00	7	14648	2.341	7	14648	2.858	7	14648	5.199
17:00 - 18:00	7	14648	1.759	7	14648	2.344	7	14648	4.103
18:00 - 19:00	7	14648	1.108	7	14648	1.510	7	14648	2.618
19:00 - 20:00	7	14648	0.707	7	14648	0.868	7	14648	1.575
20:00 - 21:00	7	14648	0.355	7	14648	0.447	7	14648	0.802
21:00 - 22:00	7	14648	0.161	7	14648	0.207	7	14648	0.368
22:00 - 23:00	2	4235	0.024	2	4235	0.047	2	4235	0.071
23:00 - 24:00									
Total Rates:			28.667			28.588			57.255

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Parameter summary

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 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 7
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