Client: Tower Hill Limited Partnership

Proposed Lidl Food Store, at Abbey View Retail Park, St Albans

Transport Statement

Project No. 240611

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SCP GENERAL NOTES

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Title: Proposed Lidl Food Store, at Abbey View Retail Park, St Albans, Transport Statement

Client: Tower Hill Limited Partnership

Date: 28 July 2025

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APPENDICES

1 INTRODUCTION

1.1 This Transport Statement (TS) provides a review of the transport and highways impacts related to the following two issues, namely:-

- The occupation of an existing non-food retail unit (formerly Matalan) at Abbey View Retail Park, St Albans to suit the requirements of a discount food retailer (Lidl GB), and
- The reduction in car parking within the area in front of the proposed Lidl unit as a result of its improvement and reconfiguration to the retailer's specification.

Site location

1.2 The location of the Application Site and the surrounding highway network is shown below in **Figure 1.1**.

Figure 1.1 Site Location Plan

1.3 The site is located in St Albans. St Albans City & District Council is the local planning authority and all highways matters are under the jurisdiction of Hertfordshire County Council.

1.4 The site is situated approximately 1.4km south of St Albans town centre and is currently occupied by a Matalan clothes store. The site shares a car park with the rest of the units on Abbey View Retail Park which includes Pure Gym, Halfords, Tapi Carpets, Pets at Home and a McDonalds.

Proposed Lidl Store development

1.5 Lidl GB's proposals for the site include the re-purposing of an existing non-food retail unit for discount foodstore use. The unit would provide Lidl with a Retail Floor Area (RFA) of 1,729sqm and 2,549sqm of Gross Internal Area (GIA).

1.6 The area of car parking immediately in front of the store will be reconfigured to better suit Lidl's customers and incorporate a trolley bay. This will lead to provision for 89 car standard parking spaces; a reduction of 15 from the current provision of 104, and 15 accessible (both disabled and parent & child), a reduction from 18. The existing car park layout is attached as **Appendix 1.**

1.7 **Appendix 2** contains two drawings for comparison with that provided at Appendix 1; first, a proposed car park layout and second, details of the alterations to the unit and the rear service yard. These are the subject of two separate applications. This report is intended to inform decisions on both applications.

1.8 Vehicular access to the site would remain as existing via the priority-controlled junction into the retail park with Griffiths Way. There will be no internal modifications to the circulation within the car park, and no changes to the wider layout beyond the area immediately in front of the proposed Lidl unit.

Scope of This Report

1.9 This report seeks to demonstrate that the proposed food-retail use on Abbey View Retail Park can be accommodated without detriment to the operational capacity or safety of the local highway network and that there is no risk of an excess demand for car parking. It will also confirm that the site remains readily accessible on foot, by bicycle and by public transport.

Report structure

1.10 The remainder of this report is set out as follows:

- **Chapter 2 – Existing Site Context.** This describes the site in relation to the local highway network, its current traffic levels and the road safety of the area;
- **Chapter 3 – Sustainable Transport Appraisal.** This sets out the site's accessibility in terms of walking, cycling and public transport;
- **Chapter 4 – Proposed Development.** This details the proposals for the application site
- **Chapter 5 – Delivery, Service and Waste Management Plan.** This summarises Lidl's standard approach to deliveries and servicing adopted across the majority of its UK estate, and how such a strategy will be adopted at the application site.

- **Chapter 6 – Car Parking.** This reports on the demand and supply of car parking to confirm that the proposals are sufficient to meet the operational needs of the store.

- **Chapter 7 – Development Related Transport Movements.** This reports on the anticipated level of additional traffic expected to be generated by the new Lidl store. It is based upon survey evidence of other Lidl's within the nationally adopted and industry standard TRICS database.

- **Chapter 8 – Conclusions.** This provides our overall conclusions and summarises our advice to the LHA.

2 EXISTING SITE CONTEXT

2.1 The existing Abbey View Retail Park is situated approximately 1.4km south of St Albans town centre. The location of the site in the context of the local highway network is illustrated in **Figure 2.1** below.

Figure 2.1 Local Highway Network

Surrounding Highway Network

Griffiths Way

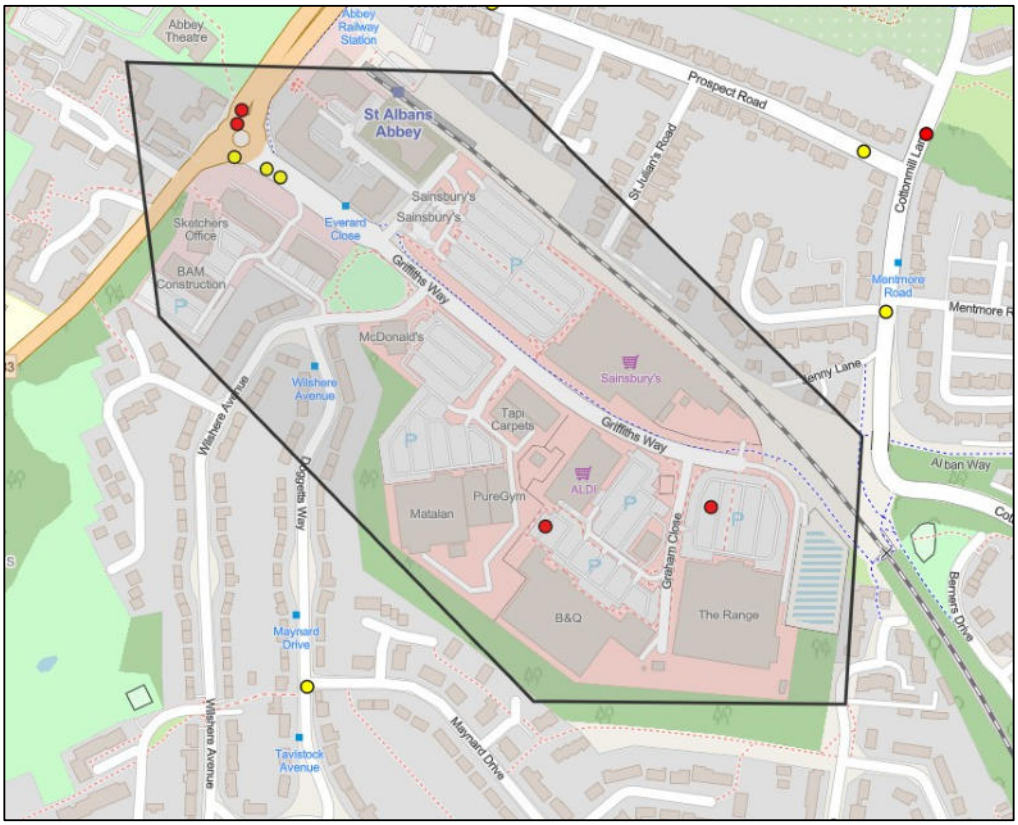
2.2 Providing access to the retail park, Griffiths Way begins at its roundabout junction with St Stephen's Hill and the A5183 to the northwest of the site and extends for approximately 500m to where it terminates at a dead end adjacent to the Range Homeware shop. It is an adopted single carriageway two-way road with footways provided on both sides. Pedestrian crossing facilities are provided via frequent dropped kerbs and tactile paving along its entirety, a pedestrian crossing is also present just east of its junction with the access to the retail park.

Road Safety

2.3 Collision data was obtained from RSK's online geo-portal. This GIS system utilises the same Stats19 data that is provided to Crashmap and to local authorities by the Department for Transport. The area surrounding the application site for the most recent 5-year period available was examined for personal injury accidents. The accident reports provide information on the location and severity of all accidents which took place on the adjoining highway network. The full accident report is attached as **Appendix 3.**

2.4 An analysis of the surrounding area has been undertaken. **Figure 2.2** below illustrates the extent of the accident analysis study area.

Figure 2.2: Accident Analysis Study Area



2.5 The analysis of this study area demonstrates that there has been a total of seven accidents during the most recent 5-year period, four of which have been classified as serious in severity and three classed as slight in severity. Five of the accidents occurred at or on the approach to the Griffiths Way / St Stephen's Hill / A5183 roundabout, with the remaining two accidents occurring in the car park for the B&Q store and the car park for the Range store.

2.6 The first serious accident occurred in 2020 along Holywell Hill and involved a car and a pedestrian. The accident occurred during daylight conditions, the weather was fine with no high winds and the road surface was dry. The accident occurred when the car was

going ahead on the carriageway and collided with a pedestrian crossing the road from the driver's near side. The incident resulted in a serious injury to the pedestrian.

2.7 The second serious accident occurred in 2022 on the Griffiths Way / St Stephen's Hill / Holywell Hill roundabout and involved a car and a motorcycle. The light conditions were darkness with lights lit, it was raining with no high winds and the road surface was wet/damp. Both vehicles were entering the roundabout, with the car going ahead and the motorcycle turning right when the two vehicles collided. The first point of contact for the car was the offside whilst the first point of contact for the motorcycle was the front. The accident resulted in a serious injury to the rider of the motorcycle.

2.8 The remaining two serious accidents occurred in the respective car parks for the B&Q and Range stores to the east.

2.9 In light of the above analysis, it is not considered that there is a particular trend of highway safety issues on the local network that may be exacerbated by the development proposals.

3 SUSTAINABLE TRANSPORT APPRAISAL

Access on Foot

3.1 Walking is recognised as the most important mode of travel at a local level and offers the greatest potential to replace short car trips, particularly those under two kilometres

3.2 A number of local amenities are within a 2km walk of the site (up to 20 minutes' walk) which will promote linked trips; as shown in **Table 3.1**.

Table 3.1 Accessibility to Local Facilities from the Development Site

Service	Detail	Distance
Bus stops	Griffiths Way	270m
	Wilshere Avenue (located on Doggetts Way)	350m
Secondary School	St Columbia's College	1.1km
Open space	Verulamium Park	1.3km
Post Office	Saint Stephens Sub Post Office	900m
ATM	32, 30 Abbots Avenue West	950m
Primary School	St Adrian's Primary School	1km
GP	Bupa Health Centre St Albans	280m

3.3 **Table 3.1** above demonstrates that the site is in close proximity to a number of public transport facilities and local amenities that may promote pass-by / linked trips.

3.4 The surrounding area benefits from a good level of pedestrian infrastructure. Footways are present on both sides of Griffiths Way and dropped kerbs alongside tactile paving are present at the majority of junction crossing points. Pedestrian crossings are present across Griffiths Way at its northern end just south of its roundabout with St Stephen's Hill and Holywell Hill and another one is present just east of its junction with the access to the retail park Streetlights are also present at regular intervals along the entirety of Griffiths Way. Internally, numerous zebra crossings are present in order to provide safe pedestrian routes across the retail park.

Access by Cycle

3.5 Transport policy identifies that cycling represents a realistic and healthy option when compared to the private car, for journeys up to 5km as a whole journey, or as part of a longer journey by public transport.

3.6 Cycle parking for the site will be located under a canopy and adjacent to the store entrance doors; this will provide natural surveillance from the car park externally, and from customers passing through the store entrance doors in both directions.

3.7 The covered cycle parking provision for cyclists will ensure that employees and customers will be provided with safe and attractive bike storage facilities. Secure staff cycle parking will also be provided for employees within the warehouse.

3.8 The local cycle network in the vicinity of the site is shown in **Figure 3.1** below.

Figure 3.1: Local Cycle Network

Source: stalbans.gov.uk

3.9 The existing cycle infrastructure combined with the cycle parking provision and topography of the area will ensure that employees and customers will be able to access the proposed development by bike.

Public transport

Bus

3.10 In terms of bus services, the Chartered Institute of Highways & Transportation's (CIHT's) "Guidelines for Planning for Public Transport in Developments" document identifies, at section 6.20, that "Bus stops are located to minimise passengers' walking distance to their final destination. The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m."

3.11 The nearest accessible bus stops to the site are located on Griffiths Way and Doggetts Way, located approximately 270m north and 350m northwest of the site respectively.

3.12 The southeast bound stop on Griffiths Way consists of a flag, shelter, timetable information and seating. The northwest bound stop on Griffiths Way consists of solely a flag and pole with timetable information.

3.13 The northbound stop on Doggetts Way consists of a flag and pole, timetable information and a bench. The southbound stop on Doggetts Way consists of solely a flag and pole.

3.14 The frequency of the different bus services available from these stops is outlined in **Table 3.2.**

Table 3.2: Bus services within 400m of the site

Service No.	Destinations	Bus Stop Location	Average Frequency		
			Weekday	Saturday	Sunday
601	Welwyn Garden City – Hatfield Business Park – St Albans City rail station – Park Street Rail Station – Borehamwood	Griffiths Way	60 minutes	60 minutes	No Sunday Service
S4	St Albans City Railway Station – St Albans Abbey Railway Station – Cottonmill – St Albans Abbey Railway Station – St Albans City Railway Station	Griffiths Way	60 minutes	60 minutes	No Sunday Service
S5	St Albans City Railway Station – St Albans Abbey Railway Station – Cottonmill – St Albans Abbey Railway Station – St Albans City Railway Station	Griffiths Way	60 minutes	60 minutes	No Sunday Service

3.15 The above table demonstrates that prospective employees and shoppers of the site will have access to three bus services which provide access to a range of destinations across the St Albans, Welwyn Garden City and Borehamwood area. Services are available at a good frequency, six days a week. There are currently no Sunday services for the retail park.

Summary

3.16 Access to the site by foot and cycle is of a good standard, and bus connections are also available within close proximity, thereby enabling access to the site from a range of local destinations.

3.17 The proposed development can therefore contribute towards the policy aims of being sustainably located and the introduction of a food-retail option into an existing non-food retail park will assist with multi-visitation thereby minimising the degree to which new food retail trips by car will need to take place.

4 PROPOSED DEVELOPMENT

Background

4.1 The proposals for the application site include the re-purposing of the Matalan unit at Abbey View Retail Park to introduce a discount food retail unit (Use Class E) with a total sales area (RFA) of approximately 1,729sqm.

Area Schedule

4.2 Due to the very different nature of a foodstore operator, internal alterations to the unit will increase the amount of warehousing space and reduce the total sales floor area. A breakdown of the existing and proposed sales floor areas is provided in **Table 4.1** below.

Table 4.1: Existing Matalan Sales Floor Vs Proposed Lidl Food Store Sales Area

Parameter	Existing (Matalan)	Proposed (Lidl GB)	% change
RFA	2,372sqm	1,729sqm	-27%

4.3 The internal modifications to the unit represents a 27% decrease in the RFA when compared to the Matalan store that currently occupies the site. Lidl's new format stores provide a greater ratio of warehousing to sales floor. The increase in warehousing allows more stock to be delivered by fewer HGVs. A smaller warehouse, particularly in a store with a high turnover of goods, requires a greater frequency of HGV movements in order for stock levels to be maintained.

Parking

4.4 As part of the redevelopment of the existing unit, the car parking arrangement will be altered to better accommodate the needs of Lidl's customers (larger bay sizes and wider aisles), whilst also accommodating the needs of the remaining units on the site.

4.5 Currently, the retail park car park provides spaces for 309 vehicles, the proposed development will reduce this amount marginally to provide a total of 291 car parking spaces across the site.

4.6 **Tables 4.2** and **4.3** below present the existing and proposed car parking provision across the retail park respectively.

Table 4.2: Existing Retail Park Parking Provision (No Lidl)

Zone	Standard Bays	Disabled Bays	Parent & Child Bays	EV Bays	Total
Application Zone	104	16	2	0	122
Remainder of Retail Park	181	6	0	0	187
Total	285	22	2	0	309

Table 4.3: Proposed Retail Park Parking Provision (With Lidl)

Zone	Standard Bays	Disabled Bays	Parent & Child Bays	EV Bays	Total
Application Zone	89	6	9	0	104
Remainder of Retail Park	181	6	0	0	187
Total	270	12	9	0	291
Difference +/-	-15	-10	+7	0	-18

4.7 As can be seen from the above tables, there will be an overall decrease of 18 car parking spaces. This decrease will be seen in the spaces that currently serve the Matalan store (application zone), there will be no change in the parking provision for the other units on the retail park.

4.8 In response to customer demand, Lidl provide more parent and child bays on their store car parks than disabled bays. However, P&C bays are designed to be accessible for wheelchair users and Lidl allow blue badge holders to make use of them. There is no material loss of accessible parking, therefore.

4.9 In total, the application site will provide 15 accessible bays within the total quantum of 104 spaces. This is circa 14% of the total provision for the area designed specifically for Lidl customers. This is identical to the supply of accessible parking spaces currently provided within the existing 122 bays on the site, though the split between disabled and P&C bays differs.

4.10 Across the wider retail park, there is no change to parking numbers or the supply of disabled/accessible bays.

4.11 Six Sheffield stands, providing 12 cycle parking spaces for customers, are proposed under the store canopy for shelter and adjacent to the store entrance. They are overlooked and will benefit from constant surveillance for maximum security. Secure staff cycle parking is also provided for employees within the warehouse.

4.12 The existing site layout plan and proposed car park improvements are attached to scale at **Appendices 1 and 2** respectively. A comparison of the two layouts is provided below at **Figure 4.1.**

Figure 4.1: Comparison of Existing and Proposed Car Parking Layouts

Vehicular Access

4.13 Vehicular access to the site will remain as existing via the priority controlled bellmouth junction with Griffiths Way. The junction currently operates with one entry lane for inbound vehicles and one exit lane for outbound vehicles. This arrangement will remain as existing. There is no change to internal car park circulation.

Pedestrian and Cycle Access

4.14 Pedestrian and cycle access will also be provided via the existing retail park access junction with Griffiths Way.

4.15 Internally, tactile paving and dropped kerbs will be provided within the store car park to provide safe access to and from the store entrance for pedestrians. A new safe route through the car park for pedestrians will be provided between the parent & child bays and the trolley bay.

5 DELIVERY, SERVICING & WASTE MANAGEMENT PLAN

Servicing and Deliveries

5.1 Servicing for the new foodstore will conform to the typical Lidl model. Deliveries to the store will be made by 16.5m articulated lorry via the access provided off Griffiths Way. Drawings provided at **Appendix 4** illustrate the swept path analysis of a 16.5m long articulated lorry entering and leaving the Lidl loading bay area.

5.2 It is anticipated that there will be two dedicated deliveries per average day and up to three deliveries during seasonal peak periods, such as Easter and Christmas. Recycling and waste will be taken away by the delivery vehicles, reducing the number of vehicles visiting the store per day.

Waste Management

5.3 Waste is stored within the building close to the servicing bay, to enable easy collection by vehicles servicing the site. There is no external storage of either stock or waste.

5.4 Lidl operates a policy of reloading empty delivery HGVs with store waste to return to the depot for recycling. This reduces the number of on-site vehicle movements required. Empty pallets and TKT boxes along with waste and recycling are returned to the warehouse on the same HGV.

5.5 Lidl are committed to developing innovative ways to effectively manage waste streams to ensure that packaging requirements are reduced, more is recycled and surplus food is redistributed to charity.

5.6 Lidl boast an award-winning recycling and waste management programme. In-store and warehouse waste management concepts are integral to Lidl's Zero Waste Commitment. Through the commitment of Lidl's logistics and procurement teams and all store and warehouse employees, Lidl achieved Zero Waste to Landfill and are working hard to maintain this. Much of Lidl's waste is cardboard, which is reused for paper and packaging. Segregation is key to the programme's success by increasing Lidl's recycling streams and reducing their environmental impact.

In Store Recycling

5.7 Plastic packaging serves important functions – such as containing product, protecting goods in transport, preserving the product and extending its shelf life and communicating product information to customers.

5.8 However, Lidl are very aware of the need to reduce the use of plastics in products' packaging and replacing them with more sustainable alternatives. Lidl are also working on increasing the recyclability of the materials. For this reason, Lidl have made ambitious packaging commitments to support the circular economy.

5.9 While Lidl continue to reduce and improve their plastic packaging, Lidl want to support their customers by reducing the amount of packaging they take home.

6 CAR PARKING

6.1 As part of the redevelopment of the existing unit, the car parking arrangement will be altered to accommodate the needs of Lidl's customers. Standard bay sizes will be 2.5m by 5.0m and aisle widths will be 6.5m.

6.2 A total of 104 car parking spaces will serve the Lidl foodstore. This represents a decrease of 18 spaces from what is currently provided for the Matalan store. There will be no decrease in the car parking provision serving the other units across the retail park.

6.3 Of the 104 car parking spaces provided for the foodstore, nine will be designed to parent and child standard and six will be DDA compliant. These spaces will be clearly marked and positioned close to the store entrance and trolley bays for customers' convenience.

6.4 Across the whole retail park, the parking provision will decrease from 309 spaces currently to 291 spaces.

6.5 To assess the suitability of the proposed parking provision in relation to the proposed redevelopment, a parking accumulation exercise has been undertaken based upon the existing parking demand observed during surveys undertaken at the retail park and the forecast trip generation associated with the new foodstore development. Details on the trip rates and the estimated generated traffic are presented at the following chapter.

6.6 Assessments have been carried out for a Thursday, Friday, Saturday and Sunday and the results are shown in **Figures 6.1**, **6.2**, **6.3** and **6.4** below. The figures show a comparison of the current parking demand on the retail park against the proposed parking demand taking into account the replacement of a non-food retail store with a food retail store.

6.7 The raw data associated with the existing parking accumulation surveys of the retail park can be found attached as **Appendix 5**. It was confirmed before the surveys were undertaken that the retail park was fully occupied and trading normally. The surveys were undertaken during the first week of July 2024 prior to the end of the academic year.

6.8 In order to provide a robust estimation of the level of parking demand generated by the existing Matalan store, trip rates based on similar stores within the TRICS database with a similar RFA have been used. The average trip rate was calculated from the TRICS outputs for a weekday and a weekend. From this, the estimated parking demand generated by the Matalan store was removed from the parking accumulation observed across the whole retail park during the traffic surveys.

6.9 The forecast parking demand generated by a Lidl foodstore was then added onto the existing demand at the retail park (without the Matalan) in order to assess the suitability of the proposed parking provision in relation to the proposed development.

6.10 During a Thursday, the peak forecast car parking demand is 192 spaces at 12:00. On a typical Friday, the forecast car parking demand peaks at 175 spaces at 11:15. On a weekend, the peak forecast parking demand is 195 spaces at 11:45 on a Saturday and 213 spaces at 14:30 on a Sunday.

6.11 On the basis of the above, the additional parking demand generated as a result of the replacement of a non-food retail unit with a food retail unit will not exceed the proposed

parking provision. As such, the proposed parking provision on site will be able to accommodate the parking demands of the retail park as a whole under typical trading conditions. The spare capacity will allow for an increase in both the demand to park and the average length of stay at peak times of the year such as Christmas and Easter.

Figure 6.1: Existing Vs Proposed Parking Accumulation, Thursday

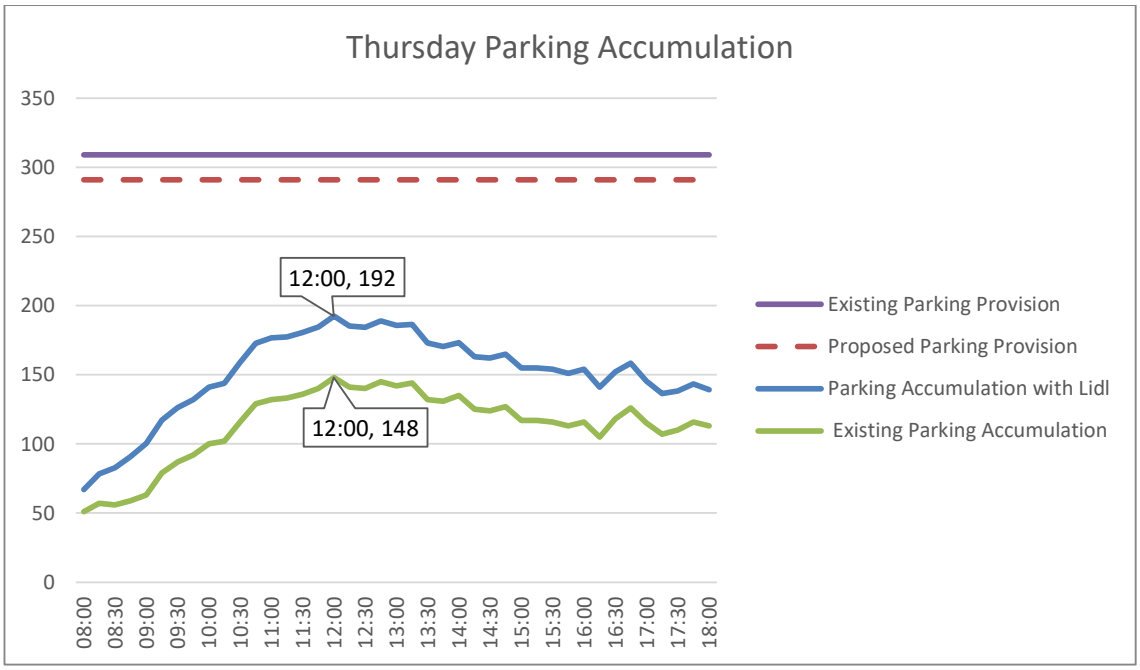


Figure 6.2: Existing Vs Proposed Parking Accumulation, Friday

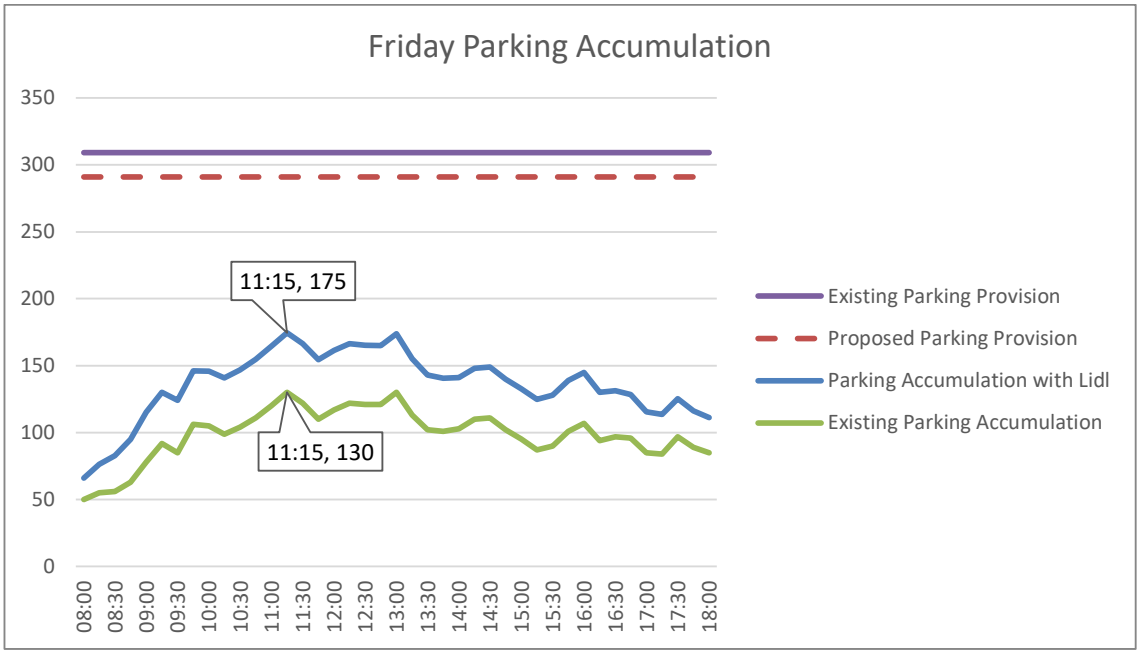


Figure 6.3: Existing Vs Proposed Parking Accumulation, Saturday

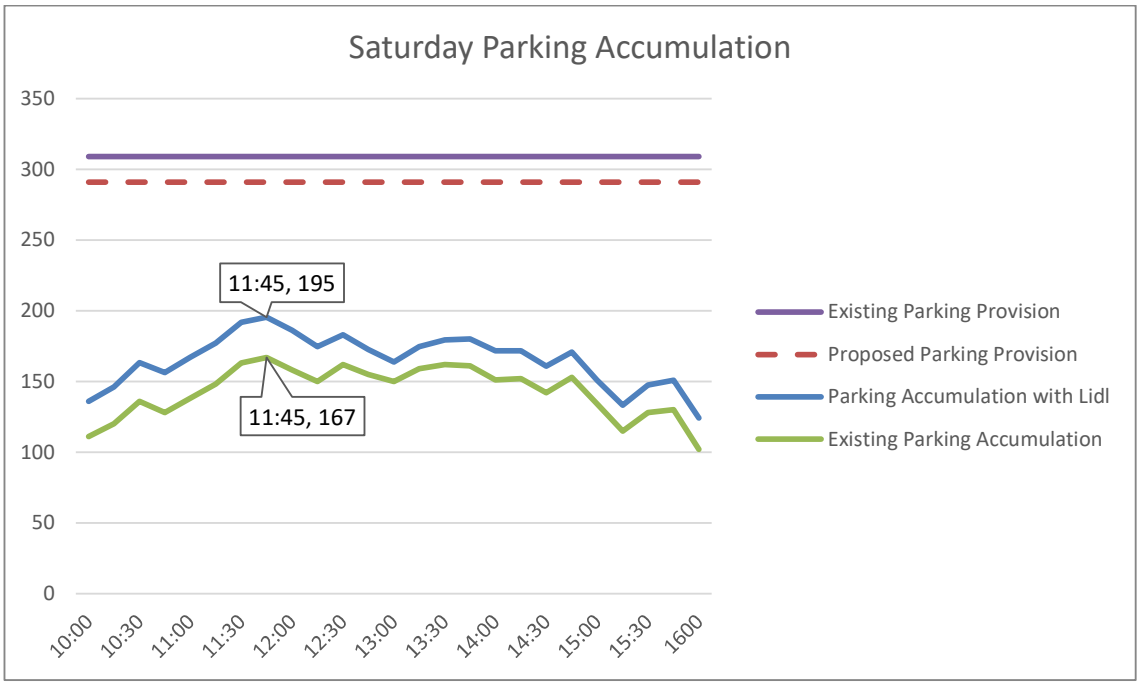
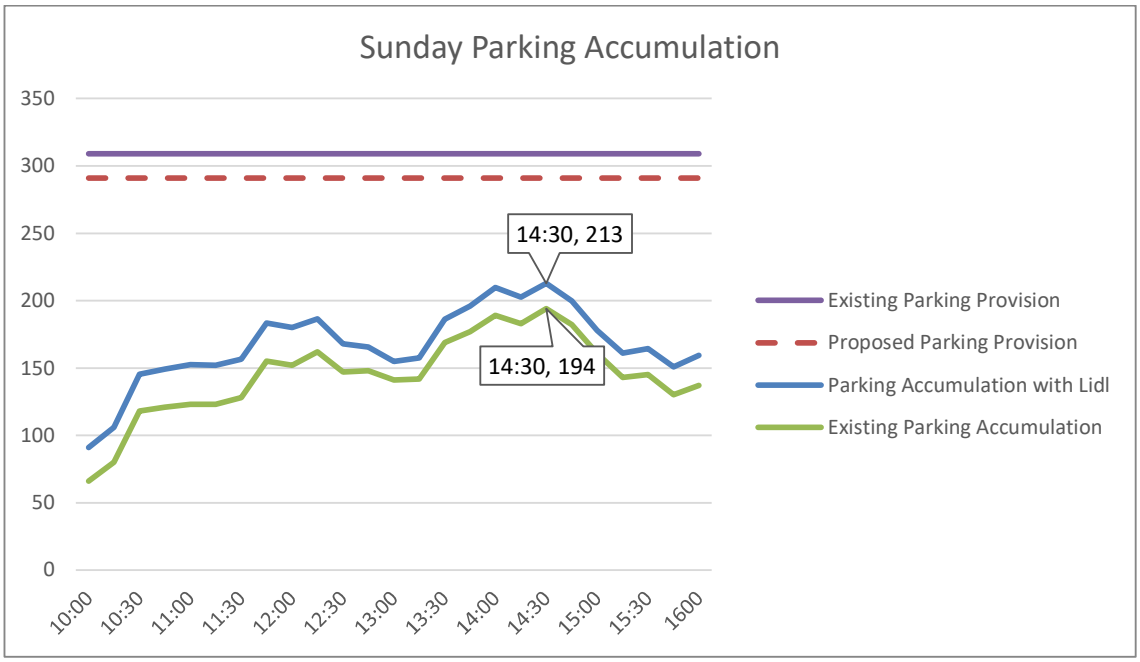


Figure 6.4: Existing Vs Proposed Parking Accumulation, Sunday



7 DEVELOPMENT RELATED TRANSPORT MOVEMENTS

Introduction

7.1 This chapter provides a comparison of the existing level of traffic generated by the Matalan store against an estimation of the likely trip-generating potential of the proposed food store during the weekday AM and PM and Saturday peak hours. The assessment is based on those peak hours when Lidl development traffic is highest, in order to present a robust, worst-case scenario. In this case, the peak hours from the development are 09:00-10:00 on a weekday AM peak, 16:00-17:00 on a weekday PM Peak and 12:00-13:00 on a Saturday Peak.

7.2 While the existing Matalan and proposed Lidl store are part of a larger retail park, we have considered their trip generating potential as stand-alone stores initially for a more robust assessment.

7.3 There are no other Matalan stores in the vicinity of the retail park and so it can be assumed that visitors to that unit have made a specific choice, though they may well then also combine their visit with another occupier of the estate. The same would be true of any other non-food retail occupier of that unit; nearby competition is likely to be negligible.

7.4 A Lidl store will represent a third food retailer in the vicinity of the retail park, with Sainsbury's north of Griffiths Way and Aldi to the east of the site. The area is already, therefore an existing and mature food retail destination. The Lidl store is therefore likely to draw the vast majority of its trade from a) existing visitors to the neighbouring food retailers and b) existing visitors to the Abbey View retail park.

7.5 In line with accepted practice for the consideration of new discount foodstore development across the country and within Hertfordshire, however, we have assumed for the sake of robustness, that as much as 50% of its car-borne custom will be new to the area.

Existing Matalan Trip Generation

7.6 In order to provide a robust estimation of the level of traffic generated by the existing Matalan store, trip rates based on similar 'Individual Non-Food Superstores' within the TRICS database with a similar RFA have been used. The average trip rate was calculated from the TRICS outputs for a weekday and a weekend. No surveys were available for a Sunday. The TRICS reports are provided at **Appendix 6**.

7.7 **Table 7.1** below provides the peak hour trip rates for these stores for the weekday AM and PM and Saturday midday peak periods. It also shows the estimated trip generation associated with the existing Matalan store calculated on an RFA of 2,372m^2.

Table 7.1 – Non-Food Superstore Weekday AM and PM and Saturday Peak Hour Trip Generation

Non-Food Superstore	Weekday AM Peak (09:00 – 10:00)		Weekday PM Peak (16:00 – 17:00)		Saturday Peak (12:00 – 13:00)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Matalan Trip Rate (based on TRICS)	1.345	0.916	1.275	1.125	3.709	3.794
Matalan Trip Generation	32	22	30	27	88	90

7.8 As can be seen from the table above, it is estimated that the existing non-food retail store could generate 54 two-way movements during the weekday AM peak, 57 during the weekday PM peak and 178 during the Saturday peak.

Proposed Discount Food Store Trip Generation

7.9 The proposed food store transport movements have been derived through reference to trip rates based on other existing Lidl stores within the TRICS database with a similar RFA. Only stores surveyed after July 2016 have been included. The average trip rate was calculated from the TRICS outputs for a weekday and a Saturday. The TRICS reports are provided at **Appendix 7**.

7.10 **Table 7.2** below provides the peak hour trip rates for these stores for the weekday AM and PM and Saturday midday peak periods. It also shows the estimated trip generation associated with the proposed discount foodstore calculated on an RFA of 1,729m². On the basis of 50% of these trips being new to the area, the net trip generation has also been calculated.

Table 7.2 – Proposed Food Store Weekday AM and PM and Saturday Peak Hour Trip Generation Based on an RFA of 1,729sqm (per 100m² RFA)

Similar Lidl Stores	Weekday AM Peak (09:00 – 10:00)		Weekday PM Peak (16:00 – 17:00)		Saturday Peak (12:00 – 13:00)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicle Trip Rate	5.833	5.031	7.437	7.664	9.997	10.936
Total Vehicle Trip Generation	101	87	129	133	173	189
Trip Generation assuming 50% of trips are already visiting the retail park	51	44	65	67	87	95

Net Impact

7.11 The additional trips generated as a result of the proposals to convert the non-food unit into a discount foodstore can be found summarised in **Table 7.3** below.

Table 7.3 – Net Trip Generation

	Weekday AM Peak (08:00 – 09:00)		Weekday PM Peak (17:00 – 18:00)		Saturday Peak (12:00 – 13:00)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Net Trip Generation	+19	+22	+35	+40	-1	+5

7.12 As can be seen from the above table, the proposals to replace the existing non-food unit with a discount food store are anticipated to generate an additional 41 two-way movements during the weekday AM peak, 75 during the weekday PM peak and four during the Saturday peak.

7.13 Even the maximum potential uplift in traffic in and out of the retail park on a weekday PM peak is little more than 1 additional trip per minute. This level of additional activity will be imperceptible in terms of traffic flow and highway capacity.

7.14 Given the fact that the proposals will offer existing visitors to the Abbey View retail park an on-site food-retail option that will remove the need to visit other neighbouring food retail offers, the potential uplift in peak-hour traffic is likely to be lower than has been estimated above.

8 SUMMARY AND CONCLUSIONS

8.1 This Transport Statement has been prepared on behalf of Tower Hill Limited Partnership and provides a review of the transport and highway impacts related to the proposed redevelopment of the existing Matalan store at Abbey View Retail Park, St Albans.

8.2 The proposals for the application site include the re-purposing of the non-food unit for a food retail use (Use Class E) with a total retail floor area (RFA) of approximately 1,729m^2 and a gross internal area (GIA) of 2,549m^2. The new foodstore unit will replace in full the existing Matalan clothes store and it will be occupied by the discounter, Lidl GB.

8.3 A total of 104 car parking spaces will be provided across the application site. Of these, nine will be designated to parent and child standard and six will be DDA compliant. These spaces will be clearly marked and positioned close to the store entrance and trolley bays for customers' convenience.

8.4 To assess the suitability of the proposed parking provision on the site, a parking accumulation exercise has been undertaken based upon the existing parking demand at the retail park and the forecast trip generation associated with the new foodstore. The proposed parking provision on site has been demonstrated to be sufficient to meet the forecast demand of the proposed development.

8.5 Servicing for the new foodstore will conform to the typical Lidl model, with an on-site dedicated servicing bay at the rear of the store accessed from the main vehicular access. The store will be serviced twice a day on average (up to three times at Christmas and Easter) by a maximum legal articulated HGV. Swept path analysis drawings provided demonstrate that a 16.5m articulated HGV can safely enter and exit the delivery yard in forward gear and prove that the store can be serviced while fully operational.

8.6 We have undertaken a thorough investigation of the differential in the trip-generating potential of a unique, non-food retail occupier of the existing unit and a discount retailer, recognising the fact that the Griffiths Way area is already a food retail destination. Our conclusion is that the potential for a material uplift in car-borne traffic is low.

Conclusion

8.7 With all the above in mind, it is concluded that the proposals for discount foodstore development within the existing Abbey View Retail Park meet local and national transport policy objectives in terms of accessibility, sustainability and highway safety.

8.8 There is no evidence of any severe impact to the interests of the free flow of traffic or of any unacceptable impact to highway safety resulting from the proposals. Therefore, the proposals are not in contravention of paragraph 116 of the NPPF.

8.9 Our investigations confirm that there should be no highways-related reasons which could preclude the granting of planning permission for the following applications: -

- Conversion of the existing non-food retail to food, and
- Car park layout improvements.

S|C|P

APPENDIX 1

Revisions:		Drawn / Chkd:	Date:
A	First issue	FS/SC	10.06.24
B	SURVEY UPDATED	MC/SC	11.09.2024

Scale 1:500

0 25 50 m

North

Preliminary Issue

Client:

FEDERATED HERMES

Project:

ABBEY VIEW RETAIL PARK
ST ALBANS,
HERTFORDSHIRE

Drawing Title:

EXISTING CAR PARK LAYOUT

Scale @ A1:	Checked by:	Date:
1 : 500	SC	10.06.2024

Job No:	Stage _ Drawing No:	Rev:
11668	FE_001	B

Issue Status:

Construction Information Tender	☐	Preliminary	■
		Approval	☐

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11/09/2024 11:39:28

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APPENDIX 2

North

Figured dimensions only are to be used. All dimensions to be checked onsite. Differences between drawings and between drawings and specification or bills of quantites to be reported to the PRC Group.

Revisions:		Drawn / Chkd:	Date:
P1	ISSUED FOR COMMENT	MC	15.01.2025
P2	ANNOTATION ADJUSTED	MC	07.02.2025
P3	UPDATED TO TENANT REQUIREMENTS	MC	07.05.2025
P4	UPDATED TO TENANT REQUIREMENTS	MC	10.06.2025

KEY:

- ROAD SURFACE AREA
- ROAD MARKINGS
- ROAD MARKINGS
- LAMPPOSTS AND ASSOCIATED BOLLARDS - PROPOSED LOCATION (SEE ENGINEERS DRAWING FOR DETAILS)
- LAMPPOSTS AND ASSOCIATED BOLLARDS - PREVIOUS LOCATION
- NEW BOLLARDS
- NEW BROWN TARMAC FOOTPATH WITH CONCRETE KERB TO MATCH EXISTING
- BLOCK PAVIORS TO THE FRONT OF THE STORE TO BE REPLACED TO MATCH EXISTING

Preliminary Issue

Client:
FEDERATED HERMES

Project:
ABBEY VIEW RETAIL PARK
ST ALBANS,
HERTFORDSHIRE

Drawing Title:
PROPOSED SITE LAYOUT - CAR PARK WORKS

Scale @ A1 : 1 : 500
Checked by : MC
Date : 15.01.2025

Job No : 11668
Stage _ Drawing No : PL_303
Rev : P4

Issue Status :
Construction ☐ Preliminary ■
Information ☐ Approval ☐
Tender ☐

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Figured dimensions only are to be used. All dimensions to be checked onsite. Differences between drawings and between drawings and specification or bills of quantites to be reported to the PRC Group.

Revisions:		Drawn / Chkd:	Date:
P1	ISSUED FOR COMMENT	MC/SC	20.09.2024
P2	STREET NAMES / NEW BUILD ADDED	MC	04.10.2024
P3	LIDL CAR PARK LAYOUT ADDED	MC	15.01.2025
P4	UPDATED TO TENANT REQUIREMENTS	MC	07.05.2025
P5	EXISTING LANDSCAPING UPDATED	MC	10.06.2025

Preliminary Issue

Client:

FEDERATED HERMES

Project:

ABBEY VIEW RETAIL PARK
ST ALBANS,
HERTFORDSHIRE

Drawing Title:

PROPOSED SITE LAYOUT - UNIT WORKS

Scale @ A1:	Checked by:	Date:
1 : 500	MC	20.09.2024

Job No:	Stage _ Drawing No:	Rev:
11668	PL_003	P5

Issue Status:

Construction ☐ Preliminary ■
Information ☐ Approval ☐
Tender ☐

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10/06/2025 16:32:03

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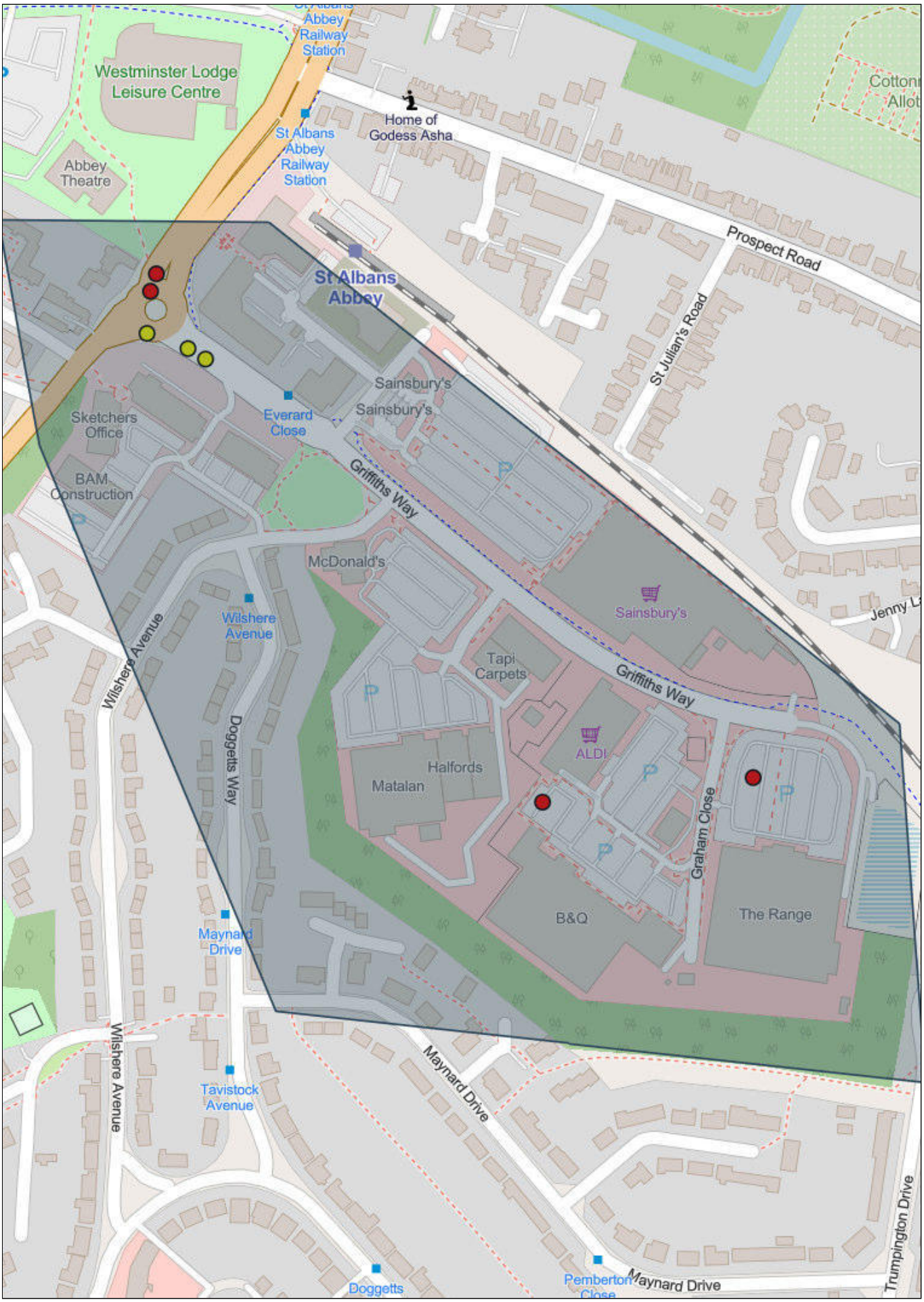
APPENDIX 3

Abbey View Retail Park Accident Data


Abbey Railway Station
Westminster Lodge Leisure Centre
Home of Godess Asha
St Albans Abbey Railway Station
Abbey Theatre
Prospect Road
St Julian's Road
St Albans Abbey
Sainsbury's
Sainsbury's
Everard Close
Sketchers Office
BAM Construction
Griffiths Way
McDonald's
Sainsbury's
Wilshere Avenue
Wilshere Avenue
Tapi Carpets
Griffiths Way
Doggetts Way
ALDI
Halfords
Matalan
Graham Close
B&Q
The Range
Maynard Drive
Wilshere Avenue
Maynard Drive
Tavistock Avenue
Doggetts
Pemberton Close
Maynard Drive
Trumpington Drive

DfT Road Safety Data 2019 to mid 2024

Collisions 2019 - mid 2024

Collision severtity

Fatal Serious Slight

Vehicles 2019 - mid 2024

Casualties 2019 - mid 2024

Collisions 2019 - mid 2024 | Total count: 7

#	Collision index	Collision reference	Date and time
1	2020410964484	410964484	13/07/2020, 13:14
2	2021411036076	411036076	30/03/2021, 14:30
3	2021411040622	411040622	20/04/2021, 12:40
4	2022411182803	411182803	21/05/2022, 13:40
5	2022411220970	411220970	16/08/2022, 22:30
6	2023411363710	411363710	29/04/2023, 21:30
7	2023411394181	411394181	25/09/2023, 22:30

#	Collision severity	Number of vehicles	Number of casualties
1	Serious	1	1
2	Slight	2	1
3	Slight	2	2
4	Slight	2	2
5	Serious	2	1
6	Serious	1	2
7	Serious	2	1

#	Enhanced severtiy collision	Day of week	First road class
1	Very Serious	Monday	A
2	Slight	Tuesday	Unclassified
3	Slight	Tuesday	Unclassified
4	Slight	Saturday	A
5	Less Serious	Tuesday	A
6	Less Serious	Saturday	Unclassified
7	Less Serious	Monday	Unclassified

#	First road number	Light conditions	Road type
1	5183	Daylight	Dual carriageway
2	first_road_class is C or Unclassified. These roads do not have official numbers so recorded as zero	Daylight	Dual carriageway
3	first_road_class is C or Unclassified. These roads do not have official numbers so recorded as zero	Daylight	Single carriageway
4	5183	Daylight	Roundabout
5	5183	Darkness - lights lit	Roundabout
6	first_road_class is C or Unclassified. These roads do not have official numbers so recorded as zero	Darkness - lights lit	Single carriageway
7	first_road_class is C or Unclassified. These roads do not have official numbers so recorded as zero	Darkness - lights lit	Single carriageway

#	Speed limit	Junction detail	Junction control
1	30	Not at junction or within 20 metres	Data missing or out of range
2	30	Roundabout	Give way or uncontrolled
3	30	Not at junction or within 20 metres	Data missing or out of range
4	30	Roundabout	Give way or uncontrolled
5	30	Roundabout	Give way or uncontrolled
6	20	Not at junction or within 20 metres	Data missing or out of range
7	20	Not at junction or within 20 metres	Data missing or out of range

#	Second road class	Second road number	Pedestrian crossing human control
1	Not at junction or within 20 metres	Unknown	Control by other authorised person
2	Unclassified	first_road_class is C or Unclassified. These roads do not have official numbers so recorded as zero	None within 50 metres
3	Not at junction or within 20 metres	Unknown	None within 50 metres
4	A	5183	None within 50 metres
5	A	5183	None within 50 metres
6	Not at junction or within 20 metres	Unknown	None within 50 metres
7	Not at junction or within 20 metres	Unknown	None within 50 metres

#	Pedestrican crossing physical facilities	Weather conditions	Road surface conditions
1	Pelican, puffin, toucan or similar non-junction pedestrian light crossing	Fine no high winds	Dry
2	Zebra	Fine no high winds	Dry
3	Zebra	Fine no high winds	Dry
4	No physical crossing facilities within 50 metres	Fine no high winds	Dry
5	No physical crossing facilities within 50 metres	Raining no high winds	Wet or damp
6	No physical crossing facilities within 50 metres	Fine no high winds	Dry
7	No physical crossing facilities within 50 metres	Fine no high winds	Dry

#	Special conditions at site	Carriageway hazards	Urban or rural area
1	None	None	Urban
2	None	None	Urban
3	None	None	Urban
4	None	None	Urban
5	None	None	Urban
6	None	None	Urban
7	None	None	Urban

#	Trunk road flag	Police force	Did police officer attend scene
1	Non-trunk	Hertfordshire	Yes
2	Non-trunk	Hertfordshire	Yes
3	Non-trunk	Hertfordshire	Yes
4	Non-trunk	Hertfordshire	Yes
5	Non-trunk	Hertfordshire	Yes
6	Non-trunk	Hertfordshire	Yes
7	Non-trunk	Hertfordshire	Yes

#	Local authority ONS district	Local authority highway	Local authority district
1	St Albans	Hertfordshire	St. Albans
2	St Albans	Hertfordshire	Code deprecated
3	St Albans	Hertfordshire	Code deprecated
4	St Albans	Hertfordshire	Code deprecated
5	St Albans	Hertfordshire	Code deprecated
6	St Albans	Hertfordshire	Code deprecated
7	St Albans	Hertfordshire	Code deprecated

#	LSOA of collision location	ObjectID	Location northing OSGR
1	E01023743	176449	206388
2	E01023737	274290	206335
3	E01023737	274348	206341
4	E01023737	377983	206350
5	E01023743	378530	206377
6	E01023737	483664	206078
7	E01023737	484049	206060

#	Location easting OSGR	Longitude	Latitude
1	514402	-0.344349	51.744529
2	514434	-0.343904	51.744046
3	514423	-0.344061	51.744102
4	514397	-0.344457	51.744185
5	514398	-0.344434	51.744427
6	514787	-0.338901	51.741660
7	514654	-0.340832	51.741526

#	GlobalID	Collision year	Closest Approximate Distance
1	9b48da45-0a0a-4652-9b82-e41f14d791cd	2020	0 m
2	2da6aec1-29b9-4506-922d-b01f4c94119e	2021	0 m
3	011b22f2-9f39-4287-ba72-aea8759d4472	2021	0 m
4	5c4150ef-4498-469f-8c49-2d193ef583b6	2022	0 m
5	54cb56fd-a119-41c8-8c2e-577f28529fdd	2022	0 m
6	0ea3cd14-7338-4be7-a105-4fdb378ce21b	2023	0 m
7	4cdc577e-ff0d-4936-b163-c000d1ec7b7d	2023	0 m

Vehicles 2019 - mid 2024 | Total count: 12

#	Collision index	Collision year	Collision reference
1	2020410964484	2020	410964484
2	2021411036076	2021	411036076
3	2021411036076	2021	411036076
4	2021411040622	2021	411040622
5	2021411040622	2021	411040622
6	2022411182803	2022	411182803
7	2022411182803	2022	411182803
8	2022411220970	2022	411220970
9	2022411220970	2022	411220970
10	2023411363710	2023	411363710
11	2023411394181	2023	411394181
12	2023411394181	2023	411394181

#	Collision severity	Vehicle reference	Vehicle type
1	Serious	1	Car
2	Slight	1	Van / Goods 3.5 tonnes mgw or under
3	Slight	2	Car
4	Slight	1	Motorcycle 125cc and under
5	Slight	2	Car
6	Slight	1	Car
7	Slight	2	Car
8	Serious	1	Car
9	Serious	2	Motorcycle 125cc and under
10	Serious	1	Car
11	Serious	1	Car
12	Serious	2	Pedal cycle

#	Generic make model	Age of vehicle	Propulsion code
1	VAUXHALL VIVA	2	Petrol
2	FORD TRANSIT	3	Heavy oil
3	BMW 5 SERIES	15	Heavy oil
4	PIAGGIO VESPA	12	Petrol
5	HONDA CRV	12	Petrol
6	TESLA MODEL 3	2	Electric
7	FORD C-MAX	14	Heavy oil
8	VOLKSWAGEN UP	8	Petrol
9	HONDA NSC	9	Petrol
10	MERCEDES A CLASS	8	Heavy oil
11	VOLKSWAGEN T-ROC	5	Petrol
12	Data missing or out of range	Data missing or out of range	Undefined

#	Engine capacity cc	Vehicle left hand drive	Escooter flag
1	999	No	Vehicle was not an e-scooter
2	1995	No	Vehicle was not an e-scooter
3	1995	No	Vehicle was not an e-scooter
4	124	No	Vehicle was not an e-scooter
5	1997	No	Vehicle was not an e-scooter
6	Data missing or out of range	No	Vehicle was not an e-scooter
7	1753	No	Vehicle was not an e-scooter
8	999	No	Vehicle was not an e-scooter
9	108	No	Vehicle was not an e-scooter
10	1461	No	Vehicle was not an e-scooter
11	1498	No	Vehicle was not an e-scooter
12	Data missing or out of range	No	Vehicle was not an e-scooter

#	Towing and articulation	Vehicle manoeuvre	First point of impact
1	No tow/articulation	Going ahead other	Front
2	No tow/articulation	Slowing or stopping	Front
3	No tow/articulation	Waiting to go - held up	Back
4	No tow/articulation	Going ahead other	Front
5	No tow/articulation	Moving off	Back
6	No tow/articulation	Turning left	Back
7	No tow/articulation	Turning left	Front
8	No tow/articulation	Going ahead other	Offside
9	No tow/articulation	Turning right	Front
10	No tow/articulation	Waiting to go - held up	Offside
11	No tow/articulation	Going ahead other	Front
12	No tow/articulation	Moving off	Front

#	Junction location	Skidding and overturning	Vehicle location resticted lane
1	Not at or within 20 metres of junction	None	On main c'way - not in restricted lane
2	Approaching junction or waiting/parked at junction approach	None	On main c'way - not in restricted lane
3	Approaching junction or waiting/parked at junction approach	None	On main c'way - not in restricted lane
4	Not at or within 20 metres of junction	None	On main c'way - not in restricted lane
5	Not at or within 20 metres of junction	None	On main c'way - not in restricted lane
6	Mid Junction - on roundabout or on main road	None	On main c'way - not in restricted lane
7	Mid Junction - on roundabout or on main road	None	On main c'way - not in restricted lane
8	Entering roundabout	None	On main c'way - not in restricted lane
9	Entering roundabout	None	On main c'way - not in restricted lane
10	Not at or within 20 metres of junction	None	On main c'way - not in restricted lane
11	Not at or within 20 metres of junction	None	On main c'way - not in restricted lane
12	Not at or within 20 metres of junction	None	On main c'way - not in restricted lane

#	Hit object in carriageway	Hit object off carriageway	Vehicle leaving carriageway
1	None	None	Did not leave carriageway
2	None	None	Did not leave carriageway
3	None	None	Did not leave carriageway
4	None	None	Did not leave carriageway
5	None	None	Did not leave carriageway
6	None	None	Did not leave carriageway
7	None	None	Did not leave carriageway
8	None	None	Did not leave carriageway
9	None	None	Did not leave carriageway
10	None	None	Did not leave carriageway
11	None	None	Did not leave carriageway
12	None	None	Did not leave carriageway

#	Vehicle direction from	Vehicle direction to	Journey purpose of driver
1	East	West	Not known
2	South East	North West	Not known
3	Parked	Parked	Not known
4	South East	North West	Other
5	South East	North West	Other
6	North East	South West	Not known
7	North East	South West	Not known
8	West	East	Other
9	South	North	Commuting to/from work
10	South	North	Other
11	Parked	North West	Not known
12	North	South	Other

#	Sex of driver	Age of driver	Age band of driver
1	Female	45	36 - 45
2	Male	61	56 - 65
3	Male	33	26 - 35
4	Male	21	21 - 25
5	Male	54	46 - 55
6	Male	43	36 - 45
7	Not known	Data missing or out of range	Data missing or out of range
8	Male	21	21 - 25
9	Male	26	26 - 35
10	Male	Data missing or out of range	Data missing or out of range
11	Male	31	26 - 35
12	Male	19	16 - 20

#	Driver home area type	Driver IMD Decile	LSOA of driver
1	Small town	Less deprived 20-30%	E01023433
2	Urban area	More deprived 30-40%	E01026474
3	Urban area	Least deprived 10%	E01023670
4	Urban area	Less deprived 20-30%	E01023672
5	Urban area	Least deprived 10%	E01023741
6	Urban area	Least deprived 10%	E01023670
7	Data missing or out of range	Data missing or out of range	Data missing or out of range
8	Urban area	Least deprived 10%	E01023670
9	Urban area	Less deprived 30-40%	E01023679
10	Data missing or out of range	Data missing or out of range	Data missing or out of range
11	Urban area	Least deprived 10%	E01023670
12	Urban area	Less deprived 10-20%	E01023717

#	Driver distance banding	Direction from east	Direction from north
1	Collision occurred between 10.001 and 20km of drivers home postcode	Data missing or out of range	Data missing or out of range
2	Collision occurred over 100km of drivers home postcode	Data missing or out of range	Data missing or out of range
3	Collision occurred within 5km of drivers home postcode	Data missing or out of range	Data missing or out of range
4	Collision occurred within 5km of drivers home postcode	Data missing or out of range	Data missing or out of range
5	Collision occurred within 5km of drivers home postcode	Data missing or out of range	Data missing or out of range
6	Collision occurred within 5km of drivers home postcode	Data missing or out of range	Data missing or out of range
7	Data missing or out of range	Data missing or out of range	Data missing or out of range
8	Collision occurred within 5km of drivers home postcode	Data missing or out of range	Data missing or out of range
9	Collision occurred between 5.001 and 10km of drivers home postcode	Data missing or out of range	Data missing or out of range
10	Data missing or out of range	Data missing or out of range	Data missing or out of range
11	Collision occurred within 5km of drivers home postcode	Data missing or out of range	Data missing or out of range
12	Collision occurred within 5km of drivers home postcode	Data missing or out of range	Data missing or out of range

#	Direction to east	Direction to north	OBJECTID
1	Data missing or out of range	Data missing or out of range	324733
2	Data missing or out of range	Data missing or out of range	504837
3	Data missing or out of range	Data missing or out of range	504838
4	Data missing or out of range	Data missing or out of range	504954
5	Data missing or out of range	Data missing or out of range	504955
6	Data missing or out of range	Data missing or out of range	694639
7	Data missing or out of range	Data missing or out of range	694640
8	Data missing or out of range	Data missing or out of range	695723
9	Data missing or out of range	Data missing or out of range	695724
10	Data missing or out of range	Data missing or out of range	887315
11	Data missing or out of range	Data missing or out of range	888039
12	Data missing or out of range	Data missing or out of range	888040

#	Location easting OSGR	Location northing OSGR	parentGlobalID	Closest Approximate Distance
1	514402	206388	9b48da45-0a0a-4652-9b82-e41f14d791cd	0 m
2	514434	206335	2da6aec1-29b9-4506-922d-b01f4c94119e	0 m
3	514434	206335	2da6aec1-29b9-4506-922d-b01f4c94119e	0 m
4	514423	206341	011b22f2-9f39-4287-ba72-aea8759d4472	0 m
5	514423	206341	011b22f2-9f39-4287-ba72-aea8759d4472	0 m
6	514397	206350	5c4150ef-4498-469f-8c49-2d193ef583b6	0 m
7	514397	206350	5c4150ef-4498-469f-8c49-2d193ef583b6	0 m
8	514398	206377	54cb56fd-a119-41c8-8c2e-577f28529fdd	0 m
9	514398	206377	54cb56fd-a119-41c8-8c2e-577f28529fdd	0 m
10	514787	206078	0ea3cd14-7338-4be7-a105-4fdb378ce21b	0 m
11	514654	206060	4cdc577e-ff0d-4936-b163-c000d1ec7b7d	0 m
12	514654	206060	4cdc577e-ff0d-4936-b163-c000d1ec7b7d	0 m

Casualties 2019 - mid 2024 | Total count: 10

#	Collision index	Collision year	Collision reference
1	2020410964484	2020	410964484
2	2021411036076	2021	411036076
3	2021411040622	2021	411040622
4	2021411040622	2021	411040622
5	2022411182803	2022	411182803
6	2022411182803	2022	411182803
7	2022411220970	2022	411220970
8	2023411363710	2023	411363710
9	2023411363710	2023	411363710
10	2023411394181	2023	411394181

#	Vehicle reference	Casualty reference	Casualty severity
1	1	2	Serious
2	2	1	Slight
3	1	1	Slight
4	2	2	Slight
5	1	1	Slight
6	1	2	Slight
7	2	1	Serious
8	1	1	Serious
9	1	2	Slight
10	2	1	Serious

#	Casualty class	Casualty type	Sex of casualty
1	Pedestrian	Pedestrian	Male
2	Driver or rider	Car occupant	Male
3	Driver or rider	Motorcycle 125cc and under rider or passenger	Male
4	Driver or rider	Car occupant	Male
5	Driver or rider	Car occupant	Male
6	Passenger	Car occupant	Female
7	Driver or rider	Motorcycle 125cc and under rider or passenger	Male
8	Pedestrian	Pedestrian	Male
9	Pedestrian	Pedestrian	Female
10	Driver or rider	Cyclist	Male

#	Age of casualty	Age band of casualty	Enhanced casualty severity
1	80	Over 75	Very Serious
2	33	26 - 35	Slight
3	21	21 - 25	Slight
4	54	46 - 55	Slight
5	43	36 - 45	Slight
6	39	36 - 45	Slight
7	26	26 - 35	Less Serious
8	46	46 - 55	Less Serious
9	39	36 - 45	Slight
10	19	16 - 20	Less Serious

#	Car passenger	Bus or coach passenger	Pedestrian location
1	Not car passenger	Not a bus or coach passenger	Crossing on pedestrian crossing facility
2	Not car passenger	Not a bus or coach passenger	Not a Pedestrian
3	Not car passenger	Not a bus or coach passenger	Not a Pedestrian
4	Not car passenger	Not a bus or coach passenger	Not a Pedestrian
5	Not car passenger	Not a bus or coach passenger	Not a Pedestrian
6	Front seat passenger	Not a bus or coach passenger	Not a Pedestrian
7	Not car passenger	Not a bus or coach passenger	Not a Pedestrian
8	Not car passenger	Not a bus or coach passenger	Unknown or other
9	Not car passenger	Not a bus or coach passenger	Unknown or other
10	Not car passenger	Not a bus or coach passenger	Not a Pedestrian

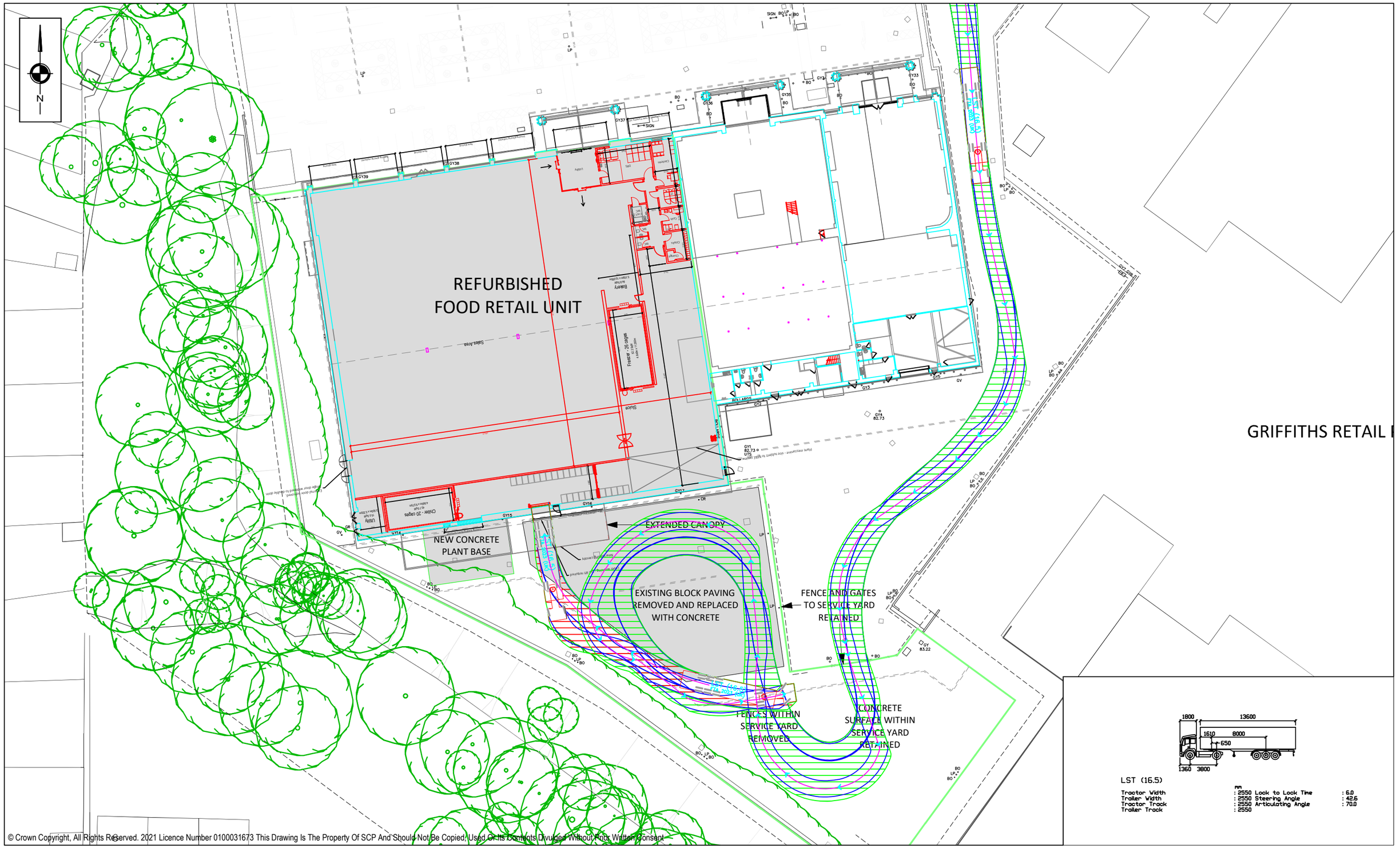
#	Pedestrian movement	Pedestrian road maintenance worker	Casualty home area type
1	Crossing from driver's nearside	No / Not applicable	Urban area
2	Not a Pedestrian	No / Not applicable	Urban area
3	Not a Pedestrian	No / Not applicable	Urban area
4	Not a Pedestrian	No / Not applicable	Urban area
5	Not a Pedestrian	No / Not applicable	Urban area
6	Not a Pedestrian	No / Not applicable	Urban area
7	Not a Pedestrian	No / Not applicable	Urban area
8	Unknown or other	No / Not applicable	Urban area
9	Unknown or other	No / Not applicable	Data missing or out of range
10	Not a Pedestrian	No / Not applicable	Urban area

#	Casualty distance banding	Casualty IMD decile	LSOA of casualty
1	Collision occurred within 5km of casualties home postcode	Least deprived 10%	E01023745
2	Collision occurred within 5km of casualties home postcode	Least deprived 10%	E01023670
3	Collision occurred within 5km of casualties home postcode	Less deprived 20-30%	E01023672
4	Collision occurred within 5km of casualties home postcode	Least deprived 10%	E01023741
5	Collision occurred within 5km of casualties home postcode	Least deprived 10%	E01023670
6	Collision occurred within 5km of casualties home postcode	Least deprived 10%	E01023670
7	Collision occurred between 5.001 and 10km of casualties home postcode	Less deprived 30-40%	E01023679
8	Collision occurred within 5km of casualties home postcode	Less deprived 10-20%	E01023731
9	Data missing or out of range	Data missing or out of range	Data missing or out of range
10	Collision occurred within 5km of casualties home postcode	Less deprived 10-20%	E01023717

#	OBJECTID	Location easting OSGR	Location northing OSGR	parentGlobalID	Closest Approximate Distance
1	227185	514402	206388	9b48da45-0a0a-4652-9b82-e41f14d791cd	0 m
2	350945	514434	206335	2da6aec1-29b9-4506-922d-b01f4c94119e	0 m
3	351024	514423	206341	011b22f2-9f39-4287-ba72-aea8759d4472	0 m
4	351025	514423	206341	011b22f2-9f39-4287-ba72-aea8759d4472	0 m
5	482862	514397	206350	5c4150ef-4498-469f-8c49-2d193ef583b6	0 m
6	482863	514397	206350	5c4150ef-4498-469f-8c49-2d193ef583b6	0 m
7	483624	514398	206377	54cb56fd-a119-41c8-8c2e-577f28529fdd	0 m
8	617682	514787	206078	0ea3cd14-7338-4be7-a105-4fdb378ce21b	0 m
9	617683	514787	206078	0ea3cd14-7338-4be7-a105-4fdb378ce21b	0 m
10	618204	514654	206060	4cdc577e-ff0d-4936-b163-c000d1ec7b7d	0 m

S|C|P

APPENDIX 4



Rev	Description	Date	By
–	–	–	–
–	–	–	–
–	–	–	–
–	–	–	–

REVISIONS

Drawn By: WB

Date: 14.07.2025

Checked: JRB

Scale@A3: 1:500

Approved: JRB

Status: -

Client Name: LIDL

Project Title: PROPOSED LIDL FOODSTORE, ABBEY VIEW RETAIL PARK, ST ALBANS

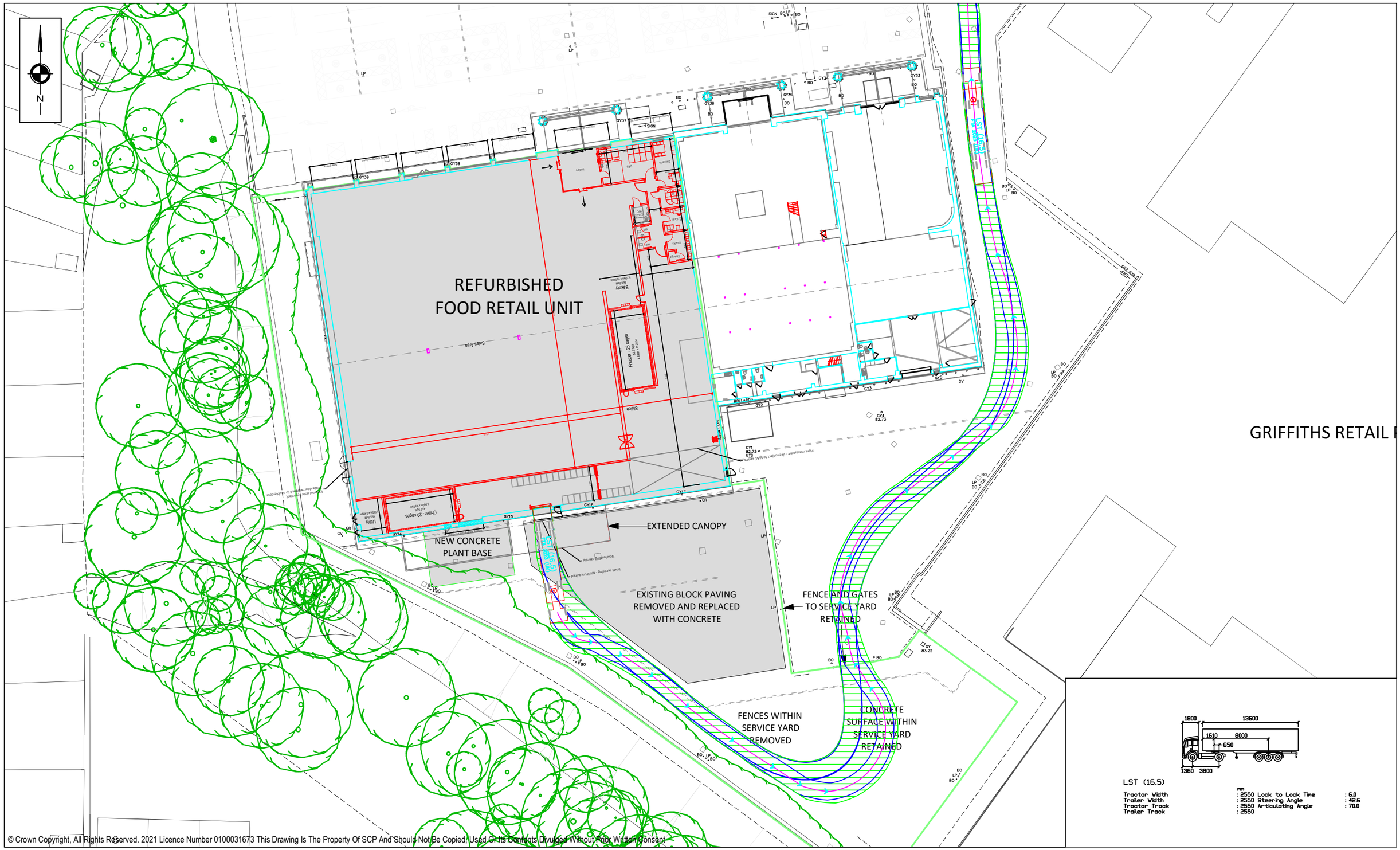
Drawing Title: INBOUND SWEPT PATH ANALYSIS - 16.5m ARTICULATED VEHICLE (Based on 11668-PL_003-P5-PROPOSED SITE LAYOUT - UNIT WORKS)

Drawing No. SCP/240611/ATR01

Rev. -

SCP
an RSK company
Office of Origin: Manchester Tel: 0161 832 4400
www.scptransport.co.uk - www.rskgroup.com

Z:\Job Library\2024\240611 - Lidl, Abbey View Retail Park, St Albans\Drawings in Progress



Rev	Description	Date	By
–	–	–	–
–	–	–	–
–	–	–	–
–	–	–	–

REVISIONS

Drawn By: WB

Date: 14.07.2025

Checked: JRB

Scale@A3: 1:500

Approved: JRB

Status: -

Client Name: LIDL

Project Title: PROPOSED LIDL FOODSTORE, ABBEY VIEW RETAIL PARK, ST ALBANS

Drawing Title: OUTBOUND SWEPT PATH ANALYSIS - 16.5m ARTICULATED VEHICLE (Based on 11668-PL_003-P5-PROPOSED SITE LAYOUT - UNIT WORKS)

Drawing No. SCP/240611/ATR02

Rev. -

SCP
an RSK company
Office of Origin: Manchester Tel: 0161 832 4400
www.scptransport.co.uk - www.rskgroup.com

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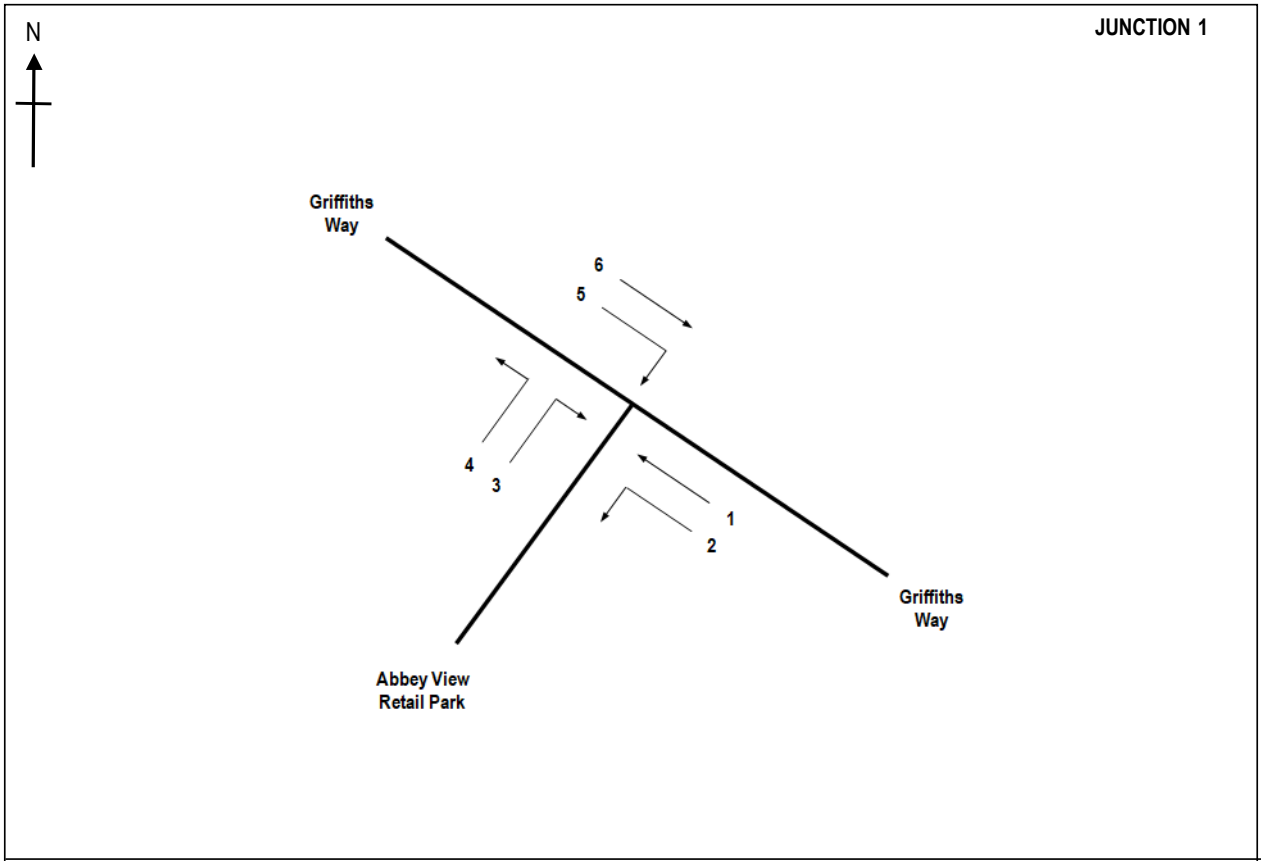
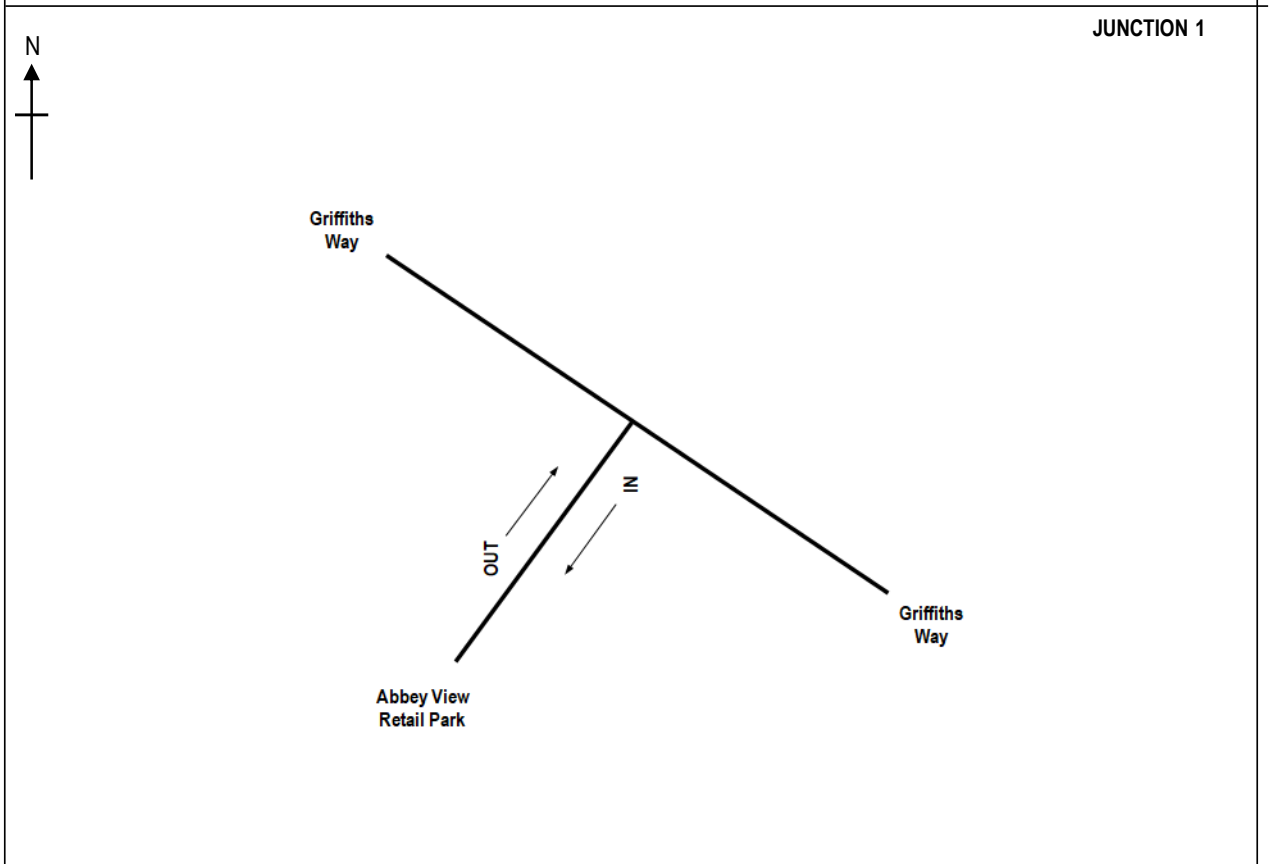
S|C|P

APPENDIX 5

SURVEY CONTROL

Client:	SCP Transport
Client Contact:	Ryan Leach
Survey Location:	St Albans
Date(s) of Survey:	Thursday 4th July 2024 - Sunday 7th July 2024
Notes:	
On Site Supervisor:	Neil Harley
Data Checking:	David Cheng
Survey Reference:	24.040 Abbey Retail Park, St Albans
Status:	Final
Date of Issue:	10th July 2024





DRAWING TITLE: TRAFFIC MOVEMENT REFERENCE			
JOB TITLE: 24.040 ABBEY RETAIL PARK, ST ALBANS			
DRAWN BY: CC	DATE: JUL 2024	SCALE: NTS	REF: FIGURE 1

Transport Data Specialists Ltd
W: www.transportds.co.uk
E: enquiries@transportds.co.uk
T: 0777 625 2475 T: 0794 007 1260

DRAWING TITLE: PARKING REFERENCE			
JOB TITLE: 24.040 ABBEY RETAIL PARK, ST ALBANS			
DRAWN BY: DC	DATE: JUL 2024	SCALE: NTS	REF: FIGURE 2

Transport Data Specialists Ltd
W: www.transportds.co.uk
E: enquiries@transportds.co.uk
T: 0777 625 2475 T: 0794 007 1260

24.040 Abbey Retail Park, St Albans - TOTAL NUMBER OF SPACES

Total Number of Spaces					
Zone	S	D	P&C	EV	Total
A	285	22	2	0	309
Total	285	22	2	0	309

S - Standard Spaces
D - Disabled Spaces
P&C - Parent & Child Spaces
EV - Electric Vehicle Spaces

NB See Map for Locations of Zones

Abbey View Retail Park/Griffiths Way - Thursday 4th July 2024

Time Beginning	1							2							3							4							5							6						
	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV
0800	0	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	12	1	0	0	0	0	1	17	3	0	0	0	2	0	27	3	0	0	0
0815	1	0	23	2	1	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	1	16	2	0	0	0	0	0	17	0	0	0	0	0	0	25	3	1	1	0
0830	0	0	16	1	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	12	2	0	0	0	0	0	16	1	1	1	0	0	0	24	2	0	1	0
0845	1	0	32	3	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	16	1	0	0	0	0	2	18	2	0	0	0	2	2	48	2	0	0	0
0900	1	0	28	3	0	0	0	0	0	4	0	0	0	0	0	0	1	1	0	0	0	0	3	20	1	1	0	0	0	3	34	1	1	0	0	0	0	46	6	0	1	0
0915	1	0	28	3	0	1	0	0	0	4	0	0	0	0	1	0	5	0	0	0	0	0	2	16	2	0	0	0	1	2	26	1	0	0	0	0	0	42	4	0	1	0
0930	1	0	40	4	0	0	0	0	0	2	0	0	0	0	0	0	4	0	0	0	0	0	2	22	1	1	0	0	0	3	29	0	1	0	0	0	0	51	8	0	0	0
0945	0	1	43	7	1	0	0	0	0	4	1	0	0	0	0	1	4	1	1	0	0	0	1	25	1	0	0	0	0	1	31	3	1	1	0	0	0	32	7	0	0	0

Abbey View Retail Park/Griffiths Way - Thursday 4th July 2024

Time Beginning	1							2							3							4							5							6						
	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV
1600	0	1	56	2	0	0	0	0	0	5	1	0	0	0	0	1	4	0	0	0	0	3	5	43	1	1	0	0	0	6	36	5	0	0	0	1	0	60	4	0	0	0
1615	1	0	39	7	0	0	1	0	0	7	0	0	0	0	0	0	2	1	0	0	0	0	4	35	4	0	0	0	1	3	46	2	0	0	0	1	1	48	10	0	0	0
1630	0	0	50	9	0	0	0	0	0	7	1	0	0	0	1	0	6	0	0	0	0	0	1	37	5	0	0	0	0	4	40	6	0	0	0	2	0	30	5	0	0	0
1645	3	0	44	4	0	0	0	1	0	5	1	0	0	0	0	0	6	0	0	0	0	0	3	45	4	0	0	0	0	3	32	5	0	0	0	1	0	40	4	0	0	0
1700	0	0	43	3	0	0	0	0	0	3	0	0	0	0	1	1	8	0	0	0	0	0	2	37	5	0	0	0	0	2	38	3	0	0	0	1	1	26	3	0	0	0
1715	0	0	38	2	0	0	0	0	0	5	0	0	0	0	0	0	4	0	0	0	0	0	6	34	3	0	0	0	0	4	40	1	0	0	0	0	1	31	3	0	0	0
1730	1	1	27	4	0	0	0	0	0	2	0	0	0	0	1	0	6	2	0	0	0	0	5	31	2	0	0	0	0	6	41	4	0	0	0	0	1	40	4	0	0	0
1745	0	1	44	5	0	0	0	1	0	3	0	0	0	0	0	0	4	0	0	0	0	1	4	49	0	0	0	0	0	6	43	2	0	0	0	1	0	42	3	0	0	0

Abbey View Retail Park/Griffiths Way - Friday 5th July 2024

Time Beginning	1							2							3							4							5							6						
	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV
0800	0	0	19	6	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	21	1	0	0	0	0	0	22	5	0	0	0	1	0	28	4	0	1	0
0815	1	0	28	4	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22	2	0	0	0	0	0	20	4	0	0	0	0	0	35	1	0	0	0
0830	0	1	22	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	16	2	0	0	0	0	1	25	2	0	0	0	1	0	28	4	0	1	0
0845	0	0	24	4	0	0	0	0	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	20	5	0	0	0	0	3	34	1	0	0	0	0	0	55	4	2	1	0
0900	0	0	35	4	2	1	0	0	0	4	0	0	0	0	0	0	3	0	0	0	0	0	2	22	3	0	0	0	0	1	36	3	0	0	0	0	0	62	7	4	0	0
0915	0	0	53	6	2	0	0	0	0	6	1	0	0	0	0	0	3	0	0	0	0	0	2	37	5	0	0	0	0	2	28	3	0	0	0	0	0	63	3	0	0	0
0930	0	0	39	4	1	1	0	0	0	5	0	0	0	0	0	0	5	0	0	0	0	0	2	20	4	0	0	0	0	3	37	7	0	0	0	0	0	42	9	1	0	0
0945	1	0	44	3	1	0	0	0	0	4	0	0	0	0	0	0	5	0	0	0	0	0	1	33	4	0	0	0	0	1	35	2	0	0	0	2	0	52	12	0	0	2

Abbey View Retail Park/Griffiths Way - Friday 5th July 2024

Time Beginning	1							2							3							4							5							6						
	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV
1600	0	1	59	6	0	0	0	1	0	3	0	0	0	0	0	0	4	0	0	0	0	1	3	45	7	0	0	0	0	1	36	6	0	0	0	0	1	49	5	0	0	0
1615	0	0	61	5	0	0	0	0	0	4	2	0	0	0	0	0	5	0	0	0	0	0	4	38	0	0	0	0	0	4	37	3	0	0	0	1	0	51	3	0	0	0
1630	0	0	37	4	0	0	0	0	0	4	0	0	0	0	0	0	5	0	0	0	0	0	2	37	2	0	0	0	0	2	37	1	1	0	0	1	0	40	5	0	0	0
1645	1	0	53	3	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	44	4	0	0	0	0	3	31	1	0	0	0	1	0	44	2	0	0	0
1700	0	0	33	4	0	0	0	0	0	3	0	0	0	0	0	0	2	1	0	0	0	0	3	50	1	0	0	0	0	7	43	3	0	0	0	0	0	50	2	0	0	0
1715	0	0	50	5	0	0	0	0	1	3	0	0	0	0	0	0	4	0	0	0	0	0	6	38	3	0	0	0	0	4	55	1	0	0	0	1	1	53	0	0	0	0
1730	0	0	42	0	0	0	0	0	0	1	0	0	0	0	0	1	4	0	1	0	0	0	2	39	5	0	0	0	0	1	40	2	0	0	0	2	1	47	1	0	0	0
1745	0	0	55	0	0	0	0	1	0	1	1	0	0	0	0	0	3	0	0	0	0	0	3	41	2	0	0	0	0	3	38	1	0	0	0	1	0	41	1	0	0	0

Time Beginning	AbbeyView Retail Park Griffiths Way - Saturday 6th July 2024																																								
	1							2							3							4							5							6						
	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV
1200	1	1	82	2	0	0	0	0	0	5	0	0	0	0	0	0	6	1	0	0	0	0	1	57	5	0	0	0	0	1	54	2	0	0	0	1	0	73	4	0	0	0
1215	1	1	67	6	0	1	0	0	0	11	0	0	0	0	0	0	11	0	0	0	0	0	3	53	4	0	0	0	0	3	64	5	0	0	0	0	1	61	4	0	0	0
1230	0	0	78	5	0	0	0	0	0	11	0	0	0	0	0	0	11	0	0	0	0	0	2	65	3	0	0	0	0	2	54	7	0	0	0	0	0	73	3	0	0	0
1245	0	0	83	2	0	0	0	0	0	3	0	0	0	0	0	0	8	1	0	0	0	0	3	53	5	0	0	0	0	3	58	1	0	0	0	0	2	86	2	1	0	0
1300	1	0	74	2	0	0	0	0	0	4	1	0	0	0	0	0	7	0	0	0	0	0	0	49	2	0	0	0	0	1	58	3	0	0	0	0	2	78	6	0	0	0
1315	0	1	84	1	1	0	0	0	0	4	1	0	0	0	0	0	6	0	0	0	0	0	1	52	2	0	0	0	0	0	57	1	1	0	0	0	0	87	5	0	0	0
1330	0	1	77	5	0	0	0	1	0	8	0	0	0	0	0	0	14	0	0	0	0	0	1	60	5	0	0	0	0	4	63	3	0	0	0	0	0	70	5	0	0	0
1345	0	0	86	4	0	0	0	0	0	8	0	0	0	0	0	0	9	1	0	0	0	0	2	57	3	1	0	0	0	1	53	1	0	0	0	0	1	71	2	0	0	0

Time Beginning	Abbey View Retail Park/Griffiths Way - Sunday 7th July 2024																																								
	1							2							3							4							5							6						
	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV
1200	0	1	91	6	0	0	0	0	0	12	0	0	0	0	0	0	14	0	0	0	0	0	0	58	3	0	0	0	0	0	68	5	0	0	0	1	1	92	1	0	0	0
1215	2	0	94	9	0	0	0	1	0	5	0	0	0	0	1	0	9	0	0	0	0	0	1	51	3	1	0	0	0	0	43	1	1	0	0	0	0	96	8	0	0	0
1230	0	0	100	5	0	0	0	2	0	7	0	0	0	0	0	0	9	0	0	0	0	0	3	53	3	0	0	0	0	3	54	3	0	0	0	0	0	79	7	0	0	0
1245	0	0	91	4	0	0	0	1	0	7	1	0	0	0	0	0	8	1	0	0	0	0	4	59	4	0	0	0	0	2	1	54	3	0	0	0	0	96	9	0	0	0
1300	1	1	97	8	0	0	0	2	1	10	1	0	0	0	0	0	4	0	0	0	0	0	3	54	4	0	0	0	0	4	47	1	0	0	0	1	0	83	7	0	0	0
1315	1	0	86	6	0	0	0	4	0	11	0	0	0	0	1	0	12	2	0	0	0	0	2	44	2	1	0	0	0	2	71	3	0	0	0	0	2	95	6	0	0	0
1330	0	1	85	4	0	0	0	1	0	10	0	0	0	0	1	0	8	0	0	0	0	0	1	61	0	0	0	0	0	1	64	3	0	0	0	0	1	87	3	0	0	0
1345	1	1	80	7	0	0	0	0	0	8	0	0	0	0	0	0	13	0	0	0	0	0	1	74	3	0	0	0	0	2	0	81	12	0	0	0	0	55	2	0	0	0

Time Beginning	Abbey View Retail Park Car Park/Griffiths Way - Thursday 4th July 2024															
	IN							OUT								Accumulation
	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Veh
0800	0	1	17	3	0	0	0	0	1	13	1	0	0	0	51
0815	0	0	18	1	0	0	0	0	1	17	2	0	0	0	57
0830	1	0	16	1	1	1	0	0	1	14	2	0	0	0	56
0845	0	3	18	2	0	0	0	0	2	16	1	0	0	0	59
0900	0	3	38	1	1	0	0	0	3	21	2	1	0	0	63
0915	1	2	30	1	0	0	0	1	2	21	2	0	0	0	79
0930	0	3	31	0	1	0	0	0	2	26	1	1	0	0	87
0945	0	1	35	4	1	1	0	0	2	29	2	1	0	0	92
1000	1	3	27	7	0	0	0	0	2	27	4	1	2	0	100
1015	0	5	44	4	0	0	0	0	5	26	8	0	0	0	102
1030	0	3	41	7	0	0	0	1	1	33	3	0	0	0	116
1045	0	1	40	1	0	0	0	0	1	38	0	0	0	0	129
1100	0	2	39	4	0	0	1	0	2	41	2	0	0	0	132
1115	1	6	37	2	0	0	0	0	4	35	3	1	0	0	133
1130	0	1	43	4	0	0	0	1	1	36	6	0	0	0	136
1145	0	2	36	4	0	0	0	0	3	26	5	0	0	0	140
1200	0	4	39	1	0	0	0	1	5	44	0	0	0	1	148
1215	0	2	47	3	0	0	0	0	3	47	3	0	0	0	141
1230	0	3	50	4	1	0	0	0	5	44	3	1	0	0	140
1245	0	4	37	3	0	0	1	0	3	37	8	0	0	0	145
1300	0	5	46	3	1	0	0	0	3	46	4	0	0	0	142
1315	0	5	41	2	0	0	0	0	6	50	4	0	0	0	144
1330	0	4	37	5	0	0	0	1	3	38	5	0	0	0	132
1345	0	3	46	5	0	0	0	0	2	46	2	0	0	0	131
1400	0	3	45	2	0	0	0	0	5	48	7	0	0	0	135
1415	0	3	33	2	0	0	0	1	2	32	3	1	0	0	125
1430	0	3	44	6	0	0	0	0	3	41	5	0	1	0	124
1445	0	1	42	5	0	0	0	0	2	51	5	0	0	0	127
1500	4	2	36	2	0	0	0	0	0	41	3	0	0	0	117
1515	0	1	33	4	0	0	0	0	2	35	2	0	0	0	117
1530	0	0	42	2	1	0	0	0	0	43	5	0	0	0	116
1545	1	2	40	5	0	0	0	0	0	38	6	1	0	0	113
1600	0	0	41	6	0	0	0	3	6	47	1	1	0	0	116
1615	1	3	53	2	0	0	0	0	4	37	5	0	0	0	105
1630	0	4	47	7	0	0	0	1	1	43	5	0	0	0	118
1645	1	3	37	6	0	0	0	0	3	51	4	0	0	0	126
1700	0	2	41	3	0	0	0	1	3	45	5	0	0	0	115
1715	0	4	45	1	0	0	0	0	6	38	3	0	0	0	107
1730	0	6	43	4	0	0	0	1	5	37	4	0	0	0	110
1745	1	6	46	2	0	0	0	1	4	53	0	0	0	0	116
1800															113

Beat @ 0800: 51

*** Note: No HGVs in car park at the start of the** survey

Time Beginning	Abbey View Retail Park Car Park/Griffiths Way - Friday 5th July 2024															
	IN							OUT								Accumulation
	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Veh
0800	0	0	23	5	0	0	0	0	0	22	1	0	0	0	50
0815	0	0	21	4	0	0	0	0	0	22	2	0	0	0	55
0830	0	1	25	2	0	0	0	0	2	17	2	0	0	0	56
0845	0	3	36	2	0	0	0	0	0	21	5	0	0	0	63
0900	0	1	40	3	0	0	0	0	2	25	3	0	0	0	78
0915	0	2	34	4	0	0	0	0	2	40	5	0	0	0	92
0930	0	3	42	7	0	0	0	0	2	25	4	0	0	0	85
0945	0	1	39	2	0	0	0	0	1	38	4	0	0	0	106
1000	1	1	25	3	0	0	0	0	2	31	3	0	0	0	105
1015	0	6	33	5	0	0	0	2	2	29	6	0	0	0	99
1030	1	3	37	5	0	0	0	1	4	30	4	0	0	0	104
1045	0	2	54	4	2	0	0	0	4	45	4	0	0	0	111
1100	0	3	42	4	0	0	0	0	0	35	4	0	0	0	120
1115	0	5	39	5	1	0	0	0	4	47	6	1	0	0	130
1130	0	2	43	2	1	0	0	0	2	55	3	0	0	0	122
1145	0	1	41	5	1	0	0	0	3	31	4	3	0	0	110
1200	0	4	47	3	3	1	0	0	2	47	3	1	0	0	117
1215	0	3	41	2	0	0	0	0	5	38	3	1	0	0	122
1230	2	3	47	5	0	0	0	0	2	49	5	1	0	0	121
1245	0	3	45	3	1	0	0	0	3	36	3	1	0	0	121
1300	0	4	47	1	0	0	0	0	6	57	4	1	1	0	130
1315	0	3	35	4	0	0	0	0	1	48	4	0	0	0	113
1330	1	4	45	7	0	0	0	0	4	48	6	0	0	0	102
1345	0	3	44	4	0	0	0	2	3	39	5	0	0	0	101
1400	2	4	46	5	0	0	0	1	2	42	5	0	0	0	103
1415	0	3	48	5	0	0	0	0	4	46	5	0	0	0	110
1430	0	3	39	6	0	0	0	2	3	50	2	0	0	0	111
1445	1	3	33	4	0	0	0	0	4	42	2	0	0	0	102
1500	0	1	32	3	0	0	0	0	2	40	2	0	0	0	95
1515	1	4	44	3	1	0	0	0	4	39	7	0	0	0	87
1530	0	3	46	3	0	0	0	0	1	36	3	1	0	0	90
1545	2	3	47	3	0	0	0	0	4	40	5	0	0	0	101
1600	1	1	39	6	0	0	0	1	3	49	7	0	0	0	107
1615	0	4	41	5	0	0	0	0	4	43	0	0	0	0	94
1630	0	2	41	1	1	0	0	0	2	42	2	0	0	0	97
1645	0	3	35	1	0	0	0	0	2	44	4	0	0	0	96
1700	0	7	46	3	0	0	0	0	3	52	2	0	0	0	85
1715	0	5	58	1	0	0	0	0	6	42	3	0	0	0	84
1730	0	1	41	2	0	0	0	0	3	43	5	1	0	0	97
1745	1	3	39	2	0	0	0	0	3	44	2	0	0	0	89
1800															85

Abbey View Retail Park Car Park/Griffiths Way - Saturday 6th July 2024

Time Beginning	IN							OUT							Accumulation
	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Veh
1000	0	0	60	1	0	0	0	0	0	47	5	0	0	0	111
1015	0	1	56	6	1	0	0	0	1	47	0	0	0	0	120
1030	0	3	48	4	0	0	0	0	2	54	7	0	0	0	136
1045	0	3	62	5	0	0	0	0	2	54	4	0	0	0	128
1100	0	1	59	2	0	0	0	0	1	42	8	1	0	0	138
1115	0	1	64	3	0	0	0	0	0	52	1	0	0	0	148
1130	0	1	59	10	0	0	0	0	2	59	5	0	0	0	163
1145	0	0	57	4	0	0	0	0	0	65	5	0	0	0	167
1200	0	1	59	2	0	0	0	0	1	63	6	0	0	0	158
1215	0	3	75	5	0	0	0	0	3	64	4	0	0	0	150
1230	0	2	65	7	0	0	0	0	2	76	3	0	0	0	162
1245	0	3	61	1	0	0	0	0	3	61	6	0	0	0	155
1300	0	1	62	4	0	0	0	0	0	56	2	0	0	0	150
1315	0	0	61	2	1	0	0	0	1	58	2	0	0	0	159
1330	1	4	71	3	0	0	0	0	1	74	5	0	0	0	162
1345	0	1	61	1	0	0	0	0	2	66	4	1	0	0	161
1400	0	4	55	5	0	0	0	0	1	55	7	0	0	0	151
1415	1	0	60	3	0	0	0	1	2	68	3	0	0	0	152
1430	1	1	69	7	0	0	0	1	3	61	2	0	0	0	142
1445	0	3	54	1	0	0	0	0	1	67	9	0	0	0	153
1500	1	2	33	3	0	0	0	0	1	54	3	0	0	0	134
1515	1	1	54	4	0	0	0	1	2	44	0	0	0	0	115
1530	1	3	54	2	0	0	0	1	1	53	3	0	0	0	128
1545	0	3	37	4	0	0	0	0	4	67	1	0	0	0	130
1600															102

Beat @ 0800: 50

*** Note: No HGVs in car park at the start of the** survey

Beat @ 1000: 111

*** Note: No HGVs in car park at the start of the** survey

Abbey View Retail Park Car Park/Griffiths Way - Sunday 7th July 2024

Time Beginning	IN							OUT							Accumulation
	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Veh
1000	1	0	42	1	0	0	0	0	1	27	2	0	0	0	66
1015	2	5	62	3	0	0	0	0	3	30	1	0	0	0	80
1030	0	5	55	2	0	0	0	3	6	49	1	0	0	0	118
1045	1	2	52	3	0	0	0	0	2	53	1	0	0	0	121
1100	0	3	49	0	0	0	0	0	2	48	2	0	0	0	123
1115	0	1	64	3	0	0	0	0	2	58	3	0	0	0	123
1130	1	3	82	5	2	0	0	0	3	58	5	0	0	0	128
1145	0	1	66	3	0	0	0	0	2	64	6	1	0	0	155
1200	0	0	80	5	0	0	0	0	0	72	3	0	0	0	152
1215	1	0	48	1	1	0	0	1	1	60	3	1	0	0	162
1230	2	3	61	3	0	0	0	0	3	62	3	0	0	0	147
1245	3	1	61	4	0	0	0	0	4	67	5	0	0	0	148
1300	2	5	57	2	0	0	0	0	3	58	4	0	0	0	141
1315	4	2	82	3	0	0	0	1	2	56	4	1	0	0	142
1330	1	1	74	3	0	0	0	1	1	69	0	0	0	0	169
1345	2	0	89	12	0	0	0	0	1	87	3	0	0	0	177
1400	0	3	60	5	0	0	0	0	0	73	1	0	0	0	189
1415	0	6	81	3	0	0	0	0	3	75	1	0	0	0	183
1430	0	4	63	3	0	0	0	0	3	73	6	0	0	0	194
1445	0	2	45	0	0	0	0	2	4	60	2	0	0	0	182
1500	0	2	48	3	1	0	0	1	2	66	2	1	0	0	161
1515	0	0	55	5	0	0	0	0	2	53	3	0	0	0	143
1530	0	0	48	1	0	0	0	0	0	60	4	0	0	0	145
1545	0	1	50	5	0	0	0	0	2	47	0	0	0	0	130
1600															137

Beat @ 1000: 66

*** Note: No HGVs in car park at the start of the** survey

S|C|P

APPENDIX 6

Calculation Reference: AUDIT-726001-240723-0717

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

TOTAL VEHICLES

Selected regions and areas:

05	**EAST MIDLANDS**		
	LN	LINCOLNSHIRE	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	BY	BARNSLEY	1 days
	LS	LEEDS	1 days
08	**NORTH WEST**		
	LC	LANCASHIRE	1 days
09	**NORTH**		
	CU	CUMBERLAND	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:	Retail floor area
Actual Range:	1140 to 3800 (units: sqm)
Range Selected by User:	1100 to 5000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 18/09/21

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	2 days
Thursday	1 days
Friday	1 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 undertaking using machines.

Selected Locations:

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

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

Selected Location Sub Categories:

Industrial Zone	1
Retail Zone	3
Built-Up 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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	4 days - Selected

Secondary Filtering selection:

Use Class:

E(a)	5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

125,001 to 250,000	4 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:

0.5 or Less	2 days
0.6 to 1.0	2 days
1.1 to 1.5	1 days

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

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

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

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

LIST OF SITES relevant to selection parameters

1 **BY-01-G-01** **DUNELM MILL** **BARNSLEY**
WOMBWELL LANE
BARNSLEY
BARNSLEY RETAIL PARK
Edge of Town
Retail Zone
Total Retail floor area: 1900 sqm
Survey date: MONDAY *21/06/10* *Survey Type: MANUAL*

2 **CU-01-G-02** **STAPLES** **CUMBERLAND**
JAMES STREET
CARLISLE

Edge of Town Centre
Built-Up Zone
Total Retail floor area: 2000 sqm
Survey date: FRIDAY *05/02/10* *Survey Type: MANUAL*

3 **LC-01-G-01** **CURRYS PC WORLD** **LANCASHIRE**
BLACKPOOL ROAD
PRESTON
RIBBLETON
Suburban Area (PPS6 Out of Centre)
Retail Zone
Total Retail floor area: 3800 sqm
Survey date: TUESDAY *06/11/18* *Survey Type: MANUAL*

4 **LN-01-G-01** **PETS AT HOME** **LINCOLNSHIRE**
TRITTON ROAD
LINCOLN
TRITTON RETAIL PARK
Edge of Town Centre
Retail Zone
Total Retail floor area: 1200 sqm
Survey date: TUESDAY *31/10/17* *Survey Type: MANUAL*

5 **LS-01-G-01** **SUPA SOFA** **LEEDS**
CLARENCE ROAD
LEEDS
HUNSLET
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Retail floor area: 1140 sqm
Survey date: THURSDAY *14/03/19* *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/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	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	2	2900	0.086	2	2900	0.000	2	2900	0.086
08:00 - 09:00	5	2008	0.349	5	2008	0.179	5	2008	0.528
09:00 - 10:00	5	2008	1.345	5	2008	0.916	5	2008	2.261
10:00 - 11:00	5	2008	1.544	5	2008	1.215	5	2008	2.759
11:00 - 12:00	**5**	**2008**	**1.833**	**5**	**2008**	**1.773**	**5**	**2008**	**3.606**
12:00 - 13:00	5	2008	1.454	5	2008	1.484	5	2008	2.938
13:00 - 14:00	5	2008	1.464	5	2008	1.554	5	2008	3.018
14:00 - 15:00	5	2008	1.434	5	2008	1.265	5	2008	2.699
15:00 - 16:00	5	2008	1.125	5	2008	1.185	5	2008	2.310
16:00 - 17:00	5	2008	1.275	5	2008	1.125	5	2008	2.400
17:00 - 18:00	5	2008	1.046	5	2008	1.135	5	2008	2.181
18:00 - 19:00	5	2008	0.608	5	2008	0.956	5	2008	1.564
19:00 - 20:00	4	2225	0.382	4	2225	0.674	4	2225	1.056
20:00 - 21:00	4	2225	0.000	4	2225	0.247	4	2225	0.247
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			13.945			13.708			27.653

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

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

Parameter summary

Trip rate parameter range selected:	1140 - 3800 (units: sqm)
Survey date date range:	01/01/10 - 18/09/21
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	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	2	2900	0.000	2	2900	0.000	2	2900	0.000
08:00 - 09:00	5	2008	0.000	5	2008	0.000	5	2008	0.000
09:00 - 10:00	5	2008	0.010	5	2008	0.010	5	2008	0.020
10:00 - 11:00	**5**	**2008**	**0.030**	5	2008	0.020	5	2008	0.050
11:00 - 12:00	5	2008	0.030	**5**	**2008**	**0.040**	**5**	**2008**	**0.070**
12:00 - 13:00	5	2008	0.000	5	2008	0.000	5	2008	0.000
13:00 - 14:00	5	2008	0.020	5	2008	0.020	5	2008	0.040
14:00 - 15:00	5	2008	0.010	5	2008	0.010	5	2008	0.020
15:00 - 16:00	5	2008	0.000	5	2008	0.000	5	2008	0.000
16:00 - 17:00	5	2008	0.030	5	2008	0.020	5	2008	0.050
17:00 - 18:00	5	2008	0.020	5	2008	0.030	5	2008	0.050
18:00 - 19:00	5	2008	0.000	5	2008	0.000	5	2008	0.000
19:00 - 20:00	4	2225	0.000	4	2225	0.000	4	2225	0.000
20:00 - 21:00	4	2225	0.000	4	2225	0.000	4	2225	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.150			0.150			0.300

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.*

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

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	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	2	2900	0.000	2	2900	0.000	2	2900	0.000
08:00 - 09:00	5	2008	0.010	5	2008	0.010	5	2008	0.020
09:00 - 10:00	5	2008	0.010	5	2008	0.020	5	2008	0.030
10:00 - 11:00	**5**	**2008**	**0.020**	5	2008	0.010	5	2008	0.030
11:00 - 12:00	5	2008	0.000	5	2008	0.000	5	2008	0.000
12:00 - 13:00	5	2008	0.020	5	2008	0.000	5	2008	0.020
13:00 - 14:00	5	2008	0.020	5	2008	0.020	5	2008	0.040
14:00 - 15:00	5	2008	0.020	**5**	**2008**	**0.030**	**5**	**2008**	**0.050**
15:00 - 16:00	5	2008	0.020	5	2008	0.020	5	2008	0.040
16:00 - 17:00	5	2008	0.000	5	2008	0.010	5	2008	0.010
17:00 - 18:00	5	2008	0.000	5	2008	0.000	5	2008	0.000
18:00 - 19:00	5	2008	0.010	5	2008	0.010	5	2008	0.020
19:00 - 20:00	4	2225	0.000	4	2225	0.000	4	2225	0.000
20:00 - 21:00	4	2225	0.000	4	2225	0.000	4	2225	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.130			0.130			0.260

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.*

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

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	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	2	2900	0.000	2	2900	0.000	2	2900	0.000
08:00 - 09:00	5	2008	0.000	5	2008	0.000	5	2008	0.000
09:00 - 10:00	**5**	**2008**	**0.010**	5	2008	0.000	5	2008	0.010
10:00 - 11:00	5	2008	0.000	5	2008	0.000	5	2008	0.000
11:00 - 12:00	5	2008	0.000	5	2008	0.000	5	2008	0.000
12:00 - 13:00	5	2008	0.000	5	2008	0.000	5	2008	0.000
13:00 - 14:00	5	2008	0.010	**5**	**2008**	**0.020**	**5**	**2008**	**0.030**
14:00 - 15:00	5	2008	0.000	5	2008	0.000	5	2008	0.000
15:00 - 16:00	5	2008	0.000	5	2008	0.000	5	2008	0.000
16:00 - 17:00	5	2008	0.000	5	2008	0.000	5	2008	0.000
17:00 - 18:00	5	2008	0.000	5	2008	0.000	5	2008	0.000
18:00 - 19:00	5	2008	0.000	5	2008	0.000	5	2008	0.000
19:00 - 20:00	4	2225	0.000	4	2225	0.000	4	2225	0.000
20:00 - 21:00	4	2225	0.000	4	2225	0.000	4	2225	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.020			0.040

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.*

Calculation Reference: AUDIT-726001-240724-0710

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

TOTAL VEHICLES

Selected regions and areas:

03	**SOUTH WEST**		
	DC	DORSET	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	DR	DONCASTER	1 days
	KS	KIRKLEES	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:	Retail floor area
Actual Range:	1200 to 2704 (units: sqm)
Range Selected by User:	1000 to 5000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 18/09/21

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

Selected survey days:

Saturday	3 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Retail Zone	2
Built-Up 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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	4 days - Selected

Secondary Filtering selection:

Use Class:

E(a)	3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

25,001 to 50,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	2 days

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	3 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	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 **DC-01-G-02** **THE RANGE** **DORSET**
GREAT WESTERN ROAD
DORCHESTER

Edge of Town Centre
Built-Up Zone
Total Retail floor area: 2000 sqm
Survey date: SATURDAY *17/09/16* *Survey Type: MANUAL*

2 **DR-01-G-01** **NEXT OUTLET** **DONCASTER**
WHITE ROSE WAY
DONCASTER

Suburban Area (PPS6 Out of Centre)
Retail Zone
Total Retail floor area: 1200 sqm
Survey date: SATURDAY *18/09/21* *Survey Type: MANUAL*

3 **KS-01-G-01** **CURRYS PC WORLD** **KIRKLEES**
HOLDEN ING WAY
BATLEY
BIRSTALL
Edge of Town
Retail Zone
Total Retail floor area: 2704 sqm
Survey date: SATURDAY *20/10/18* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
TV-01-G-01	Not Representative

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

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	2000	0.100	1	2000	0.000	1	2000	0.100
08:00 - 09:00	2	2352	0.808	2	2352	0.340	2	2352	1.148
09:00 - 10:00	3	1968	1.931	3	1968	1.304	3	1968	3.235
10:00 - 11:00	3	1968	3.100	3	1968	2.371	3	1968	5.471
11:00 - 12:00	3	1968	3.845	3	1968	3.269	3	1968	7.114
12:00 - 13:00	3	1968	3.709	3	1968	3.794	3	1968	7.503
13:00 - 14:00	3	1968	4.590	3	1968	4.522	3	1968	9.112
14:00 - 15:00	**3**	**1968**	**4.810**	**3**	**1968**	**4.776**	**3**	**1968**	**9.586**
15:00 - 16:00	3	1968	3.896	3	1968	4.539	3	1968	8.435
16:00 - 17:00	3	1968	2.761	3	1968	3.269	3	1968	6.030
17:00 - 18:00	3	1968	1.914	3	1968	2.575	3	1968	4.489
18:00 - 19:00	3	1968	0.847	3	1968	1.101	3	1968	1.948
19:00 - 20:00	1	2000	0.950	1	2000	1.000	1	2000	1.950
20:00 - 21:00	1	2000	0.600	1	2000	0.700	1	2000	1.300
21:00 - 22:00	1	2000	0.000	1	2000	0.300	1	2000	0.300
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			33.861			33.860			67.721

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

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

Parameter summary

Trip rate parameter range selected:	1200 - 2704 (units: sqm)
Survey date date range:	01/01/10 - 18/09/21
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	3
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

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

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	2000	0.000	1	2000	0.000	1	2000	0.000
08:00 - 09:00	2	2352	0.000	2	2352	0.000	2	2352	0.000
09:00 - 10:00	**3**	**1968**	**0.017**	3	1968	0.000	3	1968	0.017
10:00 - 11:00	3	1968	0.000	**3**	**1968**	**0.017**	3	1968	0.017
11:00 - 12:00	3	1968	0.000	3	1968	0.000	3	1968	0.000
12:00 - 13:00	3	1968	0.000	3	1968	0.000	3	1968	0.000
13:00 - 14:00	3	1968	0.000	3	1968	0.000	3	1968	0.000
14:00 - 15:00	3	1968	0.017	3	1968	0.017	**3**	**1968**	**0.034**
15:00 - 16:00	3	1968	0.000	3	1968	0.000	3	1968	0.000
16:00 - 17:00	3	1968	0.017	3	1968	0.017	3	1968	0.034
17:00 - 18:00	3	1968	0.000	3	1968	0.000	3	1968	0.000
18:00 - 19:00	3	1968	0.000	3	1968	0.000	3	1968	0.000
19:00 - 20:00	1	2000	0.000	1	2000	0.000	1	2000	0.000
20:00 - 21:00	1	2000	0.000	1	2000	0.000	1	2000	0.000
21:00 - 22:00	1	2000	0.000	1	2000	0.000	1	2000	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.051			0.051			0.102

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.*

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

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	**1**	**2000**	**0.050**	1	2000	0.000	**1**	**2000**	**0.050**
08:00 - 09:00	2	2352	0.000	**2**	**2352**	**0.021**	2	2352	0.021
09:00 - 10:00	3	1968	0.000	3	1968	0.000	3	1968	0.000
10:00 - 11:00	3	1968	0.000	3	1968	0.000	3	1968	0.000
11:00 - 12:00	3	1968	0.000	3	1968	0.000	3	1968	0.000
12:00 - 13:00	3	1968	0.000	3	1968	0.000	3	1968	0.000
13:00 - 14:00	3	1968	0.000	3	1968	0.000	3	1968	0.000
14:00 - 15:00	3	1968	0.000	3	1968	0.000	3	1968	0.000
15:00 - 16:00	3	1968	0.000	3	1968	0.000	3	1968	0.000
16:00 - 17:00	3	1968	0.000	3	1968	0.000	3	1968	0.000
17:00 - 18:00	3	1968	0.000	3	1968	0.000	3	1968	0.000
18:00 - 19:00	3	1968	0.000	3	1968	0.000	3	1968	0.000
19:00 - 20:00	1	2000	0.000	1	2000	0.000	1	2000	0.000
20:00 - 21:00	1	2000	0.000	1	2000	0.000	1	2000	0.000
21:00 - 22:00	1	2000	0.000	1	2000	0.000	1	2000	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.050			0.021			0.071

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.*

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

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	2000	0.000	1	2000	0.000	1	2000	0.000
08:00 - 09:00	2	2352	0.000	2	2352	0.000	2	2352	0.000
09:00 - 10:00	3	1968	0.017	3	1968	0.000	3	1968	0.017
10:00 - 11:00	3	1968	0.000	3	1968	0.000	3	1968	0.000
11:00 - 12:00	3	1968	0.000	3	1968	0.000	3	1968	0.000
12:00 - 13:00	**3**	**1968**	**0.051**	**3**	**1968**	**0.051**	**3**	**1968**	**0.102**
13:00 - 14:00	3	1968	0.017	3	1968	0.017	3	1968	0.034
14:00 - 15:00	3	1968	0.000	3	1968	0.000	3	1968	0.000
15:00 - 16:00	3	1968	0.017	3	1968	0.017	3	1968	0.034
16:00 - 17:00	3	1968	0.000	3	1968	0.000	3	1968	0.000
17:00 - 18:00	3	1968	0.000	3	1968	0.017	3	1968	0.017
18:00 - 19:00	3	1968	0.000	3	1968	0.000	3	1968	0.000
19:00 - 20:00	1	2000	0.000	1	2000	0.000	1	2000	0.000
20:00 - 21:00	1	2000	0.000	1	2000	0.000	1	2000	0.000
21:00 - 22:00	1	2000	0.000	1	2000	0.000	1	2000	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.102			0.102			0.204

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.*

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

CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	2000	0.050	1	2000	0.000	1	2000	0.050
08:00 - 09:00	2	2352	0.765	2	2352	0.298	2	2352	1.063
09:00 - 10:00	3	1968	1.778	3	1968	1.186	3	1968	2.964
10:00 - 11:00	3	1968	2.964	3	1968	2.219	3	1968	5.183
11:00 - 12:00	3	1968	3.743	3	1968	3.150	3	1968	6.893
12:00 - 13:00	3	1968	3.591	3	1968	3.709	3	1968	7.300
13:00 - 14:00	3	1968	4.488	3	1968	4.387	3	1968	8.875
14:00 - 15:00	**3**	**1968**	**4.709**	**3**	**1968**	**4.692**	**3**	**1968**	**9.401**
15:00 - 16:00	3	1968	3.845	3	1968	4.505	3	1968	8.350
16:00 - 17:00	3	1968	2.744	3	1968	3.235	3	1968	5.979
17:00 - 18:00	3	1968	1.880	3	1968	2.541	3	1968	4.421
18:00 - 19:00	3	1968	0.847	3	1968	1.084	3	1968	1.931
19:00 - 20:00	1	2000	0.950	1	2000	1.000	1	2000	1.950
20:00 - 21:00	1	2000	0.600	1	2000	0.300	1	2000	0.900
21:00 - 22:00	1	2000	0.000	1	2000	0.700	1	2000	0.700
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			32.954			33.006			65.960

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.*

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

LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	2000	0.000	1	2000	0.000	1	2000	0.000
08:00 - 09:00	2	2352	0.043	2	2352	0.021	2	2352	0.064
09:00 - 10:00	**3**	**1968**	**0.136**	3	1968	0.119	**3**	**1968**	**0.255**
10:00 - 11:00	3	1968	0.102	**3**	**1968**	**0.136**	3	1968	0.238
11:00 - 12:00	3	1968	0.085	3	1968	0.068	3	1968	0.153
12:00 - 13:00	3	1968	0.068	3	1968	0.051	3	1968	0.119
13:00 - 14:00	3	1968	0.102	3	1968	0.119	3	1968	0.221
14:00 - 15:00	3	1968	0.068	3	1968	0.051	3	1968	0.119
15:00 - 16:00	3	1968	0.051	3	1968	0.034	3	1968	0.085
16:00 - 17:00	3	1968	0.000	3	1968	0.017	3	1968	0.017
17:00 - 18:00	3	1968	0.034	3	1968	0.034	3	1968	0.068
18:00 - 19:00	3	1968	0.000	3	1968	0.017	3	1968	0.017
19:00 - 20:00	1	2000	0.000	1	2000	0.000	1	2000	0.000
20:00 - 21:00	1	2000	0.000	1	2000	0.000	1	2000	0.000
21:00 - 22:00	1	2000	0.000	1	2000	0.000	1	2000	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.689			0.667			1.356

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.*

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

MOTOR CYCLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	2000	0.000	1	2000	0.000	1	2000	0.000
08:00 - 09:00	2	2352	0.000	2	2352	0.000	2	2352	0.000
09:00 - 10:00	3	1968	0.000	3	1968	0.000	3	1968	0.000
10:00 - 11:00	3	1968	0.034	3	1968	0.000	3	1968	0.034
11:00 - 12:00	3	1968	0.017	**3**	**1968**	**0.051**	3	1968	0.068
12:00 - 13:00	**3**	**1968**	**0.051**	3	1968	0.034	**3**	**1968**	**0.085**
13:00 - 14:00	3	1968	0.000	3	1968	0.017	3	1968	0.017
14:00 - 15:00	3	1968	0.017	3	1968	0.017	3	1968	0.034
15:00 - 16:00	3	1968	0.000	3	1968	0.000	3	1968	0.000
16:00 - 17:00	3	1968	0.000	3	1968	0.000	3	1968	0.000
17:00 - 18:00	3	1968	0.000	3	1968	0.000	3	1968	0.000
18:00 - 19:00	3	1968	0.000	3	1968	0.000	3	1968	0.000
19:00 - 20:00	1	2000	0.000	1	2000	0.000	1	2000	0.000
20:00 - 21:00	1	2000	0.000	1	2000	0.000	1	2000	0.000
21:00 - 22:00	1	2000	0.000	1	2000	0.000	1	2000	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.119			0.119			0.238

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.*

S|C|P

APPENDIX 7

Calculation Reference: AUDIT-726001-231017-1031

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : C - DISCOUNT FOOD STORES

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	SO	SLOUGH	1 days
	WS	WEST SUSSEX	3 days
03	**SOUTH WEST**		
	SM	SOMERSET	1 days
04	**EAST ANGLIA**		
	CA	CAMBRIDGESHIRE	1 days
05	**EAST MIDLANDS**		
	LN	LINCOLNSHIRE	1 days
	NN	NORTH NORTHAMPTONSHIRE	2 days
	NT	NOTTINGHAMSHIRE	1 days
06	**WEST MIDLANDS**		
	WM	WEST MIDLANDS	2 days
	WO	WORCESTERSHIRE	2 days
09	**NORTH**		
	NB	NORTHUMBERLAND	1 days
10	**WALES**		
	CF	CARDIFF	1 days
11	**SCOTLAND**		
	SR	STIRLING	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:	Retail floor area
Actual Range:	900 to 1425 (units: sqm)
Range Selected by User:	649 to 1331 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/06/16 to 22/09/22

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

Selected survey days:

Monday	2 days
Tuesday	5 days
Wednesday	2 days
Thursday	6 days
Friday	2 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 undertaking using machines.

Selected Locations:

Edge of Town Centre	6
Suburban Area (PPS6 Out of Centre)	3
Edge of Town	6
Neighbourhood Centre (PPS6 Local Centre)	2

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

Selected Location Sub Categories:

Industrial Zone	3
Development Zone	1
Residential Zone	2
Retail Zone	5
Built-Up Zone	2
High Street	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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	7 days	- Selected
Servicing vehicles Excluded	10 days	- Selected

Secondary Filtering selection:

Use Class:

E(a)	17 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	5 days
15,001 to 20,000	1 days
20,001 to 25,000	2 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	1 days
25,001 to 50,000	2 days
50,001 to 75,000	2 days
75,001 to 100,000	5 days
125,001 to 250,000	3 days
250,001 to 500,000	2 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	5 days
1.1 to 1.5	12 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	17 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:

Not Known	1 days
Yes	6 days
No	10 days

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

PTAL Rating:

No PTAL Present	17 days

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

LIST OF SITES relevant to selection parameters

The 'browse and select' feature in TRICS was used to choose the sites to be included in this selected set. The TRICS user browsed the full list of sites for this land use category and selected directly from this list.

1 **CA-01-C-01** **LIDL** **CAMBRIDGESHIRE**
CROMWELL ROAD
WISBECH

Edge of Town
Retail Zone
Total Retail floor area: 913 sqm
Survey date: FRIDAY *21/10/16* *Survey Type: MANUAL*

2 **CF-01-C-01** **LIDL** **CARDIFF**
EAST TYNDALL STREET
CARDIFF

Suburban Area (PPS6 Out of Centre)
Development Zone
Total Retail floor area: 1407 sqm
Survey date: THURSDAY *29/06/17* *Survey Type: MANUAL*

3 **LN-01-C-01** **LIDL** **LINCOLNSHIRE**
RICHMOND DRIVE
SKEGNESS

Edge of Town Centre
Built-Up Zone
Total Retail floor area: 1424 sqm
Survey date: TUESDAY *19/07/16* *Survey Type: MANUAL*

4 **NB-01-C-01** **LIDL** **NORTHUMBERLAND**
SCHALKSMUHLE ROAD
BEDLINGTON

Edge of Town Centre
No Sub Category
Total Retail floor area: 1425 sqm
Survey date: MONDAY *12/06/17* *Survey Type: MANUAL*

5 **NN-01-C-02** **LIDL** **NORTH NORTHAMPTONSHIRE**
MARINERS WAY
KETTERING

Edge of Town Centre
Retail Zone
Total Retail floor area: 1375 sqm
Survey date: MONDAY *27/06/22* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

6 **NN-01-C-04** **LIDL** **NORTH NORTHAMPTONSHIRE**
NEWTON ROAD
RUSHDEN

Edge of Town Centre
Residential Zone
Total Retail floor area: 1424 sqm
Survey date: TUESDAY *19/07/16* *Survey Type: MANUAL*

7 **NT-01-C-01** **LIDL** **NOTTINGHAMSHIRE**
CHAPEL LANE
BINGHAM

Edge of Town
Industrial Zone
Total Retail floor area: 1424 sqm
Survey date: FRIDAY *15/07/16* *Survey Type: MANUAL*

8 **SM-01-C-01** **LIDL** **SOMERSET**
SEAWARD WAY
MINEHEAD

Edge of Town
No Sub Category
Total Retail floor area: 1407 sqm
Survey date: THURSDAY *22/06/17* *Survey Type: MANUAL*

9 **SO-01-C-01** **LIDL** **SLOUGH**
BATH ROAD
SLOUGH
SLOUGH RETAIL PARK
Suburban Area (PPS6 Out of Centre)
Retail Zone
Total Retail floor area: 1100 sqm
Survey date: THURSDAY *22/09/22* *Survey Type: MANUAL*

10 **SR-01-C-01** **LIDL** **STIRLING**
PLAYERS ROAD
STIRLING

Edge of Town Centre
Built-Up Zone
Total Retail floor area: 1424 sqm
Survey date: THURSDAY *01/06/17* *Survey Type: MANUAL*

11 **WM-01-C-01** **LIDL** **WEST MIDLANDS**
MACKADOWN LANE
BIRMINGHAM
KITT'S GREEN
Neighbourhood Centre (PPS6 Local Centre)
No Sub Category
Total Retail floor area: 1341 sqm
Survey date: TUESDAY *12/07/16* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

12 **WM-01-C-02** **LIDL** **WEST MIDLANDS**
HIGH STREET
WEST BROMWICH
GUNS VILLAGE
Neighbourhood Centre (PPS6 Local Centre)
High Street
Total Retail floor area: 1341 sqm
Survey date: TUESDAY *12/07/16* *Survey Type: MANUAL*

13 **WO-01-C-01** **LIDL** **WORCESTERSHIRE**
BLACKPOLE ROAD
WORCESTER
BRICKFIELDS
Edge of Town
Retail Zone
Total Retail floor area: 1424 sqm
Survey date: WEDNESDAY *13/07/16* *Survey Type: MANUAL*

14 **WO-01-C-02** **LIDL** **WORCESTERSHIRE**
WORCESTER ROAD
MALVERN

Edge of Town Centre
Residential Zone
Total Retail floor area: 900 sqm
Survey date: TUESDAY *26/06/18* *Survey Type: MANUAL*

15 **WS-01-C-03** **LIDL** **WEST SUSSEX**
SHRIPNEY ROAD
BOGNOR REGIS

Edge of Town
Industrial Zone
Total Retail floor area: 1410 sqm
Survey date: THURSDAY *23/09/21* *Survey Type: MANUAL*

16 **WS-01-C-05** **LIDL** **WEST SUSSEX**
WESTHAMPNETT ROAD
CHICHESTER

Edge of Town
Retail Zone
Total Retail floor area: 1325 sqm
Survey date: THURSDAY *08/09/22* *Survey Type: MANUAL*

17 **WS-01-C-06** **LIDL** **WEST SUSSEX**
FOUNDRY LANE
HORSHAM

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Retail floor area: 1000 sqm
Survey date: WEDNESDAY *07/09/22* *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/C - DISCOUNT FOOD STORES

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 3.16

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	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	4	1293	0.483	4	1293	0.039	4	1293	0.522
07:00 - 08:00	17	1298	0.866	17	1298	0.272	17	1298	1.138
08:00 - 09:00	17	1298	4.328	17	1298	2.864	17	1298	7.192
09:00 - 10:00	17	1298	5.833	17	1298	5.031	17	1298	10.864
10:00 - 11:00	17	1298	6.762	17	1298	6.105	17	1298	12.867
11:00 - 12:00	17	1298	7.392	17	1298	7.315	17	1298	14.707
12:00 - 13:00	17	1298	7.474	17	1298	7.551	17	1298	15.025
13:00 - 14:00	17	1298	7.342	**17**	**1298**	**7.791**	17	1298	15.133
14:00 - 15:00	**17**	**1298**	**7.873**	17	1298	7.664	**17**	**1298**	**15.537**
15:00 - 16:00	17	1298	7.515	17	1298	7.587	17	1298	15.102
16:00 - 17:00	17	1298	7.437	17	1298	7.664	17	1298	15.101
17:00 - 18:00	17	1298	7.261	17	1298	7.628	17	1298	14.889
18:00 - 19:00	17	1298	6.114	17	1298	6.649	17	1298	12.763
19:00 - 20:00	17	1298	4.541	17	1298	5.194	17	1298	9.735
20:00 - 21:00	17	1298	2.833	17	1298	3.630	17	1298	6.463
21:00 - 22:00	17	1298	1.151	17	1298	1.795	17	1298	2.946
22:00 - 23:00	16	1323	0.043	16	1323	0.369	16	1323	0.412
23:00 - 24:00									
Total Rates:			85.248			85.148			170.396

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

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

Parameter summary

Trip rate parameter range selected:	900 - 1425 (units: sqm)
Survey date date range:	01/06/16 - 22/09/22
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	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	4	1293	0.019	4	1293	0.000	4	1293	0.019
07:00 - 08:00	17	1298	0.014	17	1298	0.005	17	1298	0.019
08:00 - 09:00	17	1298	0.113	17	1298	0.073	17	1298	0.186
09:00 - 10:00	17	1298	0.104	17	1298	0.063	17	1298	0.167
10:00 - 11:00	17	1298	0.109	17	1298	0.100	17	1298	0.209
11:00 - 12:00	17	1298	0.059	17	1298	0.118	17	1298	0.177
12:00 - 13:00	17	1298	0.118	17	1298	0.086	17	1298	0.204
13:00 - 14:00	17	1298	0.104	17	1298	0.109	17	1298	0.213
14:00 - 15:00	17	1298	0.122	17	1298	0.118	17	1298	0.240
15:00 - 16:00	17	1298	0.118	17	1298	0.118	17	1298	0.236
16:00 - 17:00	**17**	**1298**	**0.136**	17	1298	0.091	17	1298	0.227
17:00 - 18:00	17	1298	0.109	**17**	**1298**	**0.177**	**17**	**1298**	**0.286**
18:00 - 19:00	17	1298	0.118	17	1298	0.095	17	1298	0.213
19:00 - 20:00	17	1298	0.059	17	1298	0.077	17	1298	0.136
20:00 - 21:00	17	1298	0.073	17	1298	0.095	17	1298	0.168
21:00 - 22:00	17	1298	0.000	17	1298	0.027	17	1298	0.027
22:00 - 23:00	16	1323	0.000	16	1323	0.005	16	1323	0.005
23:00 - 24:00									
Total Rates:			1.375			1.357			2.732

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.*

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	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	4	1293	0.213	4	1293	0.019	4	1293	0.232
07:00 - 08:00	17	1298	0.204	17	1298	0.027	17	1298	0.231
08:00 - 09:00	17	1298	1.156	17	1298	0.961	17	1298	2.117
09:00 - 10:00	17	1298	1.500	17	1298	1.360	17	1298	2.860
10:00 - 11:00	17	1298	1.736	17	1298	1.573	17	1298	3.309
11:00 - 12:00	17	1298	1.972	17	1298	1.994	17	1298	3.966
12:00 - 13:00	**17**	**1298**	**2.402**	**17**	**1298**	**2.262**	**17**	**1298**	**4.664**
13:00 - 14:00	17	1298	2.035	17	1298	2.185	17	1298	4.220
14:00 - 15:00	17	1298	1.917	17	1298	1.836	17	1298	3.753
15:00 - 16:00	17	1298	1.922	17	1298	2.012	17	1298	3.934
16:00 - 17:00	17	1298	2.126	17	1298	1.949	17	1298	4.075
17:00 - 18:00	17	1298	2.117	17	1298	1.958	17	1298	4.075
18:00 - 19:00	17	1298	1.609	17	1298	1.591	17	1298	3.200
19:00 - 20:00	17	1298	0.757	17	1298	1.129	17	1298	1.886
20:00 - 21:00	17	1298	0.848	17	1298	0.988	17	1298	1.836
21:00 - 22:00	17	1298	0.372	17	1298	0.607	17	1298	0.979
22:00 - 23:00	16	1323	0.000	16	1323	0.113	16	1323	0.113
23:00 - 24:00									
Total Rates:			22.886			22.564			45.450

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.*

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	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	4	1293	0.097	4	1293	0.000	4	1293	0.097
07:00 - 08:00	17	1298	0.095	17	1298	0.023	17	1298	0.118
08:00 - 09:00	17	1298	0.344	17	1298	0.159	17	1298	0.503
09:00 - 10:00	**17**	**1298**	**0.394**	17	1298	0.340	17	1298	0.734
10:00 - 11:00	17	1298	0.344	17	1298	0.340	17	1298	0.684
11:00 - 12:00	17	1298	0.381	**17**	**1298**	**0.358**	**17**	**1298**	**0.739**
12:00 - 13:00	17	1298	0.299	17	1298	0.317	17	1298	0.616
13:00 - 14:00	17	1298	0.344	17	1298	0.340	17	1298	0.684
14:00 - 15:00	17	1298	0.322	17	1298	0.326	17	1298	0.648
15:00 - 16:00	17	1298	0.295	17	1298	0.299	17	1298	0.594
16:00 - 17:00	17	1298	0.304	17	1298	0.295	17	1298	0.599
17:00 - 18:00	17	1298	0.236	17	1298	0.344	17	1298	0.580
18:00 - 19:00	17	1298	0.245	17	1298	0.286	17	1298	0.531
19:00 - 20:00	17	1298	0.136	17	1298	0.177	17	1298	0.313
20:00 - 21:00	17	1298	0.113	17	1298	0.122	17	1298	0.235
21:00 - 22:00	17	1298	0.045	17	1298	0.100	17	1298	0.145
22:00 - 23:00	16	1323	0.000	16	1323	0.033	16	1323	0.033
23:00 - 24:00									
Total Rates:			3.994			3.859			7.853

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.*

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : C - DISCOUNT FOOD STORES

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

03	**SOUTH WEST**		
	SM	SOMERSET	1 days
04	**EAST ANGLIA**		
	NF	NORFOLK	1 days
05	**EAST MIDLANDS**		
	LN	LINCOLNSHIRE	2 days
	NN	NORTH NORTHAMPTONSHIRE	1 days
	NT	NOTTINGHAMSHIRE	1 days
06	**WEST MIDLANDS**		
	WM	WEST MIDLANDS	2 days
	WO	WORCESTERSHIRE	1 days
08	**NORTH WEST**		
	AC	CHESHIRE WEST & CHESTER	1 days
09	**NORTH**		
	NB	NORTHUMBERLAND	1 days
10	**WALES**		
	CF	CARDIFF	1 days
11	**SCOTLAND**		
	SR	STIRLING	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:	Retail floor area
Actual Range:	1235 to 1690 (units: sqm)
Range Selected by User:	649 to 1331 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/06/16 to 22/09/22

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	12 days
Sunday	1 days

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

Selected survey types:

Manual count	13 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	5
Suburban Area (PPS6 Out of Centre)	2
Edge of Town	3
Neighbourhood Centre (PPS6 Local Centre)	3

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
Development Zone	1
Residential Zone	1
Retail Zone	2
Built-Up Zone	2
High Street	1
No Sub Category	5

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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	5 days - Selected
Servicing vehicles Excluded	8 days - Selected

Secondary Filtering selection:

Use Class:

E(a)	13 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	2 days
10,001 to 15,000	4 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	3 days
50,001 to 100,000	1 days

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

Population within 5 miles:

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

0.5 or Less	1 days
0.6 to 1.0	3 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.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	13 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:

Not Known	1 days
Yes	3 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	13 days

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

LIST OF SITES relevant to selection parameters

The 'browse and select' feature in TRICS was used to choose the sites to be included in this selected set. The TRICS user browsed the full list of sites for this land use category and selected directly from this list.

1 **AC-01-C-02** **LIDL** **CHESHIRE WEST & CHESTER**
CHESTER WAY
NORTHWICH

Edge of Town Centre
Retail Zone
Total Retail floor area: 1350 sqm
Survey date: SUNDAY *09/06/19* *Survey Type: MANUAL*

2 **CF-01-C-01** **LIDL** **CARDIFF**
EAST TYNDALL STREET
CARDIFF

Suburban Area (PPS6 Out of Centre)
Development Zone
Total Retail floor area: 1407 sqm
Survey date: SATURDAY *01/07/17* *Survey Type: MANUAL*

3 **LN-01-C-01** **LIDL** **LINCOLNSHIRE**
RICHMOND DRIVE
SKEGNESS

Edge of Town Centre
Built-Up Zone
Total Retail floor area: 1424 sqm
Survey date: SATURDAY *16/07/16* *Survey Type: MANUAL*

4 **LN-01-C-02** **LIDL** **LINCOLNSHIRE**
DIXON STREET
LINCOLN
NEW BOULTHAM
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Retail floor area: 1235 sqm
Survey date: SATURDAY *28/10/17* *Survey Type: MANUAL*

5 **NB-01-C-01** **LIDL** **NORTHUMBERLAND**
SCHALKSMUHLE ROAD
BEDLINGTON

Edge of Town Centre
No Sub Category
Total Retail floor area: 1425 sqm
Survey date: SATURDAY *10/06/17* *Survey Type: MANUAL*

6 **NF-01-C-02** **LIDL** **NORFOLK**
AYLSHAM ROAD
NORWICH

Neighbourhood Centre (PPS6 Local Centre)
No Sub Category
Total Retail floor area: 1690 sqm
Survey date: SATURDAY *10/09/22* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

7 **NN-01-C-04** **LIDL** **NORTH NORTHAMPTONSHIRE**
NEWTON ROAD
RUSHDEN

Edge of Town Centre
Residential Zone
Total Retail floor area: 1424 sqm
Survey date: SATURDAY *16/07/16* *Survey Type: MANUAL*

8 **NT-01-C-01** **LIDL** **NOTTINGHAMSHIRE**
CHAPEL LANE
BINGHAM

Edge of Town
Industrial Zone
Total Retail floor area: 1424 sqm
Survey date: SATURDAY *16/07/16* *Survey Type: MANUAL*

9 **SM-01-C-01** **LIDL** **SOMERSET**
SEAWARD WAY
MINEHEAD

Edge of Town
No Sub Category
Total Retail floor area: 1407 sqm
Survey date: SATURDAY *24/06/17* *Survey Type: MANUAL*

10 **SR-01-C-01** **LIDL** **STIRLING**
PLAYERS ROAD
STIRLING

Edge of Town Centre
Built-Up Zone
Total Retail floor area: 1424 sqm
Survey date: SATURDAY *03/06/17* *Survey Type: MANUAL*

11 **WM-01-C-01** **LIDL** **WEST MIDLANDS**
MACKADOWN LANE
BIRMINGHAM
KITT'S GREEN
Neighbourhood Centre (PPS6 Local Centre)
No Sub Category
Total Retail floor area: 1341 sqm
Survey date: SATURDAY *09/07/16* *Survey Type: MANUAL*

12 **WM-01-C-02** **LIDL** **WEST MIDLANDS**
HIGH STREET
WEST BROMWICH
GUNS VILLAGE
Neighbourhood Centre (PPS6 Local Centre)
High Street
Total Retail floor area: 1341 sqm
Survey date: SATURDAY *09/07/16* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

13 WO-01-C-01 LIDL WORCESTERSHIRE
BLACKPOLE ROAD
WORCESTER
BRICKFIELDS
Edge of Town
Retail Zone
Total Retail floor area: 1424 sqm
Survey date: SATURDAY 16/07/16 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/C - DISCOUNT FOOD STORES

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 3.21

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	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	2	1424	0.386	2	1424	0.140	2	1424	0.526
07:00 - 08:00	12	1414	0.849	12	1414	0.183	12	1414	1.032
08:00 - 09:00	12	1414	4.226	12	1414	3.024	12	1414	7.250
09:00 - 10:00	13	1409	6.126	13	1409	5.192	13	1409	11.318
10:00 - 11:00	13	1409	8.654	13	1409	7.403	13	1409	16.057
11:00 - 12:00	**13**	**1409**	**10.559**	13	1409	9.838	13	1409	20.397
12:00 - 13:00	13	1409	9.997	**13**	**1409**	**10.936**	**13**	**1409**	**20.933**
13:00 - 14:00	13	1409	9.975	13	1409	9.489	13	1409	19.464
14:00 - 15:00	13	1409	8.850	13	1409	9.030	13	1409	17.880
15:00 - 16:00	13	1409	8.173	13	1409	8.741	13	1409	16.914
16:00 - 17:00	12	1414	7.851	12	1414	8.334	12	1414	16.185
17:00 - 18:00	12	1414	6.737	12	1414	6.890	12	1414	13.627
18:00 - 19:00	12	1414	4.627	12	1414	5.818	12	1414	10.445
19:00 - 20:00	12	1414	3.436	12	1414	4.250	12	1414	7.686
20:00 - 21:00	12	1414	1.975	12	1414	2.334	12	1414	4.309
21:00 - 22:00	12	1414	0.984	12	1414	1.497	12	1414	2.481
22:00 - 23:00	12	1414	0.059	12	1414	0.312	12	1414	0.371
23:00 - 24:00									
Total Rates:			93.464			93.411			186.875

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

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

Parameter summary

Trip rate parameter range selected:	1235 - 1690 (units: sqm)
Survey date date range:	01/06/16 - 22/09/22
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	12
Number of Sundays:	1
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	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	2	1424	0.035	2	1424	0.000	2	1424	0.035
07:00 - 08:00	12	1414	0.041	12	1414	0.012	12	1414	0.053
08:00 - 09:00	12	1414	0.083	12	1414	0.065	12	1414	0.148
09:00 - 10:00	13	1409	0.104	13	1409	0.109	13	1409	0.213
10:00 - 11:00	13	1409	0.169	13	1409	0.082	13	1409	0.251
11:00 - 12:00	13	1409	0.180	13	1409	0.158	13	1409	0.338
12:00 - 13:00	13	1409	0.142	13	1409	0.136	13	1409	0.278
13:00 - 14:00	**13**	**1409**	**0.207**	13	1409	0.142	**13**	**1409**	**0.349**
14:00 - 15:00	13	1409	0.142	13	1409	0.175	13	1409	0.317
15:00 - 16:00	13	1409	0.136	13	1409	0.104	13	1409	0.240
16:00 - 17:00	12	1414	0.141	12	1414	0.195	12	1414	0.336
17:00 - 18:00	12	1414	0.130	**12**	**1414**	**0.206**	12	1414	0.336
18:00 - 19:00	12	1414	0.136	12	1414	0.147	12	1414	0.283
19:00 - 20:00	12	1414	0.130	12	1414	0.130	12	1414	0.260
20:00 - 21:00	12	1414	0.106	12	1414	0.112	12	1414	0.218
21:00 - 22:00	12	1414	0.035	12	1414	0.088	12	1414	0.123
22:00 - 23:00	12	1414	0.000	12	1414	0.012	12	1414	0.012
23:00 - 24:00									
Total Rates:			1.917			1.873			3.790

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.*

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	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	2	1424	0.562	2	1424	0.000	2	1424	0.562
07:00 - 08:00	12	1414	0.265	12	1414	0.083	12	1414	0.348
08:00 - 09:00	12	1414	0.961	12	1414	0.825	12	1414	1.786
09:00 - 10:00	13	1409	0.988	13	1409	1.103	13	1409	2.091
10:00 - 11:00	13	1409	1.676	13	1409	1.376	13	1409	3.052
11:00 - 12:00	13	1409	2.086	13	1409	2.189	13	1409	4.275
12:00 - 13:00	13	1409	2.888	13	1409	2.653	13	1409	5.541
13:00 - 14:00	13	1409	2.976	13	1409	2.713	13	1409	5.689
14:00 - 15:00	13	1409	2.948	13	1409	3.030	**13**	**1409**	**5.978**
15:00 - 16:00	13	1409	2.566	**13**	**1409**	**3.068**	13	1409	5.634
16:00 - 17:00	**12**	**1414**	**2.994**	12	1414	2.870	12	1414	5.864
17:00 - 18:00	12	1414	2.812	12	1414	2.646	12	1414	5.458
18:00 - 19:00	12	1414	2.570	12	1414	2.145	12	1414	4.715
19:00 - 20:00	12	1414	1.444	12	1414	1.821	12	1414	3.265
20:00 - 21:00	12	1414	1.379	12	1414	1.580	12	1414	2.959
21:00 - 22:00	12	1414	0.631	12	1414	0.825	12	1414	1.456
22:00 - 23:00	12	1414	0.065	12	1414	0.230	12	1414	0.295
23:00 - 24:00									
Total Rates:			29.811			29.157			58.968

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.*

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	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	2	1424	0.105	2	1424	0.035	2	1424	0.140
07:00 - 08:00	12	1414	0.094	12	1414	0.047	12	1414	0.141
08:00 - 09:00	12	1414	0.324	12	1414	0.224	12	1414	0.548
09:00 - 10:00	13	1409	0.366	13	1409	0.349	13	1409	0.715
10:00 - 11:00	13	1409	0.371	13	1409	0.289	13	1409	0.660
11:00 - 12:00	13	1409	0.377	13	1409	0.311	13	1409	0.688
12:00 - 13:00	13	1409	0.388	13	1409	0.322	13	1409	0.710
13:00 - 14:00	13	1409	0.349	13	1409	0.295	13	1409	0.644
14:00 - 15:00	**13**	**1409**	**0.399**	13	1409	0.360	**13**	**1409**	**0.759**
15:00 - 16:00	13	1409	0.322	13	1409	0.333	13	1409	0.655
16:00 - 17:00	12	1414	0.283	**12**	**1414**	**0.365**	12	1414	0.648
17:00 - 18:00	12	1414	0.242	12	1414	0.324	12	1414	0.566
18:00 - 19:00	12	1414	0.259	12	1414	0.259	12	1414	0.518
19:00 - 20:00	12	1414	0.141	12	1414	0.271	12	1414	0.412
20:00 - 21:00	12	1414	0.083	12	1414	0.153	12	1414	0.236
21:00 - 22:00	12	1414	0.041	12	1414	0.083	12	1414	0.124
22:00 - 23:00	12	1414	0.006	12	1414	0.035	12	1414	0.041
23:00 - 24:00									
Total Rates:			4.150			4.055			8.205

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.*