

TRANSPORT & ACCESSIBILITY PLANNING

Arnold Clark Automobiles Limited
Proposed Car Showroom
Knowsley, Merseyside
Transport Statement

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Arnold Clark Automobiles Limited Proposed Car Showroom Knowsley, Merseyside Transport Statement

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1. INTRODUCTION

Overview

- 1.1 BWB Consulting (BWB) has been instructed by Arnold Clark Automobiles Limited (the Client) to provide highways and transport advice to support a planning application for a proposed car showroom development on land north of Knowsley Lane (B5194) in the Metropolitan Borough of Knowsley.
- 1.2 The Government's sustainability objectives are embodied within paragraph 117 of The National Planning Policy Framework (NPPF – updated December 2024) which states that “development should:
 - a) *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
 - b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
 - c) *create places that are safe, secure, and attractive – which minimise the scope for conflicts between pedestrians, cyclists, and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
 - d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
 - e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible, and convenient locations”.*
- 1.3 Furthermore, paragraph 118 of the NPPF goes on to state that “all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored”.
- 1.4 This Transport Statement (TS) has been produced in accordance with the advice contained in the NPPF. It considers the potential highways and transport impact of the proposals on the safety of the highway network in the vicinity of the site, both active and shared travel movements, and as well as development generated person trips.

Planning Background

- 1.5 Outline planning permission for this plot of land was granted in 2020 under the planning reference 20/00376/OUT. As part of this approval, the principle of development for this plot was established. The outline permission specifically allowed for up to 26,350 sqm of employment floor space (Use Class B1b/B1c) as part of phase two of the wider development, of which the parcel of land subject to this planning application forms part of.
- 1.6 Building on the above outline permission secured, a reserved matters application 23/01429/REM secured planning permission for 14,777sqm of B1b/B1c permission on the section of the wider site that sits to the north of the internal spine road. This leaves 11,573sqm of B1b/B1c permission remaining.
- 1.7 It is noted that the Transport Assessment that supported the outline permission (document reference 368468 1 C) concluded that, aside from the construction of the vehicular site accesses and the internal spine road, no further off-site highways mitigation was required.
- 1.8 The vehicle access has since been constructed as part of the permission that support the development of the ancillary land use to the east (drive thru, petrol station).
- 1.9 The section of the spine road the routes along the northern boundary of the site in question was approved under reserved matters application 22/00157/REM, and has been built out.

Report Scope

- 1.10 This TS has been prepared in accordance with guidance provided by the Department for Transport (DfT) on 'Travel Plans, Transport Assessments and Statements' (2014). Following this introductory chapter, the remainder of the TS is structured as follows:
 - **Section 2: Baseline Conditions** – discusses the existing site, local highway network and Personal Injury Collision (PIC) data in the site vicinity;
 - **Section 3: Site Accessibility Review** – describes the accessibility of the site by sustainable modes of travel;
 - **Section 4: Proposed Development** – provides details of the proposed development, access arrangements, parking provision and how the site will be serviced;
 - **Section 5: Trip Generation and Highway Impact** – quantifies the estimated vehicular trip generation of the development proposals; and
 - **Section 6: Summary and Conclusions** – summarises the findings of the report and offers conclusions in relation to the proposed development impact.
- 1.11 This TS should be read in conjunction with a Framework Travel Plan (FTP) (ACK-BWB-GEN-RP-TR-0002) which has also been prepared for future staff of the proposed development to support the planning application process.

2. BASELINE CONDITIONS

Site Location

- 2.1 The development site is located roughly in the centre of the Metropolitan Borough of Knowsley, to the south of Knowsley village. It is situated close to the towns of Huyton and Prescott, which are approximately 1.5km south and 1.8km east of the site respectively.
- 2.2 **Figure 1** below displays the indicative location of the proposed development within the context of the surrounding area.

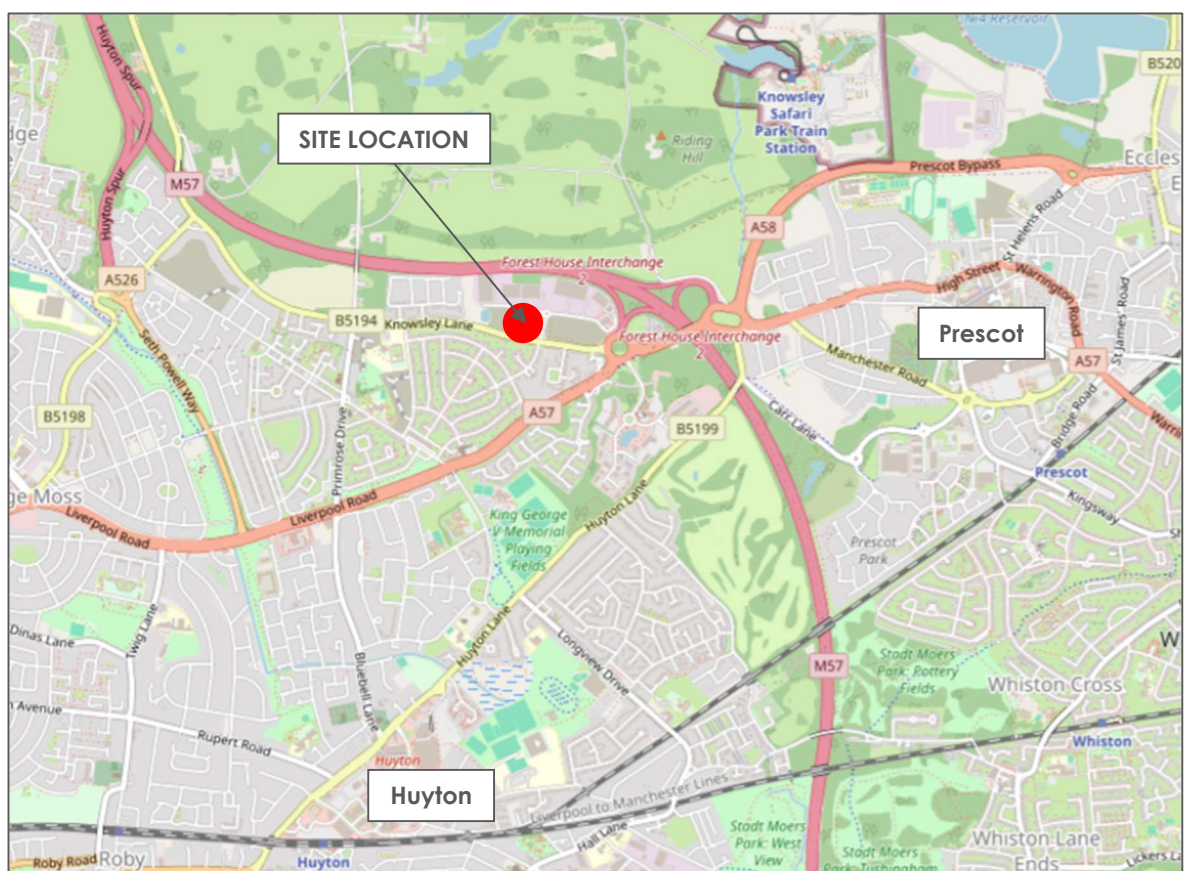


Figure 1: Site Location

- 2.3 The site is greenfield, and it has been historically used for grazing. The wider area is predominantly characterised by residential development, with a mixture of semi-detached and terraced dwellings running along the southern side of Knowsley Lane and a cluster of detached houses situated west of the site.

Local Highway Network

- 2.4 The development site is on land north of Knowsley Lane. This road forms the B5194, and it is a two-way, single carriageway road which is subject to a 30mph speed limit in the vicinity of the site. It runs from Junction 2 of the M57, which is known as Forest House Interchange, northwest towards Knowsley village.
- 2.5 Arley Drive runs along the site's eastern boundary. It is a short, two-way road which measures approximately 80m in length and 8.5m wide, and runs in a north to south vertical alignment. At its northern end, it forms a roundabout with a private road which runs east to provide access to Earlsfield Services only.
- 2.6 A private road along site's northern boundary to support development proposals / ongoing development.
- 2.7 At its southern end, Arley Drive forms a signal-controlled crossroads junction with the Knowsley Lane (B5194), which forms the western and eastern arms, and Radway Road, which forms the southern arm. Each arm of this junction has two entry lanes, except for Radway Road.
- 2.8 Approximately 200m east of the Arley Drive / Radway Road junction, Knowsley Lane (B5194) forms part of Junction 2 of the M57 (Forest House Interchange). This high-capacity junction is formed of two roundabouts either side of the M57, and it links Knowsley Lane with both directions of the M57, Liverpool Road (A57), the A58 and a number of minor roads.
- 2.9 A detailed plan of the local highway network is shown in **Figure 2**.



Figure 2: Local Highway Network

Personal Injury Collisions

- 2.10 Personal Injury Collision (PIC) data was obtained from CrashMap for the study area which includes the Knowsley Lane (B5194) / Arley Drive / Radway Road junction and the western roundabout of Junction 2 of the M57 (Forest House Interchange). The data covers the most recently available five-year period between 2019 and 2023, and the locations of the collisions are shown in **Figure 3**.

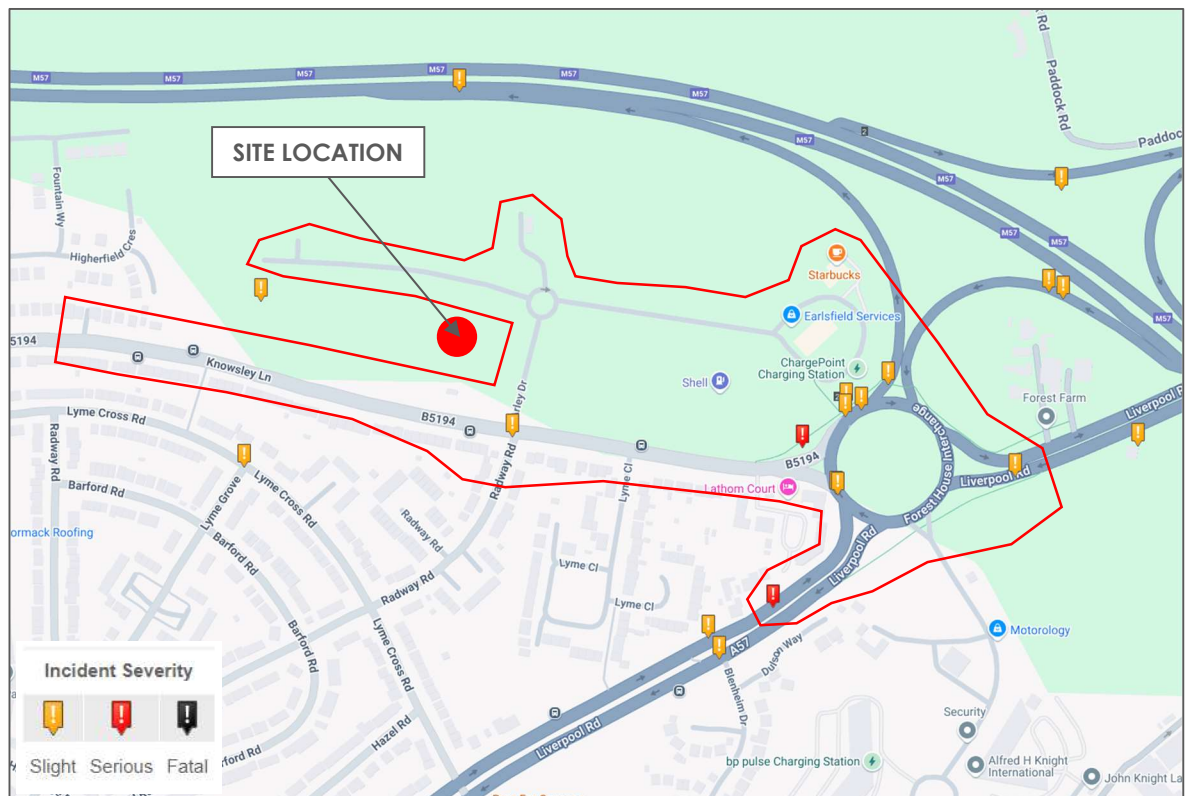


Figure 3: Recorded Collision Locations

- 2.11 The data recorded ten collisions in the study area over the five years examined. Eight of the collisions were recorded as resulting in slight injury, with the other two recorded as resulting in serious injuries.
- 2.12 The details of the 10 recorded PICs have been summarised below.
- i. PIC 1 – Sunday 30th August 2020 at 1330 hours. A collision occurred when vehicle one was changing lanes to the right and hit into the central crash barriers. The weather was dry and the collision occurred during the hours of daylight. The collision resulted in slight injuries.
 - ii. PIC 2 – Friday 25th June at 0830 hours. A collision occurred when vehicle one was waiting to proceed but was held up and collided with vehicle two who was waiting to proceed but was also held up. The weather was wet, and damp and the collision occurred during the hours of daylight. The collision resulted in slight injuries.
 - iii. PIC 3 – Wednesday 30th March at 1410 hours. A collision occurred when vehicle one was proceed normally not at an bend and vehicle two was moving off causing a collision. The weather was wet, and damp and the collision occurred during the hours of daylight. The collision resulted in serious injuries.
 - iv. Pic 4 – Saturday 4th June at 0145 hours. A collision occurred when a motorcycle was proceeding normally along the road. The weather was fine and dry, the collision occurred during the hours of darkness. The collision resulted in serious injuries.
 - v. Pic 5 - Friday 2nd September at 1800 hours. A collision occurred when vehicle one was changing lanes while vehicle two was proceeding normally causing a collision.

The weather was fine, dry and the collision occurred during the hours of daylight. The collision resulted in slight injuries.

- vi. PIC 6 – Tuesday 11th July at 1650 hours. A collision occurred when vehicle one was turning right while vehicle two was proceeding normally causing a collision. The weather was wet, damp and the collision occurred during the hours of daylight. The collision resulted in slight injuries.
- vii. PIC 7 – Thursday 20th July at 2110 hours. A collision occurred when vehicle one was changing lanes to the left while vehicle two was proceeding normally causing a collision. The weather was fine, dry and the collision occurred during the hours of darkness. The collision resulted in slight injuries.
- viii. PIC 8 - Thursday 10th January at 1345 hours. A collision occurred when vehicle one was proceeding normally along the carriageway and collides with vehicle two a motorcyclist. The weather was wet, damp and the collision occurred during the hours of daylight. The collision resulted in slight injuries.
- ix. PIC 9 – Wednesday 14th October at 1000 hours. A collision occurred when vehicle one was proceeding normally along the carriageway and collides with a parked vehicle which collided with another parked vehicle. The weather was Fine, dry and the collision occurred during the hours of daylight. The collision resulted in slight injuries.
- x. Pic 10 – Wednesday 8th May 1410 hours. A collision occurred when vehicle one was proceeding normally along the carriageway and collides with vehicle two a car who was also proceeding normally along the carriageway. The weather was fine, dry and the collision occurred during the hours of daylight. The collision resulted in slight injuries.

3. SITE ACCESSIBILITY REVIEW

Introduction

- 3.1 Contemporary local and national transport policy states that new developments should be focused on locations which are, or can be made, sustainable.
- 3.2 Providing travel choice is policy compliant and essential in today's modern and dynamic society. This focus maximises social inclusion, minimises the number of single car occupancy private car trips, limits the need to travel, helps reduce congestion and helps to improve air quality and health.

Active Travel Catchments and Infrastructure

Walking

- 3.3 The CIHT Planning for Walking (2015) document states that walking neighbourhoods are typically characterised as having a range of facilities within a 10-minute walk or around 800m. Furthermore, the Guidelines for Providing for Journeys on Foot (GPJF) document describes acceptable walking distances for pedestrians without mobility impairment and suggests that the maximum walking distance for commuting is approximately 2km.
- 3.4 Using this guidance, **Figure 4** illustrates the aforementioned walking distances to / from the development site.

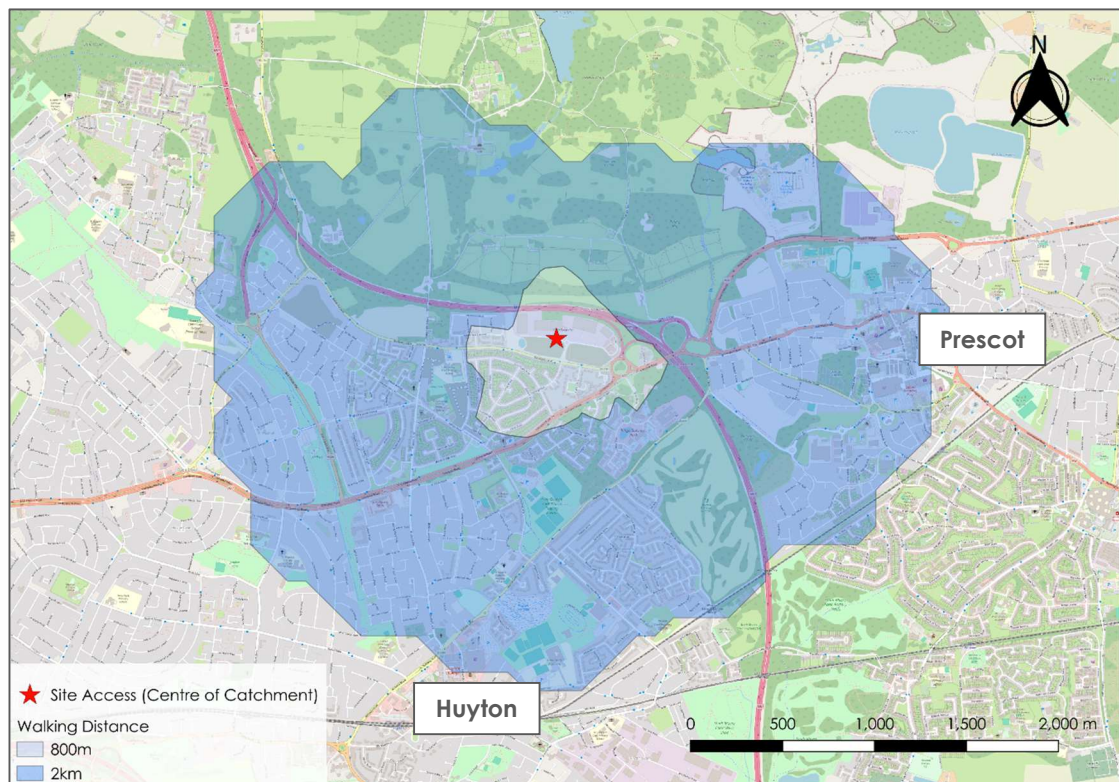


Figure 4: Pedestrian Catchment

- 3.5 It can be seen in **Figure 4** that the suburbs of both Huyton and Prescott are included within the maximum walking distance.
- 3.6 The site is embedded within an established urban area, and benefits from a highly accessible network of existing pedestrian infrastructure. Street lit footways are provided along both sides of Arley Drive and the section of Knowsley lane (B5194) in the vicinity of the site.
- 3.7 To support crossing movements, puffin crossings are provided over each arm of the Knowsley Lane (B5194) / Arley Drive / Radway Road junction except for the Arley Drive arm which comprises a staggered toucan crossing. Each crossing is supported by dropped kerbs and tactile paving, with refuge islands also provided in the middle of every arm of the junction except for Radford Road.

Cycling

- 3.8 Cycling is an effective mode for short trips up to 5km, and a catchment of this distance represents a journey time of 20 minutes using a leisurely cycle speed of 10mph (16kph).
- 3.9 Using this guidance, **Figure 5** illustrates the aforementioned cycling distances to / from the development site.

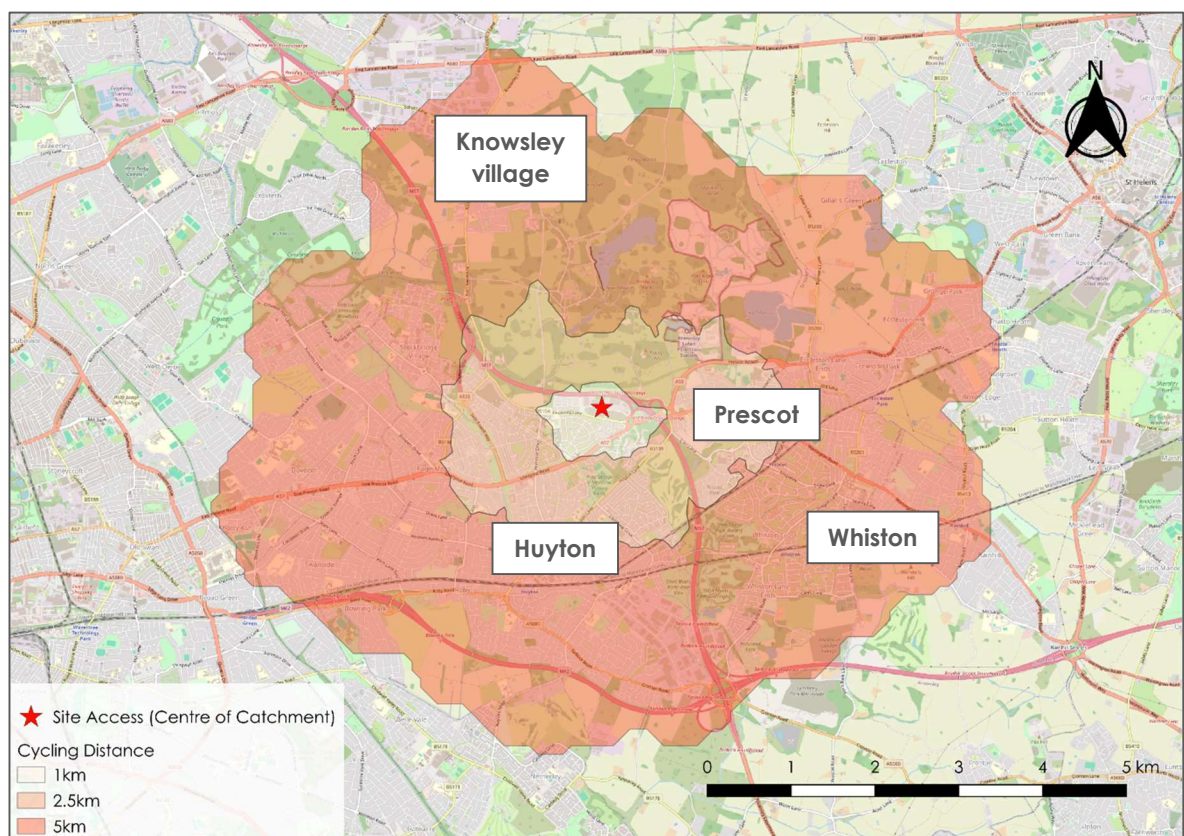


Figure 5: Cyclist Catchment

- 3.10 It can be seen in **Figure 5** that all of Huyton and Prescott are included within the maximum cycling distance, as well as Knowsley village and the town of Whiston.

- 3.11 An excerpt of a walking and cycling map, produced by Merseytravel in coordination with Knowsley Council, for the area in the vicinity of the site is provided in **Figure 6**.

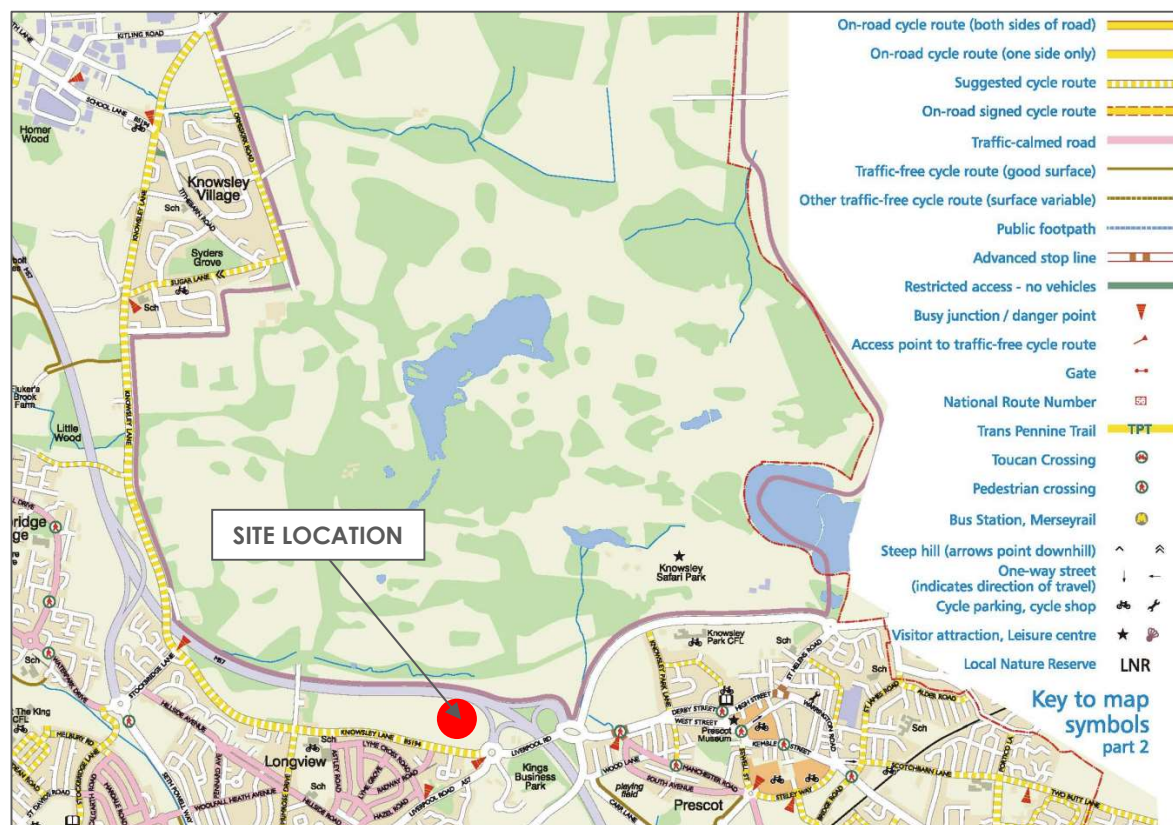


Figure 6: Active Travel Infrastructure

- 3.12 As illustrated in **Figure 6**, Knowsley Lane (B5194) forms a suggested cycle route from Junction 2 of the M57 (Forest House Interchange) west and then north to Knowsley village. Radway Road, and the highway network in its vicinity, are shown to be traffic-calmed roads which therefore support safe cyclist movements.

Shared Travel Provision and Infrastructure

- 3.13 The nearest, frequently served bus stops to the site are located on Knowsley Lane (B5194). The eastbound stop is off-carriageway and situated 100m east of the Arley Drive / Radford Road junction, and comprises a flag post, seating and timetabling information. The westbound stop is on-carriageway and situated 80m west of the same aforementioned junction, and comprises bus box markings, a flag post and timetabling information.
- 3.14 **Table 1** sets out a summary of the weekday and weekend bus service provision available from the aforementioned bus stops.

Table 1: Summary of Bus Services

Service Number	Route	Hourly Frequency					
		Weekday				Saturday Daytime	Sunday Daytime
		AM (08:00 – 09:00)	Daytime	PM (17:00- 18:00)	Evening		
289	St Helens to Kirkby, via Prescot	-	-	-	-	1	-
297	St Helens to Kirkby, via Prescot	1	1	1	-	-	-

- 3.15 There is a moderate level of bus service in the area, with key routes including the 289 and 297 providing connectivity on weekdays and Saturdays respectively. There is no bus coverage from the stops nearest the site on Sundays.
- 3.16 The available bus services provide access to nearby destinations including Prescot, and destinations further afield such as Kirkby and St Helens where connections for broader travel options can be found.
- 3.17 The nearest railway station to the site is Prescot, which is situated approximately 2.5km to the east. The station is served by Northern services only, with around three trains per hour operating in each direction during weekday daytime hours providing access to nearby destinations such as Huyton and Eccleston Park, and destinations further afield such as Liverpool Lime Street and St Helens.
- 3.18 There are ample opportunities for intermodal trips by rail, as Prescot Railway Station is situated comfortably within an acceptable cycling distance of the site. A total of 10 cycle parking spaces are provided at the station, or alternatively a limited number of bicycles can be stored on Northern services. Additionally, the station has step-free access to all platforms.

Multi-Modal Accessibility

- 3.19 Accounting for the above information on active and shared travel modes, **Figure 7** and **Figure 8** illustrate the multi-modal accessibility of the site in the traditional weekday morning (08:00-09:00) and evening (17:00-18:00) peak hours respectively. The data shown accounts for interchanges between different modes, journey times and timetabling.

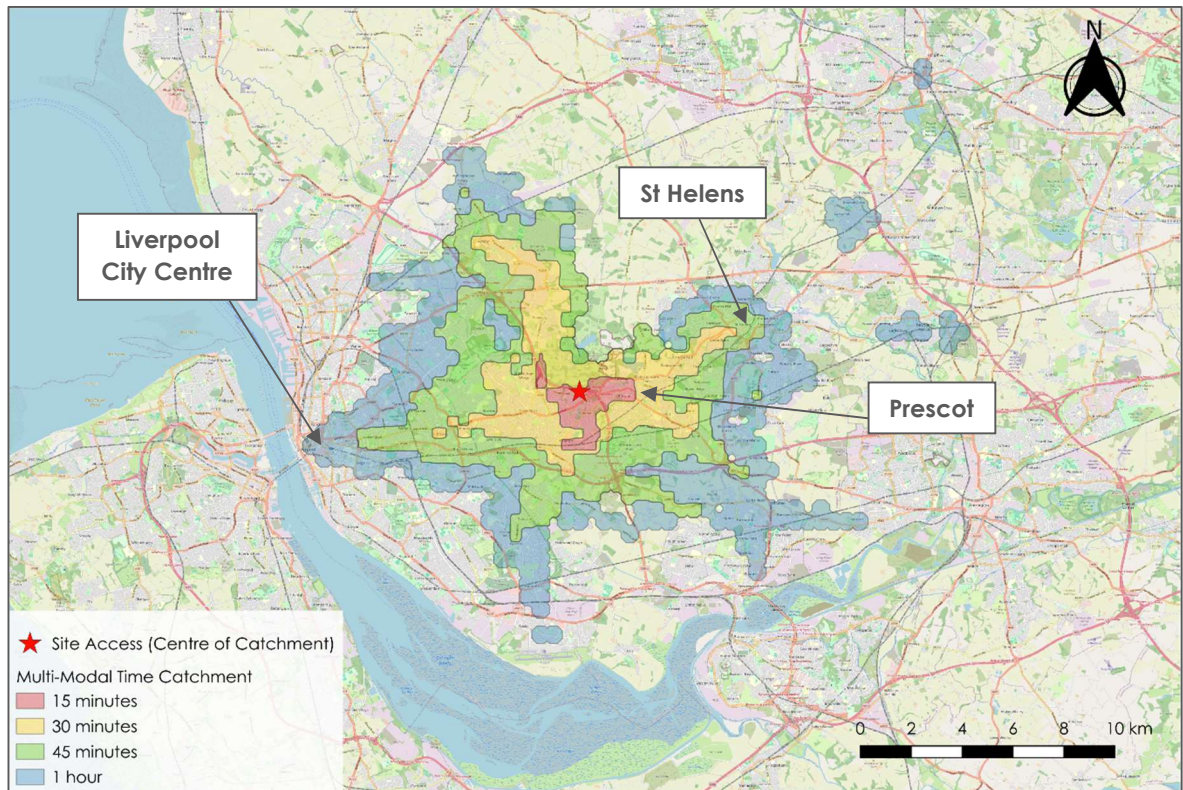


Figure 7: Multi-Modal Accessibility Weekday AM

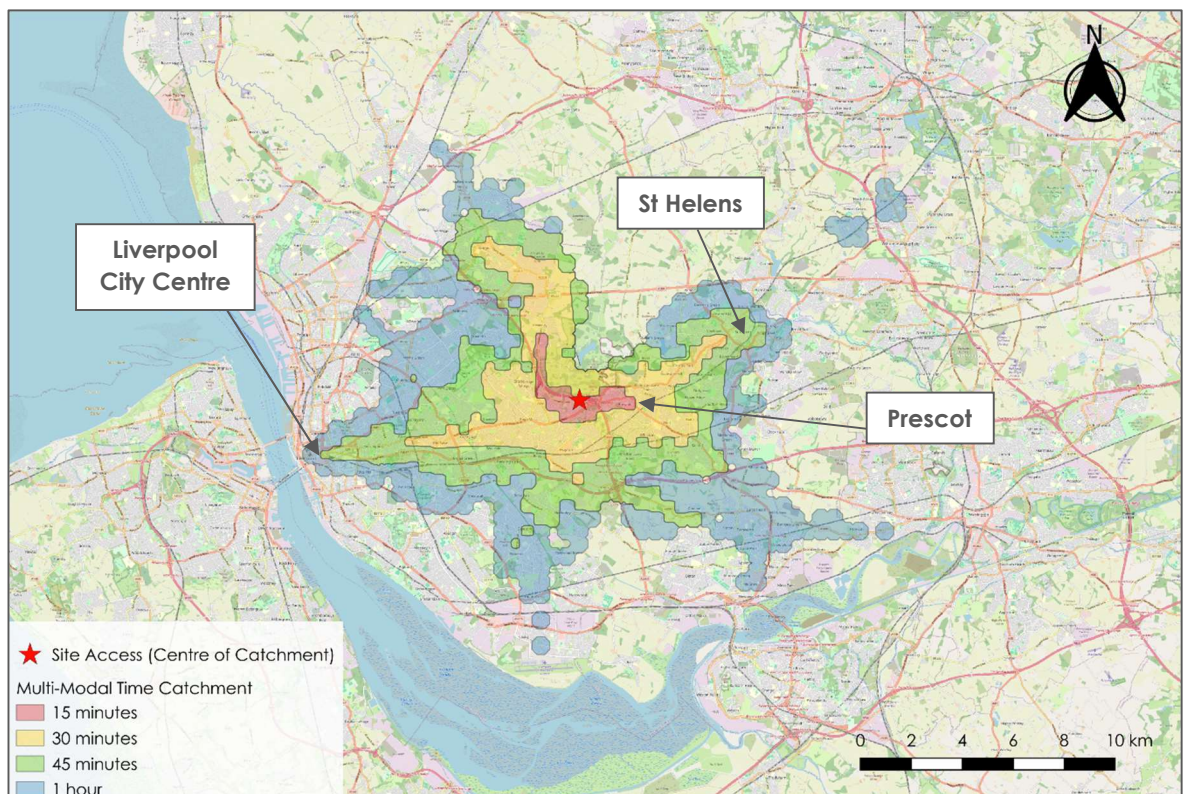


Figure 8: Multi-Modal Accessibility Weekday PM

- 3.20 As shown in **Figure 7** and **Figure 8**, there are a wide range of destinations which are located within an hour of the site by using a combination of travel modes. The majority of Liverpool is situated within an hour's catchment of the site, and key local destinations such as Prescot and St Helens are accessible within 30 minutes and 45 minutes respectively.

4. PROPOSED DEVELOPMENT

Overview

- 4.1 The development proposals comprise a new 1,304sqm purpose-built car showroom. The proposed site consists of the main building and areas for a workshop, Valet and Car Washing.
- 4.2 Internal vehicle circulation areas will be provided throughout the site to facilitate access to the car showroom as well as a number of car parking areas for customers and vehicle display.

Access Strategy

- 4.3 The site will be accessed from the proposed road on its northern boundary, approximately 80m west of the roundabout with Arley Drive and Earlsfield services access road.
- 4.4 At the bellmouth of the access, there is ample space for a car turning left and a car turning right to wait alongside one another. The access arrangement is subject to the S278 detailed design stage however 2.4m x 43m visibility splays (30mph speed limit requirement) will be achievable given the distance from the roundabout to the east (80m) and the large area of verge proposed between the carriageway edge and the proposed site fence, therefore the proposed principle of the main vehicular access is considered appropriate.
- 4.5 Pedestrians and cyclists will be able to access the eastern side of the hub via the vehicular access from the proposed road.

Parking Provision

- 4.6 The following parking provision is proposed:
- A total of 26 customer car parking spaces:
 - 17 standard car parking spaces;
 - 2 disabled parking spaces; and
 - 7 electric vehicle charging points (EVCPs);
 - 139 Vehicle Display/ Demo spaces;
 - 284 Compound and Staff parking spaces;
 - 8 cycle parking spaces.
- 4.7 The proposed development complies with Knowsley Council's parking standards for sui generis land use, which allow for a maximum of 1 parking space per 50 sqm of internal showroom space. With a total floor area of 1,304 sqm, this equates to a maximum allowance of 26 parking spaces. The development proposes 26 parking spaces, remaining within this threshold.

Servicing Strategy

- 4.8 The development proposal includes a dedicated service access point, situated about 40 meters west of the main site access and egress point, designed to accommodate refuse and delivery vehicles entering the compound area. As illustrated in **Appendix 1**, a swept path analysis of a HGV entering the site is illustrated, demonstrating that the proposed service access and internal layout can comfortably accommodate the required manoeuvres. All vehicles will leave the site in a forward gear.
- 4.9 The analysis confirms that the service access is appropriately designed and fully suitable for use by HGVs, ensuring minimal disruption to general site operations and maintaining safe segregation between service vehicles and other users of the site.

5. TRIP GENERATION & HIGHWAY IMPACT

Overview

- 5.1 This section quantifies the trip generation associated with the car showroom use of the site during the traditional weekday morning and evening peak hours of the local highway network and observed weekend peak hours.
- 5.2 In order to calculate trip rates and provide an indication of potential arrivals and departures for the proposed development, the industry standard TRICS database version 7.11.4 has been interrogated to identify sites of a similar nature to the proposed development.
- 5.3 Sites in Greater London, Republic of Ireland and Northern Ireland were excluded and the following criteria was applied to the TRICS category "14- Car Show Rooms: A - Car Show Rooms":
- Weekday
 - 22 Surveys used;
 - Floorspace actual range – 143 to 4660 sqm;
 - Date range – 01/01/10 to 25/03/24; and
 - Suburban area, Edge of Town and Neighbourhood Centre locations.
 - Saturday
 - 2 Surveys used;
 - Floorspace actual range – 284 to 322 sqm;
 - Date range – 01/01/10 to 25/03/24; and
 - Edge of Town and Neighbourhood centre locations.
 - Sunday
 - 2 Surveys used;
 - Floorspace actual range – 322 to 480 sqm;
 - Date range – 01/01/10 to 25/03/24; and
 - Edge of Town and Suburban Area locations.

Total Vehicle Trips

- 5.4 From the TRICS outputs, the 08:00 to 09:00 and 17:00 to 18:00 average weekday peak hour vehicle trips rates and total vehicle trip generation for the site is presented in **Table 2** below, based on a total floor area of 1,304 sqm. Corresponding data for observed peak hours on Saturday and Sunday are provided in **Table 3** and **Table 4**, respectively.

Table 2: Average Weekday Vehicle Trip Rates and Total Vehicle Trip Generation

Weekday						
Time Period	Trip Rates (per 100 sqm)			Trip Generation		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
08:00-09:00	1.186	0.500	1.686	15	7	22
17:00-18:00	0.416	0.846	1.262	5	11	16

Table 3: Saturday Vehicle Trip Rates and Total Vehicle Trip Generation

Saturday						
Time Period	Trip Rates (per 100 sqm)			Trip Generation		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
12:00-13:00	1.815	2.310	4.125	24	30	54

Table 4: Sunday Vehicle Trip Rates and Total Vehicle Trip Generation

Sunday						
Time Period	Trip Rates (per 100 sqm)			Trip generation		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
14:00-15:00	1.496	1.995	3.491	20	26	46

- 5.5 As shown, it is estimated that the site would generate 22 two-way vehicle movements during the weekday morning peak hour and 16 during the evening peak hour. These figures increase to 54 movements during the peak hour on Saturdays and 46 on Sundays, but they remain relatively low overall.
- 5.6 While census data is commonly used for multi-modal trip generation, it is not suitable in this case due to the high volume of trips expected to be made by visitors. Nevertheless, it is acknowledged that a small proportion of trips will be undertaken using sustainable modes of transport. As part of the Travel Plan process, surveys will be conducted to determine a more accurate and context-specific modal split, that will be then used as a baseline for target modal shifts.

Highway impact

- 5.7 As mentioned previously, the site sits within the area that was subject to an outline permission secured in 2020 for 26,350sqm of employment (B1b/B1c) land use.
- 5.8 Subsequently, reserved matters permission for 14,777sqm of employment land use was secured for the section of the wider site situated to the north of the internal spine road, leaving 11,573sqm of B1b/B1c permission remaining.

- 5.9 Based on the trip rates set out in Mott Macdonald's TA that supported the outline application (reference: 368468 1 C), 11,573sqm of B1b/B1c permission equates to the following vehicle trips in the AM and PM peak.
- AM Peak 2-Way trip rate (B1c land use Cars & OGVs): 1.198. Trip generation - 139 trips.
 - PM Peak 2-Way trip rate (B1c land use Cars & OGVs): 0.956. Trip generation - 111 trips.
- 5.10 The above shows that across the remainder of the wider site parcel (of which this site sits within, there are 139 and 111 2-way AM and PM peak trips remaining in the envelope (when using the B1c trip rates). The proposed development trips fall way short of the above envelope.
- 5.11 Notwithstanding the low number of trips generated by the proposed development in the AM and PM peaks, the trips fall within the wider site envelope, of which no off-site mitigation was deemed required for the wider site trip generation.

6. SUMMARY AND CONCLUSIONS

- 6.1 BWB Consulting (BWB) has been instructed by Arnold Clark Automobiles Limited (the Client) to provide highways and transport advice to support a planning application for a proposed car showroom development on land north of Knowsley Lane (B5194) in the Metropolitan Borough of Knowsley, Merseyside.
- 6.2 A review of the local highway network around the site has confirmed the network in the vicinity of the site generally operate efficiently in the peak hours with limited queuing and delay, and a review of collision data has demonstrated that there are no underlying safety issues.
- 6.3 With regard to sustainable travel, it is anticipated that most trips to the site will be made by private vehicle, given its use as a car showroom. However, the proposed development is considered to be well-situated to support sustainable travel options, providing opportunities to encourage the use of alternative modes of transport other than private cars.
- 6.4 Subject to the S278 detailed design process, the principle of vehicle access into the proposed development is deemed appropriate, with appropriate visibility splays being achievable and appropriate junction radii provided to accommodate the relevant vehicle sizes.
- 6.5 The proposed development complies with Knowsley Council's parking standards for sui generis land use, which allow for a maximum of 1 parking space per 50 sqm of internal showroom space. With a total floor area of 1,304 sqm, this equates to a maximum allowance of 26 parking spaces. The development proposes 26 parking spaces, remaining within this threshold.
- 6.6 The trip generation exercise has shown that the proposed Sui Generis use of the site would have minimal impact on the operation of the surrounding highway network. The total number of vehicle trips generated during both peak hours is expected to be low and would not significantly affect traffic flow in the area.
- 6.7 Notwithstanding the above, the principle of development on the parcel of land this application is subject to was established as part of planning permission 18/00062/HYB for B1 Land use, and the development trips generated by this development sit within the trip envelope generated by the wider site permission, of which no mitigation was confirmed as required.
- 6.8 Consequently, under the guidelines set out in the National Planning Policy Framework, the proposals represent sustainable development and should be acceptable in highways terms.

APPENDICES

Appendix 1: Site Layout Plan



BIN STORE
2200mm high timber/galvanised steel enclosed lockable bin store



CYCLE STORAGE
Covered steel/GRP cycle store with sheffield style cycle hoops



FIXED SECURITY BOLLARDS
750mm high fixed bollard, finish to be galvanised steel



HEAVY DUTY MANUAL SWING ARM BARRIER
Finish to be galvanised steel



BOUNDARY SECURITY FENCE
2.4m Paladin mesh fence panels, colour to be black RAL 9005



USED VEHICLE DISPLAY
Tarmac finish, colour to be black



PAVING
Paving around showroom to be 200x100mm natural black pavers



VEHICLE CIRCULATION AREAS
Tarmac finish, colour to be black



CUSTOMER PARKING SPACES
Tarmac finish, colour to be black



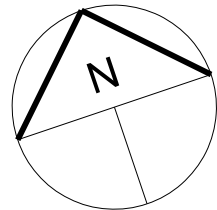
COMPOUND/STAFF PARKING SPACES
Tarmac finish, colour to be black



SOFT LANDSCAPED AREAS
New turf and planting

EXTERNAL FLOOR AREAS	
Main Building	1,240sqm
Wash	64sqm
Total Area	1,304sqm

PARKING SPACES	
Customer Parking	17 Spaces
Accessible Parking	2 Spaces
Customer EV Parking	7 Spaces
Vehicle Display / Demo	139 Spaces
Compound Parking	280 Spaces
Compound EV Parking	4 Spaces
Total Spaces	449 Spaces
Cycle Spaces	8 Spaces



0m 10m 20m 30m 40m

P3	Motorcycle parking added	PM	29.05.25
P2	Do not scale reference removed	LOG	21/05/25
P1	PLANNING ISSUE 1	LOG	29/04/25
2	INFORMATION ISSUE	PM	23.09.24
1	INFORMATION ISSUE	CS	14.08.24
No		Prep	Date

All given dimensions are in millimetres
Architect to be notified of discrepancies in figured dimensions
Contractors must check all dimensions from site
This drawing is copyright and is for use on this site only

Project
**ACA New Concept
Knowsley Lane Liverpool**

Title
Proposed Site Plan

Job No.
6171

Drawing No.
101

Amendment:
P1 P2 P3

Status
PLANNING

Auth LOG
Date April 2025

TAYLORDESIGN
architects

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Harding House, Station Road, Widneslow, Cheshire SK9 1BU
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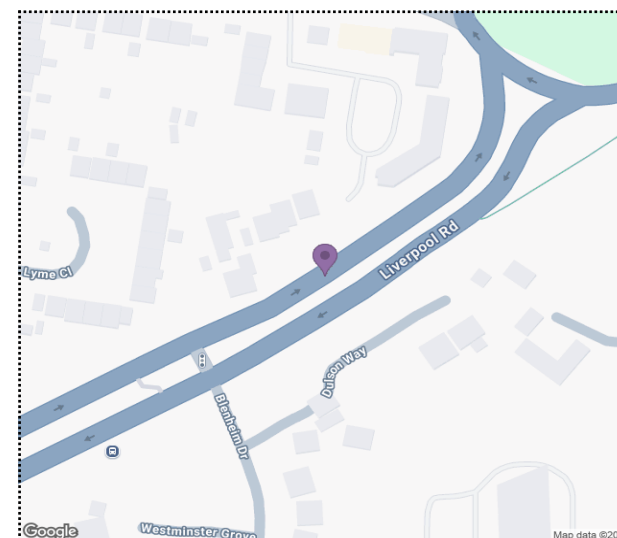
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Appendix 2: Crashmaps Output



Validated Data

Crash Date:	Saturday, June 4, 2022	Time of Crash:	01:45:00	Crash Reference:	2022052201347
Highest Injury Severity:	Serious	Road Number:	A57	Casualties:	1
Highway Authority:	Knowsley			Vehicles:	1
Local Authority:	Knowsley			OS Grid Reference:	345150 392478
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Saturday, June 4, 2022

Time of Crash: 01:45:00

Crash Reference: 2022052201347

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 125cc and up to 500cc (2005 onwards)	20	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date: Friday, September 2, 2022

Time of Crash: 18:00:00

Crash Reference: 2022052202172

Highest Injury Severity: Slight

Road Number: B5194

Casualties: 2

Highway Authority: Knowsley

Vehicles: 2

Local Authority: Knowsley

OS Grid Reference: 345214 392648

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Daylight: regardless of presence of streetlights

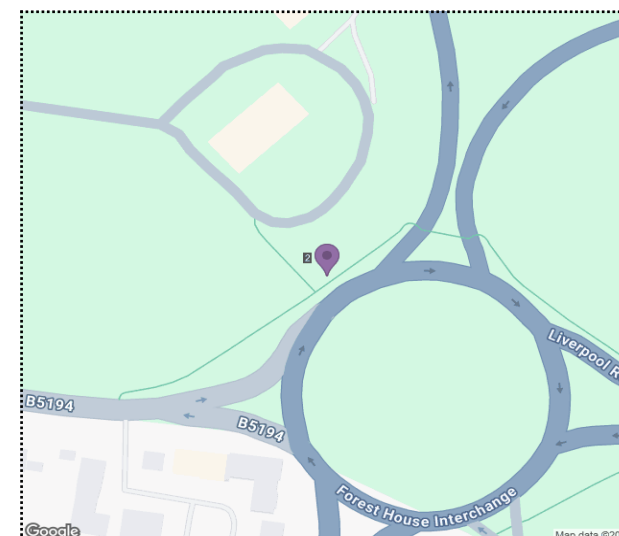
Carriageway Hazards: None

Junction Detail: Roundabout

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Friday, September 2, 2022

Time of Crash:

18:00:00

Crash Reference: 2022052202172

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes maximum gross weight (mgw) and under	7	Male	21 - 25	Vehicle is changing lane to the left	Nearside	Commuting to/from work	None	None
2	Car (excluding private hire cars 2005 onwards)	0	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Male	16 - 20	Unknown or other	Unknown or other

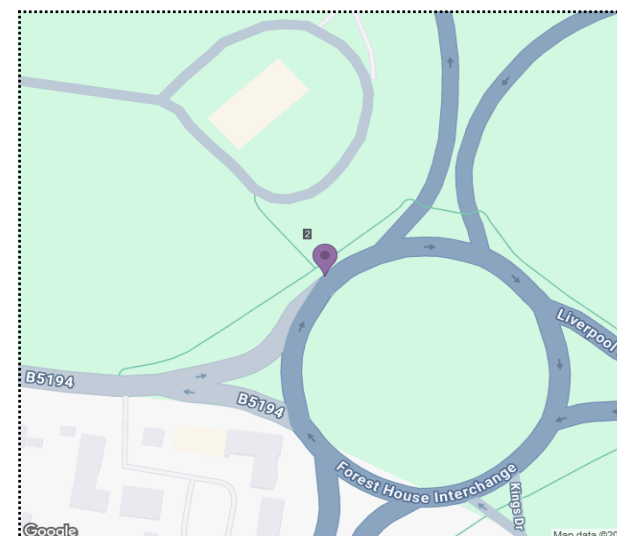
For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:	Friday, June 25, 2021	Time of Crash:	13:30:00	Crash Reference:	2021052101413
Highest Injury Severity:	Slight	Road Number:	B5194	Casualties:	1
Highway Authority:	Knowsley	Vehicles:	2	OS Grid Reference:	345213 392637
Local Authority:	Knowsley				
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Friday, June 25, 2021

Time of Crash: 13:30:00

Crash Reference: 2021052101413

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	-1	Male	26 - 35	Vehicle is waiting to proceed normally but is held up	Front	Unknown	None	None
2	Van or goods vehicle 3.5 tonnes maximum gross weight (mgw) and under	0	Female	21 - 25	Vehicle is waiting to proceed normally but is held up	Back	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	21 - 25	Unknown or other	Unknown or other

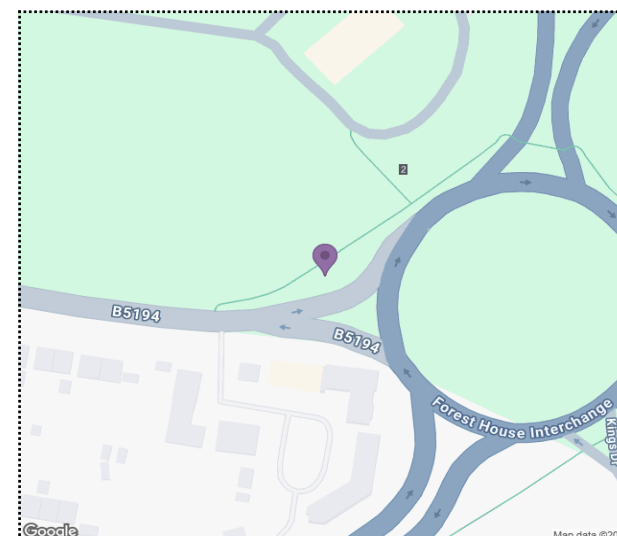
For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:	Wednesday, March 30, 2022	Time of Crash:	14:10:00	Crash Reference:	2022052200820
Highest Injury Severity:	Serious	Road Number:	B5194	Casualties:	1
Highway Authority:	Knowsley	Vehicles:	2	OS Grid Reference:	345177 392613
Local Authority:	Knowsley				
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Wednesday, March 30, 2022

Time of Crash: 14:10:00

Crash Reference: 2022052200820

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	-1	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Motorcycle A over 50cc and up to 125cc (1999 onwards)	1	Male	26 - 35	Vehicle is moving off	Back	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date: Tuesday, July 11, 2023

Time of Crash: 16:50:00

Crash Reference: 2023052301666

Highest Injury Severity: Slight

Road Number: B5194

Casualties: 2

Highway Authority: Knowsley

Vehicles: 2

Local Authority: Knowsley

OS Grid Reference: 344931 392625

Weather Description: Other

Road Surface Description: Wet or Damp

Speed Limit: 30

Light Conditions: Daylight: regardless of presence of streetlights

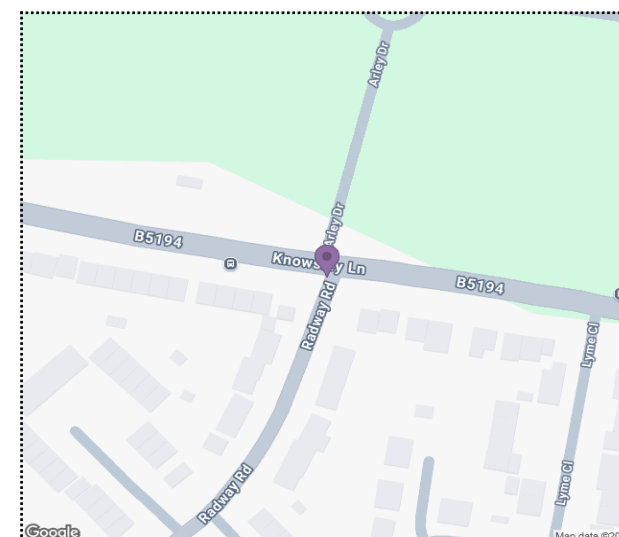
Carriageway Hazards: None

Junction Detail: Multiple junction

Junction Pedestrian Crossing: Pedestrian phase at traffic signal junction

Road Type: Single carriageway

Junction Control: Auto traffic signal



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Tuesday, July 11, 2023

Time of Crash: 16:50:00

Crash Reference: 2023052301666

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	8	Unknown	21 - 25	Vehicle is in the act of turning right	Front	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	6	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Male	6 - 10	Unknown or other	Unknown or other

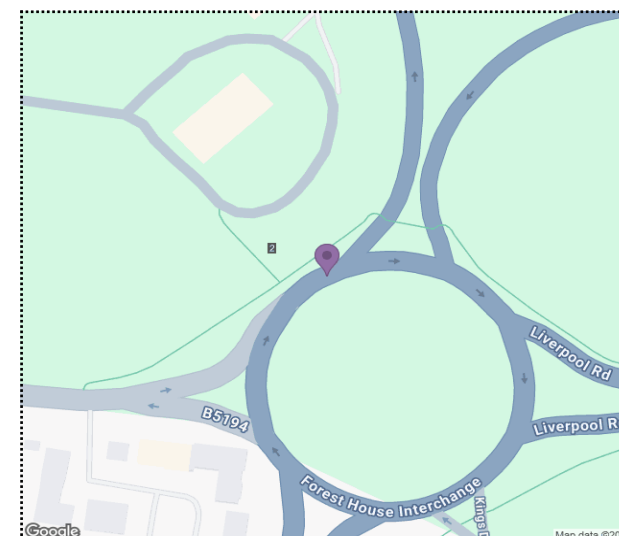
For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:	Thursday, July 20, 2023	Time of Crash:	21:10:00	Crash Reference:	2023052301730
Highest Injury Severity:	Slight	Road Number:	B5194	Casualties:	1
Highway Authority:	Knowsley	Vehicles:	2	OS Grid Reference:	345227 392644
Local Authority:	Knowsley				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Thursday, July 20, 2023

Time of Crash: 21:10:00

Crash Reference: 2023052301730

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	-1	Male	36 - 45	Vehicle is changing lane to the left	Front	Journey as part of work	None	None
2	Car (excluding private hire cars 2005 onwards)	4	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

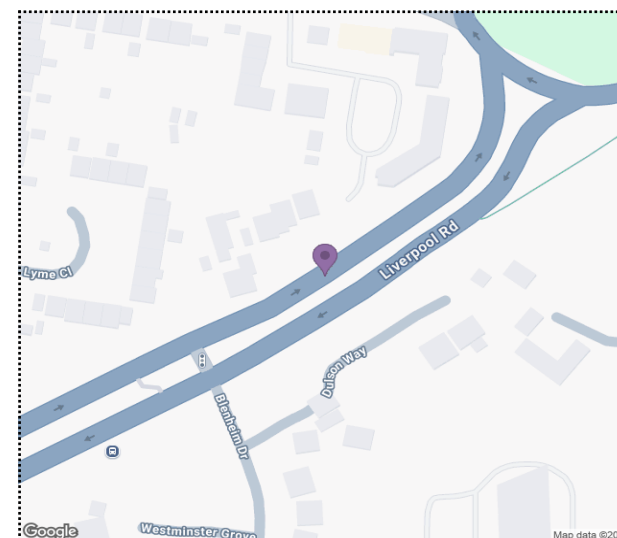
For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:	Saturday, June 4, 2022	Time of Crash:	01:45:00	Crash Reference:	2022052201347
Highest Injury Severity:	Serious	Road Number:	A57	Casualties:	1
Highway Authority:	Knowsley			Vehicles:	1
Local Authority:	Knowsley			OS Grid Reference:	345150 392478
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Saturday, June 4, 2022

Time of Crash: 01:45:00

Crash Reference: 2022052201347

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 125cc and up to 500cc (2005 onwards)	20	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date: Friday, September 2, 2022

Time of Crash: 18:00:00

Crash Reference: 2022052202172

Highest Injury Severity: Slight

Road Number: B5194

Casualties: 2

Highway Authority: Knowsley

Vehicles: 2

Local Authority: Knowsley

OS Grid Reference: 345214 392648

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Daylight: regardless of presence of streetlights

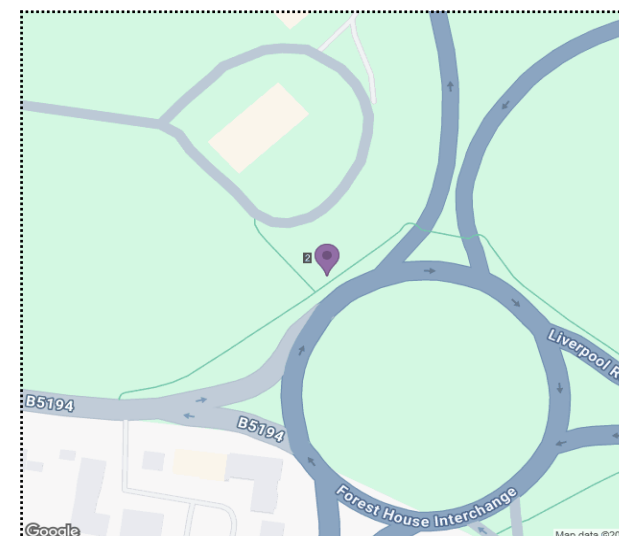
Carriageway Hazards: None

Junction Detail: Roundabout

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Friday, September 2, 2022

Time of Crash: 18:00:00

Crash Reference: 2022052202172

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes maximum gross weight (mgw) and under	7	Male	21 - 25	Vehicle is changing lane to the left	Nearside	Commuting to/from work	None	None
2	Car (excluding private hire cars 2005 onwards)	0	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Male	16 - 20	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date: Tuesday, July 11, 2023

Time of Crash: 16:50:00

Crash Reference: 2023052301666

Highest Injury Severity: Slight

Road Number: B5194

Casualties: 2

Highway Authority: Knowsley

Vehicles: 2

Local Authority: Knowsley

OS Grid Reference: 344931 392625

Weather Description: Other

Road Surface Description: Wet or Damp

Speed Limit: 30

Light Conditions: Daylight: regardless of presence of streetlights

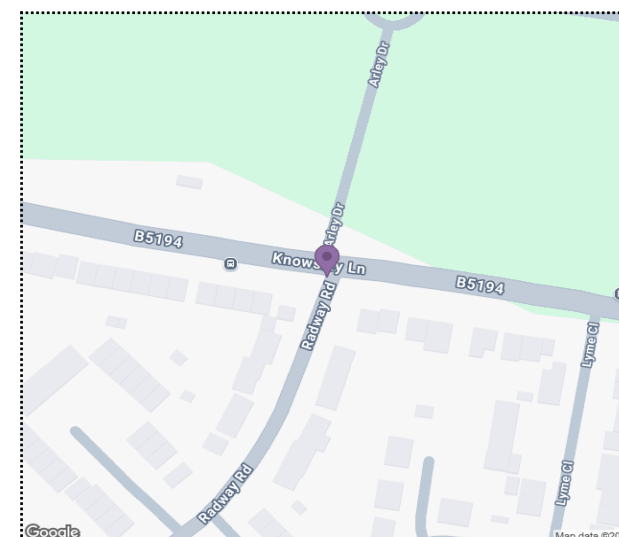
Carriageway Hazards: None

Junction Detail: Multiple junction

Junction Pedestrian Crossing: Pedestrian phase at traffic signal junction

Road Type: Single carriageway

Junction Control: Auto traffic signal



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Tuesday, July 11, 2023

Time of Crash: 16:50:00

Crash Reference: 2023052301666

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	8	Unknown	21 - 25	Vehicle is in the act of turning right	Front	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	6	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Male	6 - 10	Unknown or other	Unknown or other

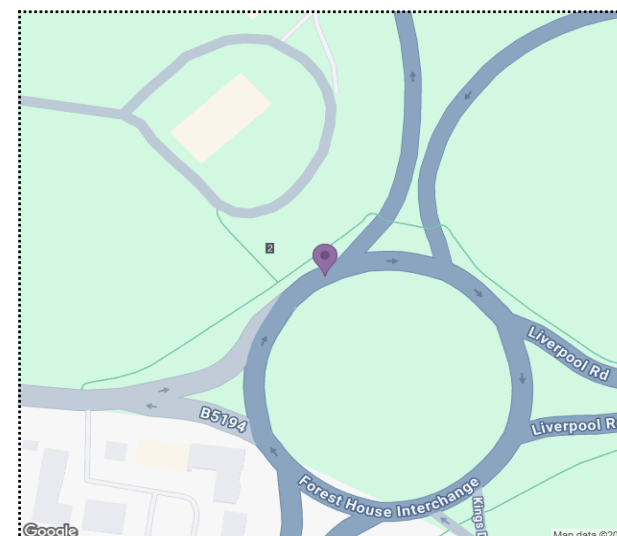
For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:	Thursday, July 20, 2023	Time of Crash:	21:10:00	Crash Reference:	2023052301730
Highest Injury Severity:	Slight	Road Number:	B5194	Casualties:	1
Highway Authority:	Knowsley	Vehicles:	2	OS Grid Reference:	345227 392644
Local Authority:	Knowsley				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Thursday, July 20, 2023

Time of Crash: 21:10:00

Crash Reference: 2023052301730

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	-1	Male	36 - 45	Vehicle is changing lane to the left	Front	Journey as part of work	None	None
2	Car (excluding private hire cars 2005 onwards)	4	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

Appendix 3: TRICS Output

Calculation Reference: AUDIT-714101-250108-0117

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	2 days
	SO SLOUGH	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	SD SWINDON	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
	LN LINCOLNSHIRE	2 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	DR DONCASTER	1 days
	KS KIRKLEES	1 days
	LS LEEDS	1 days
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
09	NORTH	
	FU WESTMORLAND & FURNESS	1 days
	TW TYNE & WEAR	2 days
11	SCOTLAND	
	GC GLASGOW CITY	1 days
	HI HIGHLAND	1 days
	SB SCOTTISH BORDERS	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 143 to 4660 (units: sqm)
Range Selected by User: 45 to 5000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 25/03/24

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 5 days
Tuesday 4 days
Wednesday 4 days
Thursday 2 days
Friday 7 days

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

Selected survey types:
Manual count 22 days
Directional ATC Count 0 days

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

Selected Locations:
Suburban Area (PPS6 Out of Centre) 8
Edge of Town 11
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 9
Commercial Zone 4
Development Zone 2
Residential Zone 3
Retail Zone 1
Village 1
No Sub Category 2

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

Inclusion of Servicing Vehicles Counts:
Servicing vehicles Included 1 days - Selected
Servicing vehicles Excluded 21 days - Selected

Secondary Filtering selection:

Use Class:
Sui Generis 22 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	2 days
5,001 to 10,000	4 days
10,001 to 15,000	2 days
15,001 to 20,000	3 days
20,001 to 25,000	6 days
25,001 to 50,000	5 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	4 days
100,001 to 125,000	1 days
125,001 to 250,000	8 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	7 days
1.1 to 1.5	15 days

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

Travel Plan:

No	22 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	22 days
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This data displays the number of selected surveys with PTAL Ratings.

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LIST OF SITES relevant to selection parameters

1	AC-14-A-01 STADIUM WAY CHESTER SEALAND IND. ESTATE Edge of Town Industrial Zone Total Gross floor area: Survey date: WEDNESDAY	EVANS HALSHAW FORD 1050 sqm 12/11/14	CESHIRE WEST & CHESTER Survey Type: MANUAL
2	CA-14-A-03 STUKELEY MEADOWS HUNTINGDON Suburban Area (PPS6 Out of Centre) Commercial Zone Total Gross floor area: Survey date: FRIDAY	FORD 1608 sqm 21/10/11	CAMBRIDGESHIRE Survey Type: MANUAL
3	CA-14-A-04 BARNWELL ROAD CAMBRIDGE Edge of Town Commercial Zone Total Gross floor area: Survey date: THURSDAY	MERCEDES BENZ 3400 sqm 11/10/12	CAMBRIDGESHIRE Survey Type: MANUAL
4	DR-14-A-01 MIDDLE BANK DONCASTER HYDE PARK Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: Survey date: FRIDAY	HYUNDAI 500 sqm 21/12/12	DONCASTER Survey Type: MANUAL
5	EX-14-A-02 BRAINTREE ROAD BRAINTREE Edge of Town Development Zone Total Gross floor area: Survey date: FRIDAY	KIA 1275 sqm 08/07/16	ESSEX Survey Type: MANUAL
6	EX-14-A-03 BAYNES PLACE CHELMSFORD Suburban Area (PPS6 Out of Centre) Commercial Zone Total Gross floor area: Survey date: MONDAY	VOLVO 1212 sqm 25/03/24	ESSEX Survey Type: MANUAL
7	FU-14-A-02 GILWILLY ROAD PENRITH GILWILLY IND. ESTATE Edge of Town Industrial Zone Total Gross floor area: Survey date: WEDNESDAY	PEUGEOT 500 sqm 11/06/14	WESTMORLAND & FURNESS Survey Type: MANUAL
8	GC-14-A-01 MARYHILL ROAD GLASGOW Neighbourhood Centre (PPS6 Local Centre) No Sub Category Total Gross floor area: Survey date: MONDAY	LAND ROVER 4660 sqm 25/11/19	GLASGOW CITY Survey Type: MANUAL

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LIST OF SITES relevant to selection parameters (Cont.)

9	HI-14-A-01	VOLKSWAGEN	HIGHLAND
	ARDGOUR ROAD		
	FORT WILLIAM		
	BANAVIE		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	525 sqm	
	Survey date: TUESDAY	17/06/14	Survey Type: MANUAL
10	KS-14-A-03	PEUGEOT	KIRKLEES
	LEEDS ROAD		
	NEAR DEWSBURY		
	WOODKIRK		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Gross floor area:	1122 sqm	
	Survey date: THURSDAY	15/09/16	Survey Type: MANUAL
11	LE-14-A-05	HONDA	LEICESTERSHIRE
	45-49 COVENTRY ROAD		
	LEICESTER		
	NARBOROUGH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1300 sqm	
	Survey date: TUESDAY	04/11/14	Survey Type: MANUAL
12	LN-14-A-01	HONDA	LINCOLNSHIRE
	TOLLEMACHE ROAD		
	GRANTHAM		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	1350 sqm	
	Survey date: MONDAY	15/11/10	Survey Type: MANUAL
13	LN-14-A-03	CAR SHOW ROOM	LINCOLNSHIRE
	SOUTH PARK AVENUE		
	LINCOLN		
	CANWICK HILL		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	143 sqm	
	Survey date: FRIDAY	28/06/19	Survey Type: MANUAL
14	LS-14-A-01	VOLKSWAGEN	LEEDS
	ELLAND ROAD		
	LEEDS		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	3324 sqm	
	Survey date: TUESDAY	24/09/13	Survey Type: MANUAL
15	NY-14-A-04	LAND ROVER	NORTH YORKSHIRE
	HUTTON BANK		
	RIPON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	2160 sqm	
	Survey date: MONDAY	23/09/13	Survey Type: MANUAL
16	SB-14-A-01	VOLVO	SCOTTISH BORDERS
	MELROSE ROAD		
	GALASHIELS		
	EASTER LANGLEE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1275 sqm	
	Survey date: TUESDAY	25/04/23	Survey Type: MANUAL

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LIST OF SITES relevant to selection parameters (Cont.)

17	SD-14-A-01	MERCEDES BENZ	SWINDON
	GREAT WESTERN WAY		
	SWINDON		
	Suburban Area (PPS6 Out of Centre)		
	Retail Zone		
	Total Gross floor area:	3250 sqm	
	Survey date: WEDNESDAY	21/09/16	Survey Type: MANUAL
18	SO-14-A-01	JAGUAR LAND ROVER	SLOUGH
	LEIGH ROAD		
	SLOUGH		
	SLOUGH TRADING ESTATE		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	3772 sqm	
	Survey date: MONDAY	09/07/18	Survey Type: MANUAL
19	TW-14-A-02	RENAULT	TYNE & WEAR
	STONEYGATE CLOSE		
	GATESHEAD		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	2200 sqm	
	Survey date: FRIDAY	04/10/13	Survey Type: MANUAL
20	TW-14-A-03	CAR SHOW ROOM	TYNE & WEAR
	SOUTHWICK ROAD		
	SUNDERLAND		
	MONKWEARMOUTH		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total Gross floor area:	282 sqm	
	Survey date: WEDNESDAY	05/04/17	Survey Type: MANUAL
21	WO-14-A-01	HONDA	WORCESTERSHIRE
	BROMYARD ROAD		
	WORCESTER		
	HENWICK		
	Neighbourhood Centre (PPS6 Local Centre)		
	No Sub Category		
	Total Gross floor area:	655 sqm	
	Survey date: FRIDAY	23/05/14	Survey Type: MANUAL
22	WS-14-A-03	FORD	WEST SUSSEX
	BROUGHAM ROAD		
	WORTHING		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	1450 sqm	
	Survey date: FRIDAY	17/10/14	Survey Type: MANUAL

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

BWB CONSULTING STATION STREET NOTTINGHAM

Licence No: 714101

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

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	1350	0.000	1	1350	0.000	1	1350	0.000
07:00 - 08:00	16	2052	0.618	16	2052	0.091	16	2052	0.709
08:00 - 09:00	22	1682	1.186	22	1682	0.500	22	1682	1.686
09:00 - 10:00	22	1682	0.875	22	1682	0.765	22	1682	1.640
10:00 - 11:00	22	1682	0.775	22	1682	0.632	22	1682	1.407
11:00 - 12:00	22	1682	0.727	22	1682	0.719	22	1682	1.446
12:00 - 13:00	22	1682	0.746	22	1682	0.732	22	1682	1.478
13:00 - 14:00	22	1682	0.711	22	1682	0.681	22	1682	1.392
14:00 - 15:00	22	1682	0.648	22	1682	0.775	22	1682	1.423
15:00 - 16:00	22	1682	0.578	22	1682	0.735	22	1682	1.313
16:00 - 17:00	22	1682	0.624	22	1682	0.843	22	1682	1.467
17:00 - 18:00	22	1682	0.416	22	1682	0.846	22	1682	1.262
18:00 - 19:00	19	1887	0.106	19	1887	0.611	19	1887	0.717
19:00 - 20:00	4	2809	0.000	4	2809	0.267	4	2809	0.267
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			8.010			8.197			16.207

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

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

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Parameter summary

Trip rate parameter range selected: 143 - 4660 (units: sqm)
 Survey date range: 01/01/10 - 25/03/24
 Number of weekdays (Monday-Friday): 22
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

Calculation Reference: AUDIT-714101-250108-0126

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	KC KENT	1 days
03	SOUTH WEST	
	TB TORBAY	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 284 to 322 (units: sqm)
Range Selected by User: 45 to 5000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 25/03/24

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 2 days

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

Selected survey types:

Manual count 2 days
Directional ATC Count 0 days

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

Selected Locations:

Edge of Town 1
Neighbourhood Centre (PPS6 Local Centre) 1

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

Selected Location Sub Categories:

High Street 1
No Sub Category 1

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

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

Sui Generis 2 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

Population within 1 mile:

15,001 to 20,000 1 days
20,001 to 25,000 1 days

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

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Secondary Filtering selection (Cont.):

Population within 5 miles:

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:

1.1 to 1.5	2 days
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This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	2 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	2 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	KC-14-A-03	ŠKODA	KENT
	RENNIE DRIVE		
	DARTFORD		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	322 sqm	
	Survey date: SATURDAY	11/11/23	Survey Type: MANUAL
2	TB-14-A-01	SECOND-HAND CAR SALES	TORBAY
	TORQUAY ROAD		
	PAIGNTON		
	Neighbourhood Centre (PPS6 Local Centre)		
	High Street		
	Total Gross floor area:	284 sqm	
	Survey date: SATURDAY	30/03/19	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 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	303	0.990	2	303	0.000	2	303	0.990
08:00 - 09:00	2	303	1.980	2	303	0.825	2	303	2.805
09:00 - 10:00	2	303	1.650	2	303	1.980	2	303	3.630
10:00 - 11:00	2	303	1.485	2	303	1.155	2	303	2.640
11:00 - 12:00	2	303	1.320	2	303	1.485	2	303	2.805
12:00 - 13:00	2	303	1.815	2	303	2.310	2	303	4.125
13:00 - 14:00	2	303	0.990	2	303	1.485	2	303	2.475
14:00 - 15:00	2	303	0.990	2	303	0.330	2	303	1.320
15:00 - 16:00	2	303	0.660	2	303	0.660	2	303	1.320
16:00 - 17:00	2	303	0.660	2	303	0.990	2	303	1.650
17:00 - 18:00	2	303	0.000	2	303	1.320	2	303	1.320
18:00 - 19:00	1	284	0.000	1	284	0.000	1	284	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			12.540			12.540			25.080

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

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

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Parameter summary

Trip rate parameter range selected: 284 - 322 (units: sqm)
Survey date range: 01/01/10 - 25/03/24
Number of weekdays (Monday-Friday): 0
Number of Saturdays: 2
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

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

Calculation Reference: AUDIT-714101-250108-0123

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	KC KENT	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 322 to 480 (units: sqm)
 Range Selected by User: 45 to 5000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 25/03/24

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:

Sunday 2 days

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

Selected survey types:

Manual count 2 days
 Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 1
 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:

No Sub Category 2

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

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

Sui Generis 2 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

Population within 1 mile:

15,001 to 20,000 1 days
 25,001 to 50,000 1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

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	1 days

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

Travel Plan:

No	2 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	2 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	KC-14-A-03 RENNIE DRIVE DARTFORD	ŠKODA		KENT
	Edge of Town No Sub Category Total Gross floor area:	322 sqm		
	Survey date: SUNDAY	12/11/23	Survey Type: MANUAL	
2	LC-14-A-04 350 BLACKPOOL ROAD PRESTON FULWOOD	SUZUKI		LANCASHIRE
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area:	480 sqm		
	Survey date: SUNDAY	26/09/10	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.

BWB CONSULTING STATION STREET NOTTINGHAM

Licence No: 714101

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

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	480	0.000	1	480	0.000	1	480	0.000
09:00 - 10:00	2	401	0.249	2	401	0.000	2	401	0.249
10:00 - 11:00	2	401	0.499	2	401	0.000	2	401	0.499
11:00 - 12:00	2	401	0.374	2	401	0.249	2	401	0.623
12:00 - 13:00	2	401	0.748	2	401	0.499	2	401	1.247
13:00 - 14:00	2	401	1.122	2	401	0.873	2	401	1.995
14:00 - 15:00	2	401	1.496	2	401	1.995	2	401	3.491
15:00 - 16:00	2	401	0.748	2	401	0.873	2	401	1.621
16:00 - 17:00	2	401	0.499	2	401	1.122	2	401	1.621
17:00 - 18:00	2	401	0.125	2	401	0.249	2	401	0.374
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.860			5.860			11.720

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

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

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Parameter summary

Trip rate parameter range selected: 322 - 480 (units: sqm)
 Survey date range: 01/01/10 - 25/03/24
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 0
 Number of Sundays: 2
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

TRICS 7.11.4
Trip Rate P. Gross floor 1304 13.04

WEEKDAY
TRIP RATE for Land Use 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS
Calculation Factor: 100 sqm
Count Type: TOTAL VEHICLES

		ARRIVALS			DEPARTURES			TOTALS	
No.		Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
06:00-07:00	1	1350	0	1	1350	0	1	1350	0
07:00-08:00	16	2052	0.618	16	2052	0.091	16	2052	0.709
08:00-09:00	22	1682	1.186	22	1682	0.5	22	1682	1.686
09:00-10:00	22	1682	0.875	22	1682	0.765	22	1682	1.64
10:00-11:00	22	1682	0.775	22	1682	0.632	22	1682	1.407
11:00-12:00	22	1682	0.727	22	1682	0.719	22	1682	1.446
12:00-13:00	22	1682	0.746	22	1682	0.732	22	1682	1.478
13:00-14:00	22	1682	0.711	22	1682	0.681	22	1682	1.392
14:00-15:00	22	1682	0.648	22	1682	0.775	22	1682	1.423
15:00-16:00	22	1682	0.578	22	1682	0.735	22	1682	1.313
16:00-17:00	22	1682	0.624	22	1682	0.843	22	1682	1.467
17:00-18:00	22	1682	0.416	22	1682	0.846	22	1682	1.262
18:00-19:00	19	1887	0.106	19	1887	0.611	19	1887	0.717
19:00-20:00	4	2809	0	4	2809	0.267	4	2809	0.267
Daily Trip Rates:			8.01			8.197			16.207

	Arr	Dep	2-Way	Arr	Dep	2-Way	Accumulation
06:00-07:00	0	0	0	0	0	0	0
07:00-08:00	0.618	0.091	0.709	8	1	9	7
08:00-09:00	1.186	0.5	1.686	15	7	22	16
09:00-10:00	0.875	0.765	1.64	11	10	21	17
10:00-11:00	0.775	0.632	1.407	10	8	18	19
11:00-12:00	0.727	0.719	1.446	9	9	19	19
12:00-13:00	0.746	0.732	1.478	10	10	19	19
13:00-14:00	0.711	0.681	1.392	9	9	18	20
14:00-15:00	0.648	0.775	1.423	8	10	19	18
15:00-16:00	0.578	0.735	1.313	8	10	17	16
16:00-17:00	0.624	0.843	1.467	8	11	19	13
17:00-18:00	0.416	0.846	1.262	5	11	16	8
18:00-19:00	0.106	0.611	0.717	1	8	9	1
19:00-20:00	0	0.267	0.267	0	3	3	-2
daily	8.01	8.197	16.207	104	107	211	

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Trip Rate P Gross floor 1304 13.04

SATURDAY
TRIP RATE for Land Use 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS
Calculation Factor: 100 sqm
Count Type: TOTAL VEHICLES

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
07:00-08:00	2	303	0.99	2	303	0	2	303	0.99
08:00-09:00	2	303	1.98	2	303	0.825	2	303	2.805
09:00-10:00	2	303	1.65	2	303	1.98	2	303	3.63
10:00-11:00	2	303	1.485	2	303	1.155	2	303	2.64
11:00-12:00	2	303	1.32	2	303	1.485	2	303	2.805
12:00-13:00	2	303	1.815	2	303	2.31	2	303	4.125
13:00-14:00	2	303	0.99	2	303	1.485	2	303	2.475
14:00-15:00	2	303	0.99	2	303	0.33	2	303	1.32
15:00-16:00	2	303	0.66	2	303	0.66	2	303	1.32
16:00-17:00	2	303	0.66	2	303	0.99	2	303	1.65
17:00-18:00	2	303	0	2	303	1.32	2	303	1.32
18:00-19:00	1	284	0	1	284	0	1	284	0
Daily Trip Rates:			12.54			12.54			25.08

	Arr	Dep	2-Way	Arr	Dep	2-Way
06:00-07:00						
07:00-08:00	0.99	0	0.99	13	0	13
08:00-09:00	1.98	0.825	2.805	26	11	37
09:00-10:00	1.65	1.98	3.63	22	26	47
10:00-11:00	1.485	1.155	2.64	19	15	34
11:00-12:00	1.32	1.485	2.805	17	19	37
12:00-13:00	1.815	2.31	4.125	24	30	54
13:00-14:00	0.99	1.485	2.475	13	19	32
14:00-15:00	0.99	0.33	1.32	13	4	17
15:00-16:00	0.66	0.66	1.32	9	9	17
16:00-17:00	0.66	0.99	1.65	9	13	22
17:00-18:00	0	1.32	1.32	0	17	17
18:00-19:00	0	0	0	0	0	0
19:00-20:00						
daily				164	164	327

0
13
28
24
28
26
19
13
22
22
17
0

TRICS 7.11.4
Trip Rate P Gross floor 1304 13.04

SUNDAY
TRIP RATE for Land Use 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS
Calculation Factor: 100 sqm
Count Type: TOTAL VEHICLES

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
08:00-09:00	1	480	0	1	480	0	1	480	0
09:00-10:00	2	401	0.249	2	401	0	2	401	0.249
10:00-11:00	2	401	0.499	2	401	0	2	401	0.499
11:00-12:00	2	401	0.374	2	401	0.249	2	401	0.623
12:00-13:00	2	401	0.748	2	401	0.499	2	401	1.247
13:00-14:00	2	401	1.122	2	401	0.873	2	401	1.995
14:00-15:00	2	401	1.496	2	401	1.995	2	401	3.491
15:00-16:00	2	401	0.748	2	401	0.873	2	401	1.621
16:00-17:00	2	401	0.499	2	401	1.122	2	401	1.621
17:00-18:00	2	401	0.125	2	401	0.249	2	401	0.374
Daily Trip Rates:			5.86			5.86			11.72

	Arr	Dep	2-Way	Arr	Dep	2-Way
06:00-07:00						
07:00-08:00						
08:00-09:00	0	0	0	0	0	0
09:00-10:00	0.249	0	0.249	3	0	3
10:00-11:00	0.499	0	0.499	7	0	7
11:00-12:00	0.374	0.249	0.623	5	3	8
12:00-13:00	0.748	0.499	1.247	10	7	16
13:00-14:00	1.122	0.873	1.995	15	11	26
14:00-15:00	1.496	1.995	3.491	20	26	46
15:00-16:00	0.748	0.873	1.621	10	11	21
16:00-17:00	0.499	1.122	1.621	7	15	21
17:00-18:00	0.125	0.249	0.374	2	3	5
18:00-19:00						
19:00-20:00						

76 76 153

0
0
3
10
11
15
18
11
10
2
0
0

