

TECHNICAL NOTE

Job Name: PureGym, Winnersh

Job No: 330910170

Note No: TN02

Date: 8th May 2026

Prepared By: Nathan Caines: Graduate Transport Planner

Approved By: Brian Laird: Technical Director – Transport Planning

Subject: **PureGym, 6 King Street Lane, Winnersh, Wokingham, RG41 5AS**

Proposal: Change of Use of Unit from Class E (Retail)/ Class B8 to Class E (Gym)

Technical Response to Local Highway Comments

1. Introduction

- 1.1. This Technical Note [TN] has been prepared in response to comments received from the Highway Authority in relation to the submitted planning application (Ref. 260600) at 6 King Street Lane, Winnersh.
- 1.2. The TN specifically addresses comments relating to the selection of TRICS survey sites and the proposed level of car parking provision.

2. Car Parking Provision

- 2.1. The Local Highway Authority [LHA] requested clarification regarding the proposed parking provision, including parking space dimensions, disabled parking provision and parking accumulation.
- 2.2. In response, an updated parking layout has been prepared in accordance with the Council's standards, including parking and cycle parking provision. The revised layout results in a reduction in the overall parking provision from 35 to 34 spaces. The updated layout is provided within **Appendix A** of this TN.

3. TRICS

- 3.1. The Highway Authority requested consistency in the application of TRICS land use selection criteria. The tables below have been updated accordingly to ensure consistency across land uses and alignment with the revised parking provision of 34 spaces.

4. Former Non-Food Retail Store

- 4.1. To address the Highways comments on TRICS survey sites, the assessment for the existing non-food retail unit has been amended to ensure consistency on location of site. There would be an insufficient number of TRICS sites if the location criteria was changed for the proposed gym use.
- 4.2. The land use selected within the TRICS database were chosen from the 01-Retail (G - Other Individual Non-Food Superstore) land use. The sites selected were assessed based on the following criteria:
 - GFA of 470sqm to 5,000sqm;
 - Date range from 26th November 2010 to 22nd May 2025;

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- Including Suburban Area, Edge of Town, and Neighbourhood Centre locations.
- 4.3. The full TRICS outputs for the Retail land use for both weekday and a weekend scenarios are included as **Appendix B**.
- 4.4. **Table 4.1** provides a summary of the trip rates (per 100sqm) and trip generation for a weekday scenario and the resulting parking accumulation for the former non-food retail unit (Magnet) comprising a GFA of 1,278sqm. Magnet generally operates between 9am and 6pm on a weekday and there are 22 existing spaces.

Table 4-1: Weekday Vehicle Trip Generation and Parking Accumulation for former non-food retail unit (Magnet)

Time Period	Arrivals		Departures		Parking Accumulation	Percentage Occupancy
	Trip Rate	Trip Generation	Trip Rate	Trip Generation		
0700-0800	0.083	1	0	0	1	5%
0800-0900	0.163	2	0.013	0	3	14%
0900-1000	0.459	6	0.352	4	5	23%
1000-1100	0.622	8	0.484	6	7	32%
1100-1200	0.66	8	0.572	7	8	36%
1200-1300	0.722	9	0.628	8	9	41%
1300-1400	0.722	9	0.741	9	9	41%
1400-1500	0.647	8	0.653	8	9	41%
1500-1600	0.515	7	0.553	7	9	41%
1600-1700	0.534	7	0.634	8	8	36%
1700-1800	0.553	7	0.572	7	8	36%
1800-1900	0.515	7	0.54	7	8	36%
1900-2000	0.311	4	0.453	6	6	27%
2000-2100	0.081	1	0.257	3	4	18%

- 4.5. As can be seen in **Table 4.1**, the former Magnet unit would typically generate the most weekday trips from 1pm to 2pm, with a total of 18 two-way trips occurring during this period. It is noted that Magnet generally opens from the hours of 9am to 6pm on weekdays, therefore the assessment includes trips outside typical operating hours.
- 4.6. The highest parking accumulation is forecast to occur from 12pm to 4pm, with a total of 9 cars parked within the car park. Based on the existing parking provision of 22 spaces, there will be an occupancy rate of 41% at peak times during the weekday scenario.
- 4.7. **Table 4.2** provides a summary of the trip rates (per 100sqm) and trip generation for a weekend and the resulting parking accumulation for the former Magnet unit comprising a GFA of 1,278sqm. Magnet generally operates between 9am and 6pm on a Saturday.

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Table 4-2: Weekend Vehicle Trip Generation and Parking Accumulation for former non-food retail unit (Magnet)

Time Period	Arrivals		Departures		Parking Accumulation	Percentage Occupancy
	Trip Rate	Trip Generation	Trip Rate	Trip Generation		
0800-0900	0.213	3	0.064	1	2	9%
0900-1000	0.722	9	0.451	6	5	23%
1000-1100	1.145	15	0.855	11	9	41%
1100-1200	1.752	22	1.582	20	11	50%
1200-1300	1.817	23	1.844	24	10	45%
1300-1400	2.245	29	1.969	25	14	64%
1400-1500	2.53	32	2.396	31	15	68%
1500-1600	2.116	27	2.392	31	11	50%
1600-1700	1.766	23	2.033	26	8	36%
1700-1800	1.003	13	1.481	19	2	9%
1800-1900	0.253	3	0.4	5	0	0%

- 4.8. As can be seen in **Table 4.2**, the former unit would typically generate the most trips on a weekend from 2pm to 3pm, with a total of 63 two-way trips occurring during this period.
- 4.9. The highest parking accumulation is forecast to occur between 2pm and 3pm, with a total of 15 cars parked within the car park at an occupancy of 68%.

5. Proposed Gym Unit

- 5.1. The proposals will increase the parking provision from 22 to 34 spaces.
- 5.2. As stated above, the assessment for the proposed gym has not changed. The assessment has however been updated to take account of the removal of one parking space, to 34 spaces.
- 5.3. The land uses selected within the TRICS database were chosen from the 07-Leisure (K - Fitness Club Private) land use. The sites selected within the TRICS database were assessed based on the following criteria:
- Date range from 1st January 2014 to 26th June 2025;
 - All assessed sites have a GFA of 500sqm to 2,500sqm; and
 - Including Suburban Area, Edge of Town, and Neighbourhood Centre locations.
- 5.4. The full TRICS outputs for the Fitness Club Private land use for both weekday and a weekend scenarios are included as **Appendix C**.
- 5.5. **Table 5.1** provides a summary of the trip rates (per 100sqm) and trip generation during a weekday scenario, and the resulting parking accumulation for the proposed gym unit comprising a GFA of 1,278sqm.
- 5.6. To provide a realistic baseline for the rolling accumulation assessment, a starting occupancy of three vehicles has been assumed for the weekday gym scenario.

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Table 5.1 Weekday Vehicle Trip Generation and Parking Accumulation for Proposed Gym Unit

Time Period	Arrivals		Departures		Parking Accumulation	Percentage Occupancy
	Trip Rate	Trip Generation	Trip Rate	Trip Generation		
Starting Occupancy					3	
0600-0700	1.162	15	0.132	2	16	47%
0700-0800	0.471	6	0.853	11	11	32%
0800-0900	0.5	6	0.427	5	12	35%
0900-1000	0.868	11	0.515	7	16	47%
1000-1100	0.559	7	0.588	8	15	44%
1100-1200	0.338	4	0.53	7	12	35%
1200-1300	0.368	5	0.397	5	12	35%
1300-1400	0.544	7	0.324	4	15	44%
1400-1500	0.471	6	0.515	7	14	41%
1500-1600	0.53	7	0.412	5	16	47%
1600-1700	0.897	11	0.574	7	20	59%
1700-1800	1.251	16	1.221	16	20	59%
1800-1900	0.883	11	1.148	15	16	47%
1900-2000	0.53	7	1.103	14	9	26%
2000-2100	0.25	3	0.706	9	3	9%
2100-2200	0.085	1	0.321	4	0	0%
2200-2300	0.000	0	0.000	0	0	0%

- 5.7. As can be seen in **Table 5.1**, the proposed gym would generate the most weekday trips between 5pm and 6pm, with a total of 32 two-way trips occurring during this period.
- 5.8. The highest parking accumulation during a weekday scenario is forecast to occur from 4pm to 6pm, with a total of 20 cars parked within the car park during this period. Based on the proposed parking provision of 34 spaces, there will be an occupancy rate of 59% at the peak time during the weekday scenario.
- 5.9. **Table 5.2** provides a summary of the trip rates (per 100sqm) and trip generation during a weekend, and the resulting parking accumulation for the proposed gym unit comprising a GFA of 1,278sqm.
- 5.10. To provide a realistic baseline for the rolling accumulation assessment, a starting occupancy of six vehicles has been assumed for the weekend gym scenario.

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Table 5.2: Weekend Vehicle Trip Generation and Parking Accumulation for Proposed Gym Unit

Time Period	Arrivals		Departures		Parking Accumulation	Percentage Occupancy
	Trip Rate	Trip Generation	Trip Rate	Trip Generation		
Starting Occupancy					6	
0600-0700	1.133	14	0.68	9	11	32%
0700-0800	0.663	8	0.383	5	14	41%
0800-0900	1.25	16	0.625	8	22	65%
0900-1000	1.719	22	1.104	14	30	88%
1000-1100	1.66	21	1.65	21	30	88%
1100-1200	1.504	19	1.66	21	28	82%
1200-1300	1.221	16	1.533	20	24	71%
1300-1400	1.006	13	1.377	18	19	56%
1400-1500	1.064	14	0.967	12	21	62%
1500-1600	0.967	12	1.035	13	20	59%
1600-1700	1.123	14	1.074	14	20	59%
1700-1800	0.926	12	1.204	15	17	50%
1800-1900	1.25	16	1.394	18	15	44%
1900-2000	0.401	5	0.897	11	9	26%
2000-2100	0.537	7	0.661	8	8	24%
2100-2200	0.518	7	0.841	11	4	12%
2200-2300	0.286	4	0.643	8	0	0%

- 5.11. As can be seen in **Table 5.2**, the proposed gym would typically generate the most weekend trips between 10am and 11am, with a total of 42 two-way trips occurring during this period.
- 5.12. The highest parking accumulation is forecast to occur from 9am to 11am, with a total of 30 cars parked within the car park during this period. Based on the proposed parking provision of 34 spaces, there will be an occupancy rate of 88% at the peak time during the weekend scenario.

6. Cycle Parking

- 6.1. To address the Highways comments in relation to cycling, four cycle spaces, covered and secure is proposed, which is above the provision that has been requested.
- 6.2. The proposed parking spaces are shown on the Proposed Site Layout, included as **Appendix A** of this TN.

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7. Summary and Conclusion

Summary

- 7.1. This Technical Note [TN] has been prepared in response to comments received from the Highway Authority in relation to the submitted planning application (Ref. 260600) at 6 King Street Lane, Winnersh.
- 7.2. The TN specifically addresses comments relating to the selection of TRICS survey sites and the proposed level of car parking provision.
- 7.3. An updated parking layout has been prepared in accordance with the Council's standards, including parking and cycle parking provision. The revised layout results in a reduction in the overall parking provision from 35 to 34 spaces.
- 7.4. The highest parking accumulation during a weekday scenario is forecast to occur for the proposed gym from 4pm to 6pm, with a total of 20 cars parked within the car park during this period. Based on the proposed parking provision of 34 spaces, there will be an occupancy rate of 59% at the peak time during the weekday scenario.
- 7.5. Compared to the former scenario, the peak accumulation is forecast to increase from 9 to 20 parking spaces during weekdays. However, there will still be 14 parking spaces available during the worst-case future scenario.
- 7.6. During the weekend, the highest parking accumulation is forecast for the gym to occur from 9am to 11am, with a total of 30 cars parked within the car park during this period. Based on the proposed parking provision of 34 spaces, there will be an occupancy rate of 88% at the peak time during the weekend scenario.
- 7.7. Compared to the former scenario, the peak accumulation is forecast to increase from 15 to 30 parking spaces during the weekend scenario. However, there will still be 4 parking spaces available during the worst-case future scenario.

Conclusion

- 7.8. In conclusion, this TN has demonstrated that the proposed parking provision would be sufficient to accommodate forecast peak parking demand during both weekday and weekend scenarios and has addressed the comments received from the Local Highway Authority.

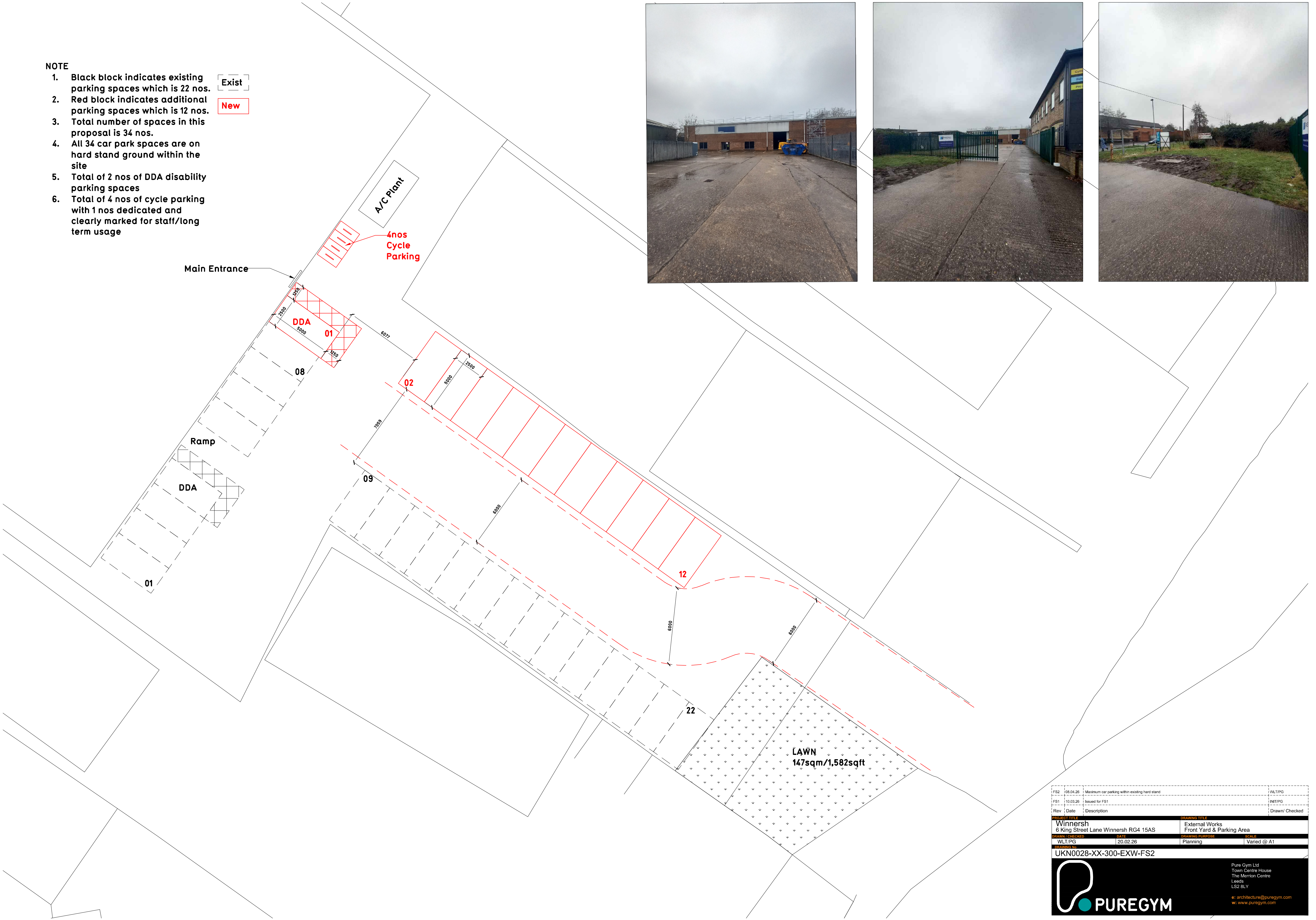
Appendices

Appendix A Updated Site Layout

- NOTE
- 1. Black block indicates existing parking spaces which is 22 nos.
 - 2. Red block indicates additional parking spaces which is 12 nos.
 - 3. Total number of spaces in this proposal is 34 nos.
 - 4. All 34 car park spaces are on hard stand ground within the site
 - 5. Total of 2 nos of DDA disability parking spaces
 - 6. Total of 4 nos of cycle parking with 1 nos dedicated and clearly marked for staff/long term usage

Exist

New



FS2	08.04.26	Maximum car parking within existing hard stand	WLT/PG
FS1	10.03.26	Issued for FS1	INIT/PG
Rev	Date	Description	Drawn/ Checked
PROJECT TITLE		DRAWING TITLE	
Winnersh 6 King Street Lane Winnersh RG4 1AS		External Works Front Yard & Parking Area	
DRAWN / CHECKED	DATE	DRAWING PURPOSE	SCALE
WLT/PG	20.02.26	Planning	Varied @ A1
UKN0028-XX-300-EXW-FS2			
		Pure Gym Ltd Town Centre House The Murrion Centre Leeds LS2 8LY e: architecture@puregym.com w: www.puregym.com	

Appendix B Non-Food Retail Unit

Audit Code: ca3d04d0-530d-410f-b100-f424c56bfaac

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 01 - RETAIL

Category: G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

06	WEST MIDLANDS	
	HE	HEREFORDSHIRE
		1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	BD	BRADFORD
		1 day
	LS	LEEDS
		1 day
08	NORTH WEST	
	LC	LANCASHIRE
		1 day
13	MUNSTER	
	WA	WATERFORD
		1 day
17	ULSTER (NORTHERN IRELAND)	
	AN	ANTRIM
		1 day

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

Audit Code: ca3d04d0-530d-410f-b100-f424c56bfaac

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:	GFA
Actual Range:	1516 to 4874 (units:sqm)
Range Selected by User:	470 to 5000 (units:sqm)
Parking Spaces Range:	5 - 1550

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	26/11/10 to 22/05/25

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:

Friday	1 days
Monday	1 days
Thursday	3 days
Tuesday	1 days

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

Selected survey types:

Manual count	6
Direction ATC Count	0

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 days
Suburban Area	5 days

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:

Built-Up Zone	1 days
Industrial Zone	2 days
No Sub Category	1 days
Retail Zone	2 days

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 Vehicle Counts:

Servicing vehicles Excluded	2 days
Servicing vehicles Unknown	4 days

Audit Code: ca3d04d0-530d-410f-b100-f424c56bfaac

Secondary Filtering Selection:

Use Class:

E(a)	6 surveys
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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:

90 - 4426

Population within 1 mile:

1,001 to 5,000	1 surveys
15,001 to 20,000	1 surveys
20,001 to 25,000	2 surveys
25,001 to 50,000	2 surveys

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

Population within 5 miles:

125,001 to 250,000	2 surveys
50,001 to 75,000	2 surveys
500,001 or More	2 surveys

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 surveys
0.6 to 1.0	3 surveys
1.1 to 1.5	1 surveys

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.

Audit Code: ca3d04d0-530d-410f-b100-f424c56bfaac

Petrol filling station:

PFS is present at the site but is excluded from the count 6 surveys

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 6 surveys

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 6 surveys

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.

COVID-19 Restrictions:

No

Audit Code: ca3d04d0-530d-410f-b100-f424c56bfaac

1	AN-01-G-01	DFS	ANTRIM
BOUCHER ROAD BELFAST BALMORAL Suburban Area Built-Up Zone Gross floor area: 2903.00 sqm Survey date:			
			Survey Type: Unknown
2	BD-01-G-01	DUNELM	BRADFORD
STICKER LANE BRADFORD LAISTERDYKE Suburban Area Industrial Zone Gross floor area: 4874.00 sqm Survey date: Friday 25/04/2025			
			Survey Type: Unknown
3	HE-01-G-01	PETS AT HOME	HEREFORDSHIRE
COMMERCIAL ROAD HEREFORD Suburban Area No Sub Category Gross floor area: 714.00 sqm Survey date:			
			Survey Type: Unknown
4	LC-01-G-01	CURRYS PC WORLD	LANCASHIRE
BLACKPOOL ROAD PRESTON RIBBLETON Suburban Area Retail Zone Gross floor area: 4100.00 sqm Survey date: Tuesday 06/11/2018			
			Survey Type: Unknown
5	LS-01-G-01	SUPA SOFA	LEEDS
CLARENCE ROAD LEEDS HUNSLET Suburban Area Industrial Zone Gross floor area: 1140.00 sqm Survey date:			
			Survey Type: Unknown
6	WA-01-G-01	CURRYS	WATERFORD
CORK ROAD WATERFORD BUTLERSTOWN Edge of Town Retail Zone Gross floor area: 2190.00 sqm Survey date:			
			Survey Type: Unknown

Audit Code: ca3d04d0-530d-410f-b100-f424c56bfaac

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

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	2407	0.083	0.000	0.083
08:00-09:00	6	2654	0.163	0.013	0.176
09:00-10:00	6	2654	0.459	0.352	0.811
10:00-11:00	6	2654	0.622	0.484	1.106
11:00-12:00	6	2654	0.660	0.572	1.232
12:00-13:00	6	2654	0.722	0.628	1.350
13:00-14:00	6	2654	0.722	0.741	1.463
14:00-15:00	6	2654	0.647	0.653	1.300
15:00-16:00	6	2654	0.515	0.553	1.068
16:00-17:00	6	2654	0.534	0.634	1.168
17:00-18:00	6	2654	0.553	0.572	1.125
18:00-19:00	6	2654	0.515	0.540	1.055
19:00-20:00	5	2956	0.311	0.453	0.764
20:00-21:00	5	2956	0.081	0.257	0.338
21:00-22:00	1	2903	0.069	0.482	0.551
22:00-23:00					
23:00-00:00					
Total Rates:			6.656	6.934	13.590

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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Audit Code: ca3d04d0-530d-410f-b100-f424c56bfaac

Parameter Summary:

Trip rate parameter range selected:	470 - 5000 (units: sqm)
Survey date date range:	17/10/2011 - 22/05/2025
Number of weekdays (Monday-Friday):	6
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.

Audit Code: cf0b5bf3-1734-4322-a040-6eb69c9d3762

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 01 - RETAIL

Category: G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

07	YORKSHIRE & NORTH LINCOLNSHIRE	
	BD	BRADFORD
	DR	DONCASTER
	KS	KIRKLEES
09	NORTH	
	TV	TEES VALLEY
12	CONNAUGHT	
	CS	SLIGO

1 day
1 day
1 day

1 day

2 days

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

Audit Code: cf0b5bf3-1734-4322-a040-6eb69c9d3762

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:	GFA
Actual Range:	1516 to 4874 (units:sqm)
Range Selected by User:	470 to 5000 (units:sqm)
Parking Spaces Range:	5 - 1550

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	26/01/10 to 22/05/25

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

Selected survey types:

Manual count	6
Direction ATC Count	0

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	3 days
Suburban Area	3 days

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 days
Retail Zone	5 days

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 Vehicle Counts:

Servicing vehicles Excluded	1 days
Servicing vehicles Unknown	5 days

Audit Code: cf0b5bf3-1734-4322-a040-6eb69c9d3762

Secondary Filtering Selection:

Use Class:

E(a)	6 surveys
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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:

0 - 1398

Population within 1 mile:

1,000 or Less	1 surveys
10,001 to 15,000	1 surveys
25,001 to 50,000	1 surveys
5,001 to 10,000	3 surveys

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

Population within 5 miles:

125,001 to 250,000	1 surveys
250,001 to 500,000	2 surveys
5,001 to 25,000	2 surveys
500,001 or More	1 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	2 surveys
1.1 to 1.5	4 surveys

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.

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Petrol filling station:

PFS is present at the site but is excluded from the count 6 surveys

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 6 surveys

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 6 surveys

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.

COVID-19 Restrictions:

No

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1 STICKER LANE BRADFORD LAISTERDYKE Suburban Area Industrial Zone Gross floor area: 4874.00 sqm Survey date:	BD-01-G-01	DUNELM	BRADFORD	Survey Type: Unknown
2 CLEVERAGH DRIVE SLIGO CLEVERAGH RETAIL PARK Edge of Town Retail Zone Gross floor area: 3000.00 sqm Survey date:	CS-01-G-01	ARGOS EXTRA	SLIGO	Survey Type: Unknown
3 PEARSE ROAD SLIGO CARRAROE RETAIL PARK Edge of Town Retail Zone Gross floor area: 3416.00 sqm Survey date:	CS-01-G-02	SMYTHS TOYS	SLIGO	Survey Type: Unknown
4 WHITE ROSE WAY DONCASTER Suburban Area Retail Zone Gross floor area: 1516.00 sqm Survey date:	DR-01-G-01	NEXT OUTLET	DONCASTER	Survey Type: Unknown
5 HOLDEN ING WAY BATLEY BIRSTALL Edge of Town Retail Zone Gross floor area: 4755.00 sqm Survey date:	KS-01-G-01	CURRYS PC WORLD	KIRKLEES	Survey Type: Unknown
6 ASCOT DRIVE STOCKTON-ON-TEES PORTRACK Suburban Area Retail Zone Gross floor area: 4181.00 sqm Survey date:	TV-01-G-01	GO OUTDOORS	TEES VALLEY	Survey Type: Unknown

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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

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	3416	0.000	0.000	0.000
08:00-09:00	5	4045	0.213	0.064	0.277
09:00-10:00	6	3624	0.722	0.451	1.173
10:00-11:00	6	3624	1.145	0.855	2.000
11:00-12:00	6	3624	1.752	1.582	3.334
12:00-13:00	6	3624	1.817	1.844	3.661
13:00-14:00	6	3624	2.245	1.969	4.214
14:00-15:00	6	3624	2.530	2.396	4.926
15:00-16:00	6	3624	2.116	2.392	4.508
16:00-17:00	6	3624	1.766	2.033	3.799
17:00-18:00	6	3624	1.003	1.481	2.484
18:00-19:00	6	3624	0.253	0.400	0.653
19:00-20:00	3	4018	0.008	0.116	0.124
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			15.570	15.583	31.153

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:	470 - 5000 (units: sqm)
Survey date date range:	25/09/2010 - 26/04/2025
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	6
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.