

TECHNICAL NOTE

Job Name: PureGym, Winnersh

Job No: 330910102

Note No: TN01

Date: 23rd April 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)

Parking Accumulation Assessment

1. Introduction

- 1.1. Stantec UK Limited (Stantec) has been appointed by PureGym Limited (PureGym) to provide transportation and highways advice in support of their proposal for a change of use of a former retail unit to a gym. The site is located on 6 King Street Lane, Winnersh, Wokingham, RG41 5AS.
- 1.2. The proposals involve a former retail unit (formerly approved as a non-food retail store and previously occupied by Magnet) being converted into a PureGym. The proposal will retain the existing Gross Floor Area [GFA] of 1,278sqm. It is also proposed to increase the existing parking provision on site of 22 spaces to 35 spaces.
- 1.3. The existing and proposed site layouts are shown in **Appendix A**. To note, the parking spaces outlined in black indicate existing parking spaces and the spaces outlined in red indicate the additional parking spaces.
- 1.4. This Technical Note [TN] provides an assessment of the parking accumulation of the former and proposed unit during a weekday and a weekend (Saturday) to demonstrate that the parking demand can be accommodated within the proposed car park.

2. Background

- 2.1. The site is situated within a commercial area of the large village of Winnersh, around 250m to the south of Winnersh Railway Station and around 100m north of King Street Lane Bus Stops. The site lies around 3.5km to the northwest of Wokingham town centre and around 7km to the southeast of central Reading.
- 2.2. Vehicular access to the site is obtained via an existing priority-controlled shared access from King Street Lane (B3030), which also serves a neighbouring gymnastics centre. Internally, the access arrangement diverges to provide separate, dedicated access points to the application site and the adjacent facility.
- 2.3. At present there are 22 car parking spaces accommodated on site. As part of the proposals there will be an increase of parking provision to 35 spaces.

3. Former Non-Food Retail Store

- 3.1. The latest Trip Rate Information Computer System [TRICS] database (version 8.26.3) has been interrogated to calculate the trip generation associated with the former non-food retail store (Magnet).

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- 3.2. This is a current and accepted methodology for forecasting the trip generation associated with the former and proposed development.
- 3.3. The land uses 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;
 - Including Edge of Town Centre, Suburban Area and Edge of Town locations.
- 3.4. The selected TRICS sites and filtering criteria are considered to provide a robust and representative dataset for the proposed development. The chosen GFA range was increased to 5,000sqm to provide a dataset of six sites. The date ranges ensure that the analysis is based on more recent data, thereby better reflecting current patterns.
- 3.5. The complete TRICS output for a non-food superstore, covering both weekday and weekend assessments, is provided in **Appendix B**.
- 3.6. Parking accumulation has been derived using a rolling hourly profile, whereby the number of vehicles parked on site in each time period is calculated based on the previous hour's accumulation, plus arrivals, minus departures. This approach provides a robust estimate of parking demand over time and is consistent with standard transport methodologies. For the purpose of this assessment, all values have been rounded to the nearest whole vehicle, and accumulation has been constrained such that values cannot fall below zero.

Weekday

- 3.7. **Table 3.1** provides a summary of the trip rates (per 100sqm) and trip generation for a weekday 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.

Table 3-1: 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	0.166	2	0.011	0	3	14%
0900-1000	0.588	8	0.411	5	6	27%
1000-1100	0.748	10	0.531	7	9	41%
1100-1200	0.713	9	0.639	8	10	45%
1200-1300	0.719	9	0.656	8	11	50%
1300-1400	0.742	9	0.805	10	10	45%
1400-1500	0.696	9	0.673	9	10	45%
1500-1600	0.559	7	0.571	7	10	45%
1600-1700	0.656	8	0.662	8	10	45%
1700-1800	0.634	8	0.679	9	9	41%

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Time Period	Arrivals		Departures		Parking Accumulation	Percentage Occupancy
	Trip Rate	Trip Generation	Trip Rate	Trip Generation		
1800-1900	0.628	8	0.753	10	7	34%
1900-2000	0.427	5	0.629	8	4	18%
2000-2100	0.073	1	0.275	4	1	5%

- 3.8. As can be seen in **Table 3.1**, the former Magnet unit would typically generate the most weekday trips from 1pm to 2pm, with a total of 19 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.
- 3.9. The highest parking accumulation is forecast to occur from 12pm to 1pm, with a total of 11 cars parked within the car park. Based on the existing parking provision of 22 spaces, there will be an occupancy rate of 50% at the peak time during the weekday scenario.

Weekend

- 3.10. **Table 3.2** 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.

Table 3-2: 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	0.352	5	0.195	2	3	14%
0900-1000	0.964	12	0.588	8	7	32%
1000-1100	1.567	20	1.236	16	11	51%
1100-1200	2.396	31	2.004	26	16	74%
1200-1300	2.908	37	2.471	32	21	95%
1300-1400	2.682	34	3.089	40	15	68%
1400-1500	3.014	39	3.014	39	15	68%
1500-1600	2.306	30	2.275	29	14	64%
1600-1700	2.08	27	2.471	32	9	41%
1700-1800	0.98	13	1.688	22	0	0%
1800-1900	0.256	3	0.347	4	0	0%

- 3.11. As can be seen in **Table 3.2**, the former unit would typically generate the most trips on a weekend from 2pm to 3pm, with a total of 78 two-way trips occurring during this period.
- 3.12. The highest parking accumulation is forecast to occur between 12pm and 1pm, with a total of 21 cars parked within the car park.

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4. Proposed Gym Unit

- 4.1. The proposals comprise a non-food retail unit (formerly Magnet) to become a gym unit (PureGym), which will retain the floor space and increase the parking provision from 22 to 35 spaces.
- 4.2. The latest Trip Rate Information Computer System [TRICS] database (version 8.26.3) has also been interrogated to calculate the trip generation associated with the proposed gym unit.
- 4.3. 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.
- 4.4. The full TRICS outputs for a weekday and a weekend are included as **Appendix C**. The weekday and weekend TRICS outputs for a gym provide trip rates from 6am to 11pm.

Weekday

- 4.5. **Table 4.1** provides a summary of the trip rates (per 100sqm) and trip generation during a weekday, and the resulting parking accumulation for the proposed gym unit comprising a GFA of 1,278sqm.
- 4.6. To provide a realistic baseline for the rolling accumulation assessment, a starting occupancy of three vehicles has been assumed for the weekday gym scenario. This approach ensures that accumulation values do not fall below zero and reflects the likelihood of vehicles already being present on site at the beginning of the day.

Table 4-1: 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	46%
0700-0800	0.471	6	0.853	11	11	31%
0800-0900	0.5	6	0.427	5	12	34%
0900-1000	0.868	11	0.515	7	16	46%
1000-1100	0.559	7	0.588	8	15	43%
1100-1200	0.338	4	0.53	7	12	34%
1200-1300	0.368	5	0.397	5	12	34%
1300-1400	0.544	7	0.324	4	15	43%
1400-1500	0.471	6	0.515	7	14	40%
1500-1600	0.53	7	0.412	5	16	46%
1600-1700	0.897	11	0.574	7	20	57%

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Time Period	Arrivals		Departures		Parking Accumulation	Percentage Occupancy
	Trip Rate	Trip Generation	Trip Rate	Trip Generation		
1700-1800	1.251	16	1.221	16	20	57%
1800-1900	0.883	11	1.148	15	16	46%
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%

- 4.7. As can be seen in **Table 4.1**, 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.
- 4.8. 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 35 spaces, there will be an occupancy rate of 57% at the peak time during the weekday scenario.
- 4.9. Compared to the former scenario, the peak accumulation is forecast to increase from 11 to 20 parking spaces. However, there will still be 15 parking spaces available during the worst-case future scenario.
- 4.10. It is recognised that the former retail use and proposed gym demonstrate differing trip characteristics. Retail trips are often more evenly distributed throughout the day whereas gym trips are often concentrated at peak times, including in early morning and early evening, often before and after general working times. Despite these differences, this assessment demonstrates that the proposed parking provision can accommodate peak accumulation.

Weekend

- 4.11. **Table 4.2** 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.
- 4.12. To provide a realistic baseline for the rolling accumulation assessment, a starting occupancy of six vehicles has been assumed for the weekend gym scenario. This approach ensures that accumulation values do not fall below zero and reflects the likelihood of vehicles already being present on site at the beginning of the day.

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Table 4-2: 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	31%
0700-0800	0.663	8	0.383	5	14	40%
0800-0900	1.25	16	0.625	8	22	63%
0900-1000	1.719	22	1.104	14	30	86%
1000-1100	1.66	21	1.65	21	30	86%
1100-1200	1.504	19	1.66	21	28	80%
1200-1300	1.221	16	1.533	20	24	69%
1300-1400	1.006	13	1.377	18	19	54%
1400-1500	1.064	14	0.967	12	21	60%
1500-1600	0.967	12	1.035	13	20	57%
1600-1700	1.123	14	1.074	14	20	57%
1700-1800	0.926	12	1.204	15	17	49%
1800-1900	1.25	16	1.394	18	15	43%
1900-2000	0.401	5	0.897	11	9	26%
2000-2100	0.537	7	0.661	8	8	23%
2100-2200	0.518	7	0.841	11	4	11%
2200-2300	0.286	4	0.643	8	0	0%

- 4.13. As can be seen in **Table 4.2**, 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.
- 4.14. 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 35 spaces, there will be an occupancy rate of 86% at the peak time during the weekend scenario.
- 4.15. Compared to the former scenario, the peak parking accumulation is forecast to increase from 21 to 30 vehicles. This represents a high level of utilisation (86% of capacity), with 11 spaces remaining available at peak times. It should be noted that TRICS-derived demand represents a robust assessment, and actual parking demand is likely to be moderated by factors such as trip distribution within each hour and the site's accessibility by sustainable modes. On this basis, the proposed parking provision is considered sufficient to accommodate the anticipated demand.
- 4.16. The TRICS data used within this assessment reflects total trip activity associated with the land use, including both staff and visitors, and therefore accounts for staff parking demand.

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5. Summary and Conclusion

Summary

- 5.1. Stantec UK Limited has been appointed by PureGym Limited to provide transportation and highways advice in support of their proposal for a change of use of a former retail unit to a gym. The proposals involve a former retail unit (formerly approved as a non-food retail store and was formerly occupied by Magnet) being converted into a PureGym.
- 5.2. The site is located on 6 King Street Lane, Winnersh, Wokingham, RG41 5AS.
- 5.3. This Technical Note has assessed the parking accumulation associated with the existing and proposed use of the unit during a weekday and a weekend (Saturday) scenario.
- 5.4. 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 35 spaces, there will be an occupancy rate of 57% at the peak time during the weekday scenario.
- 5.5. Compared to the former scenario, the peak accumulation is forecast to increase from 11 to 20 parking spaces during weekdays. However, there will still be 15 parking spaces available during the worst-case future scenario.
- 5.6. 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 35 spaces, there will be an occupancy rate of 86% at the peak time during the weekend scenario. As such, the proposed parking provision is considered sufficient in practice.
- 5.7. Whilst this represents a relatively high level of utilisation, it should be noted that the assessment is based on robust TRICS data and does not account for factors such as turnover of vehicles, variation in arrivals within each hour, and the potential for travel by sustainable modes. As such, the proposed parking provision is considered sufficient in practice.
- 5.8. The site is located within a sustainable location in Winnersh that benefits from established pedestrian and cycle infrastructure allowing access to the wider residential area of the village and is supported by convenient access to Winnersh Railway Station (around 250m north of the site) and King Street Lane Bus Stops (around 100m south of the site). As such, considering the site's strategic location, it is reasonable to expect that a proportion of users will access the site by non-car modes.

Conclusion

- 5.9. The parking accumulation assessment demonstrates that the proposed change of use to a PureGym at Winnersh could be accommodated within the proposed parking provision during both the weekday and weekend conditions.
- 5.10. In addition, gym uses are typically characterised by relatively short visit times with a high turnover of users throughout the day. As a result, the peak hourly accumulation derived from TRICS is unlikely to represent a scenario in which all vehicles are present simultaneously for the full duration of the hour. This further supports the conclusion that the proposed parking provision is sufficient.
- 5.11. In conclusion, this parking assessment has demonstrated that the proposed parking provision would be adequate to cater for peak demands during a weekday and a weekend.

Appendices

Appendix A Proposed Site Layout

NOTE

- 1. Black block indicates existing parking spaces which is 22 nos.
- 2. Red block indicates additional parking spaces which is 13 nos.
- 3. Total number of spaces in this proposal is 35 nos.
- 4. All 35 car park spaces are on hard stand ground within the site



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 15AS		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 Retail TRICS Output

Audit Code: ee15f6ab-8b5e-4f3d-ac3e-72549763f607

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:

05	EAST MIDLANDS	
	LN	LINCOLNSHIRE
		1 day
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: ee15f6ab-8b5e-4f3d-ac3e-72549763f607

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:	714 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	2 days

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

Selected survey types:

Manual count	7
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
Edge of Town Centre	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	3 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 Included	1 days
Servicing vehicles Unknown	4 days

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Secondary Filtering Selection:

Use Class:

E(a)	7 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	3 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	3 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	3 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.

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Petrol filling station:

PFS is present at the site but is excluded from the count 7 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 7 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 7 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: ee15f6ab-8b5e-4f3d-ac3e-72549763f607

1 BOUCHER ROAD BELFAST BALMORAL Suburban Area Built-Up Zone Gross floor area: 2903.00 sqm Survey date: Thursday 22/11/2018	AN-01-G-01	DFS	ANTRIM Survey Type: Unknown
2 STICKER LANE BRADFORD LAISTERDYKE Suburban Area Industrial Zone Gross floor area: 4874.00 sqm Survey date: Friday 25/04/2025	BD-01-G-01	DUNELM	BRADFORD Survey Type: Unknown
3 COMMERCIAL ROAD HEREFORD Suburban Area No Sub Category Gross floor area: 714.00 sqm Survey date: Monday 17/10/2011	HE-01-G-01	PETS AT HOME	HEREFORDSHIRE Survey Type: Unknown
4 BLACKPOOL ROAD PRESTON RIBBLETON Suburban Area Retail Zone Gross floor area: 4100.00 sqm Survey date: Tuesday 06/11/2018	LC-01-G-01	CURRYS PC WORLD	LANCASHIRE Survey Type: Unknown
5 TRITTON ROAD LINCOLN TRITTON RETAIL PARK Edge of Town Centre Retail Zone Gross floor area: 1600.00 sqm Survey date: Tuesday 31/10/2017	LN-01-G-01	PETS AT HOME	LINCOLNSHIRE Survey Type: Unknown
6 CLARENCE ROAD LEEDS HUNSLET Suburban Area Industrial Zone Gross floor area: 1140.00 sqm Survey date: Thursday 14/03/2019	LS-01-G-01	SUPA SOFA	LEEDS Survey Type: Unknown
7 CORK ROAD WATERFORD BUTLERSTOWN Edge of Town Retail Zone Gross floor area: 2190.00 sqm Survey date: Thursday 22/05/2025	WA-01-G-01	CURRYS	WATERFORD 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	2	2407	0.083	0.000	0.083
08:00-09:00	7	2503	0.166	0.011	0.177
09:00-10:00	7	2503	0.588	0.411	0.999
10:00-11:00	7	2503	0.748	0.531	1.279
11:00-12:00	7	2503	0.713	0.639	1.352
12:00-13:00	7	2503	0.719	0.656	1.375
13:00-14:00	7	2503	0.742	0.805	1.547
14:00-15:00	7	2503	0.696	0.673	1.369
15:00-16:00	7	2503	0.559	0.571	1.130
16:00-17:00	7	2503	0.656	0.662	1.318
17:00-18:00	7	2503	0.634	0.679	1.313
18:00-19:00	7	2503	0.628	0.753	1.381
19:00-20:00	6	2730	0.427	0.629	1.056
20:00-21:00	6	2730	0.073	0.275	0.348
21:00-22:00	1	2903	0.069	0.482	0.551
22:00-23:00					
23:00-00:00					
Total Rates:			7.501	7.777	15.278

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: ee15f6ab-8b5e-4f3d-ac3e-72549763f607

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):	7
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: 2842e4f1-6333-4fe9-98d4-1cd501442c0e

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:

02	SOUTH EAST	
	EX	ESSEX
	KC	KENT
06	WEST MIDLANDS	
	WO	WORCESTERSHIRE
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	DR	DONCASTER
10	WALES	
	DB	DENBIGHSHIRE
14	LEINSTER	
	KK	KILKENNY

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

Audit Code: 2842e4f1-6333-4fe9-98d4-1cd501442c0e

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:	470 to 2000 (units:sqm)
Range Selected by User:	470 to 2000 (units:sqm)
Parking Spaces Range:	5 - 1550

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	26/11/07 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
----------	--------

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	2 days
Edge of Town Centre	3 days
Suburban Area	1 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	2 days
Commercial Zone	1 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 Unknown	6 days
----------------------------	--------

Audit Code: 2842e4f1-6333-4fe9-98d4-1cd501442c0e

Secondary Filtering Selection:

Use Class:

E(a)	6 surveys
------	-----------

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 - 3502

Population within 1 mile:

15,001 to 20,000	2 surveys
20,001 to 25,000	1 surveys
25,001 to 50,000	1 surveys
5,001 to 10,000	2 surveys

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

Population within 5 miles:

100,001 to 125,000	2 surveys
125,001 to 250,000	2 surveys
50,001 to 75,000	1 surveys
75,001 to 100,000	1 surveys

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	6 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: 2842e4f1-6333-4fe9-98d4-1cd501442c0e

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: 2842e4f1-6333-4fe9-98d4-1cd501442c0e

1 GREENFIELD PLACE RHYL Edge of Town Centre Commercial Zone Gross floor area: 800.00 sqm Survey date:	DB-01-G-01	BRANTANO	DENBIGHSHIRE Survey Type: Unknown
2 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
3 LONDON ROAD COLCHESTER LEXDEN Edge of Town No Sub Category Gross floor area: 1000.00 sqm Survey date:	EX-01-G-01	MFI	ESSEX Survey Type: Unknown
4 LONDON ROAD MAIDSTONE ROCKY HILL Edge of Town Centre Built-Up Zone Gross floor area: 470.00 sqm Survey date:	KC-01-G-04	MAJESTIC WINE	KENT Survey Type: Unknown
5 OUTRATH ROAD KILKENNY Edge of Town Retail Zone Gross floor area: 850.00 sqm Survey date:	KK-01-G-01	CARPET RIGHT	KILKENNY Survey Type: Unknown
6 TYBRIDGE STREET WORCESTER Edge of Town Centre Built-Up Zone Gross floor area: 2000.00 sqm Survey date:	WO-01-G-01	PC WORLD	WORCESTERSHIRE Survey Type: Unknown

Audit Code: 2842e4f1-6333-4fe9-98d4-1cd501442c0e

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	925	0.000	0.000	0.000
08:00-09:00	5	1024	0.352	0.195	0.547
09:00-10:00	6	1106	0.964	0.588	1.552
10:00-11:00	6	1106	1.567	1.236	2.803
11:00-12:00	6	1106	2.396	2.004	4.400
12:00-13:00	6	1106	2.908	2.471	5.379
13:00-14:00	6	1106	2.682	3.089	5.771
14:00-15:00	6	1106	3.014	3.014	6.028
15:00-16:00	6	1106	2.306	2.275	4.581
16:00-17:00	6	1106	2.080	2.471	4.551
17:00-18:00	6	1106	0.980	1.688	2.668
18:00-19:00	6	1106	0.256	0.347	0.603
19:00-20:00	5	1024	0.000	0.098	0.098
20:00-21:00	4	1162	0.000	0.000	0.000
21:00-22:00	1	1000	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			19.505	19.476	38.981

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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The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: 2842e4f1-6333-4fe9-98d4-1cd501442c0e

Parameter Summary:

Trip rate parameter range selected:	470 - 2000 (units: sqm)
Survey date date range:	19/07/2008 - 18/09/2021
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.

TECHNICAL NOTE

Appendix C Gym TRICS Output

Audit Code: 45f44421-ec32-4d83-a3a2-d29d393efaff

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 07 - LEISURE
Category: K - FITNESS CLUB (PRIVATE)
Selected Vehicle Type: Total Vehicles

Selected regions and areas:

04	EAST ANGLIA		
	PB	PETERBOROUGH	1 day
05	EAST MIDLANDS		
	NM	WEST NORTHAMPTONSHIRE	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	LS	LEEDS	1 day
09	NORTH		
	FU	WESTMORLAND & FURNESS	1 day
	TW	TYNE & WEAR	1 day
10	WALES		
	PS	POWYS	1 day

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

Audit Code: 45f44421-ec32-4d83-a3a2-d29d393efaff

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:	550 to 1750 (units:sqm)
Range Selected by User:	500 to 1750 (units:sqm)
Parking Spaces Range:	0 - 307

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	25/07/13 to 26/06/25

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	1 days
Tuesday	1 days
Wednesday	2 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	5 days
Suburban Area	1 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:

Commercial Zone	1 days
Development Zone	1 days
Industrial Zone	1 days
Residential Zone	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: 45f44421-ec32-4d83-a3a2-d29d393efaff

Secondary Filtering Selection:

Use Class:

E(d)	5 surveys
N/A	1 surveys

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:

250 - 6300

Population within 1 mile:

15,001 to 20,000	1 surveys
20,001 to 25,000	1 surveys
5,001 to 10,000	4 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	3 surveys
250,001 to 500,000	1 surveys
5,001 to 25,000	2 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	3 surveys
1.1 to 1.5	3 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: 45f44421-ec32-4d83-a3a2-d29d393efaff

Petrol filling station:

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: 45f44421-ec32-4d83-a3a2-d29d393efaff

1	FU-07-K-01	FITNESS CLUB	WESTMORLAND & FURNESS
COWPER ROAD PENRITH GILWILLY IND. ESTATE Edge of Town Industrial Zone Site area: 0.14000000059604645 hect Survey date: Tuesday 10/06/2014			
			Survey Type: Unknown
2	LS-07-K-03	TRIDENT FITNESS	LEEDS
HOWLEY PARK ROAD MORLEY Edge of Town Retail Zone Site area: 0.39 hect Survey date: Friday 25/04/2025			
			Survey Type: Unknown
3	NM-07-K-01	PUMP GYM	WEST NORTHAMPTONSHIRE
GLADSTONE ROAD NORTHAMPTON KINGSFIELD BUS. CENTRE Edge of Town Commercial Zone Site area: 0.5199999809265137 hect Survey date: Wednesday 23/11/2016			
			Survey Type: Unknown
4	PB-07-K-03	ABLE FITNESS	PETERBOROUGH
EYE ROAD PETERBOROUGH Edge of Town Retail Zone Site area: 0.09 hect Survey date: Wednesday 30/04/2025			
			Survey Type: Unknown
5	PS-07-K-01	SPORTS CENTRE	POWYS
BROOK STREET WELSHPOOL Edge of Town Residential Zone Site area: 0.14000000059604645 hect Survey date:			
			Survey Type: Unknown
6	TW-07-K-01	DW SPORTS FITNESS	TYNE & WEAR
TIMBER BEACH ROAD SUNDERLAND CASTLETOWN Suburban Area Development Zone Site area: 0.5 hect Survey date: Thursday 06/04/2017			
			Survey Type: Unknown

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
BH-07-K-01 27-09-2017	27-09-2017	South East
BT-07-K-01 03-06-2015	03-06-2015	London
EN-07-K-01 17-11-2015	17-11-2015	London
GA-07-K-01 07-09-2023	07-09-2023	Ireland
HF-07-K-01 13-11-2023	13-11-2023	South East
WA-07-K-02 20-05-2025	20-05-2025	Ireland

Audit Code: 45f44421-ec32-4d83-a3a2-d29d393efaff

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

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	2	1242	0.282	0.000	0.282
06:00-07:00	6	1133	1.162	0.132	1.294
07:00-08:00	6	1133	0.471	0.853	1.324
08:00-09:00	6	1133	0.500	0.427	0.927
09:00-10:00	6	1133	0.868	0.515	1.383
10:00-11:00	6	1133	0.559	0.588	1.147
11:00-12:00	6	1133	0.338	0.530	0.868
12:00-13:00	6	1133	0.368	0.397	0.765
13:00-14:00	6	1133	0.544	0.324	0.868
14:00-15:00	6	1133	0.471	0.515	0.986
15:00-16:00	6	1133	0.530	0.412	0.942
16:00-17:00	6	1133	0.897	0.574	1.471
17:00-18:00	6	1133	1.251	1.221	2.472
18:00-19:00	6	1133	0.883	1.148	2.031
19:00-20:00	6	1133	0.530	1.103	1.633
20:00-21:00	6	1133	0.250	0.706	0.956
21:00-22:00	5	1183	0.085	0.321	0.406
22:00-23:00					
23:00-00:00					
Total Rates:			9.989	9.766	19.755

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: 45f44421-ec32-4d83-a3a2-d29d393efaff

Parameter Summary:

Trip rate parameter range selected:	500 - 1750 (units: sqm)
Survey date date range:	10/06/2014 - 30/04/2025
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
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: 88a1fc01-4562-4170-9d65-62073a398e0f

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 07 - LEISURE
Category: K - FITNESS CLUB (PRIVATE)
Selected Vehicle Type: Total Vehicles

Selected regions and areas:		
01	GREATER LONDON	
	BT	BRENT
		1 day
02	SOUTH EAST	
	MW	MEDWAY
		1 day
03	SOUTH WEST	
	WL	WILTSHIRE
		1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	LS	LEEDS
		1 day
09	NORTH	
	TW	TYNE & WEAR
		1 day
13	MUNSTER	
	WA	WATERFORD
		1 day

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

Audit Code: 88a1fc01-4562-4170-9d65-62073a398e0f

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:	1400 to 2400 (units:sqm)
Range Selected by User:	500 to 5000 (units:sqm)
Parking Spaces Range:	0 - 315

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	25/07/95 to 12/10/25

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
----------	--------

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	4 days
Edge of Town Centre	1 days
Suburban Area	1 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:

Commercial Zone	1 days
Development Zone	1 days
Industrial Zone	2 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	1 days
Servicing vehicles Included	1 days
Servicing vehicles Unknown	4 days

Audit Code: 88a1fc01-4562-4170-9d65-62073a398e0f

Secondary Filtering Selection:

Use Class:

E(d)	5 surveys
Not Known	1 surveys

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:

36 - 6300

Population within 1 mile:

1,001 to 5,000	2 surveys
10,001 to 15,000	1 surveys
15,001 to 20,000	1 surveys
25,001 to 50,000	1 surveys
50,001 to 100,000	1 surveys

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

Population within 5 miles:

250,001 to 500,000	2 surveys
50,001 to 75,000	3 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.

Audit Code: 88a1fc01-4562-4170-9d65-62073a398e0f

Petrol filling station:

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

Travel Plan:

No	5 surveys
Yes	1 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:

6a - Excellent	1 surveys
No PTAL Present	5 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: 88a1fc01-4562-4170-9d65-62073a398e0f

1 EMPIRE WAY WEMBLEY Suburban Area Development Zone Gross floor area: 1750.00 sqm Survey date:	BT-07-K-01	LIFESTYLE FITNESS	BRENT Survey Type: Manual
2 HOWLEY PARK ROAD MORLEY Edge of Town Retail Zone Gross floor area: 1600.00 sqm Survey date:	LS-07-K-03	TRIDENT FITNESS	LEEDS Survey Type: Manual
3 MAIDSTONE ROAD NEAR ROCHESTER Edge of Town Industrial Zone Gross floor area: 2400.00 sqm Survey date:	MW-07-K-01	FITNESS CLUB	MEDWAY Survey Type: Manual
4 CROSSGATE SOUTH SHIELDS Edge of Town Centre Commercial Zone Gross floor area: 1690.00 sqm Survey date:	TW-07-K-02	THE GYM GROUP	TYNE & WEAR Survey Type: Manual
5 KILBARRY ROAD WATERFORD KILBARRY Edge of Town Industrial Zone Gross floor area: 1400.00 sqm Survey date:	WA-07-K-01	GOLDSTONE FITNESS	WATERFORD Survey Type: Manual
6 SOUTHAMPTON ROAD SALISBURY BOURNE RETAIL PARK Edge of Town Retail Zone Gross floor area: 1400.00 sqm Survey date:	WL-07-K-01	PURE GYM	WILTSHIRE Survey Type: Manual

Audit Code: 88a1fc01-4562-4170-9d65-62073a398e0f

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

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	2	1545	1.133	0.680	1.813
07:00-08:00	5	1568	0.663	0.383	1.046
08:00-09:00	6	1707	1.250	0.625	1.875
09:00-10:00	6	1707	1.719	1.104	2.823
10:00-11:00	6	1707	1.660	1.650	3.310
11:00-12:00	6	1707	1.504	1.660	3.164
12:00-13:00	6	1707	1.221	1.533	2.754
13:00-14:00	6	1707	1.006	1.377	2.383
14:00-15:00	6	1707	1.064	0.967	2.031
15:00-16:00	6	1707	0.967	1.035	2.002
16:00-17:00	6	1707	1.123	1.074	2.197
17:00-18:00	5	1728	0.926	1.204	2.130
18:00-19:00	4	1560	1.250	1.394	2.644
19:00-20:00	4	1560	0.401	0.897	1.298
20:00-21:00	3	1613	0.537	0.661	1.198
21:00-22:00	2	1545	0.518	0.841	1.359
22:00-23:00	1	1400	0.286	0.643	0.929
23:00-00:00					
Total Rates:			17.228	17.728	34.956

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: 88a1fc01-4562-4170-9d65-62073a398e0f

Parameter Summary:

Trip rate parameter range selected:	500 - 5000 (units: sqm)
Survey date date range:	12/10/1996 - 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.