

## **I 1.5.1 TRAVEL PLANS**

**PROPOSED MIXED USE DEVELOPMENT  
HOLLOWAY HEAD, BIRMINGHAM**

Panther Securities  
Transport Assessment

**June 2015**

# **Proposed Mixed-Use Development Holloway Head, Birmingham**

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Holloway Head, Birmingham**

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## 1.0 INTRODUCTION

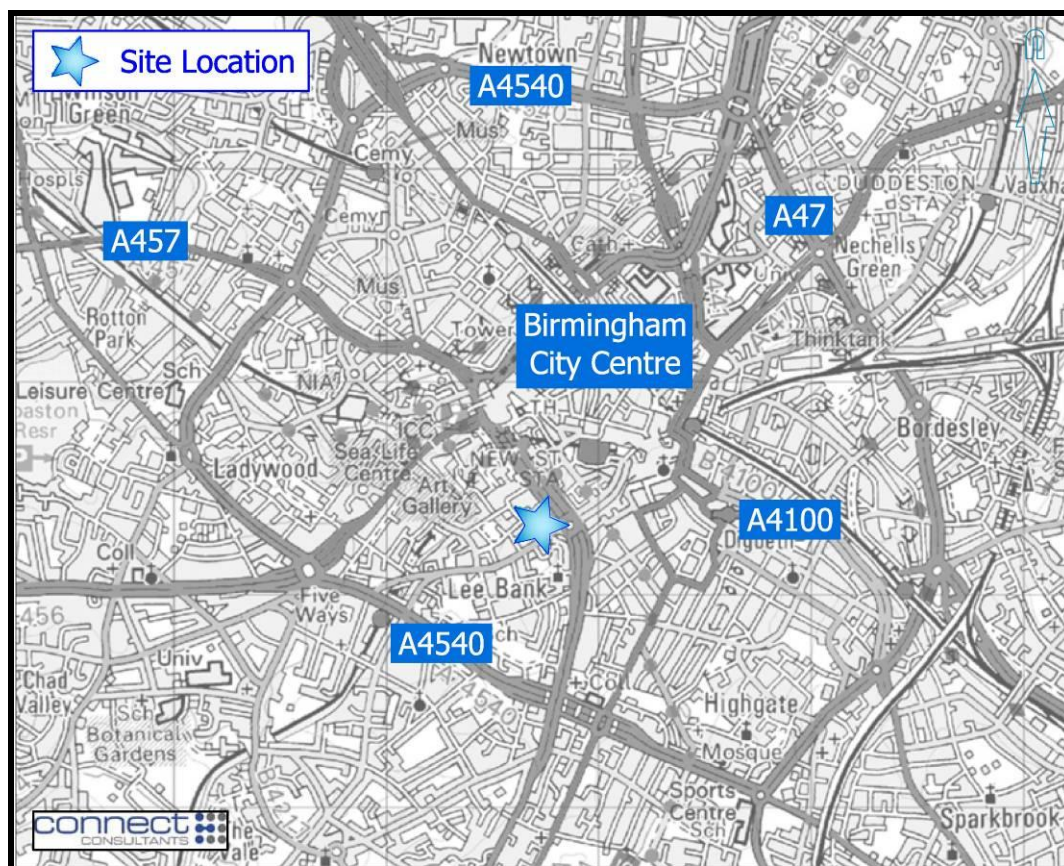
### 1.1 Background

- 1.1.1 Connect Consultants has been commissioned to prepare a Transport Assessment (TA) in relation to a planning application for a mixed-use development comprising A1 retail units alongside residential apartments at Holloway Head, Birmingham.
- 1.1.2 The proposal site has an extant planning permission (LPA Reference: 2010/06724/PA) for an alternative mixed-use development, details of which are also provided in this report.

### 1.2 Site Location and Characteristics

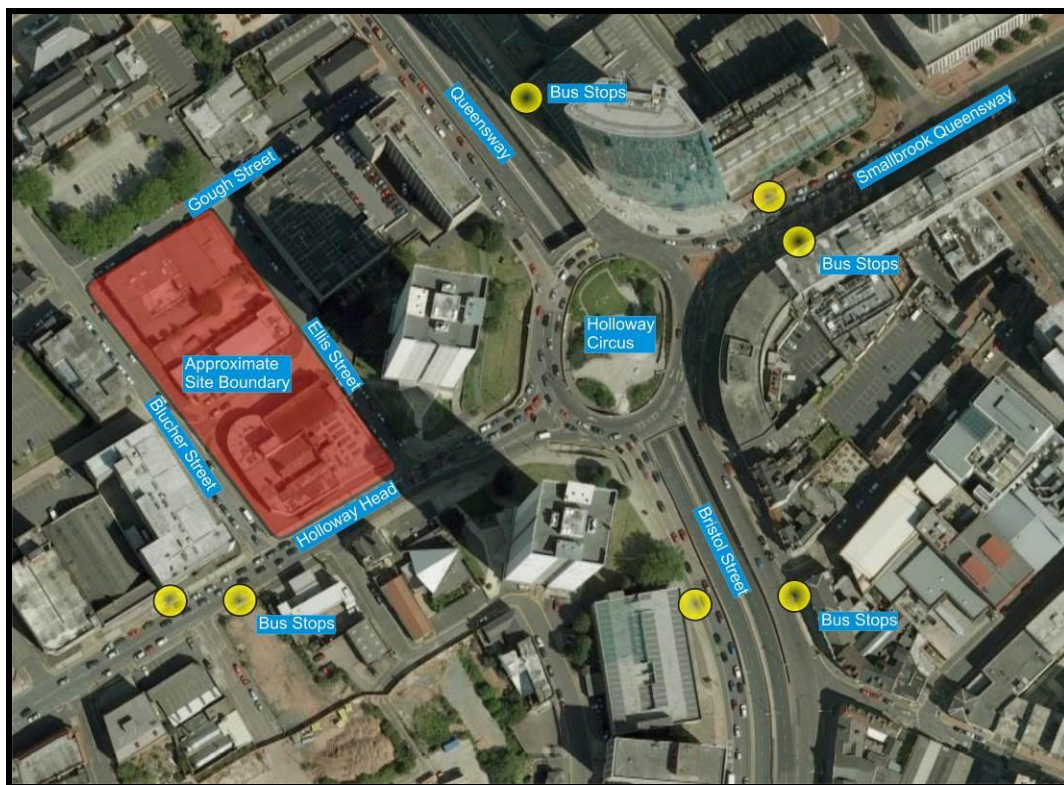
- 1.2.1 The site lies to the south-west of Birmingham City Centre on the northern side of Holloway Head approximately 60m to the west of the Holloway Circus Island as shown on the plan at **Inset 1**.

**Inset 1 – Site Location Plan**



- 1.2.2 The site is bound to the north by Gough Street, to the east by Ellis Street, to the south by Holloway Head and to the west by Blucher Street. The aerial photograph at **Inset 2** shows the site in its local context.

## Inset 2 – Site in its Local Context



- 1.2.3 The site has been previously occupied by a mix of uses comprising offices, a car showroom / workshops, warehousing and a girl guide's centre. The existing site uses (and extant planning permission, detailed further below) result in the site having an established travel generation potential, albeit that a number of the buildings are currently vacant.
- 1.2.4 The site is located in an area which is densely developed for residential, employment and retail uses. Birmingham's main City Centre retail core is located to the north-east of the site and the retail frontage extends along Smallbrook Queensway to the Holloway Circus Island.
- 1.2.5 Birmingham New Street station, which provides Birmingham's main rail hub, is located approximately 450m to the north-east of the site.
- 1.2.6 Holloway Head and Smallbrook Queensway are bus routes and there are bus stops within easy walking distance from the site.
- 1.2.7 The site is linked to Birmingham City Centre by footways flanking Holloway Head and Smallbrook Queensway and pedestrian movements are assisted by the signalised pedestrian crossing facilities which are provided at the Holloway Circus Island.
- 1.2.8 Based on the above, the site is highly accessible by non-car travel modes by virtue of the local bus stops / Birmingham New Street Station and is located where it benefits from easy access to the vast range of local jobs, shops and services in central Birmingham.

- 1.2.9 The location of the site is therefore ideal to accommodate the proposed apartments.
- 1.2.10 The future residents of the proposed apartments will benefit from the vast range of jobs, shops and services in central Birmingham which are easily accessible by non-car travel modes from the proposal site. Thus, accommodating residential uses in this central location will minimise total travel demand when compared to a more peripheral location.
- 1.2.11 On this basis, irrespective of any local impacts, there is a soundly based justification for the re-use of the site to accommodate travel intensive land uses.

### **1.3 Existing Site Composition**

- 1.3.1 The site is currently developed to provide a range of uses including the following:-
- Offices with a gross floor area (GFA) of 6,384 sq.m.
  - A car showroom with a GFA of 1,728 sq.m.
  - Warehousing with a GFA totalling 613 sq.m.
  - A Girl Guides Centre with a GFA of 500 sq.m.

### **1.4 Extant Site Composition**

- 1.4.1 The proposal site has an extant planning permission (LPA Reference: 2010/06724/PA) for a mixed-use development, to provide the following uses:-
- Offices with a GFA of 9,344 sq.m.
  - A hotel with 125 rooms.
  - 303 apartments.
  - A car workshop/showroom with a GFA of 1,030 sq.m.
  - A casino with a GFA of 1,505 sq.m.
  - A replacement girl guides centre with a GFA of 990 sq.m.
  - A3 restaurants with a GFA of 505 sq.m.
  - 303 parking spaces.

### **1.5 Proposed Site Composition**

- 1.5.1 The scheme proposal is to redevelop the site to provide the following uses:-
- 487 apartments, located in four blocks and subdivided over 14 storeys.
  - Two A1 retail units, located at ground floor level within the southernmost block, with a combined GFA of 468sq.m.
  - 200 parking spaces for the proposed residential apartments. 92 Parking spaces will be located on the southern part of the site (south of Brownsea Drive, which bisects the site), and 108 spaces will be located on the northern part of the site (to the north of Brownsea Drive).

1.5.2 Comparison of the extant and proposed site composition indicates that the net affect of the development would be as follows:-

- The removal of the office floor space from the scheme (i.e. 9,344sq.m.).
- The removal of a 125 room hotel from the scheme.
- 487 apartments will be provided, which is an increase of 184 units from the extant proposal.
- The removal of the 1,030sq.m car workshop/showroom from the scheme.
- The removal of the 1,505sq.m casino from the scheme.
- The removal of the 990sq.m girl guide's centre from the scheme.
- The removal of the 505sq.m A3 restaurants from the scheme.
- A1 retail will be provided, which is a 468sq.m increase compared to the extant proposal.
- 200 parking spaces, which is 103 spaces less than the extant development proposal.

## 1.6 Report Overview

1.6.1 This TA has been produced to assess the transport and traffic related changes compared to the extant planning permission and has been prepared to address the following main considerations:-

- The accessibility of the proposal site by sustainable transport modes.
- The accessibility of the proposal site from the existing road network.
- The safety record of the local road network.
- Car parking provision.
- Traffic attraction.

1.6.2 The remainder of this report is separated into five further sections as detailed below.

**Section 2** describes highway context of the site including the safety record of the roads and junctions within a defined study area.

**Section 3** assesses the accessibility of the proposal site by non-car travel modes.

**Section 4** provides full details of the development proposals, including car parking.

**Section 5** provides the traffic data used for the assessment.

**Section 6** provides a summary along with our conclusions.



## 2.0 HIGHWAY CONTEXT

### 2.1 Introduction

- 2.1.1 This section of the report considers the highway context of the site including consideration of the safety record of a study area which includes Gough Street, Blucher Street, Ellis Street and Holloway Head local to the site including the Holloway Head / A41 / Smallbrook Queensway (Holloway Circus Island) junction.
- 2.1.2 A drawing showing the layout of the roads and junctions within the study area is provided at **Appendix 1**.

### 2.2 Highway Layout

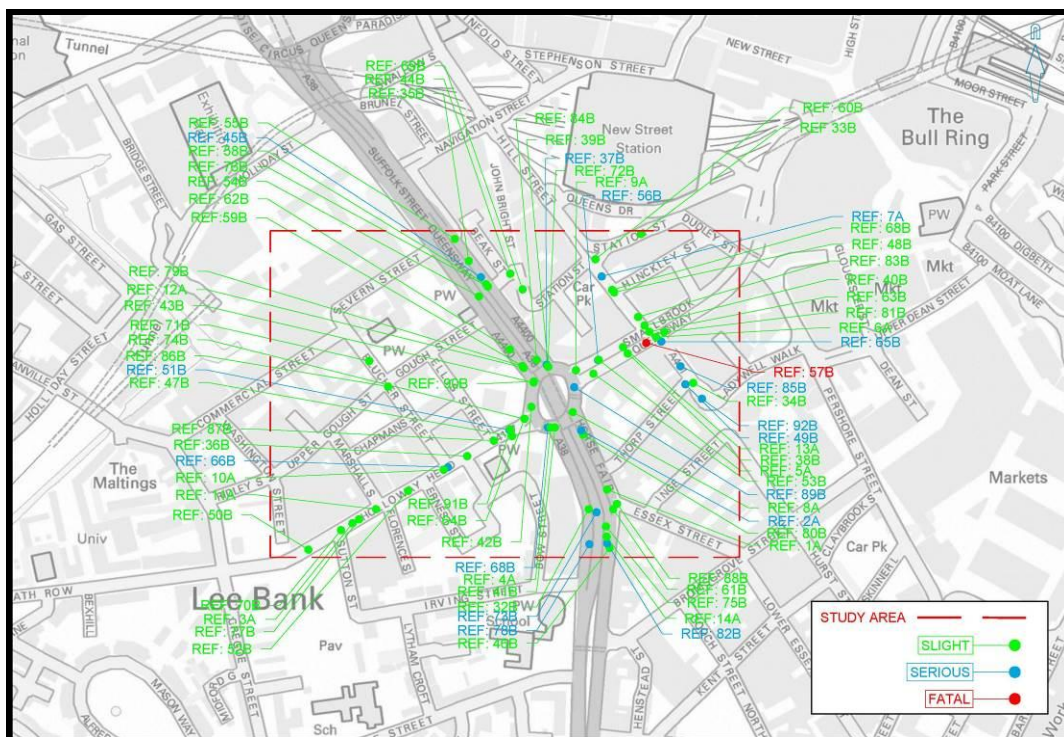
- 2.2.1 Local to the site, Holloway Head, Blucher Street, Ellis Street and Gough Street form a cordon around the development site.
- 2.2.2 Holloway Head forms the southern site boundary and is classified as the B4127 connecting Holloway Circus to the east with A4540 Islington Row Middleway to the west. Being a B class road, Holloway Head is an important local distributor road but is not part of Birmingham's strategic road network.
- 2.2.3 Holloway Head is a wide two-way road which is flanked by densely developed commercial and residential uses with high levels of associated frontage activity including on-street parking, accesses to individual properties, pedestrian crossing facilities, bus stops etc. Holloway Head has street-lighting and footways on either side of the carriageway.
- 2.2.4 Blucher Street and Ellis Street are one-way roads bounding the site to the west and east respectively. Ellis Street is restricted to one-way northbound and has a width of approximately 6.5m with on-street parking at various locations along its length. Blucher Street is a southbound one-way road with on-street parking and has a width of approximately 7m. Both Blucher Street and Ellis Street are street-lit and have footways on either side of the carriageway.
- 2.2.5 Gough Street to the north of the site is a one-way westbound road providing a connection between Ellis Street and Blucher Street. It has a width of approximately 7.5m with on-street parking, street lighting and has footways on either side of the carriageway.
- 2.2.6 Approximately 60m to the east of the site Holloway Head meets Suffolk Street and Smallbrook Queensway at the Holloway Circus Island. The roundabout has a diameter of approximately 70m and is a 4 arm grade separated junction with the A38 Suffolk Street Queensway passing under the junction in an underpass. The A38 northbound and southbound junction arms have 3 lane approaches to the junction whilst Holloway Head and Smallbrook Queensway arms have 2 lane approaches. The junction is partially signalised and includes signalised pedestrian facilities.
- 2.2.7 The A38 forms a strategic highway link within central Birmingham linking the City Centre to the ring road, city suburbs and beyond to Birmingham's orbital motorway system.
- 2.2.8 Approximately 800m to the west of the site B4127 Bath Row (continuation of Holloway Head) meets A4540 Islington Row Middleway at a left-in/left-out T-junction. A4540 Islington Row Middleway forms part of Birmingham's ring road.

- 2.2.9 Overall, the site benefits from a high level of accessibility to the local road network offering easy access from Birmingham and its hinterland.

## 2.3 Accident Analysis

- 2.3.1 Personal injury accident data has been obtained from Birmingham City Council for the study area for the most recent 5 year period for which data is available, this being 1<sup>st</sup> October 2008 to 31<sup>st</sup> September 2014. This shows that a total of 75 personal injury accidents have been recorded within the study area. **Inset 3** below identifies the distribution of collisions local to the proposal site.

### Inset 3 – Accident Plan



- 2.3.2 Along the site frontages, the data identifies two accidents occurred at the Blucher Street / Holloway Head junction, one occurred at the Bow Street / Holloway Head junction, one occurred at the Ellis Street / Holloway Head junction and one occurred at the Blucher Street / Gough Street junction.
- 2.3.3 The Holloway Circus roundabout has a total of 27 accidents at the various nodes, including the grade separated under-pass to this junction and up to c50m of the approaches. Of these 27 accidents, there were five accidents at the Holloway Head approach (three of which were at the signalised pedestrian crossing), three accidents at the Suffolk Street southbound roundabout approach, two accidents at the Smallbrook Queensway roundabout approach, and three accidents on the Bristol Street northbound roundabout approach. All the remaining accidents occurred on the under-pass, junctions exits, and circulatory carriageway of the roundabout.

- 
- 2.3.4 There were no specific locations (junctions or nodes at roundabout approaches or at larger junctions) where five or more accidents have occurred over the five year assessment period (i.e. 1 or more accident(s) per annum).
- 2.3.5 On this basis, and the basis of the flow data provided at **Section 5.0**, the proposed development is unlikely to materially worsen the occurrence of accidents at this location.

### 3.0 SUSTAINABLE TRANSPORT CONTEXT

#### 3.1 Introduction

- 3.1.1 This section of the report considers the existing non-car travel opportunities which provide access to / from the site. This includes consideration of the existing pedestrian, cycle, bus and rail travel opportunities.

#### 3.2 Pedestrian Accessibility

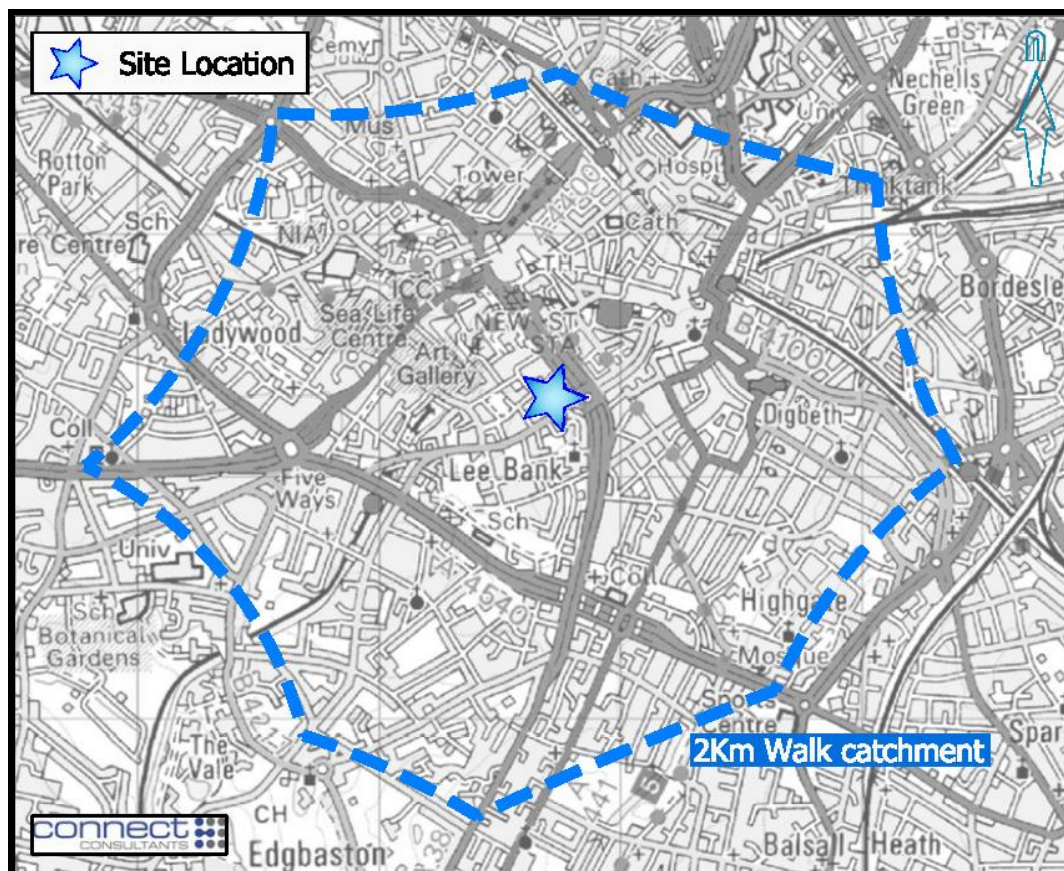
- 3.2.1 The Department for Transport's (DfT) document entitled 'Manual for Streets' dated 2007 sets out the requirements for pedestrians at Section 4.4 stating:-

*"Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot."*

- 3.2.2 Table 3.2 of The Institute of Highways and Transportation (IHT) guidance document entitled 'Providing for Journeys on Foot' identifies a maximum walk distance of 2.0km for commuter, school and sightseeing walk trips, 800m for town centre walk trips and 1.2km for trips elsewhere.

- 3.2.3 The 2km walk catchment area is shown at **Inset 4** below.

#### Inset 4 – Pedestrian Walk Catchment Isochrone



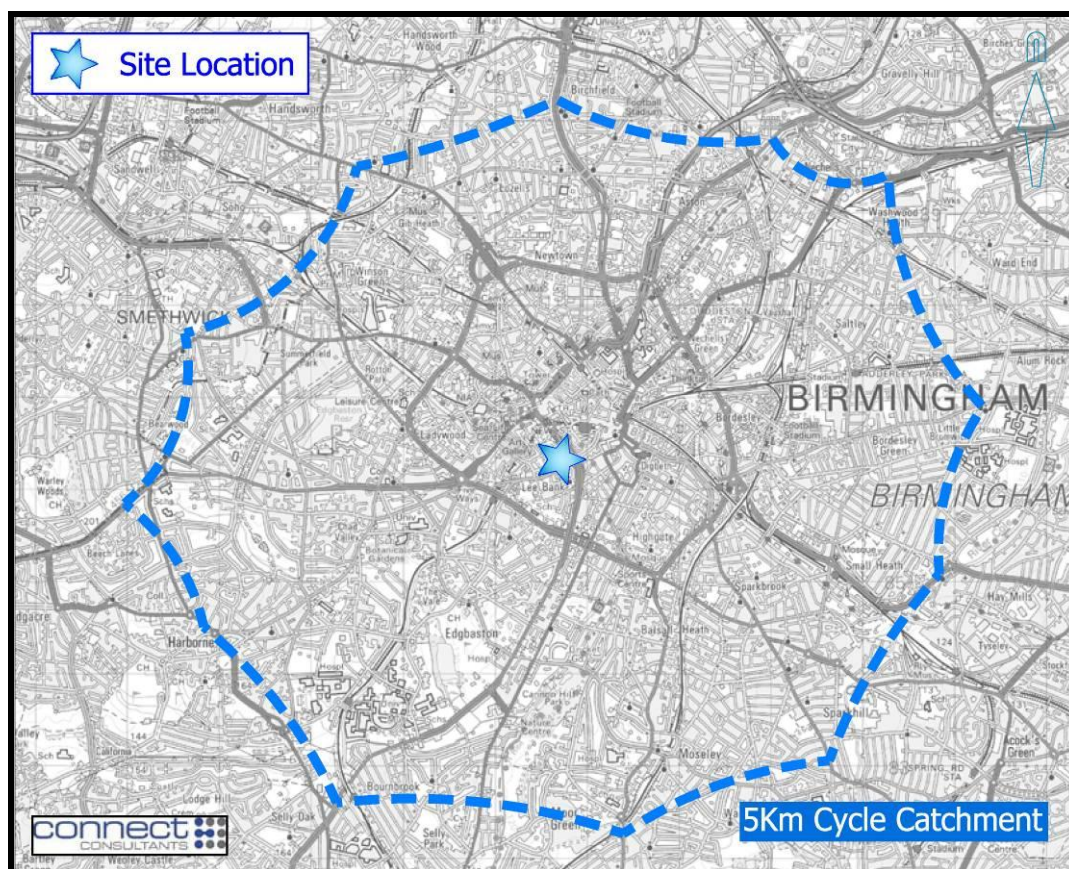


- 3.2.4 The proposal site is surrounded by a well developed pedestrian network that connects the site to local residential catchment areas along with Birmingham City Centre to the north-east of the site.
- 3.2.5 There are signalised pedestrian crossing facilities located on Holloway Head approximately 30m to the east of the site along with signalised crossing facilities at the Holloway Circus Island. These facilities provide safe and convenient connections linking the site to Birmingham City Centre and other local trip origins / destinations.
- 3.2.6 For the purposes of the assessment, it has been assumed that the area which is accessible by foot for future residents of the proposed apartments would be the area within the full 2km walk distance from the site.
- 3.2.7 On this basis, the future residents of the apartments would have access to a substantial array of jobs, shops and services by foot and a substantial number of potential visitors are located within walking distance of the site.
- 3.2.8 Overall, the proposed development is likely to result in a high proportion of trips by foot.

### **3.3 Cycle Accessibility**

- 3.3.1 Sustrans indicate in their 'Travel Behaviour Research Baseline Survey – 2004' under the subheading 'measuring the potential for change' that cycling offers an alternative to car travel, and particularly for trips of less than 6 kilometres. This research is supported by the 2013 National Travel Survey, which specified average journey lengths, by cycle, of 5.3km ( $\approx 5$ km).
- 3.3.2 Assuming a five kilometre maximum cycle distance, the catchment area of the site by cycle is shown at **Inset 5** below, which shows that a substantial area of Birmingham is within cycle distance of the proposal site.

### Inset 5 – 5km Cycle Catchment



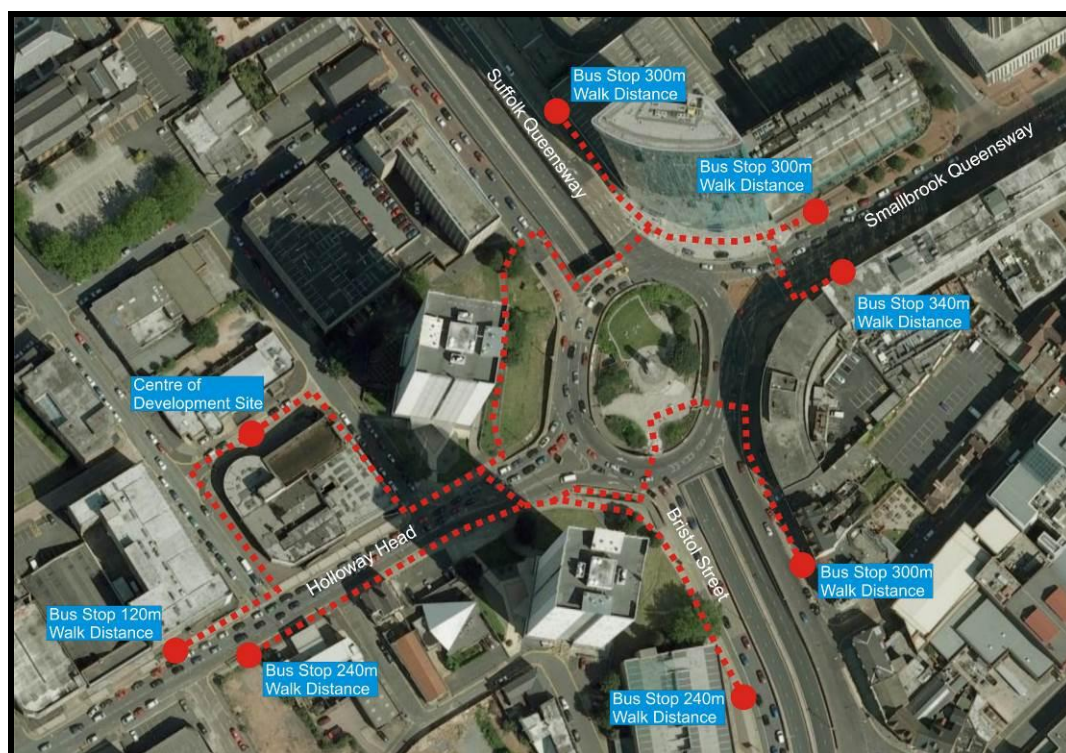
3.3.3 Cycling offers a potential alternative to car trips and provides the future residents of the apartments access to a very substantial range of employment opportunities.

### 3.4 Bus Accessibility

- 3.4.1 The nearest bus stop to the proposal site is an eastbound bus stop on Holloway Head which is located approximately 120m walk distance to the west of the centre of the proposal site. The nearest westbound Holloway Head bus stop is located opposite the eastbound bus stop and is approximately 240m walk distance from the centre of the site assuming that pedestrians utilise the signalised pedestrian crossing facilities to the east of the site.
- 3.4.2 In addition to this, there are bus stops located on Smallbrook Queensway, Bristol Street and Suffolk Street Queensway to the east of the site which provide access to additional bus services. All the bus stops are lit, have shelters and provide timetable information.

- 3.4.3 The publication entitled 'Planning for Public Transport in Developments' produced by the Institution of Highways and Transportation sets out that new developments should be located within 400 metres of the nearest bus stop. The proposed development clearly meets this criterion as the bus stops referred to above are within this maximum walk distance threshold.
- 3.4.4 A plan showing the site in relation to the Holloway Head, Smallbrook Queensway, Bristol Street, and Suffolk Street Queensway bus stops is provided below at **Inset 6**.

**Inset 6 – Site in Relation to Local Bus Stops**



- 3.4.5 There are 3 bus services that operate from the Holloway Head bus stops providing 9 buses per hour each way during the day. Details of these services are provided below.

**Route 80:** This service operates every 20 minutes Monday to Saturday between Birmingham and West Bromwich (and also via Smethwick);

**Route 98:** This service operates every 20 minutes during the day Monday to Saturday between Birmingham city centre and Rubery via Selly Oak and Northfield;

**Route 99:** This service operates every 20 minutes during the day Monday to Saturday. The service operates between Birmingham and Halesowen via Harborne, Worlds End and Hurst Green.

- 3.4.6 In addition to the above, there are 7 services operating from the Smallbrook Queensway, Bristol Street, and Suffolk Street Queensway bus stops and these provide a total of 29 buses per hour each way during the day. Details of these services are provided below.

**Route 61:** The service operates every 10 minutes during the day Monday to Sunday between Birmingham and Gannow via Selly Oak, Northfield, and Frankley;

**Route 63:** This service operates every 10 minutes during the day Monday to Saturday and every 20 minutes during the day on a Sunday between Birmingham city centre and Great Park via Selly Oak, Northfield, Longbridge, and Rubery;

**Route 82:** This service operates every 10 minutes during the day Monday to Saturday and every 60 minutes on a Sunday between Birmingham and Bearwood via Dudley Road and Cape Hill;

**Route 87:** This service operates every 10 minutes during the day Monday to Saturday and every 15-30 minutes during the day on a Sunday between Birmingham and Dudley via Cape Hill, Smethwick, and Oldbury;

**Route X64:** This service operates every 30 minutes Monday to Sunday between Birmingham and Ley Hill via Lee Bank, Selly Oak, and Bangham Pit;

**Route 144:** This service operates every 30 minutes Monday to Saturday and every 60 minutes on a Sunday between Birmingham and Worcester via Northfield, Bromsgrove, and Droitwich Spa;

**Route 146:** This service operates every 60 minutes Monday to Saturday between Birmingham and Redditch via King's Norton, West Heath, and Hopwood.

- 3.4.7 Considering the location of bus stops, the existing bus frequencies and the areas served by the bus routes, the site enjoys a very high level of accessibility by bus services. In conclusion, bus travel represents a viable alternative to the private car for trips to and from the proposed development.

### 3.5 Rail Accessibility

- 3.5.1 Birmingham New Street Station is located approximately 450m to the north-east of the site and provides Birmingham's main rail hub linking the City to the national rail network.
- 3.5.2 The IHT's publication entitled 'Planning for Public Transport in Developments' recommends a maximum walking distance of 800m to railway stations and the site is comfortably within the catchment area of New Street Station.
- 3.5.3 Rail travel therefore represents an attractive alternative to car travel to / from the proposal site.

### 3.6 Summary

- 3.6.1 The proposal site is highly accessible by a choice of travel modes including foot, cycle, bus and rail. The proposed development accords with planning policy being accessible by a choice of travel modes and because it will reduce reliance on the private car.



## 4.0 DEVELOPMENT PROPOSALS

### 4.1 Introduction

4.1.1 This section of the report provides details of the proposed development including its built form, access arrangements, and car parking.

### 4.2 Built Form

4.2.1 The proposal is to redevelop the site to provide the following uses:-

- 487 apartments, located in four blocks and subdivided over 14 storeys.
- Two A1 retail units, located at ground floor level within the southernmost block, with a combined GFA of 468sq.m.
- 200 parking spaces for the proposed residential apartments. 92 Parking spaces will be located on the southern part of the site, and 108 spaces will be located on the northern part of the site.

4.2.2 A drawing showing the proposed site layout is provided at **Appendix 2** along with a breakdown of the development at each floor level.

### 4.3 Vehicular Access

4.3.1 The proposed site access arrangements are shown on a drawing provided at **Appendix 3**.

4.3.2 The car park for the apartments located on the northern part of the site will be accessed via a new junction located on the eastern boundary of the site. The junction will be a simple priority junction access that will be located c25m north of the Ellis Street / Brownsea Drive junction. The proposed access will be located at the approximate position of an existing access serving the northern part of the site.

4.3.3 All remaining vehicular accesses to the northern site will be closed and reinstated as footway. Overall, the proposals on the northern site boundaries result in the potential to provide c10 additional on-street parking spaces.

4.3.4 The car park for the apartments located on the southern part of the site will be accessed via a new junction located on the eastern boundary of the site. The junction will be a simple priority junction access that will be located c25m north of the Ellis Street / Holloway Head junction.

4.3.5 All remaining vehicular accesses to the southern site will be closed and reinstated as footway. The proposed access results in the loss of four existing on-street parking spaces, but overall, considering the northern site, the proposals result in the potential to provide c6 additional on-street parking spaces.

4.3.6 The swept path of cars using the proposed car parking areas is demonstrated on the drawings also provided at **Appendix 3**.

#### 4.4 Pedestrian / Cycle Access

- 4.4.1 Pedestrian access to the proposal site will be provided from the footways adjoining the roads that surround the site comprising Holloway Head, Brownsea Drive, Gough Street, Ellis Street, and Blucher Street.
- 4.4.2 Cycle access will be provided from the pedestrian and vehicular access arrangements, and suitable cycle storage will be provided within the car park areas and the central courtyards at ground level.

#### 4.5 Car Parking Provision

- 4.5.1 The proposal is to serve the site by circa 200 car parking spaces which will be allocated to the proposed residential dwellings.
- 4.5.2 The car parking standards that are applicable to the proposed development are set out in the Birmingham City Council (BCC) document entitled 'Car Parking Guidelines, Supplementary Planning Document' dated February 2012. The document sets out the following maximum parking standards:

**Apartments:** 1 space per residential dwelling.

**A1 Retail:** 1 space per 28sq.m for convenience retail.

- 4.5.3 By applying the maximum car parking standards to the above elements of the proposed development, the maximum permitted number of spaces for each aspect of the development has been detailed below:-
- 487 spaces for the residential development.
  - 17 spaces for the retail development.
- 4.5.4 The proposed car parking provision of 200 spaces provides 1 space per 2.4 dwellings. No spaces are proposed for the proposed retail units; however, pay and display parking bays are located on the roads surrounding the site. Therefore, the proposed development accords with the parking requirements.

4.5.5 Data has been extracted from the 2011 Census to review statistics for the 'Super Output Area Lower Layer' areas surrounding the site, and thus determine the appropriateness of parking provisions for the proposed development. **Table 1** below includes the data.

**Table 1 – Census Data**

| Information (Car Ownership)            | Total Households | Percentage |            |
|--|------------------|------------|------------|
| No Cars/Vans in Household              | 2,298            | 58%        |            |
| 1 or More Cars/Vans in Household       | 1,638            | 42%        |            |
| Information (Method of Travel to Work) | Total Persons    | Percentage | Percentage |
| Driving a Car or Van                   | 1,095            | 27%        | 29%        |
| Passenger in a Car or Van              | 71               | 2%         |            |
| Walk                                   | 1,684            | 42%        | 71%        |
| Cycle                                  | 54               | 1%         |            |
| Public Transport                       | 1,071            | 27%        |            |
| Other                                  | 31               | 1%         |            |

4.5.6 The above data highlights that the majority (58%) of households local to the site had no cars when the 2011 Census was undertaken, with the average number of cars per household being just 0.49.

4.5.7 The census data also highlights that 71% of travel to work journeys from dwellings local to the site are undertaken by non-car travel modes.

4.5.8 Therefore, the provision of 200 spaces, which is less than the maximum of 1 space per dwelling reflects the non-car accessibility credentials of the site along with the travel habits of existing residents. The proposed provision is slightly less than existing car ownership levels (0.41 car spaces per dwelling), but new residents will purchase / move into the flats with the knowledge of the proposed parking arrangements.

4.5.9 In the case of the retail use, this is likely to be ancillary to other city centre activities.

#### **4.6 Cycle Parking Provision**

- 4.6.1 The relevant cycle parking standards for developments are set out in BCC's document entitled 'Car Parking Guidelines, Supplementary Planning Document' dated February 2012 which set out the following:
- Residential – 1 space per apartment.
  - Convenience Retail – 1 space per 125sq.m.
- 4.6.2 By applying these standards to the proposed development quantum, the standards equate to 487 cycle spaces for the proposed dwellings and 3-4 spaces for the proposed retail.
- 4.6.3 The site is located within easy walking distance of central Birmingham such that many trips which would be made from a peripheral location by cycle will manifest as walk trips to / from this site.
- 4.6.4 That being said, it is proposed to provide cycle hoops within the central courtyards of the two development areas; each of the courtyards will benefit from good natural surveillance. It is also proposed to provide cycle storage rooms within the parking areas of both the northern and southern sites.



## 5.0 TRAFFIC DATA

### 5.1 Introduction

5.1.1 This section of the report considers the potential trip attraction and traffic effect of the proposed development compared to the potential traffic attraction of the existing and the extant land uses. The assessment has been undertaken using data from the TRICS database.

### 5.2 Existing Traffic Flows

5.2.1 The traffic flows obtained for the study area junctions for which an assessment has been undertaken are set out below along with the dates that each survey was undertaken.

- Holloway Head / Blucher Street and Holloway Head / Ellis Street priority junctions – Wednesday 26<sup>th</sup> February 2014.
- Holloway Head / Smallbrook Queensway partially signalised roundabout junction – Wednesday 26<sup>th</sup> February 2014.

5.2.2 The weekday surveys were undertaken to capture the morning and evening peak periods. This assessment focuses on the 60 minute periods when the local highway network is at its peak and is a worst case approach for assessing the impacts of the development.

5.2.3 The weekday morning and weekday evening peaks are as listed below. The peak hour flows are shown in the diagrams at **Appendix 4**.

- Weekday AM Peak 08:15 to 09:15
- Weekday PM Peak 17:30 to 18:30

### 5.3 Base Traffic Flows

5.3.1 This assessment considers the traffic flows at assumed future years of 2018 and 2020 (application year plus 5 years).

5.3.2 Growth factors have been applied to the 2014 traffic flows at **Appendix 4** to represent the future year to account for projected economic growth and local development forecasts.

5.3.3 The growth factors have been derived based on the TEMPRO version 6.2 database for between 2014 and 2018/2020. This has been adjusted based on the TEMPRO output for car drivers for the graphical area of Birmingham and the results of the study are summarised below at **Table 2**.

**Table 2 – TEMPRO Traffic Growth Rates**

| Peak Period     | 2014 to 2018     | 2014 to 2020     |
|-----------------|------------------|------------------|
|                 | Resultant Growth | Resultant Growth |
| Weekday AM Peak | 1.0605           | 1.0954           |
| Weekday PM Peak | 1.0582           | 1.0918           |

5.3.4 Full details of the TEMPRO assessment are contained at **Appendix 5** together with diagrams showing the projected 2018/2020 base traffic flows.

#### **5.4 Existing Site Potential Trip Attraction**

5.4.1 The vehicular attraction of the existing, permitted and proposed on-site uses has been undertaken by reference to the TRICS trip attraction assessment contained within the Connect Consultants March 2014 Transport Assessment (produced for the permitted development scheme).

##### Offices

5.4.2 The potential traffic attraction of the existing offices has been assessed using the TRICS version7 database, based on all sites within the category 'Employment - Offices' with a population greater than 250,000 within 5 miles of the site.

5.4.3 Average trip rates have been derived from the datasets and the trip rates along with the trip attraction is set out at **Table 3** below, while **Appendix 6** provides full details of the TRICS assessment.

**Table 3 – Trip Attraction of the Existing Offices**

| Peak Hour | Trip Rates |       |       | Trip Attraction |     |       |
|-----------|------------|-------|-------|-----------------|-----|-------|
|           | In         | Out   | Total | In              | Out | Total |
| AM Peak   | 1.167      | 0.241 | 1.408 | 75              | 15  | 90    |
| PM Peak   | 0.151      | 0.675 | 0.826 | 10              | 43  | 53    |

##### Car Showroom / Workshop

5.4.4 The potential traffic attraction of the existing car showroom and workshop has been assessed using version 7 of the TRICS database, based on all sites within the category 'Car Showrooms' with a population greater than 250,000 within 5 miles of the site.

5.4.5 Average trip rates have been derived from the dataset and the trip rates along with the trip attraction is set out at **Table 4** below while **Appendix 6** provides full details of the TRICS assessment.

**Table 4 – Trip Attraction of the Existing Car Showroom/Workshop**

| Peak Hour | Trip Rates |       |       | Trip Attraction |     |       |
|-----------|------------|-------|-------|-----------------|-----|-------|
|           | In         | Out   | Total | In              | Out | Total |
| AM Peak   | 0.646      | 0.278 | 0.924 | 11              | 5   | 16    |
| PM Peak   | 0.278      | 0.526 | 0.804 | 5               | 9   | 14    |

- 5.4.6 Whilst the existing composition includes a girl guides centre and warehousing, it has been assumed that the trip attraction of these elements of the existing site will be negligible during the peak hours considered during the assessment, and therefore have not been considered as part of the trip attraction assessment.
- 5.4.7 The distribution of the existing site flows has been identified at **Section 5.8** below.
- 5.4.8 The traffic attraction of the existing offices has been shown on the diagrams at **Appendix 7**. The trip attraction of the car showroom/workshop is shown on the diagrams at **Appendix 8**.

## **5.5 Extant Development Proposal Trip Attractions**

- 5.5.1 The trip attraction of each aspect of the extant development has been identified below.

### Offices

- 5.5.2 Average trip rates have been derived from the dataset identified for the existing office use above and the trip rates along with the trip attraction is set out at **Table 5** below while **Appendix 6** provides full details of the TRICS assessment.

**Table 5 – Trip Attraction of the Extant Offices**

| Peak Hour | Trip Rates |       |       | Trip Attraction |     |       |
|-----------|------------|-------|-------|-----------------|-----|-------|
|           | In         | Out   | Total | In              | Out | Total |
| AM Peak   | 1.167      | 0.241 | 1.408 | 109             | 23  | 132   |
| PM Peak   | 0.151      | 0.675 | 0.826 | 14              | 63  | 77    |

### Hotel

- 5.5.3 The traffic attraction of the extant hotel has been assessed using the TRICS database, based on all sites located at Town Centre or Edge of Town Centre locations within the category 'Hotel, Food and Drink - Hotel' with a population greater than 250,000 within 5 miles of the site.

- 5.5.4 Average trip rates have been derived from the dataset and the trip rates along with the trip attraction is set out at **Table 6** below while **Appendix 6** provides full details of the TRICS assessment.

**Table 6 – Trip Attraction of the Extant Hotel**

| Peak Hour | Trip Rates |       |       | Trip Attraction |     |       |
|-----------|------------|-------|-------|-----------------|-----|-------|
|           | In         | Out   | Total | In              | Out | Total |
| AM Peak   | 0.063      | 0.090 | 0.153 | 8               | 11  | 19    |
| PM Peak   | 0.078      | 0.053 | 0.131 | 10              | 7   | 16    |

#### Apartments

- 5.5.5 The potential traffic attraction of the extant apartments has been assessed using the TRICS database, based on all sites at Town Centre locations within the category 'Residential – Flats Privately Owned' with a population greater than 250,000 within 5 miles of the site.
- 5.5.6 Average trip rates have been derived from the dataset and the trip rates along with the trip attraction is set out at **Table 7** below while **Appendix 6** provides full details of the TRICS assessment.

**Table 7 – Trip Attraction of the Extant Apartments**

| Peak Hour | Trip Rates |       |       | Trip Attraction |     |       |
|-----------|------------|-------|-------|-----------------|-----|-------|
|           | In         | Out   | Total | In              | Out | Total |
| AM Peak   | 0.008      | 0.028 | 0.036 | 2               | 8   | 11    |
| PM Peak   | 0.028      | 0.008 | 0.036 | 8               | 2   | 11    |

#### Car Showroom / Workshop

- 5.5.7 Average trip rates have been derived from the dataset identified for the existing car workshop identified above and the trip rates along with the trip attraction is set out at **Table 8** below while **Appendix 6** provides full details of the TRICS assessment.

**Table 8 – Trip Attraction of the Extant Car Showroom/Workshop**

| Peak Hour | Trip Rates |       |       | Trip Attraction |     |       |
|-----------|------------|-------|-------|-----------------|-----|-------|
|           | In         | Out   | Total | In              | Out | Total |
| AM Peak   | 0.646      | 0.278 | 0.924 | 7               | 3   | 10    |
| PM Peak   | 0.278      | 0.526 | 0.804 | 3               | 5   | 8     |

### Casino

- 5.5.8 The traffic attraction of the extant casino has been assessed the TRICS database, based on all sites within the category 'Casino'.
- 5.5.9 Average trip rates have been derived from the dataset and the trip rates along with the trip attraction is set out at **Table 9** below while **Appendix 6** provides full details of the TRICS assessment.

**Table 9 – Trip Attraction of the Extant Casino**

| Peak Hour | Trip Rates |       |       | Trip Attraction |     |       |
|-----------|------------|-------|-------|-----------------|-----|-------|
|           | In         | Out   | Total | In              | Out | Total |
| AM Peak   | 0.000      | 0.000 | 0.000 | 0               | 0   | 0     |
| PM Peak   | 0.011      | 0.000 | 0.011 | 0               | 0   | 0     |

- 5.5.10 Whilst the extant composition includes a girl guides centre and restaurants, it has been assumed that the trip attraction of girl guides centre will be negligible during the peak hours considered during the assessment and the restaurant flows will be ancillary to the casino development / complementary land uses in central Birmingham, and therefore have not been considered as part of the trip attraction assessment.

## **5.6 Development Proposal Trip Attractions**

### Retail Unit

- 5.6.1 Similar to the treatment of the extant A3 units, whilst the development proposal includes a retail unit, the proposal does not include any specific on-site parking for this unit, and it is likely to be ancillary to other city centre activities. Therefore, it has been assumed that the trip attraction retail unit will be negligible during the peak hours considered during the assessment and so has not been considered further as part of the trip attraction assessment.

### Apartments

- 5.6.2 The potential traffic attraction of the proposed apartments has been assessed using the same trip rates identified for the extant apartments.
- 5.6.3 Average trip rates have been derived from the dataset and the trip rates along with the trip attraction is set out at **Table 10** below while **Appendix 6** provides full details of the TRICS assessment.

**Table 10 – Trip Attraction of the Proposed Apartments**

| Peak Hour | Trip Rates |       |       | Trip Attraction |     |       |
|-----------|------------|-------|-------|-----------------|-----|-------|
|           | In         | Out   | Total | In              | Out | Total |
| AM Peak   | 0.008      | 0.028 | 0.036 | 4               | 14  | 18    |
| PM Peak   | 0.028      | 0.008 | 0.036 | 14              | 4   | 18    |

## 5.7 Net Development Effect

- 5.7.1 The net effect of the development is determined by subtracting the total existing and extant trip generation potential of the site from the proposed traffic attraction. This has been identified at **Table 11** below.

**Table 11 – Net Development Effect**

| Peak Hour | Net Development Subtract<br>Existing Trips |     |       | Net Development Subtract<br>Extant Trips |     |       |
|-----------|--|-----|-------|--|-----|-------|
|           | IN   | OUT | TOTAL | IN                                       | OUT | TOTAL |
| AM Peak   | -82  | -6  | -88   | -122                                     | -31 | -153  |
| PM Peak   | -1   | -48 | -49   | -21                                      | -74 | -95   |

## 5.8 Trip Distributions

- 5.8.1 The distribution of existing, extant, and proposed trips has been undertaken assuming the proportions identified at **Table 12** below. This is judgement based having regard to the relative importance of routes and the areas which they serve.

**Table 12 – Trip Distributions**

| Origin / Destination     | Percentage (%) |
|--------------------------|----------------|
| Holloway Head (W)        | 20.0%          |
| Smallbrook Queensway (E) | 0.0%           |
| A38 (S)                  | 40.0%          |
| A41 (N)                  | 40.0%          |

- 5.8.2 While it is possible for drivers to arrive / depart via Smallbrook Queensway, it is unlikely that they would do this unless their trip is linked with a land use in the city centre.
- 5.8.3 Given the relatively low number of additional site trips (as an absolute figure), the distribution assumptions are not particularly sensitive. Also, drivers will have the opportunity to vary their route to avoid congestion so the distribution is likely to be self adjusting to reduce congestion and not create it.
- 5.8.4 Appendices containing diagrams showing the trip attractions of each development component, along with net effect and base year scenarios have been identified as follows:-
- **Appendix 9:** Total Existing Site Flows;
  - **Appendix 10:** Total Extant Site Flows;
  - **Appendix 11:** Total Proposed Site Flows;
  - **Appendix 12:** Net Development Effect (compared to both existing and extant);
  - **Appendix 13:** 2018 / 2020 Base Traffic Flows with Development

## 5.9 Traffic Impact

5.9.1 **Appendix 12** includes diagrams which indicate the net development impact within the study area network. The results indicate the following impacts at the study area junctions:-

**Table 13 – Traffic Impacts**

| AM Peak Hour               | 2014  | 2020 Base with Extant | 2020 Base with Development | Percentage Impact |
|----------------------------|-------|-----------------------|----------------------------|-------------------|
| Holloway Circus Roundabout |       |                       |                            |                   |
| Suffolk Street             | 1,352 | 1,531                 | 1,483                      | -3.2%             |
| Smallbrook Queensway       | 542   | 594                   | 594                        | 0.0%              |
| Bristol Street             | 597   | 704                   | 656                        | -6.9%             |
| Holloway Head              | 632   | 728                   | 703                        | -3.5%             |
| Total                      | 3,123 | 3,558                 | 3,435                      | -3.5%             |
| Ellis Street Priority      |       |                       |                            |                   |
| Holloway Head W            | 641   | 763                   | 714                        | -6.5%             |
| Holloway Head E            | 973   | 1,167                 | 1,069                      | -8.4%             |
| Total                      | 1,614 | 1,930                 | 1,783                      | -7.6%             |
| Blucher Street Priority    |       |                       |                            |                   |
| Holloway Head W            | 526   | 601                   | 577                        | -4.1%             |
| Blucher Street             | 109   | 165                   | 133                        | -19.1%            |
| Total                      | 635   | 766                   | 710                        | -7.3%             |
| PM Peak Hour               | 2014  | 2020 Base with Extant | 2020 Base with Development | Percentage Impact |
| Holloway Circus Roundabout |       |                       |                            |                   |
| Suffolk Street             | 1,186 | 1,309                 | 1,300                      | -0.7%             |
| Smallbrook Queensway       | 657   | 717                   | 717                        | 0.0%              |
| Bristol Street             | 792   | 879                   | 870                        | -1.0%             |
| Holloway Head              | 880   | 1,023                 | 964                        | -5.8%             |
| Total                      | 3,515 | 3,928                 | 3,852                      | -1.9%             |
| Ellis Street Priority      |       |                       |                            |                   |
| Holloway Head W            | 885   | 1,035                 | 972                        | -6.1%             |
| Holloway Head E            | 908   | 1,020                 | 1,002                      | -1.7%             |
| Total                      | 1,793 | 2,055                 | 1,974                      | -3.9%             |
| Blucher Street Priority    |       |                       |                            |                   |
| Holloway Head W            | 744   | 819                   | 815                        | -0.5%             |
| Blucher Street             | 772   | 920                   | 847                        | -8.0%             |
| Total                      | 1,516 | 1,740                 | 1,662                      | -4.5%             |

5.9.2 The traffic affects of the proposals shown at **Table 13** and **Appendix 12** demonstrates that the impact of the proposed redevelopment will be minimal and less than the attraction associated with the permitted development scheme (as confirmed by the negative impact figures). The effects are especially low in the context of the high background traffic flows on Holloway Head and the A38 Island.

5.9.3 The assessment identifies that the modelling of these junctions is not required given the negligible impact of the development and based on the above, the operation of the roads and junctions local to the site are unlikely to change as a result of the proposals.

## **6.0 SUMMARY & CONCLUSIONS**

### **6.1 Summary**

6.1.1 This report has been prepared by Connect Consultants to consider proposals to re-develop a site at Holloway Head, Birmingham.

6.1.2 The report is considers a development comprising the following elements:-

- 487 apartments, located in four blocks and subdivided over 14 storeys.
- Two A1 retail units, located at ground floor level within the southernmost block, with a combined GFA of 468sq.m.
- 200 parking spaces for the proposed residential apartments. 92 Parking spaces will be located on the southern part of the site, and 108 spaces will be located on the northern part of the site.

6.1.3 The report is summarised as follows:-

- Car parking will be accommodated by 200 car parking bays, which is appropriate given the location of the development site.
- The report has demonstrated that the site is highly accessible by a choice of means of transport, including walking, cycling and public transport.
- The proposal to utilise the site for a high density development is soundly based given that the overall transport affect of accommodating these land uses where the benefit from the city centre travel opportunities and facilities will outweigh and local impacts.
- A trip attraction assessment of the proposed site and the existing composition has been undertaken using trip rates derived from the TRICS database. The traffic analysis indicates that the proposed redevelopment would not significantly increase traffic flows on the local road network.
- The proposals would not have any negative bearing on road safety given that net traffic flows would not significantly alter.

### **6.2 Conclusions**

6.2.1 The site is highly accessible by a choice of travel modes. The traffic impact of the redevelopment would be within acceptable limits and there are no road safety issues which might have an adverse bearing on its acceptability. We therefore conclude that the proposal is acceptable from a transport perspective.



## **Appendix 1**

### **Existing Highway Layout**



| rev.   | amendment        | date                           |
|--|------------------|--------------------------------|
| <b>connect</b><br>CONSULTANTS  |                  |                                |
| 78 Broad Street<br>Chipping Sodbury<br>Bristol<br>BS37 6AG<br>t: 01454 320220<br>f: 01454 320099<br>w: www.connect-consultants.com |                  |                                |
| <b>client</b><br>Panther Securities Ltd  |                  |                                |
| <b>project</b><br>Proposed Development<br>Holloway Head  |                  |                                |
| scale  | 1:500            | drawn by TAS checked by        |
| date   | July 2009        | cad file C4-09001-holloway.dwg |
| <b>title</b><br>Existing Highway Layout  |                  |                                |
| drawing number   | C4 - 09001 - 001 | rev.                           |

## **Appendix 2**

# **Development Proposals**

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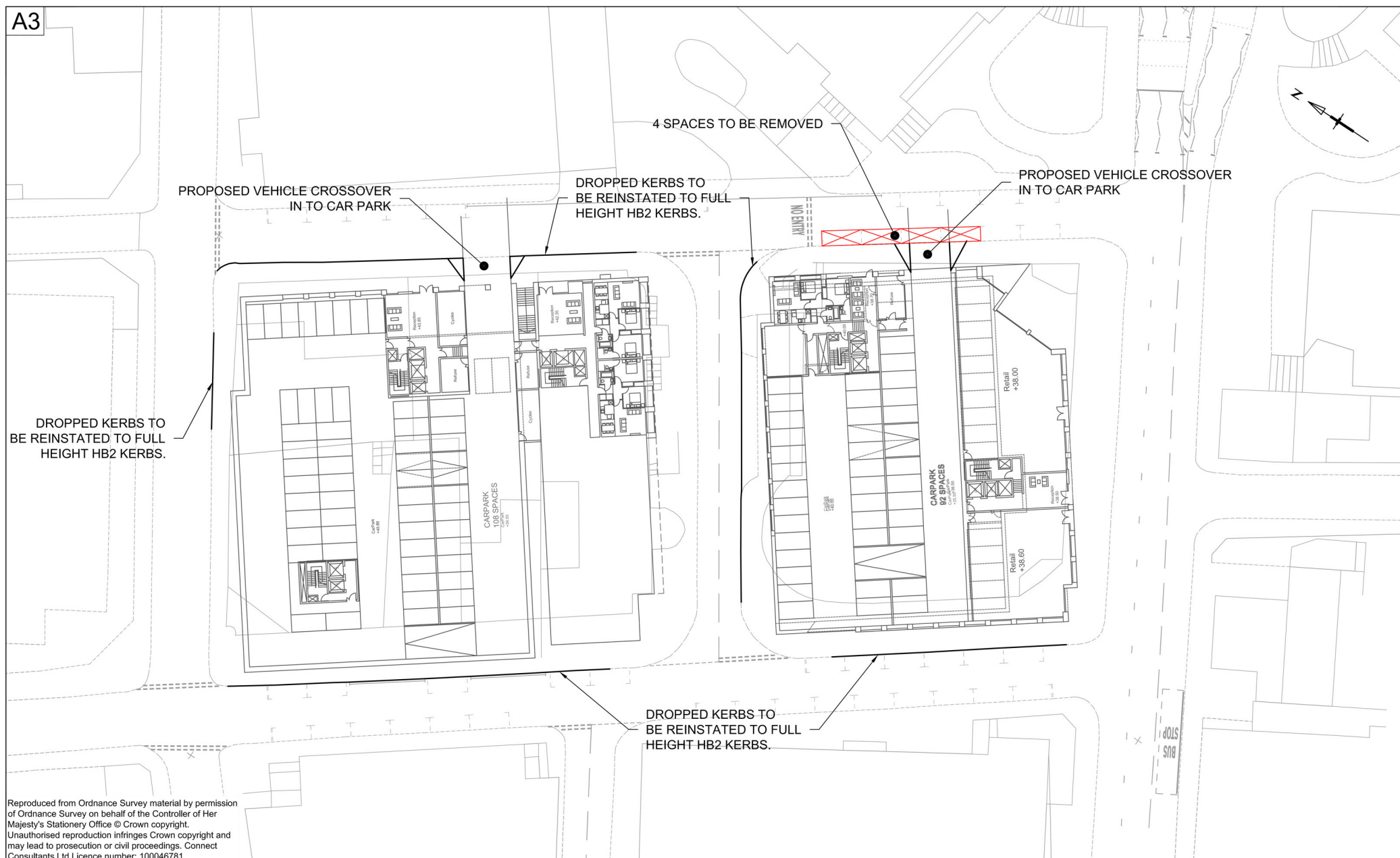


| REV                    | DATE    | NOTES      |
|------------------------|---------|------------|
| Client                 |         |            |
| PANTHER SECURITIES     |         |            |
| Project                |         |            |
| HOLLOWAY HEAD          |         |            |
| Drawing Title          |         |            |
| PROPOSED LOCATION PLAN |         |            |
| Drawn                  | Checked | Paper Size |
| TM                     | ML      | A1         |
| Scale                  | 1:500   | Date       |
| Project No.            | 14135   | May 2014   |
| Drawing No.            | 100     | Revision   |
|                        |         | X          |

**Appendix 3  
Proposed Site Access  
Arrangements and Swept  
Path Analysis**

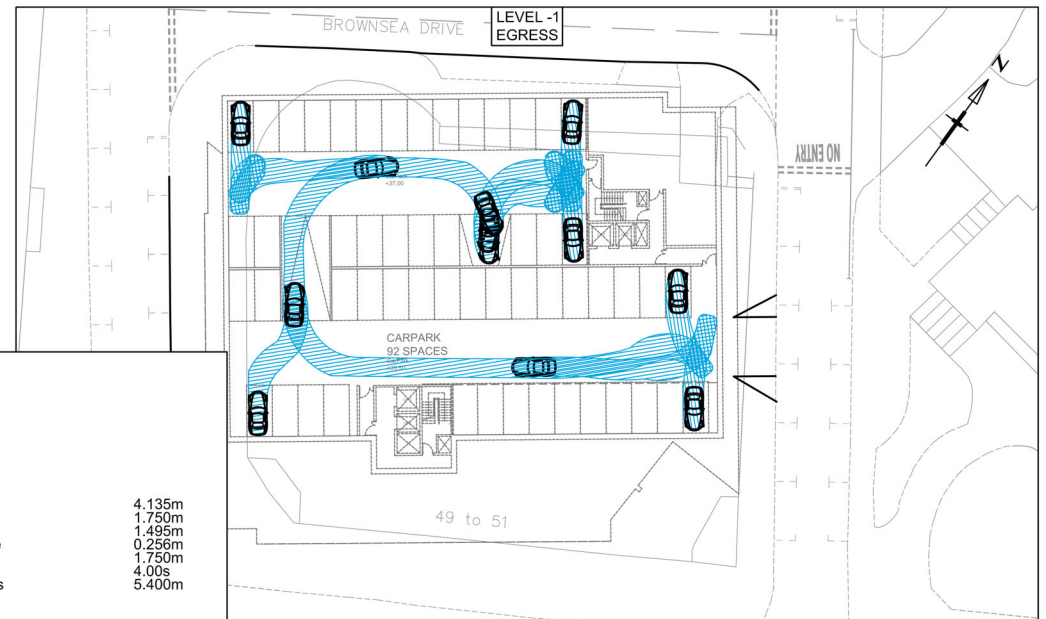
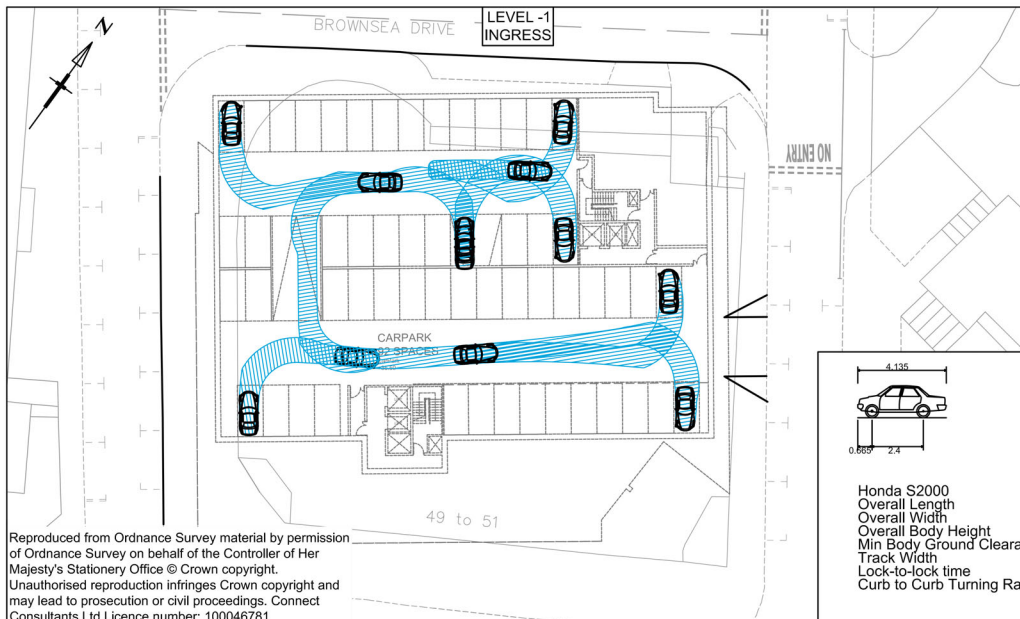
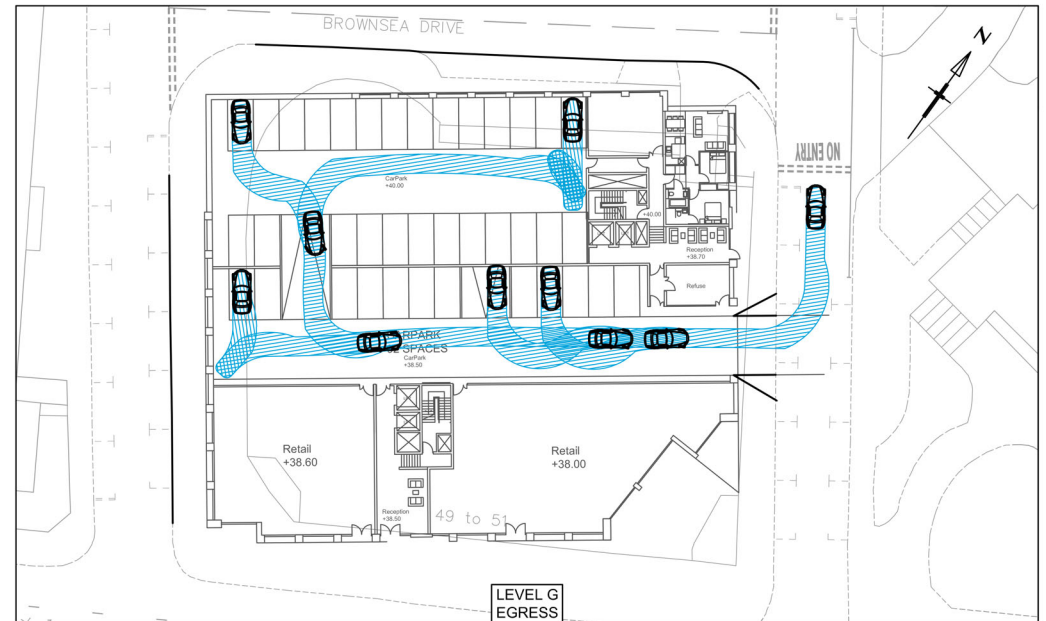
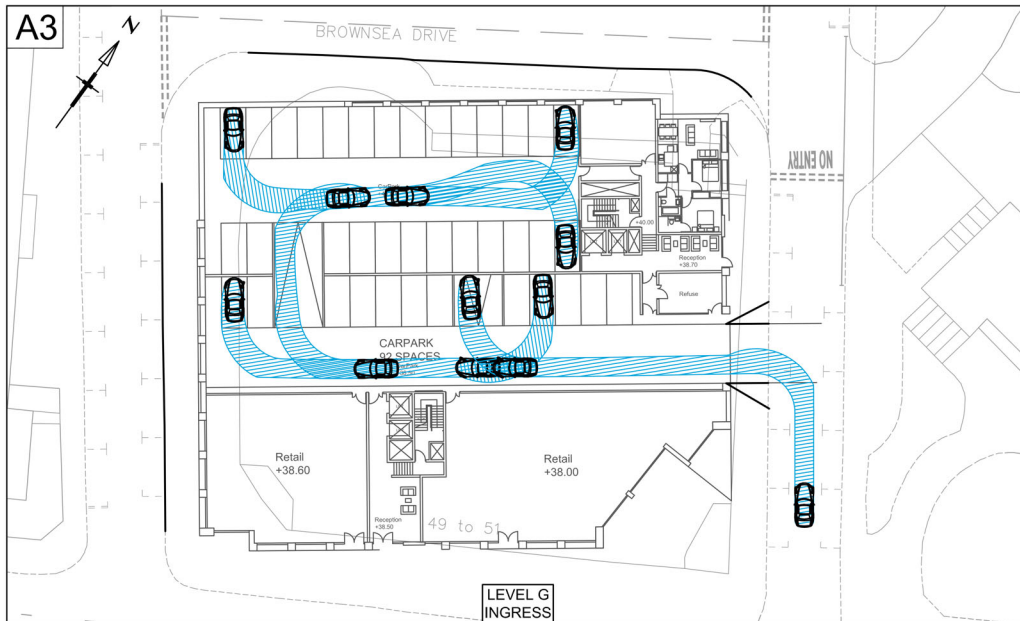
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A3

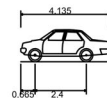


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Honda S2000  
Overall Length  
Overall Width  
Overall Body Height  
Min Body Ground Clearance  
Track Width  
Lock-to-lock time  
Curb to Curb Turning Radius

4.135m  
1.750m  
1.495m  
0.256m  
1.750m  
4.00s  
5.400m

**connect**  
CONSULTANTS

78 BROAD STREET, CHIPPING SODBURY, BRISTOL, BS37 6AG  
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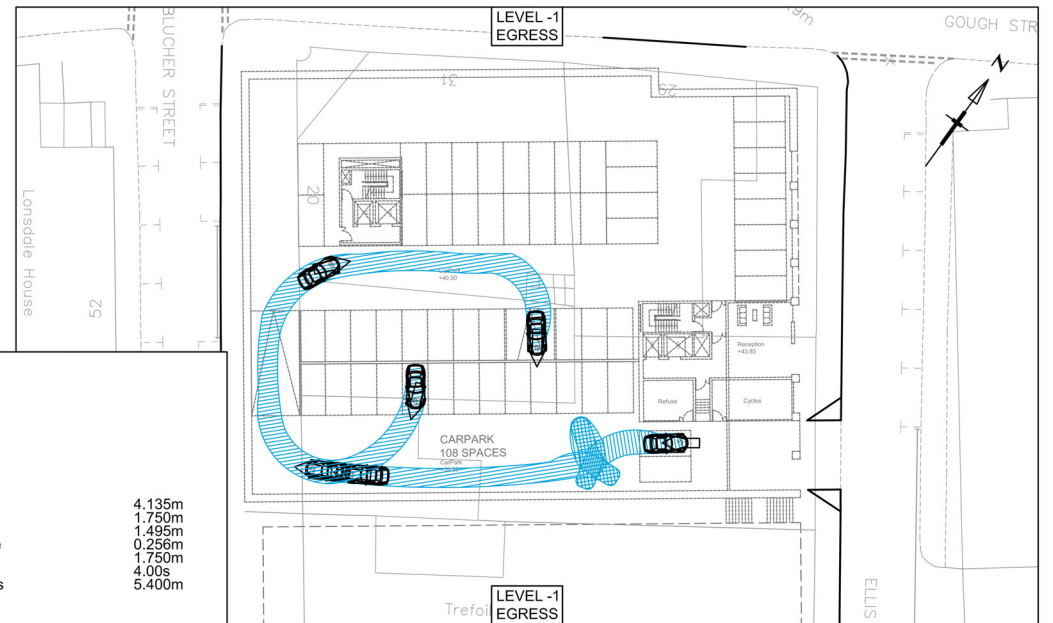
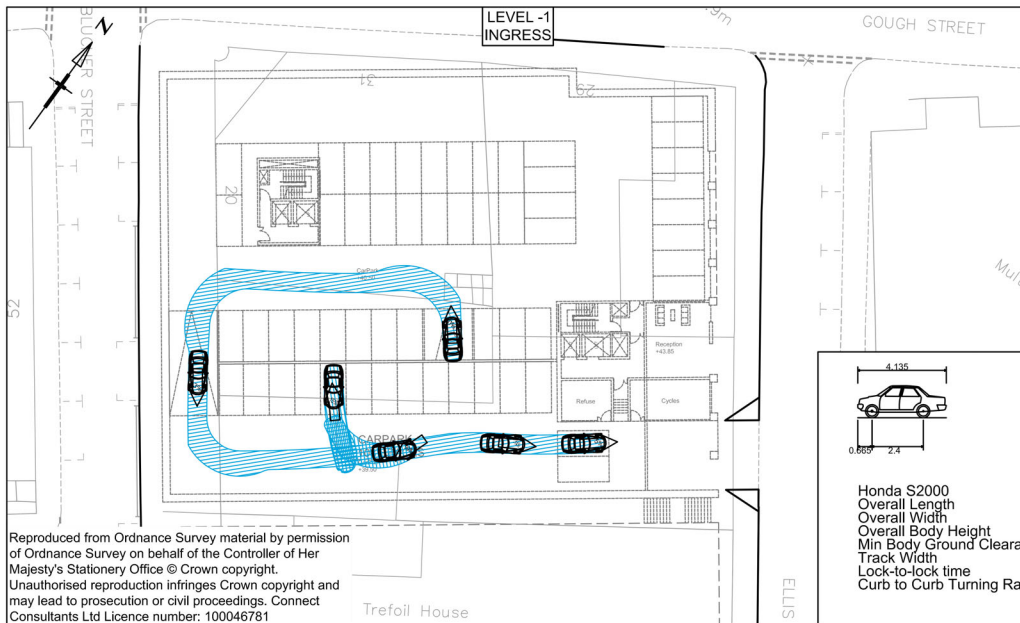
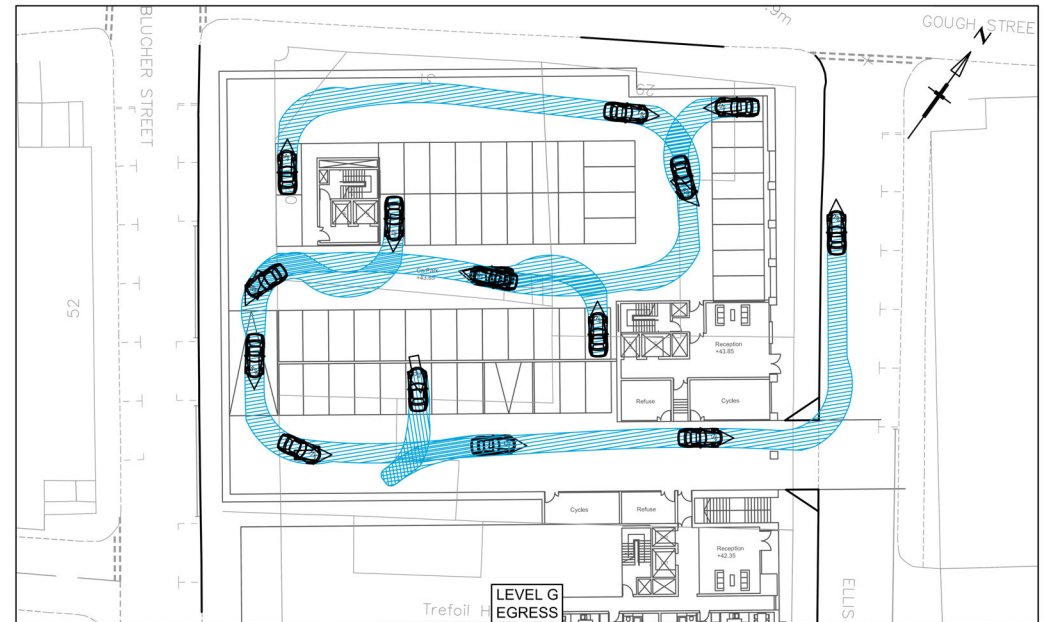
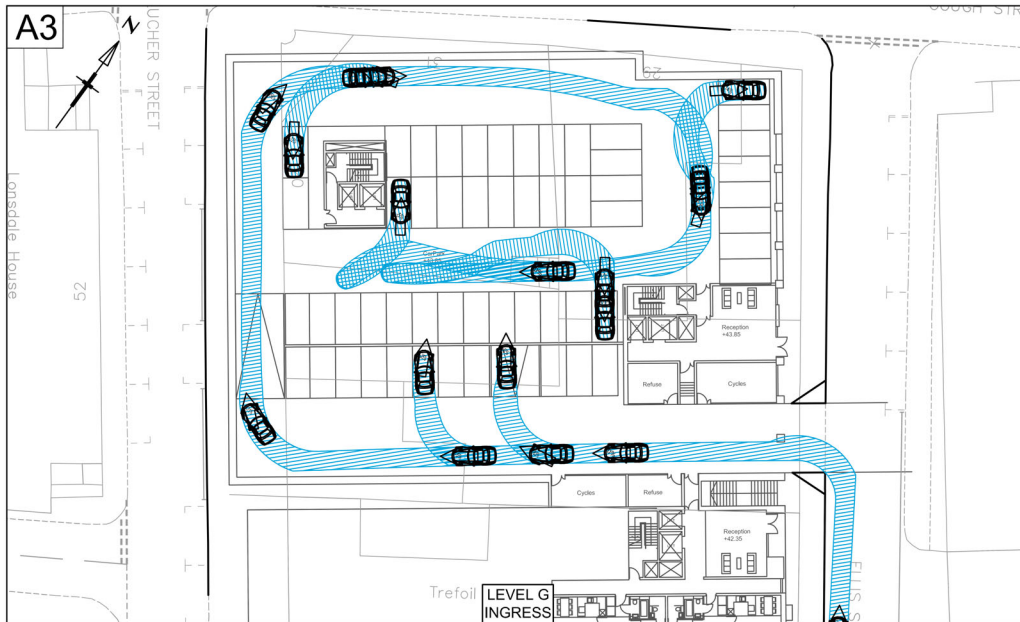


QUALITY MANAGEMENT SYSTEM  
ISO 9001 : 2008 FS 59947

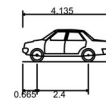
client  
**PANTHER SECURITIES**  
project  
**PROPOSED DEVELOPMENT  
HOLLOWAY ROAD,  
HOLLOWAY HEAD**

title  
**SWEPT PATH ANALYSIS  
SOUTH BUILDING**

|                                      |                                    |                            |
|--------------------------------------|------------------------------------|----------------------------|
| scale<br><b>1:500</b>                | drawn by<br><b>T.A.S</b>           | checked by<br><b>D.P.H</b> |
| date<br><b>JUNE 15</b>               | cad file<br><b>09001-TR001.dwg</b> | rev.<br><b>A</b>           |
| drawing number<br><b>09001-TR001</b> |                                    |                            |



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Honda S2000  
Overall Length 4.135m  
Overall Width 1.750m  
Overall Body Height 1.495m  
Min Body Ground Clearance 0.256m  
Track Width 1.750m  
Lock-to-lock time 4.00s  
Curb to Curb Turning Radius 5.400m

**connect**  
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client  
**PANTHER SECURITIES**  
project  
**PROPOSED DEVELOPMENT  
HOLLOWAY ROAD,  
HOLLOWAY HEAD**

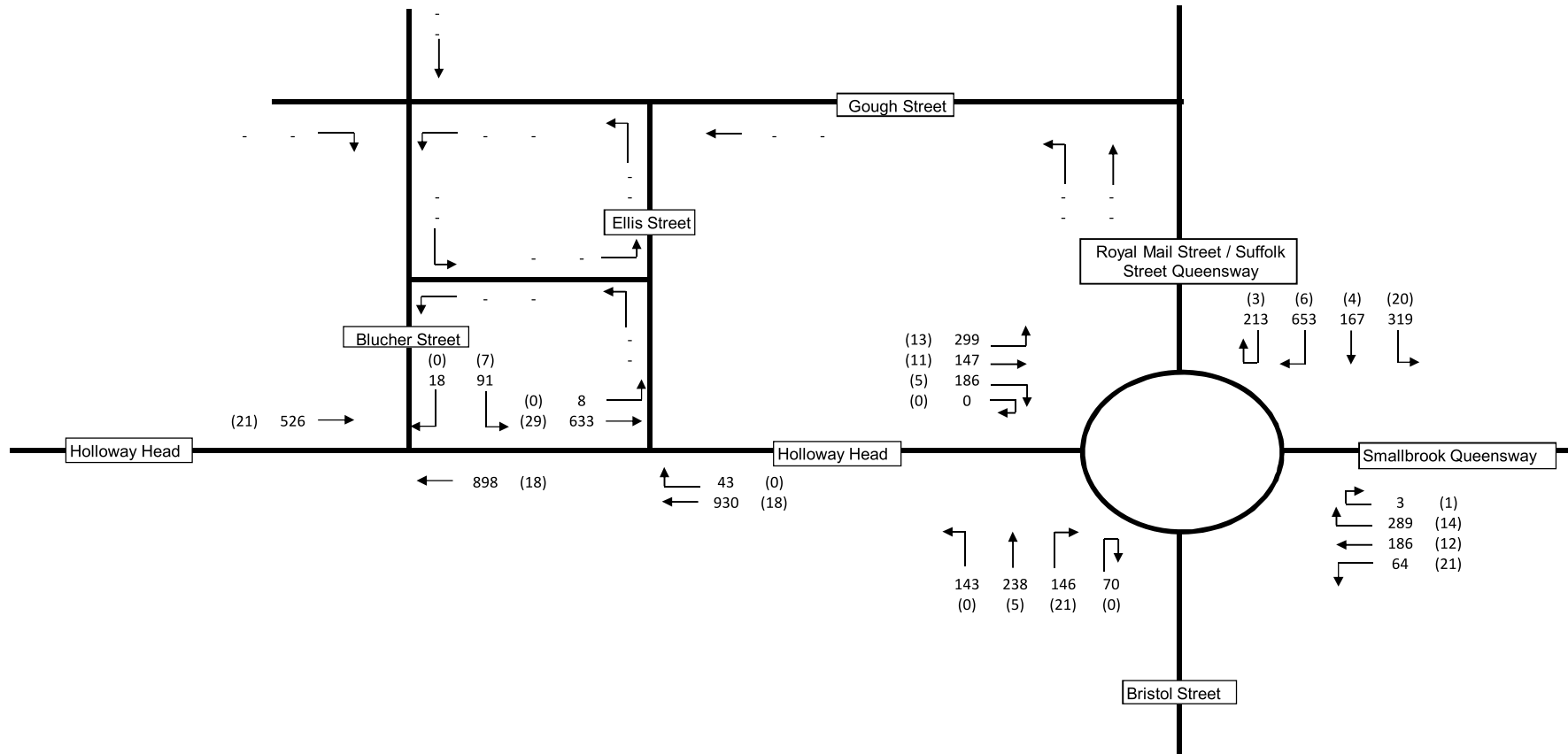
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**SWEEP PATH ANALYSIS  
NORTH BUILDING**

|                                      |                                    |                            |
|--------------------------------------|------------------------------------|----------------------------|
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| date<br><b>JUNE 15</b>               | cad file<br><b>09001-TR002.dwg</b> | rev.<br><b>A</b>           |
| drawing number<br><b>09001-TR002</b> |                                    |                            |



## **Appendix 4 Surveyed 2014 Traffic Movements**

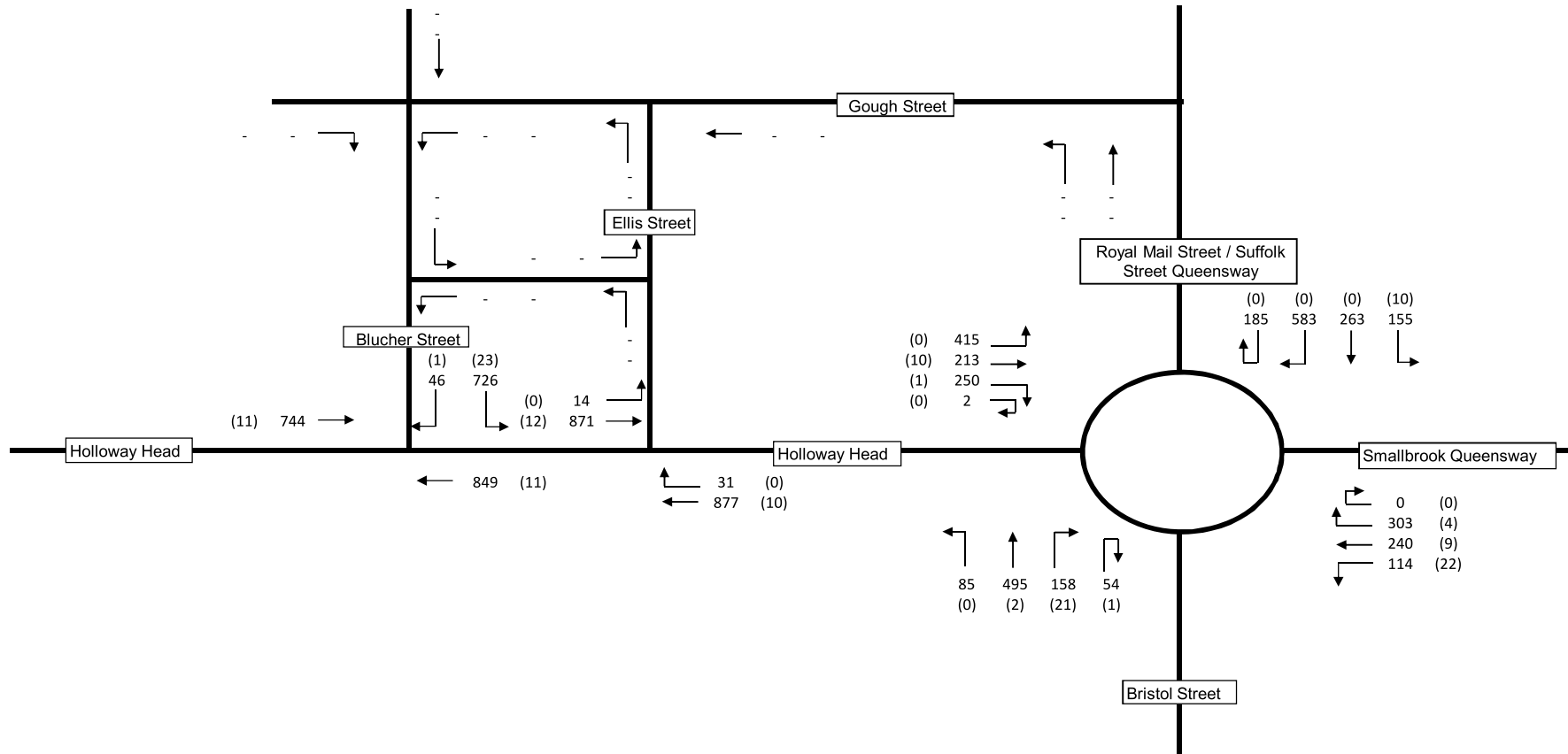
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0 Total Vehicles  
(0) Heavy Vehicles

Proposed Development - Holloway Head, Birmingham  
AM Peak - (08:00 - 09:00) - Surveyed 2014 Total Flows





0 Total Vehicles  
(0) Heavy Vehicles

Proposed Development - Holloway Head, Birmingham  
PM Peak - (17:00 - 18:00) - Surveyed 2014 Total Flows



**Appendix 5**  
**TEMPRO and 2018/2020**  
**Base Traffic Flows**

---

## ASSESSMENT OF TRAFFIC GROWTH

### TEMPRO DATABASE

**19<sup>TH</sup> FEBRUARY 2015**

#### 1.0 - Introduction

This technical note has been produced to set out the methodology used to determine traffic growth factors for the following geographical area:-

|                          |            |
|--------------------------|------------|
| <b>Geographical Area</b> | Birmingham |
|--------------------------|------------|

#### 2.0 - Method

Use of the TEMPRO software is generally recognised as the industry standard tool for determining traffic growth factors to apply to surveyed traffic movements in order to estimate the number of vehicles using roads and junctions at a future assessment year.

The TEMPRO software provides a local adjustment to the National Trip End Model (NTEM) to determine localised growth factors for geographical areas and this assessment is based on the following TEMPRO datasets (NTEM) and National Transport Model Forecasts (NTM) forecasts:-

|                 | <b>Version</b>  | <b>Notes</b>  |
|-----------------|---|---|
| TEMPRO Software | 6.2   | This is the most recent version of the TEMPRO database produced in December 2009  |
| TEMPRO Dataset  | NTEM 6.2  | This is currently the definitive TEMPRO NTEM dataset for use. ( <a href="http://www.dft.gov.uk/tempro">http://www.dft.gov.uk/tempro</a> ) |
| NTM Model       | National Transport Model Forecasts 2009 (2003 – 2035) | NTM Forecasts are produced yearly and this is the most recent dataset released March 2010.  |

#### 3.0 - TEMPRO Parameters

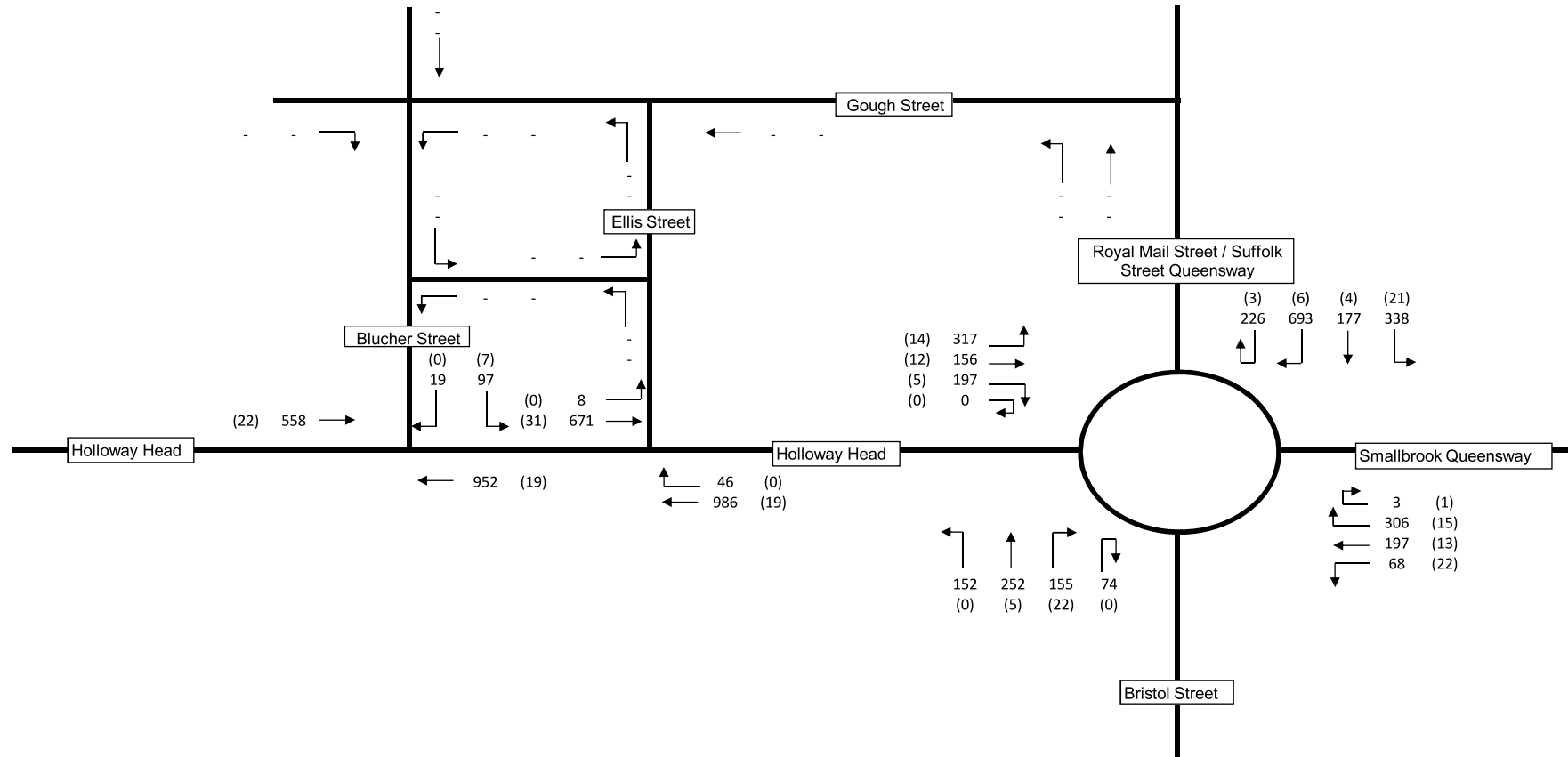
The assessment is based on the following TEMPRO parameters:-

|                | <b>Version</b>       | <b>Notes</b>  |
|----------------|----------------------|---|
| Trip End Type  | Origin / Destination | Origin / Destination or Production / Attraction   |
| Transport Mode | Car Driver           | Walk / Cycle / Car Driver / Car Passenger / Bus or Coach / Rail or Underground – More than one option may be selected |
| Area Type      | All                  | Urban / Rural / All   |
| Road Type      | All                  | Motorway / Trunk / Principal / Minor / All  |

#### 4.0 - Growth Factors

The assessment of traffic growth using the TEMPRO software with the aforementioned parameters results in the following local growth factors for the geographical area set out at **Section 1.0**

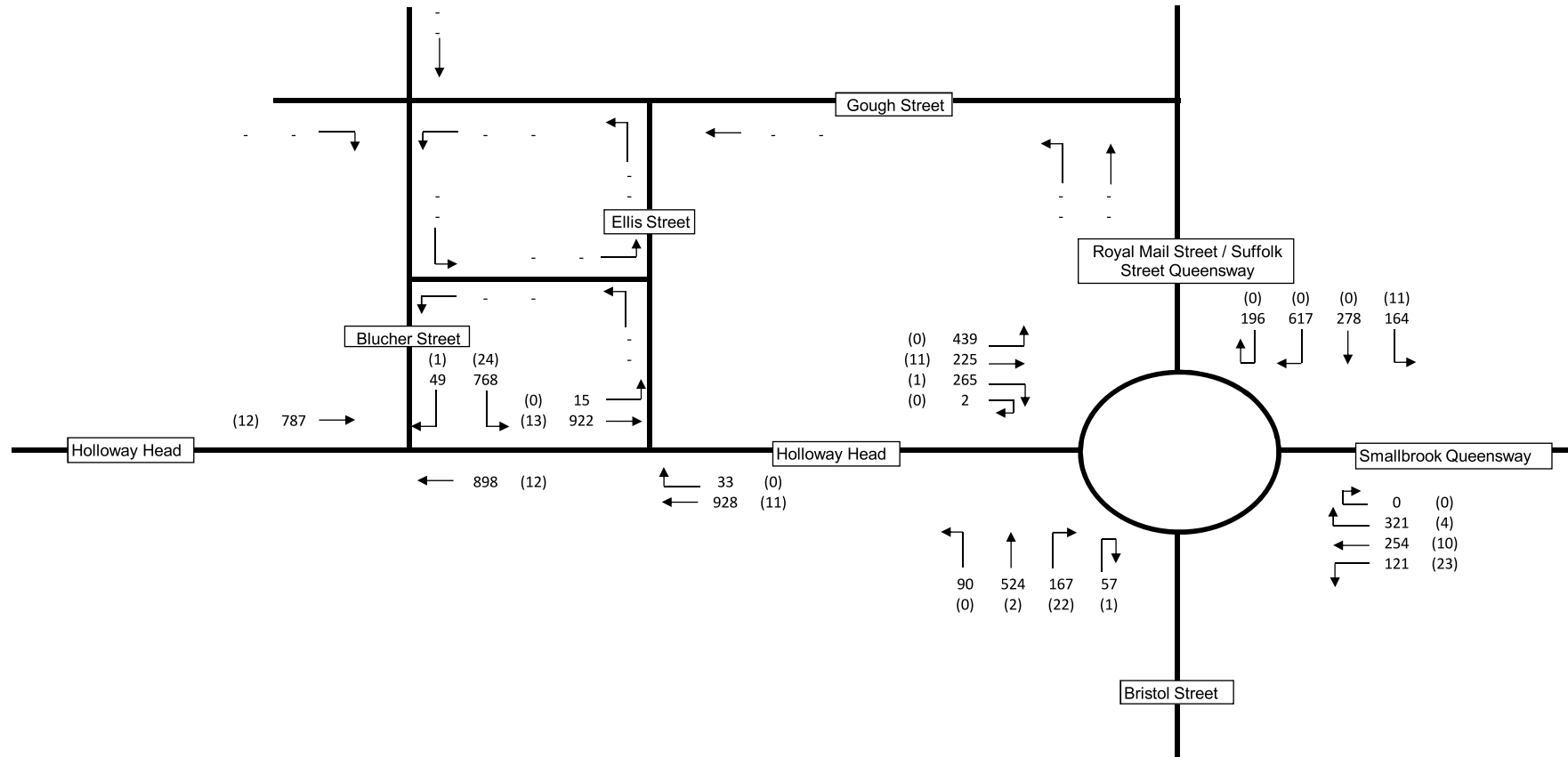
| Surveyed Period | Assessment Year | Time Period                          | Local Growth Factor |
|-----------------|-----------------|--------------------------------------|---------------------|
| 2014            | 2018            | Weekday AM Peak Period (0700 – 0959) | 1.0605              |
|                 |                 | Weekday PM Peak Period (1600 – 1859) | 1.0582              |
| 2014            | 2020            | Weekday AM Peak Period (0700 – 0959) | 1.0954              |
|                 |                 | Weekday PM Peak Period (1600 – 1859) | 1.0918              |



0 Total Vehicles  
(0) Heavy Vehicles

Proposed Development - Holloway Head, Birmingham  
AM Peak - (08:00 - 09:00) - 2018 Base Traffic Flows



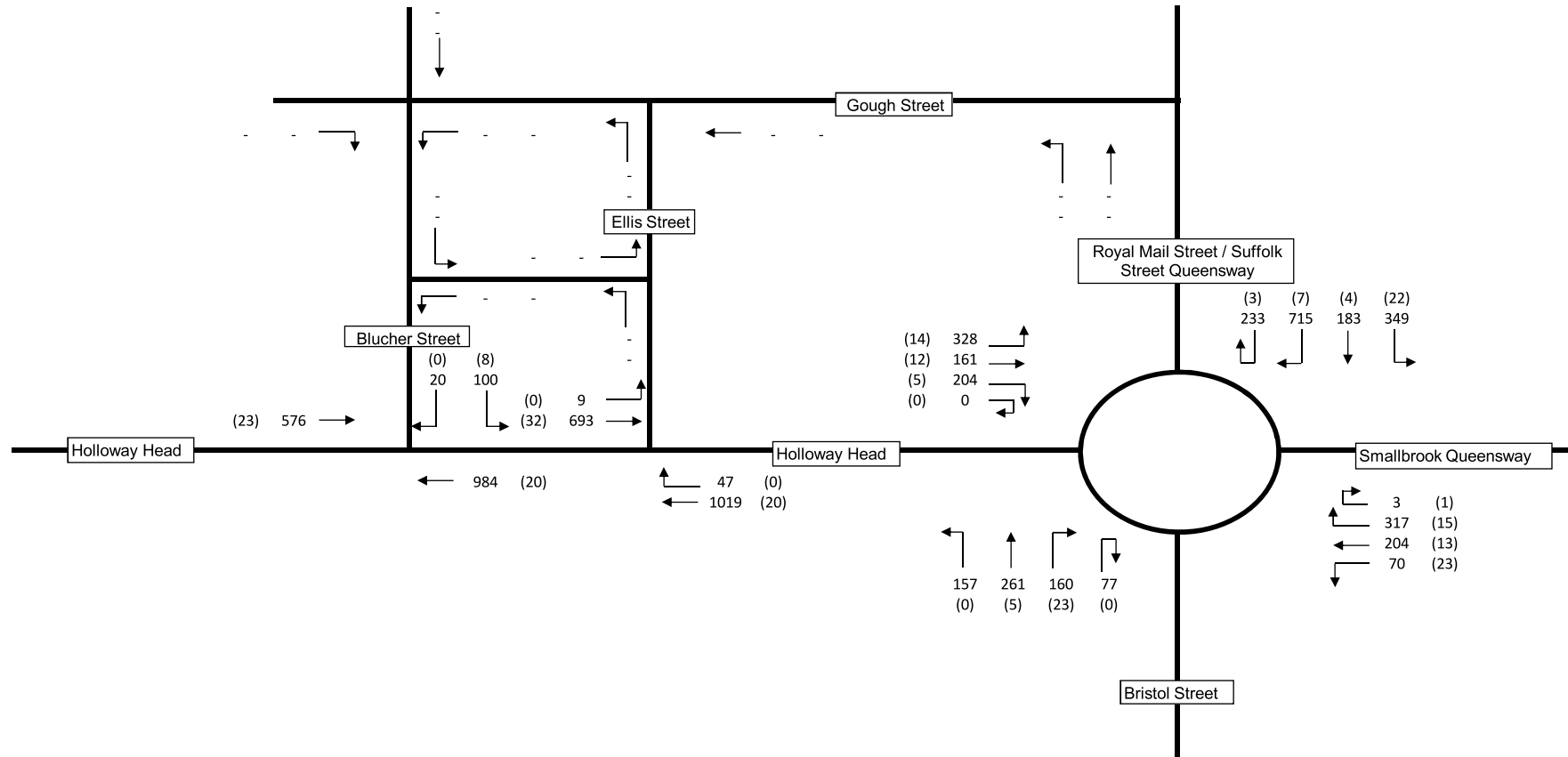


0 Total Vehicles  
(0) Heavy Vehicles

Proposed Development - Holloway Head, Birmingham  
PM Peak - (17:00 - 18:00) - 2018 Base Traffic Flows

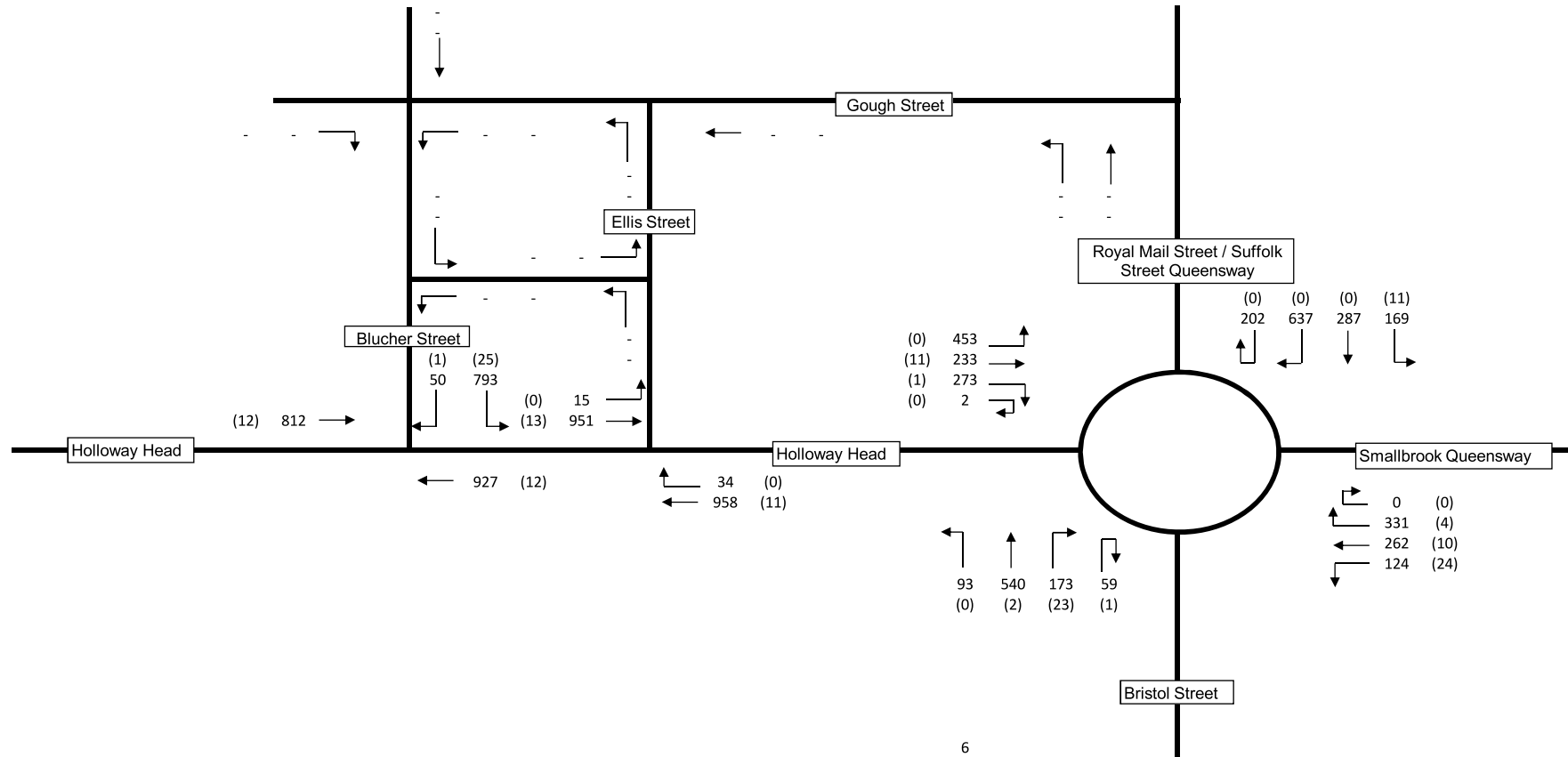






0 Total Vehicles  
(0) Heavy Vehicles

Proposed Development - Holloway Head, Birmingham  
AM Peak - (08:00 - 09:00) - 2020 Base Traffic Flows



6

0 Total Vehicles  
(0) Heavy Vehicles

Proposed Development - Holloway Head, Birmingham  
PM Peak - (17:00 - 18:00) - 2020 Base Traffic Flows

## **Appendix 6**

### **TRICS Assessment**

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**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

**VEHICLES**Selected regions and areas:**01 GREATER LONDON**

|    |                |        |
|----|----------------|--------|
| BT | BRENT          | 1 days |
| CI | CITY OF LONDON | 1 days |
| CN | CAMDEN         | 2 days |
| IS | ISLINGTON      | 1 days |
| MR | MERTON         | 2 days |
| SK | SOUTHWARK      | 2 days |
| WH | WANDSWORTH     | 1 days |

**02 SOUTH EAST**

|    |             |        |
|----|-------------|--------|
| ES | EAST SUSSEX | 1 days |
| HC | HAMPSHIRE   | 1 days |
| SC | SURREY      | 1 days |

**06 WEST MIDLANDS**

|    |               |        |
|----|---------------|--------|
| WM | WEST MIDLANDS | 3 days |
|----|---------------|--------|

**07 YORKSHIRE & NORTH LINCOLNSHIRE**

|    |                |        |
|----|----------------|--------|
| WY | WEST YORKSHIRE | 2 days |
|----|----------------|--------|

**08 NORTH WEST**

|    |                    |        |
|----|--------------------|--------|
| GM | GREATER MANCHESTER | 1 days |
| MS | MERSEYSIDE         | 1 days |

**09 NORTH**

|    |             |        |
|----|-------------|--------|
| TV | TEES VALLEY | 1 days |
| TW | TYNE & WEAR | 6 days |

**11 SCOTLAND**

|    |              |        |
|----|--------------|--------|
| GC | GLASGOW CITY | 2 days |
|----|--------------|--------|

**15 GREATER DUBLIN**

|    |        |        |
|----|--------|--------|
| DL | DUBLIN | 3 days |
|----|--------|--------|

**17 ULSTER (NORTHERN IRELAND)**

|    |        |        |
|----|--------|--------|
| AN | ANTRIM | 1 days |
|----|--------|--------|

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

**Filtering Stage 2 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: 645 to 70291 (units: sqm)  
 Range Selected by User: 186 to 175000 (units: sqm)

**Public Transport Provision:**

Selection by: Include all surveys

Date Range: 01/01/05 to 24/09/13

*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    | 6 days  |
| Tuesday   | 8 days  |
| Wednesday | 7 days  |
| Thursday  | 11 days |
| Friday    | 1 days  |

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

**Selected survey types:**

|                       |         |
|-----------------------|---------|
| Manual count          | 33 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:**

|  |    |
|--|----|
| Town Centre                              | 12 |
| Edge of Town Centre                      | 7  |
| Suburban Area (PPS6 Out of Centre)       | 9  |
| Edge of Town                             | 3  |
| Neighbourhood Centre (PPS6 Local Centre) | 2  |

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

**Selected Location Sub Categories:**

|                  |    |
|------------------|----|
| Industrial Zone  | 1  |
| Commercial Zone  | 12 |
| Development Zone | 1  |
| Residential Zone | 5  |
| Built-Up Zone    | 10 |
| High Street      | 1  |
| No Sub Category  | 3  |

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

**Filtering Stage 3 selection:****Use Class:**

|    |         |
|----|---------|
| A2 | 2 days  |
| B1 | 31 days |

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

**Filtering Stage 3 selection (Cont.):**Population within 1 mile:

|                   |        |
|-------------------|--------|
| 5,001 to 10,000   | 1 days |
| 10,001 to 15,000  | 5 days |
| 15,001 to 20,000  | 2 days |
| 20,001 to 25,000  | 6 days |
| 25,001 to 50,000  | 9 days |
| 50,001 to 100,000 | 8 days |
| 101,000 or More   | 2 days |

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

Population within 5 miles:

|                    |         |
|--------------------|---------|
| 250,001 to 500,000 | 15 days |
| 500,001 or More    | 18 days |

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

Car ownership within 5 miles:

|             |         |
|-------------|---------|
| 0.5 or Less | 6 days  |
| 0.6 to 1.0  | 22 days |
| 1.1 to 1.5  | 5 days  |

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

Travel Plan:

|     |         |
|-----|---------|
| Yes | 7 days  |
| No  | 26 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.*

LIST OF SITES relevant to selection parameters

|   |  |                            |
|---|--|----------------------------|
| 1 | <b>AN-02-A-03 OFFICES</b>  | <b>ANTRIM</b>              |
|   | BOUCHER ROAD<br>WINDSOR<br>BELFAST<br>Suburban Area (PPS6 Out of Centre)<br>Commercial Zone<br>Total Gross floor area: 2908 sqm<br><i>Survey date: WEDNESDAY 26/11/08</i>        | <i>Survey Type: MANUAL</i> |
| 2 | <b>BT-02-A-02 OFFICE</b>   | <b>BRENT</b>               |
|   | WEMBLEY HILL ROAD<br><br>WEMBLEY<br>Suburban Area (PPS6 Out of Centre)<br>Built-Up Zone<br>Total Gross floor area: 4750 sqm<br><i>Survey date: TUESDAY 22/06/10</i>              | <i>Survey Type: MANUAL</i> |
| 3 | <b>CI-02-A-01 OFFICES</b>  | <b>CITY OF LONDON</b>      |
|   | 50 CANNON STREET<br>CITY OF LONDON<br>BANK<br>Town Centre<br>Built-Up Zone<br>Total Gross floor area: 1386 sqm<br><i>Survey date: WEDNESDAY 21/10/09</i>                         | <i>Survey Type: MANUAL</i> |
| 4 | <b>CN-02-A-01 OFFICES</b>  | <b>CAMDEN</b>              |
|   | ELY PLACE<br>HOLBORN CIRCUS<br>HOLBORN<br>Edge of Town Centre<br>Built-Up Zone<br>Total Gross floor area: 4062 sqm<br><i>Survey date: THURSDAY 23/10/08</i>                      | <i>Survey Type: MANUAL</i> |
| 5 | <b>CN-02-A-02 OFFICES</b>  | <b>CAMDEN</b>              |
|   | GRAYS INN ROAD<br><br>CLERKENWELL<br>Town Centre<br>Built-Up Zone<br>Total Gross floor area: 6056 sqm<br><i>Survey date: WEDNESDAY 22/10/08</i>                                  | <i>Survey Type: MANUAL</i> |
| 6 | <b>DL-02-A-01 OFFICES</b>  | <b>DUBLIN</b>              |
|   | BLESSINGTON ROAD<br>TALLAGHT<br>DUBLIN<br>Neighbourhood Centre (PPS6 Local Centre)<br>No Sub Category<br>Total Gross floor area: 3344 sqm<br><i>Survey date: MONDAY 07/12/09</i> | <i>Survey Type: MANUAL</i> |
| 7 | <b>DL-02-A-02 OFFICES</b>  | <b>DUBLIN</b>              |
|   | BLESSINGTON ROAD<br>TALLAGHT<br>DUBLIN<br>Neighbourhood Centre (PPS6 Local Centre)<br>No Sub Category<br>Total Gross floor area: 1900 sqm<br><i>Survey date: MONDAY 07/12/09</i> | <i>Survey Type: MANUAL</i> |



LIST OF SITES relevant to selection parameters (Cont.)

|           |                                    |                            |                           |
|-----------|------------------------------------|----------------------------|---------------------------|
| <b>8</b>  | <b>DL-02-A-04</b>                  | <b>OFFICES</b>             | <b>DUBLIN</b>             |
|           | AMIENS STREET                      |                            |                           |
|           | DOCKLANDS                          |                            |                           |
|           | DUBLIN                             |                            |                           |
|           | Edge of Town Centre                |                            |                           |
|           | Development Zone                   |                            |                           |
|           | Total Gross floor area:            | 13827 sqm                  |                           |
|           | Survey date: THURSDAY              | 20/05/10                   | Survey Type: MANUAL       |
| <b>9</b>  | <b>ES-02-A-06</b>                  | <b>LEGAL &amp; GENERAL</b> | <b>EAST SUSSEX</b>        |
|           | CITY PARK                          |                            |                           |
|           | THE DROVEWAY                       |                            |                           |
|           | HOVE                               |                            |                           |
|           | Suburban Area (PPS6 Out of Centre) |                            |                           |
|           | No Sub Category                    |                            |                           |
|           | Total Gross floor area:            | 18675 sqm                  |                           |
|           | Survey date: THURSDAY              | 29/11/07                   | Survey Type: MANUAL       |
| <b>10</b> | <b>GC-02-A-01</b>                  | <b>CALL CENTRE</b>         | <b>GLASGOW CITY</b>       |
|           | ROBERTSON STREET                   |                            |                           |
|           | GLASGOW                            |                            |                           |
|           | Town Centre                        |                            |                           |
|           | Commercial Zone                    |                            |                           |
|           | Total Gross floor area:            | 10000 sqm                  |                           |
|           | Survey date: MONDAY                | 16/06/08                   | Survey Type: MANUAL       |
| <b>11</b> | <b>GC-02-A-02</b>                  | <b>CALL CENTRE</b>         | <b>GLASGOW CITY</b>       |
|           | ROBERTSON STREET                   |                            |                           |
|           | GLASGOW                            |                            |                           |
|           | Town Centre                        |                            |                           |
|           | Commercial Zone                    |                            |                           |
|           | Total Gross floor area:            | 9000 sqm                   |                           |
|           | Survey date: THURSDAY              | 19/06/08                   | Survey Type: MANUAL       |
| <b>12</b> | <b>GM-02-A-07</b>                  | <b>LAW OFFICES</b>         | <b>GREATER MANCHESTER</b> |
|           | MOSELEY STREET                     |                            |                           |
|           | MANCHESTER                         |                            |                           |
|           | Town Centre                        |                            |                           |
|           | Built-Up Zone                      |                            |                           |
|           | Total Gross floor area:            | 4200 sqm                   |                           |
|           | Survey date: WEDNESDAY             | 19/10/11                   | Survey Type: MANUAL       |
| <b>13</b> | <b>HC-02-A-11</b>                  | <b>DIY CO. HQ</b>          | <b>HAMPSHIRE</b>          |
|           | CHESTNUT AVENUE                    |                            |                           |
|           | CHANDLER'S FORD                    |                            |                           |
|           | Edge of Town                       |                            |                           |
|           | Commercial Zone                    |                            |                           |
|           | Total Gross floor area:            | 26100 sqm                  |                           |
|           | Survey date: MONDAY                | 17/10/11                   | Survey Type: MANUAL       |
| <b>14</b> | <b>IS-02-A-01</b>                  | <b>OFFICES</b>             | <b>ISLINGTON</b>          |
|           | ESSEX ROAD                         |                            |                           |
|           | ISLINGTON                          |                            |                           |
|           | Suburban Area (PPS6 Out of Centre) |                            |                           |
|           | Built-Up Zone                      |                            |                           |
|           | Total Gross floor area:            | 5500 sqm                   |                           |
|           | Survey date: FRIDAY                | 24/10/08                   | Survey Type: MANUAL       |
| <b>15</b> | <b>MR-02-A-01</b>                  | <b>OFFICE</b>              | <b>MERTON</b>             |
|           | THE BROADWAY                       |                            |                           |
|           | WIMBLEDON                          |                            |                           |
|           | Edge of Town Centre                |                            |                           |
|           | High Street                        |                            |                           |
|           | Total Gross floor area:            | 1548 sqm                   |                           |
|           | Survey date: THURSDAY              | 10/09/09                   | Survey Type: MANUAL       |

LIST OF SITES relevant to selection parameters (Cont.)

|           |                                    |                        |  |                        |
|-----------|------------------------------------|------------------------|--|------------------------|
| <b>16</b> | <b>MR-02-A-02</b>                  | <b>OFFICES</b>         |  | <b>MERTON</b>          |
|           | THE BROADWAY                       |                        |  |                        |
|           | WIMBELDON                          |                        |  |                        |
|           | Town Centre                        |                        |  |                        |
|           | Residential Zone                   |                        |  |                        |
|           | Total Gross floor area:            | 1548 sqm               |  |                        |
|           | Survey date: THURSDAY              | 10/09/09               |  | Survey Type: MANUAL    |
| <b>17</b> | <b>MS-02-A-01</b>                  | <b>OFFICES</b>         |  | <b>MERSEYSIDE</b>      |
|           | CASTLE STREET                      |                        |  |                        |
|           | LIVERPOOL                          |                        |  |                        |
|           | Town Centre                        |                        |  |                        |
|           | Commercial Zone                    |                        |  |                        |
|           | Total Gross floor area:            | 9000 sqm               |  |                        |
|           | Survey date: TUESDAY               | 19/06/07               |  | Survey Type: MANUAL    |
| <b>18</b> | <b>SC-02-A-17</b>                  | <b>PHARMACEUTICALS</b> |  | <b>SURREY</b>          |
|           | ST GEORGE'S AVENUE                 |                        |  |                        |
|           | THE HEATH                          |                        |  |                        |
|           | WEYBRIDGE                          |                        |  |                        |
|           | Suburban Area (PPS6 Out of Centre) |                        |  |                        |
|           | Residential Zone                   |                        |  |                        |
|           | Total Gross floor area:            | 10293 sqm              |  |                        |
|           | Survey date: TUESDAY               | 18/10/11               |  | Survey Type: MANUAL    |
| <b>19</b> | <b>SK-02-A-01</b>                  | <b>GLA HQ</b>          |  | <b>SOUTHWARK</b>       |
|           | THE QUEENS WALK                    |                        |  |                        |
|           | SOUTHWARK                          |                        |  |                        |
|           | Town Centre                        |                        |  |                        |
|           | Commercial Zone                    |                        |  |                        |
|           | Total Gross floor area:            | 17187 sqm              |  |                        |
|           | Survey date: TUESDAY               | 21/10/08               |  | Survey Type: MANUAL    |
| <b>20</b> | <b>SK-02-A-02</b>                  | <b>OFFICES</b>         |  | <b>SOUTHWARK</b>       |
|           | ST OLAV'S COURT                    |                        |  |                        |
|           | ROTHERHITHE                        |                        |  |                        |
|           | Edge of Town Centre                |                        |  |                        |
|           | Commercial Zone                    |                        |  |                        |
|           | Total Gross floor area:            | 2371 sqm               |  |                        |
|           | Survey date: MONDAY                | 20/10/08               |  | Survey Type: MANUAL    |
| <b>21</b> | <b>TV-02-A-03</b>                  | <b>OFFICE</b>          |  | <b>TEES VALLEY</b>     |
|           | PINE STREET                        |                        |  |                        |
|           | MIDDLESBROUGH                      |                        |  |                        |
|           | Town Centre                        |                        |  |                        |
|           | Commercial Zone                    |                        |  |                        |
|           | Total Gross floor area:            | 3482 sqm               |  |                        |
|           | Survey date: TUESDAY               | 21/06/11               |  | Survey Type: MANUAL    |
| <b>22</b> | <b>TW-02-A-01</b>                  | <b>RADIO STUDIOS</b>   |  | <b>TYNE &amp; WEAR</b> |
|           | CHURCH STREET                      |                        |  |                        |
|           | GATESHEAD                          |                        |  |                        |
|           | Edge of Town Centre                |                        |  |                        |
|           | Built-Up Zone                      |                        |  |                        |
|           | Total Gross floor area:            | 645 sqm                |  |                        |
|           | Survey date: WEDNESDAY             | 04/05/05               |  | Survey Type: MANUAL    |

LIST OF SITES relevant to selection parameters (Cont.)

|           |                                    |                           |                        |
|-----------|------------------------------------|---------------------------|------------------------|
| <b>23</b> | <b>TW-02-A-02</b>                  | <b>UNION OFFICES</b>      | <b>TYNE &amp; WEAR</b> |
|           | JOHN DOBSON STREET                 |                           |                        |
|           | NEWCASTLE-UPON-TYNE                |                           |                        |
|           | Town Centre                        |                           |                        |
|           | Built-Up Zone                      |                           |                        |
|           | Total Gross floor area:            | 1675 sqm                  |                        |
|           | Survey date: TUESDAY               | 03/05/05                  | Survey Type: MANUAL    |
| <b>24</b> | <b>TW-02-A-03</b>                  | <b>DEVELOPMENT AGENCY</b> | <b>TYNE &amp; WEAR</b> |
|           | KINGFISHER BOULEVARD               |                           |                        |
|           | LEMINGTON                          |                           |                        |
|           | NEWCASTLE UPON TYNE                |                           |                        |
|           | Edge of Town                       |                           |                        |
|           | Commercial Zone                    |                           |                        |
|           | Total Gross floor area:            | 6480 sqm                  |                        |
|           | Survey date: THURSDAY              | 11/12/08                  | Survey Type: MANUAL    |
| <b>25</b> | <b>TW-02-A-04</b>                  | <b>HOUSING CO.</b>        | <b>TYNE &amp; WEAR</b> |
|           | EARLSWAY                           |                           |                        |
|           | TEAM VALLEY TRAD. EST.             |                           |                        |
|           | GATESHEAD                          |                           |                        |
|           | Edge of Town                       |                           |                        |
|           | Industrial Zone                    |                           |                        |
|           | Total Gross floor area:            | 2500 sqm                  |                        |
|           | Survey date: TUESDAY               | 29/09/09                  | Survey Type: MANUAL    |
| <b>26</b> | <b>TW-02-A-05</b>                  | <b>TELEVISION CO.</b>     | <b>TYNE &amp; WEAR</b> |
|           | DELTA BANK ROAD                    |                           |                        |
|           | METRO RIVERSIDE PARK               |                           |                        |
|           | GATESHEAD                          |                           |                        |
|           | Suburban Area (PPS6 Out of Centre) |                           |                        |
|           | Commercial Zone                    |                           |                        |
|           | Total Gross floor area:            | 1500 sqm                  |                        |
|           | Survey date: TUESDAY               | 29/09/09                  | Survey Type: MANUAL    |
| <b>27</b> | <b>TW-02-A-06</b>                  | <b>GOVERNMENT OFFICES</b> | <b>TYNE &amp; WEAR</b> |
|           | BENTON PARK ROAD                   |                           |                        |
|           | LONGBENTON                         |                           |                        |
|           | NEWCASTLE UPON TYNE                |                           |                        |
|           | Suburban Area (PPS6 Out of Centre) |                           |                        |
|           | Residential Zone                   |                           |                        |
|           | Total Gross floor area:            | 70291 sqm                 |                        |
|           | Survey date: WEDNESDAY             | 25/11/09                  | Survey Type: MANUAL    |
| <b>28</b> | <b>WH-02-A-02</b>                  | <b>OFFICES</b>            | <b>WANDSWORTH</b>      |
|           | BATTERSEA PARK ROAD                |                           |                        |
|           | BATTERSEA                          |                           |                        |
|           | Town Centre                        |                           |                        |
|           | Built-Up Zone                      |                           |                        |
|           | Total Gross floor area:            | 1215 sqm                  |                        |
|           | Survey date: THURSDAY              | 10/05/12                  | Survey Type: MANUAL    |
| <b>29</b> | <b>WM-02-A-01</b>                  | <b>COUNCIL OFFICES</b>    | <b>WEST MIDLANDS</b>   |
|           | A451 NORTON ROAD                   |                           |                        |
|           | MARY STEVENS PARK                  |                           |                        |
|           | STOURBRIDGE                        |                           |                        |
|           | Suburban Area (PPS6 Out of Centre) |                           |                        |
|           | Residential Zone                   |                           |                        |
|           | Total Gross floor area:            | 2725 sqm                  |                        |
|           | Survey date: WEDNESDAY             | 26/04/06                  | Survey Type: MANUAL    |

LIST OF SITES relevant to selection parameters (Cont.)

|           |                                    |                        |                       |
|-----------|------------------------------------|------------------------|-----------------------|
| <b>30</b> | <b>WM-02-A-02</b>                  | <b>BRITISH TELECOM</b> | <b>WEST MIDLANDS</b>  |
|           | BRINDLEY PLACE                     |                        |                       |
|           | BIRMINGHAM                         |                        |                       |
|           | Edge of Town Centre                |                        |                       |
|           | Commercial Zone                    |                        |                       |
|           | Total Gross floor area:            | 12200 sqm              |                       |
|           | Survey date: THURSDAY              | 27/11/08               | Survey Type: MANUAL   |
| <b>31</b> | <b>WM-02-A-03</b>                  | <b>BANK ADMIN</b>      | <b>WEST MIDLANDS</b>  |
|           | BRUNSWICK STREET                   |                        |                       |
|           | BRINDLEY PLACE                     |                        |                       |
|           | BIRMINGHAM                         |                        |                       |
|           | Town Centre                        |                        |                       |
|           | Commercial Zone                    |                        |                       |
|           | Total Gross floor area:            | 8200 sqm               |                       |
|           | Survey date: THURSDAY              | 27/11/08               | Survey Type: MANUAL   |
| <b>32</b> | <b>WY-02-A-01</b>                  | <b>CALL CENTRE</b>     | <b>WEST YORKSHIRE</b> |
|           | FILEY STREET                       |                        |                       |
|           | BRADFORD                           |                        |                       |
|           | Edge of Town Centre                |                        |                       |
|           | Built-Up Zone                      |                        |                       |
|           | Total Gross floor area:            | 2400 sqm               |                       |
|           | Survey date: MONDAY                | 09/05/05               | Survey Type: MANUAL   |
| <b>33</b> | <b>WY-02-A-03</b>                  | <b>OFFICE</b>          | <b>WEST YORKSHIRE</b> |
|           | VICTORIA ROAD                      |                        |                       |
|           | HEADINGLEY                         |                        |                       |
|           | LEEDS                              |                        |                       |
|           | Suburban Area (PPS6 Out of Centre) |                        |                       |
|           | Residential Zone                   |                        |                       |
|           | Total Gross floor area:            | 2696 sqm               |                       |
|           | Survey date: THURSDAY              | 17/06/10               | 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.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

**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 - 00:30 |          |              |              |            |             |              |          |              |              |
| 00:30 - 01:00 |          |              |              |            |             |              |          |              |              |
| 01:00 - 01:30 |          |              |              |            |             |              |          |              |              |
| 01:30 - 02:00 |          |              |              |            |             |              |          |              |              |
| 02:00 - 02:30 |          |              |              |            |             |              |          |              |              |
| 02:30 - 03:00 |          |              |              |            |             |              |          |              |              |
| 03:00 - 03:30 |          |              |              |            |             |              |          |              |              |
| 03:30 - 04:00 |          |              |              |            |             |              |          |              |              |
| 04:00 - 04:30 |          |              |              |            |             |              |          |              |              |
| 04:30 - 05:00 |          |              |              |            |             |              |          |              |              |
| 05:00 - 05:30 |          |              |              |            |             |              |          |              |              |
| 05:30 - 06:00 |          |              |              |            |             |              |          |              |              |
| 06:00 - 06:30 |          |              |              |            |             |              |          |              |              |
| 06:30 - 07:00 | <b>1</b> | <b>70291</b> | <b>0.838</b> | 1          | 70291       | 0.235        | <b>1</b> | <b>70291</b> | <b>1.073</b> |
| 07:00 - 07:30 | 33       | 8172         | 0.282        | 33         | 8172        | 0.069        | 33       | 8172         | 0.351        |
| 07:30 - 08:00 | 33       | 8172         | 0.416        | 33         | 8172        | 0.104        | 33       | 8172         | 0.520        |
| 08:00 - 08:30 | 33       | 8172         | 0.572        | 33         | 8172        | 0.129        | 33       | 8172         | 0.701        |
| 08:30 - 09:00 | 33       | 8172         | 0.595        | 33         | 8172        | 0.112        | 33       | 8172         | 0.707        |
| 09:00 - 09:30 | 33       | 8172         | 0.412        | 33         | 8172        | 0.116        | 33       | 8172         | 0.528        |
| 09:30 - 10:00 | 33       | 8172         | 0.271        | 33         | 8172        | 0.077        | 33       | 8172         | 0.348        |
| 10:00 - 10:30 | 33       | 8172         | 0.172        | 33         | 8172        | 0.068        | 33       | 8172         | 0.240        |
| 10:30 - 11:00 | 33       | 8172         | 0.142        | 33         | 8172        | 0.062        | 33       | 8172         | 0.204        |
| 11:00 - 11:30 | 33       | 8172         | 0.128        | 33         | 8172        | 0.072        | 33       | 8172         | 0.200        |
| 11:30 - 12:00 | 33       | 8172         | 0.112        | 33         | 8172        | 0.088        | 33       | 8172         | 0.200        |
| 12:00 - 12:30 | 33       | 8172         | 0.108        | 33         | 8172        | 0.116        | 33       | 8172         | 0.224        |
| 12:30 - 13:00 | 33       | 8172         | 0.106        | 33         | 8172        | 0.115        | 33       | 8172         | 0.221        |
| 13:00 - 13:30 | 33       | 8172         | 0.118        | 33         | 8172        | 0.121        | 33       | 8172         | 0.239        |
| 13:30 - 14:00 | 33       | 8172         | 0.132        | 33         | 8172        | 0.093        | 33       | 8172         | 0.225        |
| 14:00 - 14:30 | 33       | 8172         | 0.131        | 33         | 8172        | 0.118        | 33       | 8172         | 0.249        |
| 14:30 - 15:00 | 33       | 8172         | 0.121        | 33         | 8172        | 0.168        | 33       | 8172         | 0.289        |
| 15:00 - 15:30 | 33       | 8172         | 0.121        | 33         | 8172        | 0.225        | 33       | 8172         | 0.346        |
| 15:30 - 16:00 | 33       | 8172         | 0.124        | 33         | 8172        | 0.307        | 33       | 8172         | 0.431        |
| 16:00 - 16:30 | 33       | 8172         | 0.108        | 33         | 8172        | 0.412        | 33       | 8172         | 0.520        |
| 16:30 - 17:00 | 33       | 8172         | 0.114        | 33         | 8172        | 0.487        | 33       | 8172         | 0.601        |
| 17:00 - 17:30 | 33       | 8172         | 0.096        | <b>33</b>  | <b>8172</b> | <b>0.586</b> | 33       | 8172         | 0.682        |
| 17:30 - 18:00 | 33       | 8172         | 0.080        | 33         | 8172        | 0.394        | 33       | 8172         | 0.474        |
| 18:00 - 18:30 | 33       | 8172         | 0.071        | 33         | 8172        | 0.281        | 33       | 8172         | 0.352        |
| 18:30 - 19:00 | 33       | 8172         | 0.043        | 33         | 8172        | 0.149        | 33       | 8172         | 0.192        |
| 19:00 - 19:30 | 1        | 70291        | 0.095        | 1          | 70291       | 0.128        | 1        | 70291        | 0.223        |
| 19:30 - 20:00 | 1        | 70291        | 0.080        | 1          | 70291       | 0.090        | 1        | 70291        | 0.170        |
| 20:00 - 20:30 | 1        | 70291        | 0.088        | 1          | 70291       | 0.115        | 1        | 70291        | 0.203        |
| 20:30 - 21:00 | 1        | 70291        | 0.097        | 1          | 70291       | 0.083        | 1        | 70291        | 0.180        |
| 21:00 - 21:30 | 1        | 70291        | 0.085        | 1          | 70291       | 0.184        | 1        | 70291        | 0.269        |
| 21:30 - 22:00 |          |              |              |            |             |              |          |              |              |
| 22:00 - 22:30 |          |              |              |            |             |              |          |              |              |
| 22:30 - 23:00 |          |              |              |            |             |              |          |              |              |
| 23:00 - 23:30 |          |              |              |            |             |              |          |              |              |
| 23:30 - 24:00 |          |              |              |            |             |              |          |              |              |
| Total Rates:  |          |              | 5.858        |            |             | 5.304        |          |              | 11.162       |

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

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

**Parameter summary**

|  |                          |
|--|--------------------------|
| Trip rate parameter range selected:      | 645 - 70291 (units: sqm) |
| Survey date date range:                  | 01/01/05 - 24/09/13      |
| Number of weekdays (Monday-Friday):      | 33                       |
| Number of Saturdays:                     | 0                        |
| Number of Sundays:                       | 0                        |
| Surveys manually removed from selection: | 5                        |

*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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

**OGVS****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 - 00:30 |           |             |              |            |             |              |           |             |              |
| 00:30 - 01:00 |           |             |              |            |             |              |           |             |              |
| 01:00 - 01:30 |           |             |              |            |             |              |           |             |              |
| 01:30 - 02:00 |           |             |              |            |             |              |           |             |              |
| 02:00 - 02:30 |           |             |              |            |             |              |           |             |              |
| 02:30 - 03:00 |           |             |              |            |             |              |           |             |              |
| 03:00 - 03:30 |           |             |              |            |             |              |           |             |              |
| 03:30 - 04:00 |           |             |              |            |             |              |           |             |              |
| 04:00 - 04:30 |           |             |              |            |             |              |           |             |              |
| 04:30 - 05:00 |           |             |              |            |             |              |           |             |              |
| 05:00 - 05:30 |           |             |              |            |             |              |           |             |              |
| 05:30 - 06:00 |           |             |              |            |             |              |           |             |              |
| 06:00 - 06:30 |           |             |              |            |             |              |           |             |              |
| 06:30 - 07:00 | 1         | 70291       | 0.006        | 1          | 70291       | 0.003        | 1         | 70291       | 0.009        |
| 07:00 - 07:30 | 33        | 8172        | 0.001        | 33         | 8172        | 0.001        | 33        | 8172        | 0.002        |
| 07:30 - 08:00 | 33        | 8172        | 0.004        | 33         | 8172        | 0.003        | 33        | 8172        | 0.007        |
| 08:00 - 08:30 | 33        | 8172        | 0.003        | 33         | 8172        | 0.003        | 33        | 8172        | 0.006        |
| 08:30 - 09:00 | 33        | 8172        | 0.004        | 33         | 8172        | 0.003        | 33        | 8172        | 0.007        |
| 09:00 - 09:30 | 33        | 8172        | 0.004        | 33         | 8172        | 0.004        | 33        | 8172        | 0.008        |
| 09:30 - 10:00 | <b>33</b> | <b>8172</b> | <b>0.006</b> | <b>33</b>  | <b>8172</b> | <b>0.005</b> | <b>33</b> | <b>8172</b> | <b>0.011</b> |
| 10:00 - 10:30 | 33        | 8172        | 0.003        | 33         | 8172        | 0.003        | 33        | 8172        | 0.006        |
| 10:30 - 11:00 | 33        | 8172        | 0.002        | 33         | 8172        | 0.003        | 33        | 8172        | 0.005        |
| 11:00 - 11:30 | 33        | 8172        | 0.001        | 33         | 8172        | 0.001        | 33        | 8172        | 0.002        |
| 11:30 - 12:00 | 33        | 8172        | 0.004        | 33         | 8172        | 0.004        | 33        | 8172        | 0.008        |
| 12:00 - 12:30 | 33        | 8172        | 0.002        | 33         | 8172        | 0.002        | 33        | 8172        | 0.004        |
| 12:30 - 13:00 | 33        | 8172        | 0.002        | 33         | 8172        | 0.002        | 33        | 8172        | 0.004        |
| 13:00 - 13:30 | 33        | 8172        | 0.001        | 33         | 8172        | 0.001        | 33        | 8172        | 0.002        |
| 13:30 - 14:00 | 33        | 8172        | 0.002        | 33         | 8172        | 0.003        | 33        | 8172        | 0.005        |
| 14:00 - 14:30 | 33        | 8172        | 0.003        | 33         | 8172        | 0.001        | 33        | 8172        | 0.004        |
| 14:30 - 15:00 | 33        | 8172        | 0.001        | 33         | 8172        | 0.002        | 33        | 8172        | 0.003        |
| 15:00 - 15:30 | 33        | 8172        | 0.002        | 33         | 8172        | 0.003        | 33        | 8172        | 0.005        |
| 15:30 - 16:00 | 33        | 8172        | 0.001        | 33         | 8172        | 0.001        | 33        | 8172        | 0.002        |
| 16:00 - 16:30 | 33        | 8172        | 0.001        | 33         | 8172        | 0.000        | 33        | 8172        | 0.001        |
| 16:30 - 17:00 | 33        | 8172        | 0.002        | 33         | 8172        | 0.001        | 33        | 8172        | 0.003        |
| 17:00 - 17:30 | 33        | 8172        | 0.000        | 33         | 8172        | 0.001        | 33        | 8172        | 0.001        |
| 17:30 - 18:00 | 33        | 8172        | 0.000        | 33         | 8172        | 0.000        | 33        | 8172        | 0.000        |
| 18:00 - 18:30 | 33        | 8172        | 0.000        | 33         | 8172        | 0.000        | 33        | 8172        | 0.000        |
| 18:30 - 19:00 | 33        | 8172        | 0.000        | 33         | 8172        | 0.000        | 33        | 8172        | 0.000        |
| 19:00 - 19:30 | 1         | 70291       | 0.001        | 1          | 70291       | 0.000        | 1         | 70291       | 0.001        |
| 19:30 - 20:00 | 1         | 70291       | 0.000        | 1          | 70291       | 0.001        | 1         | 70291       | 0.001        |
| 20:00 - 20:30 | 1         | 70291       | 0.000        | 1          | 70291       | 0.001        | 1         | 70291       | 0.001        |
| 20:30 - 21:00 | 1         | 70291       | 0.000        | 1          | 70291       | 0.000        | 1         | 70291       | 0.000        |
| 21:00 - 21:30 | 1         | 70291       | 0.000        | 1          | 70291       | 0.000        | 1         | 70291       | 0.000        |
| 21:30 - 22:00 |           |             |              |            |             |              |           |             |              |
| 22:00 - 22:30 |           |             |              |            |             |              |           |             |              |
| 22:30 - 23:00 |           |             |              |            |             |              |           |             |              |
| 23:00 - 23:30 |           |             |              |            |             |              |           |             |              |
| 23:30 - 24:00 |           |             |              |            |             |              |           |             |              |
| Total Rates:  |           |             | 0.056        |            |             | 0.052        |           |             | 0.108        |

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

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



**Parameter summary**

|  |                          |
|--|--------------------------|
| Trip rate parameter range selected:      | 645 - 70291 (units: sqm) |
| Survey date date range:                  | 01/01/05 - 24/09/13      |
| Number of weekdays (Monday-Friday):      | 33                       |
| Number of Saturdays:                     | 0                        |
| Number of Sundays:                       | 0                        |
| Surveys manually removed from selection: | 5                        |

*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.*

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use : 14 - CAR SHOW ROOMS

Category : A - CAR SHOW ROOMS

**VEHICLES**Selected regions and areas:

|  |        |
|--|--------|
| <b>01 GREATER LONDON</b>                     |        |
| BM BROMLEY                                   | 1 days |
| <b>02 SOUTH EAST</b>                         |        |
| KC KENT                                      | 1 days |
| SC SURREY                                    | 1 days |
| <b>03 SOUTH WEST</b>                         |        |
| DV DEVON                                     | 1 days |
| <b>05 EAST MIDLANDS</b>                      |        |
| LE LEICESTERSHIRE                            | 1 days |
| <b>06 WEST MIDLANDS</b>                      |        |
| WM WEST MIDLANDS                             | 1 days |
| <b>07 YORKSHIRE &amp; NORTH LINCOLNSHIRE</b> |        |
| WY WEST YORKSHIRE                            | 1 days |
| <b>09 NORTH</b>                              |        |
| TW TYNE & WEAR                               | 2 days |
| <b>15 GREATER DUBLIN</b>                     |        |
| DL DUBLIN                                    | 3 days |
| <b>17 ULSTER (NORTHERN IRELAND)</b>          |        |
| AN ANTRIM                                    | 1 days |

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

**Filtering Stage 2 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: 875 to 9800 (units: sqm)  
 Range Selected by User: 425 to 9800 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 04/10/13

*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:

|           |        |
|-----------|--------|
| Tuesday   | 2 days |
| Wednesday | 3 days |
| Thursday  | 2 days |
| Friday    | 6 days |

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

Selected survey types:

|                       |         |
|-----------------------|---------|
| Manual count          | 13 days |
| Directional ATC Count | 0 days  |

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

Selected Locations:

|                                    |   |
|------------------------------------|---|
| Suburban Area (PPS6 Out of Centre) | 8 |
| Edge of Town                       | 5 |

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

*Selected Location Sub Categories:*

*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.*

**Filtering Stage 3 selection:**Use Class:

Sui Generis 13 days

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

Population within 1 mile:

|                  |        |
|------------------|--------|
| 10,001 to 15,000 | 5 days |
| 15,001 to 20,000 | 2 days |
| 25,001 to 50,000 | 6 days |

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

Population within 5 miles:

|                    |        |
|--------------------|--------|
| 250,001 to 500,000 | 9 days |
| 500,001 or More    | 4 days |

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

Car ownership within 5 miles:

|             |        |
|-------------|--------|
| 0.5 or Less | 1 days |
| 0.6 to 1.0  | 6 days |
| 1.1 to 1.5  | 6 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 13 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.*

LIST OF SITES relevant to selection parameters

|          |                                    |                             |  |                       |
|----------|------------------------------------|-----------------------------|--|-----------------------|
| <b>1</b> | <b>AN-14-A-02</b>                  | <b>FORD</b>                 |  | <b>ANTRIM</b>         |
|          | BOUCHER ROAD                       |                             |  |                       |
|          | WINDSOR                            |                             |  |                       |
|          | BELFAST                            |                             |  |                       |
|          | Suburban Area (PPS6 Out of Centre) |                             |  |                       |
|          | Commercial Zone                    |                             |  |                       |
|          | Total Gross floor area:            | 875 sqm                     |  |                       |
|          | Survey date: WEDNESDAY             | 13/09/06                    |  | Survey Type: MANUAL   |
| <b>2</b> | <b>BM-14-A-01</b>                  | <b>AUDI</b>                 |  | <b>BROMLEY</b>        |
|          | CROYDON ROAD                       |                             |  |                       |
|          | BECKENHAM                          |                             |  |                       |
|          | Suburban Area (PPS6 Out of Centre) |                             |  |                       |
|          | Residential Zone                   |                             |  |                       |
|          | Total Gross floor area:            | 915 sqm                     |  |                       |
|          | Survey date: FRIDAY                | 18/09/09                    |  | Survey Type: MANUAL   |
| <b>3</b> | <b>DL-14-A-01</b>                  | <b>FORD</b>                 |  | <b>DUBLIN</b>         |
|          | NORTH CIRCULAR ROAD                |                             |  |                       |
|          | DUBLIN                             |                             |  |                       |
|          | Suburban Area (PPS6 Out of Centre) |                             |  |                       |
|          | Built-Up Zone                      |                             |  |                       |
|          | Total Gross floor area:            | 2500 sqm                    |  |                       |
|          | Survey date: THURSDAY              | 14/04/05                    |  | Survey Type: MANUAL   |
| <b>4</b> | <b>DL-14-A-02</b>                  | <b>NISSAN &amp; PEUGEOT</b> |  | <b>DUBLIN</b>         |
|          | NEVINSTOWN LANE                    |                             |  |                       |
|          | SWORDS                             |                             |  |                       |
|          | DUBLIN                             |                             |  |                       |
|          | Edge of Town                       |                             |  |                       |
|          | No Sub Category                    |                             |  |                       |
|          | Total Gross floor area:            | 2659 sqm                    |  |                       |
|          | Survey date: FRIDAY                | 21/09/12                    |  | Survey Type: MANUAL   |
| <b>5</b> | <b>DL-14-A-03</b>                  | <b>VOLKSWAGEN</b>           |  | <b>DUBLIN</b>         |
|          | NEVINSTOWN LANE                    |                             |  |                       |
|          | SWORDS                             |                             |  |                       |
|          | DUBLIN                             |                             |  |                       |
|          | Edge of Town                       |                             |  |                       |
|          | Retail Zone                        |                             |  |                       |
|          | Total Gross floor area:            | 1393 sqm                    |  |                       |
|          | Survey date: FRIDAY                | 21/09/12                    |  | Survey Type: MANUAL   |
| <b>6</b> | <b>DV-14-A-01</b>                  | <b>MERCEDES BENZ</b>        |  | <b>DEVON</b>          |
|          | TAVISTOCK ROAD                     |                             |  |                       |
|          | DERRIFORD                          |                             |  |                       |
|          | PLYMOUTH                           |                             |  |                       |
|          | Suburban Area (PPS6 Out of Centre) |                             |  |                       |
|          | No Sub Category                    |                             |  |                       |
|          | Total Gross floor area:            | 2900 sqm                    |  |                       |
|          | Survey date: WEDNESDAY             | 06/07/05                    |  | Survey Type: MANUAL   |
| <b>7</b> | <b>KC-14-A-02</b>                  | <b>CAR SHOW ROOM</b>        |  | <b>KENT</b>           |
|          | UPPER ELMERS END ROAD              |                             |  |                       |
|          | EDEN PARK                          |                             |  |                       |
|          | Suburban Area (PPS6 Out of Centre) |                             |  |                       |
|          | Residential Zone                   |                             |  |                       |
|          | Total Gross floor area:            | 1290 sqm                    |  |                       |
|          | Survey date: FRIDAY                | 09/03/07                    |  | Survey Type: MANUAL   |
| <b>8</b> | <b>LE-14-A-04</b>                  | <b>BMW &amp; MINI</b>       |  | <b>LEICESTERSHIRE</b> |
|          | MERIDIAN EAST                      |                             |  |                       |
|          | BRAUNSTONE                         |                             |  |                       |
|          | LEICESTER                          |                             |  |                       |
|          | Edge of Town                       |                             |  |                       |
|          | Commercial Zone                    |                             |  |                       |
|          | Total Gross floor area:            | 9800 sqm                    |  |                       |
|          | Survey date: THURSDAY              | 25/06/09                    |  | Survey Type: MANUAL   |

LIST OF SITES relevant to selection parameters (Cont.)

|           |                                    |                |                        |
|-----------|------------------------------------|----------------|------------------------|
| <b>9</b>  | <b>SC-14-A-02</b>                  | <b>HONDA</b>   | <b>SURREY</b>          |
|           | QUEENS ROAD                        |                |                        |
|           | WEYBRIDGE                          |                |                        |
|           | Suburban Area (PPS6 Out of Centre) |                |                        |
|           | Residential Zone                   |                |                        |
|           | Total Gross floor area:            | 1700 sqm       |                        |
|           | Survey date: TUESDAY               | 18/10/05       | Survey Type: MANUAL    |
| <b>10</b> | <b>TW-14-A-01</b>                  | <b>SAAB</b>    | <b>TYNE &amp; WEAR</b> |
|           | A191 WHITLEY ROAD                  |                |                        |
|           | BELLWAY IND. ESTATE                |                |                        |
|           | NEWCASTLE                          |                |                        |
|           | Edge of Town                       |                |                        |
|           | Industrial Zone                    |                |                        |
|           | Total Gross floor area:            | 1920 sqm       |                        |
|           | Survey date: FRIDAY                | 10/11/06       | Survey Type: MANUAL    |
| <b>11</b> | <b>TW-14-A-02</b>                  | <b>RENAULT</b> | <b>TYNE &amp; WEAR</b> |
|           | 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    |
| <b>12</b> | <b>WM-14-A-02</b>                  | <b>HONDA</b>   | <b>WEST MIDLANDS</b>   |
|           | LONDON ROAD                        |                |                        |
|           | WILLENHALL                         |                |                        |
|           | COVENTRY                           |                |                        |
|           | Suburban Area (PPS6 Out of Centre) |                |                        |
|           | Residential Zone                   |                |                        |
|           | Total Gross floor area:            | 951 sqm        |                        |
|           | Survey date: TUESDAY               | 14/02/06       | Survey Type: MANUAL    |
| <b>13</b> | <b>WY-14-A-02</b>                  | <b>FORD</b>    | <b>WEST YORKSHIRE</b>  |
|           | MOORSIDE                           |                |                        |
|           | MOORSIDE                           |                |                        |
|           | NEAR HALIFAX                       |                |                        |
|           | Edge of Town                       |                |                        |
|           | No Sub Category                    |                |                        |
|           | Total Gross floor area:            | 1870 sqm       |                        |
|           | Survey date: WEDNESDAY             | 14/09/05       | 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

**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 | 9         | 2749        | 0.214        | 9          | 2749        | 0.016        | 9         | 2749        | 0.230        |
| 08:00 - 09:00 | <b>13</b> | <b>2383</b> | <b>0.646</b> | 13         | 2383        | 0.278        | 13        | 2383        | 0.924        |
| 09:00 - 10:00 | 13        | 2383        | 0.588        | 13         | 2383        | 0.436        | 13        | 2383        | 1.024        |
| 10:00 - 11:00 | 13        | 2383        | 0.630        | 13         | 2383        | 0.565        | 13        | 2383        | 1.195        |
| 11:00 - 12:00 | 13        | 2383        | 0.555        | <b>13</b>  | <b>2383</b> | <b>0.659</b> | <b>13</b> | <b>2383</b> | <b>1.214</b> |
| 12:00 - 13:00 | 13        | 2383        | 0.568        | 13         | 2383        | 0.520        | 13        | 2383        | 1.088        |
| 13:00 - 14:00 | 13        | 2383        | 0.552        | 13         | 2383        | 0.571        | 13        | 2383        | 1.123        |
| 14:00 - 15:00 | 13        | 2383        | 0.568        | 13         | 2383        | 0.597        | 13        | 2383        | 1.165        |
| 15:00 - 16:00 | 13        | 2383        | 0.571        | 13         | 2383        | 0.613        | 13        | 2383        | 1.184        |
| 16:00 - 17:00 | 13        | 2383        | 0.462        | 13         | 2383        | 0.652        | 13        | 2383        | 1.114        |
| 17:00 - 18:00 | 13        | 2383        | 0.278        | 13         | 2383        | 0.526        | 13        | 2383        | 0.804        |
| 18:00 - 19:00 | 13        | 2383        | 0.077        | 13         | 2383        | 0.197        | 13        | 2383        | 0.274        |
| 19:00 - 20:00 | 7         | 1744        | 0.082        | 7          | 1744        | 0.156        | 7         | 1744        | 0.238        |
| 20:00 - 21:00 |           |             |              |            |             |              |           |             |              |
| 21:00 - 22:00 |           |             |              |            |             |              |           |             |              |
| 22:00 - 23:00 |           |             |              |            |             |              |           |             |              |
| 23:00 - 24:00 |           |             |              |            |             |              |           |             |              |
| Total Rates:  |           |             | 5.791        |            |             | 5.786        |           |             | 11.577       |

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

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

**Parameter summary**

Trip rate parameter range selected: 875 - 9800 (units: sqm)  
 Survey date range: 01/01/05 - 04/10/13  
 Number of weekdays (Monday-Friday): 13  
 Number of Saturdays: 0  
 Number of Sundays: 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.

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

**OGVS****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 | 9         | 2749        | 0.008        | 9          | 2749        | 0.000        | 9         | 2749        | 0.008        |
| 08:00 - 09:00 | 13        | 2383        | 0.019        | <b>13</b>  | <b>2383</b> | <b>0.026</b> | <b>13</b> | <b>2383</b> | <b>0.045</b> |
| 09:00 - 10:00 | 13        | 2383        | 0.010        | 13         | 2383        | 0.003        | 13        | 2383        | 0.013        |
| 10:00 - 11:00 | <b>13</b> | <b>2383</b> | <b>0.026</b> | 13         | 2383        | 0.019        | 13        | 2383        | 0.045        |
| 11:00 - 12:00 | 13        | 2383        | 0.016        | 13         | 2383        | 0.023        | 13        | 2383        | 0.039        |
| 12:00 - 13:00 | 13        | 2383        | 0.006        | 13         | 2383        | 0.013        | 13        | 2383        | 0.019        |
| 13:00 - 14:00 | 13        | 2383        | 0.013        | 13         | 2383        | 0.010        | 13        | 2383        | 0.023        |
| 14:00 - 15:00 | 13        | 2383        | 0.010        | 13         | 2383        | 0.010        | 13        | 2383        | 0.020        |
| 15:00 - 16:00 | 13        | 2383        | 0.006        | 13         | 2383        | 0.006        | 13        | 2383        | 0.012        |
| 16:00 - 17:00 | 13        | 2383        | 0.006        | 13         | 2383        | 0.003        | 13        | 2383        | 0.009        |
| 17:00 - 18:00 | 13        | 2383        | 0.000        | 13         | 2383        | 0.003        | 13        | 2383        | 0.003        |
| 18:00 - 19:00 | 13        | 2383        | 0.000        | 13         | 2383        | 0.000        | 13        | 2383        | 0.000        |
| 19:00 - 20:00 | 7         | 1744        | 0.000        | 7          | 1744        | 0.000        | 7         | 1744        | 0.000        |
| 20:00 - 21:00 |           |             |              |            |             |              |           |             |              |
| 21:00 - 22:00 |           |             |              |            |             |              |           |             |              |
| 22:00 - 23:00 |           |             |              |            |             |              |           |             |              |
| 23:00 - 24:00 |           |             |              |            |             |              |           |             |              |
| Total Rates:  |           |             | 0.120        |            |             | 0.116        |           |             | 0.236        |

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

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

**Parameter summary**

Trip rate parameter range selected: 875 - 9800 (units: sqm)  
Survey date range: 01/01/05 - 04/10/13  
Number of weekdays (Monday-Friday): 13  
Number of Saturdays: 0  
Number of Sundays: 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.

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use : 03 - RESIDENTIAL  
 Category : C - FLATS PRIVATELY OWNED

**VEHICLES**Selected regions and areas:

|                          |        |
|--------------------------|--------|
| <b>01 GREATER LONDON</b> |        |
| HK HACKNEY               | 1 days |
| <b>08 NORTH WEST</b>     |        |
| GM GREATER MANCHESTER    | 2 days |
| <b>15 GREATER DUBLIN</b> |        |
| DL DUBLIN                | 1 days |

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

**Filtering Stage 2 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: Number of dwellings  
 Actual Range: 9 to 154 (units: )  
 Range Selected by User: 8 to 372 (units: )

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 16/09/13

*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:

|          |        |
|----------|--------|
| Tuesday  | 2 days |
| Thursday | 1 days |
| Friday   | 1 days |

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

Selected survey types:

|                       |        |
|-----------------------|--------|
| Manual count          | 4 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:

|             |   |
|-------------|---|
| Town Centre | 4 |
|-------------|---|

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

Selected Location Sub Categories:

|                  |   |
|------------------|---|
| Development Zone | 1 |
| Built-Up Zone    | 3 |

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



**Filtering Stage 3 selection:**Use Class:

C3

4 days

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

Population within 1 mile:

15,001 to 20,000

1 days

25,001 to 50,000

2 days

50,001 to 100,000

1 days

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

Population within 5 miles:

250,001 to 500,000

1 days

500,001 or More

3 days

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

Car ownership within 5 miles:

0.5 or Less

1 days

0.6 to 1.0

3 days

*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

4 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.*

LIST OF SITES relevant to selection parameters

|          |                              |                        |                            |
|----------|------------------------------|------------------------|----------------------------|
| <b>1</b> | <b>DL-03-C-03</b>            | <b>BLOCKS OF FLATS</b> | <b>DUBLIN</b>              |
|          | SUMMERHILL                   |                        |                            |
|          | DUBLIN                       |                        |                            |
|          | Town Centre                  |                        |                            |
|          | Development Zone             |                        |                            |
|          | Total Number of dwellings:   | 65                     |                            |
|          | Survey date: <i>TUESDAY</i>  | 27/02/07               | Survey Type: <i>MANUAL</i> |
| <b>2</b> | <b>GM-03-C-02</b>            | <b>BLOCK OF FLATS</b>  | <b>GREATER MANCHESTER</b>  |
|          | WHITWORTH STREET W.          |                        |                            |
|          | MANCHESTER                   |                        |                            |
|          | Town Centre                  |                        |                            |
|          | Built-Up Zone                |                        |                            |
|          | Total Number of dwellings:   | 154                    |                            |
|          | Survey date: <i>THURSDAY</i> | 13/10/11               | Survey Type: <i>MANUAL</i> |
| <b>3</b> | <b>GM-03-C-03</b>            | <b>BLOCK OF FLATS</b>  | <b>GREATER MANCHESTER</b>  |
|          | FAIRFIELD STREET             |                        |                            |
|          | MANCHESTER                   |                        |                            |
|          | Town Centre                  |                        |                            |
|          | Built-Up Zone                |                        |                            |
|          | Total Number of dwellings:   | 20                     |                            |
|          | Survey date: <i>FRIDAY</i>   | 14/10/11               | Survey Type: <i>MANUAL</i> |
| <b>4</b> | <b>HK-03-C-02</b>            | <b>BLOCK OF FLATS</b>  | <b>HACKNEY</b>             |
|          | HOXTON                       |                        |                            |
|          | SHOREDITCH                   |                        |                            |
|          | Town Centre                  |                        |                            |
|          | Built-Up Zone                |                        |                            |
|          | Total Number of dwellings:   | 9                      |                            |
|          | Survey date: <i>TUESDAY</i>  | 11/11/08               | Survey Type: <i>MANUAL</i> |

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

**VEHICLES****Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

| Time Range    | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|               | No. Days | Ave. DWELLS | Trip Rate    | No. Days   | Ave. DWELLS | Trip Rate    | No. Days | Ave. DWELLS | Trip Rate    |
| 00:00 - 01:00 |          |             |              |            |             |              |          |             |              |
| 01:00 - 02:00 |          |             |              |            |             |              |          |             |              |
| 02:00 - 03:00 |          |             |              |            |             |              |          |             |              |
| 03:00 - 04:00 |          |             |              |            |             |              |          |             |              |
| 04:00 - 05:00 |          |             |              |            |             |              |          |             |              |
| 05:00 - 06:00 |          |             |              |            |             |              |          |             |              |
| 06:00 - 07:00 |          |             |              |            |             |              |          |             |              |
| 07:00 - 08:00 | 4        | 62          | 0.000        | <b>4</b>   | <b>62</b>   | <b>0.028</b> | 4        | 62          | 0.028        |
| 08:00 - 09:00 | 4        | 62          | 0.008        | 4          | 62          | 0.028        | <b>4</b> | <b>62</b>   | <b>0.036</b> |
| 09:00 - 10:00 | 4        | 62          | 0.008        | 4          | 62          | 0.024        | 4        | 62          | 0.032        |
| 10:00 - 11:00 | 4        | 62          | 0.016        | 4          | 62          | 0.016        | 4        | 62          | 0.032        |
| 11:00 - 12:00 | 4        | 62          | 0.012        | 4          | 62          | 0.004        | 4        | 62          | 0.016        |
| 12:00 - 13:00 | 4        | 62          | 0.008        | 4          | 62          | 0.012        | 4        | 62          | 0.020        |
| 13:00 - 14:00 | 4        | 62          | 0.012        | 4          | 62          | 0.020        | 4        | 62          | 0.032        |
| 14:00 - 15:00 | 4        | 62          | 0.016        | 4          | 62          | 0.016        | 4        | 62          | 0.032        |
| 15:00 - 16:00 | 4        | 62          | 0.008        | 4          | 62          | 0.008        | 4        | 62          | 0.016        |
| 16:00 - 17:00 | <b>4</b> | <b>62</b>   | <b>0.028</b> | 4          | 62          | 0.008        | 4        | 62          | 0.036        |
| 17:00 - 18:00 | 4        | 62          | 0.028        | 4          | 62          | 0.008        | 4        | 62          | 0.036        |
| 18:00 - 19:00 | 4        | 62          | 0.012        | 4          | 62          | 0.008        | 4        | 62          | 0.020        |
| 19:00 - 20:00 |          |             |              |            |             |              |          |             |              |
| 20:00 - 21:00 |          |             |              |            |             |              |          |             |              |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 0.156        |            |             | 0.180        |          |             | 0.336        |

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

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

**Parameter summary**

Trip rate parameter range selected: 9 - 154 (units: )  
 Survey date range: 01/01/05 - 16/09/13  
 Number of weekdays (Monday-Friday): 4  
 Number of Saturdays: 0  
 Number of Sundays: 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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

**TAXIS****Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

| Time Range    | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|               | No. Days | Ave. DWELLS | Trip Rate    | No. Days   | Ave. DWELLS | Trip Rate    | No. Days | Ave. DWELLS | Trip Rate    |
| 00:00 - 01:00 |          |             |              |            |             |              |          |             |              |
| 01:00 - 02:00 |          |             |              |            |             |              |          |             |              |
| 02:00 - 03:00 |          |             |              |            |             |              |          |             |              |
| 03:00 - 04:00 |          |             |              |            |             |              |          |             |              |
| 04:00 - 05:00 |          |             |              |            |             |              |          |             |              |
| 05:00 - 06:00 |          |             |              |            |             |              |          |             |              |
| 06:00 - 07:00 |          |             |              |            |             |              |          |             |              |
| 07:00 - 08:00 | 4        | 62          | 0.000        | 4          | 62          | 0.000        | 4        | 62          | 0.000        |
| 08:00 - 09:00 | 4        | 62          | 0.000        | 4          | 62          | 0.000        | 4        | 62          | 0.000        |
| 09:00 - 10:00 | 4        | 62          | 0.000        | 4          | 62          | 0.000        | 4        | 62          | 0.000        |
| 10:00 - 11:00 | 4        | 62          | 0.000        | 4          | 62          | 0.000        | 4        | 62          | 0.000        |
| 11:00 - 12:00 | 4        | 62          | 0.000        | 4          | 62          | 0.000        | 4        | 62          | 0.000        |
| 12:00 - 13:00 | 4        | 62          | 0.000        | 4          | 62          | 0.000        | 4        | 62          | 0.000        |
| 13:00 - 14:00 | <b>4</b> | <b>62</b>   | <b>0.004</b> | <b>4</b>   | <b>62</b>   | <b>0.004</b> | <b>4</b> | <b>62</b>   | <b>0.008</b> |
| 14:00 - 15:00 | 4        | 62          | 0.004        | 4          | 62          | 0.004        | 4        | 62          | 0.008        |
| 15:00 - 16:00 | 4        | 62          | 0.000        | 4          | 62          | 0.000        | 4        | 62          | 0.000        |
| 16:00 - 17:00 | 4        | 62          | 0.000        | 4          | 62          | 0.000        | 4        | 62          | 0.000        |
| 17:00 - 18:00 | 4        | 62          | 0.000        | 4          | 62          | 0.000        | 4        | 62          | 0.000        |
| 18:00 - 19:00 | 4        | 62          | 0.000        | 4          | 62          | 0.000        | 4        | 62          | 0.000        |
| 19:00 - 20:00 |          |             |              |            |             |              |          |             |              |
| 20:00 - 21:00 |          |             |              |            |             |              |          |             |              |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 0.008        |            |             | 0.008        |          |             | 0.016        |

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

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

**Parameter summary**

Trip rate parameter range selected: 9 - 154 (units: )  
 Survey date range: 01/01/05 - 16/09/13  
 Number of weekdays (Monday-Friday): 4  
 Number of Saturdays: 0  
 Number of Sundays: 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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

**OGVS****Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00 |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00 |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00 |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00 |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00 |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00 |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00 | 4        | 62          | 0.000     | 4          | 62          | 0.000     | 4        | 62          | 0.000     |
| 08:00 - 09:00 | 4        | 62          | 0.000     | 4          | 62          | 0.000     | 4        | 62          | 0.000     |
| 09:00 - 10:00 | 4        | 62          | 0.000     | 4          | 62          | 0.000     | 4        | 62          | 0.000     |
| 10:00 - 11:00 | 4        | 62          | 0.000     | 4          | 62          | 0.000     | 4        | 62          | 0.000     |
| 11:00 - 12:00 | 4        | 62          | 0.000     | 4          | 62          | 0.000     | 4        | 62          | 0.000     |
| 12:00 - 13:00 | 4        | 62          | 0.000     | 4          | 62          | 0.000     | 4        | 62          | 0.000     |
| 13:00 - 14:00 | 4        | 62          | 0.000     | 4          | 62          | 0.000     | 4        | 62          | 0.000     |
| 14:00 - 15:00 | 4        | 62          | 0.000     | 4          | 62          | 0.000     | 4        | 62          | 0.000     |
| 15:00 - 16:00 | 4        | 62          | 0.000     | 4          | 62          | 0.000     | 4        | 62          | 0.000     |
| 16:00 - 17:00 | 4        | 62          | 0.000     | 4          | 62          | 0.000     | 4        | 62          | 0.000     |
| 17:00 - 18:00 | 4        | 62          | 0.000     | 4          | 62          | 0.000     | 4        | 62          | 0.000     |
| 18:00 - 19:00 | 4        | 62          | 0.000     | 4          | 62          | 0.000     | 4        | 62          | 0.000     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.000     |            |             | 0.000     |          |             | 0.000     |

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

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

**Parameter summary**

Trip rate parameter range selected: 9 - 154 (units: )  
 Survey date range: 01/01/05 - 16/09/13  
 Number of weekdays (Monday-Friday): 4  
 Number of Saturdays: 0  
 Number of Sundays: 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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

**PSVS****Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00 |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00 |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00 |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00 |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00 |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00 |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00 | 4        | 62          | 0.000     | 4          | 62          | 0.000     | 4        | 62          | 0.000     |
| 08:00 - 09:00 | 4        | 62          | 0.000     | 4          | 62          | 0.000     | 4        | 62          | 0.000     |
| 09:00 - 10:00 | 4        | 62          | 0.000     | 4          | 62          | 0.000     | 4        | 62          | 0.000     |
| 10:00 - 11:00 | 4        | 62          | 0.000     | 4          | 62          | 0.000     | 4        | 62          | 0.000     |
| 11:00 - 12:00 | 4        | 62          | 0.000     | 4          | 62          | 0.000     | 4        | 62          | 0.000     |
| 12:00 - 13:00 | 4        | 62          | 0.000     | 4          | 62          | 0.000     | 4        | 62          | 0.000     |
| 13:00 - 14:00 | 4        | 62          | 0.000     | 4          | 62          | 0.000     | 4        | 62          | 0.000     |
| 14:00 - 15:00 | 4        | 62          | 0.000     | 4          | 62          | 0.000     | 4        | 62          | 0.000     |
| 15:00 - 16:00 | 4        | 62          | 0.000     | 4          | 62          | 0.000     | 4        | 62          | 0.000     |
| 16:00 - 17:00 | 4        | 62          | 0.000     | 4          | 62          | 0.000     | 4        | 62          | 0.000     |
| 17:00 - 18:00 | 4        | 62          | 0.000     | 4          | 62          | 0.000     | 4        | 62          | 0.000     |
| 18:00 - 19:00 | 4        | 62          | 0.000     | 4          | 62          | 0.000     | 4        | 62          | 0.000     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.000     |            |             | 0.000     |          |             | 0.000     |

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

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

### Parameter summary

Trip rate parameter range selected: 9 - 154 (units: )  
 Survey date date range: 01/01/05 - 16/09/13  
 Number of weekdays (Monday-Friday): 4  
 Number of Saturdays: 0  
 Number of Sundays: 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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

**CYCLISTS****Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

| Time Range    | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|               | No. Days | Ave. DWELLS | Trip Rate    | No. Days   | Ave. DWELLS | Trip Rate    | No. Days | Ave. DWELLS | Trip Rate    |
| 00:00 - 01:00 |          |             |              |            |             |              |          |             |              |
| 01:00 - 02:00 |          |             |              |            |             |              |          |             |              |
| 02:00 - 03:00 |          |             |              |            |             |              |          |             |              |
| 03:00 - 04:00 |          |             |              |            |             |              |          |             |              |
| 04:00 - 05:00 |          |             |              |            |             |              |          |             |              |
| 05:00 - 06:00 |          |             |              |            |             |              |          |             |              |
| 06:00 - 07:00 |          |             |              |            |             |              |          |             |              |
| 07:00 - 08:00 | 4        | 62          | 0.000        | 4          | 62          | 0.004        | 4        | 62          | 0.004        |
| 08:00 - 09:00 | 4        | 62          | 0.000        | 4          | 62          | 0.008        | 4        | 62          | 0.008        |
| 09:00 - 10:00 | 4        | 62          | 0.004        | 4          | 62          | 0.008        | 4        | 62          | 0.012        |
| 10:00 - 11:00 | 4        | 62          | 0.000        | 4          | 62          | 0.000        | 4        | 62          | 0.000        |
| 11:00 - 12:00 | 4        | 62          | 0.000        | 4          | 62          | 0.000        | 4        | 62          | 0.000        |
| 12:00 - 13:00 | 4        | 62          | 0.000        | <b>4</b>   | <b>62</b>   | <b>0.012</b> | 4        | 62          | 0.012        |
| 13:00 - 14:00 | 4        | 62          | 0.000        | 4          | 62          | 0.000        | 4        | 62          | 0.000        |
| 14:00 - 15:00 | 4        | 62          | 0.000        | 4          | 62          | 0.000        | 4        | 62          | 0.000        |
| 15:00 - 16:00 | 4        | 62          | 0.000        | 4          | 62          | 0.000        | 4        | 62          | 0.000        |
| 16:00 - 17:00 | 4        | 62          | 0.000        | 4          | 62          | 0.000        | 4        | 62          | 0.000        |
| 17:00 - 18:00 | <b>4</b> | <b>62</b>   | <b>0.016</b> | 4          | 62          | 0.000        | <b>4</b> | <b>62</b>   | <b>0.016</b> |
| 18:00 - 19:00 | 4        | 62          | 0.004        | 4          | 62          | 0.000        | 4        | 62          | 0.004        |
| 19:00 - 20:00 |          |             |              |            |             |              |          |             |              |
| 20:00 - 21:00 |          |             |              |            |             |              |          |             |              |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 0.024        |            |             | 0.032        |          |             | 0.056        |

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

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

**Parameter summary**

Trip rate parameter range selected: 9 - 154 (units: )  
 Survey date range: 01/01/05 - 16/09/13  
 Number of weekdays (Monday-Friday): 4  
 Number of Saturdays: 0  
 Number of Sundays: 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.

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use : 06 - HOTEL, FOOD &amp; DRINK

Category : A - HOTELS

**VEHICLES**Selected regions and areas:**01 GREATER LONDON**

GR GREENWICH 2 days

HK HACKNEY 2 days

HO HOUNSLOW 2 days

**03 SOUTH WEST**

DV DEVON 1 days

**05 EAST MIDLANDS**

DS DERBYSHIRE 1 days

NT NOTTINGHAMSHIRE 1 days

**06 WEST MIDLANDS**

WM WEST MIDLANDS 1 days

**07 YORKSHIRE & NORTH LINCOLNSHIRE**

WY WEST YORKSHIRE 1 days

**09 NORTH**

TV TEES VALLEY 1 days

**10 WALES**

CF CARDIFF 3 days

**15 GREATER DUBLIN**

DL DUBLIN 1 days

*This section displays the number of survey days per TRICS® sub-region in the selected set***Filtering Stage 2 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: Number of bedrooms

Actual Range: 82 to 224 (units: )

Range Selected by User: 4 to 483 (units: )

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 24/06/13

*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 6 days

Tuesday 4 days

Wednesday 5 days

Thursday 1 days

*This data displays the number of selected surveys by day of the week.*Selected survey types:

Manual count 16 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:

Town Centre 7

Edge of Town Centre 9

*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:



*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.*

**Filtering Stage 3 selection:**Use Class:

C1

15 days

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

Population within 1 mile:

15,001 to 20,000

1 days

20,001 to 25,000

2 days

25,001 to 50,000

8 days

50,001 to 100,000

5 days

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

Population within 5 miles:

250,001 to 500,000

8 days

500,001 or More

8 days

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

Car ownership within 5 miles:

0.5 or Less

5 days

0.6 to 1.0

5 days

1.1 to 1.5

5 days

2.1 to 2.5

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

16 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.*

LIST OF SITES relevant to selection parameters

- |          |                   |                            |                     |
|----------|-------------------|----------------------------|---------------------|
| <b>1</b> | <b>CF-06-A-02</b> | <b>MACDONALD HOTEL</b>     | <b>CARDIFF</b>      |
|          |                   | EAST TYNDALL STREET        |                     |
|          |                   | ATLANTIC WHARF             |                     |
|          |                   | CARDIFF                    |                     |
|          |                   | Edge of Town Centre        |                     |
|          |                   | Industrial Zone            |                     |
|          |                   | Total Number of bedrooms:  | 100                 |
|          |                   | Survey date: TUESDAY       | 17/10/06            |
|          |                   |                            | Survey Type: MANUAL |
| <b>2</b> | <b>CF-06-A-03</b> | <b>HOLIDAY INN EXPRESS</b> | <b>CARDIFF</b>      |
|          |                   | LONGUEIL CLOSE             |                     |
|          |                   | CARDIFF                    |                     |
|          |                   | Edge of Town Centre        |                     |
|          |                   | Residential Zone           |                     |
|          |                   | Total Number of bedrooms:  | 87                  |
|          |                   | Survey date: MONDAY        | 16/07/12            |
|          |                   |                            | Survey Type: MANUAL |
| <b>3</b> | <b>CF-06-A-04</b> | <b>TRAVELODGE</b>          | <b>CARDIFF</b>      |
|          |                   | THE FRIARY                 |                     |
|          |                   | CARDIFF                    |                     |
|          |                   | Town Centre                |                     |
|          |                   | Built-Up Zone              |                     |
|          |                   | Total Number of bedrooms:  | 96                  |
|          |                   | Survey date: MONDAY        | 16/07/12            |
|          |                   |                            | Survey Type: MANUAL |
| <b>4</b> | <b>DL-06-A-02</b> | <b>HOTEL</b>               | <b>DUBLIN</b>       |
|          |                   | AMIENS STREET              |                     |
|          |                   | CONNOLLY                   |                     |
|          |                   | DUBLIN                     |                     |
|          |                   | Edge of Town Centre        |                     |
|          |                   | Built-Up Zone              |                     |
|          |                   | Total Number of bedrooms:  | 175                 |
|          |                   | Survey date: WEDNESDAY     | 09/12/09            |
|          |                   |                            | Survey Type: MANUAL |
| <b>5</b> | <b>DS-06-A-02</b> | <b>JURY'S INN</b>          | <b>DERBYSHIRE</b>   |
|          |                   | KING STREET                |                     |
|          |                   | DERBY                      |                     |
|          |                   | Town Centre                |                     |
|          |                   | Commercial Zone            |                     |
|          |                   | Total Number of bedrooms:  | 213                 |
|          |                   | Survey date: TUESDAY       | 19/07/11            |
|          |                   |                            | Survey Type: MANUAL |
| <b>6</b> | <b>DV-06-A-02</b> | <b>PREMIER INN</b>         | <b>DEVON</b>        |
|          |                   | SUTTON ROAD                |                     |
|          |                   | SUTTON HARBOUR             |                     |
|          |                   | PLYMOUTH                   |                     |
|          |                   | Edge of Town Centre        |                     |
|          |                   | No Sub Category            |                     |
|          |                   | Total Number of bedrooms:  | 107                 |
|          |                   | Survey date: WEDNESDAY     | 21/10/09            |
|          |                   |                            | Survey Type: MANUAL |
| <b>7</b> | <b>GR-06-A-01</b> | <b>IBIS</b>                | <b>GREENWICH</b>    |
|          |                   | STOCKWELL STREET           |                     |
|          |                   | GREENWICH                  |                     |
|          |                   | Town Centre                |                     |
|          |                   | No Sub Category            |                     |
|          |                   | Total Number of bedrooms:  | 82                  |
|          |                   | Survey date: MONDAY        | 19/10/09            |
|          |                   |                            | Survey Type: MANUAL |

LIST OF SITES relevant to selection parameters (Cont.)

|           |                           |                        |                        |
|-----------|---------------------------|------------------------|------------------------|
| <b>8</b>  | <b>GR-06-A-02</b>         | <b>NOVOTEL</b>         | <b>GREENWICH</b>       |
|           | GREENWICH HIGH ROAD       |                        |                        |
|           | GREENWICH                 |                        |                        |
|           | Edge of Town Centre       |                        |                        |
|           | No Sub Category           |                        |                        |
|           | Total Number of bedrooms: | 151                    |                        |
|           | Survey date: MONDAY       | 19/10/09               | Survey Type: MANUAL    |
| <b>9</b>  | <b>HK-06-A-01</b>         | <b>EXPRESS HOL.INN</b> | <b>HACKNEY</b>         |
|           | OLD STREET                |                        |                        |
|           | SHOREDITCH                |                        |                        |
|           | Town Centre               |                        |                        |
|           | High Street               |                        |                        |
|           | Total Number of bedrooms: | 224                    |                        |
|           | Survey date: THURSDAY     | 06/11/08               | Survey Type: MANUAL    |
| <b>10</b> | <b>HK-06-A-02</b>         | <b>HOTEL</b>           | <b>HACKNEY</b>         |
|           | GREAT EASTERN STREET      |                        |                        |
|           | SHOREDITCH                |                        |                        |
|           | Town Centre               |                        |                        |
|           | Built-Up Zone             |                        |                        |
|           | Total Number of bedrooms: | 205                    |                        |
|           | Survey date: WEDNESDAY    | 05/11/08               | Survey Type: MANUAL    |
| <b>11</b> | <b>HO-06-A-01</b>         | <b>DAYS HOTEL</b>      | <b>HOUNSLOW</b>        |
|           | LAMPTON ROAD              |                        |                        |
|           | HOUNSLOW                  |                        |                        |
|           | Edge of Town Centre       |                        |                        |
|           | Commercial Zone           |                        |                        |
|           | Total Number of bedrooms: | 96                     |                        |
|           | Survey date: WEDNESDAY    | 16/06/10               | Survey Type: MANUAL    |
| <b>12</b> | <b>HO-06-A-02</b>         | <b>ETAP HOTEL</b>      | <b>HOUNSLOW</b>        |
|           | STAINES ROAD              |                        |                        |
|           | HOUNSLOW                  |                        |                        |
|           | Edge of Town Centre       |                        |                        |
|           | Retail Zone               |                        |                        |
|           | Total Number of bedrooms: | 148                    |                        |
|           | Survey date: WEDNESDAY    | 16/06/10               | Survey Type: MANUAL    |
| <b>13</b> | <b>NT-06-A-02</b>         | <b>PREMIER INN</b>     | <b>NOTTINGHAMSHIRE</b> |
|           | LONDON ROAD               |                        |                        |
|           | NOTTINGHAM                |                        |                        |
|           | Edge of Town Centre       |                        |                        |
|           | Built-Up Zone             |                        |                        |
|           | Total Number of bedrooms: | 87                     |                        |
|           | Survey date: MONDAY       | 24/06/13               | Survey Type: MANUAL    |
| <b>14</b> | <b>TV-06-A-03</b>         | <b>THISTLE</b>         | <b>TEES VALLEY</b>     |
|           | FRY STREET                |                        |                        |
|           | MIDDLESBROUGH             |                        |                        |
|           | Town Centre               |                        |                        |
|           | Commercial Zone           |                        |                        |
|           | Total Number of bedrooms: | 132                    |                        |
|           | Survey date: MONDAY       | 27/06/11               | Survey Type: MANUAL    |

LIST OF SITES relevant to selection parameters (Cont.)

|           |                           |                            |                       |
|-----------|---------------------------|----------------------------|-----------------------|
| <b>15</b> | <b>WM-06-A-01</b>         | <b>HOTEL</b>               | <b>WEST MIDLANDS</b>  |
|           | LICHFIELD ROAD            |                            |                       |
|           | WOLVERHAMPTON             |                            |                       |
|           | Town Centre               |                            |                       |
|           | No Sub Category           |                            |                       |
|           | Total Number of bedrooms: | 117                        |                       |
|           | Survey date: TUESDAY      | 21/02/06                   | Survey Type: MANUAL   |
| <b>16</b> | <b>WY-06-A-01</b>         | <b>EXPRESS BY HOL. INN</b> | <b>WEST YORKSHIRE</b> |
|           | THE LEISURE EXCHANGE      |                            |                       |
|           | BRADFORD                  |                            |                       |
|           | Edge of Town Centre       |                            |                       |
|           | No Sub Category           |                            |                       |
|           | Total Number of bedrooms: | 120                        |                       |
|           | Survey date: TUESDAY      | 17/05/05                   | 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 06 - HOTEL, FOOD &amp; DRINK/A - HOTELS

**VEHICLES****Calculation factor: 1 BEDRMS****BOLD print indicates peak (busiest) period**

| Time Range    | ARRIVALS  |             |              | DEPARTURES |             |              | TOTALS    |             |              |
|---------------|-----------|-------------|--------------|------------|-------------|--------------|-----------|-------------|--------------|
|               | No. Days  | Ave. BEDRMS | Trip Rate    | No. Days   | Ave. BEDRMS | Trip Rate    | No. Days  | Ave. BEDRMS | 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 | 16        | 134         | 0.030        | 16         | 134         | 0.071        | 16        | 134         | 0.101        |
| 08:00 - 09:00 | 16        | 134         | 0.063        | <b>16</b>  | <b>134</b>  | <b>0.090</b> | <b>16</b> | <b>134</b>  | <b>0.153</b> |
| 09:00 - 10:00 | 16        | 134         | 0.063        | 16         | 134         | 0.076        | 16        | 134         | 0.139        |
| 10:00 - 11:00 | 16        | 134         | 0.050        | 16         | 134         | 0.047        | 16        | 134         | 0.097        |
| 11:00 - 12:00 | 16        | 134         | 0.025        | 16         | 134         | 0.038        | 16        | 134         | 0.063        |
| 12:00 - 13:00 | 16        | 134         | 0.029        | 16         | 134         | 0.035        | 16        | 134         | 0.064        |
| 13:00 - 14:00 | 16        | 134         | 0.035        | 16         | 134         | 0.037        | 16        | 134         | 0.072        |
| 14:00 - 15:00 | 16        | 134         | 0.037        | 16         | 134         | 0.026        | 16        | 134         | 0.063        |
| 15:00 - 16:00 | 16        | 134         | 0.045        | 16         | 134         | 0.039        | 16        | 134         | 0.084        |
| 16:00 - 17:00 | 16        | 134         | 0.056        | 16         | 134         | 0.044        | 16        | 134         | 0.100        |
| 17:00 - 18:00 | <b>16</b> | <b>134</b>  | <b>0.078</b> | 16         | 134         | 0.053        | 16        | 134         | 0.131        |
| 18:00 - 19:00 | 16        | 134         | 0.068        | 16         | 134         | 0.046        | 16        | 134         | 0.114        |
| 19:00 - 20:00 | 15        | 135         | 0.070        | 15         | 135         | 0.046        | 15        | 135         | 0.116        |
| 20:00 - 21:00 | 15        | 135         | 0.044        | 15         | 135         | 0.028        | 15        | 135         | 0.072        |
| 21:00 - 22:00 | 13        | 139         | 0.043        | 13         | 139         | 0.023        | 13        | 139         | 0.066        |
| 22:00 - 23:00 |           |             |              |            |             |              |           |             |              |
| 23:00 - 24:00 |           |             |              |            |             |              |           |             |              |
| Total Rates:  |           |             | 0.736        |            |             | 0.699        |           |             | 1.435        |

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

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

**Parameter summary**

Trip rate parameter range selected: 82 - 224 (units: )  
Survey date range: 01/01/05 - 24/06/13  
Number of weekdays (Monday-Friday): 16  
Number of Saturdays: 0  
Number of Sundays: 0  
Surveys manually removed from selection: 1

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

TRIP RATE for Land Use 06 - HOTEL, FOOD &amp; DRINK/A - HOTELS

**OGVS****Calculation factor: 1 BEDRMS****BOLD print indicates peak (busiest) period**

| Time Range    | ARRIVALS  |             |              | DEPARTURES |             |              | TOTALS    |             |              |
|---------------|-----------|-------------|--------------|------------|-------------|--------------|-----------|-------------|--------------|
|               | No. Days  | Ave. BEDRMS | Trip Rate    | No. Days   | Ave. BEDRMS | Trip Rate    | No. Days  | Ave. BEDRMS | 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 | 16        | 134         | 0.002        | 16         | 134         | 0.003        | 16        | 134         | 0.005        |
| 08:00 - 09:00 | 16        | 134         | 0.002        | 16         | 134         | 0.002        | 16        | 134         | 0.004        |
| 09:00 - 10:00 | <b>16</b> | <b>134</b>  | <b>0.004</b> | <b>16</b>  | <b>134</b>  | <b>0.004</b> | <b>16</b> | <b>134</b>  | <b>0.008</b> |
| 10:00 - 11:00 | 16        | 134         | 0.001        | 16         | 134         | 0.001        | 16        | 134         | 0.002        |
| 11:00 - 12:00 | 16        | 134         | 0.001        | 16         | 134         | 0.001        | 16        | 134         | 0.002        |
| 12:00 - 13:00 | 16        | 134         | 0.001        | 16         | 134         | 0.001        | 16        | 134         | 0.002        |
| 13:00 - 14:00 | 16        | 134         | 0.001        | 16         | 134         | 0.001        | 16        | 134         | 0.002        |
| 14:00 - 15:00 | 16        | 134         | 0.000        | 16         | 134         | 0.001        | 16        | 134         | 0.001        |
| 15:00 - 16:00 | 16        | 134         | 0.000        | 16         | 134         | 0.000        | 16        | 134         | 0.000        |
| 16:00 - 17:00 | 16        | 134         | 0.000        | 16         | 134         | 0.000        | 16        | 134         | 0.000        |
| 17:00 - 18:00 | 16        | 134         | 0.001        | 16         | 134         | 0.001        | 16        | 134         | 0.002        |
| 18:00 - 19:00 | 16        | 134         | 0.000        | 16         | 134         | 0.000        | 16        | 134         | 0.000        |
| 19:00 - 20:00 | 15        | 135         | 0.001        | 15         | 135         | 0.000        | 15        | 135         | 0.001        |
| 20:00 - 21:00 | 15        | 135         | 0.000        | 15         | 135         | 0.000        | 15        | 135         | 0.000        |
| 21:00 - 22:00 | 13        | 139         | 0.000        | 13         | 139         | 0.000        | 13        | 139         | 0.000        |
| 22:00 - 23:00 |           |             |              |            |             |              |           |             |              |
| 23:00 - 24:00 |           |             |              |            |             |              |           |             |              |
| Total Rates:  |           |             | 0.014        |            |             | 0.015        |           |             | 0.029        |

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

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

**Parameter summary**

Trip rate parameter range selected: 82 - 224 (units: )  
 Survey date date range: 01/01/05 - 24/06/13  
 Number of weekdays (Monday-Friday): 16  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 1

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

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use : 07 - LEISURE

Category : R - CASINO

**VEHICLES**Selected regions and areas:**02 SOUTH EAST**

ES EAST SUSSEX 1 days

**08 NORTH WEST**

LC LANCASHIRE 1 days

**09 NORTH**

TV TEES VALLEY 1 days

*This section displays the number of survey days per TRICS® sub-region in the selected set***Filtering Stage 2 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: 450 to 6000 (units: sqm)  
 Range Selected by User: 450 to 8000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 30/11/07

*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:

Wednesday 1 days  
 Thursday 1 days  
 Friday 1 days

*This data displays the number of selected surveys by day of the week.*Selected survey types:

Manual count 3 days  
 Directional ATC Count 0 days

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

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

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

Development Zone 1  
 Built-Up Zone 1  
 No Sub Category 1

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

**Filtering Stage 3 selection:**Use Class:

D2

3 days

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

Population within 1 mile:

10,001 to 15,000

1 days

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.*

Population within 5 miles:

100,001 to 125,000

1 days

250,001 to 500,000

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

3 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

3 days

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



LIST OF SITES relevant to selection parameters

|          |                                    |                       |                     |
|----------|------------------------------------|-----------------------|---------------------|
| <b>1</b> | <b>ES-07-R-01</b>                  | <b>CASINO</b>         | <b>EAST SUSSEX</b>  |
|          | GRAND JUNCTION ROAD                |                       |                     |
|          | BRIGHTON                           |                       |                     |
|          | Town Centre                        |                       |                     |
|          | Built-Up Zone                      |                       |                     |
|          | Total Gross floor area:            | 3100 sqm              |                     |
|          | Survey date: FRIDAY                | 30/11/07              | Survey Type: MANUAL |
| <b>2</b> | <b>LC-07-R-01</b>                  | <b>STANLEY CASINO</b> | <b>LANCASHIRE</b>   |
|          | SOUTH PROMENADE                    |                       |                     |
|          | SAINT ANNES                        |                       |                     |
|          | BLACKPOOL                          |                       |                     |
|          | Suburban Area (PPS6 Out of Centre) |                       |                     |
|          | No Sub Category                    |                       |                     |
|          | Total Gross floor area:            | 450 sqm               |                     |
|          | Survey date: THURSDAY              | 06/10/05              | Survey Type: MANUAL |
| <b>3</b> | <b>TV-07-R-02</b>                  | <b>CASINO</b>         | <b>TEES VALLEY</b>  |
|          | AINTREE OVAL ROAD                  |                       |                     |
|          | STOCKTON-ON-TEES                   |                       |                     |
|          | Edge of Town                       |                       |                     |
|          | Development Zone                   |                       |                     |
|          | Total Gross floor area:            | 6000 sqm              |                     |
|          | Survey date: WEDNESDAY             | 19/09/07              | 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 07 - LEISURE/R - CASINO

**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 | 3        | 3183        | 0.346        | 3          | 3183        | 0.482        | 3        | 3183        | 0.828        |
| 01:00 - 02:00 | 3        | 3183        | 0.178        | 3          | 3183        | 0.471        | 3        | 3183        | 0.649        |
| 02:00 - 03:00 | 3        | 3183        | 0.199        | 3          | 3183        | 0.335        | 3        | 3183        | 0.534        |
| 03:00 - 04:00 | 2        | 4550        | 0.198        | 2          | 4550        | 0.374        | 2        | 4550        | 0.572        |
| 04:00 - 05:00 | 2        | 4550        | 0.077        | 2          | 4550        | 0.121        | 2        | 4550        | 0.198        |
| 05:00 - 06:00 | 1        | 3100        | 0.161        | 1          | 3100        | 0.355        | 1        | 3100        | 0.516        |
| 06:00 - 07:00 | 1        | 3100        | 0.000        | 1          | 3100        | 0.097        | 1        | 3100        | 0.097        |
| 07:00 - 08:00 |          |             |              |            |             |              |          |             |              |
| 08:00 - 09:00 |          |             |              |            |             |              |          |             |              |
| 09:00 - 10:00 |          |             |              |            |             |              |          |             |              |
| 10:00 - 11:00 |          |             |              |            |             |              |          |             |              |
| 11:00 - 12:00 |          |             |              |            |             |              |          |             |              |
| 12:00 - 13:00 |          |             |              |            |             |              |          |             |              |
| 13:00 - 14:00 | 1        | 3100        | 0.097        | 1          | 3100        | 0.000        | 1        | 3100        | 0.097        |
| 14:00 - 15:00 | 1        | 3100        | 0.161        | 1          | 3100        | 0.032        | 1        | 3100        | 0.193        |
| 15:00 - 16:00 | 1        | 3100        | 0.032        | 1          | 3100        | 0.097        | 1        | 3100        | 0.129        |
| 16:00 - 17:00 | 1        | 3100        | 0.000        | 1          | 3100        | 0.032        | 1        | 3100        | 0.032        |
| 17:00 - 18:00 | 2        | 4550        | 0.011        | 2          | 4550        | 0.000        | 2        | 4550        | 0.011        |
| 18:00 - 19:00 | 3        | 3183        | 0.262        | 3          | 3183        | 0.031        | 3        | 3183        | 0.293        |
| 19:00 - 20:00 | <b>3</b> | <b>3183</b> | <b>1.016</b> | 3          | 3183        | 0.178        | <b>3</b> | <b>3183</b> | <b>1.194</b> |
| 20:00 - 21:00 | 3        | 3183        | 0.471        | 3          | 3183        | 0.188        | 3        | 3183        | 0.659        |
| 21:00 - 22:00 | 3        | 3183        | 0.335        | 3          | 3183        | 0.545        | 3        | 3183        | 0.880        |
| 22:00 - 23:00 | 3        | 3183        | 0.513        | 3          | 3183        | 0.503        | 3        | 3183        | 1.016        |
| 23:00 - 24:00 | 3        | 3183        | 0.408        | <b>3</b>   | <b>3183</b> | <b>0.565</b> | 3        | 3183        | 0.973        |
| Total Rates:  |          |             | 4.465        |            |             | 4.406        |          |             | 8.871        |

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

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

**Parameter summary**

Trip rate parameter range selected: 450 - 6000 (units: sqm)  
 Survey date range: 01/01/05 - 30/11/07  
 Number of weekdays (Monday-Friday): 3  
 Number of Saturdays: 0  
 Number of Sundays: 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.

TRIP RATE for Land Use 07 - LEISURE/R - CASINO

**OGVS****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 | <b>3</b> | <b>3183</b> | <b>0.000</b> | <b>3</b>   | <b>3183</b> | <b>0.000</b> | <b>3</b> | <b>3183</b> | <b>0.000</b> |
| 01:00 - 02:00 | 3        | 3183        | 0.000        | 3          | 3183        | 0.000        | 3        | 3183        | 0.000        |
| 02:00 - 03:00 | 3        | 3183        | 0.000        | 3          | 3183        | 0.000        | 3        | 3183        | 0.000        |
| 03:00 - 04:00 | 2        | 4550        | 0.000        | 2          | 4550        | 0.000        | 2        | 4550        | 0.000        |
| 04:00 - 05:00 | 2        | 4550        | 0.000        | 2          | 4550        | 0.000        | 2        | 4550        | 0.000        |
| 05:00 - 06:00 | 1        | 3100        | 0.000        | 1          | 3100        | 0.000        | 1        | 3100        | 0.000        |
| 06:00 - 07:00 | 1        | 3100        | 0.000        | 1          | 3100        | 0.000        | 1        | 3100        | 0.000        |
| 07:00 - 08:00 |          |             |              |            |             |              |          |             |              |
| 08:00 - 09:00 |          |             |              |            |             |              |          |             |              |
| 09:00 - 10:00 |          |             |              |            |             |              |          |             |              |
| 10:00 - 11:00 |          |             |              |            |             |              |          |             |              |
| 11:00 - 12:00 |          |             |              |            |             |              |          |             |              |
| 12:00 - 13:00 |          |             |              |            |             |              |          |             |              |
| 13:00 - 14:00 | 1        | 3100        | 0.000        | 1          | 3100        | 0.000        | 1        | 3100        | 0.000        |
| 14:00 - 15:00 | 1        | 3100        | 0.000        | 1          | 3100        | 0.000        | 1        | 3100        | 0.000        |
| 15:00 - 16:00 | 1        | 3100        | 0.000        | 1          | 3100        | 0.000        | 1        | 3100        | 0.000        |
| 16:00 - 17:00 | 1        | 3100        | 0.000        | 1          | 3100        | 0.000        | 1        | 3100        | 0.000        |
| 17:00 - 18:00 | 2        | 4550        | 0.000        | 2          | 4550        | 0.000        | 2        | 4550        | 0.000        |
| 18:00 - 19:00 | 3        | 3183        | 0.000        | 3          | 3183        | 0.000        | 3        | 3183        | 0.000        |
| 19:00 - 20:00 | 3        | 3183        | 0.000        | 3          | 3183        | 0.000        | 3        | 3183        | 0.000        |
| 20:00 - 21:00 | 3        | 3183        | 0.000        | 3          | 3183        | 0.000        | 3        | 3183        | 0.000        |
| 21:00 - 22:00 | 3        | 3183        | 0.000        | 3          | 3183        | 0.000        | 3        | 3183        | 0.000        |
| 22:00 - 23:00 | 3        | 3183        | 0.000        | 3          | 3183        | 0.000        | 3        | 3183        | 0.000        |
| 23:00 - 24:00 | 3        | 3183        | 0.000        | 3          | 3183        | 0.000        | 3        | 3183        | 0.000        |
| Total Rates:  |          |             | 0.000        |            |             | 0.000        |          |             | 0.000        |

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

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

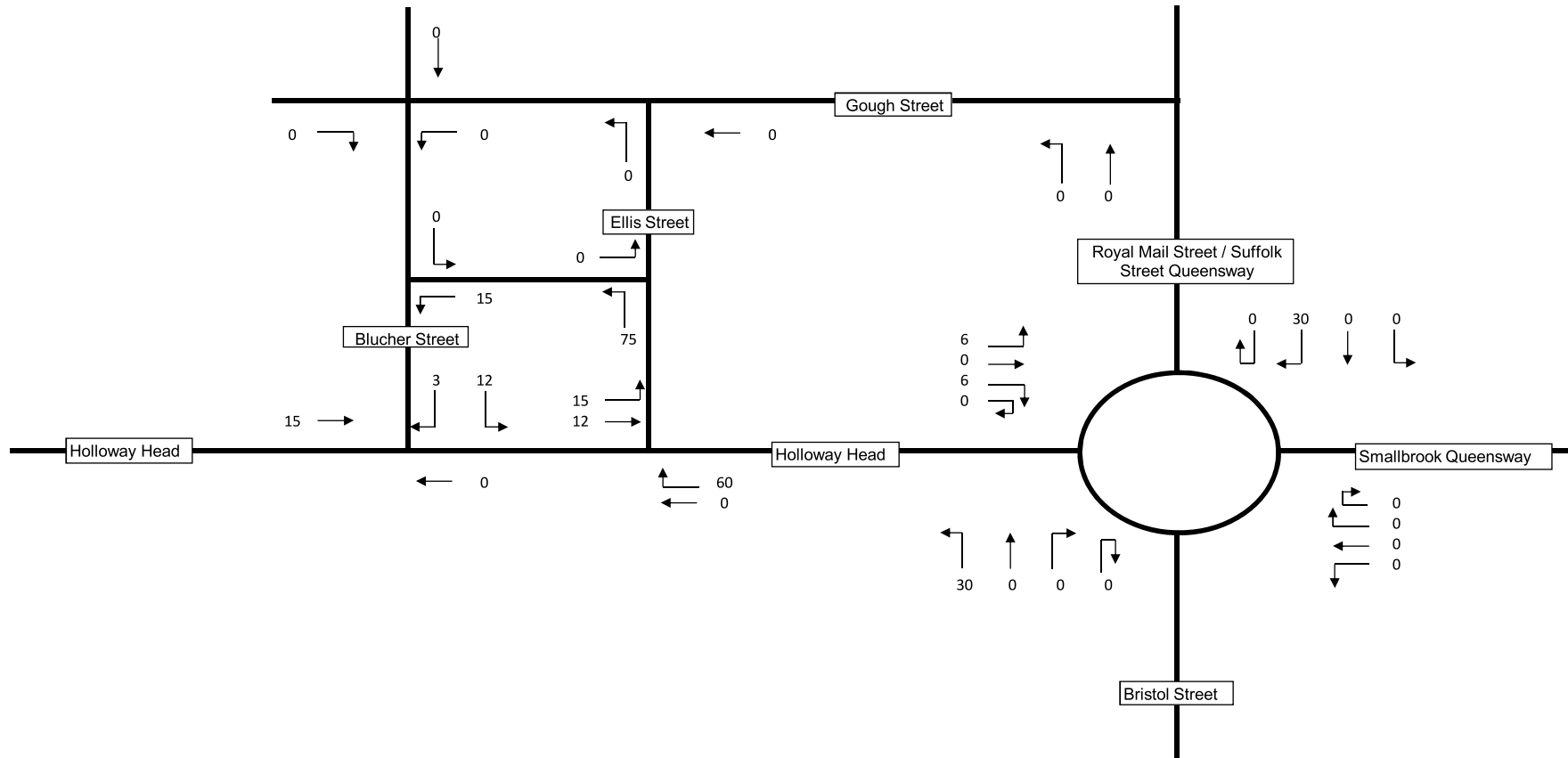
### Parameter summary

Trip rate parameter range selected: 450 - 6000 (units: sqm)  
 Survey date range: 01/01/05 - 30/11/07  
 Number of weekdays (Monday-Friday): 3  
 Number of Saturdays: 0  
 Number of Sundays: 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.

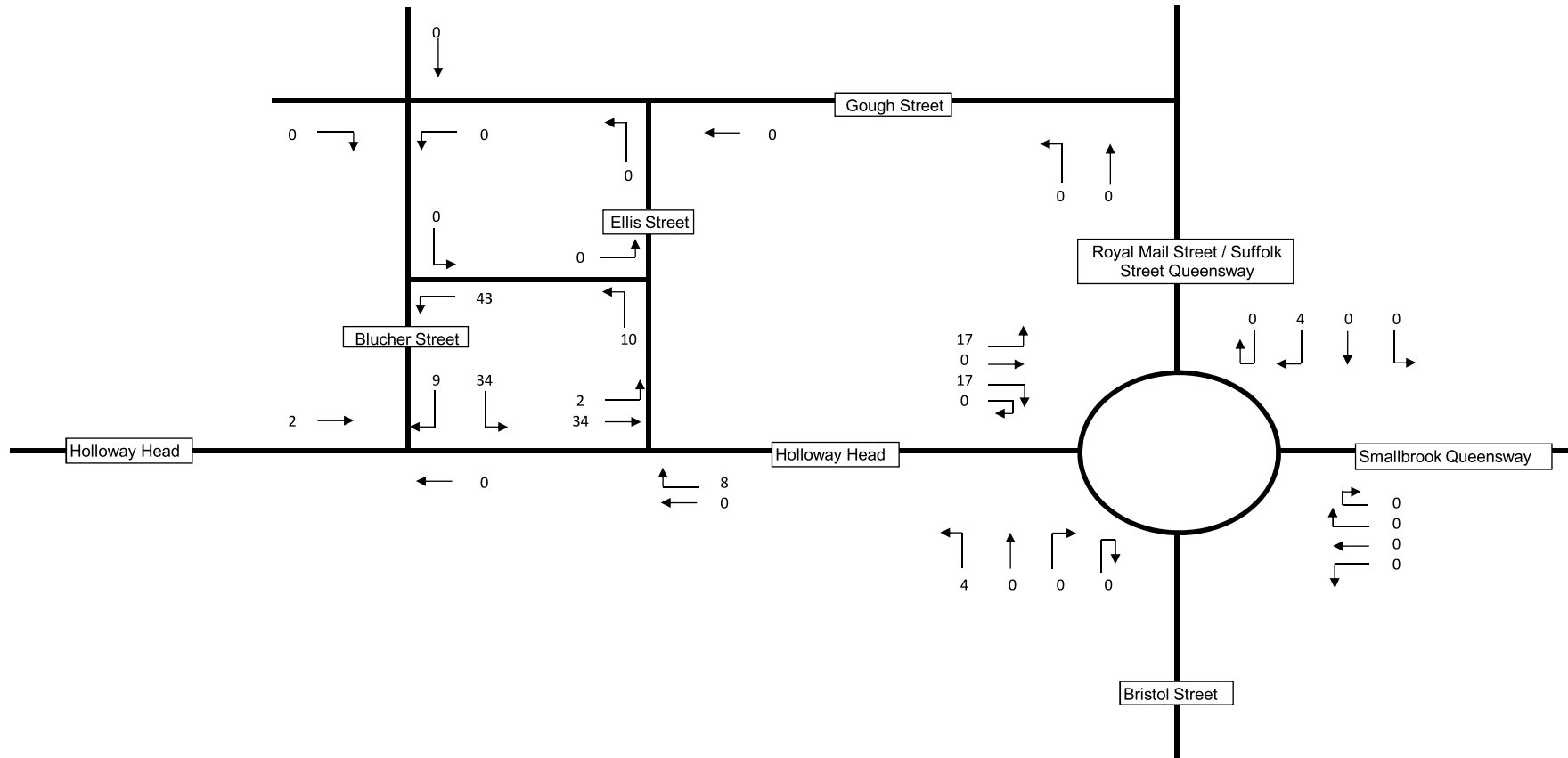
## **Appendix 7**

### **Existing Office Flows**



0 Total Vehicles  
(0) Heavy Vehicles

Proposed Development - Holloway Head, Birmingham  
AM Peak - (08:00 - 09:00) - Existing Office Flows



0 Total Vehicles  
(0) Heavy Vehicles

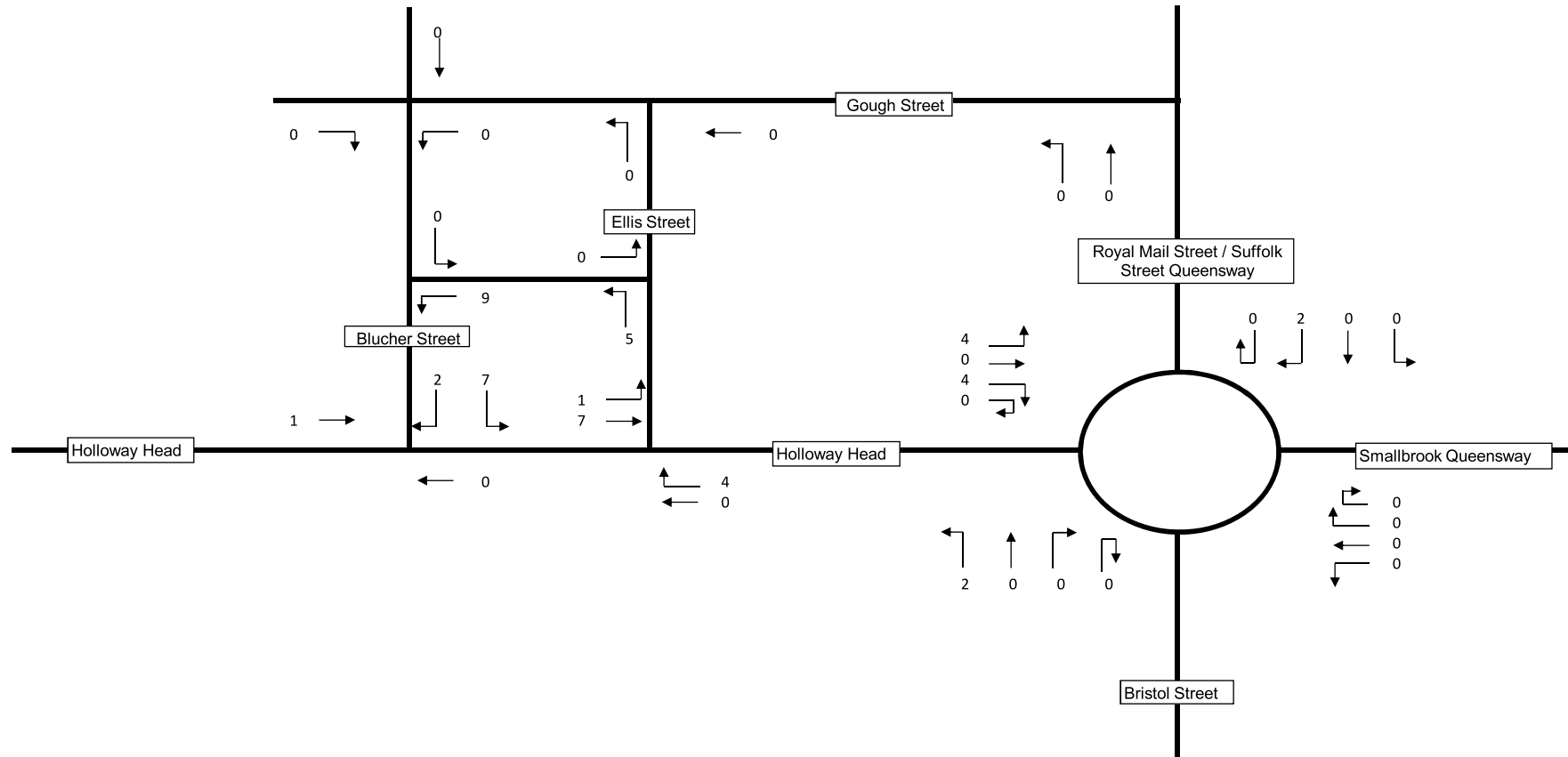
Proposed Development - Holloway Head, Birmingham  
PM Peak - (17:00 - 18:00) - Existing Office Flows

## **Appendix 8 Existing Car Workshop/Sales Flows**

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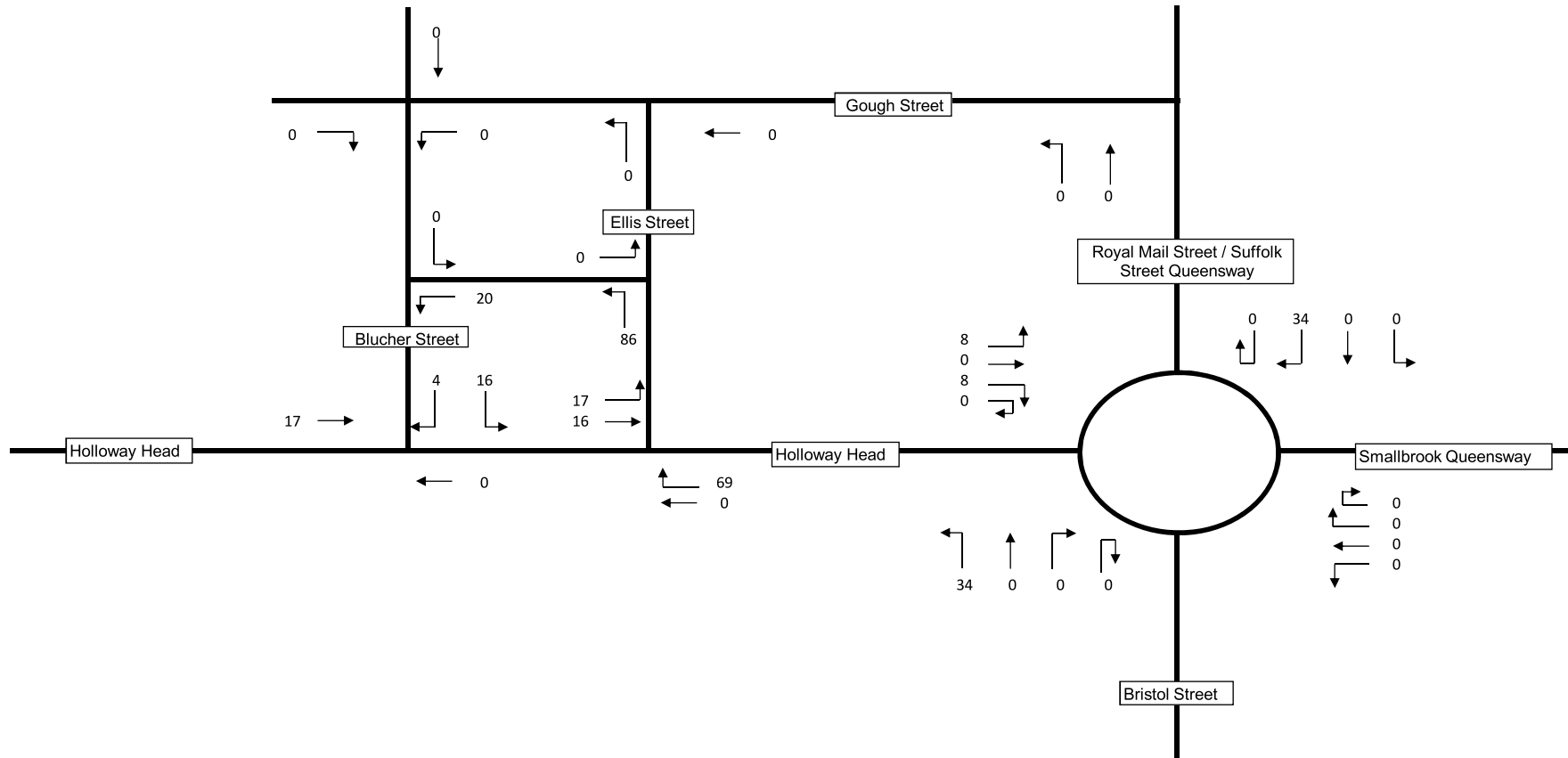




Proposed Development - Holloway Head, Birmingham  
PM Peak - (17:00 - 18:00) - Existing Car Workshop / Sales Flows

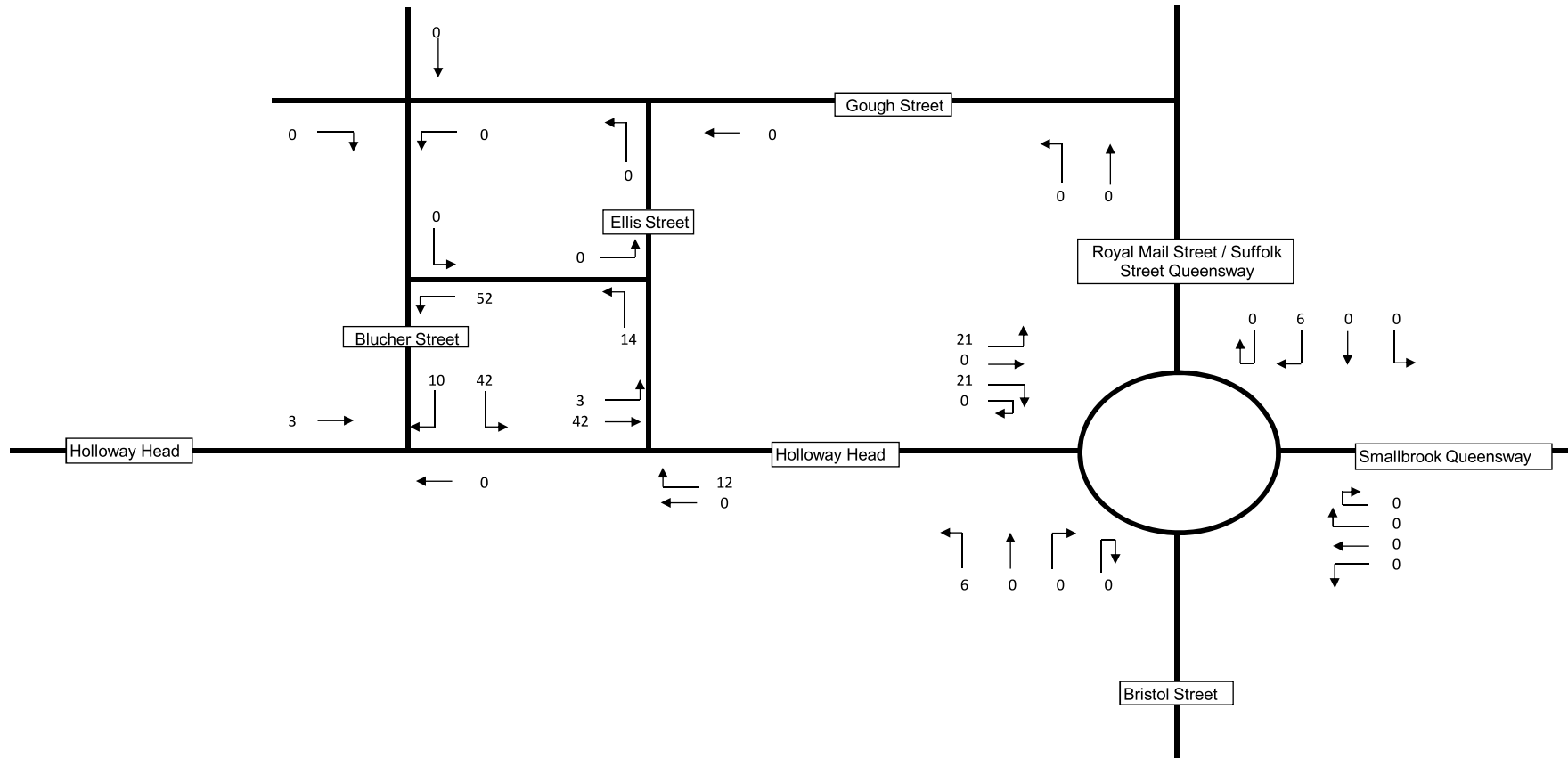
## **Appendix 9**

### **Total Existing Site Flows**



0 Total Vehicles  
(0) Heavy Vehicles

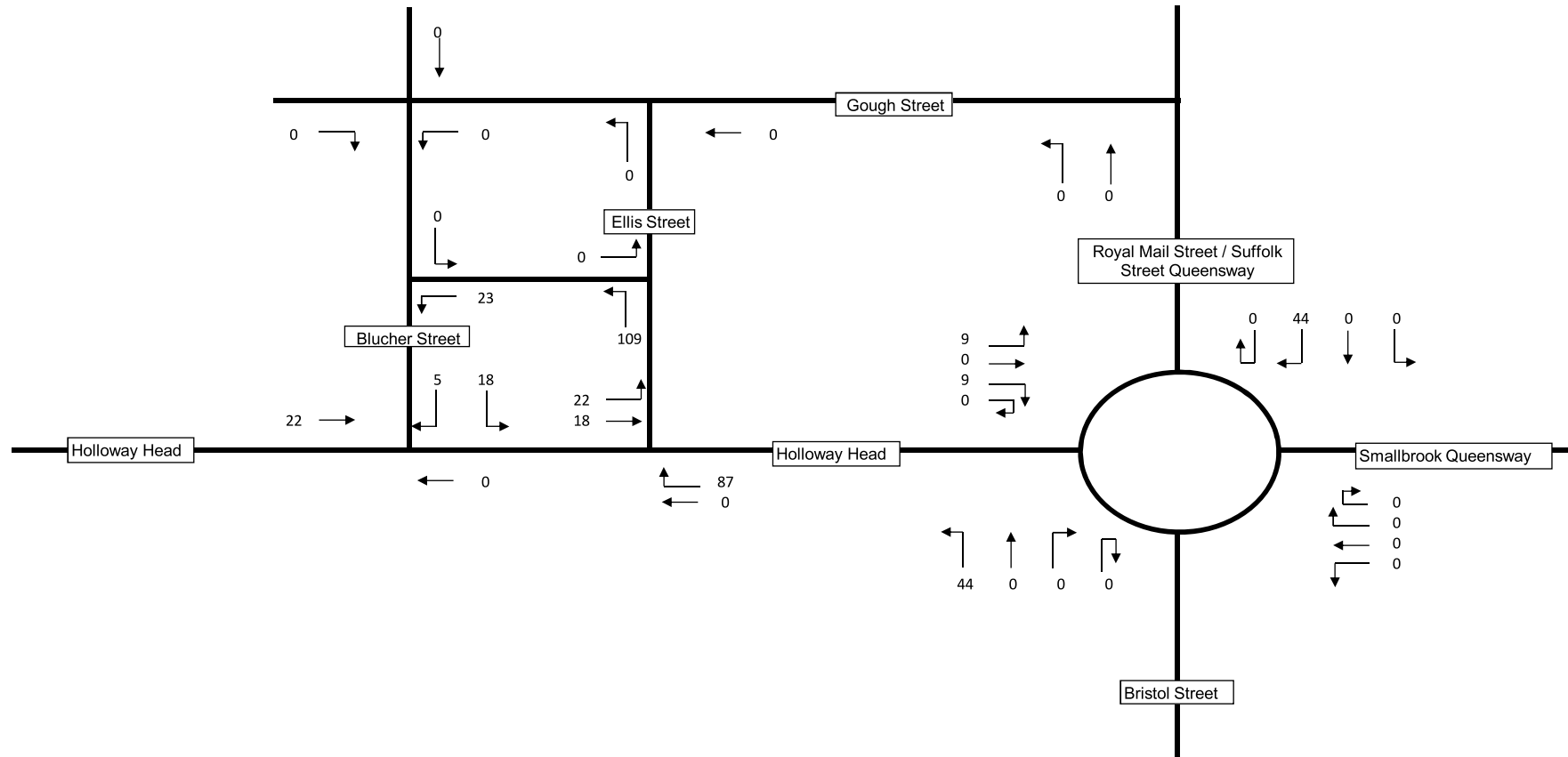
Proposed Development - Holloway Head, Birmingham  
AM Peak - (08:00 - 09:00) - Total Existing Site Use Flows



Proposed Development - Holloway Head, Birmingham  
PM Peak - (17:00 - 18:00) - Total Existing Site Use Flows

## **Appendix 10**

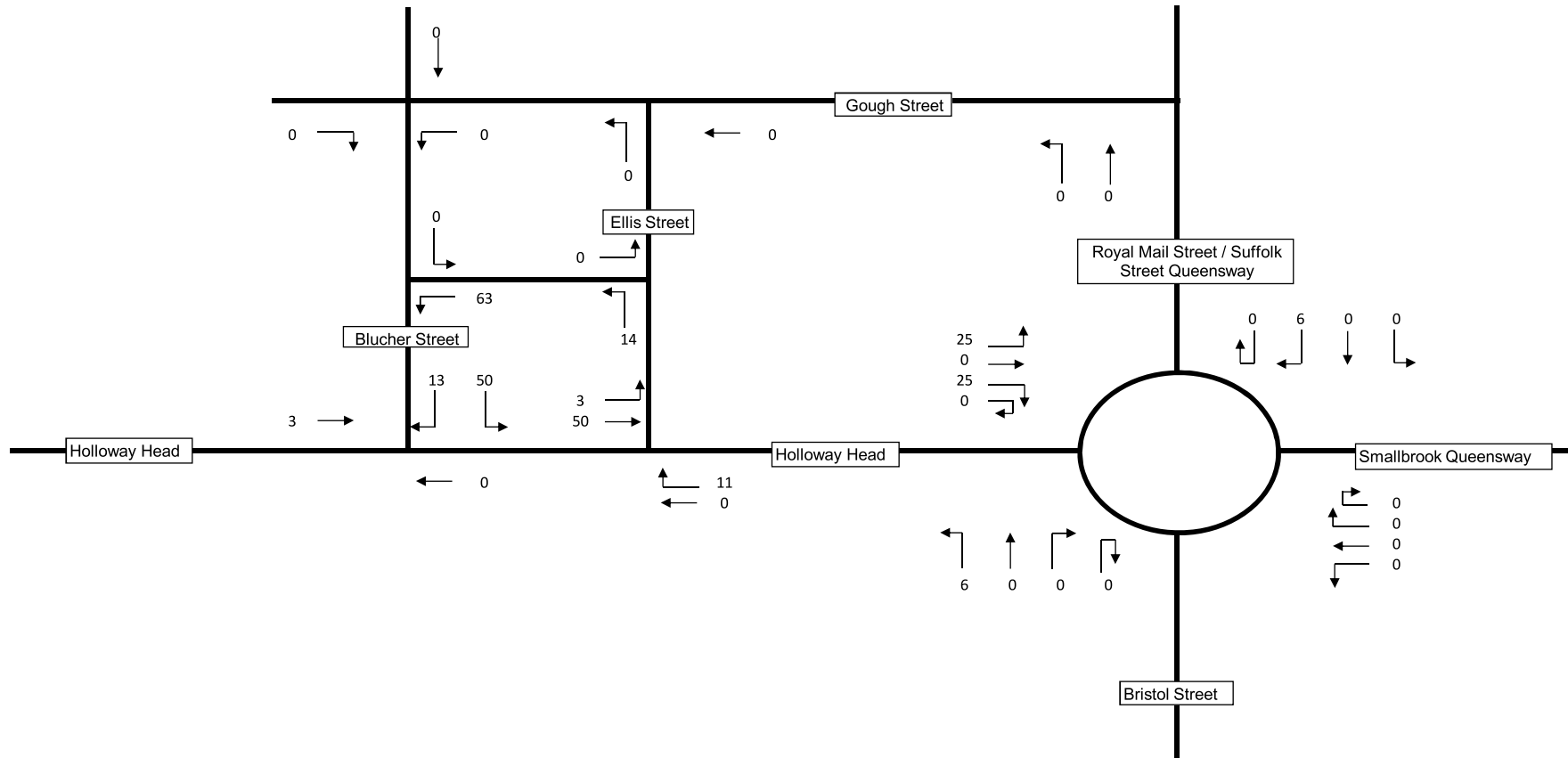
### **Total Extant Site Flows**



0 Total Vehicles  
(0) Heavy Vehicles

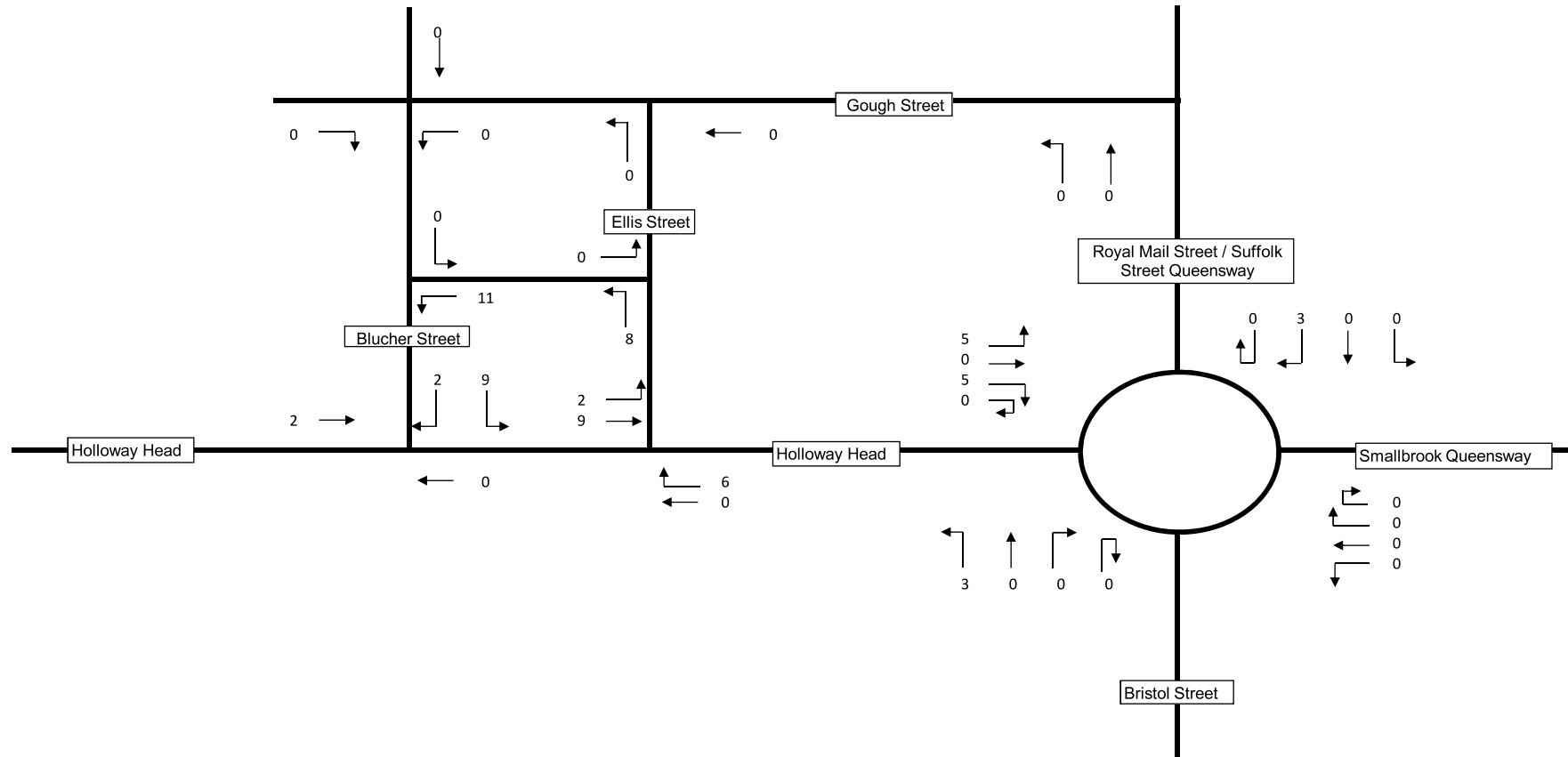
Proposed Development - Holloway Head, Birmingham

AM Peak - (08:00 - 09:00) - Extant Office Flows



0 Total Vehicles  
(0) Heavy Vehicles

Proposed Development - Holloway Head, Birmingham  
PM Peak - (17:00 - 18:00) - Extant Office Flows

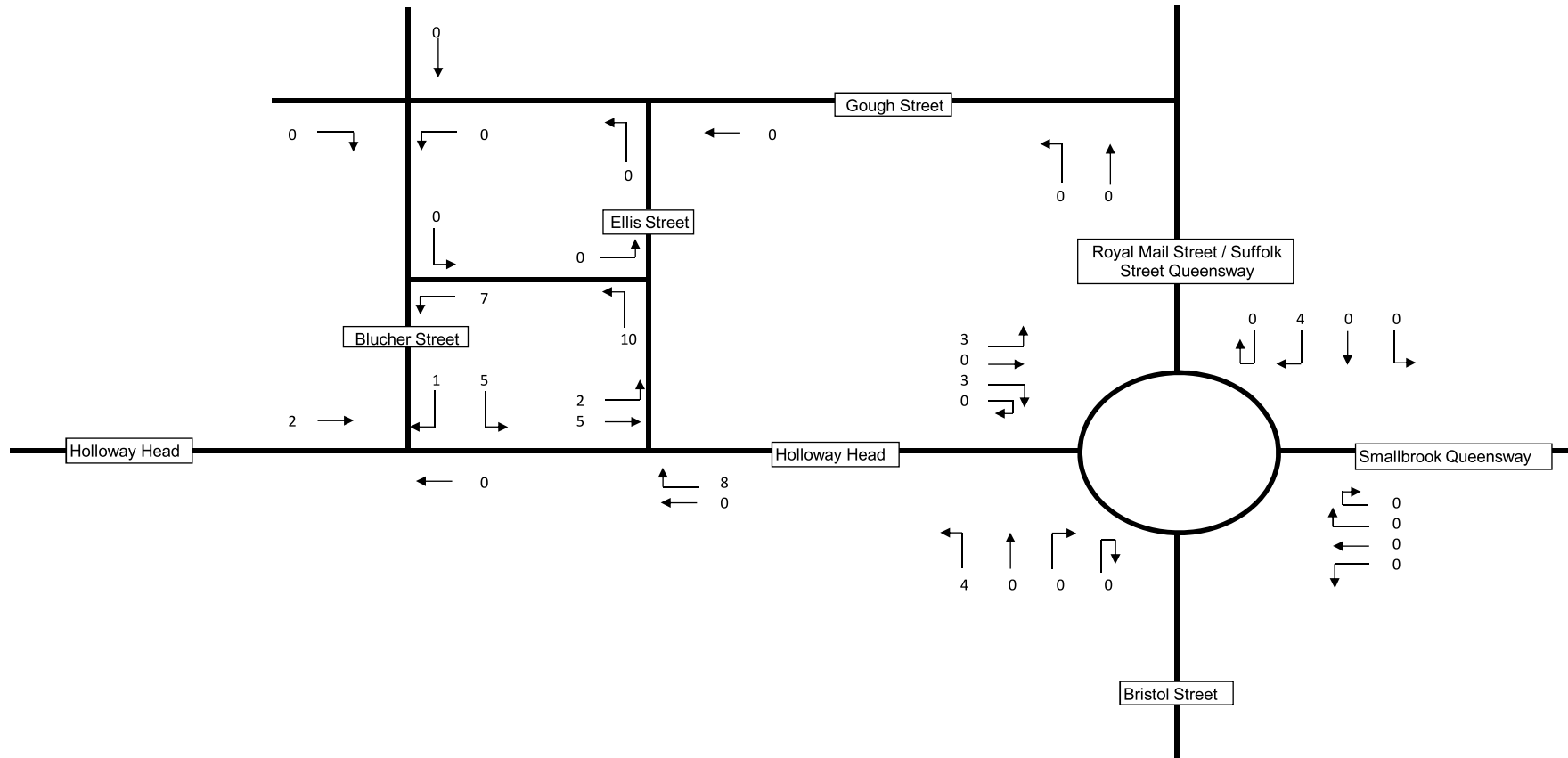


0 Total Vehicles  
(0) Heavy Vehicles

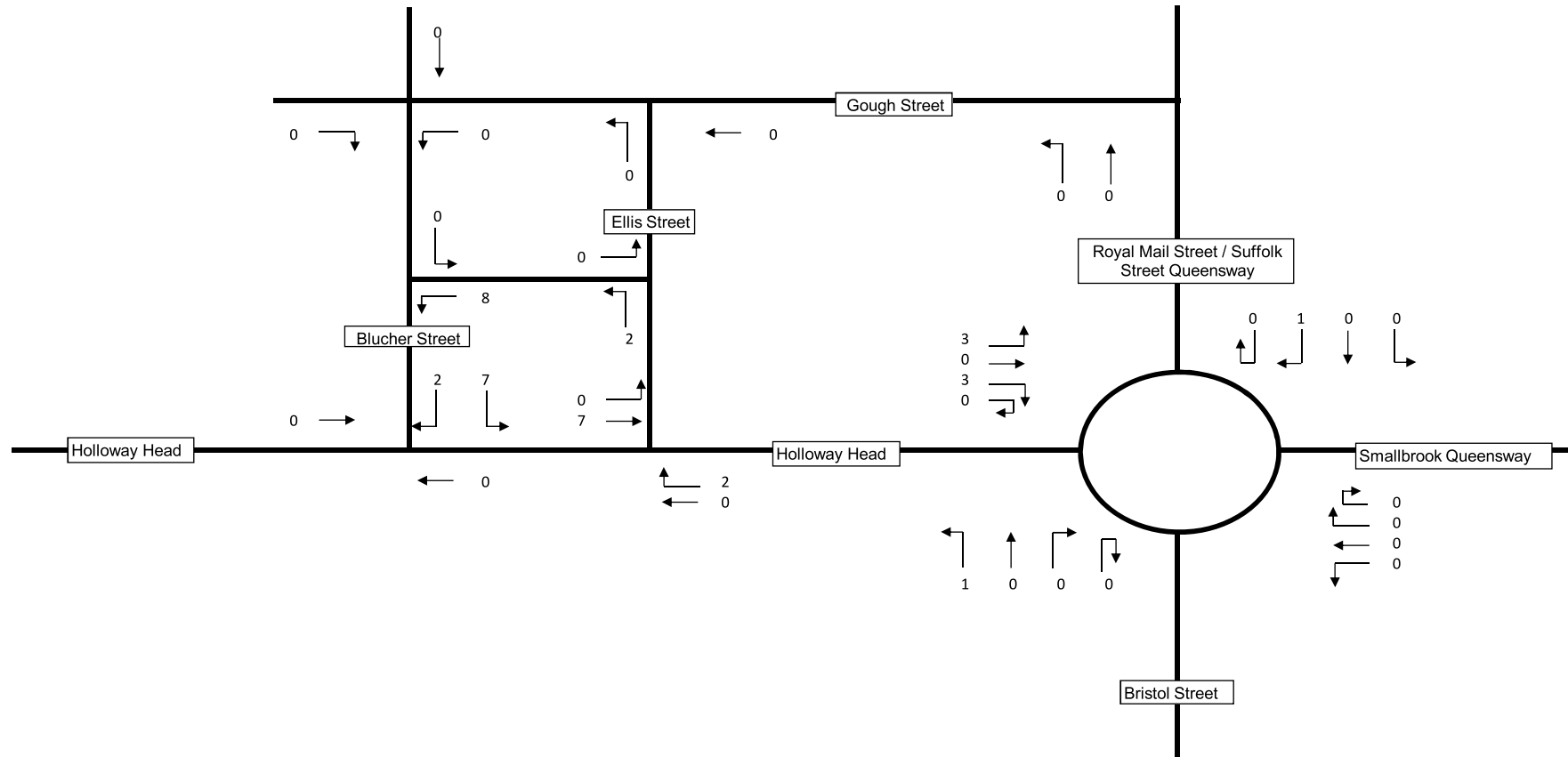
Proposed Development - Holloway Head, Birmingham

AM Peak - (08:00 - 09:00) - Extant Hotel Flows



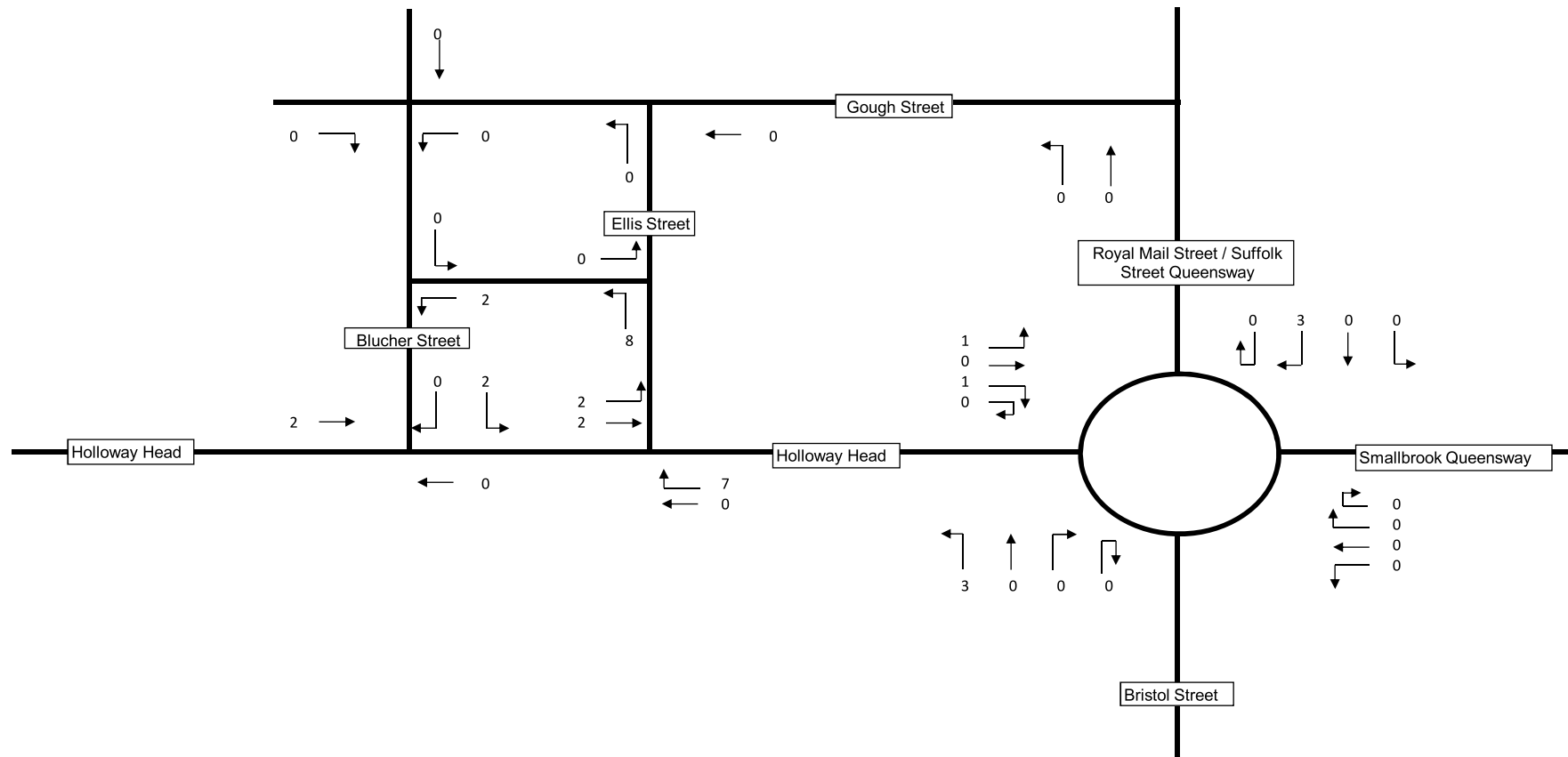


Proposed Development - Holloway Head, Birmingham  
PM Peak - (17:00 - 18:00) - Extant Hotel Flows

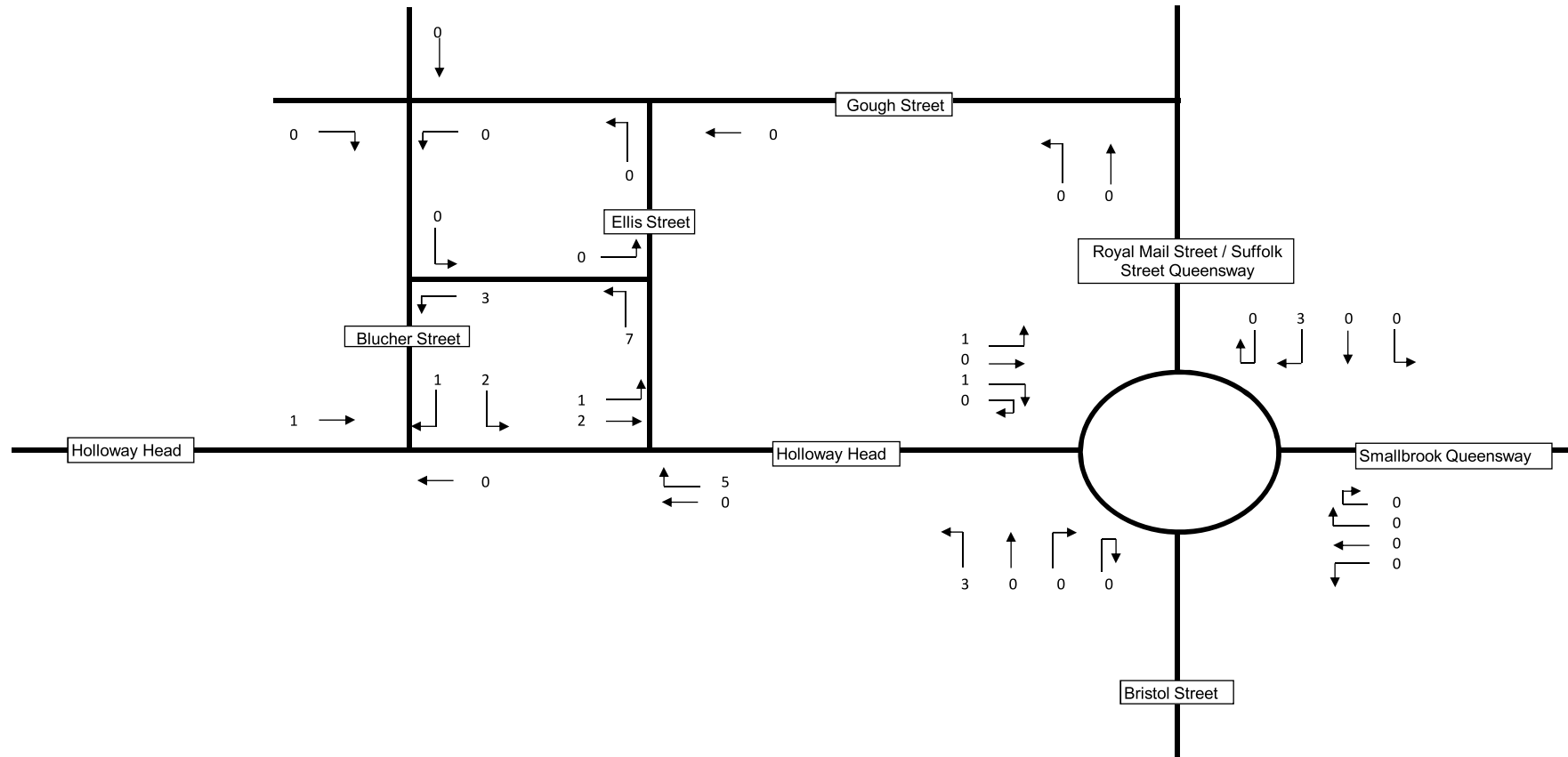


0 Total Vehicles  
(0) Heavy Vehicles

Proposed Development - Holloway Head, Birmingham  
AM Peak - (08:00 - 09:00) - Extant Apartment Flows

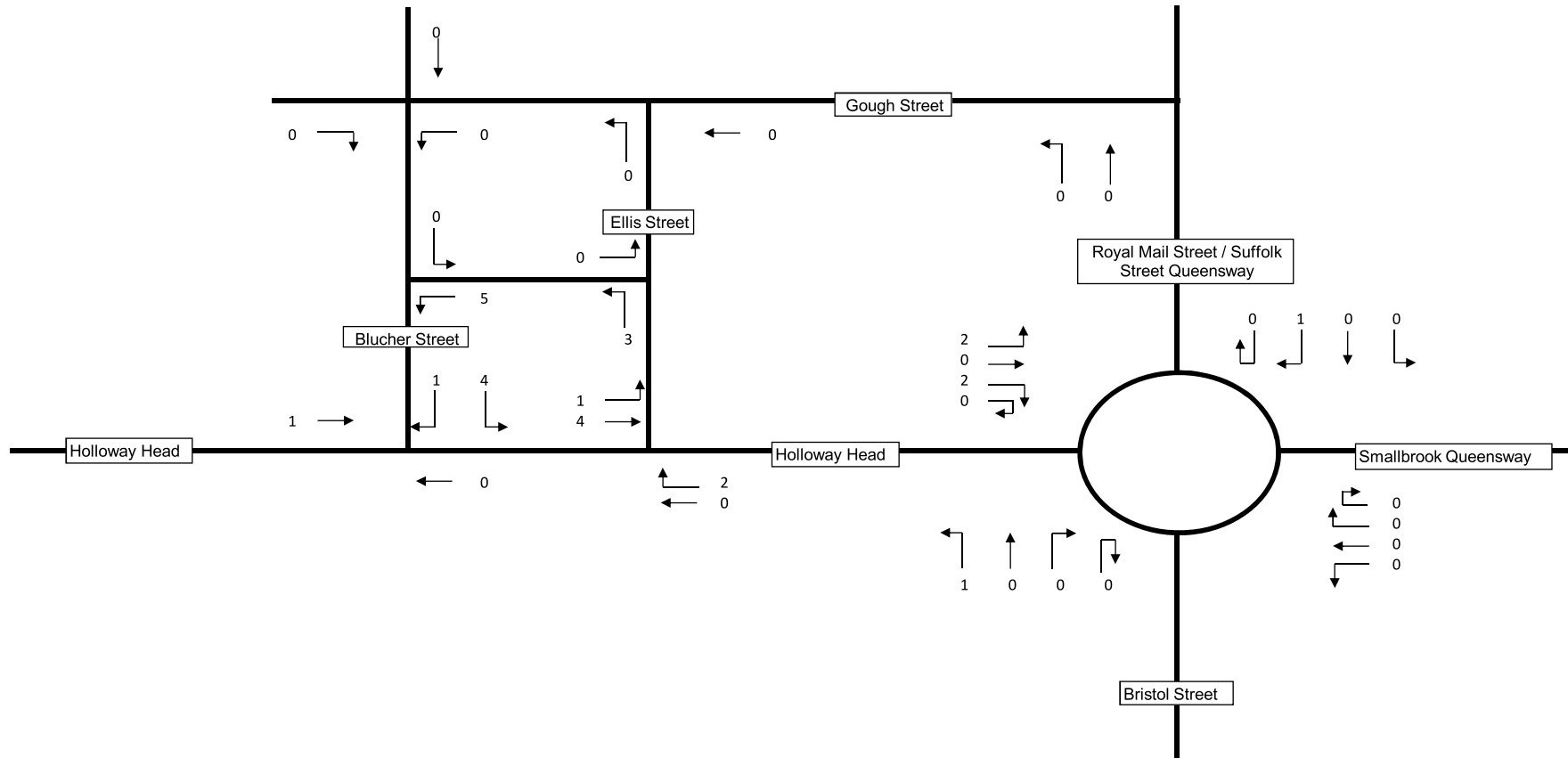


**Proposed Development - Holloway Head, Birmingham**  
**PM Peak - (17:00 - 18:00) - Extant Apartment Flows**

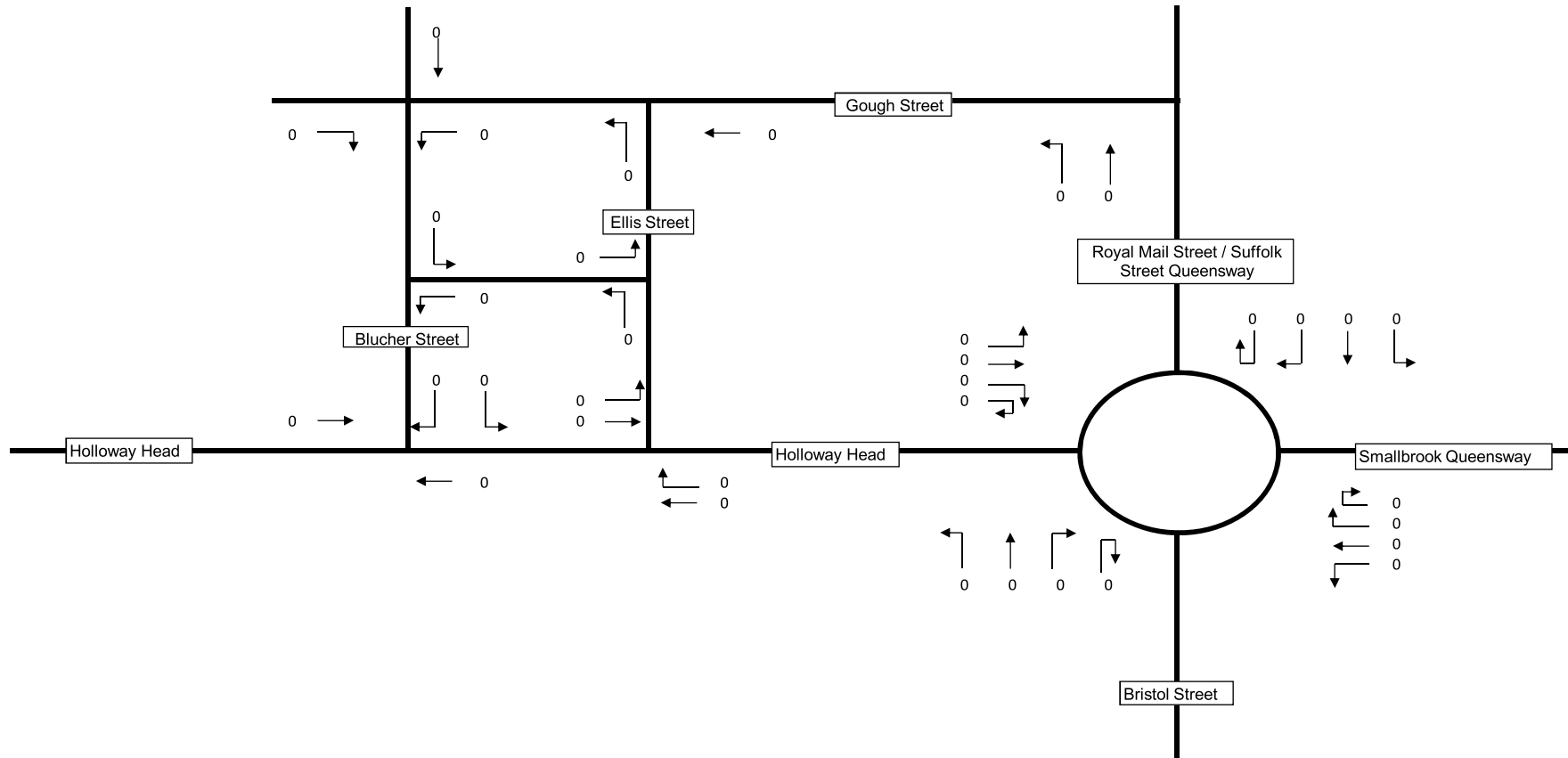


0 Total Vehicles  
(0) Heavy Vehicles

Proposed Development - Holloway Head, Birmingham  
AM Peak - (08:00 - 09:00) - Extant Car Showroom / Workshop Flows



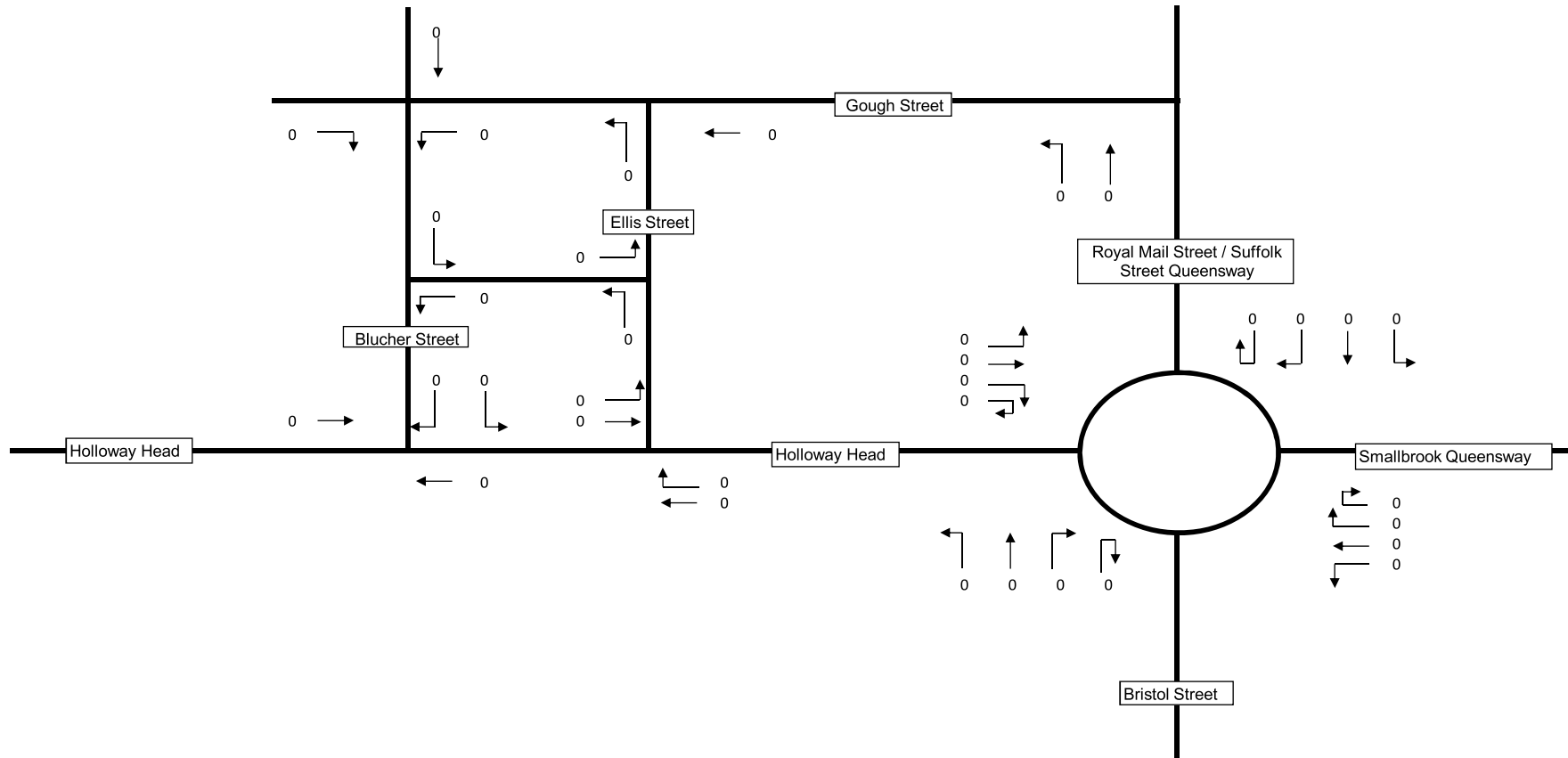
Proposed Development - Holloway Head, Birmingham  
PM Peak - (17:00 - 18:00) - Extant Car Showroom / Workshop Flows



0 Total Vehicles  
(0) Heavy Vehicles

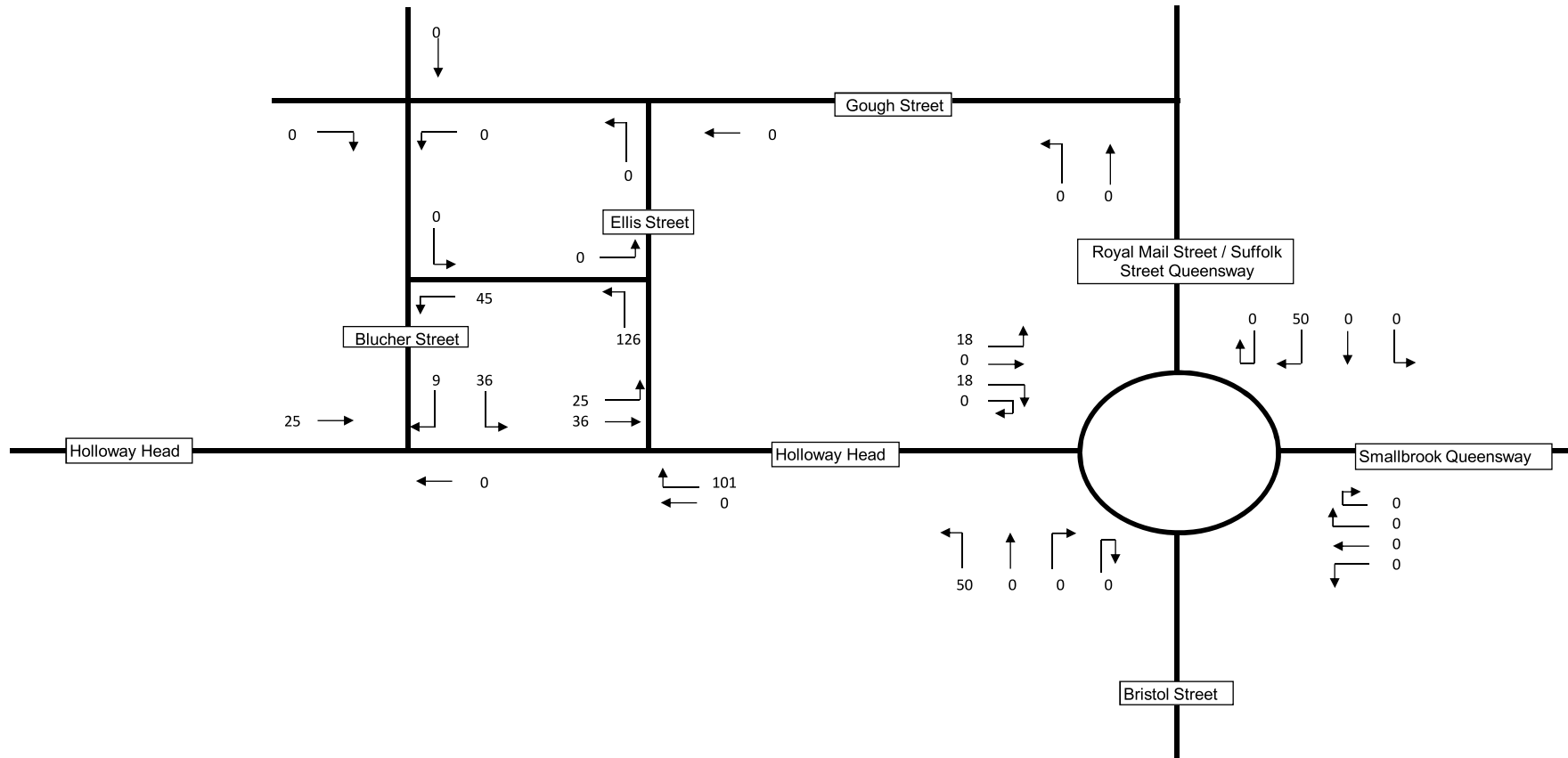
Proposed Development - Holloway Head, Birmingham

AM Peak - (08:00 - 09:00) - Extant Casino Flows



0 Total Vehicles  
(0) Heavy Vehicles

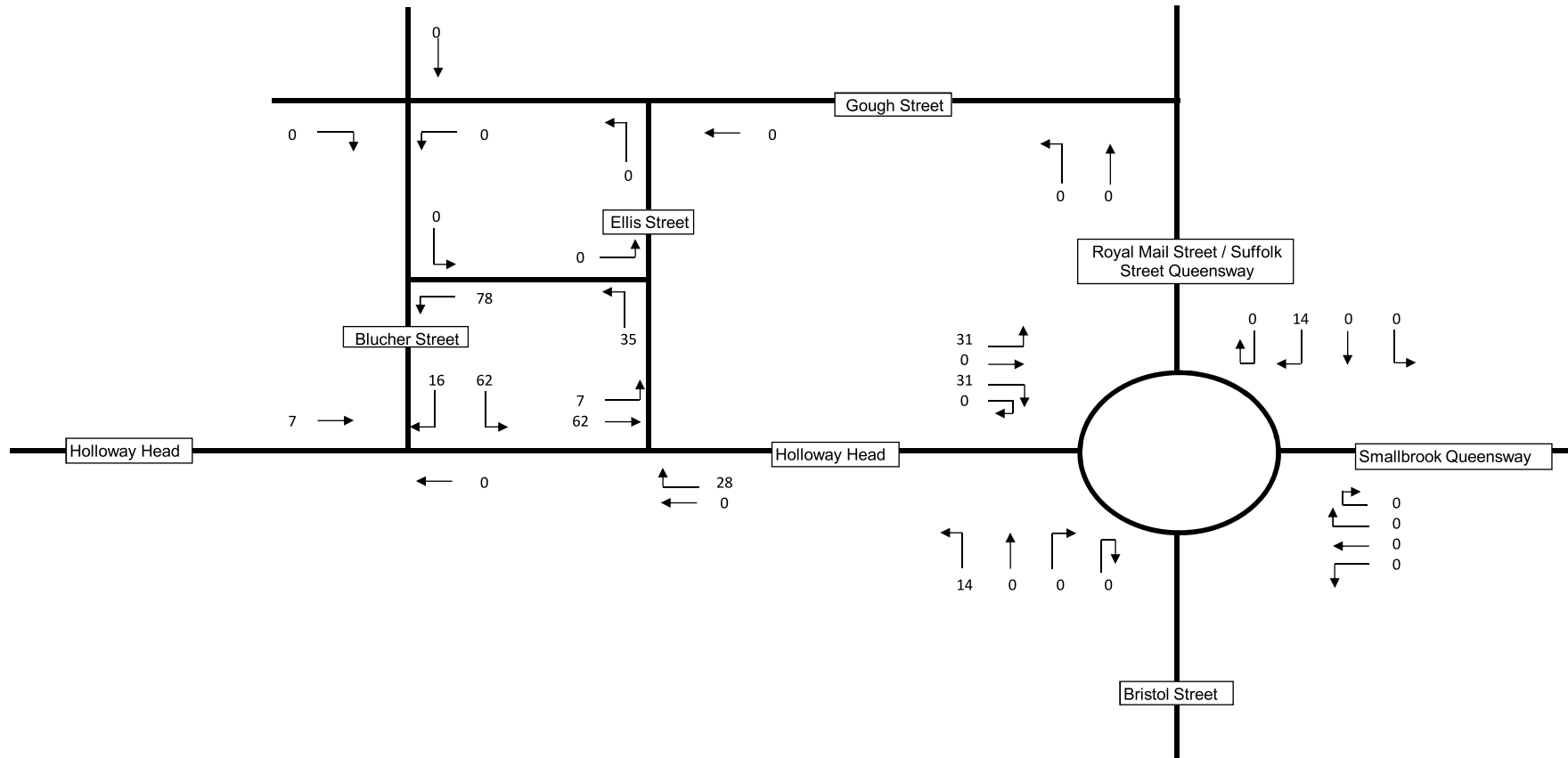
Proposed Development - Holloway Head, Birmingham  
PM Peak - (17:00 - 18:00) - Extant Casino Flows



0 Total Vehicles  
(0) Heavy Vehicles

Proposed Development - Holloway Head, Birmingham  
AM Peak - (08:00 - 09:00) - Total Extant Development Flows



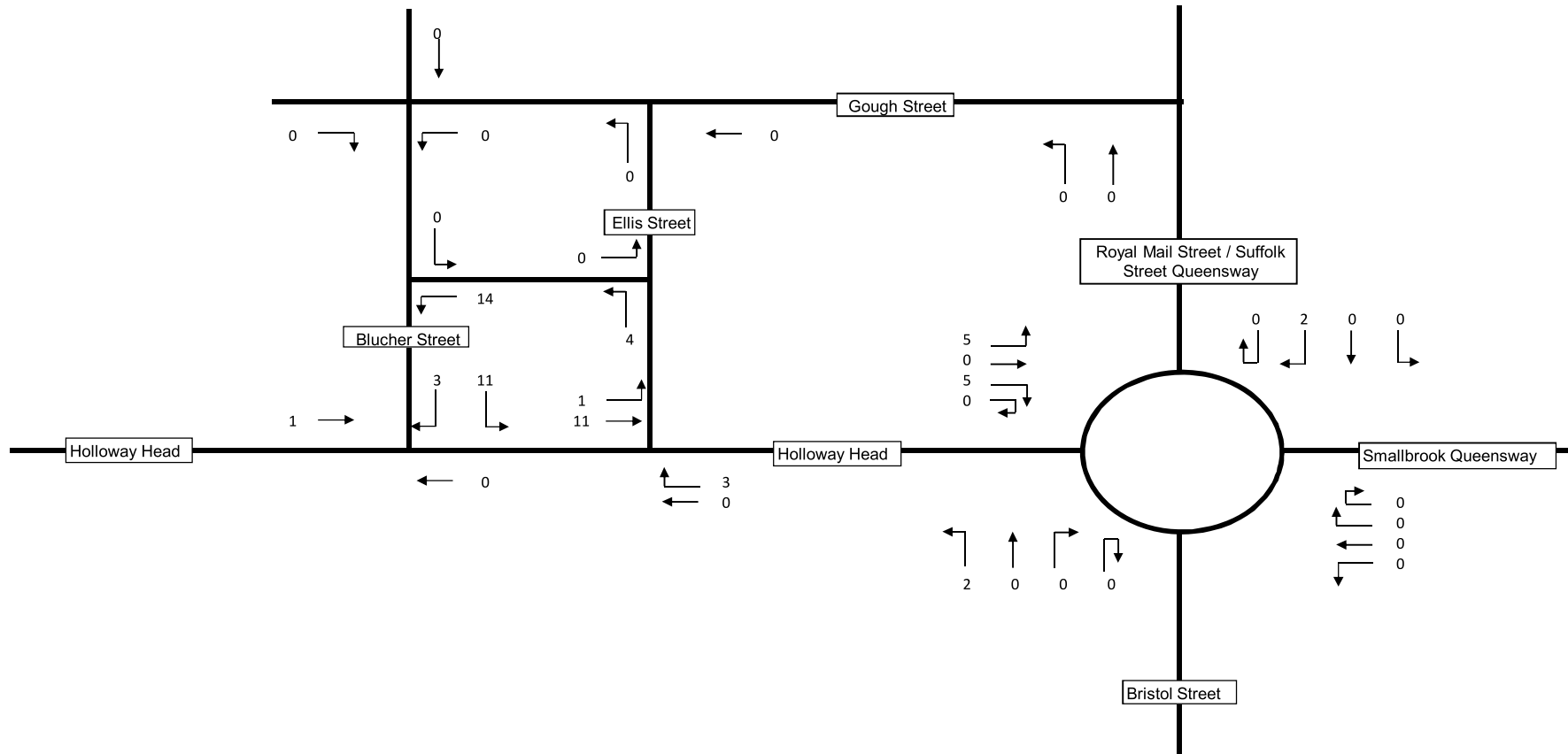


0 Total Vehicles  
(0) Heavy Vehicles

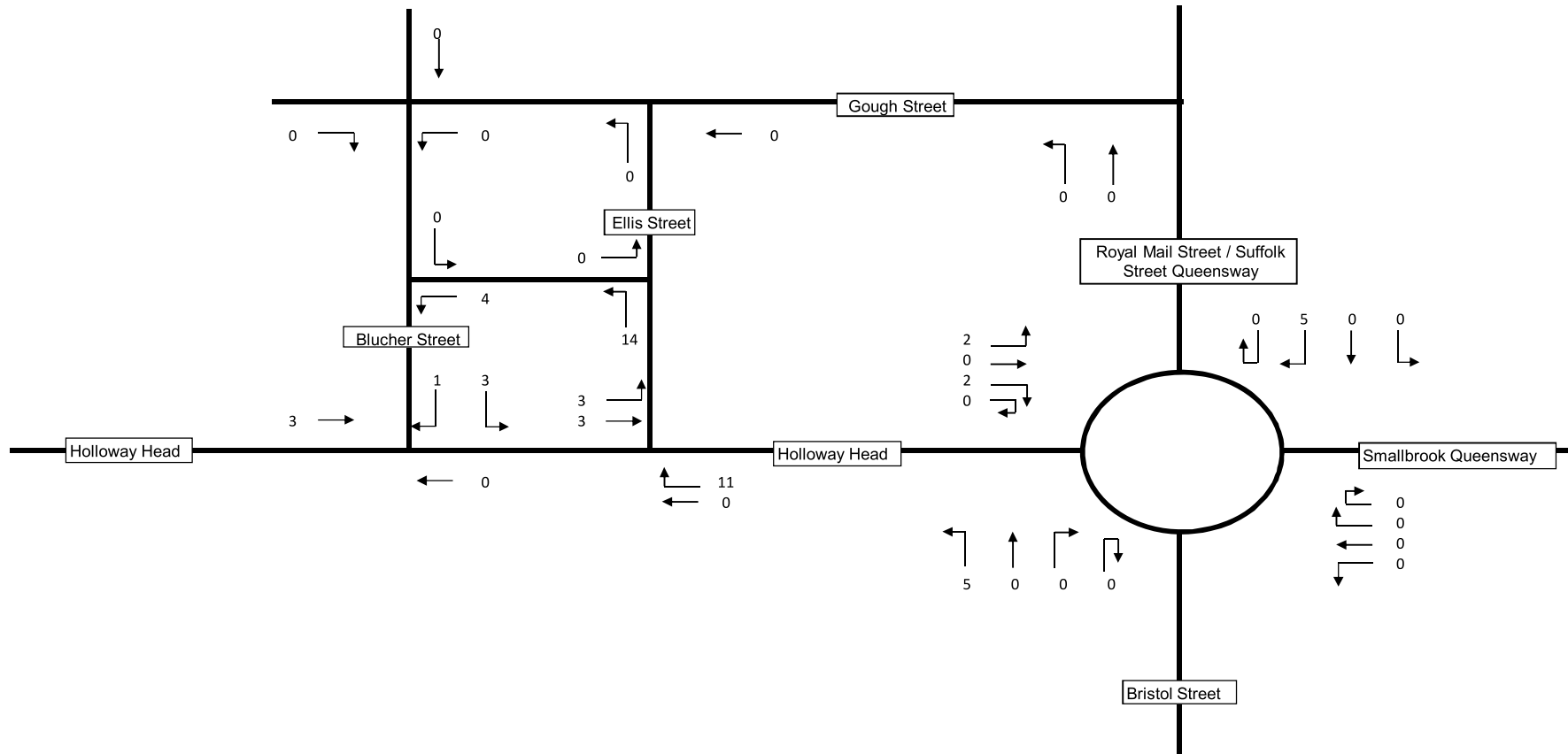
Proposed Development - Holloway Head, Birmingham  
PM Peak - (17:00 - 18:00) - Total Extant Development Flows

## **Appendix 11**

### **Total Proposed Site Flows**



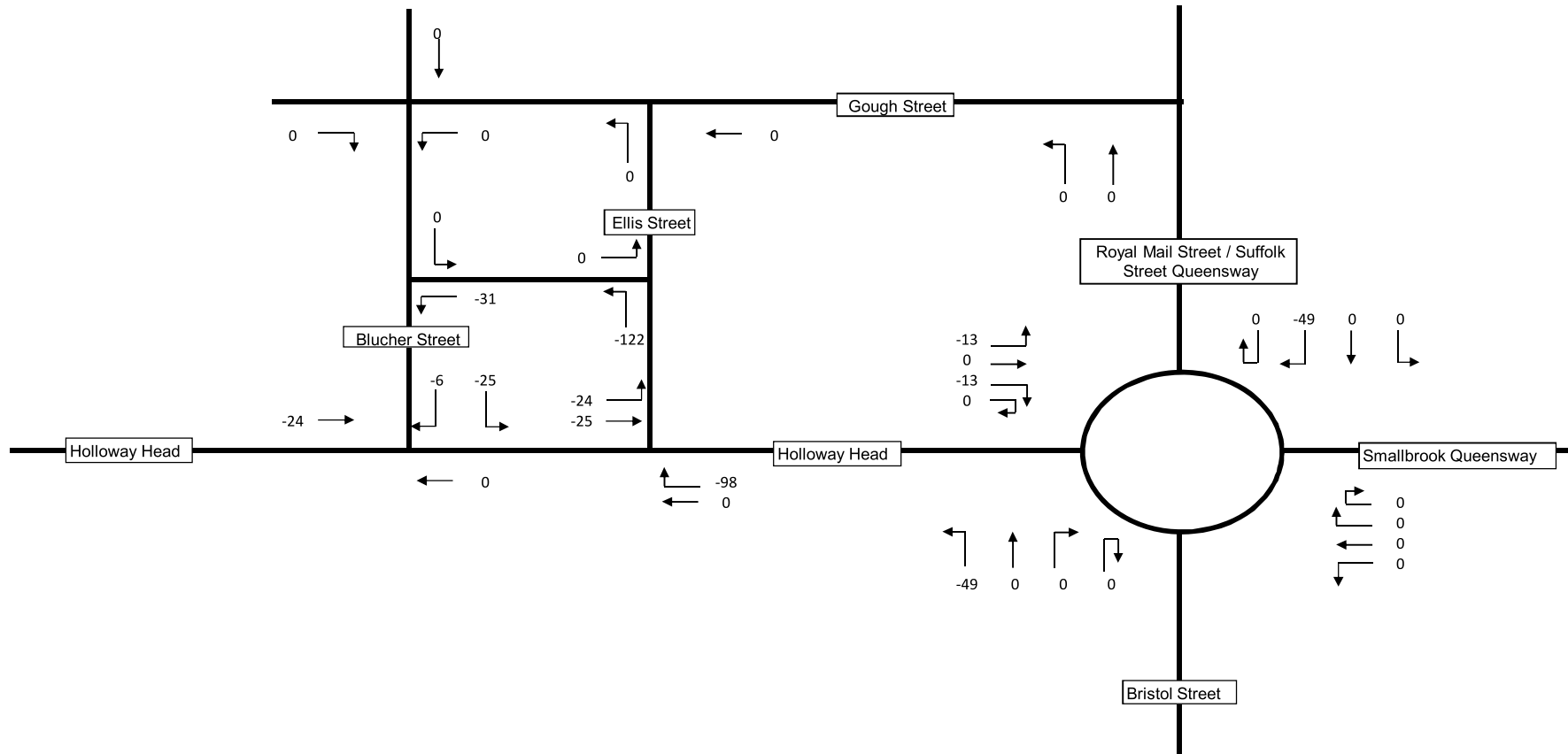
Proposed Development - Holloway Head, Birmingham  
AM Peak - (08:00 - 09:00) - Proposed Apartment Flows



Proposed Development - Holloway Head, Birmingham  
PM Peak - (17:00 - 18:00) - Proposed Apartment Flows

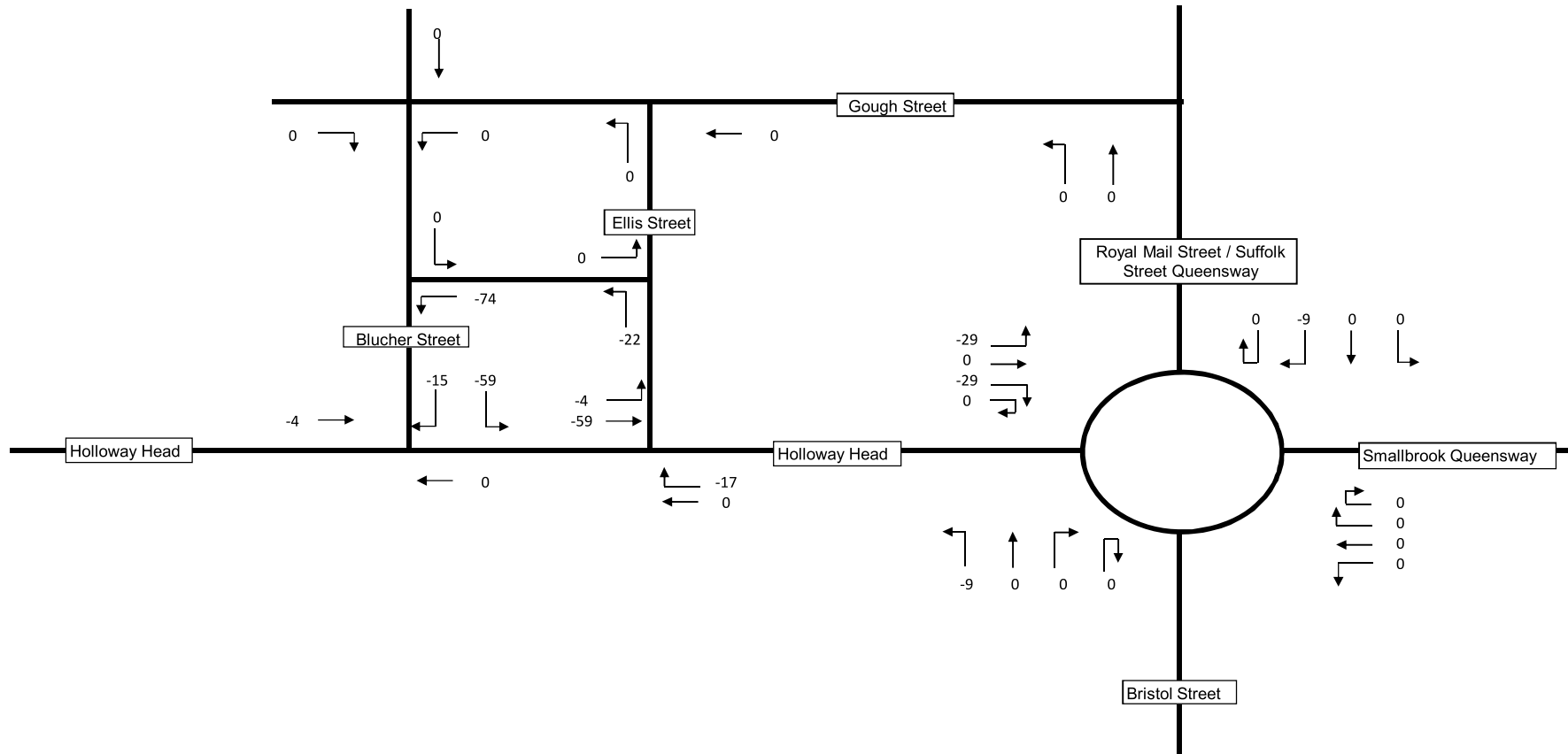
## **Appendix 12**

### **Net Development Effect**



0 Total Vehicles  
(0) Heavy Vehicles

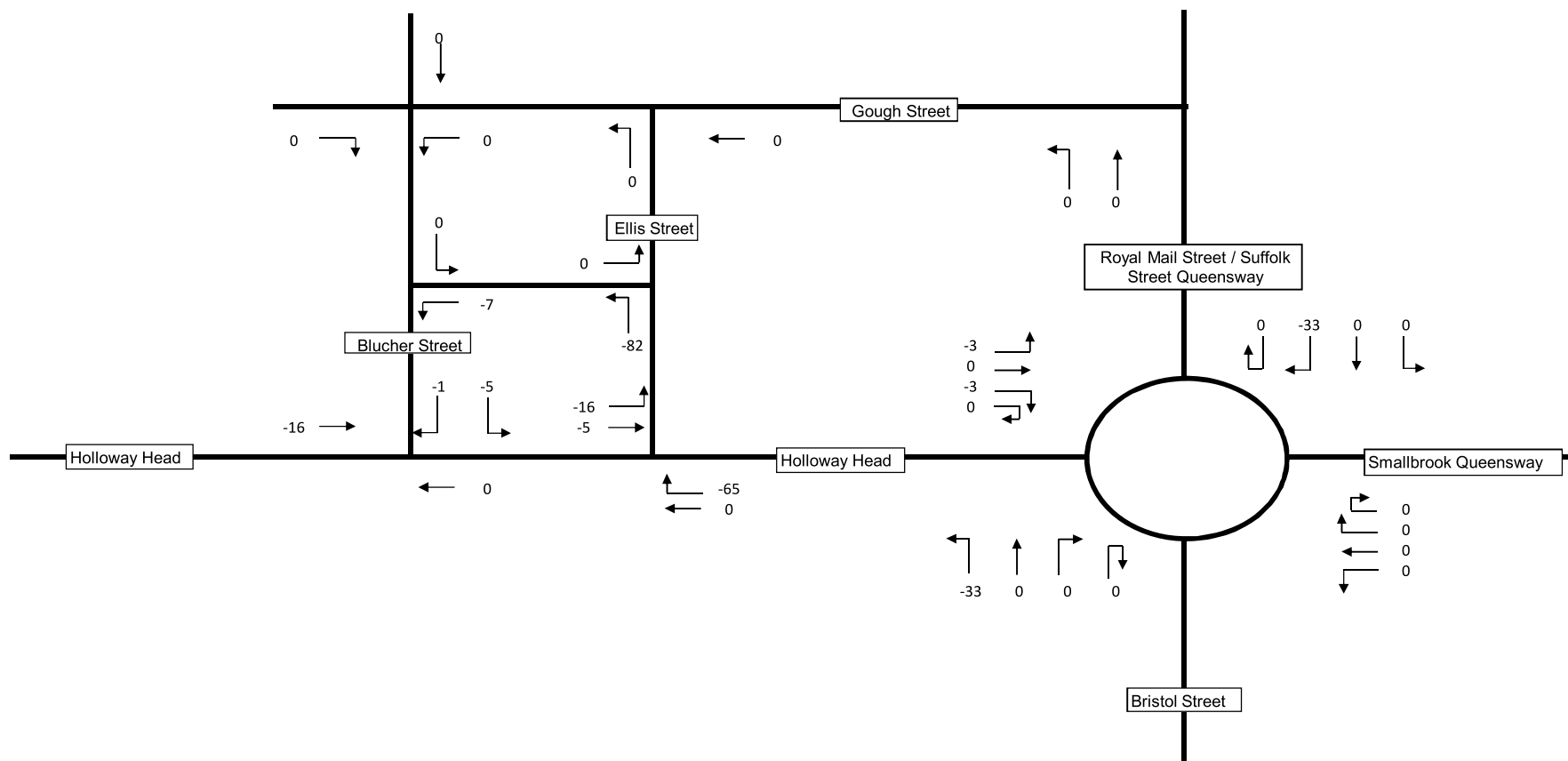
Proposed Development - Holloway Head, Birmingham  
AM Peak - (08:00 - 09:00) - Net Development (Proposed Subtract Extant)



0 Total Vehicles  
(0) Heavy Vehicles

Proposed Development - Holloway Head, Birmingham

PM Peak - (17:00 - 18:00) - Net Development (Proposed Subtract Extant)



0 Total Vehicles  
(0) Heavy Vehicles

Proposed Development - Holloway Head, Birmingham

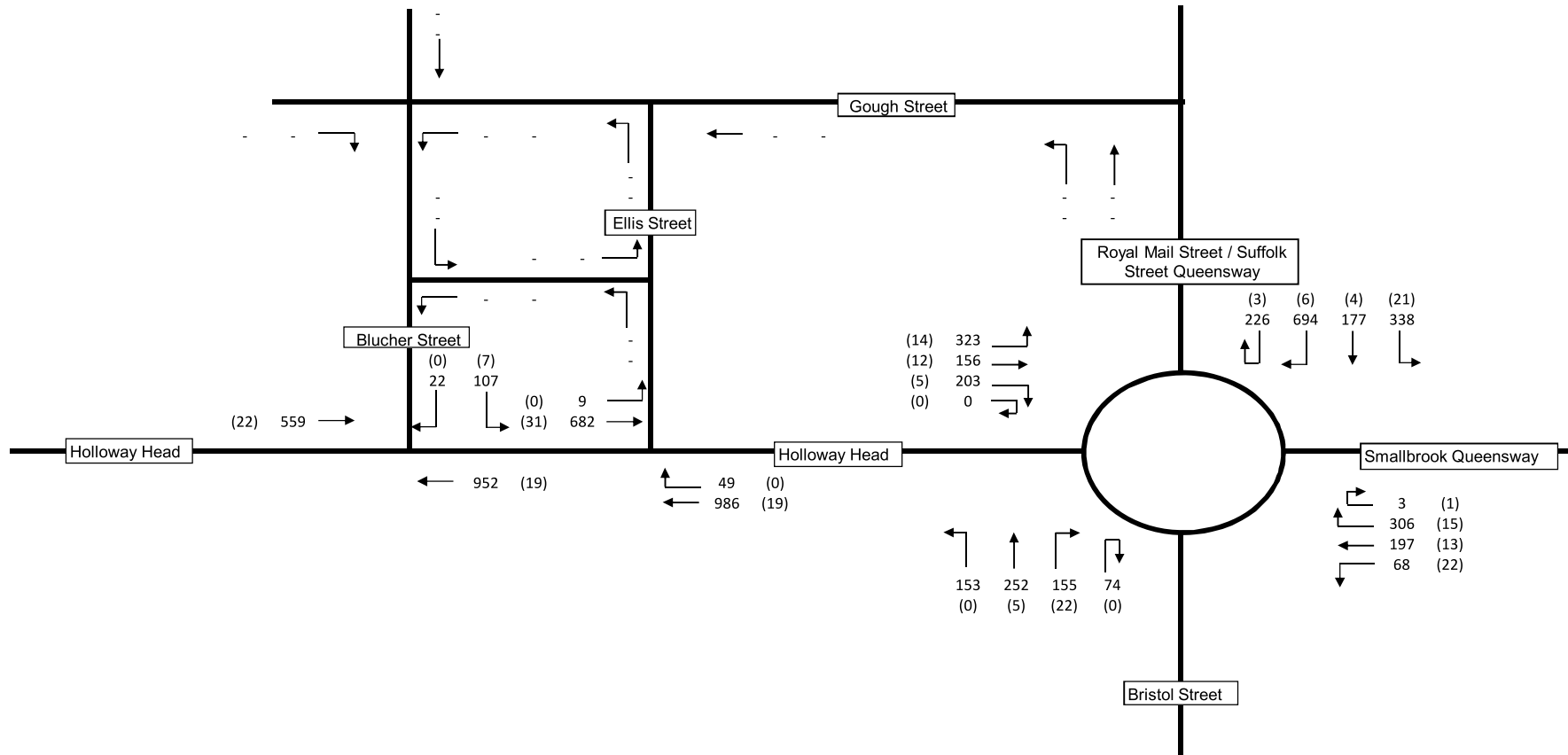
AM Peak - (08:00 - 09:00) - Net Development (Proposed Subtract Existing)





**Appendix 13**  
**2018/2020 Base Traffic**  
**Flows with Development**

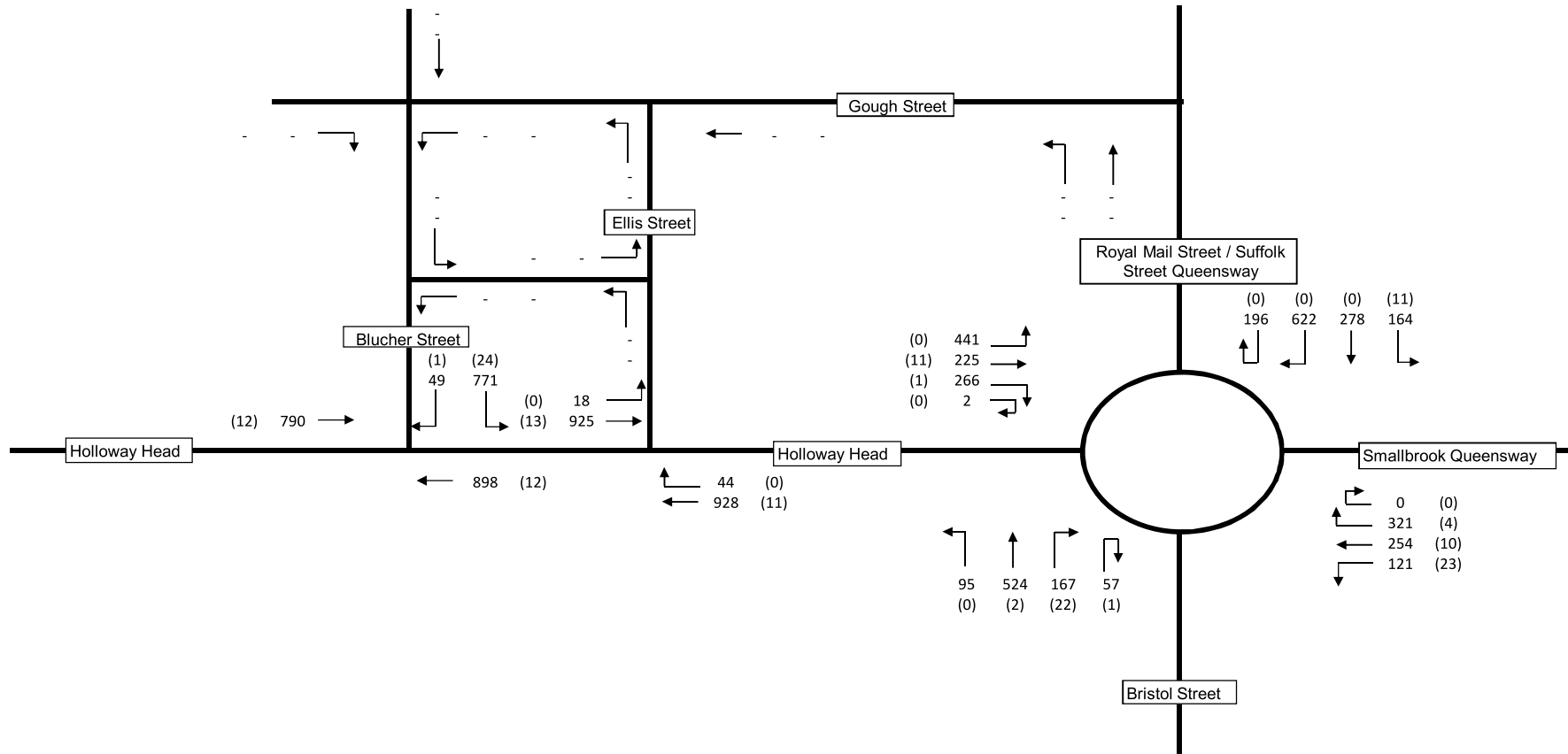
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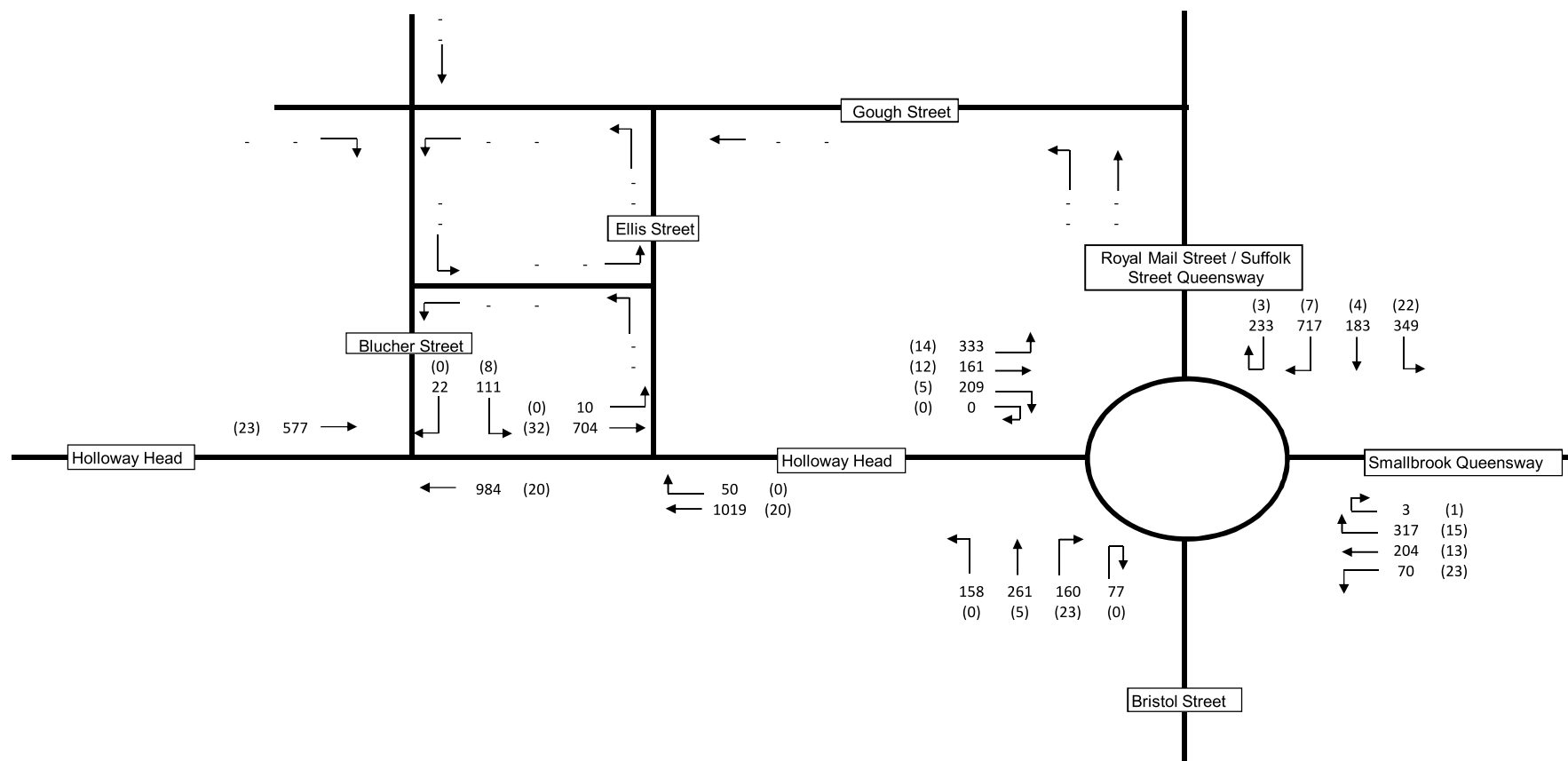
0 Total Vehicles  
(0) Heavy Vehicles

Proposed Development - Holloway Head, Birmingham  
AM Peak - (08:00 - 09:00) - 2018 Base Traffic Flows with Proposed Development





0 Total Vehicles  
(0) Heavy Vehicles



0 Total Vehicles  
(0) Heavy Vehicles

Proposed Development - Holloway Head, Birmingham

AM Peak - (08:00 - 09:00) - 2020 Base Traffic Flows with Proposed Development

