Proposed Lidl Foodstore
Former Wickes Store, 50 South Road,
Fulwell

Transport Statement

For

Lidl UK

Document Control Sheet

Transport Statement

Proposed Lidl Foodstore, Former Wickes Store, 50 South Road, Fulwell

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This document has been issued and amended as follows:

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Motion
84 North Street
Guildford
GU1 4AU
T 01483 531 300
E info@motion.co.uk
W www.motion.co.uk

Contents

Figures

Appendices

1.0 Introduction

1.1 Motion is instructed by Lidl UK to prepare this Transport Statement (TS) to accompany a planning application to convert an existing Wickes retail unit and internal Toolstation on South Road, Fulwell into two separate retail units. One unit would be a class A1 foodstore with the second unit an A1 non-food unit. The foodstore unit would be occupied by Lidl and reconfigured to their specifications.

1.2 The application site is accessed off South Road in Fulwell, within the London Borough of Richmond upon Thames (LBRuT). The A311 can be accessed at a signalised junction immediately west of the site, which in turn provides a link to the A305 to the north and A308 to the south. Retail development is located to the east and west of the site, with residential development located to the north. Fulwell bus garage is located to the south.

1.3 The development proposes a Lidl foodstore with a sales floor area of 1,596 square metres with a sublet unit comprising 1,043 square metres gross internal area for occupation by a non-food retailer. A total of 142 car parking spaces will be provided on site, including eight parent & child bays and nine Blue Badge Holder bays. Cycle parking will be provided in accordance with London Plan standards.

1.4 This TS refers to guidance contained within the "*Transport Evidence Bases in Plan Making*" section of the National Planning Policy Guidance (NPPG), and the Transport for London (TfL) 'Transport Assessment Best Practice Guidance' webpages.

1.5 The remainder of this TS is set out as follows:

- Section 2 considers the relevant transport policy at a national, regional, and local level;
- Section 3 provides a description of the accessibility of the site;
- Section 4 explains the development proposals at the site;
- Section 5 provides a net impact assessment of the development proposals;
- Section 6 assesses the parking demand at the site; and
- Section 7 provides the summary and conclusions.

2.0 Policy Context

National Policy

National Planning Policy Framework (NPPF)

2.1 The National Planning Policy Framework (NPPF) July 2018 sets out the Government's planning policies for England and how they are expected to be applied.

2.2 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. *"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*

a) the potential impacts of development on transport networks can be addressed;

b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places."

2.3 Section 9 of the NPPF deals with 'Promoting Sustainable Transport'. Paragraph 103 states that:

"Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

2.4 Off-street parking provision is referred to by Paragraph 105, which says that, in setting local parking standards for development, local planning authorities should take into account accessibility; the type, mix and use of the development; the availability of and opportunities for public transport; local car ownership levels; and the need to ensure an adequate provision of spaces for charging plug-in and other ultra low emission vehicles.

2.5 Paragraph 106 states:

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."

2.6 Paragraph 108 addresses the relationship between development and sustainable transport as follows:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users; and

c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."

2.7 Paragraph 110 suggests that development should be located and designed where practical to, among other things, give priority to pedestrians and cycle movements, have access to high quality public transport facilities, create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians and consider the needs of people with disabilities by all modes of transport. Additionally, allow efficient delivery of goods and access by emergency vehicles and be designed to enable charging of plug-in and other ultra-low emission vehicles.

2.8 Paragraph 111 states:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

National Planning Practice Guidance (NPPG)

2.9 The NPPG provides government led advice on when Transport Assessments and Transport Statements are required, and what they should contain. Paragraph 6 of the 'Overarching principles on Travel Plans, Transport Assessments and Statements' within the NPPG states that they can positively contribute to:

- *"encouraging sustainable travel;*
- *lessening traffic generation and its detrimental impacts;*
- *reducing carbon emissions and climate impacts;*
- *creating accessible, connected, inclusive communities;*
- *improving health outcomes and quality of life;*
- *improving road safety; and*
- *reducing the need for new development to increase existing road capacity or provide new roads."*

Regional Policy

2.10 'The London Plan: Spatial Development Strategy for London Consolidated with Alterations since 2011' was adopted by the Mayor of London in March 2016. It sets out an integrated economic, environmental, transport and social framework for the development of London over the next 20 – 25 years. The updates to the London Plan adopted in March 2016 relate only to residential parking standards, with the remainder of the Plan unchanged from the previous update in March 2015.

2.11 One of the Mayor's six objectives for London, which is reiterated in Policy 1.1 in terms of delivering the strategic vision and objectives for London is:

"*A city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities with an efficient and effective transport system which actively encourages more walking and cycling, makes better use of the Thames and supports delivery of all the objectives of this Plan*."

2.12 Policy 6.1 identifies the strategic approach to integrating transport and development and states that the Mayor will work with relevant partners to encourage the closer integration of transport and development by:

- "*Encouraging patterns and nodes of development that reduce the need to travel, especially by car;*
- *Seeking to improve the capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand;*

- *Supporting development that generates high levels of trips at locations with high levels of public transport accessibility and/or capacity, either currently or via committed, funded improvements including, where appropriate, those provided by developers through the use of planning obligations; and*
- *Supporting measures that encourage shifts to more sustainable modes and appropriate demand management."*

2.13 Policy 6.3 considers the assessment of effects of development on transport capacity and states:

- "*Development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network…*
- *Transport assessments will be required in accordance with TfL's Transport Assessment Best Practice Guidance for major planning applications. Workplace and/or residential travel plans should be provided for planning applications exceeding the thresholds in, and produced in accordance with, the relevant TfL guidance. Construction logistics plans and delivery and servicing plans should be secured in line with the London Freight Plan and should be co-ordinated with travel plans."*

2.14 The main policies of relevance to the proposals relating to transport of the new draft London Plan (Chapter 10) include:

- Draft Policy T1 – Strategic approach to transport: Indicates that proposals should support delivery of the strategic target for 80% of all trips in London to be made by foot, cycle or public transport by 2041. Further, development should make effective use of land, taking account of links and accessibility to existing and planned public transport, walking and cycling routes. The impacts of proposals on the transport network should be appropriately mitigated.
- Draft Policy T2 – Healthy streets: Proposals should support land use patterns that facilitate shorter trips by walking and cycling, seek to reduce the dominance of vehicles on streets and include permeable layouts for pedestrians and cyclists with links to existing sustainable transport networks.
- Draft Policy T3 – Transport capacity, connectivity and safeguarding: Identifies that proposals should ensure adequate protection for planned enhancements and that development should support capacity, connectivity and other enhancements to the bus networks to ensure it can operate efficiently to, from and within developments.
- Draft Policy T4 – Assessing and mitigating transport impacts: Proposals should provide Transport Assessments to consider the impacts of development on the transport networks (including walking and cycling) and that proposals integrate with existing and planned transport access, capacity and connectivity. Travel Plans, designs and plans for parking, construction and servicing/deliveries will be required in accordance with TfL guidance. Mitigation should be provided as appropriate.
- Draft Policy T5 – Cycling: Proposals should support cycling through providing appropriate cycle parking (designed having regard to The London Cycling Design Standards), removing barriers to cycling and providing environments to assist sustainable travel choices.
- Draft Policy T6 – Car parking: Adopts a restraint-based approach to provision linked to accessibility to public transport. Outlines maximum parking standards with appropriate provision for disabled persons, electric vehicles and servicing/deliveries and provision of car park management plans, with sub-policies on retail parking (draft policy T6.3) and non-residential disabled persons parking (draft policy T6.5).

2.15 The parking addendum to Chapter 6 of the current London Plan sets out parking standards for cars (including provision for disabled persons and electric vehicles) and cycles. The standards of relevance to the proposals (having regard to land use and proposed quantum of development) are summarised in the tables below, which also identifies the standards set out in the new draft plan (Chapter 10). Cycle parking standards are based on Gross External Area (GEA) and car parking standards are based on Gross Internal Area (GIA) unless stated.

Land Use	Current London Plan Standards	Draft New London Plan Standards
A1 Food Retail	1 space per 175 sqm long-stay PLUS 1 space per 40 sqm for first 750 sqm thereafter 1 space per 300 sqm short-stay	1 space per 175 sqm long-stay PLUS 1 space per 20 sqm for first 750 sqm thereafter 1 space per 150 sqm short-stay
A1 Non-Food Retail	First 1,000 sqm – 1 space per 250 sqm, thereafter 1 space per 1,000 sqm long-stay PLUS first 1,000 sqm – 1 space per 125 sqm, thereafter 1 space per 1,000 sqm short-stay	First 1,000 sqm – 1 space per 250 sqm, thereafter 1 space per 1,000 sqm long-stay PLUS first 1,000 sqm – 1 space per 125 sqm, thereafter 1 space per 1,000 sqm short-stay

Table 2.1 – Current & New Draft London Plan Minimum Cycle Parking Standards

Land Use	Current London Plan Standards	Draft New London Plan Standards
A1 Food Retail	Food retail up to 2,500 sqm: maximum 1 space per 20-30 sqm One space for each employee who is a disabled motorist PLUS 6% total capacity for Blue Badge (visitors) and 4% enlarged spaces for future 10% of total provision should have active provision for electric vehicles and 10% with passive provision	The starting point for assessing the need for parking provision at all new retail development should be the use of existing public provision, such as town centre parking Maximum 1 space per 50sqm One space for each employee who is a disabled motorist PLUS 6% total capacity for Blue Badge (visitors) and 4% enlarged spaces for future All operational parking must provide infrastructure for electric or other Ultra-Low Emission vehicles.
A1 Non-Food Retail	Maximum 1 space per 30-50 sqm One space for each employee who is a disabled motorist PLUS 6% total capacity for Blue Badge (visitors) and 4% enlarged spaces for future 10% of total provision should have active provision for electric vehicles and 10% with passive provision	

Table 2.2 – Current & New Draft London Plan Maximum Car Parking Standards

2.16 The current London Plan does not include specific parking standards for motorcycles, although in relation to parking for commercial development states, "*An appropriate proportion of car parking spaces in commercial development should be marked out for motor-cycle use*." The new draft plan indicates that provision for such vehicles should be considered on a case-by-case basis and where this is provided, each space should count towards the maximum for car parking spaces for all land uses.

Mayor's Transport Strategy

2.17 The Mayor's Transport Strategy published in March 2018 sets out the Mayor's vision for transport and outlines policies and proposals for transport for the next twenty years based around the Healthy Streets Approach and three key themes of:

- Healthy streets and healthy people;
- A good public transport experience; and
- New homes and jobs.

2.18 The relevant policies in Mayor's Healthy Streets for London document seek to identify the health benefits of active travel. Policy 1 within the document states:

- *Policy 1 - The Mayor through TfL and the boroughs, and working with other transport providers, will seek to make London a city where people choose to walk and cycle more often by improving street environments, making it easier for everyone to get around on foot and by bike, and promoting the benefit of active travel. The Mayor's aim is that by 2041, all Londoners do at least 20 minutes of active travel they need to stay healthy each day.*

2.19 The Policy will be delivered via a number of proposals that will enhance street environment, cycling infrastructure, the 'Walk London' & 'Legible London' networks, the Santander cycle hire network and the closure of some streets to motorised traffic.

2.20 The Mayor's Transport strategy includes specific policies that will seek to enhance the existing public transport system by improving passenger comfort, service reliability and supporting infrastructure for buses, mainline rail/trams and London Underground. The relevant policies are:

- *Policy 9 – The Mayor, through TfL and the boroughs, will use the Healthy Street Approach to direct complementary public transport and street improvements to provide an attractive whole journey experience that will facilitate mode shifts away from the car;*
- *Policy 11 – The Mayor, through TfL and working with other transport operators, will seek to make the public transport network easier and more pleasant to use, enabling customers to enjoy comfortable, confident, safe and secure informed and stress-free travel;*
- *Policy 12 – The Mayor, through TfL and the boroughs, will seek to enhance London's streets and public transport network so as to enable all Londoners, including disabled and older people, to travel spontaneously and independently, making the transport system navigable and accessible to all;*
- *Policy 13 – The Mayor, through TfL and the boroughs, will transform the quality of bus services so that they offer faster, more reliable, accessible, comfortable, convenient travel by public transport, while being integrated with rail and Tube networks; and*
- *Policy 14 - The Mayor, through TfL and working with Network Rail and train operating companies, will seek to transform London's rail-based services to provide safer, modern, reliable, integrated, accessible and user-friendly services, with improved journey times and an increased capacity of at least 80 percent by 2041 to tackle crowding and facilitate mode shift to rail.*

2.21 The measures to implement the improvements to public transport include enhancing step-free access for buses and LUL (London Underground Limited) stations, improvement to journey planning, review of bus priority infrastructure and promotion of Crossrail 2.

Local Policy

2.22 Local Policy is contained within the LBRuT Local Plan, adopted in July 2018. The Local Plan (2018) supersedes the Core Strategy (2009) and Development Management Plan (2011).

2.23 Chapter 11 of the Local Plan (2018) relates to transport. Policy LP 44 relates to sustainable travel choices and states that the Council will:

"Encourage high trip generating development to be located in areas with good public transport with sufficient capacity"

2.24 Policy LP 44 states in relation to walking and cycling that new development should be designed to maximise permeability through the provision of safe and convenient walking and cycling routes. In relation to public transport, LP 44 states that major new developments should maximise opportunities to provide safe and convenient access to public transport services. Proposals will be expected to support improvements to existing services and infrastructure where no capacity exists.

2.25 In relation to the road network, Policy LP 44 states that the Council will:

"Ensure that new development does not have a severe impact on the operation, safety or accessibility to the local or strategic highway networks. Any impacts on the local or strategic highway networks, arising from the development itself or the cumulative effects of development, including in relation to on-street parking, should be mitigated through the provision of, or contributions towards, necessary and relevant transport improvements.

In assessing planning applications the cumulative impacts of development on the transport network will be taken into account. Planning applications will need to be supported by the provision of a Transport Statement if it is a major development, and a Transport Statement if it is a minor development."

2.26 Policy LP 45 of the Local Plan relates to parking standards and servicing. This states that new development will be required to provide car, cycle, 2-wheel, and, where applicable, lorry parking and electric vehicle charging points in accordance with the standards set out in Appendix 3 of the Local Plan.

2.27 In relation to freight movements, Policy LP 44 states that new major development which involves freight movements and has servicing needs will be required to demonstrate through the submission of a Delivery and Servicing Plan and Construction and Logistics Plan that it creates no severe impacts on the efficient and safe operation of the road network and no material harm to the living conditions of nearby residents.

2.28 Appendix 3 of the Local Plan (2018) states that car and cycle parking standards are as per the London Plan for use class A1 developments, with servicing to be undertaken off-street.

Overview

2.29 National, regional, and local level transport policy encourages development to be located in areas that are readily accessible on foot, by cycle and by public transport, making use of available sites within built up locations.

2.30 The following section of this TS demonstrates how the site provides a realistic choice of access by public transport, walking and cycling.

3.0 Existing Conditions

Site Location

3.1 The application site is located within Fulwell, with Twickenham to the north east, Teddington and Kingston upon Thames to the south east, Hampton Hill to the south west and Hounslow to the north west. The site fronts onto the B358 South Road, which forms a signalised junction with the A311 to the west of the site. The B358 forms a roundabout junction with the A316 Great Chertsey Road at the Hospital Bridge Roundabout junction to the west of the site. The A311 links north into Twickenham and south to the A308. The strategic site location is illustrated in Figure 3.1 below.

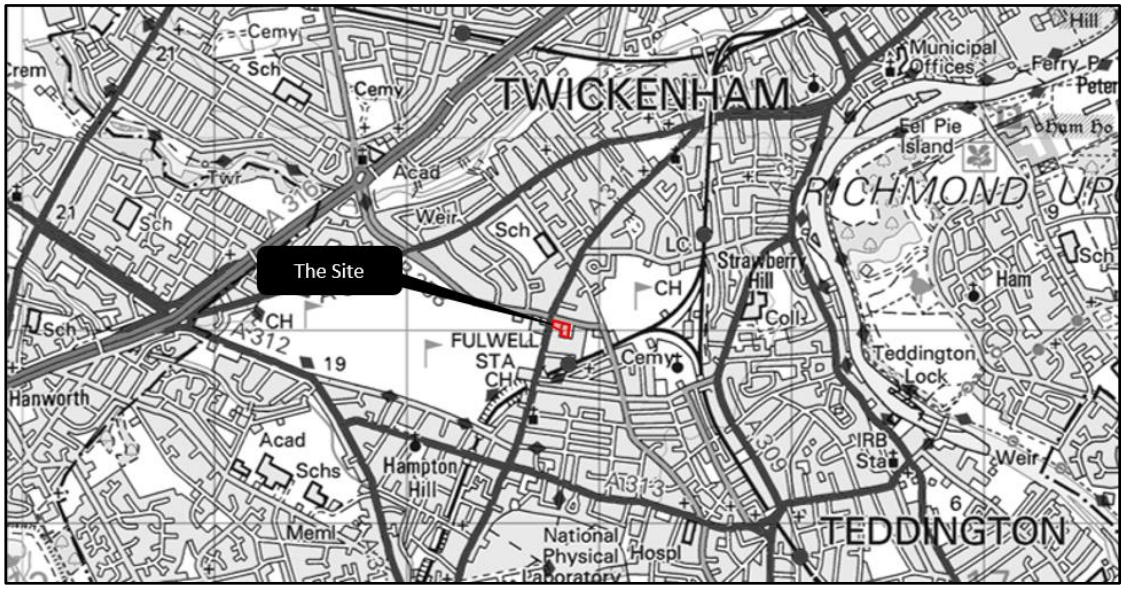


Figure 3.1: Strategic Site Location

3.2 South Road is subject to a 30 miles per hour speed limit, with a central island feature provided on the approach to the B358/A311 signal junction immediately west of the site. To the east, South Road has two lanes of traffic in each direction, which reduces to single lanes beyond the Stanley Road junction.

3.3 To the west of the site, the A316 forms part of the Transport for London (TfL) Road Network, providing a link east to the A4 at Chiswick and south west to form the M3 at Sunbury, which in turn leads to junction 12 of the M25.

3.4 The site in relation to the local area is illustrated within Figure 3.2 below.

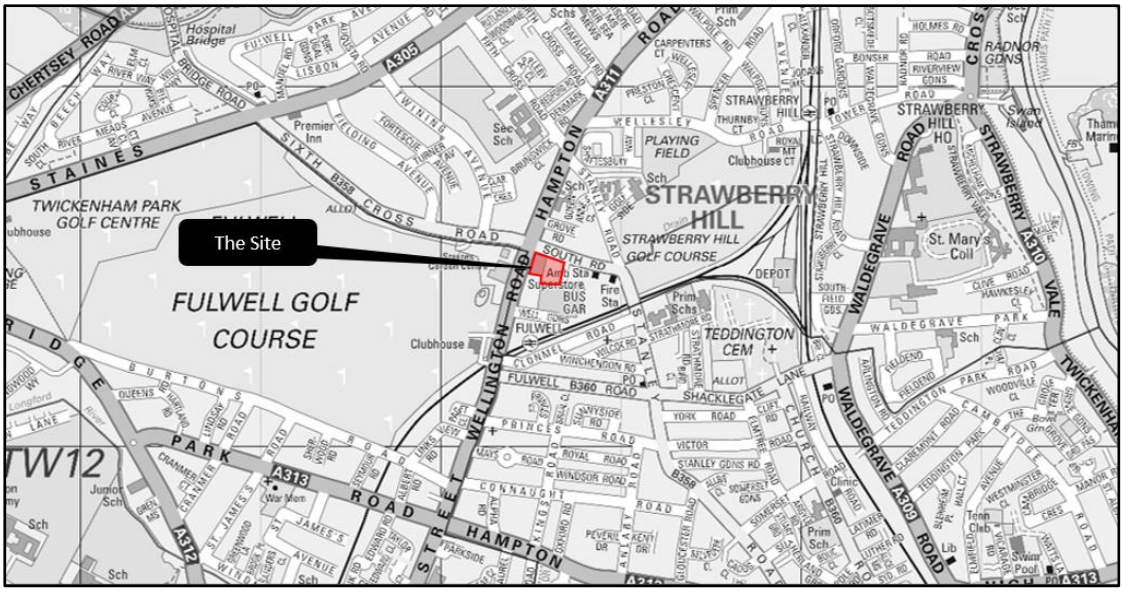


Figure 3.2: Local Site Location

Accessibility by Non-car Modes

Accessibility on Foot

3.5 The site is accessible on foot via footways provided along both sides of the South Road carriageway. These footways provide links to surrounding retail uses, along South Road, Hampton Road and Wellington Road and nearby residential areas to the north, west and south.

3.6 Signalised pedestrian crossings are provided across each arm of the B358/A311 signal junction to the west of the site, with each crossing complete with dropped kerbs and tactile paving. Each crossing is provided in a 'straight-across' format, with small refuge island in the centre of each crossing.

Accessibility by Cycle

3.7 Along the site frontage, cycling is undertaken on-street without marked cycle facilities. Advanced cycle stop lines are provided at each arm of the A311/B358 signal junction to the west of the site, with on road cycle lanes provided on both sides of the B358 Sixth Cross Road to the west of the signal junction.

3.8 To the east of the site, a segregated foot/cycle facility is provided along the eastern side of the B358 carriageway, between the Stanley Road junction and Strathmore Road.

3.9 To the south east of the site, National Cycle Network Route 4 can be accessed in the vicinity of Teddington Lock. This provides a long distance cycle route between London and Fishguard, linking locally to Kingston upon Thames and Hampton.

Accessibility by Bus

3.10 The nearest bus stops to the site are located along South Road, along the development site frontage. The nearest bus stop, bus stop 'F', is located approximately 20 metres from the site access, with bus stop 'G' located on the opposite side of the South Road carriageway, approximately 200 metres walk via the signalised crossing at the A311/B358 junction to the west. Additional bus services can be accessed from bus stops 'H' and 'J', located along Hampton Road approximately 220 metres to the north of the site. Table 3.1 summarises the bus routes serving the nearby bus stops.

Service	Destinations Served	Weekday AM Peak	Weekday PM Peak	Weekend Daytime Frequency
R70	Fulwell Station – Nurserylands Shopping Centre, Hanworth	Every 6 – 10 minutes	Every 6 – 10 minutes	Every 8 – 10 minutes (Saturday) 4 services per hour (Sunday)
	Twickenham – Richmond Station – Manor Road, Richmond	Every 7 – 10 minutes	Every 7 – 10 minutes	Every 10 – 12 minutes (Saturday) 4 services per hour (Sunday)
267	Twickenham Station – West Middlesex Hospital – Kew Bridge Station – Gunnersbury Station – Ravenscourt Park Station – Hammersmith Bus Station	Every 8 – 12 minutes	Every 8 – 12 minutes	4 services per hour
	Fulwell Station	Every 9 – 13 minutes	Every 9 – 13 minutes	4 services per hour
281	Twickenham Station – Hounslow Station – Hounslow Bus Station	Every 8 – 12 minutes	Every 8 – 12 minutes	Every 9 – 12 minutes (Saturday) Every 12 – 13 minutes (Sunday)
	Fulwell Station – Teddington Memorial Hospital – Hampton Wick Station – Surbiton Station – Tolworth Tower	Every 7 – 10 minutes	Every 7 – 10 minutes	Every 8 – 12 minutes (Saturday) Every 11 – 13 minutes (Sunday)
290	Arragon Road, Twickenham	3 services per hour	3 services per hour	3 services per hour
	Park Road Station – Sunbury Cross Station – Staines Bus Station	3 services per hour	3 services per hour	3 services per hour
481	Whitton – Twickenham – West London Mental Health Trust	2 services per hour	2 services per hour	2 services per hour (Saturday) Hourly (Sunday)
	Fulwell Station – Teddington Memorial Hospital – Cromwell Road Bus Station, Kingston	2 services per hour	2 services per hour	2 services per hour (Saturday) Hourly (Sunday)

Table 3.1: Local Bus Services

3.11 For reference the TfL bus spider map for the Fulwell area is included at **Appendix A**.

Accessibility by Rail

3.12 The nearest railway station to the site is Fulwell railway station, approximately 450 metres south of the site. Fulwell station is operated by South Western Railway, located upon the London Waterloo to Shepperton Metro line. Table 3.2 summarises the rail services accessible from Fulwell.

Service	Destinations Served	Weekday AM Peak	Weekday PM Peak	Weekend Daytime Frequency
London Waterloo	Teddington – Hampton Wick – Kingston – Norbiton – New Maiden – Raynes Park – Wimbledon – Earlsfield – Clapham Junction – Vauxhall – London Waterloo	Half hourly	Half hourly	Half hourly (Saturday) Hourly (Sunday)
Shepperton	Hampton (London) – Kempton Park – Sunbury – Upper Halliford – Shepperton	Half hourly	Half hourly	Half hourly (Saturday) Hourly (Sunday)

Table 3.2: Local Rail Services

3.13 Additional rail services can be accessed from Teddington, Wimbledon or Clapham Junction to provide access to the wider rail network.

Transport Connectivity

Public Transport Accessibility Level (PTAL)

3.14 Public Transport Accessibility Levels (PTALs) are included within the TfL WebCAT Toolkit, which provides an overview of the transport network for a location. PTALs provide a theoretical measure of the accessibility of a given point to the public transport network, taking into account walk access time and service availability. This method is a way of measuring the density of the public transport network at a particular point.

3.15 Walk times are calculated from the specified point of interest to all public transport access points including bus stops and stations within pre-defined catchments. The PTAL incorporates a measure of service frequency to calculate an average wait time based on the frequency of service at each public transport access point. A reliability factor is added and the total access time is calculated. A measure known as an Equivalent Doorstep Frequency (EDF) is then derived for each point. These are summed for all routes within the catchment and the PTALs for the different modes are then added together to give a single value. The PTAL is categorised in nine levels, 1a to 6b where 6b represents a high level of accessibility and 1a, a low level of accessibility.

3.16 The site is classified as a PTAL 3 location, which reflects the site's proximity to several frequent bus services and Fulwell rail station. The full PTAL output for the baseline year is included at **Appendix B**.

3.17 Whilst PTAL provides a theoretical measure for public transport accessibility taking account of access to all public transport modes, it should be noted that this type of development does not necessarily attract people to travel by all public transport modes available. Surveys from other Lidl stores around London indicate that access by bus is the key public transport mode used. In this instance, the proximity of the site to bus stops on South Road and the range and frequency of service availability makes the site easily accessible by this mode.

Travel Time Mapping (TIM)

3.18 Travel time mapping offers an opportunity to review the connectivity of a site by a specific travel mode or across all public transport modes and is available via the WebCAT TIM online calculator.

3.19 TIM plans have been produced for travel during both the weekday evening peak and the daytime inter-peak periods, with the outputs included at **Appendix C**.

3.20 The outputs identify that destinations such as Kingston, Teddington, Twickenham and Surbiton are accessible within a 45 minute travel time of the site.

Road Safety

3.21 The latest available five-year personal injury accident (PIA) data has been obtained from Transport for London (TfL) for the period up to the 31st December 2017. The accident records refer only to accidents which have resulted in personal injury.

3.22 The accident information has been obtained for a section of South Road, including the approaches to the A311 Wellington Road/B358 Sixth Cross Road/A311 Hampton Road/B358 South Road signalised junction to the west and the Stanley Road/B358 South Road junction to the east. The accident records identify 14 accidents during the five-year period, of which nine occurred at the A311/B358 signalised junction.

3.23 All 14 accidents resulted in 'slight' injuries, with a summary of the accident causation factors is provided in Table 3.3. The PIA output included for reference at **Appendix D**.

Accident Causation Factor	Number of PIAs	Percentage of PIAs
Loss of Control	2	14%
Failed to Look Properly	2	14%
Failed to Judge Other Person's Path or Speed	2	14%
Following too Close	2	14%
Illness or Disability, Mental or Physical	1	7%
Vision Affected – Stationary or Parked Vehicle(s)	1	7%
Slippery Road (Due to Weather)	1	7%
Careless/Reckless/In a Hurry	1	7%
Poor Turn or Manoeuvre	1	7%
Other Factor	1	7%
TOTAL	**14**	**100%**

Table 3.3: Summary of Accident Causation Factors

3.24 Along South Road, four accidents were recorded along the site frontage, as follows:

- A three car collision occured when a driver stationary due to the nearby traffic signals removed their foot from the brake pedal and drove into the rear of the car in front, who in turn went into the rear of the vehicle in front. This accident occurred approximately 50 metres south east of the traffic signal junction on a dry road surface during daylight hours. The accident cause was listed as loss of control and resulted in slight injuries to the driver of the second vehicle;
- Approximately 50 metres east of the signal junction, a vehicle collided with a pedestrian during daylight hours on a wet road surface. This accident resulted in slight injuries to the pedestrian, though no accident description is provided. The causation factor is listed as careless/reckless/in a hurry by the pedestrian;
- Approximately 30 metres east of the signal junction, a bus/coach and a pedal cyclist collided during daylight hours on a dry road surface, resulting in slight injuries to the cyclist. The bus/coach is listed as moving off, with the cyclist overtaking on the offside, though no accident description is provided. The accident cause is listed as poor turn or manoeuvre by the cyclist; and
- A bus passenger was injured, resulting in slight injuries, along South Road, approximately 50 metres from the signal junction. This accident occurred on a dry road surface during daylight hours with no accident description provided. The causation factor is listed as 'other factor'.

3.25 The above quantity and the type of incidents are considered typical of a road layout of this type. The number of incidents involving vulnerable road users is not considered excessive, and nor did incidents involving vulnerable road users occur in one location. There is no suggestion that the proposed development would result in an increase in either the number or severity of accidents on the local highway network.

Summary

3.26 In summary, the site has a good level of accessibility by public transport, on foot and by cycle. The site's location in relation to nearby residential areas means that future staff and customers can access the site by modes other than the private car.

4.0 Development Proposals

4.1 The development proposes a 1,596 square metre sales floorspace Lidl foodstore, with a gross internal floor area of 2,096 square metres. A second non-food retail unit with a gross internal floor area of 1,043 square metres will be located to the north of the Lidl unit. The architect's site layout plan is included for reference at **Appendix E**.

Vehicular Access

4.2 Vehicular access to the site is proposed via the existing junction serving the Wickes/Toolstation unit onto South Road. This junction will serve servicing vehicles and customers utilising the store car park.

4.3 The junction benefits from a central pedestrian island to aid crossing movements. Whilst South Road has a central reservation in the immediate vicinity of the access junction there is a gap to allow the junction to operate as an all-movements junction.

4.4 The access junction also serves the adjacent car dealership, located to the immediate east of the application site.

Pedestrian and Cycle Access

4.5 Pedestrian and cycle access to the site will also be via South Road. A dedicated footway leads into the site from South Road. Cycle parking is predominantly located to the south-east of the site adjacent to the car park, although additional short-stay cycle stands are located adjacent to the non-food retail unit.

Parking Provision

Car Parking

4.6 Applicable car parking standards within LBRuT are contained within the London Plan. The London Plan has been consolidated and subject to alterations, with the most recent revised version adopted in March 2016. Car parking standards for foodstore developments remain the same across all versions of the Plan.

4.7 The London Plan states that the maximum car parking provision for foodstore developments up to 2,500 square metres GIA with a PTAL of 4 to 2 is between one space per 30 – 20 square metres. Non-food retail units can provide parking up to a maximum of one space per 30-50 square metres.

4.8 Based on the proposed GIA of 2,096 square metres for the PTAL 4 to 2 category, a maximum parking provision of between 70 – 105 spaces could be provided for the Lidl unit. With the non-food retail unit having a gross floor area of 1,043 square metres, a maximum parking provision of between 20 – 35 spaces cab be provided on site. The total maximum parking standard for both units is therefore between 90 – 140 spaces.

4.9 The development proposes 142 parking spaces, broken down into the following:

- 97 standard spaces;
- Nine Blue Badge Holder spaces;
- Eight Parent & Child spaces; and
- 28 spaces benefitting from an electric charging point (14 active and 14 passive).

4.10 Whilst it is acknowledged that the proposed level of car parking provision is above London Plan standards, it is considered appropriate to ensure that sufficient parking is provided on site to ensure no overspill occurs into the parking area associated with the adjacent car dealership or on the surrounding highway network. It also ensures sufficient space for the unknown occupier of the non-food retail unit, as parking demand for a non-food retail unit can vary substantially.

4.11 The provision of nine blue badge holder spaces meets the minimum 6% required within the London Plan. Should additional blue badge bays be required at a future date to reach the 10% sought inclusive of passive provision, then standard parking spaces could be converted to provide five further blue badge bays. This would bring overall parking levels in-line with the aforementioned standards. As this is sought as passive provision within the London Plan it is not proposed to provide this from the outset.

4.12 The London Plan requires 10% of all spaces to be provided with an active electric vehicle charging provision, with a further 10% of spaces to be subject to a passive electric vehicle charging provision. It is proposed to provide one rapid charging unit at the site, serving two spaces, which would ensure that customers receive a meaningful charge whilst shopping in the store. A rapid charger allows for an 80% charge to be provided in 30 minutes and would therefore benefit customers.

4.13 A further 12 spaces will benefit from an active charging point, albeit a slow charger. Additionally, 14 spaces will have passive provision, in accordance with London Plan standards.

Cycle Parking

4.14 Cycle parking standards applicable within the Borough are contained within the London Plan (March 2016). The cycle parking standards within this document provide minimum cycle parking standards for long stay (staff) and short stay (customer) cycle parking.

4.15 Table 4.1 below identifies the relevant minimum cycle parking standards within the London Plan for food retail use, and the minimum cycle parking provision required based on the 2,152 square metre gross external area (GEA) of the Lidl store.

Parking Type	A1 Food Retail Parking Standard	Minimum Cycle Parking Standard
Long Stay	1 space per 175 sqm	12
Short Stay	First 750 sqm: 1 space per 40 sqm; Thereafter: 1 space per 300 sqm	24
TOTAL	**-**	**36**

Table 4.1: Cycle Parking Provision – Food Retail Unit

4.16 Table 4.2 below identifies the relevant minimum cycle parking standards within the London Plan for non-food retail use, and the minimum cycle parking provision required based on the 1,081 square metre gross external area (GEA) of the non-food unit.

Parking Type	A1 Food Retail Parking Standard	Minimum Cycle Parking Standard
Long Stay	First 1,000 sqm – 1 space per 250 sqm, thereafter 1 space per 1,000 sqm	4
Short Stay	First 1,000 sqm – 1 space per 125 sqm, thereafter 1 space per 1,000 sqm short-stay	8
TOTAL	**-**	**12**

Table 4.2: Cycle Parking Provision – Non-Food Retail Unit

4.17 The development proposes 16 long stay cycle parking spaces for both units in the form of eight sheffield stands. The long stay cycle parking will be secure and covered. Short stay cycle parking is also provided with space for 34 cycles to be parked. A total of 24 short stay spaces will be located adjacent to the long stay spaces, whilst a further 10 short stay spaces will be located immediately adjacent to the non-food retail unit.

Servicing Arrangements

4.18 To service the Lidl foodstore, vehicles up to and including 16.5 metre articulated vehicles will need to access the site. Swept path analysis of a 16.5 metre articulated vehicle servicing the site is included for reference at **Appendix F**. The position of the warehouse means that the vehicle enters the loading bay in a forward gear before reversing back out and exiting the site in a forward gear.

4.19 **Appendix F** also illustrates a 10 metre rigid vehicle accessing the loading bay associated with the non-food retail unit. Again, the vehicle is able to reverse into the loading bay before exiting the site in a forward gear.

5.0 Net Impact of Development Proposals

Existing Site Use

5.1 The site is currently occupied by Wickes with an internal Toolstation. To assess the likely trip generation associated with this use, the TRICS database has been interrogated. The category '01 Retail: E – DIY Superstore Without Garden Centre' has been utilised for sites located across England, including Greater London. Due to an absence of TRICS site with multi-modal surveys, the TRICS database has been interrogated for vehicular trip rates only. There is a shortfall in TRICS sites within this category with surveys as far back as 2002 required to provide multiple weekday and Saturday site surveys. TRICS outputs are included for reference at **Appendix G**.

5.2 Table 5.1 below summarises the assumed weekday evening and Saturday peak hour trip rates and trips based on the 3,138 square metre gross internal floor area.

	Friday Evening Peak Hour (17:00 – 18:00)		Saturday Peak Hour (12:00 – 13:00)	
	Arrivals	**Departures**	**Arrivals**	**Departures**
Vehicular Trip Rates	0.951	1.085	5.920	5.963
Vehicular Trips	30	34	186	187

Table 5.1: Existing Homebase Trip Rates (per 100 sqm) and Trips

5.3 Table 5.1 indicates that the existing store could generate 64 two-way vehicular trips in the weekday evening peak hour and 373 two-way vehicular trips during the Saturday peak hour.

Proposed Lidl Foodstore

5.4 The assessment of the proposed Lidl foodstore is based on multi-modal surveys undertaken at several Lidl stores located across London.

5.5 Lidl foodstores vary in size, PTAL and parking provision from one site to the next, therefore taking a number of stores surveyed recently and identifying an average trip rate is considered the most suitable approach. Surveys have been undertaken at Lidl stores in Cricklewood, Mitcham, Tooting and Abbey Wood between 2015 and 2016, with multi-modal surveys available for the Mitcham and Cricklewood stores. Table 5.2 below summarises the modal split proportions observed at the Cricklewood and Mitcham stores during a Friday and Saturday period.

Mode of Travel	**Friday Lidl Modal Split Results**		**Saturday Lidl Modal Split results**	
	Cricklewood	**Mitcham**	**Cricklewood**	**Mitcham**
Walk	21.7%	28.7%	18.9%	28.9%
Bus	23.3%	7.5%	23.2%	5.9%
Cycle	0.8%	1.0%	0.9%	1.2%
Car Driver	36.3%	42.1%	34.7%	40.7%
Car Passenger	16.5%	19.8%	21.3%	22.8%
Train	0.1%	0.1%	0.1%	0.1%
Tube	0.2%	0.0%	0.1%	0.0%
Other	1.0%	0.8%	0.8%	0.3%
TOTAL	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Table 5.2: Multi-modal Trip Proportions to Lidl Foodstores

5.6 The PTAL of a Lidl foodstore should not be the sole factor in considering its accessibility, since only a small minority of customers are likely to travel by tube or train to access the store. Train and tube journeys account for up to 0.2% of journeys made to a Lidl foodstore. The method for calculating PTAL takes account of all public transport modes with a single PTAL value provided as a summary of all the different modes available. This means that in the calculation process a site could be well located for access to bus stops and regular bus services, but if it is located some distance from rail, tube or tram services it receives a lower PTAL calculation.

5.7 PTAL calculations provide an overview of general public transport accessibility, but specific development proposals such as a discount foodstore should be considered in context. In this instance, access to bus services is paramount above other public transport modes, regardless of proximity to rail stations.

Vehicular Trip Assessment

5.8 It is important to note that Lidl is identified as the end occupier for the development and it is widely accepted good practice to tailor a Transport Assessment if an end user identified, since this is more likely to provide a more detailed and representative assessment of the potential impacts, compared to a generic use class assessment.

5.9 On this basis, surveys of existing Lidl stores within the London area (undertaken within the last two years) located at Cricklewood, Mitcham, Abbey Wood and Tooting are used to determine the typical vehicular trip rate profile across the Friday and Saturday assessment periods.

5.10 The above Lidl London stores are located in similar locations to the proposed Fulwell store, with large residential areas in the vicinity of each store. The Cricklewood store has a sales floor area of 1,025 square metres with 61 car parking spaces within a PTAL 3 location. Mitcham provides a 1,376 square metre sales floor area with 80 car parking spaces with the site frontage on the border of a PTAL 2/3 location and Abbey Wood provides a sales floor area of 1,289 square metres with 104 car parking spaces within a PTAL 4 location. Tooting has a sales floor area of 1,276 square metres with 69 car parking spaces with the site located on the border of a PTAL 4/3 location. It is considered that the above sites provide similar characteristics in terms of location, sales floor area and parking provision to the proposed Fulwell store.

5.11 The vehicular trip rates for the Lidl foodstores have been calculated as an average of the trip rates identified at the four surveyed store locations. For reference, each of the store surveys and the average trip rates identified are included at **Appendix H**. This average has then been applied to the proposed 1,596 square metre sales floor area and is summarised for the assumed peak hours of 17:00 – 18:00 for the weekday evening peak hour and 12:00 – 13:00 for the Saturday peak hour in Table 5.3 below. The Lid store trip rates applied to the proposed Fulwell store are included at **Appendix I**.

	PM Peak Hour		Saturday Peak Hour	
	Arr	**Dep**	**Arr**	**Dep**
Vehicular Trip Rates	8.76	8.24	10.61	9.75
Vehicular Trips	140	131	169	156

Table 5.3: Proposed Lidl Fulwell Vehicle Trip Rates (per 100 sqm) and Trips

5.12 Using an average of the modal split surveyed travel modes between the Cricklewood and Mitcham stores and the vehicle trips identified in Table 5.3, a breakdown of the peak hour trips to the store by mode is provided in Table 5.4.

Mode of Travel	PM Peak Hour			Saturday Peak Hour		
	Modal Split	Arr	Dep	Modal Split	Arr	Dep
Walk	25.5%	90	85	23.9%	107	99
Bus	14.7%	52	49	14.5%	65	60
Cycle	0.9%	3	3	1.1%	5	5
Car Driver	39.5%	140	131	37.8%	169	156
Car Passenger	18.3%	65	61	22.0%	98	91
Train	0.1%	0	0	0.1%	0	0
Tube	0.1%	0	0	0.1%	0	0
Other	0.9%	3	3	0.6%	3	2
TOTAL	**100.0%**	**354**	**332**	**100.0%**	**447**	**413**

Table 5.4: Peak Hour Proposed Lidl Fulwell Multi-modal Trips

Comparison with TRICS A1 Foodstore Category

5.13 Whilst the Lidl trip attraction assessment identified above represents an evidence-based assessment from operational Lidl stores in the London area, because the planning application is made in respect of an open A1 retail use it is often said that the assessment should consider the implications of mainstream foodstore operators on the site.

5.14 The discount foodstore occupies a niche within the grocery market, with the Competition Commission (The Supply of Groceries in the UK Market Investigation', 2008) recognising this form of 'Limited Assortment Discounter' as a separate classification to other grocery retailers. It noted that discount foodstores offer significantly fewer products compared to large grocery retailers of a similar size. This in part indicates the differences between the different foodstore types and shows that generic foodstore trips cannot be used to justify a proposal such as a Lidl.

5.15 Notwithstanding the above, in order to address an open A1 use of the site, a TRICS assessment has been undertaken of the '01 Retail: A – Food Superstore' category. Sites within the TRICS database have retail floor areas ranging between 205 and 8,000 square metres. The proposal at Fulwell proposes a 1,596 square metre sales floor area; so, to provide a robust assessment an upper limit of 2,000 square metres retail floor space has been applied.

5.16 Table 5.5 provides a summary of the foodstore survey sites available within the TRICS database under this category (with reference to multi-modal surveys) for both the weekday and weekend periods for all sites located within England (including Greater London).

TRICS Reference and Foodstore Location	Parking Provision	Retail Floor Area	Survey Day
CA-01-A-01 Sainsbury's Cambridge	0	1,550	Weekday
CB-01-A-07 Somerfield Carlisle	88	1,500	Weekday
CN-01-A-05 Sainsbury's Bloomsbury	0	1,454	Weekday
CN-01-A-06 Sainsbury's Holborn	0	899	Weekday
IS-01-A-02 Waitrose Angel	0	205	Weekday
IS-01-A-03 Waitrose Holloway	175	1,090	Weekday
KI-01-A-02 Sainsbury's Kingston-upon-Thames	0	1,400	Weekday
SF-01-A-02 Sainsbury's Ipswich	0	1,640	Weekday

Table 5.5: TRICS Food Superstore Sites

5.17 Clearly the list of available foodstore sites from this category in TRICS indicates that mainstream food retailers do not operate within the Lidl discount foodstore model. The smaller retail floor areas represent the convenience sector in town centre locations with no associated parking. Sites that do provide parking are more closely matched in terms of retail floor space and provide significantly higher parking levels than that proposed.

5.18 Table 5.5 identifies one store on the TRICS database with similar size and parking characteristics to the proposed store. However, the Somerfield store located in Carlisle is a poor comparator due to the likelihood of regional differences in trip rates, car ownership and vehicle use. It should also be noted that TRICS only provides Friday data for this store, so a full TRICS assessment cannot not be undertaken on that basis.

5.19 If the trip rates were identified for the above sites based on the selection criteria, the trip rates used for the assessment would not reflect either the level of parking proposed or represent the proposed size of the development and could not therefore be relied upon to provide a robust assessment for potential impacts on the surrounding highway network. On this basis, assessing generic A1 foodstore on sites brought forward for planning application purposes by Lidl is not considered appropriate.

Comparison with TRICS Discount Foodstore Category

5.20 The TRICS database does allow for the differentiation of foodstores, with discount foodstores assessed within the category '01 Retail: C – Discount Food Stores'. To complete this assessment, a comparison between the London Lidl surveyed sites and appropriate TRICS sites has been presented for each of the peak periods for assessment.

5.21 This category within TRICS offers a more comparative range of sites in terms of retail floor areas of stores surveyed with a range between 600 – 1,550 square metres. It should be noted that within the category '01 Retail: C – Discount Food Stores' there are two surveyed sites within London (Iceland stores at Wood Green and Angel) and only one within the South East (Maidstone).

5.22 In total, there are 32 surveys available of which 11 were undertaken on a Saturday and 13 were undertaken on a Monday – Friday period (of which only two were undertaken on a Friday and therefore reflecting that Friday is typically a busier period for foodstore demand) with surveys conducted between 2011 – 2017.

5.23 The weekday assessment is summarised in Table 5.6 with the Saturday assessment undertaken in Table 5.7.

Time Period	TRICS – All England			Lidl Specific Assessment		
	Arr	Dep	Total	Arr	Dep	Total
10:00 – 11:00	84	71	155	113	110	**223**
11:00 – 12:00	91	88	179	133	122	**255**
12:00 – 13:00	88	88	176	137	136	**273**
13:00 – 14:00	90	100	190	120	131	**251**
14:00 – 15:00	106	102	208	123	124	**247**
15:00 – 16:00	103	102	205	127	120	**247**
16:00 – 17:00	98	104	202	131	137	**268**
17:00 – 18:00	96	97	193	140	131	**271**
TOTAL	**756**	**752**	**1,508**	**1,024**	**1,011**	**2,035**

Table 5.6: Discount Foodstore Weekday Vehicular Trip Comparison

5.24 It can be argued that the TRICS assessment presented in Table 5.6 underestimates the level of vehicular trips associated with a typical Lidl foodstore located within the London area. The numbers in bold have been used to add emphasis to the difference in peak arrival/departure profiles and to demonstrate that in the assessment period, the maximum TRICS output of 208 vehicle movements is exceeded over all 8 hours of survey data presented.

Time Period	TRICS – All England			Lidl Specific Assessment		
	Arr	Dep	Total	Arr	Dep	Total
10:00 – 11:00	134	120	254	154	134	288
11:00 – 12:00	166	155	321	151	160	311
12:00 – 13:00	157	169	326	169	156	325
13:00 – 14:00	154	146	300	148	161	309
14:00 – 15:00	143	143	287	141	140	281
15:00 – 16:00	142	152	294	144	149	293
16:00 – 17:00	135	140	276	142	148	290
17:00 – 18:00	110	108	218	147	146	292
TOTAL	**1,140**	**1,135**	**2,275**	**1,197**	**1,194**	**2,390**

Table 5.7: Discount Foodstore Weekday Vehicular Trip Comparison

5.25 Table 5.7 indicates that the TRICS discount foodstore trip rates and the Lidl specific London store trip rates result in a similar trip generation across a typical Saturday. Over the 8 hours of survey data presented, the Lidl London trip rates result in higher numbers of vehicle trips, though the TRICS hourly breakdown is higher between the hours of 11:00 – 12:00, 12:00 – 13:00, 14:00 – 15:00 and 15:00 – 16:00. The TRICS output for the Saturday peak of 12:00 – 13:00 is higher than the Lidl London data by one vehicle and therefore due to the similarities in predicted trip generation it is considered acceptable to utilise the Lidl London trip rates for the purposes of the assessment. During the periods where the TRICS data exceeds the Lidl London data, the maximum difference is 10 vehicles, indicating the comparable nature of the TRICS trip rates.

5.26 For the purposes of this assessment, the application of Lidl London trip rates provides a more robust assessment as it enables similar sites to be selected in terms of location and accessibility. For example, the TRICS database contains sites such as a Lidl store in Bingham, Nottinghamshire, which is poorly served by local public transport networks, and Skegness, which can experience increased visitor numbers associated with holidaymakers. As such, this data may not be directly comparable with the proposed Fulwell store and the travel data available for the specific end occupier provides the most robust assessment available of an A1 retail use of the size proposed.

Proposed Non-food Retail Unit

5.27 In addition to the Lidl store, the development proposes a 1,043 square metre gross internal floorspace non-food retail unit. To understand the likely trip generation associated with this unit, the TRICS database has again been used. The TRICS category '01 Retail: G – Other Individual Non-food Superstore' has been used to obtain vehicular trip rates due to a lack of multi-modal surveys for this use. Table 5.8 summarises relevant trip rates and resultant trip attraction, with the TRICS output included for reference at **Appendix J.**

	Friday Evening Peak Hour (17:00 – 18:00)		Saturday Peak Hour (12:00 – 13:00)	
	Arrivals	Departures	Arrivals	Departures
Vehicular Trip Rates	1.448	1.662	1.612	1.316
Vehicular Trips	15	17	17	14

Table 5.8: Proposed Non-food Retail Unit Trip Rates (per 100 sqm) and Trips

5.28 Table 5.8 indicates that the proposed non-food retail unit could generate 32 two-way vehicular trips during the weekday evening peak hour and 31 two-way vehicular trips during the Saturday peak hour.

Net Impact of Development Proposals

5.29 In the absence of total person trip rates for the existing site use and proposed non-food retail unit, the net impact of the development in terms of vehicular trips is assessed. Table 5.9 below summarises the net impact of the proposed development in terms of vehicular trips to the site, based on the existing site vehicular trips calculated within Table 5.1, the calculated Lidl vehicular trips within Table 5.3 and the proposed non-food retail unit vehicular trips, calculated within Table 5.8.

	PM Peak Hour		Saturday Peak Hour	
	Arr	**Dep**	**Arr**	**Dep**
Existing Site	30	34	186	187
Proposed Lidl	140	131	169	156
Proposed Non-food Retail Unit	15	17	17	14
NET IMPACT	**+125**	**+114**	**0**	**-17**

Table 5.9: Net Impact – Vehicular Trips

5.30 Table 5.9 indicates that the development proposals could generate an additional 125 arrivals and 114 departures during the weekday evening peak hour, alongside no change in arrivals and a decrease of 17 departures during the Saturday peak hour.

5.31 This relates to an additional vehicular movement every 15 seconds during the weekday evening peak hour. The decrease in vehicle movements during the Saturday peak hour relates to approximately one departure every 3 minutes. When considered across each peak hour, the above change in vehicular trips is not considered material.

5.32 It must be recognised that the above accounts for total trips by car and will incorporate a significant number of linked car trips with other retail facilities nearby. These trips will not be new to the network. Indeed, the proposals have the potential to transfer a large number of trips from nearby foodstores. In addition there will be diverted trips from the A311 Wellington Road that are not new to the network, as well as pass-by trips from South Road. As such whilst there will be more activity within the site, the wider road network, including Wellington Road will see a negligible change in trips.

Summary

5.33 The above assessment demonstrates how the proposed Lidl store is likely to attract an increase in traffic flow during the weekday evening peak hour. Despite this, a large proportion of this increase will not be new to the surrounding road network, accounting for transferred trips from other foodstores, diverted trips from nearby roads or pass-by trips already on South Road.

5.34 On the basis of the above, no further assessment of the proposed traffic flow is considered necessary.

6.0 Parking Provision

6.1 To provide an assessment of the parking provision for the proposed Lidl foodstore, a parking accumulation assessment has been undertaken for both the Friday and Saturday periods.

6.2 The accumulation profile is based on the proposed 1,596 square metre sales area of the proposed Lidl store and the 1,043 square metre GIA non-food retail unit. The Lidl trip rates and trips are provided at **Appendix H**, which utilises the Lidl London store data to provide an indication on the likely parking demands associated with a Lidl store in this location, with the TRICS non-food retail outputs included for reference at **Appendix I**.

6.3 The Lidl London data provides an average trip rate, in the same way that the TRICS database provides trip rates based on numerous sites within the database. These trip rates are applied to the proposed sales floor area to provide an arrival and departure profile from which a parking accumulation can be obtained. The arrival and departure profiles, and associated parking accumulation is provided in Tables 6.1 and 6.2 below for the Friday and Saturday operation respectively.

Time Period	Lidl Vehicular Profile		Non-food Retail Vehicular Profile		Parking Accumulation
	Arr	Dep	Arr	Dep	
07:00 – 08:00	12	6	1	0	7
08:00 – 09:00	85	58	4	2	36
09:00 – 10:00	114	103	19	14	52
10:00 – 11:00	113	110	20	17	58
11:00 – 12:00	133	122	22	20	71
12:00 – 13:00	137	136	18	18	**72**
13:00 – 14:00	120	131	18	20	59
14:00 – 15:00	123	124	18	16	60
15:00 – 16:00	127	120	16	16	67
16:00 – 17:00	131	137	17	15	63
17:00 – 18:00	140	131	15	17	70
18:00 – 19:00	118	131	7	11	53
19:00 – 20:00	110	117	4	7	43
20:00 – 21:00	94	105	0	2	30
21:00 – 22:00	55	70	0	0	15

Table 6.1: Friday Parking Accumulation Profile

Time Period	Lidl Vehicular Profile		Non-food Retail Vehicular Profile		Parking Accumulation
	Arr	Dep	Arr	Dep	
07:00 – 08:00	16	3	1	0	15
08:00 – 09:00	100	68	6	2	51
09:00 – 10:00	134	121	6	3	66
10:00 – 11:00	154	134	12	7	91
11:00 – 12:00	151	160	16	10	88
12:00 – 13:00	169	156	17	14	**105**
13:00 – 14:00	148	161	16	12	96
14:00 – 15:00	141	140	17	15	100
15:00 – 16:00	144	149	13	16	92
16:00 – 17:00	142	148	11	14	83
17:00 – 18:00	147	146	7	13	78
18:00 – 19:00	123	137	4	7	61
19:00 – 20:00	103	123	3	6	38
20:00 – 21:00	77	86	2	6	25
21:00 – 22:00	48	58	1	2	13

Table 6.2: Saturday Parking Accumulation Profile

6.4 The tables indicate that a typical Friday could have a peak demand of 72 spaces (50.7% occupancy), whilst on a Saturday a peak demand of 105 spaces is predicted (73.9% occupancy).

6.5 The proposed level of parking is considered suitable to meet the needs of the development proposal. A peak occupancy above 70% during a Saturday demonstrates that not only is the level of parking provision proposed required to meet the demands of the development, but it also provides an element of capacity within the car park for peak trading periods (such as Easter or Christmas periods).

7.0 Summary and Conclusion

7.1 Motion is instructed by Lidl UK to prepare this Transport Statement to accompany a planning application to convert an existing Wickes retail unit and internal Toolstation to create a Lidl foodstore and additional non-food retail unit on land to the south of South Road, in Fulwell.

7.2 In summary, this TS has identified the following:

- The site benefits from good access on foot, by cycle, by public transport and is strategically located close to the A316 and A308;
- The proposed Lidl foodstore has a retail floor area of 1,596 square metres, whilst the non-food retail unit has a gross internal floor area of 1,043 square metres;
- Car parking is provided on site to meet the demands of the development proposals. Cycle parking is provided in accordance with relevant standards;
- Servicing for the Lidl store will be undertaken within the car park, with the site able to accommodate the turning requirements of a 16.5 metre articulated vehicle. Additional swept path is shown of a 10 metre rigid associated with the non-food retail unit; and
- The redevelopment of the site could generate an additional 239 two-way vehicular trips during the Friday evening peak hour and a reduction of 17 two-way vehicular trips during the Saturday peak hour. The increase in trips is not considered to result in a material impact on the surrounding highway network when considering the majority of these trips will be linked trips with surrounding retail uses, transferred trips from nearby foodstores, or diverted/pass-by trips. None of the above trips would be new to the wider road network.

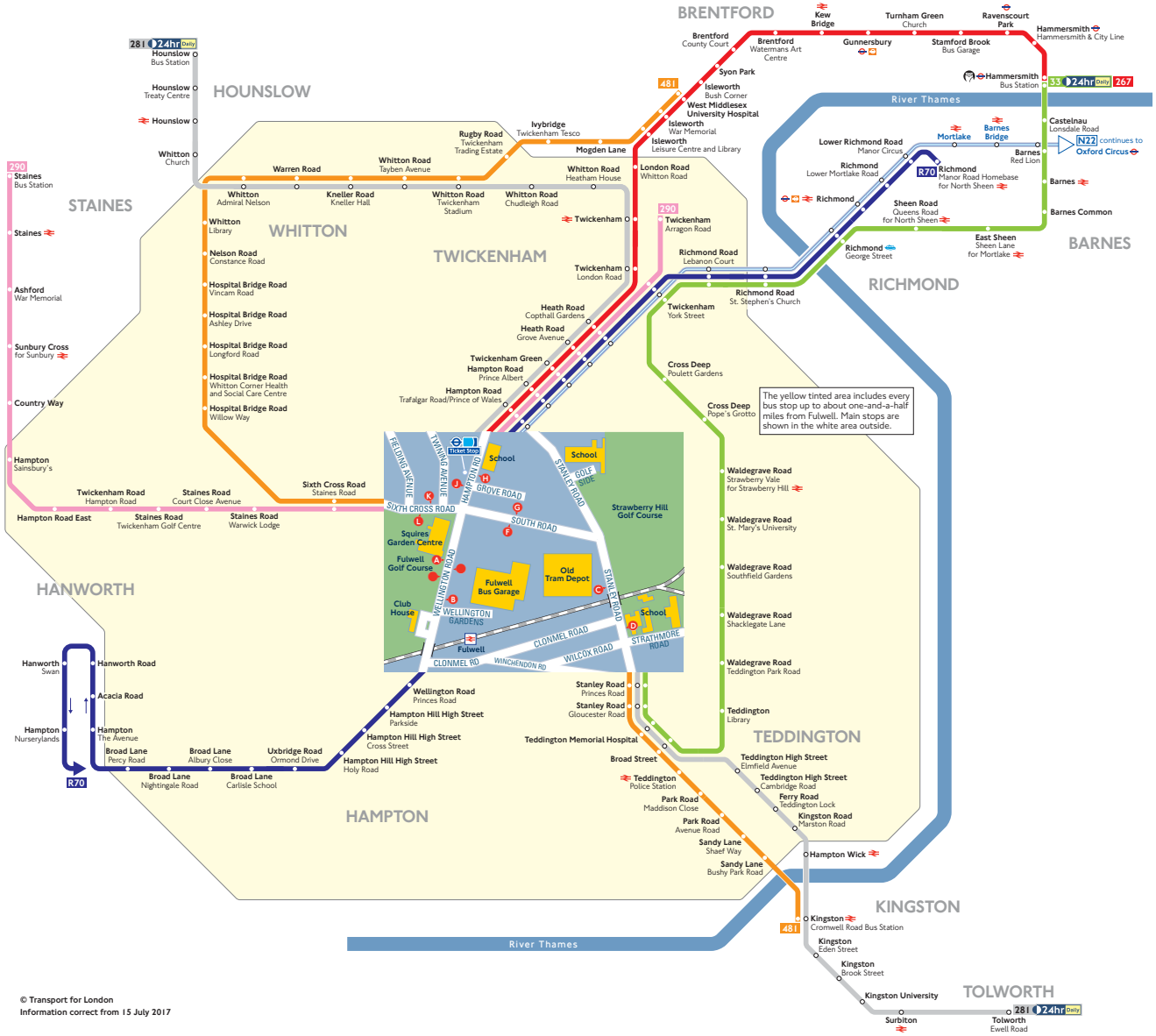
Conclusion

7.3 In view of the above, the proposal is considered to be acceptable in transport terms and meets with local and national policy criteria. The assessment work undertaken has shown that there would not be any demonstrable harm arising from the proposed scheme and it will not cause any severe impacts. Therefore, there are no traffic and transport related reasons why the development should not be granted planning consent.

Appendix A

TfL Bus Spider Map – Fulwell

Buses from Fulwell



Information correct from 15 July 2017

Route finder

Bus route	Towards	Bus stops
33 24hr Daily	Hammersmith	D
267	Hammersmith	A J
281 24hr Daily	Hounslow	C F J
	Tolworth	D G H
290	Staines	H L
	Twickenham	J K
481	Kingston ⊕	D G K
	West Middlesex University Hosp ⊕	C F L
R70	Hampton Nurserylands	B H
	Richmond	A J

Night buses

Bus route	Towards	Bus stops
N22	Oxford Circus	F J

Other buses

Bus route	Towards	Bus stops
681 School Journey	Hounslow	C F J
	Teddington School	D G H

Key

33	Day buses in black
N22	Night buses in blue
	Connections with London Underground
	Connections with London Overground
	Connections with National Rail
	Connections with river boats
	Tube station with 24-hour service Friday and Saturday nights
⊕	Except evenings

Ways to pay

Use your contactless debit or credit card. It's the same fare as Oyster and there is no need to top up.

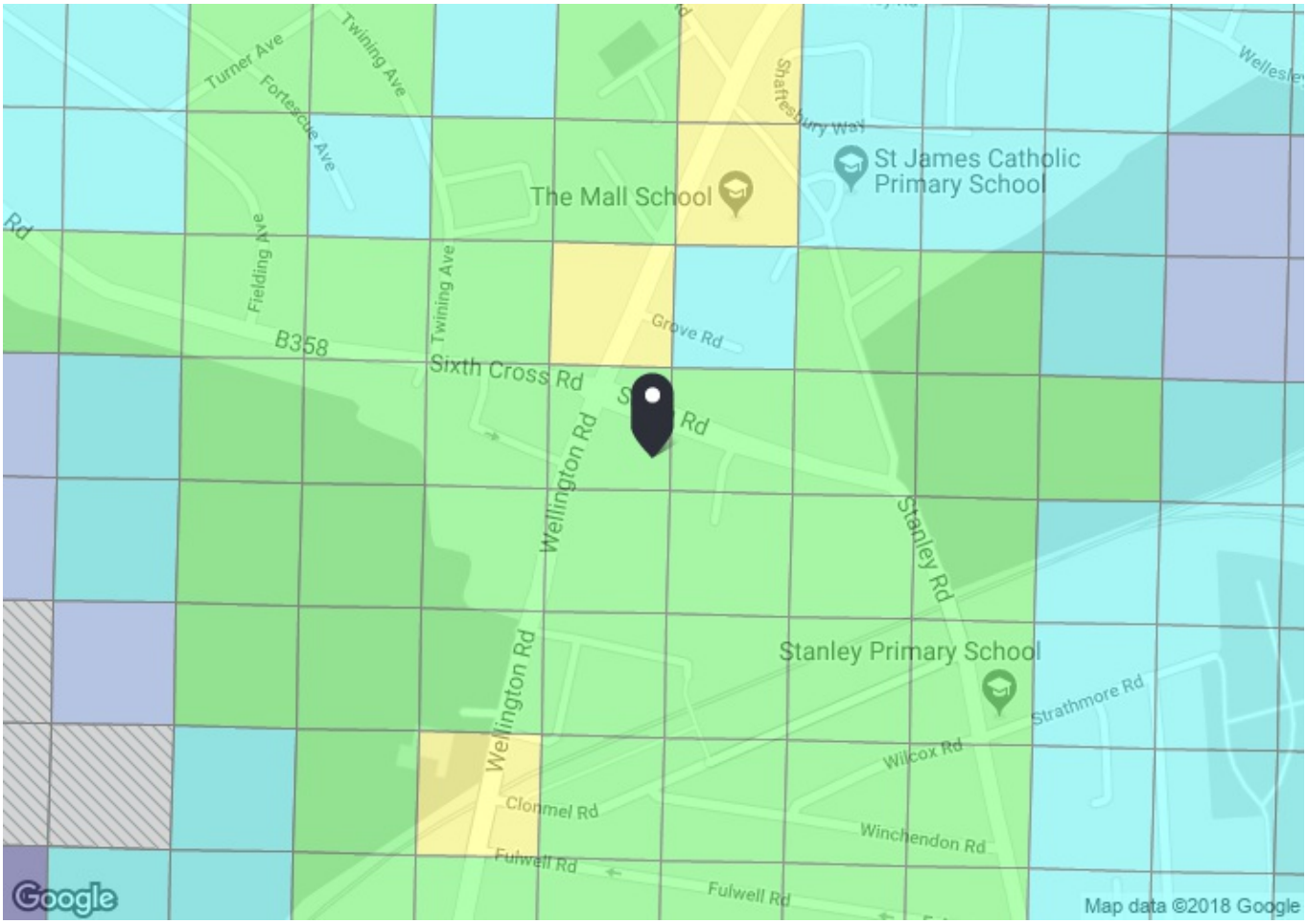
Top up your Oyster pay as you go credit or buy Travelcards and bus & tram passes at around 4,000 shops across London.

TFL33218.06.17 (P)

Appendix B

PTAL Output

TRANSPORT FOR LONDON



PTAL output for Base Year
3

50 South Rd, Twickenham TW2 5NT, UK
Easting: 514782, Northing: 172019

Grid Cell: 40222

Report generated: 28/08/2018

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

Map layers

PTAL (cell size: 100m)

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

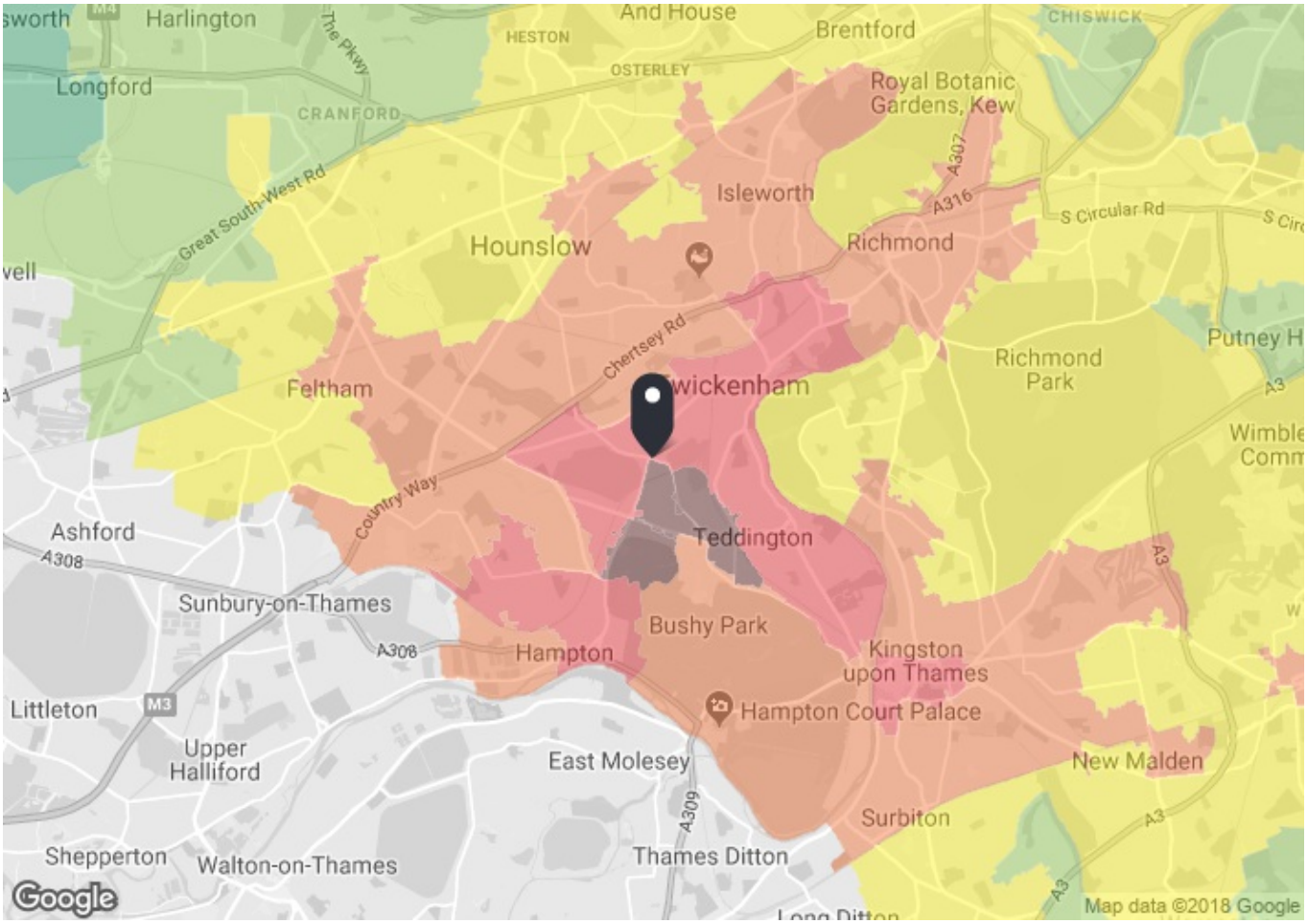
Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	FULWELL COCK AND BULL	290	118.41	3	1.48	12	13.48	2.23	0.5	1.11
Bus	FULWELL COCK AND BULL	R70	118.41	6	1.48	7	8.48	3.54	0.5	1.77
Bus	FULWELL COCK AND BULL	267	118.41	6	1.48	7	8.48	3.54	0.5	1.77
Bus	FULWELL SOUTH ROAD	481	92.39	1	1.15	32	33.15	0.9	0.5	0.45
Bus	FULWELL SOUTH ROAD	X26	92.39	2	1.15	17	18.15	1.65	0.5	0.83
Bus	FULWELL SOUTH ROAD	281	92.39	7.5	1.15	6	7.15	4.19	0.5	2.1
Bus	FULWELL SOUTH ROAD	33	92.39	7.5	1.15	6	7.15	4.19	1	4.19
Rail	Fulwell	'WATRLMN-SHEPRTN 2H09'	546.15	2	6.83	15.75	22.58	1.33	1	1.33
Rail	Fulwell	'SHEPRTN-WATRLMN 2H10'	546.15	2	6.83	15.75	22.58	1.33	0.5	0.66
Rail	Fulwell	'SHEPRTN-WATRLMN 2H92'	546.15	1	6.83	30.75	37.58	0.8	0.5	0.4
									Total Grid Cell AI:	**14.61**

Appendix C

TIM Plan Outputs

TRANSPORT FOR LONDON



TIM output for Base Year

Scenario: Base Year Mode: All public transport modes, Time of day: AM peak, Direction: From location

50 South Rd, Twickenham TW2 5NT, UK
Easting: 514782, Northing: 172019

Report generated: 28/08/2018

Population and employment: GLA forecasts 2016
Town Centres: GLA 2016
Education: EduBase 2016
Health: NHS Direct, CQC 2016

Code: NT086A05A

Map key - Travel Time

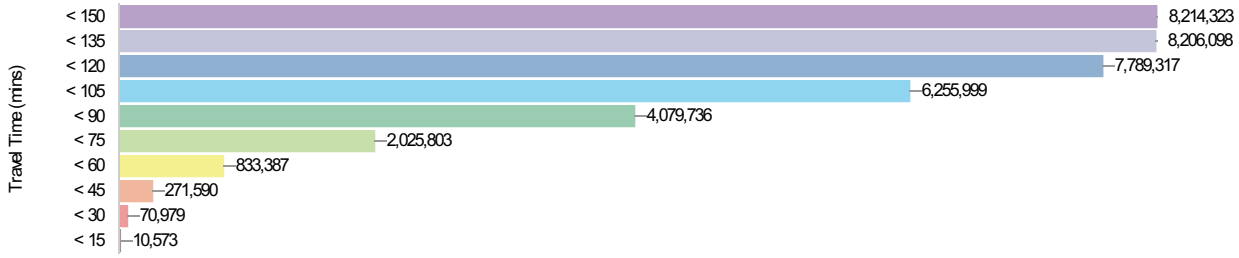
< 15 mins	15 - 30 mins
30 - 45 mins	45 - 60 mins
60 - 75 mins	75 - 90 mins
90 - 105 mins	105 - 120 mins
120 - 135 mins	135 - 150 mins

Map layers

Travel Times

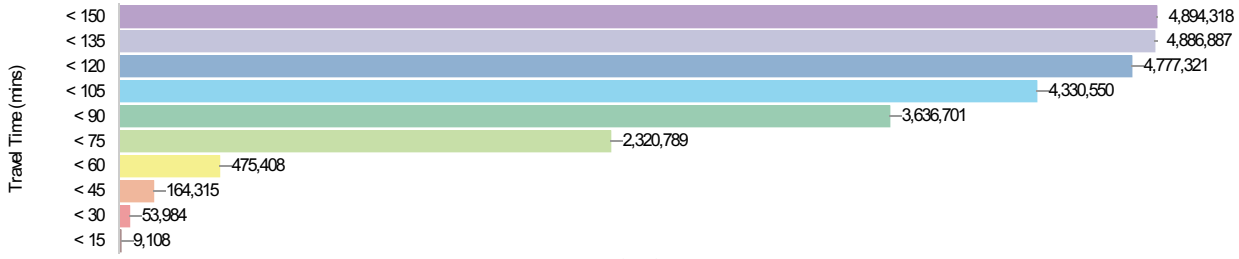
Catchment data for your current selection

Population - Total: London 2011



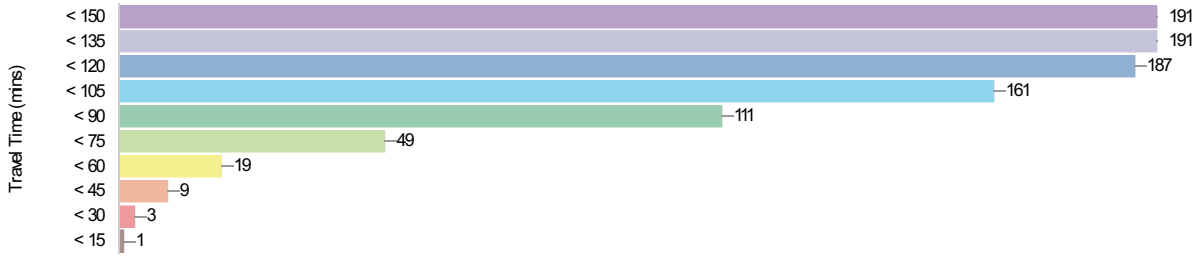
Total: London (2011) 8,217,475

Employment - Jobs: London 2011



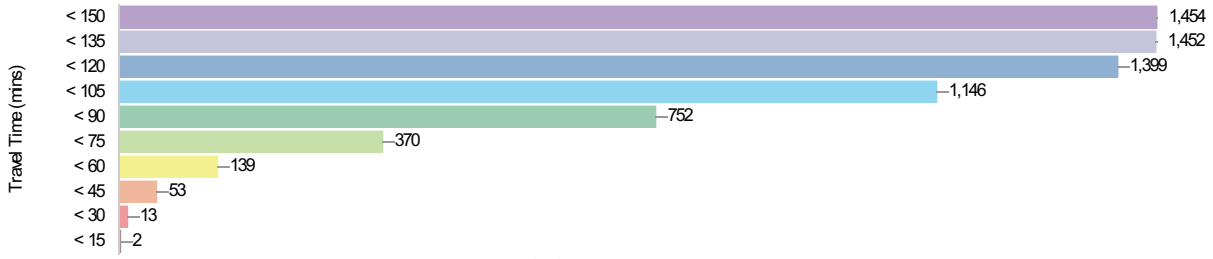
Jobs: London (2011) 4,895,753

Town centres - Metropolitan, major and district: London



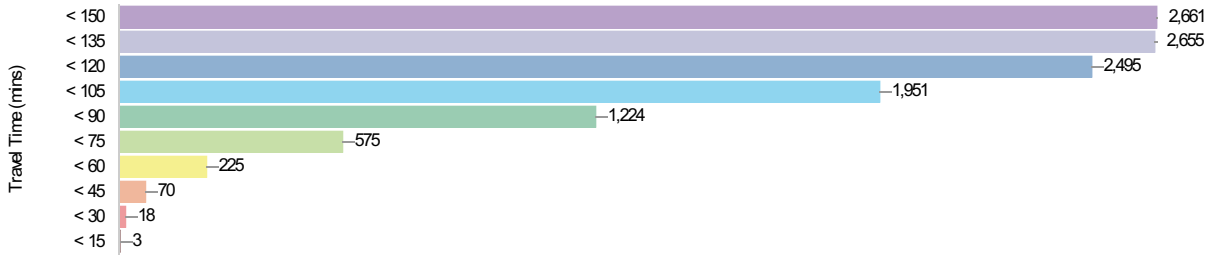
Metropolitan, major and district: London - 191

Health services - GP Surgeries: London



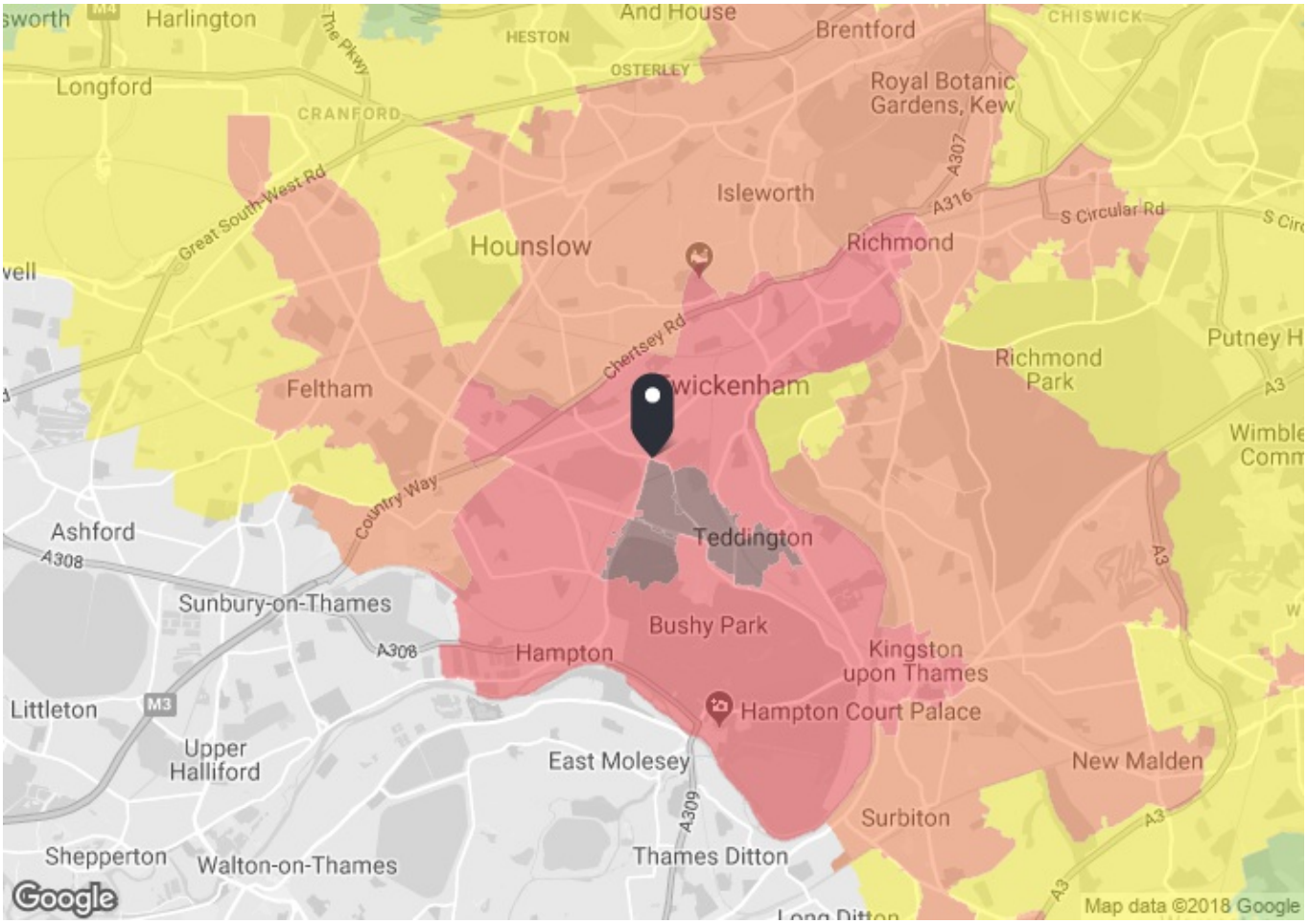
GP Surgeries: London - 1,454

Education establishments - Primary schools: London



Primary schools: London - 2,663

TRANSPORT FOR LONDON



TIM output for Base Year
Scenario: Base Year Mode: All public transport modes, Time of day: Between peak times, Direction: Average

50 South Rd, Twickenham TW2 5NT, UK
Easting: 514782, Northing: 172019

Report generated: 28/08/2018

Population and employment: GLA forecasts 2016
Town Centres: GLA 2016
Education: EduBase 2016
Health: NHS Direct, CQC 2016

Code: NT096I05A

Map key - Travel Time

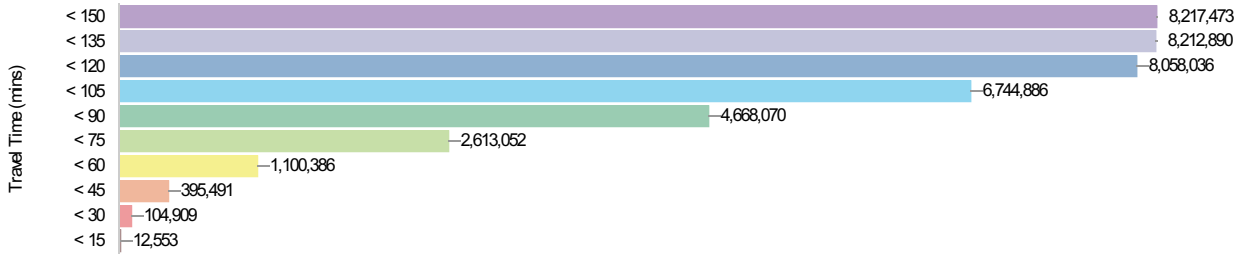
< 15 mins	15 - 30 mins
30 - 45 mins	45 - 60 mins
60 - 75 mins	75 - 90 mins
90 - 105 mins	105 - 120 mins
120 - 135 mins	135 - 150 mins

Map layers

Travel Times

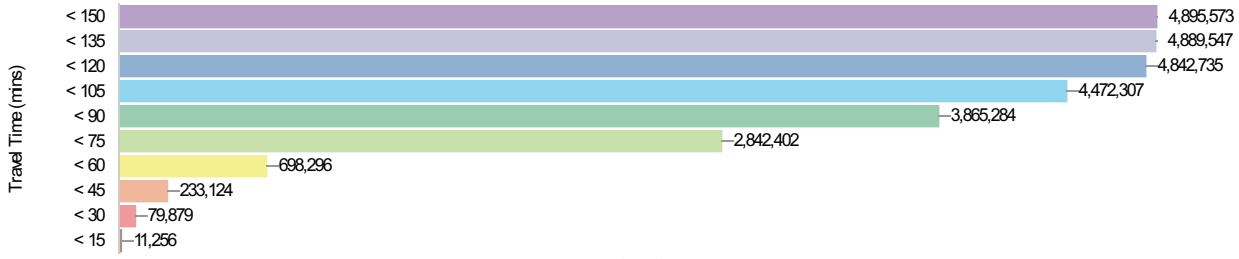
Catchment data for your current selection

Population - Total: London 2011



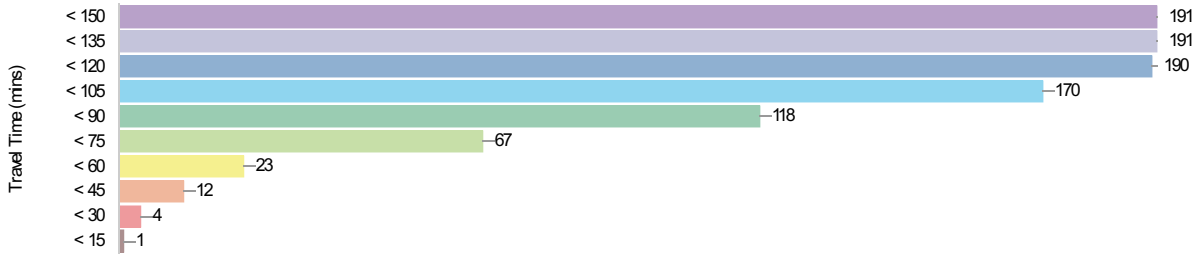
Total: London (2011) 8,217,475

Employment - Jobs: London 2011



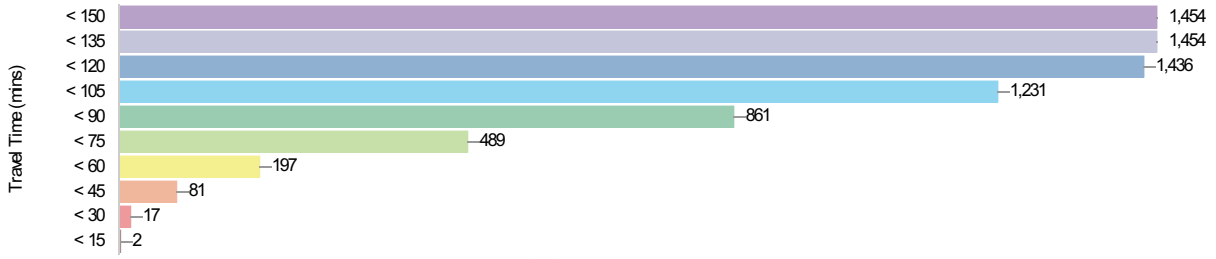
Jobs: London (2011) 4,895,753

Town centres - Metropolitan, major and district: London



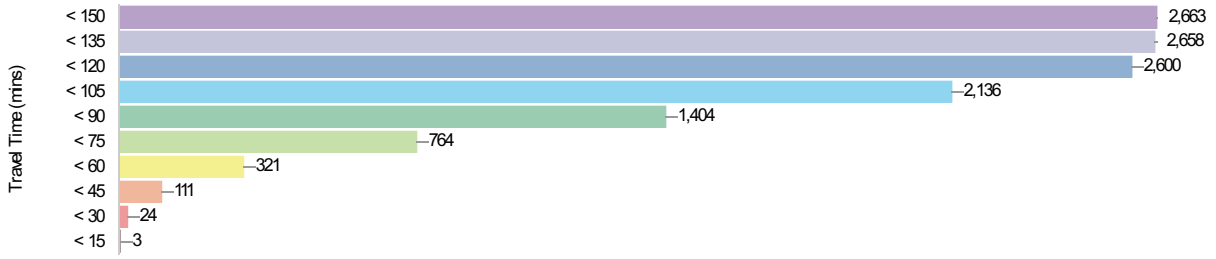
Metropolitan, major and district: London - 191

Health services - GP Surgeries: London



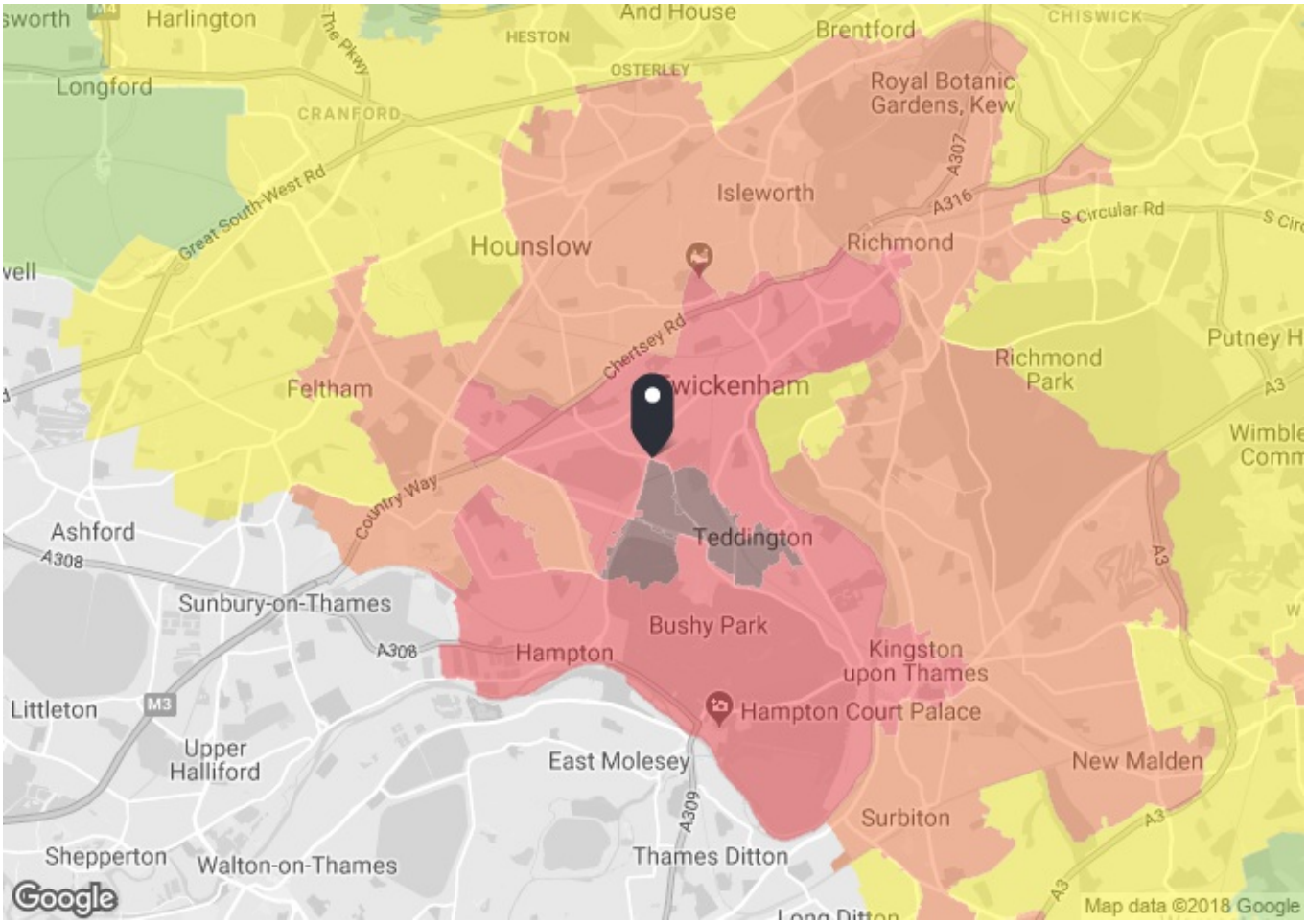
GP Surgeries: London - 1,454

Education establishments - Primary schools: London



Primary schools: London - 2,663

TRANSPORT FOR LONDON



TIM output for Base Year
Scenario: Base Year Mode: All public transport modes, Time of day: PM peak, Direction: Average

50 South Rd, Twickenham TW2 5NT, UK
Easting: 514782, Northing: 172019

Report generated: 28/08/2018

Population and employment: GLA forecasts 2016
Town Centres: GLA 2016
Education: EduBase 2016
Health: NHS Direct, CQC 2016

Code: NT087P05A

Map key - Travel Time

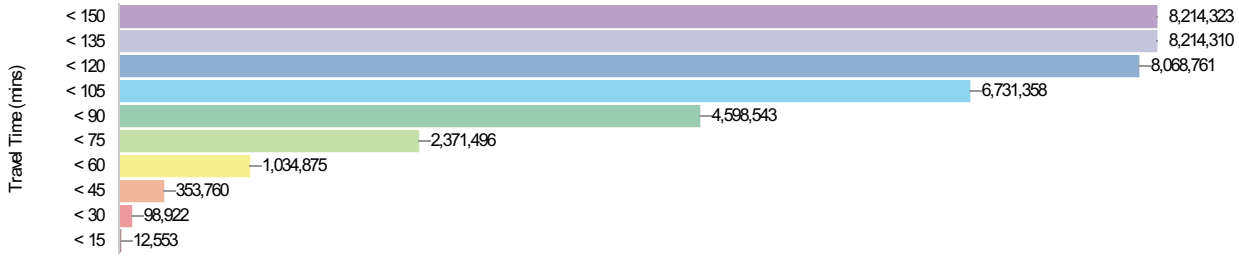
- < 15 mins
- 15 - 30 mins
- 30 - 45 mins
- 45 - 60 mins
- 60 - 75 mins
- 75 - 90 mins
- 90 - 105 mins
- 105 - 120 mins
- 120 - 135 mins
- 135 - 150 mins

Map layers

Travel Times

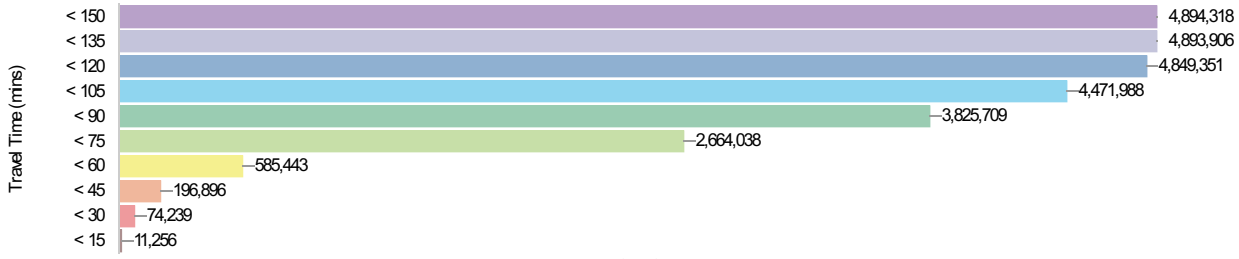
Catchment data for your current selection

Population - Total: London 2011



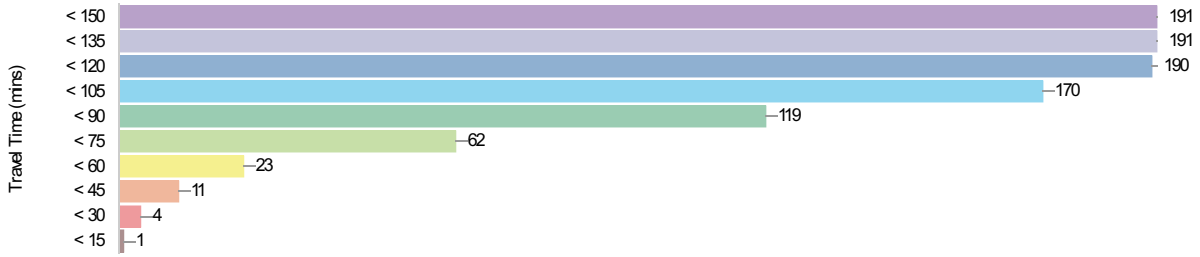
Total: London (2011) 8,217,475

Employment - Jobs: London 2011



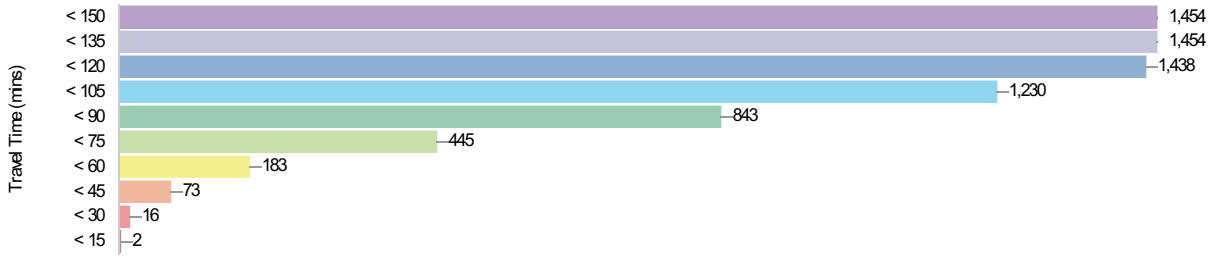
Jobs: London (2011) 4,895,753

Town centres - Metropolitan, major and district: London



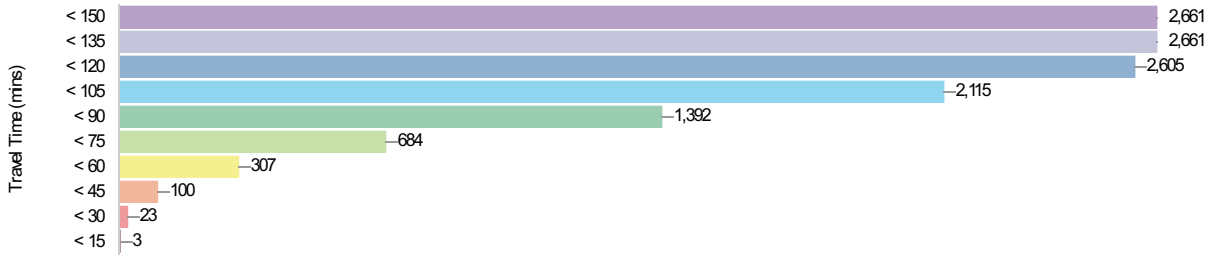
Metropolitan, major and district: London - 191

Health services - GP Surgeries: London



GP Surgeries: London - 1,454

Education establishments - Primary schools: London



Primary schools: London - 2,663

Appendix D

PIA Data Outputs

South Road Personal Injury Collisions 60 mths to 31st Dec 2017 (Provisional)

Summary of Accidents Selected

Site Reference and Description (zero accident counts shown in bold)	Date Period	Accidents
WX GIS AREA B24 South Rd (P)	60 MTS TO DEC-2017	14

The description of how the accident occurred and the contributory factors are the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation

South Road Personal Injury Collisions 60 mths to 31st Dec 2017 (Provisional)

WX GIS AREA B24 South Rd (P) — 60 MTS TO DEC-2017 SORTED BY DATE

1 0113TW60115 SUN 21/04/13 00:25 DARK STANLEY RD J/W SOUTH RD 24 LINK 52-94 514990 / 172000

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT CENTRAL REFUGE

V1 LOST CONTROL WHEN TURNING RIGHT, HITTING N/S BARRIER.

CASUALTY 001 (001) (19 Yrs - F KT5) SLIGHT PASSENGER BACK SEAT

VEHICLE 001 (000) CAR (21 Yrs - M MK42) TURNING RIGHT NW TO S JCT MID
BT - NEGATIVE N/S HIT FIRST
LEFT CWY NEARSIDE/REBOUND HIT NR/OFF BAR

V001 A 410 (LOSS OF CONTROL)
V001 A 403 (POOR TURN OR MANOEUVRE)
V001 B 204 (DEFECTIVE STEERING OR SUSPENSION)
V001 A 602 (CARELESS/RECKLESS/IN A HURRY)

---

2 0113TW60161 MON 13/05/13 20:50 DARK WELLINGTON ROAD J/W SOUTH ROAD 24 NODE 52 514730 / 172060

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG NO XING FACILITY IN 50M

DRIVER OF V1 BECAME ILL AND LOST CONTROL, CONTINUING INTO THE JUNCTION V1 THEN COLLIDED WITH V2.

CASUALTY 001 (001) (25 Yrs - M TW14) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (25 Yrs - M TW14) MOVING OFF N TO S JCT MID
BT - NEGATIVE N/S HIT FIRST

VEHICLE 002 (001) CAR (27 Yrs - M TW3) GOING AHEAD OTHER E TO W JCT MID
BT - NEGATIVE FRONT HIT FIRST

V001 A 505 (ILLNESS OR DISABILITY, MENTAL OR PHYSICAL)
V001 A 410 (LOSS OF CONTROL)
V001 A 401 (JUNCTION OVERSHOOT)

---

3 0113TW60186 FRI 07/06/13 16:20 LIGHT WELLINGTON ROAD J/W SIXTH CROSS ROAD 24 NODE 52 514720 / 172050

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG NO XING FACILITY IN 50M

V2 HAS FAILED TO SLOW IN TIME AND COLLIDED WITH REAR OF V1.

CASUALTY 001 (002) (11 Yrs - F TW7) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (40 Yrs - M KT9) GOING AHEAD HELD UP S TO N JNY PART OF WORK JCT APP
BT - DRV NOT CONTACTED BACK HIT FIRST

VEHICLE 002 (001) PEDAL CYCLE (11 Yrs - F TW7) GOING AHEAD OTHER S TO N TAKING PUPIL TO/FROM SC JCT APP
BT - NOT APPLICABLE FRONT HIT FIRST

V002 A 405 (FAILED TO LOOK PROPERLY)
V002 B 607 (UNFAMILIAR WITH MODEL OF VEHICLE)
V002 A 308 (FOLLOWING TOO CLOSE)

South Road Personal Injury Collisions 60 mths to 31st Dec 2017 (Provisional)

WX GIS AREA B24 South Rd (P) — 60 MTS TO DEC-2017 SORTED BY DATE

4 0113TW60203 TUE 11/06/13 17:51 LIGHT WELLINGTON ROAD J/W SIXTH CROSS ROAD 24 NODE 52 514730 / 172080

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG NO XING FACILITY IN 50M

V1 HAS TURNED RIGHT ACROSS PATH OF V2 WHO WAS OVERTAKING STATIONARY TRAFFIC CAUSING COLLISION.

CASUALTY 001 (002) (27 Yrs - M TW9) SLIGHT DRIVER/RIDER

VEHICLE	001 (002)	GDS =< 3.5T BT - NEGATIVE	(35 Yrs - M TW11)	TURNING RIGHT	W TO S JNY PART OF WORK O/S HIT FIRST	JCT MID
VEHICLE	002 (001)	PEDAL CYCLE BT - NOT APPLICABLE	(27 Yrs - M TW9)	OVERTAKE STAT VEH O/S	S TO N FRONT HIT FIRST	JCT MID

V001 A 701 (VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S))
V001 A 405 (FAILED TO LOOK PROPERLY)
V002 A 405 (FAILED TO LOOK PROPERLY)

---

5 0113TW60231 TUE 09/07/13 16:40 LIGHT SOUTH ROAD/SIXTH CROSS ROAD 50M SOUTH EAST J/W HAMPTON ROAD & WELL 24 LINK 52-94 514780 / 172050

POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY NO JUN IN 20M PEDN PHASE AT ATS

DRV V1 FOOT SLIPPED OFF BRAKE PEDAL & V1 HIT REAR V2 & PUSHED IT INTO REAR V3

CASUALTY 001 (002) (56 Yrs - F KT19) SLIGHT DRIVER/RIDER

VEHICLE	001 (002)	CAR BT - NOT REQUESTED	(30 Yrs - F SW18)	GOING AHEAD OTHER	SE TO NW FRONT HIT FIRST
VEHICLE	002 (003)	CAR BT - NOT REQUESTED	(56 Yrs - F KT19)	GOING AHEAD OTHER	SE TO NW BACK HIT FIRST
VEHICLE	003 (002)	CAR BT - NOT REQUESTED	(35 Yrs - M KT6)	GOING AHEAD OTHER	SE TO NW BACK HIT FIRST

V001 A 410 (LOSS OF CONTROL)
V001 A 405 (FAILED TO LOOK PROPERLY)
V001 A 602 (CARELESS/RECKLESS/IN A HURRY)
V001 A 308 (FOLLOWING TOO CLOSE)
V001 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

South Road Personal Injury Collisions 60 mths to 31st Dec 2017 (Provisional)

WX GIS AREA B24 South Rd (P) — 60 MTS TO DEC-2017 SORTED BY DATE

6 0113TW60436 TUE 19/11/13 08:40 LIGHT SIXTH CROSS ROAD J/W HAMPTON ROAD 24 NODE 52 514740 / 172070

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS

V1 ON N/S OF V2 WAS CAUGHT IN PINCH POINT WHEN BOTH VEHICLES MOVED OFF EAST-BD FROM ATS, BOTH COLLIDED

CASUALTY 001 (001) (21 Yrs - M TW2) SLIGHT DRIVER/RIDER

VEHICLE	001 (002)	PEDAL CYCLE BT - NOT APPLICABLE	(21 Yrs - M TW2)	GOING AHEAD OTHER	W TO E FRONT HIT FIRST	COMM TO/FROM WORK	JCT MID
VEHICLE	002 (001)	GDS =< 3.5T BT - NOT REQUESTED	(27 Yrs - M TW20)	GOING AHEAD OTHER	W TO E N/S HIT FIRST	JNY PART OF WORK	JCT MID

V001 A 308 (FOLLOWING TOO CLOSE)
V001 B 108 (ROAD LAYOUT (EG BEND, HILL, NARROW CARRIAGEWAY))
V002 B 405 (FAILED TO LOOK PROPERLY)
V002 A 409 (SWERVED)
V002 B 108 (ROAD LAYOUT (EG BEND, HILL, NARROW CARRIAGEWAY))

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7 0113TW60478 FRI 20/12/13 09:20 LIGHT HAMPTON ROAD J/W SIXTH CROSS ROAD 24 NODE 52 514730 / 172070

POLICE - OVER COU ROAD-WET WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS

V1 DROVE INTO REAR OF V2 WHO BRAKED/STOPPED TO AVOID AN ACCIDENT WHILE TURNING RIGHT

CASUALTY 001 (001) (46 Yrs - M TW2) SLIGHT DRIVER/RIDER

VEHICLE	001 (002)	CAR BT - DRV NOT CONTACTED	(46 Yrs - M TW2)	TURNING RIGHT	NE TO W BACK HIT FIRST	JCT MID
VEHICLE	002 (001)	CAR BT - DRV NOT CONTACTED	(? Yrs - F TW1)	TURNING RIGHT	NE TO W FRONT HIT FIRST	JCT MID

V001 A 308 (FOLLOWING TOO CLOSE)
V001 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
V002 A 408 (SUDDEN BRAKING)
V001 A 405 (FAILED TO LOOK PROPERLY)
V001 A 602 (CARELESS/RECKLESS/IN A HURRY)

South Road Personal Injury Collisions 60 mths to 31st Dec 2017 (Provisional)

WX GIS AREA B24 South Rd (P) — 60 MTS TO DEC-2017 SORTED BY DATE

8 0114TW60419 MON 15/09/14 11:40 LIGHT SIXTH CROSS ROAD J/W HAMPTON ROAD 24 NODE 52 514730 / 172070

POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS

V1 E/B MOVED OFF FROM ATS; V2 FOLLOWING HER SHUNTED HER

CASUALTY 001 (001) (44 Yrs - F KT7) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) PEDAL CYCLE (44 Yrs - F KT7) MOVING OFF W TO E COMM TO/FROM WORK JCT MID
BT - NOT APPLICABLE O/S HIT FIRST

VEHICLE 002 (001) GDS 3.5-7.5T (? Yrs - M 1) OVERTAKE MOVE VEH O/S W TO E JCT MID
BT - DRV NOT CONTACTED FRONT HIT FIRST

V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
V002 B 602 (CARELESS/RECKLESS/IN A HURRY)
V002 B 403 (POOR TURN OR MANOEUVRE)

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9 0115TW60078 WED 18/03/15 07:59 LIGHT WELLINGTON ROAD J/W SIXTH CROSS ROAD. 24 NODE 52 514720 / 172050

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS

V1 THOUGHT RED LIGHT CHANGED & MOVED OFF IN ERROR & HIT REAR OF V2.

CASUALTY 001 (002) (? Yrs - F UNKN) SLIGHT PASSENGER FRONT SEAT

VEHICLE 001 (002) CAR (44 Yrs - F TW2) MOVING OFF SW TO NE JCT APP
BT - NEGATIVE FRONT HIT FIRST

VEHICLE 002 (001) CAR (50 Yrs - M TW15) GOING AHEAD HELD UP SW TO NE JCT APP
BT - NEGATIVE BACK HIT FIRST

V001 A 405 (FAILED TO LOOK PROPERLY)
V001 A 602 (CARELESS/RECKLESS/IN A HURRY)
V001 A 403 (POOR TURN OR MANOEUVRE)
V001 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

---

10 0115TW60364 WED 28/10/15 08:10 LIGHT WELLINGTON ROAD J/W SIXTH CROSS ROAD 24 NODE 52 514740 / 172050

POLICE - AT SCENE ROAD-WET RAINING/HIGH WINDS SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS

IN WET CONDITIONS, S/B V1 TURNED RIGHT TO MAIN ROAD. SKIDDDED, LEFT ROAD AHEAD , COLLIDED WITH PED CAS

CASUALTY 001 (001) (35 Yrs - M TW2) SLIGHT PEDESTRIAN ON FOOTPATH - VERGE S BOUND

VEHICLE 001 (000) CAR (47 Yrs - F TW2) TURNING RIGHT W TO S COMM TO/FROM WORK JCT MID
BT - NEGATIVE SKIDDED FRONT HIT FIRST
LEFT CWY AHEAD AT JUNCTN HIT KERB HIT OTH OBJECT

V001 A 103 (SLIPPERY ROAD (DUE TO WEATHER))
V001 A 410 (LOSS OF CONTROL)
V001 A 401 (JUNCTION OVERSHOOT)

South Road Personal Injury Collisions 60 mths to 31st Dec 2017 (Provisional)

WX GIS AREA B24 South Rd (P) — 60 MTS TO DEC-2017 SORTED BY DATE

11 01160000373 FRI 04/11/16 08:15 LIGHT SIXTH CROSS ROAD TWICKENHAM J/W WELLINGTON ROAD TWICKENHAM 24 NODE 52 514730 / 172070
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY MULTI JUN AUTO SIG PEDN PHASE AT ATS
NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (002) (16 Yrs - M TW2) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (83 Yrs - F TW2) TURNING RIGHT E TO S ENTERING MAIN RD
BT - NOT REQUESTED FRONT HIT FIRST

VEHICLE 002 (000) M/C <= 50CC (16 Yrs - M TW2) TURNING RIGHT E TO S ENTERING MAIN RD
BT - NOT REQUESTED BACK HIT FIRST

V001 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED) V002 A 603 (NERVOUS/UNCERTAIN/ PANIC)

---

12 01160006084 FRI 09/12/16 11:00 LIGHT SOUTH ROAD 50M W OF J/W WELLINGTON ROAD 24 LINK 52-94 514830 / 172040
POLICE - AT SCENE ROAD-WET WEATHER-FINE DUAL CWY NO JUN IN 20M NO XING FACILITY IN 50M
NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (18 Yrs - F TW2) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) N BOUND FROM DRIVERS N/SIDE MSK

VEHICLE 001 (000) CAR (71 Yrs - M TW2) GOING AHEAD OTHER W TO E
BT - NEGATIVE N/S HIT FIRST

C001 A 808 (CARELESS/RECKLESS/IN A HURRY)

---

13 01170032586 TUE 18/04/17 15:45 LIGHT SOUTH ROAD 30M E OF J/W WELLINGTON ROAD THE NEAREST CLASSIFIED ROA 24 LINK 52-94 514780 / 172050
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M PEDN PHASE AT ATS
NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (002) (42 Yrs - F TW2) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) BUS/COACH (57 Yrs - M TW2) MOVING OFF E TO W
BT - NOT REQUESTED O/S HIT FIRST

VEHICLE 002 (000) PEDAL CYCLE (42 Yrs - F TW2) OVERTAKE MOVE VEH O/S E TO W
BT - NOT APPLICABLE N/S HIT FIRST

V002 A 403 (POOR TURN OR MANOEUVRE) V002 A 410 (LOSS OF CONTROL)

South Road Personal Injury Collisions 60 mths to 31st Dec 2017 (Provisional)

WX GIS AREA B24 South Rd (P) 60 MTS TO DEC-2017 SORTED BY DATE

14 01170068930 WED 08/11/17 15:15 LIGHT SOUTH ROAD 50M E OF J/W WELLINGTON ROAD THE NEAREST CLASSIFIED ROA 24 LINK 52-94 514810 / 172040
POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY NO JUN IN 20M NO XING FACILITY IN 50M
NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (66 Yrs - M UNKN) SLIGHT PASSENGER SEATED ON PSV

VEHICLE 001 (000) BUS/COACH (44 Yrs - M TW13) GOING AHEAD OTHER E TO W JNY PART OF WORK
BT - NOT REQUESTED DID NOT IMPACT

C001 A 999 (OTHER FACTOR)

End of Accidents for WX GIS AREA B24 South Rd (P)

End of Report

South Road Personal Injury Collisions 60 mths to 31st Dec 2017 (Provisional)

Summary of Accidents Selected

Site Reference and Description (zero accident counts shown in bold)	Date Period	Accidents
WX GIS AREA B24 South Rd (P)	60 MTS TO DEC-2017	14

The description of how the accident occurred and the contributory factors are the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation

South Road Personal Injury Collisions 60 mths to 31st Dec 2017 (Provisional)

WX GIS AREA B24 South Rd (P) — 60 MTS TO DEC-2017 SORTED BY DATE

	1	2	3	4	5	6	7	8	9	10
Accident Reference	0113TW60115	0113TW60161	0113TW60186	0113TW60203	0113TW60231	0113TW60436	0113TW60478	0114TW60419	0115TW60078	0115TW60364
Day	SUNDAY	MONDAY	FRIDAY	TUESDAY	TUESDAY	TUESDAY	FRIDAY	MONDAY	WEDNESDAY	WEDNESDAY
Date	21/04/2013	13/05/2013	07/06/2013	11/06/2013	09/07/2013	19/11/2013	20/12/2013	15/09/2014	18/03/2015	28/10/2015
Time	00:25	20:50	16:20	17:51	16:40	08:40	09:20	11:40	07:59	08:10
Light Conditions	DARK	DARK	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT
Road Surface	DRY	DRY	DRY	DRY	DRY	DRY	WET	DRY	DRY	WET
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Pedestrian Location										0
Contributory Factors (* denotes pre 2005)	410 V001 A 204 V001 B 403 V001 A 602 V001 A	505 V001 A 401 V001 A 410 V001 A	405 V002 A 308 V002 A 607 V002 B	701 V001 A 405 V001 A 405 V002 A	410 V001 A 308 V001 A 405 V001 A 406 V001 A 602 V001 A	308 V001 A 409 V002 A 108 V001 B 108 V002 B 405 V002 B	308 V001 A 405 V001 A 406 V001 A 602 V001 A 408 V002 A	406 V002 A 602 V002 B 403 V002 B	405 V001 A 403 V001 A 602 V001 A 406 V001 A	103 V001 A 401 V001 A 410 V001 A
Easting/Northing	514990 172000	514730 172060	514720 172050	514730 172080	514780 172050	514740 172070	514730 172070	514730 172070	514720 172050	514740 172050

Pedestrian	2	14 %
Wet	3	21 %
Dark	2	14 %

Site Diagram

Severity / Months To	12 12/2013	12 12/2014	12 12/2015	12 12/2016	12 12/2017	Total	Pct
Fatal	0	0	0	0	0	**0**	**0.0 %**
Serious	0	0	0	0	0	**0**	**0.0 %**
Slight	7	1	2	2	2	**14**	**100.0 %**
Total	**7**	**1**	**2**	**2**	**2**	**14**	
Pct	**50.0 %**	**7.1 %**	**14.3 %**	**14.3 %**	**14.3 %**		

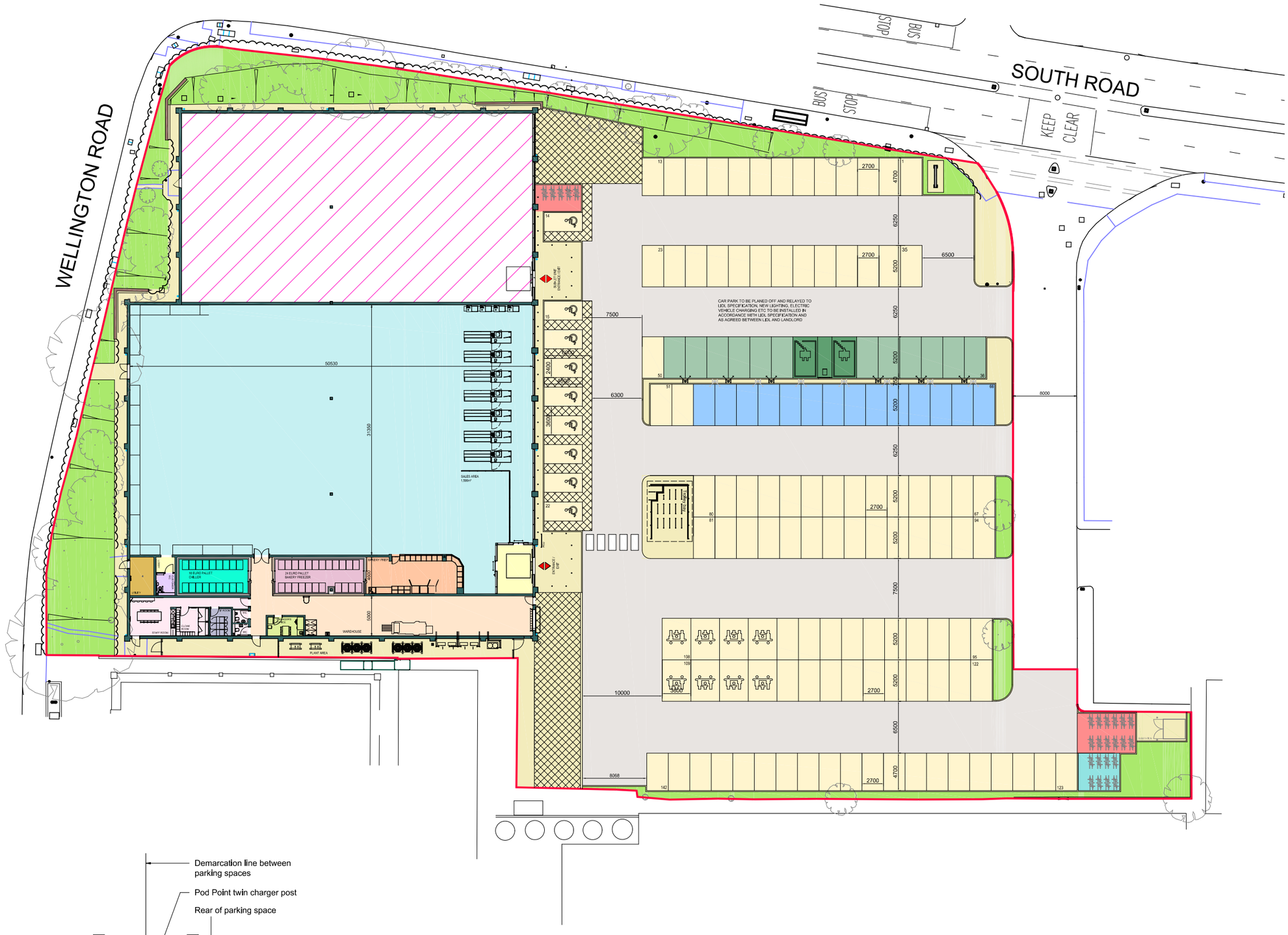
South Road Personal Injury Collisions 60 mths to 31st Dec 2017 (Provisional)

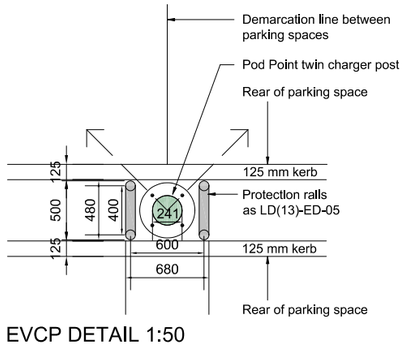
WX GIS AREA B24 South Rd (P) 60 MTS TO DEC-2017 SORTED BY DATE

	11	12	13	14
Accident Reference	01160000373	01160006084	01170032586	01170068930
Day	FRIDAY	FRIDAY	TUESDAY	WEDNESDAY
Date	04/11/2016	09/12/2016	18/04/2017	08/11/2017
Time	08:15	11:00	15:45	15:15
Light Conditions	LIGHT	LIGHT	LIGHT	LIGHT
Road Surface	DRY	WET	DRY	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict				
Pedestrian Location		0		
Contributory Factors (* denotes pre 2005)	406 V001 A 603 V002 A	808 C001 A	403 V002 A 410 V002 A	999 C001 A
Easting/Northing	514730 172070	514830 172040	514780 172050	514810 172040

Appendix E

Architect's Site Layout Plan





EVCP DETAIL 1:50

AREA SCHEDULE

	Site area	0.9406	ha
	Sales area	1,596	sq m
	WAREHOUSE		
	Warehouse	182	
	Bakery warehouse	46	
	Additional chillers	37	
	Total Warehouse	265	
	ANCILLARY AREA		
	Bakery prep	57	
	Manager's office / cash office	11	
	Welfare	60	
	IT room	9	
	Customer wc	7	
	Utility	14	
	Circulation	32	
	Internal partitions	45	
	Total Ancillary	235	
	Total Lidl GIA	2,096	sq m
	Lidl GEA	2,152	sq m
	Sublet unit GIA	1,043	sq m
	Sublet unit GEA	1,081	sq m
	TOTAL GIA	3,139	sq m
	TOTAL GEA	3,233	sq m

PARKING			
Standard		97	
Disabled		9	
Parent & child		8	
EVC rapid charging point		2	
EVC active		12	
EVC passive		14	
TOTAL		142	spaces
Short stay cycle parking		34	
Long stay cycle parking		16	

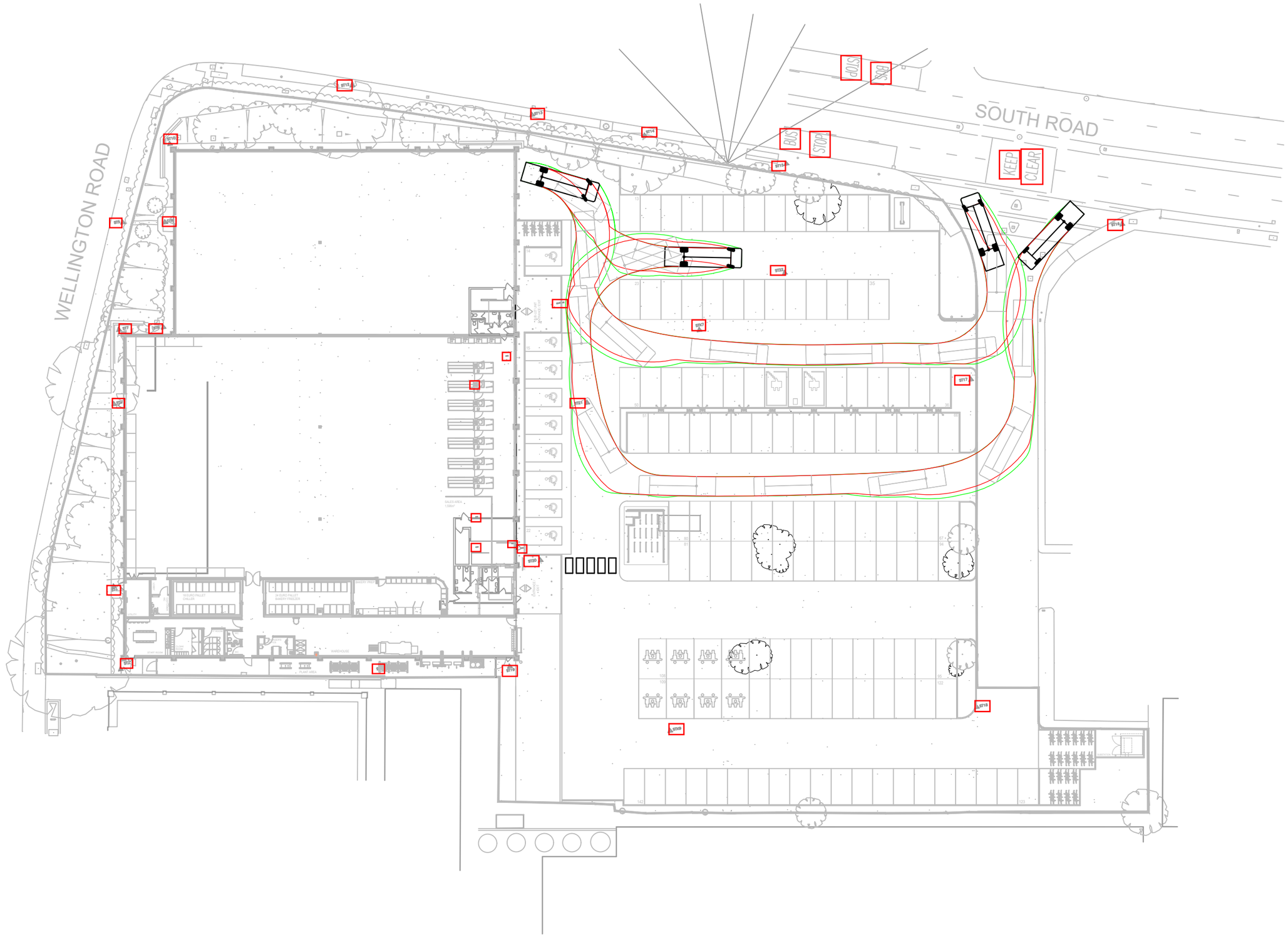
0 10 40m

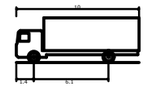
&POOLE PATTLE chartered architects
TEL: 01473 230580 FAX 01473 231549 E-MAIL mail@pooleandpattle.co.uk
9 OBSERVATION COURT 84 PRINCES STREET IPSWICH SUFFOLK IP1 1RY

Project	Date	Scale
LIDL, SOUTH ROAD, TWICKENHAM	JUL 2018	1:500 @ A3
Drawing: SITE PLAN AS PROPOSED	3900 / 101	K

Appendix F

Swept Path Analysis – 16.5 Metre Articulated Vehicle





FTA Design HG Rigid Vehicle (1998)

Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

84 North Street
Guildford
Surrey
GU1 4AU

T: 01483 531 300

Golden Cross House
8 Duncannon Street
London
WC2N 4JF

T: 020 7031 8141

www.motion.co.uk

Project:
50 South Road, Twickenham

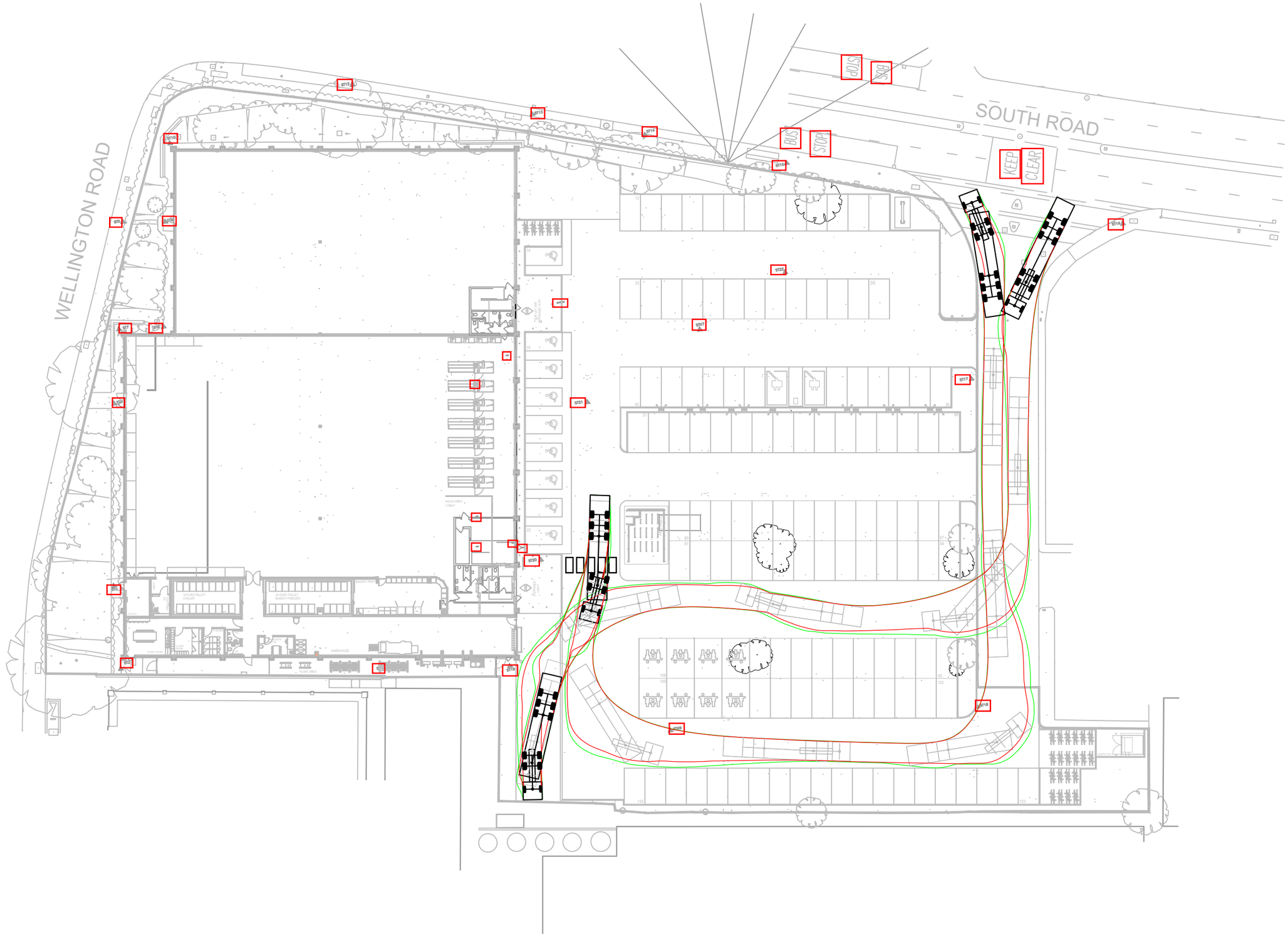
Title:
Swept Path Analysis
10m Rigid

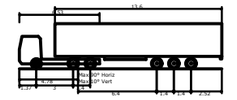
Scale: 1:500 (@ A3)

Drawing: 1807029-TK02

Revision: C

N:\Projects\lifulw 1807029\Drawings\1807029-TK02C - TK03C.dwg





Max Legal Length (UK) Articulated Vehicle (16.5m)	
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.90s
Kerb to Kerb Turning Radius	6.530m

motion

84 North Street
Guildford
Surrey
GU1 4AU

T: 01483 531 300

Golden Cross House
8 Duncannon Street
London
WC2N 4JF

T: 020 7031 8141

www.motion.co.uk

Project:
50 South Road, Twickenham

Title:
Swept Path Analysis
16.5m Articulated Vehicle

Scale: 1:500 (@ A3)

Drawing: 1807029-TK03

Revision: C

N:\Projects\lifulw 1807029\Drawings\1807029-TK02C - TK03C.dwg

Appendix G

TRICS Output – DIY Superstore (Without Garden Centre)

Calculation Reference: AUDIT-734001-181115-1104

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : E - DIY SUPERSTORE - WITHOUT GARDEN CENT
VEHICLES

Selected regions and areas:

03	SOUTH WEST		
	DC	DORSET	1 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 2400 to 5800 (units: sqm)
Range Selected by User: 100 to 5800 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/02 to 18/11/17

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

Selected survey days:
Friday 2 days

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

Selected survey types:
Manual count 2 days
Directional ATC Count 0 days

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

Selected Locations:
Edge of Town 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:
Retail Zone 2

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

Secondary Filtering selection:

Use Class:
A1 2 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
20,001 to 25,000 1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	1 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	2 days

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

Travel Plan:

Not Known	1 days
No	1 days

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

PTAL Rating:

No PTAL Present	2 days

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

LIST OF SITES relevant to selection parameters

1	DC-01-E-01	HOMEBASE		DORSET
	MALLARD ROAD			
	BOURNEMOUTH			
	MALLARD RD RET. PARK			
	Edge of Town			
	Retail Zone			
	Total Gross floor area:		5800 sqm	
	Survey date: FRIDAY		*21/03/14*	*Survey Type: MANUAL*
2	LN-01-E-01	WICKES		LINCOLNSHIRE
	OUTER CIRCLE ROAD			
	LINCOLN			
	Edge of Town			
	Retail Zone			
	Total Gross floor area:		2400 sqm	
	Survey date: FRIDAY		*26/04/02*	*Survey Type: MANUAL*

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

TRIP RATE for Land Use 01 - RETAIL/E - DIY SUPERSTORE - WITHOUT GARDEN CENT
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	4100	0.402	2	4100	0.293	2	4100	0.695
08:00 - 09:00	2	4100	0.780	2	4100	0.659	2	4100	1.439
09:00 - 10:00	2	4100	1.402	2	4100	1.098	2	4100	2.500
10:00 - 11:00	2	4100	1.610	2	4100	1.415	2	4100	3.025
11:00 - 12:00	2	4100	2.024	2	4100	2.268	2	4100	4.292
12:00 - 13:00	2	4100	1.890	2	4100	1.963	2	4100	3.853
13:00 - 14:00	2	4100	1.951	2	4100	1.927	2	4100	3.878
14:00 - 15:00	2	4100	1.902	2	4100	1.927	2	4100	3.829
15:00 - 16:00	2	4100	1.720	2	4100	1.598	2	4100	3.318
16:00 - 17:00	2	4100	1.427	2	4100	1.488	2	4100	2.915
17:00 - 18:00	2	4100	0.951	2	4100	1.085	2	4100	2.036
18:00 - 19:00	2	4100	1.024	2	4100	0.976	2	4100	2.000
19:00 - 20:00	2	4100	0.878	2	4100	1.183	2	4100	2.061
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			17.961			17.880			35.841

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:	2400 - 5800 (units: sqm)
Survey date date range:	01/01/02 - 18/11/17
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/E - DIY SUPERSTORE - WITHOUT GARDEN CENT
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	4100	0.000	2	4100	0.012	2	4100	0.012
08:00 - 09:00	2	4100	0.049	2	4100	0.061	2	4100	0.110
09:00 - 10:00	2	4100	0.000	2	4100	0.012	2	4100	0.012
10:00 - 11:00	2	4100	0.037	2	4100	0.037	2	4100	0.074
11:00 - 12:00	2	4100	0.049	2	4100	0.037	2	4100	0.086
12:00 - 13:00	2	4100	0.024	2	4100	0.024	2	4100	0.048
13:00 - 14:00	2	4100	0.024	2	4100	0.024	2	4100	0.048
14:00 - 15:00	2	4100	0.024	2	4100	0.024	2	4100	0.048
15:00 - 16:00	2	4100	0.012	2	4100	0.000	2	4100	0.012
16:00 - 17:00	2	4100	0.012	2	4100	0.037	2	4100	0.049
17:00 - 18:00	2	4100	0.000	2	4100	0.000	2	4100	0.000
18:00 - 19:00	2	4100	0.012	2	4100	0.000	2	4100	0.012
19:00 - 20:00	2	4100	0.000	2	4100	0.000	2	4100	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.243			0.268			0.511

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

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

TRIP RATE for Land Use 01 - RETAIL/E - DIY SUPERSTORE - WITHOUT GARDEN CENT
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	4100	0.012	2	4100	0.000	2	4100	0.012
08:00 - 09:00	2	4100	0.012	2	4100	0.000	2	4100	0.012
09:00 - 10:00	2	4100	0.012	2	4100	0.012	2	4100	0.024
10:00 - 11:00	2	4100	0.000	2	4100	0.012	2	4100	0.012
11:00 - 12:00	2	4100	0.024	2	4100	0.012	2	4100	0.036
12:00 - 13:00	2	4100	0.000	2	4100	0.012	2	4100	0.012
13:00 - 14:00	2	4100	0.000	2	4100	0.000	2	4100	0.000
14:00 - 15:00	2	4100	0.024	2	4100	0.000	2	4100	0.024
15:00 - 16:00	2	4100	0.000	2	4100	0.012	2	4100	0.012
16:00 - 17:00	2	4100	0.000	2	4100	0.000	2	4100	0.000
17:00 - 18:00	2	4100	0.000	2	4100	0.012	2	4100	0.012
18:00 - 19:00	2	4100	0.012	2	4100	0.000	2	4100	0.012
19:00 - 20:00	2	4100	0.000	2	4100	0.012	2	4100	0.012
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.096			0.084			0.180

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

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

Calculation Reference: AUDIT-734001-181115-1158

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : E - DIY SUPERSTORE - WITHOUT GARDEN CENT
VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	WS	WEST SUSSEX	1 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
	LN	LINCOLNSHIRE	1 days
08	NORTH WEST		
	LC	LANCASHIRE	1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 1840 to 3268 (units: sqm)
Range Selected by User: 100 to 5800 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/02 to 18/11/17

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

Selected survey days:

Saturday	4 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 undertaking using machines.

Selected Locations:

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

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

Selected Location Sub Categories:

Retail Zone	3
Built-Up Zone	1

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

Secondary Filtering selection:

Use Class:

A1	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®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	1 days
20,001 to 25,000	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:

75,001 to 100,000	1 days
125,001 to 250,000	3 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
1.1 to 1.5	1 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	4 days

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

Travel Plan:

Not Known	1 days
No	3 days

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

PTAL Rating:

No PTAL Present	4 days

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

LIST OF SITES relevant to selection parameters

1 DS-01-E-01 WICKES DERBYSHIRE
WHEATBRIDGE ROAD
CHESTERFIELD
WHEATBRIDGE RETAIL PK
Suburban Area (PPS6 Out of Centre)
Retail Zone
Total Gross floor area: 1840 sqm
Survey date: SATURDAY 24/06/06 Survey Type: MANUAL

2 LC-01-E-04 WICKES LANCASHIRE
SAINT GEORGE STREET
CHORLEY

Edge of Town Centre
Retail Zone
Total Gross floor area: 3268 sqm
Survey date: SATURDAY 18/11/17 Survey Type: MANUAL

3 LN-01-E-01 WICKES LINCOLNSHIRE
OUTER CIRCLE ROAD
LINCOLN

Edge of Town
Retail Zone
Total Gross floor area: 2400 sqm
Survey date: SATURDAY 08/06/02 Survey Type: MANUAL

4 WS-01-E-02 FOCUS WEST SUSSEX
LONDON ROAD
BURGESS HILL

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 1850 sqm
Survey date: SATURDAY 28/11/09 Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
ES-01-E-11	Small site

TRIP RATE for Land Use 01 - RETAIL/E - DIY SUPERSTORE - WITHOUT GARDEN CENT
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3	2503	0.453	3	2503	0.226	3	2503	0.679
08:00 - 09:00	4	2340	1.902	4	2340	1.336	4	2340	3.238
09:00 - 10:00	4	2340	3.847	4	2340	3.099	4	2340	6.946
10:00 - 11:00	4	2340	4.851	4	2340	4.723	4	2340	9.574
11:00 - 12:00	4	2340	5.770	4	2340	5.557	4	2340	11.327
12:00 - 13:00	4	2340	5.920	4	2340	5.963	4	2340	11.883
13:00 - 14:00	4	2340	5.610	4	2340	6.006	4	2340	11.616
14:00 - 15:00	4	2340	6.016	4	2340	5.867	4	2340	11.883
15:00 - 16:00	4	2340	5.514	4	2340	5.503	4	2340	11.017
16:00 - 17:00	4	2340	4.253	4	2340	4.477	4	2340	8.730
17:00 - 18:00	4	2340	2.800	4	2340	3.633	4	2340	6.433
18:00 - 19:00	4	2340	2.020	4	2340	2.244	4	2340	4.264
19:00 - 20:00	4	2340	1.197	4	2340	1.453	4	2340	2.650
20:00 - 21:00	1	3268	1.224	1	3268	1.193	1	3268	2.417
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			51.377			51.280			102.657

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:	1840 - 3268 (units: sqm)
Survey date date range:	01/01/02 - 18/11/17
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	4
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

TRIP RATE for Land Use 01 - RETAIL/E - DIY SUPERSTORE - WITHOUT GARDEN CENT
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3	2503	0.027	3	2503	0.013	3	2503	0.040
08:00 - 09:00	4	2340	0.032	4	2340	0.032	4	2340	0.064
09:00 - 10:00	4	2340	0.021	4	2340	0.032	4	2340	0.053
10:00 - 11:00	4	2340	0.043	4	2340	0.021	4	2340	0.064
11:00 - 12:00	4	2340	0.021	4	2340	0.021	4	2340	0.042
12:00 - 13:00	4	2340	0.011	4	2340	0.021	4	2340	0.032
13:00 - 14:00	4	2340	0.011	4	2340	0.021	4	2340	0.032
14:00 - 15:00	4	2340	0.032	4	2340	0.011	4	2340	0.043
15:00 - 16:00	4	2340	0.011	4	2340	0.011	4	2340	0.022
16:00 - 17:00	4	2340	0.000	4	2340	0.011	4	2340	0.011
17:00 - 18:00	4	2340	0.000	4	2340	0.021	4	2340	0.021
18:00 - 19:00	4	2340	0.011	4	2340	0.011	4	2340	0.022
19:00 - 20:00	4	2340	0.000	4	2340	0.000	4	2340	0.000
20:00 - 21:00	1	3268	0.000	1	3268	0.000	1	3268	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.220			0.226			0.446

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

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

TRIP RATE for Land Use 01 - RETAIL/E - DIY SUPERSTORE - WITHOUT GARDEN CENT
PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3	2503	0.000	3	2503	0.000	3	2503	0.000
08:00 - 09:00	4	2340	0.000	4	2340	0.000	4	2340	0.000
09:00 - 10:00	4	2340	0.000	4	2340	0.000	4	2340	0.000
10:00 - 11:00	4	2340	0.000	4	2340	0.000	4	2340	0.000
11:00 - 12:00	4	2340	0.000	4	2340	0.000	4	2340	0.000
12:00 - 13:00	4	2340	0.011	4	2340	0.000	4	2340	0.011
13:00 - 14:00	4	2340	0.000	4	2340	0.011	4	2340	0.011
14:00 - 15:00	4	2340	0.011	4	2340	0.011	4	2340	0.022
15:00 - 16:00	4	2340	0.000	4	2340	0.000	4	2340	0.000
16:00 - 17:00	4	2340	0.000	4	2340	0.000	4	2340	0.000
17:00 - 18:00	4	2340	0.000	4	2340	0.000	4	2340	0.000
18:00 - 19:00	4	2340	0.000	4	2340	0.000	4	2340	0.000
19:00 - 20:00	4	2340	0.000	4	2340	0.000	4	2340	0.000
20:00 - 21:00	1	3268	0.000	1	3268	0.000	1	3268	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.022			0.022			0.044

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

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

TRIP RATE for Land Use 01 - RETAIL/E - DIY SUPERSTORE - WITHOUT GARDEN CENT
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3	2503	0.000	3	2503	0.000	3	2503	0.000
08:00 - 09:00	4	2340	0.011	4	2340	0.000	4	2340	0.011
09:00 - 10:00	4	2340	0.000	4	2340	0.000	4	2340	0.000
10:00 - 11:00	4	2340	0.000	4	2340	0.000	4	2340	0.000
11:00 - 12:00	4	2340	0.000	4	2340	0.000	4	2340	0.000
12:00 - 13:00	4	2340	0.000	4	2340	0.000	4	2340	0.000
13:00 - 14:00	4	2340	0.011	4	2340	0.000	4	2340	0.011
14:00 - 15:00	4	2340	0.011	4	2340	0.011	4	2340	0.022
15:00 - 16:00	4	2340	0.011	4	2340	0.000	4	2340	0.011
16:00 - 17:00	4	2340	0.000	4	2340	0.032	4	2340	0.032
17:00 - 18:00	4	2340	0.011	4	2340	0.011	4	2340	0.022
18:00 - 19:00	4	2340	0.000	4	2340	0.000	4	2340	0.000
19:00 - 20:00	4	2340	0.000	4	2340	0.000	4	2340	0.000
20:00 - 21:00	1	3268	0.000	1	3268	0.000	1	3268	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.055			0.054			0.109

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.*

Appendix H

Lidl London Trip Rates and Trips

Proposed Lidl Fulwell Store
Trip Rate Analysis
Cricklewood (2016)

Friday

	Mode of travel by group - from survey, adjusted for sample & observed cars								
	Walk	**Bus**	**Cycle**	**Car Driver**	**Car Pass**	**Train**	**Tube**	**Other**	***Total***
No	1,344	1,444	49	2,250	1,023	6	11	64	*6,191*
%	*21.7%*	*23.3%*	*0.8%*	*36.3%*	*16.5%*	*0.1%*	*0.2%*	*1.0%*	*100.0%*

Factor 100 sqm
Units 1025 sqm

Friday Daily Profile - Observed

	Arrivals		**Departures**		**Totals**		***Accum****
Time Range	**Veh Trip Rate**	**Trips**	**Veh Trip Rate**	**Trips**	**Veh Trip Rate**	**Trips**	*3*
00:00-01:00							*3*
01:00-02:00							*3*
02:00-03:00							*3*
03:00-04:00							*3*
04:00-05:00							*3*
05:00-06:00							*3*
06:00-07:00							*3*
07:00-08:00	0.49	5	0.29	3	0.78	8	*5*
08:00-09:00	5.17	53	3.80	39	8.98	92	*19*
09:00-10:00	7.71	79	6.93	71	14.63	150	*27*
10:00-11:00	9.56	98	7.80	80	17.37	178	*45*
11:00-12:00	10.44	107	10.05	103	20.49	210	*49*
12:00-13:00	9.17	94	10.34	106	19.51	200	*37*
13:00-14:00	8.00	82	7.80	80	15.80	162	*39*
14:00-15:00	8.59	88	8.88	91	17.46	179	*36*
15:00-16:00	8.98	92	8.00	82	16.98	174	*46*
16:00-17:00	8.00	82	9.07	93	17.07	175	*35*
17:00-18:00	9.07	93	9.27	95	18.34	188	*33*
18:00-19:00	7.61	78	8.20	84	15.80	162	*27*
19:00-20:00	7.80	80	7.80	80	15.61	160	*27*
20:00-21:00	5.95	61	6.63	68	12.59	129	*20*
21:00-22:00	4.488	46	4.98	51	9.46	97	*15*
22:00-23:00							*15*
23:00-24:00							*15*
Daily:	**111.02**	**1,138**	**109.85**	**1,126**	**220.88**	**2,264**	

***Includes taxi trips to the site**

Proposed Lidl Fulwell Store
Trip Rate Analysis
Cricklewood (2016)

Saturday

	Mode of travel by group - from survey, adjusted for sample & observed cars								
	Walk	**Bus**	**Cycle**	**Car Driver**	**Car Pass**	**Train**	**Tube**	**Other**	***Total***
No	1,427	1,752	69	2,624	1,608	6	9	61	*7,556*
%	*18.9%*	*23.2%*	*0.9%*	*34.7%*	*21.3%*	*0.1%*	*0.1%*	*0.8%*	*100.0%*

Factor 100 sqm
Units 1025 sqm

Saturday Daily Profile - Observed

	Arrivals		**Departures**		**Totals**		***Accum****
Time Range	**Veh Trip Rate**	**Trips**	**Veh Trip Rate**	**Trips**	**Veh Trip Rate**	**Trips**	*3*
00:00-01:00							*3*
01:00-02:00							*3*
02:00-03:00							*3*
03:00-04:00							*3*
04:00-05:00							*3*
05:00-06:00							*3*
06:00-07:00							*3*
07:00-08:00	0.68	7	0.00	0	0.68	7	*10*
08:00-09:00	8.98	92	5.27	54	14.24	146	*48*
09:00-10:00	10.15	104	9.66	99	19.80	203	*53*
10:00-11:00	10.83	111	9.76	100	20.59	211	*64*
11:00-12:00	9.95	102	10.44	107	20.39	209	*59*
12:00-13:00	11.80	121	10.93	112	22.73	233	*68*
13:00-14:00	9.66	99	11.61	119	21.27	218	*48*
14:00-15:00	11.32	116	10.24	105	21.56	221	*59*
15:00-16:00	10.63	109	10.44	107	21.07	216	*61*
16:00-17:00	10.83	111	10.73	110	21.56	221	*62*
17:00-18:00	10.93	112	10.63	109	21.56	221	*65*
18:00-19:00	8.88	91	11.12	114	20.00	205	*42*
19:00-20:00	6.73	69	8.39	86	15.12	155	*25*
20:00-21:00	5.27	54	6.15	63	11.41	117	*16*
21:00-22:00	2.537	26	3.02	31	5.56	57	*11*
22:00-23:00							*11*
23:00-24:00							*11*
Daily:	**129.17**	**1,324**	**128.39**	**1,316**	**257.56**	**2,640**	

***Includes taxi trips to the site**

Proposed Lidl Fulwell Store
Trip Rate Analysis
Cricklewood (2016)

Monday

	Mode of travel by group - from survey, adjusted for sample & observed cars								
	Walk	**Bus**	**Cycle**	**Car Driver**	**Car Pass**	**Train**	**Tube**	**Other**	***Total***
No	1,716	1,501	69	2,155	986	1	6	88	*6,522*
%	*26.3%*	*23.0%*	*1.1%*	*33.0%*	*15.1%*	*0.0%*	*0.1%*	*1.3%*	*100.0%*

Factor 100 sqm
Units 1025 sqm

Monday Daily Profile - Observed

	Arrivals		**Departures**		**Totals**		***Accum****
Time Range	**Veh Trip Rate**	**Trips**	**Veh Trip Rate**	**Trips**	**Veh Trip Rate**	**Trips**	*2*
00:00-01:00							*2*
01:00-02:00							*2*
02:00-03:00							*2*
03:00-04:00							*2*
04:00-05:00							*2*
05:00-06:00							*2*
06:00-07:00							*2*
07:00-08:00	0.29	3	0.20	2	0.49	5	*3*
08:00-09:00	4.88	50	2.54	26	7.41	76	*27*
09:00-10:00	7.12	73	5.46	56	12.59	129	*44*
10:00-11:00	7.61	78	6.15	63	13.76	141	*59*
11:00-12:00	9.17	94	8.88	91	18.05	185	*62*
12:00-13:00	8.78	90	8.10	83	16.88	173	*69*
13:00-14:00	8.59	88	8.68	89	17.27	177	*68*
14:00-15:00	10.05	103	10.15	104	20.20	207	*67*
15:00-16:00	6.63	68	8.49	87	15.12	155	*48*
16:00-17:00	7.12	73	7.12	73	14.24	146	*48*
17:00-18:00	9.17	94	8.88	91	18.05	185	*51*
18:00-19:00	8.39	86	8.88	91	17.27	177	*46*
19:00-20:00	8.78	90	8.88	91	17.66	181	*45*
20:00-21:00	7.02	72	9.17	94	16.20	166	*23*
21:00-22:00	3.12	32	3.90	40	7.02	72	*15*
22:00-23:00							*15*
23:00-24:00							*15*
Daily:	**106.73**	**1,094**	**105.46**	**1,081**	**212.20**	**2,175**	

***Includes taxi trips to the site**

Proposed Lidl Fulwell Store
Trip Rate Analysis
Mitcham (2016)

Friday

	Mode of travel by group - from survey, adjusted for sample & observed cars								
	Walk	**Bus**	**Cycle**	**Car Driver**	**Car Pass**	**Train**	**Tube**	**Other**	***Total***
No	2,110	548	73	3,090	1,451	8	2	60	*7,342*
%	*28.7%*	*7.5%*	*1.0%*	*42.1%*	*19.8%*	*0.1%*	*0.0%*	*0.8%*	*100.0%*

Factor 100 sqm
Friday Daily Profile - Observed Units 1376 sqm

	Arrivals		**Departures**		**Totals**		***Accum****
Time Range	**Veh Trip Rate**	**Trips**	**Veh Trip Rate**	**Trips**	**Veh Trip Rate**	**Trips**	*3*
00:00-01:00							*3*
01:00-02:00							*3*
02:00-03:00							*3*
03:00-04:00							*3*
04:00-05:00							*3*
05:00-06:00							*3*
06:00-07:00							*3*
07:00-08:00	0.94	13	0.44	6	1.38	19	*10*
08:00-09:00	6.76	93	4.94	68	11.70	161	*35*
09:00-10:00	7.19	99	7.34	101	14.53	200	*33*
10:00-11:00	7.34	101	7.27	100	14.61	201	*34*
11:00-12:00	8.43	116	7.63	105	16.06	221	*45*
12:00-13:00	9.08	125	9.01	124	18.10	249	*46*
13:00-14:00	7.92	109	7.85	108	15.77	217	*47*
14:00-15:00	8.28	114	9.01	124	17.30	238	*37*
15:00-16:00	8.87	122	7.49	103	16.35	225	*56*
16:00-17:00	10.25	141	10.39	143	20.64	284	*54*
17:00-18:00	10.83	149	9.81	135	20.64	284	*68*
18:00-19:00	8.50	117	10.17	140	18.68	257	*45*
19:00-20:00	7.12	98	8.14	112	15.26	210	*31*
20:00-21:00	6.98	96	7.63	105	14.61	201	*22*
21:00-22:00	4.14	57	4.80	66	8.94	123	*13*
22:00-23:00							*13*
23:00-24:00							*13*
Daily:	**112.65**	**1,550**	**111.92**	**1,540**	**224.56**	**3,090**	

***Includes taxi trips to the site**

Proposed Lidl Fulwell Store
Trip Rate Analysis
Mitcham (2016)

Saturday

	Mode of travel by group - from survey, adjusted for sample & observed cars								
	Walk	**Bus**	**Cycle**	**Car Driver**	**Car Pass**	**Train**	**Tube**	**Other**	***Total***
No	2,225	456	96	3,135	1,754	8	0	24	*7,698*
%	*28.9%*	*5.9%*	*1.2%*	*40.7%*	*22.8%*	*0.1%*	*0.0%*	*0.3%*	*100.0%*

Factor 100 sqm
Units 1376 sqm

Saturday Daily Profile - Observed

	Arrivals		**Departures**		**Totals**		***Accum****
Time Range	**Veh Trip Rate**	**Trips**	**Veh Trip Rate**	**Trips**	**Veh Trip Rate**	**Trips**	*1*
00:00-01:00							*1*
01:00-02:00							*1*
02:00-03:00							*1*
03:00-04:00							*1*
04:00-05:00							*1*
05:00-06:00							*1*
06:00-07:00							*1*
07:00-08:00	0.94	13	0.22	3	1.16	16	*11*
08:00-09:00	5.96	82	4.22	58	10.17	140	*35*
09:00-10:00	7.78	107	7.49	103	15.26	210	*39*
10:00-11:00	8.07	111	8.21	113	16.28	224	*37*
11:00-12:00	9.96	137	9.08	125	19.04	262	*49*
12:00-13:00	9.96	137	9.38	129	19.33	266	*57*
13:00-14:00	9.96	137	10.39	143	20.35	280	*51*
14:00-15:00	8.07	111	8.21	113	16.28	224	*49*
15:00-16:00	9.38	129	9.23	127	18.60	256	*51*
16:00-17:00	10.03	138	10.76	148	20.78	286	*41*
17:00-18:00	9.45	130	8.79	121	18.24	251	*50*
18:00-19:00	8.21	113	8.72	120	16.93	233	*43*
19:00-20:00	7.27	100	8.36	115	15.63	215	*28*
20:00-21:00	5.09	70	5.52	76	10.61	146	*22*
21:00-22:00	4.14	57	5.01	69	9.16	126	*10*
22:00-23:00							*10*
23:00-24:00							*10*
Daily:	**114.24**	**1,572**	**113.59**	**1,563**	**227.83**	**3,135**	

***Includes taxi trips to the site**

Proposed Lidl Fulwell Store
Trip Rate Analysis
Tooting (2016)

Friday

	Mode of travel by group - from survey, adjusted for sample & observed cars								
	Walk	**Bus**	**Cycle**	**Car Driver**	**Car Pass**	**Train**	**Tube**	**Other**	***Total***
No	No multi-modal survey available								
%									

Factor 100 sqm
Units 1276 sqm

Friday Daily Profile - Observed

	Arrivals		Departures		Totals		*Accum**
Time Range	**Veh Trip Rate**	**Trips**	**Veh Trip Rate**	**Trips**	**Veh Trip Rate**	**Trips**	*4*
00:00-01:00							*4*
01:00-02:00							*4*
02:00-03:00							*4*
03:00-04:00							*4*
04:00-05:00							*4*
05:00-06:00							*4*
06:00-07:00							*4*
07:00-08:00	0.86	11	0.31	4	1.18	15	*11*
08:00-09:00	3.29	42	2.59	33	5.88	75	*20*
09:00-10:00	5.49	70	3.29	42	8.78	112	*48*
10:00-11:00	4.86	62	5.17	66	10.03	128	*44*
11:00-12:00	7.45	95	6.90	88	14.34	183	*51*
12:00-13:00	7.92	101	7.45	95	15.36	196	*57*
13:00-14:00	6.58	84	7.92	101	14.50	185	*40*
14:00-15:00	6.74	86	5.80	74	12.54	160	*52*
15:00-16:00	5.56	71	6.74	86	12.30	157	*37*
16:00-17:00	6.03	77	5.80	74	11.83	151	*40*
17:00-18:00	6.82	87	6.11	78	12.93	165	*49*
18:00-19:00	5.88	75	6.58	84	12.46	159	*40*
19:00-20:00	5.96	76	6.03	77	11.99	153	*39*
20:00-21:00	6.11	78	6.66	85	12.77	163	*32*
21:00-22:00	2.12	27	4.15	53	6.27	80	*6*
22:00-23:00							*6*
23:00-24:00							*6*
Daily:	**81.66**	**1,042**	**81.50**	**1,040**	**163.17**	**2,082**	

***Includes taxi trips to the site**

Proposed Lidl Fulwell Store
Trip Rate Analysis
Tooting (2016)

Saturday

	Mode of travel by group - from survey, adjusted for sample & observed cars								
	Walk	**Bus**	**Cycle**	**Car Driver**	**Car Pass**	**Train**	**Tube**	**Other**	***Total***
No	No multi-modal survey available								
%									

Factor 100 sqm
Saturday Daily Profile - Observed Units 1276 sqm

	Arrivals		**Departures**		**Totals**		***Accum****
Time Range	**Veh Trip Rate**	**Trips**	**Veh Trip Rate**	**Trips**	**Veh Trip Rate**	**Trips**	*3*
00:00-01:00							*3*
01:00-02:00							*3*
02:00-03:00							*3*
03:00-04:00							*3*
04:00-05:00							*3*
05:00-06:00							*3*
06:00-07:00							*3*
07:00-08:00	1.41	18	0.24	3	1.65	21	*18*
08:00-09:00	5.72	73	3.92	50	9.64	123	*41*
09:00-10:00	7.92	101	6.27	80	14.18	181	*62*
10:00-11:00	9.64	123	7.68	98	17.32	221	*87*
11:00-12:00	8.70	111	10.27	131	18.97	242	*67*
12:00-13:00	9.56	122	8.54	109	18.10	231	*80*
13:00-14:00	7.76	99	9.40	120	17.16	219	*59*
14:00-15:00	7.29	93	7.37	94	14.66	187	*58*
15:00-16:00	6.97	89	7.45	95	14.42	184	*52*
16:00-17:00	6.82	87	7.13	91	13.95	178	*48*
17:00-18:00	8.46	108	8.31	106	16.77	214	*50*
18:00-19:00	7.05	90	8.15	104	15.20	194	*36*
19:00-20:00	5.09	65	5.96	76	11.05	141	*25*
20:00-21:00	4.23	54	5.33	68	9.56	122	*11*
21:00-22:00	2.35	30	2.74	35	5.09	65	*6*
22:00-23:00							*6*
23:00-24:00							*6*
Daily:	**98.98**	**1,263**	**98.75**	**1,260**	**197.73**	**2,523**	

***Includes taxi trips to the site**

Proposed Lidl Fulwell Store
Trip Rate Analysis
Abbey Wood (2015)

Friday

	Mode of travel by group - from survey, adjusted for sample & observed cars								
	Walk	**Bus**	**Cycle**	**Car Driver**	**Car Pass**	**Train**	**Tube**	**Other**	***Total***
No	No multi-modal survey available								
%									

Factor 100 sqm
Friday Daily Profile - Observed Units 1289 sqm

	Arrivals		**Departures**		**Totals**		***Accum****
Time Range	**Veh Trip Rate**	**Trips**	**Veh Trip Rate**	**Trips**	**Veh Trip Rate**	**Trips**	*4*
00:00-01:00							*4*
01:00-02:00							*4*
02:00-03:00							*4*
03:00-04:00							*4*
04:00-05:00							*4*
05:00-06:00							*4*
06:00-07:00							*4*
07:00-08:00							*4*
08:00-09:00	5.82	75	3.26	42	9.08	117	*37*
09:00-10:00	8.22	106	8.22	106	16.45	212	*37*
10:00-11:00	7.06	91	7.45	96	14.51	187	*32*
11:00-12:00	7.53	97	6.44	83	13.96	180	*46*
12:00-13:00	8.30	107	7.68	99	15.98	206	*54*
13:00-14:00	7.53	97	9.15	118	16.68	215	*33*
14:00-15:00	7.45	96	7.53	97	14.97	193	*32*
15:00-16:00	8.46	109	7.84	101	16.29	210	*40*
16:00-17:00	8.46	109	9.00	116	17.46	225	*33*
17:00-18:00	8.22	106	7.84	101	16.06	207	*38*
18:00-19:00	7.45	96	7.68	99	15.13	195	*35*
19:00-20:00	6.75	87	7.45	96	14.20	183	*26*
20:00-21:00	4.42	57	5.28	68	9.70	125	*15*
21:00-22:00	3.10	40	3.65	47	6.75	87	*8*
22:00-23:00							*8*
23:00-24:00							*8*
Daily:	**98.76**	**1,273**	**98.45**	**1,269**	**197.21**	**2,542**	

***Includes taxi trips to the site**

Proposed Lidl Fulwell Store
Trip Rate Analysis
Abbey Wood (2015)

Saturday

	Mode of travel by group - from survey, adjusted for sample & observed cars								
	Walk	**Bus**	**Cycle**	**Car Driver**	**Car Pass**	**Train**	**Tube**	**Other**	***Total***
No	No multi-modal survey available								
%									

Factor 100 sqm
Saturday Daily Profile - Observed Units 1289 sqm

	Arrivals		**Departures**		**Totals**		***Accum****
Time Range	**Veh Trip Rate**	**Trips**	**Veh Trip Rate**	**Trips**	**Veh Trip Rate**	**Trips**	*3*
00:00-01:00							*3*
01:00-02:00							*3*
02:00-03:00							*3*
03:00-04:00							*3*
04:00-05:00							*3*
05:00-06:00							*3*
06:00-07:00							*3*
07:00-08:00							*3*
08:00-09:00	5.04	65	3.96	51	9.00	116	*17*
09:00-10:00	8.15	105	7.37	95	15.52	200	*27*
10:00-11:00	10.40	134	8.30	107	18.70	241	*54*
11:00-12:00	9.39	121	10.47	135	19.86	256	*40*
12:00-13:00	11.40	147	10.40	134	21.80	281	*53*
13:00-14:00	9.78	126	9.31	120	19.08	246	*59*
14:00-15:00	9.31	120	9.54	123	18.85	243	*56*
15:00-16:00	9.46	122	10.47	135	19.94	257	*43*
16:00-17:00	8.15	105	8.61	111	16.76	216	*37*
17:00-18:00	8.22	106	9.08	117	17.30	223	*26*
18:00-19:00	6.98	90	6.90	89	13.89	179	*27*
19:00-20:00	6.83	88	8.22	106	15.05	194	*9*
20:00-21:00	4.73	61	4.65	60	9.39	121	*10*
21:00-22:00	2.72	35	3.65	47	6.36	82	*-2*
22:00-23:00							*-2*
23:00-24:00							*-2*
Daily:	**110.55**	**1,425**	**110.94**	**1,430**	**221.49**	**2,855**	

***Includes taxi trips to the site**

Appendix I

Proposed Lidl Fulwell Trip Rates and Trips

Proposed Lidl Fulwell Store
Trip Rate Analysis
Proposed Store Trip Generation

Friday

	Mode of travel by group - from survey, adjusted for sample & observed cars								
	Walk	**Bus**	**Cycle**	**Car Driver**	**Car Pass**	**Train**	**Tube**	**Other**	***Total***
No	2,074	1,196	73	3,213	1,489	8	8	73	8,134
%	*25.5%*	*14.7%*	*0.9%*	*39.5%*	*18.3%*	*0.1%*	*0.1%*	*0.9%*	*100.0%*

Factor 100 sqm
Units 1596 sqm

Friday Daily Profile

	Arrivals		**Departures**		**Totals**		***Accum****
Time Range	**Veh Trip Rate**	**Trips**	**Veh Trip Rate**	**Trips**	**Veh Trip Rate**	**Trips**	
00:00-01:00							*0*
01:00-02:00							*0*
02:00-03:00							*0*
03:00-04:00							*0*
04:00-05:00							*0*
05:00-06:00							*0*
06:00-07:00							*0*
07:00-08:00	0.78	12	0.35	6	1.13	18	*6*
08:00-09:00	5.30	85	3.66	58	8.96	143	*33*
09:00-10:00	7.13	114	6.44	103	13.57	217	*44*
10:00-11:00	7.09	113	6.89	110	13.98	223	*47*
11:00-12:00	8.36	133	7.63	122	15.99	255	*58*
12:00-13:00	8.60	137	8.54	136	17.14	273	*59*
13:00-14:00	7.49	120	8.20	131	15.69	251	*48*
14:00-15:00	7.73	123	7.77	124	15.51	247	*47*
15:00-16:00	7.93	127	7.49	120	15.42	247	*54*
16:00-17:00	8.24	131	8.58	137	16.81	268	*48*
17:00-18:00	8.76	140	8.24	131	17.00	271	*57*
18:00-19:00	7.37	118	8.20	131	15.57	249	*44*
19:00-20:00	6.87	110	7.35	117	14.22	227	*37*
20:00-21:00	5.88	94	6.56	105	12.44	199	*26*
21:00-22:00	3.42	55	4.37	70	7.79	125	*11*
22:00-23:00							*11*
23:00-24:00							*11*
Daily:	**100.94**	**1,612**	**100.27**	**1,601**	**201.21**	**3,213**	

***Includes taxi trips to the site**

Proposed Lidl Fulwell Store
Trip Rate Analysis
Proposed Store Trip Generation

Saturday

	Mode of travel by group - from survey, adjusted for sample & observed cars								
	Walk	**Bus**	**Cycle**	**Car Driver**	**Car Pass**	**Train**	**Tube**	**Other**	***Total***
No	2,269	1,377	104	3,589	2,089	9	9	57	9,495
%	*23.9%*	*14.5%*	*1.1%*	*37.8%*	*22.0%*	*0.1%*	*0.1%*	*0.6%*	*100.0%*

Factor 100 sqm
Units 1596 sqm

Saturday Daily Profile

	Arrivals		**Departures**		**Totals**		***Accum****
Time Range	**Veh Trip Rate**	**Trips**	**Veh Trip Rate**	**Trips**	**Veh Trip Rate**	**Trips**	
00:00-01:00							*0*
01:00-02:00							*0*
02:00-03:00							*0*
03:00-04:00							*0*
04:00-05:00							*0*
05:00-06:00							*0*
06:00-07:00							*0*
07:00-08:00	1.02	16	0.16	3	1.18	19	*14*
08:00-09:00	6.28	100	4.29	68	10.57	169	*46*
09:00-10:00	8.40	134	7.59	121	15.99	255	*58*
10:00-11:00	9.65	154	8.42	134	18.06	288	*78*
11:00-12:00	9.48	151	10.03	160	19.51	311	*69*
12:00-13:00	10.61	169	9.75	156	20.36	325	*83*
13:00-14:00	9.28	148	10.11	161	19.39	309	*70*
14:00-15:00	8.86	141	8.76	140	17.62	281	*72*
15:00-16:00	9.04	144	9.34	149	18.39	293	*67*
16:00-17:00	8.88	142	9.26	148	18.14	290	*61*
17:00-18:00	9.18	147	9.12	146	18.30	292	*62*
18:00-19:00	7.73	123	8.60	137	16.33	261	*48*
19:00-20:00	6.48	103	7.71	123	14.20	227	*28*
20:00-21:00	4.81	77	5.38	86	10.19	163	*19*
21:00-22:00	2.98	48	3.66	58	6.65	106	*8*
22:00-23:00							*8*
23:00-24:00							*8*
Daily:	**112.70**	**1,799**	**112.18**	**1,790**	**224.88**	**3,589**	

***Includes taxi trips to the site**

Appendix J

TRICS Output – Non-food Retail

Calculation Reference: AUDIT-734001-181115-1121

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
06	WEST MIDLANDS		
	HE	HEREFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	SY	SOUTH YORKSHIRE	1 days
09	NORTH		
	CB	CUMBRIA	1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 714 to 3127 (units: sqm)
Range Selected by User: 290 to 27843 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 06/11/17

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

Selected survey days:

Monday	2 days
Tuesday	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 undertaking using machines.

Selected Locations:

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

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

Selected Location Sub Categories:

Retail Zone	2
Built-Up Zone	1
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.

Secondary Filtering selection:

Use Class:

A1	3 days
Sui Generis	1 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®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days

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

Population within 5 miles:

50,001 to 75,000	1 days
125,001 to 250,000	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	2 days
1.1 to 1.5	1 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	4 days

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

Travel Plan:

No	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.

PTAL Rating:

No PTAL Present	4 days

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

LIST OF SITES relevant to selection parameters

1	CB-01-G-02	STAPLES		CUMBRIA
	JAMES STREET			
	CARLISLE			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:		2500 sqm	
	Survey date: FRIDAY		*05/02/10*	*Survey Type: MANUAL*
2	HE-01-G-01	PETS AT HOME		HEREFORDSHIRE
	COMMERCIAL ROAD			
	HEREFORD			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Gross floor area:		714 sqm	
	Survey date: MONDAY		*17/10/11*	*Survey Type: MANUAL*
3	LN-01-G-01	PETS AT HOME		LINCOLNSHIRE
	TRITTON ROAD			
	LINCOLN			
	TRITTON RETAIL PARK			
	Edge of Town Centre			
	Retail Zone			
	Total Gross floor area:		1600 sqm	
	Survey date: TUESDAY		*31/10/17*	*Survey Type: MANUAL*
4	SY-01-G-01	DUNELM MILL		SOUTH YORKSHIRE
	WOMBWELL LANE			
	BARNSLEY			
	BARNSLEY RETAIL PARK			
	Edge of Town			
	Retail Zone			
	Total Gross floor area:		3127 sqm	
	Survey date: MONDAY		*21/06/10*	*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 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1607	0.093	2	1607	0.000	2	1607	0.093
08:00 - 09:00	4	1985	0.378	4	1985	0.214	4	1985	0.592
09:00 - 10:00	4	1985	1.826	4	1985	1.322	4	1985	3.148
10:00 - 11:00	4	1985	1.952	4	1985	1.612	4	1985	3.564
11:00 - 12:00	4	1985	2.078	4	1985	1.952	4	1985	4.030
12:00 - 13:00	4	1985	1.700	4	1985	1.750	4	1985	3.450
13:00 - 14:00	4	1985	1.763	4	1985	1.939	4	1985	3.702
14:00 - 15:00	4	1985	1.750	4	1985	1.549	4	1985	3.299
15:00 - 16:00	4	1985	1.574	4	1985	1.562	4	1985	3.136
16:00 - 17:00	4	1985	1.650	4	1985	1.410	4	1985	3.060
17:00 - 18:00	4	1985	1.448	4	1985	1.662	4	1985	3.110
18:00 - 19:00	4	1985	0.705	4	1985	1.083	4	1985	1.788
19:00 - 20:00	4	1985	0.378	4	1985	0.693	4	1985	1.071
20:00 - 21:00	4	1985	0.000	4	1985	0.164	4	1985	0.164
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			17.295			16.912			34.207

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

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

Parameter summary

Trip rate parameter range selected:	714 - 3127 (units: sqm)
Survey date date range:	01/01/10 - 06/11/17
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1607	0.000	2	1607	0.000	2	1607	0.000
08:00 - 09:00	4	1985	0.000	4	1985	0.000	4	1985	0.000
09:00 - 10:00	4	1985	0.013	4	1985	0.013	4	1985	0.026
10:00 - 11:00	4	1985	0.038	4	1985	0.013	4	1985	0.051
11:00 - 12:00	4	1985	0.013	4	1985	0.025	4	1985	0.038
12:00 - 13:00	4	1985	0.000	4	1985	0.000	4	1985	0.000
13:00 - 14:00	4	1985	0.000	4	1985	0.000	4	1985	0.000
14:00 - 15:00	4	1985	0.013	4	1985	0.013	4	1985	0.026
15:00 - 16:00	4	1985	0.000	4	1985	0.000	4	1985	0.000
16:00 - 17:00	4	1985	0.025	4	1985	0.038	4	1985	0.063
17:00 - 18:00	4	1985	0.000	4	1985	0.000	4	1985	0.000
18:00 - 19:00	4	1985	0.013	4	1985	0.013	4	1985	0.026
19:00 - 20:00	4	1985	0.000	4	1985	0.000	4	1985	0.000
20:00 - 21:00	4	1985	0.000	4	1985	0.000	4	1985	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.115			0.115			0.230

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

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

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1607	0.000	2	1607	0.000	2	1607	0.000
08:00 - 09:00	4	1985	0.000	4	1985	0.000	4	1985	0.000
09:00 - 10:00	4	1985	0.013	4	1985	0.013	4	1985	0.026
10:00 - 11:00	4	1985	0.013	4	1985	0.013	4	1985	0.026
11:00 - 12:00	4	1985	0.000	4	1985	0.000	4	1985	0.000
12:00 - 13:00	4	1985	0.000	4	1985	0.000	4	1985	0.000
13:00 - 14:00	4	1985	0.013	4	1985	0.013	4	1985	0.026
14:00 - 15:00	4	1985	0.013	4	1985	0.013	4	1985	0.026
15:00 - 16:00	4	1985	0.025	4	1985	0.025	4	1985	0.050
16:00 - 17:00	4	1985	0.000	4	1985	0.000	4	1985	0.000
17:00 - 18:00	4	1985	0.000	4	1985	0.000	4	1985	0.000
18:00 - 19:00	4	1985	0.000	4	1985	0.000	4	1985	0.000
19:00 - 20:00	4	1985	0.000	4	1985	0.000	4	1985	0.000
20:00 - 21:00	4	1985	0.000	4	1985	0.000	4	1985	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.077			0.077			0.154

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

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

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1607	0.031	2	1607	0.000	2	1607	0.031
08:00 - 09:00	4	1985	0.000	4	1985	0.013	4	1985	0.013
09:00 - 10:00	4	1985	0.000	4	1985	0.000	4	1985	0.000
10:00 - 11:00	4	1985	0.000	4	1985	0.000	4	1985	0.000
11:00 - 12:00	4	1985	0.000	4	1985	0.000	4	1985	0.000
12:00 - 13:00	4	1985	0.000	4	1985	0.000	4	1985	0.000
13:00 - 14:00	4	1985	0.000	4	1985	0.000	4	1985	0.000
14:00 - 15:00	4	1985	0.000	4	1985	0.000	4	1985	0.000
15:00 - 16:00	4	1985	0.000	4	1985	0.000	4	1985	0.000
16:00 - 17:00	4	1985	0.013	4	1985	0.013	4	1985	0.026
17:00 - 18:00	4	1985	0.013	4	1985	0.013	4	1985	0.026
18:00 - 19:00	4	1985	0.000	4	1985	0.000	4	1985	0.000
19:00 - 20:00	4	1985	0.000	4	1985	0.000	4	1985	0.000
20:00 - 21:00	4	1985	0.000	4	1985	0.000	4	1985	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.057			0.039			0.096

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

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

Calculation Reference: AUDIT-734001-181115-1139

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	BT	BRENT	1 days
03	SOUTH WEST		
	DC	DORSET	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

Secondary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 2100 to 27843 (units: sqm)
Range Selected by User: 290 to 27843 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 06/11/17

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

Selected survey days:

Saturday	3 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	1
Free Standing (PPS6 Out 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:

Residential Zone	1
Retail Zone	1
Built-Up Zone	1

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

Secondary Filtering selection:

Use Class:

A1	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®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
15,001 to 20,000	2 days

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

Population within 5 miles:

25,001 to 50,000	1 days
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	2 days
1.1 to 1.5	1 days

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

Petrol filling station:

Included in the survey count	1 days
Excluded from count or no filling station	2 days

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

Travel Plan:

No	3 days

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

PTAL Rating:

No PTAL Present	2 days
2 Poor	1 days

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

LIST OF SITES relevant to selection parameters

1 BT-01-G-02 IKEA BRENT
2 DRURY WAY
WEMBLEY
NORTH CIRCULAR ROAD
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 27843 sqm
Survey date: SATURDAY 19/05/12 Survey Type: MANUAL

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

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 2100 sqm
Survey date: SATURDAY 17/09/16 Survey Type: MANUAL

3 TV-01-G-01 GO OUTDOORS TEES VALLEY
ASCOT DRIVE
STOCKTON-ON-TEES
PORTRACK
Free Standing (PPS6 Out of Town)
Retail Zone
Total Gross floor area: 4181 sqm
Survey date: SATURDAY 18/06/11 Survey Type: MANUAL

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

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	2100	0.095	1	2100	0.000	1	2100	0.095
08:00 - 09:00	2	3141	0.541	2	3141	0.191	2	3141	0.732
09:00 - 10:00	3	11375	0.601	3	11375	0.264	3	11375	0.865
10:00 - 11:00	3	11375	1.143	3	11375	0.624	3	11375	1.767
11:00 - 12:00	3	11375	1.530	3	11375	1.002	3	11375	2.532
12:00 - 13:00	3	11375	1.612	3	11375	1.316	3	11375	2.928
13:00 - 14:00	3	11375	1.503	3	11375	1.114	3	11375	2.617
14:00 - 15:00	3	11375	1.597	3	11375	1.474	3	11375	3.071
15:00 - 16:00	3	11375	1.228	3	11375	1.521	3	11375	2.749
16:00 - 17:00	3	11375	1.040	3	11375	1.325	3	11375	2.365
17:00 - 18:00	3	11375	0.627	3	11375	1.222	3	11375	1.849
18:00 - 19:00	3	11375	0.343	3	11375	0.668	3	11375	1.011
19:00 - 20:00	3	11375	0.258	3	11375	0.574	3	11375	0.832
20:00 - 21:00	2	14972	0.170	2	14972	0.551	2	14972	0.721
21:00 - 22:00	2	14972	0.060	2	14972	0.227	2	14972	0.287
22:00 - 23:00	1	27843	0.000	1	27843	0.068	1	27843	0.068
23:00 - 24:00									
Total Rates:			12.348			12.141			24.489

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:	2100 - 27843 (units: sqm)
Survey date date range:	01/01/10 - 06/11/17
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	3
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. 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	1	2100	0.000	1	2100	0.000	1	2100	0.000
08:00 - 09:00	2	3141	0.016	2	3141	0.000	2	3141	0.016
09:00 - 10:00	3	11375	0.003	3	11375	0.003	3	11375	0.006
10:00 - 11:00	3	11375	0.003	3	11375	0.006	3	11375	0.009
11:00 - 12:00	3	11375	0.000	3	11375	0.000	3	11375	0.000
12:00 - 13:00	3	11375	0.000	3	11375	0.000	3	11375	0.000
13:00 - 14:00	3	11375	0.000	3	11375	0.000	3	11375	0.000
14:00 - 15:00	3	11375	0.003	3	11375	0.003	3	11375	0.006
15:00 - 16:00	3	11375	0.003	3	11375	0.003	3	11375	0.006
16:00 - 17:00	3	11375	0.000	3	11375	0.000	3	11375	0.000
17:00 - 18:00	3	11375	0.000	3	11375	0.000	3	11375	0.000
18:00 - 19:00	3	11375	0.000	3	11375	0.000	3	11375	0.000
19:00 - 20:00	3	11375	0.000	3	11375	0.000	3	11375	0.000
20:00 - 21:00	2	14972	0.000	2	14972	0.000	2	14972	0.000
21:00 - 22:00	2	14972	0.000	2	14972	0.000	2	14972	0.000
22:00 - 23:00	1	27843	0.000	1	27843	0.000	1	27843	0.000
23:00 - 24:00									
Total Rates:			0.028			0.015			0.043

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

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

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. 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	1	2100	0.048	1	2100	0.000	1	2100	0.048
08:00 - 09:00	2	3141	0.000	2	3141	0.016	2	3141	0.016
09:00 - 10:00	3	11375	0.000	3	11375	0.000	3	11375	0.000
10:00 - 11:00	3	11375	0.006	3	11375	0.000	3	11375	0.006
11:00 - 12:00	3	11375	0.003	3	11375	0.003	3	11375	0.006
12:00 - 13:00	3	11375	0.003	3	11375	0.006	3	11375	0.009
13:00 - 14:00	3	11375	0.000	3	11375	0.003	3	11375	0.003
14:00 - 15:00	3	11375	0.003	3	11375	0.000	3	11375	0.003
15:00 - 16:00	3	11375	0.000	3	11375	0.003	3	11375	0.003
16:00 - 17:00	3	11375	0.000	3	11375	0.000	3	11375	0.000
17:00 - 18:00	3	11375	0.000	3	11375	0.000	3	11375	0.000
18:00 - 19:00	3	11375	0.003	3	11375	0.000	3	11375	0.003
19:00 - 20:00	3	11375	0.006	3	11375	0.006	3	11375	0.012
20:00 - 21:00	2	14972	0.003	2	14972	0.007	2	14972	0.010
21:00 - 22:00	2	14972	0.000	2	14972	0.000	2	14972	0.000
22:00 - 23:00	1	27843	0.000	1	27843	0.000	1	27843	0.000
23:00 - 24:00									
Total Rates:			0.075			0.044			0.119

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

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

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. 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	1	2100	0.000	1	2100	0.000	1	2100	0.000
08:00 - 09:00	2	3141	0.016	2	3141	0.000	2	3141	0.016
09:00 - 10:00	3	11375	0.000	3	11375	0.000	3	11375	0.000
10:00 - 11:00	3	11375	0.000	3	11375	0.000	3	11375	0.000
11:00 - 12:00	3	11375	0.000	3	11375	0.000	3	11375	0.000
12:00 - 13:00	3	11375	0.009	3	11375	0.009	3	11375	0.018
13:00 - 14:00	3	11375	0.006	3	11375	0.006	3	11375	0.012
14:00 - 15:00	3	11375	0.006	3	11375	0.000	3	11375	0.006
15:00 - 16:00	3	11375	0.003	3	11375	0.009	3	11375	0.012
16:00 - 17:00	3	11375	0.000	3	11375	0.000	3	11375	0.000
17:00 - 18:00	3	11375	0.000	3	11375	0.003	3	11375	0.003
18:00 - 19:00	3	11375	0.000	3	11375	0.000	3	11375	0.000
19:00 - 20:00	3	11375	0.000	3	11375	0.000	3	11375	0.000
20:00 - 21:00	2	14972	0.000	2	14972	0.000	2	14972	0.000
21:00 - 22:00	2	14972	0.000	2	14972	0.000	2	14972	0.000
22:00 - 23:00	1	27843	0.000	1	27843	0.000	1	27843	0.000
23:00 - 24:00									
Total Rates:			0.040			0.027			0.067

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.*