



Enterprise Rent-a-Car

Enterprise Middleton

Transport Statement

May 2024

Project Code: 08027

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Version Control and Approval

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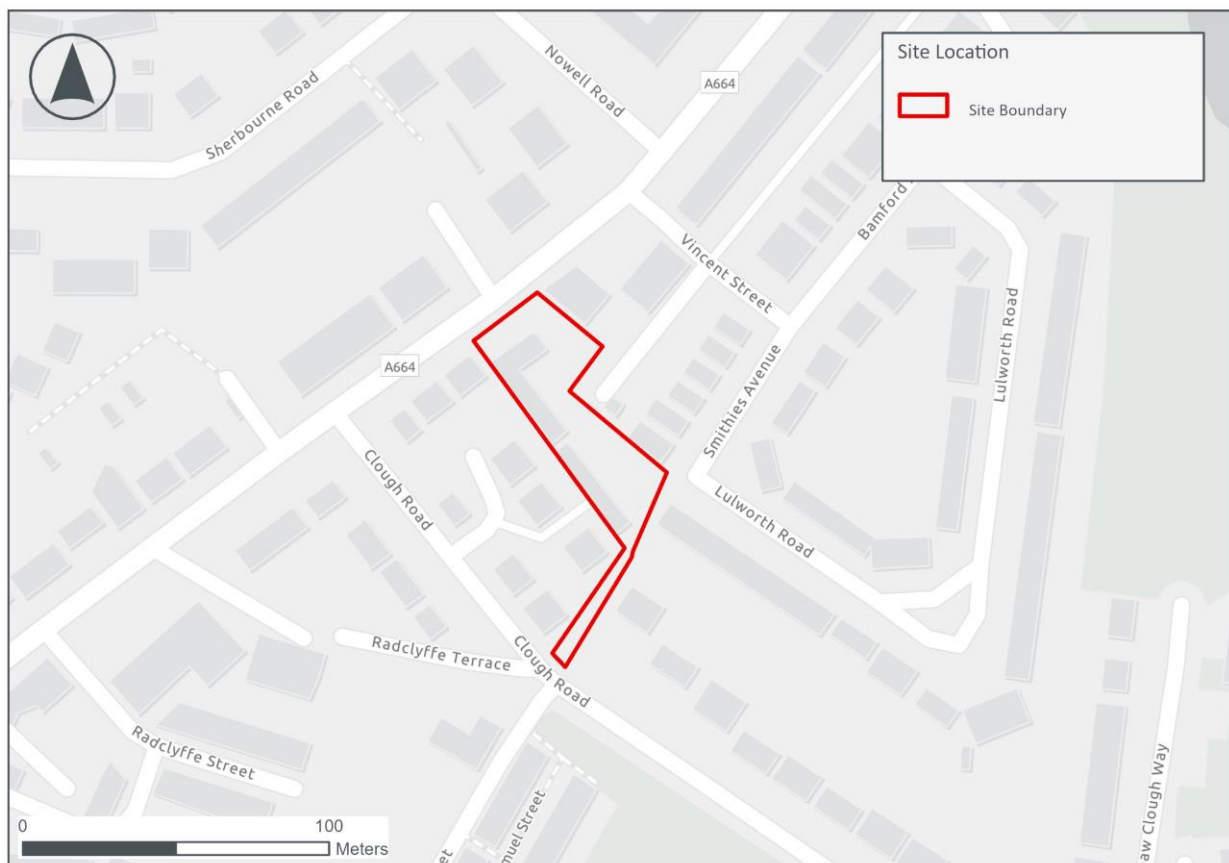
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I Transport Statement

I.1 Introduction

- 1.1.1 This Transport Statement (TS) has been prepared by PJA on behalf of Enterprise Rent-A-Car in association with the proposed development at 190 Rochdale Road in Middleton, Greater Manchester, M24 2QA. The site location can be seen in Figure 1-1.
- 1.1.2 The site fronts onto Rochdale Road and is surrounded on all boundaries by residential uses. The proposals seek to convert the existing building to the frontage of the site and demolish the units behind it, to facilitate the development of a new Enterprise Rent-A-Car site.

Figure 1-1: Site Location



Credits: Esri Community Maps Contributors, Esri UK, Esri, TomTom, Garmin, Foursquare, GeoTechnologies, Inc, METI/NASA,

I.2 Planning History

- 1.2.1 The use of the land and building to the rear of the site as a garden centre was consented in 2004 (04/D44437). In 2012, the frontage of the site was granted consent for a change of use to a taxi booking office (12/55608/FUL), provided that the site ran as a booking office and not a base for drivers to park.



- 1.2.2 The site also previously gained consent as a car sales centre, trailer repair and tyre depot, with no highway objections.

1.3 Structure

1.3.1 The structure of this Transport Statement is as follows:

- Section 2 provides an overview of national, regional, and local transport and land use planning policy relevant to the proposed development.
- Section 3 sets out a review of the existing transport network, including the local highway network and access by sustainable modes of transport.
- Section 4 provides an overview of the development proposals including access arrangements and car and cycle parking.
- Section 5 outlines a trip generation assessment.
- Finally, Section 6 provides a summary and conclusion.

2 Policy Context

2.1 National Policy

National Planning Policy Framework

- 2.1.1 The revised National Planning Policy Framework (NPPF) was updated in December 2023 and sets out the government's planning policies for England and how these are expected to be applied.
- 2.1.2 Paragraph 117 notes that *"all development 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"*.
- 2.1.3 This Transport Statement has been prepared to satisfy this requirement.
- 2.1.4 Paragraph 114 of the NPPF states that: *"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;*
 - c *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
 - d *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."*
- 2.1.5 As set out in Paragraph 116, within this context, applications for development should:
- a *"Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
 - b *Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
 - c *Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
 - d *Allow for the efficient delivery of goods, and access by service and emergency vehicles; and*



e Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”

- 2.1.6 As detailed in the following sections of this TS, the site is located near public transport services and local amenities, supporting sustainable development. Furthermore, car rental provision provides an alternative to private car use for those needing occasional use of a vehicle, thus, the site can support a potential wider reduction in private car ownership.

2.2 Regional Policy

Updated Greater Manchester Transport Strategy 2040 (2021)

The Greater Manchester Transport Strategy 2040 sets out Greater Manchester’s long-term ambition for transport. The vision of the strategy is to obtain: *“World-class connections that support long-term sustainable economic growth and access to opportunity for all”*.

- 2.2.1 It sets out commitments aimed to provide a transport system which:

- Supports sustainable economic growth and the efficient and effective movement of people and goods;
- Improves the quality of life for all by being integrated, affordable and reliable;
- Protects the environment and supports the target to be net zero carbon by 2038; and
- Develops an Innovative City Region.

Rochdale Core Strategy (2016)

- 2.2.2 Rochdale’s Core Strategy (2016) overarching vision is:

“To become a prosperous borough: to grow our economy and develop our place through cooperation and partnership, improving the lives of local people.”

- 2.2.3 In order to achieve this, Rochdale’s Strategic Objective 05 aims to improve accessibility and sustainable travel, aiming to:

- *“Deliver transport improvements at a strategic, borough-wide and local level to support development proposals;*
- *Ensure that development is in the most appropriate and accessible locations;*
- *Minimise trips, especially single occupancy car journeys, and trip length;*
- *Promote wider travel choice and increase trips made by sustainable forms of travel, including public transport, cycling and walking;*
- *Support measures that enhance safety and access for people with impaired mobility, protect traffic-sensitive town centres and residential communities; and*



- *Reduce emissions from traffic (particularly NOx gases, PM10 particulates and CO2 levels) contributing to Greater Manchester Local Transport Plan (GMLTP) and national targets by encouraging more sustainable travel choices and forms of travel, more active and healthier travel behaviour and take advantage of technological innovations.”*

Rochdale Transport Strategy (2014)

- 2.2.4 The Rochdale Transport Strategy (2014) outlines a vision for the transport network across the Rochdale region, which is based on the following aim:

“By 2026 Rochdale Borough will have an affordable, sustainable, reliable, accessible and integrated transport network that offers travel choice for all, serves its communities, tackles air quality and climate change, enhances social inclusion, public health and supports economic growth and regeneration of the local area.”

- 2.2.5 This vision is set in the context of long-term objectives which seek to improve the following:

- Strategic rail
- Better buses
- More and safer cycling
- Walking
- Tackling congestion
- Effective and efficient freight
- Connecting people and places

2.3 Local Policy

Middleton Town Centre Masterplan (2022)

- 2.3.1 The Middleton Town Centre Masterplan (2022) aims to achieve the following transport related objectives which are considered relevant:

- *“Enhance the arrival: Middleton will exploit its position as a centrally located town by enhancing the arrival into the town centre;*
- *Unlock the edges: The potential of the unforgotten edges of the town centre, currently dominated by fast moving traffic, will be realised by introducing new and enhancing existing connections;*
- *Better integration of vehicles: The streets and spaces will be designed to enhance the pedestrian experience and provide a better relationship between vehicles and people. Walking and cycling*

will be made more attractive choices by establishing a network of active travel corridors with car use for shorter journeys being less necessary”.

- 2.3.2 By expanding car rental as an alternative to private car ownership, Enterprise Rent-A-Car can support and contribute to these objectives by reducing the dominance of cars within the town.

2.4 Car and Cycle Parking Standards

- 2.4.1 The Rochdale Core Strategy (2016) outlines the car and cycle parking standards which are currently adopted in Middleton. These do not provide standards specifically for car rental uses, for which the majority of car parking is operational in nature. As an indication the standards for ‘B2: General Industry’ land use and ‘B8: Storage and Distribution’ land use are outlined in Table 2-1.

Table 2-1: The Rochdale Core Strategy Development Plan Parking Standards

Use	Max. Parking Spaces	Accessible (up to 200 spaces)	Cycles
B2	1 space per 60sqm	3 bays or 6% of total capacity (whichever is the greater)	1 space per 700sqm minimum of 2 spaces
B8	1 space per 100sqm		1 space per 850sqm minimum of 2 spaces



3 Site and Surroundings

3.1 Introduction

3.1.1 The development site is located at 190 Rochdale Road in Middleton, Greater Manchester, M24 2QA. Currently, the site is in a dilapidated state and has been vacant for circa 2 years. However, the previous site use comprised the following simultaneously:

- Taxi rank
- Tattoo parlour
- Fencing manufacturer
- Tyre repair and fit centre
- Mechanics garage

3.1.2 Prior to this, the site has also operated as a car sales pitch and various other transport related businesses over the years.

3.1.3 The area surrounding the site consists of residential land uses, and the site is located circa one kilometre northeast of Middleton town centre.

3.2 Local Highway Network

Highway Safety

3.2.1 An assessment of collisions in the surrounding area of the proposed site has been undertaken using Personal Injury Collision (PIC) for the most recently available five-year period (2018-2022).

3.2.2 In the immediate vicinity of the site, two 'serious' collisions were recorded on Rochdale Road. Further information is outlined below:

- A collision on Rochdale Road near the primary site access, which involved one car vehicle and one pedestrian, resulting in 'serious' severity.
- A collision on Rochdale Road to the northeast of the site access, which involved two vehicles: one motorcycle and one car controlled by a young driver, resulting in two 'serious' casualties.

3.2.3 Due to the low number of collisions, it is considered that there are no existing highway safety concerns on the local highway network that could be exacerbated by the development.

Rochdale Road (A664)

3.2.4 The site fronts onto Rochdale Road, which provides primary access and egress. Rochdale Road is a two-way single carriageway road subject to a 30mph speed limit within the vicinity of the site. To



the south, Rochdale Road provides connection directly into the town centre of Middleton. To the northeast, Rochdale Road connects to the A627 which runs between Chadderton and Rochdale and connects to the M62.

- 3.2.5 Footways are present on both sides of Rochdale Road, with a pedestrian refuge island with dropped kerbs and tactile paving located circa 65 metres to the northeast of the site access. On-road cycle lanes are also present to the northeast of the site, immediately adjacent to parallel parking spaces.
- 3.2.6 To the southwest of Clough Road double yellow line markings are present on Rochdale Road, whilst to the northeast parking is largely unrestricted.

Clough Road

- 3.2.7 Clough Road is situated to the west of the primary site access and is a two-way, single carriageway subject to 30mph speed limit. The development proposes a secondary site egress will be provided onto Clough Road to the rear of the site.
- 3.2.8 Clough Road connects Rochdale Road to Boarshaw Road. Footways are present on both sides of the carriageway, with a mixture of unrestricted parking and single yellow lines.

3.3 Sustainable Transport Accessibility

- 3.3.1 An assessment of the sustainability of the site has been carried out using GIS software, considering its links to public transport provision, walking, and cycling infrastructure.

Walking and Cycling

- 3.3.2 The site is located in a relatively accessible location for walking and cycling connections, with footways and cycle lanes on the local road network. A number of useful amenities can be accessed within a 20-minute walk of the site, including:
- Supermarkets
 - Pharmacy
 - GP
 - Dentist
 - Schools
- 3.3.3 The site is also located close to residential areas, allowing the opportunity for employees and visitors to walk to the proposed development site.

Figure 3-1: Walking Isochrones

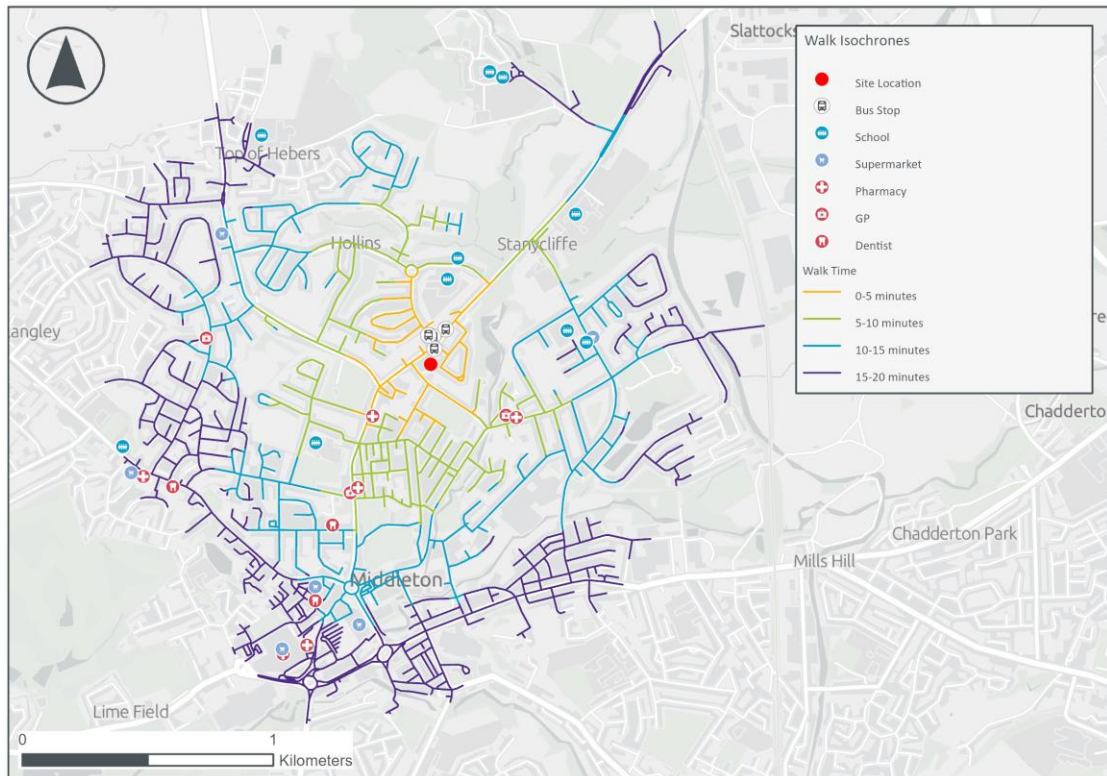
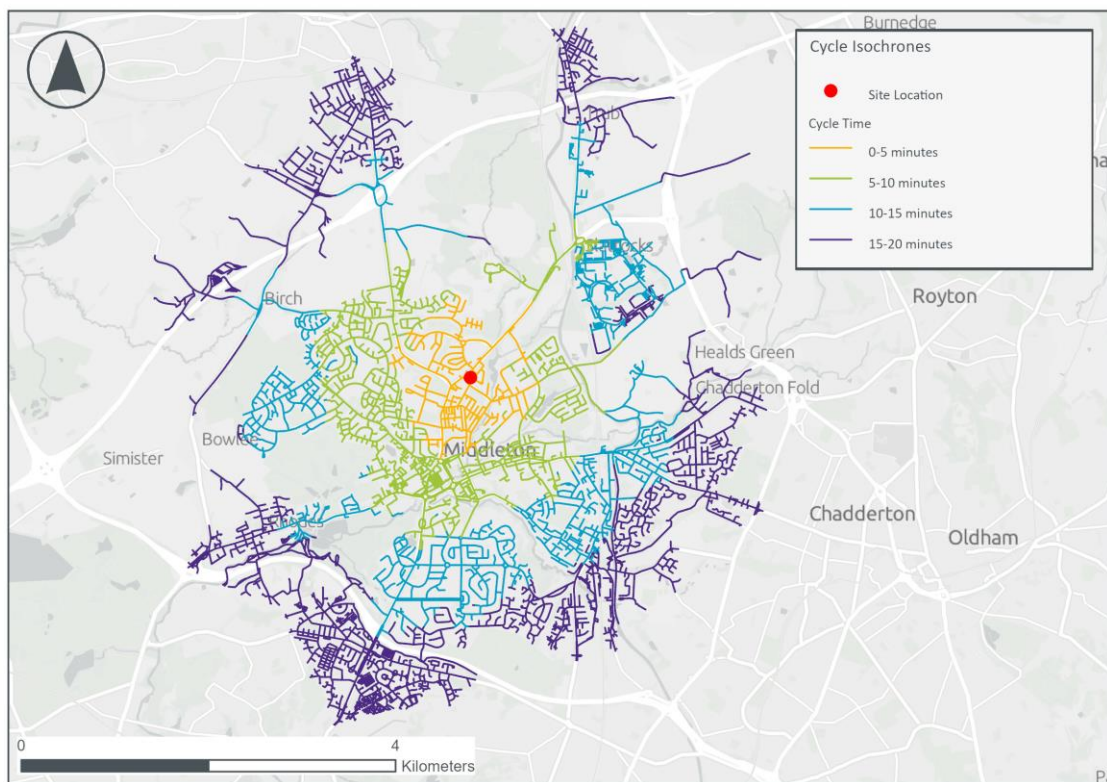


Figure 3-2: Cycling Isochrones





3.4 Public Transport

Accessibility by Bus

- 3.4.1 The closest bus stops to the site are located to the east of the site access on Rochdale Road, named 'Nowell Road'. Both northbound and southbound bus stops comprise a bus shelter and are served by services operated by Bee Network.
- 3.4.2 The bus stop 'Sherbourne Road' is also located a circa. two-minute walk from the proposed site access. This stop offers an extra bus service and is marked by a flagpole.
- 3.4.3 The local bus services are summarised in Table 3-1.

Table 3-1: Summary of Local Bus Service Information

Bus Stop	Bus no.	Route	Peak Hour Frequency	Hours of Operation	Days of Operation
Nowell Road	17	Shudehill - Middleton - Trub - Rochdale - Bamford - Norden	6	04:00-01:01	Monday-Sunday
Nowell Road	17A	Shudehill - Middleton - Trub - Rochdale - Bamford - Norden	1	04:55-06:11	Monday-Friday
Nowell Road	781	Heywood - Hopwood - Birch - Langley - Hollins - Stanycliffe	1	07:15-14:40	Monday-Thursday
Sherbourne Road	129	Middleton - Hollins - Stanycliffe - Boarshaw circular	1	06:40-23:00	Monday-Sunday

Accessibility by Train

- 3.4.4 Mills Hill Railway Station is located circa 2.3km southeast of the site and can be accessed within an approximately 30-minute walk or eight-minute cycle from the site. Mills Hill Station is operated by Northern Rail. A summary of the services from Mills Hill Railway Station to key destinations are summarised in Table 3-2.

Table 3-2: Summary of Rail Departures from Mills Hill Railway Station

Destination	Approx. Time to Destination (minutes)	Peak Hour Frequency (weekdays)
Castleton	6	2
Rochdale	9	2
Manchester Victoria	14	2
Salford Central	17	2
Bolton	35	2
Blackburn	65	2
Clitheroe	90	1

- 3.4.5 Rail connections into central Manchester also offer onward connections to national destinations.

3.5 Summary

- 3.5.1 The site is located in a sustainable location, and would be accessible on foot, by cycle or by public transport.
- 3.5.2 Furthermore, the nature of the proposed Enterprise Rent-A-Car development will improve accessibility in the surrounding area by providing car rental facilities. These can allow more residents and businesses to transition from private vehicle ownership to shared access vehicles, supporting increased sustainable travel in the local area.
- 3.5.3 Enterprise Rent-A-Car also aim to make provision for a Car Club vehicle at this site in the longer term. However this will not operate at the outset and may be introduced at a later stage subject to consideration of the likely demand.



4 Proposed Development

4.1 Development Proposal

- 4.1.1 The development proposal seeks to facilitate a new Enterprise Rent-A-Car site through the change of use of the existing premises.
- 4.1.2 The existing building facing onto Rochdale Road will be refurbished and converted into an Enterprise Rent-A-Car office. The buildings to the rear of the existing site will be demolished, to allow for the provision of a new wash bay and vehicle parking and storage. The development proposes the site will contain the following:
- 30 car parking spaces (including four car return bays)
 - Nine van spaces (including two van return spaces)
 - One accessible space
- 4.1.3 Enterprise Rent-A-Car intends to operate a fleet of 150 cars and employ six staff at the site from the outset, and potentially provide for further future employment opportunities. The expected operating hours will be Monday to Friday 08:00 to 18:00, and Saturday 09:00-12:00.
- 4.1.4 The site layout is provided in **Appendix A**.

4.2 Site Access

- 4.2.1 Primary access/egress to the site will be retained as existing from Rochdale Road. A secondary egress will be implemented from Clough Road to the rear of the site, to be utilised as an exit only.
- 4.2.2 The site layout has been designed so that vehicles can access and egress the site in a forward gear. Swept path analysis is provided as **Appendix B**.

4.3 Parking

Car Parking

- 4.3.1 The proposed development will be supported by formal parking provision within the site, which will be comprised of:
- 30 car parking spaces (including four car return bays)
 - Nine van spaces (including two van return spaces)
 - One accessible space located to the frontage of the site



- 4.3.2 Enterprise Rent-A-Car also aim to make provision for a Car Club vehicle at this site in the longer term. However this will not operate at the outset and may be introduced at a later stage subject to consideration of the likely demand.

Cycle Parking

- 4.3.3 The proposed development will provide cycle parking in a convenient location, for use by staff and visitors.

Delivery and Servicing

- 4.3.4 For waste collection, Enterprise Rent-A-Car employees will move the bins to the front of the site at the relevant day and time for on-street collection. No refuse vehicle access into the site would therefore be required. Additionally, no car transporter access will be required for this site.

Sustainability of Site Function

- 4.3.5 The provision of car rental facilities is an effective measure to reduce car ownership. It can allow residents and businesses to transition from private vehicle ownership to shared access to vehicles, with many different people using the same car over a week or month.



5 Trip Generation

5.1 Existing Trip Generation

5.1.1 The previous site use has been assessed using TRICS version 7.11.1, on the basis of it being used as offices and a trade shop (garden centre / fencing manufacturer).

'Lean To' Units

5.1.2 Trip generation for the previous use of the 'lean to' units, assessed as a trade shop, was undertaken using the TRICS database. The following criteria were used to select comparable sites:

- Located in England, excluding Greater London
- Retail – Trade Shop
- Surveyed on a weekday
- Surveyed from 01/01/2016
- Edge of town and suburban area locations.

5.1.3 Four comparable sites were identified based on these criteria, and the results are displayed in Table 5-1. This is based on a floor area of approximately 420 sqm. The TRICS output is provided in **Appendix C**.

Table 5-1: TRICS Trip Generation

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (07:00-19:00)		
	Arrival	Depart	2-way	Arrival	Depart	2-way	Arrival	Depart	2-way
Trip Rate	2.86	2.439	5.299	1.682	2.019	3.701	34.147	33.98	68.127
Trips	12	10	22	7	8	16	143	143	186

5.1.4 The TRICS outputs demonstrate that the previous use generated 22 two-way vehicle AM peak trips, and 16 two-way PM peak trips.

Offices

5.1.5 Trip generation for the previous site use as offices was undertaken using the TRICS database. The following criteria were used to select comparable sites:

- Located in England, excluding Greater London
- Employment - Office
- Surveyed on a weekday
- Surveyed from 01/01/2016
- Edge of town locations.

5.1.6 Five comparable sites were identified based on these criteria, and the results are displayed in Table 5-2. This is based on a floor area of approximately 54 sqm. The TRICS output is provided in **Appendix C**.

Table 5-2: TRICS Trip Generation

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (07:00-19:00)		
	Arrival	Depart	2-way	Arrival	Depart	2-way	Arrival	Depart	2-way
Trip Rate	1.584	0.106	1.69	0.113	1.812	1.925	5.389	5.305	10.694
Trips	0	0	1	0	1	1	3	3	6

5.1.7 The table indicates that the previous site use as an office site approximately one two-way vehicle trip in the AM peak, and one two-way PM peak trip.

5.2 Proposed Trip Generation

Transactional Data

5.2.1 Enterprise Rent-A-Car have provided transactional data (vehicle rentals or returns) based on their comparable existing branches. This is expected to approximately translate to the number of customer-related vehicle trips generated by the site.

Figure 5-1: Transactional Data

Average Combined Rental & Return Transactions by Year / Week / Hour																												
	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	Avg Daily	Pk 4-Hour	Pk 1-Hour	
Sunday	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	
Monday	0	0	0	0	0	0	1	1	4	2	2	2	2	2	2	2	2	1	0	0	0	0	0	0	22	10	4	
Tuesday	0	0	0	0	0	0	1	1	3	2	2	1	2	1	1	2	2	1	0	0	0	0	0	0	20	8	3	
Wednesday	0	0	0	0	0	0	1	1	3	2	2	2	2	2	2	2	3	1	0	0	0	0	0	0	22	8	3	
Thursday	0	0	0	0	0	0	1	1	3	2	2	2	2	2	2	2	3	1	0	0	0	0	0	0	22	9	3	
Friday	0	0	0	0	0	0	1	1	3	2	2	2	2	2	2	2	3	1	0	0	0	0	0	0	25	10	3	
Saturday	0	0	0	0	0	0	0	0	2	3	3	3	2	0	0	0	0	0	0	0	0	0	0	0	14	12	3	

5.2.2 It is forecast that in the AM peak (08:00-09:00) on a weekday, the site would generate a maximum of four transactions (assumed to equate to four vehicle trips and four non-vehicle trips), while in the weekday PM peak (16:00-17:00), a maximum of three transactions are forecasted (assumed to equate to three vehicle trips and three non-vehicle trips).

TRICS Database

5.2.3 For comparison, trip generation was also undertaken for the proposed development using the TRICS database. The following criteria were used to select comparable sites:

- Located in England, excluding Greater London
- Vehicle services – car hire centre
- Surveyed on a weekday
- Surveyed from 01/01/2014



- Edge of town and suburban area

5.2.4 Three comparable sites were identified based on these criteria, and the results of the number of vehicle trips based on the number of expected employees are displayed in Table 5-3. The TRICS output is provided in **Appendix C**.

Table 5-3: TRICS Trip Generation

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (07:00-19:00)		
	Arrival	Depart	2-way	Arrival	Depart	2-way	Arrival	Depart	2-way
Trip Rate	1.379	2.759	4.138	1.517	1.517	3.034	20.773	21.167	41.94
Trips	8	17	25	9	9	18	125	127	252

5.2.5 The table indicates that based on TRICS, the proposed development would generate 25 two-way vehicle trips in the AM peak and 18 two-way vehicle trips in the PM peak.

Net Change in Vehicle Trip Generation in Vehicle Trip Generation

5.2.6 Table 5-4 indicates the net change in vehicle trips generated by the previous site uses compared with the proposed Enterprise Rent-A-Car use, based on the TRICS output data to demonstrate a worst case scenario.

Table 5-4: Net Change in Trip Generation

	AM Peak			PM Peak		
	Arrival	Depart	2-way	Arrival	Depart	2-way
Previous use ('lean to' units and office)	12	10	23	7	9	17
Proposed use	8	17	25	9	9	18
Net change	-4	7	2	2	0	1

5.2.7 The results highlight that the net change in trip generation would be minimal. Given this low net trip generation, it can be reasonably concluded that the proposed development would not have a severe impact on the operation of the local highway network and would not result in highway safety concerns.

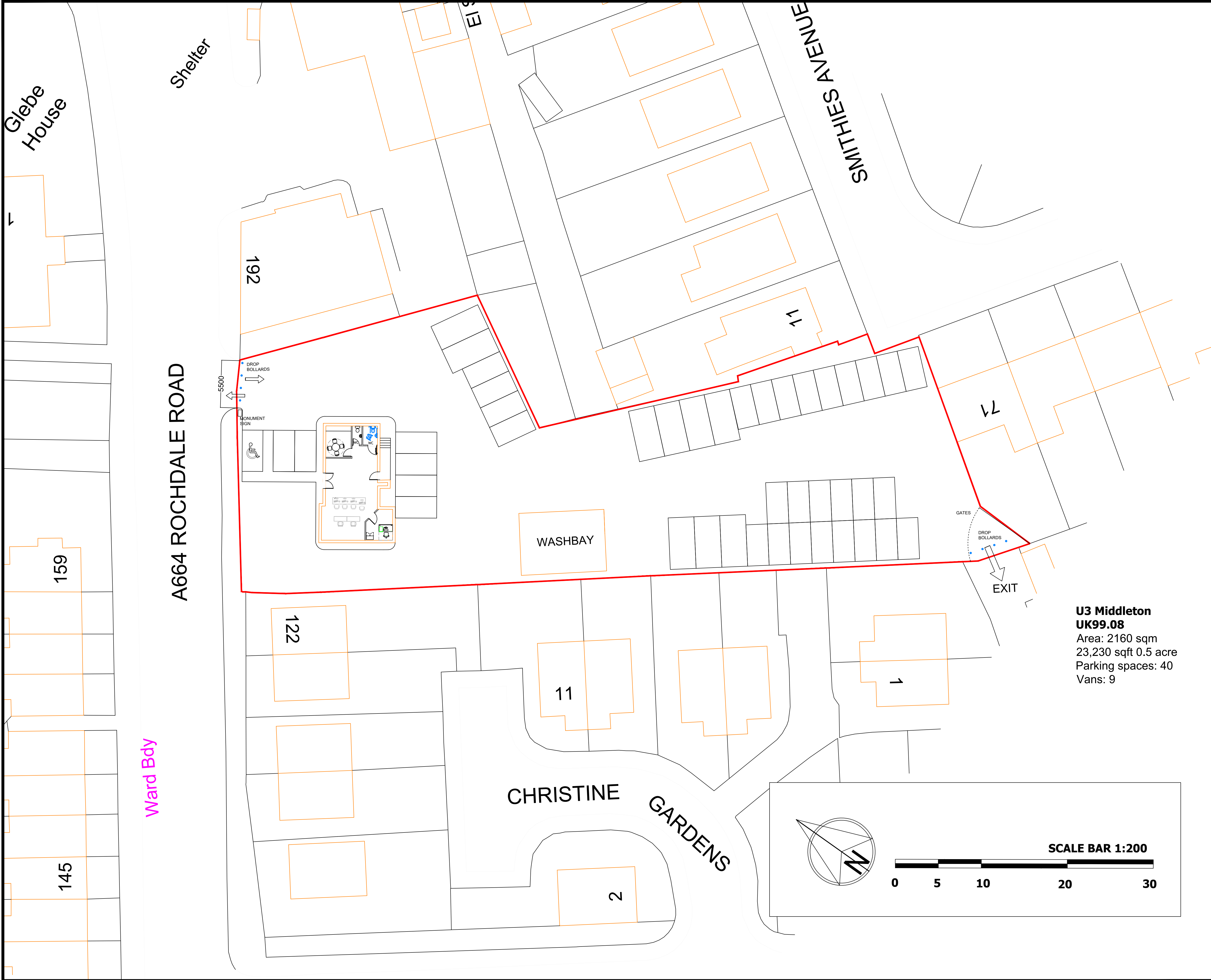


6 Summary and Conclusions

- 6.1.1 This Transport Statement has been prepared by PJA on behalf of Enterprise Rent-A-Car, in association with the proposed development at 190 Rochdale Road in Middleton, Greater Manchester, M24 2QA.
- 6.1.2 The site is located circa one kilometre northeast of Middleton town centre, and the surrounding area comprises residential land uses.
- 6.1.3 The site is currently vacant, comprising an office at the frontage of the site and mixed B2/B8 uses to the rear of the site. In order to facilitate the development of the Enterprise Rent-A-Car site, the existing offices will be converted and refurbished into an Enterprise Rent-A-Car office, while the 'lean to' units to the rear of the site will be demolished for use as rental vehicle storage and parking and a wash bay.
- 6.1.4 Enterprise Rent-A-Car intend to develop provision for 30 car parking spaces and nine van spaces, with one accessible bay.
- 6.1.5 Access/egress is to be retained from Rochdale Road, and a secondary egress will be provided to the rear of the site via Clough Road, which will serve as an exit only.
- 6.1.6 The site benefits from access to local amenities within acceptable walking and cycling distance. The closest bus stop is located on the frontage of the site and offers services to Middleton town centre and local residential areas. Mills Hill Railway Station can be reached within circa eight-minute cycle from the site and offers services into local and regional areas.
- 6.1.7 Based on an assessment of similar sites using TRICS, the site is forecast to generate 25 two-way vehicle trips in the AM peak and 18 two-way vehicle trips in the PM peak. However, the net trip generation is expected to be considerably lower, and thus the transport impact of the proposals would be negligible. It is further worth noting that the land uses on the site have the potential to reduce wider vehicle ownership and use.
- 6.1.8 It is therefore concluded that the proposed Enterprise Rent-A-Car development would not have a severe impact on the local highway network or on highway safety, and the development would be acceptable in line with paragraph 115 of the NPPF.



Appendix A Site Layout



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Status:
RIBA Stage 2 - Concept Design

Address:
U3 Middleton
190 Rochdale Road, Middleton,
Manchester M24 2QA

Drawing:
Proposed layout option
UK99.08

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Appendix B Vehicle Swept Path Analysis

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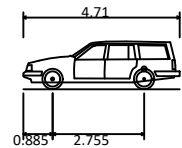


CDM Note

These drawings have been produced with reference to the CDM Regulations 2015.

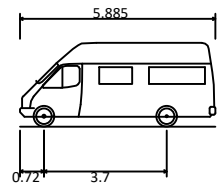
Please note that these are pre-construction phase drawings and should be subject to further design risk management as required in accordance with Regulation 9.

1. Do not scale from this drawing.
2. All dimensions in metres unless stated otherwise.
3. The purpose of this drawings is to illustrate swept path analysis for the proposed Enterprise Middleton site.
4. This drawing is based on the drawing provided by Planning Prospects and PJA cannot guarantee the accuracy of the drawing.
5. The design is preliminary and subject to discussion.



Estate Car (2006)

Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m



4.6t Light Van

Overall Length	5.885m
Overall Width	2.000m
Overall Body Height	2.526m
Min Body Ground Clearance	0.299m
Track Width	1.765m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.000m

PO	23/05/25	SB	LK	MF
Rev	Date	Drw	Chk	App

Client
Enterprise Rent-A-Car

Project
Enterprise Middleton

Drawing Status
Information

Title
Vehicle Swept Path Analysis

Drawing No.
0001

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Melbourne | Perth

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PJA Seven House, High Street Longbridge, Birmingham

Licence No: 231601

Filtering Summary

Land Use	01/R	RETAIL/TRADE SHOP
Selected Trip Rate Calculation Parameter Range	275-900 sqm GFA	
Actual Trip Rate Calculation Parameter Range	275-500 sqm GFA	
Date Range	Minimum: 01/01/16	Maximum: 10/05/22
Parking Spaces Range	All Surveys Included	
Days of the week selected	Tuesday	2
	Friday	1
Main Location Types selected	Suburban Area (PPS6 Out of Centre)	2
	Edge of Town	1
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	X - Selected
	Servicing vehicles Excluded	5 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	15,001 to 20,000	2
	20,001 to 25,000	1
Population <5 Mile ranges selected	25,001 to 50,000	1
	125,001 to 250,000	1
	500,001 or More	1
Car Ownership <5 Mile ranges selected	0.6 to 1.0	1
	1.1 to 1.5	2
PTAL Rating	No PTAL Present	3

Calculation Reference: AUDIT-231601-240515-0557

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : R - TRADE SHOP
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	SC SURREY	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days

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

PJA Seven House, High Street Longbridge, Birmingham

Licence No: 231601

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 275 to 500 (units: sqm)
Range Selected by User: 275 to 900 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 10/05/22

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

Selected survey days:

Tuesday 2 days
Friday 1 days

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

Selected survey types:

Manual count 3 days
Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 2
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:

Industrial Zone 3

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected
Servicing vehicles Excluded 5 days - Selected

Secondary Filtering selection:**Use Class:**

E(a) 3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

PJA Seven House, High Street Longbridge, Birmingham

Licence No: 231601

Secondary Filtering selection (Cont.):

Population within 5 miles:

25,001 to 50,000	1 days
125,001 to 250,000	1 days
500,001 or More	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	2 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	3 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	3 days
-----------------	--------

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

PJA Seven House, High Street Longbridge, Birmingham

Licence No: 231601

LIST OF SITES relevant to selection parameters

- | | | | |
|---|---|-------------|---------------------|
| 1 | NY-01-R-01 | TOOLSTATION | NORTH YORKSHIRE |
| | OAKNEY WOOD ROAD
SELBY | | |
| | Edge of Town
Industrial Zone | | |
| | Total Gross floor area: | 275 sqm | |
| | Survey date: TUESDAY | 10/05/22 | Survey Type: MANUAL |
| 2 | SC-01-R-01 | TOOLSTATION | SURREY |
| | PRAETORIAN PLACE
REDHILL | | |
| | Suburban Area (PPS6 Out of Centre)
Industrial Zone | | |
| | Total Gross floor area: | 414 sqm | |
| | Survey date: TUESDAY | 10/05/22 | Survey Type: MANUAL |
| 3 | WM-01-R-01 | TOOLSTATION | WEST MIDLANDS |
| | ALDRIDGE ROAD
BIRMINGHAM
PERRY BAR | | |
| | Suburban Area (PPS6 Out of Centre)
Industrial Zone | | |
| | Total Gross floor area: | 500 sqm | |
| | Survey date: FRIDAY | 19/11/21 | 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
BP-01-R-01	Undertaken during COVID-19
HC-01-R-01	Incomparable facilities

PJA Seven House, High Street Longbridge, Birmingham

Licence No: 231601

TRIP RATE for Land Use 01 - RETAIL/R - TRADE SHOP

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	396	0.252	3	396	0.000	3	396	0.252
07:00 - 08:00	3	396	2.187	3	396	2.019	3	396	4.206
08:00 - 09:00	3	396	2.860	3	396	2.439	3	396	5.299
09:00 - 10:00	3	396	3.028	3	396	3.028	3	396	6.056
10:00 - 11:00	3	396	2.607	3	396	2.860	3	396	5.467
11:00 - 12:00	3	396	2.944	3	396	2.355	3	396	5.299
12:00 - 13:00	3	396	3.364	3	396	3.616	3	396	6.980
13:00 - 14:00	3	396	2.860	3	396	3.028	3	396	5.888
14:00 - 15:00	3	396	2.944	3	396	2.860	3	396	5.804
15:00 - 16:00	3	396	2.607	3	396	2.860	3	396	5.467
16:00 - 17:00	3	396	3.364	3	396	3.112	3	396	6.476
17:00 - 18:00	3	396	1.682	3	396	2.019	3	396	3.701
18:00 - 19:00	3	396	1.934	3	396	1.934	3	396	3.868
19:00 - 20:00	3	396	1.430	3	396	1.682	3	396	3.112
20:00 - 21:00	3	396	0.084	3	396	0.168	3	396	0.252
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			34.147			33.980			68.127

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

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

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Parameter summary

Trip rate parameter range selected:	275 - 500 (units: sqm)
Survey date range:	01/01/16 - 10/05/22
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	2

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



Appendix C TRICS Outputs

PJA Seven House, High Street Longbridge, Birmingham

Licence No: 231601

Filtering Summary

Land Use	02/A	EMPLOYMENT/OFFICE
Selected Trip Rate Calculation Parameter Range	118-175000 sqm GFA	
Actual Trip Rate Calculation Parameter Range	500-5700 sqm GFA	
Date Range	Minimum: 01/01/16	Maximum: 23/11/22
Parking Spaces Range	All Surveys Included	
Days of the week selected	Monday	1
	Tuesday	1
	Wednesday	3
Main Location Types selected	Edge of Town	5
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	4 - Selected
	Servicing vehicles Excluded	11 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	10,001 to 15,000	2
	15,001 to 20,000	2
	20,001 to 25,000	1
Population <5 Mile ranges selected	25,001 to 50,000	1
	100,001 to 125,000	1
	125,001 to 250,000	3
Car Ownership <5 Mile ranges selected	0.6 to 1.0	3
	1.1 to 1.5	2
PTAL Rating	No PTAL Present	5
Filter by Site Operations Breakdown	All Surveys Included	

Calculation Reference: AUDIT-231601-240523-0515

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 500 to 5700 (units: sqm)
Range Selected by User: 118 to 175000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 23/11/22

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 1 days
Tuesday 1 days
Wednesday 3 days

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

Selected survey types:
Manual count 5 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 5

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

Selected Location Sub Categories:
Industrial Zone 1
Commercial Zone 1
Development Zone 1
Residential 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.

Inclusion of Servicing Vehicles Counts:
Servicing vehicles Included 4 days - Selected
Servicing vehicles Excluded 11 days - Selected

Secondary Filtering selection:

Use Class:
Not Known 5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

PJA Seven House, High Street Longbridge, Birmingham

Licence No: 231601

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	2 days
15,001 to 20,000	2 days
20,001 to 25,000	1 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
100,001 to 125,000	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	2 days

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

Travel Plan:

No	5 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	5 days
-----------------	--------

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

PJA Seven House, High Street Longbridge, Birmingham

Licence No: 231601

LIST OF SITES relevant to selection parameters

1	NF-02-A-04 WHITING ROAD NORWICH	BUILDING CONSULTANT	NORFOLK
	Edge of Town Commercial Zone Total Gross floor area: 500 sqm Survey date: WEDNESDAY 13/11/19		Survey Type: MANUAL
2	NF-02-A-05 YARMOUTH ROAD NORWICH	COUNCIL OFFICES	NORFOLK
	Edge of Town Residential Zone Total Gross floor area: 3697 sqm Survey date: MONDAY 12/09/22		Survey Type: MANUAL
3	WK-02-A-03 BUDBROOKE ROAD WARWICK	ENGINEERING CONSULTANTS	WARWICKSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 796 sqm Survey date: WEDNESDAY 23/11/22		Survey Type: MANUAL
4	WL-02-A-01 THE CRESCENT AMESBURY SUNRISE WAY	PET INSURANCE COMPANY	WILTSHIRE
	Edge of Town Development Zone Total Gross floor area: 2500 sqm Survey date: TUESDAY 18/09/18		Survey Type: MANUAL
5	WS-02-A-06 YEOMAN ROAD WORTHING	SOUTHERN WATER OFFICES	WEST SUSSEX
	Edge of Town No Sub Category Total Gross floor area: 5700 sqm Survey date: WEDNESDAY 18/05/22		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
AK-02-A-01	Incomparable site
DA-02-A-02	Incomparable site
EC-02-A-04	Undertaken during COVID-19
GM-02-A-10	Undertaken during COVID-19
MS-02-A-03	Undertaken during COVID-19
NM-02-A-01	Undertaken during COVID-19
PB-02-A-04	Incomparable site
SF-02-A-03	Undertaken during COVID-19
TW-02-A-08	Incomparable site
WO-02-A-03	Undertaken during COVID-19

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	2639	0.182	5	2639	0.030	5	2639	0.212
07:30 - 08:00	5	2639	0.637	5	2639	0.053	5	2639	0.690
08:00 - 08:30	5	2639	0.872	5	2639	0.061	5	2639	0.933
08:30 - 09:00	5	2639	0.712	5	2639	0.045	5	2639	0.757
09:00 - 09:30	5	2639	0.985	5	2639	0.061	5	2639	1.046
09:30 - 10:00	5	2639	0.296	5	2639	0.076	5	2639	0.372
10:00 - 10:30	5	2639	0.174	5	2639	0.083	5	2639	0.257
10:30 - 11:00	5	2639	0.061	5	2639	0.030	5	2639	0.091
11:00 - 11:30	5	2639	0.091	5	2639	0.068	5	2639	0.159
11:30 - 12:00	5	2639	0.076	5	2639	0.061	5	2639	0.137
12:00 - 12:30	5	2639	0.106	5	2639	0.250	5	2639	0.356
12:30 - 13:00	5	2639	0.121	5	2639	0.243	5	2639	0.364
13:00 - 13:30	5	2639	0.152	5	2639	0.212	5	2639	0.364
13:30 - 14:00	5	2639	0.212	5	2639	0.114	5	2639	0.326
14:00 - 14:30	5	2639	0.114	5	2639	0.197	5	2639	0.311
14:30 - 15:00	5	2639	0.129	5	2639	0.129	5	2639	0.258
15:00 - 15:30	5	2639	0.129	5	2639	0.250	5	2639	0.379
15:30 - 16:00	5	2639	0.038	5	2639	0.205	5	2639	0.243
16:00 - 16:30	5	2639	0.053	5	2639	0.371	5	2639	0.424
16:30 - 17:00	5	2639	0.038	5	2639	0.371	5	2639	0.409
17:00 - 17:30	5	2639	0.030	5	2639	1.198	5	2639	1.228
17:30 - 18:00	5	2639	0.083	5	2639	0.614	5	2639	0.697
18:00 - 18:30	5	2639	0.053	5	2639	0.447	5	2639	0.500
18:30 - 19:00	5	2639	0.045	5	2639	0.136	5	2639	0.181
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			5.389			5.305			10.694

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

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

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Parameter summary

Trip rate parameter range selected:	500 - 5700 (units: sqm)
Survey date date range:	01/01/16 - 23/11/22
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	10

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.

LIST OF SITES relevant to selection parameters

1	AC-15-C-01	EUROPCAR		CHESHIRE WEST & CHESTER
	BUMPERS LANE			
	CHESTER			
	SEALAND IND. ESTATE			
	Edge of Town			
	Industrial Zone			
	Total Gross floor area:	425 sqm		
	Survey date: WEDNESDAY	12/11/14	Survey Type: MANUAL	
2	HC-15-C-02	ENTERPRISE		HAMPSHIRE
	DAVIS WAY			
	FAREHAM			
	Suburban Area (PPS6 Out of Centre)			
	Industrial Zone			
	Total Gross floor area:	265 sqm		
	Survey date: MONDAY	27/09/21	Survey Type: MANUAL	
3	KS-15-C-01	ENTERPRISE		KIRKLEES
	BRADFORD ROAD			
	BIRSTALL			
	Edge of Town			
	Residential Zone			
	Total Gross floor area:	35 sqm		
	Survey date: THURSDAY	29/05/14	Survey Type: MANUAL	

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

PJA Seven House, High Street Longbridge, Birmingham

Licence No: 231601

Filtering Summary

Land Use	15/C	VEHICLE SERVICES/CAR HIRE CENTRE
Selected Trip Rate Calculation Parameter Range	35-750 sqm GFA	
Actual Trip Rate Calculation Parameter Range	35-425 sqm GFA	
Date Range	Minimum: 01/01/14	Maximum: 27/09/21
Parking Spaces Range	All Surveys Included	
Days of the week selected	Monday	1
	Wednesday	1
	Thursday	1
Main Location Types selected	Suburban Area (PPS6 Out of Centre)	1
	Edge of Town	2
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	X - Selected
	Servicing vehicles Excluded	3 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	1,001 to 5,000	1
	15,001 to 20,000	2
Population <5 Mile ranges selected	5,000 or Less	1
	125,001 to 250,000	2
Car Ownership <5 Mile ranges selected	0.6 to 1.0	1
	1.1 to 1.5	2
PTAL Rating	No PTAL Present	3

Calculation Reference: AUDIT-231601-240430-0447

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 15 - VEHICLE SERVICES
Category : C - CAR HIRE CENTRE
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	KS KIRKLEES	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area

Actual Range: 35 to 425 (units: sqm)

Range Selected by User: 35 to 750 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 27/09/21

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:

Monday1 days

Wednesday1 days

Thursday1 days

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

Selected survey types:

Manual count3 days

Directional ATC Count0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)1

Edge of Town2

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

Selected Location Sub Categories:

Industrial Zone2

Residential Zone1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles IncludedX days - Selected

Servicing vehicles Excluded3 days - Selected

Secondary Filtering selection:

Use Class:

Sui Generis3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

PJA Seven House, High Street Longbridge, Birmingham

Licence No: 231601

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	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:

5,000 or Less	1 days
125,001 to 250,000	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	1 days
1.1 to 1.5	2 days

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

Travel Plan:

No	3 days
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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	3 days
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This data displays the number of selected surveys with PTAL Ratings.

PJA Seven House, High Street Longbridge, Birmingham

Licence No: 231601

TRIP RATE for Land Use 15 - VEHICLE SERVICES/C - CAR HIRE CENTRE

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	345	1.739	2	345	0.580	2	345	2.319
08:00 - 09:00	3	242	1.379	3	242	2.759	3	242	4.138
09:00 - 10:00	3	242	1.655	3	242	1.379	3	242	3.034
10:00 - 11:00	3	242	2.621	3	242	1.379	3	242	4.000
11:00 - 12:00	3	242	2.483	3	242	2.897	3	242	5.380
12:00 - 13:00	3	242	2.621	3	242	1.793	3	242	4.414
13:00 - 14:00	3	242	1.931	3	242	2.621	3	242	4.552
14:00 - 15:00	3	242	1.241	3	242	1.241	3	242	2.482
15:00 - 16:00	3	242	1.517	3	242	2.897	3	242	4.414
16:00 - 17:00	3	242	2.069	3	242	1.379	3	242	3.448
17:00 - 18:00	3	242	1.517	3	242	1.517	3	242	3.034
18:00 - 19:00	2	345	0.000	2	345	0.725	2	345	0.725
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			20.773			21.167			41.940

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

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

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Parameter summary

Trip rate parameter range selected:	35 - 425 (units: sqm)
Survey date range:	01/01/14 - 27/09/21
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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