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mobility solutions through design and innovation

Objection to Mosque Development
At Bury Mead Road, Hitchin
for Ransom Naturals Ltd and D&A Engineering
Technical Note

October 2025 (Initial Issue)

Quality Management

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1. Introduction

1.1.1 This Technical Note (TN) has been prepared on behalf of Ransom Naturals and D&A Engineering to object to planning application (ref 25-02092) for a change of use from industrial to a Mosque at 45 Bury Mead Road, Hitchin.

1.1.2 Both clients have expressed concern on how the proposal will severely impact the operation of their businesses which are located on the Mead Industrial Estate some 200m northwest of the proposed Site. Both businesses are accessed via Bury Mead Road and have to route past the proposed Site in order to access the wider highway network as currently Bury Mead Road is an industrial cul-de-sac.

1.1.3 The industrial use of the clients' businesses necessitates the use of HGVs including max legal articulated vehicles. If these vehicles are not able to get to the industrial premises every working day, the business would suffer and may need to relocate away from the industrial estate.

1.1.4 A summary of the client's operation is set out below in Table 1.1.

Table 1.1 Existing Use of Clients Site

	Company	
	D&A	Ransom Natural
Operating Hours	07:30 – 18:00 Monday – Friday Occasional Saturday	Currently 06:00-22:00 Monday to Friday, 08:00-14:00 most Saturdays and occasionally the same on Sundays It will soon be operational 24 hours 5 days a week
Employee Numbers	Overall, approximately 150 Day to day 40 (20 office staff and 20 workshops)	50
Vehicles Used in Operation	Rigid trucks, articulated lorries, LGV's, transport cranes and lifting devices. Required for use on a daily basis, including Fridays and Saturdays	Couriers: 7.5t Van twice a week Collections: Rigid trucks/artics/40ft container/recovered ethanol tanker – 2/3 per week, including Fridays Deliveries: rigid trucks/artics/tanker ethanol – 3/4 per week, including Fridays. Total: 9 per week
Future Expansion	Looking at increasing the employment and production by 15% in the next few months	Double the turnover and therefore deliveries in the next 2-3 years

1.1.5 This TN has been prepared following a Site visit on the 3rd October 2025 and a review of the Transport Statement (TS) produced by Mode dated 15th August 2025. This report reviews the appropriateness of the assumptions made within the TS and reviews the impact on the highway network.

1.1.6 The key elements are outlined in the following chapters of the report.

- Chapter 2 - reviews the existing operation of Bury Mead Road, including current parking opportunities and how the current arrangements impact the operation of the clients Site;
- Chapter 3 - reviews the assessment of trips to and from the proposed Site, as well as parking provision on and off Site and how this will impact the operation of the Clients Site; and
- Chapter 4 - summarises and concludes the reports.

2. Baseline Conditions

2.1.1 This chapter describes the Site and considers the existing conditions on the surrounding highway network. It also summarises the findings of a Site visit undertaken on the 3rd October 2025.

2.2 Existing Site

2.2.1 The Site is located west of Bury Mead Road within an existing industrial estate. The Site was previously used by Wilmond, who were a camping and caravan accessories company. At the Site, they supplied and fitted towbars and undertook services and repairs. This differs to the Mode Transport Statement which assessed the previous use as office use.

2.2.2 The Site is accessed via two dropped crossing facilities onto Bury Mead Road.

2.2.3 The Site boundary is shown indicatively in red in Image 2.1.

Image 2.1 Site Location



2.3 Existing Local Highway Network

2.3.1 Bury Mead Road is a single-lane carriageway running northwest-southeast along the Site boundary and it is an industrial cul-de-sac which terminates some 150m to the northwest. The street is lit and has a carriageway width of 7.3m, with a verge and footway provided along the southwestern flank and no provision along the northeastern flank. It is subject to a 30mph speed limit.

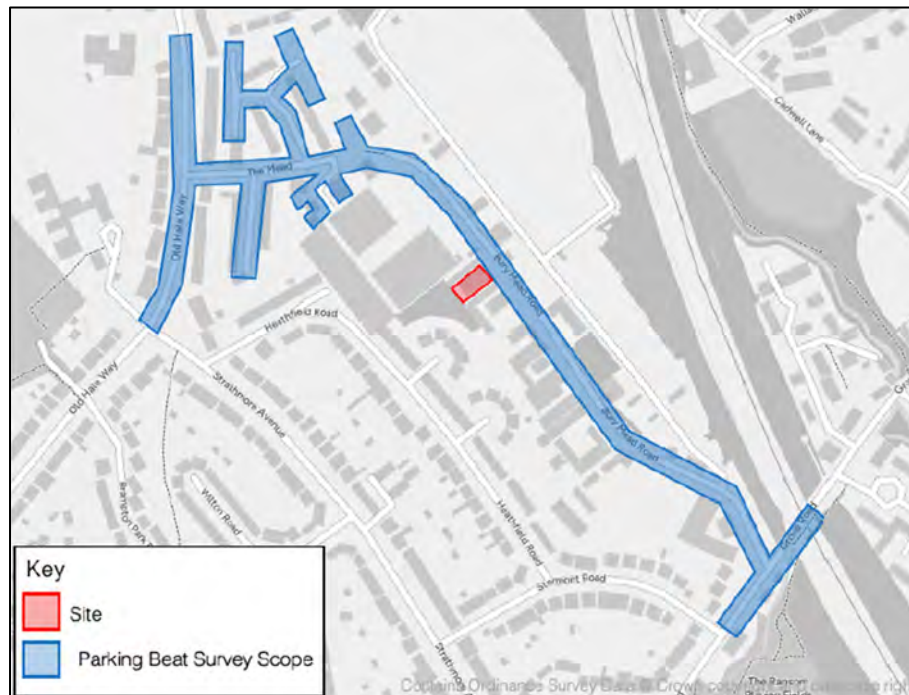
2.3.2 Parking is prohibited on both sides of the carriageway along Bury Mead Road for the initial 100m from its signalised junction with Grove Road, which is enforced by

the provision of double yellow line markings. The remainder of Bury Mead Road is unrestricted.

2.4 Mode Car Park Survey

2.4.1 The Mode TS Section 6.1 identified the number of parking spaces within a 500m walk distance from the Site as 521 and then undertook a parking survey of the demand for car parking as 121. The car parking area for the Mode survey is shown in Image 2.2.

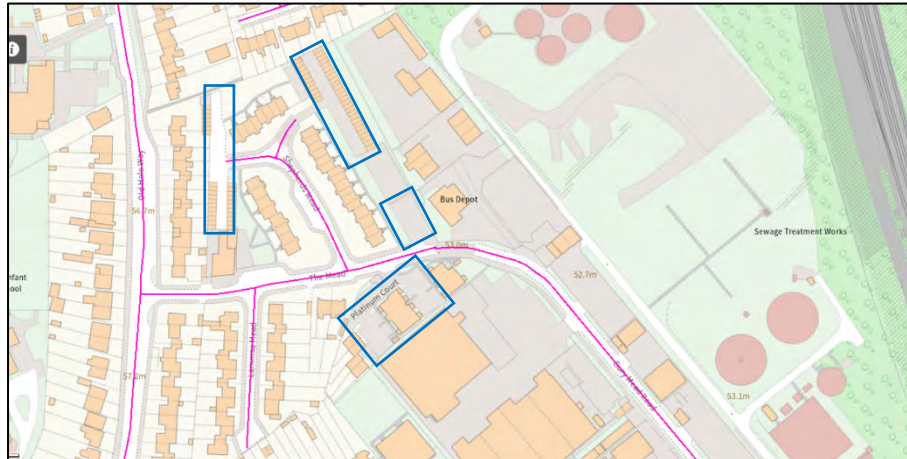
Image 2.2 Extract of Figure 6.1 of Mode TS



2.4.2 A review of this assessment has highlighted a number of issues with the calculation of the car parking capacity within the area shown above:

- (a) The car parking accumulation includes 4 areas of private land (Platinum Court, Car Park and 2 parts of Shepherds Mead as shown in Image 2.3 below), where car parking is currently restricted. These areas have been excluded as counting towards the capacity as there is no right to park in these areas – this overestimates car parking by circa 25%;
- (b) The calculation of car parking spaces along a road is divided by a 5m length, instead of the required 6m length for a car to access from a parallel parking space – this overestimates the provision by circa 17%; and
- (c) All roads have been assumed to have parking on both sides of the carriageway – this would restrict access along the road and overestimates the available space by circa 50%.

Image 2.3 Adopted Highway Plan – North Hertfordshire Council



2.4.1 Image 2.3 demonstrates that the four areas (outlined blue) included within the Mode traffic survey are on private land and cannot be used to show available car parking capacity.

2.5 Available On Street Car Parking Supply

2.5.1 In order to accurately assess the available car parking spaces available on the local highway network, Mosodi have undertaken an assessment of capacity based off the assumptions made within the Mode TS. This assessment is shown in the Mosodi drawings attached in Appendix A. This assessment has then been refined through a tracking assessment to allow two way passing for HGV's every 60m and provide access into the clients Site. It should be noted that the capacity of parking on the road may be further reduced if access for large vehicles is required at other units along Bury Mead Road. The spaces impacted by the HGV tracking is shown in Appendix B.

2.5.2 An on street parking opportunity assessment has been carried out to provide a robust estimate of the number of publicly available on street parking spaces within the vicinity of Bury Mead Road.

2.5.3 The distribution and location of the on street parking spaces is illustrated in drawings 25099.IN.01, 25099.IN.02, and 25099.IN.03 attached in Appendix A. These drawings set out the spatial arrangement of the parking supply across the area and identify sections of carriageway subject to restrictions, such as driveway crossovers or bus stops.

2.5.4 Parking spaces are represented as 6m x 2.5m rectangular blocks, enabling straightforward identification and quantification of potential spaces.

2.5.5 A summary of the number of on-street parking spaces identified on each road is provided in Table 2.1. This table also compares the current assessment with the original parking availability presented in the Hitchin Mosque Transport Statement (August 2025), thereby highlighting any changes or refinements to the parking supply data.

Table 2.1 Summary of On-Street Parking Opportunities

Road Name	Mode Calculation of Parking Supply	Mosodi Calculation of Parking Supply (based off IN, 01, 02, 03)*	Difference	Mosodi Calculation of Parking Supply following tracking assessment	Difference
Old Hale Way	78	22	-56	22	-56
Shepherds Mead	127	21	-106	21	-106
Platinum Court Access	53	0	-53	0	-53
Car Park	24	0	-24	0	-24
Lammas Mead	24	10	-14	10	-14
Bury Mead Road	163	63	-100	43	-120
The Mead	52	21	-31	21	-31
Total	521	137	-384	117	-404

2.5.6 Notably, a significant variation exists between the number of spaces identified in the Mosodi Assessment and those reported in the earlier Transport Statement produced by Mode. These differences are from the application of a realistic assessment based on the review site-specific assumptions as follows. The Mode TS overestimates the capacity of the local roads by some 404 car parking spaces.

2.5.7 Key refinements applied in the updated assessment include:

- (a) Application of a 7.5 metre clearance at all road junctions, ensuring compliance with highway safety standards and maintaining adequate visibility splays for vehicles and pedestrians.
- (b) Exclusion of driveway access points, recognising that vehicles cannot lawfully park in a manner that obstructs private access.
- (c) Differentiation between public highway and private land, ensuring only genuinely available public parking is counted.
- (d) Removal of potential spaces within the bus stop area located along Old Hale Way.
- (e) Exclusion of double parking, given that most local roads are too narrow to safely accommodate parking on both sides while maintaining through traffic movement.

2.5.8 To provide greater clarity on the causes of the differences identified, the following information sets out a street-by-street review of the assessed parking supply.

- (a) **Old Hale Way:** The reduction of 56 spaces is largely due to the application of the 7.5m junction clearance and the removal of spaces obstructing driveways and the bus stop located on the eastern side of the carriageway.

- (b) **Shepherds Mead:** The largest reduction of 114 spaces, largely attributed to the reclassification of the two northern cul-de-sac car parks as private land.
- (c) **Platinum Court Access:** All 53 spaces previously assumed in the original assessment have been discounted following the identification of the area as private access land, not public highway, and therefore unavailable for general parking.
- (d) **Car Park:** Similarly, the 24 spaces originally counted have been removed as this area is not a public car park but private land and therefore does not contribute to the on street parking supply.
- (e) **Lammas Mead:** A moderate reduction of 14 spaces has been applied, primarily due to driveway and junction clearance exclusions.
- (f) **Bury Mead Road:** A difference of 102 spaces is identified. This stems from more rigorous application of junction clearance, exclusion of driveways, and the prevention of double parking on the carriageway.
- (g) **The Mead:** The reduction of 34 spaces reflects a combination of driveway access constraints and enforcement of junction clearances, which significantly limit the length of road available for safe parking.

2.5.9 The updated on street parking opportunity assessment identifies a significant reduction in available spaces compared with the original Transport Statement. The amendments made ensure compliance with highway standards and provide a more accurate representation of publicly available parking.

2.6 Existing On Street Car Parking Demand

2.6.1 In addition to an assessment of car parking supply, Mosodi also undertook a parking beat survey during the Site visit. The results of the car parking beat survey are shown in Appendix C, with photos documenting the position of the car parking. A summary of the car parking is provided in Table 2.2, alongside the maximum car parking recorded within the Mode survey (excluding the private car parking areas).

Table 2.2 Summary of On-Street Parking (demand)

Road Name	Max Car Parking Observed on 3 rd October	Max Parking Observed by Mode	Difference
Old Hale Way	17	17	-
Shepherds Mead	17	14*	+3
Lammas Mead	9	17	-8
Bury Mead Road	35	31	+4
The Mead	19	16	+3
Total	97	95	-2

*adjusted from 30 to 14 in Mode report to reflect parked vehicles in survey

2.6.2 The parking beat surveys undertaken within the Mode TS and undertaken by Mosodi results in similar demand shown over the available parking areas.

2.7 Existing Parking Stress

2.7.1 In order to establish the parking stress within the area, the car parking supply has been reviewed against the capacity in Table 2.3.

Table 2.3 Parking Stress Summary

Road Name	Mosodi Calculated Capacity	Max Parking Observed by Mosodi	Max Stress
Old Hale Way	22	17	77.3%
Shepherds Mead	21	17	80.9%
Lammas Mead	10	9	90%
Bury Mead Road	43	35	81.4%
The Mead	21	19	90.5%
Total	117	97	82.9%

2.7.2 Table 2.3 shows that the roads surrounding the proposed Site are already under parking stress and any further parking on the highway would exacerbate an existing issue.

2.8 Existing Highway Safety Concerns

2.8.1 It was observed on Site, that cars have started to be parked on footways and verges which restrict pedestrian access and visibility when exiting driveways. Significant lengths of parking along sections of Bury Mead Road has also narrowed the carriageway to shuttle working and due to the limited forward visibility on the bends on the southern section, delivery vehicles were observed to be reversing, when traffic in the opposite direction met head on. This is shown on Image 2.4.

Image 2.4 Bury Mead Road Outside The Glover Centre



3. Proposed Development and Impact

3.1 Development Proposals

3.1.1 The Mode TS confirms the Site is proposed to provide 1,817sqm floorspace including:

- 168 prayer spaces;
- 3 children's classrooms;
- Mortuary; and
- Multi-use community space.

3.1.2 The current mosque has two services on a Friday at 12:45 and 13:30 in winter and at 13:30 and 14:15 in summer.

3.1.3 The TS confirms that the Friday prayer is the busiest time with up to 210 people attending across two services. If split evenly this would be 105 in each service.

3.1.4 The proposal is for 168 prayer spaces with children's classrooms in addition to the prayer spaces. As such, if the mosque expands its congregation, the mosque could have close to 200 people present in the building per service – 400 people over the two services, which are separated by only 45 minutes.

3.2 Development Trip Rate

3.2.1 In order to understand the expected traffic movements from the Site, a trip rate assessment for the development has been calculated using TRICS software, where 2 mosques within greater London were identified as an appropriate comparison to the proposed Site. The TRICS output is contained in Appendix E.

3.2.2 Table 3.1 shows the vehicular trip rates per 100 sqm for a typical Friday.

Table 3.1 Vehicular Trip Rates

	Trip Rates		
	Arrivals	Departures	Total
12:00-13:00	16.000	5.879	21.879
13:00-14:00	12.121	19.879	32.000
14:00-15:00	7.030	12.242	19.272

3.2.3 A total of 1,817sqm is proposed, as such the trip rates in Table 3.1 have been multiplied by 18.17 to create the vehicular trip generations in Table 3.2.

Table 3.2 Vehicular Trip Generation

	Trip Generation		
	Arrivals	Departures	Total
12:00-13:00	291	107	398
13:00-14:00	220	361	581
14:00-15:00	128	222	350

3.2.4 TAL 02/04 confirms that to prevent excessive delay to vehicles, it is recommended that maximum two way flow should not exceed 300 vehicles per

hour where a passing place give way arrangement is created. The proposed Mosque development as demonstrated in Table 3.2 would create over this number alone.

3.2.5 Table 3.2 shows that a Mosque of this size would therefore create a significant volume of traffic arriving and departing from the Site. Given the existing road is reduced to a single lane, due to the existing on street car parking, the volume of traffic is likely to cause a severe impact on traffic delay and impact on the operation of the business park.

3.3 Existing Trip Rate

3.3.1 The building is not currently occupied and would not have any existing trips on the highway network. If an assessment was completed, it should be completed against its previous use as a towbar service and repair garage and not an office building.

3.3.2 No assessment of the highway network has been undertaken to confirm if the trips as set out within Table 3.2 can be accommodated at the Grove Road traffic signals.

3.4 Proposed Car Parking

3.4.1 16 car parking spaces are proposed, including 2 disabled car parking spaces. A tracking assessment of the spaces was not provided within the Mode TS, however the stacked car parking spaces are provided to a width of 2.4m and a length of 4.8m and therefore the parallel bays (5-16) wouldn't be able to be accessed in their current arrangement.

3.4.2 In order to assist with the assessment of available car parking spaces, a tracking exercise has been completed with the drawings contained in Appendix D. This demonstrates that a maximum of 10 bays could be accessed and that the parking would require significant reversing. As such a banksman would be required to assist as the car parking is substandard. A new entrance onto the highway would also be required to facilitate this quantum.

3.5 Expected Car Parking

3.5.1 The parking standards are 1 space per 10sqm and therefore for the 1,817sqm proposed building, 181 spaces would usually be the maximum. However, as the proposal is for 2 services following each other, the car parking for the first service would not have left prior to the second service arriving.

3.5.2 Given the proximity of the services to each other (only 45 minutes between the start of each service), the proposed number of attendees (400) over 2 services could result in a greater number of car parking spaces than set out within the parking standards.

3.5.3 The Mode TS assessed a parking demand of 81 for 210 attendees over 2 services, based off 38.7% arriving by car. If both services were at full capacity (400 in total) and using the surveyed mode split (Table 5.3 of the Mode TS), the demand would be for 155 car parking spaces.

3.5.4 As the mosque increases in size, the catchment area of the mosque will also increase, the relocation away from a residential area to an industrial estate, will also increase the walk distance for those who currently walk, whilst the TROs around the

existing Mosque, will also encourage a higher proportion to walk, as there are no restrictions around the current facility, it may encourage a mode shift towards the car. This could result in an increased percentage of the congregation arriving by car.

3.6 Impact of Car Parking on Existing Highway Network

3.6.1 The tracking of the proposed car park confirmed that only up to 10 spaces could be accommodated on Site. The Mode TS identified a parking demand of 81 and therefore the Mosque would add a further 71 cars parking on local streets.

3.6.2 The Mosodi review of available car parking spaces identified a total capacity of 117 spaces within 500m of the Site, 97 of these were already occupied on a Friday. This only left 20 available spaces and as such there would be 51 cars from the Mosque not able to be accommodated on the local highway network safely.

3.6.3 As the cars couldn't be safely accommodated on the highway network, it may lead to cars parking on footways/verges or inappropriate areas, which could restrict the access of HGVs down Bury Mead Road. This would result in a highway safety issue, even in the best case scenario of only up to 210 over two services.

3.6.4 Increasing the provision to the 400 over the two services would increase the car parking demand to 155, with only 10 accommodated on Site and 20 in the surrounding roads. This would leave a total of 125 requiring a parking space even with the existing optimistic mode split.

3.6.5 This level of car parking added to the local highway network would result in bad parking behaviour as attendees tried to park as close as possible to the Mosque. This additional car parking would restrict the operation of the existing businesses on Bury Mead Road, with HGVs and buses unable to travel along the road.

3.6.6 This impact on car parking on the highway network, would clearly result in a severe impact on highway safety and the operation of the road network and as such the application should be refused.

3.7 Sustainable Travel

3.7.1 Limited proposals have been put forward to reduce the impact on Bury Mead Road, with no travel plan supporting the Site, or traffic management proposal. The provision of 6 cycle spaces for 400 people only equates to 1.5% and is not seen as ambitious.

4. Summary and Conclusion

4.1.1 Mosodi have been appointed to produce this Technical Note (TN) in order to object to the planning application for a Mosque on Bury Mead Road in Hitchin due to its impact on the operation of the businesses.

4.1.2 The scheme proposals are summarised as follows, with two Friday services following each other creating a peak in demand:

- 1,817sqm Mosque incorporating;
 - o 168 prayer spaces;
 - o 3 children's classrooms;
 - o Mortuary; and
 - o Multi-use community space.
- 10 useable parking spaces.

4.1.3 The application confirms the total number on site per service as 105, however the provision proposed could allow up to 200 (168 prayer spaces, staff/volunteers, plus children's classroom and community space).

4.1.4 The report has reviewed the available off site public highway safe car parking opportunities in the surrounding areas through an in depth Site visit and tracking assessment of an articulated vehicle. This identified a total of 117 spaces, of which 97 were occupied on the day of the survey.

4.1.5 This was significantly less than identified by Mode in their TS, which identified 521 available car parking spaces, however the Mode assessment of capacity was fundamentally flawed due to the following:

- Included privately owned car parking areas;
- Parking spaces identified would obstruct the carriageway as counted both sides of narrow roads;
- Parking spaces identified were too small to park a car in the space; and
- Included parking on street blocking existing driveways.

4.1.6 An assessment of the car parking demand has also taken place, with an existing demand for 97 spaces currently out of the 117 available spaces. The proposed development could accommodate a maximum of 10 car parking spaces on the Site, whilst the parking standards set out a requirement for 181 spaces as part of the development. This would leave 151 cars without an opportunity to park within 500m from the Site.

4.1.7 When utilising the optimistic Mode TS assessment of parking demand (81 vehicles), this would still result in an oversupply of parking of 51 vehicles.

4.1.8 The proposed Site hasn't provided sufficient car parking to accommodate the number of vehicles expected to utilise the Site. This is likely to cause the following issues:

- Parked cars blocking HGV access to businesses and disrupting the ability of companies on the existing industrial estate;
- Parking occurring on the footway and verges, creating conflict with pedestrians/vehicles;

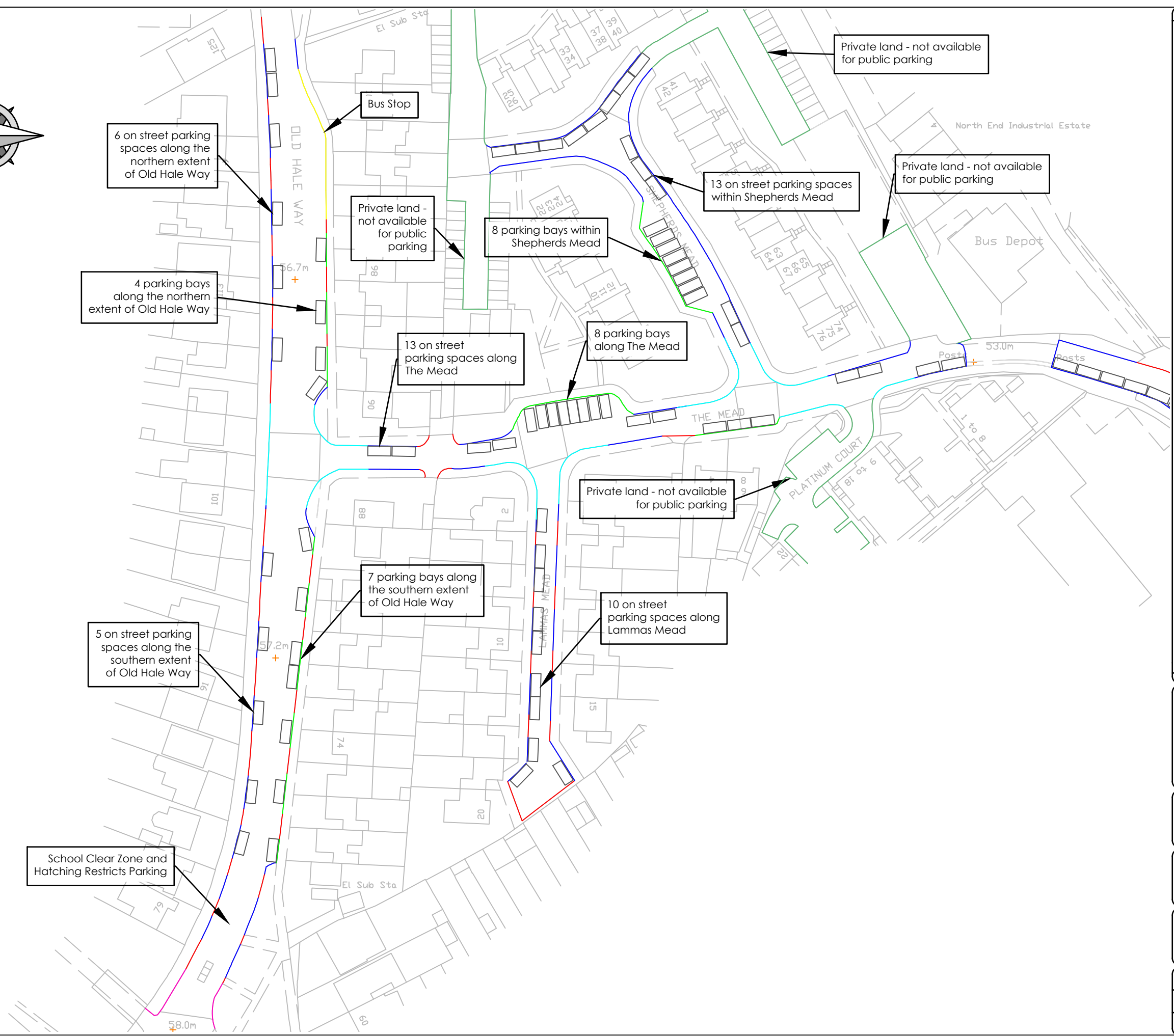
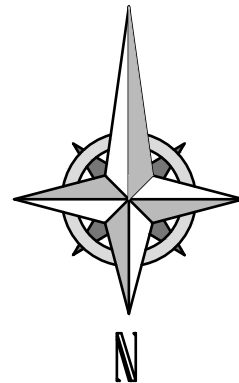
- Parking occurring on private land, which would cause residential amenity issues; and
- Driveway accesses being blocked as no available spaces located on the local highway network.

4.1.9 A TRICS assessment has been completed based on two Mosques in Greater London, which demonstrates that the Site will have a material impact on the operation of Bury Mead Road. The proposed level of traffic from the Site alone would exceed the 300 two way trip threshold set out in TAL 2/04 for the satisfactory operation of a passing place narrowing arrangement (created by parked cars). This would last for a 3 hour period on a Friday. No impact on the operation of the signals has also been undertaken at the junction of Bury Mead Road/Grove Road.

4.1.10 From the work undertaken it is concluded that the proposed Mosque would raise severe highway safety and operational issues on Bury Mead Road and the surrounding areas. This is likely to result in a highway safety issue and an impact on the operation of businesses on Bury Mead Road. We would recommend that the council refuse this application due to the severe impact on the operation of Bury Mead Road and surrounding areas.

Appendices

Appendix A Car Parking Assessment



Notes:

1. This drawing is subject to copyright and is not to be reproduced in part or whole without approval.
2. Do not scale this drawing - check all dimensions on site.

Key:

- Unclassified
- Double Yellow Lines
- Parking Bays
- Within 15m length of a Junction
- Zigzag
- Driveway Access
- Private Land
- Bus Stop
- 6m x 2.5m Car

Rev: -	Date: 02.10.25	Status/Amendments: INITIAL ISSUE	LW
By:			

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Ransom Naturals and D&A Engineering

Project:

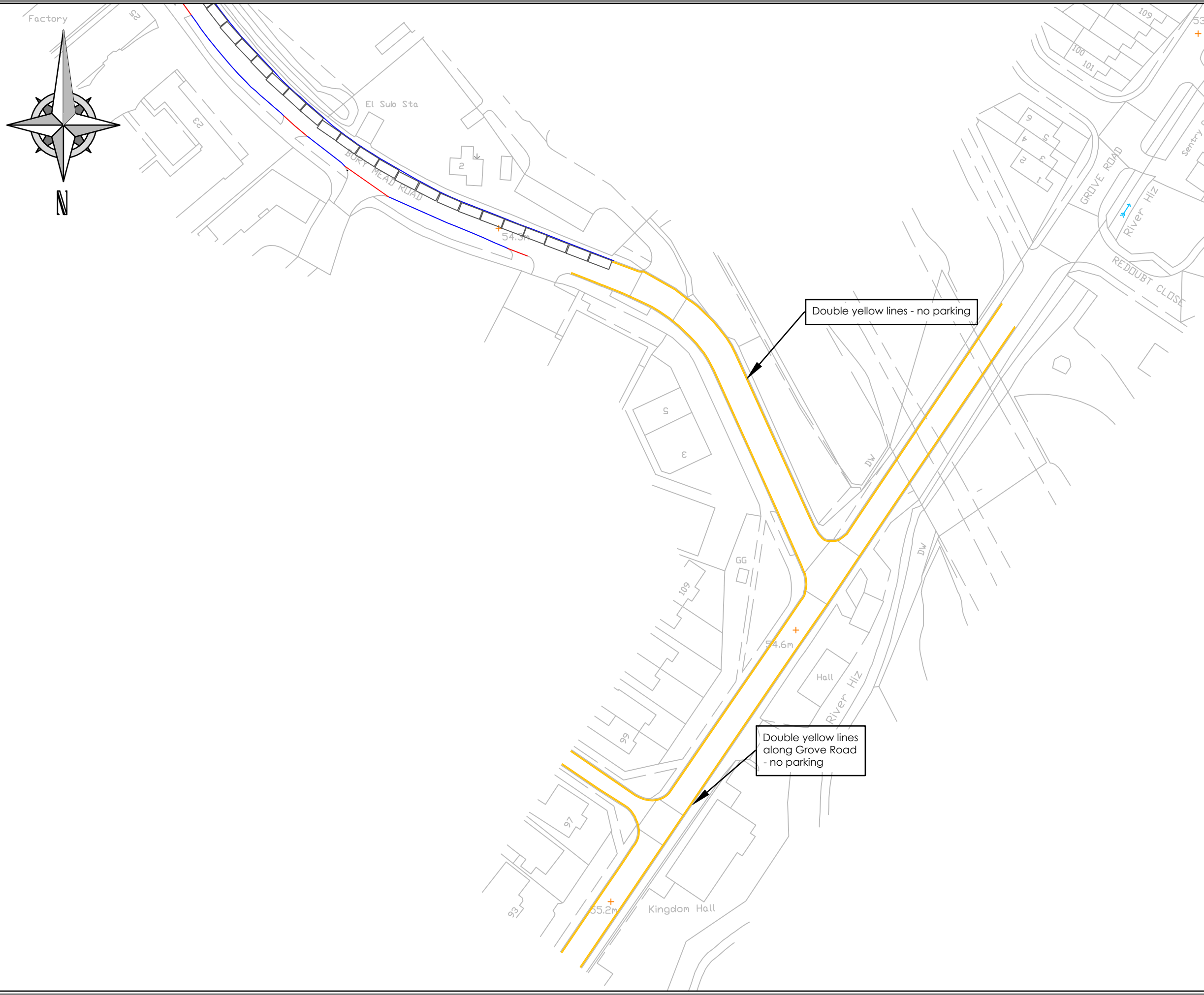
Bury Mead Road, Hitchin

Drawing Title:

On Street Parking Opportunity
Plan 1 of 3

Drawn By: LW	Checked By: SJP	Approved By: SJP
Scale: 1:1000	Paper Size: A3	Date Created: 02.10.25
Drawing Number: 25099.IN.01		Drawing Revision: -





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- 6m x 2.5m Car

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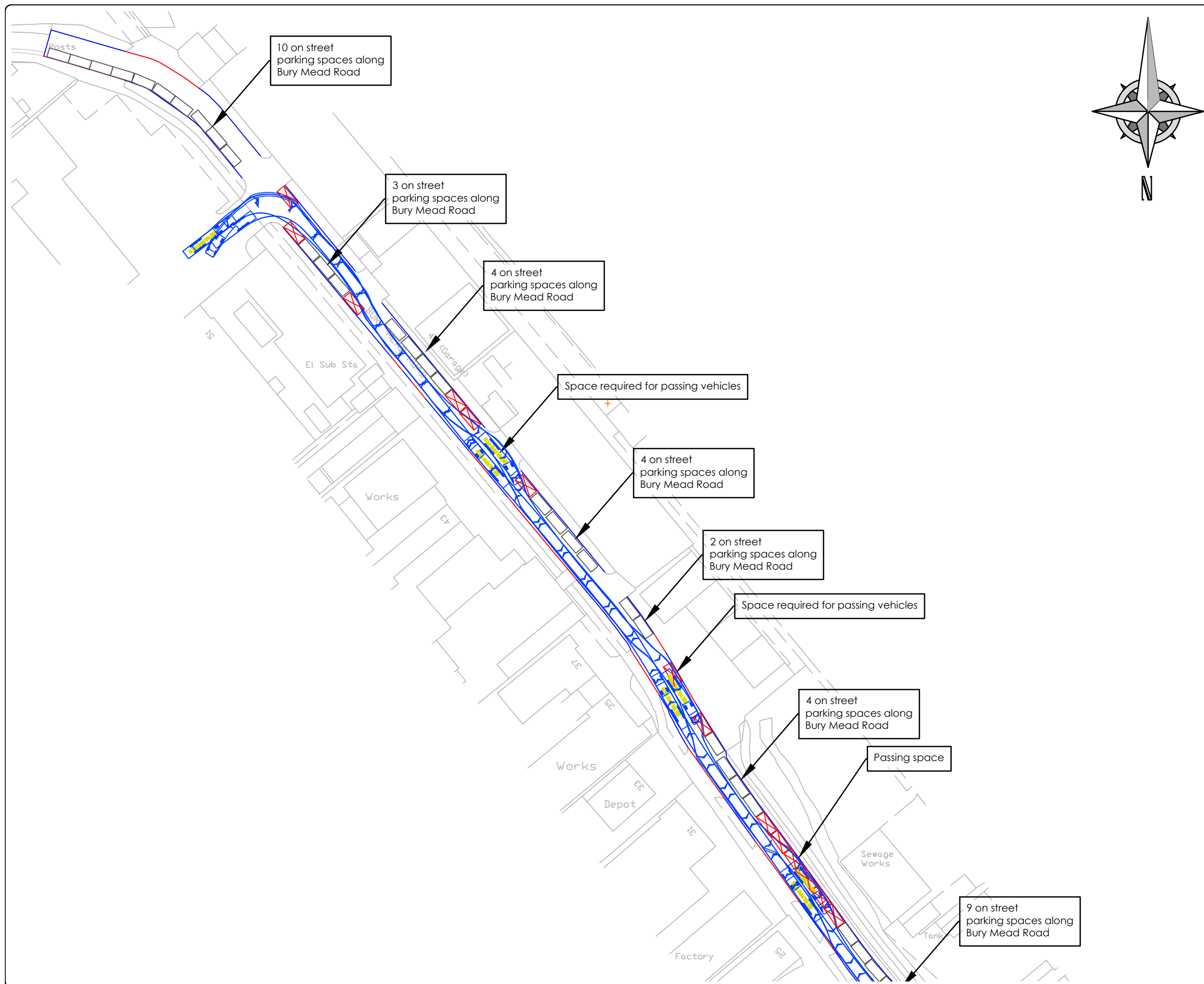
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Bury Mead Road, Hitchin

Drawing Title:
On Street Parking Opportunity
Plan 3 of 3

Drawn By: LW	Checked By: SJP	Approved By: SJP
Scale: 1:1000	Paper Size: A3	Date Created: 02.10.25
Drawing Number: 25099.IN.03		Drawing Revision: -

Appendix B HGV Tracking of Bury Mead Road



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Key:

- Unclassified
- Double Yellow Lines
- Parking Bays
- Within 15m length of a Junction
- Zigzag
- Driveway Access
- Private Land
- Bus Stop
- 6m x 2.5m Parking Space (43 in total)
- Space impacted by 16.5m artic

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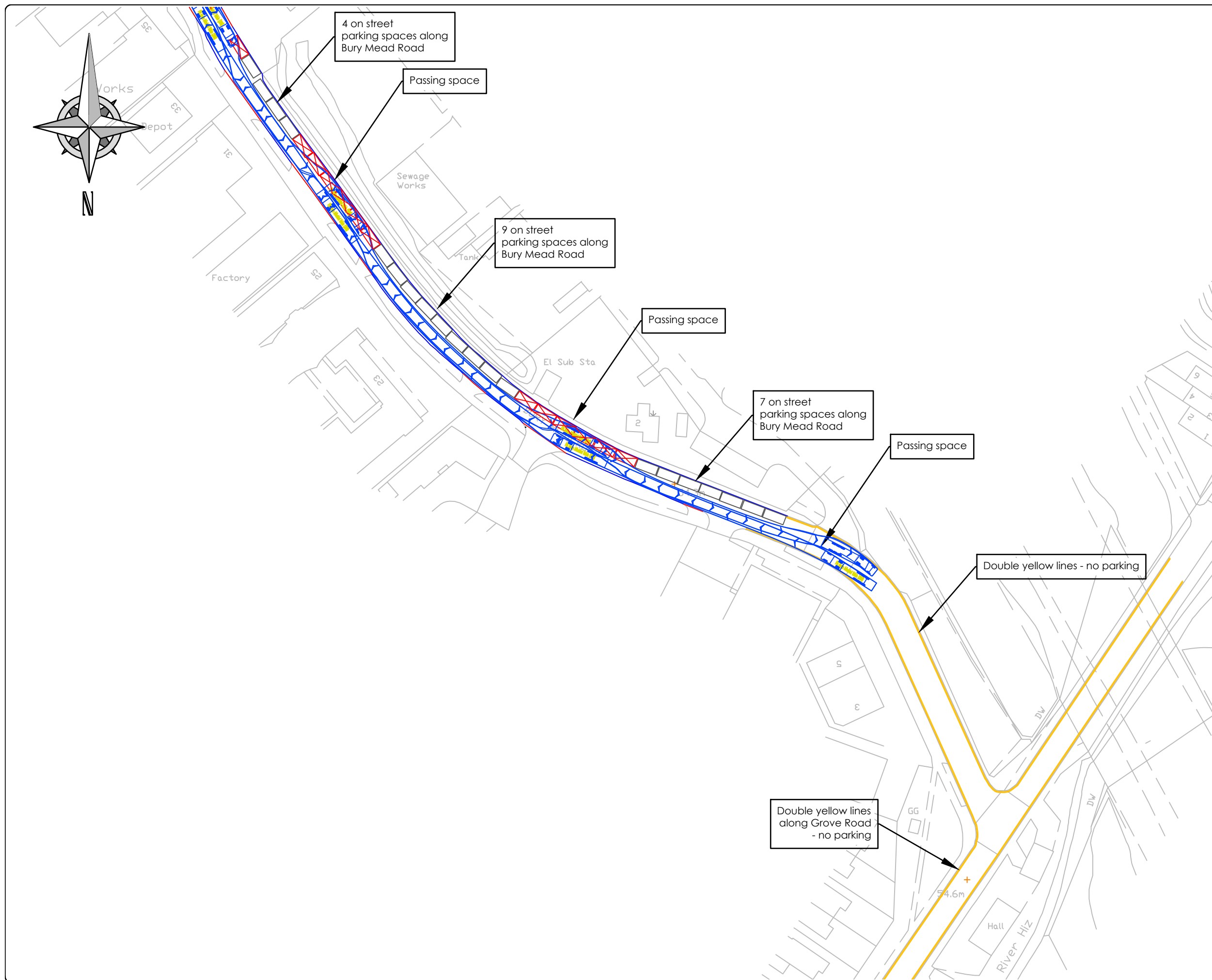
Project:

Bury Mead Road, Hitchin

Drawing Title:

16.5m Artic Tracking along Bury Mead Road Impact on Car Parking

Drawn By:	Checked By:	Approved By:
AE	SJP	SJP
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1:1000	A3	03.10.25
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- Driveway Access
- Private Land
- Bus Stop
- 6m x 2.5m Car
- Parking Space impacted by 16.5m Artic

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Project:
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Drawing Title:
On Street Parking

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Scale: 1:500	Paper Size: A3	Date Created: 03.10.25
Drawing Number: 25099.ATR.03		Drawing Revision: -

Appendix C Car Parking Beat Survey

Job Name: Bury Mead Road, Hitchin
Objection to Planning Application Ref – 25/02092
Our Ref: 25099
Date: 3rd October 2025

Table 1 – Parking Observed during two parking beats

Road Name	Parking Observed by Mosodi			
	11:00	11:30	13:15	14:00
Old Hale Way	17	-	13	-
Shepherds Mead	17	-	14	-
Lammas Mead	9	-	9	-
Bury Mead Road	34	35	28	29
The Mead	17	-	19	-
Total	94	-	83	-

1.1 Old Hale Way





Road Name	Parking Observed by Mosodi			
	11:00	11:30	13:15	14:00
Old Hale Way	17	-	13	-

1.2 Shepherds Mead





Road Name	Parking Observed by Mosodi			
	11:00	11:30	13:15	14:00
Old Hale Way	17	-	13	-
Shepherds Mead	17	-	14	-

1.3 Platinum Court Access



Road Name	Parking Observed by Mosodi			
	11:00	11:30	13:15	14:00
Platinum Court Access	-	-	-	-

1.4 Car Park



Road Name	Parking Observed by Mosodi			
	11:00	11:30	13:15	14:00
Car Park	-	-	-	-

1.5 Lammas Mead



Road Name	Parking Observed by Mosodi			
	11:00	11:30	13:15	14:00
Lammas Mead	9	-	9	-

1.6 Bury Mead Road







Road Name	Parking Observed by Mosodi			
	11:00	11:30	13:15	14:00
Bury Mead Road	34	35	28	29

1.7 The Mead

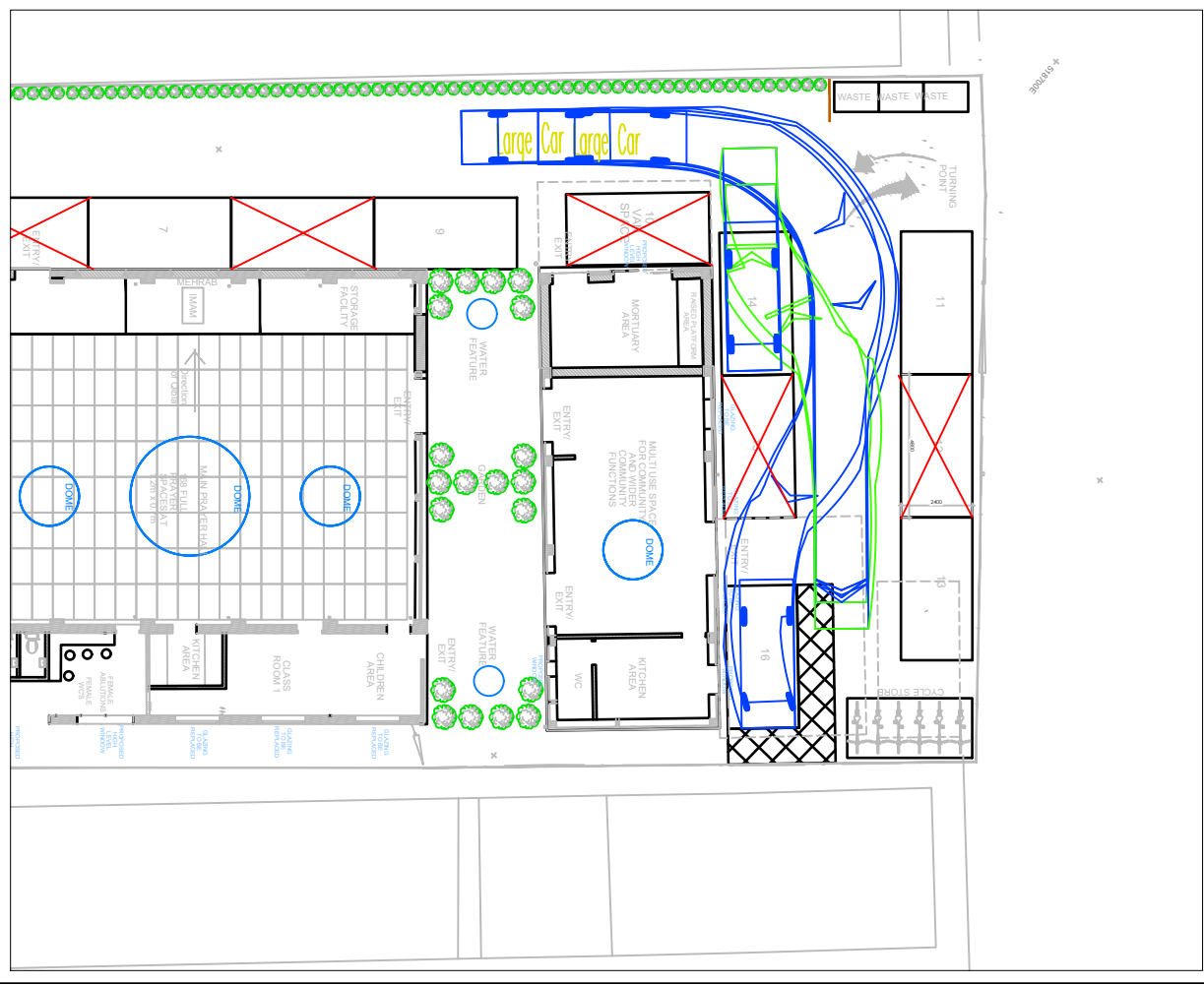
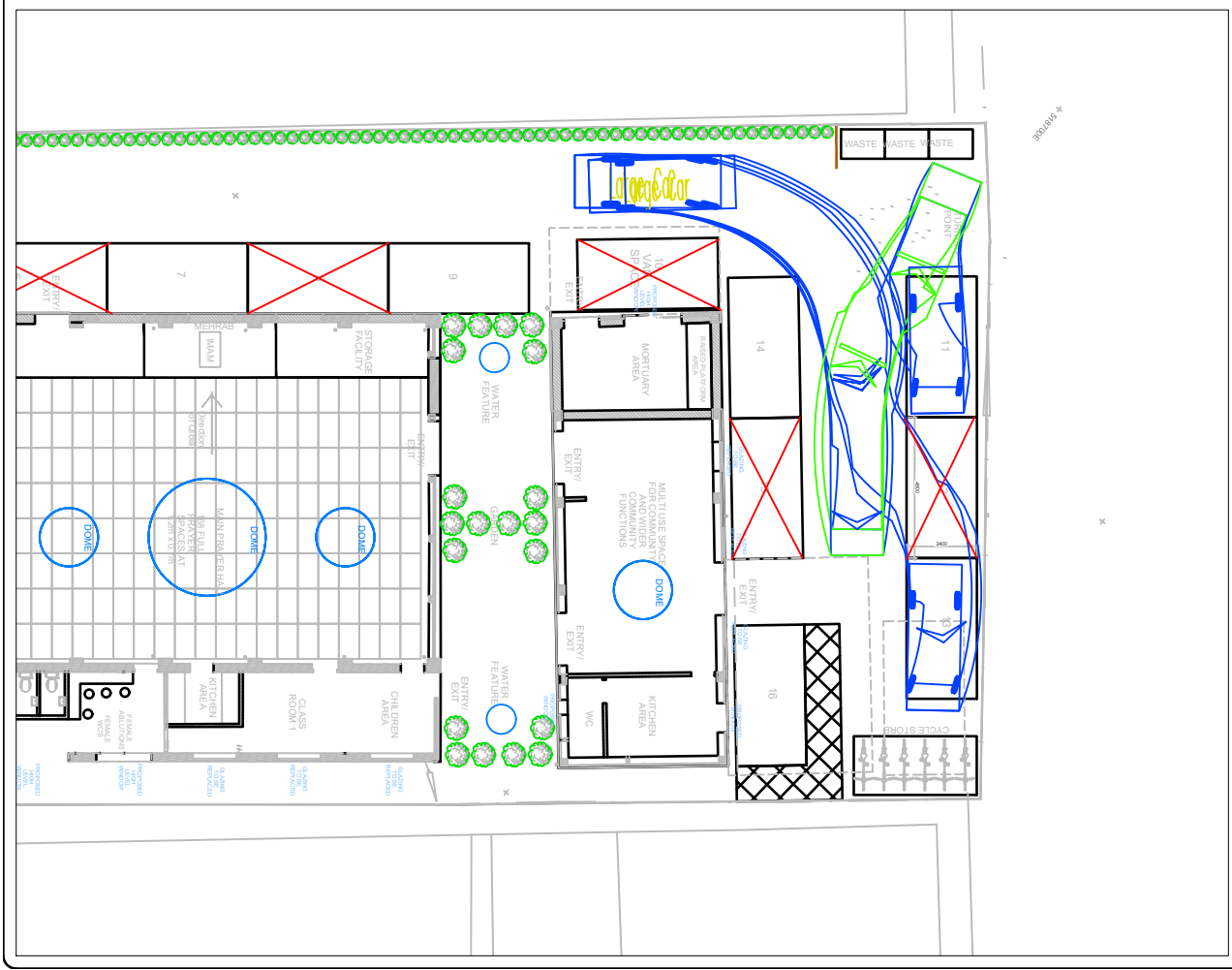
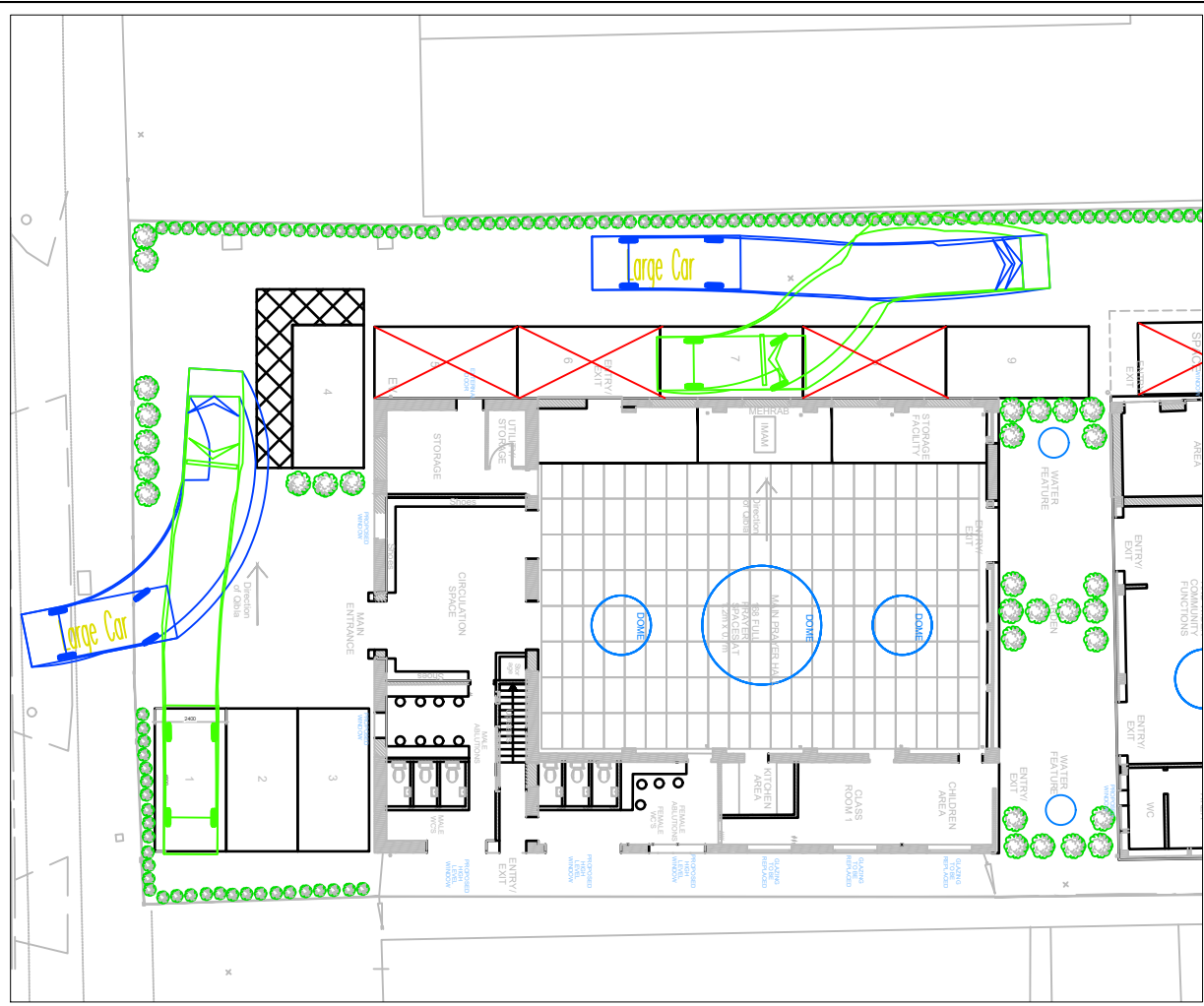
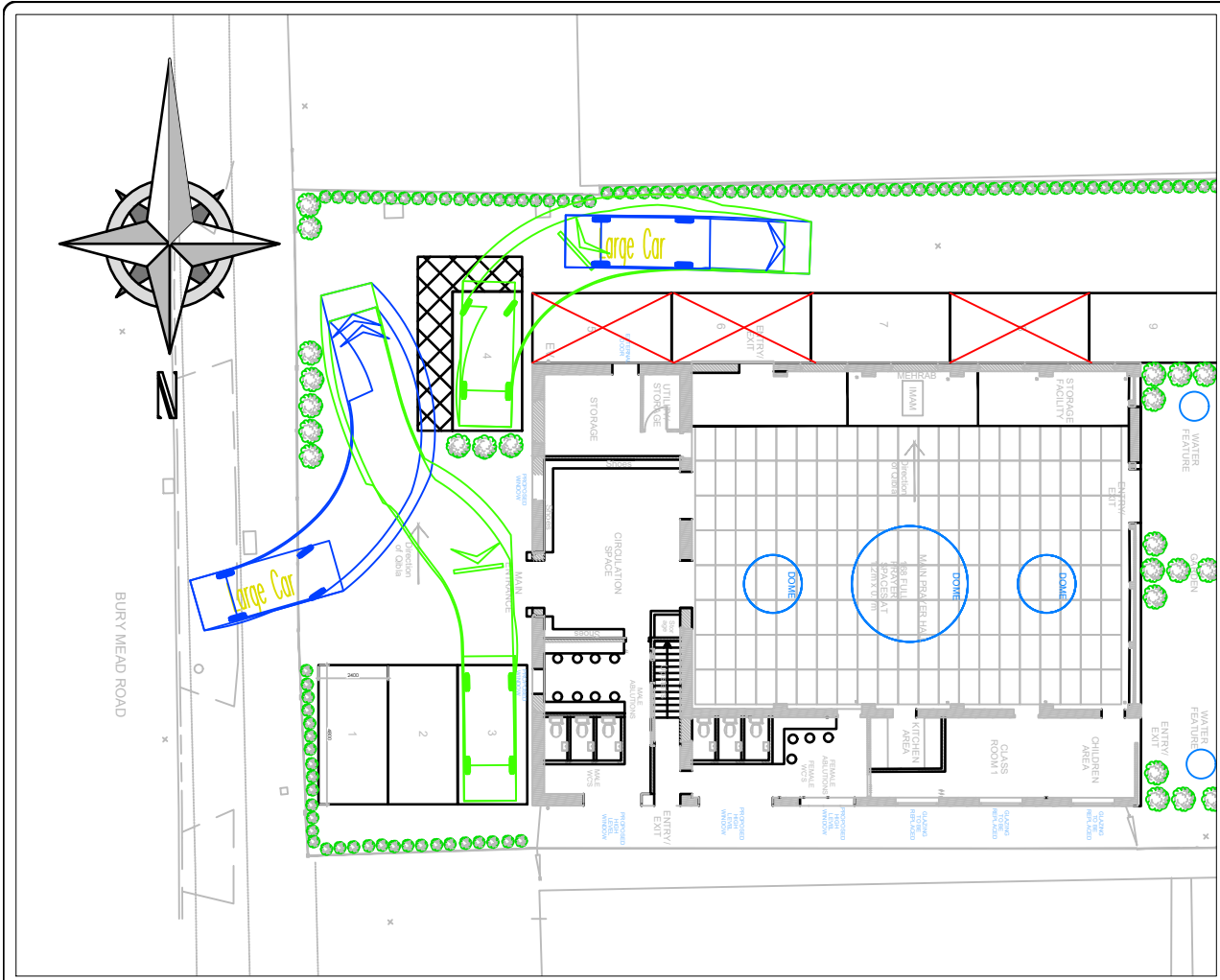




Road Name	Parking Observed by Mosodi			
	11:00	11:30	13:15	14:00
The Mead	17	-	19	-

#

Appendix D Proposed Site Tracking



Notes:

1. This drawing is subject to copyright and is not to be reproduced in part or whole without approval.
2. Do not scale this drawing - check all dimensions on site.
3. Tracking undertaken with a large car

Key:

 Unusable Space (6 out of 16)

03.10.25	INITIAL ISSUE	AE
Rev:	Date:	By:

Status/Amendments:

mosodi
mobility solutions through design and innovation

Manchester Leeds
0161 413 5168 0113 323 0854

Client:
Ransom Naturals and D&A Engineering

Project:
Bury Mead Road, Hitchin

Drawing Title:
Tracking of Proposed Layout

Drawn By: AE	Checked By: SJP	Approved By: SJP
Scale: 1:250	Paper Size: A3	Date Created: 03.10.25
Drawing Number: 25099.ATR.01		Drawing Revision: -

Appendix ETRICS Output

Filtering Summary:

Land Use: 07/T LEISURE/PLACE OF WORSHIP

Selected Trip Rate Calculation Parameter Range: 190 - 2355 sqm GFA

Actual Trip Rate Calculation Parameter Range: N/A sqm GFA

Date Range: Minimum: 01/01/2000 Maximum: 19/11/2023

Parking Spaces Range: All Surveys Selected

Population Within 500m Range:



TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 07 - LEISURE
Category: T - PLACE OF WORSHIP
Selected Vehicle Type: Total Vehicles

Selected regions and areas:			
01	GREATER LONDON		
	BM	BROMLEY	1 day
	HO	HOUNSLOW	1 day

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:	GFA
Actual Range:	190 to 2355 (units:sqm)
Range Selected by User:	190 to 2355 (units:sqm)
Parking Spaces Range:	0 - 160

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/00 to 19/11/23

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
Direction ATC Count	0

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

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre)	1 days
Town Centre	1 days

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

Selected Location Sub Categories:

Built-Up Zone	1 days
Residential Zone	1 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Included	2 days
-----------------------------	--------

Secondary Filtering Selection:

Use Class:

F1(f)	2 surveys
-------	-----------

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

Population within 500m Range:

1623 - 5100

Population within 1 mile:

15,001 to 20,000	1 surveys
5,001 to 10,000	1 surveys

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

Population within 5 miles:

500,001 or More	2 surveys
-----------------	-----------

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

Car ownership within 5 miles:

1.1 to 1.5	2 surveys
------------	-----------

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

Petrol filling station:

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

Travel Plan:

No	1 surveys
Yes	1 surveys

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

PTAL Rating:

2 - Poor	1 surveys
3 - Moderate	1 surveys

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

COVID-19 Restrictions:

No

LIST OF SITES relevant to selection parameters:

Site 1:	BM-07-T-01	Site area:	0.06 hect
Development Name:	MOSQUE	Gross floor area:	1000 sqm
Location:	HAYES	Number Of Employees:	19.00
Postcode:	UB3 3NB	Survey Date:	15/07/2016
Main Location Type:	Town Centre	Survey Day:	Friday
Sub Location Type:	Built-Up Zone		
PTAL:	3		
Site 2:	HO-07-T-01	Site area:	0.19 hect
Development Name:	MOSQUE	Gross floor area:	650 sqm
Location:	CRANFORD	Number Of Employees:	1.00
Postcode:	TW5 9UH	Survey Date:	20/03/2015
Main Location Type:	Neighbourhood Centre (PPS6	Survey Day:	Friday
	Local Centre)		
Sub Location Type:	Residential Zone		
PTAL:	2		

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
TW-07-T-01	10-11-2006	Not a Mosque

TRIP RATE for Land Use 07 - LEISURE/T - PLACE OF WORSHIP

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00					
08:00-09:00					
09:00-10:00					
10:00-11:00	1	650	0.769	0.154	0.923
11:00-12:00	2	825	2.545	0.000	2.545
12:00-13:00	2	825	16.000	5.879	21.879
13:00-14:00	2	825	12.121	19.879	32.000
14:00-15:00	2	825	7.030	12.242	19.272
15:00-16:00	1	1000	0.000	0.000	0.000
16:00-17:00					
17:00-18:00					
18:00-19:00					
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			38.465	38.154	76.619

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter Summary:

Trip rate parameter range selected:	190 - 2355 (units: sqm)
Survey date date range:	20/03/2015 - 15/07/2016
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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 07 - LEISURE/T - PLACE OF WORSHIP

Cyclists

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00					
08:00-09:00					
09:00-10:00					
10:00-11:00	1	650	0.000	0.000	0.000
11:00-12:00	2	825	0.182	0.000	0.182
12:00-13:00	2	825	0.485	0.121	0.606
13:00-14:00	2	825	0.182	0.545	0.727
14:00-15:00	2	825	0.121	0.364	0.485
15:00-16:00	1	1000	0.000	0.000	0.000
16:00-17:00					
17:00-18:00					
18:00-19:00					
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.970	1.030	2.000

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

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

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Parameter Summary:

Trip rate parameter range selected:	190 - 2355 (units: sqm)
Survey date date range:	20/03/2015 - 15/07/2016
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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 07 - LEISURE/T - PLACE OF WORSHIP

PSVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00					
08:00-09:00					
09:00-10:00					
10:00-11:00	1	650	0.000	0.000	0.000
11:00-12:00	2	825	0.000	0.000	0.000
12:00-13:00	2	825	0.000	0.000	0.000
13:00-14:00	2	825	0.000	0.000	0.000
14:00-15:00	2	825	0.000	0.000	0.000
15:00-16:00	1	1000	0.000	0.000	0.000
16:00-17:00					
17:00-18:00					
18:00-19:00					
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

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

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Parameter Summary:

Trip rate parameter range selected:	190 - 2355 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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 07 - LEISURE/T - PLACE OF WORSHIP

OGVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00					
08:00-09:00					
09:00-10:00					
10:00-11:00	1	650	0.000	0.000	0.000
11:00-12:00	2	825	0.000	0.000	0.000
12:00-13:00	2	825	0.000	0.000	0.000
13:00-14:00	2	825	0.000	0.000	0.000
14:00-15:00	2	825	0.000	0.000	0.000
15:00-16:00	1	1000	0.000	0.000	0.000
16:00-17:00					
17:00-18:00					
18:00-19:00					
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

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

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Parameter Summary:

Trip rate parameter range selected:	190 - 2355 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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 07 - LEISURE/T - PLACE OF WORSHIP

Taxis

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00					
08:00-09:00					
09:00-10:00					
10:00-11:00	1	650	0.000	0.000	0.000
11:00-12:00	2	825	0.000	0.000	0.000
12:00-13:00	2	825	0.242	0.242	0.484
13:00-14:00	2	825	0.182	0.182	0.364
14:00-15:00	2	825	0.000	0.000	0.000
15:00-16:00	1	1000	0.000	0.000	0.000
16:00-17:00					
17:00-18:00					
18:00-19:00					
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.424	0.424	0.848

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter Summary:

Trip rate parameter range selected:	190 - 2355 (units: sqm)
Survey date date range:	20/03/2015 - 15/07/2016
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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 07 - LEISURE/T - PLACE OF WORSHIP

Cars

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00					
08:00-09:00					
09:00-10:00					
10:00-11:00	1	650	0.769	0.154	0.923
11:00-12:00	2	825	2.485	0.000	2.485
12:00-13:00	2	825	15.515	5.394	20.909
13:00-14:00	2	825	11.636	19.576	31.212
14:00-15:00	2	825	6.970	12.000	18.970
15:00-16:00	1	1000	0.000	0.000	0.000
16:00-17:00					
17:00-18:00					
18:00-19:00					
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			37.375	37.124	74.499

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:	190 - 2355 (units: sqm)
Survey date date range:	20/03/2015 - 15/07/2016
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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 07 - LEISURE/T - PLACE OF WORSHIP

LGVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00					
08:00-09:00					
09:00-10:00					
10:00-11:00	1	650	0.000	0.000	0.000
11:00-12:00	2	825	0.061	0.000	0.061
12:00-13:00	2	825	0.121	0.121	0.242
13:00-14:00	2	825	0.121	0.121	0.242
14:00-15:00	2	825	0.000	0.061	0.061
15:00-16:00	1	1000	0.000	0.000	0.000
16:00-17:00					
17:00-18:00					
18:00-19:00					
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.303	0.303	0.606

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter Summary:

Trip rate parameter range selected:	190 - 2355 (units: sqm)
Survey date date range:	20/03/2015 - 20/03/2015
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 07 - LEISURE/T - PLACE OF WORSHIP

Motorcycles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00					
08:00-09:00					
09:00-10:00					
10:00-11:00	1	650	0.000	0.000	0.000
11:00-12:00	2	825	0.000	0.000	0.000
12:00-13:00	2	825	0.121	0.121	0.242
13:00-14:00	2	825	0.182	0.061	0.243
14:00-15:00	2	825	0.061	0.182	0.243
15:00-16:00	1	1000	0.000	0.000	0.000
16:00-17:00					
17:00-18:00					
18:00-19:00					
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.364	0.364	0.728

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:	190 - 2355 (units: sqm)
Survey date date range:	20/03/2015 - 15/07/2016
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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 07 - LEISURE/T - PLACE OF WORSHIP

Servicing Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00					
08:00-09:00					
09:00-10:00					
10:00-11:00	1	650	0.000	0.000	0.000
11:00-12:00	2	825	0.000	0.000	0.000
12:00-13:00	2	825	0.000	0.000	0.000
13:00-14:00	2	825	0.000	0.000	0.000
14:00-15:00	2	825	0.000	0.000	0.000
15:00-16:00	1	1000	0.000	0.000	0.000
16:00-17:00					
17:00-18:00					
18:00-19:00					
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

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

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

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Parameter Summary:

Trip rate parameter range selected:	190 - 2355 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.