

2.24 The tables show the aggregated weekday AM (7:00-10:00) and PM (16:00-19:00) flows – all vehicles (including bicycles). The movements are spread out with the top five flows covering between 1-49% of total flows:

- Station Road to North Road (49%)
- North Road to Station Road (37%)
- Station Road to Bygrave Road (6%)
- Bygrave Road to Station Road (6%)
- North Road to Bygrave Road (1%)

Table 2-13: Total AM (07:00 – 10:00) and PM (16:00 – 19:00) counts between different arms of site 9

Counts		To			
		A	B	C	Total
From	A	0	59	2010	2069
	B	71	0	313	384
	C	2710	317	0	3027
	Total	2781	376	2323	5480

Table 2-14: Percentage splits of the total AM and PM counts

Counts		To			
		A	B	C	Total
From	A	0%	1%	37%	38%
	B	1%	0%	6%	7%
	C	49%	6%	0%	55%
	Total	51%	7%	42%	100%

2.25 This shows that the main movement along this junction is between North Road and Station Road making up 86% of trips. Only 14% of trips are going to/from Bygrave Road with most of the movements going through Station Road. Across both peaks there are around 750 cars using Bygrave Road.

Queue data

2.26 The junction layout for queueing can be seen in Figure 2-11 and shows one lane of traffic for Station Road and two lanes of traffic for Bygrave Road.

Figure 2-11: Station Road / North Road / Bygrave Road junction layout



- 2.27 For this junction queue lengths were minimal. The average length of B2 is longer than B1 as the previous analysis shows it is more common to want to turn left onto Station Road than to turn right onto North Road. This movement may also be more greatly affected by delay from the Whitehorse Street junction.

Table 2-15: Queue data for the four lanes around Station Road / North Road / Bygrave Road junction

Queue Name	% of time queue exceeds camera view	Average Number Of Vehicles Queuing	Average Queue Length (M)
Lane B1	0%	1	3.9
Lane B2	0%	1	8.0
Lane C1	0%	0	2.5

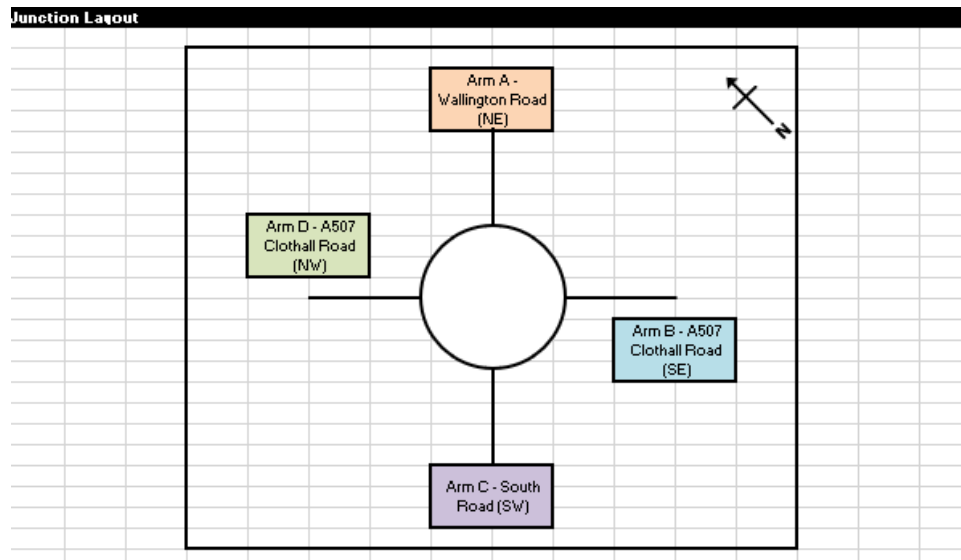
Clothall Road / Wallington Road

Turning counts

- 2.28 The junction is a roundabout with four arms. Wallington Road is an important junction to note as this contains the residential area of Clothall Common.
- 2.29 In total, the junction recorded 6,309 trips with a split of 2,986 in the AM period and 3,323 in the PM period. During the peak hours the highest hourly flow recorded was

1,147 vehicles between 07:30 and 08:30 and 1,230 vehicles between 17:00 and 18:00 for the AM and PM peak respectively.

Figure 2-12: Site 12 junction layout with road names attached



2.30 The tables show the aggregated weekday AM (7:00-10:00) and PM (16:00-19:00) flows – all vehicles (including bicycles). The movements are closely spread with the top 5 flows covering between 12-17% of total flows:

- Clothall Road (SE) to South Road (17%)
- South Road to Clothall Road (SE) (15%)
- Clothall Road (SE) to Clothall Road (NW) (15%)
- Clothall Road (NW) to Clothall Road (SE) (13%)
- Wallington Road to South Road (12%)

Table 2-16: Total AM (07:00 – 10:00) and PM (16:00 – 19:00) counts between different arms of site 12

Counts		To				
		A	B	C	D	Total
From	A	2	49	767	236	1054
	B	49	0	1060	919	2028
	C	653	937	11	218	1819
	D	204	807	390	7	1408
	Total	908	1793	2228	1380	6309

Table 2-17: Percentage splits of the total AM and PM counts

Counts		To				
From		A	B	C	D	Total
	A	0%	1%	12%	4%	17%
	B	1%	0%	17%	15%	32%
	C	10%	15%	0%	3%	29%
	D	3%	13%	6%	0%	22%
	Total	14%	28%	35%	22%	100%

- 2.31 Four of the top five flows include Clothall Road (SE/NW) showing that it is the predominate route for this junction. The data also shows that the movement between South Road and Clothall Road (SE) is stronger than the movement between the two Clothall Roads. The Wallington Road data shows that around 950 trips are coming from or going into Clothall Common during the combined AM and PM peak.

Queue data

- 2.32 The junction layout for queueing can be seen in Figure 2-13 and shows 1 lanes of traffic for Station road and 2 lanes of traffic for Bygrave Road.

Figure 2-13: Clothall Road / Wallington Road / South Road junction layout



- 2.33 Overall, the number of vehicles queuing around this junction is low, suggesting the roundabout flows smoothly. The longest queue on average is on lane C1 with most of this traffic coming from Letchworth or London Road. Looking more specifically into the data, this lane can be a choke point as between 08:30 and 09:00 there was an average of 20 vehicles queuing.

Table 2-18: Queue data for the five lanes around Clothall Road / Wallington Road / South Road junction

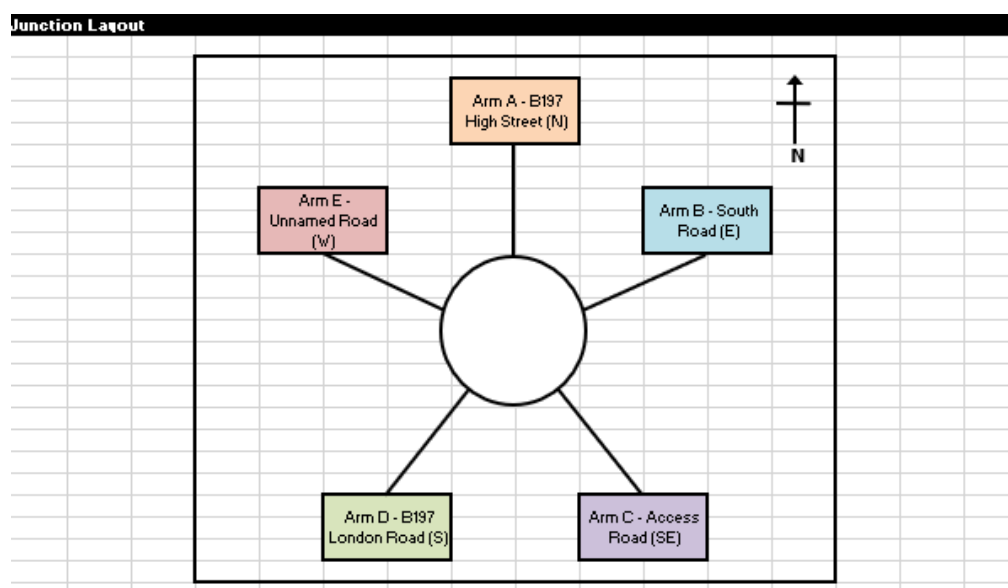
Queue Name	% of time queue exceeds camera view	Average Number Of Vehicles Queuing	Average Queue Length (M)
Lane A1	0%	2	12.2
Lane B1	8%	0	1.4
Lane B2	69%	1	10.2
Lane C1	0%	5	32.3
Lane D1	0%	2	10.6

London Road / South Road / High Street

Turning counts

- 2.34 The junction is a roundabout with five arms. These comprise of London Road, South Road and High Street which connect Baldock to surrounding areas. Arm E is a direct road out of Tesco and shows the number of vehicles entering/exiting the supermarket during the peaks. Arm C leads onto a small housing estate.
- 2.35 In total, the junction recorded 9,549 trips with a split of 4,409 in the AM period and 5,140 in the PM period. During the peak hours the highest hourly flow recorded was 1,705 vehicles between 08:15 and 09:15 and 1,953 vehicles between 17:00 and 18:00 for the AM and PM peak respectively.

Figure 2-14: Site 19 junction layout with road names attached



2.36 The tables show the aggregated weekday AM (7:00-10:00) and PM (16:00-19:00) flows – all vehicles (including bicycles). The movements are closely spread with the top 5 flows covering between 9-12% of total flows:

- South Road to London Road (12%)
- Unnamed Road (Tesco) to High Street (10%)
- London Road to South Road (9%)
- London Road to High Street (9%)
- High Street to Unnamed Road (Tesco) (9%)

Table 2-19: Total AM (07:00 – 10:00) and PM (16:00 – 19:00) counts between different arms of site 19

Counts		To					
From		A	B	C	D	E	Total
	A	48	851	5	795	885	2584
	B	890	4	4	1180	461	2539
	C	9	4	0	11	2	26
	D	844	818	9	14	758	2443
	E	981	390	0	576	10	1957
	Total	2772	2067	18	2576	2116	9549

Table 2-20: Percentage splits of the total AM and PM counts

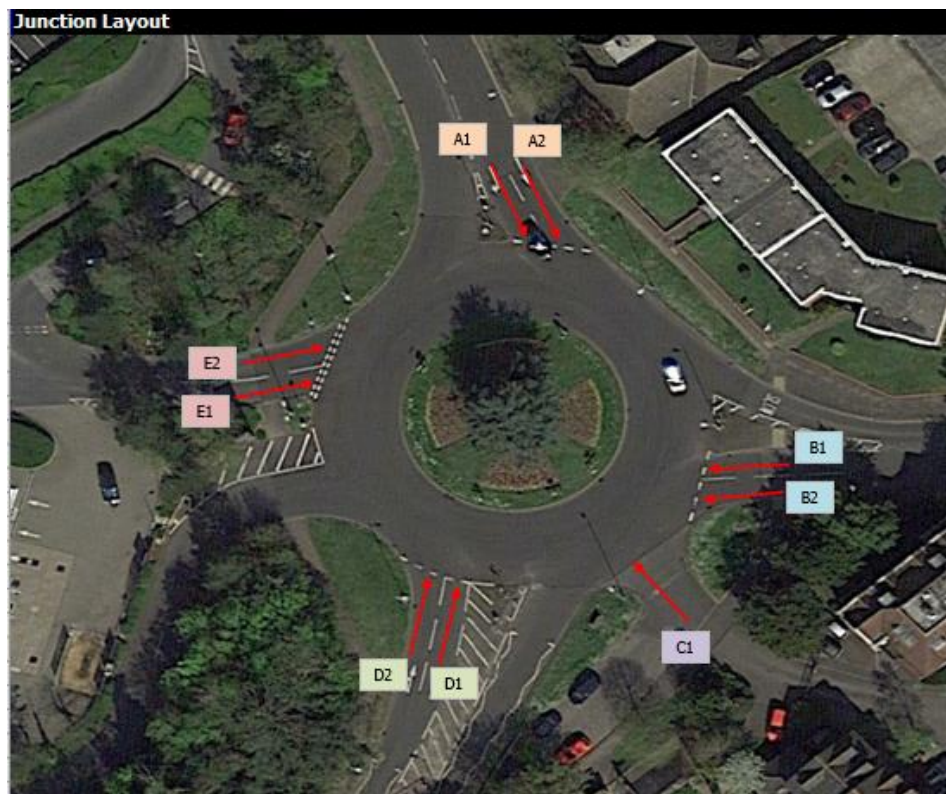
Counts		To					
From		A	B	C	D	E	Total
	A	1%	9%	0%	8%	9%	27%
	B	9%	0%	0%	12%	5%	27%
	C	0%	0%	0%	0%	0%	0%
	D	9%	9%	0%	0%	8%	26%
	E	10%	4%	0%	6%	0%	20%
	Total	29%	22%	0%	27%	22%	100%

2.37 The main flow identified here is between South Road and London Road – taking up 21% of total trips. Two flows in the top five use the unnamed road from Tesco, contributing 19% of traffic with 42% of traffic entering or existing from Tesco. Across the two peaks around 4,000 trips start or end in Tesco. An even higher proportion of trips (56%) enter or exit via the High Street arm.

Queue data

2.38 The junction layout for queueing can be seen in Figure 2-15 and shows two lanes of traffic for each road apart from the access road which has only one lane.

Figure 2-15: London Road / South Road / High Street junction layout



- 2.39 Overall, the queue lengths are low with most lanes having two to three vehicles on average queuing in them. This means traffic on the junction is like to flow well. Lane B2 has the longest queue length on average and contains drivers from South road either travelling to London Road or to Tesco.

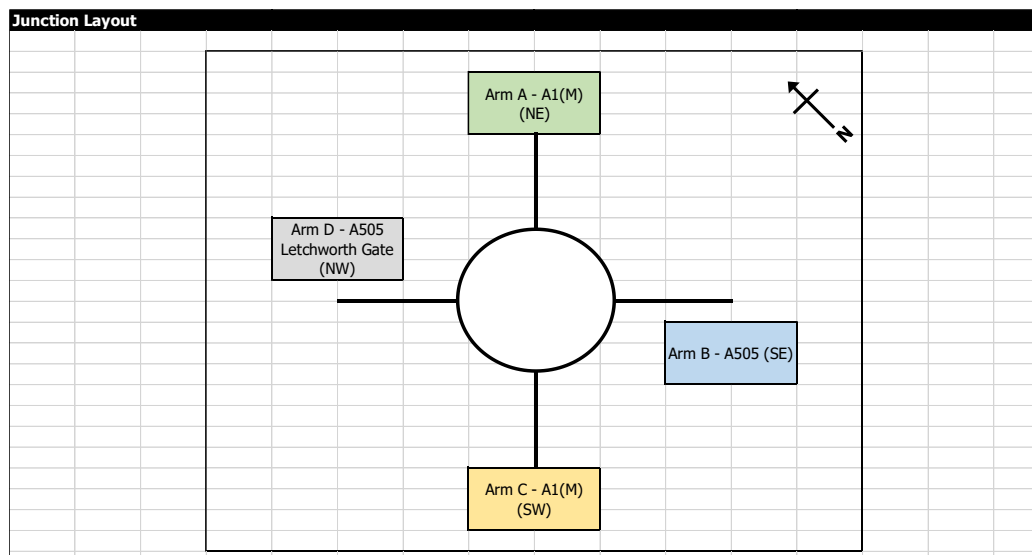
Table 2-21: Queue data for the 9 lanes around London Road / South Road / High Street junction

Queue Name	% of time queue exceeds camera view	Average Number Of Vehicles Queuing	Average Queue Length (M)
Lane A1	2%	2	10.9
Lane A2	0%	2	11.1
Lane B1	0%	2	12.3
Lane B2	0%	3	16.8
Lane C1	0%	0	0.8
Lane D1	23%	2	10.6
Lane D2	52%	2	12.7
Lane E1	0%	1	4.5
Lane E2	0%	1	8.3

A1(M) Junction 9

- 2.40 The junction is a grade separated interchange between the A1(M) and the A505. The survey captures movements between on the A1(M) slip roads and the A505 only, it does not capture through movements on the main A1(M) running lanes. Arm A includes the A1(M) slips to the north east, Arm B the A505 (SE), Arm C the A1(M) slips to the south west and Arm D the A505 (NW).
- 2.41 In total, the junction recorded 25,766 trips with a split of 12,322 in the AM period and 13,444 in the PM period. During the peak hours the highest hourly flow recorded was 4,551 vehicles between 07:45 and 08:45 and 4,874 vehicles between 17:00 and 18:00 for the AM and PM peak respectively.

Figure 2-16: Site 15 Junction Layout with road names



- 2.42 The tables show the aggregated weekday AM (7:00-10:00) and PM (16:00-19:00) flows – all vehicles (including bicycles). The highest movements are to and from the A1(M) (SW) and A505 (SE), with significant movements also from the A1(M) (SW) to the A505 (NW):
- A1(M) (SW) to A505 (SE) (23%)
 - A505 (SE) to A1(M) (SW) (22%)
 - A1(M) (SW) to A505 (NW) (15%)
 - A505 (NW) to A1(M) (SW) (14%)
 - A505 (SE) to A505 (NW) (8%)

Table 2-22: Total AM (07:00 – 10:00) and PM (16:00 – 19:00) counts between different arms of site 12

Counts		To				
		A	B	C	D	Total
From	A	5	686	3	852	1546
	B	530	417	5611	2125	8683
	C	15	6024	11	3874	9924
	D	688	1232	3621	72	5613
	Total	1238	8359	9246	6923	25766

Table 2-23: Percentage splits of the total AM and PM counts

Counts		To				
		A	B	C	D	Total
From	A	0%	3%	0%	3%	6%
	B	2%	2%	22%	8%	34%
	C	0%	23%	0%	15%	39%
	D	3%	5%	14%	0%	22%
	Total	5%	32%	36%	27%	100%

- 2.43 This analysis demonstrates that the main movements at the interchange are to and from the A1(M) (SW) to the A505, with movements between the arms of the A505 also significant. In total these movements represent 87% of all movements.
- 2.44 The movement from the A505 (SE) to the A1(M) (NE) are relatively low at 3% of the total for trips from A1(M) (NE) to A505 (SE) and 2% from A505 (SE) to A1(M) (NE). This suggests that if a more convenient link were made between the A1(M) and the A505 at J10, more traffic would be attracted along this link. Furthermore, a significant proportion of the movement between the A1(M) (NE) to the A505 (SW) at J10 are currently being made by HGV – a maximum of 25% in the AM peak and 7% in the PM peak.

Baldock Station Pick up and drop off

Figure 2-17: Baldock Station pick up and drop off camera



- 2.45 Baldock train station sees higher amounts of activity in the PM peak period (39 pick up and drop offs) compared to the AM peak (23 pick up and drop offs). There are larger numbers of drop offs in the AM peak than picks up, with slightly larger numbers of picks in the PM peak. Baldock Train Station had around 650,000 yearly passenger entry and exits over 2019/2020, equivalent to around 1,500 per day. Total entries and exists dropped dramatically over the course of the pandemic to 154,000 in 2020/2021. More recent figures, unaffected by lockdowns, are not currently available.
- 2.46 The total number of pick-ups and drop offs appears relatively low, which suggests that a significant proportion of station users walk to the station or are dropped off elsewhere. As reported below, cycle trips and car parking numbers are relatively low.
- 2.47 The number of weekend pick up and drop off is significantly higher than the weekday peak period (11am to 2pm), potentially suggesting a large amount of leisure trips from Baldock Station. On average there are still 2 more drop off / pick ups every hour through the weekend peak.

Table 2-24: Weekday and weekend peak split of station pick up and drop offs

Car Park occupancy	21.07.2022		23.07.2022	
Time	Pick Up	Drop Off	Pick Up	Drop Off
AM Total (7am - 10am)	2	23		
PM Total (4pm - 7pm)	21	16		
Weekend (11am - 2pm)			24	34
Total	23	39		

Table 2-25: Peak AM occupancy and pick-ups/drop offs

Time period	Peak occupancy	Peak pick ups	Peak drop offs
10am	32 (46%)		
7:15am – 7:30am		2	
7:00am - 7:15am			6

Table 2-26: Peak PM occupancy and pick-ups/drop offs

Time period	Peak occupancy	Peak pick ups	Peak drop offs
4pm	43 (61%)		
6:45pm - 7:00pm		6	
6:00pm – 6:15pm			4

Car parking accumulation

- 2.48 The car park can be seen in Figure 2-17 and the survey data indicates that the peak occupancy of the car park is 61%, with an average occupancy of 33% in the AM peak and 48% in the PM peak. The occupancy is higher in the PM peak, suggesting the car park continues to fill up during the day, rather than being filled with vehicles early. The maximum occupancy percentage for the car park is 61% as 4pm.
- 2.49 The car park capacity is 70 spaces, meaning during the weekday AM peak there are around 23 cars parked in the station, whilst across PM peak there are around 34 cars parked.

- 2.50 Over the weekend peak, the occupancy rate is lower at 20%, which contrasts with the higher levels of pick-ups/drop offs reported in Table 2-27. This suggests there are a lot of day visitors to Baldock perhaps getting a taxi to the station but not parking in it.
- 2.51 The pattern of use of the car park suggests it is not heavily used by commuters but is more so used by leisure visitors.

Table 2-27: Car park occupancy for the weekday AM and PM peak and weekend peak

Car Park Occupancy	Occupancy %	Count
Time	21.07.2022	21.07.2022
07:00	14%	10
07:15	17%	12
07:30	28%	19
07:45	29%	20
08:00	33%	23
08:15	32%	22
08:30	35%	24
08:45	35%	24
09:00	38%	26
09:15	42%	29
09:30	46%	32
09:45	46%	32
AM Average	33%	23
16:00	61%	43
16:15	59%	42
16:30	51%	36
16:45	51%	36
17:00	48%	33
17:15	48%	33
17:30	45%	31
17:45	42%	29
18:00	45%	31
18:15	42%	29
18:30	45%	31
18:45	38%	26
PM Average	48%	33
Total Average	40.40%	28

Cycle parking arrivals and departures

- 2.52 The cycle parking data shows a higher amount of cycles during the weekdays than the weekend, although the overall numbers are low, given the overall use of the station. Use is lower still during the weekend, suggesting that most people parking at the station are commuters.

Table 2-28: Cycle parking accumulations at Baldock Train Station split by weekend and weekday peak time periods

Cycle Parking	21.07.2022		23.07.2022	
Time	Arrivals	Departures	Arrivals	Departures
AM Total (7am - 10am)	8	0		
PM Total (4pm - 7pm)	0	4		
Weekend (11am - 3pm)			1	0
Total	23	39		

3. ROW movements around proposed development site

North Road (A507)

- 3.1 The pedestrian and cycle movements around North Road are relatively low which may be expected as it leads out onto the busy A507. Average daily pedestrian trips into the ROW are four, with exiting trips being an average of five. There is no clear difference between weekends and weekdays. A total of nine cyclists were recorded entering and exiting the right of way over the two week survey.

Table 3-1: Daily pedestrian and cycle movements around North Road (weekend days highlighted)

A507	Movement 1			Movement 2		
Date	Peds	Cyclists	Total	Peds	Cyclists	Total
08.07.2022	6	0	6	2	4	6
09.07.2022	3	0	3	6	0	6
10.07.2022	3	0	3	1	1	2
11.07.2022	2	1	3	4	1	5
12.07.2022	0	0	0	1	0	1
13.07.2022	10	0	10	8	0	8
14.07.2022	1	0	1	4	0	4
15.07.2022	3	0	3	4	0	4
16.07.2022	2	0	2	9	0	9
17.07.2022	5	1	6	3	1	4
18.07.2022	3	0	3	4	0	4
19.07.2022	0	0	0	0	0	0
20.07.2022	5	0	5	4	0	4
21.07.2022	9	0	9	8	0	8
Daily Average	3.7	0.1	3.9	4.1	0.5	4.6
Total	52	2	54	58	7	65

Figure 3-1: North Road site location



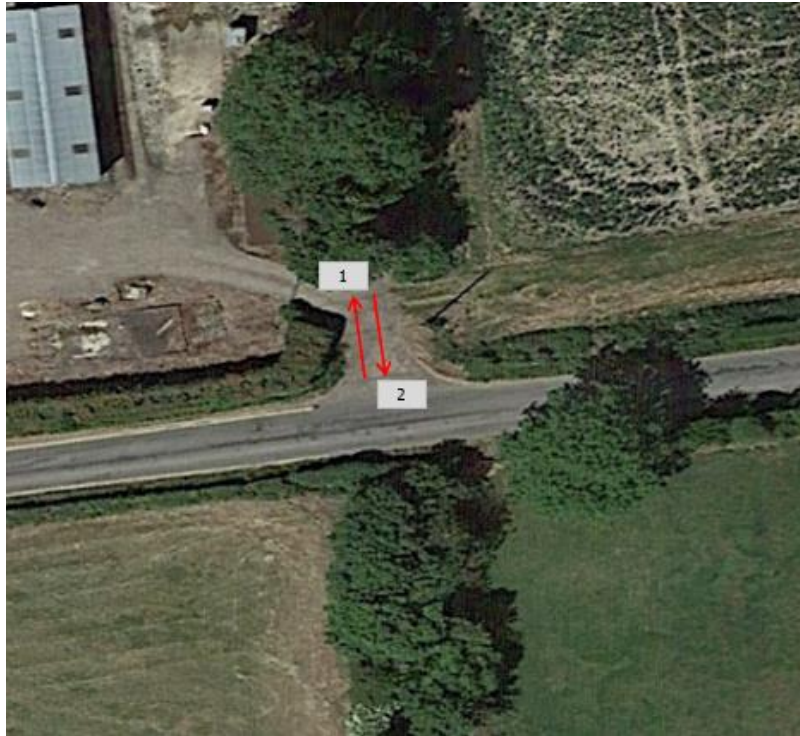
Bygrave Road

- 3.2 For Bygrave Road the active travel movements are larger with an average of 26 active travel movements entering or leaving the site. This site leads onto PRow- Bygrave 002 which runs directly through the proposed development site and onto leisure countryside walks north of Baldock. Average daily pedestrian trips into the ROW are 14, with exiting trips being an average of 12. There is no clear difference between weekends and weekdays. A total of eight cyclists were recorded entering and exiting the right of way over the two week survey..

Table 3-2: Daily pedestrian and cycle movements around Bygrave Road

Bygrave Road	Movement 1			Movement 2		
Date	Peds	Cyclists	Total	Peds	Cyclists	Total
08.07.2022	20	0	20	11	0	11
09.07.2022	15	0	15	11	0	11
10.07.2022	14	1	15	14	1	15
11.07.2022	14	0	14	30	1	31
12.07.2022	14	0	14	8	0	8
13.07.2022	12	0	12	9	0	9
14.07.2022	15	0	15	11	0	11
15.07.2022	12	1	13	12	1	13
16.07.2022	24	0	24	5	0	5
17.07.2022	12	0	12	12	0	12
18.07.2022	5	0	5	7	0	7
19.07.2022	8	1	9	8	0	8
20.07.2022	18	0	18	16	2	18
21.07.2022	15	0	15	10	0	10
Daily Average	14.1	0.2	14.4	11.7	0.4	12.1
Total	198	3	201	164	5	169

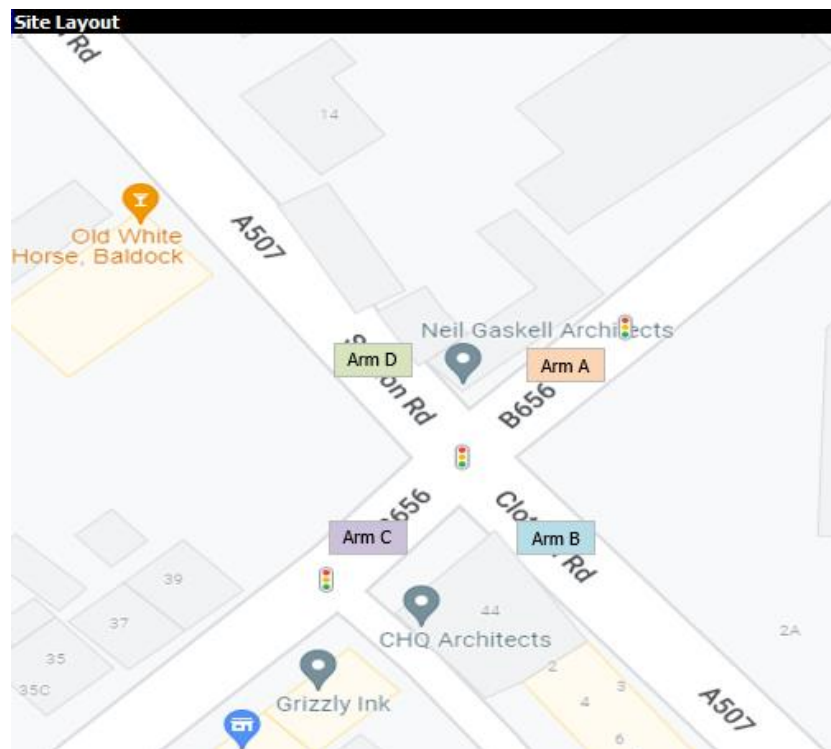
Figure 3-2: Bygrave Road site location



4. Additional Station Road / Clothall Road analysis

- 4.1 Additional active travel analysis was undertaken at this junction with Figure 4-1 displaying the corresponding arms and road names. This junction could provide value insights as it links Baldock train station to the high street and surrounding areas of Baldock.

Figure 4-1: Site 24 active travel junction layout



- 4.2 The main movement identified was between arm C and D which represents the movement between the town centre/high street and train station. Movement C to D represents 28% of the total with movement D to C representing 25% of total movements. All over movements were lower than 10% of the total showing how strong this movement is. C to B is the next biggest movement with 8% going either to or from either arm. It should be noted that this data is only for the PM peak for this junction as the AM peak is missing. The cyclist only movements represent around 6% of total active movements for the junction but the flows are similar in terms of direction.

Table 4-1: Total PM (16:00 – 19:00) active travel movements between different arms of site 24

Counts		To				
		A	B	C	D	Total
From	A	0	9	28	12	49
	B	3	0	38	24	65
	C	30	24	0	131	185
	D	14	35	118	0	167
	Total	47	68	184	167	466

Table 4-2: Percentage splits of the PM counts

Counts		To				
		A	B	C	D	Total
From	A	0%	2%	6%	3%	11%
	B	1%	0%	8%	5%	14%
	C	6%	5%	0%	28%	40%
	D	3%	8%	25%	0%	36%
	Total	10%	15%	39%	36%	100%

- 4.3 The total bicycle count across the junction was 29. The relative movements were similar to the pedestrian and total count tables with the main flow being identified as the movement between Whitehorse Street and Station Road.

Table 4-3: Total PM (16:00 – 19:00) pedal cycle movements between different arms of site 24

Counts		To				
		A	B	C	D	Total
From	A	0	2	2	1	5
	B	0	0	3	1	4
	C	2	1	0	5	8
	D	2	2	8	0	12
	Total	4	5	13	7	29

Table 4-4: Percentage splits of the PM counts

Counts		To				
		A	B	C	D	Total
From	A	0%	7%	7%	3%	17%
	B	0%	0%	10%	3%	14%
	C	7%	3%	0%	17%	28%
	D	7%	7%	28%	0%	41%
	Total	14%	17%	45%	24%	100%

Weekend junction flow

- 4.4 The weekend directional flow remains similar with the only change being the C to D movement becoming more heavily used. On the weekend cyclists make up 4% of total movements which is less than the weekday.

Table 4-5: Total weekend peak (11:00 – 14:00) active travel movements between different arms of site 24

Counts		To				
		A	B	C	D	Total
From	A	0	3	33	4	40
	B	10	0	36	24	70
	C	36	32	0	146	214
	D	1	11	86	0	98
	Total	47	46	155	174	422

Table 4-6: Percentage splits of the weekend counts

Counts		To				
		A	B	C	D	Total
From	A	0%	1%	8%	1%	9%
	B	2%	0%	9%	6%	17%
	C	9%	8%	0%	35%	51%
	D	0%	3%	20%	0%	23%
	Total	11%	11%	37%	41%	100%

- 4.5 The cycling movements were different to the pedestrian, with less movements from Whitehorse Street to Station Road. This can be explained by the very small sample size of 16 which means an anomaly such as a cycling group travelling a particular way may be able to skew the percentage splits in Table 4-8.

Table 4-7: Total weekend peak (11:00 – 14:00) pedal cycle movements between different arms of site 24

Counts		To				
		A	B	C	D	Total
From	A	0	0	1	0	1
	B	2	0	3	2	7
	C	2	0	0	1	3
	D	0	0	5	0	5
	Total	4	0	9	3	16

Table 4-8: Percentage splits of the weekend counts

Counts		To				
From		A	B	C	D	Total
	A	0%	0%	6%	0%	6%
	B	13%	0%	19%	13%	44%
	C	13%	0%	0%	6%	19%
	D	0%	0%	31%	0%	31%
	Total	25%	0%	56%	19%	100%

Appendix B

Accessibility Audit Report



Integrated Transport Planning Ltd
Cornerblock, 2 Cornwall St
Birmingham
B3 2DX
+44 (0)121 285 7301

Integrated Transport Planning Ltd
2 Abbey Gardens
Great College Street, Westminster
London
SW1P 3NL UK
+44 (0)7498 563196

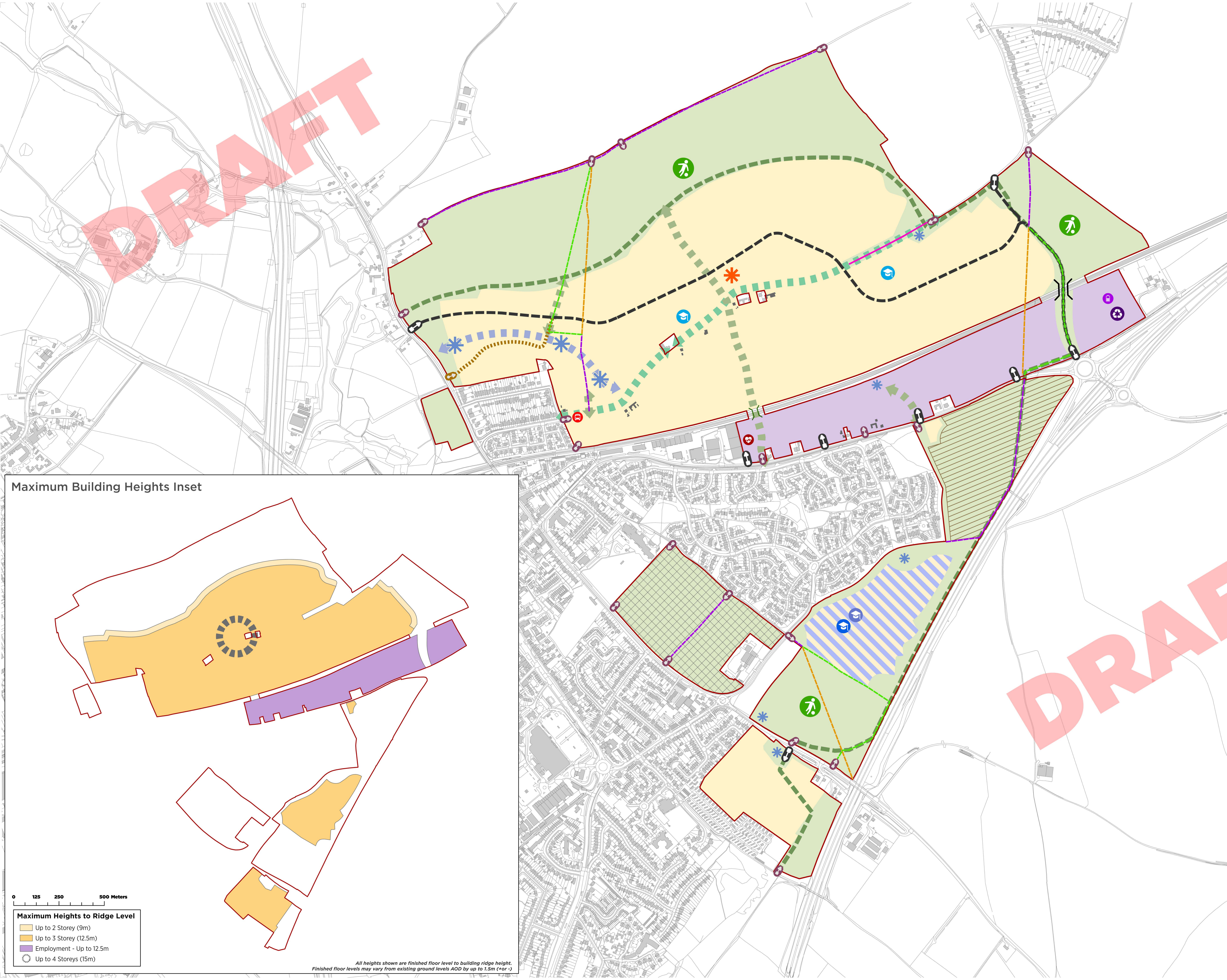
Integrated Transport Planning Ltd
1 Broadway
Nottingham
NG1 1PR UK
+44 (0)115 824 8250

www.itpworld.net

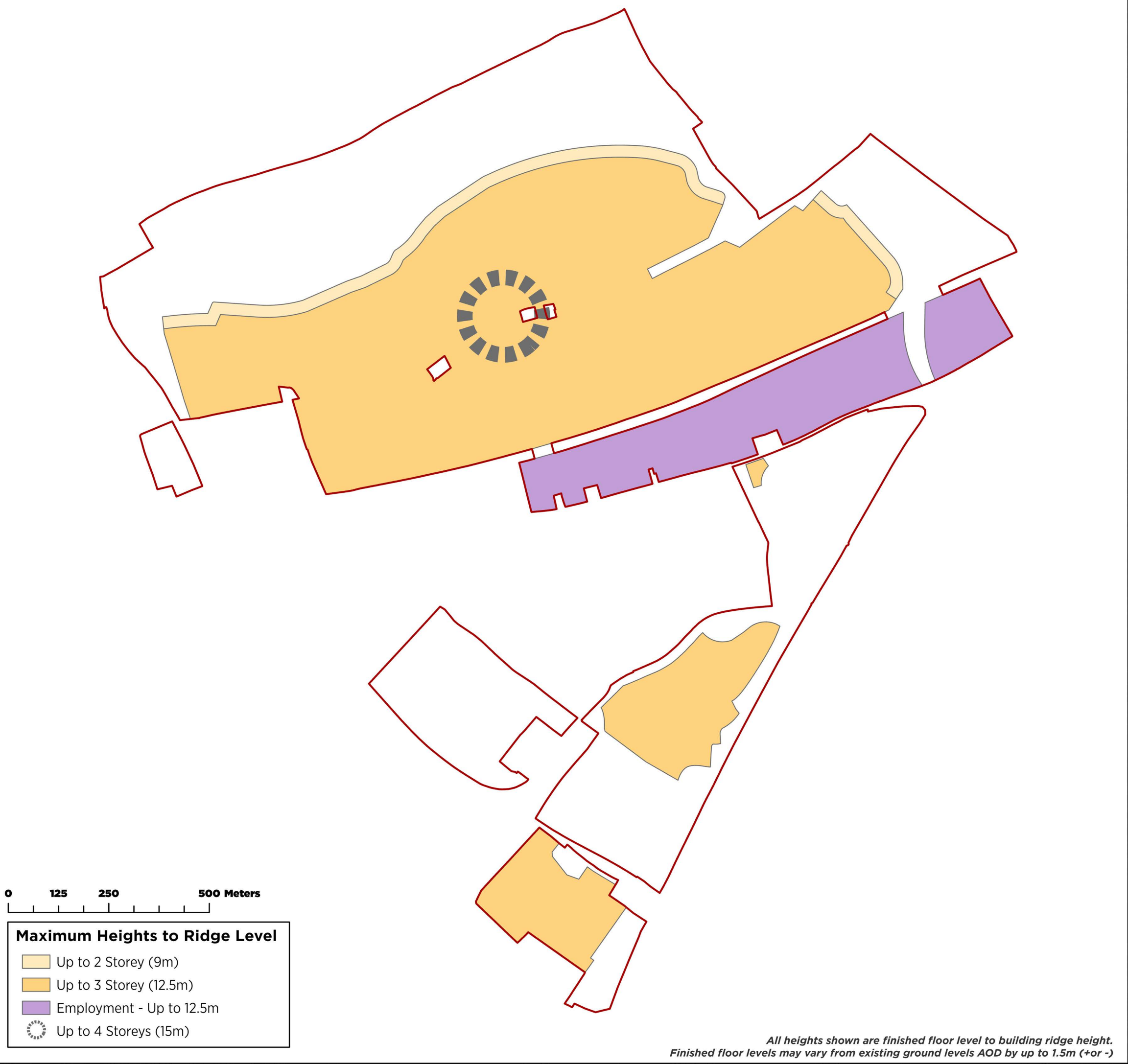


a company of **Royal HaskoningDHV**

Annex D: Draft Parameter Plans



Maximum Building Heights Inset



- Existing Features**
- Outline Application Site Boundary (DRAFT)
 - Bygrave Road Wildlife Site (Onsite)
 - Walls Field Scheduled Monument
 - Existing Agricultural and Residential Buildings for Retention
 - Key Retained Habitat
- Land Use**
- Development Area (Residential)
 - Development Area (Employment)
 - Development Area (Flexible Land Use - Residential or Education)
 - Local Centre
 - Health Hub
 - Primary School
 - Secondary School Option
 - SEND School
 - Battery Store or other energy infrastructure
 - Waste Facilities
- Access and Movement**
- Primary Site Accesses - All Modes
 - Public Transport Site Accesses
 - Key Pedestrian and Cycle Accesses
 - Modal Filter
 - Primary Street Alignment
 - Public Transport Only Route (Connecting to Primary Street)
 - All Modes Bridge
 - Active Travel Bridge
 - Retained Public Rights of Way
 - Existing PROW to be Diverted
 - PROW Diversion Alignment
 - Green Link
 - Green Lane
- Landscape/Green Infrastructure**
- Strategic Green Infrastructure
 - Formal Outdoor Sport
 - Baldock Greenway
 - Sustainable Drainage Corridor
 - Primary SUDS Features

Rev Description Date

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Client:

Urban&Civic

Growing Baldock - Outline Planning Application

Parameter Plan

Scale@A1:	Drawn:	Designed:	Approved:
1:5,000	NMW	SJP	HA
0			250 Meters

Drawing Number: UAC092-002 Revision: H Date: 28/01/2025

50 North Thirteenth Street, Central Milton Keynes, MK9 3BP 01908 666276 mail@davidlock.com davidlock.com



Annex E: Residential TRICS Output

Calculation Reference: AUDIT-703109-230719-0728

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
ES	EAST SUSSEX	1 days
KC	KENT	2 days
WS	WEST SUSSEX	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:	No of Dwellings
Actual Range:	212 to 918 (units:)
Range Selected by User:	8 to 918 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by:	Include all surveys
---------------	---------------------

Date Range: 01/01/11 to 02/04/19

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	2 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	3

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

Selected Location Sub Categories:

Residential Zone	4
------------------	---

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	12 days - Selected
Servicing vehicles Excluded	9 days - Selected

Secondary Filtering selection:

Use Class:

C3 4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (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:

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

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

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 4 days

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

Travel Plan:

Yes	1 days
No	3 days

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

PTAL Rating:

No PTAL Present 4 days

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

LIST OF SITES relevant to selection parameters

1	ES-03-A-03 SHEPHAM LANE POLEGATE	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 212 <i>Survey date: MONDAY 11/07/16</i>		
	<i>Survey Type: MANUAL</i>		
2	KC-03-A-06 MARGATE ROAD HERNE BAY	MIXED HOUSES & FLATS	KENT
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 363 <i>Survey date: WEDNESDAY 27/09/17</i>		
	<i>Survey Type: MANUAL</i>		
3	KC-03-A-07 RECULVER ROAD HERNE BAY	MIXED HOUSES	KENT
	Edge of Town Residential Zone Total No of Dwellings: 288 <i>Survey date: WEDNESDAY 27/09/17</i>		
	<i>Survey Type: MANUAL</i>		
4	WS-03-A-11 ELLIS ROAD WEST HORSHAM S BROADBRIDGE HEATH	MIXED HOUSES	WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 918 <i>Survey date: TUESDAY 02/04/19</i>		
	<i>Survey Type: MANUAL</i>		

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
HC-03-A-21	To match WYG site selection
HC-03-A-22	To match WYG site selection
KC-03-A-03	To match WYG site selection
KC-03-A-04	To match WYG site selection
SC-03-A-04	To match WYG site selection
WS-03-A-08	To match WYG site selection

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.74

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	445	0.067	4	445	0.294	4	445	0.361
08:00 - 09:00	4	445	0.153	4	445	0.428	4	445	0.581
09:00 - 10:00	4	445	0.142	4	445	0.159	4	445	0.301
10:00 - 11:00	4	445	0.108	4	445	0.142	4	445	0.250
11:00 - 12:00	4	445	0.126	4	445	0.149	4	445	0.275
12:00 - 13:00	4	445	0.153	4	445	0.134	4	445	0.287
13:00 - 14:00	4	445	0.154	4	445	0.150	4	445	0.304
14:00 - 15:00	4	445	0.177	4	445	0.184	4	445	0.361
15:00 - 16:00	4	445	0.272	4	445	0.177	4	445	0.449
16:00 - 17:00	4	445	0.299	4	445	0.174	4	445	0.473
17:00 - 18:00	4	445	0.415	4	445	0.177	4	445	0.592
18:00 - 19:00	4	445	0.351	4	445	0.212	4	445	0.563
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.417			2.380			4.797

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:	212 - 918 (units:)
Survey date range:	01/01/11 - 02/04/19
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	11
Surveys manually removed from selection:	6

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TAXIS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	445	0.001	4	445	0.001	4	445	0.002
08:00 - 09:00	4	445	0.003	4	445	0.003	4	445	0.006
09:00 - 10:00	4	445	0.003	4	445	0.001	4	445	0.004
10:00 - 11:00	4	445	0.001	4	445	0.001	4	445	0.002
11:00 - 12:00	4	445	0.002	4	445	0.002	4	445	0.004
12:00 - 13:00	4	445	0.001	4	445	0.001	4	445	0.002
13:00 - 14:00	4	445	0.001	4	445	0.000	4	445	0.001
14:00 - 15:00	4	445	0.003	4	445	0.003	4	445	0.006
15:00 - 16:00	4	445	0.004	4	445	0.003	4	445	0.007
16:00 - 17:00	4	445	0.003	4	445	0.003	4	445	0.006
17:00 - 18:00	4	445	0.001	4	445	0.001	4	445	0.002
18:00 - 19:00	4	445	0.001	4	445	0.001	4	445	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.020			0.044

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL OGVS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	445	0.000	4	445	0.000	4	445	0.000
08:00 - 09:00	4	445	0.001	4	445	0.001	4	445	0.002
09:00 - 10:00	4	445	0.002	4	445	0.000	4	445	0.002
10:00 - 11:00	4	445	0.003	4	445	0.003	4	445	0.006
11:00 - 12:00	4	445	0.001	4	445	0.001	4	445	0.002
12:00 - 13:00	4	445	0.001	4	445	0.002	4	445	0.003
13:00 - 14:00	4	445	0.000	4	445	0.000	4	445	0.000
14:00 - 15:00	4	445	0.001	4	445	0.000	4	445	0.001
15:00 - 16:00	4	445	0.001	4	445	0.001	4	445	0.002
16:00 - 17:00	4	445	0.002	4	445	0.001	4	445	0.003
17:00 - 18:00	4	445	0.001	4	445	0.001	4	445	0.002
18:00 - 19:00	4	445	0.000	4	445	0.000	4	445	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.013			0.010			0.023

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL CYCLISTS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	445	0.002	4	445	0.006	4	445	0.008
08:00 - 09:00	4	445	0.003	4	445	0.015	4	445	0.018
09:00 - 10:00	4	445	0.001	4	445	0.003	4	445	0.004
10:00 - 11:00	4	445	0.001	4	445	0.001	4	445	0.002
11:00 - 12:00	4	445	0.001	4	445	0.001	4	445	0.002
12:00 - 13:00	4	445	0.003	4	445	0.002	4	445	0.005
13:00 - 14:00	4	445	0.001	4	445	0.000	4	445	0.001
14:00 - 15:00	4	445	0.002	4	445	0.001	4	445	0.003
15:00 - 16:00	4	445	0.005	4	445	0.001	4	445	0.006
16:00 - 17:00	4	445	0.007	4	445	0.004	4	445	0.011
17:00 - 18:00	4	445	0.011	4	445	0.005	4	445	0.016
18:00 - 19:00	4	445	0.010	4	445	0.007	4	445	0.017
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.047			0.046			0.093

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	445	0.089	4	445	0.435	4	445	0.524
08:00 - 09:00	4	445	0.199	4	445	0.757	4	445	0.956
09:00 - 10:00	4	445	0.189	4	445	0.219	4	445	0.408
10:00 - 11:00	4	445	0.153	4	445	0.200	4	445	0.353
11:00 - 12:00	4	445	0.173	4	445	0.217	4	445	0.390
12:00 - 13:00	4	445	0.207	4	445	0.181	4	445	0.388
13:00 - 14:00	4	445	0.218	4	445	0.206	4	445	0.424
14:00 - 15:00	4	445	0.241	4	445	0.238	4	445	0.479
15:00 - 16:00	4	445	0.479	4	445	0.241	4	445	0.720
16:00 - 17:00	4	445	0.505	4	445	0.259	4	445	0.764
17:00 - 18:00	4	445	0.663	4	445	0.268	4	445	0.931
18:00 - 19:00	4	445	0.552	4	445	0.348	4	445	0.900
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.668			3.569			7.237

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	445	0.013	4	445	0.029	4	445	0.042
08:00 - 09:00	4	445	0.035	4	445	0.135	4	445	0.170
09:00 - 10:00	4	445	0.023	4	445	0.020	4	445	0.043
10:00 - 11:00	4	445	0.019	4	445	0.022	4	445	0.041
11:00 - 12:00	4	445	0.014	4	445	0.012	4	445	0.026
12:00 - 13:00	4	445	0.013	4	445	0.011	4	445	0.024
13:00 - 14:00	4	445	0.018	4	445	0.018	4	445	0.036
14:00 - 15:00	4	445	0.024	4	445	0.029	4	445	0.053
15:00 - 16:00	4	445	0.106	4	445	0.028	4	445	0.134
16:00 - 17:00	4	445	0.047	4	445	0.015	4	445	0.062
17:00 - 18:00	4	445	0.036	4	445	0.036	4	445	0.072
18:00 - 19:00	4	445	0.044	4	445	0.049	4	445	0.093
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.392			0.404			0.796

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL BUS/TRAM PASSENGERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	445	0.002	4	445	0.026	4	445	0.028
08:00 - 09:00	4	445	0.000	4	445	0.016	4	445	0.016
09:00 - 10:00	4	445	0.002	4	445	0.007	4	445	0.009
10:00 - 11:00	4	445	0.002	4	445	0.003	4	445	0.005
11:00 - 12:00	4	445	0.002	4	445	0.006	4	445	0.008
12:00 - 13:00	4	445	0.002	4	445	0.003	4	445	0.005
13:00 - 14:00	4	445	0.003	4	445	0.004	4	445	0.007
14:00 - 15:00	4	445	0.005	4	445	0.004	4	445	0.009
15:00 - 16:00	4	445	0.015	4	445	0.006	4	445	0.021
16:00 - 17:00	4	445	0.020	4	445	0.003	4	445	0.023
17:00 - 18:00	4	445	0.010	4	445	0.003	4	445	0.013
18:00 - 19:00	4	445	0.021	4	445	0.007	4	445	0.028
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.084			0.088			0.172

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL RAIL PASSENGERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	445	0.000	4	445	0.008	4	445	0.008
08:00 - 09:00	4	445	0.000	4	445	0.009	4	445	0.009
09:00 - 10:00	4	445	0.000	4	445	0.004	4	445	0.004
10:00 - 11:00	4	445	0.000	4	445	0.003	4	445	0.003
11:00 - 12:00	4	445	0.000	4	445	0.002	4	445	0.002
12:00 - 13:00	4	445	0.001	4	445	0.001	4	445	0.002
13:00 - 14:00	4	445	0.002	4	445	0.000	4	445	0.002
14:00 - 15:00	4	445	0.001	4	445	0.000	4	445	0.001
15:00 - 16:00	4	445	0.003	4	445	0.002	4	445	0.005
16:00 - 17:00	4	445	0.003	4	445	0.001	4	445	0.004
17:00 - 18:00	4	445	0.010	4	445	0.001	4	445	0.011
18:00 - 19:00	4	445	0.007	4	445	0.001	4	445	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.027			0.032			0.059

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	445	0.002	4	445	0.034	4	445	0.036
08:00 - 09:00	4	445	0.000	4	445	0.027	4	445	0.027
09:00 - 10:00	4	445	0.002	4	445	0.012	4	445	0.014
10:00 - 11:00	4	445	0.002	4	445	0.006	4	445	0.008
11:00 - 12:00	4	445	0.002	4	445	0.007	4	445	0.009
12:00 - 13:00	4	445	0.002	4	445	0.003	4	445	0.005
13:00 - 14:00	4	445	0.005	4	445	0.004	4	445	0.009
14:00 - 15:00	4	445	0.006	4	445	0.004	4	445	0.010
15:00 - 16:00	4	445	0.019	4	445	0.007	4	445	0.026
16:00 - 17:00	4	445	0.024	4	445	0.003	4	445	0.027
17:00 - 18:00	4	445	0.020	4	445	0.003	4	445	0.023
18:00 - 19:00	4	445	0.029	4	445	0.008	4	445	0.037
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.113			0.118			0.231

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.74

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	445	0.106	4	445	0.504	4	445	0.610
08:00 - 09:00	4	445	0.237	4	445	0.934	4	445	1.171
09:00 - 10:00	4	445	0.215	4	445	0.253	4	445	0.468
10:00 - 11:00	4	445	0.175	4	445	0.230	4	445	0.405
11:00 - 12:00	4	445	0.190	4	445	0.237	4	445	0.427
12:00 - 13:00	4	445	0.226	4	445	0.197	4	445	0.423
13:00 - 14:00	4	445	0.241	4	445	0.228	4	445	0.469
14:00 - 15:00	4	445	0.273	4	445	0.271	4	445	0.544
15:00 - 16:00	4	445	0.609	4	445	0.277	4	445	0.886
16:00 - 17:00	4	445	0.583	4	445	0.281	4	445	0.864
17:00 - 18:00	4	445	0.730	4	445	0.312	4	445	1.042
18:00 - 19:00	4	445	0.635	4	445	0.413	4	445	1.048
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.220			4.137			8.357

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.*

Annex F: Non-residential TRICS Outputs

Calculation Reference: AUDIT-703101-250130-0100

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 15 - VEHICLE SERVICES
Category : B - MOTORIST CENTRE (FAST FIT)
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DV DEVON	1 days
05	EAST MIDLANDS	
	DY DERBY	2 days
	NN NORTH NORTHAMPTONSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
	MS MERSEYSIDE	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: 200 to 1878 (units: sqm)
 Range Selected by User: 150 to 1878 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 22/05/24

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
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	7 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)	5
Neighbourhood Centre (PPS6 Local Centre)	2

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

Selected Location Sub Categories:

Industrial Zone	2
Residential Zone	3
Built-Up Zone	1
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	6 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	7 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	3 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	4 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	7 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	7 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	DV-15-B-02	KWIK FIT	DEVON
	MARSH BARTON ROAD		
	EXETER		
	MARSH BARTON		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	1878 sqm	
	Survey date: THURSDAY	28/11/13	Survey Type: MANUAL
2	DY-15-B-01	KWIK FIT	DERBY
	OSMASTON ROAD		
	DERBY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	525 sqm	
	Survey date: TUESDAY	21/10/14	Survey Type: MANUAL
3	DY-15-B-02	NATIONAL TYRES & AUTOCARE	DERBY
	NOTTINGHAM ROAD		
	DERBY		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	320 sqm	
	Survey date: FRIDAY	26/06/15	Survey Type: MANUAL
4	GM-15-B-03	ATS EUROMASTER	GREATER MANCHESTER
	YORKSHIRE STREET		
	ROCHDALE		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	600 sqm	
	Survey date: WEDNESDAY	21/10/15	Survey Type: MANUAL
5	MS-15-B-01	FAST FIT CENTRE	MERSEYSIDE
	HOYLAKE ROAD		
	BIRKENHEAD		
	NORTH BIRKENHEAD		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	200 sqm	
	Survey date: WEDNESDAY	22/05/24	Survey Type: MANUAL
6	NN-15-B-01	NATIONAL TYRES	NORTH NORTHAMPTONSHIRE
	OXFORD STREET		
	WELLINGBOROUGH		
	Neighbourhood Centre (PPS6 Local Centre)		
	Built-Up Zone		
	Total Gross floor area:	336 sqm	
	Survey date: WEDNESDAY	26/09/12	Survey Type: MANUAL
7	NY-15-B-04	KWIK FIT	NORTH YORKSHIRE
	LONG STREET		
	THIRSK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	363 sqm	
	Survey date: MONDAY	17/10/11	Survey Type: MANUAL

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

TRIP RATE for Land Use 15 - VEHICLE SERVICES/B - MOTORIST CENTRE (FAST FIT)
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	6	643	0.363	6	643	0.078	6	643	0.441
08:00 - 09:00	7	603	0.971	7	603	0.261	7	603	1.232
09:00 - 10:00	7	603	0.900	7	603	0.853	7	603	1.753
10:00 - 11:00	7	603	0.805	7	603	0.734	7	603	1.539
11:00 - 12:00	7	603	0.829	7	603	0.829	7	603	1.658
12:00 - 13:00	7	603	0.782	7	603	0.876	7	603	1.658
13:00 - 14:00	7	603	0.640	7	603	0.829	7	603	1.469
14:00 - 15:00	7	603	0.545	7	603	0.640	7	603	1.185
15:00 - 16:00	7	603	0.474	7	603	0.521	7	603	0.995
16:00 - 17:00	7	603	0.663	7	603	0.663	7	603	1.326
17:00 - 18:00	7	603	0.213	7	603	0.663	7	603	0.876
18:00 - 19:00	6	643	0.104	6	643	0.389	6	643	0.493
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.289			7.336			14.625

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:	200 - 1878 (units: sqm)
Survey date range:	01/01/10 - 22/05/24
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 15 - VEHICLE SERVICES/B - MOTORIST CENTRE (FAST FIT)
TAXIS
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	6	643	0.000	6	643	0.000	6	643	0.000
08:00 - 09:00	7	603	0.000	7	603	0.000	7	603	0.000
09:00 - 10:00	7	603	0.000	7	603	0.000	7	603	0.000
10:00 - 11:00	7	603	0.024	7	603	0.024	7	603	0.048
11:00 - 12:00	7	603	0.000	7	603	0.000	7	603	0.000
12:00 - 13:00	7	603	0.000	7	603	0.000	7	603	0.000
13:00 - 14:00	7	603	0.000	7	603	0.000	7	603	0.000
14:00 - 15:00	7	603	0.000	7	603	0.000	7	603	0.000
15:00 - 16:00	7	603	0.000	7	603	0.000	7	603	0.000
16:00 - 17:00	7	603	0.024	7	603	0.024	7	603	0.048
17:00 - 18:00	7	603	0.000	7	603	0.000	7	603	0.000
18:00 - 19:00	6	643	0.000	6	643	0.000	6	643	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.048			0.048			0.096

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

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

TRIP RATE for Land Use 15 - VEHICLE SERVICES/B - MOTORIST CENTRE (FAST FIT)
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	643	0.000	6	643	0.000	6	643	0.000
08:00 - 09:00	7	603	0.000	7	603	0.000	7	603	0.000
09:00 - 10:00	7	603	0.024	7	603	0.024	7	603	0.048
10:00 - 11:00	7	603	0.095	7	603	0.071	7	603	0.166
11:00 - 12:00	7	603	0.047	7	603	0.047	7	603	0.094
12:00 - 13:00	7	603	0.047	7	603	0.071	7	603	0.118
13:00 - 14:00	7	603	0.000	7	603	0.000	7	603	0.000
14:00 - 15:00	7	603	0.024	7	603	0.000	7	603	0.024
15:00 - 16:00	7	603	0.024	7	603	0.047	7	603	0.071
16:00 - 17:00	7	603	0.024	7	603	0.024	7	603	0.048
17:00 - 18:00	7	603	0.000	7	603	0.024	7	603	0.024
18:00 - 19:00	6	643	0.000	6	643	0.000	6	643	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.285			0.308			0.593

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

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

TRIP RATE for Land Use 15 - VEHICLE SERVICES/B - MOTORIST CENTRE (FAST FIT)
CYCLISTS
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	6	643	0.000	6	643	0.000	6	643	0.000
08:00 - 09:00	7	603	0.000	7	603	0.000	7	603	0.000
09:00 - 10:00	7	603	0.000	7	603	0.000	7	603	0.000
10:00 - 11:00	7	603	0.000	7	603	0.000	7	603	0.000
11:00 - 12:00	7	603	0.000	7	603	0.000	7	603	0.000
12:00 - 13:00	7	603	0.000	7	603	0.000	7	603	0.000
13:00 - 14:00	7	603	0.000	7	603	0.000	7	603	0.000
14:00 - 15:00	7	603	0.000	7	603	0.000	7	603	0.000
15:00 - 16:00	7	603	0.000	7	603	0.000	7	603	0.000
16:00 - 17:00	7	603	0.000	7	603	0.000	7	603	0.000
17:00 - 18:00	7	603	0.024	7	603	0.024	7	603	0.048
18:00 - 19:00	6	643	0.000	6	643	0.000	6	643	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.024			0.048

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

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

Calculation Reference: AUDIT-703101-250130-0121

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : G - GP SURGERIES
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	IW ISLE OF WIGHT	1 days
03	SOUTH WEST	
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	DR DONCASTER	1 days
09	NORTH	
	CU CUMBERLAND	1 days
	TW TYNE & WEAR	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: 1046 to 2150 (units: sqm)
Range Selected by User: 750 to 2250 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 18/06/24

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	1 days
Wednesday	2 days
Thursday	4 days
Friday	1 days

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

Selected survey types:

Manual count	8 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:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	3
Neighbourhood Centre (PPS6 Local Centre)	2

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

Selected Location Sub Categories:

Residential Zone	8
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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	8 days - Selected
Servicing vehicles Excluded	X days - Selected

Secondary Filtering selection:

Use Class:

E(e)	8 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

15,001 to 20,000	2 days
20,001 to 25,000	3 days
25,001 to 50,000	2 days
50,001 to 100,000	1 days

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

Population within 5 miles:

50,001 to 75,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	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	3 days
1.1 to 1.5	5 days

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

Travel Plan:

No	8 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	8 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CA-05-G-01	MEDICAL CENTRE		CAMBRIDGESHIRE
	NUFFIELD ROAD			
	CAMBRIDGE			
	CHESTERTON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:	1046 sqm		
	Survey date: FRIDAY	23/06/23	Survey Type: MANUAL	
2	CU-05-G-03	GP SURGERY		CUMBERLAND
	FUSEHILL STREET			
	CARLISLE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:	1370 sqm		
	Survey date: TUESDAY	18/06/24	Survey Type: MANUAL	
3	DR-05-G-01	GP SURGERY		DONCASTER
	GOODISON BOULEVARD			
	DONCASTER			
	CANTLEY			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Gross floor area:	1050 sqm		
	Survey date: THURSDAY	23/09/21	Survey Type: MANUAL	
4	DY-05-G-02	GP SURGERY		DERBY
	ST THOMAS ROAD			
	DERBY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:	2000 sqm		
	Survey date: WEDNESDAY	11/10/23	Survey Type: MANUAL	
5	ES-05-G-03	MEDICAL CENTRE		EAST SUSSEX
	VICTORIA DRIVE			
	EASTBOURNE			
	Edge of Town			
	Residential Zone			
	Total Gross floor area:	1976 sqm		
	Survey date: THURSDAY	28/03/24	Survey Type: MANUAL	
6	IW-05-G-01	GP SURGERY		ISLE OF WIGHT
	NEWPORT ROAD			
	COWES			
	Edge of Town			
	Residential Zone			
	Total Gross floor area:	1400 sqm		
	Survey date: WEDNESDAY	26/06/19	Survey Type: MANUAL	
7	TW-05-G-04	GP SURGERY		TYNE & WEAR
	MANOR WALK			
	NEWCASTLE UPON TYNE			
	BENTON			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Gross floor area:	1400 sqm		
	Survey date: THURSDAY	18/10/18	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

8	WL-05-G-01	MEDICAL CENTRE	WILTSHIRE
	MIDDLEFIELD ROAD		
	CHIPPENHAM		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	2150 sqm	
	Survey date: THURSDAY	11/05/23	Survey Type: MANUAL

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.80

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	1	1400	0.071	1	1400	0.000	1	1400	0.071
07:00 - 08:00	7	1607	1.156	7	1607	0.196	7	1607	1.352
08:00 - 09:00	8	1537	2.563	8	1537	1.359	8	1537	3.922
09:00 - 10:00	8	1537	2.831	8	1537	2.628	8	1537	5.459
10:00 - 11:00	8	1537	2.709	8	1537	2.376	8	1537	5.085
11:00 - 12:00	8	1537	2.432	8	1537	2.522	8	1537	4.954
12:00 - 13:00	8	1537	2.392	8	1537	2.546	8	1537	4.938
13:00 - 14:00	8	1537	2.156	8	1537	2.229	8	1537	4.385
14:00 - 15:00	8	1537	2.522	8	1537	2.465	8	1537	4.987
15:00 - 16:00	8	1537	2.164	8	1537	2.319	8	1537	4.483
16:00 - 17:00	8	1537	1.896	8	1537	2.546	8	1537	4.442
17:00 - 18:00	8	1537	1.058	8	1537	1.952	8	1537	3.010
18:00 - 19:00	8	1537	0.456	8	1537	0.944	8	1537	1.400
19:00 - 20:00	1	1400	0.143	1	1400	0.143	1	1400	0.286
20:00 - 21:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			24.549			24.225			48.774

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:	1046 - 2150 (units: sqm)
Survey date range:	01/01/16 - 18/06/24
Number of weekdays (Monday-Friday):	8
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.

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
 MULTI-MODAL CYCLISTS
 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	1	1400	0.000	1	1400	0.000	1	1400	0.000
07:00 - 08:00	7	1607	0.009	7	1607	0.000	7	1607	0.009
08:00 - 09:00	8	1537	0.049	8	1537	0.000	8	1537	0.049
09:00 - 10:00	8	1537	0.016	8	1537	0.024	8	1537	0.040
10:00 - 11:00	8	1537	0.016	8	1537	0.033	8	1537	0.049
11:00 - 12:00	8	1537	0.065	8	1537	0.041	8	1537	0.106
12:00 - 13:00	8	1537	0.008	8	1537	0.033	8	1537	0.041
13:00 - 14:00	8	1537	0.033	8	1537	0.041	8	1537	0.074
14:00 - 15:00	8	1537	0.041	8	1537	0.041	8	1537	0.082
15:00 - 16:00	8	1537	0.033	8	1537	0.041	8	1537	0.074
16:00 - 17:00	8	1537	0.049	8	1537	0.033	8	1537	0.082
17:00 - 18:00	8	1537	0.016	8	1537	0.041	8	1537	0.057
18:00 - 19:00	8	1537	0.024	8	1537	0.016	8	1537	0.040
19:00 - 20:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
20:00 - 21:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.359			0.344			0.703

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

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
 MULTI-MODAL VEHICLE OCCUPANTS
 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	1	1400	0.071	1	1400	0.000	1	1400	0.071
07:00 - 08:00	7	1607	1.298	7	1607	0.213	7	1607	1.511
08:00 - 09:00	8	1537	3.189	8	1537	1.595	8	1537	4.784
09:00 - 10:00	8	1537	3.881	8	1537	3.449	8	1537	7.330
10:00 - 11:00	8	1537	3.441	8	1537	3.157	8	1537	6.598
11:00 - 12:00	8	1537	3.287	8	1537	3.222	8	1537	6.509
12:00 - 13:00	8	1537	3.124	8	1537	3.384	8	1537	6.508
13:00 - 14:00	8	1537	2.872	8	1537	2.872	8	1537	5.744
14:00 - 15:00	8	1537	3.490	8	1537	3.319	8	1537	6.809
15:00 - 16:00	8	1537	2.904	8	1537	3.181	8	1537	6.085
16:00 - 17:00	8	1537	2.644	8	1537	3.506	8	1537	6.150
17:00 - 18:00	8	1537	1.318	8	1537	2.498	8	1537	3.816
18:00 - 19:00	8	1537	0.586	8	1537	1.196	8	1537	1.782
19:00 - 20:00	1	1400	0.143	1	1400	0.143	1	1400	0.286
20:00 - 21:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			32.248			31.735			63.983

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.

HaskoningDHV UK Ltd Wick Road Surrey

Licence No: 703101

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL PEDESTRIANS

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	1	1400	0.000	1	1400	0.000	1	1400	0.000
07:00 - 08:00	7	1607	0.507	7	1607	0.027	7	1607	0.534
08:00 - 09:00	8	1537	0.789	8	1537	0.610	8	1537	1.399
09:00 - 10:00	8	1537	1.106	8	1537	1.058	8	1537	2.164
10:00 - 11:00	8	1537	0.976	8	1537	1.131	8	1537	2.107
11:00 - 12:00	8	1537	0.960	8	1537	1.033	8	1537	1.993
12:00 - 13:00	8	1537	0.716	8	1537	0.781	8	1537	1.497
13:00 - 14:00	8	1537	0.830	8	1537	0.667	8	1537	1.497
14:00 - 15:00	8	1537	0.822	8	1537	0.879	8	1537	1.701
15:00 - 16:00	8	1537	0.748	8	1537	0.773	8	1537	1.521
16:00 - 17:00	8	1537	0.643	8	1537	0.757	8	1537	1.400
17:00 - 18:00	8	1537	0.504	8	1537	0.781	8	1537	1.285
18:00 - 19:00	8	1537	0.081	8	1537	0.187	8	1537	0.268
19:00 - 20:00	1	1400	0.143	1	1400	0.357	1	1400	0.500
20:00 - 21:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			8.825			9.041			17.866

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

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
 MULTI-MODAL PUBLIC TRANSPORT USERS
 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	1	1400	0.000	1	1400	0.000	1	1400	0.000
07:00 - 08:00	7	1607	0.080	7	1607	0.000	7	1607	0.080
08:00 - 09:00	8	1537	0.301	8	1537	0.081	8	1537	0.382
09:00 - 10:00	8	1537	0.325	8	1537	0.366	8	1537	0.691
10:00 - 11:00	8	1537	0.309	8	1537	0.268	8	1537	0.577
11:00 - 12:00	8	1537	0.350	8	1537	0.382	8	1537	0.732
12:00 - 13:00	8	1537	0.203	8	1537	0.220	8	1537	0.423
13:00 - 14:00	8	1537	0.220	8	1537	0.228	8	1537	0.448
14:00 - 15:00	8	1537	0.236	8	1537	0.212	8	1537	0.448
15:00 - 16:00	8	1537	0.212	8	1537	0.236	8	1537	0.448
16:00 - 17:00	8	1537	0.236	8	1537	0.260	8	1537	0.496
17:00 - 18:00	8	1537	0.114	8	1537	0.195	8	1537	0.309
18:00 - 19:00	8	1537	0.008	8	1537	0.130	8	1537	0.138
19:00 - 20:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
20:00 - 21:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.594			2.578			5.172

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

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.80

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	1	1400	0.071	1	1400	0.000	1	1400	0.071
07:00 - 08:00	7	1607	1.894	7	1607	0.240	7	1607	2.134
08:00 - 09:00	8	1537	4.328	8	1537	2.286	8	1537	6.614
09:00 - 10:00	8	1537	5.329	8	1537	4.897	8	1537	10.226
10:00 - 11:00	8	1537	4.743	8	1537	4.588	8	1537	9.331
11:00 - 12:00	8	1537	4.662	8	1537	4.678	8	1537	9.340
12:00 - 13:00	8	1537	4.051	8	1537	4.418	8	1537	8.469
13:00 - 14:00	8	1537	3.954	8	1537	3.807	8	1537	7.761
14:00 - 15:00	8	1537	4.588	8	1537	4.450	8	1537	9.038
15:00 - 16:00	8	1537	3.897	8	1537	4.230	8	1537	8.127
16:00 - 17:00	8	1537	3.571	8	1537	4.556	8	1537	8.127
17:00 - 18:00	8	1537	1.952	8	1537	3.514	8	1537	5.466
18:00 - 19:00	8	1537	0.700	8	1537	1.529	8	1537	2.229
19:00 - 20:00	1	1400	0.286	1	1400	0.500	1	1400	0.786
20:00 - 21:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			44.026			43.693			87.719

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

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
 MULTI-MODAL Servicing 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	1	1400	0.000	1	1400	0.000	1	1400	0.000
07:00 - 08:00	7	1607	0.027	7	1607	0.018	7	1607	0.045
08:00 - 09:00	8	1537	0.057	8	1537	0.033	8	1537	0.090
09:00 - 10:00	8	1537	0.106	8	1537	0.138	8	1537	0.244
10:00 - 11:00	8	1537	0.122	8	1537	0.106	8	1537	0.228
11:00 - 12:00	8	1537	0.065	8	1537	0.073	8	1537	0.138
12:00 - 13:00	8	1537	0.065	8	1537	0.073	8	1537	0.138
13:00 - 14:00	8	1537	0.033	8	1537	0.016	8	1537	0.049
14:00 - 15:00	8	1537	0.089	8	1537	0.089	8	1537	0.178
15:00 - 16:00	8	1537	0.065	8	1537	0.065	8	1537	0.130
16:00 - 17:00	8	1537	0.033	8	1537	0.049	8	1537	0.082
17:00 - 18:00	8	1537	0.041	8	1537	0.033	8	1537	0.074
18:00 - 19:00	8	1537	0.016	8	1537	0.016	8	1537	0.032
19:00 - 20:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
20:00 - 21:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.719			0.709			1.428

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

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

Calculation Reference: AUDIT-703101-250130-0132

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : F - WAREHOUSING (COMMERCIAL)
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	DR DONCASTER	1 days
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	CU CUMBERLAND	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: 1750 to 105335 (units: sqm)
 Range Selected by User: 1750 to 105335 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 19/06/24

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	2 days
Friday	1 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 undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	4

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

Selected Location Sub Categories:

Industrial Zone	4
Development Zone	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	3 days - Selected
Servicing vehicles Excluded	2 days - Selected

Secondary Filtering selection:

Use Class:

n/a	1 days
B8	4 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
75,001 to 100,000	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:

1.1 to 1.5	5 days
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This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	1 days
No	4 days

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

PTAL Rating:

No PTAL Present	5 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	CU-02-F-01 CARLISLE ROAD BRAMPTON	WAREHOUSING & DISTRIBUTION	CUMBERLAND
	Edge of Town Industrial Zone Total Gross floor area: 4007 sqm Survey date: WEDNESDAY 19/06/24		Survey Type: MANUAL
2	DR-02-F-01 MIDDLE BANK DONCASTER	TESCO DISTRIBUTION CENTRE	DONCASTER
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 80100 sqm Survey date: TUESDAY 21/09/21		Survey Type: MANUAL
3	EX-02-F-01 BRUNEL WAY COLCHESTER SEVERALLS INDUSTRIAL PK	SPORTS SUPPLEMENTS	ESSEX
	Edge of Town Industrial Zone Total Gross floor area: 6560 sqm Survey date: FRIDAY 18/05/18		Survey Type: MANUAL
4	NT-02-F-01 NOOK FLATT ROAD NEAR WORKSOP BLYTH	LOGISTICS WAREHOUSING PARK	NOTTINGHAMSHIRE
	Edge of Town Development Zone Total Gross floor area: 105335 sqm Survey date: WEDNESDAY 18/10/23		Survey Type: MANUAL
5	NY-02-F-01 GRIMBALD CRAG CLOSE KNARESBOROUGH	REMOVALS SERVICE	NORTH YORKSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 1750 sqm Survey date: MONDAY 19/06/23		Survey Type: MANUAL

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.21

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	3	63147	0.074	3	63147	0.029	3	63147	0.103
06:00 - 07:00	3	63147	0.028	3	63147	0.063	3	63147	0.091
07:00 - 08:00	5	39550	0.047	5	39550	0.025	5	39550	0.072
08:00 - 09:00	5	39550	0.039	5	39550	0.026	5	39550	0.065
09:00 - 10:00	5	39550	0.052	5	39550	0.035	5	39550	0.087
10:00 - 11:00	5	39550	0.049	5	39550	0.049	5	39550	0.098
11:00 - 12:00	5	39550	0.050	5	39550	0.040	5	39550	0.090
12:00 - 13:00	5	39550	0.050	5	39550	0.059	5	39550	0.109
13:00 - 14:00	5	39550	0.052	5	39550	0.041	5	39550	0.093
14:00 - 15:00	5	39550	0.050	5	39550	0.078	5	39550	0.128
15:00 - 16:00	5	39550	0.044	5	39550	0.042	5	39550	0.086
16:00 - 17:00	5	39550	0.034	5	39550	0.045	5	39550	0.079
17:00 - 18:00	5	39550	0.037	5	39550	0.041	5	39550	0.078
18:00 - 19:00	5	39550	0.022	5	39550	0.046	5	39550	0.068
19:00 - 20:00	3	63147	0.018	3	63147	0.023	3	63147	0.041
20:00 - 21:00	3	63147	0.016	3	63147	0.020	3	63147	0.036
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.662			0.662			1.324

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:	1750 - 105335 (units: sqm)
Survey date date range:	01/01/16 - 19/06/24
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:	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 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
 MULTI-MODAL OGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	3	63147	0.007	3	63147	0.010	3	63147	0.017
06:00 - 07:00	3	63147	0.008	3	63147	0.010	3	63147	0.018
07:00 - 08:00	5	39550	0.013	5	39550	0.014	5	39550	0.027
08:00 - 09:00	5	39550	0.018	5	39550	0.016	5	39550	0.034
09:00 - 10:00	5	39550	0.022	5	39550	0.016	5	39550	0.038
10:00 - 11:00	5	39550	0.025	5	39550	0.027	5	39550	0.052
11:00 - 12:00	5	39550	0.022	5	39550	0.015	5	39550	0.037
12:00 - 13:00	5	39550	0.022	5	39550	0.021	5	39550	0.043
13:00 - 14:00	5	39550	0.018	5	39550	0.018	5	39550	0.036
14:00 - 15:00	5	39550	0.026	5	39550	0.021	5	39550	0.047
15:00 - 16:00	5	39550	0.024	5	39550	0.021	5	39550	0.045
16:00 - 17:00	5	39550	0.014	5	39550	0.015	5	39550	0.029
17:00 - 18:00	5	39550	0.020	5	39550	0.014	5	39550	0.034
18:00 - 19:00	5	39550	0.011	5	39550	0.018	5	39550	0.029
19:00 - 20:00	3	63147	0.007	3	63147	0.013	3	63147	0.020
20:00 - 21:00	3	63147	0.007	3	63147	0.012	3	63147	0.019
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.264			0.261			0.525

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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TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
MULTI-MODAL CYCLISTS
 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	3	63147	0.002	3	63147	0.001	3	63147	0.003
06:00 - 07:00	3	63147	0.000	3	63147	0.000	3	63147	0.000
07:00 - 08:00	5	39550	0.000	5	39550	0.000	5	39550	0.000
08:00 - 09:00	5	39550	0.001	5	39550	0.000	5	39550	0.001
09:00 - 10:00	5	39550	0.000	5	39550	0.000	5	39550	0.000
10:00 - 11:00	5	39550	0.002	5	39550	0.001	5	39550	0.003
11:00 - 12:00	5	39550	0.000	5	39550	0.000	5	39550	0.000
12:00 - 13:00	5	39550	0.000	5	39550	0.000	5	39550	0.000
13:00 - 14:00	5	39550	0.002	5	39550	0.000	5	39550	0.002
14:00 - 15:00	5	39550	0.000	5	39550	0.001	5	39550	0.001
15:00 - 16:00	5	39550	0.000	5	39550	0.001	5	39550	0.001
16:00 - 17:00	5	39550	0.000	5	39550	0.001	5	39550	0.001
17:00 - 18:00	5	39550	0.001	5	39550	0.000	5	39550	0.001
18:00 - 19:00	5	39550	0.001	5	39550	0.000	5	39550	0.001
19:00 - 20:00	3	63147	0.001	3	63147	0.004	3	63147	0.005
20:00 - 21:00	3	63147	0.000	3	63147	0.000	3	63147	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.010			0.009			0.019

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
 MULTI-MODAL VEHICLE OCCUPANTS
 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	3	63147	0.080	3	63147	0.031	3	63147	0.111
06:00 - 07:00	3	63147	0.030	3	63147	0.065	3	63147	0.095
07:00 - 08:00	5	39550	0.053	5	39550	0.030	5	39550	0.083
08:00 - 09:00	5	39550	0.047	5	39550	0.028	5	39550	0.075
09:00 - 10:00	5	39550	0.062	5	39550	0.038	5	39550	0.100
10:00 - 11:00	5	39550	0.051	5	39550	0.051	5	39550	0.102
11:00 - 12:00	5	39550	0.054	5	39550	0.045	5	39550	0.099
12:00 - 13:00	5	39550	0.054	5	39550	0.062	5	39550	0.116
13:00 - 14:00	5	39550	0.055	5	39550	0.045	5	39550	0.100
14:00 - 15:00	5	39550	0.054	5	39550	0.091	5	39550	0.145
15:00 - 16:00	5	39550	0.048	5	39550	0.047	5	39550	0.095
16:00 - 17:00	5	39550	0.034	5	39550	0.053	5	39550	0.087
17:00 - 18:00	5	39550	0.038	5	39550	0.050	5	39550	0.088
18:00 - 19:00	5	39550	0.023	5	39550	0.054	5	39550	0.077
19:00 - 20:00	3	63147	0.017	3	63147	0.023	3	63147	0.040
20:00 - 21:00	3	63147	0.016	3	63147	0.020	3	63147	0.036
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.716			0.733			1.449

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
 MULTI-MODAL PEDESTRIANS
 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	3	63147	0.008	3	63147	0.011	3	63147	0.019
06:00 - 07:00	3	63147	0.006	3	63147	0.000	3	63147	0.006
07:00 - 08:00	5	39550	0.002	5	39550	0.001	5	39550	0.003
08:00 - 09:00	5	39550	0.002	5	39550	0.000	5	39550	0.002
09:00 - 10:00	5	39550	0.011	5	39550	0.001	5	39550	0.012
10:00 - 11:00	5	39550	0.002	5	39550	0.001	5	39550	0.003
11:00 - 12:00	5	39550	0.008	5	39550	0.002	5	39550	0.010
12:00 - 13:00	5	39550	0.004	5	39550	0.002	5	39550	0.006
13:00 - 14:00	5	39550	0.001	5	39550	0.001	5	39550	0.002
14:00 - 15:00	5	39550	0.000	5	39550	0.003	5	39550	0.003
15:00 - 16:00	5	39550	0.000	5	39550	0.001	5	39550	0.001
16:00 - 17:00	5	39550	0.001	5	39550	0.010	5	39550	0.011
17:00 - 18:00	5	39550	0.003	5	39550	0.001	5	39550	0.004
18:00 - 19:00	5	39550	0.000	5	39550	0.003	5	39550	0.003
19:00 - 20:00	3	63147	0.002	3	63147	0.013	3	63147	0.015
20:00 - 21:00	3	63147	0.003	3	63147	0.010	3	63147	0.013
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.053			0.060			0.113

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
 MULTI-MODAL PUBLIC TRANSPORT USERS
 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	3	63147	0.004	3	63147	0.003	3	63147	0.007
06:00 - 07:00	3	63147	0.003	3	63147	0.000	3	63147	0.003
07:00 - 08:00	5	39550	0.000	5	39550	0.001	5	39550	0.001
08:00 - 09:00	5	39550	0.002	5	39550	0.000	5	39550	0.002
09:00 - 10:00	5	39550	0.002	5	39550	0.000	5	39550	0.002
10:00 - 11:00	5	39550	0.000	5	39550	0.001	5	39550	0.001
11:00 - 12:00	5	39550	0.002	5	39550	0.001	5	39550	0.003
12:00 - 13:00	5	39550	0.000	5	39550	0.001	5	39550	0.001
13:00 - 14:00	5	39550	0.000	5	39550	0.001	5	39550	0.001
14:00 - 15:00	5	39550	0.000	5	39550	0.001	5	39550	0.001
15:00 - 16:00	5	39550	0.000	5	39550	0.000	5	39550	0.000
16:00 - 17:00	5	39550	0.000	5	39550	0.001	5	39550	0.001
17:00 - 18:00	5	39550	0.001	5	39550	0.003	5	39550	0.004
18:00 - 19:00	5	39550	0.001	5	39550	0.000	5	39550	0.001
19:00 - 20:00	3	63147	0.001	3	63147	0.003	3	63147	0.004
20:00 - 21:00	3	63147	0.000	3	63147	0.000	3	63147	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.016			0.032

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.21

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	3	63147	0.094	3	63147	0.045	3	63147	0.139
06:00 - 07:00	3	63147	0.040	3	63147	0.065	3	63147	0.105
07:00 - 08:00	5	39550	0.054	5	39550	0.031	5	39550	0.085
08:00 - 09:00	5	39550	0.052	5	39550	0.028	5	39550	0.080
09:00 - 10:00	5	39550	0.075	5	39550	0.039	5	39550	0.114
10:00 - 11:00	5	39550	0.055	5	39550	0.053	5	39550	0.108
11:00 - 12:00	5	39550	0.063	5	39550	0.048	5	39550	0.111
12:00 - 13:00	5	39550	0.058	5	39550	0.065	5	39550	0.123
13:00 - 14:00	5	39550	0.057	5	39550	0.046	5	39550	0.103
14:00 - 15:00	5	39550	0.054	5	39550	0.095	5	39550	0.149
15:00 - 16:00	5	39550	0.048	5	39550	0.048	5	39550	0.096
16:00 - 17:00	5	39550	0.034	5	39550	0.064	5	39550	0.098
17:00 - 18:00	5	39550	0.042	5	39550	0.054	5	39550	0.096
18:00 - 19:00	5	39550	0.024	5	39550	0.057	5	39550	0.081
19:00 - 20:00	3	63147	0.021	3	63147	0.043	3	63147	0.064
20:00 - 21:00	3	63147	0.019	3	63147	0.030	3	63147	0.049
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.790			0.811			1.601

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
 MULTI-MODAL LGVS
 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	3	63147	0.001	3	63147	0.002	3	63147	0.003
06:00 - 07:00	3	63147	0.002	3	63147	0.001	3	63147	0.003
07:00 - 08:00	5	39550	0.004	5	39550	0.005	5	39550	0.009
08:00 - 09:00	5	39550	0.004	5	39550	0.003	5	39550	0.007
09:00 - 10:00	5	39550	0.007	5	39550	0.002	5	39550	0.009
10:00 - 11:00	5	39550	0.006	5	39550	0.005	5	39550	0.011
11:00 - 12:00	5	39550	0.006	5	39550	0.004	5	39550	0.010
12:00 - 13:00	5	39550	0.003	5	39550	0.004	5	39550	0.007
13:00 - 14:00	5	39550	0.004	5	39550	0.002	5	39550	0.006
14:00 - 15:00	5	39550	0.003	5	39550	0.003	5	39550	0.006
15:00 - 16:00	5	39550	0.002	5	39550	0.002	5	39550	0.004
16:00 - 17:00	5	39550	0.004	5	39550	0.004	5	39550	0.008
17:00 - 18:00	5	39550	0.003	5	39550	0.002	5	39550	0.005
18:00 - 19:00	5	39550	0.001	5	39550	0.005	5	39550	0.006
19:00 - 20:00	3	63147	0.001	3	63147	0.001	3	63147	0.002
20:00 - 21:00	3	63147	0.001	3	63147	0.000	3	63147	0.001
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.052			0.045			0.097

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

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

Calculation Reference: AUDIT-703101-250130-0136

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : C - INDUSTRIAL UNIT
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
	HF HERTFORDSHIRE	1 days
03	SOUTH WEST	
	DV DEVON	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	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

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: 1500 to 17834 (units: sqm)
Range Selected by User: 1000 to 60000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 08/11/24

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

Selected survey days:

Wednesday 3 days
Thursday 2 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 undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre) 1
Edge of Town 3
Neighbourhood Centre (PPS6 Local Centre) 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 4
Village 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 1 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
5,001 to 10,000	2 days
15,001 to 20,000	2 days

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

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	2 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	3 days
1.6 to 2.0	1 days

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

Travel Plan:

No	5 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	5 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	DV-02-C-02	ENERGY RECOVERY FACILITY	DEVON
	GRACE ROAD SOUTH		
	EXETER		
	MARSH BARTON TRAD. EST.		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	3513 sqm	
	Survey date: THURSDAY	06/07/17	Survey Type: MANUAL
2	HC-02-C-02	GIN DISTILLERY	HAMPSHIRE
	LONDON ROAD		
	LAVERSTOKE		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Gross floor area:	8000 sqm	
	Survey date: WEDNESDAY	09/05/18	Survey Type: MANUAL
3	HF-02-C-02	FRESH PRODUCE	HERTFORDSHIRE
	COCKERELL CLOSE		
	STEVENAGE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	17834 sqm	
	Survey date: WEDNESDAY	08/11/23	Survey Type: MANUAL
4	NY-02-C-03	WORKWEAR MANUFACTURER	NORTH YORKSHIRE
	WETHERBY ROAD		
	KNARESBOROUGH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1500 sqm	
	Survey date: THURSDAY	29/06/23	Survey Type: MANUAL
5	WK-02-C-01	MACHINE ENGINEERING	WARWICKSHIRE
	CASTLE MOUND WAY		
	RUGBY		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	9216 sqm	
	Survey date: WEDNESDAY	10/11/21	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.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
 MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 2.32

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	2	13525	0.078	2	13525	0.007	2	13525	0.085
06:00 - 07:00	2	13525	0.214	2	13525	0.148	2	13525	0.362
07:00 - 08:00	5	8013	0.220	5	8013	0.037	5	8013	0.257
08:00 - 09:00	5	8013	0.177	5	8013	0.037	5	8013	0.214
09:00 - 10:00	5	8013	0.130	5	8013	0.075	5	8013	0.205
10:00 - 11:00	5	8013	0.115	5	8013	0.050	5	8013	0.165
11:00 - 12:00	5	8013	0.057	5	8013	0.060	5	8013	0.117
12:00 - 13:00	5	8013	0.115	5	8013	0.145	5	8013	0.260
13:00 - 14:00	5	8013	0.082	5	8013	0.162	5	8013	0.244
14:00 - 15:00	5	8013	0.070	5	8013	0.072	5	8013	0.142
15:00 - 16:00	5	8013	0.040	5	8013	0.137	5	8013	0.177
16:00 - 17:00	5	8013	0.022	5	8013	0.217	5	8013	0.239
17:00 - 18:00	5	8013	0.047	5	8013	0.105	5	8013	0.152
18:00 - 19:00	5	8013	0.087	5	8013	0.105	5	8013	0.192
19:00 - 20:00	3	11683	0.006	3	11683	0.029	3	11683	0.035
20:00 - 21:00	3	11683	0.003	3	11683	0.049	3	11683	0.052
21:00 - 22:00	1	8000	0.000	1	8000	0.000	1	8000	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.463			1.435			2.898

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:	1500 - 17834 (units: sqm)
Survey date range:	01/01/16 - 08/11/24
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:	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 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
MULTI-MODAL OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	13525	0.004	2	13525	0.000	2	13525	0.004
06:00 - 07:00	2	13525	0.004	2	13525	0.007	2	13525	0.011
07:00 - 08:00	5	8013	0.027	5	8013	0.015	5	8013	0.042
08:00 - 09:00	5	8013	0.022	5	8013	0.020	5	8013	0.042
09:00 - 10:00	5	8013	0.025	5	8013	0.027	5	8013	0.052
10:00 - 11:00	5	8013	0.007	5	8013	0.007	5	8013	0.014
11:00 - 12:00	5	8013	0.017	5	8013	0.017	5	8013	0.034
12:00 - 13:00	5	8013	0.050	5	8013	0.050	5	8013	0.100
13:00 - 14:00	5	8013	0.027	5	8013	0.025	5	8013	0.052
14:00 - 15:00	5	8013	0.007	5	8013	0.010	5	8013	0.017
15:00 - 16:00	5	8013	0.012	5	8013	0.017	5	8013	0.029
16:00 - 17:00	5	8013	0.005	5	8013	0.012	5	8013	0.017
17:00 - 18:00	5	8013	0.000	5	8013	0.000	5	8013	0.000
18:00 - 19:00	5	8013	0.000	5	8013	0.000	5	8013	0.000
19:00 - 20:00	3	11683	0.003	3	11683	0.000	3	11683	0.003
20:00 - 21:00	3	11683	0.000	3	11683	0.003	3	11683	0.003
21:00 - 22:00	1	8000	0.000	1	8000	0.000	1	8000	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.210			0.210			0.420

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
MULTI-MODAL CYCLISTS
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	2	13525	0.000	2	13525	0.000	2	13525	0.000
06:00 - 07:00	2	13525	0.022	2	13525	0.004	2	13525	0.026
07:00 - 08:00	5	8013	0.005	5	8013	0.002	5	8013	0.007
08:00 - 09:00	5	8013	0.000	5	8013	0.000	5	8013	0.000
09:00 - 10:00	5	8013	0.000	5	8013	0.000	5	8013	0.000
10:00 - 11:00	5	8013	0.000	5	8013	0.000	5	8013	0.000
11:00 - 12:00	5	8013	0.000	5	8013	0.000	5	8013	0.000
12:00 - 13:00	5	8013	0.000	5	8013	0.000	5	8013	0.000
13:00 - 14:00	5	8013	0.000	5	8013	0.000	5	8013	0.000
14:00 - 15:00	5	8013	0.000	5	8013	0.000	5	8013	0.000
15:00 - 16:00	5	8013	0.000	5	8013	0.005	5	8013	0.005
16:00 - 17:00	5	8013	0.000	5	8013	0.002	5	8013	0.002
17:00 - 18:00	5	8013	0.000	5	8013	0.005	5	8013	0.005
18:00 - 19:00	5	8013	0.017	5	8013	0.002	5	8013	0.019
19:00 - 20:00	3	11683	0.000	3	11683	0.006	3	11683	0.006
20:00 - 21:00	3	11683	0.000	3	11683	0.000	3	11683	0.000
21:00 - 22:00	1	8000	0.000	1	8000	0.000	1	8000	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.044			0.026			0.070

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.

HaskoningDHV UK Ltd Wick Road Surrey

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TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
 MULTI-MODAL VEHICLE OCCUPANTS
 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	2	13525	0.074	2	13525	0.007	2	13525	0.081
06:00 - 07:00	2	13525	0.288	2	13525	0.174	2	13525	0.462
07:00 - 08:00	5	8013	0.225	5	8013	0.050	5	8013	0.275
08:00 - 09:00	5	8013	0.207	5	8013	0.040	5	8013	0.247
09:00 - 10:00	5	8013	0.190	5	8013	0.095	5	8013	0.285
10:00 - 11:00	5	8013	0.197	5	8013	0.052	5	8013	0.249
11:00 - 12:00	5	8013	0.095	5	8013	0.077	5	8013	0.172
12:00 - 13:00	5	8013	0.190	5	8013	0.230	5	8013	0.420
13:00 - 14:00	5	8013	0.125	5	8013	0.265	5	8013	0.390
14:00 - 15:00	5	8013	0.117	5	8013	0.110	5	8013	0.227
15:00 - 16:00	5	8013	0.060	5	8013	0.200	5	8013	0.260
16:00 - 17:00	5	8013	0.032	5	8013	0.277	5	8013	0.309
17:00 - 18:00	5	8013	0.072	5	8013	0.127	5	8013	0.199
18:00 - 19:00	5	8013	0.130	5	8013	0.162	5	8013	0.292
19:00 - 20:00	3	11683	0.009	3	11683	0.046	3	11683	0.055
20:00 - 21:00	3	11683	0.003	3	11683	0.083	3	11683	0.086
21:00 - 22:00	1	8000	0.000	1	8000	0.000	1	8000	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.014			1.995			4.009

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
 MULTI-MODAL PEDESTRIANS
 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	2	13525	0.000	2	13525	0.000	2	13525	0.000
06:00 - 07:00	2	13525	0.000	2	13525	0.000	2	13525	0.000
07:00 - 08:00	5	8013	0.017	5	8013	0.000	5	8013	0.017
08:00 - 09:00	5	8013	0.005	5	8013	0.000	5	8013	0.005
09:00 - 10:00	5	8013	0.000	5	8013	0.000	5	8013	0.000
10:00 - 11:00	5	8013	0.002	5	8013	0.002	5	8013	0.004
11:00 - 12:00	5	8013	0.000	5	8013	0.000	5	8013	0.000
12:00 - 13:00	5	8013	0.005	5	8013	0.007	5	8013	0.012
13:00 - 14:00	5	8013	0.000	5	8013	0.002	5	8013	0.002
14:00 - 15:00	5	8013	0.000	5	8013	0.000	5	8013	0.000
15:00 - 16:00	5	8013	0.000	5	8013	0.000	5	8013	0.000
16:00 - 17:00	5	8013	0.000	5	8013	0.012	5	8013	0.012
17:00 - 18:00	5	8013	0.000	5	8013	0.010	5	8013	0.010
18:00 - 19:00	5	8013	0.000	5	8013	0.000	5	8013	0.000
19:00 - 20:00	3	11683	0.000	3	11683	0.000	3	11683	0.000
20:00 - 21:00	3	11683	0.000	3	11683	0.000	3	11683	0.000
21:00 - 22:00	1	8000	0.000	1	8000	0.000	1	8000	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.029			0.033			0.062

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
MULTI-MODAL PUBLIC TRANSPORT USERS
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	2	13525	0.004	2	13525	0.000	2	13525	0.004
06:00 - 07:00	2	13525	0.089	2	13525	0.078	2	13525	0.167
07:00 - 08:00	5	8013	0.020	5	8013	0.005	5	8013	0.025
08:00 - 09:00	5	8013	0.035	5	8013	0.000	5	8013	0.035
09:00 - 10:00	5	8013	0.077	5	8013	0.002	5	8013	0.079
10:00 - 11:00	5	8013	0.100	5	8013	0.087	5	8013	0.187
11:00 - 12:00	5	8013	0.140	5	8013	0.015	5	8013	0.155
12:00 - 13:00	5	8013	0.112	5	8013	0.102	5	8013	0.214
13:00 - 14:00	5	8013	0.075	5	8013	0.070	5	8013	0.145
14:00 - 15:00	5	8013	0.012	5	8013	0.167	5	8013	0.179
15:00 - 16:00	5	8013	0.170	5	8013	0.062	5	8013	0.232
16:00 - 17:00	5	8013	0.017	5	8013	0.107	5	8013	0.124
17:00 - 18:00	5	8013	0.167	5	8013	0.130	5	8013	0.297
18:00 - 19:00	5	8013	0.170	5	8013	0.097	5	8013	0.267
19:00 - 20:00	3	11683	0.060	3	11683	0.143	3	11683	0.203
20:00 - 21:00	3	11683	0.009	3	11683	0.203	3	11683	0.212
21:00 - 22:00	1	8000	0.013	1	8000	0.000	1	8000	0.013
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.270			1.268			2.538

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 2.32

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	2	13525	0.078	2	13525	0.007	2	13525	0.085
06:00 - 07:00	2	13525	0.399	2	13525	0.255	2	13525	0.654
07:00 - 08:00	5	8013	0.267	5	8013	0.057	5	8013	0.324
08:00 - 09:00	5	8013	0.247	5	8013	0.040	5	8013	0.287
09:00 - 10:00	5	8013	0.267	5	8013	0.097	5	8013	0.364
10:00 - 11:00	5	8013	0.300	5	8013	0.142	5	8013	0.442
11:00 - 12:00	5	8013	0.235	5	8013	0.092	5	8013	0.327
12:00 - 13:00	5	8013	0.307	5	8013	0.339	5	8013	0.646
13:00 - 14:00	5	8013	0.200	5	8013	0.337	5	8013	0.537
14:00 - 15:00	5	8013	0.130	5	8013	0.277	5	8013	0.407
15:00 - 16:00	5	8013	0.230	5	8013	0.267	5	8013	0.497
16:00 - 17:00	5	8013	0.050	5	8013	0.399	5	8013	0.449
17:00 - 18:00	5	8013	0.240	5	8013	0.272	5	8013	0.512
18:00 - 19:00	5	8013	0.317	5	8013	0.262	5	8013	0.579
19:00 - 20:00	3	11683	0.068	3	11683	0.194	3	11683	0.262
20:00 - 21:00	3	11683	0.011	3	11683	0.285	3	11683	0.296
21:00 - 22:00	1	8000	0.013	1	8000	0.000	1	8000	0.013
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.359			3.322			6.681

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
 MULTI-MODAL LGVS
 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	2	13525	0.004	2	13525	0.000	2	13525	0.004
06:00 - 07:00	2	13525	0.011	2	13525	0.011	2	13525	0.022
07:00 - 08:00	5	8013	0.010	5	8013	0.005	5	8013	0.015
08:00 - 09:00	5	8013	0.030	5	8013	0.010	5	8013	0.040
09:00 - 10:00	5	8013	0.030	5	8013	0.025	5	8013	0.055
10:00 - 11:00	5	8013	0.030	5	8013	0.025	5	8013	0.055
11:00 - 12:00	5	8013	0.010	5	8013	0.012	5	8013	0.022
12:00 - 13:00	5	8013	0.015	5	8013	0.015	5	8013	0.030
13:00 - 14:00	5	8013	0.015	5	8013	0.022	5	8013	0.037
14:00 - 15:00	5	8013	0.017	5	8013	0.020	5	8013	0.037
15:00 - 16:00	5	8013	0.007	5	8013	0.007	5	8013	0.014
16:00 - 17:00	5	8013	0.005	5	8013	0.020	5	8013	0.025
17:00 - 18:00	5	8013	0.000	5	8013	0.000	5	8013	0.000
18:00 - 19:00	5	8013	0.007	5	8013	0.010	5	8013	0.017
19:00 - 20:00	3	11683	0.000	3	11683	0.000	3	11683	0.000
20:00 - 21:00	3	11683	0.003	3	11683	0.003	3	11683	0.006
21:00 - 22:00	1	8000	0.000	1	8000	0.000	1	8000	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.194			0.185			0.379

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

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

Calculation Reference: AUDIT-703101-250130-0146

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : B - BUSINESS PARK
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	SC SURREY	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
	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: 15100 to 56520 (units: sqm)
Range Selected by User: 10000 to 60000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 20/06/24

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
Wednesday 2 days
Thursday 1 days

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

Selected survey types:
Manual count 4 days
Directional ATC Count 0 days

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

Selected Locations:
Suburban Area (PPS6 Out of Centre) 1
Edge of Town 3

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 2
Out of Town 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 1 days - Selected
Servicing vehicles Excluded 3 days - Selected

Secondary Filtering selection:

Use Class:
Not Known 4 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

50,001 to 75,000	1 days
100,001 to 125,000	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	2 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:

Yes	2 days
No	2 days

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

PTAL Rating:

No PTAL Present	4 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CA-02-B-01 MILTON ROAD CAMBRIDGE	BUSINESS PARK		CAMBRIDGESHIRE
	Edge of Town Commercial Zone			
	Total Gross floor area:	23354	sqm	
	Survey date: MONDAY	26/06/23		Survey Type: MANUAL
2	SC-02-B-04 SURREY WAY GUILDFORD	BUSINESS PARK		SURREY
	Suburban Area (PPS6 Out of Centre) Commercial Zone			
	Total Gross floor area:	15800	sqm	
	Survey date: THURSDAY	20/06/24		Survey Type: MANUAL
3	ST-02-B-04 STONE ROAD STAFFORD	BUSINESS PARK		STAFFORDSHIRE
	Edge of Town Industrial Zone			
	Total Gross floor area:	20760	sqm	
	Survey date: WEDNESDAY	22/11/17		Survey Type: MANUAL
4	WK-02-B-01 GALLOWS HILL WARWICK	BUSINESS / TECH. PARK		WARWICKSHIRE
	Edge of Town Out of Town			
	Total Gross floor area:	56520	sqm	
	Survey date: WEDNESDAY	25/09/19		Survey Type: MANUAL

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

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.39

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	4	27284	1.259	4	27284	0.093	4	27284	1.352
08:00 - 09:00	4	27284	1.531	4	27284	0.153	4	27284	1.684
09:00 - 10:00	4	27284	0.877	4	27284	0.181	4	27284	1.058
10:00 - 11:00	4	27284	0.244	4	27284	0.119	4	27284	0.363
11:00 - 12:00	4	27284	0.153	4	27284	0.164	4	27284	0.317
12:00 - 13:00	4	27284	0.317	4	27284	0.360	4	27284	0.677
13:00 - 14:00	4	27284	0.326	4	27284	0.263	4	27284	0.589
14:00 - 15:00	4	27284	0.150	4	27284	0.274	4	27284	0.424
15:00 - 16:00	4	27284	0.107	4	27284	0.764	4	27284	0.871
16:00 - 17:00	4	27284	0.104	4	27284	1.271	4	27284	1.375
17:00 - 18:00	4	27284	0.096	4	27284	1.133	4	27284	1.229
18:00 - 19:00	4	27284	0.059	4	27284	0.569	4	27284	0.628
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.223			5.344			10.567

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:	15100 - 56520 (units: sqm)
Survey date date range:	01/01/16 - 20/06/24
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
 MULTI-MODAL OGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	27284	0.004	4	27284	0.003	4	27284	0.007
08:00 - 09:00	4	27284	0.002	4	27284	0.003	4	27284	0.005
09:00 - 10:00	4	27284	0.005	4	27284	0.002	4	27284	0.007
10:00 - 11:00	4	27284	0.005	4	27284	0.005	4	27284	0.010
11:00 - 12:00	4	27284	0.006	4	27284	0.005	4	27284	0.011
12:00 - 13:00	4	27284	0.006	4	27284	0.004	4	27284	0.010
13:00 - 14:00	4	27284	0.005	4	27284	0.008	4	27284	0.013
14:00 - 15:00	4	27284	0.005	4	27284	0.005	4	27284	0.010
15:00 - 16:00	4	27284	0.002	4	27284	0.003	4	27284	0.005
16:00 - 17:00	4	27284	0.000	4	27284	0.002	4	27284	0.002
17:00 - 18:00	4	27284	0.002	4	27284	0.002	4	27284	0.004
18:00 - 19:00	4	27284	0.000	4	27284	0.001	4	27284	0.001
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.042			0.043			0.085

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
MULTI-MODAL CYCLISTS
 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	4	27284	0.058	4	27284	0.002	4	27284	0.060
08:00 - 09:00	4	27284	0.090	4	27284	0.001	4	27284	0.091
09:00 - 10:00	4	27284	0.061	4	27284	0.005	4	27284	0.066
10:00 - 11:00	4	27284	0.017	4	27284	0.009	4	27284	0.026
11:00 - 12:00	4	27284	0.006	4	27284	0.005	4	27284	0.011
12:00 - 13:00	4	27284	0.005	4	27284	0.012	4	27284	0.017
13:00 - 14:00	4	27284	0.010	4	27284	0.012	4	27284	0.022
14:00 - 15:00	4	27284	0.005	4	27284	0.010	4	27284	0.015
15:00 - 16:00	4	27284	0.007	4	27284	0.020	4	27284	0.027
16:00 - 17:00	4	27284	0.001	4	27284	0.057	4	27284	0.058
17:00 - 18:00	4	27284	0.004	4	27284	0.084	4	27284	0.088
18:00 - 19:00	4	27284	0.004	4	27284	0.030	4	27284	0.034
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.268			0.247			0.515

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
 MULTI-MODAL VEHICLE OCCUPANTS
 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	4	27284	1.432	4	27284	0.111	4	27284	1.543
08:00 - 09:00	4	27284	1.758	4	27284	0.193	4	27284	1.951
09:00 - 10:00	4	27284	0.980	4	27284	0.214	4	27284	1.194
10:00 - 11:00	4	27284	0.293	4	27284	0.134	4	27284	0.427
11:00 - 12:00	4	27284	0.193	4	27284	0.199	4	27284	0.392
12:00 - 13:00	4	27284	0.380	4	27284	0.421	4	27284	0.801
13:00 - 14:00	4	27284	0.377	4	27284	0.301	4	27284	0.678
14:00 - 15:00	4	27284	0.196	4	27284	0.324	4	27284	0.520
15:00 - 16:00	4	27284	0.155	4	27284	0.861	4	27284	1.016
16:00 - 17:00	4	27284	0.156	4	27284	1.451	4	27284	1.607
17:00 - 18:00	4	27284	0.128	4	27284	1.275	4	27284	1.403
18:00 - 19:00	4	27284	0.073	4	27284	0.675	4	27284	0.748
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			6.121			6.159			12.280

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
 MULTI-MODAL PEDESTRIANS
 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	4	27284	0.071	4	27284	0.013	4	27284	0.084
08:00 - 09:00	4	27284	0.096	4	27284	0.008	4	27284	0.104
09:00 - 10:00	4	27284	0.068	4	27284	0.006	4	27284	0.074
10:00 - 11:00	4	27284	0.032	4	27284	0.022	4	27284	0.054
11:00 - 12:00	4	27284	0.025	4	27284	0.019	4	27284	0.044
12:00 - 13:00	4	27284	0.183	4	27284	0.208	4	27284	0.391
13:00 - 14:00	4	27284	0.137	4	27284	0.137	4	27284	0.274
14:00 - 15:00	4	27284	0.043	4	27284	0.038	4	27284	0.081
15:00 - 16:00	4	27284	0.019	4	27284	0.046	4	27284	0.065
16:00 - 17:00	4	27284	0.013	4	27284	0.086	4	27284	0.099
17:00 - 18:00	4	27284	0.004	4	27284	0.093	4	27284	0.097
18:00 - 19:00	4	27284	0.006	4	27284	0.031	4	27284	0.037
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.697			0.707			1.404

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
 MULTI-MODAL PUBLIC TRANSPORT USERS
 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	4	27284	0.029	4	27284	0.001	4	27284	0.030
08:00 - 09:00	4	27284	0.089	4	27284	0.004	4	27284	0.093
09:00 - 10:00	4	27284	0.033	4	27284	0.004	4	27284	0.037
10:00 - 11:00	4	27284	0.008	4	27284	0.009	4	27284	0.017
11:00 - 12:00	4	27284	0.012	4	27284	0.007	4	27284	0.019
12:00 - 13:00	4	27284	0.025	4	27284	0.016	4	27284	0.041
13:00 - 14:00	4	27284	0.019	4	27284	0.010	4	27284	0.029
14:00 - 15:00	4	27284	0.008	4	27284	0.010	4	27284	0.018
15:00 - 16:00	4	27284	0.008	4	27284	0.016	4	27284	0.024
16:00 - 17:00	4	27284	0.002	4	27284	0.053	4	27284	0.055
17:00 - 18:00	4	27284	0.005	4	27284	0.064	4	27284	0.069
18:00 - 19:00	4	27284	0.003	4	27284	0.028	4	27284	0.031
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.241			0.222			0.463

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
 MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.39

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	4	27284	1.590	4	27284	0.126	4	27284	1.716
08:00 - 09:00	4	27284	2.033	4	27284	0.206	4	27284	2.239
09:00 - 10:00	4	27284	1.142	4	27284	0.229	4	27284	1.371
10:00 - 11:00	4	27284	0.351	4	27284	0.174	4	27284	0.525
11:00 - 12:00	4	27284	0.236	4	27284	0.230	4	27284	0.466
12:00 - 13:00	4	27284	0.594	4	27284	0.656	4	27284	1.250
13:00 - 14:00	4	27284	0.543	4	27284	0.460	4	27284	1.003
14:00 - 15:00	4	27284	0.252	4	27284	0.383	4	27284	0.635
15:00 - 16:00	4	27284	0.190	4	27284	0.944	4	27284	1.134
16:00 - 17:00	4	27284	0.171	4	27284	1.647	4	27284	1.818
17:00 - 18:00	4	27284	0.141	4	27284	1.516	4	27284	1.657
18:00 - 19:00	4	27284	0.086	4	27284	0.765	4	27284	0.851
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.329			7.336			14.665

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
 MULTI-MODAL LGVS
 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	4	27284	0.016	4	27284	0.010	4	27284	0.026
08:00 - 09:00	4	27284	0.028	4	27284	0.010	4	27284	0.038
09:00 - 10:00	4	27284	0.019	4	27284	0.016	4	27284	0.035
10:00 - 11:00	4	27284	0.029	4	27284	0.022	4	27284	0.051
11:00 - 12:00	4	27284	0.021	4	27284	0.028	4	27284	0.049
12:00 - 13:00	4	27284	0.023	4	27284	0.022	4	27284	0.045
13:00 - 14:00	4	27284	0.017	4	27284	0.016	4	27284	0.033
14:00 - 15:00	4	27284	0.016	4	27284	0.022	4	27284	0.038
15:00 - 16:00	4	27284	0.009	4	27284	0.022	4	27284	0.031
16:00 - 17:00	4	27284	0.009	4	27284	0.013	4	27284	0.022
17:00 - 18:00	4	27284	0.003	4	27284	0.009	4	27284	0.012
18:00 - 19:00	4	27284	0.002	4	27284	0.008	4	27284	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.192			0.198			0.390

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

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

Calculation Reference: AUDIT-703101-250130-0153

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 12 - CIVIC AMENITY SITES
Category : A - CIVIC AMENITY SITE
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	SG SOUTH GLOUCESTERSHIRE	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	LS LEEDS	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: Site area
Actual Range: 0.21 to 0.90 (units: hect)
Range Selected by User: 0.10 to 1 (units: hect)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 24/03/24

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 1 days
Wednesday 2 days
Friday 1 days

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

Selected survey types:
Manual count 4 days
Directional ATC Count 0 days

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

Selected Locations:
Suburban Area (PPS6 Out of Centre) 1
Edge of Town 3

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
Residential Zone 1

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

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

Secondary Filtering selection:

Use Class:
B2 4 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	1 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:

100,001 to 125,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	1 days

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

Travel Plan:

No	4 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	4 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	AC-12-A-01 BUMPERS LANE CHESTER SEALAND IND. ESTATE Edge of Town Industrial Zone Total Site area:	RECYCLING CENTRE 0.30 hect	CHESHIRE WEST & CHESTER
	Survey date: WEDNESDAY	12/11/14	Survey Type: MANUAL
2	LS-12-A-01 LIMEWOOD ROAD LEEDS	CIVIC AMENITY SITE 0.73 hect	LEEDS
	Survey date: TUESDAY	08/06/10	Survey Type: MANUAL
3	SG-12-A-01 CARSONS ROAD NEAR BRISTOL MANGOTSFIELD Edge of Town Industrial Zone Total Site area:	RECYCLING CENTRE 0.90 hect	SOUTH GLOUCESTERSHIRE
	Survey date: FRIDAY	19/05/23	Survey Type: MANUAL
4	WO-12-A-02 HORSFORD ROAD WORCESTER	CIVIC AMENITY 0.21 hect	WORCESTERSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Site area:		
	Survey date: WEDNESDAY	13/10/10	Survey Type: MANUAL

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

TRIP RATE for Land Use 12 - CIVIC AMENITY SITES/A - CIVIC AMENITY SITE
TOTAL VEHICLES
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	0.64	7.772	3	0.64	6.218	3	0.64	13.990
08:00 - 09:00	4	0.54	35.981	4	0.54	32.243	4	0.54	68.224
09:00 - 10:00	4	0.54	71.963	4	0.54	62.150	4	0.54	134.113
10:00 - 11:00	4	0.54	81.776	4	0.54	80.374	4	0.54	162.150
11:00 - 12:00	4	0.54	88.785	4	0.54	85.514	4	0.54	174.299
12:00 - 13:00	4	0.54	66.822	4	0.54	69.159	4	0.54	135.981
13:00 - 14:00	4	0.54	54.206	4	0.54	59.346	4	0.54	113.552
14:00 - 15:00	4	0.54	51.402	4	0.54	52.336	4	0.54	103.738
15:00 - 16:00	4	0.54	45.327	4	0.54	51.402	4	0.54	96.729
16:00 - 17:00	4	0.54	8.411	4	0.54	15.888	4	0.54	24.299
17:00 - 18:00	3	0.61	0.000	3	0.61	3.261	3	0.61	3.261
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			512.445			517.891			1030.336

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

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

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Parameter summary

Trip rate parameter range selected:	0.21 to 0.90 (units: hect)
Survey date range:	01/01/10 - 24/03/24
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 12 - CIVIC AMENITY SITES/A - CIVIC AMENITY SITE
OGVS
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	0.64	1.554	3	0.64	1.554	3	0.64	3.108
08:00 - 09:00	4	0.54	0.467	4	0.54	0.935	4	0.54	1.402
09:00 - 10:00	4	0.54	2.804	4	0.54	1.402	4	0.54	4.206
10:00 - 11:00	4	0.54	2.804	4	0.54	2.804	4	0.54	5.608
11:00 - 12:00	4	0.54	3.271	4	0.54	4.206	4	0.54	7.477
12:00 - 13:00	4	0.54	2.336	4	0.54	1.402	4	0.54	3.738
13:00 - 14:00	4	0.54	2.336	4	0.54	2.804	4	0.54	5.140
14:00 - 15:00	4	0.54	1.402	4	0.54	1.869	4	0.54	3.271
15:00 - 16:00	4	0.54	1.402	4	0.54	2.336	4	0.54	3.738
16:00 - 17:00	4	0.54	0.935	4	0.54	0.935	4	0.54	1.870
17:00 - 18:00	3	0.61	0.000	3	0.61	0.000	3	0.61	0.000
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			19.311			20.247			39.558

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

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

TRIP RATE for Land Use 12 - CIVIC AMENITY SITES/A - CIVIC AMENITY SITE
PSVS
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	0.64	0.000	3	0.64	0.000	3	0.64	0.000
08:00 - 09:00	4	0.54	0.000	4	0.54	0.000	4	0.54	0.000
09:00 - 10:00	4	0.54	0.000	4	0.54	0.000	4	0.54	0.000
10:00 - 11:00	4	0.54	0.467	4	0.54	0.467	4	0.54	0.934
11:00 - 12:00	4	0.54	0.000	4	0.54	0.000	4	0.54	0.000
12:00 - 13:00	4	0.54	0.000	4	0.54	0.000	4	0.54	0.000
13:00 - 14:00	4	0.54	0.000	4	0.54	0.000	4	0.54	0.000
14:00 - 15:00	4	0.54	0.000	4	0.54	0.000	4	0.54	0.000
15:00 - 16:00	4	0.54	0.000	4	0.54	0.000	4	0.54	0.000
16:00 - 17:00	4	0.54	0.000	4	0.54	0.000	4	0.54	0.000
17:00 - 18:00	3	0.61	0.000	3	0.61	0.000	3	0.61	0.000
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.467			0.467			0.934

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

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

TRIP RATE for Land Use 12 - CIVIC AMENITY SITES/A - CIVIC AMENITY SITE
 CYCLISTS
 Calculation factor: 1 hect
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	0.64	0.000	3	0.64	0.000	3	0.64	0.000
08:00 - 09:00	4	0.54	0.000	4	0.54	0.000	4	0.54	0.000
09:00 - 10:00	4	0.54	0.000	4	0.54	0.000	4	0.54	0.000
10:00 - 11:00	4	0.54	0.000	4	0.54	0.000	4	0.54	0.000
11:00 - 12:00	4	0.54	0.467	4	0.54	0.467	4	0.54	0.934
12:00 - 13:00	4	0.54	0.000	4	0.54	0.000	4	0.54	0.000
13:00 - 14:00	4	0.54	0.000	4	0.54	0.000	4	0.54	0.000
14:00 - 15:00	4	0.54	0.000	4	0.54	0.000	4	0.54	0.000
15:00 - 16:00	4	0.54	0.000	4	0.54	0.000	4	0.54	0.000
16:00 - 17:00	4	0.54	0.000	4	0.54	0.000	4	0.54	0.000
17:00 - 18:00	3	0.61	0.000	3	0.61	0.000	3	0.61	0.000
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.467			0.467			0.934

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

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

Calculation Reference: AUDIT-703101-250130-0154

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : Q - COMMUNITY CENTRE
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

06	WEST MIDLANDS	
	TE TELFORD & WREKIN	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	EC CHESHIRE EAST	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:	100 to 1486 (units: sqm)
Range Selected by User:	100 to 1486 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 07/06/24

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	1 days
Wednesday	1 days
Thursday	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:

Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	2

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

Selected Location Sub Categories:

Residential Zone	1
Village	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	1 days - Selected
Servicing vehicles Excluded	2 days - Selected

Secondary Filtering selection:

Use Class:

F2(b) 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
5,001 to 10,000	1 days
15,001 to 20,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	1 days

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

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

LIST OF SITES relevant to selection parameters

1	EC-07-Q-01	COMMUNITY CENTRE	CHESHIRE EAST
	WARRINGTON ROAD		
	MERE		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Gross floor area:	100 sqm	
	Survey date: TUESDAY	07/11/17	Survey Type: MANUAL
2	NY-07-Q-01	COMMUNITY CENTRE	NORTH YORKSHIRE
	SHUTE ROAD		
	CATTERRICK GARRISON		
	Neighbourhood Centre (PPS6 Local Centre)		
	No Sub Category		
	Total Gross floor area:	316 sqm	
	Survey date: WEDNESDAY	10/05/17	Survey Type: MANUAL
3	TE-07-Q-01	COMMUNITY CENTRE	TELFORD & WREKIN
	SOUTHGATE		
	TELFORD		
	SUTTON HILL		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	1486 sqm	
	Survey date: THURSDAY	24/10/13	Survey Type: MANUAL

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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 2.78

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	208	0.481	2	208	0.000	2	208	0.481
08:00 - 09:00	3	634	0.315	3	634	0.105	3	634	0.420
09:00 - 10:00	3	634	0.368	3	634	0.158	3	634	0.526
10:00 - 11:00	3	634	0.105	3	634	0.526	3	634	0.631
11:00 - 12:00	3	634	0.210	3	634	0.158	3	634	0.368
12:00 - 13:00	3	634	0.263	3	634	0.631	3	634	0.894
13:00 - 14:00	3	634	0.263	3	634	0.473	3	634	0.736
14:00 - 15:00	3	634	0.368	3	634	0.105	3	634	0.473
15:00 - 16:00	3	634	0.263	3	634	0.263	3	634	0.526
16:00 - 17:00	2	793	0.189	2	793	0.063	2	793	0.252
17:00 - 18:00	2	793	0.189	2	793	0.315	2	793	0.504
18:00 - 19:00	2	793	0.820	2	793	0.126	2	793	0.946
19:00 - 20:00	2	793	1.513	2	793	0.000	2	793	1.513
20:00 - 21:00	2	793	0.000	2	793	0.000	2	793	0.000
21:00 - 22:00	2	793	0.000	2	793	1.324	2	793	1.324
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.347			4.247			9.594

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:	100 - 1486 (units: sqm)
Survey date range:	01/01/13 - 07/06/24
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.

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL TAXIS
 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	208	0.000	2	208	0.000	2	208	0.000
08:00 - 09:00	3	634	0.000	3	634	0.000	3	634	0.000
09:00 - 10:00	3	634	0.000	3	634	0.000	3	634	0.000
10:00 - 11:00	3	634	0.000	3	634	0.000	3	634	0.000
11:00 - 12:00	3	634	0.000	3	634	0.000	3	634	0.000
12:00 - 13:00	3	634	0.000	3	634	0.000	3	634	0.000
13:00 - 14:00	3	634	0.053	3	634	0.000	3	634	0.053
14:00 - 15:00	3	634	0.000	3	634	0.053	3	634	0.053
15:00 - 16:00	3	634	0.000	3	634	0.000	3	634	0.000
16:00 - 17:00	2	793	0.000	2	793	0.000	2	793	0.000
17:00 - 18:00	2	793	0.000	2	793	0.000	2	793	0.000
18:00 - 19:00	2	793	0.000	2	793	0.000	2	793	0.000
19:00 - 20:00	2	793	0.000	2	793	0.000	2	793	0.000
20:00 - 21:00	2	793	0.000	2	793	0.000	2	793	0.000
21:00 - 22:00	2	793	0.000	2	793	0.000	2	793	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.053			0.053			0.106

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

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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
 MULTI-MODAL OGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	208	0.000	2	208	0.000	2	208	0.000
08:00 - 09:00	3	634	0.000	3	634	0.000	3	634	0.000
09:00 - 10:00	3	634	0.000	3	634	0.000	3	634	0.000
10:00 - 11:00	3	634	0.053	3	634	0.053	3	634	0.106
11:00 - 12:00	3	634	0.000	3	634	0.000	3	634	0.000
12:00 - 13:00	3	634	0.000	3	634	0.000	3	634	0.000
13:00 - 14:00	3	634	0.000	3	634	0.000	3	634	0.000
14:00 - 15:00	3	634	0.000	3	634	0.000	3	634	0.000
15:00 - 16:00	3	634	0.000	3	634	0.000	3	634	0.000
16:00 - 17:00	2	793	0.000	2	793	0.000	2	793	0.000
17:00 - 18:00	2	793	0.000	2	793	0.000	2	793	0.000
18:00 - 19:00	2	793	0.000	2	793	0.000	2	793	0.000
19:00 - 20:00	2	793	0.000	2	793	0.000	2	793	0.000
20:00 - 21:00	2	793	0.000	2	793	0.000	2	793	0.000
21:00 - 22:00	2	793	0.000	2	793	0.000	2	793	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.053			0.053			0.106

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

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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
 MULTI-MODAL VEHICLE OCCUPANTS
 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	208	0.481	2	208	0.000	2	208	0.481
08:00 - 09:00	3	634	0.368	3	634	0.158	3	634	0.526
09:00 - 10:00	3	634	0.473	3	634	0.210	3	634	0.683
10:00 - 11:00	3	634	0.053	3	634	0.578	3	634	0.631
11:00 - 12:00	3	634	0.263	3	634	0.158	3	634	0.421
12:00 - 13:00	3	634	0.315	3	634	0.736	3	634	1.051
13:00 - 14:00	3	634	0.210	3	634	0.578	3	634	0.788
14:00 - 15:00	3	634	0.421	3	634	0.105	3	634	0.526
15:00 - 16:00	3	634	0.315	3	634	0.210	3	634	0.525
16:00 - 17:00	2	793	0.252	2	793	0.063	2	793	0.315
17:00 - 18:00	2	793	0.189	2	793	0.441	2	793	0.630
18:00 - 19:00	2	793	0.883	2	793	0.189	2	793	1.072
19:00 - 20:00	2	793	1.955	2	793	0.000	2	793	1.955
20:00 - 21:00	2	793	0.000	2	793	0.000	2	793	0.000
21:00 - 22:00	2	793	0.000	2	793	1.765	2	793	1.765
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			6.178			5.191			11.369

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

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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
 MULTI-MODAL PEDESTRIANS
 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	208	0.000	2	208	0.000	2	208	0.000
08:00 - 09:00	3	634	0.210	3	634	0.000	3	634	0.210
09:00 - 10:00	3	634	0.210	3	634	0.473	3	634	0.683
10:00 - 11:00	3	634	0.105	3	634	0.263	3	634	0.368
11:00 - 12:00	3	634	0.210	3	634	0.053	3	634	0.263
12:00 - 13:00	3	634	0.263	3	634	0.368	3	634	0.631
13:00 - 14:00	3	634	0.158	3	634	0.368	3	634	0.526
14:00 - 15:00	3	634	0.210	3	634	0.105	3	634	0.315
15:00 - 16:00	3	634	0.315	3	634	0.210	3	634	0.525
16:00 - 17:00	2	793	0.567	2	793	0.883	2	793	1.450
17:00 - 18:00	2	793	1.135	2	793	0.441	2	793	1.576
18:00 - 19:00	2	793	2.081	2	793	0.757	2	793	2.838
19:00 - 20:00	2	793	0.000	2	793	1.576	2	793	1.576
20:00 - 21:00	2	793	0.000	2	793	0.126	2	793	0.126
21:00 - 22:00	2	793	0.000	2	793	0.000	2	793	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.464			5.623			11.087

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

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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
 MULTI-MODAL BUS/TRAM PASSENGERS
 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	208	0.000	2	208	0.000	2	208	0.000
08:00 - 09:00	3	634	0.000	3	634	0.000	3	634	0.000
09:00 - 10:00	3	634	0.105	3	634	0.000	3	634	0.105
10:00 - 11:00	3	634	1.209	3	634	0.105	3	634	1.314
11:00 - 12:00	3	634	0.368	3	634	0.210	3	634	0.578
12:00 - 13:00	3	634	0.053	3	634	0.210	3	634	0.263
13:00 - 14:00	3	634	0.105	3	634	0.421	3	634	0.526
14:00 - 15:00	3	634	0.000	3	634	0.053	3	634	0.053
15:00 - 16:00	3	634	0.000	3	634	0.841	3	634	0.841
16:00 - 17:00	2	793	0.000	2	793	0.000	2	793	0.000
17:00 - 18:00	2	793	0.000	2	793	0.000	2	793	0.000
18:00 - 19:00	2	793	0.000	2	793	0.000	2	793	0.000
19:00 - 20:00	2	793	0.000	2	793	0.000	2	793	0.000
20:00 - 21:00	2	793	0.000	2	793	0.000	2	793	0.000
21:00 - 22:00	2	793	0.000	2	793	0.000	2	793	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.840			1.840			3.680

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

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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
 MULTI-MODAL PUBLIC TRANSPORT USERS
 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	208	0.000	2	208	0.000	2	208	0.000
08:00 - 09:00	3	634	0.000	3	634	0.000	3	634	0.000
09:00 - 10:00	3	634	0.105	3	634	0.000	3	634	0.105
10:00 - 11:00	3	634	1.209	3	634	0.105	3	634	1.314
11:00 - 12:00	3	634	0.368	3	634	0.210	3	634	0.578
12:00 - 13:00	3	634	0.053	3	634	0.210	3	634	0.263
13:00 - 14:00	3	634	0.105	3	634	0.421	3	634	0.526
14:00 - 15:00	3	634	0.000	3	634	0.053	3	634	0.053
15:00 - 16:00	3	634	0.000	3	634	0.841	3	634	0.841
16:00 - 17:00	2	793	0.000	2	793	0.000	2	793	0.000
17:00 - 18:00	2	793	0.000	2	793	0.000	2	793	0.000
18:00 - 19:00	2	793	0.000	2	793	0.000	2	793	0.000
19:00 - 20:00	2	793	0.000	2	793	0.000	2	793	0.000
20:00 - 21:00	2	793	0.000	2	793	0.000	2	793	0.000
21:00 - 22:00	2	793	0.000	2	793	0.000	2	793	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.840			1.840			3.680

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

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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 2.78

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	208	0.481	2	208	0.000	2	208	0.481
08:00 - 09:00	3	634	0.578	3	634	0.158	3	634	0.736
09:00 - 10:00	3	634	0.789	3	634	0.683	3	634	1.472
10:00 - 11:00	3	634	1.367	3	634	0.946	3	634	2.313
11:00 - 12:00	3	634	0.841	3	634	0.421	3	634	1.262
12:00 - 13:00	3	634	0.631	3	634	1.314	3	634	1.945
13:00 - 14:00	3	634	0.473	3	634	1.367	3	634	1.840
14:00 - 15:00	3	634	0.631	3	634	0.263	3	634	0.894
15:00 - 16:00	3	634	0.631	3	634	1.262	3	634	1.893
16:00 - 17:00	2	793	0.820	2	793	0.946	2	793	1.766
17:00 - 18:00	2	793	1.324	2	793	0.883	2	793	2.207
18:00 - 19:00	2	793	2.963	2	793	0.946	2	793	3.909
19:00 - 20:00	2	793	1.955	2	793	1.576	2	793	3.531
20:00 - 21:00	2	793	0.000	2	793	0.126	2	793	0.126
21:00 - 22:00	2	793	0.000	2	793	1.765	2	793	1.765
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			13.484			12.656			26.140

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

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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL CARS
 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	208	0.481	2	208	0.000	2	208	0.481
08:00 - 09:00	3	634	0.263	3	634	0.105	3	634	0.368
09:00 - 10:00	3	634	0.315	3	634	0.158	3	634	0.473
10:00 - 11:00	3	634	0.053	3	634	0.421	3	634	0.474
11:00 - 12:00	3	634	0.210	3	634	0.158	3	634	0.368
12:00 - 13:00	3	634	0.263	3	634	0.631	3	634	0.894
13:00 - 14:00	3	634	0.210	3	634	0.473	3	634	0.683
14:00 - 15:00	3	634	0.315	3	634	0.053	3	634	0.368
15:00 - 16:00	3	634	0.263	3	634	0.210	3	634	0.473
16:00 - 17:00	2	793	0.189	2	793	0.063	2	793	0.252
17:00 - 18:00	2	793	0.189	2	793	0.315	2	793	0.504
18:00 - 19:00	2	793	0.820	2	793	0.126	2	793	0.946
19:00 - 20:00	2	793	1.513	2	793	0.000	2	793	1.513
20:00 - 21:00	2	793	0.000	2	793	0.000	2	793	0.000
21:00 - 22:00	2	793	0.000	2	793	1.324	2	793	1.324
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.084			4.037			9.121

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

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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
 MULTI-MODAL LGVS
 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	208	0.000	2	208	0.000	2	208	0.000
08:00 - 09:00	3	634	0.000	3	634	0.000	3	634	0.000
09:00 - 10:00	3	634	0.053	3	634	0.000	3	634	0.053
10:00 - 11:00	3	634	0.000	3	634	0.053	3	634	0.053
11:00 - 12:00	3	634	0.000	3	634	0.000	3	634	0.000
12:00 - 13:00	3	634	0.000	3	634	0.000	3	634	0.000
13:00 - 14:00	3	634	0.000	3	634	0.000	3	634	0.000
14:00 - 15:00	3	634	0.053	3	634	0.000	3	634	0.053
15:00 - 16:00	3	634	0.000	3	634	0.000	3	634	0.000
16:00 - 17:00	2	793	0.000	2	793	0.000	2	793	0.000
17:00 - 18:00	2	793	0.000	2	793	0.000	2	793	0.000
18:00 - 19:00	2	793	0.000	2	793	0.000	2	793	0.000
19:00 - 20:00	2	793	0.000	2	793	0.000	2	793	0.000
20:00 - 21:00	2	793	0.000	2	793	0.000	2	793	0.000
21:00 - 22:00	2	793	0.000	2	793	0.000	2	793	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.106			0.053			0.159

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

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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
 MULTI-MODAL MOTOR CYCLES
 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	208	0.000	2	208	0.000	2	208	0.000
08:00 - 09:00	3	634	0.053	3	634	0.000	3	634	0.053
09:00 - 10:00	3	634	0.000	3	634	0.000	3	634	0.000
10:00 - 11:00	3	634	0.000	3	634	0.000	3	634	0.000
11:00 - 12:00	3	634	0.000	3	634	0.000	3	634	0.000
12:00 - 13:00	3	634	0.000	3	634	0.000	3	634	0.000
13:00 - 14:00	3	634	0.000	3	634	0.000	3	634	0.000
14:00 - 15:00	3	634	0.000	3	634	0.000	3	634	0.000
15:00 - 16:00	3	634	0.000	3	634	0.053	3	634	0.053
16:00 - 17:00	2	793	0.000	2	793	0.000	2	793	0.000
17:00 - 18:00	2	793	0.000	2	793	0.000	2	793	0.000
18:00 - 19:00	2	793	0.000	2	793	0.000	2	793	0.000
19:00 - 20:00	2	793	0.000	2	793	0.000	2	793	0.000
20:00 - 21:00	2	793	0.000	2	793	0.000	2	793	0.000
21:00 - 22:00	2	793	0.000	2	793	0.000	2	793	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.053			0.053			0.106

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.*

Annex G: Decide and Provide Methodology

Historic Trends - Change over Time

		Total Veh - MM	Cyc - MM	Veh Occ - MM	Peds - MM	Pub Tran - MM	Total People - MM	Taxi - MM	
07:00 - 10:00	Change over period	20.5%	-9.1%	24.1%	42.1%	60.9%	28.2%	#N/A	(Lift from Historic Trend)
	Annual average change	0.6%	-0.4%	1.0%	1.8%	2.5%	1.2%	#N/A	
16:00 - 19:00	Change over period	36.5%	17.0%	32.4%	24.7%	36.3%	31.6%	-116.7%	
	Annual average change	1.1%	0.7%	1.4%	1.0%	1.5%	1.3%	-8.3%	
00:00 - 23:00	Change over period	47.5%	-8.1%	24.7%	27.9%	62.8%	26.6%	-271.4%	
	Annual average change	1.4%	-0.3%	1.0%	1.2%	2.6%	1.1%	-19.4%	

Five year adjustment factor	Total Vehicles	Cycling	Vehicle Occupants	Walking	Public Transport Users	Total People	Taxi
07:00 - 10:00	3.0%	-1.9%	5.0%	8.8%	12.7%	5.9%	#N/A
16:00 - 19:00	5.4%	3.5%	6.8%	5.2%	7.6%	6.6%	-41.7%
00:00 - 23:00	7.0%	-1.7%	5.1%	5.8%	13.1%	5.5%	-96.9%

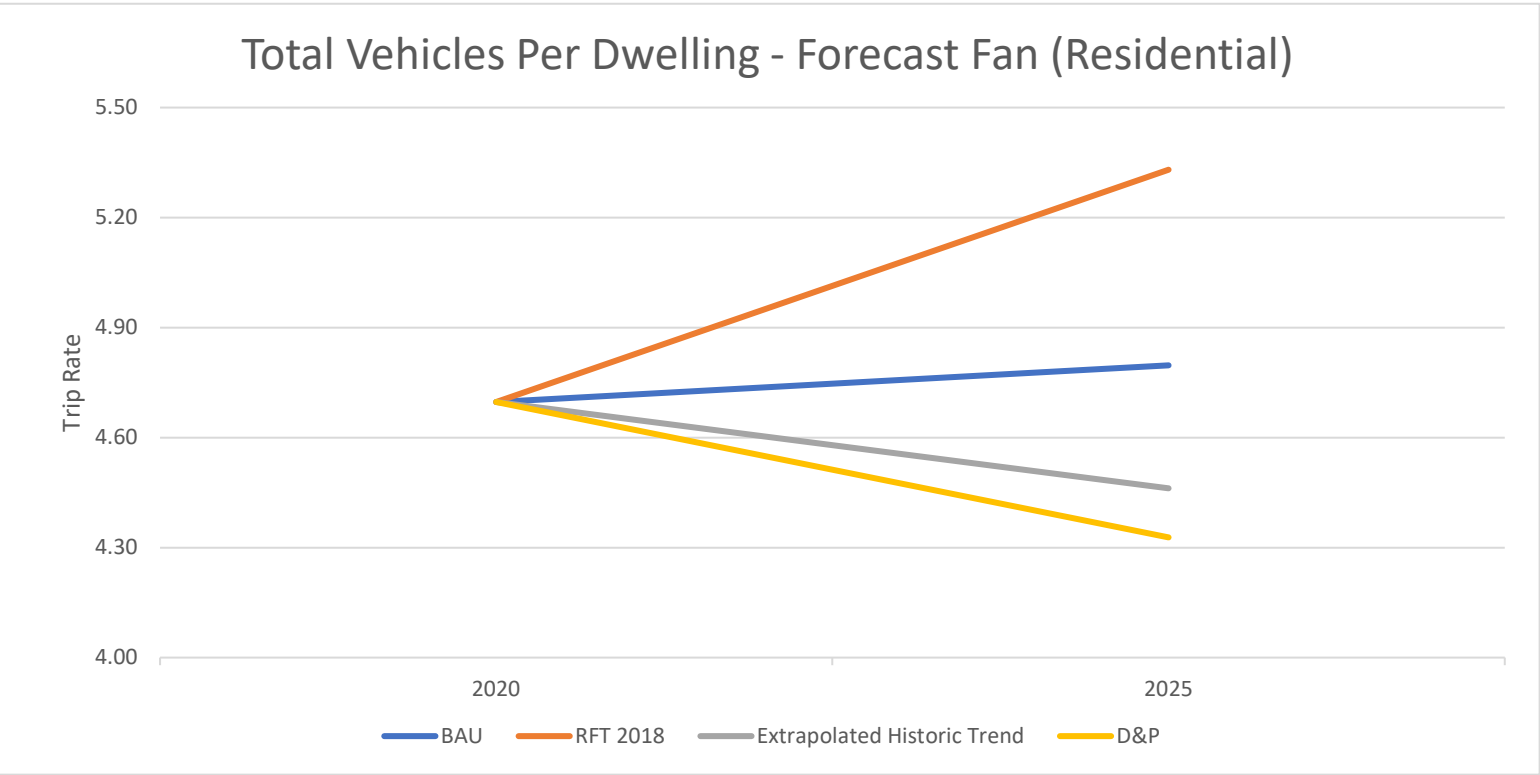
Trip Forecast Fan

Vehicles Per Dwelling							Change over period	
	Historic Trend	BAU	RFT 2018	Extrapolate d	D&P	MSM	Historic Trend	Annual average change
1990	7.92							
1995	7.38							
2000	6.84							
2005	6.31							
2010	5.77							
2015	5.23							
2020	4.70	4.70	4.70	4.70	4.70	4.70	4.70	
2025	4.16	4.80	5.33	4.46	4.33	3.99	4.16	53.67%

ITA MSM External Resi trips (70%)	7821
Dwellings	2800

Resultant 100% of trips 11173

NB: MSM have varying trip rates for various residential plots and anticipated tip distributions



Historic Trends - Change over Time

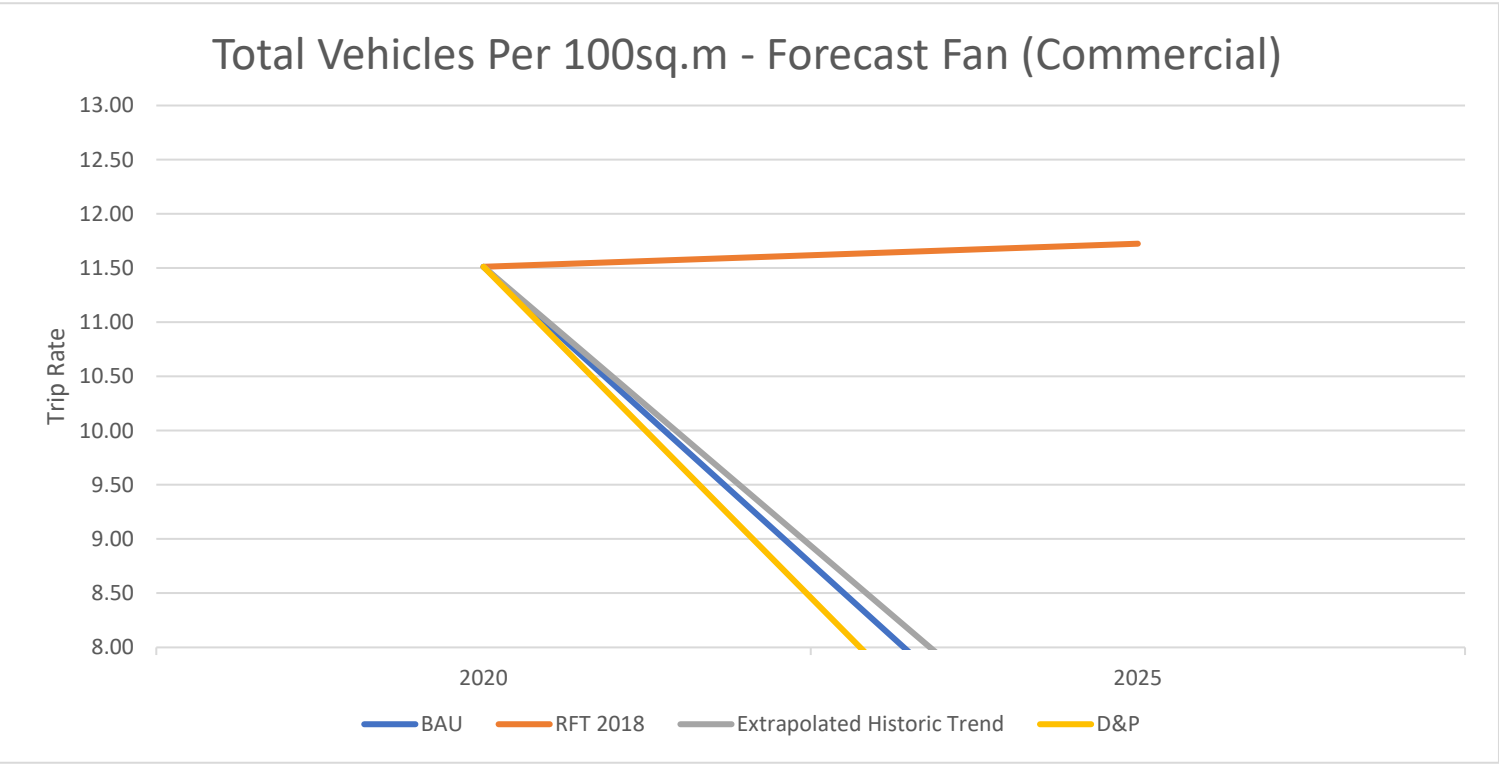
		Total Veh - MM	Cyc - MM	Veh Occ - MM	Peds - MM	Pub Tran - MM	Total People - MM	Taxi - MM
07:00 - 10:00	Change over period	-55.8%	27.5%	-4.6%	28.9%	47.2%	2.9%	-12.4%
	Annual average change	-1.6%	1.4%	-0.2%	1.4%	2.4%	0.1%	-1.2%
16:00 - 19:00	Change over period	-48.8%	18.9%	-12.6%	49.4%	49.6%	0.8%	15.0%
	Annual average change	-1.4%	0.9%	-0.6%	2.5%	2.5%	0.0%	1.5%
00:00 - 23:00	Change over period	-36.0%	31.8%	4.1%	42.5%	43.0%	12.7%	6.5%
	Annual average change	-1.1%	1.6%	0.2%	2.1%	2.1%	0.6%	0.7%

(Lift from Historic Trend)

Five year adjustment factor	Total Vehicles	Cycling	Vehicle Occupants	Walking	Public Transport Users	Total People	Taxi
07:00 - 10.00	-8.2%	6.9%	-1.2%	7.2%	11.8%	0.7%	-6.2%
16:00 - 19:00	-7.2%	4.7%	-3.1%	12.4%	12.4%	0.2%	7.5%
00:00 - 23:00	-5.3%	8.0%	1.0%	10.6%	10.7%	3.2%	3.3%

Trip Forecast Fan

Vehicles Per Dwelling								Change over period	-3.05
	Historic Trend	BAU	RFT 2018	Extrapolate d	D&P	MSM	Historic Trend	Annual average change	-61.00%
1990	8.46								
1995	9.39								
2000	12.22								
2005	12.11								
2010	14.92								
2015	11.51								
2020	11.51	11.51	11.51	11.51	11.51	11.51	11.51		
2025	12.12	6.04	11.72	6.37	5.41	#DIV/0!	12.12		



Annex H: Approach to Deriving 'Vision-Led' Mode Shares and MSM Trip Rates

File Note

HaskoningDHV UK Ltd.
Mobility & Infrastructure

To: Internal Team
From: Geoff Burrage
Date: 12 June 2024
Copy: -
Our reference: TP1035-ITP-FN-01
Classification: Open
Checked by GB

Subject: Mode Shift Model - Theme Ratings Assumptions

1 Outline of decision points that influence Mode Shift Model outputs

An overview of how the Mode Shift Model (MSM) operates is set out in Appendix A. In broad terms the MSM is a tool that allows the potential impacts of a vision-led approach to be quantified for input into the Transport Assessment process. The core outputs are a set of trip rates, trip generation figures and mode share outcomes that can be used as part of understanding the impact of development proposals. The purpose of this note is to set out the input decisions made to the model in relation to the Growing Baldock scheme.

The key elements that influence the outputs of the model include:

1. The 'business as usual' trip rates input, making use of TRICS. For residential trip rates, the earlier rates used for the now withdrawn planning application have been used as it is assumed these were agreed through a scoping process with Hertfordshire County Council
2. The places selected to represent best practice for each of the four themes within the MSM (shown in the 'RAG Criteria and Mode Shifts' tab)
3. The rating (N/A, 1, 2, 3 or 4) given to each of the four themes for each allocation site

The rest of the note provides a record of the decision making for points 2 and 3. Point 1 is covered in detail in the TA Scoping Note, issued separately.

2 Record of decisions made

2.1 Themes and places selected

Four themes have been used in this iteration of the MSM, which are:

1. **Public transport:** E.g. bus services and bus priority; close proximity to halts; mobility hubs and MAAS with better services likely to reduce vehicle trips in favour of public transport trips
2. **Active travel:** E.g. traffic free cycle networks (on-site); traffic free cycle networks (off-site); traffic calmed / low speed / low traffic volume streets with good infrastructure likely to reduce car and possibly public transport trips in favour of active travel
3. **Traffic and Parking Management:** E.g. constrained car parking levels; robust parking controls; mix of on- and off-plot car parking; filtered permeability providing journey time advantage to walking, cycling and public transport with a strong combination of these measures likely to reduce vehicle trips in favour of public transport and active travel trips
4. **Placemaking and land use planning:** E.g. mix of day to day facilities including open spaces, education, ability to capture on-site trips through work hubs, retail lockers etc (new ways of working / shopping post pandemic) with a strong combination of these measures likely to reduce vehicle trips in favour of public transport and active travel trips

The MSM includes up to six places per theme. For each place mode shares are included for vehicle, public transport and active travel. The MSM then takes an average of the mode shares for each place. In comparison to the BAU trip rates, a minimum and maximum difference in mode share is identified per mode per theme, depending on the minimum and maximum BAU mode share for that mode for AM, PM and daily. The mid-point (average) of the difference is then taken as the basis for the maximum possible adjustment the MSM will make against the BAU trip rates, where the highest rating is given for the relevant theme. No adjustment is made where a '1' score is given.

It should be noted that through this process the MSM is making a calculation regarding the possible mode shift away from the car, drawing on the mode share outcomes for places that are best in class around the UK and Europe. Therefore, the mode share outcomes show a betterment of a BAU approach, on the assumption that providing the types of measures seen in the subject places will result in better travel behaviours, as seen in the subject places. The MSM does not allocate mode share from the subject places. The best possible mode share outcomes will be heavily influenced by the BAU trip rates that are input. The MSM includes several tiers of weighting and averaging that remove the influence of mode share outliers, ensuring that no one subject place unduly influences the outputs of the MSM.

The places selected for each theme and the rationale for each is set out in the table below.

Theme	Place	Rationale
Public transport	Helsinki (Finland)	Small city with high active travel and public transport mode share. Bus is the most widely used form of public transport.
	Riga (Latvia)	Small city with high public transport mode share. Around 83% of residential buildings are within 300m of public transport stops. Bus services are complemented by travel behaviour campaigns.

	Nottingham (UK)	Small city with higher public transport mode share than UK average. The city is served by high-quality bus services as well as a tram line.
	Hammarby Sjostad (Sweden)	Development site that achieves high levels of public transport mode share by ensuring a maximum distance to public transport stops of 300m and providing prioritised bus routes through the site, as well as a tram route.
Active Travel	Rostock (Germany)	Small city with high levels of active travel (particularly walking). A network of paved bike lanes are provided, with extensive bike parking and supporting measures such as e-scooter hire.
	Cambridge (UK)	Small city in the UK with higher than average active travel mode share (particularly cycling). The city is compact and has a culture of cycling, supported by cycle lanes and bike sharing schemes.
	Houten (Netherlands)	New town that achieves high active travel mode share (both walking and cycling). This is achieved through providing direct traffic-free walk and cycle routes, as well as journey time advantage through filtered permeability.
	Oxford (UK)	Small city in the UK with higher than average active travel mode share (both walking and cycling). The city is compact and has a culture of cycling, supported by cycle lanes and bike sharing schemes.
Traffic and Parking Management	Pontevedra (Spain)	A large town in Spain with low levels of car use and very high levels of active travel (predominantly walking). The city has implemented a comprehensive network of pedestrianised streets since the late 1990s, with limited car parking available in the town centre and extensive traffic calming measures.
	Brighton (UK)	A small city that achieves good levels of public transport and active travel mode share. The city has introduced a network of controlled parking zones to better manage car parking.
	Nottingham (UK)	Small city with higher public transport mode share than UK average. The city is the only place in the UK to introduce a workplace parking levy, which discourages commuting by car within the city boundary.
Placemaking and Land Use	Houten (Netherlands)	New town that achieves high active travel mode share (both walking and cycling). This is achieved through providing direct traffic-free walk and cycle routes, as well as journey time advantage through filtered permeability. There are a wide range of land uses on-site, providing day to day needs within a short walk or cycle of most homes.

	Poundbury (UK)	New town that achieves higher levels of active travel mode share than UK average. The place has been designed around a walkable street pattern and high quality public realm, with a good mix of land uses allowing for most day to day needs to be met on site.
	Rostock (Germany)	Small city with high levels of active travel (particularly walking). A network of paved bike lanes are provided, with extensive bike parking and supporting measures such as e-scooter hire. The town is walkable and provides a wide range of services for day to day needs.

It should be noted that it is rarely possible to determine the mode share impacts of individual schemes when considering travel behaviours at a settlement level. Our research suggests that the best mode share outcomes are realised when a range of interventions are delivered across themes in a place. The MSM acknowledges this by applying the median point of mode share impacts for each theme and modes to arrive at the vision-led mode share.

2.2 Themes ratings

For each theme a rating of N/A, 1, 2, 3 or 4 can be given, to reflect the package of interventions and masterplanning principles proposed. The ratings are described in headline in the table below.

Rating	Description
N/A	Not applicable – this theme will be excluded from the MSM calculations
1	The proposed measures will likely have an insignificant impact on mode share for this theme, and therefore BAU mode share outcomes can be expected
2	The proposed measures will likely have a modest impact for this theme, in comparison to a BAU scenario, and a third of the potential maximum mode shift is applied (i.e. if the maximum mode shift for the theme is a reduction of 28% against the BAU mode share, then a mode shift of 9% would be applied)
3	The proposed measures will likely have a significant impact for this theme, in comparison to a BAU scenario, and two-thirds of the potential maximum mode shift is applied (i.e. if the maximum mode shift for the theme is a reduction of 28% against the BAU mode share, then a mode shift of 18% would be applied)

4

The proposed measures will likely have a **transformational impact** for this theme, in comparison to a BAU scenario, and the maximum mode shift is applied (i.e. if the maximum mode shift for the theme is a reduction of 28% against the BAU mode share, then a mode shift of 28% would be applied)

A record of the themes ratings applied, and their rationale is set out in the table below.

Site	Trip length	Theme	Rating	Rationale
BA1	Internal trips (30% of trips)	Public transport	3	The majority of residents will be within a short walk of a bus stop, connecting them to the full range of on-site facilities. The bus service is expected to be high frequency (~every 10 minutes at peak times) but many short local trips will be quicker and more cost effective on foot and by bike. The impact of public transport on mode share for these trips is therefore expected to be significant, but not transformational in comparison to a BAU scenario.
		Active Travel	4	All residents will have access to high-quality walking and cycling routes, including traffic-free routes. Filtered permeability will make walking and cycling the quickest choice. The impact of the active travel measures on mode share for these trips is expected to be transformational in comparison to a BAU scenario.
		Traffic and Parking Management	4	The access road will have a 20mph design speed. All residential streets will have a 10mph design speed. Controlled parking zones will be investigated to manage on-street parking. Lower levels of car parking will be provided at points of higher connectivity, with a general principle of applying lower car parking levels than adopted standards across the whole site. A mix of off-plot and unallocated car parking will be provided, alongside on-plot parking. Where parking is off-plot it will be charged for annually. Filtered permeability will make walking and cycling the quickest choice. The impact of the traffic and parking management measures on mode share for these trips is expected to be transformational in comparison to a BAU scenario.
		Placemaking and Land Use	4	A full range of day-to-day uses will be provided on-site, including primary schools, health, leisure and retail facilities. The public realm and landscaping will be exemplary, encouraging walking and cycling. The impact of the placemaking and land use measures on mode share for these trips is expected to be transformational in comparison to a BAU scenario.
	Baldock / station / Letchworth trips (30% of trips)	Public transport	4	The majority of residents will be within a short walk of a bus stop, connecting them to Baldock. The bus service is expected to be high frequency (~every 10 minutes at peak times). A range of on- and off-site bus priority measures are proposed in order to provide journey time advantage. A new access to the rail station is proposed, as well as improvements to the rail station building, which will encourage use of rail for trips to Letchworth and longer distance trips to destinations such as London and Cambridge. The impact of public transport on mode

				share for these trips is therefore expected to be transformational in comparison to a BAU scenario.
		Active Travel	4	A network of traffic-free and low traffic cycle routes is to be provided both on- and off-site, including a dedicated active travel bridge over the railway, with connections made to the town centre and Knights Templar school. The impact of the active travel measures on mode share for these trips is expected to be transformational in comparison to a BAU scenario.
		Traffic and Parking Management	3	The on-site street network will ensure result in it being quicker to get off the site and into Baldock by bike and bus than by car. The package of off-site highway interventions include a range of reductions in highway capacity and access restrictions in order to allow for reallocation of roadscape for improved walking, cycling and bus infrastructure. Taken together this will reduce the attractiveness of driving for short trips to Baldock in particularly, as well as to Letchworth. An expansion of off-site Controlled Parking Zones around the station are proposed to manage potential parking demand. Limited changes to parking within Baldock or Letchworth are proposed however. The impact of the traffic and parking management measures on mode share for these trips is expected to be significant in comparison to a BAU scenario.
		Placemaking and Land Use	4	The proposed walking, cycling and public transport interventions will support safe and convenient access to Baldock town centre, with many facilities within 20 minutes of walk of much of the site. Baldock town centre is an attractive and vibrant centre with a full range of uses. The impact of the placemaking and land use measures on mode share for these trips is expected to be transformational in comparison to a BAU scenario.
	Residual trips (40% of trips)	Public transport	1	Long distance rail trips are captured in the trip distance above, it is not anticipated that the package of public transport measures will influence longer distance trip making. The impact of public transport measures on mode share for these trips is expected to be insignificant in comparison to a BAU scenario.
		Active Travel	1	Very few longer distance trips are made by active travel. The impact of active travel measures on mode share for these trips is expected to be insignificant in comparison to a BAU scenario.
		Traffic and Parking Management	2	The potential changes to vehicle access and capacity within and particularly for trips through Baldock, will influence mode choice for some longer distance trips. The impact of traffic and parking management measures on mode share for these trips is expected to be modest in comparison to a BAU scenario.

		Placemaking and Land Use	N/A	The proposed placemaking and land use measures are not relevant to these trips.
BA3	Internal trips (10% of trips)	Public transport	N/A	The proposed public transport measures are not relevant to these trips, given the relatively small size of the site.
		Active Travel	3	All residents will have access to high-quality walking and cycling routes, including traffic-free routes. The impact of the active travel measures on mode share for these trips is expected to be significant in comparison to a BAU scenario.
		Traffic and Parking Management	3	The internal road network will be designed to encourage slow speeds (10mph to 20mph design speed, depending on the street). A general principle of applying lower car parking levels than adopted standards is proposed across the site. A mix of off-plot and unallocated car parking will be provided, alongside on-plot parking. Where parking is off-plot it will be charged for annually. The impact of the traffic and parking management measures on mode share for these trips is expected to be modest in comparison to a BAU scenario.
		Placemaking and Land Use	3	Given the scale of the site a relatively limited range of day-to-day uses will be provided on-site. The public realm and landscaping will be exemplary, encouraging walking and cycling. The impact of the placemaking and land use measures on mode share for these trips is expected to be modest in comparison to a BAU scenario.
	Baldock / station / Letchworth trips (50% of trips)	Public transport	3	The majority of residents will be within a short walk of a bus stop, connecting them to Baldock. The bus service is expected to be high frequency (~every 10 minutes at peak times). A range of on- and off-site bus priority measures are proposed in order to provide journey time advantage. Improvements to the rail station building are proposed, which will encourage use of rail for trips to Letchworth and longer distance trips to destinations such as London and Cambridge. The impact of public transport on mode share for these trips is therefore expected to be significant in comparison to a BAU scenario.
		Active Travel	3	The site will connect to a network of traffic-free and low traffic cycle routes, including to a dedicated active travel bridge over the railway, with new connections made to the town centre and station in particular. The impact of the active travel measures on mode share for these trips is expected to be significant in comparison to a BAU scenario.
		Traffic and Parking Management	3	The on-site street network will ensure result in it being quicker to get off the site and into Baldock by bike and bus than by car. The package of off-site highway interventions include a range of reductions in highway capacity and access restrictions in order to allow for

				reallocation of roadspace for improved walking, cycling and bus infrastructure. Taken together this will reduce the attractiveness of driving for short trips to Baldock in particularly, as well as to Letchworth. An expansion of off-site Controlled Parking Zones around the station are proposed to manage potential parking demand. Limited changes to parking within Baldock or Letchworth are proposed however. The impact of the traffic and parking management measures on mode share for these trips is expected to be significant in comparison to a BAU scenario.
		Placemaking and Land Use	3	The proposed walking, cycling and public transport interventions will support safe and convenient access to Baldock town centre, with many facilities within 20 minutes of walk of much of the site. Baldock town centre is an attractive and vibrant centre with a full range of uses. The impact of the placemaking and land use measures on mode share for these trips is expected to be transformational in comparison to a BAU scenario.
	Residual trips (40% of trips)	Public transport	1	Long distance rail trips are captured in the trip distance above, it is not anticipated that the package of public transport measures will influence longer distance trip making. The impact of public transport measures on mode share for these trips is expected to be insignificant in comparison to a BAU scenario.
		Active Travel	1	Very few longer distance trips are made by active travel. The impact of active travel measures on mode share for these trips is expected to be insignificant in comparison to a BAU scenario.
		Traffic and Parking Management	1	While the changes to capacity and access could have some limited on long distance trip making on balance, the impact of traffic and parking management measures on mode share for these trips is expected to be insignificant in comparison to a BAU scenario.
		Placemaking and Land Use	N/A	The proposed placemaking and land use measures are not relevant to these trips.
	BA10 Internal trips (20% of trips)	Public transport	N/A	The proposed public transport measures are not relevant to these trips, given that the proposed bus service will not run within it.
		Active Travel	4	A traffic-free active travel route is proposed within the site, connecting the land uses and proposed green and social spaces. This, combined with filtered permeability will ensure that walking and cycling is the quickest mode within the site. The impact of the active travel measures on mode share for these trips is expected to be transformational in comparison to a BAU scenario.

		Traffic and Parking Management	4	Parking levels below adopted levels are proposed. Vehicle access will be managed to individual plots accesses, while walking and cycling will be directly
		Placemaking and Land Use	3	A mix of uses will be provided on-site, as well as an active travel bridge to the local centre proposed in BA1. The quality of the public realm and landscaping will be exemplary. The impact of the placemaking and land use measures on mode share for these trips is expected to be significant in comparison to a BAU scenario.
	Baldock / station / Letchworth trips (40% of trips)	Public transport	4	The site will be well connected to the train station, including with proposed improved quality walking routes. The site will be served by the proposed bus service, supported by priority measures. The impact of the public transport measures on mode share for these trips is expected to be transformational in comparison to a BAU scenario.
		Active Travel	4	The site will be directly connected to the proposed on- and off-site traffic walking and cycling routes to BA1, Clothall Common, the station and Baldock town centre. The impact of the active travel measures on mode share for these trips is expected to be transformational in comparison to a BAU scenario.
		Traffic and Parking Management	3	Changes to traffic access at the Whitehorse Street junction and speed restrictions (reduced speed limit along Royston Road), combined with enhanced walking and cycling routes and bus services will influence modal choice. Taken together this will reduce the attractiveness of driving for short trips to Baldock in particularly, as well as to Letchworth. An expansion of off-site Controlled Parking Zones around the station are proposed to manage potential parking demand. Limited changes to parking within Baldock or Letchworth are proposed however. The impact of the traffic and parking management measures on mode share for these trips is expected to be significant in comparison to a BAU scenario.
		Placemaking and Land Use	4	The site will have access to BA1, Clothall Common, the station and Baldock town centre via high-quality traffic free and lightly trafficked routes, including via a new bridge. This provides access to a wide range of day to day uses that will be more quickly accessed by modes other than the car. This will complement the mix of uses on-site. The impact of the placemaking and land use management measures on mode share for these trips is expected to be transformational in comparison to a BAU scenario.
	Residual trips (40% of trips)	Public transport	1	Long distance rail trips are captured in the trip distance above, it is not anticipated that the package of public transport measures will influence longer distance trip making. The impact of public transport measures on mode share for these trips is expected to be insignificant in comparison to a BAU scenario.

		Active Travel	1	Very few longer distance trips are made by active travel. The impact of active travel measures on mode share for these trips is expected to be insignificant in comparison to a BAU scenario.
		Traffic and Parking Management	1	While the changes to capacity and access could have some limited on long distance trip making on balance, the impact of traffic and parking management measures on mode share for these trips is expected to be insignificant in comparison to a BAU scenario.
		Placemaking and Land Use	N/A	The proposed placemaking and land use measures are not relevant to these trips.

Annex I: ITP Mode Share Model

Vision-led

Internal trips

Site	Mode	AM Peak		PM Peak		Daily	
		Arr	Dep	Arr	Dep	Arr	Dep
BA1	Vehicles	14	44	35	16	219	217
	Public transport	9	28	23	10	140	139
	Active travel	104	329	260	119	1620	1608
BA3	Vehicles	2	7	6	3	34	34
	Public transport	0	0	0	0	1	1
	Active travel	4	12	10	4	61	60
BA10	Vehicles	93	17	8	64	417	426
	Public transport	17	3	4	17	113	113
	Active travel	10	1	12	14	112	111
Whole site	Vehicles	109	68	49	83	670	678
	Public transport	26	32	27	27	255	253
	Active travel	117	342	282	138	1793	1780

BA10	HGVs	2	1	1	1	11	11
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Trips to Baldock and Letchworth

		AM Peak		PM Peak		Daily	
		Arr	Dep	Arr	Dep	Arr	Dep
BA1	Vehicles	67	164	191	77	1074	1050
	Public transport	6	42	32	10	191	194
	Active travel	54	196	94	59	714	721
BA3	Vehicles	21	55	59	24	340	333
	Public transport	2	11	8	2	48	49
	Active travel	8	32	10	9	93	96
BA10	Vehicles	137	25	8	90	579	594
	Public transport	43	7	11	41	273	273
	Active travel	60	8	32	60	433	434
Whole site	Vehicles	225	244	259	191	1993	1977
	Public transport	50	60	51	53	512	516
	Active travel	122	236	136	128	1241	1250

BA10	HGVs	4	2	1	2	22	22
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Residual trips

		AM Peak		PM Peak		Daily	
		Arr	Dep	Arr	Dep	Arr	Dep
BA1	Vehicles	135	379	365	156	2148	2115
	Public transport	0	24	18	3	100	105
	Active travel	34	133	41	36	390	400
BA3	Vehicles	20	55	53	23	313	308
	Public transport	0	3	3	0	15	15
	Active travel	5	19	6	5	57	58
BA10	Vehicles	200	35	26	144	953	971
	Public transport	25	4	6	25	167	167
	Active travel	14	1	18	21	166	164
Whole site	Vehicles	355	470	444	323	3414	3394
	Public transport	25	32	27	28	282	287
	Active travel	53	153	65	62	613	622

BA10	HGVs	4	2	3	2	22	22
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Total external trips

		AM Peak		PM Peak		Daily	
		Arr	Dep	Arr	Dep	Arr	Dep
BA1	Vehicles	202	543	556	232	3222	3165
	Public transport	6	66	50	12	291	299
	Active travel	88	329	136	96	1104	1121
BA3	Vehicles	41	111	112	47	653	641
	Public transport	2	14	11	3	63	64
	Active travel	13	51	16	14	150	154
BA10	Vehicles	337	60	34	234	1532	1565
	Public transport	67	12	17	66	441	440
	Active travel	74	9	50	80	599	598
Whole site	Vehicles	580	714	702	514	5407	5371
	Public transport	75	92	77	81	794	803
	Active travel	174	389	201	190	1854	1873

BA10	HGVs	8	4	4	3	45	45
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Total trips

		AM Peak		PM Peak		Daily	
		Arr	Dep	Arr	Dep	Arr	Dep
BA1	Vehicles	216	587	591	248	3441	3382
	Public transport	15	94	72	22	431	438
	Active travel	191	658	396	215	2724	2729
BA3	Vehicles	43	118	118	50	687	676
	Public transport	2	14	11	3	64	65
	Active travel	17	63	26	18	211	214
BA10	Vehicles	430	77	42	298	1950	1991
	Public transport	84	15	21	83	554	553
	Active travel	84	10	62	95	712	710
Whole site	Vehicles	689	782	751	596	6078	6049
	Public transport	100	123	104	108	1049	1057
	Active travel	292	731	483	328	3647	3653

BA10	HGVs	10	5	5	4	56	56
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by Haskoning

Appendix B – Transport Scoping Report Addendums



a company of Royal HaskoningDHV

Addendum

HaskoningDHV UK Ltd.
Mobility & Infrastructure

To: HCC, NHDC
From: Tom Hicks, Nicola Lodge
Date: 04 April 2025
Copy: DLA, U&C
Our reference: PC7029-ITP-TN-0002
Classification: Project related
Checked by: Geoff Burrage

Subject: Growing Baldock TSR Addendum

1 Introduction

1.1 Overview

- 1.1.1 This Transport Scoping Report (TSR) Addendum has been prepared by ITP on behalf of Urban & Civic (U&C) in association with a developing outline planning application for the proposed 'Growing Baldock' development.
- 1.1.2 The purpose of this TSR Addendum is to address comments provided by North Hertfordshire District Council (NHDC) and Hertfordshire County Council (HCC) regarding the TSR submitted by ITP in February 2025.
- 1.1.3 This Addendum report aims to secure agreement of the key assessment principles and to confirm the scope of transport planning deliverables required for the developing outline planning application (OPA), namely the Transport Assessment (TA), Travel Plan (TP) and Monitor and Manage Framework (MMF).
- 1.1.4 In the shorter term, many of the changes made in response to comments have informed the COMET proforma submitted to HCC on the 21st of March 2025, and therefore, agreement is sought relating to trip generation, internalisation and mode share assumptions to ensure that the modelling is undertaken on an agreed basis. The populated COMET proforma is included in **Appendix A** for reference.
- 1.1.5 The full comments provided by NHDC and HCC, with individual responses to each, are contained within **Appendix B**. This Addendum report summarises the responses to the key comments where a change to the approach is proposed, or where a comment is querying a fundamental element of the methodology and requires further explanation. Many minor comments are agreed and will be actioned through the ongoing development of the TA, as set out within **Appendix B**.
- 1.1.6 It should be noted that comments on the Environmental Impact Assessment (EIA) Scoping Report have also been received from NHDC and HCC. These comments are not addressed in this Addendum, however, most of them align with the TSR comments and will be actioned as the EIA and TA work develop.

2 Responses to Comments

2.1 Trip Generation

2.1.1 Several general changes have been made to the proposed trip generation since circulation of the TSR; some in response to comments and some which reflect the evolving development proposals. These are as follows:

- The trip generation for BA2 has been incorporated into the MSM. The updated MSM outputs for all scenarios and inclusive of BA2 are included in **Appendix C**.
- In an internal review, an error was noted with the 'light industrial' land use TRICS search – the sites selected were in fact reflecting commercial warehousing rather than light industry. The resulting trip generation for this land use is lower. The TRICS outputs are included in **Appendix D**.
- The land use mix proposed at BA10 has been updated to what was indicated in the TSR; the proposed quanta are as follows (key changes emboldened):
 - 1,500sqm medical centre
 - **5,000sqm gym**
 - 5,000sqm waste transfer station and vehicle depot
 - **20,000sqm of office**
 - 26,500 of light industrial
 - 26,500 of B2 industrial

In all cases the trip rates for the above were already derived, but the development quanta have been amended in the updated MSM.

- Inclusion of the secondary school trips to/from BA3 in the option where a 12 form entry school is developed on the site (Option 1). The trip generation for the secondary school is based on the information previously gathered from Knights Templar school (which would relocate to BA3 in this scenario). The updated MSM, which provides secondary school trips, is presented in **Appendix C**.
- Inclusion of special education needs and disability (SEND) school trips on BA3 in both final year scenarios (Option 1 and Option 2). The SEND school trip generation has been based on a recently consented school in Hemel Hempstead (REF: 23/02973/MFA), with permission granted in October 2024, for “a *Special Educational Needs (SEN) School (Class F1) alongside various supporting works*”. The transport reports prepared to support the application included Manual Classified Count (MCC) surveys that had been undertaken at two operational SEND school sites within Hertfordshire, the results of which were used to calculate person trip rates arriving and departing the school. These same trip rates have been applied to the proposed SEND school at BA3, based on the indicative number of pupils and staff anticipated. The trip generation calculations associated with the SEND school are presented in **Appendix C**.

2.1.2 As above, the trip generation relating to each of these changes is reflected in the MSM in **Appendix C** and in the COMET proforma. The other responses to comments below build on these updates.

2.2 Baseline Trip Rates

HCC Comments

2.2.1 Regarding the D&P methodology, which has been used to inform the 'business-as-usual' (BAU) trip rates within the MSM model, key points raised by HCC are as follows:

- *"Please clarify whether the BAU trip rates (Employment) do actually reflect current trends in working from home."*
- *"it is not clear whether the trip rates and trips take into account TRICS extrapolation trends to reflect working from home. More generally I found the Decide and Provide methodology difficult to follow and the appendix would benefit from greater explanation."*

NHDC Comments

2.2.2 NHDC also requested clarification regarding the BAU trip rates and D&P:

- NHDC queried the business as usual trip rates within the TSR, which were taken from the TAs from the withdrawn planning applications for Baldock North and Baldock South: *"Are these relevant any longer? Wouldn't you take more up-to-date TRICS trip rates as the BaU scenario?"*
- Regarding the D&P methodology: *"this could reflect the general economic backdrop ("cost of living crisis"), and not a trend to be extrapolated reliably. Changing work patterns have not yet played out fully. Under-used office space will eventually be filled by workers (new businesses filling vacated premises; co-working spaces, perhaps with lower rates on Mondays and Fridays); or, office buildings/land will be redeveloped for other purposes, potentially residential. There is another trend beginning to be evident, of EV owners driving more because the marginal cost (principally, cost of electricity per mile) is lower. In short, I caution against extrapolating trends that may artificially diminish the scale of the transport challenge. I would rather start with something that we are fairly confident is towards the upper end of the likely range for background and generated trips (all modes) and be forced by that to consider more, bigger and more effective interventions to achieve higher modal shares for sustainable travel."*

ITP Response

2.2.3 Responding to NHDC's first comment, the business-as-usual residential trip rates have firstly been updated to reflect the most recently available sites within the TRICS database (v.7.11.4). When compared with the trip rates presented within the TSR, which were derived from the TAs submitted to support the withdrawn planning applications for the development site, the updated total vehicle trip rates are lower. This results from the availability of more recently surveyed residential sites within the TRICS database, which reflect post-COVID-19 pandemic work and travel patterns. The full report outputs are presented in **Appendix D** and the revised BAU trip rates feed into the updated MSM and the COMET proforma.

- 2.2.4 With regard to the overall D&P methodology in the TSR, it provides a suitable basis for estimating the downward trend in trip-making over recent years. Every conceivable outcome cannot be tested. The methodology makes use of TRICS survey data derived from five-year time slices between 1990 and 2024. Based on the resulting trends, annual and five-year average changes to trip-making figures can be calculated. Therefore, the reduction in trips, resulting from the extrapolated D&P methodology, is derived from a five-year projection, which has been informed by historical trip-making trends.
- 2.2.5 The scenarios proposed and the COMET approach are not intended to test every possible outcome but rather to provide a sound rationale that trip rates have been declining. The TA will include a refined description of the D&P methodology and expand on the range of factors which could have, or will, influence declining trip making.

2.3 Model Shift Model

HCC Comments

- 2.3.1 Regarding the MSM methodology: *“The rationale for the percentage [mode shifts] is unclear and it would be helpful to have an explanation and justification. Is there any local/ regional case study evidence of this level of mode shift from elsewhere, for example?”*

NHDC Comments

- 2.3.2 NHDC queried many of the theme ratings applied within the MSM, against which the BAU mode shares have been adjusted.

ITP Response

- 2.3.3 Justification for each of the MSM ratings behind the trip generation presented in the TSR (and which feeds into the COMET proforma) is provided in **Appendix E**.
- 2.3.4 The MSM output mode shares and trip rates are based on a rating of the proposed interventions against the key themes: public transport, active travel, traffic and parking management, and placemaking and land use planning. A higher rating indicates that intervention has very good potential to achieve mode shift away from the baseline. The level of potential modal shift is informed by UK and European case studies of good practice. A lower rating means that the proposals are likely to perpetuate the norm and achieve similar mode shares and trip rates to other historic developments in the UK (i.e. similar to the baseline in the BAU scenario). The TA will include narrative on the case studies which inform the MSM, and it is proposed that a demonstration of the MSM is given in a future Transport Working Group meeting.
- 2.3.5 In response to NHDC's comments around the MSM ratings applied, a sensitivity test has been undertaken to understand how the suggested changes would impact on the proposed trip generation and mode share. This is presented in **Appendix F**.

- 2.3.6 In summary, the MSM sensitivity test resulted in a 1% and 17% increase in total vehicle trips for sites BA1 and BA10, respectively. The assessment resulted in a 24% decrease in total vehicle trips for site BA3. Regarding the entire masterplan, the sensitivity test resulted in an 8% increase in total daily vehicle trips. The addition of BA2 to the MSM accounts for 5% of this increase. Therefore, the MSM sensitivity test would result in a net increase of 3% in total daily vehicle trips and 3% reduction in total daily active and sustainable transport trips.
- 2.3.7 The MSM sensitivity test would have a minimal impact on total vehicle trips when compared with the MSM presented as part of the TSR and the COMET proforma. Given this minor change, no further assessment of this scenario is necessary.
- 2.3.8 A further detailed table providing ITP's responses to individual comments provided by HCC and NHDC is provided within **Appendix B**. It is suggested that several comments querying how the MSM works are addressed through a demonstration in a future Transport Working Group meeting.

2.4 Trip Internalisation

HCC Comments

- 2.4.1 HCC's response to the TSR noted that the trip internalisation assumptions presented in the TSR were reasonable, albeit that *"ITP's research into trip internalisation methodologies from a number of large application sites shows substantial variation between developments, with no consistent agreed methodology for their calculation."*

NHDC Comments

- 2.4.2 NHDC queried several elements of the internalisation work presented, including commentary on the sites included, use of an average figure, and the extent of leisure and retail internalisation.

ITP Response

- 2.4.3 Following the submission of the TSR, the trip internalisation methodology has been refined based on site context, land use mix and the case study research presented in the TSR. This has been informed by splitting out proposed development trips into trip purposes, using National Travel Survey (NTS) data. Trip purposes can then be broadly attributed to the land uses proposed within each development site.
- 2.4.4 **Table 2-1** overleaf shows the calculation of proportion of trips made for each purpose in the peak hours.

Table 2-1: Daily and Peak Hour Proportion of Trips by Purpose

Car Trips	Journey Purpose		Proportion of Trips in Peak Hours		No. of Trips by Purpose		% of Trips by Purpose	
	No. Trips (Daily)	% Split	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
Commuting	117	13%	13%	13%	15	15	9%	17%
Business	20	2%	11%	7%	2	1	1%	2%
Education or Escort Education	121	13%	77%	4%	93	5	57%	5%
Shopping	169	18%	3%	6%	5	10	3%	11%
Other Escort/ Personal Business	158	17%	10%	9%	16	14	10%	15%
Leisure	330	36%	10%	14%	33	46	20%	50%
Other	0	0%	0%	0%	0	0	0%	0%
All purposes	915	100%	-	-	164	92	100%	100%
Source	National Travel Survey Table 0409a		National Travel Survey Table 0502b		Yearly Trips * Proportion of Trips in Peak Hour		No. of Trips by Purpose as a Percentage	

2.4.5 To derive the trip internalisation figures for each trip purpose for each development site, assumptions were made based on the land uses proposed for that site. For reference, the case study research which informs these assumptions is shown in **Table 2-2** (replicating the table in the TSR, but with the average values removed).

Table 2-2: Case Study Research Internalisation Ranges

Purpose	Minimum	Maximum
Commuting	7%	20%
Education or Escort Education	29%	100%
Shopping	50%	90%
Leisure	80%	100%
Other (nursery and healthcare)	10%	100%

2.4.6 The following assumptions were made for the final build out year Option 1 scenario (no secondary school on BA3) in the MSM:

- **Commuting** – some employment sites in BA1, school as employer in BA3. No employers in BA2 and no residential in BA10; therefore, no internal commutes.
- **Education** – BA1: assumed the majority of young children travel to primary school in BA1, so this is ~50% of all children on BA1 (seven years are spent at primary and five to seven at secondary). BA3 assumed to have no secondary school in this scenario. So internalisation on BA3 relates to 300 dwellings and the SEND school - assumed minimal direct internalisation from BA3 homes to the SEND school. National research suggests that 5-10% of children attend a SEND school.
- **Shopping** – Applied minimum internalisation rates to BA10 which may contain a shop and a gym. Higher assumption for BA1, which will have a local centre; however, it is not considered that BA1 will attract trips away from the offer of Baldock's town centre

- **Leisure** – Applied below minimum internalisation rates to BA1, BA3, BA10 which all contain leisure facilities. Whilst leisure trips (in this exercise) can also include dog walking, visiting friends and family, and going for a walk, it is recognised that trips to the cinema, swimming pool, and bowling, for instance, will be undertaken off-site.
- **Other** – Applied minimum or just above to BA1, BA10 (include nursery and health care, respectively). BA10 employees going to the health centre will constitute internal health trips. No relevant facilities are proposed at BA2 or BA3.

2.4.7 The combined trip internalisation factor for each site is a weighted average based on the proportion of trips made for each purpose in the peak hours, as shown in **Table 2-1**. For example, as education trips account for a high proportion of trips made in the morning peak hour, the internalisation of these trips is given a higher weighting.

2.4.8 The trip internalisation assumptions for the full build-out scenario Option 1 (no secondary school on BA3) is presented in **Table 2-3**. The resultant weighted average trip internalisation factors are shown in **Table 2-4**, based on the peak hour and daily trip proportions from the NTS in **Table 2-1**.

Table 2-3: Full Build-Out Scenario (No School) Trip Internalisation Assumptions

Trip Purpose	BA1	BA2	BA3	BA10
Commuting	10%	0%	7%	0%
Education / Escort Education	50%	0%	5%	0%
Shopping	30%	0%	0%	10%
Leisure	60%	0%	20%	20%
Other (nursery and healthcare)	30%	0%	0%	10%

Table 2-4: Full Build-Out Scenario (No School) Weighted Average Trip Internalisation

Trip Length / Period	BA1	BA2	BA3	BA10
Internalisation - AM	45%	0%	8%	5%
Internalisation - PM	43%	0%	12%	13%
Internalisation - Daily	40%	0%	9%	11%
Trips within Baldock - AM	15%	60%	52%	55%
Trips within Baldock - PM	17%	60%	48%	47%
Trips within Baldock - Daily	20%	60%	51%	49%
Residual trips – all periods	40%	40%	40%	40%

2.4.9 Trip internalisation will vary with each assessment scenario from the opening year to the full build-out year. Therefore, using the same principles as outlined above, separate internalisation figures have been calculated for each assessment scenario (these are also clarified below in Section 2.5). The assumptions feed into each scenario in the MSM, which, in turn, informs the trip generation proposed in the COMET proforma. All trip internal figures for each scenario will be presented in detail as part of the planning application TA.

2.4.10 The trip internalisation assumptions for the full build-out scenario Option 2 (with BA3 school) are presented in **Table 2-5** and the weighted factors for the peak hour and daily periods are shown in **Table 2-6**.

Table 2-5: Full Build-Out Scenario (With School) Trip Internalisation Assumptions

Trip Purpose	BA1	BA2	BA3	BA10
Commuting	10%	0%	10%	0%
Education / Escort Education	50%	0%	55%	0%
Shopping	30%	0%	0%	10%
Leisure	60%	0%	20%	20%
Other (nursery and healthcare)	30%	0%	0%	10%

Table 2-6: Full Build-Out Scenario (With School) Weighted Average Trip Internalisation

Trip Length / Period	BA1	BA2	BA3	BA10
Internalisation - AM	45%	0%	36%	5%
Internalisation - PM	43%	0%	15%	13%
Internalisation - Daily	40%	0%	16%	11%
Trips within Baldock - AM	15%	60%	24%	55%
Trips within Baldock - PM	17%	60%	45%	47%
Trips within Baldock - Daily	20%	60%	44%	49%
Residual trips - all periods	40%	40%	40%	40%

2.4.11 To derive the figures above, the following assumptions were made:

- In general, internalisation figures reflect the 'no school' scenario, except for commuting and education in BA3.
- **Commuting** – The additional school in BA3 leads to increased internalisation as a result of additional employment.

- **Education** – it is assumed that the majority of young children will travel to the primary school in BA1, so this is c. 50% of all children in BA1 (seven years are spent at primary and five to seven at secondary). It is assumed that BA3 will provide a secondary school in this scenario, and, therefore, the majority of older children will travel to secondary school in BA3 (c. 50% of all children in BA3). It is assumed that there will be minimal direct internalisation from BA3 homes to the SEND school. National research suggests that 5-10% of children attend a SEND school.

2.4.12 The trip internalisation assumptions for the interim year are presented in **Table 2-7** and the weighted factors for the peak hour and daily periods are shown in **Table 2-8**.

Table 2-7: Interim Year Scenario Trip Internalisation Assumptions

Trip Purpose	BA1	BA2	BA3	BA10
Commuting	5%	0%	4%	0%
Education / Escort Education	50%	0%	0%	0%
Shopping	15%	0%	0%	8%
Leisure	30%	0%	10%	15%
Other (nursery and healthcare)	15%	0%	0%	8%

Table 2-8: Interim Year Scenario Weighted Average Trip Internalisation

Trip Length / Period	BA1	BA2	BA3	BA10
Internalisation - AM	37%	0%	2%	4%
Internalisation - PM	23%	0%	6%	10%
Internalisation - Daily	24%	0%	4%	8%
Trips within Baldock - AM	23%	60%	58%	56%
Trips within Baldock - PM	37%	60%	54%	50%
Trips within Baldock - Daily	36%	60%	56%	52%
Residual trips – all periods	40%	40%	40%	40%

2.4.13 The interim year internalisation figures work back from the full build-out (no school) scenario, with the following assumptions made regarding delivery at each site. It has been assumed that the secondary school would not be built in the interim scenario.

- **Commuting** – It has been assumed that the internalisation figure would be half that of the full build-out (no school) scenario.
- **Education** – It has been assumed that the primary school on BA1 would be built, while the secondary school and SEND school on BA3 would not be built.

- **Shopping, Leisure and Other** – It has been assumed this scenario would have half the level of internalisation of the full build-out (no school) scenario, except for BA10 at 75% internalisation. This is based on the shopping, leisure and medical facilities being delivered.

2.4.14 The trip internalisation assumptions for the opening year are presented in **Table 2-9** and the weighted factors for peak hour and daily periods are shown in **Table 2-10**.

Table 2-9: Opening Year Scenario Trip Internalisation Assumptions

Trip Purpose	BA1	BA2	BA3	BA10
Commuting	3%	0%	2%	0%
Education / Escort Education	0%	0%	0%	0%
Shopping	8%	0%	0%	4%
Leisure	15%	0%	5%	8%
Other (nursery and healthcare)	8%	0%	0%	4%

Table 2-10: Opening Year Scenario Weighted Average Trip Internalisation

Trip Length / Period	BA1	BA2	BA3	BA10
Internalisation - AM	4%	0%	1%	2%
Internalisation - PM	10%	0%	3%	5%
Internalisation - Daily	8%	0%	2%	4%
Trips within Baldock - AM	56%	60%	59%	58%
Trips within Baldock - PM	50%	60%	57%	55%
Trips within Baldock - Daily	52%	60%	58%	56%
Residual trips – all periods	40%	40%	40%	40%

2.4.15 The opening year internalisation figures have been derived based on the interim year scenario, with the following assumptions made regarding delivery in each site.

- **Commuting** – Half of the proposed levels of internalisation when compared to the interim year scenario, based on the initial occupation employment space.
- **Education** – No schools are built in this scenario.
- **Shopping, Leisure and Other** - Half the level of internalisation when compared to the interim year scenario, based on the initial occupation of employment space.

2.4.16 All of the above assumptions feed into the MSMs for each scenario (**Appendix C**), and the resultant trip generation presented in the COMET proforma for each site and each scenario (**Appendix A**).

2.5 COMET Approach

HCC Comments

2.5.1 HCC requested additional information relating to the scenarios and parameters to be assessed within the COMET model. The points raised by HCC include:

- *“Further discussions with HCC should take place, if not already done so, as part of the pre-application process, to determine the model’s suitability for use and to clarify model assumptions, including the scenarios to be modelled.”*
- *“The modelling methodology is generally unclear to me, including what strategic and local model runs are proposed to be carried out and how the strategic model will be used to interact / inform the local modelling. It is not clear whether it is intended to carry out COMET model runs for the BAU scenarios, to demonstrate the impacts of this or whether there are any up-to date existing COMET model runs available to represent these.”*
- *“An interim test is needed, what I am not currently clear on is how we arrived at a 2033 interim test.”*
- *“It is proposed that no COMET model run will be carried out for development option 3 (five form entry Secondary school plus residential), the justification being that the impacts will be lower than for either Options 1 or 2... I suggest that the trip generation assumptions are set out for all three of the school scenarios for HCC to gain agreement that this is the correct way forward.”*

NHDC Comments

2.5.2 The key comments provided by NHDC are as follows:

- *“Aren’t we starting from the assumption that the sites have already been tested through the Local Plan examination, and that what we are seeking to establish now is the scale of interventions needed to ensure that traffic levels are contained within safe and manageable bounds?”*
- *“Decide & Provide methodology not clearly set out, baseline should be a realistic worst-case future scenario – not BaU or an arbitrarily doctored BaU, but a scenario where planned mitigations are, for plausible reasons, less effective than hoped. Don’t understand the point of running BAU scenarios through COMET, since we are all agreed it is a scenario we need to test. The purpose of a TA is to propose and test the effectiveness of a range of interventions and mitigations.”*

ITP Response

2.5.3 For reference, the COMET model assessment scenarios, set out in the proforma, are shown in **Table 2-11** overleaf.

Table 2-11: COMET Scenarios

Ref	Year / Modelled Scenario to be run	Scenario to be run without proposed development included?	Scenario to be run with proposed development included?	Scenario to be run with proposed development and proposed mitigation measures included?
S1	2028, Opening Year – Business as Usual Assumptions	Yes	No ¹	No
S2	2033, Interim Phase (No Access Road) – Vision-led Assumptions	Yes	No ²	Yes ³
S3	2033, Interim Phase (No Access Road) – Business as Usual Assumptions		Yes	No ⁴
S4-1	2040, Full Development Year – Vision-led Assumptions (BA3 School Option 1)	Yes	No ²	Yes
S4-2	2040, Full Development Year – Vision-led Assumptions (BA3 School Option 2)		No ²	Yes
S5-1	2040, Full Development Year – Business as Usual Assumptions (BA3 School Option 1)		Yes	No ⁴
S5-2	2040, Full Development Year – Business as Usual Assumptions (BA3 School Option 2)		Yes	No ⁴

Model Suitability

- 2.5.4 HCC's modelling team have been engaged for several months in discussions around how COMET can be best used to support the OPA, including the flexibility of its inputs and outputs to align with the vision-led approach. The updated COMET model will reflect better local validation and improved usability and flexibility, and is therefore well suited to model development impacts at a high level. Regular meetings will be held with HCC and their consultants to agree the detail of inputs before the Growing Baldock run is undertaken.
- 2.5.5 Regards the use of previous COMET runs to inform the OPA, the Local Plan run did not account for the specific land use mix, quantum of development and mode share / trip generation assumptions currently proposed. The model is being used in preparation of the OPA to understand residual impact on the local highway network, once all opportunities for sustainable travel have been maximised.

BAU and Vision-Led Scenarios

- 2.5.6 The TSR sets out the range of factors that a scenario could be built from and proposes one vision-led scenario at each future year. This takes into account a mix of factors, inclusive of interventions necessary to deliver the vision (essentially, embedded mitigation). BAU scenarios are not proposed as part of assessing a range of worst-case outcomes.

¹ The opening year comprises only five dwellings so there is no need to model dedicated 'with development' scenarios

² Vision-led trip rates are not achieved without proposed mitigation measures

³ This will not be all mitigation proposed, aligning with the phasing of infrastructure up to the interim year

⁴ Trip rates not compatible with mitigation being in place

- 2.5.7 In the scenarios shown in Table 2-11 above, with and without 'mitigation' model runs are proposed. In the 'without mitigation' scenarios, BAU trip rates are used for development trips because those journeys will not be influenced by the embedded mitigation proposed in the vision-led scenarios (such as the shuttle working and banned turns on the A507). It is necessary to test this 'without mitigation' scenario to establish how the vision-led approach and interventions improve the residual impacts of the development; the two sets of results will be compared.

Interim Scenario

- 2.5.8 An exercise has been undertaken to establish a suitable interim year to consider in the TA and model in COMET. This has been informed by a VISSIM model which was initially built to test the impacts of banning turns at the B656 / A507 signal-controlled crossroads in Baldock.
- 2.5.9 The aim of the interim year testing was to identify the point at which the crossroads junction would become unacceptably congested as a result of development traffic and background traffic growth. It is assumed that at this point the BA1 access road would need to be constructed to link together the A507 and B656, and the turns banned at the crossroads junction. Therefore, the interim year would represent a tipping point in terms of development trip generation.
- 2.5.10 The VISSIM model used for this exercise includes:
- The crossroads junction in its current layout.
 - The shuttle working under the rail bridge on Station Road, as an early intervention necessary to manage traffic demand on the A507 corridor.
 - The BA1 site access junction.
 - Background traffic based on the 2022 traffic surveys commissioned by ITP.
- 2.5.11 **Appendix G** includes a note which details the inputs to four VISSIM model runs to identify the interim year threshold. These are informed by information provided by the client and from the emerging planning strategy and development specification. The note also includes a summary of the results of each run.
- 2.5.12 The second run of the model (Run 2) represents the optimal balance of maximising development quantum and minimising significant highway impacts on the local network, in particular at the B656 / A507 crossroads. This reflects a 2033 future year and comprises the following:
- 650 homes on BA1 and 200 homes at BA2, no development on BA3.
 - 36,650sqm (657,505sqft) floorspace on BA10, assumed to comprise a mix of the land uses proposed for BA10 (office, light industrial, industrial, medical centre, gym, waste transfer station and depot).
 - The same non-residential assumptions on the residential sites as set out in Section 2.4 for the interim scenario (a primary school, shop and leisure / community centre on BA1).
 - Background traffic growth from 2022 to 2033 using the TEMPro v8.1 'mode balanced decarbonation' scenario.

- Icnkield Way and Football Close are closed at their junctions with Station Road in the model.
- Assumption that the shuttle working system on Station Road results in a displacement of **30%** of background traffic on the A507, due to vehicle trips retiming, rerouting, changing mode or not taking place.

- 2.5.13 The note in **Appendix G** shows the results of Run 2. The maximum average queues in the morning peak hour were on Station Road, extending 125m north. This does not result in blocking back through the shuttle working system. The maximum delay per vehicle is ~90 seconds, on Royston Road. In the evening peak hour, the maximum average queue is ~90m on Royston Road, with a maximum delay of ~60 seconds per vehicle, on Clothall Road. Again, queues do not block back through the shuttle working or other adjacent junctions.
- 2.5.14 This level of queueing in Run 2 is occurring in the busiest, peak hour. It does not suggest any safety issues, and, whilst it is a minor delay (which could result in some drivers reassigning or retiming their journeys), it is unlikely to lead to significant driver frustration.
- 2.5.15 Other runs resulting in more or less significant impacts reflected different assumptions about development quanta and displacement of background traffic. Run 3, which assumed no traffic displaces from the A507, was the worst performing. Run 4 comprised of a later future year (2034) and therefore more development on the sites, but re-introduced the assumption of displaced traffic on the A507. The network performed satisfactorily despite greater development included, which suggests that the level of background traffic has a greater influence on performance.
- 2.5.16 Therefore Run 2, which has in a lower development quantum and performs relatively well, leaves room for uncertainty about how much background traffic displaces from the A507 in practice. The development assumptions in Run 2 are adopted in the 2033 Interim Year scenario in the COMET proforma.

School Option Scenarios

- 2.5.17 Three options will be presented in the OPA in relation to the secondary school:
- Option 1: 10-12 form entry secondary school on BA3 (replacing the existing Knights Templar school in Baldock), plus a SEND school.
 - Option 2: 248 dwellings on BA3, plus a SEND school.
 - Option 3: a 4-5 form entry secondary school on BA3 (with Knights Templar remaining operational on its current site), plus 86 dwellings and a SEND school.
- 2.5.18 The total trip generation is likely to be similar across all development options, but the traffic impacts will be more spatially focused in Options 1 and 2, and as a result, these two options form the COMET scenarios. For completeness, however, trip generation figures for all school development options will be detailed in the TA.

2.6 Local Modelling

HCC Comment

2.6.1 In relation to local modelling, HCC said:

- *“A VISSIM model has been built and will be used to test the implications of the development on the Station Road corridor. Anecdotally it appears from google street view that the whole of B656 Royston Road/ White Horse Street/ Hitchin Street corridor, together with the North Road/ Station Road/ Clothall Road corridor is subject to congestion.”*
- *“The modelling methodology is generally unclear to me, including what strategic and local model runs are proposed to be carried out and how the strategic model will be used to interact / inform the local modelling.”*

NHDC Comment

2.6.2 In relation to development impacts at Junction 9 of the A1(M), NHDC said that *“a stronger commitment than “investigate” is probably needed here. There is also some congestion in the AM peak at the London Road roundabout on going southbound on the A505.”*

ITP Response

2.6.3 The local modelling assessments will test in further detail the operation of the network where interventions are proposed and / or where COMET suggests capacity issues. COMET is not likely to give accurate estimations of delay or queue lengths, but available outputs include stress plots, volume capacity ratio plots and absolute delay / flow changes. Thresholds will be agreed with HCC to determine which junctions require detailed modelling, for example junctions which are shown to experience >60 seconds additional delay in the peak hours.

2.6.4 It is proposed that, as a minimum, the following junctions would be included in local modelling assessment:

- **Development Access Junctions**
 - Proposed BA1 site access at Royston Road / A505 roundabout
 - Proposed BA1 site access on A507 North Road
 - Proposed BA2 site access on Clothall Road
 - Proposed BA3 site access on Wallington Road
 - Proposed BA10 site accesses on Royston Road (two total)
- **Off-site Junctions**
 - A507 Station Road j/w Royston Road, Whitehorse Street and Clothall Road
 - Clothall Road j/w Wallington Road

2.6.5 It is also likely that COMET will confirm assessment is needed at Junctions 9 and 10 of the A1(M) and other local junctions, such as the London Road/South Road/High Street Roundabout. These will be tested where they exceed the agreed thresholds in the COMET outputs.

- 2.6.6 Junction capacity assessments will be undertaken using Junctions 10 and LinSig software. Validation of the models will be informed by the queue surveys commissioned by ITP in 2022, and they will be compared at a high level with the operation and capacity suggested by COMET.
- 2.6.7 As noted by HCC and previously in this Addendum, a VISSIM model has been built and will be used to test the impacts of the development on the Station Road corridor. The VISSIM model is based on vehicle counts and queue surveys from 2022, and does show an existing level of congestion on the A507 corridor (and the section of the B656 corridor it covers). Whilst average maximum queues in each five-minute period is generally the metric adopted to report VISSIM results, VISSIM also gives maximum queues across the entire period modelled. The model for the existing A507 / B656 crossroads layout confirms that maximum queues can sometimes exceed 200m or even 300m on some arms. This reflects the anecdotal evidence of the corridors becoming congested during peak times. The traffic volumes which are able to pass through the junction within the peak hour also validate very well with those recorded during the traffic surveys – GEH⁵ values are all less than 1, which indicates a very good likeness.

2.7 Public Transport Strategy

HCC Comments

- 2.7.1 Regarding the proposed bus service, HCC noted: *“Operating a 10 min frequency bus service from first occupation is unrealistic but some level of provision would need to be agreed. Ultimately all these factors (this comment and previous) come together to inform an interim mode share assumption for the interim test. These will ultimately be monitored.”*

NHDC Comments

- 2.7.2 The key points raised by NHDC are as follows:
- *“The aim should be for all homes to be within 400m of a bus stop. Although people are prepared to walk further to catch a high frequency service, it is unlikely that such a service will be viable for this development.”*
 - *“Need to consider access to Letchworth station too, which offers a faster and more frequent service to London.”*
 - *To clearly define public transport, suggest setting out “the assumed number of rail trips and the modal split for the first/last mile legs (walk, cycle, bus, car). I think splitting active travel into walking and cycling is important here because we need to know how much cycle parking will be needed at the station. Analysis of rail trips should also make reasonable assumptions about which station people will travel from”*
 - *The “proposed bus service is not described, and therefore it is unclear what destinations it will serve directly. The proposed 10-minute frequency of service is unprecedented in the UK outside of metropolitan areas and Park & Rides, and therefore would likely to require a high level of long-term subsidy. The added complication of the bus service having to use North/Station Road to serve BA1 in the early years will not make it an attractive service for early occupiers.”*

⁵ The [GEH statistic](#) is a measure of goodness of fit used in traffic modelling to compare two sets of traffic volumes.

ITP Response

- 2.7.3 The proposed bus service frequency and routing has been further refined for the purposes of the COMET proforma, albeit that additional detail will be developed through the public transport strategy in the TA.
- 2.7.4 The proposed bus route plan is presented in **Appendix H**. This shuttle bus would route through the town centre and existing areas of Baldock, ensuring that the existing town and proposed development are well connected and conveniently accessed by public transport. The bus service would also be supported by an interchange at Baldock station to connect existing and future residents to rail services. Connection to Letchworth Station is not a current priority because this undermines the excellent proximity of the application sites to Baldock station – a bus connection to Baldock has been prioritised.
- 2.7.5 The provision of this service across the build out of the proposed development is currently being developed. The indicative strategy is as follows:
- **Interim Year** - Prior to the multi-modal bridge being in place in BA1, the bus route would be formed as a horseshoe with buses travelling back and forth, extending further into BA1 as the buildout progresses. On Royston Road, bus stops would only be required on the northern side of the carriageway in this arrangement. This could be delivered with a 15-minute frequency using two buses.
 - **Full Build Out** - Once the multi-modal bridge and Yeomanry Drive bus link are in place then the route can become a loop. Initially, it is proposed that this is operated by two buses, undertaken as a one-way loop and with a 15-minute frequency. There is potential to add in further buses towards the end of the build-out if future demand requires.
- 2.7.6 Before the employment at BA10 commences development, the bus is not required to extend along Royston Road. This means that between 2029 and 2031 a 15-minute frequency could be delivered by one bus.
- 2.7.7 NHDC raised several queries with regard to how the MSM deals with bus trips, rail trips and the first/last mile active travel trips as part of public transport journeys. Further clarification will be provided in the suggested MSM demonstration at a future Transport Working Group.

3 Summary

- 3.1.1 This Transport Scoping Report Addendum has been prepared by ITP on behalf of Urban & Civic in association with a developing outline planning application for the proposed 'Growing Baldock' development.
- 3.1.2 The purpose of this TSR Addendum has been to address comments provided by North Hertfordshire District Council (NHDC) and Hertfordshire County Council (HCC) regarding the TSR submitted by ITP in February 2025. Key comments which have resulted in a change in approach or trip generation have been addressed in this Addendum. All comments are individually addressed in **Appendix B**.

- 3.1.3 Many of the changes made in response to comments have informed the COMET proforma submitted to HCC on the 21st of March 2025, and therefore, agreement is sought relating to trip generation, internalisation and mode share assumptions to ensure that the modelling is undertaken on an agreed basis. All points of agreement will be carried forward to the Transport Assessment submitted to support the outline planning application.

Appendix A – COMET Model Proforma

Hertfordshire Strategic Transport Model (COMET)

Proforma: – Transport Assessment of a Single Development

Introduction

This form is to be used to specify model runs of the Hertfordshire County Wide Model of Transport (COMET). Applicants are expected to complete the relevant sections in this form and refer to the Checklist at the end of the document.

Prior to completing this form, it is advisable to confirm with Development Management Team and the Transport Planning Data Team HCC (Hertfordshire County Council) that COMET is the most suitable model to assess your development proposal (see more details in HCC modelling pages; www.hertfordshire.gov.uk/transportmodelling).

In order to ensure accurate modelling of the development a number of inputs are required from the developer. These are as follows:

- *Location of development (plan to be provided showing context with existing transport network);*
- *Information on size and type of development;*
- *Trip rates to be used; (these should be agreed with the Highways Development Management Case officer);*
- *Proposed site access junctions (location and form, ideally with a layout);*
- *Any other proposed junction modifications or offsite mitigation measures including cycle and walk schemes (location, type and ideally layout);*
- *Master Plan, if available;*
- *Plan showing any bus routes proposed for all relevant time periods (frequencies; entire route with direction of travel indicated if available);*

If this information is not yet available, we may recommend delaying the modelling work to a later stage.

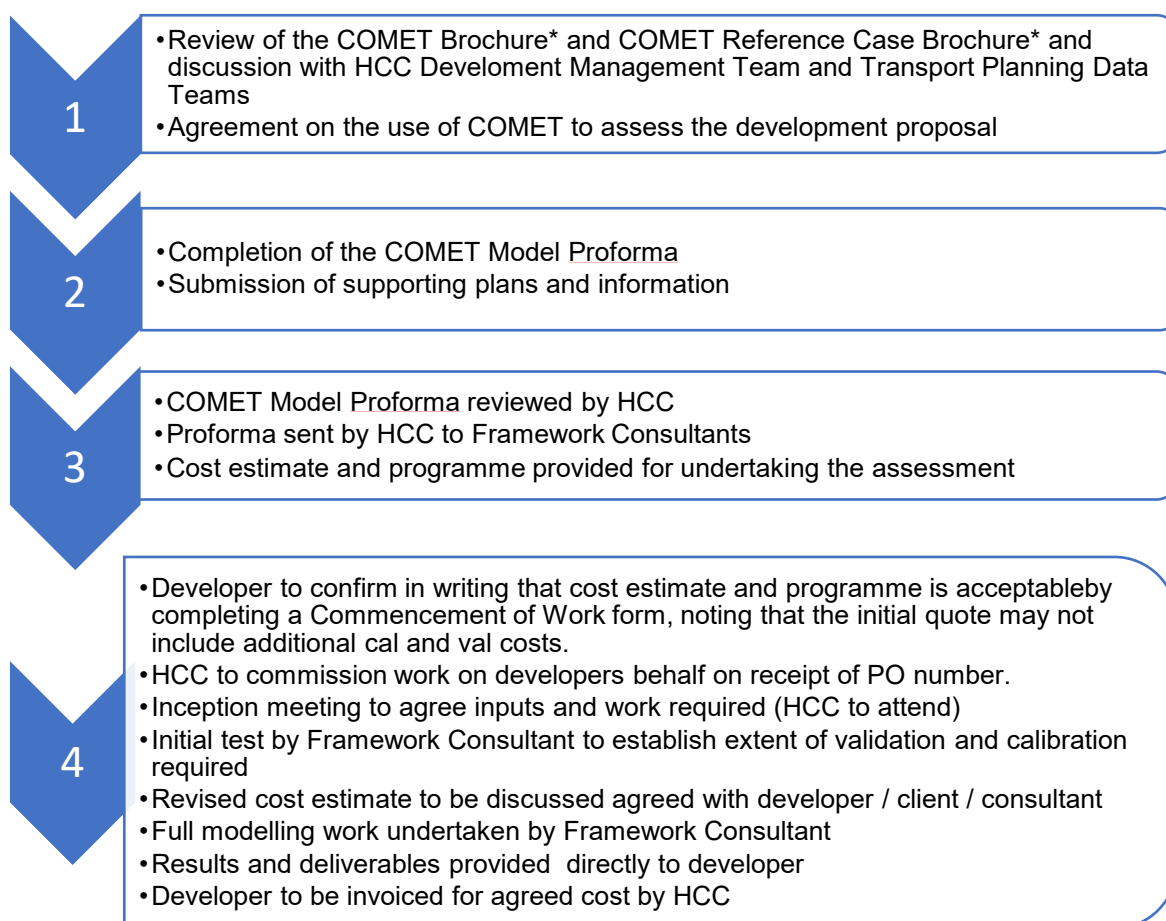
Please note, before a model test can be carried out a validation test must take place to test the performance of the COMET model in the relevant area. Depending on the results of the validation test, a calibration and validation exercise may be required to improve the performance of the model. The costs of this calibration and validation exercise are not necessarily included in the initial quote provided by HCC.

Modelling work would be commissioned by HCC using one of our Transport Planning framework consultants (AECOM, Systra or WSP) using a competitive bidding process although a direct award arrangement is available for small elements of work (less than £10,000 value) where there is a clear benefit in using a particular consultant (e.g. continuity of previous work).

The process for undertaking a model run is shown in below.

COMET Process Chart

Note:* see the HCC modelling webpage for brochures;



www.hertfordshire.gov.uk/transportmodelling

HCC and Framework Consultants commit to providing a cost estimate and fee proposal to an applicant within 10 working days of receiving a completed Model Proforma form. Please note, the quote supplied by HCC on the basis of this form may not include the cost of additional validation and calibration work needed.

If you wish to use COMET to help inform other modelling works (e.g. microsimulation, junction modelling) or undertake the strategic testing of a scenario, this form should not be used and a

standalone request is required. Please seek HCC advice. See the webpage:
www.hertfordshire.gov.uk/transportmodelling

Applicant Contact Details

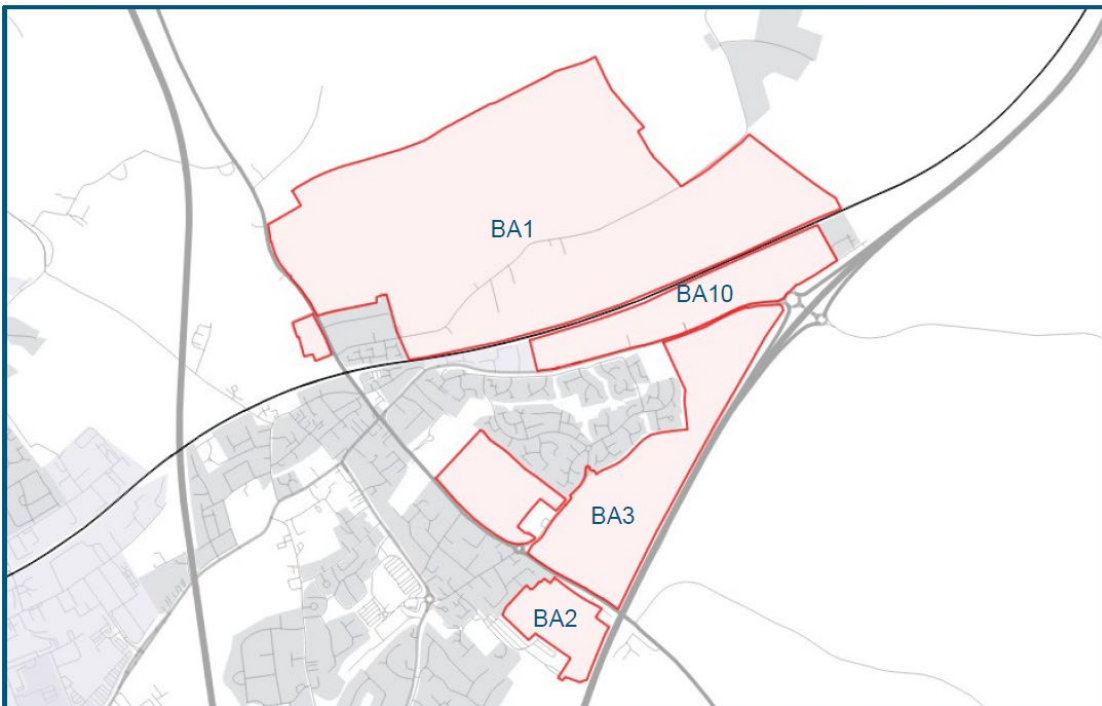
The applicant should complete **Table 1** to confirm their contact details

Table 1: Project Approval Agreement

Details	ITP, a company of Royal HaskoningDHV, has been commissioned by Urban & Civic to develop the transport and movement vision and strategy for the Growing Baldock project. We seek to undertake a Strategic Model run to support the Growing Baldock planning application targeted for submission in Autumn 2025.
Name	Geoff Burrage
Organisation	HaskoningDHV UK Limited (trading as Integrated Transport Planning Limited)
Address	WestPoint Business Park Lynch Wood Peterborough PE2 6FZ
Telephone	+44 7388 955 230
Email	geoff.burrage@itp.rhdhv.com
Role of Applicant in the Project	Project Manager
Date of Application	21/03/2025
If representing a client as a consultant, please state name and key contact details of your main client	Kitty Eyres Urban&Civic plc 50 New Bond Street London W1S 1BJ

Development Details

Table 2 the proposed development

Development name: Growing Baldock
Proposed Development brief description (size and type of development e.g. GFA, no of units, including the existing land use): The Growing Baldock development comprises of the Local Plan allocation sites BA1, BA2, BA3 and BA10 in Baldock, Hertfordshire. The development proposed delivery of up to 3,198 residential units, 93,000 sqm of employment and other land uses and up to three new schools across all four allocations. (Further detail to be provided in Table 4)
Is the development a Local Plan allocation? <u>Yes</u> / No
If so, what is its Local Plan reference: Allocation BA1, BA2, BA3 and BA10 in the North Hertfordshire District Council (NHDC) Local Plan

Development Location: Baldock, Hertfordshire
Town/City/District: Baldock, Hertfordshire
Access point(s) onto Highway Network:
<u>Plot BA1</u> • Realigned North Road through new signal junction (PC3381-RHD-CE-BN-DR-D-0110) • Signal controlled bus-only link onto North Road (PC3381-RHD-CE-BN-DR-D-0111) • Southern Access onto Roundabout junction of A505 and Royston Road (Priority Controlled Roundabout) (not available in opening year or interim scenarios) (PC3381-RHD-CE-BN-DR-D-0112)

Plot BA2

- Site Access Road with Clothall Road (Simple Priority)

Plot BA3

- Site Access Road with Wallington Road (Simple Priority)

Plot BA10

- Southern Access onto Roundabout junction of A505 and Royston Road (Priority Controlled Roundabout)
- Direct Accesses along Royston Road (2no. simple priority/footway crossover)

Are there any areas / key links / junctions which you need to modelling work to focus on?

Development Access Junctions

- **A505 j/w Royston Road + Proposed BA1 Southern Access**
- **A507 North Road j/w Proposed BA1 Northern Access**
- **Proposed BA2 Site Access Road with Clothall Road**
- **Proposed BA3 Site Access Road with Wallington Road**

Intervention Junctions

- **A507 Station Road j/w Royston Road, Whitehorse Street and Clothall Road**
- **Station Road j/w Icknield Way/Football Close**
- **Clothall Road j/w Wallington Road**
- **London Road/South Road/High Street Roundabout**

Strategic Junctions

- **A1 (M) Junction 9**
- **A1 (M) Junction 10**

Other Key Junctions

- **A505 j/w London Road**
- **A505 Southbound Slip Roads j/w Wallington Road**
- **A507 j/w Baldock Services Access (in vicinity of A1 (M) Junction 10)**
- **Icknield Way j/w Norton Road**
- **Icknield Way j/w Station Road**
- **Football Close j/w Station Road**
- **North Road j/w Bygrave Road**
- **Norton Mill Lane j/w North Road**
- **Norton Road j/w Letchworth Road**
- **Newnham Road j/w Ashwell Road**
- **Newnham Road j/w Bygrave Road**
- **Letchworth Road j/w Weston Way**
- **High Street j/w Mansfield Road**

Key routes

- **B656 (Letchworth Garden City to A505 via Baldock)**
- **A1(M) junction 10 to A505 at junction with B656**

Indicative Opening Year(s): 2028

Please attach location site plan/master plan, proposed access/es plan; a plan showing area of interest, and list below any key links / junctions that require particular attention

Application of COMET

Existing Scenarios

There are three planning Scenarios currently available in COMET:

1. **2014 Base Year:** This is based on traffic surveys carried out in 2013/2014, existing housing and employment sites in 2014 and the highway network as it was in 2014. HCC does not recommend updating the base year to a more recent year.
2. **2036 NTEM Constrained Scenario:** This includes near certain and highly likely forecast planning data (i.e. employment and dwelling growth) by COMET zone for all 10 Hertfordshire districts. In practice this means the planning data provided contains two elements:
 - Completions (completed sites between the COMET base year of 2014 and the current year of 2022);
 - Permissions (planning data with a high level of certainty- Near Certain TAG A2 Classification of Future inputs). and
 - An adjustment to NTEM projections to 2036.

The NTEM Constrained Scenario also contains near certain and highly likely transport schemes across the county.

The NTEM Scenario provides the most appropriate base for individual development tests.

3. **2036 Local Plan Run 7:** this includes developments and transport schemes which are currently included within Hertfordshire Districts Local Plans and HCC transport strategies regardless of their level of certainty. HCC use this forecast to ensure that the cumulative impacts of growth are fully considered. It is however difficult to isolate the impacts of individual developments using this forecast. The latest available version is Local Plan Run 7 growth which is based on Local Plan allocations to 2036 (as of Autumn 2022).

Model Structure

For the forecast year scenarios, the COMET model suite is comprised of three components as shown in below:

Depending on the size and location of the development / scheme tested in COMET, it may not be essential to run the entire model suite. For smaller developments (e.g. less than 250 dwellings) in less sensitive locations, we recommend existing outputs are analysed around the proposed development to help determine its impact. For most developments a test using the Highways model is likely to be sufficient but for larger developments or those involving significant

new transport infrastructure a run of the full model suite may be appropriate. Please refer to Figure 3 to determine how COMET should be used to assess your proposal.

COMET Highway Model

- The **Saturn based** highway model assigns the highway demand onto the highway network, to produce traffic flows, link time, congestion and routing information.

COMET Public Transport Model

- The **EMME based** public transport model assigns the public transport demand onto the public transport network, which includes highway, rail, bus, and walk links. This produces passenger flows by route and operator for bus and rail trips.

COMET Variable Demand Model

- The **EMME based** variable demand model is designed to estimate the effect of changes in transport infrastructure and travel cost upon patterns of demand. That is, the way travellers respond to changes other than choosing different routes which is forecast by the highway and public transport assignment models.

Full COMET Model Suite

- Significant **scheme** / multiple or individual major site(s) or **site / scheme in key area with mode shift potential or significant new transport infrastructure**.

COMET Highway Assignment Models Only

- Individual developments with over 250 dwellings **outside key areas**
- More minor scheme with little impact on other modes / time of travel

COMET Model Output Analysis

- Use of model flows/counts/distribution to support evidence and/or transport assessments. For use in smaller developments (typically less than 250 dwellings) in non sensitive locations

Please complete **Table 3** to select the analysis year(s) required and the level of modelling required. This will be reviewed by HCC.

Table 3: COMET Assessment Scenario Requirements

	Year, Scenario	Full COMET Model Suite	COMET Assignment Models Only	COMET Model Output Analysis
S1	2028, Opening Year – Business as Usual Assumptions	Yes		
S2	2033, Interim Phase (No Access Road) – Vision-led Assumptions	Yes		
S3	2033, Interim Phase (No Access Road) – Business as Usual Assumptions	Yes		
S4	2040, Full Development Year – Vision-led Assumptions	Yes		
S5	2040, Full Development Year – Business as Usual Assumptions	Yes		

This has to accord with the forecast year available unless a further bespoke model run year is to be developed which will involve additional cost

Table 3a: COMET Assessment Scenario School Variations

	Year, Scenario	Option 1: 12-form secondary school and SEND school delivered on BA3	Option 2: Housing and SEND school delivered on BA3
S1	2028, Opening Year – Business as Usual Assumptions	S1 – no variation required in scenario	
S2	2033, Interim Phase (No Access Road) – Vision-led Assumptions	S2 – no variation required in scenario	
S3	2033, Interim Phase (No Access Road) – Business as Usual Assumptions	S3 – no variation required in scenario	
S4	2040, Full Development Year – Vision-led Assumptions	S4-1	S4-2
S5	2040, Full Development Year – Business as Usual Assumptions	S5-1	S5-2

There are nine scenarios in total to be modelled.

Development Land Use and Implementation Characteristics

Please provide development details in **Table 4**, covering the size/type of land use, and number of dwellings/employment for each of the sub-categories below. If a Full COMET Model Suite* run is not being undertaken, trip rates require agreement from HCC

For employment sites where the number of jobs is not known, floorspace can be provided instead. If floorspace is given, please give the area in the correct units for each category (shown in the table). Framework Consultant will apply employment floorspace density assumptions to derive the number of jobs (based on Employment Density Guide V3) <https://www.gov.uk/government/publications/employment-densities-guide>).

If dwelling type (e.g. houses, flats etc) is known, this information should be provided.

Table 4: Development Land Use Classification

Land Use Type	Land Use	2033			2040		
		Floorspace	Dwellings	Other	Floorspace	Dwellings	Other
BA1							
Dwellings	C3		650			2,750	
Shops	A1-A3	350m²			700 m²		
Financial & Professional Services							
Restaurants & Cafes							
Drinking Establishments	A4-A5	400m²			800 m²		
Hot Food Takeaways							
Office	B1(a)/ B1(b)	0m²			550 m²		
Hotel / Residential Institutions	C1-C2	0m²			3,500 m²		
Leisure	D2	575m²			1,150 m²		
Pub	Sui Generis	0m²			750 m²		
Education – Primary School	F1			1no. 3-form			2no. 3-form
Community	F2	500m²			500 m²		
Nursery	E(f)	550m²			550 m²		
BA2							
Dwellings	C3		200			200	
BA3 (Option 1)							
Education – Secondary School	F1						1no. 12-form
Education – SEND School	F1						150 pupils 50 staff

BA3 (Option 2)							
Dwellings	C3					248	
Education – SEND School							150 pupils 50 staff
BA10							
Medical Centre	E	1,500m ²			1,500 m ²		
Vehicle depot	Sui generis	-			1,500 m ²		
Waste transfer station	B2	-			3,500 m ²		
Office	E	12,500m ²			20,000 m ²		
Light Industrial	E	13,250m ²			26,500 m ²		
Industrial	B2	9,400m ²			26,500 m ²		
Gym	E(d)	-			5,000m ²		

Projected Trip Rates & Trip Distribution

Trip Rates and Trip Generation/ Attraction

Development trip rates and trip generation / attraction estimates should be stated in **Table 5**.

These are provisional estimates and need to be agreed with HCC before the model test can be carried out.

Table 5a: Trip Generation (Cars)

Land Use Type	2033, Interim Phase (No Access Road) – Vision-led Assumptions				2033, Interim Phase (No Access Road) – Business as Usual Assumptions				2040, Full Development Year – Vision-led Assumptions				2040, Full Development Year – Business as Usual Assumptions			
	AM Peak (8–9)		PM Peak (17–18)		AM Peak (8–9)		PM Peak (17–18)		AM Peak (8–9)		PM Peak (17–18)		AM Peak (8–9)		PM Peak (17–18)	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
BA1																
North Access	50	130	142	65	52	137	151	69	-	-	-	-	-	-	-	-
North and South Access ¹	-	-	-	-	-	-	-	-	152	393	375	170	167	439	413	189
BA2																
Site Access Road	23	59	54	25	25	67	60	27	22	57	53	24	25	67	60	27
BA3 (Option 1)																
Site Access Road	0	0	0	0	0	0	0	0	508	26	3	162	508	26	3	162
BA3 (Option 2)																
Site Access Road	0	0	0	0	0	0	0	0	101	95	65	61	103	103	69	63
BA10																
Site Access Road (West)	114	23	20	74	122	25	24	81	229	43	29	143	283	56	58	189
Site Access Road (East)	37	8	7	24	40	8	8	27	75	14	9	47	93	18	19	62
Waste Access	11	2	2	7	12	3	2	8	23	4	3	14	28	6	6	19
Total BA10	163	33	29	106	175	36	34	115	327	62	41	204	405	79	82	269

¹ Assignment to be determined by COMET once junctions are joined internally

Table 5b: Trip Generation (HGVs)

Land Use Type	2033, Interim Phase (No Access Road) – Vision-led Assumptions				2033, Interim Phase (No Access Road) – Business as Usual Assumptions				2040, Full Development Year – Vision-led Assumptions				2040, Full Development Year – Business as Usual Assumptions			
	AM Peak (8–9)		PM Peak (17–18)		AM Peak (8–9)		PM Peak (17–18)		AM Peak (8–9)		PM Peak (17–18)		AM Peak (8–9)		PM Peak (17–18)	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
BA1																
North Access	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
North and South Access ²	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
BA2																
Site Access Road	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
BA3 (Option 1)																
Site Access Road	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
BA3 (Option 2)																
Site Access Road	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
BA10																
Site Access Road (West)	3	2	2	2	3	2	2	2	8	8	0	0	8	8	0	0
Site Access Road (East)	1	1	1	1	1	1	1	1	3	3	0	0	3	3	0	0
Waste Access	0	0	0	0	0	0	0	0	1	1	0	0	1	1	0	0
Total BA10	4	3	2	3	4	3	2	3	12	12	0	0	12	12	0	0

² Assignment to be determined by COMET once junctions are joined internally

Trip Distribution

In addition to development trip rates and trip totals, COMET also requires a trip distribution for travel demand. The distribution can be derived in one of the three following ways, and should be agreed by the applicant/HCC:

- 1) The development is loaded into the existing model zone based on the site's geographical location. The development trips take the distribution of that existing model zone.
- 2) If a different distribution is required, the development should be allocated to a specific "development zone". The distribution can be based on modelling assumptions within the COMET model suite.
- 3) The distribution can be specified by the applicant/HCC.

Table 6: Trip Distribution methodology (please tick)

Method	Please tick one option	Information source
Existing zone – based on COMET distribution		COMET
New development zone - based on COMET distribution	✓	COMET
New development zone** – applicant distribution		Applicant/HCC

Note ** Select an existing zone near to the development which is likely to have a similar distribution as close as possible.

Development Highway Network and Access

Please provide a location and access plan for the development to be tested in the model. This is required to ensure correct coding. It should be as detailed as possible and include any restrictions (e.g. heavy vehicle bans) on accesses and highlight the amount of development served from each access.

Table 7: Development Accesses

Access Location	Type of access	Drawing / Plan number	Link Road /Through routes within the development	Notes***
Proposed BA1 Northern Access j/w A507 North Road	Signalised 3-arm junction	PC7029-RHD-CE-GB-DR-D-0110	Proposed Access Road for BA1. This will link through to BA1/BA10 southern access by 2040 but not in 2033 scenarios.	
North Road (South of BA1 Northern Access Road Junction)	Signalised 3-arm junction (Bus and cycle access only on minor arm)	PC7029-RHD-CE-GB-DR-D-0111	This will link through to BA1 southern access by 2024 but not in 2033 scenarios, dependent on bus service demand.	
Proposed BA1/BA10 Southern Access at A505 j/w Royston Road Roundabout	Priority controlled roundabout	PC7029-RHD-CE-GB-DR-D-0112		
Proposed BA10 Site Access Road (West) with Clothall Road	Simple priority junction	PC7029-RHD-CE-GB-DR-D-0113		
Proposed BA10 Site Access Road (East) with Clothall Road	Simple priority junction	PC7029-RHD-CE-GB-DR-D-0113		
Proposed BA2 Site Access Road with Clothall Road	Simple priority junction	In progress – to follow shortly		
Proposed BA3 Site Access Road with Wallington Road	Simple priority junction	In progress – to follow shortly		

*Note***; (eg speed limit assumptions / reference to signal timing assumptions / amount of development served from access / presumed opening year)*

Overall access plan attached – yes / no - see draft parameter plan

The COMET model has been calibrated and validated to comply with WebTAG standards for the purposes of a strategic model. However, it is normal for a model of this size to sometimes require further, more localised calibration/validation in order to undertake more detailed assessment work, such as looking at the impacts of individual developments. If additional calibration / validation is needed this can impact the price of the model run.

Please provide details of any recent year traffic count information in the local area if available, please add this information to **Table 7.1**. Types of survey including: turning counts, link counts, saturation flows, journey time data and roadside interview data are of particular use.

If you need further details please refer to the Local Model Validation Report (available from HCC), or seek HCC for advice on local validation for the area of interest.

Table 7.1 Recent Traffic Count Information in the Local Area (Optional)

Location	Year of survey	Type of traffic surveys	Drawing/plan/spreadsheet number	Coordinates
We have a very large amount of survey data from 2022 covering Baldock including junction turning counts, ANPR surveys, parking surveys and PRow surveys. We would be happy to share with the COMET consultant off the back of a discussion as to what would be useful / relevant to this exercise – the file size is too large to share all at once.				

Any traffic surveys stated in Table 7.1 should be provided separately as part of the supporting information.

Transport Network Mitigation Proposals

Please provide details of all proposed development mitigation schemes and any other transport schemes the development is dependent on in the form of supporting plans and drawings for coding into the model (including road type, speed limit and junction arrangements) in **Table 8**. Please supply a diagram, and any junction model results (ARCADY, LINSIG, etc.) if available. Mitigation may have to be agreed with HCC prior to commencing mitigation tests. Please use **Table 9** to confirm the scenarios to be modelled:

Table 8: Individual mitigation measures to be modelled:

Location	Type of measure	Drawing / Plan number	Present in		Notes***
			2033	2040	
Junction of A507 Station Road / Royston Road / Whitehorse Street / Clothall Road	- Managing traffic demand through banned turns (with exceptions for buses) - Simplifying junction signal phasing, reducing conflicting movements and providing dedicated pedestrian phase - Reallocating road space to improve pedestrian access	PC7029-RHD-CE-GB-DR-D-0115	No	Yes	This is intended to support the rerouting of through trips from the centre of Baldock to more appropriate routes (i.e. A505)
Icknield Way and Football Close	Closure of vehicle links with North Road	PC7029-RHD-CE-GB-DR-D-0115	Yes	Yes	Required in combination with above measure to prevent rerouting along Icknield Way and to deliver segregated cycle track.
North Road	One-way shuttle working under rail bridge on North Road with bus priority	PC7029-RHD-CE-GB-DR-D-0115	Yes	Yes	Required to provide sufficient space to two-way segregated cycle track. Also to act as a point of friction on the A507, to discourage through trips in Baldock.
Royston Road	Gateway feature to slow traffic and new parallel crossing	PC7029-RHD-CE-GB-DR-D-0113	Yes	Yes	Provided in combination to access to employment parcel in BA10
Royston Road	Signalised bus-only link from Royston Road to Yeomanry Drive	PC7029-RHD-CE-GB-DR-D-0113	No	Yes	Not required until multimodal bridge is delivered over the railway line.

Royston Road	- New mini roundabout to reduce speeds and improve safety at existing business centre - New parallel crossing to provide access to cycle track	PC7029-RHD-CE-GB-DR-D-0114	Yes	Yes	Provides access to the cycle track for existing businesses, helping to offset trip generation and local changes to road network.
Royston Road and Yeomanry Drive	New parallel crossings to improve active travel links to BA1 via railway underpass	PC7029-RHD-CE-GB-DR-D-0114	No	Yes	Underpass will be delivered at the same time as multi-modal bridge over the railway line.
Icknield Way East	Closure of vehicle link with Royston Road	PC7029-RHD-CE-GB-DR-D-0114	Yes	Yes	Required in combination with other measures to prevent rerouting along Icknield Way East.
Connection between North Road and Royston Road	- Multi-modal bridge over railway line - Creation of a new traffic-calmed link through BA1 and BA10	PC7029-RHD-CE-GB-DR-D-0118	No	Yes	This route is not intended to cater for significant volumes of through traffic and will be designed as a residential street with significant traffic calming so that it does not become a favoured route for drivers travelling between the A505 and A1(M). Once delivered BA1 trips will be able to use either access.
North Road	Segregated cycle track	PC7029-RHD-CE-GB-DR-D-0110 PC7029-RHD-CE-GB-DR-D-0111 PC7029-RHD-CE-GB-DR-D-0115	Yes	Yes	Will likely require narrowing of carriageway leading to slower vehicle speeds

Royston Road	Segregated cycle track	PC7029-RHD-CE-GB-DR-D-0112 PC7029-RHD-CE-GB-DR-D-0113 PC7029-RHD-CE-GB-DR-D-0114	No	Yes	Delivered largely through verge so less impact on vehicle speeds.
Various	Shuttle bus service connecting BA1 – Baldock railway station – Baldock Town Centre – BA10	Figure 7029-A-1 (interim scenario) Figure 7029-B-1 (full build out scenario)	Yes	Yes	15-minute frequency

Notes***;(eg speed limit assumptions / reference to signal timing assumptions / amount of development served from access / presumed opening year)

Table 9: Mitigation Scenarios to be Modelled

	Year/ Modelled Scenario to be run	Scenario to be run without proposed development included? (Yes/No)	Scenario to be run with proposed development included? (Yes/No)	Scenario to be run with proposed development and proposed mitigation measures included? (Yes/No)
S1	2028, Opening Year – Business as Usual Assumptions	Yes	No	No
S2	2033, Interim Phase (No Access Road) – Vision-led Assumption	Yes	No ³	Yes ⁴
S3	2033, Interim Phase (No Access Road) – Business as Usual Assumptions		Yes	No ⁵
S4-1	2040, Full Development Year – Vision-led Assumption (Option 1)	Yes	No ³	Yes
S4-2	2040, Full Development Year – Vision-led Assumption (Option 2)		No ³	Yes
S5-1	2040, Full Development Year – Business as Usual Assumptions (Option 1)		Yes	No ⁵
S5-2	2040, Full Development Year – Business as Usual Assumptions (Option 2)		Yes	No ⁵

COMET Outputs Required

Table 10 lists the typical types of outputs available from COMET. Specific or additional outputs can usually be provided on request. If outputs not listed in the table below are required, please submit details in an appendix to this document.

It should be noted that the appropriateness of outputs is caveated as COMET is a strategic transport model covering the whole of Hertfordshire. Therefore, outputs such as queues or

³ Vision-led trip rates are not achieved without proposed mitigation measures

⁴ Not all mitigation will be delivered by 2033

⁵ Trip rates not compatible with mitigation being in place

delays may not be calibrated/validated at specific points and are purely indicative. The use of other, more detailed models should be used if in-depth analysis at individual locations is required.

Please tick the outputs required and specify the format required in **Table 10**.

Table 10: COMET Output Options

Output	Large Development >500 Dwellings	Format (e.g. Saturn / GIS / PowerPoint / excel)
Highway Flow Changes (absolute)****	Yes	GIS / Excel
Highway Delay Changes (absolute)****	Yes	GIS / Excel
Area of 5% Flow Change	Yes	GIS / Excel
Forecast flows (PCUs or veh/hr)	Yes	GIS / Excel
Area stress plots (volume capacity ratios)	Yes	GIS / Excel / Powerpoint
Individual Junction Plots & Volume Capacity Ratios	Yes	GIS / Excel / Powerpoint
Change in Travel Time, Distances & Speeds on link	Yes	GIS / Excel
Travel Time Changes Along Key Routes	Yes	GIS / Excel
Distribution Analysis/Diagrams of Development Traffic Routes	Yes	GIS / Excel/ Powerpoint
Public Transport Passenger Changes (Full Suite only)	Yes	Excel / Powerpoint
Mode Share Reporting: Car, Public Transport (Full Suite only)	Yes	Excel / Powerpoint
Impacts on Highways England Network, AQMAs & Key Junctions	Yes	GIS / Excel
Select Links of Development Traffic (link based)	Yes	GIS / Excel
Routeing Changes of Non-Development Traffic	Yes	GIS / Excel
Trip Distance, 24-Hour Trip Making	Yes	Excel
Household, Employment Change (Full Suite only)	Yes	Excel
Provision of Hourly Flow Data (Junction Turning flow) for Junction Design/Assessment	Yes – see Table 2	Excel

*If yes, please see the additional details section below		
Mitigation Impact Assessment	Yes	Excel / Powerpoint
Cordon matrices	Yes	Excel
Other (please specify)		

Note:**** (Outputs required for the COMET Run)

The applicant should also confirm what level of analysis (and formats) they require HCC/Framework Consultant to undertake on the modelling outputs. Please indicate using

If you have stated above that “Provision of Hourly Flow Data for Junction Design/Assessment” is needed. Please give details of the junction or junctions that this data is needed for

Please give details of the junction/s. These details could include but are not limited to:

- The road name and road number of each arm of the junction
- A map with the relevant junctions highlighted
- The name of the junction, for example “M25 J25” or “The Plough Roundabout, Hemel Hempstead”

Table 11: COMET Output Formats

Output	Description	Yes/No
Standard Saturn plots	Saturn output files	Yes
GIS Shapefiles	.shp GIS file(s) including tables with the required outputs from the table above. A user guide detailing the shapefile contents will be supplied.	Yes
PowerPoint Potential Options: Without Teleconference (Yes/No) With Teleconference (Yes/No) With Face-to-Face Meeting (Yes/No)	PowerPoint presentation of the modelling undertaken and outputs as specified, including details of how the trip demand of the new development was processed. Commentary about the outputs seen will be provided in the Notes section of the PowerPoint and in the teleconference/meeting (if held). The applicant will be provided with the presentation in PowerPoint and .pdf format. The scope will allow for one round of comments from the applicant before the final presentation is issued.	Yes

Technical Note	Technical Note detailing the initial model appropriateness checks, modelling undertaken and outputs as specified, including details of how the trip demand of the new development was processed. Commentary about the outputs seen will be provided in detail. The scope will allow for one round of comments from the applicant before the final Technical Note is issued. The format of the Technical Note will be confirmed by HCC/AECOM following review of this application. The Technical Note will be provided in .pdf format.	Yes
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All outputs and presentations/reports will be supplied in electronic format only.

Inception Meeting

An inception meeting / teleconference is essential to run through the proposal and better understand the information supplied. Inception meetings can be held either by a MS Teams call or at the HCC (Hertford) offices. Please indicate your preferred inception meeting location in **Table 12**.

Table 12: Inception Meeting Options

Option	Yes/No
Face-to-face inception meeting – HCC County Hall in Hertford	No
MS teams call inception meeting	Yes

Application Checklist

The applicant should use the checklist in **Table 13** to confirm they have provided all the required information in this Proforma.

Table 13: Application Checklist

Item	Proforma Location	Comments (e.g. filenames etc)
Project Approval Agreement	Table 1	Complete
Development Details	Table 2	Complete
COMET assessment requirements	Table 3	Complete
Development land use classification	Table 4	Complete
Expected development trip totals	Table 5	Complete
Trip Distribution	Table 6	Complete
Development access/es	Table 7	Complete
Individual mitigation measures to be modelled	Table 8	Complete
Mitigation scenarios to be modelled	Table 9	Complete
COMET output options	Table 10	Complete
COMET output formats	Table 11	Complete
Inception meeting	Table 12	Complete

Once complete, please send this proforma to Transport Planning and Data Team:

Team Email: Tpdata@hertfordshire.gov.uk &

Gary Beaumont Email: Gary.Beaumont@hertfordshire.gov.uk &

Dan Tan Email: Dan.Tan@hertfordshire.gov.uk

Transport Planning Data Team, Highways Operations & Strategy

CHN204 Hertfordshire County Council,

County Hall,

Pegs Lane,

Hertford SG13 8DN

Appendix B – ITP TSR Comment Review

Authority	Format	Date Received	Comment	Suggested Resolution from Comments	TSR Page	TSR Reference	Topic	ITP Response
North Herts	In Report	10/02/2025	Significance of "study area links"?			21 Referring to Insert 4.4: Proposed Highway Safety Study Area	Collision analysis	To be updated in TA
North Herts	In Report	11/02/2025	BSUE = Baldock Sustainable Urban Extension			49 Insert 7.1, mode shift model approach	Trip generation	Noted
North Herts	In Report	11/02/2025	Plot a gap rather than a dip for missing data.		Annex C Transport and Movement Baseline, page 22	Annual passenger entries/exits to Baldock Station	Errors and typos	Noted, will be updated for TA
North Herts	In Report	11/02/2025	Why?		Annex C, Transport and Movement Baseline Appendix A, page 52	"The AM peak is missing" - movements around proposed development site	Errors and typos	Issues with data collection
North Herts	In Report	14/02/2025	As discussed, this could reflect the general economic backdrop ("cost of living crisis"), and not a trend to be extrapolated reliably. Changing work patterns have not yet played out fully. Under-used office space will eventually be filled by workers (new businesses filling vacated premises; co-working spaces, perhaps with lower rates on Mondays and Fridays); or, office buildings/land will be redeveloped for other purposes, potentially residential. There is another trend beginning to be evident, of EV owners driving more because the marginal cost (principally, cost of electricity per mile) is lower. See: https://www.rac.co.uk/drive/news/electric-vehicles-news/what-range-anxiety-ev-drivers-rack-up-more-miles-than-those-using-tradition/ Although government should and could introduce some form of road pricing to replace fuel duty, it has no intention of doing so in the current Parliament. (I have this on good authority – road pricing is my specialist topic!) In short, I caution against extrapolating trends that may artificially diminish the scale of the transport challenge. I would rather start with something that we are fairly confident is towards the upper end of the likely range for background and generated trips (all modes) and be forced by that to consider more, bigger and more effective interventions to achieve higher modal shares for sustainable travel.		47	TRICS decide and provide rates	Trip generation	The D&P trends are extrapolated from data reaching back to the 1990s. We are not proposing testing every conceivable outcome. Given the endorsement of TRICS and the research supporting it, we are confident in adopting the D&P approach. The TSR is seeking to agree one set of reasonable scenarios that reflect the vision-led ambition for the site, and a range of DfT forecasts re background traffic growth.
North Herts	In Report	14/02/2025	I'm not clear what the word "mathematically" is adding to this sentence?			47 "It is noted that while mathematically there has been a reduction in vehicle trips over the period...."	Trip generation	Noted
North Herts	In Report	14/02/2025	Would be good to have a demo/walk-through of this.			48 Referring to MSM spreadsheet tool	Trip generation	Agreed, TWG would be an appropriate forum
North Herts	In Report	14/02/2025	I'm all in favour of ambitious targets, but Gilston is not yet a demonstration case of achieving an ambitious target.		Annex A scoping meeting minutes, page 4	Use of Gilston as an example of targets		Noted
North Herts	In Report	14/02/2025	This needs to set out the methodology, not just the inputs and outputs.		Annex G	Decide and provide methodology, referring to the whole annex	Decide and provide	Noted, data will be provided in TA
North Herts	In Report	14/02/2025	What data is this comparing?		Annex G	Historic trends - change over time (resi)	Decide and provide	Trip generation data
North Herts	In Report	14/02/2025	What does "total vehicles" mean. In this context, it should mean vehicle drivers (as opposed to passengers), otherwise it's mixing vehicle-trips and people-trips?		Annex G	Historic trends - change over time (resi)	Decide and provide	Agreed, this is what it's showing
North Herts	In Report	14/02/2025	Vehicle passengers or does it include drivers?		Annex G	Historic trends - change over time (resi)	Decide and provide	Vehicle occupants includes drivers and passengers
North Herts	In Report	14/02/2025	What are these percentages based on?		Annex G	External trips (resi)	Decide and provide	Assumptions re internalisation that will be updated as part of TA, based on method set out in TSR
North Herts	In Report	14/02/2025	If I understood correctly from our discussion, PT includes only bus, not rail. For rail trips, it is the first/last mile connection mode that is counted? In which case say "bus" not "public transport".		Annex G	D&P Trip rates based on trend extrapolation (resi)	Decide and provide	To review in context of request for clarification on MSM methodology
North Herts	In Report	14/02/2025	...?		Annex G	Resi assumptions	Decide and provide	The TA will expand more on the methodology adopted and provide further narrative on the factors which have/will like influence these trends
North Herts	In Report	14/02/2025	These all look quite low assumptions because of the low baseline for sustainable modes. Does this fit with the masterplan target of 50% of trips being by sustainable modes?		Annex G	Resi assumptions	Decide and provide	The TA will expand more on the methodology adopted and provide further narrative on the factors which have/will like influence these trends
North Herts	In Report	14/02/2025	Vehicle-trips per household?		Annex G	Trip forecast fan table (resi)	Decide and provide	The TA will expand more on the methodology adopted and provide further narrative on the factors which have/will like influence these trends
North Herts	In Report	14/02/2025	Is this limited to sites similar to Baldock, or at least excluding large metropolitan areas?		Annex G	Trip forecast fan table (resi)	Decide and provide	The TA will expand more on the methodology adopted and provide further narrative on the factors which have/will like influence these trends
North Herts	In Report	14/02/2025	vehicle trips		Annex G	Trip forecast fan graph(resi)	Decide and provide	The TA will expand more on the methodology adopted and provide further narrative on the factors which have/will like influence these trends
North Herts	In Report	14/02/2025	What time period, and is this based on a best-fit trend line (not just the difference between two years)?		Annex G	historic trends - change over time (commercial)	Decide and provide	The TA will expand more on the methodology adopted and provide further narrative on the factors which have/will like influence these trends
North Herts	In Report	17/02/2025	I think this is quoting CoMoUK's research.			36 Parking strategy, Car Clubs, Zipcar statistics research	Car Club	To note in TA
North Herts	In Report	17/02/2025	This assumes that commercial space will continue to be underused, which is unlikely in the long run. It is more likely that more businesses will use less space, and landlords will find ways to incentivise use on Mondays and Fridays (e.g. with lower rates on co-working spaces).			62 Table 7-19 Commercial use resultant trip gen comparison	Decide and provide	To review in context of request for clarification on MSM methodology
North Herts	In Report	17/02/2025	This presumably should have been deleted?		Annex G	Resi assumptions	Decide and provide	An updated method, drawing on refined assumptions, will be included in TA
North Herts	In Report	17/02/2025	I think a stronger commitment than "investigate" is probably needed here. There is also some congestion in the AM peak at the London Road roundabout on going southbound on the A505.			34 "Investigating" highway capacity improvements at Junction 9 of A1(M)	Local modelling	Agreed, this is likely to be a hotspot in COMET, requiring further analysis and mitigation in the local junction modelling in the TA
North Herts	In Report	17/02/2025	Is this the national Transport Decarbonisation Plan? This is heavily reliant on switching from ICEVs to BEVs (with little if any consideration of the embodied carbon); is severely underfunded (small and inconsistent grants for active travel and buses that are far from being transformative); and, crucially, the plan does not set a target for reducing vehicle-miles (by ~25% to be in line with 1.5C, which is now well beyond reach, so a deeper reduction is probably necessary). As a result, the plan is way off track.		Annex G	Resi assumptions	Decide and provide	Noted. An updated method, drawing on refined assumptions, will be included in TA
North Herts	In Report	17/02/2025	Needs clarifying			34 Referring to: The access road and the access junctions at either end of it, on Royston Road and North Road and its role in allowing interventions on- and off-site to be completed by providing additional connections around the town	Interventions	To be updated in TA
North Herts	In Report	17/02/2025	Need to be clear that these bans are only possible once the all-modes railway bridge is open. There may need to be some accounting for trips that miss the turning to the new access road, and therefore have to divert around Baldock to get through the junction. The left turn from Whitehorse St has less support from HCC as well as residents and members, so will need to be tested separately.			34 Banning turns from Station Road to Royston Road (and vice versa) and from Whitehorse Street to Station Road	Interventions	To note in TA, and TP / MMF regards the threshold and process for introducing the left turn ban
North Herts	In Report	17/02/2025	Presumably internalisation means internal to each allocated site (i.e. doesn't include trips between, say, BA1 and BA3)?			38 Definition of trip internalisation	Trip internalisation	Internalisation involves trips within each site and not between the individual application sites, these are effectively treated as external
North Herts	In Report	17/02/2025	It is unclear how these percentages have been derived. It would be helpful to see a table like 7-1, showing the sites that have been used to inform these percentages.			38 Percentage of trips internalised	Trip internalisation	We have developed site specific internalisation factors, based on the site context, land use mix and case study research. These are fed into the MSMs for each scenario
North Herts	In Report	17/02/2025	Cambourne is in South Cambridgeshire, 13km west of Cambridge. It is also not a poster child for sustainable transport. Its nickname is "Carborne".			38 Use of Cambourne as a comparable development	Trip internalisation	This is noted in the refined internalisation process
North Herts	In Report	17/02/2025	A mean is only meaningful if the distribution is symmetrical. In some of these cases, the distribution will be skewed by outliers or non-normal patterns of distribution (e.g. where comparing developments with/without a secondary school). It would be better to use judgement to either pick or exclude rates, based on similarity to this development.			41 Trip containment factor, Table 7-3	Trip internalisation	We have developed site specific internalisation factors, based on the site context, land use mix and case study research. These are fed into the MSMs for each scenario
North Herts	In Report	17/02/2025	The shopping and leisure figures look exceptionally high, given that few developments include supermarkets and popular leisure venues (cinemas, restaurants, gyms, etc.). Therefore, I am unclear if some of the sites considered are relevant comparators.			41 Trip containment factor, Table 7-3	Trip internalisation	We have developed site specific internalisation factors, based on the site context, land use mix and case study research. These are fed into the MSMs for each scenario

Authority	Format	Date Received	Comment	Suggested Resolution from Comments	TSR Page	TSR Reference	Topic	ITP Response
North Herts	In Report	17/02/2025	I don't see a link between the benchmarking study and these percentages.			41 Assumed internalisation percentages	Trip internalisation	We have developed site specific internalisation factors, based on the site context, land use mix and case study research. These are fed into the MSMs for each scenario
North Herts	In Report	17/02/2025	Are these relevant any longer? Wouldn't you take more up-to-date TRICS trip rates as the BaU scenario?			41 TRICS trip rates adopted in the TAs from withdrawn applications	Trip generation	The BAU trip rates have been updated based on a new TRICS search, and these rates are in the MSMs that feed into the COMET proforma
North Herts	In Report	17/02/2025	Wrong table reference. Table 7.7?			49 Vehicle mode share for pupil trips , table reference	Errors and typos	Noted
North Herts	In Report	17/02/2025	BA2 is missing, even though it is now to be included in the outline application.			59 Table 7-14 Vision led scenario internal trips	Errors and typos	To be captured in TA
North Herts	In Report	17/02/2025	Is there double-counting here? Does it exclude residents of BA1/2/3 commuting to work in BA10?			59 Table 7-14 Vision led scenario internal trips	Trip generation	Clarification to be provided. Run through of MSM to be provided at TWG
North Herts	In Report	17/02/2025	Internal trips for "public transport" (bus?) seem unlikely given the relatively short distances involved.			59 Table 7-14 Vision led scenario internal trips	Trip generation	Clarification to be provided. Run through of MSM to be provided at TWG
North Herts	In Report	17/02/2025	These are big changes. What is the probability that the actual rates will be at or better than these forecasts? The threshold probability should be at least 50%.			61 Table 7-18 Residential use resultant trip gen comparison	Trip generation	We are not proposing a separate statistical analysis of certainty in relation mode shift percentages
North Herts	In Report	17/02/2025	Where will LG1 and Central Beds developments fit into this?			66 Table 8-1 Indicative modelling scenario overview - Interim phase	COMET	COMET will include relevant committed and allocated sites - ITP to confirm with HCC in COMET scoping discussions
North Herts	In Report	17/02/2025	Isn't this what we are moving away from doing? Aren't we starting from the assumption that the sites have already been tested through the Local Plan examination, and that what we are seeking to establish now is the scale of interventions needed to ensure that traffic levels are contained within safe and manageable bounds? Given the cost and complexity of running COMET model runs, it would seem far better to focus on testing instead permutations of phasing of development and interventions, including the most radical that may be unpalatable now but may be more palatable and/or necessary in future.			66 Table 8-1 Indicative modelling scenario overview - full development	COMET	The MSM captures the impact of interventions on mode share, based on our vision-led approach. COMET may reassign some trips between modes, depending on network performance but it is being used primarily to understand residual impact on highway network - i.e. whether traffic levels are 'safe and manageable'. This is a different use of the model in comparison to the Local Plan. We are undertaking initial testing now regarding phasing and permutations of infrastructure. This will inform, in particular, the Interim Phase forecast test in COMET. It will allow us to provide clarity on phasing of infrastructure, fine tuned by the local modelling exercise described in the TSR.
North Herts	In Report	17/02/2025	Hitchin and Stevenage are in different directions.		Annex C, page 66	Annex C - Key movements	Errors and typos	Diagram is indicative
North Herts	In Report	17/02/2025	What data is this plotting?		Annex C, page 67	Annex C - Figure 4-17: key movements summary	Errors and typos	Mobile phone data - it will be labelled / updated in TA
North Herts	In Report	17/02/2025	The standards don't need to be challenged, as the policy already allows for providing fewer parking spaces than the standards state if evidence supports it.			34 NHC parking standards	Non-resi parking provision	Noted
North Herts	In Report	17/02/2025	Are there no intermediate years available. Very dangerous to imply a trend from two points!		Annex G	Trip forecast fan graph (resi)	Trip generation	More detail will be provided. The method, as set out in TRICS, draws on data from 1990s.
North Herts	In Report	17/02/2025	As discussed in the context of the masterplan, the aim should be for all homes to be within 400m of a bus stop. Although people are prepared to walk further to catch a high frequency service, it is unlikely that such a service will be viable for this development. Also need to consider the equality impact of not providing bus stops within 400m.			33 We imply that not EVERY house will be within 400m of a bus stop	Public transport	PT assumptions have been further refined regards routing and phasing and this feeds into the COMET proforma. Additional refinement will come through the public transport strategy in the TA
North Herts	In Report	17/02/2025	Need to consider access to Letchworth station too, which offers a faster and more frequent service to London.			34 Rail access from the sites	Public transport	PT assumptions have been further refined regards routing and phasing and this feeds into the COMET proforma. Additional refinement will come through the public transport strategy in the TA
North Herts	In Report	17/02/2025	The difference is stark: for a train to King's Cross, the fastest from Letchworth is 29 minutes, from Baldock 55 minutes. Faster options are possible from Baldock, but only with a change at Stevenage onto an already crowded train. The timetable will change again in December 2025, adding another fast AM service from Letchworth. Season tickets to London are also slightly cheaper from Letchworth.		Annex C, page 21	Time of train journey comparing Letchworth or Baldock to Kings X	Public transport	Noted, we will reflect on this in the revise PT strategy developed as part of the TA and TP
North Herts	In Report	17/02/2025	This can be updated to 2023-24. See https://railstats.co.uk/BDK/Baldock_station Given the point made in §2.47, it would make sense to also provide stats for Letchworth station.		Annex C, page 22	Updated passenger entries/exits to Baldock station	Public transport	Noted, will be updated for TA
North Herts	In Report	17/02/2025	Most services are sporadic, not just low frequency.		Annex C, page 67	Key findings on local bus routes	Public transport	Noted
North Herts	In Report	17/02/2025	Don't overlook the greater attraction of Letchworth station for journeys to London.		Annex C, page 68	Key findings, rail service	Public transport	Noted
North Herts	In Report	17/02/2025	Need designated loading bays as well as restrictions.			37 Servicing strategy restrictions	Servicing strategy	To note in TA
North Herts	In Report	17/02/2025	This is a major undertaking with financial implications. Note that Zedify, the leading provider of last-mile freight services using e-cargo bikes, recently called in the receivers.			37 last mile' consolidation points	Servicing strategy	To consider in TA / TP / MMF
North Herts	By Email	18/02/2025	A circuitous route for the primary road may be (and, in my view, is likely to be) insufficient to deter A1–A505 through-traffic.	We may need to consider, for instance, gating traffic on the link	N/A	Interventions for BA1	Interventions	To be coded into COMET, noting design principles, with method to be agreed with HCC
North Herts	In Report	18/02/2025	And also non-vehicular - e.g. active travel crossing of Royston Road.			69 Road safety audits for intersection of access points to development	Interventions	Agreed, we will test active travel crossing (and active travel proposals on Station Road)
North Herts	In Report	18/02/2025	Clarify that this is a DMRB document (GG 142), and the EqlA screening referred to is the one recommended in GG 101. May want to refer to GG 104 too (Requirements for safety risk assessment).			69 Audits and ancillary assessments	Interventions	Noted, we will apply the relevant guidance
North Herts	In Report	18/02/2025	Is this the demand from Letchworth pupils that will be displaced? in which case the demand is not "created", but changed.			70 Demand for 2FE "created" to existing KTS	Interventions	Agreed
North Herts	In Report	18/02/2025	Need to be clear what measures are required, and what will be held in reserve.			71 Measures and obligations	Interventions	Agreed, this will be detailed in the TA, TP and MMF
North Herts	By Email	18/02/2025	Decide & Provide methodology not clearly set out, baseline should be a realistic worst-case future scenario – not BaU or an arbitrarily doctored BaU, but a scenario where planned mitigations are, for plausible reasons, less effective than hoped. Don't understand the point of running BAU scenarios through COMET, since we are all agreed it is not a scenario we need to test. The purpose of a TA is to propose and test the effectiveness of a range of interventions and mitigations.	If we are agreed that the baseline scenario is one in which the phasing of interventions is suboptimal and background policies are unhelpful, these are some ideas for discussion about what that scenario might be based on: 1.The active travel underpass and all-modes bridges are opened, say, two years later than would be ideal. 2.Shuttle running on North/Station Road negatively impacts bus timetabling because northbound traffic has to be prioritised at all times to avoid traffic blocking back to the Whitehorse crossroads. 3.Trip rates stabilise rather than decline. Or a more complex assumption is made that BEV mileage increases and ICEV mileage continues to decline. 4.A bus service links BA1 to Baldock station, Letchworth station, Hitchin station and Hitchin town centre every 20 minutes at peak times (Mon to Sat) and hourly off-peak (inc. none	N/A	Setting out of Decide and Provide met	COMET	We are not proposing running a set of alternative BAU scenarios through COMET. Rather we have set out the range of factors that a scenario could be built up from and are proposing one scenario at each future year that takes into account a mix of factors. For clarity in the interim and full development future year scenarios, a with and without 'mitigation' scenario are included in the COMET pro-forma. In the without mitigation scenario, BAU trip rates will be used for development trips.
North Herts	By Email	18/02/2025	Confusion about BA2. Understanding was that BA2 will be part of the outline application, and therefore needs to be included in the TA.		N/A	BA2 inclusion in outline app	Errors and typos	BA2 will be included in OPA
North Herts	In Report	18/02/2025	To avoid ambiguity, title as "Additional school on BA3"			27 Retitling Insert 5.4	Errors and typos	Noted, will capture in TA as needed
North Herts	In Report	18/02/2025	I understood that the outline application will include BA2?			41 BA2 inclusion in outline app	Errors and typos	Yes, it will
North Herts	In Report	18/02/2025	Would be useful to see the land uses set out separately to the trip rate tables with footprint areas and percentages of BA10 land occupied (to be able to sense-check the figures).			42 non-resi land uses	Trip generation	This is now set out in the COMET proforma and will be detailed in the TA
North Herts	In Report	18/02/2025	Where does the 80% come from? I cannot see, for instance, how 20% of waste transfer trips would be internal to BA10.			44 Trip internalisation	Trip generation	We have developed site specific internalisation factors, based on the site context, land use mix and case study research. These are fed into the MSMs for each scenario
North Herts	In Report	18/02/2025	What about pupils leaving after-school activities? In the paragraph above, it states that "most" pupils will leave between 3-4pm, but not that all would leave before 5pm.			47 Education BAU trip rates	Trip generation	These trips are likely to be modest but this will be clarified in the TA
North Herts	In Report	18/02/2025	Where - other than in London? According to the county's Traffic and Transport Data Report 2024, cycling activity in Hertfordshire has been essentially flat for the past 20 years (excepting the COVID blip).			47 Claimed substantial increase in cycling	Trip generation	This relates to TRICS D&P methodology and hasn't been adopted in our trip generation work
North Herts	In Report	18/02/2025	Given the relatively short distances involved, the bus frequency and cost is unlikely to be an attractive alternative to walking or cycling. This would be a '1' by my estimation.			51 Table 7-13: Theme ratings applied - public transport - BA1	Trip generation	We will undertake a separate sensitivity test of these assumptions
North Herts	In Report	18/02/2025	A '3' would be more realistic because of entrenched car-dependent lifestyles.			51 Table 7-13: Theme ratings applied - Traffic and parking management - BA1	Trip generation	We will undertake a separate sensitivity test of these assumptions

Authority	Format	Date Received	Comment	Suggested Resolution from Comments	TSR Page	TSR Reference	Topic	ITP Response
North Herts	In Report	18/02/2025	A '2' would be more realistic given that the provision on-site will be limited (some provision on BA10 is being included, even though travel to BA10 is only 'internal' if walking or cycling). There is some double-counting of active travel provision.			51 Table 7-13: Theme ratings applied - Placemaking and landuse - BA1	Trip generation	We will undertake a separate sensitivity test of these assumptions
North Herts	In Report	18/02/2025	A 10-minute frequency would be costly and unprecedented in North Herts (and rare anywhere outside a major metropolitan area or Park & Ride). Need therefore to be clear (a) whether "public transport" includes and rail journeys; (b) what destinations it is assumed the bus service will reach; (c) whether the fare revenue could plausibly cover the operating cost; (d) what the subsidy requirement would be during the early years and, potentially, long-term; (e) what the financial risk and mitigation are if patronage does reach the forecast level.			52 Table 7-13: Theme ratings applied - Public transport - BA1	Trip generation	We will undertake a separate sensitivity test of these assumptions
North Herts	In Report	18/02/2025	When considering bus services, I think a '2' would be more appropriate.			52 Table 7-13: Theme ratings applied - Public transport - BA1	Trip generation	We will undertake a separate sensitivity test of these assumptions
North Herts	In Report	18/02/2025	It is confusing to consider longer distance rail trips here and not the "residual trips" section. Here I would consider only rail trips to Letchworth (of which there will be a few, but bus or car will generally be more convenient).			52 Table 7-13: Theme ratings applied - Public transport - BA1	Trip generation	We will undertake a separate sensitivity test of these assumptions
North Herts	In Report	18/02/2025	A '3' would be more realistic because weaknesses will remain in cycling routes within Baldock and Letchworth (i.e. there will be on-road sections that are not suitable for all ages and abilities).			52 Table 7-13: Theme ratings applied - Active travel - BA1	Trip generation	We will undertake a separate sensitivity test of these assumptions
North Herts	In Report	18/02/2025	At best, this would be a '2' because road access will be good, parking will be minimally reduced with ample free and relatively cheap parking in Baldock and Letchworth remaining.			52 Table 7-13: Theme ratings applied - Traffic and parking management - BA1	Trip generation	We will undertake a separate sensitivity test of these assumptions
North Herts	In Report	18/02/2025	I think this is an 'N/A' as there is no place-making being applied in Baldock or Letchworth. Off-site transport improvements are already accounted for under 'Public transport' and 'Active Travel'.			53 Table 7-13: Theme ratings applied - Placemaking and landuse - BA1	Trip generation	We will undertake a separate sensitivity test of these assumptions
North Herts	In Report	18/02/2025	This is confusing! It would be easier to understand this as relating to destinations beyond Baldock and Letchworth, for which rail will play an important role.			53 Table 7-13: Theme ratings applied - Public transport - BA1	Trip generation	We will undertake a separate sensitivity test of these assumptions
North Herts	In Report	18/02/2025	Because of the proximity to Baldock (and Letchworth) stations, I think this should be a 3 or 4.			53 Table 7-13: Theme ratings applied - Public transport - BA1	Trip generation	We will undertake a separate sensitivity test of these assumptions
North Herts	In Report	18/02/2025	I think this is 'N/A'.			53 Table 7-13: Theme ratings applied - Traffic and parking management - BA1	Trip generation	We will undertake a separate sensitivity test of these assumptions
North Herts	In Report	18/02/2025	See comments above in reviewing these.			53 Table 7-13: Theme ratings applied - BA3	Trip generation	We will undertake a separate sensitivity test of these assumptions
North Herts	In Report	18/02/2025	I'm unclear if this is committing to creating a new baseline? That would probably be unrealistic because I don't see how you can recalibrate a strategic model based on only a partially updated set of traffic counts (and I assume there is no intention to gather a more widespread set of traffic counts).			66 Table 8-1 Indicative modelling scenario overview - opening year	COMET	HCC have confirmed COMET model can be rebased as required
North Herts	In Report	18/02/2025	HCC need to set some parameters on what is unacceptable.			67 Creating unacceptable impact on development	COMET	Agree, this should be discussed at future working groups
North Herts	In Report	18/02/2025	Below? Isn't this meant to read "Option 2"?			67 Development option 2	Errors and typos	Correct
North Herts	In Report	18/02/2025	Superseded by the Place & Movement Planning and Design Guidance: https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx#designguide			69 Roads in Hertfordshire guidance superseded	Errors and typos	Noted
North Herts	In Report	18/02/2025	This position has changed now?		Annex A, page 1	BA2 inclusion in outline app	Errors and typos	It has, BA2 now forms part of the OPA
North Herts	By Email	18/02/2025	General confusion in the TA about what "public transport" means. If the "public transport" mode share forecasts are just bus, then the numbers are difficult to believe. In our discussion, Geoff said he thought that, for train trips, it was the first/last mile leg that is counted as the operative mode for modelling and forecasting purposes.	To provide more clarity on this, I suggest setting out the assumed number of rail trips and the modal split for the first/last mile legs (walk, cycle, bus, car). I think splitting active travel into walking and cycling is important here because we need to know how much cycle parking will be needed at the station. Analysis of rail trips should also make reasonable assumptions about which station people will travel from – London commuters will tend to	N/A	Definition of public transport	Public transport	Clarification to be provided. Run through of MSM to be provided at TWG
North Herts	By Email	18/02/2025	Bus as the main trip mode is simpler to deal with because the first leg is almost always an internal walking trip. However, the "proposed bus service" is not described, and therefore it is unclear what destinations it will serve directly. The proposed 10-minute frequency of service is unprecedented in the UK outside of metropolitan areas and Park & Rides, and therefore would likely to require a high level of long-term subsidy. The added complication of the bus service having to use North/Station Road to serve BA1 in the early years will not make it an attractive service for early occupiers.	For these reasons, I think we need to temper expectations of the mode share attributable to bus.	N/A	Proposed bus routes	Public transport	Clarification to be provided. Run through of MSM to be provided at TWG
HCC	By Email	19/02/2025	There needs to be an in-principle agreement that active and sustainable travel connections to key destinations would need to be made prior to the occupation of that phase.		N/A	Phasing of development and critical infrastructure	Interventions	Agreed, this will form part of the TA / TP / MMF
HCC	By Email	19/02/2025	Parking Strategy section requires more nuance. North Herts are reviewing their approach to parking in the context of strategic sites. The level of parking provision also needs to be considered alongside how that provision is allocated to properties and how it is designed, the design of properties and the use of things like parking barns can all influence the use of the private car without necessarily impacting on the number of parking spaces.	We need some more specific references to the design and allocation of parking.	N/A	Parking strategy	Parking strategy	To note in TA
HCC	By Email	19/02/2025	Operating a 10 min frequency bus service from first occupation is unrealistic but some level of provision would need to be agreed. Ultimately all these factors (this comment and previous) come together to inform an interim mode share assumption for the interim test. These will ultimately be monitored.		N/A	Public transport, proposed bus service frequencies	Public transport	PT assumptions have been further refined regards routing and phasing and this feeds into the COMET proforma. Additional refinement will come through the public transport strategy in the TA
HCC	By Email	19/02/2025	Roads in Herts Design Guide has been superseded by the Place Movement and Planning Design Guide (PMPDG)	Ensure that you are referencing and working to the most up to date			Errors and typos	To note in TA
HCC	By Email	19/02/2025	An interim test is needed, what I am not currently clear on is how we arrived at a 2033 interim test, my initial view is arriving at an appropriate interim year test needs to be a much more iterative process informed initially by the phasing of the development and the initial view on timing of critical infrastructure.		N/A	Why was 2033 chosen as interim test year?	COMET	We have undertaken an exercise to establish the trigger point for needing to introduce the multi-modal bridge, based on the development phasing. This was based on our Vissim model of the Station Road corridor and focussed primarily on when the A507 / B656 crossroads exceeds capacity. This identified an interim year of 2033, when 650 homes would be delivered on BA1 and 200 homes on BA2, alongside some initial education and community uses on BA1. Around half of the BA10 floorspace would be delivered by this point.
HCC	By Email	19/02/2025	I am slightly confused about the outputs of the internalisation work and cannot quite get my head around where the methodology needs to be tweaked, my fear is that the approach might be overly simplistic for the specific geography we have in Baldock whereby this is in effect a collection of sites rather than a single site which is often the case. For example in reality BA2 is relatively small and wont be able to internalise a huge amount, it might still be reasonable to assume many of the external trips can still be made sustainably, but internalisation might be being over egged if it has been arrived at as if this was a single site of 3200 homes etc.		N/A	Simplicity of internalisation methodology	Trip internalisation	We have developed site specific internalisation factors, based on the site context, land use mix and case study research. These are fed into the MSMs for each scenario
HCC	By Email	19/02/2025	In the Monitor and Manage section I think we need to be setting out the principle of monitoring against a set of mode share targets both interim and permanent. potentially broken down to phases.		N/A	Monitor and Manage		Agreed, this will form part of the TA / TP / MMF
HCC	Word doc	07/03/2025	There is no mention of how the impacts of construction traffic and traffic management will be assessed.			64 8.2 Capacity Assessment Methodology	Construction	A high level summary will be set out in the TA, regarding construction logistics, traffic management and phasing. We envisage the detail will be reserved by condition
HCC	Word doc	07/03/2025	Within the BAU scenario, the TRICS Decide and Provide methodology will be employed to derive trip rates that reflect current trends regarding working from home, but without affecting overall mode share.	Please clarify whether the BAU trip rates in Table 7-4 (Residential) and Table 7-5 (Employment) take into account do actually reflect current		38 Section 7.1	Trip generation	Table 7-4 and Table 7-5 do not include working from home trends. Clarification will be added.
HCC	Word doc	07/03/2025	The initial estimation of trip generation of trip generation assumes 30% of residential trips and 20% employment trips would be internal to the site.	This seems reasonable, noting that ITP's research into trip internalisation methodologies from a number of large application sites shows substantial variation between developments, with no consistent		39 Section 7.2	Trip internalisation	We have developed site specific internalisation factors, based on the site context, land use mix and case study research. These are fed into the MSMs for each scenario
HCC	Word doc	07/03/2025	Table 7-4 residential BAU residential trip rate and trip calculations assumes that 70% of BA1 trips and 90% of BA3 (rather than 70%) residential trips are external. This seems reasonable, given the location and size of site BA3. Similarly, Table 7-5 and 7-6 employment trip rates and trips assume that 80% of BA10 trips are external.	As the above comment to 7.1, it is not clear whether the trip rates and trips in these tables take into account TRICS extrapolation trends to reflect working from home. More generally I found the Decide and Provide methodology in Appendix G difficult to follow and the appendix would benefit from more		41 Section 7.3	Trip generation	Noted, the appendix will be updated in the TA.

Authority	Format	Date Received	Comment	Suggested Resolution from Comments	TSR Page	TSR Reference	Topic	ITP Response
HCC	Word doc	07/03/2025	The school staff mode share of 19% walk in Table 7-8 seems high given the comment that anecdotal information suggests that most staff drive and come from a reasonable distance away. The total education trip generations are robust, given non 100% pupil attendance on any given day, in reality.			46 Section 7.3.1	Trip generation	The majority of staff - 76% - are still shown to drive in the mode shares presented (taken from the Census). There will be very local staff who, if not teachers, could be in supporting roles such as dinner duties, administration, business management. They may walk because they don't have the burden of books and marking teachers sometimes cite. In the absence of any other relevant data to represent commuting trips in Baldock, this feels like the right approach, as opposed to manipulating the data based on judgement.
HCC	Word doc	07/03/2025	Table 7-10 and 7-11 show residential and non-residential Decide and Provide extrapolated residential and commercial trip rates and trips. Both tables show a 7% decrease in total trips, compared with Tables 7-4 and 7-6, reflecting a 7% reduction in trip rates, although it is unclear what time period this is over.			48 Section 7.3.1	Trip generation	We will add clarification in TSR
HCC	Word doc	07/03/2025	Table 7-12 shows a set of suggested mode share changes, presumably compared with car, representing a range of proposed scenarios of 0%, 9%, 18% and 28%. The rationale for the percentage is unclear and it would be helpful to have an explanation and justification.	Is there any local/ regional case study evidence of this level of mode shift from elsewhere, for example?		50 Section 7.3.2	Trip generation	The figures cited in Table 7-12 are indicative, the actual mode shift is dependent on case studies used - the mode shift is shown in Section 7.4. We will run through the operation of the MSM at a future Transport Working Group meeting. The model does not rely on local or regional examples, given the relative paucity of best practice case studies in the UK. However, we will included case studies in the final TA.
HCC	Word doc	07/03/2025	Table 7-13 shows how it is intended to apply the theme ratings by mode, according to broad trip length category. The methodology appears sound but the rationale for the assumptions should be more broadly agreed. For example, it appears optimistic to assume that a 10 minute bus frequency at peak times is deliverable. The traffic and parking management proposals are ambitious.			51 Table 7-13	Trip generation	We are reviewing the bus strategy on the basis of comments received and will update the MSM as needed. Agreed that the traffic and parking management proposal on-site are ambitious.
HCC	Word doc	07/03/2025	The trip generation comparisons by mode between BAU, Decide and Provide and Vision-led trip generations in table 7-18 (residential) and table 7-19 (commercial) seem reasonable. The mode split BAU and Vision-led comparisons in table 7-20 (residential) and 7-21 (commercial) seem intuitive. The assumptions around changes in mode share for school pupils, compared to existing are set out in table 7-22. These seem reasonable. I agree with the decision not to apply any material shift in mode share for			61 7.4 Total Trip Generation and Mode Split Comparison	Trip generation	Noted
HCC	Word doc	07/03/2025	More detail should be provided on how trip distribution and assignment for localised modelling will be informed by relevant outputs from the COMET model.			63 7.5 Trips Distribution and Assignment for Development Trips	Trip generation	More detail will be provided in the TA, and the methodology will continue to be refined and discussed collaboratively with the councils, once there is greater clarity on the form of outputs from the new COMET model
HCC	Word doc	07/03/2025	It is envisaged that the COMET model will provide a basis for the assignment of highway and public transport trips.	As stated, further discussions with HCC should take place, if not already done so, as part of the pre-application process, to determine the model's suitability for use and to clarify model assumptions, including the scenarios to be modelled. Considerations include the level of detail of the model in the geographical area of interest and whether the model will adequately		64 8.2 Capacity Assessment Methodology	COMET	Extensive discussions have been had with HCC on the use of the COMET model. We have discussed with HCC (DT, GB) the network coverage of the model. We will provide survey data for validation.
HCC	Word doc	07/03/2025	A VISSIM model has been built and will be used to test the implications of the development on the Station Road corridor. Anecdotally it appears from google street view that the whole of B656 Royston Road/ White Horse Street/ Hitchin Street corridor, together with the North Road/ Station Road/ Clothall Road corridor is subject to congestion.			64 8.2 Capacity Assessment Methodology	Local modelling	Noted
HCC	Word doc	07/03/2025	How will the potential impact of the development on rail and bus capacity and infrastructure provision be assessed?			64 8.2 Capacity Assessment Methodology	COMET	The TA will review the impact of the development on bus and rail, making use of our trip generation work and outputs from COMET. This will inform S106 negotiations to ensure appropriate service and improvements are provided.
HCC	Word doc	07/03/2025	Indicative modelling scenarios are set out in Table 8-1. As stated, the modelling scenarios will need to be agreed with HCC.			64 8.2 Capacity Assessment Methodology	COMET	Agreed, this is being refined based on the comments received. Further refinement can be undertaken once the COMET pro-forma is submitted
HCC	Word doc	07/03/2025	The modelling methodology is generally unclear to me, including what strategic and local model runs are proposed to be carried out and how the strategic model will be used to interact/ inform the local modelling. It is not clear whether it is intended to carry out COMET model runs for the BAU scenarios, to demonstrate the impacts of this or whether there are any up-to date existing COMET model runs available to represent these. BAU model runs would assist in demonstrating the importance of active mode interventions set out in the Vision led scenarios.			64 8.2 Capacity Assessment Methodology	COMET	We are not proposing running a set of alternative BAU scenarios through COMET. Rather we have set out the range of factors that a scenario could be built up from (Table 8-1 in TSR) and are proposing one scenario at each future year that takes into account a mix of factors. For clarity in the interim and full development future year scenarios, a with and without 'mitigation' scenario are included in the COMET pro-forma. In the without mitigation scenario, BAU trip rates will be used for development trips.
HCC	Word doc	07/03/2025	It is proposed that no COMET model run will be carried out for development option 3 (five form entry Secondary school plus residential), the justification being that the impacts will be lower than for either Options 1 or 2. However, this may only be true if Option 2 (expansion of existing Knights Templar School to 8-12 form entry) plus residential is to be modelled. I suggest that the trip generation assumptions are set out for all three of the school scenarios for HCC to gain agreement that this is the correct way forward.			64 8.2 Capacity Assessment Methodology	COMET	Overall trip generation is likely to be similar across all options. However, the impacts will be far more spatially focused in Options 1 and 2. The modelling will test the impacts of this. For completeness we will included trip generation figures for all options within the TA.

Appendix C – Updated MSM Outputs

23/02973/MFA | Change of Use of the site and buildings from the existing Boys Brigade Head Quarters to a Special Educational Needs (SEN) School (Class F1) alongside various supporting works namely; a minor extension to the Thurso Centre, a car park extension, new perimeter fencing and gates and replacement of various windows across buildings. | Felden Lodge Felden Lane Hemel Hempstead Hertfordshire HP3 0BL

Table 5.2 Existing Traffic Generation & Trip Rates – Donor Sites (Ref: 23/02973/MFA, Transport Statement)

	Lakeside School (83 no. persons)			Abbeywood School (89 no. persons)		
Time Range	Arrive	Depart	Two-way	Arrive	Depart	Two-way
Traffic Movements						
Network / School AM Peak Period (08:00 – 09:00)	39	15	54	29	9	38
School PM Peak Period (15:00 – 16:00)	3	27	30	4	13	17
Network PM Peak (17:00 – 18:00)	2	20	22	1	12	13
Person Trip Rates						
Network / School AM Peak Period (08:00 – 09:00)	0.470	0.181	0.651	0.326	0.101	0.427
School PM Peak Period (15:00 – 16:00)	0.036	0.325	0.361	0.045	0.146	0.191
Network PM Peak (17:00 – 18:00)	0.024	0.241	0.265	0.011	0.135	0.146

Table 5.3 Average Donor Person Trip Rates (Ref: 23/02973/MFA, Transport Statement)

	Average Person Trip Rates		
Time Range	Arrive	Depart	Two-way
Network / School AM Peak Period (08:00 – 09:00)	0.398	0.141	0.539
School PM Peak Period (15:00 – 16:00)	0.041	0.236	0.276
Network PM Peak (17:00 – 18:00)	0.018	0.188	0.206

SEND School, BA3, Baldock - Anticipated number of pupils and assumed staff numbers

Staff Numbers	50
Student numbers	150
TOTAL	200

SEND School, BA3, Baldock - Proposed Trip Generation

	Trip Generation		
Time Range	Arrive	Depart	Two-way
Network / School AM Peak Period (08:00 – 09:00)	80	28	108
School PM Peak Period (15:00 – 16:00)	8	47	55
Network PM Peak (17:00 – 18:00)	4	38	41

Table 5-2: Future staff and pupil trips by mode, by route

Origin		Route	Total trips by mode by route				
			Walk	Cycle	Car	Bus	Total
Ashwell		A Ashwell Road via Station Road	11	9	96	57	173
Within Baldock	Salisbury Road / Larkins Close / BA1	A1 Bygrave Road via Station Road	296	45	50	63	454
	BA1 development site	A2 Bridge / Icknield Way East / Icknield Way	322	49	0	0	371
	Clothall Common, BA2, BA3	B Wallington Road via South Road	230	35	40	49	353
	Icknield Way / Norton Road and West Avenue	C Norton Road	159	24	36	33	252
	Pinnocks Lane / South Road	D Via Mansfield Road and High Street	79	12	17	17	125
	Weston Way	E Weston Way	203	31	59	42	334
	London Road South	F Via Mansfield Road and High Street	79	12	17	17	125
	Simpson Drive	G Via Pepper Alley	64	0	0	0	64
	Park Drive	H Via Mansfield Road	40	6	10	8	64
Hinxworth		I North Road	9	3	45	11	67
Hitchin and Letchworth (east)		J Letchworth Road	9	3	46	11	69
Sandon, Slip End, Wallington, Royston, Cambridgeshire		K A505 via Royston Road	7	4	48	20	79
Rushden, East Herts		L A507 South	1	1	8	3	14
Total			1513	232	470	331	2545

[ITP 3712 Knights Templar Expansion Feasibility Note v2-0.pdf](#)

Walk	Cycle	Car	Bus	Total
1513	232	470	331	2545
Walk	Cycle	Car	Bus	Total
48	7	146	4	205