

Future Staff Trips and Mode Share

Broad destination	Route		Trips by mode by route			
			Walk	Cycle	Car	Bus
Ashwell	A	Ashwell Road via Station Road	1	0	5	0
Salisbury Road / Larkins Close / BA1	A1	Bygrave Road via Station Road	1	0	5	0
BA1	A2	Bridge / Icknield Way East / Icknield Way	6	1	0	0
Clothall Common	B	Wallington Road via South Road	1	0	5	0
Icknield Way / Norton Road and West Avenue	C	Norton Road	3	0	12	0
Pinnocks Lane / South Road	D	Via Mansfield Road and High Street	1	0	5	0
Weston Way	E	Weston Way	8	1	29	1
London Road South	F	Via Mansfield Road and High Street	1	0	5	0
Simpson Drive	G	Via Pepper Alley	5	0	0	0
Park Drive	H	Via Mansfield Road	1	0	4	0
Hinxworth	I	North Road	7	1	28	1
Hitchin and Letchworth (east)	J	Letchworth Road	8	1	30	1
Sandon, Slip End and Wallington	K	A505 via Royston Road	4	1	15	0
Rushden	L	A507 South	1	0	3	0
			48	7	146	4

[Knights Templar Trip Model v3-0.xlsx](#)

Vision-led & BAU	AM Peak		PM Peak		Daily	
	Arrive	Depart	Arrive	Depart	Arrive	Depart
Internal trips	36	0	0	17	42	42
Trips to Baldock and Letchworth	246	0	0	71	240	240
Residual trips	188	0	0	58	188	188
Total external trips	434	0	0	129	428	428
Total trips	470	0	0	146	470	470

- Public transport
- Active travel
- Traffic and parking management
- Placemaking and land use planning

Site	Scale	Unit	Thermal rating				Mode	BAU Two-Way Trip Rates												BAU Mode Share												BAU CO2 emissions - Tonnes (2040 fleet mix assumption)												Mode Shift by Theme - AM Peak												Mode Shift by Theme - PM Peak												Mode Shift by Theme - Daily												Median														Vision-led Mode Share														Vision-led Trip Rates														Vision-led Internal Trip Generation														Vision-led CO2 emissions - Tonnes														Mode	Differences in trips between BAU and vision-led scenarios - Tonnes				CO2 savings between BAU and ambitious scenarios - Tonnes																																																																																																		
			1	2	3	4		AM Peak				PM Peak				Daily				AM Peak				PM Peak				Daily				AM Peak				PM Peak				Daily				AM Peak				PM Peak				Daily				AM Peak				PM Peak				Daily					AM Peak				PM Peak				Daily					AM Peak				PM Peak				Daily					AM Peak				PM Peak				Daily					AM Peak				PM Peak				Daily					AM Peak				PM Peak				Daily					AM Peak				PM Peak				Daily					AM Peak				PM Peak				Daily					AM Peak				PM Peak				Daily					AM Peak				PM Peak				Daily					AM Peak				PM Peak				Daily					AM Peak				PM Peak				Daily					AM Peak				PM Peak				Daily					AM Peak				PM Peak				Daily					AM Peak				PM Peak				Daily					AM Peak		

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Business as Usual

Internal trips

Site	Scale	Mode	AM Peak		PM Peak		Daily	
			Arr	Dep	Arr	Dep	Arr	Dep
BA1	25	Vehicles	0	0	0	0	2	2
		Public transport	0	0	0	0	0	0
		Active travel	0	0	0	0	3	3
BA2	200	Vehicles	0	0	0	0	0	0
		Public transport	0	0	0	0	0	0
		Active travel	0	0	0	0	0	0
BA3	0	Vehicles	0	0	0	0	0	0
		Public transport	0	0	0	0	0	0
		Active travel	0	0	0	0	0	0
BA10	0	Vehicles	0	0	0	0	0	0
		Public transport	0	0	0	0	0	0
		Active travel	0	0	0	0	0	0
Whole site		Vehicles	0	0	0	0	2	2
		Public transport	0	0	0	0	0	0
		Active travel	0	0	0	0	3	3

BA10	0	HGVs	0	0	0	0	0	0
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Trips to Baldock and Letchworth

		Mode	AM Peak		PM Peak		Daily	
			Arr	Dep	Arr	Dep	Arr	Dep
BA1	25	Vehicles	2	5	4	2	24	25
		Public transport	0	0	0	0	1	1
		Active travel	0	1	1	0	5	5
BA2	200	Vehicles	15	40	36	16	228	229
		Public transport	0	4	0	0	13	13
		Active travel	4	11	5	4	46	47
BA3	0	Vehicles	0	0	0	0	0	0
		Public transport	0	0	0	0	0	0
		Active travel	0	0	0	0	0	0
BA10	0	Vehicles	0	0	0	0	0	0
		Public transport	0	0	0	0	0	0
		Active travel	0	0	0	0	0	0
Whole site		Vehicles	17	45	40	18	253	253
		Public transport	0	4	0	0	14	14
		Active travel	4	12	5	4	51	52

BA10	0	HGVs	0	0	0	0	0	0
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Residual trips

		Mode	AM Peak		PM Peak		Daily	
			Arr	Dep	Arr	Dep	Arr	Dep
BA1	25	Vehicles	1	3	3	1	19	19
		Public transport	0	0	0	0	1	1
		Active travel	0	1	0	0	4	4
BA2	200	Vehicles	10	27	24	11	152	152
		Public transport	0	2	0	0	8	8
		Active travel	2	7	3	2	31	31
BA3	0	Vehicles	0	0	0	0	0	0
		Public transport	0	0	0	0	0	0
		Active travel	0	0	0	0	0	0
BA10	0	Vehicles	0	0	0	0	0	0
		Public transport	0	0	0	0	0	0
		Active travel	0	0	0	0	0	0
Whole site		Vehicles	11	30	27	12	171	172
		Public transport	0	3	0	0	9	9
		Active travel	3	8	4	3	34	35

BA10	0	HGVs	0	0	0	0	0	0
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Total external trips

		Mode	AM Peak		PM Peak		Daily	
			Arr	Dep	Arr	Dep	Arr	Dep
BA1	25	Vehicles	3	8	7	3	44	44
		Public transport	0	1	0	0	2	2
		Active travel	1	2	1	1	9	9
BA2	200	Vehicles	25	67	60	27	380	381
		Public transport	1	6	1	1	21	21
		Active travel	6	18	8	6	76	78
BA3	0	Vehicles	0	0	0	0	0	0
		Public transport	0	0	0	0	0	0
		Active travel	0	0	0	0	0	0
BA10	0	Vehicles	0	0	0	0	0	0
		Public transport	0	0	0	0	0	0
		Active travel	0	0	0	0	0	0
Whole site		Vehicles	29	75	67	31	424	425
		Public transport	1	7	1	1	23	23
		Active travel	7	21	9	7	85	87

BA10	0	HGVs	0	0	0	0	0	0
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Total trips

		Mode	AM Peak		PM Peak		Daily	
			Arr	Dep	Arr	Dep	Arr	Dep
BA1	25	Vehicles	3	8	7	3	46	46
		Public transport	0	1	0	0	2	2
		Active travel	1	2	1	1	11	12
BA2	200	Vehicles	25	67	60	27	380	381
		Public transport	1	6	1	1	21	21
		Active travel	6	18	8	6	76	78
BA3	0	Vehicles	0	0	0	0	0	0
		Public transport	0	0	0	0	0	0
		Active travel	0	0	0	0	0	0
BA10	0	Vehicles	0	0	0	0	0	0
		Public transport	0	0	0	0	0	0
		Active travel	0	0	0	0	0	0
Whole site		Vehicles	29	75	67	31	426	427
		Public transport	1	7	1	1	23	23
		Active travel	7	21	10	7	88	89

BA10	0	HGVs	0	0	0	0	0	0
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Vision-led

Internal trips

Site	Mode	AM Peak		PM Peak		Daily	
		Arr	Dep	Arr	Dep	Arr	Dep
BA1	Vehicles	0	0	0	0	2	2
	Public transport	0	0	0	0	0	0
	Active travel	0	0	0	0	3	3
BA2	Vehicles	0	0	0	0	0	0
	Public transport	0	0	0	0	0	0
	Active travel	0	0	0	0	0	0
BA3	Vehicles	0	0	0	0	0	0
	Public transport	0	0	0	0	0	0
	Active travel	0	0	0	0	0	0
BA10	Vehicles	0	0	0	0	0	0
	Public transport	0	0	0	0	0	0
	Active travel	0	0	0	0	0	0
Whole site	Vehicles	0	0	0	0	2	2
	Public transport	0	0	0	0	0	0
	Active travel	0	0	0	0	3	3

BA10	HGVs	0	0	0	0	0	0	0
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Trips to Baldock and Letchworth

		Mode	AM Peak		PM Peak		Daily	
			Arr	Dep	Arr	Dep	Arr	Dep
BA1	25	Vehicles	2	4	3	2	22	22
		Public transport	0	1	0	0	2	2
		Active travel	1	2	1	1	7	7
BA2	200	Vehicles	15	38	35	16	220	221
		Public transport	0	4	2	0	13	13
		Active travel	4	13	6	4	54	55
BA3	0	Vehicles	0	0	0	0	0	0
		Public transport	0	0	0	0	0	0
		Active travel	0	0	0	0	0	0
BA10	0	Vehicles	0	0	0	0	0	0
		Public transport	0	0	0	0	0	0
		Active travel	0	0	0	0	0	0
Whole site		Vehicles	16	43	38	18	242	243
		Public transport	0	4	2	0	15	15
		Active travel	5	14	7	5	60	62

BA10	HGVs	0	0	0	0	0	0	0
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Residual trips

		Mode	AM Peak		PM Peak		Daily	
			Arr	Dep	Arr	Dep	Arr	Dep
BA1	25	Vehicles	1	3	3	1	19	19
		Public transport	0	0	0	0	1	1
		Active travel	0	1	0	0	4	4
BA2	200	Vehicles	10	27	24	11	152	152
		Public transport	0	2	1	0	8	8
		Active travel	2	7	3	2	31	31
BA3	0	Vehicles	0	0	0	0	0	0
		Public transport	0	0	0	0	0	0
		Active travel	0	0	0	0	0	0
BA10	0	Vehicles	0	0	0	0	0	0
		Public transport	0	0	0	0	0	0
		Active travel	0	0	0	0	0	0
Whole site		Vehicles	11	30	27	12	171	172
		Public transport	0	3	2	0	9	9
		Active travel	3	8	4	3	34	35

BA10	HGVs	0	0	0	0	0	0	0
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Total external trips

		Mode	AM Peak		PM Peak		Daily	
			Arr	Dep	Arr	Dep	Arr	Dep
BA1	25	Vehicles	3	7	6	3	41	41
		Public transport	0	1	0	0	3	3
		Active travel	1	3	1	1	10	11
BA2	200	Vehicles	25	65	59	27	372	373
		Public transport	1	6	4	1	21	21
		Active travel	6	20	9	7	84	86
BA3	0	Vehicles	0	0	0	0	0	0
		Public transport	0	0	0	0	0	0
		Active travel	0	0	0	0	0	0
BA10	0	Vehicles	0	0	0	0	0	0
		Public transport	0	0	0	0	0	0
		Active travel	0	0	0	0	0	0
Whole site		Vehicles	28	73	65	30	413	414
		Public transport	1	7	4	1	24	24
		Active travel	7	23	11	7	95	97

BA10	HGVs	0	0	0	
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CHANGED TO MEDIAN FROM AVERAGE

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All residential BAU internal trips	850	driftings + emp		Vehicles	47%	47%		47%	47%	18	51	25	12	172	173	0.06	0.03	0.08	84
				Public transport	1%	1%	1%	1%	1%	0	1	1	0	4	4				
				Active travel	52%	52%	52%	52%	52%	81	29	77	13	96	95				
	850	driftings + emp		Vehicles	56%	55%	45%	52%	52%	25	53	28	24	258	260	0.06	0.04	0.42	126
				Public transport	2%	2%	2%	2%	2%	1	1	1	1	5	4				
				Active travel	41%	46%	52%	46%	46%	21	37	38	15	205	206				
All residential visitor-led internal trips	850	driftings + emp		Vehicles	38%	38%	38%	38%	38%	38%	38%	0.061	0.05	0.013	0.018	12	36	17	8
				Public transport	2%	2%	2%	2%	2%	2%	0.004	0.011	0.009	0.009	0.009	2	5	2	1
				Active travel	59%	59%	59%	59%	59%	59%	0.055	0.071	0.012	0.021	0.015	1.423	24	28	31
	850	driftings + emp		Vehicles	47%	46%	36%	43%	43%	43%	19	37	20	19	102	93	0.05	0.03	0.31
				Public transport	4%	4%	4%	3%	3%	3%	1	5	3	4	12	12			
				Active travel	49%	48%	60%	52%	53%	53%	26	38	17	21	275	275			
Whole site BAU internal trips	850	driftings + emp		Vehicles	47%	47%		47%	47%	18	51	25	12	172	173	0.06	0.03	0.08	84
				Public transport	1%	1%	1%	1%	1%	0	1	1	0	4	4				
				Active travel	52%	52%	52%	52%	52%	81	29	77	13	96	95				
	850	driftings + emp		Vehicles	56%	55%	45%	52%	52%	25	53	28	24	258	260	0.06	0.04	0.42	126
				Public transport	2%	2%	2%	2%	2%	1	1	1	1	5	4				
				Active travel	41%	46%	52%	46%	46%	21	37	38	15	205	206				
All visitor-led internal trips	850	driftings + emp		Vehicles	38%	38%	38%	38%	38%	38%	38%	0.061	0.05	0.013	0.018	12	36	17	8
				Public transport	2%	2%	2%	2%	2%	2%	0.004	0.011	0.009	0.009	0.009	2	5	2	1
				Active travel	59%	59%	59%	59%	59%	59%	0.055	0.071	0.012	0.021	0.015	1.423	24	28	31
	850	driftings + emp		Vehicles	47%	46%	36%	43%	43%	43%	19	37	20	19	102	93	0.05	0.03	0.31
				Public transport	4%	4%	4%	3%	3%	3%	1	5	3	4	12	12			
				Active travel	49%	48%	60%	52%	53%	53%	26	38	17	21	275	275			

Site	Scale	Unit	Thermal rating	Mode	B&U Two-Way Trip Rates	B&U Mode Share	B&U Suburban Trip Generation	B&U CO ₂ e emissions - Tones (2046 Real miv assumptions)	Mode Shift by Theme - AM Peak	Mode Shift by Theme - PM Peak	Mode Shift by Theme - Daily	Median	Vision Ind Mode Share	Vision Ind Trip Rates	Vision Ind Suburban Trip Generation	Vision Ind CO ₂ e emissions - Tones	Mode	Difference in trip between B&U and vision Ind scenarios	CO ₂ e ratings between B&U and ambitious scenarios - Tones
					AM Peak	PM Peak	Daily	AM Peak	PM Peak	Daily	AM Peak	PM Peak	Daily	AM Peak	PM Peak	Daily	AM Peak	PM Peak	Daily

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Business as Usual

Internal trips

Site	Scale	Mode	AM Peak		PM Peak		Daily	
			Arr	Dep	Arr	Dep	Arr	Dep
BA1	650	Vehicles	18	51	25	12	172	173
		Public transport	0	1	1	0	4	4
		Active travel	20	57	27	13	190	191
BA2	200	Vehicles	0	0	0	0	0	0
		Public transport	0	0	0	0	0	0
		Active travel	0	0	0	0	0	0
BA3	0	Vehicles	0	0	0	0	0	0
		Public transport	0	0	0	0	0	0
		Active travel	0	0	0	0	0	0
BA10	36650.22	Vehicles	7	2	4	12	87	88
		Public transport	1	0	5	4	29	29
		Active travel	1	0	1	2	16	15
Whole site		Vehicles	25	53	28	24	258	260
		Public transport	1	1	5	4	33	33
		Active travel	21	57	28	15	205	206

BA10	36650.22	HGVs	0	0	0	0	2	2
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Trips to Baldock and Letchworth

		Mode	AM Peak		PM Peak		Daily	
			Arr	Dep	Arr	Dep	Arr	Dep
BA1	650	Vehicles	19	50	73	33	451	452
		Public transport	0	5	1	1	25	25
		Active travel	4	14	10	8	90	92
BA2	200	Vehicles	15	40	36	16	228	229
		Public transport	0	4	0	0	13	13
		Active travel	4	11	5	4	46	47
BA3	0	Vehicles	0	0	0	0	0	0
		Public transport	0	0	0	0	0	0
		Active travel	0	0	0	0	0	0
BA10	36650.22	Vehicles	104	23	20	66	556	562
		Public transport	11	1	25	19	185	189
		Active travel	13	4	5	13	99	98
Whole site		Vehicles	139	113	129	116	1235	1242
		Public transport	11	9	26	20	223	226
		Active travel	21	29	20	24	236	237

BA10	36650.22	HGVs	2	2	2	2	2	2
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Residual trips

		Mode	AM Peak		PM Peak		Daily	
			Arr	Dep	Arr	Dep	Arr	Dep
BA1	650	Vehicles	33	87	78	36	494	496
		Public transport	1	8	1	1	27	27
		Active travel	8	24	11	8	99	101
BA2	200	Vehicles	10	27	24	11	152	152
		Public transport	0	2	0	0	8	8
		Active travel	2	7	3	2	31	31
BA3	0	Vehicles	0	0	0	0	0	0
		Public transport	0	0	0	0	0	0
		Active travel	0	0	0	0	0	0
BA10	36650.22	Vehicles	75	16	16	52	429	433
		Public transport	8	1	20	15	143	146
		Active travel	9	3	4	10	77	76
Whole site		Vehicles	118	130	118	99	1075	1081
		Public transport	9	11	21	16	178	181
		Active travel	19	35	18	21	206	208

BA10	36650.22	HGVs	2	1	0	1	10	10
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Total external trips

		Mode	AM Peak		PM Peak		Daily	
			Arr	Dep	Arr	Dep	Arr	Dep
BA1	650	Vehicles	52	137	151	69	945	947
		Public transport	1	13	1	1	52	52
		Active travel	12	38	21	16	190	194
BA2	200	Vehicles	25	67	60	27	380	381
		Public transport	1	6	1	1	21	21
		Active travel	6	18	8	6	76	78
BA3	0	Vehicles	0	0	0	0	0	0
		Public transport	0	0	0	0	0	0
		Active travel	0	0	0	0	0	0
BA10	36650.22	Vehicles	179	39	36	118	985	994
		Public transport	18	2	44	34	328	335
		Active travel	22	8	8	23	176	174
Whole site		Vehicles	257	243	247	215	2310	2323
		Public transport	20	21	46	36	401	407
		Active travel	40	64	37	45	442	445

BA10	36650.22	HGVs	4	3	2	3	12	12
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Total trips

		Mode	AM Peak		PM Peak		Daily	
			Arr	Dep	Arr	Dep	Arr	Dep
BA1	200	Vehicles	70	189	175	81	1117	1120
		Public transport	2	14	2	2	56	56
		Active travel	32	95	48	29	379	385
BA2	200	Vehicles	25	67	60	27	380	381
		Public transport	1	6	1	1	21	21
		Active travel	6	18	8	6	76	78
BA3	0	Vehicles	0	0	0	0	0	0
		Public transport	0	0	0	0	0	0
		Active travel	0	0	0	0	0	0
BA10	36650.22	Vehicles	186	41	40	131	1072	1082
		Public transport	19	2	49	38	357	364
		Active travel	23	8	9	26	192	189
Whole site		Vehicles	282	296	275	239	2569	2583
		Public transport	21	22	51	40	434	441
		Active travel	61	121	65	61	647	652

BA10	36650.22	HGVs	4	3	2	3	14	14
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Vision-led

Internal trips

Site	Mode	AM Peak		PM Peak		Daily	
		Arr	Dep	Arr	Dep	Arr	Dep
BA1	Vehicles	12	36	17	8	119	120
	Public transport	2	5	2	1	16	16
	Active travel	24	69	33	16	231	233
BA2	Vehicles	0	0	0	0	0	0
	Public transport	0	0	0	0	0	0
	Active travel	0	0	0	0	0	0
BA3	Vehicles	0	0	0	0	0	0
	Public transport	0	0	0	0	0	0
	Active travel	0	0	0	0	0	0
BA10	Vehicles	6	1	3	10	73	73
	Public transport	1	0	1	3	16	16
	Active travel	2	0	6	5	42	43
Whole site	Vehicles	19	37	20	19	192	193
	Public transport	3	5	3	4	32	32
	Active travel	26	69	39	21	273	275

BA10	HGVs	0	0	0	0	2	2
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Trips to Baldock and Letchworth

		Mode	AM Peak		PM Peak		Daily	
			Arr	Dep	Arr	Dep	Arr	Dep
BA1	650	Vehicles	17	43	65	29	395	395
		Public transport	1	7	8	2	46	46
		Active travel	6	18	15	10	125	127
BA2	200	Vehicles	13	34	31	14	196	196
		Public transport	1	6	4	1	24	24
		Active travel	5	15	8	5	67	68
BA3	0	Vehicles	0	0	0	0	0	0
		Public transport	0	0	0	0	0	0
		Active travel	0	0	0	0	0	0
BA10	36650.22	Vehicles	93	20	15	56	473	478
		Public transport	13	5	5	13	104	102
		Active travel	22	4	30	28	265	269
Whole site		Vehicles	122	97	110	100	1063	1069
		Public transport	16	18	16	17	174	172
		Active travel	33	37	53	43	457	464

BA10	HGVs	2	2	2	2	2	2
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Residual trips

		Mode	AM Peak		PM Peak		Daily	
			Arr	Dep	Arr	Dep	Arr	Dep
BA1	650	Vehicles	33	87	78	36	494	496
		Public transport	1	8	5	1	27	27
		Active travel	8	24	11	8	99	101
BA2	200	Vehicles	10	25	23	11	145	145
		Public transport	0	3	2	0	10	10
		Active travel	3	8	4	3	36	36
BA3	0	Vehicles	0	0	0	0	0	0
		Public transport	0	0	0	0	0	0
		Active travel	0	0	0	0	0	0
BA10	36650.22	Vehicles	75	16	16	52	429	433
		Public transport	9	3	4	10	77	76
		Active travel	8	1	20	15	143	146
Whole site		Vehicles	117	128	117	99	1068	1074
		Public transport	10	14	10	11	114	113
		Active travel	18	33	34	26	278	283

BA10	HGVs	2	1	0	1	10	10
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Total external trips

			AM Peak		PM Peak		Daily	
			Arr	Dep	Arr	Dep	Arr	Dep
80% of	BA1	Vehicles	50	130	142	65	889	891
60% of		Public transport	2	15	12	3	73	74
16% of		Active travel	14	42	26	18	224	228
80% of	BA2	Vehicles	23	59	54	25	341	341
4% of		Public transport	1	9	5	1	34	34
16% of		Active travel	8	24	12	8	103	105
DIV/0%	BA3	Vehicles	0	0	0	0	0	0
DIV/0%		Public transport	0	0	0	0	0	0
DIV/0%		Active travel	0	0	0	0	0	0
66% of	BA10	Vehicles	167	36	31	109	902	910
12% of		Public transport	22	8	8	24	180	178
12% of		Active travel	29	5	50	43	408	415
13% of	Whole site	Vehicles	240	226	227	199	2131	2142
13% of		Public transport	26	32	26	28	288	286
14% of		Active travel	51	71	87	69	734	748

- Public transport
- Active travel
- Traffic and parking management
- Placemaking and land use planning

[illegible][illegible][illegible][illegible]

Residual trips and mode shares Trips made outside of Baldock / Letchworth

Business as Usual

Internal trips

Site	Scale	Mode	AM Peak		PM Peak		Daily	
			Arr	Dep	Arr	Dep	Arr	Dep
BA1	2400	Vehicles	81	233	172	82	1090	1096
		Public transport	2	5	4	2	23	23
		Active travel	90	258	190	91	1206	1212
BA2	200	Vehicles	0	0	0	0	0	0
		Public transport	0	0	0	0	0	0
		Active travel	0	0	0	0	0	0
BA3	248	Vehicles	7	6	5	7	33	35
		Public transport	0	0	0	0	1	1
		Active travel	2	4	5	3	27	28
BA10	86500	Vehicles	23	5	12	39	273	275
		Public transport	2	0	15	11	91	93
		Active travel	3	1	3	8	49	48
Whole site		Vehicles	106	242	188	124	1387	1396
		Public transport	4	5	18	13	115	117
		Active travel	94	263	198	101	1282	1288

BA10	86500	HGVs	1	1	0	0	15	15
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Trips to Baldock and Letchworth

		Mode	AM Peak		PM Peak		Daily	
			Arr	Dep	Arr	Dep	Arr	Dep
BA1	2400	Vehicles	45	118	126	58	891	893
		Public transport	1	11	1	1	49	49
		Active travel	10	33	17	13	179	183
BA2	200	Vehicles	15	40	36	16	228	229
		Public transport	0	4	0	0	13	13
		Active travel	4	11	5	4	46	47
BA3	248	Vehicles	58	58	38	35	288	299
		Public transport	0	4	0	0	13	13
		Active travel	4	12	5	4	48	49
BA10	86500	Vehicles	241	53	45	146	1245	1257
		Public transport	24	3	55	42	415	423
		Active travel	29	10	10	29	223	220
Whole site		Vehicles	317	254	242	237	2605	2620
		Public transport	26	21	57	44	490	498
		Active travel	47	66	37	49	495	498

BA10	86500	HGVs	7	7	0	0	70	70
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Residual trips

		Mode	AM Peak		PM Peak		Daily	
			Arr	Dep	Arr	Dep	Arr	Dep
BA1	2400	Vehicles	122	321	287	132	1825	1830
		Public transport	3	29	3	3	100	100
		Active travel	28	89	40	30	366	374
BA2	200	Vehicles	10	27	24	11	152	152
		Public transport	0	2	0	0	8	8
		Active travel	2	7	3	2	31	31
BA3	248	Vehicles	44	44	31	29	225	234
		Public transport	0	3	0	0	10	10
		Active travel	3	9	4	3	38	39
BA10	86500	Vehicles	176	38	38	124	1012	1021
		Public transport	18	2	46	36	337	344
		Active travel	22	7	8	24	181	178
Whole site		Vehicles	321	419	379	280	3178	3193
		Public transport	21	37	49	39	456	463
		Active travel	55	113	55	60	615	623

BA10	86500	HGVs	5	0	0	0	57	57
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Total external trips

		Mode	AM Peak		PM Peak		Daily	
			Arr	Dep	Arr	Dep	Arr	Dep
BA1	2400	Vehicles	167	439	413	189	2716	2723
		Public transport	4	40	4	4	149	149
		Active travel	39	121	57	43	545	557
BA2	200	Vehicles	25	67	60	27	380	381
		Public transport	1	6	1	1	21	21
		Active travel	6	18	8	6	76	78
BA3	248	Vehicles	103	103	69	63	513	533
		Public transport	1	7	1	1	24	24
		Active travel	7	21	9	7	86	88
BA10	86500	Vehicles	416	91	82	270	2256	2278
		Public transport	42	5	101	77	752	767
		Active travel	51	18	19	53	404	398
Whole site		Vehicles	638	673	621	517	5783	5813
		Public transport	47	58	106	82	946	961
		Active travel	102	178	93	109	1111	1121

BA10	86500	HGVs	12	7	0	0	126	126
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Total trips

		Mode	AM Peak		PM Peak		Daily	
			Arr	Dep	Arr	Dep	Arr	Dep
BA1	2400	Vehicles	249	672	585	272	3806	3819
		Public transport	5	45	7	6	173	173
		Active travel	129	379	247	134	1751	1769
BA2	200	Vehicles	25	67	60	27	380	381
		Public transport	1	6	1	1	21	21
		Active travel	6	18	8	6	76	78
BA3	248	Vehicles	110	109	74	70	546	568
		Public transport	1	7	1	1	24	24
		Active travel	8	26	14	9	114	116
BA10	86500	Vehicles	440	96	94	309	2529	2554
		Public transport	45	5	116	89	843	859
		Active travel	54	19	21	60	452	446
Whole site		Vehicles	744	915	809	640	7170	7209
		Public transport	51	63	124	95	1061	1077
		Active travel	197	442	291	210	2393	2409
BA10	86500	HGVs	0	0	0	0	0	0

BA10	86500	HGVs	13	7	0	0	141	142
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Vision-led

Internal trips

Site	Mode	AM Peak		PM Peak		Daily	
		Arr	Dep	Arr	Dep	Arr	Dep
BA1	Vehicles	20	56	41	20	263	264
	Public transport	11	31	23	11	144	145
	Active travel	143	409	301	144	1912	1922
BA2	Vehicles	0	0	0	0	0	0
	Public transport	0	0	0	0	0	0
	Active travel	0	0	0	0	0	0
BA3	Vehicles	7	5	4	6	27	29
	Public transport	0	0	0	0	1	1
	Active travel	2	5	6	3	33	33
BA10	Vehicles	21	5	6	32	223	225
	Public transport	4	1	4	10	66	65
	Active travel	3	0	20	15	123	126
Whole site	Vehicles	42	64	51	54	505	509
	Public transport	15	32	26	21	211	211
	Active travel	148	415	327	162	2068	2081

BA10	HGVs	1	1	0	0	15	15
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Trips to Baldock and Letchworth

		Mode	AM Peak		PM Peak		Daily	
			Arr	Dep	Arr	Dep	Arr	Dep
BA1	2400	Vehicles	30	72	87	39	592	591
		Public transport	4	20	15	4	108	109
		Active travel	23	69	48	29	419	425
BA2	200	Vehicles	13	31	30	14	187	188
		Public transport	2	10	7	2	42	42
		Active travel	4	14	6	5	57	59
BA3	248	Vehicles	56	51	34	33	255	266
		Public transport	1	8	5	1	30	30
		Active travel	5	16	7	5	64	65
BA10	86500	Vehicles	163	35	3	81	669	676
		Public transport	50	16	17	45	362	359
		Active travel	81	15	89	91	851	864
Whole site		Vehicles	220	174	153	147	1656	1663
		Public transport	57	53	44	53	543	540
		Active travel	114	114	149	129	1391	1413

BA10	HGVs	7	7	0	0	70	70
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Residual trips

		Mode	AM Peak		PM Peak		Daily	
			Arr	Dep	Arr	Dep	Arr	Dep
BA1	2400	Vehicles	122	321	287	132	1825	1830
		Public transport	3	29	17	3	100	100
		Active travel	28	89	40	30	366	374
BA2	200	Vehicles	10	25	23	11	145	145
		Public transport	0	3	2	0	10	10
		Active travel	3	8	4	3	36	36
BA3	248	Vehicles	44	44	31	29	225	234
		Public transport	0	3	2	0	10	10
		Active travel	3	9	4	3	38	39
BA10	86500	Vehicles	176	38	38	124	1012	1021
		Public transport	22	7	8	24	181	178
		Active travel	18	2	46	36	337	344
Whole site		Vehicles	320	417	378	280	3171	3185
		Public transport	25	43	29	27	302	300
		Active travel	52	108	94	71	777	793

BA10	HGVs	5	5	0	0	57	57
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Total external trips

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- Public transport
- Active travel
- Traffic and parking management
- Placemaking and land use planning

[illegible][illegible][illegible][illegible]

Residual trips and mode shares Trips made outside of Baldock / Letchworth

Business as Usual

Internal trips

Site	Scale	Mode	AM Peak		PM Peak		Daily	
			Arr	Dep	Arr	Dep	Arr	Dep
BA1	2400	Vehicles	81	233	172	82	1090	1096
		Public transport	2	5	4	2	23	23
		Active travel	90	258	190	91	1206	1212
BA2	200	Vehicles	0	0	0	0	0	0
		Public transport	0	0	0	0	0	0
		Active travel	0	0	0	0	0	0
BA3	0	Vehicles	42	2	0	21	50	52
		Public transport	120	0	0	1	120	120
		Active travel	632	0	0	551	632	632
BA10	86500	Vehicles	23	5	12	39	273	275
		Public transport	2	0	15	11	91	93
		Active travel	3	1	3	8	49	48
Whole site		Vehicles	105	238	184	121	1363	1371
		Public transport	4	5	18	13	114	116
		Active travel	93	259	193	98	1255	1260

BA10	86500	HGVs	1	1	0	0	15	15
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Trips to Baldock and Letchworth

		Mode	AM Peak		PM Peak		Daily	
			Arr	Dep	Arr	Dep	Arr	Dep
BA1	2400	Vehicles	45	118	126	58	891	893
		Public transport	1	11	1	1	49	49
		Active travel	10	33	17	13	179	183
BA2	200	Vehicles	15	40	36	16	228	229
		Public transport	0	4	0	0	13	13
		Active travel	4	11	5	4	46	47
BA3	0	Vehicles	288	15	2	89	287	298
		Public transport	0	0	0	0	0	0
		Active travel	0	0	0	0	0	0
BA10	86500	Vehicles	241	53	45	146	1245	1257
		Public transport	24	3	55	42	415	423
		Active travel	29	10	10	29	223	220
Whole site		Vehicles	301	211	206	220	2364	2379
		Public transport	26	17	56	43	476	484
		Active travel	43	54	32	45	447	449

BA10	86500	HGVs	7	7	0	0	70	70
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Residual trips

		Mode	AM Peak		PM Peak		Daily	
			Arr	Dep	Arr	Dep	Arr	Dep
BA1	2400	Vehicles	122	321	287	132	1825	1830
		Public transport	3	29	3	3	100	100
		Active travel	28	89	40	30	366	374
BA2	200	Vehicles	10	27	24	11	152	152
		Public transport	0	2	0	0	8	8
		Active travel	2	7	3	2	31	31
BA3	0	Vehicles	220	11	1	73	225	233
		Public transport	53	0	0	1	53	53
		Active travel	279	0	0	9	279	279
BA10	86500	Vehicles	176	38	38	124	1012	1021
		Public transport	18	2	46	36	337	344
		Active travel	22	7	8	24	181	178
Whole site		Vehicles	308	386	349	266	2989	3004
		Public transport	21	34	49	38	446	452
		Active travel	52	103	51	57	578	584

BA10	86500	HGVs	5	5	0	0	57	57
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Total external trips

		Mode	AM Peak		PM Peak		Daily	
			Arr	Dep	Arr	Dep	Arr	Dep
BA1	2400	Vehicles	167	439	413	189	2716	2723
		Public transport	4	40	4	4	149	149
		Active travel	39	121	57	43	545	557
BA2	200	Vehicles	25	67	60	27	380	381
		Public transport	1	6	1	1	21	21
		Active travel	6	18	8	6	76	78
BA3	0	Vehicles	508	26	3	162	511	531
		Public transport	53	0	0	1	53	53
		Active travel	279	0	0	9	279	279
BA10	86500	Vehicles	416	91	82	270	2256	2278
		Public transport	42	5	101	77	752	767
		Active travel	51	18	19	53	404	398
Whole site		Vehicles	609	597	555	487	5353	5382
		Public transport	47	51	105	82	922	937
		Active travel	96	157	84	102	1025	1033

BA10	86500	HGVs	12	12	0	0	126	126
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Total trips

		Mode	AM Peak		PM Peak		Daily	
			Arr	Dep	Arr	Dep	Arr	Dep
BA1	2400	Vehicles	249	672	585	272	3806	3819
		Public transport	5	45	7	6	173	173
		Active travel	129	379	247	134	1751	1769
BA2	200	Vehicles	25	67	60	27	380	381
		Public transport	1	6	1	1	21	21
		Active travel	6	18	8	6	76	78
BA3	0	Vehicles	550	28	4	184	561	583
		Public transport	173	0	0	2	173	173
		Active travel	911	0	0	559	911	911
BA10	86500	Vehicles	440	96	94	309	2529	2554
		Public transport	45	5	116	89	843	859
		Active travel	54	19	21	60	452	446
Whole site		Vehicles	714	835	739	608	6716	6754
		Public transport	51	56	124	95	1037	1053
		Active travel	189	416	276	200	2279	2293
BA10	86500	HGVs	0	0	0	0	0	0

BA10	86500	HGVs	13	12	0	0	141	142
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Vision-led

Internal trips

Site	Mode	AM Peak		PM Peak		Daily	
		Arr	Dep	Arr	Dep	Arr	Dep
BA1	Vehicles	20	56	41	20	263	264
	Public transport	11	31	23	11	144	145
	Active travel	143	409	301	144	1912	1922
BA2	Vehicles	0	0	0	0	0	0
	Public transport	0	0	0	0	0	0
	Active travel	0	0	0	0	0	0
BA3	Vehicles	42	2	0	21	50	52
	Public transport	120	0	0	1	120	120
	Active travel	632	0	0	20	632	632
BA10	Vehicles	22	5	6	33	228	230
	Public transport	4	1	4	10	64	64
	Active travel	3	0	19	15	120	122
Whole site	Vehicles	41	61	48	53	491	495
	Public transport	15	32	26	21	209	208
	Active travel	146	409	320	159	2032	2045

BA10	HGVs	1	1	0	0	15	15
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Trips to Baldock and Letchworth

		Mode	AM Peak		PM Peak		Daily	
			Arr	Dep	Arr	Dep	Arr	Dep
BA1	2400	Vehicles	30	72	87	39	592	591
		Public transport	4	20	15	4	108	109
		Active travel	23	69	48	29	419	425
BA2	200	Vehicles	13	31	30	14	187	188
		Public transport	2	10	7	2	42	42
		Active travel	4	14	6	5	57	59
BA3	0	Vehicles	288	15	2	89	287	298
		Public transport	0	0	0	0	0	0
		Active travel	0	0	0	0	0	0
BA10	86500	Vehicles	163	35	3	81	669	676
		Public transport	50	16	17	45	362	359
		Active travel	81	15	89	91	851	864
Whole site		Vehicles	206	139	121	133	1448	1455
		Public transport	56	46	39	52	512	510
		Active travel	109	98	143	124	1327	1348

BA10	HGVs	7	7	0	0	70	70
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Residual trips

		Mode	AM Peak		PM Peak		Daily	
			Arr	Dep	Arr	Dep	Arr	Dep
BA1	2400	Vehicles	122	321	287	132	1825	1830
		Public transport	3	29	17	3	100	100
		Active travel	28	89	40	30	366	374
BA2	200	Vehicles	10	25	23	11	145	145
		Public transport	0	3	2	0	10	10
		Active travel	3	8	4	3	36	36
BA3	0	Vehicles	220	11	1	73	225	233
		Public transport	53	0	0	1	53	53
		Active travel	279	0	0	9	279	279
BA10	86500	Vehicles	176	38	38	124	1012	1021
		Public transport	22	7	8	24	181	178
		Active travel	18	2	46	36	337	344
Whole site		Vehicles	308	384	348	266	2982	2996
		Public transport	25	39	27	27	292	289
		Active travel	49	99	90	68	739	754

BA10	HGVs	5	5	0	0	57	57
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Total external trips

			AM Peak		PM Peak		Daily	
			Arr	Dep	Arr	Dep	Arr	Dep
80%	BA1	Vehicles	152	393	375	170	2417	2421
4%		Public transport	6	50	32	7	209	209
16%		Active travel	51	158	87	59	785	799
80%	BA2	Vehicles	22	57	53	24	332	333
4%		Public transport	3	12	8	3	52	52
16%		Active travel	7	22	10	7	93	95
61%	BA3	Vehicles	208	6	3	162	511	531
6%		Public transport	53	0	53	0	1	53
33%		Active travel	579	26	0	9	279	279
66%	BA10	Vehicles	339	74	41	204	1680	1697
22%		Public transport	71	23	26	70	543	537
12%		Active travel	99	17	135	126	1188	1208
73%	Whole site	Vehicles	514	523	469	399	4430	4451
13%		Public transport	80	85	66	79	804	799
14%		Active travel	158	197	232	192	2066	2102

Appendix D – TRICS Outputs

TRICS 7.11.1

Trip Rate Parameter: Gross floor area

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

6 WEST MIDLANDS
TE TELFORD & 1 days
7 YORKSHIRE & NORTH LINCOLNSHIRE
NY NORTH YO 1 days
8 NORTH WEST
EC CHESHIRE 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 2329 (units: sqm)

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 survey the total at whilst ATC surveys are undertaking using machines.

Selected Locations:

Town Centre	0
Edge of Town Centre	0
Suburban Area (PPS6 Out of Centre)	0
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	2
Free Standing (PPS6 Out of Town)	0
Not Known	0

This data displays the number of surveys per main location: Edge of Town, Suburban, Neighbourhood, Edge of Town, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	0
Commercial Zone	0
Development Zone	0
Residential Zone	1
Retail Zone	0
Built-Up Zone	0
Village	1
Out of Town	0
High Street	0
No Sub Category	1

This data displays the number of surveys per location sub-category: Industrial, Development, Residential, Retail, Built-Up, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:
F2(b) 3 days
This data displays the number of surveys per Use Class code which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

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 5 miles 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 area and the number of surveys that were undertaken at sites without Travel Plans.

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

LIST OF SITES relevant to selection parameters

- 1

EC-07-Q-0 COMMUNITY CHESHIRE EAST
WARRINGTON ROAD

MERE
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Gross floor area: 100 sqm
Survey date: TUESDAY 07/11/2017 Survey Type: MANUAL
- 2

NY-07-Q-0 COMMUNITY NORTH YORKSHIRE
SHUTE ROAD

CATTERRICK GARRISON
Neighbourhood Centre (PPS6 Local Centre)
No Sub Category
Total Gross floor area: 316 sqm
Survey date: WEDNESDAY 10/05/2017 Survey Type: MANUAL
- 3

TE-07-Q-01 COMMUNITY TELFORD & WREKIN
SOUTHGATE
SUTTON HILL
TELFORD
Edge of Town
Residential Zone
Total Gross floor area: 1486 sqm

This section provides a list of all survey sites and days in the table. It displays the selected day of the week and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
Calculation Factor: 100 sqm
Count Type: TOTAL VEHICLES

Time Range	No. Days	Ave. GFA	ARRIVALS		No. Days	Ave. GFA	DEPARTURES		Ave. GFA	TOTALS	
			Trip Rate				Trip Rate			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	2	208	0.481	
08:00-09:00		3	634	0.315	3	634	0.105	3	634	0.42	
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	0.21	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	0.82	2	793	0.126	2	793	0.946	
19:00-20:00		2	793	1.513	2	793	0	2	793	1.513	
20:00-21:00		2	793	0	2	793	0	2	793	0	
21:00-22:00		2	793	0	2	793	1.324	2	793	1.324	
22:00-23:00											
23:00-24:00											
Daily Trip Rates:				5.347						4.247	9.594

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
Calculation Factor: 100 sqm
Count Type: TAXIS

Time Range	No. Days	Ave. GFA	ARRIVALS		No. Days	Ave. GFA	DEPARTURES		Ave. GFA	TOTALS	
			Trip Rate				Trip Rate			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	2	208	0	2	208	0	
08:00-09:00		3	634	0	3	634	0	3	634	0	
09:00-10:00		3	634	0	3	634	0	3	634	0	
10:00-11:00		3	634	0	3	634	0	3	634	0	
11:00-12:00		3	634	0	3	634	0	3	634	0	
12:00-13:00		3	634	0	3	634	0	3	634	0	
13:00-14:00		3	634	0.053	3	634	0	3	634	0.053	
14:00-15:00		3	634	0	3	634	0.053	3	634	0.053	
15:00-16:00		3	634	0	3	634	0	3	634	0	
16:00-17:00		2	793	0	2	793	0	2	793	0	
17:00-18:00		2	793	0	2	793	0	2	793	0	
18:00-19:00		2	793	0	2	793	0	2	793	0	
19:00-20:00		2	793	0	2	793	0	2	793	0	
20:00-21:00		2	793	0	2	793	0	2	793	0	
21:00-22:00		2	793	0	2	793	0	2	793	0	
22:00-23:00											
23:00-24:00											
Daily Trip Rates:				0.053						0.053	0.106

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
Calculation Factor: 100 sqm
Count Type: OGVS

Time Range	No. Days	Ave. GFA	ARRIVALS		No. Days	Ave. GFA	DEPARTURES		Ave. GFA	TOTALS	
			Trip Rate				Trip Rate			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	2	208	0	2	208	0	
08:00-09:00		3	634	0	3	634	0	3	634	0	
09:00-10:00		3	634	0	3	634	0	3	634	0	
10:00-11:00		3	634	0.053	3	634	0.053	3	634	0.106	
11:00-12:00		3	634	0	3	634	0	3	634	0	
12:00-13:00		3	634	0	3	634	0	3	634	0	
13:00-14:00		3	634	0	3	634	0	3	634	0	
14:00-15:00		3	634	0	3	634	0	3	634	0	
15:00-16:00		3	634	0	3	634	0	3	634	0	
16:00-17:00		2	793	0	2	793	0	2	793	0	
17:00-18:00		2	793	0	2	793	0	2	793	0	
18:00-19:00		2	793	0	2	793	0	2	793	0	
19:00-20:00		2	793	0	2	793	0	2	793	0	
20:00-21:00		2	793	0	2	793	0	2	793	0	
21:00-22:00		2	793	0	2	793	0	2	793	0	
22:00-23:00											
23:00-24:00											
Daily Trip Rates:				0.053						0.053	0.106

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
Calculation Factor: 100 sqm
Count Type: VEHICLE OCCUPANTS

Time Range	No. Days	Ave. GFA	ARRIVALS		No. Days	Ave. GFA	DEPARTURES		Ave. GFA	TOTALS	
			Trip Rate				Trip Rate			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	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	0.21	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	

Floor Area 0 0

Time Range	ARRIVALS		DEPARTURES		TOTALS	
	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips
06:00-07:00			0		0	0
07:00-08:00	0.481		0	0	0.481	0
08:00-09:00	0.315		0	0.105	0.42	0
09:00-10:00	0.368		0	0.158	0.526	0
10:00-11:00	0.105		0	0.526	0.631	0
11:00-12:00	0.21		0	0.158	0.368	0
12:00-13:00	0.263		0	0.631	0.894	0
13:00-14:00	0.263		0	0.473	0.736	0
14:00-15:00	0.368		0	0.105	0.473	0
15:00-16:00	0.263		0	0.263	0.526	0
16:00-17:00	0.189		0	0.063	0.252	0
17:00-18:00	0.189		0	0.315	0.504	0
18:00-19:00	0.82		0	0.126	0.946	0
19:00-20:00	1.513		0	0	1.513	0
20:00-21:00	0		0	0	0	0
21:00-22:00	0		0	1.324	1.324	0
Daily Trip Rates:	5.347		0	4.247	9.594	0

Time Range	ARRIVALS		DEPARTURES		TOTALS	
	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips
06:00-07:00			0		0	0
07:00-08:00	0		0	0	0	0
08:00-09:00	0		0	0	0	0
09:00-10:00	0		0	0	0	0
10:00-11:00	0		0	0	0	0
11:00-12:00	0		0	0	0	0
12:00-13:00	0		0	0	0	0
13:00-14:00	0.053		0	0	0.053	0
14:00-15:00	0		0	0.053	0.053	0
15:00-16:00	0		0	0	0	0
16:00-17:00	0		0	0	0	0
17:00-18:00	0		0	0	0	0
18:00-19:00	0		0	0	0	0
19:00-20:00	0		0	0	0	0
20:00-21:00	0		0	0	0	0
21:00-22:00	0		0	0	0	0
Daily Trip Rates:	0.053		0	0.053	0	0.106

12:00-13:00	3	634	0.315	3	634	0.736	3	634	1.051
13:00-14:00	3	634	0.21	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	0.21	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	0.63
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	2	793	1.955
20:00-21:00	2	793	0	2	793	0	2	793	0
21:00-22:00	2	793	0	2	793	1.765	2	793	1.765
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			6.178			5.191			11.369

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
Calculation Factor: 100 sqm
Count Type: PEDESTRIANS

Time Range	No. Days	Ave. GFA	ARRIVALS		No. Days	Ave. GFA	DEPARTURES		Ave. GFA	TOTALS	
			Trip Rate				Trip Rate			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		2	208	0		2	208	0
08:00-09:00	3	634	0.21		3	634	0		3	634	0.21
09:00-10:00	3	634	0.21		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	0.21		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	0.21		3	634	0.105		3	634	0.315
15:00-16:00	3	634	0.315		3	634	0.21		3	634	0.525
16:00-17:00	2	793	0.567		2	793	0.883		2	793	1.45
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		2	793	1.576		2	793	1.576
20:00-21:00	2	793	0		2	793	0.126		2	793	0.126
21:00-22:00	2	793	0		2	793	0		2	793	0
22:00-23:00											
23:00-24:00											
Daily Trip Rates:			5.464				5.623			11.087	

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
Calculation Factor: 100 sqm
Count Type: PUBLIC TRANSPORT USERS

Time Range	No. Days	Ave. GFA	ARRIVALS		No. Days	Ave. GFA	DEPARTURES		Ave. GFA	TOTALS	
			Trip Rate				Trip Rate			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		2	208	0		2	208	0
08:00-09:00	3	634	0		3	634	0		3	634	0
09:00-10:00	3	634	0.105		3	634	0		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	0.21		3	634	0.578
12:00-13:00	3	634	0.053		3	634	0.21		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		3	634	0.053		3	634	0.053
15:00-16:00	3	634	0		3	634	0.841		3	634	0.841
16:00-17:00	2	793	0		2	793	0		2	793	0
17:00-18:00	2	793	0		2	793	0		2	793	0
18:00-19:00	2	793	0		2	793	0		2	793	0
19:00-20:00	2	793	0		2	793	0		2	793	0
20:00-21:00	2	793	0		2	793	0		2	793	0
21:00-22:00	2	793	0		2	793	0		2	793	0
22:00-23:00											
23:00-24:00											
Daily Trip Rates:			1.84				1.84			3.68	

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
Calculation Factor: 100 sqm
Count Type: TOTAL PEOPLE

Time Range	No. Days	Ave. GFA	ARRIVALS		No. Days	Ave. GFA	DEPARTURES		Ave. GFA	TOTALS	
			Trip Rate				Trip Rate			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		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	1.84
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	0.82		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		2	793	0.126		2	793	0.126
21:00-22:00	2	793	0		2	793	1.765		2	793	1.765
22:00-23:00											
23:00-24:00											
Daily Trip Rates:			13.484				12.656			26.14	

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
Calculation Factor: 100 sqm
Count Type: LGVS

Time Range	No. Days	Ave. GFA	ARRIVALS		No. Days	Ave. GFA	DEPARTURES		Ave. GFA	TOTALS	
			Trip Rate				Trip Rate			Trip Rate	
00:00-01:00											
01:00-02:00											
02:00-03:00											

18:00-19:00	0.883	0	0.189	0	1.072	0
19:00-20:00	1.955	0	0	0	1.955	0
20:00-21:00	0	0	0	0	0	0
21:00-22:00	0	0	1.765	0	1.765	0
Daily Trip Rates:	6.178	0	5.191	0	11.369	0

Time Range	ARRIVALS		DEPARTURES		TOTALS	
	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips
06:00-07:00			0		0	0
07:00-08:00	0		0	0	0	0
08:00-09:00	0.21		0	0	0	0.21
09:00-10:00	0.21		0	0.473	0	0.683
10:00-11:00	0.105		0	0.263	0	0.368
11:00-12:00	0.21		0	0.053	0	0.263
12:00-13:00	0.263		0	0.368	0	0.631
13:00-14:00	0.158		0	0.368	0	0.526
14:00-15:00	0.21		0	0.105	0	0.315
15:00-16:00	0.315		0	0.21	0	0.525
16:00-17:00	0.567		0	0.883	0	1.45
17:00-18:00	1.135		0	0.441	0	1.576
18:00-19:00	2.081		0	0.757	0	2.838
19:00-20:00	0		0	1.576	0	1.576
20:00-21:00	0		0	0.126	0	0.126
21:00-22:00	0		0	0	0	0
Daily Trip Rates:	5.464		0	5.623	0	11.087

Time Range	ARRIVALS		DEPARTURES		TOTALS	
	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips
06:00-07:00			0		0	0
07:00-08:00	0		0	0	0	0
08:00-09:00	0		0	0	0	0
09:00-10:00	0.105		0	0	0	0.105
10:00-11:00	1.209		0	0.105	0	1.314
11:00-12:00	0.368		0	0.21	0	0.578
12:00-13:00	0.053		0	0.21	0	0.263
13:00-14:00	0.105		0	0.421	0	0.526
14:00-15:00	0		0	0.053	0	0.053
15:00-16:00	0		0	0.841	0	0.841
16:00-17:00	0		0	0	0	0
17:00-18:00	0		0	0	0	0
18:00-19:00	0		0	0	0	0
19:00-20:00	0		0	0	0	0
20:00-21:00	0		0	0	0	0
21:00-22:00	0		0	0	0	0
Daily Trip Rates:	1.84		0	1.84	0	3.68

	ARRIVALS		DEPARTURES		TOTALS	
	Trip	Trips	Trip	Trips	Trip	Trips
Time Range	Rate		Rate		Rate	
06:00-07:00			0		0	0
07:00-08:00	0.481		0	0	0	0.481
08:00-09:00	0.578		0	0.158	0	0.736
09:00-10:00	0.789		0	0.683	0	1.472
10:00-11:00	1.367		0	0.946	0	2.313
11:00-12:00	0.841		0	0.421	0	1.262
12:00-13:00	0.631		0	1.314	0	1.945
13:00-14:00	0.473		0	1.367	0	1.84
14:00-15:00	0.631		0	0.263	0	0.894
15:00-16:00	0.631		0	1.262	0	1.893
16:00-17:00	0.82		0	0.946	0	1.766
17:00-18:00	1.324		0	0.883	0	2.207
18:00-19:00	2.963		0	0.946	0	3.909
19:00-20:00	1.955		0	1.576	0	3.531
20:00-21:00	0		0	0.126	0	0.126
21:00-22:00	0		0	1.765	0	1.765
Daily Trip Rates:	13.484		0	12.656	0	26.14

03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:00	2	208	0	2	208	0	2	208	0
08:00-09:00	3	634	0	3	634	0	3	634	0
09:00-10:00	3	634	0.053	3	634	0	3	634	0.053
10:00-11:00	3	634	0	3	634	0.053	3	634	0.053
11:00-12:00	3	634	0	3	634	0	3	634	0
12:00-13:00	3	634	0	3	634	0	3	634	0
13:00-14:00	3	634	0	3	634	0	3	634	0
14:00-15:00	3	634	0.053	3	634	0	3	634	0.053
15:00-16:00	3	634	0	3	634	0	3	634	0
16:00-17:00	2	793	0	2	793	0	2	793	0
17:00-18:00	2	793	0	2	793	0	2	793	0
18:00-19:00	2	793	0	2	793	0	2	793	0
19:00-20:00	2	793	0	2	793	0	2	793	0
20:00-21:00	2	793	0	2	793	0	2	793	0
21:00-22:00	2	793	0	2	793	0	2	793	0
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.106			0.053			0.159

Parameter summary

Trip rate parameter range selected: 100 - 1486 (units: sqm)
Survey date 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: followed by the total n, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

09:00-10:00	0.053	0	0	0	0.053	0
10:00-11:00	0	0	0.053	0	0.053	0
11:00-12:00	0	0	0	0	0	0
12:00-13:00	0	0	0	0	0	0
13:00-14:00	0	0	0	0	0	0
14:00-15:00	0.053	0	0	0	0.053	0
15:00-16:00	0	0	0	0	0	0
16:00-17:00	0	0	0	0	0	0
17:00-18:00	0	0	0	0	0	0
18:00-19:00	0	0	0	0	0	0
19:00-20:00	0	0	0	0	0	0
20:00-21:00	0	0	0	0	0	0
21:00-22:00	0	0	0	0	0	0
Daily Trip Rates:	0.106	0	0.053	0	0.159	0

TRICS 7.11.4
Trip Rate Parameter: Gross floor area

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

3 SOUTH WEST	
DV	DEVON 1 days
5 EAST MIDLANDS	
DY	DERBY 2 days
NN	NORTH NOI 1 days
7 YORKSHIRE & NORTH LINCOLNSHIRE	
NY	NORTH YOF 1 days
8 NORTH WEST	
GM	GREATER M 1 days
MS	MERSEYSID 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: 150 to 1878 (units: sqm)

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: 0 days

This data displays the total actual whilst ATC surveys are undertaking using machines.

Selected Locations:

Town Centre	0
Edge of Town	0
Suburban A	5
Edge of Town	0
Neighbourhood	2
Free Standing	0
Not Known	0

This data displays the Edge of Town Suburban A Neighbourhood Edge of Town Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	2
Commercial	0
Development	0
Residential	3
Retail Zone	0
Built-Up Zone	1
Village	0
Out of Town	0
High Street	0
No Sub Category	1

This data displays the Industrial Zone Development Residential Zone Retail Zone Built-Up Zone Village Out of Town High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

Not Known: 7 days

This data displays 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	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 75,000	1 days
75,001 to 125,000	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 within a radius of 5-miles of selected survey sites.

Travel Plan:

No: 7 days

This data displays and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:
No PTAL Prt 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

MARSH BARTON

EXETER

Suburban Area (PPS6 Out of Centre)

Industrial Zone

Total Gross floor area: 1878 sqm

Survey date THURSDAY 28/11/2013 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 21/10/2014 Survey Type MANUAL
- 3

DY-15-B-02 NATIONAL 1 DERBY

NOTTINGHAM ROAD

DERBY

Suburban Area (PPS6 Out of Centre)

Industrial Zone

Total Gross floor area: 320 sqm

Survey date FRIDAY 26/06/2015 Survey Type MANUAL
- 4

GM-15-B-0: ATS EUROM GREATER MANCHESTER

YORKSHIRE STREET

ROCHDALE

Suburban Area (PPS6 Out of Centre)

No Sub Category

Total Gross floor area: 600 sqm

Survey date WEDNESDAY 21/10/2015 Survey Type MANUAL
- 5

MS-15-B-0: FAST FIT CE MERSEYSIDE

HOYLAKE ROAD

NORTH BIRKENHEAD

BIRKENHEAD

Neighbourhood Centre (PPS6 Local Centre)

Residential Zone

Total Gross floor area: 200 sqm

Survey date WEDNESDAY 22/05/2024 Survey Type MANUAL
- 6

NN-15-B-0: NATIONAL 1 NORTH NORTHAMPTONSHIRE

OXFORD STREET

WELLINGBOROUGH

Neighbourhood Centre (PPS6 Local Centre)

Built-Up Zone

Total Gross floor area: 336 sqm

Survey date WEDNESDAY 26/09/2012 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 17/10/2011 Survey Type MANUAL

This section it displays the selected day of the week 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)
Calculation Factor: 100 sqm
Count Type: TOTAL VEHICLES

Time Range	Days	ARRIVALS			DEPARTURES			TOTALS	
		No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.
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
08:00-09:00		7	603	0.971	7	603	0.261	7	603
09:00-10:00		7	603	0.9	7	603	0.853	7	603
10:00-11:00		7	603	0.805	7	603	0.734	7	603
11:00-12:00		7	603	0.829	7	603	0.829	7	603
12:00-13:00		7	603	0.782	7	603	0.876	7	603
13:00-14:00		7	603	0.64	7	603	0.829	7	603
14:00-15:00		7	603	0.545	7	603	0.64	7	603
15:00-16:00		7	603	0.474	7	603	0.521	7	603
16:00-17:00		7	603	0.663	7	603	0.663	7	603
17:00-18:00		7	603	0.213	7	603	0.663	7	603
18:00-19:00		6	643	0.104	6	643	0.389	6	643
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			7.289			7.336			14.625

TRIP RATE for Land Use 15 - VEHICLE SERVICES/B - MOTORIST CENTRE (FAST FIT)
Calculation Factor: 100 sqm
Count Type: TAXIS

Floor Area00

Time Range	ARRIVALS		DEPARTURES		TOTALS	
	Trip	Rate	Trip	Rate	Trip	Rate
07:00-08:00	0.363		0	0.078	0	0.441
08:00-09:00	0.971		0	0.261	0	1.232
09:00-10:00	0.9		0	0.853	0	1.753
10:00-11:00	0.805		0	0.734	0	1.539
11:00-12:00	0.829		0	0.829	0	1.658
12:00-13:00	0.782		0	0.876	0	1.658
13:00-14:00	0.64		0	0.829	0	1.469
14:00-15:00	0.545		0	0.64	0	1.185
15:00-16:00	0.474		0	0.521	0	0.995
16:00-17:00	0.663		0	0.663	0	1.326
17:00-18:00	0.213		0	0.663	0	0.876
18:00-19:00	0.104		0	0.389	0	0.493
Daily Trip Rates:		7.289	0	7.336	0	14.625

		ARRIVALS			DEPARTURES			TOTALS	
No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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	6	643	0	6	643	0
08:00-09:00	7	603	0	7	603	0	7	603	0
09:00-10:00	7	603	0	7	603	0	7	603	0
10:00-11:00	7	603	0.024	7	603	0.024	7	603	0.048
11:00-12:00	7	603	0	7	603	0	7	603	0
12:00-13:00	7	603	0	7	603	0	7	603	0
13:00-14:00	7	603	0	7	603	0	7	603	0
14:00-15:00	7	603	0	7	603	0	7	603	0
15:00-16:00	7	603	0	7	603	0	7	603	0
16:00-17:00	7	603	0.024	7	603	0.024	7	603	0.048
17:00-18:00	7	603	0	7	603	0	7	603	0
18:00-19:00	6	643	0	6	643	0	6	643	0
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.048			0.048			0.096

TRIP RATE for Land Use 15 - VEHICLE SERVICES/B - MOTORIST CENTRE (FAST FIT)

Calculation Factor: 100 sqm

Count Type: OGVS

		ARRIVALS			DEPARTURES			TOTALS	
No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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	6	643	0	6	643	0
08:00-09:00	7	603	0	7	603	0	7	603	0
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	7	603	0	7	603	0
14:00-15:00	7	603	0.024	7	603	0	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	7	603	0.024	7	603	0.024
18:00-19:00	6	643	0	6	643	0	6	643	0
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.285			0.308			0.593

TRIP RATE for Land Use 15 - VEHICLE SERVICES/B - MOTORIST CENTRE (FAST FIT)

Calculation Factor: 100 sqm

Count Type: CYCLISTS

		ARRIVALS			DEPARTURES			TOTALS	
No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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	6	643	0	6	643	0
08:00-09:00	7	603	0	7	603	0	7	603	0
09:00-10:00	7	603	0	7	603	0	7	603	0
10:00-11:00	7	603	0	7	603	0	7	603	0
11:00-12:00	7	603	0	7	603	0	7	603	0
12:00-13:00	7	603	0	7	603	0	7	603	0
13:00-14:00	7	603	0	7	603	0	7	603	0
14:00-15:00	7	603	0	7	603	0	7	603	0
15:00-16:00	7	603	0	7	603	0	7	603	0
16:00-17:00	7	603	0	7	603	0	7	603	0
17:00-18:00	7	603	0.024	7	603	0.024	7	603	0.048
18:00-19:00	6	643	0	6	643	0	6	643	0
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.024			0.024			0.048

Parameter summary

Trip rate per 200 - 1878 (units: sqm)

Survey date 01/01/10 - 22/05/24

Number of vehicles

Number of people

Number of people

Surveys automated

		ARRIVALS		DEPARTURES		TOTALS	
Time Range		Trip	Rate	Trip	Rate	Trip	Rate
07:00-08:00		0		0		0	
08:00-09:00		0		0		0	
09:00-10:00		0		0		0	
10:00-11:00		0.024		0	0.024	0	0.048
11:00-12:00		0		0		0	
12:00-13:00		0		0		0	
13:00-14:00		0		0		0	
14:00-15:00		0		0		0	
15:00-16:00		0		0		0	
16:00-17:00		0.024		0	0.024	0	0.048
17:00-18:00		0		0		0	
18:00-19:00		0		0		0	
Daily Trip Rates:		0.048		0	0.048	0	0.096

		ARRIVALS		DEPARTURES		TOTALS	
Time Range		Trip	Rate	Trip	Rate	Trip	Rate
07:00-08:00		0		0		0	
08:00-09:00		0		0		0	
09:00-10:00		0.024		0	0.024	0	0.048
10:00-11:00		0.095		0	0.071	0	0.166
11:00-12:00		0.047		0	0.047	0	0.094
12:00-13:00		0.047		0	0.071	0	0.118
13:00-14:00		0		0		0	
14:00-15:00		0.024		0		0	0.024
15:00-16:00		0.024		0	0.047	0	0.071
16:00-17:00		0.024		0	0.024	0	0.048
17:00-18:00		0		0	0.024	0	0.024
18:00-19:00		0		0		0	
Daily Trip Rates:		0.285		0	0.308	0	0.593

Surveys manually removed 0

This section is followed by the total number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRICS 7.11.4

Trip Rate Parameter: Site area

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use12 - CIVIC AMENITY SITES
CategoryA - CIVIC AMENITY SITE
TOTAL VEHICLES

Selected regions and areas:

3 SOUTH WEST
SG SOUTH GL1 1 days
6 WEST MIDLANDS
WO WORCESTER 1 days
7 YORKSHIRE & NORTH LINCOLNSHIRE
LS LEEDS 1 days
8 NORTH WEST
AC CHESHIRE 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)

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 total at whilst ATC surveys are undertaking using machines.

Selected Locations:

Town Centre 0
Edge of Town Centre 0
Suburban Area (PPS6) 1
Edge of Town 3
Neighbourhood Centre 0
Free Standing (PPS6 C) 0
Not Known 0

This data displays the Edge of Town Suburban , Neighbourhood Centre Edge of Town Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone 3
Commercial Zone 0
Development Zone 0
Residential Zone 1
Retail Zone 0
Built-Up Zone 0
Village 0
Out of Town 0
High Street 0
No Sub Category 0

This data displays the Industrial Development Residential Zone Retail Zone Built-Up Zone Village Out of Town High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

B2 4 days

This data displays the which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

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 within a radius of 5-miles of selected survey sites.

Travel Plan:

No 4 days

This data displays the 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 AC-12-A-01 RECYCLING CHESHIRE WEST & CHESTER
BUMPERS LANE
SEALAND IND. ESTATE
CHESTER
Edge of Town
Industrial Zone
Total Site area: 0.3 hect
Survey date WEDNESDAY 12/11/2014 Survey Type MANUAL

2 LS-12-A-01 CIVIC AMENITY SITES/A - CIVIC AMENITY SITE
LIMEWOOD ROAD

LEEDS
Edge of Town
Industrial Zone
Total Site area: 0.73 hect
Survey date: TUESDAY 08/06/2010 Survey Type: MANUAL

3 SG-12-A-0: RECYCLING SITES/A - CIVIC AMENITY SITE
CARSONS ROAD
MANGOTSFIELD
NEAR BRISTOL
Edge of Town
Industrial Zone
Total Site area: 0.9 hect
Survey date: FRIDAY 19/05/2023 Survey Type: MANUAL

4 WO-12-A-0 CIVIC AMENITY SITES/A - CIVIC AMENITY SITE
HORSFORD ROAD

WORCESTER
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Site area: 0.21 hect
Survey date: WEDNESDAY 13/10/2010 Survey Type: MANUAL

This section provides a table that displays the selected day of the week and date of the 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

Calculation Factor: 1 hect

Count Type: TOTAL VEHICLES

Time Range	No.	Ave.	ARRIVALS		No.	Ave.	DEPARTURES		TOTALS		
	Days	AREA	Trip Rate		Days	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	13.99
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	62.15	4	0.54	134.113
10:00-11:00		4	0.54		81.776	4	0.54	80.374	4	0.54	162.15
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	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											
Daily Trip Rates:					512.445			517.891			1030.336

TRIP RATE for Land Use 12 - CIVIC AMENITY SITES/A - CIVIC AMENITY SITE

Calculation Factor: 1 hect

Count Type: OGVS

Time Range	ARRIVALS		No. Days	DEPARTURES		No. Days	TOTALS		
	No. Days	Ave. AREA		Trip Rate	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	5.14
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	1.87
17:00-18:00	3	0.61	0	3	0.61	0	3	0.61	0
18:00-19:00									
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			19.311			20.247			39.558

TRIP RATE for Land Use 12 - CIVIC AMENITY SITES/A - CIVIC AMENITY SITE

Calculation Factor: 1 hect

Count Type: PSVS

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	3	0.64	0	3	0.64
08:00-09:00	4	0.54		0	4	0.54	0	4	0.54
09:00-10:00	4	0.54		0	4	0.54	0	4	0.54

Floor Area 5000
50

0.5

Time Range	ARRIVALS		DEPARTURES		TOTALS	
	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips
07:00-08:00	7.772	4	6.218	3	13.99	7
08:00-09:00	35.981	18	32.243	16	68.224	34
09:00-10:00	71.963	36	62.15	31	134.113	67
10:00-11:00	81.776	41	80.374	40	162.15	81
11:00-12:00	88.785	44	85.514	43	174.299	87
12:00-13:00	66.822	33	69.159	35	135.981	68
13:00-14:00	54.206	27	59.346	30	113.552	57
14:00-15:00	51.402	26	52.336	26	103.738	52
15:00-16:00	45.327	23	51.402	26	96.729	48
16:00-17:00	8.411	4	15.888	8	24.299	12
17:00-18:00	0	0	3.261	2	3.261	2
Daily Trip R	512.445	256	517.891	259	1030.336	515

Time Range	ARRIVALS		DEPARTURES		TOTALS	
	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips
07:00-08:00	0.07772	4	0.06218	3	0.1399	7
08:00-09:00	0.35981	18	0.32243	16	0.68224	34
09:00-10:00	0.71963	36	0.6215	31	1.34113	67
10:00-11:00	0.81776	41	0.80374	40	1.6215	81
11:00-12:00	0.88785	44	0.85514	43	1.74299	87
12:00-13:00	0.66822	33	0.69159	35	1.35981	68
13:00-14:00	0.54206	27	0.59346	30	1.13552	57
14:00-15:00	0.51402	26	0.52336	26	1.03738	52
15:00-16:00	0.45327	23	0.51402	26	0.96729	48
16:00-17:00	0.08411	4	0.15888	8	0.24299	12
17:00-18:00	0	0	0.03261	2	0.03261	2
Daily Trip R	5.12445	256	5.17891	259	10.30336	515

Time Range	ARRIVALS		DEPARTURES		TOTALS	
	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips
07:00-08:00	1.554	1	1.554	1	3.108	2
08:00-09:00	0.467	0	0.935	0	1.402	1
09:00-10:00	2.804	1	1.402	1	4.206	2
10:00-11:00	2.804	1	2.804	1	5.608	3
11:00-12:00	3.271	2	4.206	2	7.477	4
12:00-13:00	2.336	1	1.402	1	3.738	2
13:00-14:00	2.336	1	2.804	1	5.14	3
14:00-15:00	1.402	1	1.869	1	3.271	2
15:00-16:00	1.402	1	2.336	1	3.738	2
16:00-17:00	0.935	0	0.935	0	1.87	1
17:00-18:00	0	0	0	0	0	0
Daily Trip R	19.311	10	20.247	10	39.558	20

Time Range	ARRIVALS		DEPARTURES		TOTALS	
	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips
07:00-08:00	0	0	0	0	0	0
08:00-09:00	0	0	0	0	0	0
09:00-10:00	0	0	0	0	0	0
10:00-11:00	0.467	0	0.467	0	0.934	0
11:00-12:00	0	0	0	0	0	0
12:00-13:00	0	0	0	0	0	0
13:00-14:00	0	0	0	0	0	0
14:00-15:00	0	0	0	0	0	0
15:00-16:00	0	0	0	0	0	0
16:00-17:00	0	0	0	0	0	0

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	4	0.54	0	4	0.54	0
12:00-13:00	4	0.54	0	4	0.54	0	4	0.54	0
13:00-14:00	4	0.54	0	4	0.54	0	4	0.54	0
14:00-15:00	4	0.54	0	4	0.54	0	4	0.54	0
15:00-16:00	4	0.54	0	4	0.54	0	4	0.54	0
16:00-17:00	4	0.54	0	4	0.54	0	4	0.54	0
17:00-18:00	3	0.61	0	3	0.61	0	3	0.61	0
18:00-19:00									
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.467			0.467			0.934

TRIP RATE for Land Use 12 - CIVIC AMENITY SITES/A - CIVIC AMENITY SITE
Calculation Factor: 1 hect
Count Type: CYCLISTS

Time Range	No. Days	Ave. AREA	ARRIVALS		No. Days	Ave. AREA	DEPARTURES		TOTALS Trip Rate
			Trip Rate				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	3	0.64		0
08:00-09:00	4	0.54			0	4	0.54		0
09:00-10:00	4	0.54			0	4	0.54		0
10:00-11:00	4	0.54			0	4	0.54		0
11:00-12:00	4	0.54			0.467	4	0.54	0.467	0.934
12:00-13:00	4	0.54			0	4	0.54		0
13:00-14:00	4	0.54			0	4	0.54		0
14:00-15:00	4	0.54			0	4	0.54		0
15:00-16:00	4	0.54			0	4	0.54		0
16:00-17:00	4	0.54			0	4	0.54		0
17:00-18:00	3	0.61			0	3	0.61		0
18:00-19:00									
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:					0.467		0.467		0.934

Parameter summary

Trip rate parameter ra 0.21 to 0.90 (units: hect)
Survey date date range 01/01/10 - 24/03/24
Number of weekdays (4
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically 0
Surveys manually rem 0

This section displays z followed by the total n, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

17:00-18:0	0	0	0	0	0	0
Daily Trip R	0.467	0	0.467	0	0.934	0

Time Range	ARRIVALS		DEPARTURES		TOTALS	
	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips
07:00-08:0	0		0		0	0
08:00-09:0	0		0		0	0
09:00-10:0	0		0		0	0
10:00-11:0	0		0		0	0
11:00-12:0	0.467		0		0	0.934
12:00-13:0	0		0		0	0
13:00-14:0	0		0		0	0
14:00-15:0	0		0		0	0
15:00-16:0	0		0		0	0
16:00-17:0	0		0		0	0
17:00-18:0	0		0		0	0
Daily Trip R	0.467		0		0	0.934

TRICS 7.11.4
Trip Rate P: Gross floor area

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:
2 SOUTH EAST
ES EAST SUSSI 1 days
IW ISLE OF WIT 1 days
3 SOUTH WEST
WL WILTSHIRE 1 days
4 EAST ANGLIA
CA CAMBRIDGE 1 days
5 EAST MIDLANDS
DY DERBY 1 days
7 YORKSHIRE & NORTH LINCOLNSHIRE
DR DONCASTER 1 days
9 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: 750 to 2250 (units: sqm)

Public Transport Provision:
Selection b 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 0 days
This data displays the total accuracy whilst ATC surveys are undertaken using machines.

Selected Locations:
Town Centre 0
Edge of Town 0
Suburban A 3
Edge of Town 3
Neighbourhood 2
Free Standing 0
Not Known 0
This data displays the total accuracy for Edge of Town, Suburban A, Neighbourhood, Edge of Town, Town Centre and Not Known.

Selected Location Sub Categories:
Industrial Zone 0
Commercial 0
Development 0
Residential 8
Retail Zone 0
Built-Up Zone 0
Village 0
Out of Town 0
High Street 0
No Sub Category 0
This data displays the total accuracy for Industrial Zone, Development, Residential, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:
E(e) 8 days
This data displays the use class which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Population within 1 mile:
15,001 to 22 days
20,001 to 23 days
25,001 to 52 days
50,001 to 111 days
This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:
50,001 to 72 days
100,001 to 1 days

125,001 to 3 days
250,001 to 1 days
500,001 or 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 di within a radius of 5-miles of selected survey sites.

Travel Plan:
No 8 days
This data di and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:
No PTAL Pri8 days
This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1

CA-05-G-0: MEDICAL C CAMBRIDGESHIRE
NUFFIELD ROAD
CHESTERTON
CAMBRIDGE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 1046 sqm
Survey dateFRIDAY ##### Survey TypeMANUAL

2

CU-05-G-0: GP SURGEf CUMBERLAND
FUSEHILL STREET

CARLISLE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 1370 sqm
Survey dateTUESDAY ##### Survey TypeMANUAL

3

DR-05-G-0: GP SURGEf DONCASTER
GOODISON BOULEVARD
CANTLEY
DONCASTER
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 1050 sqm
Survey dateTHURSDAY ##### Survey TypeMANUAL

4

DY-05-G-0: GP SURGEf DERBY
ST THOMAS ROAD

DERBY
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 2000 sqm
Survey dateWEDNESD/ ##### Survey TypeMANUAL

5

ES-05-G-0: MEDICAL C EAST SUSSEX
VICTORIA DRIVE

EASTBOURNE
Edge of Town
Residential Zone
Total Gross floor area: 1976 sqm
Survey dateTHURSDAY ##### Survey TypeMANUAL

6

IW-05-G-01GP SURGEf ISLE OF WIGHT
NEWPORT ROAD

COWES
Edge of Town
Residential Zone
Total Gross floor area: 1400 sqm
Survey dateWEDNESD/ ##### Survey TypeMANUAL

7

TW-05-G-0: GP SURGEf TYNE & WEAR
MANOR WALK
BENTON
NEWCASTLE UPON TYNE
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 1400 sqm
Survey dateTHURSDAY ##### Survey TypeMANUAL

8

WL-05-G-0 MEDICAL C WILTSHIRE
MIDDLEFIELD ROAD

CHIPPENHAM
Edge of Town
Residential Zone
Total Gross floor area: 2150 sqm
Survey dateTHURSDAY ##### Survey TypeMANUAL

This sector it displays : the selecte the day of t and whether the survey was a manual classified count or an ATC count.

Floor Area	1500	15
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TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
Calculation Factor: 100 sqm
Count Type: TOTAL VEHICLES

ARRIVALS	DEPARTURES	TOTALS	ARRIVALS	DEPARTURES	TOTALS
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No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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									
06:00-07:0	1	1400	0.071	1	1400	0	1	1400	0.071
07:00-08:0	7	1607	1.156	7	1607	0.196	7	1607	1.352
08:00-09:0	8	1537	2.563	8	1537	1.359	8	1537	3.922
09:00-10:0	8	1537	2.831	8	1537	2.628	8	1537	5.459
10:00-11:0	8	1537	2.709	8	1537	2.376	8	1537	5.085
11:00-12:0	8	1537	2.432	8	1537	2.522	8	1537	4.954
12:00-13:0	8	1537	2.392	8	1537	2.546	8	1537	4.938
13:00-14:0	8	1537	2.156	8	1537	2.229	8	1537	4.385
14:00-15:0	8	1537	2.522	8	1537	2.465	8	1537	4.987
15:00-16:0	8	1537	2.164	8	1537	2.319	8	1537	4.483
16:00-17:0	8	1537	1.896	8	1537	2.546	8	1537	4.442
17:00-18:0	8	1537	1.058	8	1537	1.952	8	1537	3.01
18:00-19:0	8	1537	0.456	8	1537	0.944	8	1537	1.4
19:00-20:0	1	1400	0.143	1	1400	0.143	1	1400	0.286
20:00-21:0	1	1400	0	1	1400	0	1	1400	0
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			24.549			24.225			48.774

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

Calculation Factor: 100 sqm

Count Type: TAXIS

		ARRIVALS			DEPARTURES			TOTALS	
No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	GFA	Rate	Days	GFA	Rate	Days	GFA	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									
06:00-07:0	1	1400	0	1	1400	0	1	1400	
07:00-08:0	7	1607	0.009	7	1607	0	7	1607	
08:00-09:0	8	1537	0.049	8	1537	0.057	8	1537	
09:00-10:0	8	1537	0.187	8	1537	0.187	8	1537	
10:00-11:0	8	1537	0.089	8	1537	0.089	8	1537	
11:00-12:0	8	1537	0.106	8	1537	0.106	8	1537	
12:00-13:0	8	1537	0.089	8	1537	0.089	8	1537	
13:00-14:0	8	1537	0.155	8	1537	0.138	8	1537	
14:00-15:0	8	1537	0.114	8	1537	0.13	8	1537	
15:00-16:0	8	1537	0.057	8	1537	0.057	8	1537	
16:00-17:0	8	1537	0.041	8	1537	0.033	8	1537	
17:00-18:0	8	1537	0.008	8	1537	0.016	8	1537	
18:00-19:0	8	1537	0.016	8	1537	0.016	8	1537	
19:00-20:0	1	1400	0	1	1400	0	1	1400	
20:00-21:0	1	1400	0	1	1400	0	1	1400	
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.92			0.918		1.838	

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

Calculation Factor: 100 sqm

Count Type: OGVS

		ARRIVALS			DEPARTURES			TOTALS	
No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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									
06:00-07:0	1	1400	0	1	1400	0	1	1400	0
07:00-08:0	7	1607	0.009	7	1607	0.009	7	1607	0.018
08:00-09:0	8	1537	0.008	8	1537	0.008	8	1537	0.016
09:00-10:0	8	1537	0.008	8	1537	0.008	8	1537	0.016
10:00-11:0	8	1537	0	8	1537	0	8	1537	0
11:00-12:0	8	1537	0	8	1537	0	8	1537	0
12:00-13:0	8	1537	0	8	1537	0	8	1537	0
13:00-14:0	8	1537	0	8	1537	0	8	1537	0
14:00-15:0	8	1537	0	8	1537	0	8	1537	0
15:00-16:0	8	1537	0	8	1537	0	8	1537	0
16:00-17:0	8	1537	0	8	1537	0	8	1537	0
17:00-18:0	8	1537	0	8	1537	0	8	1537	0
18:00-19:0	8	1537	0	8	1537	0	8	1537	0
19:00-20:0	1	1400	0	1	1400	0	1	1400	0
20:00-21:0	1	1400	0	1	1400	0	1	1400	0
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.025			0.025			0.05

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
Calculation Factor: 100 sqm
Count Type: PSVS

Time Range	ARRIVALS				DEPARTURES				TOTALS
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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									
06:00-07:0	1	1400	0	1	1400	0	1	1400	0
07:00-08:0	7	1607	0	7	1607	0	7	1607	0
08:00-09:0	8	1537	0	8	1537	0	8	1537	0
09:00-10:0	8	1537	0	8	1537	0	8	1537	0
10:00-11:0	8	1537	0.008	8	1537	0	8	1537	0.008
11:00-12:0	8	1537	0	8	1537	0.008	8	1537	0.008
12:00-13:0	8	1537	0	8	1537	0	8	1537	0
13:00-14:0	8	1537	0	8	1537	0	8	1537	0
14:00-15:0	8	1537	0	8	1537	0	8	1537	0
15:00-16:0	8	1537	0	8	1537	0	8	1537	0
16:00-17:0	8	1537	0	8	1537	0	8	1537	0
17:00-18:0	8	1537	0	8	1537	0	8	1537	0
18:00-19:0	8	1537	0	8	1537	0	8	1537	0
19:00-20:0	1	1400	0	1	1400	0	1	1400	0
20:00-21:0	1	1400	0	1	1400	0	1	1400	0
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.008			0.008			0.016

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
Calculation Factor: 100 sqm
Count Type: CYCLISTS

Time Range	ARRIVALS				DEPARTURES				TOTALS
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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									
06:00-07:0	1	1400	0	1	1400	0	1	1400	0
07:00-08:0	7	1607	0.009	7	1607	0	7	1607	0.009
08:00-09:0	8	1537	0.049	8	1537	0	8	1537	0.049
09:00-10:0	8	1537	0.016	8	1537	0.024	8	1537	0.04
10:00-11:0	8	1537	0.016	8	1537	0.033	8	1537	0.049
11:00-12:0	8	1537	0.065	8	1537	0.041	8	1537	0.106
12:00-13:0	8	1537	0.008	8	1537	0.033	8	1537	0.041
13:00-14:0	8	1537	0.033	8	1537	0.041	8	1537	0.074
14:00-15:0	8	1537	0.041	8	1537	0.041	8	1537	0.082
15:00-16:0	8	1537	0.033	8	1537	0.041	8	1537	0.074
16:00-17:0	8	1537	0.049	8	1537	0.033	8	1537	0.082
17:00-18:0	8	1537	0.016	8	1537	0.041	8	1537	0.057
18:00-19:0	8	1537	0.024	8	1537	0.016	8	1537	0.04
19:00-20:0	1	1400	0	1	1400	0	1	1400	0
20:00-21:0	1	1400	0	1	1400	0	1	1400	0
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.359			0.344			0.703

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
Calculation Factor: 100 sqm
Count Type: VEHICLE OCCUPANTS

Time Range	ARRIVALS				DEPARTURES				TOTALS
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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									
06:00-07:0	1	1400	0.071	1	1400	0	1	1400	0.071
07:00-08:0	7	1607	1.298	7	1607	0.213	7	1607	1.511
08:00-09:0	8	1537	3.189	8	1537	1.595	8	1537	4.784
09:00-10:0	8	1537	3.881	8	1537	3.449	8	1537	7.33
10:00-11:0	8	1537	3.441	8	1537	3.157	8	1537	6.598
11:00-12:0	8	1537	3.287	8	1537	3.222	8	1537	6.509
12:00-13:0	8	1537	3.124	8	1537	3.384	8	1537	6.508
13:00-14:0	8	1537	2.872	8	1537	2.872	8	1537	5.744
14:00-15:0	8	1537	3.49	8	1537	3.319	8	1537	6.809
15:00-16:0	8	1537	2.904	8	1537	3.181	8	1537	6.085
16:00-17:0	8	1537	2.644	8	1537	3.506	8	1537	6.15
17:00-18:0	8	1537	1.318	8	1537	2.498	8	1537	3.816
18:00-19:0	8	1537	0.586	8	1537	1.196	8	1537	1.782

Time Range	ARRIVALS	DEPARTURES		TOTALS	
	Trip	Trip	Trip	Trip	
Rate	Rate	Rate	Rate		
06:00-07:0	0	0	0	0	0
07:00-08:0	0.009	0	0	0	0.009
08:00-09:0	0.049	1	0	0	0.049
09:00-10:0	0.016	0	0.024	0	0.04
10:00-11:0	0.016	0	0.033	0	0.049
11:00-12:0	0.065	1	0.041	1	0.106
12:00-13:0	0.008	0	0.033	0	0.041
13:00-14:0	0.033	0	0.041	1	0.074
14:00-15:0	0.041	1	0.041	1	0.082
15:00-16:0	0.033	0	0.041	1	0.074
16:00-17:0	0.049	1	0.033	0	0.082
17:00-18:0	0.016	0	0.041	1	0.057
18:00-19:0	0.024	0	0.016	0	0.04
19:00-20:0	0	0	0	0	0
20:00-21:0	0	0	0	0	0
21:00-22:00		0		0	0
Daily Trip R	0.359	5	0.344	5	0.703

19:00-20:0	1	1400	0.143	1	1400	0.143	1	1400	0.286
20:00-21:0	1	1400	0	1	1400	0	1	1400	0
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:		32.248			31.735			63.983	

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

Calculation Factor: 100 sqm

Count Type: PEDESTRIANS

		ARRIVALS				DEPARTURES		TOTALS	
No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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									
06:00-07:0	1	1400	0	1	1400	0	1	1400	0
07:00-08:0	7	1607	0.507	7	1607	0.027	7	1607	0.534
08:00-09:0	8	1537	0.789	8	1537	0.61	8	1537	1.399
09:00-10:0	8	1537	1.106	8	1537	1.058	8	1537	2.164
10:00-11:0	8	1537	0.976	8	1537	1.131	8	1537	2.107
11:00-12:0	8	1537	0.96	8	1537	1.033	8	1537	1.993
12:00-13:0	8	1537	0.716	8	1537	0.781	8	1537	1.497
13:00-14:0	8	1537	0.83	8	1537	0.667	8	1537	1.497
14:00-15:0	8	1537	0.822	8	1537	0.879	8	1537	1.701
15:00-16:0	8	1537	0.748	8	1537	0.773	8	1537	1.521
16:00-17:0	8	1537	0.643	8	1537	0.757	8	1537	1.4
17:00-18:0	8	1537	0.504	8	1537	0.781	8	1537	1.285
18:00-19:0	8	1537	0.081	8	1537	0.187	8	1537	0.268
19:00-20:0	1	1400	0.143	1	1400	0.357	1	1400	0.5
20:00-21:0	1	1400	0	1	1400	0	1	1400	0
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:		8.825			9.041			17.866	

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

Calculation Factor: 100 sqm

Count Type: BUS/TRAM PASSENGERS

		ARRIVALS				DEPARTURES		TOTALS	
No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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									
06:00-07:0	1	1400	0	1	1400	0	1	1400	0
07:00-08:0	7	1607	0.062	7	1607	0	7	1607	0.062
08:00-09:0	8	1537	0.244	8	1537	0.081	8	1537	0.325
09:00-10:0	8	1537	0.268	8	1537	0.285	8	1537	0.553
10:00-11:0	8	1537	0.277	8	1537	0.26	8	1537	0.537
11:00-12:0	8	1537	0.301	8	1537	0.325	8	1537	0.626
12:00-13:0	8	1537	0.171	8	1537	0.203	8	1537	0.374
13:00-14:0	8	1537	0.179	8	1537	0.195	8	1537	0.374
14:00-15:0	8	1537	0.203	8	1537	0.179	8	1537	0.382
15:00-16:0	8	1537	0.171	8	1537	0.203	8	1537	0.374
16:00-17:0	8	1537	0.203	8	1537	0.187	8	1537	0.39
17:00-18:0	8	1537	0.089	8	1537	0.138	8	1537	0.227
18:00-19:0	8	1537	0.008	8	1537	0.106	8	1537	0.114
19:00-20:0	1	1400	0	1	1400	0	1	1400	0
20:00-21:0	1	1400	0	1	1400	0	1	1400	0
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:		2.176			2.162			4.338	

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

Calculation Factor: 100 sqm

Count Type: TOTAL RAIL PASSENGERS

		ARRIVALS				DEPARTURES		TOTALS	
No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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									
06:00-07:0	1	1400	0	1	1400	0	1	1400	0
07:00-08:0	7	1607	0.018	7	1607	0	7	1607	0.018
08:00-09:0	8	1537	0.057	8	1537	0	8	1537	0.057
09:00-10:0	8	1537	0.057	8	1537	0.081	8	1537	0.138
10:00-11:0	8	1537	0.008	8	1537	0.008	8	1537	0.016
11:00-12:0	8	1537	0.049	8	1537	0.033	8	1537	0.082
12:00-13:0	8	1537	0.033	8	1537	0.016	8	1537	0.049

13:00-14:0	8	1537	0.041	8	1537	0.033	8	1537	0.074
14:00-15:0	8	1537	0.033	8	1537	0.033	8	1537	0.066
15:00-16:0	8	1537	0.041	8	1537	0.033	8	1537	0.074
16:00-17:0	8	1537	0.033	8	1537	0.073	8	1537	0.106
17:00-18:0	8	1537	0.024	8	1537	0.057	8	1537	0.081
18:00-19:0	8	1537	0	8	1537	0.024	8	1537	0.024
19:00-20:0	1	1400	0	1	1400	0	1	1400	0
20:00-21:0	1	1400	0	1	1400	0	1	1400	0

21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:		0.394			0.391			0.785	

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
Calculation Factor: 100 sqm
Count Type: COACH PASSENGERS

		ARRIVALS			DEPARTURES			TOTALS	
No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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									
06:00-07:0	1	1400	0	1	1400	0	1	1400	0
07:00-08:0	7	1607	0	7	1607	0	7	1607	0
08:00-09:0	8	1537	0	8	1537	0	8	1537	0
09:00-10:0	8	1537	0	8	1537	0	8	1537	0
10:00-11:0	8	1537	0.024	8	1537	0	8	1537	0.024
11:00-12:0	8	1537	0	8	1537	0.024	8	1537	0.024
12:00-13:0	8	1537	0	8	1537	0	8	1537	0
13:00-14:0	8	1537	0	8	1537	0	8	1537	0
14:00-15:0	8	1537	0	8	1537	0	8	1537	0
15:00-16:0	8	1537	0	8	1537	0	8	1537	0
16:00-17:0	8	1537	0	8	1537	0	8	1537	0
17:00-18:0	8	1537	0	8	1537	0	8	1537	0
18:00-19:0	8	1537	0	8	1537	0	8	1537	0
19:00-20:0	1	1400	0	1	1400	0	1	1400	0
20:00-21:0	1	1400	0	1	1400	0	1	1400	0
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:		0.024			0.024			0.048	

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
Calculation Factor: 100 sqm
Count Type: PUBLIC TRANSPORT USERS

		ARRIVALS			DEPARTURES			TOTALS	
No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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									
06:00-07:0	1	1400	0	1	1400	0	1	1400	0
07:00-08:0	7	1607	0.08	7	1607	0	7	1607	0.08
08:00-09:0	8	1537	0.301	8	1537	0.081	8	1537	0.382
09:00-10:0	8	1537	0.325	8	1537	0.366	8	1537	0.691
10:00-11:0	8	1537	0.309	8	1537	0.268	8	1537	0.577
11:00-12:0	8	1537	0.35	8	1537	0.382	8	1537	0.732
12:00-13:0	8	1537	0.203	8	1537	0.22	8	1537	0.423
13:00-14:0	8	1537	0.22	8	1537	0.228	8	1537	0.448
14:00-15:0	8	1537	0.236	8	1537	0.212	8	1537	0.448
15:00-16:0	8	1537	0.212	8	1537	0.236	8	1537	0.448
16:00-17:0	8	1537	0.236	8	1537	0.26	8	1537	0.496
17:00-18:0	8	1537	0.114	8	1537	0.195	8	1537	0.309
18:00-19:0	8	1537	0.008	8	1537	0.13	8	1537	0.138
19:00-20:0	1	1400	0	1	1400	0	1	1400	0
20:00-21:0	1	1400	0	1	1400	0	1	1400	0
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:		2.594			2.578			5.172	

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
Calculation Factor: 100 sqm
Count Type: TOTAL PEOPLE

		ARRIVALS			DEPARTURES			TOTALS	
No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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									
06:00-07:0	1	1400	0.071	1	1400	0	1	1400	0.071

		ARRIVALS		DEPARTURES		TOTALS	
Time Range	Trip	Rate		Trip	Rate	Trip	Rate
06:00-07:0	0		0	0		0	0
07:00-08:0	0.08		1	0		0	0.08
08:00-09:0	0.301		5	0.081		1	0.382
09:00-10:0	0.325		5	0.366		5	0.691
10:00-11:0	0.309		5	0.268		4	0.577
11:00-12:0	0.35		5	0.382		6	0.732
12:00-13:0	0.203		3	0.22		3	0.423
13:00-14:0	0.22		3	0.228		3	0.448
14:00-15:0	0.236		4	0.212		3	0.448
15:00-16:0	0.212		3	0.236		4	0.448
16:00-17:0	0.236		4	0.26		4	0.496
17:00-18:0	0.114		2	0.195		3	0.309
18:00-19:0	0.008		0	0.13		2	0.138
19:00-20:0	0		0	0		0	0
20:00-21:0	0		0	0		0	0
21:00-22:00			0			0	0
Daily Trip R	2.594		39	2.578		39	5.172

		ARRIVALS		DEPARTURES		TOTALS	
Time Range	Trip	Rate		Trip	Rate	Trip	Rate
06:00-07:0	0.071		1	0		0	0.071
07:00-08:0	1.894		28	0.24		4	2.134
08:00-09:0	4.328		65	2.286		34	6.614
09:00-10:0	5.329		80	4.897		73	10.226
10:00-11:0	4.743		71	4.588		69	9.331
11:00-12:0	4.662		70	4.678		70	9.34
12:00-13:0	4.051		61	4.418		66	8.469

07:00-08:0	7	1607	1.894	7	1607	0.24	7	1607	2.134
08:00-09:0	8	1537	4.328	8	1537	2.286	8	1537	6.614
09:00-10:0	8	1537	5.329	8	1537	4.897	8	1537	10.226
10:00-11:0	8	1537	4.743	8	1537	4.588	8	1537	9.331
11:00-12:0	8	1537	4.662	8	1537	4.678	8	1537	9.34
12:00-13:0	8	1537	4.051	8	1537	4.418	8	1537	8.469
13:00-14:0	8	1537	3.954	8	1537	3.807	8	1537	7.761
14:00-15:0	8	1537	4.588	8	1537	4.45	8	1537	9.038
15:00-16:0	8	1537	3.897	8	1537	4.23	8	1537	8.127
16:00-17:0	8	1537	3.571	8	1537	4.556	8	1537	8.127
17:00-18:0	8	1537	1.952	8	1537	3.514	8	1537	5.466
18:00-19:0	8	1537	0.7	8	1537	1.529	8	1537	2.229
19:00-20:0	1	1400	0.286	1	1400	0.5	1	1400	0.786
20:00-21:0	1	1400	0	1	1400	0	1	1400	0
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:		44.026			43.693			87.719	

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
Calculation Factor: 100 sqm
Count Type: CARS

Time Range Days	ARRIVALS		DEPARTURES		TOTALS	
	No.	Ave.	No.	Ave.	Trip	Trip
	GFA	Rate	Days	GFA	Rate	Days
00:00-01:00						
01:00-02:00						
02:00-03:00						
03:00-04:00						
04:00-05:00						
05:00-06:00						
06:00-07:0	1	1400	0.071	1	1400	0
07:00-08:0	7	1607	1.094	7	1607	0.16
08:00-09:0	8	1537	2.408	8	1537	1.245
09:00-10:0	8	1537	2.489	8	1537	2.221
10:00-11:0	8	1537	2.465	8	1537	2.14
11:00-12:0	8	1537	2.197	8	1537	2.27
12:00-13:0	8	1537	2.164	8	1537	2.327
13:00-14:0	8	1537	1.952	8	1537	2.026
14:00-15:0	8	1537	2.278	8	1537	2.237
15:00-16:0	8	1537	1.985	8	1537	2.172
16:00-17:0	8	1537	1.774	8	1537	2.367
17:00-18:0	8	1537	0.952	8	1537	1.863
18:00-19:0	8	1537	0.415	8	1537	0.895
19:00-20:0	1	1400	0.143	1	1400	0.143
20:00-21:0	1	1400	0	1	1400	0
21:00-22:00						
22:00-23:00						
23:00-24:00						
Daily Trip Rates:		22.387			22.066	

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
Calculation Factor: 100 sqm
Count Type: LGVS

Time Range Days	ARRIVALS		DEPARTURES		TOTALS	
	No.	Ave.	No.	Ave.	Trip	Trip
	GFA	Rate	Days	GFA	Rate	Days
00:00-01:00						
01:00-02:00						
02:00-03:00						
03:00-04:00						
04:00-05:00						
05:00-06:00						
06:00-07:0	1	1400	0	1	1400	0
07:00-08:0	7	1607	0.044	7	1607	0.027
08:00-09:0	8	1537	0.089	8	1537	0.041
09:00-10:0	8	1537	0.114	8	1537	0.179
10:00-11:0	8	1537	0.13	8	1537	0.122
11:00-12:0	8	1537	0.122	8	1537	0.13
12:00-13:0	8	1537	0.114	8	1537	0.122
13:00-14:0	8	1537	0.041	8	1537	0.041
14:00-15:0	8	1537	0.089	8	1537	0.065
15:00-16:0	8	1537	0.114	8	1537	0.089
16:00-17:0	8	1537	0.081	8	1537	0.13
17:00-18:0	8	1537	0.065	8	1537	0.049
18:00-19:0	8	1537	0.008	8	1537	0.016
19:00-20:0	1	1400	0	1	1400	0
20:00-21:0	1	1400	0	1	1400	0
21:00-22:00						
22:00-23:00						
23:00-24:00						
Daily Trip Rates:		1.011			1.011	

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
Calculation Factor: 100 sqm
Count Type: MOTOR CYCLES

Time Range Days	ARRIVALS		DEPARTURES		TOTALS	
	No.	Ave.	No.	Ave.	Trip	Trip
	GFA	Rate	Days	GFA	Rate	Days
00:00-01:00						

13:00-14:0	3.954	59	3.807	57	7.761	116
14:00-15:0	4.588	69	4.45	67	9.038	136
15:00-16:0	3.897	58	4.23	63	8.127	122
16:00-17:0	3.571	54	4.556	68	8.127	122
17:00-18:0	1.952	29	3.514	53	5.466	82
18:00-19:0	0.7	11	1.529	23	2.229	33
19:00-20:0	0.286	4	0.5	8	0.786	12
20:00-21:0	0	0	0	0	0	0
21:00-22:00		0		0		0
Daily Trip R	44.026	660	43.693	655	87.719	1316

01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:0	1	1400	0	1	1400	0	1	1400	0
07:00-08:0	7	1607	0	7	1607	0	7	1607	0
08:00-09:0	8	1537	0.008	8	1537	0.008	8	1537	0.016
09:00-10:0	8	1537	0.024	8	1537	0.016	8	1537	0.04
10:00-11:0	8	1537	0	8	1537	0.008	8	1537	0.008
11:00-12:0	8	1537	0	8	1537	0	8	1537	0
12:00-13:0	8	1537	0.016	8	1537	0	8	1537	0.016
13:00-14:0	8	1537	0.008	8	1537	0.024	8	1537	0.032
14:00-15:0	8	1537	0.008	8	1537	0	8	1537	0.008
15:00-16:0	8	1537	0	8	1537	0	8	1537	0
16:00-17:0	8	1537	0	8	1537	0.008	8	1537	0.008
17:00-18:0	8	1537	0.008	8	1537	0.008	8	1537	0.016
18:00-19:0	8	1537	0	8	1537	0	8	1537	0
19:00-20:0	1	1400	0	1	1400	0	1	1400	0
20:00-21:0	1	1400	0	1	1400	0	1	1400	0
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.072			0.072			0.144

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

Calculation Factor: 100 sqm

Count Type: SERVICING VEHICLES

Time Range	ARRIVALS				DEPARTURES				TOTALS
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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									
06:00-07:0	1	1400	0	1	1400	0	1	1400	0
07:00-08:0	7	1607	0.027	7	1607	0.018	7	1607	0.045
08:00-09:0	8	1537	0.057	8	1537	0.033	8	1537	0.09
09:00-10:0	8	1537	0.106	8	1537	0.138	8	1537	0.244
10:00-11:0	8	1537	0.122	8	1537	0.106	8	1537	0.228
11:00-12:0	8	1537	0.065	8	1537	0.073	8	1537	0.138
12:00-13:0	8	1537	0.065	8	1537	0.073	8	1537	0.138
13:00-14:0	8	1537	0.033	8	1537	0.016	8	1537	0.049
14:00-15:0	8	1537	0.089	8	1537	0.089	8	1537	0.178
15:00-16:0	8	1537	0.065	8	1537	0.065	8	1537	0.13
16:00-17:0	8	1537	0.033	8	1537	0.049	8	1537	0.082
17:00-18:0	8	1537	0.041	8	1537	0.033	8	1537	0.074
18:00-19:0	8	1537	0.016	8	1537	0.016	8	1537	0.032
19:00-20:0	1	1400	0	1	1400	0	1	1400	0
20:00-21:0	1	1400	0	1	1400	0	1	1400	0
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.719			0.709			1.428

Parameter summary

Trip rate pa 1046 - 2150 (units: sqm)

Survey date 01/01/16 - 18/06/24

Number of : 8

Number of : 0

Number of : 0

Surveys aut 0

Surveys ma 0

This section followed by the total number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRICS 7.11.4
Trip Rate P Gross floor area

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:
2 SOUTH EAST
SC SURREY 1 days
4 EAST ANGLIA
CA CAMBRIDG 1 days
6 WEST MIDLANDS
ST STAFFORD 1 days
WK WARWICKS 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: 10000 to 60000 (units: sqm)

Public Transport Provision:
Selection b 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 0 days
This data displays the total actual whilst ATC surveys are undertaking using machines.

Selected Locations:

Town Centre 0
Edge of Town 0
Suburban A 1
Edge of Town 3
Neighbourhood 0
Free Standing 0
Not Known 0
This data displays Edge of Town Suburban / Neighbourhood Edge of Town Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone 1
Commercial 2
Development 0
Residential 0
Retail Zone 0
Built-Up Zone 0
Village 0
Out of Town 1
High Street 0
No Sub Category 0
This data displays Industrial Zone Development Residential Retail Zone Built-Up Zone Village Out of Town High Street and No Sub Category.

Secondary Filtering selection:

Use Class:
Not Known 4 days
This data displays 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

Population within 1 mile:
1,001 to 5, 1 days
5,001 to 10, 1 days
20,001 to 25, 1 days
25,001 to 50, 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, 1 days
100,001 to 125, 1 days
125,001 to 250, 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 di within a radius of 5-miles of selected survey sites.

Travel Plan:
Yes 2 days
No 2 days
This data di and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:
No PTAL Pri4 days
This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters
1 CA-02-B-01BUSINESS I CAMBRIDGESHIRE
MILTON ROAD

CAMBRIDGE
Edge of Town
Commercial Zone
Total Gross floor area: 23354 sqm
Survey date MONDAY ##### Survey Type MANUAL
2 SC-02-B-02 BUSINESS I SURREY
SURREY WAY

GUILDFORD
Suburban Area (PPS6 Out of Centre)
Commercial Zone
Total Gross floor area: 15800 sqm
Survey date THURSDAY ##### Survey Type MANUAL
3 ST-02-B-04 BUSINESS I STAFFORDSHIRE
STONE ROAD

STAFFORD
Edge of Town
Industrial Zone
Total Gross floor area: 20760 sqm
Survey date WEDNESD/ ##### Survey Type MANUAL
4 WK-02-B-0 BUSINESS/ WARWICKSHIRE
GALLOWS HILL

WARWICK
Edge of Town
Out of Town
Total Gross floor area: 56520 sqm
Survey date WEDNESD/ ##### Survey Type MANUAL

This sector it displays i the selecte the day of t and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
Calculation Factor: 100 sqm
Count Type: TOTAL VEHICLES

		ARRIVALS				DEPARTURES				TOTALS
No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip		
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	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										
07:00-08:0	4	27284	1.259	4	27284	0.093	4	27284	1.352	
08:00-09:0	4	27284	1.531	4	27284	0.153	4	27284	1.684	
09:00-10:0	4	27284	0.877	4	27284	0.181	4	27284	1.058	
10:00-11:0	4	27284	0.244	4	27284	0.119	4	27284	0.363	
11:00-12:0	4	27284	0.153	4	27284	0.164	4	27284	0.317	
12:00-13:0	4	27284	0.317	4	27284	0.36	4	27284	0.677	
13:00-14:0	4	27284	0.326	4	27284	0.263	4	27284	0.589	
14:00-15:0	4	27284	0.15	4	27284	0.274	4	27284	0.424	
15:00-16:0	4	27284	0.107	4	27284	0.764	4	27284	0.871	
16:00-17:0	4	27284	0.104	4	27284	1.271	4	27284	1.375	
17:00-18:0	4	27284	0.096	4	27284	1.133	4	27284	1.229	
18:00-19:0	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										
Daily Trip Rates:			5.223			5.344			10.567	

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
Calculation Factor: 100 sqm
Count Type: TAXIS

		ARRIVALS				DEPARTURES				TOTALS
No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip		
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Trip	Rate
00:00-01:00										
01:00-02:00										
02:00-03:00										

Floor Area 20000 200

		ARRIVALS		DEPARTURES		TOTALS	
Time Range	Trip	Rate		Rate		Rate	
07:00-08:0	1.259	252	0.093	19	1.352	270	
08:00-09:0	1.531	306	0.153	31	1.684	337	
09:00-10:0	0.877	175	0.181	36	1.058	212	
10:00-11:0	0.244	49	0.119	24	0.363	73	
11:00-12:0	0.153	31	0.164	33	0.317	63	
12:00-13:0	0.317	63	0.36	72	0.677	135	
13:00-14:0	0.326	65	0.263	53	0.589	118	
14:00-15:0	0.15	30	0.274	55	0.424	85	
15:00-16:0	0.107	21	0.764	153	0.871	174	
16:00-17:0	0.104	21	1.271	254	1.375	275	
17:00-18:0	0.096	19	1.133	227	1.229	246	
18:00-19:0	0.059	12	0.569	114	0.628	126	
Daily Trip R	5.223	1045	5.344	1069	10.567	2113	

		ARRIVALS		DEPARTURES		TOTALS	
Time Range	Trip	Rate		Rate		Rate	
07:00-08:0	0.006	1	0.005	1	0.011	2	
08:00-09:0	0.019	4	0.016	3	0.035	7	
09:00-10:0	0.027	5	0.027	5	0.054	11	

03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:0	4	27284	0.006	4	27284	0.005	4	27284	0.011
08:00-09:0	4	27284	0.019	4	27284	0.016	4	27284	0.035
09:00-10:0	4	27284	0.027	4	27284	0.027	4	27284	0.054
10:00-11:0	4	27284	0.008	4	27284	0.013	4	27284	0.021
11:00-12:0	4	27284	0.006	4	27284	0.006	4	27284	0.012
12:00-13:0	4	27284	0.008	4	27284	0.007	4	27284	0.015
13:00-14:0	4	27284	0.003	4	27284	0.005	4	27284	0.008
14:00-15:0	4	27284	0.005	4	27284	0.004	4	27284	0.009
15:00-16:0	4	27284	0.005	4	27284	0.006	4	27284	0.011
16:00-17:0	4	27284	0.005	4	27284	0.005	4	27284	0.01
17:00-18:0	4	27284	0.008	4	27284	0.008	4	27284	0.016
18:00-19:0	4	27284	0.009	4	27284	0.007	4	27284	0.016
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.109			0.109			0.218

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
Calculation Factor: 100 sqm
Count Type: OGVS

Time Range	ARRIVALS				DEPARTURES				TOTALS
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate	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									
07:00-08:0	4	27284	0.004	4	27284	0.003	4	27284	0.007
08:00-09:0	4	27284	0.002	4	27284	0.003	4	27284	0.005
09:00-10:0	4	27284	0.005	4	27284	0.002	4	27284	0.007
10:00-11:0	4	27284	0.005	4	27284	0.005	4	27284	0.01
11:00-12:0	4	27284	0.006	4	27284	0.005	4	27284	0.011
12:00-13:0	4	27284	0.006	4	27284	0.004	4	27284	0.01
13:00-14:0	4	27284	0.005	4	27284	0.008	4	27284	0.013
14:00-15:0	4	27284	0.005	4	27284	0.005	4	27284	0.01
15:00-16:0	4	27284	0.002	4	27284	0.003	4	27284	0.005
16:00-17:0	4	27284	0	4	27284	0.002	4	27284	0.002
17:00-18:0	4	27284	0.002	4	27284	0.002	4	27284	0.004
18:00-19:0	4	27284	0	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									
Daily Trip Rates:			0.042			0.043			0.085

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
Calculation Factor: 100 sqm
Count Type: PSVS

Time Range	ARRIVALS				DEPARTURES				TOTALS
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate	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									
07:00-08:0	4	27284	0.008	4	27284	0.007	4	27284	0.015
08:00-09:0	4	27284	0.012	4	27284	0.012	4	27284	0.024
09:00-10:0	4	27284	0.008	4	27284	0.008	4	27284	0.016
10:00-11:0	4	27284	0.005	4	27284	0.004	4	27284	0.009
11:00-12:0	4	27284	0.004	4	27284	0.004	4	27284	0.008
12:00-13:0	4	27284	0.003	4	27284	0.003	4	27284	0.006
13:00-14:0	4	27284	0.005	4	27284	0.005	4	27284	0.01
14:00-15:0	4	27284	0.004	4	27284	0.003	4	27284	0.007
15:00-16:0	4	27284	0.005	4	27284	0.005	4	27284	0.01
16:00-17:0	4	27284	0.01	4	27284	0.01	4	27284	0.02
17:00-18:0	4	27284	0.008	4	27284	0.01	4	27284	0.018
18:00-19:0	4	27284	0.005	4	27284	0.006	4	27284	0.011
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.077			0.077			0.154

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
Calculation Factor: 100 sqm
Count Type: CYCLISTS

10:00-11:0	0.008	2	0.013	3	0.021	4
11:00-12:0	0.006	1	0.006	1	0.012	2
12:00-13:0	0.008	2	0.007	1	0.015	3
13:00-14:0	0.003	1	0.005	1	0.008	2
14:00-15:0	0.005	1	0.004	1	0.009	2
15:00-16:0	0.005	1	0.006	1	0.011	2
16:00-17:0	0.005	1	0.005	1	0.01	2
17:00-18:0	0.008	2	0.008	2	0.016	3
18:00-19:0	0.009	2	0.007	1	0.016	3
Daily Trip R	0.109	22	0.109	22	0.218	44

No.	ARRIVALS			No.	DEPARTURES			TOTALS	
	Ave.	Trip			Ave.	Trip		Ave.	Trip
Time Range Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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									
07:00-08:0	4	27284	0.058	4	27284	0.002	4	27284	0.06
08:00-09:0	4	27284	0.09	4	27284	0.001	4	27284	0.091
09:00-10:0	4	27284	0.061	4	27284	0.005	4	27284	0.066
10:00-11:0	4	27284	0.017	4	27284	0.009	4	27284	0.026
11:00-12:0	4	27284	0.006	4	27284	0.005	4	27284	0.011
12:00-13:0	4	27284	0.005	4	27284	0.012	4	27284	0.017
13:00-14:0	4	27284	0.01	4	27284	0.012	4	27284	0.022
14:00-15:0	4	27284	0.005	4	27284	0.01	4	27284	0.015
15:00-16:0	4	27284	0.007	4	27284	0.02	4	27284	0.027
16:00-17:0	4	27284	0.001	4	27284	0.057	4	27284	0.058
17:00-18:0	4	27284	0.004	4	27284	0.084	4	27284	0.088
18:00-19:0	4	27284	0.004	4	27284	0.03	4	27284	0.034
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:		0.268				0.247			0.515

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

Calculation Factor: 100 sqm

Count Type: VEHICLE OCCUPANTS

No.	ARRIVALS			No.	DEPARTURES			TOTALS	
	Ave.	Trip			Ave.	Trip		Ave.	Trip
Time Range Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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									
07:00-08:0	4	27284	1.432	4	27284	0.111	4	27284	1.543
08:00-09:0	4	27284	1.758	4	27284	0.193	4	27284	1.951
09:00-10:0	4	27284	0.98	4	27284	0.214	4	27284	1.194
10:00-11:0	4	27284	0.293	4	27284	0.134	4	27284	0.427
11:00-12:0	4	27284	0.193	4	27284	0.199	4	27284	0.392
12:00-13:0	4	27284	0.38	4	27284	0.421	4	27284	0.801
13:00-14:0	4	27284	0.377	4	27284	0.301	4	27284	0.678
14:00-15:0	4	27284	0.196	4	27284	0.324	4	27284	0.52
15:00-16:0	4	27284	0.155	4	27284	0.861	4	27284	1.016
16:00-17:0	4	27284	0.156	4	27284	1.451	4	27284	1.607
17:00-18:0	4	27284	0.128	4	27284	1.275	4	27284	1.403
18:00-19:0	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									
Daily Trip Rates:		6.121				6.159			12.28

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

Calculation Factor: 100 sqm

Count Type: PEDESTRIANS

No.	ARRIVALS			No.	DEPARTURES			TOTALS	
	Ave.	Trip			Ave.	Trip		Ave.	Trip
Time Range Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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									
07:00-08:0	4	27284	0.071	4	27284	0.013	4	27284	0.084
08:00-09:0	4	27284	0.096	4	27284	0.008	4	27284	0.104
09:00-10:0	4	27284	0.068	4	27284	0.006	4	27284	0.074
10:00-11:0	4	27284	0.032	4	27284	0.022	4	27284	0.054
11:00-12:0	4	27284	0.025	4	27284	0.019	4	27284	0.044
12:00-13:0	4	27284	0.183	4	27284	0.208	4	27284	0.391
13:00-14:0	4	27284	0.137	4	27284	0.137	4	27284	0.274
14:00-15:0	4	27284	0.043	4	27284	0.038	4	27284	0.081
15:00-16:0	4	27284	0.019	4	27284	0.046	4	27284	0.065
16:00-17:0	4	27284	0.013	4	27284	0.086	4	27284	0.099
17:00-18:0	4	27284	0.004	4	27284	0.093	4	27284	0.097
18:00-19:0	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									

No.	ARRIVALS			No.	DEPARTURES			TOTALS	
	Ave.	Trip			Ave.	Trip		Ave.	Trip
Time Range Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate	
07:00-08:0		0.058							
08:00-09:0		0.09							
09:00-10:0		0.061							
10:00-11:0		0.017							
11:00-12:0		0.006							
12:00-13:0		0.005							
13:00-14:0		0.01							
14:00-15:0		0.005							
15:00-16:0		0.007							
16:00-17:0		0.001							
17:00-18:0		0.004							
18:00-19:0		0.004							
Daily Trip R		0.268							

No.	ARRIVALS			No.	DEPARTURES			TOTALS	
	Ave.	Trip			Ave.	Trip		Ave.	Trip
Time Range Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate	
07:00-08:0		0.058							
08:00-09:0		0.09							
09:00-10:0		0.061							
10:00-11:0		0.017							
11:00-12:0		0.006							
12:00-13:0		0.005							
13:00-14:0		0.01							
14:00-15:0		0.005							
15:00-16:0		0.007							
16:00-17:0		0.001							
17:00-18:0		0.004							
18:00-19:0		0.004							
Daily Trip R		0.268							

Daily Trip Rates: 0.697 0.707 1.404

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
Calculation Factor: 100 sqm
Count Type: BUS/TRAM PASSENGERS

		ARRIVALS			DEPARTURES			TOTALS	
No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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									
07:00-08:0	4	27284	0.015	4	27284	0	4	27284	0.015
08:00-09:0	4	27284	0.033	4	27284	0.003	4	27284	0.036
09:00-10:0	4	27284	0.016	4	27284	0.002	4	27284	0.018
10:00-11:0	4	27284	0.004	4	27284	0.004	4	27284	0.008
11:00-12:0	4	27284	0.008	4	27284	0.006	4	27284	0.014
12:00-13:0	4	27284	0.019	4	27284	0.007	4	27284	0.026
13:00-14:0	4	27284	0.007	4	27284	0.004	4	27284	0.011
14:00-15:0	4	27284	0.006	4	27284	0.005	4	27284	0.011
15:00-16:0	4	27284	0.008	4	27284	0.012	4	27284	0.02
16:00-17:0	4	27284	0.001	4	27284	0.023	4	27284	0.024
17:00-18:0	4	27284	0.005	4	27284	0.033	4	27284	0.038
18:00-19:0	4	27284	0.003	4	27284	0.014	4	27284	0.017
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.125			0.113			0.238

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
Calculation Factor: 100 sqm
Count Type: TOTAL RAIL PASSENGERS

		ARRIVALS			DEPARTURES			TOTALS	
No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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									
07:00-08:0	4	27284	0.014	4	27284	0.001	4	27284	0.015
08:00-09:0	4	27284	0.056	4	27284	0.001	4	27284	0.057
09:00-10:0	4	27284	0.016	4	27284	0.002	4	27284	0.018
10:00-11:0	4	27284	0.005	4	27284	0.005	4	27284	0.01
11:00-12:0	4	27284	0.004	4	27284	0.001	4	27284	0.005
12:00-13:0	4	27284	0.005	4	27284	0.008	4	27284	0.013
13:00-14:0	4	27284	0.012	4	27284	0.006	4	27284	0.018
14:00-15:0	4	27284	0.002	4	27284	0.005	4	27284	0.007
15:00-16:0	4	27284	0	4	27284	0.005	4	27284	0.005
16:00-17:0	4	27284	0.001	4	27284	0.03	4	27284	0.031
17:00-18:0	4	27284	0.001	4	27284	0.031	4	27284	0.032
18:00-19:0	4	27284	0	4	27284	0.015	4	27284	0.015
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.116			0.11			0.226

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
Calculation Factor: 100 sqm
Count Type: PUBLIC TRANSPORT USERS

		ARRIVALS			DEPARTURES			TOTALS	
No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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									
07:00-08:0	4	27284	0.029	4	27284	0.001	4	27284	0.03
08:00-09:0	4	27284	0.089	4	27284	0.004	4	27284	0.093
09:00-10:0	4	27284	0.033	4	27284	0.004	4	27284	0.037
10:00-11:0	4	27284	0.008	4	27284	0.009	4	27284	0.017
11:00-12:0	4	27284	0.012	4	27284	0.007	4	27284	0.019
12:00-13:0	4	27284	0.025	4	27284	0.016	4	27284	0.041
13:00-14:0	4	27284	0.019	4	27284	0.01	4	27284	0.029
14:00-15:0	4	27284	0.008	4	27284	0.01	4	27284	0.018
15:00-16:0	4	27284	0.008	4	27284	0.016	4	27284	0.024
16:00-17:0	4	27284	0.002	4	27284	0.053	4	27284	0.055
17:00-18:0	4	27284	0.005	4	27284	0.064	4	27284	0.069

		ARRIVALS		DEPARTURES		TOTALS	
Time Range	Trip	Rate		Rate		Rate	
07:00-08:0	0.015	3	0	0	0.015	3	
08:00-09:0	0.033	7	0.003	1	0.036	7	
09:00-10:0	0.016	3	0.002	0	0.018	4	
10:00-11:0	0.004	1	0.004	1	0.008	2	
11:00-12:0	0.008	2	0.006	1	0.014	3	
12:00-13:0	0.019	4	0.007	1	0.026	5	
13:00-14:0	0.007	1	0.004	1	0.011	2	
14:00-15:0	0.006	1	0.005	1	0.011	2	
15:00-16:0	0.008	2	0.012	2	0.02	4	
16:00-17:0	0.001	0	0.023	5	0.024	5	
17:00-18:0	0.005	1	0.033	7	0.038	8	
18:00-19:0	0.003	1	0.014	3	0.017	3	
Daily Trip R	0.125	25	0.113	23	0.238	48	

18:00-19:0	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									
Daily Trip Rates:			0.241			0.222			0.463

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
Calculation Factor: 100 sqm
Count Type: TOTAL PEOPLE

		ARRIVALS			DEPARTURES			TOTALS	
No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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									
07:00-08:0	4	27284	1.59	4	27284	0.126	4	27284	1.716
08:00-09:0	4	27284	2.033	4	27284	0.206	4	27284	2.239
09:00-10:0	4	27284	1.142	4	27284	0.229	4	27284	1.371
10:00-11:0	4	27284	0.351	4	27284	0.174	4	27284	0.525
11:00-12:0	4	27284	0.236	4	27284	0.23	4	27284	0.466
12:00-13:0	4	27284	0.594	4	27284	0.656	4	27284	1.25
13:00-14:0	4	27284	0.543	4	27284	0.46	4	27284	1.003
14:00-15:0	4	27284	0.252	4	27284	0.383	4	27284	0.635
15:00-16:0	4	27284	0.19	4	27284	0.944	4	27284	1.134
16:00-17:0	4	27284	0.171	4	27284	1.647	4	27284	1.818
17:00-18:0	4	27284	0.141	4	27284	1.516	4	27284	1.657
18:00-19:0	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									
Daily Trip Rates:			7.329			7.336			14.665

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
Calculation Factor: 100 sqm
Count Type: CARS

		ARRIVALS			DEPARTURES			TOTALS	
No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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									
07:00-08:0	4	27284	1.219	4	27284	0.067	4	27284	1.286
08:00-09:0	4	27284	1.46	4	27284	0.11	4	27284	1.57
09:00-10:0	4	27284	0.815	4	27284	0.128	4	27284	0.943
10:00-11:0	4	27284	0.192	4	27284	0.073	4	27284	0.265
11:00-12:0	4	27284	0.113	4	27284	0.119	4	27284	0.232
12:00-13:0	4	27284	0.275	4	27284	0.323	4	27284	0.598
13:00-14:0	4	27284	0.296	4	27284	0.226	4	27284	0.522
14:00-15:0	4	27284	0.121	4	27284	0.24	4	27284	0.361
15:00-16:0	4	27284	0.083	4	27284	0.724	4	27284	0.807
16:00-17:0	4	27284	0.08	4	27284	1.233	4	27284	1.313
17:00-18:0	4	27284	0.074	4	27284	1.099	4	27284	1.173
18:00-19:0	4	27284	0.043	4	27284	0.542	4	27284	0.585
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			4.771			4.884			9.655

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
Calculation Factor: 100 sqm
Count Type: LGVS

		ARRIVALS			DEPARTURES			TOTALS	
No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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									
07:00-08:0	4	27284	0.016	4	27284	0.01	4	27284	0.026
08:00-09:0	4	27284	0.028	4	27284	0.01	4	27284	0.038
09:00-10:0	4	27284	0.019	4	27284	0.016	4	27284	0.035
10:00-11:0	4	27284	0.029	4	27284	0.022	4	27284	0.051
11:00-12:0	4	27284	0.021	4	27284	0.028	4	27284	0.049

12:00-13:0	4	27284	0.023	4	27284	0.022	4	27284	0.045
13:00-14:0	4	27284	0.017	4	27284	0.016	4	27284	0.033
14:00-15:0	4	27284	0.016	4	27284	0.022	4	27284	0.038
15:00-16:0	4	27284	0.009	4	27284	0.022	4	27284	0.031
16:00-17:0	4	27284	0.009	4	27284	0.013	4	27284	0.022
17:00-18:0	4	27284	0.003	4	27284	0.009	4	27284	0.012
18:00-19:0	4	27284	0.002	4	27284	0.008	4	27284	0.01
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.192			0.198			0.39

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

Calculation Factor: 100 sqm

Count Type: MOTOR CYCLES

Time Range	ARRIVALS				DEPARTURES				TOTALS
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Days		GFA	Rate	Days	GFA	Rate	Days	GFA	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									
07:00-08:0	4	27284	0.005	4	27284	0	4	27284	0.005
08:00-09:0	4	27284	0.01	4	27284	0.002	4	27284	0.012
09:00-10:0	4	27284	0.004	4	27284	0	4	27284	0.004
10:00-11:0	4	27284	0.005	4	27284	0.002	4	27284	0.007
11:00-12:0	4	27284	0.003	4	27284	0.001	4	27284	0.004
12:00-13:0	4	27284	0.002	4	27284	0.002	4	27284	0.004
13:00-14:0	4	27284	0	4	27284	0.003	4	27284	0.003
14:00-15:0	4	27284	0	4	27284	0.001	4	27284	0.001
15:00-16:0	4	27284	0.002	4	27284	0.005	4	27284	0.007
16:00-17:0	4	27284	0	4	27284	0.007	4	27284	0.007
17:00-18:0	4	27284	0.001	4	27284	0.005	4	27284	0.006
18:00-19:0	4	27284	0	4	27284	0.005	4	27284	0.005
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.032			0.033			0.065

Parameter summary

Trip rate pa 15100 - 56520 (units: sqm)

Survey date 01/01/16 - 20/06/24

Number of 4

Number of 0

Number of 0

Surveys aut 0

Surveys ma 0

This section followed by the total number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRICS 7.11.4
Trip Rate P: Gross floor area

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:
2 SOUTH EAST
HC HAMPSHIR 1 days
3 SOUTH WEST
DV DEVON 1 days
6 WEST MIDLANDS
WK WARWICKS 1 days
7 YORKSHIRE & NORTH LINCOLNSHIRE
NY NORTH YO 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 9216 (units: sqm)
Range Selected 1000 to 60000 (units: sqm)

Public Transport Provision:
Selection b Include all surveys

Date Range 01/01/16 to 08/11/23

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.
Selected survey days:
Wednesday 2 days
Thursday 2 days
This data displays the number of selected surveys by day of the week.

Selected survey types:
Manual count 4 days
Directional 0 days
This data displays the total across whilst ATC surveys are undertaken using machines.

Selected Locations:
Town Centre 0
Edge of Town 0
Suburban Area 1
Edge of Town 2
Neighbourhood 1
Free Standing 0
Not Known 0
This data displays Edge of Town Suburban Area Neighbourhood Edge of Town Town Centre and Not Known.

Selected Location Sub Categories:
Industrial Zone 3
Commercial 0
Development 0
Residential 0
Retail Zone 0
Built-Up Zone 0
Village 1
Out of Town 0
High Street 0
No Sub Category 0
This data displays Industrial Zone Development Residential Retail Zone Built-Up Zone Village Out of Town High Street and No Sub Category.

Secondary Filtering selection:

Use Class:
Not Known 4 days
This data displays 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

Population within 1 mile:
1,000 or Less 1 days
5,001 to 10,000 2 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:
25,001 to 50,000 1 days
75,001 to 100,000 2 days
125,001 to 150,000 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 3 days
1.6 to 2.0 1 days
This data displays within a radius of 5-miles of selected survey sites.

Travel Plan:
No 4 days
This data displays and the number of surveys that were undertaken at sites without Travel Plans.

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

LIST OF SITES relevant to selection parameters

- 1

DV-02-C-0: ENERGY RE DEVON

GRACE ROAD SOUTH

MARSH BARTON TRAD. EST.

EXETER

Suburban Area (PPS6 Out of Centre)

Industrial Zone

Total Gross floor area: 3513 sqm

Survey date THURSDAY ##### Survey Type MANUAL
- 2

HC-02-C-0 GIN DISTILI HAMPSHIRE

LONDON ROAD

LAVERSTOKE

Neighbourhood Centre (PPS6 Local Centre)

Village

Total Gross floor area: 8000 sqm

Survey date WEDNESD ##### Survey Type MANUAL
- 3

NY-02-C-0: WORKWEA NORTH YORKSHIRE

WETHERBY ROAD

KNARESBOROUGH

Edge of Town

Industrial Zone

Total Gross floor area: 1500 sqm

Survey date THURSDAY ##### Survey Type MANUAL
- 4

WK-02-C-0 MACHINE F WARWICKSHIRE

CASTLE MOUND WAY

RUGBY

Edge of Town

Industrial Zone

Total Gross floor area: 9216 sqm

Survey date WEDNESD ##### Survey Type MANUAL

This section displays the selected day of 1 and whether the survey was a manual classified count or an ATC count.

Manually Deselected Sites
Site Ref Reason for Deselection
HF-02-C-0: Too large

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
Calculation Factor: 100 sqm
Count Type: TOTAL VEHICLES

		ARRIVALS				DEPARTURES				TOTALS
No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip		
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate	Rate
00:00-01:00										
01:00-02:00										
02:00-03:00										
03:00-04:00										
04:00-05:00										
05:00-06:0	1	9216	0.098	1	9216	0	1	9216	0.098	
06:00-07:0	1	9216	0.011	1	9216	0	1	9216	0.011	
07:00-08:0	4	5557	0.319	4	5557	0.031	4	5557	0.35	
08:00-09:0	4	5557	0.229	4	5557	0.049	4	5557	0.278	
09:00-10:0	4	5557	0.202	4	5557	0.108	4	5557	0.31	
10:00-11:0	4	5557	0.166	4	5557	0.067	4	5557	0.233	
11:00-12:0	4	5557	0.09	4	5557	0.094	4	5557	0.184	
12:00-13:0	4	5557	0.175	4	5557	0.247	4	5557	0.422	
13:00-14:0	4	5557	0.117	4	5557	0.27	4	5557	0.387	
14:00-15:0	4	5557	0.112	4	5557	0.094	4	5557	0.206	
15:00-16:0	4	5557	0.054	4	5557	0.166	4	5557	0.22	
16:00-17:0	4	5557	0.036	4	5557	0.324	4	5557	0.36	
17:00-18:0	4	5557	0.045	4	5557	0.067	4	5557	0.112	
18:00-19:0	4	5557	0.036	4	5557	0.027	4	5557	0.063	
19:00-20:0	2	8608	0.012	2	8608	0.006	2	8608	0.018	
20:00-21:0	2	8608	0.006	2	8608	0.081	2	8608	0.087	
21:00-22:0	1	8000	0	1	8000	0	1	8000	0	
22:00-23:00										
23:00-24:00										
Daily Trip Rates:			1.708			1.631			3.339	

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
Calculation Factor: 100 sqm
Count Type: TAXIS

		ARRIVALS				DEPARTURES				TOTALS
No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip		
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate	Rate
00:00-01:00										
01:00-02:00										
02:00-03:00										
03:00-04:00										
04:00-05:00										
05:00-06:0	1	9216	0	1	9216	0	1	9216	0	
06:00-07:0	1	9216	0	1	9216	0	1	9216	0	
07:00-08:0	4	5557	0	4	5557	0	4	5557	0	
08:00-09:0	4	5557	0	4	5557	0	4	5557	0	
09:00-10:0	4	5557	0.004	4	5557	0.004	4	5557	0.008	
10:00-11:0	4	5557	0	4	5557	0	4	5557	0	
11:00-12:0	4	5557	0	4	5557	0	4	5557	0	
12:00-13:0	4	5557	0	4	5557	0	4	5557	0	
13:00-14:0	4	5557	0	4	5557	0	4	5557	0	

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	ARRIVALS		DEPARTURES		TOTALS	
Time Range	Trip		Trip		Trip	
	Rate		Rate		Rate	
06:00-07:00	0.011	3	0	0	0.011	3
07:00-08:00	0.319	85	0.031	8	0.35	93
08:00-09:00	0.229	61	0.049	13	0.278	74
09:00-10:00	0.202	54	0.108	29	0.31	82
10:00-11:00	0.166	44	0.067	18	0.233	62
11:00-12:00	0.09	24	0.094	25	0.184	49
12:00-13:00	0.175	46	0.247	65	0.422	112
13:00-14:00	0.117	31	0.27	72	0.387	103
14:00-15:00	0.112	30	0.094	25	0.206	55
15:00-16:00	0.054	14	0.166	44	0.22	58
16:00-17:00	0.036	10	0.324	86	0.36	95
17:00-18:00	0.045	12	0.067	18	0.112	30
18:00-19:00	0.036	10	0.027	7	0.063	17
19:00-20:00	0.012	3	0.006	2	0.018	5
20:00-21:00	0.006	2	0.081	21	0.087	23
21:00-22:00	0	0	0	0	0	0
Daily Trip Rates:	1.61	427	1.631	432	3.241	859

14:00-15:0	4	5557	0	4	5557	0	4	5557	0
15:00-16:0	4	5557	0.018	4	5557	0.018	4	5557	0.036
16:00-17:0	4	5557	0	4	5557	0	4	5557	0
17:00-18:0	4	5557	0	4	5557	0	4	5557	0
18:00-19:0	4	5557	0	4	5557	0	4	5557	0
19:00-20:0	2	8608	0	2	8608	0	2	8608	0
20:00-21:0	2	8608	0	2	8608	0	2	8608	0
21:00-22:0	1	8000	0	1	8000	0	1	8000	0
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.022			0.022			0.044

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Calculation Factor: 100 sqm

Count Type: OGVS

Time Range	No. Days	ARRIVALS			DEPARTURES			TOTALS	
		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									
05:00-06:0	1	9216	0	1	9216	0	1	9216	0
06:00-07:0	1	9216	0	1	9216	0	1	9216	0
07:00-08:0	4	5557	0.04	4	5557	0.022	4	5557	0.062
08:00-09:0	4	5557	0.036	4	5557	0.031	4	5557	0.067
09:00-10:0	4	5557	0.04	4	5557	0.045	4	5557	0.085
10:00-11:0	4	5557	0.009	4	5557	0.009	4	5557	0.018
11:00-12:0	4	5557	0.031	4	5557	0.027	4	5557	0.058
12:00-13:0	4	5557	0.081	4	5557	0.09	4	5557	0.171
13:00-14:0	4	5557	0.049	4	5557	0.04	4	5557	0.089
14:00-15:0	4	5557	0.013	4	5557	0.013	4	5557	0.026
15:00-16:0	4	5557	0.018	4	5557	0.027	4	5557	0.045
16:00-17:0	4	5557	0.009	4	5557	0.018	4	5557	0.027
17:00-18:0	4	5557	0	4	5557	0	4	5557	0
18:00-19:0	4	5557	0	4	5557	0	4	5557	0
19:00-20:0	2	8608	0.006	2	8608	0	2	8608	0.006
20:00-21:0	2	8608	0	2	8608	0.006	2	8608	0.006
21:00-22:0	1	8000	0	1	8000	0	1	8000	0
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.332			0.328			0.66

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Calculation Factor: 100 sqm

Count Type: CYCLISTS

Time Range	No. Days	ARRIVALS			DEPARTURES			TOTALS	
		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									
05:00-06:0	1	9216	0	1	9216	0	1	9216	0
06:00-07:0	1	9216	0.011	1	9216	0	1	9216	0.011
07:00-08:0	4	5557	0.004	4	5557	0	4	5557	0.004
08:00-09:0	4	5557	0	4	5557	0	4	5557	0
09:00-10:0	4	5557	0	4	5557	0	4	5557	0
10:00-11:0	4	5557	0	4	5557	0	4	5557	0
11:00-12:0	4	5557	0	4	5557	0	4	5557	0
12:00-13:0	4	5557	0	4	5557	0	4	5557	0
13:00-14:0	4	5557	0	4	5557	0	4	5557	0
14:00-15:0	4	5557	0	4	5557	0	4	5557	0
15:00-16:0	4	5557	0	4	5557	0.004	4	5557	0.004
16:00-17:0	4	5557	0	4	5557	0.004	4	5557	0.004
17:00-18:0	4	5557	0	4	5557	0	4	5557	0
18:00-19:0	4	5557	0	4	5557	0	4	5557	0
19:00-20:0	2	8608	0	2	8608	0	2	8608	0
20:00-21:0	2	8608	0	2	8608	0	2	8608	0
21:00-22:0	1	8000	0	1	8000	0	1	8000	0
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.015			0.008			0.023

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Calculation Factor: 100 sqm

Count Type: VEHICLE OCCUPANTS

Time Range	No. Days	ARRIVALS			DEPARTURES			TOTALS	
		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									
05:00-06:0	1	9216	0.087	1	9216	0	1	9216	0.087
06:00-07:0	1	9216	0.011	1	9216	0	1	9216	0.011
07:00-08:0	4	5557	0.328	4	5557	0.027	4	5557	0.355
08:00-09:0	4	5557	0.283	4	5557	0.049	4	5557	0.332
09:00-10:0	4	5557	0.31	4	5557	0.139	4	5557	0.449
10:00-11:0	4	5557	0.315	4	5557	0.072	4	5557	0.387
11:00-12:0	4	5557	0.157	4	5557	0.126	4	5557	0.283
12:00-13:0	4	5557	0.301	4	5557	0.396	4	5557	0.697
13:00-14:0	4	5557	0.189	4	5557	0.454	4	5557	0.643
14:00-15:0	4	5557	0.193	4	5557	0.148	4	5557	0.341

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Time Range	ARRIVALS		DEPARTURES		TOTALS	
	Trip Rate		Trip Rate		Trip Rate	
06:00-07:00	0.011	3	0	0	0.011	3
07:00-08:00	0.004	1	0	0	0.004	1
08:00-09:00	0	0	0	0	0	0
09:00-10:00	0	0	0	0	0	0
10:00-11:00	0	0	0	0	0	0
11:00-12:00	0	0	0	0	0	0
12:00-13:00	0	0	0	0	0	0
13:00-14:00	0	0	0	0	0	0
14:00-15:00	0	0	0	0	0	0
15:00-16:00	0	0	0.004	1	0.004	1
16:00-17:00	0	0	0.004	1	0.004	1
17:00-18:00	0	0	0	0	0	0
18:00-19:00	0	0	0	0	0	0
19:00-20:00	0	0	0	0	0	0
20:00-21:00	0	0	0	0	0	0
21:00-22:00	0	0	0	0	0	0
Daily Trip Rates:	0.015	4	0.008	2	0.023	6

15:00-16:0	4	5557	0.09	4	5557	0.265	4	5557	0.355
16:00-17:0	4	5557	0.054	4	5557	0.432	4	5557	0.486
17:00-18:0	4	5557	0.09	4	5557	0.085	4	5557	0.175
18:00-19:0	4	5557	0.058	4	5557	0.04	4	5557	0.098
19:00-20:0	2	8608	0.017	2	8608	0.023	2	8608	0.04
20:00-21:0	2	8608	0.006	2	8608	0.151	2	8608	0.157
21:00-22:0	1	8000	0	1	8000	0	1	8000	0
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			2.489			2.407			4.896

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Calculation Factor: 100 sqm

Count Type: PEDESTRIANS

		ARRIVALS			DEPARTURES			TOTALS	
No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:0	1	9216	0	1	9216	0	1	9216	0
06:00-07:0	1	9216	0	1	9216	0	1	9216	0
07:00-08:0	4	5557	0.031	4	5557	0	4	5557	0.031
08:00-09:0	4	5557	0.009	4	5557	0	4	5557	0.009
09:00-10:0	4	5557	0	4	5557	0	4	5557	0
10:00-11:0	4	5557	0.004	4	5557	0.004	4	5557	0.008
11:00-12:0	4	5557	0	4	5557	0	4	5557	0
12:00-13:0	4	5557	0.009	4	5557	0.013	4	5557	0.022
13:00-14:0	4	5557	0	4	5557	0.004	4	5557	0.004
14:00-15:0	4	5557	0	4	5557	0	4	5557	0
15:00-16:0	4	5557	0	4	5557	0	4	5557	0
16:00-17:0	4	5557	0	4	5557	0.022	4	5557	0.022
17:00-18:0	4	5557	0	4	5557	0.009	4	5557	0.009
18:00-19:0	4	5557	0	4	5557	0	4	5557	0
19:00-20:0	2	8608	0	2	8608	0	2	8608	0
20:00-21:0	2	8608	0	2	8608	0	2	8608	0
21:00-22:0	1	8000	0	1	8000	0	1	8000	0
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.053			0.052			0.105

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Calculation Factor: 100 sqm

Count Type: BUS/TRAM PASSENGERS

		ARRIVALS			DEPARTURES			TOTALS	
No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:0	1	9216	0	1	9216	0	1	9216	0
06:00-07:0	1	9216	0	1	9216	0	1	9216	0
07:00-08:0	4	5557	0.027	4	5557	0.009	4	5557	0.036
08:00-09:0	4	5557	0.063	4	5557	0	4	5557	0.063
09:00-10:0	4	5557	0.022	4	5557	0.004	4	5557	0.026
10:00-11:0	4	5557	0.054	4	5557	0.036	4	5557	0.09
11:00-12:0	4	5557	0.027	4	5557	0.022	4	5557	0.049
12:00-13:0	4	5557	0.054	4	5557	0.058	4	5557	0.112
13:00-14:0	4	5557	0.031	4	5557	0.027	4	5557	0.058
14:00-15:0	4	5557	0.022	4	5557	0.027	4	5557	0.049
15:00-16:0	4	5557	0.009	4	5557	0.009	4	5557	0.018
16:00-17:0	4	5557	0.031	4	5557	0.049	4	5557	0.08
17:00-18:0	4	5557	0.049	4	5557	0.027	4	5557	0.076
18:00-19:0	4	5557	0.022	4	5557	0.036	4	5557	0.058
19:00-20:0	2	8608	0	2	8608	0.006	2	8608	0.006
20:00-21:0	2	8608	0.012	2	8608	0.145	2	8608	0.157
21:00-22:0	1	8000	0.013	1	8000	0	1	8000	0.013
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.436			0.455			0.891

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Calculation Factor: 100 sqm

Count Type: COACH PASSENGERS

		ARRIVALS			DEPARTURES			TOTALS	
No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:0	1	9216	0	1	9216	0	1	9216	0
06:00-07:0	1	9216	0	1	9216	0	1	9216	0
07:00-08:0	4	5557	0	4	5557	0	4	5557	0
08:00-09:0	4	5557	0	4	5557	0	4	5557	0
09:00-10:0	4	5557	0.117	4	5557	0	4	5557	0.117
10:00-11:0	4	5557	0.126	4	5557	0.117	4	5557	0.243
11:00-12:0	4	5557	0.225	4	5557	0.004	4	5557	0.229
12:00-13:0	4	5557	0.148	4	5557	0.126	4	5557	0.274
13:00-14:0	4	5557	0.103	4	5557	0.099	4	5557	0.202
14:00-15:0	4	5557	0	4	5557	0.27	4	5557	0.27
15:00-16:0	4	5557	0.297	4	5557	0.103	4	5557	0.4

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		ARRIVALS			DEPARTURES			TOTALS		
Time Range		Trip	Rate		Trip	Rate		Trip	Rate	
06:00-07:00		0		0	0		0	0	0	0
07:00-08:00		0.031		8	0		0	0.031		8
08:00-09:00		0.009		2	0		0	0.009		2
09:00-10:00		0		0	0		0	0		0
10:00-11:00		0.004		1	0.004		1	0.008		2
11:00-12:00		0		0	0		0	0		0
12:00-13:00		0.009		2	0.013		3	0.022		6
13:00-14:00		0		0	0.004		1	0.004		1
14:00-15:00		0		0	0		0	0		0
15:00-16:00		0		0	0		0	0		0
16:00-17:00		0		0	0.022		6	0.022		6
17:00-18:00		0		0	0.009		2	0.009		2
18:00-19:00		0		0	0		0	0		0
19:00-20:00		0		0	0		0	0		0
20:00-21:00		0		0	0		0	0		0
21:00-22:00		0		0	0		0	0		0
Daily Trip Rates:		0.053		14	0.052		14	0.105		28

16:00-17:0	4	5557	0	4	5557	0.144	4	5557	0.144
17:00-18:0	4	5557	0.252	4	5557	0.153	4	5557	0.405
18:00-19:0	4	5557	0.108	4	5557	0.117	4	5557	0.225
19:00-20:0	2	8608	0.122	2	8608	0.174	2	8608	0.296
20:00-21:0	2	8608	0.006	2	8608	0.267	2	8608	0.273
21:00-22:0	1	8000	0	1	8000	0	1	8000	0
22:00-23:00									
23:00-24:00									
Daily Trip Rates:		1.504			1.574			3.078	

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
Calculation Factor: 100 sqm
Count Type: PUBLIC TRANSPORT USERS

		ARRIVALS				DEPARTURES		TOTALS	
No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:0	1	9216	0	1	9216	0	1	9216	0
06:00-07:0	1	9216	0	1	9216	0	1	9216	0
07:00-08:0	4	5557	0.027	4	5557	0.009	4	5557	0.036
08:00-09:0	4	5557	0.063	4	5557	0	4	5557	0.063
09:00-10:0	4	5557	0.139	4	5557	0.004	4	5557	0.143
10:00-11:0	4	5557	0.18	4	5557	0.153	4	5557	0.333
11:00-12:0	4	5557	0.252	4	5557	0.027	4	5557	0.279
12:00-13:0	4	5557	0.202	4	5557	0.184	4	5557	0.386
13:00-14:0	4	5557	0.135	4	5557	0.126	4	5557	0.261
14:00-15:0	4	5557	0.022	4	5557	0.297	4	5557	0.319
15:00-16:0	4	5557	0.306	4	5557	0.112	4	5557	0.418
16:00-17:0	4	5557	0.031	4	5557	0.193	4	5557	0.224
17:00-18:0	4	5557	0.301	4	5557	0.18	4	5557	0.481
18:00-19:0	4	5557	0.13	4	5557	0.153	4	5557	0.283
19:00-20:0	2	8608	0.122	2	8608	0.18	2	8608	0.302
20:00-21:0	2	8608	0.017	2	8608	0.412	2	8608	0.429
21:00-22:0	1	8000	0.013	1	8000	0	1	8000	0.013
22:00-23:00									
23:00-24:00									
Daily Trip Rates:		1.94			2.03			3.97	

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
Calculation Factor: 100 sqm
Count Type: TOTAL PEOPLE

		ARRIVALS				DEPARTURES		TOTALS	
No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:0	1	9216	0.087	1	9216	0	1	9216	0.087
06:00-07:0	1	9216	0.022	1	9216	0	1	9216	0.022
07:00-08:0	4	5557	0.391	4	5557	0.036	4	5557	0.427
08:00-09:0	4	5557	0.355	4	5557	0.049	4	5557	0.404
09:00-10:0	4	5557	0.45	4	5557	0.144	4	5557	0.594
10:00-11:0	4	5557	0.499	4	5557	0.229	4	5557	0.728
11:00-12:0	4	5557	0.409	4	5557	0.153	4	5557	0.562
12:00-13:0	4	5557	0.513	4	5557	0.594	4	5557	1.107
13:00-14:0	4	5557	0.324	4	5557	0.585	4	5557	0.909
14:00-15:0	4	5557	0.216	4	5557	0.445	4	5557	0.661
15:00-16:0	4	5557	0.396	4	5557	0.382	4	5557	0.778
16:00-17:0	4	5557	0.085	4	5557	0.652	4	5557	0.737
17:00-18:0	4	5557	0.391	4	5557	0.274	4	5557	0.665
18:00-19:0	4	5557	0.189	4	5557	0.193	4	5557	0.382
19:00-20:0	2	8608	0.139	2	8608	0.203	2	8608	0.342
20:00-21:0	2	8608	0.023	2	8608	0.563	2	8608	0.586
21:00-22:0	1	8000	0.013	1	8000	0	1	8000	0.013
22:00-23:00									
23:00-24:00									
Daily Trip Rates:		4.502			4.502			9.004	

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
Calculation Factor: 100 sqm
Count Type: CARS

		ARRIVALS				DEPARTURES		TOTALS	
No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:0	1	9216	0.087	1	9216	0	1	9216	0.087
06:00-07:0	1	9216	0.011	1	9216	0	1	9216	0.011
07:00-08:0	4	5557	0.261	4	5557	0.004	4	5557	0.265
08:00-09:0	4	5557	0.148	4	5557	0.004	4	5557	0.152
09:00-10:0	4	5557	0.117	4	5557	0.031	4	5557	0.148
10:00-11:0	4	5557	0.121	4	5557	0.031	4	5557	0.152
11:00-12:0	4	5557	0.045	4	5557	0.049	4	5557	0.094
12:00-13:0	4	5557	0.067	4	5557	0.13	4	5557	0.197
13:00-14:0	4	5557	0.054	4	5557	0.198	4	5557	0.252
14:00-15:0	4	5557	0.067	4	5557	0.045	4	5557	0.112
15:00-16:0	4	5557	0.009	4	5557	0.108	4	5557	0.117
16:00-17:0	4	5557	0.018	4	5557	0.27	4	5557	0.288

Floor Area 26500 265

		ARRIVALS				DEPARTURES		TOTALS	
Time Range	Trip	Rate	Time Range	Trip	Rate	Time Range	Trip	Rate	
06:00-07:00	0	0	07:00-08:00	0.027	7	08:00-09:00	0.063	17	0
07:00-08:00	0.027	7	08:00-09:00	0.063	17	09:00-10:00	0.139	37	0.004
08:00-09:00	0.063	17	09:00-10:00	0.139	37	10:00-11:00	0.18	48	0.153
09:00-10:00	0.139	37	10:00-11:00	0.18	48	11:00-12:00	0.252	67	0.027
10:00-11:00	0.18	48	11:00-12:00	0.252	67	12:00-13:00	0.202	54	0.184
11:00-12:00	0.252	67	12:00-13:00	0.202	54	13:00-14:00	0.135	36	0.126
12:00-13:00	0.202	54	13:00-14:00	0.135	36	14:00-15:00	0.022	6	0.297
13:00-14:00	0.135	36	14:00-15:00	0.022	6	15:00-16:00	0.306	81	0.112
14:00-15:00	0.022	6	15:00-16:00	0.306	81	16:00-17:00	0.031	8	0.193
15:00-16:00	0.306	81	16:00-17:00	0.031	8	17:00-18:00	0.301	80	0.18
16:00-17:00	0.031	8	17:00-18:00	0.301	80	18:00-19:00	0.13	34	0.153
17:00-18:00	0.301	80	18:00-19:00	0.13	34	19:00-20:00	0.122	32	0.18
18:00-19:00	0.13	34	19:00-20:00	0.122	32	20:00-21:00	0.017	5	0.412
19:00-20:00	0.122	32	20:00-21:00	0.017	5	21:00-22:00	0.013	3	0
20:00-21:00	0.017	5	21:00-22:00	0.013	3	Daily Trip Rates:	1.94	514	2.03
21:00-22:00	0.013	3	Daily Trip Rates:	1.94	514				

Floor Area 26500 265

		ARRIVALS				DEPARTURES		TOTALS	
Time Range	Trip	Rate	Time Range	Trip	Rate	Time Range	Trip	Rate	
06:00-07:00	0.022	6	07:00-08:00	0.391	104	08:00-09:00	0.355	94	0.049
06:00-07:00	0.022	6	07:00-08:00	0.391	104	08:00-09:00	0.355	94	0.049
07:00-08:00	0.391	104	08:00-09:00	0.355	94	09:00-10:00	0.45	119	0.144
08:00-09:00	0.355	94	09:00-10:00	0.45	119	10:00-11:00	0.499	132	0.229
09:00-10:00	0.45	119	10:00-11:00	0.499	132	11:00-12:00	0.409	108	0.153
10:00-11:00	0.499	132	11:00-12:00	0.409	108	12:00-13:00	0.513	136	0.594
11:00-12:00	0.409	108	12:00-13:00	0.513	136	13:00-14:00	0.324	86	0.585
12:00-13:00	0.513	136	13:00-14:00	0.324	86	14:00-15:00	0.216	57	0.445
13:00-14:00	0.324	86	14:00-15:00	0.216	57	15:00-16:00	0.396	105	0.382
14:00-15:00	0.216	57	15:00-16:00	0.396	105	16:00-17:00	0.085	23	0.652
15:00-16:00	0.396	105	16:00-17:00	0.085	23	17:00-18:00	0.391	104	0.274
16:00-17:00	0.085	23	17:00-18:00	0.391	104	18:00-19:00	0.189	50	0.193
17:00-18:00	0.391	104	18:00-19:00	0.189	50	19:00-20:00	0.139	37	0.203
18:00-19:00	0.189	50	19:00-20:00	0.139	37	20:00-21:00	0.023	6	0.563
19:00-20:00	0.139	37	20:00-21:00	0.023	6	21:00-22:00	0.013	3	0
20:00-21:00	0.023	6	21:00-22:00	0.013	3	Daily Trip Rates:	4.415	1170	4.502
21:00-22:00	0.013	3	Daily Trip Rates:	4.415	1170				

17:00-18:0	4	5557	0.045	4	5557	0.067	4	5557	0.112
18:00-19:0	4	5557	0.031	4	5557	0.022	4	5557	0.053
19:00-20:0	2	8608	0.006	2	8608	0.006	2	8608	0.012
20:00-21:0	2	8608	0	2	8608	0.07	2	8608	0.07
21:00-22:0	1	8000	0	1	8000	0	1	8000	0
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			1.087			1.035			2.122

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Calculation Factor: 100 sqm

Count Type: LGVS

Time Range	ARRIVALS		DEPARTURES		TOTALS	
	No.	Ave.	No.	Ave.	Trip	Rate
Days		GFA	Days	GFA		
00:00-01:00						
01:00-02:00						
02:00-03:00						
03:00-04:00						
04:00-05:00						
05:00-06:0	1	9216	0	1	9216	0
06:00-07:0	1	9216	0	1	9216	0
07:00-08:0	4	5557	0.018	4	5557	0.004
08:00-09:0	4	5557	0.045	4	5557	0.013
09:00-10:0	4	5557	0.04	4	5557	0.027
10:00-11:0	4	5557	0.036	4	5557	0.027
11:00-12:0	4	5557	0.013	4	5557	0.018
12:00-13:0	4	5557	0.027	4	5557	0.027
13:00-14:0	4	5557	0.013	4	5557	0.031
14:00-15:0	4	5557	0.031	4	5557	0.036
15:00-16:0	4	5557	0.009	4	5557	0.009
16:00-17:0	4	5557	0.009	4	5557	0.036
17:00-18:0	4	5557	0	4	5557	0
18:00-19:0	4	5557	0.004	4	5557	0.004
19:00-20:0	2	8608	0	2	8608	0
20:00-21:0	2	8608	0.006	2	8608	0.006
21:00-22:0	1	8000	0	1	8000	0
22:00-23:00						
23:00-24:00						
Daily Trip Rates:			0.251		0.238	0.489

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Calculation Factor: 100 sqm

Count Type: MOTOR CYCLES

Time Range	ARRIVALS		DEPARTURES		TOTALS	
	No.	Ave.	No.	Ave.	Trip	Rate
Days		GFA	Days	GFA		
00:00-01:00						
01:00-02:00						
02:00-03:00						
03:00-04:00						
04:00-05:00						
05:00-06:0	1	9216	0.011	1	9216	0
06:00-07:0	1	9216	0	1	9216	0
07:00-08:0	4	5557	0	4	5557	0
08:00-09:0	4	5557	0	4	5557	0
09:00-10:0	4	5557	0	4	5557	0
10:00-11:0	4	5557	0	4	5557	0
11:00-12:0	4	5557	0	4	5557	0
12:00-13:0	4	5557	0	4	5557	0
13:00-14:0	4	5557	0	4	5557	0
14:00-15:0	4	5557	0	4	5557	0
15:00-16:0	4	5557	0	4	5557	0.004
16:00-17:0	4	5557	0	4	5557	0
17:00-18:0	4	5557	0	4	5557	0
18:00-19:0	4	5557	0	4	5557	0
19:00-20:0	2	8608	0	2	8608	0
20:00-21:0	2	8608	0	2	8608	0
21:00-22:0	1	8000	0	1	8000	0
22:00-23:00						
23:00-24:00						
Daily Trip Rates:			0.011		0.004	0.015

Parameter summary

Trip rate pa 1500 - 9216 (units: sqm)

Survey date 01/01/16 - 08/11/23

Number of 4

Number of 0

Number of 0

Surveys au 0

Surveys me 1

This section followed by the total number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRICS 7.11.4
Trip Rate Parameter: Gross floor area

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:
2 SOUTH EAST
HC HAMPSHIRE 1 days
HF HERTFORD 1 days
3 SOUTH WEST
DV DEVON 1 days
6 WEST MIDLANDS
WK WARWICKS 1 days
7 YORKSHIRE & NORTH LINCOLNSHIRE
NY NORTH YORK 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: 1000 to 60000 (units: sqm)

Public Transport Provision:
Selection b 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 0 days
This data displays the total actual whilst ATC surveys are undertaken using machines.

Selected Locations:
Town Centre 0
Edge of Town 0
Suburban A 1
Edge of Town 3
Neighbourhood 1
Free Standing 0
Not Known 0
This data displays Edge of Town Suburban / Neighbourhood Edge of Town Town Centre and Not Known.

Selected Location Sub Categories:
Industrial Zone 4
Commercial 0
Development 0
Residential 0
Retail Zone 0
Built-Up Zone 0
Village 1
Out of Town 0
High Street 0
No Sub Category 0
This data displays Industrial Zone Development Residential Retail Zone Built-Up Zone Village Out of Town High Street and No Sub Category.

Secondary Filtering selection:

Use Class:
Not Known 5 days
This data displays 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

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 150,000 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 within a radius of 5-miles of selected survey sites.

Travel Plan:
No 5 days
This data di and the number of surveys that were undertaken at sites without Travel Plans.

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

LIST OF SITES relevant to selection parameters

1 DV-02-C-0: ENERGY RE DEVON

GRACE ROAD SOUTH
MARSH BARTON TRAD. EST.
EXETER
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 3513 sqm
Survey date THURSDAY ##### Survey Type MANUAL

2 HC-02-C-0: GIN DISTILL HAMPSHIRE

LONDON ROAD

LAVERSTOKE
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Gross floor area: 8000 sqm
Survey date WEDNESD/ ##### Survey Type MANUAL

3 HF-02-C-0: FRESH PRC HERTFORDSHIRE

COCKERELL CLOSE

STEVENAGE
Edge of Town
Industrial Zone
Total Gross floor area: 17834 sqm
Survey date WEDNESD/ ##### Survey Type MANUAL

4 NY-02-C-0: WORKWEA NORTH YORKSHIRE

WETHERBY ROAD

KNARESBOROUGH
Edge of Town
Industrial Zone
Total Gross floor area: 1500 sqm
Survey date THURSDAY ##### Survey Type MANUAL

5 WK-02-C-0 MACHINE E WARWICKSHIRE

CASTLE MOUND WAY

RUGBY
Edge of Town
Industrial Zone
Total Gross floor area: 9216 sqm
Survey date WEDNESD/ ##### Survey Type MANUAL

This section it displays , the selecte the day of t and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
Calculation Factor: 100 sqm
Count Type: TOTAL VEHICLES

		ARRIVALS				DEPARTURES		TOTALS	
No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:0	2	13525	0.078	2	13525	0.007	2	13525	0.085
06:00-07:0	2	13525	0.214	2	13525	0.148	2	13525	0.362
07:00-08:0	5	8013	0.22	5	8013	0.037	5	8013	0.257
08:00-09:0	5	8013	0.177	5	8013	0.037	5	8013	0.214
09:00-10:0	5	8013	0.13	5	8013	0.075	5	8013	0.205
10:00-11:0	5	8013	0.115	5	8013	0.05	5	8013	0.165
11:00-12:0	5	8013	0.057	5	8013	0.06	5	8013	0.117
12:00-13:0	5	8013	0.115	5	8013	0.145	5	8013	0.26
13:00-14:0	5	8013	0.082	5	8013	0.162	5	8013	0.244
14:00-15:0	5	8013	0.07	5	8013	0.072	5	8013	0.142
15:00-16:0	5	8013	0.04	5	8013	0.137	5	8013	0.177
16:00-17:0	5	8013	0.022	5	8013	0.217	5	8013	0.239
17:00-18:0	5	8013	0.047	5	8013	0.105	5	8013	0.152
18:00-19:0	5	8013	0.087	5	8013	0.105	5	8013	0.192
19:00-20:0	3	11683	0.006	3	11683	0.029	3	11683	0.035
20:00-21:0	3	11683	0.003	3	11683	0.049	3	11683	0.052
21:00-22:0	1	8000	0	1	8000	0	1	8000	0
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			1.463			1.435			2.898

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
Calculation Factor: 100 sqm
Count Type: TAXIS

		ARRIVALS				DEPARTURES		TOTALS	
No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									

Floor Area 26500 265

		ARRIVALS				DEPARTURES		TOTALS	
		Trip				Trip		Trip	
Time Range	Rate	Rate		Rate		Rate		Rate	
06:00-07:0	0.214	57	0.148	39	0.362	96			
07:00-08:0	0.22	58	0.037	10	0.257	68			
08:00-09:0	0.177	47	0.037	10	0.214	57			
09:00-10:0	0.13	34	0.075	20	0.205	54			
10:00-11:0	0.115	30	0.05	13	0.165	44			
11:00-12:0	0.057	15	0.06	16	0.117	31			
12:00-13:0	0.115	30	0.145	38	0.26	69			
13:00-14:0	0.082	22	0.162	43	0.244	65			
14:00-15:0	0.07	19	0.072	19	0.142	38			
15:00-16:0	0.04	11	0.137	36	0.177	47			
16:00-17:0	0.022	6	0.217	58	0.239	63			
17:00-18:0	0.047	12	0.105	28	0.152	40			
18:00-19:0	0.087	23	0.105	28	0.192	51			
19:00-20:0	0.006	2	0.029	8	0.035	9			
20:00-21:0	0.003	1	0.049	13	0.052	14			
21:00-22:0	0	0	0	0	0	0			
Daily Trip R	1.385	367	1.428	378	2.813	745			

05:00-06:0	2	13525	0	2	13525	0	2	13525	0
06:00-07:0	2	13525	0	2	13525	0	2	13525	0
07:00-08:0	5	8013	0	5	8013	0	5	8013	0
08:00-09:0	5	8013	0	5	8013	0	5	8013	0
09:00-10:0	5	8013	0.002	5	8013	0.002	5	8013	0.004
10:00-11:0	5	8013	0	5	8013	0	5	8013	0
11:00-12:0	5	8013	0	5	8013	0	5	8013	0
12:00-13:0	5	8013	0	5	8013	0	5	8013	0
13:00-14:0	5	8013	0	5	8013	0	5	8013	0
14:00-15:0	5	8013	0	5	8013	0	5	8013	0
15:00-16:0	5	8013	0.01	5	8013	0.01	5	8013	0.02
16:00-17:0	5	8013	0	5	8013	0	5	8013	0
17:00-18:0	5	8013	0.002	5	8013	0.002	5	8013	0.004
18:00-19:0	5	8013	0.002	5	8013	0.002	5	8013	0.004
19:00-20:0	3	11683	0	3	11683	0	3	11683	0
20:00-21:0	3	11683	0	3	11683	0	3	11683	0
21:00-22:0	1	8000	0	1	8000	0	1	8000	0
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.016			0.016			0.032

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
Calculation Factor: 100 sqm
Count Type: OGVS

		ARRIVALS				DEPARTURES		TOTALS	
No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate	
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:0	2	13525	0.004	2	13525	0	2	13525	0.004
06:00-07:0	2	13525	0.004	2	13525	0.007	2	13525	0.011
07:00-08:0	5	8013	0.027	5	8013	0.015	5	8013	0.042
08:00-09:0	5	8013	0.022	5	8013	0.02	5	8013	0.042
09:00-10:0	5	8013	0.025	5	8013	0.027	5	8013	0.052
10:00-11:0	5	8013	0.007	5	8013	0.007	5	8013	0.014
11:00-12:0	5	8013	0.017	5	8013	0.017	5	8013	0.034
12:00-13:0	5	8013	0.05	5	8013	0.05	5	8013	0.1
13:00-14:0	5	8013	0.027	5	8013	0.025	5	8013	0.052
14:00-15:0	5	8013	0.007	5	8013	0.01	5	8013	0.017
15:00-16:0	5	8013	0.012	5	8013	0.017	5	8013	0.029
16:00-17:0	5	8013	0.005	5	8013	0.012	5	8013	0.017
17:00-18:0	5	8013	0	5	8013	0	5	8013	0
18:00-19:0	5	8013	0	5	8013	0	5	8013	0
19:00-20:0	3	11683	0.003	3	11683	0	3	11683	0.003
20:00-21:0	3	11683	0	3	11683	0.003	3	11683	0.003
21:00-22:0	1	8000	0	1	8000	0	1	8000	0
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.21			0.21			0.42

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
Calculation Factor: 100 sqm
Count Type: PSVS

		ARRIVALS				DEPARTURES		TOTALS	
No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate	
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:0	2	13525	0	2	13525	0	2	13525	0
06:00-07:0	2	13525	0.004	2	13525	0.004	2	13525	0.008
07:00-08:0	5	8013	0	5	8013	0	5	8013	0
08:00-09:0	5	8013	0	5	8013	0	5	8013	0
09:00-10:0	5	8013	0	5	8013	0	5	8013	0
10:00-11:0	5	8013	0	5	8013	0	5	8013	0
11:00-12:0	5	8013	0	5	8013	0	5	8013	0
12:00-13:0	5	8013	0	5	8013	0	5	8013	0
13:00-14:0	5	8013	0	5	8013	0	5	8013	0
14:00-15:0	5	8013	0	5	8013	0	5	8013	0
15:00-16:0	5	8013	0	5	8013	0	5	8013	0
16:00-17:0	5	8013	0	5	8013	0	5	8013	0
17:00-18:0	5	8013	0	5	8013	0	5	8013	0
18:00-19:0	5	8013	0	5	8013	0	5	8013	0
19:00-20:0	3	11683	0	3	11683	0	3	11683	0
20:00-21:0	3	11683	0	3	11683	0	3	11683	0
21:00-22:0	1	8000	0	1	8000	0	1	8000	0
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.004			0.004			0.008

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
Calculation Factor: 100 sqm
Count Type: CYCLISTS

		ARRIVALS				DEPARTURES		TOTALS	
No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate	
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									

		ARRIVALS		DEPARTURES		TOTALS	
Time Range	Rate	Trip	Rate	Trip	Rate	Trip	Rate
06:00-07:0	0.022	6	0.004	1	0.026	7	
07:00-08:0	0.005	1	0.002	1	0.007	2	
08:00-09:0	0	0	0	0	0	0	
09:00-10:0	0	0	0	0	0	0	

04:00-05:00									
05:00-06:0	2	13525	0	2	13525	0	2	13525	0
06:00-07:0	2	13525	0.022	2	13525	0.004	2	13525	0.026
07:00-08:0	5	8013	0.005	5	8013	0.002	5	8013	0.007
08:00-09:0	5	8013	0	5	8013	0	5	8013	0
09:00-10:0	5	8013	0	5	8013	0	5	8013	0
10:00-11:0	5	8013	0	5	8013	0	5	8013	0
11:00-12:0	5	8013	0	5	8013	0	5	8013	0
12:00-13:0	5	8013	0	5	8013	0	5	8013	0
13:00-14:0	5	8013	0	5	8013	0	5	8013	0
14:00-15:0	5	8013	0	5	8013	0	5	8013	0
15:00-16:0	5	8013	0	5	8013	0.005	5	8013	0.005
16:00-17:0	5	8013	0	5	8013	0.002	5	8013	0.002
17:00-18:0	5	8013	0	5	8013	0.005	5	8013	0.005
18:00-19:0	5	8013	0.017	5	8013	0.002	5	8013	0.019
19:00-20:0	3	11683	0	3	11683	0.006	3	11683	0.006
20:00-21:0	3	11683	0	3	11683	0	3	11683	0
21:00-22:0	1	8000	0	1	8000	0	1	8000	0
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.044			0.026			0.07

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
Calculation Factor: 100 sqm
Count Type: VEHICLE OCCUPANTS

		ARRIVALS				DEPARTURES		TOTALS	
No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:0	2	13525	0.074	2	13525	0.007	2	13525	0.081
06:00-07:0	2	13525	0.288	2	13525	0.174	2	13525	0.462
07:00-08:0	5	8013	0.225	5	8013	0.05	5	8013	0.275
08:00-09:0	5	8013	0.207	5	8013	0.04	5	8013	0.247
09:00-10:0	5	8013	0.19	5	8013	0.095	5	8013	0.285
10:00-11:0	5	8013	0.197	5	8013	0.052	5	8013	0.249
11:00-12:0	5	8013	0.095	5	8013	0.077	5	8013	0.172
12:00-13:0	5	8013	0.19	5	8013	0.23	5	8013	0.42
13:00-14:0	5	8013	0.125	5	8013	0.265	5	8013	0.39
14:00-15:0	5	8013	0.117	5	8013	0.11	5	8013	0.227
15:00-16:0	5	8013	0.06	5	8013	0.2	5	8013	0.26
16:00-17:0	5	8013	0.032	5	8013	0.277	5	8013	0.309
17:00-18:0	5	8013	0.072	5	8013	0.127	5	8013	0.199
18:00-19:0	5	8013	0.13	5	8013	0.162	5	8013	0.292
19:00-20:0	3	11683	0.009	3	11683	0.046	3	11683	0.055
20:00-21:0	3	11683	0.003	3	11683	0.083	3	11683	0.086
21:00-22:0	1	8000	0	1	8000	0	1	8000	0
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			2.014			1.995			4.009

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
Calculation Factor: 100 sqm
Count Type: PEDESTRIANS

		ARRIVALS				DEPARTURES		TOTALS	
No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:0	2	13525	0	2	13525	0	2	13525	0
06:00-07:0	2	13525	0	2	13525	0	2	13525	0
07:00-08:0	5	8013	0.017	5	8013	0	5	8013	0.017
08:00-09:0	5	8013	0.005	5	8013	0	5	8013	0.005
09:00-10:0	5	8013	0	5	8013	0	5	8013	0
10:00-11:0	5	8013	0.002	5	8013	0.002	5	8013	0.004
11:00-12:0	5	8013	0	5	8013	0	5	8013	0
12:00-13:0	5	8013	0.005	5	8013	0.007	5	8013	0.012
13:00-14:0	5	8013	0	5	8013	0.002	5	8013	0.002
14:00-15:0	5	8013	0	5	8013	0	5	8013	0
15:00-16:0	5	8013	0	5	8013	0	5	8013	0
16:00-17:0	5	8013	0	5	8013	0.012	5	8013	0.012
17:00-18:0	5	8013	0	5	8013	0.01	5	8013	0.01
18:00-19:0	5	8013	0	5	8013	0	5	8013	0
19:00-20:0	3	11683	0	3	11683	0	3	11683	0
20:00-21:0	3	11683	0	3	11683	0	3	11683	0
21:00-22:0	1	8000	0	1	8000	0	1	8000	0
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.029			0.033			0.062

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
Calculation Factor: 100 sqm
Count Type: BUS/TRAM PASSENGERS

		ARRIVALS				DEPARTURES		TOTALS	
No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									

10:00-11:0	0	0	0	0	0	0
11:00-12:0	0	0	0	0	0	0
12:00-13:0	0	0	0	0	0	0
13:00-14:0	0	0	0	0	0	0
14:00-15:0	0	0	0	0	0	0
15:00-16:0	0	0	0.005	1	0.005	1
16:00-17:0	0	0	0.002	1	0.002	1
17:00-18:0	0	0	0.005	1	0.005	1
18:00-19:0	0.017	5	0.002	1	0.019	5
19:00-20:0	0	0	0.006	2	0.006	2
20:00-21:0	0	0	0	0	0	0
21:00-22:0	0	0	0	0	0	0
Daily Trip R	0.044	12	0.026	7	0.07	19

03:00-04:00									
04:00-05:00									
05:00-06:0	2	13525	0.004	2	13525	0	2	13525	0.004
06:00-07:0	2	13525	0.074	2	13525	0.078	2	13525	0.152
07:00-08:0	5	8013	0.02	5	8013	0.005	5	8013	0.025
08:00-09:0	5	8013	0.035	5	8013	0	5	8013	0.035
09:00-10:0	5	8013	0.012	5	8013	0.002	5	8013	0.014
10:00-11:0	5	8013	0.03	5	8013	0.022	5	8013	0.052
11:00-12:0	5	8013	0.015	5	8013	0.012	5	8013	0.027
12:00-13:0	5	8013	0.03	5	8013	0.032	5	8013	0.062
13:00-14:0	5	8013	0.017	5	8013	0.015	5	8013	0.032
14:00-15:0	5	8013	0.012	5	8013	0.015	5	8013	0.027
15:00-16:0	5	8013	0.005	5	8013	0.005	5	8013	0.01
16:00-17:0	5	8013	0.017	5	8013	0.027	5	8013	0.044
17:00-18:0	5	8013	0.027	5	8013	0.045	5	8013	0.072
18:00-19:0	5	8013	0.11	5	8013	0.032	5	8013	0.142
19:00-20:0	3	11683	0	3	11683	0.057	3	11683	0.057
20:00-21:0	3	11683	0.006	3	11683	0.071	3	11683	0.077
21:00-22:0	1	8000	0.013	1	8000	0	1	8000	0.013
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.427			0.418			0.845

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
Calculation Factor: 100 sqm
Count Type: TOTAL RAIL PASSENGERS

		ARRIVALS				DEPARTURES		TOTALS	
No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:0	2	13525	0	2	13525	0	2	13525	0
06:00-07:0	2	13525	0	2	13525	0	2	13525	0
07:00-08:0	5	8013	0	5	8013	0	5	8013	0
08:00-09:0	5	8013	0	5	8013	0	5	8013	0
09:00-10:0	5	8013	0	5	8013	0	5	8013	0
10:00-11:0	5	8013	0	5	8013	0	5	8013	0
11:00-12:0	5	8013	0	5	8013	0	5	8013	0
12:00-13:0	5	8013	0	5	8013	0	5	8013	0
13:00-14:0	5	8013	0	5	8013	0	5	8013	0
14:00-15:0	5	8013	0	5	8013	0.002	5	8013	0.002
15:00-16:0	5	8013	0	5	8013	0	5	8013	0
16:00-17:0	5	8013	0	5	8013	0	5	8013	0
17:00-18:0	5	8013	0	5	8013	0	5	8013	0
18:00-19:0	5	8013	0	5	8013	0	5	8013	0
19:00-20:0	3	11683	0	3	11683	0	3	11683	0
20:00-21:0	3	11683	0	3	11683	0	3	11683	0
21:00-22:0	1	8000	0	1	8000	0	1	8000	0
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0			0.002			0.002

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
Calculation Factor: 100 sqm
Count Type: COACH PASSENGERS

		ARRIVALS				DEPARTURES		TOTALS	
No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:0	2	13525	0	2	13525	0	2	13525	0
06:00-07:0	2	13525	0.015	2	13525	0	2	13525	0.015
07:00-08:0	5	8013	0	5	8013	0	5	8013	0
08:00-09:0	5	8013	0	5	8013	0	5	8013	0
09:00-10:0	5	8013	0.065	5	8013	0	5	8013	0.065
10:00-11:0	5	8013	0.07	5	8013	0.065	5	8013	0.135
11:00-12:0	5	8013	0.125	5	8013	0.002	5	8013	0.127
12:00-13:0	5	8013	0.082	5	8013	0.07	5	8013	0.152
13:00-14:0	5	8013	0.057	5	8013	0.055	5	8013	0.112
14:00-15:0	5	8013	0	5	8013	0.15	5	8013	0.15
15:00-16:0	5	8013	0.165	5	8013	0.057	5	8013	0.222
16:00-17:0	5	8013	0	5	8013	0.08	5	8013	0.08
17:00-18:0	5	8013	0.14	5	8013	0.085	5	8013	0.225
18:00-19:0	5	8013	0.06	5	8013	0.065	5	8013	0.125
19:00-20:0	3	11683	0.06	3	11683	0.086	3	11683	0.146
20:00-21:0	3	11683	0.003	3	11683	0.131	3	11683	0.134
21:00-22:0	1	8000	0	1	8000	0	1	8000	0
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.842			0.846			1.688

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
Calculation Factor: 100 sqm
Count Type: PUBLIC TRANSPORT USERS

		ARRIVALS				DEPARTURES		TOTALS	
No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00-01:00									
01:00-02:00									

		ARRIVALS		DEPARTURES		TOTALS	
Time Range	Rate	Trip	Rate	Trip	Rate	Trip	Rate
06:00-07:00	0.089	24	0.078	21	0.167	44	
07:00-08:00	0.02	5	0.005	1	0.025	7	

02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:0	2	13525	0.004	2	13525	0	2	13525	0.004
06:00-07:0	2	13525	0.089	2	13525	0.078	2	13525	0.167
07:00-08:0	5	8013	0.02	5	8013	0.005	5	8013	0.025
08:00-09:0	5	8013	0.035	5	8013	0	5	8013	0.035
09:00-10:0	5	8013	0.077	5	8013	0.002	5	8013	0.079
10:00-11:0	5	8013	0.1	5	8013	0.087	5	8013	0.187
11:00-12:0	5	8013	0.14	5	8013	0.015	5	8013	0.155
12:00-13:0	5	8013	0.112	5	8013	0.102	5	8013	0.214
13:00-14:0	5	8013	0.075	5	8013	0.07	5	8013	0.145
14:00-15:0	5	8013	0.012	5	8013	0.167	5	8013	0.179
15:00-16:0	5	8013	0.17	5	8013	0.062	5	8013	0.232
16:00-17:0	5	8013	0.017	5	8013	0.107	5	8013	0.124
17:00-18:0	5	8013	0.167	5	8013	0.13	5	8013	0.297
18:00-19:0	5	8013	0.17	5	8013	0.097	5	8013	0.267
19:00-20:0	3	11683	0.06	3	11683	0.143	3	11683	0.203
20:00-21:0	3	11683	0.009	3	11683	0.203	3	11683	0.212
21:00-22:0	1	8000	0.013	1	8000	0	1	8000	0.013
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			1.27			1.268			2.538

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Calculation Factor: 100 sqm

Count Type: TOTAL PEOPLE

Time Range	No. Days	Ave. GFA	ARRIVALS		Ave. GFA	DEPARTURES		Ave. GFA	TOTALS	
			Trip Rate	No. Days		Trip Rate	No. Days		Trip Rate	
00:00-01:00										
01:00-02:00										
02:00-03:00										
03:00-04:00										
04:00-05:00										
05:00-06:0	2	13525	0.078	2	13525	0.007	2	13525	0.085	
06:00-07:0	2	13525	0.399	2	13525	0.255	2	13525	0.654	
07:00-08:0	5	8013	0.267	5	8013	0.057	5	8013	0.324	
08:00-09:0	5	8013	0.247	5	8013	0.04	5	8013	0.287	
09:00-10:0	5	8013	0.267	5	8013	0.097	5	8013	0.364	
10:00-11:0	5	8013	0.3	5	8013	0.142	5	8013	0.442	
11:00-12:0	5	8013	0.235	5	8013	0.092	5	8013	0.327	
12:00-13:0	5	8013	0.307	5	8013	0.339	5	8013	0.646	
13:00-14:0	5	8013	0.2	5	8013	0.337	5	8013	0.537	
14:00-15:0	5	8013	0.13	5	8013	0.277	5	8013	0.407	
15:00-16:0	5	8013	0.23	5	8013	0.267	5	8013	0.497	
16:00-17:0	5	8013	0.05	5	8013	0.399	5	8013	0.449	
17:00-18:0	5	8013	0.24	5	8013	0.272	5	8013	0.512	
18:00-19:0	5	8013	0.317	5	8013	0.262	5	8013	0.579	
19:00-20:0	3	11683	0.068	3	11683	0.194	3	11683	0.262	
20:00-21:0	3	11683	0.011	3	11683	0.285	3	11683	0.296	
21:00-22:0	1	8000	0.013	1	8000	0	1	8000	0.013	
22:00-23:00										
23:00-24:00										
Daily Trip Rates:			3.359			3.322			6.681	

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Calculation Factor: 100 sqm

Count Type: CARS

Time Range	No. Days	Ave. GFA	ARRIVALS		Ave. GFA	DEPARTURES		Ave. GFA	TOTALS	
			Trip Rate	No. Days		Trip Rate	No. Days		Trip Rate	
00:00-01:00										
01:00-02:00										
02:00-03:00										
03:00-04:00										
04:00-05:00										
05:00-06:0	2	13525	0.067	2	13525	0.007	2	13525	0.074	
06:00-07:0	2	13525	0.196	2	13525	0.126	2	13525	0.322	
07:00-08:0	5	8013	0.182	5	8013	0.017	5	8013	0.199	
08:00-09:0	5	8013	0.125	5	8013	0.007	5	8013	0.132	
09:00-10:0	5	8013	0.072	5	8013	0.02	5	8013	0.092	
10:00-11:0	5	8013	0.077	5	8013	0.017	5	8013	0.094	
11:00-12:0	5	8013	0.03	5	8013	0.03	5	8013	0.06	
12:00-13:0	5	8013	0.05	5	8013	0.08	5	8013	0.13	
13:00-14:0	5	8013	0.04	5	8013	0.115	5	8013	0.155	
14:00-15:0	5	8013	0.045	5	8013	0.042	5	8013	0.087	
15:00-16:0	5	8013	0.01	5	8013	0.1	5	8013	0.11	
16:00-17:0	5	8013	0.012	5	8013	0.182	5	8013	0.194	
17:00-18:0	5	8013	0.045	5	8013	0.095	5	8013	0.14	
18:00-19:0	5	8013	0.077	5	8013	0.09	5	8013	0.167	
19:00-20:0	3	11683	0.003	3	11683	0.029	3	11683	0.032	
20:00-21:0	3	11683	0	3	11683	0.043	3	11683	0.043	
21:00-22:0	1	8000	0	1	8000	0	1	8000	0	
22:00-23:00										
23:00-24:00										
Daily Trip Rates:			1.031			1			2.031	

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Calculation Factor: 100 sqm

Count Type: LGVS

Time Range	No. Days	Ave. GFA	ARRIVALS		Ave. GFA	DEPARTURES		Ave. GFA	TOTALS	
			Trip Rate	No. Days		Trip Rate	No. Days		Trip Rate	
00:00-01:00										

08:00-09:0	0.035	9	0	0	0.035	9
09:00-10:0	0.077	20	0.002	1	0.079	21
10:00-11:0	0.1	27	0.087	23	0.187	50
11:00-12:0	0.14	37	0.015	4	0.155	41
12:00-13:0	0.112	30	0.102	27	0.214	57
13:00-14:0	0.075	20	0.07	19	0.145	38
14:00-15:0	0.012	3	0.167	44	0.179	47
15:00-16:0	0.17	45	0.062	16	0.232	61
16:00-17:0	0.017	5	0.107	28	0.124	33
17:00-18:0	0.167	44	0.13	34	0.297	79
18:00-19:0	0.17	45	0.097	26	0.267	71
19:00-20:0	0.06	16	0.143	38	0.203	54
20:00-21:0	0.009	2	0.203	54	0.212	56
21:00-22:0	0.013	3	0	0	0.013	3
Daily Trip R	1.266	335	1.268	336	2.534	672

01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:0	2	13525	0.004	2	13525	0	2	13525	0.004
06:00-07:0	2	13525	0.011	2	13525	0.011	2	13525	0.022
07:00-08:0	5	8013	0.01	5	8013	0.005	5	8013	0.015
08:00-09:0	5	8013	0.03	5	8013	0.01	5	8013	0.04
09:00-10:0	5	8013	0.03	5	8013	0.025	5	8013	0.055
10:00-11:0	5	8013	0.03	5	8013	0.025	5	8013	0.055
11:00-12:0	5	8013	0.01	5	8013	0.012	5	8013	0.022
12:00-13:0	5	8013	0.015	5	8013	0.015	5	8013	0.03
13:00-14:0	5	8013	0.015	5	8013	0.022	5	8013	0.037
14:00-15:0	5	8013	0.017	5	8013	0.02	5	8013	0.037
15:00-16:0	5	8013	0.007	5	8013	0.007	5	8013	0.014
16:00-17:0	5	8013	0.005	5	8013	0.02	5	8013	0.025
17:00-18:0	5	8013	0	5	8013	0	5	8013	0
18:00-19:0	5	8013	0.007	5	8013	0.01	5	8013	0.017
19:00-20:0	3	11683	0	3	11683	0	3	11683	0
20:00-21:0	3	11683	0.003	3	11683	0.003	3	11683	0.006
21:00-22:0	1	8000	0	1	8000	0	1	8000	0
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.194			0.185			0.379

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
Calculation Factor: 100 sqm
Count Type: MOTOR CYCLES

		ARRIVALS				DEPARTURES				TOTALS
No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip		
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate	
00:00-01:00										
01:00-02:00										
02:00-03:00										
03:00-04:00										
04:00-05:00										
05:00-06:0	2	13525	0.004	2	13525	0	2	13525	0.004	
06:00-07:0	2	13525	0	2	13525	0	2	13525	0	
07:00-08:0	5	8013	0	5	8013	0	5	8013	0	
08:00-09:0	5	8013	0	5	8013	0	5	8013	0	
09:00-10:0	5	8013	0	5	8013	0	5	8013	0	
10:00-11:0	5	8013	0	5	8013	0	5	8013	0	
11:00-12:0	5	8013	0	5	8013	0	5	8013	0	
12:00-13:0	5	8013	0	5	8013	0	5	8013	0	
13:00-14:0	5	8013	0	5	8013	0	5	8013	0	
14:00-15:0	5	8013	0	5	8013	0	5	8013	0	
15:00-16:0	5	8013	0	5	8013	0.002	5	8013	0.002	
16:00-17:0	5	8013	0	5	8013	0.002	5	8013	0.002	
17:00-18:0	5	8013	0	5	8013	0.007	5	8013	0.007	
18:00-19:0	5	8013	0	5	8013	0.002	5	8013	0.002	
19:00-20:0	3	11683	0	3	11683	0	3	11683	0	
20:00-21:0	3	11683	0	3	11683	0	3	11683	0	
21:00-22:0	1	8000	0	1	8000	0	1	8000	0	
22:00-23:00										
23:00-24:00										
Daily Trip Rates:			0.004	0.013			0.017			

Parameter summary

Trip rate pa 1500 - 17834 (units: sqm)
Survey date 01/01/16 - 08/11/24
Number of 5
Number of 0
Number of 0
Surveys aut 0
Surveys ma 0

This section followed by the total nu the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRICS 7.11.4
Trip Rate P: Site area

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 07 - LEISURE
Category K - FITNESS CLUB (PRIVATE)
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:
2 SOUTH EAST
BH BRIGHTON 1 days
HF HERTFORD 1 days
3 SOUTH WEST
WL WILTSHIRE 1 days
5 EAST MIDLANDS
LN LINCOLNSHIRE 1 days
9 NORTH
TW TYNE & WE 2 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 0.02 to 0.50 (units: hect)
Range Selected 0.02 to 2.00 (units: hect)

Public Transport Provision:
Selection b Include all surveys

Date Range 01/01/16 to 17/04/24

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
Friday 1 days
Saturday 1 days

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

Selected survey types:

Manual count 6 days
Directional 0 days
This data displays the total count whilst ATC surveys are undertaking using machines.

Selected Locations:

Town Centre 1
Edge of Town 0
Suburban Area 3
Edge of Town 2
Neighbourhood 0
Free Standing 0
Not Known 0

This data displays the number of surveys by location: Edge of Town, Suburban Area, Neighbourhood, Edge of Town, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone 1
Commercial 0
Development 1
Residential 1
Retail Zone 3
Built-Up Zone 0
Village 0
Out of Town 0
High Street 0
No Sub Category 0

This data displays the number of surveys by location sub-category: Industrial Zone, Development, Residential, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

n/a 1 days
E(d) 5 days

This data displays the number of surveys by use class 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 2 days
10,001 to 15,000 1 days
20,001 to 25,000 1 days
25,001 to 50,000 2 days

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

Population within 5 miles:

50,001 to 75,000 2 days
125,001 to 250,000 2 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 4 days
1.1 to 1.5 2 days

This data displays the number of surveys within a radius of 5-miles of selected survey sites.

Travel Plan:
No 6 days
This data displays the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:
No PTAL Provided
This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1

BH-07-K-0: CORAL FIT BRIGHTON & HOVE
ORCHARD ROAD
HOVE
BRIGHTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Site area: 0.39 hect
Survey date WEDNESDAY ##### Survey Type MANUAL

2

HF-07-K-01 LEANERLIF HERTFORDSHIRE
LONDON ROAD

STEVENAGE
Edge of Town
Retail Zone
Total Site area: 0.07 hect
Survey date MONDAY ##### Survey Type MANUAL

3

LN-07-K-02 HEALTH AND LINCOLNSHIRE
DYSART ROAD

GRANTHAM
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Site area: 0.4 hect
Survey date WEDNESDAY ##### Survey Type MANUAL

4

TW-07-K-0: DW SPORT TYNE & WEAR
TIMBER BEACH ROAD
CASTLETOWN
SUNDERLAND
Suburban Area (PPS6 Out of Centre)
Development Zone
Total Site area: 0.5 hect
Survey date THURSDAY ##### Survey Type MANUAL

5

TW-07-K-0: FITNESS CLUB TYNE & WEAR
HIGH BRIDGE

NEWCASTLE UPON TYNE
Town Centre
Retail Zone
Total Site area: 0.02 hect
Survey date FRIDAY ##### Survey Type MANUAL

6

WL-07-K-0: PURE GYM WILTSHIRE
SOUTHAMPTON ROAD
BOURNE RETAIL PARK
SALISBURY
Edge of Town
Retail Zone
Total Site area: 0.21 hect
Survey date SATURDAY ##### Survey Type MANUAL

This section displays the selected day of 1 and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

Calculation Factor: 1 hect

Count Type: TOTAL VEHICLES

Floor Area

5000

50

0.5

Time Range	No.	Ave.	ARRIVALS		Ave.	DEPARTURES		Ave.	TOTALS
			Trip	No.		Trip	No.		
Days	AREA	Rate	Days	AREA	Rate	Days	AREA	Rate	
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:0	1	0.07	28.571	1	0.07	0	1	0.07	28.571
06:00-07:0	6	0.27	38.365	6	0.27	14.465	6	0.27	52.83
07:00-08:0	6	0.27	45.912	6	0.27	34.591	6	0.27	80.503
08:00-09:0	6	0.27	40.252	6	0.27	34.591	6	0.27	74.843
09:00-10:0	6	0.27	77.358	6	0.27	32.075	6	0.27	109.433
10:00-11:0	6	0.27	51.572	6	0.27	63.522	6	0.27	115.094
11:00-12:0	6	0.27	44.025	6	0.27	44.654	6	0.27	88.679
12:00-13:0	6	0.27	40.881	6	0.27	39.623	6	0.27	80.504
13:00-14:0	6	0.27	42.138	6	0.27	43.396	6	0.27	85.534
14:00-15:0	6	0.27	45.912	6	0.27	43.396	6	0.27	89.308
15:00-16:0	6	0.27	59.748	6	0.27	53.459	6	0.27	113.207
16:00-17:0	6	0.27	74.214	6	0.27	57.862	6	0.27	132.076
17:00-18:0	6	0.27	90.566	6	0.27	79.245	6	0.27	169.811
18:00-19:0	6	0.27	71.698	6	0.27	91.824	6	0.27	163.522
19:00-20:0	6	0.27	71.698	6	0.27	89.937	6	0.27	161.635
20:00-21:0	6	0.27	47.799	6	0.27	66.667	6	0.27	114.466
21:00-22:0	5	0.31	18.471	5	0.31	49.045	5	0.31	67.516
22:00-23:0	4	0.27	5.607	4	0.27	40.187	4	0.27	45.794
23:00-24:00									
Daily Trip Rates:			894.787			878.539			1773.326

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

Calculation Factor: 1 hect

Count Type: TAXIS

No.	Ave.	ARRIVALS		Ave.	DEPARTURES		Ave.	TOTALS
		Trip	No.		Trip	No.		

00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:0	1	0.07	0	1	0.07	0	1	0.07	0
06:00-07:0	6	0.27	1.887	6	0.27	1.887	6	0.27	3.774
07:00-08:0	6	0.27	9.434	6	0.27	1.887	6	0.27	11.321
08:00-09:0	6	0.27	8.805	6	0.27	16.352	6	0.27	25.157
09:00-10:0	6	0.27	13.208	6	0.27	18.868	6	0.27	32.076
10:00-11:0	6	0.27	27.044	6	0.27	11.95	6	0.27	38.994
11:00-12:0	6	0.27	18.868	6	0.27	26.415	6	0.27	45.283
12:00-13:0	6	0.27	23.27	6	0.27	17.61	6	0.27	40.88
13:00-14:0	6	0.27	20.126	6	0.27	20.126	6	0.27	40.252
14:00-15:0	6	0.27	23.27	6	0.27	10.692	6	0.27	33.962
15:00-16:0	6	0.27	16.981	6	0.27	24.528	6	0.27	41.509
16:00-17:0	6	0.27	19.497	6	0.27	16.981	6	0.27	36.478
17:00-18:0	6	0.27	21.384	6	0.27	19.497	6	0.27	40.881
18:00-19:0	6	0.27	15.723	6	0.27	17.61	6	0.27	33.333
19:00-20:0	6	0.27	14.465	6	0.27	22.013	6	0.27	36.478
20:00-21:0	6	0.27	8.805	6	0.27	13.836	6	0.27	22.641
21:00-22:0	5	0.31	0	5	0.31	1.911	5	0.31	1.911
22:00-23:0	4	0.27	4.673	4	0.27	3.738	4	0.27	8.411
23:00-24:00									
Daily Trip Rates:			247.44			245.901			493.341

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

Calculation Factor: 1 hect

Count Type: BUS/TRAM PASSENGERS

		ARRIVALS				DEPARTURES		TOTALS	
No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	AREA	Rate	Days	AREA	Rate	Days	AREA	Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:0	1	0.07	0	1	0.07	0	1	0.07	0
06:00-07:0	6	0.27	0.629	6	0.27	0	6	0.27	0.629
07:00-08:0	6	0.27	1.258	6	0.27	0.629	6	0.27	1.887
08:00-09:0	6	0.27	2.516	6	0.27	6.918	6	0.27	9.434
09:00-10:0	6	0.27	2.516	6	0.27	3.145	6	0.27	5.661
10:00-11:0	6	0.27	11.95	6	0.27	2.516	6	0.27	14.466
11:00-12:0	6	0.27	1.887	6	0.27	7.547	6	0.27	9.434
12:00-13:0	6	0.27	1.887	6	0.27	1.258	6	0.27	3.145
13:00-14:0	6	0.27	2.516	6	0.27	1.887	6	0.27	4.403
14:00-15:0	6	0.27	3.774	6	0.27	0.629	6	0.27	4.403
15:00-16:0	6	0.27	3.145	6	0.27	2.516	6	0.27	5.661
16:00-17:0	6	0.27	2.516	6	0.27	3.145	6	0.27	5.661
17:00-18:0	6	0.27	2.516	6	0.27	0.629	6	0.27	3.145
18:00-19:0	6	0.27	5.66	6	0.27	1.887	6	0.27	7.547
19:00-20:0	6	0.27	3.774	6	0.27	6.289	6	0.27	10.063
20:00-21:0	6	0.27	1.258	6	0.27	2.516	6	0.27	3.774
21:00-22:0	5	0.31	0	5	0.31	1.274	5	0.31	1.274
22:00-23:0	4	0.27	0	4	0.27	1.869	4	0.27	1.869
23:00-24:00									
Daily Trip Rates:			47.802			44.654			92.456

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

Calculation Factor: 1 hect

Count Type: TOTAL RAIL PASSENGERS

		ARRIVALS				DEPARTURES		TOTALS	
No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	AREA	Rate	Days	AREA	Rate	Days	AREA	Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:0	1	0.07	0	1	0.07	0	1	0.07	0
06:00-07:0	6	0.27	0	6	0.27	0	6	0.27	0
07:00-08:0	6	0.27	0	6	0.27	0	6	0.27	0
08:00-09:0	6	0.27	0.629	6	0.27	0.629	6	0.27	1.258
09:00-10:0	6	0.27	0.629	6	0.27	0	6	0.27	0.629
10:00-11:0	6	0.27	1.258	6	0.27	0	6	0.27	1.258
11:00-12:0	6	0.27	1.258	6	0.27	1.258	6	0.27	2.516
12:00-13:0	6	0.27	0.629	6	0.27	0.629	6	0.27	1.258
13:00-14:0	6	0.27	1.258	6	0.27	1.258	6	0.27	2.516
14:00-15:0	6	0.27	0.629	6	0.27	0	6	0.27	0.629
15:00-16:0	6	0.27	0	6	0.27	1.258	6	0.27	1.258
16:00-17:0	6	0.27	0	6	0.27	0	6	0.27	0
17:00-18:0	6	0.27	0.629	6	0.27	0.629	6	0.27	1.258
18:00-19:0	6	0.27	0	6	0.27	0.629	6	0.27	0.629
19:00-20:0	6	0.27	0	6	0.27	1.258	6	0.27	1.258
20:00-21:0	6	0.27	0	6	0.27	0.629	6	0.27	0.629
21:00-22:0	5	0.31	0	5	0.31	0	5	0.31	0
22:00-23:0	4	0.27	0	4	0.27	0.935	4	0.27	0.935
23:00-24:00									
Daily Trip Rates:			6.919			9.112			16.031

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

Calculation Factor: 1 hect

Count Type: PUBLIC TRANSPORT USERS

		ARRIVALS				DEPARTURES		TOTALS	
No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	AREA	Rate	Days	AREA	Rate	Days	AREA	Rate
00:00-01:00									

06:00-07:00	1.887	1	1.887	1	3.774	2
07:00-08:00	9.434	5	1.887	1	11.321	6
08:00-09:00	8.805	4	16.352	8	25.157	13
09:00-10:00	13.208	7	18.868	9	32.076	16
10:00-11:00	27.044	14	11.95	6	38.994	19
11:00-12:00	18.868	9	26.415	13	45.283	23
12:00-13:00	23.27	12	17.61	9	40.88	20
13:00-14:00	20.126	10	20.126	10	40.252	20
14:00-15:00	23.27	12	10.692	5	33.962	17
15:00-16:00	16.981	8	24.528	12	41.509	21
16:00-17:00	19.497	10	16.981	8	36.478	18
17:00-18:00	21.384	11	19.497	10	40.881	20
18:00-19:00	15.723	8	17.61	9	33.333	17
19:00-20:00	14.465	7	22.013	11	36.478	18
20:00-21:00	8.805	4	13.836	7	22.641	11
21:00-22:00	0	0	1.911	1	1.911	1
Daily Trip Rates:	242.767	121	242.163	121	484.93	242

Floor Area 5000 0.5

		ARRIVALS		DEPARTURES		TOTALS	
Time Range		Trip Rate		Trip Rate		Trip Rate	
06:00-07:00		0.629	0	0	0	0.629	0

TRICS 7.11.4
Trip Rate P: No of Dwellings

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

2 SOUTH EAST		
ES	EAST SUSS	6 days
EX	ESSEX	1 days
HC	HAMPSHIR	6 days
HF	HERTFORD	2 days
KC	KENT	7 days
SC	SURREY	3 days
SP	SOUTHAMI	1 days
WB	WEST BERK	1 days
WS	WEST SUSSEX	8 days
3 SOUTH WEST		
DC	DORSET	1 days
4 EAST ANGLIA		
NF	NORFOLK	13 days
5 EAST MIDLANDS		
DY	DERBY	1 days
6 WEST MIDLANDS		
ST	STAFFORD	1 days
9 NORTH		
DH	DURHAM	1 days
IM	ISLE OF MAN	2 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: 105 to 1817 (units:)
Range Selected: 100 to 1817 (units:)

Public Transport Provision:
Selection: Include all surveys

Date Range: 01/01/16 to 28/06/24

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	8 days
Tuesday	22 days
Wednesday	11 days
Thursday	11 days
Friday	2 days

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

Selected survey types:
Manual count: 54 days
Directional: 0 days
This data displays the total at the time of the survey whilst ATC surveys are undertaken using machines.

Selected Locations:

Town Centre	0
Edge of Town	0
Suburban / Rural	2
Edge of Town	41
Neighbourhood	11
Free Standing	0
Not Known	0

This data displays the locations of the survey sites: Edge of Town, Suburban / Rural, Neighbourhood, Edge of Town, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	0
Commercial Zone	0
Development Zone	0
Residential Zone	40
Retail Zone	0
Built-Up Zone	0
Village	10
Out of Town	2
High Street	0
No Sub Category	2
This data displays the number of selected surveys within stated 1-mile radii of population.	

Secondary Filtering selection:

Use Class:

C3	54 days
This data displays the number of selected surveys within stated 1-mile radii of population.	

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,100	10 days
5,001 to 10,000	13 days
10,001 to 15,000	14 days
15,001 to 20,000	10 days
20,001 to 25,000	6 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	8 days
25,001 to 50,000	10 days
50,001 to 75,000	5 days
75,001 to 100,000	7 days
100,001 to 125,000	4 days
125,001 to 250,000	16 days
250,001 to 500,000	4 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	12 days
1.1 to 1.5	36 days
1.6 to 2.0	6 days
This data displays the number of selected surveys within stated 5-mile radii of population.	

Travel Plan:

Yes	42 days
No	12 days
This data displays the number of selected surveys within stated 5-mile radii of population.	

PTAL Rating:

No PTAL Provided	54 days
This data displays the number of selected surveys with PTAL Ratings.	

LIST OF SITES relevant to selection parameters

1	DC-03-A-1: MIXED HOUSING DORSET	
	A350	
	SHAFTESBURY	
	Edge of Town	
	No Sub Category	
	Total No of Dwellings:	141
	Survey date: TUESDAY 31/10/2023	Survey Type: MANUAL
2	DH-03-A-0: MIXED HOUSING DURHAM	

LEAZES LANE
ST HELEN AUCKLAND
BISHOP AUCKLAND
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 125
Survey date MONDAY 27/03/2017 Survey Type MANUAL

3 DY-03-A-01 MIXED HOI DERBY
RADBOURNE LANE

DERBY
Edge of Town
Residential Zone
Total No of Dwellings: 371
Survey date TUESDAY 10/07/2018 Survey Type MANUAL

4 ES-03-A-03 MIXED HOI EAST SUSSEX
SHEPHAM LANE

POLEGATE
Edge of Town
Residential Zone
Total No of Dwellings: 212
Survey date MONDAY 11/07/2016 Survey Type MANUAL

5 ES-03-A-08 MIXED HOI EAST SUSSEX
WRESTWOOD ROAD

BEXHILL
Edge of Town
Residential Zone
Total No of Dwellings: 110
Survey date WEDNESD. 12/10/2022 Survey Type MANUAL

6 ES-03-A-10 MIXED HOI EAST SUSSEX
WATERGATE

BEXHILL-ON-SEA
Edge of Town
Residential Zone
Total No of Dwellings: 139
Survey date THURSDAY 28/09/2023 Survey Type MANUAL

7 ES-03-A-11 MIXED HOI EAST SUSSEX
BISHOPS LANE

RINGMER
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 105
Survey date THURSDAY 28/09/2023 Survey Type MANUAL

8 ES-03-A-12 MIXED HOI EAST SUSSEX
HOREBEECH LANE

HORAM
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 123
Survey date TUESDAY 03/10/2023 Survey Type MANUAL

9 ES-03-A-14 MIXED HOI EAST SUSSEX
RATTLE ROAD
STONE CROSS
NEAR EASTBOURNE
Edge of Town
Residential Zone
Total No of Dwellings: 120
Survey date TUESDAY 30/04/2024 Survey Type MANUAL

10 EX-03-A-03 MIXED HOI ESSEX
KESTREL GROVE

RAYLEIGH
Edge of Town

Residential Zone
Total No of Dwellings: 123
Survey date MONDAY 27/09/2021 Survey Type MANUAL

11 HC-03-A-2 MIXED HOI HAMPSHIRE
EAGLE AVENUE
LOVEDEAN
WATERLOOVILLE
Edge of Town
Residential Zone
Total No of Dwellings: 125
Survey date MONDAY 08/11/2021 Survey Type MANUAL

12 HC-03-A-3 MIXED HOI HAMPSHIRE
GREEN LANE
WEYBOURNE
FARNHAM
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 105
Survey date THURSDAY 29/06/2023 Survey Type MANUAL

13 HC-03-A-3 MIXED HOI HAMPSHIRE
STONEHAM LANE

EASTLEIGH
Edge of Town
Residential Zone
Total No of Dwellings: 243
Survey date TUESDAY 14/11/2023 Survey Type MANUAL

14 HC-03-A-3 MIXED HOI HAMPSHIRE
EAGLE AVENUE
LOVEDEAN
WATERLOOVILLE
Edge of Town
Residential Zone
Total No of Dwellings: 289
Survey date TUESDAY 31/10/2023 Survey Type MANUAL

15 HC-03-A-3 MIXED HOI HAMPSHIRE
HAVANT ROAD

EMSWORTH
Edge of Town
Residential Zone
Total No of Dwellings: 145
Survey date TUESDAY 12/09/2023 Survey Type MANUAL

16 HC-03-A-3 MIXED HOI HAMPSHIRE
CROW LANE
CROW
RINGWOOD
Edge of Town
Residential Zone
Total No of Dwellings: 195
Survey date WEDNESD. 26/06/2024 Survey Type MANUAL

17 HF-03-A-0 MIXED HOI HERTFORDSHIRE
HARE STREET ROAD

BUNTINGFORD
Edge of Town
Residential Zone
Total No of Dwellings: 160
Survey date MONDAY 08/07/2019 Survey Type MANUAL

18 HF-03-A-0 MIXED HOI HERTFORDSHIRE
A505

ROYSTON
Edge of Town
Residential Zone
Total No of Dwellings: 180
Survey date TUESDAY 28/11/2023 Survey Type MANUAL

19 IM-03-A-03 MIXED HOI ISLE OF MAN

	MAIN ROAD	
	COLBY	
	Neighbourhood Centre (PPS6 Local Centre)	
	Village	
	Total No of Dwellings:	111
	Survey date	TUESDAY 21/05/2024 Survey Type
20	IM-03-A-06 MIXED HOI	ISLE OF MAN
	MOORAGH PROMENADE	
	RAMSEY	
	Edge of Town	
	Residential Zone	
	Total No of Dwellings:	129
	Survey date	THURSDAY 23/05/2024 Survey Type
21	KC-03-A-04 SEMI-DETA	KENT
	KILN BARN ROAD	
	DITTON	
	AYLESFORD	
	Edge of Town	
	Residential Zone	
	Total No of Dwellings:	110
	Survey date	FRIDAY 22/09/2017 Survey Type
22	KC-03-A-06 MIXED HOI	KENT
	MARGATE ROAD	
	HERNE BAY	
	Suburban Area (PPS6 Out of Centre)	
	Residential Zone	
	Total No of Dwellings:	363
	Survey date	WEDNESD. 27/09/2017 Survey Type
23	KC-03-A-07 MIXED HOI	KENT
	RECVLVER ROAD	
	HERNE BAY	
	Edge of Town	
	Residential Zone	
	Total No of Dwellings:	288
	Survey date	WEDNESD. 27/09/2017 Survey Type
24	KC-03-A-08 MIXED HOI	KENT
	MAIDSTONE ROAD	
	CHARING	
	Neighbourhood Centre (PPS6 Local Centre)	
	Village	
	Total No of Dwellings:	159
	Survey date	TUESDAY 22/05/2018 Survey Type
25	KC-03-A-10 MIXED HOI	KENT
	HEADCORN ROAD	
	STAPLEHURST	
	Edge of Town	
	Residential Zone	
	Total No of Dwellings:	106
	Survey date	TUESDAY 09/05/2023 Survey Type
26	KC-03-A-11 MIXED HOI	KENT
	COLDHARBOUR ROAD	
	GRAVESEND	
	Edge of Town	
	No Sub Category	
	Total No of Dwellings:	375
	Survey date	MONDAY 20/03/2023 Survey Type
27	KC-03-A-12 MIXED HOI	KENT
	WESTERN LINK	
	DAVINGTON	
	FAVERSHAM	
	Edge of Town	

Residential Zone
Total No of Dwellings: 186
Survey date: TUESDAY 19/09/2023 Survey Type: MANUAL

28 NF-03-A-06 MIXED HOI NORFOLK
BEAUFORT WAY
BRADWELL
GREAT YARMOUTH
Edge of Town
Residential Zone
Total No of Dwellings: 275
Survey date: MONDAY 23/09/2019 Survey Type: MANUAL

29 NF-03-A-06 MIXED HOI NORFOLK
SIR ALFRED MUNNINGS RD
COSTESSEY
NEAR NORWICH
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 1817
Survey date: THURSDAY 19/09/2019 Survey Type: MANUAL

30 NF-03-A-06 MIXED HOI NORFOLK
ROUND HOUSE WAY
CRINGLEFORD
NORWICH
Edge of Town
Residential Zone
Total No of Dwellings: 984
Survey date: TUESDAY 24/09/2019 Survey Type: MANUAL

31 NF-03-A-26 MIXED HOI NORFOLK
SILFIELD ROAD

WYMONDHAM
Edge of Town
Out of Town
Total No of Dwellings: 514
Survey date: WEDNESD. 22/09/2021 Survey Type: MANUAL

32 NF-03-A-26 MIXED HOI NORFOLK
ATLANTIC AVENUE
SPROWSTON
NORWICH
Edge of Town
Residential Zone
Total No of Dwellings: 1146
Survey date: THURSDAY 22/09/2022 Survey Type: MANUAL

33 NF-03-A-36 MIXED HOI NORFOLK
BRANDON ROAD

SWAFFHAM
Edge of Town
Residential Zone
Total No of Dwellings: 266
Survey date: THURSDAY 23/09/2021 Survey Type: MANUAL

34 NF-03-A-36 MIXED HOI NORFOLK
LONDON ROAD

ATTLEBOROUGH
Edge of Town
Residential Zone
Total No of Dwellings: 143
Survey date: THURSDAY 29/09/2022 Survey Type: MANUAL

35 NF-03-A-36 MIXED HOI NORFOLK
REPTON AVENUE

NORWICH
Edge of Town
Residential Zone
Total No of Dwellings: 116
Survey date: WEDNESD. 28/09/2022 Survey Type: MANUAL

36 NF-03-A-36 MIXED HOI NORFOLK

BEAUFORT WAY
BRADWELL
GREAT YARMOUTH
Edge of Town
Residential Zone
Total No of Dwellings: 537
Survey date: TUESDAY 20/09/2022 Survey Type: MANUAL

37 NF-03-A-35 MIXED HOI NORFOLK
HEATH DRIVE

HOLT
Edge of Town
Residential Zone
Total No of Dwellings: 212
Survey date: TUESDAY 27/09/2022 Survey Type: MANUAL

38 NF-03-A-45 MIXED HOI NORFOLK
MILL LANE
HORSFORD
NEAR NORWICH
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 125
Survey date: WEDNESD. 15/09/2021 Survey Type: MANUAL

39 NF-03-A-46 MIXED HOI NORFOLK
BURGH ROAD

AYLSHAM
Edge of Town
Residential Zone
Total No of Dwellings: 300
Survey date: TUESDAY 14/09/2021 Survey Type: MANUAL

40 NF-03-A-52 MIXED HOI NORFOLK
LYNNSPORT WAY

KING'S LYNN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 130
Survey date: TUESDAY 07/11/2023 Survey Type: MANUAL

41 SC-03-A-08 MIXED HOI SURREY
REIGATE ROAD

HORLEY
Edge of Town
Residential Zone
Total No of Dwellings: 790
Survey date: WEDNESD. 04/05/2022 Survey Type: MANUAL

42 SC-03-A-09 MIXED HOI SURREY
AMLETS LANE

CRANLEIGH
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 136
Survey date: TUESDAY 24/05/2022 Survey Type: MANUAL

43 SC-03-A-12 MIXED HOI SURREY
AARONS HILL

GODALMING
Edge of Town
Residential Zone
Total No of Dwellings: 252
Survey date: WEDNESD. 12/06/2024 Survey Type: MANUAL

44 SP-03-A-02 MIXED HOI SOUTHAMPTON
BARNFIELD WAY
HEDGE END
NEAR SOUTHAMPTON
Edge of Town

Out of Town
Total No of Dwellings: 250
Survey date: TUESDAY 12/10/2021 Survey Type: MANUAL

45 ST-03-A-07 DETACHED STAFFORDSHIRE
BEACONSIDE
MARSTON GATE
STAFFORD
Edge of Town
Residential Zone
Total No of Dwellings: 248
Survey date: WEDNESDAY 22/11/2017 Survey Type: MANUAL

46 WB-03-A-0: MIXED HOUSING WEST BERKSHIRE
DORKING WAY
CALCOT
READING
Edge of Town
Residential Zone
Total No of Dwellings: 108
Survey date: FRIDAY 09/09/2022 Survey Type: MANUAL

47 WS-03-A-0: MIXED HOUSING WEST SUSSEX
ROUNDSTONE LANE

ANGMERING
Edge of Town
Residential Zone
Total No of Dwellings: 180
Survey date: THURSDAY 19/04/2018 Survey Type: MANUAL

48 WS-03-A-1 MIXED HOUSING WEST SUSSEX
ELLIS ROAD
S BROADBRIDGE HEATH
WEST HORSHAM
Edge of Town
Residential Zone
Total No of Dwellings: 918
Survey date: TUESDAY 02/04/2019 Survey Type: MANUAL

49 WS-03-A-1: MIXED HOUSING WEST SUSSEX
TODDINGTON LANE
WICK
LITTLEHAMPTON
Edge of Town
Residential Zone
Total No of Dwellings: 117
Survey date: WEDNESDAY 20/10/2021 Survey Type: MANUAL

50 WS-03-A-1: MIXED HOUSING WEST SUSSEX
LONDON ROAD

HASSOCKS
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 156
Survey date: MONDAY 15/05/2023 Survey Type: MANUAL

51 WS-03-A-2 MIXED HOUSING WEST SUSSEX
HILLAND ROAD

BILLINGSHURST
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 480
Survey date: THURSDAY 09/11/2023 Survey Type: MANUAL

52 WS-03-A-2: MIXED HOUSING WEST SUSSEX
SHOPWHYKE ROAD

CHICHESTER
Edge of Town
Residential Zone
Total No of Dwellings: 129
Survey date: TUESDAY 19/03/2024 Survey Type: MANUAL

53 WS-03-A-2: MIXED HOUSING WEST SUSSEX

Survey date: THURSDAY 23/05/2024 Survey Type: MANUAL

		ARRIVALS			DEPARTURES			TOTALS	
No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00-01:00									

[illegible]

07:00-08:0	54	290	0.001	54	290	0.019	54	290	0.02
08:00-09:0	54	290	0.003	54	290	0.026	54	290	0.029
09:00-10:0	54	290	0.003	54	290	0.009	54	290	0.012
10:00-11:0	54	290	0.003	54	290	0.006	54	290	0.009
11:00-12:0	54	290	0.005	54	290	0.006	54	290	0.011
12:00-13:0	54	290	0.004	54	290	0.004	54	290	0.008
13:00-14:0	54	290	0.005	54	290	0.004	54	290	0.009
14:00-15:0	54	290	0.007	54	290	0.005	54	290	0.012
15:00-16:0	54	290	0.021	54	290	0.005	54	290	0.026
16:00-17:0	54	290	0.018	54	290	0.003	54	290	0.021
17:00-18:0	54	290	0.013	54	290	0.003	54	290	0.016
18:00-19:0	54	290	0.009	54	290	0.003	54	290	0.012
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.092			0.093			0.185

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
Calculation Factor: 1 DWELLS
Count Type: TOTAL RAIL PASSENGERS

Time Range	No. Days	ARRIVALS			DEPARTURES			TOTALS	
		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									
07:00-08:0	54	290	0	54	290	0.007	54	290	0.007
08:00-09:0	54	290	0	54	290	0.007	54	290	0.007
09:00-10:0	54	290	0	54	290	0.002	54	290	0.002
10:00-11:0	54	290	0.001	54	290	0.001	54	290	0.002
11:00-12:0	54	290	0.001	54	290	0.001	54	290	0.002
12:00-13:0	54	290	0.001	54	290	0.001	54	290	0.002
13:00-14:0	54	290	0.001	54	290	0.001	54	290	0.002
14:00-15:0	54	290	0.001	54	290	0.001	54	290	0.002
15:00-16:0	54	290	0.002	54	290	0	54	290	0.002
16:00-17:0	54	290	0.003	54	290	0	54	290	0.003
17:00-18:0	54	290	0.006	54	290	0	54	290	0.006
18:00-19:0	54	290	0.006	54	290	0	54	290	0.006
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.022			0.021			0.043

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
Calculation Factor: 1 DWELLS
Count Type: COACH PASSENGERS

Time Range	No. Days	ARRIVALS			DEPARTURES			TOTALS	
		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									
07:00-08:0	54	290	0	54	290	0	54	290	0
08:00-09:0	54	290	0	54	290	0.001	54	290	0.001

09:00-10:0	54	290	0	54	290	0	54	290	0
10:00-11:0	54	290	0	54	290	0	54	290	0
11:00-12:0	54	290	0	54	290	0	54	290	0
12:00-13:0	54	290	0	54	290	0	54	290	0
13:00-14:0	54	290	0	54	290	0	54	290	0
14:00-15:0	54	290	0	54	290	0	54	290	0
15:00-16:0	54	290	0.001	54	290	0	54	290	0.001
16:00-17:0	54	290	0	54	290	0	54	290	0
17:00-18:0	54	290	0	54	290	0	54	290	0
18:00-19:0	54	290	0	54	290	0	54	290	0
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.001			0.001			0.002

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Calculation Factor: 1 DWELLS

Count Type: PUBLIC TRANSPORT USERS

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	Ave.	Trip	
Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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									
07:00-08:0	54	290	0.001	54	290	0.026	54	290	0.027
08:00-09:0	54	290	0.003	54	290	0.033	54	290	0.036
09:00-10:0	54	290	0.003	54	290	0.011	54	290	0.014
10:00-11:0	54	290	0.004	54	290	0.007	54	290	0.011
11:00-12:0	54	290	0.005	54	290	0.007	54	290	0.012
12:00-13:0	54	290	0.005	54	290	0.005	54	290	0.01
13:00-14:0	54	290	0.006	54	290	0.005	54	290	0.011
14:00-15:0	54	290	0.007	54	290	0.005	54	290	0.012
15:00-16:0	54	290	0.024	54	290	0.005	54	290	0.029
16:00-17:0	54	290	0.021	54	290	0.003	54	290	0.024
17:00-18:0	54	290	0.019	54	290	0.003	54	290	0.022
18:00-19:0	54	290	0.015	54	290	0.003	54	290	0.018
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.113			0.113			0.226

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Calculation Factor: 1 DWELLS

Count Type: TOTAL PEOPLE

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	Ave.	Trip	
Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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									
07:00-08:0	54	290	0.098	54	290	0.501	54	290	0.599
08:00-09:0	54	290	0.205	54	290	0.747	54	290	0.952
09:00-10:0	54	290	0.195	54	290	0.261	54	290	0.456
10:00-11:0	54	290	0.167	54	290	0.21	54	290	0.377

11:00-12:0	54	290	0.184	54	290	0.199	54	290	0.383
12:00-13:0	54	290	0.214	54	290	0.204	54	290	0.418
13:00-14:0	54	290	0.22	54	290	0.196	54	290	0.416
14:00-15:0	54	290	0.238	54	290	0.241	54	290	0.479
15:00-16:0	54	290	0.512	54	290	0.259	54	290	0.771
16:00-17:0	54	290	0.486	54	290	0.247	54	290	0.733
17:00-18:0	54	290	0.559	54	290	0.253	54	290	0.812
18:00-19:0	54	290	0.458	54	290	0.243	54	290	0.701
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			3.536			3.561			7.097

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
Calculation Factor: 1 DWELLS
Count Type: CARS

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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									
07:00-08:0	54	290	0.055	54	290	0.258	54	290	0.313
08:00-09:0	54	290	0.114	54	290	0.328	54	290	0.442
09:00-10:0	54	290	0.107	54	290	0.134	54	290	0.241
10:00-11:0	54	290	0.087	54	290	0.107	54	290	0.194
11:00-12:0	54	290	0.094	54	290	0.1	54	290	0.194
12:00-13:0	54	290	0.112	54	290	0.108	54	290	0.22
13:00-14:0	54	290	0.115	54	290	0.103	54	290	0.218
14:00-15:0	54	290	0.12	54	290	0.135	54	290	0.255
15:00-16:0	54	290	0.207	54	290	0.13	54	290	0.337
16:00-17:0	54	290	0.223	54	290	0.13	54	290	0.353
17:00-18:0	54	290	0.294	54	290	0.134	54	290	0.428
18:00-19:0	54	290	0.255	54	290	0.126	54	290	0.381
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			1.783			1.793			3.576

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
Calculation Factor: 1 DWELLS
Count Type: LGVS

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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									
07:00-08:0	54	290	0.01	54	290	0.029	54	290	0.039
08:00-09:0	54	290	0.015	54	290	0.023	54	290	0.038
09:00-10:0	54	290	0.016	54	290	0.015	54	290	0.031
10:00-11:0	54	290	0.015	54	290	0.016	54	290	0.031
11:00-12:0	54	290	0.016	54	290	0.017	54	290	0.033
12:00-13:0	54	290	0.017	54	290	0.016	54	290	0.033

13:00-14:0	54	290	0.017	54	290	0.018	54	290	0.035
14:00-15:0	54	290	0.014	54	290	0.014	54	290	0.028
15:00-16:0	54	290	0.016	54	290	0.015	54	290	0.031
16:00-17:0	54	290	0.023	54	290	0.014	54	290	0.037
17:00-18:0	54	290	0.027	54	290	0.011	54	290	0.038
18:00-19:0	54	290	0.017	54	290	0.01	54	290	0.027
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.203			0.198			0.401

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Calculation Factor: 1 DWELLS

Count Type: MOTOR CYCLES

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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									
07:00-08:0	54	290	0.001	54	290	0.002	54	290	0.003
08:00-09:0	54	290	0	54	290	0.003	54	290	0.003
09:00-10:0	54	290	0.001	54	290	0.001	54	290	0.002
10:00-11:0	54	290	0.001	54	290	0.001	54	290	0.002
11:00-12:0	54	290	0.001	54	290	0.001	54	290	0.002
12:00-13:0	54	290	0.001	54	290	0.001	54	290	0.002
13:00-14:0	54	290	0.001	54	290	0.001	54	290	0.002
14:00-15:0	54	290	0.001	54	290	0.001	54	290	0.002
15:00-16:0	54	290	0.002	54	290	0.002	54	290	0.004
16:00-17:0	54	290	0.002	54	290	0.001	54	290	0.003
17:00-18:0	54	290	0.003	54	290	0.001	54	290	0.004
18:00-19:0	54	290	0.003	54	290	0.001	54	290	0.004
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.017			0.016			0.033

Parameter summary

Trip rate pa 105 - 1817 (units:)

Survey date 01/01/16 - 28/06/24

Number of 54

Number of 0

Number of 0

Surveys au 9

Surveys mæ 4

This section followed by the total number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix E – MSM Ratings Rationale



a company of Royal HaskoningDHV

Table 1.1: 2028 Opening Year - Theme Ratings Applied

Site	Trip length	Theme	Rating	Rationale
BA1 (25 units)	Internal trips (8% of trips)	Public transport	1	It is not expected that any interventions relating to public transport would be delivered at this stage. There would not be any ancillary uses provided on BA1 during this scenario, which would result in the internalisation of trips. Therefore, the impact of public transport on mode share is considered limited.
		Active Travel	1	It is not expected that any interventions relating to active travel would be delivered at this stage. No ancillary uses would be provided on BA1 during this scenario, which would result in the internalisation of trips. Therefore, the impact of active travel on mode share for these trips is considered limited.
		Traffic and Parking Management	1	Traffic and parking management would be implemented in full as the scheme is developed; during this scenario, traffic and parking management interventions would have a limited impact compared to a BAU scenario.
		Placemaking and Land Use	1	There would not be any ancillary uses provided on BA1 during this scenario, which would result in the internalisation of trips. Therefore, the impact of placemaking and land use on mode share for these trips is considered to be limited.
	Baldock / station / Letchworth trips (52% of trips)	Public transport	2	The majority of residents will be within a short walk of a bus stop, connecting them to Baldock. This rating assumes the operation of existing services, which would be complemented by an initial bus offer commensurate with the potential forecast patronage. Further interventions will be provided as part of future scenarios.
		Active Travel	2	It has been assumed that direct connections to the existing active travel network would be provided as part of the initial build out of BA1. Further on and off-site interventions would be provided as part of future scenarios. Therefore, active travel measures would have a modest impact compared to a BAU scenario.
		Traffic and Parking Management	2	It is envisaged that the integration of local CPZs to cover areas in the vicinity of the site is not likely to be feasible for the low quantum of development provided during this scenario. However, the shuttle system provided at the A507 Station Road bridge would be in operation during the 2028 opening year and would have a positive traffic management impact.
		Placemaking and Land Use	1	Given the minimal level of initial development on BA1 during this scenario, the proposed walking, cycling and public transport interventions which will support safe and convenient access to Baldock town centre would be limited during the opening year.
	Residual trips (40% of trips)	Public transport	1	It is anticipated that there would be limited scope for bus travel to impact residual trips. However, given the proximity to Baldock station, there is potential for rail trips to serve trips outside of Baldock/Letchworth. Overall, 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	The relative distance of residual journeys would mean that there is reduced scope for influence from traffic and parking management measures. Further traffic management interventions would be provided during future scenarios. Therefore, the impact of traffic and parking management measures on mode share for these trips is expected to be limited in comparison to a BAU scenario.

Site	Trip length	Theme	Rating	Rationale
		Placemaking and Land Use	1	The proposed placemaking and land use measures would have a limited impact on residual trips.
BA2 (200 units)	Internal trips (0% of trips)	Public transport	1	The proposed public transport measures are not relevant to these trips. Therefore, the impact of public transport on mode share is considered limited.
		Active Travel	1	It is not expected that any interventions relating to active travel would be delivered at this stage. No ancillary uses would be provided on BA2 which would result in the internalisation of trips. Therefore, the impact of active travel on mode share for these trips is considered limited.
		Traffic and Parking Management	1	Traffic and parking management would be implemented in full as the scheme is developed; during this scenario, traffic and parking management interventions would have a limited impact, when compared to a BAU scenario.
		Placemaking and Land Use	1	There would not be any ancillary uses provided on BA2 during this scenario, which would result in the internalisation of trips. Therefore, the impact of placemaking and land use on mode share for these trips is considered to be limited.
	Baldock / station / Letchworth trips (60% of trips)	Public transport	1	It is understood that minimal access to existing public transport and some proposed additional bus services would be accessible at the opening year. Therefore, the impact of public transport on mode share for these trips would be limited.
		Active Travel	2	It has been assumed that direct connections to the existing active travel network would be provided as part of the build out of BA2. There are several existing services and amenities which are accessible on foot or by cycle in the vicinity of the BA2 site. This includes the Tesco Extra, and the High Street located to the north of the site. Therefore, active travel measures would have a modest impact in comparison to a BAU scenario.
		Traffic and Parking Management	1	It is envisaged that the integration of local CPZs to cover areas in the vicinity of the site is not likely to be feasible for the low quantum of development provided during this scenario. However, the shuttle system provided at the A507 Station Road bridge would be in operation during the 2028 opening year and would have a positive traffic management impact.
		Placemaking and Land Use	1	Given the minimal level of initial development during this scenario, the proposed walking, cycling and public transport interventions which will support safe and convenient access to Baldock town centre would be limited during the opening year.
	Residual trips (40% of trips)	Public transport	1	It is assumed that there would be minimal scope for bus travel for residual trips, while the distance from Baldock station would mean that rail trips are less appealing than they would be for residents of BA1. Therefore, 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	The longer distance journeys are less likely to be undertaken via active travel modes, especially prior to the delivery of all active travel interventions proposed as part of the scheme. Therefore, 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	The relative distance of residual journeys would mean that there is reduced scope for influence from traffic and parking management measures. Further traffic management interventions would be provided during future scenarios. Therefore, the impact of traffic and parking management measures on mode share for these trips is expected to be limited in comparison to a BAU scenario.
		Placemaking and Land Use	1	The proposed placemaking and land use measures would have a limited impact on residual trips.

Site	Trip length	Theme	Rating	Rationale
BA3	Internal trips (2% of trips)	Public transport	1	The proposed public transport measures are not relevant to these trips, given the relatively small size of the site.
		Active Travel	1	It is envisaged that residents would yet to have access to the proposed high-quality walking and cycling routes, including traffic-free routes. Therefore, the impact of the 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	The proposed traffic and parking management measures, which would be implemented during the full-build-out scenario, would not be fully implemented at this stage. Therefore, the impact of the traffic and parking management measures on mode share for these trips is expected to be limited in comparison to a BAU scenario.
		Placemaking and Land Use	1	Given the scale of the site, a relatively limited range of day-to-day uses will be provided on-site. The high-quality public realm and landscaping, which will encourage walking and cycling, will be provided during future stages of development. The impact of the placemaking and land use measures on mode share for these trips is expected to be limited in comparison to a BAU scenario.
	Baldock / station / Letchworth trips (58% of trips)	Public transport	1	Proposed upgrades to the local public transport network, including local bus and rail accessibility, will be delivered as part of future scenarios. Therefore, the impact of public transport on mode share for these trips is therefore expected to be limited in comparison to a BAU scenario.
		Active Travel	1	The site will connect to a network of traffic-free and low-traffic cycle routes, including a dedicated active travel bridge over the railway, with new connections made to the town centre and station in particular. However, it is envisaged that these improvements will not be delivered in the opening year. Therefore, the impact of the 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	In the full build-out scenario, traffic and parking management will be implemented, on and off-site, to reduce the attractiveness of driving for short trips to Baldock in particular, as well as to Letchworth. It is envisaged that the majority of proposed traffic and parking management will yet to be implemented in the opening year. Therefore, the impact of the 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	1	The proposed walking, cycling and public transport interventions, which will support safe and convenient access to Baldock town centre, will not be delivered during the opening year. The impact of the placemaking and land use measures on mode share for these trips is expected to be limited 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	1	The proposed placemaking and land use measures are not relevant to these trips.

Site	Trip length	Theme	Rating	Rationale
BA10	Internal trips (4% of trips)	Public transport	1	The proposed public transport measures are not relevant to these trips, given that the proposed bus service will not run within it.
		Active Travel	1	The proposed active travel route within the site, connecting the land uses and proposed green and social spaces and filtered permeability ensuring walking and cycling is the quickest mode within the site, will not be delivered in the opening year. Therefore, the impact of the active travel measures on mode share for these trips is expected to be limited in comparison to a BAU scenario.
		Traffic and Parking Management	1	Parking levels below adopted levels are proposed. Vehicle access will be managed to individual plot accesses while walking and cycling will be direct. This will be implemented as the scheme is fully built out.
		Placemaking and Land Use	1	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. This will be developed as the scheme is built out and will not be provided in the opening year. Therefore, the impact of the placemaking and land use measures on mode share for these trips is expected to be insignificant in comparison to a BAU scenario.
	Baldock / station / Letchworth trips (56% of trips)	Public transport	1	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. These measures will be delivered as the scheme is fully built out and not delivered during the opening year. Therefore, the impact of the public transport measures on mode share for these trips is expected to be limited in comparison to a BAU scenario.
		Active Travel	1	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. It is not anticipated that these routes would be provided in the opening year. The impact of the active travel measures on mode share for these trips is expected to be limited in comparison to a BAU scenario.
		Traffic and Parking Management	1	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. An expansion of off-site Controlled Parking Zones around the station are proposed to manage potential parking demand. However, these measures will not be delivered in the opening year, and therefore, the impact of the 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	1	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. These active travel routes will not be delivered in the opening year, however. Therefore, the impact of the placemaking and land use management measures on mode share for these trips is expected to be limited 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.



Site	Trip length	Theme	Rating	Rationale
		Placemaking and Land Use	1	The proposed placemaking and land use measures are not relevant to these trips.

Table 1.2: 2033 Interim Year - Theme Ratings Applied

Site	Trip length	Theme		
BA1 (25 units)	Internal trips (24% of trips)	Public transport	2	PT network will not yet be joined up to Royston Road but the 650 homes will need to be supported by an early bus service and the stops in place to support that.
		Active Travel	2	Reduced active travel assumption at BA1 as no active travel underpass in this scenario.
		Traffic and Parking Management	3	Within the masterplan, parking / traffic management will be maximised from the first phases onwards.
		Placemaking and Land Use	2	Whilst places will be of high quality, the mix of land uses to support liveable neighbourhoods will not be fully delivered by 2033.
	Baldock / station / Letchworth trips (36% of trips)	Public transport	2	PT network will not yet be joined up to Royston Road but the 650 homes will need to be supported by an early bus service and the stops in place to support that.
		Active Travel	2	Reduced active travel assumption at BA1 as no active travel underpass in this scenario.
		Traffic and Parking Management	3	Within the masterplan, parking / traffic management will be maximised from the first phases onwards.
		Placemaking and Land Use	2	Whilst places will be of high quality, the mix of land uses to support liveable neighbourhoods will not be fully delivered by 2033.
	Residual trips (40% of trips)	Public transport	1	Traffic management influenced by interventions introduced in Baldock, which affect longer distance trips (as well as Baldock trips)
		Active Travel	1	
		Traffic and Parking Management	2	
		Placemaking and Land Use	-	
BA2 (200 units)	Internal trips (0% of trips)	Public transport	-	Bus services will not be operational within BA2.
		Active Travel	2	There is limited scope for the active travel network within BA2 to effect modal shift away from business as usual.
		Traffic and Parking Management	2	There is limited scope for the parking / traffic management within BA2 to effect modal shift away from business as usual
		Placemaking and Land Use	2	Placemaking will be high quality but will not significantly affect mode share, no mix of land uses.

Site	Trip length	Theme		
	Baldock / station / Letchworth trips (60% of trips)	Public transport	2	There is limited scope for the active travel network within BA2 to effect modal shift away from business as usual. There is limited scope for the parking / traffic management within BA2 to effect modal shift away from business as usual Placemaking will be high quality but will not significantly affect mode share, no mix of land uses.
		Active Travel	2	
		Traffic and Parking Management	2	
		Placemaking and Land Use	2	
	Residual trips (40% of trips)	Public transport	1	Traffic management influenced by interventions introduced in Baldock, which affect longer distance trips (as well as Baldock trips)
		Active Travel	1	
		Traffic and Parking Management	2	
		Placemaking and Land Use	-	
BA3	Internal trips (4% of trips)	Public transport	1	The quantum of dwellings will be zero or minimal in the interim scenario, so the ratings are redundant / have no influence on trip generation or mode share.
		Active Travel	1	
		Traffic and Parking Management	1	
		Placemaking and Land Use	1	
	Baldock / station / Letchworth trips (56% of trips)	Public transport	1	The quantum of dwellings will be zero or minimal in the interim scenario, so the ratings are redundant / have no influence on trip generation or mode share.
		Active Travel	1	
		Traffic and Parking Management	1	
		Placemaking and Land Use	1	
	Residual trips (40% of trips)	Public transport	1	The quantum of dwellings will be zero or minimal in the interim scenario, so the ratings are redundant / have no influence on trip generation or mode share
		Active Travel	1	

Site	Trip length	Theme		
		Traffic and Parking Management	1	
		Placemaking and Land Use	1	
BA10	Internal trips (8% of trips)	Public transport	-	
		Active Travel	2	Within the masterplan, active travel will be maximised from the first phases onwards.
		Traffic and Parking Management	2	Within the masterplan, parking / traffic management will be maximised from the first phases onwards.
		Placemaking and Land Use	2	Whilst places will be of high quality, the mix of land uses to support liveable neighbourhoods will not be fully delivered by 2033.
	Baldock / station / Letchworth trips (52% of trips)	Public transport	1	
		Active Travel	2	Within the masterplan, active travel will be maximised from the first phases onwards.
		Traffic and Parking Management	2	Within the masterplan, parking / traffic management will be maximised from the first phases onwards.
		Placemaking and Land Use	2	Whilst places will be of high quality, the mix of land uses to support liveable neighbourhoods will not be fully delivered by 2033.
	Residual trips (40% of trips)	Public transport	1	Traffic management influenced by interventions introduced in Baldock, which affect longer distance trips (as well as Baldock trips)
		Active Travel	1	
		Traffic and Parking Management	1	
		Placemaking and Land Use	-	

Table 1.3: Full Build Out No School - Theme Ratings Applied

Site	Trip length	Theme		Rationale
BA1 (25 units)	Internal trips (40% 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 (20% 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.

Site	Trip length	Theme		Rationale
	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	-	The proposed placemaking and land use measures are not relevant to these trips.
BA2 (200 units)	Internal trips (0% of trips)	Public transport	-	The proposed public transport measures are not relevant to these trips. Therefore, the impact of public transport on mode share is considered limited.
		Active Travel	3	All residents will have access to high-quality walking and cycling routes, including traffic-free routes, making active travel often the quickest and most convenient choice. The impact of the active travel measures on mode share for these trips is expected to be significant but not transformational in comparison to a BAU scenario.
		Traffic and Parking Management	3	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. The general principle will be to apply 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. 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	A full 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 transformational in comparison to a BAU scenario.
	Baldock / station / Letchworth trips (60% of trips)	Public transport	3	Most residents will be within a short walk of a bus stop, connecting them to Baldock and Baldock station. The bus service is expected to be high frequency (~every 10 minutes at peak times). 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 significant in comparison to a BAU scenario.
		Active Travel	3	A network of traffic-free and low traffic cycle routes is to be provided both on- and off-site, including a new connection to the local PRoW network, connecting the site directly to Baldock town centre. 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 package of off-site highway interventions includes a range of reductions in highway capacity and access restrictions in order to allow for reallocation of road space for improved walking, cycling and bus infrastructure. Taken together with the on-site measures which will prioritise active travel, this will reduce the attractiveness of driving for short trips to Baldock in particular, as well as to Letchworth. An expansion of off-site Controlled Parking Zones around the station are proposed to manage potential parking

Site	Trip length	Theme		Rationale
				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 significant 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	-	The proposed placemaking and land use measures are not relevant to these trips.
BA3	Internal trips (9% of trips)	Public transport	-	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	2	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	2	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 (51% 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.

Site	Trip length	Theme		Rationale
		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	-	The proposed placemaking and land use measures are not relevant to these trips.
BA10	Internal trips (11% of trips)	Public transport	-	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	3	Parking levels below adopted levels are proposed. Vehicle access will be managed to individual plot 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 /	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.

Site	Trip length	Theme		Rationale
	Letchworth trips (49% of trips)	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	-	The proposed placemaking and land use measures are not relevant to these trips.

Table 1.4: Full Build Out With School - Theme Ratings Applied

Site	Trip length	Theme		Rationale
BA1 (25 units)	Internal trips (40% 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 (20% 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.

Site	Trip length	Theme		Rationale
	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	-	The proposed placemaking and land use measures are not relevant to these trips.
BA2 (200 units)	Internal trips (0% of trips)	Public transport	1	The proposed public transport measures are not relevant to these trips. Therefore, the impact of public transport on mode share is considered limited.
		Active Travel	3	All residents will have access to high-quality walking and cycling routes, including traffic-free routes, making active travel often the quickest and most convenient choice. The impact of the active travel measures on mode share for these trips is expected to be significant but not transformational in comparison to a BAU scenario.
		Traffic and Parking Management	3	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. The general principle will be to apply 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. 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	A full 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 transformational in comparison to a BAU scenario.
	Baldock / station / Letchworth trips (60% of trips)	Public transport	3	Most residents will be within a short walk of a bus stop, connecting them to Baldock and Baldock station. The bus service is expected to be high frequency (~every 10 minutes at peak times). 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 significant in comparison to a BAU scenario.
		Active Travel	3	A network of traffic-free and low traffic cycle routes is to be provided both on- and off-site, including a new connection to the local PRoW network, connecting the site directly to Baldock town centre. 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 package of off-site highway interventions includes a range of reductions in highway capacity and access restrictions in order to allow for reallocation of road space for improved walking, cycling and bus infrastructure. Taken together with the on-site measures which will prioritise active travel, this will reduce the attractiveness of driving for short trips to Baldock in particular, as well as to Letchworth. An expansion of off-site Controlled Parking Zones around the station are proposed to manage potential parking

Site	Trip length	Theme		Rationale
				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 significant 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	-	The proposed placemaking and land use measures are not relevant to these trips.
BA3	Internal trips (16% of trips)	Public transport	1	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	2	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	2	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 (44% 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.

Site	Trip length	Theme		Rationale
		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 road space 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	-	The proposed placemaking and land use measures are not relevant to these trips.
BA10	Internal trips (11% of trips)	Public transport	1	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	3	Parking levels below adopted levels are proposed. Vehicle access will be managed to individual plot 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 /	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.

Site	Trip length	Theme		Rationale
	Letchworth trips (49% of trips)	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	-	The proposed placemaking and land use measures are not relevant to these trips.

Appendix F – MSM Sensitivity Test Note

Note / Memo

HaskoningDHV UK Ltd.
Mobility & Infrastructure

To: Geoff Burrage
From: Billy Thornett
Date: 28 March 2025
Copy: [Click to enter "CopyTo"](#)
Our reference: PC7029-RHD-ZZ-XX-ME-R-0001
Classification: Project related
Checked by: [Click or tap here to enter text.](#)

Subject: Theme Ratings - Sensitivity Test

1 Theme Ratings

1.1 Current

Site	Trip length	Theme	Rating
BA1	Internal trips (30% of trips)	Public transport	3
		Active travel	4
		Traffic and parking management	4
		Placemaking and land use	4
	Baldock / station / Letchworth trips (30% of trips)	Public transport	4
		Active travel	4
		Traffic and parking management	3
		Placemaking and land use	4
	Residual trips (40% of trips)	Public transport	1
		Active travel	1
		Traffic and parking management	2
		Placemaking and land use	N/A
BA3	Internal trips (10% of trips)	Public transport	N/A
		Active travel	3
		Traffic and parking management	3
		Placemaking and land use	3
	Baldock / station / Letchworth trips (50% of trips)	Public transport	3
		Active travel	3
		Traffic and parking management	3
		Placemaking and land use	3
	Residual trips (40% of trips)	Public transport	1
		Active travel	1

BA10		Traffic and parking management	1
		Placemaking and land use	N/A
	Internal trips (20% of trips)	Public transport	N/A
		Active travel	4
		Traffic and parking management	4
		Placemaking and land use	3
	Baldock / station / Letchworth trips (40% of trips)	Public transport	4
		Active travel	4
		Traffic and parking management	3
		Placemaking and land use	4
	Residual trips (40% of trips)	Public transport	1
		Active travel	1
		Traffic and parking management	1
		Placemaking and land use	N/A

1.2 After Comments

1.2.1 Decreases to theme ratings are indicated by **red** text, increases are indicated by **green**.

Site	Trip length	Theme	Rating
BA1	Internal trips (30% of trips)	Public transport	1
		Active travel	4
		Traffic and parking management	3
		Placemaking and land use	2
	Baldock / station / Letchworth trips (30% of trips)	Public transport	2
		Active travel	3
		Traffic and parking management	2
		Placemaking and land use	N/A
	Residual trips (40% of trips)	Public transport	3
		Active travel	1
		Traffic and parking management	1
		Placemaking and land use	N/A
BA3	Internal trips (10% of trips)	Public transport	N/A
		Active travel	3
		Traffic and parking management	2
		Placemaking and land use	2
		Public transport	2

	Baldock / station / Letchworth trips (50% of trips)	Active travel	2
		Traffic and parking management	2
		Placemaking and land use	N/A
	Residual trips (40% of trips)	Public transport	3
		Active travel	1
		Traffic and parking management	1
		Placemaking and land use	N/A
BA10	Internal trips (20% of trips)	Public transport	N/A
		Active travel	4
		Traffic and parking management	3
		Placemaking and land use	2
	Baldock / station / Letchworth trips (40% of trips)	Public transport	2
		Active travel	4
		Traffic and parking management	2
		Placemaking and land use	N/A
	Residual trips (40% of trips)	Public transport	3
		Active travel	1
		Traffic and parking management	1
		Placemaking and land use	N/A

2 Trip Rates

2.1 Current

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

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

2.2 After Comments

Total external trips

		AM Peak		PM Peak		Daily	
		Arr	Dep	Arr	Dep	Arr	Dep
BA1	Vehicles	189	493	447	204	2829	2835
	Public transport	8	59	36	8	220	220
	Active travel	48	149	67	50	618	631
BA2	Vehicles	22	57	53	24	332	333
	Public transport	3	13	8	3	54	54
	Active travel	7	22	10	7	92	93
BA3	Vehicles	102	97	67	64	489	510
	Public transport	1	9	6	1	35	35
	Active travel	9	27	13	9	115	117
BA10	Vehicles	387	84	72	260	2156	2177
	Public transport	64	21	26	67	523	517
	Active travel	45	5	115	94	840	856
Whole site	Vehicles	626	705	636	518	5721	5750
	Public transport	76	101	75	80	832	826
	Active travel	108	203	206	161	1665	1698
BA10	HGVs	12	11	0	0	130	130

Total trips

		AM Peak		PM Peak		Daily	
		Arr	Dep	Arr	Dep	Arr	Dep
BA1	Vehicles	231	613	541	249	3455	3465
	Public transport	9	63	39	10	242	242
	Active travel	142	420	279	152	2033	2054
BA2	Vehicles	22	57	53	24	332	333
	Public transport	3	13	8	3	54	54
	Active travel	7	22	10	7	92	93
BA3	Vehicles	108	101	70	68	509	531
	Public transport	1	9	6	1	36	36
	Active travel	10	31	17	11	139	141
BA10	Vehicles	416	91	75	278	2304	2326
	Public transport	69	23	28	73	567	561
	Active travel	53	7	128	106	954	972
Whole site	Vehicles	697	833	735	582	6508	6542
	Public transport	82	108	81	87	898	892
	Active travel	213	480	435	276	3218	3261
BA10	HGVs	13	12	0	0	141	142

3 Summary

- 3.1.1 The changes to the theme ratings recommended by comments from NHDC resulted in a 1.42% and 17.48% increase in total vehicle trips for sites BA1 and BA10 respectively. They resulted in a 23.70% decrease in total vehicle trips for site BA3.
- 3.1.2 Across all sites, the changes to theme ratings recommended by NHDC comments resulted in a 7.61% increase in total vehicle trips.

Appendix G – Interim Year Testing Note

Memo

HaskoningDHV UK Ltd.
Mobility & Infrastructure

To: Urban & Civic
From: Nicola Lodge
Date: 04 April 2025
Copy: N/A
Our reference: TP1116-ITP-ME-0001-P02
Classification: Project related
Checked by: Geoff Burrage

Subject: Interim Year Testing Exercise

Purpose

This exercise builds on work undertaken internally in May 2024 to estimate a 'trigger point' for delivery of the multi-modal bridge over the rail line in BA1. At that time, the number of homes which could be delivered on BA1 before the B656 / A507 crossroads began to operate over capacity was estimated based on the junction headroom indicated by an earlier LinSig modelling exercise.

This updated work uses a VISSIM model built of the A507 corridor, inclusive of the crossroads. It is a more dynamic model than LinSig and looks at interactions along the whole corridor, rather than at the crossroads in isolation. This exercise is based on the more developed land use and phasing assumptions, plus refined trip generation work and updated assumptions around background traffic growth, intervention delivery, mode shift and internalisation (developed through preparation of the Transport Scoping Report [TSR]). ITP's Mode Shift Model is used to derive the vision-led (vehicle) trip generation feeding into the tests.

The objective of this exercise is to identify the maximum residential and employment development which could be delivered across all sites before the multi-modal bridge is needed (to provide an alternative route for traffic currently using the B656 and A507). Identifying this point will aid with phasing and infrastructure delivery planning, and the optimum scenario will form the 'Interim Year' scenario fed into the COMET model testing the impacts of the development.

Four runs of the VISSIM model have been undertaken, each based on slightly different assumptions. The assumptions feeding into each run are described on the following pages, with a summary and recommendations to the rear of this note.

Run 1 – based on initial U&C aspirations

Phasing Assumptions

Initially modelled vehicle trips associated with a 2033 scenario, informed early development specification information from U&C:

Year	Total	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
Housing completions (dwelling)	2,953	5	45	80	182	204	333	340	340	340	340	287	280	177
Cumulative			50	130	312	516	849	1,189	1,529	1,869	2,209	2,496	2,776	2,953
Employment space completed (BA10) gross sq ft	800,000				131,501	263,002	263,002	142,495						
Cumulative						394,503	657,505	800,000						
Primary schools on BA1					1	1	1	1	1	2	2	2	2	2
Secondary school								Yes	Yes	Yes	Yes	Yes	Yes	Yes
Non-resi					Some	Some	Some	Some	Some	Some	Some	Some	All	All

BA10 sqm	12,217	24,433	24,433	13,238
Cumulative	12,217	36,650	61,084	74,322
sqft to sqm factor	10.764			

Land Use Assumptions

Informed by the above and email exchanges:

- 850 homes; 200 complete on BA2 and 650 on BA1
- BA3 is not yet commenced and the school (if on BA3) is either not yet commenced or not yet generating material trips
- 61,085sqm at BA10, comprising a pro-rata mix of:
 - 1,500sqm medical centre
 - 5,000sqm total of combined waste transfer station and vehicle depot
 - 26,500 of office
 - 26,500 of light industrial
 - 26,500 of B2 industrial
- Some non-residential land uses at BA1, based on assumptions, comprising:
 - Primary school
 - Convenience shop
 - A community and / or leisure facility

Note that in practice the employment land use mix would not be pro-rated across the board, but instead build up incrementally and with a focus on some facilities / employment before others. So this exercise does not provide a totally accurate picture of trips generated by BA10 in each interim year.

Internalisation Assumptions

Assumptions which had gone into Transport Scoping Report (TSR), with a commitment to further refinement (which has been done through Runs 2 to 4):

- ~20% internalisation at BA1, driven by primary school and minimal other uses
- 10% internalisation at BA10
- 5% on BA2

Background Traffic Growth Assumptions

The TSR proposed using the 'Mode balanced decarbonisation' growth factors derived through the TEMPro software. This takes a more optimistic view about background traffic growth than the 'core' scenario conventionally used in traffic modelling. A 2022 to 2033 mode balanced decarbonisation growth factor was used in this exercise.

Infrastructure Assumptions

The following development related infrastructure is assumed to be in place in the Interim Scenario:

- Station Road shuttle working system, resulting in a 30% reduction to background trips on the *A507 only*.
- Closure of Football Close and Icknield Way. Note that the modelling does not account for reassignment of the background trips currently using these junctions; they would likely reassign onto B656 and through the crossroads. This is a limitation of the modelling but is difficult to estimate without additional survey data in the area around Norton Road.
- Active travel underpass delivered, resulting in better active travel opportunities for BA1 and BA10.

Results

The modelled network performs worse than present day. On some arms in some time periods, the junction performs slightly better (using queue lengths as a metric) than the present day, because some background traffic is assumed to displace and the signal timings have been altered in the VISSIM model.

The operation of the junction in Run 1 is just about within acceptable limits. This judgement is based on experience, blocking back / safety implications and HCC's policy to avoid increasing highway capacity in response to queuing.

Morning peak hour:

- Queues extend from the crossroads north towards the shuttle system, but do not queue through it for the majority of the time (the average maximum queue is 149m from the crossroads northwards). Within the peak hour, the longest queue simulated is however 222m. The average maximum queue results in maximum delay per vehicle of 176 seconds (Clothall Road).
- Queues do extend into Mallard Court / Icknield Way East, and onto Bygrave Road (average maximum of 150m on Mallard Court and Icknield Way, 95m on Bygrave Road).
- The queues on Whitehorse Street, Clothall Road and Royston Road are not significant and are often 'rolling' – vehicles are constantly moving at a slow speed.
- Significant queues do not form at the BA1 North Road access junction.

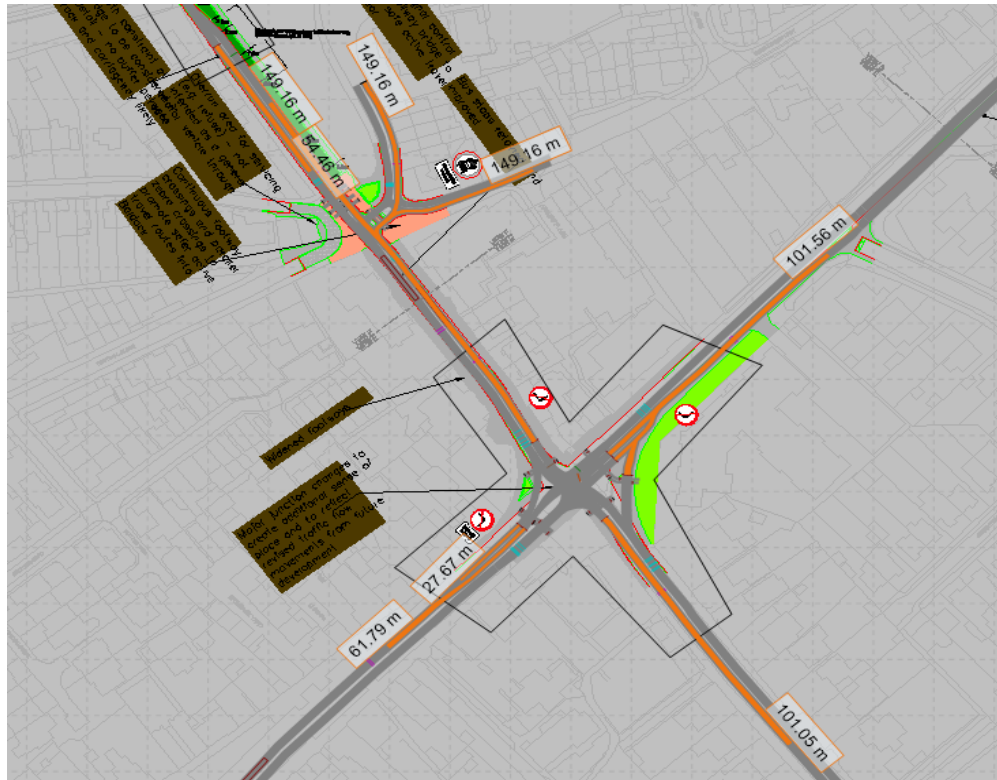
Evening peak hour:

- Right turners from Royston Road to Station Road queue to a typical maximum of 162m, with an absolute maximum (within the hour) of 360m; signal times are altered to optimise the green time given to this movement, and overall delay per vehicle is less than in the morning peak – up to 88 seconds delay per vehicle (on Royston Road). The total cycle time of the crossroads junction is 100 seconds, which means that all queueing vehicles can get through in one cycle.
- On the other arms of the crossroads, queues are shorter than in the morning peak.
- Queues are marginally longer on Bygrave Road than in the morning peak, extending to 110m.
- Shuttle working is given more green time in the northbound direction, to prevent queues extending through the crossroads.
- Queues similar at the BA1 North Road.

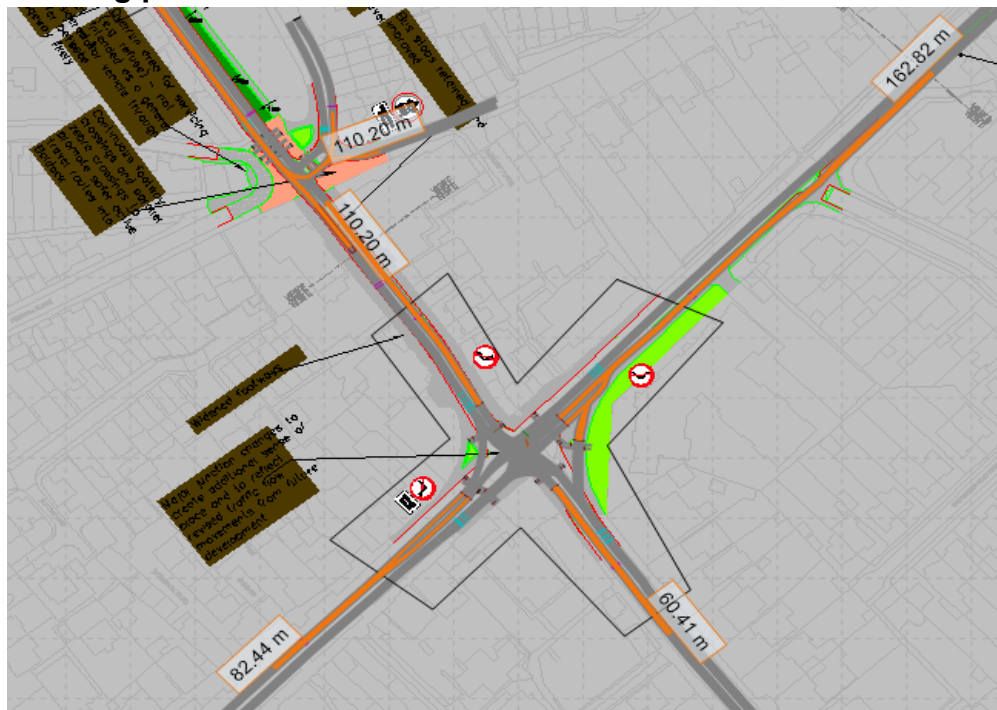
Visualisations of the crossroads are shown overleaf, and similar can be provided for the other junctions on the corridor.

Morning peak

Note that in all these diagrams there are symbols indicating banned turns at the crossroads. The symbols are hangover from previous design work and are not coded into the model – all turns are possible in all runs presented in this note.



Evening peak



Run 2 – revised land use assumptions

Key changes to Run 1 are highlighted in **bold**.

Phasing Assumptions

U&C indicated that employment could all move back by one year, plus office floorspace is reduced.

Year	Total	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
Housing completions (dwelling)	2,953	5	45	80	182	204	333	340	340	340	340	287	280	177
Cumulative			50	130	312	516	849	1,189	1,529	1,869	2,209	2,496	2,776	2,953
Employment space completed (BA10) gross sq ft	800,000					131,501	263,002	263,002	142,495					
Cumulative						394,503	657,505	800,000						
Primary schools on BA1					1	1	1	1	1	2	2	2	2	2
Secondary school								Yes	Yes	Yes	Yes	Yes	Yes	Yes
Non-resi					Some	Some	Some	Some	Some	Some	Some	Some	All	All

BA10 sqm	12,217	24,433	24,433	13,238
Cumulative	12,217	36,650	61,084	74,322
sqft to sqm factor	10.764			

Land Use Assumptions

- 850 homes; 200 complete on BA2 and 650 on BA1*
- BA3 is not yet commenced and the school (if on BA3) is either not yet commenced or not yet generating material trips
- 36,650sqm at BA10, comprising a pro-ratad mix of:
 - 1,500sqm medical centre
 - **5,000sqm gym**
 - 5,000sqm total of combined waste transfer station and vehicle depot
 - **20,000sqm of office**
 - **26,500 of light industrial****
 - 26,500 of B2 industrial
- Some non-residential land uses at BA1, based on assumptions, comprising:
 - Primary school
 - Convenience shop
 - A community and / or leisure facility

*residential trip rates were updated between Runs 1 and 2, in response to NHDC's comments on the TSR

**trip rates for the light industrial land use were revised after Run 1 following an internal review highlighting an error. This results in lower vehicle trip generation than that presented in the TSR.

Internalisation Assumptions

Revised to account for recent refinement (a commitment in the TSR), daily weighted averages shown below for simplicity:

- **24% internalisation at BA1**, driven by primary school and some other uses
- **8% internalisation at BA10**
- **4% on BA3**
- **0% on BA2**

Background Traffic Growth Assumptions

A 2022 to 2033 mode balanced decarbonisation growth factor is used, as per Run 1.

Infrastructure Assumptions

- Shuttle working, resulting in a 30% reduction to background trips on the *A507 only*.
- Closure of Football Close and Icknield Way.
- **Active travel underpass *not* in place**. The MSM ratings have reduced ratings for active travel at BA1 and BA10.

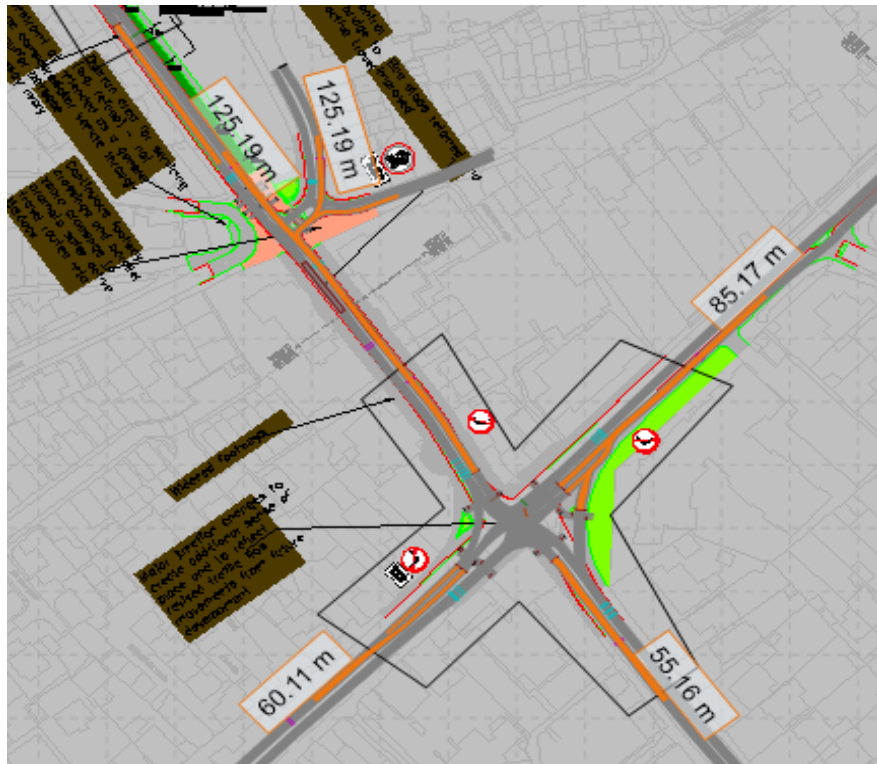
Results

The assumptions above result overall in fewer vehicles generated by the development sites and therefore the network operates better than in Run 1.

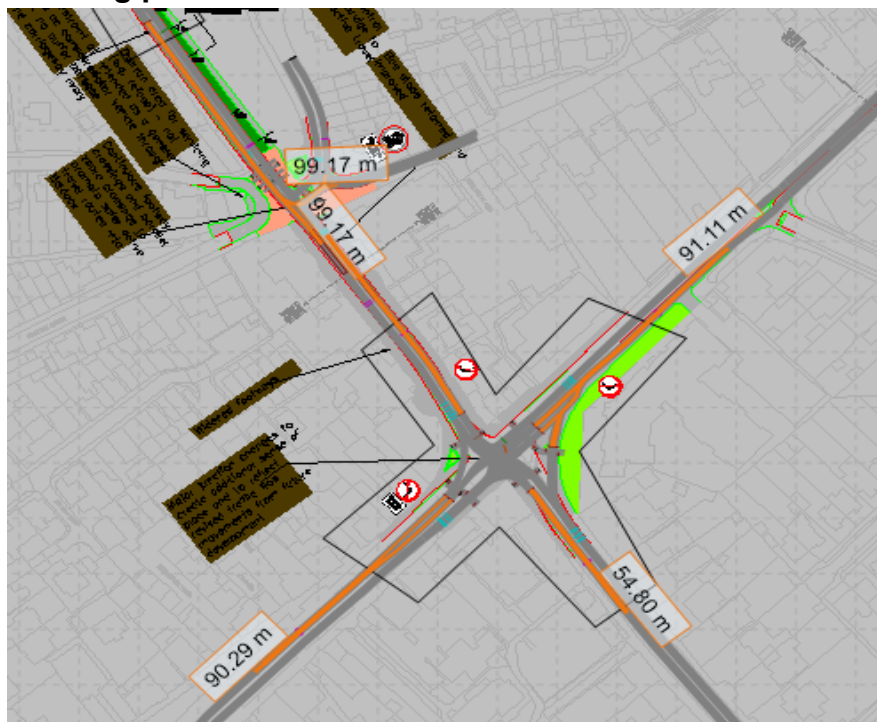
In the morning peak hour, the maximum average queue on any arm of the crossroads is 125m (Station Road) and the maximum delay per vehicle is 92 seconds (Royston Road). Queues on Mallard Court, Icknield Way and the BA1 site access are relatively similar to Run 1. All queueing vehicles should get through in one cycle.

In the evening peak hour, the maximum average queue on any arm is 91m (Royston Road) and the maximum delay per vehicle is 57 seconds (Clothall Road). Queues on Mallard Court, Icknield Way and the BA1 site access are relatively similar to Run 1. Some queueing vehicles would need to wait one full cycle to get through the shuttle system signals.

Morning peak



Evening peak



Run 3 – remove assumption of displaced traffic on A507

Key changes to Run 2 are highlighted in **bold**.

Phasing Assumptions

Retaining same assumptions to Run 2.

Year	Total	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
Housing completions (dwelling)	2,953	5	45	80	182	204	333	340	340	340	340	287	280	177
Cumulative			50	130	312	516	849	1,189	1,529	1,869	2,209	2,496	2,776	2,953
Employment space completed (BA10) gross sq ft	800,000					131,501	263,002	263,002	142,495					
Cumulative						394,503	657,505	800,000						
Primary schools on BA1					1	1	1	1	1	2	2	2	2	2
Secondary school								Yes	Yes	Yes	Yes	Yes	Yes	Yes
Non-resi					Some	Some	Some	Some	Some	Some	Some	Some	All	All

BA10 sqm	12,217	24,433	24,433	13,238
Cumulative	12,217	36,650	61,084	74,322
sqft to sqm factor	10.764			

Land Use Assumptions

- 850 homes; 200 complete on BA2 and 650 on BA1
- BA3 is not yet commenced and the school (if on BA3) is either not yet commenced or not yet generating material trips
- 36,650sqm at BA10, comprising a pro-ratad mix of:
 - 1,500sqm medical centre
 - 5,000sqm gym
 - 5,000sqm total of combined waste transfer station and vehicle depot
 - 20,000sqm of office
 - 26,500 of light industrial
 - 26,500 of B2 industrial
- Some non-residential land uses at BA1, based on assumptions, comprising:
 - Primary school
 - Convenience shop
 - A community and / or leisure facility

Internalisation Assumptions

- 24% internalisation at BA1, driven by primary school and some other uses
- 8% internalisation at BA10
- 4% on BA3
- 0% on BA2

Background Traffic Growth Assumptions

A 2022 to 2033 mode balanced decarbonisation growth factor is used, as per previous runs.

Infrastructure Assumptions

- Shuttle working, **but assume this results in no displacement / reduction of background trips on the A507.**
- Closure of Football Close and Icknield Way.
- Active travel underpass not in place.

Results

This is a sensitivity test to understand the implications of fewer vehicles displacing on the A507 than initially assumed. The revised assumptions set out above result the same volume of vehicles generated by the development sites as in Run 2, but there is more background traffic on the A507. As a result the network operates worse than in Runs 1 and 2.

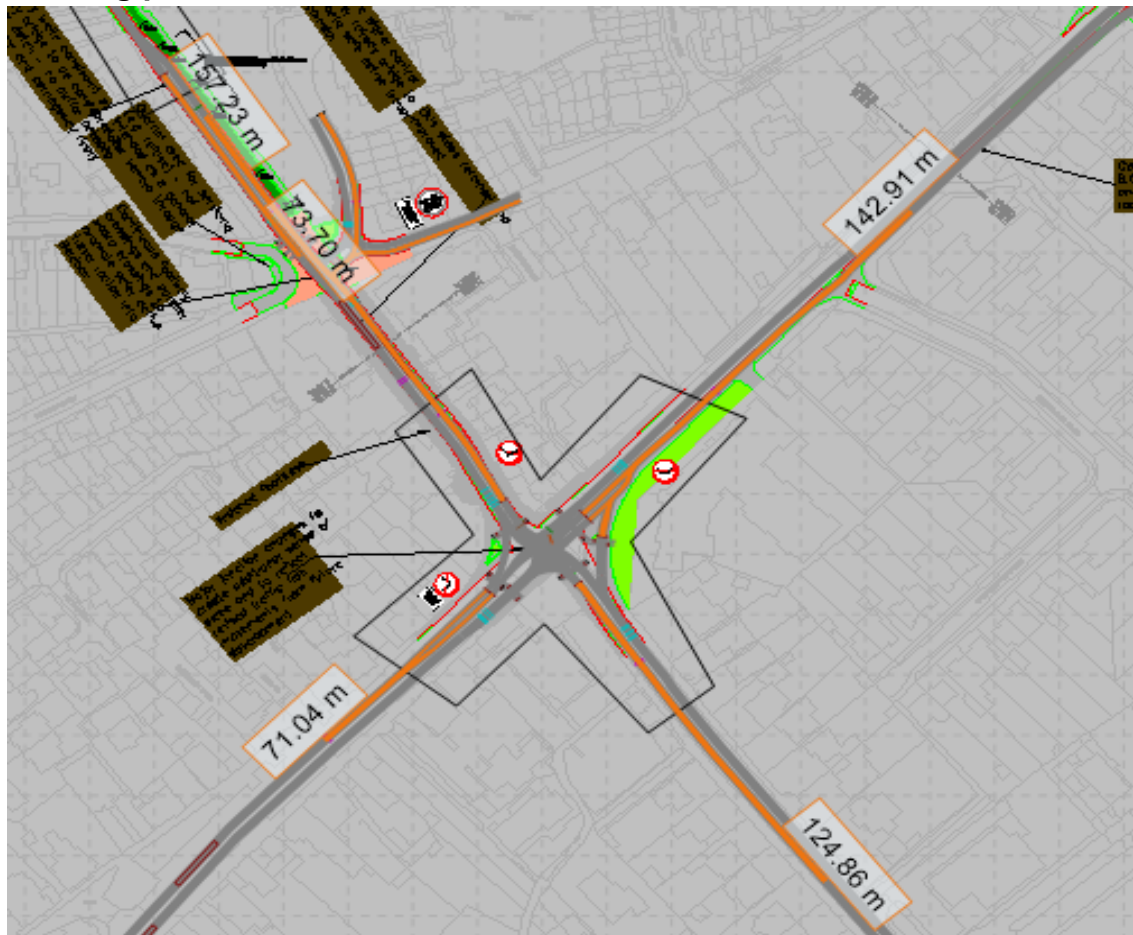
In the morning peak hour, the maximum average queue on any arm of the crossroads is 157m (Station Road) and the maximum delay per vehicle is 170 seconds (Royston Road). This means that some vehicles queue for more than one cycle of the signals at the crossroads. The maximum queue across the time period is 332m (Royston Road). Queues on Mallard Court, Icknield Way, Bygrave Road and the BA1 site access are similar to but slightly longer than in Runs 1 and 2, due to there being fewer gaps to pull out onto the A507.

In the evening peak hour, the maximum average queue on any arm is 168m (Royston Road) and the maximum delay per vehicle is 102 seconds (Royston Road). The maximum queue across the time period is 351m on Royston Road. Queues at the BA1 site access and Mallard Court / Icknield Way are relatively similar to other runs, but the queues on Bygrave Road and Salisbury Road are longer than in any other run, extending past the end of Salisbury Road on Bygrave Road. Additionally, the queue back from the shuttle system for vehicles travelling in the southbound extends to the BA1 bus access. In effect, vehicles queue from the stop line on Station Road at the crossroads junction all the way to BA1, with a break in the queue at the shuttle working, resulting in an overall average maximum queue length of around 351m. Vehicles could be waiting several cycles to get through the traffic signals.

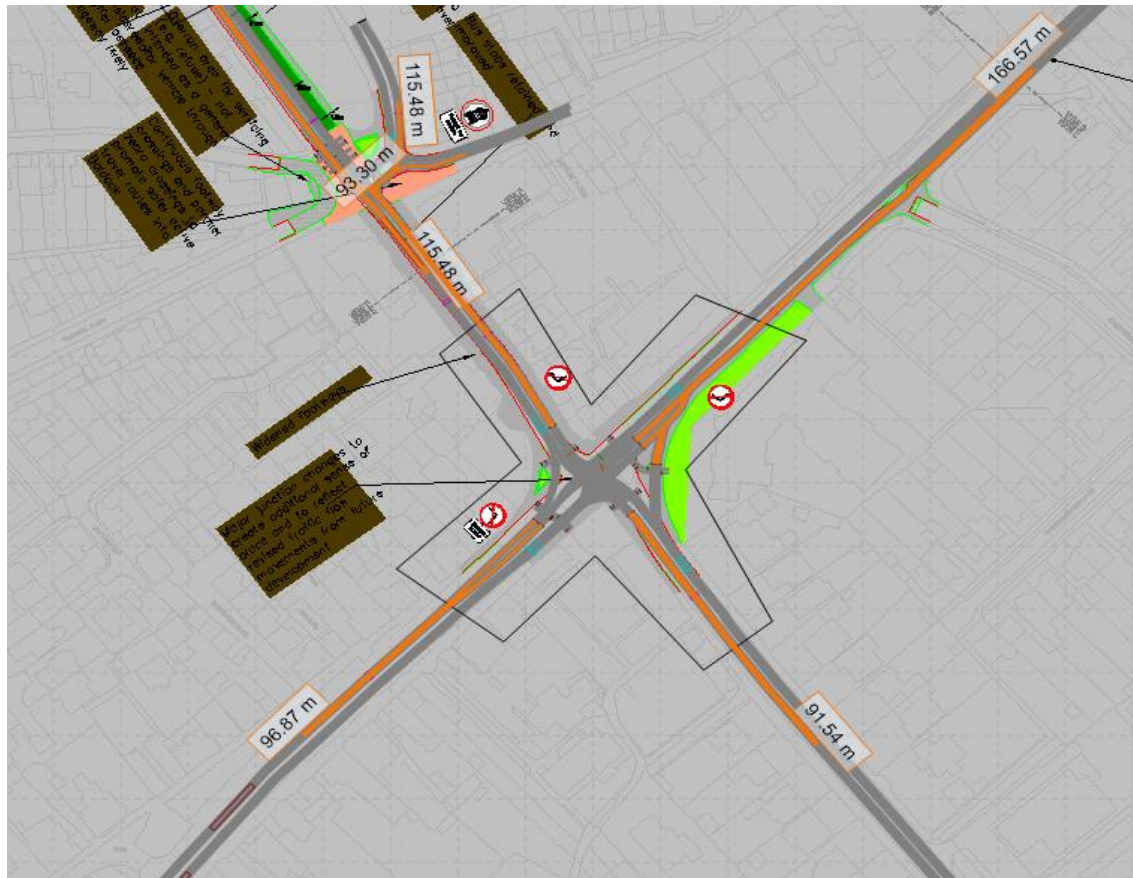
The lengths of queues and the resultant vehicle delays in this run are material and would likely result in other parts of the local network (not included in the VISSIM model) also operating with significant congestion. There would be significant impacts on bus journey times in the area. Whilst HCC policy no longer gives significant weight to congestion as a barrier to development, for the above reasons this level of delay is unlikely to be acceptable to HCC and other stakeholders such as bus operators.

This run is a sensitivity test to understand the implications of fewer vehicles displacing from the network (as a result of the shuttle working system) than initially assumed. Changing this assumption has a significant impact on delays on the modelled network. It demonstrates the importance of delivering this intervention early and working with HCC to include this assumption in the COMET inputs.

Morning peak



Evening peak



Run 4 – revised to test trigger of 2034, re-introducing the assumption of displaced traffic on A507

Key changes to Run 3 are highlighted in **bold**.

Phasing Assumptions

Testing 2034 quantum as opposed to 2033 (tested in Runs 1 to 3).

Year	Total	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
Housing completions (dwelling)	2,953	5	45	80	182	204	333	340	340	340	340	287	280	177
Cumulative			50	130	312	516	849	1,189	1,529	1,869	2,209	2,496	2,776	2,953
Employment space completed (BA10) gross sq ft	800,000					131,501	263,002	263,002	142,495					
Cumulative						394,503	657,505	800,000						
Primary schools on BA1					1	1	1	1	1	2	2	2	2	2
Secondary school								Yes	Yes	Yes	Yes	Yes	Yes	Yes
Non-resi					Some	Some	Some	Some	Some	Some	Some	Some	All	All

BA10 sqm	12,217	24,433	24,433	13,238
Cumulative sqft to sqm factor 10.764	12,217	36,650	61,084	74,322

Land Use Assumptions

- **1,189 homes; 200 complete on BA2 and 989 on BA1**
- BA3 is not yet generating material trips
- **61,085sqm at BA10**, comprising a pro-ratad mix of:
 - 1,500sqm medical centre
 - 5,000sqm gym
 - 5,000sqm total of combined waste transfer station and vehicle depot
 - 20,000sqm of office
 - 26,500 of light industrial
 - 26,500 of B2 industrial
- Some non-residential land uses at BA1, based on assumptions, comprising:
 - Primary school
 - Convenience shop
 - A community and / or leisure facility

Internalisation Assumptions

- 24% internalisation at BA1, driven by primary school and some other uses
- 8% internalisation at BA10
- 4% on BA3
- 0% on BA2

Background Traffic Growth Assumptions

A 2022 to 2034 mode balanced decarbonisation growth factor was used in this exercise. This is the same scenario as previous runs but reflects a later future year so is marginally higher.

Infrastructure Assumptions

- Shuttle working, **resulting in a 30% reduction to background trips on the A507 only.**
- Closure of Football Close and Icknield Way.
- Active travel underpass not in place.

Results

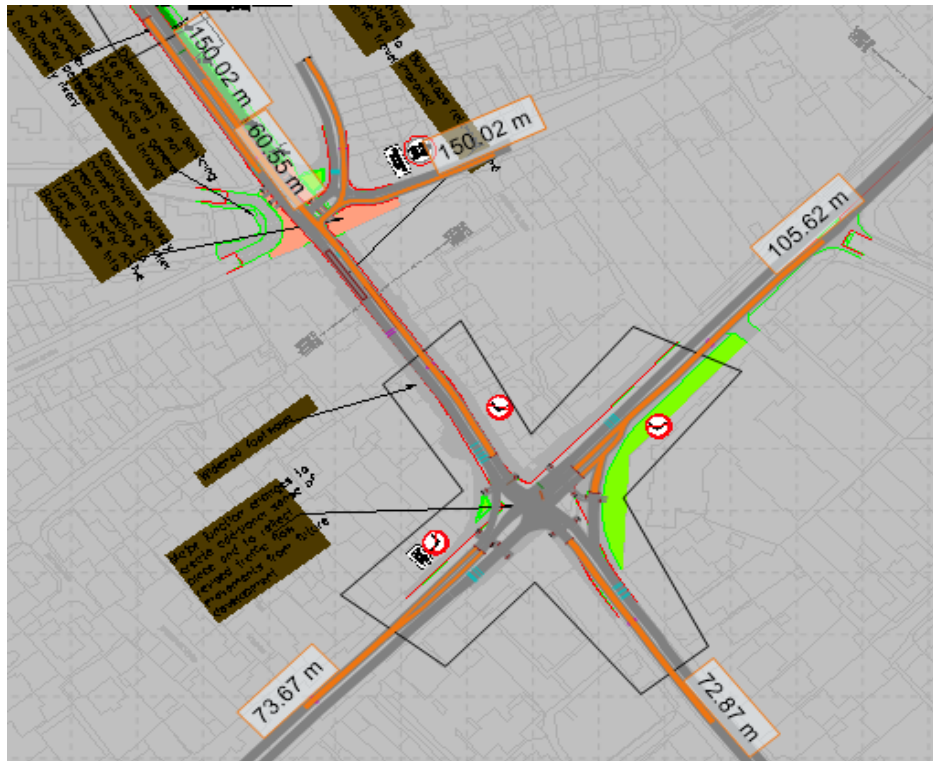
The results are quite similar to Runs 1 and 2, being more similar to Run 1 where there was more development (and thus more development vehicles) assumed. This demonstrates that the assumptions about background traffic displacement have a greater impact on network performance than the development assumptions being fed into this exercise.

In the morning peak hour, the maximum average queue on any arm of the crossroads is 150m (Station Road) and the maximum delay per vehicle is 107 seconds (Clothall Road). Queues on Mallard Court, Icknield Way and the BA1 site access are relatively similar to Run 1.

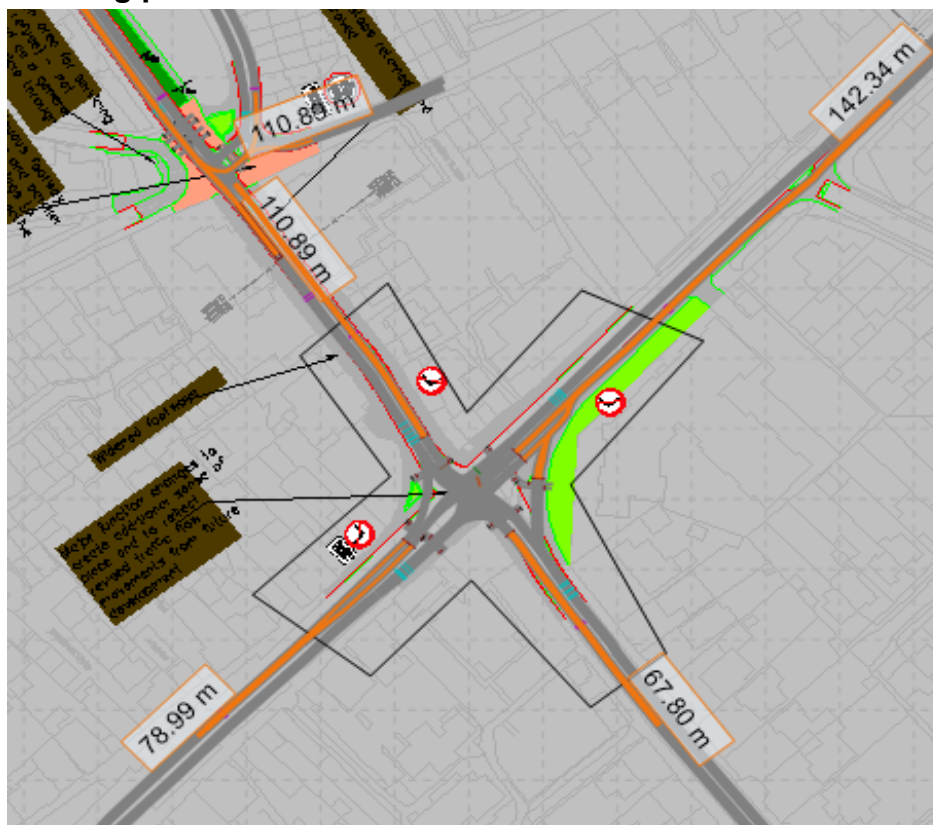
In the evening peak hour, the maximum average queue on any arm is 142m (Royston Road) and the maximum delay per vehicle is 77 seconds (Clothall Road). Queues on Mallard Court, Icknield Way and the BA1 site access are relatively similar to Run 1. The effect described above for Run 3 where queues on Station Road southbound extend all the way from BA1 to the crossroads is not seen in Run 4.

Overall, Run 4 likely represents the maximum development quantum which could be delivered before queuing and delays become uncomfortable or unacceptable. The queues would not block back across other junctions in the modelled network, but would be noticeable if sat waiting in a vehicle.

Morning peak



Evening peak



Summary and Recommendations

Overall Network Performance

In crude terms, the overall network performance for each run can be ranked as follows, with the best performing first and the worst performing last:

- Run 2: 850 homes delivered with 650 on BA1, 657,505sqft/36,650sqm employment delivered on BA10, and some other supporting land uses on BA1. As a result of the shuttle system, 30% of background traffic on the A507 is assumed to displace.
- Run 1 / Run 4: 850 and 1,189 homes delivered respectively, 36,650sqm and 61,084sqm employment delivered respectively. Both assume 30% displacement of traffic on the A507. The changes to the land use mix, internalisation assumptions and trip rates mean that the results are broadly similar.
- Run 3: 850 homes and 36,650sqm employment, no displacement of background traffic on A507.

Recommendations

Run 3 demonstrated that the assumption about displaced traffic on the A507 has a significant impact on network performance. The 30% displacement figure is an assumption, based on judgement, and it may not be reflected in COMET (see further detail in Limitations section below). Furthermore, if COMET displaces traffic only by re-routing, rather than taking it off the network altogether through retiming trips or mode shift, traffic may be routed via Ashwell and Bygrave. This would not be an acceptable outcome. Alternatively, if less traffic displaces, then network performance worsens, and so the development quanta suggested in Run 4 (as the example with the highest quantum) would likely result in more significant, and perhaps unacceptable, impacts.

Therefore, the recommendation is to adopt the development quanta and future year tested in Run 2 for the Interim Year scenario in COMET. The network performs relatively well in this scenario, and so if less than 30% of traffic displaces, or COMET does not deal well with reassigning the displaced traffic, then there should still be capacity on the network to accommodate it.

Given this uncertainty, a further mitigation measure which could be introduced in this eventuality is to 'gate' traffic exiting BA1. This means re-timing the traffic signals at the BA1 North Road junction so that vehicles wait longer to exit onto North Road. It would mean less delay on the A507 corridor for background traffic and buses because they are given more green signal time. HCC have suggested this as a potential measure in their TSR comments, and whilst it has not been tested in this exercise (as aside from Run 3, queues are acceptable), it could be tested as a response to the COMET results.

Limitations

This exercise has several limitations, as expected in any traffic modelling exercise:

- No modelling exercise can predict what will happen in the future with precision; the inputs are based on several assumptions (as outlined in this note) and the outputs are predictions of metres of queueing and seconds of delay nearly ten years into the future. All results should be viewed as ballparks rather than precise values.
- COMET is a coarser (less detailed) traffic model than VISSIM. It may not be able to reflect the impacts of the shuttle working system on Station Road, or it may not reflect the same assumptions we have made. If less traffic is displaced in COMET then the network could perform as it does in Run 3 (or worse).
- The displaced traffic will either travel on different routes, travel at different times, or shift modes. COMET is less capable of dealing with the latter two outcomes, so it is possible that the shuttle working system does displace traffic from the A507 but it instead uses side roads or other roads which are inappropriate for accommodating these volumes of traffic. Whilst this may not happen in practice, the visual outputs of COMET could be interpreted by local / neighbouring communities as severe.
- This exercise has assumed a linear increase in floorspace at BA10 over time, crudely applying a pro-rata calculation to the trip generation expected by all BA10 land uses in the final year. Therefore it essentially assumes that in the Interim Year, there is some floorspace relating to offices, industry, waste transfer centre, medical centre, gym etc. delivered. In practice, a land use such as the gym would constructed in full before it opens, and this could all be completed before, or all completed after, the Interim Year. The trip generation profile of BA10 over time is therefore only crudely represented in this exercise and changes to the modelling results could be expected depending on what is delivered first. For reference, when delivered in full, the office floorspace is the highest peak hour and daily vehicle trip generator, followed by the gym, light industrial, B2 industrial, medical centre and waste transfer centre in descending order.

Appendix H – Shuttle Bus Route Plans