

REPORT

Growing Baldock

National Highways Response

Client: Urban&Civic
Reference: PC7029-ITP-XX-XX-RP-TP-0017
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1 Introduction

The purpose of this Report is to respond to informal feedback on the draft Transport Assessment Addendum (TAA) that has been provided by National Highways through conversation, email and recent Transport Working Group meetings. It is intended to aid review and comprehension of the formal submission by highlighting where specific topics have been covered, amended or more information provided.

Two technical notes prepared by AECOM on behalf of National Highways have been used to structure the contents of this report. They are:

- **AECOM Technical Note 01 (TN01), 6 August 2025** – Responds to Transport Scoping Report (TSR) dated February 2025, TSR Addendum dated April 2025, and the Modelling Approach Note dated June 2025.
- **AECOM Technical Note 02 (TN02), 9 January 2026** – Responds to Transport Assessment (TA) dated October 2025, and Framework Travel Plan dated September 2025.

Colour coding has been used throughout this report to distinguish between comments received at different points in the pre-application period as above.

All the information presented in this Report is also available elsewhere, primarily in the accompanying TAA and preceding TA. It is not considered essential for this Report to form part of the formal planning submission. Nonetheless, for the purpose of transparency and accountability, there is no reason to prevent publishing this note alongside other planning documents.

2 Trip Generation

2.1 Proposed Development

TN01: “The development composition set out in the table above suggests that there would be 2,750 dwellings provided across BA1, BA10, and BA3. This figure is also reflected in the trip generation figures calculated in both the TSR and TSR Addendum, as discussed later in this TN01. However, the planning application is for up to 3,200 dwellings. It is recommended that the trip generation for BA1, BA10, and BA3 totals 3,200 dwellings to ensure a worse-case scenario has been assessed or that justification for this is provided.”

The development is for up to 3,200 dwellings. For the trip generation calculations and COMET inputs, the development schedule set out in **Table 2-1** has been used. In the full build out scenarios, this equates to:

- 2,750 dwellings on BA1,
- 200 dwellings on BA2, and
- 249 dwellings on BA3 (Option 2).

There is a maximum of **3,198 residential units** across the development in Option 2 Full Build Out. The small difference in number of residential units is negligible.

Table 2-1 Proposed Development Schedule

Development	Land Use	Floorspace	Dwellings	Other
BA1				
Dwellings	C3		2,750	
Shops	A1-A3	700 m²		
Drinking Establishments	A4-A5	800 m²		
Office	B1(a)/ B1(b)	550 m²		
Hotel / Residential Institutions	C1-C2	3,500 m²		
Leisure	D2	1,150 m²		
Pub	Sui Generis	750 m²		
Education – Primary School	F1			2no. 3-form
Community	F2	500 m²		
Nursery	E(f)	550 m²		
BA2				
Dwellings	C3		200	
BA3 (Option 1)				
Education – Secondary School	F1			1no. 12-form
Education – SEND School	F1			150 pupils
				50 staff
BA3 (Option 2)				
Dwellings	C3		248	
Education – SEND School	F1			150 pupils
				50 staff
BA10				
Medical Centre	E	6,000 m²		
Vehicle depot	Sui generis	1,500 m²		
Waste transfer station	B2	3,500 m²		
Household Waste Recycling Centre (HWRC)	Sui generis	1.1 ha (11,000 m²)		
Office	E	20,000 m²		
Light Industrial	E	26,500 m²		
Industrial	B2	26,500 m²		
Gym	E(d)	5,000 m²		

TN01: *“The commercial trip generation has been calculated for 86,500sqm, however the proposed land use commercial floor space as set out in the table above totals 94,750sqm. It is recommended that the trip generation for BA1, BA10, and BA3 totals 94,750sqm to ensure a worse-case scenario has been assessed, or that justification for this is provided.”*

Various changes to the development specification were made between publishing the TSR and TA.

In both Option 1 and Option 2 Full Build Out scenarios, a figure of 100,000 sqm of commercial floor space on BA10 has been used for the purpose of assessing potential worst-case trip generation. This includes a robust assumption that the full site area of the potential Household Waste Recycling Centre (HWRC) will be treated as ‘floorspace’. This is split indicatively at this stage of the outline planning application as shown in **Table 2-1**.

The non-residential floor space on BA1 is proposed to serve the needs of the residential units on these sites, so would not attract any additional off-Site trips. As set out in **Table 2-1**, there is a total of 7,800 sq.m of non-residential land use proposed on BA1, as a combination of uses including eating and drinking, leisure, community space and nursery space. Based on the proposed breakdown of land use, this could likely include a couple of grocery shops, a couple of cafes, a gym, a community hall, a nursery and a pub, alongside a small amount of office space.

All land uses are designed to solely meet the needs of the proposed 2,750 dwellings on the land package and not abstract trade from the nearby successful town centre. This approach has recently been assessed independently by TRICS for the nearby Cambourne development. A monitoring report is available here: <https://trics.org/wp-content/uploads/2025/09/Cambourne-Village-TRICS-Survey-Technical-Report-1.pdf>

The scale of non-residential floorspace on BA1 is less than one tenth of that proposed at BA10 and is of a completely different format, despite falling under similar overarching land use classifications. BA1 includes small-scale commercial spaces, whereas BA10 also allows for medium and large-scale standalone commercial and employment buildings. Looking at the proportion of non-residential land use compared to residential units on BA1, it is anticipated that all uptake of the commercial development on BA1 would be from residents within that land package, and there would therefore be very minimal external trip attraction generated by the commercial development. It is not intended that a significant number of people would travel to the facilities within BA1 from other allocations, since existing facilities within the town centre would be closer and more extensive in most cases. Some employees at BA1 may walk or cycle the short distance to BA1, however this is facilitated by the proposed pedestrian and cycle underpass, therefore having a negligible impact on external trip generation.

Based on the above two points, external trip generation by commercial development on BA1 would be negligible in the context of the wider Growing Baldock development and, therefore, has not been included in the external trip generation from the Site.

TN02: *“AECOM note that not all the non-residential land uses for BA1 have been included within the trip generation. It is recommended that the trip generation for BA1 includes all land uses, or that justification for elements that have been excluded is provided.”*



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As set out above, the non-residential floor space on BA1, BA2 and BA3 is proposed to serve the needs of the residential units on-site, so hence have no trip attraction outside the site boundary.

2.2 Trip Internalisation

TN01: “The case study approach involves assessing a breakdown of land use and journey purpose for each of the developments to gather a range of external and internal trip proportions for each large residential-led mixed use developments. Table 7-2 in the TSR shows a summary of methods of calculations and ranges of the trip internalisation. A range of methods of calculations have been applied to each trip purposes, including Census origin-destination data, Census journey to work data, case studies, TEMPro, NTS data, and other assumptions. It is recommended that the internalisation factors agreed in each of the developments reviewed in Table 7-1 of the TSR are provided (including for each land use, and trip purposes where available), to better understand the analysis and resultant trip containment factors presented in the TSR. Any methods of calculations used within the TSR 'Table 7-2: Summary of Methods of Calculation and Ranges of Trip Internalisation' should be presented.”

Internalisation figures were reviewed following publishing of the TSR, in consultation with the Transport Working Group members at various meetings. The Transport Working Group is made up of representatives from Hertfordshire County Council, North Hertfordshire District Council and National Highways.

As set out in section 7.2 of the TSR, the internalisation figures have been compared to other large-scale developments within England. The range of internalisation by land use found from this case study review is presented in Table 7-3 of the TSR, and replicated below.

Table 2-2 Trip Containment Case Study Benchmarking (Table 7-3 from TSR)

Purpose	Case Studies Range		
	Minimum	Maximum	Mean Average
Commuting	7%	20%	14%
Education or Escort Education	29%	100%	65%
Shopping	50%	90%	70%
Leisure	80%	100%	90%
Other (nursery and healthcare)	10%	100%	55%

The range of internalisation by land use has been used to derive an internalisation factor for each land use within Growing Baldock, based on the proposals within each land package. These are set out below for the interim, Option 1 and Option 2 scenarios, along with rationale for each value.

Table 2-3 Interim Scenario - Internalisation by Land Use

Of all trips...	BA1	BA2	BA3	BA10	Rationale
Commuting	5%	0%	4%	0%	Half internalisation of Full Build Out
Education / Escort Education	50%	0%	0%	0%	Primary school built, SEND school not built, secondary school not built
Shopping	15%	0%	0%	8%	Half internalisation of Full Build Out, with exception of BA10 at 75% internalisation of Full Build Out, based on shopping, leisure and medical centre being delivered first
Leisure	30%	0%	10%	15%	Half internalisation of Full Build Out, with exception of BA10 at 75% internalisation of Full Build Out, based on shopping, leisure and medical centre being delivered first
Other (nursery and healthcare)	15%	0%	0%	8%	Half internalisation of Full Build Out, with exception of BA10 at 75% internalisation of Full Build Out, based on shopping, leisure and medical centre being delivered first

Table 2-4 Full Build Out Option 1 - Internalisation by Land Use

Of all trips...	BA1	BA2	BA3	BA10	Rationale
Commuting	10%	0%	10%	0%	Based on some retail and employers in BA1 and same in BA3 (schools), no employers in BA2. No residential in BA10 so no internal commutes
Education / Escort Education	50%	0%	55%	0%	BA1 assumed majority of young children travel to primary school in BA1, so this is ~50% of all children on BA1 (seven years are spent at primary and five to seven at secondary). BA3 assumed to have secondary school in this scenario, and majority of older children travel to secondary school in BA3 (~50% of all children on BA3) plus SEND school - assumed minimal direct internalisation from BA3 homes to the SEND school. Nationally research suggests that 5-10% of children go to a SEND school.
Shopping	30%	0%	0%	10%	Applied minimum internalisation rates to BA10 which may contain a shop and a gym. Higher assumption for BA1, which will have a local centre, however there is a principle that BA1 will not take away from the offer of Baldock's town centre
Leisure	60%	0%	20%	20%	Applied below minimum internalisation rates to BA1, BA3, BA10 which all contain leisure facilities. Whilst leisure trips (in this exercise) can also include dog walking, visiting friends and family, going for a walk, having a kickabout, it is recognised that trips to the cinema, swimming pool, bowling etc. will be off site.
Other (nursery and healthcare)	30%	0%	0%	10%	Applied minimum or just above to BA1, BA10 (include nursery and health care, respectively). BA10 employees going to the health centre will constitute internal health trips. No relevant facilities proposed at BA2 or BA3.

Table 2-5 Full Build Out Option 2 - Internalisation by Land Use

Of all trips...	BA1	BA2	BA3	BA10	Rationale
Commuting	10%	0%	7%	0%	Based on some retail and employers in BA1 and same in BA3 (schools), no employers in BA2. No residential in BA10 so no internal commutes
Education / Escort Education	50%	0%	5%	0%	BA1 assumed majority of young children travel to primary school in BA1, so this is ~50% of all children on BA1 (seven years are spent at primary and five to seven at secondary). BA3 assumed to have no secondary school in this scenario. So internalisation relates to 300 dwellings and the SEND school - assumed minimal direct internalisation from BA3 homes to the SEND school. Nationally research suggests that 5-10% of children go to a SEND school.
Shopping	30%	0%	0%	10%	Applied minimum internalisation rates to BA10 which may contain a shop and a gym. Higher assumption for BA1, which will have a local centre, however there is a principle that BA1 will not take away from the offer of Baldock's town centre
Leisure	60%	0%	20%	20%	Applied below minimum internalisation rates to BA1, BA3, BA10 which all contain leisure facilities. Whilst leisure trips (in this exercise) can also include dog walking, visiting friends and family, going for a walk, having a kickabout, it is recognised that trips to the cinema, swimming pool, bowling etc. will be off site.
Other (nursery and healthcare)	30%	0%	0%	10%	Applied minimum or just above to BA1, BA10 (include nursery and health care, respectively). BA10 employees going to the health centre will constitute internal health trips. No relevant facilities proposed at BA2 or BA3.

The internalisation by land use factors have been used to calculate AM, PM and daily internalisation factors for each scenario, using NTS data to calculate a weighted average. The resultant internalisation factors are presented below, replicated from Tables 7-2 to 7-4 in the TA.

Table 2-6: Interim Year Scenario weighted average trip internalisation

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

Table 2-7: Option 1 Full Build-Out Scenario (With BA3 Secondary School) weighted average trip internalisation

Trip Length / Period	BA1	BA2	BA3	BA10
Internalisation - AM	45%	0%	36%	5%



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

Table 2-8: Option 2 Full Build-Out Scenario (No BA3 Secondary School) weighted average trip internalisation

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

TN01: “It is clear that option 1 does not include the school allocation from BA3, whilst option 2 does include BA3 school. Table 2-11 in the TSR Addendum details the COMET Scenarios that will be modelled. The proposed modelled scenarios are 2028 opening year, 2033 interim phase, and 2040 full development year. AECOM are unable to find any information on the phasing and what will be included within each phase. It is recommended a development delivery trajectory is provided to ensure the internalisation for each phase is calculated correctly.”

Phasing information has been provided in **Appendix D** of the TAA. This provides indicative housing delivery against the delivery of transport interventions.

“The BAU trip generation for non-residential land uses has been specified in the TSR for only the BA10 employment allocation. It should be explained why other plot allocations have not been included.”

As set out above, the non-residential floor space on BA1 is proposed to serve the needs of the residential units on-site, and any trip impact outside the Site boundary would be negligible.

TN01: “The BAU education trip rates have been established using a first principles approach. The multi-modal trip generation of the existing school has been derived from a 'hands up' survey in October 2023 at

Knights Templar School (which is a secondary school), which asked students how they currently travel to school. As the school allocation for BA1 contains a primary school, using mode share data from a secondary school would not accurately reflect the travel patterns of younger students. An alternative calculation method, based on data relevant to primary-aged pupils should therefore be provided."

The trip generation for the proposed SEND school trip generation has been calculated using trip rates from a recently consented school in Hemel Hempstead (REF: 23/02973/MFA), for which permission was granted in October 2024.

The primary schools on BA1 are proposed to serve the future residents of BA1, and so would have very minimal external trip generation. The residential trip generation would include trips associated with the primary schools, and a separate trip generation exercise has not been undertaken for primary schools associated with the Site. While there will be some external trips made by staff and visitors who are not resident on the site, these would be limited and not material in respect of the assessment of the site. The majority of staff trips would occur before the morning and evening peak period.

The Knights Templar secondary school survey has therefore only been used to calculate trip generation for the proposed secondary school on BA3. As the proposed school will operate similarly to the existing Knights Templar School, being a secondary school of similar size, this survey is applicable to this use.

TN01: "It has been assumed that all staff and pupils would arrive at the school during the traditional AM peak period (08:00-09:00), then most pupils would depart from school between 15:00-16:00. All staff have been assumed to depart during the PM peak period (17:00-18:00). AECOM recommends that parent trips should also be included."

Parent escort trips are accounted for in the AM peak. As a worst-case scenario, it has been assumed that 100% of all arrivals at the Site include a subsequent departure in the AM peak (see **Table 2-14**).

TN01: "The non-residential land uses from BA1 and BA3 listed above should be included within the trip generation."

As set out above, the non-residential floor space on BA1, BA2 and BA3 is proposed to serve the needs of the residential units on-site, so hence have no trip attraction outside the site boundary.

TN02: "AECOM previously reviewed the trip internalisation methodology in TN01 where the weighted average trip internalisation has presented, and whilst understandably the BA3 trip internalisation has changed due to the multiple option approach, the other internalisation appears the same. AECOM reiterates TN01 R3: The internalisation factors agreed for each of the developments reviewed in Table 7-1 of the TSR should be provided (including for each land use, and trip purposes where available), to better understand the analysis and resultant trip containment factors presented in the TSR. Any methods of calculations used within the TSR 'Table 7-2: Summary of Methods of Calculation and Ranges of Trip Internalisation should be presented (para 6.5 of TN01)."

See above responses, which have addressed these residual points.



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2.3 TRICS Decide and Provide

TN01: *“The 'decide and provide' methodology has been used to estimate the extent to which trip making has declined in the past 35 years, using TRICS survey data from five-year intervals between 1990 and 2024. This approach informs the reduction of overall trip rates that form the basis of the BAU mode share. The proposed residential development for the 'decide and provide' scenarios is shown in Table 10. The TSR Addendum provides further explanation for how the 'decide and provide' trip rates have been calculated. AECOM recommends the entire residential development trip generation is calculated for the BAU 'decide and provide' scenario, which totals 3,250 dwellings (rather than 2,750 dwellings).”*

The trip rates have been applied to the development schedule set out in **Table 2-1**. This relates to a total of 3,198 units across the development.

TN01: *“It is unclear how the residential 'decide and provide' calculations have been undertaken, this should be clarified. Further justification should be provided to justify this approach, as AECOM note that when using trip rates from TRICS traffic trends would already be taken into account. The justification for applying this reduction to BAU trips is unclear from the information provided in the TSR.”*

The TRICS Decide and Provide (D&P) methodology has been adopted to inform overall travel demand associated with the development proposals. This assessment has been applied in accordance with TRICS best practice guidance, regarding the D&P approach. The trend data analysed shows a substantial decrease in total trip making and vehicle trips over the past 25 years, which is in accordance with research undertaken by TRICS, provided in their *'Guidance Note On The Practical Implementation Of The Decide & Provide Approach'* document, published in 2021.

The residential trips generated by the development have had D&P reductions applied in the BAU scenario, to reflect emerging trends of less travelling and more working from home, but without affecting overall mode share. The D&P reductions have been applied to reflect the continuation of this trend over the build out of the proposed development, to reflect anticipated conditions when the scheme is fully built out and operational.

The TRICS database has been used as an initial starting position for residential trips, referred to as the 'Business-as-Usual' (BAU) approach as there are no schemes within Hertfordshire that include the mix of uses and on- and off-site sustainable transport interventions proposed as part of Growing Baldock.

TN01: *“The proposed commercial development for the 'decide and provide' scenarios is shown in the table above. It is unclear how the commercial 'decide and provide' calculations have been undertaken. However, AECOM do not consider this to be an appropriate approach to understand trip making trends and an alternative method such as WebTRIS may be more appropriate.”*

“The non-residential land uses should be assessed individually by specific land use type, rather than being assessed together under the general category of 'commercial'.”

The “commercial” trip rates applied in the TA are derived from various land uses which represent the potential future use of the development, and this approach was agreed with HCC in pre-application scoping discussions. At Outline Planning Application stage, the exact mix of uses is indicative and therefore it is



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appropriate to consider them within the umbrella of 'commercial' as this is what the land use classification allows for. The assessed trip generation will effectively form an envelope for future reserved matters applications to be assessed against.

The purpose of using trends from the TRICS database, as per their own guidance, is to isolate trip rates per dwelling and see how these have changed over time. A method using WebTRIS would not be suitable as this would instead look at long-term trends in total trips, which wouldn't be isolated to residential land uses or be proportionate to a single dwelling.

The TRICS output reports are included in **Appendix A**. The breakdown of the trip rates are presented in Table 7-5 and Table 7-6 of the TSR, and recreated below.



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Table 2-9 Non-Residential Trip Rates and Land Use Breakdown

Land Use	Mode	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)			Daily		
		Arr.	Dep.	Total	Arr.	Dep.	Total	Arr.	Dep.	Total
Medical Centre (Use Class E) 1,500sqm	Vehicle	2.563	1.359	3.922	1.058	1.952	3.010	24.549	24.225	48.774
	Walk	0.789	0.610	1.399	0.504	0.781	1.285	8.825	9.041	17.866
	Cycle	0.049	0.000	0.049	0.016	0.041	0.057	0.359	0.344	0.703
	Public Transport	0.301	0.081	0.382	0.114	0.195	0.309	2.594	2.578	5.172
	Total People	4.328	2.286	6.614	1.952	3.514	5.466	44.026	43.693	87.719
Gym 5,000sqm	Vehicle	0.403	0.346	0.748	0.906	0.792	1.698	8.606	8.384	16.990
	Walk	0.088	0.164	0.252	0.214	0.195	0.409	2.428	2.422	4.849
	Cycle	0.044	0.031	0.075	0.069	0.063	0.132	0.554	0.516	1.070
	Public Transport	0.031	0.075	0.107	0.031	0.013	0.044	0.547	0.510	1.057
	Total People	0.786	0.717	1.503	0.268	0.624	0.892	25.894	27.042	52.936
Household Waste (Use Class B2) 11,000sqm	Vehicle	0.360	0.322	0.682	0.000	0.033	0.033	5.124	5.179	10.303
	Walk	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	Cycle	0.000	0.000	0.000	0.000	0.000	0.000	0.005	0.005	0.009
	Public Transport	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	Total People	-	-	-	-	-	-	-	-	-
Office (Use Class E) 26,500sqm	Vehicle	1.531	0.153	1.684	0.096	1.133	1.229	5.223	5.344	10.567
	Walk	0.096	0.008	0.104	0.004	0.093	0.097	0.697	0.707	1.404
	Cycle	0.090	0.001	0.091	0.004	0.084	0.088	0.268	0.247	0.515
	Public Transport	0.089	0.004	0.093	0.005	0.064	0.069	0.241	0.222	0.463
	Total People	2.033	0.206	2.239	0.141	1.516	1.657	7.329	7.336	14.665
Light Industrial (Use Class E) 26,500sqm	Vehicle	0.229	0.049	0.278	0.045	0.067	0.112	1.610	1.631	3.241
	Walk	0.009	0.000	0.009	0.000	0.009	0.009	0.053	0.052	0.105
	Cycle	0.000	0.000	0.000	0.000	0.000	0.000	0.015	0.008	0.023
	Public Transport	0.063	0.000	0.063	0.301	0.180	0.481	1.940	2.030	3.970
	Total People	0.355	0.049	0.404	0.391	0.274	0.665	4.415	4.502	8.917
Industrial (Use Class B2) 26,500sqm	Vehicle	0.177	0.037	0.214	0.047	0.105	0.152	1.385	1.428	2.813
	Walk	0.005	0.000	0.005	0.000	0.010	0.010	0.029	0.033	0.062
	Cycle	0.000	0.000	0.000	0.000	0.005	0.005	0.044	0.026	0.070
	Public Transport	0.035	0.000	0.035	0.167	0.130	0.297	1.266	1.268	2.534
	Total People	0.247	0.040	0.287	0.240	0.272	0.512	3.281	3.315	6.596



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Table 2-10 Trip Generation, Based on Individual Land Use Trip Rates

Land Use	Mode	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)			Daily		
		Arr.	Dep.	Total	Arr.	Dep.	Total	Arr.	Dep.	Total
Medical Centre (Use Class E) 1,500sqm	Vehicle	154	82	235	63	117	181	1,473	1,454	2,926
	Walk	47	37	84	30	47	77	530	542	1,072
	Cycle	3	0	3	1	2	3	22	21	42
	Public Transport	18	5	23	7	12	19	156	155	310
	Total People	260	137	397	117	211	328	2,642	2,622	5,263
Gym 5,000sqm	Vehicle	20	17	37	45	40	85	430	419	849
	Walk	4	8	13	11	10	20	121	121	242
	Cycle	2	2	4	3	3	7	28	26	54
	Public Transport	2	4	5	2	1	2	27	25	53
	Total People	39	36	75	13	31	45	1,295	1,352	2,647
Household Waste (Use Class B2) 11,000sqm	Vehicle	58	52	109	0	5	5	820	829	1,649
	Walk	0	0	0	0	0	0	0	0	0
	Cycle	0	0	0	0	0	0	1	1	1
	Public Transport	0	0	0	0	0	0	0	0	0
	Total People	-	-	-	-	-	-	-	-	-
Office (Use Class E) 26,500sqm	Vehicle	306	31	337	19	227	246	1,045	1,069	2,113
	Walk	19	2	21	1	19	19	139	141	281
	Cycle	18	0	18	1	17	18	54	49	103
	Public Transport	18	1	19	1	13	14	48	44	93
	Total People	407	41	448	28	303	331	1,466	1,467	2,933
Light Industrial (Use Class E) 26,500sqm	Vehicle	61	13	74	12	18	30	427	432	859
	Walk	2	0	2	0	2	2	14	14	28
	Cycle	0	0	0	0	0	0	4	2	6
	Public Transport	17	0	17	80	48	127	514	538	1,052
	Total People	94	13	107	104	73	176	1,170	1,193	2,363
Industrial (Use Class B2) 26,500sqm	Vehicle	47	10	57	12	28	40	367	378	745
	Walk	1	0	1	0	3	3	8	9	16
	Cycle	0	0	0	0	1	1	12	7	19
	Public Transport	9	0	9	44	34	79	335	336	672
	Total People	65	11	76	64	72	136	869	878	1,748

Table 2-11 Total Trip Generations

Land Use	Mode	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)			Daily		
		Arr.	Dep.	Total	Arr.	Dep.	Total	Arr.	Dep.	Total
Total	Vehicle	645	204	849	152	434	586	4,561	4,581	9,142
	Walk	75	46	121	42	80	122	812	827	1,639
	Cycle	23	2	25	5	24	29	119	106	225
	Public Transport	63	9	73	133	107	241	1,081	1,099	2,179
	Total People	923	289	1212	326	695	1021	8,261	8,341	16,602

Table 2-12 Non-Residential or "Commercial" Trip Rates, Based on Total Trip Generation in Table Above

Mode	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)			Daily		
	Arr.	Dep.	Total	Arr.	Dep.	Total	Arr.	Dep.	Total
Vehicle	0.645	0.204	0.849	0.152	0.434	0.586	4.561	4.581	9.142
Walk	0.075	0.046	0.121	0.042	0.080	0.122	0.812	0.827	1.639
Cycle	0.023	0.002	0.025	0.005	0.024	0.029	0.119	0.106	0.225
Public Transport	0.063	0.009	0.073	0.133	0.107	0.241	1.081	1.099	2.179
Total People	0.923	0.289	1.212	0.326	0.695	1.021	8.261	8.341	16.602

2.4 Vision-Led Trip Generation

TN01: "Evidence should be provided to explain where the reductions have been derived from and definitions should be provided in relation to little impact, modest impact, significant impact and how these are measured."

The Vision-Led trip generation has been derived using ITP's bespoke Mode-Shift Model (MSM). The MSM is a spreadsheet tool which works to update BAU trip rates, to demonstrate the trip generation that could arise when sites are developed in a vision-led manner. The MSM aligns with the vision-led and evidence based approach to transport planning set out within the National Planning Policy Framework (NPPF), by allowing modal splits to be tested against proposed transport interventions, rather than constraining trips to existing travel patterns. This reflects the NPPF's emphasis on shaping demand and influencing travel behaviour, rather than simply responding to it.

The mode-shift model was presented to HCC and National Highways during pre-application conversations leading up to the preparation of the TSR (10th February 2025, PC7029-AMF-XX-XX-PP-X-0001 "Transport Scoping Note Update"). This approach was agreed with NH and HCC during pre-application scoping.

The MSM outputs the likely impact on mode share, trip generation and carbon equivalent emissions, and allows for comparison with the BAU approach. It is a tool for embedding the vision-led approach in the planning of large-scale growth. In relation to definitions of impact, a 'little' impact is typically defined as two-way vehicle trips of less than 30 trips in a peak hour, a 'modest' impact is typically defined as trips between 50 and 150 two-way trips in a peak hour and a 'significant' impact is typically defined as an increase of

between 150 and 200 two-way trips in a peak hour. However, the impact of any increase in trips on the network must take the baseline into consideration when applying an impact definition.

The MSM alters the baseline, business-as-usual mode shares to reflect more sustainable places which have achieved high active and sustainable mode shares. The vision-led scenario(s) in the MSM draws upon evidence of mode shares achieved in real places that have introduced high quality sustainable transport infrastructure and achieved high levels of active and sustainable mode share as a result ('more sustainable places'). These places include:

- Nottingham, UK.
- Cambridge, UK.
- Oxford, UK.
- Brighton, UK.
- Poundbury, Dorset, UK.
- Helsinki, Finland.
- Riga, Latvia.
- Hammarby Sjöstad, Stockholm, Sweden.
- Rostock, Germany.
- Houten, Utrecht, Netherlands.

As set out in the TSR and TA, the MSM applies adjustments along four themes; public transport, active travel, traffic and parking management, and placemaking and land use planning (**Table 2-13**). The MSM applies mode share adjustments to business-as-usual trip rates, depending on how high quality the proposed interventions are assumed to be for each theme and based on the evidence within the tool. Note that the mode share of adjustments are applied to the TRICS baseline based on the scale of Active Travel and Public Transport interventions. The mode share of the case study sites are never applied directly.

Table 2-13 MSM Themes

Theme	General Change to Mode Shares
PUBLIC TRANSPORT: e.g. BRT and bus priority; close proximity to halts; mobility hubs and MAAS	Likely to reduce vehicle trips in favour of public transport trips
ACTIVE TRAVEL: e.g. traffic free cycle networks (on-site); traffic free cycle networks (off-site); traffic calmed / low speed / low traffic volume streets	Likely to reduce car and possibly public transport trips in favour of active travel
TRAFFIC AND PARKING MANAGEMENT: e.g. constrained car parking levels; robust parking controls; mix of on- and off-plot car parking; filtered permeability providing journey time advantage to walking, cycling and public transport	Likely to reduce vehicle trips in favour of public transport and active travel trips
PLACEMAKING AND LAND USE PLANNING: e.g. mix of day to day facilities including open spaces, education, ability to capture on-site trips through work hubs, retail lockers etc (new ways of working / shopping post pandemic)	Likely to reduce all external trips, and vehicle and public transport trips, in favour of active travel



by Haskoning

TN02: *“The information previously presented in the TSR remains unchanged since its submission and is consistent with the TA. The recommendation raised in TN01 is reiterated. TN01 R14: Evidence should be provided to explain where the reductions have been derived from, and definitions should be provided in relation to the meanings of 'little impact' and 'significant impact' and how these are measured.”*

See response above.

TN02: *“The trip generation for BA3 options 1, 2, and 3 have been presented within the TA, which is welcomed. AECOM previously reviewed the pupil mode share survey results and have not been able to match these up to the proposed trip generation. This may be due to the trip generation including both staff and pupil trips. The TSR stated that the previous staff trip generation was calculated using Census 'Location of usual residence and place of work by method of travel to work' dataset to calculate staff modal split. AECOM recommends that the BA3 trip generation is further clarified, and the staff and pupil trips are presented separately.”*

The trip generation methodology for the secondary school is set out in a detailed note included in **Appendix B**. This was prepared in 2023 and therefore elements of strategy and off-site intervention will have been superseded.

The individual pupil and staff trips are set out in **Table 2-14**.

TN02: *“It was previously assumed that all staff and pupils would arrive at the school during the traditional AM peak period (08:00-09:00), then most pupils would depart from school between 15:00-16:00. All staff have been assumed to depart during the PM peak (17:00-18:00). AECOM recommends that parent escort trips should also be included.”*

As set out in **Table 2-14**, parent escort trips are accounted for in the AM peak. As a worst-case scenario, it has been assumed that 100% of all arrivals at the Site include a subsequent departure in the AM peak. Since parent escort trips will also be counted based on their eventual destination, this approach is highly robust.

Table 2-14 Option 2 BA3 Secondary School Pupil Trips

Vision-led & BAU	AM Peak		PM Peak		Daily	
	Arrive	Depart	Arrive	Depart	Arrive	Depart
Vehicle Trips						
Trips to Baldock and Letchworth	204	204	0	0	408	408
Residual trips	136	136	0	0	272	272
Total external trips	340	340	0	0	679	679
Total trips	340	340	0	0	679	679
Public Transport						
Trips to Baldock and Letchworth	225	225	0	0	449	449
Residual trips	150	150	0	0	300	300
Total external trips	375	375	0	0	749	749
Total trips	375	375	0	0	749	749
Active Travel						
Trips to Baldock and Letchworth	975	975	0	0	1951	1951
Residual trips	650	650	0	0	1301	1301
Total external trips	1626	1626	0	0	3251	3251
Total trips	1626	1626	0	0	3251	3251

Table 2-15 Option 2 BA3 Secondary School Staff Trips

Vision-led & BAU	AM Peak		PM Peak		Daily	
	Arrive	Depart	Arrive	Depart	Arrive	Depart
Vehicle Trips						
Trips to Baldock and Letchworth	88	0	0	88	175	175
Residual trips	58	0	0	58	117	117
Total external trips	146	0	0	146	292	292
Total trips	146	0	0	146	292	292
Public Transport						
Trips to Baldock and Letchworth	2	0	0	2	4	4
Residual trips	1	0	0	1	3	3
Total external trips	4	0	0	4	7	7
Total trips	4	0	0	4	7	7
Active Travel						
Trips to Baldock and Letchworth	33	0	0	33	66	66
Residual trips	22	0	0	22	44	44
Total external trips	55	0	0	55	110	110
Total trips	55	0	0	55	110	110

2.5 Mode Split

TN01: "It is recommended that the data used for the Census Travel to Work mode split is presented and any changes made to the modal split should be set out in detail along with confirmation of how these are to be achieved."

The modal split is source from area E02004912 : North Hertfordshire 004, demonstrated below.

Table 2-16 2011 and 2021 Modal Split

Method of travel	Numbers	%
2011		
All categories: Method of travel to work	5,297	100%
Work mainly at or from home	307	6%
Underground, metro, light rail, tram	16	0%
Train	570	11%
Bus, minibus or coach	46	1%
Taxi	12	0%
Motorcycle, scooter or moped	32	1%
Driving a car or van	3,422	65%
Passenger in a car or van	226	4%
Bicycle	114	2%
On foot	533	10%
Other method of travel to work	19	0%
Not in employment		
2021		
Total: All usual residents aged 16 years and over in employment the week before the census	5,649	100%
Work mainly at or from home	2,257	40%
Underground, metro, light rail, tram	6	0%
Train	222	4%
Bus, minibus or coach	16	0%
Taxi	4	0%
Motorcycle, scooter or moped	15	0%
Driving a car or van	2,402	43%
Passenger in a car or van	167	3%
Bicycle	79	1%
On foot	441	8%
Other method of travel to work	40	1%

The mode share agreed for the purpose of assessment is duly adjusted from the census data to reflect the vision-led nature of Growing Baldock, which is reflected in the combination of public transport, active travel and highways interventions proposed, as evidenced in the list of interventions provided in **Appendix D** of the TAA.

TN01: "The table above shows the mode split comparison for the BAU and vision-led scenarios for commercial trips. It is recommended that the source of the commercial mode split data is provided."

The source of the commercial mode split data is the modal split in the TRICS surveys.

TN01: "The mode share split differences between the BAU, and vision-led scenarios appear ambitious. Interventions proposed to should be clearly defined and supported through a Travel Plan to justify the anticipated mode share reductions. Examples of successful measures in similar developments and a breakdown of the impacts each measure is anticipated to have on mode share would be welcomed."

A Travel Plan for Growing Baldock has been prepared (report PC7029-ITP-XX-XX-RP-TP-0002) and submitted with application Ref: 25/02571/OP. Furthermore, an extensive list of transport interventions and detailed phasing is provided in **Appendix D** of the TAA.

TN01: "The COMET modelling will be used to determine links and junctions that are likely to require junction capacity assessments, however only A1(M) Junctions 9 and 10 will be modelled on the SRN. It is recommended that the number of development trips on other nearby SRN junctions are calculated to determine whether the proposed development has a material impact at any other SRN junctions. If the impact at other junctions is considered significant, junction capacity assessments may need to be undertaken at those junctions to determine their operation."

TN02: "it is recommended that the number of development trips on other nearby SRN junctions are calculated to determine whether the proposed development as a material impact at any other SRN junctions. If the impact at other junctions is considered significant, junction capacity assessments may need to be undertaken at those junctions to determine their operation."

The COMET model has identified those junctions which are identified as performing above capacity with development flows, including any on the SRN (set out in pages 63 to 77 of Technical Note 02 Forecast Model Results, Growing Baldock Development, prepared by WSP). Those junctions which are above capacity are discussed in the **Section 2.6** of the TAA, beyond which junctions on the SRN are performing within capacity (below 80% modelled capacity). Therefore, despite the increase in traffic flows on the network, the junctions do not require further modelling or investigation.

The development trips on the SRN to the north and south of the development are shown overleaf.

Table 2-17 Development Trip Distribution, Strategic Road Network (A1), Option 1 Full Build Out

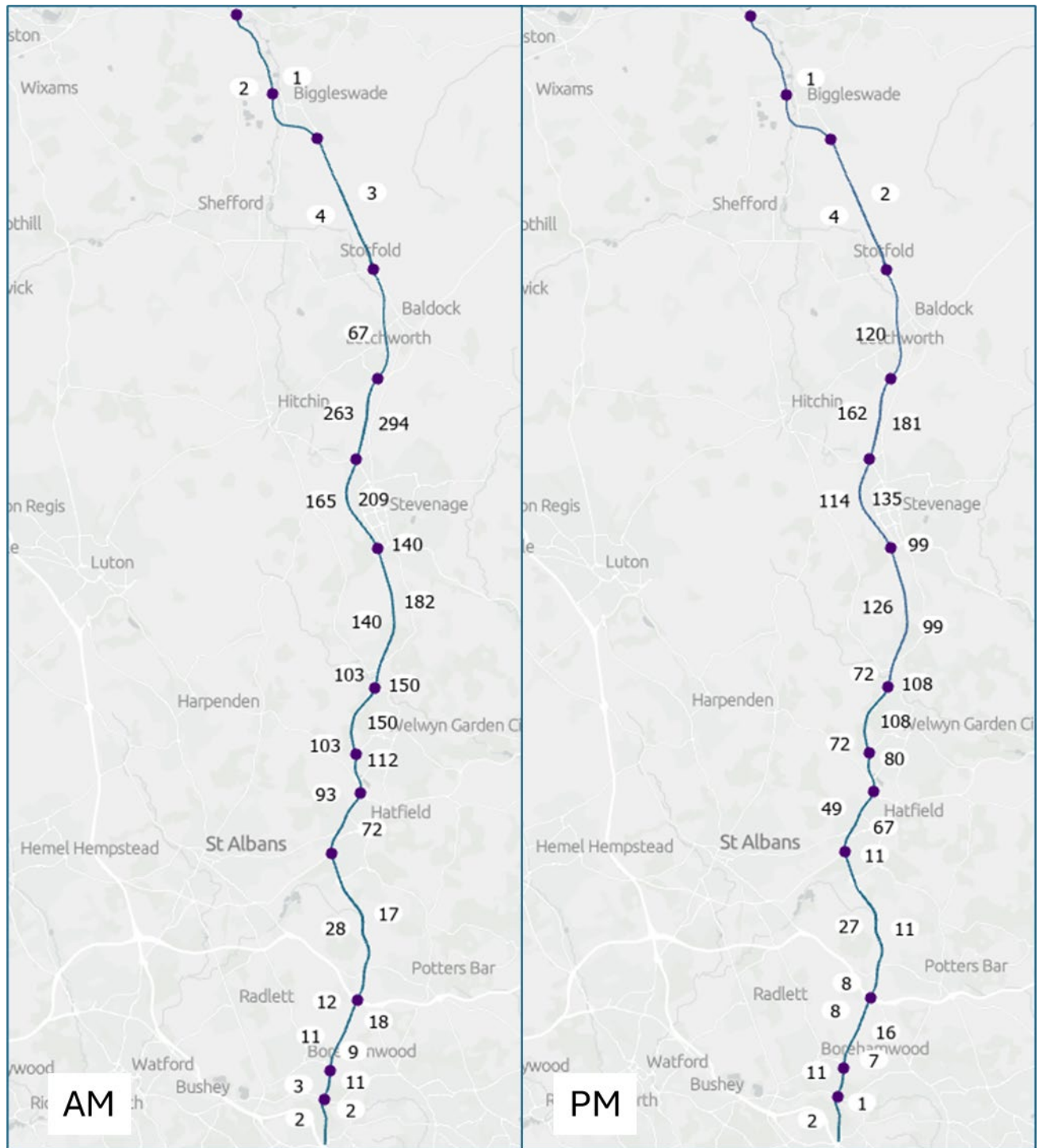
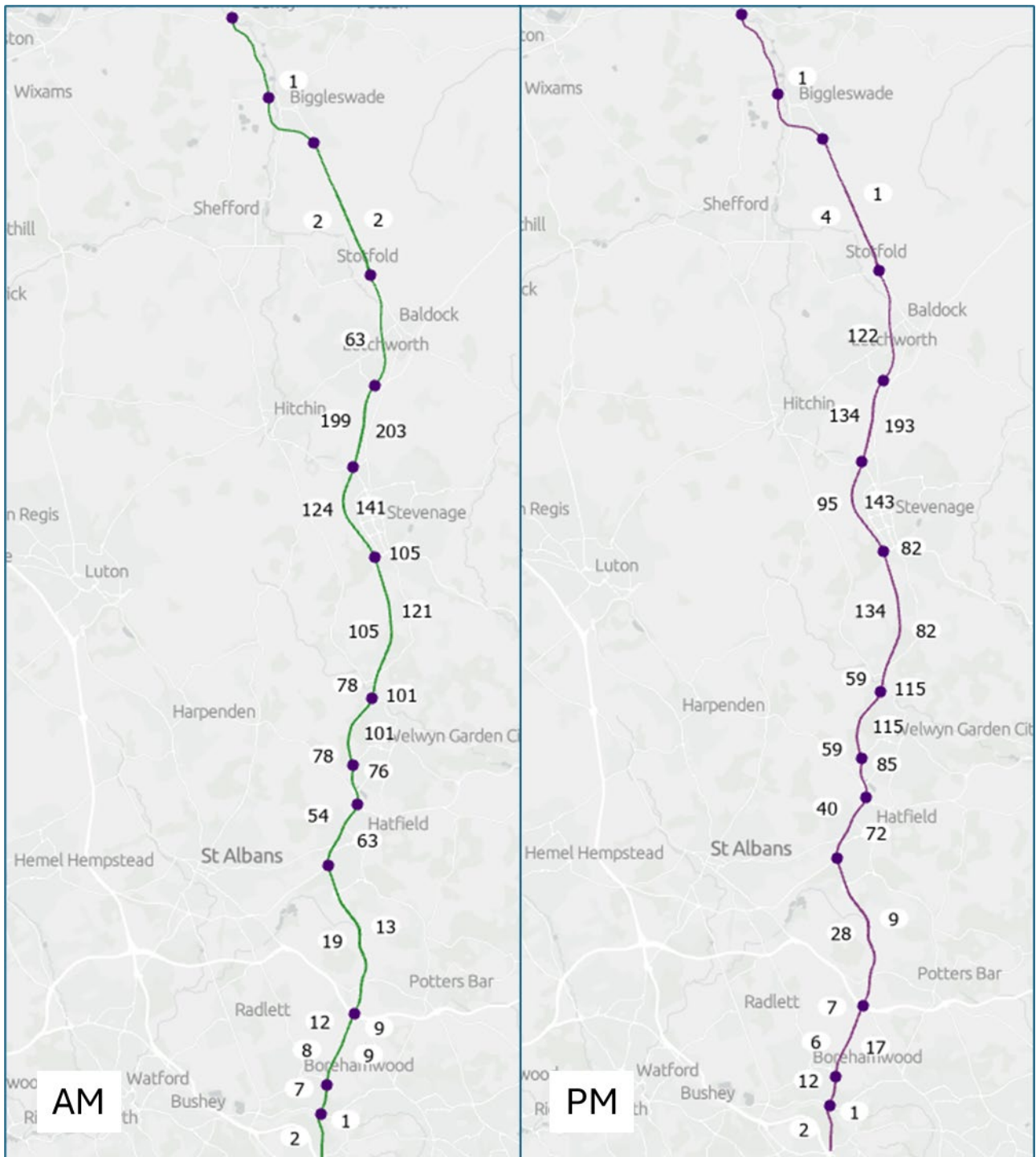


Table 2-18 Development Trip Distribution, Strategic Road Network (A1), Option 2 Full Build Out



TN02: *“The mode split comparison for the BAU and vision-led scenarios are presented in the table below. AECOM previously attempted to check the Census Travel to Work mode split and were not able to verify the percentage presented. It is assumed upon review that MSOA North Hertfordshire OO4 was used but this should be confirmed.”*

Please see **Table 2-16**.

TN02: *“The new total trip generation comparison mode share presented in the TA (shown in table 5 below) now differs from the mode share presented within the TSR without explanation of how these adjustments were made. AECOM recommends both the reason and origin of these changes are explained and provided to enable AECOM to check the mode share.”*

The following developments occurred between submission of the TSR and the TA.

- The quantum of different land uses proposed on BA10 has changed since scoping, which has impacted the overall trip rates. The final commercial trip rates are presented in **Table 2-12**.
- The proportion of residential, commercial and education trips within the Site have changed as a result of land use changes. As trips from each land use has a different modal share, this has impacted the overall modal share of the development.
- The ratings given in the mode shift model have shifted, as the measures and interventions associated with Growing Baldock have been finalised by the whole design team.

The final trip generation figures, for both BAU and Vision-Led scenarios, have been agreed with HCC and NH through the process.

TN02: *“Any interventions proposed should be clearly defined and supported through a Travel Plan to justify the anticipated mode share reduction Examples of successful measures in similar developments and a breakdown of the impacts each measure is anticipated to have on the mode share would be welcomed.”*

A Travel Plan for Growing Baldock has been prepared (report PC7029-ITP-XX-XX-RP-TP-0002) which sets out the interventions and measures associated with the development. Furthermore, an extensive list of transport interventions and detailed phasing is provided in **Appendix D** of the TAA.



by Haskoning

2.6 COMET

TN02: *"The TA sets out the approach to be adopted in COMET. In agreement with HCC, the BAU trip generation will not be modelled as it is not policy compliant and would overestimate vehicle trips. Instead, a 'Reduced Mode Shift' scenario will be tested in COMET, incorporating less optimistic assumptions than the vision-led approach, resulting in more vehicle trips but fewer than BAU scenario. It is understood that the post-submission Transport Assessment Addendum will set out the Reduced Mode Shift Scenario assumptions and their implications in terms of highway network performance. The Transport Assessment Addendum should be provided to AECOM, as soon as it becomes available, to enable checks on the reduced mode shift scenario."*

The TAA has been prepared and subsequently provided to NH for review (report PC7029-ITP-XX-XX-RP-TP-0012).

TN02: *"The trip distribution to inform the local modelling undertaken in the meantime utilises Census Journey to Work 2011 dataset, which AECOM find reasonable. The development trip distribution has taken into account the effects of the proposed off-site interventions (e.g. where there are banned turning movements proposed, development traffic does not undertake these turns). To enable AECOM to undertake a review of the trip distribution, the proposed off-site interventions that have been taken into account should be provided."*

This work has now been superseded but validated by the COMET outputs. The TAA presents a more up to date review of junction impacts based on dynamic assignment of trips. In the majority of cases, the variation between the TA manual assignment and COMET dynamic assignment was minimal. Flow comparisons are shown in Figure 2-7, Figure 2-11 and Figure 2-15 of the TAA.

TN02: *"COMET will be used post-submission to validate the assumptions and outcomes of this TA through a cumulative test including all Local Plan allocations. While the current modelling uses static trip assignment and cannot capture wider network impacts, COMET's strategic capability allows dynamic rerouting and provides greater certainty. If COMET outputs indicate the needs for changes at other local junctions, updated modelling should be presented in the Transport Assessment Addendum. AECOM recommends that junction capacity modelling is undertaken for the SRN junctions using the COMET forecasts, to assess the change in trips through the SRN junctions."*

As above, this has been covered in the TAA. Amended modelling of relevant SRN junctions is provided.



by Haskoning

2.7 Local Junction Modelling

2.7.1 A1(M) Junction 9 LinSig

TN02: “The base validation model should be provided for review. This should include all surrounding documentation on the model validation.”

The base models were provided to NH for review.

TN02: “The measurements used for all lanes and connectors for all models should be provided. This should be provided in CAD format, and should include the radius, and lane widths calculated.”

The junction geometry in PDF format is included in **Appendix C**. CAD files of the geometry can be provided on request.

TN02: “The signal information that has been used should be provided. This includes signal controller specification, signal layout drawings, signal timings used to inform cycle times, stage change points and intergreen calculations. All calculations for this data should be provided for review.”

The signal data provided can be found in **Appendix D**.

TN02: “AECOM request Arm 3 includes the flare into the ahead and left lane, and therefore the 1-2 lanes ahead.”

“Clarification should be provided for the give way parameters. The information provided should include the calculations for maximum flow giving way, and coefficient.”

“All requests made above for the existing model should be replicated within the proposed model, where appropriate.”

“Proposed layout measurements should be provided in CAD format.”

Model files are provided alongside this report as an enclosure.

2.7.2 A1(M) Junction (10) ARCADY

TN02: “AECOM requests the drawings used to inform the A1(M) Junction 10 ARCADY model for all arms. The drawings should be provided in CAD format, showing all geometries.”

Subsequent COMET assessment has confirmed a positive impact on Junction 10 as a result of the proposed interventions, with a net reduction in trips shown at the junction. Taking the worst-case scenario of full Local Plan growth, the interventions that will be delivered by this development will result in a reduction of around 4.6% and 8.4% in the AM and PM peaks, respectively, from the future baseline. The junction geometry in PDF format is included in **Appendix C**. CAD files of the geometry are provided alongside this report electronically.



by Haskoning

2.8 Construction Phase

TN02: *“Monitoring and routing plans should be detailed in all forthcoming Reserved Matters Applications. The highway safety and considerate behaviour section of the TA states all heavy vehicle traffic will be routed via the SRN and not permitted to unnecessarily route to or from minor roads. National Highways should be consulted regarding requirements for heavy vehicle access using the SRN (including a review of any Construction Traffic Management Plan) to understand the impact this may have on the SRN network.”*

This is noted and would be an expected requirement to be secured by condition.

3 Conclusion

This report has been prepared by ITP to respond to informal feedback on the draft Transport Assessment Addendum (TAA) that has been provided by National Highways through conversation, email and recent Transport Working Group meetings. It is intended to aid review and comprehension of the formal submission by highlighting where specific topics have been covered, amended or more information provided.

Key comments raised by National Highways have been responded to, either through further clarification or through additional analysis set out within the Transport Assessment Addendum (TAA) and associated documents. Where appropriate, methodologies and assumptions have been revised in consultation with other stakeholders, including HCC and NHDC to ensure a robust and proportionate assessment. The responses set out in this Report demonstrate our commitment to responding to all points raised by National Highways.

This document marks the culmination of an extensive period of collaborative working with National Highways as part of the Transport Working Group. Through this process, we have presented key technical matters underpinning the assessment with the aim of easing determination. We hope this can be taken into account when preparing the formal recommendation for determination.

It is trusted that this note provides a sufficient basis of information for National Highways to conclude its review of the transport evidence in support of the application.

Appendix A – TRICS Output Reports

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 SUSS 1 days
IW ISLE OF WII 1 days
3 SOUTH WEST
WL WILTSHIRE 1 days
4 EAST ANGLIA
CA CAMBRIDG 1 days
5 EAST MIDLANDS
DY DERBY 1 days
7 YORKSHIRE & NORTH LINCOLNSHIRE
DR DONCASTE 1 days
9 NORTH
CU CUMBERLA 1 days
TW TYNE & WE 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 at whilst ATC surveys are undertaken using machines.

Selected Locations:

Town Centre 0
Edge of Town 0
Suburban Area 3
Edge of Town 3
Neighbourhood 2
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 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 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 which can be found within the Library module of TRICS*.

Population within 500m Range:
All Surveys Included

Population within 1 mile:
15,001 to 22,000 2 days
20,001 to 23,000 3 days
25,001 to 52,000 2 days
50,001 to 111,000 1 days
This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:
50,001 to 122,000 2 days
100,001 to 141,000 1 days
125,001 to 341,000 3 days
250,001 to 541,000 1 days
500,001 or more 1 days
This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:
0.6 to 1.0 3 days
1.1 to 1.5 5 days

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

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

PTAL Rating:
No PTAL Pr 8 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 date: FRIDAY Survey Type: MANUAL

2 CU-05-G-0 GP SURGEI CUMBERLAND
FUSEHILL STREET

CARLISLE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 1370 sqm
Survey date: TUESDAY Survey Type: MANUAL

3 DR-05-G-0 GP SURGEI DONCASTER
GOODISON BOULEVARD
CANTLEY
DONCASTER
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 1050 sqm
Survey date: THURSDAY Survey Type: MANUAL

4 DY-05-G-0 GP SURGEI DERBY
ST THOMAS ROAD

DERBY
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 2000 sqm
Survey date: WEDNESDAY Survey Type: MANUAL

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

EASTBOURNE
Edge of Town
Residential Zone
Total Gross floor area: 1976 sqm
Survey date: THURSDAY Survey Type: MANUAL

6 IW-05-G-0: GP SURGEI ISLE OF WIGHT
NEWPORT ROAD

COWES
Edge of Town
Residential Zone
Total Gross floor area: 1400 sqm
Survey date: WEDNESDAY Survey Type: MANUAL

7 TW-05-G-0 GP SURGEI TYNE & WEAR
MANOR WALK
BENTON
NEWCASTLE UPON TYNE
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 1400 sqm
Survey date: THURSDAY Survey Type: MANUAL

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

CHIPPENHAM
Edge of Town
Residential Zone
Total Gross floor area: 2150 sqm
Survey date: THURSDAY Survey Type: MANUAL

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

Floor Area 1500 15

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

Time Range	ARRIVALS				DEPARTURES				TOTALS	
	No.	Ave.	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	1.156	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	

Time Range	ARRIVALS		DEPARTURES		TOTALS	
	Trip	Rate	Trip	Rate	Trip	Rate
06:00-07:0	0.071		1	0	0	0.071
07:00-08:0	1.156		17	0.196	3	1.352
08:00-09:0	2.563		38	1.359	20	3.922
09:00-10:0	2.831		42	2.628	39	5.459
10:00-11:0	2.709		41	2.376	36	5.085
11:00-12:0	2.432		36	2.522	38	4.954
12:00-13:0	2.392		36	2.546	38	4.938
13:00-14:0	2.156		32	2.229	33	4.385
14:00-15:0	2.522		38	2.465	37	4.987
15:00-16:0	2.164		32	2.319	35	4.483
16:00-17:0	1.896		28	2.546	38	4.442
17:00-18:0	1.058		16	1.952	29	3.01
18:00-19:0	0.456		7	0.944	14	1.4
19:00-20:0	0.143		2	0.143	2	0.286

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	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	0.057	8	1537	0.106
09:00-10:0	8	1537	0.187	8	1537	0.187	8	1537	0.374
10:00-11:0	8	1537	0.089	8	1537	0.089	8	1537	0.178
11:00-12:0	8	1537	0.106	8	1537	0.106	8	1537	0.212
12:00-13:0	8	1537	0.089	8	1537	0.089	8	1537	0.178
13:00-14:0	8	1537	0.155	8	1537	0.138	8	1537	0.293
14:00-15:0	8	1537	0.114	8	1537	0.13	8	1537	0.244
15:00-16:0	8	1537	0.057	8	1537	0.057	8	1537	0.114
16:00-17:0	8	1537	0.041	8	1537	0.033	8	1537	0.074
17:00-18:0	8	1537	0.008	8	1537	0.016	8	1537	0.024
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:			0.92			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

		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	0.008	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

20:00-21:0	0	0	0	0	0	0
21:00-22:00		0		0		0
Daily Trip R	24.549	368	24.225	363	48.774	732

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	No. Days	ARRIVALS			DEPARTURES			TOTALS	
		Ave. Trip	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:0	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	No. Days	ARRIVALS			DEPARTURES			TOTALS	
		Ave. Trip	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:0	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
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

Time Range	No. Days	ARRIVALS			DEPARTURES			TOTALS	
		Ave. Trip	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:0	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	0.879	8	1537	1.701
14:00-15:0	8	1537	0.822	8	1537	0.748	8	1537	1.570
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

Time Range	Trip Rate	ARRIVALS		DEPARTURES		TOTALS	
		Trip Rate		Trip Rate		Trip Rate	
06:00-07:0	0	0	0	0	0	0	0
07:00-08:0	0.009	0	0	0	0	0.009	0
08:00-09:0	0.049	1	0	0	0	0.049	1
09:00-10:0	0.016	0	0.024	0	0.04	0	0.04
10:00-11:0	0.016	0	0.033	0	0.049	0	0.049
11:00-12:0	0.065	1	0.041	1	0.106	2	0.106
12:00-13:0	0.008	0	0.033	0	0.041	1	0.041
13:00-14:0	0.033	0	0.041	1	0.074	1	0.074
14:00-15:0	0.041	1	0.041	1	0.082	1	0.082
15:00-16:0	0.033	0	0.041	1	0.074	1	0.074
16:00-17:0	0.049	1	0.033	0	0.082	1	0.082
17:00-18:0	0.016	0	0.041	1	0.057	1	0.057
18:00-19:0	0.024	0	0.016	0	0.04	1	0.04
19:00-20:0	0	0	0	0	0	0	0
20:00-21:0	0	0	0	0	0	0	0
21:00-22:00	0	0	0	0	0	0	0
Daily Trip R	0.359	5	0.344	5	0.703	11	0.703

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

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

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

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

Time Range	Days	ARRIVALS			DEPARTURES			TOTALS	
		No.	Ave.	Trip	No.	Ave.	Trip	No.	Trip
		GFA		Rate	Days	GFA		Days	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	0.08	7	1607	0	7	1607
08:00-09:0		8	1537	0.301	8	1537	0.081	8	1537
09:00-10:0		8	1537	0.325	8	1537	0.366	8	1537
10:00-11:0		8	1537	0.309	8	1537	0.268	8	1537
11:00-12:0		8	1537	0.35	8	1537	0.382	8	1537
12:00-13:0		8	1537	0.203	8	1537	0.22	8	1537
13:00-14:0		8	1537	0.22	8	1537	0.228	8	1537
14:00-15:0		8	1537	0.236	8	1537	0.212	8	1537
15:00-16:0		8	1537	0.236	8	1537	0.212	8	1537
16:00-17:0		8	1537	0.236	8	1537	0.26	8	1537
17:00-18:0		8	1537	0.114	8	1537	0.195	8	1537
18:00-19:0		8	1537	0.008	8	1537	0.13	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:			2.594			2.578			5.172

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

Calculation Factor: 100 sqm

Count Type: TOTAL PEOPLE

Time Range	Days	ARRIVALS			DEPARTURES			TOTALS	
		No.	Ave.	Trip	No.	Ave.	Trip	No.	Trip
		GFA		Rate	Days	GFA		Days	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
07:00-08:0		7	1607	1.894	7	1607	0.24	7	1607
08:00-09:0		8	1537	4.328	8	1537	2.286	8	1537
09:00-10:0		8	1537	5.329	8	1537	4.897	8	1537
10:00-11:0		8	1537	4.743	8	1537	4.588	8	1537
11:00-12:0		8	1537	4.662	8	1537	4.678	8	1537
12:00-13:0		8	1537	4.051	8	1537	4.418	8	1537
13:00-14:0		8	1537	3.954	8	1537	3.807	8	1537
14:00-15:0		8	1537	4.588	8	1537	4.45	8	1537
15:00-16:0		8	1537	3.897	8	1537	4.23	8	1537
16:00-17:0		8	1537	3.571	8	1537	4.566	8	1537
17:00-18:0		8	1537	1.952	8	1537	3.514	8	1537
18:00-19:0		8	1537	0.7	8	1537	1.529	8	1537
19:00-20:0		1	1400	0.286	1	1400	0.5	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:			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.	Trip	No.	Ave.	Trip	No.	Trip
		GFA		Rate	Days	GFA		Days	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
07:00-08:0		7	1607	1.094	7	1607	0.16	7	1607
08:00-09:0		8	1537	2.408	8	1537	1.245	8	1537
09:00-10:0		8	1537	2.489	8	1537	2.221	8	1537
10:00-11:0		8	1537	2.465	8	1537	2.14	8	1537
11:00-12:0		8	1537	2.197	8	1537	2.27	8	1537
12:00-13:0		8	1537	2.164	8	1537	2.327	8	1537
13:00-14:0		8	1537	1.952	8	1537	2.026	8	1537
14:00-15:0		8	1537	2.278	8	1537	2.237	8	1537
15:00-16:0		8	1537	1.985	8	1537	2.172	8	1537
16:00-17:0		8	1537	1.774	8	1537	2.367	8	1537
17:00-18:0		8	1537	0.952	8	1537	1.863	8	1537
18:00-19:0		8	1537	0.415	8	1537	0.895	8	1537
19:00-20:0		1	1400	0.143	1	1400	0.143	1	1400
20:00-21:0		1	1400	0	1	1400	0	1	1400
21:00-22:00									

Time Range	Rate	ARRIVALS		DEPARTURES		TOTALS	
		Trip	Rate	Trip	Rate	Trip	Rate
06:00-07:0	0	0	0	0	0	0	0
07:00-08:0	0.08	1	0	0	0.08	1	
08:00-09:0	0.301	5	0.081	1	0.382	6	
09:00-10:0	0.325	5	0.366	5	0.691	10	
10:00-11:0	0.309	5	0.268	4	0.577	9	
11:00-12:0	0.35	5	0.382	6	0.732	11	
12:00-13:0	0.203	3	0.22	3	0.423	6	
13:00-14:0	0.22	3	0.228	3	0.448	7	
14:00-15:0	0.236	4	0.212	3	0.448	7	
15:00-16:0	0.212	3	0.236	4	0.448	7	
16:00-17:0	0.236	4	0.26	4	0.496	7	
17:00-18:0	0.114	2	0.195	3	0.309	5	
18:00-19:0	0.008	0	0.13	2	0.138	2	
19:00-20:0	0	0	0	0	0	0	
20:00-21:0	0	0	0	0	0	0	
21:00-22:00	0	0	0	0	0	0	
Daily Trip R	2.594	39	2.578	39	5.172	78	

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 au 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 Pt 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 based on 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 across all whilst ATC surveys are undertaken 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 total across all 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 total across all 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 sites 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 150,000 2 days
250,001 to 300,000 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 sites 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 6 days

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

LIST OF SITES relevant to selection parameters

1 BH-07-K-01 CORAL FITT BRIGHTON & HOVE
ORCHARD ROAD
HOVE
BRIGHTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Site area: 0.39 hect
Survey date WEDNESD/ ##### 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 AN LINCOLNSHIRE
DYSART ROAD

GRANTHAM
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Site area: 0.4 hect
Survey date WEDNESD/ ##### Survey Type MANUAL
4 TW-07-K-01 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 CL 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 sector 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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
Calculation Factor: 1 hect
Count Type: TOTAL VEHICLES

Floor Area 5000 50 0.5

		ARRIVALS				DEPARTURES		TOTALS				ARRIVALS		DEPARTURES		TOTALS	
No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip		No.	Ave.	Trip	No.	Ave.	Trip		
Time Range Days	AREA	Rate	Days	AREA	Rate	Days	AREA	Rate		Time Range	Rate	Rate	Rate	Rate	Rate		
00:00-01:00										06:00-07:00	0.38365	19	0.14465	7	0.5283	26	
01:00-02:00										07:00-08:00	0.45912	23	0.34591	17	0.80503	40	
02:00-03:00										08:00-09:00	0.40252	20	0.34591	17	0.74843	37	
03:00-04:00										09:00-10:00	0.77358	39	0.32075	16	1.09433	55	
04:00-05:00										10:00-11:00	0.51572	26	0.63522	32	1.15094	58	
05:00-06:00	1	0.07	28.571	1	0.07	0	1	0.07	28.571	11:00-12:00	0.44025	22	0.44654	22	0.88679	44	
06:00-07:00	6	0.27	38.365	6	0.27	14.465	6	0.27	52.83	12:00-13:00	0.40881	20	0.39623	20	0.80504	40	
07:00-08:00	6	0.27	45.912	6	0.27	34.591	6	0.27	80.503	13:00-14:00	0.42138	21	0.43396	22	0.85534	43	
08:00-09:00	6	0.27	40.252	6	0.27	34.591	6	0.27	74.843	14:00-15:00	0.45912	23	0.43396	22	0.89308	45	
09:00-10:00	6	0.27	77.358	6	0.27	32.075	6	0.27	109.433	15:00-16:00	0.59748	30	0.53459	27	1.13207	57	
10:00-11:00	6	0.27	51.572	6	0.27	63.522	6	0.27	115.094	16:00-17:00	0.74214	37	0.57862	29	1.32076	66	
11:00-12:00	6	0.27	44.025	6	0.27	44.654	6	0.27	88.679	17:00-18:00	0.90566	45	0.79245	40	1.69811	85	
12:00-13:00	6	0.27	40.881	6	0.27	39.623	6	0.27	80.504	18:00-19:00	0.71698	36	0.91824	46	1.63522	82	
13:00-14:00	6	0.27	42.138	6	0.27	43.396	6	0.27	85.534	19:00-20:00	0.71698	36	0.89937	45	1.61635	81	
14:00-15:00	6	0.27	45.912	6	0.27	43.396	6	0.27	89.308	20:00-21:00	0.47799	24	0.66667	33	1.14466	57	
15:00-16:00	6	0.27	59.748	6	0.27	53.459	6	0.27	113.207	21:00-22:00	0.18471	9	0.49045	25	0.67516	34	
16:00-17:00	6	0.27	74.214	6	0.27	57.862	6	0.27	132.076	Daily Trip Rates:	8.60609	430	8.38352	419	16.98961	849	
17:00-18:00	6	0.27	90.566	6	0.27	79.245	6	0.27	169.811								
18:00-19:00	6	0.27	71.698	6	0.27	91.824	6	0.27	163.522								
19:00-20:00	6	0.27	71.698	6	0.27	89.937	6	0.27	161.635								
20:00-21:00	6	0.27	47.799	6	0.27	66.667	6	0.27	114.466								
21:00-22:00	5	0.31	18.471	5	0.31	49.045	5	0.31	67.516								
22:00-23:00	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

		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									
05:00-06:00	1	0.07	0	1	0.07	0	1	0.07	0
06:00-07:00	6	0.27	0	6	0.27	0	6	0.27	0
07:00-08:00	6	0.27	0.629	6	0.27	0.629	6	0.27	1.258
08:00-09:00	6	0.27	0.629	6	0.27	0.629	6	0.27	1.258
09:00-10:00	6	0.27	0.629	6	0.27	0.629	6	0.27	1.258
10:00-11:00	6	0.27	1.887	6	0.27	1.887	6	0.27	3.774
11:00-12:00	6	0.27	1.887	6	0.27	1.887	6	0.27	3.774
12:00-13:00	6	0.27	2.516	6	0.27	1.887	6	0.27	4.403
13:00-14:00	6	0.27	2.516	6	0.27	3.145	6	0.27	5.661
14:00-15:00	6	0.27	0.629	6	0.27	0.629	6	0.27	1.258
15:00-16:00	6	0.27	0	6	0.27	0	6	0.27	0
16:00-17:00	6	0.27	0	6	0.27	0	6	0.27	0

17:00-18:00	6	0.27	1.887	6	0.27	1.887	6	0.27	3.774
18:00-19:00	6	0.27	0	6	0.27	0	6	0.27	0
19:00-20:00	6	0.27	0.629	6	0.27	0.629	6	0.27	1.258
20:00-21:00	6	0.27	0.629	6	0.27	0.629	6	0.27	1.258
21:00-22:00	5	0.31	0	5	0.31	0	5	0.31	0
22:00-23:00	4	0.27	0	4	0.27	0	4	0.27	0

Daily Trip Rates: 14.467 14.467 28.934

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

Calculation Factor: 1 hect

Count Type: CYCLISTS

Floor Area 5000 0.5

Time Range Days	No.	Ave.	ARRIVALS		No.	Ave.	DEPARTURES		No.	Ave.	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	1	0.07	0		1	0.07	0		1	0.07	0	
06:00-07:00	6	0.27	0.629		6	0.27	0		6	0.27	0.629	
07:00-08:00	6	0.27	1.887		6	0.27	0		6	0.27	1.887	
08:00-09:00	6	0.27	4.403		6	0.27	3.145		6	0.27	7.548	
09:00-10:00	6	0.27	4.403		6	0.27	3.774		6	0.27	8.177	
10:00-11:00	6	0.27	3.145		6	0.27	4.403		6	0.27	7.548	
11:00-12:00	6	0.27	5.031		6	0.27	6.289		6	0.27	11.32	
12:00-13:00	6	0.27	2.516		6	0.27	1.887		6	0.27	4.403	
13:00-14:00	6	0.27	3.774		6	0.27	4.403		6	0.27	8.177	
14:00-15:00	6	0.27	3.145		6	0.27	2.516		6	0.27	5.661	
15:00-16:00	6	0.27	6.289		6	0.27	3.774		6	0.27	10.063	
16:00-17:00	6	0.27	3.774		6	0.27	5.031		6	0.27	8.805	
17:00-18:00	6	0.27	6.918		6	0.27	6.289		6	0.27	13.207	
18:00-19:00	6	0.27	4.403		6	0.27	3.774		6	0.27	8.177	
19:00-20:00	6	0.27	0		6	0.27	2.516		6	0.27	2.516	
20:00-21:00	6	0.27	0.629		6	0.27	1.887		6	0.27	2.516	
21:00-22:00	5	0.31	4.459		5	0.31	1.911		5	0.31	6.37	
22:00-23:00	4	0.27	0.935		4	0.27	3.738		4	0.27	4.673	
23:00-24:00												
Daily Trip Rates:			56.34				55.337				111.677	

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

Calculation Factor: 1 hect

Count Type: VEHICLE OCCUPANTS

Time Range Days	No.	Ave.	ARRIVALS		No.	Ave.	DEPARTURES		No.	Ave.	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	1	0.07	28.571		1	0.07	0		1	0.07	28.571	
06:00-07:00	6	0.27	40.252		6	0.27	14.465		6	0.27	54.717	
07:00-08:00	6	0.27	52.201		6	0.27	35.849		6	0.27	88.05	
08:00-09:00	6	0.27	47.17		6	0.27	38.994		6	0.27	86.164	
09:00-10:00	6	0.27	104.403		6	0.27	37.107		6	0.27	141.51	
10:00-11:00	6	0.27	68.553		6	0.27	74.843		6	0.27	143.396	
11:00-12:00	6	0.27	54.717		6	0.27	52.83		6	0.27	107.547	
12:00-13:00	6	0.27	50.314		6	0.27	50.314		6	0.27	100.628	
13:00-14:00	6	0.27	51.572		6	0.27	52.201		6	0.27	103.773	
14:00-15:00	6	0.27	55.975		6	0.27	50.314		6	0.27	106.289	
15:00-16:00	6	0.27	72.327		6	0.27	73.585		6	0.27	145.912	
16:00-17:00	6	0.27	92.453		6	0.27	76.101		6	0.27	168.554	
17:00-18:00	6	0.27	120.755		6	0.27	103.145		6	0.27	223.9	
18:00-19:00	6	0.27	89.308		6	0.27	118.239		6	0.27	207.547	
19:00-20:00	6	0.27	86.792		6	0.27	116.981		6	0.27	203.773	
20:00-21:00	6	0.27	56.604		6	0.27	86.164		6	0.27	142.768	
21:00-22:00	5	0.31	22.293		5	0.31	57.325		5	0.31	79.618	
22:00-23:00	4	0.27	4.673		4	0.27	50.467		4	0.27	55.14	
23:00-24:00												
Daily Trip Rates:			1098.933				1088.924				2187.857	

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

Calculation Factor: 1 hect

Count Type: PEDESTRIANS

Floor Area 5000 0.5

Time Range Days	No.	Ave.	ARRIVALS		No.	Ave.	DEPARTURES		No.	Ave.	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	1	0.07	0		1	0.07	0		1	0.07	0	
06:00-07:00	6	0.27	1.887		6	0.27	1.887		6	0.27	3.774	
07:00-08:00	6	0.27	9.434		6	0.27	1.887		6	0.27	11.321	
08:00-09:00	6	0.27	8.805		6	0.27	16.352		6	0.27	25.157	
09:00-10:00	6	0.27	13.208		6	0.27	18.868		6	0.27	32.076	
10:00-11:00	6	0.27	27.044		6	0.27	11.95		6	0.27	38.994	
11:00-12:00	6	0.27	18.868		6	0.27	26.415		6	0.27	45.283	
12:00-13:00	6	0.27	23.27		6	0.27	17.61		6	0.27	40.88	
13:00-14:00	6	0.27	20.126		6	0.27	20.126		6	0.27	40.252	
14:00-15:00	6	0.27	23.27		6	0.27	10.692		6	0.27	33.962	
15:00-16:00	6	0.27	16.981		6	0.27	24.528		6	0.27	41.509	
16:00-17:00	6	0.27	19.497		6	0.27	16.981		6	0.27	36.478	
17:00-18:00	6	0.27	21.384		6	0.27	19.497		6	0.27	40.881	
18:00-19:00	6	0.27	15.723		6	0.27	17.61		6	0.27	33.333	
19:00-20:00	6	0.27	14.465		6	0.27	22.013		6	0.27	36.478	
20:00-21:00	6	0.27	8.805		6	0.27	13.836		6	0.27	22.641	
21:00-22:00	5	0.31	0		5	0.31	1.911		5	0.31	1.911	
22:00-23:00	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)

Time Range	ARRIVALS Trip Rate	DEPARTURES Trip Rate	TOTALS Trip Rate	
06:00-07:00	0.01887	1 0.01887	1 0.03774	2
07:00-08:00	0.09434	5 0.01887	1 0.11321	6
08:00-09:00	0.08805	4 0.16352	8 0.25157	13
09:00-10:00	0.13208	7 0.18868	9 0.32076	16
10:00-11:00	0.27044	14 0.1195	6 0.38994	19
11:00-12:00	0.18868	9 0.26415	13 0.45283	23
12:00-13:00	0.2327	12 0.1761	9 0.4088	20
13:00-14:00	0.20126	10 0.20126	10 0.40252	20
14:00-15:00	0.2327	12 0.10692	5 0.33962	17
15:00-16:00	0.16981	8 0.24528	12 0.41509	21
16:00-17:00	0.19497	10 0.16981	8 0.36478	18
17:00-18:00	0.21384	11 0.19497	10 0.40881	20
18:00-19:00	0.15723	8 0.1761	9 0.33333	17
19:00-20:00	0.14465	7 0.22013	11 0.36478	18
20:00-21:00	0.08805	4 0.13836	7 0.22641	11
21:00-22:00	0	0 0.01911	1 0.01911	1
Daily Trip Rates:	2.42767	121 2.42163	121 4.8493	242

Calculation Factor: 1 hect
Count Type: BUS/TRAM PASSENGERS

Time Range Days	ARRIVALS			DEPARTURES			TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Trip
	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								
05:00-06:00	1	0.07	0	1	0.07	0	1	0.07
06:00-07:00	6	0.27	0.629	6	0.27	0	6	0.27
07:00-08:00	6	0.27	1.258	6	0.27	0.629	6	0.27
08:00-09:00	6	0.27	2.516	6	0.27	6.918	6	0.27
09:00-10:00	6	0.27	2.516	6	0.27	3.145	6	0.27
10:00-11:00	6	0.27	11.95	6	0.27	2.516	6	0.27
11:00-12:00	6	0.27	1.887	6	0.27	7.547	6	0.27
12:00-13:00	6	0.27	1.887	6	0.27	1.258	6	0.27
13:00-14:00	6	0.27	2.516	6	0.27	1.887	6	0.27
14:00-15:00	6	0.27	3.774	6	0.27	0.629	6	0.27
15:00-16:00	6	0.27	3.145	6	0.27	2.516	6	0.27
16:00-17:00	6	0.27	2.516	6	0.27	3.145	6	0.27
17:00-18:00	6	0.27	2.516	6	0.27	0.629	6	0.27
18:00-19:00	6	0.27	5.66	6	0.27	1.887	6	0.27
19:00-20:00	6	0.27	3.774	6	0.27	6.289	6	0.27
20:00-21:00	6	0.27	1.258	6	0.27	2.516	6	0.27
21:00-22:00	5	0.31	0	5	0.31	1.274	5	0.31
22:00-23:00	4	0.27	0	4	0.27	1.869	4	0.27
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

Time Range Days	ARRIVALS			DEPARTURES			TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Trip
	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								
05:00-06:00	1	0.07	0	1	0.07	0	1	0.07
06:00-07:00	6	0.27	0	6	0.27	0	6	0.27
07:00-08:00	6	0.27	0	6	0.27	0	6	0.27
08:00-09:00	6	0.27	0.629	6	0.27	0.629	6	0.27
09:00-10:00	6	0.27	0.629	6	0.27	0	6	0.27
10:00-11:00	6	0.27	1.258	6	0.27	0	6	0.27
11:00-12:00	6	0.27	1.258	6	0.27	1.258	6	0.27
12:00-13:00	6	0.27	0.629	6	0.27	0.629	6	0.27
13:00-14:00	6	0.27	1.258	6	0.27	1.258	6	0.27
14:00-15:00	6	0.27	0.629	6	0.27	0	6	0.27
15:00-16:00	6	0.27	0	6	0.27	1.258	6	0.27
16:00-17:00	6	0.27	0	6	0.27	0	6	0.27
17:00-18:00	6	0.27	0.629	6	0.27	0.629	6	0.27
18:00-19:00	6	0.27	0	6	0.27	0.629	6	0.27
19:00-20:00	6	0.27	0	6	0.27	1.258	6	0.27
20:00-21:00	6	0.27	0	6	0.27	0.629	6	0.27
21:00-22:00	5	0.31	0	5	0.31	0	5	0.31
22:00-23:00	4	0.27	0	4	0.27	0.935	4	0.27
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

Time Range Days	ARRIVALS			DEPARTURES			TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Trip
	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								
05:00-06:00	1	0.07	0	1	0.07	0	1	0.07
06:00-07:00	6	0.27	0.629	6	0.27	0	6	0.27
07:00-08:00	6	0.27	1.258	6	0.27	0.629	6	0.27
08:00-09:00	6	0.27	3.145	6	0.27	7.547	6	0.27
09:00-10:00	6	0.27	3.145	6	0.27	3.145	6	0.27
10:00-11:00	6	0.27	13.208	6	0.27	2.516	6	0.27
11:00-12:00	6	0.27	3.145	6	0.27	8.805	6	0.27
12:00-13:00	6	0.27	2.516	6	0.27	1.887	6	0.27
13:00-14:00	6	0.27	3.774	6	0.27	3.145	6	0.27
14:00-15:00	6	0.27	4.403	6	0.27	0.629	6	0.27
15:00-16:00	6	0.27	3.145	6	0.27	3.774	6	0.27
16:00-17:00	6	0.27	2.516	6	0.27	3.145	6	0.27
17:00-18:00	6	0.27	3.145	6	0.27	1.258	6	0.27
18:00-19:00	6	0.27	5.66	6	0.27	2.516	6	0.27
19:00-20:00	6	0.27	3.774	6	0.27	7.547	6	0.27
20:00-21:00	6	0.27	1.258	6	0.27	3.145	6	0.27
21:00-22:00	5	0.31	0	5	0.31	1.274	5	0.31
22:00-23:00	4	0.27	0	4	0.27	2.804	4	0.27
23:00-24:00								
Daily Trip Rates:			54.721			53.766		108.487

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
Calculation Factor: 1 hect
Count Type: TOTAL PEOPLE

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

Floor Area 5000 0.5

Time Range	ARRIVALS		DEPARTURES		TOTALS	
	Trip	Rate	Trip	Rate	Trip	Rate
06:00-07:00	0.00629	0	0	0	0.00629	0
07:00-08:00	0.01258	1	0.00629	0	0.01887	1
08:00-09:00	0.03145	2	0.07547	4	0.10692	5
09:00-10:00	0.03145	2	0.03145	2	0.0629	3
10:00-11:00	0.13208	7	0.02516	1	0.15724	8
11:00-12:00	0.03145	2	0.08805	4	0.1195	6
12:00-13:00	0.02516	1	0.01887	1	0.04403	2
13:00-14:00	0.03774	2	0.03145	2	0.06919	3
14:00-15:00	0.04403	2	0.00629	0	0.05032	3
15:00-16:00	0.03145	2	0.03774	2	0.06919	3
16:00-17:00	0.02516	1	0.03145	2	0.05661	3
17:00-18:00	0.03145	2	0.01258	1	0.04403	2
18:00-19:00	0.0566	3	0.02516	1	0.08176	4
19:00-20:00	0.03774	2	0.07547	4	0.11321	6
20:00-21:00	0.01258	1	0.03145	2	0.04403	2
21:00-22:00	0	0	0.01274	1	0.01274	1
Daily Trip Rates:	0.54721	27	0.50962	25	1.05683	53

Floor Area 5000 0.5

Time Range	ARRIVALS		DEPARTURES		TOTALS	
	Trip	Rate	Trip	Rate	Trip	Rate

06:00-07:00	1.1195	56	0.93711	47	2.05661	103
07:00-08:00	0.81761	41	0.9434	47	1.76101	88
08:00-09:00	0.78616	39	0.71698	36	1.50314	75
09:00-10:00	0.79245	40	0.79874	40	1.59119	80
10:00-11:00	0.86792	43	0.64151	32	1.50943	75
11:00-12:00	0.98742	49	1.0566	53	2.04402	102
12:00-13:00	1.18239	59	1.01258	51	2.19497	110
13:00-14:00	1.52201	76	1.30189	65	2.8239	141
14:00-15:00	1.15094	58	1.42138	71	2.57232	129
15:00-16:00	1.05031	53	1.49057	75	2.54088	127
16:00-17:00	0.67296	34	1.05031	53	1.73237	86
17:00-18:00	0.26752	13	0.6242	31	0.89172	45
18:00-19:00	0.1028	5	0.60748	30	0.71028	36
19:00-20:00	0	0	0	0	0	0
20:00-21:00	14.57425	729	14.43923	722	29.01348	1451
21:00-22:00	0	0	0	0	0	0
Dayly Trip Rates:	25.89424	1295	27.04198	1352	52.93622	2647

Time Range	No. Days	ARRIVALS			DEPARTURES			TOTALS	
		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	1	0.07	28.571	1	0.07	0	1	0.07	28.571
06:00-07:00	6	0.27	37.736	6	0.27	11.95	6	0.27	49.686
07:00-08:00	6	0.27	44.654	6	0.27	33.333	6	0.27	77.987
08:00-09:00	6	0.27	36.478	6	0.27	33.962	6	0.27	70.44
09:00-10:00	6	0.27	75.472	6	0.27	29.56	6	0.27	105.032
10:00-11:00	6	0.27	49.057	6	0.27	61.006	6	0.27	110.063
11:00-12:00	6	0.27	40.881	6	0.27	41.509	6	0.27	82.39
12:00-13:00	6	0.27	35.849	6	0.27	35.22	6	0.27	71.069
13:00-14:00	6	0.27	37.736	6	0.27	38.365	6	0.27	76.101
14:00-15:00	6	0.27	40.881	6	0.27	38.994	6	0.27	79.875
15:00-16:00	6	0.27	57.233	6	0.27	51.572	6	0.27	108.805
16:00-17:00	6	0.27	72.956	6	0.27	55.346	6	0.27	128.302
17:00-18:00	6	0.27	84.277	6	0.27	75.472	6	0.27	159.749
18:00-19:00	6	0.27	69.811	6	0.27	89.308	6	0.27	159.119
19:00-20:00	6	0.27	68.553	6	0.27	88.05	6	0.27	156.603
20:00-21:00	6	0.27	47.17	6	0.27	61.635	6	0.27	108.805
21:00-22:00	5	0.31	18.471	5	0.31	47.771	5	0.31	66.242
22:00-23:00	4	0.27	4.673	4	0.27	38.318	4	0.27	42.991
23:00-24:00									
Daily Trip Rates:		850.459			831.371			1681.83	

Time Range	No. Days	ARRIVALS			DEPARTURES			TOTALS	
		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	1	0.07	0	1	0.07	0	1	0.07	0
06:00-07:00	6	0.27	0.629	6	0.27	2.516	6	0.27	3.145
07:00-08:00	6	0.27	0.629	6	0.27	0.629	6	0.27	1.258
08:00-09:00	6	0.27	2.516	6	0.27	0	6	0.27	2.516
09:00-10:00	6	0.27	1.258	6	0.27	1.258	6	0.27	2.516
10:00-11:00	6	0.27	0.629	6	0.27	0.629	6	0.27	1.258
11:00-12:00	6	0.27	0.629	6	0.27	1.258	6	0.27	1.887
12:00-13:00	6	0.27	1.887	6	0.27	1.887	6	0.27	3.774
13:00-14:00	6	0.27	0	6	0.27	1.258	6	0.27	1.258
14:00-15:00	6	0.27	2.516	6	0.27	1.887	6	0.27	4.403
15:00-16:00	6	0.27	2.516	6	0.27	0.629	6	0.27	3.145
16:00-17:00	6	0.27	0.629	6	0.27	2.516	6	0.27	3.145
17:00-18:00	6	0.27	3.145	6	0.27	0.629	6	0.27	3.774
18:00-19:00	6	0.27	1.887	6	0.27	1.887	6	0.27	3.774
19:00-20:00	6	0.27	1.887	6	0.27	1.258	6	0.27	3.145
20:00-21:00	6	0.27	0	6	0.27	3.145	6	0.27	3.145
21:00-22:00	5	0.31	0	5	0.31	1.274	5	0.31	1.274
22:00-23:00	4	0.27	0	4	0.27	0.935	4	0.27	0.935
23:00-24:00									
Daily Trip Rates:			20.757			23.595			44.352

Time Range	No. Days	ARRIVALS			DEPARTURES			TOTALS	
		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		1	0.07	0	1	0.07	0	1	0.07
06:00-07:00		6	0.27	0	6	0.27	0	6	0.27
07:00-08:00		6	0.27	0	6	0.27	0	6	0.27
08:00-09:00		6	0.27	0.629	6	0.27	0	6	0.27
09:00-10:00		6	0.27	0	6	0.27	0.629	6	0.27
10:00-11:00		6	0.27	0	6	0.27	0	6	0.27
11:00-12:00		6	0.27	0.629	6	0.27	0	6	0.27
12:00-13:00		6	0.27	0.629	6	0.27	0.629	6	0.27
13:00-14:00		6	0.27	1.887	6	0.27	0.629	6	0.27

14:00-15:0l	6	0.27	1.887	6	0.27	1.887	6	0.27	3.774
15:00-16:0l	6	0.27	0	6	0.27	1.258	6	0.27	1.258
16:00-17:0l	6	0.27	0.629	6	0.27	0	6	0.27	0.629
17:00-18:0l	6	0.27	1.258	6	0.27	1.258	6	0.27	2.516
18:00-19:0l	6	0.27	0	6	0.27	0.629	6	0.27	0.629
19:00-20:0l	6	0.27	0.629	6	0.27	0	6	0.27	0.629
20:00-21:0l	6	0.27	0	6	0.27	1.258	6	0.27	1.258
21:00-22:0l	5	0.31	0	5	0.31	0	5	0.31	0
22:00-23:0l	4	0.27	0.935	4	0.27	0.935	4	0.27	1.87
23:00-24:00									
Daily Trip Rates:			9.112			9.112			18.224

Parameter summary

Trip rate pa 0.02 to 0.50 (units: hect)

Survey date 01/01/16 - 17/04/24

Number of¹ 5

Number of: 1

Number of: 0

Surveys aut 0

Surveys ma 0

This sector 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.

TRICS 7.11.4

Trip Rate Parameter: Site area

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

3 SOUTH WEST
SG SOUTH GL 1 days
6 WEST MIDLANDS
WO WORCEST 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 undertaken 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 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-0: RECYCLING CHESHIRE WEST & CHESTER
BUMPERS LANE
SEALAND IND. ESTATE
CHESTER
Edge of Town
Industrial Zone
Total Site area: 0.3 hect
Survey date WEDNESD 12/11/2014 Survey Type MANUAL
2 LS-12-A-01 CIVIC AMENITY LEEDS
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 SOUTH GLOUCESTERSHIRE
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 WORCESTERSHIRE
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

Floor Area 11000
110 1.1

Time Range	ARRIVALS		DEPARTURES		TOTALS	
	No. Days	Ave. Trip Rate	No. Days	Ave. Trip Rate	No. Days	Ave. 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	13.99
08:00-09:00	4	0.54	35.981	4	0.54	68.224
09:00-10:00	4	0.54	71.963	4	0.54	134.113
10:00-11:00	4	0.54	81.776	4	0.54	162.15
11:00-12:00	4	0.54	88.785	4	0.54	174.299
12:00-13:00	4	0.54	66.822	4	0.54	135.981
13:00-14:00	4	0.54	54.206	4	0.54	113.552
14:00-15:00	4	0.54	51.402	4	0.54	103.738
15:00-16:00	4	0.54	45.327	4	0.54	96.729
16:00-17:00	4	0.54	8.411	4	0.54	24.299
17:00-18:00	3	0.61	0	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		DEPARTURES		TOTALS	
	No. Days	Ave. Trip Rate	No. Days	Ave. Trip Rate	No. Days	Ave. 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	3.108
08:00-09:00	4	0.54	0.467	4	0.54	1.402
09:00-10:00	4	0.54	2.804	4	0.54	4.206
10:00-11:00	4	0.54	2.804	4	0.54	5.608
11:00-12:00	4	0.54	3.271	4	0.54	7.477
12:00-13:00	4	0.54	2.336	4	0.54	3.738
13:00-14:00	4	0.54	2.336	4	0.54	5.14
14:00-15:00	4	0.54	1.402	4	0.54	3.271
15:00-16:00	4	0.54	1.402	4	0.54	3.738
16:00-17:00	4	0.54	0.935	4	0.54	1.87
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:			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. Trip Rate	No. Days	Ave. Trip Rate	No. Days	Ave. 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	0.467	4	0.54	0.934
11:00-12:00	4	0.54	0	4	0.54	0
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

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

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

ARRIVALS		DEPARTURES		TOTALS	
Time Range	Trip Rate	Trip Rate	Trip Rate	Trip Rate	Trip Rate
07:00-08:00	0.07772	9	0.06218	7	0.1399
08:00-09:00	0.35981	40	0.32243	35	0.68224
09:00-10:00	0.71963	79	0.6215	68	1.34113
10:00-11:00	0.81776	90	0.80374	88	1.6215
11:00-12:00	0.88785	98	0.85514	94	1.74299
12:00-13:00	0.66822	74	0.69159	76	1.35981
13:00-14:00	0.54206	60	0.59346	65	1.13552
14:00-15:00	0.51402	57	0.52336	58	1.03738
15:00-16:00	0.45327	50	0.51402	57	0.96729
16:00-17:00	0.08411	9	0.15888	17	0.24299
17:00-18:00	0	0	0.03261	4	0.03261
Daily Trip F	5.12445	564	5.17891	570	10.30336

ARRIVALS		DEPARTURES		TOTALS	
Time Range	Trip Rate	Trip Rate	Trip Rate	Trip Rate	Trip Rate
07:00-08:00	0.07772	9	0.06218	7	0.1399
08:00-09:00	0.35981	40	0.32243	35	0.68224
09:00-10:00	0.71963	79	0.6215	68	1.34113
10:00-11:00	0.81776	90	0.80374	88	1.6215
11:00-12:00	0.88785	98	0.85514	94	1.74299
12:00-13:00	0.66822	74	0.69159	76	1.35981
13:00-14:00	0.54206	60	0.59346	65	1.13552
14:00-15:00	0.51402	57	0.52336	58	1.03738
15:00-16:00	0.45327	50	0.51402	57	0.96729
16:00-17:00	0.08411	9	0.15888	17	0.24299
17:00-18:00	0	0	0.03261	4	0.03261
Daily Trip F	5.12445	564	5.17891	570	10.30336

ARRIVALS		DEPARTURES		TOTALS	
Time Range	Trip Rate	Trip Rate	Trip Rate	Trip Rate	Trip Rate
07:00-08:00	0.01554	2	0.01554	2	0.03108
08:00-09:00	0.00467	1	0.00935	1	0.01402
09:00-10:00	0.02804	3	0.01402	2	0.04206
10:00-11:00	0.02804	3	0.02804	3	0.05608
11:00-12:00	0.03271	4	0.04206	5	0.07477
12:00-13:00	0.02336	3	0.01402	2	0.03738
13:00-14:00	0.02336	3	0.02804	3	0.0514
14:00-15:00	0.01402	2	0.01869	2	0.03271
15:00-16:00	0.01402	2	0.02336	3	0.03738
16:00-17:00	0.00935	1	0.00935	1	0.0187
17:00-18:00	0	0	0	0	0
Daily Trip F	0.19311	21	0.20247	22	0.39558

ARRIVALS		DEPARTURES		TOTALS	
Time Range	Trip Rate	Trip Rate	Trip Rate	Trip Rate	Trip Rate
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	0.00467	1	0.00467	1	0.00934
11:00-12:00	0	0	0	0	0
12:00-13:00	0	0	0	0	0
13:00-14:00	0	0	0	0	0
14:00-15:00	0	0	0	0	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
Daily Trip F	0.00467	1	0.00467	1	0.00934

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									
05:00-06:00									
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
10:00-11:00	4	0.54		0	4	0.54	0	4	0.54
11:00-12:00	4	0.54		0.467	4	0.54	0.467	4	0.54
12:00-13:00	4	0.54		0	4	0.54	0	4	0.54
13:00-14:00	4	0.54		0	4	0.54	0	4	0.54
14:00-15:00	4	0.54		0	4	0.54	0	4	0.54
15:00-16:00	4	0.54		0	4	0.54	0	4	0.54
16:00-17:00	4	0.54		0	4	0.54	0	4	0.54
17:00-18:00	3	0.61		0	3	0.61	0	3	0.61
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 rai 0.21 to 0.90 (units: hect)

Survey date date rang 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 ϵ followed by n the total number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Time Range	Rate	Rate	Rate	Rate	Rate
07:00-08:0	0	0	0	0	0
08:00-09:0	0	0	0	0	0
09:00-10:0	0	0	0	0	0
10:00-11:0	0	0	0	0	0
11:00-12:0	0.00467	1	0.00467	1	0.00934
12:00-13:0	0	0	0	0	0
13:00-14:0	0	0	0	0	0
14:00-15:0	0	0	0	0	0
15:00-16:0	0	0	0	0	0
16:00-17:0	0	0	0	0	0
17:00-18:0	0	0	0	0	0
Daily Trip F	0.00467	1	0.00467	1	0.00934

Trip Rate P: Gross floor area

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

2 SOUTH EAST
SC SURREY 1 days

4 EAST ANGLIA
CA CAMBRIDGE 1 days

6 WEST MIDLANDS
ST STAFFORD: 1 days
WK WARWICKS 1 days

Parameter: Gross floor area
Actual Range 15100 to 56520 (units: sqm)
Range Selection 10000 to 60000 (units: sqm)

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

This data differs from the total as it is whilst ATC surveys are undertaken using machines.

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

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

This data did not include the number of surveys that were undertaken at sites without Travel Plans.

No PTAL Pr 4 days

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

LIST OF SITES relevant to selection parameters

1 CA-02-B-01 BUSINESS | 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-04 BUSINESS | 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 | STAFFORDSHIRE

STONE ROAD

STAFFORD

Edge of Town

Industrial Zone

Total Gross floor area: 20760 sqm

Survey date: WEDNESDAY ##### 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: WEDNESDAY ##### Survey Type: MANUAL

This section 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 02 - EMPLOYMENT/B - BUSINESS PARK

Calculation Factor: 100 sqm

Count Type: TOTAL VEHICLES

Floor Area	26500	265
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Time Range	No.	ARRIVALS			DEPARTURES			TOTALS	
	Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:00	4	27284	1.259	4	27284	0.093	4	27284	1.352
08:00-09:00	4	27284	1.531	4	27284	0.153	4	27284	1.684
09:00-10:00	4	27284	0.877	4	27284	0.181	4	27284	1.058
10:00-11:00	4	27284	0.244	4	27284	0.119	4	27284	0.363
11:00-12:00	4	27284	0.153	4	27284	0.164	4	27284	0.317
12:00-13:00	4	27284	0.317	4	27284	0.36	4	27284	0.677
13:00-14:00	4	27284	0.326	4	27284	0.263	4	27284	0.589
14:00-15:00	4	27284	0.15	4	27284	0.274	4	27284	0.424
15:00-16:00	4	27284	0.107	4	27284	0.764	4	27284	0.871
16:00-17:00	4	27284	0.104	4	27284	1.271	4	27284	1.375
17:00-18:00	4	27284	0.096	4	27284	1.133	4	27284	1.229
18:00-19:00	4	27284	0.059	4	27284	0.569	4	27284	0.628
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
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		
Trip		Trip		Trip		
Time Range	Rate		Rate		Rate	
07:00-08:0	1.259	334	0.093	25	1.352	358
08:00-09:0	1.531	406	0.153	41	1.684	446
09:00-10:0	0.877	232	0.181	48	1.058	280
10:00-11:0	0.244	65	0.119	32	0.363	96
11:00-12:0	0.153	41	0.164	43	0.317	84
12:00-13:0	0.317	84	0.36	95	0.677	179
13:00-14:0	0.326	86	0.263	70	0.589	156
14:00-15:0	0.15	40	0.274	73	0.424	112
15:00-16:0	0.107	28	0.764	202	0.871	231
16:00-17:0	0.104	28	1.271	337	1.375	364
17:00-18:0	0.096	25	1.133	300	1.229	326
18:00-19:0	0.059	16	0.569	151	0.628	166
Daily Trip	5.223	1384	5.344	1416	10.567	2800

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									
05:00-06:00									
06:00-07:00									
07:00-08:00	4	27284	0.006	4	27284	0.005	4	27284	0.011
08:00-09:00	4	27284	0.019	4	27284	0.016	4	27284	0.035
09:00-10:00	4	27284	0.027	4	27284	0.027	4	27284	0.054
10:00-11:00	4	27284	0.008	4	27284	0.013	4	27284	0.021
11:00-12:00	4	27284	0.006	4	27284	0.006	4	27284	0.012
12:00-13:00	4	27284	0.008	4	27284	0.007	4	27284	0.015
13:00-14:00	4	27284	0.003	4	27284	0.005	4	27284	0.008
14:00-15:00	4	27284	0.005	4	27284	0.004	4	27284	0.009
15:00-16:00	4	27284	0.005	4	27284	0.006	4	27284	0.011
16:00-17:00	4	27284	0.005	4	27284	0.005	4	27284	0.01
17:00-18:00	4	27284	0.008	4	27284	0.008	4	27284	0.016
18:00-19:00	4	27284	0.009	4	27284	0.007	4	27284	0.016

ARRIVALS		DEPARTURES		TOTALS	
Trip		Trip		Trip	
Time Range	Rate		Rate		Rate
07:00-08:0	0.006	2	0.005	1	0.011
08:00-09:0	0.019	5	0.016	4	0.035
09:00-10:0	0.027	7	0.027	7	0.054
10:00-11:0	0.008	2	0.013	3	0.021
11:00-12:0	0.006	2	0.006	2	0.012
12:00-13:0	0.008	2	0.007	2	0.015
13:00-14:0	0.003	1	0.005	1	0.008
14:00-15:0	0.005	1	0.004	1	0.009
15:00-16:0	0.005	1	0.006	2	0.011
16:00-17:0	0.005	1	0.005	1	0.01
17:00-18:0	0.008	2	0.008	2	0.016
18:00-19:0	0.009	2	0.007	2	0.016
Daily Trip R	0.009	29	0.019	29	0.218

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

		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	0.004	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

		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	0.008	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

		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	0.058	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									

		ARRIVALS		DEPARTURES		TOTALS	
Time Range	Trip Rate	Trip Rate	Trip Rate	Trip Rate	Trip Rate	Trip Rate	
07:00-08:0	0.004	1	0.003	1	0.007	2	
08:00-09:0	0.002	1	0.003	1	0.005	1	
09:00-10:0	0.005	1	0.002	1	0.007	2	
10:00-11:0	0.005	1	0.005	1	0.01	3	
11:00-12:0	0.006	2	0.005	1	0.011	3	
12:00-13:0	0.006	2	0.004	1	0.01	3	
13:00-14:0	0.005	1	0.008	2	0.013	3	
14:00-15:0	0.005	1	0.005	1	0.01	3	
15:00-16:0	0.002	1	0.003	1	0.005	1	
16:00-17:0	0	0	0.002	1	0.002	1	
17:00-18:0	0.002	1	0.002	1	0.004	1	
18:00-19:0	0	0	0.001	0	0.001	0	
Daily Trip R	0.042	11	0.043	11	0.085	23	

		ARRIVALS		DEPARTURES		TOTALS	
Time Range	Trip Rate	Trip Rate	Trip Rate	Trip Rate	Trip Rate	Trip Rate	
07:00-08:0	0.008	2	0.007	2	0.015	4	
08:00-09:0	0.012	3	0.012	3	0.024	6	
09:00-10:0	0.008	2	0.008	2	0.016	4	
10:00-11:0	0.005	1	0.004	1	0.009	2	
11:00-12:0	0.004	1	0.004	1	0.008	2	
12:00-13:0	0.003	1	0.003	1	0.006	2	
13:00-14:0	0.005	1	0.005	1	0.01	3	
14:00-15:0	0.004	1	0.003	1	0.007	2	
15:00-16:0	0.005	1	0.005	1	0.01	3	
16:00-17:0	0.01	3	0.01	3	0.02	5	
17:00-18:0	0.008	2	0.01	3	0.018	5	
18:00-19:0	0.005	1	0.006	2	0.011	3	
Daily Trip R	0.077	20	0.077	20	0.154	41	

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

		ARRIVALS				DEPARTURES				TOTALS	
No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip		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											
05:00-06:00											
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

		ARRIVALS				DEPARTURES				TOTALS	
No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip		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											
05:00-06:00											
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											
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		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											
05:00-06:00											
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											

ARRIVALS			DEPARTURES			TOTALS		
Trip			Trip			Trip		
Time	Range	Rate		Rate			Rate	
07:00-08:0		1.432	379	0.111		29	1.543	409
08:00-09:0		1.758	466	0.193		51	1.951	517
09:00-10:0		0.98	260	0.214		57	1.194	316
10:00-11:0		0.293	78	0.134		36	0.427	113
11:00-12:0		0.193	51	0.199		53	0.392	104
12:00-13:0		0.38	101	0.421		112	0.801	212
13:00-14:0		0.377	100	0.301		80	0.678	180
14:00-15:0		0.196	52	0.324		86	0.52	138
15:00-16:0		0.155	41	0.861		228	1.016	269
16:00-17:0		0.156	41	1.451		385	1.607	426
17:00-18:0		0.128	34	1.275		338	1.403	372
18:00-19:0		0.073	19	0.675		179	0.748	198
Daily Trip R		6.121	1622	6.159		1632	12.28	3254

ARRIVALS		DEPARTURES		TOTALS	
Trip		Trip		Trip	
Time Range	Rate	Rate		Rate	
07:00-08:0	0.071	19	0.013	3	0.084
08:00-09:0	0.096	25	0.008	2	0.104
09:00-10:0	0.068	18	0.006	2	0.074
10:00-11:0	0.032	8	0.022	6	0.054
11:00-12:0	0.025	7	0.019	5	0.044
12:00-13:0	0.183	48	0.208	55	0.391
13:00-14:0	0.137	36	0.137	36	0.274
14:00-15:0	0.043	11	0.038	10	0.081
15:00-16:0	0.019	5	0.046	12	0.065
16:00-17:0	0.013	3	0.086	23	0.099
17:00-18:0	0.004	1	0.093	25	0.097
18:00-19:0	0.006	2	0.031	8	0.037
Daily Trip R	0.697	185	0.707	187	1.404

ARRIVALS		DEPARTURES		TOTALS	
Trip		Trip		Trip	
Time Range	Rate	Rate		Rate	
07:00-08:0	0.015	4	0	0	0.015
08:00-09:0	0.033	9	0.003	1	0.036
09:00-10:0	0.016	4	0.002	1	0.018
10:00-11:0	0.004	1	0.004	1	0.008
11:00-12:0	0.008	2	0.006	2	0.014
12:00-13:0	0.019	5	0.007	2	0.026
13:00-14:0	0.007	2	0.004	1	0.011
14:00-15:0	0.006	2	0.005	1	0.011
15:00-16:0	0.008	2	0.012	3	0.02
16:00-17:0	0.001	0	0.023	6	0.024
17:00-18:0	0.005	1	0.033	9	0.038
18:00-19:0	0.003	1	0.014	4	0.017
Daily Trip R	0.125	33	0.113	30	0.238

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
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

ARRIVALS		DEPARTURES		TOTALS		
Trip	Trip	Trip	Trip	Trip	Trip	
Time Range	Rate	Rate	Rate	Rate	Rate	
07:00-08:0	0.029	8	0.001	0	0.03	8
08:00-09:0	0.089	24	0.004	1	0.093	25
09:00-10:0	0.033	9	0.004	1	0.037	10
10:00-11:0	0.008	2	0.009	2	0.017	5
11:00-12:0	0.012	3	0.007	2	0.019	5
12:00-13:0	0.025	7	0.016	4	0.041	11
13:00-14:0	0.019	5	0.01	3	0.029	8
14:00-15:0	0.008	2	0.01	3	0.018	5
15:00-16:0	0.008	2	0.016	4	0.024	6
16:00-17:0	0.002	1	0.053	14	0.055	15
17:00-18:0	0.005	1	0.064	17	0.069	18
18:00-19:0	0.003	1	0.028	7	0.031	8
Daily Trip R	0.241	64	0.222	59	0.463	123

ARRIVALS		DEPARTURES		TOTALS		
Trip	Trip	Trip	Trip	Trip	Trip	
Time Range	Rate	Rate	Rate	Rate	Rate	
07:00-08:0	1.59	421	0.126	33	1.716	455
08:00-09:0	2.033	539	0.206	55	2.239	593
09:00-10:0	1.142	303	0.229	61	1.371	363
10:00-11:0	0.351	93	0.174	46	0.525	139
11:00-12:0	0.236	63	0.23	61	0.466	123
12:00-13:0	0.594	157	0.656	174	1.25	331
13:00-14:0	0.543	144	0.46	122	1.003	266
14:00-15:0	0.252	67	0.383	101	0.635	168
15:00-16:0	0.19	50	0.944	250	1.134	301
16:00-17:0	0.171	45	1.647	436	1.818	482
17:00-18:0	0.141	37	1.516	402	1.657	439
18:00-19:0	0.086	23	0.765	203	0.851	226
Daily Trip R	7.329	1942	7.336	1944	14.665	3886

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

Calculation Factor: 100 sqm

Count Type: CARS

Time Range	Days	ARRIVALS			DEPARTURES			TOTALS	
		No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.
		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
08:00-09:0		4	27284	1.46	4	27284	0.11	4	27284
09:00-10:0		4	27284	0.815	4	27284	0.128	4	27284
10:00-11:0		4	27284	0.192	4	27284	0.073	4	27284
11:00-12:0		4	27284	0.113	4	27284	0.119	4	27284
12:00-13:0		4	27284	0.275	4	27284	0.323	4	27284
13:00-14:0		4	27284	0.296	4	27284	0.226	4	27284
14:00-15:0		4	27284	0.121	4	27284	0.24	4	27284
15:00-16:0		4	27284	0.083	4	27284	0.724	4	27284
16:00-17:0		4	27284	0.08	4	27284	1.233	4	27284
17:00-18:0		4	27284	0.074	4	27284	1.099	4	27284
18:00-19:0		4	27284	0.043	4	27284	0.542	4	27284
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

Time Range	Days	ARRIVALS			DEPARTURES			TOTALS	
		No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.
		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
08:00-09:0		4	27284	0.028	4	27284	0.01	4	27284
09:00-10:0		4	27284	0.019	4	27284	0.016	4	27284
10:00-11:0		4	27284	0.029	4	27284	0.022	4	27284
11:00-12:0		4	27284	0.021	4	27284	0.028	4	27284
12:00-13:0		4	27284	0.023	4	27284	0.022	4	27284
13:00-14:0		4	27284	0.017	4	27284	0.016	4	27284
14:00-15:0		4	27284	0.016	4	27284	0.022	4	27284
15:00-16:0		4	27284	0.009	4	27284	0.022	4	27284
16:00-17:0		4	27284	0.009	4	27284	0.013	4	27284
17:00-18:0		4	27284	0.003	4	27284	0.009	4	27284
18:00-19:0		4	27284	0.002	4	27284	0.008	4	27284
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	Days	ARRIVALS			DEPARTURES			TOTALS	
		No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.
		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
08:00-09:0		4	27284	0.01	4	27284	0.002	4	27284
09:00-10:0		4	27284	0.004	4	27284	0	4	27284
10:00-11:0		4	27284	0.005	4	27284	0.002	4	27284
11:00-12:0		4	27284	0.003	4	27284	0.001	4	27284
12:00-13:0		4	27284	0.002	4	27284	0.002	4	27284
13:00-14:0		4	27284	0	4	27284	0.003	4	27284
14:00-15:0		4	27284	0	4	27284	0.001	4	27284
15:00-16:0		4	27284	0.002	4	27284	0.005	4	27284
16:00-17:0		4	27284	0	4	27284	0.007	4	27284
17:00-18:0		4	27284	0.001	4	27284	0.005	4	27284
18:00-19:0		4	27284	0	4	27284	0.005	4	27284
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 Pr 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 Ran 1500 to 9216 (units: sqm)

Range Sele 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 cov 4 days

Directional 0 days

This data di the total at whilst ATC surveys are undertaking using machines.

Selected Locations:

Town Centr 0
Edge of Tov 0
Suburban A 1
Edge of Tov 2
Neighbourf 1
Free Standi 0
Not Known 0

This data di Edge of Tov Suburban / Neighbour Edge of Tov Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Z 3
Commercial 0
Developme 0
Residential 0
Retail Zone 0
Built-Up Zo 0
Village 1
Out of Town 0
High Street 0
No Sub Cat 0

This data di Industrial Z Developme Residential Retail Zone Built-Up Zc Village Out of Town High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

Not Known 4 days

This data di 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 Le 1 days

5,001 to 11 2 days

15,001 to 21 1 days

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

Population within 5 miles:

25,001 to 11 1 days

75,001 to 12 2 days

125,001 to 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 di within a radius of 5-miles of selected survey sites.

Travel Plan:

No 4 days

This data di 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 Typ MANUAL
2 HC-02-C-0 GIN DISTILLI HAMPSHIRE
LONDON ROAD

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

This sector it displays the selecte the day of t 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

Floor Area 26500 265

		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	0.098	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	

		ARRIVALS		DEPARTURES		TOTALS	
Time Range	Days	Trip Rate	Ave. Rate	Trip Rate	Ave. Rate	Trip Rate	Ave. 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

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										
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	
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

		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	0.04	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

Floor Area 26500 265

		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	0.011	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

		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	0.328	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
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	
Time Range	Days	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

Floor Area 26500 265

		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									

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

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
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

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

Floor Area 26500 265

		ARRIVALS			DEPARTURES			TOTALS	
Time Range		Trip	Rate		Trip	Rate		Trip	Rate
06:00-07:00	0	0	0	0	0	0	0	0	0
07:00-08:00	0.027	7	0.009	2	0.036	10			
08:00-09:00	0.063	17	0	0	0.063	17			
09:00-10:00	0.139	37	0.004	1	0.143	38			
10:00-11:00	0.18	48	0.153	41	0.333	88			
11:00-12:00	0.252	67	0.027	7	0.279	74			
12:00-13:00	0.202	54	0.184	49	0.386	102			
13:00-14:00	0.135	36	0.126	33	0.261	69			
14:00-15:00	0.022	6	0.297	79	0.319	85			
15:00-16:00	0.306	81	0.112	30	0.418	111			
16:00-17:00	0.031	8	0.193	51	0.224	59			

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

17:00-18:00	0.301	80	0.18	48	0.481	127
18:00-19:00	0.13	34	0.153	41	0.283	75
19:00-20:00	0.122	32	0.18	48	0.302	80
20:00-21:00	0.017	5	0.412	109	0.429	114
21:00-22:00	0.013	3	0	0	0.013	3
Daily Trip Rates:	1.94	514	2.03	538	3.97	1052

Floor Area 26500 265

Time Range	Days	ARRIVALS			DEPARTURES			TOTALS	
		No.	Ave.	Trip	No.	Ave.	Trip	No.	Trip
		Days	GFA	Rate	Days	GFA	Rate	Days	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
06:00-07:0	1		9216	0.022	1	9216	0	1	9216
07:00-08:0	4		5557	0.391	4	5557	0.036	4	5557
08:00-09:0	4		5557	0.355	4	5557	0.049	4	5557
09:00-10:0	4		5557	0.45	4	5557	0.144	4	5557
10:00-11:0	4		5557	0.499	4	5557	0.229	4	5557
11:00-12:0	4		5557	0.409	4	5557	0.153	4	5557
12:00-13:0	4		5557	0.513	4	5557	0.594	4	5557
13:00-14:0	4		5557	0.324	4	5557	0.585	4	5557
14:00-15:0	4		5557	0.216	4	5557	0.445	4	5557
15:00-16:0	4		5557	0.396	4	5557	0.382	4	5557
16:00-17:0	4		5557	0.085	4	5557	0.652	4	5557
17:00-18:0	4		5557	0.391	4	5557	0.274	4	5557
18:00-19:0	4		5557	0.189	4	5557	0.193	4	5557
19:00-20:0	2		8608	0.139	2	8608	0.203	2	8608
20:00-21:0	2		8608	0.023	2	8608	0.563	2	8608
21:00-22:0	1		8000	0.013	1	8000	0	1	8000
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

Time Range	Days	ARRIVALS			DEPARTURES			TOTALS	
		No.	Ave.	Trip	No.	Ave.	Trip	No.	Trip
		Days	GFA	Rate	Days	GFA	Rate	Days	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
06:00-07:0	1		9216	0.011	1	9216	0	1	9216
07:00-08:0	4		5557	0.261	4	5557	0.004	4	5557
08:00-09:0	4		5557	0.148	4	5557	0.004	4	5557
09:00-10:0	4		5557	0.117	4	5557	0.031	4	5557
10:00-11:0	4		5557	0.121	4	5557	0.031	4	5557
11:00-12:0	4		5557	0.045	4	5557	0.049	4	5557
12:00-13:0	4		5557	0.067	4	5557	0.13	4	5557
13:00-14:0	4		5557	0.054	4	5557	0.198	4	5557
14:00-15:0	4		5557	0.067	4	5557	0.045	4	5557
15:00-16:0	4		5557	0.009	4	5557	0.108	4	5557
16:00-17:0	4		5557	0.018	4	5557	0.27	4	5557
17:00-18:0	4		5557	0.045	4	5557	0.067	4	5557
18:00-19:0	4		5557	0.031	4	5557	0.022	4	5557
19:00-20:0	2		8608	0.006	2	8608	0.006	2	8608
20:00-21:0	2		8608	0	2	8608	0.07	2	8608
21:00-22:0	1		8000	0	1	8000	0	1	8000
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	Days	ARRIVALS			DEPARTURES			TOTALS	
		No.	Ave.	Trip	No.	Ave.	Trip	No.	Trip
		Days	GFA	Rate	Days	GFA	Rate	Days	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
06:00-07:0	1		9216	0	1	9216	0	1	9216
07:00-08:0	4		5557	0.018	4	5557	0.004	4	5557
08:00-09:0	4		5557	0.045	4	5557	0.013	4	5557
09:00-10:0	4		5557	0.04	4	5557	0.027	4	5557
10:00-11:0	4		5557	0.036	4	5557	0.027	4	5557
11:00-12:0	4		5557	0.013	4	5557	0.018	4	5557
12:00-13:0	4		5557	0.027	4	5557	0.027	4	5557
13:00-14:0	4		5557	0.013	4	5557	0.031	4	5557
14:00-15:0	4		5557	0.031	4	5557	0.036	4	5557
15:00-16:0	4		5557	0.009	4	5557	0.009	4	5557
16:00-17:0	4		5557	0.009	4	5557	0.036	4	5557
17:00-18:0	4		5557	0	4	5557	0	4	5557
18:00-19:0	4		5557	0.004	4	5557	0.004	4	5557

19:00-20:0	2	8608	0	2	8608	0	2	8608	0
20:00-21:0	2	8608	0.006	2	8608	0.006	2	8608	0.012
21:00-22:0	1	8000	0	1	8000	0	1	8000	0
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.251			0.238			0.489

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

Calculation Factor: 100 sqm

Count Type: MOTOR CYCLES

Time Range Days	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.		No.	Ave.		No.	Ave.	
		GFA	Trip Rate	Days	GFA	Trip 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									
05:00-06:0	1	9216	0.011	1	9216	0	1	9216	0.011
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	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	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:			0.011			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 aut 0

Surveys ma 1

This sector 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.

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
HF HERTFORD 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 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 at whilst ATC surveys are undertaken using machines.

Selected Locations:
Town Centre 0
Edge of Town 0
Suburban Area 1
Edge of Town 3
Neighbourhood 1
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 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 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:
Not Known 5 days
This data displays the number of surveys by use class 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 the number of surveys within a radius of 5-miles of selected survey sites.

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

PTAL Rating:
No PTAL Pr 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 displays the selected day of 1 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

Floor Area 26500 265

		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	2	13525	0.078	2	13525	0.007	2	13525	0.085
06:00-07:00	2	13525	0.214	2	13525	0.148	2	13525	0.362
07:00-08:00	5	8013	0.22	5	8013	0.037	5	8013	0.257
08:00-09:00	5	8013	0.177	5	8013	0.037	5	8013	0.214
09:00-10:00	5	8013	0.13	5	8013	0.075	5	8013	0.205
10:00-11:00	5	8013	0.115	5	8013	0.05	5	8013	0.165
11:00-12:00	5	8013	0.057	5	8013	0.06	5	8013	0.117
12:00-13:00	5	8013	0.115	5	8013	0.145	5	8013	0.26
13:00-14:00	5	8013	0.082	5	8013	0.162	5	8013	0.244
14:00-15:00	5	8013	0.07	5	8013	0.072	5	8013	0.142
15:00-16:00	5	8013	0.04	5	8013	0.137	5	8013	0.177
16:00-17:00	5	8013	0.022	5	8013	0.217	5	8013	0.239
17:00-18:00	5	8013	0.047	5	8013	0.105	5	8013	0.152
18:00-19:00	5	8013	0.087	5	8013	0.105	5	8013	0.192
19:00-20:00	3	11683	0.006	3	11683	0.029	3	11683	0.035
20:00-21:00	3	11683	0.003	3	11683	0.049	3	11683	0.052
21:00-22:00	1	8000	0	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									
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

ARRIVALS			DEPARTURES			TOTALS		
Time	Range	Rate	Trip	Rate	Trip	Rate	Trip	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	

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

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

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

										ARRIVALS		DEPARTURES		TOTALS		
No.	ARRIVALS			DEPARTURES			TOTALS			ARRIVALS		DEPARTURES		TOTALS		
Time Range	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip		Trip	Trip	Trip	Trip	Trip		
Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate	Rate	Rate	Rate	Rate	Rate	Rate	Rate	
00:00-01:00										06:00-07:0	0.022	6	0.004	1	0.026	7
01:00-02:00										07:00-08:0	0.005	1	0.002	1	0.007	2
02:00-03:00										08:00-09:0	0	0	0	0	0	0
03:00-04:00										09:00-10:0	0	0	0	0	0	0
04:00-05:00										10:00-11:0	0	0	0	0	0	0
05:00-06:0	2	13525	0	2	13525	0	2	13525	0	11:00-12:0	0	0	0	0	0	0
06:00-07:0	2	13525	0.022	2	13525	0.004	2	13525	0.026	12:00-13:0	0	0	0	0	0	0
07:00-08:0	5	8013	0.005	5	8013	0.002	5	8013	0.007	13:00-14:0	0	0	0	0	0	0
08:00-09:0	5	8013	0	5	8013	0	5	8013	0	14:00-15:0	0	0	0	0	0	0
09:00-10:0	5	8013	0	5	8013	0	5	8013	0	15:00-16:0	0	0	0.005	1	0.005	1
10:00-11:0	5	8013	0	5	8013	0	5	8013	0	16:00-17:0	0	0	0.002	1	0.002	1
11:00-12:0	5	8013	0	5	8013	0	5	8013	0	17:00-18:0	0	0	0.005	1	0.005	1
12:00-13:0	5	8013	0	5	8013	0	5	8013	0	18:00-19:0	0.017	5	0.002	1	0.019	5

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	

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

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

Calculation Factor: 100 sqm

Count Type: VEHICLE OCCUPANTS

Time Range Days	No.	Ave.	ARRIVALS		No.	Ave.	DEPARTURES		No.	Ave.	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												
05:00-06:0	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

Time Range Days	No.	Ave.	ARRIVALS		No.	Ave.	DEPARTURES		No.	Ave.	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												
05:00-06:0	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	0.01		5	8013	0.01	
19:00-20:0	5	8013	0		5	8013	0		5	8013	0	
20:00-21:0	3	11683	0		3	11683	0		3	11683	0	
21:00-22:0	3	11683	0		3	11683	0		3	11683	0	
22:00-23:00	1	8000	0		1	8000	0		1	8000	0	
23:00-24:00												
Daily Trip Rates:			0.029				0.033				0.062	

Time Range Rate	ARRIVALS		DEPARTURES		TOTALS	
	Trip	Rate	Trip	Rate	Trip	Rate
06:00-07:0	0		0	0	0	0
07:00-08:0	0.017		5	0	0	0.017
08:00-09:0	0.005		1	0	0	0.005
09:00-10:0	0		0	0	0	0
10:00-11:0	0.002		1	0.002	1	0.004
11:00-12:0	0		0	0	0	0
12:00-13:0	0.005		1	0.007	2	0.012
13:00-14:0	0		0	0.002	1	0.002
14:00-15:0	0		0	0	0	0
15:00-16:0	0		0	0	0	0
16:00-17:0	0		0	0.012	3	0.012
17:00-18:0	0		0	0.01	3	0.01
18:00-19:0	0		0	0	0	0
19:00-20:0	0		0	0	0	0
20:00-21:0	0		0	0	0	0
21:00-22:0	0		0	0	0	0
Daily Trip R	0.029		8	0.033	9	0.062

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

Calculation Factor: 100 sqm

Count Type: BUS/TRAM PASSENGERS

Time Range Days	No.	Ave.	ARRIVALS		No.	Ave.	DEPARTURES		No.	Ave.	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												
05:00-06:0	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

Time Range Days	ARRIVALS			DEPARTURES			TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
	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	0
06:00-07:0	2	13525	0	2	13525	0	2	13525	0	0
07:00-08:0	5	8013	0	5	8013	0	5	8013	0	0
08:00-09:0	5	8013	0	5	8013	0	5	8013	0	0
09:00-10:0	5	8013	0	5	8013	0	5	8013	0	0
10:00-11:0	5	8013	0	5	8013	0	5	8013	0	0
11:00-12:0	5	8013	0	5	8013	0	5	8013	0	0
12:00-13:0	5	8013	0	5	8013	0	5	8013	0	0
13:00-14:0	5	8013	0	5	8013	0	5	8013	0	0
14:00-15:0	5	8013	0	5	8013	0.002	5	8013	0.002	0
15:00-16:0	5	8013	0	5	8013	0	5	8013	0	0
16:00-17:0	5	8013	0	5	8013	0	5	8013	0	0
17:00-18:0	5	8013	0	5	8013	0	5	8013	0	0
18:00-19:0	5	8013	0	5	8013	0	5	8013	0	0
19:00-20:0	3	11683	0	3	11683	0	3	11683	0	0
20:00-21:0	3	11683	0	3	11683	0	3	11683	0	0
21:00-22:0	1	8000	0	1	8000	0	1	8000	0	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

Time Range Days	ARRIVALS			DEPARTURES			TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Trip
	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
06:00-07:0	2	13525	0.015	2	13525	0	2	13525
07:00-08:0	5	8013	0	5	8013	0	5	8013
08:00-09:0	5	8013	0	5	8013	0	5	8013
09:00-10:0	5	8013	0.065	5	8013	0	5	8013
10:00-11:0	5	8013	0.07	5	8013	0.065	5	8013
11:00-12:0	5	8013	0.125	5	8013	0.002	5	8013
12:00-13:0	5	8013	0.082	5	8013	0.07	5	8013
13:00-14:0	5	8013	0.057	5	8013	0.055	5	8013
14:00-15:0	5	8013	0	5	8013	0.15	5	8013
15:00-16:0	5	8013	0.165	5	8013	0.057	5	8013
16:00-17:0	5	8013	0	5	8013	0.08	5	8013
17:00-18:0	5	8013	0.14	5	8013	0.085	5	8013
18:00-19:0	5	8013	0.06	5	8013	0.065	5	8013
19:00-20:0	3	11683	0.06	3	11683	0.086	3	11683
20:00-21:0	3	11683	0.003	3	11683	0.131	3	11683
21:00-22:0	1	8000	0	1	8000	0	1	8000
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

Time Range Days	ARRIVALS			DEPARTURES			TOTALS				
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip		
	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	0.089		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

Time Range Rate	ARRIVALS		DEPARTURES		TOTALS	
	Trip	Rate	Trip	Rate	Trip	Rate
06:00-07:0	0.089	24	0.078	21	0.167	44
07:00-08:0	0.02	5	0.005	1	0.025	7
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

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	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	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	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	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	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	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

Time Range Days	ARRIVALS				DEPARTURES				TOTALS
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
	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 au 0
Surveys m 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.



by Haskoning

Appendix B – Secondary School Trip Generation Note

Title	Knights Templar Expansion Feasibility Note
Date	18/01/2023
Author(s)	Francesca Smith, Nicola Lodge
Project Code	3712
Version	2-0



1. Introduction

- 1.1 An appraisal is required to evaluate the expansion potential of Knights Templar School, Park Street, Baldock. The school currently operates at seven Form Entry (FE) capacity, with this appraisal assessing the expansion of Knights Templar on its existing site to 12FE (a five FE increase).
- 1.2 This study explores a 'with interventions' scenario, which considers the likely interventions being delivered through the 'Growing Baldock' sustainable urban extension (SUE) proposals, given that without the growth in Baldock, it is unlikely that the school would need to consider such significant expansion. The appraisal considers the capacity of existing and future transport networks to accommodate multi-modal trips associated with the expansion, with each mode assessed qualitatively.
- 1.3 This follows previous assessments undertaken in 2012 and 2013 which explored expansion scenarios to 8FE, 9FE and 10FE.

2. Site Visit

- 2.1 Site observations were carried out by Integrated Transport Planning (ITP) on Tuesday, 12th September 2023, during the peak school drop-off period to assess the current transport, traffic and parking conditions surrounding Knights Templar on a typical morning during the school term. The weather was fine during the visit; therefore, travel patterns were likely to be reasonably representative.
- 2.2 The visit took place accompanied by a member of the Knights Templar management team to further understand the school's specific operational characteristics. A number of observations were made and reflected on as part of this feasibility study:

- The Park Street and Weston Way main staff car parks reach capacity at approximately 08:40 and remain full until the end of the school day.
- There is overflow capacity at both of the aforementioned car parks, although spaces are currently not formally marked and are less well used.
- The Sports Centre car park, accessed from Weston Way, is well used as a drop-off point. This affected the operation of the access and car park circulation area for a brief period and it is apparent that the access width is sufficient for one vehicle only.
- The push-button pedestrian crossing on Weston Way is heavily used to facilitate access between the main school and the sports centre, and its use is encouraged by the school.
- The most southern section of Park Street lacks pedestrian infrastructure / formalised footways.

Figure 2-1: Site visit observations



Source: ITP (12/09/23)

3. Data and Assumptions

- 3.1 A 'first principles' approach has been taken to calculate the multi-modal trip generation of the existing school, providing the foundation to inform travel patterns and implications of an expanded school on the existing Knights Templar site. This has been informed by either national / publicly available data, or data and information provided by Knights Templar School.

Pupil and staff numbers

- 3.2 Knights Templar School confirmed that:
- At present there are 1,030 pupils in the main school and 398 in the sixth form, totally 1,428 pupils. A 5FE expansion would increase this to around 2,340 pupils
 - At present there are 130 staff and this would increase to 204 staff with a 5FE expansion

Origins (home areas)

- 3.3 Knights Templar School confirmed the home areas of the 2023 Year 7 intake of pupils. This is shown in Table 3-1.

Table 3-1: Year 7 Pupils Home Area

Area	Number	Percentage
Ashwell	16	8%
Baldock	121	58%
Bygrave	1	0%
Hinxworth	3	1%
Hitchin	3	1%
Letchworth	53	25%
Royston	1	0%
Rushden	1	0%
Sandon	2	1%
Slip End, Baldock	1	0%
Wallington	2	1%
Weston	6	3%
Total	210	100%

- 3.4 The School confirmed that most of the pupil intake from Letchworth lives in the eastern areas of Letchworth. There is a relatively even split of pupils coming from each of the residential areas in Baldock, and therefore the split shown in Table 3-2 has been applied based on the size of the different residential areas in the town:

Table 3-2: Baldock Home Areas Split

Home Area	Split (of the 58% living in Baldock)
Clothall Common	20%
Salisbury Road / Larkins Close	10%
Icknield Way / Norton Road	15%
West Avenue	5%
Pinnocks Lane / South Road	10%
Weston Way	10%
North of London Road	10%
South of London Road	10%
Simpson Drive	5%
Park Drive	5%
Total	100%

- 3.5 The split of Year 7 pupils coming from each area has been applied to the entire pupil population at Knights Templar School.

Pupil Travel Mode

- 3.6 Knights Templar School undertook a 'hands up' survey in October 2023, in which pupils across all year groups (except sixth form) were asked how they currently travel to school. There were just over 800 responses, and the results are shown in Table 3-3.

Table 3-3: Pupil Travel Mode Share Survey Results

Travel Mode	Percentage
Car with parent / carer	10%
Car with parent / carer then walk	12%
Car share with friends from school	2%
Taxi	1%
Train	1%
Bus	5%
School coach	9%
Walk / wheelchair	55%
Scooter / skate	0.2%
Bike / e-bike	5%
Total	100%

- 3.7 It is noted that sixth formers are likely to have slightly different travel patterns to Year 7 to 11 pupils, and that they will travel more independently. Whilst some may drive, they are also more likely to cycle as cycling confidence generally increases with age. As such the split is likely to be broadly similar to that presented in Table 3-3.
- 3.8 For simplicity, the following modes have been aggregated from those set out in Table 3-3:
- Rail trips with walking trips

- Scooter trips with cycling
- 'Car then walk' trips with cars (as a worst case)

3.9 It is reasonable to assume that pupils living within Baldock will travel quite differently to those living within, for example, Hitchin. The modal splits have therefore been altered to account for differing travel patterns, as shown in Table 3-4. These amendments have been made based on experience and judgement, and are robust in terms of assumptions around reductions to car travel (in that only a three percentage point reduction from the average is assumed for pupils travelling from within Baldock).

Table 3-4: Mode Shares for Different Home Areas

Travel Mode	Survey Results	Pupils within Baldock	Pupils Outside of Baldock
Car	23%	20%	60%
Walk	57%	61%	6%
Cycle	6%	5%	5%
Bus	14%	14%	29%
Total	100%	100%	100%

3.10 The mode share of pupils responding to the survey has been applied to the entire pupil population at Knights Templar School.

Staff Homes Areas and Travel Mode

3.11 Knights Templar School was unable to provide detailed data relating to where staff live and how they travel to school, however some general / anecdotal information was provided, suggesting that most staff drive and many come from a reasonable distance away. On that basis, the Census 'Location of usual residence and place of work by method of travel to work' dataset (WU03EW) was used as a proxy to represent staff travel patterns.

3.12 The 2011 Census data was used, as the some of the detailed data releases from the 2021 Census are not yet available and the dataset is in general skewed by the impacts of the Covid-19 pandemic. Table 3-5 overleaf details the data relevant to Census respondents working in Baldock, and Table 3-6 summarises this by aggregating travel modes (where, for example, taxi trips are attributed to car trips).

Table 3-5: Census Origin and Travel Mode Data

Home*	All	Train	Bus, minibus or coach	Taxi	Motorcycle, scooter or moped	Driving a car or van	Passenger in a car or van	Bicycle	On foot	Other	Percent to destination
North Hertfordshire	1,464	30	28	6	3	828	80	63	420	6	64%
Central Bedfordshire	380	3	0	0	2	342	25	2	6	0	17%
Stevenage	155	10	1	0	3	129	9	2	1	0	7%
South Cambridgeshire	48	1	0	0	0	44	1	1	1	0	2%
Luton	46	0	4	0	0	31	6	0	3	2	2%
East Hertfordshire	42	0	0	0	0	37	4	0	1	0	2%
Dacorum	30	2	5	0	0	12	2	1	8	0	1%
Bedford	29	0	0	0	0	29	0	0	0	0	1%
Huntingdonshire	22	0	0	0	0	21	1	0	0	0	1%
Welwyn Hatfield	22	3	0	0	0	18	0	0	1	0	1%
St Albans	14	0	0	0	1	9	1	0	3	0	1%
Cambridge	12	3	0	0	0	8	0	0	1	0	1%
East Northamptonshire	11	0	0	0	1	9	1	0	0	0	0%
Barnet	10	0	0	0	0	10	0	0	0	0	0%
Hackney	10	0	5	0	0	1	0	0	2	2	0%
Total	2,295	52	43	6	10	1,528	130	69	447	10	
Mode share	100%	2%	2%	0.3%	0.4%	67%	6%	3%	19%	0.4%	

* Filtered to destinations with 10+ commuters (by all modes)

Table 3-6: Summary Staff Travel Mode

Travel Mode	Percentage
Car	76%
Walk	19%
Cycle	3%
Bus	2%
Total	100%

- 3.13 Based on this data, a majority of people working in Baldock come from within the North Hertfordshire district. As with pupils, the split of staff coming from different areas of Baldock (and other towns within North Hertfordshire) has been derived based broadly on the scale / population of each area, as shown in Table 3-7.

Table 3-7: North Hertfordshire Home Areas Split

Home Area	Split (of the 64% living in North Hertfordshire)
Ashwell	5%
Clothall Common	10%
Salisbury Road / Larkins Close / BA1	5%
Icknield Way / Norton Road	7%
West Avenue	5%
Pinnocks Lane / South Road	5%
Weston Way	5%
London Road South	5%
London Road North	5%
Simpson Drive	4%
Park Drive	4%
Hitchin	15%
Letchworth	15%
Royston	10%
Total	100%

ITP's Growing Baldock SUE 'Mode Shift Model'

- 3.14 The Mode Shift Model (MSM) is an evidence-based model developed by ITP which applies mode shifts to trip making to account for the impacts of introducing sustainable travel focussed interventions. Use of the MSM for the Growing Baldock project has been broadly agreed with the local highway authority and it has been developed and stress tested over a number of months. Copies of full outputs can be made available, on request.
- 3.15 Through delivery of the SUE, several interventions will be introduced within Baldock to encourage walking, cycling and bus use and to make these modes quicker and more convenient than travelling by car, for some journeys. These interventions are shown in **Appendix A**. Given that Knights Templar School is unlikely to expand by 5FE without the SUE being delivered, it is reasonable to assume that the interventions being delivered alongside the SUE will also come to fruition and effect modal shift.
- 3.16 For trips being made within Baldock, the MSM assumes that once the SUE and associated interventions are fully built out, the following mode shifts (away from the 2023 baseline) could be achieved for most trips:

- Vehicle trips could reduce by around 25 percentage points from the baseline.
 - Public transport could increase by around 10 percentage points from the baseline.
 - Walking and cycling trips could increase by around 15 percentage points from the baseline.
- 3.17 It is not anticipated that trips relating solely to education within Baldock would change so significantly, as the baseline vehicle mode share for pupil trips (as demonstrated by Table 3-3) is already very low. Some mode shift, however, would be expected through introduction of the interventions, which will make trips to school from the new SUE development sites, in particular, very attractive for non-car modes.
- 3.18 The resultant 'shifted' pupil mode shares, applied in the 'future' scenario (described in Section 4 below), are shown in Table 3-8.

Table 3-8: Pupil mode shares in future mode shift scenario

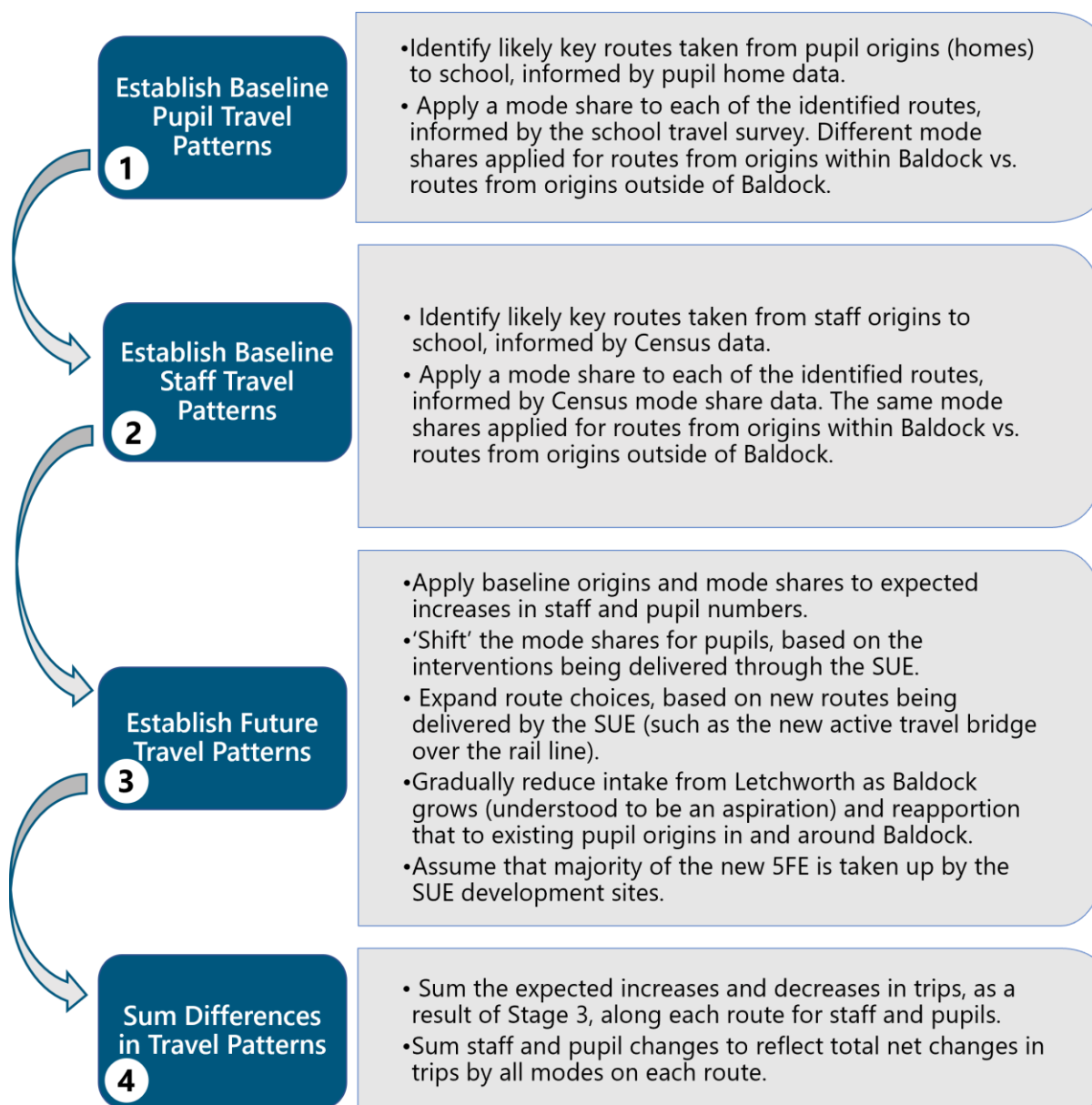
Travel Mode	Pupils within Baldock (with MSM assumptions)	Pupils Outside of Baldock (with MSM assumptions)
Car	10% (-10)	55% (-5)
Walk	66% (+5)	6%
Cycle	10% (+5)	5%
Bus	14%	34% (+5)
Total	100%	100%

- 3.19 As many staff live outside of Baldock, it is not anticipated that there would be any material shift in mode share as a result of the SUE interventions (and no shifts have been applied in this exercise).

4. Trip Generation and Assignment Model

- 4.1 Based on the data sources and assumptions detailed in the previous section, a trip generation and assignment model has been developed to understand the likely volumes of pupils and staff travelling by each mode in the vicinity of the school. This has been undertaken both for an existing (2023) scenario to establish the baseline, and then for one future scenario when the SUE and associated interventions are fully built out.
- 4.2 It should be noted that this model is crude and will not accurately reflect every trip made by every mode on the ground. This is in part a product of the complexity of the exercise, and of the nature of trips to school, which vary by day and by route and tend to disperse very widely across an area. The findings of the exercise should be treated as estimates and the numerical outputs viewed as orders of magnitude.
- 4.3 Figure 4-1 summarises each stage of the first principles model.

Figure 4-1: Stages of Model



4.4 The first principles model assumes a worst case where all staff and pupils arrive in broadly the same time period, and where no pupils arrive early / stay late due to extracurricular activities (such as breakfast club). In reality, staff are very likely to arrive and leave around an hour before / after the pupils, and Knights Templar School confirms that around 100 pupils stay on after the end of the school day for detentions, sports, extra tuition etc. The result of this spreading of trips would be that the total numbers of trips generated would not all occur at the same time, as is suggested by the model.

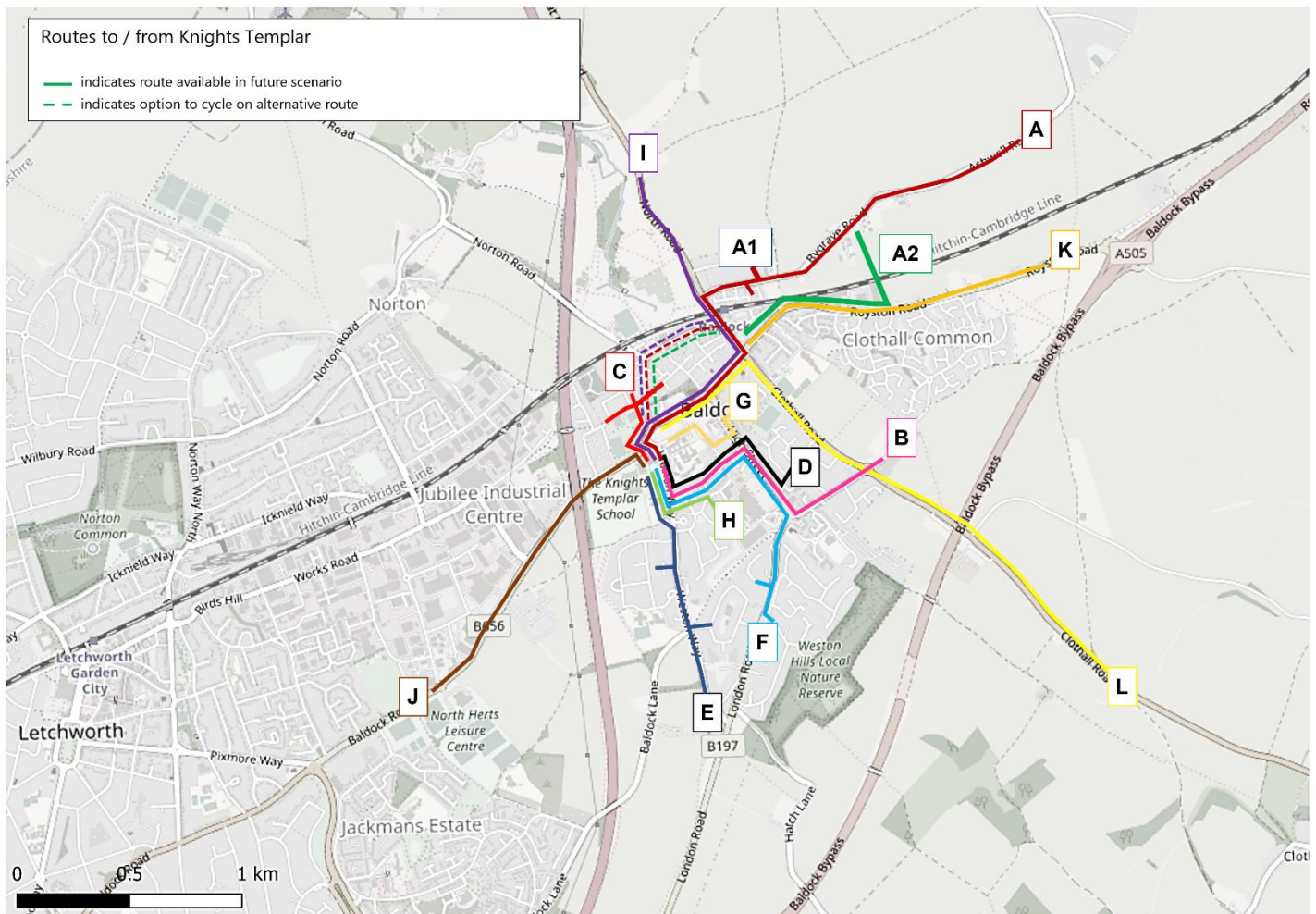
4.5 The routes described in Stages 1 and 2 (and added to in Stage 3) are summarised in Table 4-1 and visualised in Figure 4-2.

- 4.6 The route denoted by A2 represents the active travel bridge that would be delivered over the rail line in the future. 'Future' routes such as these are denoted by green lines in Figure 4-2. The dashed green lines represent the potential for cyclists routing east-west to make use of improved cycle infrastructure that would be delivered in association with development of the SUE.

Table 4-1: Travel routes

Origin		Route	
Ashwell		A	Ashwell Road via Station Road
Within Baldock	Salisbury Road / Larkins Close / BA1 development site	A1	Bygrave Road / Station Road
	BA1 development	A2	Active travel bridge / Icknield Way East / Icknield Way
	Clothall Common (and BA2/BA3)	B	Wallington Road / South Road
	Icknield Way / Norton Road and West Avenue	C	Norton Road
	Pinnocks Lane / South Road	D	Mansfield Road / High Street
	Weston Way, origins to south such as Stevenage, London	E	Weston Way
	London Road South	F	Mansfield Road / High Street
	Simpson Drive	G	Pepper Alley (assumed 100% walk)
	Park Drive	H	Mansfield Road
Hinxworth		I	North Road
Hitchin and Letchworth (east)		J	B656 Letchworth Road
Sandon, Slip End, Wallington, Royston, Cambridgeshire		K	A505 via Royston Road
Rushden, East Herts		L	A507 South

Figure 4-2: Travel Routes to / from Knights Templar School



5. Findings and Qualitative Appraisal

Overview

- 5.1 The existing and forecast trips associated with Knights Templar School have been determined based upon the assumptions and methodology described above.
- 5.2 A summary of the total existing trips (by staff and pupils combined) is provided in Table 5-1 and shown visually in Figure 5-1. A summary of future trips is provided in Table 5-2 and Figure 5-2.
- 5.3 Forecast total *changes* in trips on the network are shown in Table 5-3 and Figure 5-3. A breakdown of existing and future trips separated by pupils and staff, along with the detailed model outputs, is provided in **Appendix B**.

Table 5-1: Existing staff and pupil trips by mode, by route

Origin		Route		Total trips by mode by route				
				Walk	Cycle	Car	Bus	Total
Ashwell		A	Ashwell Road via Station Road	8	6	73	34	120
Within Baldock	Salisbury Road / Larkins Close / BA1	A1	Bygrave Road via Station Road	51	4	20	12	86
	BA1 development site	A2	Bridge / Icknield Way East / Icknield Way	0	0	0	0	0
	Clothall Common	B	Wallington Road via South Road	102	8	39	23	173
	Icknield Way / Norton Road and West Avenue	C	Norton Road	102	9	40	23	175
	Pinnocks Lane / South Road	D	Via Mansfield Road and High Street	51	4	20	12	86
	Weston Way	E	Weston Way	130	11	60	29	230
	London Road South	F	Via Mansfield Road and High Street	51	4	20	12	86
	Simpson Drive	G	Via Pepper Alley	44	0	0	0	44
	Park Drive	H	Via Mansfield Road	26	2	11	6	44
Hinxworth		I	North Road	6	2	30	6	44
Hitchin and Letchworth (east)		J	Letchworth Road	28	20	247	111	406
Sandon, Slip End, Wallington, Royston, Cambridgeshire		K	A505 via Royston Road	5	2	34	12	54
Rushden, East Herts		L	A507 South	1	0	6	2	9
Total				605	73	599	281	1558

Figure 5-1: Existing staff and pupil trips by mode, by route

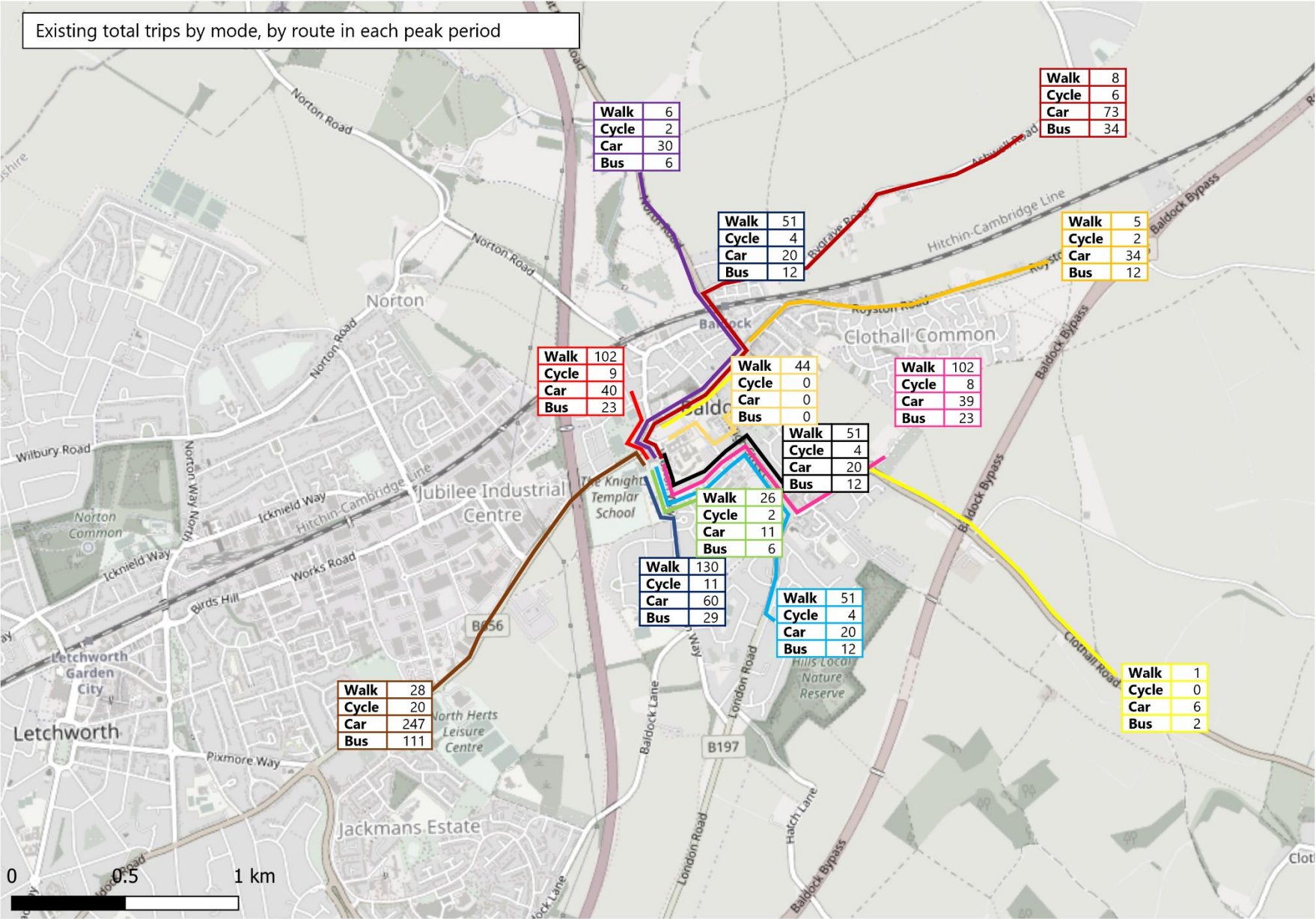


Table 5-2: Future staff and pupil trips by mode, by route

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

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

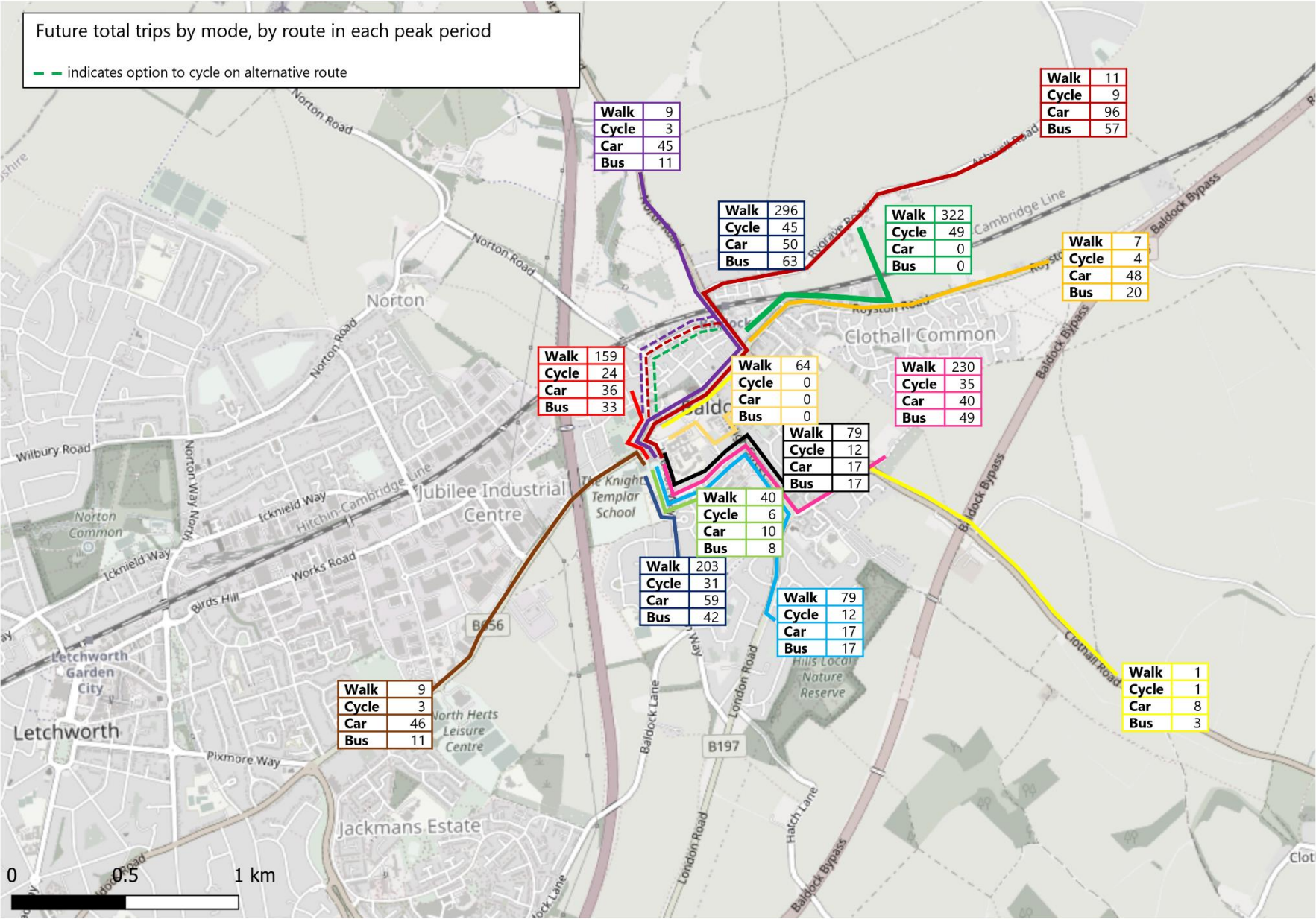
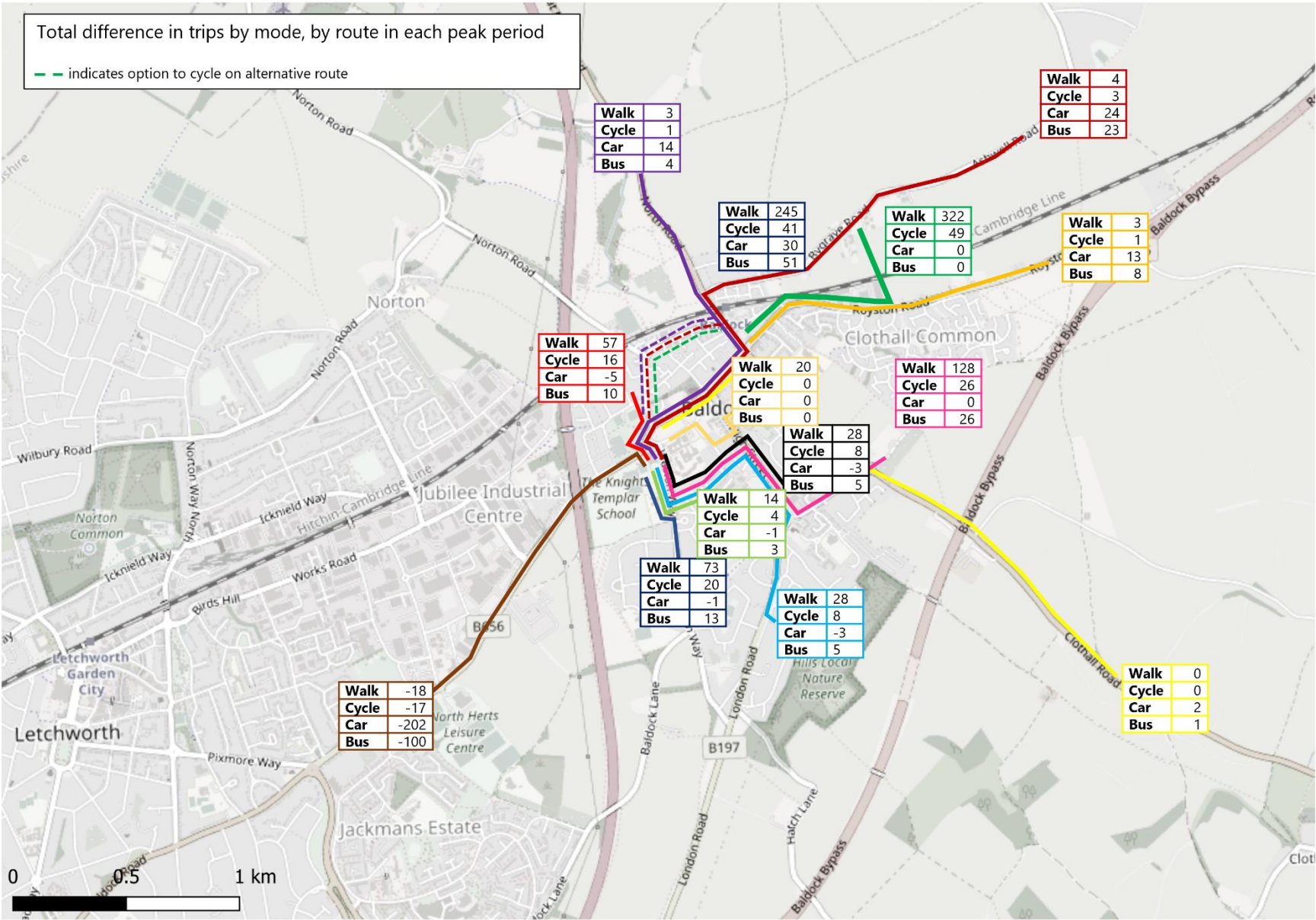


Table 5-3: Difference in total trips (pupil and staff) by mode, by route

Origin		Route		Difference in trips by mode by route				
				Walk	Cycle	Car	Bus	Total
Ashwell		A	Ashwell Road via Station Road	4	3	24	23	53
Within Baldock	Salisbury Road / Larkins Close / BA1	A1	Bygrave Road via Station Road	245	41	30	51	367
	BA1 development site	A2	Bridge / Icknield Way East / Icknield Way	322	49	0	0	371
	Clothall Common, BA2, BA3	B	Wallington Road via South Road	128	26	0	26	181
	Icknield Way / Norton Road and West Avenue	C	Norton Road	57	16	-5	10	78
	Pinnocks Lane / South Road	D	Via Mansfield Road and High Street	28	8	-3	5	38
	Weston Way	E	Weston Way	73	20	-1	13	104
	London Road South	F	Via Mansfield Road and High Street	28	8	-3	5	38
	Simpson Drive	G	Via Pepper Alley	20	0	0	0	20
	Park Drive	H	Via Mansfield Road	14	4	-1	3	20
Hinxworth		I	North Road	3	1	14	4	23
Hitchin and Letchworth (east)		J	Letchworth Road	-18	-17	-202	-100	-337
Sandon, Slip End, Wallington, Royston, Cambridgeshire		K	A505 via Royston Road	3	1	13	8	25
Rushden, East Herts		L	A507 South	0	0	2	1	4
Total				908	158	-130	49	986

Figure 5-3: Difference in total number of trips (pupil and staff) by mode, by route



Key Findings

- A total increase of 986 trips is forecasted to be generated as a result of the 5FE school expansion.
- The greatest increase is in walking trips, both because this is the predominant mode of travel to the school at present, and also because the SUE interventions should further accommodate and encourage walking trips.
- There is an overall reduction in car trips, as whilst some increases are seen (for example, staff trips), there is a reduction coming from localising more trips within Baldock (fewer pupils from Letchworth) and introducing interventions to effect mode shift.
- Given the above, the greatest decreases in trips are seen along Letchworth Road.
- An additional 50 car trips are made by staff across all routes identified. These are assigned most notably to routes along Weston Way, North Road and Letchworth Road.
- As expected, the greatest number of additional journeys made by pupils and staff occur when they have originated from the BA1 and BA2 / BA3 development sites, northeast and east of Knights Templar respectively.

Qualitative Appraisal

- 5.4 To better understand the impact of the forecast changes in demand on the transport network in Baldock, a qualitative appraisal has been undertaken by mode and on key links in the town for the full 5FE expansion.
- 5.5 With regard to the impacts of the SUE interventions, it is stressed that the SUE development would not come forward without the proposed infrastructure interventions in place, and therefore there is a low risk of hundreds of additional pupils and staff coming to / from the school without there also being infrastructure to accommodate it.
- 5.6 It is acknowledged that this improved environment will not be realised for many years, whilst the new development is being built out, and so there will be many interim positions. That said, the full 912 pupil (and 74 staff) increase also would not happen immediately, and so the impacts of additional trip-making would not be instant. Each development phase would be linked to an associated infrastructure delivery plan which matches improvements to the road and walk / cycle network to the likely increases in trips that phase is likely to result in.

Walk and Cycle

- 5.7 In the future 5FE expansion scenario, **the northern part of Weston Way, Mansfield Road and South Road** experience an increase of around 330 active travel trips due to their connectivity between Knights Templar and most of the journey origins to the south of the school. The convergence of these routes therefore compounds the number of journeys taking place to / from school. An alternative route which could be used to get to many of these origins is also Park Street.
- 5.8 In general, Weston Way and Mansfield Road were observed to operate satisfactorily during the site visit, although there is no formal cycling provision so cyclists must use the carriageway. Weston Way should be considered as an area of focus for mitigation given the additional walking and cycling trips being projected (discussed in the next section).
- 5.9 The SUE proposals also include improvements to South Road, Clothall Road and Wallington Road (including crossing points and some cycle provision) which would facilitate the increases in trips associated with the BA2 and BA3 development sites, alongside benefitting existing trip-making from these areas.
- 5.10 **Park Street** could experience some of these increased walking and cycling trips as well as some trips using Pepper Alley (to access Simpson Drive, for example). Park Street does not have footways on the eastern section around Pepper Alley and south to Mansfield Road, and the footways that do exist further north and west are narrow. There is no formal cycling provision. Whilst it was observed to operate satisfactorily, a material increase in walking and cycling, alongside changes (or possibly increases) to car trips could affect how it operates or how attractive it is as a route. Park Street should be considered as an area of focus for mitigation (discussed in the next section).
- 5.11 **Whitehorse Street** would experience the largest increases in walking and cycling trips, in the order of 600 additional movements in the peak period (some trips may use the alternative route via Icknield Way). These would then disperse along Station Road, Icknield Way East and the proposed active travel bridge (associated with BA1), Bygrave Road, and possibly the BA1 access junction which is proposed further north on North Road.
- 5.12 An exercise has been undertaken (through a parallel study by ITP, which can be circulated on request) to establish whether **Station Road**, and the interventions proposed along it to accommodate improved walking and cycling infrastructure, could accommodate such increases in trips. This concluded that the capacity at the narrowest point during a peak hour is 300 two-way cyclists¹ and up to ~1,300 pedestrians². This

¹ Based on guidance set out in Local Transport Note 1/20: Cycle Infrastructure Design

² Based on guidance set out in Transport for London's Pedestrian Comfort Guidance for London

capacity is comfortably above the potential trips forecast along Station Road, taking into account non-education trips from BA1.

Cycle Parking

- 5.13 The forecast increase in the number of trips made by cycle also leads to a greater need and demand for adequate and convenient cycle parking. Knights Templar currently provides sheltered cycle parking at Park Street, and whilst it is not well used at the moment, demand is likely to increase with increasing pupil numbers and improved cycle infrastructure. Additional cycle parking provision is required to prevent unplanned and informal parking of cycles, for example against lighting columns and school fencing.

Car

- 5.14 The pulses of vehicle movement associated with the drop-off and pick-up periods could intensify as a result of a school expansion, as despite overall car trips decreasing, there will be a redistribution of routes taken and an increase in staff car trips (which may all arrive at a similar time to each other, albeit earlier / later than pupil cars). Queues were observed at the **Weston Way / Letchworth Road junction and Weston Way / Mansfield Road junction**, and other roads and junctions within Baldock are known to experience congestion (such as the Whitehorse Street crossroads).
- 5.15 The SUE proposals include a reconfiguration of the **Whitehorse Street crossroads** to provide improved crossing facilities. To enable this some turning movements are banned, which will impact on some journeys by car. In a parallel exercise undertaken by ITP, has modelled the junction, taking into account trips made from the development sites to the school. With the improvements in place it operates with a similar level of vehicle capacity and delay to the baseline position of no development.
- 5.16 Schools have a significant impact on the operation of the road network over very brief and concentrated periods within the morning and afternoon peaks. In the case of Knights Templar School the pulse of vehicle movements in the morning drop-off period effectively aligned with the gate opening times, and lasted around 25 minutes. Significant increases in highway capacity in order to accommodate these pulses would result in spare capacity throughout other periods of the day. Extensive research shows that additional highway capacity tends to result in increased demand, which is likely to result in an overall increase in non-education trip making. The provision of additional highway capacity is also likely to physically require more space, with negative impacts on the walking and cycling environment.

Parking Accumulation

- 5.17 An **additional 50 car trips are likely to be made by staff as a result of an expanded Knights Templar school** on the existing site. The existing formal staff car parks accessed from Park Street and Weston Way are understood to have capacity for 37 and 38 vehicles respectively, and typically reach capacity at 8:40am. The existing formal car parking is therefore not capable of accommodating the forecast additional staff cars.
- 5.18 Discussions with the school management team and observations from the site visit have identified overflow car parking adjacent to the formal car parks. The Park Street overflow car park has a similar capacity to the main Park Street car park, and its capacity typically reaches 50%. Parking overflow capacity at Weston Way (along the southern site boundary) was unclear at the time of the site visit because the spaces are not formally marked, and it was not well used. The section below discusses potential mitigation to account for increased parking demand across these two areas.

Bus / coach

- 5.19 There is a projected increase of around 50 bus / coach trips, almost entirely assumed to be pupils. This is a result of an increase in pupil numbers, as well as an assumption that there will be a marginal mode shift to bus (from car) as a result of the SUE interventions, which do include a new / enhanced bus route between the development sites and Letchworth, via Baldock town centre.
- 5.20 Information relating to the existing school coaches has not been made available, but it is assumed that these typically serve origins further afield (rather than from within Baldock). Therefore it is assumed that public buses will more likely be required to accommodate this increase in trips, as the increases are mostly a result of increases in pupils living in Baldock and the development sites. The new / enhanced bus route would need to facilitate many of these bus trips, particularly those from the BA1 development site.
- 5.21 Buses will be affected by traffic conditions and congestion, although as noted above, this may remain largely as it is at present, particularly given that any increases in bus journey time from congestion will be offset by the bus priority being provided through the SUE interventions.

Summary

- 5.22 A qualitative red / amber / green appraisal has been undertaken in Table 5-4 for some of the most relevant links (roads) surrounding the school, based on the data, model and narrative outlined above. It should be noted that this assessment has been based on the future scenario, where interventions associated with the SUE are delivered. It is

also relative, in that a 'red' rating means that the situation is notably worse than a 'green' rating, albeit that there may be appropriate and feasible mitigation which could alleviate impacts on the links rated red. This is a combined, high level assessment of factors such as safety, attractiveness, reliability and convenience.

Table 5-4: Appraisal of impacts on key links (with SUE interventions)

Location	Walk	Cycle	Car	Bus
Links				
Park Street				N/A
Weston Way				
Letchworth Road (west)				
Whitehorse Street				
Mansfield Road				
Norton Road				N/A
Station Road / North Road				
South Road				

Mitigation

- 5.23 A 'long list' of mitigation / solutions to address some of the potential red / amber constraints outlined above is provided in Table 5-5. This is not intended to be exhaustive, and not all measures may be needed. If the school expands, a package of measures would be developed through further analysis, in parallel with on-going discussion with Hertfordshire County Council (in their capacity as the local highway and education authority) and Knights Templar School,

Table 5-5: Constraint and mitigation summary

Location / Route	Constraint		Commentary / potential mitigation
	Mode	Description	
School / town wide	All	Potential for continued car reliance and dependency, or risk of SUE interventions not being taken up by pupils and staff	If not already in existence, it is recommended that the school prepares a robust School Travel Plan which includes information on the most appropriate routes to travel to school by different modes, and outlines the benefits of active travel. The Travel Plan should also promote car sharing and 'park and walk'.
Park Street	Cycle and walk	Additional trips made by foot and cycle poorly accommodated on Park Street due to lack of formal footway provision and general constrained width to accommodate all road users	Restriction for vehicles such as a one-way system / modal filter. Reduces vehicle access whilst maintaining walk / cycle access. May be contentious amongst local residents and would require consultation.
			Introduce and strengthen signage at each end of Park Street, such as 'access only' signage. Unlikely to be as effective as suggestion above, as it is difficult to enforce.
			Inclusion within 'school streets' scheme, that removes access for all vehicles apart from residents or school staff during school pick up / drop off
Weston Way	Cycle and walk	No formal cycle provision on Weston Way (and none currently proposed in SUE interventions). Footways are satisfactory but could be improved to make walking feel safe and attractive, particularly with the expected increases in walking trips.	The reduction in vehicle trips projected on Weston Way may make it feel like a more attractive environment for experienced cyclists. There is minimal width available to introduce formal cycle provision (such as cycle lanes) and so this remains a constraint.
			Partial inclusion within 'school streets' scheme, that removes access for all vehicles apart from residents or school staff during school pick up / drop off

Location / Route	Constraint		Commentary / potential mitigation
	Mode	Description	
Whitehorse Street	Cycle	No formal cycle provision on Weston Way (and none currently proposed in SUE interventions)	An alternative east-west cycle route along Icknield Way is being proposed through the SUE interventions, which should be promoted (for example through the School Travel Plan) as the preferred / most appropriate cycle route for pupils
	Car	There may be only a minor increase in car trips along Whitehorse Street, banned turns at the crossroads as part of the SUE interventions will affect routeing options	This additional friction may work well to further discourage car use, although some pupils and staff will need to drive if travelling from further afield. It is recommended that the School Travel Plan includes information on the most appropriate routeing to drive to school.
	Bus	Buses may come up against the same congestion that cars do, which could impact on journey times (albeit that the delay may not be dissimilar to what is currently experienced)	The SUE interventions already include measures to prioritise buses so far as is possible, for example provision of dedicated bus accesses into the development sites. An overall reduction in car trips in the town (and generated by the school) should help to improve bus journey times. The new / enhanced bus service should include services within the peak drop-off / pick-up times for Knights Templar.
Norton Road	Car	Some additional car journeys are expected through this area, but the SUE interventions include some modal filters or closures here to prevent through trips	Pupils and staff living in the residential areas around Norton Road and Icknield Way will live in close proximity to the school and walking or cycling should be the first mode choice wherever possible. This should be promoted through the School Travel Plan. The reduction of through traffic (as a product of the modal filters) should benefit existing residents of the area when they make trips by car.
Station Road / North Road	Car	Roadspace will be reallocated to provide improved walk / cycle infrastructure through introduction of the SUE interventions, which will impact on car journeys although essential trips will benefit from reduced traffic volumes	Road space reallocation provided benefits to walking and cycling, reducing car trips, along the routes designed to connect to Knights Templar School. Cars access possible along Station Road / North Road, and essential trips may benefit from reduced traffic volumes
South Road	All	South Road is constrained in width and is very well used. There are public realm and crossing improvements proposed as part of the SUE interventions.	The constrained width means that it is difficult to provide further mitigation to accommodate all modes on South Road (aside from what is already proposed). The projected increases in car trips are negligible whereas there will be significant increases in walking and cycling, and so improvements for these modes (such as wider footways and crossing points) should be prioritised over improvements for cars.

Location / Route	Constraint		Commentary / potential mitigation
	Mode	Description	
Mansfield Road	Cycle and walk	No formal cycle provision on Mansfield Road (and none currently proposed in SUE interventions). Footways are satisfactory but could be improved to make walking feel safe and attractive, particularly with the expected increases in walking trips.	Partial inclusion within 'school streets' scheme, that removes access for all vehicles apart from residents or school staff during school pick up / drop off
Parking Facilities	Car	Availability of car parking on-site to accommodate the additional trips made by car (related to staff). This could lead to parking overspill onto the surrounding highway network	- Introduction of Car Park Management Plan for school staff, which could include passes for four out of five days for example (where on the fifth day, alternative travel is promoted) - Use of Park Street and Weston Way overspill car parks (including improvements to make them formally marked and signed / well used), which together should accommodate the majority of the additional demand. - Further investigation into the feasibility of the use of parking provision at Brandles School (as was suggested in previous expansion studies)
	Cycle	Availability of cycle parking to accommodate the additional trips made by cycle constrained	Provision of additional covered cycle parking within Knights Templar school grounds
Knights Templar Sports Centre	Car	Heavily used for the drop-off of pupils, constrained by the width of the access junction with Weston Way which effectively prevents two-way movements	- Introduce additional pick up and drop off arrangements within the Sports Centre car park to formalise existing observed vehicle movements / arrangements during these periods. This could include an internal one-way system. - Provide widened access to accommodate two-way vehicle movement during the peak periods, therefore preventing vehicle queuing back onto Weston Way.

6. Summary and Conclusions

- 6.1 ITP has been appointed to undertake an appraisal of the expansion potential of Knights Templar School, which currently operates at 7FE capacity. The appraisal qualitatively assesses the feasibility of a 5FE expansion, taking into account the interventions proposed through the Growing Baldock sustainable urban extension (SUE) proposals, and their potential impact on mode share for journeys made to and from the school.
- 6.2 A 'first principles' approach has been taken to model existing and future scenarios, using data provided by the school, and from publicly available national sources.
- 6.3 The future modelled scenario, which takes into account the interventions under the Growing Baldock proposals, forecasts an additional 844 trips across the staff and pupil population as a result of a proposed expansion. The school already exhibits a low car mode share, and this is expected to further reduce as the pupil becomes more focused on Baldock and the SUE, and the town-wide interventions provide much higher quality active and sustainable travel infrastructure than currently exists.
- 6.4 Whilst a decrease in the overall number of pupil car trips has been forecasted (a reduction of around 130 trips) to account for these factors, the model suggests staff journeys made by car will increase proportionally with the existing travel patterns - an additional 50 car trips generate an increased demand for parking at Knights Templar.
- 6.5 A long-list of possible mitigation measures has been suggested in relation to a number of highlighted constraints on both the local highway network and on school grounds. The feasibility of such mitigation should be investigated, in liaison with Hertfordshire County Council, to determine the effectiveness of addressing particular constraints and which solutions are likely to have the most positive impact.
- 6.6 The potential impacts / constraints identified do not, in isolation, represent a reason for discounting expansion of the school on the existing site. Any expansion of a school results in some on- and off-site impacts, which require mitigation. The proposed mitigation measures would combine to improve conditions for walking and cycling, thereby embedding - if not further improving - the modelled mode share for journeys to and from the school.

Appendix A

Growing Baldock Proposed Interventions



Network Link Interventions

- A** – New link: 20mph place focused link road with limited strategic function.
- B** – New link: Bus + cycle only connection from Royston Road via Yeomanry Drive
- C** – New link: active travel rail crossing
- D** – New link: Northern access to the rail station
- E** – Cycle route along Yeomanry Drive and Icknield Way to connect to the rail station (via a crossing at Royston Road) and to the commercial site and town.

- F** – Existing Routes improved: off-road / low traffic cycle and pedestrian routes
- G** – New Route: Use of green infrastructure to connect southern site to Clothall Road for the existing Primary School and towards the High Street.
- H** – Traffic management to enable safe cycle route via Icknield Way to access the Knights Templar Secondary school and Church Street to the High Street.
- I** – Existing Route: Creation of segregated cycle lanes and improved crossings.
- J** – South Road: improved public realm and crossings of main carriageway and side road junctions



Network Point Interventions



Appendix B

Detailed Model Outputs and Movement Plans

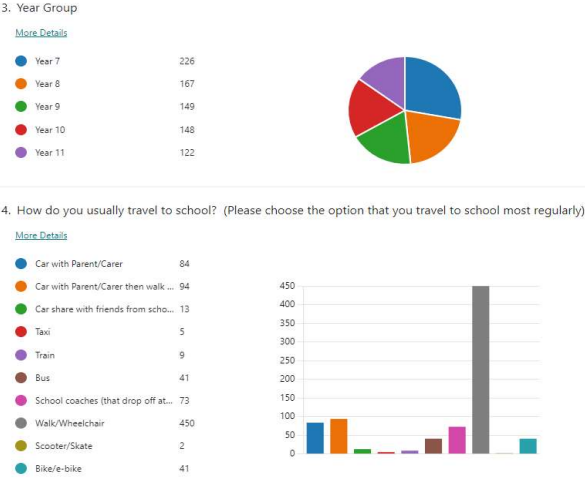
Existing Pupil Trips

Home	Route to Knights Templar		Baldock split	No. of sample pupils	Percentage	No. of total pupils to destination
Ashwell	A	Ashwell Road via Station Road		16	8%	109
Clothall Common	B	Wallington Road via South Road	20%	24	12%	165
Salisbury Road / Larkins Close / BA1	A1	Ashwell Road via Station Road	10%	12	6%	82
BA1	A2	Bridge / Icknield Way East / Icknield Way	0%	0	0%	0
Icknield Way / Norton Road	C	Norton Road	15%	18	9%	123
West Avenue	C	West Avenue via Norton Road	5%	6	3%	41
Pinnocks Lane / South Road	D	Via Mansfield Road and High Street	10%	12	6%	82
Weston Way	E	Weston Way	10%	12	6%	82
London Road South	F	Via Mansfield Road and High Street	10%	12	6%	82
London Road North	E	Via Weston Way	10%	12	6%	82
Simpson Drive	G	Via Pepper Alley	5%	6	3%	41
Park Drive	H	Via Mansfield Road	5%	6	3%	41
Bygrave	A	Ashwell Road via Station Road		1	0%	7
Hinxworth	I	North Road		3	1%	20
Hitchin	J	Letchworth Road		3	1%	20
Letchworth (east)	J	Letchworth Road		53	25%	360
Royston	K	A505 via Royston Road		1	0%	7
Rushden	L	A507 South		1	0%	7
Sandon	K	A505 via Royston Road		2	1%	14
Slip End, Baldock	K	A505 via Royston Road		1	0%	7
Wallington	K	A505 via Royston Road		2	1%	14
Weston	E	Via Weston Way		6	3%	41
Total				210	100%	1428

Existing number of pupils	
Main School	1,030
Sixth Form	398
	1,428

Broad destination	Route		No of total pupils on route	Mode share by route				Route	Trips by mode by route				
				Walk	Cycle	Car	Bus		Walk	Cycle	Car	Bus	
Ashwell	A	Ashwell Road via Station Road	116	6%	5%	60%	29%	Ashwell Road via Station Road	7	6	69	34	116
Salisbury Road / Larkins Close / BA1	A1	Bygrave Road via Station Road	82	61%	5%	20%	14%	Bygrave Road via Station Road	50	4	16	12	82
BA1	A2	Bridge / Icknield Way East / Icknield Way	0	61%	5%	20%	14%	Bridge / Icknield Way East / Icknield Way	0	0	0	0	0
Clothall Common	B	Wallington Road via South Road	165	61%	5%	20%	14%	Wallington Road via South Road	100	8	33	23	165
Icknield Way / Norton Road and West Avenue	C	Norton Road	165	61%	5%	20%	14%	Norton Road	100	8	33	23	165
Pinnocks Lane / South Road	D	Via Mansfield Road and High Street	82	61%	5%	20%	14%	Via Mansfield Road and High Street	50	4	16	12	82
Weston Way	E	Weston Way	205	61%	5%	20%	14%	Weston Way	125	10	41	29	205
London Road South	F	Via Mansfield Road and High Street	82	61%	5%	20%	14%	Via Mansfield Road and High Street	50	4	16	12	82
Simpson Drive	G	Via Pepper Alley	41	100%	0%	0%	0%	Via Pepper Alley	41	0	0	0	41
Park Drive	H	Via Mansfield Road	41	61%	5%	20%	14%	Via Mansfield Road	25	2	8	6	41
Hinxworth	I	North Road	20	6%	5%	60%	29%	North Road	1	1	12	6	20
Hitchin and Letchworth (east)	J	Letchworth Road	381	6%	5%	60%	29%	Letchworth Road	23	19	228	110	381
Sandon, Slip End and Wallington	K	A505 via Royston Road	41	6%	5%	60%	29%	A505 via Royston Road	2	2	24	12	41
Rushden	L	A507 South	7	6%	5%	60%	29%	A507 South	0	0	4	2	7
1428									577	69	503	279	1428

Knights Templar - School Travel Survey Results



Year	Respondents
7	226
8	167
9	149
10	148
11	122
Total	812
	799

KT School Travel Survey	Walk	Cycle	Car	Bus	*rail trips attributed to walk / scooter trips attributed to cycle
	459	43	183	114	
For internal Baldock trips assume:	61%	5%	20%	14%	
For external to Baldock trips assume:	6%	5%	60%	29%	

Census 2011 Data

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

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population

units

date

place of work

All usual residents aged 16 and over in employment the week before the census

Persons

2011

E02004912 : North Hertfordshire 004 (2011 super output area - middle layer)

usual residence : 2011 census merged local authority district	All	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi	Motorcycle, scooter or moped	Driving a car or van	Passenger in a car or van	Bicycle	On foot	Other method of travel to work	Percent to destination
North Hertfordshire	1,464	0	30	28	6	3	828	80	63	420	6	64%
Central Bedfordshire	380	0	3	0	0	2	342	25	2	6	0	17%
Stevenage	155	0	10	1	0	3	129	9	2	1	0	7%
South Cambridgeshire	48	0	1	0	0	0	44	1	1	1	0	2%
Luton	46	0	0	4	0	0	31	6	0	3	2	2%
East Hertfordshire	42	0	0	0	0	0	37	4	0	1	0	2%
Dacorum	30	0	2	5	0	0	12	2	1	8	0	1%
Bedford	29	0	0	0	0	0	29	0	0	0	0	1%
Huntingdonshire	22	0	0	0	0	0	21	1	0	0	0	1%
Welwyn Hatfield	22	0	3	0	0	0	18	0	0	1	0	1%
St Albans	14	0	0	0	0	1	9	1	0	3	0	1%
Cambridge	12	0	3	0	0	0	8	0	0	1	0	1%
East Northamptonshire	11	0	0	0	0	1	9	1	0	0	0	0%
Barnet	10	0	0	0	0	0	10	0	0	0	0	0%
Hackney	10	0	0	5	0	0	1	0	0	2	2	0%
	2,295	0	52	43	6	10	1,528	130	69	447	10	
	Mode share	0.0%	2.3%	1.9%	0.3%	0.4%	66.6%	5.7%	3.0%	19.5%	0.4%	

Filtered to destinations with 10+ commuters (by all modes)

Existing Staff Trips

Existing number of staff

130

Home	Route to Knights Templar		North Herts split	Percentage	No. of total staff to destination
Ashwell	A	Ashwell Road via Station Road	5%	3%	4
Clothall Common	B	Wallington Road via South Road	10%	6%	8
Salisbury Road / Larkins Close / BA1	A1	Ashwell Road via Station Road	5%	3%	4
BA1	A2	Bridge / Icknield Way East / Icknield Way	0%	0%	0
Icknield Way / Norton Road	C	Norton Road	7%	4%	6
West Avenue	C	West Avenue via Norton Road	5%	3%	4
Pinnocks Lane / South Road	D	Via Mansfield Road and High Street	5%	3%	4
Weston Way	E	Weston Way	5%	3%	4
London Road South	F	Via Mansfield Road and High Street	5%	3%	4
London Road North	E	Via Weston Way	5%	3%	4
Simpson Drive	G	Via Pepper Alley	4%	3%	3
Park Drive	H	Via Mansfield Road	4%	3%	3
Hitchin	J	Letchworth Road	15%	10%	12
Letchworth	J	Letchworth Road	15%	10%	12
Royston	K	A505 via Royston Road	10%	6%	8
Central Bedfordshire	I	North Road		17%	22
Stevenage	E	Via Weston Way		7%	9
South Cambridgeshire	K	A505 via Royston Road		2%	3
Luton	E	Via Weston Way		2%	3
East Hertfordshire	L	A507 South		2%	2
Dacorum	E	Via Weston Way		1%	2
Bedford	I	North Road		1%	2
Huntingdonshire	K	A505 via Royston Road		1%	1
Welwyn Hatfield	E	Via Weston Way		1%	1
St Albans	E	Via Weston Way		1%	1
Cambridge	K	A505 via Royston Road		1%	1
East Northamptonshire	I	North Road		0%	1
Barnet	E	Via Weston Way		0%	1
Hackney	E	Via Weston Way		0%	1
Total				100%	130

Broad destination	Route		No of total staff on route	Mode share by route				Route	Trips by mode by route				
				Walk	Cycle	Car	Bus		Walk	Cycle	Car	Bus	
Ashwell	A	Ashwell Road via Station Road	4	19%	3%	76%	2%	Ashwell Road via Station Road	1	0	3	0	4
Salisbury Road / Larkins Close / BA1	A1	Bygrave Road via Station Road	4	19%	3%	76%	2%	Bygrave Road via Station Road	1	0	3	0	4
BA1	A2	Bridge / Icknield Way East / Icknield Way	0	19%	3%	76%	2%	Icknield Way East / Icknield Way / Bridge	0	0	0	0	0
Clothall Common	B	Wallington Road via South Road	8	19%	3%	76%	2%	Wallington Road via South Road	2	0	6	0	8
Icknield Way / Norton Road and West Avenue	C	Norton Road	10	19%	3%	76%	2%	Norton Road	2	0	8	0	10
Pinnocks Lane / South Road	D	Via Mansfield Road and High Street	4	19%	3%	76%	2%	Via Mansfield Road and High Street	1	0	3	0	4
Weston Way	E	Weston Way	25	19%	3%	76%	2%	Weston Way	5	1	19	0	25
London Road South	F	Via Mansfield Road and High Street	4	19%	3%	76%	2%	Via Mansfield Road and High Street	1	0	3	0	4
Simpson Drive	G	Via Pepper Alley	3	100%	0%	0%	0%	Via Pepper Alley	3	0	0	0	3
Park Drive	H	Via Mansfield Road	3	19%	3%	76%	2%	Via Mansfield Road	1	0	3	0	3
Hinxworth	I	North Road	24	19%	3%	76%	2%	North Road	5	1	18	0	24
Hitchin and Letchworth (east)	J	Letchworth Road	25	19%	3%	76%	2%	Letchworth Road	5	1	19	0	25
Sandon, Slip End and Wallington	K	A505 via Royston Road	13	19%	3%	76%	2%	A505 via Royston Road	3	0	10	0	13
Rushden	L	A507 South	2	19%	3%	76%	2%	A507 South	0	0	2	0	2
130									28	4	96	2	

Census method of travel to work

other trips attributed to car

	Walk	Cycle	Car	Bus
Census 2011	19%	3%	76%	2%
For internal Baldock trips assume:	19%	3%	76%	2%
For external to Baldock trips assume:	19%	3%	76%	2%

Existing trips (pupil and staff) by mode, by route

Origin	Route		Total trips by mode by route				
			Walk	Cycle	Car in	Bus	Total
Ashwell	A	Ashwell Road via Station Road	8	6	73	34	120
Salisbury Road / Larkins Close / BA1	A1	Bygrave Road via Station Road	51	4	20	12	86
BA1	A2	Bridge / Icknield Way East / Icknield Way	0	0	0	0	0
Clothall Common	B	Wallington Road via South Road	102	8	39	23	173
Icknield Way / Norton Road and West Avenue	C	Norton Road	102	9	40	23	175
Pinnocks Lane / South Road	D	Via Mansfield Road and High Street	51	4	20	12	86
Weston Way	E	Weston Way	130	11	60	29	230
London Road South	F	Via Mansfield Road and High Street	51	4	20	12	86
Simpson Drive	G	Via Pepper Alley	44	0	0	0	44
Park Drive	H	Via Mansfield Road	26	2	11	6	44
Hinxworth	I	North Road	6	2	30	6	44
Hitchin and Letchworth (east)	J	Letchworth Road	28	20	247	111	406
Sandon, Slip End and Wallington	K	A505 via Royston Road	5	2	34	12	54
Rushden	L	A507 South	1	0	6	2	9
Total			605	73	599	281	1558

Future Pupil Trips and Mode Share

Home	Route to Knights Templar		Baldock split	Percentage	No. of total pupils to destination
Ashwell	A	Ashwell Road via Station Road		7%	157
Clothall Common	B	Wallington Road via South Road	10%	15%	347
Salisbury Road / Larkins Close / BA1	A1	Ashwell Road via Station Road	10%	20%	447
BA1	A2	Bridge / Icknield Way East / Icknield Way	10%	16%	365
Icknield Way / Norton Road	C	Norton Road	15%	7%	178
West Avenue	C	West Avenue via Norton Road	5%	2%	59
Pinnocks Lane / South Road	D	Via Mansfield Road and High Street	10%	5%	118
Weston Way	E	Weston Way	10%	5%	118
London Road South	F	Via Mansfield Road and High Street	10%	5%	118
London Road North	E	Via Weston Way	10%	5%	118
Simpson Drive	G	Via Pepper Alley	5%	2%	59
Park Drive	H	Via Mansfield Road	5%	2%	59
Bygrave	A	Ashwell Road via Station Road		0%	10
Hinxworth	I	North Road		1%	29
Hitchin	J	Letchworth Road		1%	29
Letchworth (east)	J	Letchworth Road		0%	0
Royston	K	A505 via Royston Road		0%	10
Rushden	L	A507 South		0%	10
Sandon	K	A505 via Royston Road		1%	20
Slip End, Baldock	K	A505 via Royston Road		0%	10
Wallington	K	A505 via Royston Road		1%	20
Weston	E	Via Weston Way		2%	59
Total				100%	2340

Assumed to absorb additional five FE

Assumed to absorb additional five FE

Assumed to absorb additional five FE

Assumes Letchworth pupils reassigned to all routes equally

Future number of pupils	Change	
Main School	1,800	770
Sixth Form	540	142
	2,340	912

Broad destination	Route		No of total pupils on route	Mode share by route				Route	Trips by mode by route				
				Walk	Cycle	Car	Bus		Walk	Cycle	Car	Bus	
Ashwell	A	Ashwell Road via Station Road	166	6%	5%	55%	34%	Ashwell Road via Station Road	10	8	91	57	166
Salisbury Road / Larkins Close / BA1	A1	Bygrave Road via Station Road	447	66%	10%	10%	14%	Bygrave Road via Station Road	295	45	45	63	447
BA1	A2	Bridge / Icknield Way East / Icknield Way	365	87%	13%	0%	0%	Bridge / Icknield Way East / Icknield Way	317	48	0	0	365
Clothall Common	B	Wallington Road via South Road	347	66%	10%	10%	14%	Wallington Road via South Road	229	35	35	49	347
Icknield Way / Norton Road and West Avenue	C	Norton Road	237	66%	10%	10%	14%	Norton Road	156	24	24	33	237
Pinnocks Lane / South Road	D	Via Mansfield Road and High Street	118	66%	10%	10%	14%	Via Mansfield Road and High Street	78	12	12	17	118
Weston Way	E	Weston Way	296	66%	10%	10%	14%	Weston Way	195	30	30	41	296
London Road South	F	Via Mansfield Road and High Street	118	66%	10%	10%	14%	Via Mansfield Road and High Street	78	12	12	17	118
Simpson Drive	G	Via Pepper Alley	59	100%	0%	0%	0%	Via Pepper Alley	59	0	0	0	59
Park Drive	H	Via Mansfield Road	59	66%	10%	10%	14%	Via Mansfield Road	39	6	6	8	59
Hinxworth	I	North Road	29	6%	5%	55%	34%	North Road	2	1	16	10	29
Hitchin and Letchworth (east)	J	Letchworth Road	29	6%	5%	55%	34%	Letchworth Road	2	1	16	10	29
Sandon, Slip End and Wallington	K	A505 via Royston Road	59	6%	5%	55%	34%	A505 via Royston Road	4	3	32	20	59
Rushden	L	A507 South	10	6%	5%	55%	34%	A507 South	1	0	5	3	10
			2340									2340	
				1464	225	324	327						

KT School Travel Survey	Walk	Cycle	Car	Bus
	57%	5%	23%	14%
For internal Baldock trips assume (based on mode shifts derived from mode shift model):	66%	10%	10%	14%
% point increase/decrease from existing pupil assumptions	+5	+5	-10	0
For external to Baldock trips assume:	6%	5%	55%	34%
% point increase/decrease	0	0	-5	+5

Difference in pupil trips by mode, by route

Origin	Route		Difference in trips by mode by route				
			Walk	Cycle	Car	Bus	Total
Ashwell	A	Ashwell Road via Station Road	3	3	22	23	51
Salisbury Road / Larkins Close / BA1	A1	Bygrave Road via Station Road	245	41	28	51	365
BA1	A2	Bridge / Icknield Way East / Icknield Way	317	48	0	0	365
Clothall Common	B	Wallington Road via South Road	129	26	2	26	182
Icknield Way / Norton Road and West Avenue	C	Norton Road	56	15	-9	10	72
Pinnocks Lane / South Road	D	Via Mansfield Road and High Street	28	8	-5	5	36
Weston Way	E	Weston Way	70	19	-12	13	90
London Road South	F	Via Mansfield Road and High Street	28	8	-5	5	36
Simpson Drive	G	Via Pepper Alley	18	0	0	0	18
Park Drive	H	Via Mansfield Road	14	4	-2	3	18
Hinxworth	I	North Road	1	0	4	4	9
Hitchin and Letchworth (east)	J	Letchworth Road	-21	-18	-212	-100	-351
Sandon, Slip End and Wallington	K	A505 via Royston Road	1	1	8	8	18
Rushden	L	A507 South	0	0	1	1	3
Total			888	156	-179	48	912

Future Staff Trips and Mode Share

Future number of staff
204

Home	Route to Knights Templar		North Herts split	Percentage	No. of total staff to destination
Ashwell	A	Ashwell Road via Station Road	5%	3%	7
Clothall Common	B	Wallington Road via South Road	5%	3%	7
Salisbury Road / Larkins Close / BA1	A1	Ashwell Road via Station Road	5%	3%	7
BA1	A2	Bridge / Ickniel Way East / Ickniel Way	5%	3%	7
Ickniel Way / Norton Road	C	Norton Road	7%	4%	9
West Avenue	C	West Avenue via Norton Road	5%	3%	7
Pinnocks Lane / South Road	D	Via Mansfield Road and High Street	5%	3%	7
Weston Way	E	Weston Way	5%	3%	7
London Road South	F	Via Mansfield Road and High Street	5%	3%	7
London Road North	E	Via Weston Way	5%	3%	7
Simpson Drive	G	Via Pepper Alley	4%	3%	5
Park Drive	H	Via Mansfield Road	4%	3%	5
Hitchin	J	Letchworth Road	15%	10%	20
Letchworth	J	Letchworth Road	15%	10%	20
Royston	K	A505 via Royston Road	10%	6%	13
Central Bedfordshire	I	North Road		17%	34
Stevenage	E	Via Weston Way		7%	14
South Cambridgeshire	K	A505 via Royston Road		2%	4
Luton	E	Via Weston Way		2%	4
East Hertfordshire	L	A507 South		2%	4
Dacorum	E	Via Weston Way		1%	3
Bedford	I	North Road		1%	3
Huntingdonshire	K	A505 via Royston Road		1%	2
Welwyn Hatfield	E	Via Weston Way		1%	2
St Albans	E	Via Weston Way		1%	1
Cambridge	K	A505 via Royston Road		1%	1
East Northamptonshire	I	North Road		0%	1
Barnet	E	Via Weston Way		0%	1
Hackney	E	Via Weston Way		0%	1
Total				100%	204

Broad destination	Route		No of total staff on route	Mode share by route				Route	Trips by mode by route				
				Walk	Cycle	Car	Bus		Walk	Cycle	Car	Bus	
Ashwell	A	Ashwell Road via Station Road	7	19%	3%	76%	2%	Ashwell Road via Station Road	1	0	5	0	7
Salisbury Road / Larkins Close / BA1	A1	Bygrave Road via Station Road	7	19%	3%	76%	2%	Bygrave Road via Station Road	1	0	5	0	7
BA1	A2	Bridge / Ickniel Way East / Ickniel Way	7	87%	13%	0%	0%	Ickniel Way East / Ickniel Way / Bridge	6	1	0	0	7
Clothall Common	B	Wallington Road via South Road	7	19%	3%	76%	2%	Wallington Road via South Road	1	0	5	0	7
Ickniel Way / Norton Road and West Avenue	C	Norton Road	16	19%	3%	76%	2%	Norton Road	3	0	12	0	16
Pinnocks Lane / South Road	D	Via Mansfield Road and High Street	7	19%	3%	76%	2%	Via Mansfield Road and High Street	1	0	5	0	7
Weston Way	E	Weston Way	39	19%	3%	76%	2%	Weston Way	8	1	29	1	39
London Road South	F	Via Mansfield Road and High Street	7	19%	3%	76%	2%	Via Mansfield Road and High Street	1	0	5	0	7
Simpson Drive	G	Via Pepper Alley	5	100%	0%	0%	0%	Via Pepper Alley	5	0	0	0	5
Park Drive	H	Via Mansfield Road	5	19%	3%	76%	2%	Via Mansfield Road	1	0	4	0	5
Hinxworth	I	North Road	37	19%	3%	76%	2%	North Road	7	1	28	1	37
Hitchin and Letchworth (east)	J	Letchworth Road	39	19%	3%	76%	2%	Letchworth Road	8	1	30	1	39
Sandon, Slip End and Wallington	K	A505 via Royston Road	20	19%	3%	76%	2%	A505 via Royston Road	4	1	15	0	20
Rushden	L	A507 South	4	19%	3%	76%	2%	A507 South	1	0	3	0	4
204									48	7	146	4	

Census method of travel to work
other trips attributed to car

	Walk	Cycle	Car	Bus
Census 2011	19%	3%	76%	2%
For internal Baldock trips assume (same as before):	19%	3%	76%	2%
For external to Baldock trips assume (same as before):	19%	3%	76%	2%

Difference in staff trips by mode, by route

Origin	Route		Difference in trips by mode by route				
			Walk	Cycle	Car	Bus	Total
Ashwell	A	Ashwell Road via Station Road	0	0	2	0	2
Salisbury Road / Larkins Close / BA1	A1	Bygrave Road via Station Road	0	0	2	0	2
BA1	A2	Bridge / Icknield Way East / Icknield Way	6	1	0	0	7
Clothall Common	B	Wallington Road via South Road	0	0	-1	0	-2
Icknield Way / Norton Road and West Avenue	C	Norton Road	1	0	4	0	6
Pinnocks Lane / South Road	D	Via Mansfield Road and High Street	0	0	2	0	2
Weston Way	E	Weston Way	3	0	11	0	14
London Road South	F	Via Mansfield Road and High Street	0	0	2	0	2
Simpson Drive	G	Via Pepper Alley	2	0	0	0	2
Park Drive	H	Via Mansfield Road	0	0	1	0	2
Hinxworth	I	North Road	3	0	10	0	14
Hitchin and Letchworth (east)	J	Letchworth Road	3	0	11	0	14
Sandon, Slip End and Wallington	K	A505 via Royston Road	1	0	6	0	7
Rushden	L	A507 South	0	0	1	0	1
Total			20	3	50	1	74

Total future trips (pupil and staff) by mode, by route

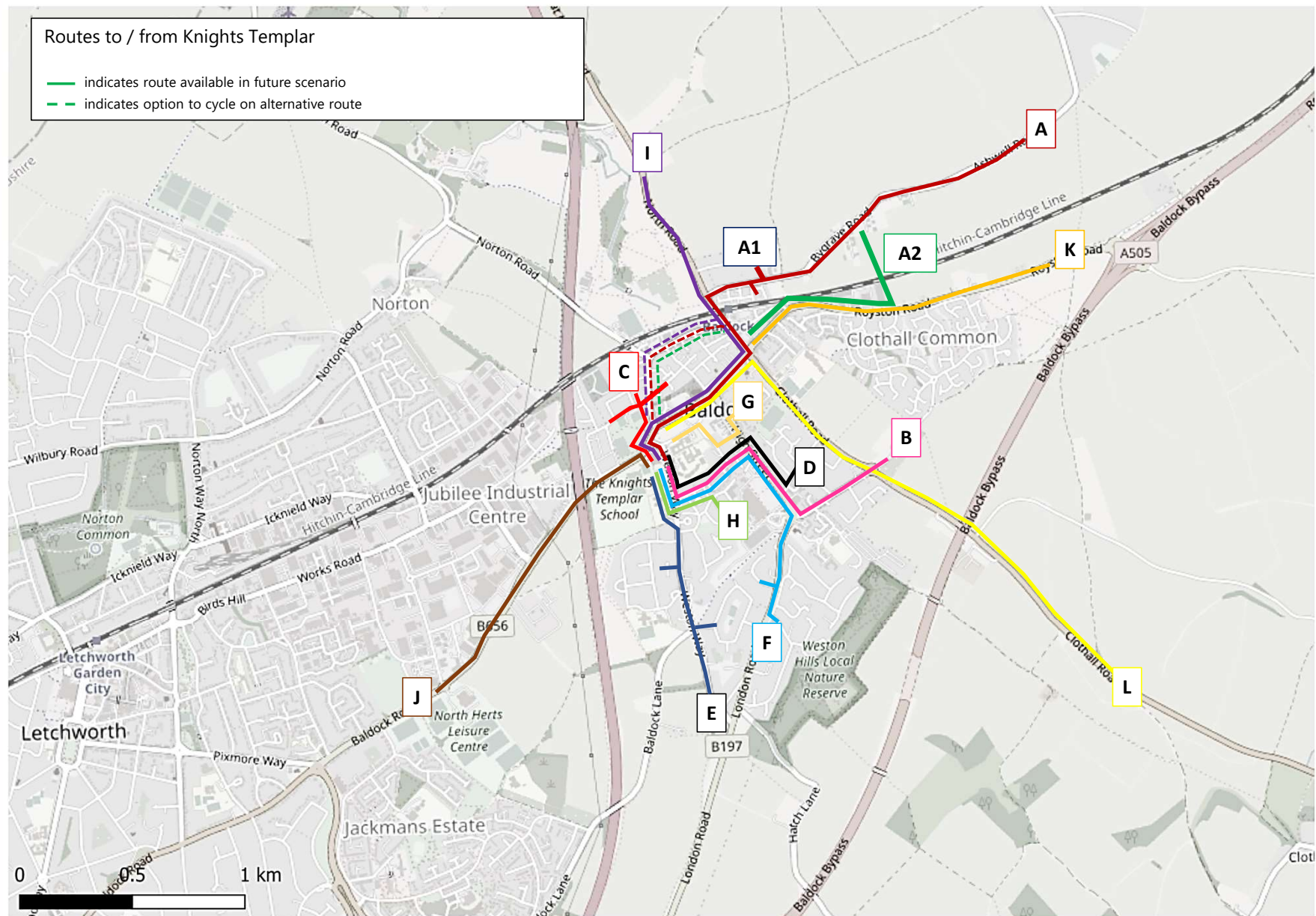
Origin	Route		Total trips by mode by route				
			Walk	Cycle	Car	Bus	Total
Ashwell	A	Ashwell Road via Station Road	11	9	96	57	173
Salisbury Road / Larkins Close / BA1	A1	Bygrave Road via Station Road	296	45	50	63	454
BA1	A2	Bridge / Icknield Way East / Icknield Way	322	49	0	0	371
Clothall Common	B	Wallington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

Difference in total number of trips (pupil and staff) by mode, by route

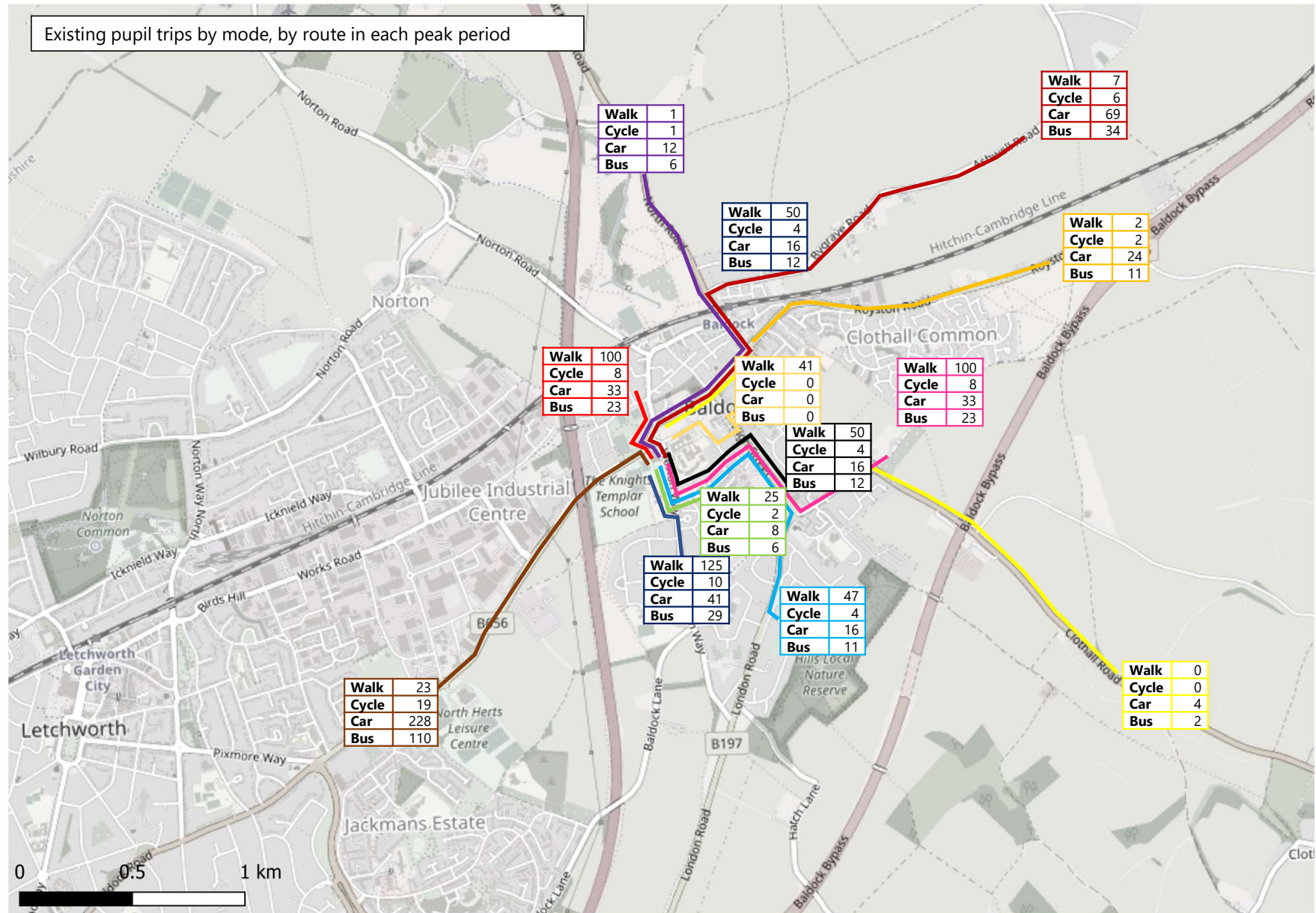
Origin	Route		Difference in trips by mode by route				
			Walk	Cycle	Car	Bus	Total
Ashwell	A	Ashwell Road via Station Road	4	3	24	23	53
Salisbury Road / Larkins Close / BA1	A1	Bygrave Road via Station Road	245	41	30	51	367
BA1	A2	Bridge / Icknield Way East / Icknield Way	322	49	0	0	371
Clothall Common	B	Wallington Road via South Road	128	26	0	26	181
Icknield Way / Norton Road and West Avenue	C	Norton Road	57	16	-5	10	78
Pinnocks Lane / South Road	D	Via Mansfield Road and High Street	28	8	-3	5	38
Weston Way	E	Weston Way	73	20	-1	13	104
London Road South	F	Via Mansfield Road and High Street	28	8	-3	5	38
Simpson Drive	G	Via Pepper Alley	20	0	0	0	20
Park Drive	H	Via Mansfield Road	14	4	-1	3	20
Hinxworth	I	North Road	3	1	14	4	23
Hitchin and Letchworth (east)	J	Letchworth Road	-18	-17	-202	-100	-337
Sandon, Slip End and Wallington	K	A505 via Royston Road	3	1	13	8	25
Rushden	L	A507 South	0	0	2	1	4
Total			908	158	-130	49	986

Routes to / from Knights Templar

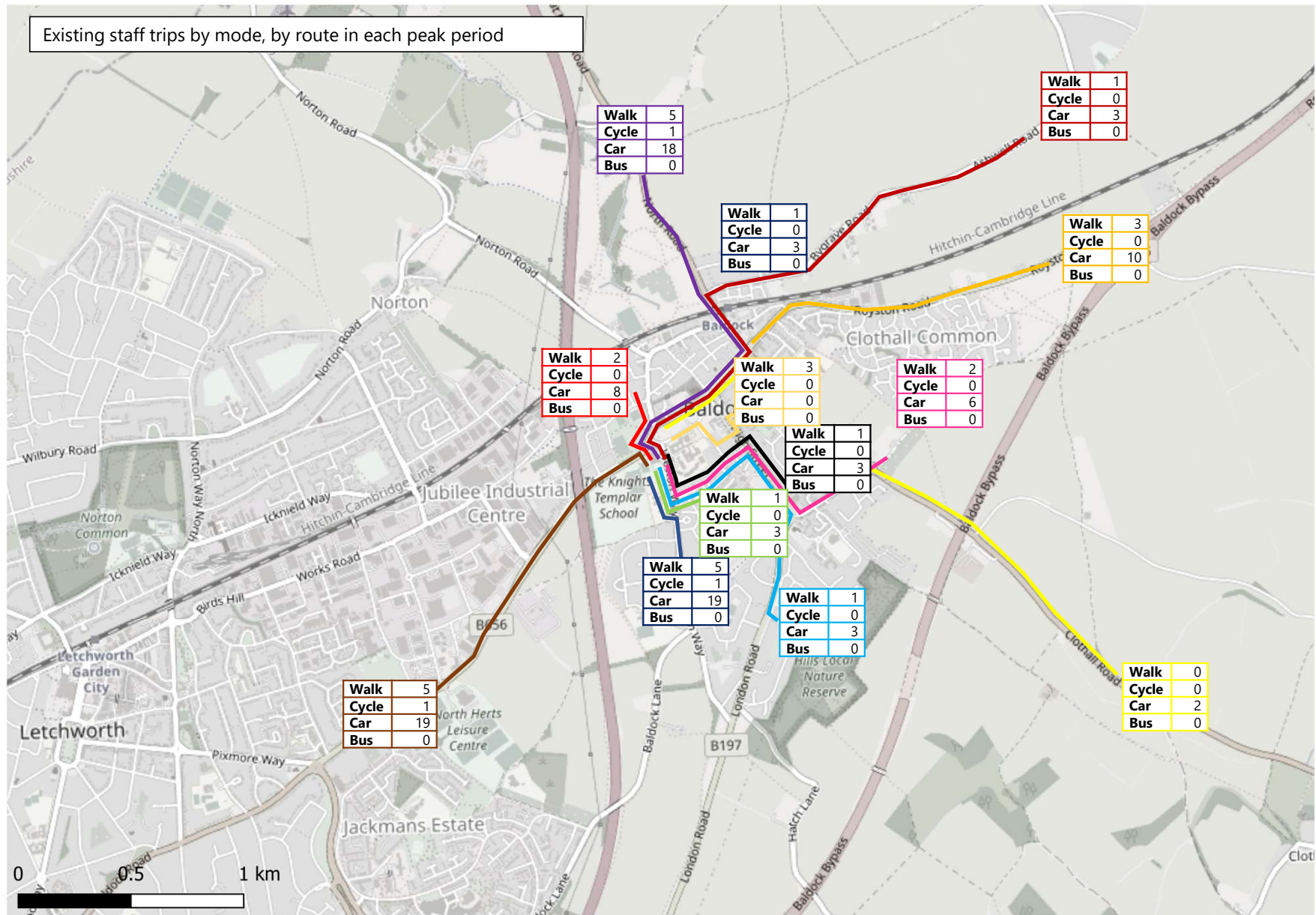
- indicates route available in future scenario
- - indicates option to cycle on alternative route



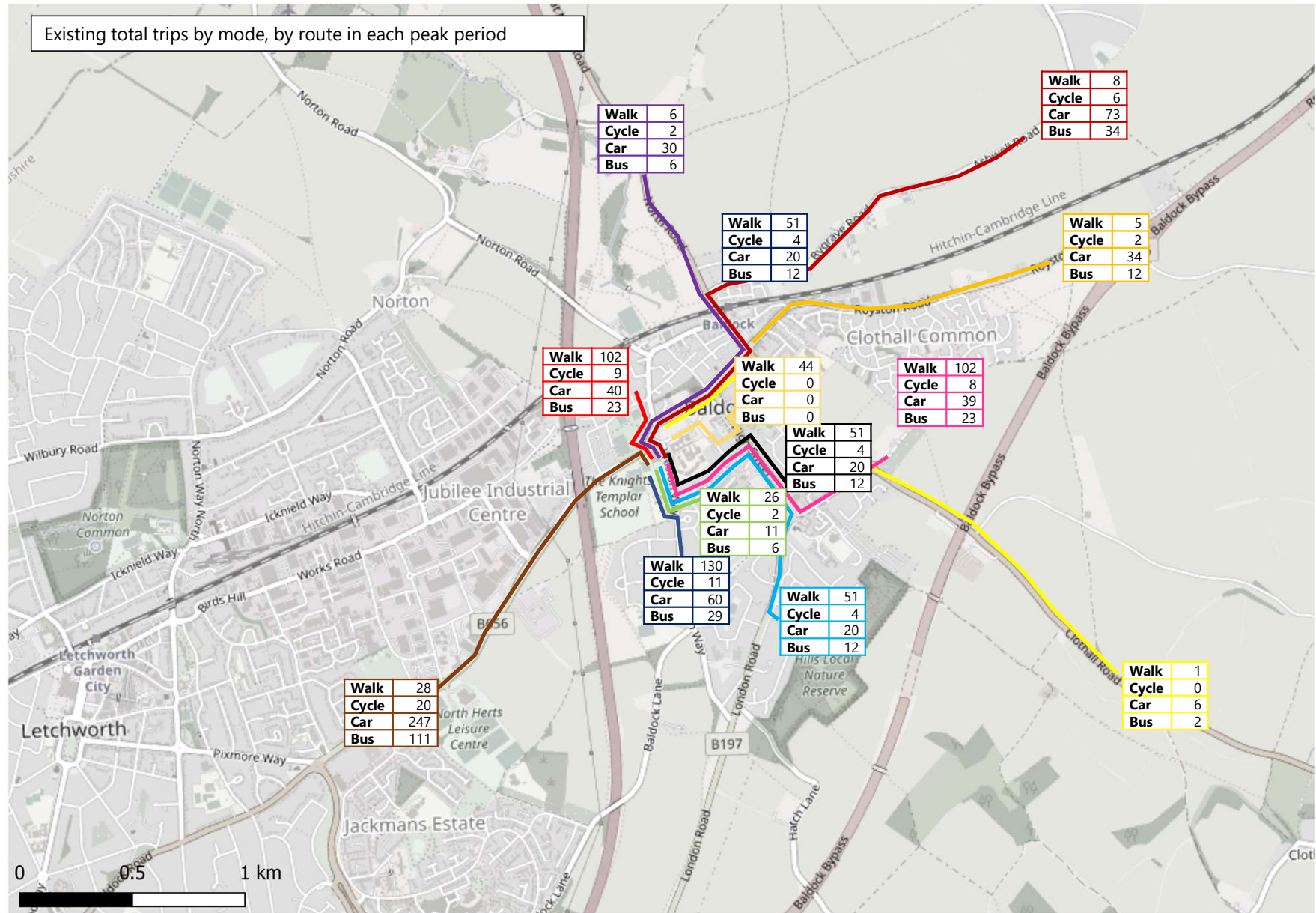
Existing pupil trips by mode, by route in each peak period



Existing staff trips by mode, by route in each peak period

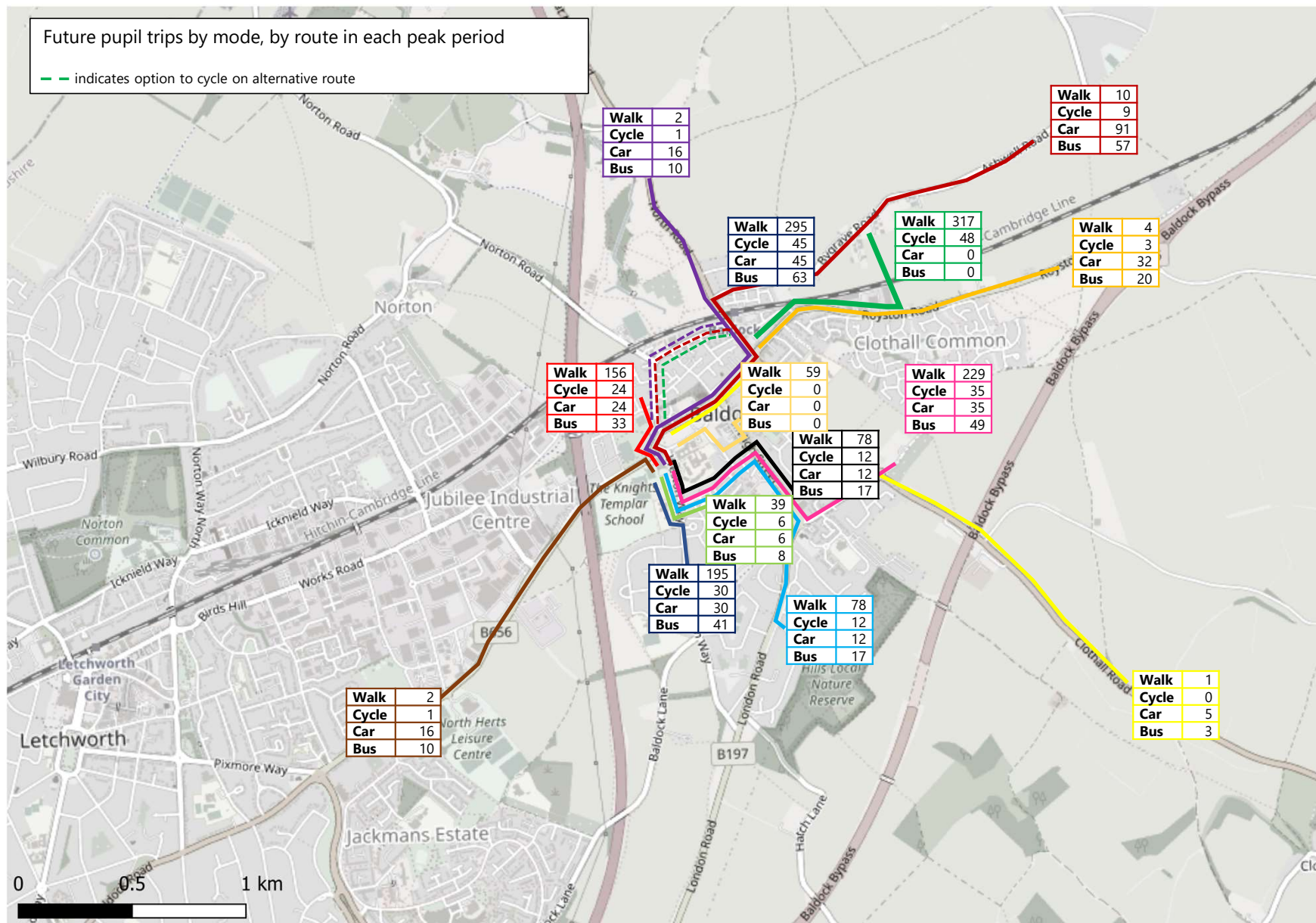


Existing total trips by mode, by route in each peak period



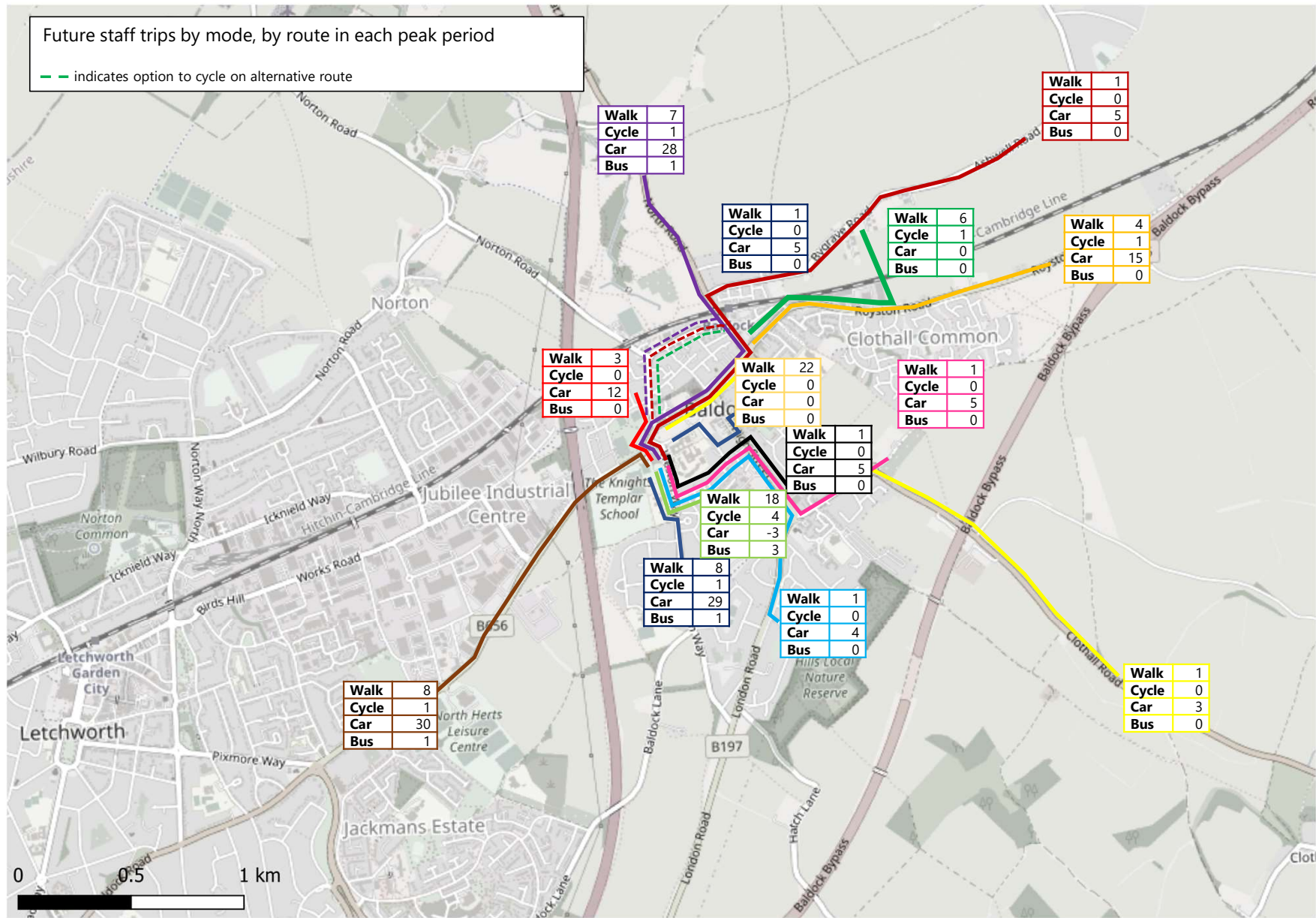
Future pupil trips by mode, by route in each peak period

— indicates option to cycle on alternative route



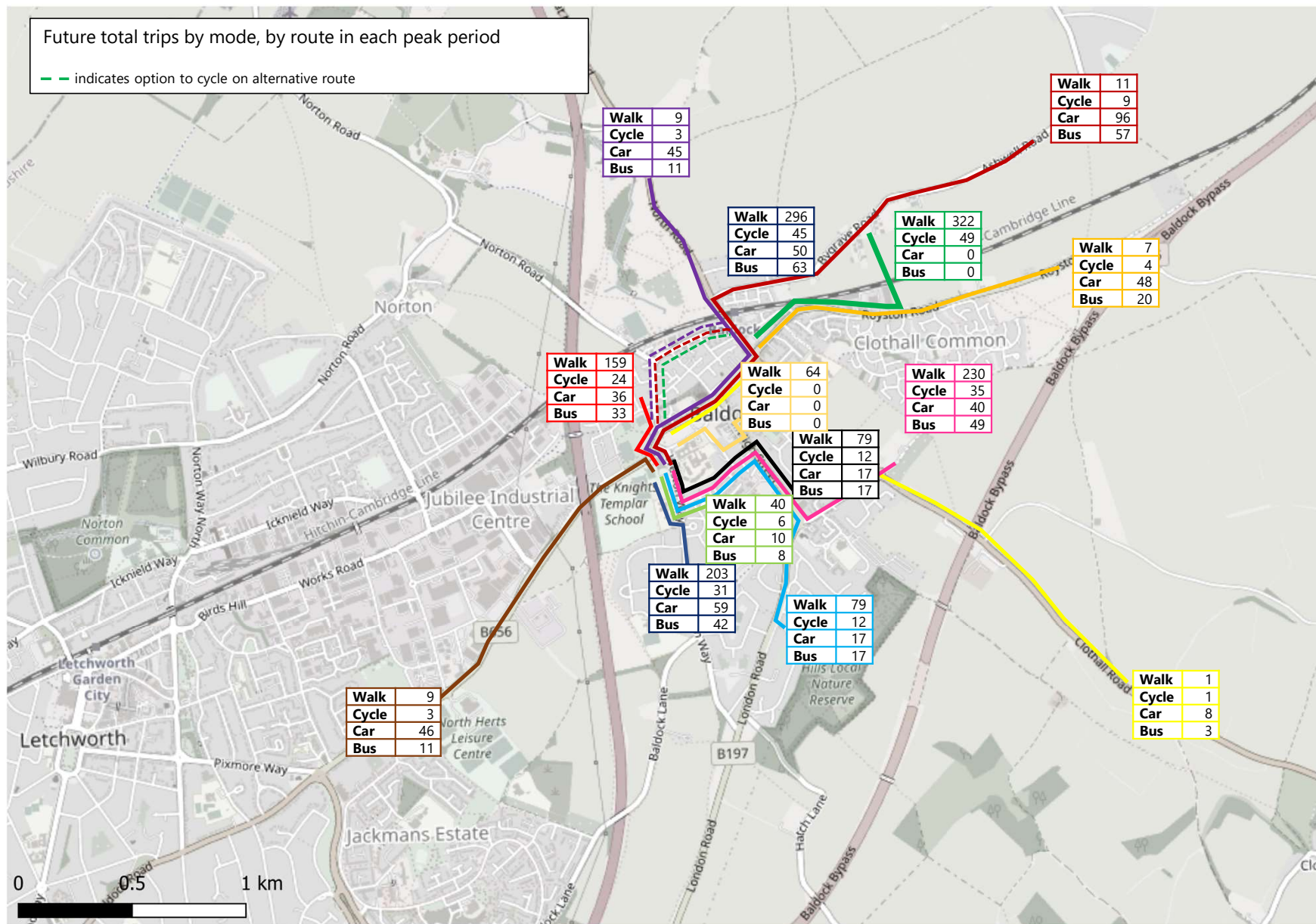
Future staff trips by mode, by route in each peak period

— indicates option to cycle on alternative route



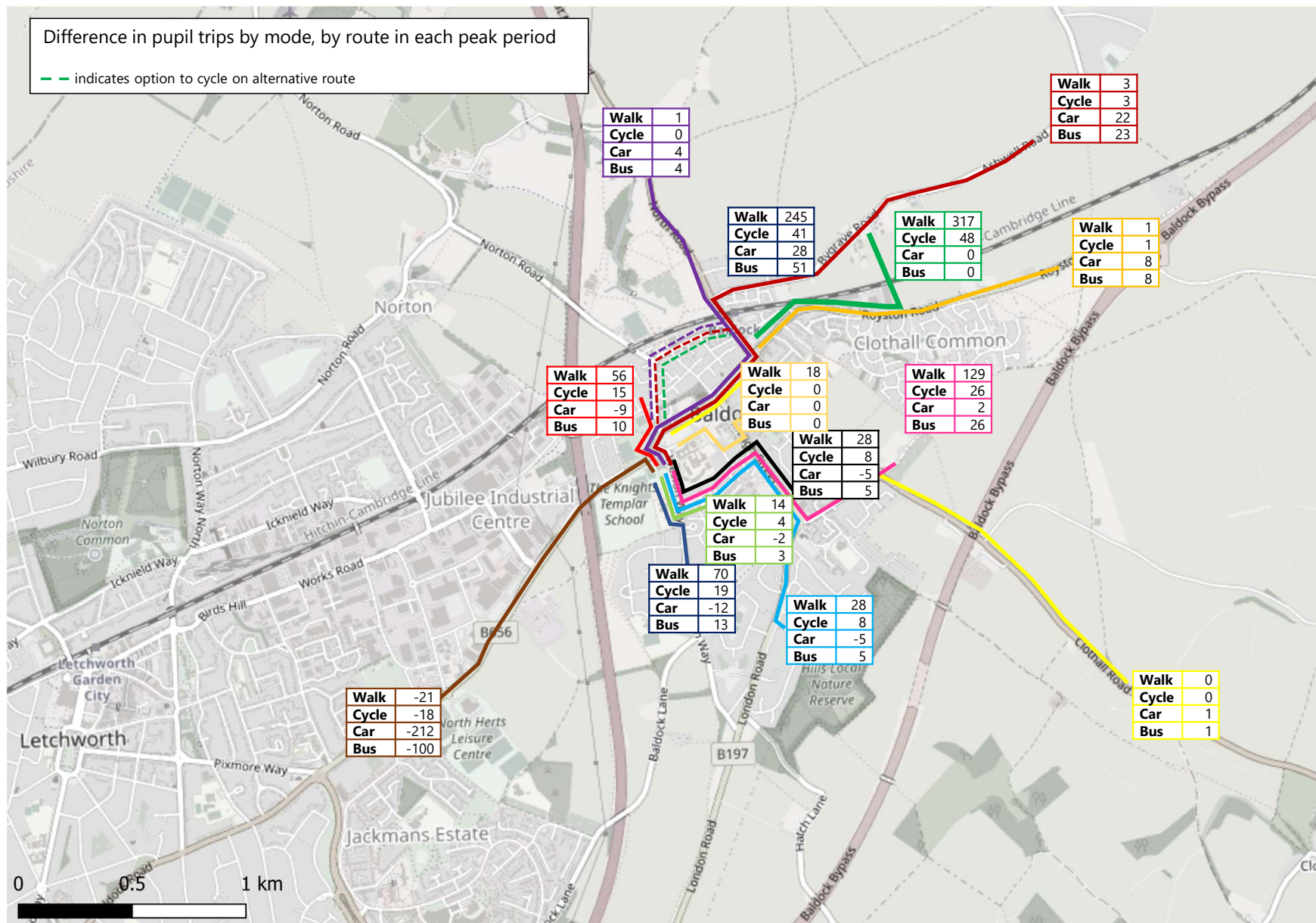
Future total trips by mode, by route in each peak period

— indicates option to cycle on alternative route



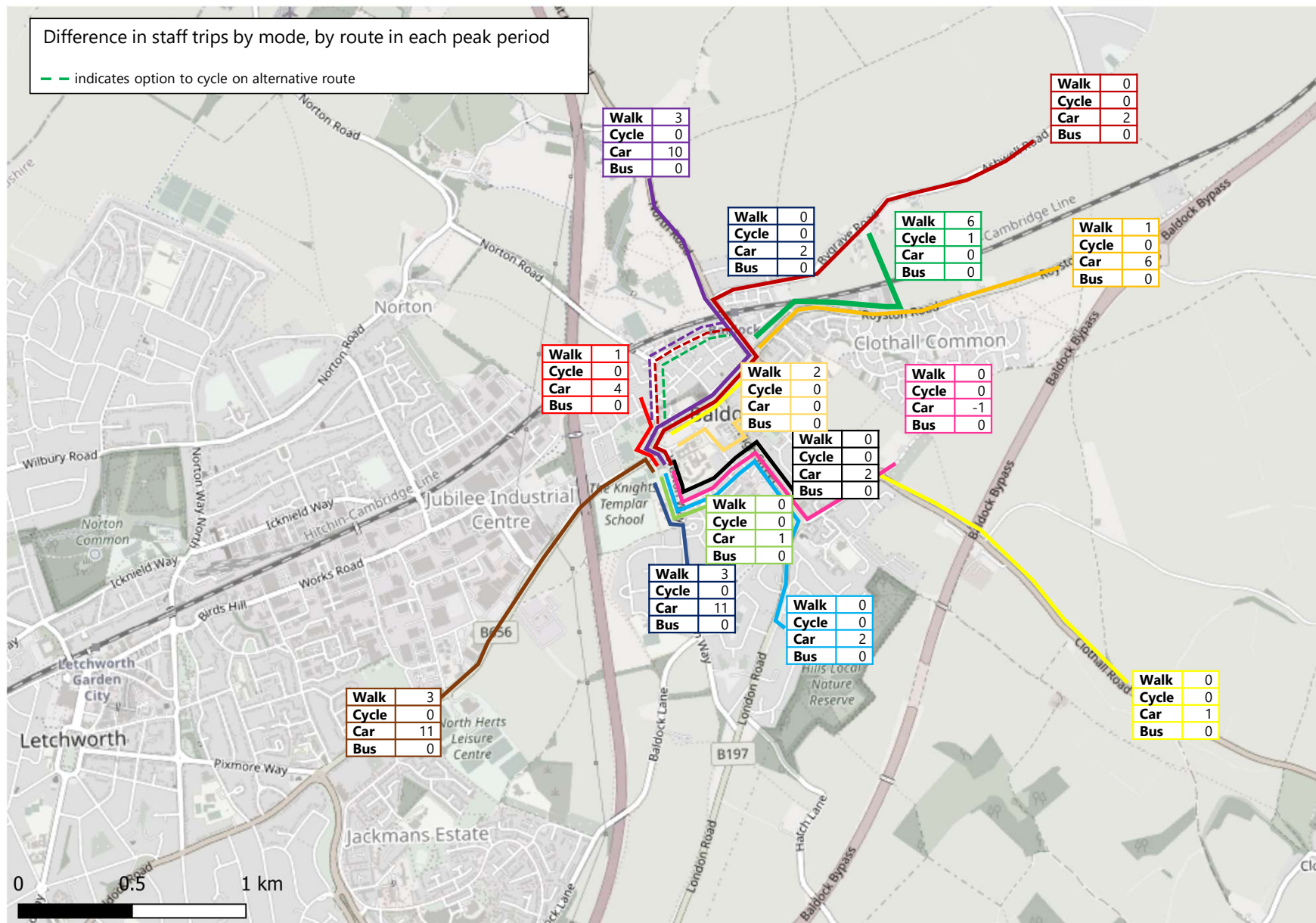
Difference in pupil trips by mode, by route in each peak period

— indicates option to cycle on alternative route



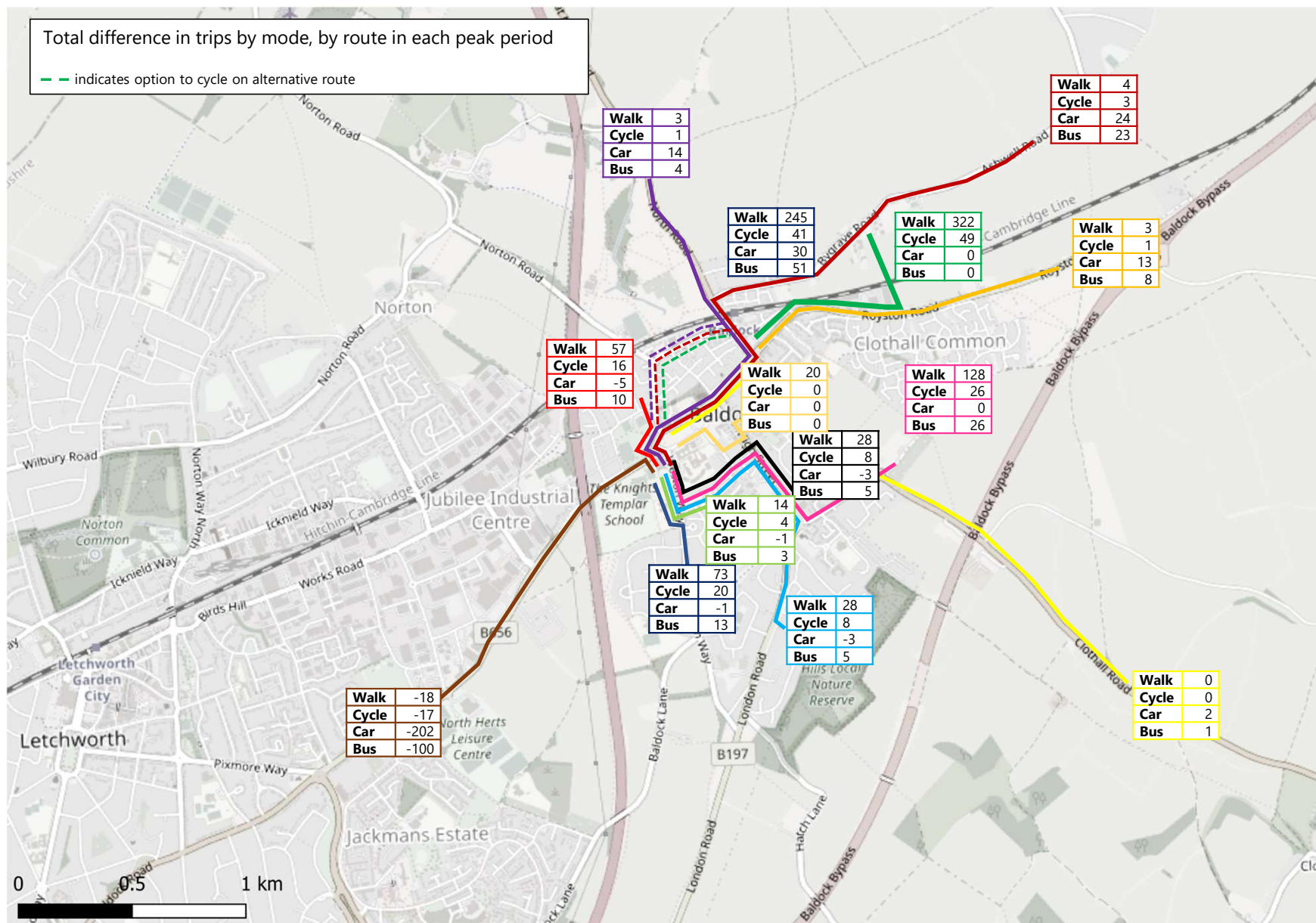
Difference in staff trips by mode, by route in each peak period

— indicates option to cycle on alternative route



Total difference in trips by mode, by route in each peak period

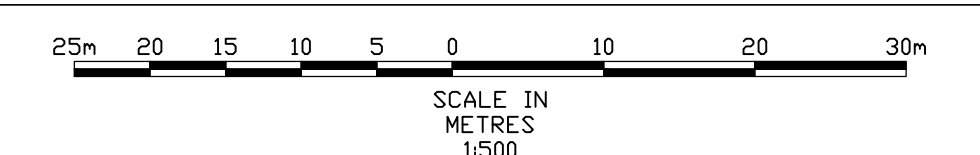
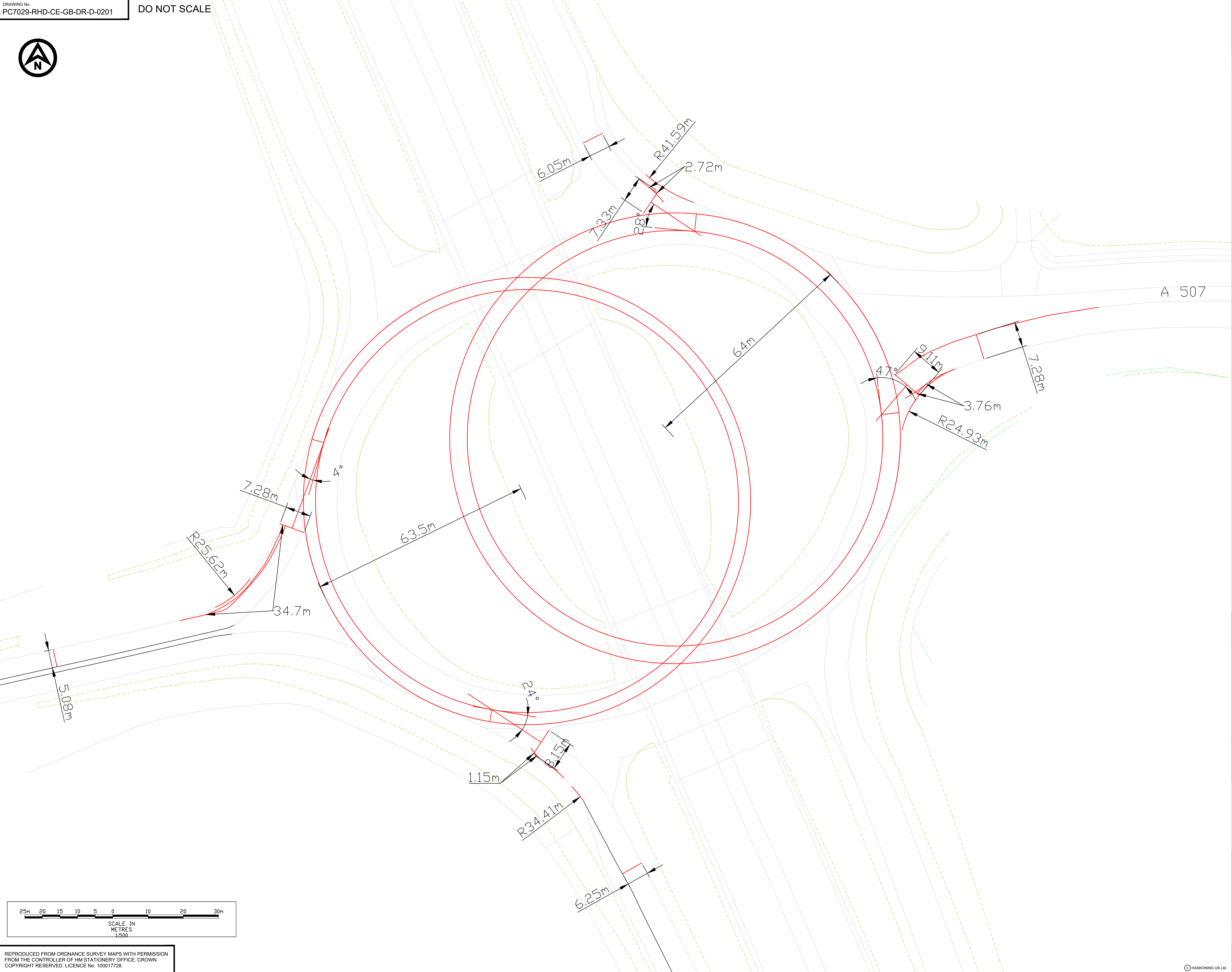
— indicates option to cycle on alternative route





by Haskoning

Appendix C – Junction Geometry



- NOTES
1. DO NOT SCALE FROM THIS DRAWING. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
 2. ALL LEVELS ARE IN METRES RELATIVE TO ORDNANCE DATUM NEWLYN UNLESS NOTED OTHERWISE.
 3. THIS DRAWING HAS BEEN BASED UPON SURVEY INFORMATION SUPPLIED BY....., AND ITP WORLD CANNOT GUARANTEE THE ACCURACY OF DATA.

**NOT FOR
CONSTRUCTION**

REV	DATE	DESCRIPTION	BY	CHK	APP
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REVISIONS

CLIENT

PROJECT

GROWING BALDOCK

TITLE

JUNCTION GEOMETRY
A1(M) J10



by Haskoning

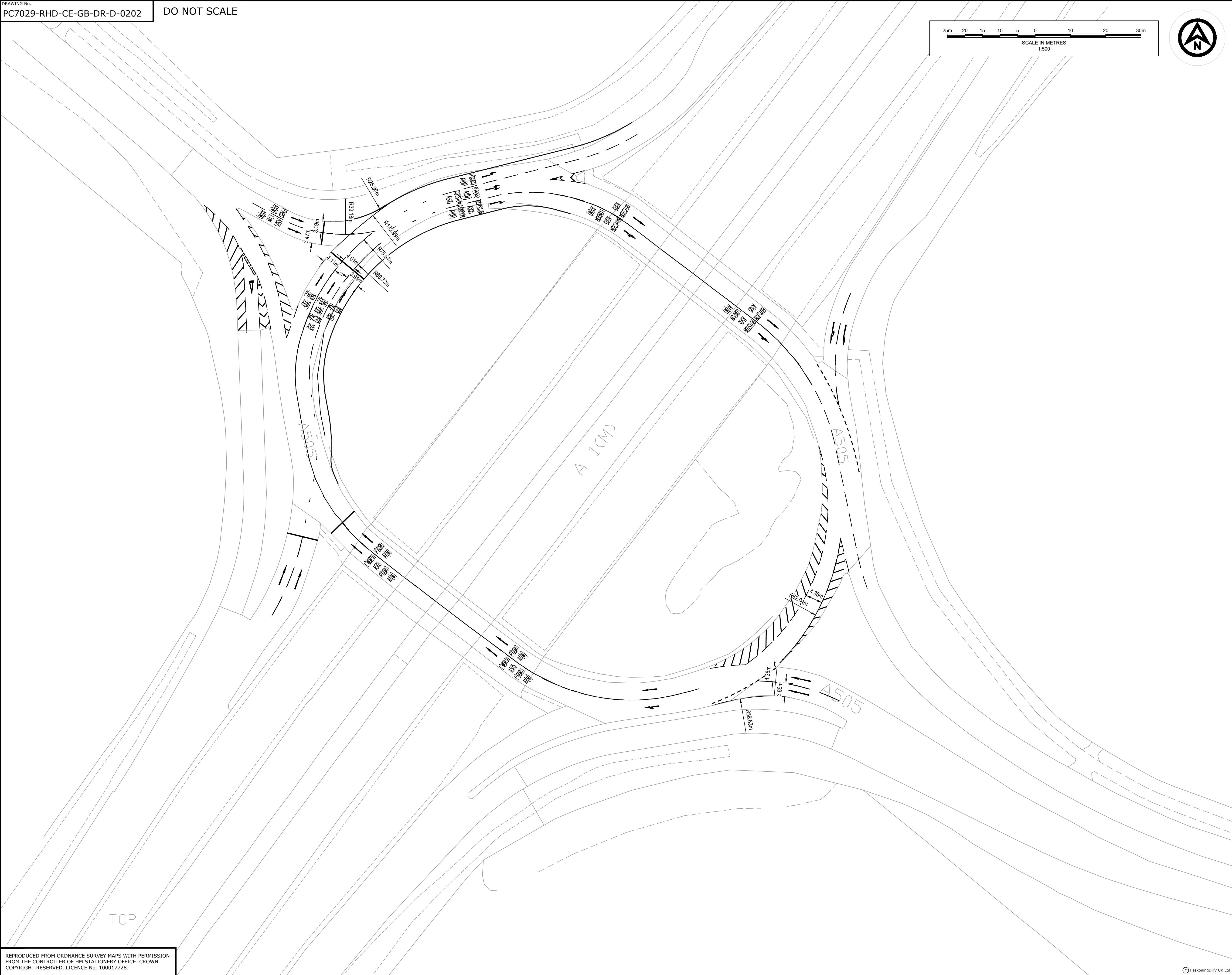
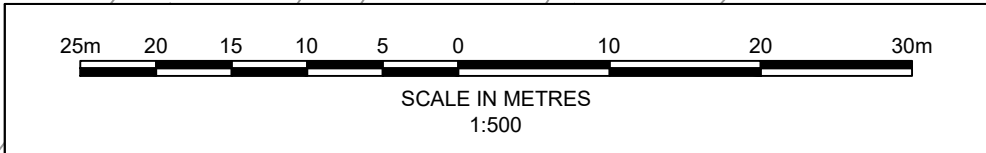
4th Floor
Bermondsey Square
London, SE1 3UN
Website: p-tpworld.royalhaskoningdgv.com

DRAWN	BT	CHECKED	APPROVED
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DATE	SCALE AT A1	AUTOCAD REF.	
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DRAWING No.	SUITABILITY	REVISION
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PC7029-RHD-CE-GB-DR-D-0201	SUIT	P01
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GENERAL NOTES

- DO NOT SCALE FROM THIS DRAWING.
- ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
- ALL LEVELS AND CO-ORDINATES ARE IN METRES RELATIVE TO ORDNANCE DATUM NEWLYN UNLESS NOTED OTHERWISE.
- THIS DRAWING HAS BEEN BASED UPON ORDNANCE SURVEY / TOPOGRAPHICAL INFORMATION SUPPLIED BY OTHERS, ITP SHALL NOT BE LIABLE FOR ANY INACCURACY OR DEFICIENCIES ARISING FROM IT.
- THIS DRAWING IS FOR PLANNING PURPOSES ONLY AND DOES NOT REPRESENT A CONSTRUCTION STAGE DRAWING.

LEGEND:

- PROPOSED KERB LINE
- PROPOSED TACTILE PAVING FOR UNCONTROLLED PEDESTRIAN CROSSINGS
- PROPOSED TACTILE PAVING FOR CONTROLLED PEDESTRIAN CROSSINGS
- PROPOSED SHARED FOOT & CYCLEWAY
- PROPOSED FOOTWAY
- PROPOSED CYCLEWAY
- PROPOSED AREA FOR SOFT LANDSCAPING
- PROPOSED AREA FOR HARD LANDSCAPING
- GROWING BALDOCK DEVELOPMENT SITE PLANNING BOUNDARY

WORK IN PROGRESS

ID1	04.08.25	ISSUED FOR DISCUSSION	BKB	GB	GB
REV	DATE	DESCRIPTION	BY	CHK	APP

REVISIONS

DRAWING STATUS FOR DISCUSSION

CLIENT

Urban&Civic

PROJECT

GROWING BALDOCK

TITLE

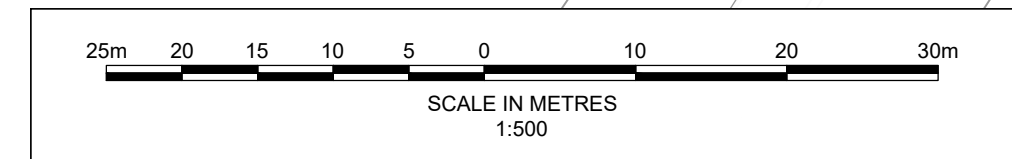
JUNCTION GEOMETRY
A1(M) J9 PROPOSED

itp
by Haskoning

Portland Street,
Manchester One, 9th Floor
Manchester, M1 3LF
Tel: +44(0)161 2363018
Email: info.manchester@uk.rdhv.com
Website: www.royalhaskoning.com

DRAWN	BKB/JJ	CHECKED	GB	APPROVED	GB
DATE	AUG 25	SCALE AT A1	1:500	PROJECT NUMBER	PC7029

DRAWING No.	PC7029-RHD-CE-GB-DR-D-0202	SUITABILITY	S3	REVISION	P01
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Safety, Health and Environment Information
Notes below are additional to hazards/risks normally associated with this type of work:
Construction X.
Operation X.
Maintenance X.
Dismantling/Demolition (Future) X.
These notes are based on the use of experienced and competent contractors carrying out the work using an approved safe method of working.

- NOTES
1. Do not scale from this drawing. All dimensions are in metres unless noted otherwise.
 2. All levels are in metres relative to Ordnance Datum Newlyn unless noted otherwise.
 3. This drawing has been based upon survey information supplied by....., and ITP World cannot guarantee the accuracy of data.

**NOT FOR
CONSTRUCTION**

REV	DATE	DESCRIPTION	BY	CHK	APP
-----	------	-------------	----	-----	-----

REVISIONS

CLIENT

PROJECT

GROWING BALDOCK

TITLE

JUNCTION GEOMETRY -
A1(M) J9 EXISTING



a company of Royal HaskoningDHV

2nd Floor
Bermondsey Square
London, SE1 3UN
Website: www.itpworld.net

DRAWN	JJ / TH	CHECKED	GB	APPROVED	GB
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DATE	30.04.2026	SCALE AT A1	1:500 @ A1	AUTOCAD REF.	PC7029
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DRAWING No.	PC7029-RHD-CE-GB-DR-D-0202	SUITABILITY	SUIT	REVISION	P01
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by Haskoning

Appendix D – Signal Data

Project data

Project	Herts S664
Program date	01-11-2023
Version	1
Programmer	M Hinchcliffe
Country	England
City	Letchworth
Street1	A1 (M) Junction 9 / A505
Street2	Letchworth Gate
Controller type	PTC1-TR2500A
Controller board	EC2 32 Mb RAM
Controller Serial number	Hardware Serial No.
Report created at	11/1/2023 7:54 AM
Database filename (.cpf)	Herts_S664_R12.cpf
Configurator version	12.0.12.0

Configuration Notes
F1 - LED = Hurry Call Phase A Active F2 - LED = Hurry Call Phase B Active F8 - LED - DIMMING OVERRIDE UTC FLASHING = MOVA Running PTC:IP:172.21.0.11 Chameleon IP:172.21.0.10 Mask IP:255.255.255.248 Gateway IP:172.21.0.9

FACILITIES, MODES and PRIORITIES

Facilities

Facility	Enabled
Manual Control	Yes
Manual Step On Mode	No
CLF	Yes
UTC Facility	Yes
Hurry Call Mode	Yes
Priority	No
MOVA via UTC TO bits	No
MOVA M-inputs / PSVP	Yes
MOVA Integral	No

Hurry call (high priority) options

Use hurry call (high priority) mode for all red moves:	Yes
Part Time shutdown HC priority movements required:	No

MODES AND PRIORITY

Mode	PRIO	Dem. set leave	Dem. set enter
Hurry call (high priority)	1	-	-
Urban Traffic Control (UTC)	4	Start-up demand set	-
Hurry call (std priority)	6	-	-
Manual control	2	Start-up demand set	-
Cableless linking facility (CLF)	-	-	-
Vehicle actuated (VA)	7	Start-up demand set	-
Simple fix time (FT)	-	-	-
Public service vehicle priority	5	-	-
Selected cableless linking	3	-	-
Selected vehicle actuated	3	Start-up demand set	-
Selected fix time	3	Start-up demand set	-
ImFlow control (FlowNode + iTLC)	-	-	-
TLCFA ImFlow Overrule	-	-	-
MOVA (integral)	-	-	-

Revertive Demand Sets

Phase	Type	RDC	Start-up	2	3	4	5	6	7	8
A	802 T: Vehicle	A	Yes	No	No	No	No	No	No	No
B	802 T: Vehicle	B	Yes	No	No	No	No	No	No	No

STREAMS AND STAGES

STREAM

ID	Name	Type
1	STREAM1	Junction

STAGE

ID	Description	Stream No.	Demands AFTER Min Exp.	Demands BEFORE Min Exp.	Ripple Change	Startup stage	Arterial reversion stage	Delay revert	Global Delay revert	Switch off stage	All Red stage
1	STAGE1	1	No	Yes	No	Yes	Yes	No	No	Yes	No
2	STAGE2	1	No	Yes	No	No	No	No	No	No	No
3	STAGE3	1	No	Yes	No	No	No	No	No	No	Yes

Quiescent Delay Reversion settings

Initial Delay Revert (s)	10
Stage realised	No

Phases in stages

	A	B
1	X	-
2	-	X
3	-	-

PHASES

PHASES - Types

Phase	Site Phase	Description	Type	Associated Phase	MOVA Phase Confirm	MOVA Wait Confirm Stream	MOVA Wait Confirm MDET
A	A	A505 Circulatory	802 T: Vehicle	-	No	-	-
B	B	A1 (M) Off Slip	802 T: Vehicle	-	No	-	-

Conditions

Phase	Tactile Interlock	Appearance type	Termination type
A	No	Always	At end of stage
B	No	Always	At end of stage

Timings

Phase	Type	Min green	Min red	Start Amber	Amber	Ped Period V	Ped Period VI	Ped Period VII	Ped Period VIII	Pre-time max
A	802 T: Vehicle	7	1	2	3					No
B	802 T: Vehicle	7	1	2	3					No

Note: Use of zero second blackout Ped Perod 5 on Type 814 PD: is not current DfT policy and should be discouraged

Phase green timing ranges

PHASE	MIN Lower Limit	MIN Upper Limit	MAX Lower Limit	MAX Upper Limit
A	7	30	0	180
B	7	30	0	180

PHASE TIMING SETS

Regular maximums

	1	2	3	4
A	35	15	30	15
B	20	15	25	15

Alternative maximums

	1	2	3	4
A				
B				

Variable blackout/red periods

	1	2	3	4
A				
B				

Minimum green

	1	2	3	4
A	7	7	7	7
B	7	7	7	7

PSVP inhibition times

	1	2	3	4
A				
B				

PSVP maximum green times

	1	2	3	4
A				
B				

PHASE MATRICES

Settings

Starting intergreen	Handset maximum	Flashing Amber	All Red
5	40	0	0

Handset Int Offset	Default RLM Int	
0	2	

Opposing and conflicting

	A	B
A	-	C
B	C	-

Intergreen times

	A	B
A		5
B	7	

Handset intergreen limits

	A	B
A		5
B	7	

RLM additional intergreens

	A	B
A		
B		

RLM phase inhibits

	A	B
A	-	-
B	-	-

LAMP MONITORING

Applied sensing technology

Individual Monitoring Channels Used for RLUs ?	No
--	----

Lamp Switches

Phase	Type	SWR	SWA	SWG	SWWL
A	802 T: Vehicle	R01	A01	G01	
B	802 T: Vehicle	R02	A02	G02	

Phase Lamp Types

Phase	Description	Type	Red	Amber	Green	Wait
A	A505 Circulatory	T	T-LED 48 (D)	T-LED 48 (D)	T-LED 48 (D)	-
B	A1 (M) Off Slip	T	T-LED 48 (D)	T-LED 48 (D)	T-LED 48 (D)	-

Lamp Monitor Settings

Phase	Description	Red 1	Red 2	Amber	Green
A	A505 Circulatory	Maintenance	None	Maintenance	Maintenance
B	A1 (M) Off Slip	Maintenance	None	Maintenance	Maintenance

Safety Lamp Monitor Shutdown Action

Phase	Description	Red 1	Red 2	Amber
A	A505 Circulatory	None	None	None
B	A1 (M) Off Slip	None	None	None

PHASE DELAYS

FIXED TIME

FIXED TIME TO CURRENT MAXIMUM

STREAM	Fixed
STREAM1	Yes

Phase	Demand	Extend
A	Yes	Yes
B	Yes	Yes

STAGE MOVES

Move sets

Mode	SET
Hurry call (high priority)	1
Urban Traffic Control (UTC)	1
Hurry call (std priority)	1
Manual control	1
Cableless linking facility (CLF)	0
Vehicle actuated (VA)	1
Simple fix time (FT)	1
Public service vehicle priority	1
MOVA control	0

Set 1

	1	2	3
1	-	A	A
2	A	-	A
3	A	A	-

Set 2

	1	2	3
1	-	-	-
2	-	-	-
3	-	-	-

Set 3

	1	2	3
1	-	-	-
2	-	-	-
3	-	-	-

Set 4

	1	2	3
1	-	-	-
2	-	-	-
3	-	-	-

Set 5

	1	2	3
1	-	-	-
2	-	-	-
3	-	-	-

Set 6

	1	2	3
1	-	-	-
2	-	-	-
3	-	-	-

Set 7

	1	2	3
1	-	-	-
2	-	-	-
3	-	-	-

Set 8

	1	2	3
1	-	-	-
2	-	-	-
3	-	-	-

MANUAL STAGE SELECTION

	1
But 1	1
But 2	2
But 3	-
But 4	-
But 5	-
But 6	-
But 7	-
But 8	-
But 9	-
But 10	-
But 11	-
But 12	-
But 13	-
But 14	-
But 15	-
But 16	-

DETECTORS

DETECTORS - Application

ID	Detector	Type	Phase	Call	Cancel	Extend	Associated Det	DEM	CANCEL
1	AIN1_AQ1	IO1616 Detector	-	5			-	No	No
2	AX2	IO1616 Detector	A			4.5	-	Yes	No
3	ASL3	Vehicle loop	A			0.5	-	Yes	No
4	AIN4_AQ2	IO1616 Detector	-	5			-	No	No
5	AX5	IO1616 Detector	A			4.5	-	Yes	No
6	ASL6	Vehicle loop	A			0.5	-	Yes	No
7	BIN7	IO1616 Detector	-				-	No	No
8	BX8	IO1616 Detector	B			4.5	-	Yes	No
9	BSL9	Vehicle loop	B			0.5	-	Yes	No
10	BIN10	IO1616 Detector	-				-	No	No
11	BX11	IO1616 Detector	B			4.5	-	Yes	No
12	BSL12	Vehicle loop	B			0.5	-	Yes	No
13	BQ1	IO1616 Detector	-	5			-	No	No
14	AR1	IO1616 Detector	-			1	-	No	No

MOVA Detectors

ID	Detector	MOVA output detector vmfunction	MDET output (All Streams)	S1MDET output (stream 1)	S2MDET output (stream 2)	S3MDET output (stream 3)	S4MDET output (stream 4)
1	AIN1_AQ1	-	-	-	-	-	-
2	AX2	-	-	-	-	-	-
3	ASL3	-	-	-	-	-	-
4	AIN4_AQ2	-	-	-	-	-	-
5	AX5	-	-	-	-	-	-
6	ASL6	-	-	-	-	-	-
7	BIN7	-	-	-	-	-	-
8	BX8	-	-	-	-	-	-
9	BSL9	-	-	-	-	-	-
10	BIN10	-	-	-	-	-	-
11	BX11	-	-	-	-	-	-
12	BSL12	-	-	-	-	-	-
13	BQ1	-	-	-	-	-	-
14	AR1	-	-	-	-	-	-

Detectors Fault Monitoring

[illegible]

[illegible]

IMFLOW

ImFlow enabling

Enable ImFlow	Log to TDC
No	No

ImFlow settings

Wait time on deadlock (s)	Retries on UTC deadlock	Retries on UTC conflict
300	5	1

CONFLICT EXTENSION RED

ID	From phase	To phase	Det	Max
1	A	B	AR1	10
2	B	A	AR1	0

CABLELESS LINKING FACILITY

Global settings

Setting	Value
Sync. Mode	Daily
Sync. Day	Monday
Ref. time	06:00

Plans

Functions and actions

OTU

OTU - Units

General Integral OTU options

Discrete OTU

ID	Invert control bits	Invert reply bits
1	No	Yes

Control and reply bits

Control / Reply

Function	Arg	Label	Position ID	Label	Arg	Function
F	1	F1	1	G1	1	G
FD	2	FD2	2	G2	2	G
D	2	D2	3	DR2	2	DR
DX	0	DX	4	DF	0	DF
-	0		5	CF	0	CF
-	0		6	LF	0	LF
-	0		7	RF	0	RF1
-	0		8	RR	0	RR
-	0		9	MC	0	MC
-	0		10		0	-
-	0		11		0	-
-	0		12		0	-
-	0		13	MO	2	UF
TS	0	TS	14	SR	0	TSR
-	0		15	MF	3	UF
-	0		16	CRB1	1	UF

UTC Demand/Extend bits - Phases/Stages allocation

Bit	Phases Demanded	Phases Extended	Stages Demanded	Stages Extended
D 2	B	B		

Phases demanded as 'Latched' are prefixed with '#'

Keep default Demand reply options

Default Stage Demand (SD) reply	No
Default Phase Demand (DR) reply	No

RTC

Synchronisation time (UTC TS input)	04:00
Confirm time (UTC RT output)	0:0:0

Special UTC Reply bits

	G1/G2	RR
Manual mode operative	No	Yes

Manual mode selected	No	Yes
No lamp power (excluding RLM and PT)	Yes	n/a
Normal not selected on the manual panel	No	Yes

CG reply bit weekday-coded	No
----------------------------	----

UG405 bit mapping

Settings

Enable UG405	No
OTU System Code Number (SCN)	

Control / Reply

ID	Label	Controller SCN	UG405 Name	Bit Index	Label	Controller SCN	UG405 name	Bit index
1	F1		-		G1		-	
2	FD2		-		G2		-	
3	D2		-		DR2		-	
4	DX		-		DF		-	
5			-		CF		-	
6			-		LF		-	
7			-		RF		-	
8			-		RR		-	
9			-		MC		-	
10			-				-	
11			-				-	
12			-				-	
13			-		MO		-	
14	TS		-		SR		-	
15			-		MF		-	
16			-		CRB1		-	

HURRY CALLS

ID	Description	Target Stage	Delay (s)	Hold (s)	Prevent (s)	Call Rising Edge
1	Stage1 Hurry Call Via AQ1	1	0	20	60	Yes
2	Stage1 Hurry Call Via AQ2	1	0	20	60	Yes
3	Stage2 Hurry Call Via BQ1	2	0	30	60	Yes

PUBLIC SERVICE VEHICLE PRIORITY

SPEED ASSESSMENT AND SPEED DISCRIMINATION

APPLICATION BUILDING BLOCKS

Event Pulses

ID	Name	Type	Input Type	On	OFF
1	CRB1	Wave	Level	2	600

Event Pulse Input Conditioning
<code>evp1() = (macm(0)>1) && (stgc(0)!=0) && mpauto(0) && (mUTC(0)==0) && (mPSVP(0)==0);</code>

Event Filter Input Conditioning

SPECIAL CONDITIONING - (VM Functions)

O.T.U. Control & Reply Bit Special Conditioning

```
rf_1(arg)
var hr, mn, lng;
/* Get TimeSync Hour Value */
hr = ((get(params,5) / 100) * 3600);
/* Get TimeSync Min Value */
mn = ((get(params,5) % 100) * 60);
/* TSR Reply Time (s) Based on Day Of Week */
lng = get(tsrTime,(wday-1));
return (tsec>=(hr+mn)) && (tsec<(hr+mn+lng));
end

rf_2(arg) = cfa;

rf_7(arg)
if (arg == 2) then return (dr(B)); endif
return FALSE;
end

rf_21(arg) = rf(A) || rf(B);

rf_27(arg)
if (arg == 2) then return (dr(B) || er(B)); endif
return FALSE;
end

rf_32(arg)
if (arg==1) then
return ((mpauto(0) && (((mPSVP(0) || evp(CRB1)) && (mUTC(0)==0)) || (in(MTO1) && ufac(0)))) !=
1);
endif
if (arg==2) then
return mPSVP(0);
endif
if (arg==3) then
return in(Mova_Fault);
endif
return 0;
end

rf_34(arg) = (macm(xp) != 6);

rf_40(arg) = mPSVP(xp);

rf_43(arg)
if (arg==1) then return (stgc(0)==1) && stgr(0,0,0); endif
if (arg==2) then return (stgc(0)==2) && stgr(0,0,0); endif
return 0;
end

rf_44(arg) = (sgs(arg)==3);

urG1() = (stgc(0)==1) && (stgr(0,0,0));

urDR1() = dr(A);

urG2() = (stgc(0)==2) && (stgr(0,0,0));

urDR2() = dr(B);

urG3() = (stgc(0)==3) && (stgr(0,0,0));
```

MOVA Outputs Special Conditioning

```
CRB_confirms()
/* Controller Ready Bit */
```

MOVA Outputs Special Conditioning

```
cout(CRB1, (mpauto(0) && ((mPSVP(0) || evp(CRB1)) && (mUTC(0)==0)))));  
end
```

Integral O.T.U. Special Conditioning

```
otu_dstate(d) = get(h_xdet_sts, d) & DET_BEZET_MASK;  
  
otu_dfault(d) = get(h_xdet_sts, d) & DET_FAULT_MASK;  
  
otu_dcnt(d) = get(h_xdet_cnt, d);
```

U.T.C. (G1/G2) Special Conditioning**CLF Request & Inhibit Special Conditioning****P.S.V.P. Pre Check-in, Check-in & Check-out Special Conditioning****Hurry Call Delay, Force, Demand & Inhibit Special Conditioning**

```
hc1r() = ddot(AIN1_AQ1);  
  
hc1f() = (stgc(0)== 1) && (stgr(0,0,0));  
  
hc2r() = ddot(AIN4_AQ2);  
  
hc2f() = (stgc(0)== 1) && (stgr(0,0,0));  
  
hc3r() = ddot(BQ1);  
  
hc3f() = (stgc(0)== 2) && (stgr(0,0,0));
```

Phase Delay Appearance Special Conditioning**Stream On/Off Control Special Conditioning**

```
roffsync() = okoff(0);  
  
mac1_swon(t) = yellow_period(0,t);  
  
macon1() = (minon(xp)==0);  
  
macoff1() = ((macm(xp) <= 1) && (mact(xp) <= tson(7)));
```

Detector Count Activity Window Special Conditioning

```
nokbs()

var det;
for det=0 to (nrel(h_dfunc) -1) do
if ddo(det) && (fcteg(get(h_dsg,det))>0) && (ddr(det)!=1) && (get(h_dfunc,det)==25) then
put(h_dfunc,det,65);
endif
if (get(h_dfunc,det)==65) && (((ddo(det) || (dr(get(h_dsg,det))))!=1) || fcg(get(h_dsg,det)))
then
put(h_dfunc,det,25);
endif
endfor
end
```

Phase Control Special Conditioning

```
latch(ph) = dx(ph) && (fcg(ph)==0);

pd_ALL(ph)

if ((xsf(XSF_PSET_ERR) != AUTOSET_STATE_DONE) && (xsf(XSF_PSET_ERR) != AUTOSET_STATE_ERROR)) then
return (1); endif
end

pe_ALL(ph) = ngp1(ph);

pd_A() = uDX(0) || pd_ALL(A);

pe_A() = uDX(0) || pe_ALL(A);

pd_B() = uD(2) || uDX(0) || pd_ALL(B);

pe_B() = uD(2) || uDX(0) || pe_ALL(B);
```

Phase Timing Set Selection Special Conditioning

Dummy/vmdet Detector Special Conditioning

Mode Control Special Conditioning

```
rHCH() = rar(xp);

rUTC() = ufav(0) || ufpv(0);

rHCL() = hfh();

rMAN() = mpman(xp);

rVA() = 1;

rPSVP()
if (xp==0) then
return (in(MF1) || in(MF2)) && in(MT01);
endif
return 0;
```

Mode Control Special Conditioning

```
end

rSCLF()
if (xp==0) then
return clfp && clfv(xp,clfp) && (mpclf(xp) || clfmp);
endif
return 0;
end

rSVA() = mpva(xp);

rSFT() = mpft(xp);

tlcfa_ImFlow_ouerrule(a) = ouerruleIMFLOW(a); /* Check whether ImFlow is currently ouerruled */
```

All Red Detection Operation Special Conditioning

Manual Panel Stage LED Conditions

Initialisation & General Special Conditioning

```
mSTGd(f,t) = (mstg(xp)==t);

dSTGd(f,t) = drs(t);

dSTGe(f,t) = exm(t);

dUTCd(f,t)
if t==1 then return uF(1) || (uFD(1) && (uD(1))); endif
if t==2 then return uF(2) || (uFD(2) && (uD(2) || dr(B))); endif
return uF(t) || (uFD(t) && (uD(t) || drs(t)));
end

dUTCi(f,t) = ((uF(f) || uFD(f)) && ((uGO(xp)==0) || ex(t)));

dCLFd(f,t) = cIM(t) || (cDD(t) && drs(t)) || (cPS(t) && drs(t));

dCLFi(f,t) = cIM(f) || cDD(f) || cH(xp) || (cPS(t) && ex(t));

dPSVPd(f,t)
if (t==1) then
return in(MF1);
endif
if (t==2) then
return in(MF2);
endif
return drs(t);
end

dPSVPe(f,t)
if (f==1) then
return in(MF1);
endif
if (f==2) then
return in(MF2);
endif
return drs(t);
end

dMOVAd(t) = 0;
```

Initialisation & General Special Conditioning

```
dMOVAi(f,t) = 0;

mSTGd1() = (mstg(xp)==1);

dSTGd1() = dr(A);

dSTGe1() = er(A);

dPSVPd1() = pdp(A);

dPSVPe1() = pep(A);

dUTCd1(t) = uF(t) || (uFD(t) && (uD(t) || dr(A)));

dUTCi1(f,t) = ((uF(f) || uFD(f)) && ((uGO(xp)==0) || ex(t)));

dCLFd1(t) = cIM(t) || (cDD(t) && (dr(A))) || (cPS(t) && (dr(A)));

dCLFi1(f,t) = cIM(f) || cDD(f) || cH(xp) || (cPS(t) && ex(t));

dMOVAd1(t) = 0;

mSTGd2() = (mstg(xp)==2);

dSTGd2() = dr(B);

dSTGe2() = er(B);

dPSVPd2() = pdp(B);

dPSVPe2() = pep(B);

dUTCd2(t) = uF(t) || (uFD(t) && (uD(t) || dr(B)));

dUTCi2(f,t) = ((uF(f) || uFD(f)) && ((uGO(xp)==0) || ex(t)));

dCLFd2(t) = cIM(t) || (cDD(t) && (dr(B))) || (cPS(t) && (dr(B)));

dCLFi2(f,t) = cIM(f) || cDD(f) || cH(xp) || (cPS(t) && ex(t));

dMOVAd2(t) = 0;

mSTGd3() = (mstg(xp)==3);

dUTCd3(t) = uF(t) || (uFD(t) && (uD(t) || drs(t)));

dUTCi3(f,t) = ((uF(f) || uFD(f)) && ((uGO(xp)==0) || ex(t)));

dCLFd3(t) = cIM(t) || (cDD(t) && (drs(t))) || (cPS(t) && (drs(t)));

dCLFi3(f,t) = cIM(f) || cDD(f) || cH(xp) || (cPS(t) && ex(t));

dMOVAd3(t) = 0;
```

User Defined VM Functions

```
dimso() = fkey(7);

Mdets()
cout(MG1,(stgc(0)==1) && (stgr(0,0,0)));
cout(MG2,(stgc(0)==2) && (stgr(0,0,0)));
cout(Mdet1,ddo(AIN1_AQ1));
cout(Mdet2,ddo(AX2));
cout(Mdet4,ddo(AIN4_AQ2));
cout(Mdet5,ddo(AX5));
cout(Mdet7,ddo(BIN7));
cout(Mdet8,ddo(BX8));
cout(Mdet10,ddo(BIN10));
cout(Mdet11,ddo(BX11));
```

User Defined VM Functions

```
cout(Mdet20,ddot(AIN1_AQ1));
cout(Mdet21,ddot(AIN4_AQ2));
cout(Mdet22,ddot(BQ1));
end

Leds()
cmled(0,mHCL(0) && (stgc(0)==1));
cmled(1,mHCL(0) && (stgc(0)==2));
cmled(7,fkey(7));
cmled(9,mVA(0));
cmled(13,(mUTC(0) + (2*mPSVP(0))));
end

post_100ms()
cout(Door_Switch,b(32));
Mdets();
Leds();
end
```

Stage Moves

Hurry Call High Mode - HCH (Normally for Part Time / Prom Swap Facility)
mHCH1_3d() = rar(xp);
mHCH2_3d() = rar(xp);

Hurry Call Standard Mode - HCL
mHCL1_2d() = hfhn(3);
mHCL1_2i() = hfhn(1) hfhn(2);
mHCL1_3d() = FALSE;
mHCL2_3d() = FALSE;
mHCL2_1d() = hfhn(1) hfhn(2);
mHCL2_1i() = hfhn(3);
mHCL3_1d() = hfhn(1) hfhn(2);
mHCL3_2d() = hfhn(3);

Vehicle Actuated Mode - VA
mVA1_2d() = dSTGd(1, 2);
mVA1_2e() = dSTGe(1, 2);
mVA1_2i() = FALSE;
mVA1_3d() = dSTGd(1, 3);
mVA1_3e() = dSTGe(1, 3);
mVA1_3i() = FALSE;
mVA2_3d() = dSTGd(2, 3);
mVA2_3e() = dSTGe(2, 3);
mVA2_3i() = FALSE;
mVA2_1d() = dSTGd(2, 1);
mVA2_1e() = dSTGe(2, 1);
mVA2_1i() = FALSE;
mVA2_1du4() = TRUE;
mVA2_1eu4() = dSTGe(2, 1);
mVA2_1iu4() = FALSE;
mVA3_1d() = dSTGd(3, 1);
mVA3_1e() = dSTGe(3, 1);
mVA3_1i() = FALSE;
mVA3_2d() = dSTGd(3, 2);

Vehicle Actuated Mode - VA

```
mVA3_2e() = dSTGe(3, 2);  
  
mVA3_2i() = FALSE;  
  
mVA3_1du4() = TRUE;  
  
mVA3_1eu4() = dSTGe(3, 1);  
  
mVA3_1iu4() = FALSE;
```

Fixed Time Mode - FT

```
mFT1_2d() = dSTGd(1, 2);  
  
mFT1_2e() = dSTGe(1, 2);  
  
mFT1_2i() = FALSE;  
  
mFT1_3d() = dSTGd(1, 3);  
  
mFT1_3e() = dSTGe(1, 3);  
  
mFT1_3i() = FALSE;  
  
mFT2_3d() = dSTGd(2, 3);  
  
mFT2_3e() = dSTGe(2, 3);  
  
mFT2_3i() = FALSE;  
  
mFT2_1d() = dSTGd(2, 1);  
  
mFT2_1e() = dSTGe(2, 1);  
  
mFT2_1i() = FALSE;  
  
mFT2_1du4() = dn();  
  
mFT2_1eu4() = dSTGe(2, 1);  
  
mFT2_1iu4() = FALSE;  
  
mFT3_1d() = dSTGd(3, 1);  
  
mFT3_1e() = dSTGe(3, 1);  
  
mFT3_1i() = FALSE;  
  
mFT3_2d() = dSTGd(3, 2);  
  
mFT3_2e() = dSTGe(3, 2);  
  
mFT3_2i() = FALSE;  
  
mFT3_1du4() = dn();  
  
mFT3_1eu4() = dSTGe(3, 1);  
  
mFT3_1iu4() = FALSE;
```

Cableless Linking Mode - CLF

Urban Traffic Control Mode - UTC

```
mUTC1_2d() = dUTCd(1, 2);  
mUTC1_2i() = dUTCi(1, 2);  
mUTC1_3d() = dUTCd(1, 3);  
mUTC1_3i() = dUTCi(1, 3);  
mUTC2_3d() = dUTCd(2, 3);  
mUTC2_3i() = dUTCi(2, 3);  
mUTC2_1d() = dUTCd(2, 1);  
mUTC2_1i() = dUTCi(2, 1);  
mUTC3_1d() = dUTCd(3, 1);  
mUTC3_1i() = dUTCi(3, 1);  
mUTC3_2d() = dUTCd(3, 2);  
mUTC3_2i() = dUTCi(3, 2);
```

Public Service Priority Mode - PSVP

```
mPSVP1_2d() = dPSVPd(1, 2);  
mPSVP1_2e() = dPSVPe(1, 2);  
mPSVP1_2i() = FALSE;  
mPSVP1_3d() = dPSVPd(1, 3);  
mPSVP1_3e() = dPSVPe(1, 3);  
mPSVP1_3i() = FALSE;  
mPSVP2_3d() = dPSVPd(2, 3);  
mPSVP2_3e() = dPSVPe(2, 3);  
mPSVP2_3i() = FALSE;  
mPSVP2_1d() = dPSVPd(2, 1);  
mPSVP2_1e() = dPSVPe(2, 1);  
mPSVP2_1i() = FALSE;  
mPSVP3_1d() = dPSVPd(3, 1);  
mPSVP3_1e() = dPSVPe(3, 1);  
mPSVP3_1i() = FALSE;  
mPSVP3_2d() = dPSVPd(3, 2);  
mPSVP3_2e() = dPSVPe(3, 2);  
mPSVP3_2i() = FALSE;
```

Manual Control Mode - MAN
<pre>mMAN1_2d() = mstg(xp)==2; mMAN1_3d() = mstg(xp)==3; mMAN2_3d() = mstg(xp)==3; mMAN2_1d() = mstg(xp)==1; mMAN3_1d() = mstg(xp)==1; mMAN3_2d() = mstg(xp)==2;</pre>

General (default) Stage Move Conditions

SYSTEM PARAMETERS

UK Parameters

Name	Description	Min	Max	Def	Value
MAN_TIMEOUT	Manual control timeout	-1	600	600	600
MAN_DEMAND_ERROR	Duration of the manual demand error indication	0	60	5	5
MAN_ENABLE	Manual control enabled.	0	1	1	1
DFM_FUNC	Bit mask specifying behaviour of DFM indicator	0	999	1	1
CLF_TIMER_SYNC	Duration of the CLF group Timer Synchronisation Signal	0	0	0	0
UTC_TS	Time in HH:MM used for COTU_TS	0	2359	1200	400
UTC_FORCE_TIMEOUT	The force bit watchdog timeout	120	300	200	200
UTC_FORCE_ACCEPT	The force accept timeout in system ticks.	1	10	4	4
UTC_LO_DELAY	Delay in seconds before COTU_LO changes is accepted.	0	99	10	10
UTC_RT_HOUR	Hours used for RT reply bit (-1 = any hour).	-1	23	0	0
UTC_RT_MIN	Minutes used for RT reply bit (-1 = any minute).	-1	59	0	0
UTC_RT_SEC	Seconds used for RT reply bit	-1	59	0	0
UTC_RT_DURATION	Duration of the RT reply bit in seconds	1	10	3	3
UTC_CG_DURATION	Duration of the CG reply bit in seconds	1	10	3	3
UTC_TSR_DURATION	Duration of the TSR reply bit in seconds	1	10	3	3
UTC_G1G2_FUNC	Bit mask specifying behaviour of G1/G2 reply bits	0	255	1	1
UTC_RR_FUNC	Bit mask specifying behaviour of RR reply bit	0	255	14	14
UTC_PV_ACCEPT	The PV accept time in system ticks	0	255	0	0
UTC_PV_HOLD	The PV hold time in system ticks	0	255	40	40
UKSTG_DIM_ALARM	The maximum time [in hours] for dimmed operation (-1 = solar cell disabled, 0 = enabled without timeout processing)	-1	100	24	0
UKSTG_DIM_FILTER	The call/cancel delay [in sec] for the DIM relays	0	255	15	15
UTC_CRB_PULSE_ON_TIME	CRB On Timer	0	1800	600	600
UTC_CRB_PULSE_OFF_TIME	CRB Off Timer	0	10	2	2

System Parameters

Name	Description	Min	Max	Value
MMI8408	XMMI: 8 x 40 MMI	0	1	1
XIN_L	XIN_L: Number of IN logging lines	1	999	10
XOUT_L	XOUT_L: Number of OUT logging lines	1	999	10
XDET_L	XDET_L: Number of DET logging lines	1	999	100
XDET_F	XDET_F: Status in case of fault	0	2	0

Name	Description	Min	Max	Value
XSG_L	XSG_L: Number of SG logging lines	0	999	100
XHTTP	XHTTP: Presence of web server	0	1	1
XHTTP_PORT	XHTTP_PORT: Webserver port	0	65535	80
XLM_MAL	XLM_MAL: Go to major alarm if power reference(s) are not set	0	1	0
XLM_RLM	XLM_RLM: RLM callback interval in 0.1 [s]	0	100	10
XLM_T	XLM_T: Tracking off / on	0	20	5
XLM_TF	XLM_TF: Tracking filter	1	20	8
XLM_NV	XLM_NV: Nominal (bright) voltage	0	240	230
XLM_MON	XLM_MON: Monitoring type	0	10	3
XLM_AC	XLM_AC: Automatic calibration	0	1	1
XLM_DIM	XLM_DIM: Bright Din Calibration off / on	0	1	1
CLF_SYNC	CLF Synchronisation option.	0	3	0
CLF_SYNC_WDAY	CLF Weekly sync is done on..	1	7	1
CLF_TIMER_SYNC	Duration of the CLF group Timer Synchronisation Signal	0	2400	600
CLF_NON_BASE_TIME	Select base time or non base time (0 or 1)	0	2	1
XIOTU_RTS	RTS activated after # received characters (use 1, 2 or 3)	1	3	1
XIOTU_SCOOT	Default bit number used for scoot counted detectors (0 to 7)	0	7	0
XIOTU_CTS	CTS timeout per 10ms	4	10	6
UKMP_TYPE	UK Manual panel type (0=std, 1=ped, 2=multiple stages)	0	2	2
ENGTERM_BAUD	Engterm baudrate	0	99999	9600
HCH_ALLRED	Use HCH for all red stage moves	0	1	1
HCH_SWOFF	Use HCH for switch off stage moves	0	1	0
PT_SYNC	Synchronize move to part time mode	0	1	1
CLF_MANUAL_STEP	Enable the Manual Step	0	1	0
CLF_DEFAULT_PLAN	None	-1	999	0
CLF_MANUAL_MEMOS	Memo for the manual step	0	1	0
COMPRESS_HARDWARE	Compress Hardware	0	1	0
XWDS_SENSOR_TIMEOUT	Wireless Detection sensor time out value	0	65535	180
ALERTPLUS_ENABLE	Alert+: Enable the service	0	1	0
ALERTPLUS_NRSESSIONS	Alert+: Number of sessions	1	99	2
ALERTPLUS_LOGINUSERG1	Alert+: Login code for user group 1	0	9999	1122
ALERTPLUS_LOGINUSERG2	Alert+: Login code for user group 2	0	9999	2233
ALERTPLUS_LOGINUSERG3	Alert+: Login code for user group 3	0	9999	3344
ALERTPLUS_LOGINUSERG4	Alert+: Login code for user group 4	0	9999	4455
IMFLOW_ENABLE	ImFlow enabled	0	1	0
IMFLOW_WDG_TIME	ImFlow: Wait time for deadlock supervision [s]	1	999	300
IMFLOW_MAX_WDG_RETRIES	ImFlow: Max. retries on deadlocks in UTC control	1	99	5
IMFLOW_MAX_CONFL_RETRIES	ImFlow: Max. retries on conflicts in UTC control	1	99	1
IMFLOW_SIM_IF	ImFlow Sim. interface	0	1	1
IMFLOW_TDC	ImFlow TDC logging	0	1	0
XWIFI	WiFi service activated [FlowNode]	0	1	0

Name	Description	Min	Max	Value
CLFREF_PT_DATE	CLF Ref point date	19700101	20381231	19800101
CLFREF_PT_TIME	CLF Ref point time	0	240000	0
CLFREF_EXCLLEAPYEARS	CLF Exclude leap years option	0	1	0
CLFREF_NOLEAPSECONDS	CLF Exclude leap seconds option	0	1	0

Traffic Data Collector (TDC)

TDC enabled	Persistent	Readonly	MF (max. files)	Assigned memory
No	0	0	0	1 Mb

MEMO FIELDS

HISTORY	
Description	Text in the History text block between: --CREDAT-- and --UPDATE--
Contents	* This is memofield HISTORY

B_HISTORY	
Description	Text in the History text block between: --CREDAT-- and --UPDATE-- (AMSEC1.CNF)
Contents	; This is memofield HISTORY_B

ABC_INC	
Description	Code at the end of the file before the end of file remark (AMSEC2.CNF or AMSFN.CNF)
Contents	; This is memofield AMSEC_INC

XP1_INC	
Description	Code at the beginning the XP CNF file, just below History, under the heading 'XP1_INC'.
Contents	/* This is memofield XP1_INC */

XP2_INC	
Description	Code under the heading 'XP2_INC', just before the 'XIN INPUTS' definitions.
Contents	/* This is memofield XP2_INC */

XP3_INC	
Description	Code under the heading 'XP3_INC', at the end of the file.
Contents	<pre>/* This is memofield XP3_INC */ /* Sys Flag constants for Manual MODE Selection and CP_RED to RR bit redirection */ T("XSF.I") { P(101); D("MODE"); P(102); D("rRR"); } P("MPDISO.R1") { P(0); D(1); P(1); D(1); P(2); D(1); P(3); D(1); P(4); D(1); P(5); D(1); P(6); D(1); P(7); D(1); P(9); D(1); P(13); D(1); }</pre>

SADAT_INC	
Description	Code at end of the file. (SADAT.CNF)

SADAT_INC	
Contents	<pre> /* This is memofield SADAT_INC */ /* To provide the Pipe Text at Current Manual Mode Selection on Web Page */ NT("MANMOD.T",29) { P(0);D("Normal (Revert)"); P(1);D("Selected VA"); P(2);D("Selected Fix Time"); P(10);D("Selected CLF"); P(11);D("Selected CLF"); P(12);D("Selected CLF"); P(13);D("Selected CLF"); P(14);D("Selected CLF"); P(15);D("Selected CLF"); P(16);D("Selected CLF"); P(17);D("Selected CLF"); P(18);D("Selected CLF"); P(20);D("Manual Control"); P(21);D("Manual Control"); P(22);D("Manual Control"); P(23);D("Manual Control"); P(24);D("Manual Control"); P(25);D("Manual Control"); P(26);D("Manual Control"); P(27);D("Manual Control"); P(28);D("Manual Control"); } CALL("I1.P","MANMOD,MANMOD.T"); // /* Function Stops CER Dets Extending phase A */ P("DFUNC.R30") {P(13); D(0b00000000); } </pre>

VMFUNC_INC1	
Description	VMFUNC process conditions
Contents	/* This is memofield VMFUNC_INC1 */

VMFUNC_INC2	
Description	VMFUNC process conditions
Contents	/* This is memofield VMFUNC_INC2 */

HARDWARE CONFIGURATION

Device counts

Lamp control devices	Count	Detection devices	Count	I/O devices	Count
LCM	1	ED316	0	IO1616	2
VIRTUAL-LCM	1	MTS4E	1	RIO	0
RLU-9	0	WDS	0		
		FLIR-ZONE	0		
		FLIR-OUTPUT	0		
		VivaCity Sensor	0		
Dummy-Phase	0	Dummy/vmdet Detector	0		

Optional devices	Setting
Manual Panel Type	Multi stage
Manual Panel Flashing	Disabled
Solar Cell Monitor	Enabled (no time out)
Dimming Operating	ELV 24V Solar Cell

Configuration - LCM / RLU

LCM --- Physical LCM: 01 ----- 001: A/Red (R01) 002: A/Amber (A01) 003: A/Green (G01) 004: B/Red (R02) 005: B/Amber (A02) 006: B/Green (G02)	
---	--

Configuration - MTS4E / ED316

MTS4E --- Unit: 01 ----- 001: Detector ASL3 002: Detector ASL6 003: Detector BSL9 004: Detector BSL12	
--	--

IOT State - Lamp control

LCM Unit Port * ===== 01 001 A/Red (R01) 01 002 A/Amber (A01) 01 003 A/Green (G01) 01 004 B/Red (R02) 01 005 B/Amber (A02) 01 006 B/Green (G02)	RLU Unit Port * =====
---	---------------------------------

IOT State - Detection

MTS4E Unit Port * ===== 01 001 ASL3	
--	--

01 002 ASL6	
01 003 BSL9	
01 004 BSL12	

IOT State - Parallel I/O-16

IO1616-IN	IO1616-OUT
Unit Port *	Unit Port *
=====	=====
01 001 UTC_I1 F1	01 001 UTC_O1 G1
01 002 UTC_I2 FD2	01 002 UTC_O2 G2
01 003 UTC_I3 D2	01 003 UTC_O3 DR2
01 004 UTC_I4 DX	01 004 UTC_O4 DF
01 005 UTC_I14 TS	01 005 UTC_O5 CF
01 013 MF1	01 006 UTC_O6 LF
01 014 MF2	01 007 UTC_O7 RF
01 015 MTO1	01 008 UTC_O8 RR
01 016 Mova_Fault	01 009 UTC_O9 MC
	01 010 UTC_O10
02 001 AIN1_AQ1	01 011 UTC_O11
02 002 AX2	01 012 UTC_O12
02 003 AIN4_AQ2	01 013 UTC_O13 MO
02 004 AX5	01 014 UTC_O14 SR
02 005 BIN7	01 015 UTC_O15 MF
02 006 BX8	
02 007 BIN10	02 001 MG1
02 008 BX11	02 002 MG2
02 009 BQ1	02 003 UTC_O16 CRB1
02 010 AR1	02 004 Mdet1
	02 005 Mdet2
	02 006 Mdet4
	02 007 Mdet5
	02 008 Mdet7
	02 009 Mdet8
	02 010 Mdet10
	02 011 Mdet11
	02 012 Mdet20
	02 013 Mdet21
	02 014 Mdet22
	02 015 Door_Switch

INPUTS and OUTPUTS

Detectors

ID	Detector Name	Invert	Unit Type	Unit Pos.
1	AIN1_AQ1	No	IO1616-2	1
2	AX2	No	IO1616-2	2
3	ASL3	No	MTS4E-1	1
4	AIN4_AQ2	No	IO1616-2	3
5	AX5	No	IO1616-2	4
6	ASL6	No	MTS4E-1	2
7	BIN7	No	IO1616-2	5
8	BX8	No	IO1616-2	6
9	BSL9	No	MTS4E-1	3
10	BIN10	No	IO1616-2	7
11	BX11	No	IO1616-2	8
12	BSL12	No	MTS4E-1	4
13	BQ1	No	IO1616-2	9
14	AR1	No	IO1616-2	10

Inputs

ID	Input	Label	Invert	Toggle	Unit Type	Unit Pos.
1	MF1		No	No	IO1616-1	13
2	MF2		No	No	IO1616-1	14
3	MT01		No	No	IO1616-1	15
4	Mova_Fault		No	No	IO1616-1	16
5	UTC_I1	F1	No	No	IO1616-1	1
6	UTC_I2	FD2	No	No	IO1616-1	2
7	UTC_I3	D2	No	No	IO1616-1	3
8	UTC_I4	DX	No	No	IO1616-1	4
9	UTC_I5		No	No	-	0
10	UTC_I6		No	No	-	0
11	UTC_I7		No	No	-	0
12	UTC_I8		No	No	-	0
13	UTC_I9		No	No	-	0
14	UTC_I10		No	No	-	0
15	UTC_I11		No	No	-	0
16	UTC_I12		No	No	-	0
17	UTC_I13		No	No	-	0
18	UTC_I14	TS	No	No	IO1616-1	5
19	UTC_I15		No	No	-	0
20	UTC_I16		No	No	-	0
21	DIM_IN		No	No	DIMMING	1

Outputs

ID	Output	Label	Invert	Unit Type	Unit Pos.	Intersection	SRM2 Only
1	MG1		Yes	IO1616-2	1	0	No
2	MG2		Yes	IO1616-2	2	0	No
3	Mdet1		No	IO1616-2	4	0	No

ID	Output	Label	Invert	Unit Type	Unit Pos.	Intersection	SRM2 Only
4	Mdet2		No	IO1616-2	5	0	No
5	Mdet4		No	IO1616-2	6	0	No
6	Mdet5		No	IO1616-2	7	0	No
7	Mdet7		No	IO1616-2	8	0	No
8	Mdet8		No	IO1616-2	9	0	No
9	Mdet10		No	IO1616-2	10	0	No
10	Mdet11		No	IO1616-2	11	0	No
11	Mdet20		No	IO1616-2	12	0	No
12	Mdet21		No	IO1616-2	13	0	No
13	Mdet22		No	IO1616-2	14	0	No
14	Door_Switch		No	IO1616-2	15	0	No
15	UTC_O1	G1	No	IO1616-1	1	0	No
16	UTC_O2	G2	No	IO1616-1	2	0	No
17	UTC_O3	DR2	No	IO1616-1	3	0	No
18	UTC_O4	DF	No	IO1616-1	4	0	No
19	UTC_O5	CF	No	IO1616-1	5	0	No
20	UTC_O6	LF	No	IO1616-1	6	0	No
21	UTC_O7	RF	No	IO1616-1	7	0	No
22	UTC_O8	RR	No	IO1616-1	8	0	No
23	UTC_O9	MC	No	IO1616-1	9	0	No
24	UTC_O10		No	IO1616-1	10	0	No
25	UTC_O11		No	IO1616-1	11	0	No
26	UTC_O12		No	IO1616-1	12	0	No
27	UTC_O13	MO	No	IO1616-1	13	0	No
28	UTC_O14	SR	No	IO1616-1	14	0	No
29	UTC_O15	MF	No	IO1616-1	15	0	No
30	UTC_O16	CRB1	No	IO1616-2	3	0	No
31	DIM_OUT		No	DIMMING	1	0	No

Report executed at 11/1/2023 7:54 AM

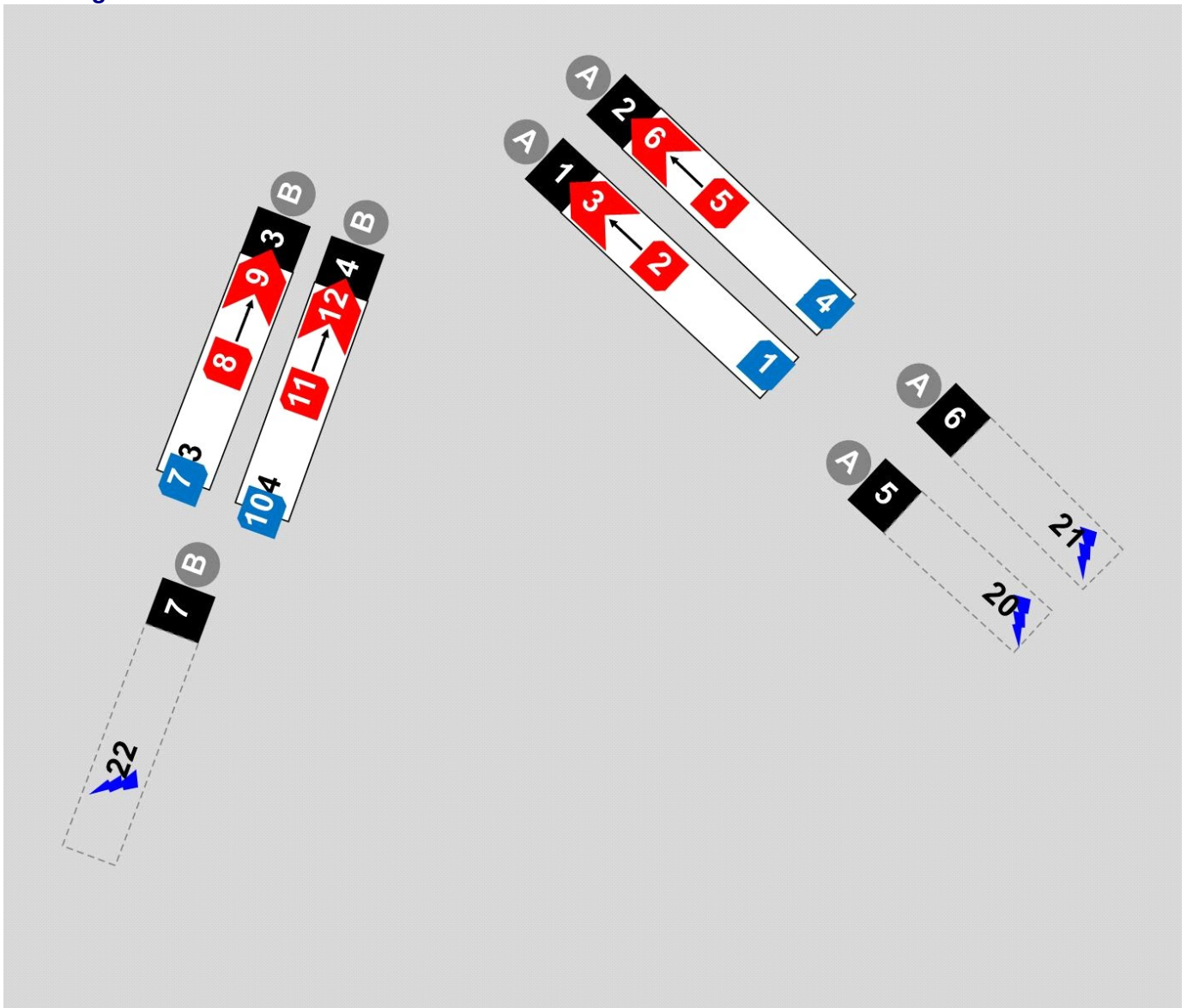
MOVA Tools
Site Configuration
Version: 3.2.0.482 [3-Dec-2019] © Copyright TRL Limited, 2023
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 770758 software@trl.co.uk www.trlsoftware.co.uk
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Filename: S664.mova

Path: C:\Users\tbedding\OneDrive - VINCI Construction\Desktop\Scheme Folders\S664 A1MJ9,
Letchworth\Construction\Maintenance Documents\MOVA

Report generation date: 07/11/2023 10:09:26

Site diagram



Data Plan 1 - (untitled)

Controller details

MOVA Controller EBAJ1

ID	EBAJ1
MOVA Version	M8.0
Name	S664
Description	
Main Stage [MAINST]	1
Total Green Limit [TOTALG] (s)	65
Detector ON [DETON]	Closed circuit
Stage Confirm ON [STAGON]	Open circuit
Phase Confirm ON [PHASON]	Open circuit
Stage Demand ON [STGDEM]	Closed circuit

Phases

Phases

Phase ID	A	B
Name	Circulatory	A1(M) N/B
Phase Type	Traffic	Traffic
Associated Phase		
Minimum Green (s)	7.0	7.0
Interstage Behaviour [LPHASE]	Never runs during interstage	Never runs during interstage
Phase Confirm Channel [LPHASE]		

Phase Intergreen Matrix for Controller EBAJ1

From	To		
		A	B
	A	-	5
	B	7	-

Stages

Stages

Stage	1	2
Description	Circulatory	A1(M) N/B Off Slip
Phases In Stage	A	B
Auto Set Stage Minimum	✓	✓
Stage Minimum [MIN] (s)	7.0	7.0
Stage Maximum [MAX] (s)	35.0	30.0
All Red Pedestrian Stage [REDPED]		

Stages: Pedestrians

Stage	1	2
Enable Pedestrian Short Cycling		
PEDMAX1 (s)		
PEDMAX2 (%)		

Stages: Emergency And Priority

Stage	1	2
Max green extension (Emergency) [EMXMAX] (s)	0	0
Max green extension (Priority) [PRXMAX] (s)	20	30
Enable using BUSMAX		
BUSMAX1 (s)		
BUSMAX2 (%)		

Stages: Alerts

Stage	1	2
Occupancy alert threshold (ON) [OCCUAL on]	9.90	9.90
Occupancy alert threshold (OFF) [OCCUAL off]	9.90	9.90

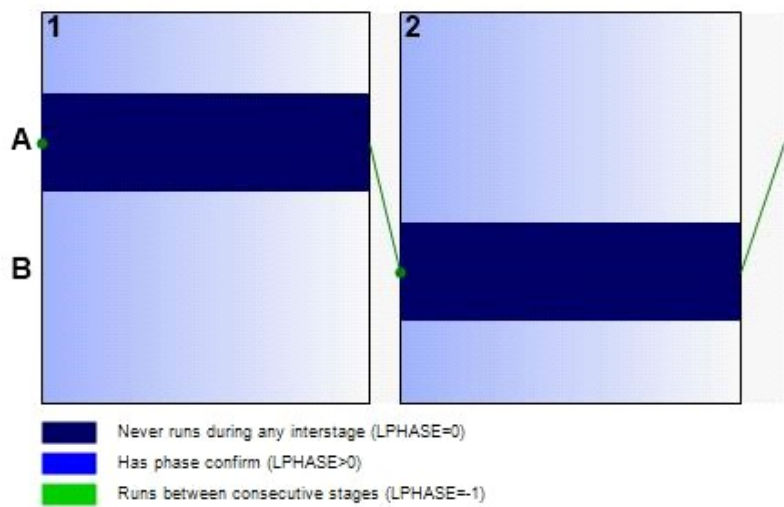
Interstage Matrix for Controller EBAJ1

	To		
		1	2
From	1	-	5
	2	7	-

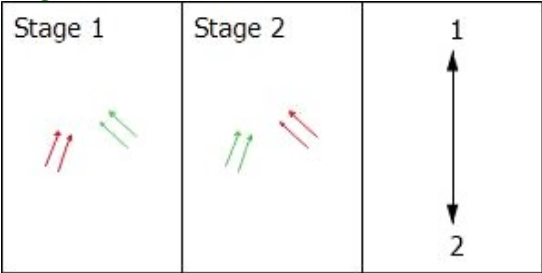
Banned Stage transitions for Controller EBAJ1

	To		
		1	2
From	1	-	Allow
	2	Allow	-

Stages and phases for Controller EBAJ1



Stages for Controller EBAJ1



LGREEN and SDCODE Matrix

LGREEN matrix

	Link							
Stage		1	2	3	4	5	6	7
	1	1	1	0	0	1	1	0
	2	0	0	1	1	0	0	1

SDCODE matrix

	Link							
Stage		1	2	3	4	5	6	7
	1	1	1			1	1	
	2			1	1			1

Links

Links

Link	1	2	3	4	5	6	7
Name	Circulatory	Circulatory	A1M N/B Off Slip	A1M N/B Off Slip	Circulatory	Circulatory	A1(M) N/B Off slip
Description	Nearside	Offside	Nearside	Offside	Nearside	Offside	
Lanes	1	2	3	4			
Phase	A	A	B	B	A	A	B
Link Type [LTYPE]	Traffic	Traffic	Traffic	Traffic	Priority	Priority	Priority
Demand Channel							
Latched							
Volumetric Detection							
Use Wait Channel							
Wait Channel [WAITCH]							
LPHASE_RAW	0	0	0	0	0	0	0
LTYPE_RAW	0	0	0	0	99	99	99

Link: Modelling

Link	1	2	3	4	5	6	7
Auto Set Link Minimum Green	✓	✓	✓	✓	✓	✓	✓
Link Minimum Green [LMIN] (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Link Maximum Green [LNKMAX] (s)	35.0	35.0	30.0	30.0	500.0	500.0	500.0
Auto Set Stop Penalty	✓	✓	✓	✓			
Heavy Vehicles (%)	10	5	25	15			
Stop Penalty [STOPEN] (s)	9.0	7.0	20.0	15.0			
Auto-set End of Saturation Time	✓	✓	✓	✓			
End of Saturation Time [ESLMAX] (s)	35.0	35.0	30.0	30.0			
Auto Set Lost Time	✓	✓	✓	✓			
Lost Time [LOSTIM] (s)	10.0	10.0	10.0	10.0			

Link: Offside Turners

Link	1	2	3	4	5	6	7
Auto set MIXOUT	✓	✓	✓	✓			
Early cut-off demand type [MIXOUT]	Not applicable	Not applicable	Not applicable	Not applicable	-	-	-
Vehicles between X and OUT dets [MIXOUT] (veh)							

Link: Emergency and Priority

Link	5	6	7
Use Bus Weighting?			
Associated Lane [ASCLAN]			
EP1: Has Detector?	✓	✓	✓
EP1: Detector ID [EPDET1]	20	21	22
EP1: Extension [EPEXT1] (s)	1	1	1
EP1: Distance (m)			
EP1: Cruise Speed (m/s)			
EP1: Cruise Time [EPCRT1] (s)			
EP2: Has Detector?			
EP2: Detector ID [EPDET2]			
EP2: Extension [EPEXT2] (s)			
EP2: Distance (m)			
EP2: Cruise Speed (m/s)			
EP2: Cruise Time [EPCRT2] (s)			
Hold Time [HOLDTM] (s)	20	20	30
Cancel Detector Type	None	None	None
Cancel Detector ID [CANDET]			
Bus Weight [BUSWGT]			

Link: Constants

Link	1	2	3	4	5	6	7
Auto Set	✓	✓	✓	✓	✓	✓	✓
MINPCS	50	50	50	50	50	50	50
Is Short Link [SHORTL]							
Number Of Main Lanes [NMAINL]	1	1	1	1	0	0	0

Lanes

Lanes

Lane	1	2	3	4
Name	Circulatory	Circulatory	A1(M) N/B Off Slip	A1(M) N/B Off Slip
Description	Nearside Lane	Offside Lane	Nearside	Offside
Lane Type	Normal	Normal	Normal	Normal
Short Lane Length [DSHORT] (m)				
Lane Weighting Factor [LANEWF]	1	1	1	1
Cruise Speed [CSPEED] (m/s)	11.0	10.0	13.0	13.0
Enter headway?	✓	✓	✓	✓
Headway [SATINC] (s)	2.1	2.1	1.8	1.8
Saturation Flow (veh/hr)	1714	1714	2000	2000
Start-up Lost Time [STLOST] (s)	1.3	1.3	1.3	1.3
Saturation Flow Feedback [USESF]	Off	Off	Off	Off
Start-up Lost Time Feedback [USEST]	Off	Off	Off	Off

Lane: Detectors

Lane	1	2	3	4
X Detector ID [X]	2	5	8	11
X Detector distance [DX] (m)	40.0	40.0	40.0	40.0
IN Detector?	✓	✓	✓	✓
IN Detector ID [IN]	1	4	7	10
IN Detector distance [DIN] (m)	80.0	80.0	115.0	115.0
Auto Set	✓	✓	✓	✓
X Detector cruise time [CRUSX] (s)	3.0	3.5	2.5	2.5
X Detector queue clear time [MOVEQX] (s)	17.5	17.5	16.0	16.0
IN Detector cruise time [CRUSIN] (s)	7.0	7.5	8.5	8.5
IN Detector queue clear time [MOVQIN] (s)	26.5	26.5	38.0	38.0
Queue Detection Time [QMINON] (s)	6.0	6.0	6.0	6.0

Lane: Combination Detectors

Lane	1	2	3	4
COMB-X Detector present?				
COMB-X Detector ID [COMBX]				
Associated X Det 1 [ASSOCD-1]				
Associated X Det 2?				
Associated X Det 2 [ASSOCD-2]				
Auto Set COMTIM	✓	✓	✓	✓
Time To Use Combination [COMTIM] (s)				

Lane: Other Detectors

Lane	1	2	3	4
OUT Detector?				
OUT Detector ID				
IN-SINK Detector?				
IN-SINK Detector ID				
X-SINK Detector?				
X-SINK Detector ID				
STOPLINE Detector?	✓	✓	✓	✓
STOPLINE Detector ID	3	6	9	12
AutoSet ALT-UP	✓	✓	✓	✓
ALT-UP Detector?	✓	✓	✓	✓
ALT-UP Detector ID	1	4	7	10
ALT-DOWN Detector?				
ALT-DOWN Detector ID				
IN-SINK2 Detector?				
IN-SINK2 Detector ID				
X-SINK2 Detector?				
X-SINK2 Detector ID				

Lane: Oversaturation

Lane	1	2	3	4
Auto Set Critical Vehicle Count	✓	✓	✓	✓
Detector For Oversaturation Checking [XOSAT]	IN detector	IN detector	IN detector	IN detector
Critical Vehicle Count [OSATCC] (veh)	6	7	9	9
Critical Vehicle Count Compact [OSATCX] (veh)	5	5	5	5
Critical Vehicle Time [OSATTM]	13.0	13.0	12.0	12.0

Lane: Alerts

Lane	1	2	3	4
Enable Oversaturation Alert				
Oversaturation Cycles [OSATAL]				
Enable Exit Blocking Alert				
Exit Blocking Cycles [EXITAL]				

Lane: Advanced

Lane	1	2	3	4
Auto set Advanced Values	✓	✓	✓	✓
Max Minimum Green [MAXMIN] (s)	14.5	14.5	12.5	12.5
Utilised Amber Time [GAMBER] (s)	2.0	2.0	2.0	2.0
Saturation Flow Gap [SATGAP] (s)	1.4	1.4	1.3	1.3
Critical Gap [CRITG] (s)	3.4	3.4	3.3	3.3
Lengthened Critical Gap [PCRITG] (%)	0	0	0	0
Portion Of Critical Gap [RCRITG] (%)	0	0	0	0

Logging

Logging

Telephone Number	
TMA Logging Period [TMAPRD]	60

Logging: Error weighting

Error type	Weighting
Auto Set	✓
Faulty detector [2]	0
Stage not ended [3]	5
Intergreen not ended [4]	5
Invalid stage demanded [5]	5
Wrong stage confirmed [6]	5
Multiple stage confirms [14]	0
Watchdog routine [8]	5
Divide error [16]	5
Program error [11]	0

Logging: Saturation Flow Logs

Time Period	Start Time (HH:mm)	End Time (HH:mm)
Weekday Period 1	07:30	09:30
Weekday Period 2	16:30	18:30
Weekday Period 3	09:30	16:30
Weekday Period 4	18:30	22:00
Saturday	09:00	17:00
Sunday	10:00	16:00

Constants

Constants

Auto Set	SCAN	MINEXT (s)	MAXEXT (s)	ADDGAP	SUBGAP	NDETS	STAGES	NLINKS	NLANES
✓	0.5	3.0	9.0	0.5	0.5	22	2	7	4

Summary of Detectors and Confirms

Detectors

Detector	Detector Type	Link	Lane	Data Plan
1	N		1	
2	X		1	
3	Stopline		1	
4	N		2	
5	X		2	
6	Stopline		2	
7	N		3	
8	X		3	
9	Stopline		3	
10	N		4	
11	X		4	
12	Stopline		4	
20	EP	5		
21	EP	6		
22	EP	7		

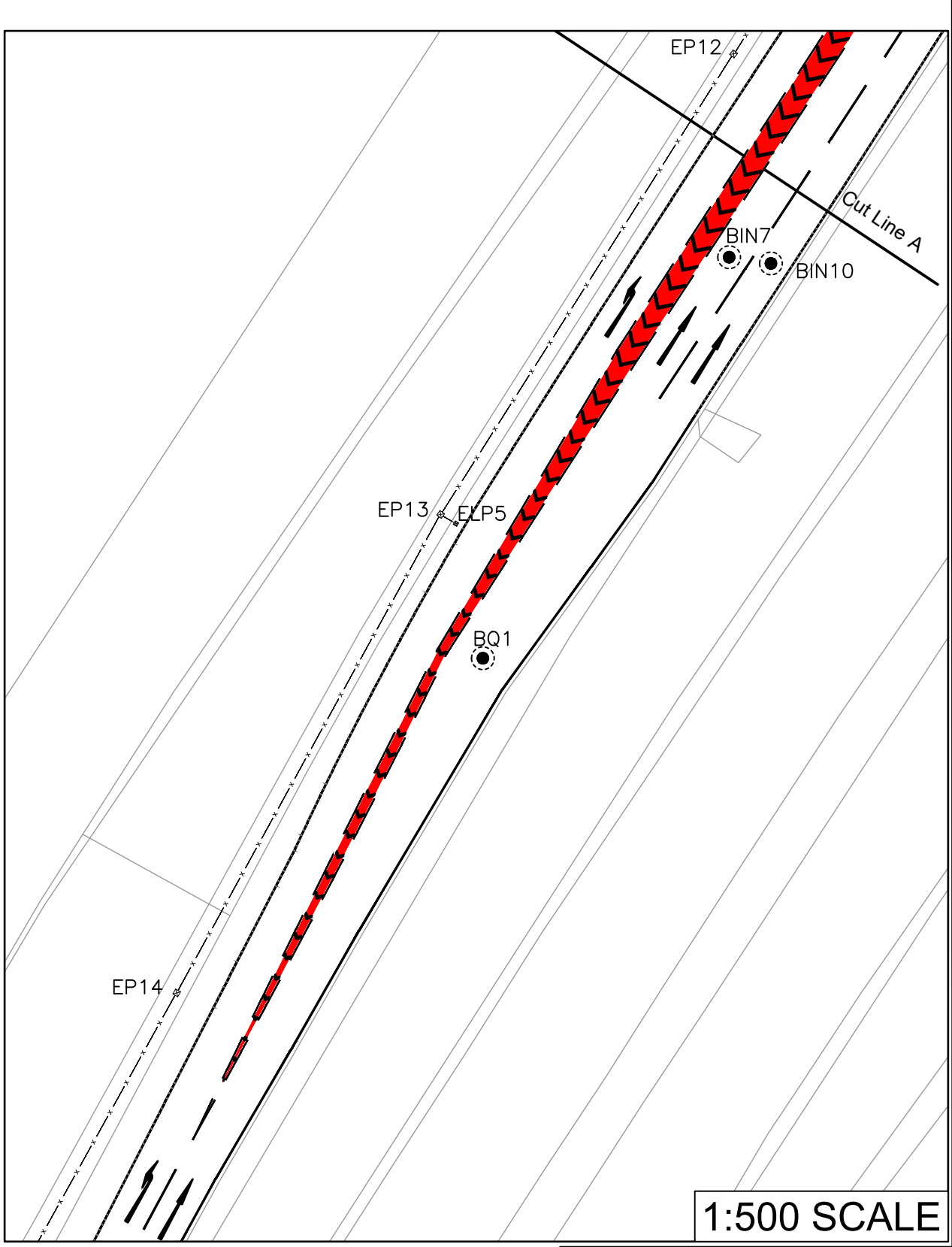
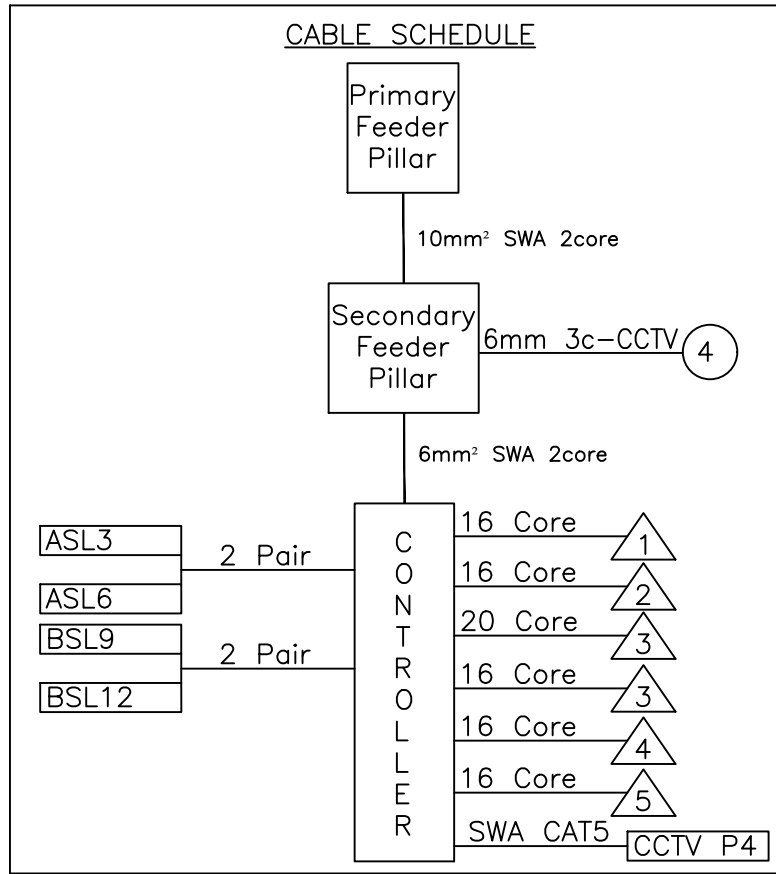
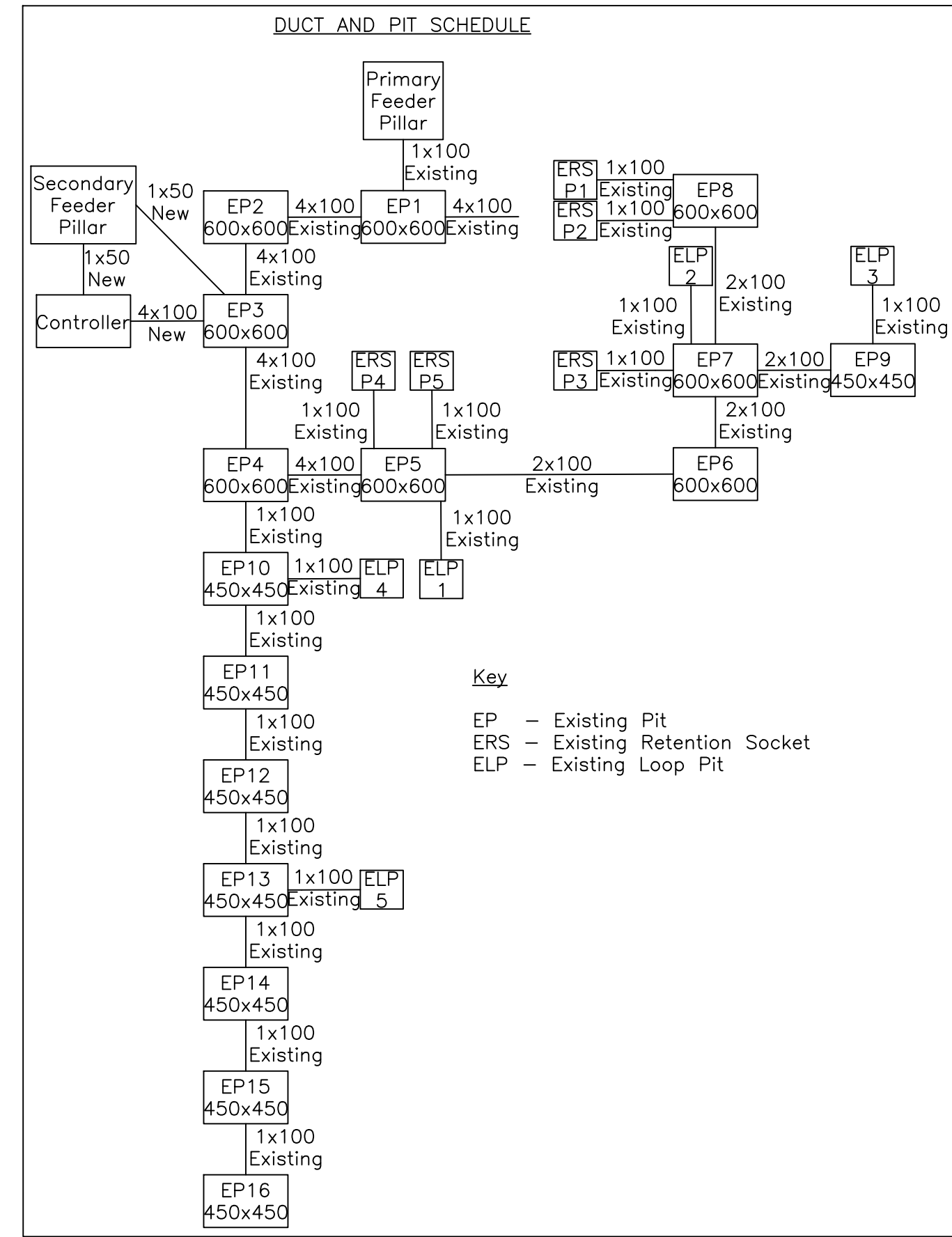
Confirms

Confirm	Stage	Phase
1	1	
2	2	

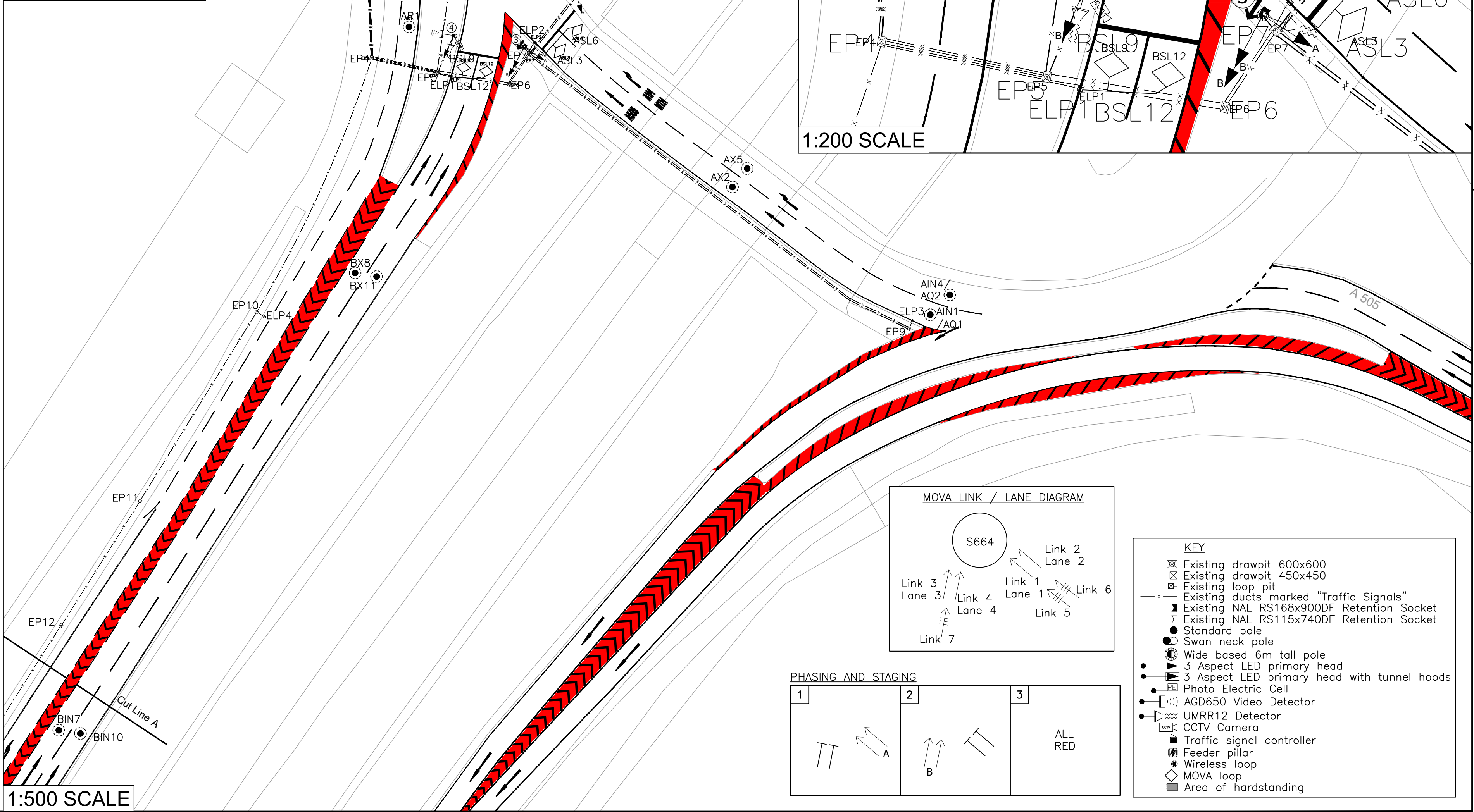
Special Conditioning

No rules have been defined

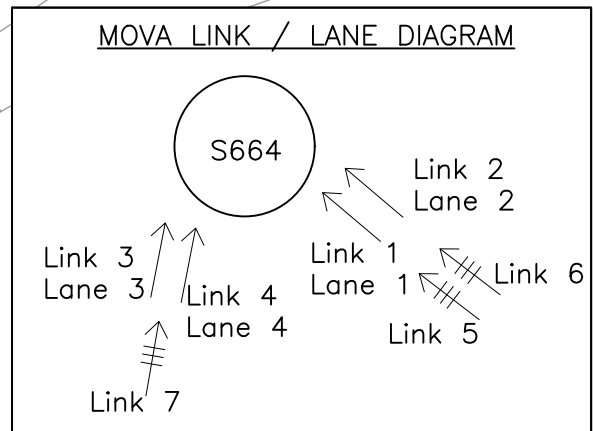
DETECTOR LOOP LOCATIONS					
LOOP	FUNCTION	Extension	LOCATION (From Stop Line)	PROPOSED/ EXISTING	WIRELESS/CABLED /MVD
AIN1/ AQ1	MOVA IN Loop / 'Q' Loop	N/A	80m	EXISTING	WIRELESS – UMRR P3
AX2	MOVA X Loop Extend under VA	4.5s	40m	EXISTING	WIRELESS – UMRR P3
ASL3	Stop Line Loop Extend under VA	0.5s	2.5m	EXISTING	CABLED
AIN4/ AQ2	MOVA IN Loop/ 'Q' Loop	N/A	80m	EXISTING	WIRELESS – UMRR P3
AX5	MOVA X Loop Extend under VA	4.5s	40m	EXISTING	WIRELESS – UMRR P3
ASL6	Stop Line Loop Extend under VA	0.5s	2.5m	EXISTING	CABLED
BIN7	MOVA IN Loop	N/A	115m	EXISTING	WIRELESS – UMRR P4
BX8	MOVA X Loop Extend under VA	4.5s	40m	EXISTING	WIRELESS – UMRR P4
BSL9	Stop Line Loop Extend under VA	0.5s	2.5m	EXISTING	CABLED
BIN10	MOVA IN Loop	N/A	115m	EXISTING	WIRELESS – UMRR P4
BX11	MOVA X Loop Extend under VA	4.5s	40m	EXISTING	WIRELESS – UMRR P4
BSL12	Stop Line Loop Extend under VA	0.5s	2.5m	EXISTING	CABLED
BQ1	'Q' Loop	10s	165m	EXISTING	WIRELESS – UMRR P4
AR1	All Red Extension	1s	67.5m from Priority Give Way	EXISTING	WIRELESS – AGD650 P4



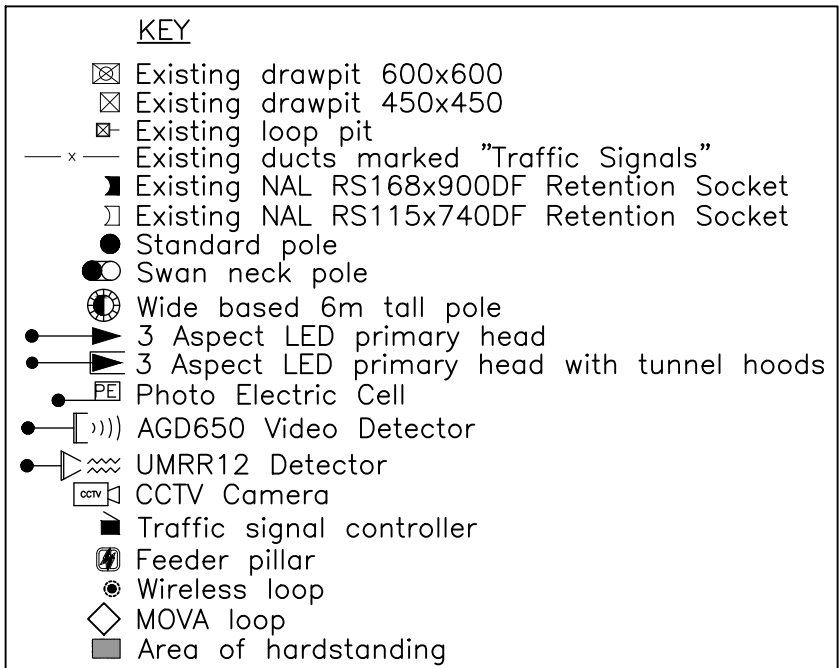
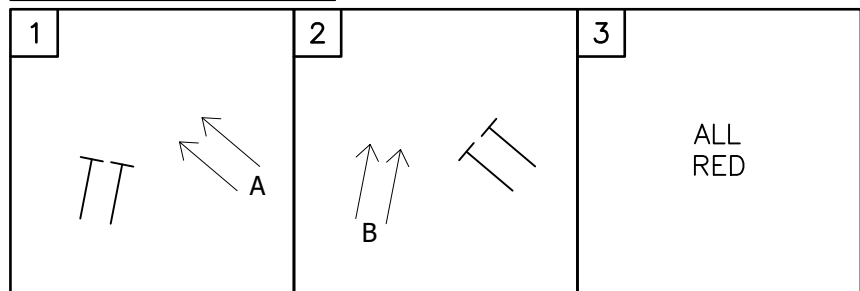
1:500 SCALE



1:200 SCALE



PHASING AND STAGING



- Notes:
- Mains cable in all chambers between primary and secondary feeder pillars
 - Mains cable feeding CCTV camera on P4 in chambers EP3, EP4 & EP5
 - CAT 5 cable in Chambers EP3, EP4 & EP5
 - Streetlighting cable within chambers EP1 & EP2

	CAD	Drawn
Initials	TB	TB
Date	25/10/23	25/10/23
	Checked	Approved
Initials		
Date		
Scales	1:200 1:500	Sheet No 1 OF 1

Org. No.	S664 AS BUILT	Rev -
Project Title	IWP No.	220056
	S664 - A1(M)J9 / A505 / LETCHWORTH GATE, LETCHWORTH	
Drawing Title		
	AS BUILT	



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