

Highgate *Transportation*

Green Square, Chippenham

**Technical Note
(HTp/2686/TN/01/A)**

August 2026

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1.0 Introduction

- 1.1 Highgate Transportation (HTp) have been appointed to prepare this Technical Note to support a Prior Approval application to Wiltshire Council (WC) for the redevelopment of a former office block, to provide up to 30 residential units on Methuen Park, Chippenham.
- 1.2 The application site location and wider area is shown in **Figure 1.1**, with bus stops shown in blue.

Figure 1.1 – Site location and wider area



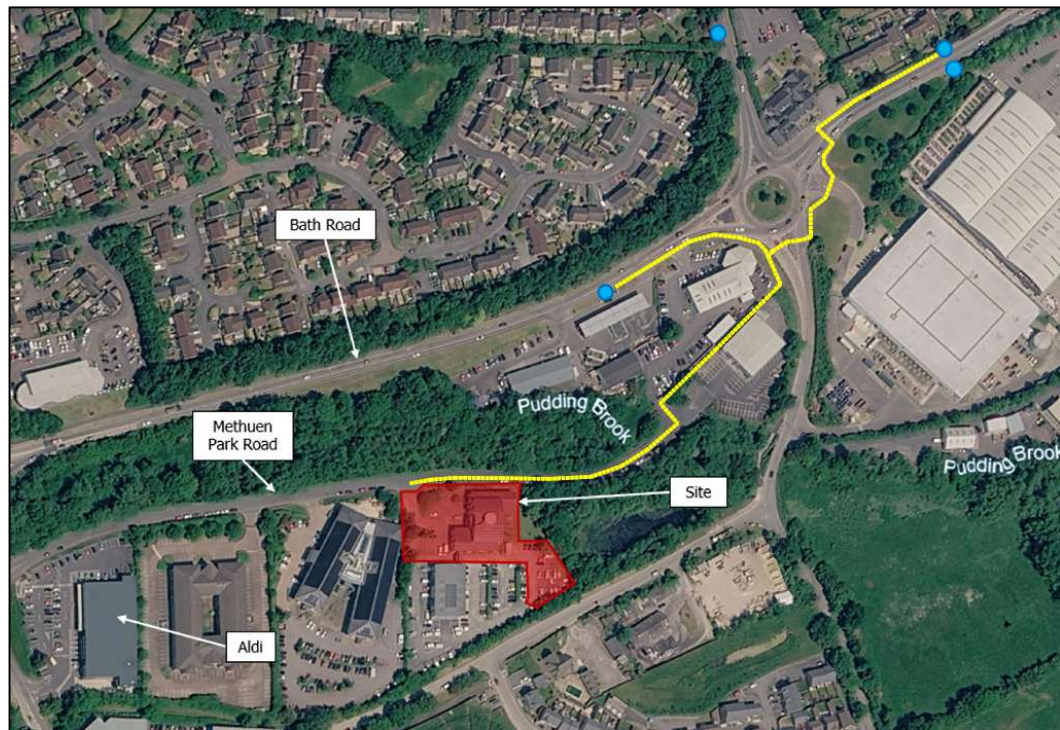
- 1.3 The site is located in the south of Chippenham 700 metres from the Chequers Roundabout, which connects the A4 to Bath with the A350. The site is bounded by Methuen Park Road to the north, unused greenspace to the east, Easton Lane to the south and office space to the west.
- 1.4 The site is accessed via an existing vehicular access on Methuen Park Road.
- 1.5 It should be noted that an application for additional cycle parking and bin stores has been submitted for approval under a separate application. This Prior Approval application will rely on the cycle parking and bin stores from that linked application.
- 1.6 The following will be included in this Technical Note:
 - i. A review of the local highway network within the vicinity of the application site, including a critique of existing facilities for pedestrians and cyclists
 - ii. Details of the sustainability of the site, including public transport
 - iii. A review of the most recently available previous 5-years of personal injury road traffic collision records
 - iv. Confirmation that the existing access arrangement is appropriate to serve the residential dwellings

- v. Confirmation that the car parking provision is appropriate and in accordance with local parking standards, this will include swept path analysis
 - vi. Confirmation that cycle parking is appropriate and meets the minimum requirements
 - vii. Confirmation that servicing arrangements are acceptable, including refuse and recycling storage and collection
 - viii. A trip comparison exercise of the existing and proposed land uses
- 1.7 It will be concluded that the conversion of an existing office to 30 residential units will not result in an unacceptable impact on highway safety, and will result in a net reduction of vehicle movements compared to the existing use.

2.0 Existing Situation

- 2.1 The site is located in the south of Chippenham, Wiltshire. Within the vicinity of the site to the west there are commercial buildings, to the north and south there are residential units.
- 2.2 The site is currently a 2,130sqm office with 49 allocated car parking spaces. The car park is accessed via Methuen Park.
- 2.3 The site location and immediate area is shown in **Figure 2.1**. The closest bus stops are shown in blue, and the shortest walking routes are shown in yellow.

Figure 2.1 – Site Location and immediate area



Local Highway Network

- 2.4 Methuen Park (aligned west-east), which provides access to the site, is a 6.1 metre wide two-way carriageway subject to a speed limit of 30mph, with a circa 2.0 metre wide footways on the southern side of the carriageway, which enter the site. Methuen Park has double yellow line Traffic Regulation Orders (TROs) on the northern side of the carriageway until approximately 80 metres to the east of the access into the application site.
- 2.5 Around 270 metres to the west of the site, Methuen Park forms a mini roundabout, after which Methuen Park continues in a north-south direction. Around 50 metres to the north of the mini roundabout, Methuen Park forms the southern arm of a large 5-arm (60 metre ICD) roundabout, which connects to Bath Road and Sandown Drive.

- 2.6 The northern section of Methuen Park is subject to a 40mph speed limit. To the south, Methuen Park is a two-way carriageway of around 6.1 metres wide, subject to a 30mph speed limit, with 2.0 metre wide footways to either side and occasional pedestrian refuge islands. Methuen Park connects to Haystack Avenue around 280 metres south of the mini roundabout.

Local Services and Facilities

- 2.7 The site is located in a sustainable location with the ability to provide future residents access to a number of amenities and shops. A selection of the local services and facilities are contained in **Table 2.1**, with the walking and cycling distance and time from the site.

Table 2.1 – Local services and facilities

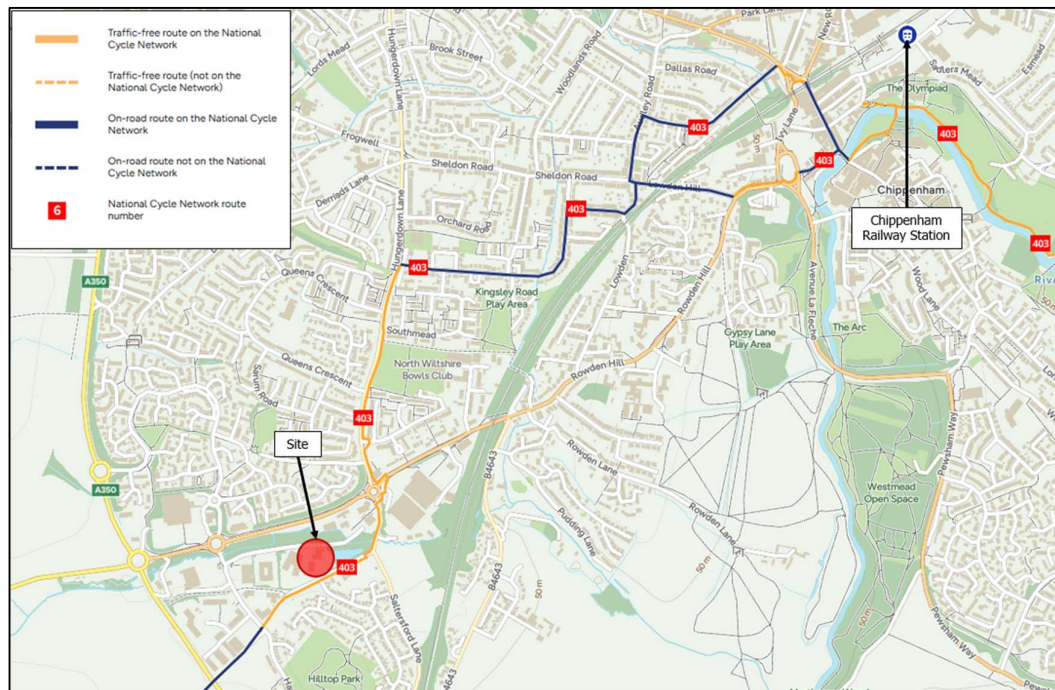
Service/Facility	Distance from site (m)	Travel time (mins)	
		Walking*	Cycling**
Aldi	350	4	1
M&S	400	5	1
Esso Bus Stop	500	6	2
Sainsburys	550	7	2
B&Q Bus Stop	550	7	2
The Pheasant	600	8	2
Hilltop Park	1100	14	3
Queens Crescent School	1200	15	4
Kingsley Road Community Hall	1400	18	4
Chippenham Community Hospital	1600	20	5
Chippenham Railway Station	2800	35	9

*Assuming a typical walking speed of 80 metres per minute, rounded to the nearest whole minute (CIHT guidance document, 'Providing for Journeys on Foot', 1950) 9 2

** based on guidance contained within the DfT LTN 1/20 'Cycle Infrastructure Design' and the now withdrawn LTN 2/08 (also titled 'Cycle Infrastructure Design'), which set out typical cycling speeds of 10 to 15mph and 320 metres per minute (12mph), respectively

- 2.8 It is considered that destinations within a 10 minute walk are generally within reasonable walking distance, as per the Chartered Institution of Highways and Transportation (CIHT) guidance provided in the Planning for Walking document.
- 2.9 It is further considered that any destination within 8.0km (five miles) are within reasonable cycling distance, as described in CIHT's Planning for Cycling document.
- 2.10 Given the number of local services and facilities within a 10 minute walking or cycling distance of the site, it is considered that the site is highly sustainable, and therefore future residents will not be reliant on the private car.
- 2.11 National Cycle Route (NCN) Route 403 is within 350 metres of the site. NCN route 403 connects Chippenham with Marlborough to the east and Melksham to the south. The eastern route to Marlborough is a predominantly off road traffic free route, which also passes within 300 metres of the Chippenham Railway Station. The southern route to Melksham is predominantly an on road route. The NCN route 403 in Chippenham is shown in **Figure 2.2**

Figure 2.2 – NCN Route 403



Public Transport

2.12 The nearest bus stops are located on A4 the Esso Garage and B&Q eastbound bus stops, a 500 metre (six minute walk) and 550 metres (seven minute walk) from the site respectively.

2.13 The services available at these stops are summarised in **Table 2.2**

Table 2.2 – Local bus services

Service Number	Route	Two-Way Frequency		
		Weekdays	Saturday	Sunday
44H	Chippenham Centre – Sheldon School	1 per hour	1 per hour	-
231	Bath – Rudloe - Chippenham	2 per hour	2 per hour	1 per hour
X34	Chippenham – Trowbridge- Frome	2 per hour	1 per hour	1 per hour
X31	Bath - Chippenham	1 per hour	-	-
636	Chippenham - Marshfield	4 a day	-	-

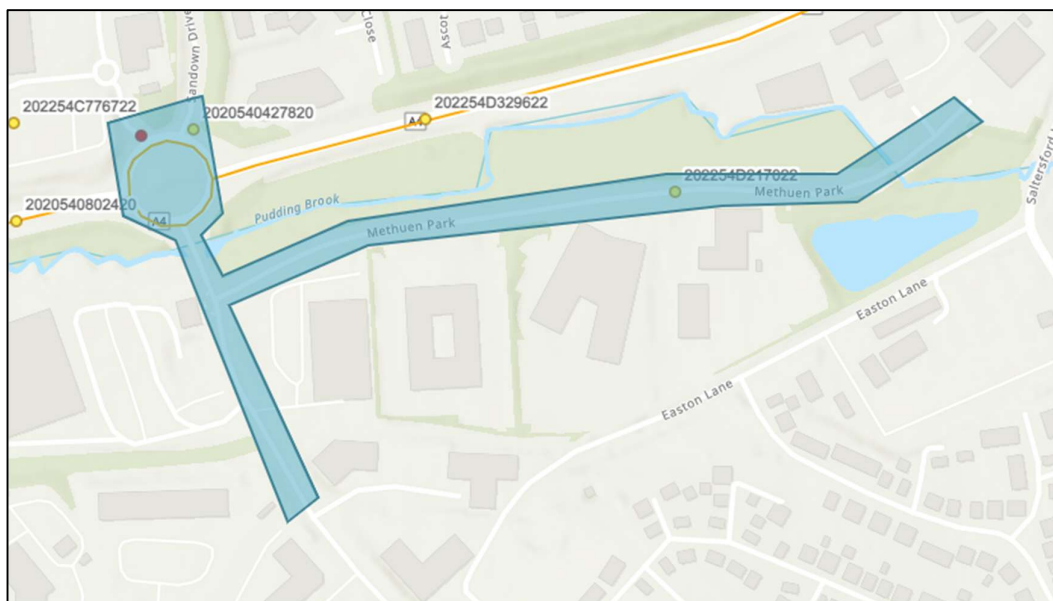
2.14 **Table 2.2** shows that six local bus services are available per hour on weekdays within a seven minute walk from the site. This demonstrates that the site is well served by the existing bus services and future residents will have the option to travel by bus, and will not be reliant on the private car.

- 2.15 Chippenham Railway Station is 2.8km away from the site, a 35 minute walk or a nine minute cycle. Chippenham Railway Station has services to Bristol Temple Meads, London Paddington, Swindon, Westbury, Weston-Super-Mare and Oxford with an average of seven trains per hour.
- 2.16 It has been demonstrated that the application site is within a suitable cycling distance of a well served railway station, providing future residents with options for sustainable travel.

Personal Injury Collision Report

- 2.17 Personal Injury Collision (PIC) data for the period January 2020 to December 2024 has been obtained from the CrashMap Pro database. The output report is provided as **Appendix 1**, with an extract of the PIC area shown in **Figure 2.3**.

Figure 2.3 – Personal Injury Collision area



- 2.18 From **Figure 2.3**, it can be seen that there have been three recorded collisions within the study area during the assessment period, one of which was classified as 'serious' and two were classified as 'slight'.
- 2.19 The one 'serious' PIC (202454C750924) occurred in 2024 and involved one pedestrian casualty and one vehicle travelling southeast onto the roundabout connecting Bath Road, Sandown Drive and Methuen Park.
- 2.20 Of the two 'slight' PIC:
- One PIC (2020540427820) occurred in 2020 which involved two vehicles both travelling south along Sandown Drive
 - One PIC (202254D217022) occurred in 2022 which involved one pedestrian casualty and three vehicles, with two vehicles parked and one travelling east along Methuen Park

- 2.21 It can be seen that there is not an underlying pattern of PIC within the vicinity of the site and therefore there are no underlying road safety issues that would be exacerbated by the proposed change of use development.

3.0 Proposed Development

- 3.1 The Prior Approval is being submitted to convert an existing office building (Block A) for up to 30 residential units.
- 3.2 The proposed layout (3942 203b proposed site plan) is contained in **Appendix 2**, and an extract is provided as **Figure 3.1**.

Figure 3.1 – Extract of the proposed layout



3.3 The development proposals include:

- i. 30 residential units
 - 18 one bed flats
 - 12 two bed flats
- ii. 49 parking spaces
- iii. Retention of the existing access on Methuen Park

Existing Access Arrangement

- 3.4 The existing access on Methuen Park Road will be retained; the access has footways with a minimum width of 2.0 metres. It will be demonstrated in **Section 4.0** of this report that the proposed residential development will result in a reduction of 107 daily vehicle movements.
- 3.5 Given that the proposed development will result in a reduction in vehicle movements compared to that of the existing use, and that there is no history of personal injury collisions at the site access, it is considered that the retention of the existing site access is acceptable.

Car Parking Provision

- 3.6 The Council's parking standards are set out in Wiltshire Local Transport Plan 2011-2026 Car Parking Strategy. The parking standards set out the minimum number of spaces recommended. These are:
- i. One parking space for units with one bedroom
 - ii. Two parking spaces for units with either two or three bedrooms
 - iii. 0.2 parking spaces per dwelling for visitor parking
- 3.7 Based on these parking standards the proposed development would require $[(18 \times 1) + (12 \times 2) + (30 \times 0.2)] = 48$ car parking spaces. The proposed development is providing 42 allocated spaces to serve the plots and six unallocated spaces for visitors, which totals 48 car parking spaces.
- 3.8 Given that the proposed development is providing 49 parking spaces (43 allocated for residents and six for visitors), one above the minimum number of recommended parking spaces, this is considered acceptable.
- 3.9 Swept path analysis, contained in **Appendix 3**, confirms that the proposed car parking spaces are appropriate.

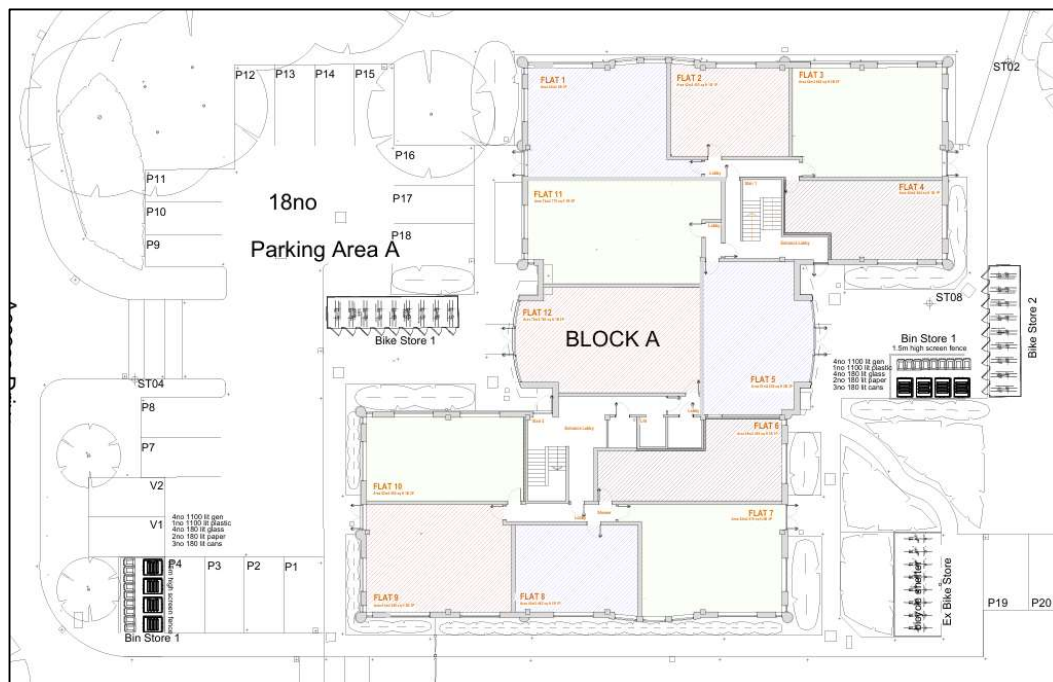
Electric Vehicle Charging

- 3.10 Electric Vehicle (EV) charging will be provided. It can be noted that there are five EV charging points in the parking court in the northwest of the site. It can be confirmed that one active EV charging station will be provided for each dwelling, and all remaining spaces allocated will be provided with passive EV charging infrastructure to ensure ease of future installation of additional active charge points. Therefore 25 active EV charging points will be installed totalling one EV charging point for each dwelling.

Cycle Parking Provision

- 3.11 The Council's cycle parking standards are set out in Wiltshire's Local Transport Plan 2011-2016 Cycling Strategy. The cycle parking standards set out the minimum number of spaces recommended. These are:
- i. One covered space per bedroom for up to three bedrooms
 - ii. One visitor space per 20 bedrooms
- 3.12 Based on these parking standards the proposed development would require a minimum of $[(18 \times 1) + (12 \times 2) + (30/20) =]$ 43 cycle parking spaces.
- 3.13 Provision for cycle parking has been submitted for approval under a separate application (Planning Portal Reference: PP-14993532) for 44 cycle parking spaces in secure and covered stores, as shown in **Figure 3.2**.

Figure 3.2 – Cycle parking



Servicing, Refuse and Recycling Strategy

- 3.14 Swept path analysis shown in **Appendix 3**, shows a refuse vehicle is able to enter and exit the site in a forward gear.
- 3.15 The bin store strategy has been set out under a separate application (Planning Portal Reference: PP-14993532). The storage areas are shown on **Figure 3.2** for reference.
- 3.16 A member of the maintenance team will block off certain car parking bays in advance of the refuse vehicle to ensure the vehicle has enough space to manoeuvre within the site. **Figure 3.3** shows which parking bays would need to be coned off in red.

Figure 3.3 – Parking spaces to be coned off



- 3.17 Therefore, it is considered that the refuse and recycling storage and collection strategy is suitable.
- 3.18 Given that the site can accommodate refuse collection vehicles and that the extant office use accommodated servicing requirements, it is considered that the proposed residential land use will have servicing requirements met appropriately.

4.0 Development Trips

- 4.1 The TRICS database (8.26.3) has been reviewed to provide an indication of the likely number of peak hour and daily weekday trips that will be associated with the proposed residential development as well as the extant land use as a 2,130sqm office.

Trip Attraction – Existing Use

- 4.2 A trip attraction exercise has been carried out for a 2,130sqm office using the following criteria:
- i. Land use 'Employment – Office'
 - ii. Multi-modal trip rate surveys
 - iii. Surveys undertaken after 01.01.2018
 - iv. All regions in Great Britain
 - v. Use of weekday data (Saturdays and Sundays excluded)
 - vi. Surveys during Covid de-selected
 - vii. Sites within Edge of Town locations
- 4.3 The trip rates and resultant multi-modal trips associated with a 2,130sqm office are set out in **Table 4.1** and **Table 4.2**, respectively. The full TRICS outputs are contained in **Appendix 4**.

Table 4.1 – Trip rate (per 100sqm)

	AM Peak Hour (0800-0900)		PM Peak Hour (1700-1800)		Daily
	Arrival	Departure	Arrival	Departure	
Total Vehicle	1.050	0.210	0.080	0.971	10.09
Cyclists	0.094	0.000	0.000	0.065	0.294
Pedestrian	0.275	0.094	0.000	0.181	4.351
Public Transport	0.087	0.000	0.000	0.087	0.34
Total People	1.543	0.297	0.072	1.333	15.444

Table 4.2 – Trip attraction (2,130sqm)

	AM Peak Hour (0800-0900)		PM Peak Hour (1700-1800)		Daily
	Arrival	Departure	Arrival	Departure	
Total Vehicle	22	4	2	21	215
Cyclists	2	0	0	1	6
Pedestrian	6	2	0	4	93
Public Transport	2	0	0	2	7
Total People	33	6	2	28	329

- 4.4 From **Table 4.2**, it can be seen that, based on the latest TRICS database, it is forecast that the extant office use would have attracted up to around 26 vehicle movements in the AM peak hour and 23 vehicle movements in the PM peak hour, with up to round 215 vehicle movements daily.
- 4.5 The office use is also forecast to have attracted up to around 93 pedestrian movements and six cycle movements daily, and seven public transport users.

Trip Generation – Proposed Use

- 4.6 A trip generation exercise has been carried out for the 30 proposed residential units, using the following criteria:
- i. Land use 'Residential – Flats Privately Owned'
 - ii. Multi-modal trip rate surveys
 - iii. Surveys undertaken after 01.01.2018
 - iv. All regions in Great Britain
 - v. Use of weekday data (Saturdays and Sundays excluded)
 - vi. Surveys during Covid de-selected
 - vii. Sites within Edge of Town locations
- 4.7 The trip rates and resultant multi-modal trips associated with the 30 residential units are set out in **Table 4.3** and **Table 4.4**, respectively. The full TRICS outputs are also contained in **Appendix 4**.

Table 4.3 – Trip rates (per unit)

	AM Peak Hour (0800-0900)		PM Peak Hour (1700-1800)		Daily
	Arrival	Departure	Arrival	Departure	
Total Vehicle	0.065	0.108	0.301	0.151	3.593
Cyclists	0.000	0.022	0.011	0.000	0.066
Pedestrian	0.043	0.054	0.032	0.011	0.604
Public Transport	0.000	0.054	0.075	0.000	0.423
Total People	0.118	0.312	0.516	0.204	5.646

Table 4.4 – Trip generation (30 units)

	AM Peak Hour (0800-0900)		PM Peak Hour (1700-1800)		Daily
	Arrival	Departure	Arrival	Departure	
Total Vehicle	2	3	9	5	108
Cyclists	0	1	0	0	2
Pedestrian	1	2	1	0	18
Public Transport	0	2	2	0	13
Total People	4	9	15	6	169

- 4.8 From **Table 4.4**, it can be seen that, based on the latest TRICS database, the proposed 30 residential units are forecast to generate up to around five vehicle movements in the AM peak hour and 14 vehicle movements in the PM peak hour, with up to around 108 vehicle movements daily.
- 4.9 The proposed residential use is also forecast to generate up to around 18 pedestrian movements and two cycle movements daily, and up to around 13 public transport users.
- 4.10 **Table 4.5** provides a comparison of the existing total vehicle movements (**Table 4.2**) and the proposed total vehicle movements (**Table 4.4**).

Table 4.5 – Comparison of existing and proposed total vehicle movements

	AM Peak Hour (0800-0900)		PM Peak Hour (1700-1800)		Daily
	Arrival	Departure	Arrival	Departure	
Existing Total Vehicle Movements	22	4	2	21	215
Proposed Total Vehicle Movements	2	3	9	5	108
Difference	-20	-1	7	-16	-107
	-21		-9		

- 4.11 From **Table 4.5**, it can be seen that in the AM peak hour, there would be a reduction of up to around 20 vehicle arrivals and one departure, i.e. an overall reduction of 21 vehicle movements in the AM peak hour. During the PM peak hour, there may be an increase of seven vehicle arrivals and a decrease of 16 vehicle departures, i.e. an overall reduction of nine vehicle movements in the PM peak hour. Throughout the day there would be a reduction of 107 vehicle movements. Therefore, the proposed development would result in a significant net decrease in vehicle movements compared to the existing use.
- 4.12 Given this, it is considered that the proposed residential use of this former office building would not result in adverse transport impacts and will therefore not create an unacceptable impact on highway safety or capacity.

5.0 Summary and Conclusions

- 5.1 This Technical Note has been prepared by HTP in support of a Prior Approval application for up to 30 residential units in a former office building (Block A) at Green Square, Chippenham, Wiltshire.
- 5.2 In summary:
- i. The site is well connected and there are opportunities for pedestrians and cyclists
 - ii. The site is well connected to public transport opportunities for future residents, including buses and a railway station with seven hourly trains
 - iii. That there are no underlying road safety issues
 - iv. The existing access arrangements are appropriate for all users
 - v. The proposed car parking provision is suitable, and in line with the Council's standards
 - vi. Cycle parking standards will be met
 - vii. The refuse and recycling storage and collection strategy is acceptable, and car parking bays have been identified for the management team to block off prior to collection
 - viii. A trip comparison exercise demonstrates that the proposed residential land use will result in a significant net decrease in the number of vehicle movements associated with the site, and far less pedestrian movements
- 5.3 It is therefore concluded that the proposed change of use for up to 30 residential units will not result in an unacceptable impact on highway safety or capacity.

Appendix 1

Personal Injury Collision Report



2686 Personal Injury Collision Report

Area of Interest (AOI) Information

Area : 15,762.6 m²

Jun 9 2026 12:21:11 British Summer Time



Summary

Name	Count	Area(m²)	Length(m)
Crashes	3	N/A	N/A

Crashes

#	Carriageway_Hazards	Severity	Officer_Attended	Accident_DateTime	Year	Number_of_vehicles	Number_of_casualties	Easting
1	None	Slight	Police officer attended crash scene	January 14, 2020	2020	2	1	389962
2	None	Slight	No officer attended crash scene	December 15, 2022	2022	3	1	390244
3	None	Serious	No-accident reported via self-completion form	October 28, 2024	2024	1	1	389931

#	Northing	Highway_Authority	Road_Number	Weather_conditions	Road_Type	Road_surface	Speed_Limit	Light_conditions
1	172164	Wiltshire	U	Raining without high winds	Single carriageway	Wet or Damp	30	Darkness: street lights present and lit
2	172127	Wiltshire	U	Fine without high winds	Single carriageway	Frost or Ice	30	Darkness: street lights present and lit
3	172161	Wiltshire	A4	Fine without high winds	Single carriageway	Dry	50	Daylight: regardless of presence of streetlights

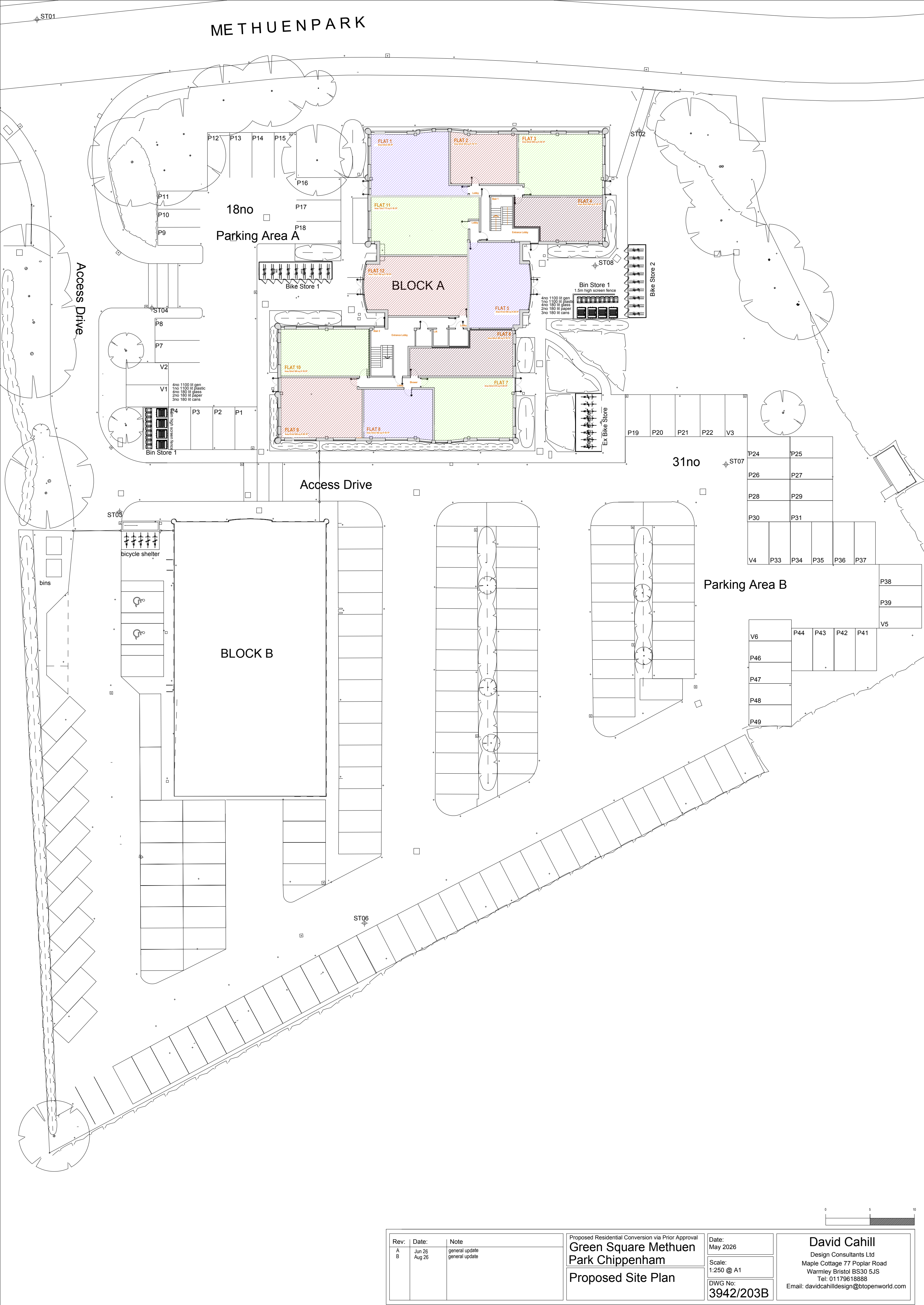
#	Junction_detail	Pedestrian_Crossing	Involved_pedalcycle	Involved_Motorcycle	Pedestrian_casualty	Child_casualty	Pedal_cycleuser_casualty	Motorcycle_user_casualty
1	Not at or within 20 metres of junction	No physical crossing facility within 50 metres	0	0	0	0	0	0
2	Not at or within 20 metres of junction	No physical crossing facility within 50 metres	0	0	1	0	0	0
3	Not at or within 20 metres of junction	No physical crossing facility within 50 metres	0	0	1	0	0	0

#	Involved_car	Involved_goodsvehicle	Involved_Bus	Involved_young_driver	Local_Authority_District	Junction_control	Is_Provisional	Is_Amended	Web_Link	Count
1	1	0	0	0	Wiltshire	Stop sign	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2020540427820	1
2	1	0	0	1	Wiltshire	Unknown	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=202254D217022	1
3	1	0	0	0	Wiltshire	Stop sign	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=202454C750924	1

Report produced from CrashMap Pro

Appendix 2

Architect's Proposed Layout



Rev:	Date:	Note
A	Jun 26	general update
B	Aug 26	general update

Proposed Residential Conversion via Prior Approval
**Green Square Methuen
Park Chippenham**
Proposed Site Plan

Date:
May 2026
Scale:
1:250 @ A1
DWG No:
3942/203B

David Cahill
Design Consultants Ltd
Maple Cottage 77 Poplar Road
Warmley Bristol BS30 5JS
Tel: 01179618888
Email: davidcahilldesign@utopenworld.com

Appendix 3

Swept Path Analysis



NOTES:

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Based on Architect's proposed layout '3942/203B'
received 06/08/2026

Refuse collection vehicle traveling against the one-way
system

Area to be coned off during refuse
collection

A	Updated Site Layout	BE	06.08.26
ISSUE	REASON FOR REVISION	BY	DATE

11300

1665 4825

Dennis Eagle 6X4 RHS 2013

mm

Width

: 2500

Track

: 2500

Lock to Lock Time

: 6.0

Steering Angle

: 32.1

PROJECT:

GREEN SQUARE
CHIPPENHAM

CLIENT:

JUNIPER HOMES

PROJECT REF:	DRAWING NUMBER:	SCALE (AT A3):
2686	TR02	1:500

SHEET NUMBER:

SHEET NUMBER 1 OF 2

SCALE BAR:

0m 5m 10m 15m 20m

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First Floor, 43-45 Park Street
Bristol BS1 5NL
01179 349 121

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TITLE:

SWEPT PATH ANALYSIS -
REFUSE VEHICLE

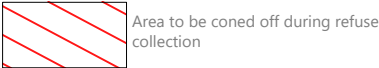
DATE:	DRAWN BY:	CHECKED:
05.06.26	BE	FB



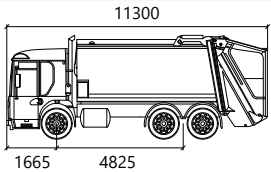
NOTES:
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Based on Architect's proposed layout '3942/203B'
received 06/08/2026

Refuse collection vehicle traveling against the one-way
system



A	Updated Site Layout	BE	06.08.26
ISSUE	REASON FOR REVISION	BY	DATE



Dennis Eagle 6X4 RHS 2013

Width	mm
Track	: 2500
Lock to Lock Time	: 2500
Steering Angle	: 6.0
	: 32.1

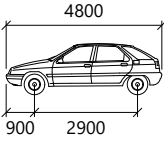
PROJECT: GREEN SQUARE CHIPPENHAM		
CLIENT: JUNIPER HOMES		
PROJECT REF: 2686	DRAWING NUMBER: TR02	SCALE (AT A3): 1:500
SHEET NUMBER: SHEET NUMBER 2 OF 2		
SCALE BAR: 		
HighgateTransportation www.highgatetransportation.co.uk First Floor, 43-45 Park Street Bristol BS1 5NL 01179 349 121 © Highgate Transportation Limited		
TITLE: SWEPT PATH ANALYSIS - REFUSE VEHICLE		
DATE: 05.06.26	DRAWN BY: BE	CHECKED: FB



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Based on Architect's proposed layout '3942/203B'
received 06/08/2026

A	Updated Site Layout	BE	06.08.26
ISSUE	REASON FOR REVISION	BY	DATE



SDV

	mm
Width	: 1800
Track	: 1800
Lock to Lock Time	: 6.0
Steering Angle	: 37.8

PROJECT:

GREEN SQUARE
CHIPPENHAM

CLIENT:

JUNIPER HOMES

PROJECT REF:	DRAWING NUMBER:	SCALE (AT A3):
2686	03	1:500

SHEET NUMBER:

SHEET NUMBER 1 OF 1

SCALE BAR:

0m 5m 10m 15m 20m

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Bristol BS1 5NL
01179 349 121

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TITLE:

SWEPT PATH ANALYSIS -
CAR PARKING

DATE:	DRAWN BY:	CHECKED:
17.06.26	BE	FB

Appendix 4

TRICS Output Files

Audit Code: 8c2edf69-fcde-413e-8218-afa9d5765b97

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: A - OFFICE

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	HF	HERTFORDSHIRE	1 day
03	SOUTH WEST		
	DC	DORSET	1 day
04	EAST ANGLIA		
	NF	NORFOLK	1 day
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 day
17	ULSTER (NORTHERN IRELAND)		
	AN	ANTRIM	1 day

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

Audit Code: 8c2edf69-fcde-413e-8218-afa9d5765b97

Primary Filtering Selection:

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

Parameter:	GFA
Actual Range:	1366 to 3800 (units:sqm)
Range Selected by User:	1065 to 4260 (units:sqm)
Parking Spaces Range:	1 - 496

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	01/01/18 to 24/09/25

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	4 days
Tuesday	1 days

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

Selected survey types:	
Manual count	5
Direction ATC Count	0

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

Selected Locations:	
Edge of Town	5 days

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

Selected Location Sub Categories:	
Commercial Zone	1 days
Industrial Zone	2 days
Residential Zone	2 days

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

Inclusion of Servicing Vehicle Counts:	
Servicing vehicles Included	3 days
Servicing vehicles Unknown	2 days



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Secondary Filtering Selection:

Use Class:

Not Known

5 surveys

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

Population within 500m Range:

0 - 1373

Population within 1 mile:

1,001 to 5,000

1 surveys

10,001 to 15,000

3 surveys

15,001 to 20,000

1 surveys

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

Population within 5 miles:

5,001 to 25,000

1 surveys

50,001 to 75,000

1 surveys

125,001 to 250,000

2 surveys

250,001 to 500,000

1 surveys

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

Car ownership within 5 miles:

0.5 or Less

1 surveys

0.6 to 1.0

3 surveys

1.1 to 1.5

1 surveys

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

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Petrol filling station:

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

Travel Plan:

No 5 surveys

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

PTAL Rating:

No PTAL Present 5 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No



Audit Code: 8c2edf69-fcde-413e-8218-afa9d5765b97

1 UPPER MALONE ROAD BELFAST Edge of Town Residential Zone Gross floor area: 2217.00 sqm Survey date: Tuesday 20/11/2018	AN-02-A-06	SPORTS ADMINISTRATION	ANTRIM	Survey Type: Manual
2 LYNCH LANE WEYMOUTH Edge of Town Industrial Zone Gross floor area: 2400.00 sqm Survey date: Monday 19/05/2025	DC-02-A-01	OFFICES	DORSET	Survey Type: Manual
3 CRANBORNE ROAD POTTERS BAR Edge of Town Commercial Zone Gross floor area: 3378.00 sqm Survey date: Monday 11/03/2024	HF-02-A-05	OFFICES	HERTFORDSHIRE	Survey Type: Manual
4 LINCOLN WAY LOUTH FAIRFIELD Edge of Town Industrial Zone Gross floor area: 2114.00 sqm Survey date: Monday 29/04/2024	LN-02-A-01	OFFICES	LINCOLNSHIRE	Survey Type: Manual
5 YARMOUTH ROAD NORWICH Edge of Town Residential Zone Gross floor area: 3697.00 sqm Survey date: Monday 12/09/2022	NF-02-A-05	COUNCIL OFFICES	NORFOLK	Survey Type: Manual

Audit Code: 8c2edf69-fcde-413e-8218-afa9d5765b97

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	5	2761	0.427	0.058	0.485
08:00-09:00	5	2761	1.050	0.210	1.260
09:00-10:00	5	2761	0.891	0.210	1.101
10:00-11:00	5	2761	0.442	0.304	0.746
11:00-12:00	5	2761	0.333	0.282	0.615
12:00-13:00	5	2761	0.326	0.514	0.840
13:00-14:00	5	2761	0.507	0.377	0.884
14:00-15:00	5	2761	0.333	0.464	0.797
15:00-16:00	5	2761	0.225	0.594	0.819
16:00-17:00	5	2761	0.254	0.811	1.065
17:00-18:00	5	2761	0.080	0.971	1.051
18:00-19:00	5	2761	0.087	0.340	0.427
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			4.955	5.135	10.090

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

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

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Audit Code: 8c2edf69-fcde-413e-8218-afa9d5765b97

Parameter Summary:

Trip rate parameter range selected:	1065 - 4260 (units: sqm)
Survey date date range:	20/11/2018 - 19/05/2025
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: 8c2edf69-fcde-413e-8218-afa9d5765b97

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Total People

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	5	2761	0.543	0.094	0.637
08:00-09:00	5	2761	1.543	0.297	1.840
09:00-10:00	5	2761	1.362	0.377	1.739
10:00-11:00	5	2761	0.710	0.464	1.174
11:00-12:00	5	2761	0.565	0.529	1.094
12:00-13:00	5	2761	0.536	1.043	1.579
13:00-14:00	5	2761	1.029	0.601	1.630
14:00-15:00	5	2761	0.587	0.688	1.275
15:00-16:00	5	2761	0.311	0.761	1.072
16:00-17:00	5	2761	0.304	1.217	1.521
17:00-18:00	5	2761	0.072	1.333	1.405
18:00-19:00	5	2761	0.065	0.413	0.478
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			7.627	7.817	15.444

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

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Audit Code: 8c2edf69-fcde-413e-8218-afa9d5765b97

Parameter Summary:

Trip rate parameter range selected:	1065 - 4260 (units: sqm)
Survey date date range:	20/11/2018 - 19/05/2025
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Cyclists

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	5	2761	0.007	0.000	0.007
08:00-09:00	5	2761	0.094	0.000	0.094
09:00-10:00	5	2761	0.014	0.000	0.014
10:00-11:00	5	2761	0.000	0.000	0.000
11:00-12:00	5	2761	0.000	0.000	0.000
12:00-13:00	5	2761	0.014	0.007	0.021
13:00-14:00	5	2761	0.007	0.000	0.007
14:00-15:00	5	2761	0.000	0.014	0.014
15:00-16:00	5	2761	0.000	0.007	0.007
16:00-17:00	5	2761	0.007	0.051	0.058
17:00-18:00	5	2761	0.000	0.065	0.065
18:00-19:00	5	2761	0.000	0.007	0.007
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.143	0.151	0.294

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

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Audit Code: 8c2edf69-fcde-413e-8218-afa9d5765b97

Parameter Summary:

Trip rate parameter range selected:	1065 - 4260 (units: sqm)
Survey date date range:	20/11/2018 - 19/05/2025
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: 8c2edf69-fcde-413e-8218-afa9d5765b97

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Pedestrians

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	5	2761	0.022	0.036	0.058
08:00-09:00	5	2761	0.275	0.094	0.369
09:00-10:00	5	2761	0.282	0.138	0.420
10:00-11:00	5	2761	0.196	0.101	0.297
11:00-12:00	5	2761	0.217	0.210	0.427
12:00-13:00	5	2761	0.210	0.493	0.703
13:00-14:00	5	2761	0.485	0.210	0.695
14:00-15:00	5	2761	0.261	0.210	0.471
15:00-16:00	5	2761	0.101	0.152	0.253
16:00-17:00	5	2761	0.094	0.297	0.391
17:00-18:00	5	2761	0.000	0.181	0.181
18:00-19:00	5	2761	0.014	0.072	0.086
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.157	2.194	4.351

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

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

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Audit Code: 8c2edf69-fcde-413e-8218-afa9d5765b97

Parameter Summary:

Trip rate parameter range selected:	1065 - 4260 (units: sqm)
Survey date date range:	20/11/2018 - 19/05/2025
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: 8c2edf69-fcde-413e-8218-afa9d5765b97

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Public Transport Users

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	5	2761	0.036	0.000	0.036
08:00-09:00	5	2761	0.087	0.000	0.087
09:00-10:00	5	2761	0.036	0.000	0.036
10:00-11:00	5	2761	0.007	0.000	0.007
11:00-12:00	5	2761	0.000	0.000	0.000
12:00-13:00	5	2761	0.000	0.000	0.000
13:00-14:00	5	2761	0.000	0.000	0.000
14:00-15:00	5	2761	0.000	0.000	0.000
15:00-16:00	5	2761	0.000	0.029	0.029
16:00-17:00	5	2761	0.000	0.051	0.051
17:00-18:00	5	2761	0.000	0.087	0.087
18:00-19:00	5	2761	0.000	0.007	0.007
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.166	0.174	0.340

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

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Audit Code: 8c2edf69-fcde-413e-8218-afa9d5765b97

Parameter Summary:

Trip rate parameter range selected:	1065 - 4260 (units: sqm)
Survey date date range:	12/09/2022 - 11/03/2024
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: 8c2edf69-fcde-413e-8218-afa9d5765b97

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Bus/Tram Passengers

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	5	2761	0.036	0.000	0.036
08:00-09:00	5	2761	0.080	0.000	0.080
09:00-10:00	5	2761	0.036	0.000	0.036
10:00-11:00	5	2761	0.000	0.000	0.000
11:00-12:00	5	2761	0.000	0.000	0.000
12:00-13:00	5	2761	0.000	0.000	0.000
13:00-14:00	5	2761	0.000	0.000	0.000
14:00-15:00	5	2761	0.000	0.000	0.000
15:00-16:00	5	2761	0.000	0.014	0.014
16:00-17:00	5	2761	0.000	0.051	0.051
17:00-18:00	5	2761	0.000	0.087	0.087
18:00-19:00	5	2761	0.000	0.007	0.007
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.152	0.159	0.311

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

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

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Audit Code: 8c2edf69-fcde-413e-8218-afa9d5765b97

Parameter Summary:

Trip rate parameter range selected:	1065 - 4260 (units: sqm)
Survey date date range:	12/09/2022 - 11/03/2024
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: a1adef51-6977-41c3-ab56-2499a7c4c6b3

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: C - FLATS PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	HF	HERTFORDSHIRE	2 days
09	NORTH		
	TW	TYNE & WEAR	1 day

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

Audit Code: a1adef51-6977-41c3-ab56-2499a7c4c6b3

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:	DWELLS
Actual Range:	16 to 47 (units:DWELLS)
Range Selected by User:	15 to 60 (units:DWELLS)
Parking Spaces Range:	4 - 550

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	01/01/18 to 26/11/25

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
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	3
Direction ATC Count	0

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

Selected Locations:

Edge of Town	3 days
--------------	--------

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

Selected Location Sub Categories:

Residential Zone	3 days
------------------	--------

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Included	3 days
-----------------------------	--------

Audit Code: a1adef51-6977-41c3-ab56-2499a7c4c6b3

Secondary Filtering Selection:

Use Class:

C3	3 surveys
----	-----------

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

Population within 500m Range:

1862 - 2940

Population within 1 mile:

20,001 to 25,000	2 surveys
25,001 to 50,000	1 surveys

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

Population within 5 miles:

125,001 to 250,000	3 surveys
--------------------	-----------

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

Car ownership within 5 miles:

0.6 to 1.0	2 surveys
1.1 to 1.5	1 surveys

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

Audit Code: a1adef51-6977-41c3-ab56-2499a7c4c6b3

Petrol filling station:

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

Travel Plan:

No	1 surveys
Yes	2 surveys

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

PTAL Rating:

No PTAL Present	3 surveys
-----------------	-----------

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

1	HF-03-C-06	BLOCKS OF FLATS	HERTFORDSHIRE
FERNDOWN ROAD WATFORD SOUTH OXHEY Edge of Town Residential Zone Number of dwellings: 26.00 DWELLS Survey date: Thursday 08/06/2023			
Survey Type: Manual			
2	HF-03-C-08	BLOCKS OF FLATS	HERTFORDSHIRE
HAYLING ROAD WATFORD SOUTH OXHEY Edge of Town Residential Zone Number of dwellings: 22.00 DWELLS Survey date: Tuesday 06/06/2023			
Survey Type: Manual			
3	TW-03-C-01	BLOCKS OF FLATS	TYNE & WEAR
CAULDWELL AVENUE WHITLEY BAY MONKESEATON Edge of Town Residential Zone Number of dwellings: 45.00 DWELLS Survey date: Friday 15/10/2021			
Survey Type: Manual			

Site Ref	Survey Date	Reason for Deselection
HF-03-C-01	09-06-2021	Removed: Site re-surveyed by HF-03-C-08
HF-03-C-05	07-06-2021	Removed: Site re-surveyed by HF-03-C-06

Audit Code: a1adef51-6977-41c3-ab56-2499a7c4c6b3

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	3	31	0.022	0.226	0.248
08:00-09:00	3	31	0.065	0.108	0.173
09:00-10:00	3	31	0.108	0.108	0.216
10:00-11:00	3	31	0.140	0.204	0.344
11:00-12:00	3	31	0.129	0.172	0.301
12:00-13:00	3	31	0.204	0.172	0.376
13:00-14:00	3	31	0.194	0.204	0.398
14:00-15:00	3	31	0.129	0.129	0.258
15:00-16:00	3	31	0.194	0.118	0.312
16:00-17:00	3	31	0.161	0.161	0.322
17:00-18:00	3	31	0.301	0.151	0.452
18:00-19:00	3	31	0.118	0.075	0.193
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.765	1.828	3.593

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

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

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Audit Code: a1adef51-6977-41c3-ab56-2499a7c4c6b3

Parameter Summary:

Trip rate parameter range selected:	15 - 60 (units: DWELLS)
Survey date date range:	15/10/2021 - 08/06/2023
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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

Audit Code: a1adef51-6977-41c3-ab56-2499a7c4c6b3

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Total People

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	3	31	0.011	0.409	0.420
08:00-09:00	3	31	0.118	0.312	0.430
09:00-10:00	3	31	0.118	0.161	0.279
10:00-11:00	3	31	0.183	0.312	0.495
11:00-12:00	3	31	0.194	0.258	0.452
12:00-13:00	3	31	0.269	0.280	0.549
13:00-14:00	3	31	0.258	0.312	0.570
14:00-15:00	3	31	0.204	0.161	0.365
15:00-16:00	3	31	0.323	0.140	0.463
16:00-17:00	3	31	0.355	0.204	0.559
17:00-18:00	3	31	0.516	0.204	0.720
18:00-19:00	3	31	0.226	0.118	0.344
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.775	2.871	5.646

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

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Audit Code: a1adef51-6977-41c3-ab56-2499a7c4c6b3

Parameter Summary:

Trip rate parameter range selected:	15 - 60 (units: DWELLS)
Survey date date range:	15/10/2021 - 08/06/2023
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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

Audit Code: a1adef51-6977-41c3-ab56-2499a7c4c6b3

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Cyclists

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	3	31	0.000	0.011	0.011
08:00-09:00	3	31	0.000	0.022	0.022
09:00-10:00	3	31	0.000	0.000	0.000
10:00-11:00	3	31	0.000	0.000	0.000
11:00-12:00	3	31	0.000	0.000	0.000
12:00-13:00	3	31	0.000	0.000	0.000
13:00-14:00	3	31	0.000	0.000	0.000
14:00-15:00	3	31	0.000	0.000	0.000
15:00-16:00	3	31	0.000	0.000	0.000
16:00-17:00	3	31	0.011	0.000	0.011
17:00-18:00	3	31	0.011	0.000	0.011
18:00-19:00	3	31	0.011	0.000	0.011
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.033	0.033	0.066

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

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Audit Code: a1adef51-6977-41c3-ab56-2499a7c4c6b3

Parameter Summary:

Trip rate parameter range selected:	15 - 60 (units: DWELLS)
Survey date date range:	15/10/2021 - 08/06/2023
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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

Audit Code: a1adef51-6977-41c3-ab56-2499a7c4c6b3

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Pedestrians

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	3	31	0.000	0.000	0.000
08:00-09:00	3	31	0.043	0.054	0.097
09:00-10:00	3	31	0.000	0.032	0.032
10:00-11:00	3	31	0.011	0.032	0.043
11:00-12:00	3	31	0.011	0.011	0.022
12:00-13:00	3	31	0.032	0.054	0.086
13:00-14:00	3	31	0.032	0.032	0.064
14:00-15:00	3	31	0.022	0.022	0.044
15:00-16:00	3	31	0.032	0.011	0.043
16:00-17:00	3	31	0.043	0.043	0.086
17:00-18:00	3	31	0.032	0.011	0.043
18:00-19:00	3	31	0.022	0.022	0.044
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.280	0.324	0.604

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

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

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Audit Code: a1adef51-6977-41c3-ab56-2499a7c4c6b3

Parameter Summary:

Trip rate parameter range selected:	15 - 60 (units: DWELLS)
Survey date range:	15/10/2021 - 08/06/2023
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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

Audit Code: a1adef51-6977-41c3-ab56-2499a7c4c6b3

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Public Transport Users

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	3	31	0.000	0.054	0.054
08:00-09:00	3	31	0.000	0.054	0.054
09:00-10:00	3	31	0.000	0.011	0.011
10:00-11:00	3	31	0.011	0.022	0.033
11:00-12:00	3	31	0.000	0.022	0.022
12:00-13:00	3	31	0.000	0.022	0.022
13:00-14:00	3	31	0.000	0.054	0.054
14:00-15:00	3	31	0.022	0.000	0.022
15:00-16:00	3	31	0.011	0.000	0.011
16:00-17:00	3	31	0.043	0.000	0.043
17:00-18:00	3	31	0.075	0.000	0.075
18:00-19:00	3	31	0.022	0.000	0.022
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.184	0.239	0.423

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

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Audit Code: a1adef51-6977-41c3-ab56-2499a7c4c6b3

Parameter Summary:

Trip rate parameter range selected:	15 - 60 (units: DWELLS)
Survey date date range:	15/10/2021 - 08/06/2023
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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

Audit Code: a1adef51-6977-41c3-ab56-2499a7c4c6b3

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Bus/Tram Passengers

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	3	31	0.000	0.032	0.032
08:00-09:00	3	31	0.000	0.022	0.022
09:00-10:00	3	31	0.000	0.000	0.000
10:00-11:00	3	31	0.000	0.011	0.011
11:00-12:00	3	31	0.000	0.011	0.011
12:00-13:00	3	31	0.000	0.011	0.011
13:00-14:00	3	31	0.000	0.032	0.032
14:00-15:00	3	31	0.011	0.000	0.011
15:00-16:00	3	31	0.011	0.000	0.011
16:00-17:00	3	31	0.022	0.000	0.022
17:00-18:00	3	31	0.043	0.000	0.043
18:00-19:00	3	31	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.087	0.119	0.206

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

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

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Parameter Summary:

Trip rate parameter range selected:	15 - 60 (units: DWELLS)
Survey date date range:	15/10/2021 - 08/06/2023
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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