

- Key
- Site Boundary
 - Additional employment land
 - Proposed site access (all Modes)
 - Proposed site access - all modes (serving limited number of dwellings only)
 - Principal street corridor (Subject to centre line deviation limits +/- 20m)
 - Proposed pedestrian / cycle only access
 - Indicative area for new junction
 - Indicative location of low-key upgrade to existing public pedestrian bridge over River Loddon
 - Proposed pedestrian / cycle link to Cole Street lane via existing public right of way
 - Indicative pedestrian / cycle access to Cole Street Lane
 - Indicative location for potential pedestrian / cycle access to footpath along Loddon Valley

Notes/Revisions

South Gillingham
South Gillingham Consortium

Access	
220703/URB/ACC/SSA/001	Revision:
	Date issued: Jan 2017
1:5000@A3	Drawn by: IP Checked by: RB

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APPENDIX D

TRICS Output

Calculation Reference: AUDIT-236601-170412-0445

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	2 days
09	NORTH	
	CB CUMBRIA	1 days

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

Secondary 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: Number of dwellings
 Actual Range: 82 to 432 (units:)
 Range Selected by User: 80 to 4334 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 25/09/15

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	2 days
Tuesday	3 days
Thursday	1 days
Friday	3 days

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

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	5
Edge of Town	4

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

Selected Location Sub Categories:

Residential Zone	5
No Sub Category	4

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

Secondary Filtering selection:

Use Class:

C3

9 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	2 days
15,001 to 20,000	3 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:

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

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	6 days

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

Travel Plan:

No

9 days

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

PTAL Rating:

No PTAL Present

9 days

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

LIST OF SITES relevant to selection parameters

1	CB-03-A-04	SEMI DETACHED		CUMBRIA
	MOORCLOSE ROAD			
	SALTERBACK			
	WORKINGTON			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	82		
	Survey date: FRIDAY	24/04/09		Survey Type: MANUAL
2	CH-03-A-02	HOUSES/FLATS		CHESHIRE
	SYDNEY ROAD			
	CREWE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	174		
	Survey date: TUESDAY	14/10/08		Survey Type: MANUAL
3	CH-03-A-06	SEMI-DET./BUNGALOWS		CHESHIRE
	CREWE ROAD			
	CREWE			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:	129		
	Survey date: TUESDAY	14/10/08		Survey Type: MANUAL
4	DV-03-A-02	HOUSES & BUNGALOWS		DEVON
	MILLHEAD ROAD			
	HONITON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	116		
	Survey date: FRIDAY	25/09/15		Survey Type: MANUAL
5	EX-03-A-01	SEMI-DET.		ESSEX
	MILTON ROAD			
	CORRINGHAM			
	STANFORD-LE-HOPE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	237		
	Survey date: TUESDAY	13/05/08		Survey Type: MANUAL
6	NE-03-A-02	SEMI DETACHED & DETACHED		NORTH EAST LINCOLNSHIRE
	HANOVER WALK			
	SCUNTHORPE			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	432		
	Survey date: MONDAY	12/05/14		Survey Type: MANUAL
7	NF-03-A-02	HOUSES & FLATS		NORFOLK
	DEREHAM ROAD			
	NORWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	98		
	Survey date: MONDAY	22/10/12		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	NY-03-A-06	BUNGALOWS & SEMI DET.	NORTH YORKSHIRE
	HORSEFAIR		
	BOROUGHBRIDGE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	115	
	Survey date: FRIDAY	14/10/11	Survey Type: MANUAL
9	SH-03-A-04	TERRACED	SHROPSHIRE
	ST MICHAEL'S STREET		
	SHREWSBURY		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of dwellings:	108	
	Survey date: THURSDAY	11/06/09	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
WS-03-A-04	Travel Plan

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

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	166	0.064	9	166	0.247	9	166	0.311
08:00 - 09:00	9	166	0.128	9	166	0.376	9	166	0.504
09:00 - 10:00	9	166	0.137	9	166	0.156	9	166	0.293
10:00 - 11:00	9	166	0.141	9	166	0.175	9	166	0.316
11:00 - 12:00	9	166	0.144	9	166	0.146	9	166	0.290
12:00 - 13:00	9	166	0.174	9	166	0.167	9	166	0.341
13:00 - 14:00	9	166	0.154	9	166	0.146	9	166	0.300
14:00 - 15:00	9	166	0.171	9	166	0.178	9	166	0.349
15:00 - 16:00	9	166	0.289	9	166	0.201	9	166	0.490
16:00 - 17:00	9	166	0.291	9	166	0.181	9	166	0.472
17:00 - 18:00	9	166	0.315	9	166	0.204	9	166	0.519
18:00 - 19:00	9	166	0.247	9	166	0.180	9	166	0.427
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		2.255			2.357			4.612	

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.

Parameter summary

Trip rate parameter range selected: 82 - 432 (units:)
 Survey date range: 01/01/08 - 25/09/15
 Number of weekdays (Monday-Friday): 9
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 1

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

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

TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	166	0.003	9	166	0.001	9	166	0.004
08:00 - 09:00	9	166	0.001	9	166	0.001	9	166	0.002
09:00 - 10:00	9	166	0.003	9	166	0.002	9	166	0.005
10:00 - 11:00	9	166	0.002	9	166	0.002	9	166	0.004
11:00 - 12:00	9	166	0.001	9	166	0.001	9	166	0.002
12:00 - 13:00	9	166	0.001	9	166	0.001	9	166	0.002
13:00 - 14:00	9	166	0.001	9	166	0.000	9	166	0.001
14:00 - 15:00	9	166	0.004	9	166	0.003	9	166	0.007
15:00 - 16:00	9	166	0.003	9	166	0.003	9	166	0.006
16:00 - 17:00	9	166	0.002	9	166	0.003	9	166	0.005
17:00 - 18:00	9	166	0.002	9	166	0.002	9	166	0.004
18:00 - 19:00	9	166	0.001	9	166	0.001	9	166	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.020			0.044

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

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

Parameter summary

Trip rate parameter range selected:	82 - 432 (units:)
Survey date date range:	01/01/08 - 25/09/15
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

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

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	166	0.001	9	166	0.001	9	166	0.002
08:00 - 09:00	9	166	0.001	9	166	0.001	9	166	0.002
09:00 - 10:00	9	166	0.001	9	166	0.000	9	166	0.001
10:00 - 11:00	9	166	0.003	9	166	0.003	9	166	0.006
11:00 - 12:00	9	166	0.003	9	166	0.002	9	166	0.005
12:00 - 13:00	9	166	0.004	9	166	0.005	9	166	0.009
13:00 - 14:00	9	166	0.003	9	166	0.005	9	166	0.008
14:00 - 15:00	9	166	0.002	9	166	0.004	9	166	0.006
15:00 - 16:00	9	166	0.001	9	166	0.001	9	166	0.002
16:00 - 17:00	9	166	0.001	9	166	0.000	9	166	0.001
17:00 - 18:00	9	166	0.001	9	166	0.001	9	166	0.002
18:00 - 19:00	9	166	0.000	9	166	0.000	9	166	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.021			0.023			0.044

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

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

Parameter summary

Trip rate parameter range selected: 82 - 432 (units:)
 Survey date date range: 01/01/08 - 25/09/15
 Number of weekdays (Monday-Friday): 9
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 1

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

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

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	166	0.000	9	166	0.000	9	166	0.000
08:00 - 09:00	9	166	0.001	9	166	0.001	9	166	0.002
09:00 - 10:00	9	166	0.000	9	166	0.000	9	166	0.000
10:00 - 11:00	9	166	0.000	9	166	0.000	9	166	0.000
11:00 - 12:00	9	166	0.001	9	166	0.001	9	166	0.002
12:00 - 13:00	9	166	0.000	9	166	0.000	9	166	0.000
13:00 - 14:00	9	166	0.001	9	166	0.001	9	166	0.002
14:00 - 15:00	9	166	0.000	9	166	0.000	9	166	0.000
15:00 - 16:00	9	166	0.001	9	166	0.001	9	166	0.002
16:00 - 17:00	9	166	0.000	9	166	0.000	9	166	0.000
17:00 - 18:00	9	166	0.000	9	166	0.000	9	166	0.000
18:00 - 19:00	9	166	0.000	9	166	0.000	9	166	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.004			0.008

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.

Parameter summary

Trip rate parameter range selected: 82 - 432 (units:)
 Survey date date range: 01/01/08 - 25/09/15
 Number of weekdays (Monday-Friday): 9
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 1

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

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

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	166	0.006	9	166	0.012	9	166	0.018
08:00 - 09:00	9	166	0.001	9	166	0.007	9	166	0.008
09:00 - 10:00	9	166	0.003	9	166	0.003	9	166	0.006
10:00 - 11:00	9	166	0.002	9	166	0.004	9	166	0.006
11:00 - 12:00	9	166	0.005	9	166	0.002	9	166	0.007
12:00 - 13:00	9	166	0.005	9	166	0.003	9	166	0.008
13:00 - 14:00	9	166	0.001	9	166	0.004	9	166	0.005
14:00 - 15:00	9	166	0.003	9	166	0.005	9	166	0.008
15:00 - 16:00	9	166	0.009	9	166	0.006	9	166	0.015
16:00 - 17:00	9	166	0.005	9	166	0.001	9	166	0.006
17:00 - 18:00	9	166	0.012	9	166	0.011	9	166	0.023
18:00 - 19:00	9	166	0.008	9	166	0.005	9	166	0.013
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.060			0.063			0.123

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.

Parameter summary

Trip rate parameter range selected: 82 - 432 (units:)
 Survey date range: 01/01/08 - 25/09/15
 Number of weekdays (Monday-Friday): 9
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 1

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.

Calculation Reference: AUDIT-236601-170412-0421

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : B - AFFORDABLE/LOCAL AUTHORITY HOUSES
 VEHICLES

Selected regions and areas:

06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	2 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	NB NORTHUMBERLAND	1 days

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

Secondary 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: Number of dwellings
 Actual Range: 15 to 280 (units:)
 Range Selected by User: 10 to 280 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/07 to 21/10/15

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	2 days
Wednesday	1 days
Thursday	2 days

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

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	3
Edge of Town	5

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	6
Built-Up Zone	1
No Sub Category	2

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.

Secondary Filtering selection:

Use Class:

C3

9 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	2 days
15,001 to 20,000	2 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:

5,001 to 25,000	2 days
75,001 to 100,000	2 days
125,001 to 250,000	3 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	6 days
1.1 to 1.5	3 days

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

Travel Plan:

No

9 days

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

PTAL Rating:

No PTAL Present

9 days

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

LIST OF SITES relevant to selection parameters

1	CH-03-B-01	HOUSES & FLATS			CHESHIRE
		WORDSWORTH CRES.			
		BLACON			
		CHESTER			
		Edge of Town			
		Residential Zone			
		Total Number of dwellings:	80		
		Survey date: MONDAY	17/11/14		Survey Type: MANUAL
2	GM-03-B-01	TERRACED HOUSES			GREATER MANCHESTER
		NEWBOLD			
		ROCHDALE			
		Suburban Area (PPS6 Out of Centre)			
		No Sub Category			
		Total Number of dwellings:	43		
		Survey date: WEDNESDAY	21/10/15		Survey Type: MANUAL
3	LC-03-B-02	SEMI DETACHED/TERRACED			LANCASHIRE
		BILLINGE STREET			
		BLACKBURN			
		Edge of Town Centre			
		Residential Zone			
		Total Number of dwellings:	15		
		Survey date: MONDAY	10/06/13		Survey Type: MANUAL
4	MS-03-B-01	TERRACED			MERSEYSIDE
		TARBOCK ROAD			
		SPEKE			
		LIVERPOOL			
		Edge of Town			
		Residential Zone			
		Total Number of dwellings:	16		
		Survey date: TUESDAY	18/06/13		Survey Type: MANUAL
5	NB-03-B-01	SEMI DET. & TERRACED			NORTHUMBERLAND
		WESTLEA			
		BEDLINGTON			
		Edge of Town			
		Residential Zone			
		Total Number of dwellings:	97		
		Survey date: MONDAY	19/11/12		Survey Type: MANUAL
6	NY-03-B-01	TERRACED HOUSING			NORTH YORKSHIRE
		NORTHALLERTON ROAD			
		NORBY			
		THIRSK			
		Suburban Area (PPS6 Out of Centre)			
		No Sub Category			
		Total Number of dwellings:	280		
		Survey date: THURSDAY	20/09/07		Survey Type: MANUAL
7	WM-03-B-01	SEMI DET./TERRACED			WEST MIDLANDS
		YORKMINSTER DRIVE			
		CHELMSLEY WOOD			
		BIRMINGHAM			
		Edge of Town			
		Residential Zone			
		Total Number of dwellings:	97		
		Survey date: MONDAY	17/10/11		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	WY-03-B-02	MIXED HOUSES	WEST YORKSHIRE
	WHITEACRE STREET		
	DEIGHTON		
	HUDDERSFIELD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	54	
	Survey date: TUESDAY	17/09/13	Survey Type: MANUAL
9	WY-03-B-03	TERRACED HOUSES	WEST YORKSHIRE
	LINCOLN GREEN ROAD		
	LEEDS		
	Suburban Area (PPS6 Out of Centre)		
	Built-Up Zone		
	Total Number of dwellings:	29	
	Survey date: THURSDAY	19/09/13	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	79	0.055	9	79	0.158	9	79	0.213
08:00 - 09:00	9	79	0.131	9	79	0.245	9	79	0.376
09:00 - 10:00	9	79	0.115	9	79	0.143	9	79	0.258
10:00 - 11:00	9	79	0.141	9	79	0.146	9	79	0.287
11:00 - 12:00	9	79	0.148	9	79	0.139	9	79	0.287
12:00 - 13:00	9	79	0.148	9	79	0.135	9	79	0.283
13:00 - 14:00	9	79	0.150	9	79	0.124	9	79	0.274
14:00 - 15:00	9	79	0.148	9	79	0.172	9	79	0.320
15:00 - 16:00	9	79	0.204	9	79	0.155	9	79	0.359
16:00 - 17:00	9	79	0.212	9	79	0.148	9	79	0.360
17:00 - 18:00	9	79	0.248	9	79	0.184	9	79	0.432
18:00 - 19:00	9	79	0.153	9	79	0.110	9	79	0.263
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		1.853			1.859			3.712	

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.

Parameter summary

Trip rate parameter range selected: 15 - 280 (units:)
 Survey date range: 01/01/07 - 21/10/15
 Number of weekdays (Monday-Friday): 9
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	79	0.007	9	79	0.007	9	79	0.014
08:00 - 09:00	9	79	0.006	9	79	0.006	9	79	0.012
09:00 - 10:00	9	79	0.011	9	79	0.010	9	79	0.021
10:00 - 11:00	9	79	0.014	9	79	0.021	9	79	0.035
11:00 - 12:00	9	79	0.014	9	79	0.014	9	79	0.028
12:00 - 13:00	9	79	0.011	9	79	0.010	9	79	0.021
13:00 - 14:00	9	79	0.006	9	79	0.008	9	79	0.014
14:00 - 15:00	9	79	0.014	9	79	0.008	9	79	0.022
15:00 - 16:00	9	79	0.015	9	79	0.017	9	79	0.032
16:00 - 17:00	9	79	0.011	9	79	0.007	9	79	0.018
17:00 - 18:00	9	79	0.008	9	79	0.010	9	79	0.018
18:00 - 19:00	9	79	0.007	9	79	0.006	9	79	0.013
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.124			0.124			0.248

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.

Parameter summary

Trip rate parameter range selected:	15 - 280 (units:)
Survey date range:	01/01/07 - 21/10/15
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	79	0.000	9	79	0.000	9	79	0.000
08:00 - 09:00	9	79	0.004	9	79	0.001	9	79	0.005
09:00 - 10:00	9	79	0.004	9	79	0.003	9	79	0.007
10:00 - 11:00	9	79	0.003	9	79	0.007	9	79	0.010
11:00 - 12:00	9	79	0.000	9	79	0.000	9	79	0.000
12:00 - 13:00	9	79	0.003	9	79	0.003	9	79	0.006
13:00 - 14:00	9	79	0.001	9	79	0.001	9	79	0.002
14:00 - 15:00	9	79	0.001	9	79	0.001	9	79	0.002
15:00 - 16:00	9	79	0.000	9	79	0.000	9	79	0.000
16:00 - 17:00	9	79	0.000	9	79	0.000	9	79	0.000
17:00 - 18:00	9	79	0.000	9	79	0.000	9	79	0.000
18:00 - 19:00	9	79	0.001	9	79	0.001	9	79	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.017			0.017			0.034

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.

Parameter summary

Trip rate parameter range selected: 15 - 280 (units:)
 Survey date range: 01/01/07 - 21/10/15
 Number of weekdays (Monday-Friday): 9
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	79	0.000	9	79	0.000	9	79	0.000
08:00 - 09:00	9	79	0.000	9	79	0.000	9	79	0.000
09:00 - 10:00	9	79	0.001	9	79	0.001	9	79	0.002
10:00 - 11:00	9	79	0.001	9	79	0.001	9	79	0.002
11:00 - 12:00	9	79	0.001	9	79	0.001	9	79	0.002
12:00 - 13:00	9	79	0.000	9	79	0.000	9	79	0.000
13:00 - 14:00	9	79	0.001	9	79	0.001	9	79	0.002
14:00 - 15:00	9	79	0.000	9	79	0.000	9	79	0.000
15:00 - 16:00	9	79	0.000	9	79	0.000	9	79	0.000
16:00 - 17:00	9	79	0.000	9	79	0.000	9	79	0.000
17:00 - 18:00	9	79	0.000	9	79	0.000	9	79	0.000
18:00 - 19:00	9	79	0.000	9	79	0.000	9	79	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.004			0.008

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.

Parameter summary

Trip rate parameter range selected:	15 - 280 (units:)
Survey date date range:	01/01/07 - 21/10/15
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	79	0.003	9	79	0.000	9	79	0.003
08:00 - 09:00	9	79	0.001	9	79	0.008	9	79	0.009
09:00 - 10:00	9	79	0.003	9	79	0.007	9	79	0.010
10:00 - 11:00	9	79	0.003	9	79	0.000	9	79	0.003
11:00 - 12:00	9	79	0.003	9	79	0.001	9	79	0.004
12:00 - 13:00	9	79	0.004	9	79	0.001	9	79	0.005
13:00 - 14:00	9	79	0.001	9	79	0.001	9	79	0.002
14:00 - 15:00	9	79	0.000	9	79	0.003	9	79	0.003
15:00 - 16:00	9	79	0.006	9	79	0.003	9	79	0.009
16:00 - 17:00	9	79	0.010	9	79	0.008	9	79	0.018
17:00 - 18:00	9	79	0.003	9	79	0.001	9	79	0.004
18:00 - 19:00	9	79	0.006	9	79	0.006	9	79	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.043			0.039			0.082

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.

Parameter summary

Trip rate parameter range selected: 15 - 280 (units:)
 Survey date date range: 01/01/07 - 21/10/15
 Number of weekdays (Monday-Friday): 9
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

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

Calculation Reference: AUDIT-236601-170413-0408

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
 Category : F - CARE HOME (ELDERLY RESIDENTIAL)
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
	WG WOKINGHAM	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days

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

Secondary 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: Number of residents
 Actual Range: 17 to 70 (units:)
 Range Selected by User: 17 to 180 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 24/11/15

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	3 days
Wednesday	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	6 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Residential Zone	5
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C2

6 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,000 or Less	1 days
5,001 to 10,000	1 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:

75,001 to 100,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	3 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	4 days
1.6 to 2.0	1 days

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

Travel Plan:

No

6 days

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

PTAL Rating:

No PTAL Present

6 days

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

LIST OF SITES relevant to selection parameters

1	DS-05-F-01 29 VILLAGE STREET	NURSING HOME	DERBYSHIRE
	DERBY Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: 70 Survey date: TUESDAY 21/10/14		Survey Type: MANUAL
2	GM-05-F-03 HALIFAX ROAD	NURSING HOME	GREATER MANCHESTER
	ROCHDALE Edge of Town Residential Zone Total Number of residents: 30 Survey date: WEDNESDAY 29/05/13		Survey Type: MANUAL
3	HC-05-F-01 BOTLEY ROAD	CARE HOME	HAMPSHIRE
	SOUTHAMPTON Edge of Town No Sub Category Total Number of residents: 42 Survey date: TUESDAY 24/11/15		Survey Type: MANUAL
4	SF-05-F-01 COLCHESTER ROAD	CARE HOME	SUFFOLK
	IPSWICH Edge of Town Residential Zone Total Number of residents: 17 Survey date: FRIDAY 18/09/15		Survey Type: MANUAL
5	WG-05-F-01 BARKHAM ROAD	NURSING HOME	WOKINGHAM
	WOKINGHAM Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: 58 Survey date: TUESDAY 20/11/12		Survey Type: MANUAL
6	WK-05-F-01 CLARENDON SQUARE	NURSING HOME	WARWICKSHIRE
	LEAMINGTON SPA Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: 32 Survey date: THURSDAY 25/10/12		Survey Type: MANUAL

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	42	0.116	6	42	0.056	6	42	0.172
08:00 - 09:00	6	42	0.084	6	42	0.080	6	42	0.164
09:00 - 10:00	6	42	0.068	6	42	0.024	6	42	0.092
10:00 - 11:00	6	42	0.096	6	42	0.080	6	42	0.176
11:00 - 12:00	6	42	0.052	6	42	0.076	6	42	0.128
12:00 - 13:00	6	42	0.088	6	42	0.084	6	42	0.172
13:00 - 14:00	6	42	0.124	6	42	0.084	6	42	0.208
14:00 - 15:00	6	42	0.112	6	42	0.120	6	42	0.232
15:00 - 16:00	6	42	0.104	6	42	0.157	6	42	0.261
16:00 - 17:00	6	42	0.060	6	42	0.100	6	42	0.160
17:00 - 18:00	6	42	0.040	6	42	0.084	6	42	0.124
18:00 - 19:00	6	42	0.044	6	42	0.052	6	42	0.096
19:00 - 20:00	6	42	0.060	6	42	0.048	6	42	0.108
20:00 - 21:00	6	42	0.048	6	42	0.064	6	42	0.112
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.096			1.109			2.205

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.

Parameter summary

Trip rate parameter range selected: 17 - 70 (units:)
 Survey date range: 01/01/09 - 24/11/15
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

TAXIS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	42	0.000	6	42	0.000	6	42	0.000
08:00 - 09:00	6	42	0.004	6	42	0.004	6	42	0.008
09:00 - 10:00	6	42	0.004	6	42	0.004	6	42	0.008
10:00 - 11:00	6	42	0.004	6	42	0.000	6	42	0.004
11:00 - 12:00	6	42	0.000	6	42	0.004	6	42	0.004
12:00 - 13:00	6	42	0.004	6	42	0.000	6	42	0.004
13:00 - 14:00	6	42	0.000	6	42	0.004	6	42	0.004
14:00 - 15:00	6	42	0.008	6	42	0.008	6	42	0.016
15:00 - 16:00	6	42	0.004	6	42	0.004	6	42	0.008
16:00 - 17:00	6	42	0.004	6	42	0.004	6	42	0.008
17:00 - 18:00	6	42	0.004	6	42	0.004	6	42	0.008
18:00 - 19:00	6	42	0.000	6	42	0.000	6	42	0.000
19:00 - 20:00	6	42	0.000	6	42	0.000	6	42	0.000
20:00 - 21:00	6	42	0.000	6	42	0.000	6	42	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.036			0.036			0.072

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.

Parameter summary

Trip rate parameter range selected:	17 - 70 (units:)
Survey date date range:	01/01/09 - 24/11/15
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

OGVS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	42	0.004	6	42	0.000	6	42	0.004
08:00 - 09:00	6	42	0.000	6	42	0.004	6	42	0.004
09:00 - 10:00	6	42	0.000	6	42	0.000	6	42	0.000
10:00 - 11:00	6	42	0.000	6	42	0.000	6	42	0.000
11:00 - 12:00	6	42	0.000	6	42	0.000	6	42	0.000
12:00 - 13:00	6	42	0.004	6	42	0.004	6	42	0.008
13:00 - 14:00	6	42	0.000	6	42	0.000	6	42	0.000
14:00 - 15:00	6	42	0.000	6	42	0.000	6	42	0.000
15:00 - 16:00	6	42	0.000	6	42	0.000	6	42	0.000
16:00 - 17:00	6	42	0.000	6	42	0.000	6	42	0.000
17:00 - 18:00	6	42	0.000	6	42	0.000	6	42	0.000
18:00 - 19:00	6	42	0.000	6	42	0.000	6	42	0.000
19:00 - 20:00	6	42	0.000	6	42	0.000	6	42	0.000
20:00 - 21:00	6	42	0.000	6	42	0.000	6	42	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.008			0.016

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

Parameter summary

Trip rate parameter range selected: 17 - 70 (units:)
 Survey date date range: 01/01/09 - 24/11/15
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

PSVS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	42	0.004	6	42	0.004	6	42	0.008
08:00 - 09:00	6	42	0.004	6	42	0.008	6	42	0.012
09:00 - 10:00	6	42	0.000	6	42	0.000	6	42	0.000
10:00 - 11:00	6	42	0.004	6	42	0.004	6	42	0.008
11:00 - 12:00	6	42	0.000	6	42	0.000	6	42	0.000
12:00 - 13:00	6	42	0.004	6	42	0.000	6	42	0.004
13:00 - 14:00	6	42	0.000	6	42	0.004	6	42	0.004
14:00 - 15:00	6	42	0.004	6	42	0.000	6	42	0.004
15:00 - 16:00	6	42	0.008	6	42	0.012	6	42	0.020
16:00 - 17:00	6	42	0.004	6	42	0.004	6	42	0.008
17:00 - 18:00	6	42	0.000	6	42	0.000	6	42	0.000
18:00 - 19:00	6	42	0.000	6	42	0.000	6	42	0.000
19:00 - 20:00	6	42	0.000	6	42	0.000	6	42	0.000
20:00 - 21:00	6	42	0.000	6	42	0.000	6	42	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.032			0.036			0.068

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.

Parameter summary

Trip rate parameter range selected:	17 - 70 (units:)
Survey date date range:	01/01/09 - 24/11/15
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

CYCLISTS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	42	0.004	6	42	0.008	6	42	0.012
08:00 - 09:00	6	42	0.004	6	42	0.000	6	42	0.004
09:00 - 10:00	6	42	0.004	6	42	0.000	6	42	0.004
10:00 - 11:00	6	42	0.000	6	42	0.000	6	42	0.000
11:00 - 12:00	6	42	0.000	6	42	0.000	6	42	0.000
12:00 - 13:00	6	42	0.000	6	42	0.000	6	42	0.000
13:00 - 14:00	6	42	0.000	6	42	0.000	6	42	0.000
14:00 - 15:00	6	42	0.004	6	42	0.008	6	42	0.012
15:00 - 16:00	6	42	0.000	6	42	0.004	6	42	0.004
16:00 - 17:00	6	42	0.000	6	42	0.000	6	42	0.000
17:00 - 18:00	6	42	0.000	6	42	0.004	6	42	0.004
18:00 - 19:00	6	42	0.000	6	42	0.000	6	42	0.000
19:00 - 20:00	6	42	0.000	6	42	0.000	6	42	0.000
20:00 - 21:00	6	42	0.000	6	42	0.000	6	42	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.024			0.040

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: $\text{COUNT} / \text{TRP} * \text{FACT}$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	17 - 70 (units:)
Survey date date range:	01/01/09 - 24/11/15
Number of weekdays (Monday-Friday):	6
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.

Calculation Reference: AUDIT-236601-170412-0459

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
 Category : G - GP SURGERIES
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BU BUCKINGHAMSHIRE	2 days
03	SOUTH WEST	
	CW CORNWALL	1 days
	GS GLOUCESTERSHIRE	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NO NORTH LINCOLNSHIRE	1 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
09	NORTH	
	TV TEES VALLEY	1 days
	TW TYNE & WEAR	1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 200 to 940 (units: sqm)
 Range Selected by User: 200 to 1000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/07 to 28/09/16

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	4 days
Wednesday	3 days
Thursday	3 days
Friday	2 days

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

Selected survey types:

Manual count	12 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	7
Edge of Town	5

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:

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.

Secondary Filtering selection:

Use Class:

D1

12 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	2 days
15,001 to 20,000	4 days
20,001 to 25,000	2 days
25,001 to 50,000	3 days

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

Population within 5 miles:

50,001 to 75,000	1 days
75,001 to 100,000	2 days
100,001 to 125,000	2 days
125,001 to 250,000	2 days
250,001 to 500,000	3 days
500,001 or More	2 days

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 days
0.6 to 1.0	5 days
1.1 to 1.5	6 days

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

Travel Plan:

Not Known	1 days
No	11 days

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

PTAL Rating:

No PTAL Present	12 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BU-05-G-01 HANNON ROAD	GP SURGERY	BUCKINGHAMSHIRE
	AYLESBURY Edge of Town Residential Zone Total Gross floor area:	620 sqm	
	Survey date: THURSDAY	03/12/09	Survey Type: MANUAL
2	BU-05-G-02 HINDHEAD KNOLL WALNUT TREE MILTON KEYNES Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:	601 sqm	BUCKINGHAMSHIRE
	Survey date: TUESDAY	19/10/10	Survey Type: MANUAL
3	CH-05-G-03 HEATH LANE BOUGHTON HEATH CHESTER Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:	800 sqm	CHESHIRE
	Survey date: TUESDAY	29/05/12	Survey Type: MANUAL
4	CW-05-G-01 CARLYON ROAD	GP SURGERY	CORNWALL
	ST AUSTELL Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area:	350 sqm	
	Survey date: WEDNESDAY	19/09/07	Survey Type: MANUAL
5	GS-05-G-01 ABBOTSWOOD ROAD BROCKWORTH GLOUCESTER Edge of Town Residential Zone Total Gross floor area:	475 sqm	GLOUCESTERSHIRE
	Survey date: TUESDAY	27/04/10	Survey Type: MANUAL
6	LE-05-G-01 GLEN ROAD OADBY LEICESTER Edge of Town Residential Zone Total Gross floor area:	550 sqm	LEICESTERSHIRE
	Survey date: THURSDAY	30/10/14	Survey Type: MANUAL
7	NO-05-G-02 FERRY ROAD WEST	GP SURGERY	NORTH LINCOLNSHIRE
	SCUNTHORPE Edge of Town Residential Zone Total Gross floor area:	350 sqm	
	Survey date: THURSDAY	17/09/09	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	NT-05-G-01	GP SURGERY	NOTTINGHAMSHIRE
	MANSFIELD ROAD		
	NOTTINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	460 sqm	
	Survey date: WEDNESDAY	24/06/15	Survey Type: MANUAL
9	TV-05-G-01	GP SURGERY	TEES VALLEY
	EARLSFERRY ROAD		
	HARTLEPOOL		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	200 sqm	
	Survey date: FRIDAY	07/09/07	Survey Type: MANUAL
10	TW-05-G-01	GP SURGERY	TYNE & WEAR
	DURHAM ROAD		
	SUNDERLAND		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	600 sqm	
	Survey date: FRIDAY	30/11/12	Survey Type: MANUAL
11	WM-05-G-03	GP SURGERY	WEST MIDLANDS
	WASHWOOD HEATH ROAD		
	WARD END		
	BIRMINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	250 sqm	
	Survey date: TUESDAY	11/09/07	Survey Type: MANUAL
12	WY-05-G-01	GP SURGERY	WEST YORKSHIRE
	BURLEY ROAD		
	BURLEY		
	LEEDS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	940 sqm	
	Survey date: WEDNESDAY	09/06/10	Survey Type: MANUAL

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

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

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	521	1.290	11	521	0.331	11	521	1.621
08:00 - 09:00	12	516	4.697	12	516	2.647	12	516	7.344
09:00 - 10:00	12	516	5.132	12	516	4.648	12	516	9.780
10:00 - 11:00	12	516	5.504	12	516	5.245	12	516	10.749
11:00 - 12:00	12	516	4.342	12	516	4.745	12	516	9.087
12:00 - 13:00	12	516	3.179	12	516	3.841	12	516	7.020
13:00 - 14:00	12	516	2.711	12	516	2.485	12	516	5.196
14:00 - 15:00	12	516	4.099	12	516	3.906	12	516	8.005
15:00 - 16:00	12	516	3.825	12	516	3.857	12	516	7.682
16:00 - 17:00	12	516	3.147	12	516	4.003	12	516	7.150
17:00 - 18:00	12	516	1.856	12	516	2.808	12	516	4.664
18:00 - 19:00	12	516	0.355	12	516	1.517	12	516	1.872
19:00 - 20:00	1	620	0.000	1	620	0.000	1	620	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		40.137			40.033			80.170	

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.

Parameter summary

Trip rate parameter range selected:	200 - 940 (units: sqm)
Survey date range:	01/01/07 - 28/09/16
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	521	0.017	11	521	0.000	11	521	0.017
08:00 - 09:00	12	516	0.097	12	516	0.113	12	516	0.210
09:00 - 10:00	12	516	0.242	12	516	0.178	12	516	0.420
10:00 - 11:00	12	516	0.210	12	516	0.242	12	516	0.452
11:00 - 12:00	12	516	0.291	12	516	0.210	12	516	0.501
12:00 - 13:00	12	516	0.032	12	516	0.145	12	516	0.177
13:00 - 14:00	12	516	0.161	12	516	0.161	12	516	0.322
14:00 - 15:00	12	516	0.129	12	516	0.113	12	516	0.242
15:00 - 16:00	12	516	0.032	12	516	0.048	12	516	0.080
16:00 - 17:00	12	516	0.048	12	516	0.048	12	516	0.096
17:00 - 18:00	12	516	0.000	12	516	0.000	12	516	0.000
18:00 - 19:00	12	516	0.016	12	516	0.016	12	516	0.032
19:00 - 20:00	1	620	0.000	1	620	0.000	1	620	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.275			1.274			2.549

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.

Parameter summary

Trip rate parameter range selected:	200 - 940 (units: sqm)
Survey date range:	01/01/07 - 28/09/16
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	521	0.000	11	521	0.000	11	521	0.000
08:00 - 09:00	12	516	0.016	12	516	0.016	12	516	0.032
09:00 - 10:00	12	516	0.000	12	516	0.000	12	516	0.000
10:00 - 11:00	12	516	0.000	12	516	0.000	12	516	0.000
11:00 - 12:00	12	516	0.032	12	516	0.032	12	516	0.064
12:00 - 13:00	12	516	0.000	12	516	0.000	12	516	0.000
13:00 - 14:00	12	516	0.000	12	516	0.000	12	516	0.000
14:00 - 15:00	12	516	0.000	12	516	0.000	12	516	0.000
15:00 - 16:00	12	516	0.000	12	516	0.000	12	516	0.000
16:00 - 17:00	12	516	0.000	12	516	0.000	12	516	0.000
17:00 - 18:00	12	516	0.000	12	516	0.000	12	516	0.000
18:00 - 19:00	12	516	0.000	12	516	0.000	12	516	0.000
19:00 - 20:00	1	620	0.000	1	620	0.000	1	620	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.048			0.048			0.096

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

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

Parameter summary

Trip rate parameter range selected: 200 - 940 (units: sqm)
 Survey date date range: 01/01/07 - 28/09/16
 Number of weekdays (Monday-Friday): 12
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

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

PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	521	0.000	11	521	0.000	11	521	0.000
08:00 - 09:00	12	516	0.000	12	516	0.000	12	516	0.000
09:00 - 10:00	12	516	0.000	12	516	0.000	12	516	0.000
10:00 - 11:00	12	516	0.000	12	516	0.000	12	516	0.000
11:00 - 12:00	12	516	0.000	12	516	0.000	12	516	0.000
12:00 - 13:00	12	516	0.000	12	516	0.000	12	516	0.000
13:00 - 14:00	12	516	0.000	12	516	0.000	12	516	0.000
14:00 - 15:00	12	516	0.000	12	516	0.000	12	516	0.000
15:00 - 16:00	12	516	0.000	12	516	0.000	12	516	0.000
16:00 - 17:00	12	516	0.000	12	516	0.000	12	516	0.000
17:00 - 18:00	12	516	0.000	12	516	0.000	12	516	0.000
18:00 - 19:00	12	516	0.000	12	516	0.000	12	516	0.000
19:00 - 20:00	1	620	0.000	1	620	0.000	1	620	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.000			0.000			0.000	

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

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

Parameter summary

Trip rate parameter range selected:	200 - 940 (units: sqm)
Survey date range:	01/01/07 - 28/09/16
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	521	0.000	11	521	0.000	11	521	0.000
08:00 - 09:00	12	516	0.081	12	516	0.048	12	516	0.129
09:00 - 10:00	12	516	0.145	12	516	0.129	12	516	0.274
10:00 - 11:00	12	516	0.032	12	516	0.048	12	516	0.080
11:00 - 12:00	12	516	0.065	12	516	0.065	12	516	0.130
12:00 - 13:00	12	516	0.065	12	516	0.081	12	516	0.146
13:00 - 14:00	12	516	0.016	12	516	0.016	12	516	0.032
14:00 - 15:00	12	516	0.032	12	516	0.016	12	516	0.048
15:00 - 16:00	12	516	0.048	12	516	0.065	12	516	0.113
16:00 - 17:00	12	516	0.065	12	516	0.048	12	516	0.113
17:00 - 18:00	12	516	0.032	12	516	0.081	12	516	0.113
18:00 - 19:00	12	516	0.000	12	516	0.000	12	516	0.000
19:00 - 20:00	1	620	0.000	1	620	0.000	1	620	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.581			0.597			1.178

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.

Parameter summary

Trip rate parameter range selected: 200 - 940 (units: sqm)
 Survey date range: 01/01/07 - 28/09/16
 Number of weekdays (Monday-Friday): 12
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : C - PUB/RESTAURANT

VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	ST STAFFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

Secondary 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: 400 to 1550 (units: sqm)
 Range Selected by User: 112 to 2384 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 21/11/15

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

Selected survey days:

Monday	1 days
Tuesday	2 days
Wednesday	1 days
Friday	4 days

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	5
Neighbourhood Centre (PPS6 Local Centre)	2

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

Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	4
Village	1

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

Secondary Filtering selection:

Use Class:

A4

8 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

5,001 to 10,000

3 days

10,001 to 15,000

2 days

15,001 to 20,000

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:

5,001 to 25,000

2 days

75,001 to 100,000

1 days

125,001 to 250,000

1 days

250,001 to 500,000

4 days

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

Car ownership within 5 miles:

0.6 to 1.0

2 days

1.1 to 1.5

5 days

2.1 to 2.5

1 days

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

Travel Plan:

No

8 days

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

PTAL Rating:

No PTAL Present

8 days

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

LIST OF SITES relevant to selection parameters

1	EX-06-C-02 LONDON ROAD STANWAY COLCHESTER Edge of Town No Sub Category Total Gross floor area: Survey date: FRIDAY	HARVESTER 450 sqm 08/11/13	ESSEX Survey Type: MANUAL GREATER MANCHESTER
2	GM-06-C-04 HELSMAN LANE ROCHDALE Edge of Town Residential Zone Total Gross floor area: Survey date: TUESDAY	HUNGRY HORSE 525 sqm 20/10/15	Survey Type: MANUAL NOTTINGHAMSHIRE
3	NT-06-C-03 CLIFTON LANE WILFORD NOTTINGHAM Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: Survey date: TUESDAY	HARVESTER 450 sqm 18/06/13	Survey Type: MANUAL SUFFOLK
4	SF-06-C-02 CLIFF ROAD IPSWICH Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: Survey date: FRIDAY	PUB/RESTAURANT 875 sqm 18/09/15	Survey Type: MANUAL SHROPSHIRE
5	SH-06-C-02 WELSHPOOL ROAD SHELTON SHREWSBURY Edge of Town No Sub Category Total Gross floor area: Survey date: FRIDAY	HUNGRY HORSE 1400 sqm 26/06/09	Survey Type: MANUAL STAFFORDSHIRE
6	ST-06-C-01 STONE ROAD TRENTHAM STOKE-ON-TRENT Edge of Town Residential Zone Total Gross floor area: Survey date: WEDNESDAY	HARVESTER 720 sqm 23/10/13	Survey Type: MANUAL TYNE & WEAR
7	TW-06-C-01 WHICKHAM HIGHWAY GATESHEAD Edge of Town Residential Zone Total Gross floor area: Survey date: FRIDAY	PUB/RESTAURANT 400 sqm 04/10/13	Survey Type: MANUAL WEST YORKSHIRE
8	WY-06-C-04 GELDERD ROAD GILDERSOME NEAR LEEDS Neighbourhood Centre (PPS6 Local Centre) Village Total Gross floor area: Survey date: MONDAY	FAYRE & SQUARE 1550 sqm 19/10/15	Survey Type: MANUAL

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	1550	0.065	1	1550	0.129	1	1550	0.194
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	8	796	0.565	8	796	0.502	8	796	1.067
11:00 - 12:00	8	796	1.146	8	796	0.487	8	796	1.633
12:00 - 13:00	8	796	2.590	8	796	1.240	8	796	3.830
13:00 - 14:00	8	796	1.805	8	796	1.711	8	796	3.516
14:00 - 15:00	8	796	0.863	8	796	2.151	8	796	3.014
15:00 - 16:00	8	796	0.942	8	796	0.973	8	796	1.915
16:00 - 17:00	8	796	1.900	8	796	0.895	8	796	2.795
17:00 - 18:00	8	796	2.763	8	796	1.900	8	796	4.663
18:00 - 19:00	8	796	2.951	8	796	2.339	8	796	5.290
19:00 - 20:00	8	796	2.418	8	796	2.763	8	796	5.181
20:00 - 21:00	8	796	1.570	8	796	2.229	8	796	3.799
21:00 - 22:00	8	796	0.926	8	796	2.057	8	796	2.983
22:00 - 23:00	8	796	0.644	8	796	1.491	8	796	2.135
23:00 - 24:00	8	796	0.235	8	796	0.769	8	796	1.004
Total Rates:			21.383			21.636			43.019

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

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

Parameter summary

Trip rate parameter range selected:	400 - 1550 (units: sqm)
Survey date range:	01/01/09 - 21/11/15
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	1550	0.000	1	1550	0.000	1	1550	0.000
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	8	796	0.047	8	796	0.047	8	796	0.094
11:00 - 12:00	8	796	0.000	8	796	0.000	8	796	0.000
12:00 - 13:00	8	796	0.078	8	796	0.063	8	796	0.141
13:00 - 14:00	8	796	0.063	8	796	0.031	8	796	0.094
14:00 - 15:00	8	796	0.031	8	796	0.047	8	796	0.078
15:00 - 16:00	8	796	0.000	8	796	0.016	8	796	0.016
16:00 - 17:00	8	796	0.000	8	796	0.000	8	796	0.000
17:00 - 18:00	8	796	0.094	8	796	0.078	8	796	0.172
18:00 - 19:00	8	796	0.094	8	796	0.110	8	796	0.204
19:00 - 20:00	8	796	0.157	8	796	0.157	8	796	0.314
20:00 - 21:00	8	796	0.094	8	796	0.094	8	796	0.188
21:00 - 22:00	8	796	0.126	8	796	0.094	8	796	0.220
22:00 - 23:00	8	796	0.204	8	796	0.235	8	796	0.439
23:00 - 24:00	8	796	0.141	8	796	0.141	8	796	0.282
Total Rates:			1.129			1.113			2.242

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.

Parameter summary

Trip rate parameter range selected: 400 - 1550 (units: sqm)
 Survey date range: 01/01/09 - 21/11/15
 Number of weekdays (Monday-Friday): 8
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	1550	0.000	1	1550	0.000	1	1550	0.000
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	8	796	0.047	8	796	0.031	8	796	0.078
11:00 - 12:00	8	796	0.016	8	796	0.016	8	796	0.032
12:00 - 13:00	8	796	0.047	8	796	0.031	8	796	0.078
13:00 - 14:00	8	796	0.000	8	796	0.016	8	796	0.016
14:00 - 15:00	8	796	0.016	8	796	0.016	8	796	0.032
15:00 - 16:00	8	796	0.016	8	796	0.016	8	796	0.032
16:00 - 17:00	8	796	0.016	8	796	0.031	8	796	0.047
17:00 - 18:00	8	796	0.000	8	796	0.000	8	796	0.000
18:00 - 19:00	8	796	0.000	8	796	0.000	8	796	0.000
19:00 - 20:00	8	796	0.000	8	796	0.000	8	796	0.000
20:00 - 21:00	8	796	0.000	8	796	0.000	8	796	0.000
21:00 - 22:00	8	796	0.000	8	796	0.000	8	796	0.000
22:00 - 23:00	8	796	0.000	8	796	0.000	8	796	0.000
23:00 - 24:00	8	796	0.000	8	796	0.000	8	796	0.000
Total Rates:			0.158			0.157			0.315

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.

Parameter summary

Trip rate parameter range selected: 400 - 1550 (units: sqm)
 Survey date range: 01/01/09 - 21/11/15
 Number of weekdays (Monday-Friday): 8
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	1550	0.000	1	1550	0.000	1	1550	0.000
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	8	796	0.000	8	796	0.000	8	796	0.000
11:00 - 12:00	8	796	0.000	8	796	0.000	8	796	0.000
12:00 - 13:00	8	796	0.000	8	796	0.000	8	796	0.000
13:00 - 14:00	8	796	0.016	8	796	0.000	8	796	0.016
14:00 - 15:00	8	796	0.000	8	796	0.000	8	796	0.000
15:00 - 16:00	8	796	0.000	8	796	0.000	8	796	0.000
16:00 - 17:00	8	796	0.000	8	796	0.016	8	796	0.016
17:00 - 18:00	8	796	0.016	8	796	0.016	8	796	0.032
18:00 - 19:00	8	796	0.000	8	796	0.000	8	796	0.000
19:00 - 20:00	8	796	0.000	8	796	0.000	8	796	0.000
20:00 - 21:00	8	796	0.000	8	796	0.000	8	796	0.000
21:00 - 22:00	8	796	0.000	8	796	0.000	8	796	0.000
22:00 - 23:00	8	796	0.000	8	796	0.000	8	796	0.000
23:00 - 24:00	8	796	0.000	8	796	0.000	8	796	0.000
Total Rates:			0.032			0.032			0.064

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.

Parameter summary

Trip rate parameter range selected: 400 - 1550 (units: sqm)
 Survey date range: 01/01/09 - 21/11/15
 Number of weekdays (Monday-Friday): 8
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	1550	0.000	1	1550	0.000	1	1550	0.000
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	8	796	0.000	8	796	0.000	8	796	0.000
11:00 - 12:00	8	796	0.000	8	796	0.000	8	796	0.000
12:00 - 13:00	8	796	0.016	8	796	0.000	8	796	0.016
13:00 - 14:00	8	796	0.000	8	796	0.000	8	796	0.000
14:00 - 15:00	8	796	0.000	8	796	0.016	8	796	0.016
15:00 - 16:00	8	796	0.000	8	796	0.000	8	796	0.000
16:00 - 17:00	8	796	0.016	8	796	0.000	8	796	0.016
17:00 - 18:00	8	796	0.000	8	796	0.000	8	796	0.000
18:00 - 19:00	8	796	0.000	8	796	0.000	8	796	0.000
19:00 - 20:00	8	796	0.000	8	796	0.000	8	796	0.000
20:00 - 21:00	8	796	0.000	8	796	0.000	8	796	0.000
21:00 - 22:00	8	796	0.000	8	796	0.016	8	796	0.016
22:00 - 23:00	8	796	0.000	8	796	0.000	8	796	0.000
23:00 - 24:00	8	796	0.000	8	796	0.000	8	796	0.000
Total Rates:			0.032			0.032			0.064

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

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Parameter summary

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 Survey date range: 01/01/09 - 21/11/15
 Number of weekdays (Monday-Friday): 8
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

APPENDIX E

Development Traffic Generation

Residential

1,750 no. of standard dwellings

50 no. of elderly accomodation units (independent living - Extra Care)

1,800 Total dwellings

Garden Gate Traffic Generation

Table 1: Comparison Garden Gate Trip Rate Analysis with Indicative Housing Mix

Housing Type	Proportion	No. of Units	Vehicular Trip Rate			Vehicular Trip Rate			Traffic Generation			Traffic Generation		
			AM Peak			PM Peak			AM Peak			PM Peak		
			Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Privately Owned Houses	90.00%	1,620	0.128	0.376	0.504	0.315	0.204	0.519	207	609	816	510	330	841
Affordable Houses	7.22%	130	0.131	0.245	0.376	0.248	0.184	0.432	17	32	49	32	24	56
Elderly Accommadtion	2.78%	50	0.084	0.080	0.164	0.040	0.084	0.124	4	4	8	2	4	6
Privately Owned Apartments	0%	0												
Affordable Apartments	0%	0												
Total	100%	1,800	-	-	-	-	-	-	229	645	874	545	359	903

Primary School

630 Pupils (A total of 3-froms will be provided on site - assume 210 pupils per 1 form-entry)

75 Staff

38 Staff Car Parking Space 1 space per 2 staff

Garden Gate Traffic Generation

Table 2: Primary School Peak Period Traffic Generation – Proportion: Staff Only

Time	Arrivals	Departures
AM Period		
0700-0800	33%	0%
0800-0900	67%	0%
0900-1000	0%	0%
PM Period		
1600-1700	0%	67%
1700-1800	0%	33%
1800-1900	0%	0%

0% Proportion of primary school jobs that are filled by future residents on the site

Table 3: Primary School Peak Period Traffic Generation – Staff Only

Time	Arrivals	Departures	Two-Way
AM Period			
0700-0800	12	0	12
0800-0900	25	0	25
0900-1000	0	0	0
PM Period			
1600-1700	0	25	25
1700-1800	0	12	12
1800-1900	0	0	0

40% Pupils mode split by car

252 Pupil arrivals by car

1.50 Average no. of pupils per car

Table 4: Primary School Peak Period Traffic Generation – Proportion: Pupils (Escort Education)

Time	Arrivals	Departures
AM Peak Period		
0700-0800	0%	0%
0800-0900	100%	75%
0900-1000	0%	25%
PM Peak Period		
1600-1700	0%	0%
1700-1800	0%	0%
1800-1900	0%	0%

Table 5: Primary School Peak Period Traffic Generation – Pupils (Escort Education)

Time	Arrivals	Departures	Two-Way
AM Peak Period			
0700-0800	0	0	0
0800-0900	168	126	294
0900-1000	0	42	42
PM Peak Period			
1600-1700	0	0	0
1700-1800	0	0	0
1800-1900	0	0	0

0.3 Expected primary school age pupil yield 30 children per 100 houses

97.2% Proportion of qualifying houses (excludes the 50 elderly units but makes no allowance for the number of apartments that will be provided on site)

1,750

525 No. of primary school children generated

80% Proportion of primary school children residing on site attending the proposed school on-site

420 No. of children attending primary school residing within the new development

210 No. of children attending primary school residing off-site

80% Proportion of external primary school car trips by car (Ref: Table NTS0614 'Trips to school by main mode, trip length and age: England, 2015', National Travel Survey 2016, for 2 to under 5 miles)

Table 6: Primary School Garden Gate Traffic Generation – Escort Education

Time	Arrivals	Departures	Two-Way
AM Peak Period			
0700-0800	0	0	0
0800-0900	112	84	196
0900-1000	0	28	28
PM Peak Period			
1600-1700	0	0	0
1700-1800	0	0	0
1800-1900	0	0	0

34% Proportion of car driver trips to school that continue into work or another destination (Ref: NTS0408 Purpose of next trip by gender and previous trip, National Travel Survey 2016)

Table 7: Internal Escort Education Trips to be Deducted from the Garden Gate Residential Traffic Generation – AM Peak Hour

Time	Traffic Generation		
	Arrivals	Departures	Total
Primary School			
Garden Gate	168	126	294
Traffic			
Pupils Off-Site	-112	-84	-196
Initial Internal			
Escort Education	56	42	98
Trips			

Table 8: Internal Escort Education Trips to be Deducted from the Garden Gate Residential Traffic Generation – PM Peak Hour

Time	Traffic Generation		
	Arrivals	Departures	Total
Primary School			
Garden Gate	0	0	0
Traffic			
Pupils Off-Site	0	0	0
Initial Internal			
Escort Education	0	0	0
Trips			

Note: an arrival at the ancillary land uses is a departure from a dwelling

Table 9: Residential Traffic Generation – Internal Escort Education Trips to be Deducted from the Garden Gate Residential Traffic Generation

Time	Traffic Generation		
	Arrivals	Departures	Total
AM Peak Hour	-14	-19	-33
PM Peak Hour	0	0	0

Health Centre

500 sqm GFA

5 No. of GPs

Garden Gate Traffic Generation

Table 10: Health Centre Garden Gate Vehicular Trip Rates (Per 100 sqm)

Time	Trip Rate (per 100sqm)		
	Arrivals	Departures	Total
AM Peak Hour	4.697	2.647	7.344
PM Peak Hour	1.856	2.808	4.664

Table 11: Health Centre Garden Gate Traffic Generation (500 sqm)

Time	Traffic Generation		
	Arrivals	Departures	Total
AM Peak Hour	23	13	37
PM Peak Hour	9	14	23

0.67 doctors per 1,000 population Ref: <http://www.nuffieldtrust.org.uk/data-and-charts/number-general-practitioners-1000-population>

2.64 Average household size for Ham and Motcombe Ward, 2011 Census

4,752 Forecast population on site

3.2 No. of doctors required for the on-site population

3 rounded no. of doctors

40.0% Proportion of external traffic generation

Table 12: Health Centre – External Traffic Generation

Time	All Vehicles		
	Arrivals	Departures	Total
AM Peak Hour	9	5	15
PM Peak Hour	4	6	9

34% Proportion of internal car driver trips to the health centre that continue into work or another destination after their appointment

Table 13: Internal Health Centre Trips to be Deducted from the Garden Gate Residential Traffic Generation – AM Peak Hour

Time	Traffic Generation		
	Arrivals	Departures	Total
AM Peak Hour	-14	-8	-22
Trip Chaining	34%	34%	34%
Internal Health Centre Trips to be deducted (allowance for trip chaining)*	-5	-3	-7

Table 14: Internal Health Centre Trips to be Deducted from the Garden Gate Residential Traffic Generation – PM Peak Hour

Time	Traffic Generation		
	Arrivals	Departures	Total
PM Peak Hour	-6	-8	-14
Trip Chaining	34%	34%	34%
Internal Health Centre Trips to be deducted (allowance for trip chaining)*	-2	-3	-5

Table 15: Residential Traffic Generation – Internal Commuting Trips to be Deducted from the Garden Gate Residential Traffic Generation

Time	Traffic Generation		
	Arrivals	Departures	Total
AM Peak Hour	-3	-5	-7
PM Peak Hour	-3	-2	-5

Note: an arrival at the ancillary land uses is a departure from a dwelling

Pub / Restaurant

750 sqm GFA

Garden Gate Traffic Generation

Table 16: Pub/Restaurant Garden Gate Vehicular Trip Rates (Per 100 sqm)

Time	Trip Rate (per 100sqm)		
	Arrivals	Departures	Total
AM Peak Hour	0.000	0.000	0.000
PM Peak Hour	2.763	1.900	4.663

Table 17: Pub/Restaurant Garden Gate Traffic Generation (750 sqm)

Time	Traffic Generation		
	Arrivals	Departures	Total
AM Peak Hour	0	0	0
PM Peak Hour	21	14	35

35.0% Proportion of linked/pass-by trips

Table 18: Pub/Restaurant – Linked/Pass-by Trips

Time	All Vehicles		
	Arrivals	Departures	Total
AM Peak Hour	0	0	0
PM Peak Hour	7	5	12

Table 19: Pub/Restaurant – New Trips

Time	Traffic Generation		
	Arrivals	Departures	Total
AM Peak Hour	0	0	0
PM Peak Hour	13	9	23

Garden Gate Traffic Generation

Table 20: Garden Gate Traffic Generation Proposed Development – AM Peak Hour

	All Vehicles		
	Arrivals	Departures	Total
Residential (1,800 dwellings)	229	645	874
Primary School (3 FE) – Staff	25	0	25
Primary School (3 FE) – Escort Education	168	126	294
Local Convenience / Retail	0	0	0
Health Centre	23	13	37
Community Hall	0	0	0
Pub/Restaurant	0	0	0
Total	445	784	1,229

Table 21: Garden Gate Traffic Generation Proposed Development – PM Peak Hour

	All Vehicles		
	Arrivals	Departures	Total
Residential (1,800 dwellings)	545	359	903
Primary School (3 FE) – Staff	0	12	12
Primary School (3 FE) – Escort Education	0	0	0
Local Convenience / Retail	0	0	0
Health Centre	9	14	23
Community Hall	0	0	
Pub/Restaurant	21	14	35
Total	575	399	974

External Traffic Generation

Table 22: External Traffic Generation Proposed Development – AM Peak Hour

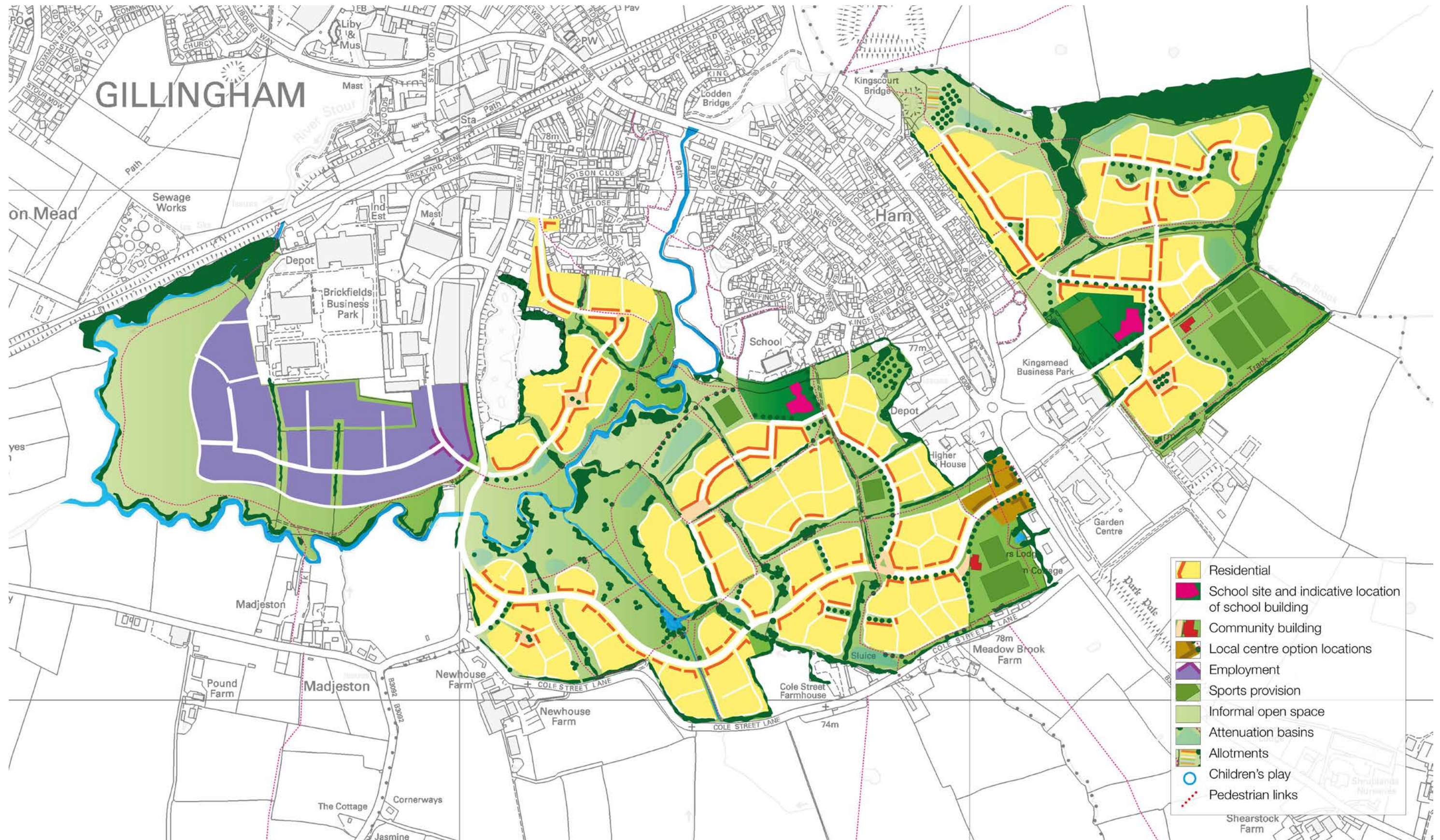
	All Vehicles		
	Arrivals	Departures	Total
Residential (1,800 dwellings)	229	645	874
Less primary school escort education	-14	-19	-33
Less health centre	-3	-5	-7
Residential (1,800 dwellings) – external	212	621	833
Primary School (3 FE) – Staff	25	0	25
Primary School (3 FE) – Escort Education	112	84	196
Local Convenience / Retail	0	0	0
Health Centre	9	5	15
Community Hall	0	0	0
Pub/Restaurant (less linked / pass-by trips)	0	0	0
Total	358	710	1,068

Table 23: External Traffic Generation Proposed Development – PM Peak Hour

	All Vehicles		
	Arrivals	Departures	Total
Residential (1,800 dwellings)	545	359	903
Less primary school escort education	0	0	0
Less health centre	-3	-2	-5
Residential (1,800 dwellings) – external	542	357	898
Primary School (3 FE) – Staff	0	12	12
Primary School (3 FE) – Escort Education	0	0	0
Local Convenience / Retail	0	0	0
Health Centre	4	6	9
Community Hall	0	0	0
Pub/Restaurant (less linked / pass-by trips)	13	9	23
Total	559	384	943

APPENDIX B

Illustrative Masterplan



Southern extension

Illustrative master plan

APPENDIX C

NPPG- Transport Assessments/ Travel Plans

APPENDIX C - NATIONAL PLANNING PRACTICE GUIDANCE - TRANSPORT ASSESSMENTS / STATEMENTS

The NPPG guidance on travel plans, transport assessments and statements in decision-taking is summarised below:

What are Travel Plans, Transport Assessments and Statements?

Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements.

What are Transport Assessments and Statements?

Transport Assessments and Statements are ways of assessing the potential transport impacts of developments (and they may propose mitigation measures to promote sustainable development. Where that mitigation relates to matters that can be addressed by management measures, the mitigation may inform the preparation of Travel Plans).

Transport Assessments are thorough assessments of the transport implications of development, and Transport Statements are a 'lighter-touch' evaluation to be used where this would be more proportionate to the potential impact of the development (i.e. in the case of developments with anticipated limited transport impacts).

Where the transport impacts of development are not significant, it may be that no Transport Assessment or Statement or Travel Plan is required. Local planning authorities, developers, relevant transport authorities, and neighbourhood planning organisations should agree what evaluation is needed in each instance.

When are Transport Assessment and Transport Statements required?

Paragraph 32 of the National Planning Policy Framework sets out that all developments that generate significant amounts of transport movement should be supported by a Transport Statement or Transport Assessment.

Local planning authorities must make a judgement as to whether a development proposal would generate significant amounts of movement on a case by case basis (i.e. significance may be a lower threshold where road capacity is already stretched or a higher threshold for a development in an area of high public transport accessibility).

In determining whether a Transport Assessment or Statement will be needed for a proposed development local planning authorities should take into account the following considerations:

- the Transport Assessment and Statement policies (if any) of the Local Plan;
- the scale of the proposed development and its potential for additional trip generation (smaller applications with limited impacts may not need a Transport Assessment or Statement);
- existing intensity of transport use and the availability of public transport;
- proximity to nearby environmental designations or sensitive areas ;
- impact on other priorities/ strategies (such as promoting walking and cycling);
- the cumulative impacts of multiple developments within a particular area; and
- whether there are particular types of impacts around which to focus the Transport Assessment or Statement (e.g. assessing traffic generated at peak times).

How should the need for and scope of a Transport Assessment or Statement be established?

The need for, scale, scope and level of detail required of a Transport Assessment or Statement should be established as early in the development management process as possible as this may therefore positively influence the overall nature or the detailed design of the development.

Key issues to consider at the start of preparing a Transport Assessment or Statement may include:

- the planning context of the development proposal;
- appropriate study parameters (i.e. area, scope and duration of study);
- assessment of public transport capacity, walking/ cycling capacity and road network capacity;
- road trip generation and trip distribution methodologies and/ or assumptions about the development proposal;
- measures to promote sustainable travel;
- safety implications of development; and
- mitigation measures (where applicable) – including scope and implementation strategy.

It is important to give appropriate consideration to the cumulative impacts arising from other committed development (i.e. development that is consented or allocated where there is a reasonable degree of certainty will proceed within the next three years). At the decision-taking stage this may require the developer to carry out an assessment of the impact of those adopted Local Plan allocations which have the potential to impact on the same sections of transport network as well as other relevant local sites benefitting from as yet unimplemented planning approval.

Transport Assessments or Statements may identify the need for associated studies or may feed into other studies. However care should be taken to establish the full range of studies that will be required of development at the earliest opportunity as it is unlikely that a Transport Assessment or Statement in itself could fulfil the specific role required of a transport element of an Environmental Impact Assessment where this is required. Particular attention should be given to this issue where there are environmentally sensitive areas nearby and where the proposal could have implications for breach of statutory thresholds in relation to noise and air quality either as a result of traffic generated by the site or as a consequence of the impact of existing traffic on the site under consideration.

What information should be included in Transport Assessments and Statements?

The scope and level of detail in a Transport Assessment or Statement will vary from site to site but the following should be considered when settling the scope of the proposed assessment:

- information about the proposed development, site layout, (particularly proposed transport access and layout across all modes of transport);
- information about neighbouring uses, amenity and character, existing functional classification of the nearby road network;
- data about existing public transport provision, including provision/ frequency of services and proposed public transport changes;
- a qualitative and quantitative description of the travel characteristics of the proposed development, including movements across all modes of transport that would result from the development and in the vicinity of the site;
- an assessment of trips from all directly relevant committed development in the area (i.e. development that there is a reasonable degree of certainty will proceed within the next three years);
- data about current traffic flows on links and at junctions (including by different modes of transport and the volume and type of vehicles) within the study area and identification of critical links and junctions on the highways network;

- an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent three-year period, or five-year period if the proposed site has been identified as within a high accident area;
- an assessment of the likely associated environmental impacts of transport related to the development, particularly in relation to proximity to environmentally sensitive areas (such as air quality management areas or noise sensitive areas);
- measures to improve the accessibility of the location (such as provision/ enhancement of nearby footpath and cycle path linkages) where these are necessary to make the development acceptable in planning terms;
- a description of parking facilities in the area and the parking strategy of the development;
- ways of encouraging environmental sustainability by reducing the need to travel; and
- measures to mitigate the residual impacts of development (such as improvements to the public transport network, introducing walking and cycling facilities, physical improvements to existing roads).

In general, assessments should be based on normal traffic flow and usage conditions (e.g. non-school holiday periods, typical weather conditions) but it may be necessary to consider the implications for any regular peak traffic and usage periods (such as rush hours). Projections should use local traffic forecasts such as TEMPRO drawing where necessary on National Road Traffic Forecasts for traffic data.

The timeframe that the assessment covers should be agreed with the local planning authority in consultation with the relevant transport network operators and service providers. However, in circumstances where there will be an impact on a national transport network, this period will be set out in the relevant Government policy.

APPENDIX D

Personal Injury Accident Analysis

APPENDIX C – PIA DATA ANALYSIS

1.1 Personal Injury Accident Analysis

- 1.1.1 Personal Injury Accident (PIA) data have been obtained from Dorset County Council on the B3081/B3092 corridor through the urban area of Gillingham, as well as in the vicinity of the A30/A350/B3081 'Ivy Cross Roundabout' in Shaftesbury and A30/B3092 junction in East Stour for the period 1 October 2011 to 30 September 2016.
- 1.1.2 Table C.1 presents the number and locations of recorded accidents within the study area over the assessed period.

Table C.1: Summary of Personal Injury Accidents (PIA)– 1 October 2011 to 30 September 2016.

Location	Vehicles			Pedestrians and Cyclists			Total
	Fatal	Serious	Slight	Fatal	Serious	Slight	
B3081 Shaftesbury Road (South of Cole Street Lane)							0
B3081 Shaftesbury Road / Cole Street Lane Junction							0
B3081 / Fern Brook Lane / Sydenhams Roundabout					1		1
B3081 Shaftesbury Rd (between Park Farm Rdbt and B3092)		1	1		1	4	7
B3092 New Road (between B3081 and Cole Street Lane)		1	3				4
B3081 Le Neubourg Way (between B3092 and Wyke St)			1		1	3	5
B3081 Le Neubourg Way/ Newbury/ B3081 Roundabout			1				1
High Street (inc Station Road and South Street)						5	5
B3081 Le Neubourg Way / B3092 Wyke Street Junction							0
B3081 Wkye Street (west of B3081 Le Neubourg Way Junction)			3				3
B3081 Le Neubourg Way/ Cemetary Road Junction			1				1
Cemetary Road (West of B3081 Le Neubourg Way Junction)			1				1
B3092 Le Neubourg Way (between B3081 and Queen St)							0
Queens St/ Bay Road Junction					1		1
B3081 New Road (North of Ivy Cross Roundabout)		1	4				5
A30/A350/B3081 Ivy Cross Roundabout			1				1
Bleke Street						1	1
Grosvenor Road/ Land- Side Junction			1				1
A30/B3092 East Stour Crossroads		1	4				5

A303 Mere							
A303- (east of exit slip Road to B3092 Castle Street)	1		1				2
A303 (N of B3092 Slip Road)			1				1
B3092 Crab Lane/ New Road Junction			1				1
A303 Mere By Pass			1				1
A303 West Bourton							
B3081 Leigh Common (towards A303)			1				1
B3081/Leigh Common junction			1				1
A303/B3081 Tinker Hill junction		1					1
B3081 Tinker Hill/A303 Slip Road junction			2				2
A303 Westbound carriageway			3				3
Total	1	5	32	0	4	13	55

Source: Dorset County Council

- 1.1.3 A summary of each recorded accident at the locations summarised above is provided in the following paragraphs.

B3081 Shaftesbury Road (South of Cole Street Lane)

- 1.1.4 No accidents have been recorded at the B3081 Shaftesbury Road (South of Cole Street Lane) over the five-year period analysed.

B3081 Shaftesbury Road / Cole Street Lane Junction

- 1.1.5 No accidents have been recorded at the B3081 Shaftesbury Road / Cole Street Lane Junction over the five-year period analysed.

B3081 Shaftesbury Road / Fern Brook Lane / Sydenhams Access Roundabout

- 1.1.6 One accident has been recorded at this roundabout in the last five-year period. A vehicle entering the roundabout from B3081 (North) failed to give way and collided with a cyclist on the circulatory carriageway resulting in a serious injury.

B3081 Shaftesbury Road (between Park Farm Roundabout and B3092 New Road)

1.1.7 A total of seven accidents have been recorded on the B3081 Shaftesbury Road between the Park Farm Roundabout and B3092 New Road over the last five-year period assessed as follows:

- A cyclist travelling northwest collided with the side of a vehicle travelling west approximately 80m northwest of King John Road resulting in slight injury;
- A vehicle travelling southeast collided with a pedestrian in the carriageway approximately 65m northwest of junction with King John Road resulting in slight injury;
- A vehicle travelling eastbound collided with a pedestrian resulting in slight injury at the junction with King John Road;
- A vehicle turning right collided with a vehicle travelling southbound at the traffic lights junction with King John Road resulting in slight injury;
- A cyclist travelling southeast struck the back of an agricultural vehicle approximately 70m SE of junction with B3092 resulting in serious injury;
- A vehicle pulled out of the junction with Lockwood Terrace and collided with a cyclist travelling Southeast resulting in a slight injury; and
- A motorcycle travelling southbound in the vicinity of Park Farm Roundabout has lost control and resulted in serious injury.

B3092 New Road (between B3081 Shaftesbury Road and Cole Street Lane)

1.1.8 A total of four accidents have been recorded on the B3092 New Road between the junctions with the B3081 Shaftesbury Road and Cole Street Lane over the five-year period assessed, as follows:

- A Motorcycle travelling southbound lost control on the bend of the B3092 on approach to Cole Street Lane resulting in serious injury;

- Two accidents occurred when vehicles one travelling southbound and the other northbound lost control on the bend on approach to Madjeston Farm resulting in slight injury; and
- A vehicle travelling southbound lost control and left the carriageway to the south of the Madjeston bends resulting in slight injury.

B3081 Le Neubourg Way (between B3092 New Road and B3081 Wyke Street)

1.1.9 A total of five accidents have been recorded on the B3081 Le Neubourg Way between the junctions with the B3092 New Road and the B3081 Wyke street over the last five-year period, as follows:

- A vehicle travelling southbound collided head on with a young child on a scooter in the carriageway (approximately 30m south of junction on upper Station Road) resulting in slight injury;
- A vehicle turning left from the Asda access collided with a pedestrian who was crossing the junction resulting in serious injury;
- A vehicle travelling eastbound collided with the offside of another vehicle travelling westbound approximately 50m east of upper Station Road resulting in slight injury;
- A vehicle travelling northbound collided with a pedestrian who stepped out into the carriageway outside Waitrose resulting in slight injury; and
- A vehicle travelling southbound collided with a pedestrian who ran out into the carriageway 40m south of Wyke Road, resulting in slight injury.

B3081 Le Neubourg Way/ Newbury/ B3081 Shaftesbury Road Roundabout

1.1.10 One accident has been recorded at this roundabout in the last five-year period. A vehicle travelling northbound collided with the offside of the motorcycle travelling south resulting in slight injury.

High Street (including Station Road and Queens Street)

1.1.11 A total of five accidents have been recorded within Gillingham town centre (including the High street, Station Road and Queens Street) over the last five-year period as follows:

- A vehicle travelling east collided with a pedestrian whilst it was parked and unloading, approximately 17m east of junction with Barnaby Mead resulting in slight injury;
- A vehicle travelling west collided with a pedestrian on the offside of the carriageway on the High Street outside Crookers resulting in slight injury;
- A vehicle travelling east collided with a pedestrian who ran out into the carriageway resulting in slight injury at the junction of School Lane;
- A parked vehicle reversed and collided with a pedestrian just outside the Red Lion Hotel resulting in slight injury; and
- A vehicle was parking on the High Street and reversed knocking a pedestrian to the ground just west of School Lane junction resulting in slight injury.

B3081 Le Neubourg Way / B3092 Wyke Street Junction

1.1.12 No accidents have been recorded at the B3081 Le Neubourg Way/B3092 Wkye Street junction over the five-year period analysed.

B3081 Wkye Street (west of B3081 Le Neubourg Way to Junction with Broad Robin)

1.1.13 Three accidents have been recorded on the B3081 Wkye Street over the last five- year period analysed. They are as follows:

- One accident has occurred in the last five-year period when a vehicle travelling west lost control on the bend approximately 100m west of the junction with Le Neubourg Way and resulting in slight injury;

- A vehicle travelling eastbound lost control of the vehicle and collided with a garden wall just east of junction with Broad Robin resulting in slight injury; and
- A vehicle turning right out of Broad Robin Road collided with a vehicle travelling eastbound resulting in slight injury.

B3081 Le Neubourg Way/ Cemetery Road Junction

- 1.1.14 One accident has been recorded at this junction in the last five-year period when a vehicle travelling northbound collided front on with another vehicle resulting in slight injury.

Cemetery Road (West of B3081 Le Neubourg Way Junction)

- 1.1.15 One accident has been recorded at Cemetery Road in the last five-year period when a vehicle reversing out of layby lost control and collided with a house resulting in slight injury.

B3092 Le Neubourg Way (between B3081 Wyke Street and Queen Street)

- 1.1.16 No accidents have been recorded at the B3081 Le Neubourg Way between Wyke Street and Quern Street over the five-year period analysed.

Queens Street/ Bay Road Junction

- 1.1.17 One accident has been recorded at Queens Street/ May Road Junction over the last five years when a vehicle travelling northbound collided with a pedestrian crossing the carriageway on the bend resulting in serious injury.

B3081 New Road (North of Ivy Cross Roundabout) as far as Woodlands Lane Junction

- 1.1.18 Five accidents have been recorded along the B3081 New Road (North of Ivy Cross Roundabout) in the last five-year period. They are as follows;
- A vehicle travelling eastbound towards Shaftesbury lost control after swerving out of the way of an animal in the carriageway 260m east of Woodland Lane junction resulting in slight injury;

- A vehicle travelling southbound lost control and skidded off the carriageway near the junction with the Nettlebed Nursery, resulting in slight injury;
- A vehicle travelling eastbound towards Shaftesbury lost control and left the carriageway colliding with a garden wall outside Paynes Place House resulting in slight injury;
- A vehicle travelling westbound lost control on the bend and collided head on with a vehicle travelling eastbound 75m east of junction with Nettlebed Nursery resulting in serious injury; and
- A vehicle travelling westbound collided with the rear of another vehicle travelling in the same direction as it failed to slow in time at the junction with Motcombe Road resulting in slight injury.

A30/A350/B3081 Ivy Cross Roundabout

- 1.1.19 One accident has been recorded at the Ivy Cross Roundabout in the last five-year period when a vehicle left the roundabout approaching from A350 Christy's Lane and drove on the wrong side, colliding with another vehicle in the circulating carriageway resulting in slight injury.

Bleke Street (West of Ivy Cross Roundabout)

- 1.1.20 One accident has been recorded on Bleke street (just west of the Ivy Cross Roundabout) in the last five-year period when a vehicle travelling southbound collided with a cyclist when turning into the co-op Car park resulting in slight injury.

Grosvenor Road/Lane-Side Junction (East of Ivy Cross Roundabout)

- 1.1.21 One accident has been recorded at the Grosvenor Road/ Landside junction in the last five-year period when a vehicle travelling southbound collided with the rear of a stationary vehicle waiting to turn right resulting in slight injury.

A30/B3092 East Stour Crossroads

1.1.22 Five accidents have been recorded at the East Stour Crossroads in the last five-year period. They are as follows:

- A vehicle travelling westbound along A30 collided with a vehicle travelling westbound resulting in slight injury;
- A vehicle travelling northbound pulled out from the junction into the path of another vehicle travelling westbound along A30 resulting in serious injury;
- A vehicle turning right onto Scotchey Hill was struck from the rear by another vehicle during the turning manoeuvre resulting in slight injury;
- A vehicle travelling eastbound failed to give way at the junction and collided with a vehicle travelling westbound resulting in slight injury; and
- A vehicle turning right collided with a vehicle travelling southbound at the junction resulting in slight injury.

A303 Mere – Wiltshire County Council

A303- east of exit slip Road to B3092 Castle Street)

1.1.23 Two accidents have occurred in the last five-year period on the A303 (approaching the exit slip road to B3092 Castle Street from the east) as follows:

- A vehicle travelling southwest collided with the nearside of another vehicle also travelling southwest resulting in slight injury; and
- A vehicle travelling east lost control when another vehicle slowed, the vehicle behind failed to stop and collided with the nearside of the vehicle resulting in a fatal injury.

A303 -north of B3092 Slip Road

- 1.1.24 One accident has occurred in the last five-year period on the A303 approximately 50m north of the B3092 slip road when a vehicle travelling east exiting onto the B3092 slip road lost control and collided with a fence resulting in slight injury.

B3092 Crab Lane/ New Road Junction

- 1.1.25 One accident has been recorded in the last five-year at the B3092 Crab Lane/ New Road junction when a vehicle travelling southeast on Crab Lane collided with a vehicle travelling southwest resulting in slight injury.

A303 Mere By-Pass, overbridge above B3092

- 1.1.26 One accident has occurred in the last five-year period on the A303 Mere By-Pass when a vehicle travelling west on the A303 lost control and collided with the nearside barrier resulting in slight injury.

A303 West Bourton – Somerset County Council

B3081 Leigh Common (towards A303)

- 1.1.27 One accident has occurred in the last five-year period on the B3081 Leigh Common when a vehicle travelling east on B3081 towards the A303 lost control and collided with street furniture resulting in serious injury.

B3081/Leigh Common Junction

- 1.1.28 One accident has occurred in the last five-year period at the B3081/Leigh Common junction when a vehicle travelling south on the B3081 collided with a vehicle travelling south west resulting in slight injury.

A303/B3081 Tinker Hill Junction

- 1.1.29 One accident has occurred in the last five-year period at the A303/B3081 Tinker Hill junction when a vehicle travelling west on the A303 lost control on the bend and collided with a stationary works vehicle on the opposite side of the carriageway resulting in serious injury.

B3081 Tinker Hill/A303 Slip Road Junction

1.1.30 Two accidents have been reported in the last five-year period at the B3081 Tinker Hill/A303 Slip Road as follows:

- A vehicle travelling east on the B3081 failed to give way at the junction and collided with a vehicle travelling northbound resulting in slight injury; and
- A vehicle travelling north on the B3081 lost control and collided with a vehicle travelling east at the junction resulting in slight injury.

A303 Westbound carriageway

1.1.31 Three accidents have occurred in the last five-year period at the A303 westbound carriageway as follows:

- A vehicle travelling westbound collided with street furniture resulting in slight injury;
- A vehicle travelling west lost control and collided with the offside of another vehicle travelling west resulting in slight injury; and
- A vehicle travelling west collided with the rear of another vehicle travelling west after swerving to avoid vehicles joining the main carriageway from the slip road resulting in slight injury.

APPENDIX E

Gillingham S-Paramics Traffic Model -Base Model Development Report

GILLINGHAM S-PARAMICS MODEL: BASE MODEL VALIDATION REPORT



SYSTRA

GILLINGHAM SOUTHERN EXTENSION

GILLINGHAM S-PARAMICS MODEL: BASE MODEL VALIDATION REPORT

IDENTIFICATION TABLE

Client/Project owner	i-Transport LPP
Project	Gillingham Southern Extension
Study	Gillingham S-Paramics Model: Base Model Validation Report
Type of document	Local Model Validation Report
Date	25/04/17
File name	GB01T17B49_2 Gillingham S-Paramics Model Validation Report Rev01.docx
Reference number	GB01T17B49_2
Number of pages	43

APPROVAL

Version	Name		Position	Date	Modifications
1	Author	Jiri Paukert	Principal Consultant	31/03/17	
	Checked by	Malcolm Neil	Associate	05/04/17	
	Approved by	Malcolm Neil	Associate	05/04/17	
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	Approved by	Malcolm Neil	Associate	25/04/17	

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1. INTRODUCTION

- 1.1.1 A Transport Assessment of the Gillingham Strategic Site Allocation (SSA) is being prepared by i-Transport LLP (i-Transport) on behalf of the South Gillingham Consortium. This development is expected to bring forward up to 1,800 dwellings and associated social and physical infrastructure.
- 1.1.2 SIAS Limited (SIAS), now SYSTRA Limited (SYSTRA), was commissioned by the South Gillingham Consortium to update the 2012 S-Paramics Microsimulation model of the B3081 Shaftesbury Road/B3092 Le Neubourg Way corridor and Gillingham town centre.
- 1.1.3 The 2012 S-Paramics model was agreed by Dorset County Council (DCC). The parameters used in the 2012 S-Paramics model have been adopted and the model has been updated using new survey data to represent the 2016 traffic conditions.
- 1.1.4 This Report sets out the development of the Gillingham 2016 S-Paramics base model and details of the calibration and validation.

2. MODEL DEVELOPMENT

2.1 Modelled Area

2.1.1 The Gillingham S-Paramics model covers the B3081 Shaftesbury Road/B3092 Le Neubourg Way corridor and the Gillingham town centre. The modelled network is shown in Figure 2.1.

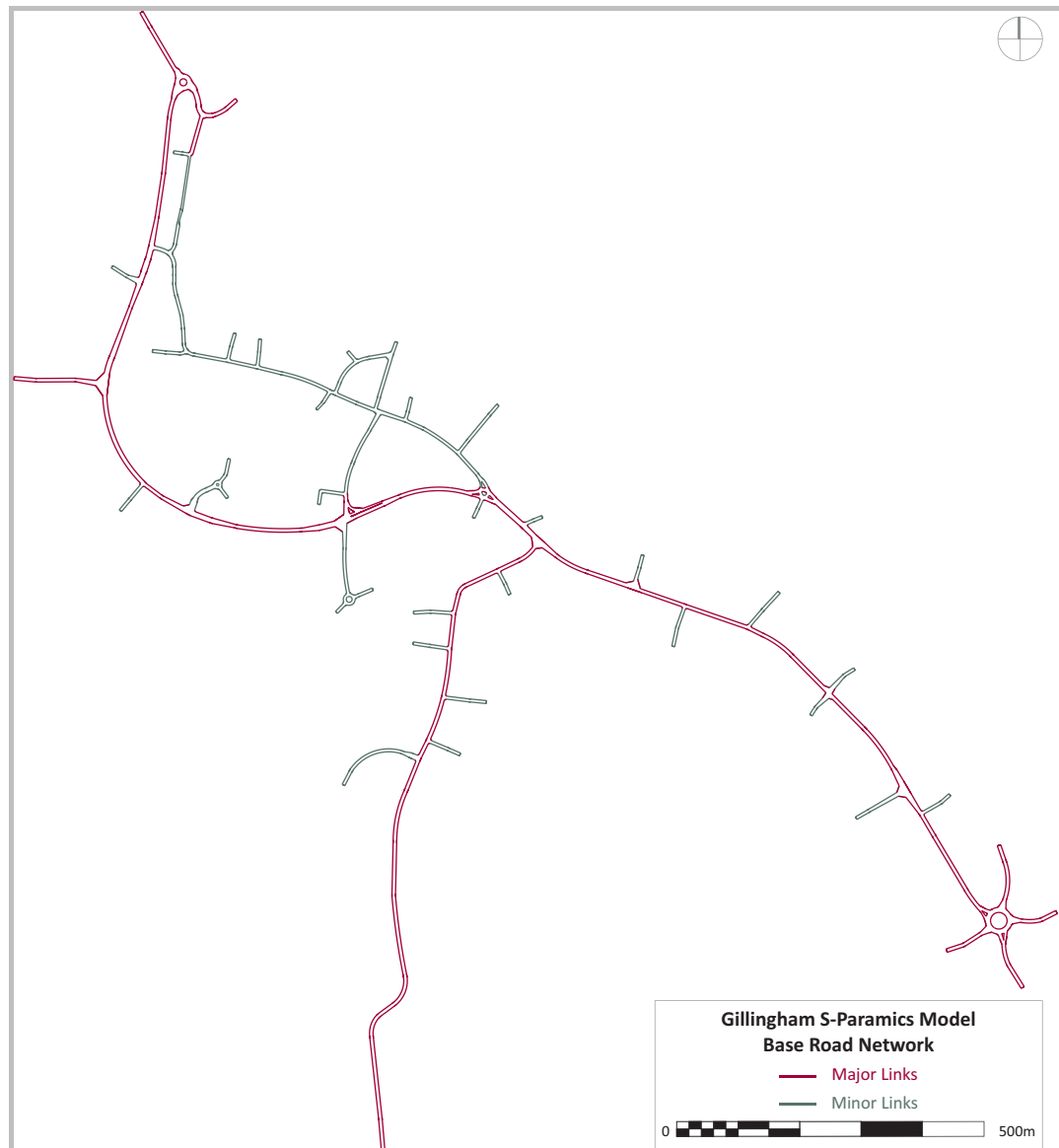


Figure 2.1 : Gillingham S-Paramics Modelled Network Extents

2.2 Data Sources

2.2.1 Turn count surveys, queue length surveys and video recordings were undertaken by Intelligent Data Collection Limited in early December 2016 and in February 2017 at the following junctions:

- Shaftesbury Road/Fern Brook Lane
- Shaftesbury Road/Kingfisher Avenue
- Shaftesbury Road/Rookery Close
- Shaftesbury Road/King John Road
- Shaftesbury Road/New Road
- Shaftesbury Road/Le Neubourg Way
- Le Neubourg Way/Station Road
- Le Neubourg Way/Waitrose Access
- Le Neubourg Way/Wyke Street
- Le Neubourg Way/Cemetery Rd
- Le Neubourg Way/St Martin's Square
- Le Neubourg Way/Queen St
- Bay Road/Queen Street
- New Road/Brickyard Lane
- New Road/Brickfields Industrial Estate
- New Road/Brickfields Business Park
- Newbury/Harding's Lane
- Newbury/Station Road
- High Street/School Road

2.2.2 Data was provided in 15min intervals between 07:00 – 10:00 and 16:00 – 19:00 and was categorised by vehicle types.

2.2.3 ATC data was provided by Intelligent Data Collection Limited for the first half of December 2016 for the following locations:

- Le Neubourg Way between Station Road and Newbury
- Newbury between Harding's Lane and Le Neubourg Way
- Le Neubourg Way between Wyke Road and Cemetery Road
- St Martin's Square between High Street and Queen Street
- New Road between Brickyard Lane and Prospect Close
- Le Neubourg Way between Church View and Waitrose access
- Shaftesbury Road between Bridge Close and Kingscourt Road

2.2.4 ANPR journey time surveys were undertaken by Intelligent Data Collection Limited with cameras located on Shaftesbury Road, Le Neubourg Way and New Road and journey times for the following routes were extracted:

- Le Neubourg Way:
between 70m west of Newbury/Le Neubourg Way roundabout and 40m south of Le Neubourg Way/Queen Street roundabout
- New Road:
between 40m south of New Road/Brickfields Business Park junction and 20m north of Newbury/Le Neubourg Way roundabout (Newbury approach)
- Shaftesbury Road:
between 40m south of Shaftesbury Road/Fern Brook Lane roundabout and 80m south of New Road

2.2.5 Locations of all surveys and ANPR cameras is shown in Figure 2.2.

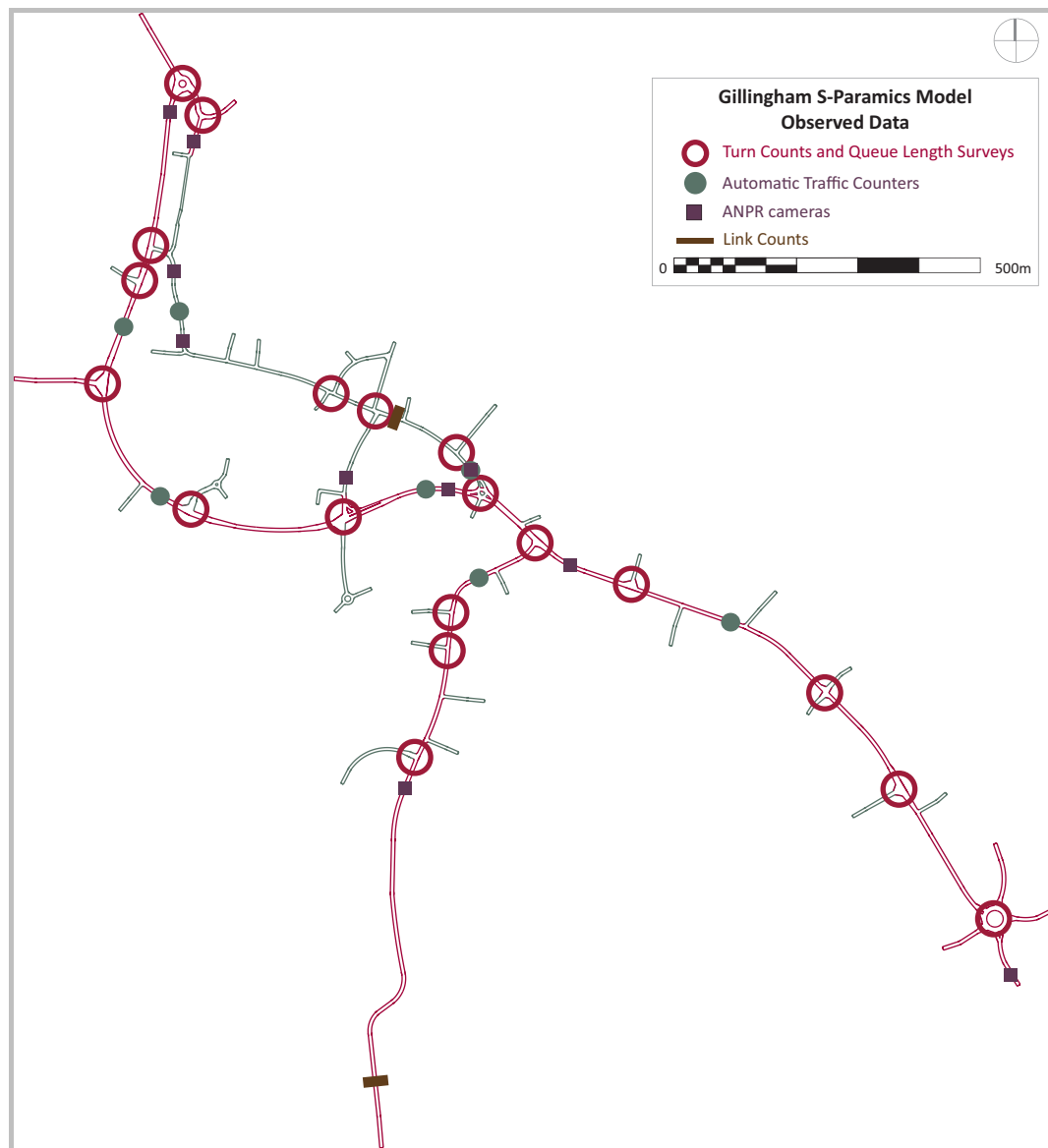


Figure 2.2 : Observed Data

2.2.6 DCC provided details of the signal controller specifications for each of the signalised junctions within the modelled area.

2.3 Time Periods

2.3.1 The model has been coded to reflect 2016 traffic conditions in the following time periods:

- AM 07:00 – 10:00
- PM 16:00 – 19:00

2.4 Network Development

- 2.4.1 i-Transport supplied background mapping of the existing road layout for the study area. The digital mapping was used to code the basic network in terms of road alignments, kerb and stop line positions.
- 2.4.2 The speed limits and link categories were coded as follows:
- Shaftesbury Road, Le Neubourg Way, Wyke Road and New Road were coded as major urban links with speed limit of 30 mph
 - The town centre links (High Street, Station Road and Queen Street) were coded as minor urban links with 20 mph speed limit. In addition, the links through the town centre have been coded with a cost factor of 1.1 to reflect the extent to which the route is a deterrence to drivers.
- 2.4.3 A number of routeing parameters are available in S-Paramics and these have been set in line with the previously agreed 2012 base model:
- Time coefficient in route cost algorithm has been set to 1.0, distance coefficient set to 1.0
 - Perturbation factor has been set to 10 for cars and LGVs, and 0 for HGVs
 - Dynamic feedback has been enabled with feedback interval set to 2min and dynamic feedback factor set to 0.50
 - Driver familiarity has been set to 85% for cars, 75% for LGVs and 0% for HGVs
- 2.4.4 Signalised junctions in the model have been coded using the minimum and maximum green times as set out in the latest signal controller specifications obtained from DCC.
- 2.4.5 Demand dependent optional stages have been used for traffic approaching on the side roads at the Shaftesbury Road/King John Road and Shaftesbury Road/Rookery Close junctions.
- 2.4.6 Optional pedestrian stages exist at each signalised junction except the Le Neubourg Way/ Station Road junction. The observed frequency of pedestrian stage calls as determined within the survey data collected, has been used to determine the percentage likelihood of a pedestrian stage being called in a signal cycle.
- 2.4.7 In line with the 2012 base model, the 2016 model includes the effect of cars parked on the northbound carriageway of the B3092 New Road immediately to the north of the junction with Brickyard Lane; where a large vehicle (i.e. HGV or bus) cannot pass a car alongside the parked vehicles, but two cars can pass each other safely. This has been modelled with use of vehicle actuated signal plan and reduction of maximum speed to 20 mph between Brickyard Lane and Prospect Close.

2.4.8 The locations of the bus stops in the model area were obtained from the NAPTAN dataset, and checked against Google mapping/images. Bus routeing information and timetables were identified using the Traveline south west website. The following bus routes were included in the model:

- 59: Shaftesbury – Gillingham
- 80: Frome – Gillingham
- 158: Shaftesbury – Gillingham – Bourton
- 159: Shaftesbury Upper School – Gillingham School
- 309: Blandford – Gillingham
- 659: Shaftesbury – Gillingham – Wincanton
- X9: Gillingham – Shaftesbury – Blandford

2.5 Matrix Development

2.5.1 Demand matrices were derived from the turning count data.

2.5.2 The zoning system is shown in Figure 2.3.

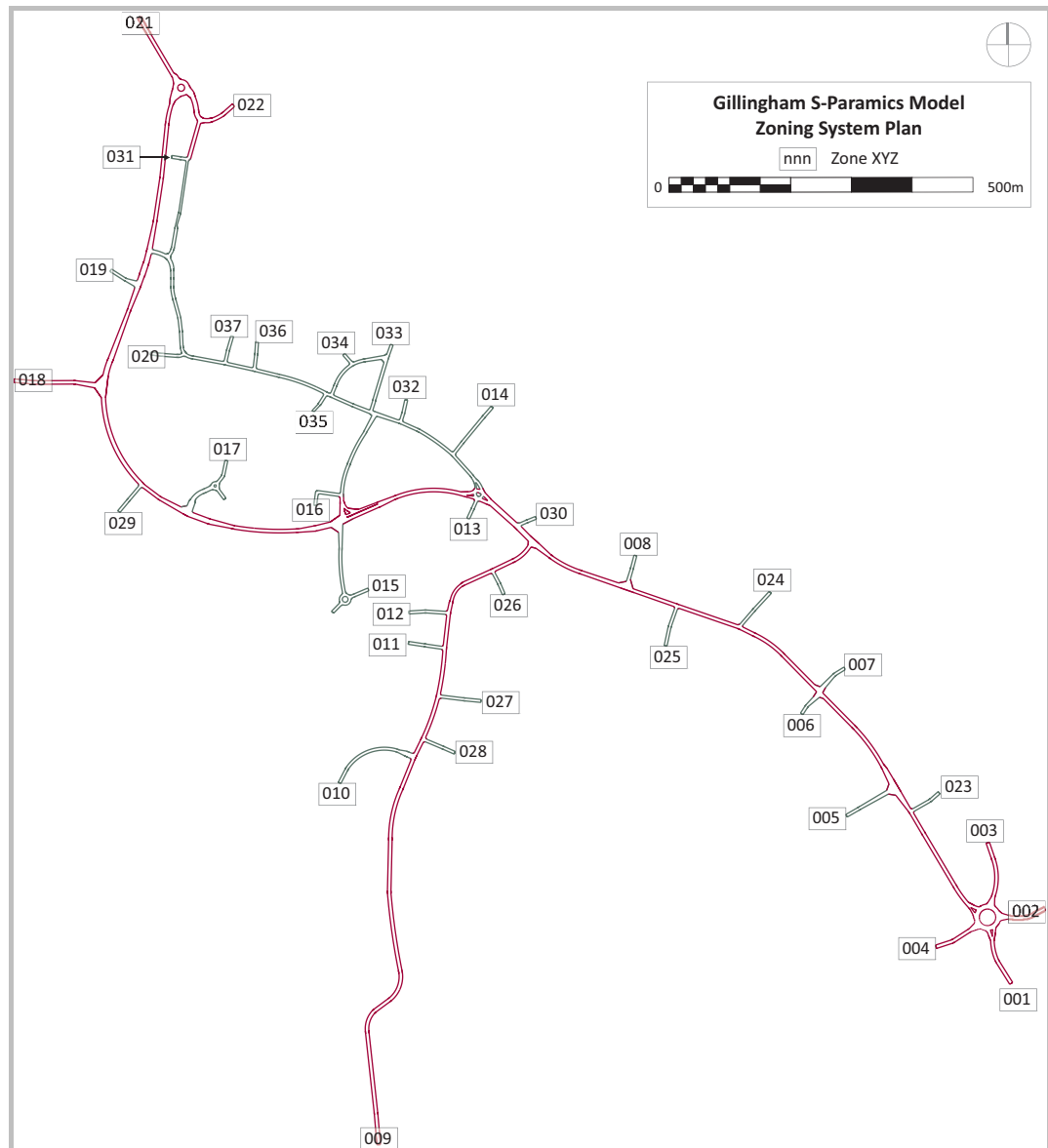


Figure 2.3 :Zoning System Plan

2.5.3 Two demand matrices were developed to reflect the following vehicle types:

- Matrix 1 Light vehicles
- Matrix 2 Heavy vehicles

2.5.4 Table 2.1 shows matrix totals for each time period and matrix level.

Table 2.1 : Matrix Totals

Matrix	Vehicle Type	AM	PM
Matrix 1	Cars & LGVs	8,481	9,294
Matrix 2	OGV1, OGV2, Bus	252	87
Total		8,733	9,381

2.5.5 Within each matrix, trips were proportioned into specific vehicle types using the turning count data. Table 2.2 shows the vehicle type proportions.

Table 2.2 : Vehicle Type Proportions

Matrix	Vehicle Type	AM	PM
Matrix 1	Car	83%	88%
	LGV	17%	12%
Matrix 2	OGV1	52%	35%
	OGV2	27%	24%
	Bus	21%	41%

2.5.6 Traffic release profiles were generated to ensure that the variation of traffic through time was reflective of reality. The following release profiles were developed:

- Profile 1: Into Gillingham – controls all trips except those in other profiles
- Profile 2: To Supermarket
- Profile 3: From Supermarket
- Profile 4: To Gillingham Secondary School
- Profile 5: From Gillingham Secondary School
- Profile 6: Flat (applies to HGV vehicles)

2.5.7 Profile 1 (Into Gillingham) was derived from the turning count data of vehicles entering the modelled area.

2.5.8 Profiles 2 and 3 (To and From Supermarket) were derived from turning count data of vehicles entering and leaving Asda supermarket located on Station Road, Waitrose supermarket located Le Neubourg Way and Co-op store located on High Street.

2.5.9 Profiles 4 and 5 (To and From Gillingham Secondary School) were derived from the turning count data of vehicles entering and leaving the Gillingham Secondary School.

3. MODEL CALIBRATION AND VALIDATION

3.1.1 The model calibration process involved refinements to the model network and demand matrices to achieve a satisfactory representation of traffic conditions within the base year model.

3.1.2 The operation of the model was compared to observed flow, queue and journey time data and assessed against the criteria set out in WebTAG (unit M3-1 highway assignment modelling, Section 3.2).

3.2 Flow Calibration

3.2.1 Modelled and observed flow comparisons were undertaken for each surveyed junction.

3.2.2 The GEH statistic was used to compare the observed and modelled flows:

$$GEH = \sqrt{(V_O - V_A)^2 / (0.5 \times (V_O + V_A))}$$

where VO = observed traffic flow and VA = assigned traffic flow.

3.2.3 The guidelines set out in WebTAG state that 85% of individual hourly flows should have a GEH of less than 5 for a model to be considered acceptable.

3.2.4 The turn flow calibration results are summarised in Table 3.1 and link flow calibration results are summarised in Table 3.2:

Table 3.1 : Flow Calibration Results (Turn Counts)

Period	Hour	Percentage of Turns with GEH<5
AM	07:00-08:00	92%
	08:00-09:00	97%
	09:00-10:00	97%
PM	16:00-17:00	98%
	17:00-18:00	97%
	18:00-19:00	97%

Table 3.2 : Flow Calibration Results (Link Counts)

Period	Hour	Percentage of Links with GEH<5
AM	07:00-08:00	85%
	08:00-09:00	98%
	09:00-10:00	95%
PM	16:00-17:00	97%
	17:00-18:00	95%
	18:00-19:00	95%

3.2.5 A full comparison of the modelled and observed peak hour turn flows is shown in Appendix A.

3.2.6 The results of the flow calibration show that modelled flows match the observed flows well and the model meets the WebTAG criteria.

3.3 Queue Length Calibration

- 3.3.1 The observed queue lengths and video surveys were used extensively in the model development to ensure that queue lengths, build-up and dissipation correspond well.
- 3.3.2 Any location with difference between maximum observed and modelled queue length greater than 5 vehicles was investigated and when required modifications to the base model coding were undertaken.
- 3.3.3 The results of queue length comparisons for the key junctions (B3081 Shaftesbury Road/New Road and Le Neubourg Way/Newbury) are shown in Tables 3.3 and 3.4.

Table 3.3 : AM Peak Queue Length Calibration Results

Junction	Approach	Obs.(07-10)	Mod.(07-10)	Diff.(veh)
Shaftesbury Rd/New Rd	Shaftesbury Rd SB	22	24	2
	Shaftesbury Rd NB	17	26	9
	New Rd	16	17	1
Le Neubourg Way/Newbury	Newbury SB	4	5	1
	Newbury NB	4	4	0
	Unnamed Rd	1	0	-1
	Le Neubourg W. EB	12	9	-3

Table 3.4 : PM Peak Queue Length Calibration Results

Junction	Approach	Obs.(16-19)	Mod.(16-19)	Diff.(veh)
Shaftesbury Rd/New Rd	Shaftesbury Rd SB	21	20	-1
	Shaftesbury Rd NB	16	23	7
	New Rd	15	14	-1
Le Neubourg Way/Newbury	Newbury SB	8	4	-4
	Newbury NB	6	5	-1
	Unnamed Rd	1	0	-1
	Le Neubourg W. EB	12	8	-4

- 3.3.4 The only approach with difference between observed and modelled maximum queue length greater than 5 vehicles is the Shaftesbury Road NB approach at the Shaftesbury Road/New Road junction.
- 3.3.5 Video recordings of the Shaftesbury Road/New Road junction and of the junctions south of this junction show, that queue can extend up to Kingfisher Avenue during the AM peak period and to Rookery Close during the PM peak period. Similar level of queueing shows the base model.
- 3.3.6 Detailed comparison of modelled and observed maximum queue lengths is shown in Appendix B.
- 3.3.7 The results from the queue length calibration show that the model realistically represents queueing within the study area.

3.4 Journey Time Validation

3.4.1 Comparisons of the modelled and observed journey times were undertaken to establish how well the model reflects the observed traffic conditions. WebTAG guidance suggests that modelled journey times should be within 15% or 1min of the observed journey times.

3.4.2 The observed journey times were derived from registration plate surveys undertaken during the survey programme. The observed data was examined, and any obvious outliers removed (reflecting, for example, journeys between the two cameras which were not continuous). The maximum acceptable journey times for each route are shown in Table 3.5.

Table 3.5 : Maximum Acceptable Observed Journey Times

Route	Maximum Observed Travel Time (minutes)
Le Neubourg Way NB	6
Le Neubourg Way SB	6
New Rd NB	7
New Rd SB	7
Shaftesbury Rd NB	10
Shaftesbury Rd SB	5

3.4.3 Tables 3.6 and 3.7 show comparison of observed and modelled journey times for the AM and PM peak hour.

Table 3.6 : AM Peak Hour Journey Time Validation

Route	Observed (08-09)	Modelled (08-09)	Difference (s)	Difference (%)
Le Neubourg Way NB	130	132	2	2%
Le Neubourg Way SB	171	151	-20	-11%
New Rd NB	165	157	-7	-4%
New Rd SB	145	118	-27	-19%
Shaftesbury Rd NB	314	278	-35	-11%
Shaftesbury Rd SB	119	104	-15	-13%

Table 3.7 : PM Peak Hour Journey Time Validation

Route	Observed (17-18)	Modelled (17-18)	Difference (s)	Difference (%)
Le Neubourg Way NB	145	137	-7	-5%
Le Neubourg Way SB	137	128	-9	-7%
New Rd NB	155	112	-43	-28%
New Rd SB	133	107	-26	-20%
Shaftesbury Rd NB	194	191	-3	-1%
Shaftesbury Rd SB	108	98	-11	-10%

3.4.4 A full comparison of modelled and observed journey times is shown in Appendix C.

3.4.5 The results from the journey time validation show that the model meets WebTAG criteria with all routes being modelled within limits required.

4. SUMMARY AND CONCLUSIONS

4.1 Summary

- 4.1.1 SYSTRA was commissioned by the South Gillingham Consortium to develop an S-Paramics model of Gillingham, North Dorset. The model builds upon the previously agreed 2012 base model.
- 4.1.2 Data from a range of new traffic survey, including turn counts, ATC data, ANPR data and queue length observations has been used to update the model to represent the 2016 traffic conditions.
- 4.1.3 The physical network was coded using a number of data sources including digital mapping. Two model time periods were defined to represent the AM and PM peak periods of 07:00 – 10:00 and 16:00 – 19:00. Separate trip matrices have been developed for the AM and PM for Lights (Cars and LGVs), and Heavy vehicles.
- 4.1.4 The operation of the model was compared to observed flow, queue and journey time data and assessed against the criteria set out in *WebTAG (unit M3-1 highway assignment modelling, Section 3.2)*.
- 4.1.5 The model represents observed turn counts and link counts very well throughout the AM and PM periods and they are well within the criteria set out in WebTAG. Comparison of observed and modelled journey times are very good and generally fall within the criteria set out in WebTAG. Comparison of observed and modelled queues also indicates that the overall representation of the network traffic conditions is good.

4.2 Conclusion

- 4.2.1 The Gillingham S-Paramics base model provides an accurate representation of the AM and PM peak traffic conditions in Gillingham as observed on the days the survey data was collected. This model is considered to be appropriate for analysing future year development scenarios within the study area.

A. FLOW CALIBRATION RESULTS

A.1 AM Flow Calibration Results

- A.1.1 Comparison of modelled and observed turn flows for the AM peak hour (08:00 – 09:00) is shown in Tables A.1 - A.4. Modelled flows are based on the average of 10 model runs.

Table A.1 : AM Peak Hour Turning Count Calibration, Site 1 – 3

Site Name	From	To	Obs (08-09)	Mod (08-09)	GEH
Shaftesbury Rd/Fern Brook Lane	A	B	1	2	1.07
Shaftesbury Rd/Fern Brook Lane	A	C	25	19	1.32
Shaftesbury Rd/Fern Brook Lane	A	D	0	0	0.00
Shaftesbury Rd/Fern Brook Lane	A	E	42	36	0.99
Shaftesbury Rd/Fern Brook Lane	B	A	0	0	0.00
Shaftesbury Rd/Fern Brook Lane	B	C	19	24	1.02
Shaftesbury Rd/Fern Brook Lane	B	D	1	1	0.19
Shaftesbury Rd/Fern Brook Lane	B	E	14	28	3.06
Shaftesbury Rd/Fern Brook Lane	C	A	12	12	0.00
Shaftesbury Rd/Fern Brook Lane	C	B	32	32	0.09
Shaftesbury Rd/Fern Brook Lane	C	D	17	21	0.90
Shaftesbury Rd/Fern Brook Lane	C	E	348	368	1.04
Shaftesbury Rd/Fern Brook Lane	D	A	0	0	0.00
Shaftesbury Rd/Fern Brook Lane	D	B	1	3	1.52
Shaftesbury Rd/Fern Brook Lane	D	C	19	19	0.09
Shaftesbury Rd/Fern Brook Lane	D	E	27	26	0.27
Shaftesbury Rd/Fern Brook Lane	E	A	17	23	1.26
Shaftesbury Rd/Fern Brook Lane	E	B	50	58	1.13
Shaftesbury Rd/Fern Brook Lane	E	C	511	563	2.24
Shaftesbury Rd/Fern Brook Lane	E	D	26	33	1.34
Shaftesbury Rd/Kingfisher Ave	A	B	526	597	3.00
Shaftesbury Rd/Kingfisher Ave	A	C	61	52	1.18
Shaftesbury Rd/Kingfisher Ave	B	A	406	439	1.58
Shaftesbury Rd/Kingfisher Ave	B	C	40	29	1.85
Shaftesbury Rd/Kingfisher Ave	C	A	92	69	2.56
Shaftesbury Rd/Kingfisher Ave	C	B	75	65	1.17
Shaftesbury Rd/Rookery Cl	A	B	2	2	0.15
Shaftesbury Rd/Rookery Cl	A	C	574	647	2.95
Shaftesbury Rd/Rookery Cl	A	D	0	1	1.26
Shaftesbury Rd/Rookery Cl	B	A	6	3	1.53
Shaftesbury Rd/Rookery Cl	B	C	1	2	0.60
Shaftesbury Rd/Rookery Cl	B	D	0	0	0.00
Shaftesbury Rd/Rookery Cl	C	A	494	493	0.05
Shaftesbury Rd/Rookery Cl	C	B	1	1	0.10
Shaftesbury Rd/Rookery Cl	C	D	4	3	0.37
Shaftesbury Rd/Rookery Cl	D	A	7	4	1.09
Shaftesbury Rd/Rookery Cl	D	B	0	0	0.00
Shaftesbury Rd/Rookery Cl	D	C	4	3	0.65

Table A.2 : AM Peak Hour Turning Count Calibration, Site 4 – 9

Site Name	From	To	Obs (08-09)	Mod (08-09)	GEH
Shaftesbury Rd/King John Rd	A	B	16	13	0.87
Shaftesbury Rd/King John Rd	A	C	33	30	0.52
Shaftesbury Rd/King John Rd	B	A	2	4	1.30
Shaftesbury Rd/King John Rd	B	C	485	486	0.06
Shaftesbury Rd/King John Rd	C	A	5	11	2.01
Shaftesbury Rd/King John Rd	C	B	554	616	2.58
Shaftesbury Rd/New Rd	A	B	521	575	2.31
Shaftesbury Rd/New Rd	A	C	279	256	1.38
Shaftesbury Rd/New Rd	B	A	455	445	0.48
Shaftesbury Rd/New Rd	B	C	63	58	0.70
Shaftesbury Rd/New Rd	C	A	317	270	2.73
Shaftesbury Rd/New Rd	C	B	41	55	1.98
Shaftesbury Rd/Le Neubourg Way	A	B	208	213	0.33
Shaftesbury Rd/Le Neubourg Way	A	C&D	27	34	1.23
Shaftesbury Rd/Le Neubourg Way	B	A	305	253	3.10
Shaftesbury Rd/Le Neubourg Way	B	C	0	1	1.10
Shaftesbury Rd/Le Neubourg Way	B	D	462	461	0.07
Shaftesbury Rd/Le Neubourg Way	C	A&B	4	4	0.15
Shaftesbury Rd/Le Neubourg Way	C	D	1	1	0.37
Shaftesbury Rd/Le Neubourg Way	D	A	43	59	2.25
Shaftesbury Rd/Le Neubourg Way	D	B&C	592	617	1.00
Le Neubourg Way/Station Rd	A	B	46	37	1.41
Le Neubourg Way/Station Rd	A	C	15	41	4.94
Le Neubourg Way/Station Rd	A	D	87	79	0.88
Le Neubourg Way/Station Rd	B	A	44	26	3.04
Le Neubourg Way/Station Rd	B	C	58	85	3.24
Le Neubourg Way/Station Rd	B	D	382	383	0.06
Le Neubourg Way/Station Rd	C	A	16	22	1.27
Le Neubourg Way/Station Rd	C	B	44	65	2.78
Le Neubourg Way/Station Rd	C	D	49	69	2.59
Le Neubourg Way/Station Rd	D	A	120	82	3.81
Le Neubourg Way/Station Rd	D	B	546	574	1.19
Le Neubourg Way/Station Rd	D	C	69	95	2.90
Le Neubourg Way/Waitrose Access	A	B	65	81	1.84
Le Neubourg Way/Waitrose Access	A	C	47	52	0.71
Le Neubourg Way/Waitrose Access	B	A	71	82	1.30
Le Neubourg Way/Waitrose Access	B	C	457	448	0.41
Le Neubourg Way/Waitrose Access	C	A	101	139	3.46
Le Neubourg Way/Waitrose Access	C	B	678	676	0.08
Le Neubourg Way/Wyke St	A	B	415	378	1.88
Le Neubourg Way/Wyke St	A	C	71	102	3.31
Le Neubourg Way/Wyke St	B	A	279	272	0.44
Le Neubourg Way/Wyke St	B	C	228	242	0.88
Le Neubourg Way/Wyke St	C	A	80	132	5.03
Le Neubourg Way/Wyke St	C	B	360	413	2.67

Table A.3 : AM Peak Hour Turning Count Calibration, Site 10 – 16

Site Name	From	To	Obs (08-09)	Mod (08-09)	GEH
Le Neubourg Way/Cemetery Rd	A	B	480	414	3.11
Le Neubourg Way/Cemetery Rd	A	C	64	63	0.11
Le Neubourg Way/Cemetery Rd	B	A	353	354	0.05
Le Neubourg Way/Cemetery Rd	B	C	37	48	1.70
Le Neubourg Way/Cemetery Rd	C	A	174	159	1.18
Le Neubourg Way/Cemetery Rd	C	B	61	66	0.58
Le Neubourg Way/St Martin's Square	A	B	270	267	0.16
Le Neubourg Way/St Martin's Square	A	C	486	432	2.51
Le Neubourg Way/St Martin's Square	B	A	9	61	8.81
Le Neubourg Way/St Martin's Square	B	C	55	46	1.34
Le Neubourg Way/St Martin's Square	C	A	349	351	0.12
Le Neubourg Way/St Martin's Square	C	B	177	161	1.22
Le Neubourg Way/Queen St	A	B	33	34	0.21
Le Neubourg Way/Queen St	A	C	584	560	1.01
Le Neubourg Way/Queen St	B	A	92	63	3.24
Le Neubourg Way/Queen St	B	C	159	140	1.52
Le Neubourg Way/Queen St	C	A	298	345	2.59
Le Neubourg Way/Queen St	C	B	51	68	2.25
Bay Rd/Queen St	A	B	79	98	2.01
Bay Rd/Queen St	A	C	8	4	1.49
Bay Rd/Queen St	B	A	175	196	1.57
Bay Rd/Queen St	B	C	2	1	1.01
Bay Rd/Queen St	C	A	74	8	10.24
Bay Rd/Queen St	C	B	31	28	0.55
New Rd/Brickyard Ln	A	B	341	311	1.66
New Rd/Brickyard Ln	A	C	3	4	0.58
New Rd/Brickyard Ln	B	A	371	337	1.83
New Rd/Brickyard Ln	B	C	2	3	0.46
New Rd/Brickyard Ln	C	A	1	1	0.21
New Rd/Brickyard Ln	C	B	2	2	0.07
New Rd/Brickfields Ind. Est.	A	B	312	282	1.72
New Rd/Brickfields Ind. Est.	A	C	27	31	0.69
New Rd/Brickfields Ind. Est.	B	A	355	325	1.64
New Rd/Brickfields Ind. Est.	B	C	11	13	0.63
New Rd/Brickfields Ind. Est.	C	A	16	17	0.34
New Rd/Brickfields Ind. Est.	C	B	4	7	1.28
New Rd/Brickfields Bus. Park	A	B	196	207	0.74
New Rd/Brickfields Bus. Park	A	C	122	102	1.92
New Rd/Brickfields Bus. Park	B	A	329	259	4.09
New Rd/Brickfields Bus. Park	B	C	61	41	2.85
New Rd/Brickfields Bus. Park	C	A	20	31	2.18
New Rd/Brickfields Bus. Park	C	B	10	9	0.32

Table A.4 : AM Peak Hour Turning Count Calibration, Site 17 – 20

Site Name	From	To	Obs (08-09)	Mod (08-09)	GEH
Newbury/Harding's Ln	A	B	61	50	1.45
Newbury/Harding's Ln	A	C	28	34	1.08
Newbury/Harding's Ln	B	A	81	104	2.42
Newbury/Harding's Ln	B	C	254	207	3.08
Newbury/Harding's Ln	C	A	47	44	0.47
Newbury/Harding's Ln	C	B	172	197	1.85
Newbury/Station Rd	A	B	23	28	0.91
Newbury/Station Rd	A	C	24	19	1.15
Newbury/Station Rd	A	D	8	4	1.49
Newbury/Station Rd	B	A	44	49	0.75
Newbury/Station Rd	B	C	62	60	0.31
Newbury/Station Rd	B	D	154	132	1.87
Newbury/Station Rd	C	A	20	18	0.53
Newbury/Station Rd	C	B	49	24	4.14
Newbury/Station Rd	C	D	42	29	2.27
Newbury/Station Rd	D	A	5	1	2.31
Newbury/Station Rd	D	B	189	194	0.38
Newbury/Station Rd	D	C	48	67	2.53
High St/School Rd	A	B	42	19	4.08
High St/School Rd	A	C	0	0	0.00
High St/School Rd	A	D	42	34	1.26
High St/School Rd	B	A	58	24	5.39
High St/School Rd	B	C	8	24	3.92
High St/School Rd	C	A	0	0	0.77
High St/School Rd	C	B	4	4	0.21
High St/School Rd	C	D	6	3	1.41
High St/School Rd	D	A	153	183	2.29
High St/School Rd	D	C	14	10	1.15

A.2 PM Flow Calibration Results

A.2.1 Comparison of modelled and observed turn flows for the PM peak hour (17:00 – 18:00) is shown in Tables A.5 – A.8. Modelled flows are based on the average of 10 model runs.

Table A.5 : PM Peak Hour Turning Count Calibration, Site 1 – 3

Site Name	From	To	Obs (17-18)	Mod (17-18)	GEH
Shaftesbury Rd/Fern Brook Lane	A	B	0	1	1.55
Shaftesbury Rd/Fern Brook Lane	A	C	12	13	0.20
Shaftesbury Rd/Fern Brook Lane	A	D	1	1	0.21
Shaftesbury Rd/Fern Brook Lane	A	E	20	25	0.99
Shaftesbury Rd/Fern Brook Lane	B	A	1	1	0.21
Shaftesbury Rd/Fern Brook Lane	B	C	33	29	0.72
Shaftesbury Rd/Fern Brook Lane	B	D	1	1	0.33
Shaftesbury Rd/Fern Brook Lane	B	E	56	54	0.34
Shaftesbury Rd/Fern Brook Lane	C	A	20	18	0.37
Shaftesbury Rd/Fern Brook Lane	C	B	10	14	1.07
Shaftesbury Rd/Fern Brook Lane	C	D	1	5	2.19
Shaftesbury Rd/Fern Brook Lane	C	E	532	508	1.05
Shaftesbury Rd/Fern Brook Lane	D	A	0	0	0.89
Shaftesbury Rd/Fern Brook Lane	D	B	1	2	0.60
Shaftesbury Rd/Fern Brook Lane	D	C	7	7	0.04
Shaftesbury Rd/Fern Brook Lane	D	E	11	10	0.31
Shaftesbury Rd/Fern Brook Lane	E	A	28	32	0.77
Shaftesbury Rd/Fern Brook Lane	E	B	18	25	1.47
Shaftesbury Rd/Fern Brook Lane	E	C	427	433	0.27
Shaftesbury Rd/Fern Brook Lane	E	D	3	4	0.33
Shaftesbury Rd/Kingfisher Ave	A	B	467	476	0.41
Shaftesbury Rd/Kingfisher Ave	A	C	74	76	0.24
Shaftesbury Rd/Kingfisher Ave	B	A	571	565	0.24
Shaftesbury Rd/Kingfisher Ave	B	C	41	47	0.95
Shaftesbury Rd/Kingfisher Ave	C	A	42	50	1.22
Shaftesbury Rd/Kingfisher Ave	C	B	21	26	1.09
Shaftesbury Rd/Rookery Cl	A	B	4	4	0.00
Shaftesbury Rd/Rookery Cl	A	C	550	549	0.06
Shaftesbury Rd/Rookery Cl	A	D	7	7	0.08
Shaftesbury Rd/Rookery Cl	B	A	2	2	0.00
Shaftesbury Rd/Rookery Cl	B	C	1	2	0.53
Shaftesbury Rd/Rookery Cl	B	D	0	0	0.00
Shaftesbury Rd/Rookery Cl	C	A	605	611	0.24
Shaftesbury Rd/Rookery Cl	C	B	1	1	0.19
Shaftesbury Rd/Rookery Cl	C	D	3	4	0.63
Shaftesbury Rd/Rookery Cl	D	A	4	5	0.47
Shaftesbury Rd/Rookery Cl	D	B	1	1	0.58
Shaftesbury Rd/Rookery Cl	D	C	0	1	1.48

Table A.6 : PM Peak Hour Turning Count Calibration, Site 4 – 9

Site Name	From	To	Obs (17-18)	Mod (17-18)	GEH
Shaftesbury Rd/King John Rd	A	B	3	9	2.36
Shaftesbury Rd/King John Rd	A	C	14	16	0.39
Shaftesbury Rd/King John Rd	B	A	15	14	0.24
Shaftesbury Rd/King John Rd	B	C	594	629	1.42
Shaftesbury Rd/King John Rd	C	A	33	30	0.48
Shaftesbury Rd/King John Rd	C	B	565	590	1.04
Shaftesbury Rd/New Rd	A	B	540	546	0.27
Shaftesbury Rd/New Rd	A	C	257	254	0.22
Shaftesbury Rd/New Rd	B	A	592	611	0.77
Shaftesbury Rd/New Rd	B	C	31	37	1.06
Shaftesbury Rd/New Rd	C	A	332	298	1.94
Shaftesbury Rd/New Rd	C	B	68	73	0.63
Shaftesbury Rd/Le Neubourg Way	A	B	237	203	2.26
Shaftesbury Rd/Le Neubourg Way	A	C&D	38	30	1.46
Shaftesbury Rd/Le Neubourg Way	B	A	244	267	1.41
Shaftesbury Rd/Le Neubourg Way	B	C	0	1	1.48
Shaftesbury Rd/Le Neubourg Way	B	D	678	639	1.53
Shaftesbury Rd/Le Neubourg Way	C	A&B	2	5	1.48
Shaftesbury Rd/Le Neubourg Way	C	D	2	3	0.40
Shaftesbury Rd/Le Neubourg Way	D	A	25	30	0.99
Shaftesbury Rd/Le Neubourg Way	D	B&C	565	590	1.05
Le Neubourg Way/Station Rd	A	B	74	62	1.40
Le Neubourg Way/Station Rd	A	C	20	29	1.78
Le Neubourg Way/Station Rd	A	D	134	136	0.16
Le Neubourg Way/Station Rd	B	A	66	42	3.22
Le Neubourg Way/Station Rd	B	C	71	70	0.13
Le Neubourg Way/Station Rd	B	D	577	556	0.90
Le Neubourg Way/Station Rd	C	A	26	21	0.97
Le Neubourg Way/Station Rd	C	B	67	75	0.96
Le Neubourg Way/Station Rd	C	D	66	80	1.65
Le Neubourg Way/Station Rd	D	A	136	80	5.36
Le Neubourg Way/Station Rd	D	B	453	483	1.40
Le Neubourg Way/Station Rd	D	C	51	65	1.81
Le Neubourg Way/Waitrose Access	A	B	128	131	0.28
Le Neubourg Way/Waitrose Access	A	C	120	121	0.05
Le Neubourg Way/Waitrose Access	B	A	128	131	0.23
Le Neubourg Way/Waitrose Access	B	C	658	641	0.67
Le Neubourg Way/Waitrose Access	C	A	104	99	0.51
Le Neubourg Way/Waitrose Access	C	B	516	498	0.80
Le Neubourg Way/Wyke St	A	B	354	333	1.12
Le Neubourg Way/Wyke St	A	C	105	101	0.40
Le Neubourg Way/Wyke St	B	A	394	386	0.41
Le Neubourg Way/Wyke St	B	C	388	395	0.33
Le Neubourg Way/Wyke St	C	A	67	109	4.46
Le Neubourg Way/Wyke St	C	B	256	271	0.91

Table A.7 : PM Peak Hour Turning Count Calibration, Site 10 – 16

Site Name	From	To	Obs (17-18)	Mod (17-18)	GEH
Le Neubourg Way/Cemetery Rd	A	B	375	368	0.39
Le Neubourg Way/Cemetery Rd	A	C	138	125	1.14
Le Neubourg Way/Cemetery Rd	B	A	464	390	3.58
Le Neubourg Way/Cemetery Rd	B	C	120	105	1.39
Le Neubourg Way/Cemetery Rd	C	A	99	89	1.07
Le Neubourg Way/Cemetery Rd	C	B	68	66	0.27
Le Neubourg Way/St Martin's Squar	A	B	115	118	0.31
Le Neubourg Way/St Martin's Squar	A	C	425	404	1.02
Le Neubourg Way/St Martin's Squar	B	A	19	165	15.21
Le Neubourg Way/St Martin's Squar	B	C	91	88	0.30
Le Neubourg Way/St Martin's Squar	C	A	480	382	4.74
Le Neubourg Way/St Martin's Squar	C	B	81	97	1.70
Le Neubourg Way/Queen St	A	B	33	30	0.52
Le Neubourg Way/Queen St	A	C	402	419	0.83
Le Neubourg Way/Queen St	B	A	153	58	9.31
Le Neubourg Way/Queen St	B	C	140	104	3.31
Le Neubourg Way/Queen St	C	A	399	467	3.28
Le Neubourg Way/Queen St	C	B	94	80	1.49
Bay Rd/Queen St	A	B	121	108	1.26
Bay Rd/Queen St	A	C	3	3	0.18
Bay Rd/Queen St	B	A	146	153	0.56
Bay Rd/Queen St	B	C	0	0	0.00
Bay Rd/Queen St	C	A	135	8	15.00
Bay Rd/Queen St	C	B	82	69	1.51
New Rd/Brickyard Ln	A	B	278	284	0.38
New Rd/Brickyard Ln	A	C	1	4	1.90
New Rd/Brickyard Ln	B	A	395	368	1.40
New Rd/Brickyard Ln	B	C	1	1	0.58
New Rd/Brickyard Ln	C	A	4	6	0.69
New Rd/Brickyard Ln	C	B	1	1	0.10
New Rd/Brickfields Ind. Est.	A	B	264	275	0.65
New Rd/Brickfields Ind. Est.	A	C	10	11	0.22
New Rd/Brickfields Ind. Est.	B	A	356	339	0.94
New Rd/Brickfields Ind. Est.	B	C	6	7	0.24
New Rd/Brickfields Ind. Est.	C	A	35	30	0.91
New Rd/Brickfields Ind. Est.	C	B	6	6	0.21
New Rd/Brickfields Bus. Park	A	B	227	229	0.13
New Rd/Brickfields Bus. Park	A	C	24	27	0.61
New Rd/Brickfields Bus. Park	B	A	234	228	0.42
New Rd/Brickfields Bus. Park	B	C	11	13	0.63
New Rd/Brickfields Bus. Park	C	A	115	96	1.83
New Rd/Brickfields Bus. Park	C	B	44	28	2.72

Table A.8 : PM Peak Hour Turning Count Calibration, Site 17 – 20

Site Name	From	To	Obs (17-18)	Mod (17-18)	GEH
Newbury/Harding's Ln	A	B	69	52	2.25
Newbury/Harding's Ln	A	C	33	41	1.33
Newbury/Harding's Ln	B	A	59	53	0.82
Newbury/Harding's Ln	B	C	220	245	1.62
Newbury/Harding's Ln	C	A	24	21	0.63
Newbury/Harding's Ln	C	B	211	181	2.11
Newbury/Station Rd	A	B	13	30	3.61
Newbury/Station Rd	A	C	15	17	0.48
Newbury/Station Rd	A	D	4	3	0.77
Newbury/Station Rd	B	A	5	4	0.57
Newbury/Station Rd	B	C	79	83	0.46
Newbury/Station Rd	B	D	183	223	2.82
Newbury/Station Rd	C	A	0	1	1.67
Newbury/Station Rd	C	B	45	27	3.02
Newbury/Station Rd	C	D	76	57	2.28
Newbury/Station Rd	D	A	0	0	0.00
Newbury/Station Rd	D	B	151	139	1.01
Newbury/Station Rd	D	C	40	47	1.10
High St/School Rd	A	B	32	21	2.20
High St/School Rd	A	C	1	0	1.41
High St/School Rd	A	D	48	31	2.76
High St/School Rd	B	A	9	6	1.14
High St/School Rd	B	C	10	6	1.45
High St/School Rd	C	A	0	0	0.77
High St/School Rd	C	B	10	13	0.75
High St/School Rd	C	D	15	12	0.87
High St/School Rd	D	A	10	18	2.18
High St/School Rd	D	C	4	8	1.67

B. QUEUE LENGTH CALIBRATION RESULTS

B.1 AM Queue Length Calibration Results

B.1.1 Figures B.1 – B.7 present the modelled and observed maximum queue lengths in vehicles for the AM peak period (07:00 – 10:00). Modelled queue lengths are based on the average of 10 model runs.

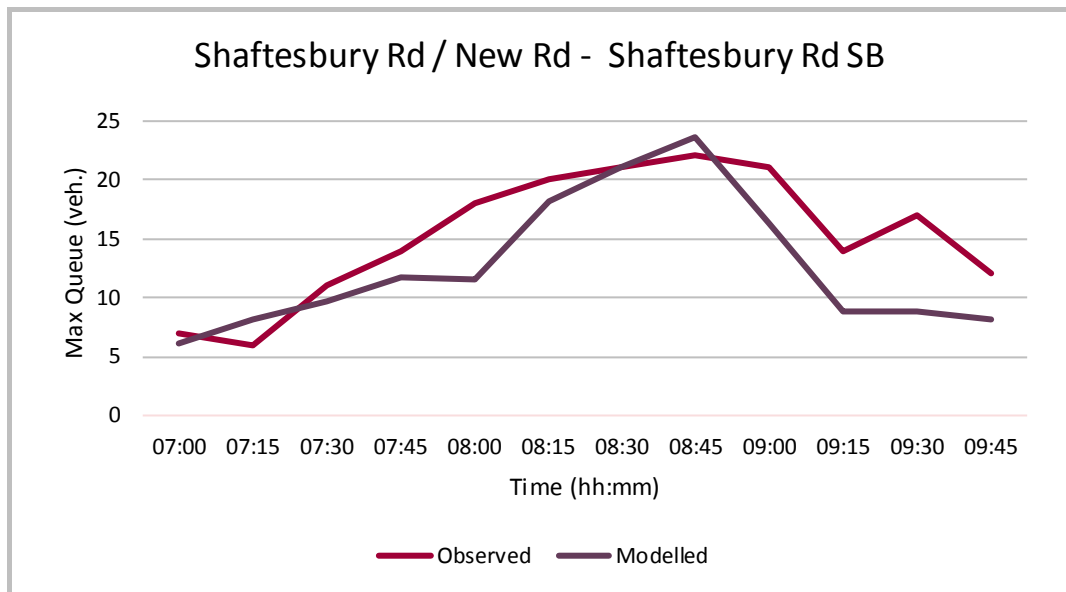


Figure B.1 : AM Queue Length Calibration, Shaftesbury Rd/New Rd – Shaftesbury Rd SB

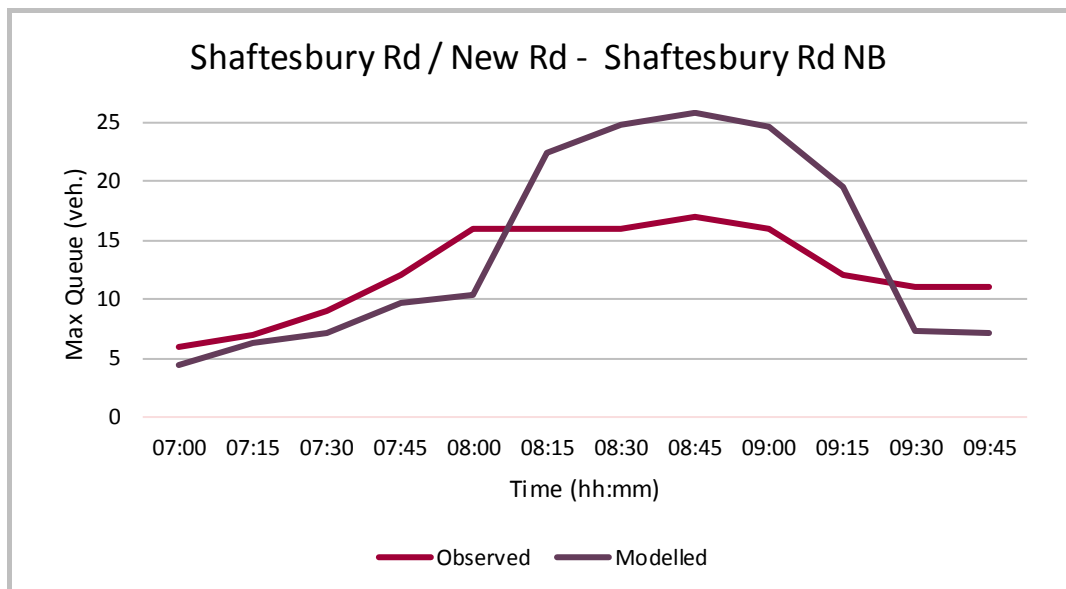


Figure B.2 : AM Queue Length Calibration, Shaftesbury Rd/New Rd – Shaftesbury Rd NB

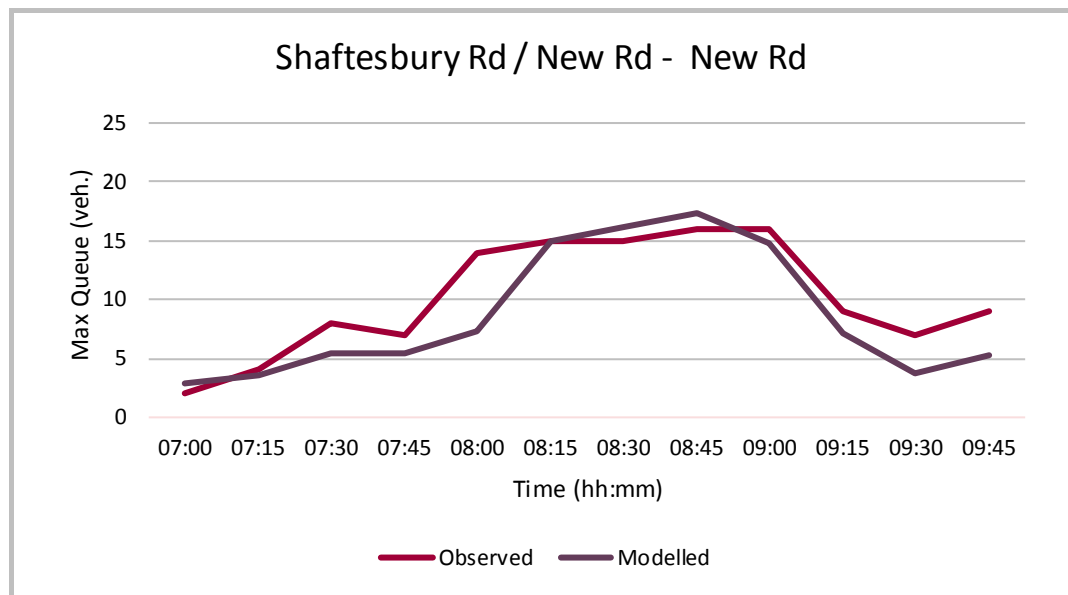


Figure B.3 : AM Queue Length Calibration, Shaftesbury Rd/New Rd – New Rd

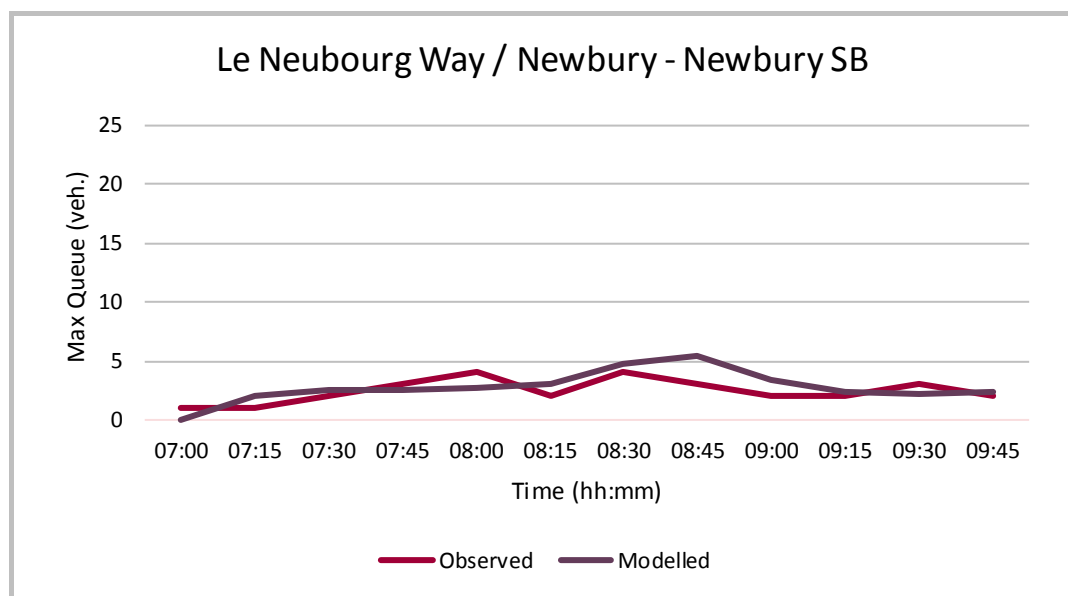


Figure B.4 : AM Queue Length Calibration, Le Neubourg Way/Newbury – Newbury SB

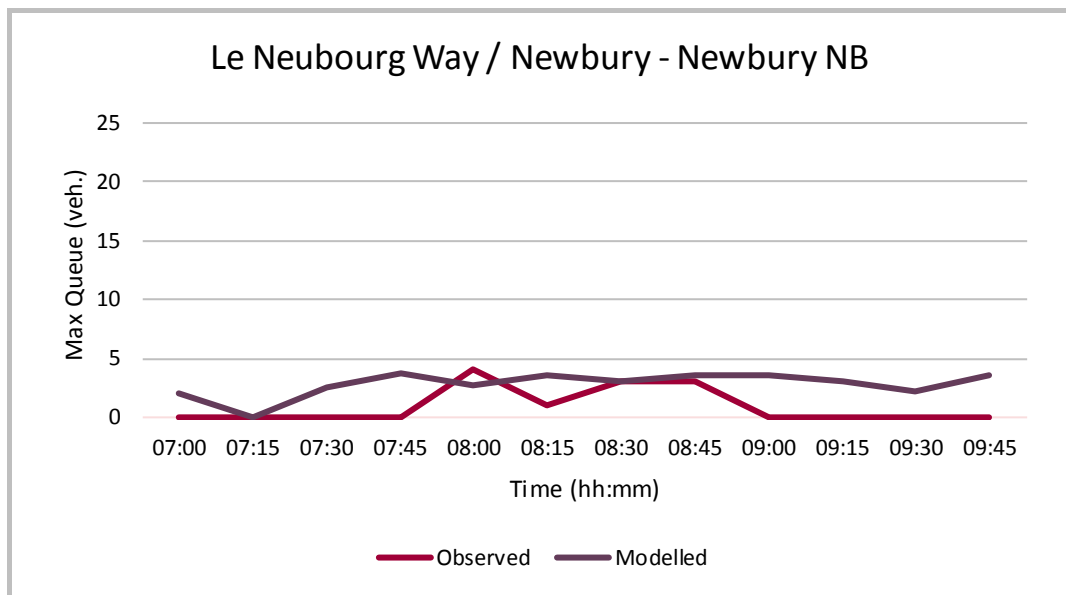


Figure B.5 : AM Queue Length Calibration, Le Neubourg Way/Newbury – Newbury NB

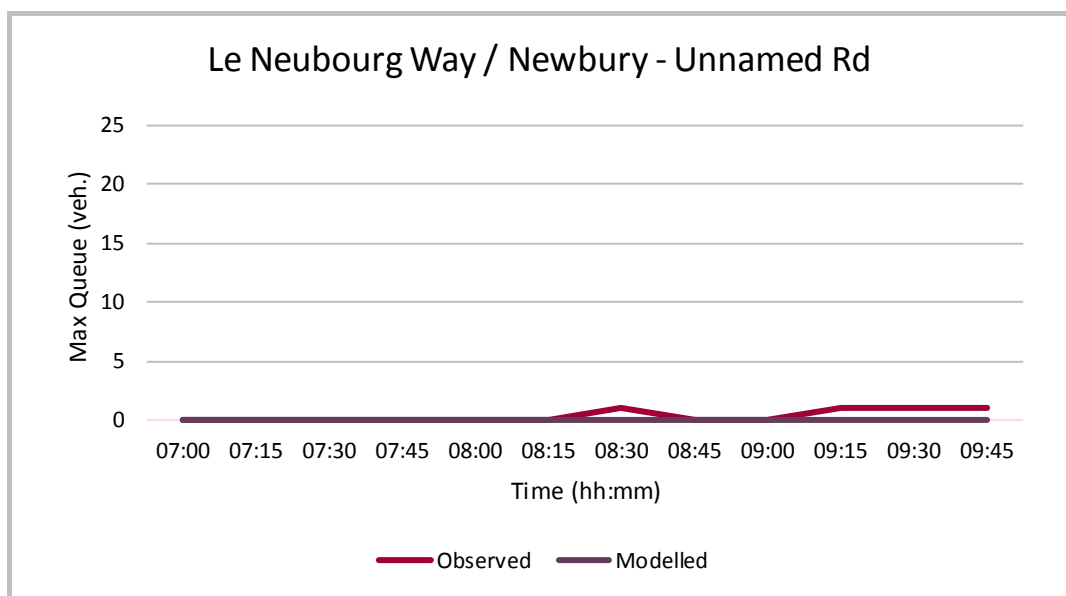


Figure B.6 : AM Queue Length Calibration, Le Neubourg Way/Newbury – Unnamed Rd

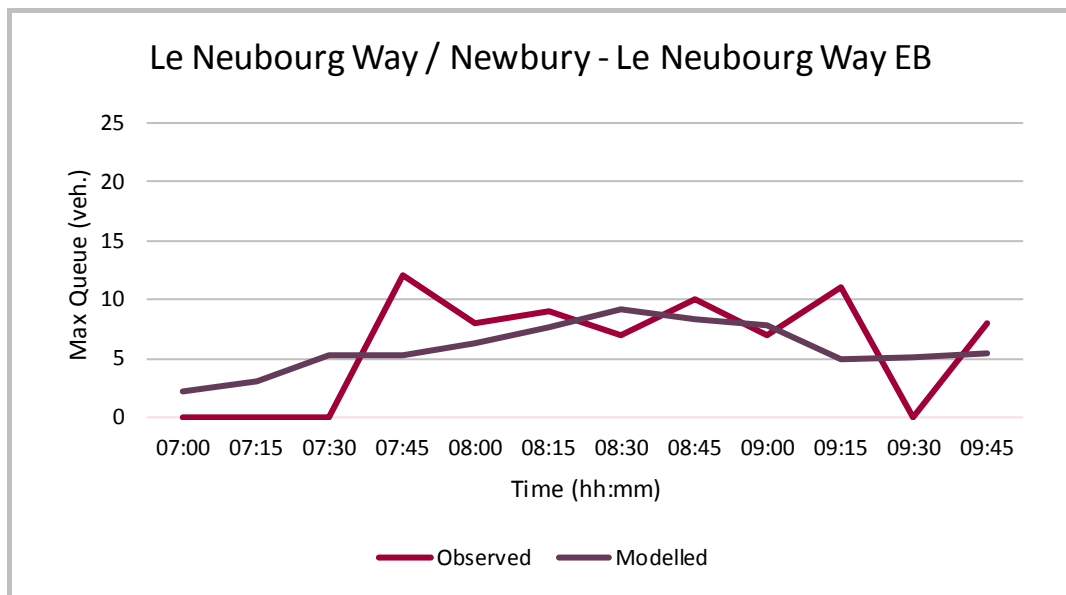


Figure B.7 : AM Queue Length Calibration, Le Neubourg W./Newbury – Le Neubourg W. EB

B.2 PM Queue Length Calibration Results

B.2.1 Figures B.8 – B.14 present the modelled and observed maximum queue lengths in vehicles for the PM peak period (16:00 – 19:00). Modelled queue lengths are based on the average of 10 model runs.

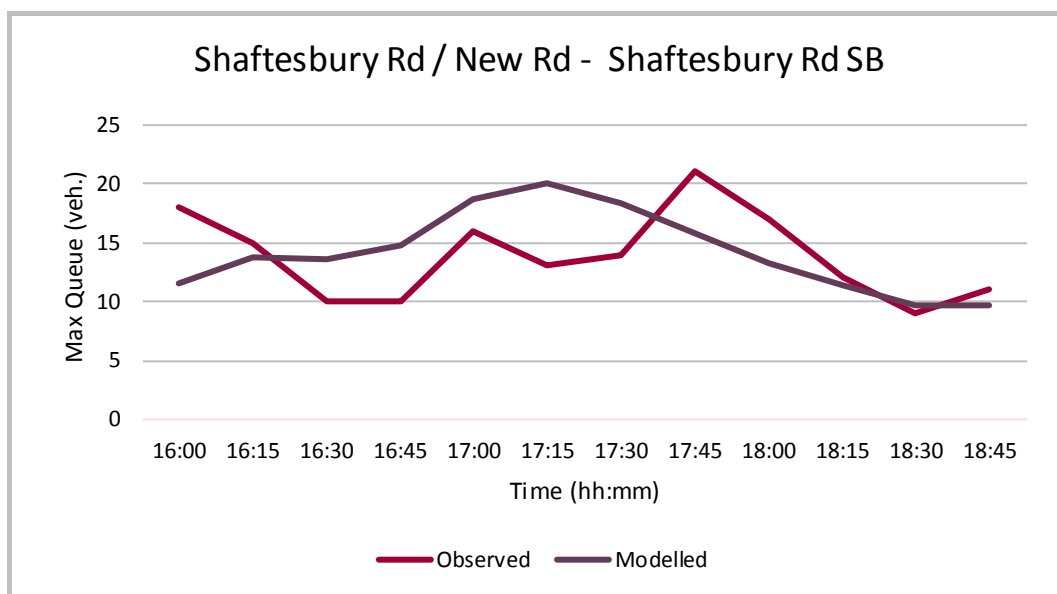


Figure B.8 : PM Queue Length Calibration, Shaftesbury Rd/New Rd – Shaftesbury Rd SB

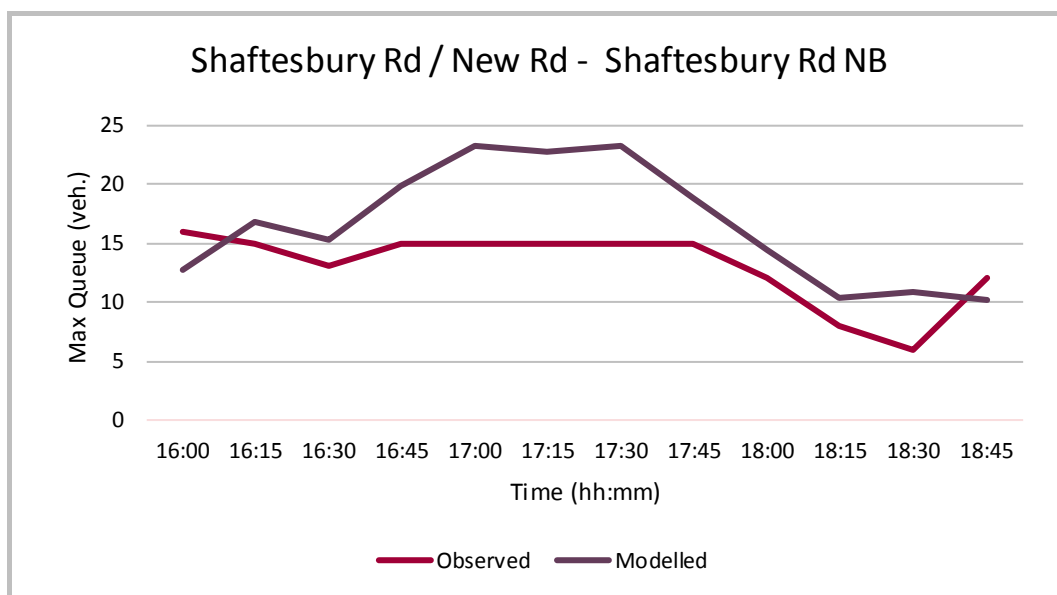


Figure B.9 : PM Queue Length Calibration, Shaftesbury Rd/New Rd – Shaftesbury Rd NB

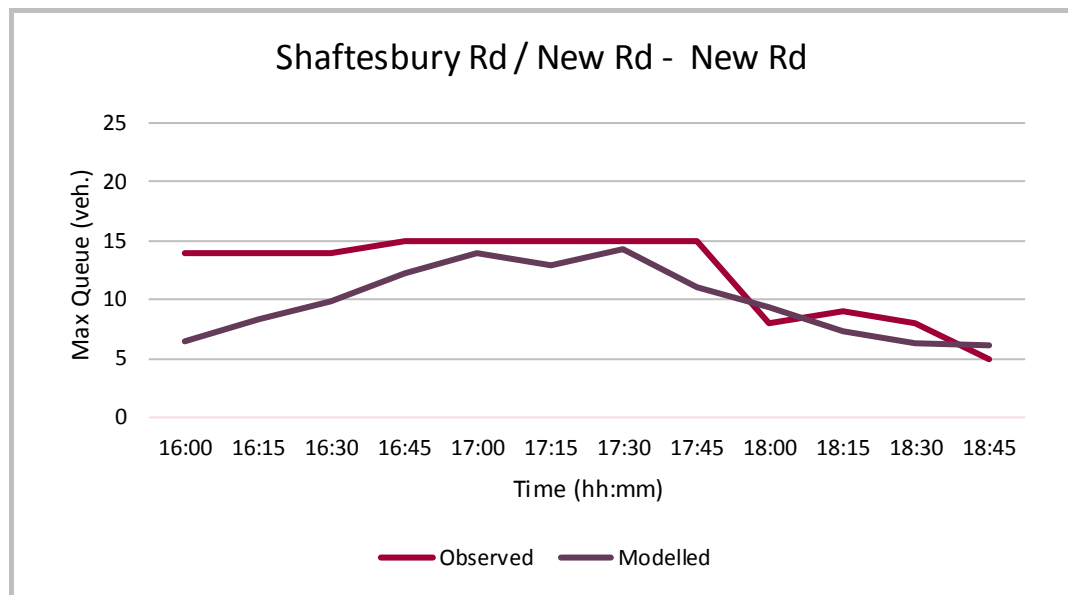


Figure B.10 : PM Queue Length Calibration, Shaftesbury Rd/New Rd – New Rd

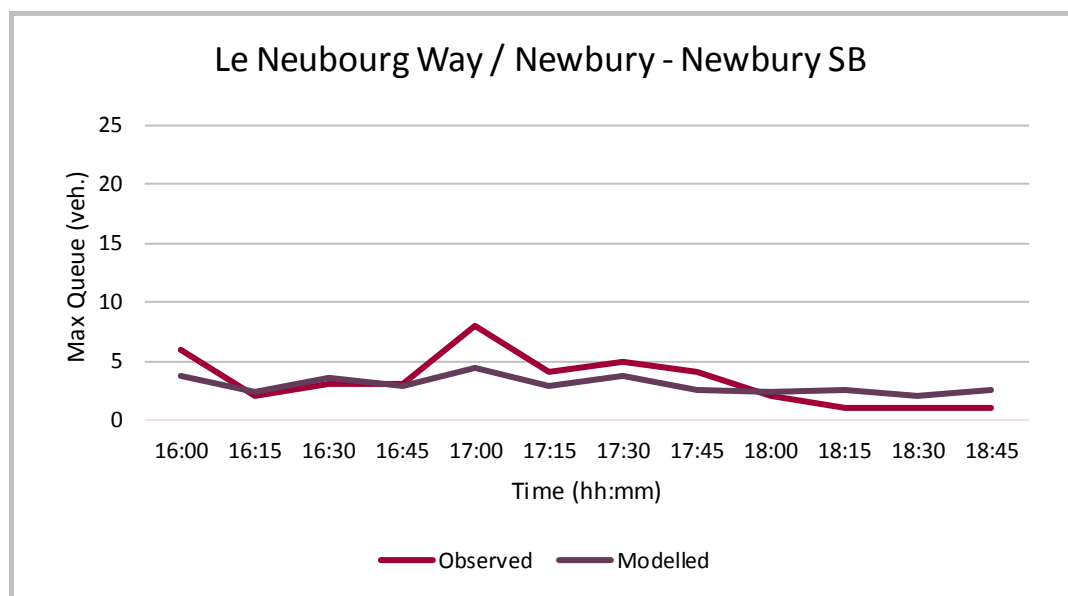


Figure B.11 : PM Queue Length Calibration, Le Neubourg Way/Newbury – Newbury SB

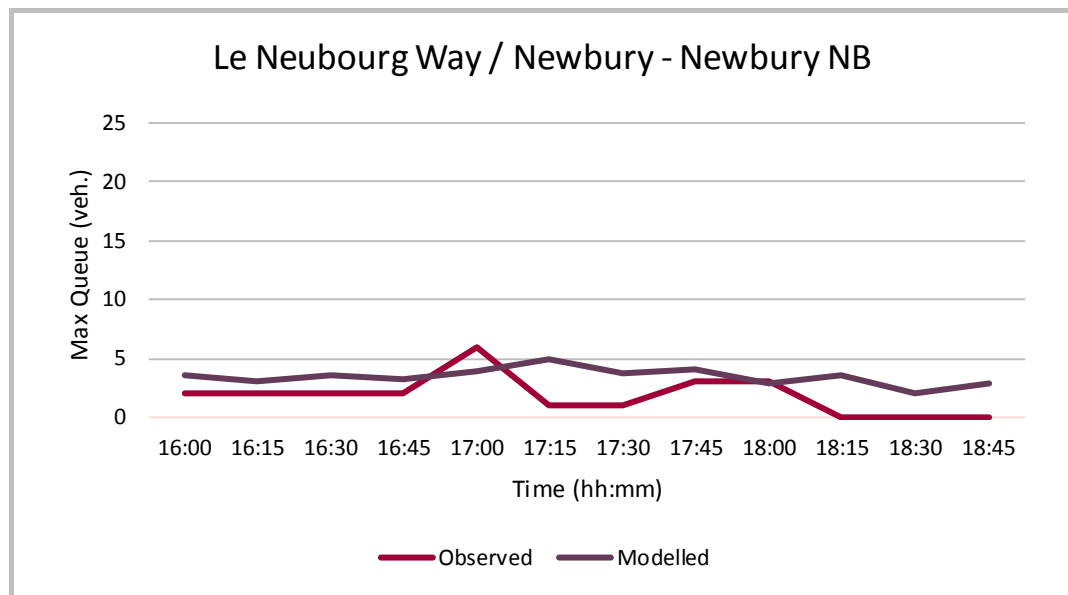


Figure B.12 : PM Queue Length Calibration, Le Neubourg Way/Newbury – Newbury NB

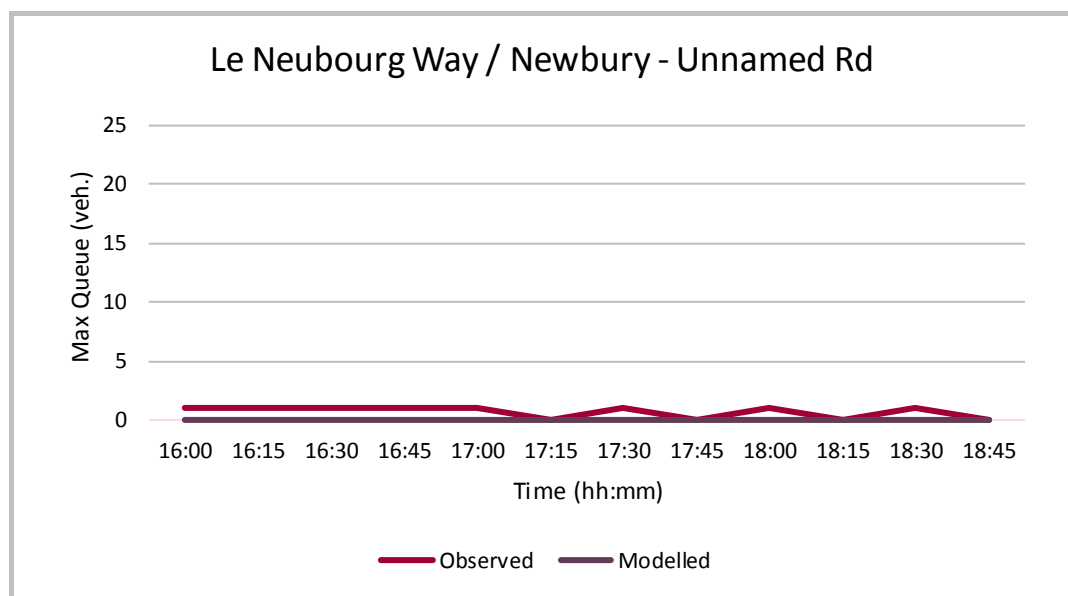


Figure B.13 : PM Queue Length Calibration, Le Neubourg Way/Newbury – Unnamed Rd

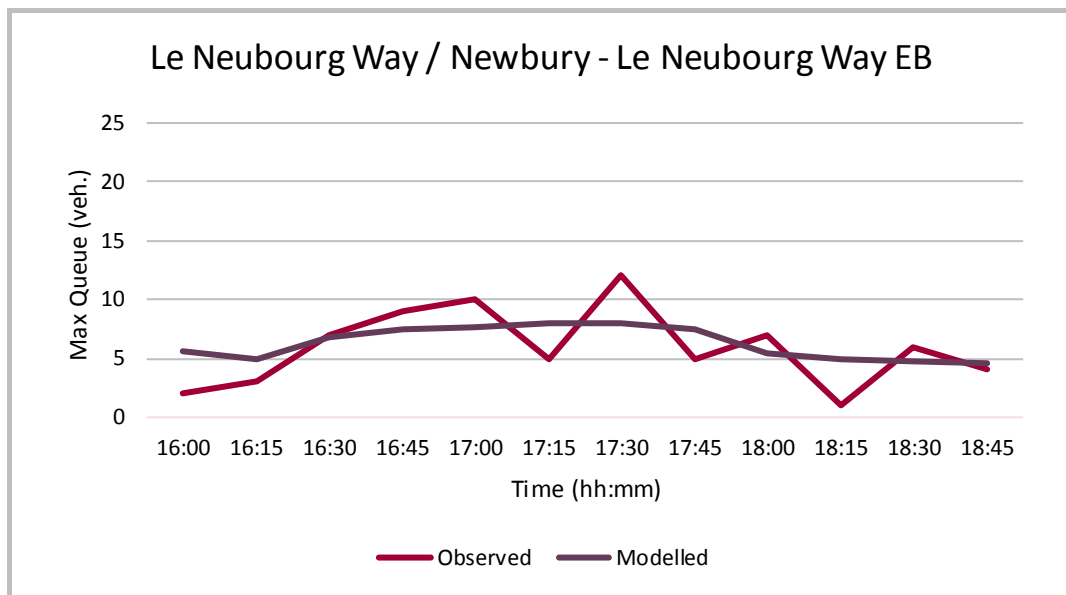


Figure B.14 : PM Queue Length Calibration, Le Neubourg W./Newbury – Le Neubourg W. EB

C. JOURNEY TIME VALIDATION RESULTS

c.1 AM Journey Time Validation Results

Figures C.1 – C.6 present the modelled and observed journey time comparisons for the AM peak hour (08:00 – 09:00). Modelled journey times are based on the average of 10 model runs.

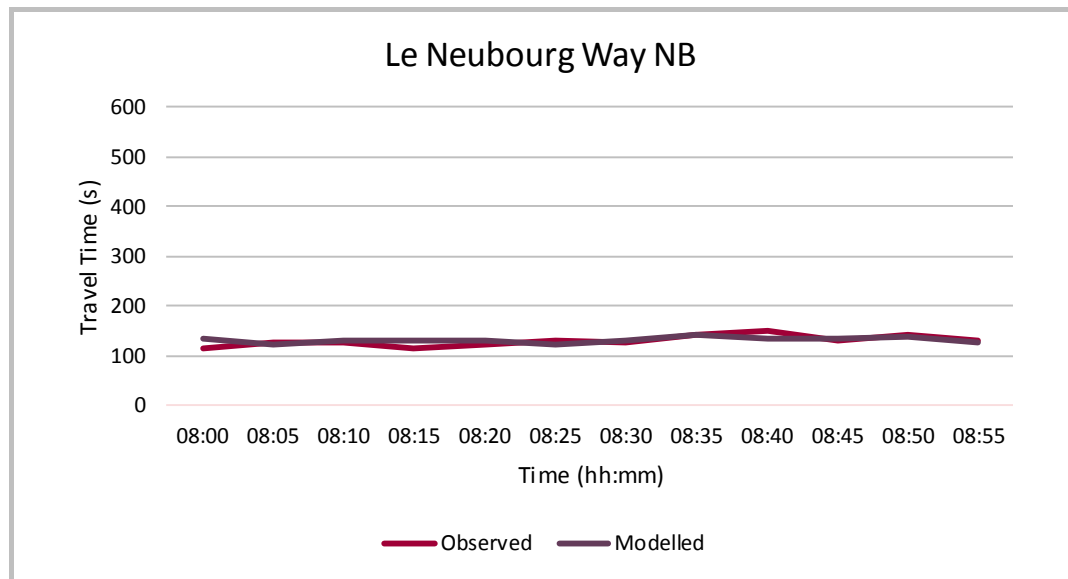


Figure C.1: AM Journey Time Comparison, Le Neubourg Way NB

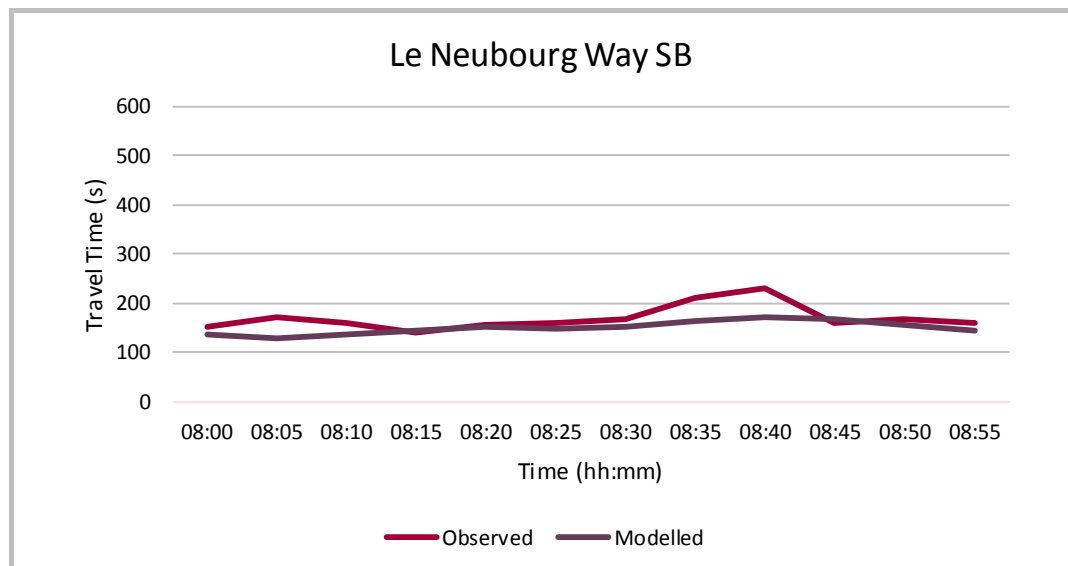


Figure C.2 : AM Journey Time Comparison, Le Neubourg Way SB

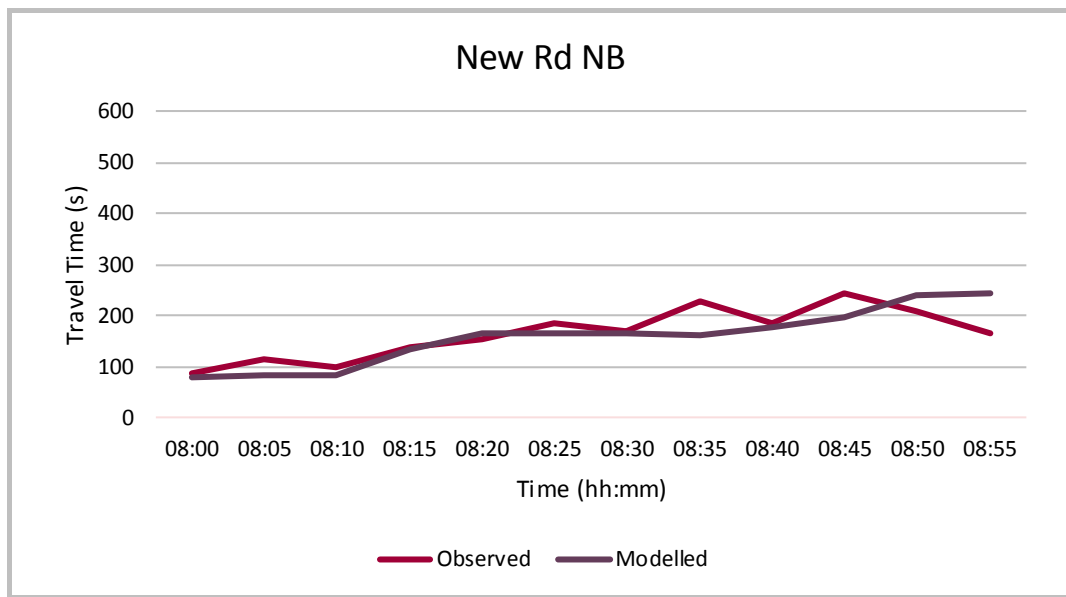


Figure C.3 : AM Journey Time Comparison, New Road NB

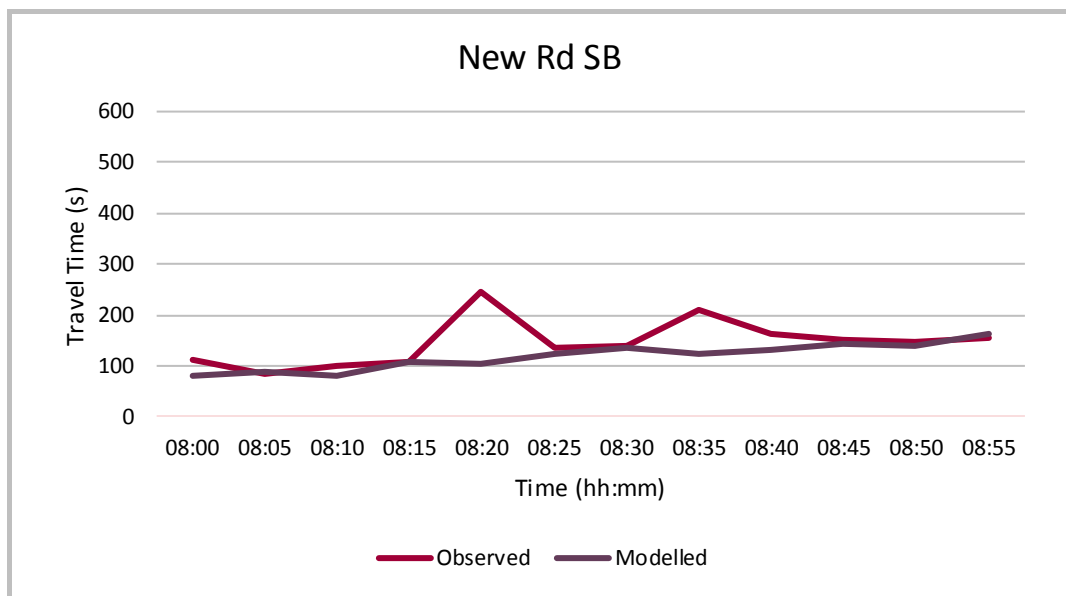


Figure C.4 : AM Journey Time Comparison, New Road SB

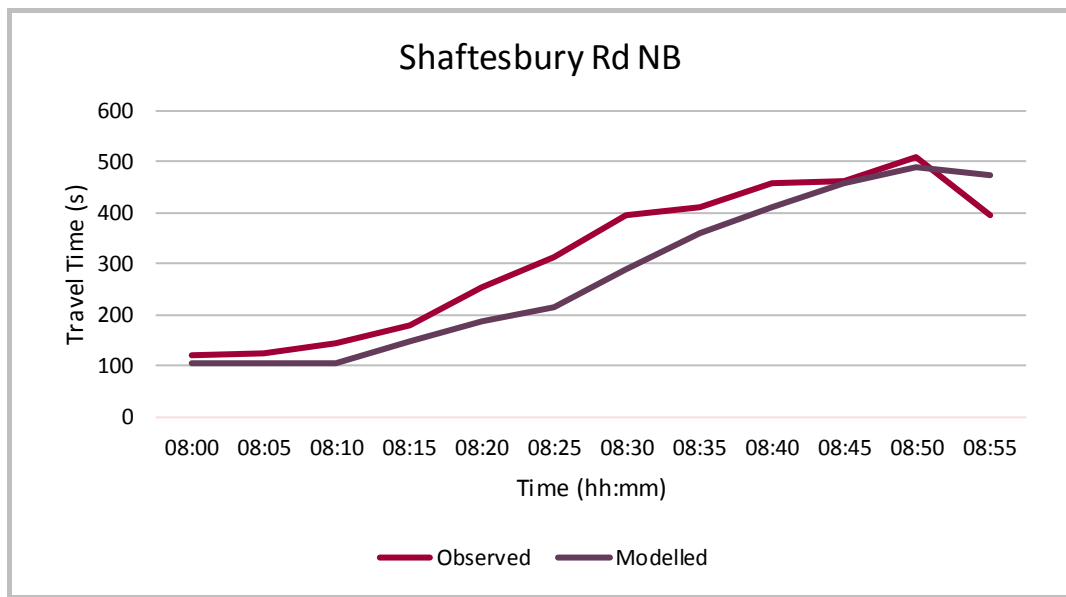


Figure C.5 : AM Journey Time Comparison, Shaftesbury Road NB

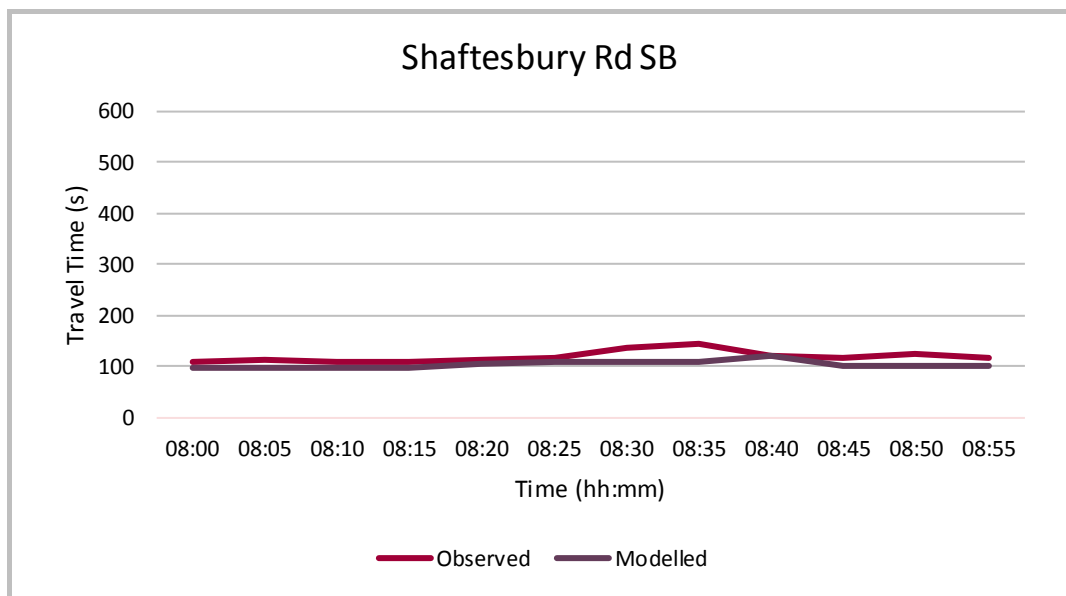


Figure C.6 : AM Journey Time Comparison, Shaftesbury Road SB

c.2 PM Journey Time Validation Results

C.2.1 Figures C.7 – C.12 present the modelled and observed journey time comparisons for the PM peak hour (17:00 – 18:00). Modelled journey times are based on the average of 10 model runs.

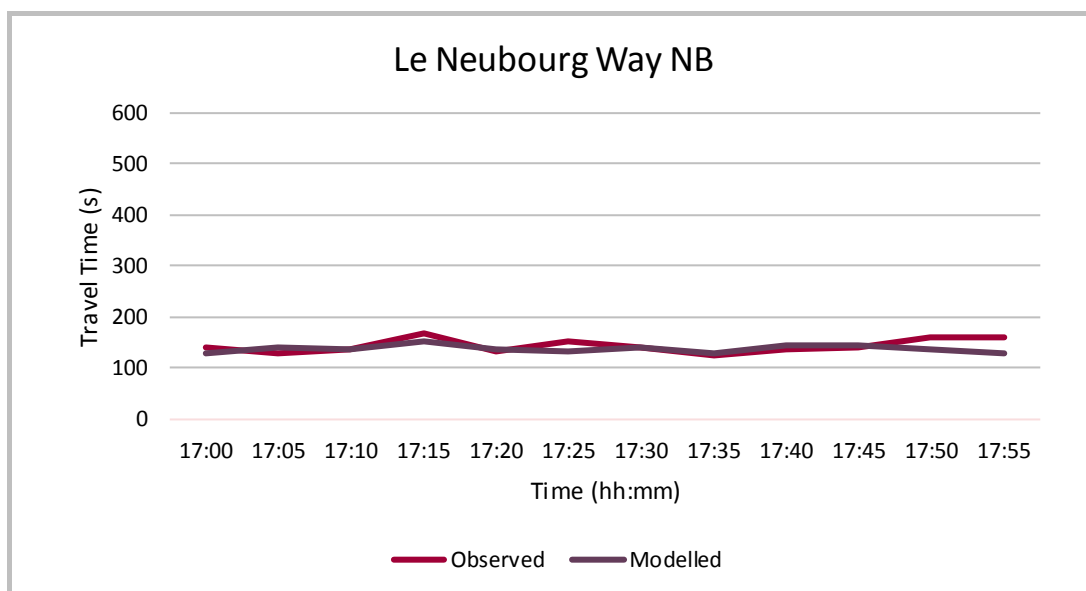


Figure C.7 : PM Journey Time Comparison, Le Neubourg Way NB

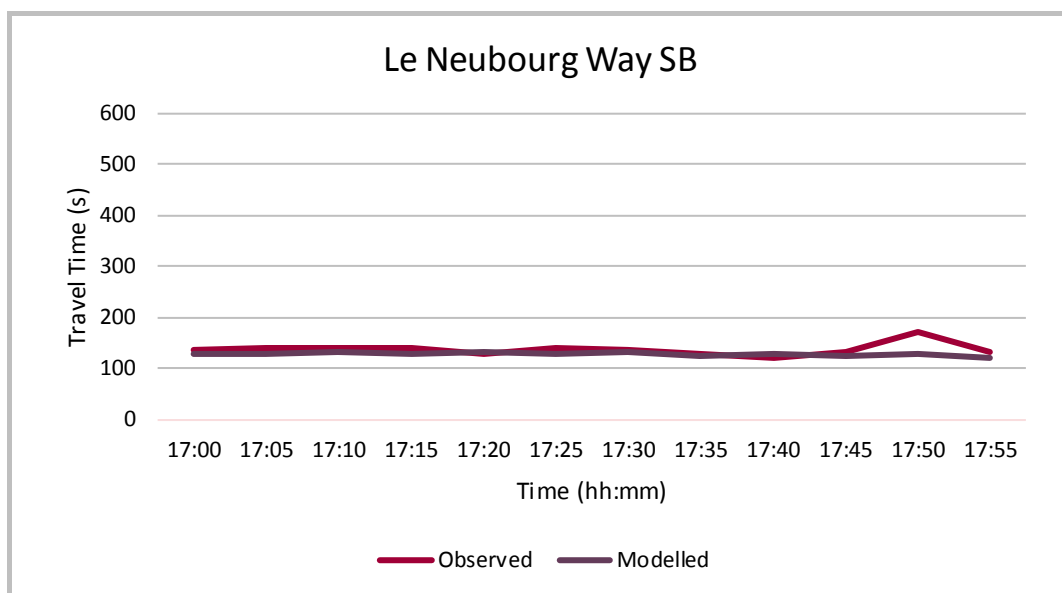


Figure C.8 : PM Journey Time Comparison, Le Neubourg Way SB

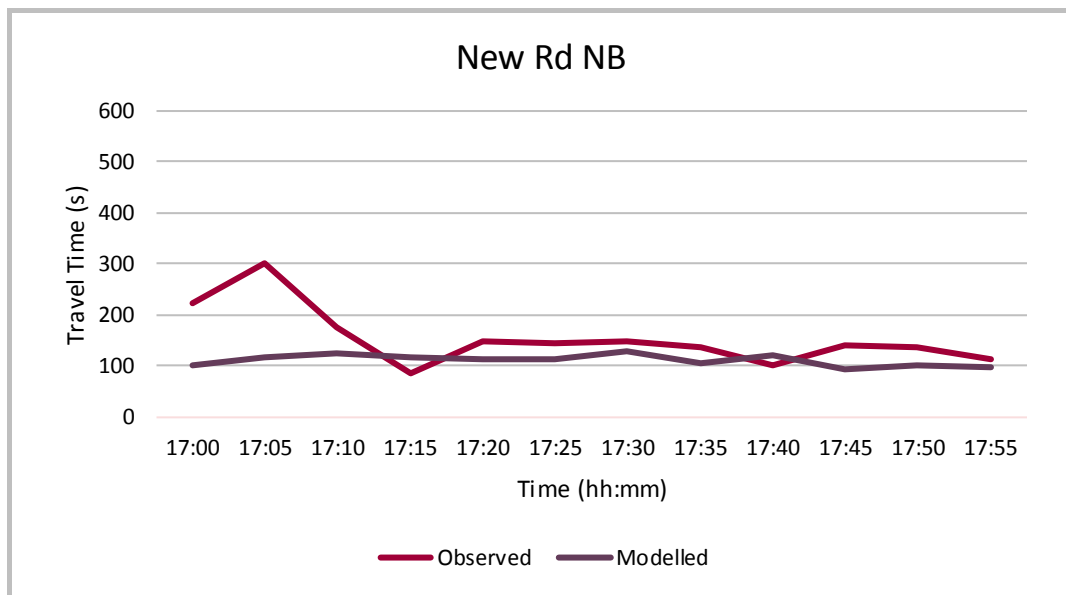


Figure C.9 : PM Journey Time Comparison, New Road NB

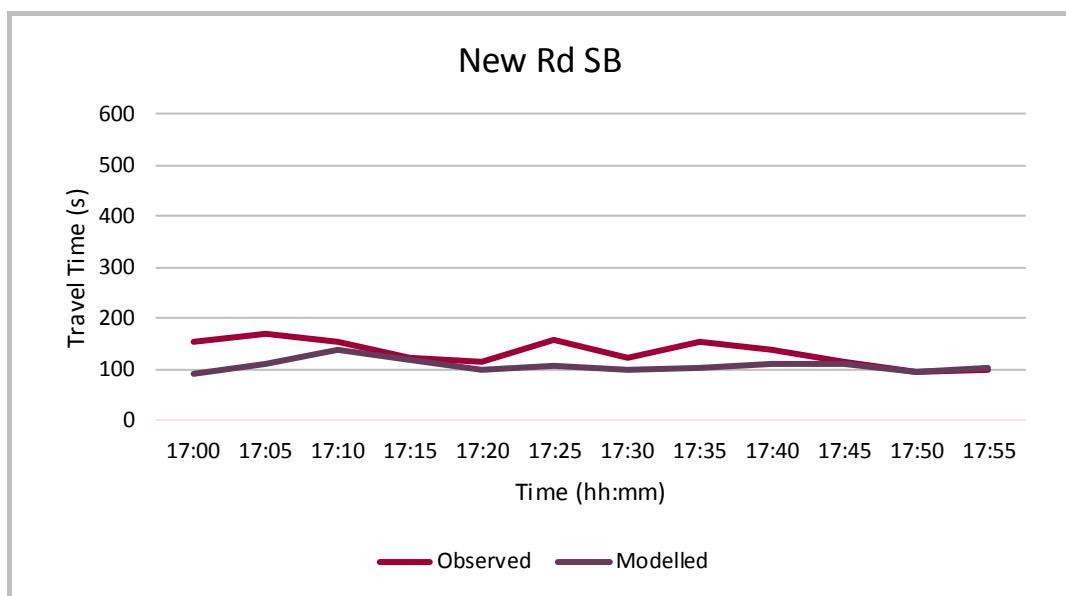


Figure C.10 : PM Journey Time Comparison, New Road SB

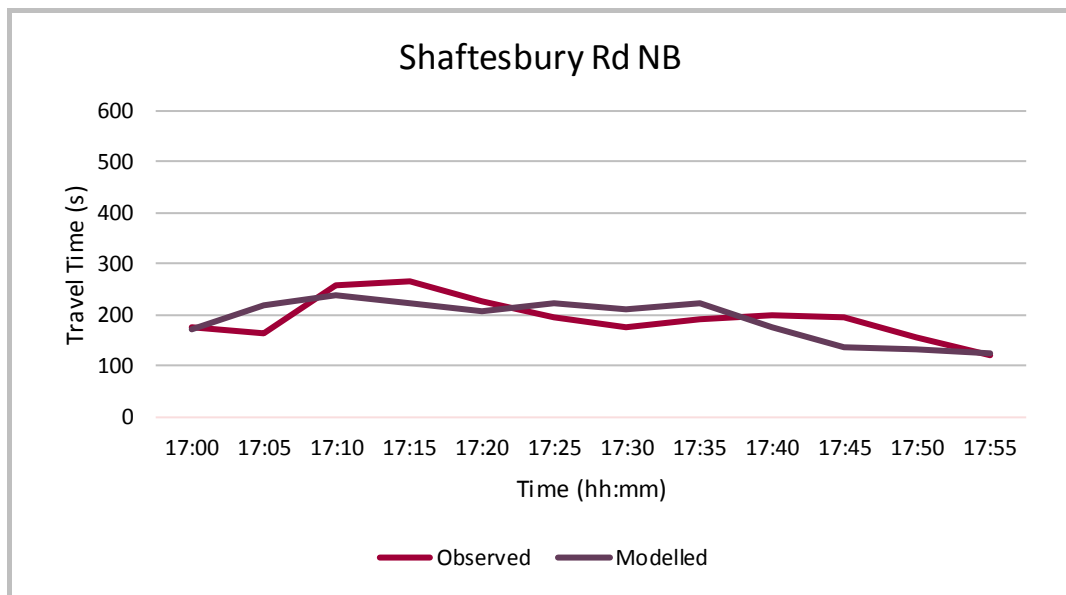


Figure C.11 : PM Journey Time Comparison, Shaftesbury Road NB

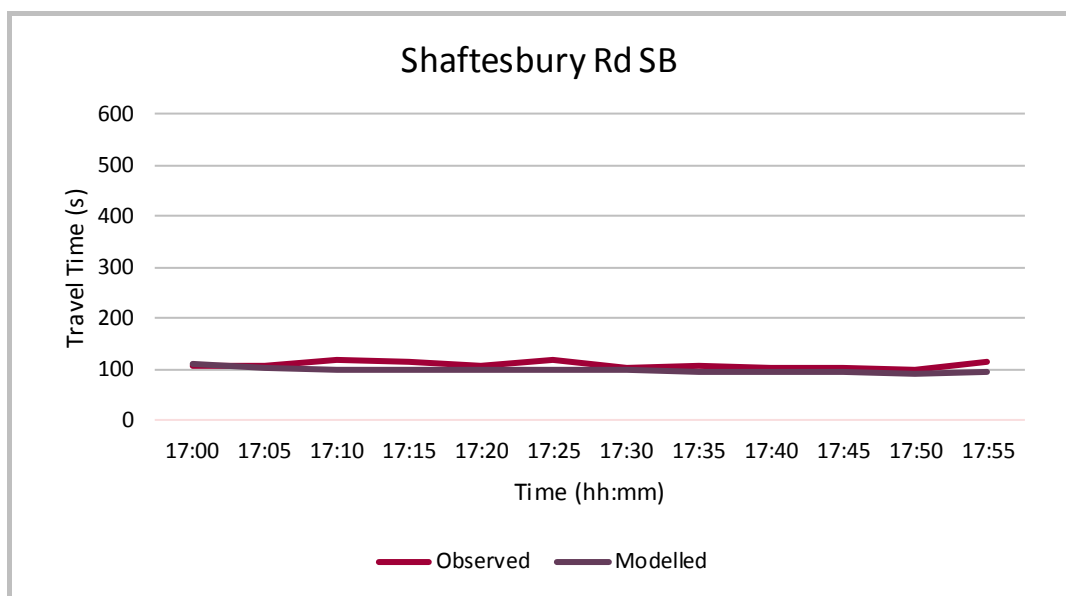


Figure C.12 : PM Journey Time Comparison, Shaftesbury Road SB

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SYSTRA

APPENDIX F

Local Plan Allocated Sites Forecast Traffic Generation

North Dorset Local Plan 2011-2031 – Part 1: Allocated Sites

Development	Total	Employment (GFA)			Retail (GFA)	Dwellings
		30%	47%	23%		
		B1	B2	B8	A1	C3
Extended Brickfields Business Park	23,333	7,000	10,967	5,367		
Mixed-use regeneration in the Station Road area	11,180	2,795	2,795		5,590	80
Kingsmead Business Park	13,500		4,200	9,300		
Neal's Yard Remedies, Peacemarsh	4,500		1,400	3,100		
Total	52,513	9,795	19,362	17,767	5,590	80

Retail trip parameters

AM Peak	PM Peak	
20.0%	20.0%	Linked trips with town centre
38.0%	38.0%	Non-Primary Trips

Vehicular Trip Rates

Time	B1									B2								
	Car + LGV Trip Rates (per			HGV Trip Rates (per 100sqm)			Total Trip Rates (per 100sqm)			Car + LGV Trip Rates (per			HGV Trip Rates (per 100sqm)			Total Trip Rates (per 100sqm)		
	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak (0800 – 0900)	1.581	0.118	1.699	0.005	0.005	0.010	1.586	0.123	1.709	0.875	0.223	1.098	0.022	0.022	0.044	0.897	0.245	1.142
PM Peak (1700 – 1800)	0.073	1.234	1.307	0.000	0.000	0.000	0.073	1.234	1.307	0.120	0.822	0.942	0.000	0.000	0.000	0.120	0.822	0.942

Traffic Generation - AM Peak

Development	B1									B2								
	Car + LGV Traffic Generation			HGV Traffic Generation			Total Traffic Generation			Car + LGV Traffic Generation			HGV Traffic Generation			Total Traffic Generation		
	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total
Extended Brickfields Business Park	111	8	119	0	0	0	111	9	120	96	24	120	2	2	5	98	27	125
Mixed-use regeneration in the Station Road area	44	3	47	0	0	0	44	3	48	24	6	31	1	1	1	25	7	32
Kingsmead Business Park	0	0	0	0	0	0	0	0	0	37	9	46	1	1	2	38	10	48
Neal's Yard Remedies, Peacemarsh	0	0	0	0	0	0	0	0	0	12	3	15	0	0	1	13	3	16
Total	155	12	166	0	0	1	155	12	167	169	43	213	4	4	9	174	47	221

Traffic Generation - PM Peak

Development	B1									B2								
	Car + LGV Traffic Generation			HGV Traffic Generation			Total Traffic Generation			Car + LGV Traffic Generation			HGV Traffic Generation			Total Traffic Generation		
	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total
Extended Brickfields Business Park	5	86	91	0	0	0	5	86	91	13	90	103	0	0	0	13	90	103
Mixed-use regeneration in the Station Road area	2	34	37	0	0	0	2	34	37	3	23	26	0	0	0	3	23	26
Kingsmead Business Park	0	0	0	0	0	0	0	0	0	5	35	40	0	0	0	5	35	40
Neal's Yard Remedies, Peacemarsh	0	0	0	0	0	0	0	0	0	2	12	13	0	0	0	2	12	13
Total	7	121	128	0	0	0	7	121	128	23	159	182	0	0	0	23	159	182

North Dorset Local Plan 2011-2031 – Part 1: Allocated Sites

Development
Extended Brickfields Business Park
Mixed-use regeneration in the Station Road area
Kingsmead Business Park
Neal's Yard Remedies, Peacemarsh
Total

Vehicular Trip Rates

Time	B8									Retail (Non-Food) - Allowing for Linked Trips and Non-Primary Trips								
	Car + LGV Trip Rates (per			HGV Trip Rates (per 100sqm)			Total Trip Rates (per 100sqm)			Car + LGV Trip Rates (per			HGV Trip Rates (per 100sqm)			Total Trip Rates (per 100sqm)		
	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak (0800 – 0900)	0.264	0.118	0.382	0.081	0.110	0.191	0.345	0.228	0.573	0.324	0.129	0.453	0.018	0.024	0.042	0.342	0.153	0.495
PM Peak (1700 – 1800)	0.074	0.242	0.316	0.022	0.000	0.022	0.096	0.242	0.338	0.984	1.412	2.396	0.000	0.000	0.000	0.984	1.412	2.396

Traffic Generation - AM Peak

Development	B8									Retail (Non-Food)								
	Car + LGV Traffic Generation			HGV Traffic Generation			Total Traffic Generation			Car + LGV Traffic Generation			HGV Traffic Generation			Total Traffic Generation		
	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total
Extended Brickfields Business Park	14	6	21	4	6	10	19	12	31	0	0	0	0	0	0	0	0	0
Mixed-use regeneration in the Station Road area	0	0	0	0	0	0	0	0	0	18	7	25	1	1	2	19	9	28
Kingsmead Business Park	25	11	36	8	10	18	32	21	53	0	0	0	0	0	0	0	0	0
Neal's Yard Remedies, Peacemarsh	8	4	12	3	3	6	11	7	18	0	0	0	0	0	0	0	0	0
Total	47	21	68	14	20	34	61	41	102	18	7	25	1	1	2	19	9	28

Traffic Generation - PM Peak

Development	B8									Retail (Non-Food)								
	Car + LGV Traffic Generation			HGV Traffic Generation			Total Traffic Generation			Car + LGV Traffic Generation			HGV Traffic Generation			Total Traffic Generation		
	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total
Extended Brickfields Business Park	4	13	17	1	0	1	5	13	18	0	0	0	0	0	0	0	0	0
Mixed-use regeneration in the Station Road area	0	0	0	0	0	0	0	0	0	55	79	134	0	0	0	55	79	134
Kingsmead Business Park	7	23	29	2	0	2	9	23	31	0	0	0	0	0	0	0	0	0
Neal's Yard Remedies, Peacemarsh	1	3	4	0	0	0	1	3	5	0	0	0	0	0	0	0	0	0
Total	12	39	51	4	0	4	15	39	54	55	79	134	0	0	0	55	79	134

North Dorset Local Plan 2011-2031 – Part 1: Allocated Sites

Development
Extended Brickfields Business Park
Mixed-use regeneration in the Station Road area
Kingsmead Business Park
Neal's Yard Remedies, Peacemarsh
Total

Vehicular Trip Rates

Time	Dwellings								
	Car + LGV Trip Rates (per			HGV Trip Rates (per dwelling)			Total Trip Rates (per dwelling)		
	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak (0800 – 0900)	0.146	0.272	0.418	0.000	0.000	0.000	0.146	0.272	0.418
PM Peak (1700 – 1800)	0.245	0.170	0.415	0.000	0.000	0.000	0.245	0.170	0.415

Traffic Generation - AM Peak

Development	Dwellings									Total								
	Car + LGV Trip Rates (per			HGV Trip Rates (per dwelling)			Total Traffic Generation			Car + LGV Traffic Generation			HGV Traffic Generation			Total Traffic Generation		
	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total
Extended Brickfields Business Park										221	39	260	7	9	16	228	48	276
Mixed-use regeneration in the Station Road area	12	22	33	0	0	0	12	22	33	98	38	137	2	2	4	100	41	141
Kingsmead Business Park										61	20	82	8	11	20	70	31	101
Neal's Yard Remedies, Peacemarsh										20	7	27	3	4	7	23	10	34
Total										401	105	506	20	26	46	421	130	551

Traffic Generation - PM Peak

Development	Dwellings									Total								
	Car + LGV Trip Rates (per			HGV Trip Rates (per dwelling)			Total Traffic Generation			Car + LGV Traffic Generation			HGV Traffic Generation			Total Traffic Generation		
	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total
Extended Brickfields Business Park										22	190	212	1	0	1	23	190	213
Mixed-use regeneration in the Station Road area	20	14	33	0	0	0	20	14	33	80	150	230	0	0	0	80	150	230
Kingsmead Business Park										12	57	69	2	0	2	14	57	71
Neal's Yard Remedies, Peacemarsh										3	15	18	0	0	0	3	15	18
Total										117	411	528	4	0	4	120	411	532

Zone	%	Car + LGV Traffic Generation					
		AM Peak			PM Peak		
		Arrivals	Departures	Total	Arrivals	Departures	Total
Zone 001	32.5%	72	13	84	7	62	69
Zone 009	16.4%	36	6	43	4	31	35
Zone 018	12.6%	26	5	33	3	24	27
Zone 021	13.6%	30	5	35	3	26	29
Zone 022	0.0%	0	0	0	0	0	0
Internal	24.8%	55	10	65	6	47	53
Total	100.0%	221	39	260	22	190	212

Assignment - Mixed-use regeneration in the Station Road area - Employment

Zone	%	Car + LGV Traffic Generation					
		AM Peak			PM Peak		
		Arrivals	Departures	Total	Arrivals	Departures	Total
Zone 001	32.5%	22	3	25	2	19	20
Zone 009	16.4%	11	2	13	1	9	10
Zone 018	12.6%	9	1	10	1	7	8
Zone 021	13.6%	9	1	11	1	8	9
Zone 022	0.0%	0	0	0	0	0	0
Internal	24.8%	17	2	19	1	14	16
Total	100.0%	69	10	78	5	57	63

Assignment - Mixed-use regeneration in the Station Road area - Retail (Gravity Model)

Zone	%	Car + LGV Traffic Generation					
		AM Peak			PM Peak		
		Arrivals	Departures	Total	Arrivals	Departures	Total
Zone 001	30.6%	6	2	8	17	24	41
Zone 009	8.8%	1	1	2	5	7	12
Zone 018	14.5%	3	1	4	8	11	19
Zone 021	9.2%	2	1	3	5	7	12
Zone 022	0.0%	0	0	0	0	0	0
Internal	36.8%	7	3	9	20	29	49
Total	100.0%	18	7	25	55	79	134

Assignment - Mixed-use regeneration in the Station Road area - Residential

Zone	%	Car + LGV Traffic Generation					
		AM Peak			PM Peak		
		Arrivals	Departures	Total	Arrivals	Departures	Total
Zone 001	35.1%	4	8	12	7	5	12
Zone 009	10.0%	1	2	3	2	1	3
Zone 018	14.5%	2	3	5	3	2	5
Zone 021	10.3%	1	2	3	2	1	3
Zone 022	0.0%	0	0	0	0	0	0
Internal	30.1%	4	7	10	6	4	10
Total	100.0%	12	22	33	20	14	33

Assignment - Mixed-use regeneration in the Station Road area - Total (access via Zone 15 - southern arm of B3081 / Station Road junction)

Zone	%	Car + LGV Traffic Generation					
		AM Peak			PM Peak		
		Arrivals	Departures	Total	Arrivals	Departures	Total
Zone 001		32	13	45	25	48	73
Zone 009		14	4	18	8	18	26
Zone 018		13	5	18	11	21	32
Zone 021		12	4	16	8	16	24
Zone 022		0	0	0	0	0	0
Internal		27	12	39	27	47	75
Total	0.0%	98	38	137	80	150	230

Assignment - Kingsmead Business Park (access via Zone 2 - eastern arm of Park Farm roundabout)

Zone	%	Car + LGV Traffic Generation					
		AM Peak			PM Peak		
		Arrivals	Departures	Total	Arrivals	Departures	Total
Zone 001	32.5%	20	7	27	4	19	22
Zone 009	16.4%	10	3	13	2	9	11
Zone 018	12.6%	8	3	10	2	7	9
Zone 021	13.6%	8	3	11	2	8	9
Zone 022	0.0%	0	0	0	0	0	0
Internal	24.8%	15	5	20	3	14	17
Total	100.0%	61	20	82	12	57	69

Assignment - Neal's Yard Remedies, Peacemarth (access to north of Zone 21)

Zone	%	Car + LGV Traffic Generation					
		AM Peak			PM Peak		
		Arrivals	Departures	Total	Arrivals	Departures	Total
Zone 001	32.5%	7	2	9	1	5	6
Zone 009	16.4%	3	1	4	0	2	3
Zone 018	12.6%	3	1	3	0	2	2
Zone 021	13.6%	3	1	4	0	2	2
Zone 022	0.0%	0	0	0	0	0	0
Internal	24.8%	5	2	7	1	4	4
Total	100.0%	20	7	27	3	15	18

Assignment - Total

Zone	%	Car + LGV Traffic Generation					
		AM Peak			PM Peak		
		Arrivals	Departures	Total	Arrivals	Departures	Total
Zone 001		130	34	165	37	133	170
Zone 009		64	15	79	14	61	75
Zone 018		51	14	65	16	54	70
Zone 021		53	13	67	13	52	65
Zone 022		0	0	0	0	0	0
Internal		102	28	130	37	112	149
Total		401	105	506	117	411	528

HGV Traffic Generation					
AM Peak			PM Peak		
Arrivals	Departures	Total	Arrivals	Departures	Total
2	3	5	0	0	0
1	1	3	0	0	0
1	1	2	0	0	0
1	1	2	0	0	0
0	0	0	0	0	0
2	2	4	0	0	0
7	9	16	1	0	1

HGV Traffic Generation					
AM Peak			PM Peak		
Arrivals	Departures	Total	Arrivals	Departures	Total
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
1	1	2	0	0	0

HGV Traffic Generation					
AM Peak			PM Peak		
Arrivals	Departures	Total	Arrivals	Departures	Total
0	0	1	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	1	0	0	0
1	1	2	0	0	0

HGV Traffic Generation					
AM Peak			PM Peak		
Arrivals	Departures	Total	Arrivals	Departures	Total
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

HGV Traffic Generation					
AM Peak			PM Peak		
Arrivals	Departures	Total	Arrivals	Departures	Total
1	1	1	0	0	0
0	0	0	0	0	0
0	0	1	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
1	1	1	0	0	0
2	2	4	0	0	0

HGV Traffic Generation					
AM Peak			PM Peak		
Arrivals	Departures	Total	Arrivals	Departures	Total
3	4	6	1	0	1
1	2	3	0	0	0
1	1	2	0	0	0
1	2	3	0	0	0
0	0	0	0	0	0
2	3	5	1	0	1
8	11	20	2	0	2

HGV Traffic Generation					
AM Peak			PM Peak		
Arrivals	Departures	Total	Arrivals	Departures	Total
1	1	2	0	0	0
0	1	1	0	0	0
0	0	1	0	0	0
0	1	1	0	0	0
0	0	0	0	0	0
1	1	2	0	0	0
3	4	7	0	0	0

HGV Traffic Generation					
AM Peak			PM Peak		
Arrivals	Departures	Total	Arrivals	Departures	Total
7	8	15	1	0	1
3	4	7	1	0	1
3	3	6	0	0	0
3	3	6	0	0	0
0	0	0	0	0	0
5	7	12	1	0	1
20	26	46	4	0	4

Total Traffic Generation					
AM Peak			PM Peak		
Arrivals	Departures	Total	Arrivals	Departures	Total
74	15	90	8	62	69
37	8	45	4	31	35
29	6	35	3	24	27
31	6	37	3	26	29
0	0	0	0	0	0
57	12	68	6	47	53
228	48	276	23	190	213

Zone 001 B3081 Shaftesbury Road
Zone 009 B3092 New Road
Zone 018 B3081 Wyke Road
Zone 021 B3092
Zone 022 Bay Road

Total Traffic Generation					
AM Peak			PM Peak		
Arrivals	Departures	Total	Arrivals	Departures	Total
23	3	26	2	19	20
11	2	13	1	9	10
9	1	10	1	7	8
9	1	11	1	8	9
0	0	0	0	0	0
17	3	20	1	14	16
69	10	80	5	57	63

Total Traffic Generation					
AM Peak			PM Peak		
Arrivals	Departures	Total	Arrivals	Departures	Total
6	3	8	17	24	41
2	1	3	5	7	12
3	1	4	8	11	19
2	1	3	5	7	12
0	0	0	0	0	0
7	3	10	20	29	49
19	9	28	55	79	134

Total Traffic Generation					
AM Peak			PM Peak		
Arrivals	Departures	Total	Arrivals	Departures	Total
4	8	12	7	5	12
1	2	3	2	1	3
2	3	5	3	2	5
1	2	3	2	1	3
0	0	0	0	0	0
4	7	10	6	4	10
12	22	33	20	14	33

Total Traffic Generation					
AM Peak			PM Peak		
Arrivals	Departures	Total	Arrivals	Departures	Total
32	14	46	25	48	73
14	5	19	8	18	26

Assignment - Extended Brickfields Business Park

		Car + LGV Traffic Generation					
		AM Peak			PM Peak		
		Arrivals	Departures	Total	Arrivals	Departures	Total
A303 / B3081 Leigh Common	%						
B3081 (West)	4.0%	9	2	11	1	8	9
A303 (West)	8.6%	19	3	22	2	16	18
Not as far as A303	0.0%	0	0	0	0	0	0

		Car + LGV Traffic Generation					
		AM Peak			PM Peak		
		Arrivals	Departures	Total	Arrivals	Departures	Total
A303 / B3092 Mere	%						
B3092 Crab Lane	4.5%	10	2	12	1	9	10
A303 (East)	0.0%	0	0	0	0	0	0
B3095	0.0%	0	0	0	0	0	0
Not as far as A303	9.1%	20	4	24	2	17	19

		Car + LGV Traffic Generation					
		AM Peak			PM Peak		
		Arrivals	Departures	Total	Arrivals	Departures	Total
A30/A350/B3081 Shaftesbury	%						
A350 (North)	6.7%	15	3	17	1	13	14
A350 (South)	16.0%	35	6	42	4	30	34
Not as far as Ivy Cross Roundabout	8.3%	18	3	22	2	16	18

		Car + LGV Traffic Generation					
		AM Peak			PM Peak		
		Arrivals	Departures	Total	Arrivals	Departures	Total
A30 / B3092 East Stour	%						
A30 (West)	4.9%	11	2	13	1	9	10
A30 (East)	0.0%	0	0	0	0	0	0
B3092 (South)	10.2%	23	4	27	2	19	22
Not as far as A30 / B3092 Crossroads	1.2%	3	0	3	0	2	3

		Car + LGV Traffic Generation					
		AM Peak			PM Peak		
		Arrivals	Departures	Total	Arrivals	Departures	Total
A303 / A350	%						
A303 (East)	2.6%	6	1	7	1	5	6
A350 (North)	2.4%	5	1	6	1	5	5
Not as far as A303 / A350	0.0%	0	0	0	0	0	0

Assignment - Mixed-use regeneration in the Station Road area

		Car + LGV Traffic Generation					
		AM Peak			PM Peak		
		Arrivals	Departures	Total	Arrivals	Departures	Total
A303 / B3081 Leigh Common	%						
B3081 (West)	4.0%	4	2	6	3	6	9
A303 (West)	8.6%	8	3	12	7	13	20
Not as far as A303	0.0%	0	0	0	0	0	0

		Car + LGV Traffic Generation					
		AM Peak			PM Peak		
		Arrivals	Departures	Total	Arrivals	Departures	Total
A303 / B3092 Mere	%						
B3092 Crab Lane	4.5%	4	2	6	4	7	10
A303 (East)	0.0%	0	0	0	0	0	0
B3095	0.0%	0	0	0	0	0	0
Not as far as A303	9.1%	9	4	12	7	14	21

		Car + LGV Traffic Generation					
		AM Peak			PM Peak		
		Arrivals	Departures	Total	Arrivals	Departures	Total
A30/A350/B3081 Shaftesbury	%						
A350 (North)	6.7%	7	3	9	5	10	15
A350 (South)	16.0%	16	6	22	13	24	37
Not as far as Ivy Cross Roundabout	8.3%	8	3	11	7	13	19

		Car + LGV Traffic Generation					
		AM Peak			PM Peak		
		Arrivals	Departures	Total	Arrivals	Departures	Total
A30 / B3092 East Stour	%						
A30 (West)	4.9%	5	2	7	4	7	11
A30 (East)	0.0%	0	0	0	0	0	0
B3092 (South)	10.2%	10	4	14	8	15	24
Not as far as A30 / B3092 Crossroads	1.2%	1	0	2	1	2	3

		Car + LGV Traffic Generation					
		AM Peak			PM Peak		
		Arrivals	Departures	Total	Arrivals	Departures	Total
A303 / A350	%						
A303 (East)	2.6%	3	1	4	2	4	6
A350 (North)	2.4%	2	1	3	2	4	6
Not as far as A303 / A350	0.0%	0	0	0	0	0	0

Assignment - Kingsmead Business Park

		Car + LGV Traffic Generation					
		AM Peak			PM Peak		
		Arrivals	Departures	Total	Arrivals	Departures	Total
A303 / B3081 Leigh Common	%						
B3081 (West)	4.0%	2	1	3	0	2	3
A303 (West)	8.6%	5	2	7	1	5	6
Not as far as A303	0.0%	0	0	0	0	0	0

		Car + LGV Traffic Generation					
		AM Peak			PM Peak		
		Arrivals	Departures	Total	Arrivals	Departures	Total
A303 / B3092 Mere	%						
B3092 Crab Lane	4.5%	3	1	4	1	3	3
A303 (East)	0.0%	0	0	0	0	0	0
B3095	0.0%	0	0	0	0	0	0
Not as far as A303	9.1%	6	2	7	1	5	6

		Car + LGV Traffic Generation					
		AM Peak			PM Peak		
		Arrivals	Departures	Total	Arrivals	Departures	Total
A30/A350/B3081 Shaftesbury	%						
A350 (North)	6.7%	4	1	5	1	4	5
A350 (South)	16.0%	10	3	13	2	9	11
Not as far as Ivy Cross Roundabout	8.3%	5	2	7	1	5	6

		Car + LGV Traffic Generation					
		AM Peak			PM Peak		
		Arrivals	Departures	Total	Arrivals	Departures	Total
A30 / B3092 East Stour	%						
A30 (West)	4.9%	3	1	4	1	3	3
A30 (East)	0.0%	0	0	0	0	0	0
B3092 (South)	10.2%	6	2	8	1	6	7
Not as far as A30 / B3092 Crossroads	1.2%	1	0	1	0	1	1

		Car + LGV Traffic Generation					
		AM Peak			PM Peak		
		Arrivals	Departures	Total	Arrivals	Departures	Total
A303 / A350	%						
A303 (East)	2.6%	2	1	2	0	2	2
A350 (North)	2.4%	1	0	2	0	1	2
Not as far as A303 / A350	0.0%	0	0	0	0	0	0

Assignment - Neal's Yard Remedies, Peacemarch

		Car + LGV Traffic Generation					
		AM Peak			PM Peak		
		Arrivals	Departures	Total	Arrivals	Departures	Total
A303 / B3081 Leigh Common	%						
B3081 (West)	4.0%	1	0	1	0	1	1
A303 (West)	8.6%	2	1	2	0	1	2
Not as far as A303	0.0%	0	0	0	0	0	0

		Car + LGV Traffic Generation					
		AM Peak			PM Peak		
		Arrivals	Departures	Total	Arrivals	Departures	Total
A303 / B3092 Mere	%						
B3092 Crab Lane	4.5%	1	0	1	0	1	1
A303 (East)	0.0%	0	0	0	0	0	0
B3095	0.0%	0	0	0	0	0	0
Not as far as A303	9.1%	2	1	2	0	1	2

		Car + LGV Traffic Generation					
		AM Peak			PM Peak		
		Arrivals	Departures	Total	Arrivals	Departures	Total
A30/A350/B3081 Shaftesbury	%						
A350 (North)	6.7%	1	0	2	0	1	1
A350 (South)	16.0%	3	1	4	0	2	3
Not as far as Ivy Cross Roundabout	8.3%	2	1	2	0	1	1

		Car + LGV Traffic Generation					
		AM Peak			PM Peak		
		Arrivals	Departures	Total	Arrivals	Departures	Total
A30 / B3092 East Stour	%						
A30 (West)	4.9%	1	0	1	0	1	1
A30 (East)	0.0%	0	0	0	0	0	0
B3092 (South)	10.2%	2	1	3	0	2	2
Not as far as A30 / B3092 Crossroads	1.2%	0	0	0	0	0	0

		Car + LGV Traffic Generation					
		AM Peak			PM Peak		
		Arrivals	Departures	Total	Arrivals	Departures	Total
A303 / A350	%						
A303 (East)	2.6%	1	0	1	0	0	0
A350 (North)	2.4%	0	0	1	0	0	0
Not as far as A303 / A350	0.0%	0	0	0	0	0	0

HGV Traffic Generation					
AM Peak			PM Peak		
Arrivals	Departures	Total	Arrivals	Departures	Total
0	0	1	0	0	0
1	1	1	0	0	0
0	0	0	0	0	0

HGV Traffic Generation					
AM Peak			PM Peak		
Arrivals	Departures	Total	Arrivals	Departures	Total
0	0	1	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
1	1	1	0	0	0

HGV Traffic Generation					
AM Peak			PM Peak		
Arrivals	Departures	Total	Arrivals	Departures	Total
0	1	1	0	0	0
1	1	3	0	0	0
1	1	1	0	0	0

HGV Traffic Generation					
AM Peak			PM Peak		
Arrivals	Departures	Total	Arrivals	Departures	Total
0	0	1	0	0	0
0	0	0	0	0	0
1	1	2	0	0	0
0	0	0	0	0	0

HGV Traffic Generation					
AM Peak			PM Peak		
Arrivals	Departures	Total	Arrivals	Departures	Total
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

Assignment - Total

		Car + LGV Traffic Generation					
		AM Peak			PM Peak		
	%	Arrivals	Departures	Total	Arrivals	Departures	Total
A303 / B3081 Leigh Common							
B3081 (West)	4.0%	16	4	20	5	17	21
A303 (West)	8.6%	34	9	43	10	35	45
Not as far as A303	0.0%	0	0	0	0	0	0

		Car + LGV Traffic Generation					
		AM Peak			PM Peak		
	%	Arrivals	Departures	Total	Arrivals	Departures	Total
A303 / B3092 Mere							
B3092 Crab Lane	4.5%	18	5	23	5	19	24
A303 (East)	0.0%	0	0	0	0	0	0
B3095	0.0%	0	0	0	0	0	0
Not as far as A303	9.1%	36	10	46	11	37	48

		Car + LGV Traffic Generation					
		AM Peak			PM Peak		
	%	Arrivals	Departures	Total	Arrivals	Departures	Total
A30/A350/B3081 Shaftesbury							
A350 (North)	6.7%	27	7	34	8	28	35
A350 (South)	16.0%	64	17	81	19	66	85
Not as far as Ivy Cross Roundabout	8.3%	33	9	42	10	34	44

		Car + LGV Traffic Generation					
		AM Peak			PM Peak		
	%	Arrivals	Departures	Total	Arrivals	Departures	Total
A30 / B3092 East Stour							
A30 (West)	4.9%	20	5	25	6	20	26
A30 (East)	0.0%	0	0	0	0	0	0
B3092 (South)	10.2%	41	11	52	12	42	54
Not as far as A30 / B3092 Crossroads	1.2%	5	1	6	1	5	7

		Car + LGV Traffic Generation					
		AM Peak			PM Peak		
	%	Arrivals	Departures	Total	Arrivals	Departures	Total
A303 / A350							
A303 (East)	2.6%	11	3	13	3	11	14
A350 (North)	2.4%	10	3	12	3	10	13
Not as far as A303 / A350	0.0%	0	0	0	0	0	0

HGV Traffic Generation					
AM Peak			PM Peak		
Arrivals	Departures	Total	Arrivals	Departures	Total
1	1	2	0	0	0
2	2	4	0	0	0
0	0	0	0	0	0

HGV Traffic Generation					
AM Peak			PM Peak		
Arrivals	Departures	Total	Arrivals	Departures	Total
1	1	2	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
2	2	4	0	0	0

HGV Traffic Generation					
AM Peak			PM Peak		
Arrivals	Departures	Total	Arrivals	Departures	Total
1	2	3	0	0	0
3	4	7	1	0	1
2	2	4	0	0	0

HGV Traffic Generation					
AM Peak			PM Peak		
Arrivals	Departures	Total	Arrivals	Departures	Total
1	1	2	0	0	0
0	0	0	0	0	0
2	3	5	0	0	0
0	0	1	0	0	0

HGV Traffic Generation					
AM Peak			PM Peak		
Arrivals	Departures	Total	Arrivals	Departures	Total
1	1	1	0	0	0
0	1	1	0	0	0
0	0	0	0	0	0

Total Traffic Generation					
AM Peak			PM Peak		
Arrivals	Departures	Total	Arrivals	Departures	Total
17	5	22	5	17	22
36	11	47	10	35	46
0	0	0	0	0	0

Total Traffic Generation					
AM Peak			PM Peak		
Arrivals	Departures	Total	Arrivals	Departures	Total
19	6	25	5	19	24
0	0	0	0	0	0
0	0	0	0	0	0
38	12	50	11	37	48

Total Traffic Generation					
AM Peak			PM Peak		
Arrivals	Departures	Total	Arrivals	Departures	Total
28	9	37	8	28	36
68	21	88	19	66	85
35	11	46	10	34	44

Total Traffic Generation					
AM Peak			PM Peak		
Arrivals	Departures	Total	Arrivals	Departures	Total
21	6	27	6	20	26
0	0	0	0	0	0
43	13	56	12	42	54
5	2	7	2	5	7

Total Traffic Generation					
AM Peak			PM Peak		
Arrivals	Departures	Total	Arrivals	Departures	Total
11	3	15	3	11	14
10	3	13	3	10	13
0	0	0	0	0	0

APPENDIX G

Local Plan Allocated Sites Trics Outputs

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

VEHICLES

Selected regions and areas:

02	SOUTH EAST	
ES	EAST SUSSEX	1 days
HC	HAMPSHIRE	1 days
KC	KENT	2 days

Filtering Stage 2 selection:

Parameter: Gross floor area
Range: 2855 to 9000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/03 to 31/03/11

Selected survey days:

Tuesday	1 days
Thursday	3 days

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	2
Edge of Town	2

Selected Location Sub Categories:

Commercial Zone	1
Residential Zone	1
Built-Up Zone	2

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	4	5108	0.137	4	5108	0.000	4	5108	0.137
07:30 - 08:00	4	5108	0.480	4	5108	0.044	4	5108	0.524
08:00 - 08:30	4	5108	0.734	4	5108	0.059	4	5108	0.793
08:30 - 09:00	4	5108	0.852	4	5108	0.064	4	5108	0.916
09:00 - 09:30	4	5108	0.656	4	5108	0.073	4	5108	0.729
09:30 - 10:00	4	5108	0.294	4	5108	0.113	4	5108	0.407
10:00 - 10:30	4	5108	0.157	4	5108	0.147	4	5108	0.304
10:30 - 11:00	4	5108	0.113	4	5108	0.142	4	5108	0.255
11:00 - 11:30	4	5108	0.103	4	5108	0.113	4	5108	0.216
11:30 - 12:00	4	5108	0.098	4	5108	0.098	4	5108	0.196
12:00 - 12:30	4	5108	0.122	4	5108	0.284	4	5108	0.406
12:30 - 13:00	4	5108	0.191	4	5108	0.186	4	5108	0.377
13:00 - 13:30	4	5108	0.240	4	5108	0.186	4	5108	0.426
13:30 - 14:00	4	5108	0.113	4	5108	0.098	4	5108	0.211
14:00 - 14:30	4	5108	0.103	4	5108	0.088	4	5108	0.191
14:30 - 15:00	4	5108	0.113	4	5108	0.176	4	5108	0.289
15:00 - 15:30	4	5108	0.049	4	5108	0.210	4	5108	0.259
15:30 - 16:00	4	5108	0.073	4	5108	0.250	4	5108	0.323
16:00 - 16:30	4	5108	0.083	4	5108	0.480	4	5108	0.563
16:30 - 17:00	4	5108	0.059	4	5108	0.685	4	5108	0.744
17:00 - 17:30	4	5108	0.034	4	5108	0.798	4	5108	0.832
17:30 - 18:00	4	5108	0.039	4	5108	0.436	4	5108	0.475
18:00 - 18:30	4	5108	0.010	4	5108	0.171	4	5108	0.181
18:30 - 19:00	4	5108	0.005	4	5108	0.039	4	5108	0.044
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			4.858			4.940			9.798

Parameter summary

Trip rate parameter range selected:	2855 - 9000 (units: sqm)
Survey date date range:	01/01/03 - 31/03/11
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : D - INDUSTRIAL ESTATE
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	2 days
	WL WILTSHIRE	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
 Range: 5858 to 27687 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/03 to 30/11/09

Selected survey days:

Tuesday	2 days
Wednesday	1 days
Thursday	2 days

Selected survey types:

Manual count	4 days
Directional ATC Count	1 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	2
Free Standing (PPS6 Out of Town)	1

Selected Location Sub Categories:

Industrial Zone	4
Out of Town	1

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
 VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	1	5858	0.000	1	5858	0.000	1	5858	0.000
00:30 - 01:00	1	5858	0.000	1	5858	0.000	1	5858	0.000
01:00 - 01:30	1	5858	0.000	1	5858	0.000	1	5858	0.000
01:30 - 02:00	1	5858	0.000	1	5858	0.000	1	5858	0.000
02:00 - 02:30	1	5858	0.000	1	5858	0.000	1	5858	0.000
02:30 - 03:00	1	5858	0.000	1	5858	0.000	1	5858	0.000
03:00 - 03:30	1	5858	0.000	1	5858	0.000	1	5858	0.000
03:30 - 04:00	1	5858	0.000	1	5858	0.000	1	5858	0.000
04:00 - 04:30	1	5858	0.000	1	5858	0.000	1	5858	0.000
04:30 - 05:00	1	5858	0.000	1	5858	0.000	1	5858	0.000
05:00 - 05:30	1	5858	0.034	1	5858	0.000	1	5858	0.034
05:30 - 06:00	1	5858	0.034	1	5858	0.000	1	5858	0.034
06:00 - 06:30	1	5858	0.154	1	5858	0.051	1	5858	0.205
06:30 - 07:00	1	5858	0.171	1	5858	0.051	1	5858	0.222
07:00 - 07:30	5	10519	0.141	5	10519	0.065	5	10519	0.206
07:30 - 08:00	5	10519	0.335	5	10519	0.139	5	10519	0.474
08:00 - 08:30	5	10519	0.399	5	10519	0.106	5	10519	0.505
08:30 - 09:00	5	10519	0.498	5	10519	0.139	5	10519	0.637
09:00 - 09:30	5	10519	0.356	5	10519	0.162	5	10519	0.518
09:30 - 10:00	5	10519	0.226	5	10519	0.154	5	10519	0.380
10:00 - 10:30	5	10519	0.226	5	10519	0.198	5	10519	0.424
10:30 - 11:00	5	10519	0.196	5	10519	0.173	5	10519	0.369
11:00 - 11:30	5	10519	0.213	5	10519	0.211	5	10519	0.424
11:30 - 12:00	5	10519	0.194	5	10519	0.202	5	10519	0.396
12:00 - 12:30	5	10519	0.183	5	10519	0.264	5	10519	0.447
12:30 - 13:00	5	10519	0.173	5	10519	0.230	5	10519	0.403
13:00 - 13:30	5	10519	0.253	5	10519	0.224	5	10519	0.477
13:30 - 14:00	5	10519	0.253	5	10519	0.224	5	10519	0.477
14:00 - 14:30	5	10519	0.211	5	10519	0.232	5	10519	0.443
14:30 - 15:00	5	10519	0.164	5	10519	0.203	5	10519	0.367
15:00 - 15:30	5	10519	0.133	5	10519	0.173	5	10519	0.306
15:30 - 16:00	5	10519	0.160	5	10519	0.183	5	10519	0.343
16:00 - 16:30	5	10519	0.167	5	10519	0.264	5	10519	0.431
16:30 - 17:00	5	10519	0.135	5	10519	0.454	5	10519	0.589
17:00 - 17:30	5	10519	0.067	5	10519	0.504	5	10519	0.571
17:30 - 18:00	5	10519	0.053	5	10519	0.318	5	10519	0.371
18:00 - 18:30	5	10519	0.023	5	10519	0.152	5	10519	0.175
18:30 - 19:00	5	10519	0.023	5	10519	0.086	5	10519	0.109
19:00 - 19:30	1	5858	0.000	1	5858	0.034	1	5858	0.034
19:30 - 20:00	1	5858	0.000	1	5858	0.034	1	5858	0.034
20:00 - 20:30	1	5858	0.017	1	5858	0.017	1	5858	0.034
20:30 - 21:00	1	5858	0.017	1	5858	0.017	1	5858	0.034
21:00 - 21:30	1	5858	0.017	1	5858	0.000	1	5858	0.017
21:30 - 22:00	1	5858	0.017	1	5858	0.017	1	5858	0.034
22:00 - 22:30	1	5858	0.000	1	5858	0.000	1	5858	0.000
22:30 - 23:00	1	5858	0.000	1	5858	0.000	1	5858	0.000
23:00 - 23:30	1	5858	0.000	1	5858	0.000	1	5858	0.000
23:30 - 24:00	1	5858	0.000	1	5858	0.000	1	5858	0.000
Total Rates:			5.243			5.281			10.524

Parameter summary

Trip rate parameter range selected:	5858 - 27687 (units: sqm)
Survey date date range:	01/01/03 - 30/11/09
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
	SC SURREY	1 days
03	SOUTH WEST	
	CW CORNWALL	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
Range: 4000 to 5150 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/03 to 05/07/11

Selected survey days:

Tuesday	2 days
Wednesday	1 days

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town	3
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Selected Location Sub Categories:

Industrial Zone	1
No Sub Category	2

Filtering Stage 3 selection:

Use Class:

B8	3 days
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Population within 1 mile:

1,001 to 5,000	2 days
10,001 to 15,000	1 days

Population within 5 miles:

50,001 to 75,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	2 days

Filtering Stage 3 selection (Cont.):

Travel Plan:

No

3 days

LIST OF SITES relevant to selection parameters

- | | | | |
|---|----------------------------|--------------------------|---------------------|
| 1 | CW-02-F-01 | WAREHOUSING, TRURO | CORNWALL |
| | A390 | | |
| | THREEMILESTONE | | |
| | NEAR TRURO | | |
| | Edge of Town | | |
| | No Sub Category | | |
| | Total Gross floor area: | 5150 sqm | |
| | Survey date: TUESDAY | 18/09/07 | Survey Type: MANUAL |
| 2 | HC-02-F-01 | WAREHOUSING, SOUTHAMPTON | HAMPSHIRE |
| | MAURETANIA ROAD | | |
| | NURSLING INDUSTRIAL ESTATE | | |
| | SOUTHAMPTON | | |
| | Edge of Town | | |
| | Industrial Zone | | |
| | Total Gross floor area: | 4000 sqm | |
| | Survey date: WEDNESDAY | 21/11/07 | Survey Type: MANUAL |
| 3 | SC-02-F-04 | WAREHOUSING, CHERTSEY | SURREY |
| | PRETORIA ROAD | | |
| | CHERTSEY | | |
| | Edge of Town | | |
| | No Sub Category | | |
| | Total Gross floor area: | 4460 sqm | |
| | Survey date: TUESDAY | 27/11/07 | Survey Type: MANUAL |

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	3	4537	0.242	3	4537	0.059	3	4537	0.301
08:00 - 09:00	3	4537	0.345	3	4537	0.228	3	4537	0.573
09:00 - 10:00	3	4537	0.198	3	4537	0.206	3	4537	0.404
10:00 - 11:00	3	4537	0.118	3	4537	0.110	3	4537	0.228
11:00 - 12:00	3	4537	0.176	3	4537	0.147	3	4537	0.323
12:00 - 13:00	3	4537	0.162	3	4537	0.162	3	4537	0.324
13:00 - 14:00	3	4537	0.162	3	4537	0.191	3	4537	0.353
14:00 - 15:00	3	4537	0.220	3	4537	0.169	3	4537	0.389
15:00 - 16:00	3	4537	0.184	3	4537	0.235	3	4537	0.419
16:00 - 17:00	3	4537	0.132	3	4537	0.235	3	4537	0.367
17:00 - 18:00	3	4537	0.096	3	4537	0.242	3	4537	0.338
18:00 - 19:00	3	4537	0.007	3	4537	0.118	3	4537	0.125
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			2.042			2.102			4.144

Parameter summary

Trip rate parameter range selected: 4000 - 5150 (units: sqm)
 Survey date range: 01/01/03 - 05/07/11
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

Calculation Reference: AUDIT-236601-170619-0639

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : K - RETAIL PARK - EXCLUDING FOOD
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	SC SURREY	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

Secondary 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: 3500 to 4500 (units: sqm)
 Range Selected by User: 500 to 5000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/01 to 14/11/15

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:

Saturday 4 days

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

Selected survey types:

Manual count 4 days
 Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 4

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

Selected Location Sub Categories:

Commercial Zone 1
 Residential Zone 2
 Built-Up Zone 1

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

Secondary Filtering selection:

Use Class:

A1	4 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,000 or Less	1 days
125,001 to 250,000	2 days
250,001 to 500,000	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	2 days
1.1 to 1.5	1 days
1.6 to 2.0	1 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	4 days

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

PTAL Rating:

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

LIST OF SITES relevant to selection parameters

1	LC-01-K-05 MARINER'S WAY	RETAIL PARK	LANCASHIRE
	PRESTON		
	Suburban Area (PPS6 Out of Centre)		
	Commercial Zone		
	Total Gross floor area:	3500 sqm	
	Survey date: SATURDAY	08/10/11	Survey Type: MANUAL
2	NE-01-K-01 VICTORIA STREET NORTH	RETAIL PARK	NORTH EAST LINCOLNSHIRE
	GRIMSBY		
	Suburban Area (PPS6 Out of Centre)		
	Built-Up Zone		
	Total Gross floor area:	4243 sqm	
	Survey date: SATURDAY	07/06/14	Survey Type: MANUAL
3	SC-01-K-05 ORIENTAL ROAD	RETAIL PARK	SURREY
	MAYBURY		
	WOKING		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	4300 sqm	
	Survey date: SATURDAY	05/07/08	Survey Type: MANUAL
4	TW-01-K-02 MIDDLE ENGINE LANE	RETAIL PARK	TYNE & WEAR
	WILLINGTON		
	WALLSEND		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	4500 sqm	
	Survey date: SATURDAY	14/11/15	Survey Type: MANUAL

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

TRIP RATE for Land Use 01 - RETAIL/K - RETAIL PARK - EXCLUDING FOOD
VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	4400	0.227	2	4400	0.125	2	4400	0.352
08:00 - 09:00	4	4136	0.671	4	4136	0.284	4	4136	0.955
09:00 - 10:00	4	4136	2.158	4	4136	1.445	4	4136	3.603
10:00 - 11:00	4	4136	3.440	4	4136	2.714	4	4136	6.154
11:00 - 12:00	4	4136	5.229	4	4136	4.473	4	4136	9.702
12:00 - 13:00	4	4136	4.467	4	4136	4.588	4	4136	9.055
13:00 - 14:00	4	4136	4.818	4	4136	4.794	4	4136	9.612
14:00 - 15:00	4	4136	5.368	4	4136	5.205	4	4136	10.573
15:00 - 16:00	4	4136	5.041	4	4136	5.168	4	4136	10.209
16:00 - 17:00	4	4136	3.639	4	4136	4.534	4	4136	8.173
17:00 - 18:00	4	4136	1.983	4	4136	2.847	4	4136	4.830
18:00 - 19:00	4	4136	0.629	4	4136	1.384	4	4136	2.013
19:00 - 20:00	3	4100	0.106	3	4100	0.220	3	4100	0.326
20:00 - 21:00	1	4500	0.067	1	4500	0.111	1	4500	0.178
21:00 - 22:00	1	4500	0.156	1	4500	0.156	1	4500	0.312
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			37.999			38.048			76.047

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.

Parameter summary

Trip rate parameter range selected:	3500 - 4500 (units: sqm)
Survey date range:	01/01/01 - 14/11/15
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	4
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/K - RETAIL PARK - EXCLUDING FOOD

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	4400	0.011	2	4400	0.011	2	4400	0.022
08:00 - 09:00	4	4136	0.018	4	4136	0.012	4	4136	0.030
09:00 - 10:00	4	4136	0.018	4	4136	0.018	4	4136	0.036
10:00 - 11:00	4	4136	0.012	4	4136	0.012	4	4136	0.024
11:00 - 12:00	4	4136	0.060	4	4136	0.066	4	4136	0.126
12:00 - 13:00	4	4136	0.054	4	4136	0.054	4	4136	0.108
13:00 - 14:00	4	4136	0.042	4	4136	0.042	4	4136	0.084
14:00 - 15:00	4	4136	0.048	4	4136	0.048	4	4136	0.096
15:00 - 16:00	4	4136	0.060	4	4136	0.042	4	4136	0.102
16:00 - 17:00	4	4136	0.030	4	4136	0.048	4	4136	0.078
17:00 - 18:00	4	4136	0.012	4	4136	0.012	4	4136	0.024
18:00 - 19:00	4	4136	0.012	4	4136	0.012	4	4136	0.024
19:00 - 20:00	3	4100	0.000	3	4100	0.000	3	4100	0.000
20:00 - 21:00	1	4500	0.000	1	4500	0.000	1	4500	0.000
21:00 - 22:00	1	4500	0.000	1	4500	0.000	1	4500	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.377			0.377			0.754

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

Parameter summary

Trip rate parameter range selected:	3500 - 4500 (units: sqm)
Survey date range:	01/01/01 - 14/11/15
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	4
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/K - RETAIL PARK - EXCLUDING FOOD
OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	4400	0.011	2	4400	0.000	2	4400	0.011
08:00 - 09:00	4	4136	0.018	4	4136	0.024	4	4136	0.042
09:00 - 10:00	4	4136	0.000	4	4136	0.000	4	4136	0.000
10:00 - 11:00	4	4136	0.006	4	4136	0.000	4	4136	0.006
11:00 - 12:00	4	4136	0.006	4	4136	0.012	4	4136	0.018
12:00 - 13:00	4	4136	0.000	4	4136	0.000	4	4136	0.000
13:00 - 14:00	4	4136	0.000	4	4136	0.000	4	4136	0.000
14:00 - 15:00	4	4136	0.006	4	4136	0.006	4	4136	0.012
15:00 - 16:00	4	4136	0.030	4	4136	0.024	4	4136	0.054
16:00 - 17:00	4	4136	0.018	4	4136	0.024	4	4136	0.042
17:00 - 18:00	4	4136	0.000	4	4136	0.000	4	4136	0.000
18:00 - 19:00	4	4136	0.000	4	4136	0.000	4	4136	0.000
19:00 - 20:00	3	4100	0.000	3	4100	0.000	3	4100	0.000
20:00 - 21:00	1	4500	0.000	1	4500	0.000	1	4500	0.000
21:00 - 22:00	1	4500	0.000	1	4500	0.000	1	4500	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.095			0.090			0.185

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.

Parameter summary

Trip rate parameter range selected: 3500 - 4500 (units: sqm)
 Survey date range: 01/01/01 - 14/11/15
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 4
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 01 - RETAIL/K - RETAIL PARK - EXCLUDING FOOD
PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	4400	0.000	2	4400	0.000	2	4400	0.000
08:00 - 09:00	4	4136	0.000	4	4136	0.000	4	4136	0.000
09:00 - 10:00	4	4136	0.000	4	4136	0.000	4	4136	0.000
10:00 - 11:00	4	4136	0.000	4	4136	0.000	4	4136	0.000
11:00 - 12:00	4	4136	0.000	4	4136	0.000	4	4136	0.000
12:00 - 13:00	4	4136	0.000	4	4136	0.000	4	4136	0.000
13:00 - 14:00	4	4136	0.000	4	4136	0.000	4	4136	0.000
14:00 - 15:00	4	4136	0.000	4	4136	0.000	4	4136	0.000
15:00 - 16:00	4	4136	0.000	4	4136	0.000	4	4136	0.000
16:00 - 17:00	4	4136	0.000	4	4136	0.000	4	4136	0.000
17:00 - 18:00	4	4136	0.000	4	4136	0.000	4	4136	0.000
18:00 - 19:00	4	4136	0.000	4	4136	0.000	4	4136	0.000
19:00 - 20:00	3	4100	0.000	3	4100	0.000	3	4100	0.000
20:00 - 21:00	1	4500	0.000	1	4500	0.000	1	4500	0.000
21:00 - 22:00	1	4500	0.000	1	4500	0.000	1	4500	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.000			0.000			0.000	

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

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

Parameter summary

Trip rate parameter range selected:	3500 - 4500 (units: sqm)
Survey date date range:	01/01/01 - 14/11/15
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	4
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/K - RETAIL PARK - EXCLUDING FOOD
CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	4400	0.000	2	4400	0.000	2	4400	0.000
08:00 - 09:00	4	4136	0.006	4	4136	0.000	4	4136	0.006
09:00 - 10:00	4	4136	0.024	4	4136	0.012	4	4136	0.036
10:00 - 11:00	4	4136	0.018	4	4136	0.018	4	4136	0.036
11:00 - 12:00	4	4136	0.006	4	4136	0.018	4	4136	0.024
12:00 - 13:00	4	4136	0.024	4	4136	0.024	4	4136	0.048
13:00 - 14:00	4	4136	0.012	4	4136	0.006	4	4136	0.018
14:00 - 15:00	4	4136	0.036	4	4136	0.012	4	4136	0.048
15:00 - 16:00	4	4136	0.012	4	4136	0.012	4	4136	0.024
16:00 - 17:00	4	4136	0.006	4	4136	0.012	4	4136	0.018
17:00 - 18:00	4	4136	0.024	4	4136	0.048	4	4136	0.072
18:00 - 19:00	4	4136	0.000	4	4136	0.012	4	4136	0.012
19:00 - 20:00	3	4100	0.000	3	4100	0.000	3	4100	0.000
20:00 - 21:00	1	4500	0.000	1	4500	0.000	1	4500	0.000
21:00 - 22:00	1	4500	0.000	1	4500	0.000	1	4500	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.168			0.174			0.342	

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.

Parameter summary

Trip rate parameter range selected:	3500 - 4500 (units: sqm)
Survey date range:	01/01/01 - 14/11/15
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	4
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.

Calculation Reference: AUDIT-236601-170619-0613

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	HF HERTFORDSHIRE	1 days
03	SOUTH WEST	
	GS GLOUCESTERSHIRE	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	1 days

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

Secondary 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: Number of dwellings
 Actual Range: 30 to 180 (units:)
 Range Selected by User: 20 to 300 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/01 to 29/11/16

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

Selected survey days:

Monday	1 days
Tuesday	3 days
Friday	1 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	5
---------------------	---

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

Selected Location Sub Categories:

Residential Zone	4
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C3

5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	2 days
1.1 to 1.5	2 days

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

Travel Plan:

Not Known	1 days
No	4 days

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

PTAL Rating:

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

LIST OF SITES relevant to selection parameters

1	GS-03-A-01	SEMI D./TERRACED		GLOUCESTERSHIRE
	KINGSHOLM ROAD			
	KINGSHOLM			
	GLOUCESTER			
	Edge of Town Centre			
	No Sub Category			
	Total Number of dwellings:	73		
	Survey date: TUESDAY	25/05/04		Survey Type: MANUAL
2	HF-03-A-01	MIXED HOUSES		HERTFORDSHIRE
	LONGCROFT LANE			
	WELWYN GARDEN CITY			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	53		
	Survey date: FRIDAY	06/09/02		Survey Type: MANUAL
3	LN-03-A-04	DETACHED & SEMI -DETACHED		LINCOLNSHIRE
	EGERTON ROAD			
	LINCOLN			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	30		
	Survey date: MONDAY	29/06/15		Survey Type: MANUAL
4	NE-03-A-03	PRIVATE HOUSES		NORTH EAST LINCOLNSHIRE
	STATION ROAD			
	SCUNTHORPE			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	180		
	Survey date: TUESDAY	20/05/14		Survey Type: MANUAL
5	NY-03-A-12	TOWN HOUSES		NORTH YORKSHIRE
	RACECOURSE LANE			
	NORTHALLERTON			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	47		
	Survey date: TUESDAY	27/09/16		Survey Type: MANUAL

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

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

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	77	0.037	5	77	0.191	5	77	0.228
08:00 - 09:00	5	77	0.146	5	77	0.272	5	77	0.418
09:00 - 10:00	5	77	0.144	5	77	0.102	5	77	0.246
10:00 - 11:00	5	77	0.107	5	77	0.104	5	77	0.211
11:00 - 12:00	5	77	0.110	5	77	0.102	5	77	0.212
12:00 - 13:00	5	77	0.123	5	77	0.120	5	77	0.243
13:00 - 14:00	5	77	0.154	5	77	0.136	5	77	0.290
14:00 - 15:00	5	77	0.125	5	77	0.125	5	77	0.250
15:00 - 16:00	5	77	0.178	5	77	0.151	5	77	0.329
16:00 - 17:00	5	77	0.172	5	77	0.154	5	77	0.326
17:00 - 18:00	5	77	0.245	5	77	0.170	5	77	0.415
18:00 - 19:00	5	77	0.117	5	77	0.164	5	77	0.281
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		1.658			1.791			3.449	

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

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

Parameter summary

Trip rate parameter range selected: 30 - 180 (units:)
 Survey date range: 01/01/01 - 29/11/16
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

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

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	77	0.000	5	77	0.000	5	77	0.000
08:00 - 09:00	5	77	0.003	5	77	0.003	5	77	0.006
09:00 - 10:00	5	77	0.005	5	77	0.003	5	77	0.008
10:00 - 11:00	5	77	0.000	5	77	0.000	5	77	0.000
11:00 - 12:00	5	77	0.003	5	77	0.005	5	77	0.008
12:00 - 13:00	5	77	0.000	5	77	0.000	5	77	0.000
13:00 - 14:00	5	77	0.003	5	77	0.000	5	77	0.003
14:00 - 15:00	5	77	0.000	5	77	0.003	5	77	0.003
15:00 - 16:00	5	77	0.000	5	77	0.000	5	77	0.000
16:00 - 17:00	5	77	0.005	5	77	0.005	5	77	0.010
17:00 - 18:00	5	77	0.000	5	77	0.000	5	77	0.000
18:00 - 19:00	5	77	0.000	5	77	0.000	5	77	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.019			0.019			0.038

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.

Parameter summary

Trip rate parameter range selected: 30 - 180 (units:)
 Survey date range: 01/01/01 - 29/11/16
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

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

PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	77	0.000	5	77	0.000	5	77	0.000
08:00 - 09:00	5	77	0.000	5	77	0.000	5	77	0.000
09:00 - 10:00	5	77	0.000	5	77	0.000	5	77	0.000
10:00 - 11:00	5	77	0.000	5	77	0.000	5	77	0.000
11:00 - 12:00	5	77	0.000	5	77	0.000	5	77	0.000
12:00 - 13:00	5	77	0.000	5	77	0.000	5	77	0.000
13:00 - 14:00	5	77	0.000	5	77	0.000	5	77	0.000
14:00 - 15:00	5	77	0.000	5	77	0.000	5	77	0.000
15:00 - 16:00	5	77	0.000	5	77	0.000	5	77	0.000
16:00 - 17:00	5	77	0.000	5	77	0.000	5	77	0.000
17:00 - 18:00	5	77	0.000	5	77	0.000	5	77	0.000
18:00 - 19:00	5	77	0.000	5	77	0.000	5	77	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected:	30 - 180 (units:)
Survey date date range:	01/01/01 - 29/11/16
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	77	0.003	5	77	0.023	5	77	0.026
08:00 - 09:00	5	77	0.008	5	77	0.029	5	77	0.037
09:00 - 10:00	5	77	0.005	5	77	0.003	5	77	0.008
10:00 - 11:00	5	77	0.010	5	77	0.008	5	77	0.018
11:00 - 12:00	5	77	0.008	5	77	0.008	5	77	0.016
12:00 - 13:00	5	77	0.005	5	77	0.005	5	77	0.010
13:00 - 14:00	5	77	0.005	5	77	0.005	5	77	0.010
14:00 - 15:00	5	77	0.008	5	77	0.013	5	77	0.021
15:00 - 16:00	5	77	0.021	5	77	0.010	5	77	0.031
16:00 - 17:00	5	77	0.008	5	77	0.008	5	77	0.016
17:00 - 18:00	5	77	0.023	5	77	0.008	5	77	0.031
18:00 - 19:00	5	77	0.013	5	77	0.005	5	77	0.018
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.117			0.125			0.242

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.

Parameter summary

Trip rate parameter range selected: 30 - 180 (units:)
 Survey date date range: 01/01/01 - 29/11/16
 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.

APPENDIX H

Tempo Traffic Growth Calculations

ITB4057 - Gillingham SSA

TEMPRO Growth Rates

2016-2021

	AM	PM
	Urban	Urban
North Dorset 001	1.0328	1.0295

	Base HH	Future HH	Difference	Base Jobs	Future Jobs	Difference
North Dorset 001	3587	3587	0	4173	4173	0

2016-2024

	AM	PM
	Urban	Urban
North Dorset 001	1.0593	1.0557

	Base HH	Future HH	Difference	Base Jobs	Future Jobs	Difference
North Dorset 001	3587	3587	0	4173	4173	0

2016-2027

	AM	PM
	Urban	Urban
North Dorset 001	1.0722	1.0685

	Base HH	Future HH	Difference	Base Jobs	Future Jobs	Difference
North Dorset 001	3587	3587	0	4173	4173	0

2016-2031

	AM	PM
	Urban	Urban
North Dorset 001	1.0812	1.0774

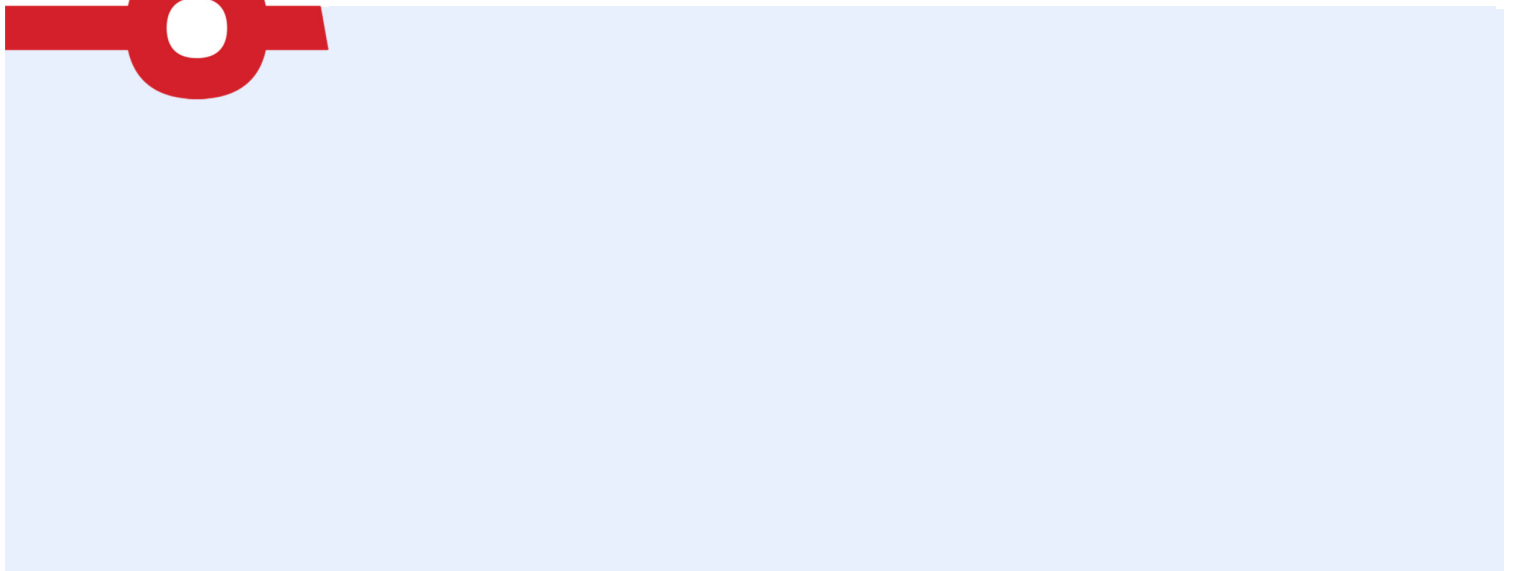
	Base HH	Future HH	Difference	Base Jobs	Future Jobs	Difference
North Dorset 001	3587	3587	0	4173	4173	0

APPENDIX I

Gillingham S-Paramics Traffic Model – Do Minimum Model Development Report



GILLINGHAM S-PARAMICS DO MINIMUM MODEL



SYSTRA

GILLINGHAM STRATEGIC SITE ALLOCATION, NORTH DORSET

GILLINGHAM S-PARAMICS MODEL

IDENTIFICATION TABLE

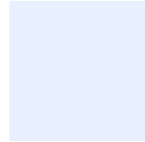
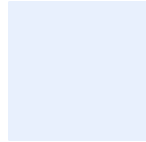
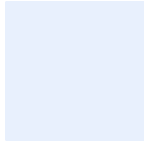
Client/Project owner	i-Transport LPP
Project	Gillingham Strategic Site Allocation, North Dorset
Study	Gillingham S-Paramics model
Type of document	Do Minimum model Development Report
Date	14/08/17
File name	Gillingham S-Paramics Do Minimum Report_Rev01.docx
Reference number	GB01T17B49_DM
Number of pages	19

APPROVAL

Version	Name		Position	Date	Modifications
1	Author	Jiri Paukrt	Principal Consultant	30/08/17	
	Checked by	Chris Shaw	Associate Transportation Engineer	31/08/17	
	Approved by	Chris Shaw	Associate Transportation Engineer	31/08/17	
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	Checked by			DD/MM/YY	
	Approved by			DD/MM/YY	

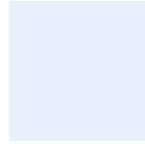
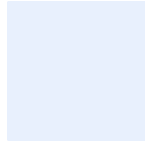
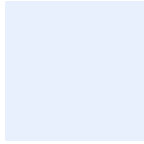
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1. INTRODUCTION

A Transport Assessment of the Gillingham Strategic Site Allocation (SSA) has been prepared by i-Transport LLP (i-Transport) on behalf of the South Gillingham Consortium.

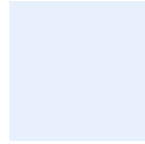
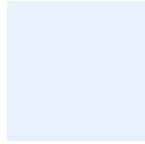
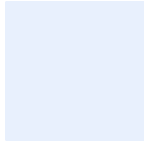
This development is expected to bring forward up to 1,800 dwellings and associated social and physical infrastructure.

SIAS Limited (SIAS), now SYSTRA Limited (SYSTRA), was commissioned by the South Gillingham Consortium to update the 2012 S-Paramics Microsimulation model of the B3081 Shaftesbury Road/B3092 Le Neubourg Way corridor and Gillingham town centre to reflect traffic and network conditions in 2016.

The development of the 2016 Base model and details of the calibration and validation are discussed in Gillingham S-Paramics Base Model Validation Report (SYSTRA Ref. GB01T17B49_2, April 2017).

The 2016 Base model has been agreed by Dorset County Council (DCC), as local highway authority, as being an accurate representation of the existing traffic and network conditions in 2016 for the weekday morning and evening peak periods. The 2016 Base model, as detailed in the Model Validation Report, April 2017, has been carried through and used to create the Do-Minimum models.

This Report will discuss the development of the Do-Minimum models for forecast years of 2021, 2024, 2027 and 2031, taking into account committed developments, background traffic growth and peak spreading.



2. DO-MINIMUM DEVELOPMENT

To determine design year traffic flows for the various Do-Minimum reference case models, allowance needs to be made for appropriate background traffic growth in addition to the traffic generated by committed development. Committed infrastructure improvements also need to be taken into account. This is set out in the following sections.

For the purposes of this analysis, the likely effect of peak spreading has also been taken into account.

3. COMMITTED DEVELOPMENTS

North Dorset District Council (NDDC) has provided details of the committed developments to be included in the Do-Minimum model. These are the developments in the area with a valid planning permission that were not built out at the time of the traffic surveys. The committed developments reflected in the Do-Minimum models are as follows:

- Kingsmead Business Park, Gillingham
- Residential Development at Land off Barnaby Mead, Bay, Gillingham
- Residential development at Land at East Shaftesbury
- Residential development at the Land to the west of A350 Littledown, Shaftesbury
- Residential Development adjacent to Wincombe Business Park
- Residential Development at Hill Brush Factory Site, Woodlands Road, Mere

3.1 Development Completion

In order to undertake a robust assessment, it has been assumed that all committed developments will be fully completed by 2021. As a result, all Do-Minimum models (2021, 2024, 2027 and 2031) contain the same amount of committed development traffic.

3.2 Trip Generation

The traffic generated from each committed development has been assigned to the local highway network in accordance with the agreed analysis in the supporting highways and transport work which was submitted as part of the planning application for each site and has previously been agreed with Dorset County Council (DCC).

In order to be included in the S-Paramics model, the peak hour traffic generation has been expanded to represent peak period trips (07:00-10:00 and 16:00-19:00). The expansion factors used to expand the peak hour trip numbers have been calculated for each development using the TRICS data provided in the relevant Transport Assessments.

3.3 Release Profiles

The release profiles for the committed developments were based on the Base model profiles.

This approach was necessary as it was required that the committed developments are subjected to the peak spreading procedure.

The peak spreading procedure is dependent on robust cost data (travel times), which can only be achieved if the release profile is associated with a large number of vehicles.

Developing individual release profiles for each committed development would result in a very small number of vehicles associated with each 5-minute interval and the resultant cost wouldn't be robust enough for the peak spreading procedure to be run.

3.4 Vehicle Types

All trips generated by the committed developments were assumed to be light vehicles (car and LGV trips) and have been added to the matrix level 1 (cars and LGVs).

3.5 Trip Distribution

The traffic generated from each committed development has been distributed to the S-Paramics zoning system in accordance with the relevant Transport Assessment.

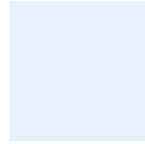
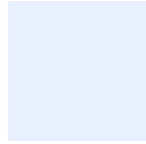
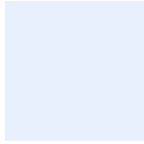
Beyond the coverage of the defined distribution contained within each Transport Assessment, vehicle movements have been assigned to relevant zones in the model using the Base model distributions.

3.6 Resultant Committed Development Trip Totals

The total number of committed development trips is shown in Table 3.1.

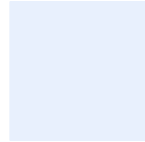
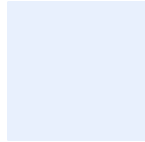
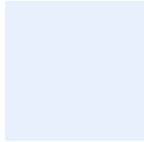
Table 3.1 : Committed Development Trips

Development	Direction	AM (08-09)	PM (17-18)	AM (07-10)	PM (16-19)
Kingsmead Bussiness Park, Gillingham	Arr.	44	34	91	96
	Dep.	44	34	123	78
Res. Development at Barnaby Mead, Bay, Gillingham	Arr.	8	18	21	45
	Dep.	18	9	43	24
Res. Development at Land at East Shaftesbury	Arr.	11	11	32	27
	Dep.	11	11	24	36
Res. Development at Land to the west of A350 Littledown	Arr.	12	37	38	92
	Dep.	43	19	90	54
Res. Development adjacent to Wincombe Business Park	Arr.	4	11	11	29
	Dep.	12	7	26	19
Res. Development at Hill Brush Factory Site, Mere	Arr.	11	40	6	16
	Dep.	43	24	14	9
Total		261	255	518	524



4. COMMITTED INFRASTRUCTURE

In agreement with DCC, there are no committed transport infrastructure improvements that are associated with a consented development or which have secured 100% public funding for its delivery which need to be taken account of in the assessment and therefore no changes to the Base model network were undertaken and the network in all Do-Minimum models is identical with the Base model.



5. ZONING SYSTEM

The loading points for the committed developments are listed below:

- Kingsmead Business Park, Gillingham – Zone 2
- Residential Development at Land off Barnaby Mead, Bay, Gillingham – Zone 36
- Residential development at Land at East Shaftesbury – Zone 1
- Residential development at the Land to the west of A350 Littledown – Zone 1
- Residential Development adjacent to Wincombe Business Park – Zone 1
- Residential Development at Hill Brush Factory Site, Mere – Zone 21

No changes to the Base model zoning system were required and the zoning system in all Do-Minimum models is identical with the Base model.

6. BACKGROUND TRAFFIC GROWTH

The first future year is the initial opening year of the development, which is assumed to be the year when the first part of the development is open for occupation. For the purposes of the Transport Assessment, the opening year of the development is assumed to be 2021. The second future year is the assessment of a future horizon period at the end of the Local Plan review period of 2031.

In addition to the main future years, based on the likely number of completions per annum given a 2021 opening year, 2024 has been identified as the likely year for the delivery of the on-line highway improvements on the B3081/B3092 corridor and 2027 has been identified as the likely year for the delivery of the Principal Street.

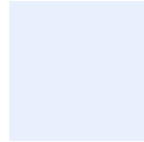
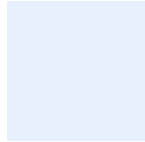
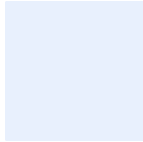
Factors to allow for background traffic growth from 2016 (the year the traffic surveys were undertaken) to the various reference case years have been derived from the National Transport Model (NTM) with adjustments made for local factors derived from the TEMPRO database for the North Dorset 001 MSOA, which includes Gillingham, using the NTM v7.2 dataset.

The resultant background traffic growth factors are consistent with the transport assessment and are shown in Table 6.1.

Table 6.1 : Background Traffic Growth Factors

Period	AM Peak	PM Peak
2016 – 2021	1.0328	1.0295
2016 – 2024	1.0593	1.0557
2016 – 2027	1.0722	1.0685
2016 – 2031	1.0812	1.0774

These growth factors have been applied to all movements included within the Base model across all vehicle types.



7. PEAK SPREADING

7.1 Overview

7.1.1 Peak spreading

It is common experience in congested networks, that when demand grows the peak in demand tends to occupy a longer time. The peak is unable to grow higher for lack of capacity, so additional demand is accommodated in the shoulders of the peak. This effect is known to modellers as “micro time period choice” but more commonly as “peak spreading”.

It has been agreed with DCC that making an allowance for the effect of peak spreading on the network is appropriate in order to present a more realistic picture of the future traffic conditions that could be expected on the network.

7.1.2 Application in S-Paramics

The peak spreading procedure adopted to develop Do-Minimum models uses an incremental logit model (ref. DMRB Vol. 12, Section 2, Part 1, Appendix F) where changes in travel time govern the spread of demand over the model period.

The peak spreading procedure shifts demand to earlier or later times by modifying S-Paramics release profiles.

The peak spreading procedure iterates between demand calculations and S-Paramics simulations. Convergence criteria are used to determine when the solution is close enough to equilibrium.

7.1.3 Modelling approach

The peak spreading procedure applied in Gillingham is based on pivoting from the 2016 Base model to the 2021, 2024, 2027 and 2031 Do-Minimum models.

7.2 Profiles affected by peak spreading

There are seven profiles in the Gillingham S-Paramics model, each controlling a different trip purpose. All profiles included in the Base model together with the amount of traffic controlled by each profile are shown in Table 7.1.

Table 7.1 : Amount of Traffic Controlled by Individual Profiles

Profile	Name	AM	PM
Profile 1	Into Gillingham	65%	64%
Profile 2	To supermarket	14%	14%
Profile 3	From supermarket	8%	15%
Profile 4	To Gillingham Secondary School	7%	3%
Profile 5	From Gillingham Secondary School	3%	4%
Profile 6	Flat (applies to HGV vehicles)	3%	1%

Only the profiles 1, 2 and 3 were subjected to peak spreading, the other profiles were kept fixed. This was to reflect the fact that realistically not all trips are likely to consider micro time period shifts.

7.3 Sensitivity and Realism Testing

Guidance in WebTAG Unit M2: Variable Demand modelling (WebTAG) requires that the sensitivity and realism testing is undertaken before the variable demand model is used in predictions.

The required sensitivity and realism testing was undertaken with the 2031 Do-Minimum model. This model represents the worst case scenario in terms of congestions and therefore it was considered appropriate to use this model to identify any potential over-sensitivity of the peak spreading procedure.

The sensitivity of peak spreading is controlled by lambda values. WebTAG doesn't recommend any illustrative lambda values for peak spreading, but it gives illustrative values for distribution demand response and it also suggests that peak spreading is more sensitive than the distribution demand response.

As a sensitivity test WebTAG recommends undertaking sensitivity test with lambda values increased by 50%.

Based on this information the lambda parameters listed in Table 7.2 were used to test sensitivity and realism of the peak spreading procedure.

Table 7.2 : Peak Spreading Sensitivity Parameters

Test	Sensitivity	Lambda (Profile 1)	Lambda (Profile 2&3)	Comment
Test 1	Low	-0.065	-0.090	Median illustrative value for distribution demand response
Test 2	Medium	-0.113	-0.160	Maximum illustrative value for distribution demand response
Test 3	High	-0.170	-0.240	Maximum illustrative value +50%

7.3.1 Changes in release profiles

The effect of the peak spreading procedure on the total number of vehicles released within the peak hour period is shown in Table 7.3.

Table 7.3 : Effects of Peak Spreading on Peak Hour Demand (trips)

Peak Hour	2016 Base	2031 DM	2031 Low Sensitivity	2031 Med Sensitivity	2031 High Sensitivity
AM (08:00-09:00)	3,710	4,200	4,151	4,098	4,070
PM (17:00-18:00)	3,613	4,072	3,958	3,901	3,879

Table 7.3 demonstrates that all 3 tests lead to a reduction of the peak hour demand, which is in line with the general expectation.

7.3.2 Changes in travel time

The effects of the peak spreading procedure on the average travel time are demonstrated in Table 7.4.

Table 7.4 : Effects of Peak Spreading on Average Travel Time (s)

Period	2016 Base	2031 DM	2031 Low Sensitivity	2031 Med Sensitivity	2031 High Sensitivity
AM (07:00-10:00)	180	228	225	219	212
PM (16:00-19:00)	174	211	207	202	200

As shown in Table 7.4 all 3 tests lead to a reduction of average travel time, which is in line with the general expectation.

7.3.3 Realism Testing

The acceptability of the model's responses is determined by its demand elasticity.

The demand elasticities of the 2031 Do-Minimum sensitivity tests are shown in Table 7.5.

Table 7.5 : Realism Testing Demand Elasticity

Period	Low sensitivity	Medium sensitivity	High sensitivity
AM (07:00-10:00)	1.5	2.0	2.5
PM (16:00-19:00)	0.3	0.4	0.4

WebTAG recommends that the demand elasticity should not be stronger than -2.0. This requirement is met in the Tests 1 and 2. The Test 3 shows strong elasticity in the beginning of the AM time period, which indicates that the procedure is probably too sensitive and it is shifting too much demand to the early time segments.

Based on the results of the sensitivity and realism testing and based on the advice given in WebTAG regarding the relative strengths of individual demand responses it appears that the parameters from the Test 02 – Medium sensitivity represent the best available estimate of the lambda values for modelling peak spreading. These parameters were used to undertake peak spreading in all modelled scenarios (2021, 2024, 2027, 2031).

7.4 Convergence

The peak spreading procedure iterates between demand calculations and S-Paramics simulations. As with all such iterative processes, equilibrium is not found exactly but convergence criteria are used to determine when the solution is considered to be close enough to equilibrium. As convergence criteria was used the relative GAP indicator.

The following parameters were used to achieve what was considered to be an acceptable level of convergence:

- Convergence algorithm – Fixed Step Length algorithm was used. Based on experience with application of S-Paramics simulation within variable demand modelling framework, this algorithm is the most efficient in achieving acceptable convergence levels
- Number of iterations – in total 10 iterations of the peak spreading procedure were undertaken
- Number of runs – within each iteration 20 S-Paramics simulations were undertaken

WebTAG recommends that ideally, the relative GAP of 0.2% or less should be achieved.

The relative GAP achieved in each scenario is shown in Table 7.6.

Table 7.6 : Convergence of Peak Spreading Procedure (Relative GAP in %)

Forecast Year	AM	PM
2021	0.55%	0.53%
2024	0.51%	0.50%
2027	0.52%	0.53%
2031	0.79%	0.65%

The ideal 0.2% GAP was not achieved in any of the tests. However, when assessing the achieved level of convergence, the following should be considered:

- WebTAG guidance on variable demand modelling is written almost exclusively with strategic macroscopic models in mind. By their very nature it would be expected that congested micro-simulation models will contain more variability/noise and therefore that the achieved level of convergence will not be as good as the level achieved with macroscopic models
- WebTAG guidance on variable demand modelling doesn't focus on peak spreading but rather on other demand responses such as distribution and mode choice, which are less sensitive than peak spreading. Peak spreading is the most sensitive demand response in the variable demand framework and it can be expected that the level of convergence will be worse than the level achieved with other demand responses
- WebTAG guidance is largely focused on ensuring that suitable convergence is achieved such that model noise does not unduly skew the outcome of any economic assessment undertaken using the model. The study being undertaken here is concerned with assessing the operational performance of the network under forecast conditions rather than the production of an economic assessment to justify a given scheme

Based on the comments above it is considered that the level of convergence achieved is acceptable for the purpose to which the model is being applied.

8. NETWORK PERFORMANCE

This section shows a comparison of traffic conditions between the Base and the Do-Minimum models. These comparisons are based on averages across twenty model runs for each time period.

8.1 General Network Statistics

Table 8.1 shows the total number of trips in the Base and Do-Minimum models. The comparison shows an increase in number of trips as a result of the committed developments and background traffic growth introduced in the Do-Minimum models

Table 8.1 : Total Number of Trips

Period	2016 Base	2021 DM	2024 DM	2027 DM	2031 DM
AM (07:00-10:00)	8,733	9,473	9,701	9,828	9,890
PM (16:00-19:00)	9,381	10,120	10,381	10,492	10,571

Tables 8.2 and 8.3 show the total travel time in hours and distance in kilometres in the Base and Do-Minimum models. The comparison show an increase in both travel time and distance in the Do-Minimum models, which is a result of the increased amount of traffic and consequently increased congestion in the Do-Minimum models.

Table 8.2 : Total Travel Time (hours)

Period	2016 Base	2021 DM	2024 DM	2027 DM	2031 DM
AM (07-10)	453	562	605	612	623
PM (16-19)	461	547	563	585	612

Table 8.3 : Total Distance Travelled (km)

Period	2016 Base	2021 DM	2024 DM	2027 DM	2031 DM
AM (07-10)	13,388	14,683	15,022	15,222	15,317
PM (16-19)	14,263	15,577	15,974	16,145	16,268

Table 8.4 shows an average speed in mph in the Base and Do-Minimum models. The comparison shows a decrease in average speed as a result of the increased congestion in the Do-Minimum models.

Table 8.4 : Average Speed (mph)

Period	2016 Base	2021 DM	2024 DM	2027 DM	2031 DM
AM (07-10)	18.35	16.24	15.43	15.46	15.29
PM (16-19)	19.22	17.70	17.64	17.16	16.53

8.2 Do-Minimum Journey Time Routes

Journey times were extracted for the key routes in the model. The comparisons between the Base and Do-Minimum models are shown in Tables 8.5 and 8.6.

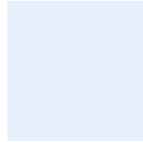
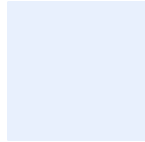
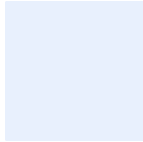
Table 8.5 : Journey Times (s) for AM Peak Period (08:00-09:00)

Route	2016 Base	2021 DM	2024 DM	2027 DM	2031 DM
Shaftesbury Rd/Fern Brook Lane - New Rd/Newbury	297	447	491	483	501
New Rd/Newbury - Shaftesbury Rd/Fern Brook Lane	94	95	95	95	95
Cole St Ln/B3092 - New Rd/Newbury	187	207	211	231	205
New Rd/Newbury - Cole St Ln/B3092	94	95	95	95	95
New Rd/Newbury - B3092/Queen St (via Le Neubourg W.)	153	153	154	157	157
B3092/Queen St - New Rd/Newbury (via Le Neubourg W.)	203	215	218	220	222

Table 8.6 : Journey Times (s) for PM Peak Period (17:00-18:00)

Route	2016 Base	2021 DM	2024 DM	2027 DM	2031 DM
Shaftesbury Rd/Fern Brook Lane - New Rd/Newbury	207	365	328	378	420
New Rd/Newbury - Shaftesbury Rd/Fern Brook Lane	87	91	91	90	91
Cole St Ln/B3092 - New Rd/Newbury	146	147	161	157	167
New Rd/Newbury - Cole St Ln/B3092	93	93	93	93	93
New Rd/Newbury - B3092/Queen St (via Le Neubourg W.)	162	163	166	165	167
B3092/Queen St - New Rd/Newbury (via Le Neubourg W.)	186	190	191	194	198

The comparisons show a significant increase in journey times along Shaftesbury Rd in the northbound direction (between the Shaftesbury Rd/Fern Brook Lane roundabout and the New Rd/Newbury junction) in the 2021 reference case scenario compared with the 2016 base situation as result of the impacts of committed development traffic and background traffic growth.



9. SUMMARY

The 2016 Base model has been agreed by Dorset County Council (DCC), as local highway authority, as being an accurate representation of the existing traffic and network conditions in 2016 for the weekday morning and evening peak periods. The 2016 Base model, as detailed in the Base Model Validation Report, April 2017, has been carried through and used to create the Do-Minimum models.

The Do-Minimum models are based on the same zoning system, vehicle types, road hierarchy, and route choice parameters as set out in the Base Model Validation Report.

The network in all Do-Minimum models is identical with the Base model as there are no committed transport infrastructure improvements that are associated with a consented development or which have secured 100% public funding.

The Do-Minimum demands were generated using appropriate background traffic growth in addition to the traffic generated by committed development. The traffic generated from each committed development has been assigned to the local highway network using a combination of the previously agreed analysis included in relevant Transport Assessments and using distributions taken from the 2016 Base model.

In agreement with Dorset County Council the peak spreading procedure was applied to all Do-Minimum models, with profiles 1, 2 and 3 subjected to peak spreading. The sensitivity and realism testing was undertaken with the 2031 Do-Minimum model following the advice given in WebTAG Unit M2: Variable Demand modelling. The resultant control parameters were then applied to all Do-Minimum models.

The Do-Minimum models show increase in congestion in the 2021 reference case scenario compared with the 2016 base situation as result of the impacts of committed development traffic and background traffic growth. This is reflected in an overall decrease in average speed and increase in journey times, in particular at Shaftesbury Rd in the northbound direction.