

2<sup>nd</sup> & 3<sup>rd</sup> Floors | Northgate House | Upper Borough Walls | Bath | BA1 1RG  
TELEPHONE : 0117 937 4077

PROJECT TITLE Welwyn Garden City - North Site

DRAWING TITLE Swept Path Analysis - Turning Head Drop Off Large Car

DATE Oct 2020

SCALE 1:500 AT A4

STATUS

DRAWN JPB

CHECKED RF

APPROVED RF

DRG SIZE

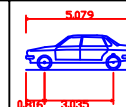
A4

DRAWING NUMBER

SK401

REV

-



Large Car (2006)  
Overall Length 5.079m  
Overall Width 1.972m  
Overall Body Height 1.525m  
Min. Body Ground Clearance 0.310m  
Max. Track Width 1.831m  
Lock to lock time 4.00s  
Kerb to Kerb Turning Radius 5.900m



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TELEPHONE : 0117 937 4077

PROJECT TITLE Welwyn Garden City - North Site

DRAWING TITLE Swept Path Analysis - Refuse Servicing (West)

DATE Oct 2020

SCALE 1:1000 AT A4

STATUS

DRAWN

JPB

CHECKED RF

APPROVED RF

DRG SIZE

A4

DRAWING NUMBER

SK 402

REV

-





2<sup>nd</sup> & 3<sup>rd</sup> Floors | Northgate House | Upper Borough Walls | Bath | BA1 1RG  
TELEPHONE : 0117 937 4077

PROJECT TITLE Welwyn Garden City - North Site

DRAWING TITLE Swept Path Analysis - Refuse Servicing (East)

DATE Oct 2020

SCALE 1:1000 AT A4

STATUS

DRAWN

JPB

CHECKED RF

APPROVED RF

DRG SIZE

A4

DRAWING NUMBER

SK403

REV

-





# Appendix G

## Brompton Bike Hire proposal

# BROMPTON BIKE HIRE



## Brompton Bike Hire Proposal for Welwyn Garden City



# BROMPTON BIKE HIRE



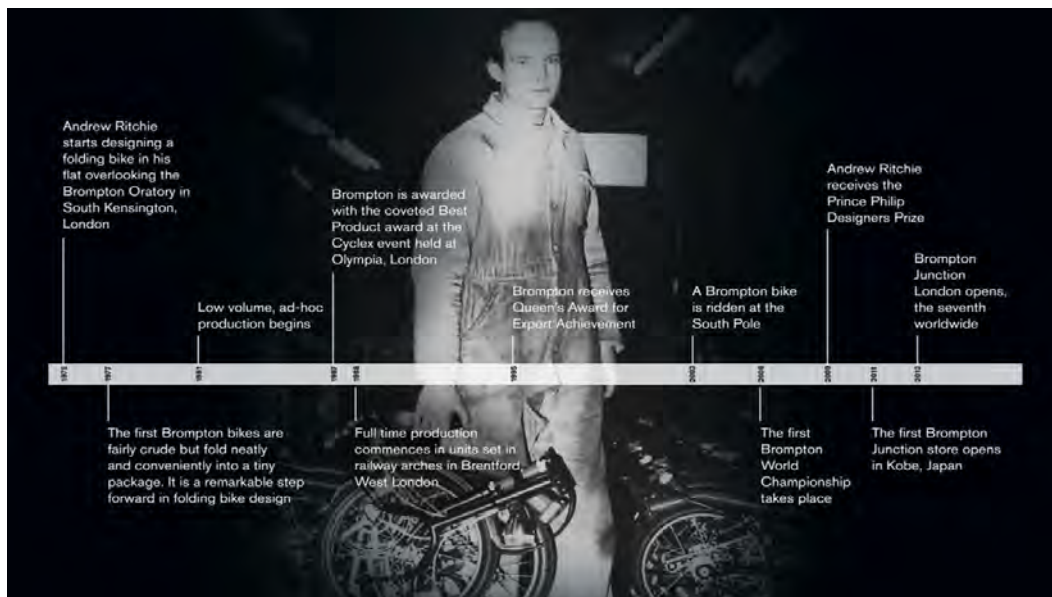
## Introduction and Ambition

An area of Welwyn Garden city will shortly be undergoing a major redevelopment. Part of this redevelopment includes the iconic Shredded Wheat Factory.

Brompton have been asked by Entran to explore how the Brompton Bike Hire system could be added to a Community Cycle Hub. The development is situated close to Welwyn Garden City Train station making a cycle hub a great facility both for the residents of the development, but also the wider community. The inclusion of the Brompton bike hire solution appears logical close to the station. The Brompton bike is welcome on all trains due to its ability to fold, meaning a hire scheme enabling residents of the development to use the bikes for the first/last mile of their commute would appear ideal.

## Background – Brompton Bikes

Brompton is the largest manufacturer of bikes in the UK and was founded in 1976 by British Inventor Andrew Ritchie. Since their launch, Brompton Bikes have received countless awards including the coveted Queens Award for export. Brompton continues to grow, and the bikes are now sold in 44 countries around the world.



## Background - Brompton Bike Hire

Brompton Bike Hire was founded in 2011 after repeated demand by our customer base. Since then, Brompton Bike Hire has established itself as a unique proposition due to its physical ability to integrate with other modes of transport as well as operate in locations where neither Bike Share nor traditional Bike Hire is viable. Brompton Bike Hire has 55 bike hire locations across the UK.

## The Brompton Bike Hire Solution



Brompton Bike Hire is a compact, innovative and cost-effective automated bike hire scheme utilising the iconic Brompton folding bicycle.

The dock can accommodate 8 bikes in standard form and can be expanded in pods of 4 to accommodate up to 32 bikes. This means it is possible to start small and then grow to meet demand as it increases.

Power can either be via a solar panel or a mains connection depending on location. Planning permission is not normally required as the dock is classed as temporary structure. Installation is quick and simple. Should it be required, relocation is easy.

Members of the Brompton Bike Hire scheme create a reservation to hire or return a bike using a Smartphone app or on-line. Access to the dock is via an ATM style keypad and screen. Hire charges are a flat rate per 24 hours and a member can hire from one location, return to a different location and keep the bike for as long as they wish.

Bikes are manufactured with Partner's chosen branding and logos, which is included in the cost. Maintenance is exclusively carried out by Brompton accredited mechanics.

Brompton Dock Specifications - Brompton Dock is available in numerous configurations:

	8 Bay	12 Bay	16 Bay to Back	16 bays in line
Width (mm)	2120	3206	2120	4292
Height (mm)	2082	2982	2082	2082
Depth (mm) (Doors open / Closed)	1211 / 783	1211 / 783	2422 / 1566	1211 / 783
Weight without bikes (kg)	580	850	1025	1115
Weight with bikes (kg)	680	1000	1225	1315

# BROMPTON BIKE HIRE



## Customer Pricing

Despite being recognised as the premium brand of bike hire, Brompton Bike Hire is one of the cheapest ways for someone to hire a bike. For a frequent user, the daily fee is £3.50 or £6.50 for a casual user.

This compares to an average £5.00 per day for frequent users of docked bike share schemes and £10 for casual users. Even renting a bike at a local bike store will typically cost around £10/day.

Brompton Bike Hire keep our prices down as we passionately believe that our bikes should be constantly in use, rather than lined up along the side of a road. Our pricing is therefore designed to encourage the community to temporarily own a Brompton.

	Annual Fee	Daily Hire Charge
Frequent	£25.00	£3.50
Leisure	£5.00	£6.50

## Brompton Interoperability

Most modes of transport start the conversation about Interoperability with ways to integrate ticketing solutions and tend to focus on portals. The Brompton Bike is physically interoperable as, being a folding bike, it is welcomed in/on most other modes of transport. The Brompton Bike is the only folding bike nationally available for rent.

When considering a cycling solution for Welwyn Garden City this feature of the scheme would appear especially relevant since the development will naturally attract commuters into London who are likely to want to cycle at both ends of their journey.



## Copley Close Case Study

Copley Close is a mixed housing development in West London including social and affordable housing in addition to full price properties. It is recognised that whilst low income residents will often benefit the most from active travel, they have the lowest propensity to cycle. Brompton in conjunction with Ealing Council have addressed this by looking at how to break down the barriers, the foremost of which being the perceived cost of buying and owning a bike as well as it being seen as a “middle class hobby” rather than a serious mode of travel.

Brompton have installed a Bike Hire dock at the natural exit point of the Copley Close scheme. In addition, Brompton are providing all Copley Close residents in free membership to our premium membership scheme as part of our drive to change the way people move around cities. This will enable these residents to hire the bikes for the lowest possible day rate (£3.50/day), without having to pay an annual fee ensuring that financially cycling immediately becomes the most affordable method of transport for all residents.

# BROMPTON BIKE HIRE

## Proposed Solution

Based on the briefing by the Entran Team, we would propose that a dock is installed at a natural entry/exit point of the development (ideally near the station end of the development) and this is complemented with a residents membership scheme. The residents membership scheme would entitle the residents to sign up for £1.00 and then pay the discounted £3.50/day fee for the first year.

### 8 bay Brompton Automated Bike Hire Locker



One of the benefits of the Brompton dock solution is that it is scalable. This means it is possible to start with an 8 bay dock and then add on additional pods up to a maximum of 32 bays. By starting with 8 bays, the level of interest can be assessed and the dock increased to match demand. Since the Brompton Bike Hire is a daily hire solution it is common for more bikes to be on hire, than there are bays in the dock. We would therefore also recommend to start with 12 bikes. The additional bikes can be held by our service team and used to “top up” the dock when the initial 8 are already on hire

## Quotation

Item	Quantity	Unit Price	Total
8 Bay solar Dock including installation and delivery	1	£41,806	£41,806
Brompton Bike Hire Bikes including livery	12	£905	£10,860

Prices exclude VAT

## Testimonials



*It has been fantastic to see the Brompton Bike Hire scheme at [www.assemblylondon.uk.com](http://www.assemblylondon.uk.com) proving so popular, it provides both local residents, tenants and visitors to Assembly with even more travel options for getting around town.*

*With health & wellbeing a key priority for many of our prospective tenants, having a Brompton Docking station on the estate as part of our comprehensive amenity package has definitely helped set us apart from the competition.*

*We look forward to working with Brompton again, not only do they share our vision to provide alternative sustainable transport solutions in all our developments, they have a fantastic product, deliver on time and are fun to work with.*

Patrick Davis: Bellhammer Property Developers



*Brompton Bike Hire are an excellent partner who have really listened and responded to our specific objectives for our communities. The dock in Ealing is proving especially popular and we are currently planning more docks in Ealing and Richmond*

Nick O'Donnell: Assistant Director of Traffic and Engineering, London Boroughs of Richmond and Wandsworth

## Further Information or Questions

Julian Scriven – Managing Director, Brompton Bike Hire

Email: [Julian.scriven@bromptonbikehire.co.uk](mailto:Julian.scriven@bromptonbikehire.co.uk)

Telephone: 0739 856 5477



# Appendix H

## Wheat Quarter Cycle Hub for Welwyn Garden City

# WHEAT QUARTER CYCLE HUB

FOR WELWYN GARDEN CITY

March 2020

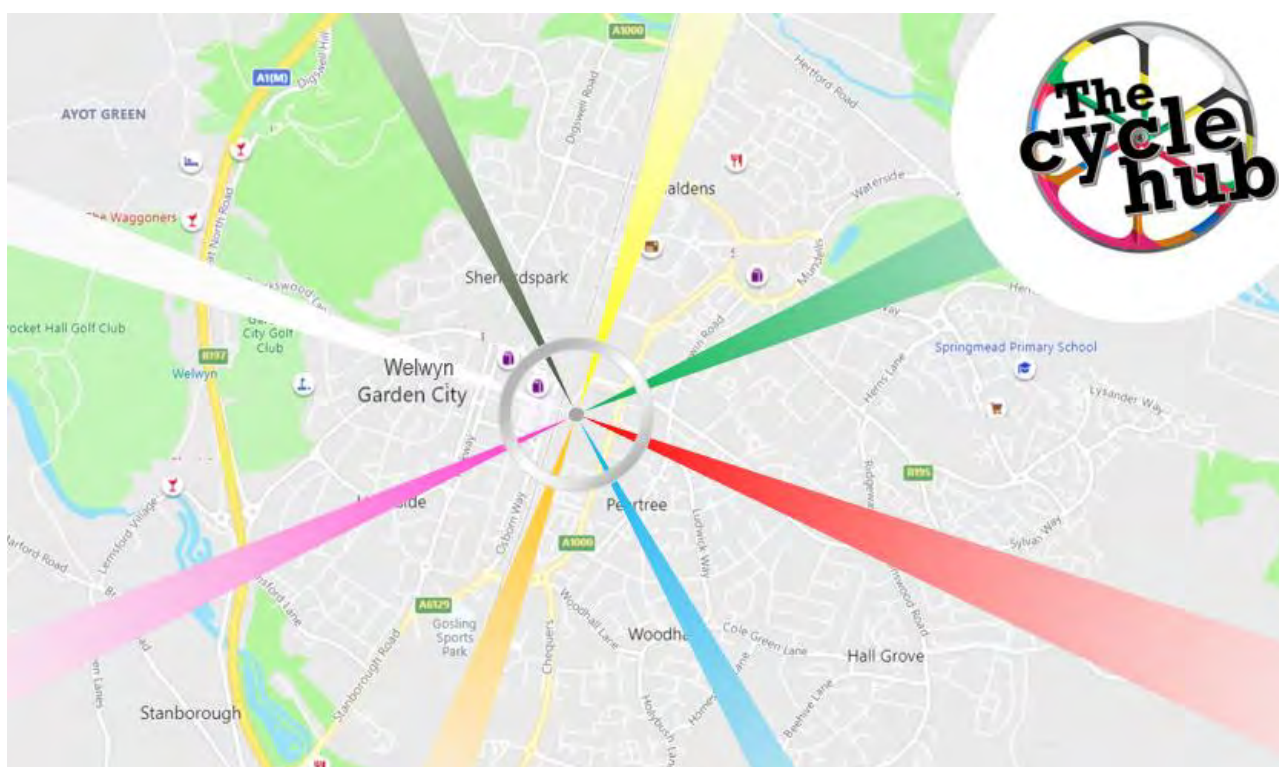


THE WHEAT QUARTER



A superb new Cycle Hub is proposed for Welwyn Garden City. This new, high-quality, comprehensive facility will serve as a focal point for cyclists and act as a catalyst for change.

The new facilities will be delivered by the Wheat Quarter development which offers a unique opportunity in Welwyn Garden City to introduce infrastructure, information and incentives to promote walking and cycling as a first choice of transport. The proposed development has sufficient mass to act as a positive catalyst for change and to influence travel behaviour.



This report has been prepared by Entran Ltd on behalf of Wheat Quarter Limited to explain the background to the new Wheat Quarter **Cycle Hub** for Welwyn Garden City. This report sets out the range of new facilities and explains who they are for and how they will be delivered.

The Wheat Quarter **Cycle Hub** for Welwyn Garden City has been developed following extensive research and collaboration with existing cycle hubs across the UK, with input from local Councils, cycle groups, rail operators and following advice from the Department for Transport.

## INTRODUCTION

In 2019, Welwyn Hatfield Borough Council (WHBC) granted planning permission for an exciting new mixed-use quarter on the site of the former Shredded Wheat factory in the heart of Welwyn Garden City, close to the railway station and bus station and with direct links to the town centre.

The new development will deliver much needed new homes as well as flexible employment space, health uses, community uses, retail and food and drink establishments. The development includes a new International Arts Centre and secures the restoration of the Grade II listed production hall and its iconic silos. The newly regenerated area will become the Wheat Quarter.



From the outset, the Wheat Quarter has been designed to capitalise on its highly accessible location and promote sustainable travel choices. The Wheat Quarter will deliver a wide array of new infrastructure for pedestrians and cyclists in and around Broadwater Road, Bridge Road and the Peartree area and will refurbish the existing footbridge that links the site to the station and town centre.

The development will be supported by a comprehensive Travel Plan that will ensure an ongoing commitment to promoting sustainable travel behaviour, monitoring

people's travel choices, and implementing measures to enable healthy and sustainable travel behaviour.

The sustainable travel strategy for the Wheat Quarter includes the introduction of an electric Car Club so that people can choose to live here without owning a vehicle, but with access to an electric car whenever they may need one for essential journeys. Many of the residents' parking spaces will also be provided with electric vehicle charging points from the outset, and many more will have 'passive' provision to allow for future growth in electric and hybrid ultra-low emission vehicle ownership.

At the heart of the sustainable travel strategy is a hierarchy of provision, putting pedestrians and cyclists first, then making provision for travel by public transport, and then providing for the residual, essential journeys by car. This hierarchy runs through the design of the Wheat Quarter and influences key decisions about the future aspirations for this new community.

The redevelopment of the former Shredded Wheat factory will deliver significant improvements to local pedestrian and cycle routes, but a new cycle hub will act as a focal point for new infrastructure, incentives and information, to promote walking and cycling as a first choice mode of travel.



## WHAT IS A CYCLE HUB?

### Principles

Many towns throughout the UK have cycle hubs, often centred around transport interchanges of one form or another.

The first Cycle Hubs in the UK were based on models found in the Netherlands and Denmark where the proportion of people travelling by bike is significantly higher than the UK.

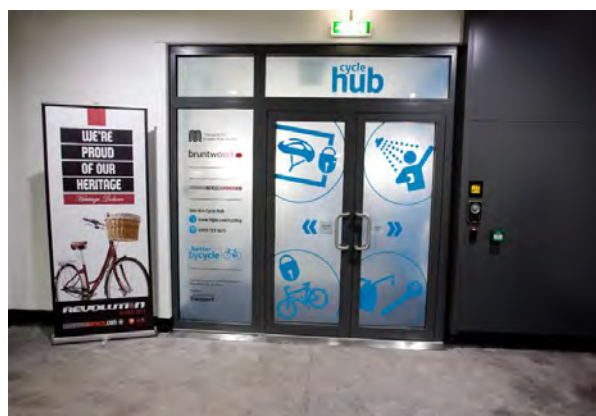
Cycle hubs range in size and ambition from simple bike stores with public toolkits, to the new £1.5m facility adjacent to Brighton rail station. The common thread is to provide a range of quality facilities for cyclists around a centralised location.



### Scale

Many people may have encountered stand-alone cycle hubs at rail stations, or on university campuses. These are commonly a single structure that provides secure cycle parking, often with lockers to store 'kit' and a public tool station with a basic range of tools and bike pump. These provide peace of mind for those who choose to cycle as they ensure a safe place to leave their bike, somewhere to store their helmet and wet-weather gear, and allow the cyclists to make basic running repairs before the next leg of their journey.

At the other end of the scale, comprehensive cycle hubs like those in Brighton and Edinburgh bring together funding from Network Rail, rail operating companies and local authorities to deliver new premises with cycle storage, but also with toilet, shower and changing facilities, cycle cafés, repair and maintenance workshops and even office space for local cycle groups.



The previously approved development at the Wheat Quarter already provided a range of secure cycle parking linked to new and improved cycle routes. A study was therefore undertaken to explore the most effective and popular facilities at existing cycle hubs around the UK, with particular reference to Brighton, Bristol and Newcastle, as well as existing and proposed cycle initiatives in Hatfield and across Hertfordshire.

Welwyn Garden City has its rail station and bus station in close proximity with a well-used footbridge across the rail line. This offers an excellent opportunity to provide a high-quality Cycle Hub as part of the multi-modal travel strategy for the Wheat Quarter.

A cycle hub located in the Wheat Quarter would not only serve the new residents, employees and visitors, but would be a new community facility for Welwyn Garden City.

## CASE STUDIES

### Introduction

In order to inform the design of the new cycle hub, a study was undertaken to explore the most effective and popular facilities at existing cycle hubs around the UK. The study involved desktop research, discussions with key stakeholders in those facilities and a limited (due to Covid-19) element of site-visit work. Three existing cycle hubs were examined in Brighton, Bristol and Newcastle. These, case studies are summarised below.

### Brighton

Brighton station's £1.5m three-storey cycle hub was opened in 2015. It includes 500 cycle parking spaces, a bike repair shop and coffee shop as well as toilets and changing facilities. The Brighton cycle hub has additional facilities upstairs including yoga and spinning facilities as well as short-term rental office space.



The Brighton cycle hub has 24-hour access to cyclists using Southern Rail's free smartcard. The hub brought Brighton station's cycle parking provision up to 800 spaces.

The not for profit scheme was supported by the Department for Transport (£650k), Southern Rail (£450k), and Brighton and Hove Council (£100k through LTP funding).

The Brighton cycle hub is managed by Southern rail.

### Bristol

Back in 2008, Bristol was named England's first 'cycling city' in a £100m government scheme aimed at encouraging cycling. Among the features were the UK's first major bicycle rental network (ahead of London), modelled on the scheme in Paris.

Over the last decade a number of cycle hubs have been developed across the city in partnership with the University of the West of England (UWE) Centre for Transport and Society (CTS). Rather than a single, large cycle hub like Brighton, Bristol has a numerous smaller cycle hubs across the city at key locations. All university campuses across the site have cycle hubs that provide bike storage, lockers and tools.



The facilities at Bristol Temple Meads rail station and Bristol Parkway station include Brompton Bike Hire docks. These were launched in partnership with First Great Western. The Brompton docks provide folding bike hire from £3.50 a day. Once you have your Brompton you can take it to work, take it home, even take it on trains or buses.

None of the Bristol cycle hubs include a café or bike shop, but it was noted that Bristol has a wide range of cycle cafes already, including the award winning Mud Dock Café which is equally popular with cyclists and diners alike.



## Newcastle

The Newcastle cycle hub is a slightly different model, offering a privately owned cycle café, bike hire facility and bike workshop, based on the Quayside in Newcastle upon Tyne. The workshop offers a range of courses from beginners, covering the very basics of bike maintenance, up to advanced servicing of high-tech components.



The cycle hub café is open 7-days a week and is popular with local cycle clubs.

The Newcastle cycle hub is privately owned and run, and is even available as a venue to hire for evening functions and parties.

## Findings

Entran contacted key stakeholders for each of the case study cycle hubs, including owners, operators and local cycle groups. The purpose of the study was first to establish the range of facilities on offer, and then to establish which facilities proved to be most popular or effective. The study demonstrated that a range of different forms of secure cycle parking was the most sought-after facility, followed by direct links to quality cycle routes. Lockers, toilets, changing facilities and showers were also shown to be important components in the popular cycle hubs



These findings are entirely consistent with WHBC and HCC policies on appropriate provision for cyclists in new developments. However, in the Wheat Quarter Cycle Hub these facilities would all be in the public domain and provided as part of the community use facilities. In addition to the above, the study showed that cyclist cafés are very popular and form a vibrant focal point which increases the use of the more utilitarian facilities. The cycle cafés are often both café and bike shop, and provide bike maintenance and repair.

In addition to the physical provision, the study showed that the successful cycle hubs form a focal point for local cycle groups, thereby encouraging community cohesion and enabling new initiatives. In two of the three case studies, the local authority used the cycle hub as a central point for offering training. This ranged from basic cycle maintenance to full Bikeability training for adults and children.



In those locations with a cycle café, the cycle hub also served as a meeting place for cycle clubs and groups as well as recreational cyclists and commuters.

## PROPOSED CYCLE HUB

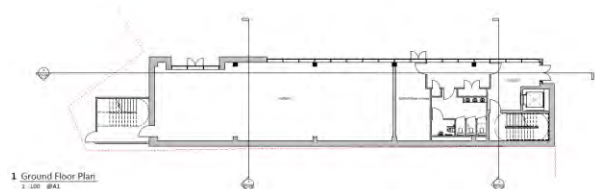
### Wheat Quarter

The redevelopment of the former Shredded Wheat factory site provides an exciting opportunity to provide new community facilities alongside the much-needed homes, employment, arts, health and leisure facilities proposed on the Wheat Quarter.

A key component of the new community facilities will now be the Wheat Quarter **Cycle Hub** for Welwyn Garden City. This will include a comprehensive range of new facilities for pedestrians and cyclists, centred around Goodman Square.



The proposed development includes a new five storey building adjacent to the refurbished footbridge. This is known as the Bridge Community Building.



The Bridge Community Building will provide flexible space for employment, community and leisure uses. It will be ideally located for access to Goodman Square, the station and the town centre.

### Facilities

At ground floor level, 165m<sup>2</sup> will be dedicated to the Cycle Hub to provide toilets, changing and shower facilities along with lockers for cyclists.

Access to the changing facilities is intended to be free for Cycle Hub members and accessed using a smart card.



The Cycle Hub facilities within the Bridge Community Building will have a public maintenance stand incorporating a bike pump and a range of tools. The maintenance stand will be available to Cycle Hub members and the general public.



A new set of steps will be provided leading up to the footbridge from Goodman square. A range of cycle parking facilities will be provided in a sheltered area beneath the steps, including bike lockers and stands.



The Wheat Quarter will deliver 180 public cycle parking spaces across the site (in addition to those provided for the new residential and commercial uses). Of these, 100 spaces will be to serve the function of the existing Hydeaway cycle parking. Around 20 of these will be provided on Hydeaway as Sheffield loop stands and a further 80 will be provided beneath or close to the steps.



A further 80 short-stay visitor spaces will be provided across the development, close to the entrances to the non-residential uses. These will be standard Sheffield loop stands, located in well-lit, well-supervised areas.

Brompton Bike Hire have expressed an interest to include a dock on the Site, close to the footbridge. The inclusion of a Brompton Dock, similar to the one at Bristol Temple Meads station, as part of the

Cycle Hub would provide an innovative and cost-effective automated bike hire scheme utilising the iconic Brompton folding bicycle. This would allow the local community to hire a folding bike for local journeys, or as part of a longer trip on a train or bus.



The Wheat Quarter development includes a wide range of flexible non-residential uses across the site, including at ground floor level surrounding Goodman Square.



The Louis de Soissons building on the south side of the square is one of the locations where a café could be located at ground floor. This could be an excellent location for a cycle café



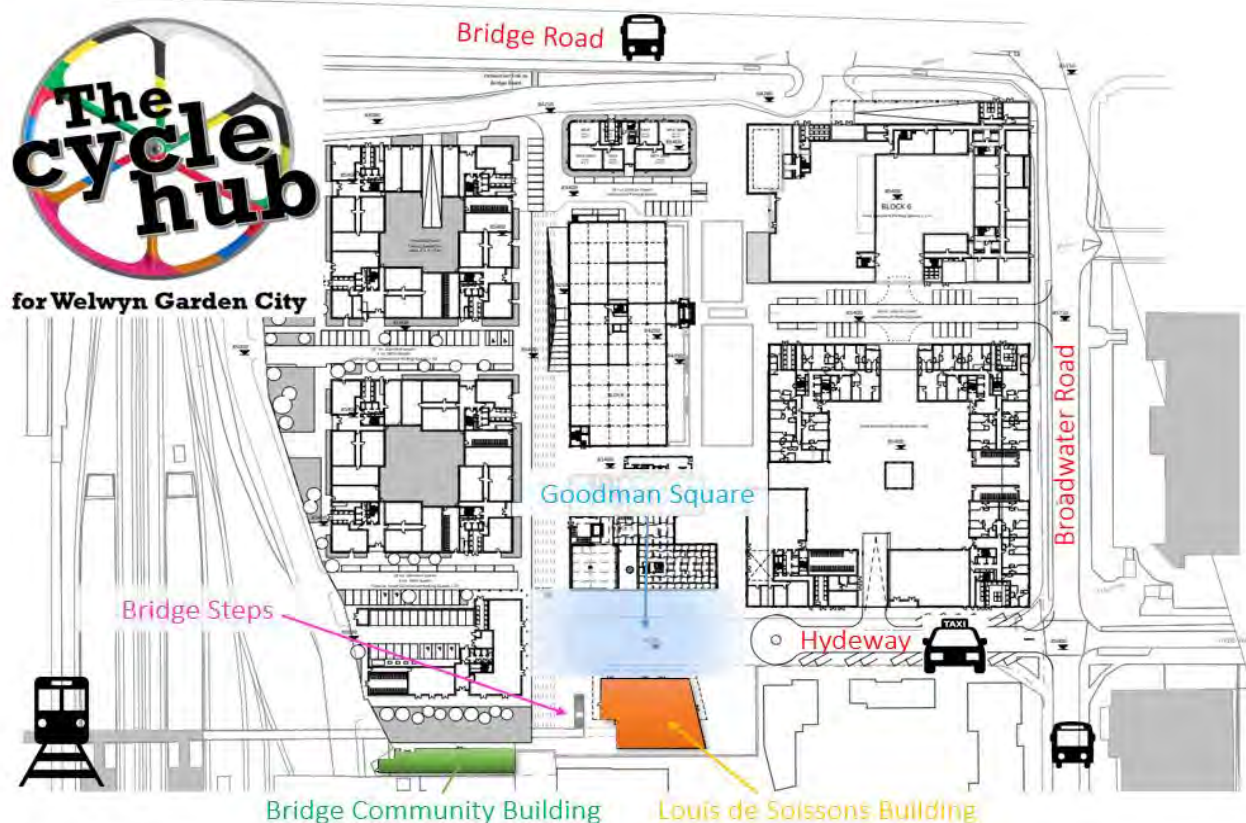
## Operation

The Wheat Quarter **Cycle Hub** for Welwyn Garden City will be a true community facility. Planning permission for the new proposals on the Wheat Quarter will be subject to a range of planning conditions and obligations secured by legal agreement. That includes the operation and maintenance of privately maintained public realm. The Cycle Hub will be a privately maintained public facility, the same way that Goodman Square itself will be. The management company will be responsible for the operation and maintenance of the Cycle Hub facilities with the exception of the Brompton Dock which would be maintained directly by Brompton Bike Hire.

## Future success

As a community facility, the future success of the Wheat Quarter **Cycle Hub** for Welwyn Garden City will depend very much on a collaborative approach with key local stakeholders. This will include Welwyn Hatfield Borough Council, Hertfordshire County Council and Network Rail. Importantly, it will also include the local community and local cycle groups.

If planning permission is granted, Wheat Quarter Limited will engage in a series of workshops with the local community to refine the design and content of the Wheat Quarter **Cycle Hub** for Welwyn Garden City.



DATE: October 2020





# THE WHEAT QUARTER



Entran is an independent environmental and transportation consultancy with specific abilities in transport planning and environmental impact assessment. We were formed in 2005 by a group of directors, all of whom had held management positions with leading consultancy firms in the UK and overseas. Over the last 16 years we have developed innovative solutions for hundreds of developments across all development sectors, including major town centre regeneration projects.

We have a great deal of experience in developing effective Travel Plans to promote and maintain sustainable travel choices. We were delighted to receive a Gold Award in the West of England's Travel Plan Awards for our own company Travel Plan. Our staff and directors include a number of very keen cyclists with links to Sustrans and British Cycling.



# Appendix I

## Trip calculations

## WGC - North site

### Residential trips data

Table 1.1 - Residential flats trips/rates

**Nuber of flats 970**

	Trip Rate per Unit		Trips Generated		Total
	Arrivals	Departure	Arrivals	Departure	
08:00-09:00	0.053	0.177	51	172	223
17:00-18:00	0.159	0.088	154	85	240
Daily	1.459	1.413	1415	1371	2786

Table 1.2 - Care flats trips/rates

**Care Flats 250**

	Trip Rate per Unit		Trips Generated		Total
	Arrivals	Departure	Arrivals	Departure	
08:00-09:00	0.127	0.048	32	12	44
17:00-18:00	0.083	0.094	21	24	44
Daily	1.435	1.459	359	365	724

Table 1.3 - Residential parking distribution

	Flats	Care	Flats (%)	Care (%)
Access 1	337	51	62%	100%
Access 2	0	0	0%	0%
Access 3	203	0	38%	0%
Total	540	51		

All care flats will use the parking spaces under Block 6 (Accessed via Access 1)

Table 1.4 - TA resi traffic generation vs. new proposal resi (TRICS assesment)

	Arrivals		Departure		Two-way	
	AM	PM	AM	PM	AM	PM
TA	20	281	301	212	320	493
Proposal	83	175	184	109	267	284

TA North site traffic is determined by assuming the portion of traffic generated by the north site is equal to portion of flats on the north site in comparison to the wider scheme. (52%)

### Trips via access points

Table 2.1 - Flat trips via access points

	Arrivals		Departure		Two-way		Daily
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	
Access 1	32	96	107	53	139	150	1739
Access 2	0	0	0	0	0	0	0
Access 3	19	58	65	32	84	90	1047
Total	51	154	172	85	223	240	2786

Table 2.2 - Care trips via access points

	Arrivals		Departure		Two-way		Daily
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	
Access 1	32	21	12	24	44	44	724
Access 2	0	0	0	0	0	0	0
Access 3	0	0	0	0	0	0	0
Total	32	21	12	24	44	44	724

Table 2.3 - Total resi trips via access points

	Arrivals		Departure		Two-way		Daily
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	
Access 1	64	117	119	77	183	194	2462
Access 2	0	0	0	0	0	0	0
Access 3	19	58	65	32	84	90	1047
Total	83	175	184	109	267	284	3509

	Link a	Link b	Link c	Link d	Link e	Link f	Link g
Access 1	138	2324	822	291	1211	1211	1211
Access 2	0	0	0	0	0	0	0
Access 3	59	59	350	124	532	515	515
Total	197	2383	1172	414	1743	1727	1727

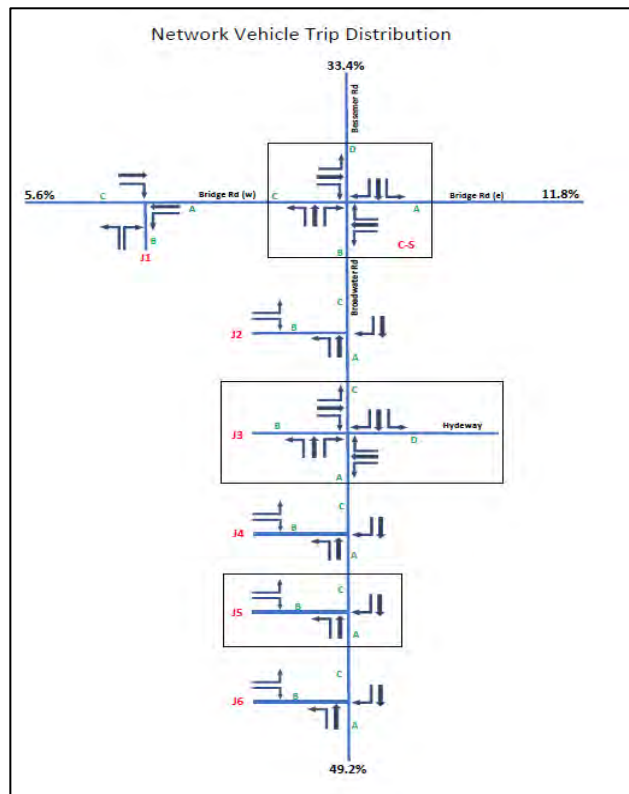


Table 3.2 - Residential access points peak hour distribution

**Development AM Peak**

J1

x	A	B	C
A	\	60	16
B	112	\	7
C	2	4	\

J2

x	A	B	C
A	\	0	184
B	0	\	0
C	76	0	\

J3

x	A	B	C	D
A	\	10	179	0
B	32	\	33	0
C	39	10	\	0
D	0	0	0	\

**Development PM Peak**

J1

x	A	B	C
A	\	110	6
B	72	\	4
C	6	7	\

J2

x	A	B	C
A	\	0	159
B	0	\	0
C	179	0	\

J3

x	A	B	C	D
A	\	29	123	0
B	16	\	16	0
C	154	29	\	0
D	0	0	0	\

Assumption - No development traffic will travel along Hydeway

The A-C and C-A flows use data from TA(2018) south site to incorporate influence

## WGC - North site

### Commercial units layout

Table 1.1 - New commercial layout trips/rates

Use	GFA	Trip rate			Gross trips		
		AM	PM	Daily	AM	PM	Daily
A1 store	442	17.76	24.118	274.803	78	107	1215
A1 convenience	2035	-	-	-	-	-	-
A3 restaurant/café	940	-	-	-	-	-	-
B1 office	6643	1.85	1.648	12.297	123	109	817
B1 TOC	0	-	-	-	-	-	-
D1 community	654	1.06	0.845	16.796	7	6	110
D1 health	654	1.74	1.534	23.486	11	10	154
D1 crèche	853	-	-	-	-	-	-
D2 gym/leisure	1645	1.49	4.914	38.519	25	81	634
D2 art gallery/exhib	1381	0.49	0.02	4.52	7	0	62
<b>TOTAL</b>	<b>15248</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>244</b>	<b>312</b>	<b>2929</b>

The commercial units GFA for the new commercial layout are calculated using their portion of the previously consented commercial layout. Highlighted in table 1.2

B1 TOC is no longer present at our site and therefore this portion of commercial area has been added to office use as it also falls under the B1 Class use.

There is a designated 442sqm for retail, therefore this has been used as its GFA with the remainder of the 5% total commercial GFA being given to A1 convenience which falls under the same use class.

Table 1.2 - Previously approved commercial layout trips/rates

Use	GFA	Trip rate			Gross trips			Portion
		AM	PM	Daily	AM	PM	Daily	
A1 store	530	17.76	24.118	274.803	94	128	1456	5%
A1 convenience	1340	-	-	-	-	-	-	12%
A3 restaurant/café	710	-	-	-	-	-	-	6%
B1 office	4654	1.85	1.648	12.297	86	77	572	40%
B1 TOC	362							3%
D1 community	494	1.06	0.845	16.796	5	4	83	4%
D1 health	494	1.74	1.534	23.486	9	8	116	4%
D1 crèche	644	-	-	-	-	-	-	6%
D2 gym/leisure	1242	1.49	4.914	38.519	19	61	478	11%
D2 art gallery/exhib	1043	0.49	0.02	4.52	5	0	47	9%
<b>TOTAL</b>	<b>11513</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>213</b>	<b>277</b>	<b>2706</b>	

17%

44%

## Commercial trips - Primary trips correction

Table 2.1 - Resultant primary trips for wider community

Use	GFA	Primary trips	Trips		
			AM	PM	Daily
A1 store	442	10%	8	11	121
A1 convenience	2035	-	0	0	0
A3 restaurant/café	940	-	0	0	0
B1 office	6643	50%	61	55	408
B1 TOC	0	-	0	0	0
D1 community	654	20%	1	1	22
D1 health	654	20%	2	2	31
D1 crèche	853	-	0	0	0
D2 gym/leisure	1645	50%	12	40	317
D2 art gallery/exhib	1381	80%	5	0	50

Table 2.2 - Commercial arrival and departure trip rates

Use	Trip Rate						Daily
	AM			PM			
	Arrivals	Departure	Two-way	Arrivals	Departure	Two-way	
A1 store	9.225	8.53	17.76	12.281	11.837	24.118	274.803
A1 convenience	-	-	-	-	-	-	-
A3 restaurant/café	-	-	-	-	-	-	-
B1 office	1.632	0.215	1.85	0.180	1.468	1.648	12.297
B1 TOC	-	-	-	-	-	-	-
D1 community	0.672	0.389	1.06	0.576	0.269	0.845	16.796
D1 health	1.474	0.263	1.74	0.438	1.096	1.534	23.486
D1 crèche	-	-	-	-	-	-	-
D2 gym/leisure	0.849	0.643	1.49	2.802	2.112	4.914	38.519
D2 art gallery/exhib	0.049	0	0.049	0	0.02	0.02	4.52

Table 2.3 - Resultant commercial trips for wider community

Use	Trips Generated						
	AM			PM			Daily
	Arrivals	Departure	Two-way	Arrivals	Departure	Two-way	
A1 store	4	4	8	5	5	11	121
A1 convenience	-	-	-	-	-	-	-
A3 restaurant/café	-	-	-	-	-	-	-
B1 office	54	7	61	6	49	55	408
B1 TOC	-	-	-	-	-	-	-
D1 community	1	1	1	1	0	1	22
D1 health	2	0	2	1	1	2	31
D1 crèche	-	-	-	-	-	-	-
D2 gym/leisure	7	5	12	23	17	40	317
D2 art gallery/exhib	1	0	1	0	0	0	50
Total	69	17	86	36	73	109	949

Table 2.4 - Commercial uses access portioning

Use	Access Portions		
	Access 1	Access 2	Access 3
A1 store	0%	0%	100%
A1 convenience	-	-	-
A3 restaurant/café	-	-	-
B1 office	60%	40%	0%
B1 TOC	-	-	-
D1 community	55%	0%	45%
D1 health	55%	0%	45%
D1 crèche	-	-	-
D2 gym/leisure	50%	25%	25%
D2 art gallery/exhib	60%	0%	40%

The distribution for the commercial use in relation to the access points used, takes into account the units proximity to each access and the parking availability from each access.

The parking spaces available via each access point are demonstrated on the parking spaces tab.

Table 2.45- TA resultant commercial trips for wider community

Use	GFA	Primary trips	Trip rate		
			AM	PM	Daily
A1 store	530	10%	9	13	146
A1 convenience	1340	-	0	0	0
A3 restaurant/café	710	-	0	0	0
B1 office	4654	50%	43	38	286
B1 TOC	362	-	0	0	0
D1 community	494	20%	1	1	17
D1 health	494	20%	2	2	23
D1 crèche	644	-	0	0	0
D2 gym/leisure	1242	50%	9	31	239
D2 art gallery/exhib	1043	80%	13	2	137

Table 2.6 - Resultant trips via each access point

	Arrivals		Departure		Two-way		Daily	Daily TA
	AM	PM	AM	PM	AM	PM		
Access 1	38	16	7	39	45	55	462	549
Access 2	23	8	4	24	28	32	243	167
Access 3	7	12	5	10	13	22	244	131
Total	69	36	17	73	86	109	949	847

## Distribution

Table 3.1 - Commercial daily distribution

	Link a	Link b	Link c	Link d	Link e	Link f	Link g
Access 1	26	437	154	55	228	228	228
Access 2	14	14	81	29	119	119	119
Access 3	14	14	82	29	124	120	120
Total	53	464	317	112	471	467	467

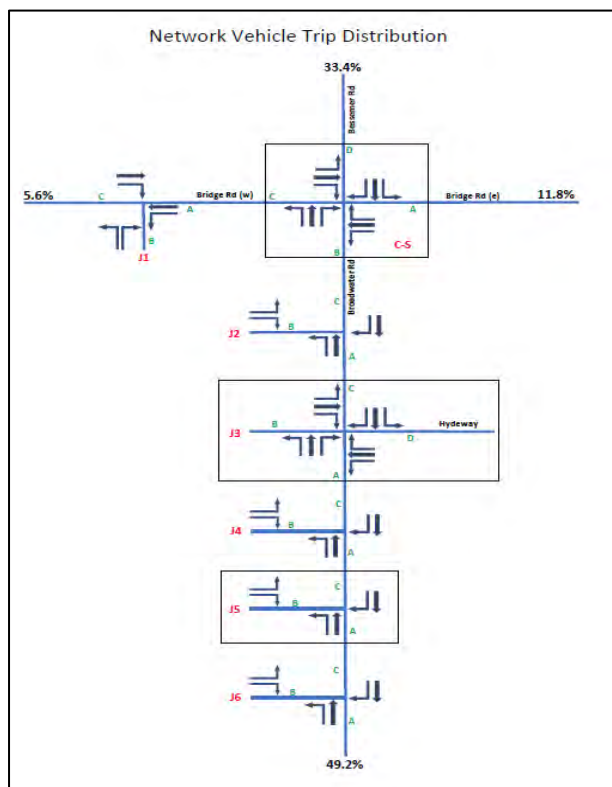
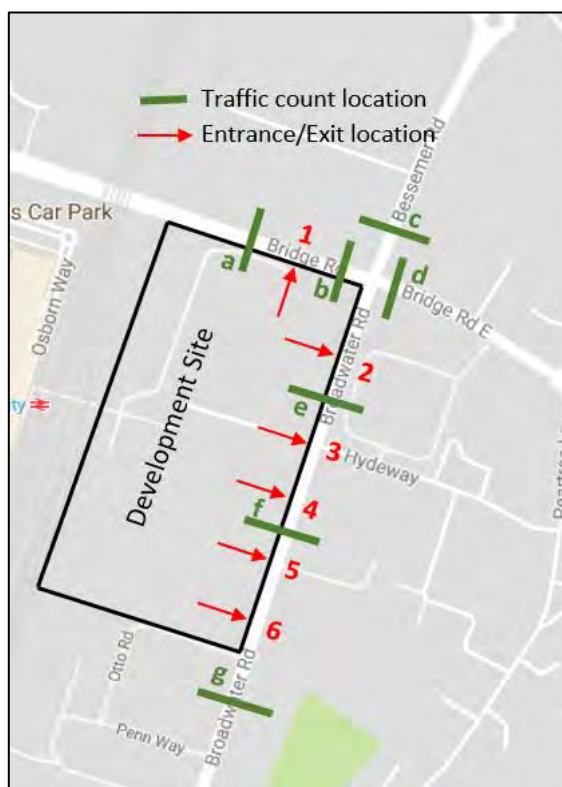


Table 3.2 - Commercial access points peak hour distribution

**Development AM Peak**

J1

x	A	B	C
A	\	36	1
B	7	\	0
C	2	2	\

J2

x	A	B	C
A	\	12	21
B	2	\	2
C	7	12	\

J3

x	A	B	C	D
A	\	4	6	0
B	3	\	3	0
C	30	4	\	0
D	0	0	0	\

**Development PM Peak**

J1

x	A	B	C
A	\	15	4
B	37	\	2
C	1	1	\

J2

x	A	B	C
A	\	4	13
B	12	\	12
C	25	4	\

J3

x	A	B	C	D
A	\	6	31	0
B	5	\	5	0
C	12	6	\	0
D	0	0	0	\

Assumption - No development traffic will travel along Hydeway

## WGC - Entire site (Consented south + extant north)

### Development (N+S) peak hour distribution

Table 1.1 - Delopment + Base peak hour flow

#### Base + Dev AM Peak

J1	x	A	B	C
	A	\	96	693
	B	119	\	7
	C	797	6	\

J2	x	A	B	C
	A	\	12	838
	B	2	\	2
	C	572	12	\

J3	x	A	B	C	D
	A	\	18	685	77
	B	123	\	57	15
	C	460	29	\	35
	D	5	29	17	\

J4	x	A	B	C
	A	\	1	713
	B	23	\	24
	C	580	2	\

J5	x	A	B	C
	A	\	1	700
	B	16	\	17
	C	605	1	\

J6	x	A	B	C
	A	\	5	621
	B	77	\	79
	C	614	5	\

C-S	x	A	B	C	D
	A	\	130	424	140
	B	143	\	110	594
	C	337	183	\	357
	D	47	251	252	\

#### Base + Dev PM Peak

J1	x	A	B	C
	A	\	125	814
	B	109	\	6
	C	688	7	\

J2	x	A	B	C
	A	\	4	769
	B	12	\	12
	C	787	4	\

J3	x	A	B	C	D
	A	\	44	601	64
	B	108	\	47	33
	C	695	61	\	145
	D	15	9	21	\

J4	x	A	B	C
	A	\	22	675
	B	16	\	17
	C	775	22	\

J5	x	A	B	C
	A	\	15	685
	B	11	\	12
	C	812	16	\

J6	x	A	B	C
	A	\	72	644
	B	54	\	56
	C	713	74	\

C-S	x	A	B	C	D
	A	\	188	409	63
	B	154	\	213	446
	C	312	120	\	313
	D	63	494	362	\



# Appendix J

## Residential TRICS data

Calculation Reference: AUDIT-337901-181031-1023

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
 Category : C - FLATS PRIVATELY OWNED  
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
	SC SURREY	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	2 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	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: 44 to 135 (units: )  
 Range Selected by User: 6 to 140 (units: )

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 11/11/16

*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
Wednesday	1 days
Thursday	2 days
Friday	1 days
Saturday	1 days

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

Selected survey types:

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

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

Selected Location Sub Categories:

Residential Zone	4
Built-Up Zone	2
No Sub Category	3

*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	2 days
5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	1 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	2 days
125,001 to 250,000	3 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	1 days
1.1 to 1.5	8 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	BR-03-C-01 CLARENCE ROAD	FLATS & TERRACED		BRI STOL CITY
	BRISTOL Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:		102	
	Survey date: MONDAY		09/11/09	Survey Type: MANUAL
2	CA-03-C-02 WESTFIELD ROAD NETHERTON PETERBOROUGH	BLOCK OF FLATS		CAMBRI DGESHI RE
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings:		44	
	Survey date: TUESDAY		18/10/11	Survey Type: MANUAL
3	EX-03-C-02 WESTCLIFF PARADE WESTCLIFF SOUTHEND-ON-SEA	BLOCK OF FLATS		ESSEX
	Edge of Town Centre Residential Zone Total Number of dwellings:		94	
	Survey date: TUESDAY		22/10/13	Survey Type: MANUAL
4	NF-03-C-01 PAGE STAIR LANE	BLOCKS OF FLATS		NORFOLK
	KING'S LYNN Edge of Town Centre Built-Up Zone Total Number of dwellings:		51	
	Survey date: THURSDAY		11/12/14	Survey Type: MANUAL
5	NT-03-C-01 LAWRENCE WAY	HOUSES (SPLIT INTO FLATS)		NOTTINGHAMSHIRE
	NOTTINGHAM Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings:		56	
	Survey date: TUESDAY		08/11/16	Survey Type: MANUAL
6	NT-03-C-02 CASTLE MARINA ROAD	HOUSES (SPLIT INTO FLATS)		NOTTINGHAMSHIRE
	NOTTINGHAM Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings:		135	
	Survey date: WEDNESDAY		09/11/16	Survey Type: MANUAL
7	SC-03-C-04 LONDON ROAD BURPHAM GUILDFORD	BLOCK OF FLATS		SURREY
	Edge of Town Residential Zone Total Number of dwellings:		72	
	Survey date: SATURDAY		23/10/10	Survey Type: MANUAL
8	SF-03-C-01 STATION HILL	BLOCKS OF FLATS		SUFFOLK
	BURY ST EDMUNDS Edge of Town Centre Built-Up Zone Total Number of dwellings:		85	
	Survey date: THURSDAY		18/12/14	Survey Type: MANUAL
9	WM-03-C-04 GILLQUART WAY PARKSIDE COVENTRY	BLOCKS OF FLATS		WEST MIDLANDS
	Edge of Town Centre Residential Zone Total Number of dwellings:		55	
	Survey date: FRIDAY		11/11/16	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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
DC-03-C-02	low number of flats
DS-03-C-01	low number of flats
DS-03-C-02	low number of flats
EX-03-C-01	low number of flats
HC-03-C-02	low number of flats
OX-03-C-01	low number of flats
SF-03-C-03	low number of flats

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS 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	77	0.056	9	77	0.117	9	77	0.173
08:00 - 09:00	9	77	0.053	9	77	0.177	9	77	0.230
09:00 - 10:00	9	77	0.072	9	77	0.102	9	77	0.174
10:00 - 11:00	9	77	0.094	9	77	0.101	9	77	0.195
11:00 - 12:00	9	77	0.084	9	77	0.082	9	77	0.166
12:00 - 13:00	9	77	0.097	9	77	0.092	9	77	0.189
13:00 - 14:00	9	77	0.110	9	77	0.112	9	77	0.222
14:00 - 15:00	9	77	0.098	9	77	0.111	9	77	0.209
15:00 - 16:00	9	77	0.092	9	77	0.072	9	77	0.164
16:00 - 17:00	9	77	0.120	9	77	0.076	9	77	0.196
17:00 - 18:00	9	77	0.159	9	77	0.088	9	77	0.247
18:00 - 19:00	9	77	0.147	9	77	0.075	9	77	0.222
19:00 - 20:00	1	72	0.111	1	72	0.097	1	72	0.208
20:00 - 21:00	1	72	0.083	1	72	0.069	1	72	0.152
21:00 - 22:00	1	72	0.083	1	72	0.042	1	72	0.125
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.459			1.413			2.872

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

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

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#### Parameter summary

Trip rate parameter range selected:	44 - 135 (units: )
Survey date date range:	01/01/09 - 11/11/16
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	7

*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 K

## Non-residential TRICS data

### TRICS 7.2.3

Trip Rate F Gross floor area

#### TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 07 - LEISURE

Category C - LEISURE CENTRE

VEHICLES

Selected regions and areas:

##### 2 SOUTH EAST

BU BUCKINGH 1 days

OX OXFORDSH 1 days

WS WEST SUSSEX 1 days

##### 3 SOUTH WEST

BR BRISTOL CI 1 days

DC DORSET 1 days

##### 5 EAST MIDLANDS

LE LEICESTERSH 1 days

LN LINCOLNSH 1 days

##### 6 WEST MIDLANDS

WO WORCESTERSH 1 days

##### 7 YORKSHIRE & NORTH LINCOLNSHIRE

NY NORTH YORKSH 1 days

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

Filtering Stage 2 selection:

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

Parameter Gross floor area

Actual Range 360 to 1700 (units: sqm)

Range Selected 360 to 2000 (units: sqm)

Public Transport Provision:

Selection Include all surveys

Date Range 01/01/07 to 13/10/11

This data displays the range of survey dates selected. Only surveys that were conducted within this date range

Selected survey days:

Monday 3 days

Tuesday 3 days

Wednesday 2 days

Thursday 1 days

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

Selected survey types:

Manual count 9 days

Directional 0 days

This data contains the total area whilst ATC surveys are undertaken using machines.

Selected Locations:

Town Cent	0
Edge of To	2
Suburban ,	2
Edge of To	5
Neighbour	0
Free Stand	0
Not Knowr	0

This data c Edge of To Suburban Neighbour Edge of To Town Centre and Not Known.

Selected Location Sub Categories:

Industrial z	1
Commerci	0
Developm	0
Residentia	3
Retail Zone	0
Built-Up Zc	0
Village	0
Out of Tov	0
High Stree	0
No Sub Cai	5

This data c Industrial Developm Residentia Retail Zon Built-Up Z Village Out of To\ High Street and No Si

Filtering Stage 3 selection:

Use Class:

D2 9 days

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

Population within 1 mile:

1,001 to 51 days  
5,001 to 13 days  
10,001 to 11 days  
15,001 to 12 days  
20,001 to 11 days  
25,001 to 11 days

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

Population within 5 miles:

5,001 to 12 days  
25,001 to 11 days  
100,001 to 2 days  
125,001 to 2 days  
250,001 to 2 days

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

Car ownership within 5 miles:

0.6 to 1.0 1 days  
1.1 to 1.5 8 days

This data c within a radius of 5-miles of selected survey sites.

Travel Plan:

No 9 days

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

LIST OF SITES relevant to selection parameters

- 1 BR-07-C-0: SWIMMIN BRISTOL CITY  
JUBILEE ROAD  
KNOWLE  
BRISTOL  
Suburban Area (PPS6 Out of Centre)  
Residential Zone  
Total Gross floor area 900 sqm  
Survey dat MONDAY ##### Survey Tyf MANUAL
- 2 BU-07-C-0: SWIM. PO BUCKINGHAMSHIRE  
TICKFORD STREET  
  
NEWPORT PAGNELL  
Edge of Town  
No Sub Category  
Total Gross floor area 1020 sqm  
Survey dat TUESDAY ##### Survey Tyf MANUAL
- 3 DC-07-C-0: LEISURE C DORSET  
MILLDOWN ROAD  
  
BLANDFORD FORUM  
Edge of Town  
No Sub Category  
Total Gross floor area 1119 sqm  
Survey dat MONDAY ##### Survey Tyf MANUAL
- 4 LE-07-C-01 SWIMMIN LEICESTERSHIRE  
STATION ROAD  
WIGSTON  
LEICESTER  
Edge of Town  
No Sub Category  
Total Gross floor area 1200 sqm  
Survey dat WEDNESD. ##### Survey Tyf MANUAL
- 5 LN-07-C-0: LEISURE C LINCOLNSHIRE  
BIRCHWOOD AVENUE  
BIRCHWOOD  
LINCOLN  
Suburban Area (PPS6 Out of Centre)  
Residential Zone  
Total Gross floor area 1600 sqm  
Survey dat MONDAY ##### Survey Tyf MANUAL
- 6 NY-07-C-0: SWIMMIN NORTH YORKSHIRE  
MILL LANE

PICKERING  
 Edge of Town Centre  
 No Sub Category  
 Total Gross floor area 1100 sqm  
 Survey dat THURSDAY ##### Survey Type MANUAL

7 OX-07-C-0 SWIMMIN' OXFORDSHIRE

BLACKBIRD LEYS ROAD  
 BLACKBIRD LEYS  
 OXFORD

Edge of Town  
 Residential Zone  
 Total Gross floor area 360 sqm  
 Survey dat WEDNESDAY ##### Survey Type MANUAL

8 WO-07-C-0 SWIMMIN' WORCESTERSHIRE

WEIR LANE

WORCESTER  
 Edge of Town  
 Industrial Zone  
 Total Gross floor area 850 sqm  
 Survey dat TUESDAY ##### Survey Type MANUAL

9 WS-07-C-0 LEISURE CENTRE WEST SUSSEX

STATION ROAD

BILLINGSHURST  
 Edge of Town Centre  
 No Sub Category  
 Total Gross floor area 1700 sqm  
 Survey dat TUESDAY ##### Survey Type MANUAL

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

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE

Calculation Factor: 100 sqm

Count Type: VEHICLES

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	8	1031	0.618	8	1031	0.036	8	1031	0.654
07:00-08:00	8	1031	0.715	8	1031	0.582	8	1031	1.297
08:00-09:00	8	1031	0.849	8	1031	0.643	8	1031	1.492

09:00-10:00	8	1031	0.776	8	1031	0.461	8	1031	1.237
10:00-11:00	9	1094	0.731	9	1094	0.65	9	1094	1.381
11:00-12:00	9	1094	0.802	9	1094	0.792	9	1094	1.594
12:00-13:00	9	1094	0.802	9	1094	0.589	9	1094	1.391
13:00-14:00	9	1094	1.076	9	1094	1.117	9	1094	2.193
14:00-15:00	9	1094	0.934	9	1094	0.63	9	1094	1.564
15:00-16:00	9	1094	1.411	9	1094	0.985	9	1094	2.396
16:00-17:00	9	1094	2.01	9	1094	1.787	9	1094	3.797
17:00-18:00	9	1094	2.802	9	1094	2.112	9	1094	4.914
18:00-19:00	9	1094	2.701	9	1094	2.904	9	1094	5.605
19:00-20:00	9	1094	1.949	9	1094	2	9	1094	3.949
20:00-21:00	9	1094	0.761	9	1094	1.625	9	1094	2.386
21:00-22:00	8	1186	0.263	8	1186	1.739	8	1186	2.002
22:00-23:00	1	1200	0.25	1	1200	0.417	1	1200	0.667
23:00-24:00									
Daily Trip Rates:			19.45			19.069			38.519

#### Parameter summary

Trip rate p 360 - 1700 (units: sqm)

Survey dat 01/01/07 - 13/10/11

Number of 9

Number of 0

Number of 0

Surveys m: 0

This section followed by the total and the number of survey days that have been manually removed from the selection

### TRICS 7.2.3

Trip Rate F Gross floor area

#### TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 02 - EMPLOYMENT

Category A - OFFICE

VEHICLES

Selected regions and areas:

##### 2 SOUTH EAST

BD	BEDFORDS	1 days
ES	EAST SUSS	2 days
HC	HAMPSHIRE	1 days
HF	HERTFORD	2 days
KC	KENT	5 days
SC	SURREY	1 days
SO	SLOUGH	2 days

##### 3 SOUTH WEST

BR	BRISTOL CI	1 days
CW	CORNWALL	1 days
DC	DORSET	1 days

##### 4 EAST ANGLIA

CA	CAMBRIDGE	2 days
NF	NORFOLK	1 days
SF	SUFFOLK	2 days

##### 6 WEST MIDLANDS

WK	WARWICK	1 days
WM	WEST MID	1 days

##### 7 YORKSHIRE & NORTH LINCOLNSHIRE

WY	WEST YOR	1 days
----	----------	--------

##### 8 NORTH WEST

GM	GREATER M	1 days
LC	LANCASHIRE	1 days
MS	MERSEYSIDE	1 days

##### 9 NORTH

DH	DURHAM	2 days
TV	TEES VALLEY	1 days
TW	TYNE & WILSON	3 days

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

Filtering Stage 2 selection:

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

Parameter Gross floor area

Actual Range 186 to 9000 (units: sqm)

Range Selected 186 to 10000 (units: sqm)

Public Transport Provision:

Selection Include all surveys

Date Rang 01/01/07 to 02/10/14

This data displays the range of survey dates selected. Only surveys that were conducted within this date range

Selected survey days:

Monday 4 days

Tuesday 9 days

Wednesday 5 days

Thursday 12 days

Friday 4 days

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

Selected survey types:

Manual 34 days

Directional 0 days

This data contains the total amount whilst ATC surveys are undertaken using machines.

Selected Locations:

Town Centre 7

Edge of Town 12

Suburban 7

Edge of Town 8

Neighbourhood 0

Free Standing 0

Not Known 0

This data contains Edge of Town Suburban Neighbourhood Edge of Town Town Centre and Not Known.

Selected Location Sub Categories:

Industrial 4

Commercial 9

Development 0

Residential 6

Retail Zone 0

Built-Up Zone 12

Village 0

Out of Town 0

High Street 1

No Sub Category 2

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

Filtering Stage 3 selection:

Use Class:

A1 1 days

B1 33 days

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

Population within 1 mile:

1,001 to 5,000 days

5,001 to 17 days

10,001 to : 8 days  
15,001 to : 7 days  
20,001 to : 1 days  
25,001 to ! 10 days

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

Population within 5 miles:

25,001 to 5 days  
50,001 to 2 days  
75,001 to 4 days  
100,001 to 1 days  
125,001 to 14 days  
250,001 to 4 days  
500,001 or 4 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 2 days  
0.6 to 1.0 14 days  
1.1 to 1.5 16 days  
1.6 to 2.0 2 days

This data is within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes 12 days  
No 22 days

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

LIST OF SITES relevant to selection parameters

1 BD-02-A-0: OFFICES BEDFORDSHIRE  
BROMHAM ROAD

BEDFORD

Edge of Town Centre

No Sub Category

Total Gross floor area 1469 sqm

Survey date MONDAY ##### Survey Type MANUAL

2 BR-02-A-0: PLANNING BRISTOL CITY  
ST THOMAS STREET

BRISTOL

Town Centre

Built-Up Zone

Total Gross floor area 5736 sqm

Survey date FRIDAY ##### Survey Type MANUAL

3 CA-02-A-0: OFFICE CAMBRIDGESHIRE  
NEW ROAD

PETERBOROUGH

Edge of Town Centre  
Built-Up Zone  
Total Gross floor area 5750 sqm  
Survey dat THURSDAY ##### Survey Ty: MANUAL  
4 CA-02-A-0: OFFICE CAMBRIDGESHIRE  
BRETTON WAY

PETERBOROUGH  
Edge of Town  
Commercial Zone  
Total Gross floor area 6483 sqm  
Survey dat THURSDAY ##### Survey Ty: MANUAL  
5 CW-02-A-C INLAND RE CORNWALL  
TRINITY STREET

ST AUSTELL  
Edge of Town Centre  
Built-Up Zone  
Total Gross floor area 4850 sqm  
Survey dat FRIDAY ##### Survey Ty: MANUAL  
6 DC-02-A-0: OFFICE DORSET  
STATION APPROACH

DORCHESTER  
Edge of Town Centre  
No Sub Category  
Total Gross floor area 1550 sqm  
Survey dat THURSDAY ##### Survey Ty: MANUAL  
7 DH-02-A-0 RPMI OFFI DURHAM  
BRINKBURN ROAD

DARLINGTON  
Suburban Area (PPS6 Out of Centre)  
Residential Zone  
Total Gross floor area 3372 sqm  
Survey dat FRIDAY ##### Survey Ty: MANUAL  
8 DH-02-A-0 CONSTRU C DURHAM  
DURHAM ROAD  
BOWBURN  
NEAR DURHAM  
Edge of Town  
Industrial Zone  
Total Gross floor area 2000 sqm  
Survey dat TUESDAY ##### Survey Ty: MANUAL  
9 ES-02-A-0: HOUSING EAST SUSSEX  
THE SIDINGS  
ORE VALLEY  
HASTINGS  
Suburban Area (PPS6 Out of Centre)  
Residential Zone

Total Gross floor area      186 sqm  
 Survey dat WEDNESD. ##### Survey Typ MANUAL  
 10 ES-02-A-1(C DISTRICT C EAST SUSSEX  
 VICARAGE LANE  
  
 HAILSHAM  
 Edge of Town Centre  
 Built-Up Zone  
 Total Gross floor area      3640 sqm  
 Survey dat TUESDAY ##### Survey Typ MANUAL  
 11 GM-02-A-( LAW OFFIC GREATER MANCHESTER  
 MOSELEY STREET  
  
 MANCHESTER  
 Town Centre  
 Built-Up Zone  
 Total Gross floor area      4200 sqm  
 Survey dat WEDNESD. ##### Survey Typ MANUAL  
 12 HC-02-A-0(ERICSON HAMPSHIRE  
 MAPLEWOOD  
 CHINEHAM BUSINESS PARK  
 BASINGSTOKE  
 Edge of Town  
 Commercial Zone  
 Total Gross floor area      9000 sqm  
 Survey dat THURSDAY ##### Survey Typ MANUAL  
 13 HF-02-A-0( OFFICE HERTFORDSHIRE  
 60 VICTORIA STREET  
  
 ST ALBANS  
 Edge of Town Centre  
 Built-Up Zone  
 Total Gross floor area      610 sqm  
 Survey dat WEDNESD. ##### Survey Typ MANUAL  
 14 HF-02-A-0( OFFICES HERTFORDSHIRE  
 STATION WAY  
  
 ST ALBANS  
 Edge of Town Centre  
 Residential Zone  
 Total Gross floor area      5000 sqm  
 Survey dat THURSDAY ##### Survey Typ MANUAL  
 15 KC-02-A-0( LAND REG| KENT  
 FOREST ROAD  
 CAMDEN PARK  
 TUNBRIDGE WELLS  
 Edge of Town  
 Residential Zone  
 Total Gross floor area      5677 sqm  
 Survey dat TUESDAY ##### Survey Typ MANUAL

- 16 KC-02-A-0: KCC HIGHV KENT  
KAVELIN WAY  
HENWOOD IND. ESTATE  
ASHFORD  
Edge of Town  
Commercial Zone  
Total Gross floor area 2525 sqm  
Survey dat MONDAY ##### Survey Typ MANUAL
- 17 KC-02-A-0: KCC HIGHV KENT  
ST MICHAEL'S CLOSE  
CLAY WOOD  
AYLESFORD  
Edge of Town  
Industrial Zone  
Total Gross floor area 3168 sqm  
Survey dat MONDAY ##### Survey Typ MANUAL
- 18 KC-02-A-0: COUNCIL C KENT  
SANDLING ROAD  
  
MAIDSTONE  
Edge of Town Centre  
Built-Up Zone  
Total Gross floor area 1500 sqm  
Survey dat WEDNESD. ##### Survey Typ MANUAL
- 19 KC-02-A-1: COUNCIL C KENT  
SANDLING ROAD  
  
MAIDSTONE  
Edge of Town Centre  
Built-Up Zone  
Total Gross floor area 2900 sqm  
Survey dat WEDNESD. ##### Survey Typ MANUAL
- 20 LC-02-A-0: OFFICES LANCASHIRE  
FURTHERGATE  
  
BLACKBURN  
Suburban Area (PPS6 Out of Centre)  
Built-Up Zone  
Total Gross floor area 2600 sqm  
Survey dat TUESDAY ##### Survey Typ MANUAL
- 21 MS-02-A-0: OFFICES MERSEYSIDE  
CASTLE STREET  
  
LIVERPOOL  
Town Centre  
Commercial Zone  
Total Gross floor area 9000 sqm  
Survey dat TUESDAY ##### Survey Typ MANUAL
- 22 NF-02-A-0: COUNCIL C NORFOLK  
CHAPEL STREET

KING'S LYNN  
Edge of Town Centre  
Built-Up Zone  
Total Gross floor area 5500 sqm  
Survey dat THURSDAY ##### Survey Typ MANUAL  
23 SC-02-A-15 ACCOUNT/SURREY  
BOXGROVE ROAD

GUILDFORD  
Suburban Area (PPS6 Out of Centre)  
Residential Zone  
Total Gross floor area 1896 sqm  
Survey dat TUESDAY ##### Survey Typ MANUAL  
24 SF-02-A-01 COUNCIL C SUFFOLK  
BEETONS WAY

BURY ST. EDMUNDS  
Suburban Area (PPS6 Out of Centre)  
Industrial Zone  
Total Gross floor area 8000 sqm  
Survey dat MONDAY ##### Survey Typ MANUAL  
25 SF-02-A-02 OFFICES SUFFOLK  
BATH STREET

IPSWICH  
Edge of Town Centre  
Commercial Zone  
Total Gross floor area 6505 sqm  
Survey dat FRIDAY ##### Survey Typ MANUAL  
26 SO-02-A-0: COUNCIL C SLOUGH  
HIGH STREET

SLOUGH  
Town Centre  
High Street  
Total Gross floor area 1800 sqm  
Survey dat THURSDAY ##### Survey Typ MANUAL  
27 SO-02-A-0: COUNCIL C SLOUGH  
BATH ROAD

SLOUGH  
Edge of Town Centre  
Built-Up Zone  
Total Gross floor area 5050 sqm  
Survey dat THURSDAY ##### Survey Typ MANUAL  
28 TV-02-A-0: COUNCIL C TEES VALLEY  
CORPORATION ROAD

MIDDLESBROUGH

Town Centre  
 Commercial Zone  
 Total Gross floor area      3950 sqm  
 Survey dat TUESDAY ##### Survey Tyꝑ MANUAL  
 29 TW-02-A-C DEVELOPN TYNE & WEAR  
 KINGFISHER BOULEVARD  
 LEMINGTON  
 NEWCASTLE UPON TYNE  
 Edge of Town  
 Commercial Zone  
 Total Gross floor area      6480 sqm  
 Survey dat THURSDAY ##### Survey Tyꝑ MANUAL  
 30 TW-02-A-C HOUSING I TYNE & WEAR  
 EARLSWAY  
 TEAM VALLEY TRAD. EST.  
 GATESHEAD  
 Edge of Town  
 Industrial Zone  
 Total Gross floor area      2500 sqm  
 Survey dat TUESDAY ##### Survey Tyꝑ MANUAL  
 31 TW-02-A-C TELEVISIOI TYNE & WEAR  
 DELTA BANK ROAD  
 METRO RIVERSIDE PARK  
 GATESHEAD  
 Suburban Area (PPS6 Out of Centre)  
 Commercial Zone  
 Total Gross floor area      1500 sqm  
 Survey dat TUESDAY ##### Survey Tyꝑ MANUAL  
 32 WK-02-A-C OFFICES    WARWICKSHIRE  
 WARWICK ROAD  
  
 COVENTRY  
 Town Centre  
 Built-Up Zone  
 Total Gross floor area      960 sqm  
 Survey dat THURSDAY ##### Survey Tyꝑ MANUAL  
 33 WM-02-A- BANK ADM WEST MIDLANDS  
 BRUNSWICK STREET  
 BRINDLEY PLACE  
 BIRMINGHAM  
 Town Centre  
 Commercial Zone  
 Total Gross floor area      8200 sqm  
 Survey dat THURSDAY ##### Survey Tyꝑ MANUAL  
 34 WY-02-A-C OFFICE    WEST YORKSHIRE  
 VICTORIA ROAD  
 HEADINGLEY  
 LEEDS  
 Suburban Area (PPS6 Out of Centre)  
 Residential Zone

Total Gross floor area      2696 sqm  
 Survey date THURSDAY ##### Survey Type MANUAL

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

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

Calculation Factor: 100 sqm

Count Type: VEHICLES

Time Range	ARRIVALS		DEPARTURES		TOTALS	
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00-00:30						
00:30-01:00						
01:00-01:30						
01:30-02:00						
02:00-02:30						
02:30-03:00						
03:00-03:30						
03:30-04:00						
04:00-04:30						
04:30-05:00						
05:00-05:30						
05:30-06:00						
06:00-06:30						
06:30-07:00						
07:00-07:30	34	4007	0.206	34	4007	0.023
07:30-08:00	34	4007	0.457	34	4007	0.058
08:00-08:30	34	4007	0.754	34	4007	0.102
08:30-09:00	34	4007	0.878	34	4007	0.113
09:00-09:30	34	4007	0.707	34	4007	0.153
09:30-10:00	34	4007	0.42	34	4007	0.173
10:00-10:30	34	4007	0.258	34	4007	0.162
10:30-11:00	34	4007	0.186	34	4007	0.176
11:00-11:30	34	4007	0.165	34	4007	0.175
11:30-12:00	34	4007	0.181	34	4007	0.169
12:00-12:30	34	4007	0.185	34	4007	0.244
12:30-13:00	34	4007	0.219	34	4007	0.248
13:00-13:30	34	4007	0.237	34	4007	0.245
13:30-14:00	34	4007	0.239	34	4007	0.197
14:00-14:30	34	4007	0.184	34	4007	0.162
14:30-15:00	34	4007	0.159	34	4007	0.233
15:00-15:30	34	4007	0.12	34	4007	0.233
15:30-16:00	34	4007	0.146	34	4007	0.245
16:00-16:30	34	4007	0.139	34	4007	0.553
16:30-17:00	34	4007	0.097	34	4007	0.605
17:00-17:30	34	4007	0.115	34	4007	0.934
17:30-18:00	34	4007	0.065	34	4007	0.534
18:00-18:30	34	4007	0.033	34	4007	0.263

18:30-19:00	34	4007	0.016	34	4007	0.131	34	4007	0.147
19:00-19:30									
19:30-20:00									
20:00-20:30									
20:30-21:00									
21:00-21:30									
21:30-22:00									
22:00-22:30									
22:30-23:00									
23:00-23:30									
23:30-24:00									
Daily Trip Rates:			6.166			6.131			12.297

#### Parameter summary

Trip rate p 186 - 9000 (units: sqm)

Survey dat 01/01/07 - 02/10/14

Number of 34

Number of 0

Number of 0

Surveys m: 5

This section followed by the total number of survey days that have been manually removed from the selection

### TRICS 7.2.3

Trip Rate F Gross floor area

#### TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 05 - HEALTH

Category E - CLINICS

VEHICLES

Selected regions and areas:

3 SOUTH WEST

CW CORNWALL 1 days

5 EAST MIDLANDS

LN LINCOLNSHIRE 2 days

9 NORTH

TW TYNE & WEAR 1 days

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

Filtering Stage 2 selection:

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

Parameter Gross floor area

Actual Range 75 to 1400 (units: sqm)

Range Selected 75 to 1790 (units: sqm)

Public Transport Provision:

Selection Include all surveys

Date Range 01/01/07 to 10/06/13

This data displays the range of survey dates selected. Only surveys that were conducted within this date range

Selected survey days:

Monday 2 days

Tuesday 1 days

Wednesday 1 days

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

Selected survey types:

Manual count 4 days

Directional 0 days

This data counts the total area whilst ATC surveys are undertaken using machines.

Selected Locations:

Town Centre 0

Edge of Town 3

Suburban 1

Edge of Town 0

Neighbourhood 0

Free Standing 0

Not Known 0

This data c Edge of Tc Suburban Neighbour Edge of Tc Town Centre and Not Known.

Selected Location Sub Categories:

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

This data c Industrial Developm Residential Retail Zone Built-Up Z Village Out of Town High Street and No St

Filtering Stage 3 selection:

Use Class:

C3	1 days
D1	3 days

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

Population within 1 mile:

1,001 to 51 days
10,001 to 11 days
20,001 to 11 days
25,001 to 11 days

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

Population within 5 miles:

5,001 to 11 days
25,001 to 1 days
50,001 to 1 days
125,001 to 1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	3 days

This data c within a radius of 5-miles of selected survey sites.

Travel Plan:

No	4 days
----	--------

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

LIST OF SITES relevant to selection parameters

1 CW-05-E-0 CHIROPRA CORNWALL
FALMOUTH ROAD

TRURO  
 Suburban Area (PPS6 Out of Centre)  
 Residential Zone  
 Total Gross floor area 75 sqm  
 Survey dat MONDAY ##### Survey Typ MANUAL  
 2 LN-05-E-01CLINIC LINCOLNSHIRE  
 AVENUE ROAD

GRANTHAM  
 Edge of Town Centre  
 Built-Up Zone  
 Total Gross floor area 1400 sqm  
 Survey dat WEDNESD. ##### Survey Typ MANUAL  
 3 LN-05-E-02CHIROPRA LINCOLNSHIRE  
 NORTH PARADE

GRANTHAM  
 Edge of Town Centre  
 Residential Zone  
 Total Gross floor area 210 sqm  
 Survey dat MONDAY ##### Survey Typ MANUAL  
 4 TW-05-E-0 ALTERNAT TYNE & WEAR  
 HAWKEY'S LANE  
 CHRITON  
 NORTH SHIELDS  
 Edge of Town Centre  
 Residential Zone  
 Total Gross floor area 215 sqm  
 Survey dat TUESDAY ##### Survey Typ MANUAL

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

#### TRIP RATE for Land Use 05 - HEALTH/E - CLINICS

Calculation Factor: 100 sqm

Count Type: VEHICLES

Time Rang Days	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
		GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00	1	1400	0	1	1400	0	1	1400	0
07:00-08:00	2	808	0.124	2	808	0	2	808	0.124
08:00-09:00	4	475	1.474	4	475	0.263	4	475	1.737
09:00-10:00	4	475	1.895	4	475	1.105	4	475	3

10:00-11:00	4	475	0.947	4	475	1.947	4	475	2.894
11:00-12:00	4	475	1.368	4	475	1	4	475	2.368
12:00-13:00	4	475	1.368	4	475	1.474	4	475	2.842
13:00-14:00	4	475	1.368	4	475	1.263	4	475	2.631
14:00-15:00	3	608	0.932	3	608	0.986	3	608	1.918
15:00-16:00	3	608	0.877	3	608	1.096	3	608	1.973
16:00-17:00	3	608	0.986	3	608	1.205	3	608	2.191
17:00-18:00	3	608	0.438	3	608	1.096	3	608	1.534
18:00-19:00	3	608	0.055	3	608	0.219	3	608	0.274
19:00-20:00	2	805	0	2	805	0	2	805	0
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			11.832			11.654			23.486

#### Parameter summary

Trip rate p 75 - 1400 (units: sqm)

Survey dat 01/01/07 - 10/06/13

Number of 4

Number of 0

Number of 0

Surveys m: 0

This section followed by the total and the number of survey days that have been manually removed from the selection

### TRICS 7.2.3

Trip Rate F Gross floor area

#### TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 07 - LEISURE

Category Q - COMMUNITY CENTRE

VEHICLES

Selected regions and areas:

2 SOUTH EAST

EX ESSEX 1 days

4 EAST ANGLIA

CA CAMBRIDGE 1 days

5 EAST MIDLANDS

NT NOTTINGHAM 1 days

9 NORTH

DH DURHAM 1 days

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

Filtering Stage 2 selection:

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

Parameter Gross floor area

Actual Range 225 to 800 (units: sqm)

Range Selected 210 to 1000 (units: sqm)

Public Transport Provision:

Selection Include all surveys

Date Range 01/01/07 to 04/10/13

This data displays the range of survey dates selected. Only surveys that were conducted within this date range

Selected survey days:

Monday 1 days

Wednesday 1 days

Thursday 2 days

Friday 2 days

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

Selected survey types:

Manual count 6 days

Directional 0 days

This data counts the total whilst ATC surveys are undertaken using machines.

Selected Locations:

Town Centre 0

Edge of Town 1

Suburban	2
Edge of Town	0
Neighbourhood	3
Free Stand	0
Not Known	0

This data comes from Edge of Town, Suburban, Neighbourhood, Edge of Town, Town Centre and Not Known.

#### Selected Location Sub Categories:

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

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

#### Filtering Stage 3 selection:

##### Use Class:

D2 6 days

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

#### Population within 1 mile:

5,001 to 11 days  
 15,001 to 11 days  
 20,001 to 11 days  
 25,001 to 12 days  
 50,001 to 11 days

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

#### Population within 5 miles:

75,001 to 11 days  
 100,001 to 11 days  
 125,001 to 11 days  
 250,001 to 2 days  
 500,001 or 11 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 5 days  
 1.6 to 2.0 11 days

This data comes from within a radius of 5-miles of selected survey sites.

#### Travel Plan:

No 6 days

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

LIST OF SITES relevant to selection parameters

- 1 CA-07-Q-0 COMMUN CAMBRIDGESHIRE  
HIGH STREET

COTTENHAM

Neighbourhood Centre (PPS6 Local Centre)  
Village

Total Gross floor area 500 sqm

Survey dat MONDAY ##### Survey Typ MANUAL

- 2 DH-07-Q-0 COM. CEN DURHAM  
JUTLAND ROAD

HARTLEPOOL

Suburban Area (PPS6 Out of Centre)

No Sub Category

Total Gross floor area 500 sqm

Survey dat FRIDAY ##### Survey Typ MANUAL

- 3 EX-07-Q-0 COMMUN ESSEX  
BORDERS LANE

LOUGHTON

Neighbourhood Centre (PPS6 Local Centre)

Residential Zone

Total Gross floor area 352 sqm

Survey dat THURSDAY ##### Survey Typ MANUAL

- 4 NT-07-Q-0 COMMUN NOTTINGHAMSHIRE  
61B MANSFIELD ROAD

NOTTINGHAM

Edge of Town Centre

Residential Zone

Total Gross floor area 800 sqm

Survey dat THURSDAY ##### Survey Typ MANUAL

- 5 TV-07-Q-0 COM. CEN TEES VALLEY  
FULBECK ROAD

MIDDLESBROUGH

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Gross floor area 225 sqm

Survey dat WEDNESD. ##### Survey Typ MANUAL

- 6 TW-07-Q-0 COMMUN TYNE & WEAR  
HIGH STREET

WREKENTON

GATESHEAD

Neighbourhood Centre (PPS6 Local Centre)

No Sub Category

Total Gross floor area 450 sqm

Survey dat FRIDAY ##### Survey Type MANUAL

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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

Calculation Factor: 100 sqm

Count Type: VEHICLES

Time Range	ARRIVALS		DEPARTURES		TOTALS	
	No. Days	Ave. GFA	No. Days	Ave. GFA	No. Days	Ave. GFA
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	1	450	0	1	450	0
08:00-09:00	6	471	0.672	6	471	0.389
09:00-10:00	6	471	1.203	6	471	0.495
10:00-11:00	6	471	0.495	6	471	0.354
11:00-12:00	6	471	0.743	6	471	0.955
12:00-13:00	5	520	1.153	5	520	0.999
13:00-14:00	5	520	0.5	5	520	0.423
14:00-15:00	5	520	0.461	5	520	0.5
15:00-16:00	5	520	1.191	5	520	1.345
16:00-17:00	5	520	0.115	5	520	0.922
17:00-18:00	5	520	0.576	5	520	0.269
18:00-19:00	5	520	0.615	5	520	0.269
19:00-20:00	5	520	0.5	5	520	0.461
20:00-21:00	5	520	0.154	5	520	0.653
21:00-22:00	5	520	0	5	520	0.384
22:00-23:00						
23:00-24:00						
Daily Trip Rates:		8.378			8.418	16.796

Parameter summary

Trip rate p 225 - 800 (units: sqm)

Survey dates 01/01/07 - 04/10/13

Number of days 6

Number of ATC counts 0

Number of manual counts 0

Surveys manually removed 0

This section followed by the total number of survey days that have been manually removed from the selection.

TRICS 7.2.3  
Trip Rate F Gross floor area

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 07 - LEISURE  
Category C - LEISURE CENTRE  
VEHICLES

Selected regions and areas:

2 SOUTH EAST	
BU	BUCKINGH 1 days
OX	OXFORDSH 1 days
WS	WEST SUS 1 days
3 SOUTH WEST	
BR	BRISTOL C 1 days
DC	DORSET 1 days
5 EAST MIDLANDS	
LE	LEICESTER 1 days
LN	LINCOLNSH 1 days
6 WEST MIDLANDS	
WO	WORCESTER 1 days
7 YORKSHIRE & NORTH LINCOLNSHIRE	
NY	NORTH YORK 1 days

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

Filtering Stage 2 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	360 to 1700 (units: sqm)
Selected Range	360 to 2000 (units: sqm)

Public Transport Provision:  
Selection Include all surveys

Date Range 01/01/07 to 13/10/11

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	3 days
Tuesday	3 days
Wednesday	2 days
Thursday	1 days

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

Selected survey types:

Manual count	9 days
Directional	0 days

This data compares the total count whilst ATC surveys are undertaken using machines.

Selected Locations:

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

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

Selected Location Sub Categories:

Industrial	1
Commercial	0
Development	0
Residential	3
Retail Zone	0
Built-Up Zone	0
Village	0
Out of Town	0

High Street 0

No Sub Category 5

This data contains Industrial Developments, Residential, Retail Zone, Built-Up Zone, Village, Edge of Town, High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:

D2 9 days

This data 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 3 days

10,001 to 15,000 1 days

15,001 to 20,000 2 days

20,001 to 25,000 1 days

25,001 to 30,000 1 days

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

Population within 5 miles:

5,001 to 10,000 2 days

25,001 to 50,000 1 days

100,001 to 250,000 2 days

125,001 to 250,000 2 days

250,001 to 500,000 2 days

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

Car ownership within 5 miles:

0.6 to 1.0 1 days

1.1 to 1.5 8 days

This data can be found within a radius of 5-miles of selected survey sites.

Travel Plan:

No 9 days

This data can be found within the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

- 1 BR-07-C-01 SWIMMING BRISTOL CITY  
JUBILEE ROAD  
KNOWLE  
BRISTOL  
Suburban Area (PPS6 Out of Centre)  
Residential Zone  
Total Gross floor area 900 sqm  
Survey date MONDAY ##### Survey Type MANUAL
- 2 BU-07-C-01 SWIMMING POOL BUCKINGHAMSHIRE  
TICKFORD STREET  
  
NEWPORT PAGNELL  
Edge of Town  
No Sub Category  
Total Gross floor area 1020 sqm  
Survey date TUESDAY ##### Survey Type MANUAL
- 3 DC-07-C-01 LEISURE CENTRE DORSET  
MILLDOWN ROAD  
  
BLANDFORD FORUM  
Edge of Town  
No Sub Category  
Total Gross floor area 1119 sqm  
Survey date MONDAY ##### Survey Type MANUAL
- 4 LE-07-C-01 SWIMMING LEICESTERSHIRE  
STATION ROAD  
WIGSTON  
LEICESTER  
Edge of Town  
No Sub Category  
Total Gross floor area 1200 sqm  
Survey date WEDNESDAY ##### Survey Type MANUAL

5 LN-07-C-0 LEISURE CI LINCOLNSHIRE  
 BIRCHWOOD AVENUE  
 BIRCHWOOD  
 LINCOLN  
 Suburban Area (PPS6 Out of Centre)  
 Residential Zone  
 Total Gross floor area 1600 sqm  
 Survey dat MONDAY ##### Survey Tyf MANUAL

6 NY-07-C-0 SWIMMIN NORTH YORKSHIRE  
 MILL LANE  
  
 PICKERING  
 Edge of Town Centre  
 No Sub Category  
 Total Gross floor area 1100 sqm  
 Survey dat THURSDAY ##### Survey Tyf MANUAL

7 OX-07-C-0 SWIMMIN OXFORDSHIRE  
 BLACKBIRD LEYS ROAD  
 BLACKBIRD LEYS  
 OXFORD  
 Edge of Town  
 Residential Zone  
 Total Gross floor area 360 sqm  
 Survey dat WEDNESD ##### Survey Tyf MANUAL

8 WO-07-C-0 SWIMMIN WORCESTERSHIRE  
 WEIR LANE  
  
 WORCESTER  
 Edge of Town  
 Industrial Zone  
 Total Gross floor area 850 sqm  
 Survey dat TUESDAY ##### Survey Tyf MANUAL

9 WS-07-C-0 LEISURE CI WEST SUSSEX  
 STATION ROAD  
  
 BILLINGSHURST  
 Edge of Town Centre  
 No Sub Category  
 Total Gross floor area 1700 sqm  
 Survey dat TUESDAY ##### Survey Tyf MANUAL

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

#### TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE

Calculation Factor: 100 sqm

Count Type: VEHICLES

Time Rang Days	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
		GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00	8	1031	0.618	8	1031	0.036	8	1031	0.654
07:00-08:00	8	1031	0.715	8	1031	0.582	8	1031	1.297
08:00-09:00	8	1031	0.849	8	1031	0.643	8	1031	1.492
09:00-10:00	8	1031	0.776	8	1031	0.461	8	1031	1.237
10:00-11:00	9	1094	0.731	9	1094	0.65	9	1094	1.381
11:00-12:00	9	1094	0.802	9	1094	0.792	9	1094	1.594
12:00-13:00	9	1094	0.802	9	1094	0.589	9	1094	1.391
13:00-14:00	9	1094	1.076	9	1094	1.117	9	1094	2.193
14:00-15:00	9	1094	0.934	9	1094	0.63	9	1094	1.564
15:00-16:00	9	1094	1.411	9	1094	0.985	9	1094	2.396
16:00-17:00	9	1094	2.01	9	1094	1.787	9	1094	3.797
17:00-18:00	9	1094	2.802	9	1094	2.112	9	1094	4.914
18:00-19:00	9	1094	2.701	9	1094	2.904	9	1094	5.605

19:00-20:C	9	1094	1.949	9	1094	2	9	1094	3.949
20:00-21:C	9	1094	0.761	9	1094	1.625	9	1094	2.386
21:00-22:C	8	1186	0.263	8	1186	1.739	8	1186	2.002
22:00-23:C	1	1200	0.25	1	1200	0.417	1	1200	0.667
23:00-24:00									
Daily Trip Rates:			19.45		19.069			38.519	

Parameter summary

Trip rate p 360 - 1700 (units: sqm)

Survey dat 01/01/07 - 13/10/11

Number of 9

Number of 0

Number of 0

Surveys m 0

This section followed k the total r the number of survey days that have been manually removed from the selected set outside of the standard filtering process

### TRICS 7.2.3

Trip Rate F Gross floor area

#### TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 07 - LEISURE

Category I - ART GALLERIES/MUSEUMS/EXHIBITIONS

VEHICLES

Selected regions and areas:

3 SOUTH WEST

DC DORSET 1 days

5 EAST MIDLANDS

DS DERBYSHIRE 1 days

16 ULSTER (REPUBLIC OF IRELAND)

DN DONEGAL 1 days

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

Filtering Stage 2 selection:

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

Parameter Gross floor area

Actual Range 790 to 2090 (units: sqm)

Range Selected 790 to 3000 (units: sqm)

Public Transport Provision:

Selection Include all surveys

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

This data displays the range of survey dates selected. Only surveys that were conducted within this date range

Selected survey days:

Wednesday 1 days

Thursday 1 days

Saturday 1 days

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

Selected survey types:

Manual count 3 days

Directional 0 days

This data counts the total area whilst ATC surveys are undertaken using machines.

Selected Locations:

Town Centre 2

Edge of Town 1

Suburban 0

Edge of Town 0

Neighbourhood 0

Free Standing 0

Not Known 0

This data c Edge of Tc Suburban Neighbour Edge of Tc Town Centre and Not Known.

Selected Location Sub Categories:

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

This data c Industrial Development Residential Retail Zone Built-Up Z Village Out of Town High Street and No Sub

Filtering Stage 3 selection:

Use Class:

D1 3 days

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

Population within 1 mile:

1,001 to 51 days

10,001 to 11 days

25,001 to 11 days

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

Population within 5 miles:

5,001 to 11 days

125,001 to 2 days

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

Car ownership within 5 miles:

0.6 to 1.0 1 days

1.1 to 1.5 2 days

This data c within a radius of 5-miles of selected survey sites.

Travel Plan:

No 3 days

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

LIST OF SITES relevant to selection parameters

1 DC-07-I-02 MUSEUM DORSET  
HIGH STREET

POOLE

Town Centre

No Sub Category

Total Gross floor area 2000 sqm

Survey dat THURSDAY ##### Survey Typ MANUAL  
 2 DN-07-I-01 COUNTY M DONEGAL  
 HIGH ROAD

LETTERKENNY

Edge of Town Centre

High Street

Total Gross floor area 790 sqm

Survey dat WEDNESD. ##### Survey Typ MANUAL

3 DS-07-I-01 ART GALLE DERBYSHIRE  
 THE STRAND

DERBY

Town Centre

Built-Up Zone

Total Gross floor area 2090 sqm

Survey dat SATURDAY ##### Survey Typ MANUAL

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

TRIP RATE for Land Use 07 - LEISURE/I - ART GALLERIES/MUSEUMS/EXHIBITIONS

Calculation Factor: 100 sqm

Count Type: VEHICLES

Time Rang	ARRIVALS		DEPARTURES		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip
Days	GFA	Rate	Days	GFA	Rate	Rate
00:00-01:00						
01:00-02:00						
02:00-03:00						
03:00-04:00						
04:00-05:00						
05:00-06:00						
06:00-07:00						
07:00-08:00	1	2090	0.096	1	2090	0.192
08:00-09:00	2	2045	0.049	2	2045	0.049
09:00-10:00	3	1627	0.205	3	1627	0.246
10:00-11:00	3	1627	0.307	3	1627	0.491
11:00-12:00	3	1627	0.41	3	1627	0.799
12:00-13:00	3	1627	0.184	3	1627	0.43
13:00-14:00	3	1627	0.389	3	1627	0.573
14:00-15:00	3	1627	0.348	3	1627	0.737
15:00-16:00	3	1627	0.246	3	1627	0.512
16:00-17:00	3	1627	0.102	3	1627	0.471
17:00-18:00	3	1627	0	3	1627	0.02
18:00-19:00						
19:00-20:00						
20:00-21:00						
21:00-22:00						

22:00-23:00

23:00-24:00

Daily Trip Rates:	2.336	2.184	4.52
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Parameter summary

Trip rate p 790 - 2090 (units: sqm)

Survey dat 01/01/07 - 16/09/09

Number of 2

Number of 1

Number of 0

Surveys m: 0

This section followed by the total and the number of survey days that have been manually removed from the selection



# Appendix L

## TN8, Multi-modal trips