Catton Homes

PROPOSED RESIDENTIAL DEVELOPMENT
Batford Mill, Batford, Harpenden

Transport Statement[V1]

August 2019

PROJECT DETAILS	
SITE	Batford Mill, Batford, Harpenden
CLIENT	Catton Homes
PROJECT	Proposed Residential Development

	Name	Position	Date
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APPENDICES

1.0 INTRODUCTION

1.1 Origin Transport Consultants Ltd has been commissioned by Catton Homes to prepare a Transport Statement in support of a planning application for the demolition of Batford Mill and construction of 14 residential units, a gym and retail unit on land currently occupied by Batford Mill, Lower Luton Road, Harpenden, Hertfordshire, AL5 5ES. A site location plan is included in **Appendix A**. A plan of the proposed development is included in **Appendix B**.

Structure of the Report

1.2 This Transport Statement is structured as follows:

- Section 2 examines the existing conditions and includes a review of the site location, nearby road network, walking and cycling infrastructure, local bus and rail services and a review of Personal Injury Collision (PIC) data;
- Section 3 provides an overview of the relevant transport planning policy;
- Section 4 includes a description of the proposed development including parking;
- Section 5 reports on the transport impacts of the proposed development;
- Section 6 presents the conclusions of the Transport Statement.

2.0 EXISTING CONDITIONS

Site Location

2.1 The site is located on Lower Luton Road, Batford, Harpenden, Hertfordshire. The site is currently occupied by Batford Mill. The site is bounded by Lower Luton Road to the north, Crabtree Lane to the east and industrial buildings to the south and west.

2.2 To the north east of the site is the proposed Katherine Warington School which is currently under construction. As part of the planning consent for the school a package of local highway improvements were secured. These are taken into account in this Transport Statement and discussed in further detail later in this section of the report.

2.3 A site location plan is included in **Appendix A**.

2.4 As part of the construction of the Katherine Warington school a number of off-site transport improvements are planned. The improvements are shown on the plan submitted with the planning application and titled '*Proposed Package of Sustainable Access Improvements*' dwg. LTP/2675/T1/01.1 Rev B (04.07.19) by Local Transport Projects. The off-site transport improvements include:

- Surfacing and lighting improvements over the River Lea at Crabtree Lane;
- Proposed raised table on Crabtree Lane at the junction with Lower Luton Road;
- Proposed raised table on Crabtree Lane between Langdale Avenue and Marquis Close;
- Proposed toucan crossing on Lower Luton Road approximately 25m to the east of the junction with Crabtree Lane;
- A new footway/cycle way on the northern side of Lower Luton Road with a connection via a signal controlled crossing to Crabtree Lane;
- Improvements to the existing pedestrian crossing on Lower Luton Road at the junction with Batford Road;
- Reduction of speed limit on Crabtree Lane from 30mph to 20mph from the junction with Lower Luton Road for 93m south; and
- Reduction of speed limit on Lower Luton Road from 40mph to 30mph from the junction with Crabtree Lane for 175m east and from the junction with the horse stables for 76m east.

2.5 The improvements generally enhance non car accessibility to the school and see to reduce traffic speeds. The proposed development will be ideally located in close proximity to the improved infrastructure.

Pedestrian and Cycle Network

2.6 Footways are provided on Lower Luton Road in the vicinity of the site. The existing footway network connects Lower Luton Road to local facilities within Batford. No footways are currently provided on Crabtree Lane.

2.7 The River Lea runs 90m to the south of the site. A public footpath runs adjacent to the River Lea and provides a recreation pedestrian route along the river. The route is unlit and is therefore only suitable for pedestrians during daylight hours.

2.8 National Cycle Route (NCR) 57 runs to the south of the site. When complete NCR57 will run West to East, from Cricklade in Wiltshire to Welwyn Garden City in Hertfordshire. In the vicinity of the site the route runs along a disused railway line known locally as the Nickey Line. The route provides a traffic free route connecting Welwyn Garden City to the east with Hemel Hempstead to the south west, the route is predominantly a traffic free route except when it passes through the centre of Harpenden. The route connects with NCR 6 which connects Luton with St Albans.

Public Transport

2.9 The site is well served by public transport. The nearest bus stops are located on Lower Luton Road. The eastbound stop is located on Lower Luton Road approximately 15m to the east of the junction with Crabtree Lane, the westbound bus stop is located on Lower Luton Road approximately 40m to the west of the junction with Common Lane. The location of the bus stops is shown on the plan included in **Appendix C**.

2.10 The eastbound bus stop consists of a shelter, seating, lighting and timetable information, the westbound bus stop consists of a flagpole, lighting and timetable information. Both of these stops are temporally closed during construction of the Katherine Warington school. Prior to their temporary closure the stops were served by routes 45, 357, 366, 610 and 612. Following redevelopment of the school a new layby will be formed approximately 40m to the east of the junction with Crabtree Lane to serve the eastbound bus stop on Lower Luton Road. Improvements will also be made to the Common Lane bus stops.

2.11 The 366 and 610 services provide a combined frequency of two buses per hour between Harpenden and Luton. The 357 service also provides an hourly service to Borehamwood and St Albans.

2.12 **Table 1** provides a summary of the local bus services. A copy of the bus timetables is included in **Appendix D**.

Route No.	Route	Mon - Fri	Sat	Sun
45	Stevenage – Knebworth – Harpenden - Luton	1-2 per day	No service	No service
357	Harpenden – Borehamwood – St Albans – Wheathampstead - Harpenden	1 per hour	1 per hour	No service
366	Luton – Harpenden – Welwyn Garden City – South Hatfield	1 per hour	Every two hours	No service
610	Luton – Harpenden – Hatfield – Potters Bar	1 per hour	1 per hour	No service
612	Luton – Harpenden - Hatfield	1 per day*	No service	No service

Table 1: Summary of bus services from Lower Luton Road bus stops.
*Term time only

2.13 Harpenden railway station is located approximately 1.7km to the south west of the site. The station provides services to Luton Airport Parkway, Luton and Bedford to the north and southbound services to London St Pancras, Gatwick Airport and Brighton to the south. The station is managed by Thameslink who also provide the rail services. Car parking and covered cycle parking for approximately 548 bikes is available at this station. A summary of services is shown in **Table 2** below.

Destination	Frequency
Luton Airport parkway, Luton and Bedford	4 per hour
London St Pancras	Up to 8 per hour
Gatwick Airport	Up to 5 per hour
Brighton	Up to 2 per hour

Table 2: Summary of rail services from Harpenden Station
* direct trains only shown

Photo 1: Cycle parking at Harpenden Station

Existing Vehicle Access and Local Highway Network

2.14 The existing access to the site is from Crabtree Lane. The road also provides access to a number of existing dwellings, a Thames Water maintenance area and an existing field access. One street light is provided on Crabtree Lane which is positioned adjacent to the southern site boundary. As part of the off-site highway improvements lighting improvements are proposed on Crabtree Lane. The road is a no through road. Crabtree Lane is approx. 9.6m wide at the access to the site and narrows to 4.9m outside nos. 5 & 3. A plan showing the highway boundary is included in **Appendix E**.

2.15 The B653 Lower Luton Road connects Wheathampstead to the east with Luton to the north west. Lower Luton Road is a single two way carriageway road with footways on both sides towards the west of the site and a footway on the northern side of the road to the east of the site. In the vicinity of the site Lower Luton Road is subject to a speed limit of 30 mph. Street lighting is provided on Lower Luton Road.

Local Facilities

2.16 The site lies within Batford a suburb of Harpenden in Hertfordshire.

2.17 A parade of shops with a co-op convenience store and local facilities can be found on Lower Luton Road approximately 650m to the north west of the site or a nine-minute walk away. A Tesco Express convenience store and petrol station is located 600m to the north west or a 7-minute walk away. Harpenden town centre lies 2km to the south west of the site or a 24-minute walk away. Here a large number of facilities can be found including two large supermarkets, chemists, clothing stores, restaurants, cafes and banking etc.

2.18 The closest infant school to the site is Crabtree Infant School which is 800m from the site or a 12 minute walk, the closest junior school is Crabtree Junior School which is 1km or a 14 minute walk. Sauncey Wood Primary School is 900m from the site or a 13 minute walk. Katherine Warington Secondary school, which will open in September 2019, is approximately a minute walk to the north east of the site.

2.19 A plan showing the location of local facilities is attached in **Appendix C**.

2.20 The walking times have been calculated using Google maps based on the advice in the CIHT Guidelines "Providing for Journeys on Foot" which states that an average walking speed is roughly 1.4m/sec which equates to circa 400m walk in five minutes.

Road Safety

2.21 Personal Injury Collision (PIC) data was obtained from Hertfordshire County Council for the B653 in the vicinity of the site, including small section of road between the Coldharbour Lane/Station Road junction and the B653/Station Road roundabout. The data collected was for a five-year period from 1st February 2014 to 31st December 2018. **Appendix F** shows the location of the collisions that took place in the area during the five-year period.

2.22 The results show that there has been one recorded collision in the vicinity of the site which was a rear end shunt resulting in 'slight' injury. This collision occurred at the B653/Common Lane mini roundabout. Possible factors include poor judgement of speed.

2.23 A total of five collisions occurred at scattered locations towards the northwest section of the B653. Four resulted in 'slight' injuries and one resulted in 'serious' injury. The four collisions which resulted in slight injuries are summarised as follows;

- Vehicle colliding with a pedestrian at the pedestrian crossing despite red light; and
- Three shunt type collision between two vehicles.

2.24 Possible contributing factors include reckless driving, junction crest and poor judgement of speed.

2.25 One serious collision occurred approximately 45m south east of the B652/Station Road roundabout and involved two cars. The collision occurred when one vehicle veered across the road whilst overtaking and hit another oncoming vehicle travelling in the opposite direction. Possible contributing factors include reckless driving, speeding and poor manoeuvre movement.

2.26 Three collisions occurred in the vicinity of the Coldharbour Lane/Station Road junction, all resulting in 'slight' injuries. The main reasons for the collisions are summarised below;

- Vehicle veered across road and hit vehicle travelling in opposite direction;
- Motorcyclist collided with a badger in carriageway causing the rider to fall; and
- Vehicle collided with a pedestrian when the pedestrian ran into the carriageway from the nearside of the vehicle.

2.27 The number of collisions which have occurred over the last five years is relatively low. The collisions which have occurred are low speed and are generally due to driver/pedestrian error. There do not appear to be any specific highway safety concerns that would justify a refusal of planning permission.

3.0 PLANNING POLICY

National Planning Policy Framework – 2019

3.1 The new National Planning Policy Framework (NPPF) was published by the Department for Communities and Local Government in July 2018 to replace the National Planning Policy Framework 2012. Following further technical consultation on updates to national planning policy, an updated Framework with minor changes was published in February 2019.

3.2 The NPPF incorporates policy proposals previously consulted on in the Housing White Paper and the Planning for the right homes in the right places consultation.

3.3 The Framework maintains that plans and decisions should apply a presumption in favour of sustainable development.

3.4 The NPPF states that Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- *the potential impacts of development on transport networks can be addressed;*
- *opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- *opportunities to promote walking, cycling and public transport use are identified and pursued;*
- *the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.*

3.5 The NPPF outlines the notion that maximum parking standards for residential and non-residential development should only be set "*where there is a clear and compelling justification that they are necessary for managing the local road network*".

3.6 In relation to parking standards the NPPF states that polices for local parking standards for residential and non-residential development should take into account:

- *the accessibility of the development;*
- *the type, mix and use of development;*
- *the availability of and opportunities for public transport;*
- *local car ownership levels; and*
- *the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.*

3.7 Paragraph 109 of the NPPF states that ''*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*'.

3.8 It then goes on to state that "*within this context, applications for development should*:

- *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations*

Hertfordshire's Local Transport Plan (LTP4 2018-2031)

3.9 Hertfordshire's Local Transport Plan 2018 -2031 was adopted in May 2018 and outlines how transport can help deliver a positive future vision for Hertfordshire by having a major input into wider policies such as economic growth, meeting housing needs, improving public health and reducing environmental damage whilst also providing for safe and efficient travel.

3.10 The plan also considers how future planning decisions and emerging technology might affect the way that transport needs to be provided in the longer term.

3.11 The plan includes 9 objectives which are as follows:

1. *Improve access to international gateways and regional centres outside Hertfordshire;*
2. *Enhance connectivity between urban centres in Hertfordshire;*
3. *Improve accessibility between employers and their labour markets;*
4. *Enhance journey reliability and network resilience across Hertfordshire;*
5. *Enhance the quality and vitality of town centres;*
6. *Preserve the character and quality of the Hertfordshire environment;*
7. *Reduce carbon emissions;*
8. *Make journeys and their impact safer and healthier; and*
9. *Improve access and enable participation in everyday life through transport.*

3.12 Policy 1 proposes a Transport User Hierarchy and it explains that the hierarchy should apply to the planning and design of new developments. *"Policy 1: To support the creation of built environments that encourage greater and safer use of sustainable transport modes, the county council will in the design of any scheme and development of any transport strategy consider in the following order:*

- *Opportunities to reduce travel demand and the need to travel;*
- *Vulnerable road user needs (such as pedestrians and cyclists);*
- *Passenger transport user needs;*
- *Powered two wheeler (mopeds and motorbikes) user needs; and*
- *Other motor vehicle user needs."*

3.13 The importance of sustainable locations for new development is highlighted in Policy 2. *"Policy 2: Influencing land use planning. The county council will encourage the location of new development in areas served by, or with the potential to be served by, high quality passenger transport facilities so they can form a real alternative to the car, and where key services can be accessed by walking and cycling."*

3.14 Policy 5 relates to Development Management. *"The county council will work with development promoters and the district and borough councils to:*

a *Ensure the location and design of proposals reflect the LTP Transport User Hierarchy and encourage movement by sustainable transport modes and reduced travel demand.*

b *Ensure access arrangements are safe, suitable for all people, built to an adequate standard and adhere to the county council's Highway Design Standards.*

c *Consider the adoption of access roads and internal road layouts where they comply with the appropriate adoption requirements and will offer demonstrable utility to the wider public. Where internal roads are not adopted the county council will expect suitable private management arrangements to be in place.*

d *Secure developer mitigation measures to limit the impacts of development on the transport network, and resist development where the residual cumulative impact of development is considered to be severe.*

e *Require a travel plan for developments according to the requirements of 'Hertfordshire's Travel Plan Guidance'.*

f *Only consider new accesses onto primary and main distributor roads where special circumstances can be demonstrated in favour of the proposals.*

g *Resist development that would either severely affect the rural or residential character of a road or other right of way, or which would severely affect safety on rural roads, local roads and rights of way especially for vulnerable road users.*

h *Ensure that any new parking provision in new developments provides facilities for electric charging of vehicles, as well as shared mobility solutions such as car clubs and thought should be made for autonomous vehicles in the future.*

Hertfordshire County Council Cycling Strategy

3.15 The cycling strategy is a sub document of the main Hertfordshire Local Transport Plan and sets out the guidelines to encourage more people to cycle and increase the percentage stake of people cycling in the county.

3.16 Policy HCS1 states that:

"The County Council will ensure that as far as practicable all of its policies and programmes work together to encourage modal shift, promote cycling and other sustainable forms of transport by ensuring that:

- *the contribution that cycling makes in pursuit of the national 'shared' and local transport priorities is recognised in all relevant policy documents;*
- *service areas other than transport, such as education, planning, leisure and social services, recognise the importance of cycling through its inclusion in their own policies and programmes;*
- *this cycling strategy is disseminated to all relevant officers;*
- *the cycling strategy is regularly updated to keep it in line with developing best practice; and*

- *support is given to policies to promote cycling in relevant regional and district guidance and in the policies of other agencies."*

3.17 Policy HCS2 states that the County Council will express support for cycling by ensuring that all the outputs for the cycling strategy are appropriately prioritised above other transport strategies. It further states that capital or revenue funding will be exploited to support these strategies.

3.18 Policy HCS3 takes into consideration that the complete cycle network shall link major origins and destinations with signed, safe, direct and continuous cycle routes for each major town in Hertfordshire and accordingly lays out the guidelines in order to accomplish this strategy.

3.19 Policy HCS4 takes into account that all relevant changes shall be made to the road environment in order to encourage the modal shift and promote cycling.

3.20 Policy HCS5 states that cycling shall be encouraged on the carriageways rather than special designated routes in accordance with the "hierarchy of solutions".

3.21 Policy HCS6 ensures that it will work with District Councils to promote provision of secure cycle parking at origin and destination.

3.22 Policy HCS12 states that "*The County Council will work closely with the borough and district councils to develop and implement the cycle strategy locally. In particular the Council will work with district councils to:*

- *encourage development patterns that ensure short trips to work, school and local services can be made by bicycle;*
- *ensure that local planning policies have clear statements of the importance of new developments being accessible by bicycle and the creation of links to likely destinations;*
- *ensure that local planning policies include clear cycle parking*
- *standards to cover the full range of land use categories, including residential development;*
- *ensure that new developments do not sever or detract from existing and proposed cycle networks without suitable alternatives"*

St Albans City and District Local Plan 2020-2036 (Publication Draft 2018)

3.23 The St Albans and District Local Plan was submitted to the Planning Inspectorate in March 2019. Provisional hearing session dates have been allocated in October 2019. The draft Local Plan sets out the planning policies and proposals for delivering and managing development and infrastructure of the City and district of St Albans.

3.24 The objectives of the draft plan are:

1. *An overall strategy that sets out the pattern and scale of development;*
2. *Sufficient homes, workplaces and more affordable housing, of the types needed locally, in the right locations;*
3. *Appropriate retail, leisure and other commercial development;*
4. *Infrastructure and Community Facilities to support and enhance the lives of communities; and*
5. *Design, Conservation and Enhancement of the natural, built and historic Environment.*

3.25 Policy L18 Transport of the draft plan outlines the principle for relevant sustainable transport infrastructure along with approaches that shall promote sustainable modes of transport. The policy broadly states that;

"Particular consideration will be given to planning for:

- *location of development in close proximity to main public transport interchanges/nodes;*
- *provision of appropriate amenities and community facilities easily accessible on foot to major new development sites;*
- *provision and management of parking to encourage reduced car usage;*
- *particularly at the most sustainable locations for development (i.e. near public transport interchanges);*
- *infrastructure for sustainable travel within new developments, and linking new;*
- *development to key destinations including providing for improvements of existing infrastructure and networks;*
- *needs and opportunities to improve public transport options to existing; and*
- *employment areas from local communities and addressing 'transport poverty' issues;*
- *bus priority measures;*
- *cycle parking in new developments and key journey destinations (stations major employers, town and local centres);*

- *more efficient and sustainable travel through technology, such as intelligent transport systems, electric vehicles, shared mobility etc;*
- *interventions to encourage behaviour change, such as travel planning and promotion; and*
- *measures to support reductions in car journeys to education sites and school journey planning initiatives.*

3.26 The policy further states that *"A Travel and Traffic Assessment will be required for major developments. New and improved connections to local Rights of Ways, and local foot/cycle paths, should be provided to increase walking, cycling and to facilitate access for disabled and other disadvantaged people."*

3.27 Policy L20 outlines the guidelines for the New Development Parking Guidance and Standards and states that;

> *"Developments will be expected to provide on-site car and cycle parking to the standards set out at Appendix 1. Reduced parking provision is acceptable in locations that are most accessible to services, community facilities and public transport."*
>
> *"On site car parking requirements may be substituted with appropriate off-site or public forms of provision where a planning obligation can be used to secure the alternative communal parking in perpetuity. Provision may be dispensed with entirely where a planning obligation can be used to secure permanent property occupation / ownership / tenure based shared car or car club arrangements. This will be encouraged in areas accessible to public transport."*

3.28 Relevant Parking Standards: General Requirements from the policy are included below:

- *Car parking areas must be clearly marked out in bays. Parking spaces must be a minimum of 2.4 x 4.8 metres. At least 6 metres of circulation space is required between rows of spaces, or driveways in front of garages. Where spaces are provided in lay-bys or on the public highway, bay lengths should be 6 metres. All spaces must be capable of independent use, with the exception of spaces provided for the exclusive use of one dwelling where up to two tandem parking 18 spaces are acceptable.*
- *Allocated car parking spaces should be located within the curtilage of individual dwellings where possible and be visible from the dwelling to which it is allocated. A driveway in front*

of a garage must be at least 5.5 metres long to count as a parking space which also allows for the opening of garage doors.

- *Unallocated car parking spaces shall be provided in smaller groups (usually of no more than 10 spaces) and be placed within 25 metres of the entrance to dwellings they serve. These must be well lit and be visible from dwellings in order to discourage parking on the highway. The unallocated car parking spaces shall include 0.25 per dwelling for visitors' parking. Where possible visitors' parking spaces shall be provided in lay-bys adjoining a proposed new highway in a form to be adopted by the Highway Authority.*
- *For a garage space to count towards car parking provision, each space must measure a minimum of 3 x 6 metres internally.*

3.29 Appendix 1 within the document sets out indicative car parking and cycle parking standards for residential units, retail and gym as set out below in **Tables 3 and 4**.

No. of Bedrooms (flats, bungalows and houses)	Required number of car parking spaces	Required number of cycle parking spaces
1	1 bedroom dwellings (including studios): • 1.5 spaces (either 1.5 unallocated • or 1 allocated and 0.5 unallocated)	1 long term space per unit if no garage or shed provided. 1 short term space per 3 units plus 1 long term space per 5 units
2	2 bedroom dwellings: • either 2 spaces (either 2 unallocated or • 1 allocated and 1 unallocated) or 2.5 spaces (2 allocated and 0.5 unallocated)	
3	3 bedroom dwellings • 2.5 spaces • (2 allocated and 0.5 unallocated)	
4	4 bedroom dwelling: • 3.5 spaces • (3 allocated and 0.5 unallocated)	

Table 3: Residential parking guidelines as per the Draft Local Plan

Land Use	Required number of cycle parking spaces
Retail a) Shops up to 500m2 gross floor area (GFA)	1 space per 30m^2 GFA
D2 Assembly & leisure a) Indoor uses (except cinemas and conference centres) - includes entertainment/leisure uses and indoor sports uses	1 space per 22m^2 GFA

Table 4: Retail and gym parking guidelines as per the Draft Local Plan

Harpenden Neighbourhood Plan (2018-2033)

3.30 The main vision statement of the Harpenden Neighbourhood Plan and some of the key points of the overall vision are included below:

"Harpenden has a strong sense of community that is treasured by local residents. The Neighbourhood Plan will provide the foundations for Harpenden to grow sustainably for the benefit of those that live and work here.

- *Where new housing is to be provided within Harpenden, the Neighbourhood Plan seeks to ensure the right mix of sizes in the right location, including developments that prioritise housing for residents through their life from first time buyers to older residents seeking to downsize. New developments that conserve and enhance the existing built environment, including listed buildings and the Harpenden Conservation Area, will be supported and will continue the tradition of the high quality architecture seen throughout Harpenden and the Harpenden Rural Parish.*
- *We will encourage the development of a sustainable transport network that will support the growth of the town. Investment in local schools, GP surgeries and other social infrastructure will accommodate new development to retain the quality of provision."*

3.31 Chapter 9 Transport and Movement of the Neighbourhood Plan sets out a number of policies with respect to transport and movement. The vision and objectives are as follows;

"Vision
That Harpenden residents are able to walk and cycle around safely and comfortably, and travel is managed via predominantly environmentally friendly, interchangeable methods, with the appropriate quantity and quality of cycle storage and parking provision, in an atmosphere of sustainable growth and significantly reduced pollution.

Objectives

TMO1: Crate an environment that promotes walking, cycling and public transport as first choice modes for all residents and ensure that the services supporting these modes are in place, from high quality safe routes to reliable and sustainable transport services.

TMO2: Integrate modes of transport, for example through strategically located cycle storage.

TMO3: Create car free travel plans for getting to and from all Harpenden schools from all areas of Harpenden and surrounding villages.

TMO5: Ensure new developments include proportionate to scale transport infrastructure including sufficiently wide roads and pavements, cycle lanes, cycle parking, bus laybys, and other transport infrastructure with sufficient public transport and parking provision.

TMO6: Ensure new developments increase the density of walking and cycling routes and provide new crossings where appropriate.

TMO7: Ensure car and cycle parking within the town, and transport to the town supports the viability of the town centre."

3.32 Policy T-1 Transport Assessment states that;

"Major development proposals or other proposals that would cause a significant amount of transport movement will be supported by a Transport Assessment, which must demonstrate predicted levels of traffic generated from the proposed development and the impacts of this additional traffic on roads and junctions within the Harpenden Neighbourhood Plan Area. Transport assessments must identify areas of established traffic congestion. Where severe negative impacts on the network are identified developers will be expected to fund proportionate improvements to mitigate this impact in order to make the planning application acceptable."

3.33 Policy T-2 lays out the principles for the proposals that shall affect the A1081, B653 and B652. The policy states that;

"Proposals that may result in a material increase in traffic on the A1081, B653 (Lower Luton Road), B652 (Station Road) or Redbourn Road (as demonstrated by a Transport Assessment) will be required to make provision for, and contribute to, appropriate highways improvement measures to ease traffic congestion on those roads, including in relation to traffic flow and on-street parking pressure. Where creation or alteration of a junction on one of these roads is proposed, evidence must be provided that demonstrates how the proposed junction would minimise disruption to traffic flow."

3.34 Policy T-3 discusses about Travel Plans and states that;

"New development proposals that are likely to generate a significant amount of traffic must provide and agree a Travel Plan setting out how opportunities for encouraging, facilitating and supporting use of and improvement to sustainable travel modes have been maximised and will be delivered with the aim of reducing pollution levels. This should be proportionate to the likely impact detailed in a Transport Assessment."

3.35 Policy T-6 Integrated Pedestrian Network states that;

"All new housing developments must provide safe pedestrian access to link up with existing or proposed footpaths, ensuring that residents can walk safely to bus stops, schools, work and other facilities."

3.36 Policy T-11 Residential Parking Standards sets out the guidelines for the parking provision in new developments and is as states that;

"Proposals for all new homes to be built in Harpenden should provide an appropriate level of off-street parking for cars and bicycles, having regard to site-specific circumstances & maximum parking standards set out in the 2002 St Albans City and District Council Revised Parking Policies and Standards (or the most up to date parking standards). Should an amount of parking be proposed that exceeds or significantly falls below the maximum standards, this must be robustly justified with evidence of anticipated demand. Where parking includes a garage, the minimum dimensions should be 6m long by 3m wide and have an appropriate height to allow most vehicles to be parked."

3.37 Policy T-12 Access for All requires that proposals that shall incorporate practical measures to support residents and visitors with limited mobility in terms of disabled car parking places, safer crossings and wider pathways will be given more weightage in their assessments.

Summary

3.38 The proposed development is in accordance with both local and national policy, providing residential accommodation in an area with good public transport and pedestrian links, along with a large number of facilities available nearby to meet the day to day needs of residents.

4.0 PROPOSED DEVELOPMENT

4.1 The proposed development will include a total of 14 residential dwellings, a 69m^2 retail unit and a 71m^2 gym. The existing industrial building on the site will be demolished. **Table 5** demonstrates the residential development quantum. The proposed gym and retail units will be located on the ground floor with eight apartments located above. The six town houses will be located to the east of the gym, retail and apartment block. A plan showing an indicative site layout is included in **Appendix B**.

	No. of apartments	No. of town houses	Total
1 Bedroom	2	0	2
2 Bedroom	4	0	4
3 Bedroom	2	4	6
4 Bedroom	0	2	2
Total	**8**	**6**	**14**

Table 5: Residential Development Quantum

Proposed Pedestrian, Cycle and Vehicle Access

4.2 The proposed development includes vehicle access from Crabtree Lane approximately 35m to the south of the junction with Lower Luton Road. A plan showing the proposed site access is shown in the indicative site layout in **Appendix B.**

4.3 As part of the proposed development a new footway is proposed along the western side of Crabtree Lane. This is shown on the indicative site layout at **Appendix B** and will provide a safe pedestrian route between the proposed car park, the proposed development and the existing footway network within Batford. It will also benefit existing pedestrians as well as school children who will be walking along Crabtree Lane to the new Katherine Warington school.

4.4 Crabtree Lane is subject to a speed limit of 30mph. Following the proposed traffic calming improvements to Crabtree Lane as referred to in Section 2, the road will be subject to a speed limit of 20mph. We have therefore used a speed limit of 20mph in order to determine visibility splay requirements for the proposed site access.

4.5 Current Manual for Streets guidance requires visibility splays from junctions in locations subject to a speed limit of 20mph to achieve a minimum of 2.4m x 25m in both directions,

measured to the nearside edge of the carriageway. The plan included at **Appendix G** shows the visibility splays for the proposed site access. Although the visibility splay passes through an existing hedge to the south of the access, the hedge is within the highway boundary as demonstrated on the plan included in **Appendix E**. If deemed necessary, the hedge can be cut back, and the visibility splay secured via a suitably worded Condition.

4.6 Access from Crabtree Lane is onto Lower Luton Road. As referred to in Section 2 a new raised table is proposed at the junction with Lower Luton Road as part of the Katherine Warington School works. A reduction in speed limit from 30mph to 20mph is also proposed on Crabtree Lane along with a speed reduction from 40mph to 30mph on Lower Luton Road.

4.7 Visibility from Crabtree Lane onto Lower Luton Road to the west is as far as the access to Batford Mill (western access). Visibility from Crabtree Lane onto Lower Luton Road to the east is restricted at present due to the temporary signage associated with the Katherine Warington school off-site highways works and the overgrowth in the highway verge. The removal of the temporary signage and the overgrowth in the highway verge being trimmed back will increase visibility to the east and will meet the required minimum requirement of 2.4m X 43m for a 30mph road (revised speed limit as part of off-site highway works for the Katherine Warington school) as outlined in Manual for Streets.

4.8 The proposed off-site transport improvements as part of the new Katherine Warington School including the raised tables on Crabtree lane and new toucan crossing on Lower Luton Road in front of the new school will improve access to the proposed development in particularly will improve access for pedestrians and cyclists accessing the proposed development.

Refuse Vehicles

4.9 Communal bin stores will be located on the ground floor to the south of the proposed gym and at the entrance to the car park.

4.10 Refuse vehicles will serve the development from Crabtree Lane. **Appendix H** shows a 10.98m refuse vehicles accessing Crabtree Lane and turning around using the site access.

Parking

4.11 The proposed development will include a total of 33 car parking spaces. The spaces will be located to the south of the proposed development. Of these spaces 28 will be for the proposed residential development and five will be allocated to the retail and gym units. The residential parking spaces will be allocated at one space per 1 bed dwellings, two spaces per 2, 3 and 4 bed dwellings and two residential visitor spaces.

4.12 The St Albans City and District Local Plan 2020-2036 (Publication Draft 2018) provides guidance on the number of parking spaces required for the residential element of the proposed development, this is summarised in **Table 6** below. The residential element of the proposed development would therefore require a minimum 33 car parking spaces. However, given that the site is well served by public transport and is within 2km of Harpenden town centre a reduced provision of 28 spaces is considered acceptable. The presence of parking restrictions on Lower Luton Road will prevent any overspill parking.

No. of Bedrooms (flats, bungalows and houses)	Required number of car parking spaces	Required number of cycle parking spaces
1	1 bedroom dwellings (including studios): • 1.5 spaces (either 1.5 unallocated • or 1 allocated and 0.5 unallocated)	1 long term space per unit if no garage or shed provided. 1 short term space per 3 units plus 1 long term space per 5 units
2	2 bedroom dwellings: • either 2 spaces (either 2 unallocated or • 1 allocated and 1 unallocated) or 2.5 spaces (2 allocated and 0.5 unallocated)	
3	3 bedroom dwellings • 2.5 spaces • (2 allocated and 0.5 unallocated)	
4	4 bedroom dwelling: • 3.5 spaces • (3 allocated and 0.5 unallocated)	

Table 6: Residential parking guidelines as per the Draft Local Plan

4.13 The dimensions of the parking spaces are 2.4m x 4.8m. This is in line with the requirements as outlined in St Albans City and District Local Plan 2020-2036 (Publication Draft 2018). The plan included in **Appendix I** demonstrates that a large car is able to access the parking spaces safely.

4.14 The proposed development proposes a total of 17 cycle parking spaces of which 14 will be for the proposed residential development and three will be for the proposed gym/retail units. The proposed residential cycle parking spaces will be located in a secure cycle facility on the ground floor to the north of parking spaces 1-3 whilst the cycle parking for the gym/retail will be located in the walkway to the west of the gym and retail unit . The number of proposed cycle parking spaces is in line with the standards outlined in the local plan. The location of the cycle stores is shown on the indicative site layout plan included in **Appendix B.**

5.0 TRAFFIC IMPACT

Trip Generation

5.1 The site is currently in use as an industrial unit with a Gross Floor Area of 1,020m^2.

5.2 A TRICS® analysis has been undertaken to estimate the existing trip generation of the industrial unit as well as the trip generation associated with the proposed residential development, gym and retail units.

5.3 The existing trip generation has been based on a TRICS® analysis of industrial sites in England and excludes sites in Greater London. Only the following site locations have been used: 'suburban area' and 'edge of town'.

5.4 The trip generation associated with the proposed development has been based on a TRICS® analysis of privately owned mixed dwellings, retail centre (convenience store) and gym (fitness club-private) in England and excludes sites in Greater London. As before only the following site locations have been used: 'suburban area' and 'edge of town'.

5.5 **Table 7** shows the trip rates and associated trips for the existing development. As shown in the table, the existing industrial unit is expected to generate a total of eight movements (two-way) during the AM peak hour (08.00-09.00) and 10 movements (two-way) during the PM Peak hour (17.00-18.00). The total number of daily movements generated by the existing industrial unit is expected to be 86 movements (two-way). A copy of the TRICS® output for industrial unit is included in **Appendix J.**

	AM Peak		PM Peak		Daily	
	IN	OUT	IN	OUT	IN	OUT
Trips per 100m^2	0.552	0.168	0.072	0.863	4.20	4.223
Trips per 1,020m^2	5.626	1.714	0.7	8.8	42.84	43.07

Table 7: Industrial unit TRICS Trip Rates and Trips

5.6 **Tables 8**, **9** and **10** show the individual trip rates and associated trips for the proposed development (residential, retail and gym). **Table 8** shows that the proposed residential element of the development is expected to generate a total of six movements (two-way) during the AM peak hour (08.00-09.00) and six movements (two-way) during the PM Peak hour (17.00-18.00). The total number of movements per day, generated by the proposed residential element of the development is expected to be 47 movements (two-way).

5.7 **Table 9** shows that the proposed retail unit is expected to generate a total of 14 movements (two-way) during the AM peak hour (08.00-09.00) and 12 twelve movements (two-way) during the PM Peak hour (17.00-18.00). The total number of movements per day, generated by the proposed retail unit is expected to be 144 movements (two-way). **Table 10** shows that the proposed gym is expected to generate a total of two movements (two-way) during the AM peak hour (08.00-09.00) and three movements (two-way) during the PM Peak hour (17.00-18.00). The total number of movements per day, generated by the proposed retail unit is expected to be 18 movements (two-way). A copy of the TRICS® output data for residential, retail unit and Gym is included in **Appendix J.**

	AM Peak		PM Peak		Daily	
	IN	OUT	IN	OUT	IN	OUT
Trip Rate	0.102	0.235	0.241	0.136	1.65	1.704
Trips	2	4	4	2	23	24

Table 8: Privately Owned Mixed Dwellings TRICS Trip Rates and Trips - 14 Units

	AM Peak		PM Peak		Daily	
	IN	OUT	IN	OUT	IN	OUT
Trips per 100 sqm	9.359	9.304	8.635	7.855	103.488	103.383
Trips per 69 sqm	6.458	6.419	5.958	5.420	71.407	71.334

Table 9: Retail Unit TRICS Trip Rates and Trips – 69sqm

	AM Peak		PM Peak		Daily	
	IN	OUT	IN	OUT	IN	OUT
Trips per 100 sqm	0.531	0.478	1.619	1.009	11.705	11.548
Trips per 71 sqm	0.377	0.339	1.150	0.716	8.311	8.199

Table 10: Gym (Fitness club) TRICS Trip Rates and Trips – 71sqm

5.8 For the purpose of a robust analysis, it has been assumed that 100% of the trips generated by the retail unit will be external trips, although in reality some are likely to be linked trips from the residential units and gym. Therefore, the combined trip analysis will include 100% trips from the proposed residential development, retail unit trips and gym trips. **Table 11** summarises the total trip movements generated from the proposed development.

	AM Peak		PM Peak		12 Hour	
	IN	OUT	IN	OUT	IN	OUT
Total Trips (Residential +Shop +Gym)	10	12	12	9	104	105

Table 11: Combined trips from proposed development

5.9 As shown in the above table, the proposed development is expected to generate a total of 22 movements (two-way) during the AM peak hour (08.00-09.00) and 21 movements (two-way) during the PM Peak hour (17.00-18.00). The total number of movements per day, generated by the proposed development is expected to be 209 (two-way).

5.10 **Table 12** below summarises the movements associated with the existing use, the movements associated with the proposed development and the net change in vehicle movements. It shows that the proposed development will result in an overall increase of 14 vehicle movements (two-way) in the AM peak hour when compared to the existing use on the site. In the PM peak hour, the number of vehicle movements generated by the proposed development will result in an overall increase of 11 vehicle movements (two way). The net change in the total daily number of movements, is expected to be an additional 123 movements (two-way). In reality the number of movements is likely to be less due to the sustainable location of the site.

	AM Peak		PM Peak		Daily	
	IN	OUT	IN	OUT	IN	OUT
Existing	6	2	1	9	43	43
Proposed	10	12	12	9	104	105
Net Impact	4	10	11	0	61	62

Table 12: Net Impact

Summary

5.11 It is acknowledged that the proposed development will result in an overall increase of two-way movements in both AM and PM peaks and in the overall daily movements. However, in the AM peaks hour there will only be the potential for an additional 14 two-way movements spread throughout the hour. In the PM peak hour, there will only be the potential for an additional 11 two-way movements spread throughout the hour.

5.12 This relatively modest level of increase in vehicle movements is not expected to have a material impact on the operation of the local highway network and is not considered to be severe in terms of the NPPG 2019 which states that "*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe"*.

5.13 It is also important to note that not all trips generated by the retail unit will be external trips. It is anticipated that a proportion of trips will be internal trips generated from the residential element of the development. Therefore, it is likely that the overall number of movements associated with the proposed development will be less than suggested in this report. The assessment is therefore considered to be robust.

6.0 SUMMARY AND CONCLUSIONS

6.1 Origin Transport Consultants Ltd has been commissioned by Catton Homes to prepare a Transport Statement in support of a planning application for the demolition of Batford Mill and construction of 14 residential units, gym and retail unit on land currently occupied by Batford Mill, Lower Luton Road, Harpenden, Hertfordshire, AL5 5ES.

6.2 The nearest bus stops are located on Lower Luton Road. From the Lower Luton Road bus stops there are services to St Albans, Luton, Welwyn Garden City and Watford. Harpenden railway station is located approximately 1.7km to the south west of the site. The station provides services to Luton Airport Parkway, Luton and Bedford to the north and southbound services to London St Pancras, Gatwick Airport and Brighton to the south.

6.3 The proposed development includes vehicle access from Crabtree Lane approximately 35m to the south of the junction with Lower Luton Road.

6.4 Visibility splays in line with Manual for Streets guidance for a 20mph road will be achieved from the site access point onto Crabtree Lane.

6.5 The proposed development will include a total of 33 car parking spaces with 28 of these spaces for the proposed residential element and five for the proposed gym. The development will also include 17 cycle parking spaces. The number of cycle parking spaces and gym parking spaces proposed is in line with the requirements as outline in the St Albans City and District Local Plan 2020-2036 (Publication Draft 2018). The number of proposed residential parking spaces falls five short of the required 33. However, given that the site is well served by public transport and is within 2km of Harpenden town centre a reduced provision of 28 spaces is considered acceptable.

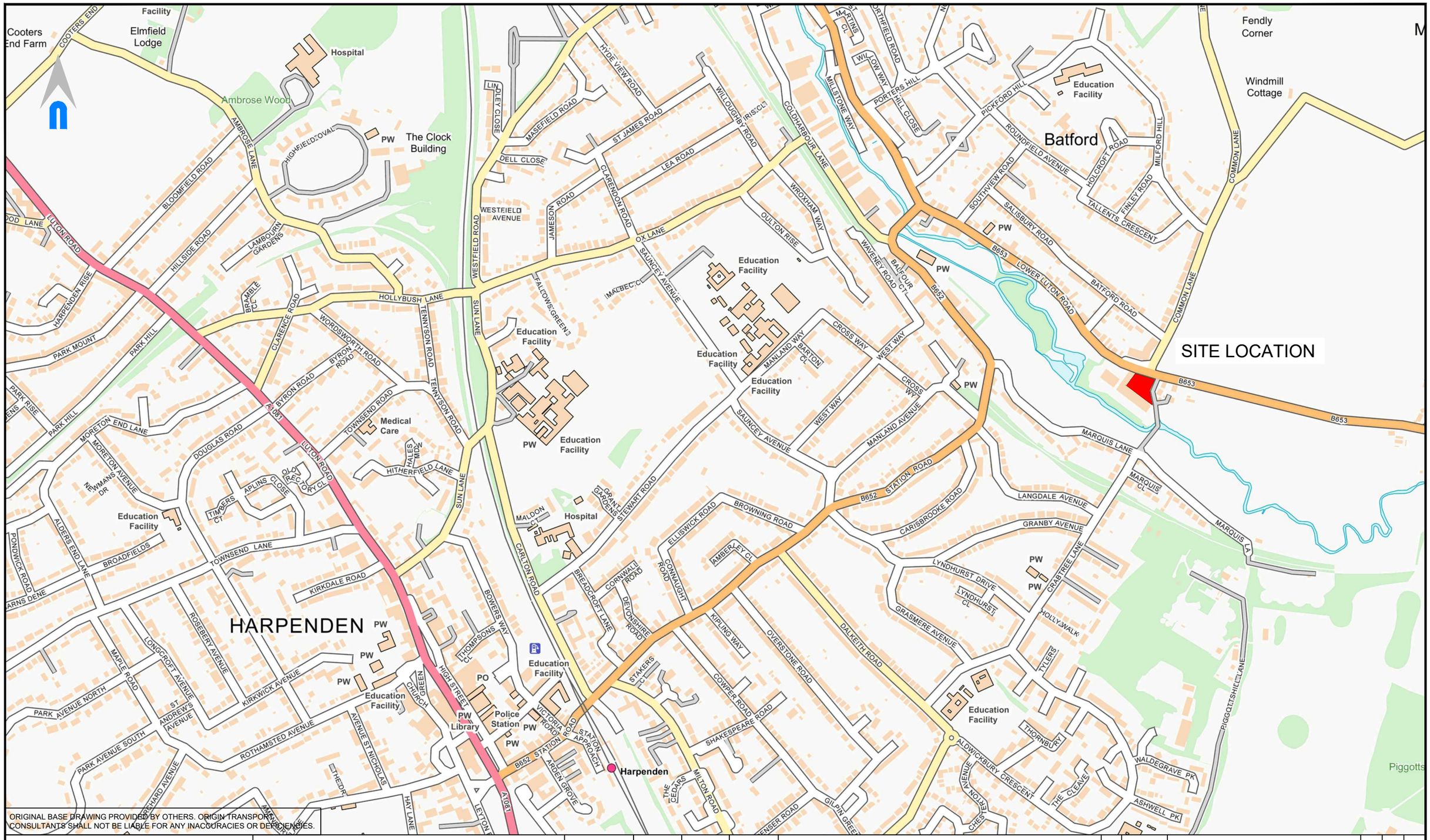
6.6 The proposed development is expected to generate an overall increase of 14 vehicle movements (two-way) in the AM peak hour when compared to the existing use on the site. In the PM peak hour, the number of vehicle movements generated by the proposed development will result in an overall increase of 11 vehicle movements (two way).

6.7 It is acknowledged that the proposed development will result in an overall increase of two-way movements. However, the increase over each peak hour is relatively modest and is unlikely to have a material impact on the operation of the local highway network. The impact of the proposed development is therefore not considered to be severe in terms of the NPPF.

6.8 It should also be noted that not all trips associated with the retail unit will be external trips. It is anticipated that a proportion of these trips will be internal trips generated from the residential element of the development. It is therefore likely that in reality the overall number of movements will be less than suggested in this report. The assessment carried out in this report is therefore considered to be robust.

6.9 This Transport Statement has demonstrated that the proposed development will not have any adverse effect on the local road network. There is therefore no reason, from a transport and highways perspective as to why the Local Highway Authority should not be able to provide a positive recommendation to the Local Planning Authority for approval of this application.

APPENDIX A



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ORIGIN

Client: CATTON HOMES	Scale: 1:2000	Size: A3	Drawn: AB	Designed: -
Project: BATFORD MILLS, BATFORD, HARPENDEN	Drawing Status: FOR INFORMATION		Date: 21.06.19	
Drawing title: SITE LOCATION	Drawing No.: SK01		Rev.: -	

KEY:
Site Location

Rev	Date	Description	Drn	Chk	App
-	21.06.19	First issue	AB	JG	TT

PLOT DATE: 21 June 2019 14:26:01

APPENDIX B

LOWER LUTON ROAD

01- 07_210

CRABTREE LANE

01- 07_211

01- 07_213

01- 07_212

RETAIL
68.840 m²

LOBBY

GYM
70.495 m²

SHEFFIELD HOOPS

BIKES

BIN STORE RESIDENTIAL

BIN STORE (COM.)

PLANT ROOM

HOUSE A
4B8P
132m2

HOUSE B
4B8P
132m2

HOUSE C
3B4P
88m2

HOUSE D
3B4P
88m2

RESIDENTIAL BIN STORE

HOUSE E
3B4P
88m2

HOUSE F
3B4P
88m2

COMMERCIAL PARKING SPACES

1 2 4 5 6 7 8 9 10

31 30 29 28 27 26 25 24 23 22 21 20 19 18 17 16 15 14 13 12 11

TRANS

REV	DATE	DESCRIPTION	CKD
P1	04.03.2019	DRAFT ISSUE FOR PLANNING	SK
P2	27.08.2019	ISSUED FOR PLANNING	SK

REV	DATE	DESCRIPTION	CKD

Scale at 1:200

0 1 2 5 10m

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MKA JOB Nr: 172-BMH

BATFORD MILLS

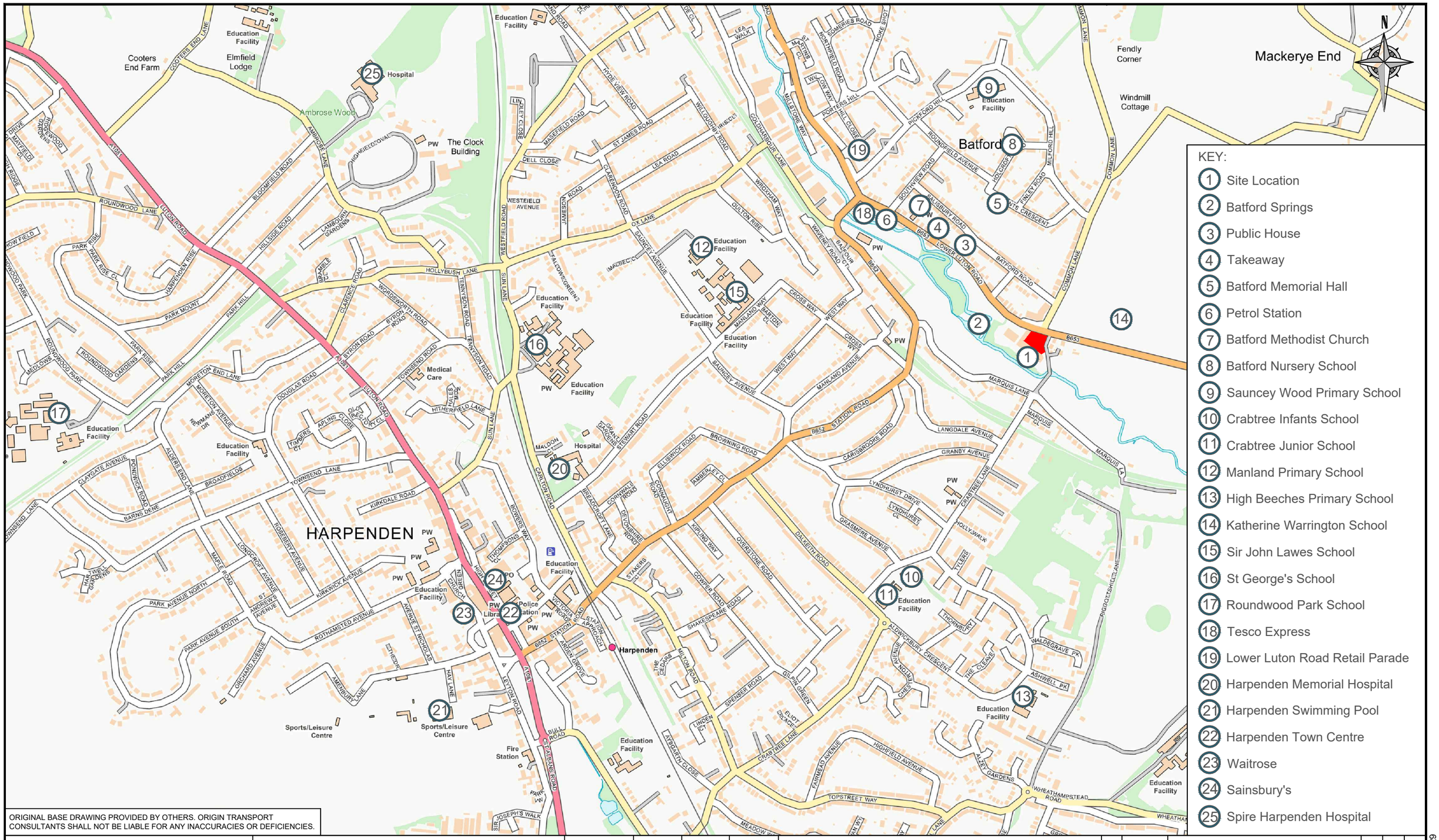
PLANNING APPLICATION
PROPOSED GROUND FLOOR PLAN

172-BMH_07_110

SCALE: 1:200@A3

P2
Revision

APPENDIX C



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ORIGIN®

Client: CATTON HOMES	Scale: NTS	Size: A3	Drawn: PJ	Designed: -
Project: BATFORD MILLS, BATFORD, HARPENDEN	Drawing Status: FOR INFORMATION		Date: 21.06.19	
Drawing title: LOCAL FACILITIES PLAN	Drawing No.: SK02		Rev.: -	

KEY:
Site Location

Rev	Date	Description	Drn	Chk	App
-	21.06.19	First issue	PJ	JG	TT

PLOT DATE: 16 July 2019 13:00:29

APPENDIX D

45 Stevenage - Luton

Centrebus

Mondays to Fridays

Stevenage, Bus Station (Stop J)	*dep*	07:30
Knebworth, Station Road (Stop D)		07:36
Knebworth, Knebworth Railway Station (Stop B)		07:37
Old Knebworth, opp Playing Field		07:42
Nup End, opp The Green		07:44
Codicote, nr The Bell Inn		07:48
Kimpton, opp The Boot PH		07:56
Blackmore End, opp The Broadway		08:04
Marshalls Heath, adj Cherry Trees Restaurant		08:10
Batford, opp The Malta PH		08:15
Harpenden, Harpenden Railway Station (Stop A)		08:19
Harpenden, The George PH (Stop C)		08:21
Harpenden, adj The Red Cow PH		08:24
Newmill End, opp Chiltern Green Road		08:32
Vauxhall, o/s Luton Airport Parkway Rail Station		08:37
Luton Town Centre, Church Street (Stop C3)		08:41
Luton, Luton Station Interchange (Stand 5)	*arr*	08:43

Compiled from data for the period Thu 20-Jun-2019 to Wed 26-Jun-2019.

45 Luton - Stevenage

Centrebus

Mondays to Fridays

Luton, Luton Station Interchange (Stand 5)	*dep*	15:30	17:50
Luton Town Centre, Church Street (Stop C9)		15:32	17:52
Vauxhall, o/s Luton Airport Parkway Rail Station		15:36	17:56
Newmill End, adj Chiltern Green Road		15:41	18:01
East Hyde, opp Viaduct Cottages		15:44	18:04
Harpenden, opp The Red Cow PH		15:47	18:07
Harpenden, The George PH (Stop D)		15:53	18:13
Harpenden, Harpenden Railway Station (Stop B)		15:54	18:14
Batford, adj The Malta PH		15:59	18:19
Marshalls Heath, opp Cherry Trees Restaurant		16:03	18:23
Blackmore End, adj The Broadway		16:10	18:30
Kimpton, o/s The Boot PH		16:17	18:37
Codicote, opp The Bell Inn		16:25	18:45
Nup End, The Green (on)		16:29	18:49
Old Knebworth, nr Playing Field		16:31	18:51
Knebworth, Knebworth Railway Station (Stop A)		16:36	18:56
Knebworth, Station Road (Stop C)		16:37	18:57
Stevenage, Bus Station (Stop D)	*arr*	16:43	19:03

Compiled from data for the period Thu 20-Jun-2019 to Wed 26-Jun-2019.

357 Harpenden - Harpenden

Arriva Herts and Essex

Mondays to Fridays

Harpenden, adj Church Green Terminus	*dep*			08:44		09:44												
Borehamwood, Elstree & Borehamwood Railway Station (Stop B)	*dep*			|		|			11:00	12:00	13:00	14:00		15:35	16:45		
Borehamwood, opp Ripon Park	*dep*			|	07:12	|	08:47	10:00	|	|	|	|		|	|	17:43	19:03
Borehamwood, Tesco (Stop B)				|	07:19	|	08:55	10:05	11:05	12:05	13:05	14:05		15:40	16:50	17:50	19:10
Borehamwood, opp Hertswood School				|	|	|	|	|	|	|	|	|		15:46	|	|	|
Borehamwood, Leeming Road (N-bound)				|	07:24	|	08:59	10:09	11:09	12:09	13:09	14:09		15:51	16:55	17:54	19:14
Borehamwood, opp Stanborough Avenue				|	07:32	|	09:03	10:13	11:13	12:13	13:13	14:13		15:55	16:59	17:58	19:17
Shenley, nr White Horse PH				|	07:35	|	09:06	10:15	11:15	12:15	13:15	14:15		15:58	17:02	18:01	19:20
Shenley, opp Novita Restaurant/PH				|	07:38	|	09:08	10:17	11:17	12:17	13:17	14:17		16:00	17:04	18:03	19:22
Shenley, opp Fielders Way				|	07:39	|	09:09	10:18	11:18	12:18	13:18	14:18		16:02	17:05	18:04	19:23
London Colney, Colney Fields Retail Park (Stop A)		06:52		|	07:52	|	09:18	10:27	11:27	12:27	13:27	14:27		16:11	17:19	18:15	19:31
London Colney, opp Telford Road		06:56		|	07:57	|	09:22	10:31	11:31	12:31	13:31	14:31		16:15	17:23	18:19	19:35
Napsbury, Beningfield Drive (E-bound)		07:00		|	08:02	|	09:26	10:34	11:34	12:34	13:34	14:34		16:19	17:30	18:22	19:37
London Colney, adj Kings Road		07:04		|	08:09	|	09:31	10:39	11:39	12:39	13:39	14:39		16:23	17:34	18:26	19:41
St Albans, nr Mile House Lane		07:10		|	08:16	|	09:37	10:45	11:45	12:45	13:45	14:45		16:29	17:40	18:32	19:46
St Albans, St Albans City Railway Station (Stop D)		07:16	07:34	|	08:28	|	09:43	10:51	11:51	12:51	13:51	14:51	15:55	16:37	17:46	18:38	19:51
St Albans, St Peter's Street (Stop 13)	*arr*	07:21	07:40	|	08:36	|	09:51	10:59	11:59	12:59	13:59	14:59	16:03	16:45	17:53	18:46	19:56
St Albans, St Peter's Street (Stop 13)	*dep*		07:40	|	08:40	|	10:05	11:05	12:05	13:05	14:05	15:05	16:05	16:55	17:55	18:55	
St Albans, opp Lancaster Road			07:45	|	08:48	|	10:10	11:10	12:10	13:10	14:10	15:10	16:10	17:00	18:00	19:00	
Sandridge, opp St Leonard's Church			07:50	|	08:52	|	10:14	11:14	12:14	13:14	14:14	15:14	16:15	17:05	18:05	19:04	
Wheathampstead, opp Vale Court			07:54	|	08:56	|	10:18	11:18	12:18	13:18	14:18	15:18	16:20	17:10	18:10	19:08	
Wheathampstead, o/s St Helen's Church			08:00	|	09:01	|	10:23	11:23	12:23	13:23	14:23	15:23	16:26	17:16	18:16	19:13	
Marshalls Heath, adj Cherry Trees Restaurant			08:05	|	09:06	|	10:28	11:28	12:28	13:28	14:28	15:28	16:31	17:21	18:21	19:18	
Batford, opp Whitings Close			08:10	|	09:10	|	10:32	11:32	12:32	13:32	14:32	15:32	16:35	17:25	18:25	19:22	
Batford, opp The Malta PH			08:13	|	09:12	|	10:34	11:34	12:34	13:34	14:34	15:34	16:37	17:27	18:27	19:24	
Harpenden, opp The Red Cow PH			08:15	|	09:14	|	10:36	11:36	12:36	13:36	14:36	15:36	16:39	17:29	18:29	19:26	
Harpenden, o/s St Georges School			08:20	|	09:17	|	10:39	11:39	12:39	13:39	14:39	15:39	16:42	17:32	18:32	19:29	
Harpenden, The George PH (Stop D)	*arr*		08:25	08:45	09:21	09:45	10:43	11:43	12:43	13:43	14:43	15:43	16:48	17:38	18:38	19:33	
Harpenden, The George PH (Stop D)	*dep*		08:25	08:45	09:21	09:45	10:45	11:45	12:45	13:45	14:45		16:50	17:40			
Harpenden, adj Church Green Terminus	*arr*		08:27	|	09:23	|	|	|	|	|	|		|	|			
Harpenden, o/s The Plough and Harrow PH				08:48		09:48	10:48	11:48	12:48	13:48	14:48		16:54	17:44				
Harpenden, Broadstone Road (E-bound)	*arr*			08:52		09:52	10:52	11:52	12:52	13:52	14:52		16:58	17:49				
Notes					[x00ck]									[x00ck]				

[x00ck] Hertfordshire Schooldays only
Compiled from data for the period Thu 20-Jun-2019 to Wed 26-Jun-2019.

357 Borehamwood - Harpenden

Arriva Herts and Essex

Saturdays

Borehamwood, Elstree & Borehamwood Railway Station (Stop B)	*dep*		08:10	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Borehamwood, Tesco (Stop B)			08:14	09:05	10:05	11:05	12:05	13:05	14:05	15:05	16:05	17:05	18:04
Borehamwood, Leeming Road (N-bound)			08:18	09:09	10:09	11:09	12:09	13:09	14:09	15:09	16:09	17:09	18:08
Borehamwood, opp Stanborough Avenue			08:20	09:13	10:13	11:13	12:13	13:13	14:13	15:13	16:13	17:13	18:10
Shenley, nr White Horse PH			08:22	09:15	10:15	11:15	12:15	13:15	14:15	15:15	16:15	17:15	18:12
Shenley, opp Novita Restaurant/PH			08:24	09:17	10:17	11:17	12:17	13:17	14:17	15:17	16:17	17:17	18:14
Shenley, opp Fielders Way			08:25	09:18	10:18	11:18	12:18	13:18	14:18	15:18	16:18	17:18	18:15
London Colney, Colney Fields Retail Park (Stop A)			08:33	09:27	10:27	11:27	12:27	13:27	14:27	15:27	16:27	17:27	18:23
London Colney, opp Telford Road			08:36	09:31	10:31	11:31	12:31	13:31	14:31	15:31	16:31	17:31	18:27
Napsbury, Beningfield Drive (E-bound)			08:39	09:34	10:34	11:34	12:34	13:34	14:34	15:34	16:34	17:34	18:29
London Colney, adj Kings Road			08:42	09:39	10:39	11:39	12:39	13:39	14:39	15:39	16:39	17:39	18:32
St Albans, nr Mile House Lane			08:46	09:45	10:45	11:45	12:45	13:45	14:45	15:45	16:45	17:45	18:35
St Albans, St Albans City Railway Station (Stop D)		07:52	08:52	09:51	10:51	11:51	12:51	13:51	14:51	15:51	16:51	17:51	18:40
St Albans, St Peter's Street (Stop 13)	*arr*	07:58	09:00	09:59	10:59	11:59	12:59	13:59	14:59	15:59	16:59	17:59	18:46
St Albans, St Peter's Street (Stop 13)	*dep*	08:05	09:05	10:05	11:05	12:05	13:05	14:05	15:05	16:05	17:05	18:05	
St Albans, opp Lancaster Road		08:10	09:10	10:10	11:10	12:10	13:10	14:10	15:10	16:10	17:10	18:10	
Sandridge, opp St Leonard's Church		08:14	09:14	10:14	11:14	12:14	13:14	14:14	15:14	16:14	17:14	18:14	
Wheathampstead, opp Vale Court		08:18	09:18	10:18	11:18	12:18	13:18	14:18	15:18	16:18	17:18	18:18	
Wheathampstead, o/s St Helen's Church		08:23	09:23	10:23	11:23	12:23	13:23	14:23	15:23	16:23	17:23	18:23	
Marshalls Heath, adj Cherry Trees Restaurant		08:28	09:28	10:28	11:28	12:28	13:28	14:28	15:28	16:28	17:28		
Batford, opp Whitings Close		08:32	09:32	10:32	11:32	12:32	13:32	14:32	15:32	16:32	17:32		
Batford, opp The Malta PH		08:34	09:34	10:34	11:34	12:34	13:34	14:34	15:34	16:34	17:34		
Harpenden, opp The Red Cow PH		08:36	09:36	10:36	11:36	12:36	13:36	14:36	15:36	16:36	17:36		
Harpenden, o/s St Georges School		08:39	09:39	10:39	11:39	12:39	13:39	14:39	15:39	16:39	17:39		
Harpenden, The George PH (Stop D)	*arr*	08:43	09:43	10:43	11:43	12:43	13:43	14:43	15:43	16:43	17:43		
Harpenden, The George PH (Stop D)	*dep*	08:45	09:45	10:45	11:45	12:45	13:45	14:45	15:45	16:45			
Harpenden, o/s The Plough and Harrow PH		08:48	09:48	10:48	11:48	12:48	13:48	14:48	15:48	16:48			
Harpenden, Broadstone Road (E-bound)	*arr*	08:52	09:52	10:52	11:52	12:52	13:52	14:52	15:52	16:52			

Compiled from data for the period Thu 20-Jun-2019 to Wed 26-Jun-2019.

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Arriva Herts and Essex

Mondays to Fridays

Harpenden, Broadstone Road (E-bound)	*dep*	06:25			07:49	08:52	09:52	10:52	11:52	12:52	13:52		14:52		16:58	17:49
Harpenden, opp The Plough and Harrow PH		06:28			07:52	08:55	09:55	10:55	11:55	12:55	13:55		14:55		17:01	17:52
Harpenden, The George PH (Stop C)	*arr*	06:31			07:58	09:00	10:00	11:00	12:00	13:00	14:00		15:00		17:06	17:57
Harpenden, The George PH (Stop C)	*dep*	06:31			07:58	09:05	10:05	11:05	12:05	13:05	14:05		15:05	15:50	17:10	18:10
Harpenden, opp St Georges School		06:34			08:02	09:08	10:08	11:08	12:08	13:08	14:08		15:08	15:53	17:13	18:13
Harpenden, adj The Red Cow PH		06:37			08:06	09:11	10:11	11:11	12:11	13:11	14:11		15:11	15:56	17:16	18:16
Batford, adj Whitings Close		06:41			08:09	09:14	10:14	11:14	12:14	13:14	14:14		15:14	15:59	17:19	18:19
Marshalls Heath, opp Cherry Trees Restaurant		06:45			08:14	09:17	10:17	11:17	12:17	13:17	14:17		15:17	16:04	17:24	18:22
Wheathampstead, opp St Helen's Church		06:49			08:19	09:22	10:22	11:22	12:22	13:22	14:22		15:22	16:09	17:29	18:27
Wheathampstead, nr Vale Court		06:54			08:25	09:27	10:27	11:27	12:27	13:27	14:27		15:27	16:14	17:34	18:32
Sandridge, nr St Leonard's Church		07:00			08:32	09:31	10:31	11:31	12:31	13:31	14:31		15:31	16:18	17:40	18:36
St Albans, adj Lancaster Road		07:05			08:37	09:35	10:35	11:35	12:35	13:35	14:35		15:35	16:22	17:44	18:40
St Albans, St Peter's Street (Stop 2)	*arr*	07:09			08:42	09:40	10:40	11:40	12:40	13:40	14:40		15:40	16:27	17:49	18:45
St Albans, St Peter's Street (Stop 2)	*dep*	07:10		07:30	08:43	09:50	10:50	11:50	12:50	13:50	14:42	15:25	15:40	16:28	17:50	18:50
St Albans, St Albans City Railway Station (Stop B)		07:15		|	08:51	09:58	10:58	11:58	12:58	13:58	14:50	15:33	15:48	16:36	18:01	18:57
St Albans, opp Mile House Lane				07:40	08:59	10:06	11:06	12:06	13:06	14:06	14:58	15:41		16:44	18:08	19:05
London Colney, Kings Road (SW-bound)			06:28	07:47	09:05	10:12	11:12	12:12	13:12	14:12	15:04	15:52		16:51	18:16	19:11
Napsbury, Beningfield Drive (E-bound)			06:30	07:50	09:09	10:16	11:16	12:16	13:16	14:16	15:08	15:57		16:55	18:20	19:15
London Colney, nr Telford Road			06:32	07:52	09:11	10:18	11:18	12:18	13:18	14:18		15:59		16:57	18:22	19:17
London Colney, Colney Fields Retail Park (Stop B)			06:37	07:58	09:17	10:24	11:24	12:24	13:24	14:24		16:05		17:03	18:28	19:22
Shenley, nr Fielders Way			06:46	08:11	09:26	10:33	11:33	12:33	13:33	14:33		16:14		17:16	18:37	19:30
Shenley, o/s Novita Restaurant/PH			06:47	08:13	09:28	10:35	11:35	12:35	13:35	14:35		16:16		17:18	18:39	19:32
Shenley, opp White Horse PH			06:49	08:16	09:30	10:37	11:37	12:37	13:37	14:37		16:19		17:20	18:41	19:34
Borehamwood, adj Stanborough Avenue			06:51	08:19	09:33	10:40	11:40	12:40	13:40	14:40		16:22		17:23	18:44	19:36
Borehamwood, Leeming Road (S-bound)			06:54	08:22	09:37	10:44	11:44	12:44	13:44	14:44		16:26		17:26	18:48	19:39
Borehamwood, o/s Hertswood School			|	08:28	|	|	|	|	|	|		|		|	|	|
Borehamwood, Tesco (Stop A)			06:57	08:32	09:41	10:48	11:48	12:48	13:48	14:48		16:31		17:31	18:52	19:43
Borehamwood, opp Ripon Park	*arr*		|	08:39	09:48	|	|	|	|	|		|		17:38	18:58	|
Borehamwood, o/s Elstree & Borehamwood Railway Station	*arr*		07:00			10:53	11:53	12:53	13:53	14:53		16:37				19:47
Notes				[x0002]								[x00ck]				

[x0002] Operates only on school days
[x00ck] Hertfordshire Schooldays only
Compiled from data for the period Thu 20-Jun-2019 to Wed 26-Jun-2019.

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Arriva Herts and Essex

Saturdays

Harpenden, Broadstone Road (E-bound)	*dep*			08:52	09:52	10:52	11:52	12:52	13:52	14:52	15:52	16:52
Harpenden, opp The Plough and Harrow PH				08:55	09:55	10:55	11:55	12:55	13:55	14:55	15:55	16:55
Harpenden, The George PH (Stop C)	*arr*			09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00
Harpenden, The George PH (Stop C)	*dep*	07:15	08:15	09:05	10:05	11:05	12:05	13:05	14:05	15:05	16:05	17:05
Harpenden, opp St Georges School		07:18	08:18	09:08	10:08	11:08	12:08	13:08	14:08	15:08	16:08	17:08
Harpenden, adj The Red Cow PH		07:21	08:21	09:11	10:11	11:11	12:11	13:11	14:11	15:11	16:11	17:11
Batford, adj Whitings Close		07:24	08:24	09:14	10:14	11:14	12:14	13:14	14:14	15:14	16:14	17:14
Marshalls Heath, opp Cherry Trees Restaurant		07:27	08:27	09:17	10:17	11:17	12:17	13:17	14:17	15:17	16:17	17:17
Wheathampstead, opp St Helen's Church		07:32	08:32	09:22	10:22	11:22	12:22	13:22	14:22	15:22	16:22	17:22
Wheathampstead, nr Vale Court		07:37	08:37	09:27	10:27	11:27	12:27	13:27	14:27	15:27	16:27	17:27
Sandridge, nr St Leonard's Church		07:41	08:41	09:31	10:31	11:31	12:31	13:31	14:31	15:31	16:31	17:31
St Albans, adj Lancaster Road		07:45	08:45	09:35	10:35	11:35	12:35	13:35	14:35	15:35	16:35	17:35
St Albans, St Peter's Street (Stop 2)	*arr*	07:50	08:50	09:40	10:40	11:40	12:40	13:40	14:40	15:40	16:40	17:40
St Albans, St Peter's Street (Stop 2)	*dep*	07:53	08:53	09:50	10:50	11:50	12:50	13:50	14:50	15:50	16:50	17:50
St Albans, St Albans City Railway Station (Stop B)		08:01	09:01	09:58	10:58	11:58	12:58	13:58	14:58	15:58	16:58	17:57
St Albans, opp Mile House Lane		08:09	09:09	10:06	11:06	12:06	13:06	14:06	15:06	16:06	17:06	18:03
London Colney, Kings Road (SW-bound)		08:14	09:14	10:12	11:12	12:12	13:12	14:12	15:12	16:12	17:12	18:08
Napsbury, Beningfield Drive (E-bound)		08:18	09:18	10:16	11:16	12:16	13:16	14:16	15:16	16:16	17:16	18:12
London Colney, nr Telford Road		08:20	09:20	10:18	11:18	12:18	13:18	14:18	15:18	16:18	17:18	18:14
London Colney, Colney Fields Retail Park (Stop B)		08:26	09:26	10:24	11:24	12:24	13:24	14:24	15:24	16:24	17:24	18:18
Shenley, nr Fielders Way		08:35	09:35	10:33	11:33	12:33	13:33	14:33	15:33	16:33	17:33	18:26
Shenley, o/s Novita Restaurant/PH		08:37	09:37	10:35	11:35	12:35	13:35	14:35	15:35	16:35	17:35	18:27
Shenley, opp White Horse PH		08:39	09:39	10:37	11:37	12:37	13:37	14:37	15:37	16:37	17:37	18:29
Borehamwood, adj Stanborough Avenue		08:41	09:41	10:40	11:40	12:40	13:40	14:40	15:40	16:40	17:40	18:31
Borehamwood, Leeming Road (S-bound)		08:44	09:44	10:44	11:44	12:44	13:44	14:44	15:44	16:44	17:44	18:34
Borehamwood, Tesco (Stop A)		08:48	09:48	10:48	11:48	12:48	13:48	14:48	15:48	16:48	17:48	18:38
Borehamwood, o/s Elstree & Borehamwood Railway Station	*arr*	08:53	09:53	10:53	11:53	12:53	13:53	14:53	15:53	16:53	17:53	18:41

Compiled from data for the period Thu 20-Jun-2019 to Wed 26-Jun-2019.

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Centrebus

Mondays to Fridays

Luton, Luton Station Interchange (Stand 8)	*dep*	06:06	07:10		09:22	10:22	11:22	12:22	13:22	14:22	15:02	17:25
Luton Town Centre, Church Street (Stop C9)		06:09	07:13		09:25	10:25	11:25	12:25	13:25	14:25	15:05	17:28
Vauxhall, o/s Luton Airport Parkway Rail Station		06:13	07:20		09:31	10:31	11:31	12:31	13:31	14:31	15:11	17:34
Newmill End, adj Chiltern Green Road		06:17	07:25		09:36	10:36	11:36	12:36	13:36	14:36	15:16	17:39
East Hyde, adj Hambro Close		06:19	07:27		09:38	10:38	11:38	12:38	13:38	14:38	15:18	17:41
Harpenden, opp The Red Cow PH		06:22	07:31		09:42	10:42	11:42	12:42	13:42	14:42	15:22	17:45
Harpenden, o/s Roundwood Park School		|	|		|	|	|	|	|	|	|	15:30	|
Harpenden, The George PH (Stop D)		06:27	07:38		09:47	10:47	11:47	12:47	13:47	14:47	15:38	17:51
Harpenden, Harpenden Railway Station (Stop B)		06:29	07:40		09:49	10:49	11:49	12:49	13:49	14:49	15:41	17:53
Batford, adj The Malta PH		06:32	07:45		09:52	10:52	11:52	12:52	13:52	14:52	15:46	17:57
Marshalls Heath, opp Cherry Trees Restaurant		06:35	07:49		09:56	10:56	11:56	12:56	13:56	14:56	15:50	18:01
Wheathampstead, opp St Helen's Church		06:38	07:53		10:00	11:00	12:00	13:00	14:00	15:00	15:54	18:05
Wheathampstead, nr Vale Court		|	|		|	|	|	|	|	|	|	15:58	|
Lemsford, opp The Sun PH		06:45	08:01		10:07	11:07	12:07	13:07	14:07	15:07	16:09	18:13
Welwyn Garden City, opp Applecroft Road		06:47	08:05		10:09	11:09	12:09	13:09	14:09	15:09	16:11	18:16
Welwyn Garden City, Bus Station (Stop E)	*arr*	06:49	08:10		10:10	11:12	12:12	13:12	14:12	15:12	16:14	18:20
Welwyn Garden City, Bus Station (Stop E)	*dep*	06:50	08:15	09:15	10:15	11:15	12:15	13:15	14:15	15:15	16:20	
Welwyn Garden City, Salisbury Road (SE-bound)		06:54	08:19	09:19	10:19	11:19	12:19	13:19	14:19	15:19	16:24	
Welwyn Garden City, New QEII Hospital (Stop A)		07:00	08:25	09:25	10:25	11:25	12:25	13:25	14:25	15:25	16:30	
Hatfield, Hatfield Railway Station (Stop 1)		07:08	08:34	09:33	10:33	11:33	12:33	13:33	14:33	15:33	16:38	
Hatfield, Town Centre (Stop W)			08:37	09:36	10:36	11:36	12:36	13:36	14:36	15:36	16:41	
Oxlease, nr Oxlease Drive			08:39	09:38	10:38	11:38	12:38	13:38	14:38	15:38	16:43	
South Hatfield, nr Millwards			08:40	09:40	10:40	11:40	12:40	13:40	14:40	15:40	16:45	
South Hatfield, opp Garden Avenue	*arr*		08:43	09:43	10:43	11:43	12:43	13:43	14:43	15:43	16:48	
Notes											[x000m]	

[x000m] Hertfordshire Schooldays only
Compiled from data for the period Thu 20-Jun-2019 to Wed 26-Jun-2019.

366 Welwyn Garden City - South Hatfield

Centrebus

Saturdays

Welwyn Garden City, Bus Station (Stop E)	*dep*	09:15	10:15	11:15	13:15	14:15	15:15	16:15	17:15
Welwyn Garden City, Salisbury Road (SE-bound)		09:19	10:19	11:19	13:19	14:19	15:19	16:19	17:19
Welwyn Garden City, New QEII Hospital (Stop A)		09:25	10:25	11:25	13:25	14:25	15:25	16:25	17:25
Hatfield, Hatfield Railway Station (Stop 1)		09:33	10:33	11:33	13:33	14:33	15:33	16:33	17:33
Hatfield, Town Centre (Stop W)		09:36	10:36	11:36	13:36	14:36	15:36	16:36	17:36
Oxlease, nr Oxlease Drive		09:38	10:38	11:38	13:38	14:38	15:38	16:38	17:38
South Hatfield, nr Millwards		09:40	10:40	11:40	13:40	14:40	15:40	16:40	17:40
South Hatfield, opp Garden Avenue	*arr*	09:43	10:43	11:43	13:43	14:43	15:43	16:43	17:43

Compiled from data for the period Thu 20-Jun-2019 to Wed 26-Jun-2019.

366 South Hatfield - Luton

Centrebus

Mondays to Fridays

South Hatfield, opp Garden Avenue	*dep*		08:43		09:43	10:43	11:43	12:43	13:43	14:43	15:43	16:48	
Oxlease, opp Oxlease Drive			08:47		09:47	10:47	11:47	12:47	13:47	14:47	15:47	16:52	
Hatfield, Town Centre (Stop V)			08:51		09:51	10:51	11:51	12:51	13:51	14:51	15:51	16:56	
Hatfield, Hatfield Railway Station (Stop 4)		07:10	08:54		09:54	10:54	11:54	12:54	13:54	14:54	15:55	17:00	
Welwyn Garden City, New QEII Hospital (Stop B)		07:17	09:01		10:01	11:01	12:01	13:01	14:01	15:01	16:03	17:08	
Welwyn Garden City, Salisbury Road (NW-bound)		07:23	09:07		10:07	11:07	12:07	13:07	14:07	15:07	16:09	17:14	
Welwyn Garden City, Bus Station (Stop B)	*arr*	07:27	09:12		10:12	11:12	12:12	13:12	14:12	15:12	16:14	17:19	
Welwyn Garden City, Bus Station (Stop B)	*dep*	07:28		09:20	10:20	11:20	12:20	13:20	14:20		16:20	17:27	18:25
Welwyn Garden City, adj Applecroft Road		07:30		09:22	10:22	11:22	12:22	13:22	14:22		16:22	17:30	18:27
Lemsford, nr The Sun PH		07:33		09:25	10:25	11:25	12:25	13:25	14:25		16:25	17:33	18:30
Wheathampstead, nr Vale Court		07:43		|	|	|	|	|	|		|	|	|
Wheathampstead, o/s St Helen's Church		07:46		09:33	10:33	11:33	12:33	13:33	14:33		16:33	17:43	18:36
Marshalls Heath, adj Cherry Trees Restaurant		07:55		09:37	10:37	11:37	12:37	13:37	14:37		16:37	17:47	18:39
Batford, opp The Malta PH		08:00		09:41	10:41	11:41	12:41	13:41	14:41		16:41	17:51	18:43
Harpenden, Harpenden Railway Station (Stop A)		08:04		09:45	10:45	11:45	12:45	13:45	14:45		16:45	17:55	18:46
Harpenden, The George PH (Stop C)		08:07		09:47	10:47	11:47	12:47	13:47	14:47		16:48	17:58	18:48
Harpenden, o/s Roundwood Park School		08:16		|	|	|	|	|	|		|	|	|
Harpenden, adj The Red Cow PH		08:21		09:50	10:50	11:50	12:50	13:50	14:50		16:52	18:02	18:52
East Hyde, opp Hambro Close		08:25		09:55	10:55	11:55	12:55	13:55	14:55		16:57	18:07	18:55
Newmill End, opp Chiltern Green Road		08:27		09:57	10:57	11:57	12:57	13:57	14:57		16:59	18:09	18:57
Vauxhall, o/s Luton Airport Parkway Rail Station		08:32		10:01	11:01	12:01	13:01	14:01	15:01		17:04	18:13	19:01
Luton Town Centre, Church Street (Stop C6)		08:43		10:10	11:10	12:10	13:10	14:10	15:10		17:15	18:22	19:08
Luton, Luton Station Interchange (Stand 8)	*arr*	08:48		10:15	11:15	12:15	13:15	14:15	15:15		17:18	18:25	19:11
Notes		[x000m]											

[x000m] Hertfordshire Schooldays only
Compiled from data for the period Thu 20-Jun-2019 to Wed 26-Jun-2019.

366 South Hatfield - Welwyn Garden City

Centrebus

Saturdays

South Hatfield, opp Garden Avenue	*dep*	08:43	09:43	10:43	11:43	13:43	14:43	15:43	16:43
Oxlease, opp Oxlease Drive		08:47	09:47	10:47	11:47	13:47	14:47	15:47	16:47
Hatfield, Town Centre (Stop V)		08:51	09:51	10:51	11:51	13:51	14:51	15:51	16:51
Hatfield, Hatfield Railway Station (Stop 4)		08:54	09:54	10:54	11:54	13:54	14:54	15:54	16:54
Welwyn Garden City, New QEII Hospital (Stop B)		09:01	10:01	11:01	12:01	14:01	15:01	16:01	17:01
Welwyn Garden City, Salisbury Road (NW-bound)		09:07	10:07	11:07	12:07	14:07	15:07	16:07	17:07
Welwyn Garden City, Bus Station (Stop B)	*arr*	09:12	10:12	11:12	12:12	14:12	15:12	16:12	17:12

Compiled from data for the period Thu 20-Jun-2019 to Wed 26-Jun-2019.

610 Luton - Potters Bar

Uno

Mondays to Fridays

Luton, Luton Station Interchange (Stand 8)	*dep*		06:14		07:20	08:24	09:40	10:35	11:35	12:35	13:35	14:20	15:25	16:35	17:50	18:35	19:35	20:45
Luton Town Centre, Church Street (Stop C9)			06:17		07:23	08:28	09:43	10:38	11:38	12:38	13:38	14:24	15:29	16:39	17:54	18:39	19:39	20:48
Stockwood, Opp Stockwood Park Entrance			06:22		07:29	08:33	09:48	10:43	11:43	12:43	13:43	14:29	15:34	16:44	17:59	18:44	19:44	20:53
Kinsbourne Green, opp The Common			06:28		07:36	08:41	09:54	10:49	11:49	12:49	13:49	14:37	15:42	16:52	18:06	18:50	19:50	20:59
Harpenden, The George PH (Stop D)			06:35		07:43	08:49	10:01	10:56	11:56	12:56	13:56	14:45	15:50	17:00	18:13	18:57	19:57	21:06
Harpenden, Harpenden Railway Station (Stop B)			06:36		07:44	08:50	10:02	10:57	11:57	12:57	13:57	14:46	15:51	17:01	18:14	18:58	19:58	21:07
Batford, adj The Malta PH			06:40		07:49	08:54	10:06	11:01	12:01	13:01	14:01	14:50	15:56	17:05	18:18	19:02	20:02	21:11
Marshalls Heath, opp Cherry Trees Restaurant			06:44		07:54	08:58	10:09	11:04	12:04	13:04	14:04	14:53	16:00	17:09	18:22	19:05	20:05	21:14
Wheathampstead, opp St Helen's Church			06:49		08:01	09:04	10:14	11:09	12:09	13:09	14:09	14:58	16:06	17:15	18:27	19:10	20:10	21:19
Hatfield Business Park, opp Computacenter			06:59		08:13	09:16	10:24	11:19	12:19	13:19	14:19	15:08	16:16	17:27	18:37	19:19	20:19	21:28
Hatfield Business Park, Gypsy Moth Avenue (SW-bound)		05:58	07:01	07:20	08:15	09:18	10:26	11:21	12:21	13:21	14:21	15:10	16:18	17:29	18:39	19:21	20:21	21:30
Hatfield Business Park, UH de Havilland Campus (Stop R)		06:02	07:05	07:23	08:19	09:23	10:30	11:25	12:25	13:25	14:25	15:15	16:23	17:34	18:43	19:25	20:25	21:33
Hatfield, The Galleria (Stop D)		06:05	07:08	07:26	08:24	09:26	10:34	11:29	12:29	13:29	14:29	15:19	16:27	17:38	18:47	19:29	20:29	21:36
Hatfield, The Forum (Stop 3)	*arr*	06:09	07:12	07:30	08:28	09:32	10:38	11:33	12:33	13:33	14:33	15:25	16:31	17:42	18:51	19:33	20:33	21:39
Hatfield, The Forum (Stop 3)	*dep*	06:09	07:13	07:31	08:30	09:36	10:43	11:38	12:38	13:38	14:38	15:28	16:32					
Hatfield, Town Centre (Stop W)		06:14	07:18	07:38	08:36	09:42	10:48	11:43	12:43	13:43	14:43	15:35	16:39					
Oxlease, nr Oxlease Drive		06:16	07:21	07:41	08:38	09:45	10:51	11:46	12:46	13:46	14:46	15:38	16:42					
South Hatfield, nr Millwards		06:18	07:23	07:43	08:40	09:47	10:53	11:48	12:48	13:48	14:48	15:40	16:44					
Welham Green, Welham Green Railway Station (Stop B)		06:21	07:26	07:48	08:43	09:51	10:56	11:51	12:51	13:51	14:51	15:45	16:49					
Welham Green, Dixons Hill Road (Stop E)		06:22	07:27	07:49	08:44	09:52	10:57	11:52	12:52	13:52	14:52	15:46	16:50					
Brookmans Park, nr Bradmore Green		06:26	07:31	07:54	08:48	09:56	11:01	11:56	12:56	13:56	14:56	15:51	16:55					
Swanley Bar, nr Swanley Crescent		06:30	07:36	07:59	08:52	10:01	11:06	12:01	13:01	14:01	15:01	15:56	17:00					
Potters Bar, Potters Bar Railway Station (Stop D)		06:35	07:41	08:06	08:57	10:07	11:11	12:06	13:06	14:06	15:06	16:03	17:07					
Potters Bar, nr Highview Gardens				|		10:11	11:15	12:10	13:10	14:10		16:08	17:12				
Cockfosters, Cockfosters (Stop B)	*arr*			|		10:22	11:24	12:19	13:19	14:19		16:21	17:25					
Potters Bar, o/s Dame Alice Owen's School	*arr*			08:12														
Notes				[x00ck]							[x00ck]	[x00ck]						

[x00ck] Hertfordshire Schooldays only
Compiled from data for the period Thu 20-Jun-2019 to Wed 26-Jun-2019.

610 Luton - Potters Bar

Uno

Saturdays

Luton, Luton Station Interchange (Stand 8)	*dep*			08:30	09:30	10:30	11:30	12:30	13:30	14:30	15:30	16:30	17:30	18:30
Luton Town Centre, Church Street (Stop C9)				08:33	09:33	10:33	11:33	12:33	13:33	14:33	15:33	16:33	17:33	18:33
Stockwood, Opp Stockwood Park Entrance				08:37	09:37	10:37	11:37	12:37	13:37	14:37	15:37	16:37	17:37	18:37
Kinsbourne Green, opp The Common				08:44	09:44	10:44	11:44	12:44	13:44	14:44	15:44	16:44	17:44	18:44
Harpenden, The George PH (Stop D)				08:51	09:51	10:51	11:51	12:51	13:51	14:51	15:51	16:51	17:51	18:51
Harpenden, Harpenden Railway Station (Stop B)				08:52	09:52	10:52	11:52	12:52	13:52	14:52	15:52	16:52	17:52	18:52
Batford, adj The Malta PH				08:56	09:56	10:56	11:56	12:56	13:56	14:56	15:56	16:56	17:56	18:56
Marshalls Heath, opp Cherry Trees Restaurant				09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00
Wheathampstead, opp St Helen's Church				09:04	10:04	11:04	12:04	13:04	14:04	15:04	16:04	17:04	18:04	19:04
Hatfield Business Park, opp Computacenter				09:13	10:13	11:13	12:13	13:13	14:13	15:13	16:13	17:13	18:13	19:13
Hatfield Business Park, Gypsy Moth Avenue (SW-bound)		07:15	08:15	09:15	10:15	11:15	12:15	13:15	14:15	15:15	16:15	17:15	18:15	19:15
Hatfield Business Park, UH de Havilland Campus (Stop R)		07:18	08:18	09:18	10:18	11:18	12:18	13:18	14:18	15:18	16:18	17:18	18:18	19:18
Hatfield, The Galleria (Stop D)		07:21	08:21	09:21	10:21	11:21	12:21	13:21	14:21	15:21	16:21	17:21	18:21	19:21
Hatfield, The Forum (Stop 3)	*arr*	07:24	08:24	09:24	10:24	11:24	12:24	13:24	14:24	15:24	16:24	17:24	18:24	19:24
Hatfield, The Forum (Stop 3)	*dep*	07:25	08:25	09:25	10:25	11:25	12:25	13:25	14:25	15:25	16:25	17:25	18:25	
Hatfield, Town Centre (Stop W)		07:29	08:29	09:29	10:29	11:29	12:29	13:29	14:29	15:29	16:29	17:29	18:29	
Oxlease, nr Oxlease Drive		07:32	08:32	09:32	10:32	11:32	12:32	13:32	14:32	15:32	16:32	17:32	18:32	
South Hatfield, nr Millwards		07:34	08:34	09:34	10:34	11:34	12:34	13:34	14:34	15:34	16:34	17:34	18:34	
Welham Green, Welham Green Railway Station (Stop B)		07:38	08:38	09:38	10:38	11:38	12:38	13:38	14:38	15:38	16:38	17:38	18:38	
Welham Green, Dixons Hill Road (Stop E)		07:39	08:39	09:39	10:39	11:39	12:39	13:39	14:39	15:39	16:39	17:39	18:39	
Brookmans Park, nr Bradmore Green		07:43	08:43	09:43	10:43	11:43	12:43	13:43	14:43	15:43	16:43	17:43	18:43	
Swanley Bar, nr Swanley Crescent		07:48	08:48	09:48	10:48	11:48	12:48	13:48	14:48	15:48	16:48	17:48	18:48	
Potters Bar, Potters Bar Railway Station (Stop D)	*arr*	07:53	08:53	09:53	10:53	11:53	12:53	13:53	14:53	15:53	16:53	17:53	18:53	

Compiled from data for the period Thu 20-Jun-2019 to Wed 26-Jun-2019.

610 Cockfosters - Luton

Uno

Mondays to Fridays

Cockfosters, Cockfosters (Stop A)	*dep*								10:30	11:30	12:25	13:25	14:25		16:25	17:35			
Potters Bar, opp Highview Gardens									10:40	11:40	12:35	13:35	14:35		16:35	17:45			
Potters Bar, o/s Dame Alice Owen's School	*dep*								|	|	|	|	|	15:53	|	|			
Potters Bar, Potters Bar Railway Station (Stop B)	*arr*								10:45	11:45	12:40	13:40	14:40	15:59	16:40	17:50			
Potters Bar, Potters Bar Railway Station (Stop B)	*dep*			06:40	07:50	09:00			10:46	11:46	12:41	13:41	14:41	16:03	16:45	17:55	19:05		
Swanley Bar, opp Swanley Crescent				06:44	07:57	09:06			10:51	11:51	12:46	13:46	14:46	16:08	16:50	18:00	19:11		
Brookmans Park, opp Bradmore Green				06:48	08:03	09:11			10:56	11:56	12:51	13:51	14:51	16:13	16:54	18:04	19:16		
Welham Green, Dixons Hill Road (Stop C)				06:52	08:09	09:16			11:01	12:01	12:56	13:56	14:56	16:18	16:58	18:08	19:21		
Welham Green, Welham Green Railway Station (Stop A)				06:53	08:10	09:17			11:02	12:02	12:57	13:57	14:57	16:19	16:59	18:09	19:22		
South Hatfield, opp Millwards				06:56	08:14	09:20			11:06	12:06	13:01	14:01	15:01	16:22	17:04	18:14	19:26		
Oxlease, opp Oxlease Drive				06:58	08:17	09:23			11:08	12:08	13:03	14:03	15:03	16:25	17:06	18:16	19:29		
Hatfield, Town Centre (Stop U)				07:00	08:20	09:26			11:11	12:11	13:06	14:06	15:06	16:28	17:09	18:18	19:32		
Hatfield, The Forum (Stop 5)	*arr*			07:05	08:28	09:32			11:17	12:17	13:12	14:12	15:12	16:34	17:15	18:24	19:38		
Hatfield, The Forum (Stop 5)	*dep*	05:10	06:10	07:08	08:31	09:35	10:20		11:20	12:20	13:15	14:15	15:15	16:35	17:20	18:27		19:40	
Hatfield, The Galleria (Stop B)		05:14	06:14	07:12	08:35	09:38	10:23		11:23	12:23	13:18	14:18	15:18	16:40	17:25	18:31		19:43	
Hatfield Business Park, UH de Havilland Campus (Stop P)		05:17	06:17	07:15	08:39	09:41	10:26		11:26	12:26	13:21	14:21	15:21	16:45	17:30	18:35		19:46	
Hatfield Business Park, o/s Bus Garage		05:20	06:20	07:18	08:43	09:46	10:31		11:31	12:31	13:26	14:26	15:26	16:50	17:35	18:39		19:50	
Hatfield Business Park, nr Computacenter		05:21	06:21	07:19	08:44	09:47	10:32		11:32	12:32	13:27	14:27	15:27	16:52	17:38	18:41		19:51	
Wheathampstead, o/s St Helen's Church		05:31	06:31	07:31	08:56	09:57	10:42		11:42	12:42	13:37	14:37	15:41	17:06	17:55	18:57		20:00	
Marshalls Heath, adj Cherry Trees Restaurant		05:35	06:35	07:36	09:01	10:02	10:47		11:47	12:47	13:42	14:42	15:46	17:11	18:00	19:02		20:04	
Batford, opp The Malta PH		05:38	06:38	07:40	09:05	10:05	10:50		11:50	12:50	13:45	14:45	15:51	17:14	18:03	19:05		20:07	
Harpenden, Harpenden Railway Station (Stop A)		05:42	06:42	07:45	09:09	10:09	10:54		11:54	12:54	13:49	14:49	15:56	17:18	18:09	19:09		20:11	
Harpenden, The George PH (Stop C)		05:43	06:43	07:46	09:10	10:10	10:55		11:55	12:55	13:50	14:50	15:57	17:19	18:10	19:10		20:12	
Kinsbourne Green, adj The Common		05:49	06:49	07:54	09:16	10:15	11:00		12:00	13:00	13:55	14:55	16:03	17:26	18:16	19:16		20:17	
Stockwood, O/s Stockwood Park Entrance		05:56	06:56	08:02	09:22	10:21	11:06		12:06	13:06	14:01	15:01	16:10	17:34	18:22	19:22		20:24	
Luton Town Centre, Church Street (Stop C8)		06:02	07:02	08:09	09:27	10:26	11:11		12:11	13:11	14:06	15:06	16:16	17:41	18:27	19:27		20:29	
Luton, Luton Station Interchange (Stand 8)	*arr*	06:05	07:05	08:13	09:30	10:29	11:14		12:14	13:14	14:09	15:09	16:19	17:44	18:30	19:30		20:32	
Notes					[x00ck]									[x00ck]					

[x00ck] Hertfordshire Schooldays only
Compiled from data for the period Thu 20-Jun-2019 to Wed 26-Jun-2019.

610 Potters Bar - Luton

Uno

Saturdays

Potters Bar, Potters Bar Railway Station (Stop B)	*dep*		08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00
Swanley Bar, opp Swanley Crescent			08:05	09:05	10:05	11:05	12:05	13:05	14:05	15:05	16:05	17:05	18:05	19:05
Brookmans Park, opp Bradmore Green			08:10	09:10	10:10	11:10	12:10	13:10	14:10	15:10	16:10	17:10	18:10	19:10
Welham Green, Dixons Hill Road (Stop C)			08:14	09:14	10:14	11:14	12:14	13:14	14:14	15:14	16:14	17:14	18:14	19:14
Welham Green, Welham Green Railway Station (Stop A)			08:15	09:15	10:15	11:15	12:15	13:15	14:15	15:15	16:15	17:15	18:15	19:15
South Hatfield, opp Millwards			08:18	09:18	10:18	11:18	12:18	13:18	14:18	15:18	16:18	17:18	18:18	19:18
Oxlease, opp Oxlease Drive			08:20	09:20	10:20	11:20	12:20	13:20	14:20	15:20	16:20	17:20	18:20	19:20
Hatfield, Town Centre (Stop U)			08:22	09:22	10:22	11:22	12:22	13:22	14:22	15:22	16:22	17:22	18:22	19:22
Hatfield, The Forum (Stop 5)	*arr*		08:27	09:27	10:27	11:27	12:27	13:27	14:27	15:27	16:27	17:27	18:27	19:27
Hatfield, The Forum (Stop 5)	*dep*	07:30	08:30	09:30	10:30	11:30	12:30	13:30	14:30	15:30	16:30	17:30	18:30	19:30
Hatfield, The Galleria (Stop B)		07:33	08:33	09:33	10:33	11:33	12:33	13:33	14:33	15:33	16:33	17:33	18:33	19:33
Hatfield Business Park, UH de Havilland Campus (Stop P)		07:36	08:36	09:36	10:36	11:36	12:36	13:36	14:36	15:36	16:36	17:36	18:36	19:36
Hatfield Business Park, o/s Bus Garage		07:39	08:39	09:39	10:39	11:39	12:39	13:39	14:39	15:39	16:39	17:39	18:39	19:39
Hatfield Business Park, nr Computacenter		07:41	08:41	09:41	10:41	11:41	12:41	13:41	14:41	15:41	16:41	17:41		
Wheathampstead, o/s St Helen's Church		07:50	08:50	09:50	10:50	11:50	12:50	13:50	14:50	15:50	16:50	17:50		
Marshalls Heath, adj Cherry Trees Restaurant		07:55	08:55	09:55	10:55	11:55	12:55	13:55	14:55	15:55	16:55	17:55		
Batford, opp The Malta PH		07:58	08:58	09:58	10:58	11:58	12:58	13:58	14:58	15:58	16:58	17:58		
Harpenden, Harpenden Railway Station (Stop A)		08:02	09:02	10:02	11:02	12:02	13:02	14:02	15:02	16:02	17:02	18:02		
Harpenden, The George PH (Stop C)		08:03	09:03	10:03	11:03	12:03	13:03	14:03	15:03	16:03	17:03	18:03		
Kinsbourne Green, adj The Common		08:08	09:08	10:08	11:08	12:08	13:08	14:08	15:08	16:08	17:08	18:08		
Stockwood, O/s Stockwood Park Entrance		08:14	09:14	10:14	11:14	12:14	13:14	14:14	15:14	16:14	17:14	18:14		
Luton Town Centre, Church Street (Stop C8)		08:19	09:19	10:19	11:19	12:19	13:19	14:19	15:19	16:19	17:19	18:19		
Luton, Luton Station Interchange (Stand 8)	*arr*	08:22	09:22	10:22	11:22	12:22	13:22	14:22	15:22	16:22	17:22	18:22		

Compiled from data for the period Thu 20-Jun-2019 to Wed 26-Jun-2019.

612 Luton - Hatfield

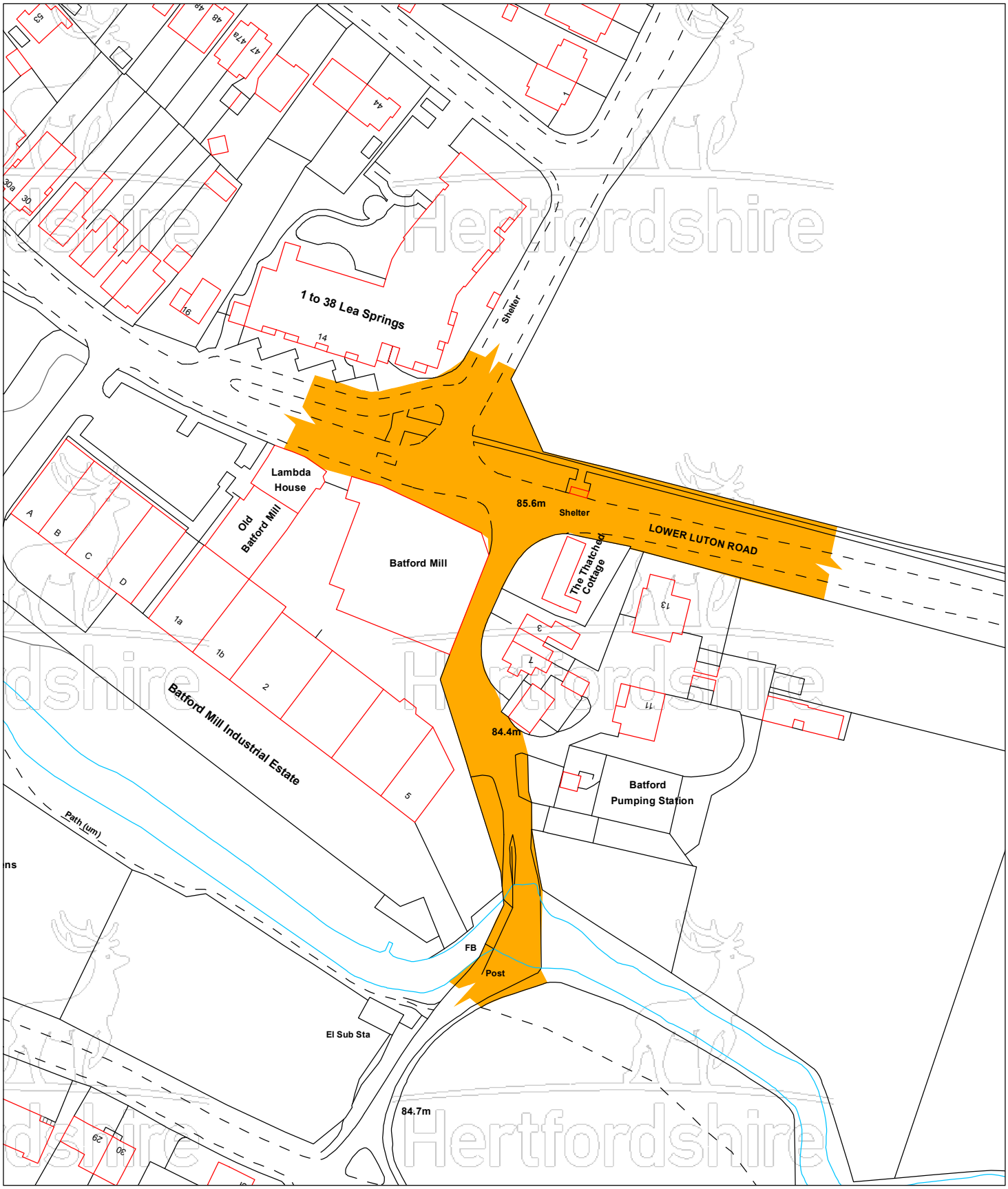
Uno

Mondays to Fridays

Luton, Luton Station Interchange (Stand 8)	*dep*	07:40
Luton Town Centre, Church Street (Stop C9)		07:43
Vauxhall, o/s Luton Airport Parkway Rail Station		07:49
Newmill End, adj Chiltern Green Road		07:54
East Hyde, adj Hambro Close		07:56
Batford, adj The Malta PH		08:02
Marshalls Heath, opp Cherry Trees Restaurant		08:07
Wheathampstead, opp St Helen's Church		08:14
Sandridge, nr St Leonard's Church		08:21
Marshalswick, adj Quantock Close		08:29
Marshalswick, opp The Quadrant		08:34
Oaklands, opp Colney Heath Lane		08:40
Hatfield, The Galleria (Stop D)		08:50
Hatfield, The Forum (Stop 3)	*arr*	08:55
Notes		[x00d9][x00ck]

[x00ck] Hertfordshire Schooldays only
[x00d9] University of Hertfordshire Non-Term days
Compiled from data for the period Thu 20-Jun-2019 to Wed 26-Jun-2019.

APPENDIX E



Crabtree Lane, Harpenden

Scale at A4

1:1,250

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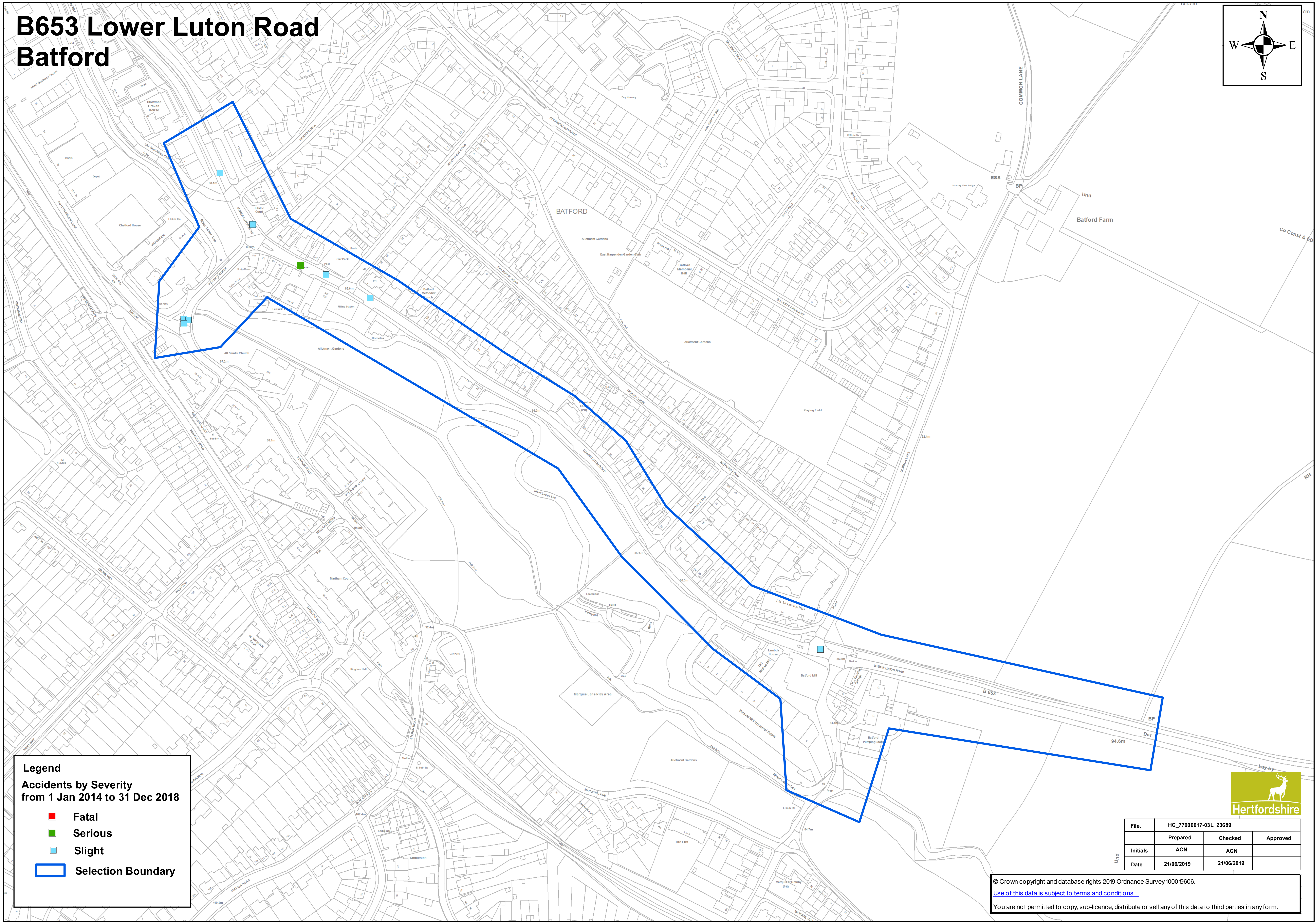
Hertfordshire County Council
Date: 16/07/2019

Hertfordshire

APPENDIX F

B653 Lower Luton Road Batford



Legend

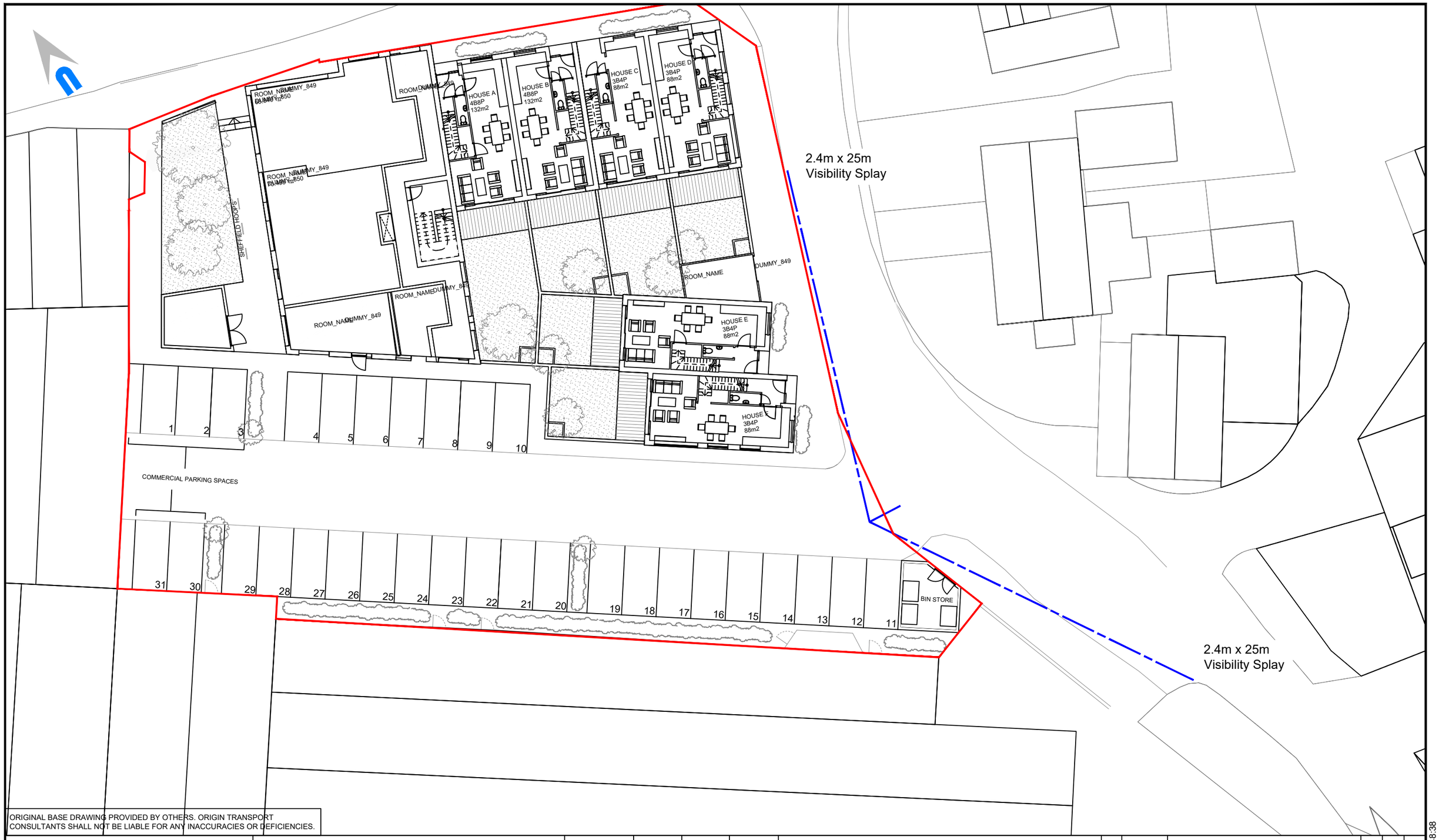
Accidents by Severity from 1 Jan 2014 to 31 Dec 2018

- Fatal
- Serious
- Slight
- Selection Boundary

File.	HC_77000017-03L 23689		
	Prepared	Checked	Approved
Initials	ACN	ACN	
Date	21/06/2019	21/06/2019	

Hertfordshire

APPENDIX G



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ORIGIN

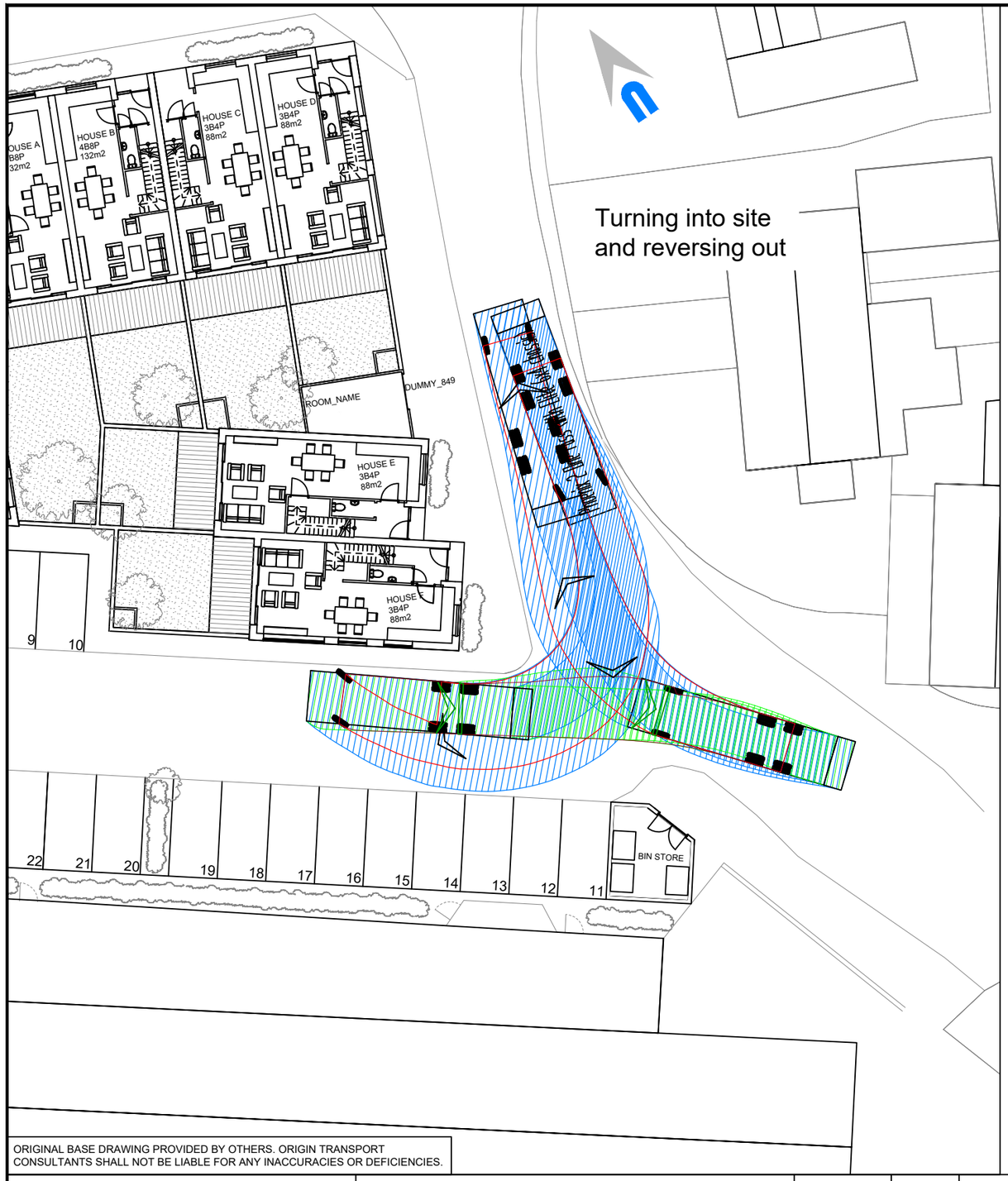
Client: CATTON HOMES	Scale: 1:250	Size: A3	Drawn: AB	Designed: -
Project: BATFORD MILLS, BATFORD, HARPENDEN	Drawing Status: FOR INFORMATION		Date: 12.07.19	
Drawing title: VISIBILITY SPLAYS	Drawing No.: SK03		Rev.: A	

KEY:
- Visibility Splays
- Boundary line

Rev	Date	Description	Drn	Chk	App
A	21.08.19	Layout amended	AB	JG	TT
-	12.07.19	First issue	AB	JG	TT

PLOT DATE: 22 August 2019 10:48:38

APPENDIX H

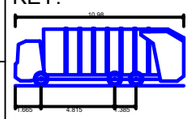


ORIGINAL BASE DRAWING PROVIDED BY OTHERS. ORIGIN TRANSPORT CONSULTANTS SHALL NOT BE LIABLE FOR ANY INACCURACIES OR DEFICIENCIES.

ORIGIN

Client: CATTON HOMES	Scale: 1:250	Size: A3	Drawn: AB	Designed: -
Project: BATFORD MILLS, BATFORD, HARPENDEN	Drawing Status: FOR INFORMATION		Date: 12.07.19	
Drawing title: SWEPT PATH ANALYSIS OF A REFUSE VEHICLE	Drawing No.: SK05		Rev.: A	

KEY:



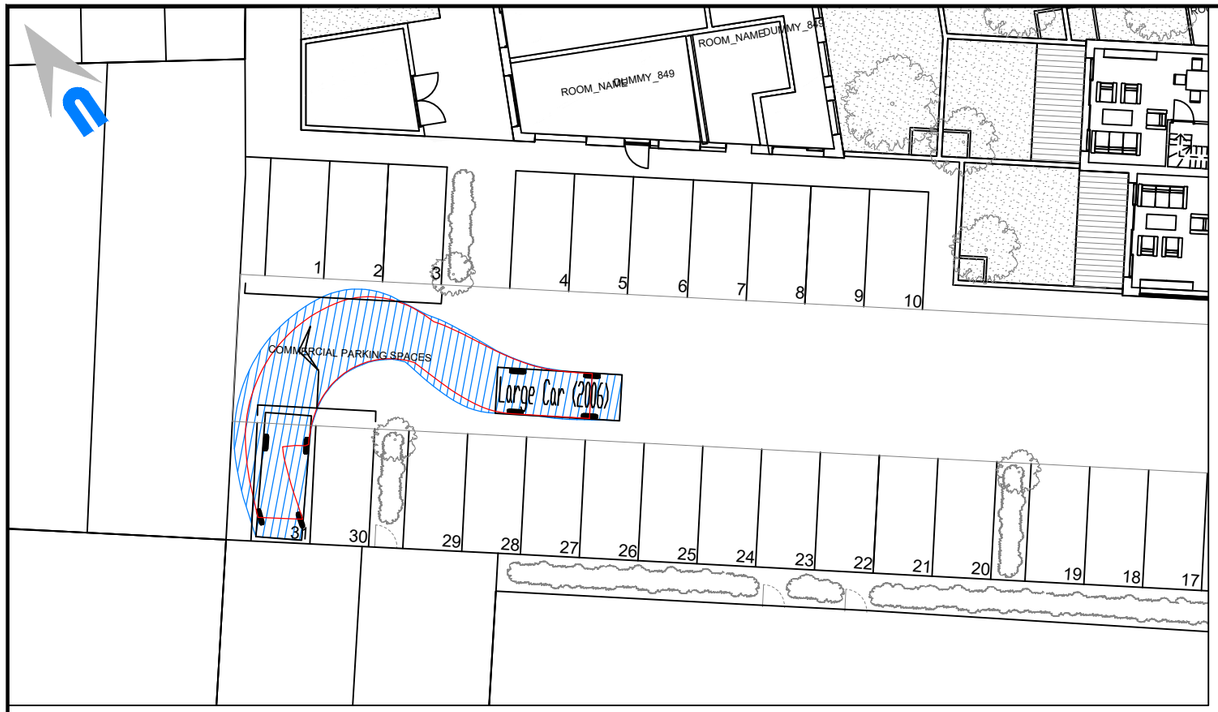
Phoenix 2 One-Pass (with Elite 6x4 chassis)

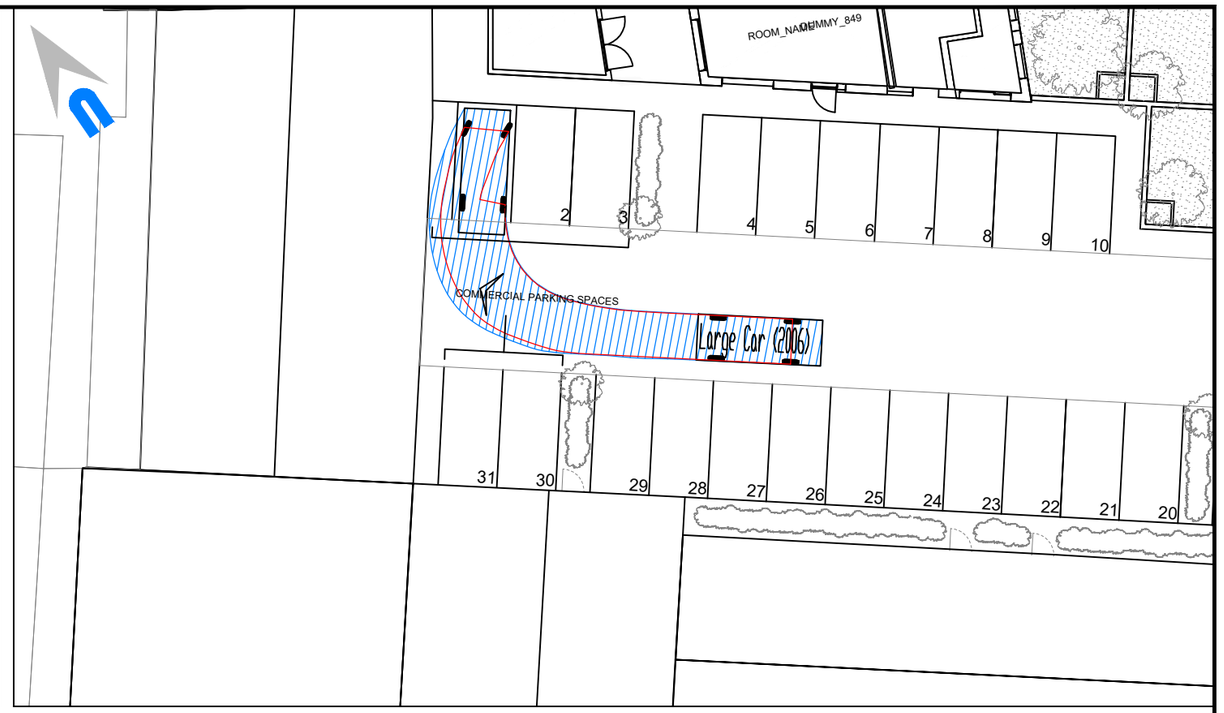
Overall Length	10.980m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.000m

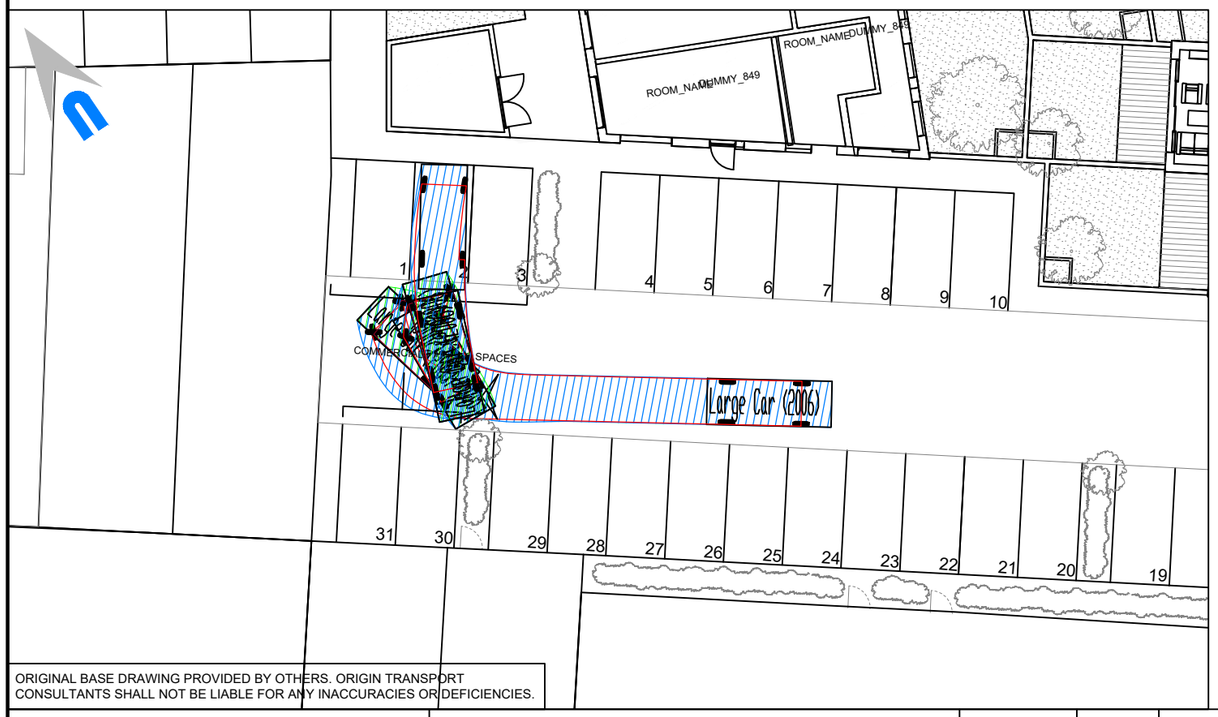
Rev	Date	Description	Drn	Chk	App
A	21.08.19	Layout amended	AB	JG	TT
-	12.07.19	First issue	AB	JG	TT

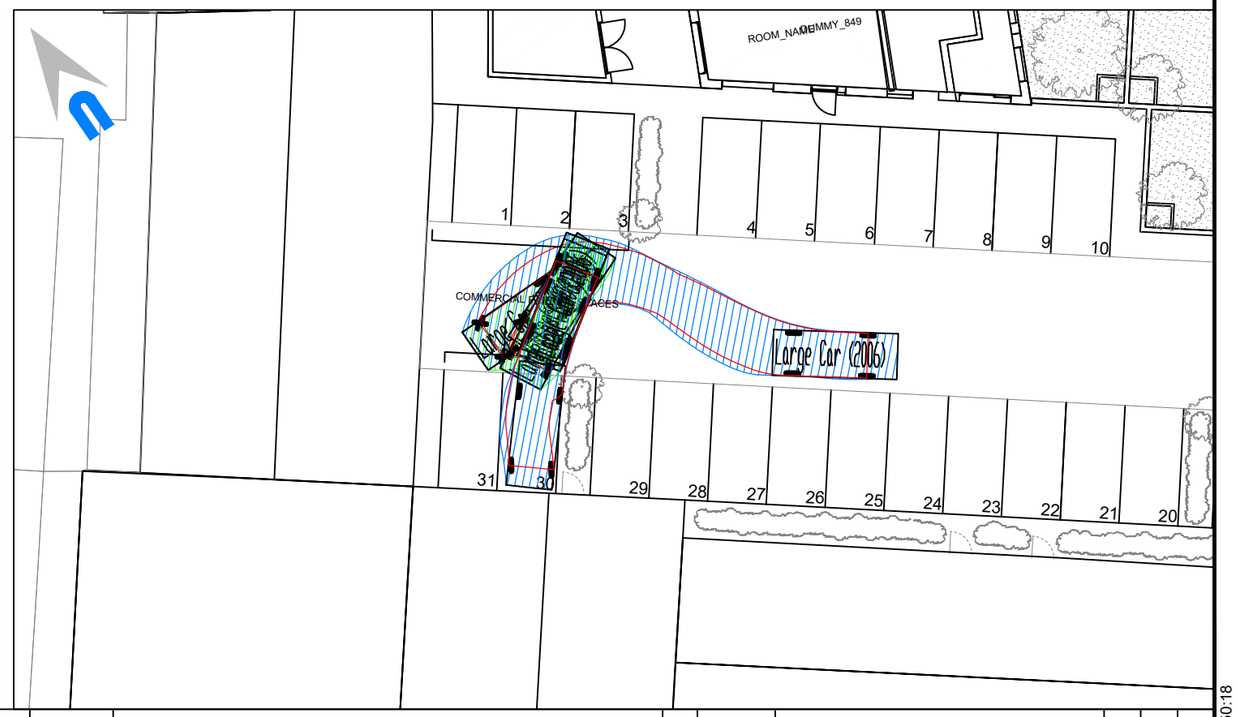
PLOT DATE: 22 August 2019 11:54:31

APPENDIX I









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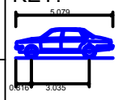
ORIGIN

Client: CATTON HOMES		Scale: 1:250	Size: A3	Drawn: AB / Designed: -
Project: BATFORD MILLS, BATFORD, HARPENDEN		Drawing Status: FOR INFORMATION		Date: 12.07.19
Drawing title: SWEPT PATH ANALYSIS OF A LARGE CAR		Drawing No.: SK04		Rev.: A

KEY:



Large Car (2006)

Overall Length	5.079m
Overall Width	1.872m
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

Rev	Date	Description	Drn	Chk	App
A	21.08.19	Layout amended	AB	JG	TT
-	12.07.19	First issue	AB	JG	TT

PLOT DATE: 22 August 2019 11:50:18

APPENDIX J

Calculation Reference: AUDIT-356901-190715-0706

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : K - MIXED PRIV HOUS (FLATS AND HOUSES)
VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
03	SOUTH WEST		
	DV	DEVON	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
06	WEST MIDLANDS		
	ST	STAFFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NE	NORTH EAST LINCOLNSHIRE	1 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	1 days
09	NORTH		
	CB	CUMBRIA	2 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 67 (units:)
Range Selected by User: 7 to 70 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/11 to 11/07/18

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

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 undertaking using machines.

Selected Locations:

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

Industrial Zone	1
Residential Zone	6
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:

C3	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:

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

5,000 or Less	1 days
25,001 to 50,000	4 days
75,001 to 100,000	1 days
250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	2 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:

Yes	1 days
No	7 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 CA-03-K-04 MIXED HOUSES & FLATS CAMBRIDGESHIRE
FORDHAM ROAD
SOHAM

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 65
Survey date: WEDNESDAY 11/07/18 Survey Type: MANUAL

2 CB-03-K-01 FLATS & TERRACED CUMBRIA
BRIDGE LANE
CARLISLE

Edge of Town
Industrial Zone
Total Number of dwellings: 66
Survey date: THURSDAY 12/06/14 Survey Type: MANUAL

3 CB-03-K-02 SEMI-DETACHED & FLATS CUMBRIA
NATLAND ROAD
KENDAL

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 15
Survey date: TUESDAY 21/06/16 Survey Type: MANUAL

4 DV-03-K-01 MIXED HOUSES & FLATS DEVON
ROYAL WAY
STARCROSS

Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of dwellings: 15
Survey date: MONDAY 17/07/17 Survey Type: MANUAL

5 ES-03-K-01 MIXED HOUSES & FLATS EAST SUSSEX
LEWES ROAD
UCKFIELD
RIDGEWOOD
Edge of Town
Residential Zone
Total Number of dwellings: 64
Survey date: THURSDAY 14/07/16 Survey Type: MANUAL

6 GM-03-K-02 SEMI DET. & FLATS GREATER MANCHESTER
ABRAM CLOSE
MANCHESTER
FALLOWFIELD
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 33
Survey date: TUESDAY 11/10/11 Survey Type: MANUAL

7 NE-03-K-01 BLOCK OF FLATS NORTH EAST LINCOLNSHIRE
LADYSMITH ROAD
CLEETHORPES

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 67
Survey date: TUESDAY 06/05/14 Survey Type: MANUAL

8 ST-03-K-03 MIXED HOUSING & FLATS STAFFORDSHIRE
CLAREMONT ROAD
WOLVERHAMPTON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 28
Survey date: FRIDAY 09/05/14 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/K - MIXED PRIV HOUS (FLATS AND HOUSES)
VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	8	44	0.042	8	44	0.201	8	44	0.243
08:00 - 09:00	8	44	0.102	8	44	0.235	8	44	0.337
09:00 - 10:00	8	44	0.088	8	44	0.113	8	44	0.201
10:00 - 11:00	8	44	0.119	8	44	0.127	8	44	0.246
11:00 - 12:00	8	44	0.125	8	44	0.130	8	44	0.255
12:00 - 13:00	8	44	0.133	8	44	0.144	8	44	0.277
13:00 - 14:00	8	44	0.133	8	44	0.102	8	44	0.235
14:00 - 15:00	8	44	0.108	8	44	0.150	8	44	0.258
15:00 - 16:00	8	44	0.190	8	44	0.108	8	44	0.298
16:00 - 17:00	8	44	0.193	8	44	0.125	8	44	0.318
17:00 - 18:00	8	44	0.241	8	44	0.136	8	44	0.377
18:00 - 19:00	8	44	0.176	8	44	0.133	8	44	0.309
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.650			1.704			3.354

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 - 67 (units:)
Survey date date range:	01/01/11 - 11/07/18
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 show. 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/K - MIXED PRIV HOUS (FLATS AND HOUSES)
TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	8	44	0.000	8	44	0.000	8	44	0.000
08:00 - 09:00	8	44	0.003	8	44	0.003	8	44	0.006
09:00 - 10:00	8	44	0.017	8	44	0.017	8	44	0.034
10:00 - 11:00	8	44	0.008	8	44	0.008	8	44	0.016
11:00 - 12:00	8	44	0.008	8	44	0.011	8	44	0.019
12:00 - 13:00	8	44	0.006	8	44	0.003	8	44	0.009
13:00 - 14:00	8	44	0.000	8	44	0.003	8	44	0.003
14:00 - 15:00	8	44	0.006	8	44	0.003	8	44	0.009
15:00 - 16:00	8	44	0.008	8	44	0.006	8	44	0.014
16:00 - 17:00	8	44	0.008	8	44	0.008	8	44	0.016
17:00 - 18:00	8	44	0.011	8	44	0.014	8	44	0.025
18:00 - 19:00	8	44	0.008	8	44	0.008	8	44	0.016
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.083			0.084			0.167

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)
OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	8	44	0.003	8	44	0.003	8	44	0.006
08:00 - 09:00	8	44	0.000	8	44	0.000	8	44	0.000
09:00 - 10:00	8	44	0.000	8	44	0.000	8	44	0.000
10:00 - 11:00	8	44	0.006	8	44	0.003	8	44	0.009
11:00 - 12:00	8	44	0.003	8	44	0.006	8	44	0.009
12:00 - 13:00	8	44	0.003	8	44	0.000	8	44	0.003
13:00 - 14:00	8	44	0.006	8	44	0.003	8	44	0.009
14:00 - 15:00	8	44	0.003	8	44	0.008	8	44	0.011
15:00 - 16:00	8	44	0.000	8	44	0.000	8	44	0.000
16:00 - 17:00	8	44	0.000	8	44	0.000	8	44	0.000
17:00 - 18:00	8	44	0.000	8	44	0.000	8	44	0.000
18:00 - 19:00	8	44	0.000	8	44	0.000	8	44	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.023			0.047

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)
PSVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	8	44	0.000	8	44	0.000	8	44	0.000
08:00 - 09:00	8	44	0.000	8	44	0.000	8	44	0.000
09:00 - 10:00	8	44	0.000	8	44	0.000	8	44	0.000
10:00 - 11:00	8	44	0.000	8	44	0.000	8	44	0.000
11:00 - 12:00	8	44	0.000	8	44	0.000	8	44	0.000
12:00 - 13:00	8	44	0.000	8	44	0.000	8	44	0.000
13:00 - 14:00	8	44	0.000	8	44	0.000	8	44	0.000
14:00 - 15:00	8	44	0.003	8	44	0.003	8	44	0.006
15:00 - 16:00	8	44	0.000	8	44	0.000	8	44	0.000
16:00 - 17:00	8	44	0.000	8	44	0.000	8	44	0.000
17:00 - 18:00	8	44	0.000	8	44	0.000	8	44	0.000
18:00 - 19:00	8	44	0.000	8	44	0.000	8	44	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.003			0.003			0.006

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)
CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	8	44	0.003	8	44	0.020	8	44	0.023
08:00 - 09:00	8	44	0.000	8	44	0.017	8	44	0.017
09:00 - 10:00	8	44	0.003	8	44	0.006	8	44	0.009
10:00 - 11:00	8	44	0.003	8	44	0.014	8	44	0.017
11:00 - 12:00	8	44	0.008	8	44	0.000	8	44	0.008
12:00 - 13:00	8	44	0.008	8	44	0.008	8	44	0.016
13:00 - 14:00	8	44	0.008	8	44	0.000	8	44	0.008
14:00 - 15:00	8	44	0.003	8	44	0.003	8	44	0.006
15:00 - 16:00	8	44	0.011	8	44	0.008	8	44	0.019
16:00 - 17:00	8	44	0.008	8	44	0.008	8	44	0.016
17:00 - 18:00	8	44	0.006	8	44	0.006	8	44	0.012
18:00 - 19:00	8	44	0.023	8	44	0.003	8	44	0.026
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.084			0.093			0.177

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.*

Calculation Reference: AUDIT-356901-190715-0720

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : K - FITNESS CLUB (PRIVATE)
VEHICLES

Selected regions and areas:

05	EAST MIDLANDS		
	NR	NORTHAMPTONSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
09	NORTH		
	CB	CUMBRIA	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: 404 to 1380 (units: sqm)
Range Selected by User: 404 to 1400 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/11 to 06/04/17

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	2 days
Wednesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
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:

Industrial Zone	1
Commercial Zone	1
Development Zone	1
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:

D2	4 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	4 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
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	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	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	4 days

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

LIST OF SITES relevant to selection parameters

1	CB-07-K-01	FITNESS CLUB		CUMBRIA
	COWPER ROAD			
	PENRITH			
	GILWILLY IND. ESTATE			
	Edge of Town			
	Industrial Zone			
	Total Gross floor area:		650 sqm	
	Survey date: TUESDAY		*10/06/14*	*Survey Type: MANUAL*
2	NR-07-K-01	PUMP GYM		NORTHAMPTONSHIRE
	GLADSTONE ROAD			
	NORTHAMPTON			
	KINGSFIELD BUS. CENTRE			
	Edge of Town			
	Commercial Zone			
	Total Gross floor area:		1333 sqm	
	Survey date: WEDNESDAY		*23/11/16*	*Survey Type: MANUAL*
3	NY-07-K-01	FITNESS CLUB		NORTH YORKSHIRE
	RIVER VIEW ROAD			
	RIPON			
	Edge of Town			
	No Sub Category			
	Total Gross floor area:		404 sqm	
	Survey date: TUESDAY		*27/09/16*	*Survey Type: MANUAL*
4	TW-07-K-01	DW SPORTS FITNESS		TYNE & WEAR
	TIMBER BEACH ROAD			
	SUNDERLAND			
	CASTLETOWN			
	Suburban Area (PPS6 Out of Centre)			
	Development Zone			
	Total Gross floor area:		1380 sqm	
	Survey date: THURSDAY		*06/04/17*	*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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
VEHICLES
Calculation factor: 100 sqm
Estimated TRIP rate value per 71 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	4	942	0.982	0.697	4	942	0.106	0.075	4	942	1.088	0.772
07:00 - 08:00	4	942	0.664	0.471	4	942	0.770	0.547	4	942	1.434	1.018
08:00 - 09:00	4	942	0.531	0.377	4	942	0.478	0.339	4	942	1.009	0.716
09:00 - 10:00	4	942	0.876	0.622	4	942	0.504	0.358	4	942	1.380	0.980
10:00 - 11:00	4	942	0.743	0.528	4	942	0.743	0.528	4	942	1.486	1.056
11:00 - 12:00	4	942	0.398	0.283	4	942	0.478	0.339	4	942	0.876	0.622
12:00 - 13:00	4	942	0.451	0.320	4	942	0.584	0.415	4	942	1.035	0.735
13:00 - 14:00	4	942	0.637	0.452	4	942	0.531	0.377	4	942	1.168	0.829
14:00 - 15:00	4	942	0.557	0.396	4	942	0.425	0.302	4	942	0.982	0.698
15:00 - 16:00	4	942	0.637	0.452	4	942	0.504	0.358	4	942	1.141	0.810
16:00 - 17:00	4	942	1.088	0.773	4	942	0.770	0.547	4	942	1.858	1.320
17:00 - 18:00	4	942	1.619	1.150	4	942	1.009	0.716	4	942	2.628	1.866
18:00 - 19:00	4	942	1.168	0.829	4	942	1.726	1.225	4	942	2.894	2.054
19:00 - 20:00	4	942	0.823	0.584	4	942	1.407	0.999	4	942	2.230	1.583
20:00 - 21:00	4	942	0.398	0.283	4	942	0.982	0.697	4	942	1.380	0.980
21:00 - 22:00	4	942	0.133	0.094	4	942	0.531	0.377	4	942	0.664	0.471
22:00 - 23:00	1	404	0.000	0.000	1	404	0.000	0.000	1	404	0.000	0.000
23:00 - 24:00												
Total Rates:			11.705	8.311			11.548	8.199			23.253	16.510

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:	404 - 1380 (units: sqm)
Survey date date range:	01/01/11 - 06/04/17
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
TAXIS
Calculation factor: 100 sqm
Estimated TRIP rate value per 71 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	4	942	0.000	0.000	4	942	0.000	0.000	4	942	0.000	0.000
07:00 - 08:00	4	942	0.000	0.000	4	942	0.000	0.000	4	942	0.000	0.000
08:00 - 09:00	4	942	0.000	0.000	4	942	0.000	0.000	4	942	0.000	0.000
09:00 - 10:00	4	942	0.000	0.000	4	942	0.000	0.000	4	942	0.000	0.000
10:00 - 11:00	4	942	0.000	0.000	4	942	0.000	0.000	4	942	0.000	0.000
11:00 - 12:00	4	942	0.000	0.000	4	942	0.000	0.000	4	942	0.000	0.000
12:00 - 13:00	4	942	0.000	0.000	4	942	0.000	0.000	4	942	0.000	0.000
13:00 - 14:00	4	942	0.000	0.000	4	942	0.000	0.000	4	942	0.000	0.000
14:00 - 15:00	4	942	0.000	0.000	4	942	0.000	0.000	4	942	0.000	0.000
15:00 - 16:00	4	942	0.000	0.000	4	942	0.000	0.000	4	942	0.000	0.000
16:00 - 17:00	4	942	0.027	0.019	4	942	0.027	0.019	4	942	0.054	0.038
17:00 - 18:00	4	942	0.000	0.000	4	942	0.000	0.000	4	942	0.000	0.000
18:00 - 19:00	4	942	0.000	0.000	4	942	0.000	0.000	4	942	0.000	0.000
19:00 - 20:00	4	942	0.000	0.000	4	942	0.000	0.000	4	942	0.000	0.000
20:00 - 21:00	4	942	0.000	0.000	4	942	0.000	0.000	4	942	0.000	0.000
21:00 - 22:00	4	942	0.000	0.000	4	942	0.000	0.000	4	942	0.000	0.000
22:00 - 23:00	1	404	0.000	0.000	1	404	0.000	0.000	1	404	0.000	0.000
23:00 - 24:00												
Total Rates:			0.027	0.019			0.027	0.019			0.054	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.*

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
CYCLISTS
Calculation factor: 100 sqm
Estimated TRIP rate value per 71 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	4	942	0.027	0.019	4	942	0.000	0.000	4	942	0.027	0.019
07:00 - 08:00	4	942	0.000	0.000	4	942	0.000	0.000	4	942	0.000	0.000
08:00 - 09:00	4	942	0.000	0.000	4	942	0.000	0.000	4	942	0.000	0.000
09:00 - 10:00	4	942	0.000	0.000	4	942	0.027	0.019	4	942	0.027	0.019
10:00 - 11:00	4	942	0.027	0.019	4	942	0.000	0.000	4	942	0.027	0.019
11:00 - 12:00	4	942	0.027	0.019	4	942	0.000	0.000	4	942	0.027	0.019
12:00 - 13:00	4	942	0.027	0.019	4	942	0.027	0.019	4	942	0.054	0.038
13:00 - 14:00	4	942	0.000	0.000	4	942	0.000	0.000	4	942	0.000	0.000
14:00 - 15:00	4	942	0.000	0.000	4	942	0.027	0.019	4	942	0.027	0.019
15:00 - 16:00	4	942	0.000	0.000	4	942	0.027	0.019	4	942	0.027	0.019
16:00 - 17:00	4	942	0.000	0.000	4	942	0.000	0.000	4	942	0.000	0.000
17:00 - 18:00	4	942	0.053	0.038	4	942	0.000	0.000	4	942	0.053	0.038
18:00 - 19:00	4	942	0.000	0.000	4	942	0.053	0.038	4	942	0.053	0.038
19:00 - 20:00	4	942	0.000	0.000	4	942	0.000	0.000	4	942	0.000	0.000
20:00 - 21:00	4	942	0.000	0.000	4	942	0.000	0.000	4	942	0.000	0.000
21:00 - 22:00	4	942	0.000	0.000	4	942	0.000	0.000	4	942	0.000	0.000
22:00 - 23:00	1	404	0.000	0.000	1	404	0.000	0.000	1	404	0.000	0.000
23:00 - 24:00												
Total Rates:			0.161	0.114			0.161	0.114			0.322	0.228

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.*

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
CARS
Calculation factor: 100 sqm
Estimated TRIP rate value per 71 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	4	942	0.451	0.320	4	942	0.053	0.038	4	942	0.504	0.358
07:00 - 08:00	4	942	0.557	0.396	4	942	0.265	0.188	4	942	0.822	0.584
08:00 - 09:00	4	942	0.425	0.302	4	942	0.398	0.283	4	942	0.823	0.585
09:00 - 10:00	4	942	0.531	0.377	4	942	0.372	0.264	4	942	0.903	0.641
10:00 - 11:00	4	942	0.531	0.377	4	942	0.398	0.283	4	942	0.929	0.660
11:00 - 12:00	4	942	0.319	0.226	4	942	0.319	0.226	4	942	0.638	0.452
12:00 - 13:00	4	942	0.372	0.264	4	942	0.425	0.302	4	942	0.797	0.566
13:00 - 14:00	4	942	0.425	0.302	4	942	0.425	0.302	4	942	0.850	0.604
14:00 - 15:00	4	942	0.372	0.264	4	942	0.292	0.207	4	942	0.664	0.471
15:00 - 16:00	4	942	0.398	0.283	4	942	0.345	0.245	4	942	0.743	0.528
16:00 - 17:00	4	942	0.637	0.452	4	942	0.372	0.264	4	942	1.009	0.716
17:00 - 18:00	4	942	0.956	0.679	4	942	0.664	0.471	4	942	1.620	1.150
18:00 - 19:00	4	942	0.823	0.584	4	942	1.195	0.848	4	942	2.018	1.432
19:00 - 20:00	4	942	0.557	0.396	4	942	1.009	0.716	4	942	1.566	1.112
20:00 - 21:00	4	942	0.292	0.207	4	942	0.584	0.415	4	942	0.876	0.622
21:00 - 22:00	4	942	0.133	0.094	4	942	0.451	0.320	4	942	0.584	0.414
22:00 - 23:00	1	404	0.000	0.000	1	404	0.000	0.000	1	404	0.000	0.000
23:00 - 24:00												
Total Rates:			7.779	5.523			7.567	5.372			15.346	10.895

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.*

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
LGVS
Calculation factor: 100 sqm
Estimated TRIP rate value per 71 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	4	942	0.053	0.038	4	942	0.027	0.019	4	942	0.080	0.057
07:00 - 08:00	4	942	0.053	0.038	4	942	0.080	0.057	4	942	0.133	0.095
08:00 - 09:00	4	942	0.027	0.019	4	942	0.000	0.000	4	942	0.027	0.019
09:00 - 10:00	4	942	0.000	0.000	4	942	0.000	0.000	4	942	0.000	0.000
10:00 - 11:00	4	942	0.027	0.019	4	942	0.000	0.000	4	942	0.027	0.019
11:00 - 12:00	4	942	0.000	0.000	4	942	0.027	0.019	4	942	0.027	0.019
12:00 - 13:00	4	942	0.027	0.019	4	942	0.053	0.038	4	942	0.080	0.057
13:00 - 14:00	4	942	0.000	0.000	4	942	0.000	0.000	4	942	0.000	0.000
14:00 - 15:00	4	942	0.027	0.019	4	942	0.000	0.000	4	942	0.027	0.019
15:00 - 16:00	4	942	0.027	0.019	4	942	0.000	0.000	4	942	0.027	0.019
16:00 - 17:00	4	942	0.027	0.019	4	942	0.027	0.019	4	942	0.054	0.038
17:00 - 18:00	4	942	0.027	0.019	4	942	0.000	0.000	4	942	0.027	0.019
18:00 - 19:00	4	942	0.027	0.019	4	942	0.053	0.038	4	942	0.080	0.057
19:00 - 20:00	4	942	0.000	0.000	4	942	0.000	0.000	4	942	0.000	0.000
20:00 - 21:00	4	942	0.000	0.000	4	942	0.053	0.038	4	942	0.053	0.038
21:00 - 22:00	4	942	0.000	0.000	4	942	0.000	0.000	4	942	0.000	0.000
22:00 - 23:00	1	404	0.000	0.000	1	404	0.000	0.000	1	404	0.000	0.000
23:00 - 24:00												
Total Rates:			0.322	0.228			0.320	0.228			0.642	0.456

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.*

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
MOTOR CYCLES
Calculation factor: 100 sqm
Estimated TRIP rate value per 71 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	4	942	0.000	0.000	4	942	0.000	0.000	4	942	0.000	0.000
07:00 - 08:00	4	942	0.000	0.000	4	942	0.000	0.000	4	942	0.000	0.000
08:00 - 09:00	4	942	0.000	0.000	4	942	0.000	0.000	4	942	0.000	0.000
09:00 - 10:00	4	942	0.000	0.000	4	942	0.000	0.000	4	942	0.000	0.000
10:00 - 11:00	4	942	0.000	0.000	4	942	0.000	0.000	4	942	0.000	0.000
11:00 - 12:00	4	942	0.000	0.000	4	942	0.000	0.000	4	942	0.000	0.000
12:00 - 13:00	4	942	0.000	0.000	4	942	0.000	0.000	4	942	0.000	0.000
13:00 - 14:00	4	942	0.027	0.019	4	942	0.000	0.000	4	942	0.027	0.019
14:00 - 15:00	4	942	0.000	0.000	4	942	0.000	0.000	4	942	0.000	0.000
15:00 - 16:00	4	942	0.027	0.019	4	942	0.053	0.038	4	942	0.080	0.057
16:00 - 17:00	4	942	0.000	0.000	4	942	0.000	0.000	4	942	0.000	0.000
17:00 - 18:00	4	942	0.053	0.038	4	942	0.000	0.000	4	942	0.053	0.038
18:00 - 19:00	4	942	0.000	0.000	4	942	0.053	0.038	4	942	0.053	0.038
19:00 - 20:00	4	942	0.000	0.000	4	942	0.000	0.000	4	942	0.000	0.000
20:00 - 21:00	4	942	0.000	0.000	4	942	0.000	0.000	4	942	0.000	0.000
21:00 - 22:00	4	942	0.000	0.000	4	942	0.000	0.000	4	942	0.000	0.000
22:00 - 23:00	1	404	0.000	0.000	1	404	0.000	0.000	1	404	0.000	0.000
23:00 - 24:00												
Total Rates:			0.107	0.076			0.106	0.076			0.213	0.152

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.*

Calculation Reference: AUDIT-356901-190715-0737

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : O - CONVENIENCE STORE
VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
03	SOUTH WEST		
	DV	DEVON	1 days
	WL	WILTSHIRE	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
05	EAST MIDLANDS		
	LE	LEICESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	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: 70 to 330 (units: sqm)
Range Selected by User: 70 to 350 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/11 to 07/04/17

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

Selected survey days:

Monday	1 days
Wednesday	2 days
Thursday	1 days
Friday	3 days

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

Selected survey types:

Manual count	7 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	7

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	7

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	7 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	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:

5,001 to 25,000	1 days
75,001 to 100,000	1 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	5 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.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	7 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	7 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	7 days

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

LIST OF SITES relevant to selection parameters

1	DV-01-O-01	PREMIER		DEVON
	MELROSE AVENUE			
	PLYMOUTH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:		70 sqm	
	Survey date: WEDNESDAY		*18/07/12*	*Survey Type: MANUAL*
2	ES-01-O-01	ONE STOP		EAST SUSSEX
	THE SIDINGS			
	HASTINGS			
	ORE VALLEY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:		280 sqm	
	Survey date: WEDNESDAY		*19/12/12*	*Survey Type: MANUAL*
3	LE-01-O-01	BEST ONE		LEICESTERSHIRE
	THE FAIRWAY			
	LEICESTER			
	AYLESTONE PARK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:		220 sqm	
	Survey date: THURSDAY		*27/09/12*	*Survey Type: MANUAL*
4	NF-01-O-01	TESCO EXPRESS		NORFOLK
	DEREHAM ROAD			
	NORWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:		298 sqm	
	Survey date: FRIDAY		*26/10/12*	*Survey Type: MANUAL*
5	NY-01-O-03	CO-OPERATIVE		NORTH YORKSHIRE
	FOREST ROAD			
	NORTHALLERTON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:		305 sqm	
	Survey date: MONDAY		*19/09/16*	*Survey Type: MANUAL*
6	TW-01-O-02	CO-OPERATIVE		TYNE & WEAR
	ETHEL TERRACE			
	SUNDERLAND			
	CASTLETOWN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:		330 sqm	
	Survey date: FRIDAY		*07/04/17*	*Survey Type: MANUAL*
7	WL-01-O-01	ONE STOP		WILTSHIRE
	THE CIRCLE			
	SWINDON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:		292 sqm	
	Survey date: FRIDAY		*23/09/16*	*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 01 - RETAIL/O - CONVENIENCE STORE
VEHICLES
Calculation factor: 100 sqm
Estimated TRIP rate value per 69 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	4	238	4.617	3.186	4	238	4.407	3.041	4	238	9.024	6.227
07:00 - 08:00	7	256	7.465	5.151	7	256	6.574	4.536	7	256	14.039	9.687
08:00 - 09:00	7	256	9.359	6.458	7	256	9.304	6.419	7	256	18.663	12.877
09:00 - 10:00	7	256	6.964	4.805	7	256	6.240	4.305	7	256	13.204	9.110
10:00 - 11:00	7	256	5.404	3.729	7	256	5.237	3.613	7	256	10.641	7.342
11:00 - 12:00	7	256	5.014	3.460	7	256	5.571	3.844	7	256	10.585	7.304
12:00 - 13:00	7	256	7.131	4.920	7	256	6.964	4.805	7	256	14.095	9.725
13:00 - 14:00	7	256	5.571	3.844	7	256	5.348	3.690	7	256	10.919	7.534
14:00 - 15:00	7	256	6.685	4.613	7	256	6.518	4.497	7	256	13.203	9.110
15:00 - 16:00	7	256	5.738	3.959	7	256	6.017	4.152	7	256	11.755	8.111
16:00 - 17:00	7	256	8.412	5.804	7	256	7.075	4.882	7	256	15.487	10.686
17:00 - 18:00	7	256	8.635	5.958	7	256	7.855	5.420	7	256	16.490	11.378
18:00 - 19:00	7	256	9.471	6.535	7	256	9.916	6.842	7	256	19.387	13.377
19:00 - 20:00	7	256	7.688	5.305	7	256	8.802	6.074	7	256	16.490	11.379
20:00 - 21:00	5	287	2.861	1.974	5	287	4.257	2.937	5	287	7.118	4.911
21:00 - 22:00	4	303	2.473	1.707	4	303	3.298	2.275	4	303	5.771	3.982
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			103.488	71.408			103.383	71.332			206.871	142.740

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:	70 - 330 (units: sqm)
Survey date date range:	01/01/11 - 07/04/17
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
TAXIS
Calculation factor: 100 sqm
Estimated TRIP rate value per 69 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	4	238	0.000	0.000	4	238	0.000	0.000	4	238	0.000	0.000
07:00 - 08:00	7	256	0.167	0.115	7	256	0.167	0.115	7	256	0.334	0.230
08:00 - 09:00	7	256	0.279	0.192	7	256	0.223	0.154	7	256	0.502	0.346
09:00 - 10:00	7	256	0.111	0.077	7	256	0.111	0.077	7	256	0.222	0.154
10:00 - 11:00	7	256	0.056	0.038	7	256	0.111	0.077	7	256	0.167	0.115
11:00 - 12:00	7	256	0.167	0.115	7	256	0.167	0.115	7	256	0.334	0.230
12:00 - 13:00	7	256	0.167	0.115	7	256	0.167	0.115	7	256	0.334	0.230
13:00 - 14:00	7	256	0.111	0.077	7	256	0.111	0.077	7	256	0.222	0.154
14:00 - 15:00	7	256	0.167	0.115	7	256	0.167	0.115	7	256	0.334	0.230
15:00 - 16:00	7	256	0.111	0.077	7	256	0.111	0.077	7	256	0.222	0.154
16:00 - 17:00	7	256	0.167	0.115	7	256	0.111	0.077	7	256	0.278	0.192
17:00 - 18:00	7	256	0.111	0.077	7	256	0.111	0.077	7	256	0.222	0.154
18:00 - 19:00	7	256	0.056	0.038	7	256	0.056	0.038	7	256	0.112	0.076
19:00 - 20:00	7	256	0.000	0.000	7	256	0.056	0.038	7	256	0.056	0.038
20:00 - 21:00	5	287	0.070	0.048	5	287	0.070	0.048	5	287	0.140	0.096
21:00 - 22:00	4	303	0.082	0.057	4	303	0.082	0.057	4	303	0.164	0.114
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.822	1.256			1.821	1.257			3.643	2.513

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.*

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
OGVS
Calculation factor: 100 sqm
Estimated TRIP rate value per 69 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	4	238	0.210	0.145	4	238	0.210	0.145	4	238	0.420	0.290
07:00 - 08:00	7	256	0.279	0.192	7	256	0.279	0.192	7	256	0.558	0.384
08:00 - 09:00	7	256	0.279	0.192	7	256	0.167	0.115	7	256	0.446	0.307
09:00 - 10:00	7	256	0.167	0.115	7	256	0.279	0.192	7	256	0.446	0.307
10:00 - 11:00	7	256	0.111	0.077	7	256	0.111	0.077	7	256	0.222	0.154
11:00 - 12:00	7	256	0.056	0.038	7	256	0.056	0.038	7	256	0.112	0.076
12:00 - 13:00	7	256	0.056	0.038	7	256	0.056	0.038	7	256	0.112	0.076
13:00 - 14:00	7	256	0.000	0.000	7	256	0.000	0.000	7	256	0.000	0.000
14:00 - 15:00	7	256	0.000	0.000	7	256	0.000	0.000	7	256	0.000	0.000
15:00 - 16:00	7	256	0.056	0.038	7	256	0.056	0.038	7	256	0.112	0.076
16:00 - 17:00	7	256	0.056	0.038	7	256	0.056	0.038	7	256	0.112	0.076
17:00 - 18:00	7	256	0.000	0.000	7	256	0.000	0.000	7	256	0.000	0.000
18:00 - 19:00	7	256	0.000	0.000	7	256	0.000	0.000	7	256	0.000	0.000
19:00 - 20:00	7	256	0.000	0.000	7	256	0.000	0.000	7	256	0.000	0.000
20:00 - 21:00	5	287	0.000	0.000	5	287	0.000	0.000	5	287	0.000	0.000
21:00 - 22:00	4	303	0.000	0.000	4	303	0.000	0.000	4	303	0.000	0.000
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.270	0.873			1.270	0.873			2.540	1.746

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.*

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
CYCLISTS
Calculation factor: 100 sqm
Estimated TRIP rate value per 69 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	4	238	0.525	0.362	4	238	0.420	0.290	4	238	0.945	0.652
07:00 - 08:00	7	256	0.669	0.461	7	256	0.669	0.461	7	256	1.338	0.922
08:00 - 09:00	7	256	0.891	0.615	7	256	0.836	0.577	7	256	1.727	1.192
09:00 - 10:00	7	256	0.501	0.346	7	256	0.390	0.269	7	256	0.891	0.615
10:00 - 11:00	7	256	0.334	0.231	7	256	0.223	0.154	7	256	0.557	0.385
11:00 - 12:00	7	256	0.334	0.231	7	256	0.446	0.308	7	256	0.780	0.539
12:00 - 13:00	7	256	0.501	0.346	7	256	0.390	0.269	7	256	0.891	0.615
13:00 - 14:00	7	256	0.223	0.154	7	256	0.390	0.269	7	256	0.613	0.423
14:00 - 15:00	7	256	0.390	0.269	7	256	0.390	0.269	7	256	0.780	0.538
15:00 - 16:00	7	256	0.669	0.461	7	256	0.724	0.500	7	256	1.393	0.961
16:00 - 17:00	7	256	1.058	0.730	7	256	0.780	0.538	7	256	1.838	1.268
17:00 - 18:00	7	256	0.836	0.577	7	256	0.724	0.500	7	256	1.560	1.077
18:00 - 19:00	7	256	1.170	0.807	7	256	1.058	0.730	7	256	2.228	1.537
19:00 - 20:00	7	256	0.613	0.423	7	256	0.557	0.384	7	256	1.170	0.807
20:00 - 21:00	5	287	0.140	0.096	5	287	0.419	0.289	5	287	0.559	0.385
21:00 - 22:00	4	303	0.247	0.171	4	303	0.247	0.171	4	303	0.494	0.342
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			9.101	6.280			8.663	5.978			17.764	12.258

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.*

Calculation Reference: AUDIT-356901-190715-0751

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : C - INDUSTRIAL UNIT
VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	RE	READING	1 days
03	SOUTH WEST		
	BR	BRISTOL CITY	1 days
04	EAST ANGLIA		
	SF	SUFFOLK	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: 645 to 1475 (units: sqm)
Range Selected by User: 500 to 1500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/11 to 22/09/15

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:

Tuesday	1 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

This data displays the 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
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:

Industrial Zone	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:

B1	3 days
B2	1 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®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

75,001 to 100,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	1 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:

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	4 days

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

LIST OF SITES relevant to selection parameters

1 BR-02-C-02 STAINLESS FITTINGS BRISTOL CITY
SOUTH LIBERTY LANE
BRISTOL

Edge of Town
Industrial Zone
Total Gross floor area: 1475 sqm
Survey date: TUESDAY *22/09/15* *Survey Type: MANUAL*

2 RE-02-C-01 SHEET METAL FABRICATION READING
COMMERCIAL ROAD
READING

Edge of Town
Industrial Zone
Total Gross floor area: 645 sqm
Survey date: THURSDAY *22/11/12* *Survey Type: MANUAL*

3 SF-02-C-01 JOINERY SUFFOLK
ANSON ROAD
IPSWICH
MARTLESHAM HEATH
Edge of Town
Industrial Zone
Total Gross floor area: 1100 sqm
Survey date: FRIDAY *12/07/13* *Survey Type: MANUAL*

4 TW-02-C-01 INDUSTRIAL UNIT TYNE & WEAR
SHAFTESBURY AVENUE
JARROW
TYNE POINT IND. ESTATE
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 950 sqm
Survey date: THURSDAY *15/11/12* *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 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4	1043	0.408	4	1043	0.048	4	1043	0.456
08:00 - 09:00	4	1043	0.552	4	1043	0.168	4	1043	0.720
09:00 - 10:00	4	1043	0.456	4	1043	0.216	4	1043	0.672
10:00 - 11:00	4	1043	0.312	4	1043	0.288	4	1043	0.600
11:00 - 12:00	4	1043	0.288	4	1043	0.240	4	1043	0.528
12:00 - 13:00	4	1043	0.456	4	1043	0.456	4	1043	0.912
13:00 - 14:00	4	1043	0.504	4	1043	0.408	4	1043	0.912
14:00 - 15:00	4	1043	0.504	4	1043	0.456	4	1043	0.960
15:00 - 16:00	4	1043	0.360	4	1043	0.384	4	1043	0.744
16:00 - 17:00	4	1043	0.240	4	1043	0.576	4	1043	0.816
17:00 - 18:00	4	1043	0.072	4	1043	0.863	4	1043	0.935
18:00 - 19:00	4	1043	0.048	4	1043	0.120	4	1043	0.168
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.200			4.223			8.423

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

*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:	645 - 1475 (units: sqm)
Survey date date range:	01/01/11 - 22/09/15
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4	1043	0.000	4	1043	0.000	4	1043	0.000
08:00 - 09:00	4	1043	0.024	4	1043	0.000	4	1043	0.024
09:00 - 10:00	4	1043	0.048	4	1043	0.048	4	1043	0.096
10:00 - 11:00	4	1043	0.024	4	1043	0.072	4	1043	0.096
11:00 - 12:00	4	1043	0.024	4	1043	0.000	4	1043	0.024
12:00 - 13:00	4	1043	0.048	4	1043	0.072	4	1043	0.120
13:00 - 14:00	4	1043	0.024	4	1043	0.000	4	1043	0.024
14:00 - 15:00	4	1043	0.000	4	1043	0.000	4	1043	0.000
15:00 - 16:00	4	1043	0.000	4	1043	0.000	4	1043	0.000
16:00 - 17:00	4	1043	0.024	4	1043	0.024	4	1043	0.048
17:00 - 18:00	4	1043	0.000	4	1043	0.000	4	1043	0.000
18:00 - 19:00	4	1043	0.000	4	1043	0.000	4	1043	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.216			0.216			0.432

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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TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4	1043	0.072	4	1043	0.000	4	1043	0.072
08:00 - 09:00	4	1043	0.000	4	1043	0.000	4	1043	0.000
09:00 - 10:00	4	1043	0.024	4	1043	0.000	4	1043	0.024
10:00 - 11:00	4	1043	0.000	4	1043	0.000	4	1043	0.000
11:00 - 12:00	4	1043	0.000	4	1043	0.000	4	1043	0.000
12:00 - 13:00	4	1043	0.000	4	1043	0.000	4	1043	0.000
13:00 - 14:00	4	1043	0.024	4	1043	0.024	4	1043	0.048
14:00 - 15:00	4	1043	0.000	4	1043	0.024	4	1043	0.024
15:00 - 16:00	4	1043	0.000	4	1043	0.024	4	1043	0.024
16:00 - 17:00	4	1043	0.000	4	1043	0.048	4	1043	0.048
17:00 - 18:00	4	1043	0.024	4	1043	0.000	4	1043	0.024
18:00 - 19:00	4	1043	0.000	4	1043	0.000	4	1043	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.144			0.120			0.264

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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